

Drive on



in the new

Henry J.



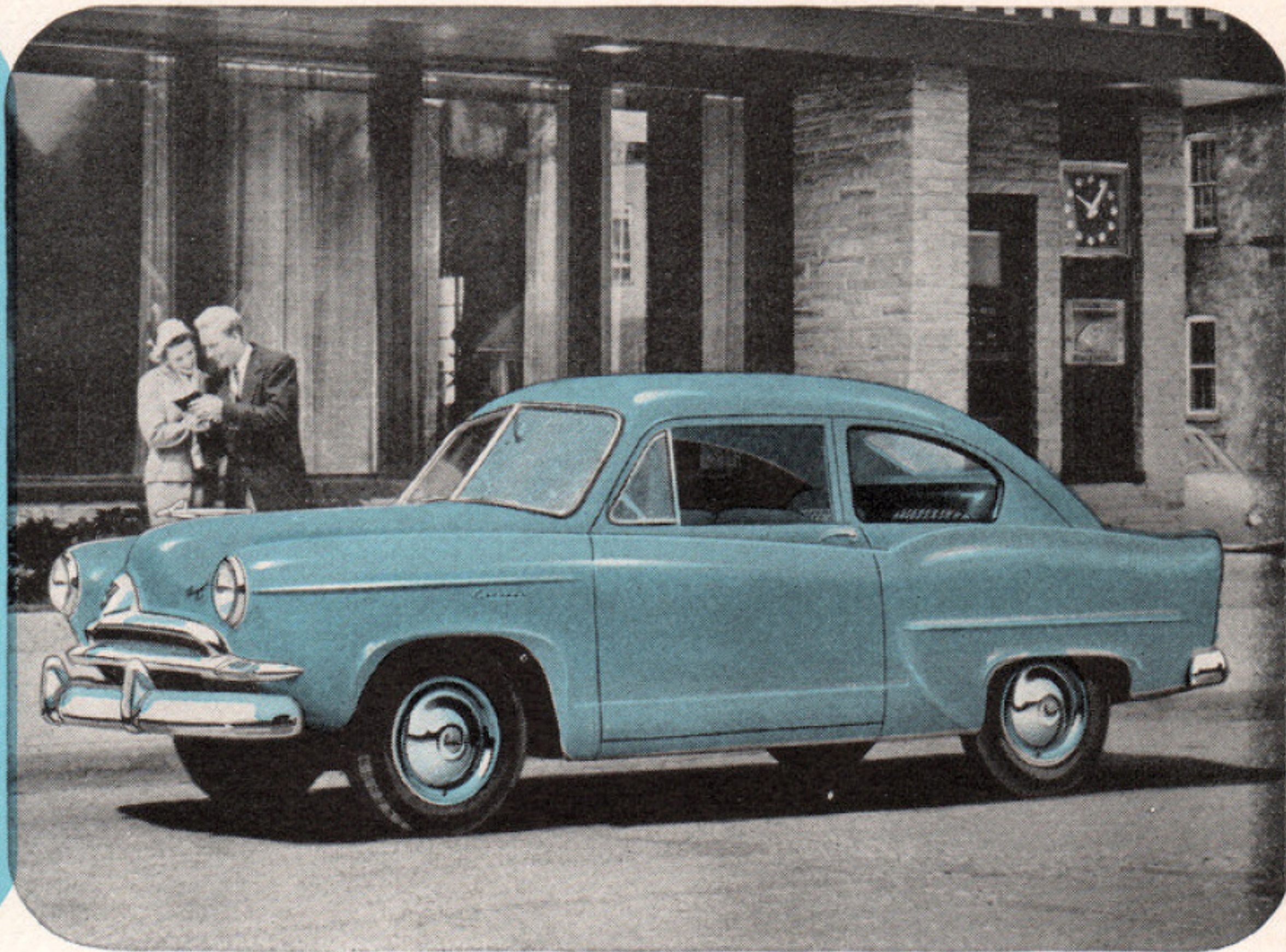
39 ways better
for '53

HENRY J

Easiest to drive . . .

