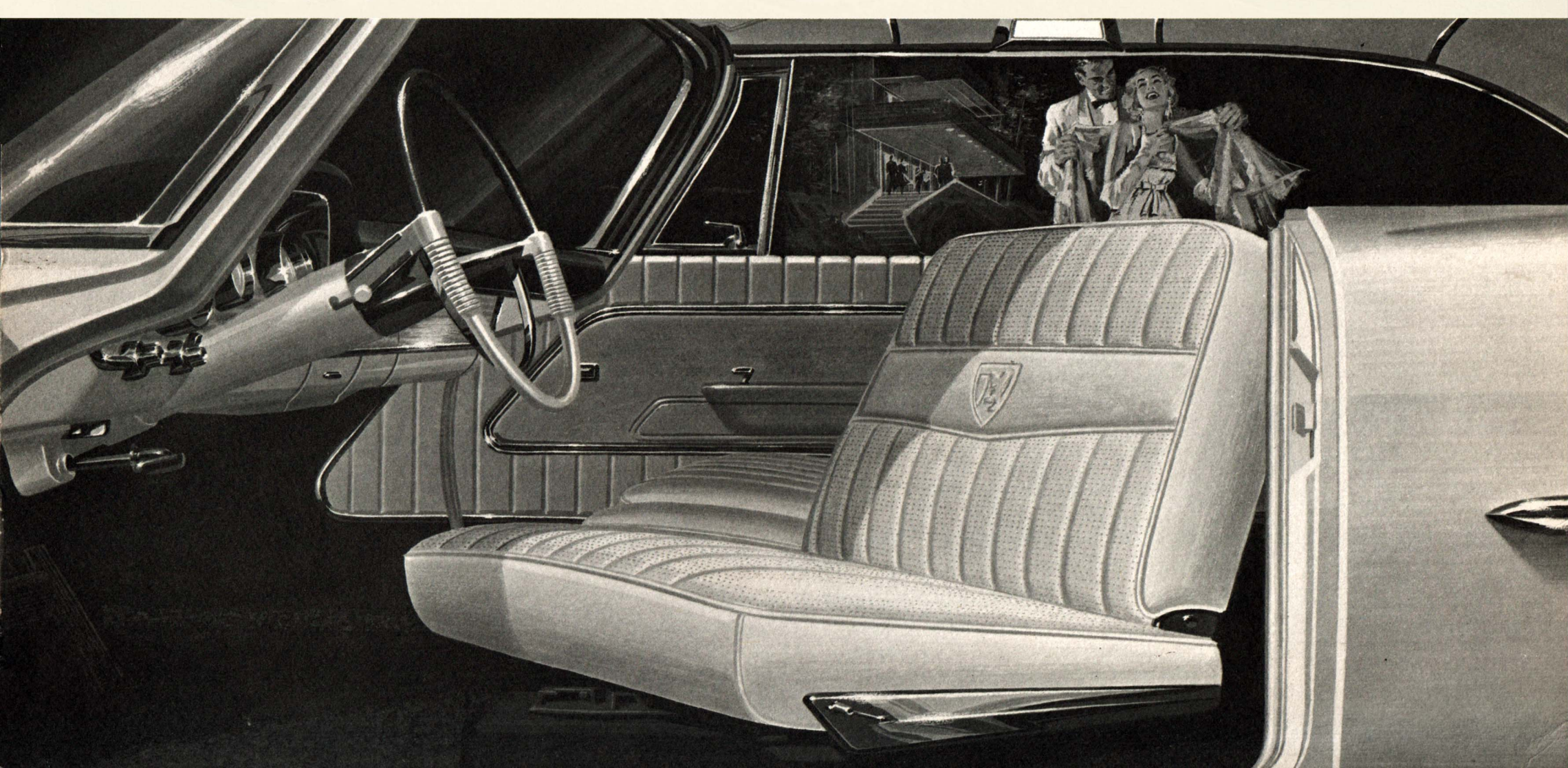


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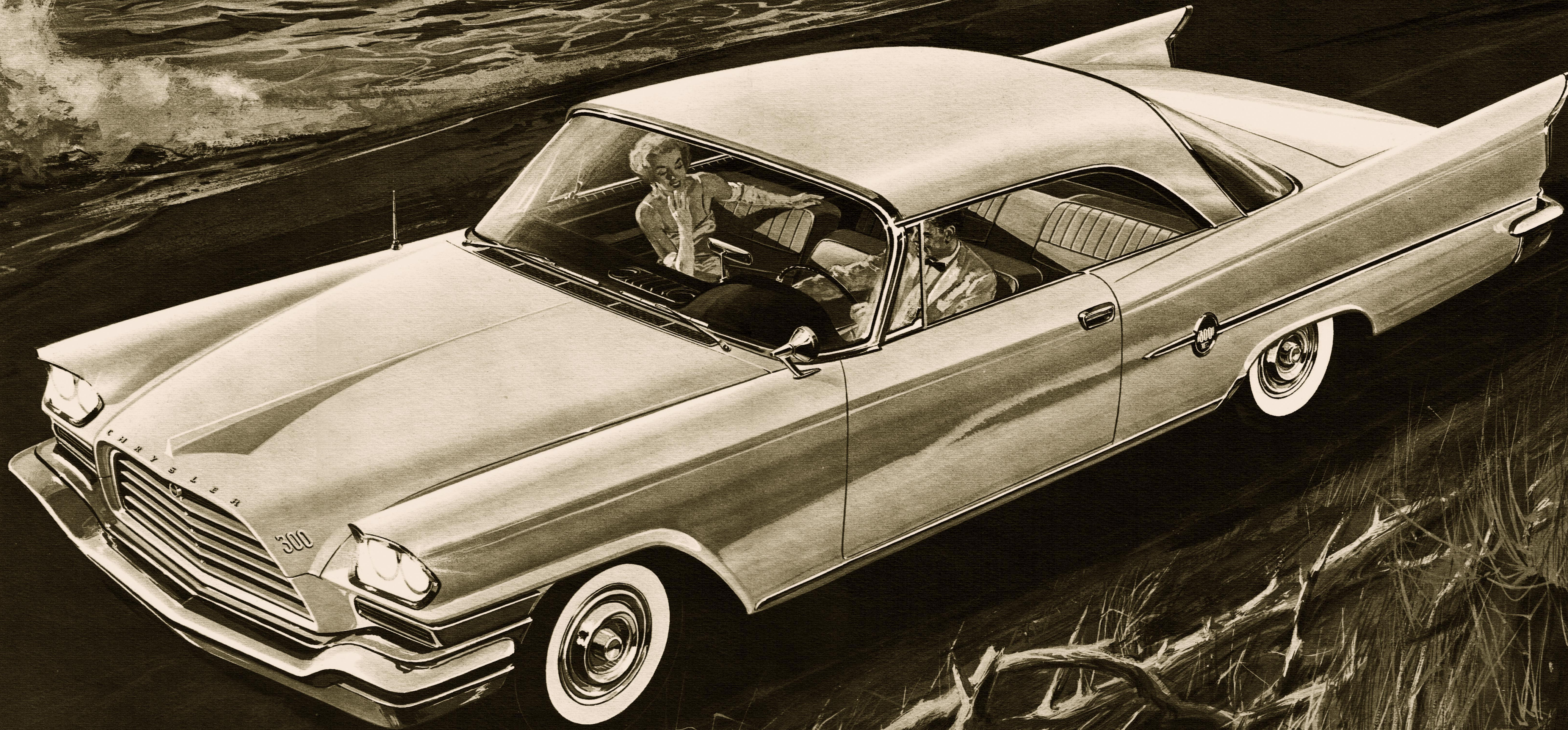
The Chrysler 300-E is a car of mood and movement, of quality and comfort and uncompromised taste. It is without question one of the world's most desirable automobiles. In total, it provides a greater measure of power, spaciousness, roadability, driving ease, richness of interior and modern beauty than any car, however costly, being made today.

The performance potential of the 300-E startles even the experts! From lessons learned on some of the world's most famous road racing courses . . . Spa-Francorchamps in Belgium, le Mans in France and Watkins Glen in the U. S. . . . comes the robust 413 cubic inch V-8 which powers it for 1959. Delivering a full 380 horsepower, this brilliant engine can run cool and confident, hour after hour, at peak RPM's. Its power reserve is vast. Dual 4-barrel carburetors and high lift cam work in conjunction with a modified TorqueFlite transmission and special 3.31 rear axle ratio. The result is an acceleration figure astonishing for a car of such size and weight.

The 300-E chassis has also received careful consideration and change. Suspension, fore and aft, has been altered, enabling this luxury automobile to corner with agile precision. Its power steering is light and sensitive in the sports car tradition. Only 3½ turns are required from lock-to-lock.



