JUST PLAIN COMMON

SENSE ABOUT YOUR

BEAUTIFUL, NEW

Chrysler

NEW YORKER • IMPERIAL • CROWN IMPERIAL

b

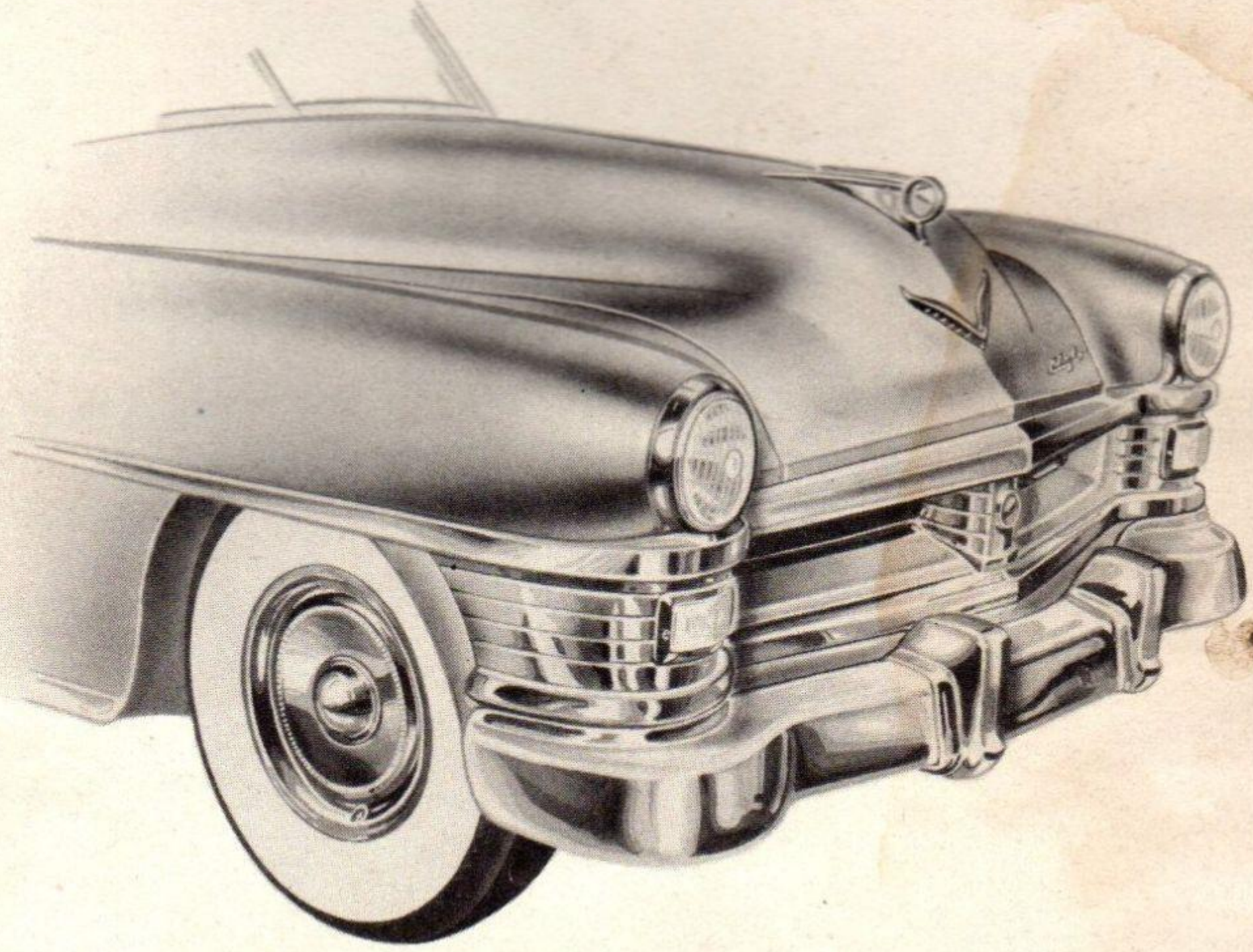
YOUR *Beautiful*

YOU GET THE GOOD THINGS FIRST FROM CHRYSLER

D-13530

Litho in U. S. A.

New CHRYSLER



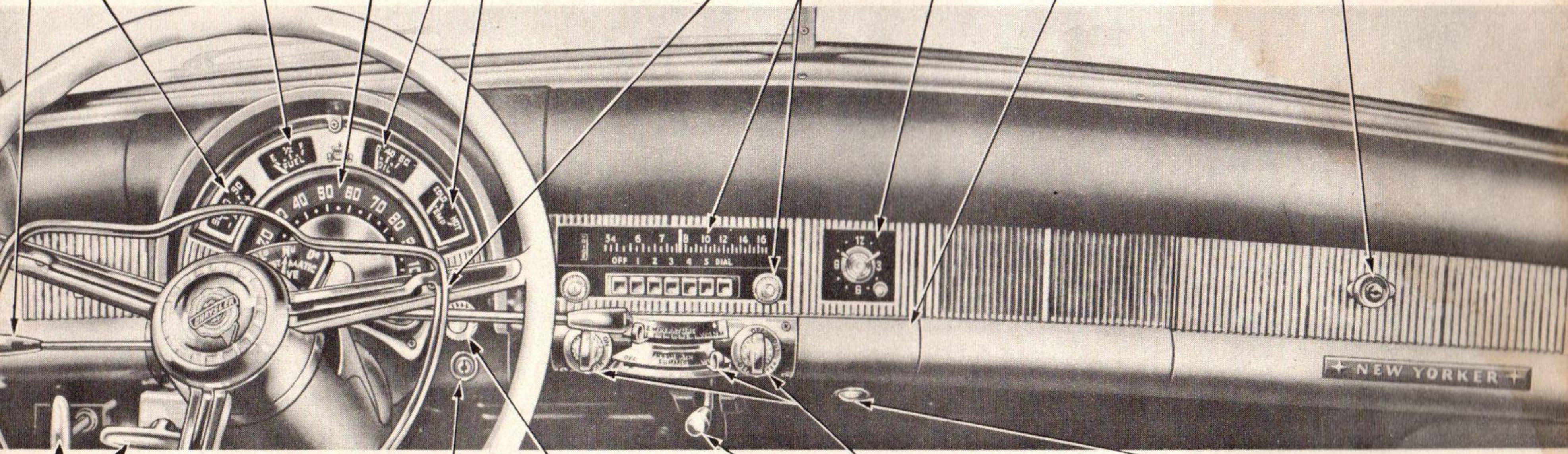
The purchase of a new car today is a major investment — an investment of incomparable value — much like your home for example. So you will want to protect your new Chrysler — make certain it receives the best of care and the finest service — because this is just plain common sense and sound business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

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.

SPEEDOMETER TRIP MILEAGE SET STEM

Turn stem to left to reset trip mileage.

IGNITION AND STARTER SWITCH

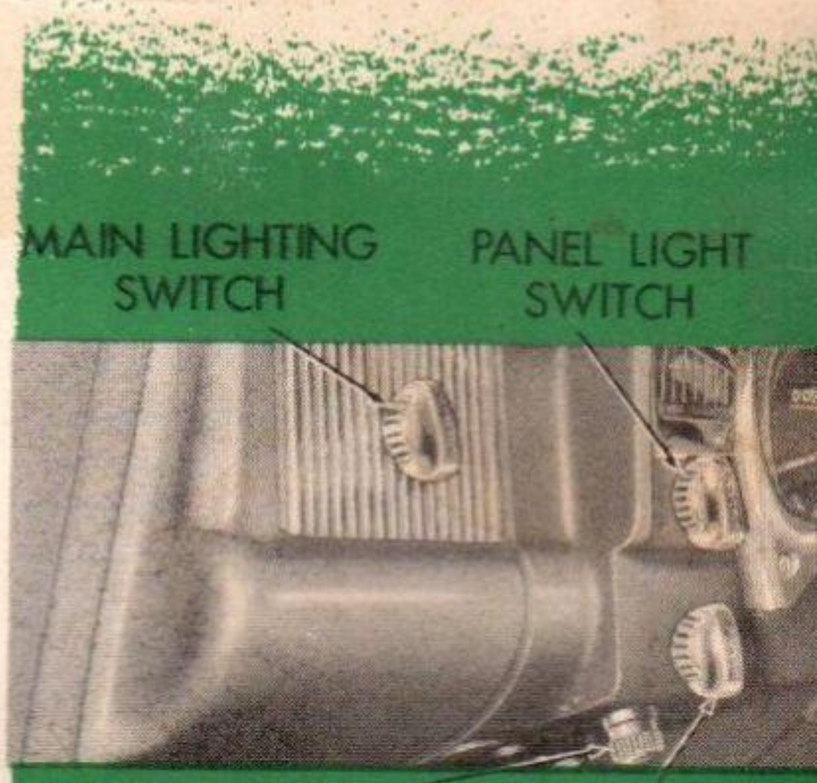
The starter-ignition switch has four positions: ***Ignition On, Starting, Accessory*** and ***Off.*** Insert key and turn to right to first position to turn on ignition. Continue turning key to the extreme right to engage the starter. When the engine starts, release pressure on the key. Turning key to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

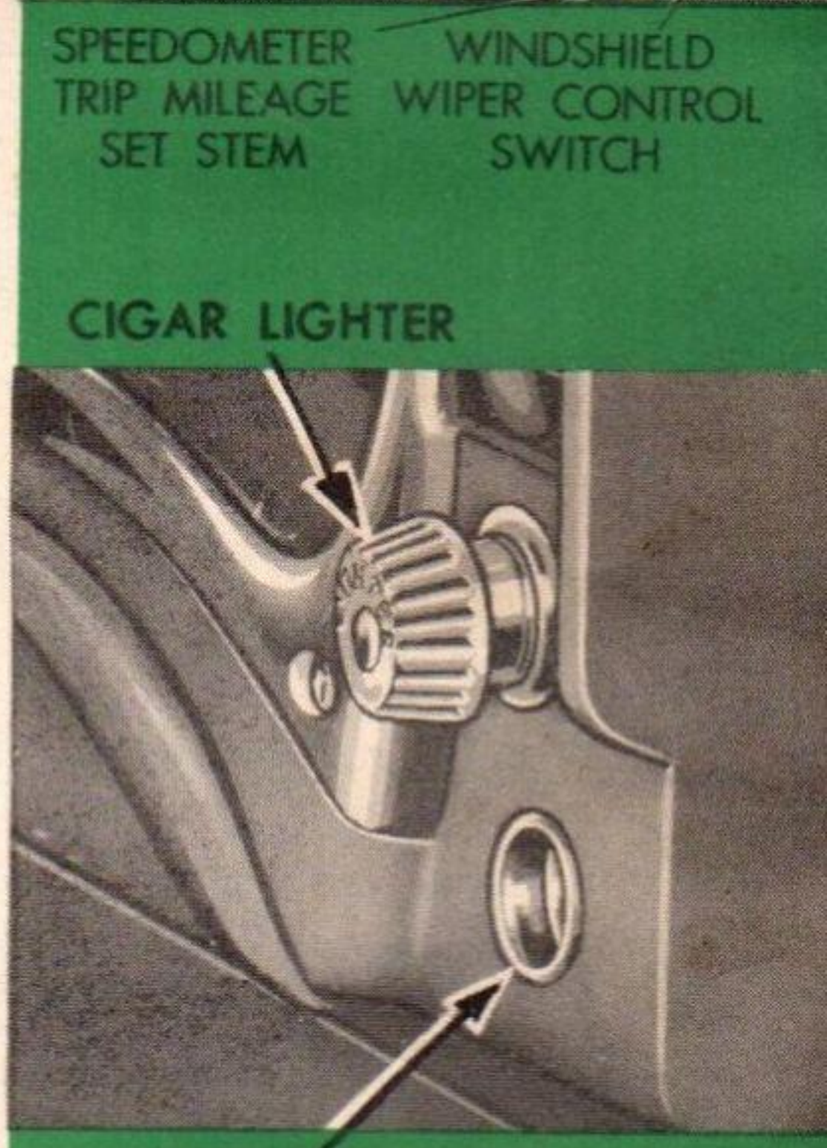
CIGAR LIGHTER

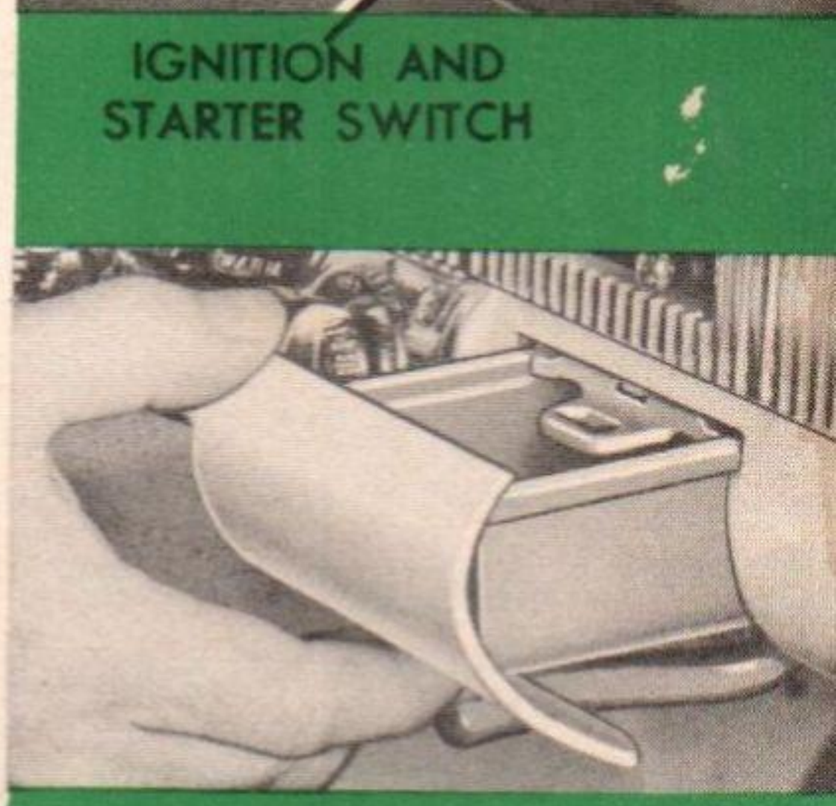
Push in to light. Lighter pops out automatically when the filament is hot. Do not hold lighter in the "in" position.

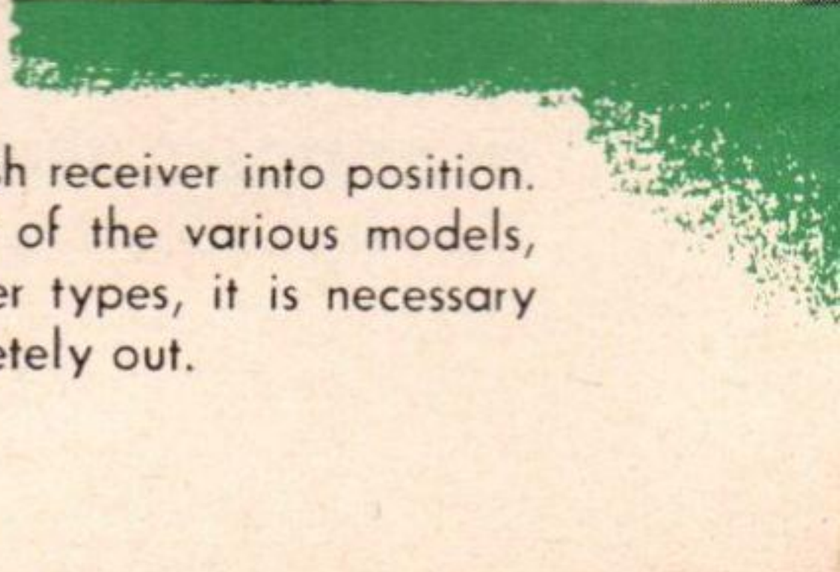
ASH RECEIVERS

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 some of the ash receivers in the rear compartment of the various 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.



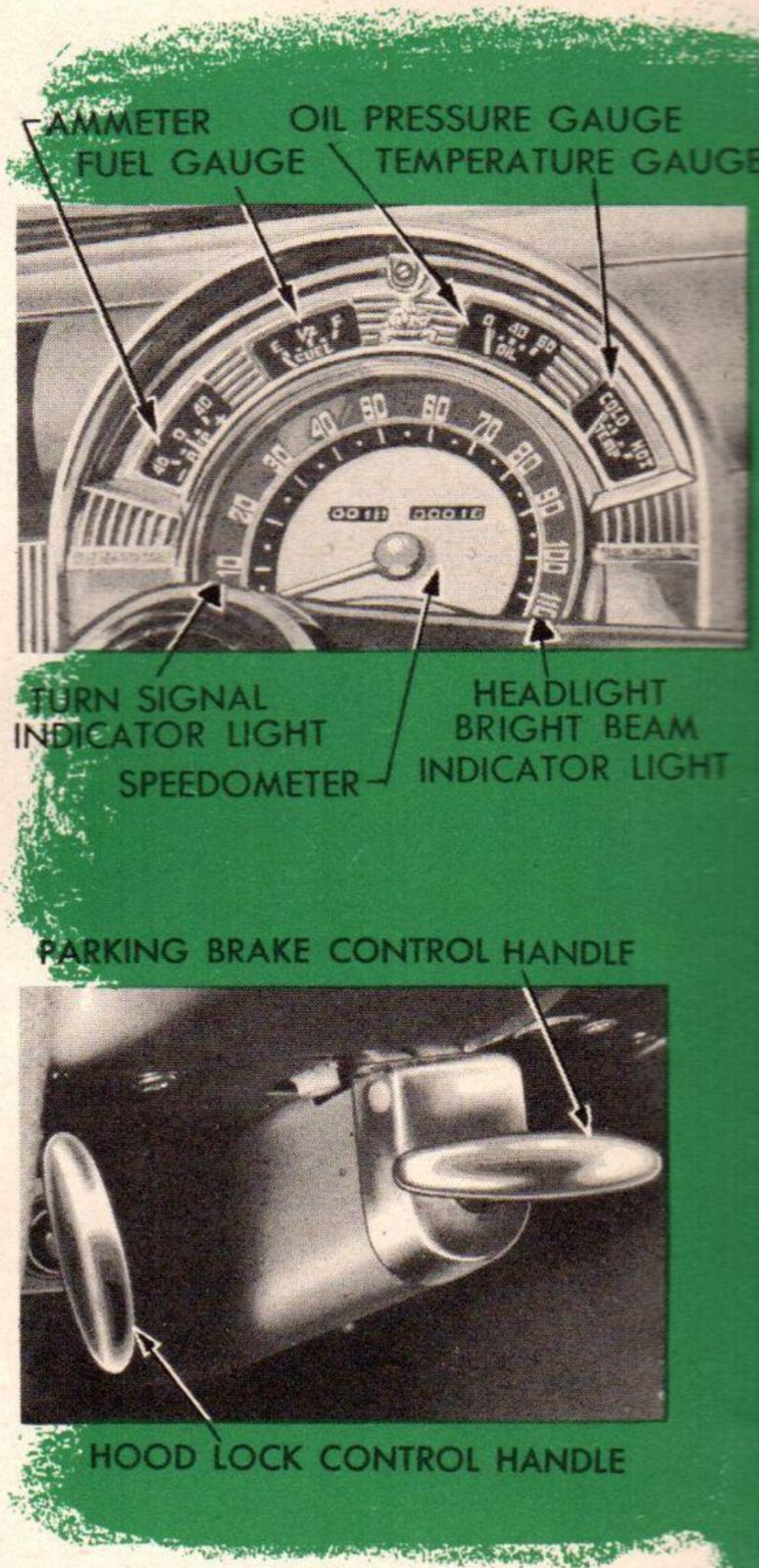






AMMETER

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 (vertical) line 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

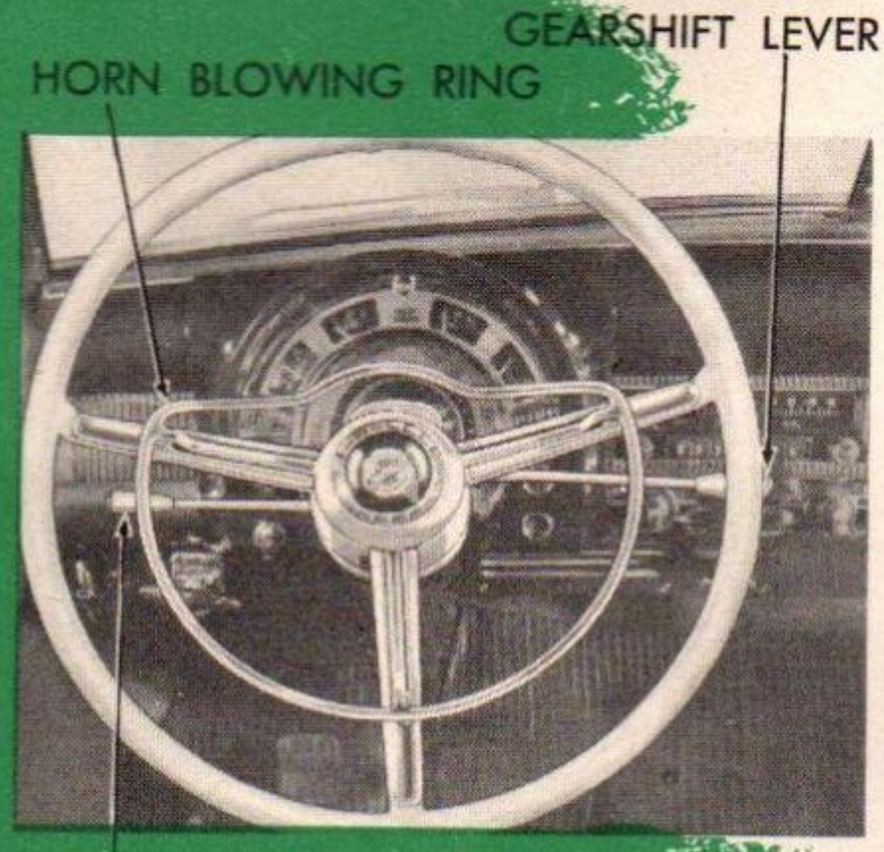
Green light flashes when signaling for a turn. See Turn Signal Light Switch, page 5.

