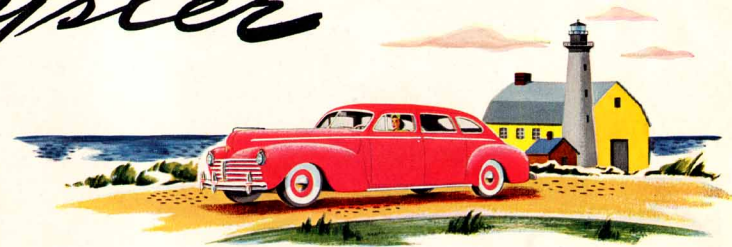


CHRYSLER



YOU GET THE GOOD THINGS FIRST FROM

Chrysler



FLUID DRIVE WITH VACAMATIC TRANSMISSION

Now you can have the magic of Fluid Drive with still another great Chrysler first . . . the Vacamatic Transmission . . . providing automatic safety control.

This great combination brings driving nearer to perfection than it has ever been . . . suits the gear ratios to all normal driving conditions . . . automatically protects you in traffic, on hills, slippery roads, every other driving situation. The car is always completely under control.

The smoothest drive you can imagine . . . with the

work and strain removed. You touch the throttle . . . you steer . . . you touch the brake. Fluid Drive with the Vacamatic Transmission does the rest.

Literally smooth as oil! Power is transmitted through a column of oil . . . not through rigid metal connections. Can't jerk . . . nor grab . . . nor clash!

Introduced in 1938, Chrysler's Fluid Drive has been proved by thousands of delighted owners, in millions of miles of driving. Now with the Vacamatic Transmission it gives even finer, simpler and safer operating results.



BRILLIANT NEW CHRYSLERS

Beautiful new Airflow bodies . . . tailored to taste! Airflow styling at a new peak of streamlined symmetry! Colors and fabrics that offer an unprecedented opportunity for the exercising of personal taste and preferences!

These Airflow bodies are longer . . . lower . . . wider . . . roomier! A new front end that seems built for easy speed! Lines that flow smoothly over the low rake of the windshield and down the graceful, sloping back! Space-flared bodies that bell outward below the window line, suggesting the lavish roominess within! Nested head lamps in the streamlined fenders! Even the door handles seem part of the chromium belt moulding! Windows are brighter in their chromium frames!

Exteriors in permanent plastic enamel . . . a variety of beautiful new colors and some striking two-tone effects.

An even wider range in interior colors and fabrics . . . fine broadcloths, pile fabrics, Bedford cords, novelty weaves, leathers! Your favorite colors and materials are among them!

Tailored to taste!



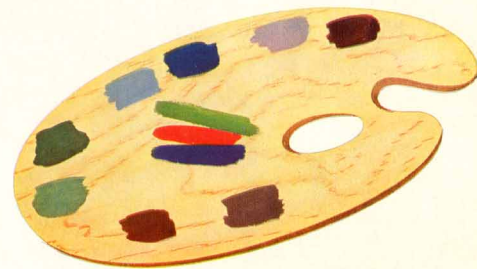
In every case, the smart new instrument panel is part of the color scheme . . . with insets of plastic, colored to match your upholstery. This same plastic is used in the door mouldings and wherever plastic appears in the interior.

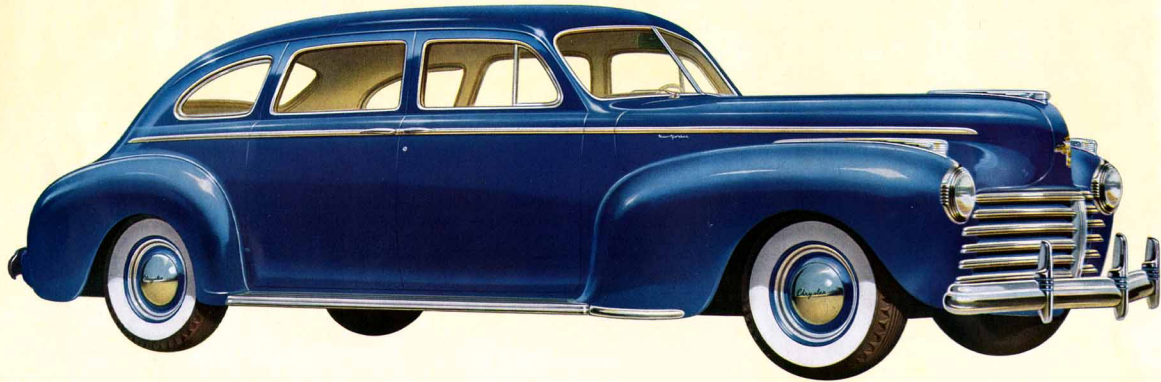
There's a new, full-view steering wheel, with horn ring and center medallion. No spokes interfere with your view of the dash instruments.

The interiors are distinguished by their brightness and clear vision. Windshield with 676 square inches of glass area . . . immense rear window . . . bigger windows and narrower posts everywhere!

Five-foot cushions! Airfoam cushioning! Genuine button-tufted upholstery! Room to spare for everybody . . . behind the wheel . . . overhead . . . room for legs and shoulders and elbows!

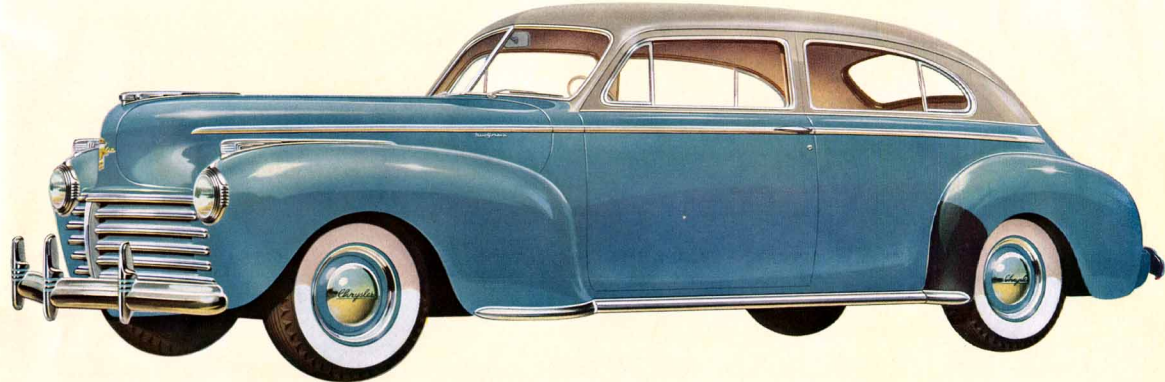
Chrysler offers the biggest measure of luxury for 1941 . . . in cars that are more than beautiful . . . they're tailored to taste!





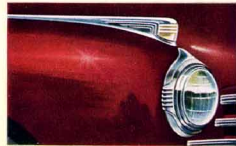
SARATOGA AND NEW YORKER SIX-PASSENGER SEDAN

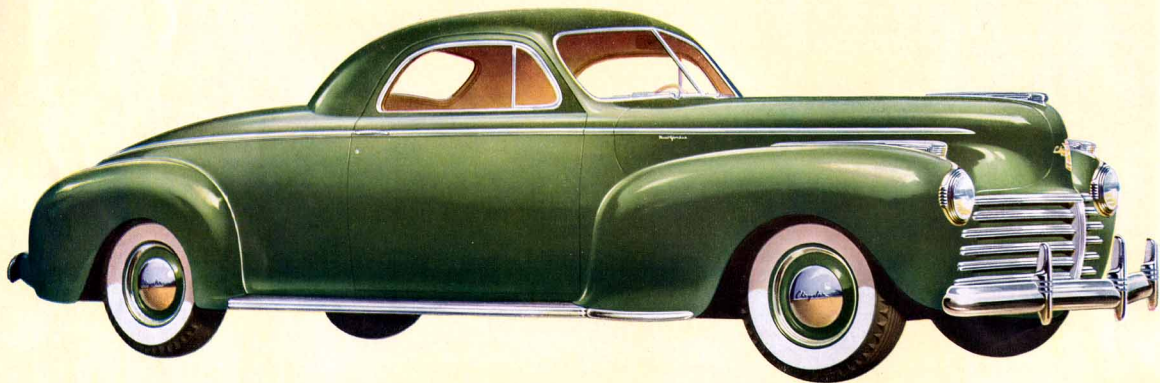
● A great big 137-horsepower beauty—213 $\frac{7}{16}$ inches over all . . . in which you can Fluid Drive all day without discomfort. Ample room for six on the five-foot cushions . . . liberal room for their luggage in the big concealed locker. Fluid Drive is standard equipment on all Saratoga and New Yorker models. Picture at left shows recessed armrest.



