



CHRYSLER '62

... presenting a new, full-size **NEWPORT**, the easiest-to-own Chrysler ... still surprising everybody with its very affordable price ... **THE NEW 300**, a high-performance sports series in a new popular price range, direct descendant of the fabulous cars that have set an unequalled seven-year performance record ... **NEW YORKER**, the most luxurious Chrysler ... every one a Chrysler's-worth of full-size car. And again in 1962—no jr. editions to compromise your investment!



This is the new 300, now priced within the reach of at least 50,000 more people than ever before in its performance-filled history. You may be one of them!

NEWPORT

Chrysler's price surprise is no jr. edition!



Newport four-door sedan, here in soft Dawn Blue, is the car whose low suggested retail price convinces even skeptics that it's easy to own a full-size Chrysler.



Newport two-door hardtop looks like it might be priced \$1,000 higher than it really is. But you can actually own this glamorous, full-size Chrysler for very little more than some smaller, lighter cars!

Newport's surprisingly low price has caused thousands of smart car buyers to move up to Chrysler. And because Chrysler builds full-size cars only, your new-car investment is fully protected. No small car steals the thunder from the Chrysler name—or the pride you'll take in owning one!

Unlike many other cars that are big in name only, Newport is a full 214.9 inches of pure-bred Chrysler. Inside its full-size, all-welded Unibody, there's plenty of room for six adults (with luxurious carpeting wall-to-wall)—plus 33 cubic feet of luggage space. Newport's hefty 361-cubic-inch Firebolt V-8 engine delivers full-size Chrysler performance on regular gasoline (an even 20 m.p.g. when it won its class in the 1961 Mobilgas Economy Run). Jr. editions may match the price—but nothing else!

Newport has all the good things you'll find in every full-size Chrysler. A torsion-bar suspension (after six years, automotive experts still say it's yet to be topped). An alternator electrical system that generates current even when the engine's idling. New chassis fittings that need no lubrication for 32,000-mile intervals. Total-Contact brakes, the biggest in its class, with 230 square inches of lining area.

See it. Drive it. Price it. This could be Newport's year to surprise you, too!



Newport four-door hardtop, above in Sage Green, proves Newport economy goes far beyond the day you take the keys and drive it home. Just two examples: Like every Chrysler '62, it's equipped with new chassis fittings which need no lubrication for 32,000-mile intervals. The glove compartment holds another new Chrysler convenience—an easily accessible fuse box for simplified servicing.

Chrysler has the size and price that is right for you!

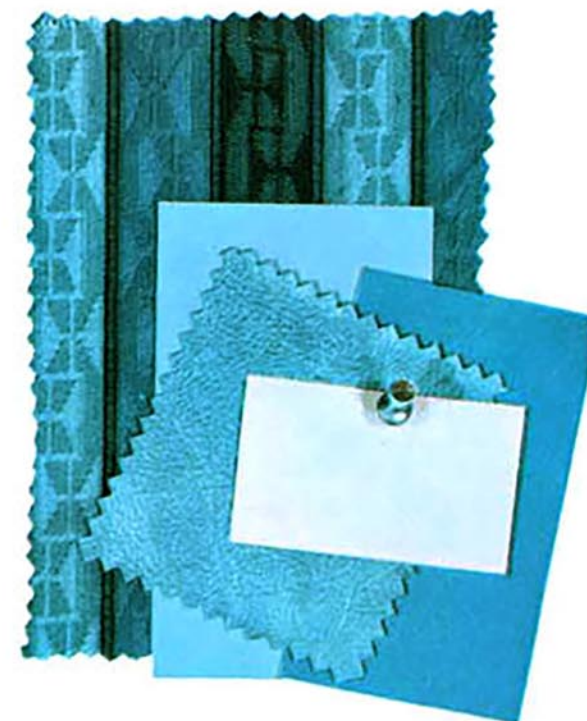
Newport convertible is obviously a full-size Chrysler and nothing else but—the kind of car you'd like to see your family in. And you can. This glamorous Newport, shown in the exciting new Caramel shade, has a surprising low price, too. You'll be glad to know that hand-fitted tops of heavy, long-wearing vinyl-coated fabrics make Chrysler convertibles as snug and weatherproof as sedans all year 'round!



Chrysler doesn't
build them
any roomier!

Newport Town & Country wagon is full-size Chrysler in every way! It has full-size 122-inch wheelbase, four doors, extra wide tailgate opening and full 95-cubic-foot cargo capacity for transporting furniture, do-it-yourself supplies, hunting and fishing gear—and your family—in style. This one's in Sapphire Blue, one of 12 exciting Chrysler colors for '62.

Everything
looks expensive
but the price!



Newport Town & Country interior features saddle-grained vinyl bolsters with matching basket-weave "breathable" vinyl on seat and back cushions, in three colors that harmonize with the exterior finish you choose. This thick, fabric-backed material is stretchproof, resists scuffing, wipes clean easily with a damp cloth. The wagon shown above is equipped with rear-facing optional third seat, which boosts the seating capacity to nine. Kids love it!