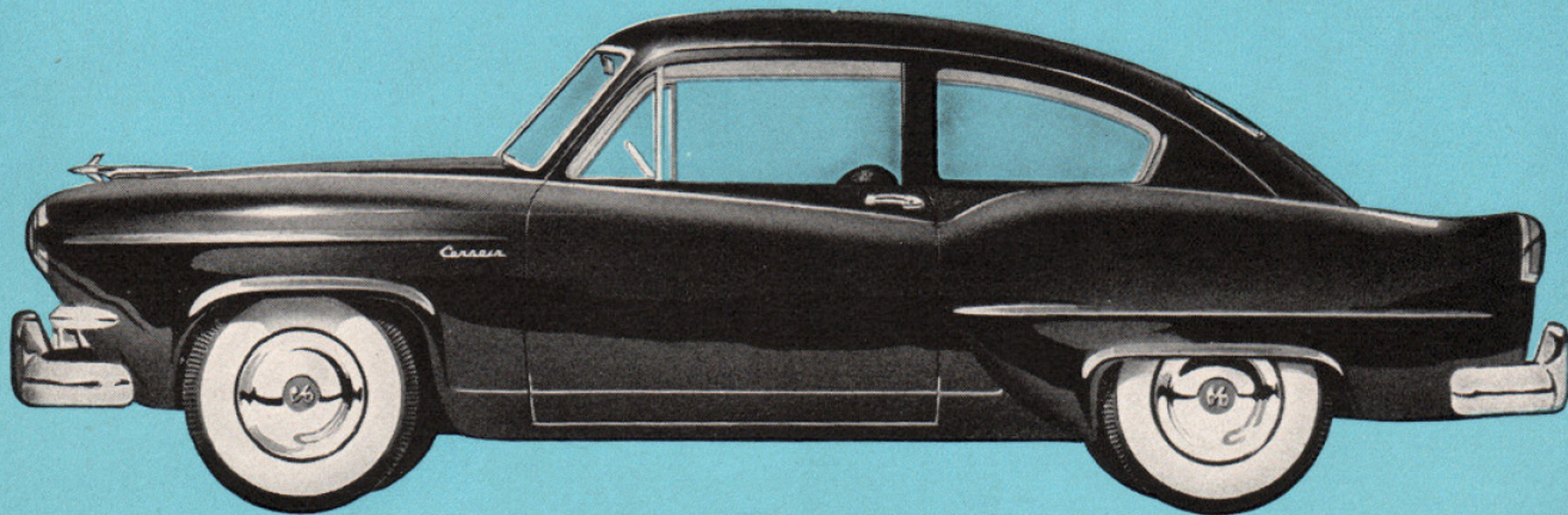
Easiest to handle . . .

The famous Henry J Supersonic Engine, 4 or 6, now faster and mightier than ever, gets you off like a flash! You *stop* in a flash, too, with oversize brakes powerful enough for heavier cars. The Henry J's short turning radius (only 17½ feet) and Triple Tooth Steering make parking a pleasure, and its stabilizer control takes you *smoothly* around the sharpest curves. Its superb roadability proved over millions of miles, no wonder the end of a day in the Henry J finds you relaxed.



America's First Big Car
With Small Car Economy!

Luxury styling at lowest cost!



