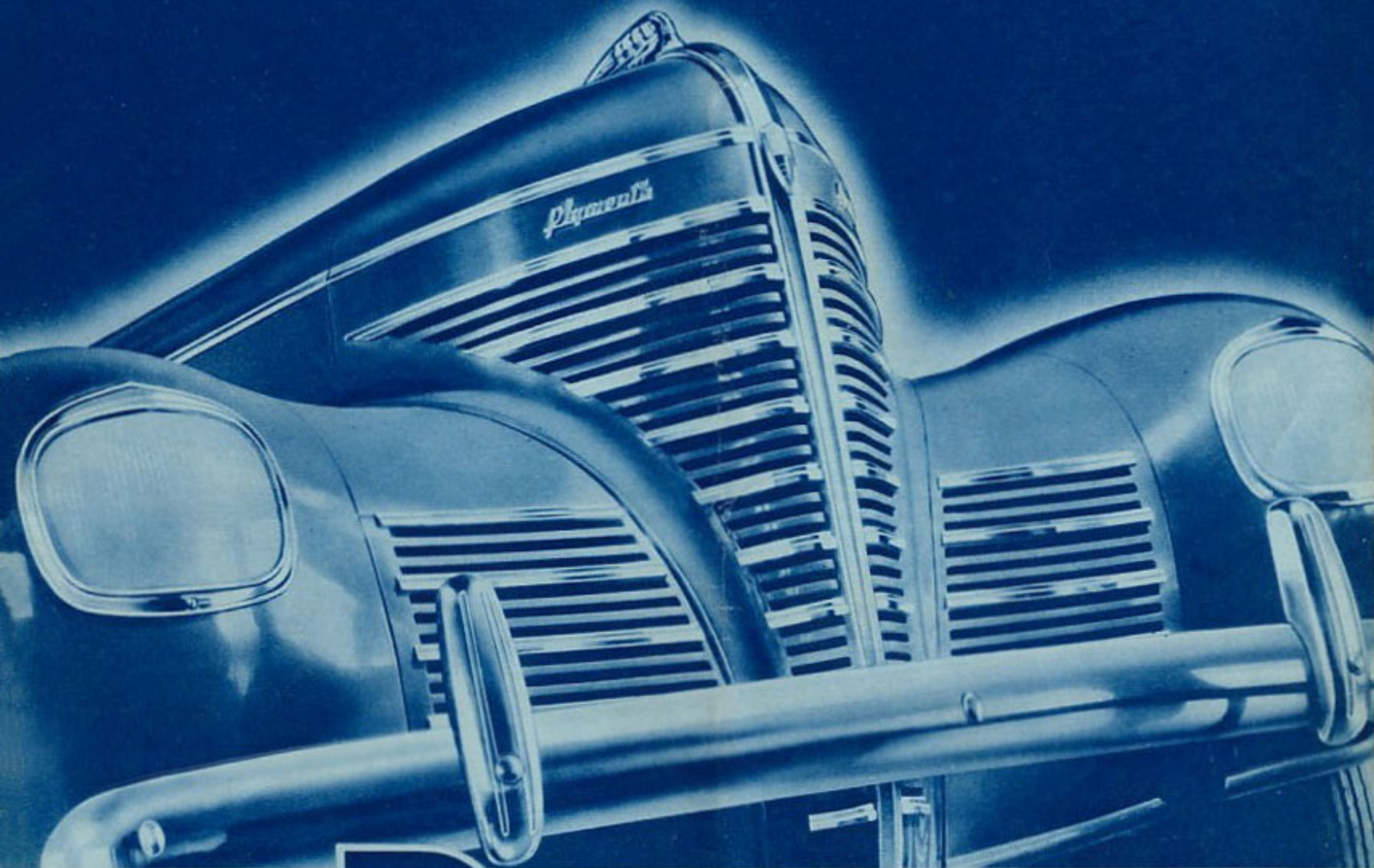


GET THE **GREATEST RIDE**
OF ALL LOW PRICE CARS ...



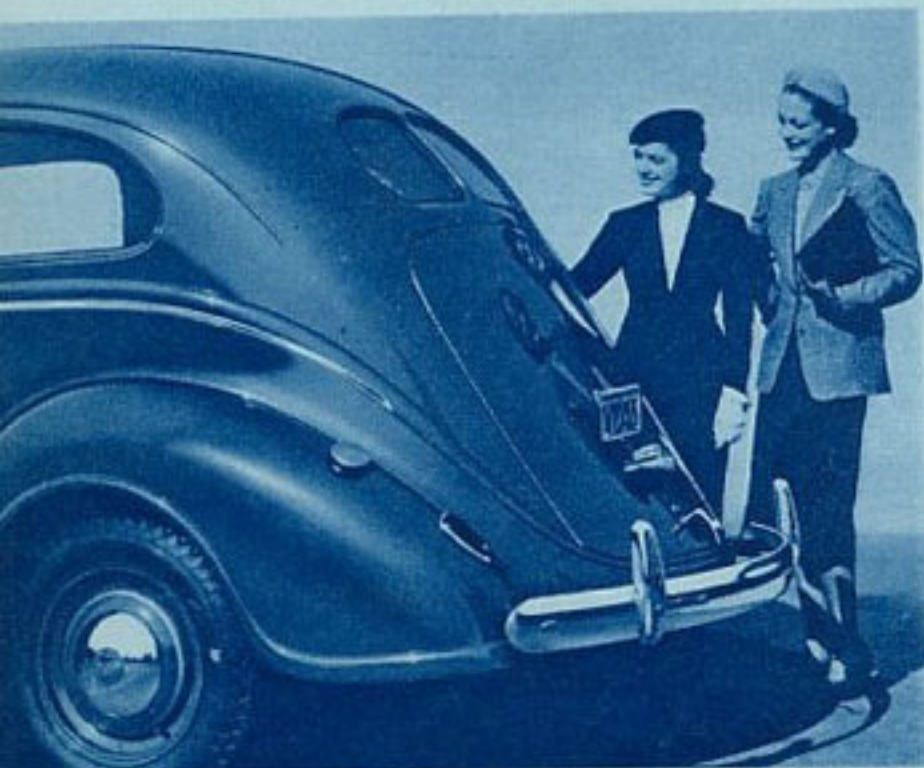
1939
Deluxe

PLYMOUTH

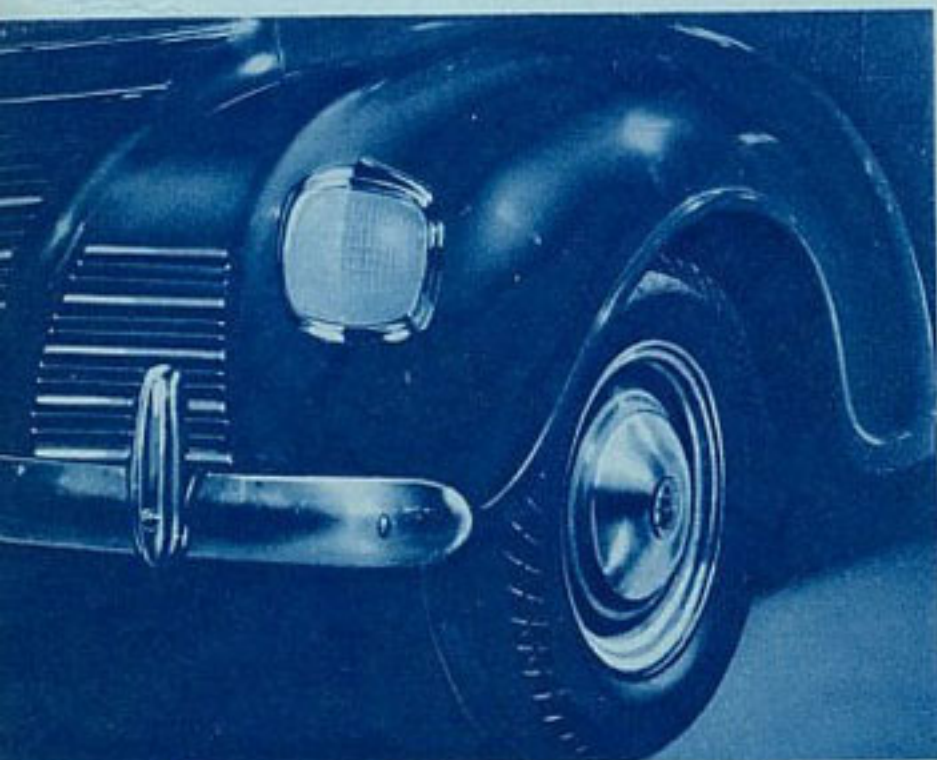
SO BEAUTIFUL

YOU WON'T BELIEVE IT'S A

LOW PRICED CAR



FROM EVERY VIEWPOINT you find new beauty to applaud in the big new 1939 Plymouth. Here, rear fenders present new grace and beauty. And the distinctive modeling of the body is set off by the famous Plymouth ship emblem, the gracefully moulded license light.

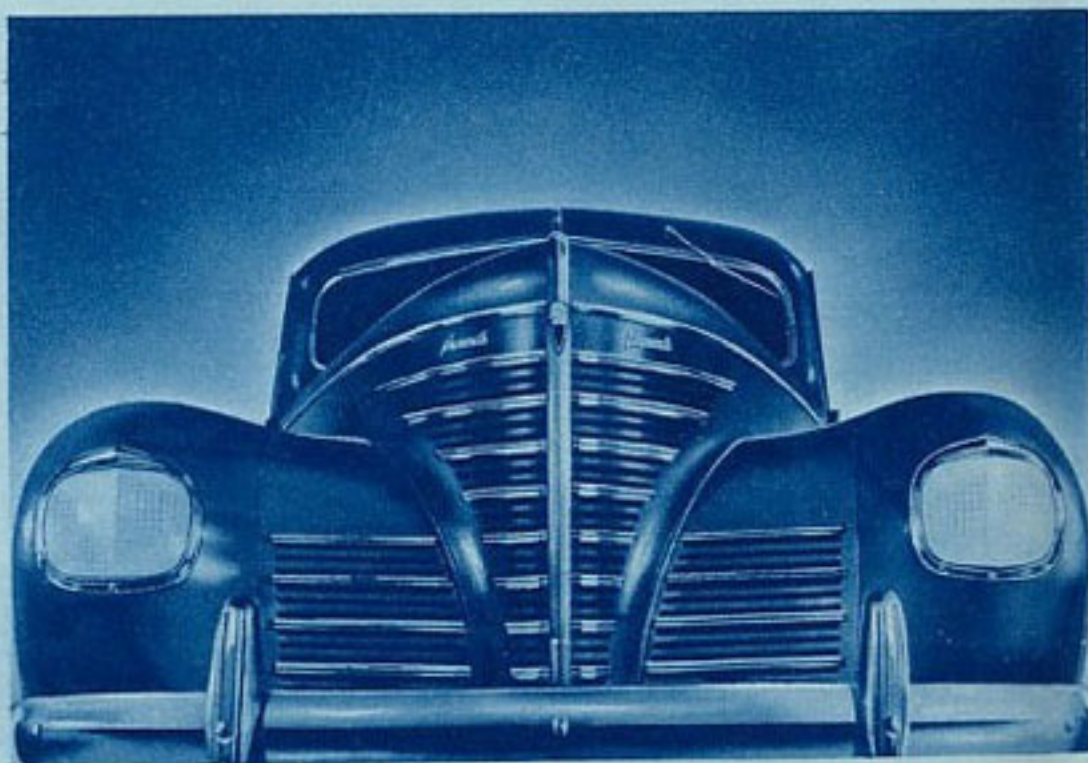


MASTERPIECE IN STEEL! Here's a fender curve that captures the eye! Snap and dash in the big inset headlamps! And what sparkling style those big hub caps of bright chromium give to the sturdy steel wheels!

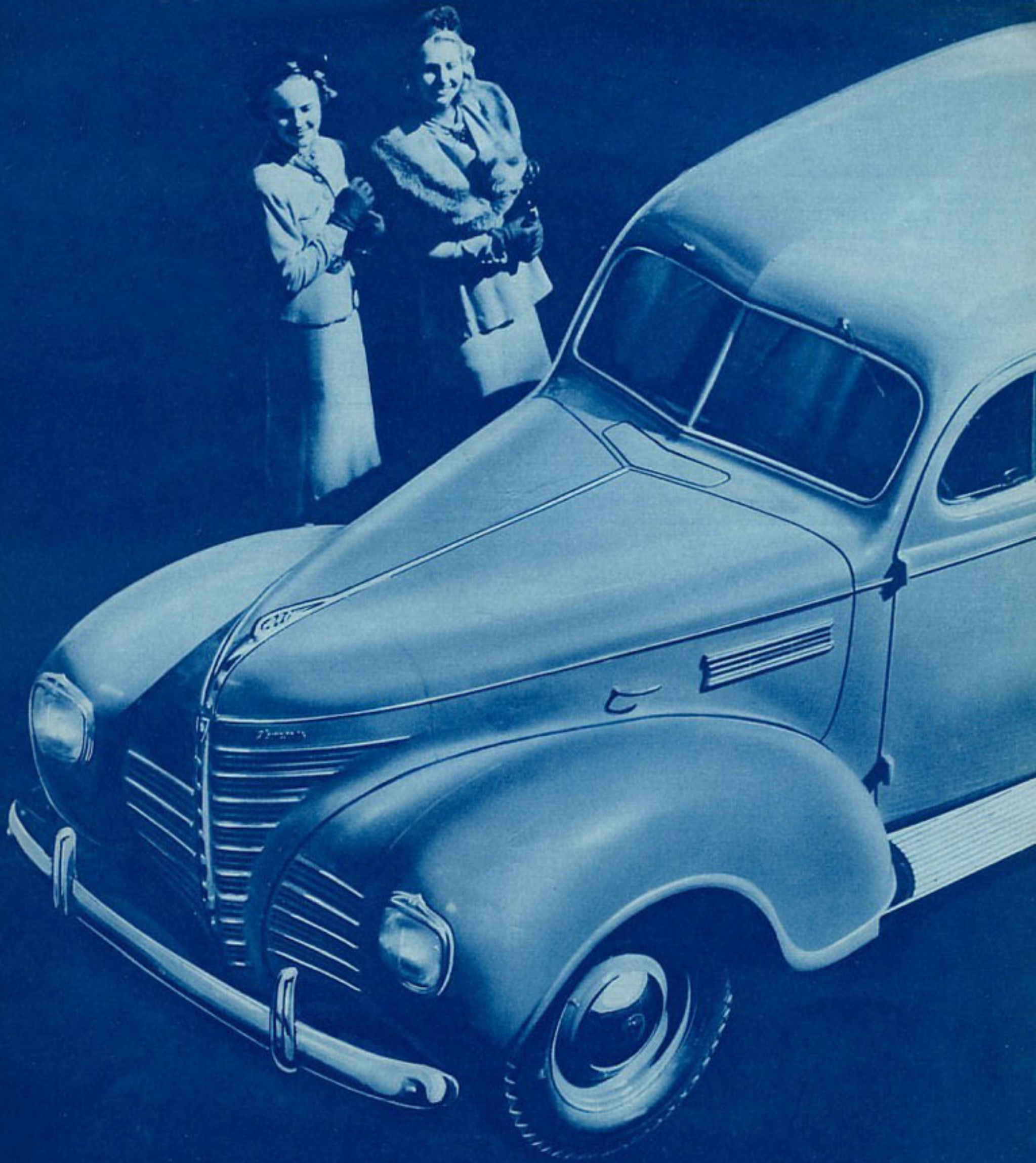
It's the year's style sensation in the low price field. Glamorous new *distinction* in styling! Thrilling *freshness* of appearance from every viewpoint!

Never before could you expect in a low price car such breathtaking beauty as the big 1939 Plymouth gives you to enjoy. And you get this beauty, this distinction now, in a car that is famous as being the *best engineered low price car!*

Your lasting pride in the distinctive appearance of this great new De Luxe Plymouth will be matched by your satisfaction in its record economy and long life . . . in your thrilling enjoyment of its sensational new ride.

