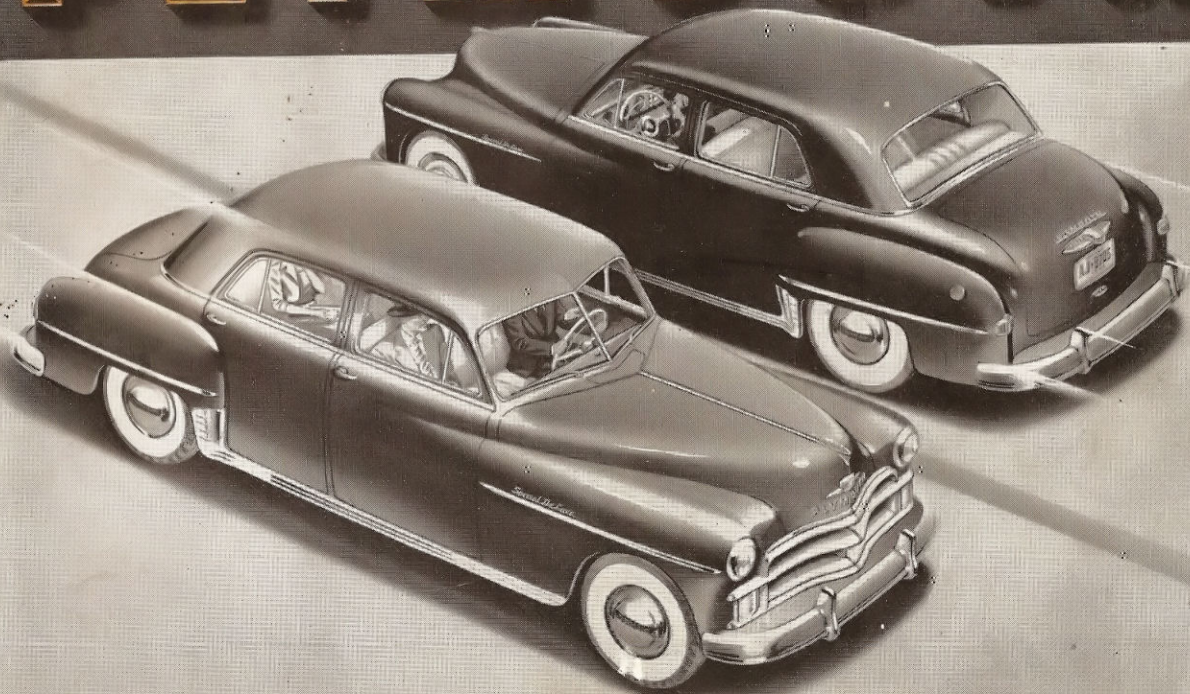


PLYMOUTH





The Beautifully New Plymouth

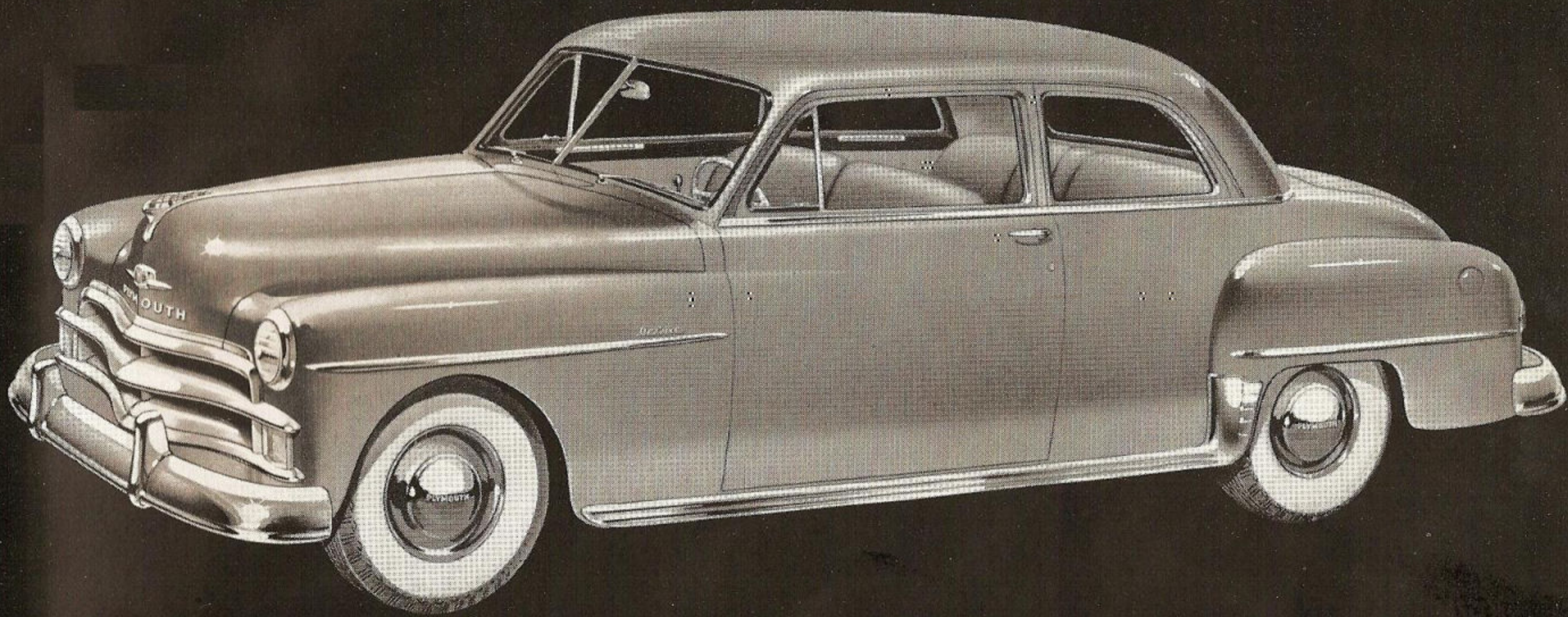
You get a real thrill when you see the beautifully new Plymouths—longer, lower, and smarter looking with their sleek, flowing lines . . . more massive in appearance with the brilliantly styled new Plymouth front end.

