

Finest expression of
the Forward Look...

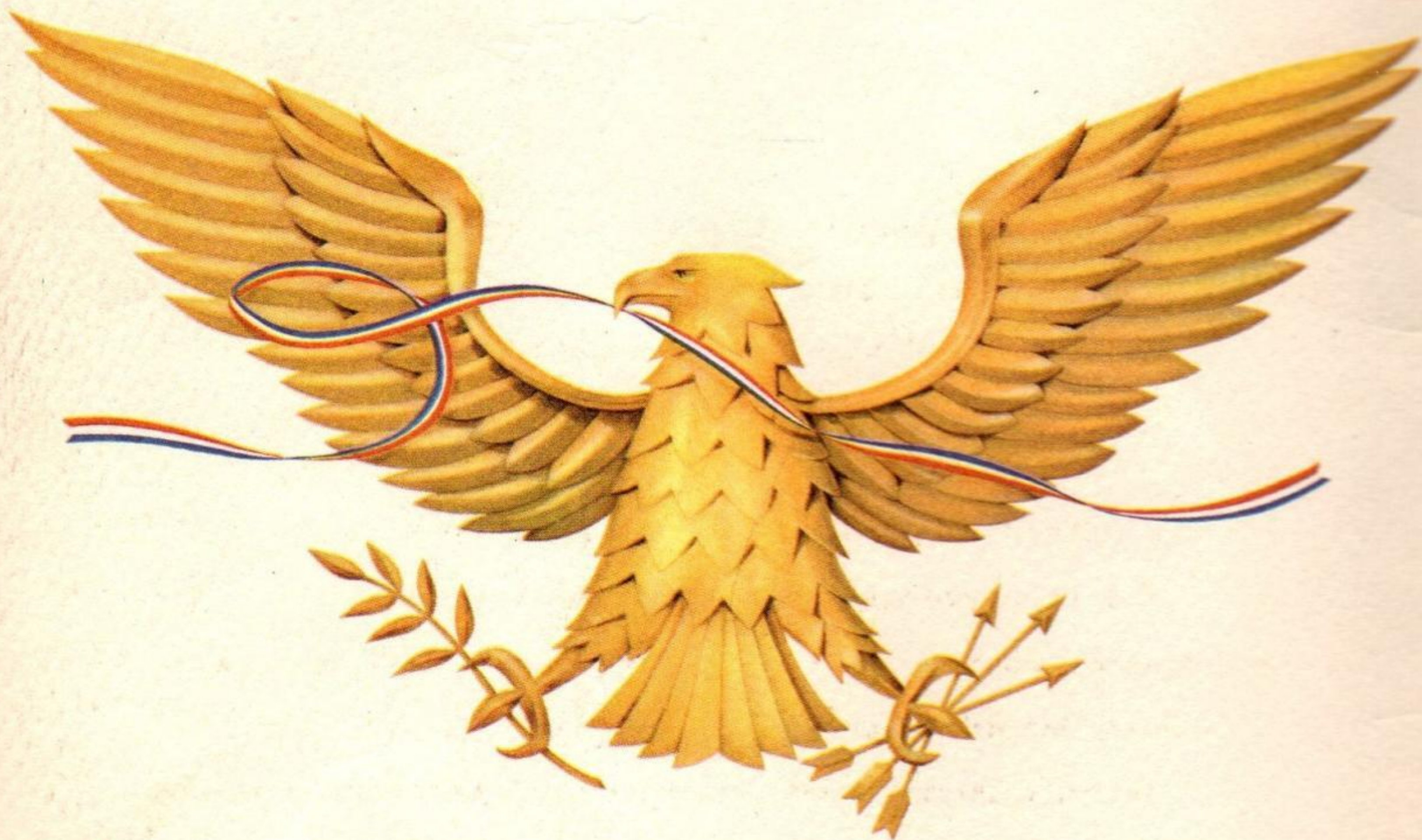


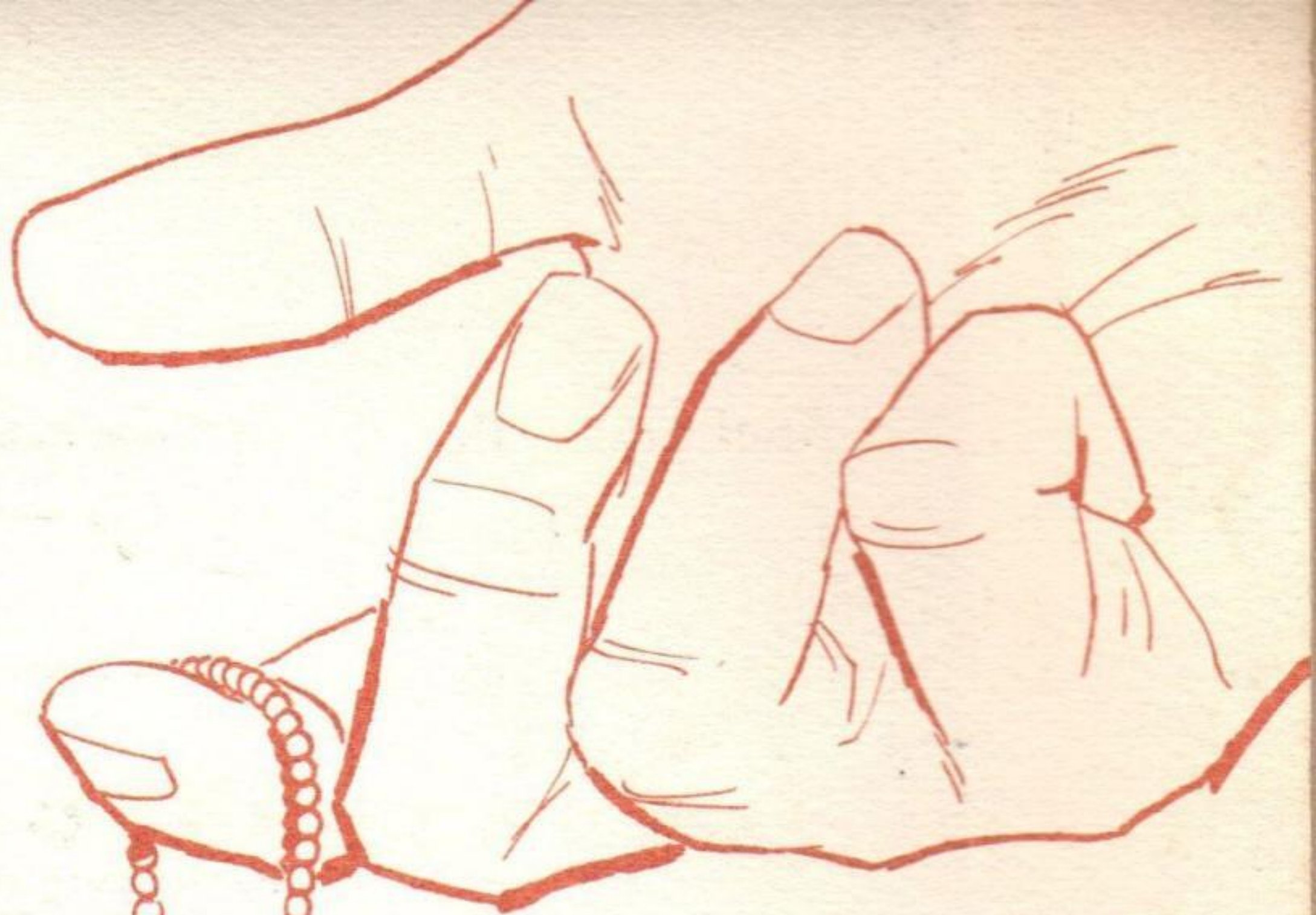
1958 IMPERIAL

Owner's Guide

..... ILLUSTRATIONS
AND INSTRUCTIONS
TO HELP YOU...

Get off to





a good start...

The beauty and amazing performance of Imperial are yours to enjoy for years to come. Some of the happiest miles of your life will find you at ease and relaxed behind the wheel.

First, though, to quickly grow accustomed to the "feel" of your new car, it's important to read and understand the facts which are outlined for your convenience in this booklet.

