

Your Guide

*to more motoring pleasure  
in your beautiful*

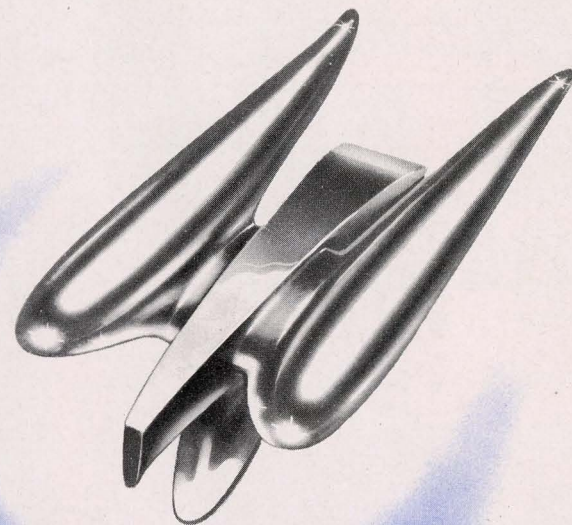
NEW CHRYSLER



NEW YORKER • CUSTOM IMPERIAL • CROWN IMPERIAL



**YOU GET THE  
GOOD THINGS  
FIRST FROM  
CHRYSLER**



YOUR BEAUTIFUL NEW

**Chrysler**

The purchase of a new car is a major investment—an investment of incomparable value—much like your home for example. So you will want to protect your new Chrysler—make certain it receives the best of care and the finest service—because this is just plain common sense and sound business practice.

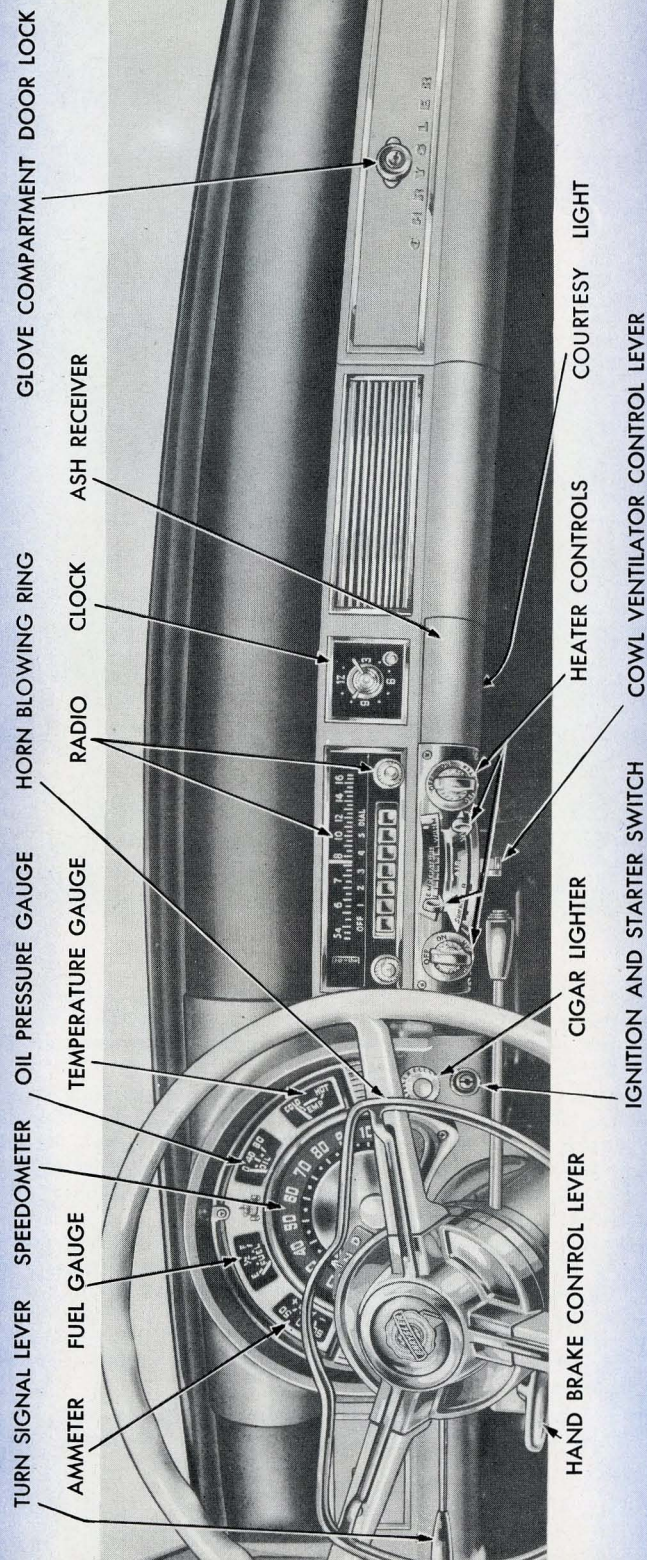
As you well know, your own home needs periodic attention to promote its beauty—to bring you MORE enjoyable living. In this respect, your new Chrysler is much like your home since it, too, will require attention from time to time. When it receives the best of care and the finest of service, you can be assured of MORE enjoyable miles, MORE economical miles, MORE safer miles, MORE comfortable miles—MORE downright motoring satisfaction.

In your new Chrysler, the most advanced engineering and high quality materials are combined with the manufacturing precision of thousands of experienced Chrysler craftsmen to bring you a truly fine car built for real comfort, safety, performance and dependability. But, it still requires the expert “know-how” and experience of Chrysler mechanics—men who know Chrysler cars—to keep your car in top condition so that you will continue to enjoy the FINEST IN MOTORING behind the wheel of your Chrysler for thousands of miles to come.

ALWAYS go to your Chrysler Dealer for service. He will help you protect your investment by giving your Chrysler the finest service obtainable anywhere.



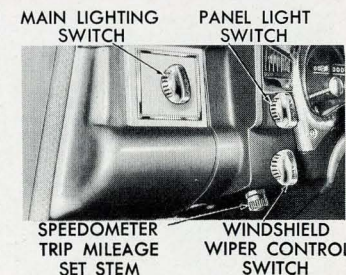
# INSTRUMENT PANEL



## INSTRUMENTS and CONTROLS

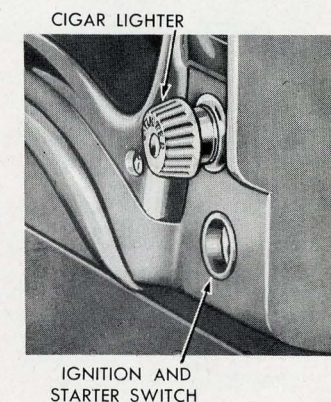
### MAIN LIGHTING SWITCH

Rotate switch knob to right to the first position to turn on the parking lights and taillights. Continue to rotate the switch knob to right to the second position for headlights and taillights. The rear license plate light will go on with the switch knob in either position.



### PANEL LIGHT SWITCH

With main lighting switch (ON) in either position, rotate panel light switch right to first position for instrument panel lights. By rotating the switch farther to the right varying degrees of panel lighting may be obtained. The courtesy light goes on automatically when either door (front doors on 4-door models) is opened.



### WINDSHIELD WIPER CONTROL SWITCH

Rotate switch to right (with ignition on) to operate wipers. First position is low speed; second position is high speed.

### SPEEDOMETER TRIP MILEAGE SET STEM

Turn stem to left to reset trip mileage.

### IGNITION AND STARTER SWITCH

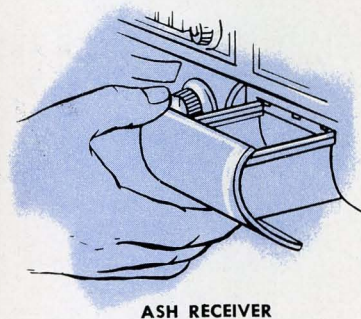
The starter-ignition switch has four positions: **Ignition On**, **Starting**, **Accessory** and **Off**. Insert key and turn to right to first position to turn on ignition. Continue turning key to the extreme right to engage the starter. When the engine starts, release pressure on the key. Turning key to left to Accessory position allows use of radio, heater, etc., with the ignition off. To remove key turn to center (vertical) or Off position.

### CIGAR LIGHTER

Push in to light. Lighter pops out automatically when the filament is hot. Do not hold lighter in the "in" position.

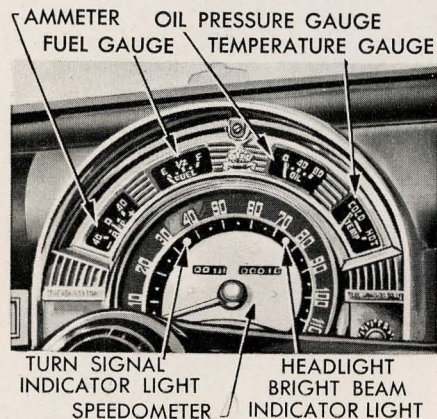
### ASH RECEIVERS

The ash receiver in the driver's compartment blends in with the beauty of the instrument panel. To use, pull out lightly at the bottom. To remove receiver for cleaning, pull out to stop, press down and pull out of panel. To install, merely push receiver into position. To remove the ash receivers in the rear compartment of some models, simply open the lid and lift out the ash receptacle. With other types, it is necessary to press down on the ash disc and then pull the receiver completely out.





# INSTRUMENTS and CONTROLS, Continued



## AMMETER

Indicates flow of electrical current to or from battery. Current going from the generator to the battery registers as a charge (+ side). If more current is being consumed than is being received from the generator, the ammeter needle will show a discharge (- side). When the battery is fully charged, the ammeter will read nearly zero. Current input to the battery is controlled by a generator regulator located in the engine compartment.

## FUEL GAUGE

Fuel gauge instantly indicates amount of fuel in supply tank when ignition switch

is turned on. It is normal for the pointer to fluctuate slightly when traveling over rough roads and around sharp curves.

## OIL PRESSURE GAUGE

The oil pressure gauge should always show pressure while the engine is running. It should register a pressure of 40 to 60 pounds at speeds above 30 miles per hour after the engine has reached normal operating temperature. At speeds below 30 miles per hour, the gauge will read proportionately lower. Some oil pressure should be indicated even at idling speeds. If the pressure is lower than that indicated above, bring it to the attention of your Chrysler dealer. If the gauge shows no pressure, stop the engine and investigate the cause.

## TEMPERATURE GAUGE

This instrument shows the general temperature of the cooling liquid in the engine. Under normal driving conditions and air temperatures, the indicator pointer will stay close to the center bar between the COLD and HOT ranges. If the pointer moves over to or passes the right line in the HOT range, under reasonably normal driving conditions, have your cooling system checked immediately by your Chrysler dealer.

## SPEEDOMETER

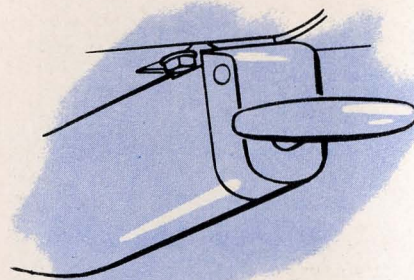
Indicates the speed and mileage of car.

## TURN SIGNAL INDICATOR LIGHT

Green light flashes when signaling for a turn. See Turn Signal Light Switch, page 5.

## HEADLIGHT BRIGHT BEAM INDICATOR LIGHT

Red light indicates headlights are on Country (high) beam. See Headlight Beam Switch, page 6.



PARKING BRAKE CONTROL HANDLE

## PARKING BRAKE CONTROL HANDLE

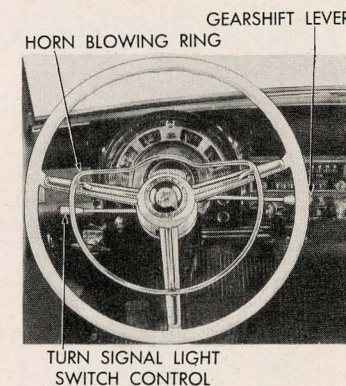
To apply brake, pull handle straight back. To release, rotate approximately  $\frac{1}{4}$  turn counter-clockwise and push handle all the way forward to full "off" position. Make sure the parking brake control handle is all the way in (brake fully released) before starting the car.

## HORN BLOWING RING

Horns will operate only when ignition switch is turned on.

## TURN SIGNAL LIGHT SWITCH

The turn signal light switch controls turning signal lights at both the front and the rear of your Chrysler. With the ignition switch "on", move the turn signal lever down to signal for a left turn, move lever up to signal for a right turn. When the turn signal light is flashing, the stop light will not operate on that side of the car. With the turn signal lever in either position, a warning light (green dot) in the speedometer flashes intermittently. Lever returns to neutral position automatically when sharp turn is completed, or it can be moved manually to neutral after a wide, sweeping turn.



## GEARSHIFT LEVER

See driving instructions, page 17, for gearshift lever positions.

## DOME LIGHT

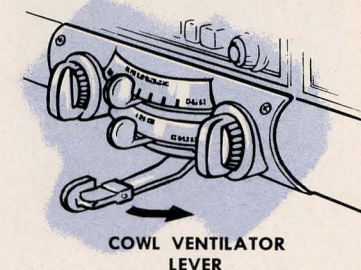
The dome light goes on automatically when either rear door (4-door models) is opened. A small toggle switch located in the left center body pillar operates dome light in center of roof. On the Crown Imperial Limousine, there are two dome lights. The rear dome light is controlled by a toggle switch at either side of the rear seat. The front dome light is controlled by a switch located just below the heater controls.

## ELECTRIC CLOCK

The clock is electrically wound. Set by pulling out stem and turning either way. An adjustment is provided at the rear of the clock. When the headlights and panel lights are on, a light within the clock case illuminates the dial.

## COWL VENTILATOR

The ventilator in the cowl is opened to the desired position by pushing the control lever down and toward the right. To close the ventilator, pull the lever toward the left to its stop. On Crown Imperial models the cowl ventilator is opened by pushing forward on the control lever located under the instrument panel. To close it, pull the lever all the way back to its stop.



COWL VENTILATOR LEVER



# INSTRUMENTS and CONTROLS, Continued

## VENTILATING WINGS

Incoming air can be regulated by opening or closing the ventilating wings. To unlock the wing, press the button "in" and rotate the latch handle downward. Then, push outward to desired ventilating position. To lock wing, pull it in and rotate latch handle upward until it clicks shut.

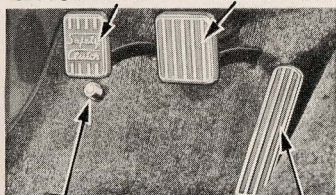
## GLOVE COMPARTMENT

To open the door, grasp the knob between the index and second fingers, press lock cylinder inward with thumb to release the lock catch and pull door. When closing door, press it in position to engage the lock catch. Door can be locked with key provided.

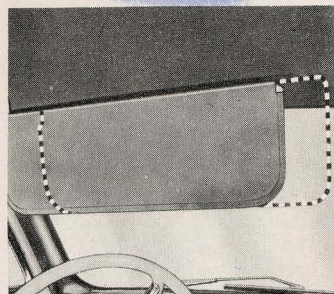
## HEADLIGHT BEAM SWITCH

With the headlights ON, depress button with foot and light beams will raise to Country (high) Beam or lower to Traffic (low) beam. The Traffic Beam of the headlights provides sufficient illumination for practically all night driving conditions. Where it is found desirable to use the Country Beam, extreme care should be used not to blind oncoming traffic. A warning light in the speedometer face lights up (red dot) when the headlights are in the Country Beam position.

