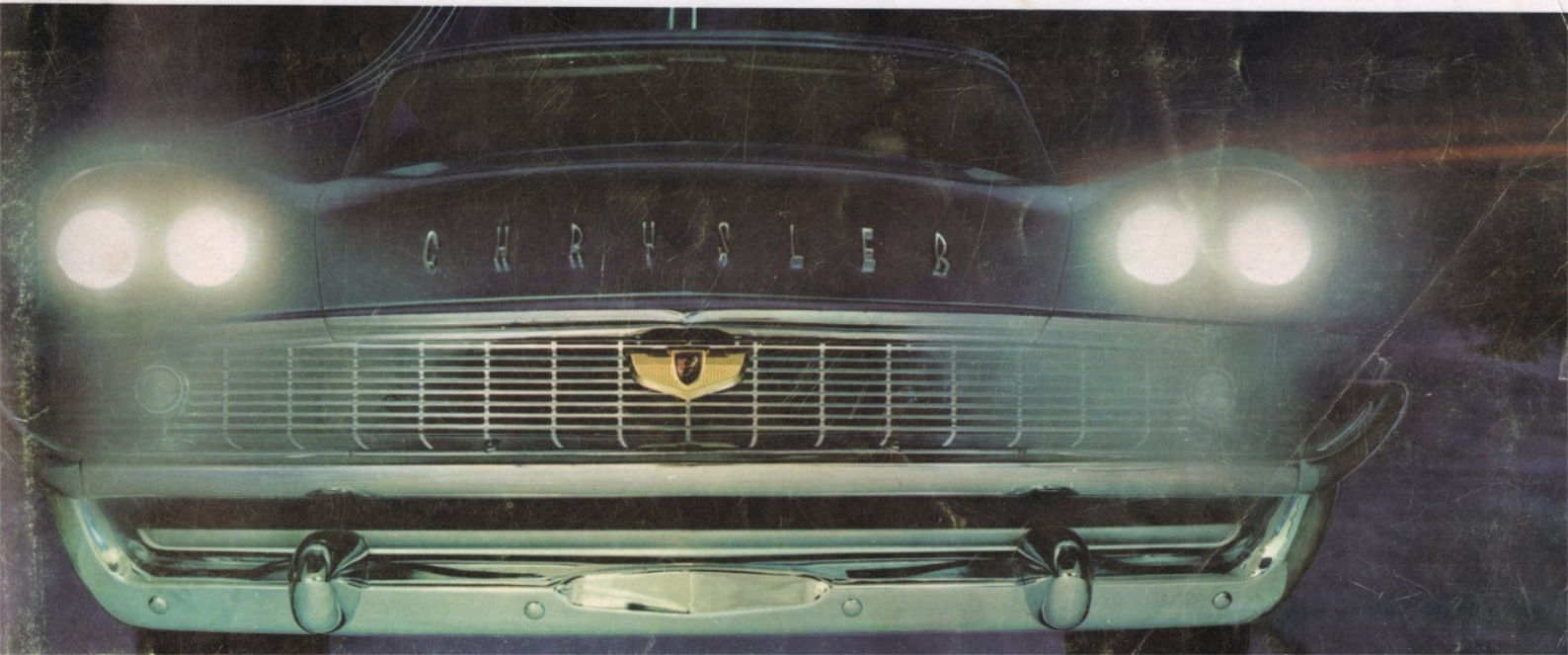


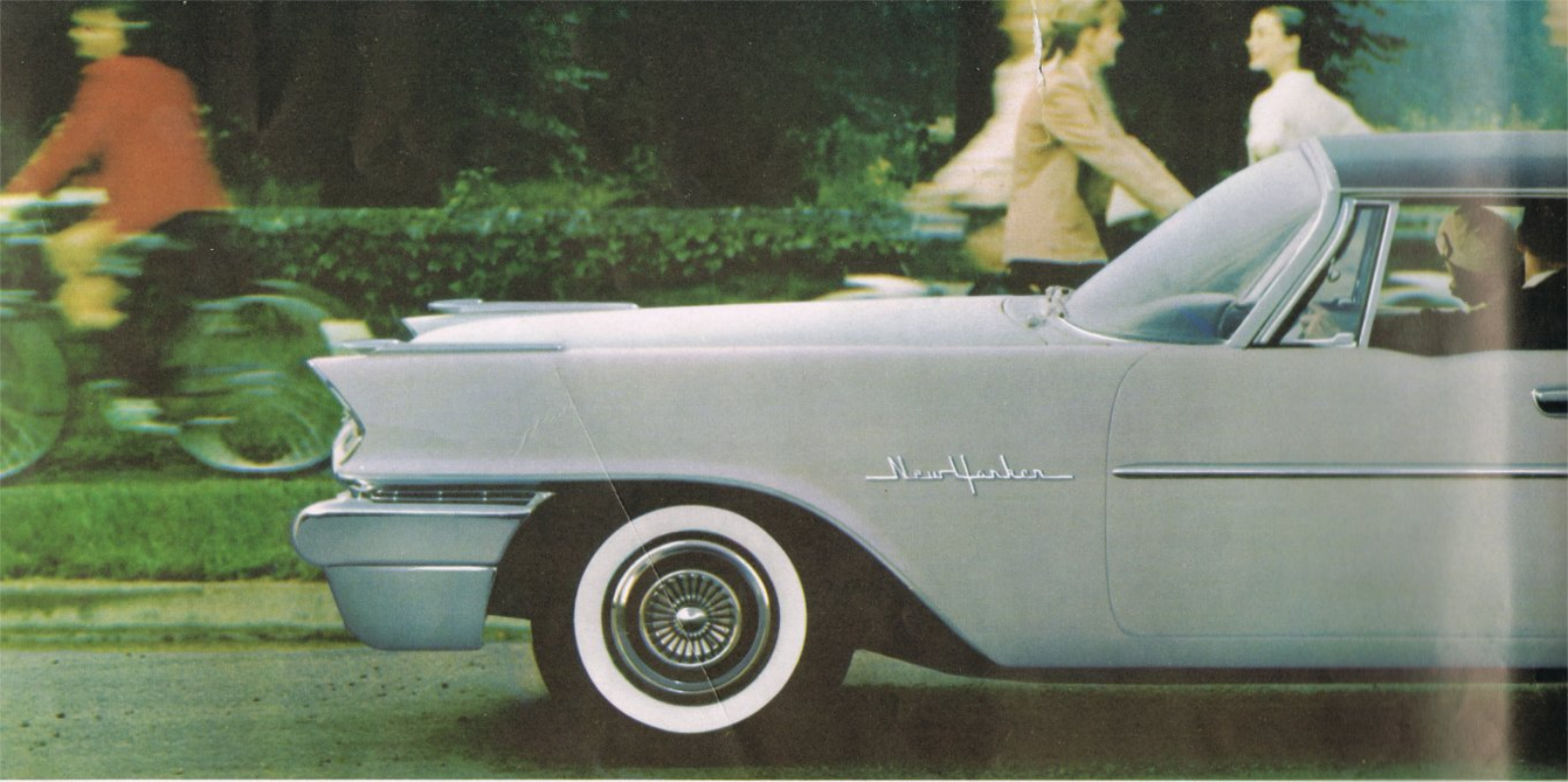
1958

CHRYSLER

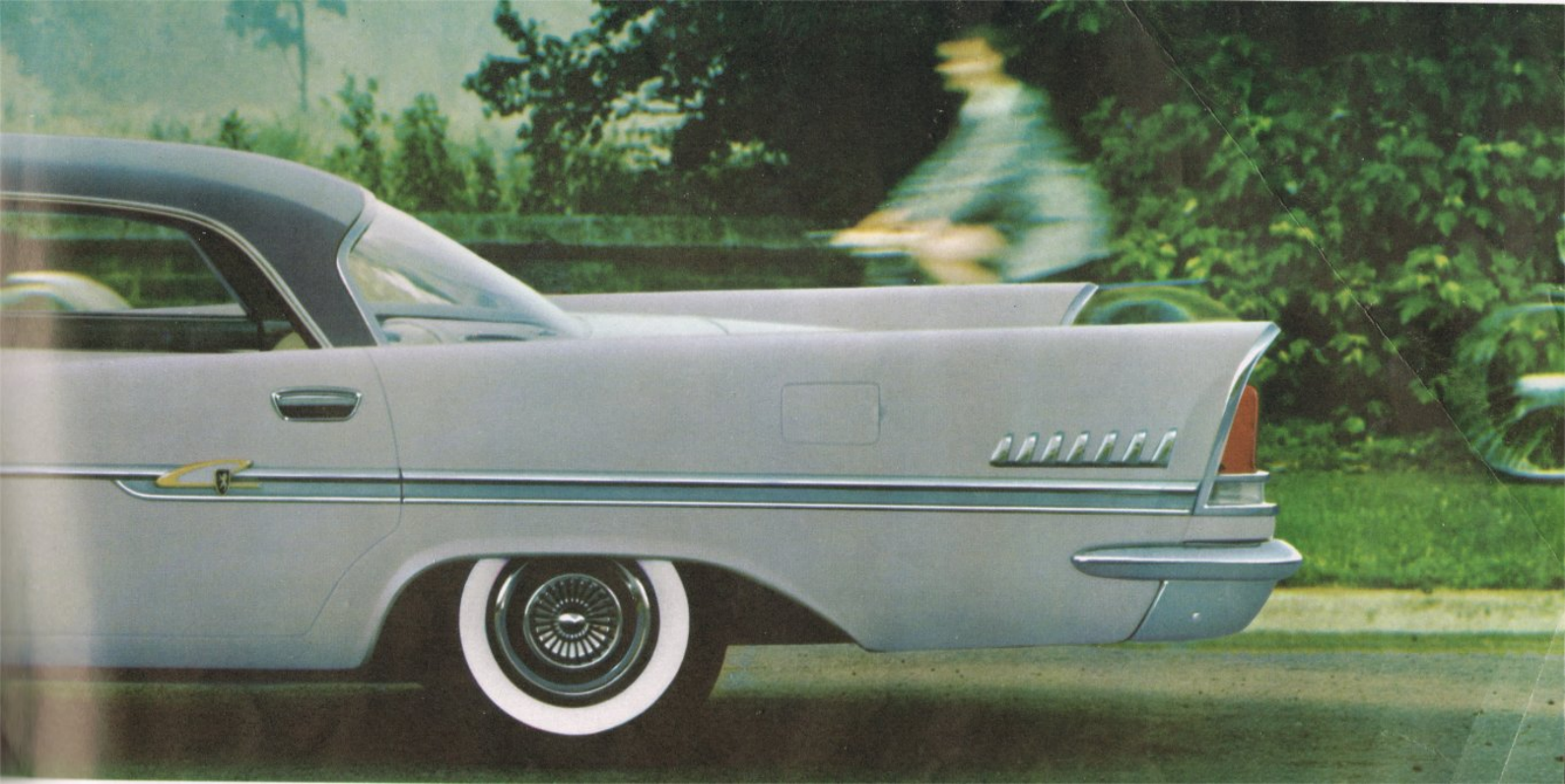
EARLE G. ANTHONY, INC
901 VAN NESS AVENUE
SAN FRANCISCO

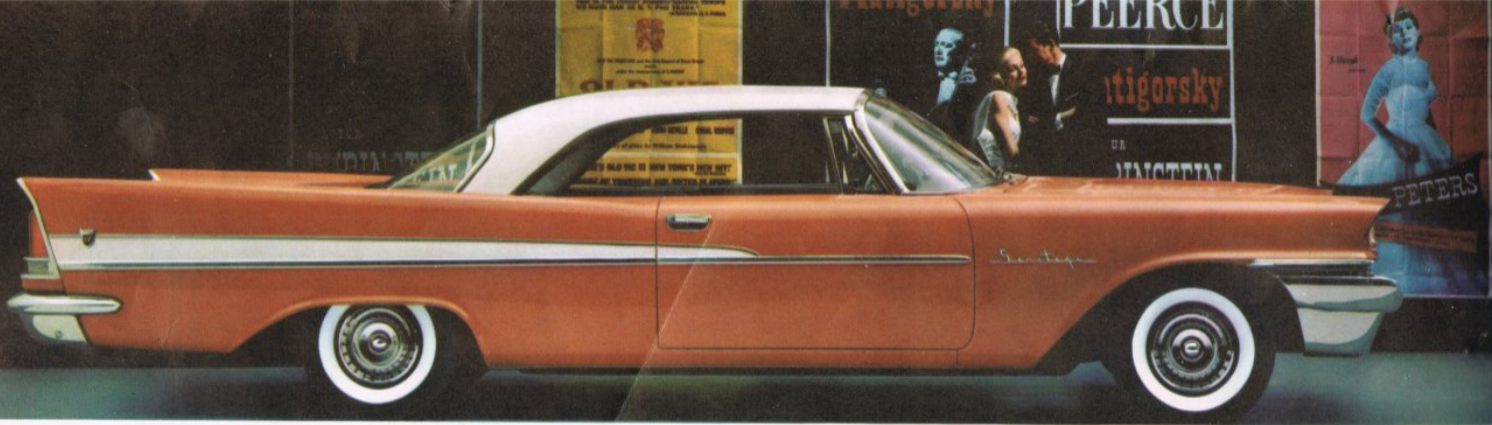
glamour car of the Forward Look





New Yorker





1958 CHRYSLER SARATOGA 2-DOOR HARDTOP, 2-TONE TAHITIAN CORAL AND ERMINE



1958 CHRYSLER WINDSOR 4-DOOR HARDTOP, 2-TONE SPRUCE AND ERMINE

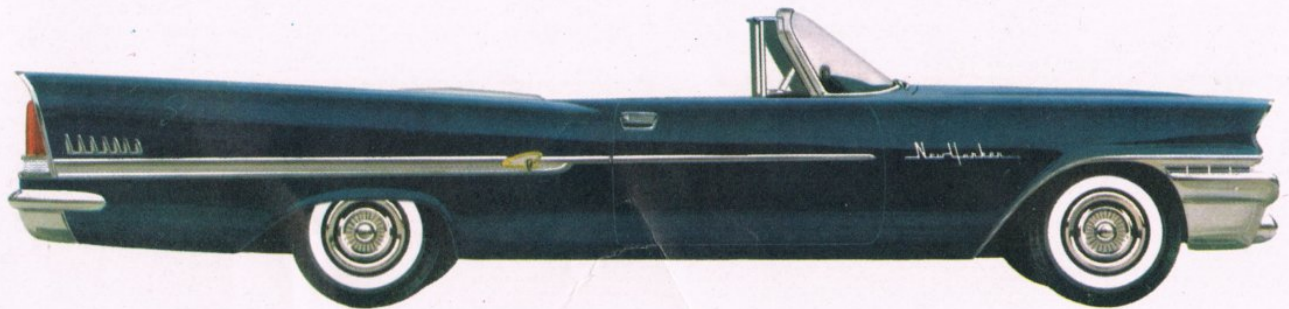