But there's a second, and perhaps even a bigger thrill in store for you—when you take the wheel! You turn the ignition key . . . the engine starts; and from that moment on, the magic of

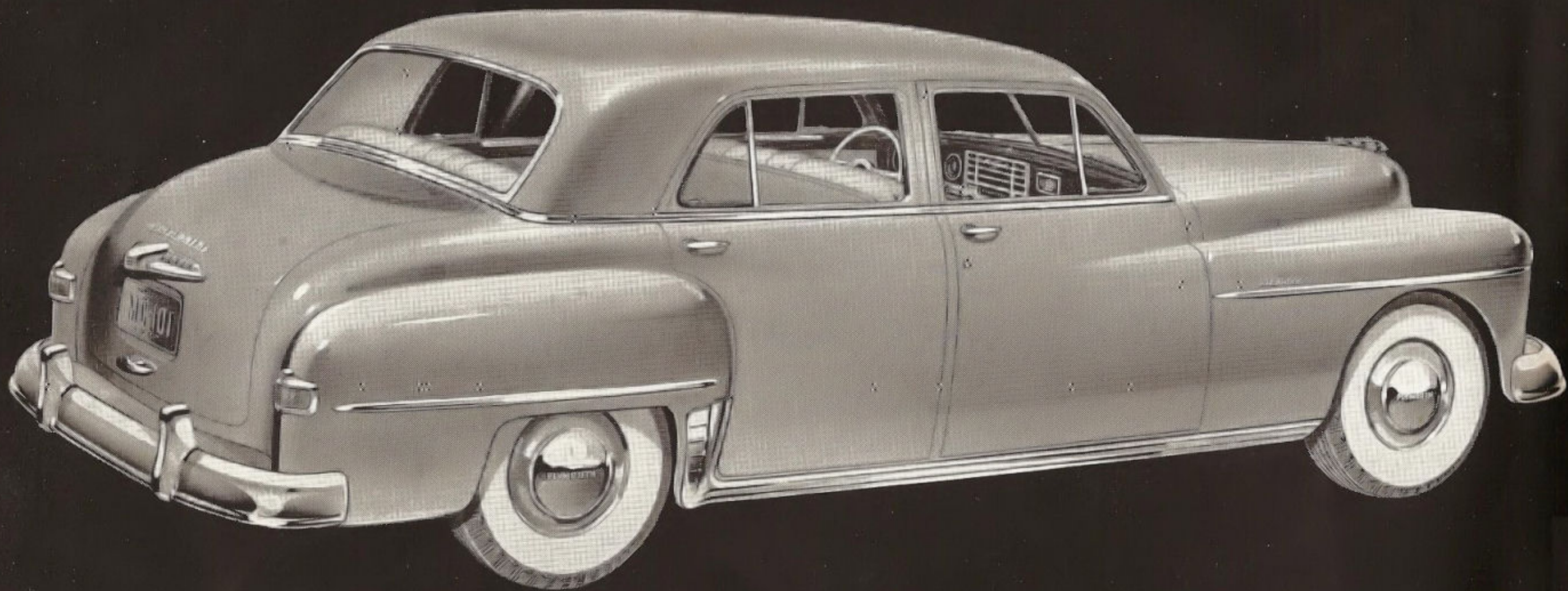
great engineering is wonderfully apparent. Here is a new Plymouth that rides and handles like cars

costing hundreds of dollars more. No wonder this brilliant new Plymouth is the car that likes

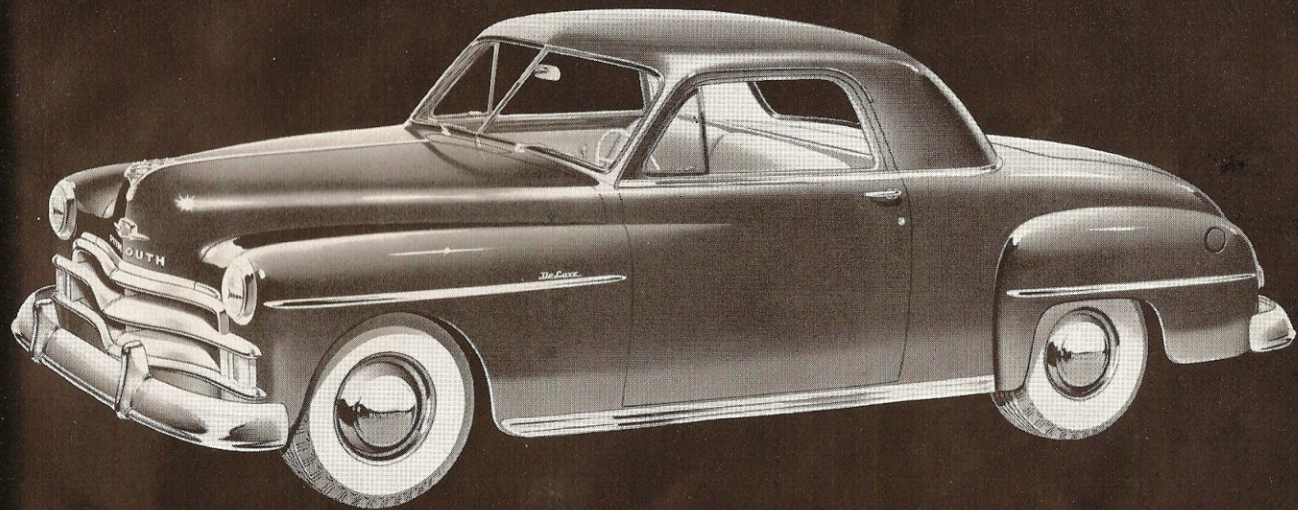
to be compared.



