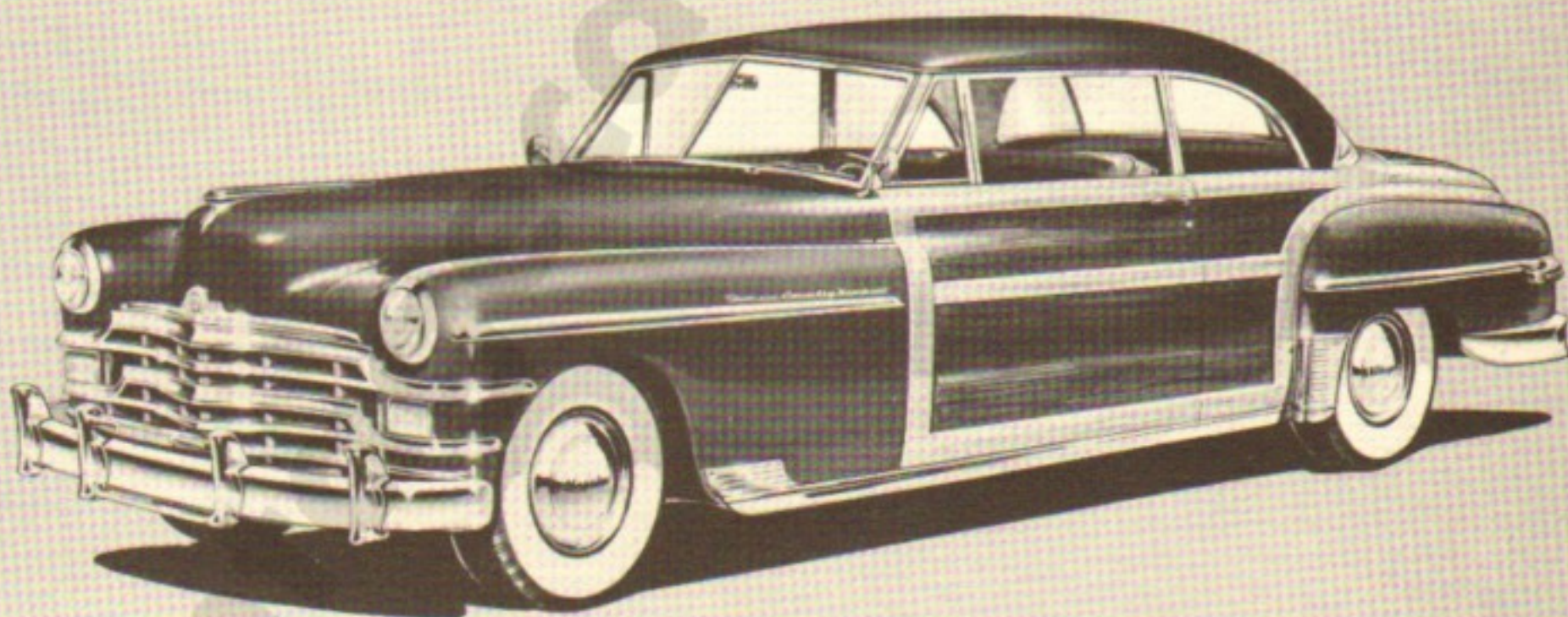
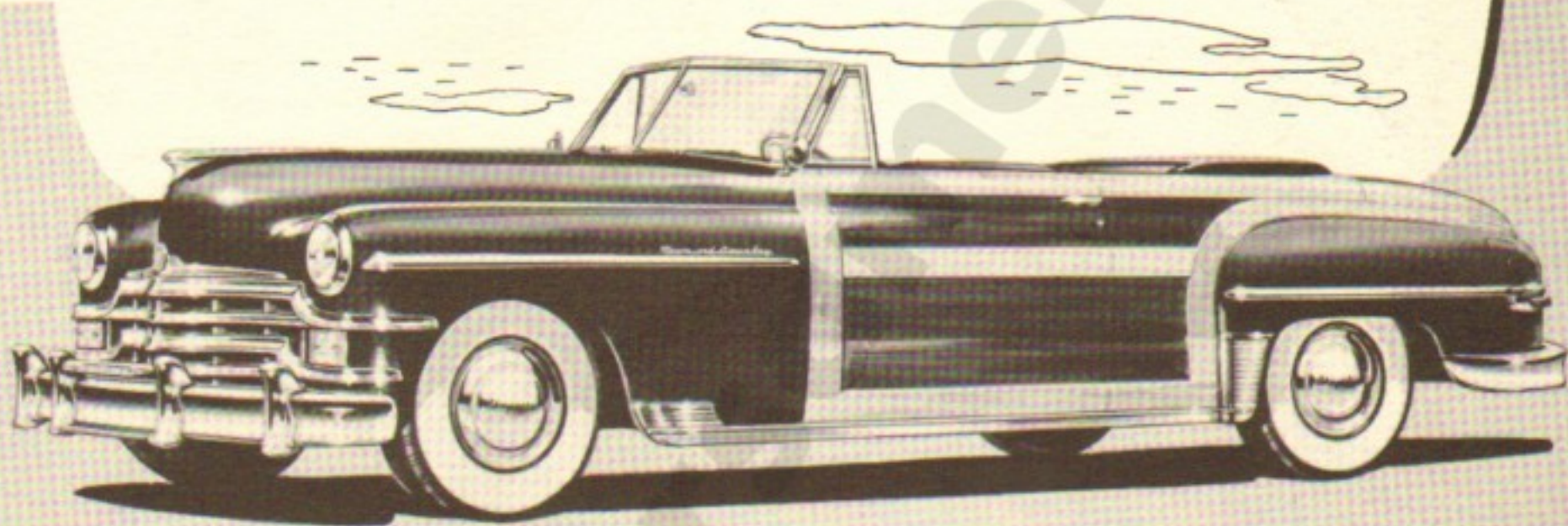


