



SIXES AND EIGHTS

# SPECIFICATIONS AND OUTSTANDING FEATURES

## CHRYSLER ROYAL

**Suspension, Front**—Pantograph type. Individually sprung front wheels.

**Axle, Rear**—Semi-floating. Hypoid drive gear. Tapered roller bearings throughout.

**Bodies**—Richards' Safe-T-Steel, with seamless steel top; trussed and braced with steel.

**Brakes**—Pistol-grip hand brake. Chrysler four-wheel, equal-pressure hydraulic, internal expanding, with 11 inch centrifuge drums. Sealed against water and dirt.

**Clutch**—Single dry plate type, fully ventilated. 10-inch disc. Ball thrust release bearing. New overcentre clutch spring, augments pressure on foot pedal, greatly reducing effort required for operation.

**Cooling System**—Water circulated by centrifugal pump. Thermostatic by-pass control. Full length water jackets and directional cooling.

**Drive**—Hotchkiss, rear springs take up driving torque and thrust.

**Electrical System**—Air cooled generator with voltage control. Solenoid shift starter. Vacuum controlled distributor.

**Engine**—Chrysler six-cylinder L-head type, floating power mounted. Bore, 3 $\frac{3}{8}$  inches. Stroke, 4 $\frac{1}{2}$  inches. Piston displacement, 242 cubic inches. Developed brake horse power, 100 at 3,600 R.P.M. with standard cast-iron cylinder head and compression ratio 6.5 to 1. S.A.E. horsepower, 27.34.

**Frame**—Rigid, double drop, X-girder truss frame with full-length box section side members, 6 inches deep.

**Fuel System**—Plain tube down-draft carburettor with idle control and adjustable accelerator pump. Automatic choke. Automatic manifold heat control. Oil-bath air cleaner. Fuel filter. 15-gallon supply tank, fuel gauge on instrument panel.

**Springs**—Independent coil springs, front. Tapered-leaf, semi-elliptic springs, rear. Metal covers for rear springs. Sway eliminator.

**Shock Absorbers**—Direct double acting aero-hydraulic type.

**Steering Gear**—Worm and roller type, adjustable tapered roller worm thrust bearings. Ratio, 18.2 to 1. Remote Control Gear Shift on steering column under wheel.

**Transmission**—Synchro-silent transmission, helical type gears throughout. Dual power available as extra equipment.

**Wheelbase**—119 inches.

**Wheels and Tyres**—Five steel disc wheels. 16 x 6.50 Air Wheel tyres. Spare wheel carried inside luggage compartment.

*All specifications subject to change without notice and without responsibility.*

## CHRYSLER IMPERIAL

**Suspension, Front**—Pantograph type. Individually sprung front wheels.

**Axle, Rear**—Semi-floating axle with Hypoid drive gears. Adjustable tapered roller bearings throughout.

**Bodies**—Richards' Safe-T-Steel, with seamless steel top; trussed and braced with steel.

**Brakes**—Pistol grip type hand brake. Chrysler four-wheel equal-pressure hydraulic, internal expanding, sealed against water and dirt.

**Clutch**—Single plate, dry, fully ventilated; 11-inch disc. Ball thrust release bearing, lubricant sealed in. New overcentre clutch spring, augments pressure on foot pedal, greatly reducing effort required for operation.

**Cooling System**—Centrifugal water pump, by-pass thermostat. Full length water jackets and directional cooling.

**Drive**—Hotchkiss, rear springs take up driving torque and thrust.

**Electrical System**—Air cooled generator with voltage control. Solenoid shift starter. Vacuum controlled distributor.

**Engine**—Chrysler eight-cylinder, L-head type, floating power mounted. Bore, 3 $\frac{1}{4}$  inches. Stroke, 4 $\frac{7}{8}$  inches. Piston displacement, 323.5 cubic inches. S.A.E. horsepower, 33.80. Developed brake horsepower, 130. Compression ratio, 6.8 to 1.

**Frame**—Rigid, double-drop X-girder truss frame with full-length box section side members, 6 $\frac{1}{2}$  inches deep.

**Fuel System**—Dual down-draft carburettor with mixture adjustment for idling and adjustable accelerating pump. Automatic choke control. Automatic manifold heat control. Oil-bath air cleaner and silencer. Fuel filter. 17-gallon supply tank, fuel gauge on instrument panel.

