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The Chrysler 300D, newest version of America's most distinguished sport-type car, was introduced today with optional fuel injection, bubble windshield, Auto-Pilot superhighway accelerator and a more powerful higher-compression engine.

The new car brings to a new peak the refinement of a great automotive development -- the hemispherical combustion chamber head engine.

The 1958 model is the fourth edition in the classic limited production 300 series. It incorporates the look and feel of a sport car, yet provides six-passenger seating and exceptionally large luggage space. It has a special high-rate torsion bar front suspension for extra-flat cornering and almost dip-free braking. It has an air-scoop rectangular-check grille and a restrained classic exterior in the sports car tradition.

"The Chrysler 300D is a prestige car. It is designed to please motorists who drive fine cars for pure pleasure," said C. E. Briggs, vice president in charge of sales, Chrysler Division.

He said the car's unusual cornering, steering and braking characteristics make it an outstandingly safe-handling car. It performs even better than its predecessors in the 300 series.

The car is powered by a 392 cubic inch FirePower hemispherical combustion chamber head engine with a new increased compression ratio of 10 to one and a horsepower of 380 at 5200 rpm. Valves and tappets are mechanically actuated. Bore and stroke are 4.0 and 3.90.

The electronic fuel injection unit available exclusively on the 300D is the result of four years of Chrysler research and development. It boosts horsepower to 390 at 5200 rpm and provides advantages which include greater fuel economy, instant starting in zero weather, immediate top performance without warm-up, and uninterrupted fuel supply in abrupt cornering.

The Chrysler fuel injection system provides electronic control over the quantity of fuel which is delivered into the engine. Fuel is supplied at constant pressure and is metered into the cylinders by electrically operated injector valves. The period which each valve remains open is controlled by electrical pulse of a length which is constantly controlled electronically to give optimum performance.

The 300D has low horizontal lines, a sleek-sculptured steel body, an overall height of 55.2 inches, overall length of 220.2 inches and high-swept tail fins which end in new wide-flair tail lights. Dual headlights are set above twin air scoops which cool special 12 x 2-1/2-inch total contact power brakes. Simple red, white and blue "300D" insignia is set into trim to identify the car.

The 300D is available in five solid colors -- ermine white, mesa tan, tahitian coral, raven black, matador red and Aztec turquoise. Interiors are in hand-buffed top-grain beige leather. A unique hard board headliner covered with padded fabric in an indented depth pattern matches the beige leather for an added touch of luxury. The car is available in two-door hardtop and convertible body styles.

The 300D has a 126-inch wheelbase, a rear axle ratio of 3.31 to one and a wide range of optional rear axle ratios. It features TorqueFlite automatic transmission and improved power steering. Manual transmission is optional at extra cost.

The new 390-horsepower fuel injection FirePower engine brings to a climax a major Chrysler research and development program which began with the

introduction in 1950 of the 1951 Chrysler FirePower V-8 engine. Its rating was 180 horsepower. This engine was barely introduced before automotive enthusiasts all over America began building up their own modifications. They were certain Chrysler Division's 1951 FirePower engine offered vast potential for better and safer performance.

The enthusiasts were right. Their modified FirePower engines made headlines at LeMans, Watkins Glen, Bonneville, Elkhart Lake and Indianapolis, culminating in a demand for a high-performance American sport-type car. Chrysler Division's answer was the headline-making Chrysler 300, which was introduced in 1955. Since then there have been the award-winning 300B, the more powerful 300C and now the fuel-injection Chrysler 300D.

Developmental work on this car actually began back in the 1930's when Chrysler engineers first discovered that the hemispherical combustion chamber offered great promise of performance. Not until double overhead rocker arms were combined with conventional pushrods, however, were mass production problems of this aircraft-type engine solved for automotive use.

When they learned that the FirePower engine could make good performance use of huge quantities of air, Chrysler engineers developed special twin four-barrel carburetors. Performance tests showed the need for an entirely new kind of air cleaner -- one with a treated paper element.

Mechanical tappets were substituted for hydraulic tappets to eliminate the possibility of hydraulic pump up at engine speeds above 5,000 rpm.

Adjustable rocker arms were added to maintain proper tappet clearance. That meant new push rods. Double valve springs provided extra insurance for high-speed operation. Valve seat inserts, tri-metal bearings, a special hardened

crankshaft and 10 to one compression ratio head all contributed to greater performance.

In the four years of the car's existence it has attracted as its loyal owners leaders in every phase of the professional sporting world as well as princes, motion picture actors, oil tycoons and ranchers. It numbers among its possessors the leaders of many sport car groups, as well as corporation presidents by the score.

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