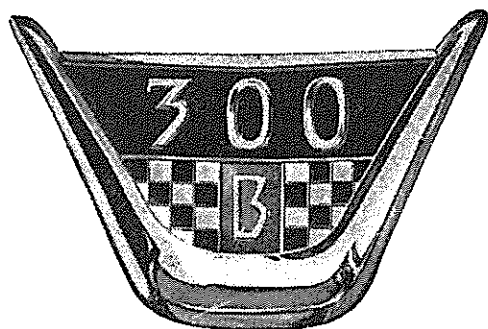




Meet Your

*Chrysler*

*300-B*



## MEET YOUR *Chrysler 300-B*

**Y**OU HAVE just purchased the most powerful production car in America . . . thoroughbred of the road.

Just as the owner of a thoroughbred race horse knows his steed . . . its habits, its needs, its highstrung nature . . . you, too, will want to know your car. By so doing, you will help yourself derive the ultimate in driving pleasure.

Your 300-B stands apart from its highway brothers in three significant ways . . . performance, ride and beauty. Let's look at them one at a time.

### **PERFORMANCE**

The power plant of your 300-B incorporates two 4-barrel carburetors, a full-race camshaft, mechanical valve lifters, adjustable valve rockers, heavy-duty crankshaft bearings, a hardened crankshaft and exhaust valve seat inserts.

With a compression ratio of 9.0 to 1, it is tailored for conventional premium grade fuels. Desirable features such as automatic choke, oil-bath air cleaners and full-flow oil filter are standard equipment.

The fully automatic transmission incorporates a high performance torque converter and planetary gears. These features afford a maximum multiplication of the torque developed by your 300-B engine for blazing acceleration and also efficient transmission of engine power for economical highway cruising.

More detailed information about your 300-B is included in the general specifications on the following pages.

The combination of twin 4-barrel carburetors and full-race camshaft produces a somewhat uneven idle which is normal for an engine designed to develop 340 horsepower at speeds above 5,000 rpm. To minimize the uneven idle, Chrysler engineers have established an idle speed of 650 rpm. With an idle speed 30% higher than standard, transmission engagement is more

positive, making manual shifts from neutral into gear and automatic shifts from direct to low more noticeable. You will come to recognize this type of idle, like the throaty exhaust noise, as characteristic of the 300-B engine.

The use of mechanical valve lifters permits your 300-B engine to operate efficiently up to speeds of 5400 rpm, quite impossible for the quieter hydraulic tappets found in the standard Chrysler. Mechanical valve lifters are necessarily a little noisy, particularly when the engine is cold or at a low speed. It is important that the valve lash recommendations, shown on page 1 of the Specifications, be followed to assure trouble-free valve operation.

## **RIDE**

For your driving enjoyment and safety, the suspension of your 300-B has been designed to give the handling characteristics necessary for such a powerful car. The combination of a low center of gravity, high rate chassis springs and heavy-duty shock absorbers enables your car to negotiate corners and winding roads with negligible body sway or tire squeal. You will find the easy, floating sensation of the soft boulevard ride has given way to a solid feel that conducts more of the road surface irregularities to the driver. If you enjoy the fun of driving, this sensation of being a part of the car will be truly exciting.

Your Chrysler 300-B is equipped with special Goodyear Blue Streak racing type tires. The combination of nylon construction, with a low cord angle to reduce side wall deflection, and a special tread stock results in increased tire strength and lower operating temperature. These tires contribute to the solid feel of the car in all types of driving, and because of low hysteresis loss, are an important factor in giving excellent high speed fuel economy.

## **BEAUTY**

While your 300-B can hold its own with the best of American

sports cars, it reserves a quiet dignity and elegance of beauty equalled by none. It has been rated the most beautiful car in America by a number of independent groups, primarily because of its striking simplicity. We believe the many admiring compliments you may already have received are proof enough that an appreciation for unadorned simple beauty of line is a growing trend in automotive taste. Your 300-B achieves this by a classic grille opening, the omission of all non-functional chrome trim, the use of single-tone painting, and monochromatic natural leather interior. The low, sure-footed look is obtained by the low chassis suspension.

As you come to know your Chrysler 300-B, respect it for its power, and control its power with care . . . enjoy its fine handling qualities . . . and revel in its incomparable beauty.

## **WE WANT YOUR OPINION**

The Chrysler 300 and 300-B grew from the insistence of many of our automobile enthusiast friends to take advantage of the terrific potential of our Firepower engine as proven at Le Mans, Watkins Glen, Bonneville, Mexico, Elkhart Lake, and Indianapolis. They wanted a high-powered sports car at a reasonable price. We built it to their specifications, and it met with immediate and enthusiastic response. Now you have one. We'd like your reaction too, good and bad. Continued success for the 300 is assured if our specifications agree with the desires of discriminating car owners like yourself. After you've had time to become well acquainted with your 300-B, we hope you'll write any suggestions or criticisms you may have to the Chrysler Division, 12200 E. Jefferson, Detroit, Michigan. In this way, you can help us keep the Chrysler 300 the thoroughbred of the road.



