

1941 Plymouth

ROAD KING
DE LUXE
CUSTOM

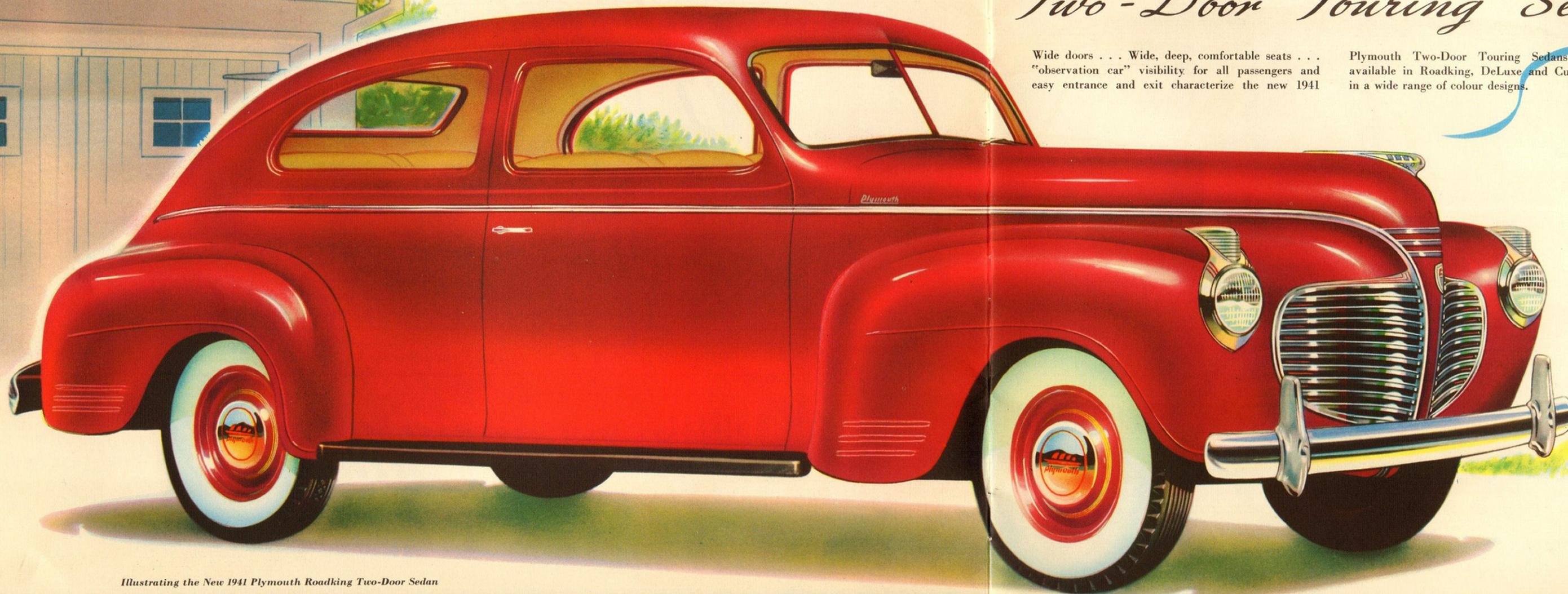


The NEW 1941 PLYMOUTH

Two-Door Touring Sedans

Wide doors . . . Wide, deep, comfortable seats . . .
"observation car" visibility for all passengers and
easy entrance and exit characterize the new 1941

Plymouth Two-Door Touring Sedans which are
available in Roadking, DeLuxe and Custom models
in a wide range of colour designs.



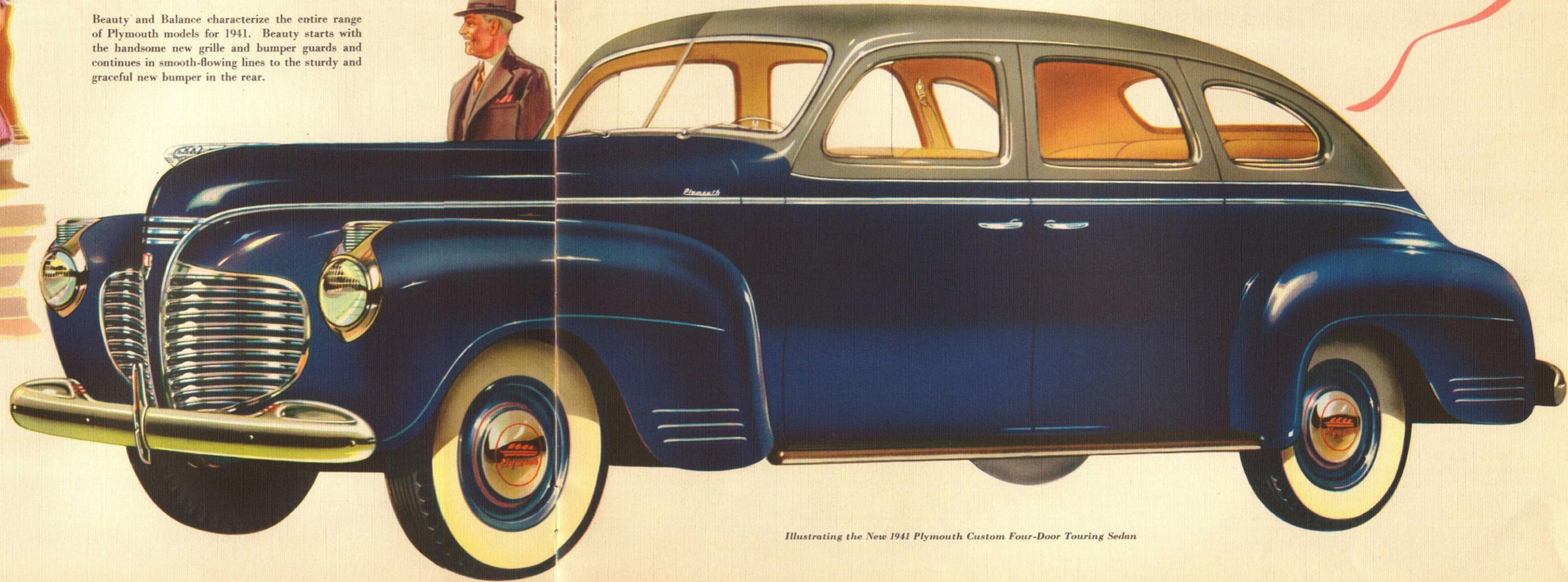
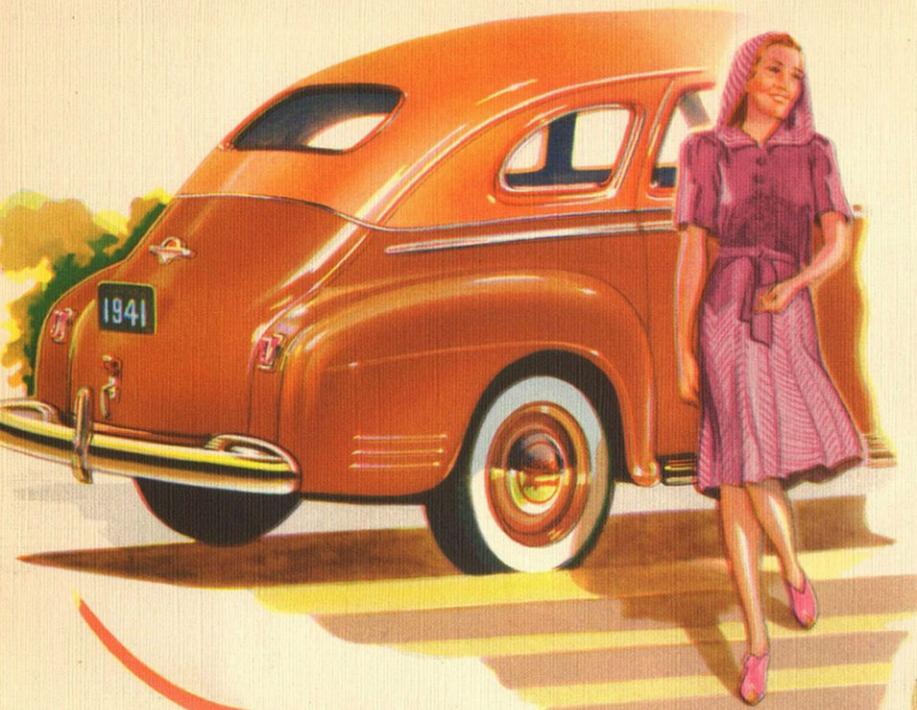
Illustrating the New 1941 Plymouth Roadking Two-Door Sedan



