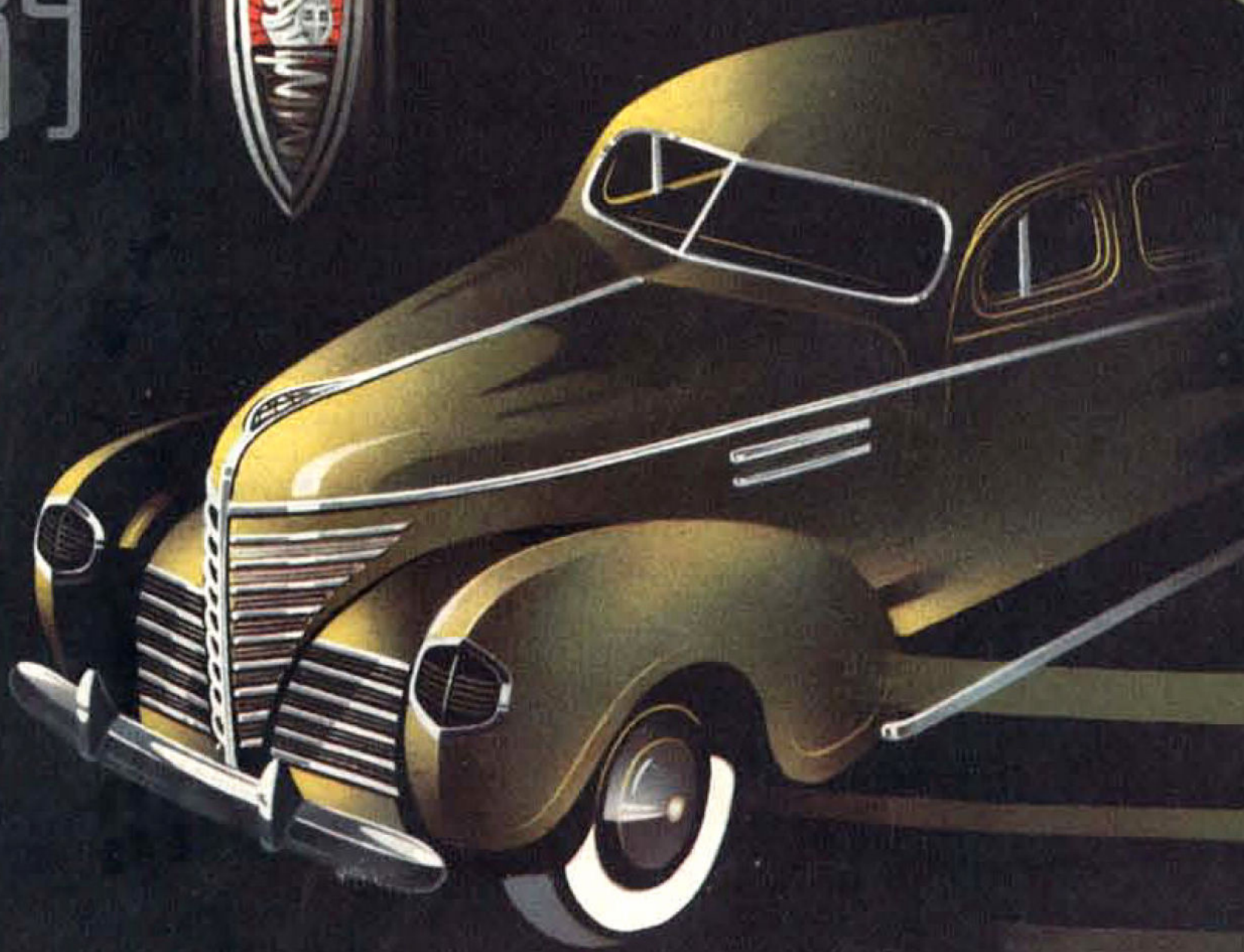


*Chrysler*  
**Plymouth**

1939







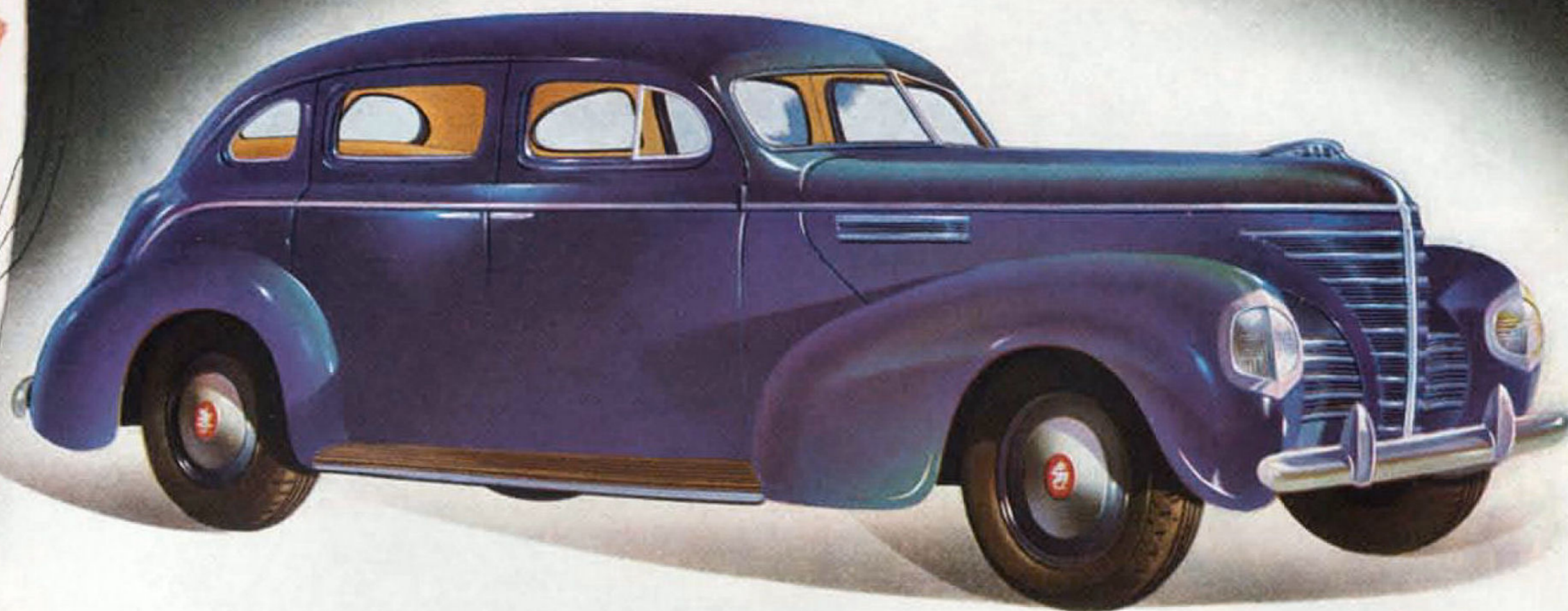
*Now Showing!*

**CHRYSLER-PLYMOUTH** for 1939

Featuring • **REMOTE CONTROL GEAR**

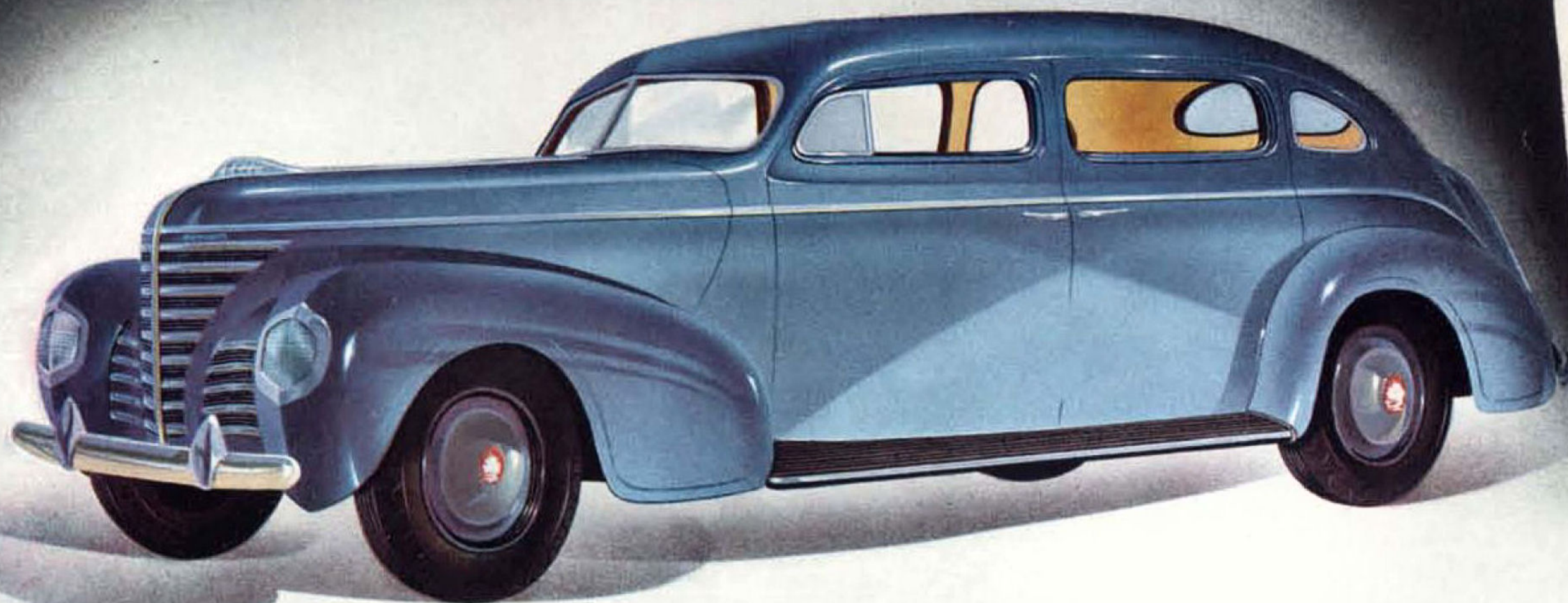
**SHIFT • DUAL POWER TRANSMISSION •**

**INDEPENDENT FRONT WHEEL SUSPENSION**



## **THE CHRYSLER-PLYMOUTH ROYAL TOURING SEDAN**

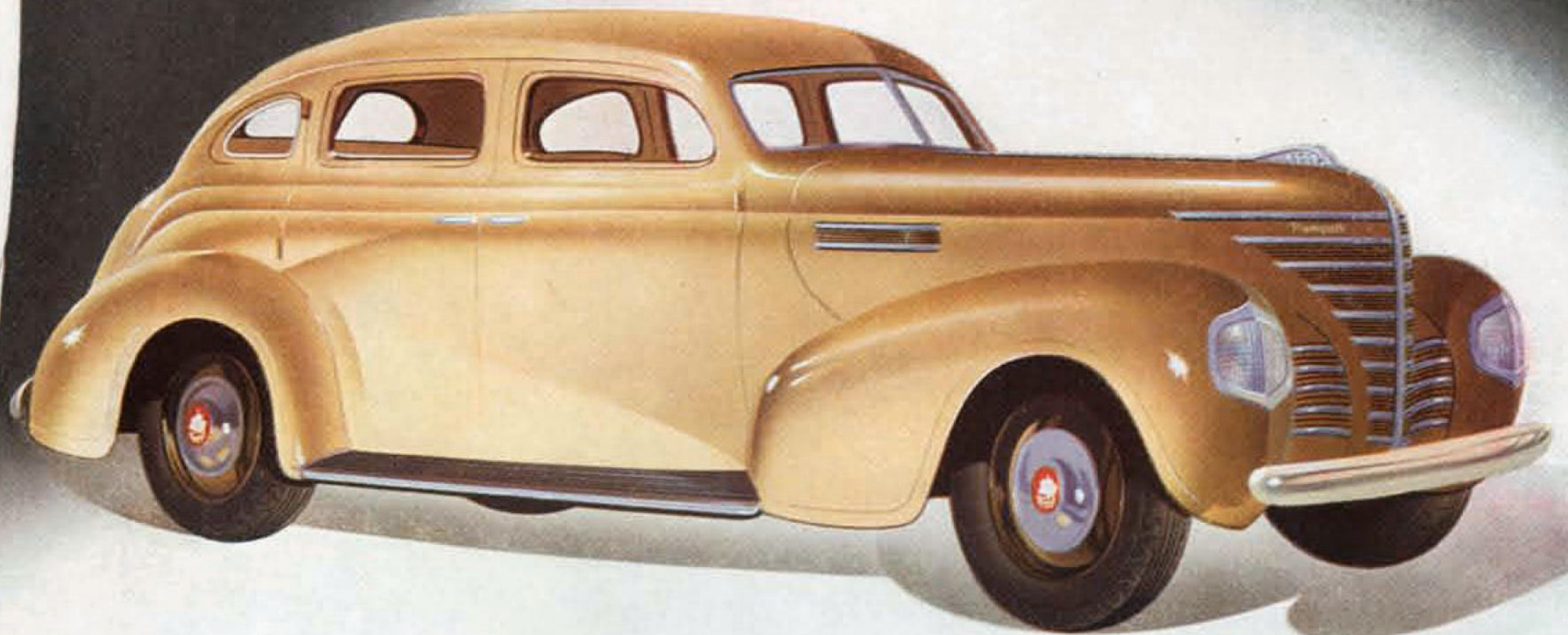
The modernistic design of the Chrysler-Plymouth Radiator grille gives a fleet forward-moving effect to the entire car. This forward-movement is accentuated by the headlights set flush in the front fenders. The beautifully furnished safety-styled interior provides lounge-like comfort for six persons. Ample luggage space is built into the flowing lines of the rear end.