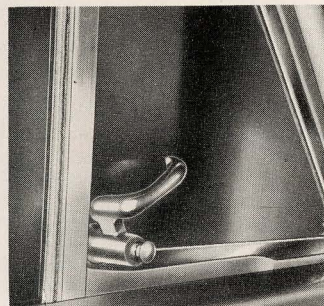
CLUTCH PEDAL BRAKE PEDAL



HEADLIGHT BEAM SWITCH  
ACCELERATOR PEDAL



SUN VISOR



VENTILATING  
WING LOCK

## CLUTCH PEDAL

When the clutch pedal is in the rearward or released position, the clutch is engaged to connect the engine with the transmission. When the pedal is depressed to the floorboard, the clutch is disengaged to permit shifting of gears. An overcenter spring in the clutch linkage makes the clutch pedal easy to depress. Avoid driving with foot resting on pedal, as such practice may result in unnecessary wear of the clutch facings.

## BRAKE PEDAL

Located for quick and easy stopping of your car. If the pedal travel becomes excessive, see your Chrysler dealer.

## ACCELERATOR PEDAL

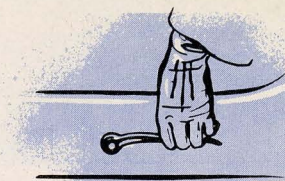
Pedal is constructed to reduce foot fatigue—gives positive control of your car speed.

## ADJUSTABLE SUN VISORS

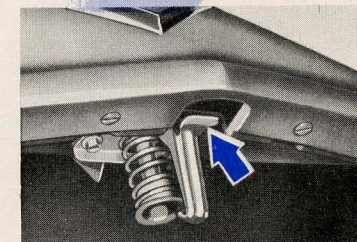
Chrysler sun visors can be adjusted to various positions. For better protection from the sun, the visor body can be moved on its support arm toward the center of the windshield.

## FRONT SEAT ADJUSTMENT

With the exception of the stationary front seat on Limousines, the front seat of your new Chrysler can be adjusted by raising the lever located on the left side of the seat and moving the seat forward or backward to the most comfortable position. As the seat is moved forward, it rises, permitting shorter drivers to sit higher. The Custom Imperial (6-passenger sedan ONLY) front seat adjustment is controlled by an electrically operated switch located on the left side of the seat. Push the control switch forward and the seat moves forward, push the switch backward and the seat moves back.



SEAT  
ADJUSTING LEVER



HOOD  
SAFETY LATCH

## REAR VIEW MIRROR

The inside rear view mirror can be tilted or adjusted to suit the convenience of the driver.

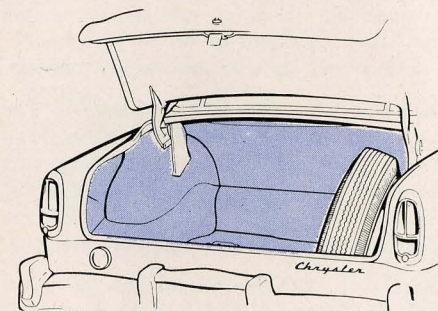
A prism-type rear view mirror, designed to counteract headlight glare from cars approaching from the rear is furnished as standard equipment on the Custom Imperial and Crown Imperial models. It is also available as special equipment for all other models.

Adjustment of the prism-type mirror for normal or daytime driving should be made with the mirror in the "closed" position (bottom of mirror toward windshield) by grasping the top of the mirror frame and the lower center tab of the mirror bracket. To eliminate glare from night driving, grasp top and bottom of mirror frame and flip bottom of mirror toward rear of car.

## OPENING AND CLOSING THE HOOD

To unlock the hood, push the lock release lever to the right until the hood lock is disengaged but still held by the safety latch. To raise the hood, insert fingers under the front center of hood, press upward on the latch pad to release the safety latch and, at the same time, raise the hood to the open position. When open, the hood is held in the raised position by balancing springs.

To close the hood, push it down within a few inches of the fully closed position to engage the safety latch. Then, quickly and firmly push it all the way down to lock it.

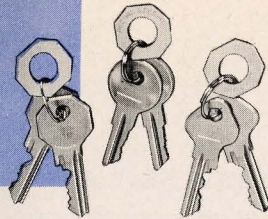


## LUGGAGE COMPARTMENT

The luggage compartment of your Chrysler is unusually roomy. Lifting the compartment lid is made easy by counterbalanced springs in the lid hinges. For instructions on locking and unlocking your luggage compartment, see page 9. The bumper jack is mounted behind the spare wheel and tire on the right side of the compartment except on the Crown Imperial Limousine.



# KEYS and DOOR LOCKS

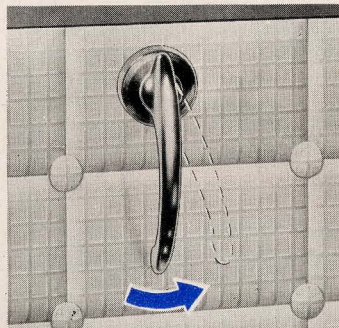


## KEYS

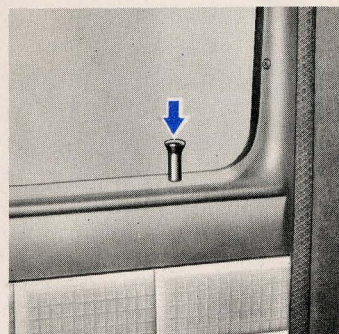
When you took delivery of your new Chrysler, you received two sets of three keys. The two octagonal-handled keys operate the front door external lock and the combination ignition-starter switch lock. The two triangular-handled keys operate the luggage compartment lock and the two round-handled keys operate the glove compartment lock of your car. A fourth key is furnished on Crown Imperial Limousines to operate the tire compartment lock.

You will find that the key or lock numbers do not appear on the keys, but are stamped on small metal tags attached to the keys. To prevent unauthorized persons from obtaining a duplicate set of keys, record the numbers and destroy the tags. Your Chrysler dealer also has a record of the key numbers.

## DOOR CONTROLS



FRONT DOOR REMOTE  
CONTROL HANDLE



REAR DOOR LOCK KNOB

**To Open:** The door controls are easy to operate. To unlatch or open any door from the outside, pull the latch handle outward (except Town and Country and 8-Passenger where a turn type handle is used).

To open a front door from the inside, swing the latch handle toward the rear. To open a rear door from the inside (except the Crown Imperial Limousine), turn the latch handle upward. To open a rear door of the Crown Imperial Limousine, pull the latch handle toward the rear.

**Front Door Lock (All Models) Outside:** To lock a front door from the outside with a key, insert the key in the lock and turn it one quarter turn toward the rear of the car, then turn the key back to the vertical position and remove it. To unlock the front door with the key, turn the key toward the front of the car one quarter turn and then back to the vertical position.

**Front Door Lock (All Models) Inside:** To lock the front doors from the inside, swing the latch handle to its extreme forward position and release it. Spring tension returns the handle to its normal position. To unlock front doors from inside, swing latch handle toward the rear.

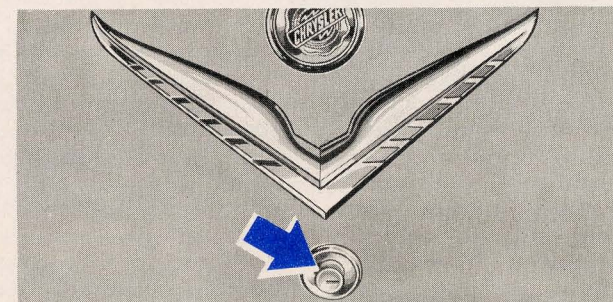
**Rear Door Lock (Sedans) Inside:** The rear doors on Sedans lock and unlock from the inside only. To lock, push down door lock remote control button. To unlock, lift button up.

**Rear Door Lock (Limousines) Outside:** To lock a rear door from the outside with the key, insert key and turn one quarter turn toward the front of car, then turn key back to vertical position and remove it. To unlock the door with the key, insert key and turn one quarter turn toward the rear of car and then back to vertical position.

**Rear Door Lock (Limousines) Inside:** To lock the rear doors from the inside, swing latch handle to its extreme forward position and release it. Spring tension returns handle to its normal position. To unlock, simply swing the latch handle toward the rear.

## LUGGAGE COMPARTMENT LOCK

A separate key is furnished for the luggage compartment so that it may be locked independently of the front doors. To UNLOCK the luggage compartment lid, simply insert key in push button, rotate one complete turn to right and remove key. Then push button in, place fingers in the recess under the lower edge of the deck lid ornament and pull open. To LOCK the lid, close it, insert key in button, rotate one complete turn to left and remove key. Another feature of this lock is that the deck lid may be latched, whether it is locked or unlocked, simply by pushing or slamming it shut.

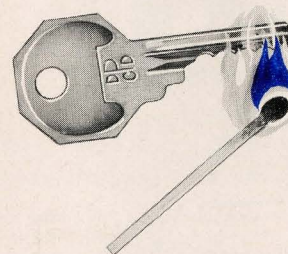


LUGGAGE COMPARTMENT LOCK

## GLOVE COMPARTMENT LOCK

To lock, insert key, turn one-quarter turn to left and remove key. To unlock, insert key, turn it one-quarter turn to right and remove.

## FROZEN LOCKS

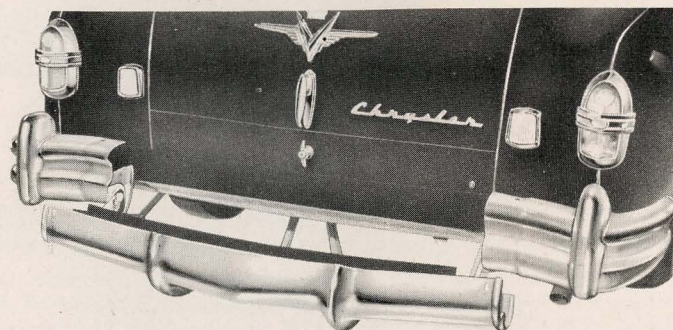


While the outside locks are covered, moisture sometimes collects inside the door and compartment locks and freezes during cold weather, making it difficult if not impossible to insert the key. Rather than risk breaking the key, heat the key with a match or cigarette lighter and insert it repeatedly in the lock to melt the ice.

## IMPORTANT

**For protection of your car, keep it locked. Never leave it unlocked when unattended.**



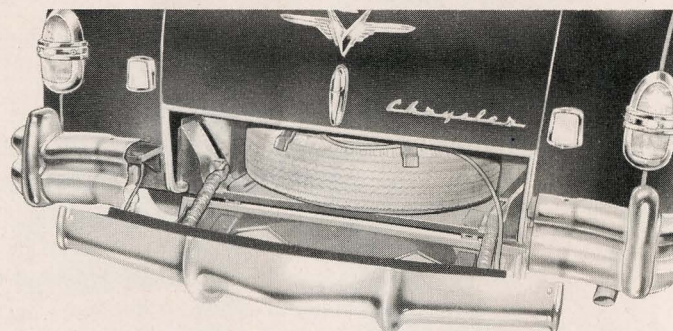


**CENTER BUMPER SECTION IN LOWERED POSITION  
(CROWN IMPERIAL LIMOUSINE)**

### **TIRE COMPARTMENT (CROWN IMPERIAL LIMOUSINE)**

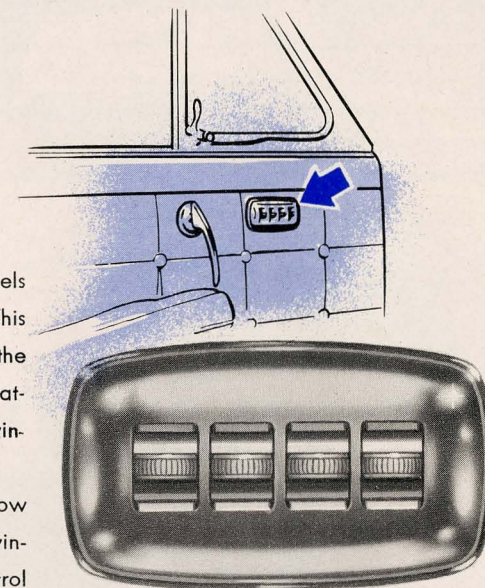
To gain access to the tire compartment in the Crown Imperial Limousine, the center section of the rear bumper must be lowered. See illustration. To do this, first remove the four screws (two at each end) with the special wrench provided in the glove compartment and then pull the bumper section back and swing it down. Next, unlock the tire compartment by turning the key one-half turn in a clockwise direction, turn handle counter-clockwise and swing lid down as shown in the illustration. The bumper jack and tools are carried in the tire compartment lid. After locking the tire compartment, swing the center section of the rear bumper up into position and install the four retaining screws.

So that it can be inflated without removal, the spare tire is connected by a small hose to a valve located at the right end of the tire compartment door. Disconnect hose at tire valve before removing spare wheel and tire.



**TIRE COMPARTMENT LID OPENED  
(CROWN IMPERIAL LIMOUSINE)**

## **ELECTRIC WINDOW LIFTS**



**WINDOW CONTROLS ON  
LEFT FRONT DOOR**

The door windows on some models are automatically operated. This adds to the clean-cut beauty of the tailored-to-taste interior by eliminating the conventional crank-type window lifts.

Each door has its own window switch. In addition, all door windows may be operated by the control switches on the left front door. The four control switches on the left front door operate the various door windows as follows:

First (Front) Switch.....	Right Rear Door Window
Second Switch.....	Left Rear Door Window
Third Switch.....	Right Front Door Window
Fourth (Rear) Switch.....	Left Front Door Window

To raise a window, simply lift the control switch. Press the control switch down to lower the window. You stop the window in any position by releasing the control switch.

On the Crown Imperial Limousine, additional switches are provided at the following locations: (1) Left Front Door—Closes Right and Left Rear Quarter Windows; (2) Left Rear Quarter—Opens and Closes Partition Window; and (3) Right Rear Quarter—Opens and Closes Partition Window.



## AUXILIARY SEATS

The auxiliary seats in the Crown Imperial Limousine fold in and out of the seat wells located in rear of front seat and extend the full width of the car. Two seats are provided, but when both are open, there is no noticeable gap between them and three persons can ride in comfort. The double-hinged back-supports extend to full height and provide full support and comfort for the occasional passengers.

The cantilever suspension of the auxiliary seats allows unrestricted leg room for the passengers riding in the regular seat. Although the foot rest is under the auxiliary seats, it can be reached without restriction by the passengers in the rear.



### OTHER LUXURY FEATURES OF THE CROWN IMPERIAL LIMOUSINE

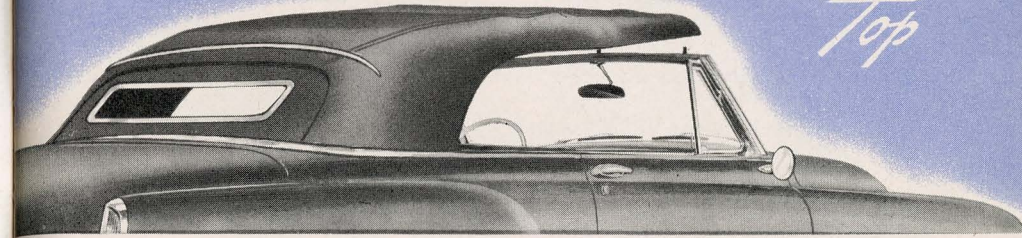
A comfortable lolling strap is mounted at each rear quarter window.

The courtesy lights located one at the base of each rear seat arm rest, are controlled by an automatic switch in each rear door. Illumination of both courtesy lights occurs upon opening either rear door.

An ash receiver, complete with electrical lighter, is provided in each of the two side arm rests.

