

The New

DE LUXE PLYMOUTH



114-INCH WHEELBASE

AIR WHEELS

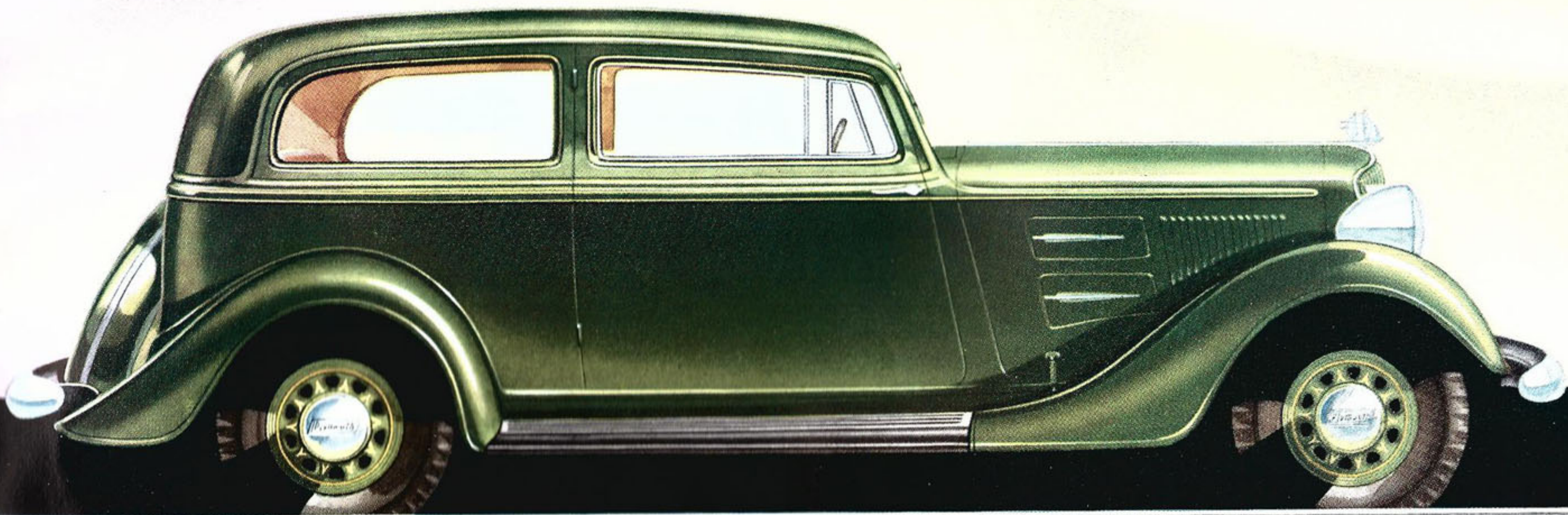
FREE WHEELING

PERFECTED VENTILATION



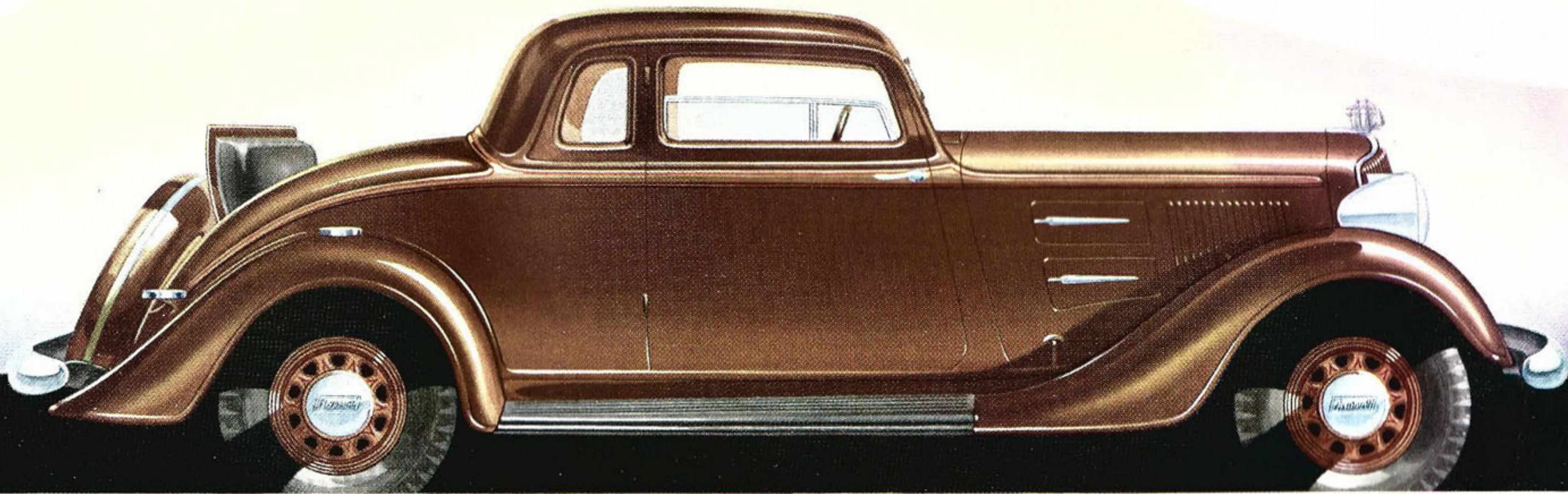
The Four-Door Sedan
NEW DE LUXE PLYMOUTH





