



POWER ELITE

AUTOMATIC TRANSMISSION
(No-clutch)

PLYMOUTH
"Belvedere"

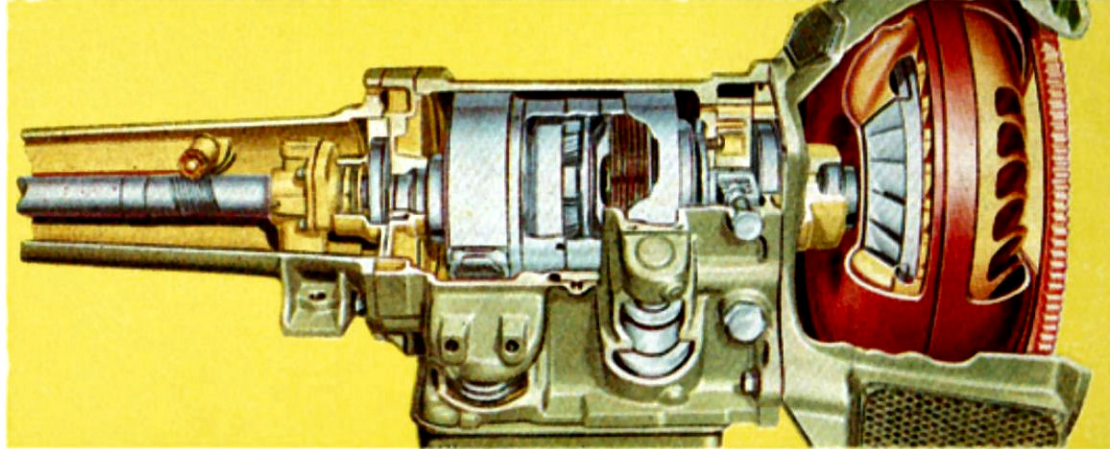
SENSATIONAL TAKE-OFF

No clutch pushing, no hand shifting, no lag in starting. With PowerFlite you go automatically, the instant you put your foot down on the accelerator.



MAGNIFICENT CRUISING

A smooth, unfailing flow of power is always there. PowerFlite smoothly and quietly turns engine power into driving power at all speeds, under all conditions.



TERRIFIC CLIMBING

No speed is lost on normal hills. PowerFlite readily makes extra power available—automatically on unusually stiff grades, the low range gears will just "sail" you up.



EASY PARKING

With PowerFlite's remarkable response and control, you can edge back and forth without strain or effort.

SURE-FOOTED ON SLIPPERY ROADS

You don't get that sudden starting lurch of the wheels with PowerFlite. The fluid in the torque converter cushions the start and the wheels are not so quick to spin.



SAFE STARTING UPHILL

You hold the left foot on the brake with the right foot lightly on the accelerator. Then simply take your left foot off the brake and shoot uphill without backslide.



THE SECRET OF THE AMAZING PERFORMANCE OF

PowerFlite

**THE SENSATIONAL
AUTOMATIC TRANSMISSION
THAT TURNS MAXIMUM
ENGINE POWER INTO
MAXIMUM "GO" POWER**

DRIVING WITH POWERFLITE

The selector gear on the steering column has four positions: L (low), D (drive), N (neutral), R (reverse). There is no clutch pedal. As there is a selector gate you can move the selector lever by "feel" without having to watch the indicator.

NORMAL FORWARD DRIVING

The engine is started with the selector lever in N (neutral) position. You then move the lever to D (drive) and press the accelerator. That's all there is to forward driving. Press the accelerator to go, touch the brake to stop. It's not necessary to remove the selector lever from D (drive) when idling. However, if there is a tendency for the car to "creep" just lightly apply the footbrake.

USING REVERSE

Again, it's just a case of moving the selector lever to R. If your car is stuck in mud, it can be safely "rocked" backwards and forwards by moving the lever to R and L and there is no possibility of clashing gears.

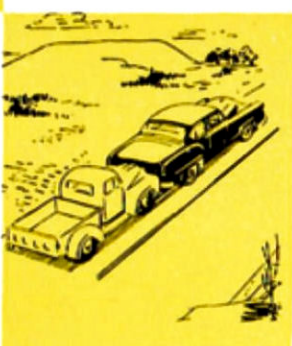
USING LOW

When position L (low) is selected the transmission will not automatically upshift. This gear is used when you want engine braking on steep grades or for rocking the car out of mud.