## **THE CHRYSLER-PLYMOUTH SEVEN PASSENGER ROYAL SEDAN**

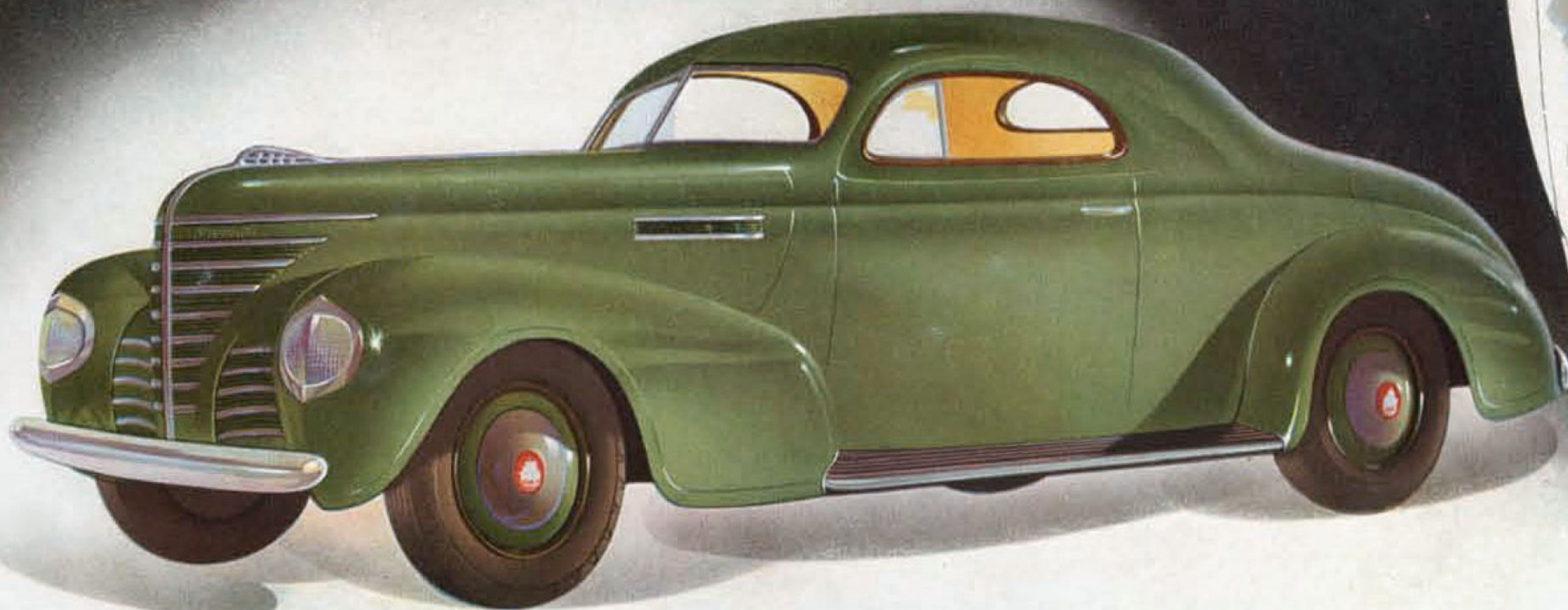
The longer chassis and body allows room for folding auxiliary seats, providing comfortable seating space for nine passengers. These auxiliary seats fold into recesses in the floor panel when not required. The interior is richly carpeted and upholstered.

There is ample space for luggage.



