

Airflow
CHRYSLER



Drawing Room Luxury

Custom Imperial Sedans

FOR EIGHT PASSENGERS

Easy flowing lines that sweep to the rear and allow air currents to slip by without leaving an accumulation of dust on the rear windows are emphasized on the Town Sedan Limousine, due to the omission of the rear quarter windows. Rear seat passengers can relax and settle down in utter seclusion in seats as big and soft as divans.



Authentic Streamlining is Exemplified by the Lines of the Town Sedan Limousine

THE CAR OF TOMORROW IS

Here Today!

★ ★ ★ ★ ★
Doors As Wide As Those In Your Home



★ ★ ★ ★ ★
Artistry of the highest order is apparent in every detail of these refreshing new interiors. Characteristic of their sheer distinction is the selection of Bedford Cord as trim in the front and rear compartments . . . a treatment desirable for the owner who at times wishes to drive himself . . . as with the glass partition lowered the informal appearance of a Sedan is acquired . . . Opera type auxiliary seats of generous proportions round out the interior of the rear compartment . . . Where the car is to be purely chauffeur-driven, a hand buffed leather that blends with the rear compartment trim is available and recommended.

★ ★ ★ ★ ★
Front and Rear Compartments of the 137-Inch Wheelbase Sedan Limousine





137-Inch Wheelbase

Airflow Chrysler Custom Imperial Sedan Limousine

FOR EIGHT PASSENGERS

* AIRFLOW CUSTOM IMPERIAL TOWN SEDANS 146 INCH WHEELBASE
* AIRFLOW CUSTOM IMPERIAL SEDAN 146 INCH WHEELBASE
* AIRFLOW CUSTOM IMPERIAL SEDAN LIMOUSINE 146 INCH WHEELBASE

*E*asily the most sensational style creation since the invention of the automobile... the interior of the Airflow Custom Imperial is a thing apart... it's like floating down the highway in the comfort of your home.

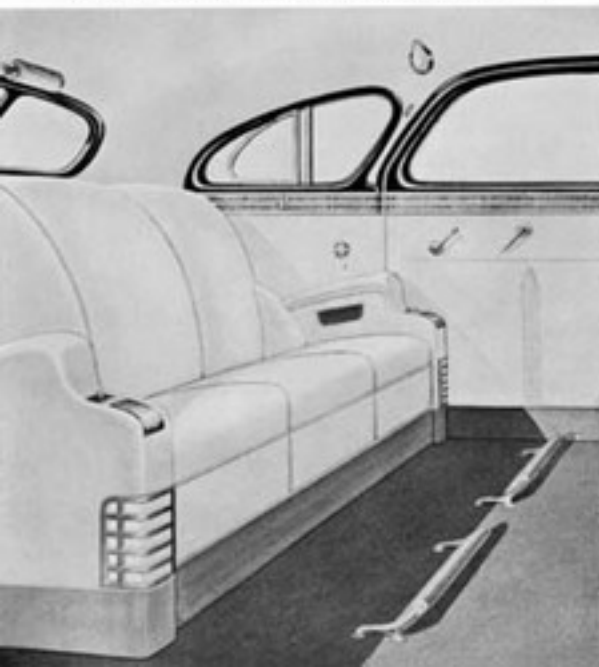


Driver's Compartment, 146-Inch Wheelbase Sedan Limousine

*M*aximum utility is everywhere in evidence in the driver's compartment... From the well-formed seat upholstered in choice leathers to the conveniently located controls... there is a trimness the equal to that of the pilot house of a sleek racing yacht.

