

NEW CHRYSLER

Centura

**TAKES ON THE
MEDIUM SIZE CARS.**

**AND MEDIUM
TAKES ON A LOT
MORE MEANING.**

CHRYSLER PRESENT THE NEW CENTURA



CHRYSLER
AUSTRALIA LTD.

**MORE EQUIPMENT IN A SENSIBLY DESIGNED LAYOUT.
FULL INSTRUMENTATION AND CONTROL SYSTEMS WITHIN EASY RANGE OF EYE OR HAND.**



**MORE ROOM FOR FRONT AND REAR PASSENGERS.
MORE BOOT SPACE TOO. EVERY CENTURA HAS CARPETS AND RECLINING BUCKETS.**



MEDIUM HAS NEVER MEANT SO MUCH.

The term "medium car" has always tended, unfortunately, to mean just that: A medium amount of everything. It's our belief that medium car buyers want a medium size and a medium price tag. What they don't want is medium satisfaction.

New Chrysler Centura deliberately sets out to give medium more meaning than it's ever had.

So much room.

We got the measure of the competition and went further. Starting with an extra 1.0 cm of headroom for front seat passengers. And because the rear is too often an afterthought, we've managed over 7 mm

more headroom and 3cm of leg room. As well as more shoulder room front and back.

Despite all this extra "people" room, Centura still has enough left over for an increase in boot size.

Even a 6.8 litre advantage in fuel tank size.

Giving you a longer distance between refuelling points.

So much comfort.

A car's comfort shouldn't be judged by what it feels like when you get in. But what it feels like when you get out.

Especially after a day's drive. Fully reclining front buckets might be some makers' idea of options, but not ours.

Neither are door-to-door loop-pile

carpets and full-depth vinyl door trim. These are fittings Centura XL offers standard.

Controls are comprehensive and handy. Instead of being scattered, all functions are centralised in three stalks mounted on the steering column.

Instrumentation monitors just about everything, including trip mileage. There's even a low fuel warning light as well as a calibrated gauge.

GL raises the standard higher. Adding a tachometer, electric clock, and radio and surrounding everything with woodgrain finish.

Centura's Unibody Construction helps to give the car a beautifully solid "feel". Sophisticated Triway suspension minimises tiring sway and body roll. Centura luxury won't just help you feel fresh when you reach your destination. It may also help you reach it.

So much safety.

Centura's primary safety — the kind that keeps you out of trouble — starts with a relaxed, comfortable driver.

But other factors have been looked at long and hard.

Like good vision. Centura has 445cm² more glass area than the biggest competitor.

Other far-sighted ideas include standard dual headlamps, reversing lamps and glare-free instrument panel.

Door reflectors keep overtaking traffic well clear.

Childproof rear door locks allow you to mind the road instead of the kids.

Our Triway suspension involves 4-link coil suspension at rear with McPherson struts and coaxial shocks at front.

Anti sway bars are installed front on 4 and 6 and rear on 6 cylinder, both have a rear Panhard Rod for lateral stability.

All this, combined with radial tyres as standard means Centura's tracking and cornering are nothing short of incredible.

As a final — and perhaps most critical — line of defence, we've developed a special braking system we call Centraline.

It involves power-assisted front discs and rear drums with load sensitive

proportioning device that unwaveringly delivers the car to a rapid, straight-line stop and helps eliminate rear wheel lock-up.

However, even with all the best intentions, it's still possible to run into a problem.

Which is when Centura's secondary safety comes to the rescue.

The passenger cabin is a rigid box. While front and rear sections are designed to absorb energy before it reaches the cabin.

So much performance: 6 and 4 cylinder.

The Centura 6-cylinder is designed for those who want to get out and about. It's the long-distance comfort and power of a bigger car in a more convenient size.

With lots of torque to whisk a trailer or caravan around without too much effort.

There's two 6-cylinder engine sizes: the standard fuel 3.5-litre Hemi. And the easy going 4-litre; the most popular size Hemi on the road.

Both deliver more power, torque and fuel economy than other sixes in their size.

This is because the Hemi design incorporates bigger valves, hot-air intake and our exclusive Electronic Ignition system.

All helping to burn fuel more completely, so you use less fuel.

As it happens, our 2-litre 4-cylinder has a better power output than others too.

But economical motoring is the central concept of Centura Four.

The toughest place to get good mileage, however, is in built-up areas, where you'll tend to cover most ground.