Newport High-Tower driver's seat has a 3-inch-higher back than other cars for greater support, which minimizes fatigue on long trips. In just a few minutes your dealer can adjust all Chrysler seats (except optional Six-Way Power Seat) to the exact position most comfortable for you—up, down, forward, back and at any angle. Interior shared by the Newport sedan and hardtops (above) is offered in four colorful cloth-and-vinyl combinations.



Newport convertible interior uses the same wear-and-weather resistant upholstery as Newport wagons—leatherlike saddle-grained vinyl bolsters with matching basket-weave vinyl on seat and back cushions, available in red, black or blue to match or complement any exterior finish. Vinyl-coated fabric tops are available in black or white. The black and red all-vinyl interiors are also offered in Newport 2- and 4-door hardtops at extra cost.



the new Chrysler



puts race-bred performance
well within your reach!

Consistent winner at the Daytona Beach performance trials . . . with a hot-blooded heritage of performance proved in the Pan American Road Race, the 24 Hours of Le Mans and Watkins Glen road events . . . that's only a part of the story behind the new Chrysler 300 high-performance sports series, as exciting as any automobiles that ever belted down a highway. And this year Chrysler 300 prices start hundreds of dollars lower than ever before.

You can virtually custom-order the Chrysler 300 that suits you and your driving best. Take your pick of three fiery engines—the standard FirePower 305, the FirePower 340 or the fabulous FirePower 380—each with specially engineered suspensions to match, and your choice of trigger-quick manual or automatic transmissions.* There's a wide choice of interiors, too—two of them with roomy, luxurious, full-contour bucket seats—with smart and practical cloth, vinyl or genuine hand-rubbed leather upholstery.

And the 300 boasts all the great road-tested features that go into every full-size Chrysler. The only racing-type torsion-bar suspension in its class. Rugged, all-welded, one-piece Unibody that's chemically treated to resist rust and corrosion. Chassis fittings that require no lubrication for 32,000-mile intervals. Extra-large 12-inch Total-Contact brakes, providing the greatest effective braking area of any car of the Chrysler 300's size and weight.

Drive one of these great new cars, then check its new popular price. It'll bring your sporting blood to a satisfying simmer!

The most fabulous Chrysler 300 . . . the "H"! The eighth generation of America's leading full-size high-performance car, complete with its customary full array of performance and luxury features as *(continued on next page)*

*Because the Chrysler 300's are precision-engineered, high-performance automobiles, not all engines, transmissions 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.

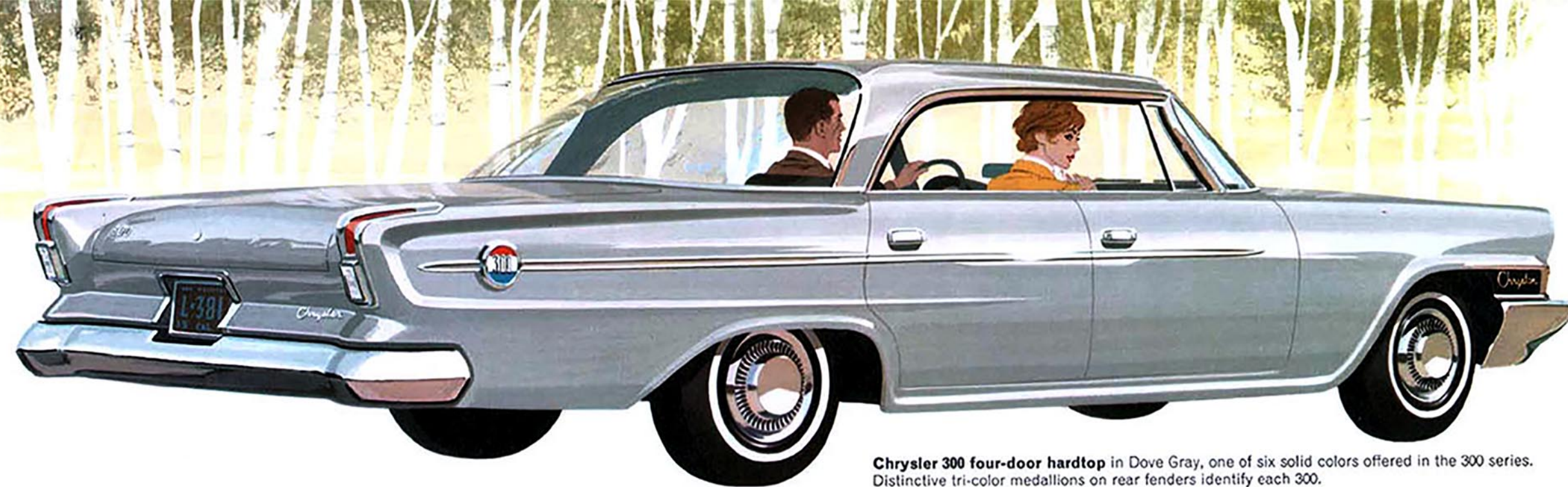
Chrysler 300 two-door hardtop in Festival Red.

standard equipment, may be ordered from your Chrysler dealer now. The Chrysler 300-H includes:

High-performance FirePower 380 V-8 engine with dual four-barrel carburetors, dual low-restriction air cleaners, special intake manifold, high-performance camshaft, valve springs and dampers, mechanical tappets. Three-speed TorqueFlite automatic transmission with 3.23 rear axle. Four individual bucket seats in genuine leather (tan only), with separate adjustment for left and right front seats. Tachometer-equipped center console. Special heavy-duty suspension with stiffer front torsion bars, heavy-duty shock absorbers, front sway bar and firmer rear springs. All-new 12 x 2½" Total-Contact power brakes. Constant-Control power steering. 7.60 x 15 white sidewall Blue Streak nylon tires. Power windows. Padded steering wheel. Tilt-type inside rearview mirror. Electric clock. Light package, windshield washers. Factory-applied undercoating. Bumper guards. Choice of solid Black, Festival Red, Oyster White or Caramel exterior colors.

