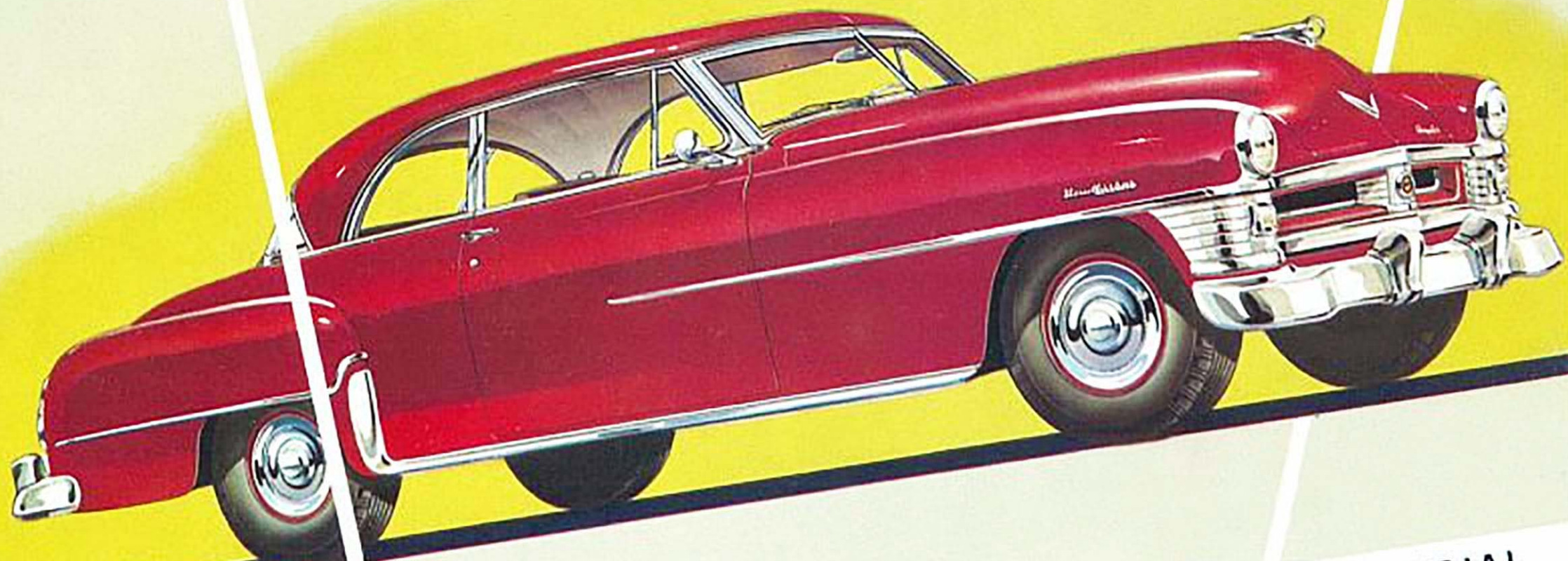