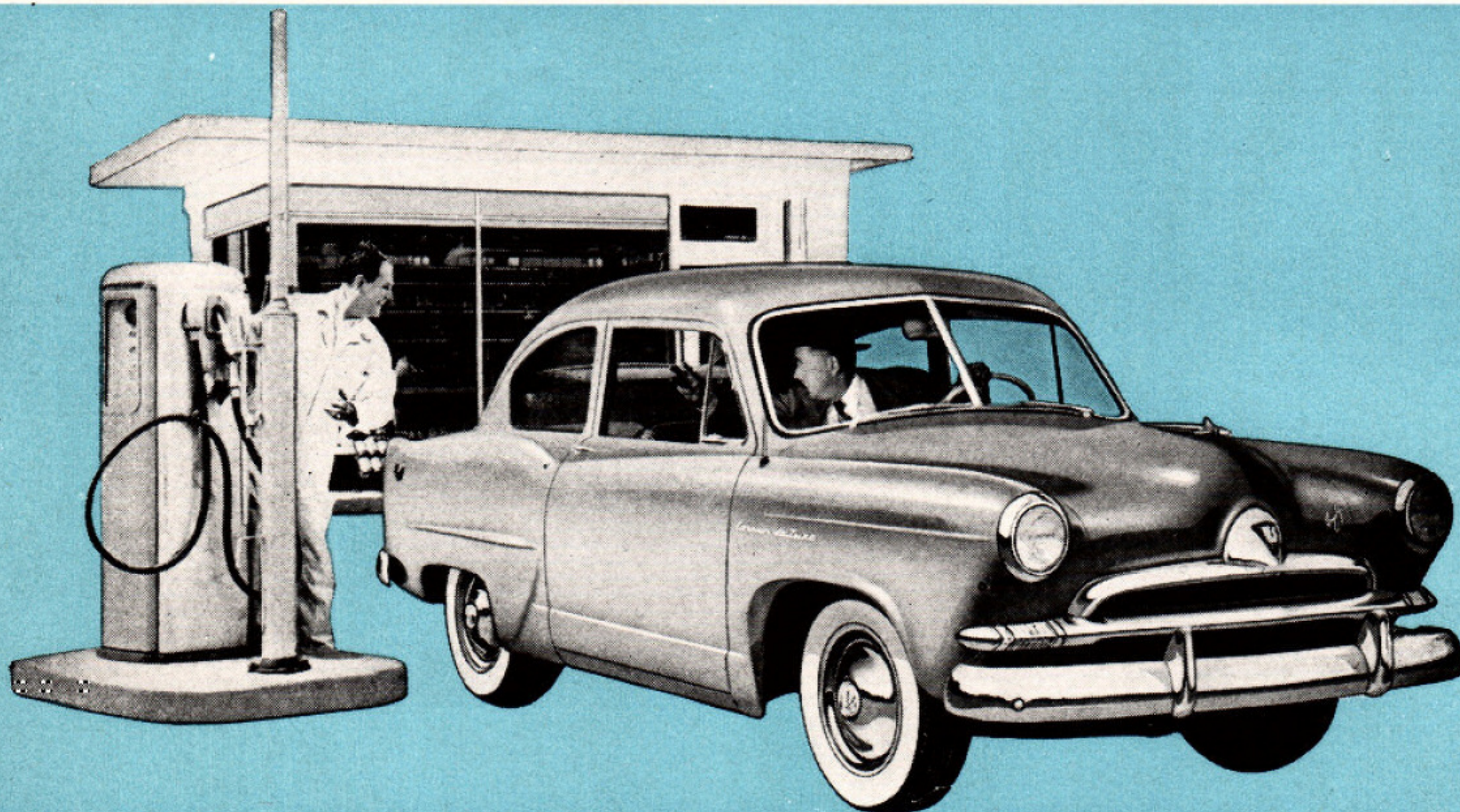
'53 Henry J Corsair Sedan

Easiest to look at . . . Graceful as a racehorse . . . the new '53 Henry J's sleek, flowing lines suggest the brilliant performance the owner will enjoy. Sparkling new body colors are complemented by dra-

matic new interiors in scuff-proof *washable* Vinyl. Front seat is 57 $\frac{1}{3}$ inches wide, rear seat 56 $\frac{3}{4}$ inches wide . . . roomy enough for a family of six! Inside and out, it is truly a luxury car in everything but cost!