Drawing Room Luxury

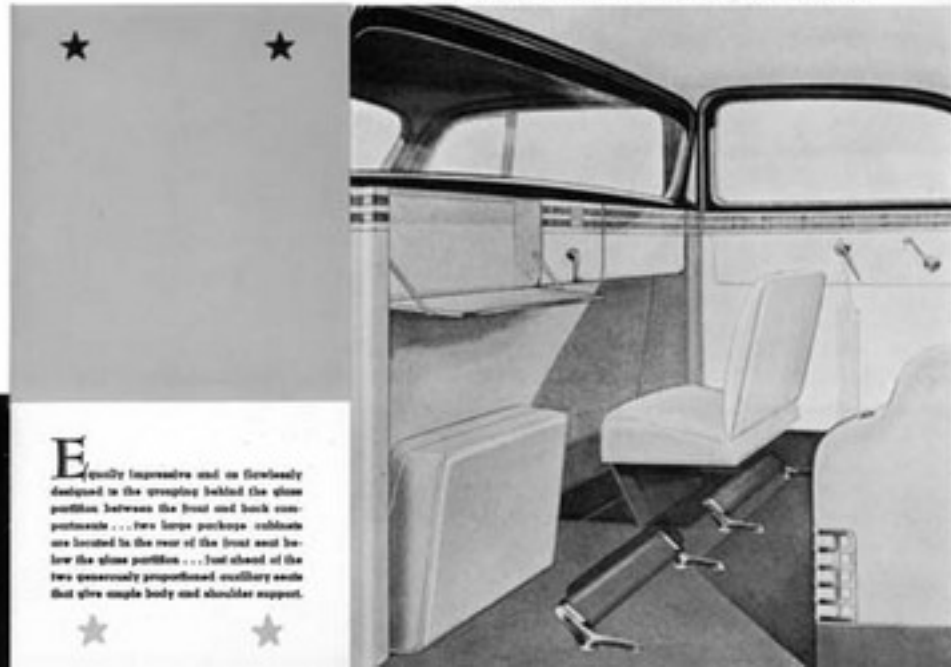
Rear Compartment, 146-Inch Wheelbase Sedan Limousine



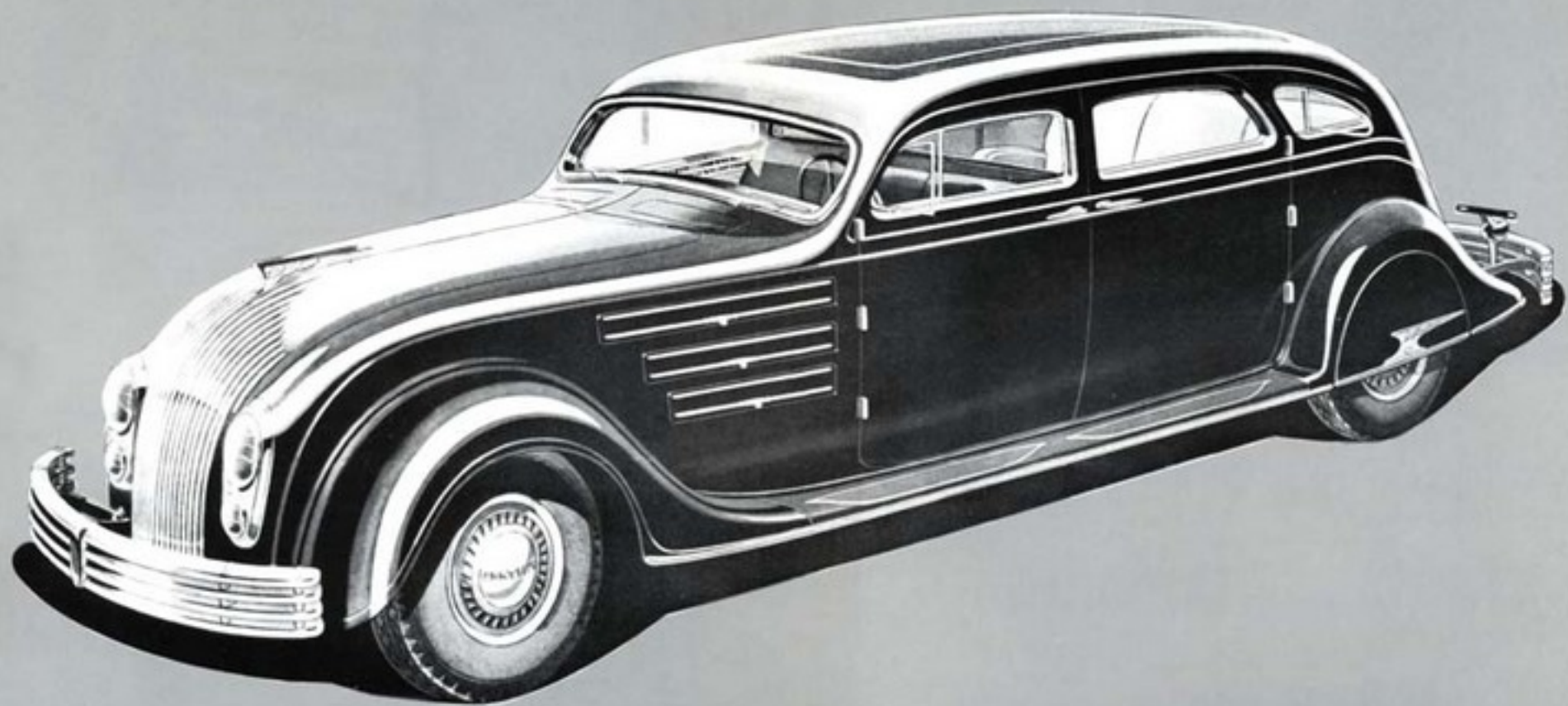
A new sense and appreciation of what luxury really is... is immediately apparent upon inspection of this superb interior... only the finest of materials is used over the deep spring cushions and to create the graceful contours of the curved ceiling.