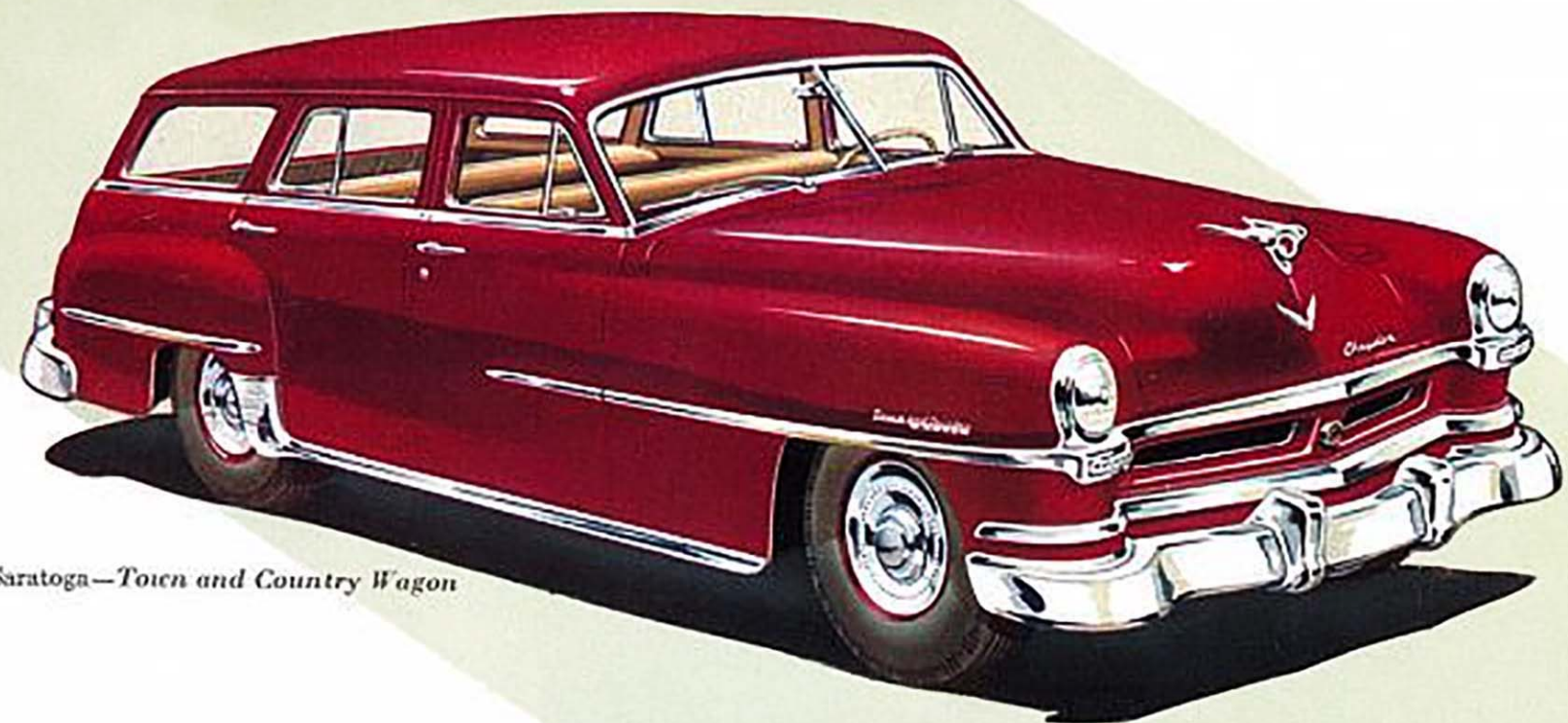