CHRYSLER 300-E THE INTERNATIONAL CLASSIC THAT'S MADE IN AMERICA



The Chrysler 300-E Hardtop finished in Ivory White



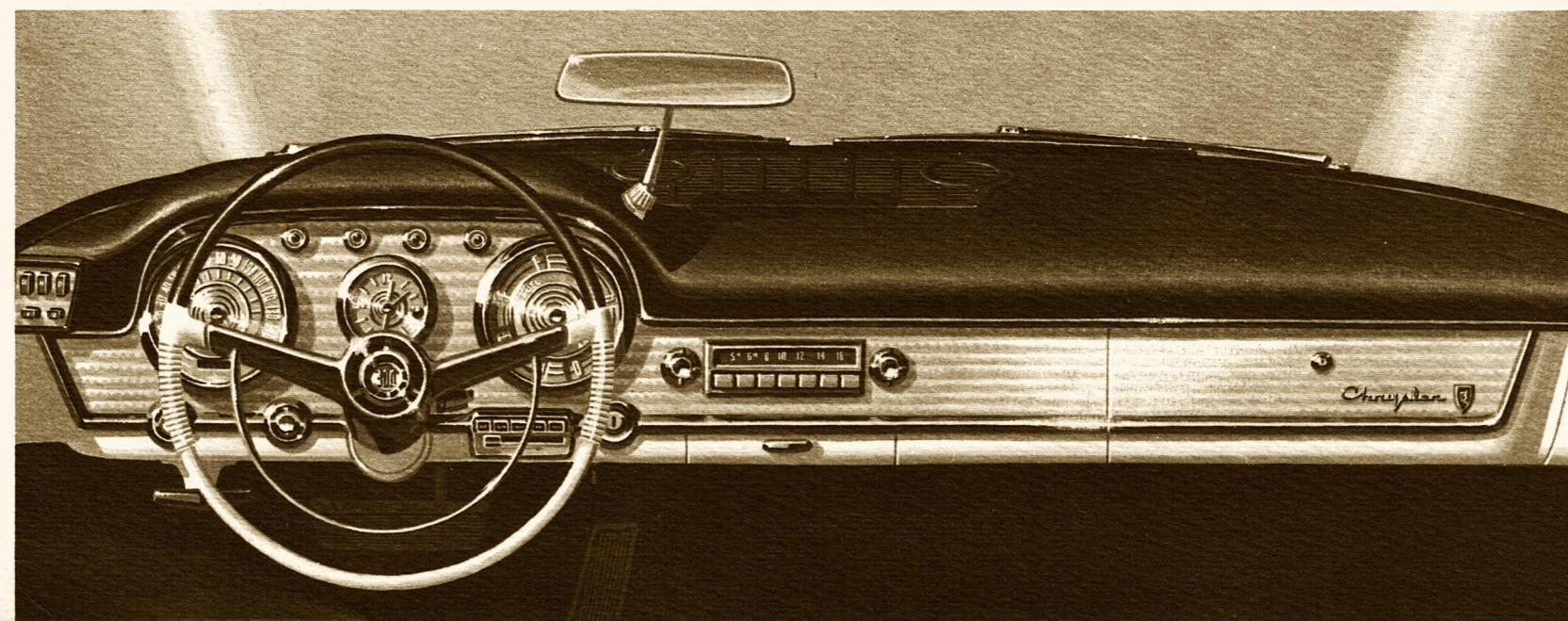
The Chrysler 300-E Convertible finished in Formal Black

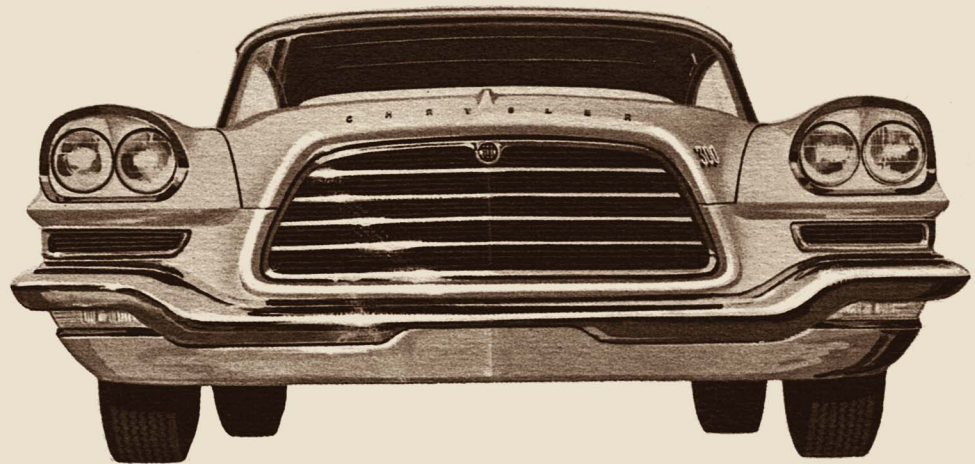
Brakes are power-assisted, too. And overall handling characteristics astound even the most avid sports car enthusiasts.

