

Chrysler



SIXES

EIGHTS



YOU GET *the* GOOD THINGS FIRST...

IN

Chrysler

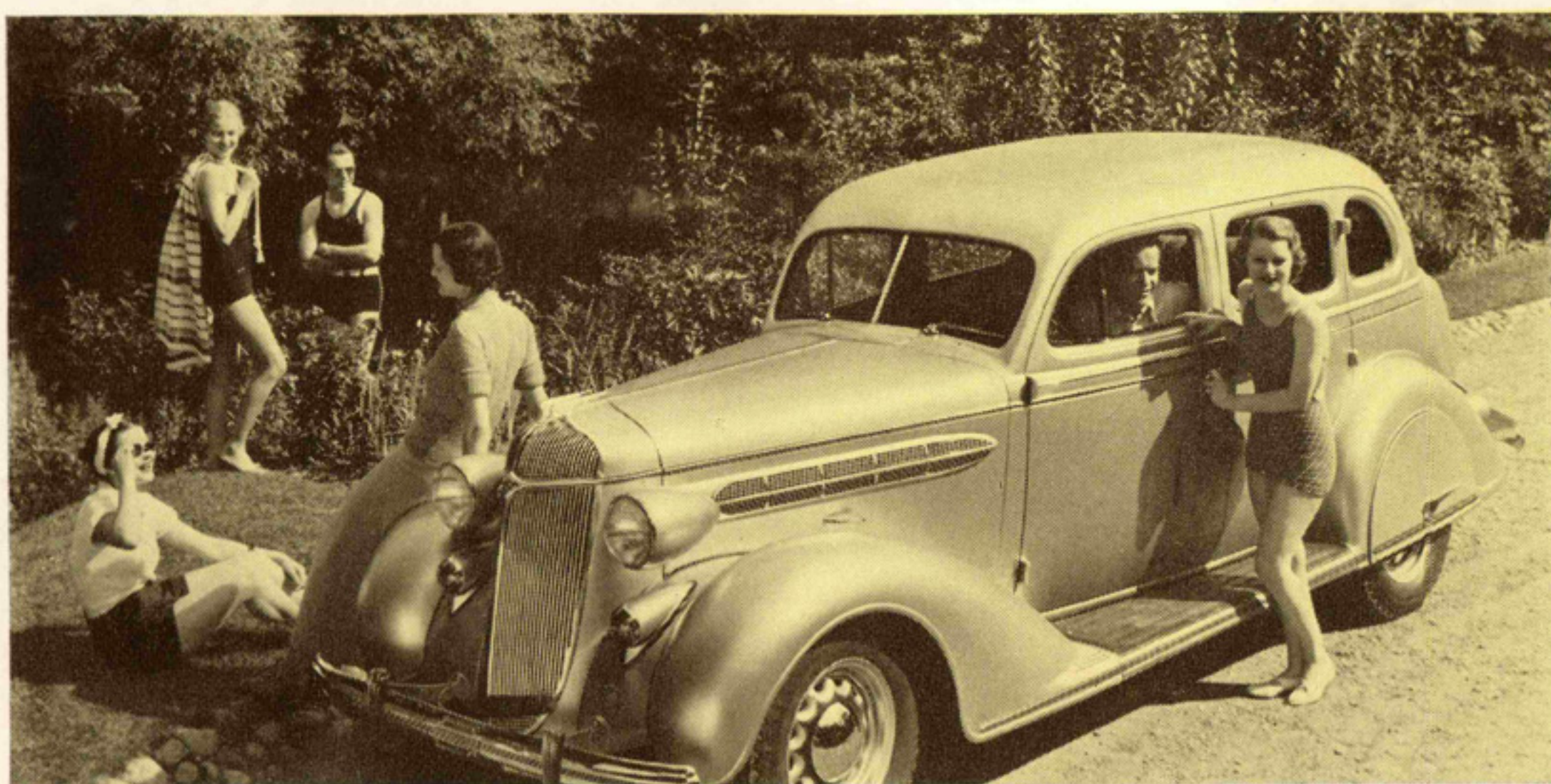
- ★ FIRST IN *Beauty*
- ★ FIRST IN *Performance*
- ★ FIRST IN *Safety*
- ★ FIRST IN *Luxury*
AT A THRIFTY PRICE



Chrysler PUTS YOU IN THE *Luxury*

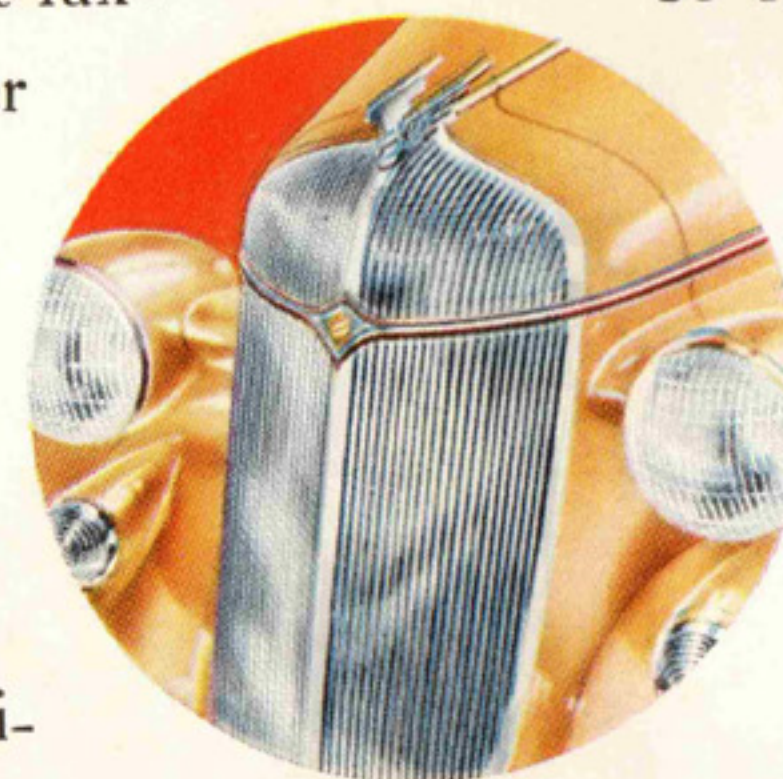


SMART IN THE SMARTEST COMPANY No other motor car has Chrysler's happy combination of dashing, care-free lines, and rich interior luxury. Wherever smart people gather, at fashionable clubs or watering resorts, a Chrysler fits happily into the picture.



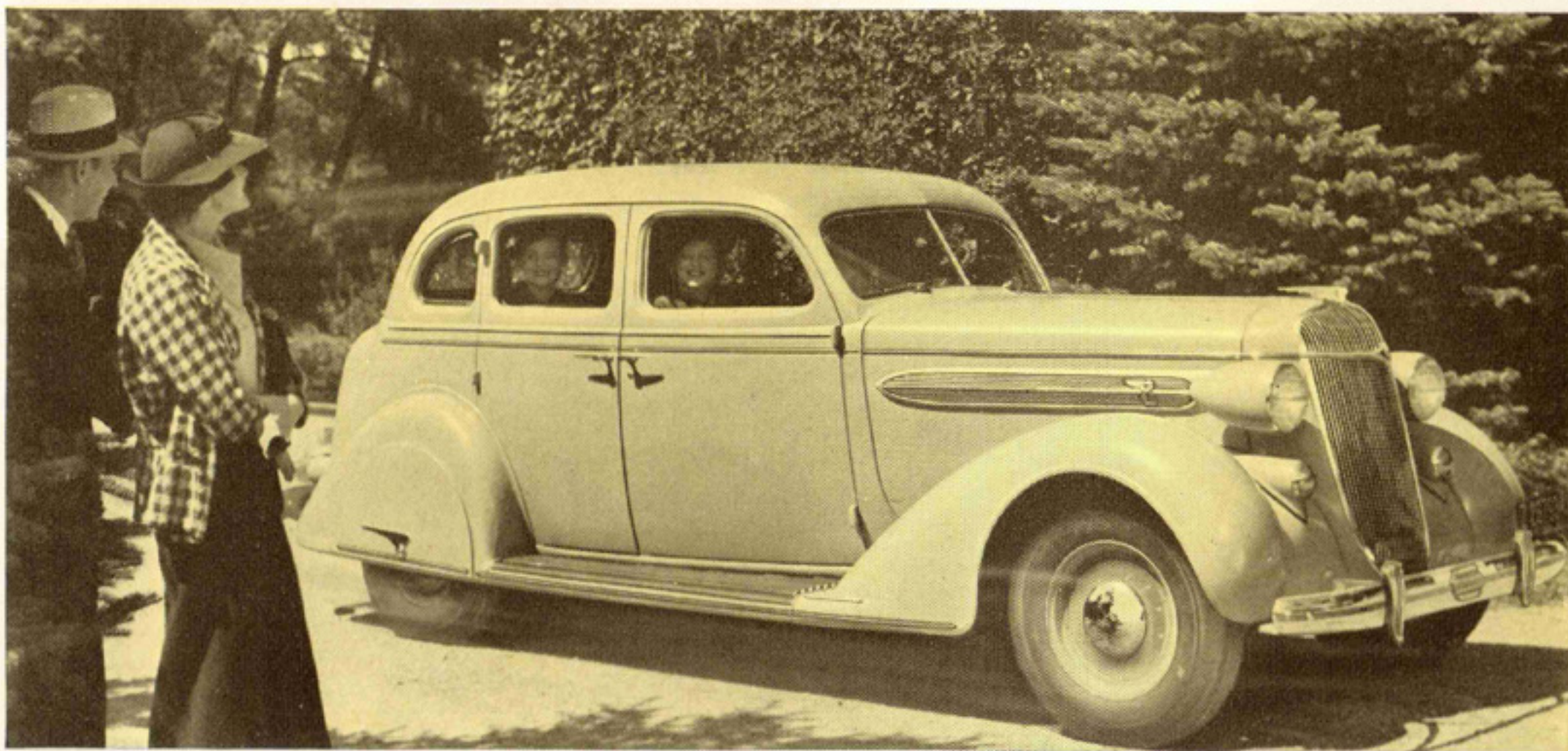
THE SPIRIT OF YOUTH AND GO Chrysler cars have always had the flair that makes them popular with young people . . . and people who *feel* young. Flashing pick-up . . . thrilling performance . . . long, low, flowing lines. You'll be *happier* with a Chrysler.

IT'S time for luxury . . . time to *enjoy* motoring again . . . *time to own a Chrysler!* ☆ The new 1936 Chryslers are the most luxurious cars in Chrysler history. They are bigger, more beautiful cars . . . with faster, more thrilling performance . . . more comfortable, luxurious interiors . . . the finest motor cars Chrysler has ever built. ☆ And yet, with all of Chrysler's recognized advantages . . . Floating Power, Hydraulic Brakes, Safety Steel Bodies, Scientific Weight Distribution, and a host of other advancements, they are priced so very little above the lowest-priced cars that there is no reason now for buying any new car until you have looked at a Chrysler. ☆ In the 1936 Chrysler

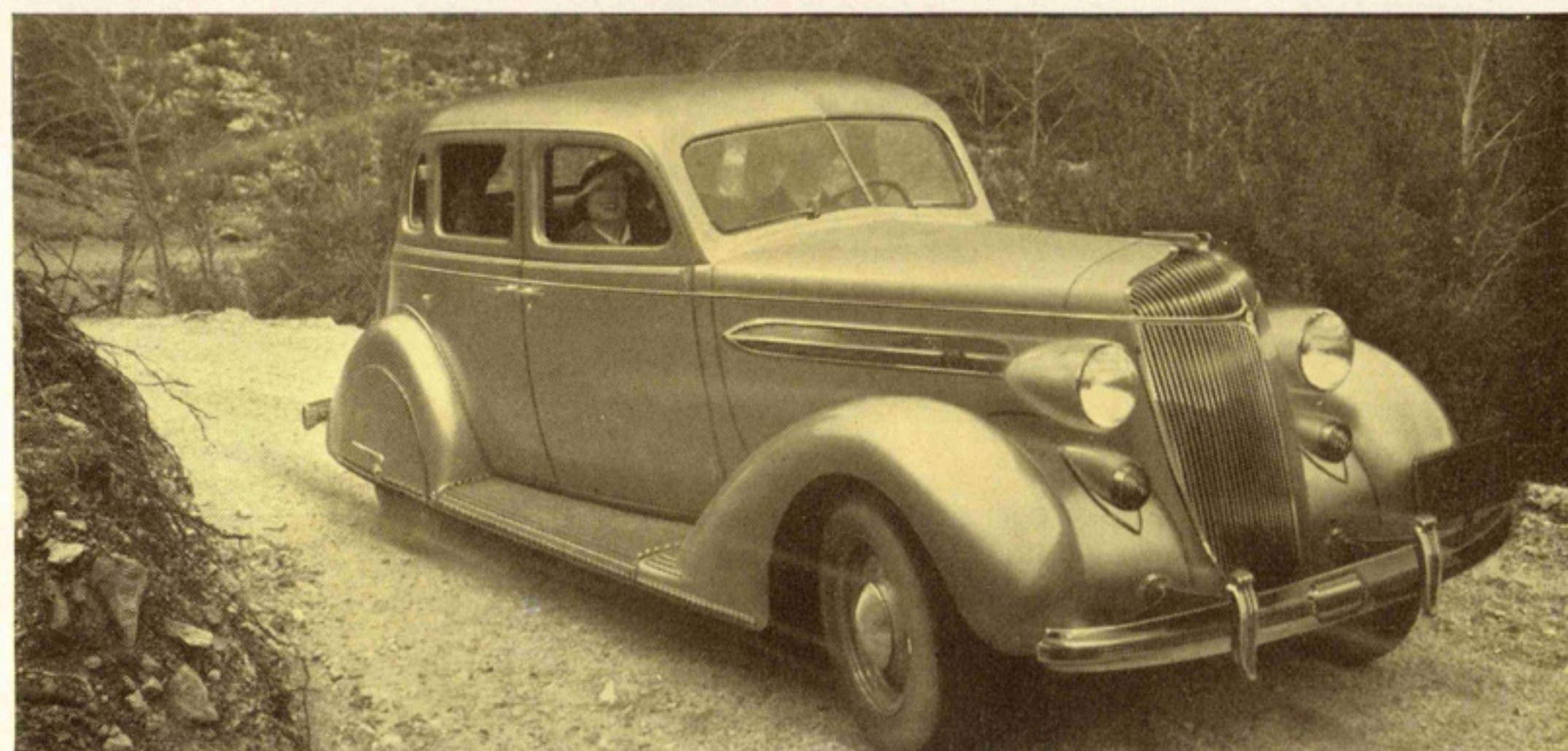


Sixes and De Luxe Eights, Chrysler offers you luxury and smartness never before found in cars priced so low. Startling beauty that will stand out in any company . . . spacious interiors of compelling charm . . . mechanical innovations that insure economy and comfort on any road at any speed . . . and safety that is the standard for the entire industry. ☆ See these thrilling new Chryslers! Your nearest Chrysler dealer will be *proud* to have you examine and drive them. He will be happy to explain, too, how easy it is to own a luxurious new 1936 Chrysler Six or De Luxe Eight. ☆ Yes, it's time to return to luxury again . . . it's time for *you* to own a Chrysler!

Class . . . COSTS YOU VERY Little



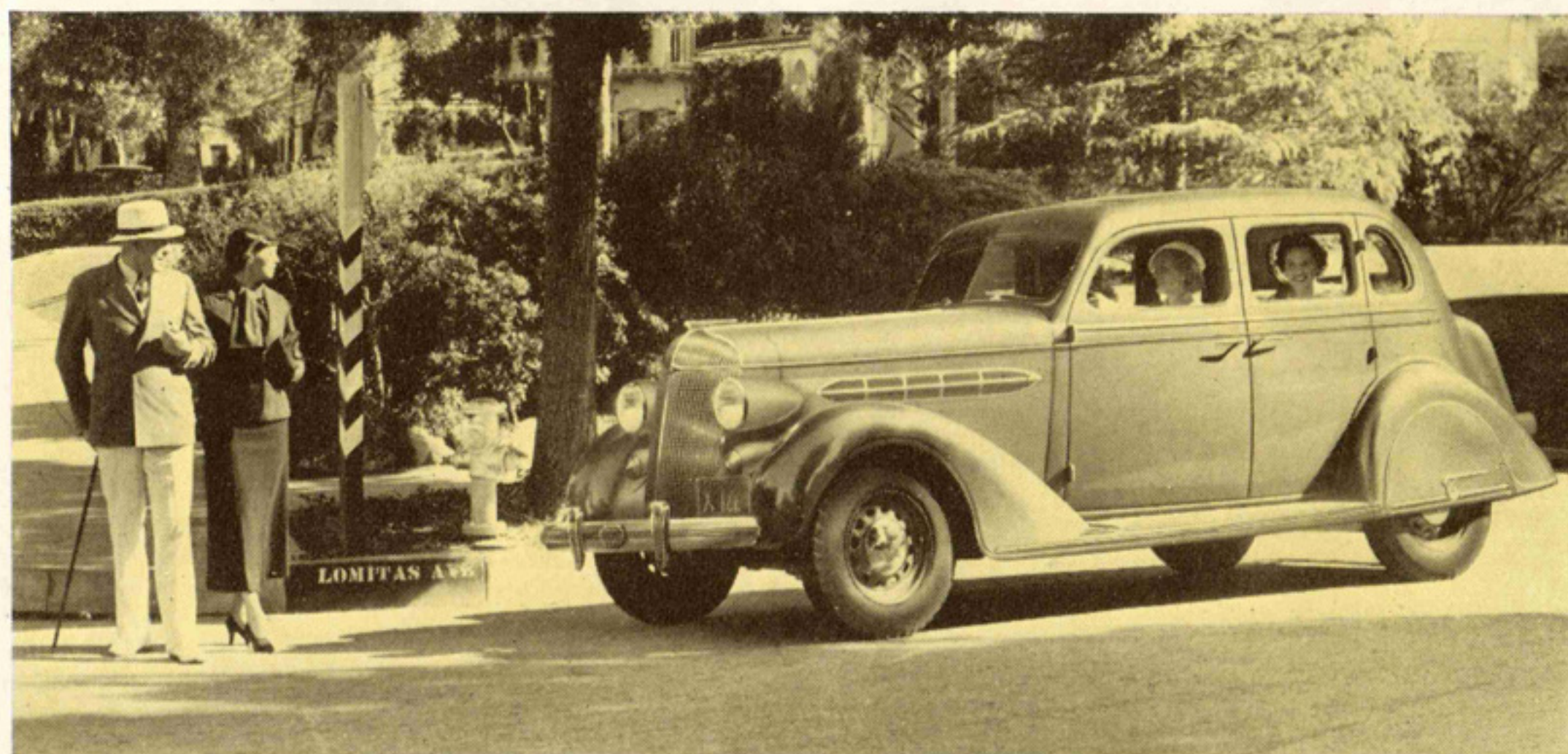
WANT SPEED . . . IT'S YOURS! Get behind the wheel of a Chrysler. You'll know instantly it's different from other cars. More than just speed . . . *smooth, effortless speed*. Mile after mile, hour after hour . . . in perfect comfort. Floating Power performance!



REALLY USABLE SPEED! Chrysler speed is ready for any emergency. Lightning acceleration when you need it in traffic . . . steady touring speeds for the open road. No sidesway on turns—thanks to Chrysler's sway-eliminator. You're always safer in a Chrysler.



SPEED ON ANY ROAD! Chrysler's famous Floating Ride makes motoring fun again. You can step from a Chrysler after 500 miles and feel refreshed. And better-balanced weight distribution keeps the car steady and sure-footed on any road. *Perfect roadability*.



SPEED UNDER PERFECT CONTROL Whether in traffic or on the open road, you're confident in a Chrysler. Sure, steady control under any conditions. Smooth, positive brakes, time-tested for twelve years. Sway eliminator. Low center of gravity. Shockless steering.