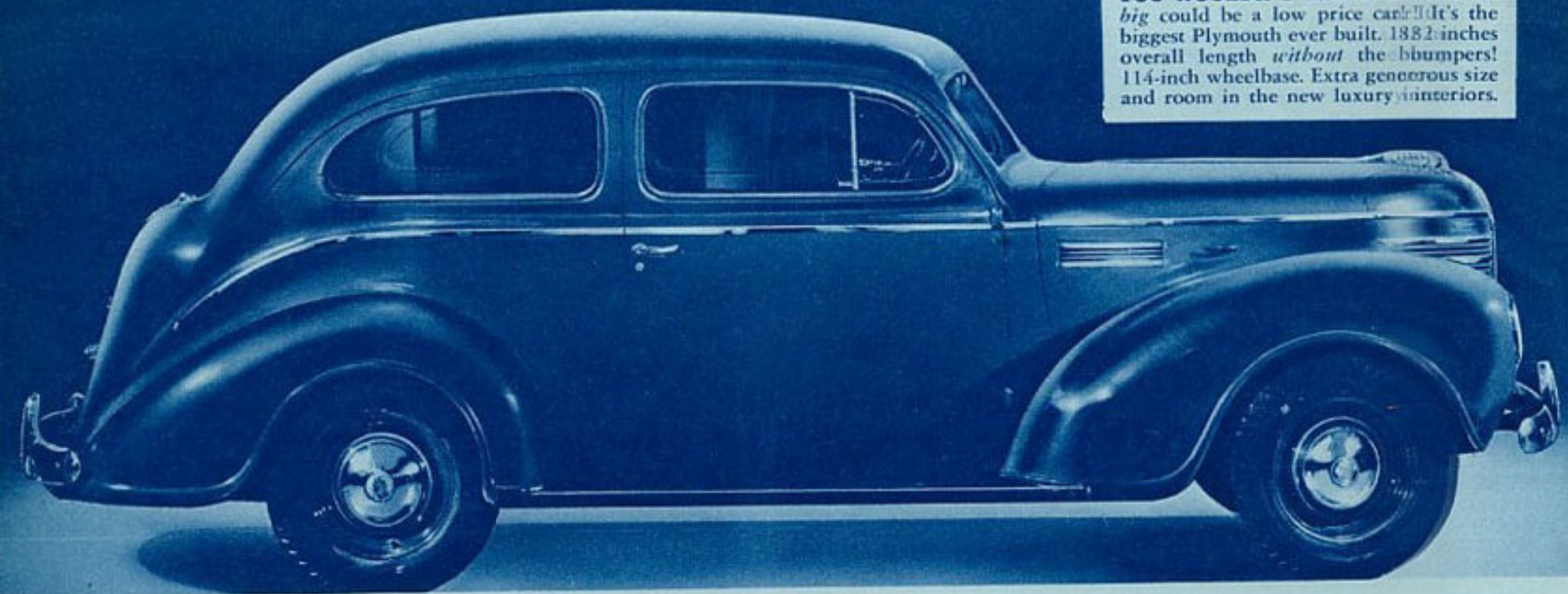


THERE'S A THRILL in the sweep of those wide, sturdy fenders, in the modern artistry of the radiator shell design. And unmatched distinction in the grille, with its horizontal bars of chrome gleaming against the background of body color . . . massiveness combined with graceful beauty!



ENVOIOUS EYES will follow this big, beautiful new Plymouth wherever it appears! From the pleasing curve of that deep, sturdy front bumper, up over the gleaming new grille, right on to the back of the car, wherever you look there is some fresh new note of style to delight all who see it. And Plymouth's sparkling beauty is permanent, for the *entire* body is rust-proofed!

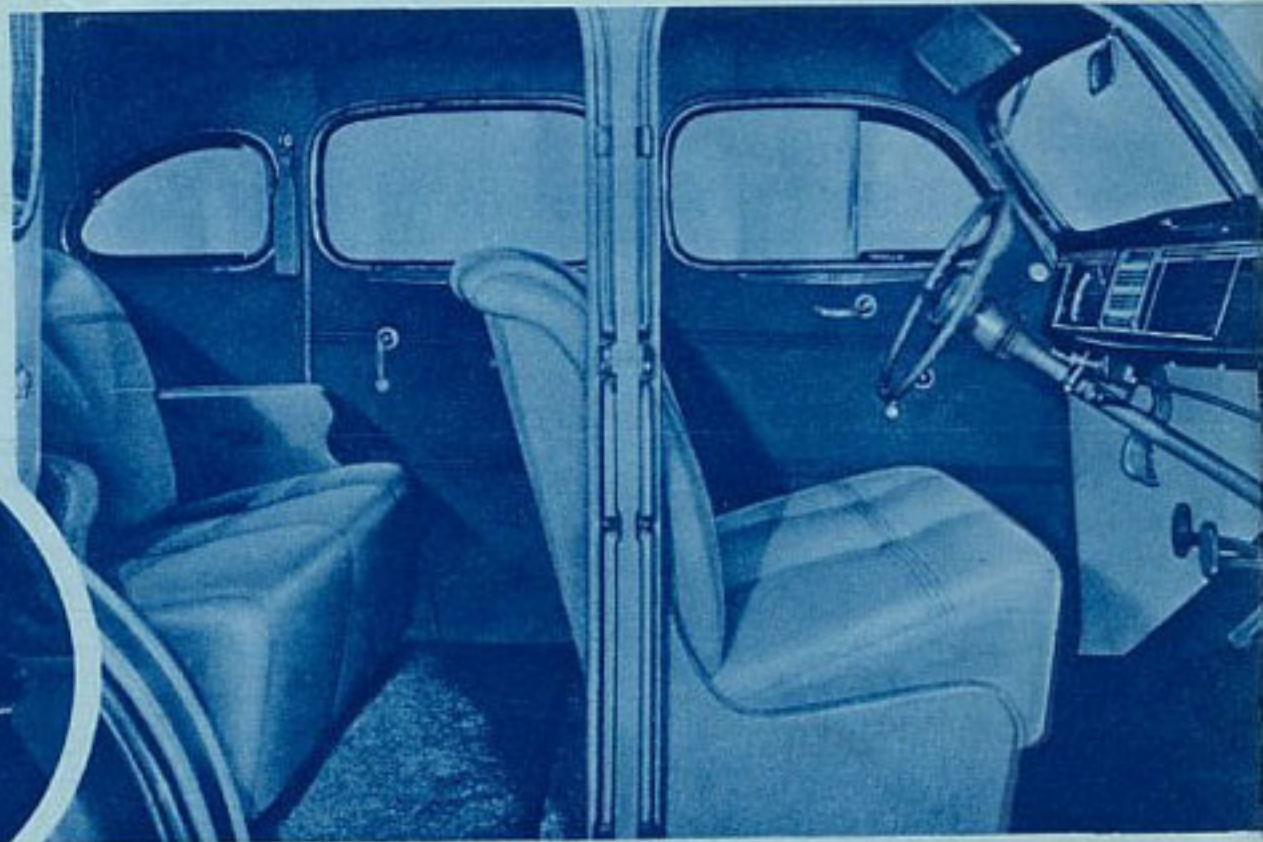
YOU WOULDN'T BELIEVE a car so big could be a low price car! It's the biggest Plymouth ever built. 188 1/2 inches overall length *without* the bumpers! 114-inch wheelbase. Extra generous size and room in the new luxury interiors.



YOU GET EXTRA VALUE IN



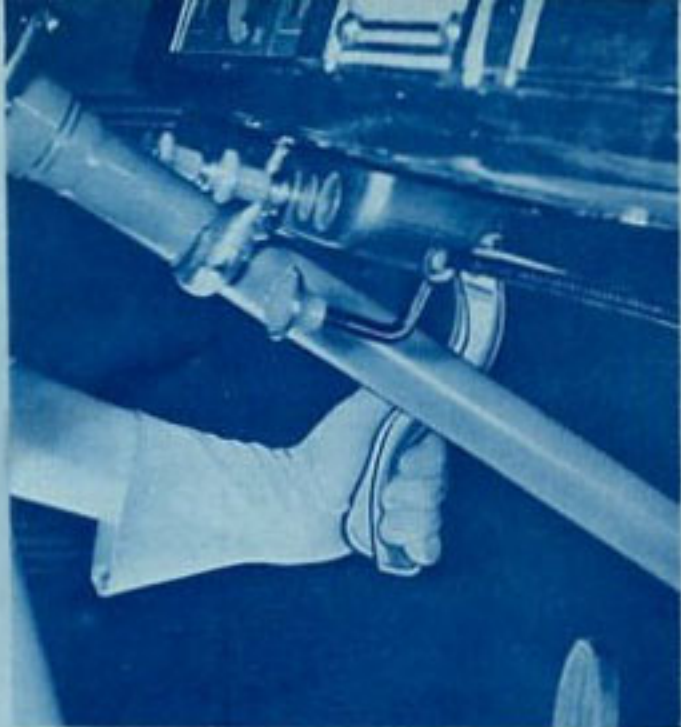
MOST MODERN ventilating system in any low priced car. Ventilating wings in front windows are easily adjusted to give as much or as little ventilation as desired. And you can *lock* them!



SUMPTUOUS LUXURY! These deep, wide, tufted seats of Plymouth DeLuxe models permit perfect relaxation. Mouldings are beautifully grained. Door and window controls are of gleaming chrome and colored Tenite.

COMPLETE VENTILATION! For the comfort of rear seat passengers, rear quarter windows of De Luxe 4-door sedans can be easily swung outward. (Circle)

CONDITIONS AIR SUPPLY—The big cowl ventilator of the De Luxe Plymouth is equipped with special rain-trap, can be kept open in rain or snow. *Fresh* air in all weather, directed through the heater when it is cold!



EXTRA ROOM is afforded in the front compartment by locating the handbrake lever up under the cowl to the driver's left. There are no levers of any kind to obstruct the leg-room of a center passenger in the wide front seat.



FOR TALL PEOPLE extra room is provided by this foot rest recessed into the rear of the front seat and sloped to support the feet in the most comfortable position.



NOTHING TO CATCH HEELS! Because Plymouth has a *hypoid* rear axle, there is no tunnel in this low, flat, rear compartment floor. The center passenger in the rear seat has no obstruction to "straddle," and rests as comfortably as those on either side.

EXTRA SIZE AND LUXURY

Gone is the day when buying a low priced car meant the sacrifice of luxurious comfort which only extra size can give. Today, you can get the size and room you need for enjoyable riding and driving!

The big, beautiful 1939 De Luxe Plymouth gives you extra size and room at no extra cost. Gives you sumptuous new luxury throughout. Gives you seats that are "chair-height" from the low floor... a flat rear compartment floor without a hump... lavish beauty, comfort and convenience in every detail of the big Plymouth interior.

You will find that this roomy luxury adds immensely to your lasting pride in your car... to your enjoyment of Plymouth's sensational new ride.



THE MAN IN THE MIDDLE as well as those to either side of him find this rear compartment ash receiver easy to use. It is in the center of the front seat back.



17.5 CUBIC FEET of trunk space gives unusually generous luggage capacity.

NO MATTER WHAT YOUR HEIGHT you can adjust this driver's seat to fit you. Adjusting range is five inches and the seat *rises* as adjusted forward.



FOR FRONT SEAT passengers this handsome ash receiver is located above the instrument panel within easy reach.



SAFETY STYLING! Plymouth door handles present no points to bump against or to catch clothing.

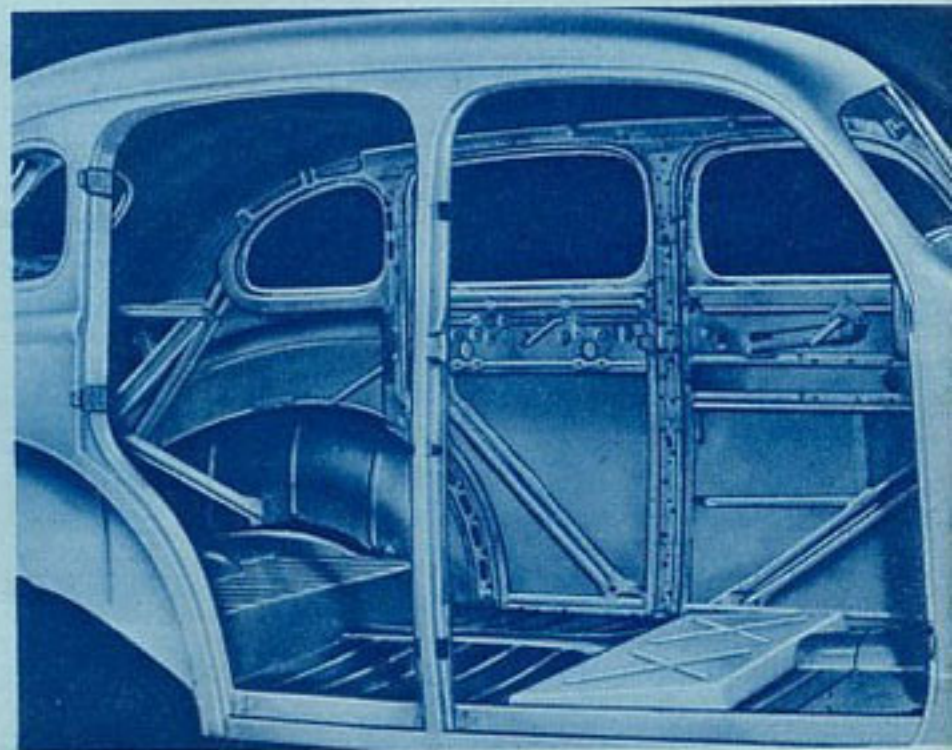


SAFETY SIGNAL Speedometer flashes a warning light... green at speeds up to thirty... amber up to fifty... and beyond fifty, red!

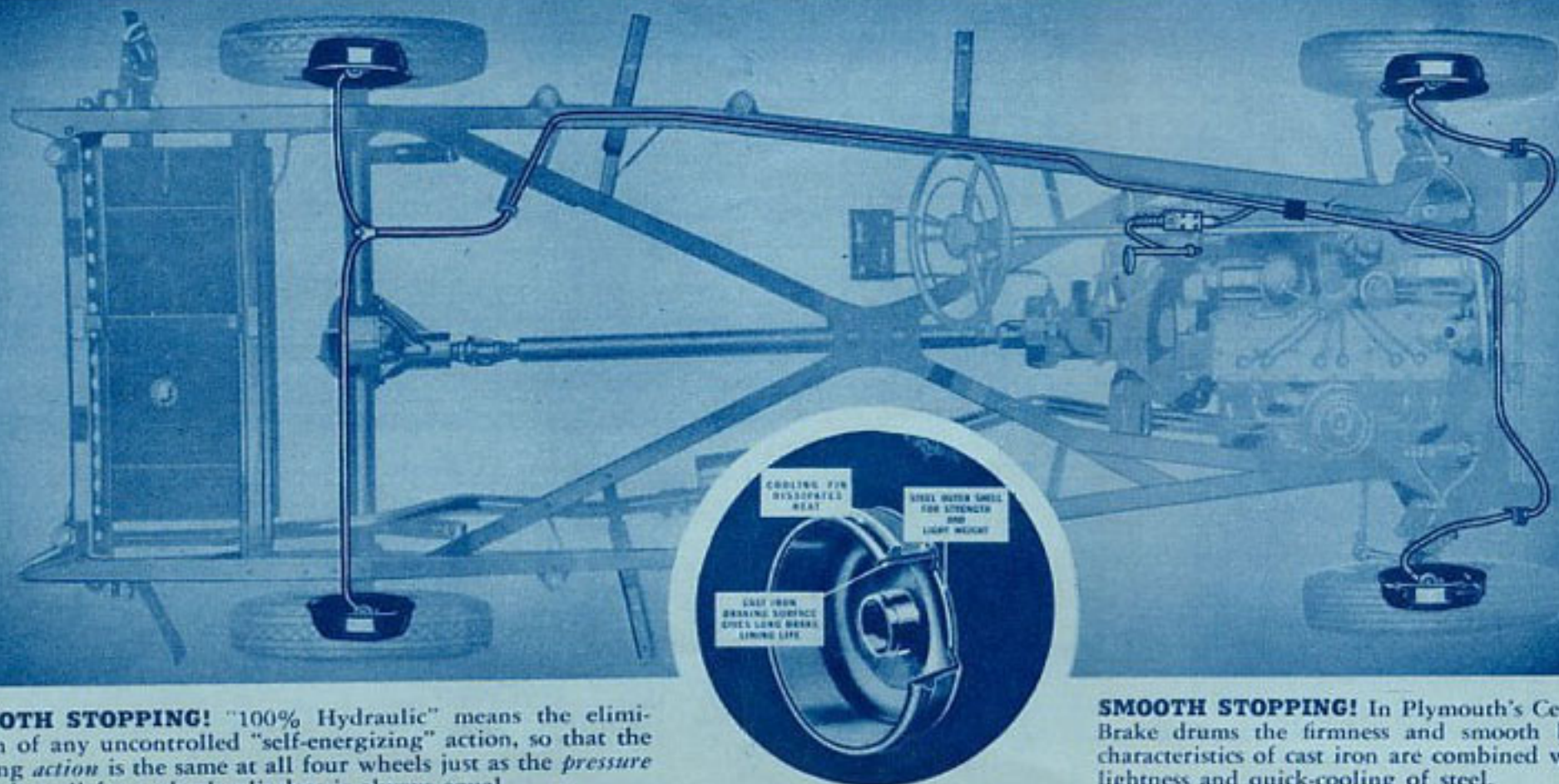
YOU GET THE NEWEST

SAFETY STEEL PLUS SAFETY STYLING

In choosing your new car, of course you will demand the safest body you can get. That means a body all of steel with *extra reinforcement* at points of greatest stress and strain. It means a Safety Styled interior, with no protruding points and knobs, no sharp edges that could result in injury to passengers. Today, the safest type of body ever built is Plymouth's Safety Styled, Safety Steel body.