## CONVERTIBLE COUPE

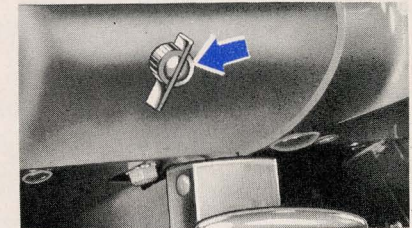
*Automatic Top*



The raising or lowering of the convertible coupe top is controlled by a switch located at the left end of the instrument panel just below the main lighting switch.

### CAUTION

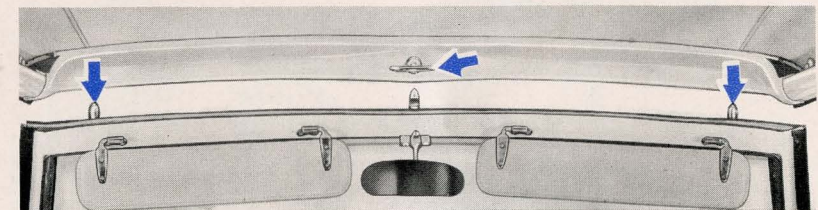
**Never raise or lower the top while car is in motion.**



### TO RAISE TOP

1. Remove top compartment cover.
2. Move switch lever clockwise and hold until top is fully raised.
3. Pull top header board down into place over windshield locating dowels and lock securely by turning locking handle, located in center of header board, to right (clockwise).
4. Fold cover, pack in case provided and stow in luggage compartment.

NOTE: The top of your convertible folds into a suspended bag. Do not use this compartment for luggage stowage.



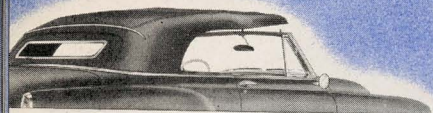
### TO LOWER THE TOP

1. Make certain top compartment is entirely free of all objects.
2. Loosen top front hold-down clamp by turning locking handle, located in center of top header board, counter-clockwise.



## CONVERTIBLE COUPE

Continued



3. Raise header board free of locating dowels on top of windshield.
4. Turn switch knob counter-clockwise and hold in this position until top is fully lowered.
5. Remove top cover from luggage compartment and fasten in position over top compartment.

### CARE AND CLEANING OF TOP

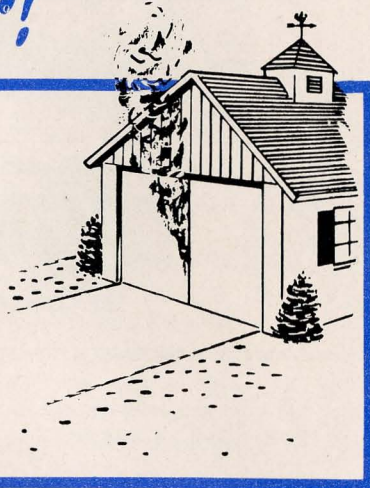
Frequent brushing with an ordinary upholstery brush or stiff whisk broom is helpful in preventing dust and dirt from embedding itself in the fabric. To clean the top material, use lukewarm (not hot) water and a mild (not caustic) soap with a stiff brush and rub briskly. Do not saturate and never lower the top while it is damp.

Avoid the use of volatile cleaning fluids, such as naphtha, gasoline, etc. If necessary to employ a volatile cleaner to remove grease or oil spots, use sparingly and never apply directly to top material.

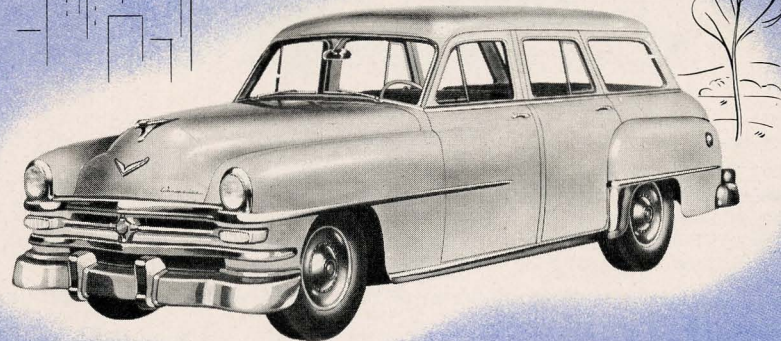
# WARNING!

### WARNING! CARBON MONOXIDE

Never start or run an engine in a closed garage. The exhaust gases from all motor vehicles are highly dangerous. They contain carbon monoxide gas—which is colorless, tasteless and odorless, but nevertheless is a deadly poison.



## TOWN and COUNTRY WAGON



The Chrysler All-Steel Town and Country Wagon was designed and built for those who know and appreciate fine things. It is a conception of beauty and usefulness.

Your Chrysler Town and Country Wagon will accommodate six passengers comfortably on the two full width seats. When the need arises, the rear seat can be folded onto the floor to provide extra cargo space.

### OPERATION OF REAR WINDOW AND TAIL GATE

The rear window is opened and closed by means of the locking handle on the outside of the tail gate. To open the window, unlock with key, pull out the locking handle and then turn the handle to lower the glass. To close, turn the handle to raise the glass, push the locking handle in and lock.

**IMPORTANT: THE REAR WINDOW MUST BE IN THE FULLY LOWERED POSITION BEFORE THE TAIL GATE CAN BE LOWERED.**

The tail gate is hinged at the bottom and is equipped with sturdy assist springs to permit easy operation. To lower the tail gate, lift the two lock levers on the inner side and at the extreme ends of the tail gate, and let the tail gate swing down on its hinge.

### REAR SEAT

To fold the rear seat, grasp the arm rests and swing the seat cushion all the way forward onto the floor. Then, swing the back seat forward in place on the floor just back of the seat cushion.

To raise the rear seat for use, swing the seat-back up and all the way back, after which swing the seat cushion up and back into position.

### REMOVING THE SPARE TIRE

The spare tire and tools are carried in a floor compartment back of the rear seat. To remove the spare tire, lower the tail gate and loosen the two wing screws at the rear end of the tire compartment lid. Then, swing the lid up on its hinge and place the end of the prop in the metal cup at the right of the tire compartment to hold the lid in the open position. Before closing the lid, place the end of the prop in the holder on the underside of the lid.

### VARNISHING

All the wood trim of the rear compartment in your Chrysler Town and Country Wagon should receive periodic attention to preserve its original beauty. Where the car is operated under normal conditions, it is recommended that this surface be varnished at least every six months. However, if the car is subjected to severe usage, the finish should get a fresh coat of varnish whenever it becomes dull, cracked, or otherwise marred.





## STARTING THE ENGINE

In the interest of safe driving, always make it a practice to be sure the gearshift lever is in neutral **BEFORE** you put the ignition key in the lock.

Chrysler cars equipped with Fluid-Torque Drive are provided with an Ignition Neutralizer Switch which is mounted on the transmission cover. This switch is connected in the starter solenoid ground circuit and prevents using the starter to start the engine unless the transmission gearshift lever is in the neutral position. After the engine is running, the car is put in motion in the normal way.

**NOTE:** Do not pump the accelerator pedal before or during the use of the starter, as this will cause difficult starting.

### TO START THE ENGINE

1. Depress the clutch pedal.
2. Press down accelerator pedal to give throttle about one-third opening. This is very important.
3. The ignition switch also serves as a starter switch. Turn the ignition switch key to the extreme right past the "ignition on" position to engage the starter. When the engine starts, release the pressure on the key and it will return to the "ignition on" position.
4. Release clutch pedal.



### FLOODED ENGINE

In case the engine becomes overchoked or flooded at any time, press the accelerator pedal down fully to eliminate further choking and operate the starter to start the engine. If it becomes desirable again to choke the carburetor for starting, depress the accelerator pedal to give approximately one-third throttle opening.

### COLD ENGINE

When starting a cold engine, care should be exercised during the warm-up period not to accelerate the engine unnecessarily. The car should be driven slowly until the engine reaches normal operating temperature. This will assure proper lubrication and permit maximum efficiency.

### EMERGENCY STARTING

To start the engine by towing or pushing the car with Fluid-Matic Drive or Fluid-Torque Drive proceed as follows:

1. Make sure ignition switch is in the OFF position.
2. Disengage the clutch and place the shift lever in low range position.
3. When car reaches a speed of approximately 10 miles per hour, turn the ignition switch to ON position and engage clutch. If the engine fails to start, repeat procedure.

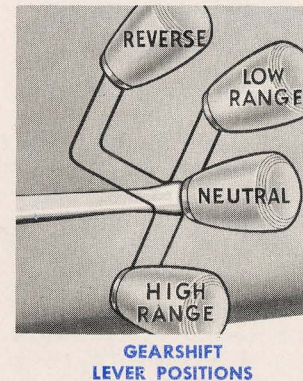
### BREAK-IN SPEEDS

During the first few hundred miles, your new Chrysler should be driven at moderate speeds so that you may become "acquainted" with the many new features, controls and action of the car. It is recommended that you do not drive your Chrysler at sustained high speeds during its early life. Care should be taken to drive your Chrysler (whether new or not) at moderate speeds until the engine has become thoroughly warmed. This will assure proper lubrication and permit maximum efficiency.

## FLUID-MATIC DRIVE TRANSMISSION

With the Fluid-Matic Drive Transmission, almost all normal driving is done without touching either the clutch pedal or the gearshift lever. Both are at hand for those infrequent occurrences when you will need them, but for about 98% of all your driving you can forget them. The shifting required in starting, speeding up, slowing down and stopping, is controlled by the accelerator pedal and the brake pedal. Any sudden burst of speed which may require a quick downshift also is accomplished instantly and without the necessity for declutching at the very instant maximum power is needed.

This is the transmission that shifts itself when you want it to. It does not depend upon the car to catch up with the engine, neither does it follow a fixed pattern of shifting up and down through all gears, regardless of the driving conditions. **Instead, this transmission shifts itself into the required gear when the operator indicates his desire to do so.**



The gearshift has four positions as indicated on the quadrant on the steering column just below the steering wheel. The positions of the gearshift lever are Neutral (N), Low Range (L), High Range (D) and Reverse (R).

### THE SPEED RANGES

There are only two positions for the gearshift lever in forward speeds. One of these two, the Low Range position, is known as the "Power Range," while the other, the High Range position, is called the "Driving Range." In each of these are two selections of gears. In the "Power Range" position, there are first and second gears and in the "Driving Range" position there are third, or "Accelerating Gear," and fourth, or "Cruising Gear."

The selection of either range must be made manually, but for all phases of performance within each of the two ranges, the control is accomplished by means of the accelerator pedal without using the gearshift lever or clutch pedal.

### NORMAL DRIVING IN HIGH RANGE

Under ordinary starting and driving conditions, and with the engine running, start the car by depressing the clutch pedal and moving the gearshift lever to the "D" position or High (Driving) Range. Release the clutch pedal and at the same time depress the accelerator pedal. When you start out in High Range, as you will for normal driving, you are automatically in third (Accelerating) speed gear. The car will continue in this speed as long as you press on the accelerator.

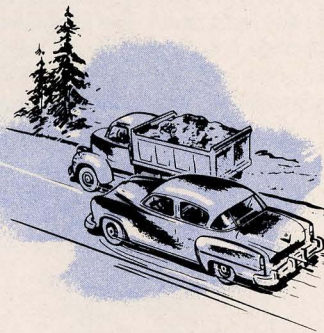
Shift into fourth (Cruising) gear at any speed above 15 miles per hour by releasing pressure momentarily from the accelerator pedal. If the car speed drops below 10 miles per hour, the transmission will shift automatically back into Accelerating speed gear.



To stop the car for traffic lights, stop streets, etc., merely take your foot off the accelerator pedal and apply the brakes. To start again, release the pressure on the brake and press the accelerator pedal. If the car is to be parked for any length of time with the engine idling, move the gearshift lever to the "N" position or neutral.

### **FOR QUICK ACCELERATION**

At car speeds below 35 miles per hour, should unusually quick acceleration be required such as in passing another car on a grade, push the accelerator pedal to the floor to shift the transmission into third speed gear. After the shift is made, gradually release pressure on the accelerator pedal until desired speed is maintained. To return to Cruising speed gear (car speed above 15 miles per hour), release pressure momentarily from the accelerator pedal.



### **WHEN TO USE LOW RANGE**

Extra power, such as when starting or driving up steep grades, is available by using the Low Range. Just depress the clutch pedal, move the gearshift lever to the "L" position or Low Range, release the clutch pedal and accelerate the engine as required.

If you desire to shift to second gear, you can do so at car speeds above 7 miles per hour by releasing the accelerator pedal momentarily. If you desire to shift to High Range,

depress the clutch pedal, move the gearshift lever to the High Range position, release the clutch pedal and accelerate the engine as desired.

When shifting from High to Low Range for more power, the transmission will be in first or second gear depending on the car speed. Above car speeds of 7 miles per hour, the transmission will be in second gear, and below 7 miles per hour, it will be in first gear.

### **DESCENDING STEEP GRADES**

When descending steep grades, the engine can be used very effectively in braking the car speed by moving the gearshift lever to the "L" position or Low Range and engaging second speed gear.

If you are going down a steep grade faster than 7 miles per hour in High Range, depress the clutch pedal and shift into Low Range. When the clutch pedal is released you will automatically be in second speed.

If car speed drops below 7 miles per hour, the transmission will shift automatically into first speed gear. To regain the braking assistance of the engine, with car speed above 7 miles per hour, return to second speed gear by momentarily depressing the clutch pedal.

If you are parked on a steep incline, begin your descent in Low Range. The transmission will be in first speed gear. After car speed is above 7 miles per hour, the shift from first speed to second speed can be accomplished by depressing the clutch pedal momentarily and releasing it, in which case the transmission will shift automatically to second gear.

### **REVERSE**

To use the reverse gear (with the car stopped and the gearshift lever in the neutral position), depress the clutch pedal, then, lift the gearshift lever up toward the steering wheel and push it forward into the "R" or Reverse position. Release the clutch pedal gradually and accelerate as required. NOTE: Do not shift transmission to reverse while the car is moving forward.

### **STARTING IN SNOW, MUD, OR ON SLIPPERY PAVEMENTS**

Better traction can be obtained from the Fluid-Matic Drive Transmission when starting in snow, mud or on slippery pavements, by shifting into High Range (D). The car will start out in third speed which is low enough to give sufficient starting power, yet high enough to avoid spinning the wheels.

### **STOPPING ON ICE**

Apply the brakes gently and intermittently when stopping on a slippery pavement. The idea is to keep the wheels from sliding, since rolling wheels have better traction.

### **PARKING ON A GRADE**

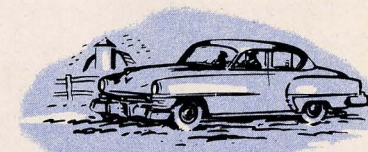
When parking on a grade, cramp the wheels to the curb and apply the hand brake tightly.

### **EXTENDED STOPS**

If the car is to be allowed to stand, with the engine running, for longer than the ordinary traffic light duration, move the gearshift lever to the Neutral position.

### **TO STOP THE CAR AND ENGINE**

Release the accelerator pedal and apply the foot brakes so as to stop the car smoothly. After bringing the car to a stop, depress clutch pedal and move the gearshift lever to the "N" position or Neutral, set the hand brake, release the foot brakes and remove the ignition key.





