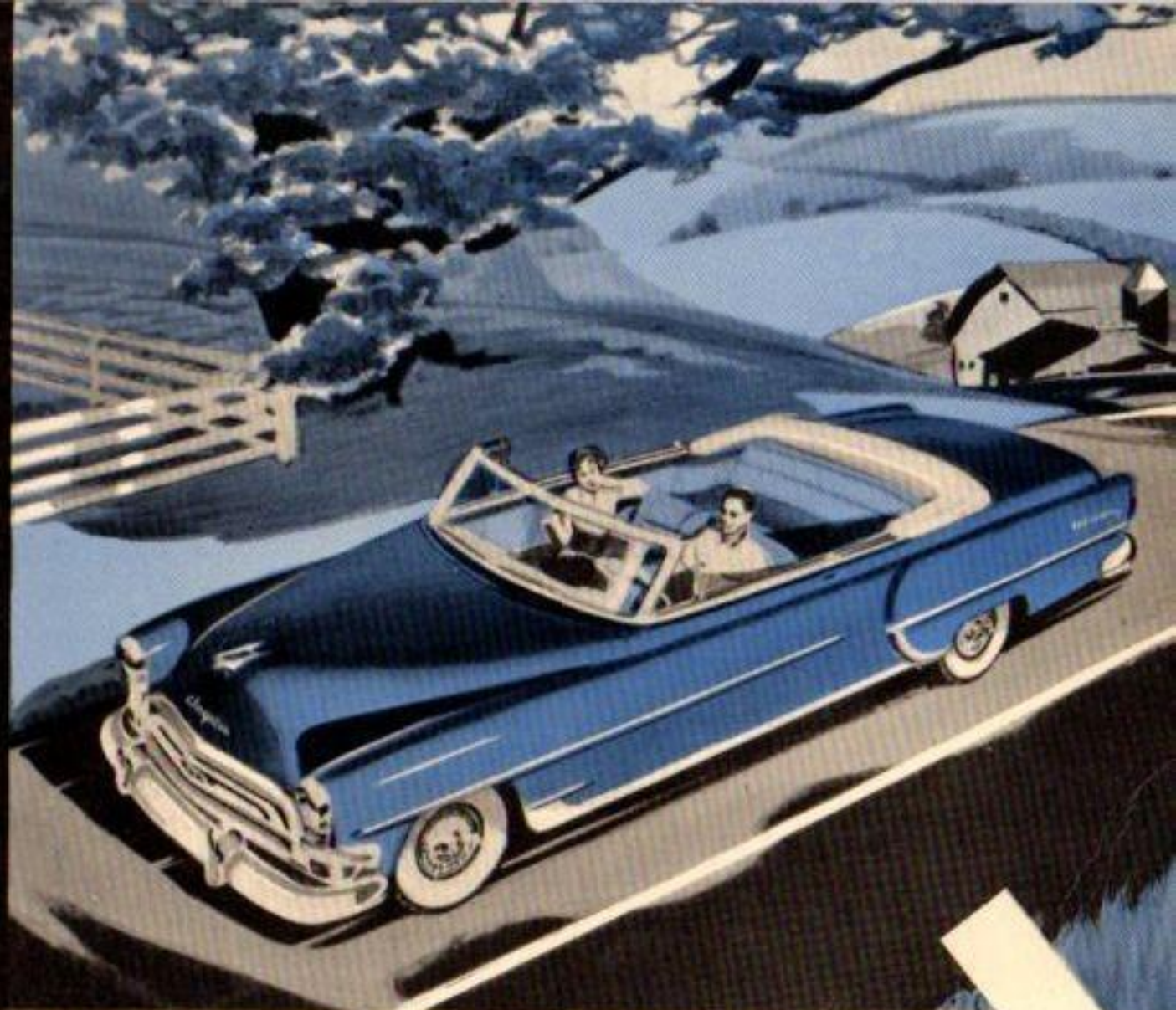


the power
of leadership
is yours
in a CHRYSLER



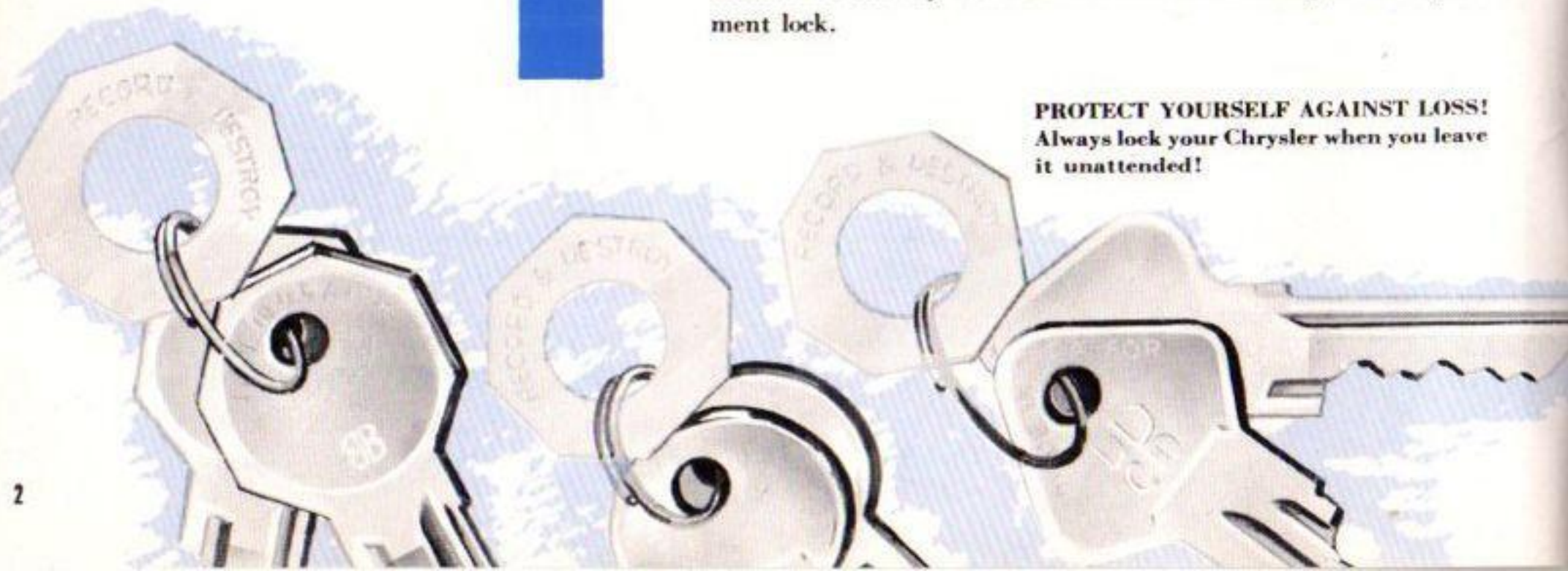
The Beautiful WINDSOR DELUXE for 1954

Keys and Door Locks

There is an identifying number for each of the keys provided with your new Chrysler (three different keys in duplicate). The key number appears on the metal tag. Your Chrysler dealer has these numbers recorded. To keep unauthorized persons from obtaining copies of your keys, it's suggested you record the numbers, then destroy the numbered tags.

The key with the *octagonal* head serves *two* purposes: It operates both the front door external lock and the ignition-starter switch lock. The key with the *triangular* head is for the luggage compartment. And the key with the *round* head fits the glove compartment lock.

PROTECT YOURSELF AGAINST LOSS!
Always lock your Chrysler when you leave it unattended!





DOOR CONTROLS To unlatch or open any door from the outside, pull latch handle outward (except in *Town and Country* and 8-passenger models, in which a turn-type handle is utilized).

● *to open a front door from the inside*, swing latch handle toward rear (picture top, left). *To lock a front door from the inside*, swing latch handle to its extreme forward position and release; spring tension will return it to its normal position. *To open a rear door from the inside*, turn latch handle upward.

● *to lock a front door from the outside*, turn key one-quarter turn toward rear of car, then back to vertical position. *To unlock*, turn key one-quarter turn toward front of car, then back to vertical position.

● *sedan rear doors* lock and unlock from inside only. *To lock*, push down door lock remote control button (picture left, center). *To unlock*, lift button up.

LUGGAGE COMPARTMENT LOCK The separate key furnished for the luggage compartment permits it to be locked independently of the front doors. *To unlock*, insert key in push-button (pictured bottom, left); next rotate key one complete right turn; then push button in and open the compartment by lifting on the deck-lid ornament. *To lock lid*, close it and rotate key one complete turn to left. Whether locked or not, deck-lid can be latched simply by pushing it shut.

GLOVE COMPARTMENT LOCK *To lock*, turn key one-quarter turn to left. *To unlock*, turn key one-quarter turn to right.

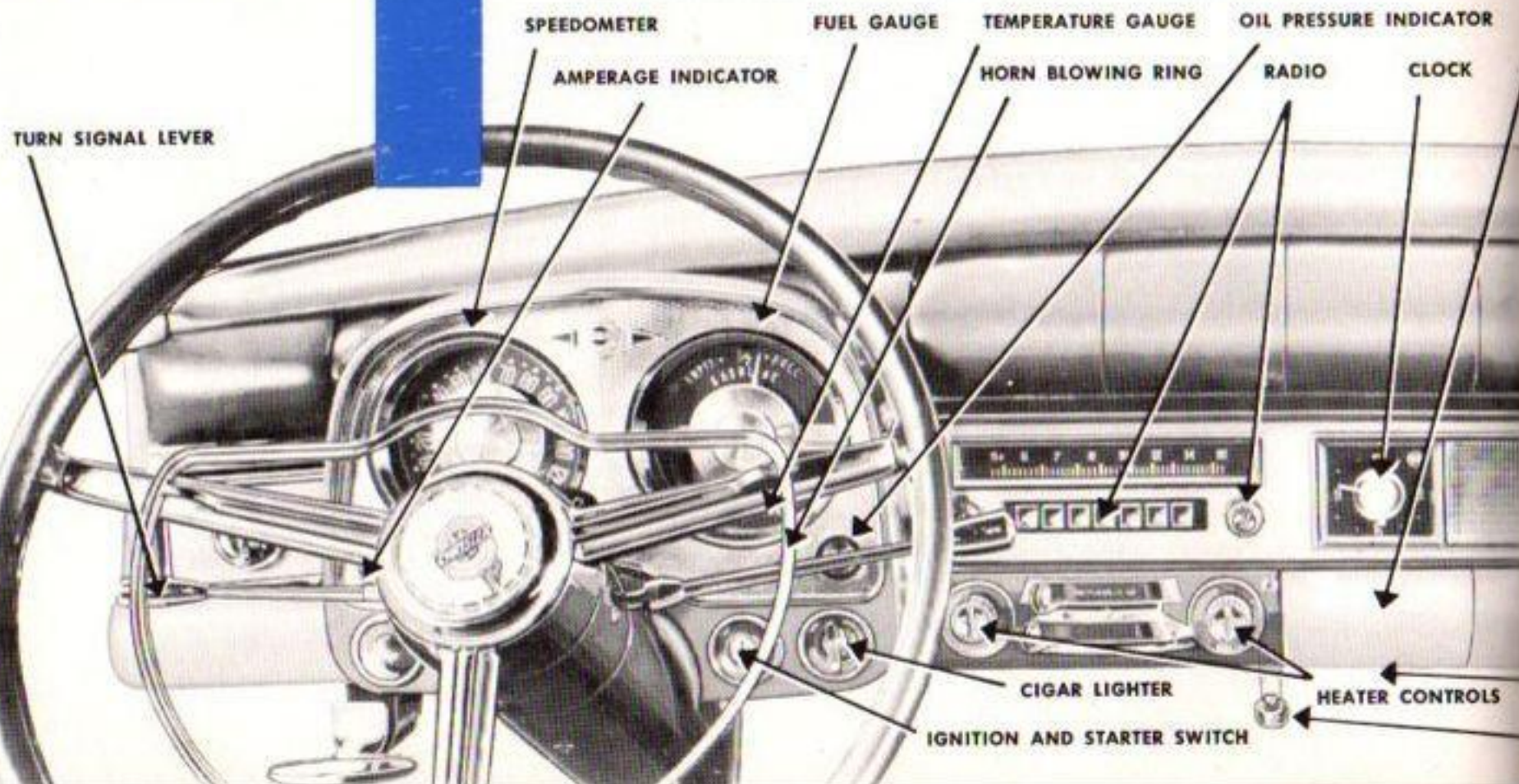
FROZEN LOCK All outside locks are protected by shields. But even so, moisture may freeze in a lock cylinder, making it difficult if not impossible to insert the key. Rather than risk breaking the key, heat it with a match or cigarette lighter. Then insert it repeatedly to melt ice.

