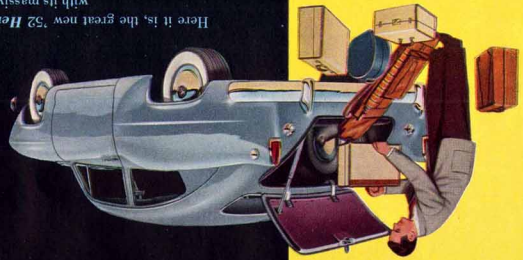
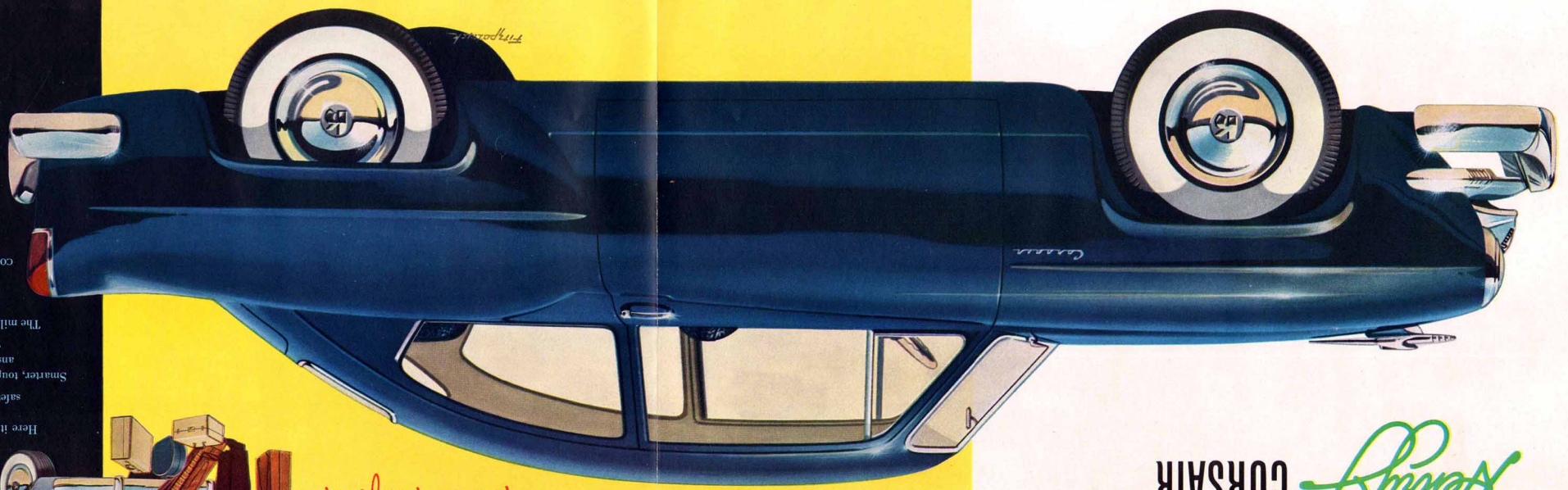


PS. and a penny for a wide driver's ft!

Here it is, the great new '52 Henry J Corsair—with its massive front grille and its safety-engineered all-direction tail lights. Smarter, tougher, thrifter than ever, it's your perfect answer to today's high cost of motoring—combined with complete comfort, style and durability! The millions of miles travelled by Henry J cars since their introduction in 1950 have proved the claims made in their behalf. Today in the new, advanced Henry J Corsair for '52 you'll find even greater proof that it's America's No. 1 Buy!



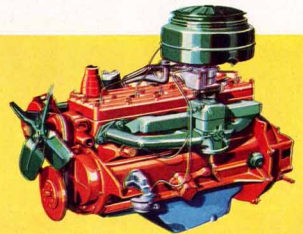
Proven Smartest
Proven Toughest
Proven Thriftest



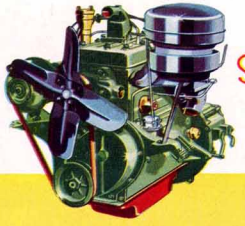
Henry J
CORSAIR

NEW '52

Better built



Supersonic 6



Supersonic 4

The Henry J's improved L-head 4-cylinder 68-horsepower Supersonic Engine is a masterpiece of precision engineering—one of the most thoroughly tested engines today, both in the laboratory and on the road! Its high compression ratio produces sparkling performance with gasoline economy that continues to delight and amaze. Fewer spark plugs, fewer valves to grind, fewer repair bills to pay!