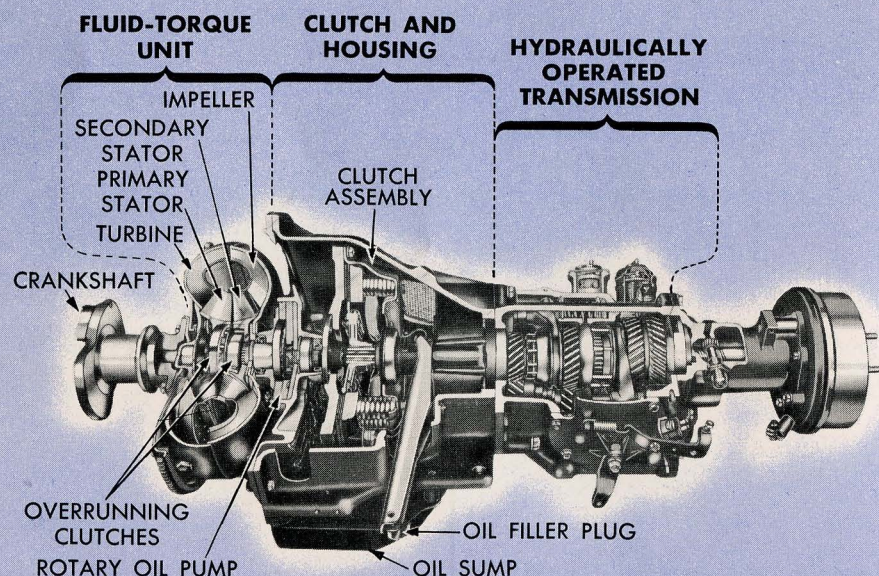
## FLUID TORQUE DRIVE

Fluid-Torque Drive is standard equipment on the Crown Imperial and is available as special equipment on the Custom Imperial and New Yorker.

The starting and driving of the car and the shifting of the transmission into the various speed ranges are the same as for the Fluid-Matic Drive Transmission. Shifting of the transmission is required only when reversing direction or when it is desired to disconnect the power train. It is seldom necessary to use low range, except to supply emergency torque, for occasional engine braking and for starting the engine by towing or pushing the car.

The Fluid-Torque Drive forms a hydraulic coupling between the engine and the clutch assembly, as shown in the illustration, and "multiplies" the torque it transmits from the engine to the driving components of the vehicle. This unit is made up of an impeller, a turbine and primary and secondary stators, all operating in an oil-filled housing.

Because of the additional torque made available by this amazing unit you get spectacular get-aways—extra bursts of speed when needed in traffic or on the highway.



## POWER STEERING



(Standard equipment on the Crown Imperial—Special equipment on the Custom Imperial and New Yorker.)

Power Steering is yours from the moment you start your Chrysler FirePower Engine. Yes, this hydraulic mechanism is ready to work for you—when parking—driving through traffic—turning corners—out on the open road. On all types of roads—under all conditions, Chrysler Power Steering is there to work for you all of the time.

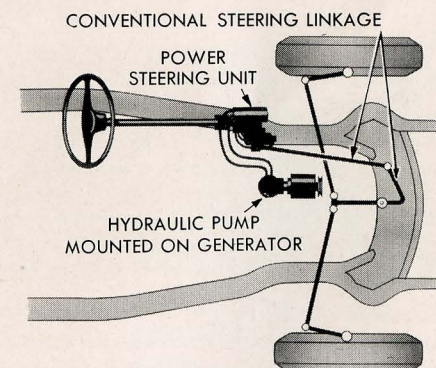
This amazing hydraulic mechanism that does 80% of the work for you is really quite simple to operate. In fact, the only difference between Power Steering and manual steering is the effortless ease of steering and parking afforded by the Power Steering Unit.

Parking is no longer a problem. With Chrysler Power Steering you can steer into and out of cramped spots without excessive effort.

Your wheels return easily to the straight ahead position after completing a sharp turn, without additional effort on your part.

Chuck holes, railroad crossings, and just plain bumpy roads need not slow you down. Your Power Steering Unit absorbs the shock to the steering wheel and you still maintain complete control of your car.

Yes, you'll be happy with your Chrysler Power Steering Unit and you'll find driving a pleasure—with less strain—less fatigue.





# RETAINING THAT ORIGINAL SHOWROOM LOOK

You can keep your car looking like new with very little trouble. The following paragraphs are suggestions to aid you in this and, for your convenience, your Chrysler Dealer carries a complete line of cleaners, polishes, lubricants, and other like material.

## WASHING THE CAR

You can retain the lasting beauty of the high lustre, hard-baked enamel finish of your new Chrysler by washing frequently with plenty of cool water. Saturate the dirt on the finish with water before proceeding with the actual washing operations. For best results, use a clean sponge and running water and rinse sponge often. Dry to a high polish with a clean, damp chamois skin. Avoid washing the car in strong sunlight or when enamel surfaces are hot. Never use hot water.

If the paint surface is not kept clean, the action of the elements and accumulation of dirt, road scum, corrosive salts, etc., will eventually cause damage to the finish and also present a very unattractive appearance. The more frequent washings will eliminate the necessity of using a wax or polish. Paste type cleaners or harsh abrasive type liquid cleaners should never be used, as their abrasive action will permanently dull the finish.

Tar or road oil should be removed before washing with a suitable solvent such as MOPAR Tar and Road Oil Remover.

## CHROME PARTS

In the interest of the defense program, government restrictions have curtailed the use of nickel in the manufacture and plating of certain automotive parts. To offset this change and to offer even greater protection than previously, some of exterior chrome plated parts of your Chrysler car are protected with a coating of baked-on, transparent, colorless, clear enamel.

With proper care, this new finish on the bright parts of your Chrysler will give excellent service under all normal operating conditions.

**Care of Chrome Parts (except Bumpers):** Use only clean cold water and wash frequently for the first 90 days. Do not use polish or wax on these parts during this time. If necessary a coating of wax may be applied periodically after the first 90 days to maintain the lustre.



If the enamel surface of chrome parts become chipped or scratched, satisfactory repairs can be made by applying MOPAR Chrome Protector which is available through your Chrysler dealer. This is an air-dry, transparent, colorless enamel. It is not advisable to use a colored type of chrome protector because it may stain or discolor the enamel originally applied to the part.

**Care of Bumpers and Buffer Plates:** The regular use of liquid wax or a very thin coating of light oil is recommended. Excess wax or oil should be removed with a dry cloth. Should you observe any signs of surface rust on the bumpers or buffer plates, it should be cleaned off immediately with MOPAR Chrome Cleaner and immediately coated with wax or oil.

## TO MAKE WINDOWS AND WINDSHIELD SPARKLE

Window and windshield glass can be cleaned crystal clear with MOPAR Glass Cleaner. Simply spray it on and wipe off.

### CAUTION

**Do not attempt to move wiper blades across windshield when cleaning glass. To clean under wiper blades, lift wiper arm outward against pivot spring tension.**

## UPHOLSTERY

At least once a month, clean the upholstery and carpets thoroughly with a whisk broom, clothes brush or vacuum cleaner. Broadcloth upholstery should be cleaned, when required, with foam type upholstery cleaner such as MOPAR Upholstery Cleaner. To do this, dampen a clean cloth in the cleaning solution and wring out the cloth until it is almost dry. When rubbing, use a light stroking motion, working from the outside in to avoid the possibility of leaving a "ring", if removing a "spot." Fabric cleaners or spot removers should be used sparingly—never pour such cleaners on the spot to be cleaned.

## CLEANING LEATHER, IMITATION LEATHER AND NYLON UPHOLSTERY

The original lustre of leather or imitation leather upholstery may be restored by rubbing the surface of the material briskly with a cloth, slightly dampened in clean water, using castile or other soap of comparable character. Next, apply a cloth which has been moistened in clear water only and finish by rubbing with a clean, soft cloth. Nylon upholstery should be cleaned in the same manner as leather except that brisk rubbing should be avoided. Do not apply gasoline or cleaning fluids of any nature to these types of trim material, or immediate deterioration will result.

### WARNING ABOUT GASOLINE

Gasoline is not recommended as a cleaning agent because of its inflammable nature. When rubbed briskly over cloth or pile fabrics, the friction generated may cause it to ignite. If it must be used, obtain the "white" untreated product. Avoid gasoline containing tetraethyl lead or any coloring material. Do not use any cleaning fluid in excess of the actual requirements.

## CLEANING TIRES

Tires can be kept clean with water and a sponge. Tar and road oils can be removed with MOPAR Tar and Road Oil Remover. White sidewall tires can be cleaned with a non-abrasive household scouring powder.



# ENGINE OILING SYSTEM

The motoring enjoyment you have every right to expect from your new Chrysler car, long car life, lower maintenance costs and efficient performance—all are dependent to a large extent on proper and timely lubrication.

The selection of the proper brand of engine oil and other lubricants should be based on the reputation of the refiner or marketer. He is responsible for the quality of his product and his reputation is your best guarantee of quality.

## ENGINE OIL RECOMMENDATIONS

During the first 500 miles of operation, it is recommended that SAE 10-W Engine Oil be used in the crankcase for all temperature ranges above  $-10^{\circ}\text{F}$ . For temperatures below  $-10^{\circ}\text{F}$ , use SAE 5-W Engine Oil. If necessary to add oil during the first 500 miles, follow these same recommendations. Oil changes should be made, under normal conditions, every 5,000 miles. When driving in dusty territories or in cold weather, particularly on short runs, Engine Oil should be changed more frequently.

Viscosity recommendations are as follows:

If you anticipate that the minimum atmospheric temperature will be:

Not lower than $+32^{\circ}\text{F}$ .....	Use SAE 30
As low as $+10^{\circ}\text{F}$ .....	Use SAE 20-W
As low as $-10^{\circ}\text{F}$ .....	Use SAE 10-W
Below $-10^{\circ}\text{F}$ .....	Use SAE 5-W

The interpretation of this table means that SAE 30 is recommended as a general summer oil. It may also be used in tropical climates during the winter months.

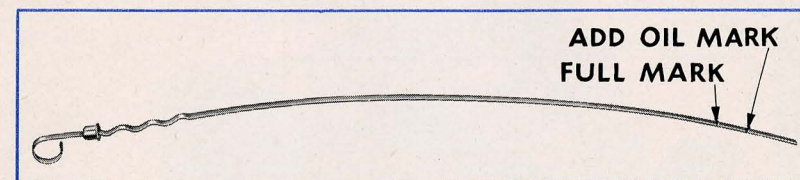
SAE 20-W Engine Oil may be used in localities where only very mild winter conditions are encountered such as not lower than  $+10^{\circ}\text{F}$ .

SAE 10-W Engine Oil is recommended as a general winter oil for temperatures as low as  $-10^{\circ}\text{F}$ , but not lower. For sub-normal winter conditions, such as temperatures below  $-10^{\circ}\text{F}$ , use SAE 5-W Engine Oil.

## WINTER DRIVING

If the car is driven for short distances of only a few miles at a time and at low speeds, the engine does not become sufficiently warm to expel the condensation through the crankcase ventilating system. Under such conditions, moisture will condense in the crankcase and form a sludge, which may freeze and clog the oil inlet screen. More frequent oil changes are recommended for cars operated under these conditions.

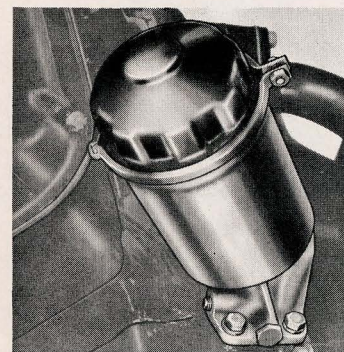
As an alternative to this frequent change period an occasional drive of 30 miles or more at higher speeds, will do much toward expelling the condensation through the crankcase ventilating system.



## OIL LEVEL INDICATOR

Have the oil checked each time you stop for fuel. If the oil level on the indicator is between the "ADD OIL" mark and "FULL" mark, it is not necessary to add oil. If the oil level drops to the "ADD OIL" mark or slightly below, not more than one quart of oil should be added.

## THE ENGINE OIL FILTER



The engine oil filter on Chrysler cars makes certain that all of the oil is delivered under full pressure to the working parts through the filter, before entering passages in the engine.

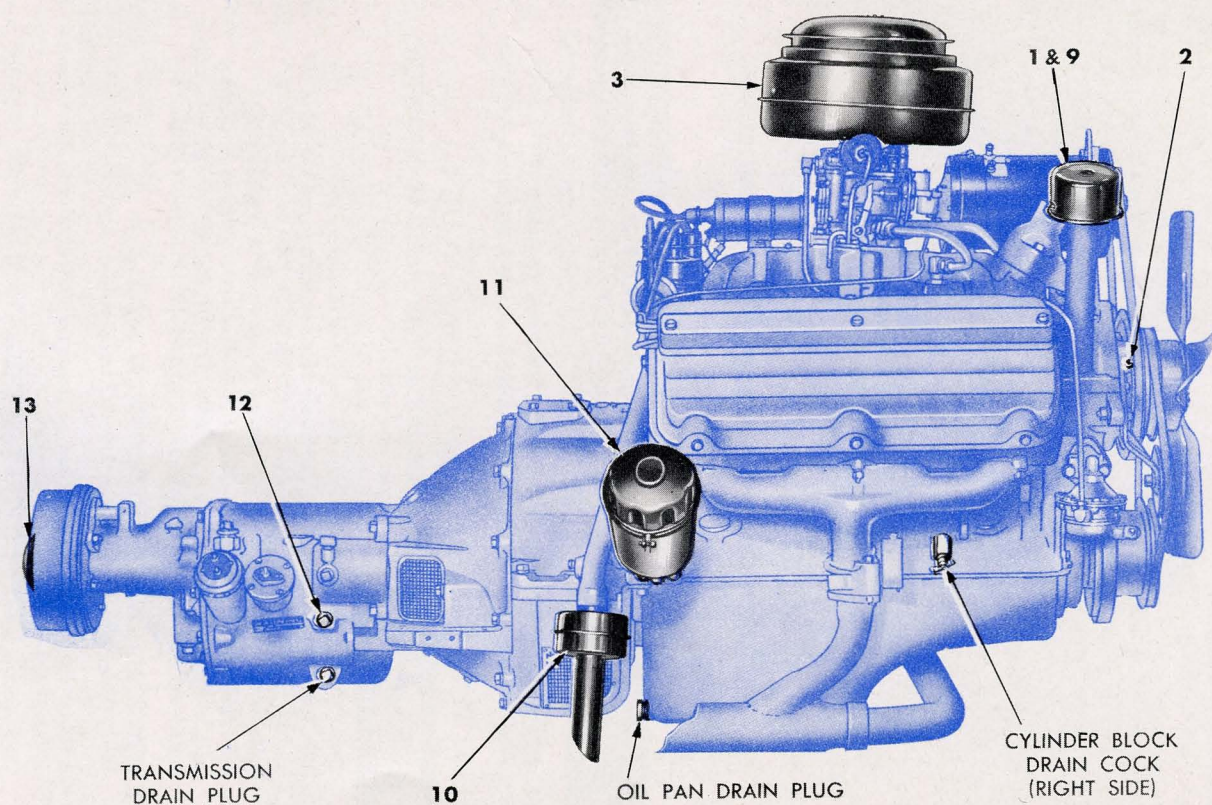
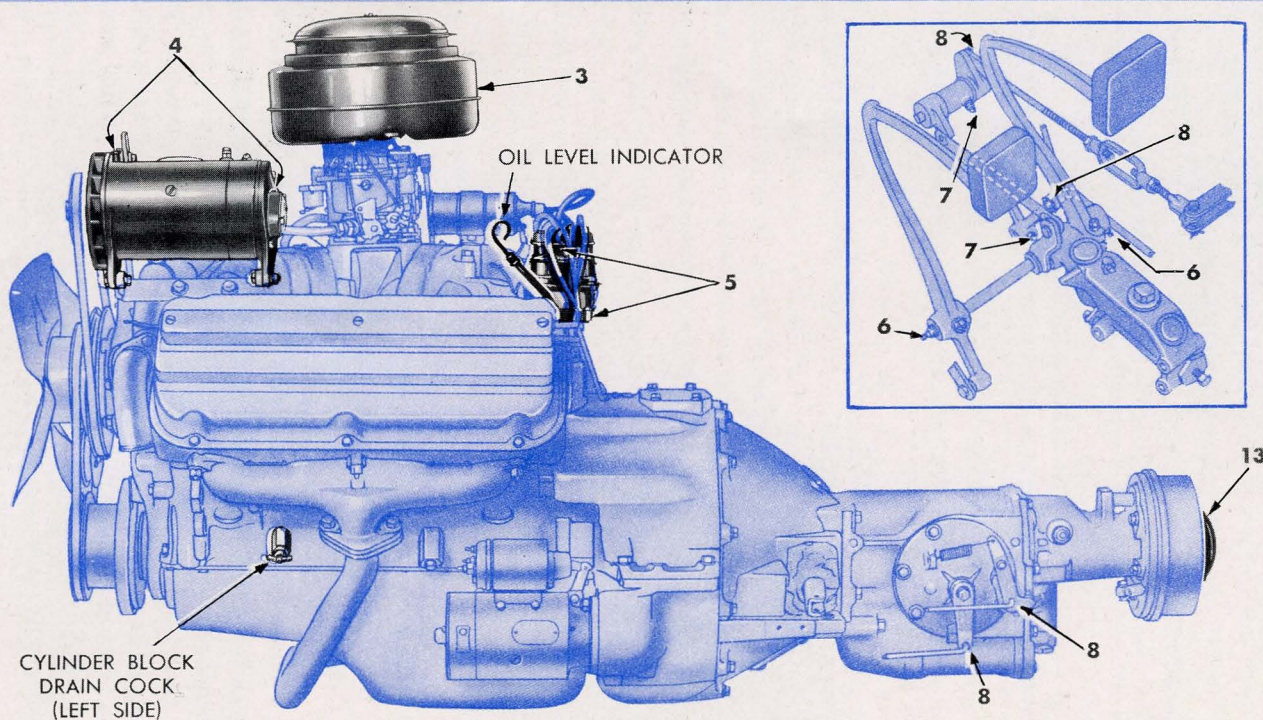
Not only does this filter assure a constant flow of clean, clear oil to the engine, but the filter is so installed that it is impossible for the supply of oil to be cut off at any time under any conditions, even though the filter itself becomes loaded or plugged.