THE BEAUTIFUL NEW

Chrysler Six

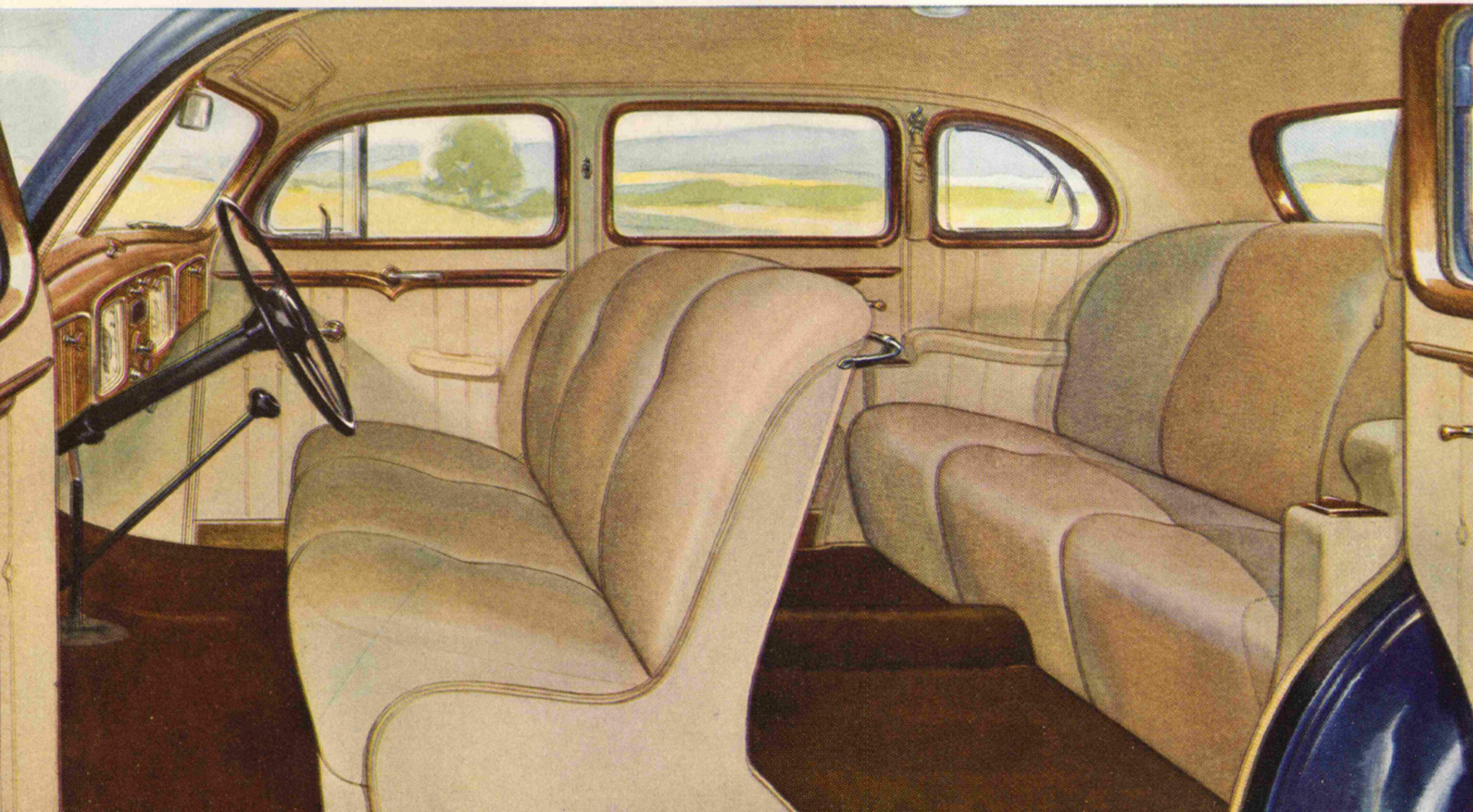


CONVENIENT ASH RECEPTACLES

SPARKLING beauty is built into every line of these new luxury cars. From the long, sweeping hood to the graceful streamlining of the body, they are the smartest things on wheels. The Touring Sedan, pictured, is unusually spacious, providing maximum room and comfort for the entire family on long trips. There's ample space in the new larger trunks for *all* your luggage.



TRUNK IS MORE SPACIOUS

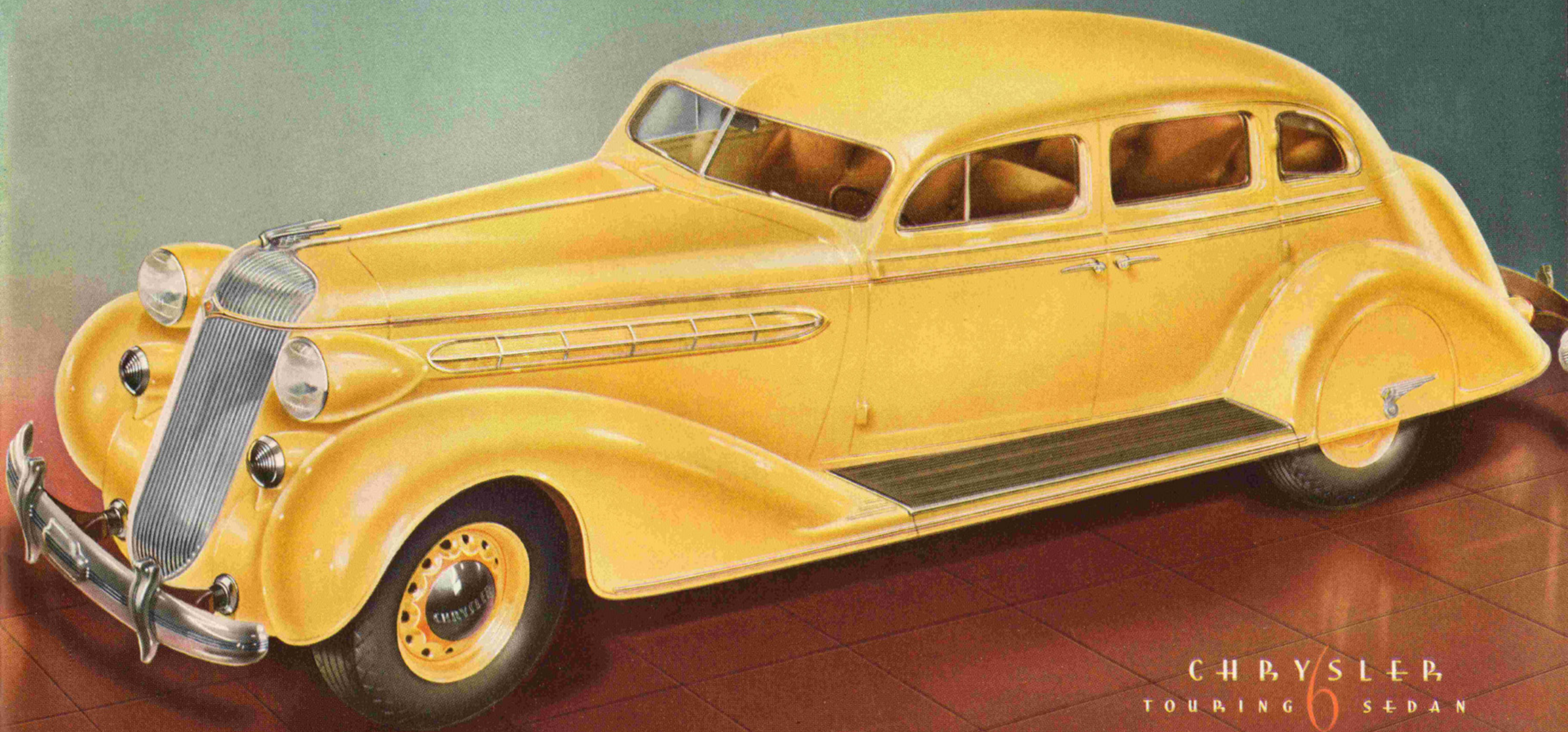


Smart NEW INTERIORS



Chrysler Six interiors for 1936 set them apart . . . they're big, luxurious, with true custom-car richness. Deep, soft seats . . . coverings of beautiful texture . . . recessed arm rests that make the wide rear seats even wider. You'll thrill to the beauty and luxury of these glorious new Chrysler Sixes, in any one of the six body popular styles.

LUXURY



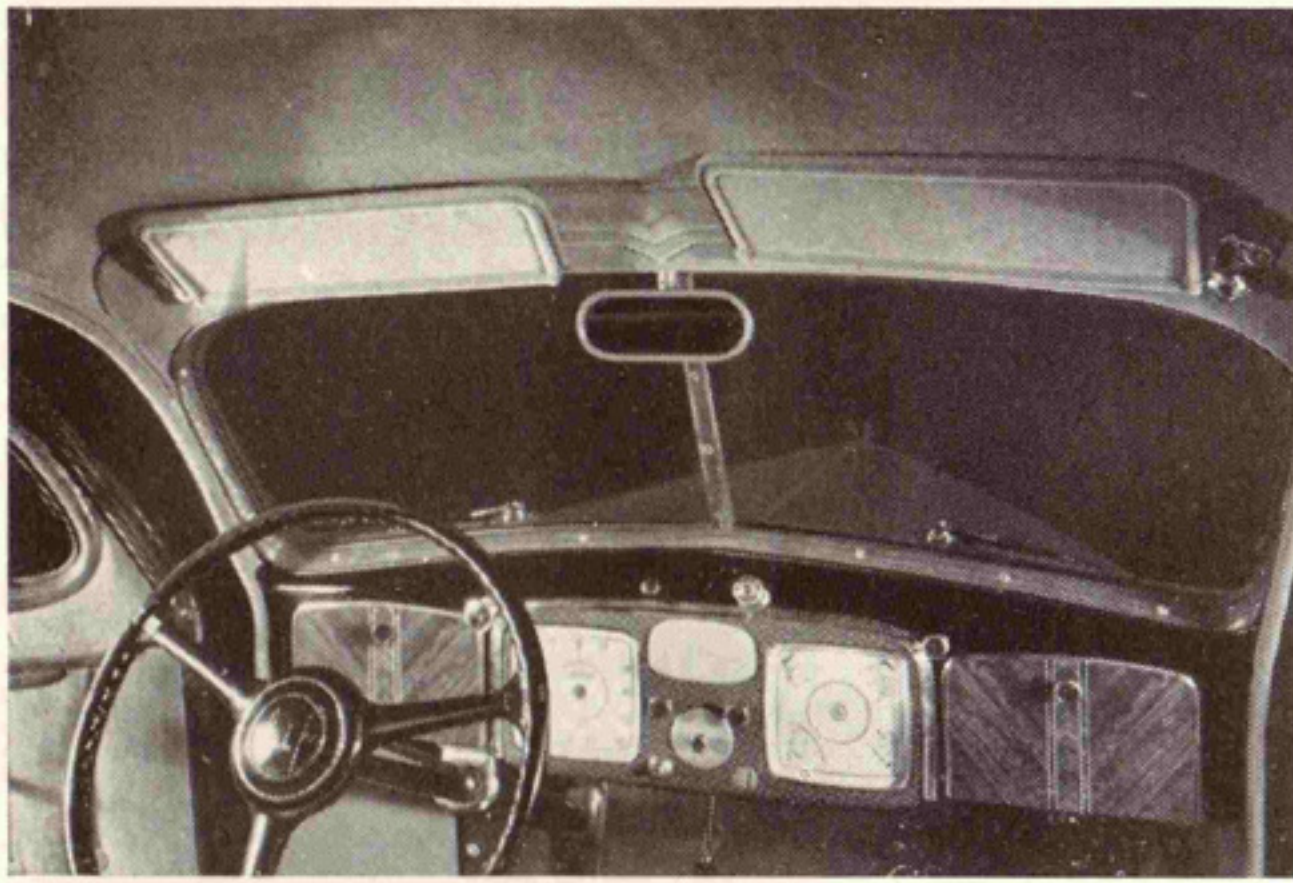
CHRYSLER
TOURING 6 SEDAN

VALUE



CHRYSLER
TOURING 6 BROUGHAM

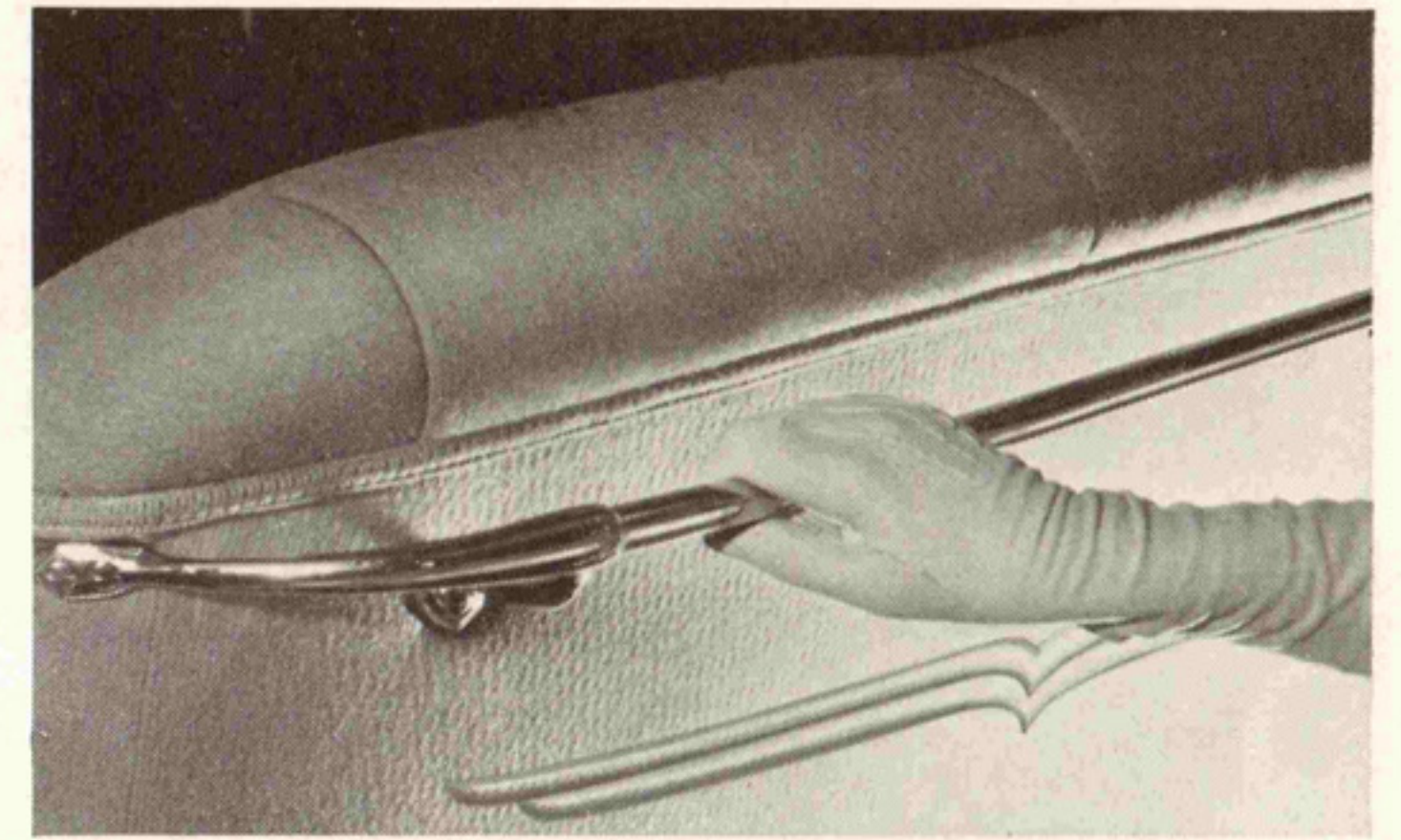
A FEW OF *Chrysler's* MANY EXTRA VALUE FEATURES



INSTRUMENT PANEL Rich, smart, and convenient . . . large, easy-to-read instruments . . . roomy package compartments, attractively designed ash receivers.



NEW FOOT RESTS The new sixes are easy to get into. Low-swung bodies bring the floor almost level with the running board. Newly designed foot rests add materially to your comfort.



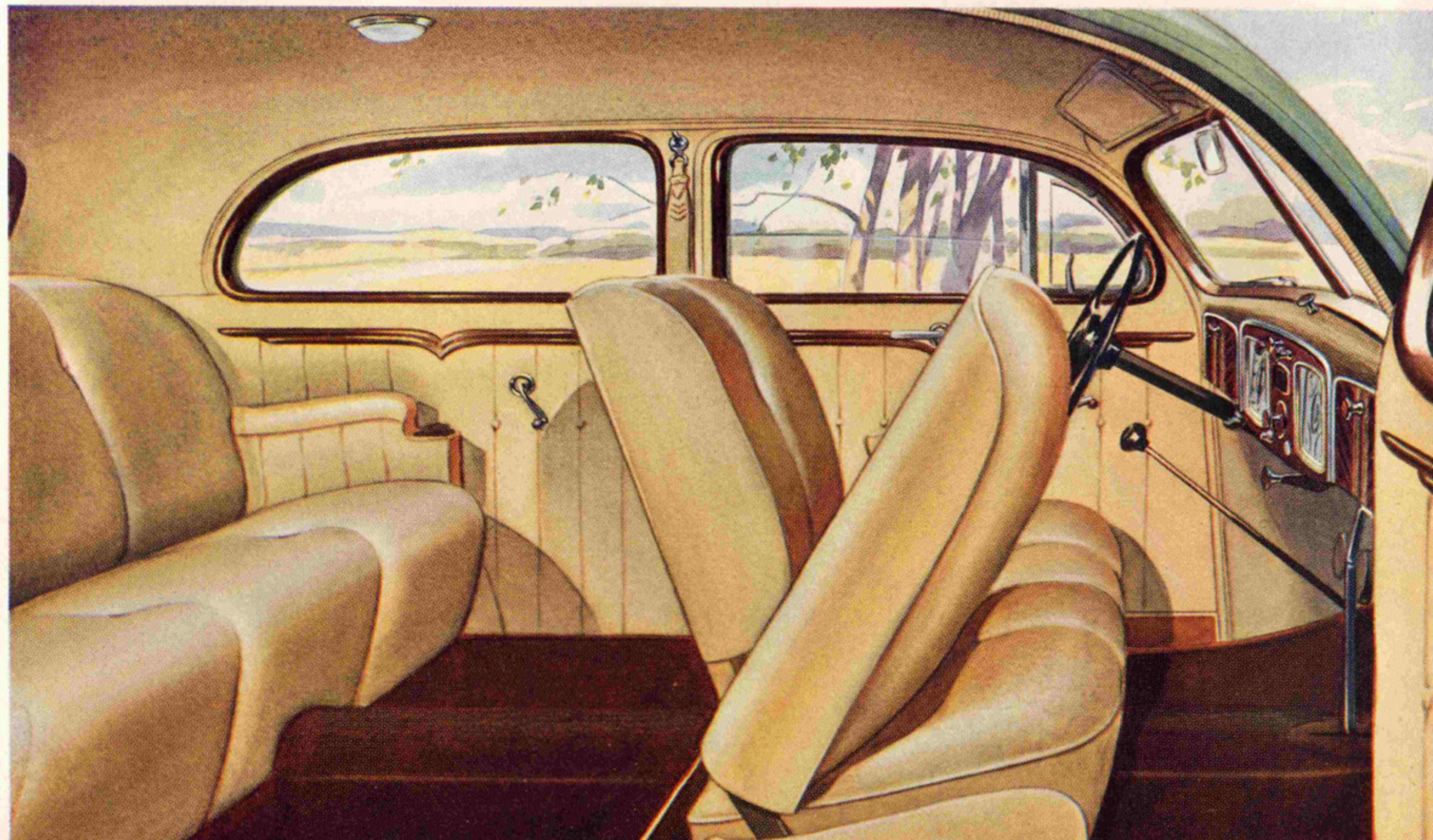
ROBE RAIL A convenient robe rail adorns the back of the front seat in all touring sedan models, adding a thoughtful touch to the new Chrysler's interior refinements.

SPACIOUS INTERIOR OF THE CHRYSLER 6 BROUHAM

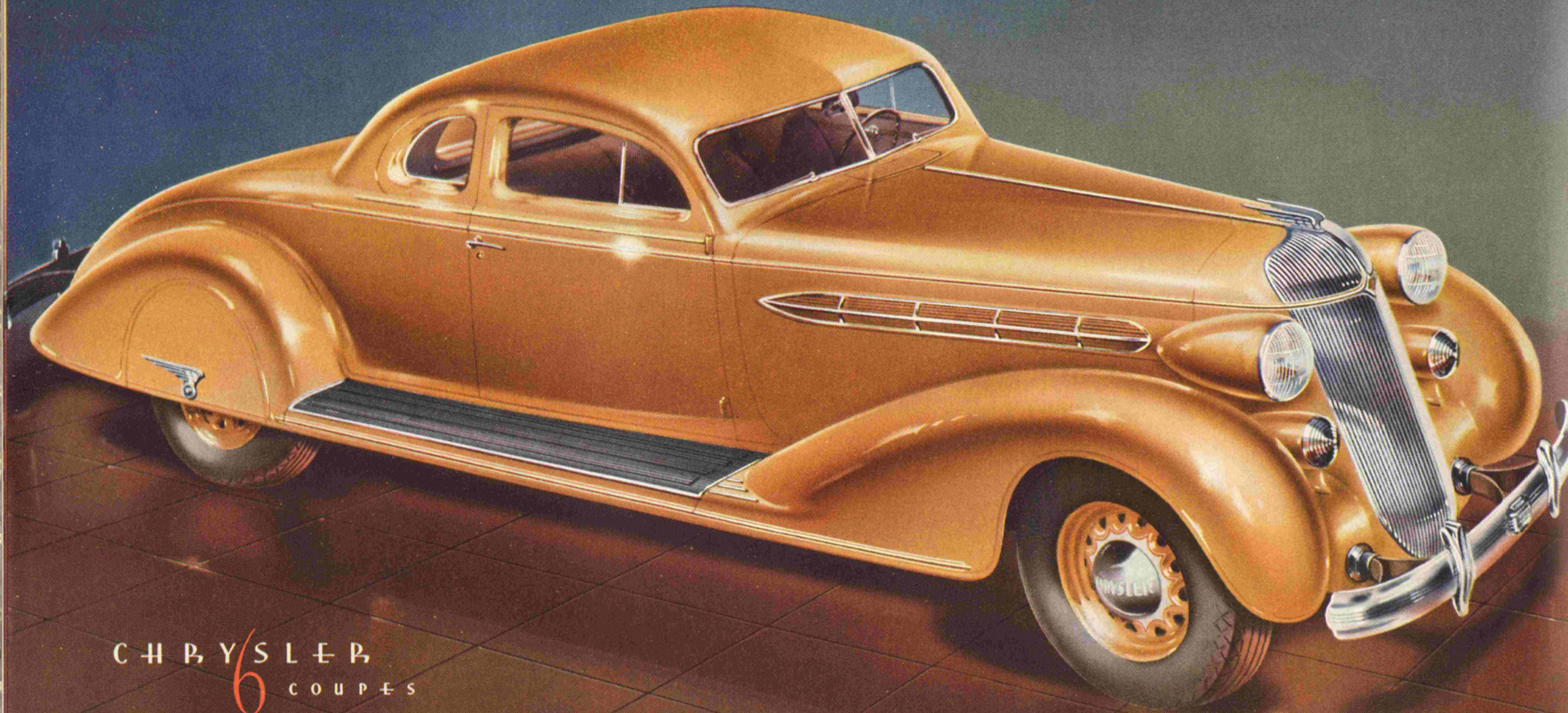
☆ ☆ ☆

TOURING models are destined to enjoy greater popularity in 1936. And for folks who like to "go places" the new Chrysler Six Touring Brougham offers many advantages. Ideal for families with small children . . . no rear doors to worry you. Amazingly spacious and comfortable. Room for plenty of luggage and spare tire in the big trunk that's an integral part of the body. A big car for touring, at a surprisingly low price.