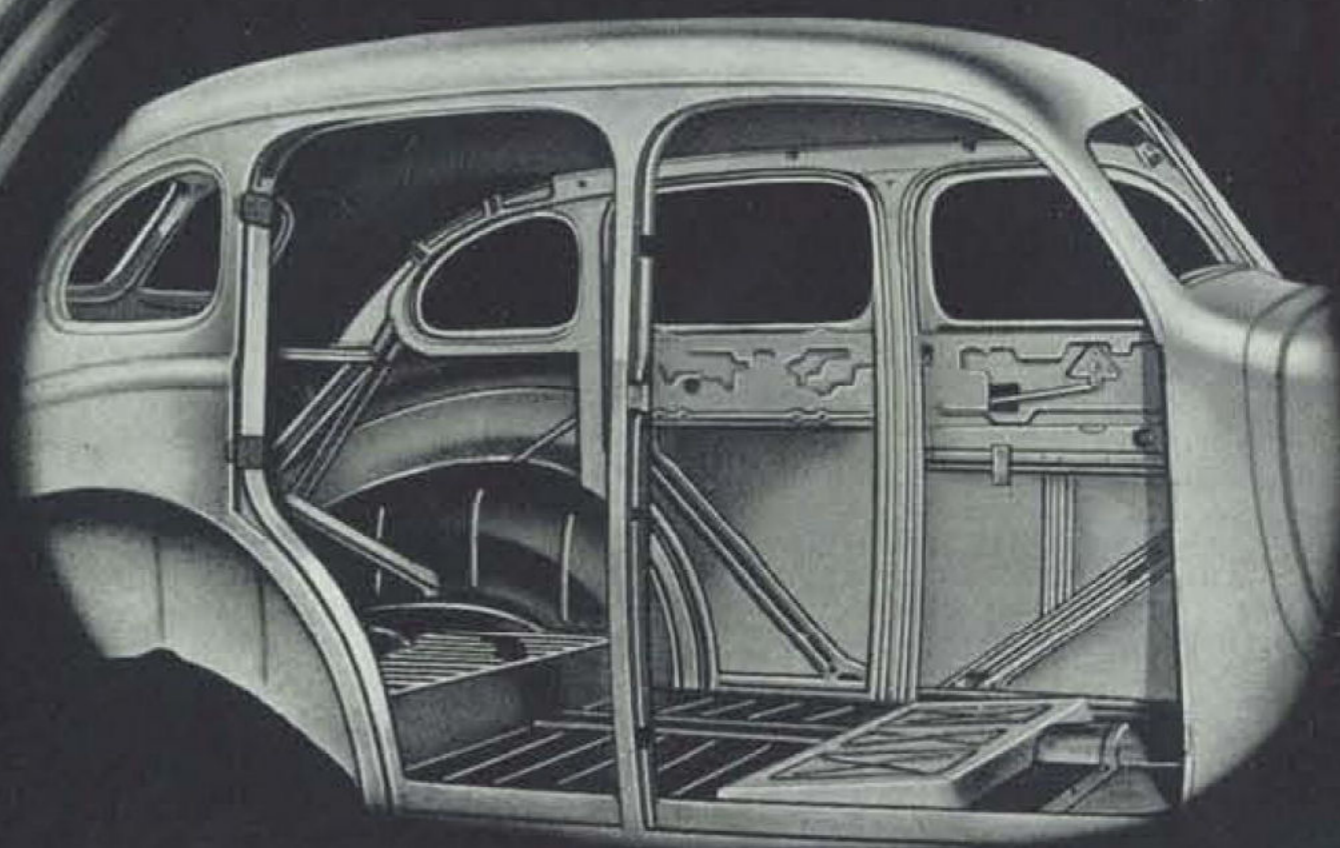
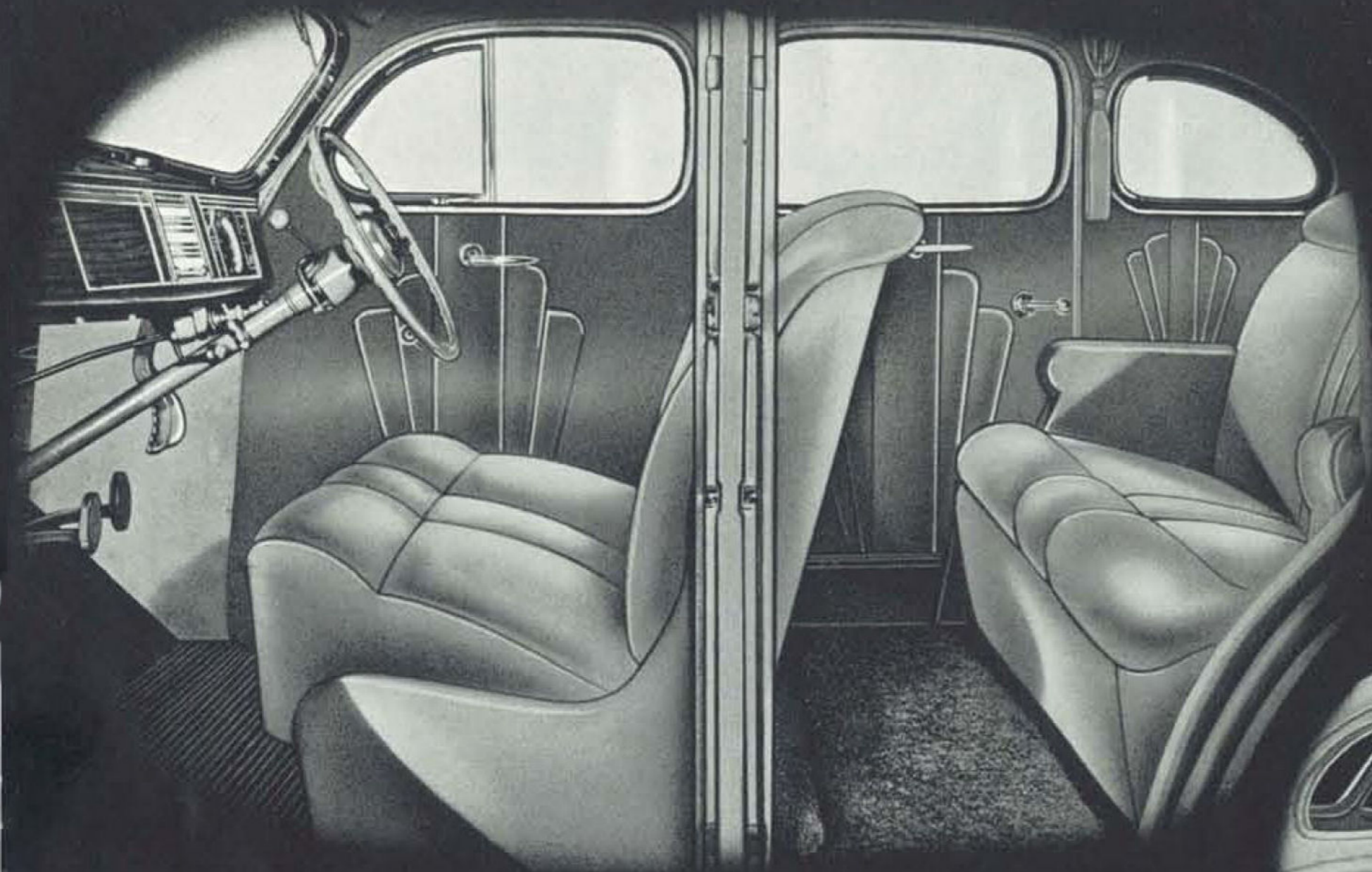
## **THE CHRYSLER-PLYMOUTH TOURING SEDAN**

Beautifully designed with the eager forward-movement that distinguishes all the Chrysler-Plymouths for 1939 — the Touring sedan is the outstanding low priced car of the year. Comfort, safety and appearance have been combined to a satisfying degree. There is ample luggage room in the rear compartment.



## **THE CHRYSLER-PLYMOUTH COUPE**

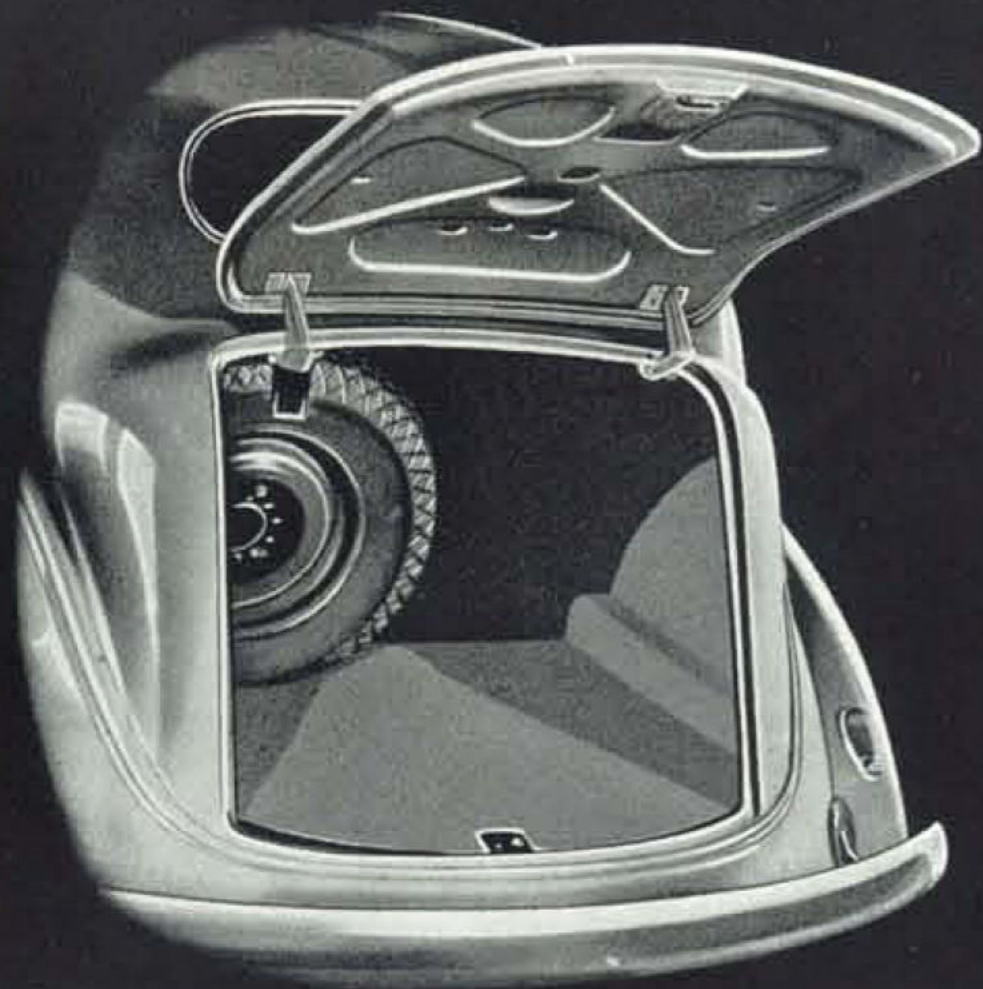
Strikingly beautiful in appearance, comfortable and roomy enough for three adult persons, the COUPE has a large compartment for luggage and packages enclosed in the rear deck. This car will immediately appeal to the business man because of its convenience and ease of handling. Rumble seat is available at extra cost.