SARATOGA AND NEW YORKER LUXURY BROUGHAM

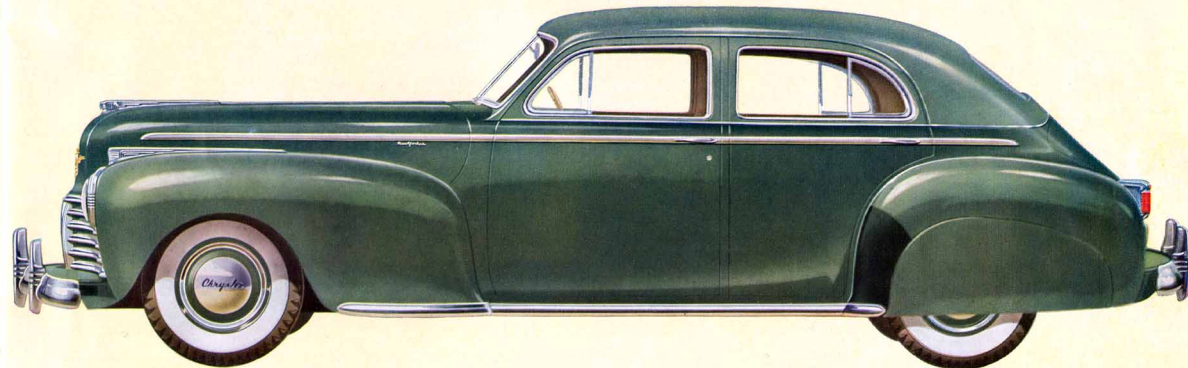
● The finest two-door sedan imaginable. Its extra roominess . . . extra wide doors . . . superb riding ease . . . seating arrangement . . . make the Luxury Brougham ideal for general family use. Easy to handle and smooth with the incomparable smoothness of Fluid Drive. Fender light and directional signal shown in the picture at the right.





SARATOGA AND NEW YORKER THREE-PASSENGER COUPE

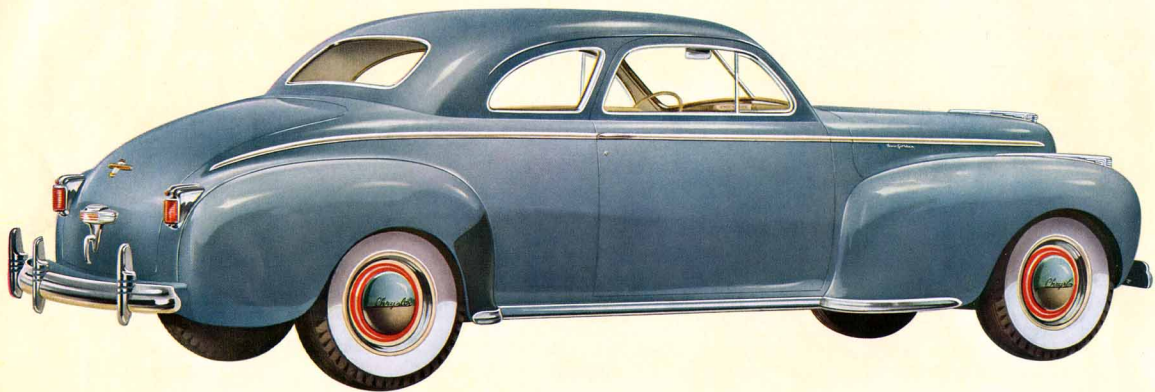
● A coupe of exceptional beauty, with emphasis on performance, safe vision, big storage space. Fine for outdoor people, salesmen, extended vacation trips. Door opening is a full 48 inches. Luggage locker is a real storeroom . . . for an enormous amount of duffel, sample cases, luggage. A great performer, with Fluid Drive ease and smoothness. Picture shows extraordinary size of luggage locker.



SARATOGA AND NEW YORKER TOWN SEDAN

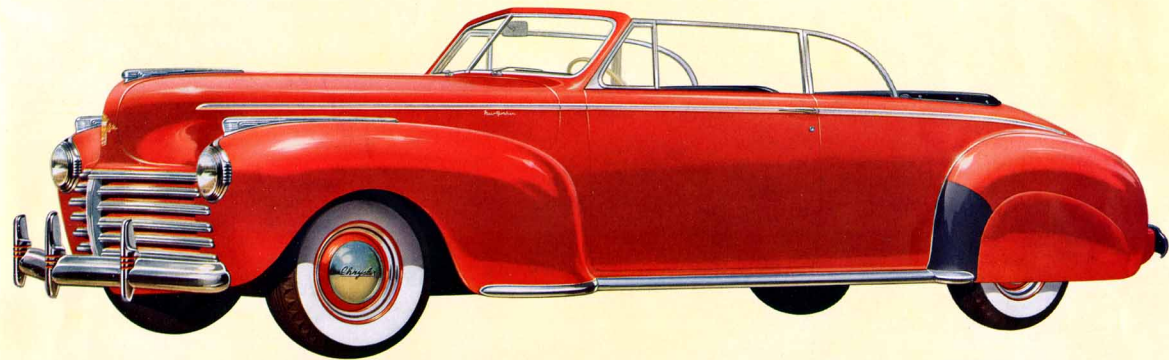
● Custom smartness and custom finish in every detail! Extra wide doors open on a spacious interior, with five-foot cushions, button-tufted upholstery and armrests like an easy chair. Primarily designed for smart city service, this Fluid Drive Town Sedan is equally at home in cross-country driving. Picture shows the built-in footrest for rear-seat passengers.





SARATOGA AND NEW YORKER CLUB COUPE

● A club coupe that's really roomy . . . having a full-size rear seat with five-foot cushions. Accommodates six in perfect comfort, yet has the exterior smartness of a beautifully modeled coupe. The perfect car for the small family, the clubman, or people who want to stay young. The folding front seat back and seating plan are shown in the small picture.



THE NEW YORKER CONVERTIBLE CLUB COUPE

● Press a button and it's an open car! Press again and the automatic top rises smoothly into place. All windows fully adjustable. A real all-weather car for six persons. Big rear seat with five-foot cushion. Available with red, blue, tan or green hand-buffed leather upholstery, or in handsome plaid fabrics. One of the smartest cars on the road.





Coachwork reaches true custom level in the beautiful Saratoga and New Yorker models for 1941. Never before have so much luxury and refinement been available at a medium price.

The longer, lower Airflow bodies are marvels of grace and style. They are finished, not with ordinary paint or lacquer, but with oven-baked plastic enamel which improves with age.

Inside, you see the same close attention to detail . . . in the wealth of roominess everywhere . . . in the great five-foot



cushions . . . in the shape of an armrest . . . in the studied planning of clear vision and ventilation.

The handsome instrument panel . . . the effective use of plastics . . . the sculptured hardware . . . the matching of carpets and upholstery . . . dozens of similar niceties complete the sum of these Chryslers' striking beauty!

Brilliant in performance . . . alone in their field with Fluid Drive and Vacamatic Transmission . . . and tailored to taste . . . the Chrysler Saratoga and New Yorker models for 1941!

THE CHRYSLER ROYAL AND WINDSOR

Tailored to taste!

Individuality in a low-priced car! Colors and fabrics in wide variety! Beauty of the kind you want . . . tailored to your taste . . . that's what the Chrysler Royal and Windsor offer you in 1941! Completely new Airflow bodies . . . longer, wider, roomier . . . cars 207 $\frac{1}{8}$ inches in over-all length . . . with finer lines than any previous Chrysler!