☆

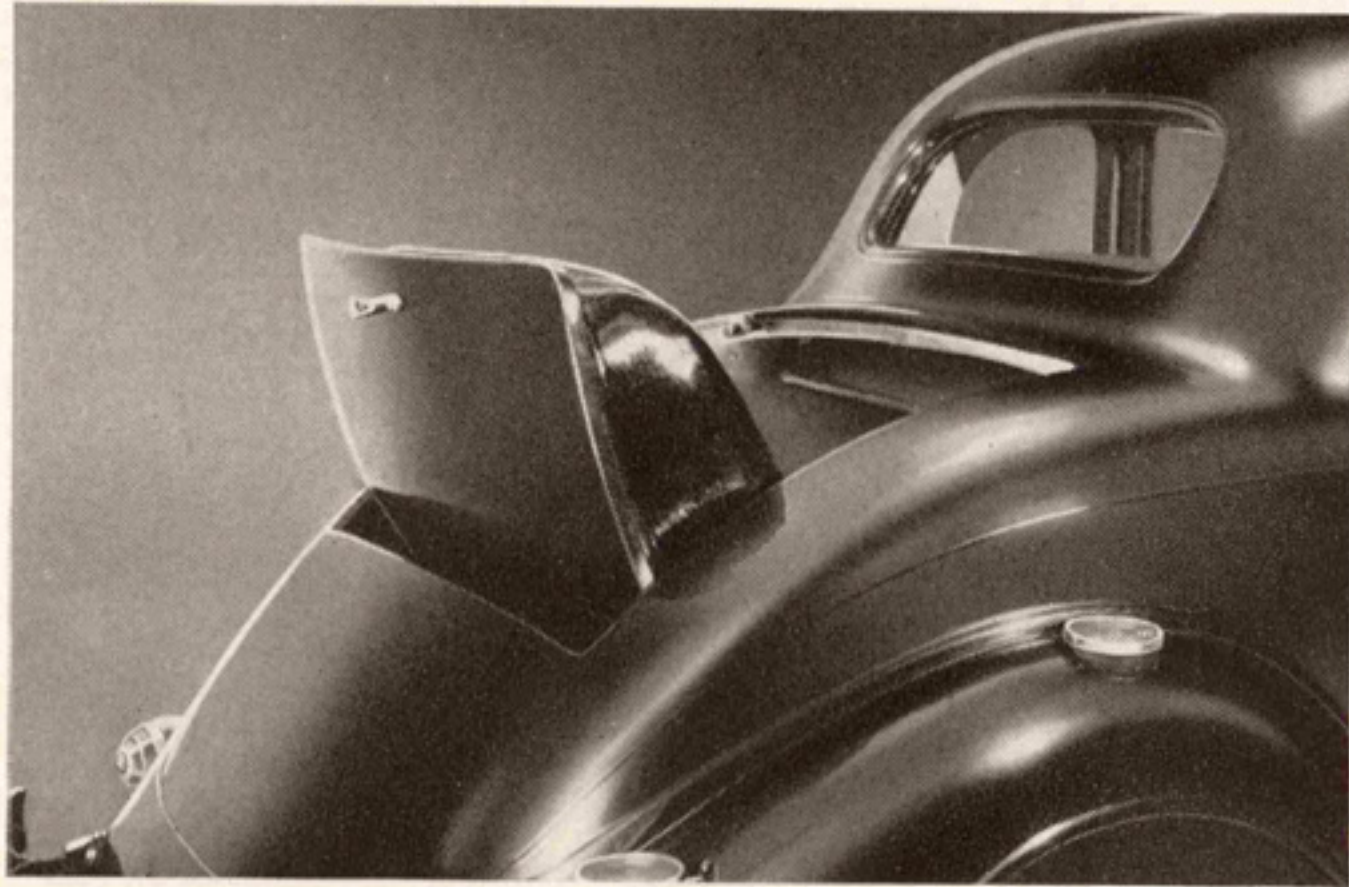


SMART

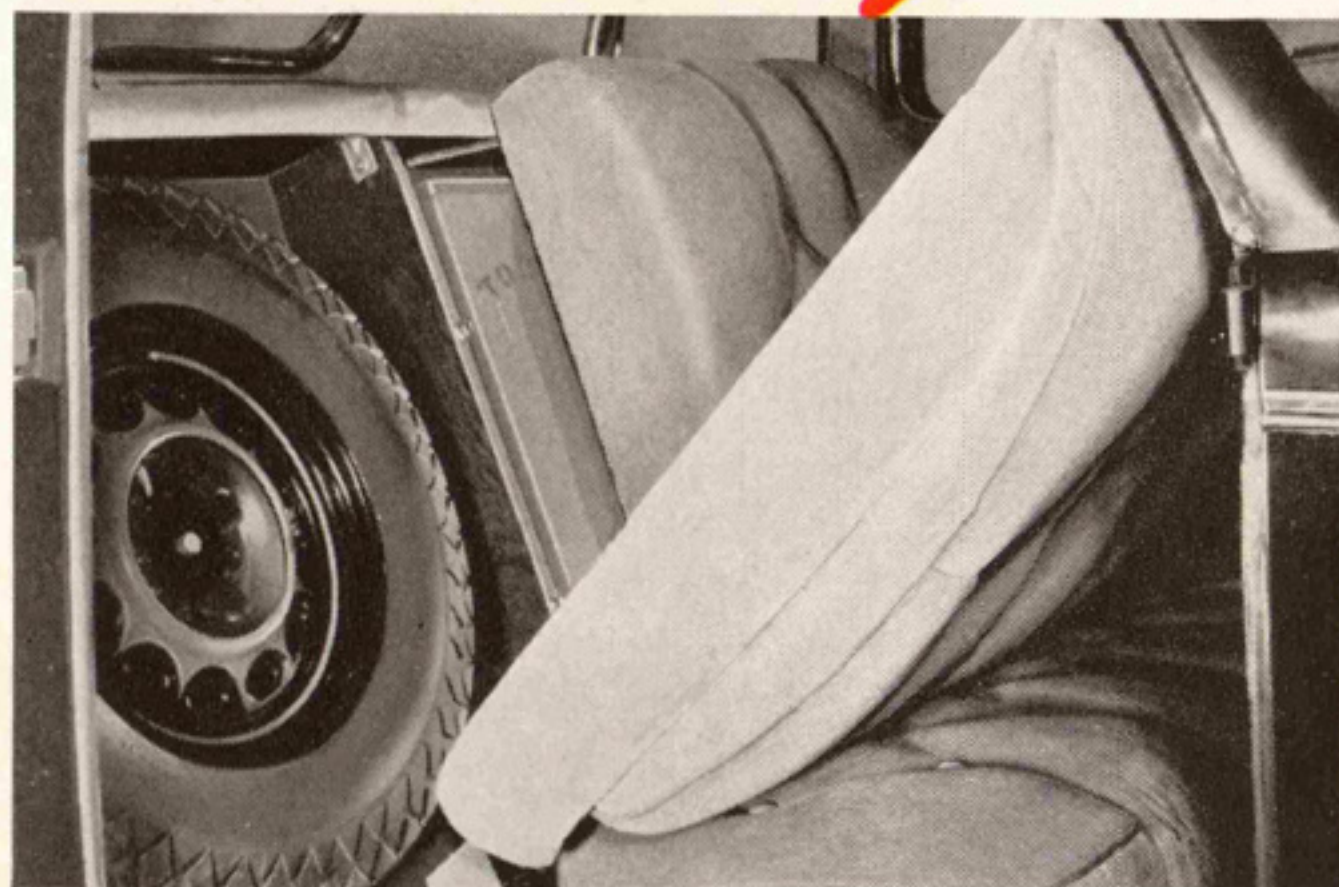


CHRYSLER
6 COUPES

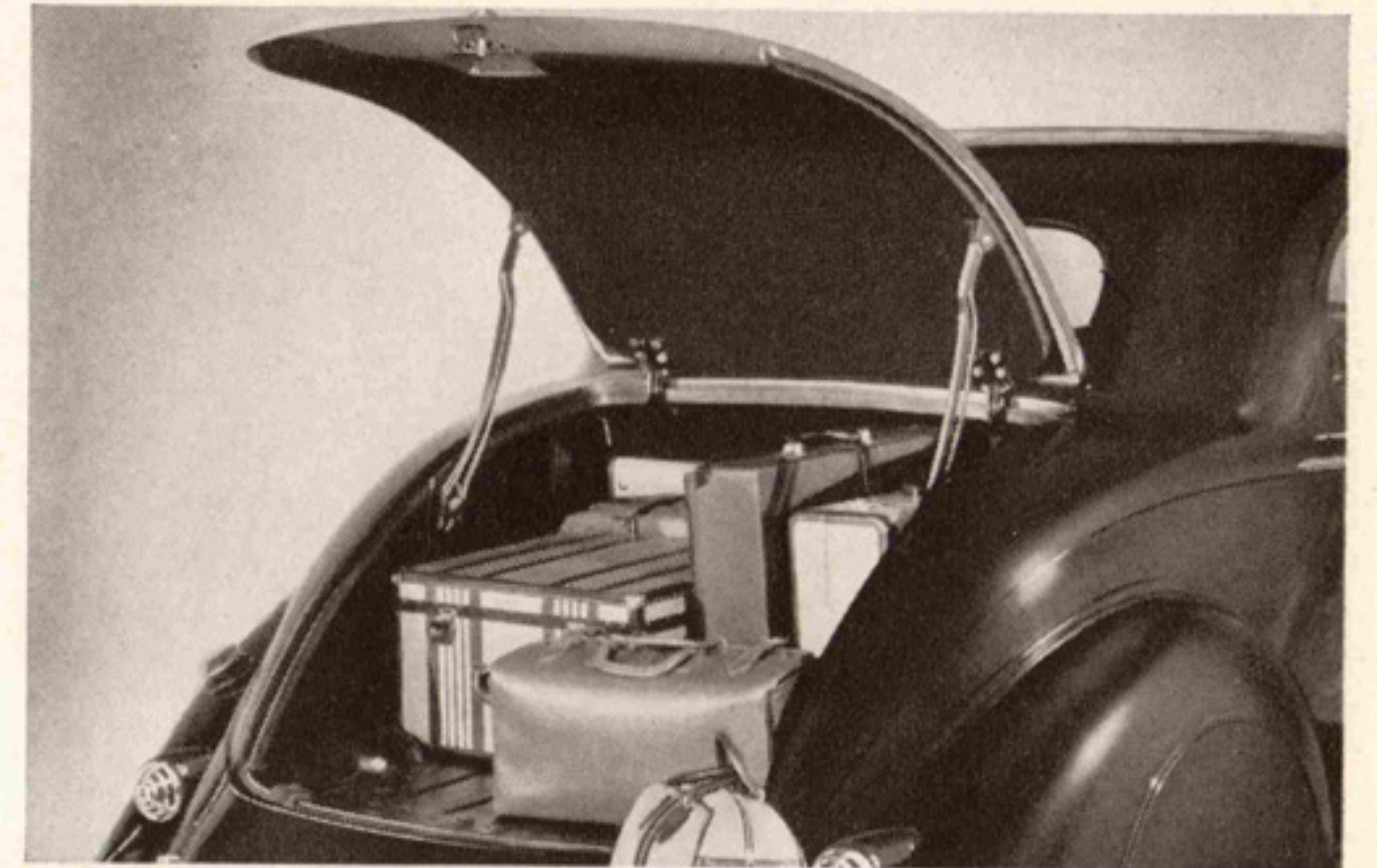
TWO SMART NEW *Chrysler Six* COUPES



RUMBLE SEAT COUPE

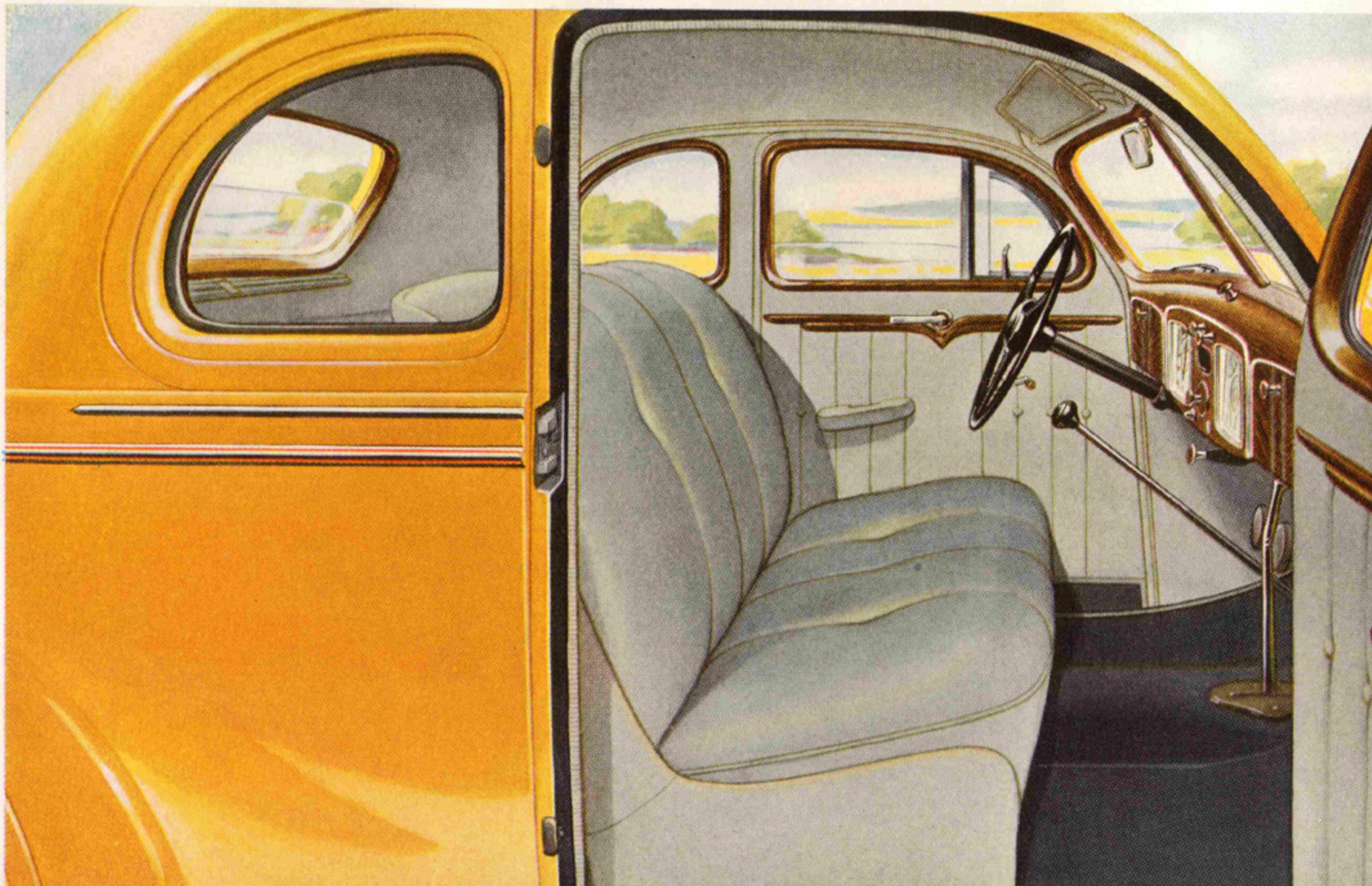


SPARE TIRE STOWED INSIDE



REAR DECK BUSINESS COUPE

THE *Ideal* PERSONAL CARS...THE CHRYSLER SIX COUPES ★



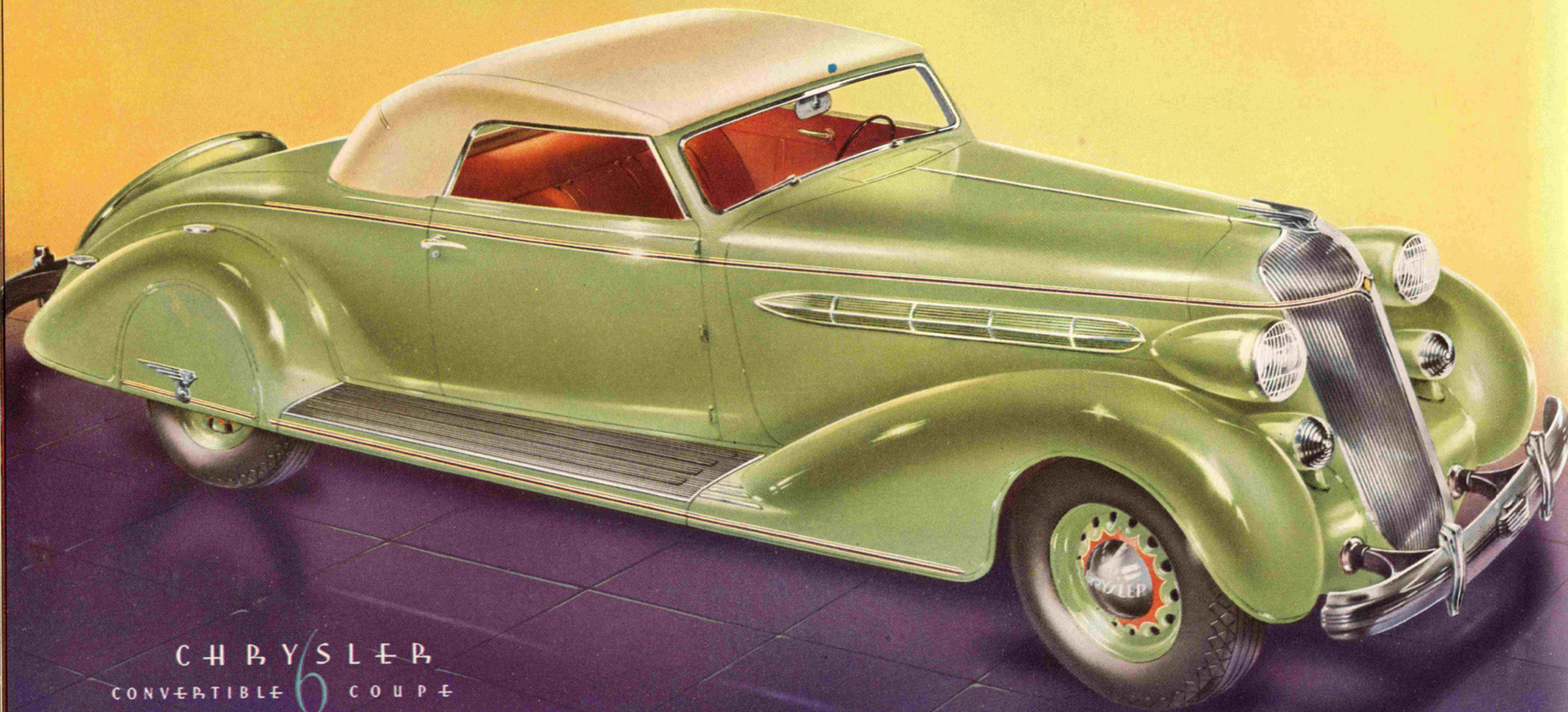
★ ★ ★

FOR a personal car, a coupe is the thing. It's smart, cozy, intimate . . . a fine choice as a second car. Preferred by young people, and by many doctors and business men because of ease of handling.

The Rumble Seat Coupe is long, low, racy looking, with a rumble that's really comfortable to sit in. And the Business Coupe, with the same smart lines and sparkling performance, provides a rear deck storage compartment that's ample for more luggage than most people ever carry.