STARTING POSSIBLE WITH DEAD BATTERY

If ever you need a push to get started you get up to about 25 m.p.h. with indicator at N—then shift to L to turn-over the engine. No trouble—no gear clashing.



SPEEDY PASSING

There's instantaneous response when you put your foot down hard on the accelerator. When you have to shoot ahead—you go like lightning.



GOOD BRAKING ON DOWN GRADES

Going downhill, the braking force of the idling engine is not cut off by PowerFlite. You select low gear (L), the car stays in this gear and all the engine's braking security is yours.



TOUCH THE ACCELERATOR TO "GO"

TOUCH THE BRAKE TO STOP

Driving is as simple as that.



With the introduction of the remarkable PowerFlite automatic transmission Chrysler engineers have again made automotive history. It is the most automatic of all no-shift drives, it is the most powerful on accelerating, the simplest in design, the easiest to service. Power is supplied by the engine, it is multiplied by fluid in a torque converter, multiplied again through a fully automatic two speed planetary gear transmission.

You are way ahead **AUTOMATICALLY** with

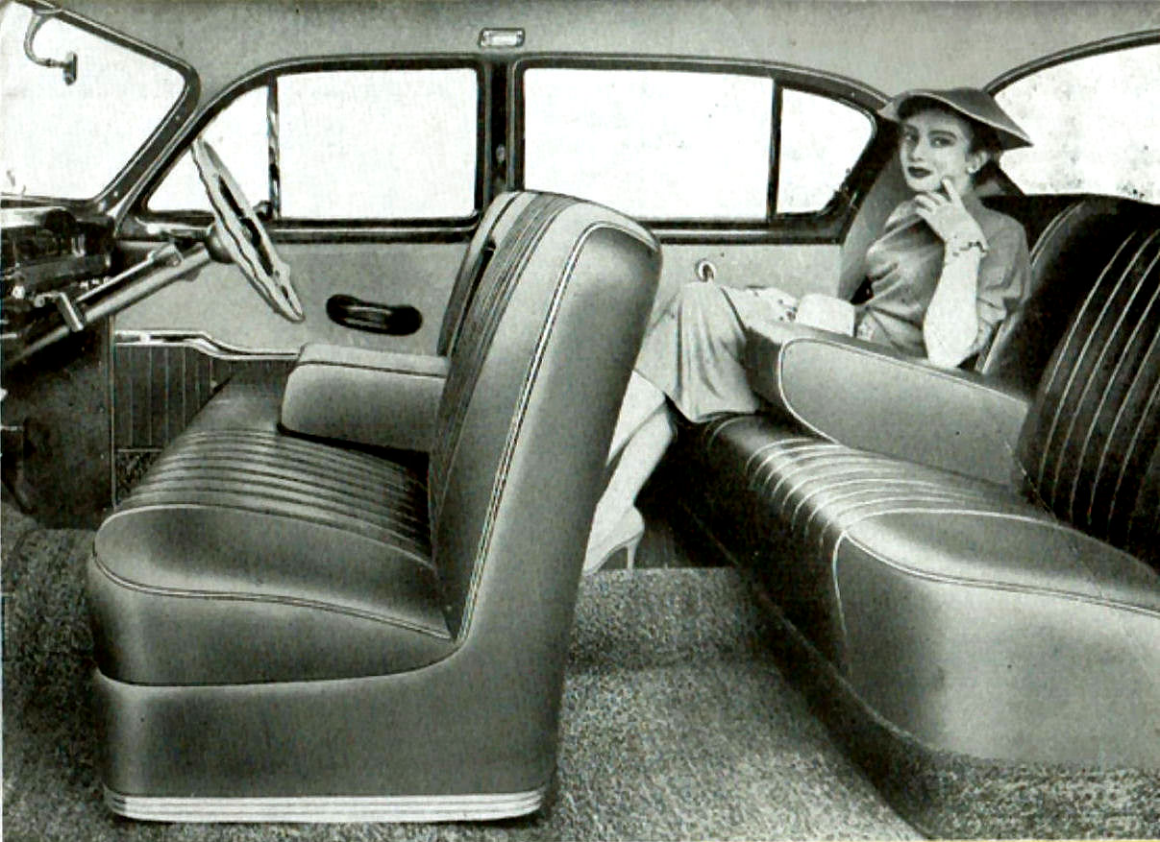
PLYMOUTH

Belvedere



A steering wheel you don't have to "wrestle"—brakes that never "jam" on—an engine you need never nurse . . . "Safety-Rim" wheels that give sure protection in case of a "blow-out" . . . vision that's wide and clear all round for driver and passengers alike . . . gears that shift themselves **automatic-ally** . . . These are the exciting things that await you in "Belvedere," the great addition to the range of Plymouth passenger cars.