NEW '52

Henry J

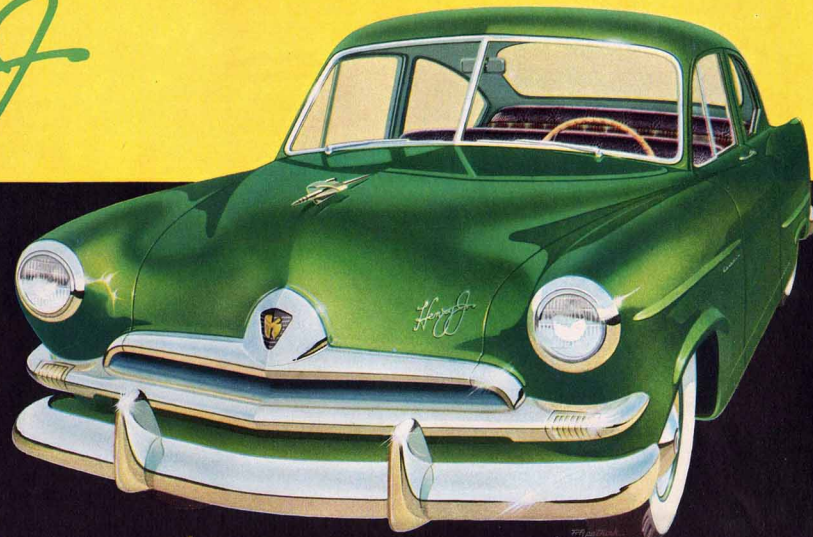
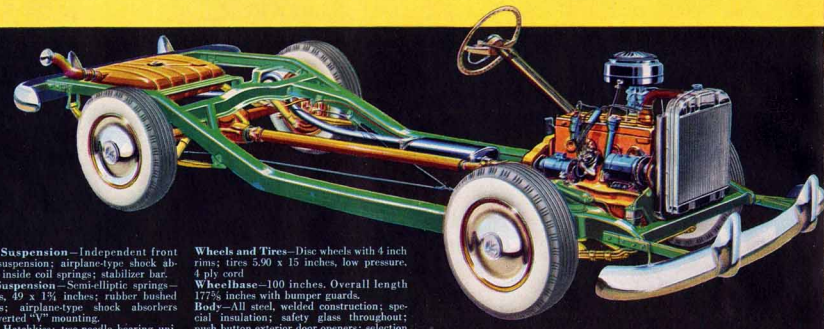
1952 SPECIFICATIONS

Supersonic 4-Cylinder L-Head Engine—Bore 3 3/8 inches, stroke 4 3/8 inches; brake horsepower 68 at 4000 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons; two compression and one oil control ring. Full pressure lubrication.
Supersonic 6-Cylinder L-Head Engine—Bore 3 3/8 inches, stroke 3 1/2 inches; brake horsepower 80 at 3800 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons; two compression and one oil control ring. Full pressure lubrication.
Fuel System—Downdraft carburetor, automatic manifold heat control; air cleaner; mechanical fuel pump; 13 gallon gasoline tank.
Cooling System—Cellular radiator core, system capacity—4 cylinder 10.8 quarts, 6 cylinder 9 quarts, plus 1 quart for heater; full length water jackets; ball-bearing water pump.
Clutch—Single, dry-plate type; 8 1/2 inch diameter; ball throwout bearing.
Transmission—Synchronized, helically cut gears.
Overdrive—Available at extra cost. Reduces engine speed 30 per cent without reducing car speed.
Frame—Rigid, double-channel, box-section frame; 5 heavy cross members.

