



YOUR
CHRYSLER

300-C

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You have just purchased the newest member of the Chrysler 300 family — a family of cars which has established itself at the top of its class, both in the racing circles in which it has engaged competitively and in the hands of enthusiastic owners who drive merely for their own personal satisfaction.

The Chrysler 300 is a unique car, quite unlike any other car on the road, either today, or in the past. As a new owner you will want to know what is different about your 300 and why. With this knowledge, you will be able to enjoy the utmost in sheer driving pleasure.

Your 300-C stands apart from other cars in three major categories — performance, ride and beauty. Let's review them one at a time.

PERFORMANCE

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

With a compression ratio of 9.25 to 1, it is tailored for conventional premium grade fuels. Desirable features such as automatic choke, paper element air cleaners and full-flow oil filter are standard equipment.

The fully automatic TorqueFlite transmission incorporates a high performance torque converter and planetary gears, a combination designed to give the optimum in smoothness and performance. It is furnished as standard equipment on your 300-C because, in addition to its convenience, it provides unmatched accelerating characteristics. Since manual shifting is not required, a tachometer is not included on your instrument panel.

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 maximum horsepower at speeds above 5,000 rpm. To minimize the uneven idle, Chrysler engineers have established an idle speed of 600 to 650 rpm.

With an idle speed up to 30% higher than standard, transmission engagement is more positive, making push button shifts from neutral into one of the driving ranges more noticeable. You will come to recognize this type of idle, like the throaty exhaust noise, as characteristic of the 300-C engine.

The use of mechanical valve lifters permits your 300-C engine to operate efficiently up to speeds of 5400 rpm, quite impossible for the quieter hydraulic tappets found in the standard Chrysler engines. Mechanical valve lifters are necessarily a little noisy, particularly when the engine is cold or running at low speeds. 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-C 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 part of the car will be truly exciting.

Your Chrysler 300-C 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-C can hold its own with the best of American sports cars, it reserves a quiet dignity and elegance of beauty equaled by none. Past models of the Chrysler 300 have been rated the most beautiful 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-C achieves this by a classic grille opening and hood, 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-C 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's grew originally from the insistence of many of our automobile enthusiast friends to take advantage of the tremendous potential of our FirePower engine as proven at LeMans, Watkins Glen, Bonneville, Mexico, Elkhart Lake and Indianapolis. They wanted a distinctive, high performance car at a reasonable price. The 300's have been built to meet these desires, and have proven most successful, both in competition and with individual car owners who look upon driving as more than simply a means of transportation. We feel the Chrysler 300 will continue to be a superlative automobile just as long as discriminating car owners, like yourself, will keep us informed of their automotive desires. After you have had sufficient time to become well acquainted with your 300-C, we hope you will write any suggestions or criticisms that may have come to your attention to the Chrysler Division, 12200 E. Jefferson, Detroit 14, Michigan. The gratifying and frank response from you who were owners of the first Chrysler 300 and the 300-B has been extremely helpful in the execution of the 300-C.



R. M. RODGER
Chief Engineer - Chrysler Division

SPECIFICATIONS

GENERAL

Wheelbase.....	126.0"
Tread, Front.....	61.2"
Tread, Rear.....	60.0"
Length.....	219.2"
Width.....	78.8"
Height—2-Dr. Hardtop.....	54.7"
Convertible Cpe.....	55.0"

ENGINE

Type.....	90° V
No. of cylinders.....	8
Valve arrangement.....	Overhead, Lateral, Inclined, Mechanically Actuated
Bore and stroke.....	4.0 x 3.9
Piston displacement.....	392 cu. in.
Standard compression ratio.....	9.25 to 1, 10.0 to 1 optional
Max. BHP @ Engine rpm.....	375 BHP @ 5200 rpm
Max. Torque @ Engine rpm.....	420 lb.-ft @ 4000 rpm
Firing Order.....	1, 8, 4, 3, 6, 5, 7, 2
Intake Valve Diameter.....	.2"
Exhaust Valve Diameter.....	1 3/4"
Valve Lift (Std. cam).....	Intake .444" Exhaust .435"
Valve Open Duration (Std. cam).....	Intake 280° Exhaust 270°
Valve Overlap.....	60°—Intake Opens 35° B.T.D.C. Exhaust Closes 25° A.T.D.C.
Piston & Piston Rings.....	Aluminum Alloy Piston with three rings including a chrome plated top ring
Crankshaft.....	Drop Forged Steel, Hardened
Crankshaft Main & Conn. Rod Bearings.....	Heavy-Duty Copper-Lead
Crankshaft Main Bearing Caps.....	High Strength Malleable Iron

ENGINE TUNING SPECIFICATIONS

Idle Speed (Neutral).....	600-650 rpm
Tappet Clearance @ Idle (Neutral).....	Intake .015" Exhaust .024"
Basic Ignition Timing—4° B.T.D.C.	
Spark Plugs—Normal Driving—Auto-Lite AGR 42	
—Extended High Speed Driving—Auto-Lite AGR 32	
Spark Plug Gap.....	.035"
Distributor Breaker Point Gap.....	.017"

FUEL AND LUBRICATING SYSTEM

Carburetors.....	Two 4-Barrel, down draft, velocity controlled secondary system, integral chokes
Fuel Pump.....	Mechanical
Air Cleaners.....	Dual Paper Element Air Cleaners
Gas Tank Capacity.....	23.0 gallons
Crankcase Capacity.....	.5 quarts (6 with filter)
Oil Filter.....	Full-flow Type

COOLING SYSTEM

Capacity.....25 quarts (with heater)
Type.....Full length water jacket cooling with thermostatic
by-pass temperature control
Fan.....6-Bladed Fan with Silent-Flite Fan Drive

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. Over-all Torque Multiplication.....5.63
First Gear Ratio.....2.45
Second Gear Ratio.....1.45
Type Lubricant Recommended.....Automatic Transmission Fluid, Type A

REAR AXLE

Ratio.....3.36 to 1 if not otherwise specified
Optional 2.92, 3.18, 3.54, 3.73, 3.91, 4.10, 4.30, 4.56, 4.89, 5.83*, 5.38*, 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 Torsion Bar Springs
Spring Rate.....40% stiffer than standard
Shock Absorber.....Direct Acting, Oriflow, Heavy-Duty

REAR SUSPENSION

Type.....Parallel, Longitudinal Leaf, Semi-Elliptic
Spring Rate.....135 lbs. per inch (50% stiffer than standard)
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 (Gear)—Standard.....20.4
—Power.....16.2

TIRES

Size.....9.00 x 14
Type.....Nylon Racing Type Tires with White Sidewalls
Inflation Pressure (Cold)
Normal Driving.....22 psi
Extended High-Speed.....30 psi

WHEELS

Size.....14 x 6½ K