If you're the kind of man who wants the ultimate in performance and the luxury to go with it, order your fabulous Chrysler 300-H today!

Bucket seats are full-contour design, cradle you in thick foam rubber and glove-soft genuine leather in your choice of black, red or tan. A traditional Chrysler 300 feature that matches its sports-car mood, bucket seats in a new six-passenger version with center fold-down armrests (shown at the right) are standard in the 300 convertible and optional at extra cost in the 300 two-door hardtop. Four individual bucket seats in tan leather are standard on the 300-H convertible and the two-door hardtop. All-vinyl bench seats are optional at extra cost in the 300 four-door hardtop.



Chrysler 300 four-door hardtop in Dove Gray, one of six solid colors offered in the 300 series. Distinctive tri-color medallions on rear fenders identify each 300.



Chrysler 300 convertible in Bermuda Turquoise features a bucket seat interior with room for six. The upholstery is black genuine leather (also available at extra cost in two-door hardtop only).

Chrysler 300 now sports new, popular prices for '62!

NEW YORKER

smart and luxurious—this is Chrysler's finest!



New Yorker four-door hardtop is a distinguished town car—and equally at home on the highway.

If you value the quiet dignity of an automobile that bears itself with an air of self-assurance and superiority, you will choose the New Yorker—the most luxurious Chrysler.

The New Yorker is indeed superior, by any measure. Its exterior is so well designed, in such good taste, that superficial embellishments are unnecessary. Inside, its decor is equal to that of the most thoughtfully furnished living rooms. Rich nylon jacquard fabrics with subdued patterns . . . rich-looking vinyls . . . deep-pile wall-to-wall carpeting . . . all set in a spacious passenger compartment . . . these make the man and woman who appreciate fine surroundings feel very much at home.

The New Yorker proves its superiority with even greater finality on the road. Its FirePower 340 engine cruises effortlessly at legal limits for endless turnpike miles, with ample performance reserve to cope with any driving situation. Its pushbutton TorqueFlite automatic transmission, Total-Contact power brakes, Constant-Control power steering—just three of some 20 standard equipment features—make the New Yorker, for all its size and weight, as easy to drive as many smaller cars.

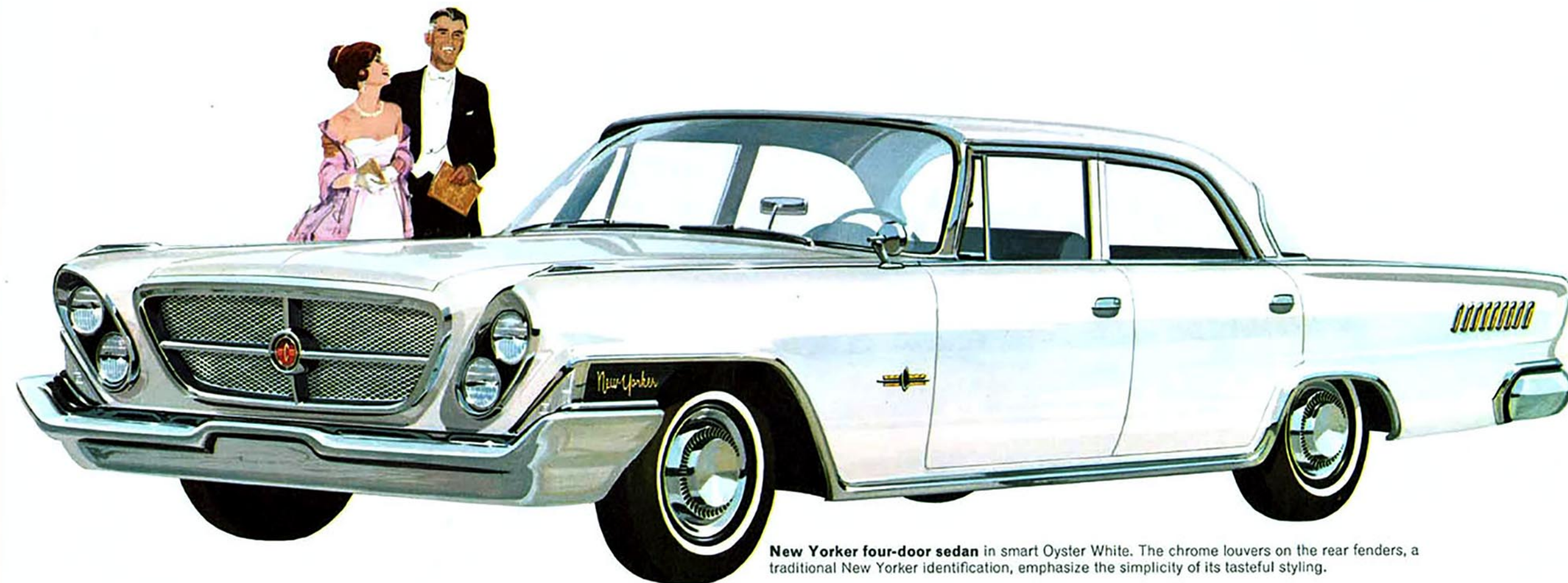
Some luxury cars cost far more, it's true. But none offers you more than the Chrysler New Yorker.