SMOOTH STOPPING ADDS TO YOUR



SMOOTH STOPPING! "100% Hydraulic" means the elimination of any uncontrolled "self-energizing" action, so that the braking *action* is the same at all four wheels just as the *pressure* exerted at all four wheel cylinders is always equal.

SMOOTH STOPPING! In Plymouth's Centrifuse Brake drums the firmness and smooth braking characteristics of cast iron are combined with the lightness and quick-cooling of steel.

SAFETY ENGINEERING...



SAFETY STYLING! So beautiful you won't believe it's a low price car! And this handsome instrument panel safeguards against bumps and bruises in case of sudden stops. All controls are beneath the panel... nothing protrudes.



SAFETY STEEL! Typical of the extra reinforcing throughout Plymouth's Safety Steel body is the big X-brace in the rear of sedan models... for extra strength and rigidity.



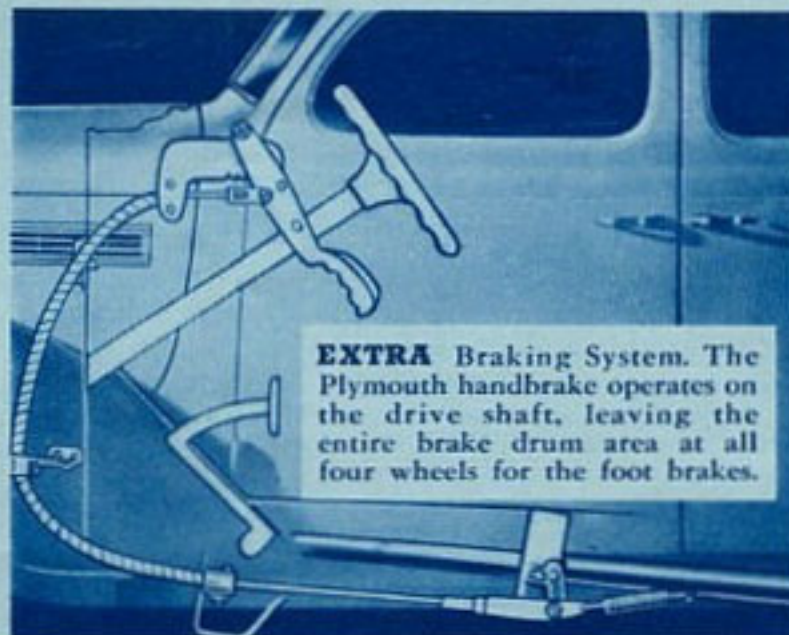
SAFETY STYLING! The new Vee-type windshield contributes importantly to better driving vision. Through Clear Vision Vents in its base, fresh air entering through the cowl ventilator and circulated by the heater fan can be directed over the windshield to keep it free of mist and frost.

PLEASURE AS WELL AS TO SAFETY

Plymouth's 100% Hydraulic, Double-action Brakes are an important contribution to your pleasure in the 1939 Plymouth's great ride. *Smooth* stopping, always under your perfect control! No harmful "self-energizing"... no unexpected, uncontrolled brake action.

Plymouth brakes add to your enjoyment and protection at all times. And when the going is slippery and the *exact amount* of brake pressure is needed for safe, straight stopping, you'll doubly appreciate the safety of 100% hydraulic brake action.

Every Plymouth ever built has had Hydraulic Brakes! And in addition to the safe stopping provided by Plymouth's better kind of hydraulic brakes, the handbrake is an *entirely separate* braking system. Instead of being merely another way to operate foot brakes, the Plymouth handbrake operates on the drive shaft to keep the wheels from turning.

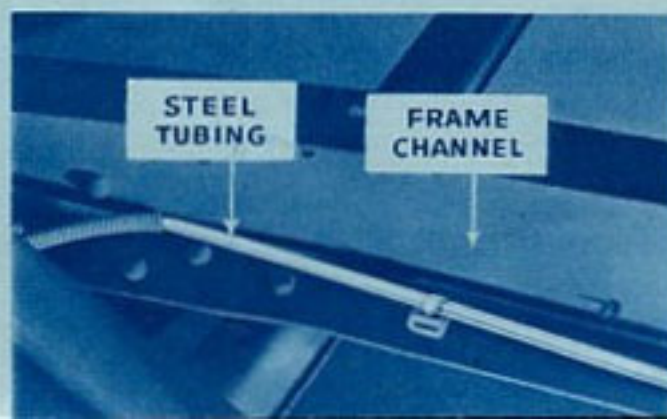


EXTRA Braking System. The Plymouth handbrake operates on the drive shaft, leaving the entire brake drum area at all four wheels for the foot brakes.



HYDRAULIC PRESSURE ON BOTH BRAKE SHOES

SMOOTH STOPPING! To offset tendency of front shoes to throw themselves against the drums, rear cylinders and pistons at wheels are larger than front cylinders and pistons.



STEEL TUBING

FRAME CHANNEL

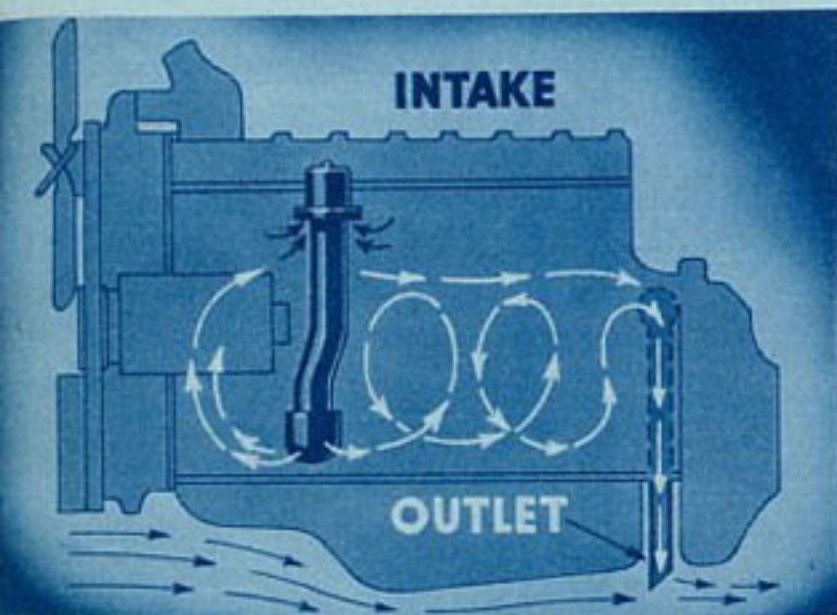
SMOOTH STOPPING! Heavy steel tubing which transmits hydraulic pressure is carried in the frame channel... protected!

QUIET! Vacuum from the engine manifold maintains the spark always at the advanced position for efficient engine operation. No "ping" even under sudden load increase.

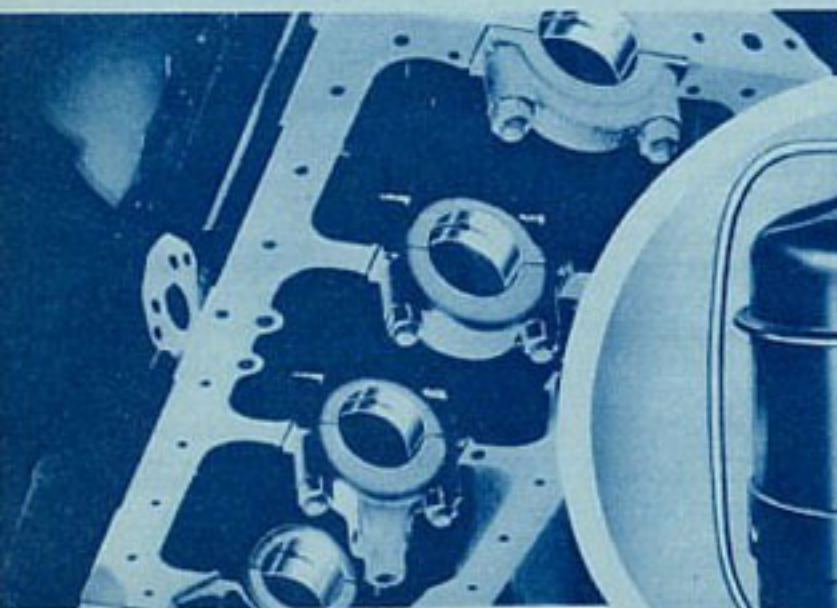
ECONOMY LONG LIFE QUIETNESS

ARE BROUGHT TO **NEW HIGHS** IN THIS FAMOUS

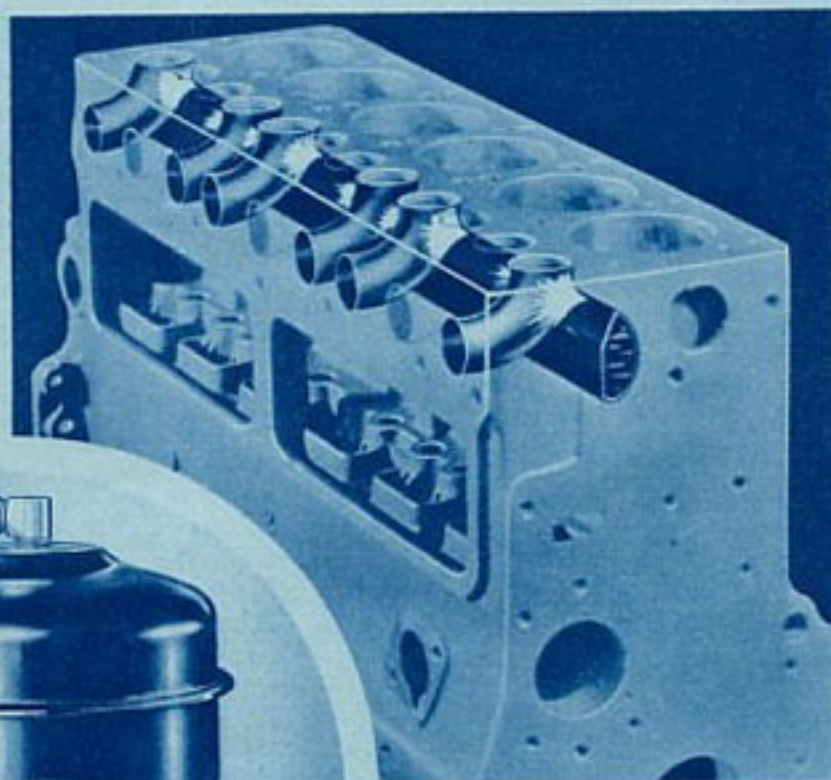
FULL-POWERED



LONG LIFE! Complete crankcase ventilation forces out gases that could injure the engine metal.



LONG LIFE! Four main crankshaft bearings instead of three give better distribution of bearing load.



ECONOMY! Drawing shows how all exhaust valve assemblies are cooled uniformly by water fresh from the radiator, saving valve grinding expense.



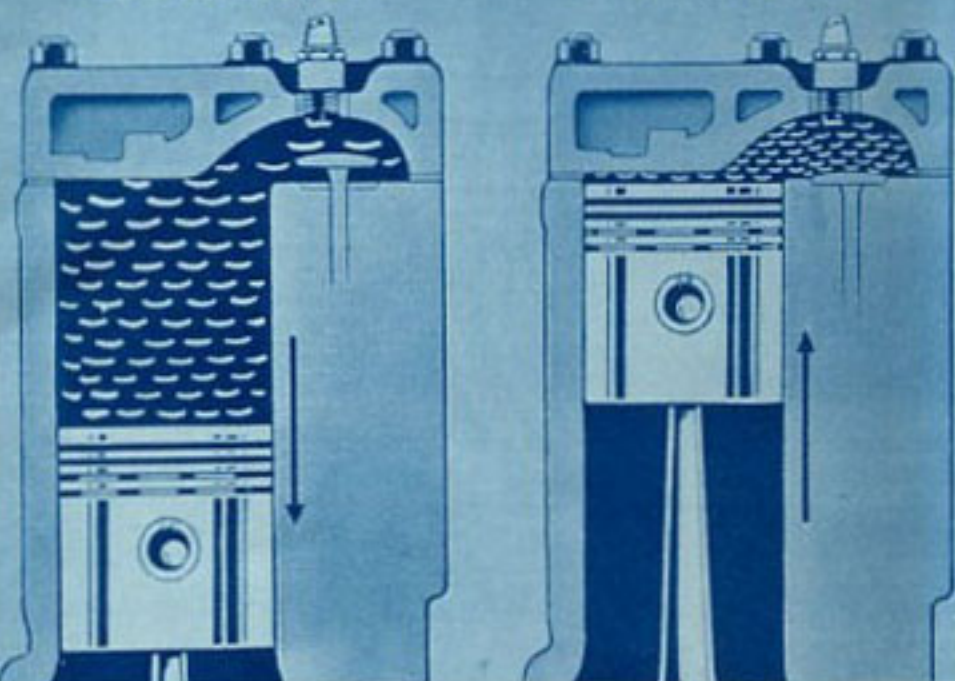
ECONOMY! Light weight, aluminum alloy pistons, with four rings for better oil and power sealing. Surface treated compression rings safeguard against scoring, save oil.



ECONOMY! The oil filter of the De Luxe Plymouth prolongs useful life of engine oil.

INTAKE STROKE

COMPRESSION STROKE



FULL POWER WITH RECORD ECONOMY! 6.7 to 1 compression ratio! The vaporized fuel drawn into the cylinder by the intake stroke of the piston is compressed into a space less than 1/6 of the space it occupied at bottom of intake stroke. *More power from less gasoline!*

QUIET! The broad chain by which Plymouth's camshaft is driven has far greater contact surface than when gears alone are used. The result is permanently quiet operation.



ECONOMY! Frequency of valve grinding expense is greatly reduced by Plymouth's exhaust valve seat inserts. These rings of hard, heat-resisting alloy, inserted into the cylinder block, maintain the close seal between the valves and the valve seats.



LONG LIFE! Dirt and abrasive particles of dust which might harm fine engine surfaces are removed by this filter from air entering the engine through the carburetor.



ENGINE

Owners will tell you that this is the greatest engine in any low priced car. Greatest from the standpoint of full power combined with record economy... of smooth, quiet Floating Power performance... of long life.

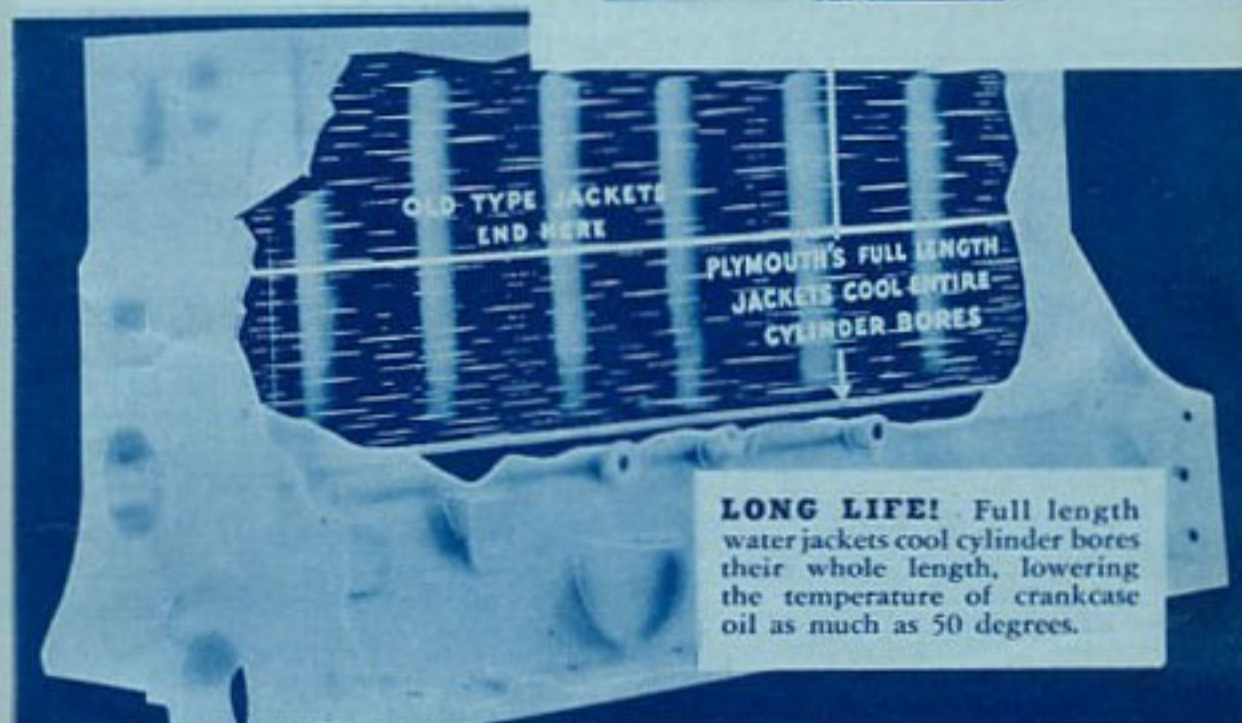
Now, for 1939, brilliant developments in manifold design increase the engine torque, give you new high-torque performance, for faster acceleration, quicker getaway.