In terms of outright luxury and unique beauty, the 300-E gains a special niche in the automotive hall of fame. Its chrome-free lines exude an air of classic confidence. Deep-cushioned, leather-lined interiors provide every comfort and convenience . . . with most major features included as standard equipment.

The Chrysler 300-E is a most uncommon automobile representing a most unusual philosophy of automotive design. And it will be the uncommon and unusual man who will sense the powerful appeal of this remarkable limited edition.

If you are that man, sample the greatness of this finest of cars. Your Chrysler dealer will be most pleased to arrange for you the most thrilling drive of your life, at your convenience, of course!





CHRYSLER 300-E SPECIFICATIONS

BODY STYLE—Sport Coupe 2-Door Hardtop and Convertible Coupe.

COLORS—Solids only—Ivory White, Formal Black, Radiant Red, plus super enamels in Copper Spice, Turquoise Gray, Cameo Tan.

DIMENSIONS—Wheelbase 126 in.; Front tread 61.2 in.; rear 60.0 in.; Overall length 220.9 in.; Width 79.5 in.; Height 55.2 in. (Hardtop) and 55.6 in. (Convertible).

ENGINE—New 300-E 90° V-8, wedge-type combustion chamber; overhead in-line valve arrangement. Staged throttle linkage. High output camshaft, heavy-duty valve springs and dampers, Bore and Stroke, 4.18 x 3.75. Piston displacement, 413 cu. in. Compression Ratio, 10.1 to 1. Brake horsepower, 380 at 5000 r.p.m. Torque, 450 lb.-ft. at 3600 r.p.m.

FUEL & LUBRICATING SYSTEM—Two 4-barrel, downdraft carburetors, mechanically controlled secondary system, with auxiliary velocity valves, integral automatic choke. Dual paper element air cleaners. Mechanical fuel pump. Full-Flow oil filter.

ELECTRICAL SYSTEM—12-Volt Battery, 78-plate, 70 amp-hr.; 35-amp. generator. Waterproof ignition.

STEERING—Constant-Control power steering standard. Symmetrical idler arm steering linkage.

TRANSMISSION—TORQUEFLITE—Fully automatic torque converter with three-speed planetary gear set. Pushbutton control in instrument panel.

CHASSIS—Special heavy-duty torsion bars, rear leaf springs and shock absorbers. True-Level Torsion-Aire Suspension available.

BRAKES—Chrysler Total-Contact braking system with power brakes standard. Brake air cooling ducts incorporated in grille.

TIRES—“Blue Streak” high performance, nylon super-cushion tubeless, white sidewall 9.00 x 14. Inflation pressure, normal driving, 22 lbs., for high speed, 30 lbs.

REAR AXLE RATIO—3.31 to 1.

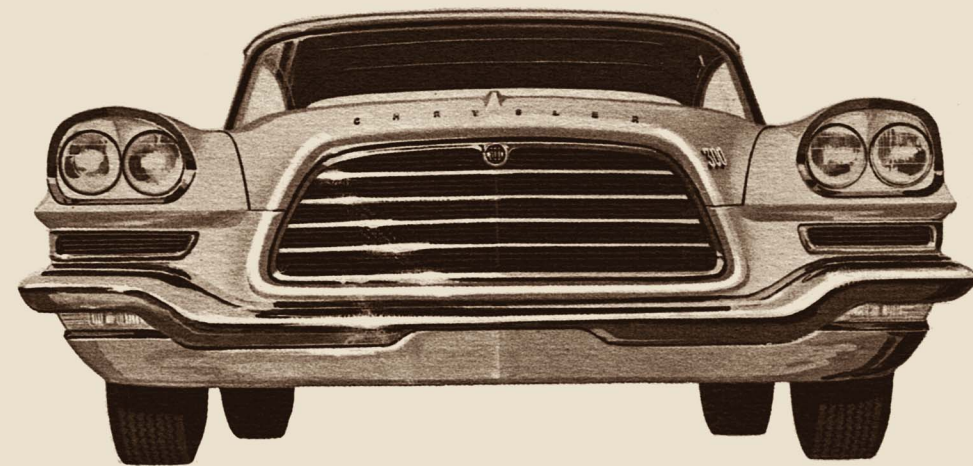
STANDARD EQUIPMENT—Custom Steering Wheel; Safety Cushion Dash Panel; Prismatic Rear View Mirror; Nylon High-performance White Sidewall Tires; Electric Clock; Directional Signals; Handbrake Warning Signal; Power Brakes and Power Steering; TorqueFlite Transmission; Chrome Stainless Steel Wheel Covers; Windshield Washer; Undercoating and Hood Insulation Pad; Leather Upholstery; Dual Headlamps; Silent Flite Fan Drive (limits fan speed to 2500 r.p.m.); Rear License Plate Frame. Swivel Seats, Low Back Pressure Exhaust system (Hardtop only).