**INTERIOR OF THE CHRYSLER PLYMOUTH DE LUXE TOURING SEDAN.** Wide, deep seats finely upholstered—flat floors richly carpeted mean a new comfort—and luxury in motoring. The interior is completely safety-styled as can be seen from the padded back of the front seat. The instrument panel is of the "direct vision" type with the new safety signal speedometer situated right before the driver's eyes. A radio compartment has been built into the panel as part of the design. Glove box is of generous size. The hand brake is conveniently situated under the instrument panel on the right hand side.

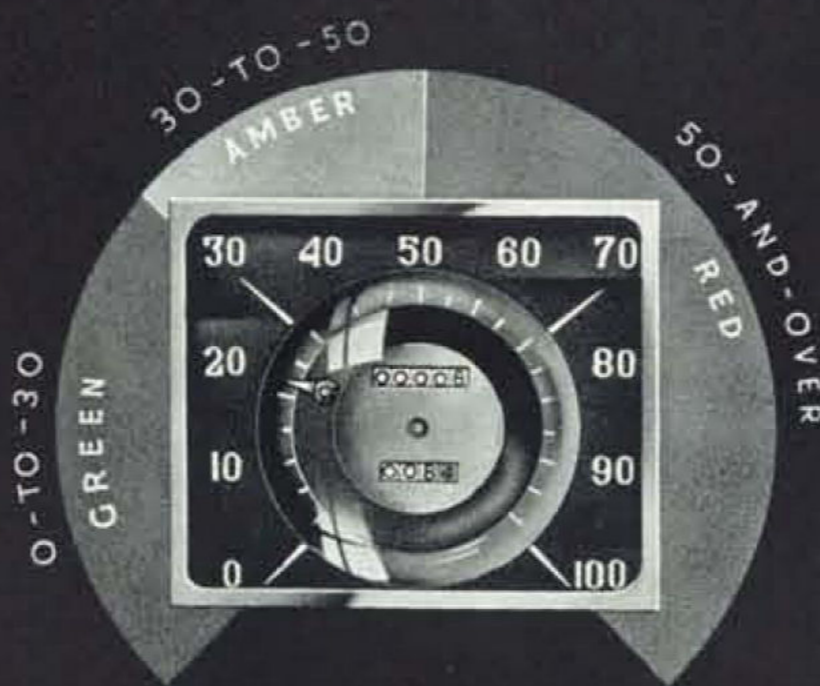
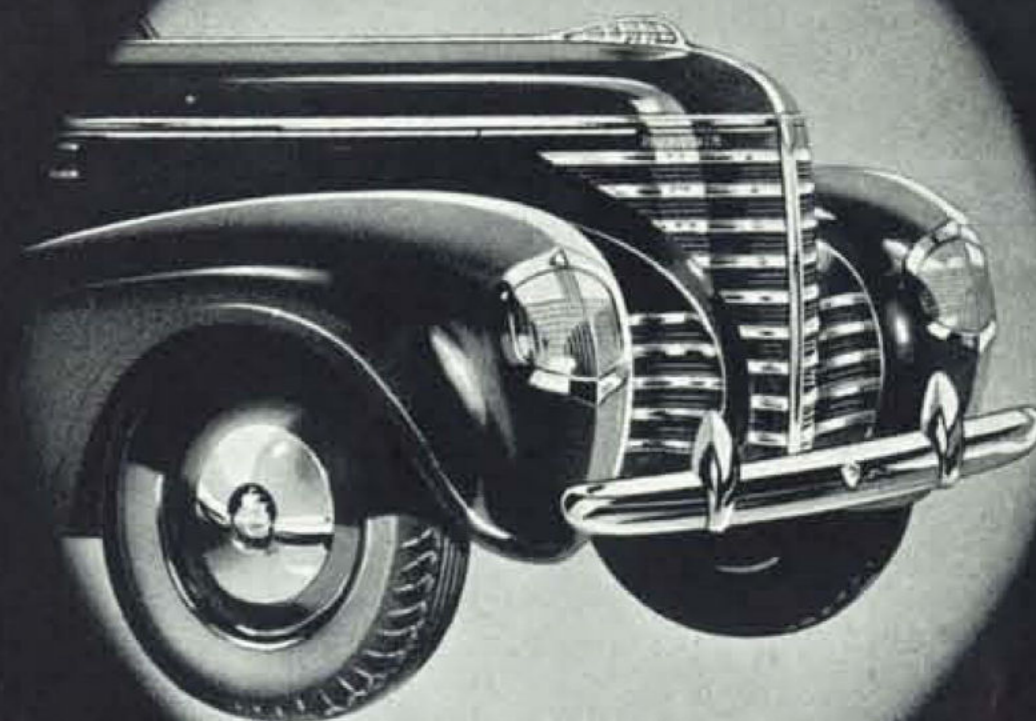
**SAFE-T-STEEL BODY.** Steel, braced and cross braced with steel, all welded into one piece to compose the durable safety all-steel body. Windows are of safety glass. The luxury and comfort of the Chrysler-Plymouth interior, combined with the strength of the Safety All-Steel Body, gives a feeling of complete safety—complete security.