Everything you need to know about operation, care and maintenance is here . . . plus many helpful tips that will add to your safety and driving satisfaction. And when it's service time, see your Chrysler dealer. His entire organization has a genuine interest in protecting the investment you have made.

contents

Section

A

At the Wheel

B

On the Road

C

Everything for Your Comfort,
Pleasure, Convenience

D

Facts About Keys and Locks

E

Important Lighting Information

F

The Convertible Coupe

G

Changing a Wheel

H

Helpful Tips

I

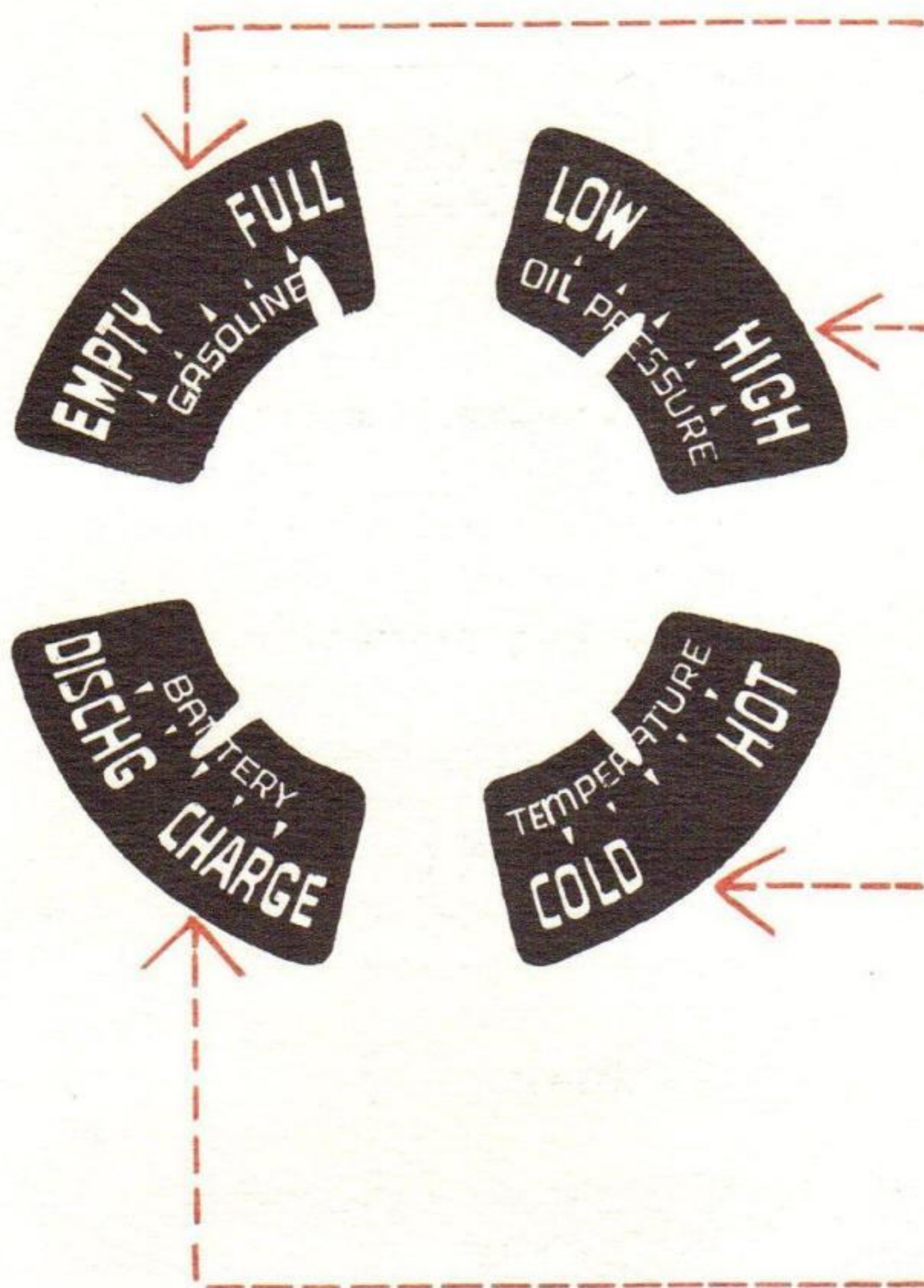
Specifications

Refer to alphabetical index in back of book for individual items.



at the wheel

facts about your instruments . . .

