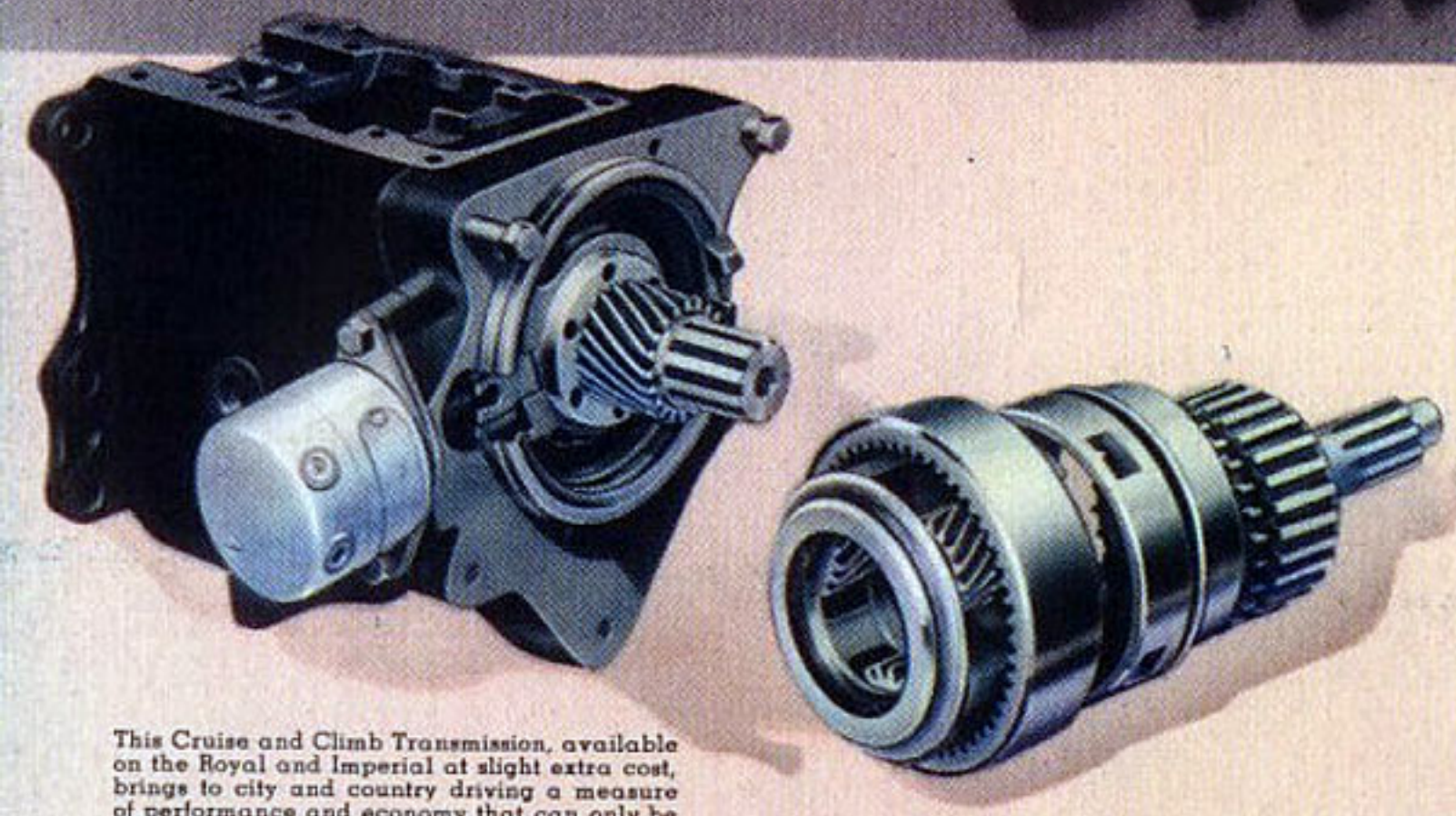
Chrysler

1939

Royal and Imperial

ENGINEERED FOR A NEW HIGH IN *Economy*



This Cruise and Climb Transmission, available on the Royal and Imperial at slight extra cost, brings to city and country driving a measure of performance and economy that can only be understood and appreciated by actual experience . . . it gives your engine one-third less work to do!