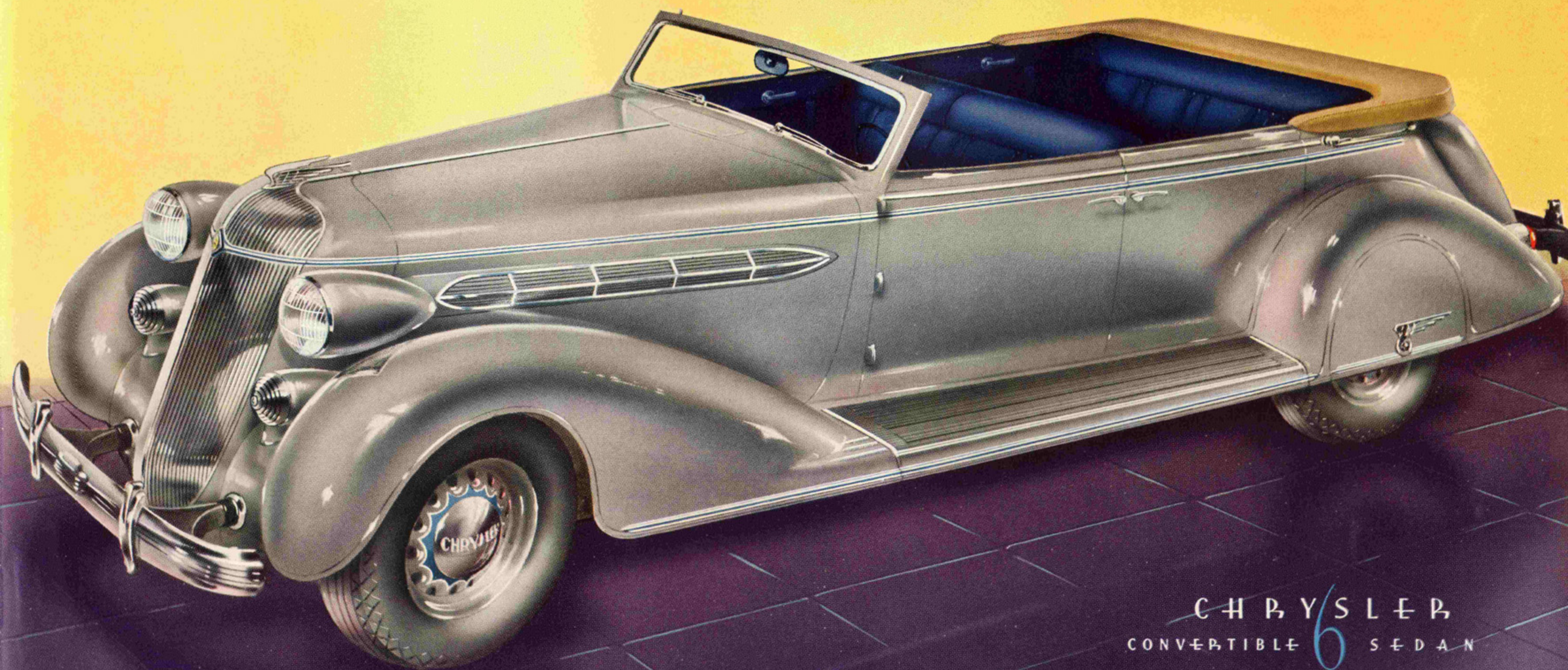
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D A S



CHRYSLER
CONVERTIBLE 6 COUPE

H I N G

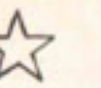


CHRYSLER
CONVERTIBLE 6 SEDAN

THE DISTINCTIVE NEW *Chrysler Eight*



ACCENT on luxury . . . everyone wants big-car luxury and riding comfort and performance. You'll find them all in lavish measure in the De Luxe Chrysler Eights for 1936 . . . and priced at about half what you'd expect. ☆ There have never been such cars . . . even Chrysler, famed for cars with a flair that changed the entire trend of motor car design, has never offered so much, for so little. ☆ The new De Luxe Eights are the most thrilling cars you ever drove. They bow to nothing on the road. They're built to get out in front *quickly* . . . and stay in front. And they are styled to lead in any company. ☆ They're long, low-

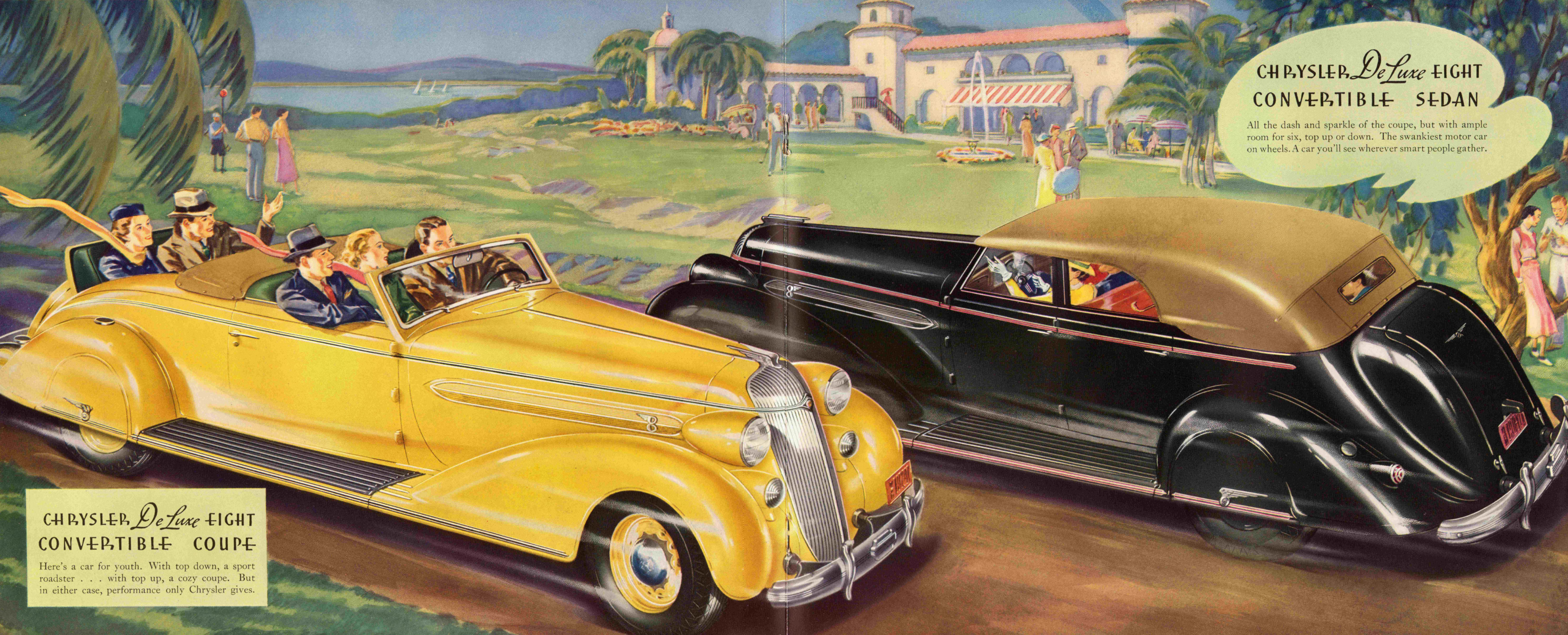


swung . . . with breath-taking acceleration and . . . amazing top speed . . . and the sure control of Chrysler's time-tested hydraulic brakes. And smoothness possible only with Chrysler's famous Floating Power. ☆ They are big, luxurious cars to ride in . . . with wider, chair-high seats and deep, soft upholstery. ☆ Four smart, luxurious models on the 121-inch wheelbase and three special, extra-roomy, custom-type bodies on a wheelbase of 133 inches. And whichever body style best suits your particular requirements you have only to drive them or ride in them to know "you'll be infinitely happier with a Chrysler!"

POWERFUL



CHRYSLER 8
De Luxe RUMBLE SEAT COUPE



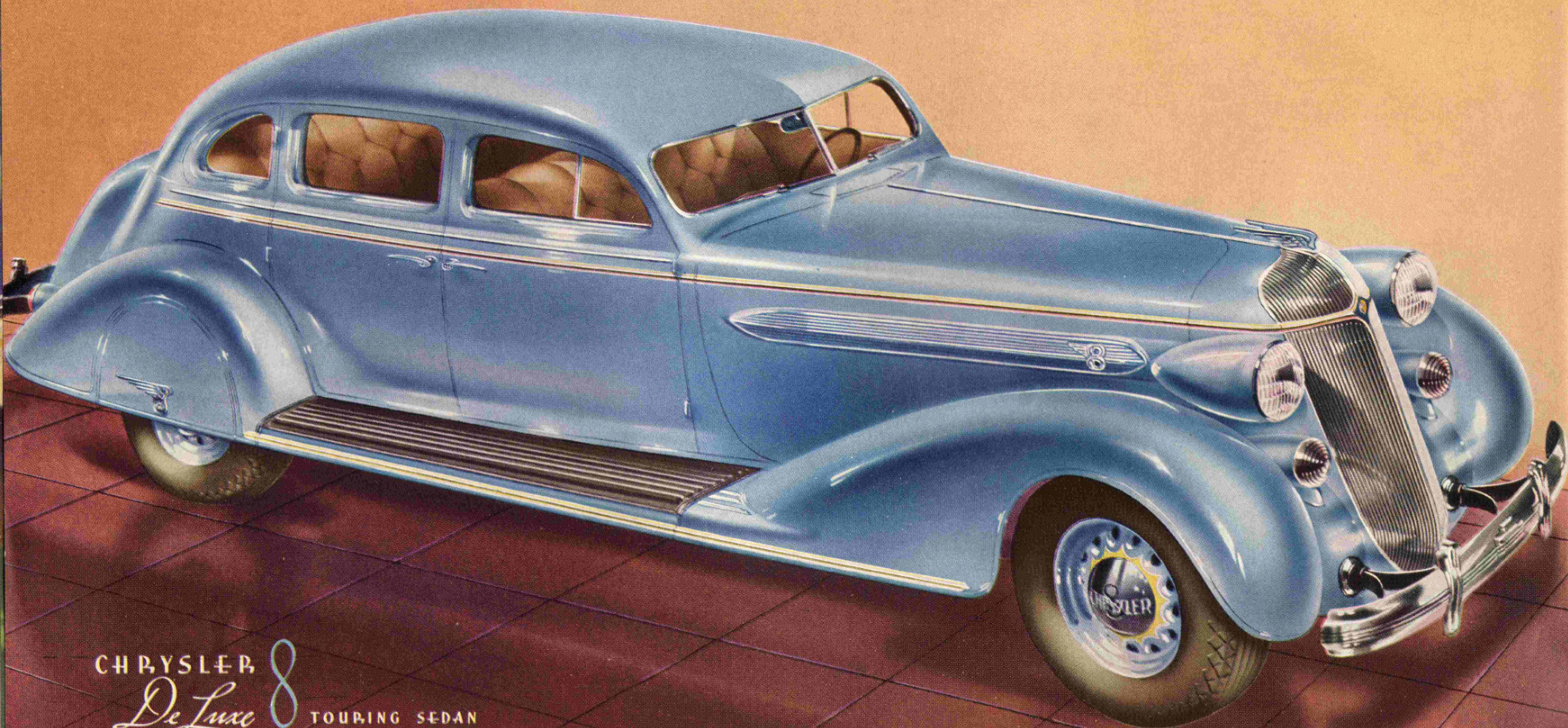
CHRYSLER *DeLuxe* EIGHT
CONVERTIBLE SEDAN

All the dash and sparkle of the coupe, but with ample room for six, top up or down. The swankiest motor car on wheels. A car you'll see wherever smart people gather.

CHRYSLER *DeLuxe* EIGHT
CONVERTIBLE COUPE

Here's a car for youth. With top down, a sport roadster . . . with top up, a cozy coupe. But in either case, performance only Chrysler gives.

DISTINCTIVE



CHRYSLER 8
De Luxe TOURING SEDAN

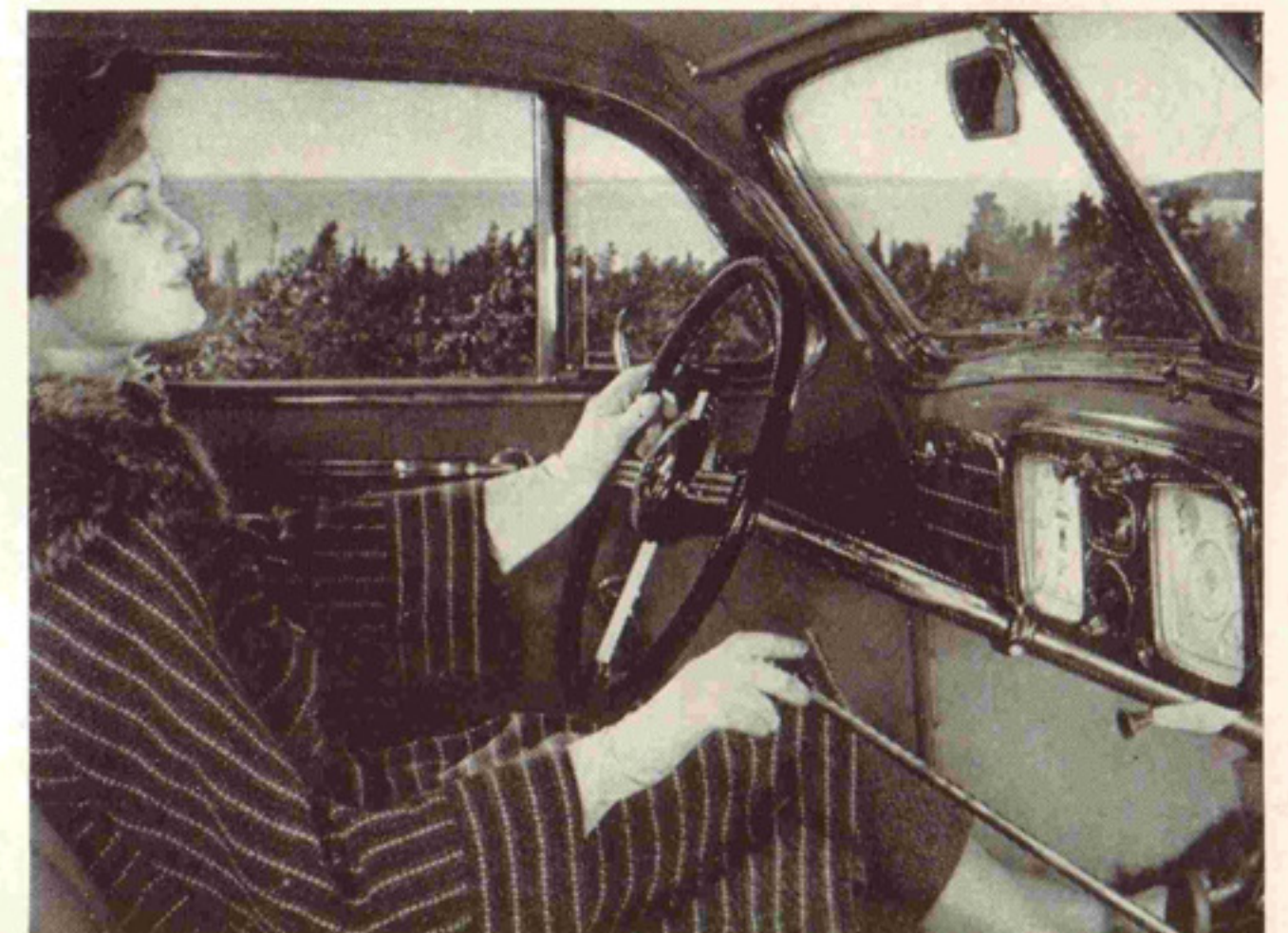
A TRIUMPH IN STYLE...THE *Eight* TOURING SEDAN



NEW COMFORT...RECESSED ARM RESTS

☆ ☆ ☆

FOR thousands of families, the call of the open road will be irresistible, in the months to come. And here's a grand car for touring. A car with big-car "feel" on the road... with plenty of weight and length... safe, steady, sure. Beautiful sweeping lines. Effortless performance. Comfortable, economical... a perfect complement for the roving spirit.



NEW STYLE...VISION AT THE WHEEL

Spacious NEW BEAUTY

☆

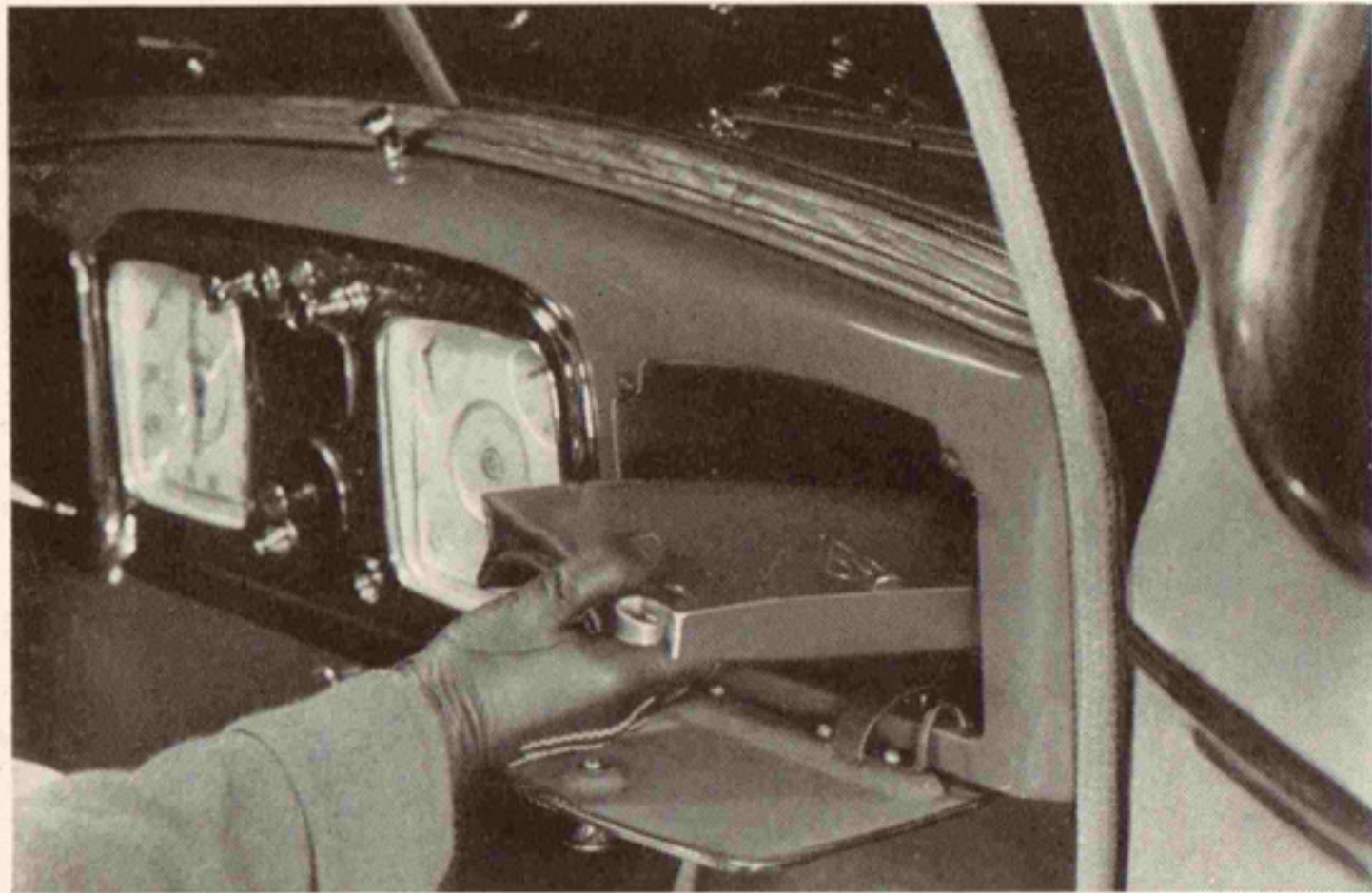
Here you'll find deep, soft cushions, and extra-wide seats with easy-chair backs and recessed arm rests. Quality fabrics of lovely colors and texture. Smartly designed hardware. Big, full-vision windows. Ample room to stretch out in perfect comfort. New, larger trunks for all your luggage and the spare tire.



THE CHRYSLER EIGHT

EXTRA ROOMINESS, COMFORT AND LUXURY ★ ★

Traveler Sedan

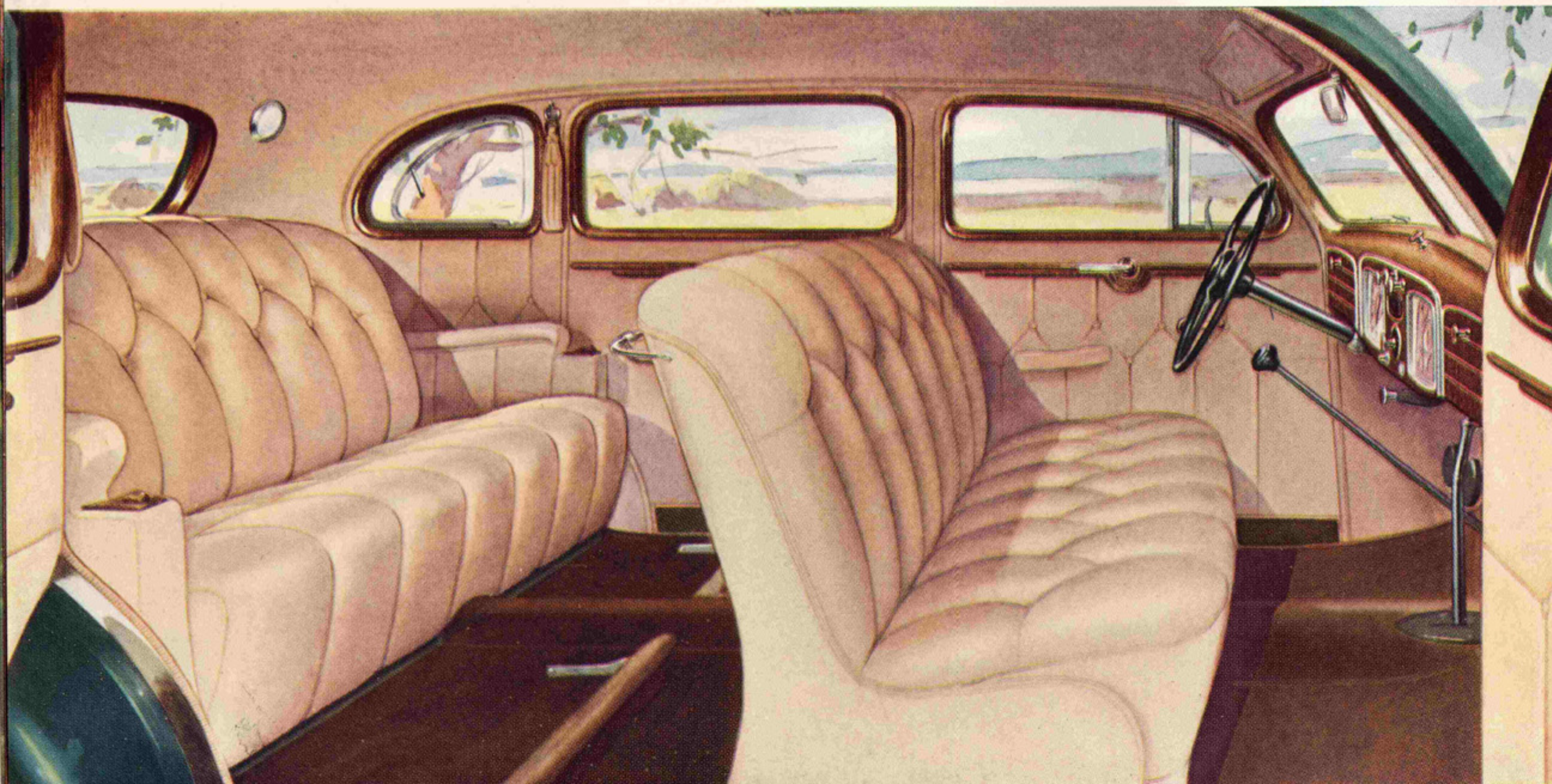


CONVENIENT PACKAGE COMPARTMENT

THE keynote of the Traveler is comfort. Its 133 inches of wheelbase provides more room between seats . . . room to stretch out and relax . . . room to feel at home. And all the extra riding comfort a car of extra-long wheelbase gives. Designed especially for folks accustomed to paying several thousand dollars for big-car luxury, the DeLuxe Eight Traveler Sedan brings custom-car size and comfort to the thousand-dollar price range.



