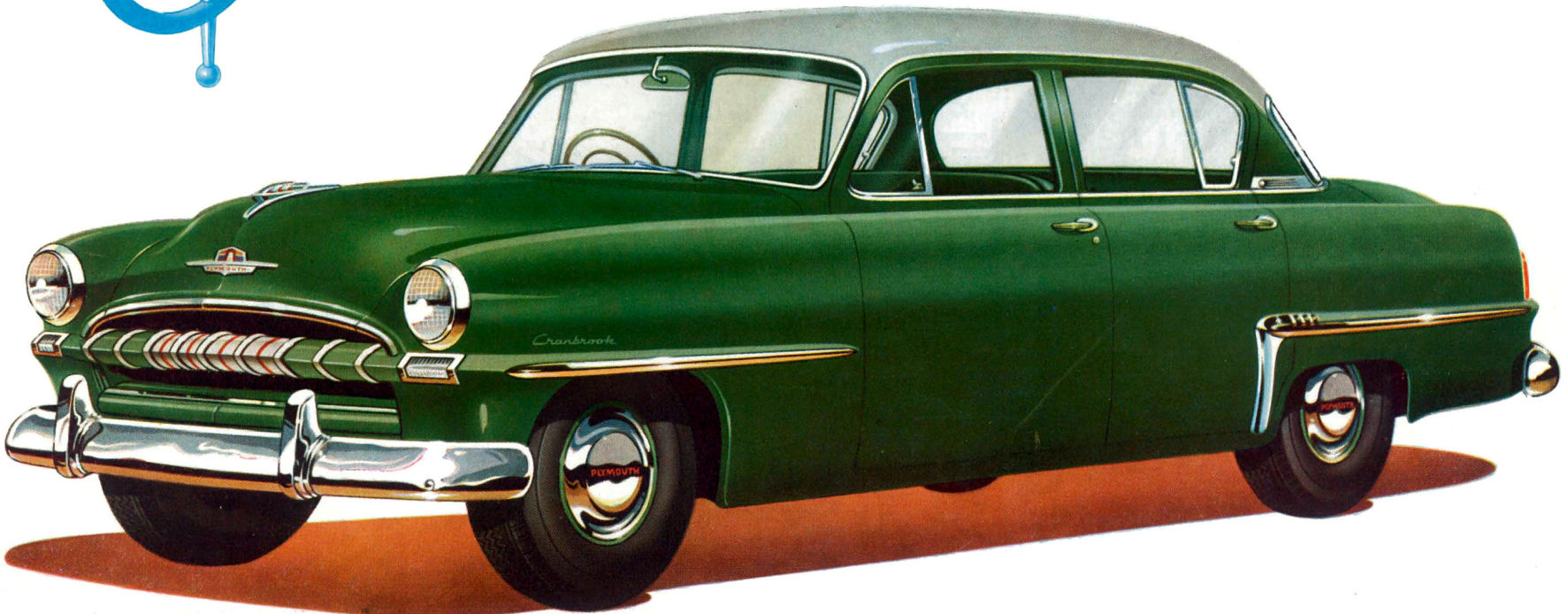
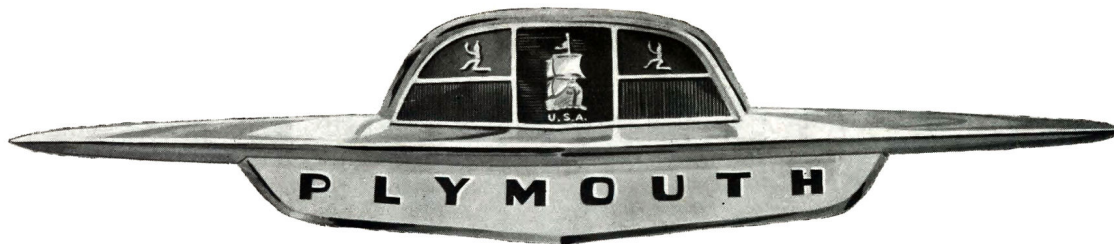


Plymouth

The first truly balanced car—to keep you surer and safer on the road than ever before!



New beauty, balanced with better, safer vision. A big one-piece curved windshield, large rear window and new rear quarter window. New, truly balanced suspension that produces almost gyroscopic stability on all kind of roads. There are many other new features which together give Plymouth the safety and comfort you've always looked for. Why not let your Distributor or Dealer tell you the full story. There are two Plymouth models to choose from — the Cranbrook (illustrated) and the Cambridge.



SPECIFICATIONS

DIMENSIONS:

Wheelbase 114 in. Car overall length, 190 13/16 in. Overall width, 74 1/4 in.

AXLE FRONT:

Independently sprung wheels. Reversed Elliott steering knuckle support.

AXLE REAR:

Semi-floating Amola steel axle shaft; two pinion differential and nickel molybdenum hypoid gears; one-piece forged housing for uniform strength. Fully adjustable tapered roller bearings throughout. Rear axle ratio, 3.9 to 1. Lubricant capacity, 2 3/4 Imperial pints.