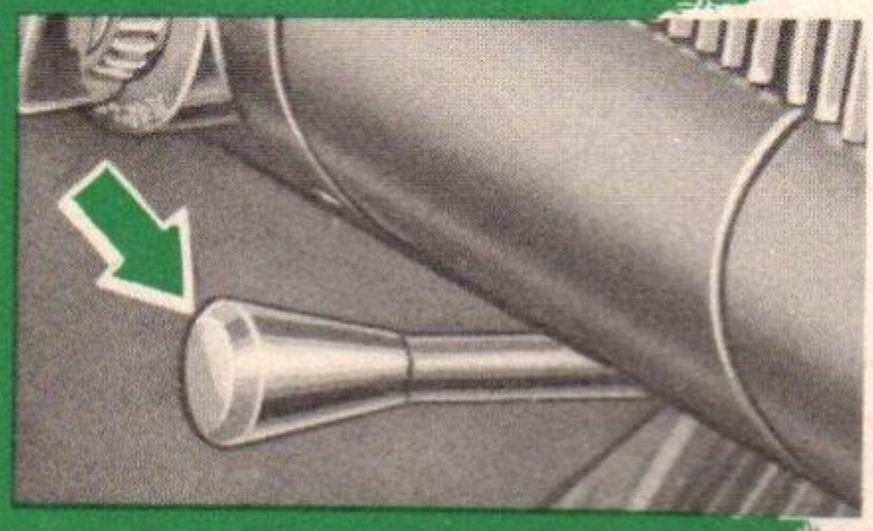
HEADLIGHT BRIGHT BEAM INDICATOR LIGHT

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

HOOD LOCK CONTROL HANDLE

To open hood, first pull this handle. Then release the safety catch in front of hood itself. See Opening and Closing the Hood, page 7.





PARKING BRAKE CONTROL HANDLE

To apply brake, pull handle straight back. To release, rotate approximately ¼ 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 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 16, for gearshift lever positions.

DOME LIGHT

Small toggle switch located in left hand body pillar operates dome light in center of roof. The dome light also goes on automatically when either rear door (4-door models) is opened. 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 or panel lights are on, a light within the clock case illuminates the dial.

SCIENTIFIC VENTILATION

The ventilator in the cowl is opened to the desired position by pushing forward on the control lever located under the instrument panel. To close the ventilator, pull the lever all the way back 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 in this position, it can be depressed for 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 cannot be depressed.

GLOVE COMPARTMENT

To open door, grasp the knob between the index and third 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

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.

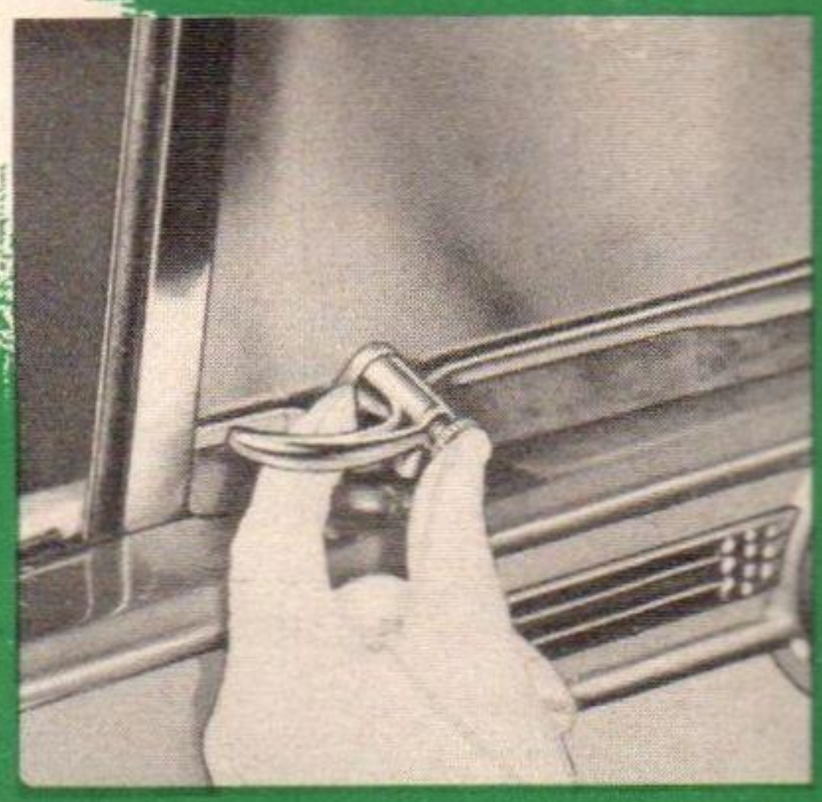
BRAKE PEDAL

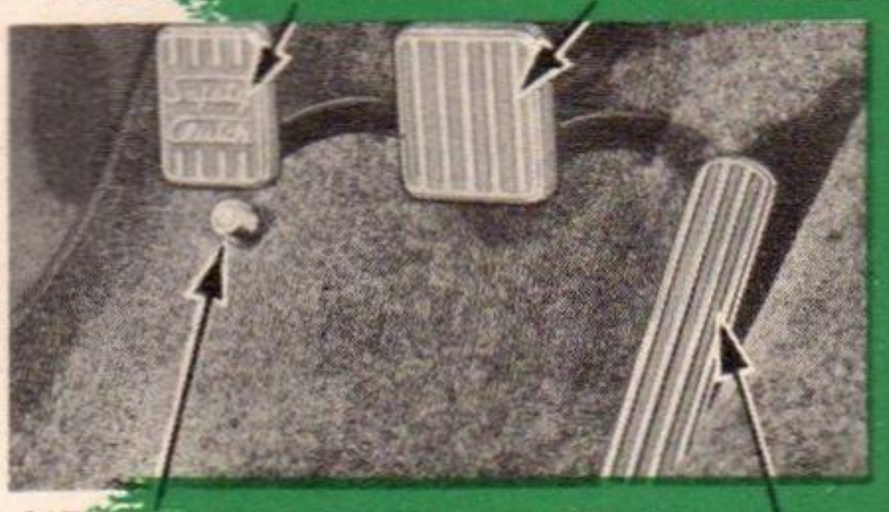
Located for quick and easy stopping of your car. It the pedal travel becomes excessive (close to floorboard), see your Chrysler dealer.

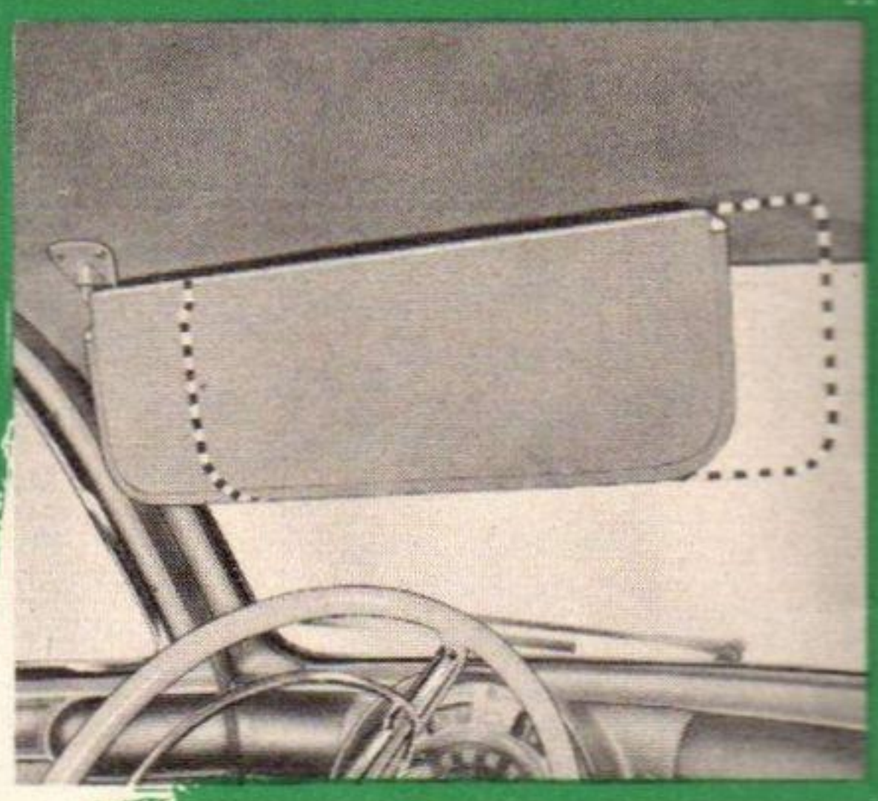
ACCELERATOR PEDAL

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

VENTILATING WING LOCK





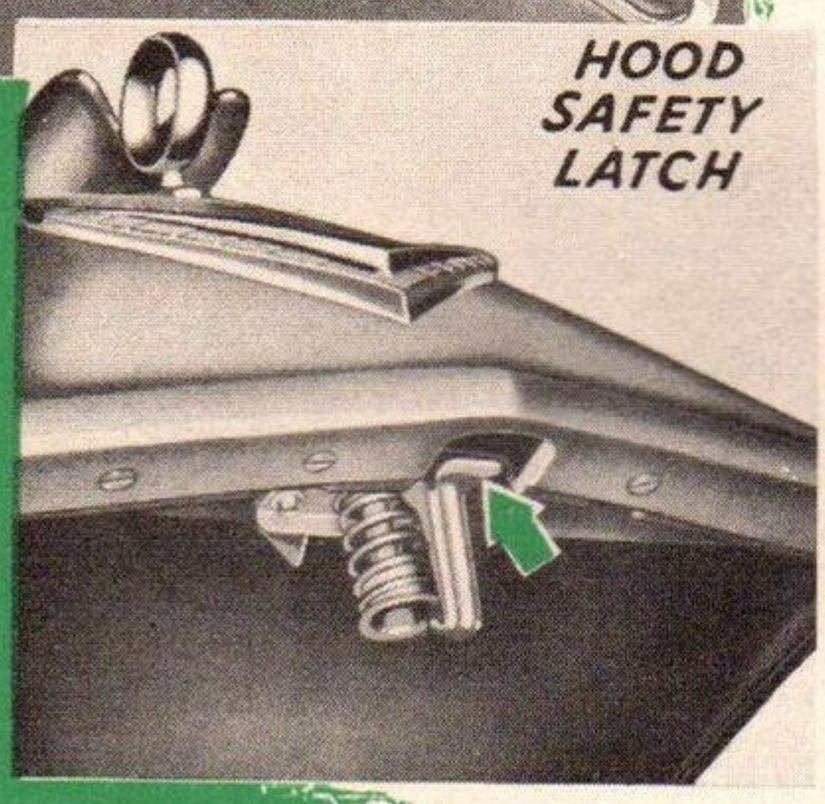


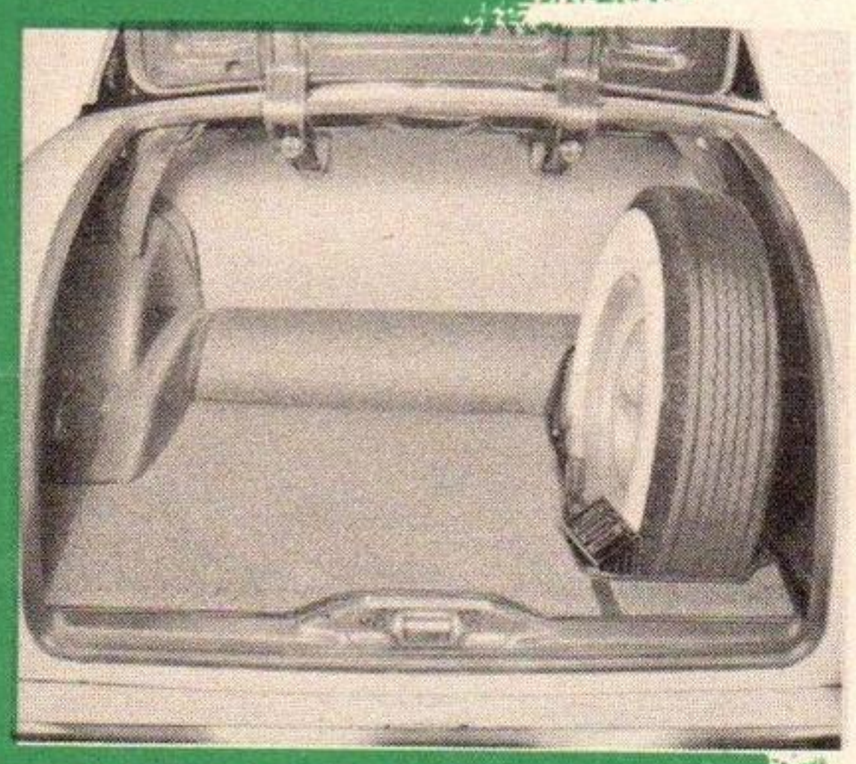
SUN VISOR

SEAT ADJUSTING LEVER



HOOD SAFETY LATCH





LUGGAGE COMPARTMENT

ADJUSTABLE SUN VISORS

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

THE FRONT SEAT IS QUICKLY ADJUSTABLE (NOT CROWN IMPERIAL LIMOUSINE)

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.

REAR VIEW MIRROR

The inside rear view mirror can be tilted and rotated to suit the convenience of the driver.

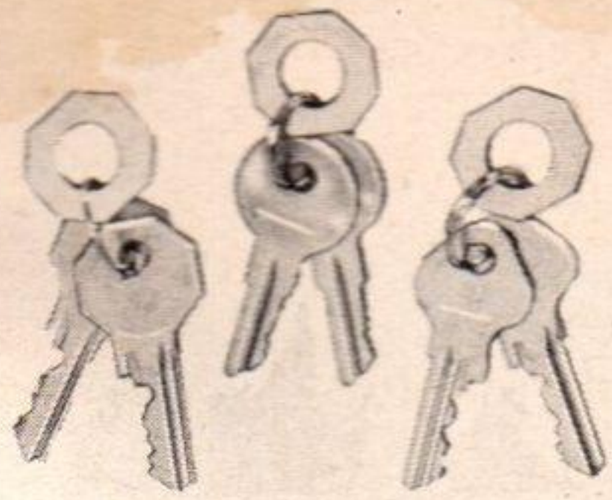
OPENING AND CLOSING THE HOOD

To open the hood, pull the hood lock control handle under the left end of the instrument panel; then release the safety latch at the front of the hood by pressing upward on the latch pad. At the same time, grasp the hood and raise it to the open position. When open, the hood is held in the raised position by balancing springs. To close the hood, grasp it securely and lower it to within a few inches of the closed position. Then, quickly and firmly push it all the way down to latch it.

LUGGAGE COMPARTMENT

The luggage compartment of your Chrysler is unusually roomy. Lifting the compartment lid is made easy by counter-balanced springs in the lid hinge. The bumper jack is mounted behind the spare wheel and tire on the right side of the compartment except on the Crown Imperial Limousine. See page 10.

KEYS AND DOOR LOCKS



KEYS

When you took delivery of your new Chrysler, you received two sets of keys with it. Each key set contains three keys, except for the Crown Imperial Limousine for which four keys are provided with each set. One key of each set operates the front door external lock and the combination ignition-starter switch lock. Another key operates the glove compartment of your car. A third key operates the luggage compartment lock. The same key for the Crown Imperial Limousine also operates the rear door locks. The fourth key for the Crown Imperial Limousine operates the tire compartment.

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

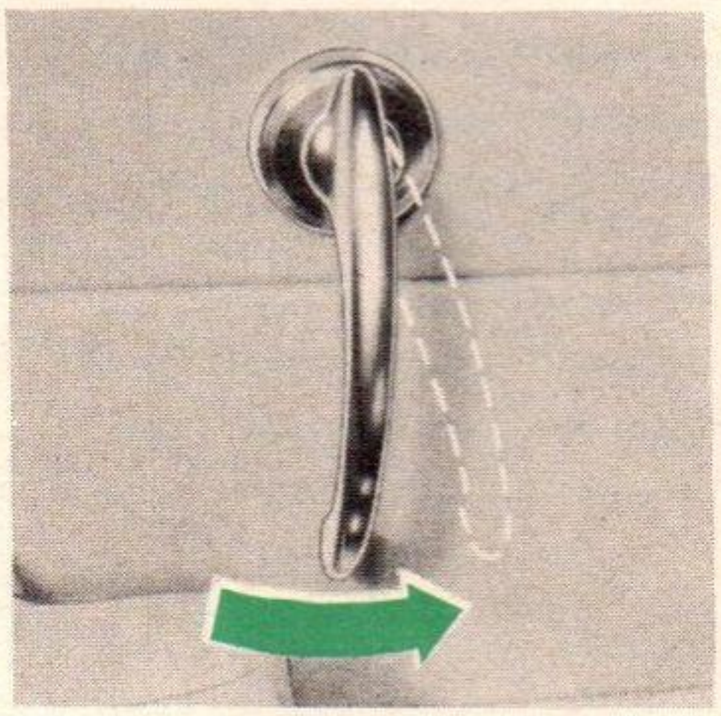
To Open: The door controls are easy to operate. To unlatch or open any door from the outside, turn the latch handle downward.

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.

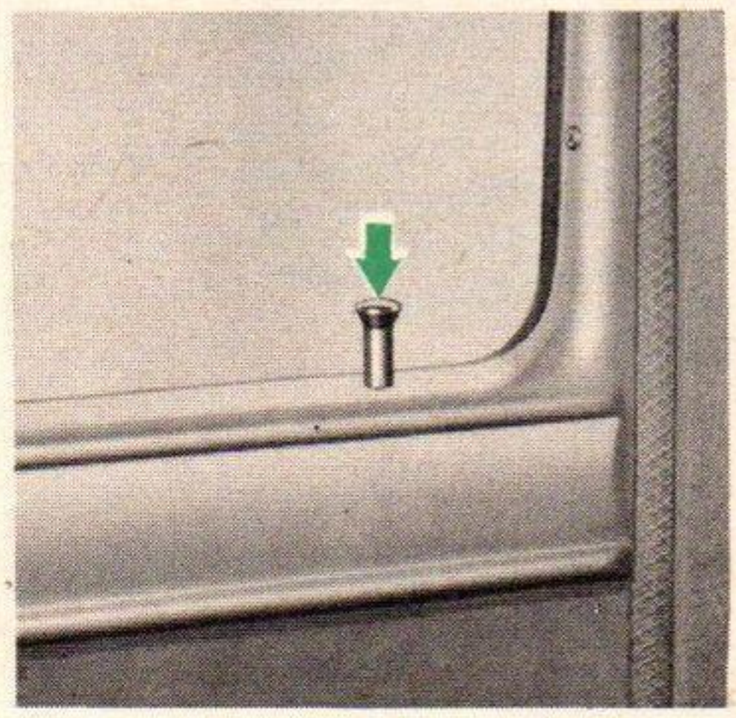
Front Door Lock (All Models) Outside: To lock a front door from the outside with a key, insert the key in the lock and turn it one quarter turn toward the rear of the car, then turn the key back to the vertical position and remove it. To unlock the front door with the key, turn the key toward the front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



FRONT DOOR REMOTE CONTROL HANDLE



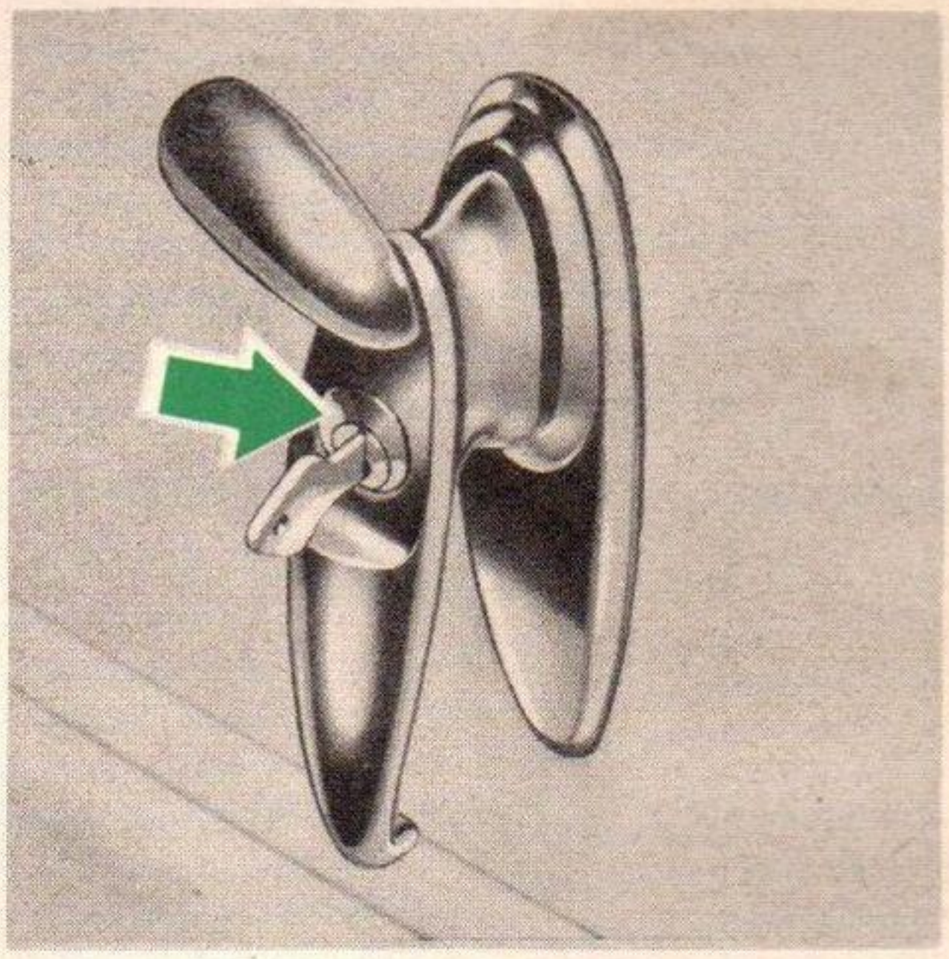
REAR DOOR LOCK KNOB (SEDANS)

Rear Door Lock (Crown Imperial Limousine) Outside: To lock a rear door from the outside with the key, insert key and turn one quarter turn to 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 to rear of car and then back to vertical position.

