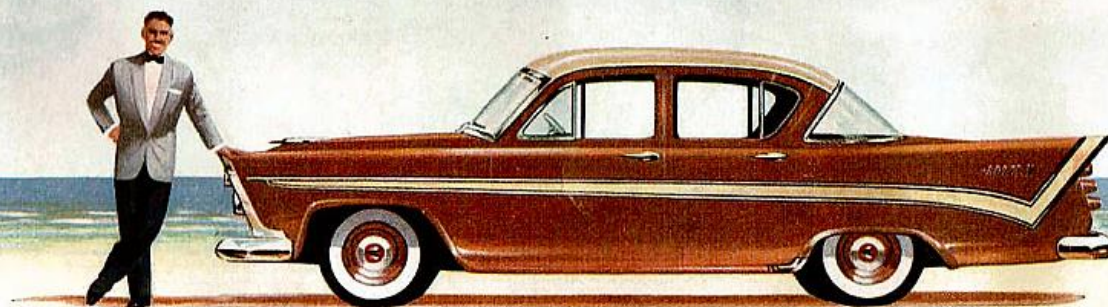
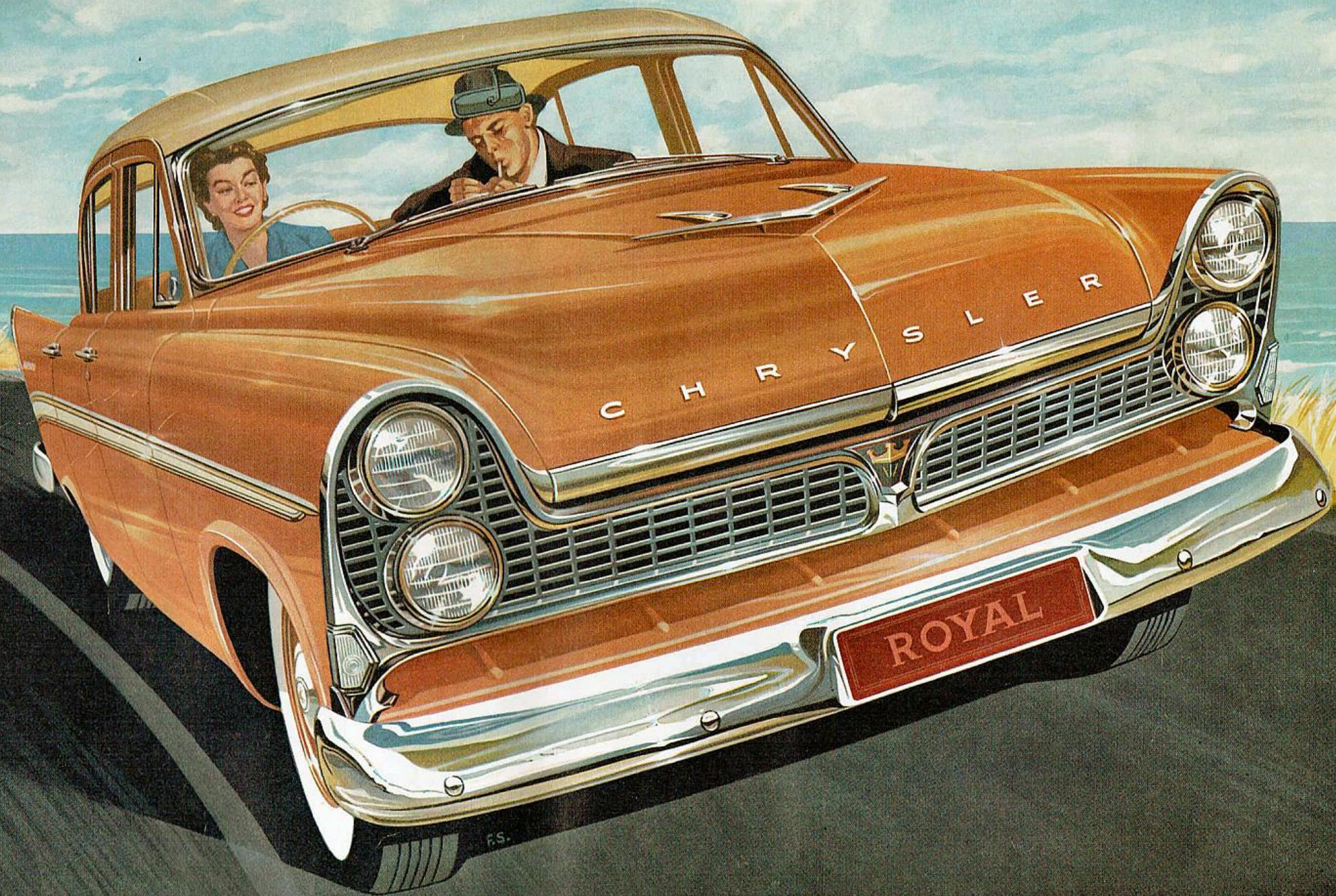