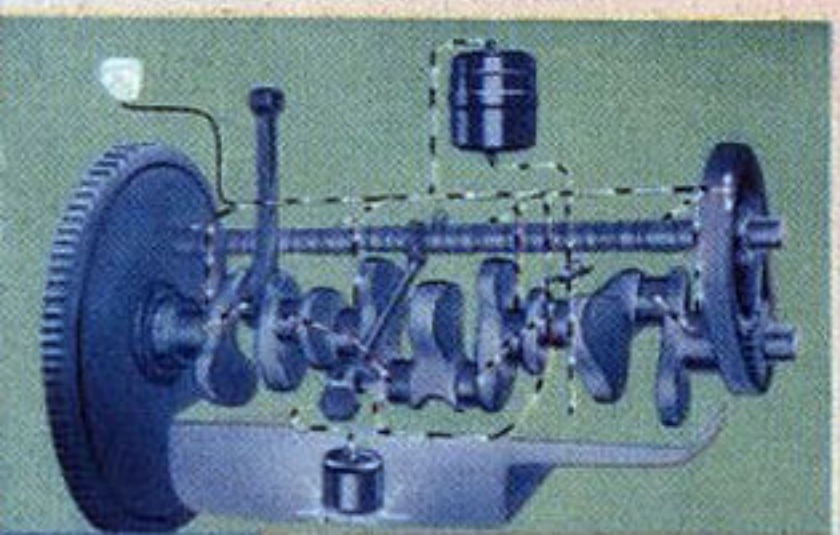
WHETHER you choose a Chrysler Royal or Imperial, you will experience an economy of operation and maintenance that will be a constant source of pleasant satisfaction for as long as you keep your car. You get the good things first from Chrysler—and chief among them is outstanding economy.

Chrysler's light weight, aluminum alloy pistons are astonishingly long wearing. They have a sapphire-hard surface due to a special "anodic" coating—and four rings are used to provide the best possible seal for oil and compression.

An ingenious application of the vacuum developed by the engine is used to automatically advance or retard the ignition spark, so that maximum efficiency and economy are present at all speeds. Manual regulation of the spark also is provided on the Imperial.

Chrysler engines provide full pressure lubrication . . . cylinder block and crankshaft are drilled, so that oil reaches all moving parts under controlled pressure to insure long life to carefully fitted bearing surfaces.

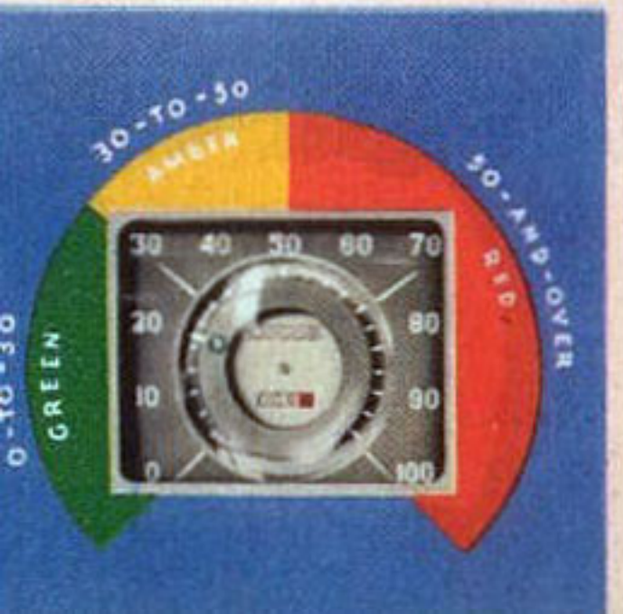
Exhaust valve seats are fitted with hard, wear-resisting inserts of steel. Many owners report 30,000 miles without the need for valve grinding.