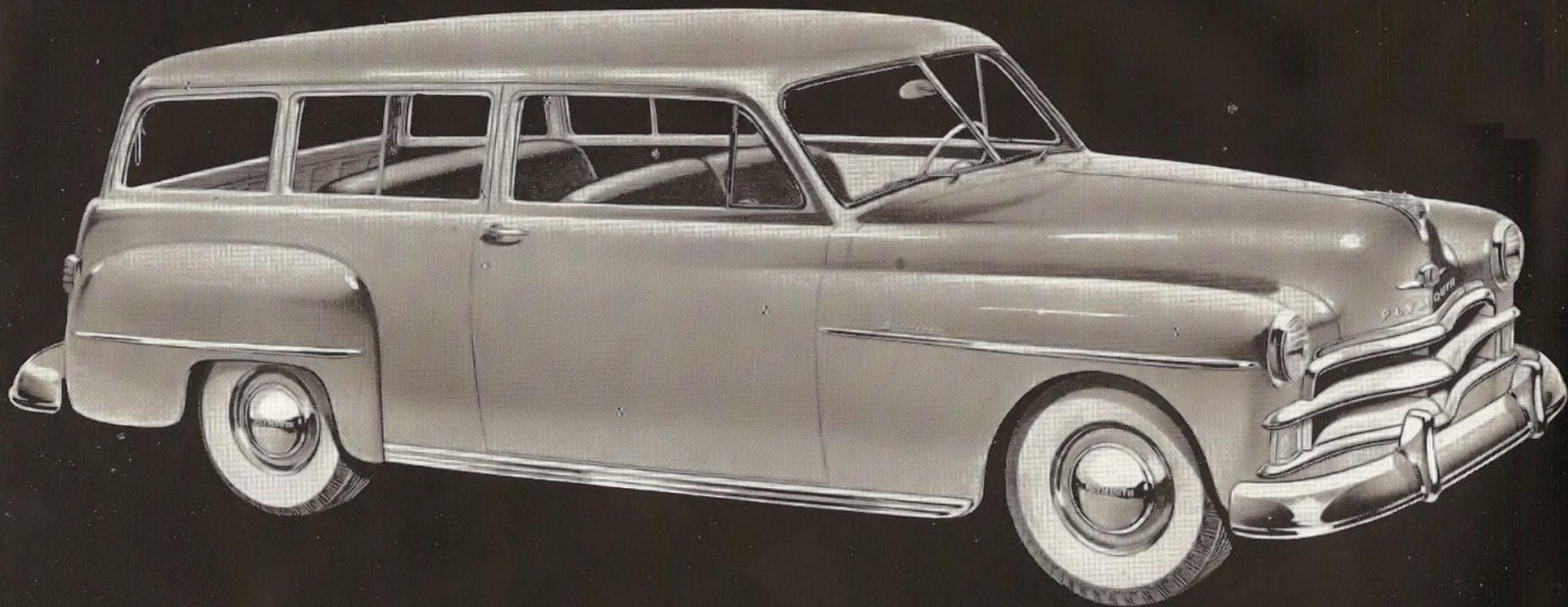
D E L U X E C L U B C O U P E



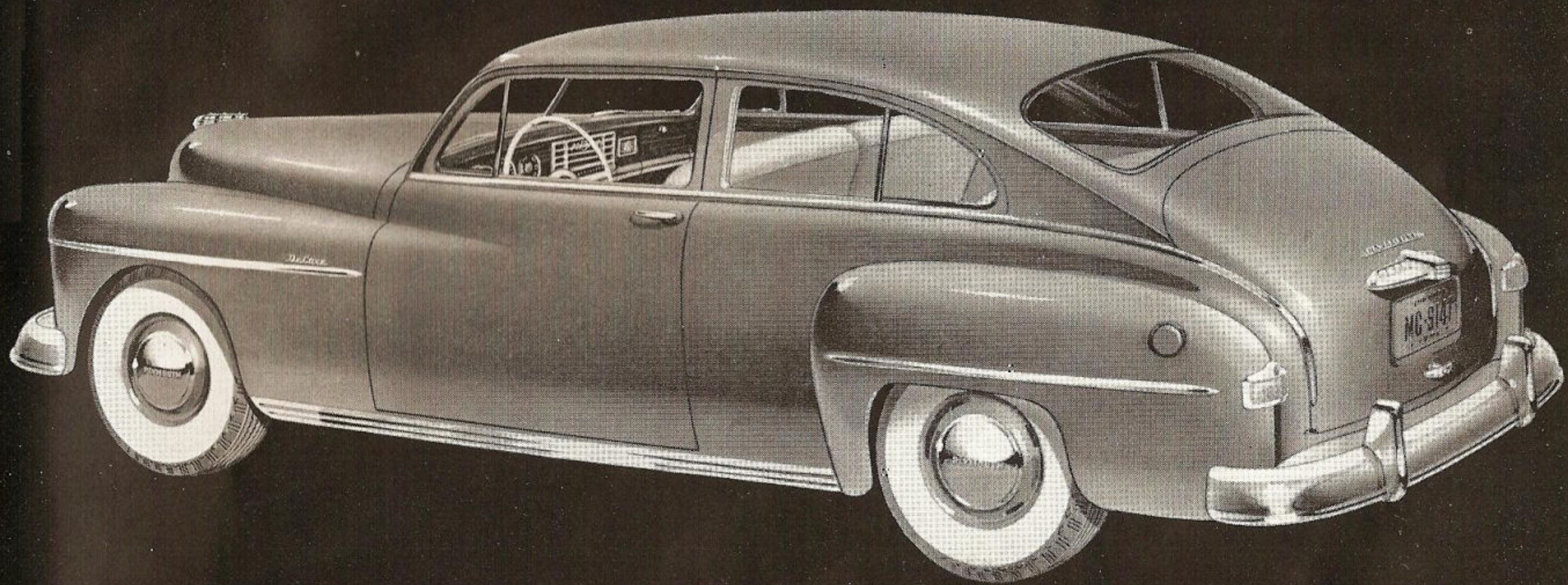
D E L U X E F O U R D O O R S E D A N