R. M. RODGER

*Chief Engineer—Chrysler Division*

# SPECIFICATIONS

## GENERAL

Wheelbase.....	126.0"
Tread.....	60.4"
Rear.....	59.6"
Length.....	222.7"
Width.....	78.8"
Height.....	59.4"
Shipping Weight.....	4145 lbs.

## ENGINE

Type.....	90° V
No. of Cylinders.....	8
Valve Arrangement.....	Overhead, Lateral, Inclined, Mechanically Actuated
Bore and Stroke.....	3.94 x 3.63
Piston Displacement.....	.354 cu. in.
Standard Compression Ratio.....	9.0 to 1
Max. BHP @ Engine RPM.....	340 BHP @ 5200
Max. Torque @ Engine RPM.....	385 lb. ft. @ 3200-3600
Firing Order.....	1, 8, 4, 3, 6, 5, 7, 2
Intake Valve Diameter.....	1 $\frac{5}{16}$ "
Exhaust Valve Dia.....	1 $\frac{3}{4}$ "
Valve Lift.....	Intake .444" Exhaust .435"
Valve Open Duration.....	Intake 280° Exhaust 270°
Valve Overlap.....	60°—Intake Opens 35° BTDC Exhaust Closes 25° ATDC
Piston & Piston Rings.....	Aluminum Alloy Piston with three rings including a chrome plated top ring
Crankshaft.....	Drop Forged Steel, Hardened
Crankshaft Main & Connecting Rod Bearings.....	Heavy-Duty Copper-Lead
Crankshaft Main Bearing Caps.....	High Strength Malleable Iron

## ENGINE TUNING SPECIFICATIONS

Idle Speed (Neutral).....	650 RPM
Tappet Clearance @ Idle (Neutral)....	Intake .015" Exhaust .024"
Basic Ignition Timing.....	8° B.T.D.C.

Spark Plugs—Normal Driving.....Auto-Lite AGR-41  
 —Extended High-Speed Driving.....Auto-Lite AGR-31  
 Spark Plug Gap......035"  
 Distributor Breaker Point Gap......017"

**FUEL & LUBRICATING SYSTEM**

Carburetors.....2 4-barrel, down draft, velocity controlled secondary system, integral chokes  
 Fuel Pump.....Mechanical  
 Air Cleaners.....Dual Oil-Bath Air Cleaners, Paper Element Cleaners Optional  
 Gas Tank Capacity.....21.5 gallons  
 Crankcase Capacity.....5 quarts  
 Oil Filter.....Full-Flow Type

**COOLING SYSTEM**

Capacity.....25 quarts  
 Type.....Full length water jacket cooling with thermostatic by-pass temperature control.  
 Fan.....4 blade, .85 speed ratio

**ELECTRICAL SYSTEM**

Type.....12 Volt, Negative Ground  
 Battery.....78 plate, 70 ampere-hour  
 Generator.....30 ampere  
 Ignition Distributor.....Dual Breaker, Mechanical & Vacuum Advance

**TRANSMISSION**

Type.....Torque Converter & Planetary Gears, Fully Automatic. Std. Manual Shift Trans. Optional at extra cost  
 Max. Torque Converter Ratio.....2.7  
 Type Lubricant Recommended.....Automatic Transmission Fluid, Type A

**REAR AXLE**

Ratio.....3.36 to 1 if not otherwise specified.  
 Optional 3.08, 3.54, 3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.38\*, 5.83\*, 6.17\*  
 \*Optional at extra cost.

## BRAKES

Type.....Hydraulic, Internal Expanding,  
Drum and Contoured Floating  
Shoe with Power Assist

Power Booster Type.....Vacuum

Effective Braking Area.....251 sq. in.

Drum Diameter.....12"

Brake Shoe Width.....2½"

## FRONT SUSPENSION

Type.....Independent, Lateral Non-Parallel  
Control Arms with Coil Springs

Spring Rate.....800 lbs. per inch

Shock Absorber.....Direct Acting, Oriflow, Heavy-Duty

## REAR SUSPENSION

Type.....Parallel, Longitudinal Leaf,  
Semi-Elliptic

Spring Rate.....160 lbs. per inch

Number of Leaves.....7

Shock Absorber.....Direct Acting, Oriflow, Heavy-Duty

## STEERING

Type—Standard.....Mechanical, Worm & Three Tooth  
Roller

—Optional.....Full Time Power Steering

Ratio—Standard.....20.4, 16.2 optional

—Power.....16.2

## TIRES

Size.....8.00 x 15

Type.....Nylon Racing Type Tires

Inflation Pressure—Normal Driving....24 psi

—Extended High-Speed Driving.....30 psi

## WHEELS

Size.....15 x 6 K, 15 x 9½ L optional  
at extra cost.

*All specifications and prices subject to change without notice.*

**CHRYSLER DIVISION**  
DETROIT, MICHIGAN