Front Suspension—Independent front wheel suspension; airplane-type shock absorbers inside coil springs; stabilizer bar.
Rear Suspension—Semi-elliptic springs—5 leaves, 49 x 1 3/8 inches; rubber lashed shackles; airplane-type shock absorbers with inverted "V" mounting.
Drive—Hotchkiss; two needle-bearing universal joints; 3/2 inch propeller shaft.
Brakes—Self-centering, floating-shoe type, hydraulic service brakes; cast iron braking surfaces; mechanical hand brake.
Steering System—Worm and roller gear; 17 inch steering wheel; turning circle 35 feet.

Wheels and Tires—Disc wheels with 4 inch rims; tires 5.90 x 15 inches, low pressure, 4 ply cord.
Wheelbase—100 inches. Overall length 177 1/2 inches with bumper guards.
Body—All steel, welded construction; special insulation; safety glass throughout; push button exterior door opener; selection of interior upholstery materials and exterior colors; large luggage space.
Instrument Panel—Modern panel with gauges clustered before the driver; large glove compartment; pistol-grip, pull-type handbrake; provision for radio.

Standard Equipment—Bumper jack and wheel wrench; sun visor and vacuum-type windshield wiper; wrap-around bumpers front and rear; plastic parking and tail lights, two combination tail and stop lights.



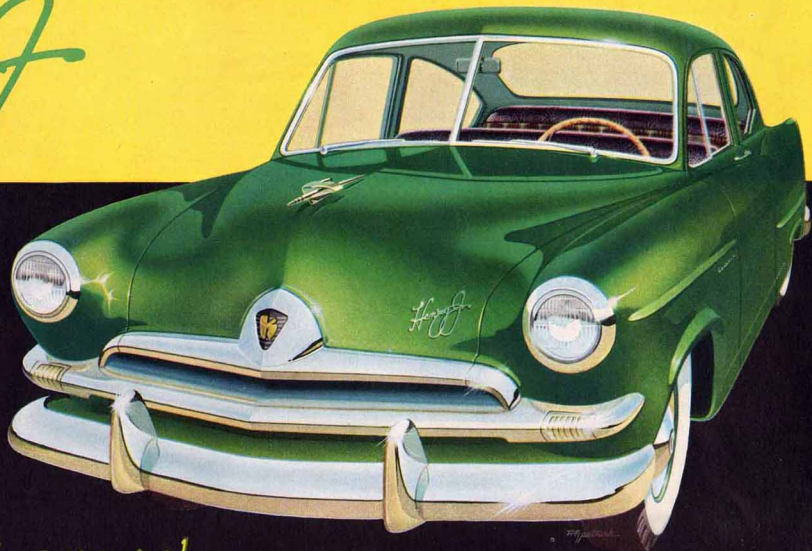
CORSAIR

Greater today in every way!

NEW '52

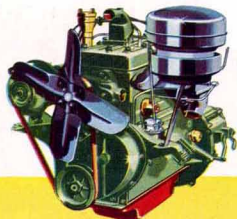
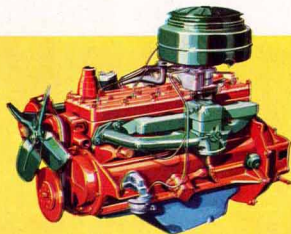
Henry J.

CORSAIR



Greater today in every way!

Better built



Supersonic 4

Supersonic 6

The Henry J's improved L-head 4-cylinder 63 horsepower Supersonic Engine is a masterpiece of precision engineering—one of the most thoroughly tested engines today, both in the laboratory and on the road! Its high compression ratio produces sparkling performance with gasoline economy that continues to delight and amaze. Fewer spark plugs, fewer valves to grind, fewer repair bills to pay!

The 6-cylinder 80 horsepower Supersonic Engine has the same efficient L-head construction and high compression ratio as the Supersonic 4—with extra power and dash.

Its unusually high ratio of power to car weight assures lightning getaway, flashing response and gasoline mileage ranging up to 30 miles to a gallon! Like the Supersonic 4 it's precision-built to stand up for years!

1952 SPECIFICATIONS

Supersonic 4-Cylinder L-Head Engine—Bore 3½ inches, stroke 4¾ inches; brake horsepower 63 at 4000 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons; two compression and one oil control ring. Full pressure lubrication.