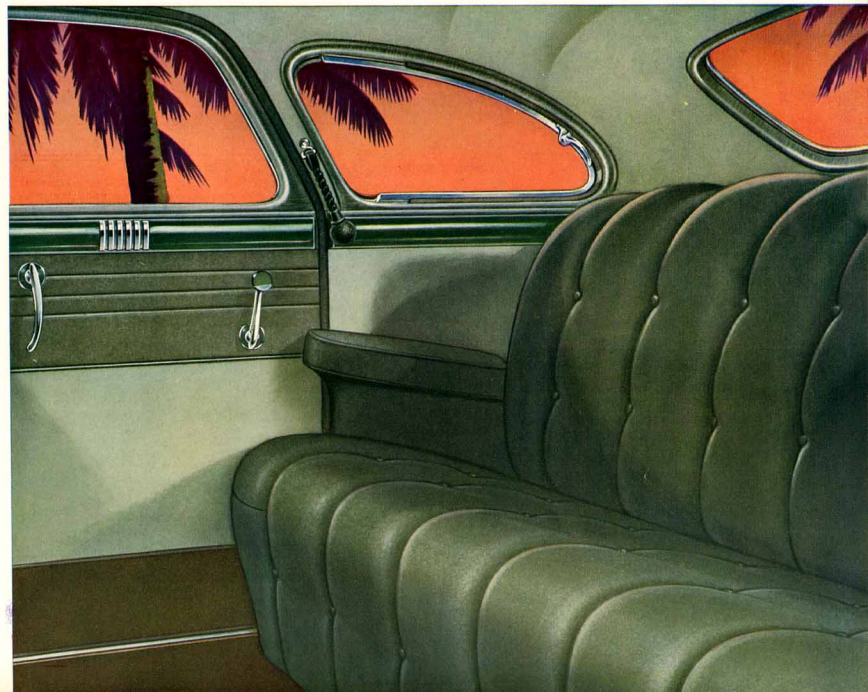
A wealth of body styles to choose from . . . a liberal choice of seating arrangements and capacities . . . many interior treatments and color schemes!

Fluid Drive available on all models . . . Fluid Drive enhanced by Vacamatic Transmission!

Finer riding qualities . . . with scientific weight distribution, lower center of gravity in longer cars!

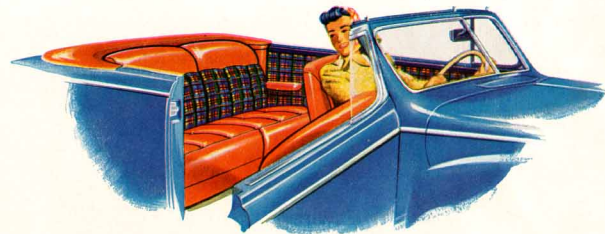
Big 112-horsepower engine, smooth and silent with Floating Power and Superfinished parts!

Dozens of brand-new Chrysler features improving performance, increasing comfort, economy and safety! The greatest cars ever offered in the low-price field . . . Chrysler Royal and Windsor for 1941!



Tailored to Taste!

INDIVIDUALIZED INTERIORS . . . Rich new Fabrics!



A rainbow of colors . . . a wide assortment of fabrics . . . a real opportunity to pick a car that looks just like you want it to look! You'll find it in a Chrysler Royal or Windsor!

Broadcloth . . . pile fabrics . . . Bedford cord . . . novelty weaves . . . leathers! Chrysler searched the market for upholstery materials!

Light colors . . . dark colors . . . two-tone combinations . . . mixtures . . . plaids! Chrysler considered every taste and need in selecting colors!

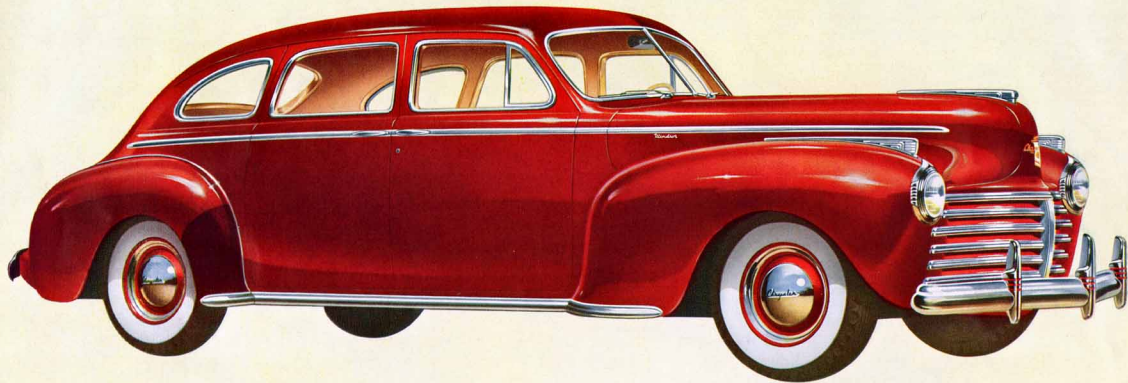
All interiors in harmony with outside colors . . . plastics of several colors to match inside color scheme!

A wholly new type of instrument panel, inset with colored plastic that meets the plastic door panels . . . and is repeated wherever plastic is used in the car!

Carpets . . . head-linings, assist cords, robe cords, all blend together as beautifully as the colors in a painting.

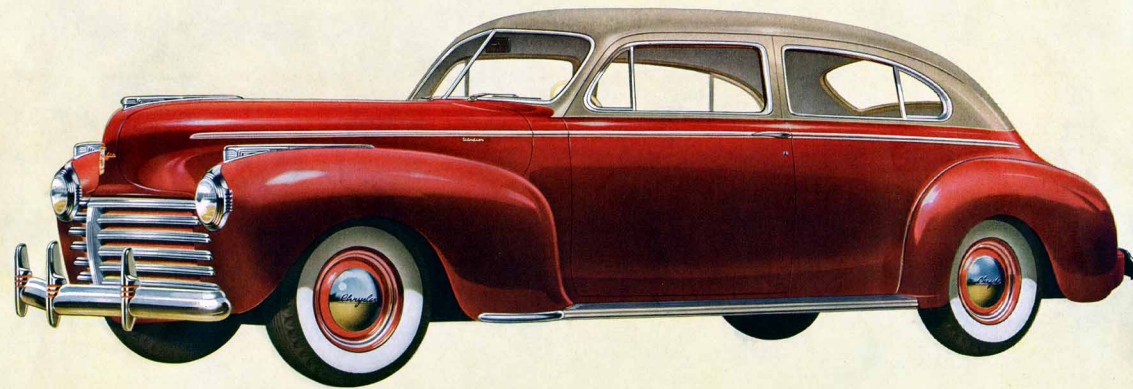
New hardware, from designs especially sculptured for these new Chryslers! New full view steering wheel, with no spokes interfering with your vision of dash instruments . . . its decorative medallion and horn ring harmonizing with the new instrument panel! There's a new grouping of instruments, too . . . more convenient and more attractive to the eye!

Individualized interiors! New, fresh, invigorating color schemes! You'll find no others like them, even in more expensive cars! They give you what you have long wanted . . . custom beauty in a low-priced car . . . tailored to suit *your* taste!



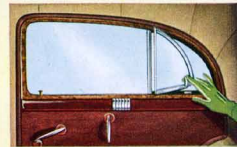
THE ROYAL AND WINDSOR SIX-PASSENGER SEDAN

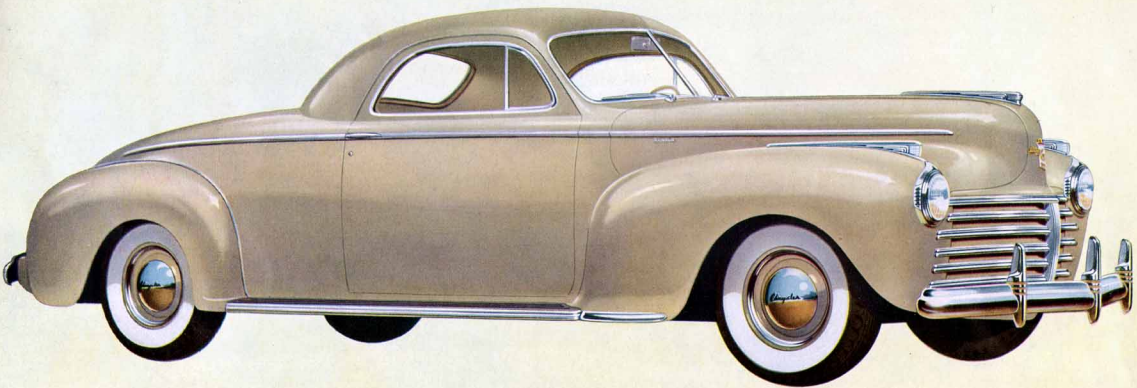
● The five-foot cushions of this big 112-horsepower Chrysler provide liberal room for six adult passengers. Its over-all length of $207\frac{7}{16}$ inches gives you an idea of its great roominess and comfort. Fluid Drive with Vacamatic Transmission available at slight extra charge. The handsome plastic-paneled glove locker is shown in the picture at the left.