THE

Beautiful Chrysler

TOWN and COUNTRY



GREATER DURABILITY AND SERVICEABILITY with a
STURDY NEW ALL-STEEL BODY CONSTRUCTION

NEW ALL-STEEL BODY STRUCTURE provides
GREATER STRENGTH, LONGER LIFE, and
requires LESS MAINTENANCE.....

THE Beautiful Town & Country now has steel-body strength and rigidity! This ultra-smart motor car has been completely redesigned with a new all-steel basic body structure that gives this exclusive Chrysler model new advantages of greater safety, durability, and easier maintenance.

Complete details of this new construction are illustrated on the opposite page. These drawings show that the entire Town & Country underbody—the structural foundation of an automobile body—is now fabricated of steel. Floor sills, pillars, rear quarter panels, dash and cowl panel—in fact, all parts or assemblies that have structural purpose—are steel. Even the inside door panels are steel.

All parts of this underbody are joined together by spot or arc welding, and then heavily reinforced at vital places with steel plates and braces. Thus, the overall result is to give a solid one-piece structure of exceptional strength, sturdiness and rigidity.

Floor sills are made of extra heavy gauge steel which is formed into a complete box section and then reinforced by heavy Z-section steel plate. This provides great rigidity for the floor pan.

Front pillars and cowl sides, other important structural elements, are also exceptionally sturdy. They are spot-welded and rigidly connected to the dash panel with heavy reinforcing members to eliminate any possible twisting or shaking of the front end.

Similarly, the rear quarter panels, quarter pillars and lock pillars are rigidly braced to the floor sills and wheel-houses to give the rear body structure greater resistance to bending and twisting. Additional strength and rigidity is achieved here by the sturdy steel belt bar which is welded to the quarter panels, wheel-house panels and shelf panel so that it ties in the quarter panels from side to side.

Doors of this new Town & Country have been completely redesigned for lighter weight and greater rigidity. The entire structural elements of the door—including the inside panel, hinge pillar and lock pillar are of steel, and are joined together by welding to form an exceptionally sturdy unit. Since this new door is considerably more rigid than the previous construction, it provides better alignment for the window frame which in turn makes the window easier to raise and lower.