. . . ALSO AVAILABLE IN DELUXE AND CUSTOM MODELS

The NEW 1941 PLYMOUTH Four-Door Touring Sedans

Beauty and Balance characterize the entire range of Plymouth models for 1941. Beauty starts with the handsome new grille and bumper guards and continues in smooth-flowing lines to the sturdy and graceful new bumper in the rear.



Canada's Low-Priced Luxury Car!

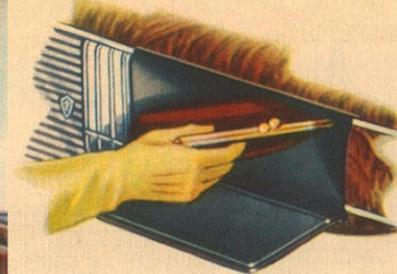
The popular Plymouth four-door touring Sedans which have long been famous as big, roomy, family cars are now, more than ever, the BIG-VALUE cars of the lowest-priced field! New exterior beauty has been matched by a new luxury in interior fittings and trim. Chrysler-engineered quality advancements in engine and chassis, illustrated and described elsewhere in this catalogue, bring still greater economy and longer life with added riding and driving comfort and ease. New two-tone colour designs as illustrated are available on DeLuxe and Custom Two and Four-Door Sedans at slight extra cost.

Illustrating the New 1941 Plymouth Custom Four-Door Touring Sedan

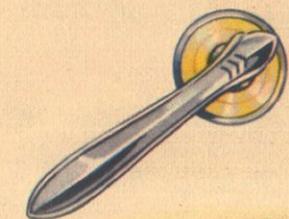
... ALSO AVAILABLE IN ROAD KING AND DELUXE MODELS



Interior of 1941 Plymouth Custom Four-Door Touring Sedan



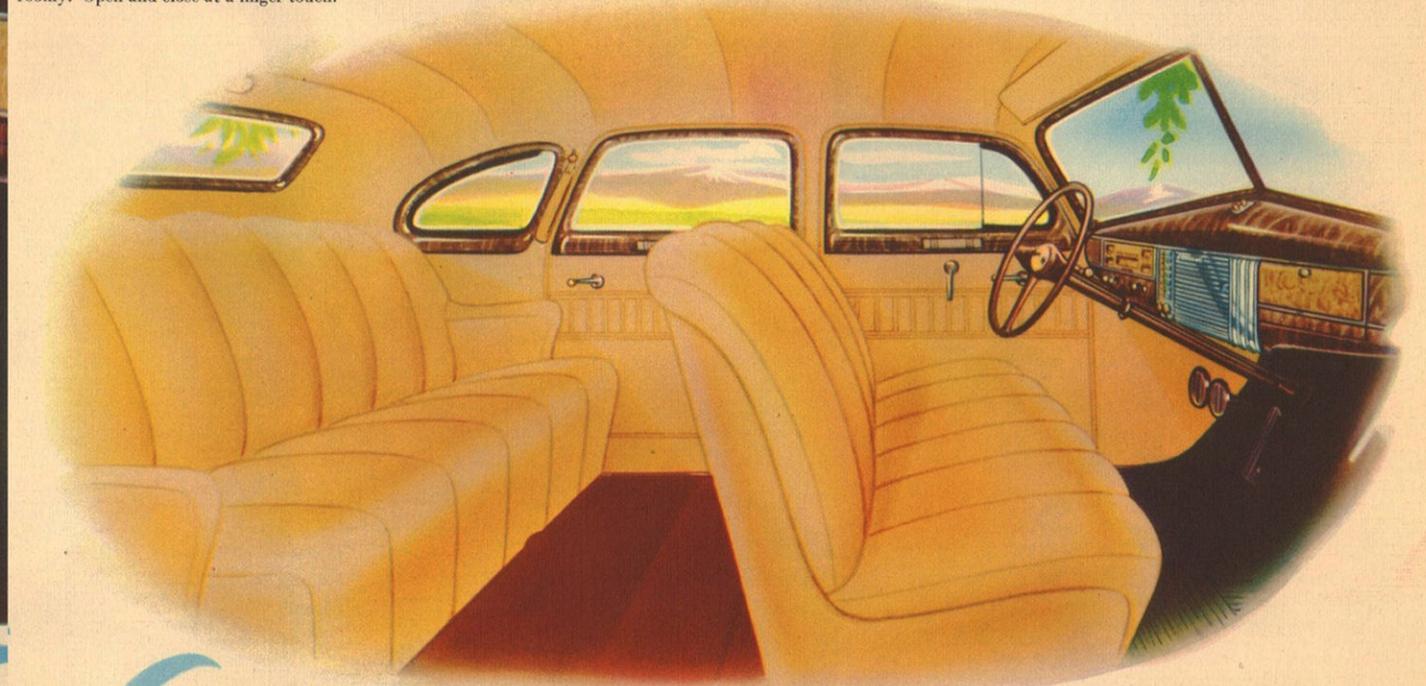
Glove Compartments are wide, deep and roomy. Open and close at a finger touch.



1941 Plymouth hardware is completely new and striking in design. Knobs are of tenite. Handles curve inward for safety.

88 horse-power Floating Power engine.
5 Aero-disc wheels, 16".
5 Goodyear tires, 16 x 6.00, 4 ply.
14 Imperial gallon fuel tank.
Safety glass throughout.
Metal rear spring covers.
Dual Sun visors. Dual tail lights.
Dual windshield wipers. Dual horns.
Swing-type ventilators in front door windows and rear quarter windows.
Drip moulding.
Center license plate lamp, stop lamp and license bracket.
Independent front wheel coil spring suspension.
Hypoid type rear axle: 4.1 to 1 ratio on Sedans and 3.9 to 1 on Coupes.
Handy-control gearshift.
By-pass thermostat.
Carter Carburetor with manual choke.