Driving a Plymouth Belvedere with its Powerlite automatic transmission is a thrill you must not miss. You can set the drive selector lever and for the rest of your trip need never use your hand or foot for gearshifting. All in all, Plymouth Belvedere brings you driving that is simpler, more pleasant, more fun than anything you've ever known. Try it yourself some day . . . and soon.



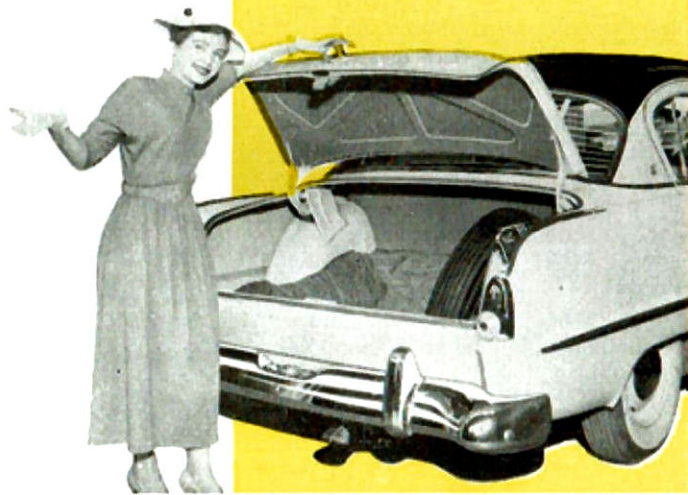
A picture of restful comfort

Smartly designed, skilfully tailored and finished with infinite care and unmistakably good taste is the interior of the Plymouth "Belvedere."

The high, wide doors let you "walk" in and out. Broad, chair-high seats let you sit up comfortably, naturally. Huge window expanse gives a panoramic view on all sides. Upholstery is high grade leather, front and rear seats have a centre armrest that folds out of the way. There are armrests on every door. A thick, soft, foam rubber cushion pad over the finest upholstery springs make all seats "sofa soft." Yes, everything is there for your restful smooth riding comfort.

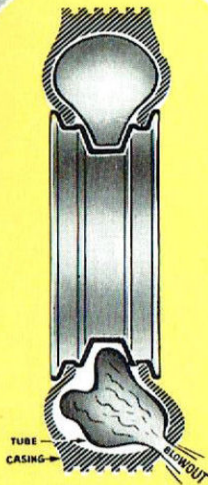
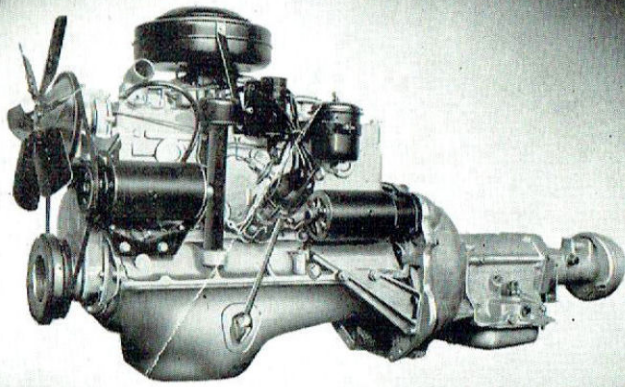
SMARTNESS EVERYWHERE YOU LOOK

Coming or going, there's style in every line of Plymouth "Belvedere." Plenty of practical things too. For instance, there's oceans of luggage space under that sleek, rear deck lid which opens with finger tip touch and stays open in any set position. Luggage compartment is lit up to make packing and unpacking much easier at night.