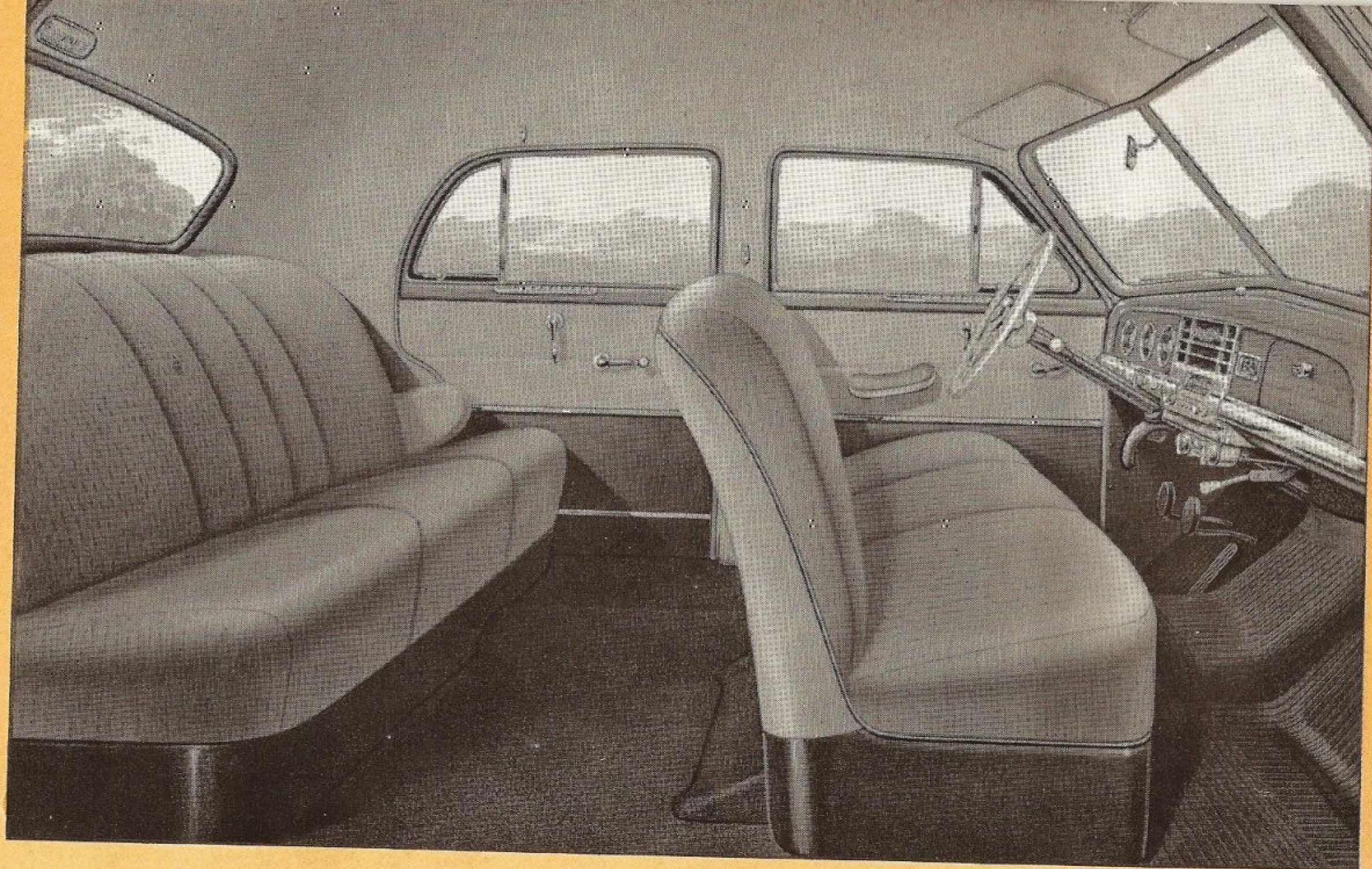
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D E L U X E A L L - M E T A L S U B U R B A N