Supersonic 6-Cylinder L-Head Engine—Bore 3½ inches, stroke 3½ inches; brake horsepower 80 at 3500 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons; two compression and one oil control ring. Full pressure lubrication.

Fuel System—Downdraft carburetor, automatic manifold heat control; air cleaner; mechanical fuel pump; 13 gallon gasoline tank.

Cooling System—Cellular radiator core, system capacity—4 cylinder 10.8 quarts, 6 cylinder 9 quarts, plus 1 quart for heater; full length water jackets; ball-bearing water pump.

Clutch—Single, dry-plate type; 8½ inch diameter; ball throwout bearing.

Transmission—Synchronized, helically cut gears.

Overdrive—Available at extra cost. Reduces engine speed 30 per cent without reducing car speed.

Frame—Rigid, double-channel, box-section frame; 5 heavy cross members.

Front Suspension—Independent front wheel suspension; airplane-type shock absorbers inside coil springs; stabilizer bar.

Rear Suspension—Semi-elliptic springs—5 leaves, 49 x 1½ inches; rubber bushed shackles; airplane-type shock absorbers with inverted "V" mounting.

Drive—Hotchkiss; two needle-bearing universal joints; 3½ inch propeller shaft.

Brakes—Self-centering, floating-shoe type, hydraulic service brakes; cast iron braking surfaces; mechanical hand brake.

Steering System—Worm and roller gear; 17 inch steering wheel; turning circle 35 feet.

Wheels and Tires—Disc wheels with 4 inch rims; tires 5.90 x 15 inches, low pressure, 4 ply cord.

Wheelbase—100 inches. Overall length 177½ inches with bumper guards.

Body—All steel, welded construction; special insulation; safety glass throughout; push button exterior door openers; selection of interior upholstery materials and exterior colors; large luggage space.

Instrument Panel—Modern panel with gauges clustered before the driver; large glove compartment; pistol-grip, pull-type handbrake; provision for radio.

Standard Equipment—Bumper jack and wheel wrench; sun visor and vacuum-type windshield wiper; wrap-around bumpers front and rear; plastic parking and tail lights, two combination tail and stop lights.

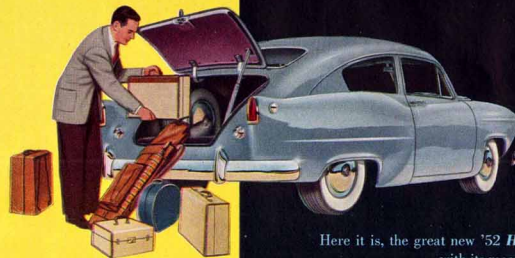


NEW '52

Henry J CORSAIR



*Proven Smartest
Proven toughest
Proven thriftiest*



Here it is, the great new '52 **Henry J** CORSAIR—
with its massive front grille and its
safety-engineered all-direction tail lights.

Smarter, tougher, thriftier than ever, it's your perfect
answer to today's high cost of motoring—combined
with complete comfort, style and durability!

The millions of miles travelled by Henry J cars
since their introduction in 1950 have
proved the claims made in their
behalf. Today in the new, advanced **Henry J**
CORSAIR for '52 you'll find even greater proof
that it's America's No. 1 Buy!

*P.S. and a penny
a mile drives it!*

Fitzpatrick

GREATER TODAY IN EVERY WAY

New '52

Henry J
CORSAIR

No. 1 buy today



Gunmetal and Willow Gray

Greater Economy

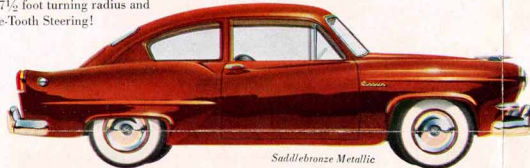
America's thriftest car—now made even thriftier! Count on up to 30 miles a gallon—less than 1¢ a mile for gasoline! And extra savings in upkeep and repairs can boost your initial savings to as much as \$600 the first year!



Cerulean Blue

Greater Performance

Proved and improved for '52, the Henry J's lively Supersonic Engine (choice of 4 or 6 cylinders) gets away ahead of the pack, takes hills in easy stride! Even parking's easier, with a 17½-foot turning radius and effortless Triple-Tooth Steering!