Rear Door Lock (Crown Imperial Limousine) 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

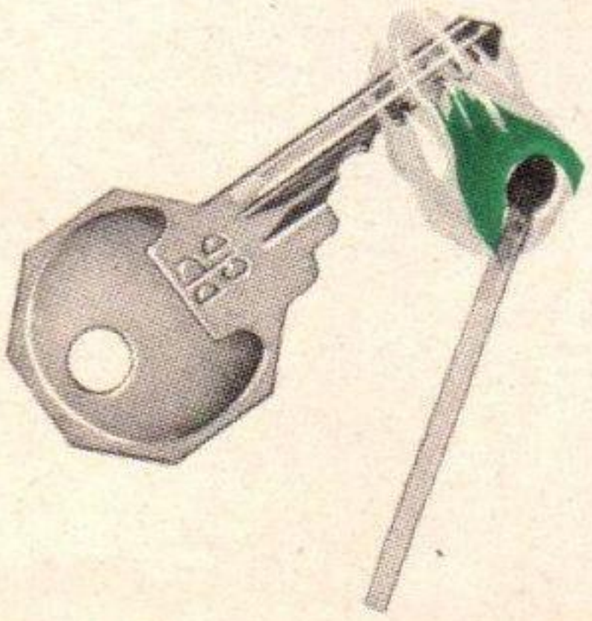
To unlock, insert key and turn one complete turn to left. To lock, turn key one complete turn to right. The key can be removed from the luggage compartment lid lock, whether locked or unlocked.



LUGGAGE COMPARTMENT LOCK

GLOVE COMPARTMENT LOCK

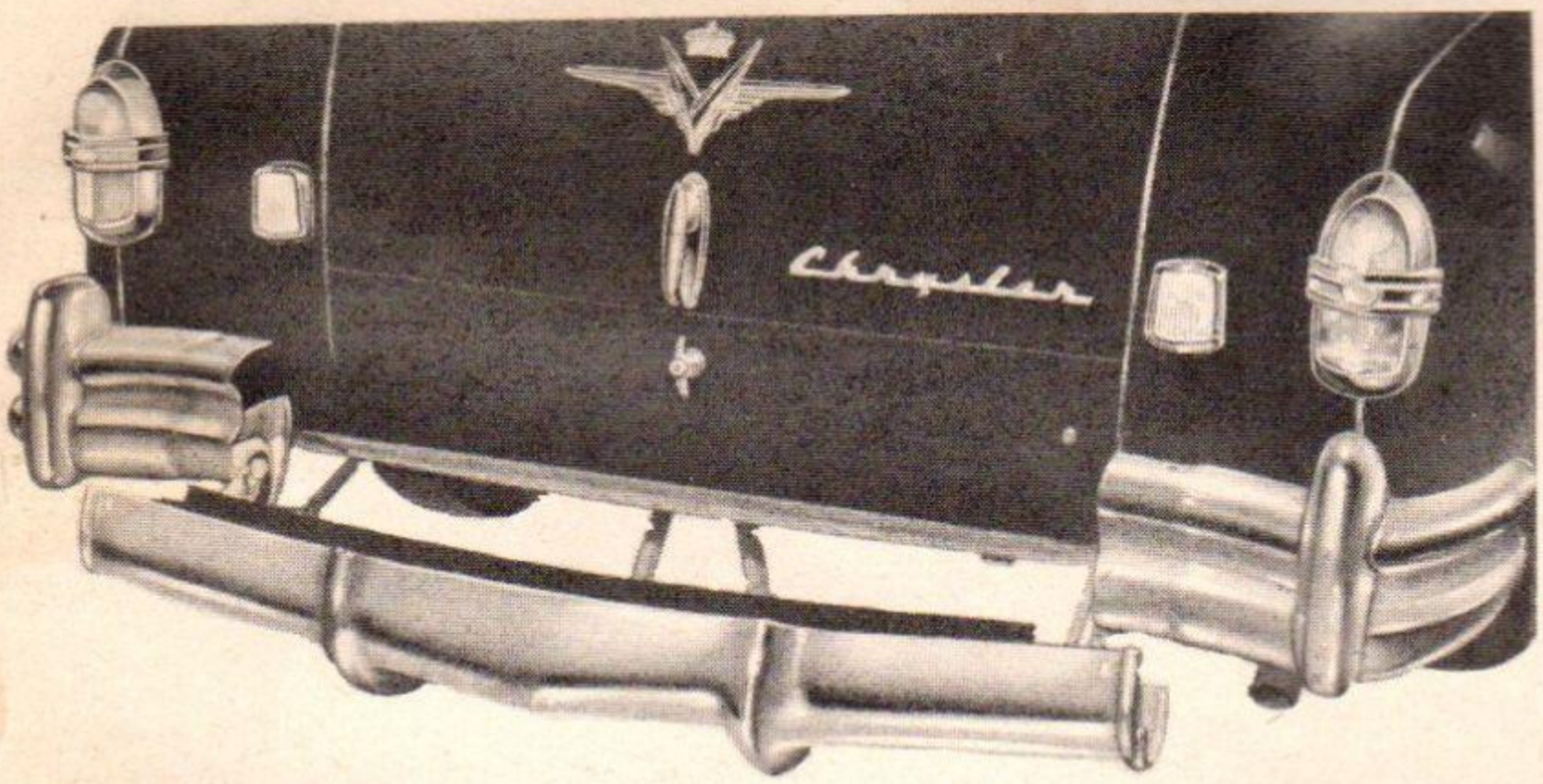
To lock, insert key, turn one-quarter turn to left and remove key. To unlock, insert key, turn it one-quarter turn to right and remove.



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.***

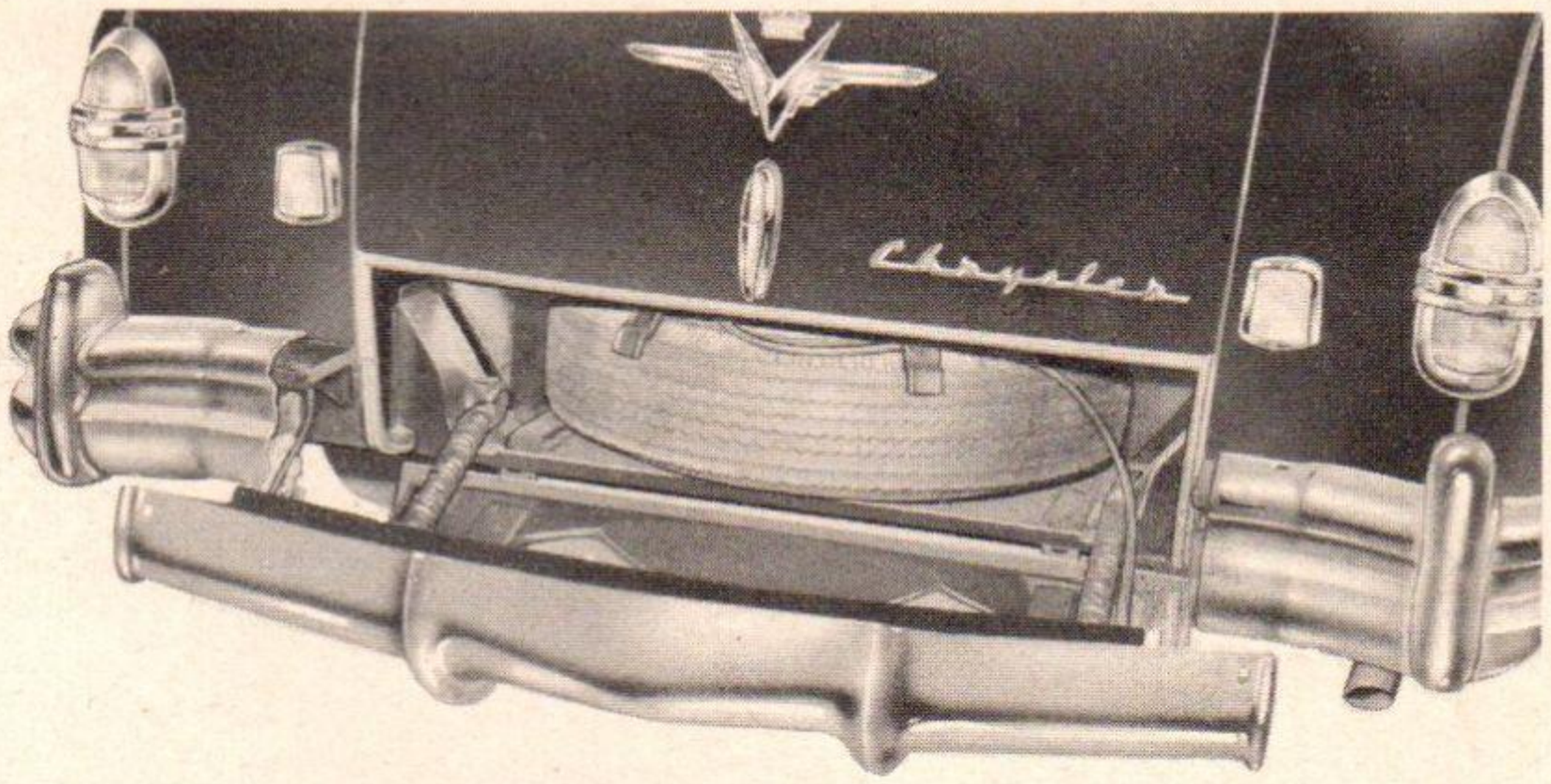


CENTER BUMPER SECTION IN LOWERED POSITION
(CROWN IMPERIAL LIMOUSINE)

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.



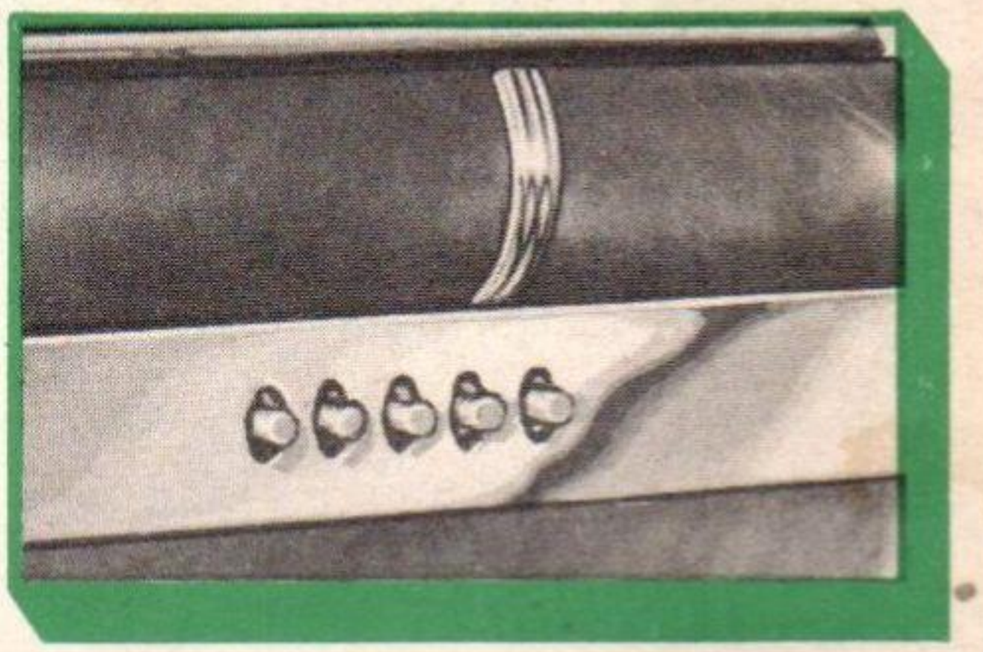
TIRE COMPARTMENT LID OPENED
(CROWN IMPERIAL LIMOUSINE)

ELECTRIC WINDOW LIFTS

ELECTRIC WINDOW LIFTS

The door windows on some models and also the partition windows on the Crown Imperial Limousine, are automatically operated. This adds to the clean-cut beauty of the tailored-to-taste interior by eliminating the conventional window lifts.

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



WINDOW CONTROLS ON LEFT FRONT DOOR (CROWN IMPERIAL LIMOUSINE)

There are four control levers on the left front door except on the Limousine which has five. There are two control levers at both the right and left rear quarters (three on Limousine) and one at the right front door. The front, second and third control levers in the driver's compartment on the left front door of the Limousine are remote control levers for the rear door and rear quarter windows and can be operated only for closing these windows. The partition window can be raised or lowered from the rear compartment.

The control levers operate the various windows in the Crown Imperial Limousine as indicated below:

Levers on Left Front Door

Front Lever (Closes only).....Right and Left Rear Quarter Windows
Second Lever (Closes only).....Right Rear Door Window
Third Lever (Closes only).....Left Rear Door Window
Fourth Lever.....Right Front Door Window
Rear Lever.....Left Front Door Window

Levers at Left Rear Quarter

Front Lever (Limousine only).....Partition Window
Center Lever.....Left Rear Door Window
Rear Lever.....Left Rear Quarter Window

Levers at Right Rear Quarter

Front Lever (Limousine only).....Partition Window
Center Lever.....Right Rear Door Window
Rear Lever.....Right Rear Quarter Window

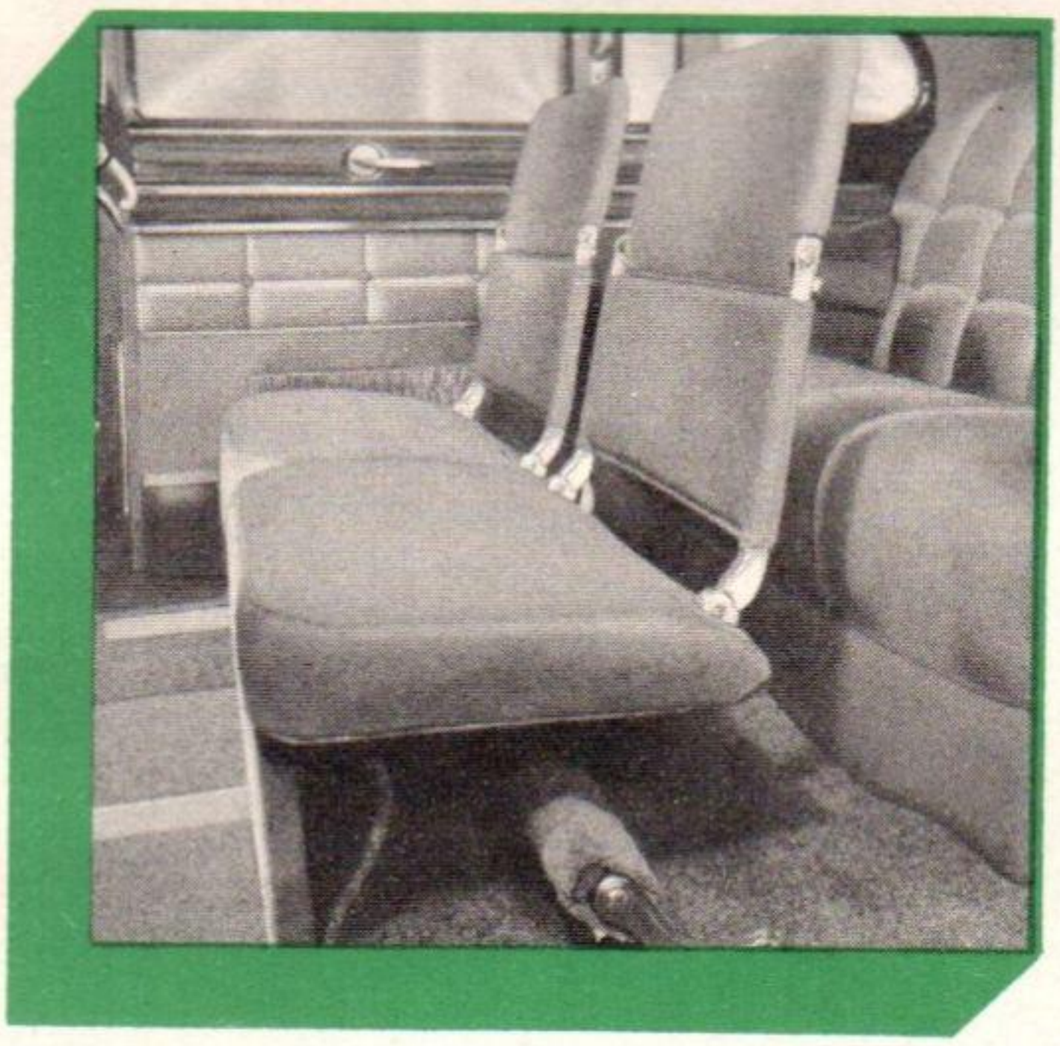
Lever at Right Front Door

One Lever Only.....Right Front Door 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 footrest is under the auxiliary seats, it can be reached without restriction by the passengers in the rear.



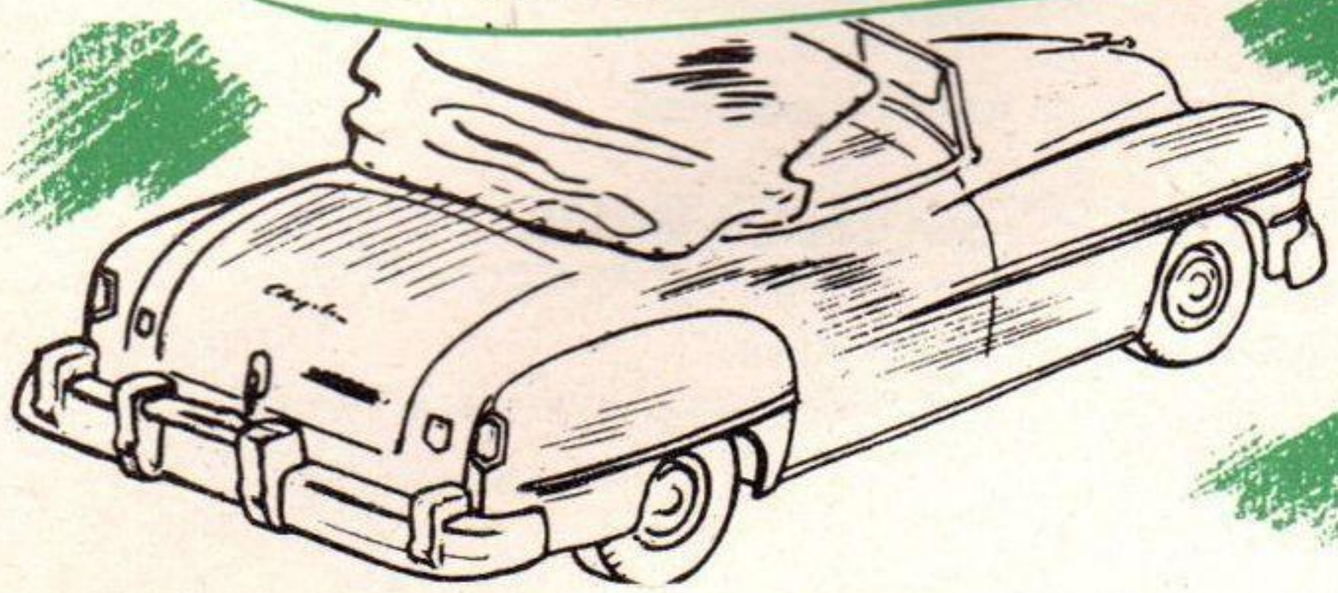
OTHER LUXURY FEATURES OF THE CROWN IMPERIAL LIMOUSINE

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

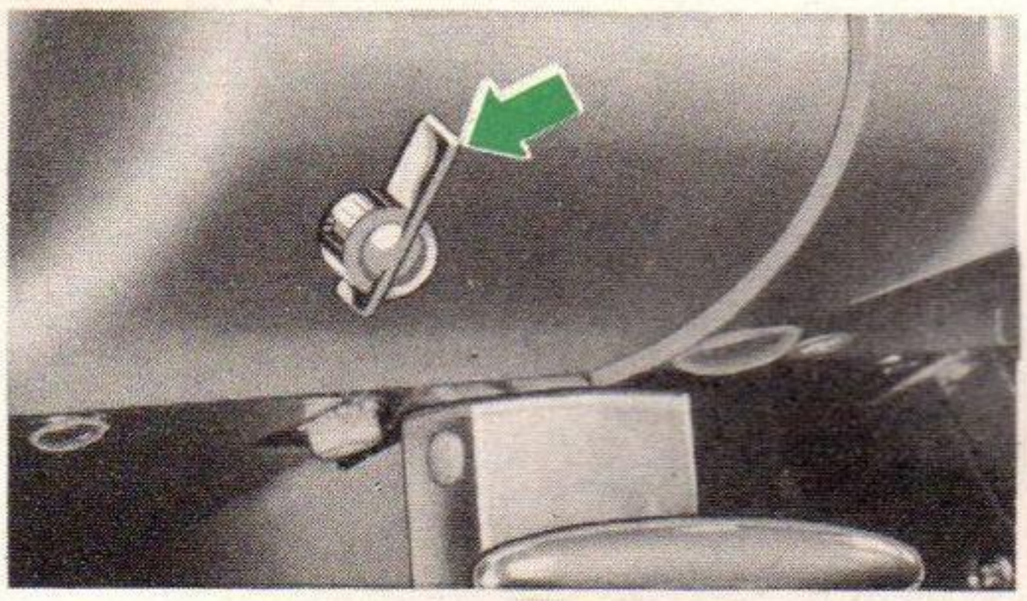
The courtesy lights located one at the base of each rear seat side arm rest, are controlled by an automatic switch in each rear door. Illumination of both courtesy lights occurs upon opening either rear door.