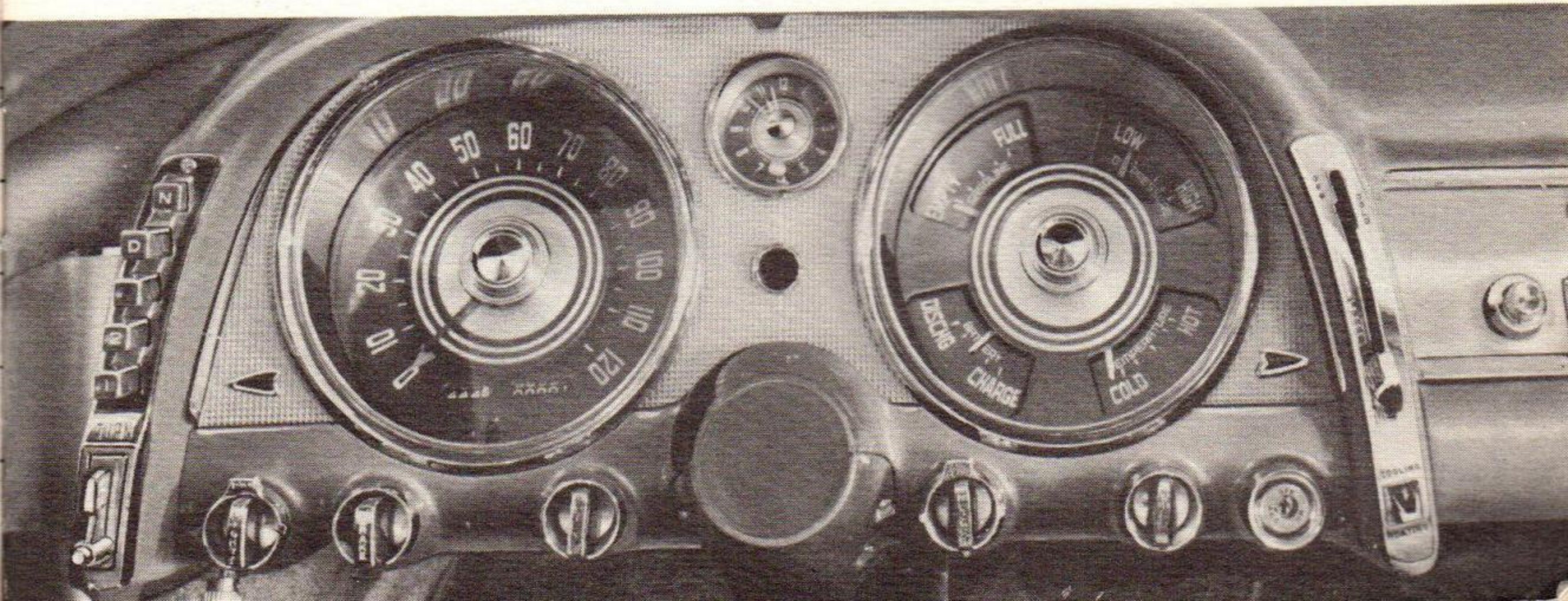


FUEL GAUGE—indicates the amount of fuel in tank and operates only when ignition key is in ON or ACCESSORY position.

OIL PRESSURE GAUGE—The pressure of the oil in engine is shown by this gauge. With engine running, some oil pressure should be shown. During normal driving, pointer should be between the second and third graduation from the left. If no pressure is indicated, stop engine immediately and call the nearest Chrysler Dealer.

TEMPERATURE INDICATOR—Indicates the temperature of coolant in engine. Under normal driving conditions, the pointer should stay between the second and fourth graduation from the left on the dial.

AMMETER—indicates if battery is charging or discharging. When battery is fully charged, dial pointer should show little or no charge.



on the drive selector to the full limit of its travel. Release pressure on button when engine starts. If engine fails to start, release button momentarily before trying again. *Do not "pump" pedal before or during the starting operation.*

FLOODED ENGINE — If engine floods, depress accelerator pedal fully and hold in this position while operating starter to start engine. Do not "pump" pedal.

TYPE OF FUEL — A dependable brand of "premium" fuel is recommended for your new car.

