



*The* **FRAZER** *for* **1949**

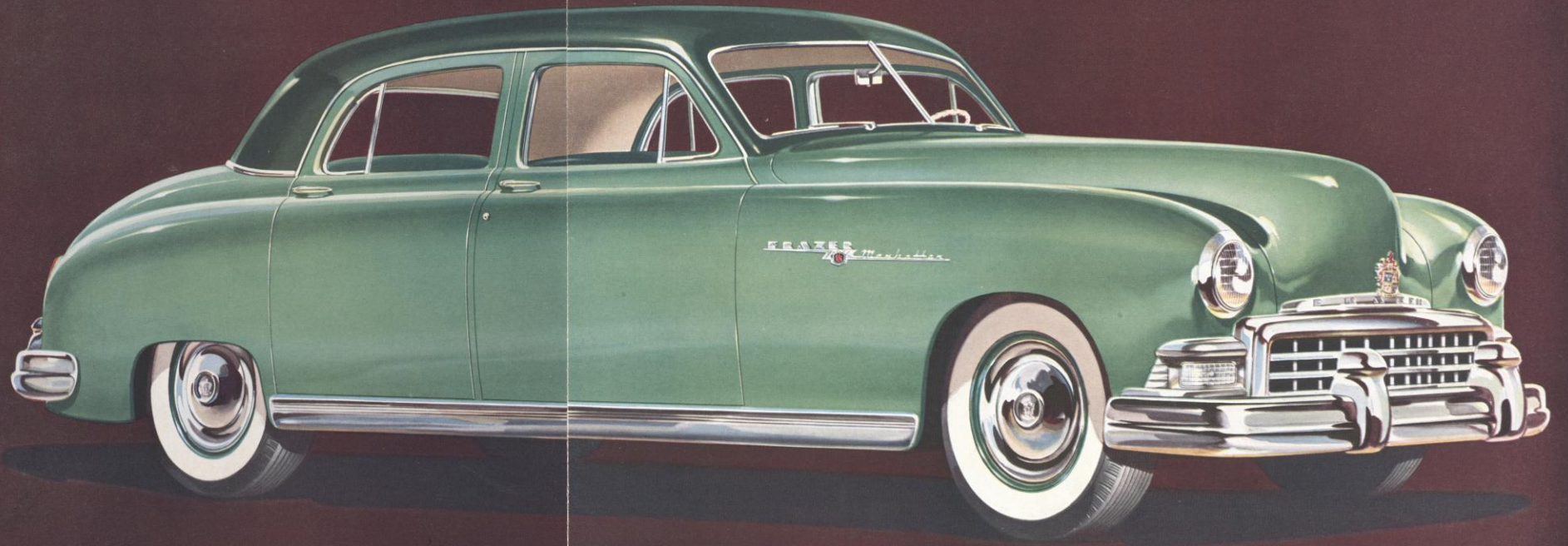
## THE FRAZER MANHATTAN

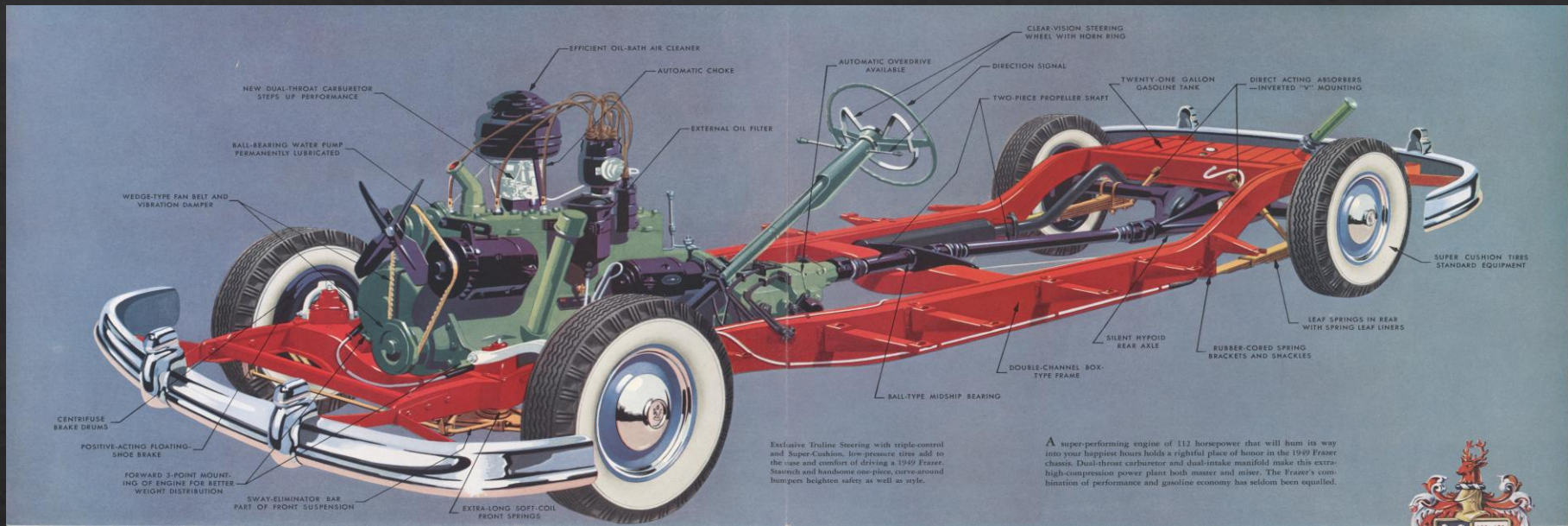
There are always a few who want the very finest—and for them the Frazer designers have created the superb new Frazer *Manhattan* for 1949.