BRILLIANT POWER PRODUCTION

Engine is a high torque "six," taxable h.p. 28.3, developing a maximum 112 b.h.p. It is designed for a high degree of flexibility, delivers swift, silent power at relatively low engine speeds and maintains its high level of performance. This brilliant production of power is in keeping with the perfect transmission of power.



SAFEST CAR YOU'VE EVER DRIVEN

With Plymouth, you know you can stop quickly, smoothly. Plymouth's Safe-Guard hydraulic brakes are unique in design in that there are two cylinders, two shoes and two anchors at each front wheel. This design takes advantage of the fact that, when the car is being stopped, the front wheels are pressed harder against the ground due to the forward shift of the weight.

For your peace of mind against the danger of a blowout, Plymouth has Safety-Rim Wheels. This Chrysler developed feature holds a blown-out tyre straight on the rim—keeping it from twisting and causing loss of control.

A BEAUTIFUL CAR TO DRIVE ... AND TO RIDE IN TOO! ...

- (1) With a low centre of gravity, wide frame, wide rear springs angle mounted to resist roll, Plymouth is a beautifully balanced car on the road.
- (2) Oriflow shock absorbers automatically adjust their action according to the road shock. They gently restrain slow movements, offer greater resistance to rapid movements.
- (3) Rear springs are synchronised to react a split second faster than the front ones, so they catch up with the rebound of the front springs and keep the ride level.
- (4) Hotchkiss drive lets the rear springs absorb the shocks of sudden starts and stops.
- (5) A sway eliminator bar helps keep the car from leaning on curves. Coil springs allow each of the front wheels to independently "step over" bumps.



PLYMOUTH

Belvedere

AXLE, FRONT:

Independently sprung front wheels. Suspension by Silico manganese steel coil springs and wishbone linkage. Reversed Elliott steering knuckle support. Static height of springs, 11 in. Inside diam., 4 in. Sway eliminator mounted on frame and connected to lower control arms.

AXLE, REAR:

Type: Semi-floating hypoid. Amola steel axle shafts. Two-pinion differential with nickel molybdenum hypoid gears. One piece forged housing for uniform strength. Fully adjustable tapered roller bearings throughout. Hotchkiss final drive. Lubricant capacity, 2 $\frac{3}{4}$ imperial pints. Ratio, 3.9 to 1.

BRAKES:

Safeguard four wheel hydraulic self-equalising internal expanding brakes, utilising an individual cylinder for each shoe in front wheel brakes. Drum diameter, 10 in. Lining contact area, 158 sq. in. Handbrake operated by Tee handle, turn release, internal expanding type. Brake location, rear of transmission. Frictional area, 24 sq. in.

CAPACITIES:

Cooling system, 12 quarts, Crankcase 8 pints, Differential 2 $\frac{3}{4}$ pints, Fuel Tank, 12.5 imp. galls. PowerFlite transmission unit, 7 $\frac{3}{4}$ quarts.

COOLING SYSTEM:

Centrifugal water pump providing uniform directional circulation with thermostat control. Full length water jackets. Water distributing tube cools all valve seats with direct water flow. Six blade 17 in. fan.

CRANKSHAFT:

High duty precision drop forged steel. Statically and dynamically balanced. 4 steel-backed, micro-babbitt main bearings. 9 counterweights.

CAMSHAFT:

Cast iron. Distributor and oil pump driven from integral gear. Silent chain driven.

CONNECTING RODS:

Manganese steel drop forged I-beam section.

ENGINE:

6 cylinders in line, L head, bore 37/16", stroke 4 $\frac{1}{2}$ ". Displacement 250.6 cub. in. Taxable horsepower 28.3. Compression ratio 6.6:1. Max. B.H.P. 112 at 3,600 revs. Max. torque 198 ft. lbs. at 1,400 r.p.m. Cyl. head cast iron. Piston rings, compression 2, oil 2. Valves: Poppet type with superhard heat resistant alloy steel exhaust valve seat insert.

ELECTRICAL SYSTEM:

12 volt ignition. Battery, 12 volt 9 plate 70 ampere hour. Fully automatic vacuum and centrifugal controlled distributor. Air cooled shunt wound 22 amp. generator with full voltage and current control. Positive starter, ignition key operated. Pillar lights on top of each centre pillar with switch on right centre pillar and courtesy switches for all four doors.