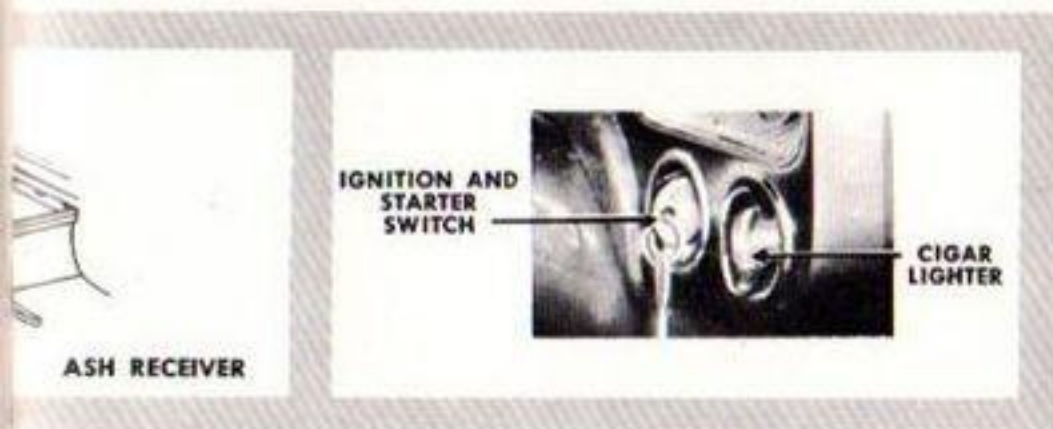
Instruments and Controls

MAIN
LIGHTING
SWITCH

PANEL
LIGHT
SWITCH

WINDSHIELD
WIPER
CONTROL
SWITCH

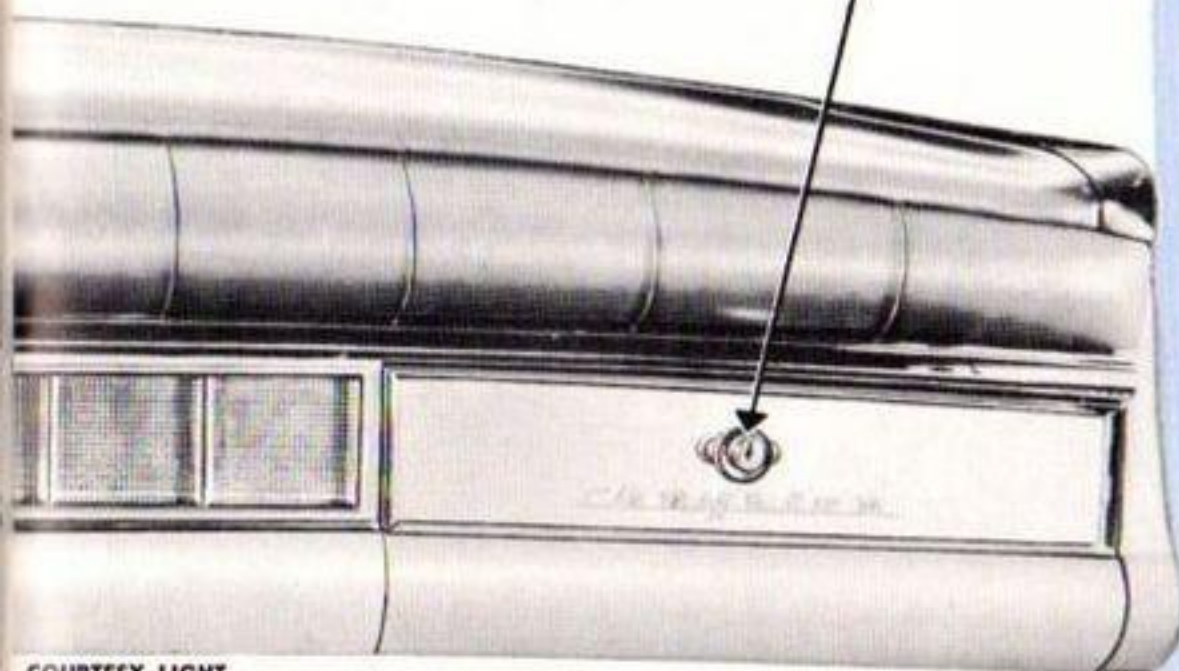




ASH RECEIVER

GLOVE COMPARTMENT DOOR LOCK

ASH RECEIVER



COURTESY LIGHT

COWL VENTILATOR CONTROL LEVER

MAIN LIGHTING SWITCH Rotate switch knob to right to *first* position to turn on parking and taillights. Continue rotating to right to *second* position for headlights and taillights. Rear license plate light is on with knob in either position.

PANEL LIGHT SWITCH With the main lighting switch ON in either position, rotate panel light switch right to *first* position for instrument panel lights. Varying degrees of panel lighting are obtained by rotating switch farther to right.

WINDSHIELD WIPER CONTROL SWITCH Rotate switch to right (with ignition ON) to operate electrically-driven wipers. The first position gives *low* operating speed; second position, *high* operating speed.

SPEEDOMETER TRIP MILEAGE SET STEM Turn stem to left to reset trip mileage.

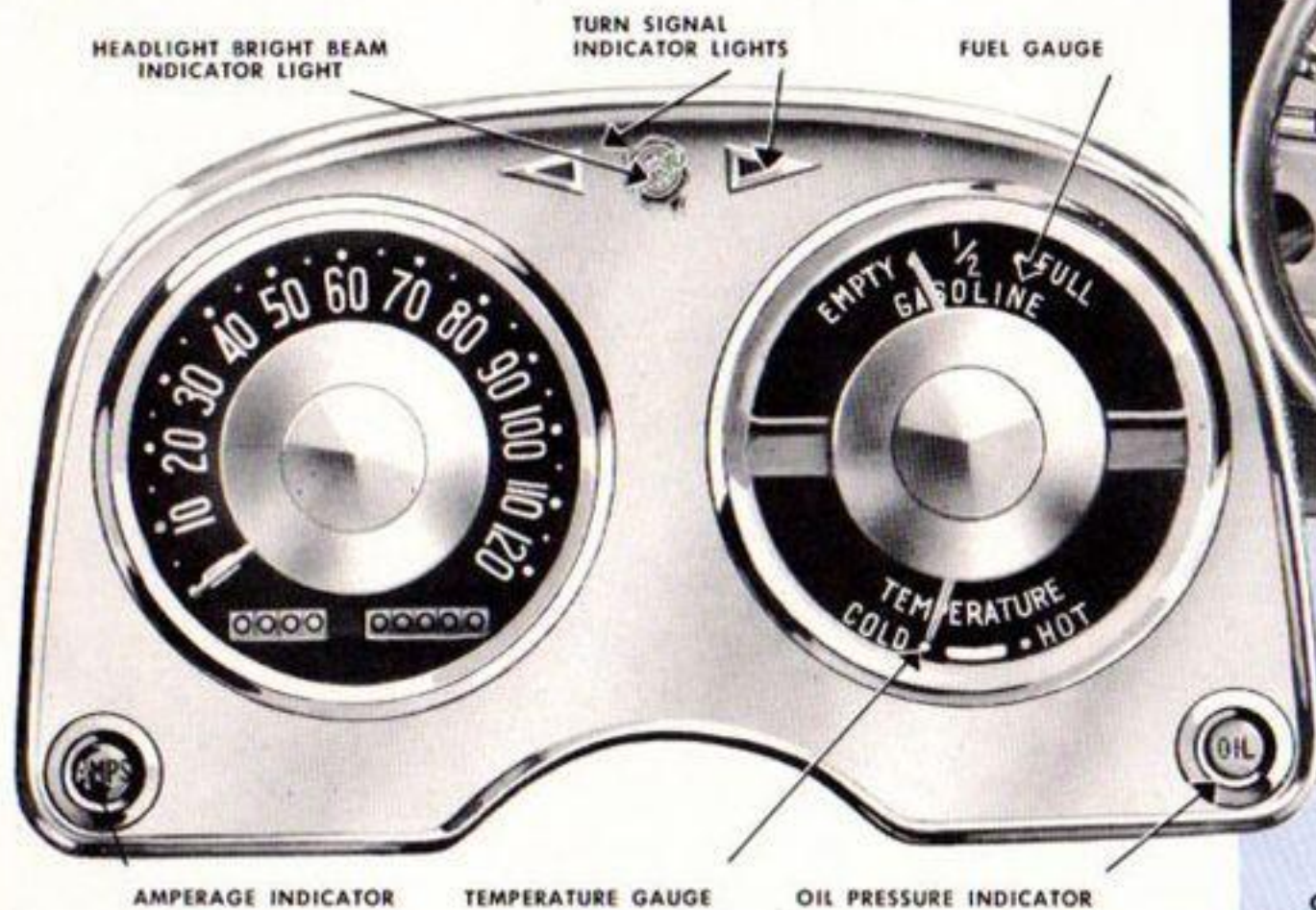
IGNITION AND STARTER SWITCH This switch has four positions—*IGNITION ON*, *STARTING*, *ACCESSORY* and *OFF*. To turn on ignition, turn key to right to first position. To engage starter, turn key to *extreme right*; when engine starts, release pressure on key. To use radio, heater, etc., with ignition off, turn key to left to *ACCESSORY* position. To remove key, turn to center (vertical) or *OFF* position.