Durable basket-weave vinyl and matching saddle-grain vinyl bolsters is the comfortable—and very practical—upholstery used in the New Yorker Town & Country wagon.



Elegant nylon jacquard body cloth in rich blue (above) and handsome cocoa (left) combines with matching saddle-grain vinyl bolsters in New Yorker sedan and hardtop models for luxurious elegance and wonderful practicality.



New Yorker four-door sedan in smart Oyster White. The chrome louvers on the rear fenders, a traditional New Yorker identification, emphasize the simplicity of its tasteful styling.

Room for
the man who's
going places

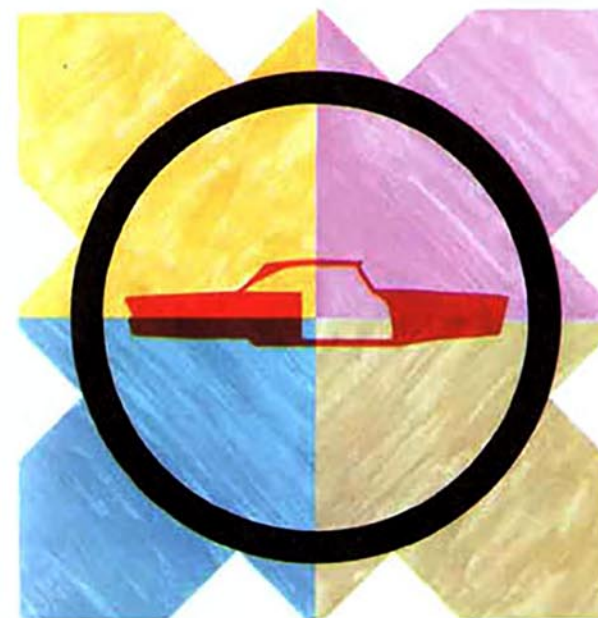


New Yorker Town & Country wagon, in Rosewood with black all-vinyl interior, proves that a station wagon can be an impressive automobile without compromising its hardy, practical character. By day, it's a spacious carry-all—with room for six passengers (or nine with optional rear-facing, fold-down third seat) or 95 cubic feet of cargo space. By night, the sleek hardtop styling proclaims it a luxurious passenger automobile, fully at ease at even formal functions. The New Yorker Town & Country wagon plays both roles with equal aplomb.

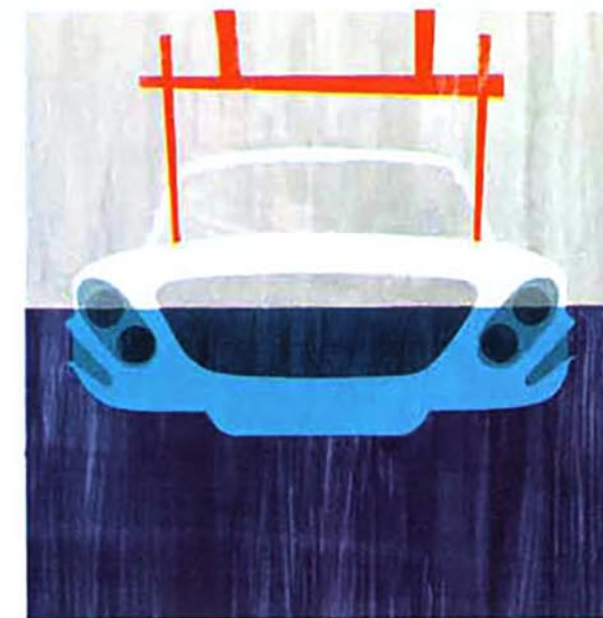
The good things still come to you first from