CONTRIBUTING EVERY KNOWN FACTOR OF *Safety*

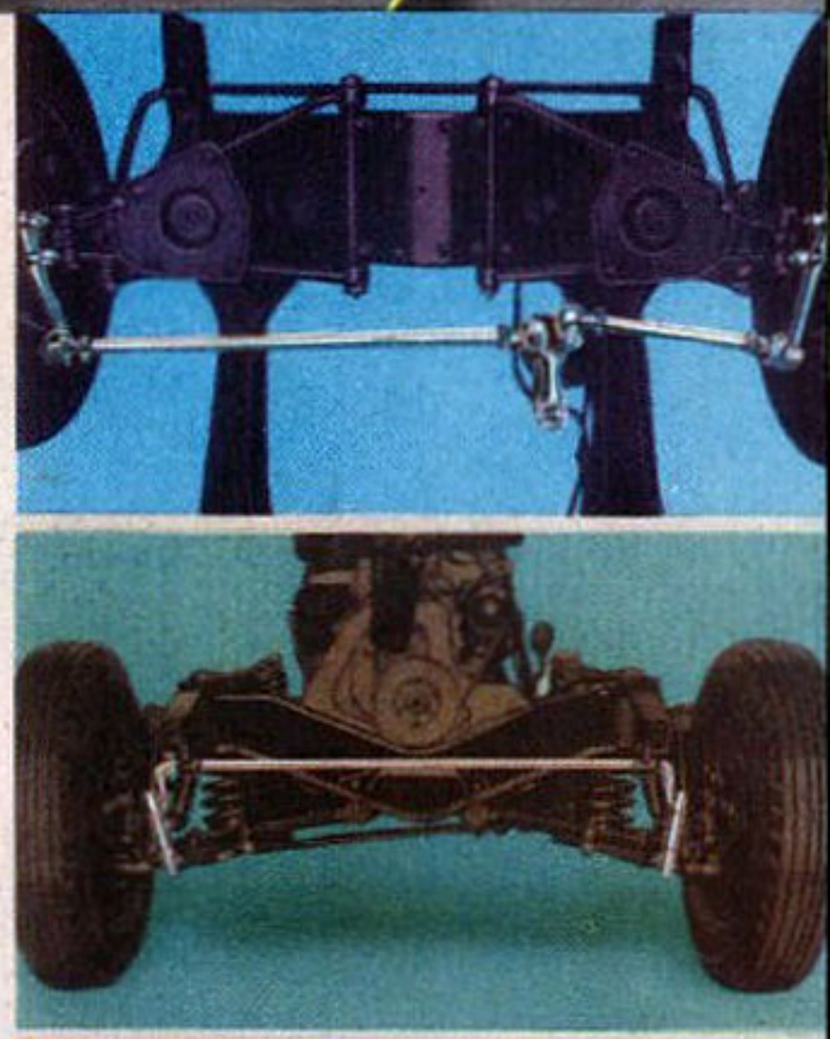
Every owner of a Chrysler Royal or Imperial drives with the comforting assurance that he is protected by the unmatched strength and safety of an all-steel body—steel welded to steel in an inseparable unit that provides solid permanence and maximum protection throughout the life of the car.

SAFETY long has been a paramount consideration with Chrysler Corporation engineers. They pioneered such recognized safety features as the all-steel body, hydraulic brakes, flush-type instrument panel and numerous others. Today's Chryslers again present important improvements to further safeguard the driver and those who ride with him.



The new safety speedometer displays a different color warning light for each of three speed ranges.

Chrysler's centrifuse brake drums present a cast iron braking surface which resists scoring and prolongs the life of linings. Fins on the steel casing aid in cooling.