FOR EIGHT PASSENGERS

Auxiliary Seats, 146-Inch Wheelbase Sedan Limousine



*E*qually impressive and as fireproofly designed is the grouping behind the glass partition between the front and back compartments... two large package lockers are located in the rear of the front seat below the glass partition... Just ahead of the two generously proportioned auxiliary seats that give ample body and shoulder support.



146-Inch Wheelbase

Airflow Chrysler Custom Imperial Sedan Limousine

FOR EIGHT PASSENGERS

* AIRFLOW CUSTOM IMPERIAL TOWN SEDANS 146 INCH WHEELBASE
* AIRFLOW CUSTOM IMPERIAL SEDAN 146 INCH WHEELBASE



The Front and Rear Compartments of the 146-Inch Wheelbase Sedan

REFRESHINGLY DIFFERENT



Amazing as is the flawless execution of interior styling in the Airflow Custom Imperial models . . . with their varied use of broadcloth . . . deep sprung seat cushions . . . heavy piled floor coverings . . . draft-free ventilation and a host of other features . . . their luxury does not subside with purely rich and beautiful appointments . . . their real basic luxury is in the unparalleled character of the ride they give . . . the car glides over the roughest roads . . . skims over gravel and broken surfaces with the floating sensation of a magic carpet . . . even at 80 or 90 miles an hour there is little sensation of riding . . . in fact it will be hard to believe that you could be more comfortable sitting in the seclusion of your own drawing-room.

In the Airflow Custom Imperial models it is possible for the first time to secure a custom body of all-steel construction in which the body, frame and sill are welded into a single vibration-proof unit, protecting and surrounding the passengers with a bridge-work of steel. Highly individualized . . . the full latitude of the art of custom building has been assimilated in these Custom Imperial models for those who desire the ultimate in personal transportation.



Luggage Stored Inside Out of the Dust

Delightfully Spacious



CHRYSLER AIRFLOW CUSTOM IMPERIAL SEDAN



146-Inch Wheelbase



146-Inch Wheelbase

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uxury and smartness were never more apparent than in these Air-flow Custom Imperials . . . every detail is in reality as new as tomorrow's dawn . . . from the most carefully woven fabrics to their beautiful appointments . . . master craftsmen have worked with untiring hands to set a new standard in custom-built motor cars.



Auxiliary Seats and Glass Partition in 146-Inch Wheelbase Town Sedan Limousine

THE ATMOSPHERE OF A SMART

Modern Penthouse!