#### **AMPLE LUGGAGE ROOM.**

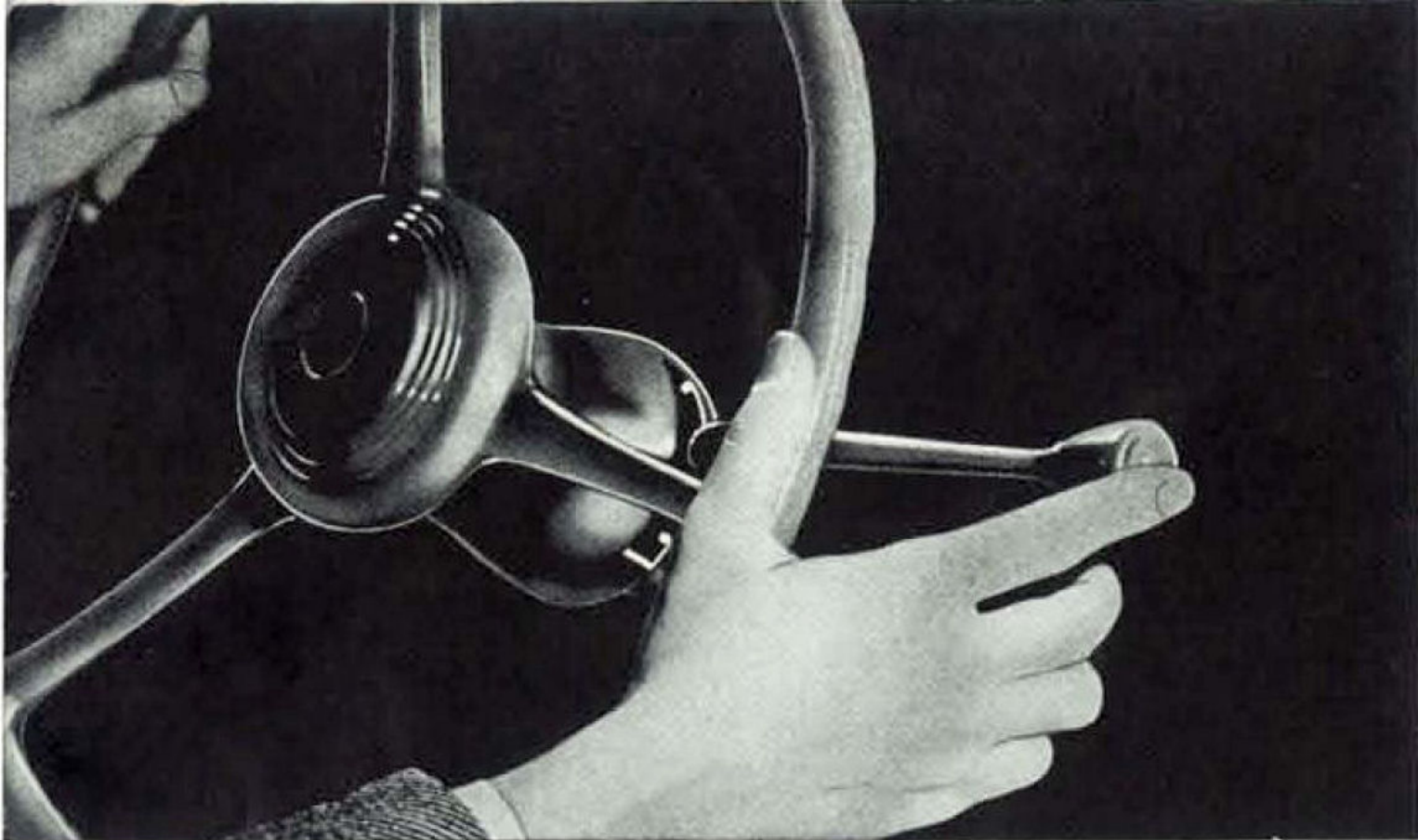
The long sweeping back of the 1939 Chrysler-Plymouth not only improves the appearance of this fine car, but it also allows a generous amount of luggage room. The spare wheel is carried in a vertical position.



**SAFETY-SIGNAL SPEEDOMETER.** Up to 30 miles an hour, the light shows green; from thirty to fifty, it shows amber; over 50 miles an hour the warning light shines red. Employing the same colours as a traffic light, Chrysler-Plymouth's new Safety Signal Speedometer reminds the driver to regulate his speed to driving conditions.

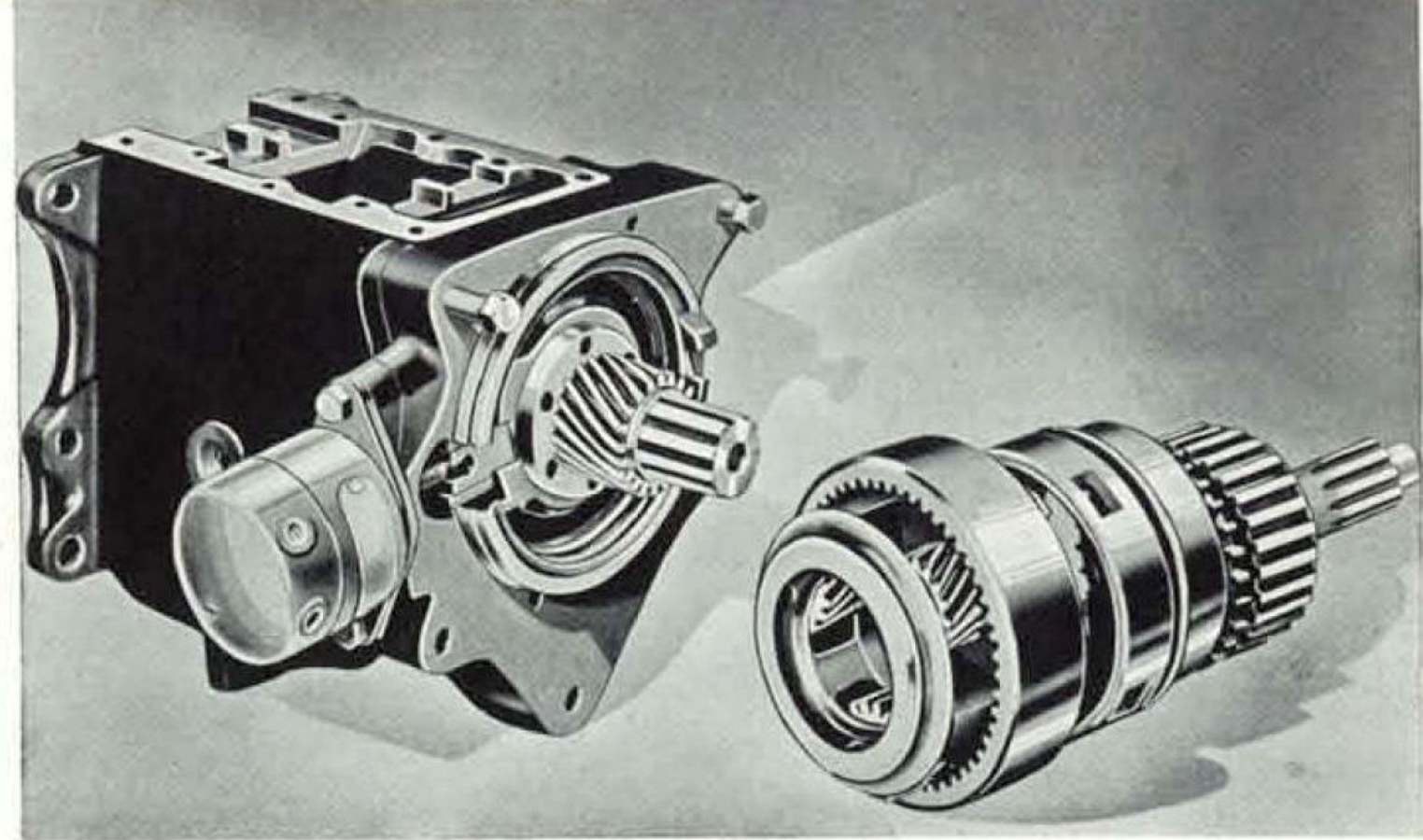
#### **IMPRESSIVE APPEARANCE.**

The front view of the 1939 Chrysler Plymouth is of modernistic design, with dynamic radiator grille that gives a fleet forward moving effect. The "V" type windshield and geometrically designed headlights set flush in the fenders accentuate this eager forward-movement.