NEW YORKER



1958 CHRYSLER NEW YORKER 4-DOOR SEDAN, SOLID CYPRESS GREEN



1958 CHRYSLER NEW YORKER 2-DOOR HARDTOP, 2-TONE STARDUST BLUE AND ERMINE



1958 CHRYSLER NEW YORKER CONVERTIBLE, SOLID MIDNIGHT BLUE

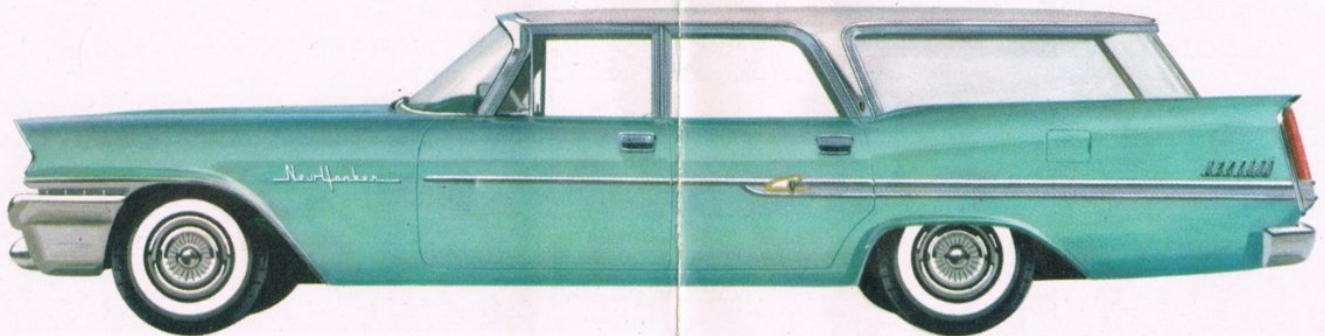
SARATOGA



1958 CHRYSLER SARATOGA 4-DOOR SEDAN, AZTEC TURQUOISE AND ERMINE



1958 CHRYSLER SARATOGA 4 DOOR HARDTOP, 2-TONE BAMBOO YELLOW AND ERMINE



1958 CHRYSLER NEW YORKER TOWN & COUNTRY WAGON, SPRING GREEN AND ERMINE