★ ★ ★ ★ ★

In the Town Sedan Limousine the Dictaphone is Conveniently Located

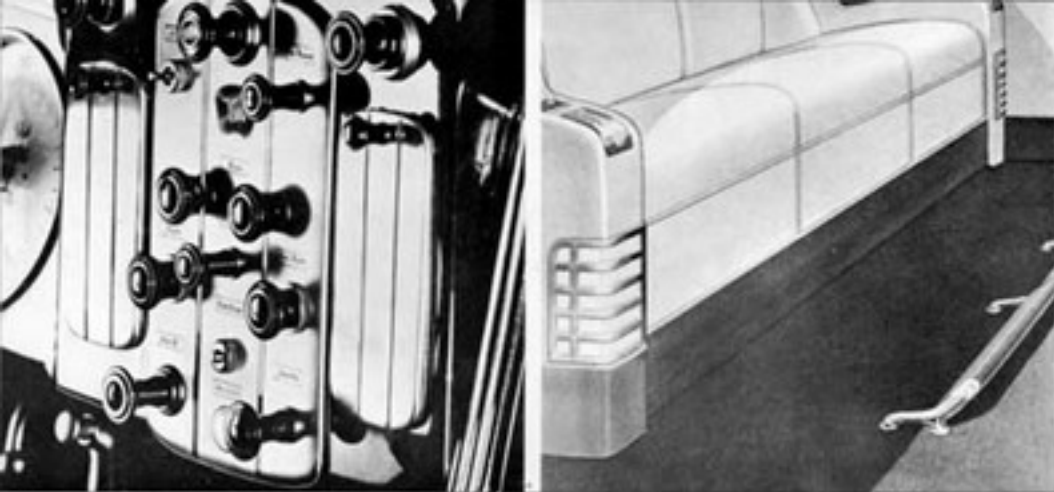


Two types of Town Sedans on the 146-inch wheelbase are available for those who desire ultra smartness combined with the intimacy provided by the shielded rear quarter sections. In the Town Sedan Limousine the driver's compartment is upholstered in leather of the finest quality obtainable . . . The divisional glass partition between the front and rear compartments may be raised or lowered for additional ventilation or communication with the driver, in event that occupants of the rear seat do not wish to use the convenient dictaphone located in the left side panel just above the arm rest. In the Town Sedan both the front and rear compartments are upholstered in the same materials.

★ ★ ★ ★ ★

Front and Rear Compartments of the 146-Inch Wheelbase Town Sedan

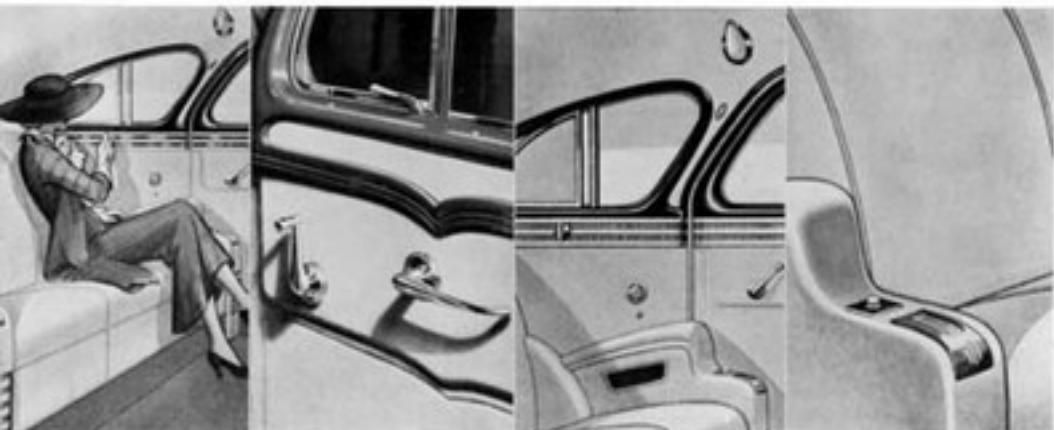




The easily accessible controls on the instrument panel of the 148-hack wheelbase Custom Imperial gives the smooth flow of power from the 155 h.p. motor.

Floor lights that flash on automatically with the opening of the rear doors of the 148-hack wheelbase Custom Models are located at the base of the rear seat.

UNPARALLELED Refinements and Features



Extra comfort is enhanced by a dash-free system of controlled ventilation that provides as much fresh air as desired by each car occupant.

Interior hardware and garnish moldings of the 127-hack wheelbase Custom Imperial models add a pleasing note of modern styling to the already luxurious interior.

The dials on the 148-hack wheelbase Sedan Linerette models is centered directly above the left arm rest . . . communication with the driver is effected by pushing a small button.