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

CONVERTIBLE COUPE



AUTOMATIC TOP



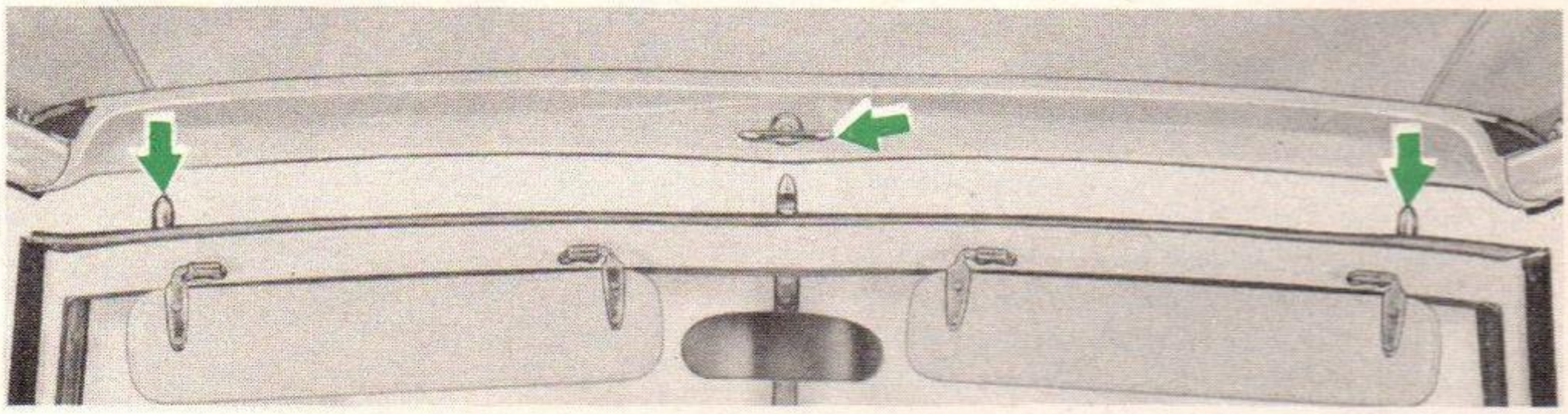
The raising or lowering of the convertible coupe top is controlled by a switch located at the left end of the instrument panel just below the main lighting switch.

CAUTION

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

TO RAISE TOP

1. Remove boot.
2. Turn switch knob 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. Fasten the two button fasteners on each side of top's lower rear quarter panels.
5. Carefully zip rear window panel into place.
6. Fold top boot, pack in case provided and stow in top compartment.



TO LOWER THE TOP

1. Remove boot from top compartment and make certain compartment is entirely free of all objects.
2. Unzip rear window panel, two sides and top and lower it into compartment.

3. Loosen top front hold-down clamp by turning locking handle, located in center of top header board, counter-clockwise.

4. Raise header board free of locating dowels on top of windshield.

5. Turn switch knob counter-clockwise and hold in this position until top is fully lowered.

6. Place and fasten top boot in position over top compartment.

CARE AND CLEANING OF TOP

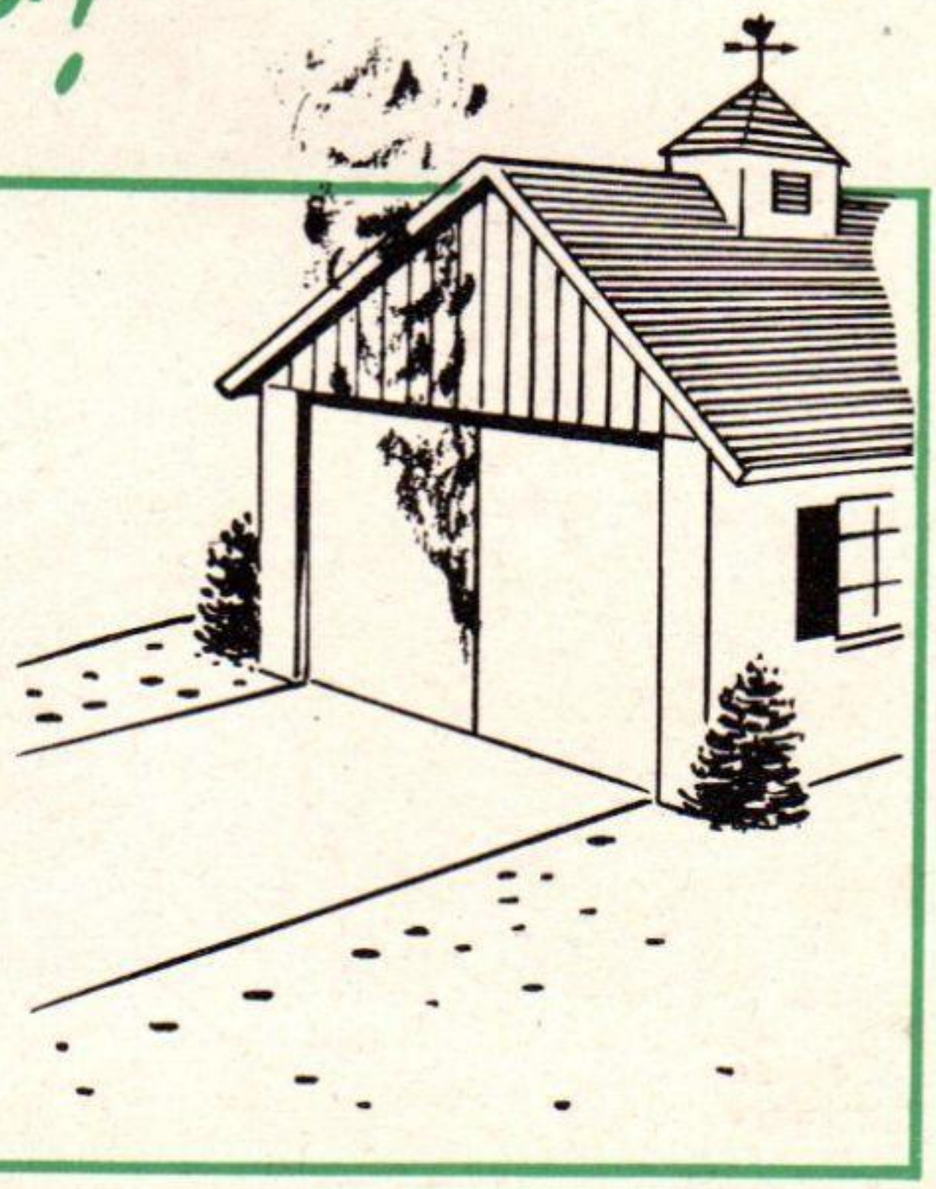
Frequent brushing with an ordinary upholstery brush or stiff whisk broom is helpful in preventing dust and dirt from embedding itself in the fabric. To clean the top material, use lukewarm (not hot) water and a mild (not caustic) soap with a stiff brush and rub briskly. Do not saturate and never lower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



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.



OFF Position



IGNITION ON Position



STARTING Position

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 with Fluid-Matic Drive or Fluid-Torque Drive Transmission, 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.

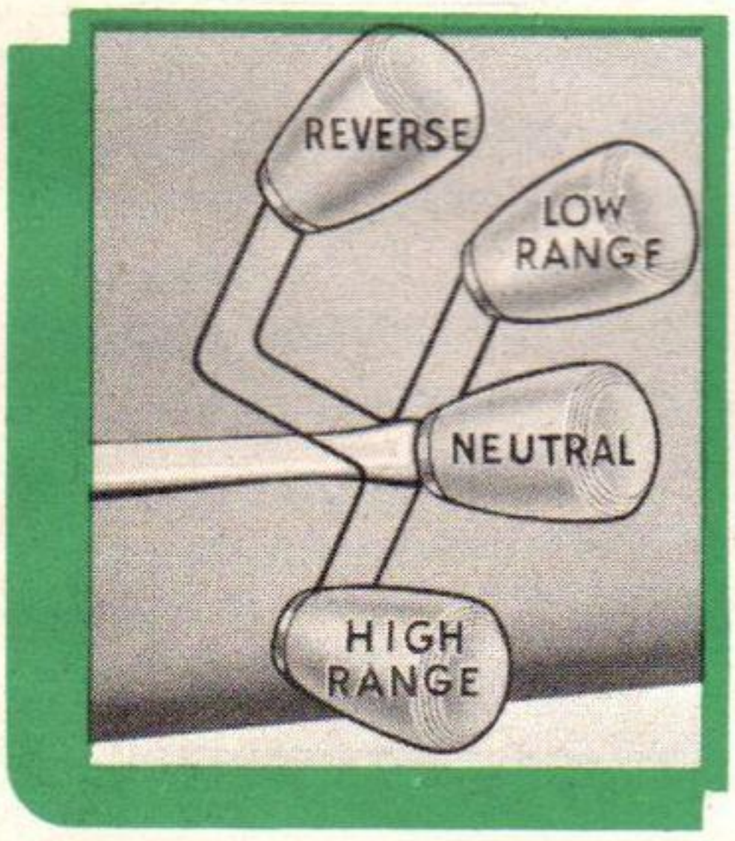
BREAK-IN SPEEDS

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.

FLUID-MATIC DRIVE TRANSMISSION

With the Fluid-Matic Drive Transmission, 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.***



GEARSHIFT LEVER POSITIONS

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



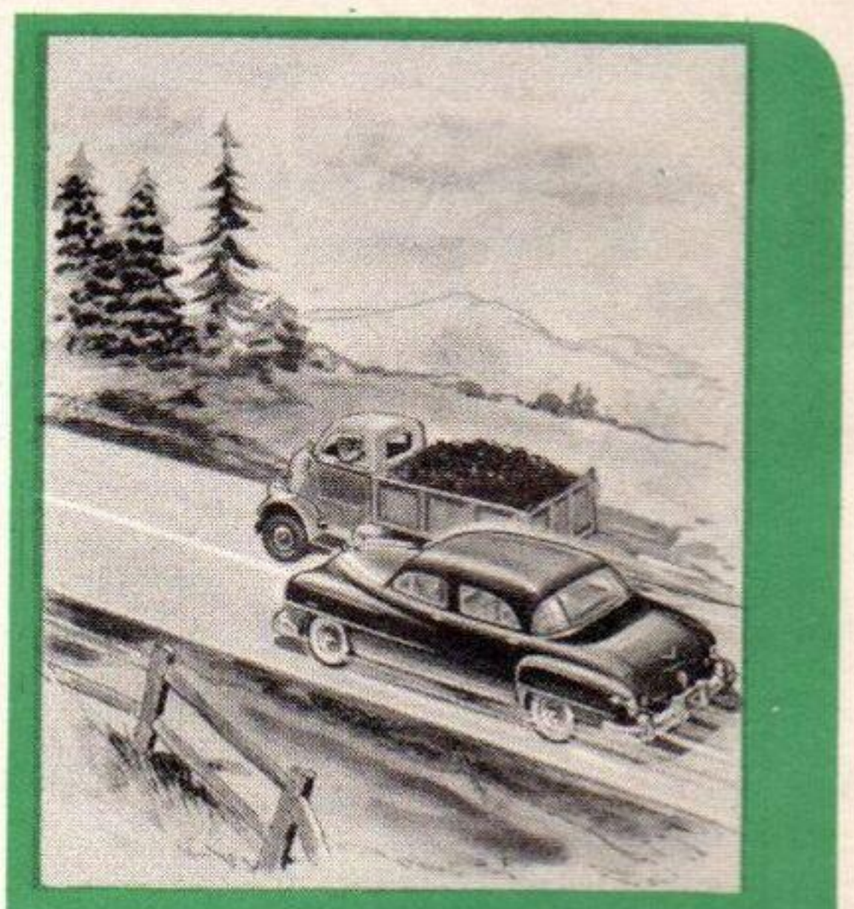
Under ordinary starting and driving conditions, and with the engine running, start the car by depressing the clutch pedal and moving the gearshift lever to the "D^R" position or High (Driving) Range. Release the clutch pedal and at the same time depress the accelerator pedal. When you start out in High 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.

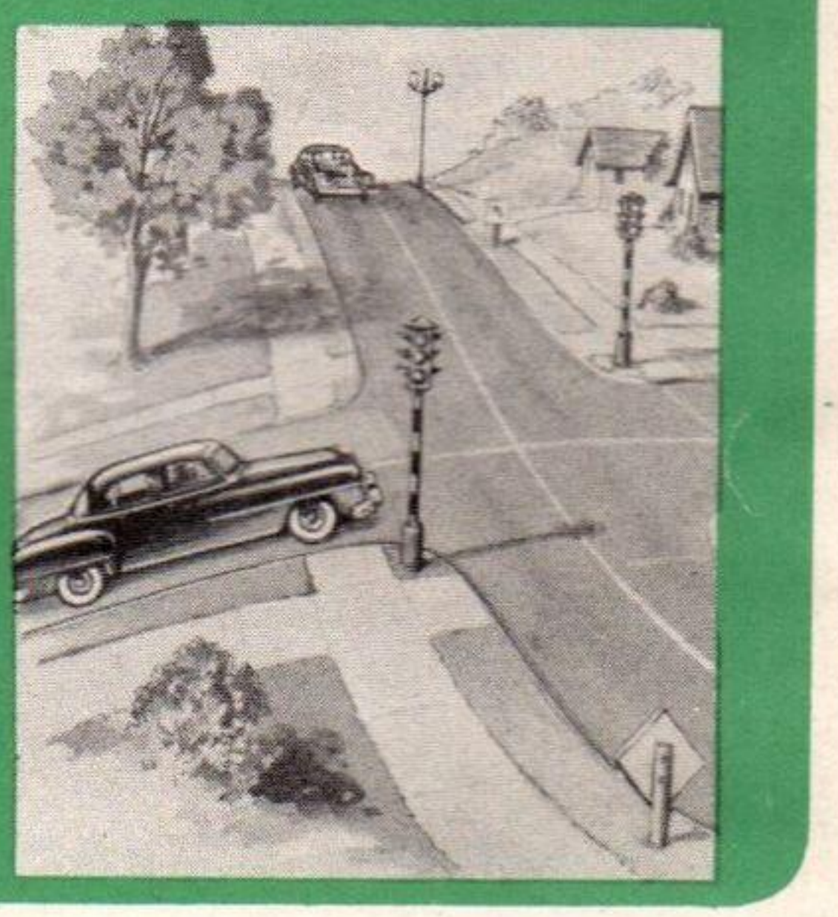
Shift into fourth (Cruising) gear at any speed above 15 miles per hour by releasing pressure momentarily from the accelerator pedal. If the car speed drops below 10 miles per hour, the transmission will shift automatically back into Accelerating speed gear.

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, 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 "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 (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



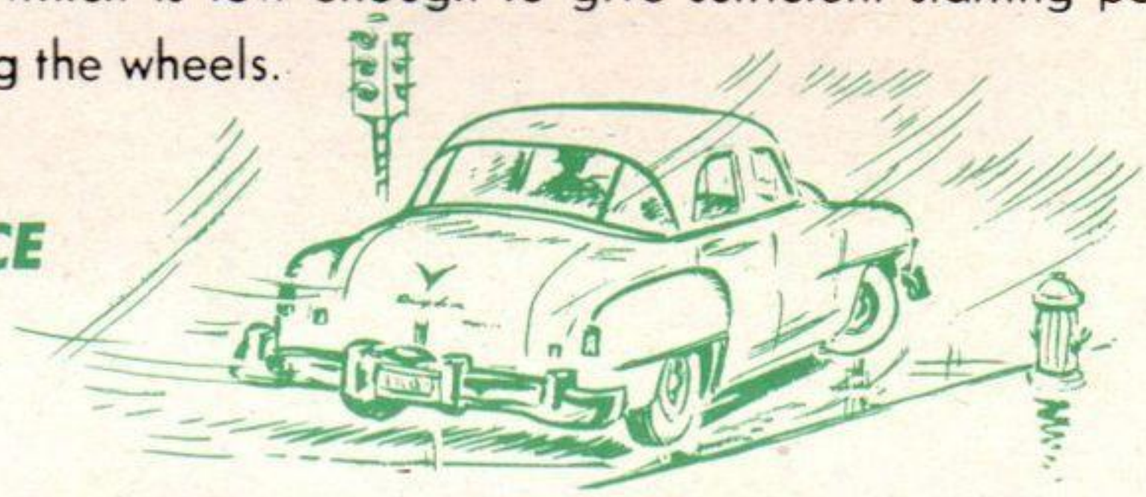
To use the reverse gear (with the car stopped), depress the clutch pedal; then, lift the gearshift lever up toward the steering wheel and push it forward into the "R" or Reverse position. Release the clutch pedal gradually and accelerate as required.

STARTING IN SNOW, MUD OR ON SLIPPERY PAVEMENTS



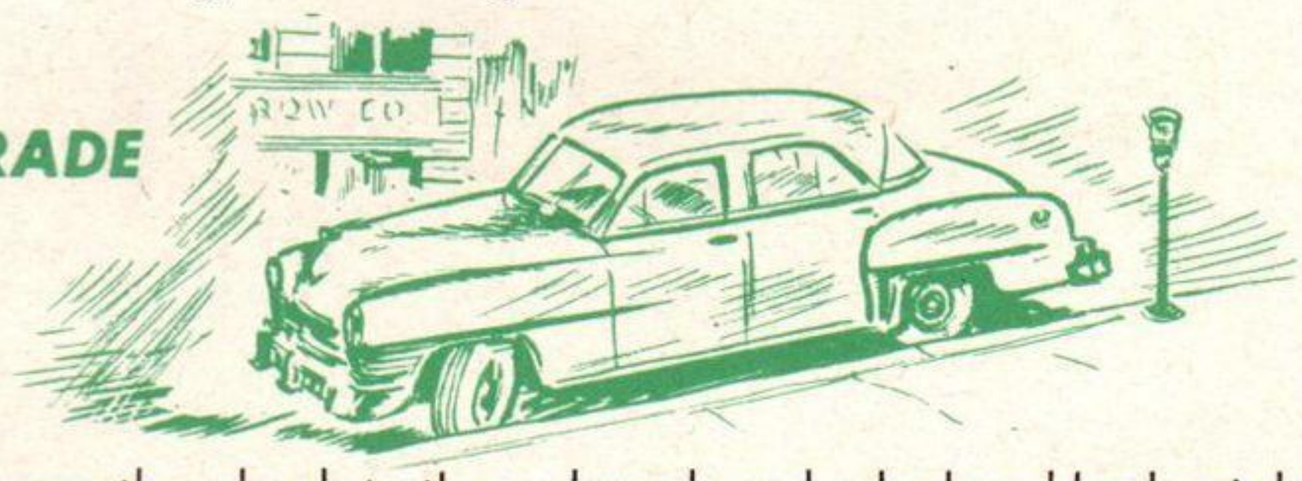
Better traction can be obtained from the Fluid-Matic Drive Transmission when starting in snow, mud or on slippery pavements, by shifting into High Range (D^R). The car will start out in third speed which is low enough to give sufficient starting power, yet high enough to avoid spinning the wheels.

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^U" position or Neutral, set the hand brake, release the foot brakes and remove the ignition key.

FLUID-TORQUE DRIVE

A Fluid-Torque Drive is furnished on the Crown Imperial and is available as extra equipment on the Imperial and New Yorker models. This unit provides a greater degree of operating flexibility and greater performance capabilities. 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. However, for all practical purposes, manual shifting of the transmission with Fluid-Torque Drive 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.

HYDRA-GUIDE STEERING

(Standard equipment on the Crown Imperial, optional on the Imperial and New Yorker models.)

In keeping with the long standing tradition of progress in the industry as regards superior engineering, Chrysler Corporation proudly presents, in its Crown Imperial, power steering—the latest in steering development.