WINDSOR



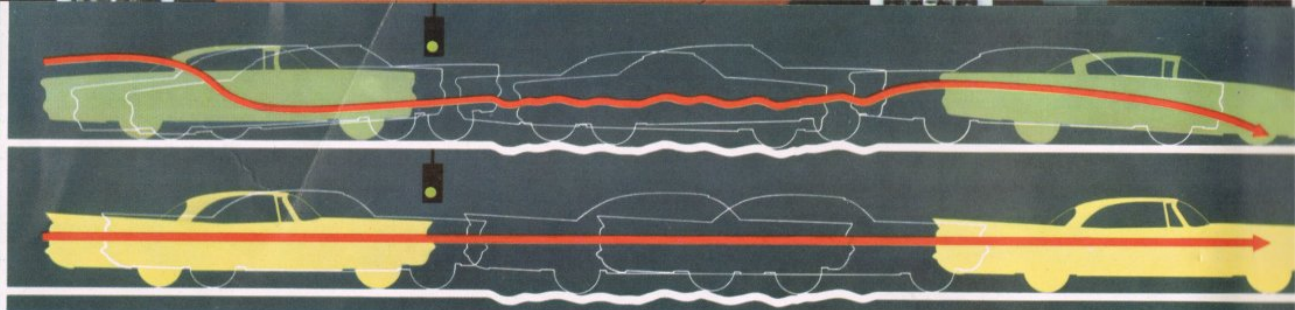
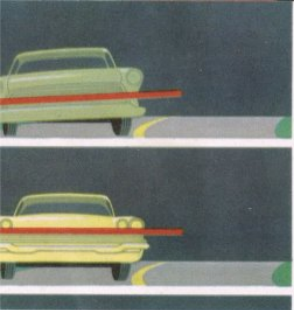
1958 CHRYSLER WINDSOR 4-DOOR SEDAN, SOLID AIR FORCE BLUE



1958 CHRYSLER WINDSOR 2-DOOR HARDTOP, 2-TONE MATADOR RED AND ERMINE



1958 CHRYSLER WINDSOR TOWN & COUNTRY WAGON, CHAMPAGNE GOLD AND ERMINE

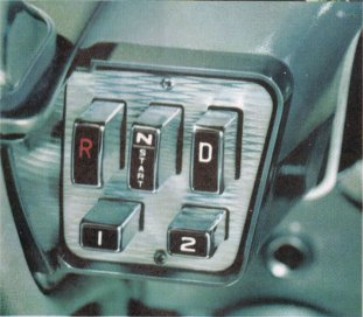


NO SWAY on turns in a 1958 Chrysler with Torsion-Aire Ride. Chrysler's torsion bars in combination with the outrigger rear springs prevent disturbing tipping action . . . you ride evenly, smoothly on even the sharpest turns.

NO REAR END DIP when you start in a 1958 Chrysler with Torsion-Aire Ride. Just touch the accelerator and off you go in perfectly level motion without any uncomfortable rear-end car "squat."

NO DIVE when you stop in a 1958 Chrysler with Torsion-Aire Ride . . . you come to a smooth, level stop without any annoying front end dip or rock thanks to Chrysler's road-cushioning torsion-bar design.

STANDARD EQUIPMENT TORSION-AIRE RIDE PROVED THEM SMOOTHEST OF THEM ALL!



'58 CHRYSLER PUSHBUTTON TORQUEFLITE TRANSMISSION

Just touch the button and off you go with one smooth, mighty flow of power—delivered by the simplest, most economical automatic transmission you can own! No more groping for awkward levers, the ideal location of the pushbutton controls, on the far left side of the instrument panel out of the reach of children, makes driving easier, safer!