Readily removed in the forward corner of the arm rests are two spacious steel receptacle ash containers . . . receptacles fit flush in the arm rest eliminating the possibility of catching clothing.

Perhaps no single feature of Airflow design will attract your approval quicker than the unusual width of the doors . . . You enter and leave through doors as wide as those in your home.



"EXTRA ROOMINESS"

Plenty of room for eight full sized passengers . . . three in the front compartment . . . five in the rear.



"DYNAMIC BALANCE"

Weights have been redistributed to improve the ride . . . engine over front axle . . . passengers cradled between the wheels near the center of balance.



"UNIT BODY AND FRAME"

Passengers are surrounded with a bridge-work of steel . . . making body and frame a single, vibrationless unit.



"AUTOMATIC OVERDRIVE"

As you pass forty miles an hour, you get a magical sensation as if the engine were loading . . . that's the automatic overdrive cutting in, changing gear ratios, reducing engine speed one-third . . . saving fuel . . . oil . . . wear.



Features

Into the bodies and interiors of the Custom Imperial models, master craftsmen have interwoven the dictates of good taste . . . the demands of comfort . . . with the requirements of utility . . . mere words cannot reveal the remarkable advantages and refinements provided by Airflow design with its new and exclusive features . . . or the luxurious comfort of its "Floating Ride" . . . for this reason the Airflow Chrysler Custom Imperial models are submitted to your judgment . . . with the full knowledge that upon their inspection, you too will pronounce these Imperial models the crowning achievement of ten years of consistent fine car building.

Specifications

137 INCH WHEELBASE SERIES

AXLE (Front)—Reverse Elliott seamless tubular; ball thrust bearing at base of steering knuckle head; spring cushioned ball and socket drag link joints.

AXLE (Rear)—Semi-floating pressed steel housing; drive gears, chrome nickel steel spiral bevel type; axle shaft, chrome molybdenum steel. Road clearance 9 1/4".

BODY (All Steel)—Body frame and sill are welded into one unit; fused girder bridge-type construction; body panels and cross members are electrically welded; trussed and braced with steel at all points of stress.

BRAKE (Parking)—External contracting on cast iron drum located at rear of transmission, hand controlled, individually operated.

BRAKES (Service)—Chrysler internal expanding hydraulic, equipped with vacuum power booster, all four wheels; centrifuge brake drums cast iron lined; drum diameter 13"; moulded asbestos lining 2" wide. Total contact area per car, 196.8 sq. in.

CARBURETOR—Dual downdraft; air cleaner integral with intake silencer; automatic choke and manifold heat control.

CLUTCH—Single dry-plate; driven disc with woven asbestos facing. Torque cushioned by special coil springs.

COOLING SYSTEM—Water circulated by centrifugal pump. Cylinders and valves completely surrounded by large water passages; water flow controlled by thermostat by-pass; fan and tube radiator; water capacity 5 1/4 gallons (4.8 Imperial gallons). Silent four-blade fan with impulse neutraliser mounted at end of crankshaft; fan blades 20"; stagger-spaced to eliminate noise; "V" type belt with adjustment provided.

CRANKSHAFT—Statically and dynamically balanced; eight counterweights forged integral with crankshaft; supported on 5 steel backed bearings; bearing diameter 2 1/4". Total bearing area 62.1 sq. in.

ENGINE—L-head type, water cooled, eight cylinders, four-cycle bore 3 1/4", stroke 4 1/4"; N. A. C. C. horsepower 33.80; developed horsepower at 3400 r. p. m., 130. Piston displacement 323.5 cu. in. Motor mounting patented Floating Power. Engine and transmission cradled in rubber as unit. Torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power motor rest mounting. Firing order 1-6-2-5-8-3-7-4. Camshaft drop forged with cams and distributor drive

integral; six bearings; exhaust valve seat inserts of Tungsten high-speed tool steel; full pressure lubrication to all crankshaft, camshaft and connecting rod bearings, also throw from crankshaft and camshaft; timing chain lubricated by direct oil leads; oil pump driven by timing shaft from spiral gear on camshaft; oil filtered, cleaned and cooled by passage through oil filter; oil capacity 6 quarts; pressure gauge on dash; level indicator on left side of crankcase; crankcase ventilator.