OPTIONAL EQUIPMENT (at extra cost)—Automatic driving control Auto-Pilot; Air Conditioning; Electro Touch Tuner or Music Master Radio; Rear Shelf Radio Speaker (Hardtop); Power Antenna; Manual or Remote Control Outside Rear View Mirror; MirrorMatic Automatic Tilt-type Rear View Mirror; Automatic Beam Changer; Rear Window Defroster (Hardtop); Push Button Custom Conditionaire or Instant-Heat Heater; Power Windows; 6-Way Power Seat; Solex Glass; Shaded Backlight (Hardtop); Stone Shield—Rear Quarter Panel; Sure-Grip Differential; 40-amp. Generator; Front License Plate Frame.

All Specifications, Equipment and Prices subject to change without notice.

CHRYSLER AND IMPERIAL DIVISION • DETROIT





CHRYSLER 300-E SPECIFICATIONS

BODY STYLE—Sport Coupe 2-Door Hardtop and Convertible Coupe.

COLORS—Solids only—Ivory White, Formal Black, Radiant Red, plus super enamels in Copper Spice, Turquoise Gray, Cameo Tan.

DIMENSIONS—Wheelbase 126 in.; Front tread 61.2 in.; rear 60.0 in.; Overall length 220.9 in.; Width 79.5 in.; Height 55.2 in. (Hardtop) and 55.6 in. (Convertible).

ENGINE—New 300-E 90° V-8, wedge-type combustion chamber; overhead in-line valve arrangement. Staged throttle linkage. High output camshaft, heavy-duty valve springs and dampers, Bore and Stroke, 4.18 x 3.75. Piston displacement, 413 cu. in. Compression Ratio, 10.1 to 1. Brake horsepower, 380 at 5000 r.p.m. Torque, 450 lb.-ft. at 3600 r.p.m.

FUEL & LUBRICATING SYSTEM—Two 4-barrel, downdraft carburetors, mechanically controlled secondary system, with auxiliary velocity valves, integral automatic choke. Dual paper element air cleaners. Mechanical fuel pump. Full-Flow oil filter.

ELECTRICAL SYSTEM—12-Volt Battery, 78-plate, 70 amp-hr.; 35-amp. generator. Waterproof ignition.

STEERING—Constant-Control power steering standard. Symmetrical idler arm steering linkage.

TRANSMISSION—TORQUEFLITE—Fully automatic torque converter with three-speed planetary gear set. Pushbutton control in instrument panel.

CHASSIS—Special heavy-duty torsion bars, rear leaf springs and shock absorbers. True-Level Torsion-Aire Suspension available.

BRAKES—Chrysler Total-Contact braking system with power brakes standard. Brake air cooling ducts incorporated in grille.

TIRES—“Blue Streak” high performance, nylon super-cushion tubeless, white sidewall 9.00 x 14. Inflation pressure, normal driving, 22 lbs., for high speed, 30 lbs.

REAR AXLE RATIO—3.31 to 1.

STANDARD EQUIPMENT—Custom Steering Wheel; Safety Cushion Dash Panel; Prismatic Rear View Mirror; Nylon High-performance White Sidewall Tires; Electric Clock; Directional Signals; Handbrake Warning Signal; Power Brakes and Power Steering; TorqueFlite Transmission; Chrome Stainless Steel Wheel Covers; Windshield Washer; Undercoating and Hood Insulation Pad; Leather Upholstery; Dual Headlamps; Silent Flite Fan Drive (limits fan speed to 2500 r.p.m.); Rear License Plate Frame. Swivel Seats, Low Back Pressure Exhaust system (Hardtop only).

OPTIONAL EQUIPMENT (at extra cost)—Automatic driving control Auto-Pilot; Air Conditioning; Electro Touch Tuner or Music Master Radio; Rear Shelf Radio Speaker (Hardtop); Power Antenna; Manual or Remote Control Outside Rear View Mirror; MirrorMatic Automatic Tilt-type Rear View Mirror; Automatic Beam Changer; Rear Window Defroster (Hardtop); Push Button Custom Conditionaire or Instant-Heat Heater; Power Windows; 6-Way Power Seat; Solex Glass; Shaded Backlight (Hardtop); Stone Shield—Rear Quarter Panel; Sure-Grip Differential; 40-amp. Generator; Front License Plate Frame.

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