CIGAR LIGHTER Push in to light. The lighter pops out automatically when its filament is hot. Do not hold lighter in *IN* position.

ASH RECEIVERS To use instrument panel receiver, pull out lightly at bottom. *To remove*, draw out to full stop, then press down and pull out of panel. *To install*, just push receiver into position. To remove receivers in rear compartments of some models, simply open lid and lift out ash receptacle. With other types, it's necessary to press down on the ash disc to pull receiver out.

COURTESY LIGHT This light, beneath instrument panel, goes on when either front door is opened.

Instruments and Controls (CONTINUED)



COWL CONTROL LEVER



DOMELIGHT This light goes on automatically when either rear door (in 4-door models) is opened. Small toggle switch located in left center body pillar operates dome light in center of roof.

AMPERAGE INDICATOR This red light comes on whenever your car's battery is discharging—as when you are starting car or lights and accessories are drawing more current than generator is delivering to battery.

FUEL GAUGE This gauge tells instantly the amount of fuel in the gas tank when the ignition is turned on. It is normal for pointer to fluctuate slightly when car is traveling rough roads or sharp turns.

OIL PRESSURE INDICATOR With ignition ON, this red light glows until engine has started and there is oil pressure. The only other time the light comes on is when oil pressure is so low as to indicate immediate need for attention. Light does *not* tell level of oil in crankcase.

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

SPEEDOMETER It indicates speed of car and records mileage.

TURN SIGNAL INDICATOR LIGHTS Green light flashes in left arrow (between and above speedometer and clock) when driver signals for left turn; green light flashes in right arrow when signal is for right turn.

HEADLIGHT BRIGHT BEAM INDICATOR LIGHT Red light in Chrysler medallion (between turn signal indicator lights) shows headlights are on COUNTRY (high) beam. See Headlight Beam Switch, Page 8.

PARKING BRAKE CONTROL HANDLE *To apply* parking brake, pull handle straight back. *To release*, rotate approximately $\frac{1}{4}$ turn counter-clockwise and push handle all the way forward to full OFF position. Be sure control handle is all the way in (brake fully released) before starting to drive.

HORN BLOWING RING Horns blow only when ignition is turned on.

TURN SIGNAL LIGHT LEVER This lever controls turn-signal lights at both front and rear of your Chrysler. Flip turn signal lever *down* to signal for *left* turn, up for *right* turn. When a turn signal is flashing, stop light will not operate on that side of car. Depending on direction of turn, left or right green arrow on instrument panel flashes simultaneously. Lever returns to neutral position automatically after sharp turn or can be moved manually to neutral after wide, sweeping turn.

ELECTRIC CLOCK The clock is electrically wound. Set by pushing in stem and turning either way. An adjustment is provided at rear of clock. When headlights and panel lights are on, light within clock case illuminates dial.

COWL VENTILATOR *To open* ventilator to desired position, push control lever down. *To close*, pull lever up to its stop.

GLOVE COMPARTMENT *To open* door, grasp knob between the index and second fingers, press lock cylinder inward with thumb to release lock catch and pull. *To close*, press door in position to engage lock catch.

GEARSHIFT LEVER See driving instructions, Page 17.

Instruments and Controls (CONTINUED)

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

HEADLIGHT BEAM SWITCH With headlights ON, depress button with foot. Light beams will raise to COUNTRY (high) beam or lower to TRAFFIC (low) beam. Traffic beam provides sufficient illumination for practically all night driving conditions. When using country beam, driver should be careful not to blind oncoming drivers. Red warning light in Chrysler medallion on instrument panel lights up when headlights are in country beam position.

CLUTCH PEDAL (NOT ON POWERFLITE TRANSMISSION) When the clutch pedal (on the standard 3-speed transmission only) is in rear-

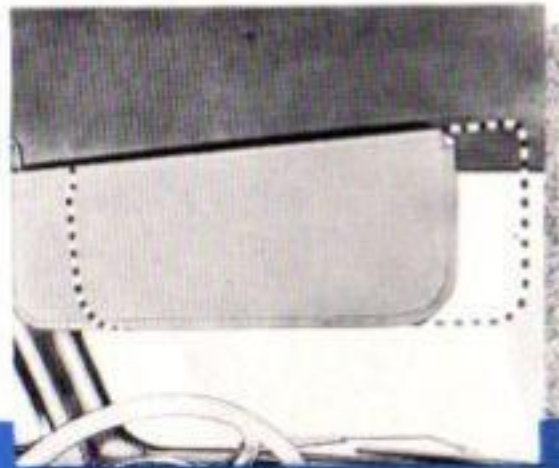
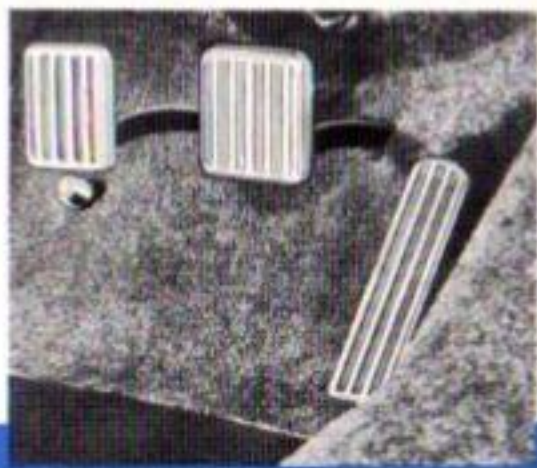
ward or released position, clutch is engaged to connect engine with transmission. When pedal is depressed to floorboard, clutch is disengaged to permit shifting of gears. An overcenter spring in the clutch linkage makes pedal easy to depress. Avoid driving with foot resting on pedal, as this may result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

BRAKE PEDAL It is located for quick, easy stopping of car. If pedal travel becomes excessive, you should see your Chrysler dealer.

ACCELERATOR PEDAL This pedal is so constructed and located as to reduce foot fatigue and give positive control of car speed.

ADJUSTABLE SUN VISORS Chrysler sun visors can be adjusted to various positions. For better protection a visor can be moved on its support arm toward center of windshield. Also, either visor can be turned on its pivot to serve as a sunshade over a front door window.

FRONT SEAT ADJUSTMENT The front seat of your new Chrysler can be adjusted by raising the lever located on left side of seat and moving seat forward or backward to the most comfortable position. As seat is moved forward, it rises, enabling the short driver to sit higher.



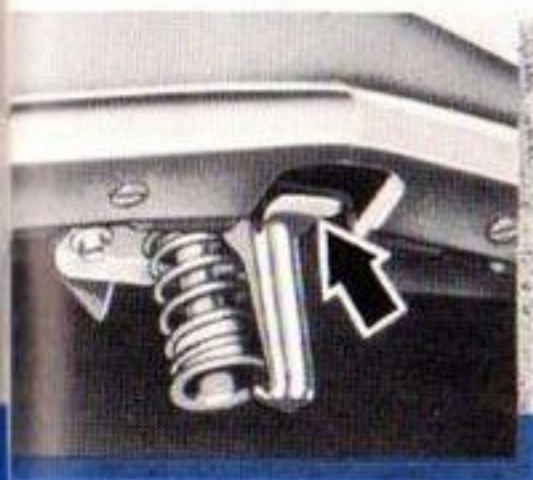
REAR VIEW MIRROR The inside rear view mirror can be tilted or adjusted to suit the driver's convenience. A prism-type rear view mirror, designed to counteract headlight glare from cars in rear, is available as special equipment. Its adjustment for normal or daytime driving is made with mirror in "closed" position (its bottom toward windshield) by grasping top of mirror frame and lower center tab of mirror bracket. To eliminate night driving glare, grasp top and bottom of mirror frame and flip bottom of mirror toward rear of car.

OPENING AND CLOSING HOOD To unlock hood, push lock release lever to right until hood lock is disengaged but still held by safety latch. To raise hood, insert fingers under front center of hood, press upward on latch to release safety catch and, at same time, raise hood to open position. Hood is held in raised position by balancing springs. To close, push hood down within few inches of fully closed position to engage safety catch; then quickly and firmly push it all the way down to lock it.

LUGGAGE COMPARTMENT Lifting the lid of the unusually roomy luggage compartment of your Chrysler is made easy by counterbalanced springs in the lid hinges. Bumper jack is mounted behind spare wheel and tire on right-hand side. For instructions as to locking and unlocking luggage compartment, see Page 3.



FRONT SEAT ADJUSTMENT LEVER



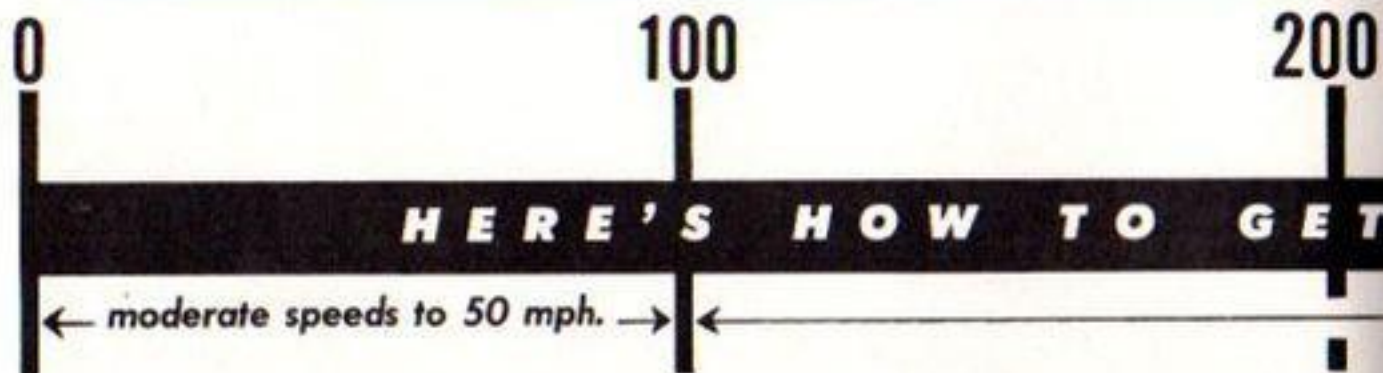
Treat it Right!



- to assure good performance from the start and to enable you to continue to enjoy complete motoring satisfaction, your Chrysler dealer has given your new Chrysler careful pre-delivery preparation and inspection.

- after the first 1,000 miles and again when your speedometer reads 3,000 miles, your dealer will give your car a thorough inspection and make whatever mechanical adjustments are necessary. Any authorized Chrysler dealer located more than 50 miles from the dealer from whom you purchased your car will also perform these services—on presentation of your Owner Service Certificate.

- the motoring enjoyment you have every right to expect from your new Chrysler—including long car life, lower maintenance costs and thrilling performance—all are dependent to a large extent on *proper and timely lubrication*. Visit your Chrysler dealer once a



month or every 1,000 miles. Take advantage of his knowledge of your car's needs and the fact that he follows factory recommendations to the letter.

