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BIRTHDAY**

300-F

50 YEARS!!

**THE
NEW
Chrysler
300-F**

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Handy order form on rear page

Courtesy of

Dave & Carolyn Schwandt

FROM: Chrysler and Imperial News Bureau
1600 Penobscot Building
Detroit 26, Michigan
Woodward 1-7050

For Release in A. M. Newspapers
of January 8, 1960

NEW CHRYSLER 300F TO DEBUT JANUARY 15

DETROIT--The 1960 Chrysler 300F, featuring two new ram induction engines, will be introduced to the public in showrooms across the nation, January 15. E. M. Braden, general sales manager of the Chrysler and Imperial Division, Chrysler Corporation, announced today.

The new model is the sixth in a series of high performance sports-type touring machines. Standard engine in the 300F is a 375-horsepower ram manifold 413 cubic-inch V-eight, equipped with pushbutton Torque Flite three-speed automatic transmission. Also available as an option is a 400-horsepower ram manifold high performance version, equipped with an imported French Pont-à-Mousson manual four-forward-speed synchro-mesh gear box. Both the 400-horsepower engine, which has a displacement of 413 cubic-inches, and the Pont-à-Mousson transmission are optional equipment at extra cost.

Mr. Braden said that the 400-horsepower high performance engine and the Pont-à-Mousson transmission will be in a very limited production in 1960.

"The 300F is the most markedly changed Chrysler 300 since the introduction of this line of sports-type automobiles in 1955," Braden said.

The interior of the 300F is completely redesigned. It features four individually contoured genuine leather full-foam seats. The forward two seats are of the swivel

-more-

type. Separating the four seats down the center of the car is an attractive raised instrument control console. It extends from the instrument panel all the way to the back of the rear seats. The console houses a large calibrated tachometer to the right of the driver, fingertip power window controls for both front and rear operation, dual ashtrays, lighters and center armrests for passenger comfort on long trips.

Mr. Braden said that while the 300F maintains its reputation as an agile sports-type touring car, its newly designed interior and exterior reflect the recommendations made by owners of previous model 300 cars. The Chrysler Division, Mr. Braden said, keeps in close touch with 300 series owners, and is producing a 1960 version, which they have indicated they would like to own and drive.

THE 300F RAM INDUCTION ENGINES

The greatest engineering advance since the supercharger. That's what Chrysler 300 engineers call the new 300F ram induction engine. Like a supercharger, ram induction literally rams air and fuel into the engine when the throttle is opened, but unlike a supercharger, it does not "steal" power from the engine for its operation, and it has no moving parts to get out of adjustment.

Ram induction provides torque increase of as much as 10 per cent in the 1800 to 3600 RPM range as compared with engines equipped with the single four-barrel carburetor Golden Lion Chrysler engine.

The increased torque is felt as a powerful push at normal passing speeds. It provides adequate power for quick, safe passing without the need to kick down the transmission into a lower range.

The important thing is that ram induction puts the punch not at the "top end", where it would be useful only at very high engine speeds, but in the mid-speed range at which most drivers normally operate their engines.

Still another advantage of ram induction is that when it is not needed, good fuel economy may be obtained under ordinary part-throttle driving conditions.

Ram induction obtains its "free" supercharging in this way. Thirty-inch-long ram tubes leading to each combustion chamber carry air and fuel mixture at a high rate of speed to the combustion chamber. As the intake valve on the combustion chamber closes, the inertia of the fuel-air mixture set up in the long tubes ram an extra amount of mixture into the chamber. At the same time, a sound wave is created in the tube with the compression wave calculated to be at the intake valve just before it closes. The compression wave sends still another extra amount of fuel-air mixture into the chamber.

These two "bonus" supplies of extra fuel-air mixture forced into the combustion chamber, account for the ram or extra power effect.

THE 300F INTERIOR

An entirely redesigned sports-car interior is a major highlight of the 300F. Four individually contoured seats are separated by a center instrument console running the length of the car interior. The console rises about eleven inches in height from the floor between front seat passengers and tapers in streamlined fashion to about six inches in height between rear seat occupants. A calibrated tachometer is located in the center of the causeway just beneath the instrument panel and convenient to the driver's line of sight. Fingertip control buttons for all four power

windows are located just below the tachometer. A large ashtray with lighter opposite driver's knee on the console is covered by a chrome sliding panel. An armrest between front seat passengers has a raisable top revealing a hidden storage compartment convenient for maps, gloves, and other personal belongings. A similar center armrest separates rear seat passengers, who have easy access to another combination ashtray-lighter located on top of the instrument console extending beyond the front armrest. Below this ashtray are two fingertip controls for rear power window adjustment.

The 300F interior is finished in beige perforated genuine leather seats. The perforation allows air circulation for greater passenger comfort. Seats are constructed with full-foam padding up to four inches in thickness. Brushed aluminum and chrome trim the roof-lining, instrument console and panel, as well as holding down luxurious looped pile carpeting over the entire floor area.

Instrument panel lighting features exclusive Panelescent lighting in astro-dome motif. Panelescent lighting virtually eliminates the incandescent bulb from the panel and eliminates up to 500 per cent of the glare formerly associated with incandescent lighting. This means much less driver eye fatigue on long trips.

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CHRYSLER 300F SPECIFICATIONS

GENERAL

Wheelbase	126.0"
Tread, Front	61.2"
Tread, Rear	60.0"
Length	219.6"
Width	79.4"
Height - 2-Dr. Hardtop	55.1"
- Convertible Coupe	55.5"

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	Standard: 375 at 5,000
.....	Optional: 400 at 5,200
Max. Torque @ Engine rpm	Standard: 495 at 2,800
.....	Optional: 465 at 3,600
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 Pistol with Three Rings
Crankshaft	Drop Forged Steel
Crankshaft Main & Conn. Rod Bearings	"Super-Micro" Babbit

ENGINE TUNING SPECIFICATIONS

Idle Speed (Neutral)	725-750 rpm
Basic Ignition Timing	5 degrees B.T.D.C.
Spark Plugs	Auto Lite A-32
Spark Plug Gap035"
Distributor Breaker Point Gap014-.019"
Valve Lash	Hydraulic

FUEL AND LUBRICATING SYSTEM

Carburetors	Two 4-Barrel, down draft, velocity type secondary system, automatic choke
Fuel Pump	Mechanical
Air Cleaners	Dual Paper Element Air Cleaners
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 temp. control
Fan	7-Bladed Fan with Silent-Flite Fan Drive

ELECTRICAL SYSTEM

Type 12 volt, Negative Ground
Battery 78 plate, 70 Ampere-hour
Generator (without air conditioning)..... 35 ampere

TRANSMISSION

I. AUTOMATIC:

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

II. MANUAL:

Type Four Forward Speed and Reverse Pont-a-Mousson
First Gear Ratio 3.35
Second Gear Ratio..... 1.96
Third Gear Ratio 1.36
Fourth Gear Ratio 1.00
Reverse Gear Ratio..... 3.11

REAR AXLE RATIOS

Manual.....Standard: 3.31
.....Optional: 2.93, 3.15, 3.23, 3.54, 3.73
Automatic Standard: 3.31
..... Optional: 2.93, 3.15, 3.23, 3.54, 3.73

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..... 2 1/2"

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