Saddlebronze Metallic

Greater Comfort

Room for five big people—with extra-wide doors and a 53-inch front seat that adjusts up to 7 inches for extra leg room! Improved airplane-type shock absorbers give the smoothest ride ever! The quietest, too, because cotton and rayon fibre insulation shuts out heat, cold and traffic roar!



Crystal Green

Greater Safety

It's assuring to know the Henry J CORSAIR has oversized brakes with more stopping power per pound of car weight than the average... a lower road-hugging center of gravity... and for safety overhead, the largest one-piece steel roof in any car!



Turquoise

Greater Engineering

A sealed crankcase "air-conditioned" against acid action by over a cubic foot of filtered air a minute! Engine cooling, full-length water jackets! That's typical of the quality engineering that makes the Henry J CORSAIR last longer at less cost!

Greater Value

From its bold new grille to its new fender-tip tail lights, the new Henry J CORSAIR looks like a luxury car, and is built like one—using the same gauge steel as cars costing \$1,000 more! Today, more than ever, it's built to better the best on the road!



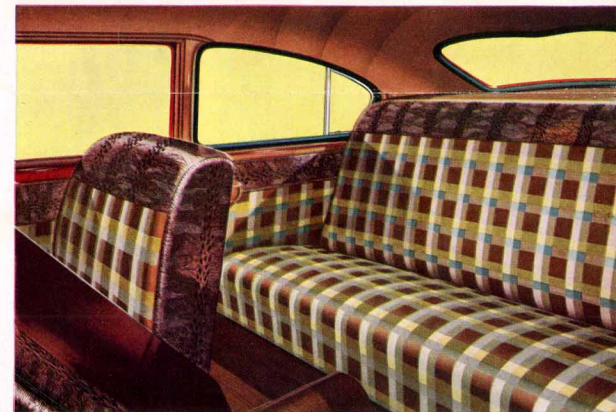
Cardinal



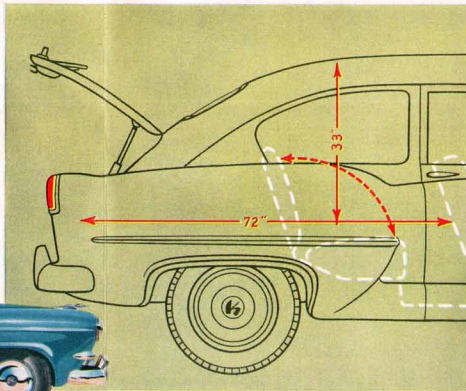
Greater Styling

Welcome to the newest, smartest, most colorful interiors on wheels! See how the glamorous, color-keyed woven plastic upholstery (vinyl-coated weave in the 4-cylinder model) is enhanced by the most lavish use of deep-embossed vinyl trim seen in any car today! No need to buy extra seat covers—for both upholstery and trim can be washed over and over again, and still stay new for years! The handy new glove compartment, easy-to-see instrument cluster and tasteful chrome hardware are other luxury touches worthy of the most expensive cars!

1952 Henry J CORSAIR interior trims have been selected to harmonize with these beautiful exterior colors:
Onyx • Blue Satin Metallic • Gunmetal • Willow Gray • Cerulean Blue • Turquoise • Forest Green Metallic • Saddlebronze Metallic • Crystal Green • Cardinal • Gunmetal and Willow Gray



Greater Utility



The spacious cargo compartment created by folding the rear seat-back (in optional models) has sides of durable non-scut vinyl and a floor covered with strong carpet-like material. Total cargo area is 53 cubic feet—more than twice the capacity of a sedan trunk compartment!



The 1952 Henry J CORSAIR features a stationary rear seat with ample room for two—or even three—people, and a handy parcel shelf below the window. There are 21 cubic feet of usable space in the big trunk.

The Henry J CORSAIR is also available with a double purpose rear seat which gives you 53 cubic feet of cargo space and a floor over six feet long when the rear seat is folded forward. Optional also, at slight extra cost, is the large rear deck lid, with concealed hinges and automatic lock, available on all models.

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Kaiser-Fraser Sales Corporation, Willow Run, Michigan