THE ROYAL AND WINDSOR LUXURY BROUGHAM

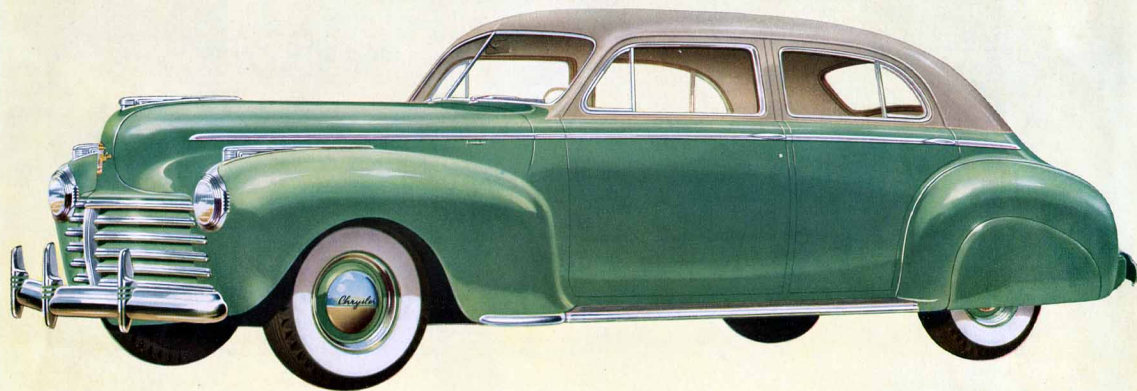
● A beautiful and spacious two-door car, preferred by many for family use, especially where there are children. Wide doors and tilting front seat backs make entrance and exit easy. Seats six adults in perfect comfort. Great roominess, front and rear. Big luggage locker. Fluid Drive available. Picture shows ventilating wings in rear quarter panels.





THE ROYAL AND WINDSOR THREE-PASSENGER COUPE

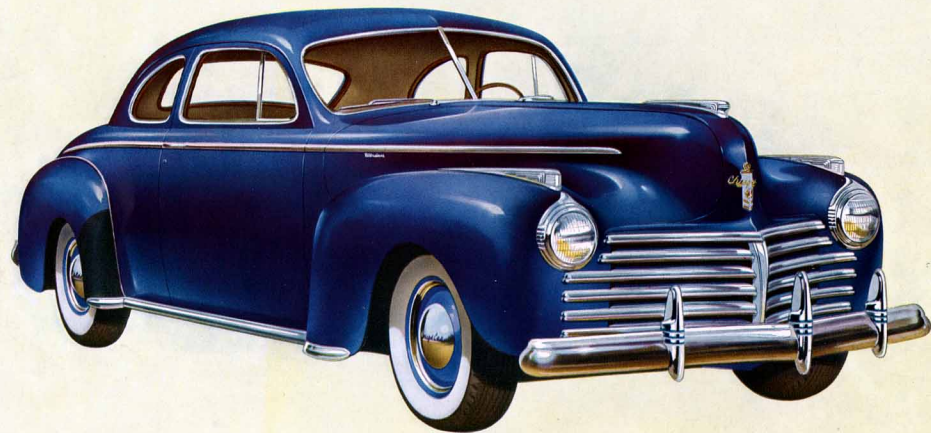
● A coupe that is remarkable for its clear vision in all directions with an enormous windshield, curved rear window and door windows. Comfortable seating for three. Luggage locker big as a closet . . . will hold a vast quantity of camping equipment, sample cases or baggage. Fluid Drive available. Picture shows new convenient arrangement of radio on instrument panel.



THE ROYAL AND WINDSOR TOWN SEDAN

● A town car that's always dressed up and ready for any occasion. Extra smart in every interior detail. Genuine button-tufted upholstery, deep soft five-foot cushions, rich carpets to match upholstery, custom fittings and finish everywhere. Ash receiver pulls out like a tray, as illustrated at the right.





THE ROYAL AND WINDSOR CLUB COUPE

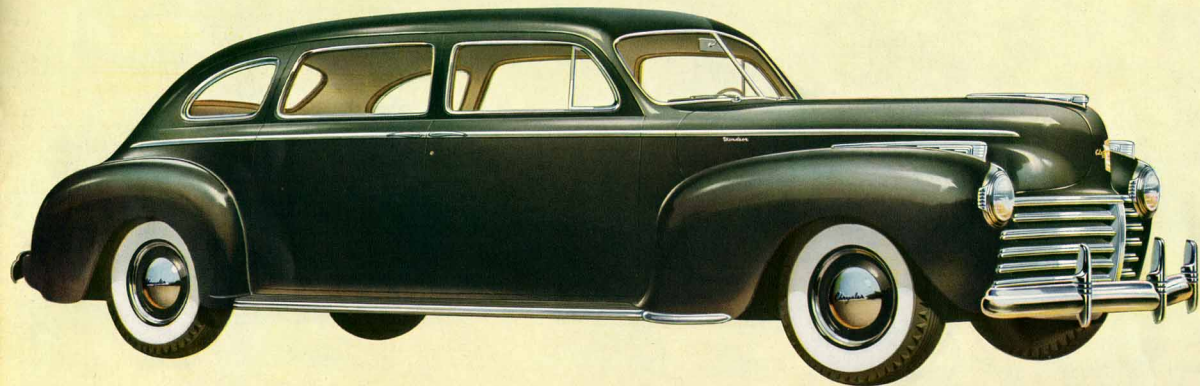
● A very smart coupe . . . and at the same time a full-sized, comfortable six-passenger car. Room for three on the front seat and for three more on the big five-foot rear seat cushion. Easy to get in and out through the big wide doors. Front seat backs tilt forward for rear seat passengers. Small picture shows the new Chrysler full-view steering wheel, with horn ring and no obstructing spokes.



THE WINDSOR CONVERTIBLE CLUB COUPE

● Here's extra swank combined with practical utility . . . a beautiful car that opens to the sky or closes against storm and cold at the touch of your finger. Carries six in luxury . . . for the rear seat is extra size, with a five-foot Airfoam cushion. Available in red, blue, tan or green hand-buffed leather upholstery, or in Highlander plaid fabrics. Small picture shows how automatic top lowers.

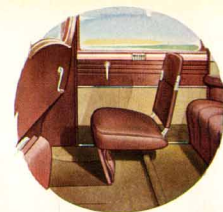




THE ROYAL AND WINDSOR EIGHT-PASSENGER SEDAN

● Room for a whole picnic party! Ample room for eight adults in this big sedan! Five-foot cushions, front and rear . . . two big comfortable folding chairs. No cramping nor crowding, so spacious and roomy is the space-flared body! New three-tooth roller steering gear for easy handling! Picture at the left shows spacious driver's compartment.

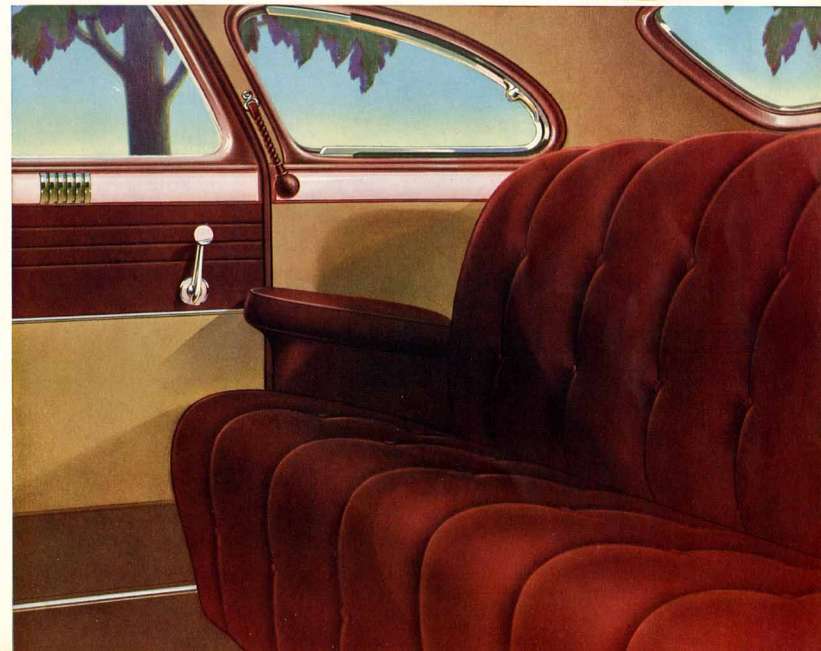
EIGHT-PASSENGER SEDAN-LIMOUSINE INTERIOR