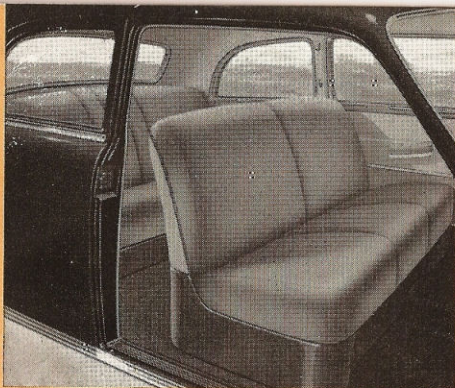
D E L U X E T W O D O O R S E D A N



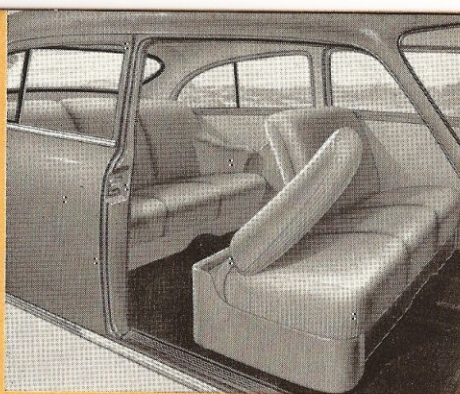
Plymouth interiors are packed with extra values you can see and feel the moment you're inside. You'll be amazed that a low-priced car can offer rich upholstery like this, so many superb appoint-

INTERIOR SPECIAL DE LUXE FOUR-DOOR SEDAN

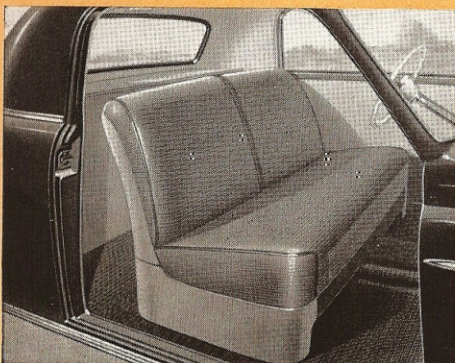
ments, and *so much room!* The new Plymouth, like all Plymouths, has been built on a common sense basis; brilliant styling has been achieved without sacrificing a cubic inch of comfortable roominess.