Now, the newest advancements in piston design and surface-treated compression rings safeguard against the possibility of scoring cylinders... against loss of power and waste of oil.

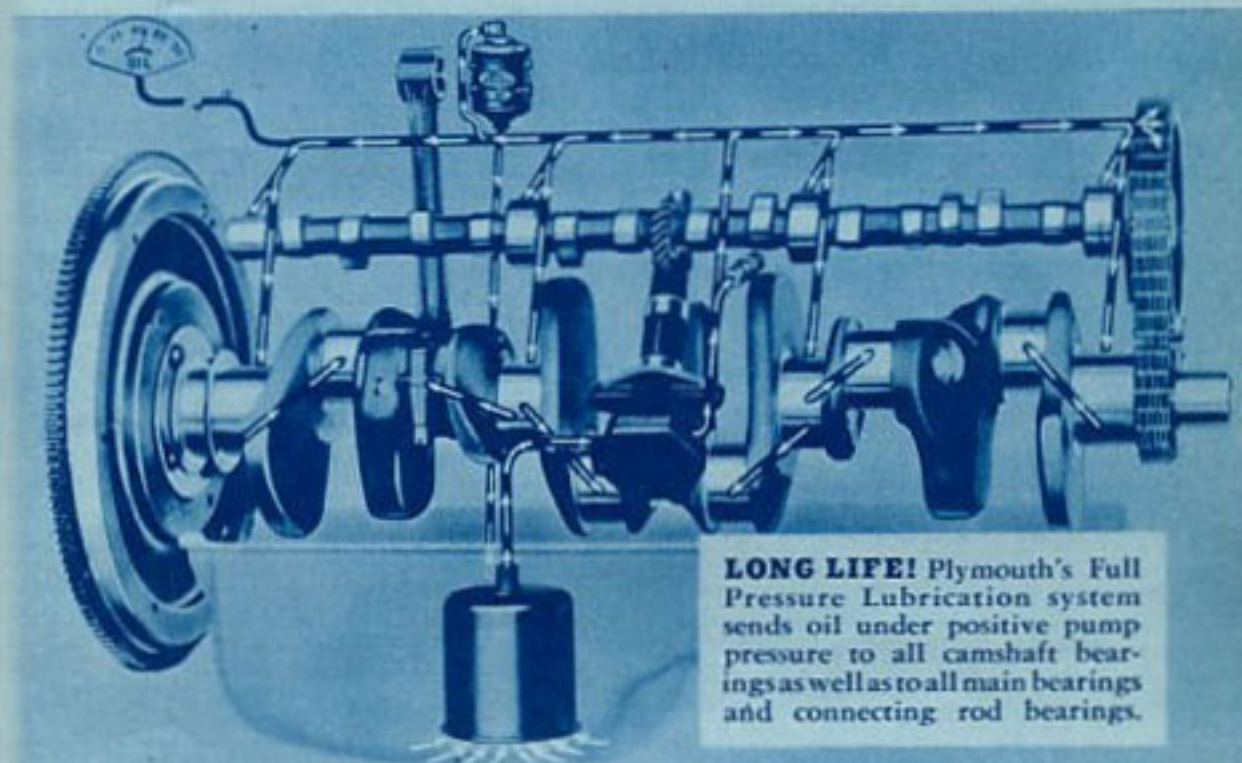
And for 1939, the famous Plymouth Floating Power engine has the unusually high compression ratio—6.7 to 1—that means more power from less fuel. Calibrated ignition makes it possible to use ordinary gasoline in this high compression engine without annoying spark knock or "ping."

This great engine is a highly important factor in the 1939 Plymouth's sensational new ride.

***AMOLA STEEL**, development of Chrysler Corporation metallurgists, is far stronger and longer lived than the steels ordinarily used at these points in an automobile.

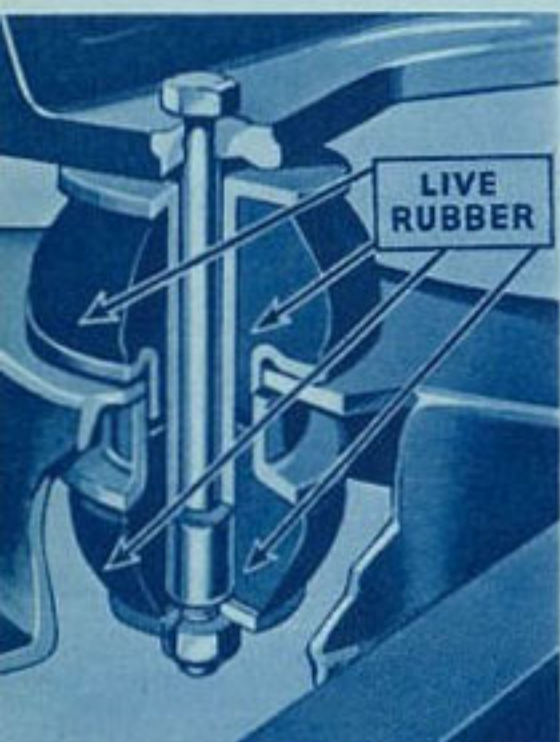


LONG LIFE! Full length water jackets cool cylinder bores their whole length, lowering the temperature of crankcase oil as much as 50 degrees.



LONG LIFE! Plymouth's Full Pressure Lubrication system sends oil under positive pump pressure to all camshaft bearings as well as to all main bearings and connecting rod bearings.

...AND FLOATING POWER GIVES YOU THE SMOOTHEST PERFORMANCE OF ANY LOW PRICE CAR



LOW! Spool-shaped live rubber mountings low at the rear of Plymouth engines blot up vibrations.

No other low priced car has the unequalled smoothness of Floating Power. And much of your pleasure in the 1939 Plymouth's sensational ride is due to patented Floating Power engine mountings.

Actually, every automobile engine vibrates as a result of the impulses from which its power is derived. Floating Power engine mountings permit the Plymouth engine to *dissipate its own vibrations*, without transmitting them to the frame and body of the car.

Thus, you ride in a Plymouth free from the tiring effects of engine vibration . . . it's a *restful* ride!



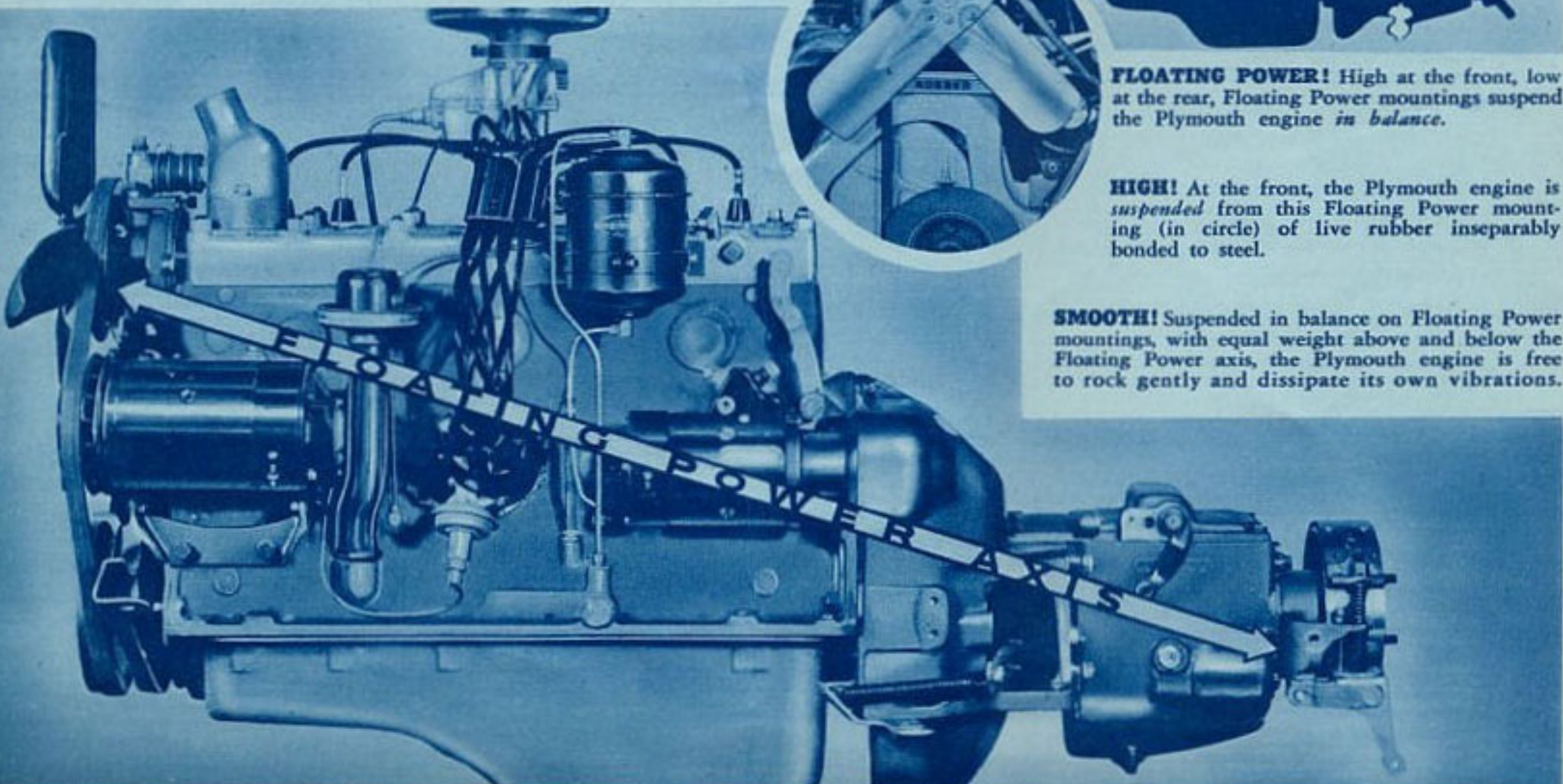
OLD WAY—with nearly all engine weight above the mountings, resulted in top-heaviness, aggravated the vibrations which always occur in every automobile engine as a result of its power impulses.



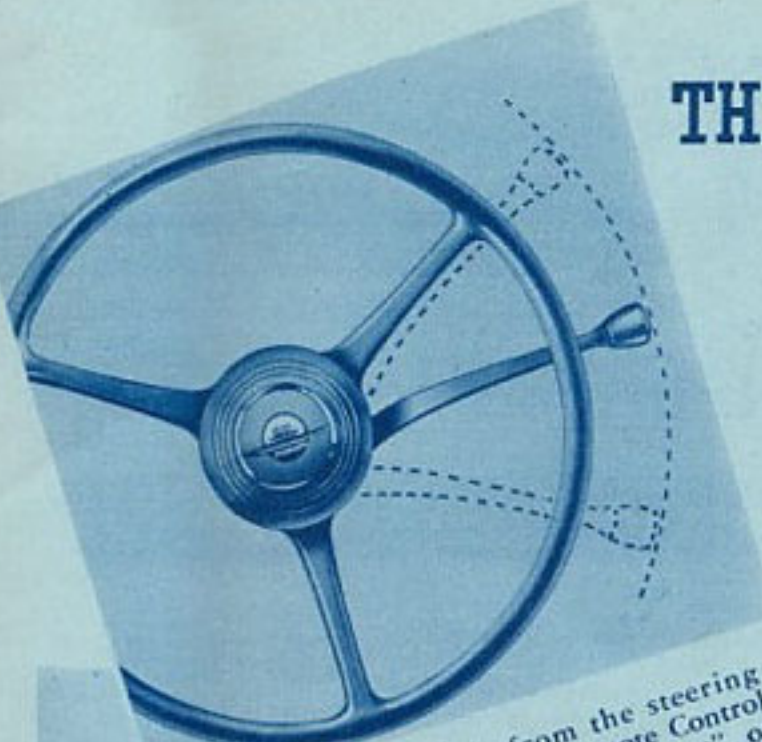
FLOATING POWER! High at the front, low at the rear, Floating Power mountings suspend the Plymouth engine *in balance*.

HIGH! At the front, the Plymouth engine is *suspended* from this Floating Power mounting (in circle) of live rubber inseparably bonded to steel.

SMOOTH! Suspended in balance on Floating Power mountings, with equal weight above and below the Floating Power axis, the Plymouth engine is free to rock gently and dissipate its own vibrations.



THIS NEW, EASIER WAY TO SHIFT GEARS



SAME DISTANCE from the steering wheel rim is the Perfected Remote Control Shift lever in "second" as in "first" or "high." The arc of the lever is concentric with the arc formed by the wheel.

IS A **3** STAR
ADVANTAGE
FOR YOU

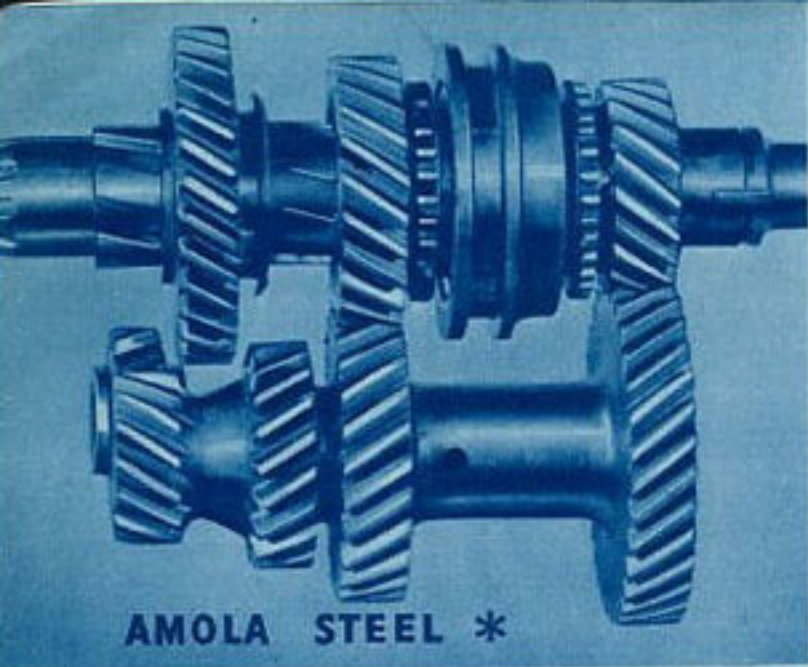
PERFECTED REMOTE CONTROL SHIFTING!

1—It's safer... your right hand always remains near the wheel. 2—It's a quicker, easier shift... yet there's nothing new to learn. 3—It gives you a flat front compartment floor, unobstructed in any way.

To shift, you do the same things you have always done... but the lever is much more convenient. You operate the clutch just as you are used to. But you can shift more quickly. And, because the shifting lever moves back and forth in a curve that is exactly the same as the curve of the wheel, your hand need never leave the wheel as you shift. Perfected Remote Control Shifting is standard equipment without extra cost on all 1939 De Luxe Plymouth models.



UNOBSTRUCTED FLOOR! With Perfected Remote Control Shifting, the front compartment floor has no gear shift lever to obstruct the leg-room of the center passenger. All three passengers in the wide front seat ride in equal comfort.