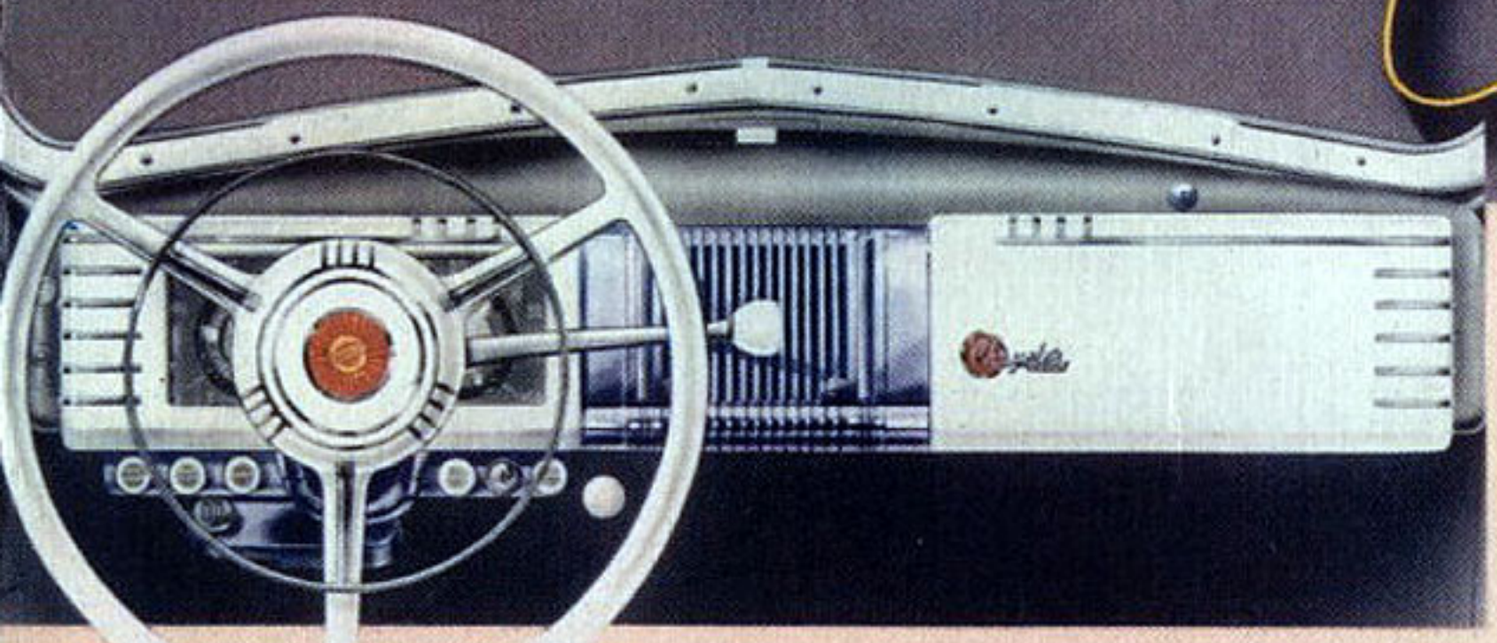


Top—Individual steering tie rods for each front wheel not only eliminate road shocks from the wheel, but insure safe, positive steering control on all road surfaces.

Center—Exceptional security and ease of handling on curves is assured by the ride stabilizer which tends to counteract sidesway. A second stabilizer bar is fitted at the rear on the Chrysler Imperial.

Bottom—Dual electric windshield wipers maintain a constant rate of oscillation entirely independent of the speed of the car. They move through an unusually wide arc, so that almost the entire windshield is cleared of rain or snow at each stroke.

DESIGNED FOR THE HIGHEST DEGREE OF *Comfort*

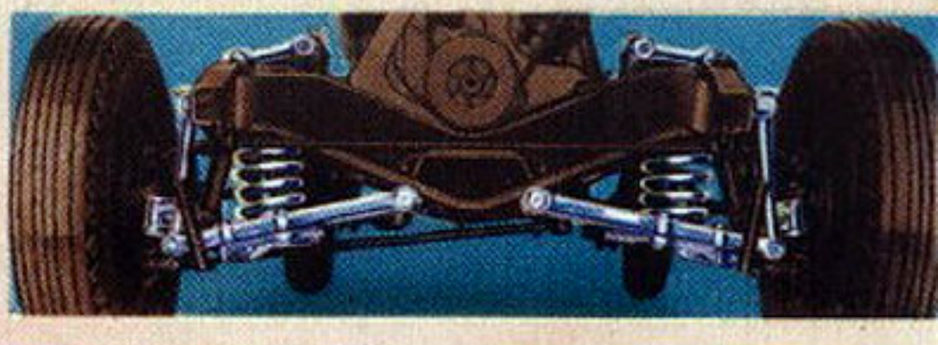


COMPLETE comfort in a motor car derives from a combination of many factors. Any car that offers only a compromise may seem comfortable to start with, but its shortcomings soon will become noticeable and annoying. You will suffer no disappointment on the score of comfort when you choose a new Chrysler Royal or Imperial—for these cars have real and lasting comfort features in abundance.