**Springs**—Independent coil springs, front; tapered-leaf, semi-elliptic springs rear, with metal covers. Sway eliminator front and rear.

**Shock Absorbers**—Direct double acting aero-hydraulic type.

**Steering Gear**—Worm and roller type, adjustable tapered roller worm thrust bearings. Ratio, 20.25 to 1. Remote Control Gear Shift on steering column under wheel.

**Transmission**—Synchro-silent with helical gears throughout. Dual power is standard equipment.

**Wheelbase**—125 inches.

**Wheels and Tyres**—Five steel disc wheels. 16 x 7.00 Air Wheel tyres. Spare wheel carried inside luggage compartment.

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CHRYSLER

1939

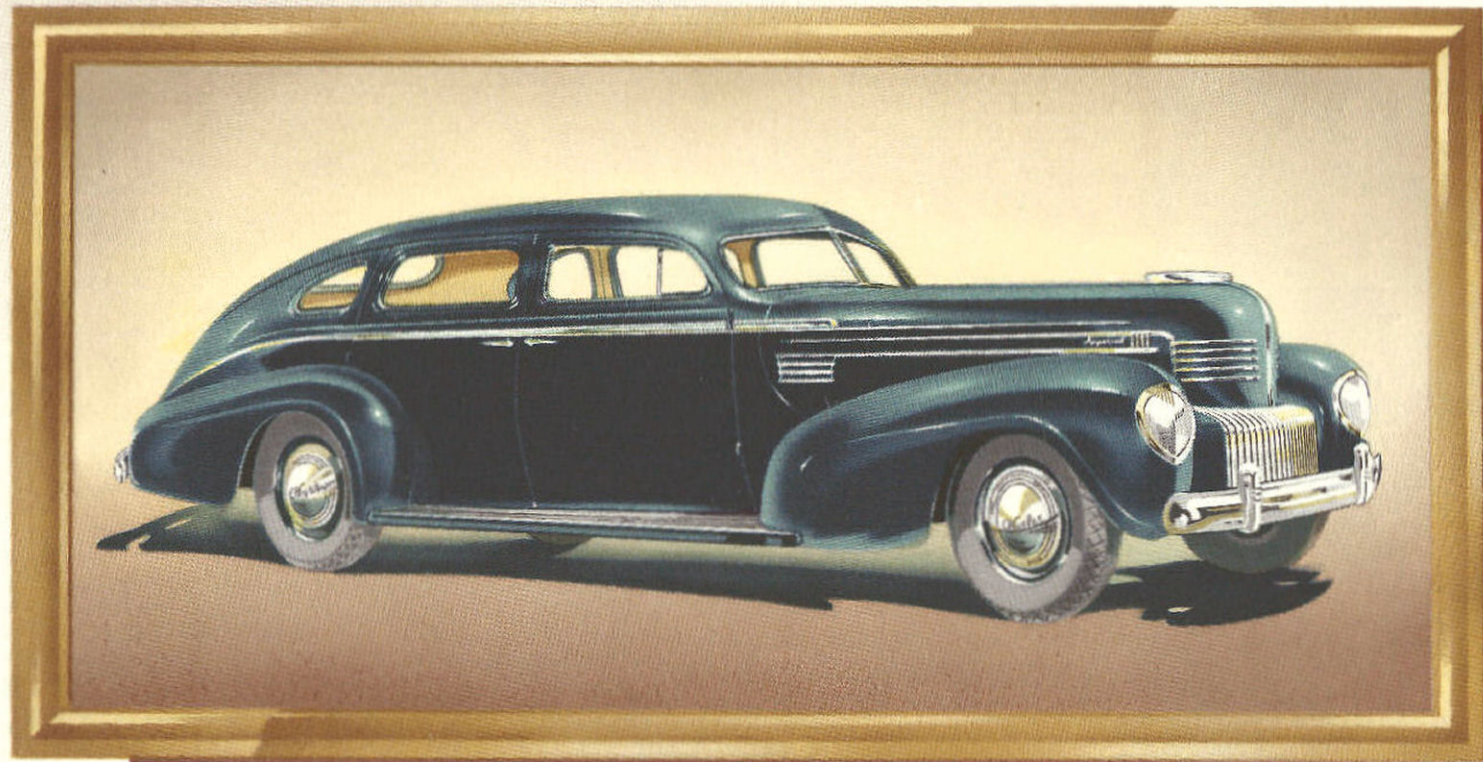
An exhibition of the art of  
Chrysler

Walk into the showroom of your Chrysler Distributor — take a look about you. Immediately you will sense that atmosphere which you generally associate with an exhibition of works of Art. Here in all their glittering brilliance you will see the Chrysler models—each model a work of Art in its finest form—Art applied to industry.

