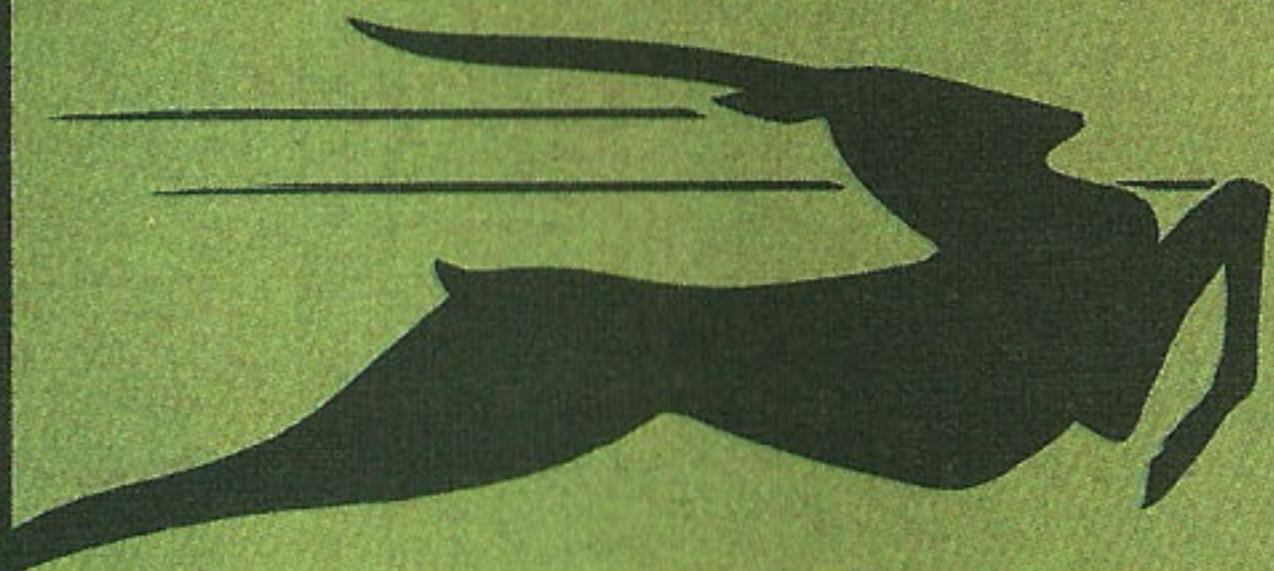
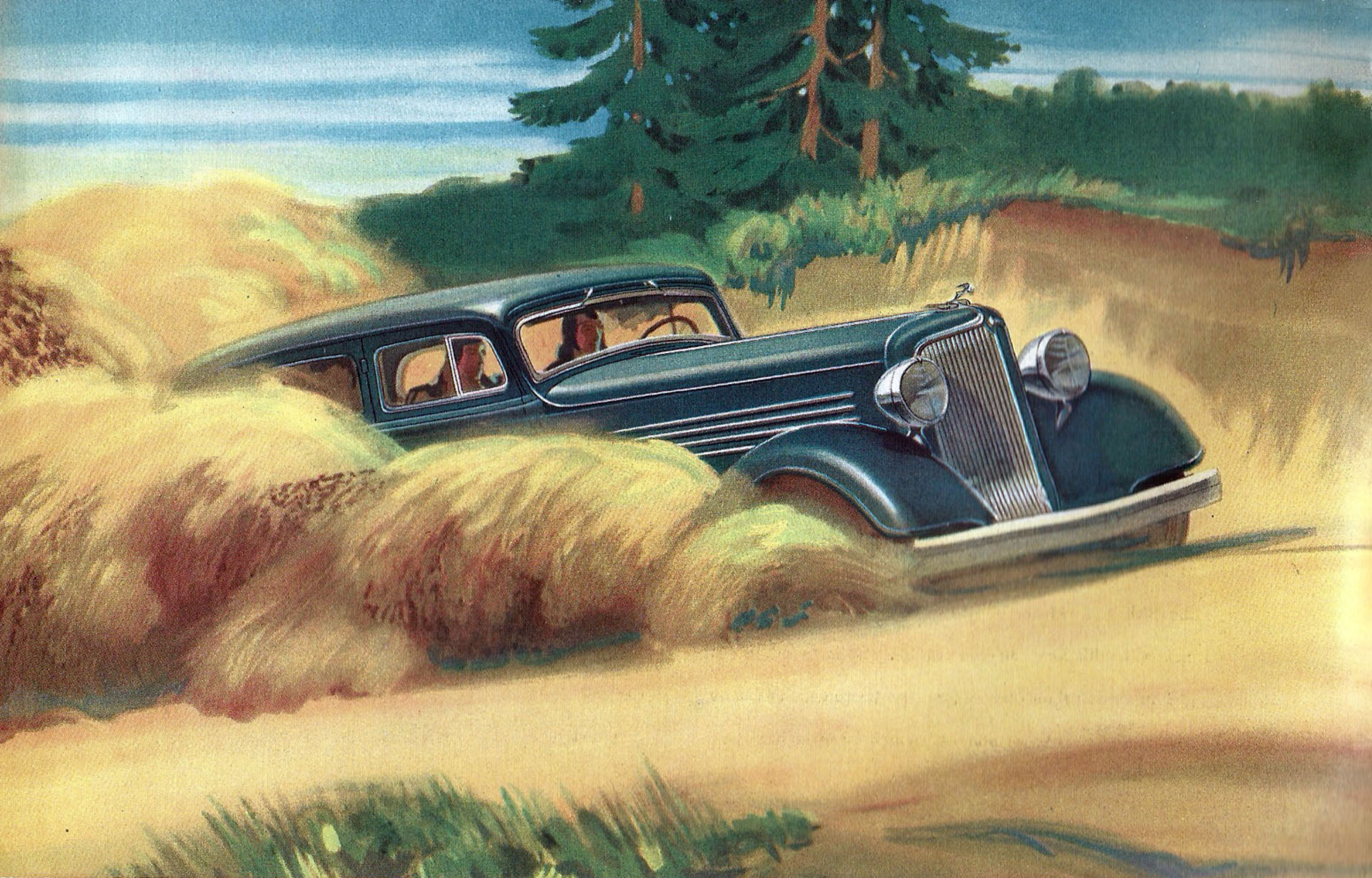


E. S. KETNER
Garage & General Repairing
150 W. COLUMBIA ST.
SCHUYLKILL HAVEN, PA.



Chrysler Six





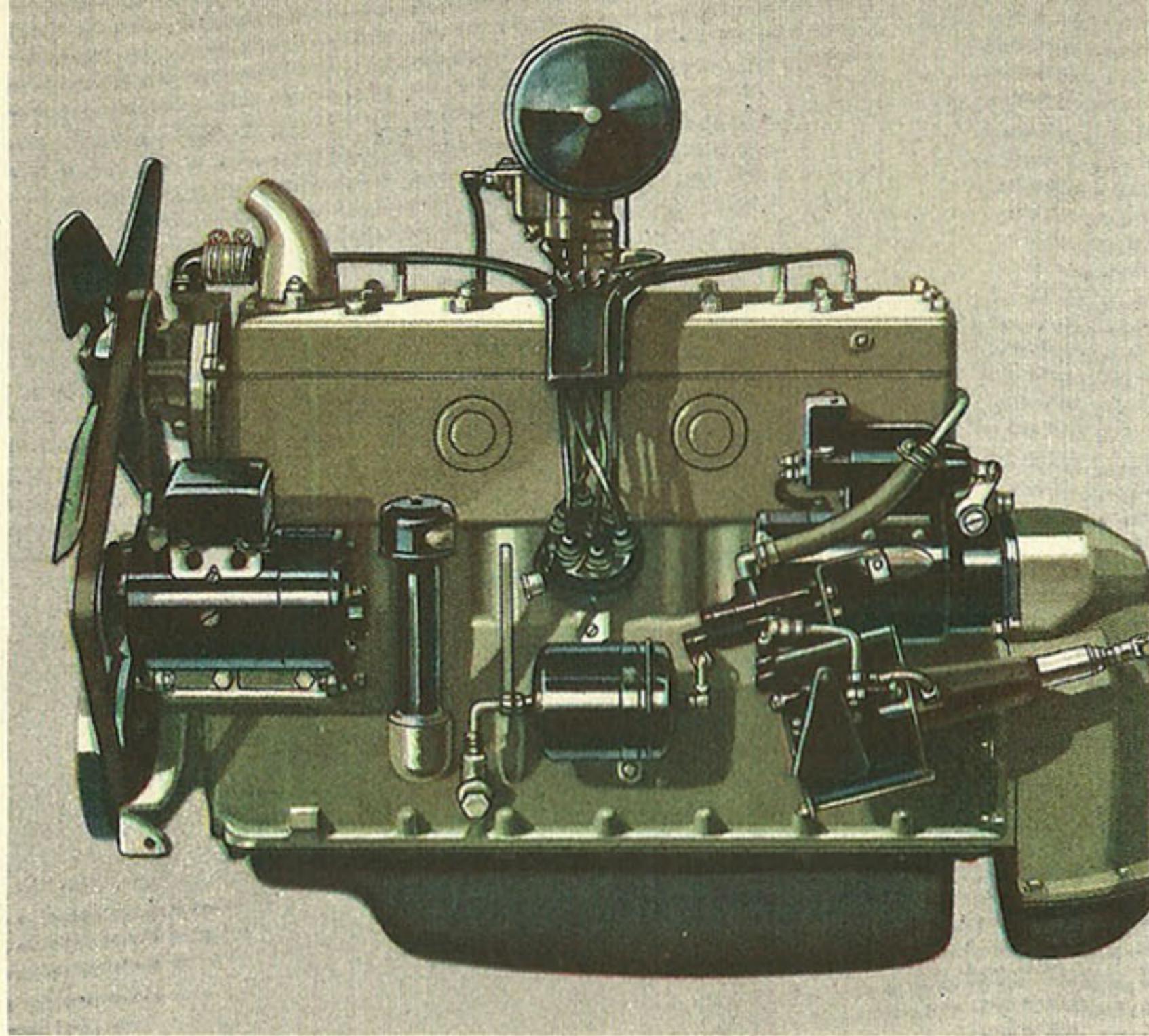
CREATIVE ENGINEERING



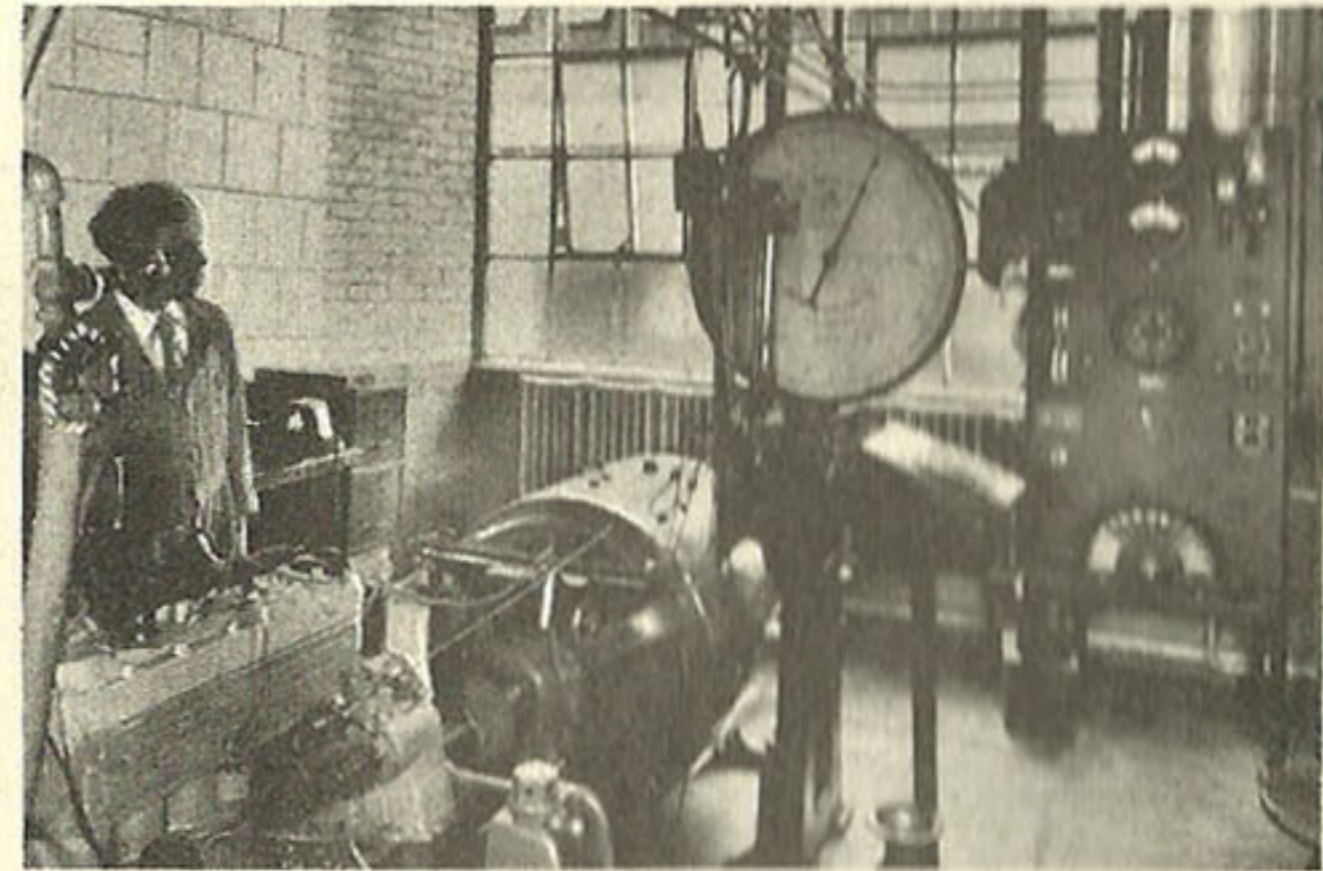
Reaches new heights in the new Chrysler Six

The new Chrysler Six is the embodiment of Chrysler engineering ideals—It brings to the medium price field a host of improvements and refinements that are the result of the painstaking research of skilled engineers—It marks the 10th Anniversary of the Chrysler name on a motor car. • In this new Chrysler Six for 1934 is found, in still greater degree than ever before, the fleetness, the beauty, the comfort, and the stability which have solidly built

Chrysler's reputation with its legion of owners—a reputation that you will appreciate as you take the wheel and experience for yourself the many advantages of Chrysler ownership. • Examine it thoroughly inside and out. Get behind the wheel and test its amazing acceleration, its startling speed, its remarkable riding comfort and its silent flow of power. You will be convinced that here is a car that you will be proud and happy to own.



DYNAMOMETER TEST • Here in the dynamometer room Chrysler motors are put through their paces . . . horsepower output of the engine at high speed and its ability to produce the maximum output continuously are measured.