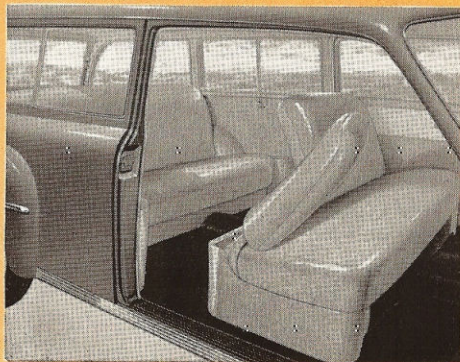
INTERIOR SPECIAL DELUXE CLUB COUPE



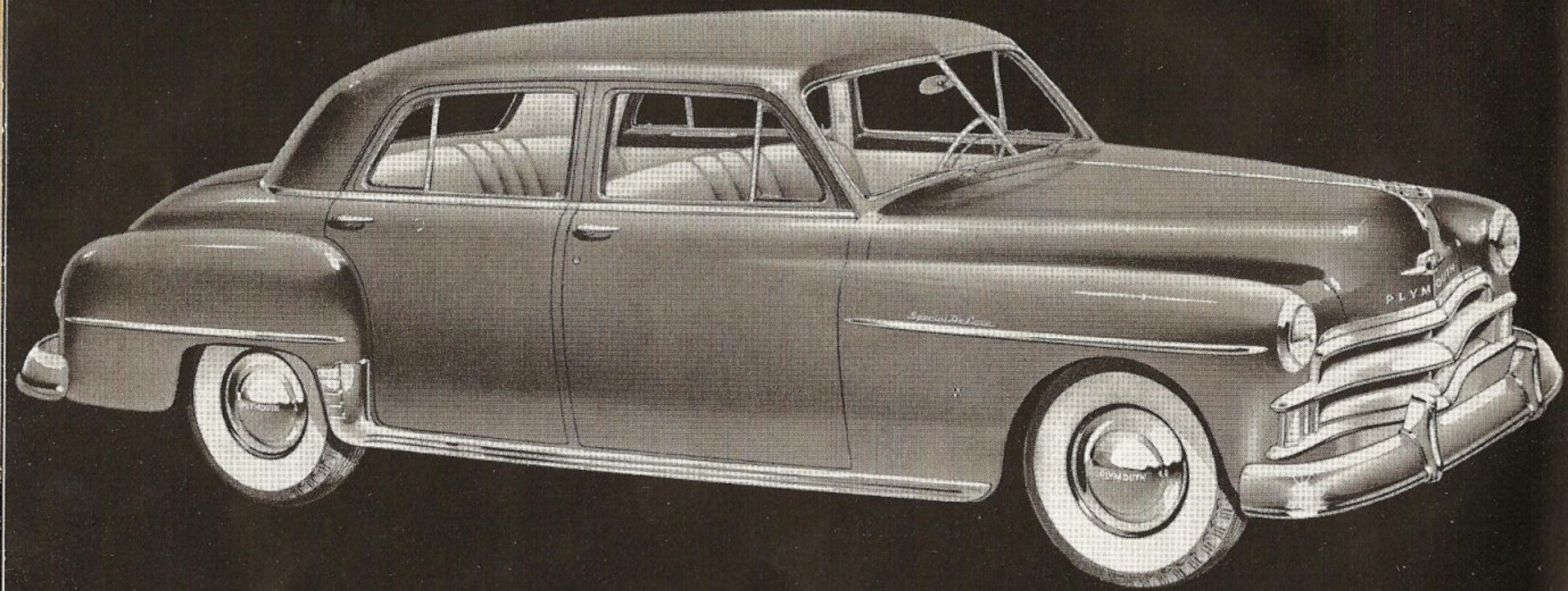
INTERIOR DELUXE TWO-DOOR SEDAN



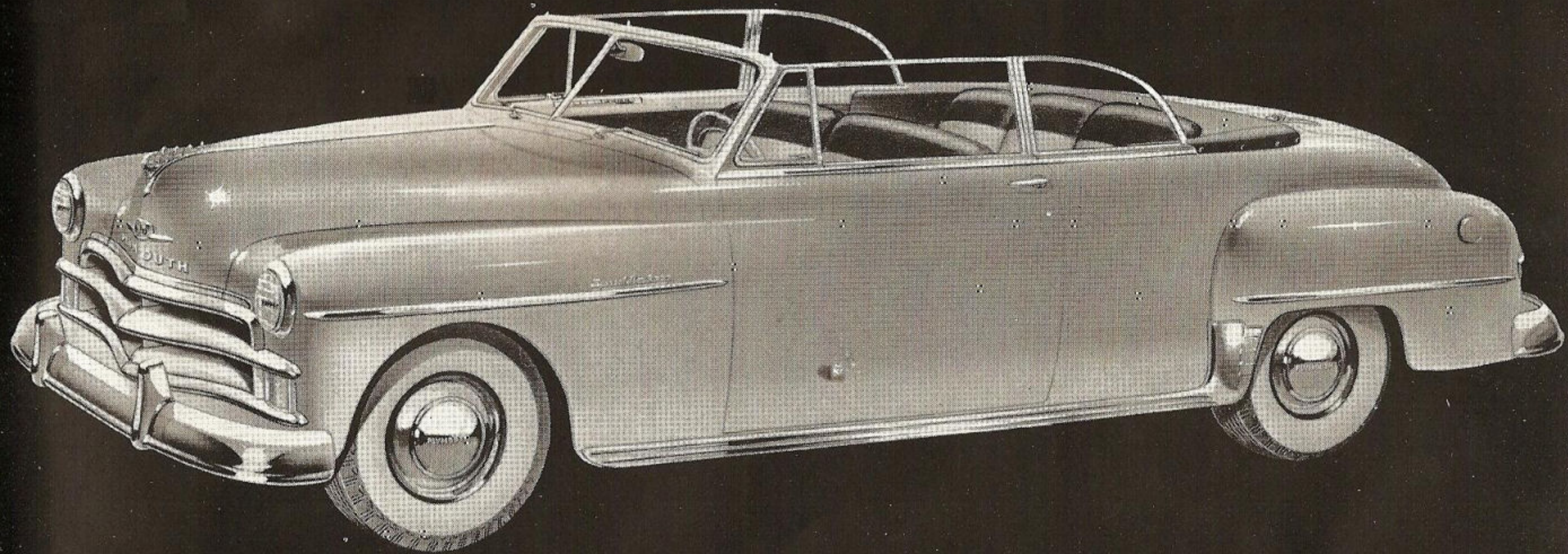
INTERIOR DELUXE THREE-PASSENGER COUPE



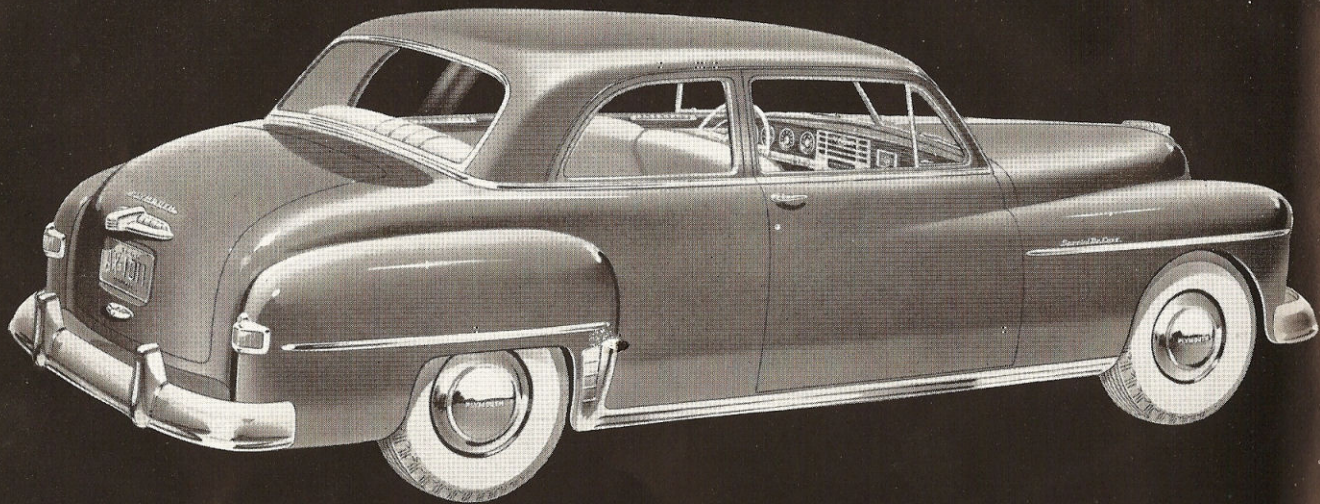
INTERIOR ALL-METAL SUBURBAN



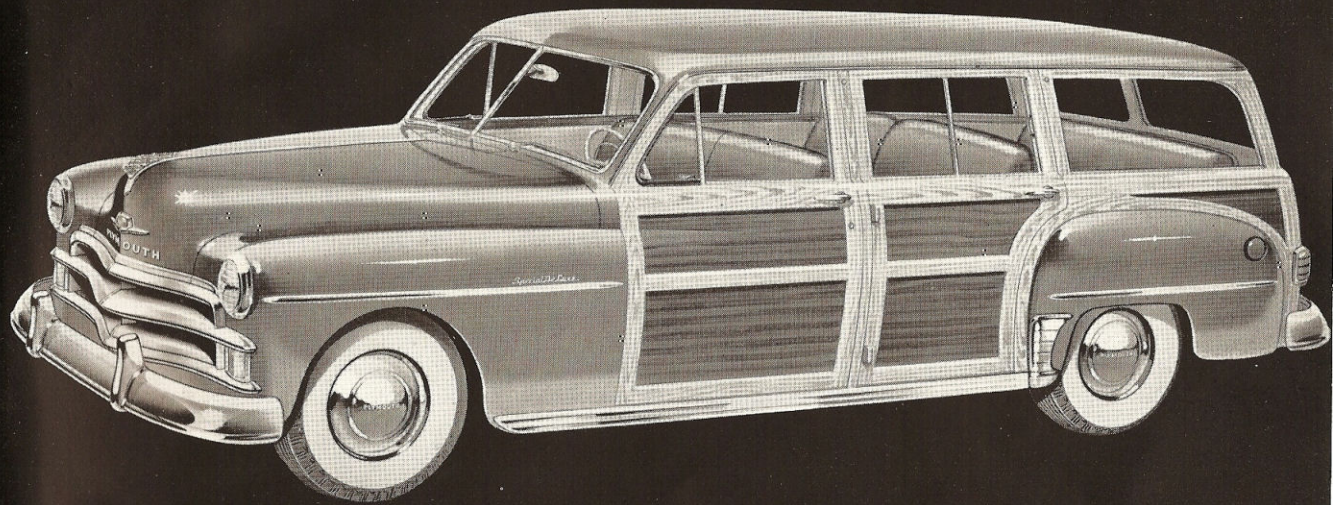