### PERFECTED REMOTE CONTROL GEARSHIFT.

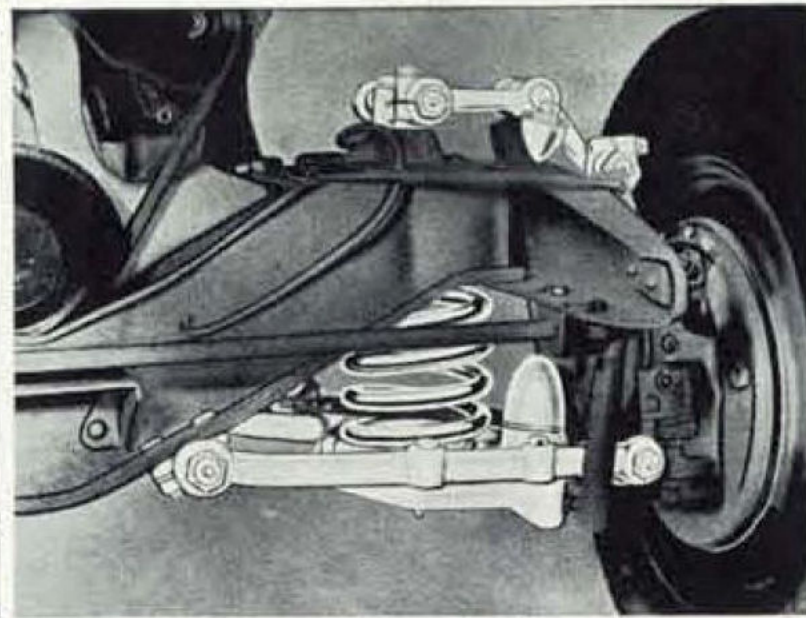
(Standard equipment on the De Luxe and Royal Touring Sedan and 7 passenger models only). This is a mechanical shift and is as fool proof as the conventional gear shift. It is located on the steering column directly under the steering wheel and its mechanism is completely enclosed in the column. This not only gives a simpler, less tiring, quicker and safer form of gear shift, but it also allows a great deal more legroom in the front compartment. The perfected Remote Control Gear Shift is one of the most outstanding engineering features of the year.



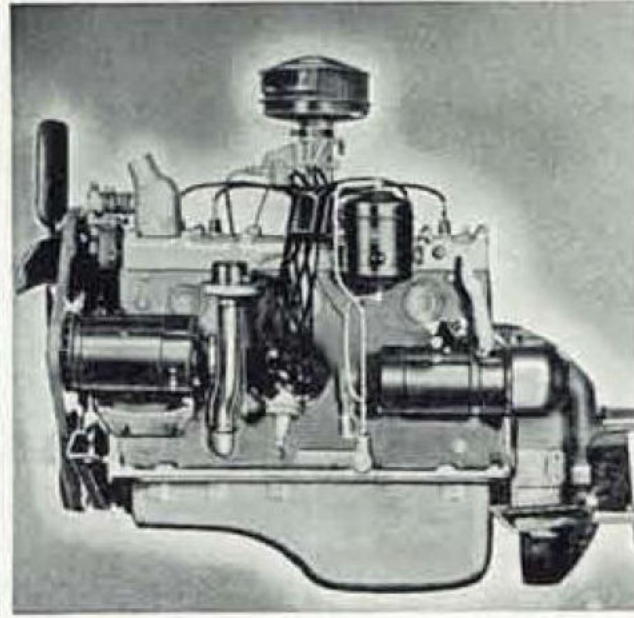
**DUAL POWER TRANSMISSION.** Available as extra equipment, the new Dual-Power Transmission practically doubles the performance ability of your car. At the same time it reduces the cost of operation and engine maintenance. The Dual Power Transmission provides the greatest possible economy because of the low speed at which the engine works when the overdrive operates. (The overdrive comes into effect at the comparatively low speed of 22-25 m.p.h.). It provides power, speed, or control necessary to avoid danger; and it reduces gear shifting, even in heavy traffic, to a minimum.



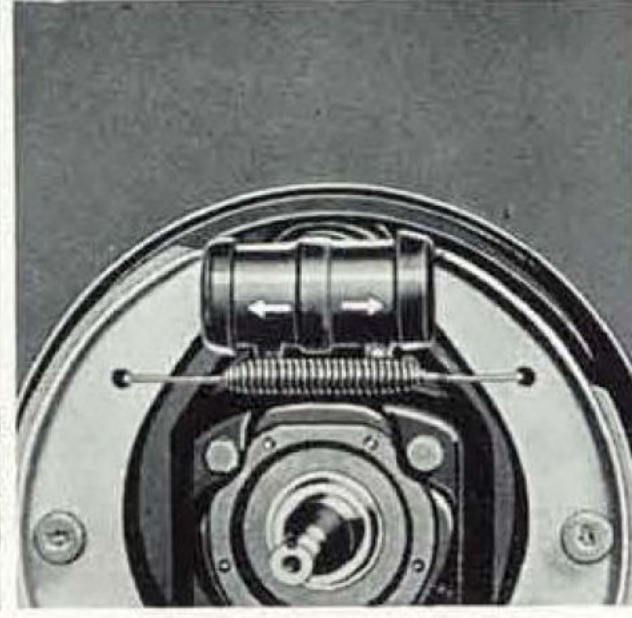
**Ventilated Clutch.** Air is circulated through screened openings to disperse friction heat. Clutch slippage is avoided. New overcentre clutch spring greatly reduces effort in operation.



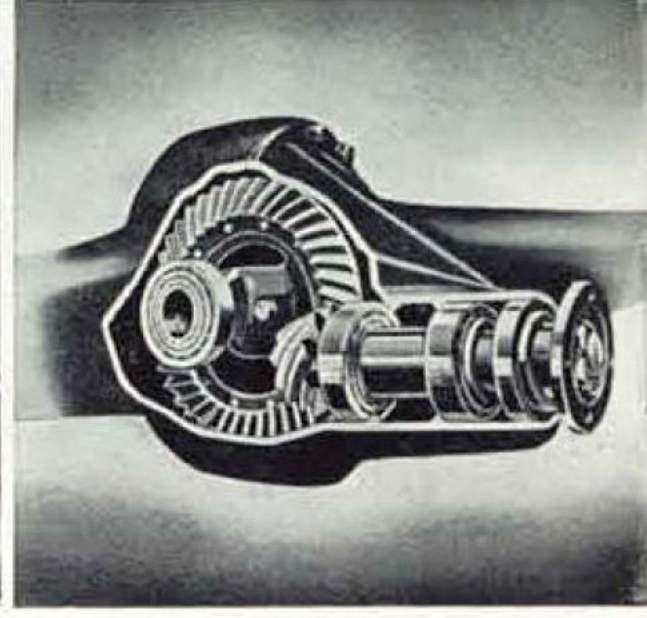
Pantograph type independent front wheel suspension contributes immeasurably to improved riding and driving. Rugged and durable in design, they have been completely tested and proven over a period of years in the higher-priced motor cars.



