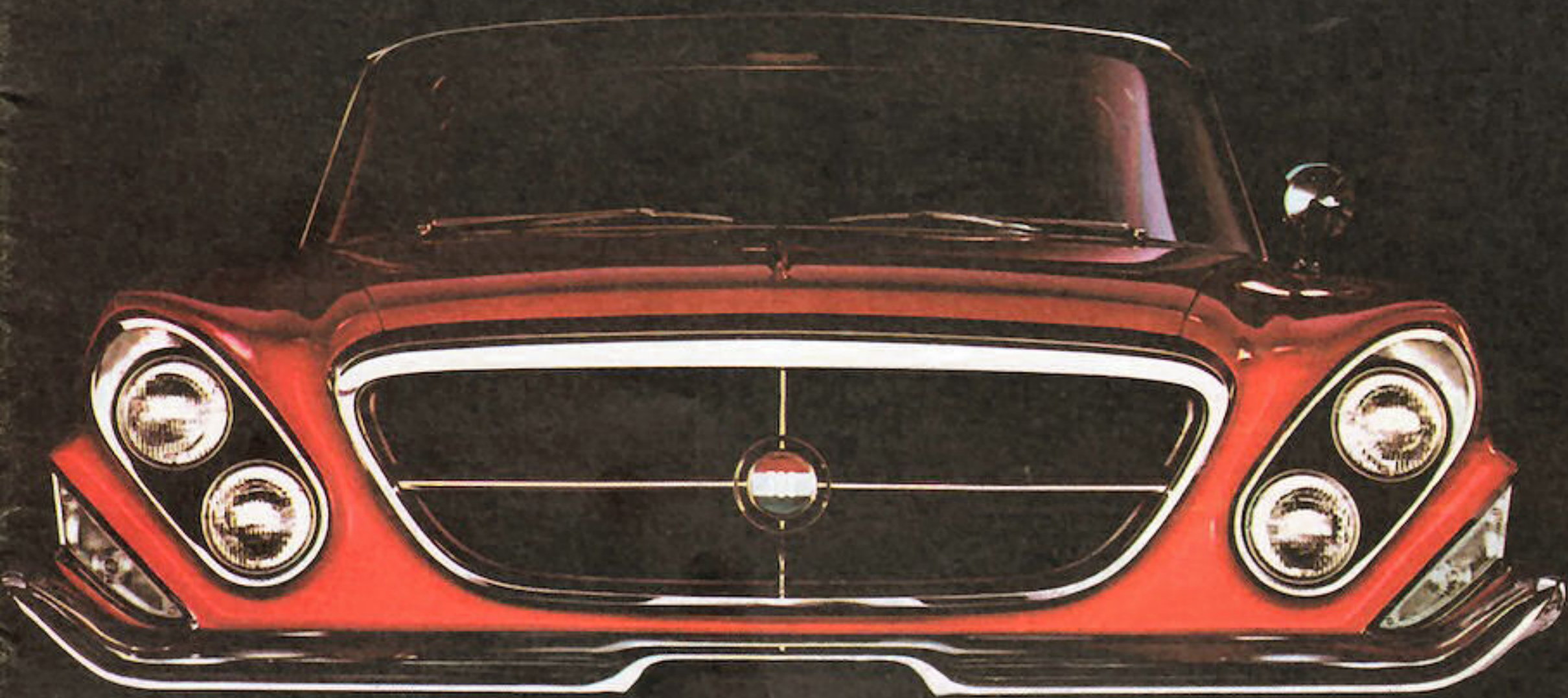


# CHRYSLER '62



# CHRYSLER 300 puts race-bred performance well within your reach!



## '62 CHRYSLER ACCESSORIES



**Pushbutton Transmission** shifts gears at a touch, is safely beyond the reach of youngsters.



**Constant-Control Power Steering** works full time, gives you a sure, steady feel of the road.



**Power Windows** can all be operated from driver's seat. Individual control at each window.



**Auto-Pilot** frees your foot during turnpike travel. Simply dial the speed you want—it does the rest.



**Total-Contact Power Brakes** do 80% of the stopping effort, bring you to quick, safe stops.



**Pushbutton Radios** are transistor-powered for fast warm-up and full power with less electricity.



**Six-Way Power Seat** moves up, down, forward, back or at any angle you want to help cut fatigue.



**Pushbutton Air Conditioner** heats in winter, cools in summer, filters air the whole year round.

## SPECIFICATIONS

**Engines:** All 90-degree lateral V-8's.  
**NEWPORT; FIREHOK:** Bore and stroke: 4.12 x 3.38 in. Displacement: 361 cu. in. Compression ratio: 9.0 to 1. Two-barrel carburetor. Horsepower: 265.  
**NEW CHRYSLER 300; FIREPOWER 305 (standard):** Bore and stroke: 4.25 x 3.38 in. Displacement: 383 cu. in. Compression ratio: 10.0 to 1. Two-barrel carburetor. Horsepower: 305.  
**FIREPOWER 340 (optional on all but 300-H):** Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Four-barrel carburetor. Horsepower: 340.  
**FIREPOWER 380 (standard on 300-H, optional on others):** Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Dual four-barrel carburetor. Horsepower: 380.  
**NEW YORKER; FIREPOWER 340:** Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Four-barrel carburetor. Horsepower: 340.

**Transmissions—**Pushbutton TorqueFlite, fully automatic torque converter with 3-speed gear set, standard on New Yorkers and 300-H, available on Newport and other 300's (mandatory on latter if equipped with optional FirePower 380). Manual 3-speed transmission with floor-mounted gearshift standard on Newport and 300 models.