S P E C I A L D E L U X E F O U R D O O R S E D A N



S P E C I A L D E L U X E C O N V E R T I B L E C L U B C O U P E

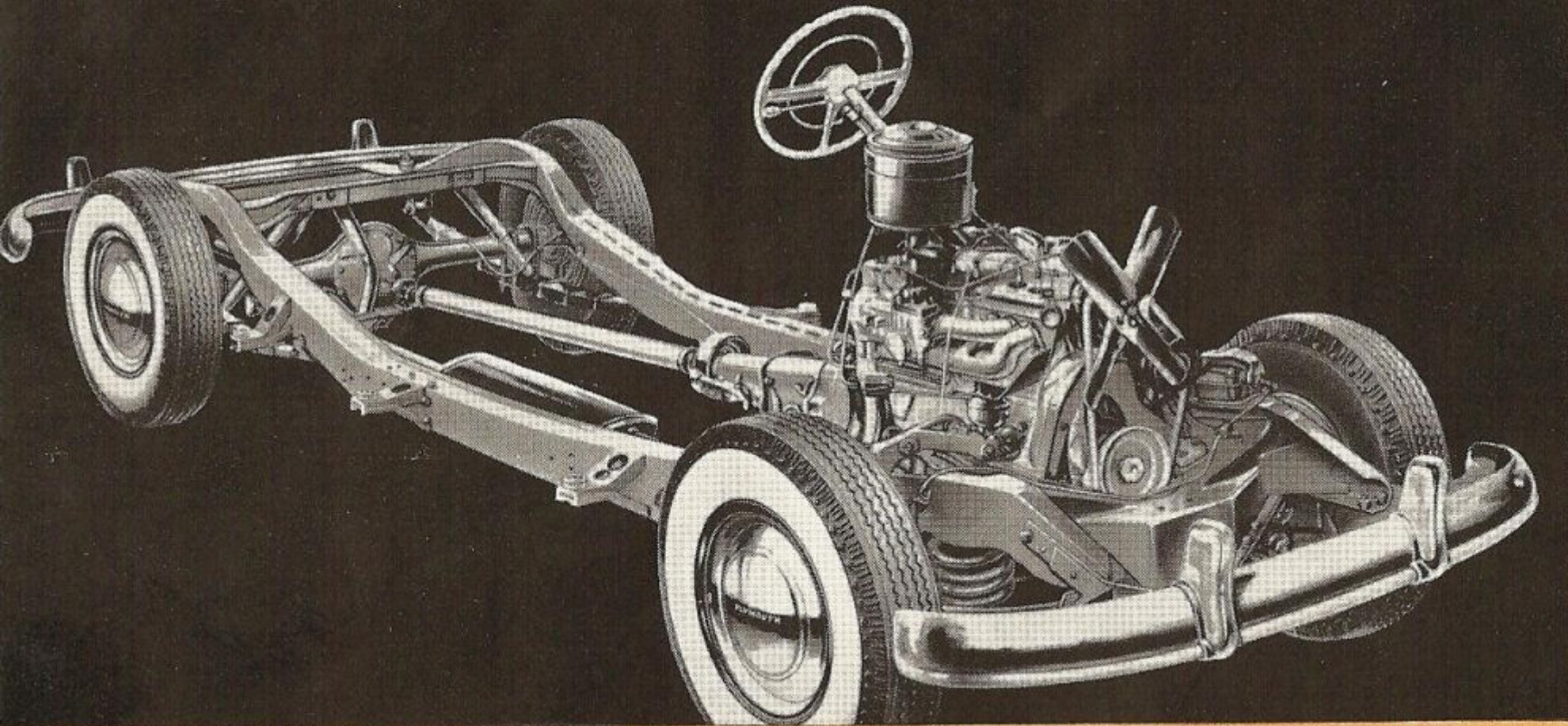


S P E C I A L D E L U X E C L U B C O U P E



S P E C I A L D E L U X E S T A T I O N W A G O N

Packed with Value . . . and ready to Prove it!