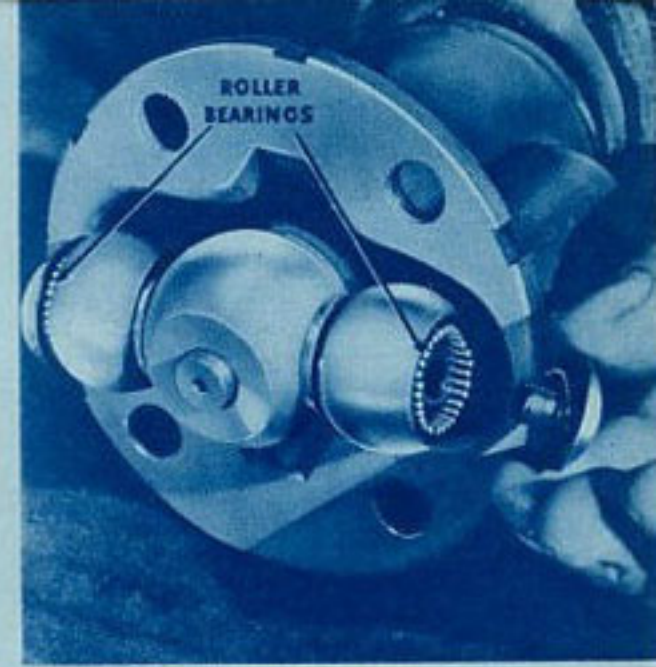


AMOLA STEEL *

NEW ALL-SILENT AUTO-MESH transmission. Carburized gears of Amola steel,* all helical cut for silence in *all* speeds. Automatically synchronized for positive *quiet* gear changes at any car speed.

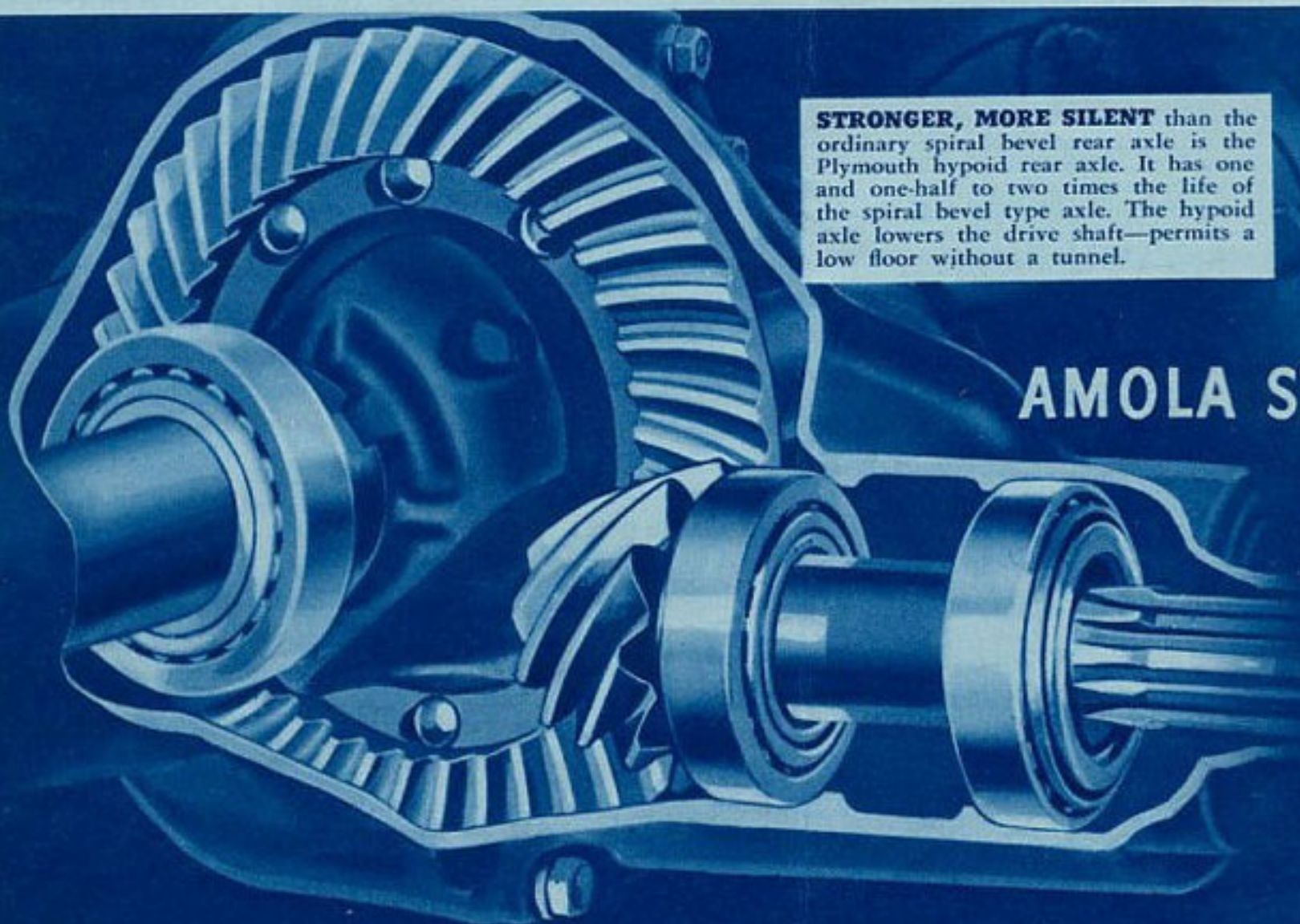


EASY TO OPERATE! Variable ratio pedal pressure in the ventilated clutch requires less foot pressure the farther the pedal is depressed. Ventilation adds greatly to clutch life.



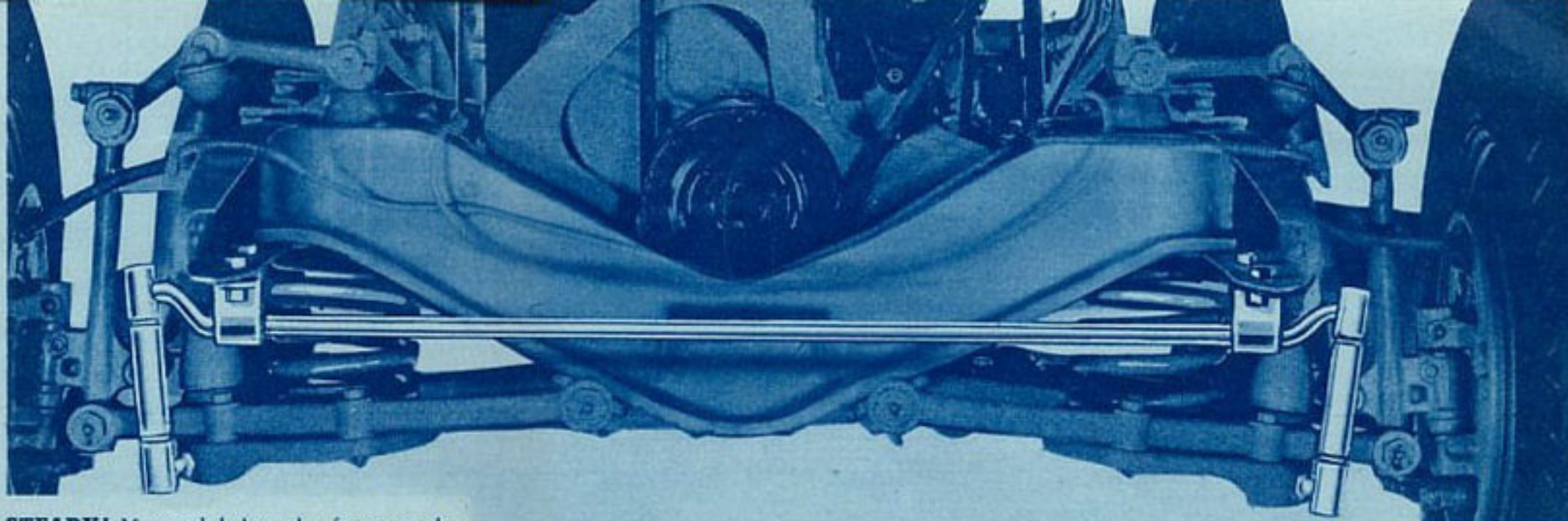
QUIETNESS AND LONG LIFE! Roller bearings in the Plymouth universal joints give quiet operation, require attention for lubrication only at long intervals.

A THRILLING NEW EXPERIENCE IN HANDLING EASE AND



STRONGER, MORE SILENT than the ordinary spiral bevel rear axle is the Plymouth hypoid rear axle. It has one and one-half to two times the life of the spiral bevel type axle. The hypoid axle lowers the drive shaft—permits a low floor without a tunnel.

AMOLA STEEL *



STEADY! Mounted below the frame at the front, where changes in the car's forward motion first affect stability, this sturdy Sway Eliminator keeps your DeLuxe Plymouth always level, even when rounding curves.

STEADINESS

A great new transmission such as no car has ever had before! It is the ALL-SILENT AUTO-MESH transmission, introduced in the 1939 DeLuxe Plymouth.

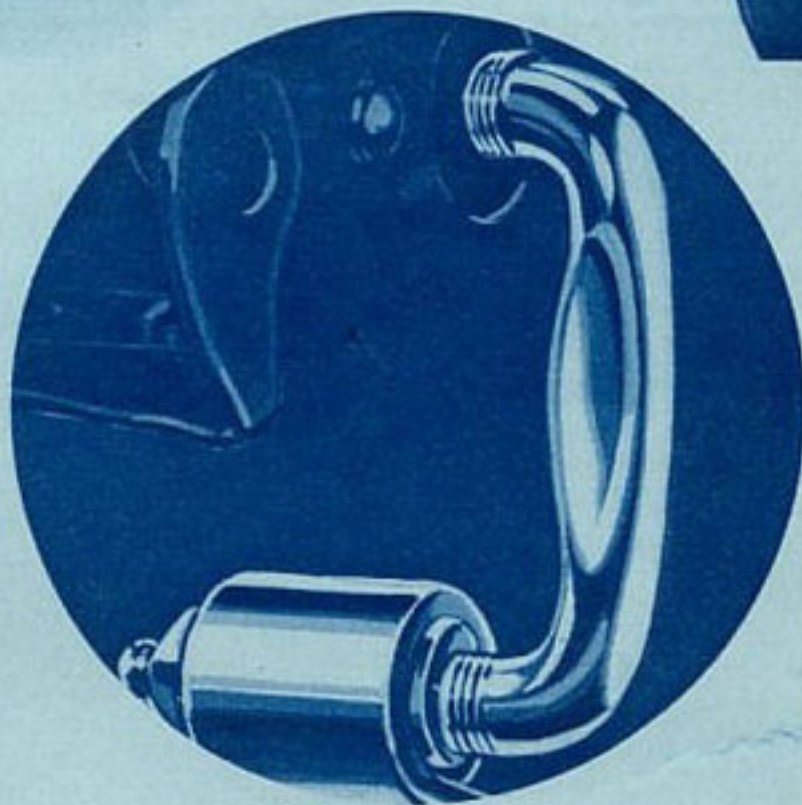
Its carburized gears are all of Amola steel.* And they are *automatically* synchronized, for positive, *quiet* gear changes at any car speed.

The 1939 Plymouth gives you the year's outstanding advancement in steering among low price cars. It's *center* steering. There is no drag link. TRUE-STEADY STEERING, that keeps your Plymouth going *straight* where you want it to go.

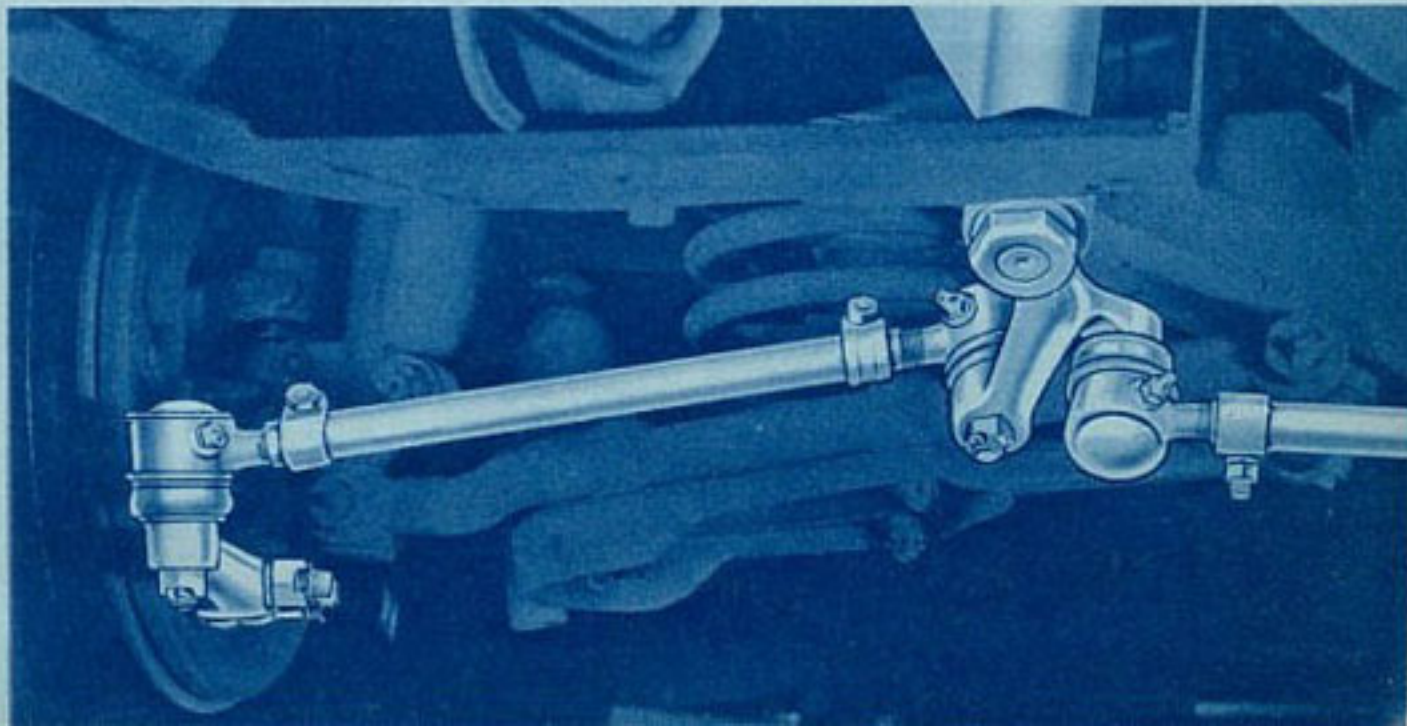
The unusual ease with which you handle this big new Plymouth, its remarkable steadiness under all road and weather conditions add immensely to your delight in Plymouth's sensational new ride.

*AMOLA STEEL, development of Chrysler Corporation metallurgists, is far stronger and longer lived than the steels ordinarily used at these points in an automobile.

SILENT, threaded, U-type shackles join the rear ends of Plymouth rear springs to the frame. The threads retain lubrication and permit perfect freedom and quietness of shackle action. By preventing sidewise movement they eliminate rattles.



TRUE-STEADY STEERING—the year's great steering advancement among low priced cars! *Center* steering, with drag link eliminated. True-Steady Steering keeps your Plymouth going *straight* where you want it to go. For *easy* steering and parking, steering gear ratio is 18.2 to 1.