The filter element is of the economical, replaceable type. This should be replaced every 5,000 miles to coincide with the oil change, or as often as it becomes plugged with the dirt and carbon it removes from the oil passing through it.

In the event the filter should become plugged before the 5,000 miles change such as in dusty or cold weather operating conditions, the oil will not be filtered but will be pumped to the working parts of the engine at reduced pressure through the safety valve. Watch your oil pressure gauge for this indication. When the filter is operating properly, oil pressure at cruising speeds will be 40 to 60 pounds. If this pressure indicated on the oil gauge drops to 35 to 40 pounds, the filter element is probably plugged and should be changed. See your authorized Chrysler dealer for MOPAR Filter Element Replacement.



# ENGINE LUBRICATION





1. **ENGINE OIL PAN** (Capacity 5 quarts—refill; add 1 qt. when replacing filter element) See Engine Oil Recommendations on page 24.

**Every 1,000 Miles  
or 30 Days**

2. **WATER PUMP**

1 Fitting. Water Pump Grease Only.

3. **CARBURETOR AIR CLEANER**

Examine and if found to contain a semisolid mixture of dirt and oil up to the lower offset in the reservoir, remove and clean. Rinse filter element in kerosene and drain. Refill to indicated level—with one pint of SAE 50 Engine Oil for temperatures above 32° F. and SAE 20-W Engine Oil for temperatures below 32° F.

4. **GENERATOR**

2 oil cups. Five or ten drops of Light Engine Oil.

5. **DISTRIBUTOR**

1 oil cup—cam wick. Five or ten drops of Light Engine Oil. Also two or three drops on wick under rotor. **CAUTION: Keep oil away from contact points.** When replacing contact points, apply small amount of MOPAR Cam Lubricant to bumper block on distributor contact arm.

6. **BRAKE AND CLUTCH PEDALS**—2 Fittings. Chassis Lubricant.

7. **CLUTCH TORQUE SHAFT AND GEARSHIFT CONTROL BELLCRANK**

2 Fittings. Chassis Lubricant.

8. **PEDAL LINKAGE AND GEARSHIFT CONTROL**—Engine Oil.

**Every  
5,000 Miles**

9. **OIL FILLER PIPE CAP AIR CLEANER**

Wash thoroughly in kerosene and dry. Recoil with SAE 50 Engine Oil.

10. **CRANKCASE VENTILATING OUTLET PIPE AIR CLEANER**

Wash thoroughly in kerosene and dry. Recoil with SAE 50 Engine Oil.

11. **OIL FILTER**—Replacement to coincide with Engine Oil change.

**Every 20,000 Miles  
or Every Two Years**

12. **HYDRAULICALLY OPERATED TRANSMISSION**

Drain and refill. Use SAE 10-W Engine Oil.\* In warm territories where SAE 10-W Engine Oil is not available, SAE 20-W Engine Oil may be used. For temperatures below -10° F., use SAE 5-W Engine Oil. When extremely low temperature period ends, the transmission should be filled with SAE 10-W Engine Oil. Oil level should be checked every 1,000 miles. If necessary, add oil to maintain level to bottom of filler plug hole. **CAUTION: Do not add fluid to fluid drive unit.** If service is necessary to this unit, see your Chrysler dealer. **\*IMPORTANT: Do not drain transmission oil before 20,000 mile period. If necessary, SAE 10-W Engine Oil may be added.**

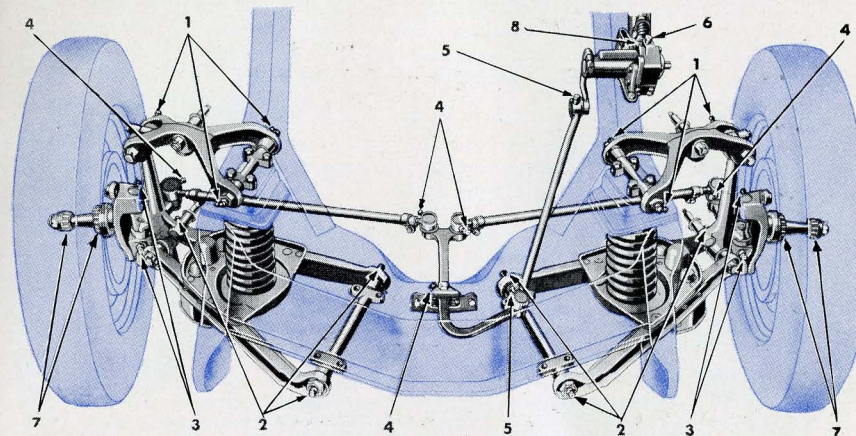
13. **UNIVERSAL JOINTS—CROSS TYPE** (Used only at rear)

Disassemble, clean and repack. Heavy Fiber Universal Joint Grease.

**BALL & TRUNNION TYPE** (Used at front. On 8-Pass. and Crown Imperial use at intermediate location.)

Disassemble, clean and repack with 2 ounces of Heavy Fiber Universal Joint Grease.

## FRONT END and STEERING GEAR LUBRICATION



**Every 1,000 Miles  
or 30 Days**

1. **UPPER CONTROL ARMS**

3 Fittings each side.  
Chassis Lubricant.

2. **LOWER CONTROL ARMS**

3 Fittings each side. Chassis Lubricant.

3. **STEERING KNUCKLE KING PIN BUSHINGS**

2 Fittings each side. Chassis Lubricant.

4. **TIE ROD BALL JOINTS AND INTERMEDIATE STEERING ARM**

5 Fittings. Chassis Lubricant.

5. **DRAG LINK BALL JOINTS**

1 Fitting each end of drag link. Chassis Lubricant.

6. **STEERING GEAR**

SAE 90 Fluid Gear Lubricant except Power Steering.

In extremely cold weather, add small amount of SAE 10-W Engine Oil to ease steering.

Power Steering—Use Steering Gear Grease.

Keep lubricant level to bottom of filler plug hole.

**Every 10,000 Miles  
or Once a Year**

7. **FRONT WHEEL BEARINGS**

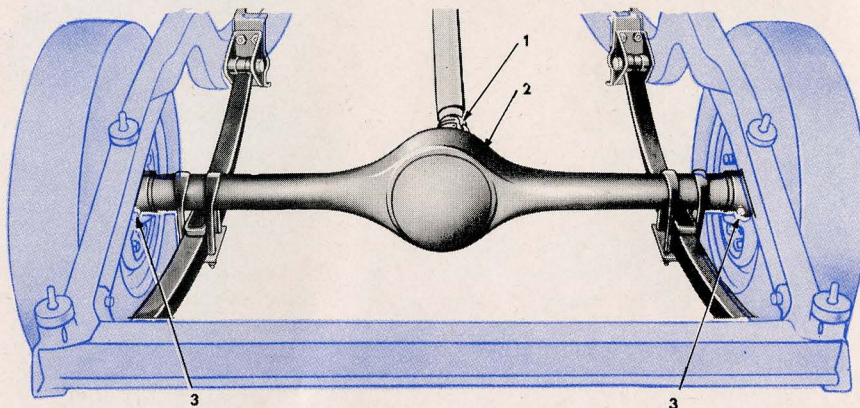
Short Fiber Wheel Bearing Grease—Medium.

Examine grease and if found to be in good condition, do not remove but add grease. If not in good condition, clean, repack bearing, and coat inside of hub with 5 ounces of grease. **NOTE: On cars equipped with disc brakes, have this operation performed by your Chrysler dealer.**

8. **GEARSHIFT REMOTE CONTROL**

Rub a thin film of MOPAR Lubriplate or Water Pump Grease in the groove of gearshift rod end.





**Every 20,000 Miles  
or Every Two Years**

## 1. UNIVERSAL JOINT. (Cross Type)

See page 28 for lubrication of Cross Type Universal Joint.

## 2. REAR AXLE DIFFERENTIAL

Drain and refill.

Extreme Pressure Hypoid Gear Lubricant.

Summer and Winter above  $-10^{\circ}\text{F}$ .....SAE 90.

Extreme Winter below  $-10^{\circ}\text{F}$ .....SAE 80.

Lubricant level should be checked every 1,000 miles. If necessary, add lubricant to maintain level to bottom of filler plug hole.

## 3. REAR WHEEL BEARINGS

Short Fiber Wheel Bearing Grease—Medium.

Remove plug and lubricate with  $\frac{1}{2}$  ounce of lubricant, using low pressure gun.

DO NOT OVER LUBRICATE. Install plug.

**1000 Miles**—Parking Brake and Gearshift Linkage metal pivot points. Use Engine Oil. Door Hinges, Springs, Hood Clamps and other hard to lubricate places. Use MOPAR Dripless Penetrating Oil. Use a stainless stick lubricant on the Door Striker Plates, Dovetails and Rotor Wheels. Use MOPAR Lubriplate, or similar lubricant, sparingly in the Door Lock Cylinders.

**Fluid-Torque Drive Unit**—Remove filler plug on right side of reservoir below clutch housing and check fluid level. If necessary, replenish with MOPAR Fluid Drive Fluid or a high quality SAE 10-W Engine Oil to bring fluid level to bottom of filler plug hole.

**Power Steering Reservoir**—Clean and remove cover of reservoir mounted at rear of generator. Check oil level. Level of oil should be maintained at indicated level, approximately  $1\frac{1}{4}$  inches below cover gasket. The oil level should not be carried much higher or lower than this amount. Replenish as necessary with SAE 10-W Engine Oil. The SAE 10-W Engine Oil in the Power Steering System and Reservoir should be replaced with SAE 5-W oil during sub-normal winter conditions, such as temperatures below  $-10^{\circ}\text{F}$ . Extreme care should be taken to avoid dirt getting into the reservoir when the cover is removed. Do not disturb the filter element under any circumstances.

**10,000 Miles**—Speedometer Oil Tube with Wick located on the rear of the housing near the cable flange should be unscrewed and wick saturated with MOPAR Speedometer Oil. Speedometer Cable should be disconnected at the instrument panel and the shaft removed. Coat the shaft with MOPAR All Weather Speedometer Cable Lubricant.

Windshield Wiper Pivots should be lubricated by removing the screw in top of mounting plate on front outside of windshield and injecting a few drops of Light Engine Oil.

**20,000 Miles, Fluid-Torque Drive Unit**—Drain and refill with MOPAR Fluid Drive Fluid or a high quality SAE 10-W Engine Oil. To drain reservoir, remove drain plug from bottom of reservoir. To drain Fluid-Torque Drive unit, remove drain plug after first removing the flywheel housing cover plate (at bottom). After the unit has drained, turn it one-half revolution so opposite drain plug can be removed, and allow remainder of fluid to drain. Reinstall plugs. To refill Fluid-Torque Drive unit, remove filler plug on right side of reservoir below clutch housing. Fill reservoir to level of filler plug hole. With transmission in neutral, start engine and run slightly faster than idle (500 to 700 rpm). With engine running, continue to add fluid to reservoir until level remains constant at bottom of filler plug hole. Reinstall filler plug temporarily. With parking brake applied, shift transmission into high range and run engine slightly faster than idle (500 to 700 rpm) for not over two minutes. Remove filler plug, check level and replenish fluid if necessary. Install filler plug and tighten.

## POINTS REQUIRING NO LUBRICATION

Clutch Release Bearing—Starter Bearings—Carburetor Linkage—Foot Accelerator—Rubber Bushings—Rear Springs—Fluid Drive—Propeller Shaft Center Bearing (8-Pass. Models)—Fan Belt Idler Pulley.

## SPECIAL ATTENTION

Cars operated principally on gravel or dusty roads and through extended rainy seasons, may need lubrication attention more frequently and should be serviced as required. In dusty territories, the air cleaner should be cleaned often. Under extreme conditions, once a day may be necessary.



## GENERAL MAINTENANCE SUMMARY

**Every Gas Stop:** Check engine oil level and level of coolant in radiator.

**Every Week:** Check tire pressure; wash car and brush upholstery.

**Every Two Weeks:** Check battery solution level and add clean pure water as required.

**Every 1,000 Miles or 30 Days:** Lubricate chassis, generator, distributor and body hardware as indicated in Lubrication Chart. Check transmission, differential and steering gear lubricant levels. Check carburetor air cleaner and service if necessary. Check fluid level in Fluid-Torque Drive reservoir. Check oil level in reservoir for Power Steering unit.

**Every 2,000 Miles:** Check brake master cylinder fluid level.

**Every 2,500 Miles:** Rotate tires.

**Every 5,000 Miles:** Minor engine tune-up. Change Engine Oil and replace oil filter element. Service crankcase ventilating intake pipe and outlet pipe air cleaners. Check brake adjustment. Check generator charging rate. Check clutch adjustment. Check fan belt adjustment.

**Every 10,000 Miles or Once a Year:** Major engine tune-up. Lubricate front wheel bearings and gearshift remote control rod end, as indicated on Lubrication Chart. Check wheel alignment. Drain gas tank to clean out sediment. Check lights and headlight aiming. Lubricate windshield wiper pivots with light Engine Oil. Disconnect speedometer cable at the instrument, remove the shaft and coat with MOPAR All-Weather Speedometer Cable Lubricant and reinstall. Oil speedometer wick with MOPAR Speedometer Oil.

**Every 20,000 Miles or Every Two Years:** Drain and refill transmission with new lubricant. Drain rear axle differential and refill with proper lubricant. Drain and refill Fluid-Torque Drive unit. Remove and disassemble the universal joints and repack with Heavy Fiber Universal Joint Grease. Lubricate rear wheel bearings. See your Chrysler dealer for these services.