ORDINARY BRAKES

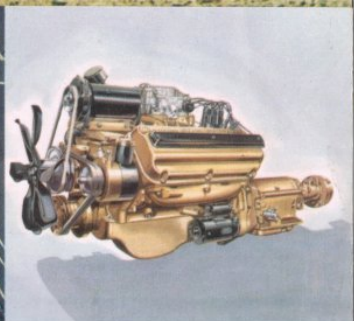
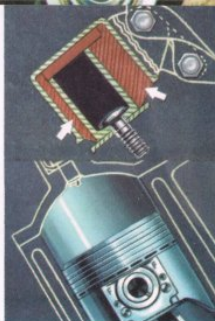


1958 CHRYSLER BRAKES



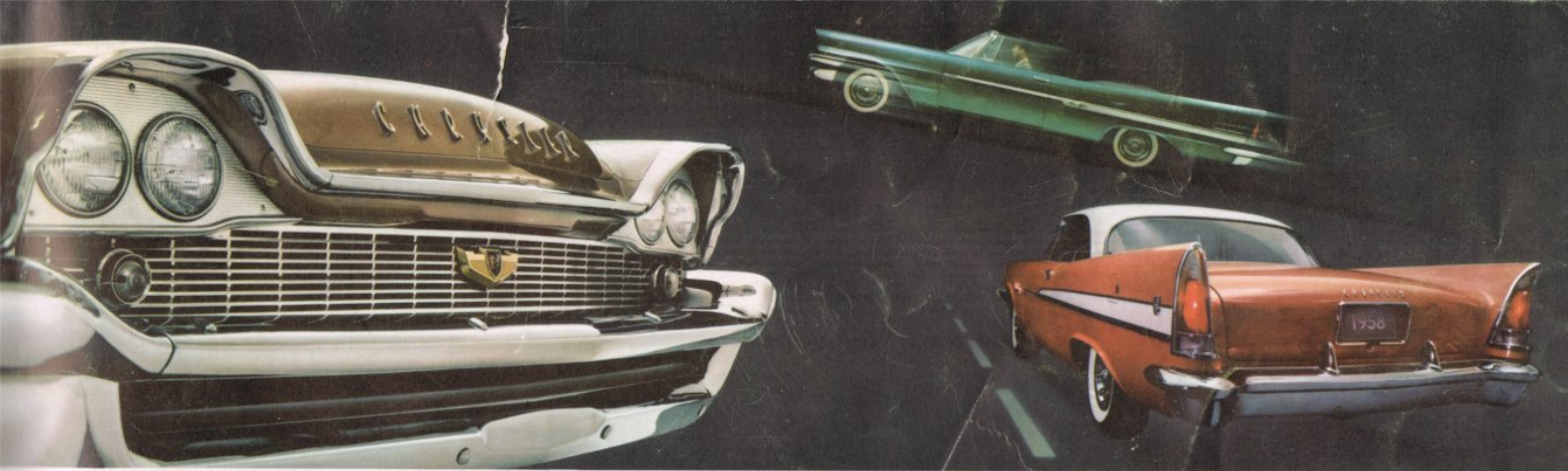
'58 CHRYSLER TOTAL-CONTACT BRAKES

When you apply Chrysler's Total-Contact brakes every inch of the Cyclebond brake lining comes in contact with the drum to give you extra stopping power and extra long brake life. Most other brakes have only partial contact and are easily subject to brake "fade". Drive the mighty 1958 Chrysler and feel the extra margin of safety you get with Total-Contact Brakes:



NEW CHRYSLER FIREPOWER AND SPITFIRE V8 ENGINES

Two of the industry's most efficient, economical engines! With the new 10 to 1 compression ratio, 392 cubic inch displacement New Yorker engine (354 cu. in. on Saratogas and Windsors) that delivers 345 maximum horsepower (310 hp. with Saratogas, 290 hp. with Windsors) you can be sure of the top-notch kind of performance you need for today's driving. Such features as hemispherical combustion chambers (shown lower left), full length water jackets, deep-skirted cylinder block and new vibration dampening, spool-type engine mounts (shown upper left) make these Firepower and Spitfire V8s America's most dependable engines.



INTRODUCING THE BOLD NEW LOOK OF SUCCESS



... 12 glamorous new models in 3 luxurious series

APR 1958

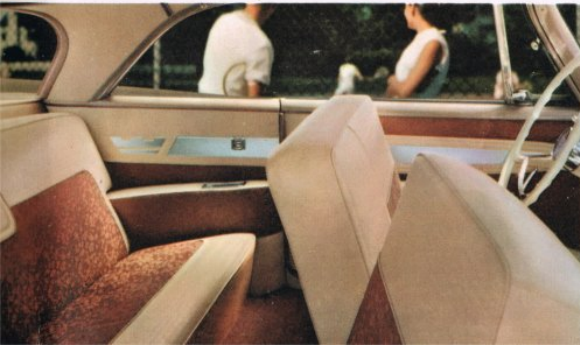
- NEW YORKER
- SARATOGA
- WINDSOR



Symbolic of the 1958 Chrysler New Yorker series is this two-tone beige "Fontainebleu" Jacquard and metallic vinyl interior. Five other modern color combinations are also available for hardtops.