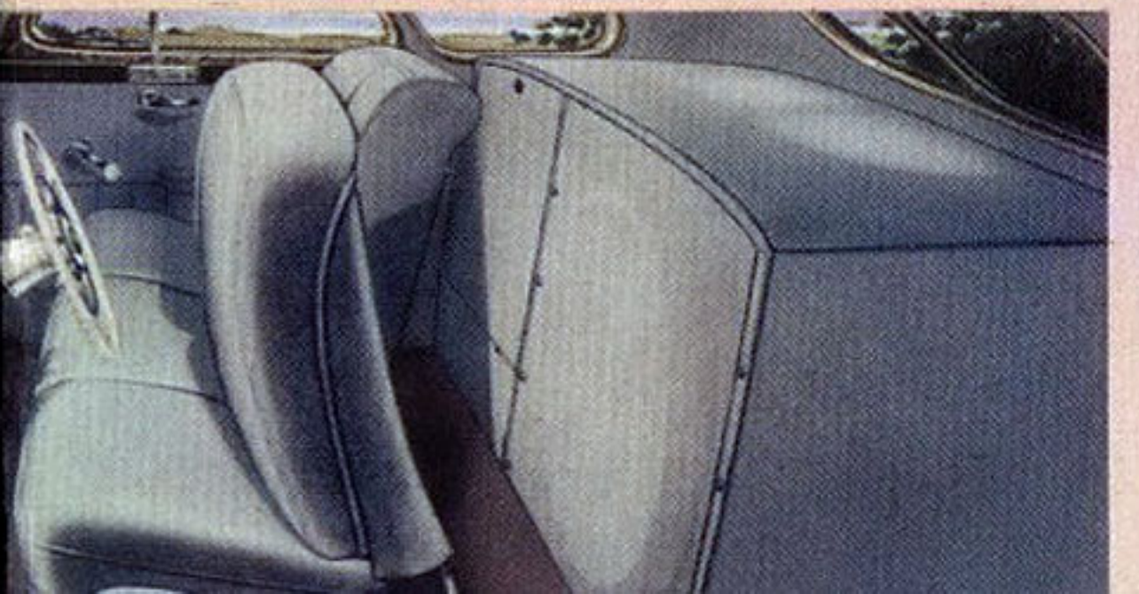
High on the list of comfort factors must be placed the new Chrysler Steering Wheel Gear Shift. The end of the lever is directly under the driver's right hand as it rests on the wheel, and shifting gears is reduced to a mere wrist motion.

Chrysler bodies are mounted on outriggers, fastened firmly to the frame, and equipped with live rubber bushings that prevent all metal-to-metal contact.

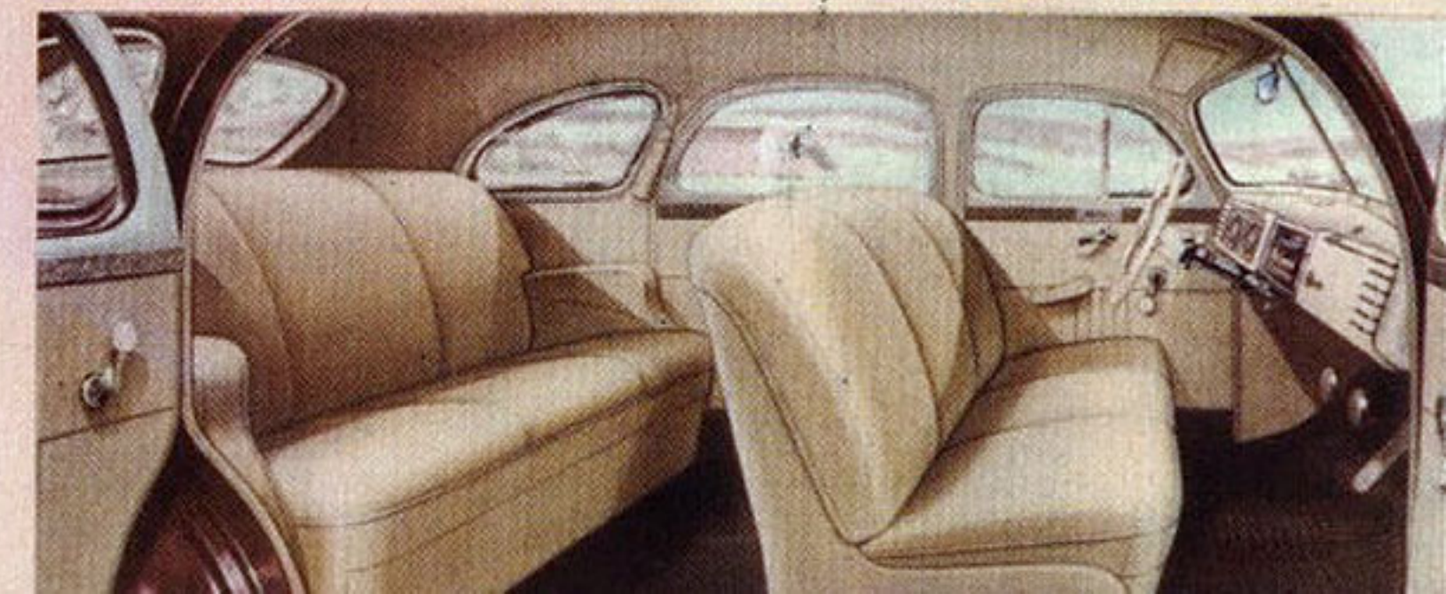
Independent front wheel suspension, cushions road shocks through large coil springs made of special "Amola" steel, to provide unusual strength and flexibility.

