

YOUR

Beautiful Chrysler

WISHES

A WORD WITH

You

CODE C-45

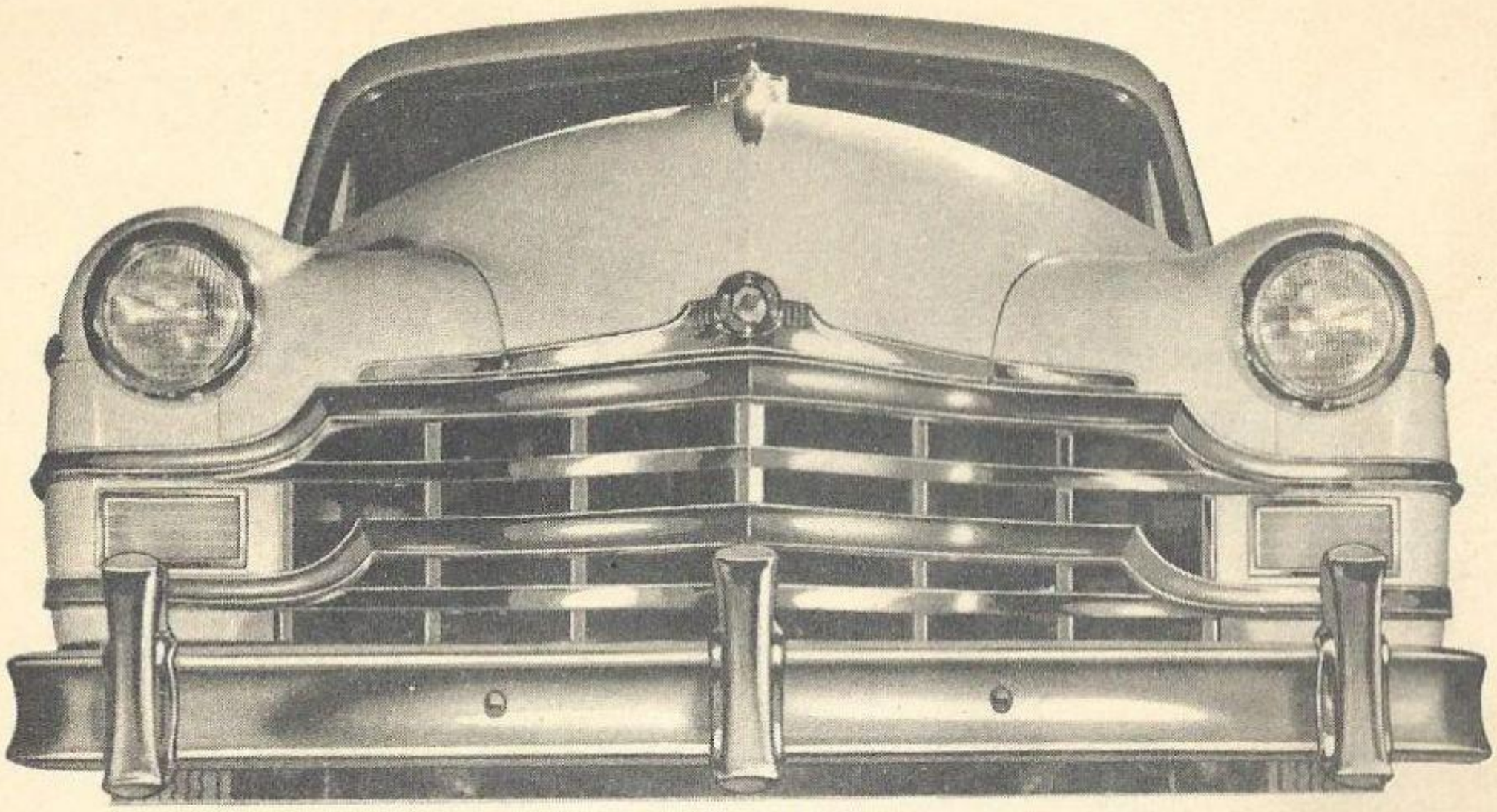
You get the

good things first

from Chrysler

D-12626

Litho. in U. S. A.



FOREWORD

You are to be congratulated on your choice of a beautiful new Chrysler. Your purchase of this automobile exemplifies judgment of discrimination and recognition of motoring value.

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 more motoring comfort . . . operating economy . . . and a car that can "take it".

This book is prepared to help you become better acquainted with your new Chrysler—help you obtain the ultimate in extra pleasure—extra comfort—extra satisfaction!

Read it carefully—the benefits will be yours.

CHRYSLER CORPORATION

Chrysler Sales Division

12200 East Jefferson Avenue

Detroit 31, Michigan

INFORMATION YOU WILL NEED TO KNOW

LICENSE DATA

CAR SERIAL NUMBER—Stamped on plate attached to left front door body hinge post.



ENGINE SERIAL NUMBER—Stamped on boss, left side of cylinder block between number 1 and 2 cylinders.

BORE—3 7/16 inches. STROKE—4½ inches.

NUMBER OF CYLINDERS—6.

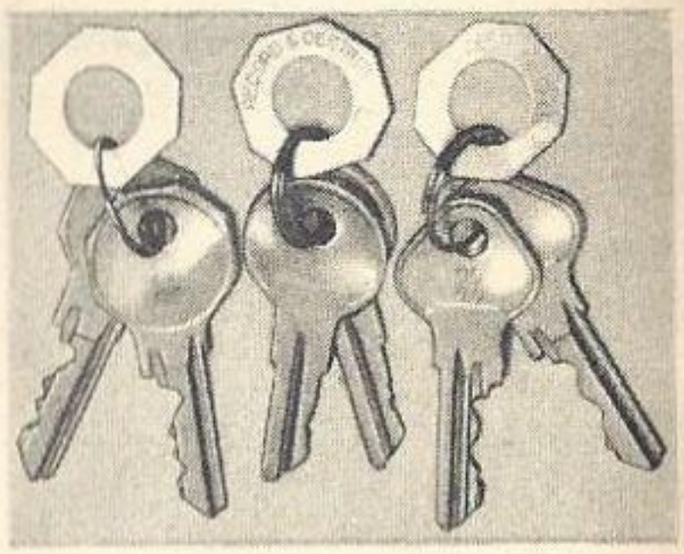
A.M.A. HORSEPOWER RATING—28.36.

PISTON DISPLACEMENT—250.6 cubic inches.

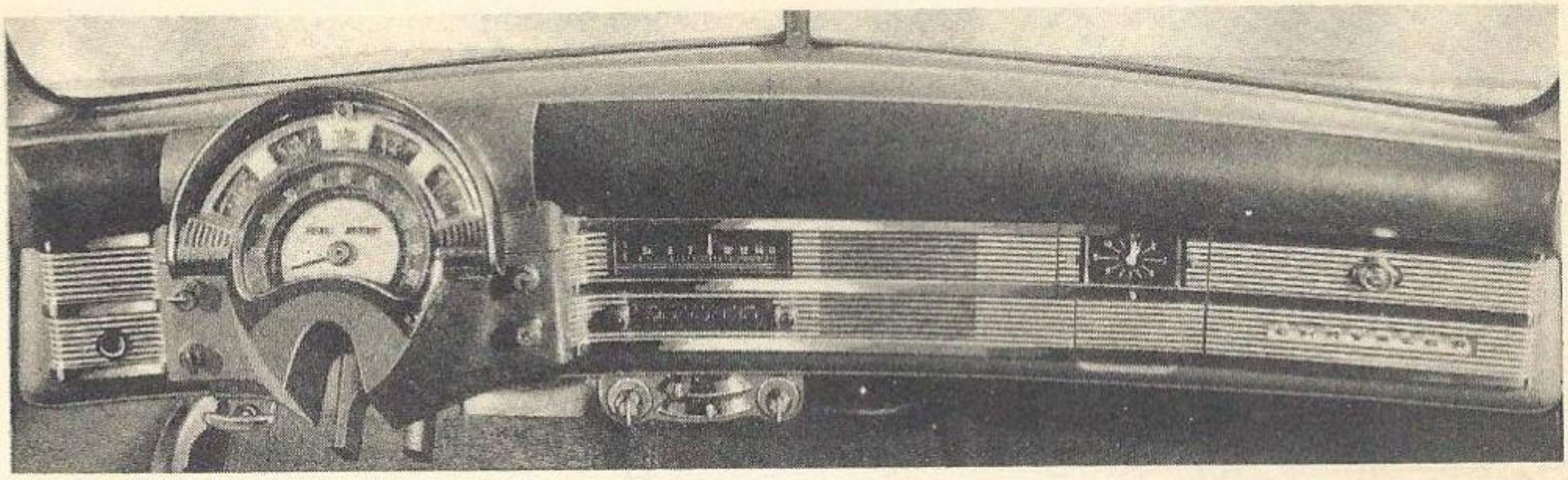
GARAGE INFORMATION—Length overall (with bumpers) 206 7/16 inches; 8-pass. cars 222¾ inches, Station Wagon 215 1/32 inches.

KEY NUMBERS

Two sets of keys come with your car. The key or lock number is stamped only on the tags attached to these keys. For theft protection, record these numbers and destroy the tags. Your Chrysler dealer has a record of the numbers also.



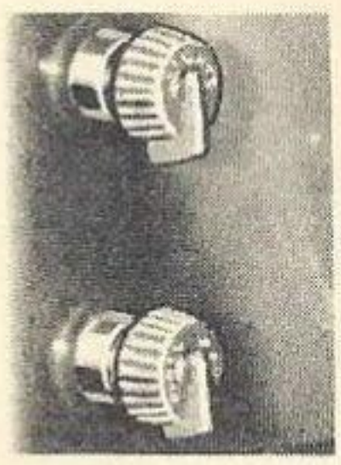
INSTRUMENTS AND CONTROLS



Ignition and Starter Switch: Turn key right to first position to turn on ignition and electrical system. Turn key to right past the "ignition on" position to start the engine—after engine starts, remove pressure from key. Turn key to the left for instrument and accessory operation only.

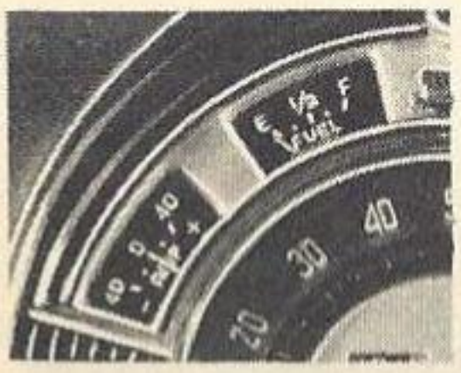


Map Lights: Used for reading. Also serve as front compartment lights when front doors are open. Left light flashes on and off when the ignition is turned on, if the hand brake has not been released.