**Suspensions and Tires—**Torsion-Air suspension—front ball-joint pivots and high-chromed torsion bars in front, extended leaf springs at the rear, with Overleaf shock absorber at each wheel. Suspensions and tires available in four versions, according to model:  
**Normal duty Standard** torsion bars, rear springs and shock absorbers, 8.00 x 14 rayon tires (8.50 x 14, New Yorker) on Newport, FirePower 305 and FirePower 340-equipped New Yorkers.  
**Chrysler 300 with optional FirePower 380:** Special sway bar and torsion bars, standard shock absorbers, 7.60 x 15 white sidewall rayon tires.  
**Chrysler 300-H Heavy-duty** torsion bars, rear springs and shock absorbers, sway bar, 7.60 x 15 white sidewall Blue Streak Nylon tires.  
**Town & Country wagons:** Special torsion bars and shock absorbers, 8.50 x 14 rayon tires (Newport) or 9.00 x 14 rayon tires (New Yorker).

**Fuel Systems—**Carburetors: See "Engines," above. Automatic intake manifold heat control, automatic choke, dual filtration units. Fuel capacity: 23 gallons (22 in Town & Country wagon).

**Electrical Systems—**Battery: 12-volt, 66-plate, 60-amp-hr. with Firehok and FirePower 305 engines; 12-volt, 78-plate, 70-amp-hr. with FirePower 340 and 380 engines. Alternator: 35 amp. (40 amp. with air conditioner). Waterproof ignition. Electric windshield wipers, directional signals and dual headlights, standard.

**Cooling System—**Thermostatic by-pass control. Pressure vent radiator cap. Coolant capacity: 16 quarts in Newport, 300 and New Yorker (17 in heater-equipped models).

**Brakes—**Total-Contact with Cyclobonded lining. Drum diameters: 12 in. on New Yorker, 300 and all Town & Country wagons, 11 in. on Newport. Power brakes standard on New Yorker and 300-H, available at extra cost on Newport and all other 300 models.

**Steering—**Manual, worm and 3-tooth roller, standard on Newport and 300. Constant-Control power steering with quick 3/4 turns lock-to-lock, standard on New Yorker and 300-H, optional on Newport and other 300 models.