**Every Spring:** Drain and discard old anti-freeze solution. Flush out cooling system and put in MOPAR Rust Resistor with a fresh filling of water. Inspect hoses and connections. Also inspect fan and generator belts.

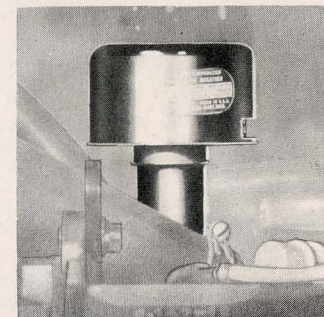
**Every Fall:** Drain and discard rust resistor solution. Flush out cooling system and refill with MOPAR Anti-Freeze solution. Inspect hoses and connections.

## AIR CLEANERS

Two different type air cleaners, the carburetor air cleaner and the crankcase ventilating air cleaners, are used to prevent moisture, dust and other foreign matter from the air entering the engine. These units should be serviced regularly in order to afford the engine the protection for which they were intended.

### CRANKCASE VENTILATING AIR CLEANERS

Fresh air for ventilating the crankcase enters through the oil filler pipe. This air is filtered by passing through an air cleaner which serves as the filler-pipe cap. Air and vapor are drawn out of the crankcase through the ventilating outlet pipe at the rear of the engine. This outlet pipe is also provided with an air cleaner. In order to make sure that these cleaners function properly, they should be removed and serviced at each Engine Oil change at intervals of 5,000 miles. Refer to Lubrication Chart.



### THE CARBURETOR AIR CLEANER

Your Chrysler is equipped with an oil bath type air cleaner designed to provide maximum protection against dirt, dust and abrasives which otherwise might enter the engine through the carburetor. It is important that the air cleaner be examined every 1,000 miles or 30 days of operation. If the sump is found to contain a semi-solid mixture of dirt and oil up to the lower offset in the reservoir, the air cleaner should be removed and thoroughly cleaned. Refer to Lubrication Chart.



*Caution* Avoid over filling the air cleaner with Engine Oil, as too much oil may cause excessive fuel consumption. Fill to indicated level ONLY, with one pint of Engine Oil.

### WARNING! DUSTY DRIVING

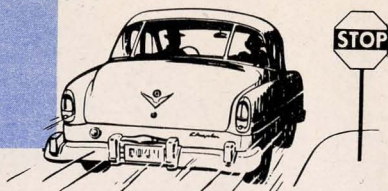
Cars operated principally on gravel or dusty roads may need frequent lubrication and should be serviced as required. When operating in dust, the danger of wear to internal engine parts is increased due to the amount of abrasive material in the air. Normally, this material is "strained-out" by the carburetor air cleaner and the crankcase ventilator cleaners and the oil filter. In dusty territories these units should be inspected and serviced as often as necessary to keep them operating efficiently.

### TO PROTECT YOUR ENGINE

1. Check oil level at each refueling.
2. Change oil at recommended intervals.
3. Replace oil filter element every 5,000 miles to coincide with oil change, or as often as it becomes plugged with the dirt and carbon it removes from the oil passing through it.



## BRAKES



The **SERVICE BRAKES** on your Chrysler are of the hydraulic type. The brake units at the four wheels are of the internal expanding shoe type and are adjustable to compensate for lining wear. Self-energizing and self-adjusting disc brakes are used on the Crown Imperial. The self-adjusting mechanism incorporated in disc brakes automatically compensates for lining wear and, therefore, these brakes do not need to be adjusted during the life of the linings.

**POWER BRAKES** are standard equipment on New Yorker and Custom Imperial models. This feature employs engine vacuum to apply brake pressure. Only light pressure is needed on the brake pedal to stop the car under normal driving conditions.

The **PARKING BRAKE** on your new Chrysler is of the mechanical type employing internal expanding shoes, operating within the brake drum at the rear end of the transmission. This brake is adjustable to compensate for lining wear.

### SERVICE BRAKE ADJUSTMENT (NOT CROWN IMPERIAL)

The hydraulic brakes on your Chrysler car were engineered to give dependable and efficient service under all conditions. An occasional adjustment to compensate for normal brake lining wear is the only maintenance required until you have driven many thousands of miles, when it may become necessary to reline the brakes. When the brake pedal on application goes within one inch of the floorboard in making an ordinary stop, see your Chrysler dealer for a brake adjustment.

### BRAKE RELINING

The original brake linings on your car were cyclebonded to the brake shoes at the factory. No rivets were used to fasten the lining to the brake shoes. To retain the same features of the Cyclebonded linings, let your Chrysler dealer install approved MOPAR linings when you find the need for replacement.

### BRAKE FLUID—IMPORTANT

It is important that only MOPAR Super Brake Fluid be used in the hydraulic braking system of your Chrysler car. Don't accept substitute brake fluids for refills. Have the level of the brake fluid in the master cylinder checked periodically and whenever brake shoe adjustment is required. Maintain the level of fluid not lower than  $\frac{1}{2}$  inch below the bottom of the reservoir filler plug opening.

### HOW TO MAKE YOUR BRAKES LAST LONGER

1. Insist on MOPAR Super Brake Fluid. This is a Heavy Duty Brake Fluid.
2. Apply brakes carefully. Anticipate traffic stops so that you can slow down gradually with minimum use of the brakes.
3. Avoid sudden stops, as this wears brake lining and tires excessively.
4. When stopping on a slippery pavement, apply the brakes gently and intermittently. This will keep the wheel from locking and then sliding—rolling wheels have better traction.
5. In descending steep grades, use the engine for braking the car speed by moving the gearshift lever to the Low Range position and engaging second speed gear. This is a very good safety practice as well as a saver of brakes.
6. See that brake adjustments are made when needed (not Crown Imperial). Inspect lining for wear after the third or fourth brake adjustment and remove all dust and dirt from the drums and brake shoe mechanism.

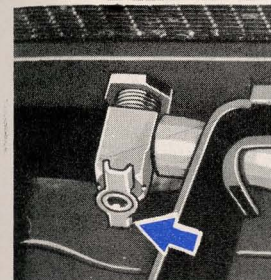
## COOLING SYSTEM (PRESSURE-VENT SYSTEM)

### RADIATOR PRESSURE CAP

Your new Chrysler is equipped with a pressure-vent type radiator filler cap. This cap is entirely automatic in its action and needs no attention other than to check it occasionally to make sure it is in position and tight.

### CAUTION

*To remove the radiator pressure cap when the engine coolant temperature is high, place a piece of cloth over the pressure cap and turn counter-clockwise about  $\frac{1}{4}$  turn until the stop is reached. Keep cap in this position until all pressure is released. Then, push cap down and turn still further counter-clockwise until it can be removed. To install the pressure cap, place it in position and turn it clockwise as far as it will go (approximately  $\frac{1}{2}$  turn).*



RADIATOR  
DRAIN COCK

### FILLING AND DRAINING

When filling the cooling system, use clean water as well as MOPAR Rust Resistor to prevent corrosion and scale which tend to clog the passages—in winter, use MOPAR Anti-Freeze. Never pour cold water or anti-freeze solution into the radiator when the engine is overheated. The level of the liquid in the cooling system when cold should be  $1\frac{1}{4}$  inches below the bottom of the filler neck.

To drain the radiator, open the drain cock in the lower front side of the radiator at the center. This drain can be reached from under the hood. To completely drain the cooling system, also open the drain cock in each engine cylinder block at the bottom of the water jacket near the center on the right and left sides of the engine. See illustrations on pages 26 and 27. If you are storing your car or leaving it idle for a long time, it is advisable to leave these drains open.

### THE USE OF ANTI-FREEZE

At the approach of freezing weather MOPAR Anti-Freeze should be used. Always flush the cooling system clean before adding anti-freeze in fall and after draining it in the spring. Have the solution tested frequently during freezing weather to make certain that you are well protected against a freeze-up. If the cooling liquid freezes, the car should be taken to the nearest service garage, where proper action can be taken to thaw it out. In climates where anti-freeze solutions are not required, flush the cooling system twice a year. When anti-freeze is not in use, treat the cooling system of your car with MOPAR Rust Resistor every time it is drained and refilled.

### CAUTION

*Solutions containing sodium chloride (common salt), calcium chloride, magnesium chloride, or any inorganic salt should never be used as an anti-freeze. Water soluble organic products such as sugar, honey, or glucose or any organic crystalline compounds are not recommended. Mineral oils such as kerosene or engine oil may damage rubber parts and therefore prove harmful.*

### FOR BEST PROTECTION

Keep radiator filled to correct level.  
Don't put cold water in hot engine.  
Check fan belt and hose often.

Flush system twice a year.  
Use MOPAR Rust Resistor in warm weather.  
Use MOPAR Anti-Freeze in cold weather.



## ELECTRICAL SYSTEM

The IGNITION SYSTEM of your car is protected against wet-weather difficulties by water-proof spark plug covers and a distributor cap so constructed as to shield the contact points and condenser from moisture. The spark plugs and distributor are also designed to suppress interference with your car radio, FM radio and television. The spark plugs are of the resistor type and the distributor has a built-in suppressor.

THE BATTERY IN YOUR CHRYSLER is under the hood—on the left side of the engine—easily accessible—completely away from the seats and upholstery where there can be no danger of spilling battery acid inside the car.

Check the water level in your battery at least once a month in winter, every two weeks or every 1,000 miles in summer, and add clean, pure water if necessary.

The need for the addition of any considerable amount of water in the battery, operating conditions considered, may point to excessive generator output. Keep your battery charged, particularly in cold weather, as a discharged battery will freeze at a little below the freezing point of water (32° F.).

When checking the water level, it is also advisable to check the terminal connection for cleanliness and tightness and to see that the battery itself is securely fastened in its carrier and is clean and dry.

If your car is to be stored for a month or more, have the battery removed by your Chrysler Dealer to insure its receiving proper attention during the period it is not being used.

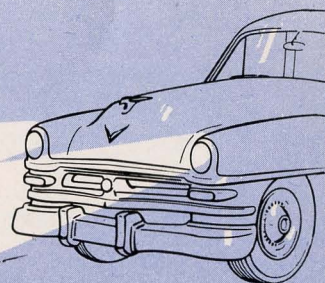
Should the necessity ever arise to replace the battery in your car, your Chrysler dealer carries a complete line of MOPAR batteries, the official replacement battery designed specifically for Chrysler cars.

### CAUTION

*Never allow a flame or spark to be brought near the battery vent openings. Hydrogen gas, which forms in normal battery operation, may be present and explode. If it is necessary to use a flame near the battery, first remove the filler caps and blow out the cells gently enough to avoid splashing the acid.*



BATTERY



HEADLIGHT

## HEADLIGHT BULB REPLACEMENT

In your Chrysler, the latest in lighting efficiency is provided through the use of Sealed-Beam headlights in which the headlight lens, bulb and reflector are built and sealed into one waterproof and dustproof, prefocused unit.

In the event of accidental damage or burning out, the entire unit is easily replaceable as follows:

First take out the screws from the headlight lens frame and remove the frame. Then remove the retaining ring screws and remove the ring by pulling it outward.

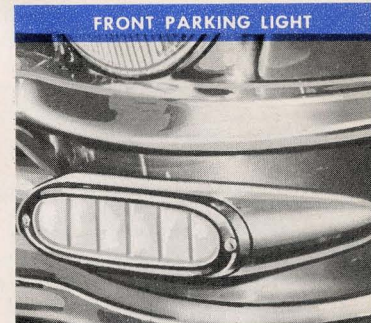
Next pull the sealed light unit out and then pull the wire connector straight off.

To insure maximum night driving pleasure and safety, it is necessary that headlights be properly aimed at all times. Have them checked occasionally by your Chrysler dealer, particularly after a bulb replacement has been made.

The lighting circuit of your car is protected by three circuit breakers integral with the lighting switch. In case a short circuit develops in the lighting system, a circuit breaker will automatically open before damage occurs. The circuit breaker will continue to open and close until the "short" in the circuit has been eliminated. Lights on other circuits will continue to operate.

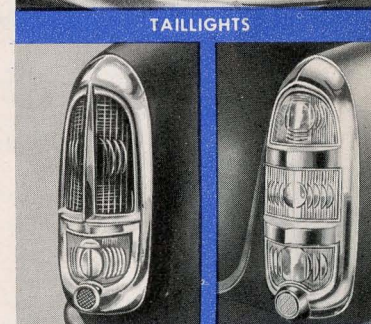
### FRONT PARKING LIGHT AND TURN LIGHT BULBS

Remove the parking light lens frame and lens. The bulb is removed by pushing it in slightly, twisting to the left and pulling it out of the socket.



### TAILLIGHT, STOPLIGHT, BACK-UP LIGHTS AND TURN LIGHT BULBS

Remove the lens frame and lens. Remove the bulbs in the same manner as the parking light bulb above.



### LICENSE PLATE LIGHT

The license plate light bulb is reached by removing the two screws in the lamp base (with luggage compartment lid open) and removing the bulb and socket frame and lens. The light bulb is then removed in the same manner as a parking light bulb.





## LIGHT BULB CHART

NEW YORKER AND CUSTOM IMPERIAL

Location	Candle Power	Mazda Number	Chrysler Part Number
Headlights (Sealed-Beam).....	45-35W	2422	1297667
Headlight Upper Beam Indicator Light.....	2	55	125588
Taillight, Stoplight and Rear Turn Signal.....	21-3	1154	145416
Glove Box Light.....	2	55	125588
Instrument Lights.....	2	55	125588
Rear License Plate Light.....	3	63	142303
Ignition Switch Light.....	1	51	115273
Parking Light and Front Turn Signal.....	21-3	1154	145416
Turn Signal Indicator Light.....	2	55	125588
Back-up Light.....	21	1129	142308
Luggage Compartment Light.....	15	87	142304
Dome Lights and Courtesy Lights.....	15	88	142446
Courtesy Light (Cu. Cpe. and Newport).....	15	B-6	151559
Gear Shift Indicator Light.....	1	51	115273
Taillight—Lower Section (Custom Imperial).....	3	63	142303

**ACCURATE SPARK PLUG ADJUSTMENT** means more efficient and economical operation. The spark plugs in your Chrysler car are of the resistor type and the gap between the electrodes of each plug should be .035 inch. The gap gradually increases with use and should be adjusted by bending the outside electrode. Do not attempt to adjust the gap by bending the center electrode as this would crack the insulator. Measurements of the gap can be made most accurately with a wire, rather than a flat, feeler gauge.

## GOOD RULES TO OBSERVE

Check water level in battery at intervals recommended. For efficient operation, clean and adjust the spark plugs every 5,000 miles of travel. When replacing, be sure to use the same type special resistor plugs. Have headlight aiming and ignition timing checked occasionally by your Chrysler dealer.

## LIGHT BULB CHART

CROWN IMPERIAL (12 VOLT SYSTEM)

Location	Candle Power	Mazda Number	Chrysler Part Number
Headlights (Sealed-Beam).....	45-35W	2425	1498907
Headlight Upper Beam Indicator Light.....	1.5	57	127934
Taillight, Stop and Turn Signal.....	32-4	1034	151567
Glove Box Light.....	1.5	57	127934
Instrument Lights.....	1.5	57	127934
Rear License Plate Light.....	3	67	142450
Ignition Switch Light.....	1	53	131282
Parking Light and Front Turn Signal.....	32-4	1034	151567
Turn Signal Indicator Light.....	1.5	57	127934
Back-up Light.....	21	1141	142456
Luggage Compartment Light.....	15	93	142454
Dome Light and Courtesy Lights.....	15	94	142455
Gear Shift Indicator Light.....	1	53	131282
Clock Lights.....	1.5	57	127934

## TYPES OF FUEL

The engine of your new Chrysler is designed to give highly efficient performance with the use of either "regular" or "premium" fuels available throughout the country. It is recommended that only high quality fuel be used, the reputation of the manufacturer being your best guarantee of their product.