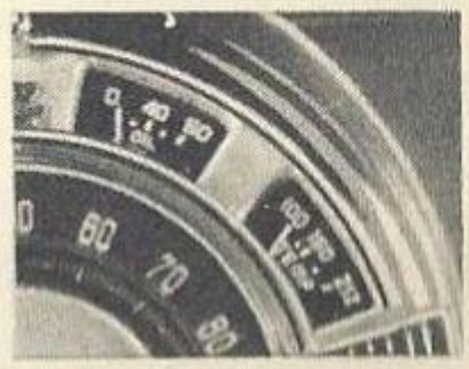
Main Lighting (Upper) Switch: Turn right to the first position for parking lights and tail-lights. Turn right to the second position for headlights and taillights.

Instrument Light (Lower) Switch: With main lighting switch (OFF), turn instrument light switch to right to light map lights. With main lighting switch (ON) in either position, turn right for instrument panel and map lights. Turn left for panel lights only. By turning the switch farther to the left varying degrees of panel lighting may be obtained.



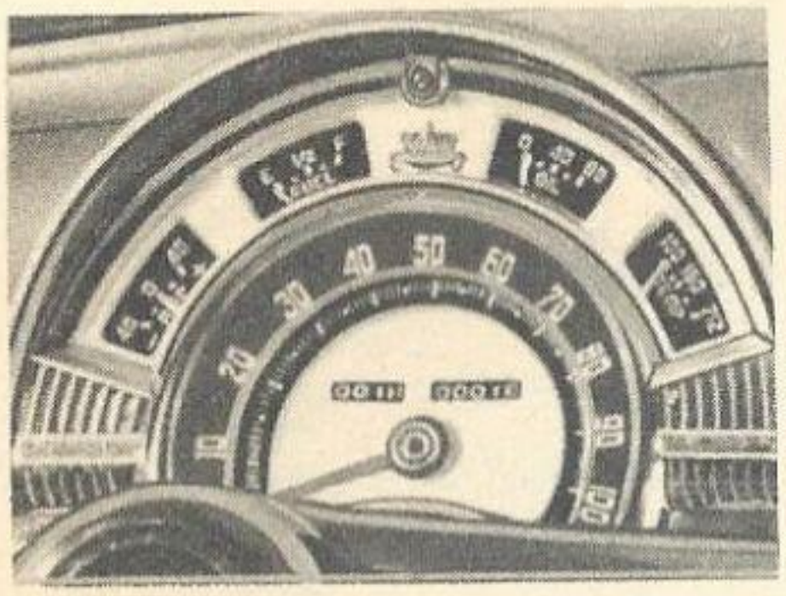
Ammeter: Indicates flow of electrical current to or from battery.

Fuel Gauge: Fuel gauge instantly indicates amount of fuel in supply tank when ignition switch is turned on.



Oil Pressure Gauge: Oil pressure should be 45 to 60 pounds at speeds above 30 miles per hour. If the pressure is lower, bring it to the attention of your Chrysler dealer.

Temperature Gauge: Normal operating temperature of the engine is 160° F. or above, depending on driving conditions and air temperatures. Have cooling system checked immediately if temperature reaches the boiling point.



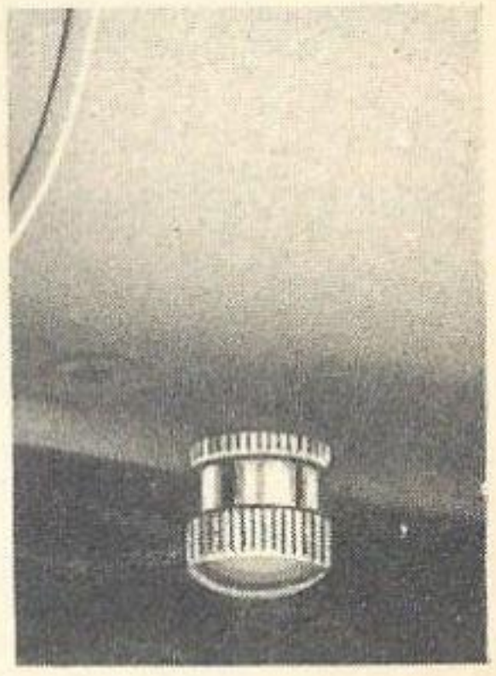
Speedometer: Indicates the speed and mileage of car.

Speedometer Trip Mileage Set Stem: Turn stem to right (clockwise) to reset trip mileage.

Direction Signal Indicator Light: Green light flashes when signaling for a turn.

Headlight Bright Beam Indicator: Red light indicates headlights are on Country (high) Beam.

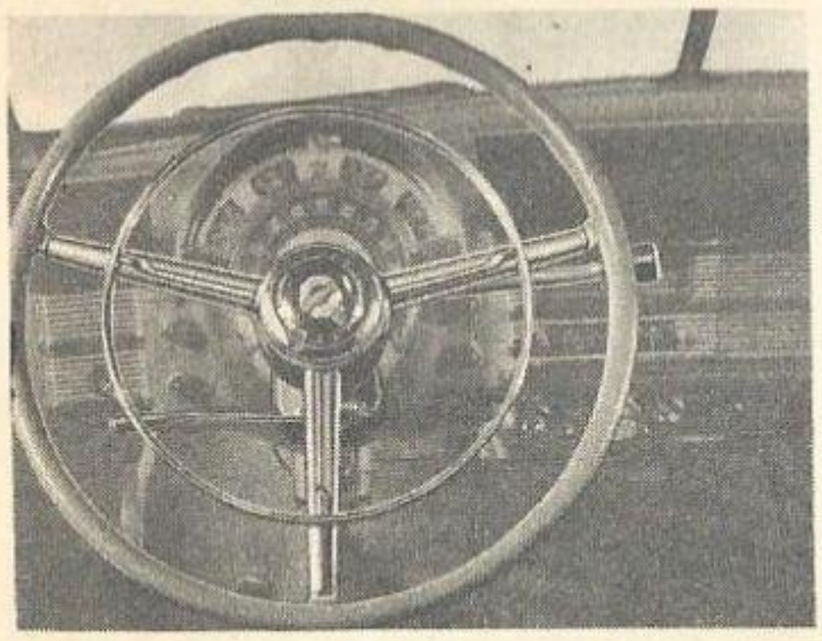
Horn Blowing Ring: Horns will operate only when ignition switch is turned on.



Direction Signal Light Switch Control (left): Move handle down for left turn and up for right turn.

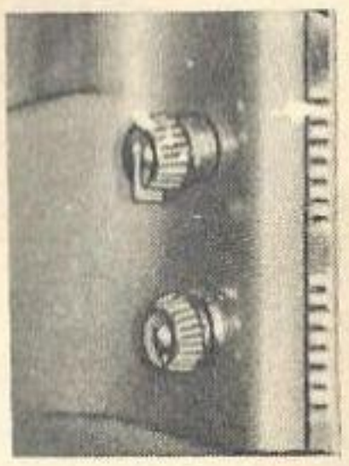
Gearshift Lever (right): See driving instructions, page 9, for gearshift lever positions.

Windshield Wiper Control Switch: Turn switch to right to operate wipers. First position is low speed; second position is high speed.

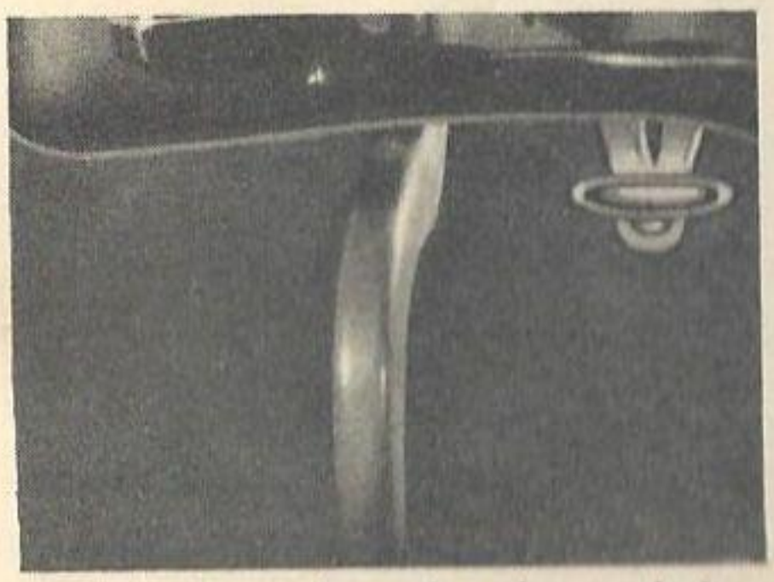


Cigar Lighter: Push in to light. Lighter pops out automatically when the filament is hot.

Hood Lock Control Handle: To open hood, first pull this handle. Then release the safety catch in front of hood itself.

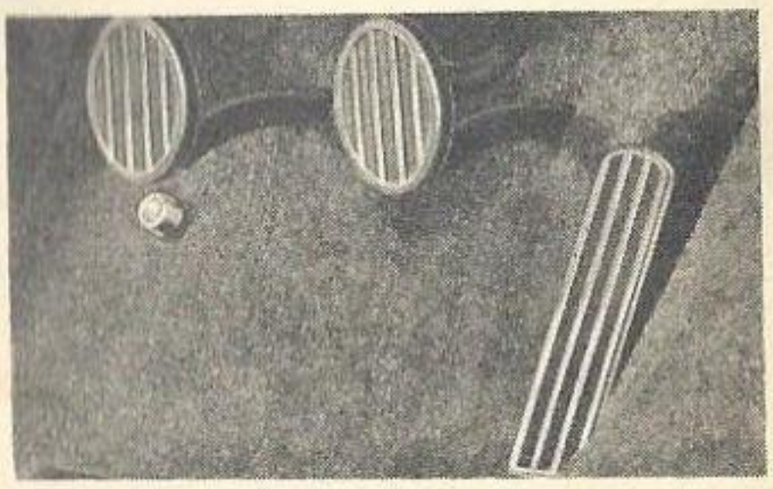


Hand Brake Control Lever: To apply brake, pull lever towards you. To release, pull lever slightly, squeeze trigger and allow lever to move forward. Always be sure hand brake is completely released when driving. Should the hand brake be left on and with the ignition on, the left map light operates as a warning.



Headlight Beam Switch: Press button with foot and light beams will raise to Country (high) Beam or lower to Traffic (low) Beam. Always use Traffic (low) Beam when meeting other cars.