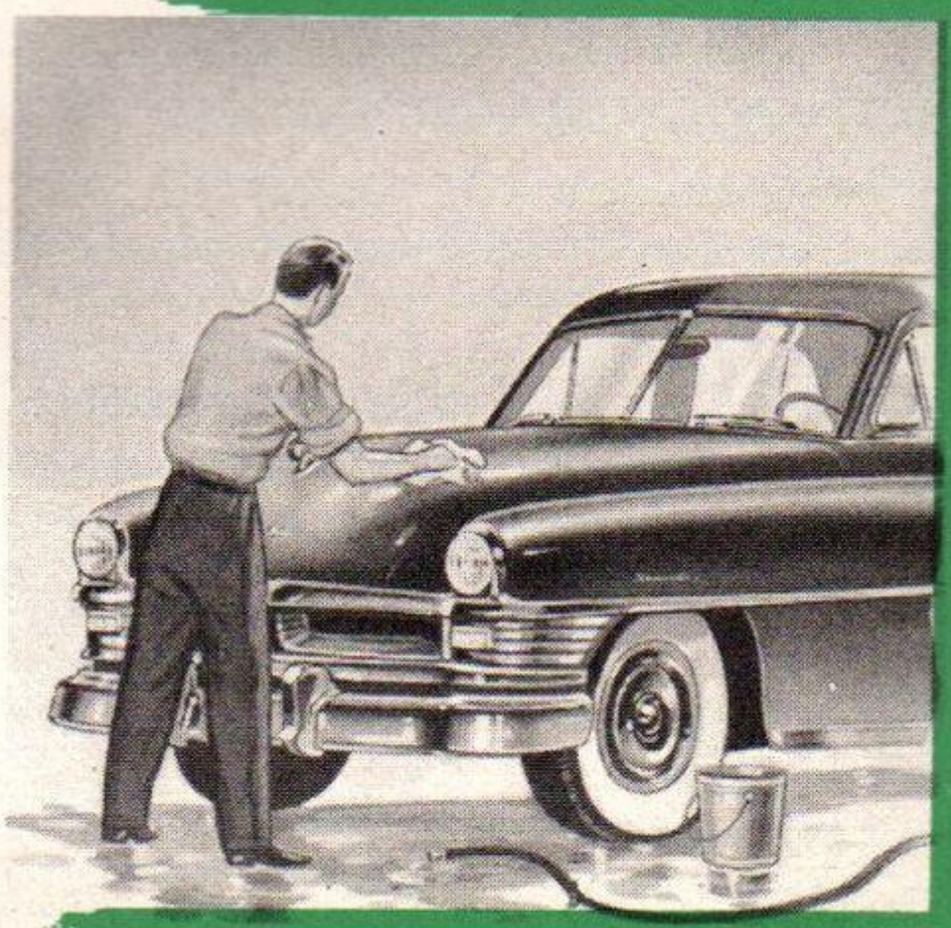
The new Hydro-Guide steering unit greatly reduces steering effort thereby resulting in more restful driving and greater ease of parking. With power steering, approximately one-tenth of the required steering effort is supplied manually through the steering wheel and the remaining effort is supplied by hydraulic mechanism.

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 luster, 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.

TO MAKE WINDOWS SPARKLE

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

CLEANING CHROME SURFACES

Chrome plated parts should be kept clean, especially in winter when salt, calcium chloride and other chemicals are used to clean the streets and highways of snow and ice. Sulphur dioxide present in the air and salt air in seacoast locations also tend to damage chrome plated surfaces.

To help keep these destructive elements under control, the car should be washed frequently and the chrome surfaces cleaned with MOPAR Chromium Polish. After cleaning, the chrome should be rubbed with a thin coat of wax to help protect it against oxidation.

UPHOLSTERY

At least once a month, clean the upholstery and carpets thoroughly with a whisk broom, clothes brush or vacuum cleaner. If the upholstery is of mohair, the nap may eventually mat down. When this happens, place a damp cloth over the matted area and run a hot flatiron over the cloth. Then brush the nap upright. Mohair and broadcloth upholstery should be cleaned with foam type upholstery cleaner such as MOPAR Upholstery Cleaner. ***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 clean 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

The tires can be kept clean with water and a sponge. Tar and road oils can be removed with mechanic's soap or a similarly mild abrasive soap. 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 1,000 miles of operation, it is recommended that SAE 10-W Engine Oil be used in the crankcase for all temperature ranges above −10° F. For temperatures below −10° F., use SAE 5-W Engine Oil. If necessary to add oil during the first 1,000 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° F.....Use SAE 30
As low as +10° F.....Use SAE 20-W
As low as −10° F.....Use SAE 10-W
Below −10° 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.

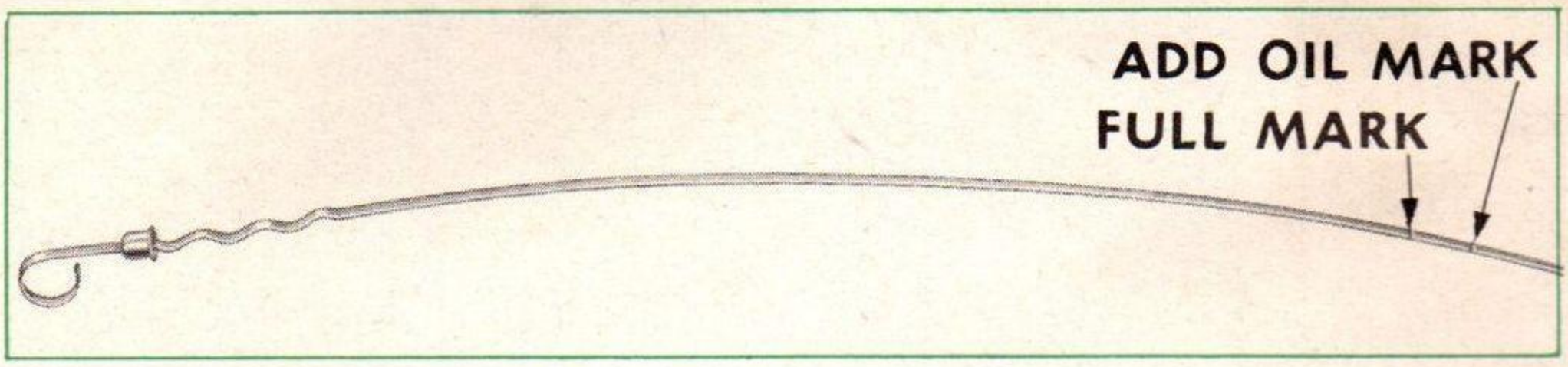
SAE 20-W Engine Oil may be used in localities where only very mild winter conditions are encountered such as not lower than +10° F.

SAE 10-W Engine Oil is recommended as a general winter oil for temperatures as low as −10° F., but not lower. For sub-normal winter conditions, such as temperatures below −10° F., use SAE 5-W Engine Oil.

WINTER DRIVING

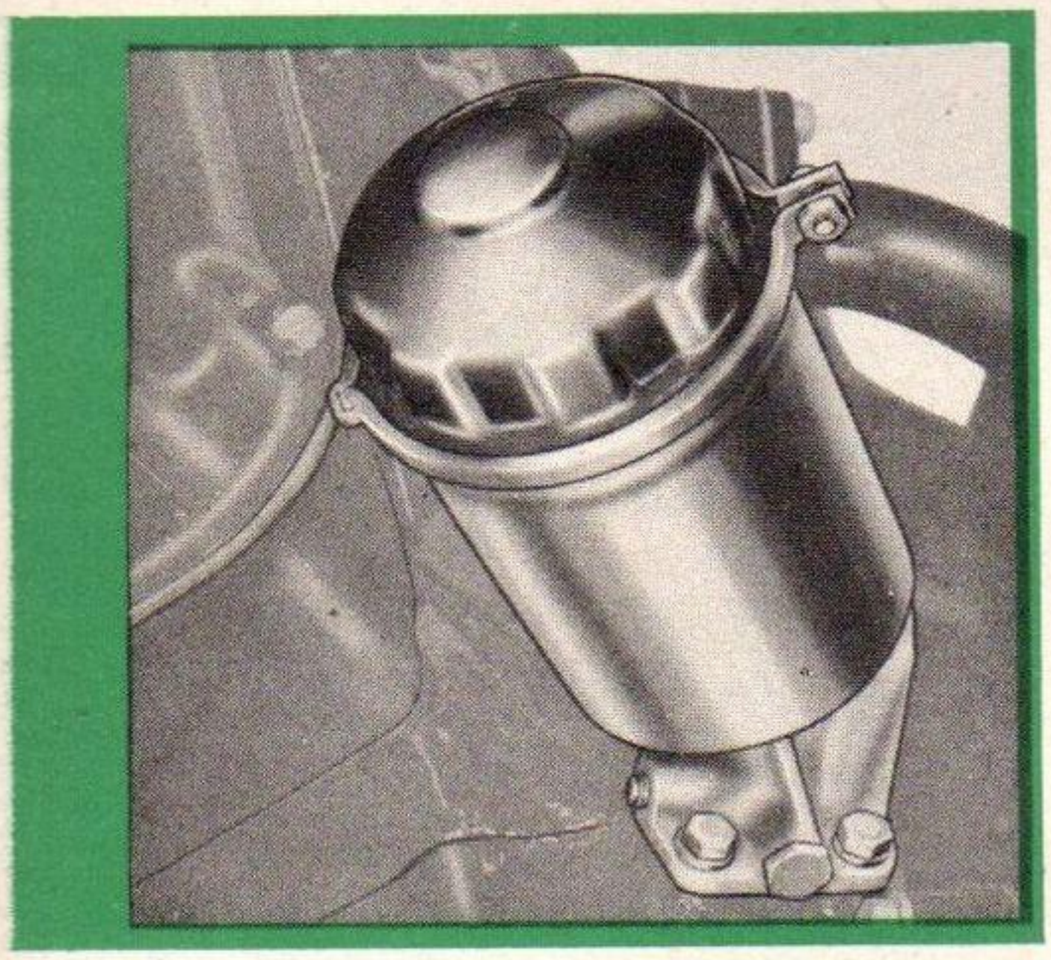
If the car is driven for short distances of only a few miles at a time and at low speeds, the engine does not become sufficiently warm to expel the condensation through the crankcase ventilating system. Under such conditions, moisture will condense in the crankcase and form a sludge, which may freeze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

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 FULL-FLOW OIL FILTER

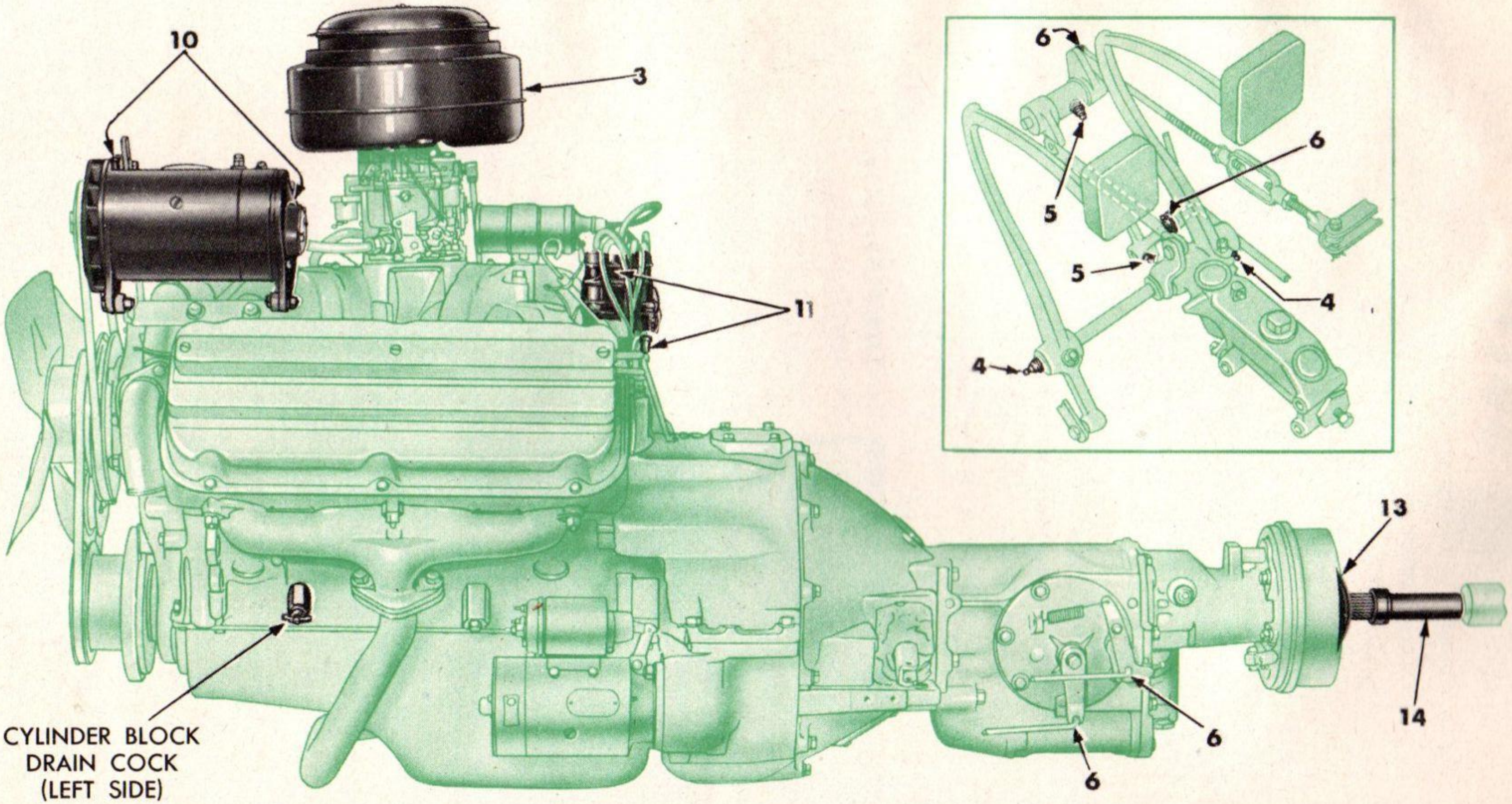
"Full-flow" means that all of the oil delivered under full pressure to the working parts goes through the filter before entering the passages in the engine.

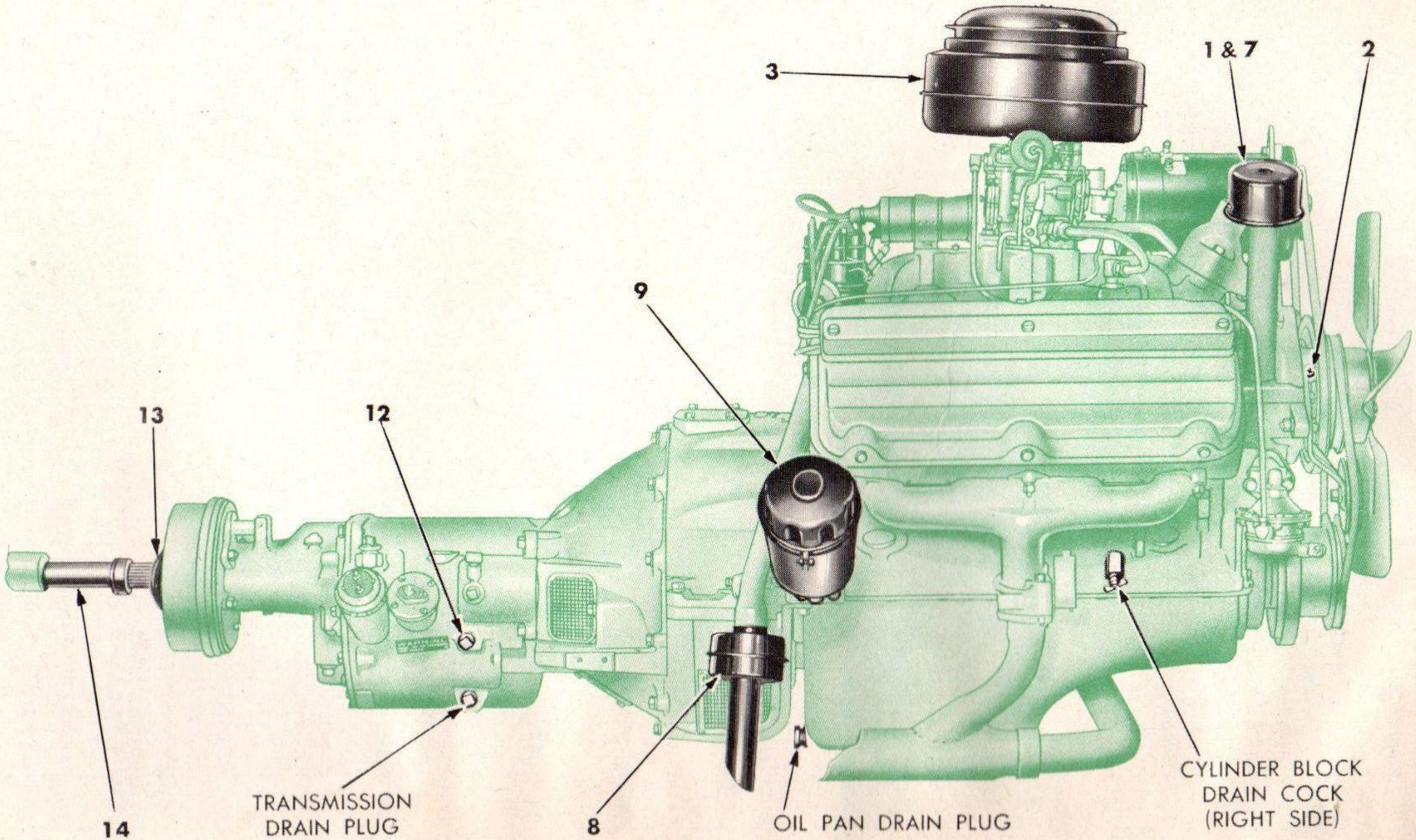
Not only does this filter assure a constant flow of clean, clear oil to the engine, but the filter is so installed that it is impossible for the supply of oil to be cut off at any time under any conditions, even though the filter itself becomes loaded or plugged.

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




3
1 & 7
2
9
13
12
14
TRANSMISSION
DRAIN PLUG
8
OIL PAN DRAIN PLUG
CYLINDER BLOCK
DRAIN COCK
(RIGHT SIDE)

1. ***ENGINE OIL PAN (Capacity 5 quarts—refill; add 1 qt. when replacing filter element)***

See Engine Oil Recommendations on page 22.

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 semi-solid 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. ***BRAKE AND CLUTCH PEDALS***

2 Fittings. Chassis Lubricant.

5. ***CLUTCH TORQUE SHAFT AND GEARSHIFT CONTROL BELL-CRANK***

2 Fittings. Chassis Lubricant.

6. ***PEDAL LINKAGE AND GEARSHIFT CONTROL***

Engine Oil.

Every 5,000 Miles

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

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

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

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

9. ***OIL FILTER***

Replacement to coincide with Engine Oil change.

Every 10,000 Miles or Once a Year

10. ***GENERATOR***

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

11. ***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.

12. ***FLUID-MATIC DRIVE 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.
Oil level should be checked every 1,000 miles. If necessary, add oil to maintain level to bottom of filler plug hole. Do not drain transmission oil before 10,000 mile period. If necessary, SAE 10-W Engine Oil may be added.
CAUTION: Do not add fluid to fluid drive unit. If service is necessary to this unit, see your Chrysler dealer.

Every 20,000 Miles or Every Two Years

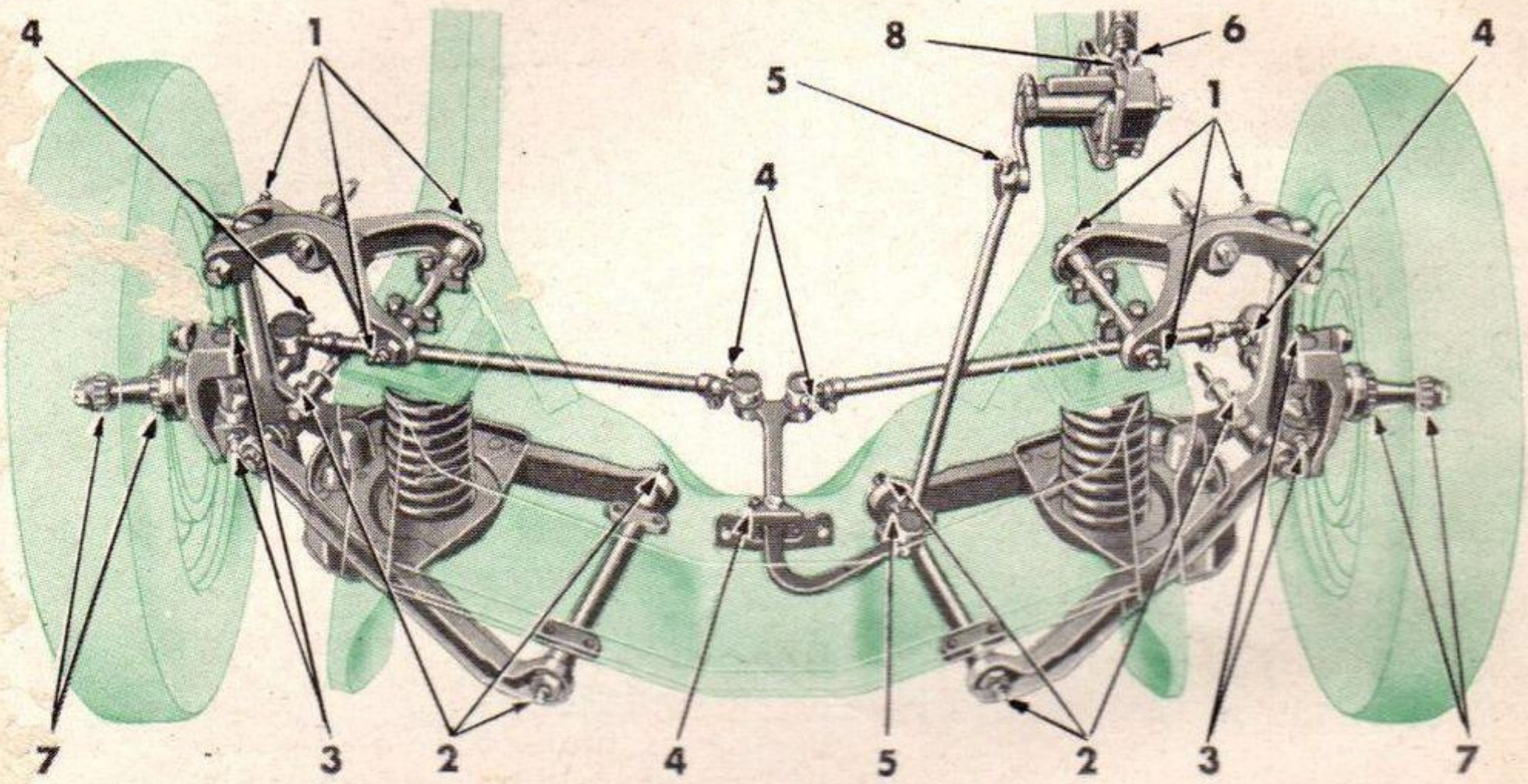
13. ***UNIVERSAL JOINT***

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

14. ***PROPELLER SHAFT SPLINE***

Disassemble, clean and repack approximately half full. Chassis Lubricant.