This year, Chrysler has added the beauty which belongs to Art, with the mechanical perfection which belongs to Chrysler engineering. The result is the finest car yet to make its debut in Australia.

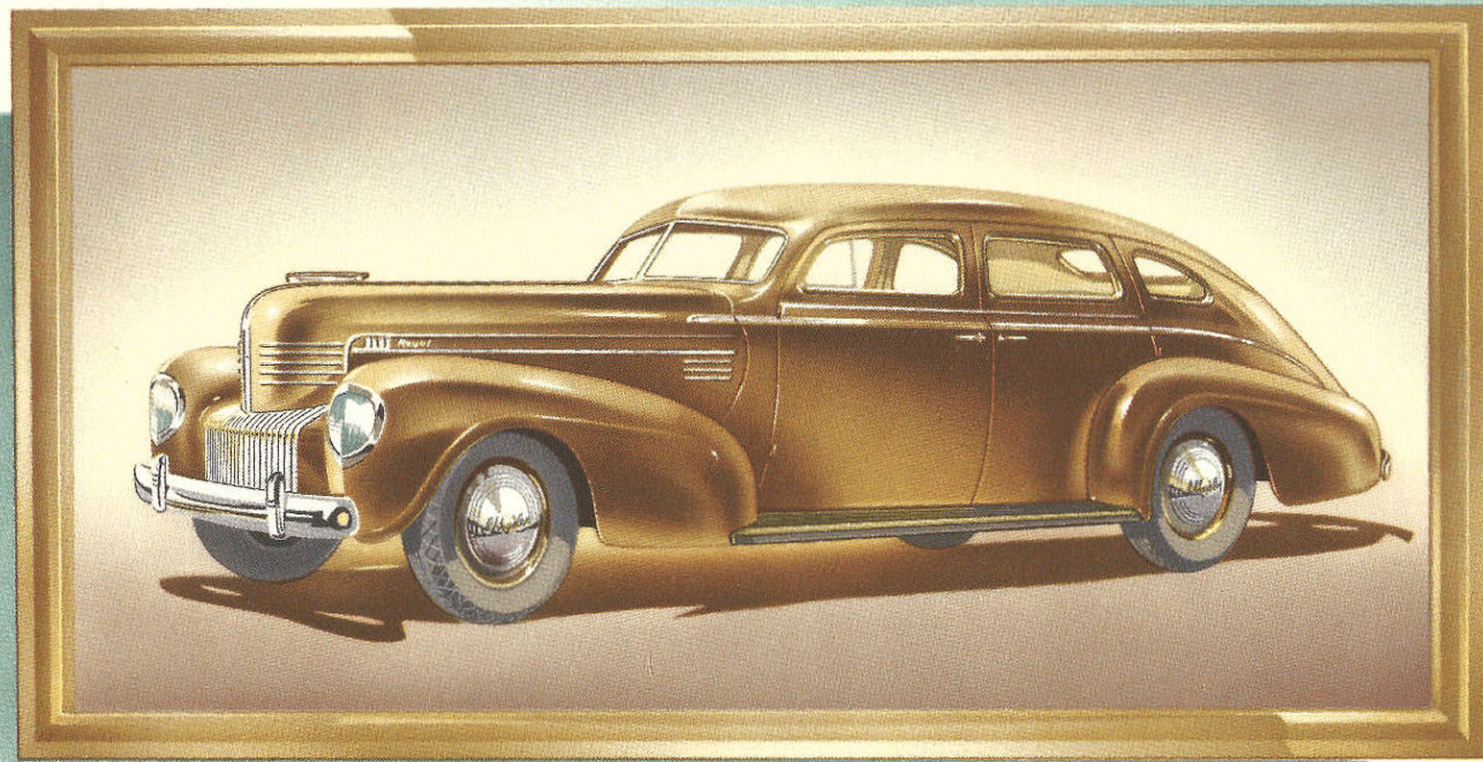
A careful study of this catalogue which indicates the advanced beauty, comfort, safety and mechanical features of Chrysler, will convince you that here is the outstanding car of 1939.