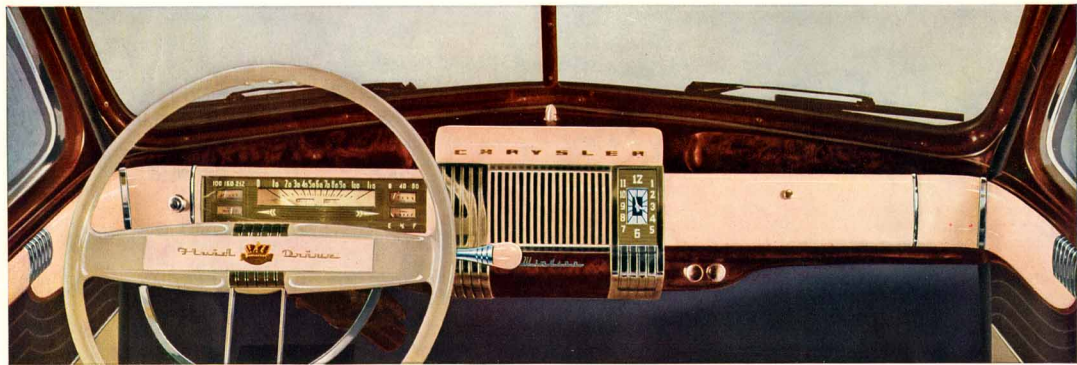
This palatial car is identical with the Eight-Passenger Sedan, except that it has a disappearing glass partition in the back of the front seat, which may be raised to give privacy in the rear compartment when the chauffeur drives.

The car is just as quickly converted into a Sedan, when the owner drives, by lowering the partition. The front compartment is upholstered in a fine grade of hand-buffed leather and has the same beautiful instrument panel and appointments as the Eight-Passenger Sedan.

This view shows the glass partition partly raised to divide the front and rear compartments.



TAILORED TO TASTE AND *Modern as Tomorrow*



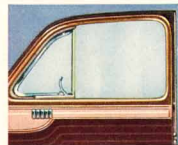
Here's what you see when you sit behind the wheel of a beautiful 1941 Chrysler.

A new steering wheel, stronger than any previous type, with no interfering spokes to hamper your view of dash instruments.

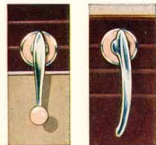
A new instrument panel, with a new and more convenient grouping of instruments . . . with new hardware that climaxes the decorative scheme.

Richly colored plastic, harmonizing with the upholstery in your particular car, is inset in panels that meet the plastic door panels, forming a belt of color around the interior. Plastic of the same color is used throughout the car.

New hardware . . . new button-tufted upholstery . . . an unprecedented variety of decorative schemes and color treatments . . . all these make the 1941 Chrysler truly "tailored to taste."



Note how plastic on instrument panel joins plastic door panel to form a continuous band which carries back to the rear quarters.



New hardware, too, adds beauty to interiors. It was sculptured expressly for these cars and will be only in Chrysler interiors.



Every detail is designed as part of the decorative whole. Witness the built-in ash receiver on the Town Sedan models.

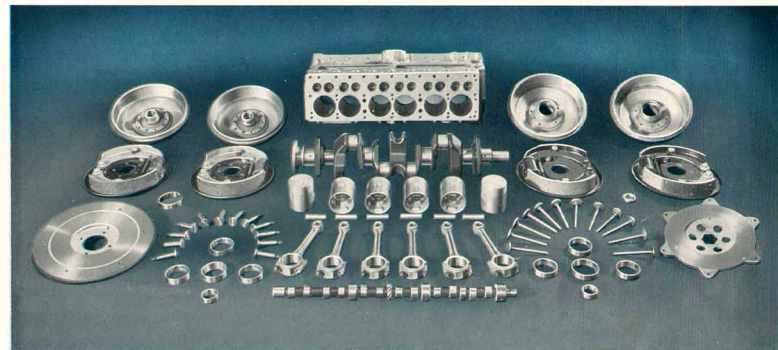
CHRYSLER SUPERFINISH . . . makes possible an engine so perfect that you can drive as you desire from the first mile!

Before Superfinish, the breaking-in of a new car consisted largely of wearing off or flattening down small points of metal on the wearing surfaces of parts. Cars had to be "babied" until this was accomplished, to avoid serious damage.

But Superfinish leaves no projecting points of metal. It finishes surfaces to smoothness as fine as a millionth of an inch. There is nothing to break down the lubricating film . . . nothing to create friction between mating parts. The old causes of wear are reduced to the vanishing point.

That's why you can drive a new Chrysler as you choose from the very first mile . . . why Superfinish more than doubles engine life . . . why Superfinished parts are the most perfect ever put into a motor car.

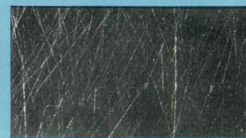
On the right are some of the Chrysler engine and chassis parts which are Superfinished. Below is a comparison of Superfinished surfaces with ordinary ground surfaces.



Metal prepared on a grinding wheel, when photographed under a microscope in a cross light, is rough, grainy and scratched with ridges. These surface defects mean close fits are impossible—mean increased friction because the ridges rupture the protecting oil film.



A profile of a piece of metal prepared by grinding, when viewed under the microscope, shows surface indentations.



A piece of Superfinished metal, when photographed under a microscope, shows no surface defects which would reflect light. Hence, it photographs black, with only minor scratches showing—scratches which are below the base-metal surface, where they act as reservoirs for oil, instead of points that cause oil film rupture.



A profile of the surface of Superfinished metal shows the remarkable smooth finish achieved.

FLUID DRIVE WITH VACAMATIC TRANSMISSION



GENTLE AS SWEET AFTON . . . POWERFUL AS NIAGARA

As far back as history goes, man has used fluid to transmit power . . . to turn a water wheel or the modern, powerful, smooth-running turbine.

That's the principle of Chrysler's Fluid Drive. The only difference is that the fluid is oil, instead of water. One fanlike wheel drives another, by forcing whirling oil against it, locking it in centrifugal force.

The front wheel is connected to the engine . . . the rear one to the transmission system. The only connection between the two wheels is the column of oil driven backward, fast or slow, as the engine turns.

That's why Fluid Drive is as gentle as Sweet Afton . . . powerful as Niagara. You control the flow of the oil by the throttle. When the engine is idling, the force of the oil is too slight to move the car. With open throttle, the horsepower of the engine is unleashed.

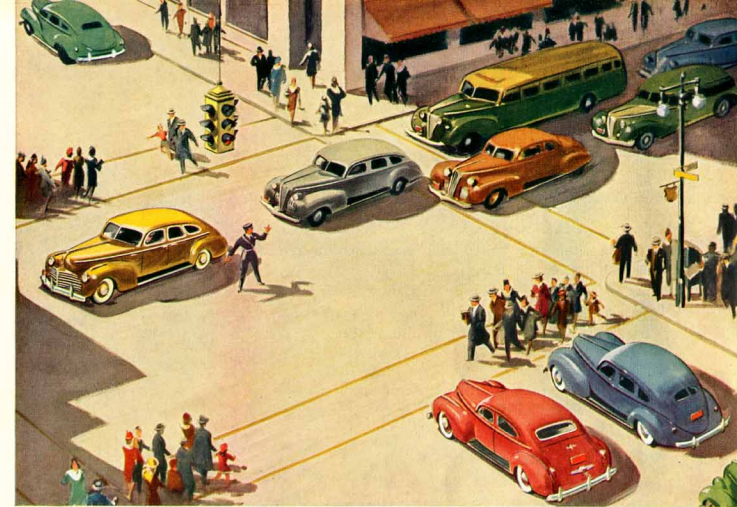
Smooth as oil! It's simply impossible to make a Fluid Drive Chrysler jerk, or grab, or clash. You get away from a standstill as gently as a canoe floats downstream. You rise to whatever speed you choose without a pause for shifting gears, in one swift mounting glide.

Touch the throttle . . . touch the brake . . . steer . . . that's about all there is to driving a Fluid Drive Chrysler.