- during the first few hundred miles, while the "limbering-up" mileage is being built up, your new car should be driven at moderate speeds. Here's a good plan to follow: During the first 100 miles, drive at moderate speeds under 50 miles per hour. Then, during the next 400 miles, drive at speeds under 65 miles per hour.

- don't "race" a cold engine. Avoid fast acceleration until the engine temperature rises to "normal".

- these are important ways in which you can help your car serve you faithfully and well. Other practical suggestions are highlighted on the following pages.

WARNING!

Carbon monoxide gas, a deadly poison, is present in the exhaust gases of all internal combustion engines. Odorless and tasteless, it kills without warning. Avoid inhaling it when any concentrated amount is present in the air. Never run your engine in a closed garage. Open the doors; admit plenty of fresh air.

300

400

500

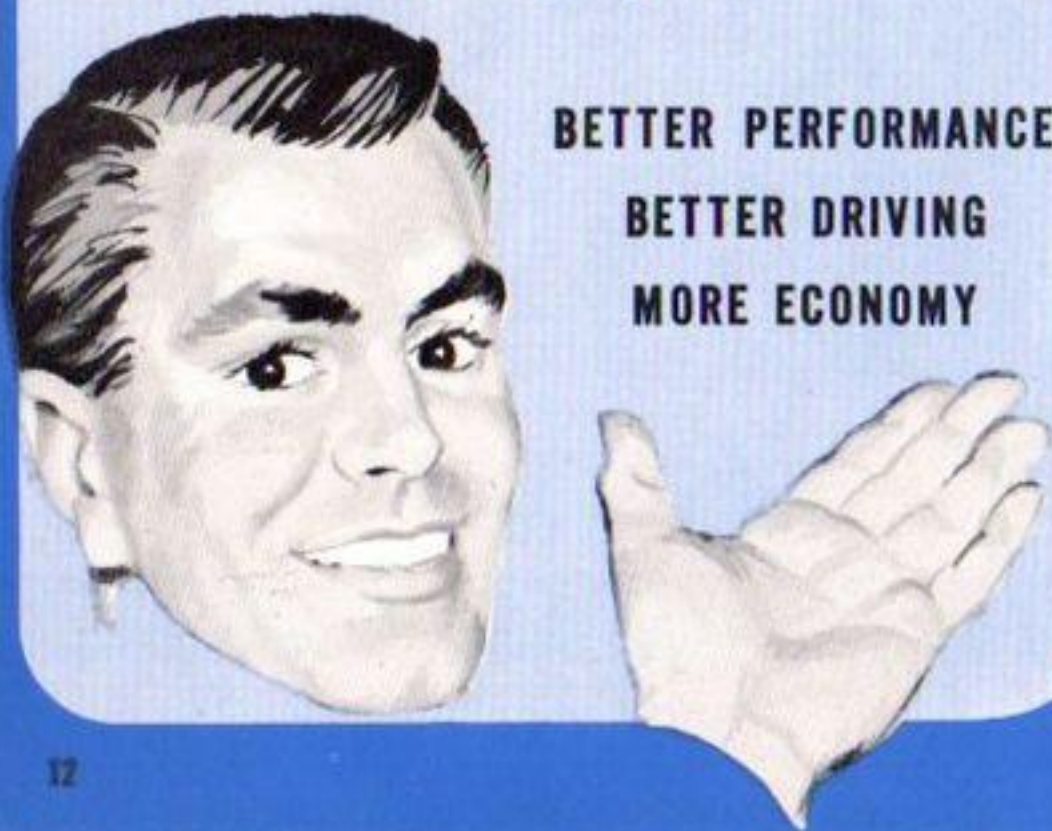


THE MOST FROM YOUR NEW CHRYSLER

moderate speeds to 65 mph. →

Here's the **BEST WAY** to enjoy—

BETTER PERFORMANCE
BETTER DRIVING
MORE ECONOMY



LUBRICATE FOR SAFETY EVERY 1,000 MILES

1,000 MILE LUBRICATION (or once a month)—includes:

Lubricate—upper and lower control arms, tie rod ball joints, drag link ball joints, intermediate steering arm, steering knuckle pivot pins, brake and clutch* pedals, clutch torque shaft*, transmission control bellerank**, water pump, parking brake linkage, transmission linkage**, door hinges, springs, hood clamps, door striker plates, dovetails and rotor wheels, door lock cylinders, front seat mechanism, distributor oil cup and generator.

*Not on PowerFlite-equipped cars.

**Do not lubricate when equipped with PowerFlite.

Inspect—Power Steering reservoir oil level (if so equipped), steering gear chuck lubricant level (external oil tube Power Steering unit only), carburetor air cleaner, oil filler pipe cap and crankcase ventilating outlet pipe air cleaners. Rear axle and transmission lubricant level.

10,000 MILE LUBRICATION (or once a year)—includes:

1,000 mile lubrication, plus lubrication of front wheel bearings, transmission remote control rod end, rear springs with metal covers, speedometer, speedometer cable, windshield wiper pivots and distributor cam wick.

20,000 MILE LUBRICATION (or every two years)—includes:

1,000 mile and 10,000 mile lubrications, plus lubrication of universal joints (ball and trunnion type only), propeller shaft spline joint, rear axle and rear wheel bearings. Drain and refill transmission (includes torque converter if car is equipped with PowerFlite Transmission).

POINTS REQUIRING NO LUBRICATION

Clutch Release Bearing—Carburetor Linkage—Rear Springs (Without Covers)—Starter Bearings—Foot Accelerator—Rubber Bushings.

Chrysler-Care Forestalls Wear

MILEAGE MAINTENANCE SCHEDULE

OPERATION	MILEAGE INTERVALS IN THOUSANDS																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1,000 Mile Lubrication	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Check Brake Master Cylinder Fluid Level		X		X		X		X		X		X		X		X		X		X
Rotate Tires			X			X			X			X			X			X		
Service Oil Filler Pipe Cap and Crankcase Ventilating Outlet Pipe Air Cleaners					X					X					X					X
Change Engine Oil					X					X					X					X
Replace Engine Oil Filter Element					X					X					X					X
Check Brake Adjustment					X					X					X					X
Check Clutch Adjustment (if so equipped)					X					X					X					X
Engine Tune-Up (Minor)					X					X					X					X
10,000 Mile Lubrication										X										X
Engine Tune-Up (Major)										X										X
Check Front Wheel Alignment										X										X
Drain Gas Tank to Clean Out Sediment										X										X
Check Lights and Headlight Aiming										X										X
20,000 Mile Lubrication																				X

In addition to the Mileage Maintenance Schedule the following steps should be taken to insure a long, trouble-free life for your new Chrysler.

EVERY GAS STOP

Check engine oil level and level of coolant in radiator.

EVERY WEEK

Check tire pressure; wash car and brush upholstery.

EVERY TWO WEEKS

Check battery solution level and add clean, pure water as required.

EVERY SPRING

Drain and discard old anti-freeze solution. Flush cooling system and put in MoPAR Rust Resistor with a fresh filling of water. Inspect hoses and tighten all cooling system connections. Also inspect fan and generator belts.

EVERY FALL

Drain and discard rust resistor solution. Flush cooling system. Inspect hoses. Tighten cylinder head and all cooling system connections. Refill system with MoPAR Anti-Freeze.

You'll **BENEFIT** by knowing these facts



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

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

The filter element is of the economical, replaceable type. It 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 becomes plugged before the 5,000-mile change—as can happen under 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 pressures through the safety valve.



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. But if the oil level has dropped to the "ADD OIL" mark or slightly below it, not more than one quart of oil should be added.

CRANKCASE VENTILATING AIR CLEANERS



Fresh air for ventilating the crankcase enters through the oil filler pipe. This air is filtered 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. These cleaners should be removed and serviced at each engine oil change, every 5,000 miles.

CARBURETOR AIR CLEANER



Your new 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's 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, the air cleaner should be removed and thoroughly cleaned.

ENGINE OIL RECOMMENDATIONS

During the first 1,000 miles of operation, the engine oil that is supplied with the car should be retained.

If it becomes necessary to add oil during this initial period, SAE 10-W should be used for temperature ranges above -10°F . and SAE 5-W for temperature ranges below -10°F .

Periodic oil changes thereafter, using the proper grade for the anticipated temperature range, should be made every 5,000 miles. Five (5) quarts of oil are necessary for a refill, with an additional quart put in when the oil filter is changed.

The crankcase filler tube and dip stick are located on the left side of the engine.

Viscosity recommendations are as follows:

If you anticipate that the minimum atmospheric temperature will be . . .

not lower than $+32^{\circ}\text{F}$. . . use SAE 30
as low as $+10^{\circ}\text{F}$ use SAE 20-W
as low as -10°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—not lower than $+10^{\circ}\text{F}$.

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

Suggestions that will help *YOU* enjoy your car at its best . . .



OIL AND LUBRICANTS 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.

WARNING: DUSTY DRIVING! Cars operated principally on gravel or dusty roads may need more frequent lubrication and should be serviced as required.

When operating in dusty areas, the danger of wear to internal engine parts is increased due to the amount of abrasive material floating in the air.

Normally, this material is "strained out" by the carburetor air cleaner and the crankcase ventilator cleaners and the oil filter. In dusty territories, these units should be inspected and serviced as often

as necessary to keep them operating efficiently.

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

PROTECT YOUR ENGINE

- 1 Have oil level checked at each refueling. You will thus assure that it is up to the proper, safe level.
- 2 Have oil changed at recommended intervals. Be careful to follow the recommendations printed on this page.
- 3 Have oil filter element replaced every 5,000 miles, to coincide with the oil change—oftener, if it's plugged.

Starting the Engine

For your protection, your Chrysler PowerFlite Transmission is equipped with a *Neutral Starter Switch*, located on the transmission case. This makes it possible to start the engine *only* when the SELECTOR LEVER is in the NEUTRAL (N) position.



OFF
position

2



ON
position

3



STARTING
position

TO START ENGINE

1. Move selector lever to NEUTRAL (N) position.
2. Depress accelerator pedal slightly. *DON'T pump accelerator pedal before or during use of starter as this will cause difficult starting.*
3. Turn ignition key to STARTING position (extreme clockwise position) until engine starts. Then release pressure on key and it will return to IGNITION ON position.

FLOODED ENGINE In case engine floods or overchokes at any time, press accelerator

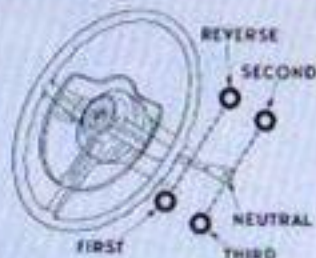
pedal down fully to eliminate further choking and operate starter to start engine. If necessary again to choke carburetor for starting, depress accelerator to give approximately one-third throttle opening.

COLD ENGINE When starting a cold engine, care should be exercised during warm-up period not to accelerate engine unnecessarily. Car should be driven slowly until engine reaches normal operating temperature. This assures proper lubrication and permits maximum efficiency.