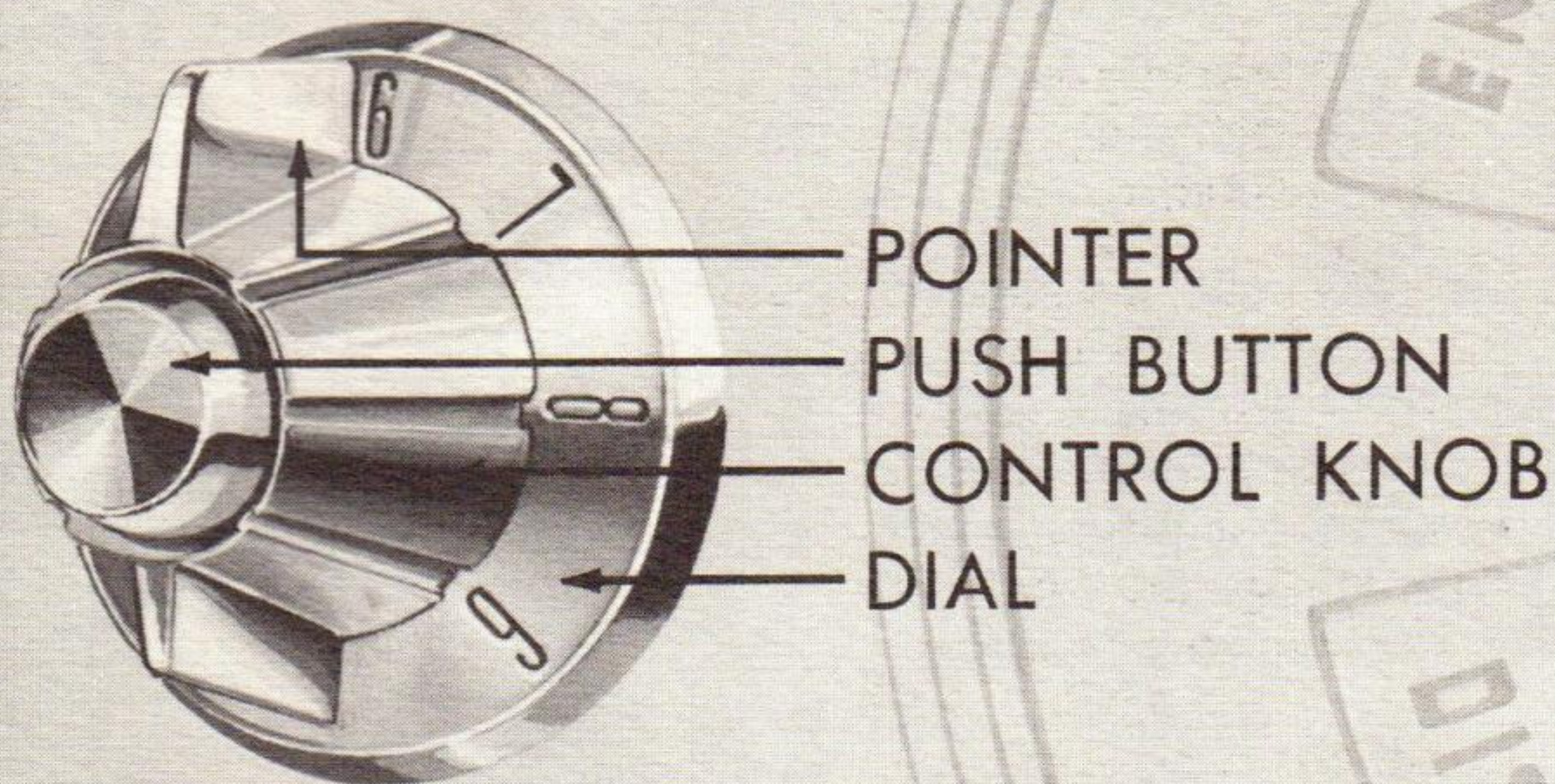
These Driving Practices Will Help You Get Maximum Gasoline Mileage:

- Drive moderately — on open highway and in city traffic.
- Avoid unnecessary fast acceleration.
- Turn off engine during long waits.
- Always use recommended fuel and lubricants.
- Keep tires properly inflated.
- Keep carburetor adjusted properly and ignition timing correctly set.
- Do not "pump" accelerator while waiting for traffic to move—impatient "Gunning the motor" wastes fuel.
- Try to plan your driving to avoid unnecessary stops and starts.

WARNING:

Carbon monoxide, a poisonous, odorless gas, is present in the exhaust of all internal combustion engines. Avoid inhaling any concentrated amounts and never run your engine in a closed garage.





AUTO PILOT (When So Equipped)

For use as a Speed Reminder when driving in restricted speed zones or where a constant speed cannot be maintained . . . or as an automatic Car Speed Regulator when cruising on super-highways.

The controls, located in the center of the instrument panel, consist of a control knob, push button and dial (see illustration). The numbers on the dial correspond to the speed you may wish to drive. *For example, number 5 on the dial corresponds to a car speed of approximately 50 mph.*

SPEED REMINDER

1. Set large pointer on control knob at the dial number indicating the approximate speed you want to drive (see

illustration). This setting can be made with the car stopped or moving.

2. Drive in normal manner. When car reaches the speed set on the dial, your foot on the accelerator will encounter "resistance" (back pressure) caused by the Auto Pilot. *This "resistance" against your foot is the Speed Reminder . . . tells you that your car has reached the speed you selected.*
3. To momentarily increase car speed, such as for passing another car, depress the accelerator into this "resistance."

No matter where you drive . . . uphill, downhill, or on a level road, the Auto Pilot controls the "resistance point" to locate the

N NEUTRAL—Push this button in to first stop for neutral; push all the way in to operate starter.

R REVERSE—Push button in when car is stopped or moving slower than 5 mph.

D DRIVE—For **NORMAL DRIVING**, merely push in the Drive button and depress the accelerator. Gears will shift automatically, according to the speed of your car and the pressure you apply on accelerator.

1 LOW GEAR—This button supplies extra pulling power when going **UP** very steep grades and “engine braking” when going **DOWN**. If car is stuck in snow, sand or mud, try “rocking the car” to get out by alternately pushing in the (1) Low Gear and (R) Reverse buttons. Do not exceed 30 mph when operating in Low Gear.