Clutch Pedal: An over-center spring on the clutch linkage makes the clutch pedal easy to depress.



Brake Pedal: Located for quick and easy stopping of your car.

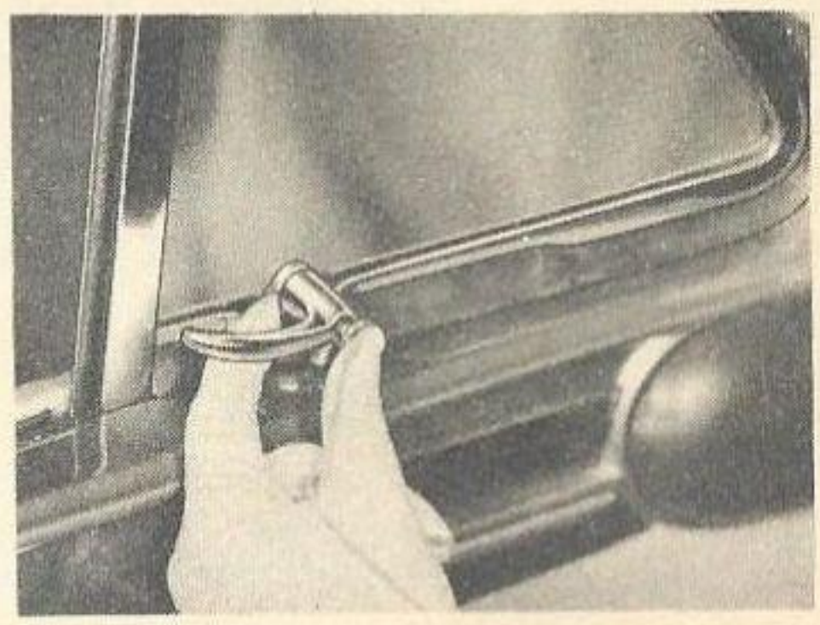
Accelerator Pedal: Pedal is constructed to reduce foot fatigue—gives positive control of car speed.

SCIENTIFIC VENTILATION

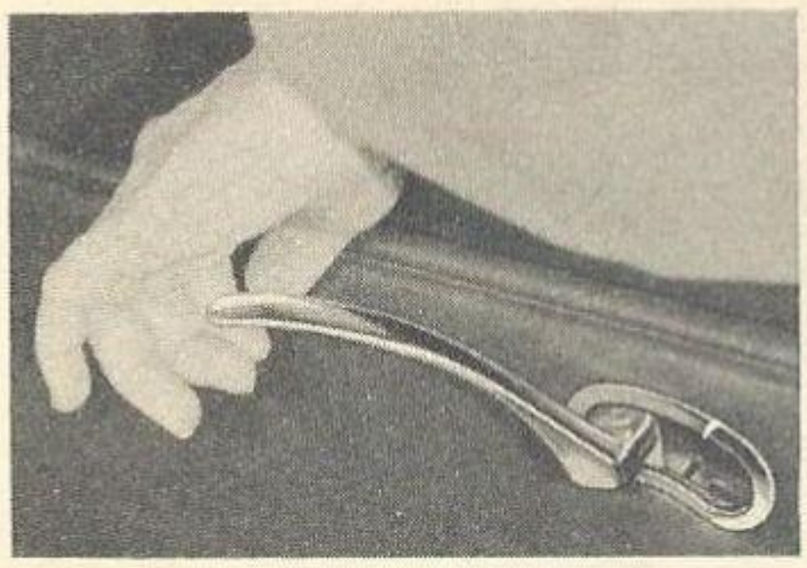


The ventilator in the cowl is opened to the desired position by pressing downward on the control lever located under the instrument panel. To close the ventilator, pull the lever all the way up to its stop so as to squeeze the cover tight against its seat.

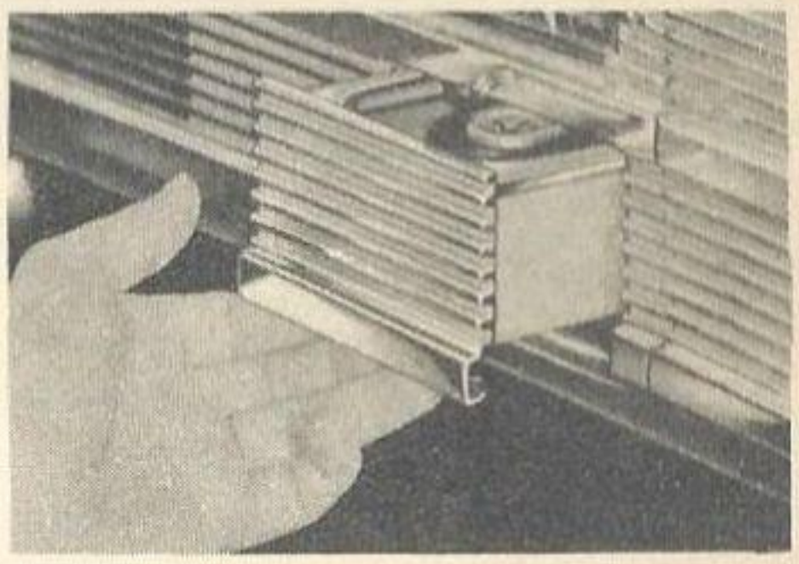
Your Chrysler is equipped also with ventilating wings to permit control of air circulation inside the car. To open the wings, unscrew the lock button (turn counter-clockwise). With the button screwed out in the open position, it can then be depressed thus releasing the lock. At the same time, swing the latch handle up. Then, push the wing outward. To close, pull the wing in, swing the latch handle down and tighten the lock button (turn clockwise). When the lock button is tightened, it can not be depressed.



THE FRONT SEAT IS QUICKLY ADJUSTABLE



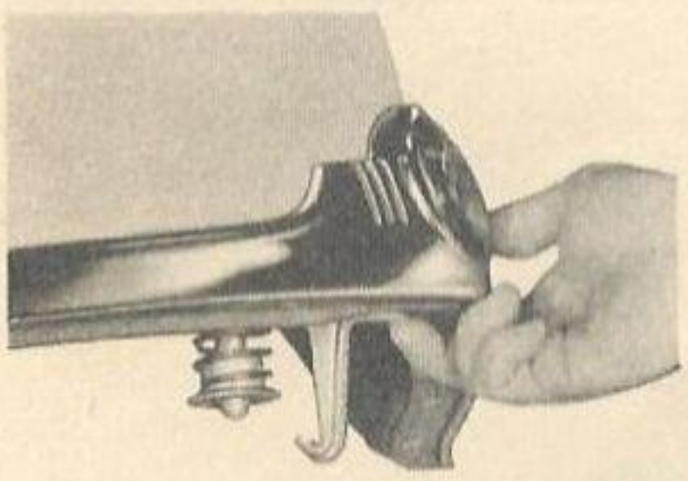
The front seat of your new Chrysler can easily and quickly be adjusted by raising the lever located on the left side of the seat and moving the seat forward or backward to the most comfortable position. As the seat is moved forward, it rises, permitting shorter drivers to sit higher.



Ash Receiver: To use, pull out lightly at the bottom.
Glove Compartment Latch Button: Press button to open door. Can be locked with key provided.

OPENING AND CLOSING THE HOOD

A safety catch keeps the hood from coming open in case the hood was not properly closed or the release handle inside the car is unintentionally pulled. To



open the hood, pull the hood lock control handle under the instrument panel, then release the safety latch at the front of the hood by pressing upward on the latch pad. To close the hood, pull downward until it is fully latched in the closed position. When open, the hood is held in the raised position by balancing springs.

STARTING THE ENGINE

In the interests 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.

Do not pump the accelerator pedal before or during the using of the starter, as this will cause difficult starting.

TO START THE ENGINE

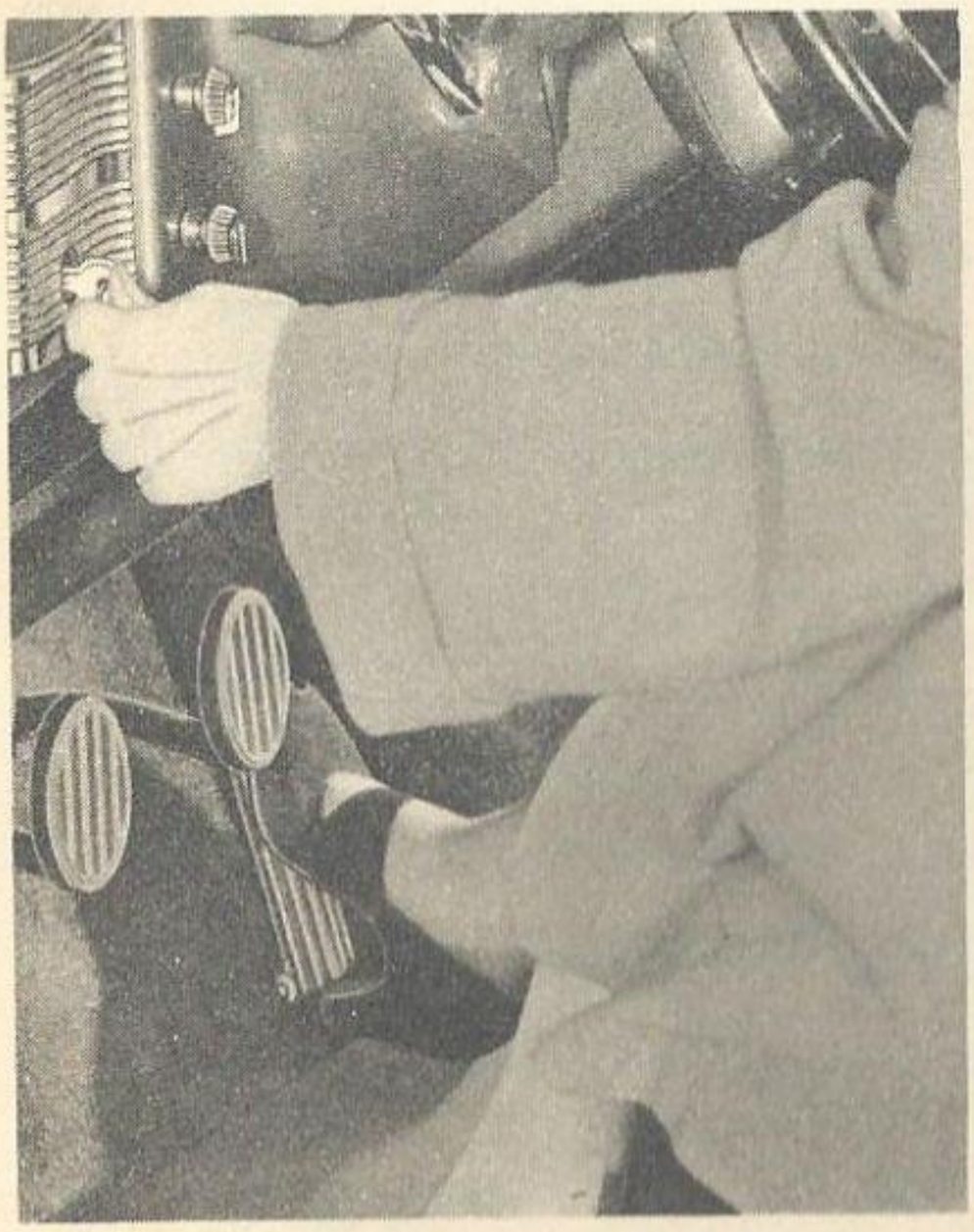
1. Depress the clutch pedal.
2. Press down accelerator pedal to give throttle about one-third opening. This is very important.
3. The ignition switch also serves as a starter switch. Turn the ignition switch key to the extreme right past the "ignition on" position to engage the starter. When the engine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

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, disengage the clutch, shift manually into low range, push the car 10 miles per hour or faster, and engage the clutch. High range also can be used, in which case the car should be pushed 15 miles per hour or faster.