**IT'S A
WONDERFUL
WONDERFUL
BUY...
CHRYSLER
ROYAL V8**



**FOR THE BEST REASON
IN THE WORLD . . .
NO OTHER CAR IN ITS
CLASS OFFERS YOU
MORE CAR FOR
YOUR MONEY!**



CHRYSLER ROYAL V-8

WITH AUTOMATIC TRANSMISSION!

A wonderful, wonderful buy for those used to more expensive cars

If we had not given you the figures, you could be excused for thinking that the price tag of this car was way, way above £2,000—After all, this car has everything—and more—that vehicles in the £2,000 plus class give you . . . Style . . . yes! . . . This car is well dressed in the modern manner, but not overdressed. Automatic transmission . . . Yes! . . . Royal V-8 has the latest and greatest in “no clutch” driving with the new TorqueFlite Automatic transmission. V-8 power at its best—and there’s no finer Australian V-8 motor on the road . . . a thrilling 220 b.h.p. power plant that provides the unusual combination of high performance with economy . . . and this car is built staunch and solid. Every mechanical detail has been thoroughly proven under the most rugged Australian conditions—Whether you drive a Royal on tracks “back o’ Bourke” or on main highways, there is the certainty of long-lived dependable performance. Best of all, this is the one full-size, full-powered, fine car that you can own without having to go “overboard” on purchase price.



DRIVE IN STYLE—Chrysler Royal's wide front seat takes three big people, and still leaves plenty of elbow room for the driver. Ample head-room and generous leg room are other practical aspects of this "living-room-on-wheels". The comfortable steering wheel is of "dished" design . . . an important safety feature. Instrument panel is deeply padded for extra safety.

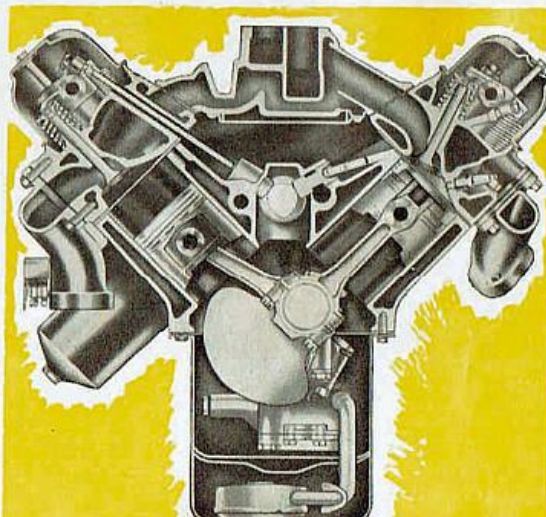


TORQUEFLITE AUTOMATIC TRANSMISSION. This three-speed, push-button transmission is the last word in simplicity and safety. Push-button operation is provided for 1st, 2nd, Neutral, Drive and Reverse. Torqueflite is unusually smooth, extremely quiet, and gives amazing acceleration. As a safeguard against accidental selection, reverse gear cannot be engaged at speeds above 10 m.p.h.

STEP IN AND TRAVEL FIRST CLASS in spacious comfort, seated at natural, arm-chair height with plenty of leg and head room. Our photo shows one of the breathtaking trim combinations available in the revolutionary new *sponge vinyl* material.



220 BHP "FURY" V-8 ENGINE—Is of "over-square" design, bore 3.875", stroke 3.312", cubic capacity 313 cu. ins. Taxable H.P. 48.05, developing 220 BHP @ 4,000 rpm. The torque figure is impressive, 325 lbs. ft. @ 2,800 rpm., which results in amazing "pick-up".