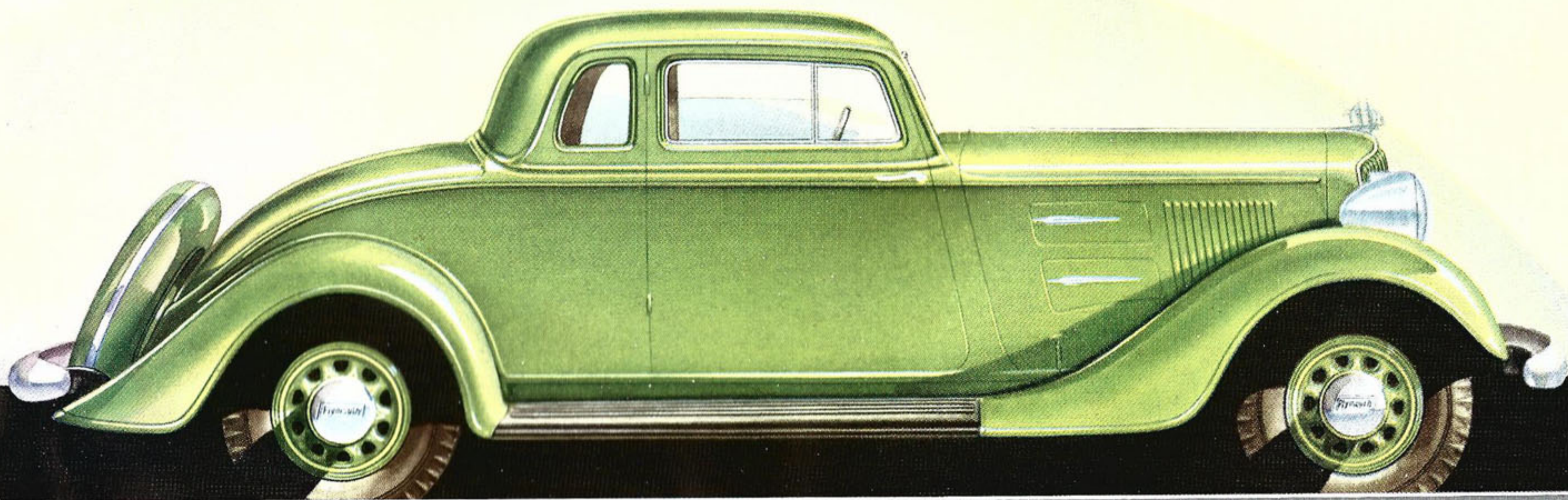
The Two-Door Sedan
NEW DE LUXE PLYMOUTH





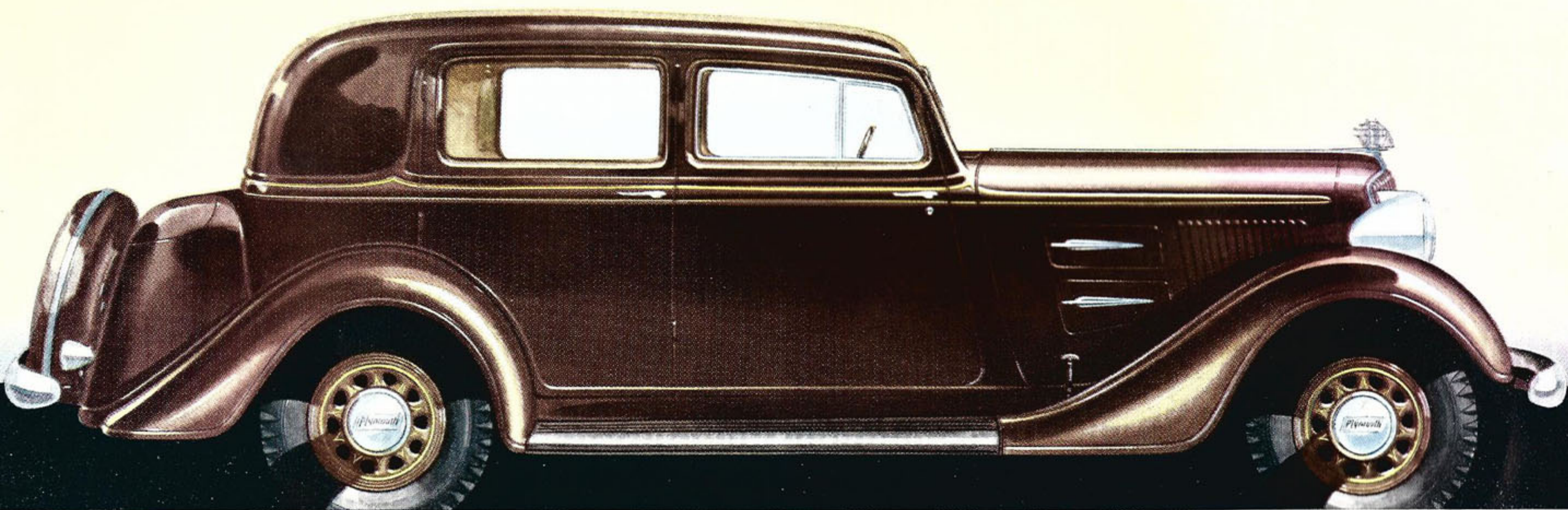
The Rumble-Seat Coupe
NEW DE LUXE PLYMOUTH





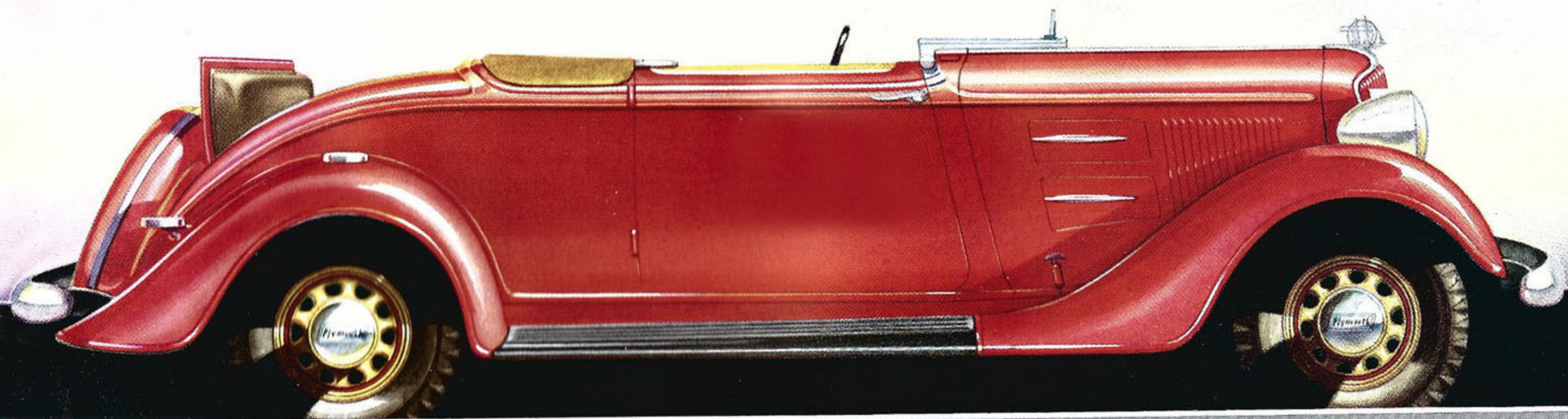
The Business Coupe
NEW DE LUXE PLYMOUTH





The Town Sedan
NEW DE LUXE PLYMOUTH





The Convertible Coupe
NEW DE LUXE PLYMOUTH



THE DE LUXE PLYMOUTH — *Detailed Information*

AXLE, Front—None, see INDIVIDUAL FRONT WHEEL SPRINGING.