**Drive—**Hatchback drive through rear springs. Hypoid rear axle has 2.93 to 1 ratio with TorqueFlite (except 300 and 300-H), 3.23 to 1 with manual transmission and TorqueFlite on 300 and 300-H.

In keeping with Chrysler's continuing program of engineering advancement, all prices, specifications, equipment and colors subject to change without notice and without obligation to make the changes as soon as they are made.

# CHRYSLER '62

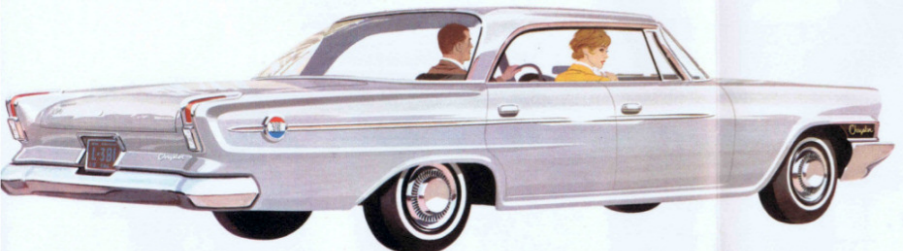


Consistent winner at the Daytona Beach performance trials . . . with a hot-blooded heritage that extends to the Pan American Road Race, the 24 Hours of Le Mans and Watkins Glen road events . . . that's only a part of the seven-year record of performance achievement behind the new Chrysler 300 sports series, as exciting as any automobiles that ever belted down a highway. And this year, Chrysler 300 prices start hundreds of dollars lower than ever before!

You can virtually custom-order the Chrysler 300 that suits you best. Take your pick of three fiery Chrysler 300 engines—the standard FirePower 305, the FirePower 340, or the fabulous FirePower 380—each with specially engineered suspensions to match.\* There's a wide choice of interior styles, too—two of them with full-contour bucket seats—in cloth, vinyl or genuine leather upholstery.

And the 300 boasts all the great road-tested features that go into every full-size Chrysler. The only racing-type, torsion-bar suspension in its class. Rugged, all-welded, one-piece Unibody that's chemically dipped to resist rust and corrosion. Chassis fittings that need no lubrication for 32,000-mile intervals. Extra-large 12-in. Total-Contact brakes with the greatest effective braking area of any car of the Chrysler 300's size and weight. Battery-saving alternator electrical system.

These are the things that make the Chrysler 300 sports series—standard 300 and sensational 300-H—the greatest road cars with the "Made in America" label. Drive one of these great new cars. Sample the Chrysler 300's performance. Then check its new popular price. It'll bring your sporting blood to a simmer!



Chrysler 300 four-door hardtop in Dove Gray, one of six solid colors for '62



Chrysler 300 convertible in Bermuda Turquoise features bucket seats in black genuine leather



**Bucket seats** are full-contour design, cradle you in thick foam rubber cushions and genuine leather in your choice of black, red or tan. A traditional Chrysler 300 feature that matches its sports-car mood, bucket seats in a new six-passenger version with center arm rests (shown above) are standard in the 300 convertible and optional at extra cost in the 300 two-door hardtop. Four individual bucket seats standard on 300-H. All-vinyl bench seats are optional at extra cost in the 300 four-door hardtop.