AND ONLY PLYMOUTH HAS THIS THAT GIVES YOU THE GREATEST

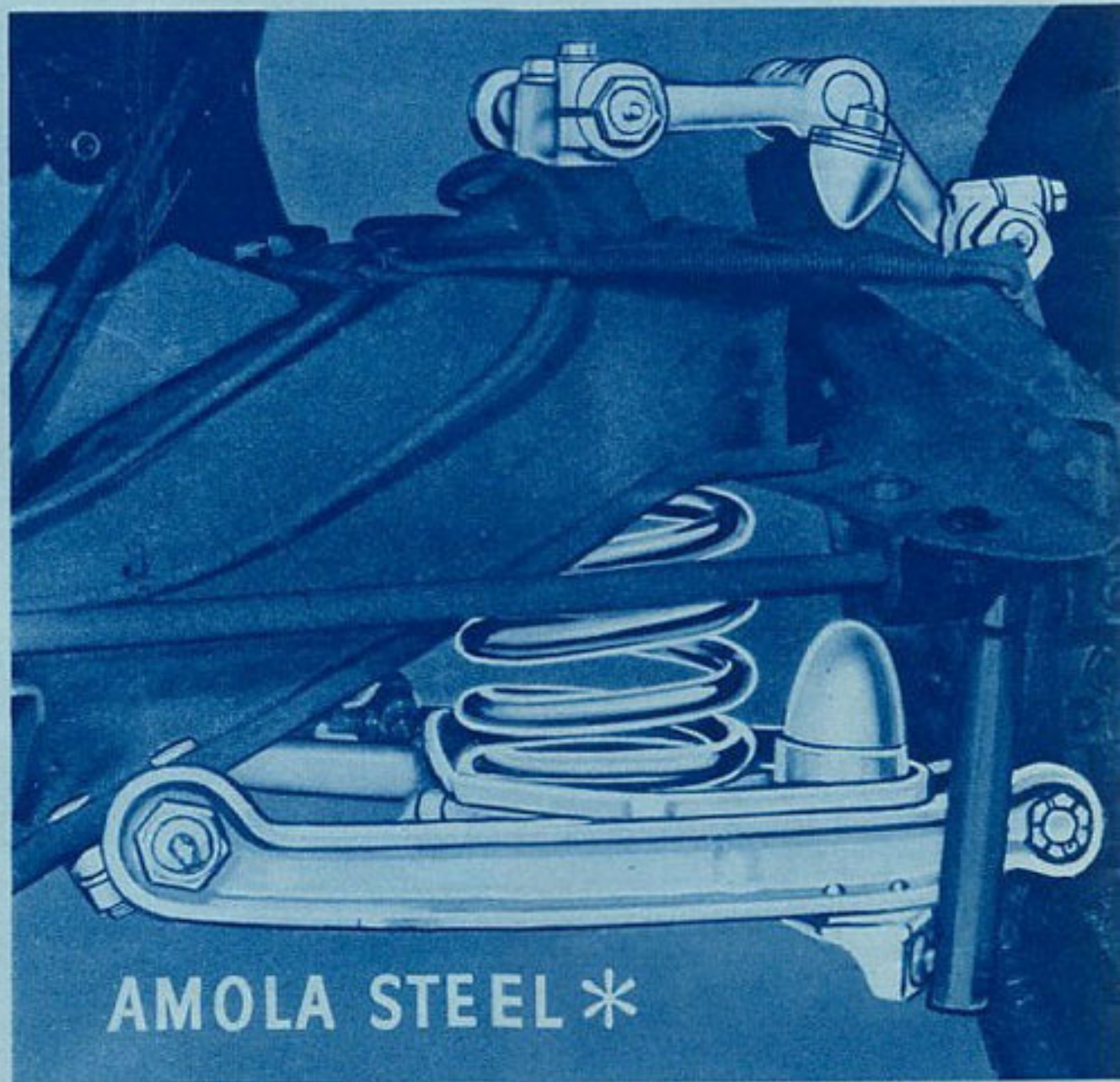
AIRPLANE TYPE shock absorbers use a large volume of fluid at low pressure to cushion road shocks.



The old way. Stiff front springs and 60 per cent of weight on rear springs gave a "bouncy" ride.



The Plymouth way. Weight and Springing balanced. All parts of the car ride the same—level!



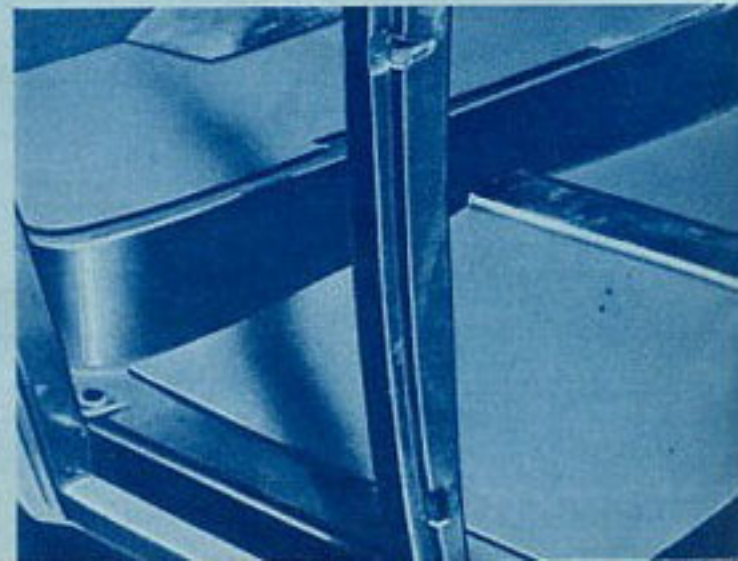
AMOLA STEEL *

AMOLA STEEL COIL SPRINGS!* Recent engineering advancements now make it possible to have in low priced cars, individual front wheel springing of the same design heretofore found only in higher priced cars. Plymouth is the only low priced car that gives you this finest type of individual front wheel springing, with Amola Steel Coil Springs.* Each Plymouth front spring is coiled from a rod nearly eleven feet long...nearly one and a half times the total spring length of some low priced cars!



CHAIR-HEIGHT seats, with coil spring construction scientifically designed to always give the most restful support to the body!

SOUND-PROOFED! Heavy insulating material "vulcanized" to the steel floor not only absorbs noise but keeps out heat and cold.



MODERN RIDE ENGINEERING

RIDE YOU EVER HAD IN A LOW PRICE CAR

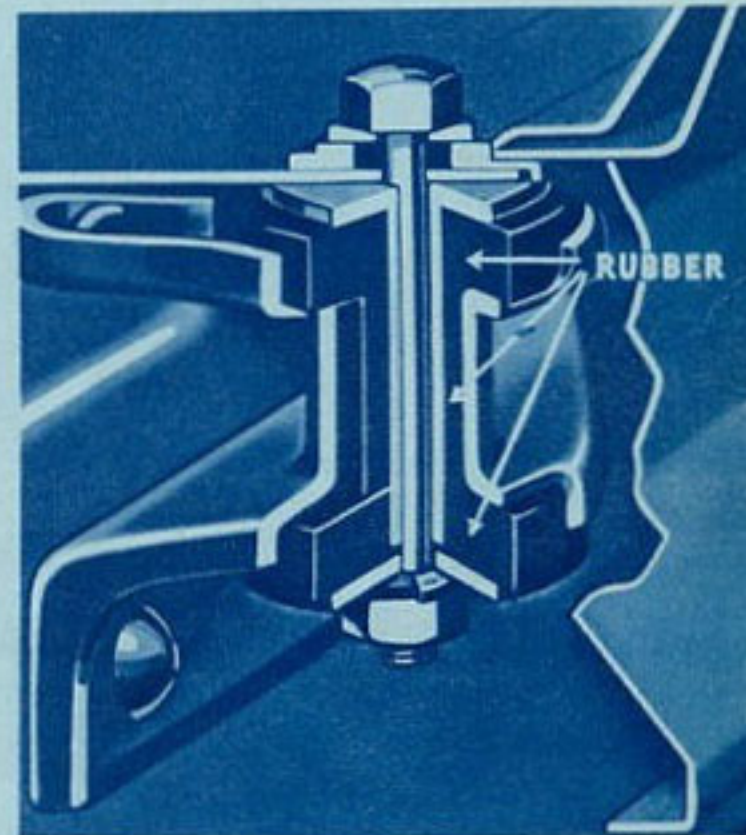
Never before in the history of low priced cars has there been a ride such as this big, beautiful 1939 Plymouth gives you!

Balanced weight distribution! Chair-height seats scientifically designed to give the body the most comfortable support! Unusual quietness resulting from "radio-studio" soundproofing and rubberpoise body mountings! Long, soft-acting tapered-leaf rear springs of Amola steel.* Big airplane type shock absorbers! No other low priced car has this great combination of brilliant ride engineering features.

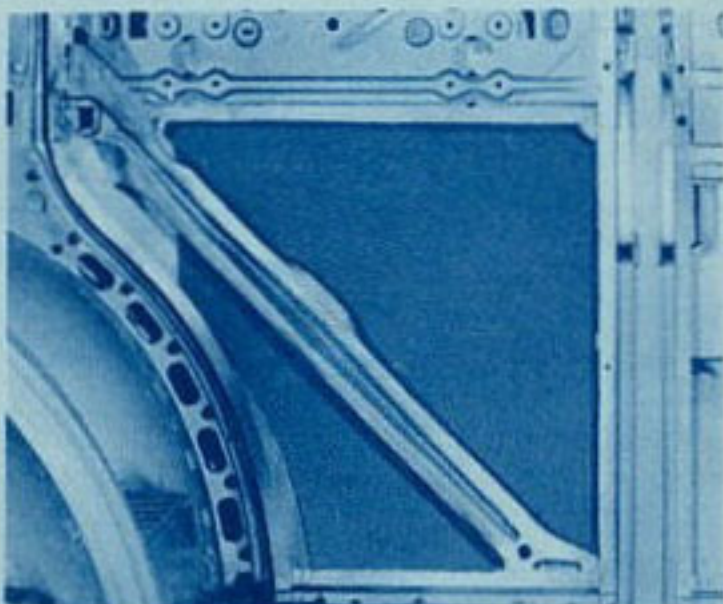
And now, Plymouth gives you the unequalled ride advantage of new Amola Steel Coil Springs!* Individual Front Wheel Springing of the design heretofore found only on higher priced cars. Brought to its greatest effectiveness through the use of Amola Steel!*

***AMOLA STEEL**, development of Chrysler Corporation metallurgists, is far stronger and longer lived than the steels ordinarily used at these points in an automobile.

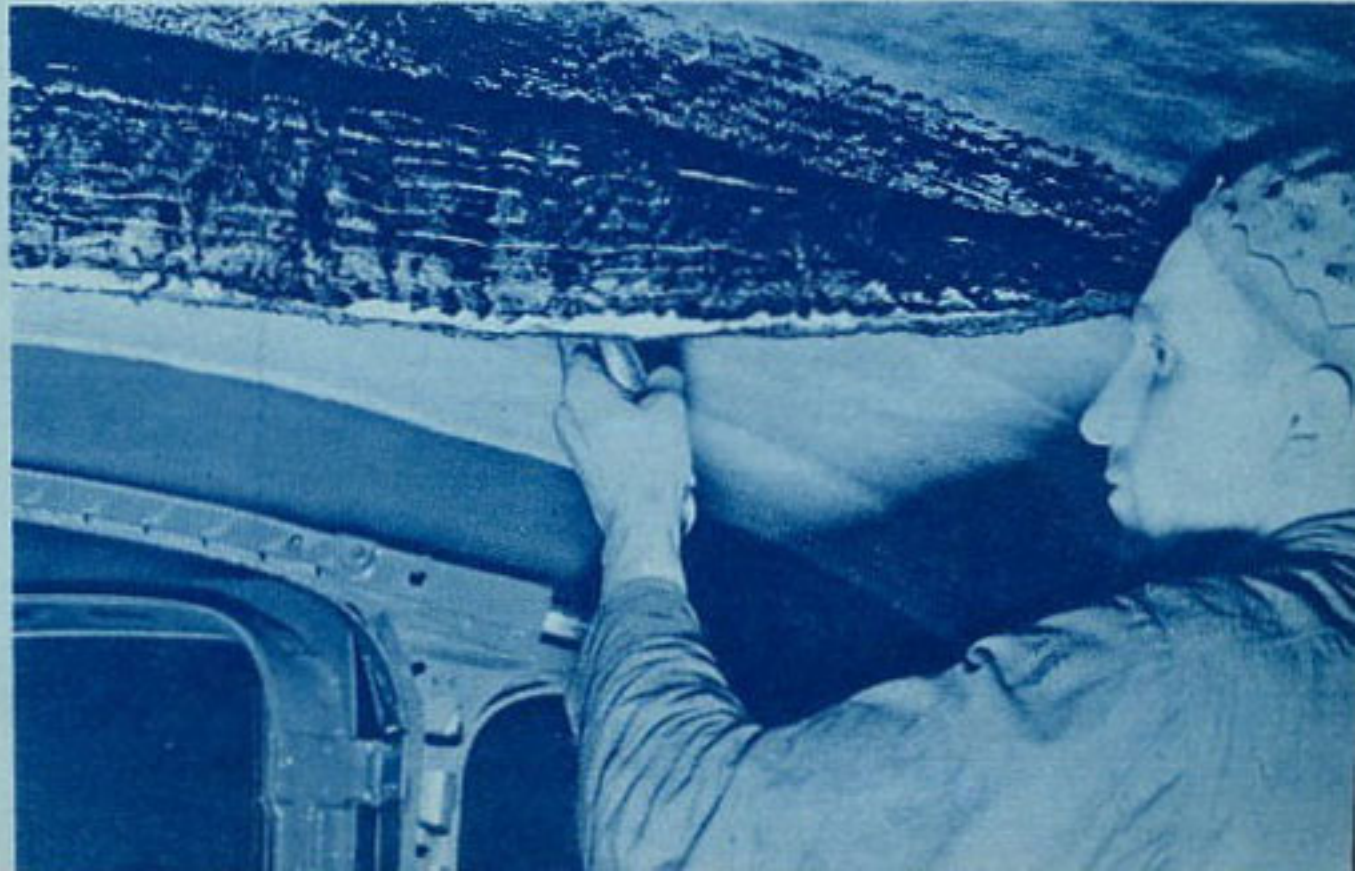
SOFT ACTING rear springs are of strong Amola Steel,* which permits the use of unusually thin leaves for extra flexibility. Leaf ends are tapered to reduce friction! Metal spring covers are standard equipment on the De Luxe Plymouth.



SOUND-PROOFED! The Plymouth body "floats" on mountings of live rubber, with no metal-to-metal contact between body and body bolts and frame.

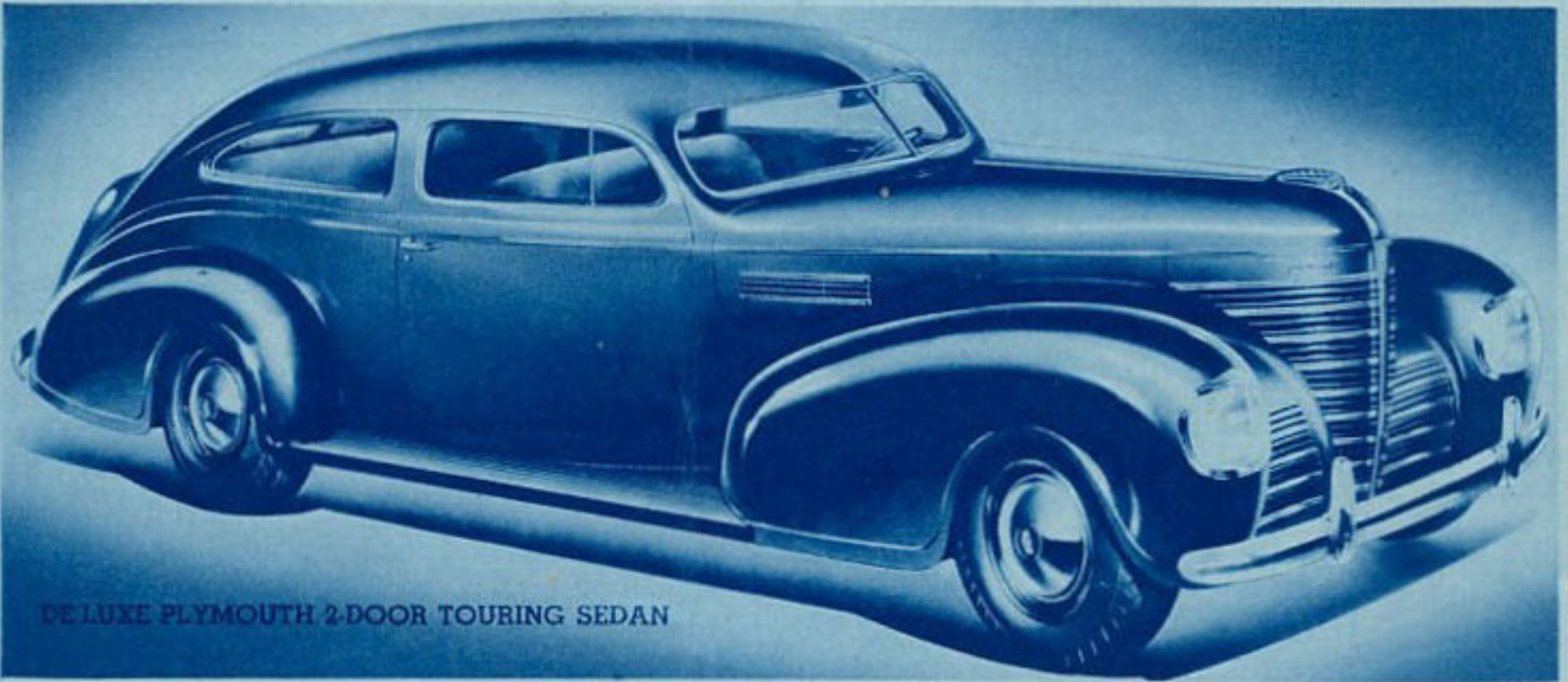


SOUND-PROOFED! Plymouth's complete "radio-studio" insulation protects you from noise...and from heat or cold. *Above*, note the heavy insulation applied to door panels. *Right*, applying the thick insulating material used to line the Plymouth steel top, upper rear quarters and cowl sides.