PERFECTED DRAFT FREE VENTILATION



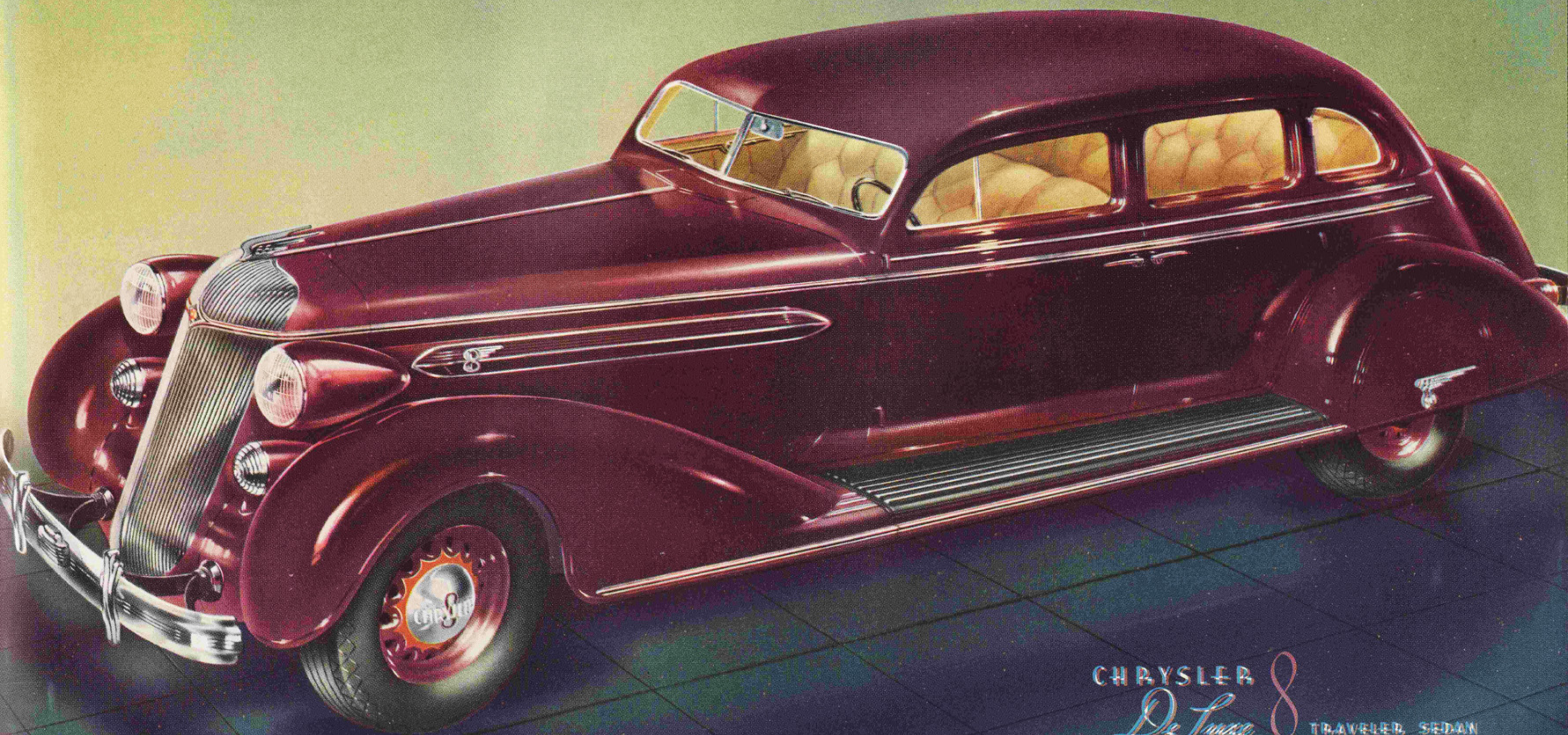
Ideal

FOR LONG TRIPS



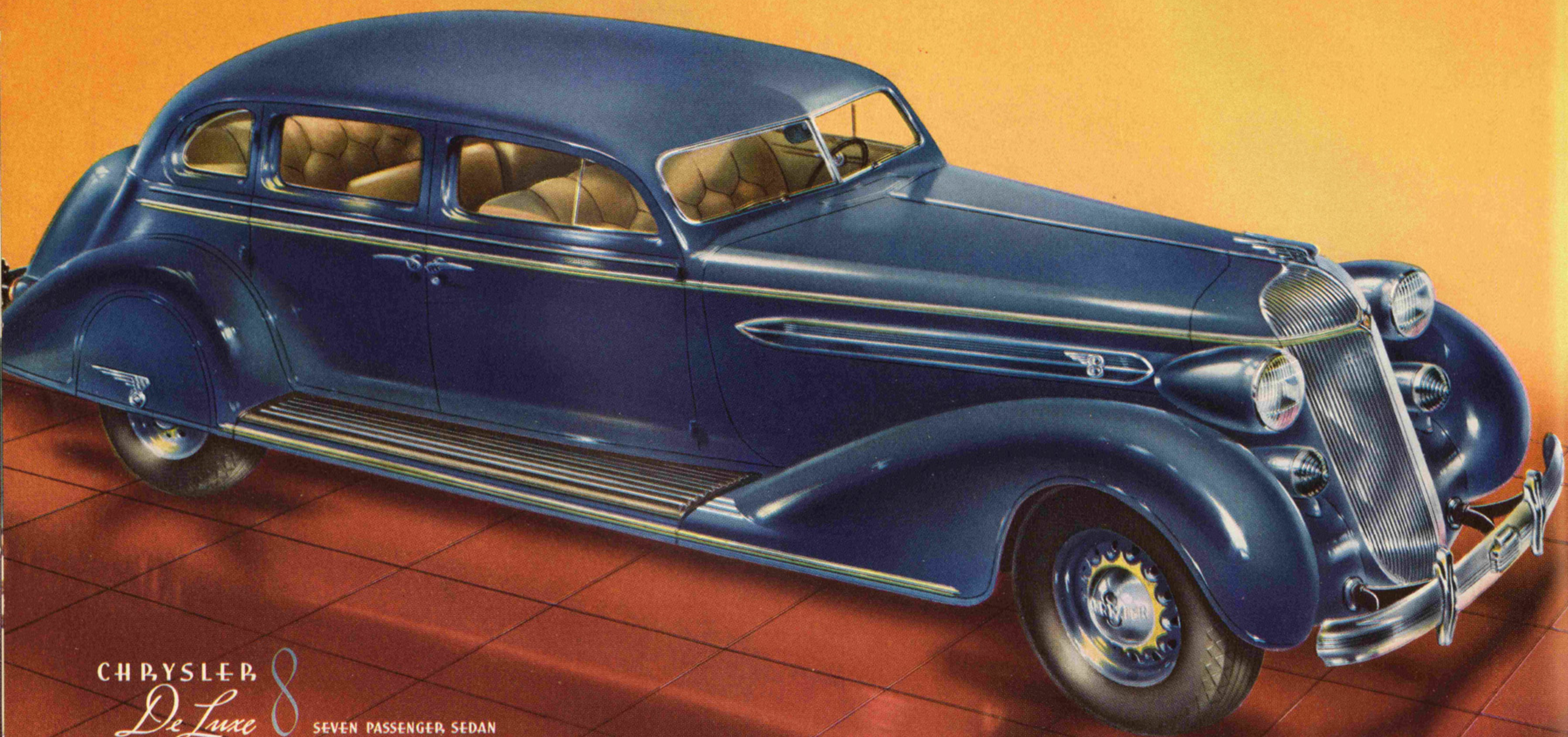
The Traveler Sedan is designed for touring. The rear seats are deep, wide, soft. The extra-long wheelbase provides extra roominess in the luxurious interior. And with all this, of course, is the feeling of security that only Chrysler Safety-Steel Bodies, Chrysler Hydraulic Brakes, Safety Glass and Chrysler quality can bring you.

SPACIOUS



CHRYSLER *DeLuxe* 8 TRAVELER SEDAN
133 INCH WHEELBASE

STATELY



CHRYSLER
De Luxe 8

SEVEN PASSENGER SEDAN
133 INCH WHEELBASE

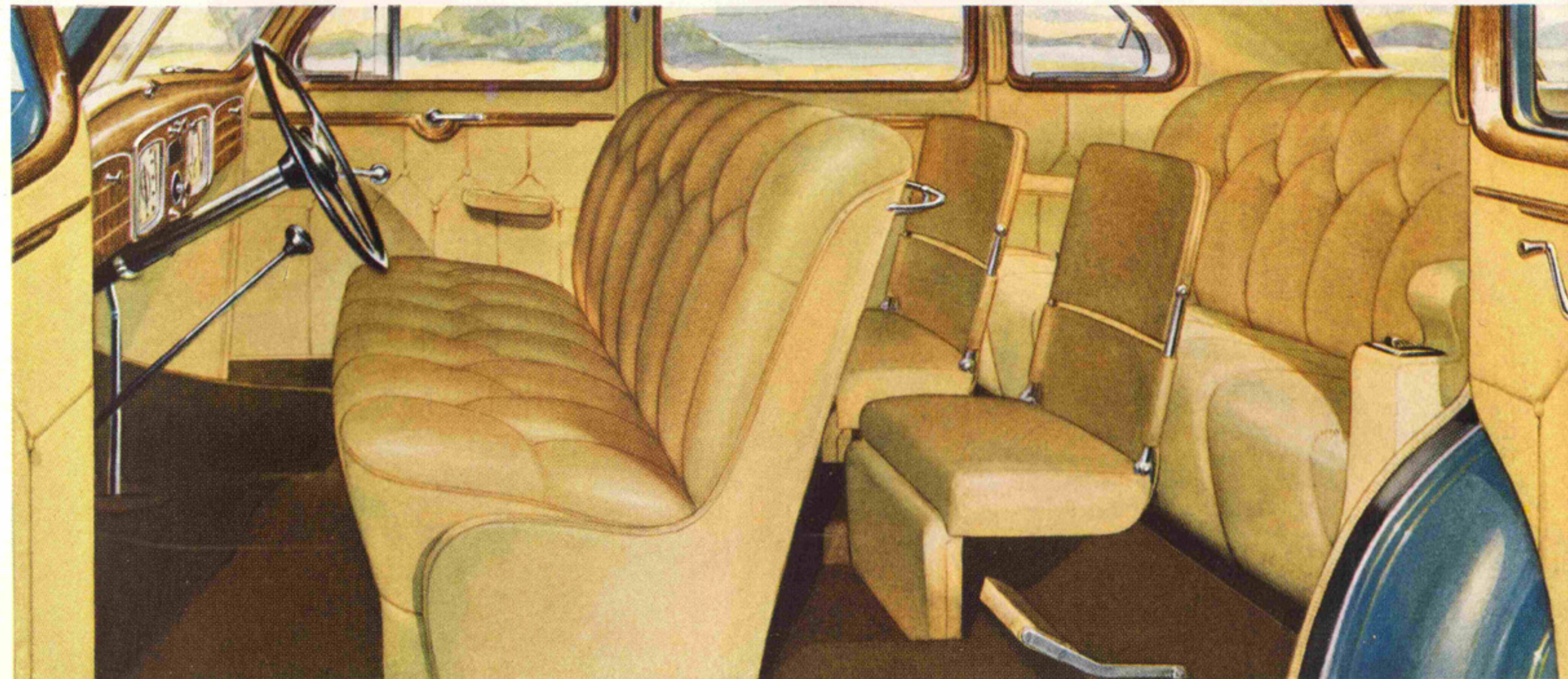
SEDAN AND *Sedan Limousine* FOR SEVEN PASSENGERS

☆ ☆ ☆

Ample room for seven adults

With 133 inches of wheelbase, there's ample room to build a real seven-passenger sedan. The moment you step into this car, you feel its spacious comfort, and luxury. It's a glorious car, with beautiful lines and Chrysler's incomparable performance. Rich fabrics . . . soft floor coverings . . . smart fittings . . . and a surprisingly small price for a car of such distinction.

☆ ☆ ☆



Styled for Critical Tastes

For those who prefer not to drive themselves, Chrysler presents a seven-passenger Sedan Limousine that's the last word in smartness and luxury. Even the most critical taste could find no fault with the rich beauty of its styling and appointments. The upholstery is especially deep and comfortable, and the sliding glass panel assures you perfect privacy.



CHRYSLER'S Safety HERITAGE



Chrysler Corporation's contributions to safe driving do not stop with the production of cars which offer every known safety feature.

Having produced the safest car to operate, the Chrysler Corporation seeks to encourage the car owner and driver to operate it safely—for the human factor is the most important safety factor.

Safety in driving is "Everybody's Business." Millions of motorists have, since June, 1935, seen the motion picture with that title which the Plymouth Division of Chrysler Corporation prepared to show drivers the importance of the one at the wheel in the safe and courteous operation of their cars.

Steel bodies were pioneered by Dodge as early as 1915, and Chrysler Corporation has led the automobile industry in steel body construction ever since.

In 1924 the original Chrysler car pioneered hydraulic brakes. All Chrysler-built cars have had them ever since.

An army greater in number than that engaged in our national defense is constantly on duty to handle the nation's motor traffic, to get you where you want to go in safety.

Chrysler Corporation has equipped "Safety Education" cars for police departments. You have seen them in Detroit, in San Francisco and elsewhere.

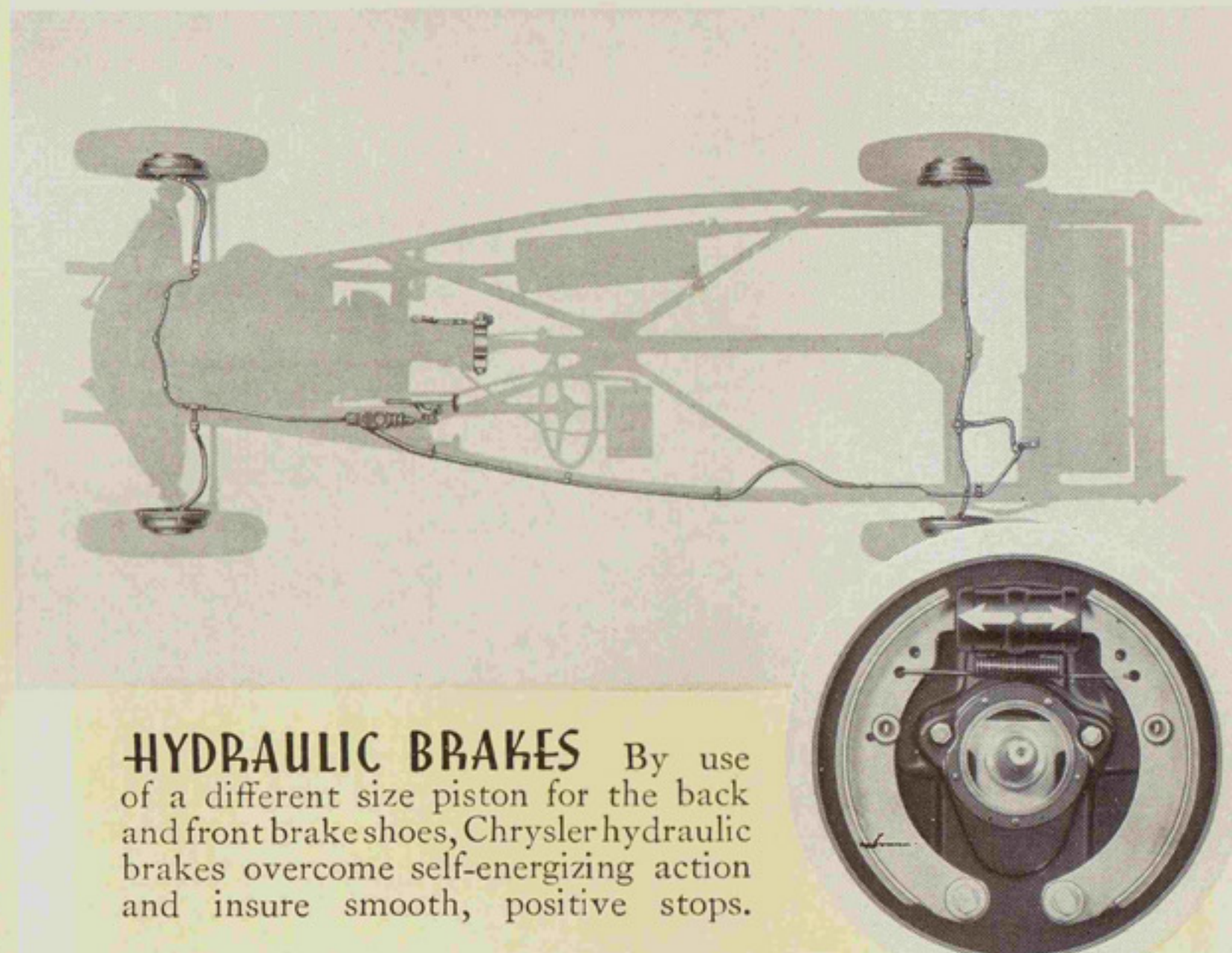
This work led to cooperation with the School Safety Patrols. The idea began in Detroit, where accidents at school intersections have been practically eliminated. Five thousand boys direct traffic while their schoolmates cross in safety.

Be sure your next car has the safety features listed on this page. Be sure to keep your car in safe driving condition, and as you drive, think of the other person's rights on the road.

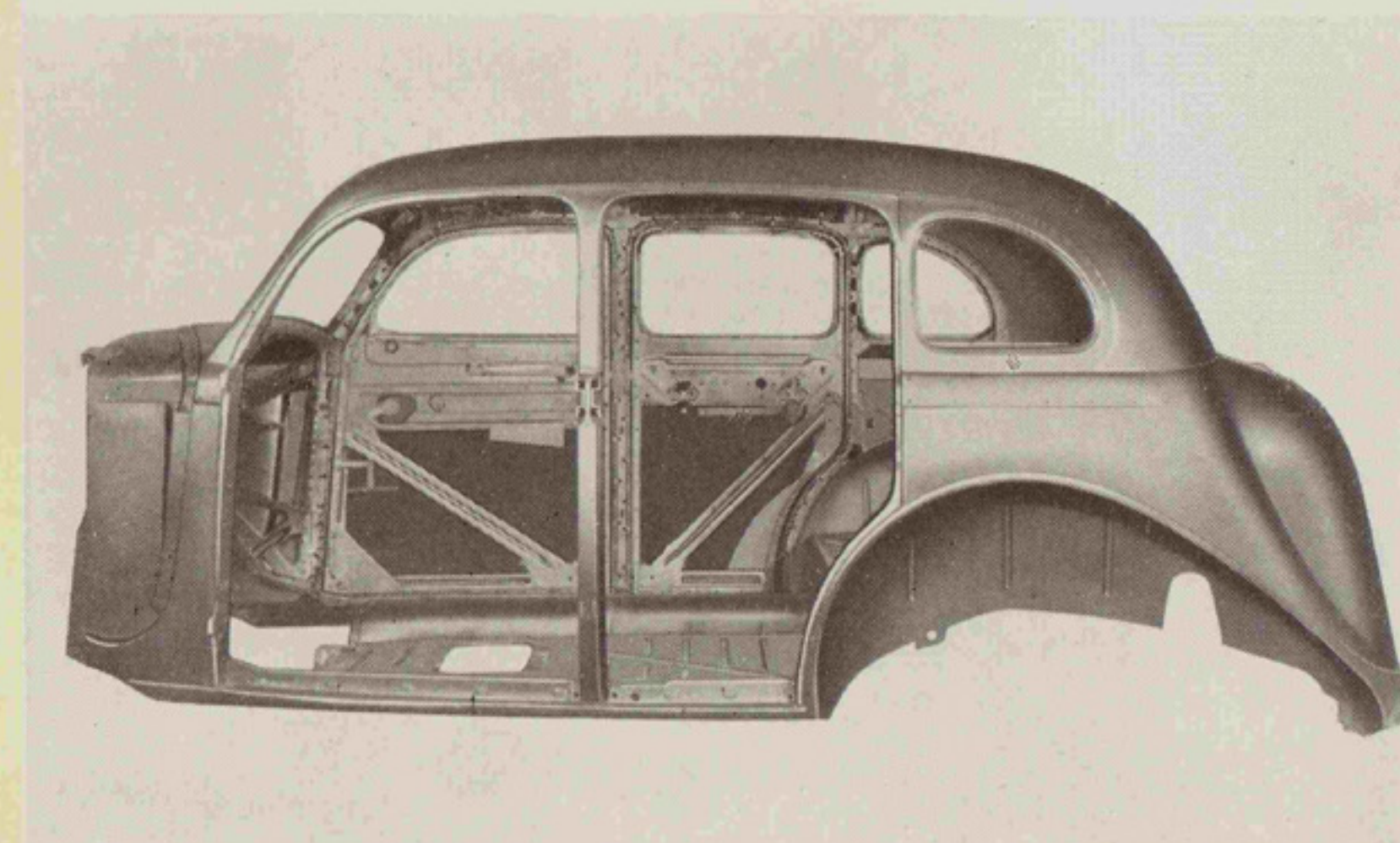
A car engineered for safety, driven by a safety-minded driver is Chrysler Corporation's aim in its efforts to promote safety on highways.