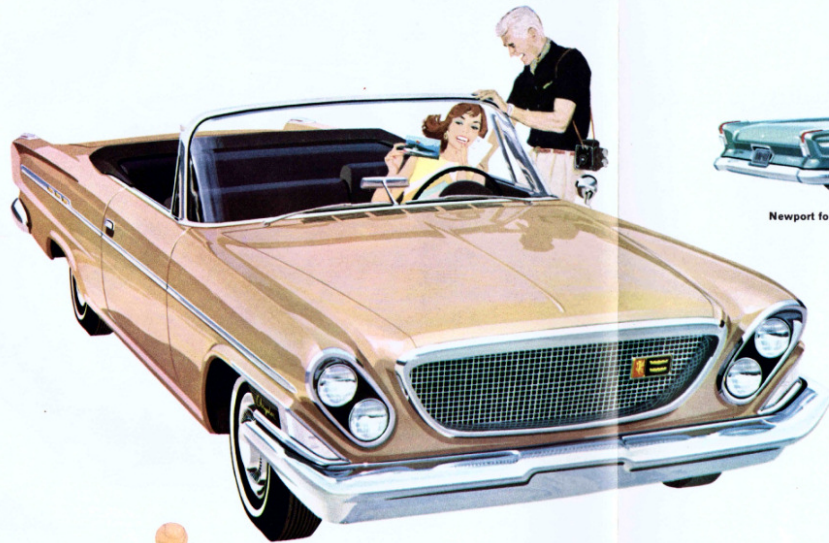


. . . presenting a new, full-size NEWPORT, still the easiest-to-own Chrysler, with a low price that's again surprising everybody...the new CHRYSLER 300, a high-performance sports series in a new popular price range, direct descendant of the fabulous cars with an unequalled seven-year performance record . . . the great NEW YORKER, the most luxurious Chrysler. ■ Three full-size series—each a Chrysler's-worth of big full-size comfort. And again in 1962 . . . no jr. editions to compromise your investment!

\*Because the Chrysler 300's are precision-engineered, high-performance automobiles, not all engines, transmissions and other options or combinations thereof are available on every model. Ask your Chrysler dealer for exact specifications.

# NEWPORT

Chrysler's price surprise is no jr. edition!



Newport convertible in exciting new Caramel finish—obviously a full-size Chrysler and nothing else but



Newport four-door hardtop in Sage Green, built and priced as a solid investment

Newport's surprisingly low price has caused thousands of smart car buyers to move up to Chrysler. And because Chrysler builds only full-size cars, your new-car investment is fully protected. No small cars steal the thunder from the Chrysler name!

Unlike many cars that are big in name only, Newport is a full 214.9 inches of pure-bred Chrysler. Inside its full-size, all-welded Unibody, there's plenty of room for six adults (with luxurious carpeting wall-to-wall)—plus 33-cubic-feet of luggage space. Newport's hefty 361-cubic-inch Firebolt V-8 engine delivers full-size Chrysler performance on regular gasoline (an even 20 m.p.g. when it won its class in the 1961 Mobilgas Economy Run!).

Newport has all the good things you'll find in every full-size Chrysler. A torsion-bar suspension (after six years, still rated tops by automotive experts). An alternator electrical system that generates current even when the engine's idling. New chassis fittings that need no lubrication for 32,000-mile intervals. Big Total-Contact brakes with 230 square inches of lining area.

Price it. This could be Newport's year to surprise you, too!



Newport four-door sedan in Dawn Blue is the most talked-about car in its field—now redesigned but not re-priced



Newport two-door hardtop looks like it might be priced \$1,000 higher than it really is



Newport Town & Country wagon in Sapphire Blue, with smart hardtop styling, spacious 95-cu.-ft. cargo hold and full 122-in. wheelbase

# NEW YORKER

this is Chrysler's finest



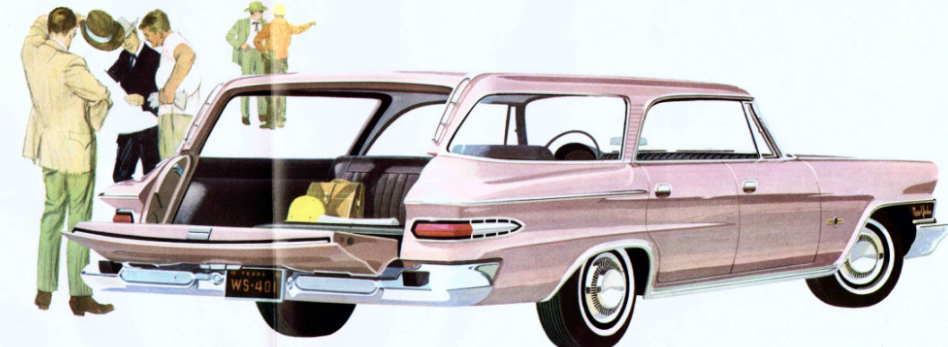
New Yorker four-door hardtop is a distinguished town car—and equally at home on the highway

If you value an automobile with self-assurance and superiority, you will choose the New Yorker—the most luxurious Chrysler.