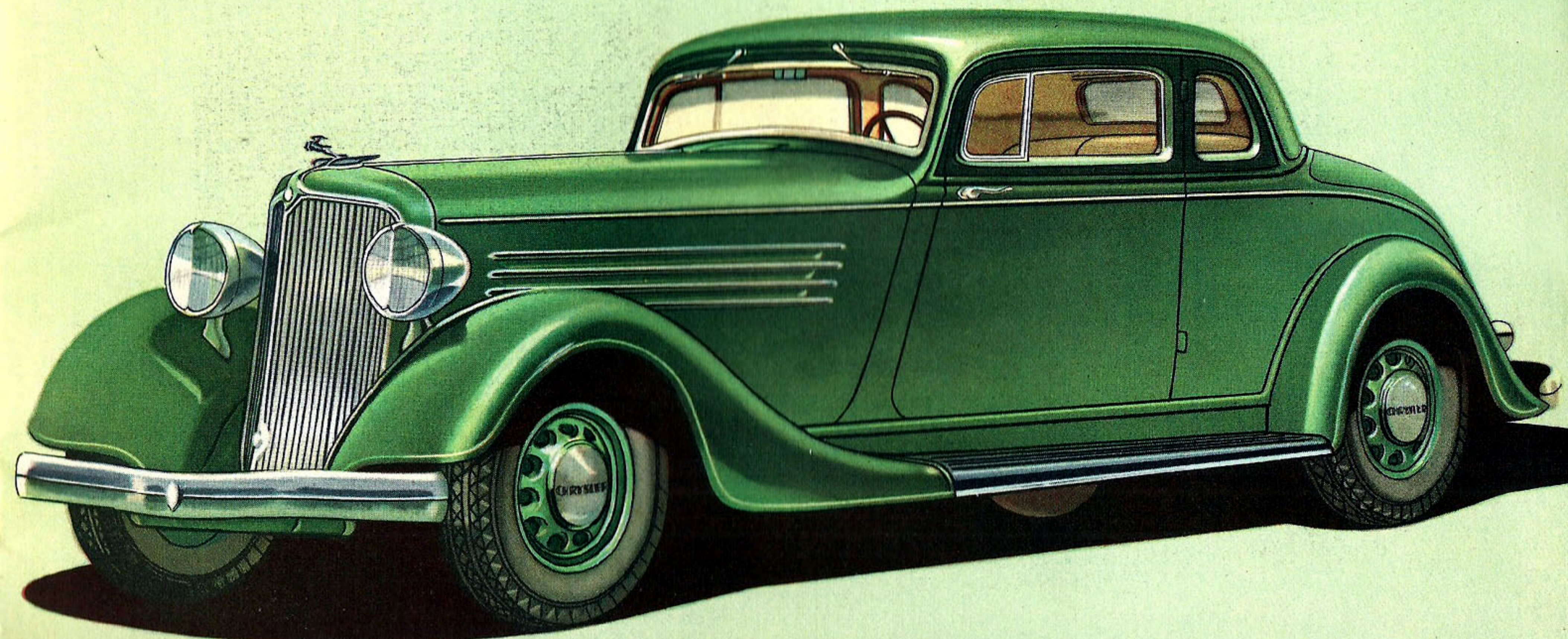


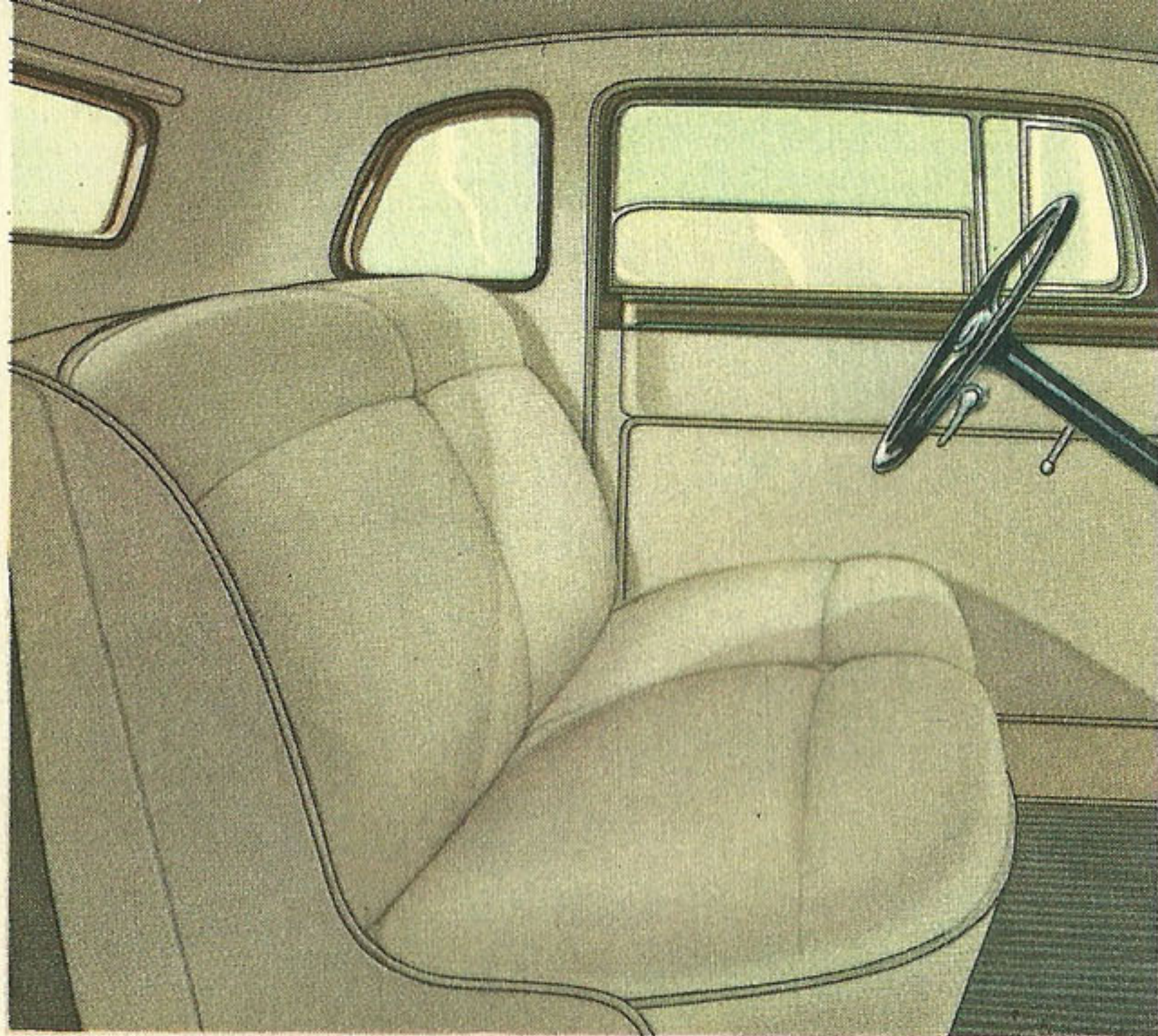
● ● **THE NEW SIX MOTOR** • *with Floating Power Engine Mountings*

Under the hood of the new Chrysler Six is a big, powerful engine, turning up 93 horsepower . . . capable of maintaining maximum speed for hours without effort. • Cradling the motor are famous patented Floating Power engine mountings that remove all motor tremors . . . Inside the motor are Valve seat inserts that make valve grinding unnecessary in most instances up to 30,000 miles . . . T-slot Pistons that insure correct fit under all running conditions . . . a new

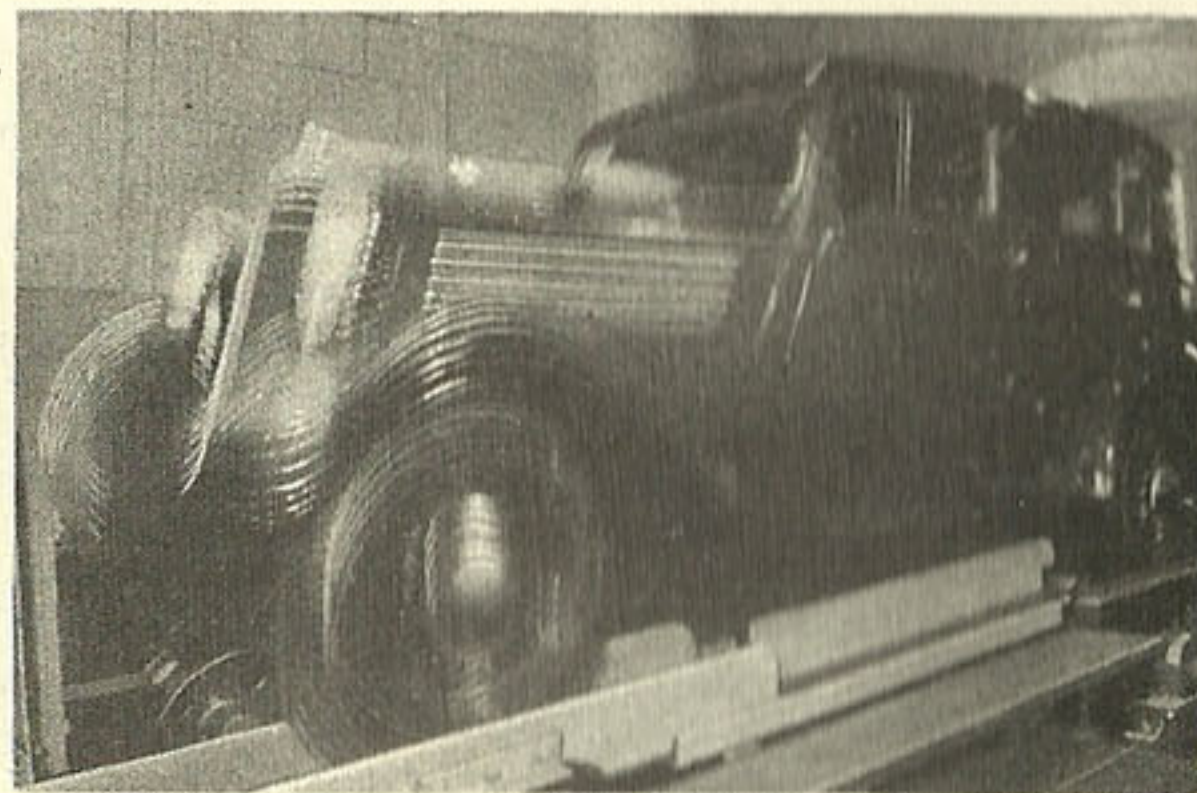
four-bearing Crankshaft with seven counterweights forged integral. There is a new All-Silent Transmission with Free Wheeling that makes gear shifting easy and silent . . . a new downdraft Carburetor with Intake Silencer and Air Cleaner . . . an effective Oil Cleaner that increases oil life. • These, plus a host of additional mechanical refinements and conveniences, make the new Chrysler Six the most outstanding value ever offered at anywhere near its price.

T H E C H R Y S L E R S I X B U S I N E S S C O U P E





THE BELGIAN ROLL • Hundreds of terrific impacts are given each minute on the Belgian Roll to test the spring action and stamina of Chrysler cars.