An overhead cam system means fewer moving parts to drain power.

A lightweight aluminium cross-flow head also means less weight to lug around.

And Weber 2 barrel carburetion delivers precise portions of fuel.

There's an automatic choke, and another clever device — an electromagnetic "thermo-fan" — that only cuts in at a certain temperature.

Saving power and fuel at highway speed where the airstream carries the cooling.

So much to experience.

On this page, we've tried to do the impossible.

To try and explain with mere words and pictures how much better Centura is.

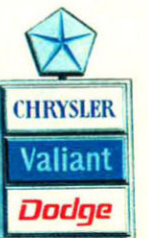
Only a visit to a Chrysler Centura dealer for a test will show you how much more medium can mean.

Better you should find out about Centura as a driver.

Than an envious passenger in someone else's.



MORE SAFETY AND CONTROL WITH POWER ASSISTED DISC BRAKES, STANDARD RADIAL TYRES AND CENTRALINE BRAKING.



CHRYSLER GO ONE BETTER

SPECIFICATIONS:

Engine:

4 cyl. 2.0l — 4 cylinder-in-line, SOHC. Bore: 91.7mm (3.61in). Stroke: 75mm (2.95in). Capacity: 1981cc (120.9cu.in). Compression ratio: 9.45:1. Max. Power: 89kW (120bhp) @ 5700rpm. Max. Torque: 175Nm (129lb.ft) @ 3500rpm. Carburettor: Single down draught, two barrel with automatic choke.

6 cyl. 3.5l — 6 cylinder-in-line, OHV. Bore: 89.4mm (3.52in). Stroke: 93.5mm (3.68in). Capacity: 3523cc (215cu.in). Compression ratio: 8.0:1. Max. Power: 104kW (140bhp) @ 4400rpm. Max. Torque: 217Nm (200lb.ft) @ 1800rpm. Carburettor: Single down draught, single barrel with automatic choke.

6 cyl. 4.0l — 6 cylinder-in-line, OHV. Bore: 95.5mm (3.76in). Stroke: 93.5mm (3.68in). Capacity: 4014cc (245cu.in). Compression ratio: 9.5:1. Max. Power: 123kW (165bhp) @ 4400rpm. Max. Torque: 319Nm (235lb.ft) @ 1800rpm. Carburettor: single down draught, single barrel with automatic choke.

Transmission:

4 cyl — 4 speed manual with synchromesh on all forward gears. Gear ratios: Reverse 3.226, 3 speed automatic — optional. Gear ratios: 1st 2.45, 2nd 1.45, 3rd 1.00, Reverse 2.20.

6 cyl — 3 speed manual with synchromesh on all forward gears. Gear ratios: 1st 2.95, 2nd 1.69, 3rd 1.00, Reverse 3.67. 4 speed manual with synchromesh on all forward gears — optional. Gear ratios: 1st 3.32, 2nd 2.00, 3rd 1.43, 4th 1.00, Reverse 3.00. 3 speed automatic optional. Gear ratios: 1st 2.39, 2nd 1.45, 3rd 1.00,

Reverse 2.09. All transmission shift levers are central floor mounted.

Clutch:

Single dry plate with diaphragm pressure plate. Diameters: 200mm (7.9in) — 4 cylinder. 241mm (9.5in) — 6 cylinder.

Rear Axle:

Type — Semi-floating hypoid gear drive. Final drive ratio — 3.727:1 (4 cyl.), 3.23:1 (3.5l 6 cyl.), 2.92:1 (4.0l 6 cyl.).

Suspension:

Front — Independent McPherson strut type with coil springs, anti-sway bar and dual acting hydraulic telescopic shock absorbers. Rear — Coil springs with anti-sway bar (6cyl. only) Panhard rod and dual hydraulic telescopic shock absorbers.

Steering:

Rack and pinion — ratio 22.9:1. Turns lock to lock — 4.06.

Brakes:

Front disc 249mm (9.8in) diameter — 4 cylinder. 279mm (11.0in) diameter — 6 cylinder. Rear drum: 229mm (9.0in) diameter. Master cylinder: Single (4 cylinder); tandem (6 cylinder). Power boosted with load sensitive proportioning valve.

Electrical system:

Battery: 12V, 45Ah (6 cylinder), 12V, 40Ah (4 cylinder). Alternator: 35Amp. (4 cylinder), 40Amp (6 cylinder).

Wheels and tyres:

14" x 5.5" JJ — 175SR 14 BSW radial ply.