The two-tone gray metallic "Chainmail" fabric combined with durable metallic vinyl you see here is one of the six exciting new Saratoga interiors for 1958.



Beige "Bahama" Jacquard and metallic vinyl combine to make the smartest interiors in the history of the Chrysler Windsor series. Five other smart new color combinations are yours in the 1958 Windsor.

Fresh from the most successful year in Chrysler history come the magnificent, mighty 1958 Chryslers with styling and engineering innovations to further widen Chrysler's lead over all other cars in its field. Look through this folder and discover the many outstanding advantages of the 1958 Chrysler New Yorkers, Saratogas and startling new Windsors, now in a lower-priced field... discover such things as new standard equipment Torsion-Aire Ride and dual headlights, Pushbutton TorqueFlite Drive, the new compound windshield on all hardtops and convertibles as well as the luxurious new interior color and fabric combinations. Then drive the Bold New Look of Success... the 1958 Chrysler. You'll find it surpasses Chrysler's great reputation for engineering and design leadership. Your Chrysler dealer will consider it a privilege to show you why!

1958 CHRYSLER MAJOR SPECIFICATIONS

ENGINE—Windsor and Saratoga—Spitfire V-8; Bore and Stroke 3.94 in. x 3.63 in.; Compression Ratio 10 to 1; Displacement 354 cu. in. Brake horsepower—Windsor 290 at 4600 r.p.m.; Saratoga 310 at 4600 r.p.m. New Yorker—Firepower V-8; Bore and Stroke 4.00 in. x 3.9 in.; Compression Ratio 10 to 1; Displacement 392 cu. in.; Brake horsepower 345 at 4600 r.p.m.

FUEL SYSTEM—Windsor—Dual Down-draft Carburetor. Saratoga—Four barrel Downdraft Carburetor. New Yorker—Four barrel Downdraft Carburetor. Tank capacity (all Models) 23 gal. (T & C Wagon 22 gal.).

TRANSMISSION—Windsor—Manual Shift, 3 Forward and 1 Reverse Speed (TorqueFlite at extra cost). Saratoga and New Yorker—Torque Flite fully automatic

transmission with Push Button Control on left side of instrument panel.

STEERING—Symmetrical Idler Arm Steering Linkage. Constant-Control Power Steering standard on Saratoga and New Yorker, extra on Windsor.

SUSPENSION—All Models—Chrysler's Torsion-Aire suspension system with 2 torsion bar springs; ball joint pivots; Oriflow Shock Absorbers; Sway Bar.

BRAKES—Chrysler's "Total-Contact" braking system, hydraulic, internal expanding with Cycle-bonded brake lining. Easi-lock independent parking brake. Power Brakes optional equipment.

ELECTRICAL SYSTEM—Windsor and Saratoga—Battery 12-volt, 66 plate, 60 amp-hr.; Generator 30 amp. New Yorker—Battery 12-volt, 78 plate, 70 amp-hr.; Generator 30 amp. All Models—Waterproof

Ignition; Neutral Push Button Starter Switch; Electric variable speed windshield wipers. Dual Headlamps standard on All Models.

WHEELS & TIRES—New Tubeless, Super-Soft Cushion low pressure Rayon tires. Size—Windsor (except T&C Wagon), 8.00 x 14 in., Windsor T&C Wagon and Saratoga 8.50 x 14 in.; New Yorker 9.00 x 14 in. White Sidewall Rayon tires available. Also available on all Models, Nylon Tubeless Super-Soft Cushion tires in both black and white sidewalls. Safety Rim Wheels. Stainless Steel Wheel Covers standard on Saratoga and New Yorker, available on Windsor.

WHEELBASE—Windsor, 122 in., Saratoga and New Yorker, 126 in.

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

TAKE A '58 CHRYSLER TORSION-AIRE RIDE . . . ENJOY THE AMAZING DIFFERENCE!

CHRYSLER DIVISION • DETROIT