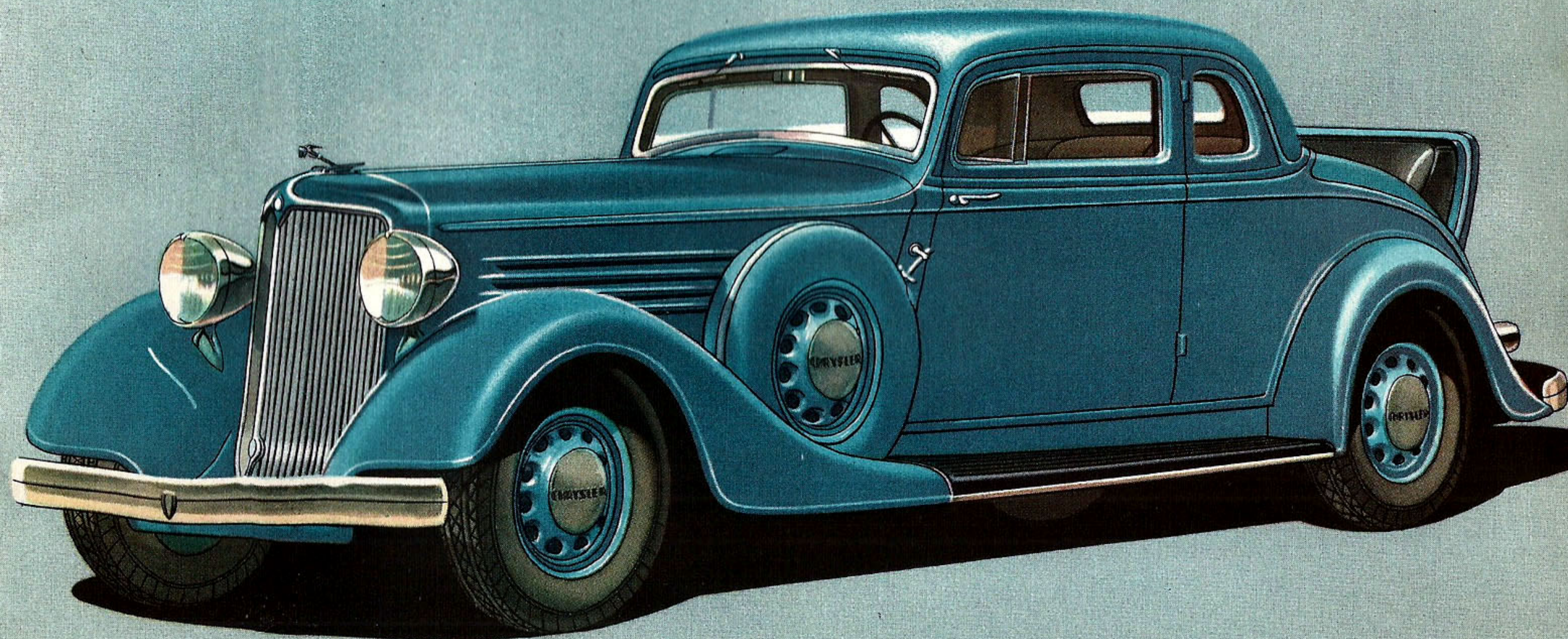


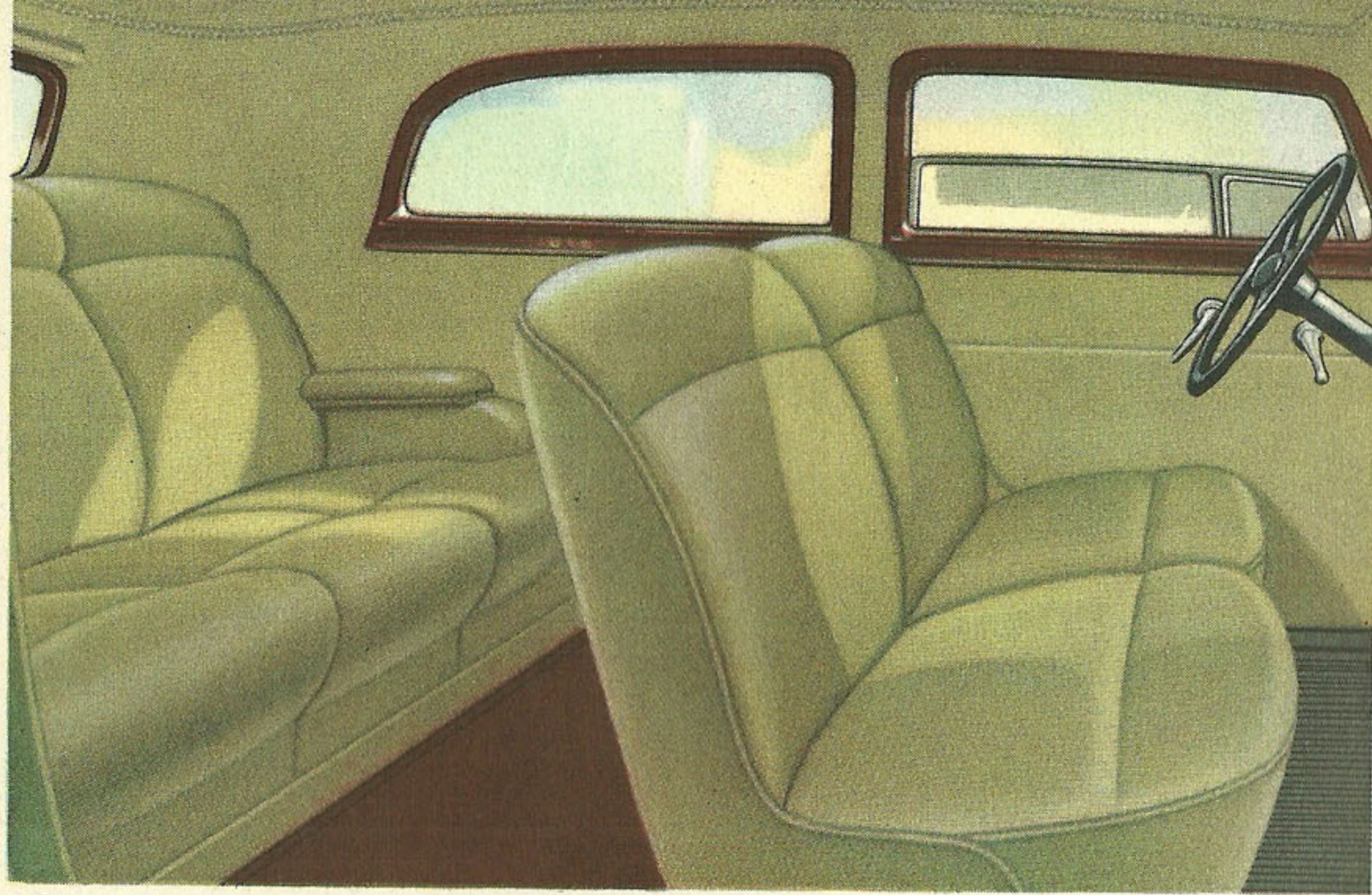
RUMBLE SEAT COUPE INTERIOR

There is symmetry in every line and beauty in every contour of these handsome new Chrysler Six Coupes. Chrysler styling of body and hood is particularly attractive. The Rumble Seat Coupe will prove the ideal personal car, for when extra accommodation is required, two additional passengers may be comfortably seated in the smartly

tailored rumble seat. The Business Coupe with its large compartment under the rear deck makes it a general favorite where the necessity for additional luggage space prevails. In all coupe interiors one finds the utmost refinement in both the color and texture of the upholstery, in the smartness of interior trim, hardware and appointments.

THE CHRYSLER SIX RUMBLE SEAT COUPE





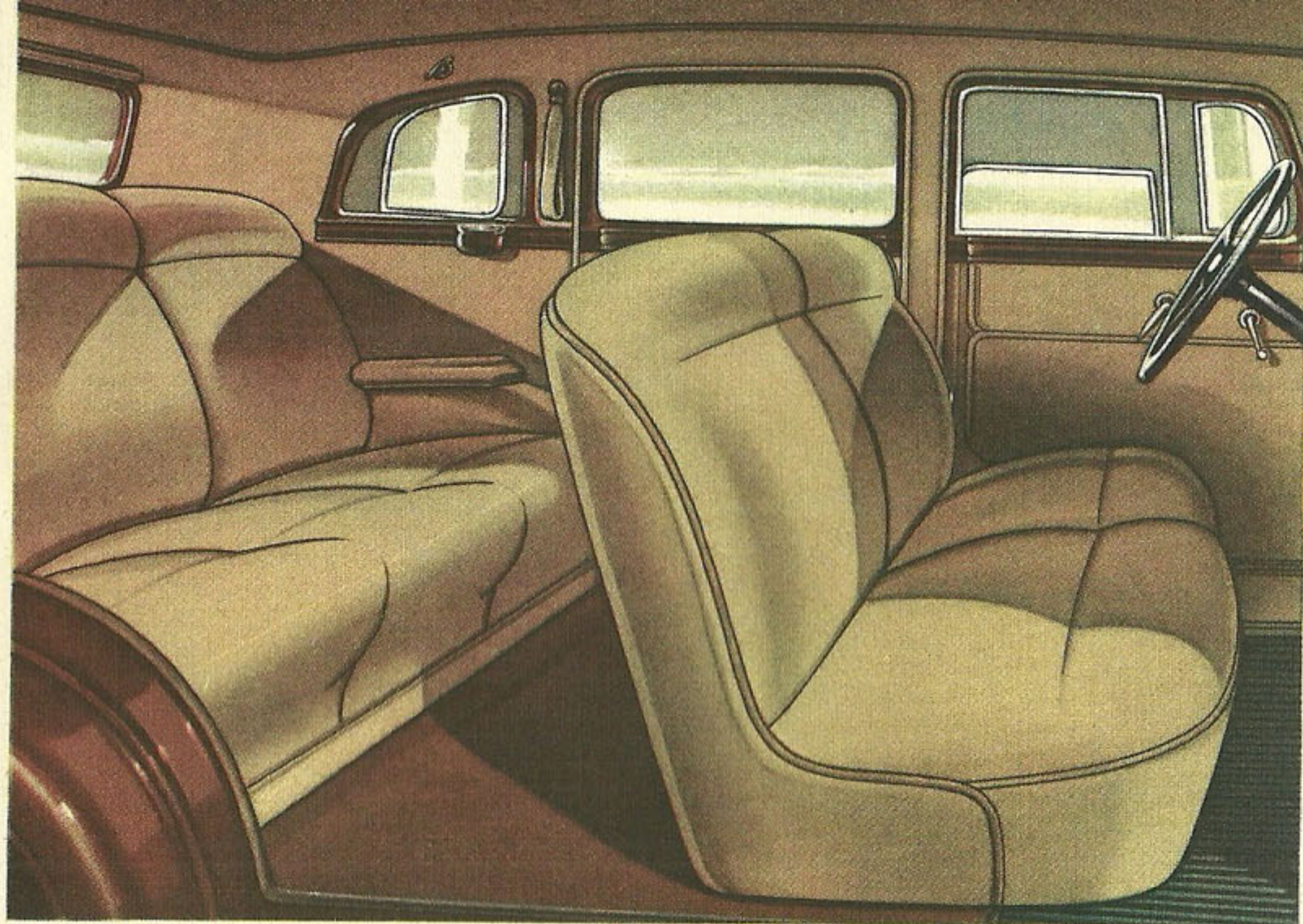
BODY WELDING •
Chrysler all-steel bodies are solidly fused into one single unit by electric welding assuring greater strength, safety and permanent body quietness.



BROUGHAM INTERIOR

To those who prefer a two-door model, this new Chrysler Six Brougham will make a special appeal with its handsome lines. As one opens the doors a pleasingly designed interior is disclosed. The seats are exceptionally wide and roomy. The cushions are deep and soft... constructed over comfort-type springs. Assist cords, arm rests, dome light

and foot rest are among the many tasteful fittings with which this car is equipped. • Two comfortable chair-type folding seats are used in the front compartment which fold forward leaving ample room for easy entrance and exit. Lifting the back cushion of the rear seat, which is hinged at the top, discloses a large and spacious luggage compartment.



BODY TEST • Chrysler cars have been deliberately rolled down inclines like this and have driven away under their own power with doors opening and closing freely.

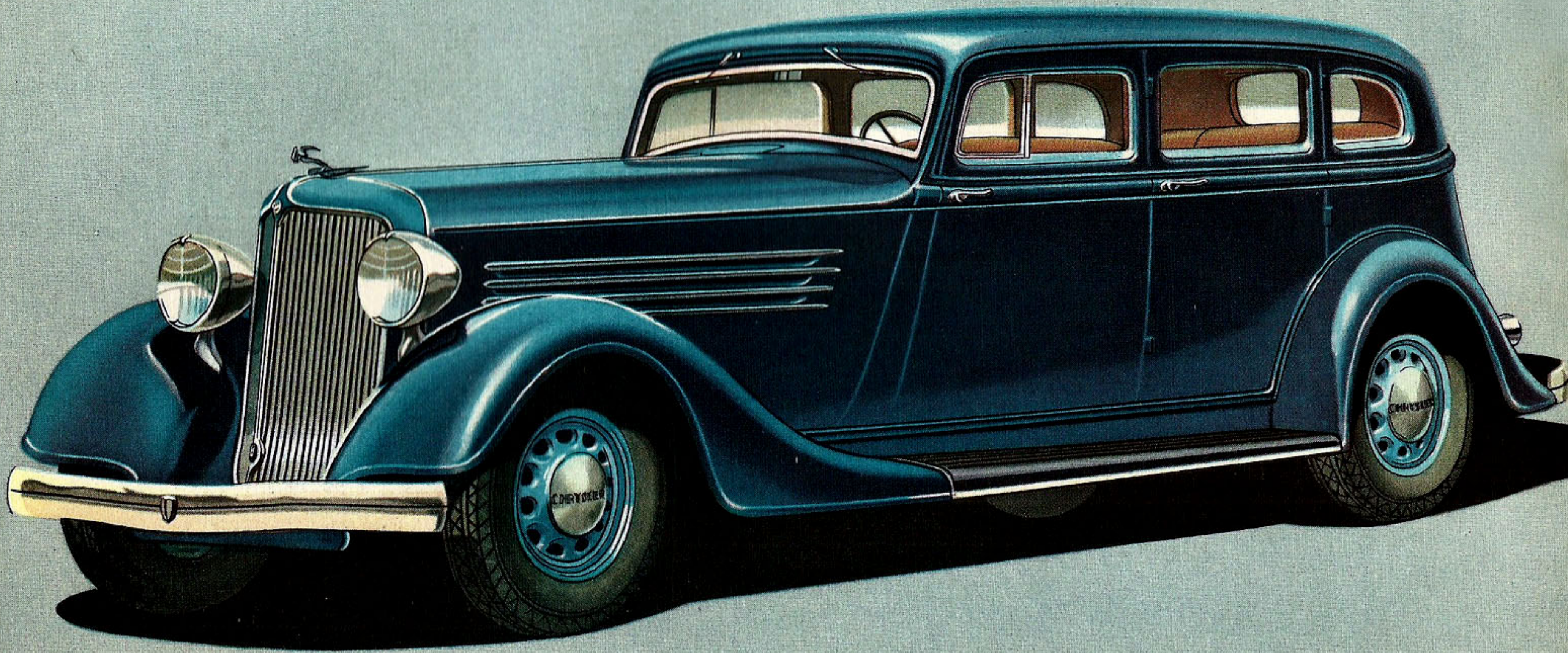


● ● **SEDAN INTERIOR**

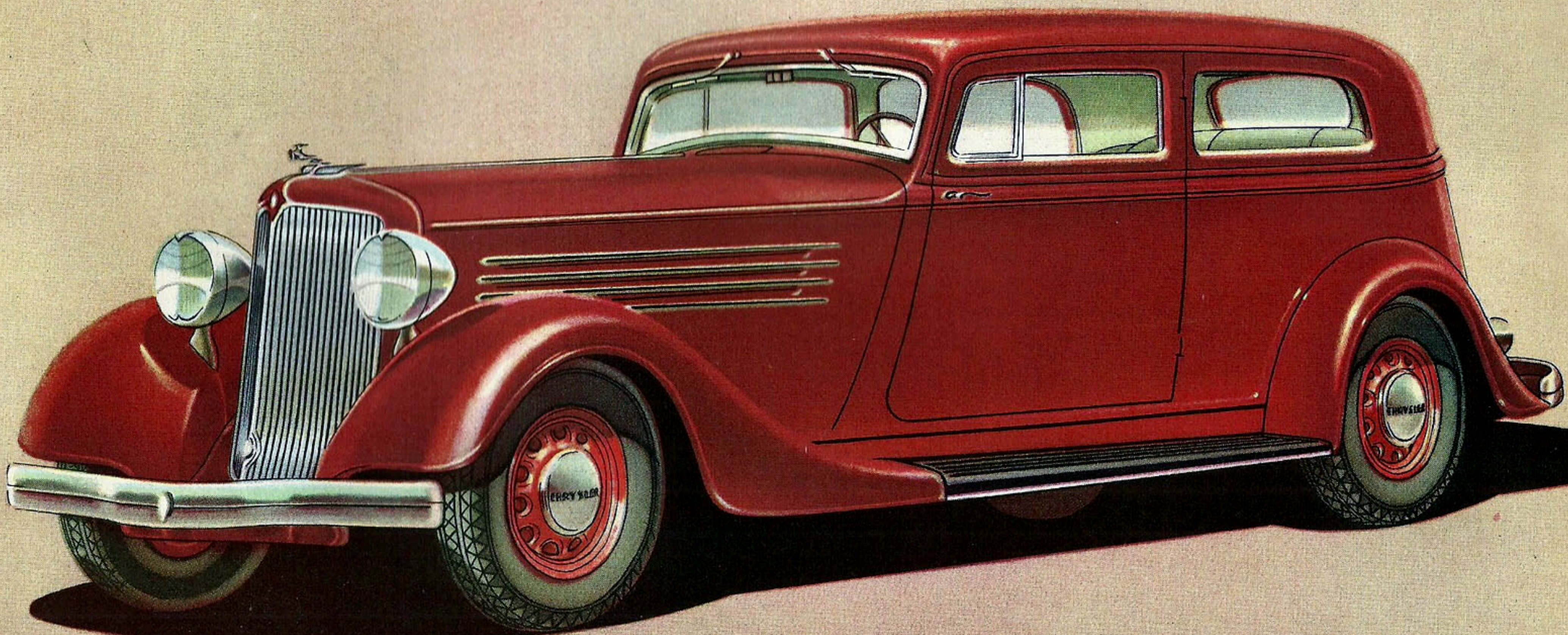
Gracefully styled from stem to stern the new Chrysler Six Sedan excites a second admiring glance as it flashes along the roadway, with its full skirted fenders and smooth flowing body lines. The slanting radiator, new hood louvres and rakishly sloped windshield contribute to the impression of smartness. Entrance to the carefully tailored interior is