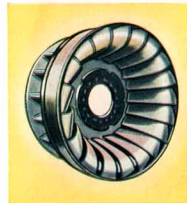
Fluid Drive was introduced by Chrysler in 1938. It is proved by millions of miles of driving, in the hands of thousands of enthusiastic owners.

Now you can have Fluid Drive with Chrysler's new Vacamatic Transmission. This great combination takes over the work . . . but you're the boss. The car is always under automatic safety control . . . it does what you want it to do . . . never does the unexpected . . . it suits the gear ratios to all normal driving conditions . . . gives you control of gear ratios on hills, slippery roads and other critical situations. One test will prove the greater safety of Fluid Driving.

Again you get the good things first from Chrysler. Why shift gears . . . when you can enjoy this vastly simpler, easier, smoother way to drive?



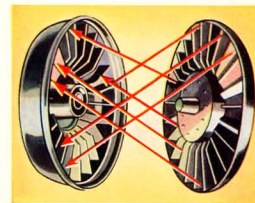
Fluid Drive . . . the modern drive for modern traffic! Takes the effort out of driving . . . makes driving fun again! No work . . . no jerk . . . no noise!



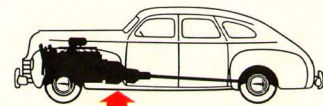
The world's great power plants are turbines . . . Fluid Drive units on a mammoth scale. Here's one of the largest turbine wheels in a huge electric power plant.



The front fanlike wheel of a Chrysler Fluid Drive unit is a small replica of the turbine wheel and transmits power in exactly the same way as in a power plant.



Oil is forced against the periphery of the rear wheel of the Chrysler Fluid Drive unit, in the same manner as water in a turbine. The action of the oil against the fanlike vanes causes the wheel to revolve powerfully.



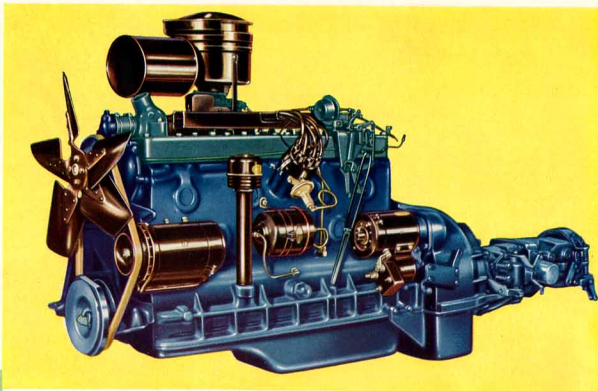
MIRACLE HAPPENS HERE!

THE GREAT SPITFIRE ENGINES . . . A MARVELOUS RIDE!

Chrysler Spitfire engines are conservatively rated at 112 horsepower and 137 horsepower, respectively. With premium fuel and special high-compression head, increased power is obtained.

Impressive as these ratings are, they still give no conception of the lightning acceleration, the immense pulling power, the smooth flexibility of these masterful power plants. The Spitfire engines have Multiple-Jet Carburetors . . . jets for slow speeds . . . for normal speeds and cruising speeds . . . and the Spitfire jet which leaps into action when you "step on it." A marvelous combination for increased horsepower with economy.

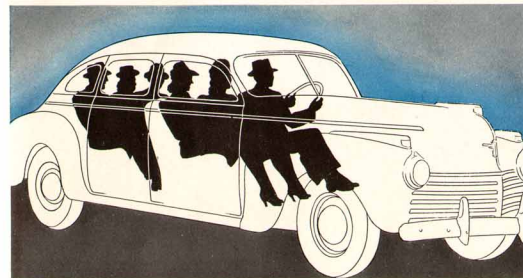
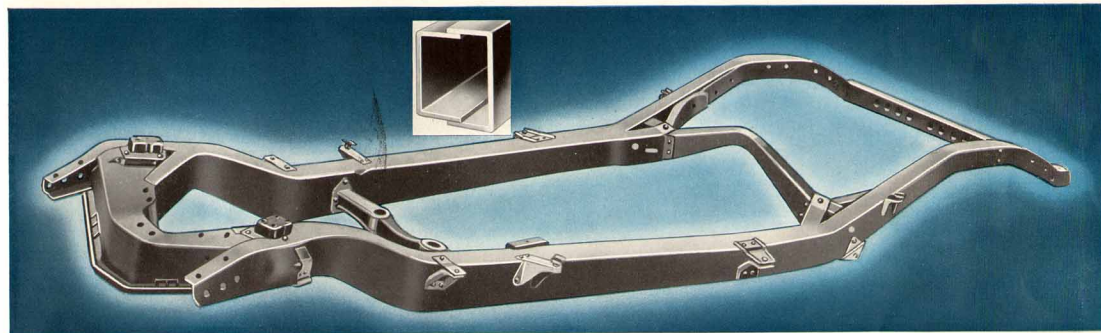
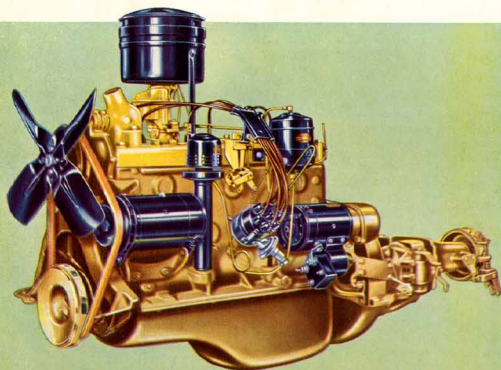
Superfinished parts give them smoothness and long life that were considered impossible a few years ago. Floating



Power, by eliminating vibration at the source, still further contributes to their velvety operation and astonishing silence, impulses being rubber-snubbed.

Dozens of exclusive Chrysler engineering features will be found throughout these Spitfire engines, many of which are described on the following pages. Each adds its quota to the splendid performance and trouble-free service of Chrysler's great power plants.

Floating Power. Engine and transmission as a unit are cradled in rubber at the center of balance . . . mounted high at the front, low at the rear. This balanced suspension absorbs all power tremor at the source.



Surpassing ease on boulevard or highway . . . all-day riding comfort in front and rear compartments . . . these outstanding Chrysler characteristics are the result of scientific principles studiously applied.

A remarkable new type of box-section, tubular chassis frame gives the car a solid foundation and materially lowers the center of gravity . . . both important factors in easy riding.

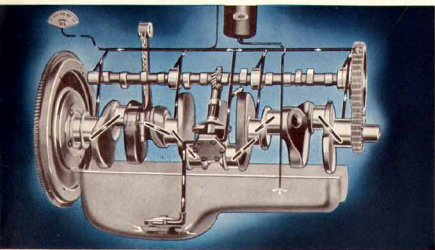
Springs of Amola steel . . . individually sprung front wheels . . . aero-type shock absorbers . . . combine to give maximum cushioning on all types of roads.

Add to all these Chrysler's highly developed method of scientific weight distribution, and you have the secret of Chrysler's superior, restful ride. All car weight is carefully and evenly distributed. All passengers are seated well between the axles at the center of balance, which is the center of comfort. The result is a marvelous ride . . . a ride that only a Chrysler can give you!

Chrysler aero-type shock absorbers are the type used on great transport planes. Double-acting, direct-acting, no levers or arms to wear, rattle or break loose.



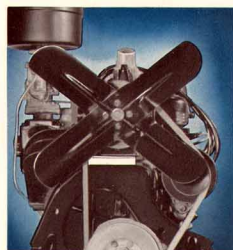
CHRYSLER ENGINEERING MEANS LONG LIFE . . . ECONOMY . . . MASTERFUL PERFORMANCE



Full Pressure Lubrication. Cylinder block and crankshaft are drilled to supply oil under pressure to all vital moving parts.



Standardized Aluminum Alloy Pistons. Superfinished and then coated with pure tin, to prevent scuffing or scoring.



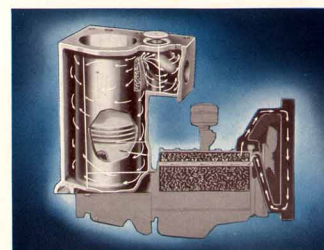
Floating Power Engine Mountings. The engine and transmission as a unit are cradled in rubber . . . suspended in proper balance.