Oil bath aircleaner and intake silencer.
Oil filter. Voltage control regulator.
Transmission brake.
Bumpers and end plate bumper guards.
Shock absorbers.
Sway eliminator.
Foot rest (Sedans only).
Genuine Safety-steel body—one piece roof.
Glove compartment.
Auto jack.
Radio Grille. Cowl vent screen.
Chrome body moulding.
Chrome bead around windshield.
Luggage compartment floor insulation.
Assist straps. Robe cord.
18-inch steering wheel.
Remote control horn ring.
Rubber weatherstrip around doors.
Counterbalanced trunk lid on sedans.

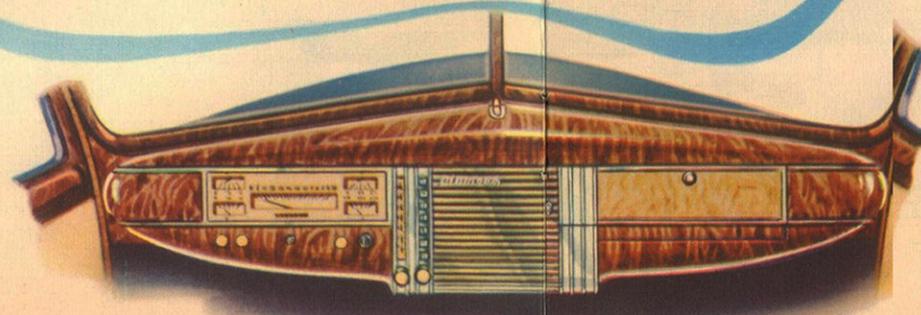
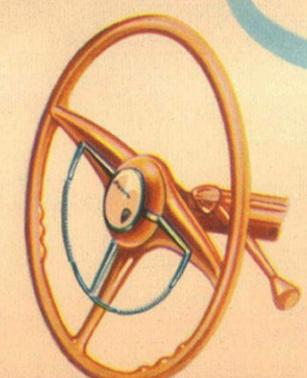


Interior of 1941 Plymouth DeLuxe Four-Door Touring Sedan

1941 PLYMOUTH CUSTOM EQUIPMENT AS SHIPPED

88 H.P. Floating Power engine.
5 Aero-disc wheels, 16".
5 Goodyear tires, 16 x 6.00, 4 ply.
Sedans and Coupes; 16 x 6.50, 4 ply, 7-passenger.
14 Imperial Gallon Fuel tank.
Safety glass throughout.
Metal rear spring covers.
Dual sun visors. Dual tail lights.
Dual windshield wipers.
Dual horns (Airtone).
Special luxury hardware.
Swing-type ventilators in front door windows and rear quarter windows.
Drip moulding.
Center license plate lamp and bracket.
Independent front wheel coil spring suspension.
Hypoid type rear axle: 4.1 to 1 ratio on sedans and 3.9 to 1 on coupes; 4.3 to 1 on 7-passenger.
Handy-control gearshift.
Carter Carburetor with manual choke.
By-pass thermostat.
Arm rest, left front door.
Oil bath aircleaner and intake silencer.
Oil filter.

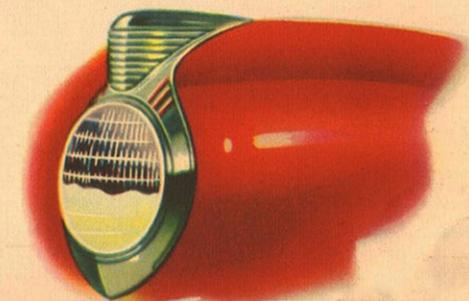
Voltage control regulator.
Transmission brake.
Bumpers, end plate type bumper guards and centre buffer plate.
Shock absorbers.
Sway eliminator.
Foot rest (Sedans only).
Genuine Safety-steel body—one-piece roof.
Glove compartment.
Special quality and design of upholstery, garnish mouldings and appointments.
Ash receivers—1 in front compartment, 1 in rear compartment (Sedans).
Cigar lighter. Auto jack. Radio Grille.
Cowl vent screen.
Chrome body moulding.
Chrome bead around windshield.
Luggage compartment floor insulation.
Felt on luggage compartment sides.
Carpet on doors.
Front door arm rest.
Robe cord. Assist straps.
18-inch steering wheel.
Remote control horn ring.
Chrome running board moulding.



(Left) 1941 Plymouth Instrument Panels are handsome and distinctively styled. Instruments are grouped in front of the driver for easy reading.

New "Full Vision" Steering Wheels are standard on all models—horn ring is standard on DeLuxe and Custom models.

The powerful, highly efficient "Sealed Beam" headlamps are improved for 1941. Parking lights at top, are new in design and add a striking new style note to the front end ensemble.