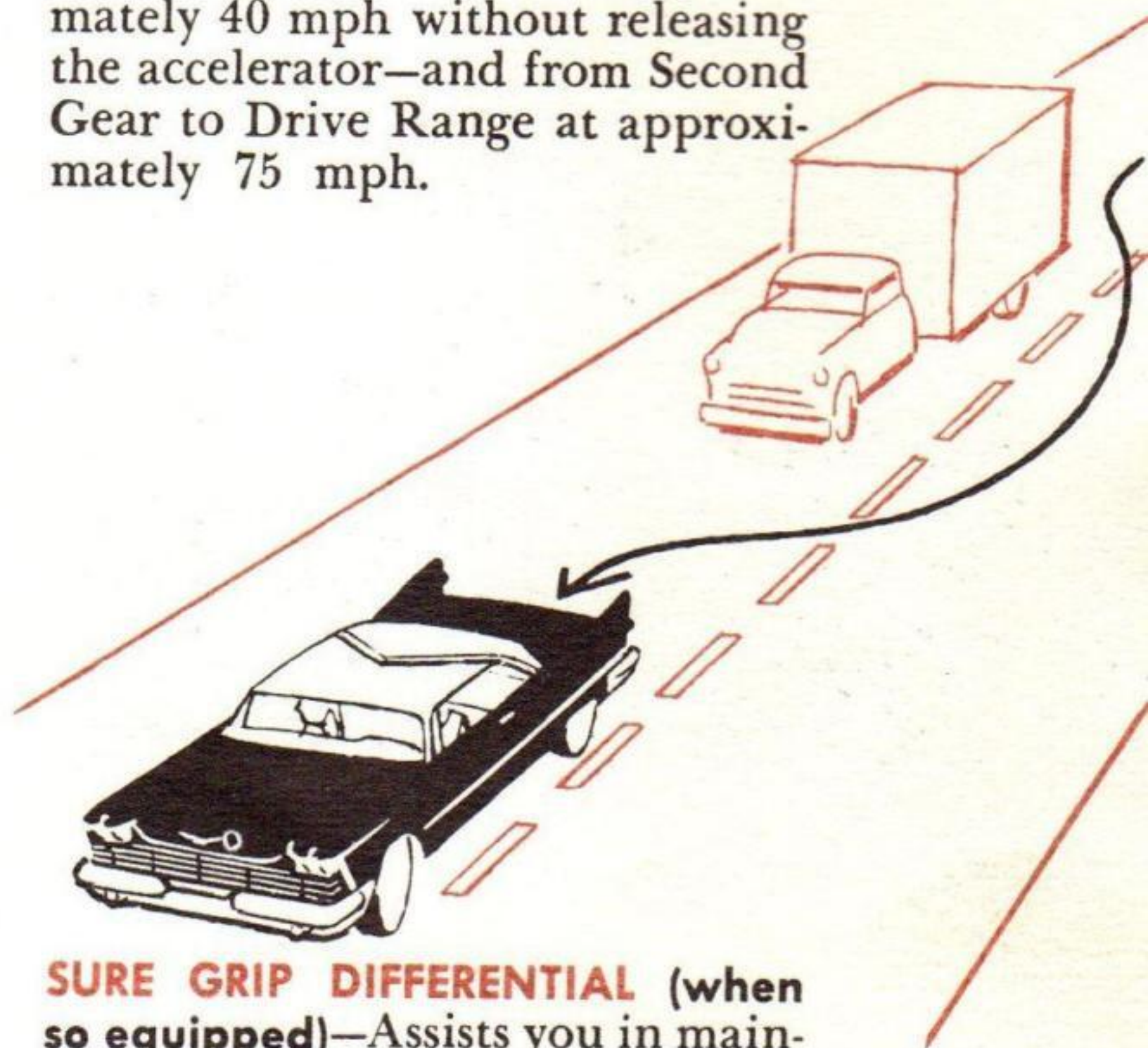
2 SECOND GEAR—You can use this range for driving in heavy city traffic or on mountain roads for more precise speed control. Use it also when going up long grades and for “engine braking” when going down.

SAFE TOWING—With the transmission in **NEUTRAL**, your car can be towed for short distances at speeds not exceeding 35 mph. To avoid damage, never tow car with the transmission in any one of the driving ranges. For long distance towing (over 100 miles), disconnect propeller shaft at rear universal joint. *If transmission is inoperative*, disconnect the propeller shaft in the above manner, or tow car with rear wheels off the ground.

EMERGENCY STARTING—Push in the Low Gear button, turn on ignition and push car about 15 mph.

QUICK ACCELERATION FOR EMERGENCY PASSING—In Drive Range between 30 mph and 70 mph (approximate speeds), press the accelerator to the floor and transmission will shift automatically into Second Gear. *Under 30 mph* in Second Gear or Drive Range, the transmission will shift into Low Gear when the accelerator is fully depressed.

When accelerating at wide open throttle, your transmission will automatically shift from Low Gear to Second Gear at approximately 40 mph without releasing the accelerator—and from Second Gear to Drive Range at approximately 75 mph.



SURE GRIP DIFFERENTIAL (when so equipped)—Assists you in maintaining traction under adverse road conditions—on slippery pavement, in snow, on ice, in deep mud, or on a rough road. Under these conditions, the Sure Grip Differential automatically transfers power to the rear wheel which has the best traction. There are no controls to operate.

The Sure Grip differential should be lubricated at your Chrysler dealer's service department where the correct lubricant is available.

IMPORTANT: Before raising a rear wheel to change a tire, shut off engine and block a wheel at the opposite end of car against forward and rearward movement.

SAFE STOPPING



Four Ways to Make Your Brakes Last Longer:

- Anticipate traffic stops so you can slow your car down gradually—with minimum use of brakes. Needless sudden stops cause excessive wear of brake linings and tires. “Pump” brakes gently to avoid skidding when stopping on slippery pavement.
- When going down steep grades, use engine for braking by slowing to 25 mph or less, and pushing in the (1) Low Gear button.
- Keep brakes adjusted perfectly. Have brake linings inspected for wear after the third or fourth brake adjustment.
- Use only MoPar Heavy Duty Brake Fluid.

PARKING BRAKE—Press the small foot pedal on left side below instrument panel to hold the car when parking. To release, turn parking brake release knob on instrument panel to left. Make sure brake is released before driving. A red light on instrument panel warns you when the parking brake is on. It lights when you turn on the ignition and stays lighted until you release the parking brake, or turn off the ignition.

IMPORTANT: The parking brake should not be applied while the car is in motion, except in case of an emergency. To use parking brake for emergency stopping, hold brake release knob in **RELEASE** position and pump parking brake pedal. **DO NOT LOCK BRAKE.**

A GOOD DRIVER . . .

- Drives within the speed limit.
- Slows down when it's dark.
- Passes only when the road ahead is clear.
- Follows the car in front at a safe distance.
- Stays in his own traffic lane.
- Always signals for turns.
- Obeys all traffic signs and regulations.

