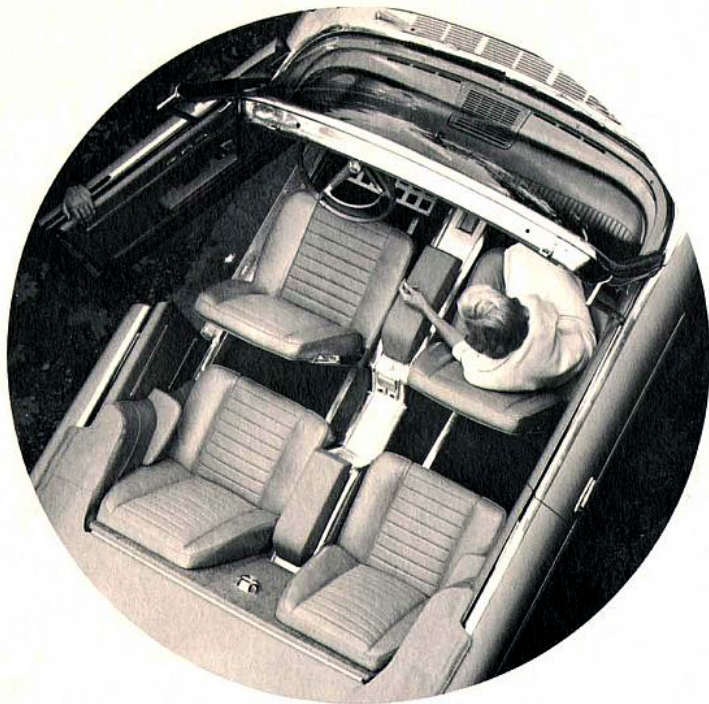




CHRYSLER PRESENTS THE
NEWEST VERSION of AMERICA'S
FOREMOST HIGH-
PERFORMANCE AUTOMOBILE...
THE 300H



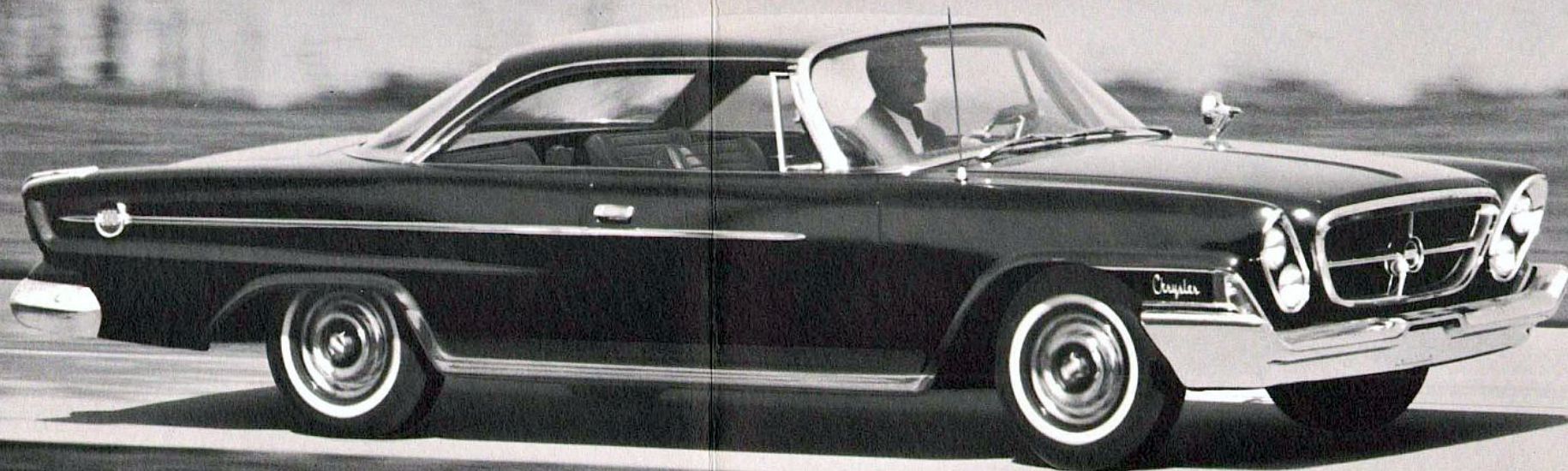
THIS IS THE NEW CHRYSLER 300H . . . the "let's-go-driving" machine with a hot-blooded performance heritage that runs seven champions deep. From the first Chrysler 300 built in '55 right up to last year's proud G, these great cars have captured performance honors almost as easily as they've won the ungrudging admiration of the men who drive them.