The distinctive body paneling of this stylish Town & Country is made of a special sheet steel which has been given the appearance of a highly-polished grained mahogany finish by means of a special photographic transfer process. This "Di-Noc" paneling, as it is called, is used on the doors, rear quarters, deck lid, and lower deck panel.

It retains the beauty of fine mahogany veneer without any of the disadvantages. "Di-Noc" paneling is resistant to weather; it does not warp, crack or peel; and it is much easier to keep clean.

Another advantage of this new Town & Country construction is the manner in which the wood trim is used. It is now used primarily for purposes of style and beauty, and not as a main structural element of the body construction. This wood trim—a beautifully-grained and highly-polished white ash of finest quality—is fitted over the steel underbody and securely bolted to the steel supporting members. Thus, it contributes to the distinctive custom-body beauty of the Town & Country without sacrificing body strength, rigidity or durability.

Maintenance costs are greatly reduced with this wood-over-steel method of construction because the stronger, longer-lasting steel has replaced wood in all places where stress or strain is involved. Wood is no longer subject to load; therefore, it cannot crack or splinter. The rigid, steel underbody structure now carries the load so that the entire car is more durable and serviceable.

1 DOOR INSIDE PANEL

2 LOCK PILLAR

3 QUARTER PANEL

4 QUARTER PILLAR

5 SHELF PANEL

6 FLOOR PAN

7 BELT BAR

8 WHEEL-HOUSE PANEL

9 WHITE ASH TRIM

10 STEEL DI-NOC PANEL

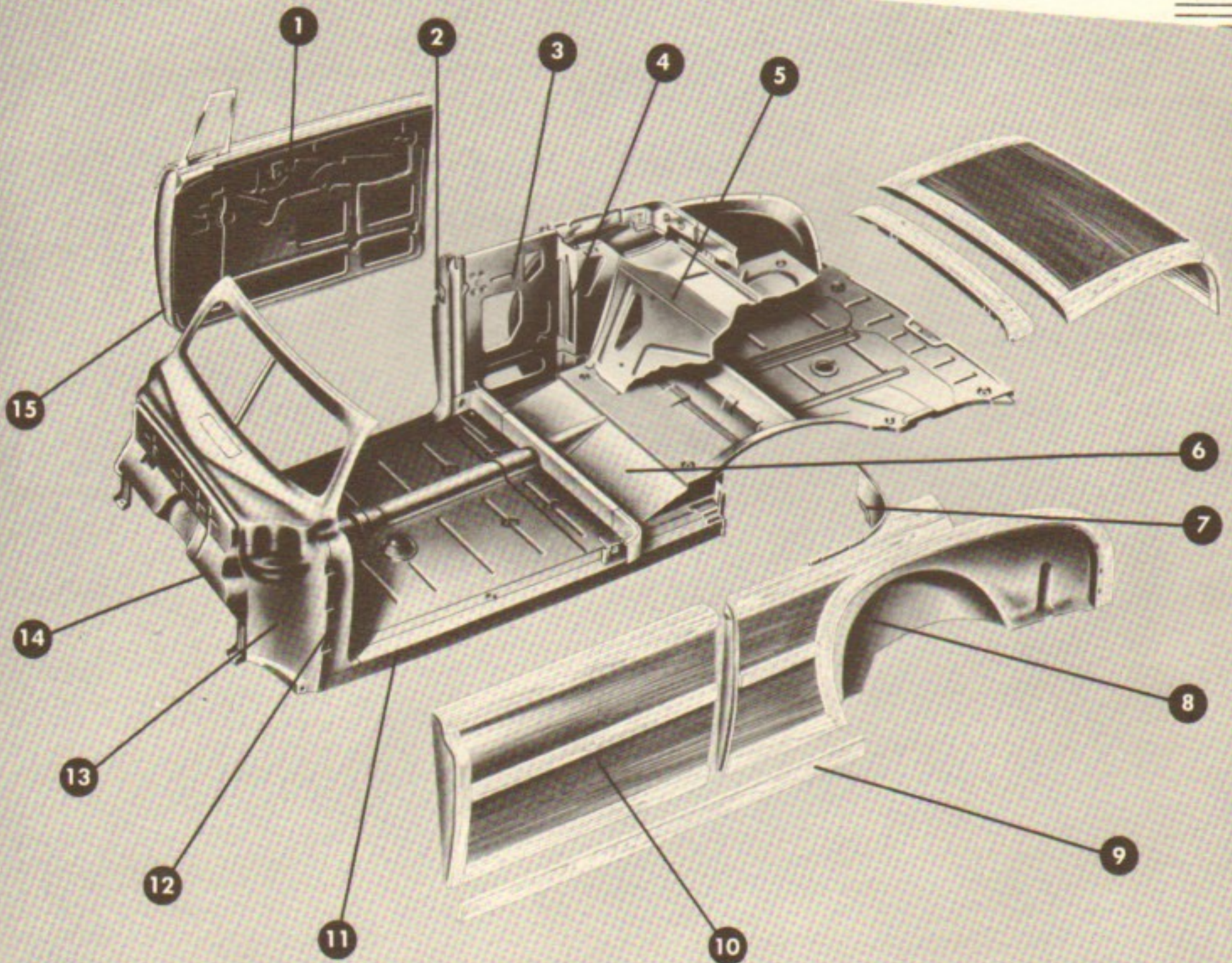
11 FLOOR SILL

12 FRONT PILLAR

13 COWL PANEL LOWER

14 DASH PANEL

15 DOOR HINGE PILLAR



TOWN and COUNTRY SPECIFICATIONS

BODY TYPES

The Town & Country Model is available in two body types: the Convertible Coupe and the Newport. These two types are identical in design and construction except for the top and rear-seat location. The *Convertible* has a fabric top which is automatically operated; and the *Newport* has a solid-steel top that is permanently fixed to the body, which permits the rear seat to be located 2 inches further to the rear.