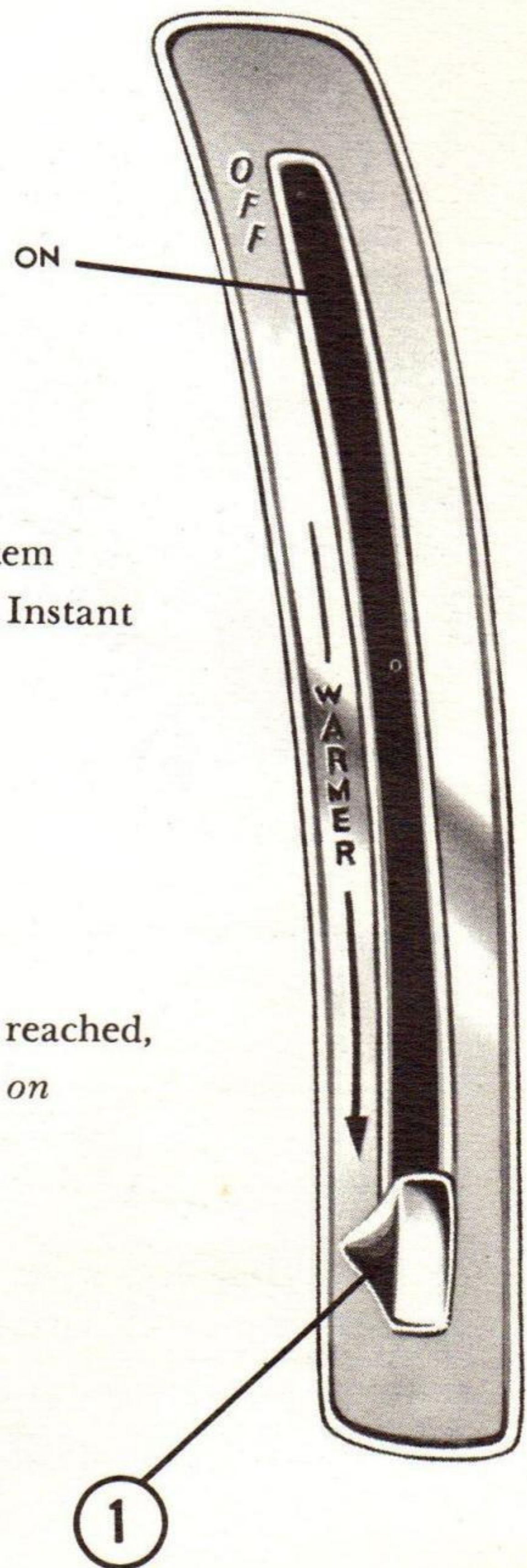


everything for your comfort, pleasure, convenience

HEATER CONTROLS AND OPERATION

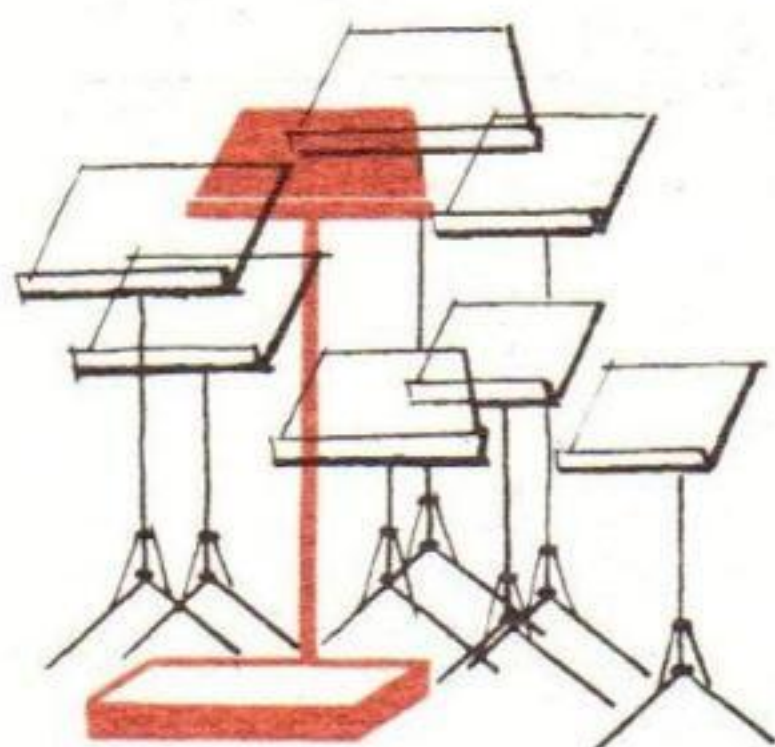
You may equip your new car with MoPar All-Weather Comfort System (Model 705), a hot *water* heater—or the Instant Heat Conditionaire (Model 803), a hot *air* heater.

Operation of the Model 803 heater is automatically controlled. Once the desired duct temperature is reached, the heater automatically turns *off* and *on* to maintain the proper heat according to the thermostat setting.