AXLE, Rear—Gear ratio: Sedans 4.375 to 1; Coupes 4.11 to 1. 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. Chrome-molybdenum axle shafts with two tapered roller bearings at each outer end. All tapered roller bearings are fully adjustable.

BODIES—"Safety-Steel," braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Perfected ventilation in all models.

BRAKES, Service—Plymouth hydraulic, internal-expanding with molded, nonburning brake shoe facings 2" wide. Centrifuse brake drums, 10" in diameter.

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

CARBURETOR—Downdraft, equipped with combination air cleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump. Interconnected choke and throttle.

CLUTCH—Single dry-plate type. 9" driven disc with torsion springs around hub for absorbing shock of starting. Ball bearing clutch release. Improved automatic clutch control at slight extra cost.

COOLING SYSTEM—Water capacity 3 1/2 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. Bore, 3 1/8"; stroke, 4 3/8"; displacement, 201.3 cubic inches; S. A. E. horsepower, 23.44; developed horsepower, 77 with standard compression head and 82 with aluminum head. 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. Oil capacity, 5 quarts. Crankcase ventilation with air cleaner. Oil filter. Four-bearing counterweighted crankshaft. All crankshaft and connecting rod bearings steel-backed interchangeable

10 SPECIAL FEATURES

Perfected Ventilation
114-Inch Wheelbase
Automatic Manifold Heat Control
Oilite Springs—Rear
Wider Centrifuse Brake Drums
Free Wheeling
Built-In Radio Antenna
Duplate Safety Plate Glass Windshield and Window Ventilators
Steel Artillery Wheels
Airwheel Tires

able precision type. New T-slot aluminum alloy pistons with 4 piston rings. Alloy valve seat inserts. Engine suspended in Floating Power rubber engine mountings.

ELECTRICAL SYSTEM—Battery, 6-volt, 84-ampere capacity. Generator with voltage control, driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with flywheel ring gear before revolving. Distributor advance fully automatic. 14 mm. spark plugs; all cables heatproof and waterproof. Coil mounted in well-protected location on dash with armored

theftproof cable leading to lock on instrument board. Illuminated ignition keyhole.

FRAME—Rigid-X double-drop with box section channels for still greater strength.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump with air dome, mounted at right side of engine, driven from camshaft. Fuel filter. Fuel tank mounted at rear of frame; capacity, 15 gallons.

INDIVIDUAL FRONT WHEEL SPRINGING—Each front wheel is free to move independently of the other. A coil spring of special steel alloy cushions the shock of uneven roads at each front wheel. Double acting shock absorbers control the spring action. Pivot points in assembly move on free acting threaded bearings which require no adjustment and are permanently quiet.

OVER-ALL LENGTH—With bumpers, Sedan 186".

SPRINGS—Rear springs semielliptic; width 1 3/4"; length 53 3/8"; Oilite discs between leaves; Silent-U shackles and rubber-cored shackles. Front springs coil type with individual wheel springing.

STEERING GEAR—Cross-steering design to eliminate road shock. Steering gear semi-irreversible type. Friction reduced by tapered roller bearings plus a roller mounted on straight roller bearing. Roller shaft on Oilite bushings. Steering gear ratio 18.2 to 1.

TRANSMISSION—All-Silent easy-shift with helical gears throughout. 7 ball and roller bearings in transmission.

FREE WHEELING—In all forward speeds, cam-and-roller type—controlled by button on instrument board.

WHEELS, TIRES—Five steel artillery wheels with spare mounted rear. Airwheel tires 6.00/16.

INSTRUMENTS AND EQUIPMENT—Instrument panel includes speedometer, ammeter, oil pressure gauge, electrical gasoline gauge, water temperature indicator, ignition lock switch, light switch, choke and throttle control buttons, free wheeling control. Horn button at center of steering wheel. Foot controlled headlight beam switch. Equipment includes cowl ventilator, automatic windshield cleaner, nonglare rear vision mirror, adjustable horn, stop light with glow lens, glove compartment. Full set of tools on all models. Closed cars equipped with built-in radio antenna.

NOTE—All specifications subject to change without notice.