FEATURES

Exclusive Chrysler Town & Country styling with fine white-ash wood trim; durable, weather-resistant steel "Di-Noc" panels of highly-polished grained Mahogany appearance for doors, body and rear deck; all-steel basic body structure, rigidly braced and welded, for greater strength, safety and sturdiness; counterbalanced rear trunk lid; full side vision, with disappearing side-window pillars, for both Newport and Convertible; extra-large flexible plastic rear window for Convertible; full rear vision for Newport with curved-glass rear window extending around to the sides; choice of nine body colors for Newport; ten for Convertible; choice of four colors for Convertible top; choice of four leather and beige Bedford Cord trim combinations and four all-leather trim combinations for Convertible; and choice of four beige Bedford Cord Trim combinations for Newport.

MECHANICAL

ENGINE: Chrysler Spitfire High-Compression Eight (L-head) with $3\frac{1}{4}$ in. bore and $4\frac{1}{8}$ in. stroke with displacement of 323.5 cu. in. Compression ratio, 7.25 to 1. Brake horsepower, 135 at 3200 r.p.m. Torque, 270 ft.-lbs. at 1600 r.p.m. Oil capacity, six qts. Lightweight aluminum-alloy pistons. Four piston rings per piston. Exhaust-valve seat inserts. Crankcase ventilation. Full-pressure lubrication. Silent, chain-driven camshaft. Floating Power engine mountings. Counterbalanced crankshaft with rubber-cushioned vibration damper. Full-Flow oil filter mounted directly to engine. Heavy-duty oil-bath air cleaner and silencer. Chemically-coated cylinder bores for longer engine life. Floating-screen oil intake. Automatic manifold heat control. Waterproof ignition system (spark plugs, distributor, coil and high-tension wiring.) Built-in spark plug and distribution static suppressors. Automatic advance spark with speed and vacuum control. Wide-gap resistor spark plugs. Down-draft carburetor with automatic choke and fast-idle control. High-capacity mechanical fuel pump. Full-length water jacket cooling system. Water distributing tube in cylinder block.