The New Yorker is indeed superior, by any measure. Its exterior is so well designed, in such good taste, that superficial embellishments are unnecessary. Inside, its decor is equal to that of the most thoughtfully furnished living rooms. Rich nylon jacquard fabrics with fine, subdued patterns . . . thick, rich-looking vinyls . . . deep-pile carpeting from wall to wall . . . all set within a spacious passenger compartment . . . these make the man and woman who appreciate fine surroundings feel very much at home.

The New Yorker proves its superiority with even greater finality on the road. Its FirePower 340 engine cruises effortlessly at legal limits for endless turnpike miles, with ample performance reserve. Its pushbutton TorqueFlite automatic transmission, Total-Contact power brakes, Constant-Control power steering make the New Yorker as easy to drive as many smaller cars.

Some competitive luxury cars cost far more, it's true. But none offers you more than the Chrysler New Yorker.



New Yorker Town & Country wagon in Rosewood proves that a station wagon can be impressive without compromising its hardy, practical character

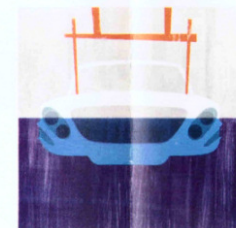


New Yorker four-door sedan in smart Oyster White finish which emphasizes the simplicity of its tasteful styling



**Unibody Construction** welds all body panels into one frameless unit for maximum strength. No bulky frame means much more room inside.

The good things still come to you first from  
**CHRYSLER ENGINEERING**



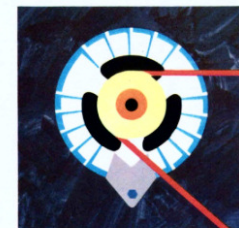
**Dipping** the entire lower-third of body in seven separate chemical, rinse and primer baths helps to fight off harmful rust and corrosion for years.



**Torsion-Bar Suspension** has steel torsion bars for better shock absorption, less lean on curves than coil springs in competitive cars.



**Engines** feature a new cooling fan which makes possible a smaller, lighter radiator and also improves cooling in heavy, slow-moving traffic.

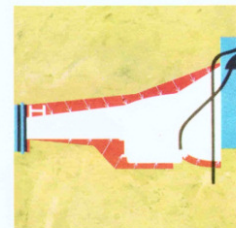


**Alternator** electrical system produces current at slow speeds and even at idle, unlike conventional generators. Reduces strain on battery.

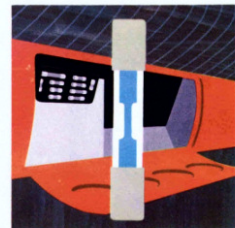
The reputation for engineering leadership which began with the very first Chrysler in 1924 has continued ever since. A long list of "firsts"—the first four-wheel hydraulic brakes, the first fluid-coupled transmission (the granddaddy of all automatic transmissions), the first rubber engine mountings, the first power steering and power hydraulic brakes, and many more—these and all the good things illustrated here show why Chrysler is (as always) first choice of men who love great cars. Every Chrysler has them, making Chrysler the biggest full-size value you can find today.



**Total-Contact Brakes** have up to 251 square inches of lining, better contact between drum and lining for longer life, better brake "feel."



**New TorqueFlite Transmission** in rugged one-piece cast-aluminum housing is 60 pounds lighter. Lower tunnel gives more front legroom.



**Central Fuse Box**, conveniently located in glove compartment behind removable cover, has clearly-marked fuses for simpler servicing.