CHRYSLER



SARATOGA · NEW YORKER · IMPERIAL



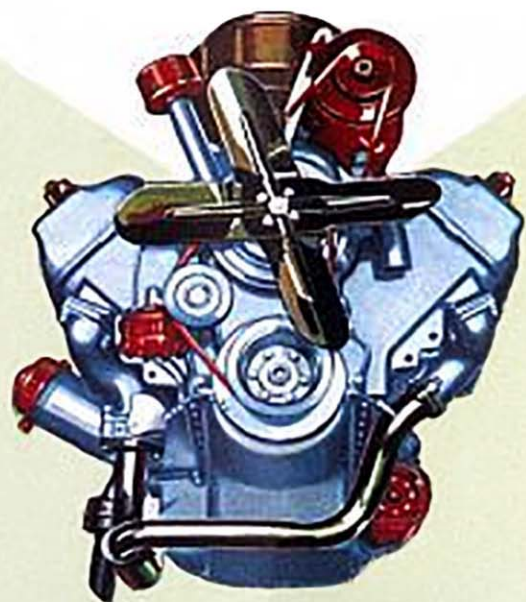
Chrysler Saratoga—Town and Country Wagon

Saratoga

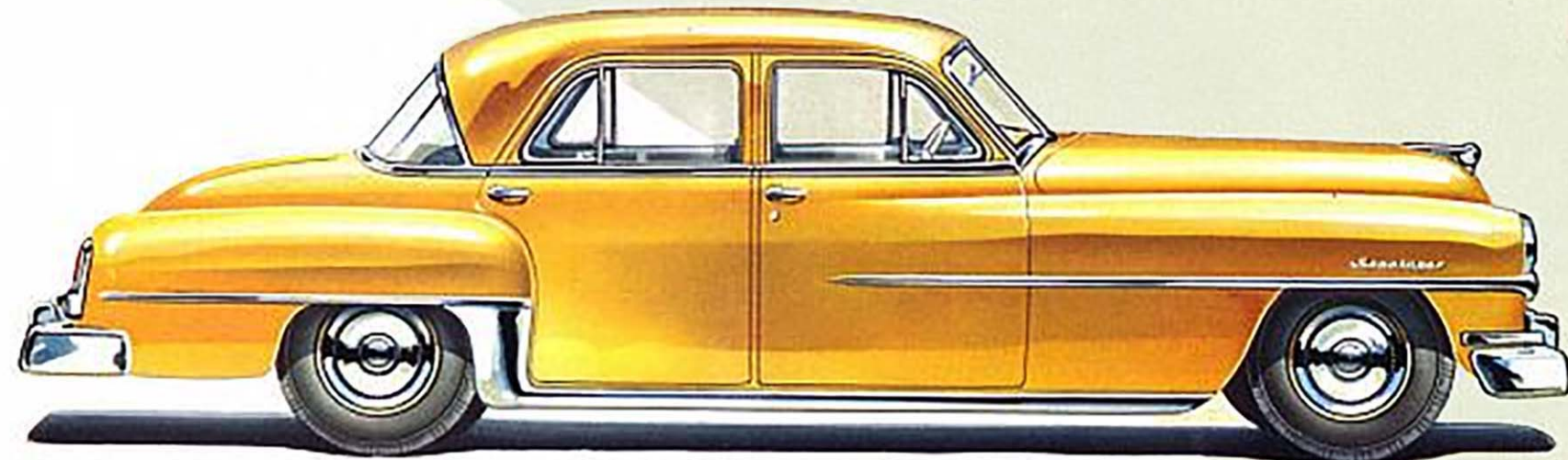
For a new thrill in driving pleasure . . . for more real value . . . try today's better-than-ever Chrysler Saratoga!



Chrysler Saratoga—Club Coupe



Here is the sensational new engine that has startled the automotive world! With its Hemispherical Combustion Chamber and lateral valve arrangement, it affords smooth, surging power such as you have never experienced in a car before. It can be yours in a new Chrysler Saratoga, New Yorker, or Imperial.