EMERGENCY STARTING If engine fails to start in normal manner, it can be started by pushing the car. *It is desirable to push rather than tow it.* To start the engine by pushing, proceed as follows:

1. Turn ignition switch ON.
2. Move selector lever to NEUTRAL (N) position.
3. When car reaches speed of about 25 miles per hour, shift to LOW (L) position. This will allow transmission to drive engine. If engine fails to start, repeat this procedure.

The Standard Shift Transmission



Shifting the Standard Shift Transmission is a simple manual operation.

To go into first speed forward, depress clutch pedal, raise shift lever toward wheel and pull back. Push lever (in raised position) forward for reverse. Spring pressure holds shift lever away from steering wheel, so that only when entering low or reverse gears is it necessary to raise lever toward wheel.

When shifting from first to second, merely depress clutch pedal and push shift lever forward to second speed position. When shifting from second to third gear, depress clutch pedal and pull lever back.

When going up a hill with the Standard Shift Transmission, don't force engine to labor by leaving transmission in high gear; shift back into second or, if the hill is exceptionally steep, into first.

When going down a steep grade, use engine in braking car speed by shifting into second gear or, if exceptionally steep, into first.

CHRYSLER PowerFlite Transmission

With this automatic transmission, you need no longer worry about shifting gears or depressing a clutch pedal. You simply move the **SELECTOR LEVER** to the desired position and step on the accelerator. You'll normally start in the **DRIVE (D)** range of your PowerFlite automatic transmission. As the car picks up speed, the transmission smoothly shifts into direct drive at the proper time. This is a fully automatic power shift accomplished without the necessity of lifting your foot from the accelerator pedal.



NEUTRAL (N) Selector lever must be in **NEUTRAL (N)** position before the starter will operate. Move the selector lever up or down (depending on previous position of lever) to select the **NEUTRAL (N)** position.



DRIVE (D) Move the selector lever up or down (depending on previous position of lever) to select **DRIVE (D)** position.

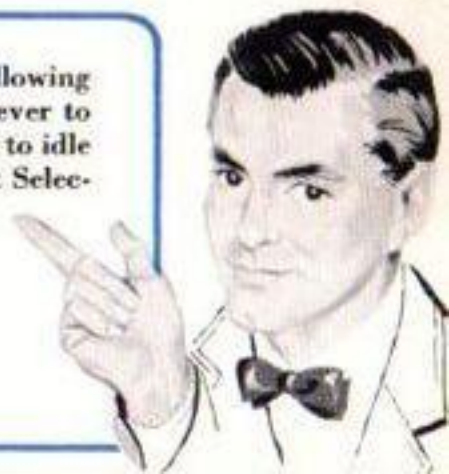


LOW (L) Raise selector lever and move *downward* to end of travel.



REVERSE (R) Raise selector lever and move *upward* to end of travel.

CHECK FLUID LEVEL every 1,000 miles by the following method: 1) Apply parking brake and move Selector Lever to **NEUTRAL (N)** position; start engine. 2) Allow engine to idle until normal operating temperature is reached. 3) Shift Selector Lever through all ranges. 4) Shift Selector Lever back to **NEUTRAL (N)** and continue to idle engine. 5) Check fluid level with oil level indicator. 6) Add automatic Transmission fluid (Type A) through transmission oil pan filler tube to bring level to **FULL** mark on oil level indicator.



Driving with your CHRYSLER PowerFlite Transmission

DESCENDING
STEEP GRADES



MUD
AND SNOW



ICE



DRIVING IN DRIVE RANGE Normally, forward driving is done in DRIVE (D) range. When accelerator is depressed, car will move forward. At a speed of 15 to 75 miles per hour, depending on amount of foot pressure on accelerator, the transmission will upshift to drive (direct). If car speed drops below 11 miles per hour (approximately), transmission will automatically shift into *accelerating* gear.

FOR QUICK ACCELERATION At car speeds below 45 to 60 miles per hour, if unusually quick acceleration is required as in passing another car or climbing a steep grade, push accelerator pedal to floor to cause transmission to downshift. It will automatically upshift to drive (direct) if accelerator is partially released or a speed of 60 to 75 miles per hour is reached.

WHEN TO USE LOW RANGE LOW (L) range provides driving characteristics similar to DRIVE (D) range, except that in LOW (L) the transmission will not upshift into drive (direct) at any car speed. This position provides excellent handling ease in mountain driving and superior pulling qualities. It is possible to move the Selector Lever from LOW (L) to DRIVE (D) and from DRIVE (D) to LOW (L) at any normal speed. *CAUTION: Do not shift from DRIVE (D) to LOW (L) when car speed is above 65 miles per hour!*

DESCENDING STEEP GRADES When descending steep grades, en-

gine can be used effectively to brake car, by moving Selector Lever to LOW (L).

REVERSE To use reverse gear, stop the car and with the foot brake lightly applied, move Selector Lever to REVERSE (R) position. Upon depressing accelerator, car will move in reverse direction. *CAUTION: Do not shift to REVERSE (R) position when car is moving forward at a speed above 5 miles per hour!*

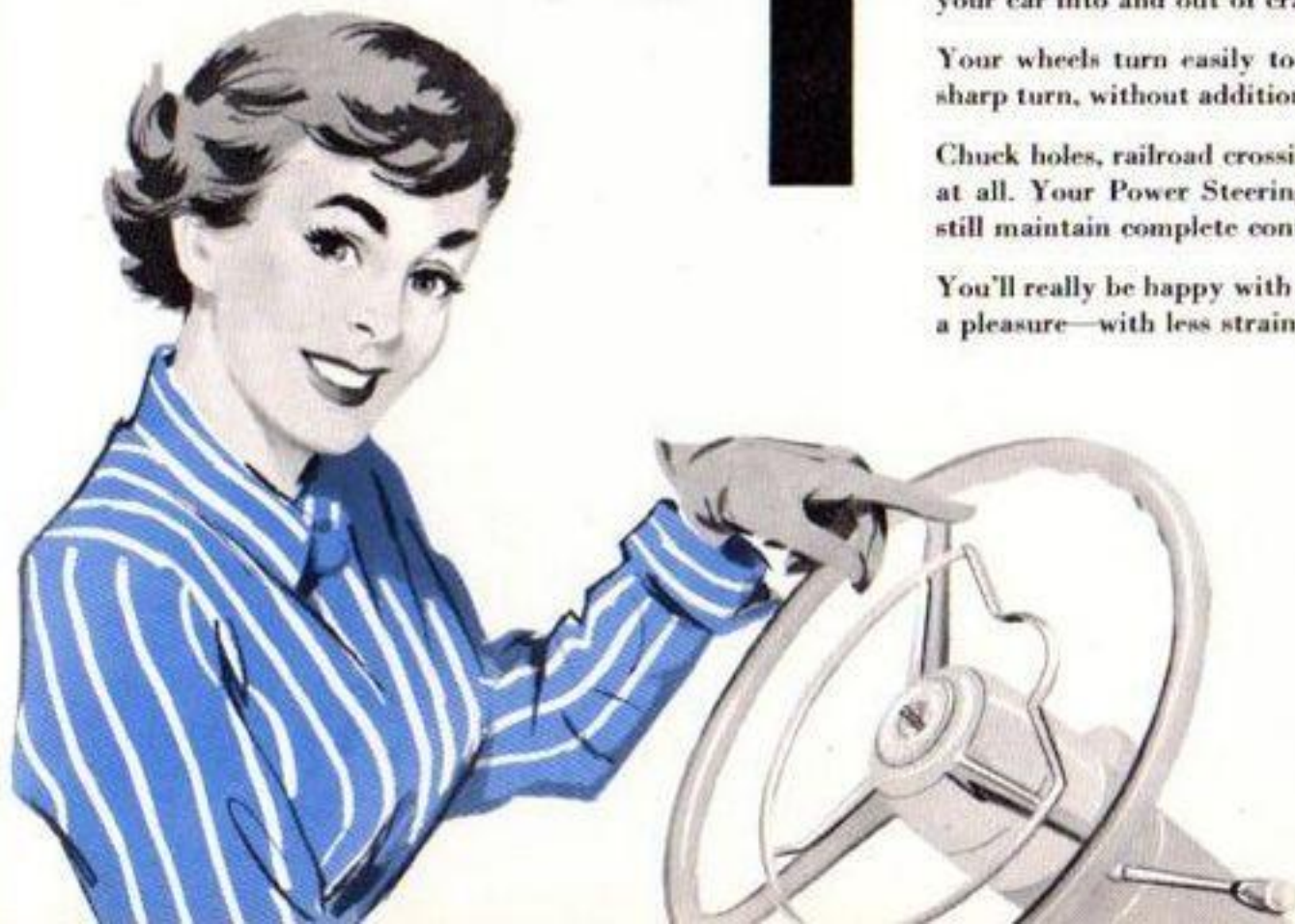
TOWING (TRANSMISSION INOPERATIVE) Have car towed with rear-end picked up or with propeller shaft removed.

TOWING (TRANSMISSION OPERATING PROPERLY) Car may be towed safely with transmission in NEUTRAL (N) at moderate speeds, for short distances. However, for long distance towing (over 100 miles), propeller shaft should be removed.

PUSH STARTING If engine fails to start in normal manner, it may be started by pushing car. (*NOTE: It is desirable to push the car, rather than tow it.*) To start engine by pushing, proceed as follows: 1. Turn ignition switch ON. 2. Move Selector Lever to NEUTRAL (N) position. 3. When car reaches a speed of approximately 25 miles per hour, shift to LOW (L) position. This will allow transmission to drive engine. If engine fails to start, repeat procedure.

Full-Time Power Steering

Optional equipment



The advantages of Power Steering are yours from the moment you start your Chrysler Spitfire 6 engine. This hydraulic mechanism is ready to work for you when parking, driving through traffic, turning corners and traveling out on the open road. On all types of surfaces, under all conditions, Chrysler Power Steering makes your driving a pleasure instead of a chore.

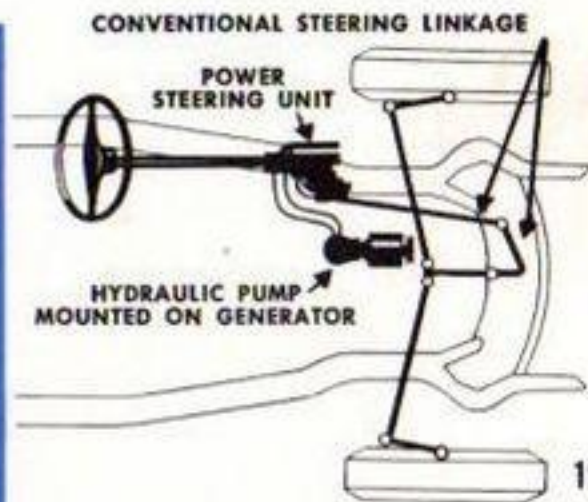
The amazing hydraulic mechanism that does 80 per cent of your work of steering for you is really quite simple to operate. In fact, the only difference between Power Steering and manual steering is the effortless ease of steering and parking afforded by the Power Steering unit.