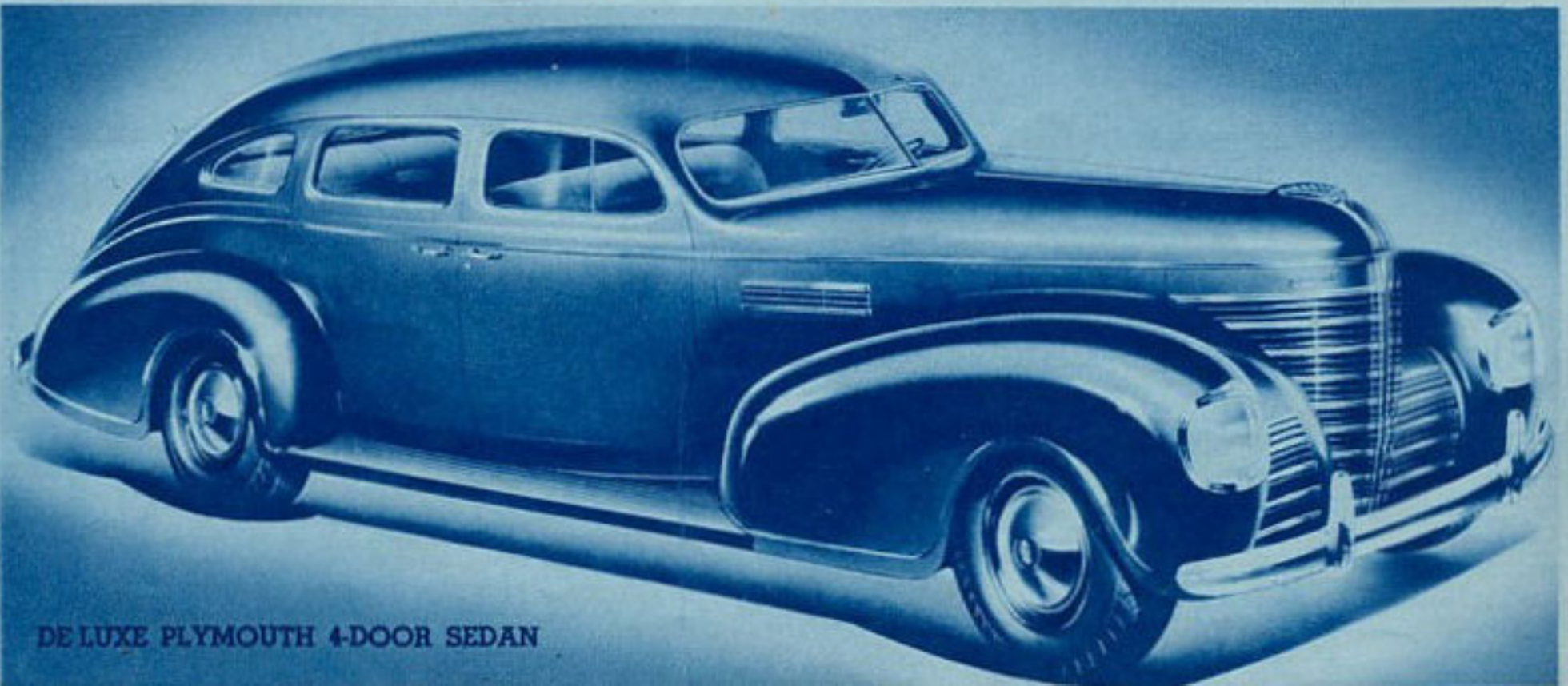




DE LUXE PLYMOUTH 4-DOOR TOURING SEDAN



DE LUXE PLYMOUTH 2-DOOR TOURING SEDAN



DE LUXE PLYMOUTH 4-DOOR SEDAN

YOU CAN BUY YOUR 1939 PLYMOUTH ON CONVENIENT TIME PAYMENTS . . .

You will find that the 1939 Plymouth is easy to buy. If you now own a car of average value, it will probably represent a large proportion of Plymouth's low Delivered Price. The balance may be paid in easy time payments.

A large number of all cars in use were bought on time payments and your Plymouth dealer is able to offer you helpful suggestions in regard to time payment financing service.

Modern time payment plans usually include the cost of insurance for protecting your investment through the period covered by the time payments. The insurance you get with your time payment contract generally provides protection against fire loss, theft, collision which might result in the loss of your investment. Your Plymouth dealer is in position to offer you a time payment service to fit your budget and providing this type of insurance.

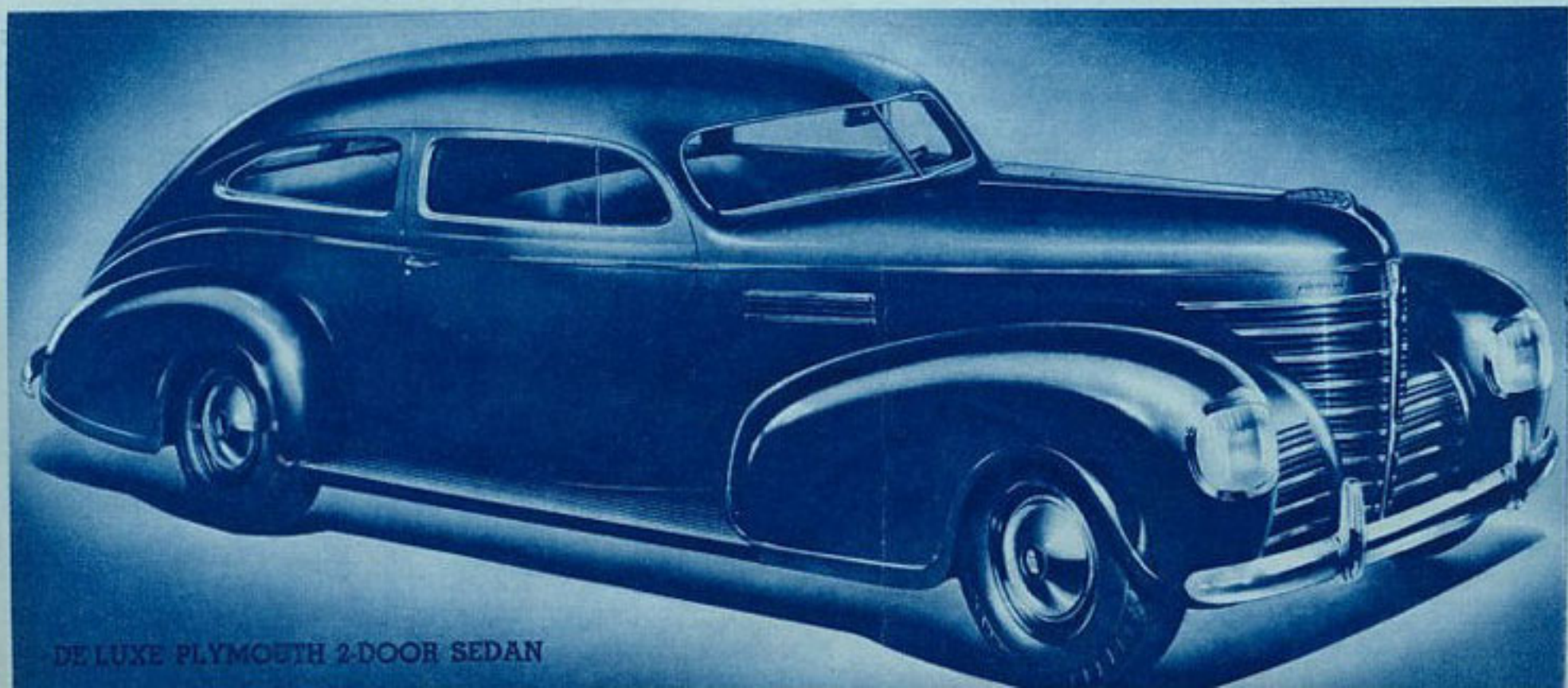
The Down Payment may consist of the allowance for your present car or a cash payment, or both. Naturally, the larger the Down Payment you make, the smaller your Unpaid Balance, making the monthly payments and the charge for financing proportionately smaller. The number of payments is a matter of your choice, ranging from six months to eighteen months.

Here is how the monthly payments are calculated:

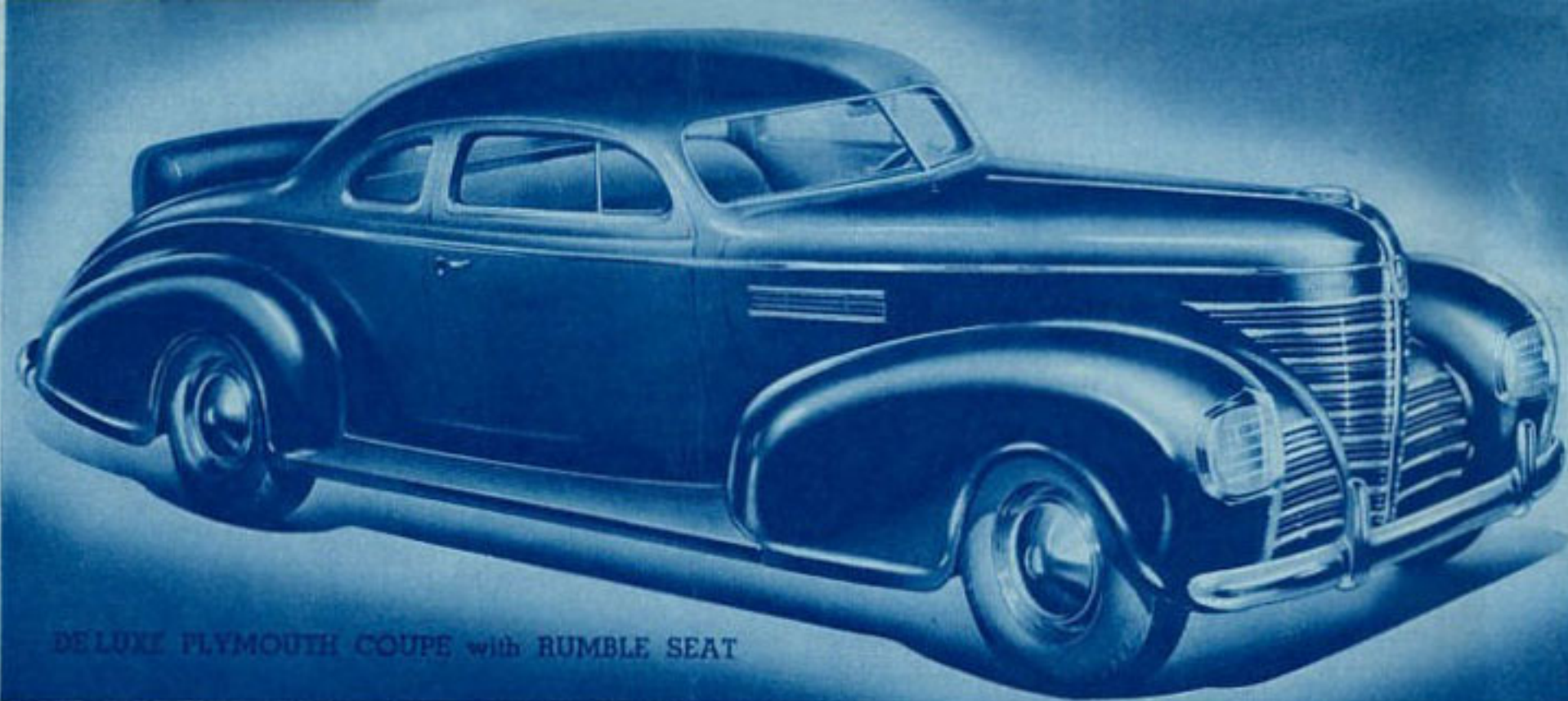
- (1) Write down the local Delivered Price, including taxes, of the Plymouth Model you have selected.
- (2) Deduct the amount of your Down Payment (trade-in allowance or cash, or both).
- (3) Then add to this amount the charge for financing and insurance. This gives you the Unpaid Balance. Divide it by the number of months you decide on to arrive at the amount of your monthly payments.

Your Plymouth Dealer has a ready reckoning finance company chart with various unpaid balances and the respective monthly payments all worked out for your convenience which will show you how much the monthly payments will be.

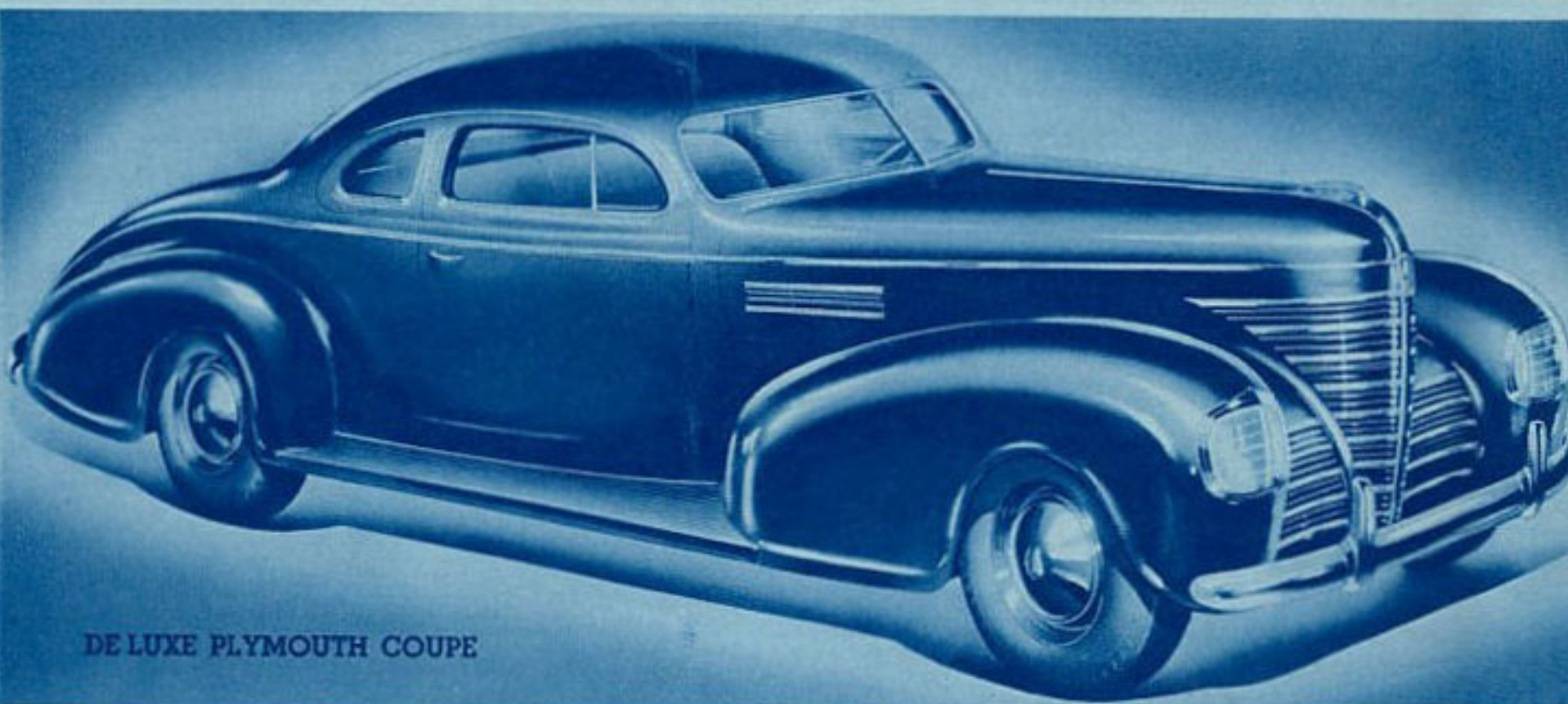
You will find your Plymouth Dealer glad to discuss the subject of time payments with you, explaining fully the provisions of the insurance and making helpful suggestions as to the amount of Down Payment and the number of monthly payments which will be most satisfactory to you.