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.
Keep lubricant level to bottom of filler plug hole.
In extremely cold weather, add small amount of SAE 10-W Engine Oil to ease steering.

Every 10,000 Miles or Once a Year

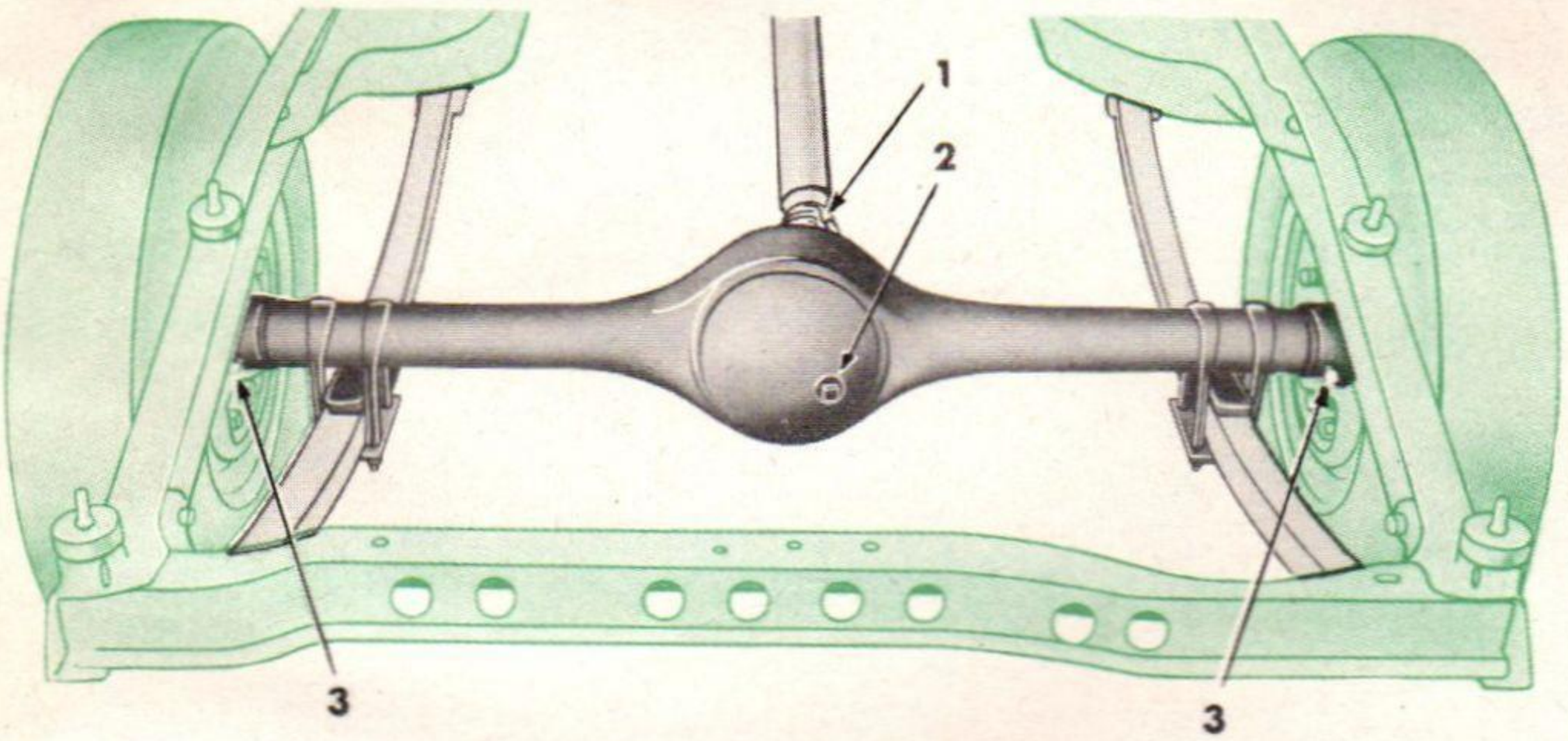
7. FRONT WHEEL BEARINGS

Short Fiber Wheel Bearing Grease—Medium.
Examine grease and if found to be in good condition, do not remove but add grease, if necessary. If not in good condition, clean, repack bearings and coat inside of hub with 5 ounces of grease.

8. GEARSHIFT REMOTE CONTROL

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

REAR AXLE and REAR WHEEL BEARING LUBRICATION



Every 20,000 Miles or Every Two Years

1. UNIVERSAL JOINT

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

2. REAR AXLE DIFFERENTIAL

Drain and refill.
Extreme Pressure Hypoid Gear Lubricant.
Summer and Winter above —10°F.....SAE 90.
Extreme Winter below —10°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 ½ ounce of lubricant, using low pressure gun.
DO NOT OVER LUBRICATE. Install plug.

LUBRICATION POINTS NOT ILLUSTRATED

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—Remove filler plug on left side of reservoir below clutch housing and check fluid level. If necessary, replenish with MOPAR Fluid Drive Fluid to bring fluid level to bottom of filler plug hole.

Hydro-Guide Steering Unit—Remove filler plug from reservoir mounted at rear of generator and check oil level. Level of oil should be maintained approximately 1¼ inches below bottom of filler plug hole. The oil level should not be carried much higher or lower than this amount. Care must be taken to avoid damage to the paper type filter element in the reservoir. Do not insert sharp objects through filler hole. Replenish as necessary with SAE 10-W Engine Oil.

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.

Fluid-Torque Drive—Drain and refill with MOPAR Fluid Drive Fluid. 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 left 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—Automatic Choke 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 pressures; wash car and brush upholstery.

Every Two Weeks: Check battery solution level and add distilled water as required.

Every 1,000 Miles or 30 Days: Lubricate chassis and body hardware 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. Check fluid level in Fluid-Torque Drive unit. Check oil level in reservoir for Hydro-Guide Steering unit.

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.

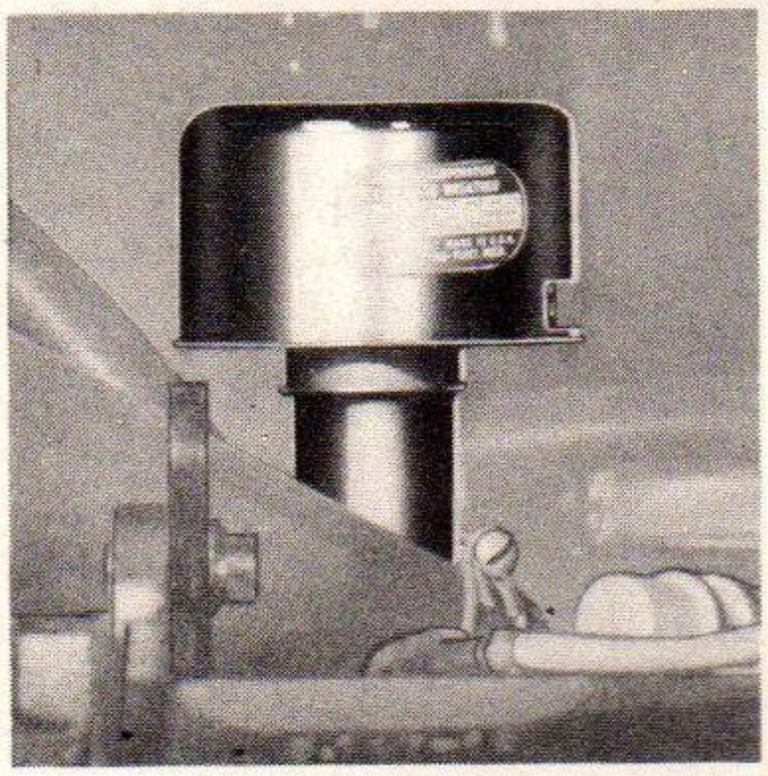
Every 10,000 Miles or Once a Year: Major engine tune-up. Drain and refill transmission with new lubricant. Drain and refill Fluid-Torque Drive unit. Lubricate front wheel bearings, generator, distributor and gearshift remote control rod end, as indicated on Lubrication Chart. Check wheel alignment. Drain 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 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. Your Chrysler dealer should perform these services for you.

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

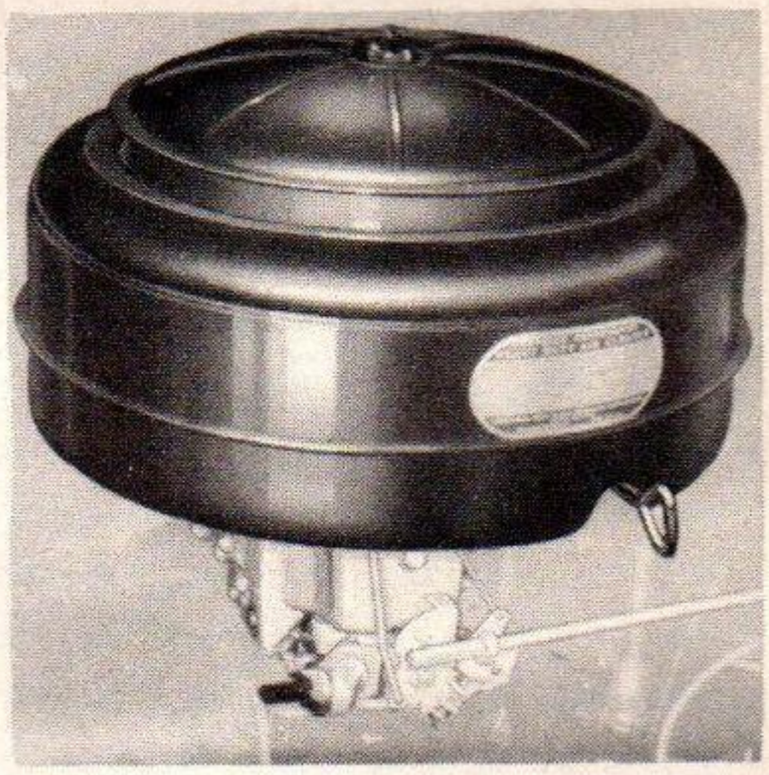


CRANKCASE VENTILATING AIR CLEANERS

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

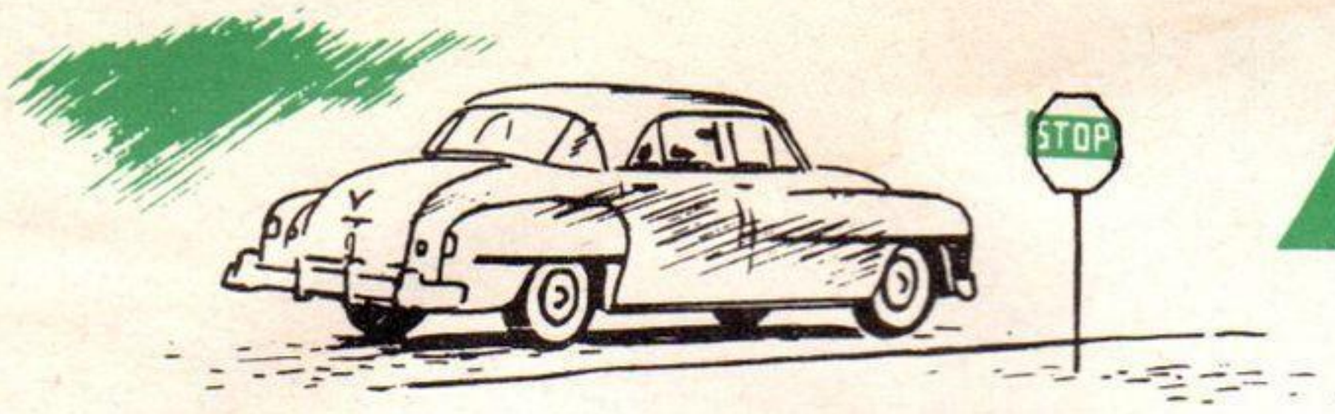
Avoid overfilling the air cleaner with Engine Oil, as too much oil may cause excessive fuel consumption.

WARNING! DUSTY DRIVING

Normally, dust is kept out of the engine by the carburetor air cleaner and the crankcase ventilating air cleaners, 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 (also replace oil filter element).

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.



BRAKES

The SERVICE BRAKES on your Chrysler car 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 except on some Imperial models. Self-energizing and self-adjusting disc brakes are used on the Crown Imperial. The self-adjusting mechanism incorporated in the brakes automatically compensates for lining wear and, therefore, the brakes do not need to be adjusted during the life of the linings.

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 ½ inch below the bottom of the reservoir filler plug opening.

HOW TO MAKE YOUR BRAKES LAST LONGER

1. Insist on MOPAR Super 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 wheels 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

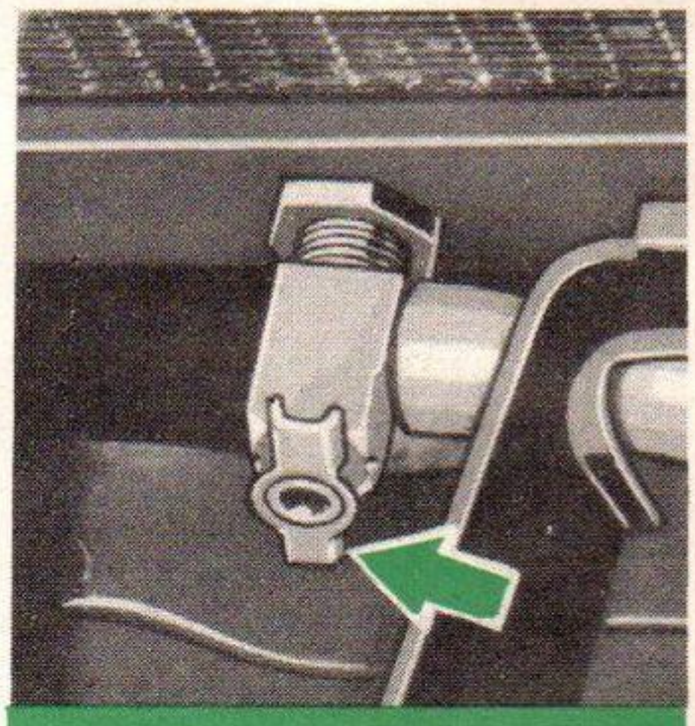
(PRESSURE-VENT SYSTEM)

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 ¼ 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 ½ 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 1¼ 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 cock 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 24 and 25. 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 heated 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

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.
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 FM radio and television. The spark plugs are of the resistor type and the distributor has a built-in suppressor.

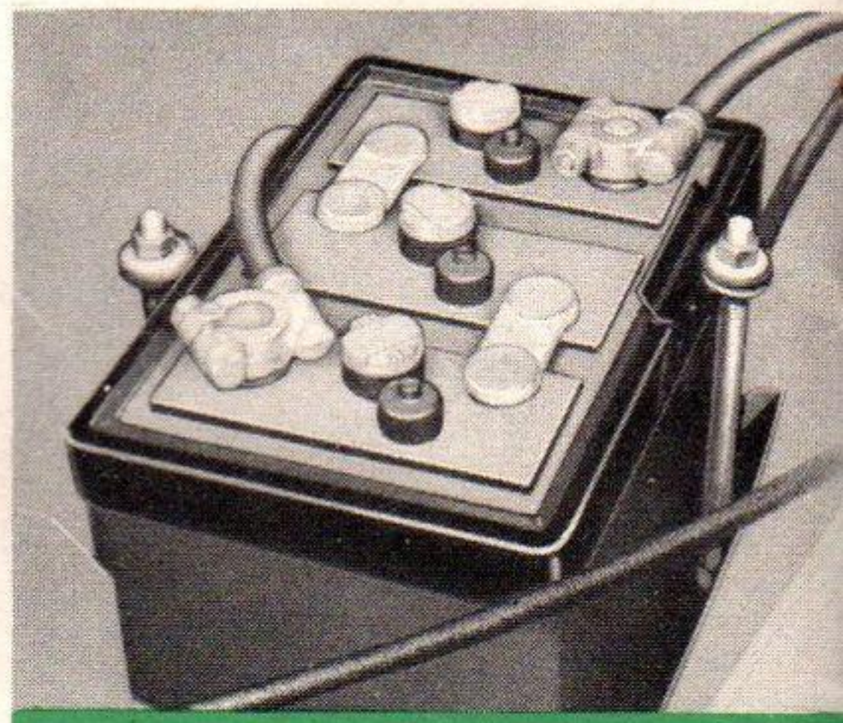
THE BATTERY IN YOUR CHRYSLER CAR is under the hood—on the left side of the engine—completely away from the seats and upholstery. Thus, there can be no danger of spilling battery acid inside the car.

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 distilled water if necessary.

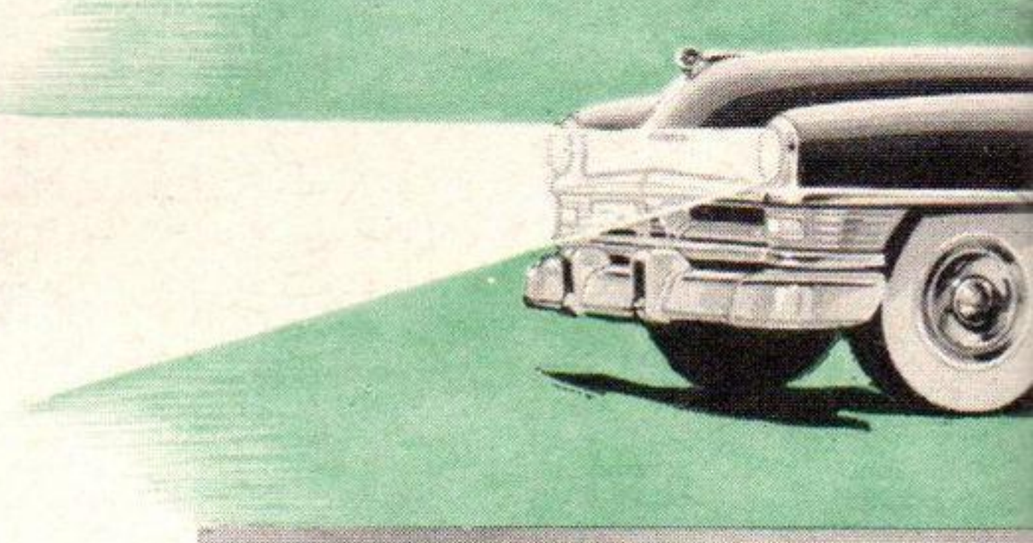
The need for the addition of any considerable amount of water in the battery, operating conditions considered, may point to excessive generator output Keep your battery charged particularly in cold weather as a discharged battery will freeze at a little below the freezing point of water (32° F.).

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 the period it is not being used.