It is the last word in luxury—all the way to the smallest detail. Its beauty has won it first honors in international competitions—and 1949 finds that beauty even richer.

Only in the Frazer *Manhattan* can you have the joy of selecting exactly the colors and the fabrics to match your personality from so wide a range. Only in your own home can you duplicate the variety of choice, inside and out, available in the 1949 Frazer *Manhattan*.

In beauty of style, in advanced engineering, there has never been anything like the 1949 Frazer *Manhattan*.





Exclusive Trullies Steering with triple-control and Super-Cushion, low-pressure tires add to the ease and comfort of driving a 1949 Frazer. Sturdy and handsome one-piece, curve-around bumpers heighten safety as well as style.

A super-performing engine of 112 horsepower that will hum its way into your happiest hours holds a rightful place of honor in the 1949 Frazer chassis. Dual-throat carburetor and dual-intake manifold make this extra-high-compression power plant both master and miser. The Frazer's combination of performance and gasoline economy has seldom been equalled.



You may select from some twenty lovely interiors when you choose a Frazer Manhattan. The fabrics are the finest materials produced by famous mills and looms. They are color styled with exterior finishes to offer you any one of nearly forty different color combinations to express your own personality and taste.

## THE FRAZER ... AND THE FRAZER MANHATTAN ... FOR 1949

More than 100 new features and refinements are to be found in the 1949 Frazer and Frazer Manhattan. Added for safety and beauty are the wrap-around bumpers. These blend impressively with the restyled front grille and the extra-large, plastic tail-lights and chrome details of the rear deck. *Beauty with a purpose!*

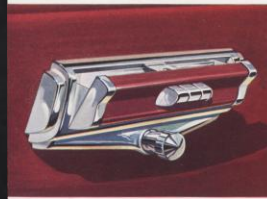
When driving, special attention should be paid to ease of shifting and steering and to sprint-like acceleration that melts into lullaby smoothness when the cruising gear takes over at highway speeds. Always a *second* sprint left when you need it! ... even

at higher speeds! Whether you drive or ride you will notice the road bumps are gone, partially the result of longer coil springs and Super-Cushion tires, but also because the Frazer ride was so nearly perfect in the first place.

For individuality and originality—represented in new colors and fabrics—the 1949 Frazer and Frazer Manhattan brilliantly and excitingly await your personal and close inspection ... with as wide, attractive and interesting a selection as the eye can hope to see!



Wherever you go, you'll find a Kaiser-Frazer dealer to serve you. For today there are more than 4,000 K-F dealers, the fourth largest dealer-service organization in the world to offer you factory-trained mechanics and genuine factory parts.



The large, easy-to-open ash receiver for rear-seat passengers is typical of the special attention paid to small details of appointment and comfort.



With Frazer's trim, pull-type handles, wide doors close smoothly and securely, open effortlessly ... slim, modern design accents Frazer's long lines.



Push-button door opening—gentle but positive—combines with slide-knob locks, out of reach of tiny fingers, to make rear-seat riding extra safe.



Go farther... and take more with you... in a 1949 Frazer! Over 27 cubic feet of luggage space—half again as much as in most cars!



For your driving comfort—everything easy to see, easy to reach. And the kind of modern, smart appearance you keep on liking as long as you look at it. The impressive-looking speedometer sets the styling keynote.