GET UP TO 30 MILES ON A GALLON OF GAS

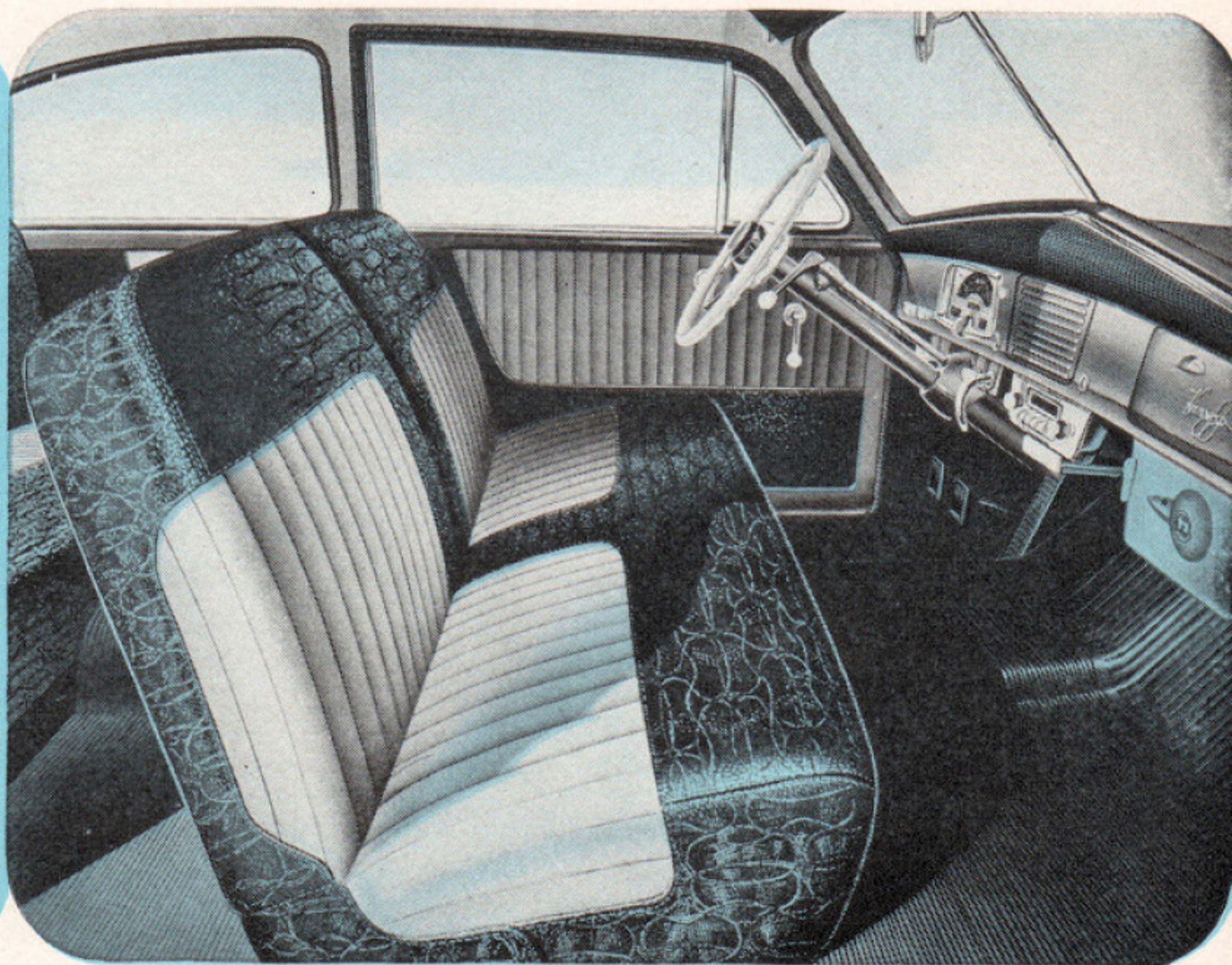
DRIVE FOR AS LITTLE AS A PENNY A MILE



Easiest to run . . . Easiest to maintain . . . and most important, Easiest to pay for! New "Ventilube" air-conditioned crankcase, economical "Heat Ban" piston rings, pressure-sure lubrication prolong engine life! Over-size transmission and sturdy, "Bridge-Braced" body built to last for years.

New **Weathergard** Ignition System!
Follow-Thru Starter!
Zero-Start Battery—dependable power even in zero weather!
King Size Clutch—oversize—to last longer—be stronger!
Money-Saver Carburetor!
 Ventilube Air-Conditioned Crankcase!
 Heat Ban Piston Rings!
 Oversize Transmission!
 Dynax Rear Axle!
Pressure Sure Lubrication!
No-Sludge Floating Oil Intake!
 50% Easier **Triple Tooth** Steering!
Finger-Tip Steering Linkage!
Inner Circle Turning Radius!
No Sway Stabilizer!
 Heavy-Duty Airplane-Type Shock Absorbers!
Velvet Road Ride—for greater riding ease!
Sure-Stop Oversize Brakes with **Long-Life** Linings!
Right-At-Hand Parking Brake!
Contour Engineered Lines!
Weather-Snug Windows!
Bridge-Braced Body with one-piece seamless steel top!
 Extra-Solid Doors!
 New **up-front** Dome Light!
 New **Safety Padded** Instrument Panel!
Safety-Mounted Windshield!
 New Washable **Vinyl** Upholstery!
 New **Color Ensemble** Interior Styling!
Silent Curtain Interior Insulation!
Comfort-Cushion Seats!
Stretch-Out Leg room!
Sports Styled Body!
 New **Turbo-Jet** Hood Ornament!
Continental-Flanged Wheel Wells!
Wide-Eye Visibility!
 Gauges with **Warning-Glo**
 New **No-Glare** Instrument Panel!
Synchro-Flex Springing!

