

# NEW '52

## Henry J CORSAIR



*Proven Smartest  
Proven toughest  
Proven thriftiest*



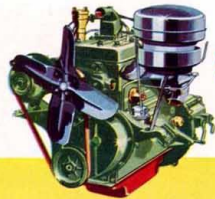
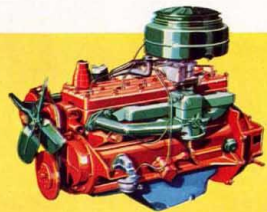
Here it is, the great new '52 **Henry J CORSAIR**—with its massive front grille and its safety-engineered all-direction tail lights.

Smarter, tougher, 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!

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

### Better built



*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!

*Supersonic 6*

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: 3 1/8 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 1/8 inches, stroke 4 3/8 inches; brake horsepower 80 at 3100 R.P.M.; compression ratio 7.0 to 1; aluminum alloy pistons; two compression and one oil control ring. Full pressure lubrication.

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

**Cooling System**—Cellular radiator, core, system capacity—4 cylinder 10.5 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 thrust 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 1/2 inches; rubber bonded shackles; airplane-type shock absorbers with inverted "V" mounting.

**Drive**—Hotchkis; two needle-bearing universal joints; 3/8 inch propeller shaft.

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

**Steering System**—Warm 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 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.

PRINTED IN U.S.A.

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*Greater today in every way!*