NEW ENGINE

A new car should be driven at moderate speeds until the engine has become thoroughly warmed, to assure proper lubrication of the moving parts. During the first few hundred miles, a new car should be driven at moderate speeds so that the driver may become "acquainted" with the controls and action of the car. It is recommended that you do not drive your new Chrysler at sustained high speeds during its early life.

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 neutral position.***

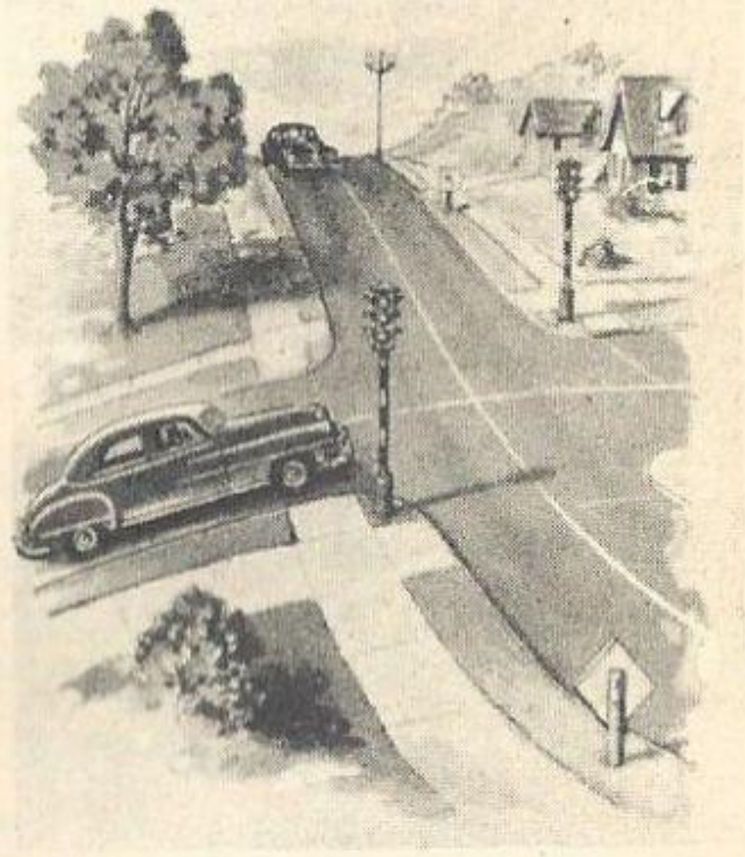


FOR QUICK ACCELERATION

At car speeds below 45 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, accelerate as necessary by gradually releasing pressure on the accelerator pedal. 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 Low Range position, 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 Low Range position 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 (free-wheeling). 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 (free-wheeling). 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), depress the clutch pedal; then, lift the gearshift lever up toward the steering wheel and push it forward. Release the clutch pedal gradually and accelerate as required.

STARTING IN SNOW, MUD OR ON SLIPPERY PAVEMENTS

Better traction can be obtained from the Prestomatic Fluid Drive Transmission when starting in snow, mud or on slippery pavements, by shifting into High Range. 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 set the emergency brake on tightly.

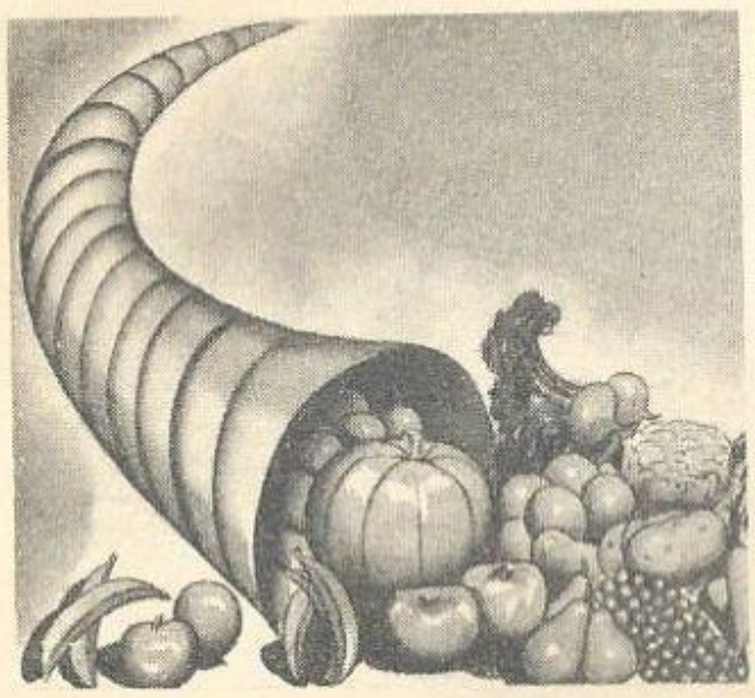
EXTENDED STOPS

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, release the foot brakes, depress clutch pedal and move the gearshift lever to the neutral position, set the handbrake and remove the ignition key.

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.