First in interior charm

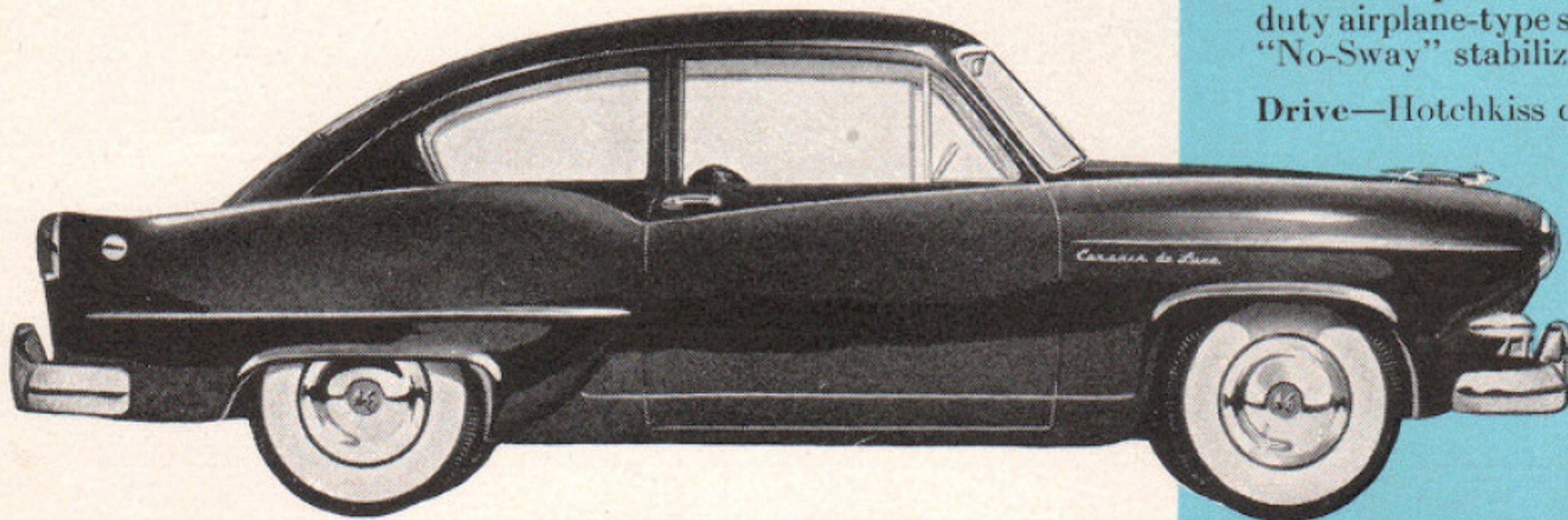


As Safe As They Are Beautiful
 . . . Henry J Corsair Deluxe interiors in handsome washable Vinyl trim, convenient glove compartment, padded instrument panel, new "up-front" courtesy light.

As Roomy As They Are Comfortable
 . . . Henry J Corsair-4 Interiors feature colorful Vinyl, entirely washable and completely durable. Utility rear seat (optional) folds for extra storage space.

'53

HENRY J



'53 Henry J Corsair DeLuxe Sedan

More than 700,000 Kaiser-built cars now on the road are proving daily that a Kaiser-Frazer car is your safest investment by far.

Specifications

Supersonic 4-Cylinder L-Head Engine—Bore $3\frac{1}{8}$ inches; stroke $4\frac{3}{8}$ inches; brake horsepower 68 at 4000 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons. Displacement 134.2 cubic inches.

Supersonic 6-Cylinder L-Head Engine—Bore $3\frac{1}{8}$ inches; stroke $3\frac{1}{2}$ inches; brake horsepower 80 at 3800 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons. Displacement 161 cubic inches.

Fuel System—"Penny-Minder" downdraft carburetor; 13 gallon tank.

Cooling System—Cellular radiator core; full-length water jackets.

Clutch—"King-Size" clutch, $8\frac{1}{2}$ inch diameter; single, dry-plate type.

Transmission—Synchronized, helically cut gears. Automatic Overdrive optional.

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

Rear Suspension—"Synchro-Flex" springing—5 leaves; heavy-duty airplane-type shock absorbers.

Front Suspension—Independent front wheel suspension; heavy-duty airplane-type shock absorbers inside heavy-duty coil springs; "No-Sway" stabilizer bar.

Drive—Hotchkiss drive; 2 needle-bearing universal joints.

Brakes—Self-centering, over-size hydraulic brakes with "Long-Life" linings.

"Triple-Tooth" Steering—With "Finger-Tip" linkage and "Inner-Circle" turning radius (only $17\frac{1}{2}$ feet).

Wheels—Disc wheels with 4-inch rims; tires 5.90 x 15.

Wheelbase—100 inches. Overall length 178 inches.

Body—Molded sweep lines and wheel openings; one-piece steel roof; special insulation; safety glass throughout; "up-Front" dome light; large glove compartment.

Kaiser-Frazer Sales Corporation reserves the right to make changes at any time, without notice, in prices, colors, materials, equipment, specifications and models, and also to discontinue models. While sidewall tires optional at extra cost.