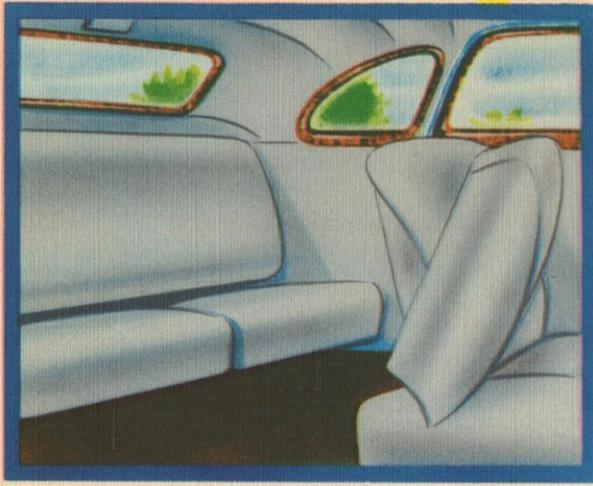


The NEW 1941 PLYMOUTH Coupes

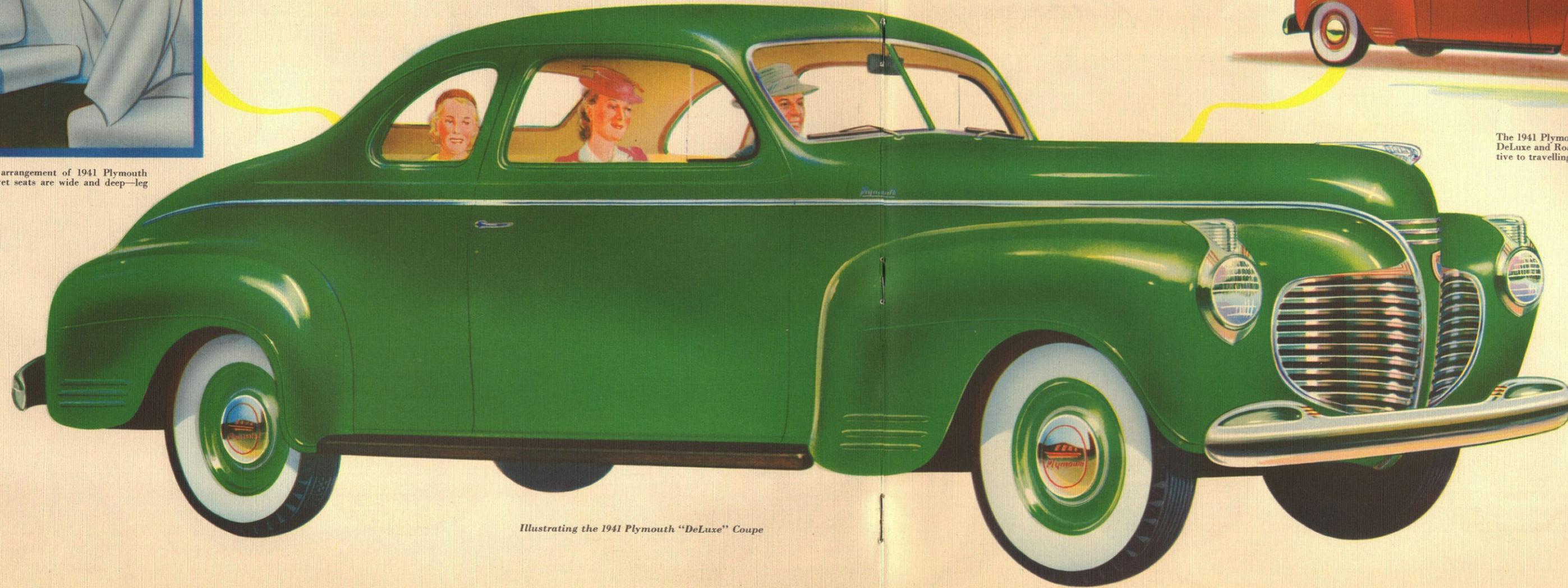
... AVAILABLE IN ROADKING, DELUXE AND CUSTOM MODELS



The 1941 Plymouth three-passenger Coupes available in all three models—Custom, DeLuxe and Roadking—have extra large luggage compartments. Especially attractive to travelling salesmen.



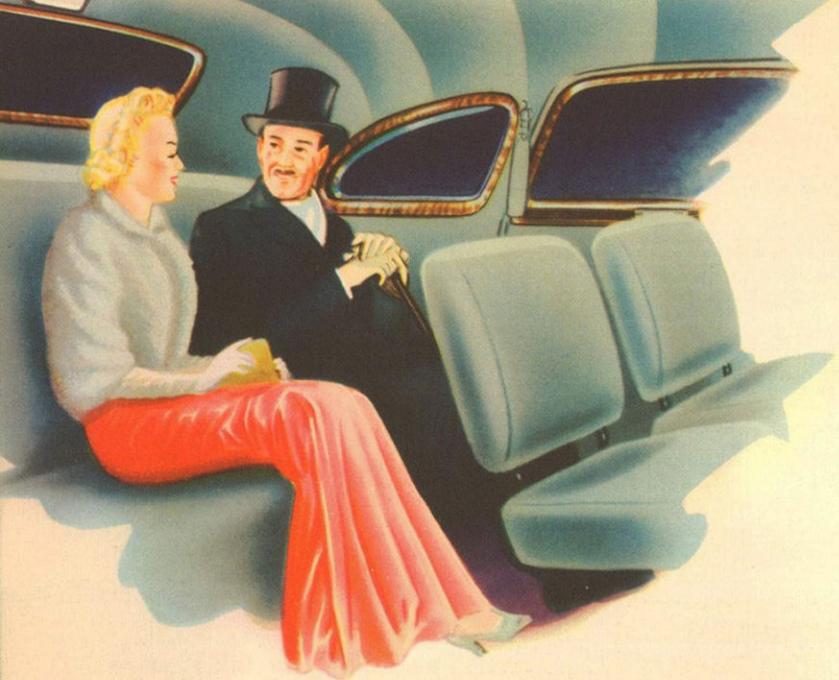
The rear seating arrangement of 1941 Plymouth Coupes is cosy—yet seats are wide and deep—leg room is generous.



Illustrating the 1941 Plymouth "DeLuxe" Coupe

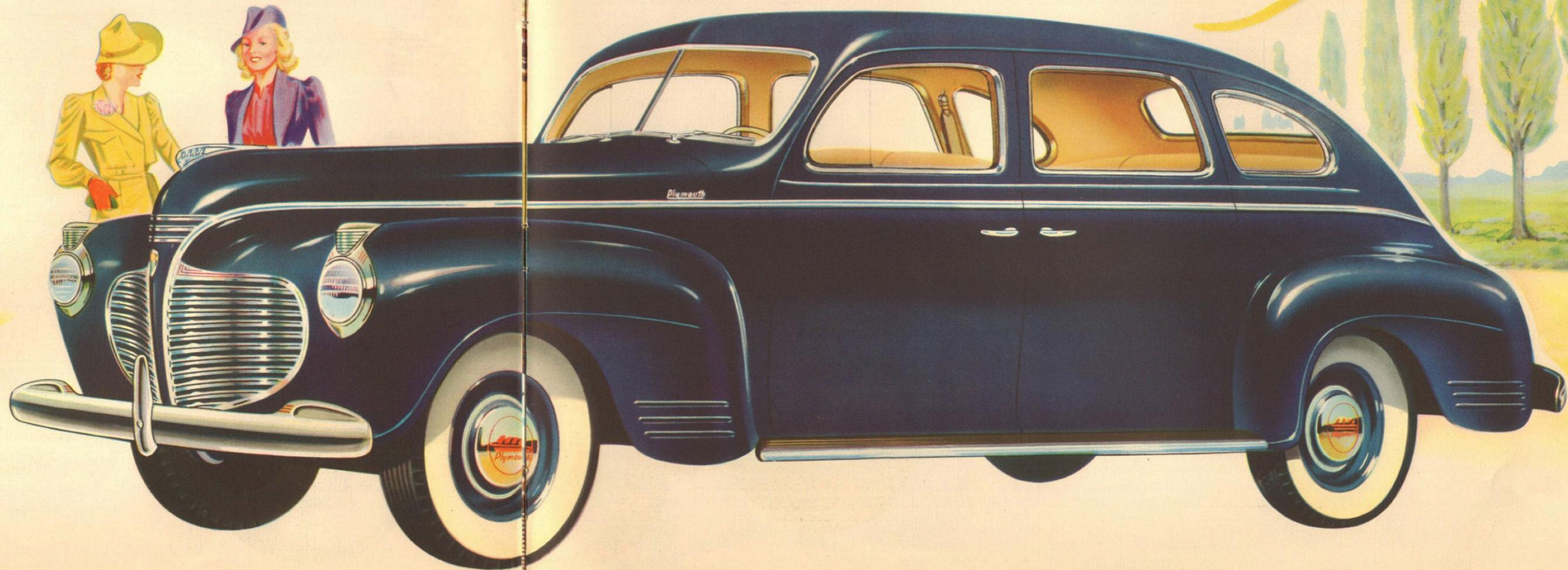
The big, beautiful Plymouth Coupes for 1941 are available in all three models, Custom, DeLuxe and Roadking. The Custom and Roadking models are available in coupe and four-passenger coupe body types, while the DeLuxe is available in three-passenger models as illustrated.