CHRYSLER ENGINEERING

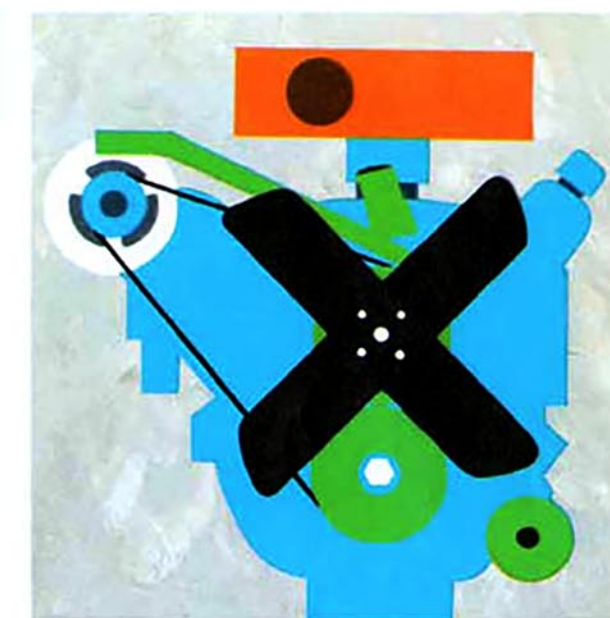
The reputation for engineering leadership which began with the very first Chrysler in 1924 has continued ever since. A long list of "firsts"—the first four-wheel hydraulic brakes, the first fluid-coupled transmission (grand-daddy of *all* automatic transmissions), the first power steering and power hydraulic brakes—these and the good things on this page show why Chrysler is (as always) the choice of men who love great cars.



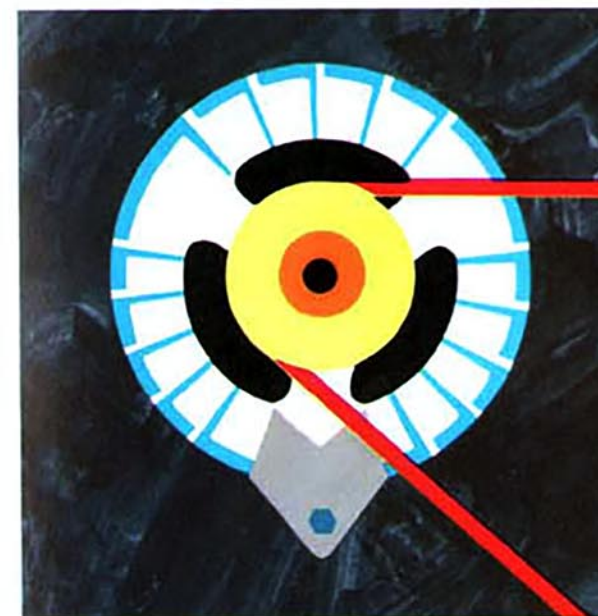
Unibody Construction welds all Chrysler body panels into one, solid, frameless unit for maximum strength and rigidity. The entire lower-third of the body is dipped in seven separate baths which clean and coat every inch, inside and out, with special rust-inhibiting chemicals and primer paint—protection against rust and corrosion which lasts for years. Tough, rattle-resistant Unibody is just one of many Chrysler engineering exclusives in its price class.



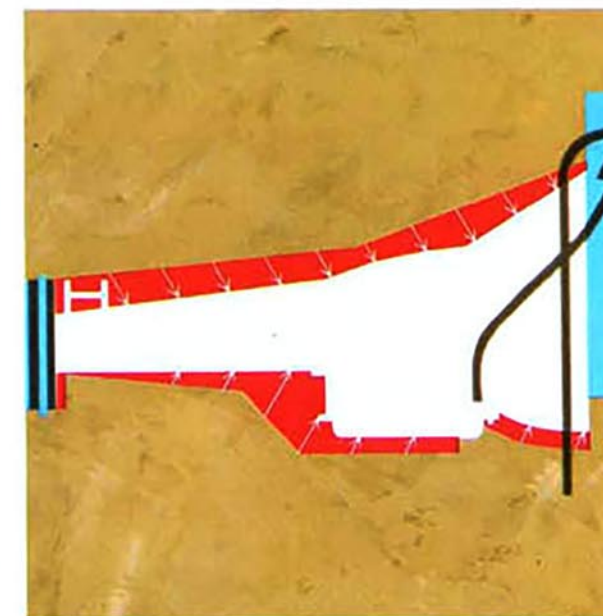
Torsion-Bar Suspension has chrome-steel torsion bars in front, extended leaf springs at the rear for better shock absorption and less lean than coil springs. New chassis fittings normally go 32,000 miles between lubrications.



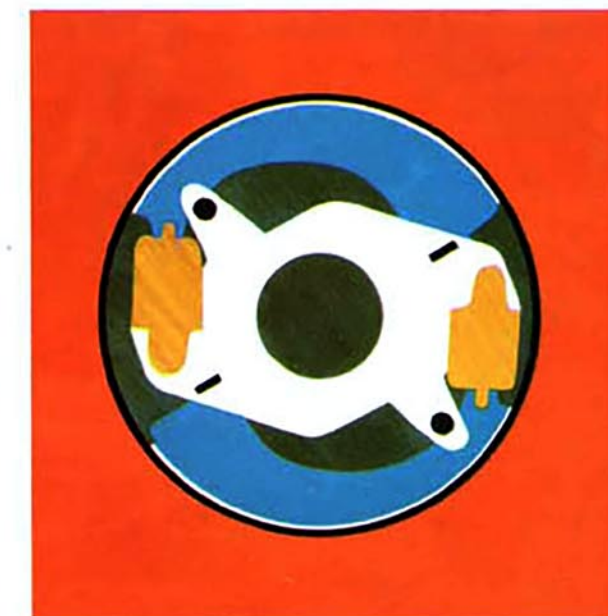
Engines feature important improvements for '62. Among them: a new engine cooling fan which makes possible a smaller, lighter radiator and improves cooling in slow-moving traffic; a lighter and more efficient starting motor.