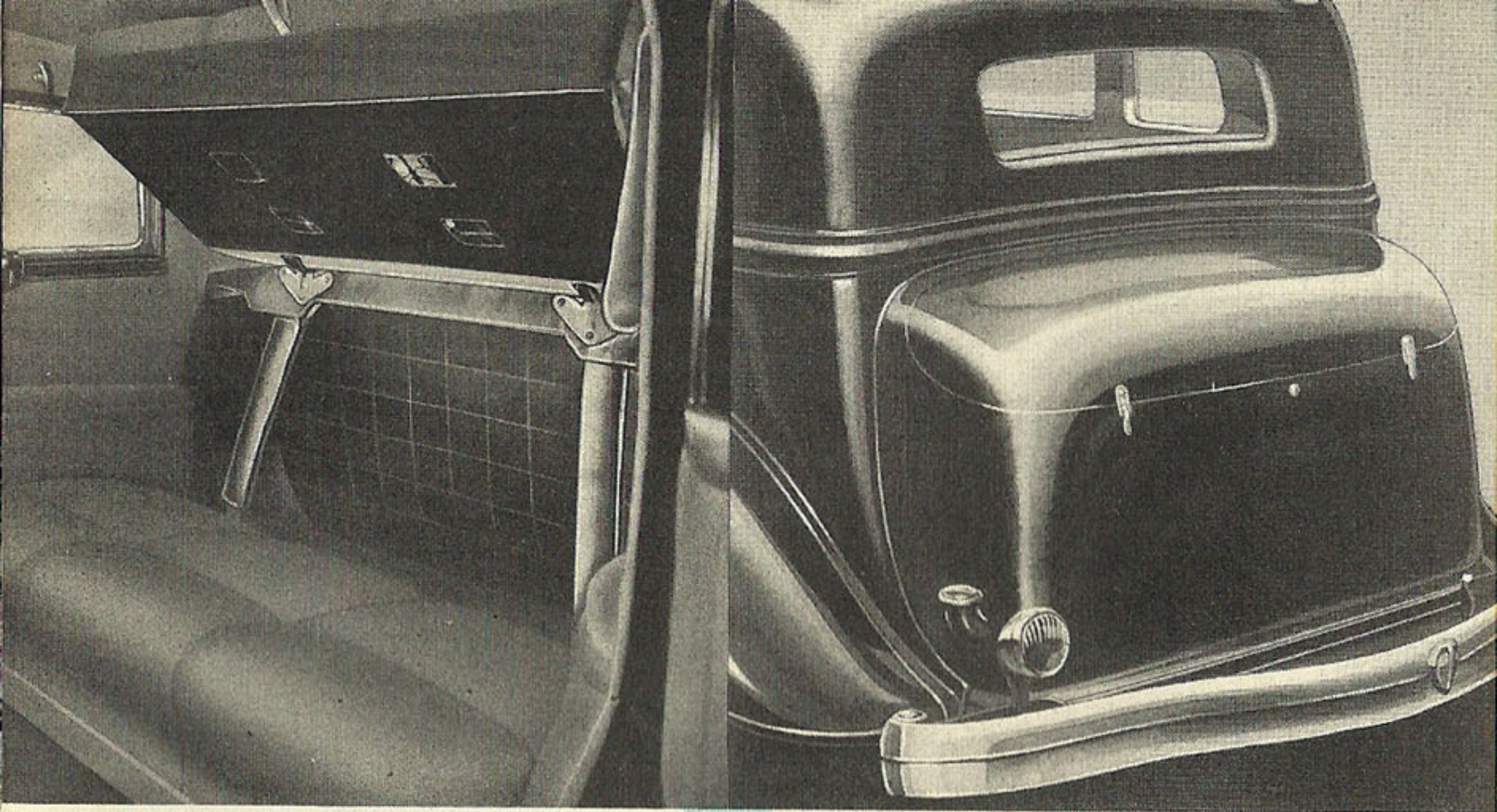
made through doors that are far wider than heretofore. All appointments are pleasing and in perfect taste. The new instrument panel provides an unobstructed view of all dials. The hardware is in harmony and the deep piled carpet in the rear compartment completes the atmosphere of luxury and suggests miles of relaxed comfort.

T H E C H R Y S L E R S I X S E D A N



T H E C H R Y S L E R S I X B R O U G H A M



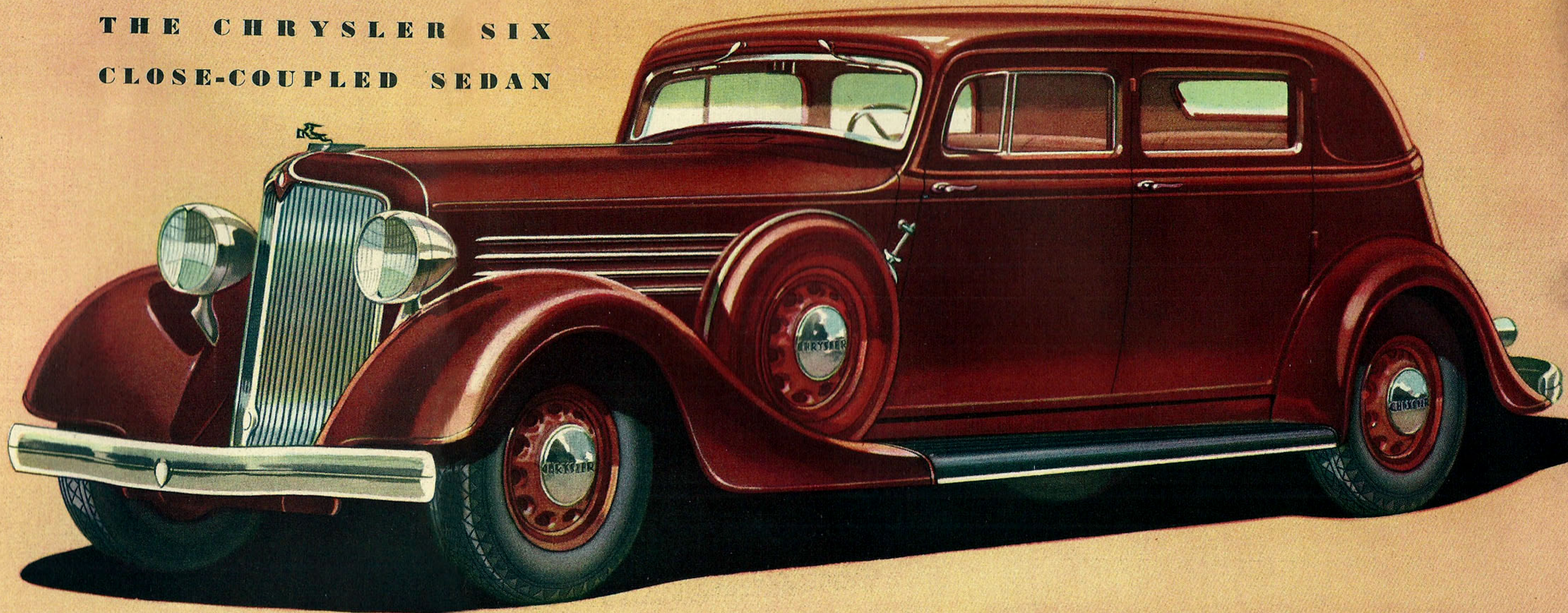


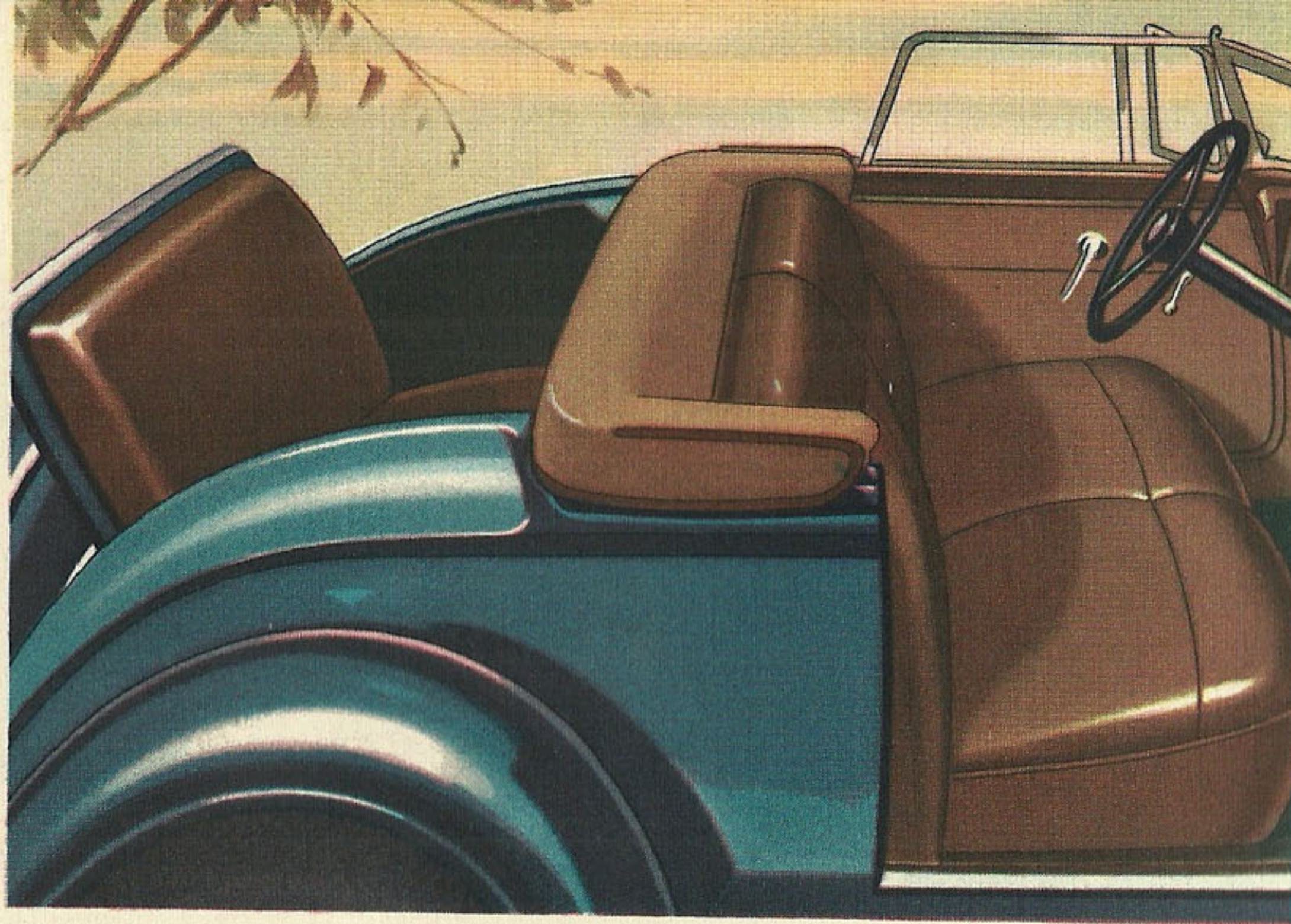
Chrysler body styling has made possible a large roomy luggage compartment located directly behind the rear seat. The seat back is hinged and lifts from the bottom affording easy accessibility from either side of the car.

For those desiring more luggage space than is provided by the interior luggage compartment, there is available a handsome trunk, formed to the body contour which gives the appearance of being an integral part of the body.

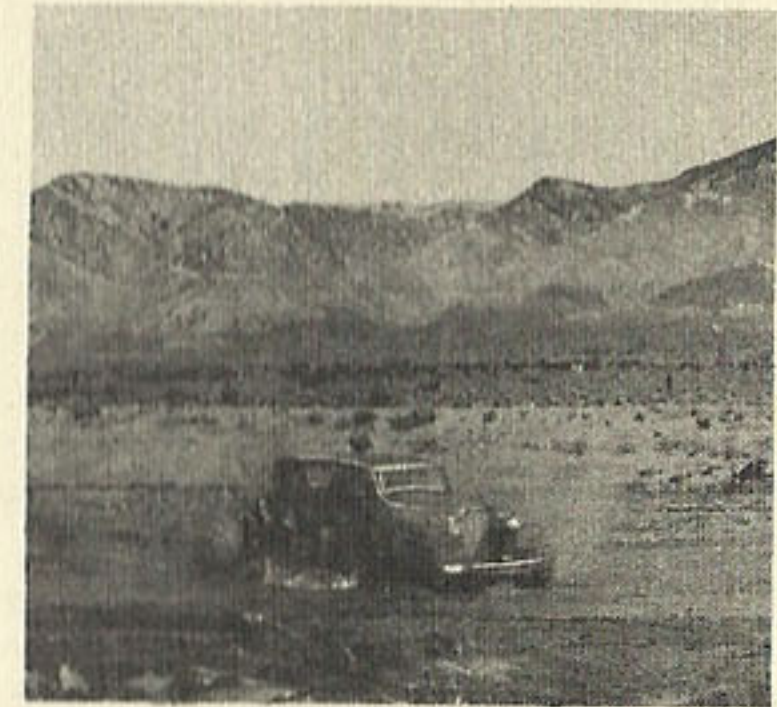
Preference for the Close Coupled Sedan on the 121 inch wheelbase will be expressed by many because of the intimacy and privacy of this type of body design. In luxury of appointments and interior trim, it is identical in every respect to the Sedan with the one exception . . . that there are no rear quarter windows.

THE CHRYSLER SIX CLOSE-COUPLED SEDAN





DESERT TEST • Mile after mile Chrysler cars are driven at high speed through the scorching heat of Death Valley testing the stamina of the engine and the efficiency of the cooling system.