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



BATTERY

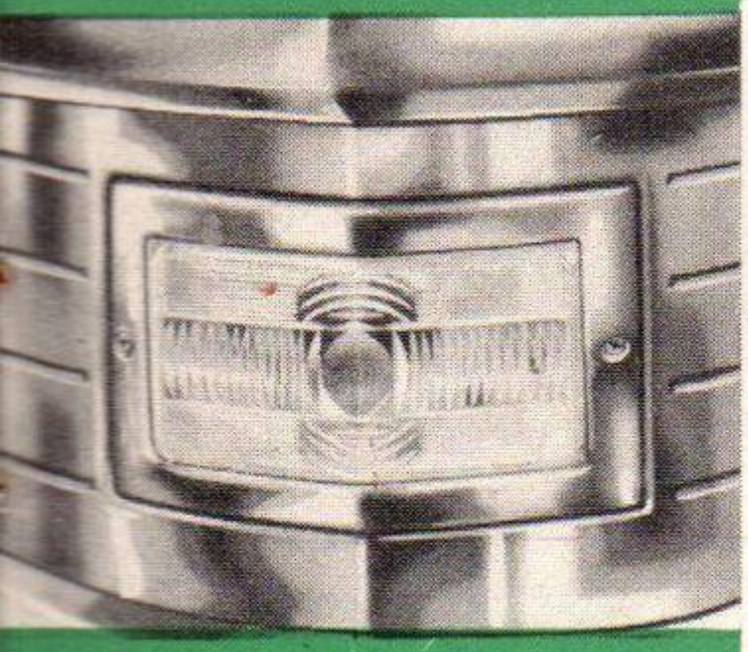




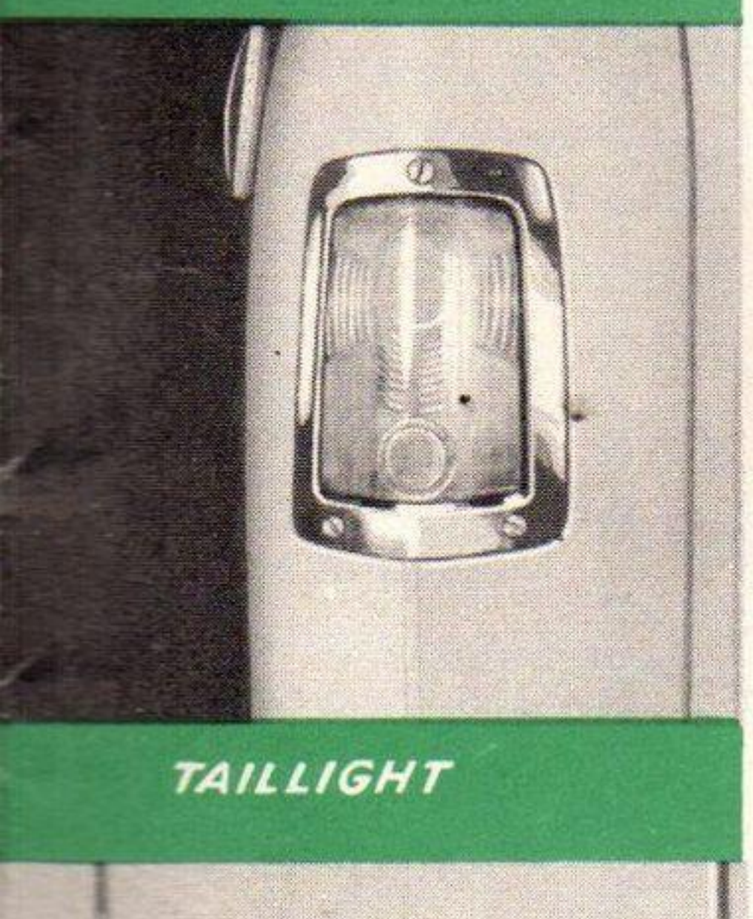
HEADLIGHT

CAUTION

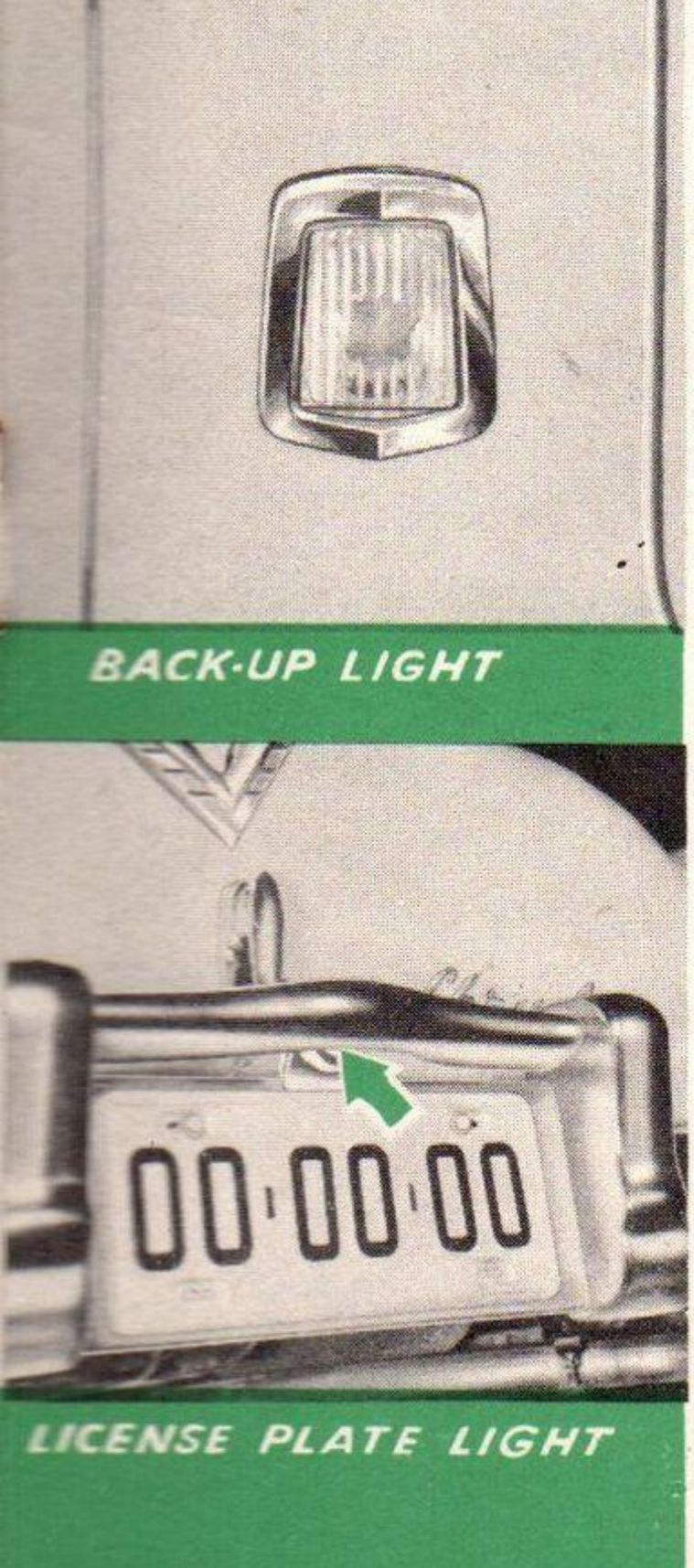
Never allow a flame or spark to be brought near the battery vent openings. Hydrogen gas, which forms in normal battery operation, may be present and explode. If it is necessary to use a flame near the battery, first remove the filler caps and blow out the cells gently enough to avoid splashing the acid.



FRONT PARKING LIGHT



TAILLIGHT



BACK-UP LIGHT

LICENSE PLATE LIGHT

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 a circuit breaker located on the instrument panel to cowl brace. 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 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 AND TURN LIGHT BULBS

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

BACK-UP LIGHTS

The bulb of either back-up light can be removed from inside the luggage compartment, by turning the socket counter-clockwise and pulling out the socket and bulb assembly. The bulb is then removed in the same manner as the parking light bulbs.

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

Location	Candle Power	Mazda Number	Chrysler Part Number
Headlights (Sealed-Beam)	45-35W	2400B	1297667
Headlight Upper Beam Indicator Light	1	51	115273
Taillight, Stoplight and Rear Turn Signal	21-3	1158	142449
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

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 (+ or − .001 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.

FUEL SYSTEM



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. However, premium grade fuels have better burning properties which are denoted by their octane number. 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.

A LITTLE CARE CAN PREVENT A LOT OF TROUBLE

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 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.



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 larger volume of air at a lower pressure, thereby absorbing road shock and vibration that would normally be transmitted to the occupants of the car. They are constructed so that when under load, the tread surface is flatter than high pressure tires formerly used, giving more tread contact with the road, resulting in more evenly distributed wear and easier 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 tire pressure should be checked at least once a week and it should always be measured when the tires are cold (before the car has been driven). If Super-Cushion tires are checked after running, allowance should be made for the natural tendency of the pressure to build up through heat generated by driving. To do this, the pressure should be set at 27 to 29 pounds, depending on driving conditions. If this is done, the tires should be rechecked cold at the first opportunity and the pressure adjusted, if necessary, to the recommended pressure of 24 pounds.

24 pounds is the recommended cold or starting pressure for Super-Cushion tires. This means there should be 24 pounds pressure in all tires, summer and winter, when car has been standing several hours and before there is any pressure build-up from driving.

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 side-wall flexing and heat—both of which are detrimental to a tire.

TUBE REPAIR

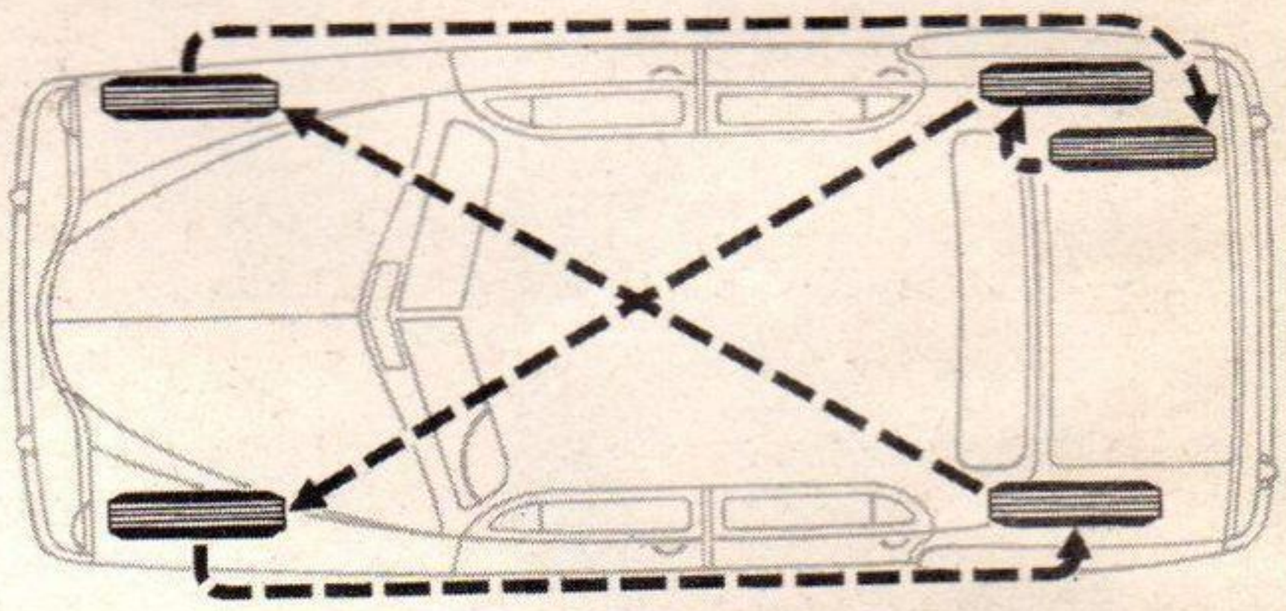
The cold patch method of repairing rubber tubes is not satisfactory and should not be attempted. When tube repair is necessary, it should be vulcanized by your Chrysler Dealer.

FOR MAXIMUM TIRE LIFE

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

TIRE ROTATION

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 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!***

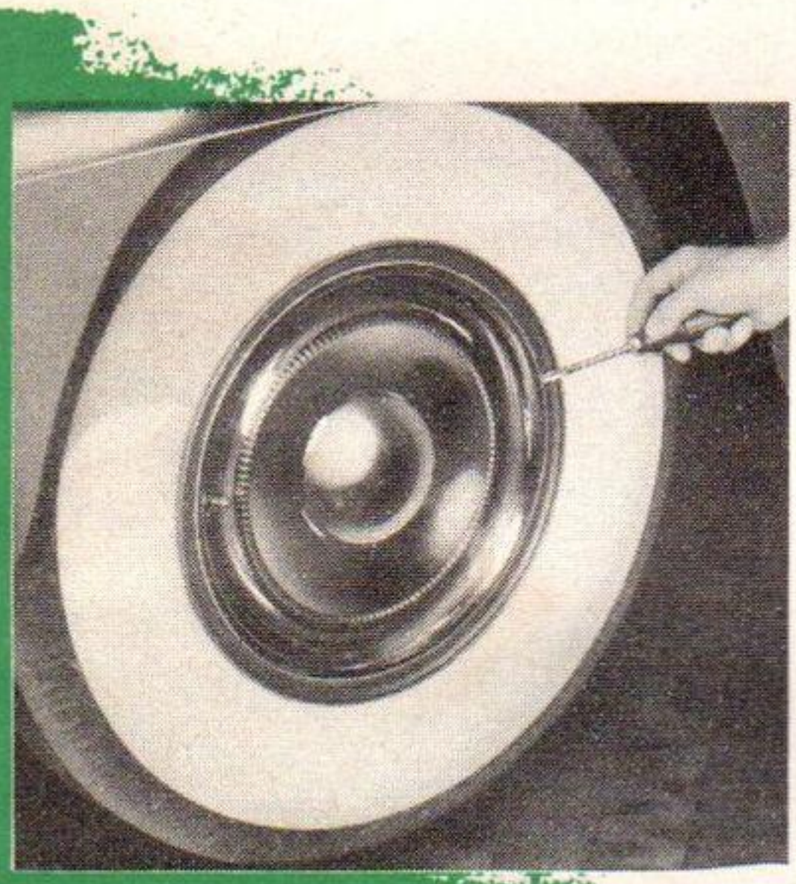
Under-inflation wear can be prevented by maintaining recommended tire pressure. Periodic rotation of tires ***instead of wheel alignment*** will help smooth out other types of wear.

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.

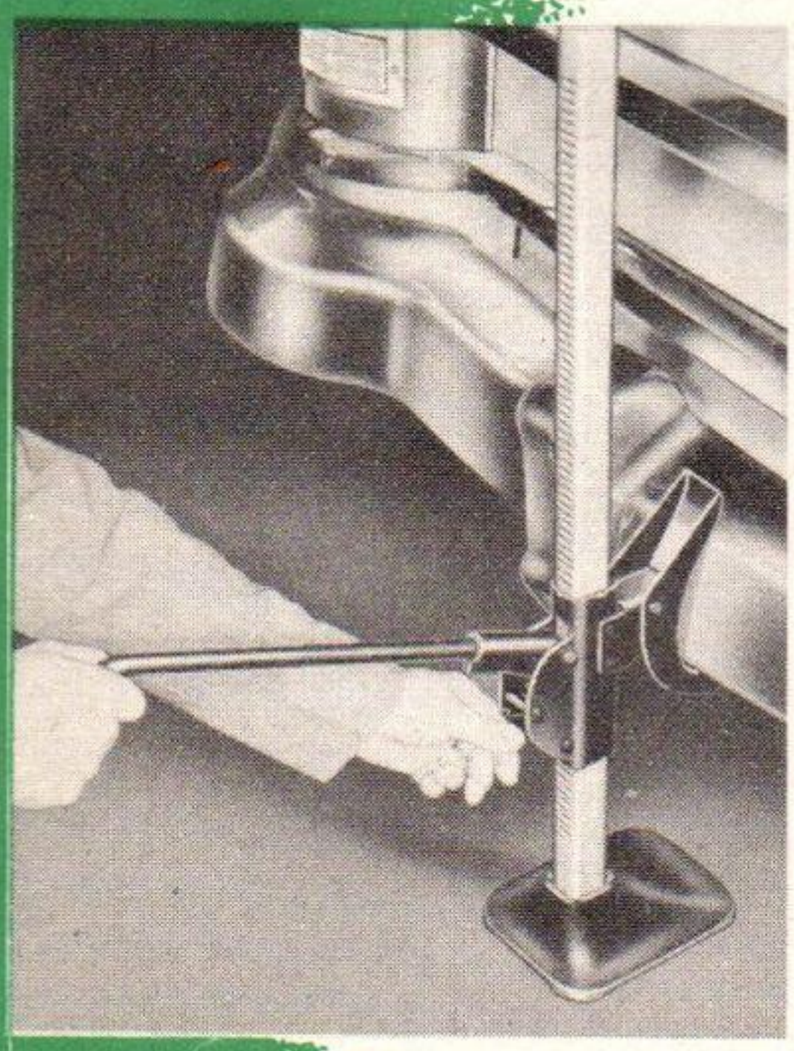
CHANGING THE WHEEL

To dismount a wheel, first set your 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.



REMOVING WHEEL COVER

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 (as shown in the illustration) 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.



JACK POSITIONED UNDER FRONT BUMPER

After the new wheel is in place and the wheel bolts 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.

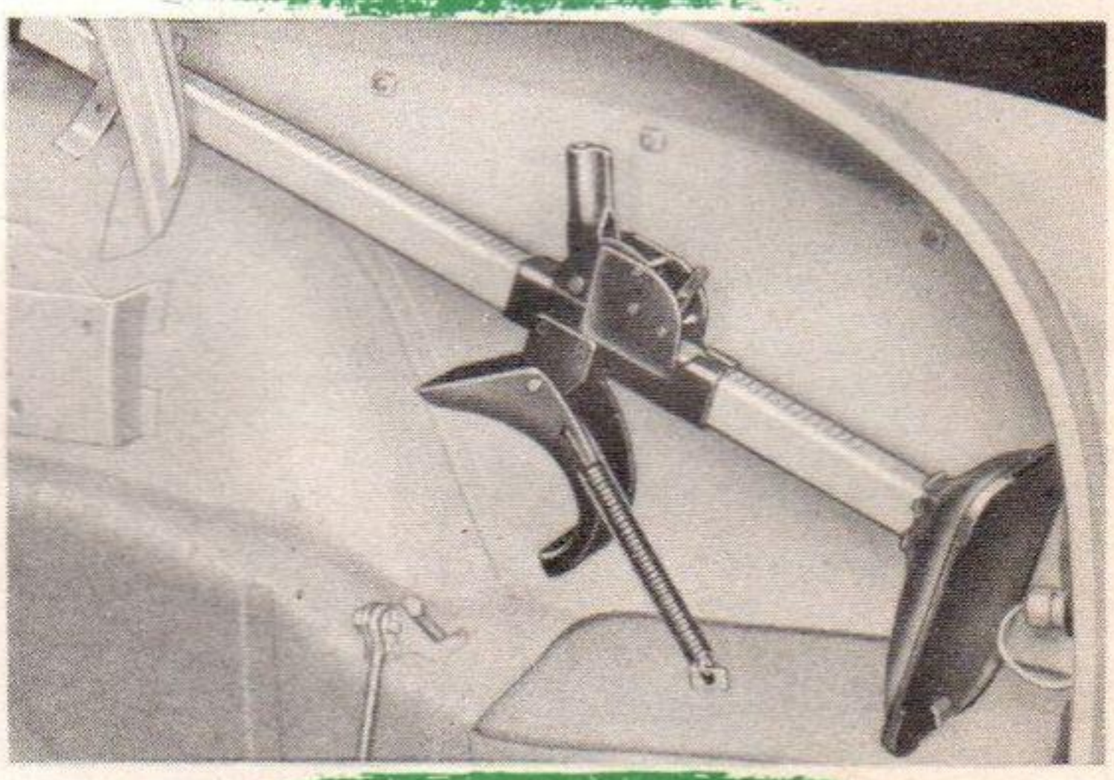
BUMPER JACK STOWAGE

The bumper jack is secured behind the spare tire (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 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 SPECIFICATIONS · DATA

CAPACITIES

Engine oil (add 1 qt. when replacing filter element)	5 qts.
Cooling system (without heater) . . . . 25 qts. (with heater)	26 qts.
Fluid–Torque Drive	10½ qts.
Transmission—Fluid-Matic Drive (refill)	3 pts.
Rear axle differential	3½ pts.
Fuel tank	20 gals.

FUSES

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

CIRCUIT BREAKERS

	Protects	Location
30 amp.	All lighting circuits except back-up light	On instrument panel to cowl brace
15 amp.	Fluid-Matic Drive trans. electrical circuits	On carburetor air cleaner brace
10 amp.	Back-up light and electrical windshield wiper circuit	On instrument panel to cowl brace

TIRE PRESSURE AND SIZES

Size (except Crown Imperial)	8.20 x 15
Crown Imperial	8.90 x 15
Starting pressure (summer and winter)	24 lbs. (cold)

BATTERY

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

IGNITION

Spark plug type	(Resistor) 4S-165
Spark plug size	14 mm.
Spark plug gap	.035 inch (+ or − .001 inch)
Distributor contact point gap	.018 to .020 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, Imperial, Crown Imperial

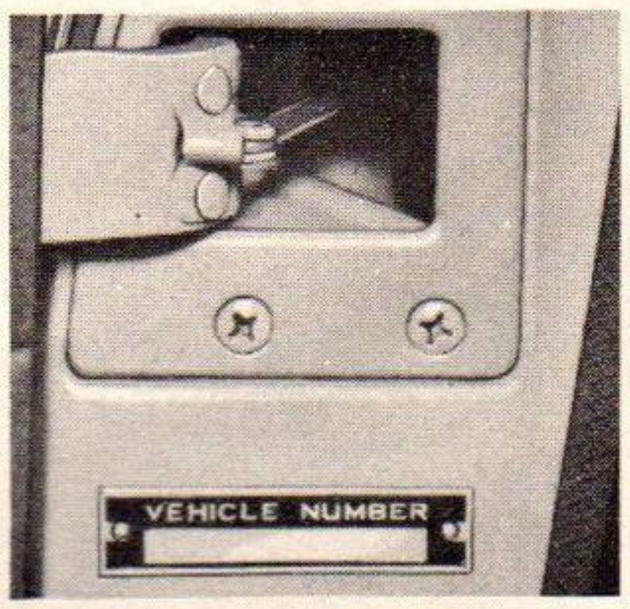
Number of Cylinders—8.

Bore—3 13/16 inches. ***Stroke***—3 5/8 inches.