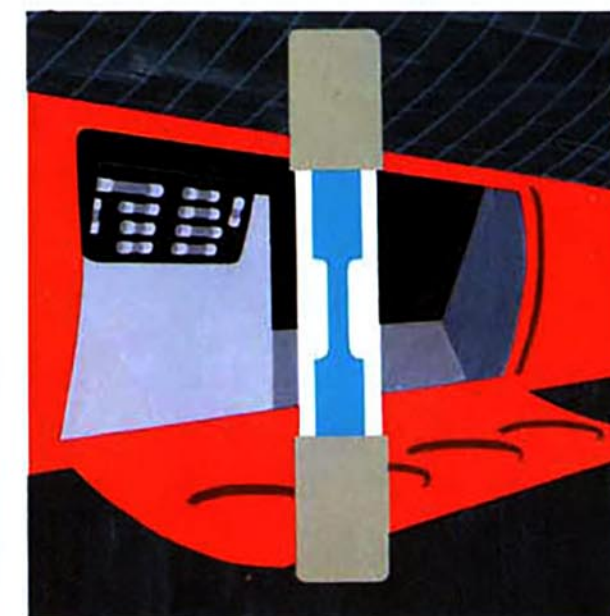
Alternator electrical system produces current at slow speeds and even at idle (unlike conventional generators). It's simpler, lasts longer, too. This battery-saving device is another price-class "first" you get with every Chrysler.



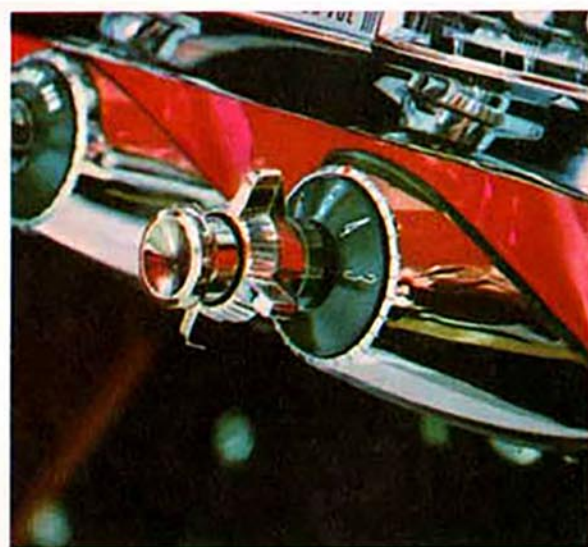
New TorqueFlite Transmission in one-piece die-cast aluminum housing weighs about 60 pounds less than its predecessor, yet has heavy-duty ruggedness. The front floor hump is noticeably lowered for greater leg room.



Total-Contact Brakes have up to 251 sq. in. of lining area, more than any other car in Chrysler's class. Two cylinders in each front wheel (not just one) assure more even contact between lining and drum for longer life.



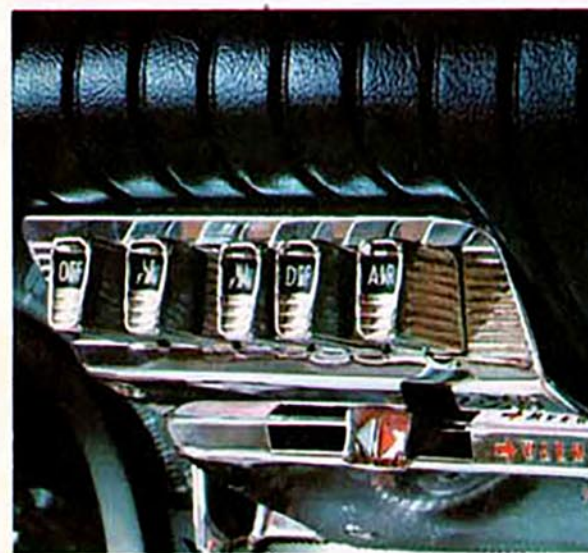
Central Fuse Box is located behind removable cover in glove compartment for faster, simpler servicing. Each fuse is clearly marked on the fuse-block faceplate. Another of the important "little extras" only Chrysler gives you.



☐ **Auto-Pilot** lets you drive on turnpikes with your foot off the accelerator. Dial the speed you want, it does the rest. It reverts to manual operation instantly whenever you wish.



Astradome Instrument Panel, standard on every Chrysler, clusters all dials and gauges in one location, bathes them in glare-free light, is smart background for other controls.



☐ **Pushbutton Heater** warms car fast. Turns on, off, lets you select high or low blower speeds with your fingertip. Sliding lever regulates temperature quickly and accurately.

