YOUR CHRYSLER

Your CHRYSLER 300-G

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 in the past and in the hands of enthusiastic owners who drive merely for their own personal satisfaction.

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

Your 300-G 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-G incorporates a unique principle in engine design for exhilarating performance — Ram Injection. Your engine produces more power in the mid speed range because Ram Injection literally forces more air and fuel into each cylinder. The length of the intake passages (painted red on your engine) has been extended to take advantage of the natural "supercharging" effect provided by the momentum of the onrushing fuel-air charge to the cylinders. The result is increased torque, and hence better performance, in the normal speed range where you use and appreciate it.

Other special features of your 300-G engine include two 4-barrel carburetors, a high performance camshaft, low restriction air cleaners, low back pressure exhaust system, heavy duty valve springs and dampers, and a fluid fan drive which limits maximum fan speed.

With a compression ratio of 10.1 to 1, the 300-G engine is tailored for top premium grade fuels. Desirable features such as automatic choke, paper element air cleaners, hydraulic valve lifters, and full-flow oil filter are standard equipment.

The fully automatic TorqueFlite transmission is furnished as standard equipment on your 300-G because, in addition to its convenience, it provides unmatched accelerating characteristics. Designed to give the optimum combination of smoothness and performance, it is modified to match the special operating characteristics of your 300-G engine and rear axle. A tachometer mounted in the tunnel above the transmission informs you of your engine speed at a glance.

The combination of twin 4-barrel carburetors and high performance camshaft produces a somewhat uneven idle which is normal for an engine of this type. To minimize the uneven idle, Chrysler engineers have established an idle speed of 725 to 750 rpm. With an idle speed higher than usual, 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 intake and exhaust tones, as typical of the 300-G engine.

RIDE

For your driving enjoyment and safety, the suspension of your 300-G has been designed to give the handling characteristics so desirable 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-G 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 performance.

BEAUTY

While your 300-G is a high performance car, it reserves a quiet dignity and elegance of beauty. Past models of the Chrysler 300 have been rated the most beautiful in America by a number of independent groups, primarily because of their 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-G achieves this by a classic grille opening and hood, a minimum of chrome trim on the side of the body, the use of single-tone painting, and monochromatic natural leather interior with bucket type seats. The low, sure-footed look is achieved by the use of special suspension components.

As you come to know your Chrysler 300-G, 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 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. 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-G, we hope you will write any suggestions or criticisms that may have come to your attention to the Chrysler and Imperial Product Planning Dept., P.O. Box 1919, Detroit 31, Mich. The gratifying and frank response from you who were owners of the earlier Chrysler 300's has been extremely helpful in the execution of the 300-G.

R. M. RODGER
Director of Product and Chief Engineer
CHRYSLER AND IMPERIAL DIVISION

SPECIFICATIONS

GENERAL

Wheelbase	126.0"
Tread, Front	61.2"
Tread, Rear	60.0"
Length	219.8"
Width	79.4"
Height—2-Dr. Hardtop	55.6"
—Convertible Coupe	56.0"

ENGINE

Type	90°V
No. of cylinders	8
Valve arrangement	Overhead, In-Line, Hydraulic
Bore and Stroke	4.18 x 3.75
Piston Displacement	413 cu. in.
Compression ratio	10.1 to 1
Max. BHP @ Engine rpm	375 @ 5000
Max. Torque @ Engine rpm	495 @ 2800
Firing order	1, 8, 4, 3, 6, 5, 7, 2
Intake Valve Diameter	2.08"
Exhaust Valve Diameter	1.60"
Valve Lift	Intake .430"
	Exhaust .430"
Valve Open Duration	Intake 268°
	Exhaust 268°
Valve Overlap	48°—Intake Opens 20° B.T.D.C.
	Exhaust Closes 28° A.T.D.C.
Piston & Piston Rings	Aluminum Alloy Piston with three rings
Crankshaft	Drop Forged Steel
Crankshaft Main & Conn. Rod Bearings	"Super-Micro" Babbitt

ENGINE TUNING SPECIFICATIONS

Idle Speed (Neutral)	725-750 rpm
Basic Ignition Timing	5° B.T.D.C.
Spark Plugs	Normal—Autolite A-32
	Performance—Autolite A-201 or Champion J-79
Spark Plug Gap	.035"
Distributor Breaker Point Gap	.014-.019"
Valve Lash	Hydraulic

FUEL LUBRICATING SYSTEM

Carburetors	Two 4-Barrel, down draft, velocity type secondary system, automatic choke
Fuel Pump	Mechanical
Air Cleaners	Dual Paper Element, 500 in² Effective Area (each)
Gas Tank Capacity	23.0
Crankcase Capacity	5 quarts (6 with filter)
Oil Filter	Full-flow type

COOLING SYSTEM

Capacity	17 quarts (with heater)
Type	"Series-Flow" with Pressure-vent and Thermostatic by-pass temperature control
Fan	7-Bladed Fan with Silent-Flite Fan Drive

REAR AXLE

Ratio (Standard)	3.23 to 1

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

AUTOMATIC

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	Automatic Transmission Fluid, Type A, Suffix A

MANUAL

Type	Three Speed, Floor Shift
First Gear Ratio	2.55
Second Gear Ratio	1.49
Type Lubricant Recommended	Multi-Purpose Gear (SAE 80 above −10°) (SAE 75 below −10°) or Automatic Transmission Fluid, Type A, Suffix A

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	Full-time Power Steering
Ratio (Gear)	15.7

TIRES

Size	8.00 x 15
Type	Nylon Racing Type Tires with White Sidewalls
Inflation Pressure (Cold)	
Normal Driving	24 psi
Extended High-Speed	30 psi

WHEELS

Size	15 x 6 K

EXHAUST SYSTEM

Exhaust pipe diameter	2¼"
Tail pipe diameter	2"
Muffler	Dual Low Back Pressure