THE COMMONSENSE APPROACH TO AN AUSTRALIAN BIG CAR

Chrysler Royal represents the one, sane approach to an Australian big car . . . Holding fast to a sound basic mechanical design—improving where time and long use showed that something could be made stronger to last even longer, but never changing merely for the sake of change alone. Keeping out ahead in style, too—but with lines that are ageless rather than complete reversals of fashion year after year.

The result is that on any standards you may care to set, no other make in this class offers the same high value in prestige transportation.

SCORES OF BETTER VALUE-FOR-MONEY FEATURES PUT YOU AHEAD IN EVERY WAY

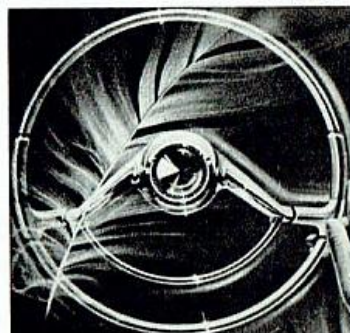
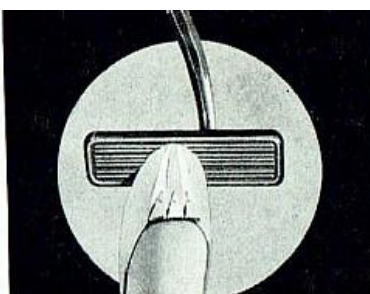
- Safety Rim wheels—a Chrysler exclusive—Tyre remains on if a blow-out occurs
- Wide opening doors, with unobstructed entry for front and rear passengers
- Petrol filler cap concealed behind fold-down numberplate
- Powerful braking—each front wheel brake has two braking cylinders
- Rugged chassis, full-length side rails of box-section construction with four cross-members for added rigidity
- Screened air intake built into cowl
- One-piece sway eliminator bar plus Royal's Wide Track keeps the ride level
- Rear-end stability, with long and wide semi-elliptic springs mounted in non-parallel position to resist sway
- Rotary door locks hold doors firmly closed
- 15½-gallon fuel tank
- Chrome wheel trim rings
- Courtesy switches on all four doors
- Assist loops for rear seat passengers
- De luxe Regency *sponge vinyl* trim with foam padding in front and rear seats.

30,000 MILES CERTIFIED CAR CARE PLAN AND 12 MONTHS OR 10,000 MILES WARRANTY

The correct inspections, adjustments and services of your Chrysler Royal at the correct intervals and at the low-cost fixed charges. This planned protection is available to owners to make sure they get, at the lowest possible cost, the full measure of good motoring built into Chrysler Royal.

POWER BRAKES

A vacuum-servo unit multiplies by 2½ times the normal result from your foot pressure on the brake pedal.

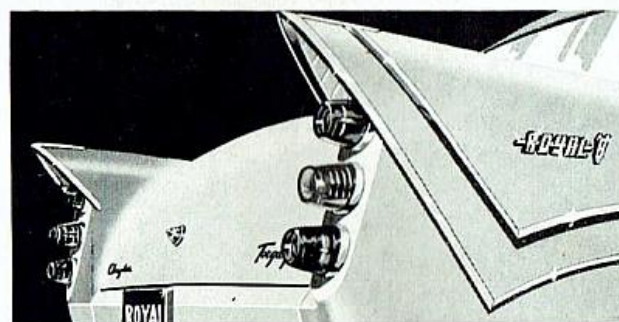


POWER STEERING

Effortless parking. A boon on long distance trips. Greater safety, bumps or crosswinds can't veer you off course.



FAMILY-SIZE LUGGAGE BOOT. 35 cubic feet of space. Boot floor has rubber mat. Lid is counterbalanced.



SWEEP WING REAR-END STYLING with tail, back-up and flashing turn lamps.

The policy of Chrysler Australia Limited is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.

SPECIFICATIONS

DIMENSIONS: Wheelbase 115". Maximum length 199-11/16". Maximum width across bumper 73¼". Kerb height 63½". Front track 55½". Rear track 58½". Ground clearance 7-11/16".
TARE WEIGHT: 3,500 lbs.