'62 CHRYSLER ACCESSORIES

let you "custom-build" the car that suits you best

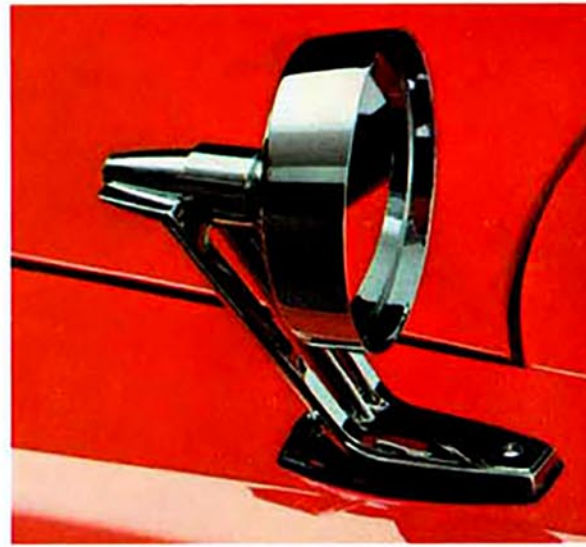
The work-saving and luxury options shown on these pages add extra enjoyment to owning your new Chrysler. They make Chrysler driving even easier, more comfortable and convenient, every mile you drive. Your Chrysler dealer will help you check off the ones you want on the model of your choice.

Not Illustrated: ☐ Rear window defogger ☐ Electric clock ☐ Variable-speed electric windshield wipers ☐ Windshield washers ☐ Tinted glass windows and/or windshield ☐ Power radio antenna ☐ Foam rubber front and rear cushion ☐ Padded steering wheel ☐ Seat belts ☐ Back-up lights ☐ Glove compartment light ☐ Luggage compartment light ☐ Sill molding and stone shield ☐ Rear bumper guards ☐ Chrome drip-rail molding ☐ Chrome door window frame covers ☐ Stainless steel wheel covers ☐ White sidewall tires ☐ Undercoating and hood insulating pad ☐ Tilt-type inside rear-view mirror ☐ Sure-Grip differential ☐ Tailgate entry handle (wagons only)

Note: Some accessories on these pages are standard equipment on some models—not available on others. Your Chrysler dealer has complete details.



☐ **Power Windows** allow all windows to be raised or lowered from the driver's seat. Individual buttons for each window are also provided for the convenience of passengers.



☐ **Remote Control Mirror** provides clear, unobstructed view. A lever on the instrument panel lets you adjust it easily to any position you wish—right from the driver's seat.



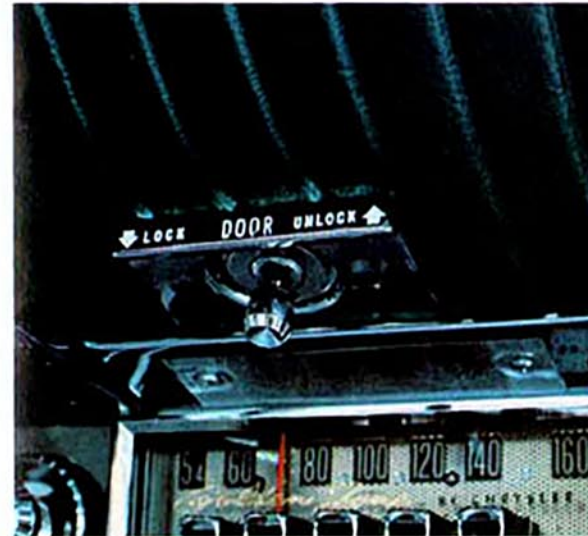
☐ **Pushbutton Automatic Transmission**, beyond the reach of youngsters, puts three forward gear ranges at your fingertips. Fully-mechanical operation is completely reliable.



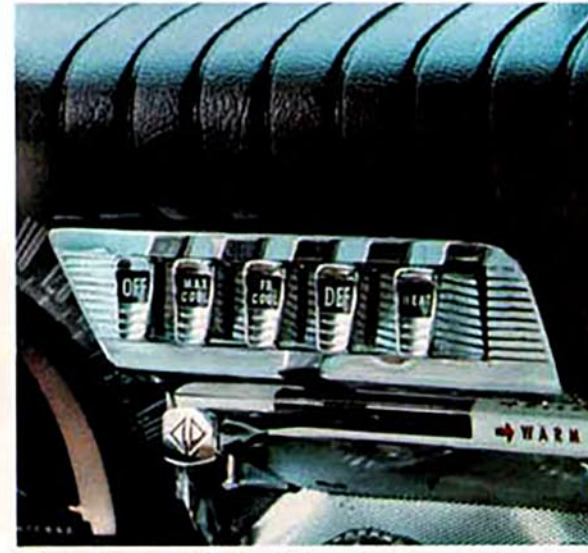
☐ **Total-Contact Power Brakes** do most of the braking effort for you, bring you to quick, safe stops with the gentlest touch of your toe, take the effort out of stop-and-go driving.



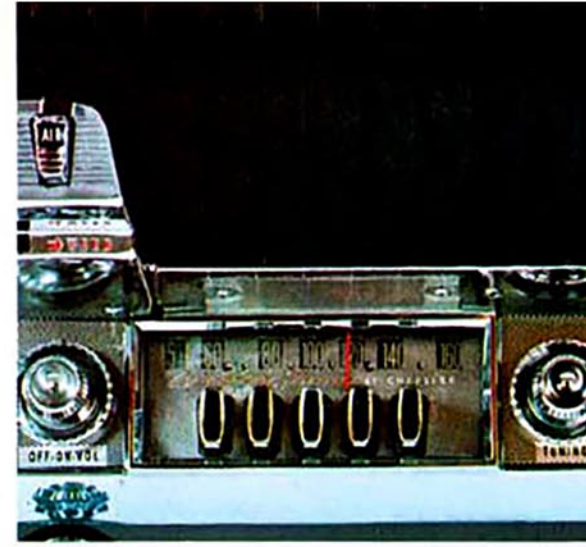
☐ **Constant-Control Power Steering** operates so efficiently you can actually park with one finger. Though it works full-time, you keep a constant, sure feel of the road.