## THE FUEL GAUGE

Your new Chrysler is equipped with an electromagnetic type fuel gauge. When the ignition switch is turned ON, the fuel gauge instantly indicates the amount of fuel in the supply tank. When the switch is turned OFF, the indicator moves to the EMPTY position. Due to its design, the gauge will fluctuate slightly on rough roads and around sharp curves.

## FUEL TANK FILTER

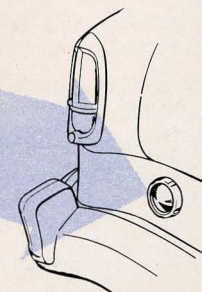
Your Chrysler is equipped with a special fuel tank filter to prevent the entry of water and other foreign matter into the fuel system.

## FOR FUEL ECONOMY

1. Keep your speed moderate on the highway and in the city. Gauge your speed to coincide with traffic lights as far as possible.
2. Avoid unnecessary stops and fast starts.
3. Don't drive in lower gears longer than necessary.
4. Turn off the ignition during a long wait.
5. Change to lighter engine oil in cold weather.
6. Use your brakes sparingly, and keep them adjusted (not disc brakes).
7. Always keep your tires properly inflated.
8. Keep your engine tuned.
9. Keep your entire car properly lubricated.
10. Do not race the engine. When starting in cold weather, let the engine idle about two minutes to circulate the oil.

## FUEL TANK CAP LOCATION

The Fuel Tank Cap on your Chrysler is conveniently located to the right and below the left tail light. Be sure that the Fuel Tank Cap is properly installed each time you purchase fuel. The cap prevents evaporation and keeps dirt and foreign material out of the fuel tank.





# WHEELS AND TIRES

As a protection in case of sudden tire failure, the Chrysler Safety-Rim Wheel is designed to help hold the tire in place on the rim. This is made possible by means of the humps between the rim flanges and the tube-well. Inflation of the tube snaps the bead of the tire over this raised portion. The force required to pull the bead back over the hump tends to keep the tire against the flange and out of the tube-well when deflation occurs.

The SUPER-CUSHION tires on your car are designed to take advantage of a large volume of air at low pressure, thereby absorbing road shock and vibration that would normally be transmitted to the occupants of the car. They are constructed so that under load they give good tread contact with the road, resulting in evenly distributed wear and easy stopping and starting.

## PROPER INFLATION

The chief enemy of tire life is improper inflation. Under-inflation contributes to excessive heat and wear and also causes increased rolling resistance for the car. Over-inflation puts excessive strain on the tire and makes it easier to break or bruise.

The air pressure recommended for Super-Cushion tires depends on (1) Whether the tire is cold such as after standing several hours or; (2) Whether the tire has been run several hours causing pressure build up. When COLD, the starting pressure is 24 pounds. Because tire pressure is seldom checked when tires are cold, the following recommendations are made:

**27 pounds is the operating pressure for city driving.** This means that tire pressures, when checked on a car after it has been driven at a normal speed in the city, should have a built-up pressure of at least 27 pounds, summer or winter—3 pounds over the starting pressure of 24 pounds. Otherwise tires are under-inflated.

**29 pounds is the normal operating pressure for high speeds.** This means that tire pressures, when checked on a car after it has been driven at a high rate of speed, should show a built-up pressure of at least 29 pounds, summer or winter—5 pounds over the starting pressure of 24 pounds. Otherwise tires are under-inflated.

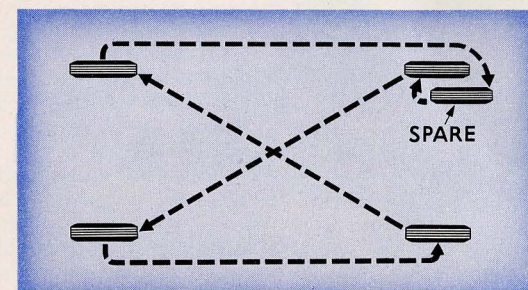
Never reduce (bleed) built-up pressure in a tire. The tire is designed to protect itself by building up a safe pressure of a few pounds after it is run. This avoids excessive sidewall flexing and heat—both of which are detrimental to a tire.

## TUBE REPAIR

The cold patch method of repairing rubber tubes is not satisfactory and should not be attempted. When tube repair is necessary, it should be vulcanized by your Chrysler Dealer.

## FOR MAXIMUM TIRE LIFE

- Maintain correct tire inflation pressures.
- Avoid continuous high-speed driving.
- Avoid striking sharp objects or sharp edges or holes in the road.
- Avoid excessive speeds on curves, unnecessary braking and spinning the wheels on fast acceleration.
- Rotate tires at recommended intervals.



Periodical rotation of tires is the only known method for controlling certain other types of tire wear. It is recommended that you rotate your tires every 2,500 miles as indicated on the diagram, to even out the tire wear at the different wheel positions. It is not necessary to remove the tire from the wheel, just shift the complete wheel and tire. Experience indicates that if the tires are rotated as recommended and the spare tire is included in the procedure, the effective tire life will be greatly increased.

## WHEN IS WHEEL ALIGNMENT NECESSARY?

After alignment is once checked and adjusted on a new car as outlined in the Owner Service Certificate, it should only be necessary to check wheel alignment once a year, under normal driving conditions. However, if the car does not steer properly and there is reason to suspect that the wheels are out of line due to excessive bumping of curbs or having been involved in an accident, **a careful diagnosis should be made first to see if the front wheels need aligning.**

Under-inflation wear can be prevented by maintaining recommended tire pressure. Periodic rotation of tires **instead of wheel alignment** will help smooth out other types of wear.



## WHEEL BALANCING

The necessity for balancing wheels is indicated by excessive "wheel fight" movement of the steering wheel on smooth straight highway at speeds above 40 miles per hour. If the tires are wearing unevenly but the car does not exhibit this characteristic, no amount of wheel balancing will ever correct the uneven wear. Tires installed at the factory are manufactured to a close balance limit and it is generally considered unnecessary to balance them.

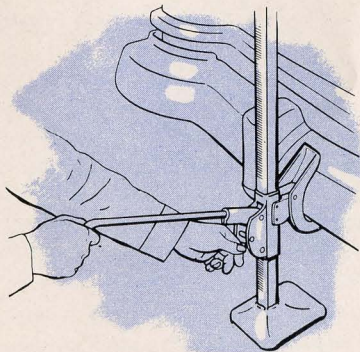
## CHANGING THE WHEEL

To dismount a wheel, first set your parking brake. Before the rear wheels on the Imperial and Crown Imperial models can be dismounted, it is necessary to remove the fender skirts. To do this, simply remove the two screws in the ends of the skirt and fender molding. Next, remove the wheel cover by inserting a screw driver between the edge of the wheel cover and the rim of the wheel. Care must be exercised to see that the point of the screw driver is firmly set under the rolled edge of the cover before attempting to remove it. Raise the cover slightly at this point and then pry it out farther at two or three other positions around the edge until it can be easily removed from the wheel rim.

Loosen the wheel bolts slightly with the socket end of the jack handle. Before jacking up the car, block the wheel diagonally opposite the one being removed. Place jack in position under the bumper next to the bumper guard of the wheel to be changed. Put jack control finger in upper position, insert jack handle and raise wheel from ground. Remove the loosened wheel bolts and pull wheel off.

### CAUTION

*The bumper jack was designed to be used as a tool for changing a tire. This jack may easily be used to lift the vehicle off the ground level for this purpose. Note the illustration for proper location of jack. It is not recommended that this jack be used to lift the car to do any work on the under-carriage unless suitable supports are placed under the car for safety measures.*



**JACK POSITIONED UNDER  
FRONT BUMPER**

42

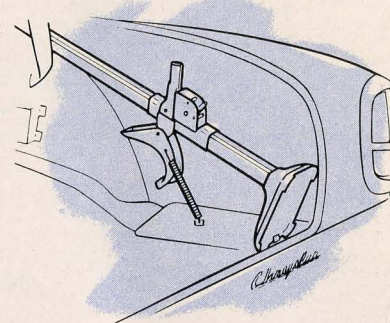
## BUMPER JACK STOWAGE

The bumper jack is secured behind the spare tire (not Crown Imperial) in a mounting which consists of a bracket on the wheel housing, a floor stop and a coil spring permanently attached at one end to a floor bracket.

To remove jack for use after the spare wheel is removed, place control finger in lowering position and jack the lift down until tension on the coil spring is released. Unhook the coil spring from the hole in the jack lifting bracket and lift the jack from the trunk.

To stow the jack after using, place the base of jack against the floor stop, the upper end into the bracket on wheel housing and hook the free end of the coil spring into the hole in the jack lifting bracket. Place control finger in upper position. Jacking up the lift will tighten the spring, rigidly securing the jack against the floor stop and notched bracket.

The bumper jack is carried in the tire compartment lid on the Crown Imperial.



## CAPACITIES

Engine oil (add an additional qt. when replacing filter element).....	5 qts.
Cooling system (without heater)..... 25 qts.      (with heater).....	26 qts.
Fluid-Torque Drive (reservoir).....	10½ qts.
Transmission—Hydraulically Operated (refill).....	3 pts.
Rear axle differential (except Crown Imperial—5 pts.).....	3½ pts.
Fuel Tank (except Town and Country Wagon—17 gals.).....	20 gals.

## FUSES

	Fuse	Location
Radio (special equipment).....	14 amp.	Radio lead wire
Clock.....	3 amp.	In clock

## CIRCUIT BREAKERS

	Protects	Location
15 amp.	Fluid-Matic Drive trans. electrical circuits . . . . .	On carburetor air cleaner brace

Lighting circuits protected by 3 circuit breakers built into the lighting switch. A circuit breaker is also built into the windshield wiper switch.



## TIRE PRESSURE AND SIZES

New Yorker (except 8-Passenger—8.20 x 15)	8.00 x 15
Custom Imperial	8.20 x 15
Crown Imperial	8.90 x 15
Starting pressure (summer and winter)	24 lbs. (cold)

## BATTERY (NEW YORKER AND CUSTOM IMPERIAL)

Number of plates per cell	19
Terminal grounded	Positive
Voltage	6
Capacity	135 amp. hr.

## BATTERY (CROWN IMPERIAL)

Number of plates per cell	13
Terminal grounded	Positive
Voltage	12
Capacity	65 amp. hr.

## IGNITION

Spark plug type	(Resistor) 4S-140
Spark plug size	14 mm.
Spark plug gap	.035 inch
Distributor contact point gap	.015 to .018 inch
Firing order	1-8-4-3-6-5-7-2

## LICENSE DATA

**Vehicle Number**—The vehicle number of your car is stamped on a metal plate attached to the left front door body hinge post.

**Engine Number**—The engine number is stamped on a machined boss on the top front side of the cylinder block just back of the water pump.

**Body Number**—The body number of your car is stamped on a metal plate attached to the front side of the cowl under the hood.

**Models**—New Yorker, Custom Imperial, Crown Imperial.

**Number of Cylinders**—8.

**Bore**—3 $\frac{1}{16}$  inches. **Stroke**—3 $\frac{3}{8}$  inches.

**Taxable Horsepower**—46.5.

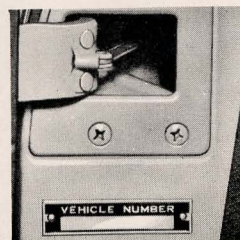
**Piston Displacement**—331.1 cubic inches.

**Compression Ratio**—7.50 to 1.

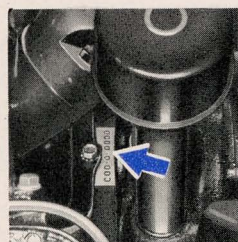
## GARAGE INFORMATION

**Length overall** (with bumpers and guards)—New Yorker 211 inches—8-Pass. cars 222 $\frac{3}{4}$  inches—Town and Country Wagon 210 $\frac{1}{4}$  inches—Custom Imperial 219 inches—Crown Imperial 229 $\frac{1}{4}$  inches.

(All Specifications are subject to change without notice.)

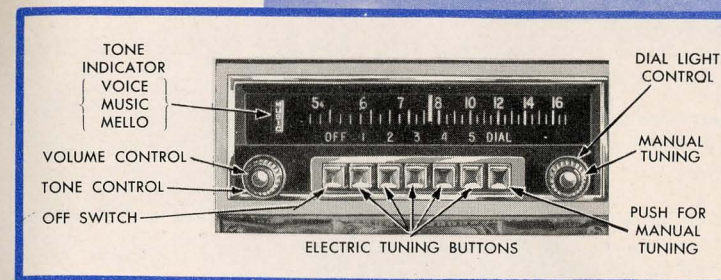


VEHICLE NUMBER



ENGINE NUMBER

## RADIO



The off-and-on switch in the Custom-built MOPAR Radio (Model 815) is combined with push-button operation. Push ANY button except the "OFF" button to turn the set on, and push the "OFF" button to turn the set off.

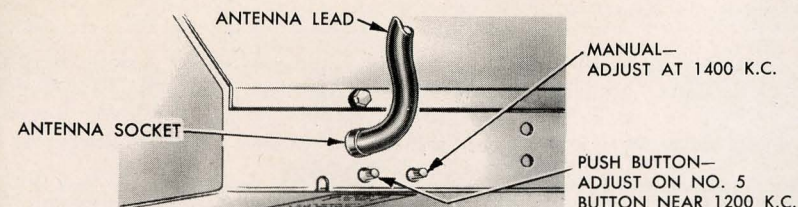
**Tone Control.** The disc behind the volume-control knob allows the owner to change the tone of the radio to suit his taste. The tone control position is shown by the tone indicator. When the indicator shows the word MELLO, the bass notes are given heavy emphasis. As the disc is turned toward the right, the bass notes are blended with the treble notes, and the word MUSIC appears. As the disc is turned farther to the right, the treble notes are emphasized, and the word VOICE appears. In this last position, speech is more natural and pleasing. The MELLO or MUSIC position is recommended for music. Static or other electrical interference, if present, can be reduced by adjusting the tone control to MELLO.

**Manual Tuning:** Press in the DIAL button. This allows the radio to be tuned in the conventional manner by turning the right-hand knob.

**Dial Illumination:** The dial illumination may be regulated with the disc behind the manual tuning control knob.

## SINGLE-ADJUSTMENT ELECTRIC TUNING

Your MOPAR Radio is engineered with a single-adjustment feature for setting-up stations on the electric-tuning buttons. This feature permits the owner to alter the stations set up on the buttons. No special tools are required to change the button settings. Remove the cover of the button to be set, and push in the button. Pull out the knurled end of the button with fingers, and turn it until the desired station is tuned in.





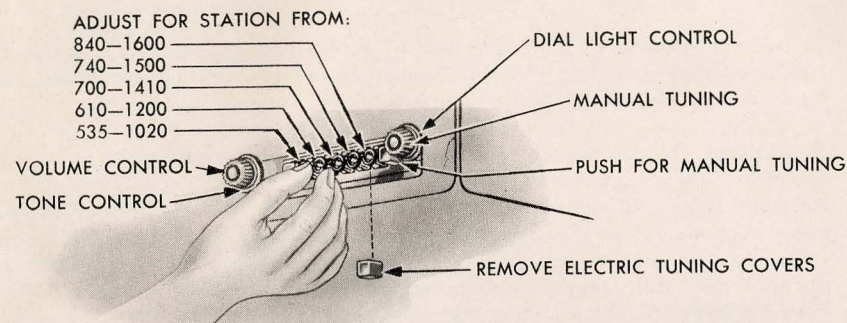
## RADIO, Continued

1. MAKE SURE THAT SET HAS BEEN OPERATING FOR TWENTY MINUTES BEFORE MAKING ADJUSTMENTS.

To properly adjust the radio. THE ANTENNA MUST BE FULLY EXTENDED. Turn volume control to maximum and the tone control to VOICE.

