



CHRYSLER

**NEW YORKER
SARATOGA
WINDSOR**

CHRYSLER

Saratoga

The fine styling, the classical beauty of the lines, gracefully flowing lines and assurance of the completely revised 1959 design of the 1959 Chrysler are fully evident in the front view of the Saratoga 4-Door Hardtop shown below.

The new rear end design introduces the same beautiful combination of balance and spaciousness that characterizes the new front end and adds additional styling.

The Saratoga, priced between the New Yorker and the Windsor, has the new 261 cubic inch Golden Lion V-8 engine, with 4-wheel disc brakes, Power Steering, Power Brakes, and many other features. Chrysler engineering features which make it the finest car in its class.



The Saratoga line includes the 4-Door Sedan, the 4-Door Hardtop and the new 2-Door Hardtop illustrated above.

Saratoga 4-Door Hardtop

We would like to suggest that you see your Chrysler Dealer and get the complete story about Chrysler engineering. Ask him about the new Golden Lion V-8 Engine, the exclusive Torqueflite Shift, with the new rear air suspension, the new 2-Door Torqueflite Transmission,

the Column-Control Power Steering, the new heating and air conditioning system, with push-button controls. There are other features you will want to know about: the Torque-Flite Brakes, with independent Parking Brakes for safety, Safer braking system on dry or icy roads,

the Safety-Rim Wheels, the Sure-Grip Differential, the exceptional new Sporty-type Sealed Front Seats, Power Brakes and Power Locks, wipers and Window Lifts, the best window eye flares and lovely accessories, and the exclusive Chrysler Auto-Flite.

No other car in the fine car field has so much, or more outstanding features to offer you. And no other car can give you finer performance, greater comfort and utility, greater satisfaction, pleasure, and pride of ownership than the beautiful 1959 Chrysler.

2 great, new Golden Lion Engines!



THE GOLDEN LION V-8

Chrysler announces the new Golden Lion Engines, which combine advanced design with many of the famous engineering features that have made Chrysler engines so universally outstanding.

The new Golden Lion engines have larger displacements, which result in greater power and improved performance, with larger accelerations, which means greater safety when passing. The advanced design gives more torque—more power per stroke, greater efficiency, appreciable increased fuel economy, and greater smoothness and quietness.

They are the best engines we have ever designed—and when you drive the 1959 Chrysler, you will appreciate that Chrysler is, undoubtedly, the Finest Driving Car in the World.

SPECIFICATIONS

ENGINE—Golden Lion V-8, 800 cubic inch OHV. Bore and stroke: Windsor and Saratoga—4.81 x 4.75, 161 cubic inch displacement. New York—4.81 x 4.75, 167 cubic inch displacement. Standard compression ratio: 10.8 to 1, optional, 12.0 to 1. New valves with dual type steel front engine mounting. High intensity combustion. Hydraulic valve tappets. Replaceable piston rings in skirt. Dual Exhaust. New York, Saratoga and Windsor Corvairs.

FUEL SYSTEM—Dual carburetor carburetor on Windsor, Corvair and Saratoga. Carburetor on New York and Saratoga. Automatic choke temperature—based on actual intake air. Dual-carburetor fuel pump. Fuel flow is up and out at carburetor. Fuel capacity—15 gallons, T & F Model, 12 gallons.

ELECTRICAL—Battery 12 volt, 38 ampere. Generator 31 ampere. Powering spark plug. Waterpump optional. Automatic voltage and current control. Lighting circuit protected by circuit breakers. Dual headlights, electrical windshield wiper and directional signals, standard. Ignition for dual lights.

CLIMATE—Thermostat by-pass temperature control. Pre-warming before cranking. Battery capacity: Windsor and Saratoga 18 quarts, New York 17 quarts. All car parts in finest equipped models.

LUBRICATION—Full pressure oil system, constant oil and dual shaft bearings. Replaceable thrust-type oil filter, standard. Wood screw-head oil drain plugs.

TRANSMISSION—Standard. Torqueflite 3-speed automatic, standard in New York, Saratoga and Windsor. Overdrive Differential available in special equipment.

CHASSIS—Double-welded, unibody. Full height front-end, single shock axle, 1 crossmember. Axle with shock in Corvairs.

STEERING—Power-Assist Vespene, ball joint steering. Safety valve. Oil flow check, shims, adjuster for front wheel drive (1959) and coil springs rear end (side of frame). Torqueflite 1.88 ratio steering. Locking-Corvair. Full-time Power Steering, standard on New York and Saratoga, optional on Windsor. Rear-Axle lock (not available in special equipment).

BRAKES—Hydraulic. Dual wheel brakes. Parking on heavy-duty brake shoes. Cycloform master cylinder. 11 inch discs on Windsor, 12 inch on Windsor T & F, Saratoga and New York. Independent trailing shoes. Power brakes standard on Saratoga and New York, optional on Windsor.

WHEELS AND TIRES—Safety Rim Wheels—18 inch, 100 new Windsor, 100 x 14, Windsor T & F and Saratoga 100 x 14, New York, 100 x 14. Black sidewall, Run-flat, Torqueflite Tires are standard except New York and Windsor 100 x 14. T & F wheel for white sidewall, Nylon 1000, Corvair are standard. Super-Soft sidewall Run-flat tires, with built-in air, Nylon 1000, Nylon 1000, Nylon 1000, Nylon 1000.

DISPLACEMENT—Windsor: Windsor 162, Saratoga and New York—167. Overall length: Windsor—115.0", Saratoga—200.0", New York—200.0". Width: Windsor—74.5", Saratoga—74.5", New York—74.5". Torqueflite and Saratoga—10.5" (bore), 10.5" (stroke), New York—10.5" (bore), 10.5" (stroke).

Car Model and Model Code (code of model and model code) at dealer's discretion.

All specifications, standard equipment, and other information are subject to change without notice and without responsibility to Chrysler Corporation, Chrysler Financial Products Corporation.

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CHRYSLER WESTERN HEMISPHERE CORPORATION • PANAMA, P.R.