POWER PLANT

V-8 "Fury" 313—O.H.V., Bore 3.875", Stroke 3.312", Piston displacement 313 cu. in. Taxable horsepower 48.05 (R.A.C.). Compression ratio 9.0 to 1. Max. b.h.p. at r.p.m., 220 at 4,000. Max. torque 325 lbs. ft. at 2,800 r.p.m. Cast-iron cylinder head. Two point eccentric rubber-insulated mountings front and single-bonded rubber rear mounting.

COOLING SYSTEM

Pressure system, permanent by-pass type thermostat, centrifugal water pump. Cooling capacity: 16 quarts, 18" 4-blade fan.

LUBRICATION SYSTEM

Normal pressure 50-60 p.s.i. at 1,500 r.p.m. Fixed oil intake. Replaceable element oil filter. Crankcase capacity 4 quarts.

FUEL SYSTEM

15½ galls. Fuel filter sintered bronze in tank. Carburettor: dual downdraft. Automatic choke. Air Cleaner: dry element type (replaceable).

SAFEST BRAKING

Safeguard hydraulic, self-equalising, internal expanding brakes utilising an individual cylinder to each brake shoe on front wheels. Contact area 150½ sq. ins. Hand-brake operated by "T" handle release and acts on rear of transmission.

POWER BRAKES (Optional Extra)

A vacuum servo system of the vacuum suspended type multiplies the pressure applied by the driver to the foot-brake pedal. The unit is simple, safe, and the only maintenance required is an occasional washing of the oil filter.

STEERING (Conventional)

Direct, double tie-rod. Worm and 3-tooth roller gears. Overall ratio 27.5 to 1. Turning circle diameter 38 ft. Steering is self-centering.

POWER STEERING (Optional Extra)

Power is supplied in the form of hydraulic pressure from a rotary-type pump. Oil filter is cartridge type, and does not require periodic changing. If in the unusual event that the hydraulic system fails, the driver maintains full control of the car.

A FIRM FOUNDATION BENEATH YOU

Super rigid, double channel box section side rails, drop centre type chassis frame braced with four cross members. Max. side member depth 5¼", outside width at max. depth 4½", thickness 3/32."

SUSPENSION

Front—Independent with coil springs and unequal length control arms. Telescopic shock absorbers mounted inside coil springs. Rear Springs—Long, semi-elliptic, non-parallel, longitudinal leaf springs with telescopic shock absorbers mounted in "sea-leg" position. Auxiliary rear springs available as special equipment.

SPECIAL EQUIPMENT

Tinted glass, rear centre arm rest, heater and demister, engine compartment light, glove box light, trouble lamp, sill moulding, two-tone paintwork, locking petrol cap, power brakes, power steering, radio, external rear-view mirror, rear venetian blind, outside sun visor, windshield washer.

PUSH BUTTON TORQUEFLITE TRANSMISSION

(Standard Equipment)

The TorqueFlite transmission combines a torque converter and an automatic planetary gearbox. The torque converter extends torque multiplication over a wide range of engine speeds. The hydraulically-controlled gearbox utilises two multi-disc clutches, and over-running clutch, two bands and two planetary gear sets. The automatic gearbox is controlled by hydraulic pressure supplied by the front and rear oil pumps; this pressure varies according to the throttle opening.

Depending on the drive range selected, the throttle opening and the car speed, the control valves will cause hydraulic pressure to engage or release the clutches and apply or release the bands, thus causing the planetary gear sets to provide three forward and/or one reverse ratio.

Gear ratio and gears used in each selected position:

R	—2.00 to 1
N	—Neutral
D-1, 2	drive—2.45, 1.45, 1.00
2-1, 2	2.45, 1.45
1-1	2.45

REAR AXLE

Semi-floating hypoid type. Steel axle shafts. Differential with carbon molybdenum hypoid gears. One-piece forged housing for uniform strength. Fully adjustable tapered roller bearings throughout. Hotchkiss final drive. Ratios: 3.31 to 1. Lubricant capacity 2½ pts.

WHEELS AND TYRES

Steel disc wheels with drop centre, safety rims, 15 x 4.50K standard. Standard tyre equipment: 6.70 x 15 x 4-ply tubeless. Optional equipment: 6.70 x 15 x 6-ply tubeless.



MoPar

CHRYSLER — MoPar
Approved Chrysler Service and Genuine MoPar
Parts are available nationwide.

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