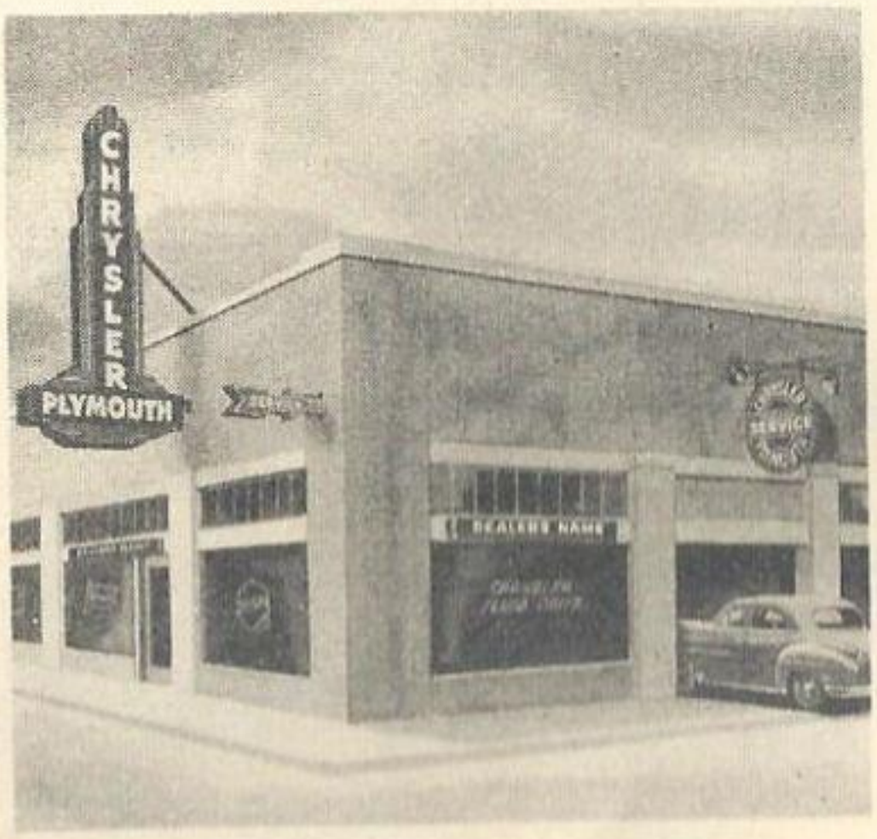
FOR QUICK COMPLETE AND DEPENDABLE MAINTENANCE ATTENTION

at home

on the road

or wherever you may go

Let the Sign of



Be Your Guide to Comfort and Safety

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

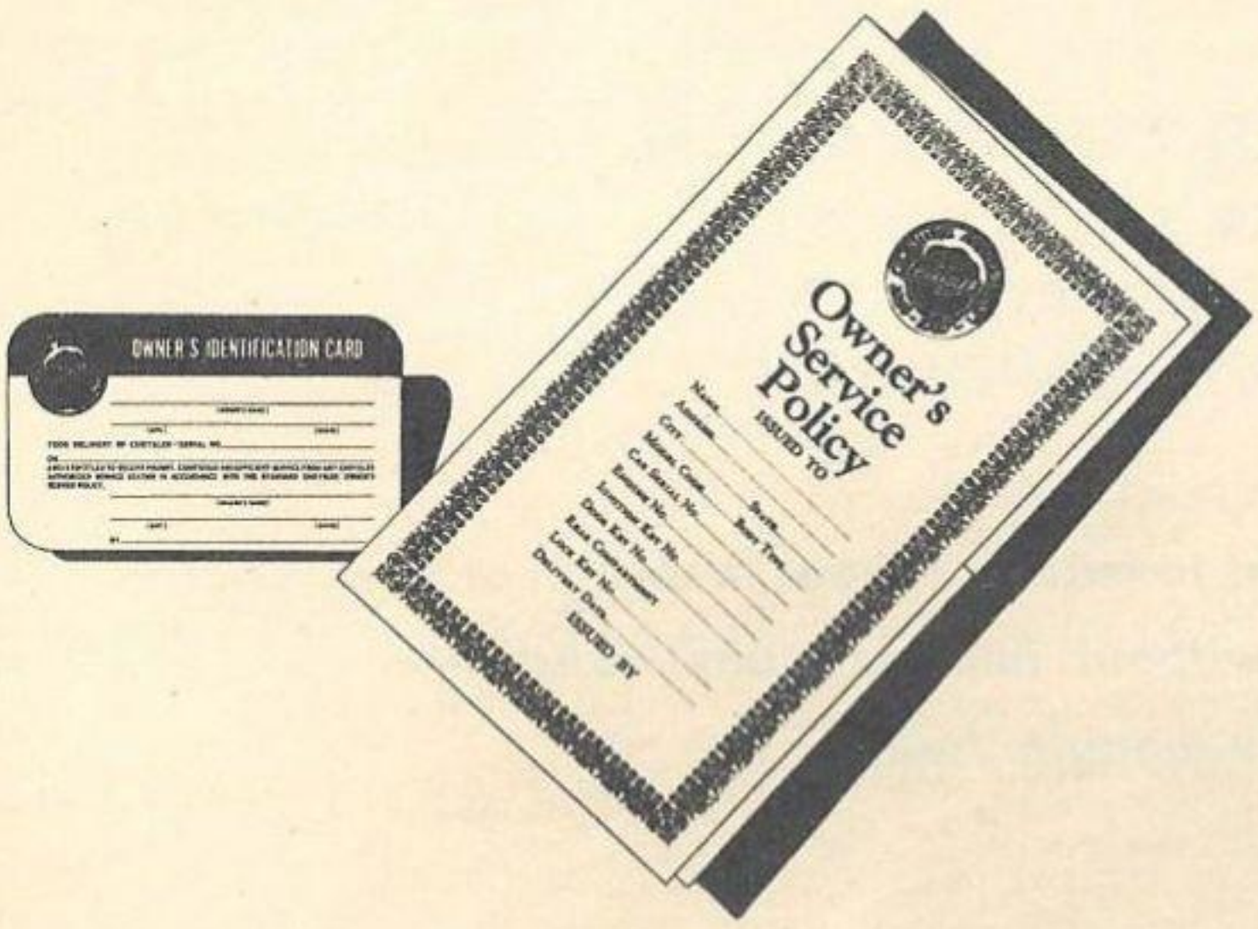
ONLY CHRYSLER DEALERS receive complete technical information, special service bulletins and general service letters filled with the latest up-to-the-minute information on Chrysler Service.

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'S SERVICE POLICY

Your Owner's Service Policy is your protection; your complete satisfaction is your dealer's protection. Every Chrysler dealer knows that only through your satisfaction can an enduring and profitable business be built and that his responsibility does not end with your purchase of the car. Your service policy and identification card is a guarantee that—

Your Investment Is Protected



Read over your Owner's Service Policy carefully so that you will be thoroughly familiar with all of its provisions and benefits.

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

The finish on your Chrysler car requires only frequent washing with cool water and the occasional use of a mild soap to retain its brilliance. ***Paste or liquid waxes should not be used, particularly during the early life of car.*** Providing strong sunlight and the elements have caused the finish to dull, MOPAR Liquid Automobile Polish can be used to restore the finish to its original lustre.



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 liquid 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.

TO MAKE WINDOWS SPARKLE

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

CHROME AND STAIN-RESISTING STEEL

Rust or tarnish can be quickly removed with MOPAR Chromium Polish.

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 engine lubrication.

The selection of the proper brand of oil 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 1,000 miles of operation, it is recommended that No. 10-W Engine Oil be used in the crankcase regardless of climatic conditions. Oil changes should be made, under normal conditions every 5,000 miles to coincide with oil filter element replacement. When driving in dusty territories and 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° F.	Use SAE 30
As low as +10° F.	Use No. 20-W
As low as −10° F.	Use No. 10-W
Below −10° F.	Use No. 10-W plus 10% colorless refined kerosene.

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.

No. 20-W may be used in localities where only very mild winter conditions are encountered such as not lower than 10° above zero.

No. 10-W is recommended as a general winter oil for temperatures as low as 10° below zero, but not lower. For sub-normal winter conditions such as temperatures below −10°, No. 10-W should be diluted with about 10% colorless refined kerosene, which should be thoroughly mixed with the oil before being added to the engine.

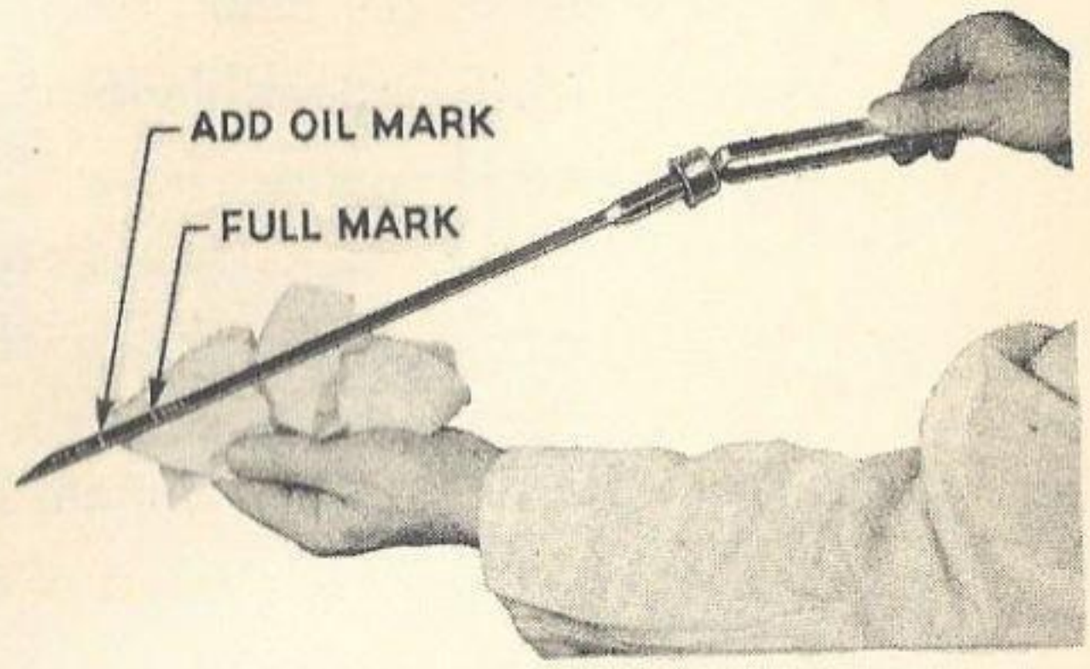
NOTE: If colorless refined kerosene is not obtainable, consult your dealer or any reputable oil company who may have specially prepared oils for these conditions.

Winter Driving: If the car is driven for short distances of only a few miles at a time and at low speeds, moisture will condense in the crankcase and form a sludge, which may freeze and clog the oil inlet screen. Under conditions of this kind the engine does not

become sufficiently warm to expel the condensation through the crankcase ventilating system, therefore, it may be necessary to change the oil more frequently. 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.

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 FULL-FLOW OIL FILTER

"Full-flow" means that all of the oil delivered under full pressure to the working parts goes through the filter before entering the passages in the engine.

Not only does this filter assure a constant flow of clean, clear oil to the engine but it 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 45 to 60 pounds. If this pressure indicated on the oil gauge drops to 35 to 45 pounds, the filter element is probably plugged and should be changed. See your authorized Chrysler dealer for MOPAR filter element replacement.

AIR CLEANERS

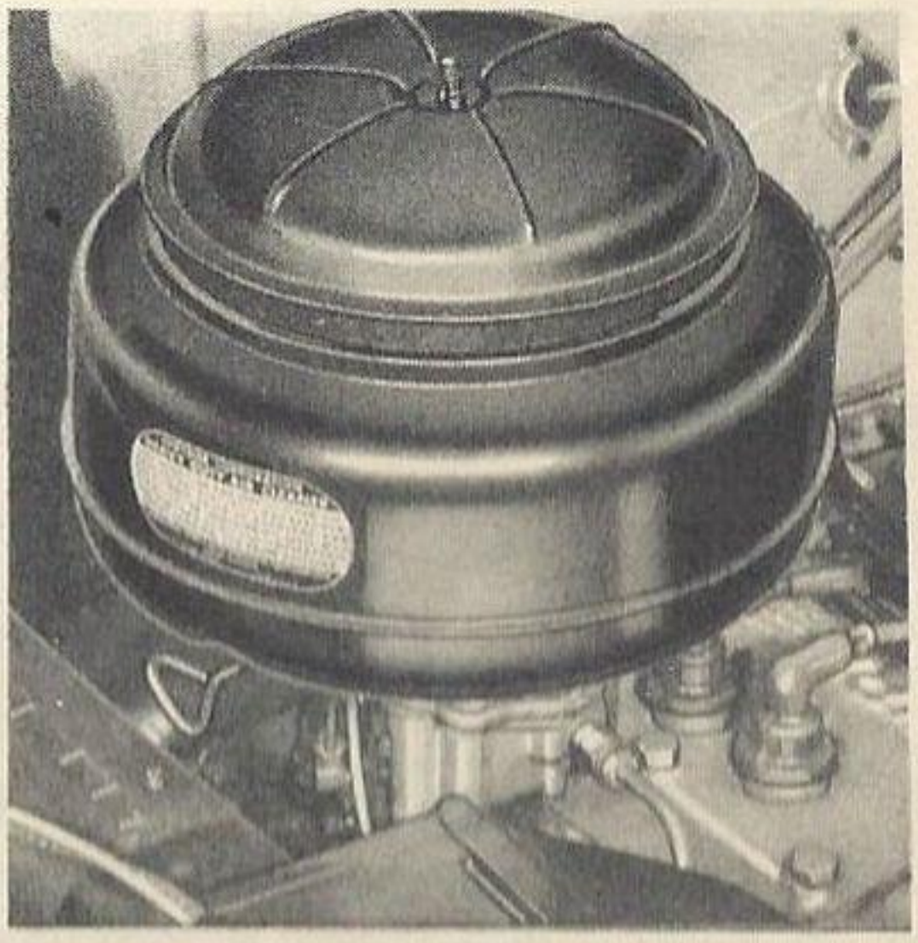
Two different type air cleaners; the carburetor air cleaner and the crankcase ventilator air cleaner, are used to eliminate moisture, dust and other foreign matter from the air entering the engine. These units should be serviced regularly in order to afford the engine the protection for which they were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



CRANKCASE VENTILATOR INTAKE PIPE AIR CLEANER

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. In order to make sure that this cleaner functions properly, it should be removed and serviced at each engine oil change. 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 overfilling the air cleaner with Engine Oil, as too much oil may cause excessive fuel consumption.