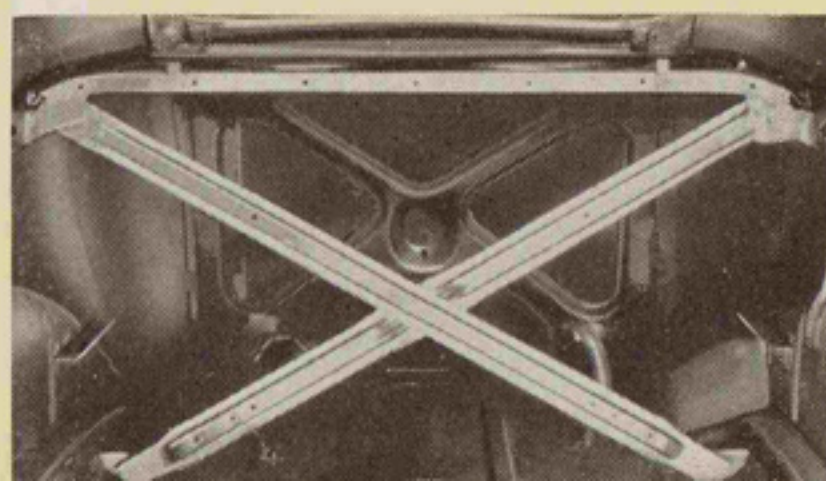
Ride in a Chrysler



HYDRAULIC BRAKES By use of a different size piston for the back and front brake shoes, Chrysler hydraulic brakes overcome self-energizing action and insure smooth, positive stops.



STEEL BODIES Chrysler safety steel bodies are built like a modern skyscraper of steel—steel above, steel below, steel on all sides—all reinforced with steel, interlocking with the frame to provide the most rigid, safest bodies built. There are no bolted or screwed joints to come loose.



A rigid "X" bracing is used across the back of the rear seat of all sedan models which further increases body rigidity.



CHRYSLER Engineers and Designers labor ceaselessly to make Chrysler the safest motor car in the world.

No smallest detail that adds to the ease and safety of driving a Chrysler escapes their attention. The frame, of course, is a marvel of engineering design. Built of tough, strain-resisting channel steel, with X-girder construction, it gives the maximum of strength with a minimum of weight. To increase your safety and security under *all* conditions, Chrysler has devised a ride-stabilizer which keeps the car on an even keel always... even on the sharpest curves at high speeds. New lights, that deliver noonday brightness on the darkest night, with never a chance of blinding oncoming cars. ☆ These are just a few of Chrysler's contributions to safe motoring. And the result? No cars anywhere, at any price, have a higher factor of safety than Chrysler for 1936. For no other cars in all the world have *all* of Chrysler's features.

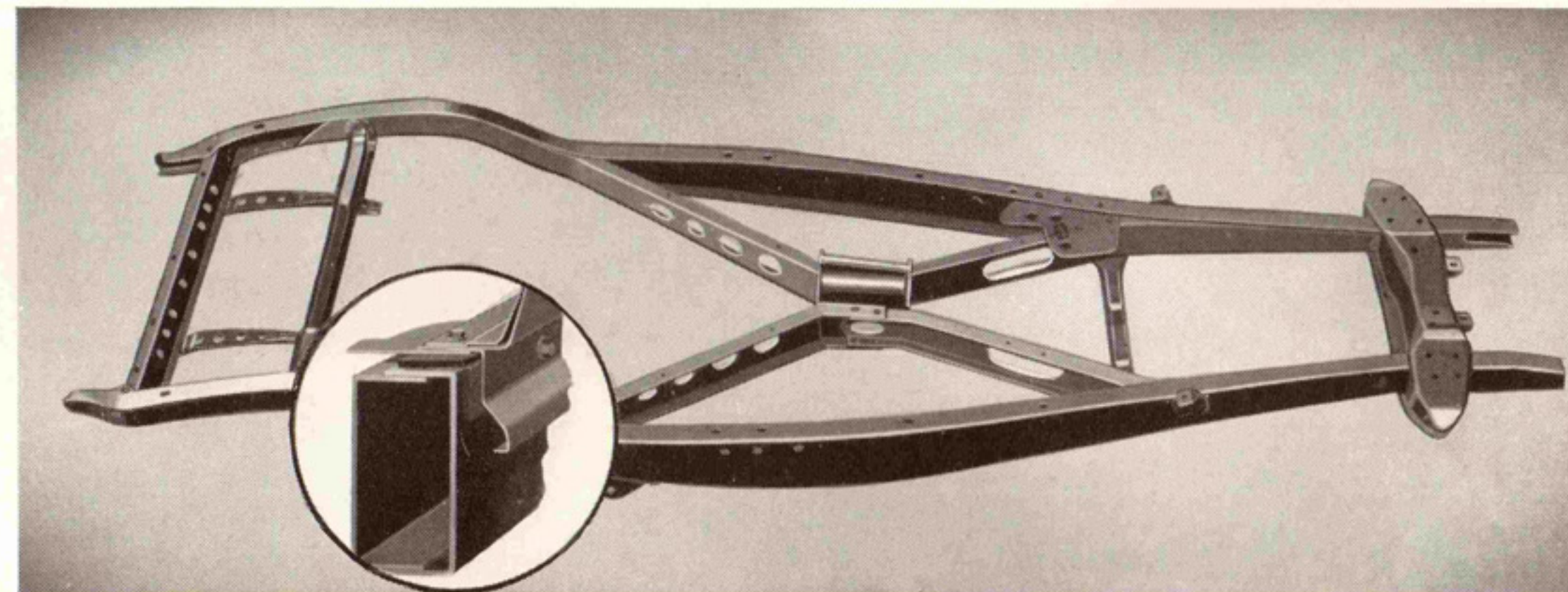


...AND RIDE IN SAFETY!

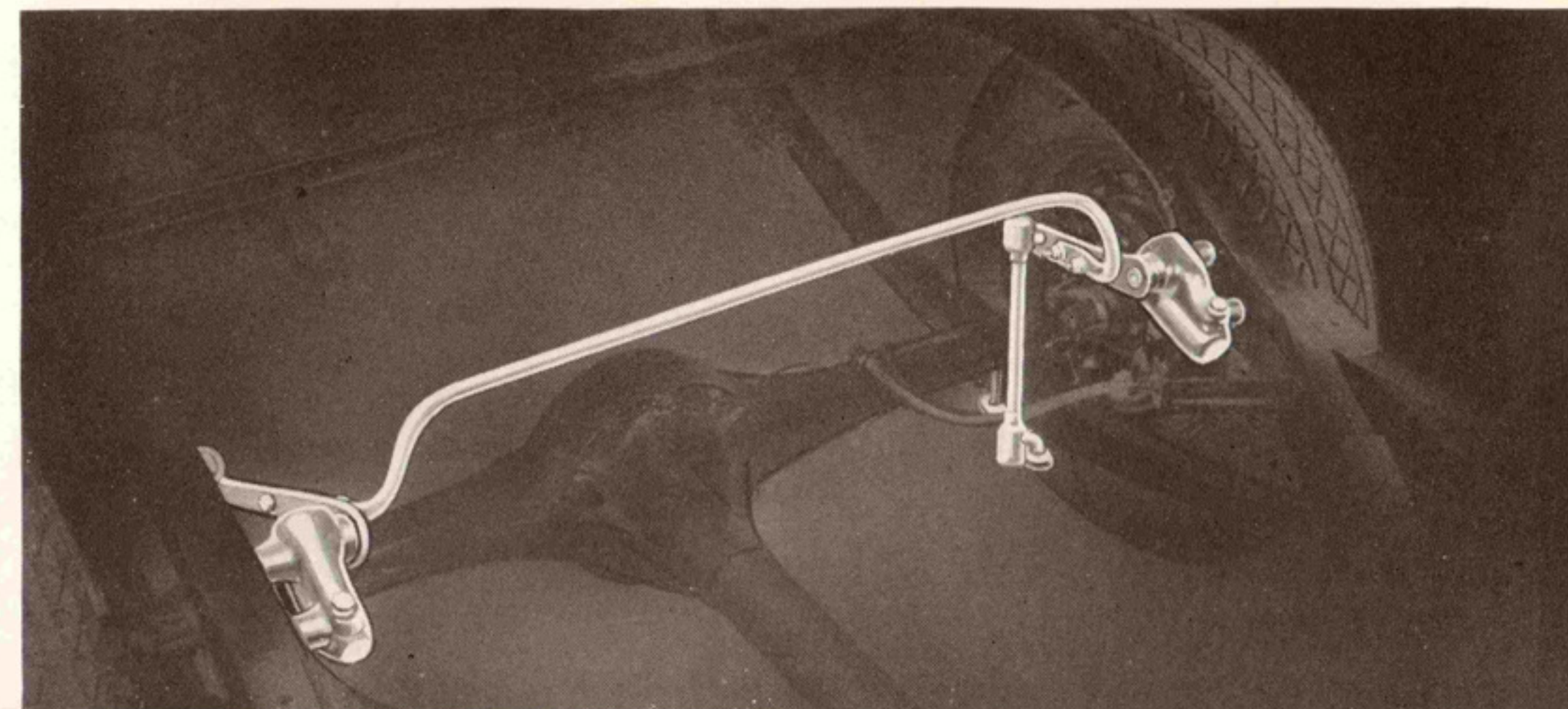


SAFETY GLASS provides the greatest possible protection against the danger of flying sharp fragments in case of breakage. Safety glass is used in all windshields, ventilating wings, and ventilating rear quarter windows of Chrysler motor cars and is also available for all other windows. No smallest detail is overlooked to bring to Chrysler owners the greatest factor of safety found in any motor car. You're safest in a Chrysler!

NEW LIGHTS Chrysler's new "Safe Vision" headlighting effects a tremendous increase in the safety of night driving. A new "pre-focused" bulb, together with a newly designed lens and reflector, direct the high-intensity beam to the right and down, for passing. And a high-intensity, symmetrical beam down the center of the road for an amazing distance, for perfect safety at high speeds. Try these new "Safe Vision" lights... they are a major contribution to your safety.

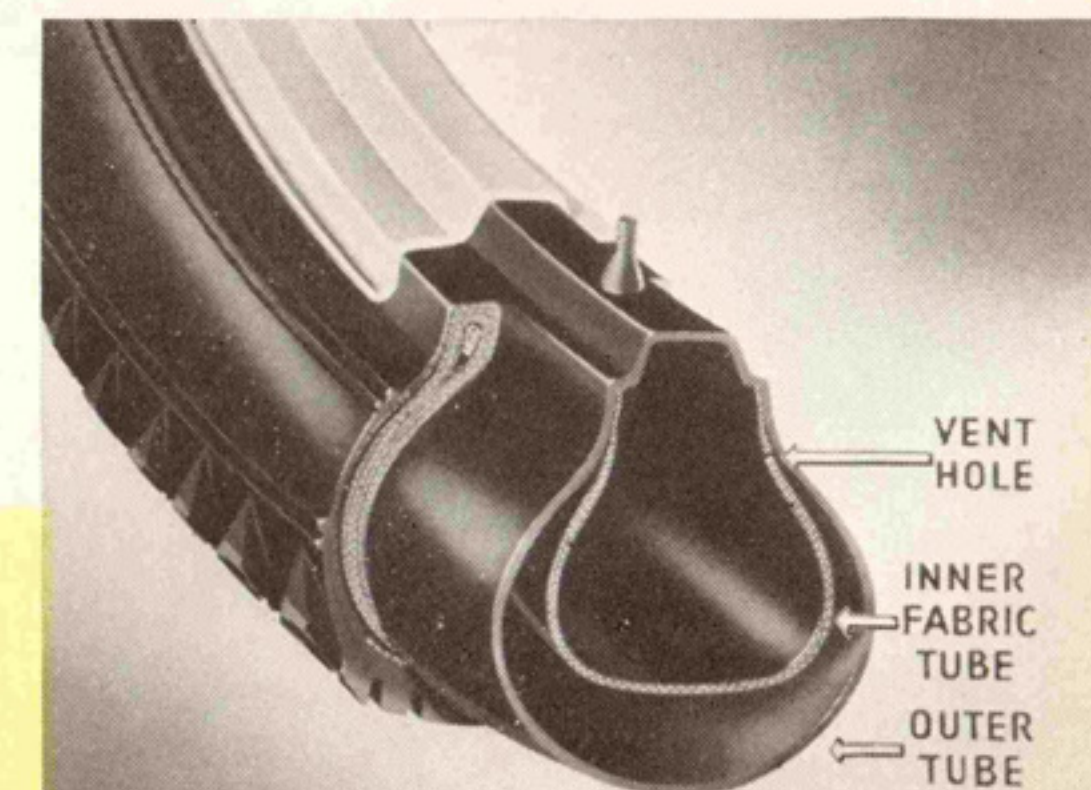


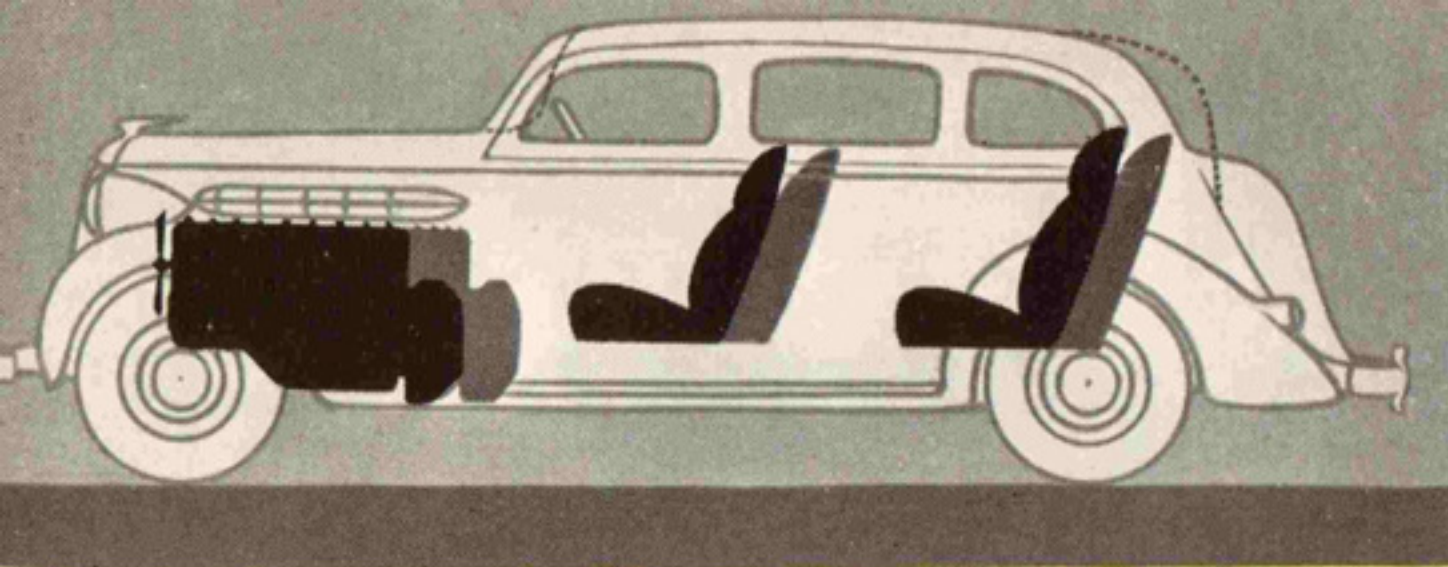
RIGID FRAME The new "X" Bridge-type frame has been doubled in strength and rigidity without materially increasing its weight. This has been accomplished by stiffening the "X" members and carrying the "box" sections farther to the front and rear where they are riveted and welded to the side members. It is practically impossible to twist or bend this frame. In countless tests, it has been subjected to greater shock and strain than any driving conditions will demand... has proved the strongest frame that science and steel can produce.



RIDE STABILIZER, located between the rear wheels, the ride stabilizer counteracts sideways encountered on rounding curves and serves to keep the car on an even keel, even at high speeds, providing a feeling of security.

LIFE GUARD TUBES In case of a blow-out, danger is greatly reduced... inner tube stays up long enough to bring car to stop... available at slight extra cost.





WEIGHT DISTRIBUTION Weight masses in the new Chryslers have been redistributed, slowing down the rate of spring action, providing a thrilling new "Floating Ride." Making possible interiors of exceptional roominess. More head-room, leg-room . . . room to stretch out and relax.

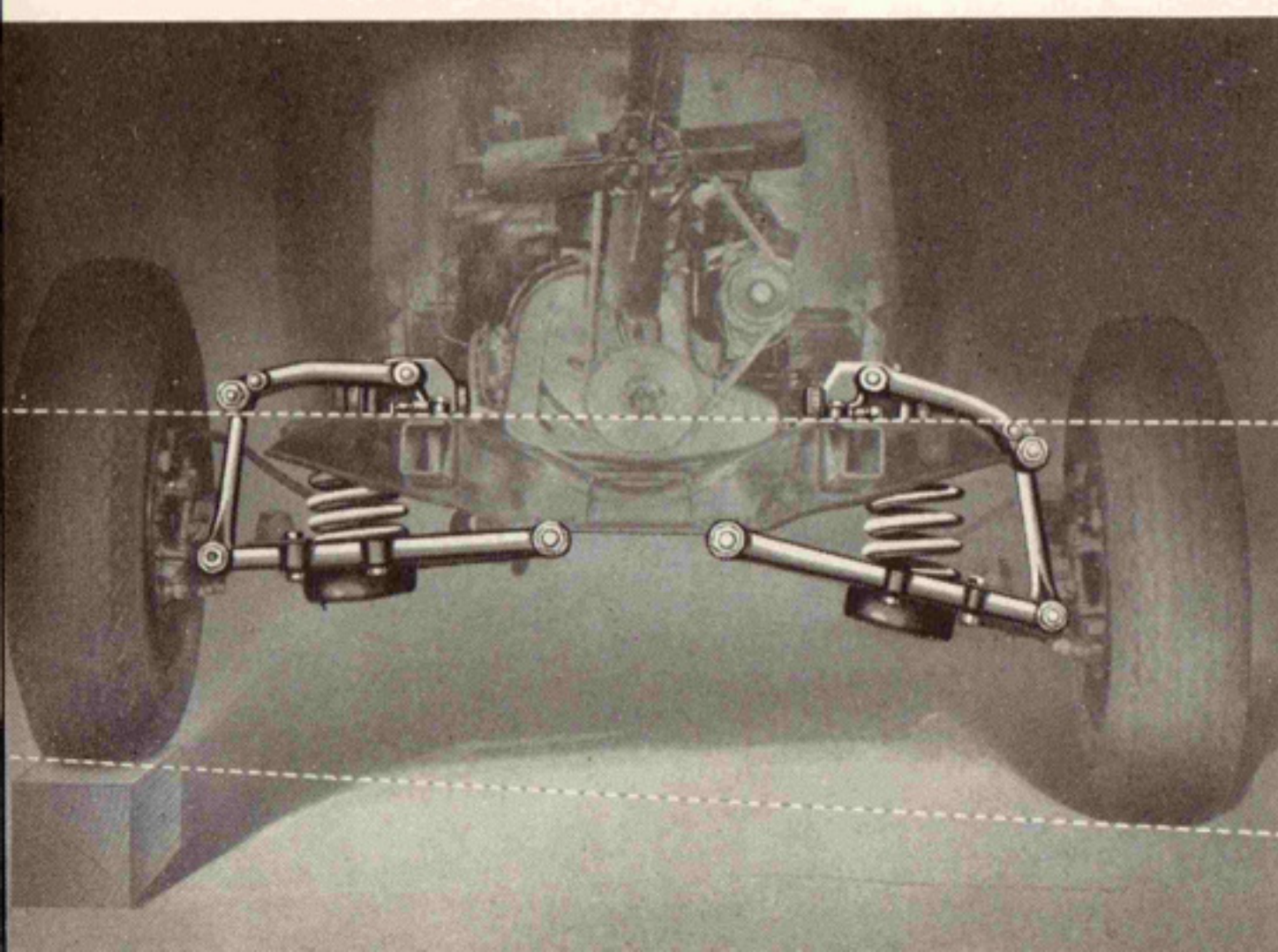


FOR years, from a scientific point of view, motor cars were simply a refinement of "horseless carriage" design. Engines were still bolted tight to the frame, transmitting every power impulse to the entire car . . . and rear seat passengers still bobbed around like jumping jacks, because they rode directly over the rear wheels.

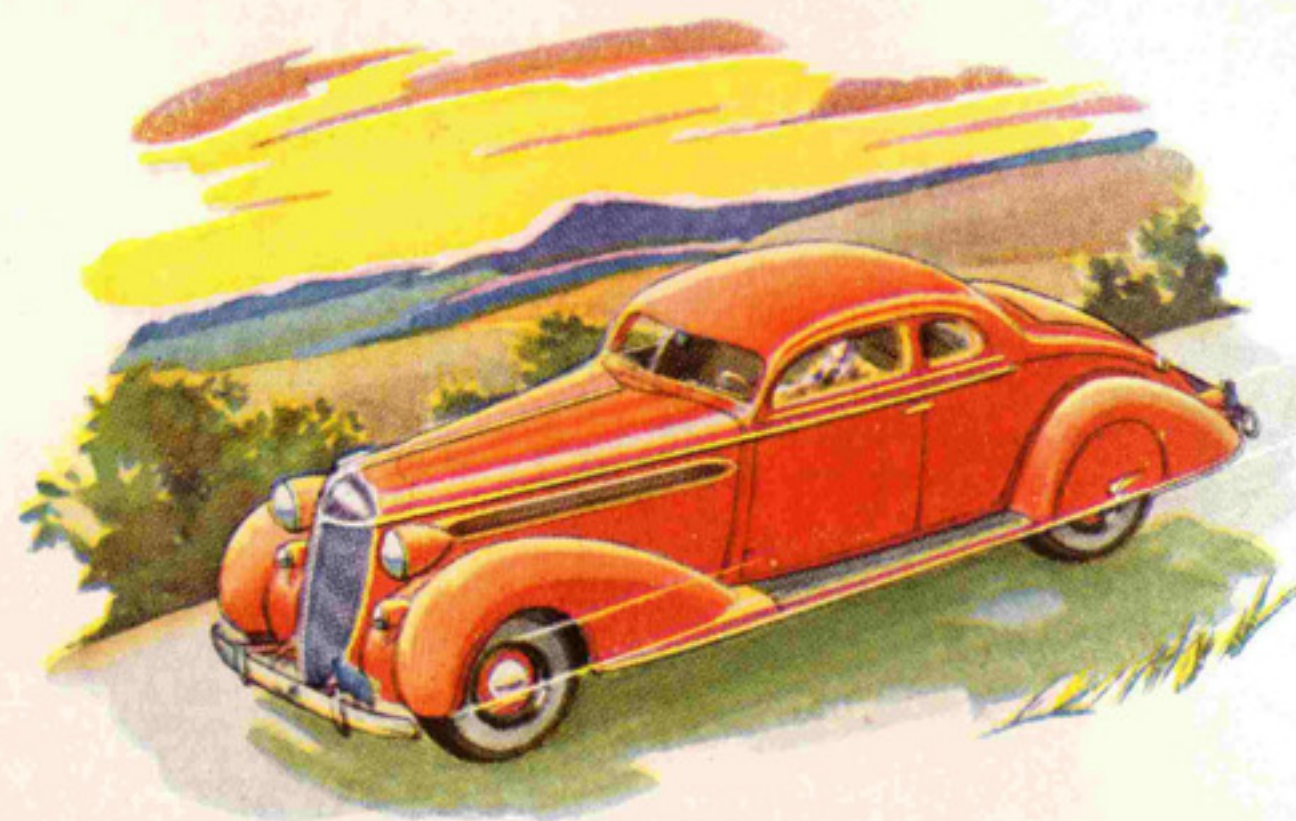
Then Chrysler developed Floating Power, and for the first time, perfect balance was brought to automobile engines, absorbing practically all engine vibration.