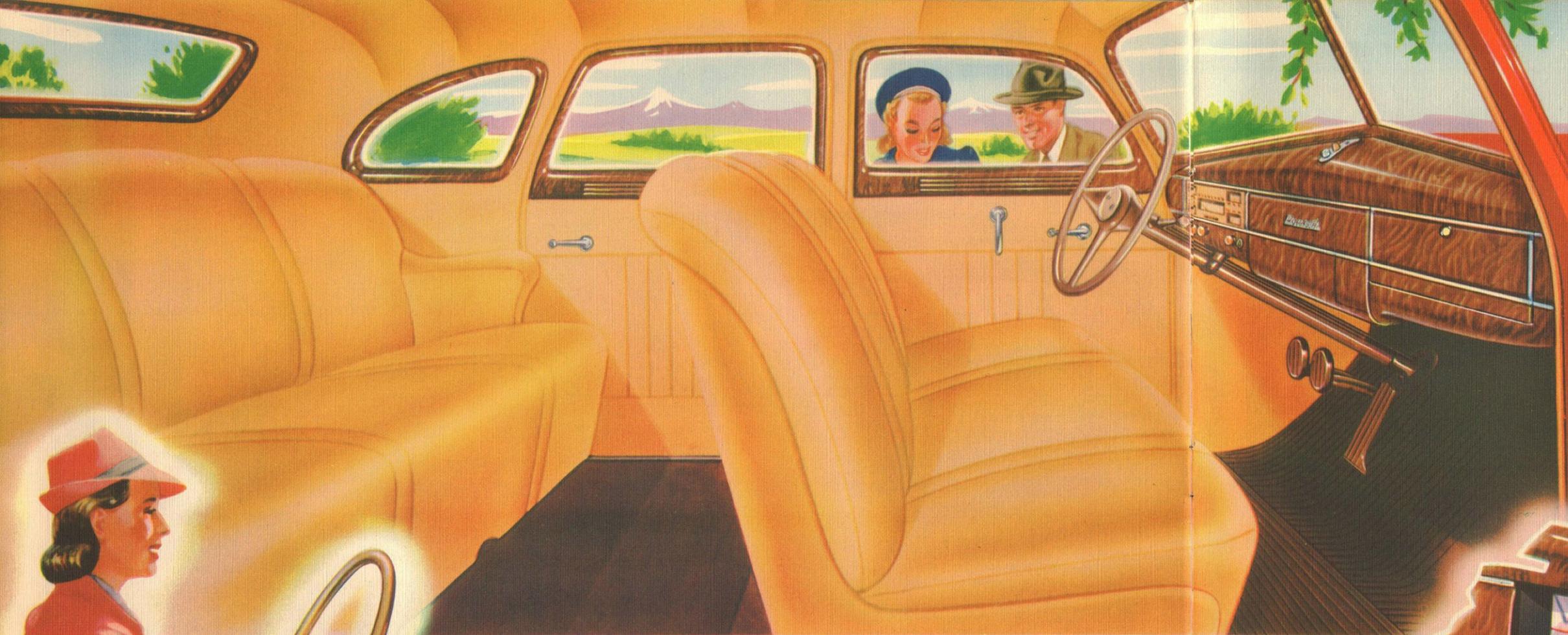
The NEW 1941 PLYMOUTH CUSTOM
Seven - Passenger Sedan



Generous headroom, elbow room and leg room for all passengers, including those riding in the handsome and comfortable auxiliary seats, is a big feature of the new 1941 Plymouth Seven-Passenger Custom Sedans.

The big, roomy 1941 Plymouth Custom Seven-Passenger Sedan has a wheelbase of 137½ inches. With all passengers riding cradled between the axles and with the engine moved well forward over the front wheels a "Luxury Ride" of almost unbelievable smoothness is the result. In keeping with its "big car" size and beauty the 1941 Plymouth Custom Seven-Passenger Sedan has luxurious interior upholstery and trim. Hardware and instrument panel are ultra modern in design.





Interior of 1941 Plymouth Roadking Four-Door Touring Sedan

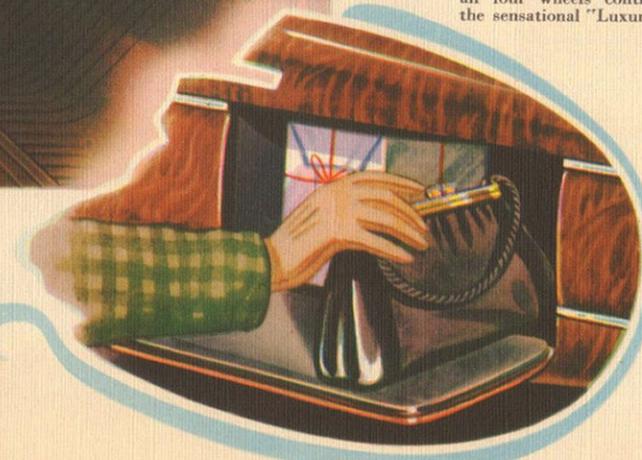
The ROADKING is the *Value Leader* of this 1941 Plymouth line! Although surprisingly low in price, the Roadking is a beautiful, roomy, full-sized family car on a 117½-inch wheelbase. For 1941 "Handy Control" Gearshifting, Oil Filter, Oil Bath Air-cleaner and 6.00 x 16 inch tires are standard equipment on Roadking models. Upholstery, Interior Trim, Instrument Panels and Hardware reach a new "Luxury High" for a low-priced car in Plymouth Roadking for 1941.

Handy-control Gearshift is standard equipment on all 1941 Plymouth Roadking models. New Powermatic gear shifting is available on all models at extra cost.

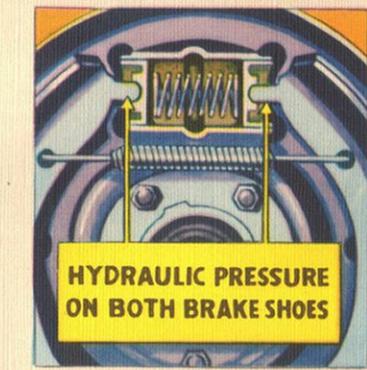
Door Handles both inside and outside are curved for added safety and to prevent catching and tearing clothing.



Ashtrays disappear into instrument panels when not in use.



Glove Compartments are wide, and deep. Doors open flat.



For 1941 Plymouth brake drums are superfinished for better performance, and brake shoe facings are contour-ground for better fit.

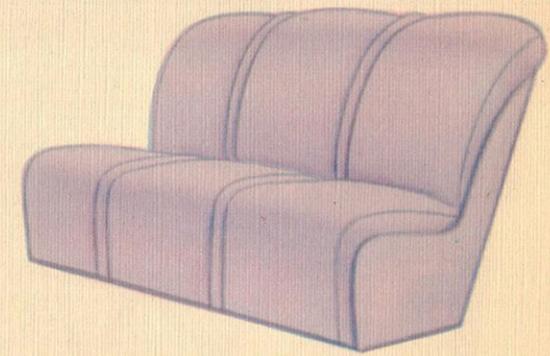
Aeroplane-type, double-action hydraulic Shock Absorbers at all four wheels contribute to the sensational "Luxury Ride".



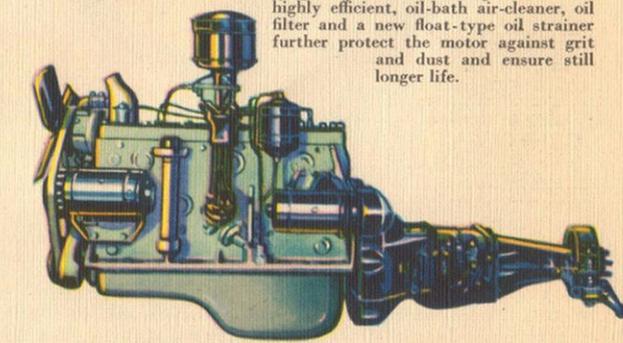
Mechanical Features..