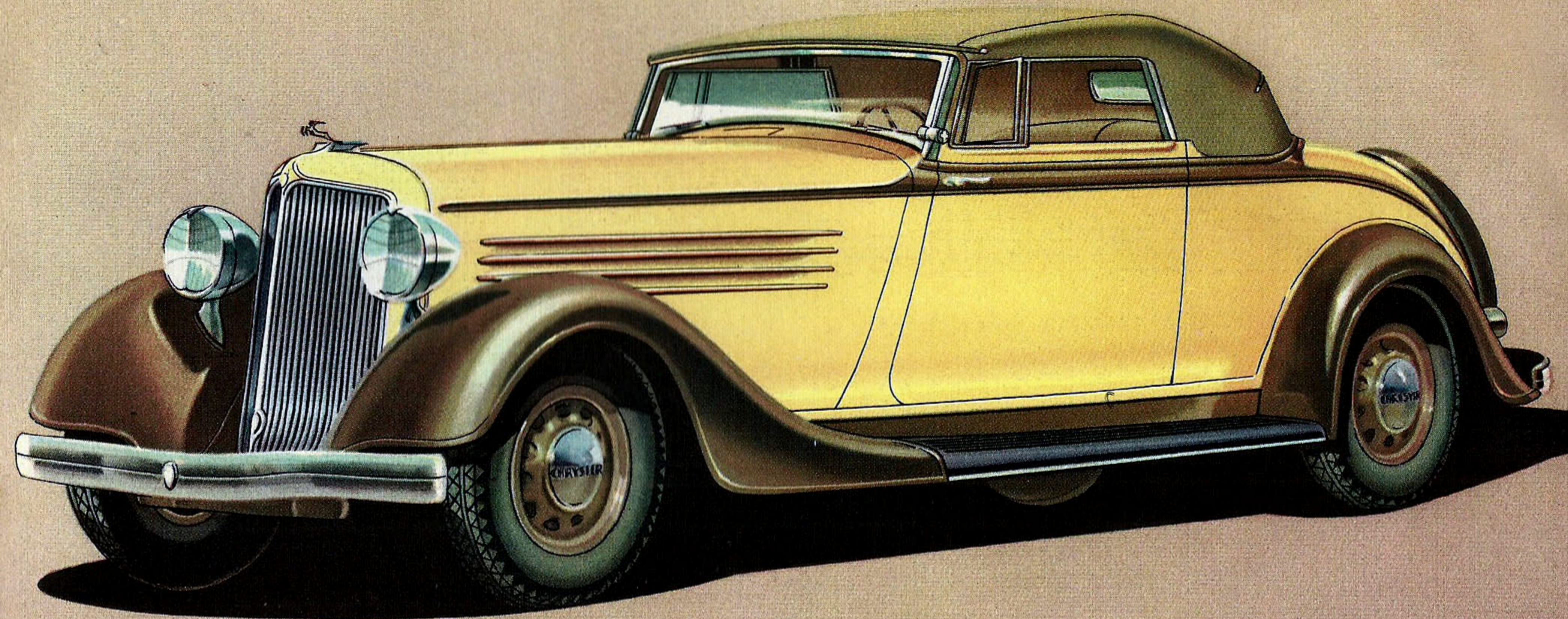


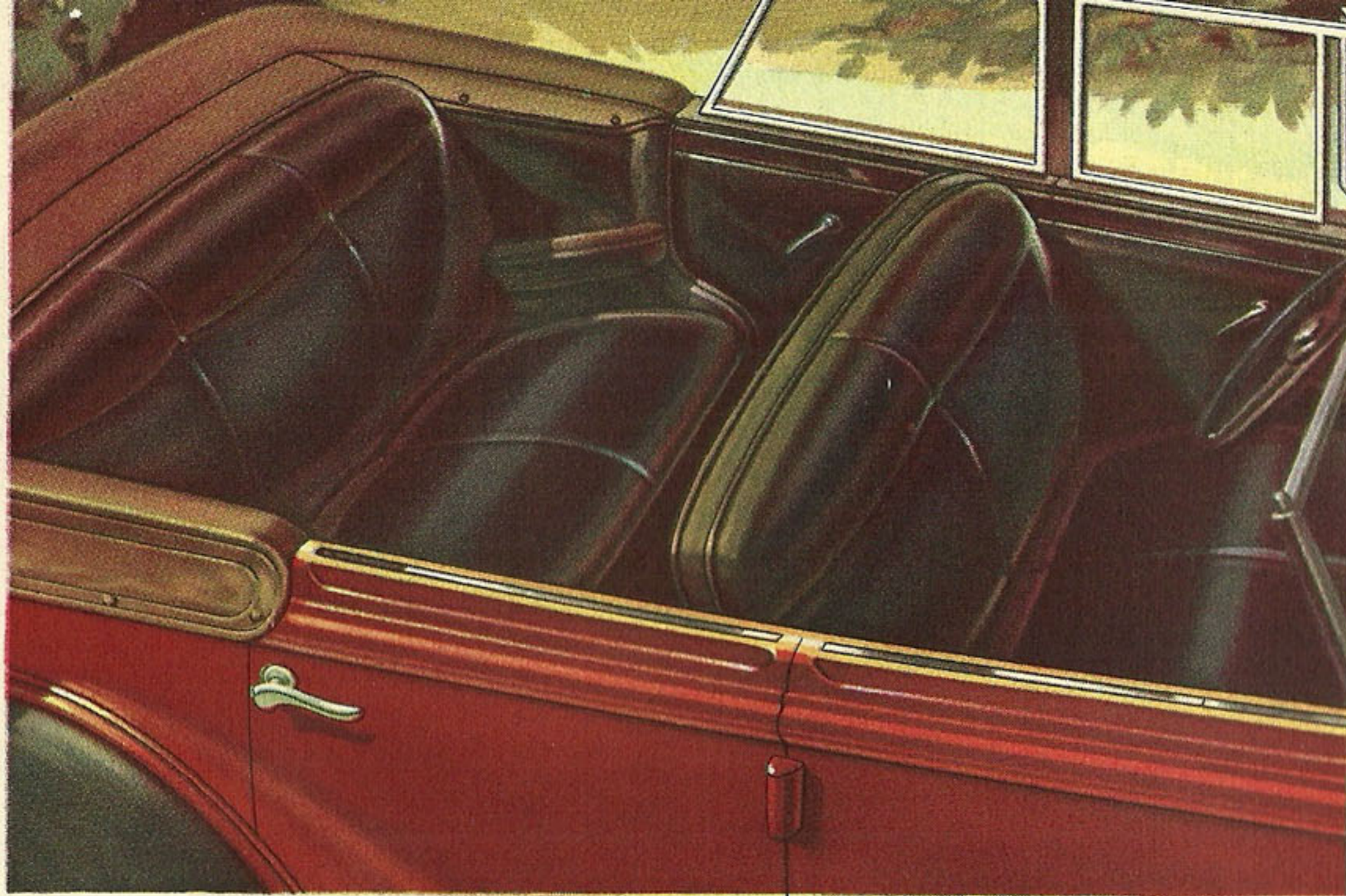
● ● **CONVERTIBLE COUPE INTERIOR**

With the top up or down the Chrysler Six Convertible Coupe will create a youthful atmosphere wherever it travels. In a jiffy either a snug, comfortable closed car or a dashing roadster, this model is designed to suit both the weather and the whim of the driver. • The upholstery is genuine leather in both the main compartment and in the rumble seat. The

windshield is hinged and may be laid forward accentuating the dash and freedom of this model. • In addition to its numerous advantages the new Chrysler Six Convertible Coupe embraces Chrysler's newly developed "Controlled Draft-Free Ventilation" . . . a feature which heretofore has been confined to closed cars exclusively.

THE CHRYSLER SIX CONVERTIBLE COUPE





COLD ROOM • Forty below zero! or a sixty-mile-an-hour gale! The most extreme weather conditions are reproduced to test Chrysler cars in the cold room.

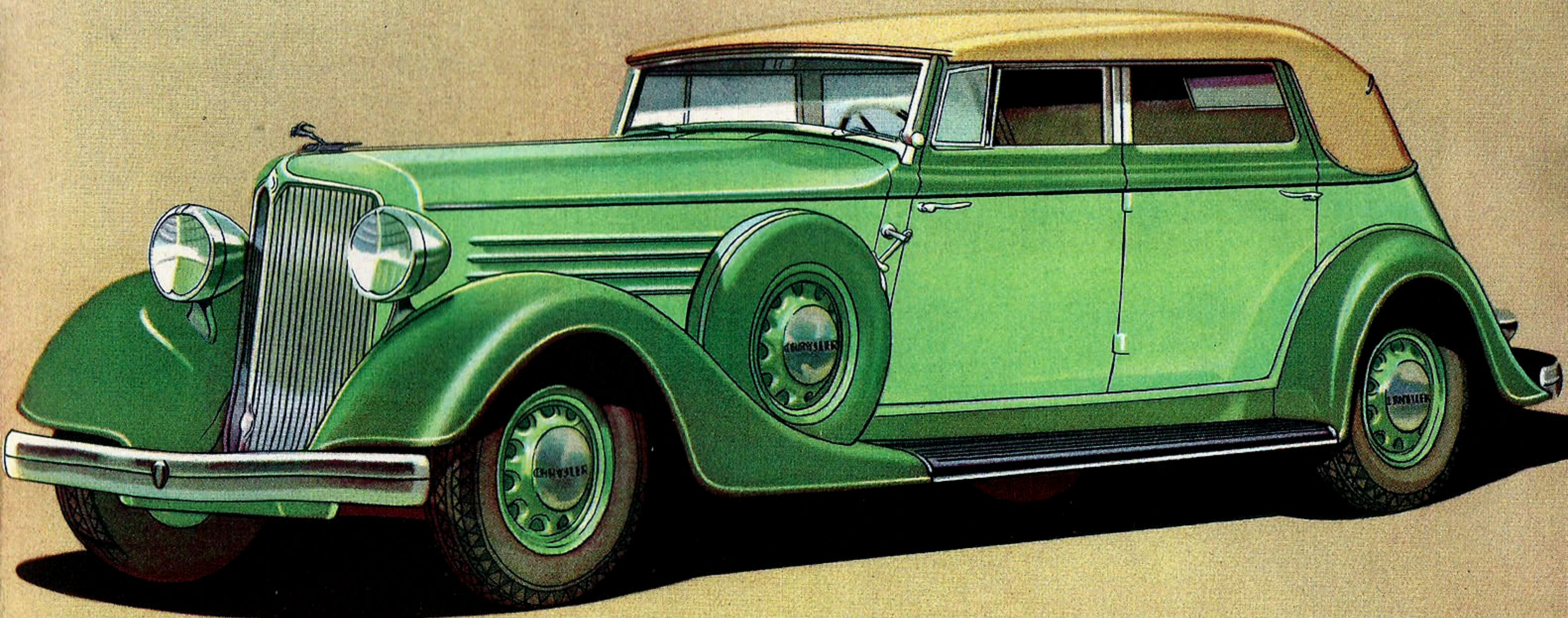


● ● CONVERTIBLE SEDAN INTERIOR

The Convertible Sedan with the extra comfort of its 121 inch wheelbase is powered to provide brilliant performance and effortless speed on the highway. Chrome framed windows snugly fitting the well designed top give real closed car comfort to this swagger model. As an open car it has all the freedom of a phaeton yet, if needs be,

there is partial protection by raising the glass in the doors. • Like the Convertible Coupe it is equipped with Chrysler "Controlled Draft-Free Ventilation" in the front windows affording utmost comfort to each passenger. • The genuine leather upholstery is deftly formed into pillow type cushions and interior panels are trimmed to match.

THE CHRYSLER SIX CONVERTIBLE SEDAN





The entire front window can be lowered as a unit affording complete ventilation without obstructions.

CHRYSLER CONTROLLED DRAFT-FREE VENTILATION

The front windows of the new Chrysler Six are fitted with two sections of plate glass. The Duplate safety glass front sections are pivoted and may be rotated. The rear section is raised or lowered independently. Both front and rear sections are contained within a chromium plated frame fitting snugly into the window mouldings. By pressing a little lever and turning the control both sections in this frame are lowered into the door panel leaving the window completely unobstructed. • The Duplate safety glass rear quarter windows of the sedan are also pivoted, thus providing good ventilation to rear seat occupants independent of the other passengers of the car. In addition to the highly efficient draft-free system of ventilation the new Chrysler Six has the added advantage of a full ventilating windshield and dual cowl ventilators.



With the front ventilator partly open air currents create a partial vacuum behind the glass which gently withdraws stale air.



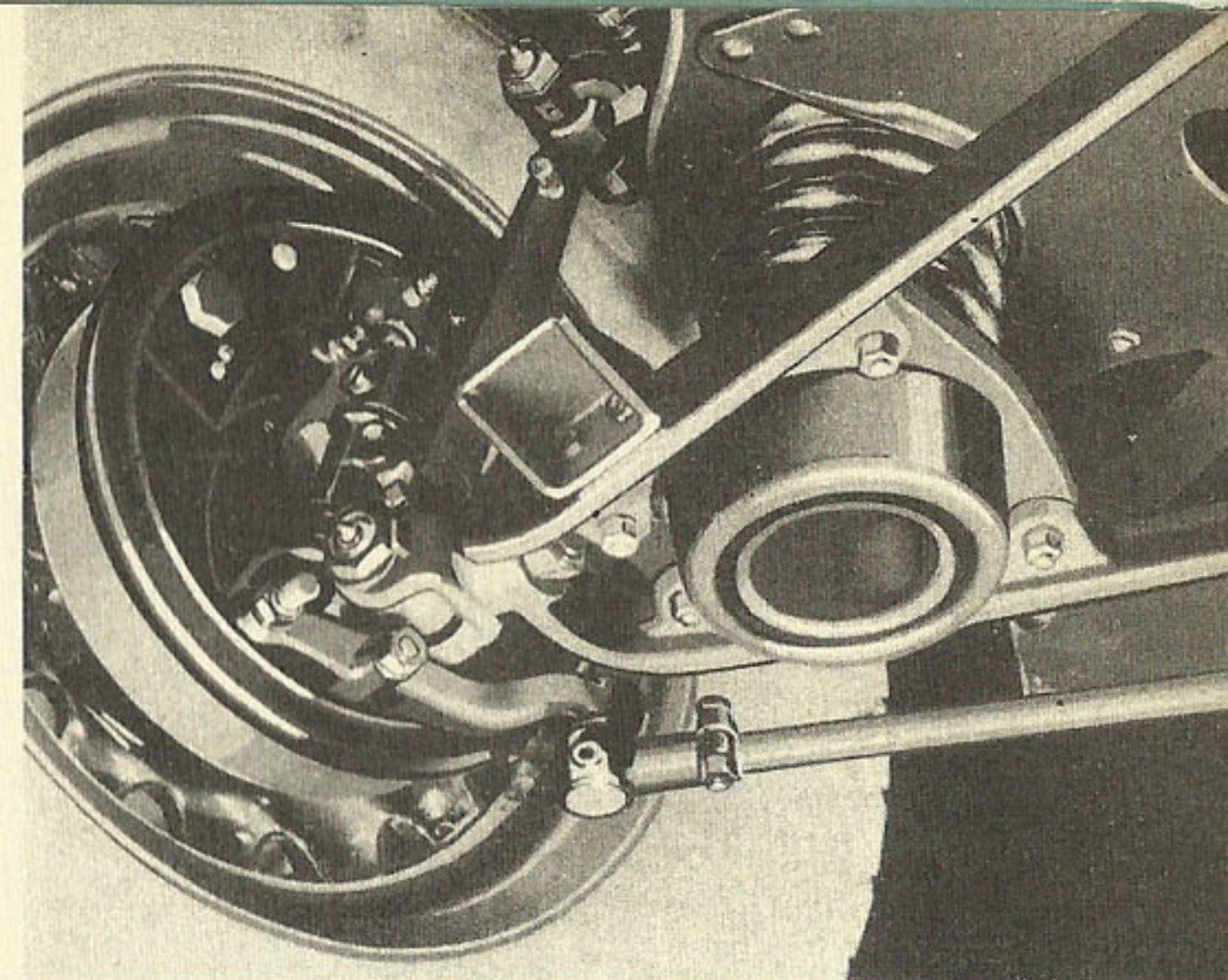
Front ventilators may be set to literally scoop in fresh air and if desired rear half of window may be lowered to secure additional ventilation.