☐ **Power Door Locks** let you lock all doors from the driver's seat by flicking a switch. Fine for families with children, women who drive alone. (Four-door models only.)



☐ **Pushbutton Air Conditioner** heats in winter, quickly cools car in summer. Dehumidifies and filters air all year 'round. Pushbuttons (left) control "on", "off" and blower speeds; sliding lever regulates temperature. Adjustable ducts on instrument panel (right) and other ducts near floor assure full air circulation throughout car. Dual unit available for most models.



☐ **Pushbutton Radios** are transistor-powered to "warm up" quickly and give more service-free life. Available in Golden Tone and signal-seeking Golden Touch Tuner models.



☐ **Six-Way Power Seat** moves up, down, forward, back or at any angle you want, by moving convenient knob on the side. Helps you to reduce fatigue during long trips.



SPECIFICATIONS

Engines—All 90-degree lateral V-8's.

NEWPORT: FIREBOLT. Bore and stroke: 4.12 x 3.38 in. Displacement: 361 cu. in. Compression ratio: 9.0 to 1. Two-barrel carburetor. Horsepower: 265.

NEW CHRYSLER 300: FIREPOWER 305 (standard). Bore and stroke: 4.25 x 3.38 in. Displacement: 383 cu. in. Compression ratio: 10.0 to 1. Two-barrel carburetor. Horsepower: 305.

FIREPOWER 340 (optional on all but 300-H). Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Four-barrel carburetor. Horsepower: 340.

FIREPOWER 380 (standard on 300-H, optional on others). Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Dual four-barrel carburetors. Horsepower: 380.

NEW YORKER: FIREPOWER 340. Bore and stroke: 4.18 x 3.75 in. Displacement: 413 cu. in. Compression ratio: 10.1 to 1. Four-barrel carburetor. Horsepower: 340.

Transmissions—Pushbutton TorqueFlite, fully automatic torque converter with 3-speed gear set, standard on New Yorkers and 300-H, available on Newport and other 300's (mandatory on latter if equipped with optional FirePower 380). Manual 3-speed transmission with floor-mounted gearshift standard on Newport and 300 models.

Suspensions and Tires—Torsion-Aire suspension—front ball-joint pivots and high chrome-steel torsion bars in front, extended leaf springs at the rear, with Oriflow shock absorber at each wheel. Suspensions and tires available in four versions, according to model:

Normal Duty: Standard torsion bars, rear springs and shock absorbers, 8.00 x 14 rayon tires (8.50 x 14, New Yorker) on Newport, FirePower 305 and FirePower 340-equipped 300 and New Yorker.

Chrysler 300 with optional FirePower 380: Special sway bar and torsion bars, standard shock absorbers, 7.60 x 15 white sidewall rayon tires.

Chrysler 300-H: Heavy-duty torsion bars, rear springs, and shock absorbers, sway bar, 7.60 x 15 white sidewall Blue Streak Nylon tires.

Town & Country Wagons: Special torsion bars and shock absorbers, 8.50 x 14 rayon tires (Newport) or 9.00 x 14 rayon tires (New Yorker).

Fuel Systems—Carburetors: See "Engines," above. Automatic intake manifold heat control, automatic choke, dual filtration units. Fuel capacity: 23 gallons (22 gallons in Town & Country wagons).

Electrical Systems—Battery: 12-volt, 66-plate, 60-amp.-hr. with Firebolt and FirePower 305 engines; 12-volt, 78-plate, 70-amp.-hr. with FirePower 340 and 380 engines. Alternator: 35 amp. (40 amp. with air conditioner). Waterproof ignition. Electric windshield wipers, directional signals and dual headlights, standard.

Cooling System—Thermostatic by-pass control. Pressure vent radiator cap. Coolant capacity, 16 quarts in Newport, 300 and New Yorker (17 in heater-equipped models).

Brakes—Total-Contact with Cyclebonded lining. Drum diameters: 12 in. on New Yorker, 300 and all Town & Country wagons, 11 in. on Newport. Power brakes standard on New Yorker and 300-H, available at extra cost on Newport and all other 300 models.

Steering—Manual, worm and 3-tooth roller, standard on Newport and 300. Constant-Control power steering with quick 3½ turns lock-to-lock, standard on New Yorker and 300-H, optional on Newport and other 300 models.

Drive—Hotchkiss drive through rear springs. Hypoid rear axle has 2.93 to 1 ratio with TorqueFlite (except 300 and 300-H), 3.23 to 1 with manual transmission and TorqueFlite-equipped 300 and 300-H.

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

NEWPORT · 300 · NEW YORKER

there's not a jr. edition in the whole family!