On these and following pages are illustrated and described just a few of the many items that make Plymouth so much like the high-priced cars in quality features.

(Below) Wide, chair-height seats, with deep, soft upholstery reduce riding and driving fatigue in all 1941 Plymouth models. This rear seat will accommodate three good-sized adult passengers in comfort.



The famous Plymouth engine is constantly being improved. Some of the advancements for 1941 are—horsepower rating is increased; new-type steel-backed bearings greatly increase bearing life; a new, highly efficient, oil-bath air-cleaner, oil filter and a new float-type oil strainer further protect the motor against grit and dust and ensure still longer life.



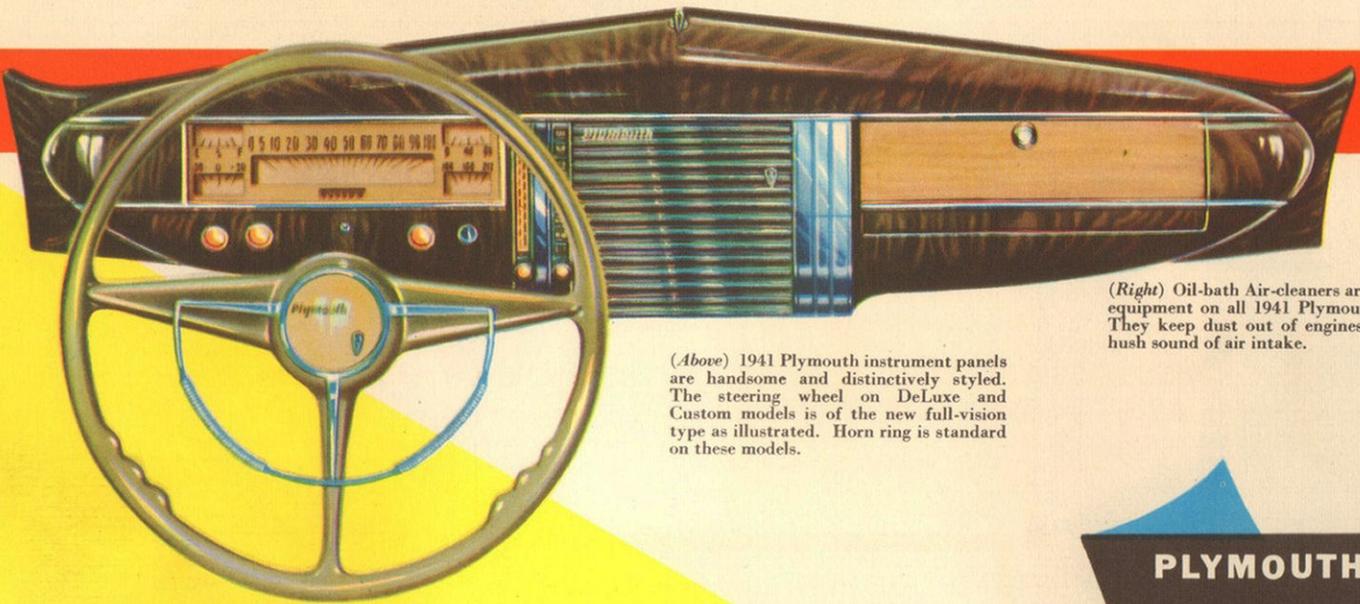
1941 PLYMOUTH ROADKING EQUIPMENT AS SHIPPED

- 88 horse-power Floating Power engine.
- 5 Aero-disc wheels, 16".
- 5 Goodyear tires, 16 x 6.00, 4 ply.
- 14 Imperial gallon fuel tank.
- Safety glass throughout.
- Metal rear spring covers.
- Sun visor.
- Dual tail lights.
- Windshield wiper.
- Horn.
- Drip moulding.
- Center license plate lamp, stop lamp and license bracket.
- Independent front wheel coil spring suspension.
- Hypoid type rear axle: 3.9 to 1 ratio on Coupes; 4:1 on Sedans.

- Handy-control gearshift.
- By-pass thermostat.
- Carter Carburetor with manual choke.
- Oil bath air-cleaner and intake silencer.
- Transmission brake.
- Bumpers and bumper guards.
- Shock absorbers, front and rear.
- Foot rest (Sedans only).
- Genuine Safety-steel body—one-piece roof (all models).
- Auto jack.
- Oil filter.
- Rubber weatherstrip around doors.
- Counterbalanced trunk lid on sedans.
- Chrome body moulding.

The NEW 1941 PLYMOUTH · STEPPED UP IN CHRYSLER-ENGINEERED *Style, Beauty and Quality*

New Beauty INSIDE & OUTSIDE

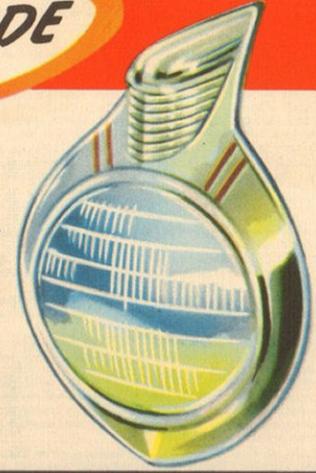


(Above) 1941 Plymouth instrument panels are handsome and distinctively styled. The steering wheel on DeLuxe and Custom models is of the new full-vision type as illustrated. Horn ring is standard on these models.

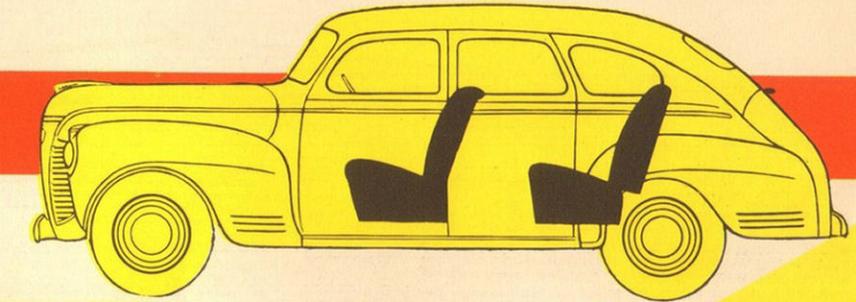
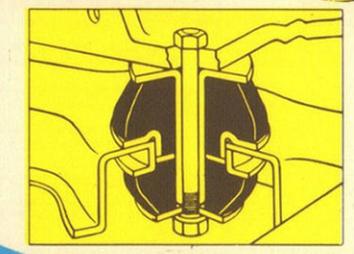
(Right) Oil-bath Air-cleaners are standard equipment on all 1941 Plymouth models. They keep dust out of engines, and also hush sound of air intake.



The powerful, highly efficient "Sealed Beam" headlamps are improved for 1941. Parking lights in upper chrome ring.



The outrigger-type, rubber-cushioned body mounting is continued in 1941. This body mounting reduces road noise and body rumble.