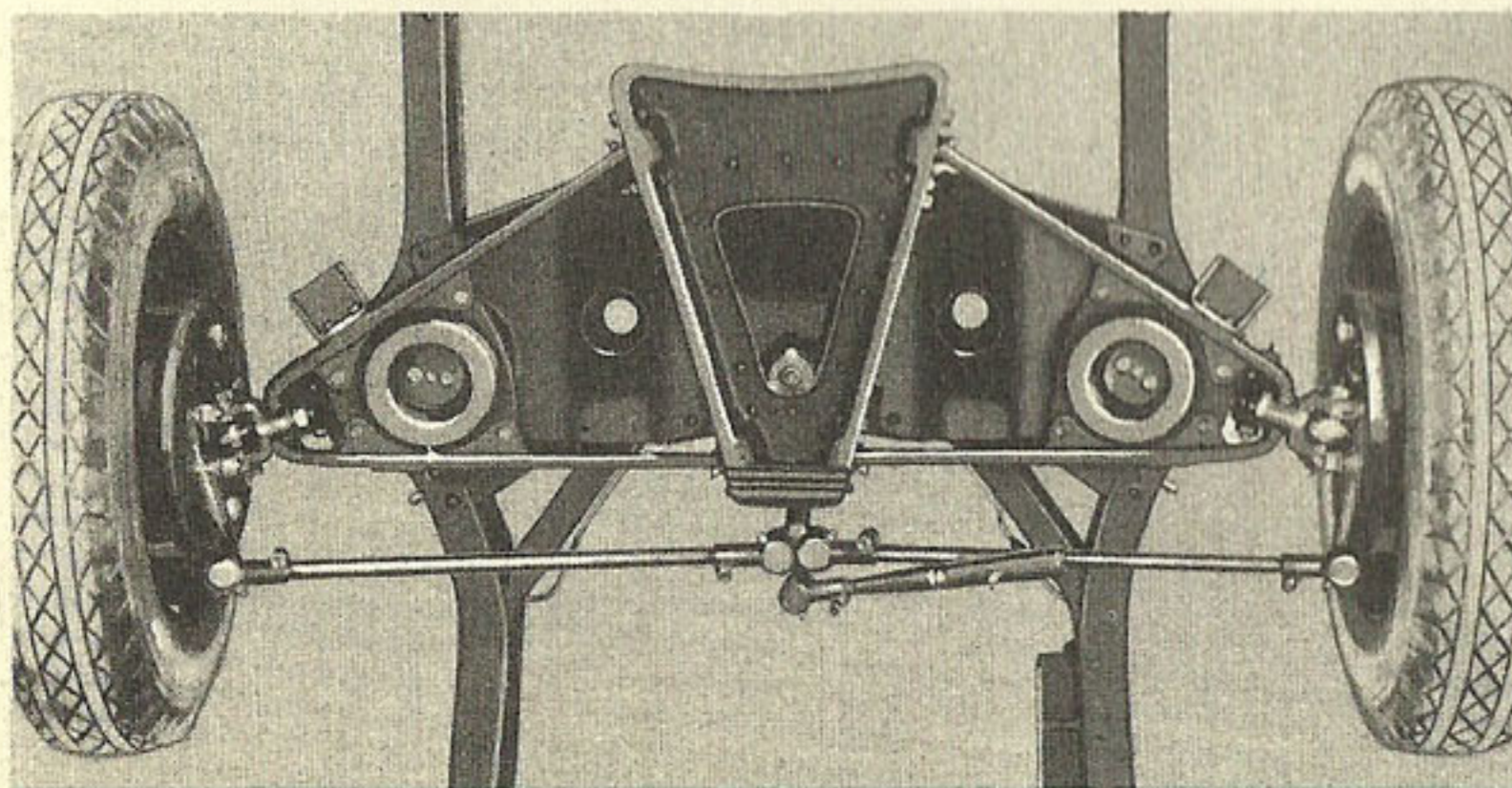
The rear quarter window is rotated on its pivots by a control conveniently located above the window where it is accessible yet out of the way.

INDIVIDUAL FRONT WHEEL SPRINGING

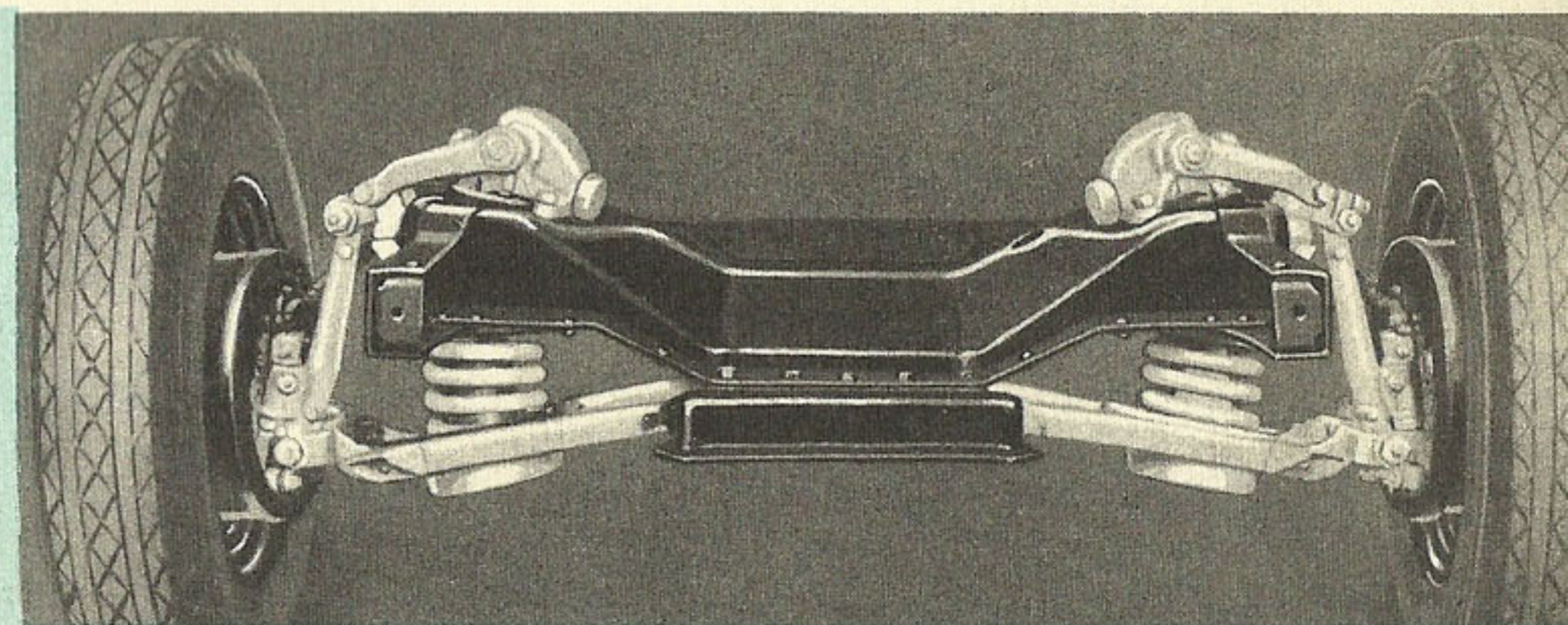
A remarkable improvement has been made in the front spring construction of the new Chrysler Six. The rigid front axle has given way to a new Chrysler development—Individual Wheel Springing. Road shocks are absorbed by each front wheel independently and are not transmitted to the chassis and body. The main suspension member consists of two control arms, attached at the inner ends to a wide front cross member of the frame while the outer ends are attached to the steering knuckle support. Free movement up and down is provided but there can be no sideway or lateral movement. A large coil spring absorbs the shocks transmitted by each wheel individually and double acting shock absorbers mounted on the frame and attached to steering knuckle support control the amount of vertical movement.



Individual spring action is closely controlled by large, efficient double-acting shock absorbers.

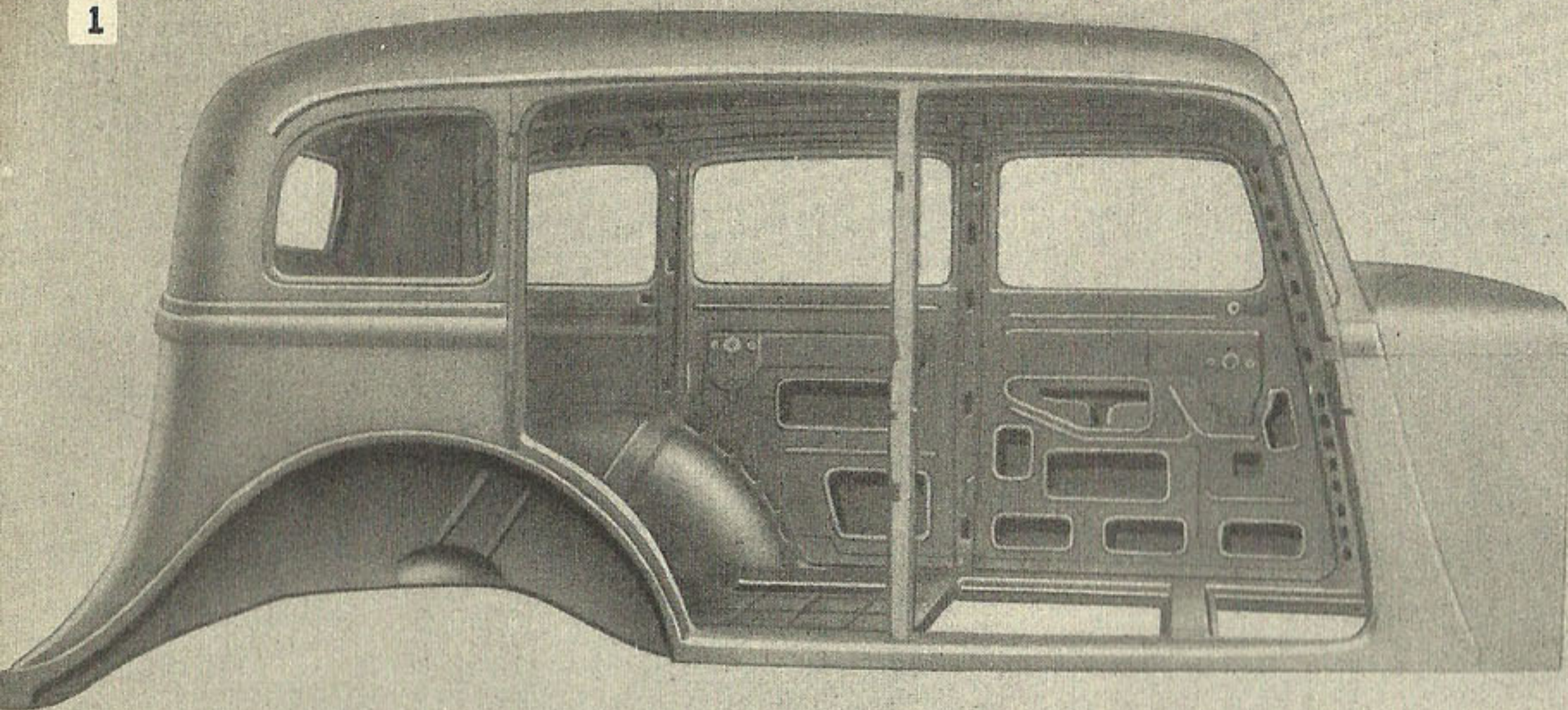


Chrysler individual front wheel springing is exceptionally rugged and practical in operation.

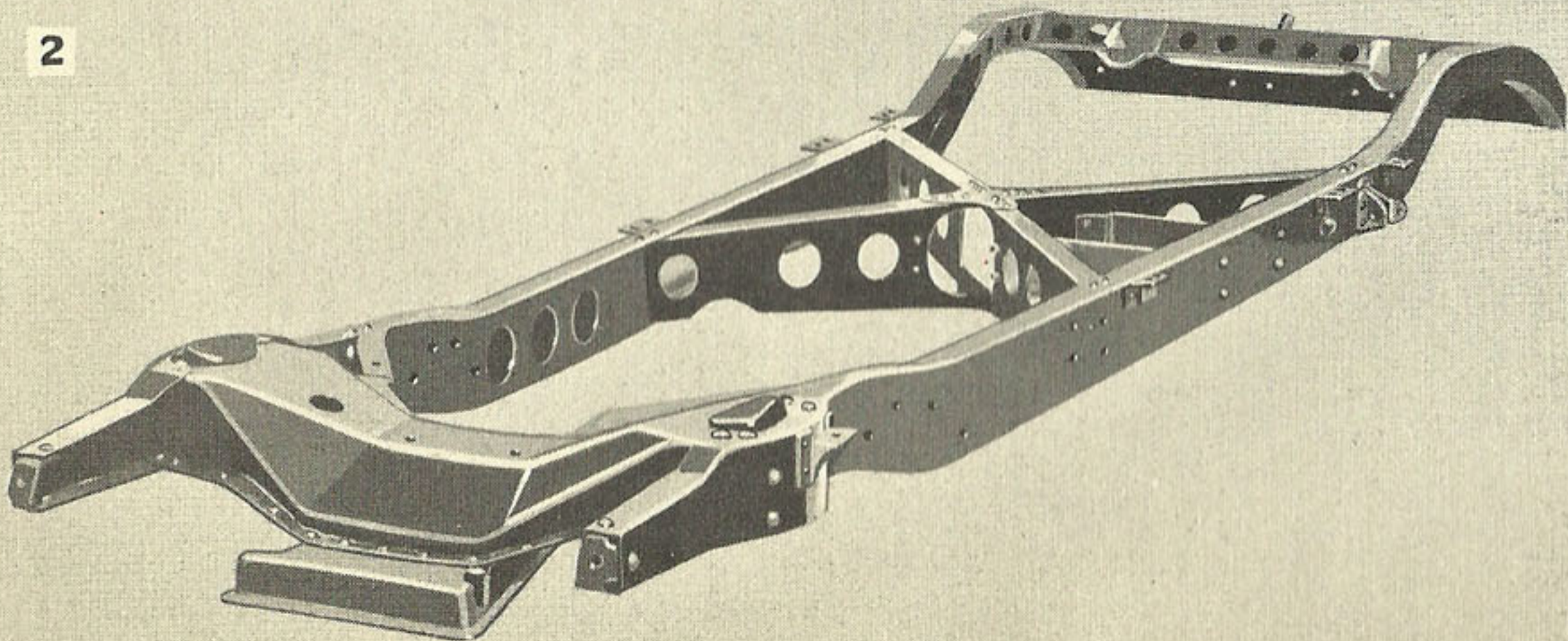


In Chrysler individual front wheel springing, two control arms replace the conventional axle.

