

YOUR
CHRYSLER

300H

YOUR CHRYSLER 300-H

The 300 line for 1962 has been expanded because of the wide popularity and interest in the features that have established it at the top of its class, both in the hands of enthusiastic owners who drive merely for their own personal satisfaction, and in the racing circles in which it has competed in the past. You will be seeing more Chrysler 300 cars on the road, and this increasing popularity of the 300 line certainly testifies to the desirability of those features that typify 300.

You have purchased the finest member of this Chrysler 300 line of cars. Your 300-H is a very outstanding car. As a new owner you will certainly want to know what is different about your 300-H and why, so that it will afford you the utmost in driving pleasure. The uniqueness is apparent in the following three areas — beauty, performance and ride.

BEAUTY

The exterior appearance of your 300-H, as do all models in the outstanding 300 line, bespeaks the car's high performance potential in a dignified and elegant manner. We believe that the many admiring compliments you may have received already are proof that the appreciation for unadorned simple beauty of design is the growing trend in automotive taste. The fact that your 300-H is in a class above most other cars is apparent in the exclusive interior treatment consisting of four individual bucket seats upholstered in genuine hand rubbed tan leather together with the useful and contemporary full length center console. Separate seat adjustment is provided for driver and front passenger.

PERFORMANCE

The new Firepower 380 engine is the most powerful standard engine in any American car. Equipped standard with the TorqueFlite automatic transmission, the car provides unmatched accelerating characteristics with smoothness and performance.

The following special features are standard equipment in your 300-H engine: two four barrel carburetors, a special intake manifold, high performance camshaft, mechanical tappets and adjustable rocker arms, low restriction air cleaners and a low back pressure exhaust system. These features provide optimum engine "breathing" potential. With 10.1 to 1 compression ratio, this engine is tailored to really make use of top premium fuel.

RIDE

For this powerful sports-type car, special attention has been given to the handling characteristics for your driving enjoyment and safety. The combination of a low center of gravity, high rate springs and special shock absorbers coupled with the agility of power-assisted steering, furnishes superb control that is truly exciting.

Special Goodyear Blue Streak high performance nylon racing-type tires are standard on your 300-H model. The excellent high speed strength and stability characteristics of these tires contribute to the precise driving feel that you will experience under all types of driving conditions.

As you become familiar with your 300-H, you will realize that this car looks and speaks for itself. You are bound to appreciate it for its beauty, performance and ride, knowing that it truly represents the finest of the new popular 300 line for 1962.

WE WANT YOUR OPINIONS

The Chrysler 300 line grew originally from the insistence of many of our automobile enthusiast friends to take advantage of the tremendous potentials of our V-8 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. Your 300-H continues exactly in this tradition, even though the 300 line has been expanded in 1962 to meet popular interest in some of the traditional 300 features.

We feel that the Chrysler 300 letter model will continue to be a superlative automobile as long as discriminating car owners, like yourself, will keep us informed of your automotive desires. After you have had sufficient time to become well acquainted with your 300-H, 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 owners of the earlier Chrysler 300's has been extremely helpful in the development of the 300-H.

R. M. RODGER

Chief Engineer and Director of Product

A handwritten signature in cursive script that reads "R M Rodger". The signature is written in dark ink and is positioned below the typed name and title.

CHRYSLER 300 "H" SPECIFICATIONS

GENERAL

Wheelbase	122"
Tread, Front	61.1"
Tread, Rear	60"
Length	215.3"
Width	79.4"
Height, Hardtop	55.5"
Convertible	55.7"

ENGINE

Type	90°V
Number of Cylinders	8
Valve Arrangement	Overhead, In-Line, Mechanical Tappets
Bore and Stroke	4.19 x 3.75
Piston Displacement	413 Cu. In.
Compression Ratio	10.1 to 1
Maximum Brake Horse Power @ Engine RPM	380 @ 5200
Maximum Torque @ Engine RPM	450 @ 3600
Firing Order	1-8-4-3-6-5-7-2
Intake Valve Diameter	2.08"
Exhaust Valve Diameter	1.60"
Valve Lift	Intake .444" Exhaust .456"
Valve Open Duration	Intake 268° Exhaust 268°
Valve Overlap	48°, Intake Opens 22° BTDC
Pistons	Aluminum Alloy with Three Rings
Crankshaft	Drop Forged Steel
Crankshaft Main & Connecting Rod Bearings	"Super-Micro" Babbitt

ENGINE TUNING SPECIFICATIONS

Idle Speed (neutral)	650 RPM
Basic Ignition Timing	10° BTDC @ 500
Spark Plugs	Autolite, A-32 Champion, J-9Y
Spark Plug Gap035"
Distributor Breaker Point Gap014-.019"
Valve Clearance (hot)015 Int. .024 Exh.

FUEL AND LUBRICATING SYSTEM

Carburetors	Two 4-Barrel, Down Draft, Velocity Valve Type Secondary System, Automatic Choke
Fuel Pump	Mechanical
Air Cleaners	Dual Paper Element, 500 sq. in. Effective Area (each)
Gas Tank Capacity	23 gals.
Crankcase Capacity	.5 Quarts (add 1 qt. when replacing filter)
Oil Filter	Full-Flow Type

COOLING SYSTEM

Capacity	16 qts. (17 quarts if equipped with heater)
Type	"Series-Flow" With Pressure-Vent and Thermostatic By-Pass Temperature Control
Fan	7-Blade, 18" dia., Fan with Silent-Flite Fan Drive

ELECTRICAL SYSTEM

Type	12 Volt, Negative Ground
Battery	.78 Plate, 70 Ampere-Hour
Alternator (without air conditioning)	.35 Ampere
Ignition Distributor	Dual Breaker, Mechanical & Vacuum Advance

TRANSMISSION

Type	Torque Converter & Planetary Gears, Fully Automatic
Max. Over-All Torque Multiplication	5.39
First Gear Ratio	2.45
Second Gear Ratio	1.45
Type Lubricant Recommended	Auto. Trans. Fluid, Type "A", Suffix "A"

REAR AXLE

Ratio (Standard)	3.23 to 1
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BRAKES

Type	Hydraulic, Internal Expanding, Drum and Contoured Floating Shoes with Power Assist
Power Booster Type	Vacuum
Effective Braking Area	251 sq. in.
Drum Diameter	12"
Brake Shoe Width	2½"
Brake Lining	Special High Fade-Resistant Type

FRONT SUSPENSION

Type.....Independent, Lateral Non-Parallel Control Arms
With Torsion Bar Springs
Spring Rate.....30% Stiffer than Standard
Shock Absorber.....Direct Acting, Oriflow, Heavy-Duty

STEERING

Type.....Constant-Control Power Steering
Ratio (gear).....15.7

TIRES

Size.....760 x 15
Type.....Nylon Racing Type with White Sidewalls
Inflation Pressure (cold)
Normal Driving.....24 PSI
Extended High-Speed.....30 PSI

WHEELS

Size.....15 x 6K

EXHAUST SYSTEM

Exhaust Pipe Diameter.....2 $\frac{3}{4}$ "
Tail Pipe Diameter.....2"
Muffler.....Dual Low Back Pressure