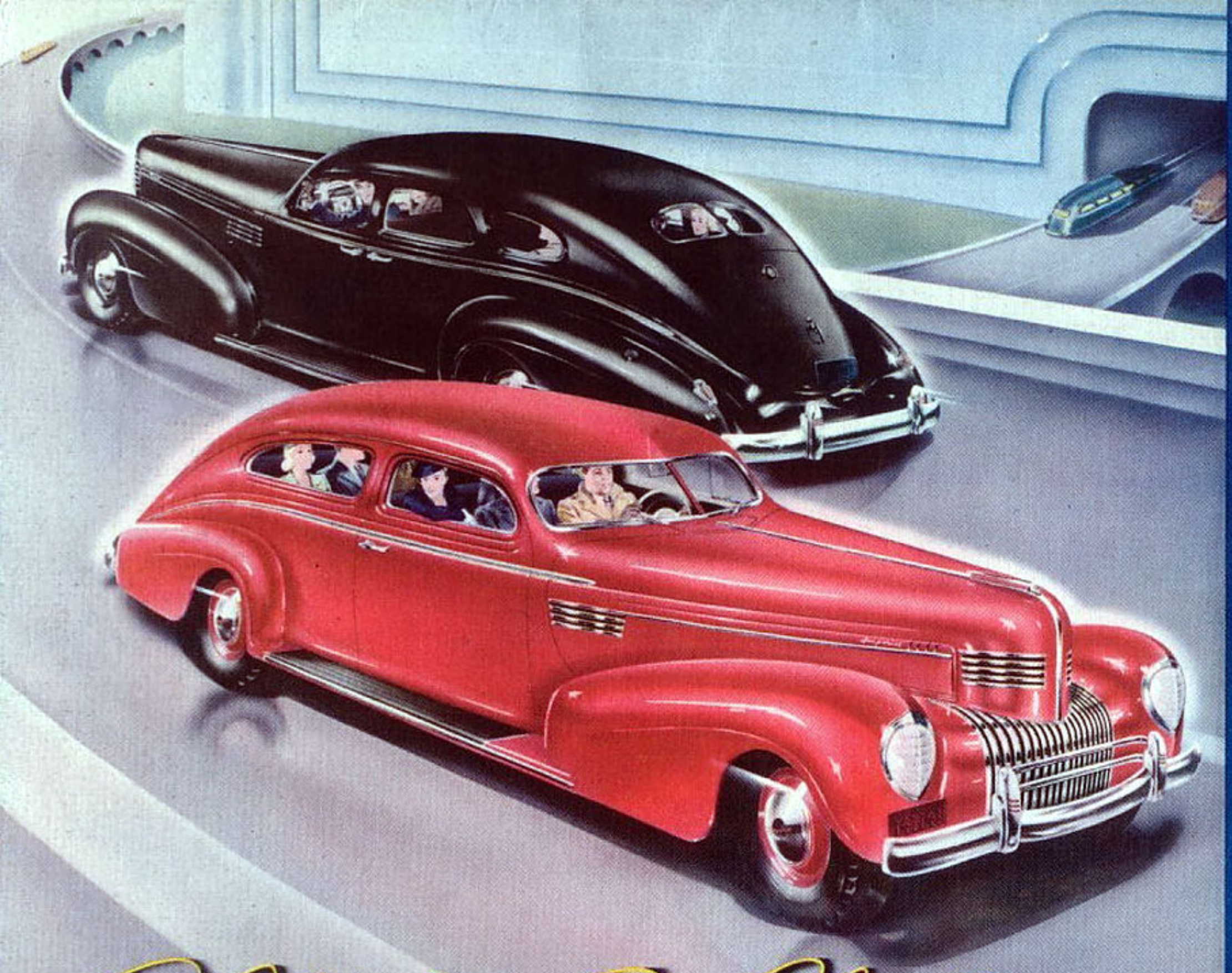


The spacious luggage locker in the Chrysler Business Coupe has convenient entry from the interior for small parcels, etc.



The interior of a Chrysler Royal or Imperial offers an irresistible invitation to enter and ride in relaxed comfort on deeply