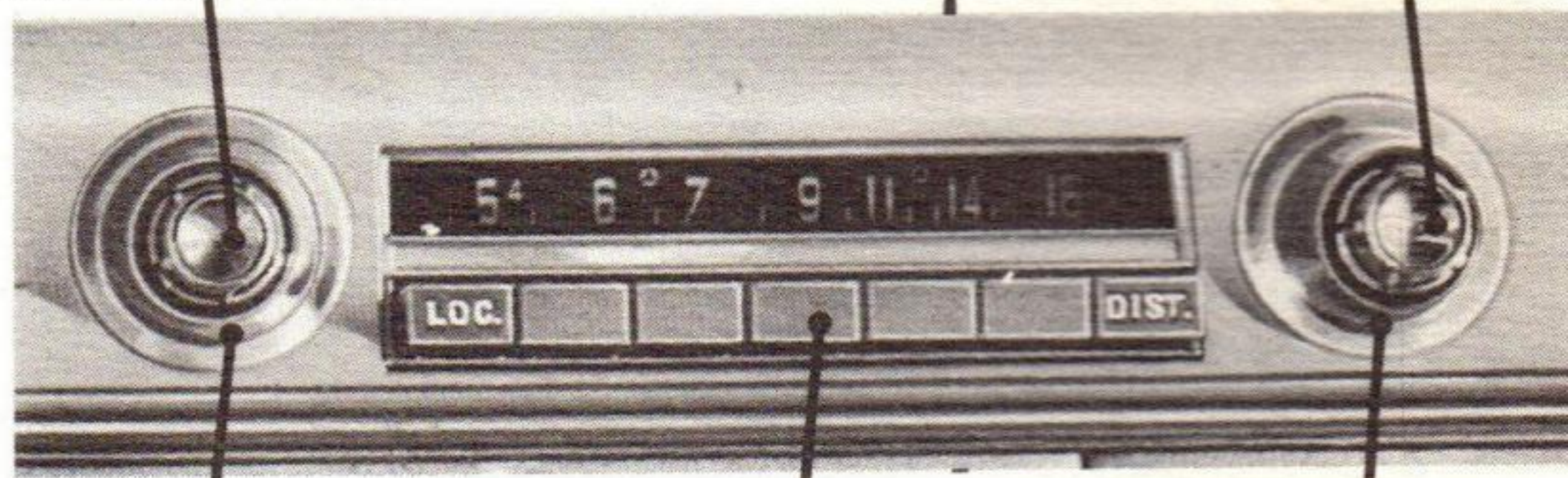
MoPAR ELECTRO TOUCH-TUNER RADIO

Model 924 (When So Equipped)



ON-OFF, VOLUME

MANUAL TUNING



TONE

PUSH BUTTONS

REAR SEAT SPEAKER

This transistor-powered radio provides three methods of station selection — search-tuning, push-button, and manual. The radio will only operate when the ignition key is in ON or ACCESSORY position. Turn radio ON with knob at left side of dial. The same knob regulates volume. The disc directly behind provides a tone range of bass, mello and treble.

SEARCH-TUNING— For proper operation, extend antenna. Select local stations by momentarily pressing the button marked LOC. Select distant stations in the same manner by pressing button marked DIST.

PUSH-BUTTON AND MANUAL TUNING— Press in the desired button between the LOC and DIST buttons, or select station with Manual Tuning Knob at right of dial.

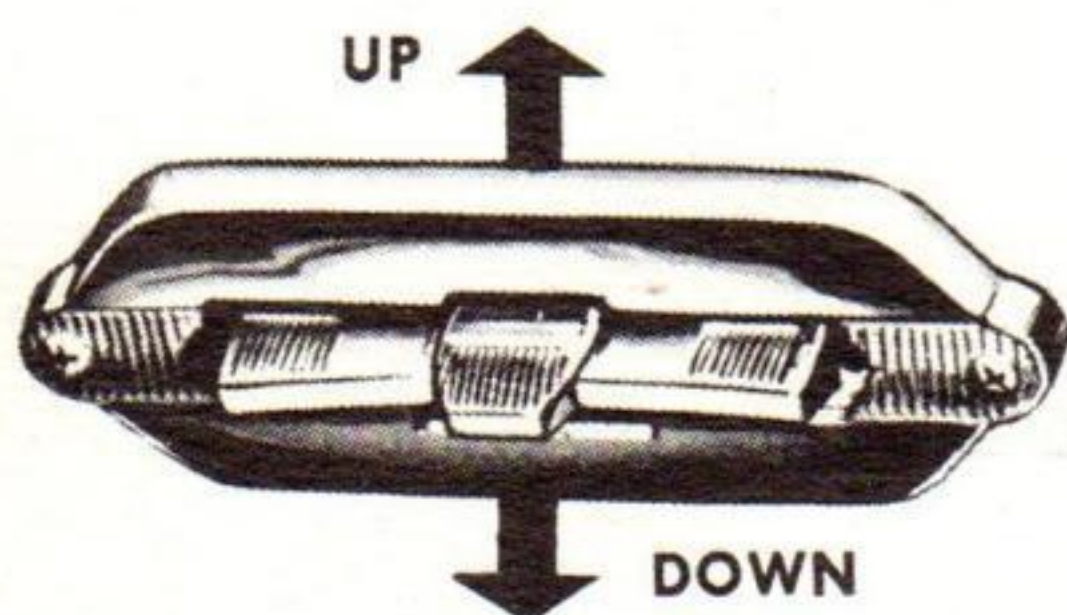
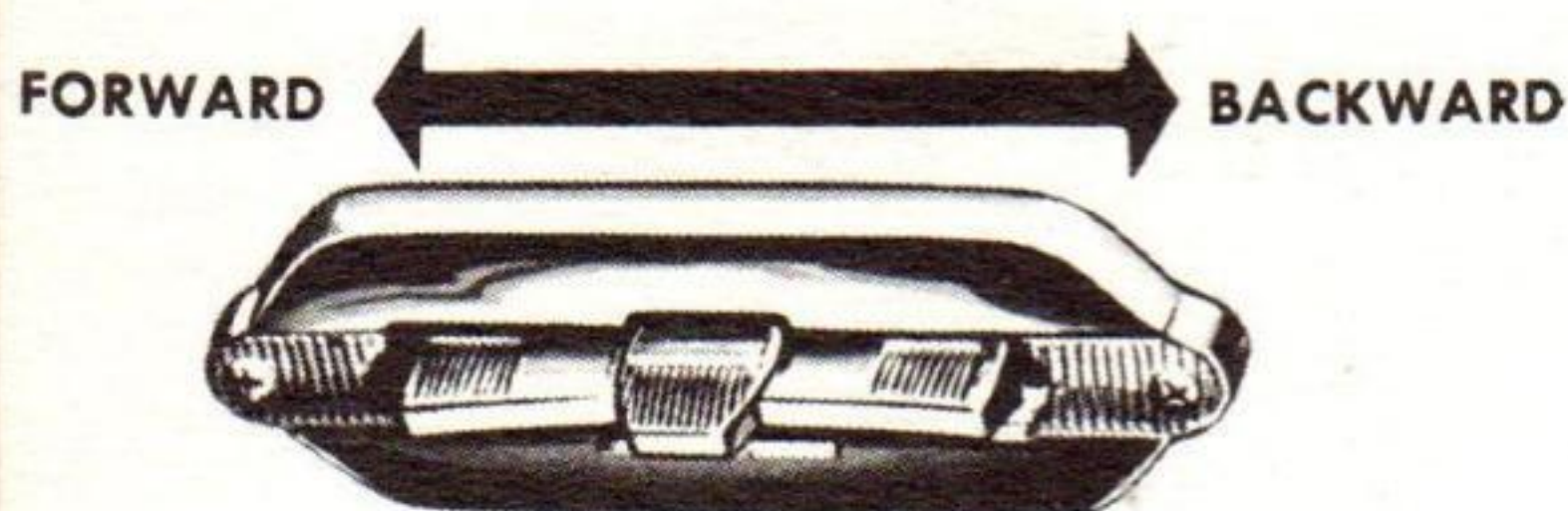
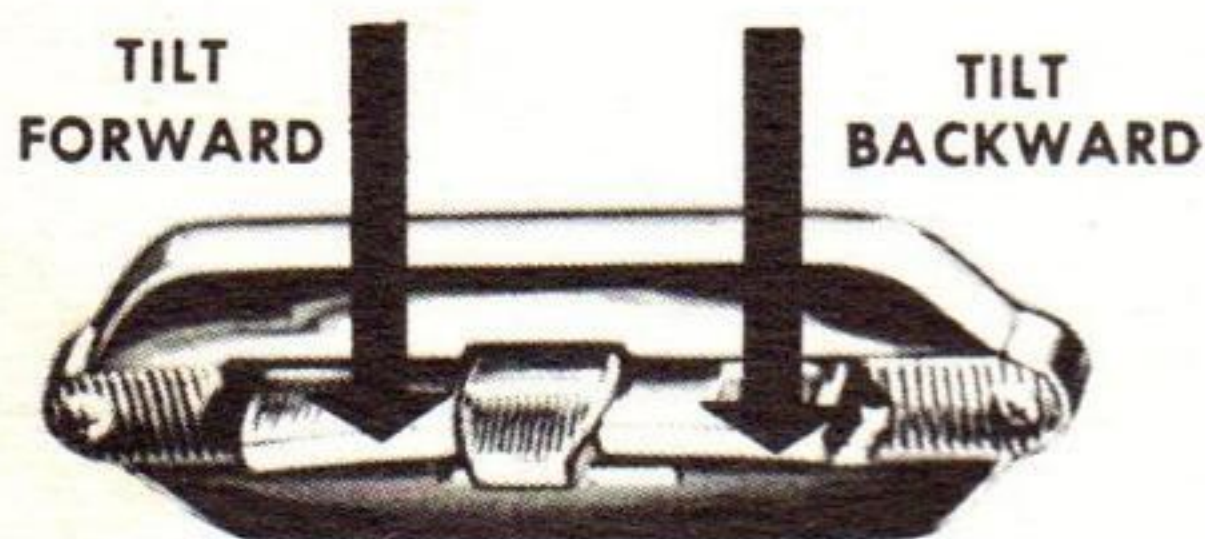
REAR SEAT SPEAKER (when so equipped)—Any desired division of sound volume between front and rear speaker is obtained by turning Speaker Control disc behind the Manual Tuning knob.