Their respect is built on something much more impressive than rich, hand-rubbed leather seats. The Chrysler 300 was built for performance from the start, around a breed of mighty Chrysler V-8 racing engines whose confident thunder still echoes at Daytona, the Indianapolis Speedway, the Pan American Highway, Watkins Glen, Le Mans—a record every 300 since has lived up to. Automotive experts applaud all the other features that have made the Chrysler 300 great, such as the ground-hugging roadability of its torsion-bar suspension; the deep comfort of its leather bucket seats; the agility of its power-assisted steering.

No American car on the road today can match the no-nonsense performance . . . the full-size dimensions and weight . . . the man-size comfort . . . the luxury of the great Chrysler 300's. Whether you choose the standard 300 or the fabulous H, you're getting a car built exclusively for the man who likes his excitement straight!



THIS IS THE SLEEK CHRYSLER 300H CONVERTIBLE—LATEST IN A LONG LINE OF AMERICA'S MOST FAMOUS BREED OF HIGH-PERFORMANCE CARS.



THIS IS THE RUGGED CHRYSLER 300H HARDTOP—A FULL-SIZE PERSONAL CAR FOR A MAN WHO DOESN'T MIND BEING ENVID.

THIS IS WHAT MAKES THE CHRYSLER 300H AMERICA'S OUTSTANDING PERFORMANCE CAR:

1. DIMENSIONS. The H is built to measure up to its proud heritage. Wheelbase, 122 in.; front tread, 61.1 in.; rear, 60.0 in.; over-all length, 215.3 in.; width, 79.4 in.; height, 55.5 in. (hardtop) and 55.7 in. (convertible).

2. ENGINES. The H's new First-*Power* 380 is the most powerful standard engine in any American car. 90° V-8, wedge-type combustion chamber; overhead in-line valve arrangement. High-performance camshaft, heavy-duty valve springs and dampers, special intake manifold, mechanical tappets. Bore and Stroke, 4.18 x 3.75. Piston displacement, 413 cu. in. Compression ratio, 10.1 to 1. Brake horsepower, 380 at 5200 rpm. Torque, 450 lb.-ft. at 2800 rpm.

3. ELECTRICAL SYSTEM. The H gives you a charge every mile you drive. 12-Volt battery, 78-plate, 70 amp.-hr.;

35-amp. alternator (40-amp. with air conditioner) which generates current at all engine speeds, including idle. Waterproof ignition.

4. FUEL & LUBRICATION SYSTEM. Breath-taking performance flows through the H's veins. Two 4-barrel downdraft carburetors, mechanically controlled secondary system with auxiliary velocity valves, integral automatic choke. Low-restriction air cleaners. Mechanical fuel pump. Full-Flow oil filter.

5. SUSPENSION. The H rides on the same type front suspension as most Indianapolis race cars do. Special heavy-duty torsion bars, sway bar, rear leaf springs and shock absorbers. New chassis fittings need no lubrication for 32,000-mile intervals.

6. EXHAUST. The H even sounds like it's ready to go. Large dual exhausts

with special mufflers reduce back pressure, let more power go to the rear wheels.

7. TRANSMISSION. Push a button and the H blasts off. TorqueFlite fully automatic torque converter with three-speed planetary gear set. Pushbutton control on instrument panel.

8. STEERING. The H lets you corner with a finger. Constant-Control power steering, standard. Symmetrical-idler arm steering linkage. 3½ turns, lock-to-lock.