WARNING! DUSTY DRIVING

Normally, dust is kept out of the engine by the carburetor air cleaner and the crankcase ventilator cleaner, but cars operated in dusty territories may require more frequent service of these air cleaning units. If the crankcase oil becomes contaminated through failure to service the units, drain the engine promptly and refill with new oil.

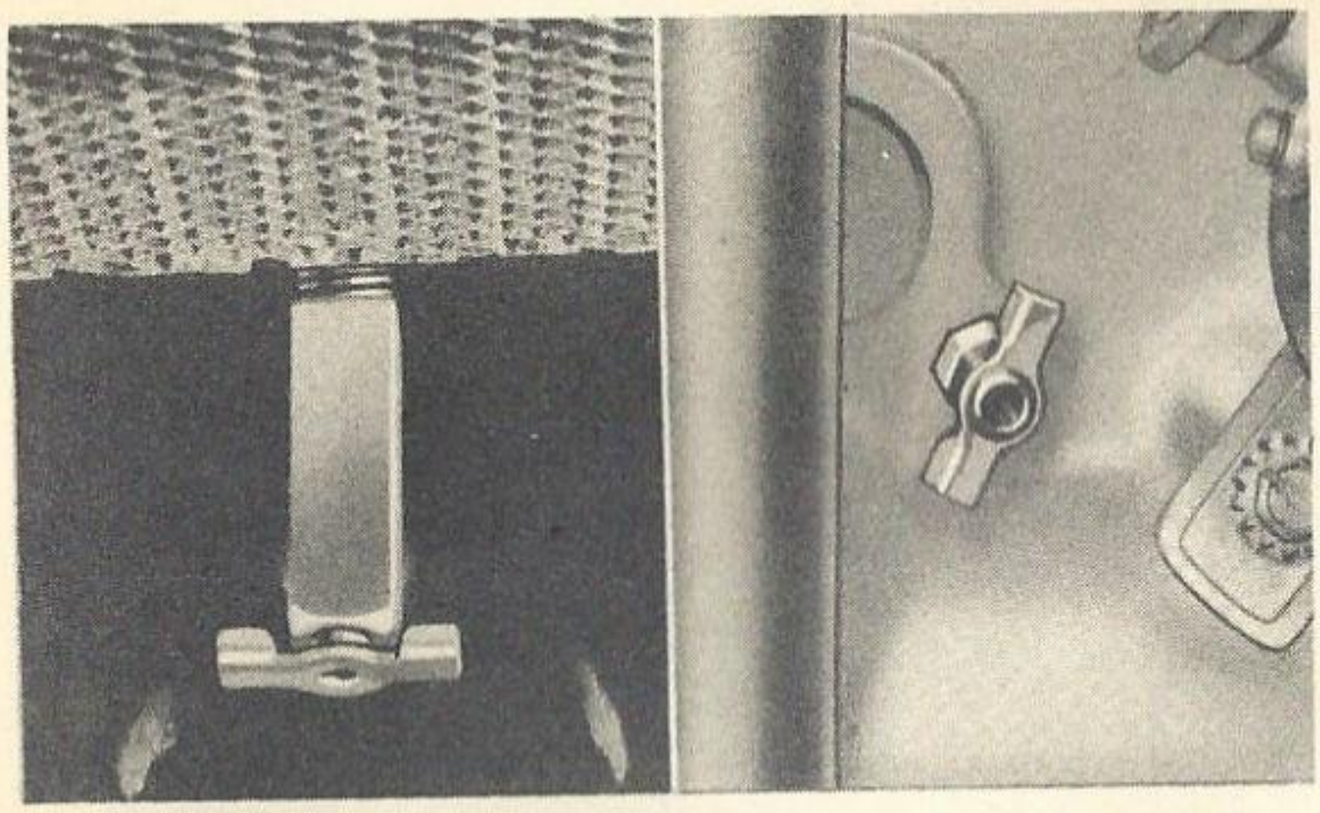
TO PROTECT YOUR ENGINE

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.

THE COOLING SYSTEM

FILLING AND DRAINING

When filling the cooling system, use clean water which does not contain an alkali—in winter use a suitable anti-freeze solution. Never pour cold water or anti-freeze into the radiator when the engine is overheated. The level of the liquid in the cooling system when cold should be 1¼ inch 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 cock can be reached from under the car or by raising the hood and removing the hand hole cover between the two horns. To completely drain the cooling system, also open the drain cock in the engine cylinder block at the bottom of the water jacket near the center on the left side. 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 an anti-freeze cooling solution should be used. Always flush the cooling system clean before adding anti-freeze in fall and after draining it in the spring. 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. This is unnecessary when using an anti-freeze solution containing a rust resistor. Have the solution tested frequently during freezing weather to make certain that you are well protected against a freeze-up.

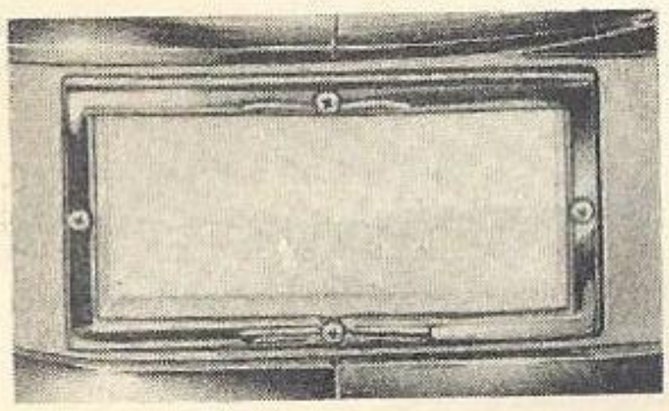
CAUTION: Anti-freeze solutions containing sodium chloride (common salt), calcium chloride, magnesium chloride, or any inorganic salt should never be used as an anti-freeze. Water soluble organic products such as sugar, honey, or glucose or any organic crystalline compounds are not recommended. Mineral 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.
Have your dealer check leaks.
Use "Rust Resistor."

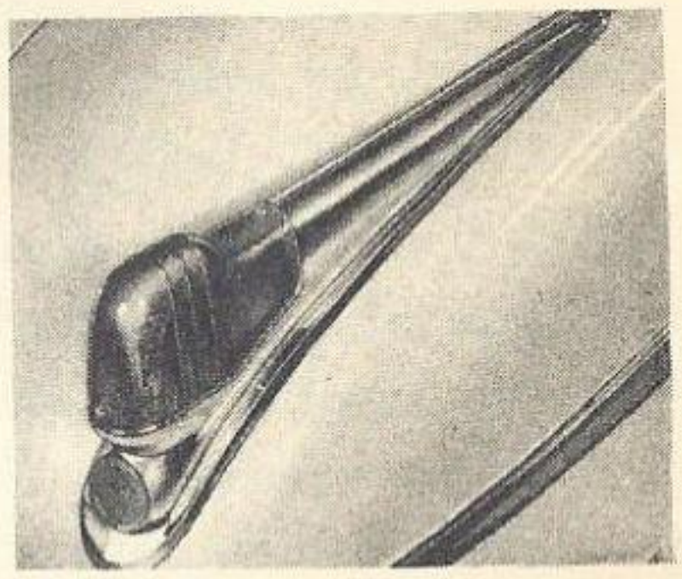
lights be properly aimed at all times. Have them checked occasionally by your Chrysler dealer, particularly after a bulb replacement has been made.

The lighting circuit of your car is protected by a circuit breaker located back of the instrument panel. In case a short circuit develops in the lighting system, the 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.



FRONT PARKING LIGHT BULB

Remove the four screws, retainer and lens. The bulb is removed by pushing it in slightly, twisting to the left and pulling it out of the socket.

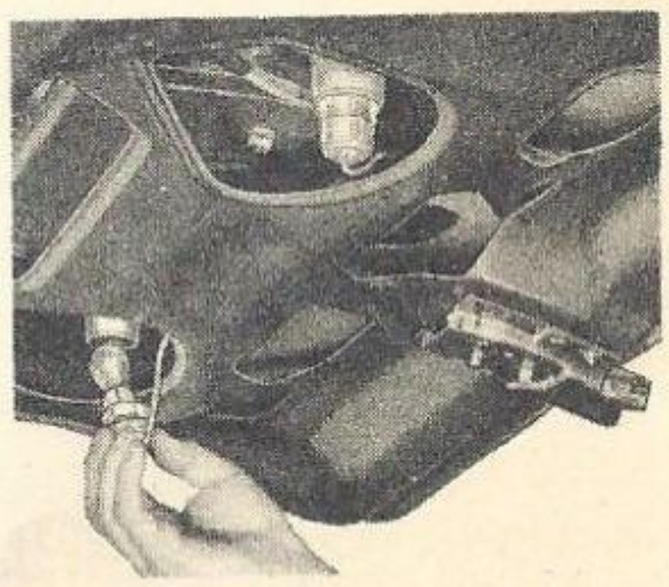


TAILLIGHT AND DIRECTION LIGHT BULB REPLACEMENT

Remove the two screws at the front and rear of the lens and lift off the lens. Remove the bulb in the same manner as the parking light bulb above.

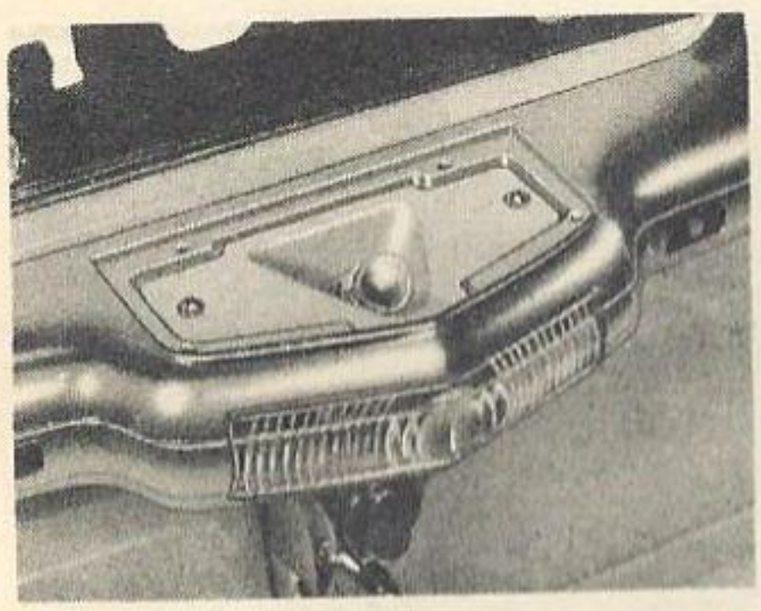
REMOVING STOP LIGHT BULB

The change of bulb is made from under the rear compartment lid. Press the socket up, turn it clockwise and remove socket and bulb. The bulb is then removed in the same manner as the front parking light bulb.