**Note:** In metropolitan areas, it is recommended that the push buttons be set up in a shielded place where signals are weak, such as under a viaduct or in a steel-constructed building.

2. Push in DIAL button. Tune in a weak station near 1400 kilocycles with manual control (right-hand knob). Adjust MANUAL-TUNING ANTENNA COMPENSATOR for maximum volume (see illustration on page 45).



**Push-Button Adjustment:** First, select best stations for electric-tuning buttons. REFER TO FOLLOWING ILLUSTRATION FOR RANGE OF EACH BUTTON.

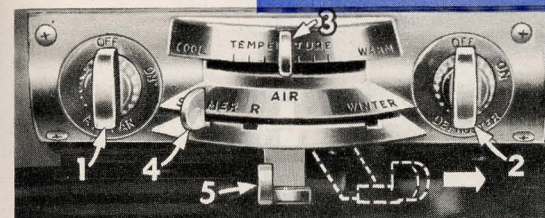
1. Pull off electric-tuning-button covers.
2. Push in DIAL button and tune in station selected for No. 5 button, making sure it is within the 840 to 1600 kilocycle range.
3. Push in No. 5 button. Pull out knurled end of button and turn it to right or left to tune in station already tuned in with manual control. Turning button counter-clockwise will INCREASE the frequency, and turning it clockwise will DECREASE the frequency. Check station by pushing in DIAL button again to identify program.

**CAUTION: DO NOT ATTEMPT TO FORCE THE BUTTON BEYOND ITS NORMAL POINT.**

4. Adjust PUSH-BUTTON ANTENNA COMPENSATOR for maximum volume with button No. 5 pushed in.
5. For setting up buttons Nos. 1, 2, 3, and 4, proceed in like manner, ADJUST PUSH-BUTTON ANTENNA COMPENSATOR ON NO. 5 PUSH-BUTTON ONLY.
6. Install button covers with detented side toward retaining spring on plastic core.

**Note:** The stations may be set up before installing the radio in the car, but FINAL adjustment MUST be made with the antenna installed and AFTER THE RADIO HAS BEEN OPERATING FOR TWENTY MINUTES IN THE CAR.

## HEATERS



### ALL MODELS EXCEPT NEW YORKER 8-PASSENGER SEDAN AND CUSTOM IMPERIAL TOWN LIMOUSINE

The MOPAR All Weather Comfort System (Model 600) is designed to provide heated or unheated fresh air or recirculated air within your Chrysler. With this system driving is a truly comfortable and enjoyable experience in summer or winter.

Here are the controls that let you choose your own weather inside your car.

1. **Air Fan Control Knob**—Operates the motor driven air fan in either low or high speed to bring in outside fresh air.
2. **Defroster Control Knob**—Operates the defroster motor and blower fan in either low or high speed to force heated or unheated air through the defroster outlets.
3. **Temperature Control Lever**—Provides constant air temperature inside car; degree dependent on setting of lever which has range from COOL to WARM.
4. **Fresh Air Control Lever**—Controls passage of fresh air through system; has three positions—SUMMER, R (Recirculating), WINTER.
5. **Cowl Ventilator Control Lever**—Opens and closes Cowl Ventilator Door, which is source of supply of fresh air.

### WINTER OPERATION

**Before Engine Warms Up**—Close Cowl Ventilator Door and turn Air Fan Control Knob to OFF Position.

**After Engine Warms Up**—Set Temperature Control Lever in desired position. (After a desired position has been found, lever should be kept in this position.) Set Fresh Air Control Lever in WINTER position and Cowl Ventilator Door in open position. If the cowl ventilator is not opened, there will be no circulation of air through the heater and heater noise might develop. Turn Air Fan Control Knob to ON position (low or high speed). **NOTE:** For country driving, ample heat can be maintained without use of Air Fan. Simply turn Air Fan Control Knob to OFF position and open Cowl Ventilator Door. The speed of the car will force heated air into the car.

**To Defrost or De-Fog the Windshield**—Turn Defroster Control Knob clockwise to low or high speed, depending on climatic conditions.

**To Eliminate Unpleasant Outdoor Odors**—Close Cowl Ventilator Door and turn Air Fan Control Knob to ON position. Set Fresh Air Control Lever in R position. If the R position is in the center of the panel, the lever should be moved to a position half way between the SUMMER position and the R position during the warm-up period. The system then operates as a recirculating unit; reheating the air in the car. **CAUTION:** Avoid using recirculating unit for prolonged periods of time, for continued use may make it difficult to clear the windshield of fog.

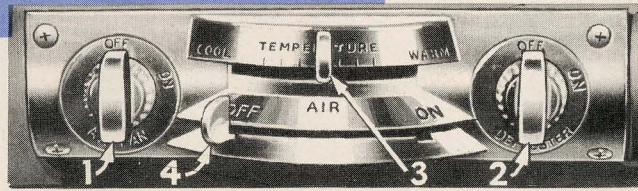
### SUMMER OPERATION

Set temperature control lever in COOL position and set Fresh Air Control Lever in SUMMER position. Then, turn Air Fan Control Knob to OFF position and open Cowl Ventilator Door. If windshield is fogged, turn Defroster Control Knob Clockwise to force fresh air to windshield.



## HEATERS

Continued



### NEW YORKER 8-PASSENGER SEDAN

The MOPAR All Weather Comfort System (Model 502) provides HEATED or UNHEATED AIR VENTILATION. This system helps to make driving your Chrysler a pleasure throughout the year.

Here are the controls that let you choose your own weather inside your car.

1. **Air Fan Control Knob**—Operates the motor driven air fan in either low or high speed to bring in outside fresh air.
2. **Defroster Control Knob**—Operates the defroster motor and blower fan in either low or high speed to force heated or unheated air through the defroster outlets.
3. **Temperature Control Lever**—Provides constant air temperature inside car; degree dependent on setting of lever which has range from COOL to HOT.
4. **Fresh Air Control Lever**—Controls passage of fresh air through the system; has two positions—ON and OFF.

### WINTER OPERATION

**Before Engine Warms Up**—Place Fresh Air Control Lever and Air Fan Control Knob in OFF positions.

**After Engine Warms Up**—Set Temperature Control Lever in desired position. (After a desired position has been found, lever should be kept in this position.) Place Fresh Air Control Lever in ON position. Turn Air Fan Control Knob to ON position (low or high speed).

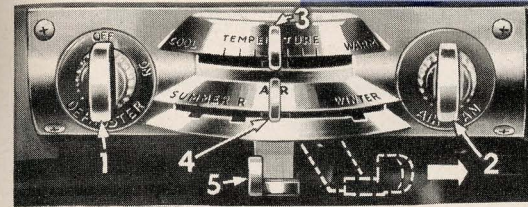
**To Defrost or De-Fog the Windshield**—Turn Defroster Control Knob to ON position (low or high speed).

### SUMMER OPERATION

Set Temperature Control Lever in COOL positions. Place Fresh Air Control Lever in ON position. Turn Air Fan Control Knob to ON position to circulate fresh air in car. If windshield fogs, turn Defroster Control Knob to ON position to force fresh air to windshield.

## HEATERS

Continued



### CUSTOM IMPERIAL TOWN LIMOUSINE

The MOPAR All Weather Comfort System (Model 601) is designed to provide heated or unheated fresh air or recirculated air to the front and rear compartment of your Custom Imperial Town Limousine.

This model heater is composed of a main heater with controls located just to the right of the steering wheel and a recirculating type heater located under the front seat.

Here are the controls that let you choose your own weather inside your car.

1. **Defroster Control Knob**—Operates the defroster motor and blower fan in either low or high speed to force heated or unheated air through the defroster outlets.
2. **Air Fan Control Knob**—Operates the motor driven air fan. This is the control that operates both your under seat heater unit and your main heater unit. It has four positions: Top position—Main Heater-Off and Under Seat Heater-Off; First Position (To Right)—Main Heater-Full Speed and Under Seat Heater-Off; Second Position—Main Heater-Full Speed and Under Seat Heater-Full Speed; Third Position—Main Heater Half Speed and Under Seat Heater-Half Speed.
3. **Temperature Control Lever**—Provides constant air temperature inside car; degree dependent on setting of lever which has range from COOL to HOT.
4. **Fresh Air Control Lever**—Controls passage of fresh air through system; has three positions—SUMMER, R (Recirculating), WINTER.
5. **Cowl Ventilator Control Lever**—Opens and closes Cowl Ventilator Door, which is source of supply of fresh air.

### WINTER OPERATION

**Before Engine Warms Up**—Close Cowl Ventilator Door and turn Air Fan Control Knob clockwise to First Position.

**After Engine Warms Up**—Set Temperature Control Lever in desired position. (After a desired position has been found, lever should be kept in this position.) Set Fresh Air Control Lever in WINTER position and Cowl Ventilator Door in open position. If the cowl ventilator is not opened, there will be no circulation of air through the heater and heater noise might develop. Turn Air Fan Control Knob clockwise to Second or Third position, high or low speed. **NOTE:** For country driving, ample heat can be maintained without use of Air Fan. Simply turn Air Fan Control Knob to the Top position and open Cowl Ventilator Door. The speed of the car will force heated air into the car.

**To Defrost or De-Fog the Windshield**—Turn Defroster Control Knob clockwise to low or high speed, depending on climatic conditions.

**To Eliminate Unpleasant Outdoor Odors**—Close Cowl Ventilator Door and turn Air Fan Control Knob clockwise to Second or Third position. Set Fresh Air Control Lever in R position. If the R position is in the center of the panel, the lever should be located half way between the SUMMER position and the R position during the warm-up period. The system then operates as a recirculating unit; reheating the air in the car. **CAUTION:** Avoid using recirculating unit for prolonged periods of time, for continued use may make it difficult to clear the windshield of fog.

### SUMMER OPERATION

Set temperature control lever in COOL position and set Fresh Air Control Lever in SUMMER position. Then, turn Air Fan Control Knob clockwise to the Top position and open Cowl Ventilator Door. If windshield is fogged, turn Defroster Control Knob clockwise to force fresh air to windshield.



## A FULL MEASURE OF MOTORING

# Enjoyment



Your Chrysler has been built according to the highest possible engineering standards and precision manufacturing, but like any other mechanical device a certain amount of maintenance attention is required from time to time.

In order to receive your full measure of motoring enjoyment, it is strongly recommended that you maintain your car at its highest efficiency and avoid unnecessary and costly repairs by taking it

regularly to your authorized Chrysler Dealer for periodic inspection and testing.

### FOR QUICK COMPLETE AND DEPENDABLE MAINTENANCE ATTENTION

- at home
- on the road
- or wherever you may go

Let the Sign of

**CHRYSLER  
APPROVED  
SERVICE**

Be Your Guide  
to Comfort  
and Safety



## LET YOUR CHRYSLER DEALER PROTECT YOUR INVESTMENT

Chrysler Dealers are more interested in your complete satisfaction and are better equipped to protect the value of your investment than anyone else.

ONLY CHRYSLER DEALERS specialize in Chrysler cars and are, therefore, more familiar with all of the various lubrication points as well as the proper types of lubricants for your Chrysler car.

ONLY CHRYSLER DEALERS employ factory trained technicians who are regularly informed on all the latest and most efficient methods for the maintenance of Chrysler cars.

ONLY CHRYSLER DEALERS provide their men with time-saving tools and equipment specially designed for Chrysler cars.

ONLY CHRYSLER DEALERS carry a complete supply of genuine MOPAR parts to save you time and trouble in case you need replacements.

ONLY CHRYSLER DEALERS receive complete technical information, special service bulletins and general service letters filled with the latest up-to-the-minute information on Chrysler Service.

ONLY CHRYSLER DEALERS can give you the best possible Chrysler Maintenance work at the lowest possible prices. Remember this when you need work done.





# OWNER SERVICE CERTIFICATE

**CHRYSLER**  
*Owner Service Certificate*

*Issued to*

(Owner's Name) \_\_\_\_\_  
 Address \_\_\_\_\_  
 State \_\_\_\_\_  
 City \_\_\_\_\_

*for*

Chrysler car \_\_\_\_\_  
 Vehicle Number \_\_\_\_\_  
 Delivery Date \_\_\_\_\_

*Issued by*

Chrysler Direct Dealer \_\_\_\_\_  
 State \_\_\_\_\_  
 City \_\_\_\_\_

Keep this Certificate in your car for identification.



When you accepted delivery of your new Chrysler, your Chrysler dealer furnished you with an Owner Service Certificate which entitles you to a special inspection and adjustment at the end of the first 1,000 miles and the first 3,000 miles of driving within the Warranty period. Your privileges also include the replacement of parts found to be defective under the terms of the Manufacturers Warranty as extended to you by your Chrysler Dealer. The Owner Service Certificate was designed for your protection. Please read it carefully so that your privileges and obligations will be clearly understood.

Keep your new car  
a *genuine*  
**CHRYSLER**  
throughout by using  
**MOPAR**  
Accessories and  
**MOPAR** Parts



You'll get top Chrysler quality and performance from all accessories bearing the MOPAR label . . . because they are designed specifically for your car. So . . . equip your new Chrysler with MOPAR accessories—a radio, spotlight, heater, seat covers, grille guards, and any other items you may want to add—and **keep** it a genuine Chrysler in every respect.

The trade mark MOPAR identifies Chrysler Corporation accessories and parts—the factory-engineered and factory-inspected accessories and parts manufactured especially for your Chrysler car.

Should replacement parts ever become necessary, make certain MOPAR parts are used as they are designed for your car and are your best assurance of full satisfaction. They'll give you "new-car" performance . . . because they're **made right to fit right and work right!**



FACTORY  
ENGINEERED



FACTORY  
INSPECTED



SUPPLIED BY MOPAR  
MOTORS PARTS CORPORATION

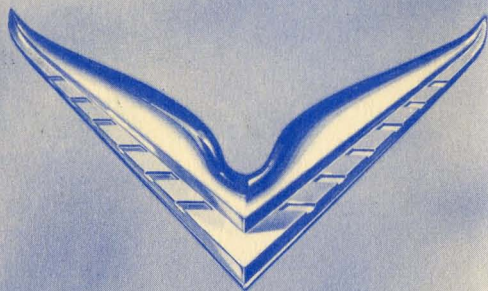


NOTES

***THE FINEST CAR  
DESERVES  
THE FINEST CARE***

*For "THE FINEST CARE" always  
patronize your Chrysler Dealer*





**CHRYSLER-CARE FORESTALLS WEAR**

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## **IMPORTANT NOTICE ON THE CARE OF CHROMIUM PLATING**

In the interest of the National Defense Program, industry-wide restrictions on the use of nickel have made necessary a change in the chromium plating of the various interior and exterior trim parts of your beautiful new Chrysler.

As we know it is your desire to maintain the original beautiful appearance of this new chromium finish, simple instructions for its care are outlined in your Owner Manual under "Retaining That Original Showroom Look."

Your Chrysler dealer will be only too glad to advise you fully on the care required for this finish or will provide this care, if you so desire.

**CHRYSLER SALES DIVISION**



## *Your Owner Service Certificate*

The Service Certificate you received with the delivery of your new Chrysler was designed for your protection. You should read it carefully so that you will be thoroughly familiar with all of its provisions and benefits.

## *Your Owner Manual*

This manual was prepared for your benefit—to help you become better acquainted with your new Chrysler and to help you give it the attention it deserves. The time will be well spent, if you read the manual carefully.