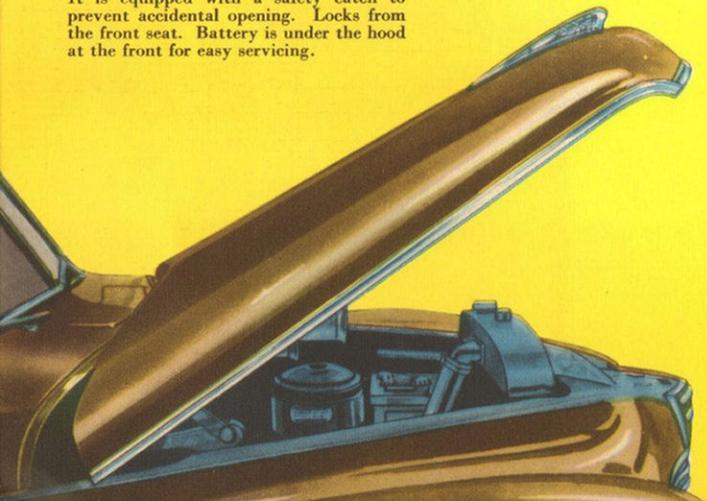


The Famous Plymouth "Luxury Ride"

Long wheelbase, scientific distribution of load with all passengers riding cradled between the axles, balanced springing and aeroplane-type shock absorbers produce Plymouth's famous "Luxury Ride". Plymouth's smoothness and balance amaze those who experience them for the first time.

PLYMOUTH IS BUILT IN CANADA BY CHRYSLER... BIG CAR COMFORT AND QUALITY IN THE LOWEST PRICE FIELD...
ALL THE FAMOUS TIME TESTED CHRYSLER ENGINEERING FEATURES HAVE BEEN RETAINED

(Below) The hood lifts up from the front. It is equipped with a safety catch to prevent accidental opening. Locks from the front seat. Battery is under the hood at the front for easy servicing.



(Below) Rear doors are wide and straight at the back. Easy to get in and out. Rear windows go down all the way.



There is room for three in the front without inconveniencing the driver. 1941 Plymouth bodies are 55 inches wide at front seat. Windshields are wide and deep.

(Right) Luxurious room and beauty in upholstery design, finish and trim characterize Plymouth for 1941. DeLuxe Plymouth interior is shown.



ALL 1941 PLYMOUTH MODELS HAVE THESE FAMOUS TIME TESTED CHRYSLER ENGINEERED

Features

FLOATING POWER ENGINE MOUNTINGS—Plymouth engines are mounted in perfect balance on live rubber mountings. The weight or balance of the engine itself is utilized to absorb the forces which set up vibration. Power impulses are insulated from the body and the passengers. Smooth, vibrationless power results.

FULL-LENGTH WATER JACKETS—Water Jackets extend the full length of Plymouth engine cylinders for better cooling and to prevent distortion, thus saving fuel, oil and upkeep expense.

FULL-PRESSURE LUBRICATION—provides for positive circulation of oil to all vital parts of Plymouth engines.

SAFETY ALL-STEEL BODY—Chrysler also pioneered the All-Steel body. Plymouth bodies for 1941 are strong and rigidly braced giving you the protection of steel welded to steel.

OTHER FEATURES—Hardened exhaust valve inserts... Air-cooled clutch... Rigid X-type frames... Air-cooled, Shunt-wound generators... Directional exhaust valve cooling... Five-way body insulation against heat, cold, vibration and noise.



Luggage Compartments are roomy. Spare wheel is mounted at the side for convenience. Sedans have counterbalanced lids... Raise and Lower without effort.

For 1941 a new compression ring greatly reduces "blow-by" for more efficient operation. New steel backed removable bearings triple the life of main and connecting-rod bearings. Greater economy.



SPECIFICATIONS

Roadking

AXLE, FRONT—Independent coil spring front wheel suspension—Wishbone type.

AXLE, REAR—Hypoid; gear ratio, 3.9 to 1, on Coupes; 4.1 to 1 on Sedans. Semi-floating with one-piece, two-pinion differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Amola steel axle shafts with tapered roller bearing at each outer end. All tapered roller bearings are fully adjustable.

BODIES—Safety-steel, with steel top, braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Drip moulding integral. Safety glass throughout. Running boards optional.

BRAKES, SERVICE—Plymouth hydraulic, internal expanding with moulded, non-burning brake shoe facings 2" wide. Cast-iron, steel-back brake drums, 10" in diameter. Wheel cylinders graduated in size to equalize facing wear of front and rear shoes.

BRAKES, PARKING—Independent in operation, 6" drum at rear of transmission, 2" external contracting brake band. Equalized through differential gears.

CARBURETOR—Down-draft, with oil bath aircleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump, interconnected choke and throttle.

CLUTCH—Single, dry-plate type, 9¼" driven disc with torsion springs around hub for absorbing shock of starting. Ball-bearing clutch release. Clutch housing ventilated.

COOLING SYSTEM—Water capacity, 3½ Imperial gallons. Self-adjusting water pump packing seal. Circulation controlled by a thermostat which circulates water in cylinder block alone during warming up period. Cellular radiator core cooled by a 4-blade (staggered) 17" fan driven by endless V belt.

ENGINE—L-head type. Developed horse-power 88; piston displacement 218.06 cubic inches. Fully water-jacketed length of cylinder bores, exhaust valve seats cooled by directed circulation of water from distributor tube. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting-rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Crankcase ventilation with aircleaner. Four-bearing, counterweighted crankshaft. New crankshaft and connecting rod steel-backed precision-type removable bearings. Stannic-coated, U-slot aluminum alloy pistons with 4 piston rings of which the two compression rings are surface-treated. New ½" compression ring to reduce blow-by. Alloy steel exhaust valve seat inserts. Engine suspended on Floating Power rubber engine mountings.

ELECTRICAL SYSTEM—Battery, 6-volt, 95 ampere capacity. Generator ventilated, driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with flywheel ring gear before revolving. Distributor advance fully automatic with vacuum retard for acceleration. 14 mm. spark plugs; all cables heat-proof and water-proof. Coil mounted in well-protected location on dash with armoured theft-proof cable leading to lock on instrument panel.

FRAME—6" sidemembers. Perfect X brace construction. Very rigid both in beam and torsional strength.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump with air dome, driven from camshaft. Fuel pump inverted to prevent vapor lock. Fuel tank mounted at rear of car; capacity, 14 Imperial gallons.

SPRINGS—Front, Amola steel coil springs—rear, Amola steel semi-elliptic—metal covers. Direct, double-acting shock absorbers.

STEERING GEAR—Worm and roller semi-irreversible type, ratio 18.2 to 1. Friction reduced by generous use of tapered roller bearings.

TRANSMISSION—All quiet automesh with helical gears throughout. Synchronizer between 2nd and direct. 6 ball and roller bearings in transmission. Steering column type handy control gearshift.

WHEELS, TIRES—Five steel disc wheels, 4.00 x 16. Airwheel 6.00 x 16 tires.

WHEELBASE—117½ inches.

Note:—All specifications subject to change without notice and without responsibility to the Chrysler Corporation of Canada, Limited, Plymouth Division.

DeLuxe

AXLE, FRONT—Independent coil spring front wheel suspension—Wishbone type.