FUEL SYSTEM:

Plain tube down draught carburettor with idle control and adjustable accelerating pump. Automatic manifold heat control. Heavy duty oil bath cleaner. Automatic integral choke. Mechanical diaphragm type fuel pump driven off eccentric on camshaft. Electric magnetic fuel gauge on instrument panel. 12.5 imperial gallon fuel tank with self-cleaning sintered bronze fuel filter. Mechanical dash pot incorporated on carburettor to prevent engine stalling when throttle is suddenly released.

FRAME:

Super rigid, double channel box section side rails, drop centre type chassis frame braced with 4 cross members. Side member depth, 5 $\frac{1}{2}$ in., outside width 4 $\frac{1}{2}$ in., thickness 3/32 in.

INSTRUMENTS:

Ammeter, oil gauge, fuel gauge, temperature gauge, speedometer, headlamp high beam indicator incorporated in speedometer.

LUBRICATING SYSTEM:

Type, full pressure system. Pressure to main bearings, lower connecting rod bearings, piston pin bearings and camshaft bearings. Oil pump—Rotor type—gear driven from camshaft. Floating type screened oil intake. Sealed oil filter. Capacity of oil reservoir, 4 imperial quarts. Filtered crankcase ventilation.

PROPELLER SHAFT:

2 $\frac{3}{4}$ " diameter tubular propeller shaft, statically and dynamically balanced to reduce vibration. Cross and trunnion type universal joints with straight roller bearings.

SHOCK ABSORBERS:

Direct double acting hydraulic telescopic "Oriflow" type front and rear. Rear in "Sea-leg" position for greater stability.

SPRINGS, FRONT:

Standard ride. Silico manganese steel independent coil springs, wishbone type action. Inside diameter, 4 in., static height of coil 11 in. Sway eliminator mounted on frame and connected to lower control arm. Heavy duty springs available as optional equipment.

SPRINGS, REAR:

Non-parallel—longitudinal leaf type. Semi-elliptic; length 53 $\frac{3}{8}$ in., width 2 in. No. of leaves, 6. Standard ride. 7 leaves heavy duty available as optional equipment. Moulded Polyethylene interliners fitted between leaves 1, 2, 3 and 4.

STEERING:

Type: Direct double tie rod, rubber cushioned shockless worm and roller. Adjustable tapered roller thrust bearings. Steering gear ratio, 18.2 to 1. Wheel diameter 17 $\frac{1}{2}$ " full circle horn ring and remote control gear shift. Turning circle, 38 ft.

TRANSMISSION

Fully automatic, Chrysler engineered "POWERFLITE" type. Torque converter coupled to 2 speed epicyclic transmission. Torque converter, No. of elements: 3. Stall torque ratio: 2.6 to 1. Type of cooling: air circulated through torque housing by impeller blades mounted on the periphery of torque converter case. Control of transmission: lever on steering column to select either reverse, low, neutral or drive setting of transmission. Automatic shift between low and high. Up and down shift dependent on throttle setting with lever in DRIVE. Gear ratios: Reverse 2.39 to 1; drive range: low, 1.72 to 1; direct, 1.00 to 1; low, 1.72 to 1. Final drive mechanical ratios: reverse 9.33 to 1. Drive range: Low, 6.7 to 1; direct, 3.9 to 1. Lubrication: No. of pumps, 2. Oil capacity, 7 $\frac{3}{4}$ imperial quarts.

TYRES:

No. supplied, 5. Standard equipment, 6.70 x 15 4 ply. Optional equipment, 6.70 x 15 6 ply; 6.50 x 16 4 ply (with 16 in. wheels); 6.50 x 16 6 ply (with 16" wheels). Spare wheel and tyre mounted in inclined vertical position on right hand side of luggage compartment. White sidewall tyres also available as optional equipment.

WHEELS:

Type, steel disc demountable. Rim type; drop centre safety rim; size, 15 x 4.50K Standard; 16 x 4.50 Optional Equipment.

PLYMOUTH PRODUCT OF CHRYSLER AUSTRALIA LTD. - - - ADELAIDE, SOUTH AUSTRALIA