cushioned, chair-height seats. Here you will find true luxury in the best of taste.





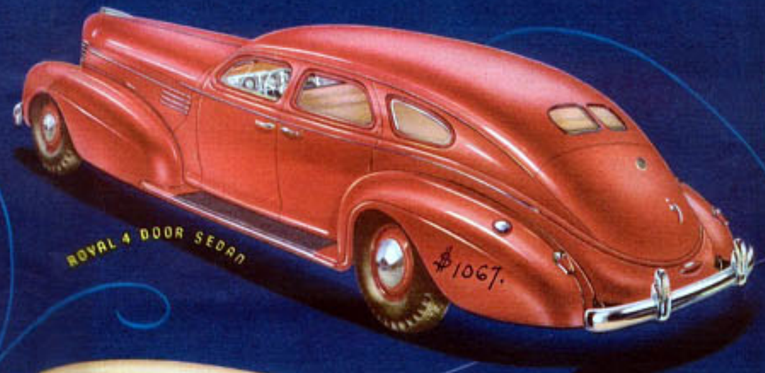
1939

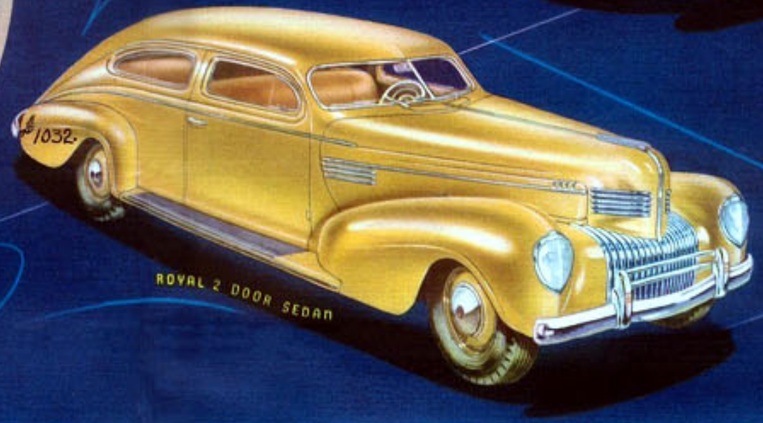
Be Modern - Buy Chrysler . . .

THE Chrysler

ROYAL

6 Cylinder Line





THE Chrysler

IMPERIAL

Imperial 8 Cylinder Line.