RADIATOR: Capacity, 17 qts. Pressure radiator cap.

FUEL TANK: Capacity, 20 gals. Oilite fuel filtering element.

ELECTRICAL: High-capacity generator with maximum charging rate of 45 amps. Automatic voltage and current control. 17-plate battery with 135 amp. capacity. Sealed-Beam Bull's-Eye headlamps. Stop lights and turn signal lights in tail-lights. Two back-up lights.

AUTOMATIC TRANSMISSION: Prestomatic Fluid Drive Transmission provides four forward speeds and reverse, with driver-controlled automatic shifting (hydraulically-operated) from first to second and from third to fourth, and electrical kick-down switch on accelerator pedal. All forward speed gears are synchronized. Gear ratios: 3.57 to 1, 2.04 to 1, 1.75 to 1, and 1 to 1, with 3.99 to 1 for reverse. Transmission lubricant capacity, 3 pints.

SAFETY CLUTCH: Single-plate, dry, ventilated, with two molded, woven asbestos facings. 10 in. plate diameter. Safety Clutch Pedal is provided for driver.

DRIVE: Hotchkiss type, through rear springs.

REAR AXLE: Hypoid rear axle, semi-floating type, with tapered roller bearings. Rear axle gear ratio: 3.91 to 1.

SUSPENSION: Independent in front with coil springs. Longitudinal, semi-elliptic springs in rear, with grooved and tapered leaves and wax-impregnated inter-liners. Hydraulic direct-acting shock absorbers for all four wheels. Rubber-bushed sway eliminator in front.

FRAME: Double-channel, welded box type with four cross members and special reinforcing for extra rigidity.

BRAKES: Chrysler Safe-Guard hydraulic, internal expanding with Cyclebonded brake linings. Independent mechanical hand brake. Vacu-Ease power unit for brakes available at extra cost.

STEERING: Center-arm control system with equal-length tie rods and three-tooth worm and roller steering gear.

WHEELS AND TIRES: Chrysler Safety-Rim wheels for blow-out protection, with four-ply 8.20 x 15 Super-Cushion tires.

DIMENSIONS

WHEELBASE: 131 $\frac{1}{2}$ in.

OVERALL LENGTH: 222 $\frac{5}{8}$ in. (with front center bumper guard)

OVERALL WIDTH: 80 in.

OVERALL HEIGHT: 64 $\frac{1}{4}$ in.

FRONT TREAD: 56 $\frac{3}{4}$ in.

REAR TREAD: 63 in.

SEAT CUSHION WIDTH: Convertible—Front, 57 in. Rear, 48 $\frac{1}{4}$ in. Newport—Front, 51 in. Rear, 62 in.

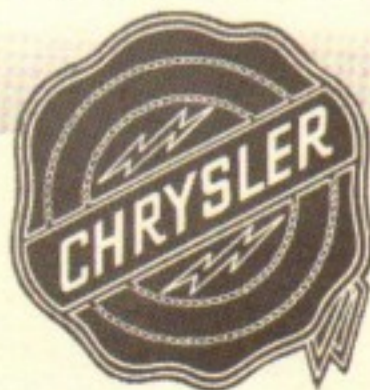
LEGROOM: Convertible—Front, 41 in. Rear, 36 in. Newport—Front, 41 in. Rear, 38 in.

STANDARD EQUIPMENT

Included as standard equipment on Town & Country are: Oil-bath air cleaner; Full-Flow oil filter; waterproof ignition; cigar lighter; Prestomatic Fluid Drive Transmission; electric clock; two electric windshield wipers; Airfoam seat cushions; automatic door-light switches; automatic top on Convertible; bumper jack and tools; Cyclebonded brake linings; spare tire and wheel; two outside rear view mirrors; handbrake warning light; turn signals; two back-up lights; Safety-Rim Wheels; stainless-steel hub caps and white-wall wheel rings; factory-applied undercoating; resistor-type spark plugs.

All Specifications Are Subject to Change Without Notice

CHRYSLER SALES



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