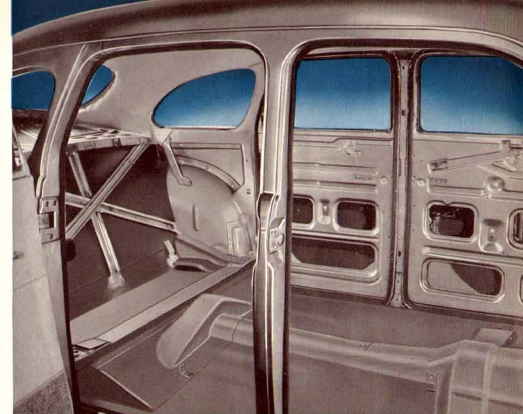
New Safety Rims on Wheels. Prevent "throwing" of the tire in case of blow-out or puncture.



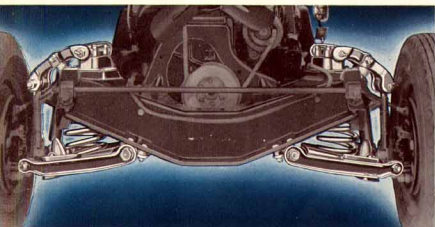
Battery. Located forward under hood—for easy accessibility without disturbing passengers. Air vent caps prevent overfilling.



Full Length Water Jackets. More effectively dissipate engine heat, help maintain efficiency and economy of engine operation.



Body. An all-steel body, inseparably welded into a single unit of tremendous strength, offers the maximum of protection in every emergency.



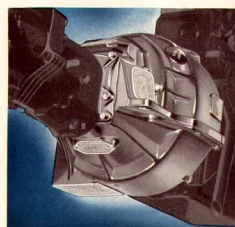
Independent Springing. Chrysler front wheels are independently sprung, on resilient coil springs of Amola steel. Smooth, velvety action, with wheels independently following road irregularities.



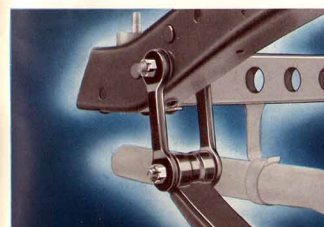
Valve Seat Inserts. Exhaust valve seat inserts of special, heat-resisting alloy. Valves seldom need attention under 30,000 miles of driving.



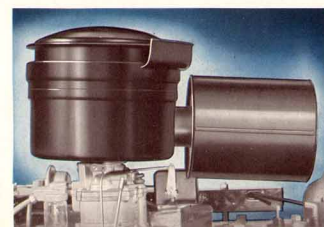
Famous Hydraulic Brakes. Pioneered by Chrysler, these time-tested brakes have never been equaled for safe, sure stops.



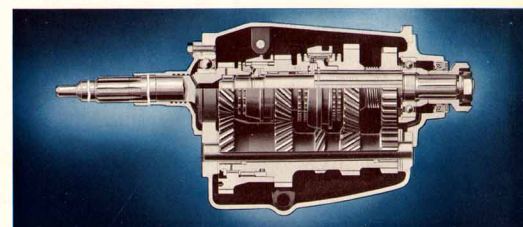
Air-Cooled Clutch. A fanlike pressure plate circulates air through the clutch to ventilate and cool it.



Rubber-Insulated Spring Shackles. Shackles on rear springs are rubber-insulated and require no lubrication—a new Chrysler development.



Oil-Bath Air Cleaner. Improved oil-bath type air cleaner increases efficiency and reduces service requirements. Keeps dust and grit out of engine.



Vacamatic Transmission. A great adjunct to Fluid Drive, providing automatic safety control. Gears adjust themselves automatically in all normal driving, taking full advantage of cushioning characteristics of oil.

CHRYSLER ACCESSORIES

The best accessories for Chrysler cars are those which have been designed and built for Chryslers. They have been tested and approved under actual driving conditions by Chrysler engineers and service experts. See your Chrysler dealer for accessories of quality, correctly installed and serviced.

1. All-Weather Air Control System—Exclusive Chrysler design. Twin heaters provide uniform heat in all parts of the car. Fresh air is introduced through the cowl vent, heated, and circulated by fans. May be used both winter and summer, in snow or rain, for cooling or for heating, adding comfort to all.
2. Fog Light—Provides better, safer driving vision in foggy weather and at night on wet and dark surfaced pavements. Easily installed on bumper where it casts a low beam, avoiding reflected light.
3. Wheel Trim Rings and Wheel Discs—Polished, chip-proof, stainless steel rings to give a trim appearance to the wheels. Easily installed. No interference with wheel changing. No rattle. Wheel discs of sparkling fluted chrome to add style to the whole car. Can be used with or without trim rings.
4. Highlander Horn—For owners who want an original, distinctive and polite warning signal; sounds opening notes of "The Campbells are Coming, Oho! Oho!" For use with Chryslers in Highlander plaid trim.
5. Outside Rear View Mirror—Mounts left or right. Provides clear view of rear traffic. Easily installed—no holes to drill—clamps to door edge. Theftproof when car doors are locked. Large 4" nonflare mirror.
6. Radios—Either 8-tube Philco (pictured) or 6-tube Colonial radios, specially designed and engineered for 1941 Chryslers. Include latest improvements, such as automatic push-button and manual tuning. 8-tube set has tone control that lights up the dial—red for voice, green for music and violet for mello. Radios designed to assure long, uninterrupted, high quality reception and service.
7. Visor Vanity Mirror—Clips on sun visor. Quality mirror for quick make-up check. Pencil in holder for recording service and travel data in spaces etched at sides.
8. Backup Warning Signal—Bell with light to warn when backing up, day or night. Mounts on rear bumper bracket. Control on instrument panel.
9. Fuel Tank Locking Cap—Prevents theft of fuel and restricts mileage if car is stolen. Spring cover keeps dirt and frost out of lock. Spins free when locked; cannot be forced.
10. Radio Antenna—Cowl concealed. Available either manually operated, gear cranked, or motor driven. Antenna extension is 61". Windshield type also available.
11. Electric Clock—Exclusive design styled to match other instruments on Chrysler instrument panel. Accurate—legible—illuminated. Adjusting stem on face.
12. Comfort Master Heater—Designed and built by Chrysler. Powerful, quiet motor provides uniform heat distribution and extraordinary windshield defrosting efficiency. Extra-large heater core assures plenty of heat. Installation is under instrument panel; does not interfere with legroom.

CHRYSLER OWNER'S

Nation Wide Service



• The Chrysler Owner's Service Policy is a broad and liberal interpretation of our responsibilities and obligations to those who buy Chrysler cars.

The certificate which is handed to every Chrysler purchaser by the dealer states this policy in clear, unequivocal terms and provides coupons detailing the items of inspection and adjustment which are performed gratis at 1000 and 2000 miles by the dealer from whom the car is purchased.

In addition, every owner is furnished with an identification card which qualifies him to receive prompt and efficient service from all authorized Chrysler dealers everywhere.

More than 4000 Chrysler dealers throughout the United States and Canada are prepared to render expert service to Chrysler owners. Wherever you see an Approved Chrysler Service Sign, you also will find an adequate stock of genuine Chrysler parts, special inspection and tool equipment, trained Chrysler mechanics and a disposition to serve you promptly, courteously and efficiently.



Owner's Service Policy

ISSUED TO

NAME _____
 ADDRESS _____
 CITY _____ STATE _____
 MODEL CODE _____ BODY TYPE _____
 CAR SERIAL NO. _____
 ENGINE NO. _____
 IGNITION KEY NO. _____
 DOOR KEY NO. _____
 REAR COMPARTMENT
 LOCK KEY NO. _____
 DELIVERY DATE _____

ISSUED BY



S P E C I F I C A T I O N S

CHRYSLER SARATOGA AND NEW YORKER

SUSPENSION (Front)—independently sprung wheels. "Amola" steel coil springs.

AXLE (Rear)—hypoid gears, semifloating, pressed steel housing.

BODIES—safety steel, insulated and sealed against noise, heat, cold and dust.

BRAKES (Service)—Chrysler four-wheel hydraulic internal expanding with 12" centrifuge drums. Braking contact area 189½ sq. in. Superfinished surfaces on drums and brake linings.

BRAKES (Parking)—external contracting on cast iron drum 7" x 2½" on propeller shaft. Hand lever under left end of instrument panel.

CLUTCH—fully ventilated single-dry plate with assist spring on pedal. Driven disc with asbestos facing. Torque cushioned by special springs.

FLUID DRIVE (or Coupling)—replaces flywheel—power transmitted through fluid in coupling—no mechanical hookup between engine and clutch. No clutch pedal action or gear shifting; 99% car driving.