DE LUXE PLYMOUTH 2-DOOR SEDAN



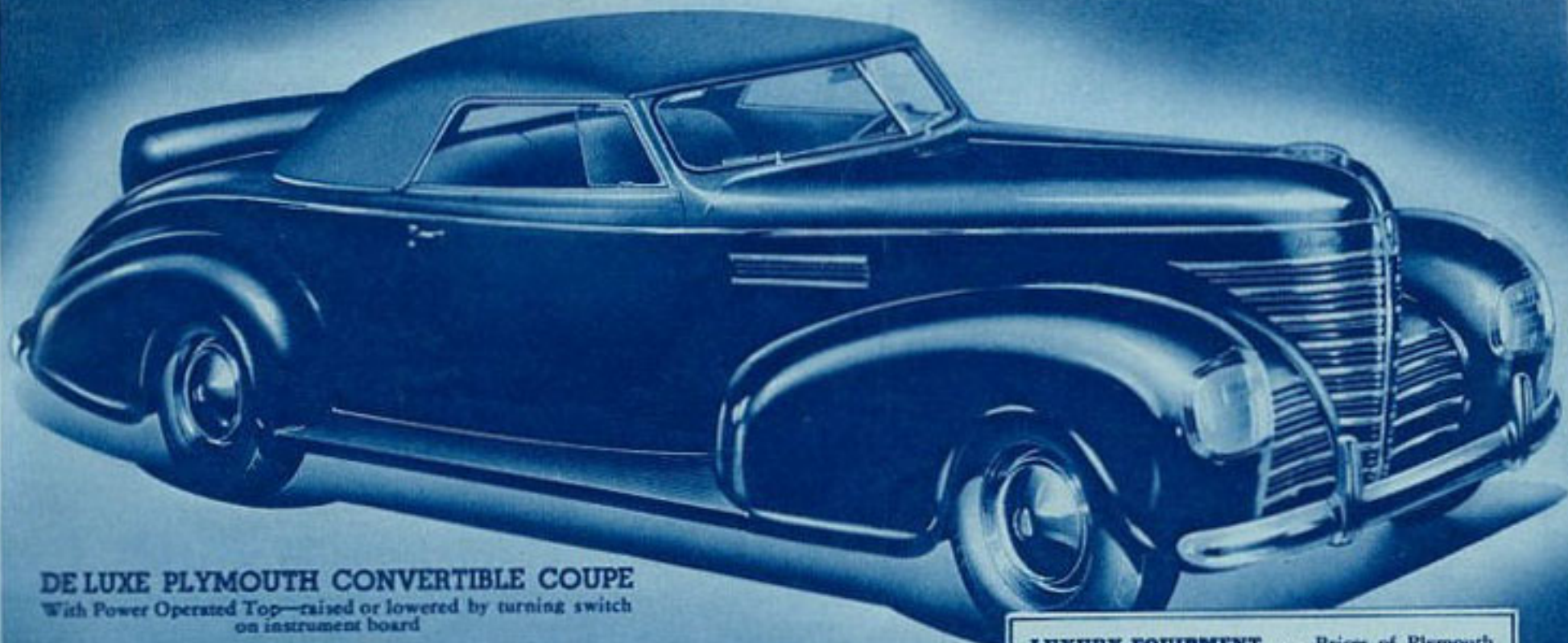
DELUXE PLYMOUTH COUPE with RUMBLE SEAT



DE LUXE PLYMOUTH COUPE



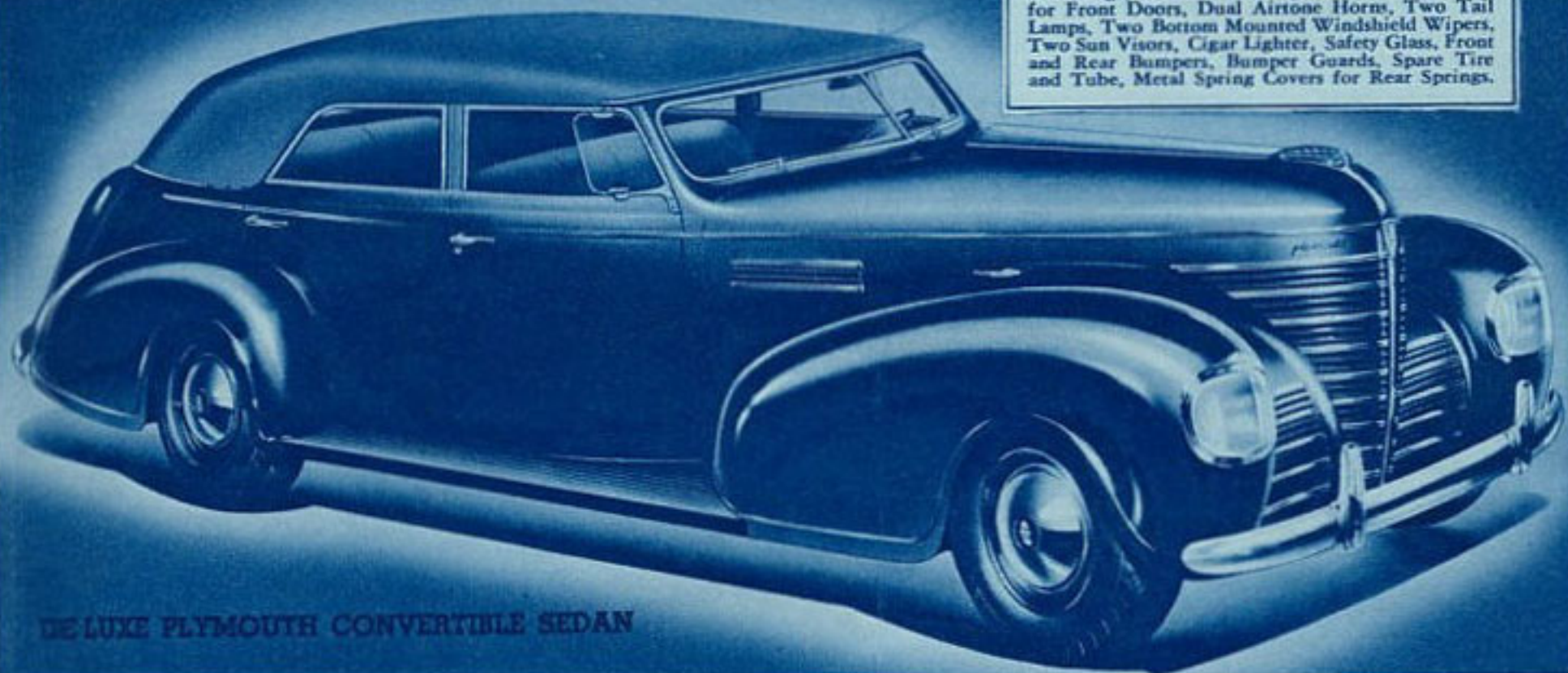
DE LUXE PLYMOUTH 7-PASSENGER SEDAN



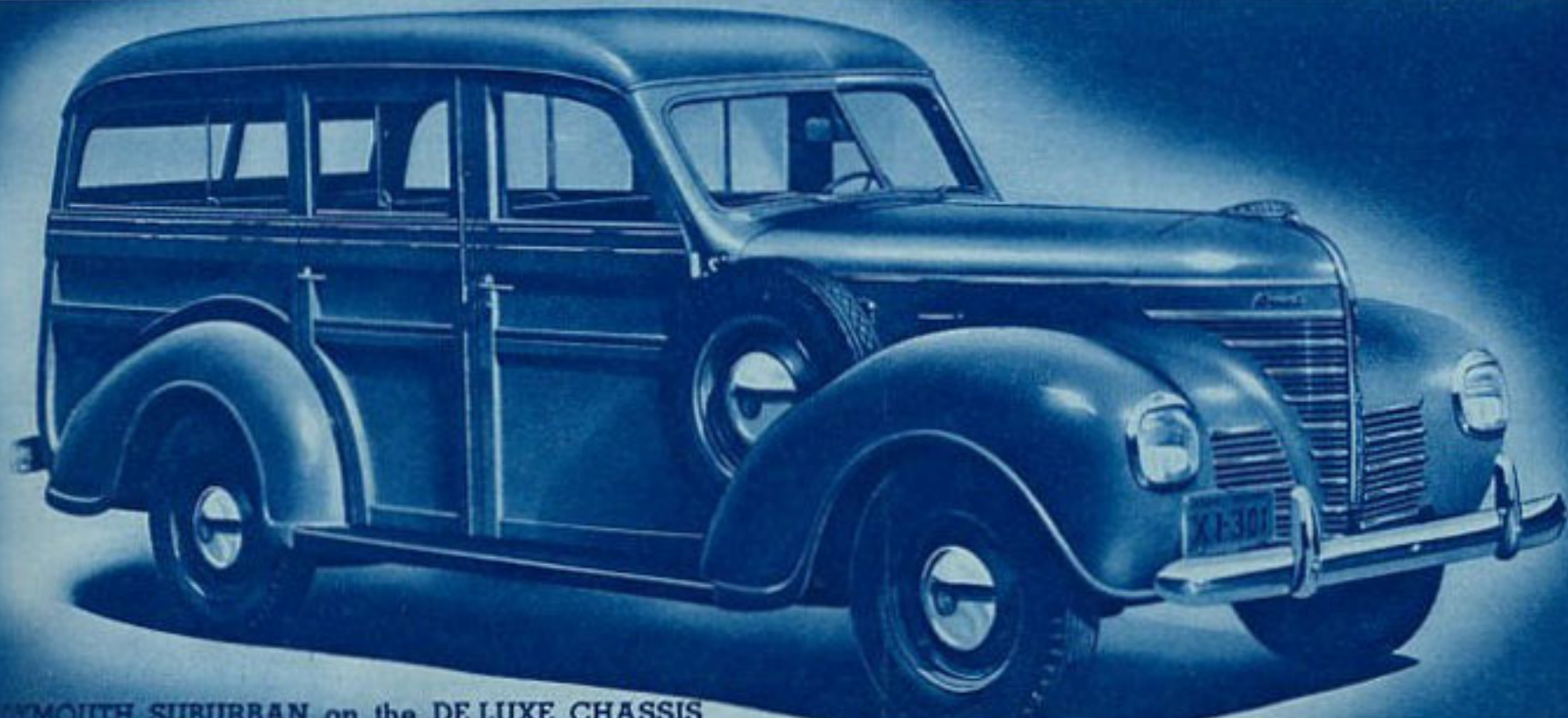
DE LUXE PLYMOUTH CONVERTIBLE COUPE

With Power Operated Top—raised or lowered by turning switch on instrument board

LUXURY EQUIPMENT . . . Prices of Plymouth Convertible models include White Sidewall Tires, Four Chromium Wheel Discs, Five Chromium Wheel Rings, Chromium Running Board Mouldings, DeLuxe Steering Wheel, Arm Rests for Front Doors, Dual Airtone Horns, Two Tail Lamps, Two Bottom Mounted Windshield Wipers, Two Sun Visors, Cigar Lighter, Safety Glass, Front and Rear Bumpers, Bumper Guards, Spare Tire and Tube, Metal Spring Covers for Rear Springs.



DE LUXE PLYMOUTH CONVERTIBLE SEDAN



PLYMOUTH SUBURBAN on the DE LUXE CHASSIS

DETAILED INFORMATION

1939 DE LUKE PLYMOUTH

AXLE, REAR—Hypoid type. Gear ratio 4.1 to 1. Semi-floating with one-piece two-pinion differential mounted on tapered roller bearings. One-piece forging drive pinion and shaft mounted on two tapered roller bearings. Amola steel axle shafts with tapered roller bearings at each outer end. All tapered roller bearings are fully adjustable.

BODIES—"Safety Steel," braced, ribbed and welded into one complete unit for strength. Thoroughly insulated for quietness. Rubber-poised mountings. Complete ventilation in all closed models.

BRAKES, SERVICE—Plymouth hydraulic, internal-expanding with molded, non-burning brake shoe facings 2" wide. Centrifuge brake drums, 10" in diameter. Wheel cylinders graduated in size to equalize facing wear of front and rear shoe.

BRAKES, PARKING—Independent in operation, 6" drum at rear of transmission, 2" external-contracting brake band. Equalized through differential gears.

CARBURETOR—Balanced downdraft, equipped with combination air cleaner and intake silencer. Throttle connected with starter pedal for quick starting. Acceleration pump. Interconnected choke and throttle.

CLUTCH—Single dry-plate type, 9 $\frac{1}{4}$ " driven disc with two woven facings and torsion springs around hub for absorbing shock of starting. Oilite retainer on ball clutch release bearing. Clutch housing ventilated. Variable ratio clutch pedal reduces pedal pressure required.

COOLING SYSTEM—Water capacity 3 $\frac{1}{2}$ gallons. Self-adjusting water pump packing seal. Circulation controlled by special by-pass thermostat, an unusual construction which circulates water in cylinder block alone during warming-up period. Cellular radiator core cooled by 4-blade staggered 17" fan driven by endless V belt.

ENGINE—L-head type. Bore, 3 $\frac{1}{8}$ "; stroke, 4 $\frac{3}{8}$ "; displacement, 201.3 cubic inches; S.A.E. horsepower, 23.44; compression ratio, 6.7 to 1. Fully water-jacketed length of bores, exhaust valve seats cooled by directed circulation of water from header pipe. Full force-feed lubrication by positive gear pump to all crankshaft, camshaft, connecting rod bearings and timing chain. Spray from metered hole in each connecting rod lubricates cylinders and valve mechanism. Oil capacity, 5 quarts. Crankcase ventilation with air cleaner. Oil filter. Four-bearing counter-weighted crankshaft. All crankshaft and connecting rod bearings steel-backed inter-changeable precision type. New U-slot aluminum alloy pistons with 4 surface treated piston rings. Alloy valve seat inserts. Engine suspended on Floating Power rubber engine mountings.

ELECTRICAL SYSTEM—Battery, 6 volt, 90 ampere capacity. Generator

ALSO AVAILABLE WITH 20" WHEELS

For heavy going in rural districts where extra road clearance is needed, you can have Plymouth models with specially designed chassis and 20-inch steel disc wheels—to give 9 $\frac{7}{8}$ inches road clearance. They have a special hypoid rear axle with a gear ratio of 4.3 to 1 to deliver the same pulling power as the regularly equipped Plymouth models.

That extra clearance is often the difference between getting through and getting stuck. It makes life easier for mail carriers, farmers, oil field workers—or anybody who has to drive over high-crowned or deeply rutted roads.

Available on Special Order.

ventilated, with continuous voltage control driven by fan belt and pivoted for belt adjustment. Starting motor pinion mechanically engaged with fly-wheel ring gear before revolving. Distributor automatic vacuum advance for maximum economy and acceleration. 14 mm. spark plugs sealed against dirt and moisture by bakelite caps; all cables heat-proof and water-proof. Coil mounted in well-protected location on dash with armored theft-proof cable leading to lock on instrument board. Illuminated ignition keyhole.

FRAME—Rigid-X double drop with double side members for permanent rigidity.

FUEL SYSTEM—Fuel is drawn from supply tank by fuel pump, driven from camshaft. Fuel pump inverted, reducing possibility of vapor lock. Fuel lines go up left side of frame away from exhaust system. Fuel filter. Two-piece, welded fuel tank mounted at rear of frame; capacity, 18 gallons.

OVER-ALL LENGTH—With bumpers, Sedan, 194 $\frac{1}{4}$ ".

SPRINGS, FRONT—Individual wheel springing of the "wishbone" type, fully sealed with Amola steel coil springs.

SPRINGS, REAR—Semi-elliptic, Amola steel, width, 1 $\frac{3}{4}$ "; length 53 $\frac{3}{8}$ "; Silent-U shackles and rubber cored shackles. Spring covers standard equipment.

SHOCK ABSORBERS—Aero-Hydraulic, double-acting, telescopic; on all four wheels.

STEERING—Worm and roller semi-irreversible type steering gear, fully adjustable, ratio 18.2 to 1. Friction reduced by generous use of tapered roller bearings. Center steering design eliminates road shock.

TRANSMISSION—All silent auto-mesh with helical gears throughout. 6 ball and roller bearings in transmission.

WHEELS, TIRES—Five steel disc wheels. Spare mounted—Coupe—back of seat, Sedan—in luggage compartment removed through door in rear; Touring Sedan—in trunk. Airwheel, 6/16 tires.

INSTRUMENTS AND EQUIPMENT—Instrument panel includes Safety Signal speedometer, ammeter, oil pressure gauge, electrical gasoline gauge, water temperature indicator, ignition lock switch, light switch, headlamp beam indicator, choke and throttle buttons, Horn button at center of steering wheel. Foot controlled headlight beam switch. Equipment includes cowl ventilator with rain trap, automatic windshield cleaner, non-glare rear vision mirror, horn, stop light with glow lens, glove compartment. Full set of tools in all models.

NOTE—All specifications subject to change without notice.