ELECTRICAL SYSTEM—"Balanced Armature" generator, third brush and voltage limit control, six volt type; starter, six volt coincidental; accelerator pedal type; battery, 6 volt, 140 ampere hour capacity; ignition, top outlet, eight lobe, waterproof distributor, single breaker arm type cam, full automatic advance; solar spark ignition.

FENDERS—Heavy one-piece sheet steel; rustproofed before finishing.

FREE WHEELING—Two bearing, selective cam and roller type located at rear of transmission; lockout button on instrument panel; operates in all forward speeds, automatic lockout in reverse.

FUEL SYSTEM—Dual downdraft carburetor with idle speed adjustment and fixed jets; positive fuel pump driven from camshaft, adjustable accelerating pump automatic choke and idle control, intake silencer, automatic manifold heat control; fuel tank 21 gallons (17.5 Imperial gallons).

OVER-DRIVE—All helical planetary gears; silent operation; provides slower engine speed at higher car speeds resulting in longer life, greater economy and

smoother performance; operation automatic through accelerator pedal.

PISTONS—Special light aluminum alloy; T-slot type two compression and two oil rings per piston.

PISTON PIN—Floating type; chrome nickel steel bearing in piston and rod.

PROPELLER SHAFT—Tubular, roller bearing type universal joints.

SPRINGS—Semi-elliptic with Oilite squeak-proof discs; front, length 44", width 2 1/4", 10 leaves; rear, length 53 1/4", width 2", 9 leaves, silent U-threaded shackles; rubber bushing in front end of rear springs.

STEERING GEAR—Mounted forward of left front axle; worm and roller type, adjustable for wear; steering arm drop forging heat treated; adjustable steering column; road shock eliminator at front end of left forward spring.

TIRES—Air wheel; non-skid tread on all wheels, size 7.50x16".

TRANSMISSION—All silent transmission, helical type gears throughout, first speed and reverse operating on spirally cut spline, second speed operates on constant mesh helically cut gear; Free-Wheeling unit at rear.

STANDARD EQUIPMENT—Over-drive. Double acting hydraulic shock absorbers. Flexbeam headlights, parking lights in combination with headlights; two combination stop and tail lights. Dual trumpet horns mounted under hood. Ventilating windshields; two top cow ventilators, draft-free ventilation, full ventilating type wings in front doors and rear quarter windows. Duplate safety glass in windshields, pivoting ventilating wings and partition between front and rear compartments. Two automatic windshield wipers. Two inside adjustable sun visors. Rear view mirror. Three reading lights, two in rear and one in front compartment. Three cigar lighters, one in front and two in rear compartment; four ash receivers, two in front and two in rear compartment. Interior luggage compartment.

WHEELBASE—137 1/2". Overall length with bumpers 223 1/2". Tread 57 1/4".

SPECIAL NOTICE—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 install same on motor vehicles previously purchased.

146 INCH WHEELBASE SERIES

AXLE (Front)—Reverse Elliott seamless tubular; ball thrust bearing at base of steering knuckle head; spring cushioned ball and socket drag link joints.

AXLE (Rear)—Semi-floating pressed steel housing; drive gears, bronze worm-type; axle shaft, chrome molybdenum steel.

BODY (All Steel)—Body frame and sill are welded into one unit fused girder bridge-type construction; body panels and cross members are electrically welded; trussed and braced with steel at all points of stress.

BRAKE (Parking)—External contracting on cast iron drum located at rear of transmission, hand controlled, individually operated.

BRAKES (Service)—Chrysler internal expanding hydraulic, equipped with vacuum power booster, all four wheels; centrifuge brake drums, cast iron lined, drum diameter 15 1/4"; moulded asbestos lining 2 1/2" wide. Total contact area per car, 302.5 sq. in.

CLUTCH—Single dry plate type; driven disc with asbestos facing. Torque cushioned by special coil springs.

COOLING SYSTEM—Water circulated by centrifugal pump; cylinders and valves completely surrounded by large water passages; water flow controlled by thermostat by-pass; fan and tube radiator; quiet five-blade fan with simple impulse neutraliser mounted at end of crankshaft; "V" type belt with adjustment provided.