The more you know about the new Plymouth . . . and the more you drive it . . . the more convinced you are that not all the beauty is on the surface! Underneath the gleaming exterior are many outstanding mechanical features. You can't see them all, but you can *feel* them in

action, and they make you say, "Here's beauty in more ways than one!" Just compare the features listed on the right with those found in any other car regardless of price—then judge which car gives you—feature for feature—dollar for dollar—the greatest VALUE.

SPECIAL DE LUXE CHASSIS FEATURES

HOTCHKISS DRIVE
"SEA LEG" REAR SHOCK ABSORBERS
TAPERED ROLLER DIFFERENTIAL BEARINGS
OILITE GASOLINE FILTER
HYPOID REAR AXLE
TAPERED LEAF REAR SPRINGS
INDEPENDENT HAND BRAKE
SAFE-GUARD HYDRAULIC BRAKES
IGNITION KEY STARTING
THEFT-PROOF IGNITION CABLE
OIL BATH AIR CLEANER
MANIFOLD HEAT CONTROL
ELECTRIC AUTOMATIC CHOKE
DUAL AUTOMATIC SPARK CONTROL
RESISTOR TYPE SPARK PLUGS
97 HORSEPOWER L-HEAD ENGINE
FLOATING POWER ENGINE MOUNTINGS
SILENT CHAIN-DRIVEN CAMSHAFT
EXHAUST VALVE SEAT INSERTS
MICRONIC OIL FILTER
FULL-PRESSURE LUBRICATION
FOUR RINGS PER PISTON
CHROME TOP RING
FLOATING-TYPE OIL INTAKE
SPLASH PROOF DISTRIBUTOR
HIGH CAPACITY FUEL PUMP
ALUMINUM ALLOY PISTONS
ROAD SPLASH ENGINE SHIELDS
RIGID BOX TYPE FRAME
RUBBER BODY MOUNTINGS
AMOLA STEEL FRONT COIL SPRINGS
SWAY ELIMINATOR
SHOCK PROOF STEERING
SAFETY-RIM WHEELS
SUPER-CUSHION TIRES

Specifications

ENGINE—Six Cylinder "L" Head. Aluminum alloy pistons—97 H.P. at 3600 R.P.M. Bore and stroke $3\frac{1}{4}$ x $4\frac{3}{8}$ inches. Piston displacement 217.8 cu. in. Taxable H. P. 25.35.

WHEELBASE—All Special DeLuxe Models (P-20), 118 $\frac{1}{2}$ inches. DeLuxe Models (P-20), 4-Door Sedan—Club Coupe, 118 $\frac{1}{2}$ inches. DeLuxe Models (P-19), 3-Passenger Coupe—2-Door Sedan and Suburban 111 inches. Tread: front, $55\frac{7}{16}$ inches; rear, $58\frac{7}{16}$ inches.

BRAKES—Safe-Guard hydraulic, internal expanding. Twin cylinder type in front—10 inch drums—brake lining contact area 158 sq. in. Parking brake hand operated, independent of all others—one piece lining— $33\frac{3}{8}$ sq. in. braking area.

LUBRICATION—Full pressure to main, lower connecting rods and camshaft bearings—Floating-type oil intake, Crankcase capacity 5 quarts.

BATTERY—6 Volt, 15 plate, 100 ampere-hour capacity.

PROPELLER SHAFT—Tubular, $2\frac{3}{4}$ inch diameter. Two roller bearing universal joints.

TIRES—Super Cushion, mounted on Safety-Rim Wheels. Rim width, $4\frac{1}{2}$ inches. Special DeLuxe and DeLuxe (P-20), 6.70 x 15. DeLuxe (P-19), 6.40 x 15.

CRANKSHAFT—Four removable precision-type main bearings.

CAMSHAFT—Silent chain driven.

FUEL SYSTEM—17 gallon gasoline tank with Oilite self-cleaning filter. Down-draft carburetor, oil bath air cleaner. Automatic Choke.

COOLING—Pump actuated circulation. Oilite Bronze bearing front and rear of pump. Full-length water jacket. Four blade, 17-inch fan. Cooling system water capacity is $3\frac{3}{4}$ gallons.

STEERING—Worm and Roller type. Wheel diameter, $17\frac{1}{2}$ inches.

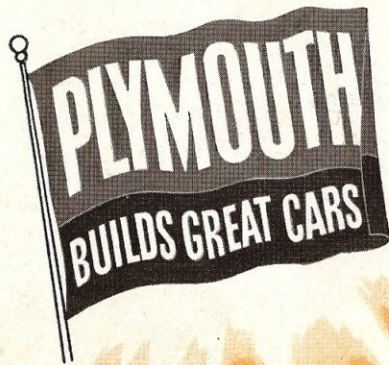
SPRINGS—Front, Amola Coil Steel independently sprung. Rear, Semi-elliptic Amola Steel, $53\frac{5}{8}$ inches long and $1\frac{3}{4}$ inches wide, with metal covers.

SHOCK ABSORBERS—Hydraulic, double-acting, telescopic, 1 inch Piston.

REAR AXLE—Silent Hypoid-Semi-floating with Amola steel gears. Gear ratio (P-20), 3.9 to 1; (P-19), 3.73 to 1; Station Wagon 4.1 to 1. Lubricant capacity $3\frac{1}{4}$ pints.

CLUTCH—Single plate, dry, ventilated.

TRANSMISSION—Standard three speeds forward and reverse. Gearshift, remote control manual operation on steering column. Synchro-silent all helical gears with synchronous meshing second and third gears. Lubricant capacity $2\frac{3}{4}$ pints.



PLYMOUTH

BUILDS GREAT CARS