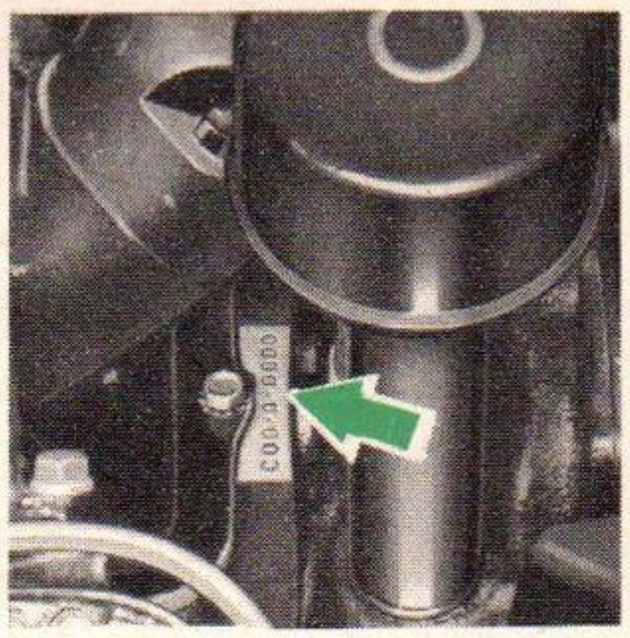
Taxable Horsepower—46.5.

Piston Displacement—331.1 cubic inches.

Compression Ratio—7.50 to 1.



VEHICLE NUMBER



ENGINE NUMBER

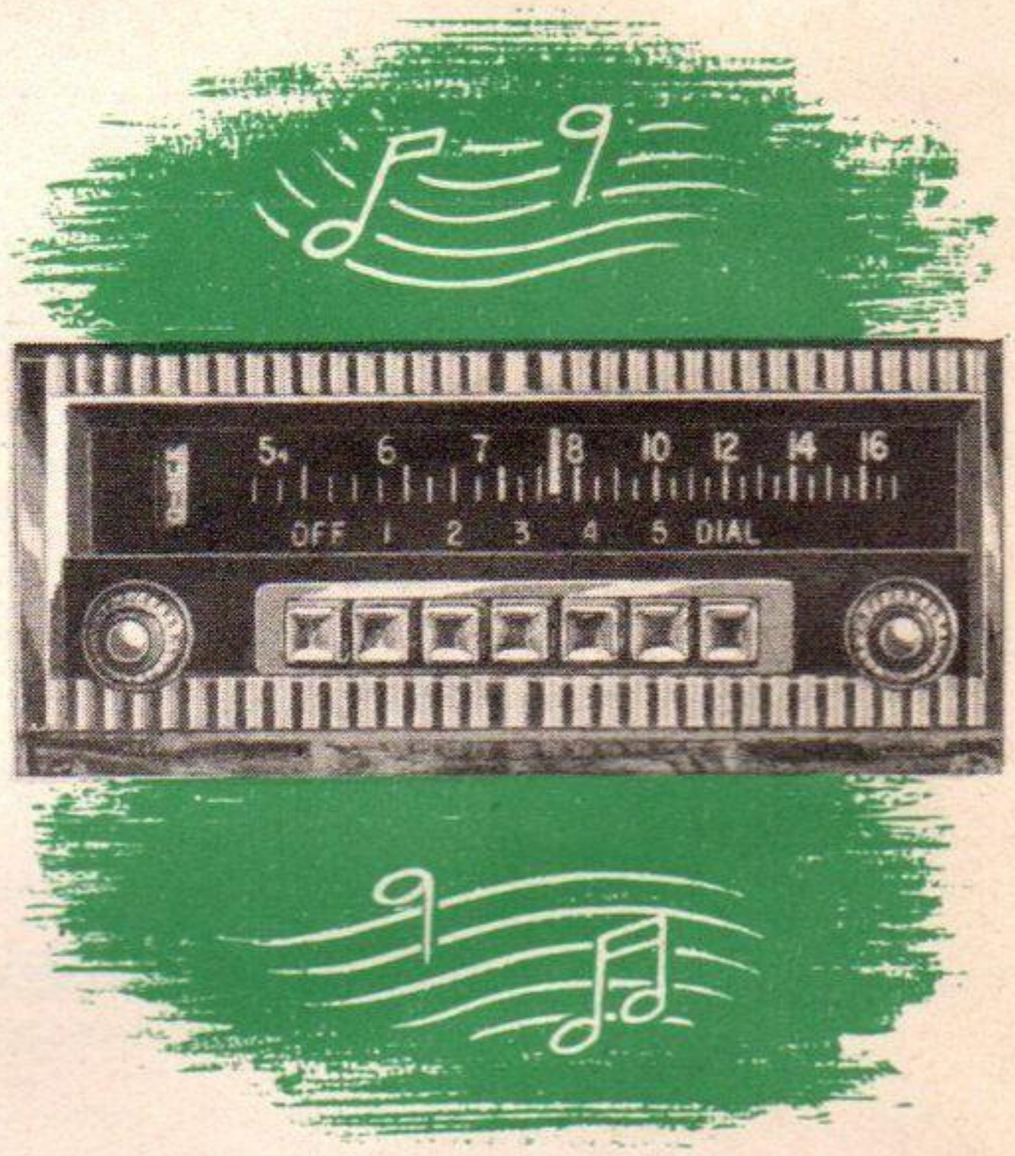
GARAGE INFORMATION

Length overall (with bumpers and guards)—New Yorker 213¼ inches, Imperial 212⅝ inches, Crown Imperial 229½ inches.

(All specifications are subject to change without notice)

RADIO

The off-and-on switch in the Custom-built MOPAR Radio 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.

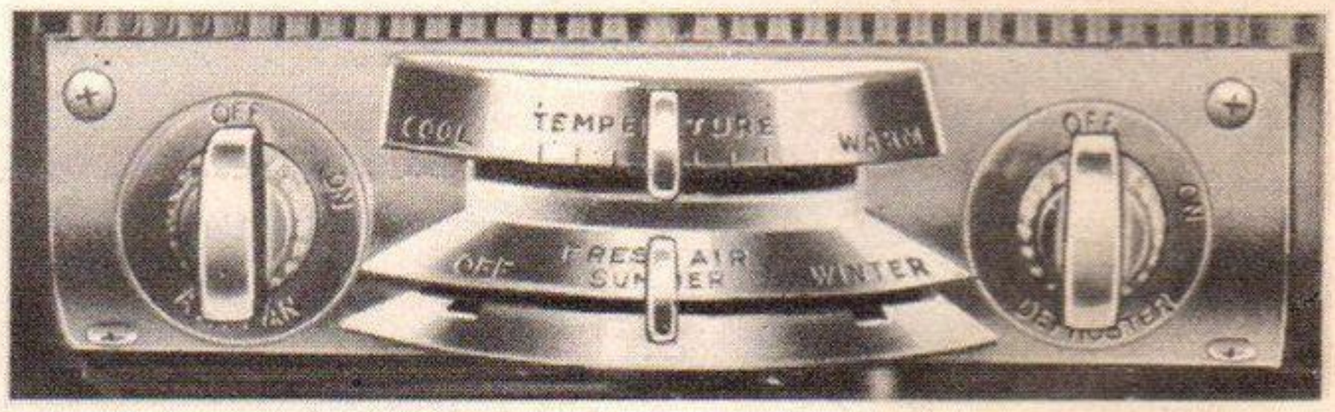


Tone Control: The disc behind the volume-control knob allows the owner to change the tone of the radio to suit his taste. The tone control position is shown by the tone indicator. When the indicator shows the word MELLO, the bass notes are given heavy emphasis. As the disc is turned toward the right, the bass notes are blended with the treble notes, and the word MUSIC appears. As the disc is turned further 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 is especially designed to work in conjunction with the instrument panel light control.

HEATERS



The MOPAR All Weather Comfort System (Model 501) is designed to provide heated or unheated fresh air ventilation within your Chrysler all the year round.

Fresh air comes into the system through the fresh air intake and is forced through the system by a motor driven air fan, controlled by the Air Fan Control Knob in either low or high speed.

The Defroster Control Knob controls the defroster motor and blower fan in either low or high speed to force heated or unheated air through the defroster outlets.

The Temperature Control Lever provides constant air temperature inside car; degree dependent on setting of lever which has range from COOL to WARM.

The Fresh Air Control Lever controls passage of fresh air through the system and has three positions—OFF, SUMMER, WINTER.

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. Place Fresh Air Control lever in WINTER 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).

NOTE: Should windshield fog before engine is warm, with Fresh Air Control lever and Air Fan Control knob in OFF positions, turn the Defroster Control knob to ON position. After the engine is warm, reset controls for WINTER operation.

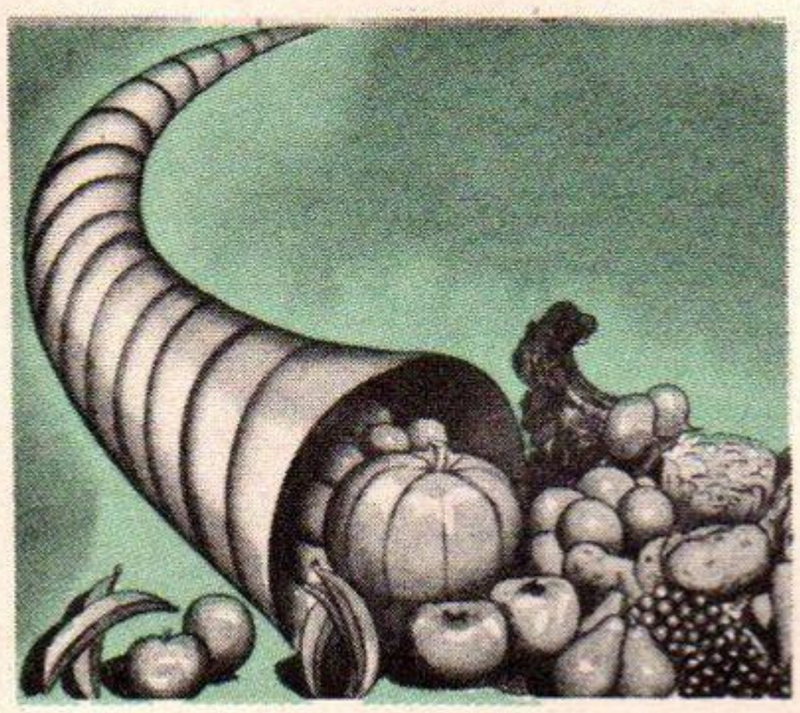
SUMMER OPERATION

Set the Temperature Control lever in COOL position and set Fresh Air Control lever in SUMMER position. Then, turn Air Fan Control knob to ON position to circulate fresh air in the car. If windshield is fogged, turn Defroster Fan Control knob to ON position.

OTHER MOPAR HEATERS

Other types of MOPAR heaters are available from your Chrysler dealer. Consult him for operating instructions on these heaters.

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.

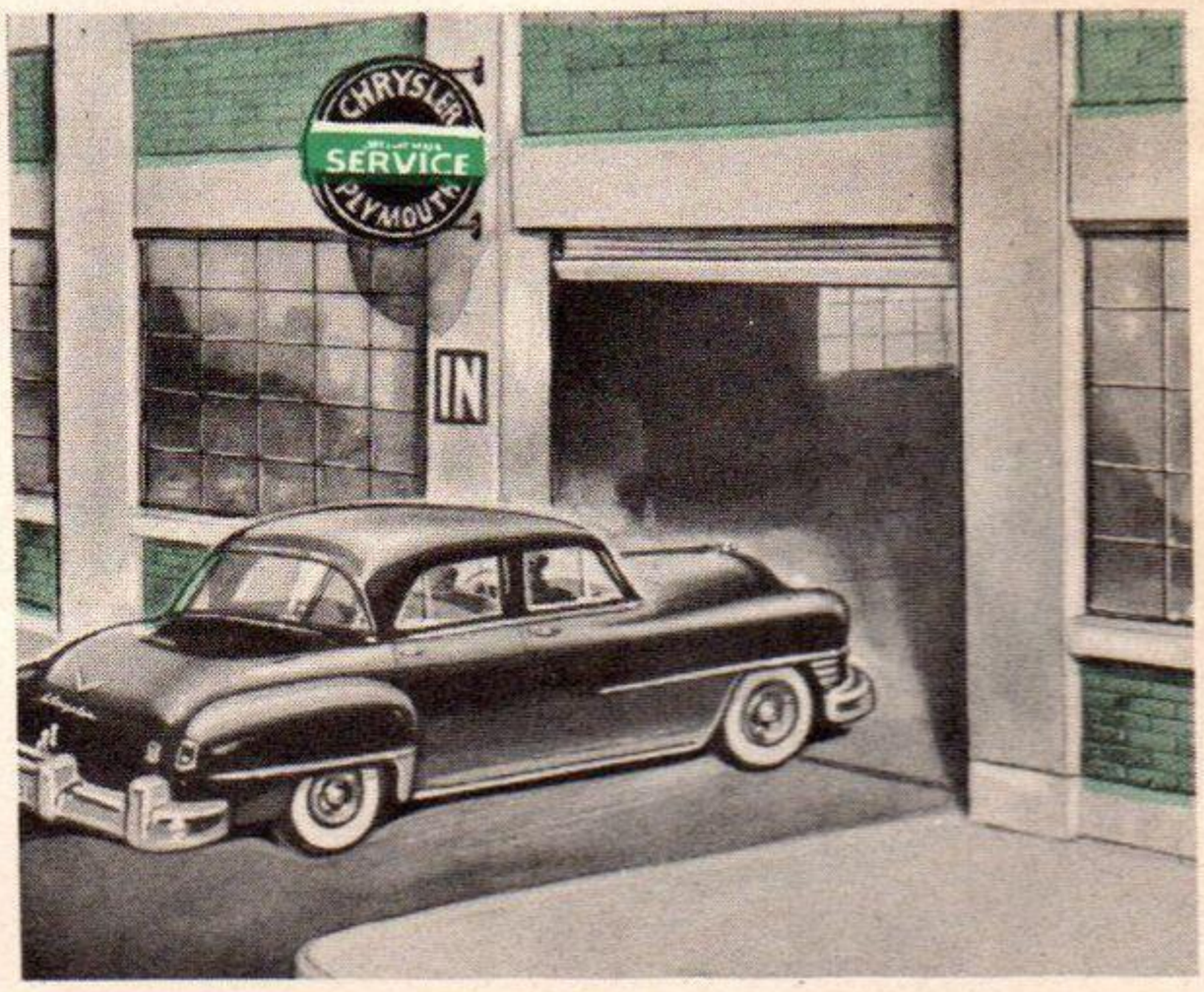
FOR QUICK COMPLETE AND DEPENDABLE MAINTENANCE ATTENTION

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

Let the Sign of

CHRYSLER APPROVED SERVICE

Be Your Guide to Comfort and Safety



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.

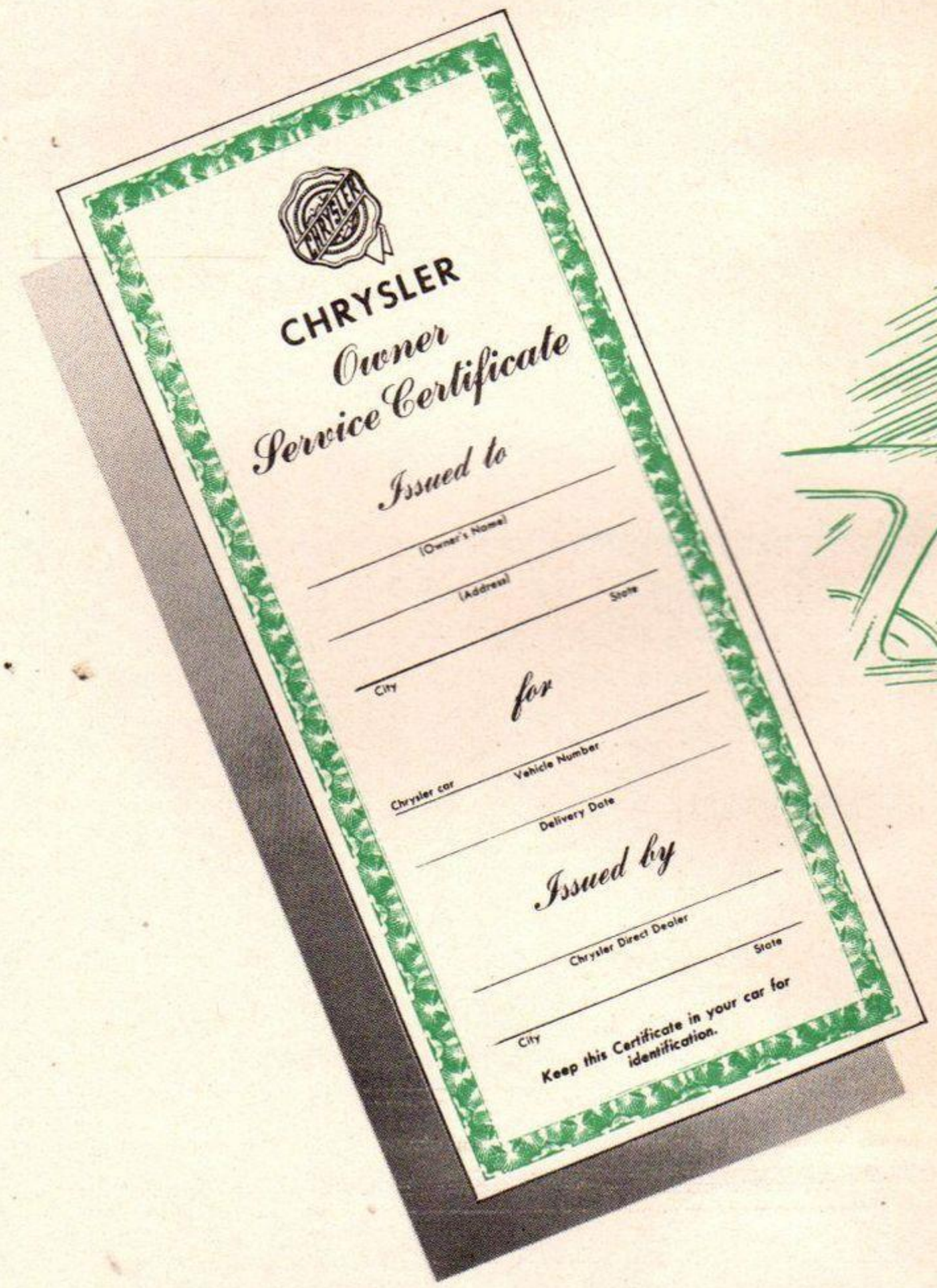
•

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

CHRYSLER
APPROVED
SERVICE
PLYMOUTH

USE CHRYSLER CORPORATION
MOPAR
TRADE MARK
PARTS AND ACCESSORIES
FACTORY ENGINEERED AND INSPECTED

Owner Service Certificate





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*

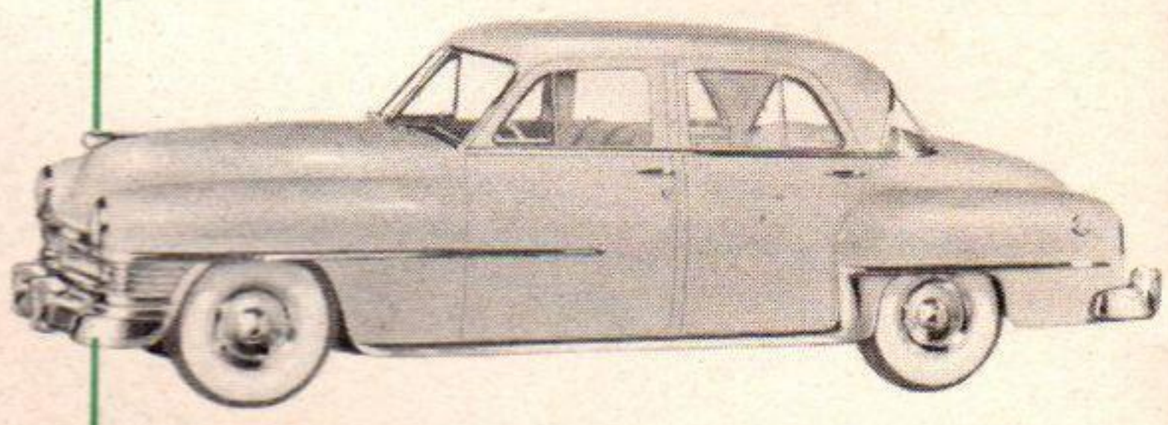
CHRYSLER

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!***

USE CHRYSLER CORPORATION MoPar TRADE MARK PARTS AND ACCESSORIES FACTORY ENGINEERED AND INSPECTED

FACTORY ENGINEERED



FACTORY INSPECTED



SUPPLIED BY CHRYSLER MOTORS PARTS CORPORATION



AUTOMOBILE MANUFACTURERS ASSOCIATION UNIFORM WARRANTY

"The Manufacturer warrants each new Motor Vehicle manufactured by it, to be free from defects in material and workmanship under normal use and service, its obligation under the Warranty being limited to making good at its factory any part or parts thereof, including all equipment or trade accessories (except tires) supplied by the Motor Vehicle Manufacturer, which shall, within ninety (90) days after making delivery of such vehicle to the original purchaser or before such vehicle has been driven 4,000 miles, whichever event shall first occur, be returned to it with transportation charges prepaid, and which its examination shall disclose to its satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on its part, and it neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of its vehicles.

"This warranty shall not apply to any vehicle which shall have been repaired or altered outside of an Authorized Chrysler Service Station in any way so as, in the judgment of the manufacturer, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident."

CHRYSLER CORPORATION

CHRYSLER SALES DIVISION

12200 EAST JEFFERSON AVENUE

DETROIT 31, MICHIGAN

Chrysler Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.

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MEMORANDUM

MEMORANDUM

THE FINEST CAR
DESERVES
THE FINEST CARE



CHRYSLER-CARE FORESTALLS WEAR