Parking is no longer a problem. With Chrysler Power Steering, you can maneuver your car into and out of cramped spots with practically no effort at all.

Your wheels turn easily to the "straight ahead" position after you've completed a sharp turn, without additional effort on your part.

Chuck holes, railroad crossings and bumpy stretches of road need not slow you down at all. Your Power Steering unit absorbs the shock to the steering wheel and you still maintain complete control of your car.

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



Brakes

HOW TO MAKE YOUR BRAKES LAST LONGER

1. Insist on MoPAR Super Brake Fluid. It's a *heavy duty* fluid.
2. Apply brakes carefully. Anticipate traffic stops so you can slow down gradually with minimum use of brakes. Avoid sudden stops which cause excessive brake lining and tire wear. When stopping on slippery pavement, apply brakes gently and intermittently to keep wheels from locking and sliding. Rolling wheels have better traction.
3. In descending steep grades, use engine for braking car speed by moving transmission Selector Lever to LOW (L) range or, in the case of the Standard 3-Speed Transmission, into low gear—a good safety practice and brake-saver.
4. See that brake adjustments are made when needed. Have linings inspected for wear after third or fourth brake adjustment and all dust and dirt removed from drums and brake shoe mechanisms.

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.

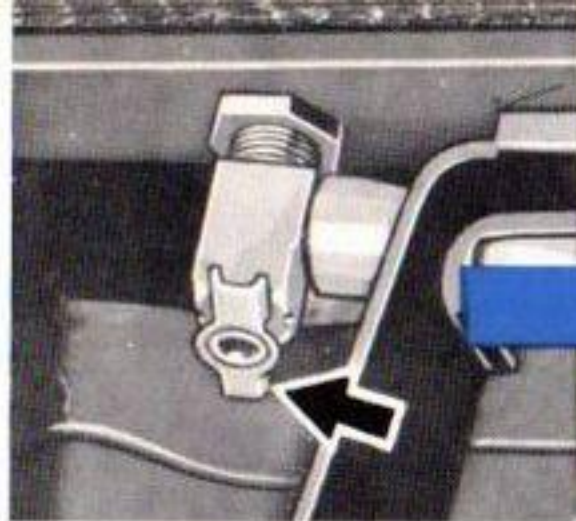
POWER BRAKES (standard on Windsor DeLuxe Town and Country Wagon and 8-passenger sedan) are available as extra equipment. This feature employs engine vacuum to apply brake pressure. Only light pressure is needed on the brake pedal to stop the car in normal driving.

THE PARKING BRAKE on your new Chrysler is of the mechanical type employing internal expanding shoes (external contracting on Windsor DeLuxe models with 3-speed transmission), operating within the brake drum at the rear of the transmission. This brake is adjustable to compensate for lining wear.

SERVICE BRAKE ADJUSTMENT The hydraulic brakes on your Chrysler 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 run up many thousands of miles on your speedometer. Then it may prove necessary to have the brakes relined. When the brake pedal travel becomes excessive, 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 replacement is needed.

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



Pressure-Vent Cooling 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 radiator pressure cap when engine coolant temperature is high, place cloth over cap and turn counter-clockwise about $\frac{1}{4}$ turn until stop is reached. Keep cap in this position until all pressure is released. Then push cap down and turn still farther counter-clockwise until it can be removed. To install cap, place it in position and turn clockwise as far as it will go—about $\frac{1}{2}$ turn.

FILLING AND DRAINING To fill cooling system, use clean water; also add MoPAR Rust Resistor to prevent corrosion and scale which can clog passages. In winter, use MoPAR Anti-Freeze. Never pour cold water or anti-freeze into radiator when engine is overheated. Level of liquid in cooling system when cold should be $1\frac{1}{4}$ inches below bottom of filler neck. To drain radiator, open drain cock in lower front center of radiator. This drain can be reached from under hood. To drain cooling system completely, also open drain cock in engine cylinder block at bottom of water jacket near center on left side of engine. If storing your car or letting it stand idle for a long time, it is advisable to leave these drains open.

ANTI-FREEZE As freezing weather nears, you should have MoPAR Anti-Freeze put in your car's cooling system. The system should be flushed clean before anti-freeze is added in fall and after it is drained out in spring. The solution should be tested often during cold weather to assure engine is well protected against a freeze-up. If cooling liquid freezes, car should be taken to nearest service garage for proper thawing out. Anti-freeze should *always* be drained after one winter's service: it is continually depleted by use and eventually reaches a corrosive state. *Under no circumstances should it be allowed to remain in the cooling system in summer, as hot weather use hastens deterioration.*

CAUTION Solutions containing sodium chloride (common salt), calcium 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 tend to be damaging to rubber parts.

FOR BEST PROTECTION

Always keep radiator filled to correct level . . . Don't put cold water in a hot engine . . . Check fan belt and hose often . . . Flush cooling system twice a year . . . Use MoPAR Rust Resistor in warm weather and MoPAR Anti-Freeze in cold weather.

Electrical System

Your car's **IGNITION SYSTEM** is protected against wet weather troubles by water-proof spark plug covers and a distributor cap that shields contact points and condenser from moisture. Plugs and distributor are designed to suppress interference with your car radio, FM radio and TV. Plugs are of the resistor type; distributor has built-in suppressor.

BATTERY It is under your car's hood, at left of engine, so easily accessible. You should have battery water level checked at least once a month in winter and every two weeks or 1,000 miles in summer—and clean pure water added if needed. Necessity for the addition of any considerable amount of water, operating conditions considered, may point to excessive generator output. Keep battery charged, especially in winter, as a discharged battery will freeze at a little below the freezing point of water (32°F.). When checking water level, it is also well to check terminal connections for cleanliness and tightness and to see that the battery itself is clean, dry and securely seated in its carrier.

If your car is to be stored for some time, have battery removed by your Chrysler dealer so it can be given proper care. Should you need a bat-

tery replacement, go to your Chrysler dealer; he carries a complete line of MoPAR batteries, designed specifically for Chrysler cars.

CAUTION *Never let a flame or spark come near the battery vent openings. Hydrogen gas, which forms in normal battery operation, may be present and explode. If necessary to use a flame nearby, first remove battery filler caps and blow out cells—gently, so as to avoid splashing the acid.*

HEADLIGHT BULB REPLACEMENT In your Chrysler, top lighting efficiency results from use of the *Sealed Beam* headlight, in which lens, bulb and reflector are built and sealed into one waterproof, dustproof, prefocused unit. In case of accidental damage or burning out, the unit is easily replaceable as follows: *First*, take out screws from headlight lens frame and remove frame; *next*, remove retaining ring screws and remove ring by pulling it outward; *then*, pull sealed light unit out and *finally*, pull wire connector straight off.

For maximum night driving pleasure and safety, headlights should be kept properly aimed. Have your Chrysler dealer check them occasionally, particularly after a bulb replacement.

Your car's lighting circuit is protected by 3 circuit breakers integral with the lighting switch. In case of a short circuit in the lighting system, a circuit breaker automatically opens before damage occurs; it continues to open and close until the "short" in the circuit has been eliminated. Lights on other circuits continue to operate.



22 BATTERY



HEADLIGHT



TURN SIGNAL LIGHT



FRONT PARKING LIGHT

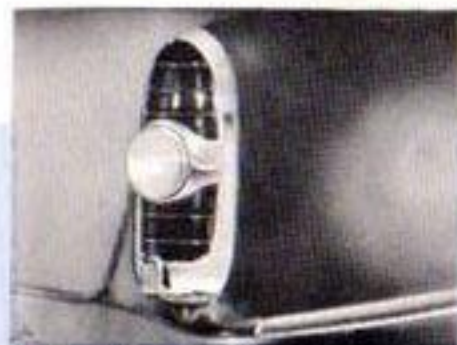
FRONT PARKING LIGHT AND TURN LIGHT BULBS Remove parking light frame and lens. Bulb is removed by pushing it in slightly, twisting to left and pulling out of socket.

TAILLIGHT, STOPLIGHT, BACK-UP LIGHTS, TURN LIGHT BULBS Remove lense frame and lens. Remove bulb in same manner as parking light bulb.

LICENSE PLATE LIGHT License plate light bulb is reached by removing the two screws in lamp base (with luggage compartment lid open) and removing bulb and socket frame and lens. Bulb is then taken out in same manner as a parking light bulb.

ACCURATE SPARK PLUG ADJUSTMENT This means more efficient, economical operation. The gap between the electrodes of a plug should be .035 inch. Gap gradually increases with use, should be adjusted by bending the outside electrode. Do not attempt to adjust gap by bending center electrode, as this may crack insulator. Gap measurements can be made most accurately with a wire, rather than a flat feeler gauge.

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



TAILLIGHT



LICENSE PLATE LIGHT

Light Bulb Chart

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

Your best way to get longer tire life easier riding



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 humps between rim flanges and tube-well. Inflation of the tube snaps the bead of the tire over this raised portion. Force required to pull bead back over hump tends to keep tire against flange and out of the tube-well when deflation occurs.

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

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

Air pressure recommended for Super-Cushion tires depends on: 1) whether the tire is cold, as after standing several hours, or 2) whether it has been run several hours, causing pressure to build up. When COLD, starting pressure is 24 pounds. Because pressure is seldom checked with tires cold, the following recommendations are made:

27 pounds is operating pressure for city driving. This means that tires, when checked on a car after it has been driven at normal speeds 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 normal operating pressure for high speeds. This means that tires, 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. It is designed to protect itself by building up a safe pressure of a few pounds after it is run. This avoids excessive sidewall flexing and heat—both injurious to the tire.

TUBE REPAIR The cold patch method of repairing rubber tubes is not satisfactory and should not be attempted. When repair is necessary, you should go to your Chrysler dealer, who uses the vulcanizing process.

FOR MAXIMUM TIRE LIFE

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



ROTATION OF TIRES Periodical rotation of tires is the only known method of controlling certain other types of tire wear. It is recommended that you have your tires rotated every 3,000 miles, as indicated on the diagram above, to even out the tire wear at the different wheel positions. It is not necessary to remove the tire from the wheel; wheel and tire together are shifted. Experience shows that if tires are rotated as recommended and the spare tire is included in the procedure, effective tire life will be greatly increased.

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

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 a smooth, straight highway at speeds above 40 miles per hour. If 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 parking brake. 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.

(Please turn to next page)

Removing Wheel Cover



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

JACK POSITIONED UNDER FRONT BUMPER

BUMPER JACK STOWAGE

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

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 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 the wheel cover is seated in place at the valve stem, press the opposite side of the cover into the wheel and rotate hands around the edge, pressing firmly until the entire outer edge of the wheel cover is in contact with the wheel rim.

BUMPER JACK STOWAGE The bumper jack is secured behind the spare tire in a mounting which consists of a bracket on the wheel housing, a floor stop and a coil spring permanently attached to one end to a floor bracket.