BE Modern

BUY CHRYSLER

SPECIFICATIONS

CHRYSLER *Royal*

SUSPENSION (Front) . . . independently sprung wheels.
AXLE (rear) . . . hypoid, semi-floating, pressed steel housing.
BODIES . . . Safety All Steel, insulated against noise and squeaks.
BRAKES (Service). Chrysler four-wheel hydraulic internal expanding with 11" centrifuse drums. Total contact area per car 155½ sq. in.
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. Driven disc faced with compressed woven asbestos.
COOLING SYSTEM . . . water circulated by centrifugal pump. Thermostatic water control. Fin and tube radiator core.
CRANKSHAFT . . . balanced and counterweighted. Supported on four babbitt-lined steel main bearings.
ENGINE . . . L-head, six cylinders, 4 cycle. Bore 3⅜", stroke 4½" A. M. A. horsepower 27.34, developed horsepower at 3600 r.p.m. 100. Piston displacement 241.5 cu. in. Suspension, Floating Power, Firing order 1-5-3-6-2-4. Four bearing crankshaft. Four bearing silent chain driven camshaft. Exhaust valve seat insert special alloy. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Pump located right side of crankcase. Oil capacity five quarts. Pressure gauge on dash. Level indicator on left side of crankcase.
ELECTRICAL SYSTEM . . . shunt type generator with full voltage and current regulation. Solenoid positive shift starter 6-volt type. Battery 15-plate, 119 ampere hours capacity. Single wire system. Solar spark ignition. Automatic spark advance with speed and vaccum control.
FRAME . . . exceptionally rigid double drop X girder truss type.
FUEL SYSTEM . . . carburetor plain tube down draft with automatic manifold heat control and integral air cleaner and intake silencer. Fuel pump. Fuel tank capacity 18 gallons. (14.9 Imperial gallons.)
PISTONS . . . aluminum alloy—U-slot cam ground. Two compression and two oil rings per piston.
SHOCK ABSORBERS . . . hydraulic—double-acting aero-type front and rear.
SPRINGS (Front) . . . independent "Amola" steel coil. (Rear) "Amola" steel semi-elliptic with tapered leaf ends. Length 53⅜". Number of leaves 9. Silent "U" thread type shackles on rear of rear springs. Rubber bushings on front of rear springs.
STEERING GEAR . . semi-irreversible worm and roller type. 18.2 to 1.
TIRES . . . air wheel, non-skid tread. Size 6.25 x 16.
TRANSMISSION . . . syncro silent transmission. Helical gears throughout. Gear shift lever mounted on steering column under steering wheel.
WHEELBASE . . . 119". Over-all length with bumpers 201 1/16".

CHRYSLER *Imperial*

SUSPENSION . . . independently sprung wheels.
AXLE (Rear) . . . hypoid, semi-floating pressed steel housing.
BODIES (Safety All Steel) . . . insulated against noise and squeaks.
BRAKES (Service). Chrysler four-wheel hydraulic internal expanding with 12" centrifuse drums. Braking contact area 201 sq. in.
BRAKES (Parking) . . . external contracting on cast iron drum on propeller shaft. (Hand lever under left end of instrument panel.)
CLUTCH . . . fully ventilated single dry plate, driven disc with asbestos facing. Torque cushioned by special springs.
COOLING SYSTEM . . . water circulated by centrifugal pump. Thermostatic water control. Fin and tube type core.
CRANKSHAFT . . . balanced and counterweighted. Supported on five steel backed babbitt-lined main bearings. Vibration damper.
ENGINE . . . L-head, eight cylinders, water cooled, four cycle; bore 3¼", stroke 4⅜" A.M.A. horsepower 33.80; developed horsepower at 3400 r.p.m. 135; piston displacement 323.5 cu. in. Suspension; patented Floating Power. Firing order 1-6-2-5-8-3-7-4. Full pressure lubrication to all crankshaft, camshaft, and connecting rod bearings. Oil capacity six quarts.
ELECTRICAL SYSTEM . . . shunt type generator with full voltage and current regulation. Battery 17-plate, 6 volt, 136 ampere hour capacity. Solar spark ignition. Automatic spark advance, speed and vacuum control.
FRAME . . . exceptionally rigid, double drop and girder truss type.
FUEL SYSTEM . . . dual downdraft carburetor equipped with automatic choke and integral air cleaner and intake silencer. Fuel pump. Fuel tank capacity 21 gallons. (17.5 Imperial gallons.)
PISTONS . . . aluminum alloy U-slot cam ground. Two compression and two oil rings per piston.
SHOCK ABSORBERS . . . Aero-type hydraulic double acting.
SPRINGS (Front) . . . "Amola" steel coil. (Rear) Semi-elliptic with tapered leaf ends—11 leaves—length 53⅜" metal covered. Silent "U" type shackles, rubber bushings on front end of rear springs.
STEERING GEAR . . semi-irreversible worm and roller type. 20.25 to 1.
TIRES . . . Air Wheel—non-skid tread. Size 7.00 x 16.
TRANSMISSION . . . silent syncro mesh helical type gears throughout. Gear shift lever mounted on steering column under steering wheel.
WHEELBASE . . . 125". Over-all length with bumpers 207 1/16".

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.