CRANKSHAFT—Statically and dynamically balanced; eight counterweights forged integral with crankshaft; supported on nine bronze backed bearings; bearing diameter 2 3/4". Total bearing area 112.31 sq. in.

CARBURETOR—Dual downdraft, air cleaner integral with intake silencer; automatic choke and manifold heat control.

ENGINE—L-head type, water cooled, eight cylinders, 4-cycle bore 3 1/4", stroke 5". N. A. C. C. horsepower 39.30; developed horsepower at 3200 r. p. m., 150; piston displacement 384.8 cu. in.; motor mounting patented Floating Power; engine and transmission cradled in rubber as unit; torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power rest mounting; cylinder firing order 1-6-2-5-8-3-7-4. Camshaft drop-forged with cam and distributor drive gear integral, six bearings, exhaust valve seat inserts of Tungsten high speed tool steel; full pressure lubrication to all crankshaft, camshaft and connecting rod bearings; timing chain lubricated by direct oil leads; oil pump driven by shaft from spiral gear on camshaft; oil filtered, cleaned and cooled by passage through oil filter; oil capacity 8 quarts; pressure gauge on dash. Level indicator on left side of crankcase; crankcase ventilator.

ELECTRICAL SYSTEM—"Balanced Armature" generator, third brush and voltage limit control six volt type; battery, six volt, 178 ampere hour capacity; ignition, eight lobe, waterproof distributor, single breaker arm type cam, full automatic advance Solar spark ignition.

FENDERS—Heavy one-piece sheet steel; rust-proof before finishing.

FREE WHEELING—Two bearing, selective cam and roller type located at rear of transmission; lockout button on instrument panel; operates in all forward speeds, automatic lockout in reverse.

FUEL SYSTEM—Dual downdraft carburetor, with idle speed adjustment and fixed jets; positive fuel pump, adjustable accelerating pump, automatic choke and idle control, intake silencer, air cleaner and automatic manifold heat control; fuel pump driven from camshaft; fuel tank 30 gallons (24 Imperial gallons).

OVER-DRIVE—All helical planetary gears; silent operation; provides slower engine speed at higher car speeds resulting in longer life, greater economy and smoother performance operation; automatic through accelerator pedal.

PISTONS—Special light aluminum alloy; four compression and one oil ring per piston.

PISTON PIN—Floating type; cold drawn steel; bearing in piston and rod.

PROPELLER SHAFT—Tubular, roller bearing type universal joints.

SPRINGS—Semi-elliptic with Oilite squeak-proof discs; front length 49", width 2 1/4", eleven leaves; rear length, 60", width 2 1/2", eleven leaves. Shackles, silent U-threaded; rubber bushings on front end of rear springs.

STEERING GEAR—Mounted forward of left front axle; worm and roller type, adjustable for wear. Steering arm drop forging heat treated; adjustable steering column. Road shock eliminator at front of left front spring.

TIRES—Ballroom cords, non-skid tread, all wheels; size 7.50 x 17".

TRANSMISSION—Quiet helical type gears throughout, first speed and reverse operating on spirally cut spline; second gear operates on constant mesh helically cut gear; Free Wheeling unit at rear.

STANDARD EQUIPMENT—Bumpers front and rear; rear wheel shield; spring covers; wheel equipment, five with spare mounted at rear. Spare tire and tube; metal tire cover and lock; over-drive; double-acting hydraulic shock absorbers; flexbeam headlights, parking lights in combination with headlights. Two combination stop and tail lights; dual trumpet horns mounted under hood; curved windshield; two top cow ventilators, draft-free ventilation, full ventilating type wings in front doors and rear quarter windows; Duplate safety glass used throughout including partitions; two automatic windshield wipers; two inside adjustable sun visors; rear view mirror; four reading lights, two in rear and two in front compartment; two floor lights, rear compartment; three cigar lighters, one in front and two in rear compartment; four ash receivers, two in front and two in rear compartment; interior luggage compartment; Dictaphone in all partition models.

WHEELBASE—146 1/2"; overall length bumper to bumper 233 1/2"; tread, 60 1/4".

SPECIAL NOTICE—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 obligations to install same on motor vehicles previously purchased.