## SPECIFICATIONS

**ENGINE**—L-head, six cylinders. Bore 3 3/4 inches, stroke 4 3/4 inches; displacement, 226.2 cubic inches; taxable horsepower 26.3; brake horsepower 112 @ 3600 R.P.M. Compression ratio, 7.3 to 1. Aluminum alloy, split-skirt, steel-strut, tin-plated pistons fitted with 2 compression and 2 slotted oil control rings. Removable, precision-type main and connecting rod bearings. Full pressure lubrication to main, connecting rod, and camshaft bearings. Positive lubrication to timing chain, and valve tappets. Rubber, three-point engine mountings. Vibration damper. External oil filter.

**FUEL SYSTEM**—Downdraft, dual-throat, 1 1/4-inch carburetor; dual-intake manifold; automatic choke; automatic manifold heat control; heavy-duty, oil-bath air cleaner; mechanical and vacuum fuel pump with strainer attached; auxiliary vacuum windshield wiper pump; electric gasoline gauge; 21-gallon gasoline tank.

**COOLING SYSTEM**—Thermostatic temperature control; sealed cooling system; pressure-sealed filler cap; cellular-type radiator core—side mounted; system capacity 13 1/2 quarts plus 1 1/4 quarts with heater; 4-blade fan; cylinders completely surrounded by water; full length water jackets; ball-bearing permanently sealed and lubricated water pump.

**CLUTCH**—Single dry-plate type; 9 1/4-inch diameter; 9 springs. Ball throw-out bearing permanently lubricated.

**TRANSMISSION**—Synchronized, carburized, helically-cut gears; main and counter-shaft mounted on anti-friction bearings; steering column gear shift.

**OVERDRIVE**—Frazer overdrive available at extra cost. Reduces engine speed 30 per cent without reducing car speed.

**FRAME**—Rigid, double-channel welded box section side girders; six cross members—three box section, two channel, and one "Z" bar cross member.

**FRONT SUSPENSION**—Frazer independent front wheel suspension. Two-way, direct-acting, airplane-type shock absorbers inside coil springs. Directly connected stabilizer bar.

**REAR SUSPENSION**—Semi-elliptic springs—53 x 1 3/4 inches. Uniform friction inserts between the ends of the four longer leaves. Rubber bushed spring brackets and shackles. Two-way, direct-acting, airplane-type shock absorbers mounted as an inverted "V" for sidewise control.

**ELECTRICAL SYSTEM**—Shunt-wound, air-cooled generator with automatic voltage and current control; 15-plate battery, 100 ampere hour

capacity. Vacuum spark advance on distributor. Sealed-Beam headlights. Turn indicator.

**DRIVE**—Hotchkiss—two-piece propeller shaft with three universal joints and a midship mounting equipped with ball bearing. Rear floor tunnel eliminated.

**BRAKES**—Self-centering, floating-shoe type. Hydraulic service brakes on all four wheels. Mechanical handbrake operates rear-wheel brake shoes. Centrifuge brake drums with cast iron braking surfaces.

**STEERING SYSTEM**—Worm and sector gear, three-tooth type, worm mounted on two tapered roller bearings, sector mounted on needle roller bearings. Twenty-foot turning radius.

**WHEELS AND TIRES**—Wide-rim disc wheels with individual tire chain slots. Tires, 7.10 x 15, extra-low pressure, 4-ply cord.

**WHEELBASE**—123 1/2 inches. **OVERALL LENGTH**—207 1/2 inches.

**BODY**—All-steel, welded construction. Special insulation against heat, cold, and noise. Safety glass throughout. Pull-type exterior door handles, push button interior door controls. Spring balanced trunk lid. Wide choice of two-tone upholstery selections. Front and rear arm rests also serve as door pulls. Rear seat center arm rest standard, front center arm rest optional at extra cost. Large trunk with vertically mounted spare tire, approximately 27 1/2 cubic feet of usable space. Wide selection of exterior colors—metallic and non-metallic.

**INSTRUMENT PANEL**—Modern instrument panel with all instruments, including electric clock, grouped in front of the driver for easy visibility, finished in metallic enamel colors to blend with the dominating color tone of the upholstery; chrome trim with plastic knobs; indirect lighting. Oil gauge, ammeter, gasoline gauge and engine temperature gauge. Provision for mounting radio speaker and push button station selector. Ventilator and heater controls incorporated in radio grille. Dial-type speedometer with mileage recorder. Glove compartment.

**STANDARD EQUIPMENT**—Bumper jack and tool equipment. Dual sea-shell horns. Two sun visors. Dual windshield wipers with auxiliary vacuum pump. Tilt-type, no-glare rear-view mirror. Automatically operated dome light, manually operated front compartment map and courtesy lights. Two combination tail and stop lights. Turn indicator lights. Solenoid-operated starter switch on instrument panel. Spare wheel. Two-spoke steering wheel with crest and horn ring. One ash receiver in front and one in rear compartment. Wrap-around bumpers front and rear. Bumper guards.

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