NEW SPRINGING Riding comfort such as is found in the new Chryslers is a glorious sensation. To make this new ride possible, it was necessary to develop an entire new spring leaf of tapered design, to synchronize with the individual front wheel springing and new weight distribution.

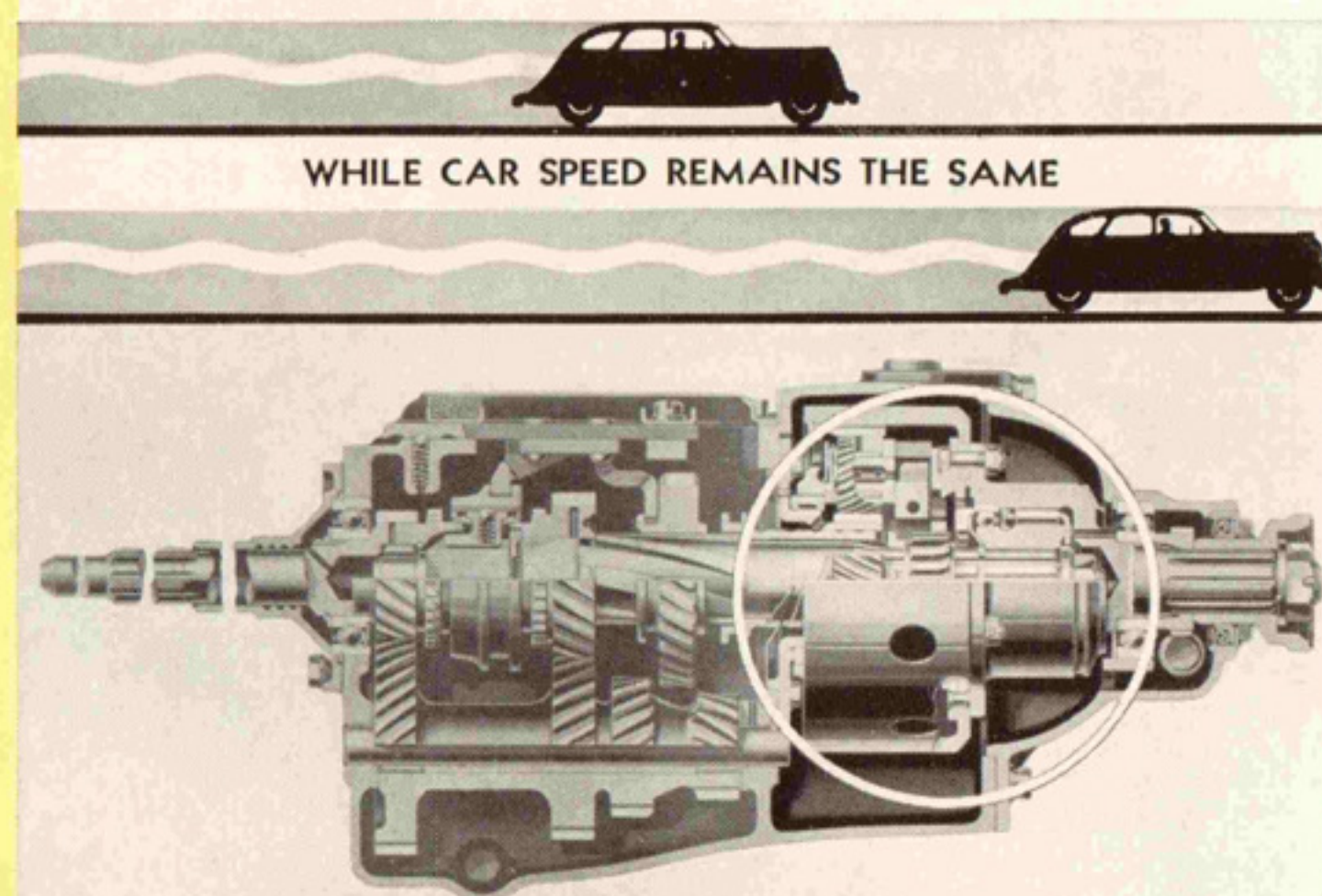


NOW 500 MILES A DAY IN *Comfort* AND *Economy*

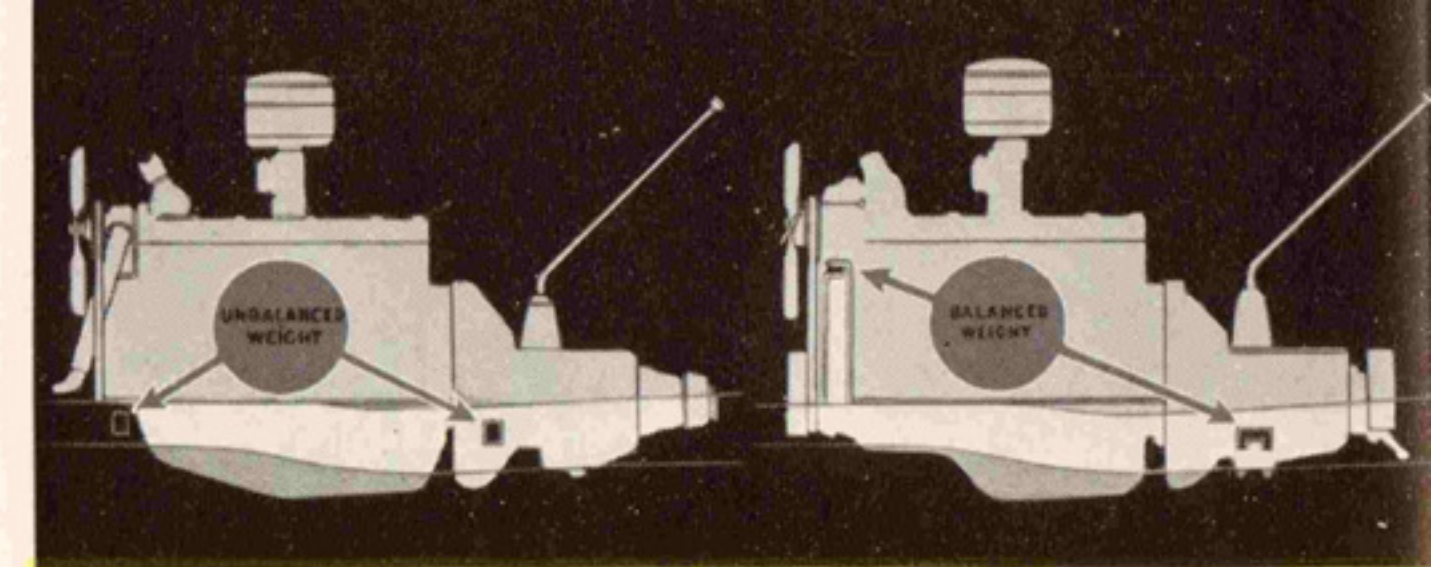


60 ON LESS GAS THAN AT 40 Chrysler Automatic Overdrive *automatically* changes the gear ratio in the transmission, cutting the engine's speed about one third, which means you glide along at a high road speed, while your engine is literally loafing. Sensational savings in gas, oil, and wear result.

CUTS ENGINE SPEED ABOUT ONE-THIRD



WHILE CAR SPEED REMAINS THE SAME



FLOATING POWER In the new Chryslers the engine and transmission as a unit are cradled in rubber so that the entire power plant is suspended in perfect balance and in such a manner that all power tremor is absorbed by the rubber, providing unmatched smoothness.

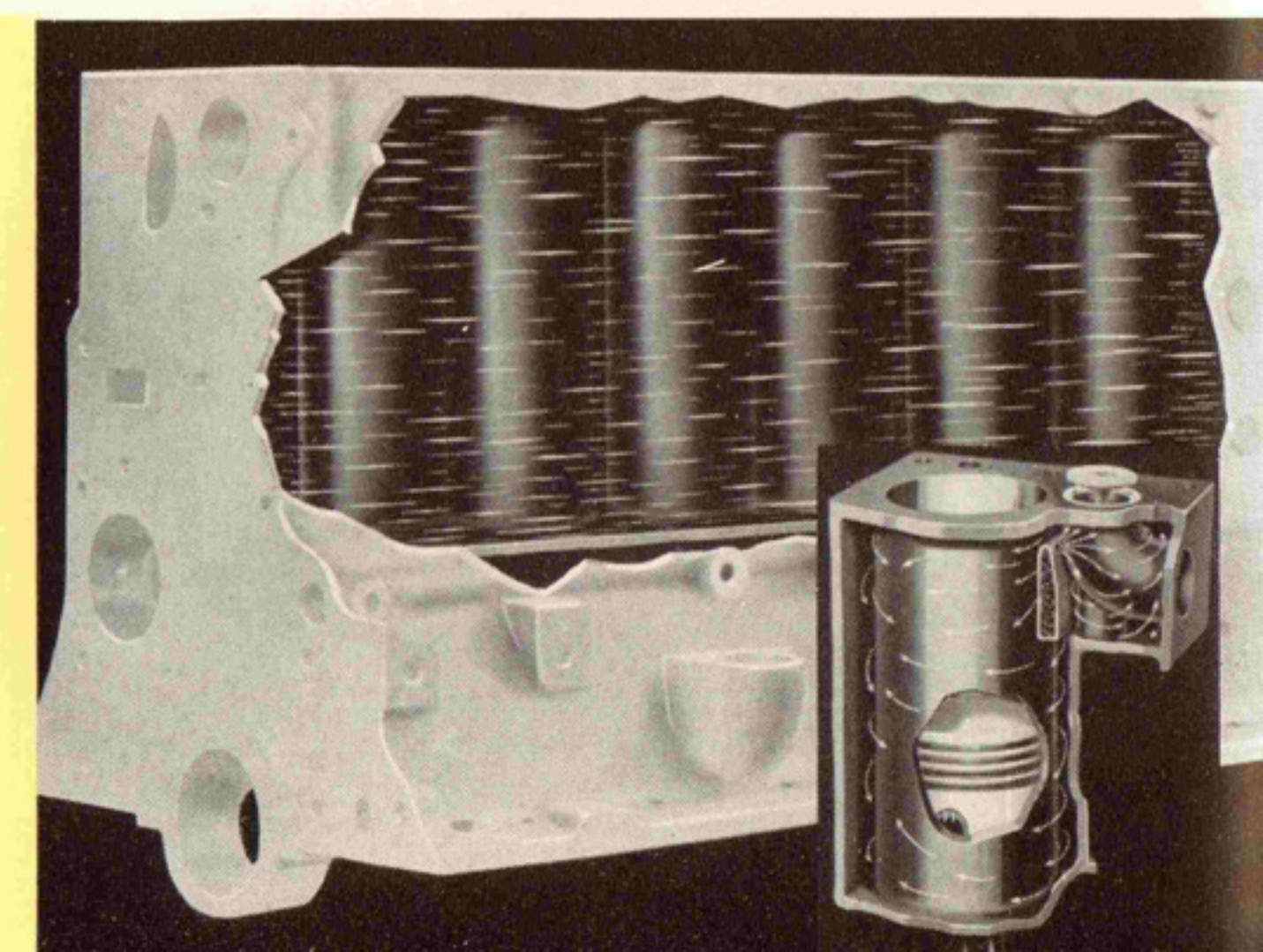


Next came scientific distribution of weight and a new kind of ride. Engines were moved forward, and passengers were permitted to ride in the cradled area *between* the axles, where there is no bouncing or jolting.

New springing, new, effortless steering, the miracle of Chrysler Automatic Overdrive . . . these and many other exclusive Chrysler features make possible a new measure of riding comfort and luxury and economy. 500 miles a day in the new Chrysler is actually a *restful* experience.



FULL LENGTH WATER JACKETS Another "Unseen Value" feature of the new Chrysler Six. You all know excessive heat causes excessive wear in an automobile engine. Chrysler cools the cylinders effectively for their *full length* . . . providing a cool, economical, long-lived engine.

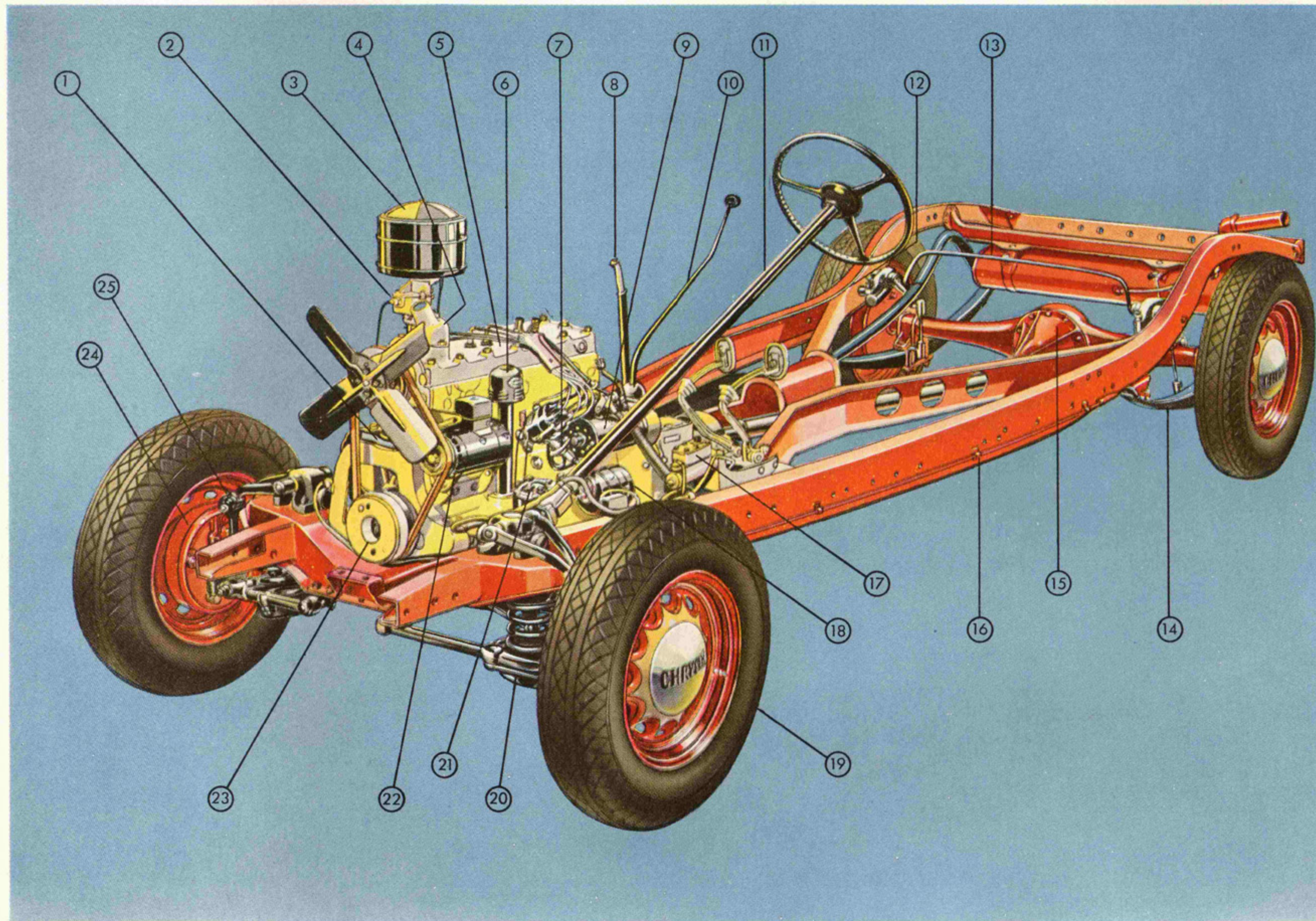


ENGINEERED TO DO *All* THINGS...WELL

AS THE acknowledged leader and premier builder of six and eight-cylinder motor cars, with a background traditionally rich with engineering and manufacturing experience, it is only to be expected that Chrysler would provide, first, those improvements and refinements providing the utmost comfort, performance, and economy.

Make sure your next car has all these important features:

1. FLOATING POWER ENGINE MOUNTINGS
2. DOWN-DRAFT CARBURETOR
3. AIR CLEANER AND INTAKE SILENCER
4. THERMOSTAT BY-PASS VALVE
5. L-HEAD ENGINE
6. CRANKCASE VENTILATOR
7. AUTOMATIC VACUUM SPARK CONTROL
8. INDEPENDENT HAND BRAKE
9. SOLENOID STARTER
10. EASY SHIFT—SYNCHRO-SILENT TRANSMISSION
11. SHOCKLESS STEERING
12. RIGID BOX SECTION DESIGNED FRAME
13. RIDE STABILIZER
14. METAL SPRING COVERS—TAPERED LEAF SPRINGS
15. HYPOID REAR AXLE GEARS

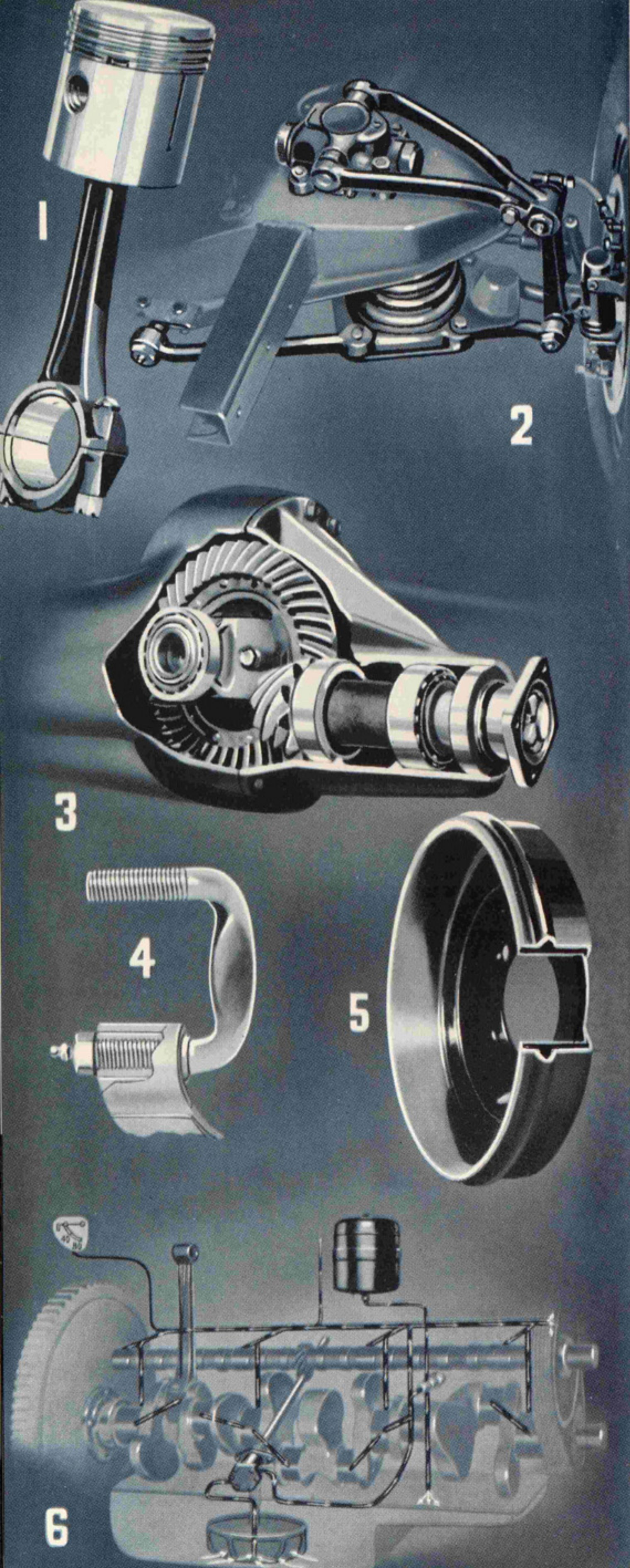


16. STRONG "X" GIRDER FRAME
17. MASTER HYDRAULIC BRAKE CYLINDER
18. OIL FILTER AND CONDITIONER
19. LARGE AIRWHEEL TIRES

20. INDEPENDENT (KNEE TYPE) FRONT WHEEL SPRING
21. WORM AND ROLLER TYPE STEERING GEAR
22. AIR-COOLED GENERATOR

23. IMPULSE NEUTRALIZER
24. POSITIVE DOUBLE PISTON HYDRAULIC BRAKES
25. HYDRAULIC SHOCK ABSORBERS.

Chrysler... THE SYMBOL



1. Aluminum Alloy Pistons—Chrysler pistons have the advantage of light weight and sapphire-hard surfaces which make them practically immune to wear. Four rings provide an effective oil and compression seal.