COOLING SYSTEM—water circulated by centrifugal pump, full-length water jackets, directional tube, thermostat by-pass control, pressure sealed with relief valve. Fan and tube type radiator core. Capacity 6 gallons. 5-blade fan balanced, adjustable V belt.

CRANKSHAFT—balanced and counterweighted. Supported on five steel-backed thin babbitted main bearings, removable precision type. Vibration dampener.

ENGINE—I-head, eight cylinders, full-length water-cooled, four-cycle. Bore 3¼", stroke 1½"; A.M.A. horsepower, 33.80; developed horsepower 137 at 3400 R.P.M. Piston displacement 323.5 cu. in. Suspension—patented Floating Power engine mountings. Firing order 1-6-2-5-4-3-7-8. Full pressure lubrication to all crankshaft main, connecting rod and camshaft bearings. Generator oil pump—floating intake, six quarts. Six-bearing chain driven, high lift camshaft. Exhaust valve alloy steel inserts.

ELECTRICAL SYSTEM—air-cooled, balanced, shunt type generator with regenerative voltage and current regulation. Battery—49 plates, 6-volt, 135-ampere hour capacity. Starter—solenoid positive shift, push-button switch on instrument panel. Solenoid ignition. Automatic spark advance, with vacuum control.

FRAME—exceptionally rigid, double-drop and double-channel (box) type.

FUEL SYSTEM—Multiple-Jet downdraft carburetor with automatic choke, manifold heat control and heavy-

duty oil-bath air cleaner and intake silencer. Fuel pump. Fuel tank (welded type), capacity 20 gallons. (16.65 imperial gallons.)

PISTON—aluminum alloy, U-slot cam ground—Stanolized. Two compression (surface coated) and two oil rings per piston.

SHOCK ABSORBERS—aero-type, hydraulic, double-acting (front and rear).

SWAY ELIMINATOR (Front)—transverse sway strut (Rear).

SPRINGS (Front)—"Amola" steel coil. (Rear) Semi-elliptic with tapered leaf ends—10 leaves—length 53½"—metal covered. Side strap (rubber bushed bolts) type shackles. Rubber bushings on front end of rear springs.

STEERING GEAR—semi-irreversible, worm and roller type—direct double tie rod. Ratio 20.1 to 1. Wheel—two-spoke safety—18" diam.

TIRES—Airwheel—rib (front) non-skid (rear). Size 7.00 x 15—Safety double-drop wheel rim.

TRANSMISSION—Synco-Silent, helical type gears throughout. Gearshift lever mounted under steering wheel, attached to steering column. Standard transmission with Fluid Drive. Vacuum—semiautomatic Transmission with Fluid Drive—special.

WHEEL BASE—127½". Over-all length with bumpers 213¼".

STANDARD EQUIPMENT—Bumpers front and rear with bumper buffer plates (3 front and 2 rear) and bumper shields, twin two-speed electric windshield wipers, rear view mirror, two adjustable sun visors, footrest, robe cord, assist cords, ash receiver in dash and rear compartment of sedan, combination stop and rear license plate light (separate bulbs), sealed beam headlights in front fenders, parking lights and directional on top of fenders, dome light (inside), combination tail and directional signal lights (rear), luggage compartment light, control lever on steering column, steering wheel gearshift, chrome wheel rings, chrome running board molding or chrome shield, front door armrest, rear seat center armrest, five wheels, cigar lighter, oil filter, metal spring covers (rear), Fluid Drive, chrome window reveals, chrome body shield, glove box lock and light, interior plastic ornamentation, hold open door checks, left and right-hand door locks, heavy-duty oil-bath cleaner, electric clock, tools.

On the New Yorker, white sidewall tires and two-tone all wool broadcloth are standard. Leather trim or single-tone broadcloth available at no additional cost.

CHRYSLER ROYAL AND WINDSOR

SUSPENSION (Front)—independently sprung wheels.

AXLE (Rear)—hypoid gears, semifloating, pressed steel housing.

BODIES—safety steel, insulated and sealed against noise, heat, cold and dust.

BRAKES (Service)—Chrysler four-wheel hydraulic internal expanding with 11" centrifuge drums. Braking contact area 155½ sq. in. Superfinished surfaces on drums and brake linings.

BRAKES (Parking)—independent external contracting on cast iron drum on propeller shaft. Hand lever under left end of instrument panel.

CLUTCH—fully ventilated single dry plate with assist spring on pedal, special crimped springs between facings, driven disc faced with woven and compressed asbestos.

FLUID DRIVE—available—special with three forward speed transmission or with Vacuumatic four forward speed semiautomatic transmission.

COOLING SYSTEM—water circulated by centrifugal pump, full-length water jackets, directional tube, thermostat by-pass control, cellular radiator core. Capacity 4½ gallons. 4-blade fan balanced, adjustable V belt.

CRANKSHAFT—fully balanced with 9 counterweights. Supported on four steel-backed, thin babbitted bearings, removable precision type. Vibration dampener.

ENGINE—I-head, six cylinders, 4-cycle. Bore 3½", stroke 1½"; A.M.A. horsepower, 27.34; developed horsepower 112 at 3600 R.P.M. Piston displacement, 211.5 cu. in. Suspension—Floating Power. Firing order 1-5-3-7-2-4. Four bearing crankshaft. Four bearing silent chain driven camshaft. Exhaust valve seat inserts, special alloy. Full pressure lubrication to all crankshaft, connecting rod and camshaft bearings. Generator oil pump—floating intake, oil capacity, five quarts. Pressure gauge on dash. Level indicator, left side crankcase.

ELECTRICAL SYSTEM—air-cooled, balanced, shunt type generator with full voltage and current regulation. Starter—solenoid positive shift, push-button switch on instrument panel. Battery—17 plates, 6-volt, 120-ampere hour capacity. Single wire system, Solar-Spark ignition. Automatic spark advance, with vacuum control.

FRAME—exceptionally rigid, double-drop and double-channel (box) type.

FUEL SYSTEM—Multiple-Jet downdraft (fast idle control) carburetor with automatic choke, manifold heat

control and heavy-duty oil-bath air cleaner and intake silencer. Fuel pump, Fuel tank (welded type), capacity 17 gallons. (14.1 imperial gallons.)

PISTONS—aluminum alloy, U-slot cam ground. Two compression (surface coated) and two oil rings per piston.

SHOCK ABSORBERS—aero-type, hydraulic, double-acting (front and rear).

SWAY ELIMINATOR (Front)—transverse sway strut (Rear).

SPRINGS (Front)—independent "Amola" steel coil. (Rear) Semi-elliptic with tapered leaf ends—9 leaves—length 53½"—metal covered. Side strap (rubber bushed bolts) type shackles. Rubber bushings on front end of rear springs.

STEERING GEAR—semi-irreversible, worm and roller type—direct double tie rod. Ratio 18.2 to 1. Wheel—two-spoke, steel reinforced—18" diam.

TIRES—Airwheel—rib (front) non-skid (rear). Size 6.25 x 16—Safety double-drop wheel rim.

TRANSMISSION (Standard)—Synco-Silent, helical type gears. Gearshift lever mounted under steering wheel, attached to steering column. Option—special with Fluid Drive, also Vacuumatic—semiautomatic Transmission with Fluid Drive.

WHEEL BASE—121½". Over-all length with bumpers 207¼".

STANDARD EQUIPMENT—Bumpers front and rear, with bumper buffer plates (3 front and 2 rear) and bumper shields, twin two-speed electric windshield wipers, rear view mirror, two adjustable sun visors, triple tail lights, combination stop and rear license plate light, dome light, sealed beam headlights in front fenders, parking lights on top of fenders, steering wheel gearshift lever, robe cord, assist cords, footrest, ash receiver in instrument panel and in rear compartment of sedans, tools, five wheels with tires and tubes, cigar lighter, chrome body shield, dual horns, front door armrest, glove box door lock, metal spring covers (rear), oil filter, rear window chrome molding, dual twin directional signal lights, chrome window reveals, glove box door light, luggage compartment light, right and left door lock, combination door checks, extensive interior plastic ornamentation.

On Chrysler Windsor following items added—front carpet, chrome wheel rings, luxurious two-tone all wool broadcloth, electric clock, white sidewall tires, rear seat folding armrest (custom tailored over Airfoam) (Brougham and Sedan).

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. Prices subject to change without notice.

YOU'LL BE HAPPIER WITH A

Chrysler

BE MODERN — BUY CHRYSLER