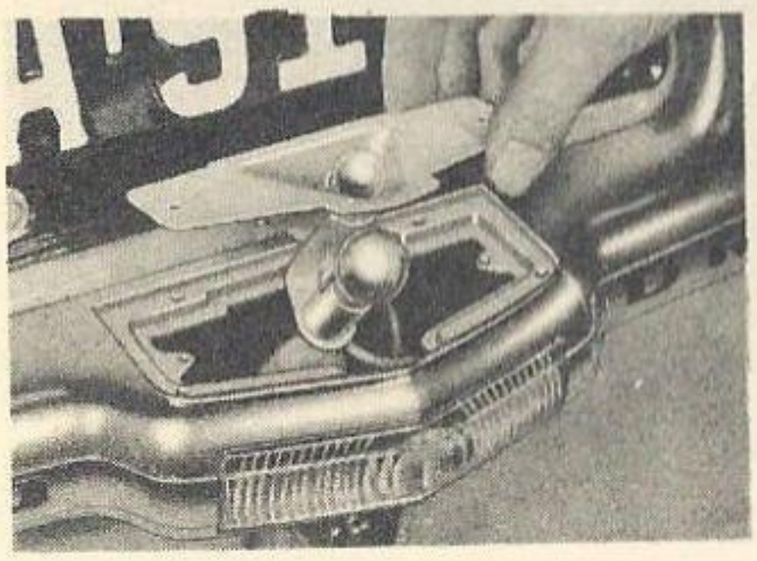


LICENSE PLATE AND BACK-UP LIGHT

Remove the four screws that hold down the lens retainer.



Lift out the lens and retainer and remove the bulb from the top side of bulb retaining plate. Then, remove the two screws and lift out the bulb retaining plate to remove the back-up light bulb. Both of these bulbs are removed in the same manner as the front parking light bulb.



DIRECTIONAL SIGNAL BULB

Front directional signal bulbs are combined with the parking lights. The rear directional signals are combined with the taillights—double filament bulbs being used. For replacement of these bulbs, see "Taillight Bulb Replacement" and "Parking Light Bulb Replacement".

ACCURATE SPARK PLUG ADJUSTMENT means more efficient and economical operation. The gap between the electrodes of each plug should be 0.038 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.

TYPES OF FUEL

The engine of your New Chrysler is designed to give highly efficient performance with the use of "regular" grades of gasoline. 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 side swaying of the car.

A LITTLE CARE CAN PREVENT A LOT OF TROUBLE

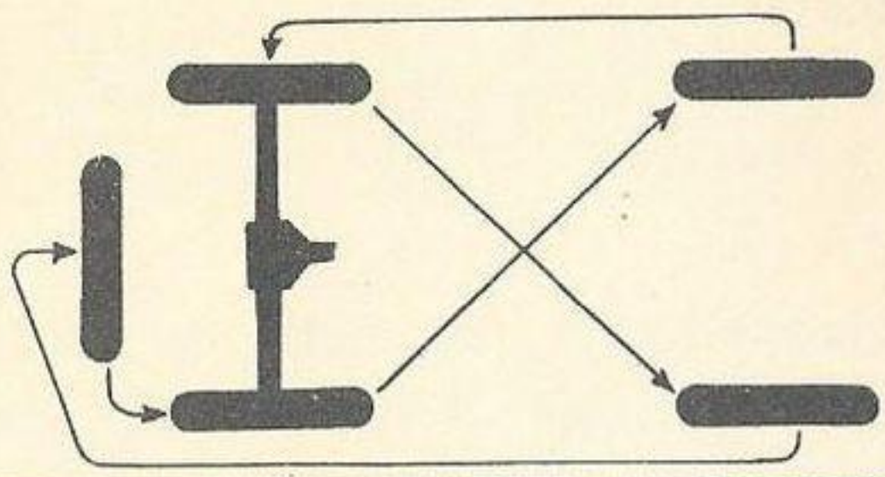
Be sure that the fuel tank cap is properly installed after each time you purchase fuel. The cap prevents evaporation and keeps dirt and foreign material out of the fuel system.

FOR FUEL ECONOMY

1. Avoid sudden stops and bursts of speed.
2. When driving in the city, gauge your speed to coincide with green lights as far as possible.
3. Turn off the ignition during a long wait.
4. Do not race the engine. When starting in cold weather, let engine idle about two minutes to circulate the oil.
5. Always keep your entire car properly lubricated.
6. Always keep your tires properly inflated.
7. Keep your engine tuned.
8. Drain gasoline tank about once a year to remove accumulation of moisture and dirt.

2. *TIRE ROTATION*

Periodical rotation of tires is the only known method for controlling certain other types of fire wear. It is not necessary to remove the tire from the wheel, but shift the complete wheel and tire.



TIRE ROTATION PLAN

ROTATION OF TIRES EVERY 2,500 MILES IS THE ONLY WAY TO EVEN OUT TIRE WEAR AT THE DIFFERENT WHEEL POSITIONS AND TO OBTAIN MAXIMUM TIRE LIFE.

WHEN IS WHEEL ALIGNMENT NECESSARY?

After alignment is once checked and adjusted on a new car as outlined in the Owner's Service Policy, it should only be necessary to check wheel alignment once a year, under normal driving conditions. However, if there is a reason to suspect that the wheels are out of line because the car does not steer properly, or has 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.

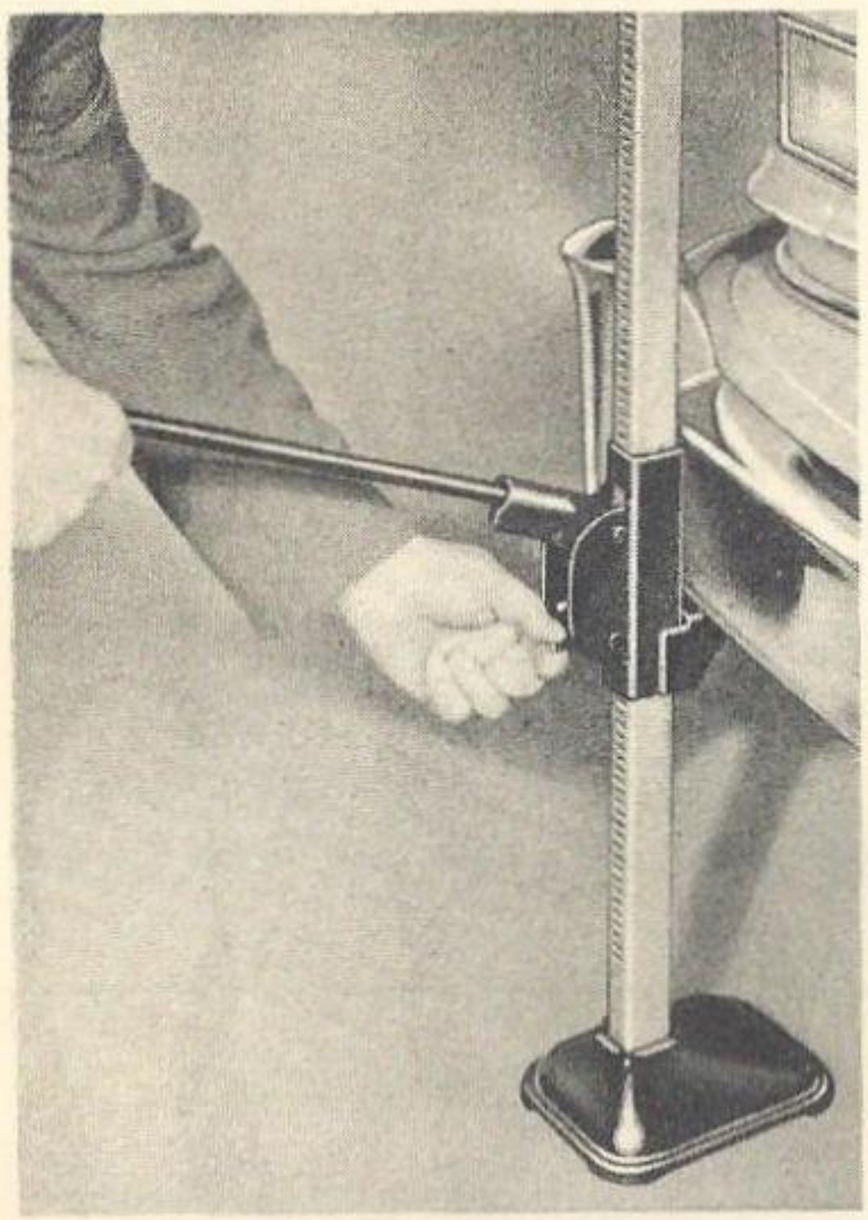
WHEEL BALANCING

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 hand brake and remove the wheel cover by inserting a screwdriver between the edge of the wheel cover and the rim of the wheel. Care must be exercised to see that the point of the screwdriver 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 nuts 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 nuts and pull wheel off.