AXLE, REAR—Hypoid, gear ratio, 4.1 to 1 on Sedans, 3.9 to 1 on Coupes. Semi-floating with one-piece, two-pinion differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Amola steel axle shafts with tapered roller bearing at each outer end. All tapered roller bearings are fully adjustable.

BODIES—Safety-steel, with steel top, braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Drip mouldings integral. Safety glass throughout. Running boards or body side shields optional.

BRAKES, SERVICE—Plymouth hydraulic, internal expanding with moulded, non-burning brake shoe facings 2" wide. Cast-iron, steel-back brake drums, 10" in diameter. Wheel cylinders graduated in size to equalize facing wear of front and rear shoes.

BRAKES, PARKING—Independent in operation, 6" drum at rear of transmission, 2" external contracting brake band. Equalized through differential gears.

CARBURETOR—Down-draft, equipped with oil-bath aircleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump. Interconnected choke and throttle.

CLUTCH—Single, dry-plate type, 9¼" driven disc with torsion springs around hub for absorbing shock of starting. Ball bearing clutch release. Clutch housing ventilated.

COOLING SYSTEM—Water capacity, 3½ Imperial gallons. Self-adjusting water pump packing seal. Circulation controlled by special by-pass thermostat, an unusual construction which circulates water in cylinder block alone during warming-up period. Cellular radiator core cooled by 4-blade (staggered) 17" fan driven by endless V belt.

ENGINE—L-head type. Developed horse-power, 88; displacement, 218.06 cubic inches. Fully water-jacketed length of cylinder bores, exhaust valve seats cooled by directed circulation of water from distributor. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Crankcase ventilation with aircleaner. Oil filter. Four-bearing counterweighted crankshaft. New crankshaft and connecting rod steel-backed precision-type removable bearings. Stannic-coated, U-slot aluminum alloy pistons with 4 piston rings, of which the two compression rings are surface-treated. New ½" compression ring to reduce blow-by. Alloy steel exhaust valve seat inserts. Engine suspended on Floating Power rubber engine mountings.

ELECTRICAL SYSTEM—Battery, 6-volt, 95-ampere capacity. Generator ventilated, with automatic voltage regulator, driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with flywheel ring gear before revolving. Distributor advance fully automatic with vacuum retard for acceleration. 14 mm. spark plugs; all cables heat-proof and water-proof. Coil mounted in well-protected location on dash with armoured theft-proof cable leading to lock on instrument panel.

FRAME—6" sidemembers. Perfect X brace construction. Very rigid, both in beam and torsional strength.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump with air dome, driven from crankshaft. Fuel pump inverted to prevent vapor lock. Fuel tank mounted at rear of car; capacity, 14 Imperial gallons. Water collecting sump.

SPRINGS—Front, Amola steel coil springs—rear, Amola steel semi-elliptic—Metal covers. Double-acting shock absorbers.

STABILIZER—Ride stabilizer located at the front to prevent sidesway.

STEERING GEAR—Worm and roller semi-irreversible type, ratio 18.2 to 1. Friction reduced by generous use of tapered roller bearings.

TRANSMISSION—All quiet automesh with helical gears throughout. Blocker type synchronizer between 2nd and direct. 6 ball and roller bearings in transmission. Steering column type handy control gearshift.

WHEELS, TIRES—Five steel disc wheels, 16-inch. Airwheel 6.00 x 16 tires.

WHEELBASE—117½ inches.

Note:—All specifications subject to change without notice and without responsibility to the Chrysler Corporation of Canada, Limited, Plymouth Division.

Custom

AXLE, FRONT—Independent coil spring front wheel suspension—Wishbone type.

AXLE, REAR—Hypoid, gear ratio, 4.1 to 1 on Sedans, 3.9 to 1 on Coupes. Semi-floating with one-piece, two-pinion differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Amola steel axle shafts with tapered roller bearing at each outer end. All tapered roller bearings are fully adjustable.

BODIES—Safety-steel, with steel top, braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Drip mouldings integral. Safety glass throughout. Running boards or body side shields optional.

BRAKES, SERVICE—Plymouth hydraulic, internal expanding with moulded, non-burning brake shoe facings 2" wide. Cast-iron, steel-back brake drums, 10" in diameter. Wheel cylinders graduated in size to equalize facing wear of front and rear shoes.

BRAKES, PARKING—Independent in operation, 6" drum at rear of transmission, 2" external contracting brake band. Equalized through differential gears.

CARBURETOR—Down-draft, equipped with oil bath aircleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump. Interconnected choke and throttle.

CLUTCH—Single, dry-plate type, 9¼" driven disc with torsion springs around hub for absorbing shock of starting. Ball bearing clutch release. Clutch housing ventilated.

COOLING SYSTEM—Water capacity, 3½ Imperial gallons. Self-adjusting water pump packing seal. Circulation controlled by special by-pass thermostat, an unusual construction which circulates water in cylinder block alone during warming-up period. Cellular radiator core cooled by 4-blade (staggered) 17" fan driven by endless V belt.

ENGINE—L-head type. Developed horse-power 88; piston displacement 218.06 cubic inches. Fully water-jacketed, exhaust valve seats cooled by directed circulation of water from distributor tube. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting-rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Crankcase ventilation with aircleaner. Oil filter. Four-bearing counterweighted crankshaft. New crankshaft and connecting rod steel-backed precision-type removable bearings. Stannic-coated U-slot aluminum alloy pistons with 4 piston rings, of which the 2 compression rings are surface-treated. New ½" compression ring to reduce blow-by. Exhaust valve seat inserts of alloy steel. Engine suspended on Floating Power rubber engine mountings.

ELECTRICAL SYSTEM—Battery, 6-volt, 95-ampere capacity. Generator ventilated, with automatic voltage regulator, driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with flywheel ring gear before revolving. Distributor advance fully automatic with vacuum retard for acceleration. 14 mm. spark plugs; all cables heat-proof and water-proof. Coil mounted in well-protected location on dash with armoured theft-proof cable leading to lock on instrument panel.

FRAME—6" sidemembers. Perfect X brace construction. Very rigid, both in beam and torsional strength.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump with air dome, driven from camshaft. Fuel pump inverted to prevent vapor lock. Fuel tank mounted at rear of car; capacity, 14 Imperial gallons. Water collecting sump.

SPRINGS—Front, Amola steel coil springs—rear, Amola steel semi-elliptic—Metal covers. Double-acting shock absorbers.

STABILIZER—Ride stabilizer located at the front to prevent sidesway.

STEERING GEAR—Worm and roller semi-irreversible type, ratio 18.2 to 1. Friction reduced by generous use of tapered roller bearings.

TRANSMISSION—All quiet automesh with helical gears throughout. Blocker type synchronizer between 2nd and direct. 6 ball and roller bearings in transmission. Steering column type handy control gearshift.

WHEELS, TIRES—Five steel disc wheels, 16-inch. Airwheel 6.00 x 16 tires, 6.50 x 16 on 7-Passenger Sedan.

WHEELBASE—117½ inches; Seven-Passenger Sedans, 137½ inches.

Note:—All specifications subject to change without notice and without responsibility to the Chrysler Corporation of Canada, Limited, Plymouth Division.