2. Hydraulic Shock Absorbers—Both front and rear spring action is automatically controlled to provide maximum riding comfort.

3. Hypoid Rear Axle Gears—Pinion gears are set below the center of the ring gear and the teeth have a longer curve, providing greater strength and smoother action. The larger pinion makes possible a larger bearing with resulting longer life.

4. "U" Bolt Spring Shackles—Perfect rear spring movement is permitted without side play or rattles. They are permanently adjusted for wear.

5. Centrifuge Brake Drums—These drums combine the lightness and strength of steel, with the heat-dissipating and wearing qualities of cast iron prolonging brake lining life.

6. Full Pressure Lubrication—Both the cylinder block and crankshaft are rifle-drilled so that oil under pressure is supplied to all vital parts, thereby assuring long life to the precision type fittings and bearings.

7. Air Cleaner and Intake Silencer—Road dust and abrasive substances are removed from the air before it mixes with the fuel supplied by the down-draft carburetor to the combustion chambers, thus prolonging engine life.

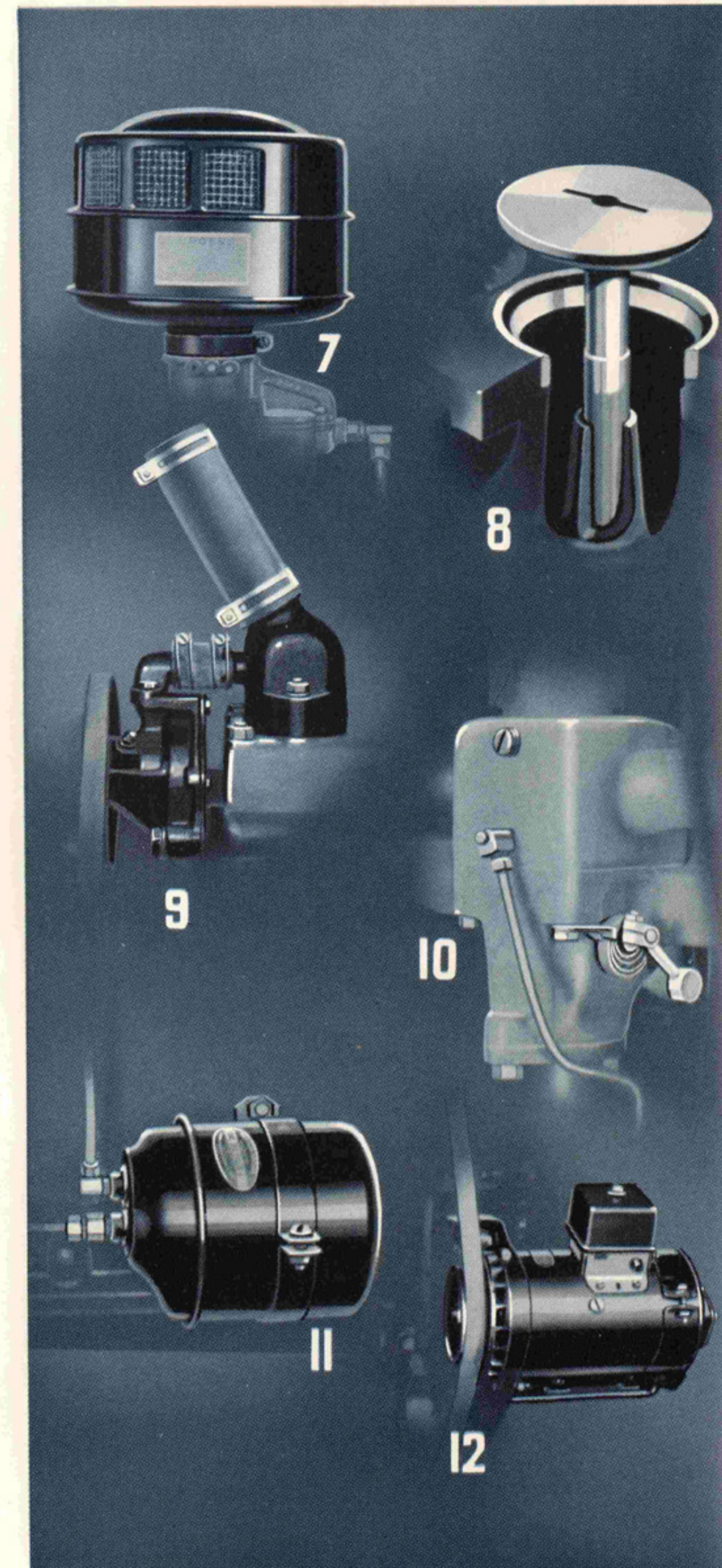
8. Valve Seat Inserts—Exhaust valve seats have inserts of tungsten alloy steel which because of their heat-resisting qualities seldom need attention under 30,000 miles.

9. Thermostat By-Pass Valve—Provides a uniform running temperature by controlling the water circulation through the radiator, increasing engine efficiency during all stages of operation.

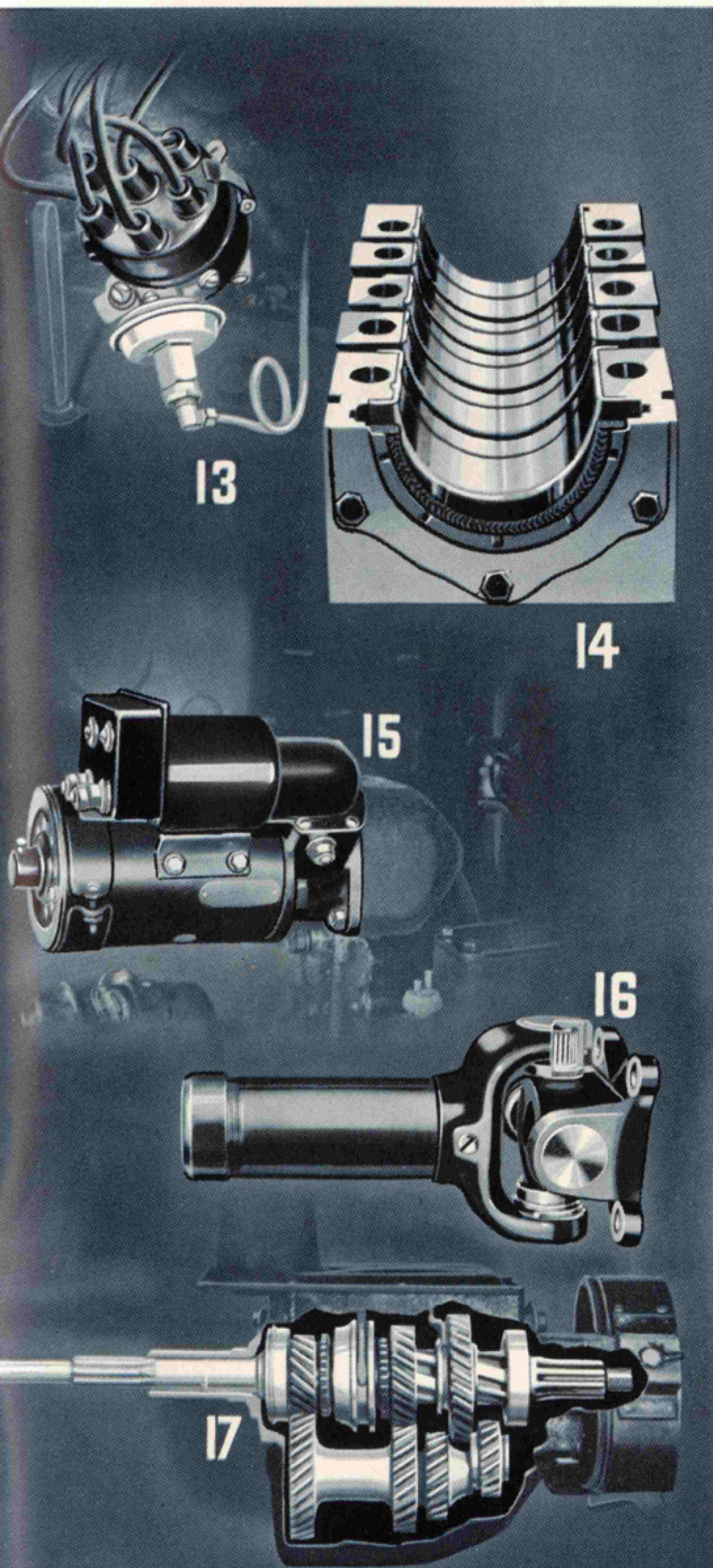
10. Manifold Heat Control—When the engine is cold this automatic thermal control aids in vaporizing the gas mixture before it enters the cylinders. When an efficient operating temperature has been reached the valve allows the burned gases to pass directly out through the exhaust pipe.

11. Oil Filter—Provides clean oil by constantly filtering all oil in circulation and results in more efficient engine performance and longer life both in the oil and moving parts.

12. Air Cooled Generator—Air is drawn in at the back through the generator, controlling heat, which permits increasing the power output of the generator to take care of the additional loads occasioned by the use of radios and other electrical appliances.



OF GREAT ENGINEERING ★



13. Vacuum Spark Control—Automatic control of spark advance or retard makes it possible to advance the spark to the point of maximum efficiency and economy under practically any driving condition, with ordinary fuel.

14. Crankshaft Precision Bearings—New, improved, steel-backed, babbitt-alloy-lined bearings, with an exceptionally large bearing area, provide a perfect seat for the heavy counter-weighted crankshaft to turn in. Full-pressure lubrication to all bearings insures miles of dependable service.

15. Solenoid Starter—Chipping of starter gears and sticking are eliminated as the pinion and ring gears are always engaged before current is applied by positive solenoid magnet.

16. Universal Joints—Friction is reduced to a minimum in these roller bearing joints, resulting in long periods of service without attention, as the lubricant is sealed in.

17. Syncro-Silent Transmission—Makes possible easy, silent shift through all gears at all speeds. All gears are helically cut, insuring long life and permanent quietness.

18. Automatic Choke—Regulates the amount of gas and air mixture to insure quick starting of the engine for all temperatures below 70 degrees. This means increased efficiency and economy, due to less dilution of oil.

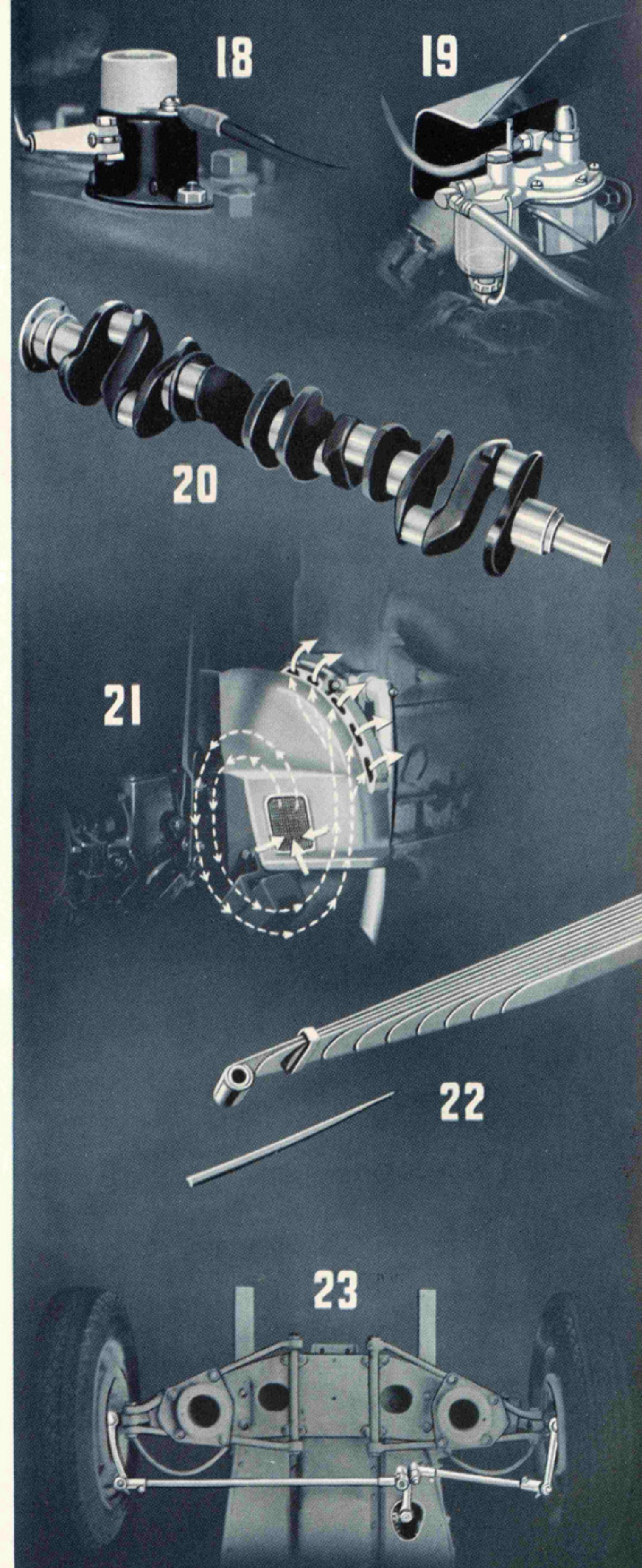
19. Fuel Pump—Positive, uniform fuel supply under all conditions—angle or altitude—is assured with this diaphragm type pump with air dome for even pressure.

20. Crankshaft—The new Chrysler crankshafts are fully balanced with integral counterweights and have extra large main bearings. All shafts are perfectly balanced, both statically and dynamically.

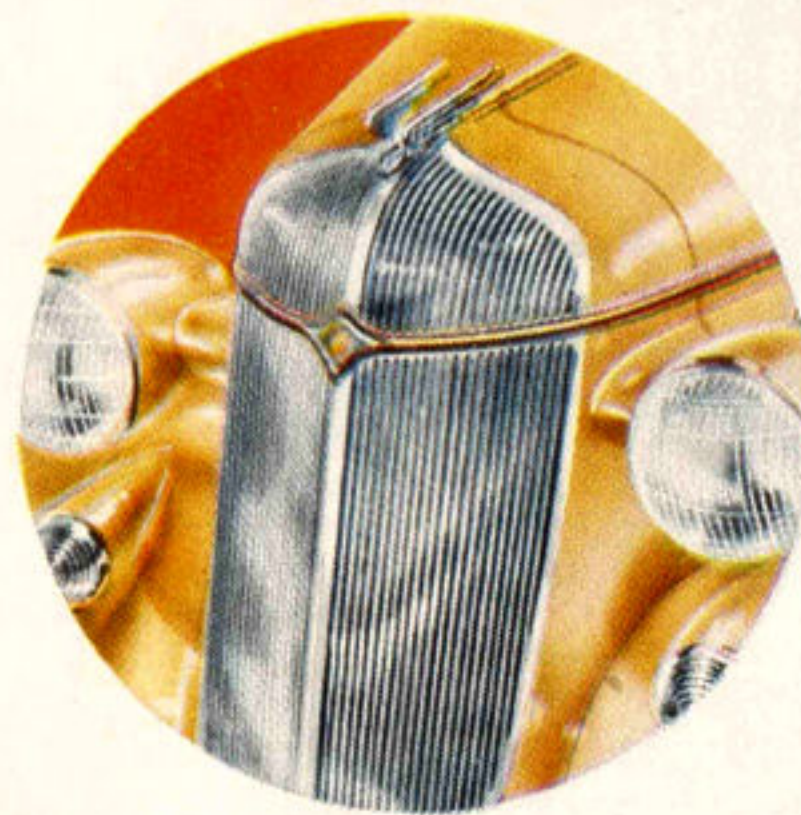
21. Air-Cooled Clutch—Heat is the cause of most clutch troubles. Chrysler air-cooled clutch has a fan-like pressure plate, which circulates air in large volume through the clutch, and reduces heat. This results in more efficient, dependable and durable clutch operation.

22. New Tapered Multi-Leaved Springs—Use of a special alloy steel has made it possible to taper spring ends to a thinness never before attained. This produces a soft, fatigueless ride with freedom from squeaks.

23. Shockless Steering—With the pantograph type of wheel suspension, movements of the wheels and steering rods do not affect the steering gear when passing over road inequalities because there is no thrust against the Pitman arm.



Chrysler 6 SPECIFICATIONS



Chrysler 8 SPECIFICATIONS

SUSPENSION (Front) • Individually sprung wheels. Adjustable taper roller wheel bearings.

AXLE (Rear) • Semi-floating, pressed steel housing. Drive gear and pinion hypoid type, nickel molybdenum steel.

BODIES • Chrysler designed. Safety-steel, reinforced with steel, insulated against noise and squeaks. Chrysler perfected draft-free ventilation in front windows, and rear quarter windows of sedan models, also cowl ventilator.

BRAKES (Service) • Chrysler 4-wheel hydraulic, internal expanding, with 11-inch centrifuge drums. Total contact area per car 177¼ square inches.

BRAKE (Parking) • Independent external contracting on cast iron drum on drive shaft. When overdrive is specified braking action is on rear brake drums.

CLUTCH • Single dry plate type, fully ventilated. Driven disc with asbestos facing. Torque cushioned by special coil springs.

COOLING SYSTEM • Water circulated by centrifugal pump. Cellular radiator with detachable shell. Four-blade 18-inch stagger-spaced fan driven by V-belt with adjustment provided. Thermostatic water control. Dash heat indicator.

CRANKSHAFT • Balanced and counterweighted. Supported on four babbitt-lined steel main bearings. Bearing size 2½ inches, total bearing area 49.1 square inches. Rubber mounted impulse neutralizer.

ENGINE • "L" head, water cooled, six cylinders, four-cycle. Bore 3¾ inches; stroke 4½ inches; S.A.E. horsepower 27.34; developed horsepower 93; piston displacement 241.5 cubic inches; suspension, Floating Power . . . engine and transmission as a unit, cradled in rubber; torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power motor rest mounting. Firing order, 1-5-3-6-2-4. Four-bearing crankshaft; four-bearing chain-driven camshaft. Exhaust valve seat inserts of chromium tungsten steel. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. All other working parts lubricated by positive spray under pressure from small metered hole in upper half of each connecting rod bearing; also from crankshaft. Timing chain lubricated by direct oil leads. Pump located on right side of crankcase, driven by timing shaft from spiral gear on camshaft. Oil capacity, six quarts. Pressure gauge on dash. Level indicator on left side of crankcase toward the rear from the filler.

ELECTRICAL SYSTEM • Full ventilated balanced armature generator—high output, radio type. Third-brush regulation with voltage limit control, six-volt type. Starter: six-volt solenoid shift type. Battery: six-

volt, 119-ampere-hour capacity. Single-wire system. Solar spark ignition. Automatic spark advance, speed and vacuum control.

FRAME • Exceptionally rigid, double-drop X-Girder-truss type.

FUEL SYSTEM • Carburetor: Plain tube down-draft type, provided with fixed jets, covering all necessary ranges for variations of altitude, peak summer and winter conditions, with idle control and accelerator pump. Equipped with automatic manifold heat control and air cleaner integral with intake silencer. Fuel pump: Driven from camshaft; sediment trap. Fuel supply tank: Rustproof terne plate, 15 gallons (12 imperial gallons). Electrical fuel gauge on instrument panel.

PISTONS • Aluminum alloy . . . T-slot type . . . 4 rings per piston—2 compression, 2 oil.

SHOCK ABSORBERS • Hydraulic. Standard on all body styles.

SPRINGS • Front: Independent coil. Rear: New tapered leaf, semi-elliptic; length 53¾ inches; number of leaves, 10; squeakproof. Silent "U" thread-type shackles on rear of rear springs. Rubber bushings at front end of rear springs.

STEERING GEAR • Semi-irreversible worm and roller type. Ratio 18.2 to 1.

TIRES • Airwheel, nonskid tread on all wheels, size 6.25 x 16.

TRANSMISSION • Syncro-silent transmission, helical-type gears throughout, first speed and reverse operating on spirally cut spline; second speed operates on constant-mesh helically cut gear.

WHEELBASE • 118 inches on all models. Over-all length, bumper to bumper, 196 11⁄8 inches.

STANDARD EQUIPMENT • Automatic windshield wipers . . . rear view mirror . . . adjustable sun visors . . . dome light . . . cigar lighter . . . ash receiver in dash and arm rests of rear compartments . . . safety glass in all windshields, ventilating wings and ventilating rear quarter windows; stop light; Safety-beam headlamps. Tools. Wheel equipment, five steel spoke.

SPECIAL EQUIPMENT • Bumpers, front and rear; rear wheel shields; radio; heater; safety light. Automatic overdrive. Special colors and upholsteries; also other items of special equipment and accessories are available on special order basis.

NOTE: The manufacturer reserves the right to revise, change or modify the construction of Chrysler Motor Vehicles or any part thereof as he may see fit, without incurring any obligation to make like changes on vehicles previously sold.

SUSPENSION (Front) • Individually sprung wheels. Adjustable taper roller wheel bearings.

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TRANSMISSION • Syncro-silent transmission, helical-type gears throughout, first speed and reverse operating on spirally cut spline; second speed operates on constant-mesh helically cut gear.

WHEELBASE • 121 and 133 inches.

STANDARD EQUIPMENT • Automatic windshield wipers . . . rear view mirror . . . adjustable sun visors . . . dome light . . . cigar lighter . . . ash receiver in dash and arm rests of rear compartments. . . Safety glass in all windshields; ventilating wings and ventilating rear quarter windows; stop light; Safety-beam headlamps. Tools. Wheel equipment, five steel spoke.

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Chrysler

SIXES

EIGHTS