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

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

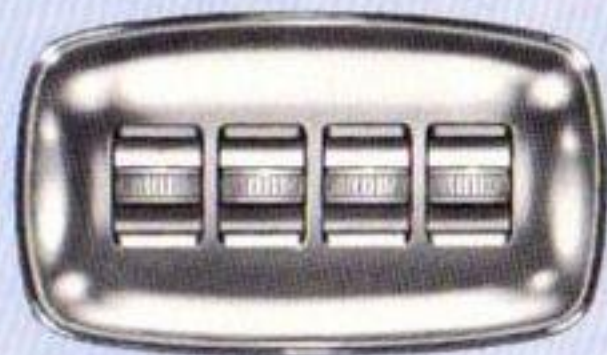
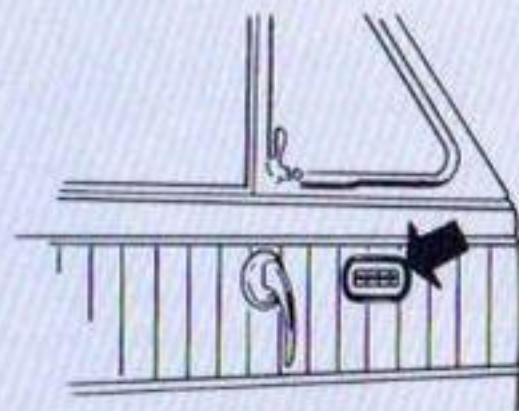
Electric Window Lifts

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

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

- First (front) switch.....right rear door window
- Second switch.....left rear door window
- Third switch.....right front door window
- Fourth (rear) switch.....left front door window

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



WINDOW CONTROLS ON LEFT FRONT DOOR

Town and Country

(WAGON)



OPERATION OF REAR WINDOW AND TAIL GATE Rear window is opened and closed by means of locking handle on outside of tail gate. *To open* window, unlock with key, pull out locking handle and then turn handle to lower the glass. *To close*, turn handle to raise glass, push locking handle in and lock. *Important: Rear window must be in fully lowered position before tail gate can be lowered.* Tail gate is hinged at bottom and is equipped with sturdy assist springs to permit easy operation. *To lower* tail gate, lift the two lock levers on the inner side and at the extreme ends and let it swing down on its hinge.

REAR SEAT *To fold* rear seat, grasp arm rests and swing seat cushion all the way forward onto the floor. Then swing back seat forward in place on the floor just back of seat cushion. *To raise* rear seat for use, swing seat-back all the way back, then swing seat cushion up and back into position.

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

VARNISHING To preserve beauty of wood trim in rear compartment, see that it gets a fresh coat of varnish at least every six months or whenever it becomes dull, cracked or otherwise marred.

CONVERTIBLE COUPE AUTOMATIC TOP Raising or lowering of the convertible coupe top is controlled by a switch located at left end of instrument panel just below main lighting switch. **CAUTION:** Never raise or lower top while car is in motion!

TO RAISE TOP 1) Remove top compartment cover. 2) Move switch lever clockwise and hold until top is fully raised. 3) Pull top header board down into place over windshield locating dowels and lock securely by turning locking handle, located in center of header board, to right. 4) Fold cover, pack in case provided and stow in luggage compartment. **NOTE:** Your convertible top folds into a suspended bag; do not use top compartment for luggage stowage.

TO LOWER TOP 1) Make certain top compartment is entirely free of all objects. 2) Loosen top front hold-down clamp by turning locking handle, located in center of topheader board, counter-clockwise. 3) Raise header board free of locating dowels on top of windshield. 4) Turn switch knob counter-clockwise and hold in this position until top is fully lowered. 5) Remove top cover from luggage compartment and fasten in position over top compartment.

CARE AND CLEANING OF TOP Frequent brushing with upholstery brush or stiff whisk broom will prevent dirt from embedding itself in top fabric. To clean 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 top while it's damp. Never apply such cleaning fluids as naphtha, gasoline, etc., directly to top material.

Convertible Coupe

(AUTOMATIC TOP)



SWITCH LEVER



LOCKING HANDLE,
LOCATING DOWELS

Preserve your car's beauty



WASHING YOUR CAR Frequent washings with plenty of cool water (*never hot*) will help retain the lasting beauty of the high lustre, hard-baked enamel finish of your new Chrysler—and will eliminate the necessity of using wax or polish. Saturate dirt with water before proceeding with actual washing operation. Use a clean sponge and running water. Rinse often. Dry to high polish with clean, damp chamois cloth. Avoid washing in strong sunlight or when enamel surfaces are hot. Never use paste type cleaners or harsh abrasive type liquid cleaners, as their action will permanently dull finish. Before washing, remove tar or road oil with a solvent like MoPAR Tar and Road Oil Remover.

CHROME PARTS Defense restrictions have curtailed the use of nickel in the manufacture and plating of certain automotive parts. To offset this situation and to offer greater protection than previously, some exterior chrome parts of your car are safeguarded by a coating of baked-on colorless, clear enamel. With proper care, this finish gives excellent service under all normal operating conditions.

Care of chrome parts (except bumpers): Use only clean, cold water and wash often the first 90 days. Do not use polish or wax during this time. Wax may be applied periodically after 90 days to maintain lustre. If the enamel surface becomes chipped or scratched, satisfactory repairs can be made with MoPAR Chrome Protector, available at your Chrysler dealer's. This is an air-dry, transparent, colorless enamel. It is not advisable to use a colored chrome protector, as it may stain or discolor enamel originally applied to the part.

Care of bumpers and buffer plates: Regular use of liquid wax or a very thin coating of light oil is recommended. Surface rust on bumpers or buffer plates should be cleaned off immediately with MoPAR Chrome Cleaner and these areas immediately coated with wax or oil.

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

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

UPHOLSTERY At least once a month, thoroughly brush or vacuum clean upholstery and carpets. Clean broadcloth upholstery with a foam type upholstery cleaner, like MoPAR Upholstery Cleaner. To do this, dampen fresh cloth in cleaning solution and wring almost dry. When rubbing, if removing a spot, use a light, stroking motion, working from outside in, to avoid leaving a "ring". Use fabric cleaners or spot removers sparingly; never pour them on spot to be cleaned.

LEATHER AND NYLON UPHOLSTERY You can restore the original lustre of real or imitation leather upholstery by rubbing briskly with a cloth slightly dampened in clean water, using castile or similar soap; then wiping with a cloth moistened in clear water only, and finally drying with a soft, clean cloth. Nylon upholstery should be cleaned in the same manner, except that brisk rubbing should be avoided. Do not apply gasoline or cleaning fluids to these materials, as immediate deterioration will result.

WARNING: *Gasoline is not recommended as a cleaning agent because it is inflammable. Friction from brisk rubbing may cause it to ignite. If it must be used, obtain the "white" untreated product. Avoid gasoline containing tetraethyl lead or any coloring agent. Do not use any cleaning fluid in excess of actual requirements.*

CLEANING TIRES Keep tires clean with water and sponge. Remove tar and road oils with MoPAR Tar and Road Oil Remover. Clean white sidewall tires with a non-abrasive household scouring powder.



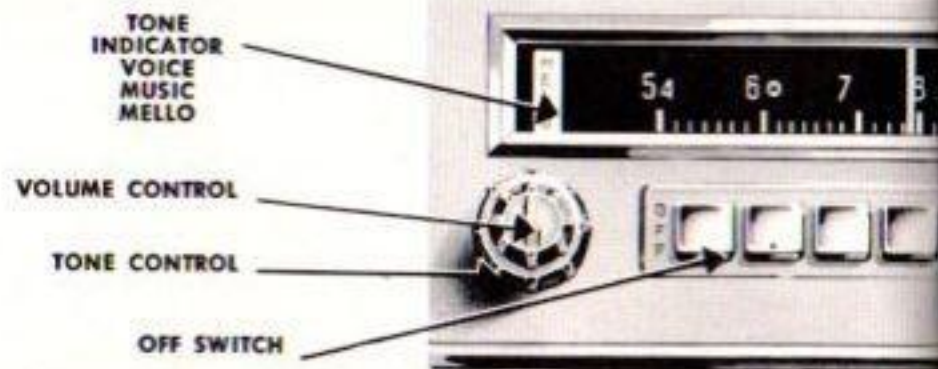
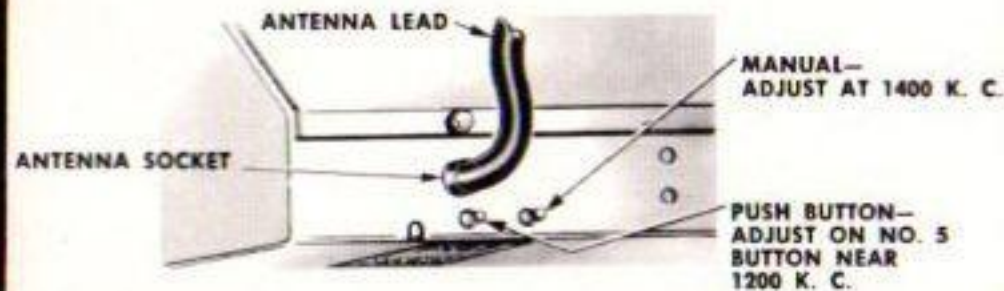
Radio

The off-and-on switch in the Custom-built MoPAR Radio (Models 830 and 831) is combined with push-button operation. Push ANY button except the OFF button to turn set on; push OFF button to turn set off.

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

IMPORTANT In the event of a national emergency, when broadcast stations must leave the air, Civil Defense information will be broadcast under the Conelrad Plan. To hear this vital information, tune your car radio to 640 or 1240 kilocycles indicated by the Civil Defense symbols on the dial.

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



Dial illumination: Dial illumination is regulated with the disc behind the manual tuning control knob.

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

1. **MAKE SURE THAT SET HAS BEEN OPERATING FOR 20 MINUTES BEFORE MAKING ADJUSTMENTS.** To adjust radio properly, have **ANTENNA FULLY EXTENDED**. **NOTE:** In metropolitan areas it is best that the push-buttons be set up in a shielded place where signals are weak, such as under a viaduct or in a steel-constructed building.