1



2



ENGINEERING

1 BODY • The safety steel bodies of the new Chrysler Six are fused by electric welding into one single unit. There are no bolted joints to squeak and rattle and the steel construction makes it the strongest and safest body built.

2 FRAME • The rigid, double-drop girder-truss frame gives the new Chrysler Six an extremely strong foundation. Double drop design makes possible the low center of gravity and excellent roadability.

3 "U" BOLT SHACKLES • These shackles provide perfect freedom of movement and because of the pitch of the thread, side play and rattles are eliminated.

4 ALL-SILENT TRANSMISSION • All gears in the Chrysler Six transmission, including reverse, are helical cut. This feature, together with Chrysler Free Wheeling, makes gear shifting easy, fast and silent.

5 T-SLOT PISTON • This remarkably light weight piston contributes to Chrysler engine smoothness. It lightens the weight on crankshaft bearings . . . reduces oil consumption and gives longer piston life.

6 VALVE SEAT INSERT • All exhaust valve seats have inserts of tungsten steel which are extremely hard and resist the terrific heat of the exhaust gases and seldom need attention under 30,000 miles.

7 HYDRAULIC BRAKES • There are no mechanical connections in the Chrysler hydraulic braking system to rattle and wear and cause unequal pressure on any brake drum. These brakes are self-equalizing . . . always the same braking pressure on each wheel, safe, sure and positive.

REFINEMENTS

There are many important engineering features in the new Chrysler Six other than those illustrated on these pages. A partial list of these features follows:

FLOATING POWER • Engine Mountings. The power plant of the new Chrysler Six is completely cushioned in perfect balance between a two point suspension of live rubber mountings bonded to steel. Mountings are placed so that the motor is free to rock and dissipate its own power tremors producing a smoothness impossible to describe but noticeable the minute you take the wheel.

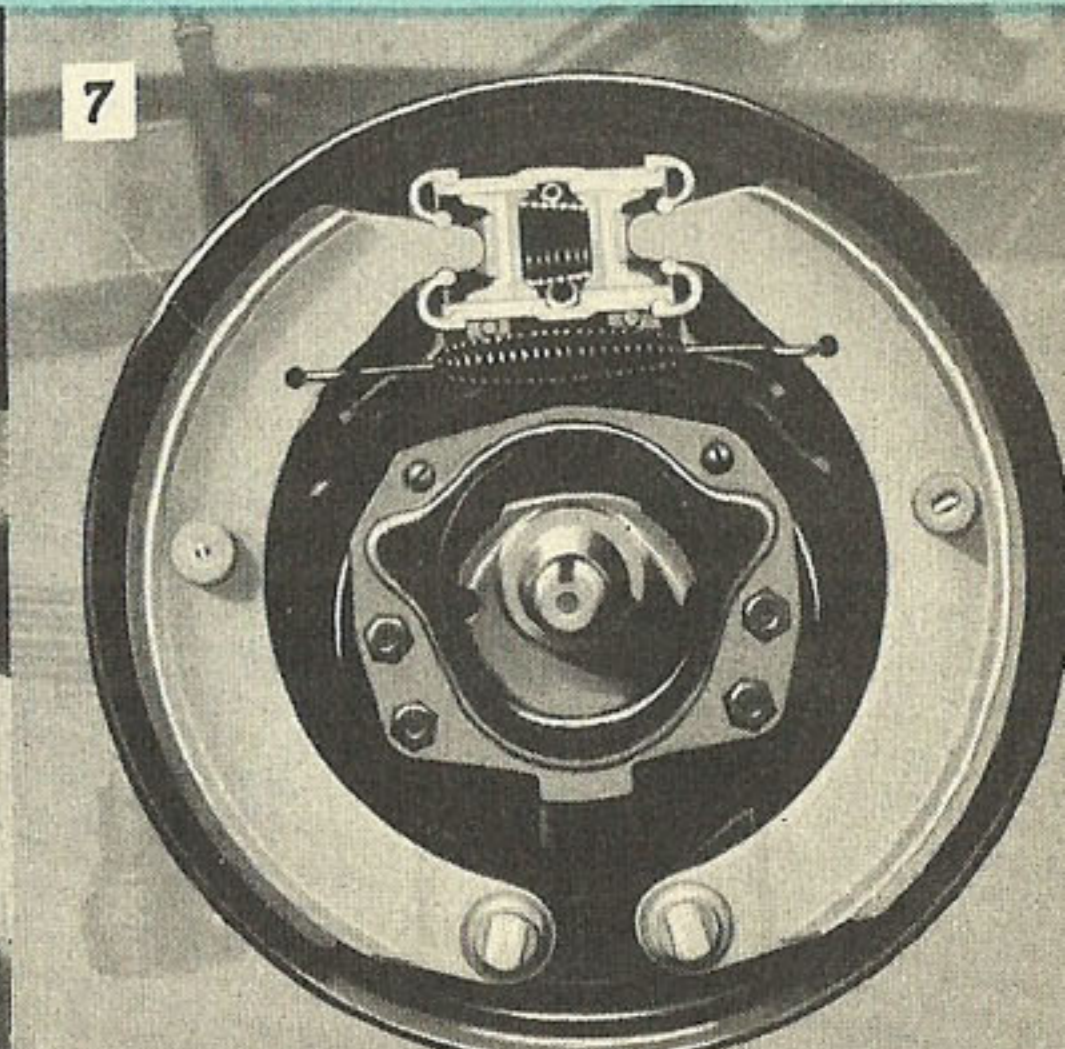
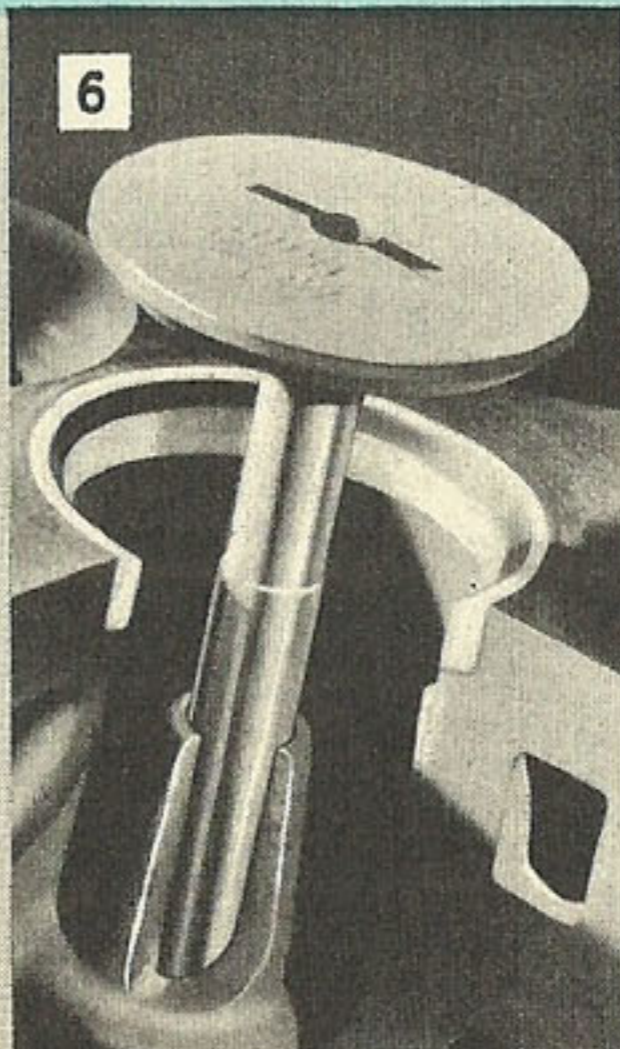
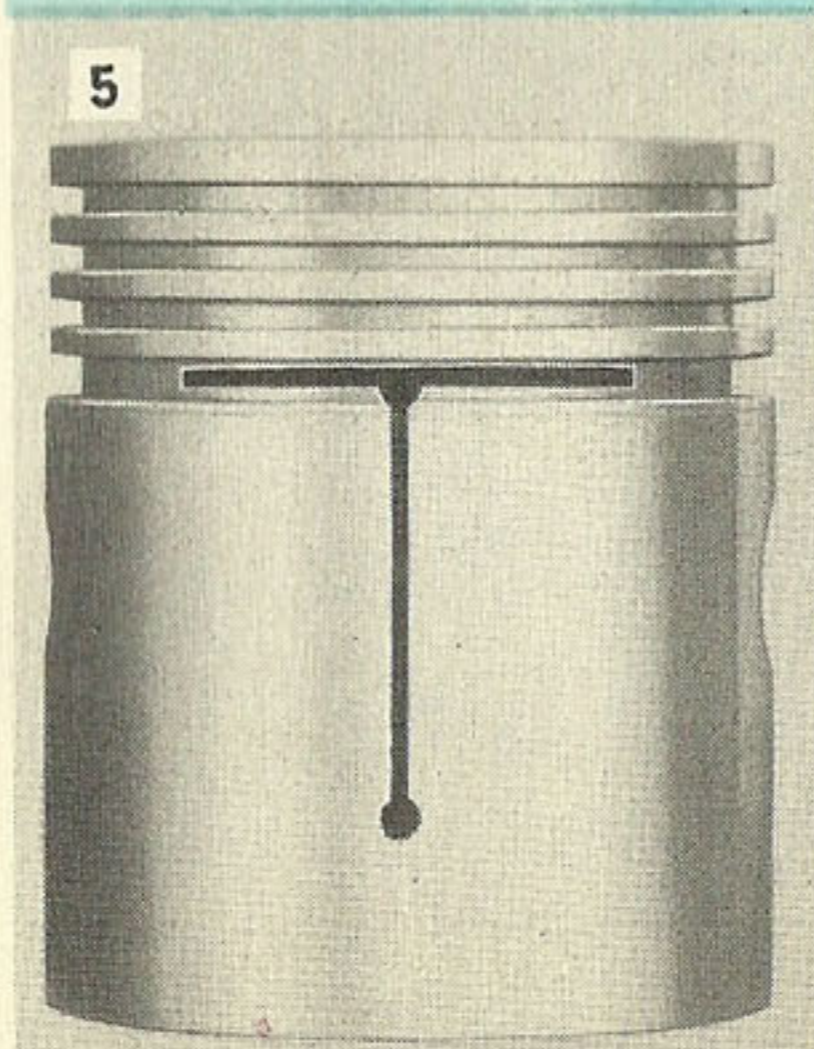
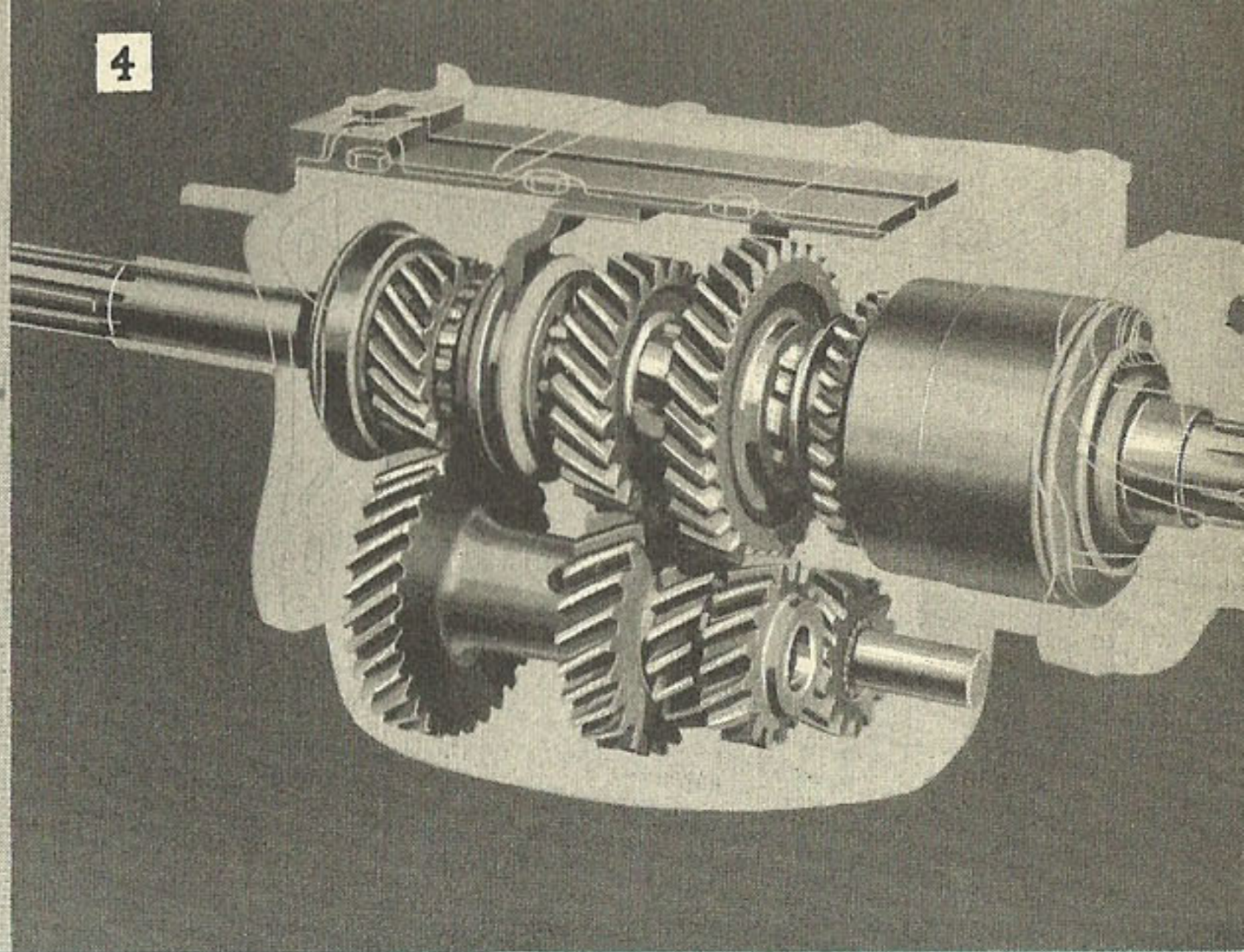
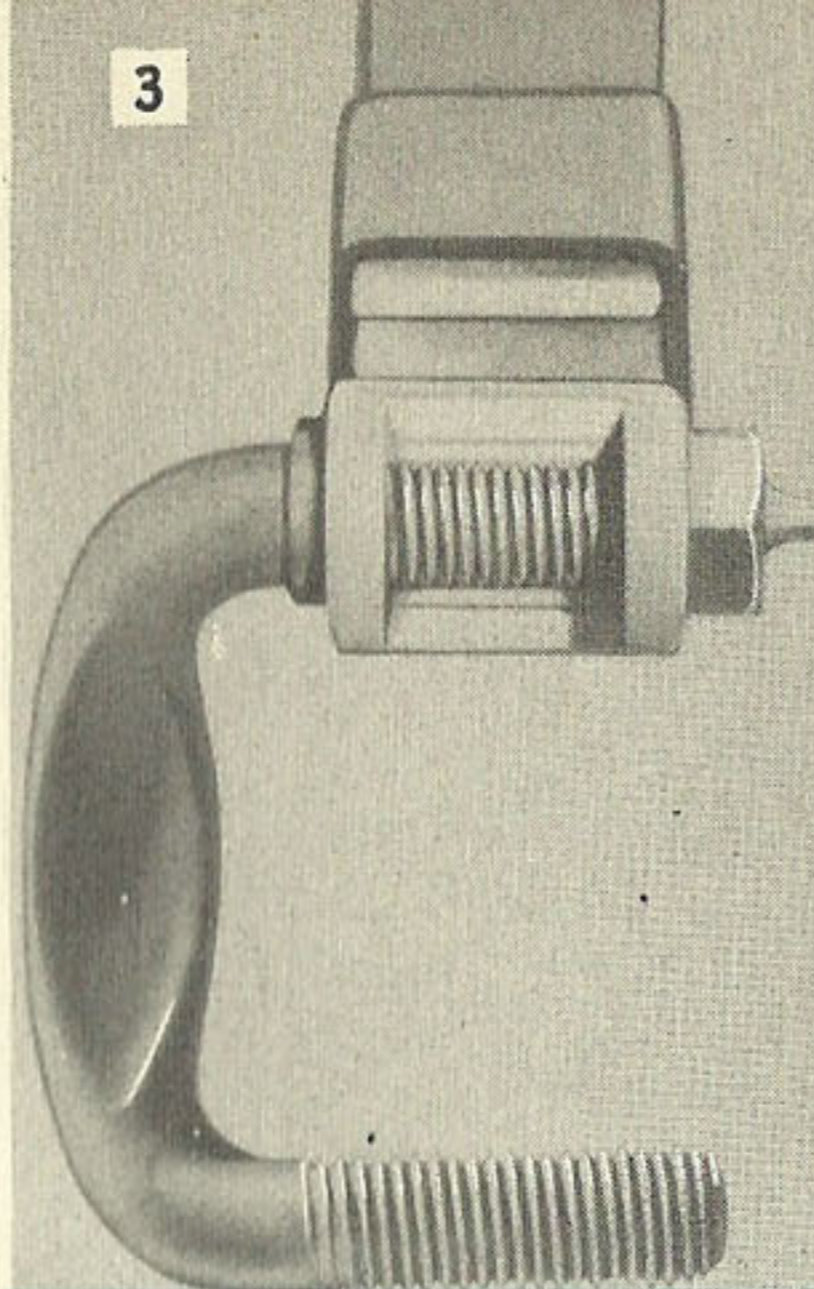
CRANKSHAFT • A new development in crankshaft design is found in the new Chrysler Six. Seven counterweights are forged integral with the crankshaft to provide a unit of extreme rigidity that is both statically and dynamically balanced.