Powerful six cylinder engine with Floating Power mountings that eliminate vibration. Smoother, more sensitive acceleration. Inverted fuel pump prevents vapour lock and allows easier starting. Generator has larger capacity.



Equal pressure Hydraulic Brakes are longer lasting, easier acting with a more sensitive brake action and lighter pedal pressure. Brake linings are greatly improved. They are internal expanding and are sealed against water and dirt.



The semi-floating axle, with Hypoid drive gears, adjustable tapered roller bearings throughout, gives perfectly silent and trouble-free operation.

# S P E C I F I C A T I O N S

## CHRYSLER-PLYMOUTH ROYAL

**AXLE, FRONT**—Pantograph type individually sprung front wheels.

**AXLE, REAR**—Semi-floating axle with Hypoid drive gears. Adjustable tapered roller bearings throughout.

**BODIES**—Richards' Safe-T-Steel Bodies, with seamless steel top; trussed and braced with steel.

**BRAKES**—Pistol grip hand brake. Chrysler-Plymouth four wheel, equal-pressure hydraulic internal expanding, sealed against water and dirt.

**CLUTCH**—Single plate, dry fully ventilated. 9¼" disc. Ball thrust release bearing, lubricant, sealed in. New overcentre clutch spring, augments driver's pressure on foot pedal, greatly reducing effort required for operation.

**COOLING SYSTEM**—Centrifugal water pump, by-pass thermostat. Full length water jackets and directional cooling.

**DRIVE**—Hotchkiss, rear springs take up driving torque and thrust. Tubular propeller shaft, 2½" diameter. Two ball and trunion type universal joints with roller bearings.

**ELECTRICAL SYSTEM**—Air cooled generator with voltage control. Vacuum controlled distributor.

**ENGINE**—High torque, six-cylinder, L-head type. Floating power mounted. Bore 3½". Stroke 4¾". Piston displacement 201.33 cu. in. S.A.E. horsepower 23.44. Developed brake horsepower 82 at 3600 R.P.M. Compression ratio 6.7 to 1. Oil filter. Full pressure lubrication to crankshaft, camshaft and connecting rod bearings. Crankcase ventilation.

**ENGINE**—7 Passenger. High torque, six-cylinder, L-head type. Floating power mounted. Bore 3½". Stroke 4¾". Piston displacement 217.8 cu. in. S.A.E. horsepower 25.35. Developed brake horsepower 87 at 3600 R.P.M. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Crankcase ventilation.

**FRAME**—Rigid, double-drop X-girder truss frame with full-length box section side members; 6" deep.

**FUEL SYSTEM**—Plain tube down-draft carburetor with idle control and adjustable accelerating pump. Automatic manifold heat control. Oil-bath air cleaner and silencer. Fuel filter. 15-gallon supply tank. Fuel gauge on instrument panel.

**SPRINGS**—Front, coiled springs; rear, semi-elliptic with tapered leaf ends having silent threaded "U" shackles and rubber bushings. Sway eliminator. Metal spring covers on rear springs.

**SHOCK ABSORBERS**—Direct double-acting aero-hydraulic type.

**STEERING GEAR**—Worm and roller type. Perfected Remote Control Gear Shift on steering column under wheel.

**TRANSMISSION**—Synchro-silent transmission with helical gears throughout. Dual Power available as extra equipment.

**WHEELBASE**—114": 7-Passenger Sedan 134".

**WHEELS AND TYRES**—Five steel disc wheels. 16 x 6.25 low pressure tyres. 7-Passenger, 16 x 6.50 low pressure tyres. Spare tyre mounted in trunk.

*All specifications subject to change without notice and without responsibility.*

## CHRYSLER-PLYMOUTH SIX AND DE LUXE SIX

**AXLE, FRONT**—Pantograph type individually sprung front wheels.

**AXLE, REAR**—Semi-floating axle with Hypoid drive gears. Adjustable tapered roller bearings throughout.

**BODIES**—Richards' Safe-T-Steel, with seamless steel top. Trussed and braced with steel.

**BRAKES**—Pistol grip type hand brake. Chrysler-Plymouth four-wheel equal-pressure hydraulic internal expanding, sealed against water and dirt.

**CLUTCH**—Single plate, dry, fully ventilated. 9¼" disc. Ball thrust release bearing, lubricant sealed in. New overcentre clutch spring, augments driver's pressure on foot pedal, greatly reducing effort required for operation.

**COOLING SYSTEM**—Centrifugal water pump, by-pass thermostat, full-length water jackets and directional cooling.

**DRIVE**—Hotchkiss, rear springs take up driving torque and thrust. Tubular propeller shaft, 2½" diameter. Two ball and trunion type universal joints with roller bearings.

**ELECTRICAL SYSTEM**—6-volt air cooled generator. Positive shift starter. Vacuum controlled distributor.

**ENGINE**—High torque, six-cylinder, L-head type. Floating power mounted. Bore 3½". Stroke 4¾". Piston displacement 201.33 cu. in. S.A.E. horsepower 23.44. Developed brake horsepower 82 at 3600 R.P.M. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Crankcase ventilation.

**FRAME**—Rigid double-drop X-girder truss frame with full-length box section side members; 6" deep.

**FUEL SYSTEM**—Plain tube down-draft carburetor with idle control and adjustable accelerating pump. Automatic manifold heat control. Oil-bath air cleaner and silencer. Fuel pump driven by eccentric on camshaft. Fuel filter. 15-gallon supply tank. Fuel gauge on instrument panel.

**SPRINGS**—Front, independent coil springs. Semi-elliptic tapered leaf, rear.

**SHOCK ABSORBERS**—Direct double-acting aero-hydraulic type.

**STEERING GEAR**—Worm and roller type. Adjustable tapered roller worm thrust bearings. Perfected Remote Control Gear Shift on steering column standard on De Luxe.

**TRANSMISSION**—Synchro-silent transmission with helical gears throughout. Dual Power available as extra equipment on De Luxe Model.

**WHEELBASE**—114 inches.

**WHEELS AND TYRES**—Five steel disc wheels. 16 x 6.00 low pressure tyres. Spare tyre mounted in trunk.

*All specifications subject to change without notice and without responsibility.*

**Flinders Motor Company, 26 Flinders St., Adelaide, S.A.**