Chrysler Saratoga—4-Door Sedan



Chrysler Saratoga—8-Passenger Sedan



Chrysler New Yorker—1-Door Sedan



Chrysler New Yorker—Newport Coupe



Chrysler New Yorker—Convertible Coupe



Chrysler Imperial—Newport Coupe



Chrysler Crown Imperial—8-Passenger Sedan

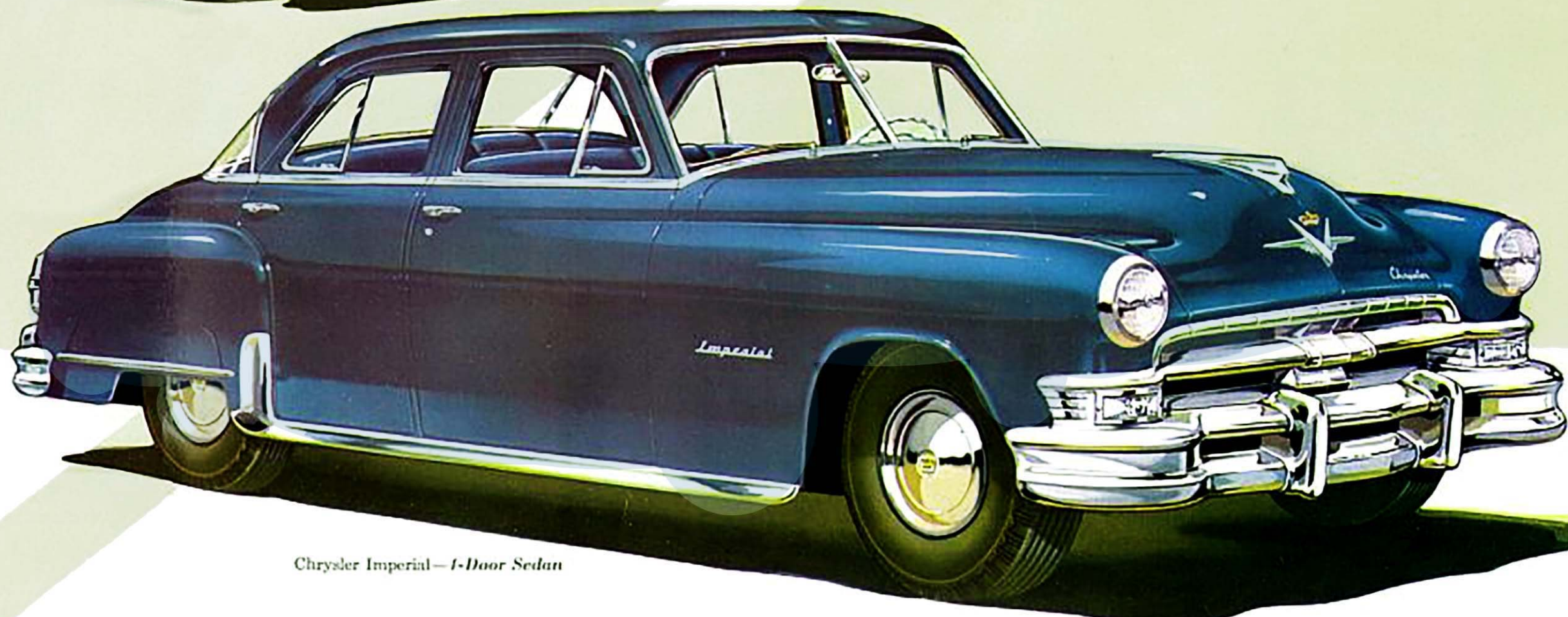


Chrysler

I M P E R I A L

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N E W Y O R K E R

Why not make your new car one you will be proud to drive . . . proud to have your family and friends ride in! This year's Chrysler Imperial and New Yorker models are just such cars. For instance, you will have at your command a smooth, quiet engine that leads the field for power with 180 horsepower. And you will agree, the styling of these great new models is trim and smooth . . . distinctly beautiful! You will enjoy the beauty of your Imperial or New Yorker as long as you own it. But, to really appreciate all the advantages of these fine cars, drive them yourself! Experience for yourself the ease-of-handling . . . the sure safety of Safe-Guard Brakes . . . the luxurious comfort of the roomy, stylishly appointed interior. Visit the Chrysler Distributor soon. Let him explain the many exclusive features of the New Yorker and Imperial. And, above all, go for a demonstration ride. Surely, you will find many reasons to say: "This is the car I would like to own for years to come."



Chrysler Imperial—1-Door Sedan

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

CHRYSLER SARATOGA—125½" AND 139½" W.B. CHRYSLER NEW YORKER—131½" W.B.; CHRYSLER IMPERIAL—131½" W.B. AND CHRYSLER CROWN IMPERIAL—145½" W.B.

● **ENGINE**—90° V-8 design. Four point mounting. Overhead valves. Hydraulic valve tappets. Bore 3 11/16" (96.8 mm). Stroke 3 1/2" (92.1 mm.) Piston displacement 331 cu. in. (5.3 liters). A.M.A. horsepower 46.5. Developed brake horsepower, 180 at 4000 r.p.m. with 7.5:1 cylinder head. Lower compression ratio engine available. Lightweight, Auto-thermic, cam ground, tin plated, slipper type pistons, with 3 piston rings each. Lubricated cylinder walls. Drop-forged steel, hve bearing, counterweighted crankshaft with damped, dynamic vibration absorber. Precision-type, high-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Five camshaft bearings.

● **ENGINE LUBRICATION**—Pressure oiling from rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings and rocker arms at shaft, and rocker arm push rod socket. Pressure spray to pistons, piston pins, valve stems, cams and tappets. Camshaft drive chain lubricated by oil stream from camshaft. Crankcase ventilation and replaceable-element full-flow oil filter. Crankcase capacity 5 quarts (4.7 liters). Oil pressure gauge on instrument panel.

● **FUEL SYSTEM**—Dual down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity: 17 U. S. gallons (64 liters) on Saratoga; 20 U. S. gallons (75 liters) on other models. Electric fuel gauge on instrument panel. Self-cleaning Oilite filter in tank at outlet.

● **COOLING SYSTEM**—Fin and tube radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valves. Full-length water jackets. By-pass thermostat circulation control. Water capacity 6 1/4 U. S. gallons (24.6 liters). Four-blade 18" fan (45.72 cm).