DOWNDRAFT CARBURETOR • Carburetion reaches maximum efficiency on the new Chrysler Six with a new fixed jet, plain tube unit covering all ranges of altitude and atmospheric conditions.

CENTRIFUSE BRAKE DRUMS • The brake drums on the new Chrysler Six combine the rapid heat dissipating qualities of cast iron with the strength of steel. This combination is obtained by fusing an inner layer of cast iron to an outer shell of steel. The result is even braking surfaces with the economy of longer brake lining life.

OILITE DISCS • Are a special metal containing oil inserted between the rear spring leaves which lubricate springs automatically, assuring permanent quietness and riding ease.

AUTOMATIC CLUTCH (Available as special equipment) • With the use of the new improved automatic clutch effortless car operation becomes a fact. It is no longer necessary to depress the clutch pedal when shifting gears . . . simply ease your foot off the accelerator pedal and shift.



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

SUSPENSION (Front) • Individually sprung wheels. Adjustable taper roller wheel bearings.

AXLE (Rear) • Semi-floating, pressed steel housing. Drive gear and pinion spiral bevel type, nickel alloy steel.

BODIES • Chrysler designed. All-steel, insulated against noise and squeaks. Chrysler draft-free ventilation in front windows, all models, and rear windows of the four-door Sedan . . . ventilator in top of hood.

BRAKES (Service) • Chrysler 4-wheel hydraulic, internal expanding, with centrifuse drums.

BRAKE (Parking) • External contracting on cast iron drum.

CLUTCH • Single dry plate type. (Automatic vacuum control, special equipment at slight extra cost). Driven disc with asbestos facing. Torque cushioned by special coil springs.

COOLING SYSTEM • Water circulated by centrifugal pump. Cellular radiator with detachable shell. Four-blade 17" stagger-spaced fan driven by V-belt with adjustment provided. Thermostatic water control. Dash heat indicator.

CRANKSHAFT • Balanced and counterweighted. Supported on four babbitt-lined steel main bearings. Rubber mounted impulse neutralizer.

ENGINE • L-type, water cooled, six cylinders, four-cycle. Bore, 3 $\frac{3}{8}$ "; stroke, 4 $\frac{1}{2}$ "; N.A.C.C. horsepower 27.34; developed horsepower, 93; piston displacement, 241.5 cubic inches; suspension, Floating Power . . . engine and transmission as a unit, cradled in rubber; torque reaction taken by two rubber cushioned mountings on either side of rear Floating Power motor rest mounting. Firing order, 1-5-3-6-2-4. Four-bearing crankshaft; four-bearing chain-driven camshaft. Exhaust valve seat inserts of tungsten high-speed tool steel. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings. All other working parts lubricated by positive spray under pressure from small metered hole in upper half of each connecting rod bearing; also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Pump located on right side of crank case, driven by timing shaft from spiral gear on camshaft. Oil capacity, six quarts. Pressure gauge on dash. Level indicator on left side of crank case toward the rear from the filler.

ELECTRICAL SYSTEM • Generator: Third-brush regulation with voltage limit control, six-volt type. Starter: six-volt manual shift type.

Battery: six-volt, 121-ampere hour capacity. Single wire system. Solar spark ignition. Automatic spark control.

FRAME • Double-drop X-Girder-truss type.

FREE WHEELING • In all forward speeds. Cam and roller type. Lockout button on instrument panel.

FUEL SYSTEM • Carburetor: Plain tube down-draft type, provided with fixed jets, covering all necessary ranges for variations of altitude, peak summer and winter conditions, with idle control and accelerator pump. Equipped with automatic manifold heat control and air cleaner integral with intake silencer. Fuel pump: Driven from camshaft, sediment trap. Fuel supply tank: Rust-proof terne plate, 15 gallons (12 imperial gallons). Electrical fuel gauge on instrument panel.

PISTONS • Aluminum alloy . . . T-slot type . . . 4-rings per piston.

SHOCK ABSORBERS • Hydraulic. Standard on all body styles.

SPRINGS (Front) • coil (Rear) semi-elliptic Oilite squeak-proof type. Silent "U" thread-type shackles on rear of rear springs. Rubber bushings at front end of rear springs.

STEERING GEAR • Semi-irreversible worm and roller type.

TIRES • Airwheel, non-skid tread on all wheels, size 6.50 x 16.

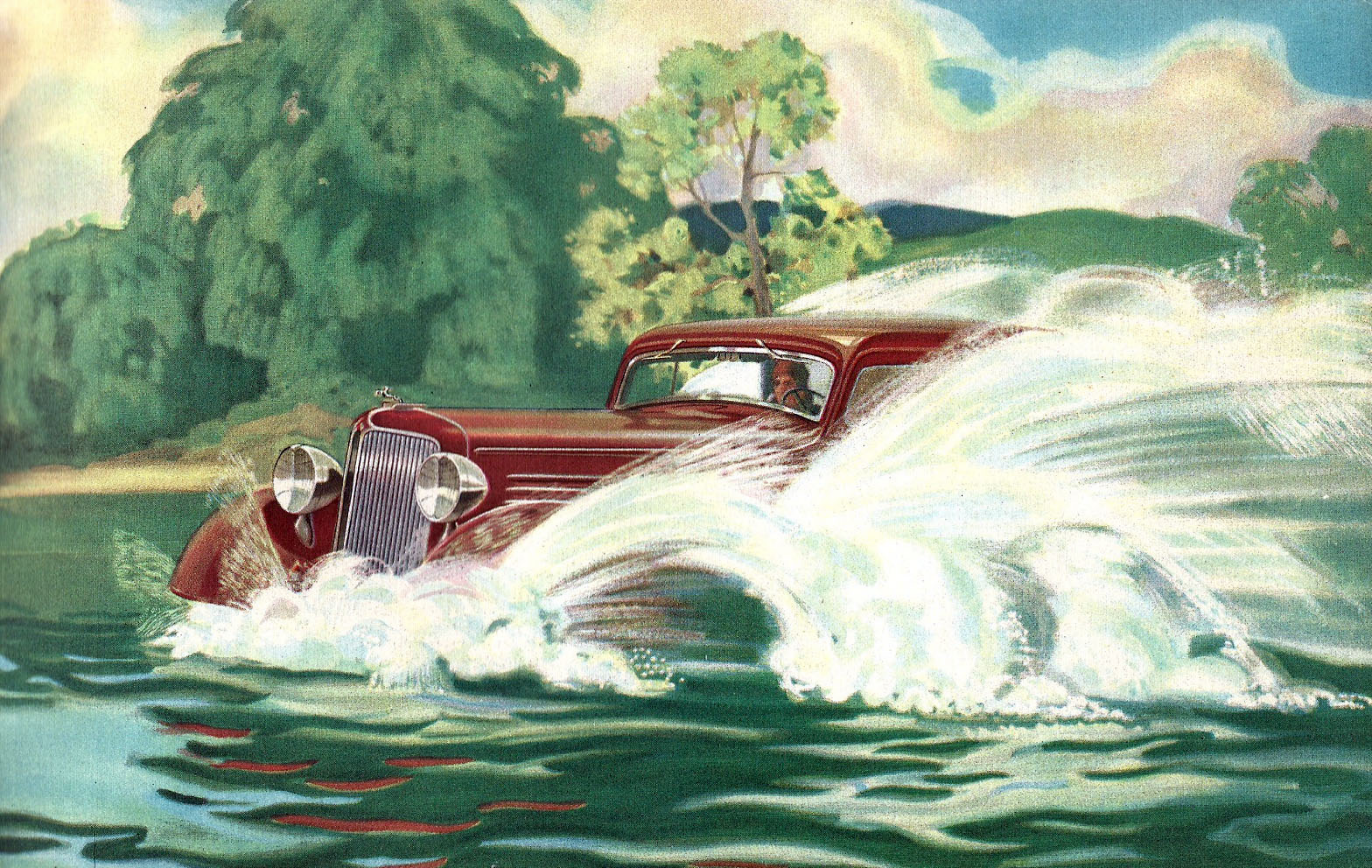
TRANSMISSION • All-silent transmission, helical-type gears throughout, first speed and reverse operating on spirally cut spline; second speed operates on constant mesh helically cut gear.

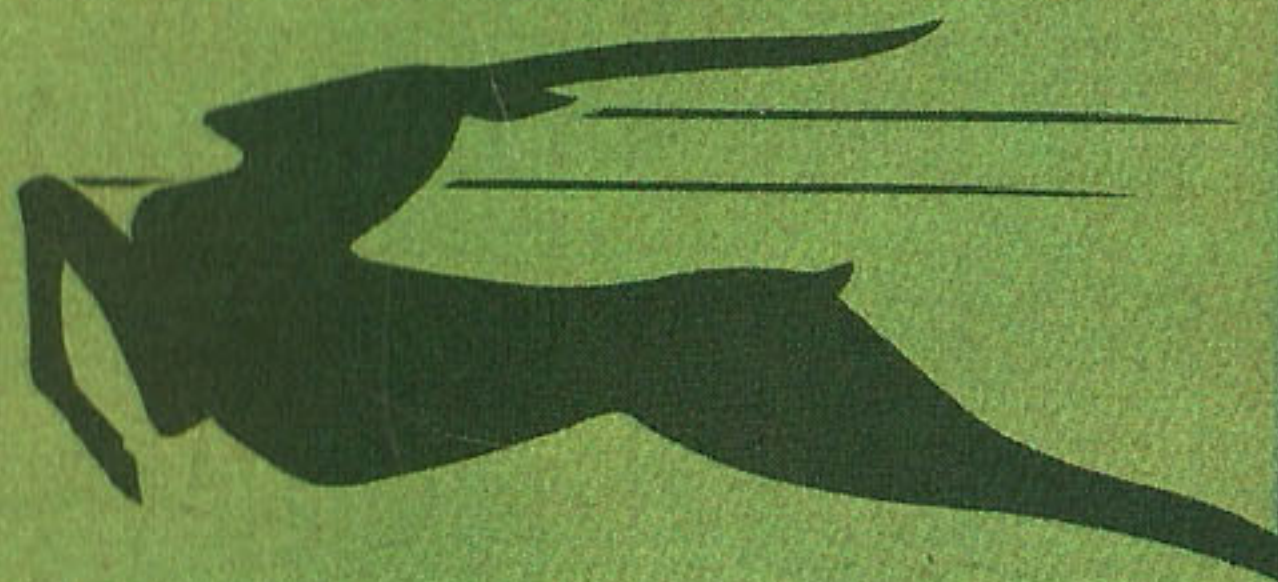
WHEELBASE • 117" on all models except convertible and close coupled sedans which are 121".

STANDARD EQUIPMENT • 2-Automatic windshield wipers . . . 2-adjustable sun visors. Duplate safety glass in all windshields and ventilating wings; stop light; Flex-beam head-lamps. Tools. Wheel equipment, five steel spoke with spare mounted at the rear.

SPECIAL EQUIPMENT • Bumpers, front and rear. Automatic clutch control. Special colors and upholsteries; also special equipment items and accessories are available on special order basis.

NOTE: The manufacturer reserves the right to revise, change or modify the construction of Chrysler Motor Vehicles or any part thereof as he may see fit, without incurring any obligation to make like changes on vehicles previously sold.





Chrysler Six