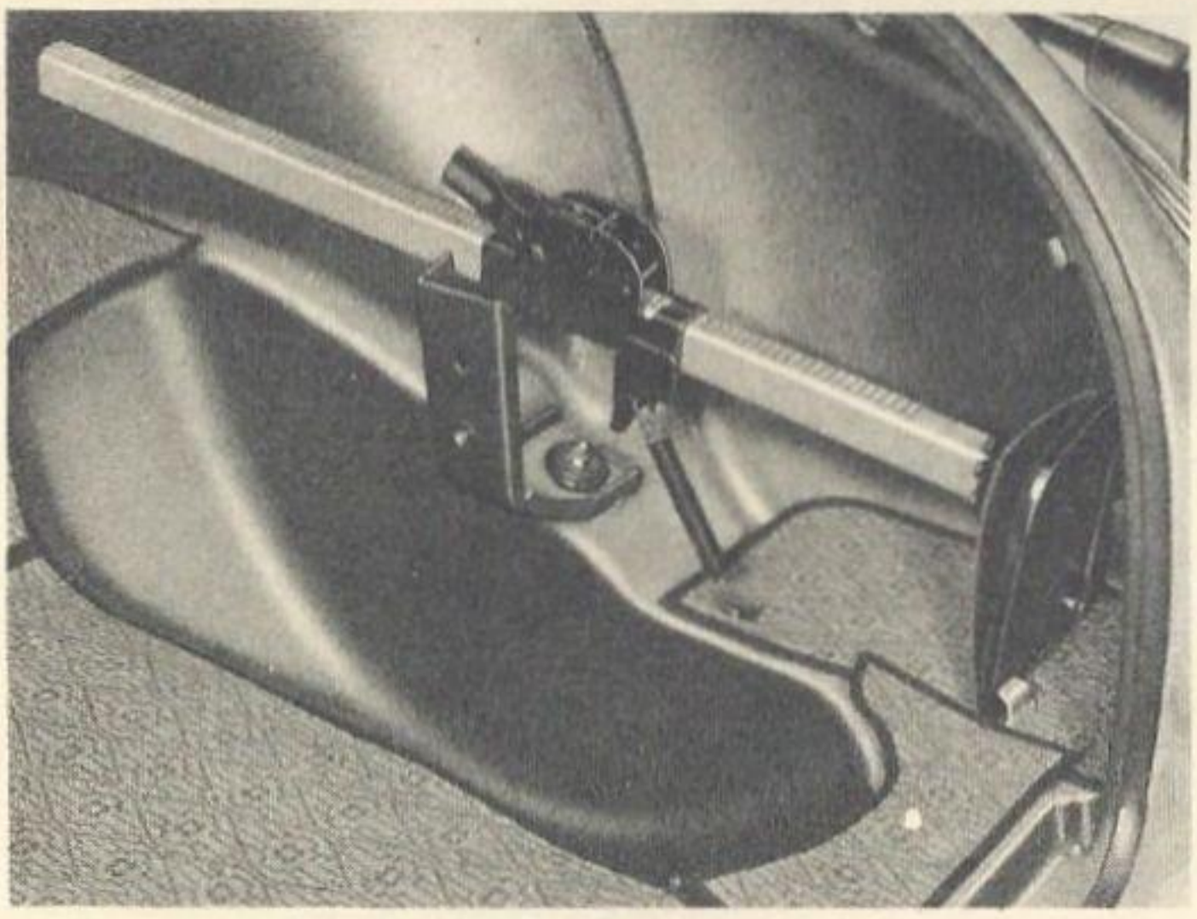
After the new wheel is in place and the wheel nuts firmly tightened, the car must be jacked down. As a safety feature, this jack cannot be tripped; the car must be lowered using the jack handle. Lowering is done with the control finger in the lower position pointing down.

To install the wheel cover, guide the valve stem through the hole in the face of the wheel cover and press cover firmly into the wheel at this point. When wheel cover is seated in place at valve stem, press opposite side of cover into wheel and rotate hands around edge, pressing firmly until entire outer edge of wheel cover is in contact with the wheel rim.

BUMPER JACK STOWAGE

The bumper jack is secured behind the spare tire in a mounting which consists of a notch in the spare tire bracket, 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 in the coil spring is released. Unhook the coil spring from the hole in the jack lifting bracket and lift jack from the trunk.



To stow the jack after using, place the base of jack against the floor stop, the upper end into the notch in spare tire bracket 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 now tighten the spring, rigidly securing the jack against the floor stop and notched bracket.

GENERAL MAINTENANCE SUMMARY

Every Week: Adjust tire pressure. Check level of coolant in radiator.

Every Two Weeks: Add water to battery as required.

Every 1,000 Miles or 30 Days: Lubricate chassis as indicated in Lubrication Chart. Check brake master cylinder fluid level. Check transmission, differential and steering gear lubricant levels. Check carburetor air cleaner and service if necessary.

Every 2,500 Miles: Rotate tires.

Every 5,000 Miles: Minor engine tune-up. Change engine oil and replace oil filter element. Service oil filler pipe cap air cleaner. 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. Drain and refill transmission with new lubricant. Check fluid drive fluid level and add fluid as required. Drain gas tank to clean out sediment. Lubricate front wheel bearings and points indicated on Lubrication Chart. Check wheel alignment. Check lights and headlight aiming. Disconnect speedometer cable at the instrument, remove the shaft and coat with MOPAR All Weather Speedometer Cable Lubricant and reinstall.

Every 20,000 Miles or Every Two Years: Drain rear axle differential and refill with extreme pressure hypoid gear lubricant. Remove and disassemble the universal joints and repack with heavy fiber grease. Disassemble splined joint at front end of propeller shaft, clean and repack approximately half full with Chassis Lubricant. Lubricate rear wheel bearings.

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.

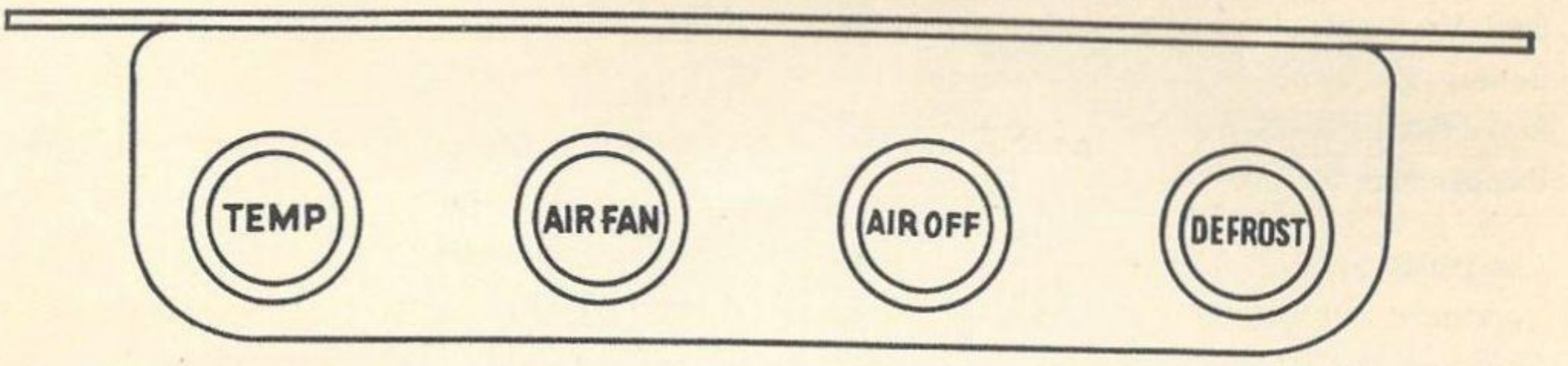
Every Fall: Drain and discard rust resistor solution. Flush out cooling system and refill with an anti-freeze solution containing rust resistor. Inspect hoses and connections.

To defrost or de-fog the windshield, pull Defrost Control knob OUT.

NOTE: Should windshield fog before engine warms, open Fresh Air and Temperature Control lever to WARM position and pull Air Fan and Defrost knobs OUT.

SUMMER OPERATION

Place Fresh Air and Temperature Control lever in ON-COOL position. Pull Air Fan Control knob OUT (low or high speed). If windshield fogs, pull Defrost Control knob OUT.



The MOPAR All Weather Comfort System, Model 100 control panel has four push-pull type control buttons that provide many combinations of settings to meet different weather conditions.

Pulling the TEMP Control Button all the way out opens a valve which permits the maximum amount of hot water to flow through a radiator core. When the TEMP Control Button is pushed in, no hot water flows through the core. Desired temperature can therefore be obtained according to the position of the TEMP Control Button.

Fresh air is forced through the system by a motor-driven air fan which is operated by the AIR FAN Switch Control Button. The farther out it is pulled, the higher is the speed of the fan.

The AIR OFF Control Button opens and closes the fresh air intake. With the button pushed in, fresh air enters the system; with the button pulled out, the air intake is closed.

The DEFROST Control Button, when pulled out, causes a damper to divert some of the air through the defroster outlets onto the windshield.

WINTER OPERATION

Before Engine Warms Up—Pull AIR OFF Control Button out and push other Control buttons in.

After Engine Warms Up—Pull TEMP Control Button out to desired position. Push AIR OFF Control Button in. Pull AIR FAN Switch Control Button out (low speed or high speed). To defrost or de-fog windshield, pull DEFROST Control Button out.

NOTE: In case windshield fogs before engine warms up, pull TEMP, AIR FAN and DEFROST Control Buttons out and push AIR OFF Control Button in.

SUMMER OPERATION

Push TEMP Control and AIR OFF Control Buttons in and pull AIR FAN Switch Control Button out. If the windshield fogs, pull the DEFROST Control Button out.

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*Gyrol Fluid Drive.

MISCELLANEOUS LUBRICATION POINTS—NOT ILLUSTRATED ON THE CHART

Every 1,000 miles or 30 days (whichever occurs first)

Hand Brake and Gearshift Linkage metal pivot points should be lubricated with Engine Oil. Door Hinges, Hood Clamps and other hard to lubricate places should be lubricated with MOPAR Dripless Penetrating Oil. Use a Stainless Stick Lubricant on the Door Strike Plates, Dovetails and Rotor Wheels. Use MOPAR Lubriplate, or similar lubricant, sparingly on the Door Lock Cylinders.

Every 10,000 Miles or 1 year (whichever occurs first)

Rear Springs may be lubricated with MOPAR Spring Lubricant by using a special lubricant fitting for spring leaves with metal covers. This fitting has a provision for piercing the canvas liner. The canvas liner must be pierced for effective results. Do not lubricate the rubber spring bushings.

Speedometer Oil Tube with wick located on the rear of the housing above the cable flange should be unscrewed and the wick saturated with MOPAR Speedometer Oil. Install tube.

Speedometer Cable should be disconnected at the instrument panel and the shaft removed. Coat the shaft with MOPAR All Weather Speedometer Cable Lubricant and reinstall.

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. Install the screw.

Propeller Shaft Center Bearing which is standard equipment on 8-passenger models has a lubricant fitting on the underside of the bearing housing. Use Short Fiber Wheel Bearing Grease—Medium, at this point.

POINTS REQUIRING NO LUBRICATION

Clutch Release Bearing—Starter Bearings—Carburetor Linkage—Automatic Choke Linkage—Foot Accelerator—Rubber Bushings.

CAUTION

The rubber bushings used on these cars are designed to grip the contacting metal parts firmly and operate as a flexible medium between these parts. The use of any lubricant will destroy the necessary friction and cause noise and premature failure of the rubber parts.

LUBRICANT CAPACITIES

Engine (refill).....5 quarts
(Add 1 quart when replacing filter element)
Transmission—Prestomatic Fluid Drive* (refill).....3 pints
Rear Axle Differential (except 8-Pass. Cars and Station Wagons).....3¼ pints
8-Passenger Cars and Station Wagons.....3½ pints

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*gýrol Fluid Drive

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