BRAKES:

Safeguard four-wheel hydraulic, self-equalising internal expanding brakes utilising an individual cylinder for each shoe in front wheel brakes; 10 in. brake drums. Lining contact area, 158 square inches. Handbrake is Tee handle turn release type with multiple pawl ratchet; operates on propeller shaft, rear of transmission; frictional area 33.5/8 square inches.

CHASSIS FRAME:

Super rigid, double channel box section frame. Side-member thickness 3/32 inches; depth 5 1/2 inches, outside width at maximum depth 4 1/2 inches. Drop centre type side members braced with four cross-members.

CLUTCH:

Dry, single plate, 9 1/4 inches diameter. Force ventilated with cushion centre. Ball thrust release bearing with lubricants sealed in. Total contact area, 77.8 square inches.

COOLING SYSTEM:

Centrifugal water pump. Uniform directional circulation. Thermostat control. Full length water jacket. Water distributing tube cools all valve seats with direct water flow. Six-blade 17in. fan. Water capacity, three Imperial gallons.

CRANKSHAFT:

Precision high duty with four removable bearings. Seven counterweights.

CAMSHAFT:

Cast iron four-bearing, with silent chain drive.

DRIVE:

Hotchkiss type. Tubular propeller shaft balanced statically and dynamically to reduce vibration. Universal joints, ball and trunnion type with straight roller bearings.

ELECTRICAL SYSTEM:

Twelve-volt ignition. Full automatic vacuum controlled distributor. 22-amp. belt driven generator, with full voltage and current control. Ignition-key operated positive starter. Lucas pre-focus headlamps with foot operated dipper control, dual tail lamps, front parking lights. Stop-light and licence lamp. 9 plate MoPar battery.

ENGINE:

High torque, six-cylinder "L" head type. Floating power mountings. Bore 3.3/8"; stroke 4 1/4". Piston displacement, 228.12 cub. inches. Rated horsepower, 27.34. Maximum b.h.p., 101 at 3,600 r.p.m. Maximum torque, 179 lbs. ft. at 1,400 r.p.m. Compression ratio, 6.13:1. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. Crankcase oil capacity, four quarts (Imperial). Full crankcase ventilation. Filtered oil system. Aluminium alloy tin plated pistons with two comp. and two oil rings.

FUEL SYSTEM

Ball and Ball plain tube down-draft carburettor with idle control and adjustable accelerating pump. Automatic manifold heat control. Heavy duty oil bath air cleaner. Automatic electric choke. Electric fuel gauge on instrument panel. 14 Imperial gallon fuel tank with self-cleaning sintered bronze fuel filter.

SUSPENSION:

(a) **Springs:** Front—Silico manganese steel independent coil springs, wishbone type action. Rear—Non-parallel-longitudinal leaf type; semi-elliptic; length, 53.3/8 inches, width, 2 inches, silico manganese steel, with moulded interliners.

(b) **Shock Absorbers:** Direct double acting hydraulic, front and rear telescopic "Oriflow" type. Rears in "Sealeg" position for greater stability.

STEERING:

Rubber cushioned shockless worm and roller type. Adjustable tapered roller worm thrust bearings. Steering gear ratio, 18.2:1. Wheel diameter, 17 1/2 inches. Full circle horn ring and remote control gearshift lever.

TRANSMISSION:

Syncho-silent transmission, with helical gears throughout. Three forward speeds and reverse. Lubricant capacity, 2-1/3 pints (Imperial).

WHEELS AND TYRES:

Five demountable steel disc wheels with safety rims; 6.70 x 15, 4 ply, low pressure tyres. Spare wheel and tyre mounted on righthand side of luggage compartment. Inflation pressure 24-lb. (cold). Optional equipment 16 x 4.50 wheels with 6.50 x 16 4-ply tyres.

THE BODY:

All steel body, designed, reinforced, and dust-sealed for Australian road conditions. Heat treated safety glass all windows; wrap-round bumpers.

EQUIPMENT AS DELIVERED:

Cranbrook.—Pre-focus headlamps. Heavy duty bumpers with buffer plates. Dual horns. 9-plate battery. Cigar lighter. Mechanical bumper jack. Sway eliminator. Oil filter. Intake silencer on air cleaner. Full tool kit with tyre pump. Dual tail lights. Remote control horn ring. 17 1/2-inch steering wheel. Courtesy light. Rear seat armrest. Dual electric windshield wipers. Stainless steel windshield and rear light finish mouldings. Dual sun visors. Cowl ventilator. Stainless steel rear fender stone shields. Jack holding bracket in luggage compartment.

Cambridge.—Pre-focus headlamps. Heavy duty bumpers. Single low note horn. 9-plate battery. Mechanical bumper jack. Sway eliminator. Tool kit with essential tools. Dual tail lights. Remote control horn ring. 17 1/2 inch steering wheel. Dual electric windshield wipers. Sun visor. Cowl ventilator.

PRODUCT OF CHRYSLER AUSTRALIA LIMITED, ADELAIDE, SOUTH AUSTRALIA