Dimensions, weights and capacities:

Overall length 4585 mm (180.5in) — XL 4623mm (182.0in) — GL. Overall width 1727mm (68.0in). Overall height 1430mm (56.3in). Wheelbase 2667mm (105.0in). Track — front 1407mm (55.4in). Rear

1397mm (55.0in). Kerb weight — Manual transmission — 4 cylinder 1116 kg (2460 lb) — XL 1125 kg (2480 lb) GL 6 cylinder 1216kg (2680lb) XL 1225 kg (2700lb) GL. Trunk capacity 0.39cu. meters (13.9cu.ft). Fuel tank capacity 61.4 litres (13.3 gallons). Turning circle 11.0 meters (36ft).

All product illustrations and specifications are based on authorised information. Although descriptions are

believed correct at publication approval, accuracy cannot be guaranteed. Some of the equipment shown on product illustrations is optional at extra cost. Chrysler Australasia Limited reserves the right to make changes from time to time without notice or obligation, in prices, specifications, colours and materials, and to change or discontinue models.

	OPTIONS	XL	GL
Vinyl Roof		○	X
Delete Vinyl Roof		○	○
Radio — push button integrated circuit		○	X
Heated Rear Window		○	○
Protection Package (body side mldg., rear over riders)		○	X
Wheel Covers		○	X
Styled Road Wheels 6.0" Rim (6cyl. only)		○	○
Tinted Gradated Laminated Windscreen		○	○
Air Conditioning (6cyl. only)		○	○
Radio/Stereo Cassette Player		○	○
Reclining Cloth/Vinyl Bucket Seats	N.A.	○	○
Automatic Transmission — Floor Shift		○	○
4 speed manual floor trans. (6cyl. only)		○	○
3.5l (215cid) 6cyl. engine		○	○
4.0l (245cid) 6cyl. engine		○	○
Sports Pack GL			
Exterior deck stripes, wheel treatment, cloth trim inserts			○
Sports Pack XL			
Exterior deck stripes, wheel treatment, woodgrain instrument cluster, tachometer, clock, cloth trim inserts		○	

X = standard ○ = optional N.A. Not Available

PUT CENTURA TO THE TEST.

You have all the facts. Now go out and get the feel of Centura.

Visit your nearest Chrysler Centura dealer for a ride that will be nothing less than amazing.

Have your salesman take you out and give you a quick demonstration and explanation of the new Centura.

After he's given you a clear run down on Centura's many special features it's your turn to take the wheel.

HINTS ON TESTING A NEW CAR.

The moment you're behind the wheel, nothing will ever be quite the same.

Get the feeling of slipping through traffic.

But watch the road and not the admiring glances.

Head out for the open spaces and watch the country silently sweep by as Centura effortlessly shows her power.

Sit back and look, listen and feel why medium has never meant more such.

Look around inside and see how much head and leg room you've got.

Any proper test should be made with a passenger in the back seat.

Then you can get a first hand report on roominess, comfort and quietness.

Start by pushing your seat full back...

Does your passenger still have room?

And while your eyes are looking outside on the road your ears should be listening inside.

That means catch the desire of listening to the radio.

Take a quick glance at the instruments then back to the road.

You should be pleased at just how much information that quick glance can give you.

Another good test from your position behind the wheel is the "reach test".

With seat belts on, is everything in reach? Controls, cigar lighter, radio etc.

Now accelerate. You should feel a smooth quick response without any

vibration or hesitation.

At about 45km apply light but firm pressure to the brakes.

While doing this, relax your grip on the wheel, almost letting go.

The car should not swerve right or left but come to a straight-line stop.

Next take your test out on a rough, bumpy, dirt road.

Again sit loose with a light grasp on the wheel and feel and listen.

Back on paved surface take your test car through the curves.

How much lean are you and the car going through?

Again, well engineered suspension should be minimising any sway or lean while turning. Plus absorbing all or most of the bumps.

Keep in mind engine size and power for your particular needs.

Do you need economy?

Are you going to pull a trailer?

In-town or country driving?

Don't forget to ask about body colour trim and upholstery availability.

Most dealers have brochures that you can take-away and take your time with.

Many new cars, such as the Centura are also available with a sportspack.

Discuss your financial matters and intended use of the car with your dealer.

He's sold a lot of cars and has plenty of experience with financing and matching the right cars with the right people.

He's a professional. Put him to work for you.