● **CLUTCH**—Dry, single-plate with cushion center. Diameter: 9 1/2" (24.1 cm.) except on 145 1/2" W.B. Models which have 10 3/4" (26 cm.). Molded, woven asbestos facings. Ball-thrust release bearing with lubricant sealed in. Forced ventilation.

● **FLUID DRIVE**—Thirteen-inch diameter coupling. Ball-type coupling hub bearing. Oilite bushings on coupling runner inner bearing.

● **FLUID-MATIC TRANSMISSION**—Hydraulically operated, four speeds forward, one reverse, built-in control unit.

● **TORQUE CONVERTER**—Four-element type consisting of impeller, turbine, front stator and rear stator, has maximum torque multiplication of 2.34:1. Standard equipment on Imperial 145 1/2" W. B. Models. Optional equipment at extra cost on Saratoga, New Yorker and Imperial 131 1/2" models.

● **REAR AXLE**—Semi-floating Hypoid rear axle. Pressed-steel, banjo-type housing. Hypoid gears and axle shafts of Amola steel. Tapered roller bearings. Ratio: 3.73:1 on Saratoga, New Yorker and Imperial 131 1/2" W. B. Models; 3.54:1 on Imperial 145 1/2" W.B. Models. Hotchkiss drive through springs.

● **SUSPENSION**—Independent front wheel springing with coil springs of Amola steel. Grooved, Amola soft acting. Semi-elliptic rear springs, length 53 1/2" (1.362 m). All leaves with tapered ends. Rubber cored bushings at front. Rubber cushioned shackles at rear. Hydraulic, telescopic-type shock absorbers front and rear. Rear shock absorbers inclined toward center of car to give "sea leg" support and stability. Steering gear ratio: 18.2:1 on Saratoga 125 1/2" W.B. Models; 20.4:1 on Saratoga 139 1/2" W.B., New Yorker and Imperial 131 1/2" W.B. Models. Front end sway eliminator.

● **HYDRAGUIDE STEERING**—Hydraulic-mechanical, power steering, for more restful driving and parking ease, is standard equipment on Imperial 145 1/2" W.B. Models and extra equipment on Saratoga, New Yorker and Imperial 131 1/2" W.B. Models.

● **CHASSIS FRAME**—Super-rigid, double-channel frame. Box-section steel side rails.

● **ELECTRICAL SYSTEM**—6-volt ignition. Distributor improved against wet-weather difficulties, incorporates suppressor of interference to radio. Wide gap, suppressor spark plugs for better idling and low speed. Spark plugs not exposed to weather. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Solenoid positive-shift starter actuated by ignition key on instrument panel. 19-plate battery, capacity 135 ampere hours, located under hood in left fender shield. Headlights sealed-beam type with foot control. Dual Airtone horns. Horn ring on steering wheel.

● **BRAKES**—On Saratoga, New Yorker and Imperial 131 1/2" W.B. Models: hydraulic, 4-wheel internal expanding utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Steel backed, cast iron brake drums with Superfinished braking surface. Drum diameter 12" (30.5 cm.). "Cyclebond" molded asbestos brake linings 2" wide (5 cm.) dispense with rivets and increase lining useful area and life. Vacuum brake booster on all Saratoga, New Yorker and Imperial 131 1/2" W.B. Models. On Imperial 145 1/2" W.B. Models, self-energizing hydraulic disc brakes utilizing two flat pressure plates inside a flat brake-housing are standard. Separate internal expanding self-energizing hand brake for parking, mounted at rear of transmission.

● **WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rim. Goodyear Super-Cushion tires are standard. Black, 4-ply, 15 x 8.00 on Saratoga Models, except 8-Pass. Sedan which has 15 x 8.20. Black, 4-ply, 15 x 8.20 on New Yorker and Imperial 131 1/2" W.B. Models. Heavy Duty 6-ply are also available at extra cost. Black, 6-ply, 15 x 8.90 on Imperial 145 1/2" W.B. Models.

All specifications, equipment, models, body types, ornamentation and design subject to change without notice and without responsibility to the Chrysler Corporation, Export Division.

CHRYSLER CORPORATION—EXPORT DIVISION

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