9. BRAKES. The H is a stopper for more than looks. Its 12 x 2½ in. Total-Contact power brakes with 251-sq.-in. of special fade-resistant Cyclebonded lining are standard equipment.

10. BUCKET SEATS. Settle down for H-style comfort in buckets of leather. Four individual bucket seats with

separate adjustment for driver and front passenger, standard. Genuine hand-rubbed tan leather upholstery. Full-length center console provides ample compartment for storing personal effects under arm rests.

11. REAR AXLE RATIO. Nothing slows down the H's punch, with 3.23 to 1 for breathtaking acceleration. The same rear axle drives all other 300's, too.

12. POWER WINDOWS can be operated by master control on center console. Standard.

13. TRUNK has a trip's-worth of luggage capacity—34 cubic feet in the 300H hardtop, 31 cubic feet in convertible.

14. TIRES. The H is shod for sprints and distance. 7.60 x 15 Blue Streak, high-performance, nylon super-cushion, tubeless

white sidewall, standard. Inflation pressure: normal driving, 22 lbs.; high speed, 30 lbs.

15. ASTRADOME instrument panel clusters most dials and gauges in one location, bathes them in soft, glare-free light.

16. TACHOMETER on center console records engine rpm's with high accuracy. Standard.

OTHER FEATURES. Padded steering wheel and instrument panel. Tilt-type inside rearview mirror. Electric clock. Light package: Backup, glove box, luggage compartment lights. Windshield washers. Factory-applied undercoating and hood insulation pad. Bumper guards. Directional signals. Chrome stainless steel wheel covers. Dual headlamps. All standard equipment on the 300H at no extra cost.

OPTIONAL EQUIPMENT.

Pushbutton air conditioner. Pushbutton Golden Tone or Golden Touch Tuner radios. Rear shelf speaker (hardtop). Power antenna. Manual (dealer-installed) or remote control outside rearview mirror. Auto-Pilot foot-free cruising control. Power door locks. Pushbutton heater. Tinted glass windows and/or windshield. Rear window defroster (hardtop). Sure-Grip differential.

EXTERIOR COLORS. Choice of Formal Black, Festival Red, Oyster White or Caramel.

In keeping with Chrysler's continuing program of engineering advancement, all prices, specifications, equipment and colors are subject to change without notice and without obligation to make like changes on cars already produced.

THESE THREE GREAT FULL-SIZE CARS COMPLETE THE CHRYSLER 300 SERIES!

—with popular prices that put race-bred performance well within your reach!

Now you can choose the 300 that suits you and your driving best—the fabulous 300H models described inside, or these fiery new members of the clan!

THESE stout new Chryslers let you custom-order the exact combination of performance and luxury you want. Pick from three potent FirePower engines—the FirePower 305, the FirePower 340 or the FirePower 380 (the same that pushes the H!). Choose either bench-type seats in cloth-and-vinyl or all-vinyl—or bucket front seats in genuine hand-rubbed leather. There's a wide variety of other options to choose from, too—including stick shift or pushbutton Torque-Flite transmissions.*



The 300 TWO-DOOR HARDTOP offers the same bucket seat arrangement as the convertible, optional at extra cost.



300 FOUR-DOOR HARDTOP combines full-size family room and comfort with hot-blooded 300 performance! All-vinyl interior is optional.

Drive and price a new Chrysler 300. Compare it with the competitive sports-type cars the 300 has inspired. You'll settle for nothing less than the genuine article—one of the great 300's by Chrysler!

**Because the Chrysler 300 series are precision-engineered, high-performance automobiles, not all engines, transmissions, interiors and other options or combinations thereof, are available on every model. Ask your Chrysler dealer for exact specifications to help you choose your new 300.*



300 CONVERTIBLE features as standard equipment individual bucket seats and center arm rests in front with bucket-style bench seat in rear, all in genuine leather and seating six passengers comfortably.

CHRYSLER DIVISION, CHRYSLER CORPORATION

DETROIT, MICHIGAN