YORK MOTORS PTY. LTD., 101 WILLIAM STREET, SYDNEY, N.S.W.



#### THE CHRYSLER IMPERIAL 8 SEDAN

From the tip of its new, imposing radiator grille to the long sweeping "Beaver Tail," the Chrysler Imperial 8 is impressive, streamlined, beautifully designed. Interiors are roomy and luxuriously comfortable. The concealed luggage compartments are generously proportioned. No detail has been overlooked that might add to the appearance and comfort of this magnificent car.



#### THE CHRYSLER ROYAL 6 SEDAN

Every sweeping line of the Chrysler Royal expresses beauty and individuality. The new "Beaver Tail" continues the smooth flowing arc of the top down the back of the car, narrowing towards the bumper. The body is actually wider than is usual, giving a roomier, more comfortable interior. All Chrysler doors are fitted with rotary non-slam locks. Luggage compartments are spacious.



### VENTILATED CLUTCH.

Air is circulated in and out through screened openings, dispersing friction heat. The clutch is of the single plate dry disc type. Clutch slippage is eliminated.

### HYPOID REAR AXLE.

The rear axle is semi-floating with Hypoid drive gears. Adjustable tapered roller bearings give perfectly silent operation, and longer life. The axle housing is strong and rugged.

### EQUAL PRESSURE HYDRAULIC BRAKES.

The foot brakes are of the hydraulic four-wheel internal expanding and self-equalizing principle. Centrifuge brake drums are long-lasting, easier acting with a more sensitive brake action and lighter pedal pressure. Brake linings are greatly improved.

### "DUAL POWER" TRANSMISSION.

(See Specifications.)

Dual Power operates in conjunction with a new type of overdrive which goes into effect at comparatively low speeds (22-25 m.p.h.). It is simple and compact in construction and gives unbelievable amounts of new acceleration, new driving flexibility, new manoeuvrability, new economy and new safety. Because of the low speed at which the engine works while the overdrive is in operation, it gives more miles per gallon of fuel, reduced oil consumption and less engine wear. The transmission has the new blocker type synchro-mesh for its gears.

### NEW GEAR SHIFT.

The new steering wheel gear shift is still a direct manual gear change with the sequence of shifting similar to that of the conventional type. This new feature has many advantages, such as convenience, ease of operation, quick handling for safety and greatly added leg room in the front compartment. The gear lever is situated directly beneath the steering wheel, and is engineered into the column. There are no unsightly outside rods or connections.

### NEW HANDBRAKE POSITION.

Situated immediately under the dash board the new hand brake position is not only more convenient but allows a great deal more leg room in the front compartment.

### THE CHRYSLER ENGINE.

Chrysler Production Research Engineers have developed a new process of super-finish which protects every moving part of the Chrysler engine from wear. The Chrysler engine is of the L-head type, with famous Chrysler Floating Power mountings that entirely eliminate vibration. Full length water jackets and directional cooling provide better cooling and longer life. Manifolds are improved. Acceleration is more sensitive.

### GUIDE TO ILLUSTRATIONS ON BACK COVER

#### LUXURIOUS INTERIORS.

Chrysler interiors this year give an even greater sense of luxury and comfort. Seats are wide, deep and finely upholstered. Floors are flat and thickly carpeted and ventilation has reached a stage that approaches air-conditioning. Doors have the new non-slam rotary locks.

#### SPACIOUS LUGGAGE COMPARTMENT.

The long sweeping "Beaver Tail" back of the new Chrysler allows for a completely enclosed luggage compartment that is more spacious than usual.

#### DIRECT VISION INSTRUMENT PANEL.

The dash board is designed with direct vision instruments located directly in front of the driver's seat. A radio compartment is built into the panel as part of the design. The glove compartment is larger. The steering wheel is designed with attractive horn blowing ring.

#### IMPRESSIVE FRONT VIEW.

Chrysler for 1939 presents a bold front to the world, with an imposing radiator grille, aero-dynamic guards of a new type that enclose the headlights, and a "V" shaped windshield that enhances the streamlining. The newly designed cowl-vent is an important feature of Chrysler ventilation.