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

Push-button adjustment: First, select best stations for electric-

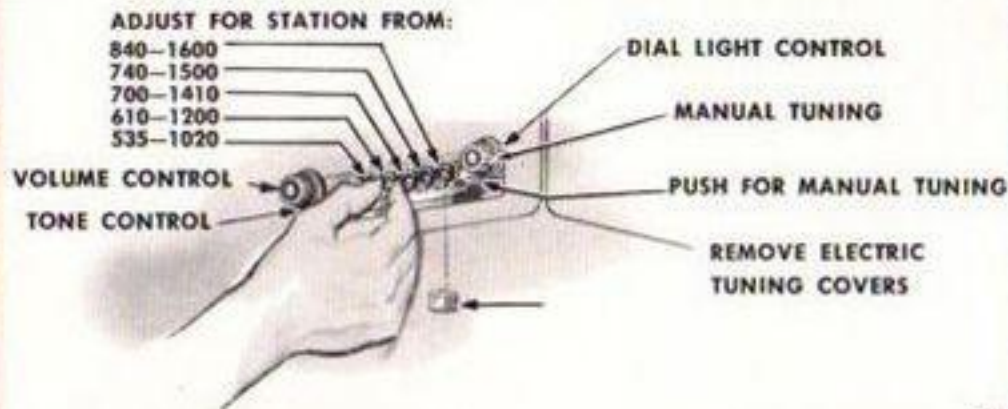
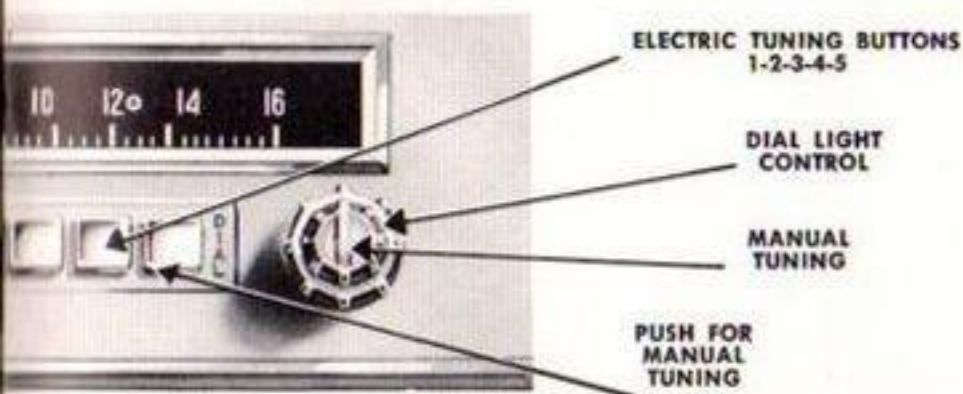
tuning buttons. REFER TO ILLUSTRATION (BELOW RIGHT) FOR RANGE OF EACH BUTTON.

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

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

4) Then adjust **PUSH-BUTTON ANTENNA COMPENSATOR** for maximum volume with button No. 5 pushed in. 5) For setting of buttons Nos. 1, 2, 3 and 4, proceed in a like manner. However, *adjust push-button Antenna Compensator ONLY on No. 5 button*. 6) Install button covers with detented side toward retaining spring on plastic core.

NOTE: The stations may be set up before installing radio in car, but **FINAL** adjustment **MUST** be made with antenna installed and **AFTER RADIO HAS BEEN OPERATING FOR 20 MINUTES IN CAR.**



Heater ALL Models *(except 8-Passenger Sedan)*

The MoPAR ALL Weather Comfort System (Model 602) is designed to provide heated or unheated fresh air within your Chrysler. With this system, driving is a truly comfortable and enjoyable experience in summer or in winter.

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

Air Fan Control Knob—operates the motor-driven air fan in either low or high speed to bring in outside fresh air.

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

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

Fresh Air Control Lever—controls passage of fresh air through system; has two positions—SUMMER and WINTER.

Cowl Ventilator Control Lever—opens and closes Cowl Ventilator Door, which is source of supply of fresh air.

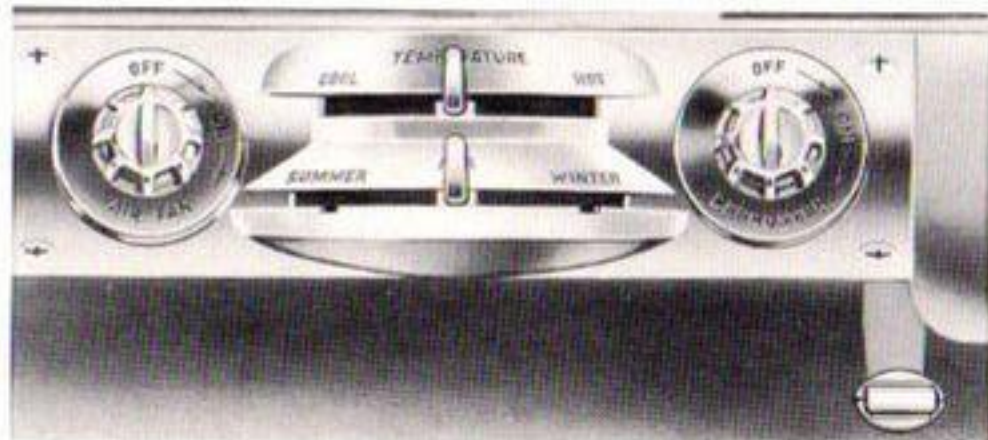
WINTER OPERATION

Before engine warms up: Close Cowl Ventilator Door and turn Air Fan Control Knob to OFF position.

After engine warms up: Set Temperature Control Lever in desired position. (After a desired position has been found, it is suggested you keep lever in this position.) Set Fresh Air Control Lever in WINTER position and Cowl Ventilator Door in open position. Turn Air Fan Control Knob to ON position (low or high speed). **NOTE:** For country driving, ample heat can be maintained without use of Air Fan. Simply turn Air Fan Control Knob to OFF position and open Cowl Ventilator Door. The speed of the car will force heated air into its interior.

To defrost or de-fog windshield—turn Defroster Control Knob clockwise to low or high speed, depending on climatic conditions.

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



8-Passenger Sedan Heater

The MoPAR All Weather Comfort System (Model 501) provides HEATED or UNHEATED AIR VENTILATION.

This system helps to make driving your Chrysler a pleasure throughout the year.

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

Air Fan Control Knob—operates the motor-driven air fan in either low or high speed to bring in outside fresh air.

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

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

Fresh Air Control Lever—controls passage of fresh air through the system, 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. (After a desired position has been found, lever should be kept



in this 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 windshield: Turn Defroster Control Knob to ON position (low or high speed). 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 Temperature Control Lever in COOL position. Place Fresh Air Control Lever in SUMMER position. Turn Air Fan Control Knob to ON position to circulate fresh air in car. If windshield fogs, turn Defroster Control Knob to ON position to force fresh air to windshield.

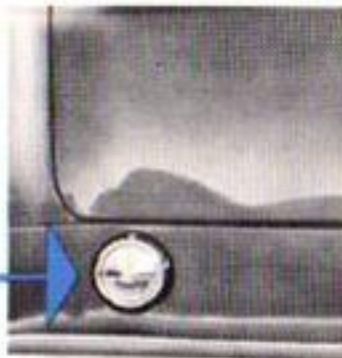
Fuel System

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. It is recommended that only high quality fuel be used, the reputation of the manufacturer being your best guarantee of the product.

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

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

FUEL TANK CAP LOCATION The Fuel Tank Cap on your new Chrysler is conveniently located to the right of and below the left taillight. Be sure that the Fuel Tank Cap is properly installed each time you purchase fuel. The cap prevents evaporation and keeps dirt and other foreign matter out of the fuel tank.



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. Turn off ignition during a long wait.
4. Change to lighter engine oil in cold weather.
5. Use your brakes sparingly and keep them adjusted (not disc brakes).
6. Always keep your tires properly inflated.
7. Keep your engine tuned.
8. Keep your entire car properly lubricated.
9. Do not race engine. When starting in cold weather let engine idle about two minutes to circulate the oil.

**ONLY YOUR CHRYSLER DEALER
CAN PROTECT YOUR INVESTMENT**

**Only
Chrysler
Dealers**

... specialize in Chrysler care and therefore are really familiar with all lubrication points and proper types of lubricants for your Chrysler car.

... employ factory-trained technicians who are regularly informed as to latest and most efficient methods for maintaining Chrysler cars.

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

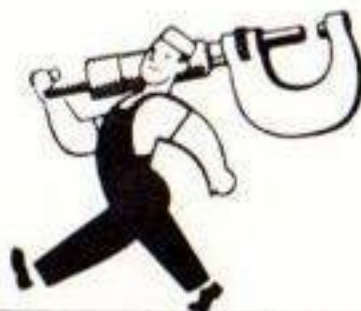
... carry a complete supply of MoPAR parts to save you time, trouble and money in case you need replacements.

... can give you the best possible Chrysler-care at lowest possible prices. Remember this when you need work done.



OWNER SERVICE CERTIFICATE On delivering your new Chrysler, your dealer gave you an *Owner Service Certificate*. This 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 replacement of parts found to be defective under terms of the Warranty. This Certificate was designed for your protection. Please read it carefully to understand your privileges and obligations.

MoPAR The trade mark MoPAR identifies Chrysler Corporation accessories and parts, factory-engineered, factory-inspected and made especially for your Chrysler car. Equip your car with MoPAR accessories; keep it a genuine Chrysler in every respect. If replacement parts become necessary, make sure MoPAR parts are used; they're designed for your car, so are your best assurance of satisfaction. They'll give you "new car performance", because they're *made right to fit right and work right!*



IGNITION

Spark plug type	(Resistor) 4S-140
Spark plug size	14 mm.
Spark plug gap	.035 inch
Distributor contact point gap	.018 to .020 inch
Firing order	1-5-3-6-2-4

LICENSE DATA

Vehicle number—Your car's vehicle number 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 at the upper left side of the cylinder block.

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.

Model—WINDSOR DE LUXE

Number of cylinders—6. **Bore**— $3\frac{3}{8}$ inches. **Stroke**— $4\frac{3}{4}$ inches. **A.M.A. Horsepower Rating**—28.36. **Piston Displacement**—264.5 cubic inches. **Compression Ratio**—7.0-1.



VEHICLE NUMBER



ENGINE NUMBER

GARAGE INFORMATION Length overall (with bumpers and guards), 215 $\frac{5}{8}$ inches; 8-passenger cars, 226 $\frac{3}{4}$ inches; Town and Country Wagon, 212 $\frac{7}{8}$ inches. **NOTE:** All specifications are subject to change without notice.



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.



Notes:



Notes:



Notes:



Index

a Air Cleaners.....	14	g Glove Compartment.....	7	r Radio.....	30, 31
Appearance Care.....	29	h Heater.....	32, 33	Rear View Mirror.....	8
b Brakes.....	20	i Instruments and Controls.....	4, 5, 6, 7, 8, 9	S Starting the Engine.....	16
Bumper Jack Storage.....	26	k Keys and Locks.....	2, 3	Steering.....	19
c Capacities, Specifications.....	36, 37	l Light Bulb Chart.....	23	Sun Visors.....	8
Clock.....	7	Light Bulb Replacement.....	22, 23	t Tire Care.....	25
Convertible Coupe Automatic Top.....	28	"Limbering-Up".....	10, 11	Tire Inflation.....	24
Cooling System.....	21	Lubrication Points.....	12	Town and Country Wagon.....	28
d Dome Light.....	7	Luggage Compartment.....	9	Transmissions.....	17, 18
e Electric Window Lifts.....	27	m Mileage Maintenance Schedule.....	13	Tube Repair.....	24
Electrical System.....	22	o Oil Filter.....	14	V Ventilating Wings.....	8
Engine Oil Recommendations.....	15	Oil Level Indicator.....	14	W Wheel Alignment.....	25
f Fuel Economy.....	34	Owner Service Certificate.....	35	Wheel Balancing.....	25
Fuel System.....	34			Wheel Changing.....	25



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