SETTING THE PUSH-BUTTONS—Set push-buttons in daytime when there is less interference from weak stations. Allow radio to warm up for at least 10 minutes, set Tone Control Disc in center position, and *extend antenna to its limit*. Set the push-buttons between LOC and DIST as follows: Pull the extreme left button out as far as it will go, tune in the first station at the left of dial with the manual tuning knob, and press button firmly inward to lock in place on station. Set the push-buttons in sequence to the right in the same manner until all are adjusted. It is not necessary to adjust the LOC and DIST buttons.

POWER ANTENNA (when so equipped)—The power antenna control is the third knob from left on instrument panel (see page 3). With ignition switch key in Ignition On or Accessory position, turn control right to raise antenna—left to lower.

NOTE: Model 924 Radio is equipped with socket for search-tuning foot control operation.

IMPORTANT: In the event of a National Emergency, tune in Civil Defense broadcasts by setting the radio dial pointer at 640 or 1240 kilocycles.

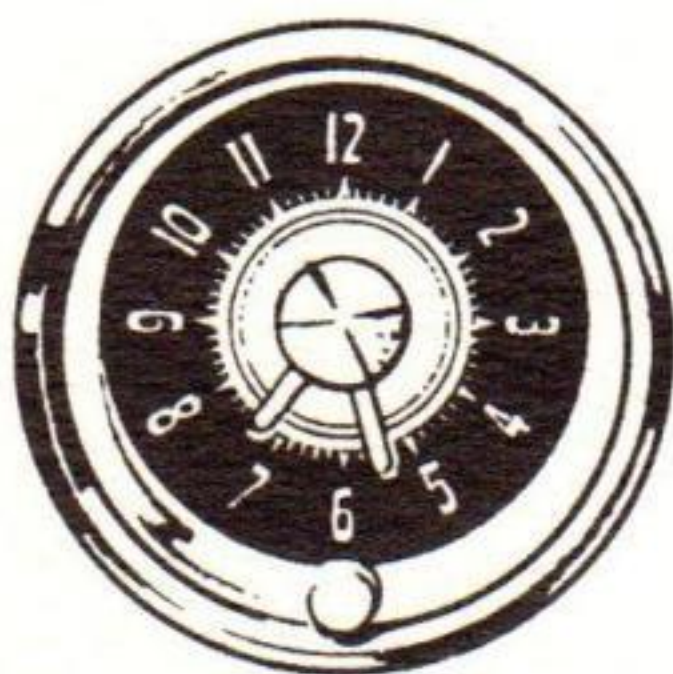


SIX-WAY POWER SEAT (when so equipped)—May be adjusted vertically 2", horizontally 5" and tilted through angle of 18°. Operate seat by moving control switch in the same direction you want seat to move (in any of the six possible directions). Seat will not tilt if both ends of control bar are moved at same time.

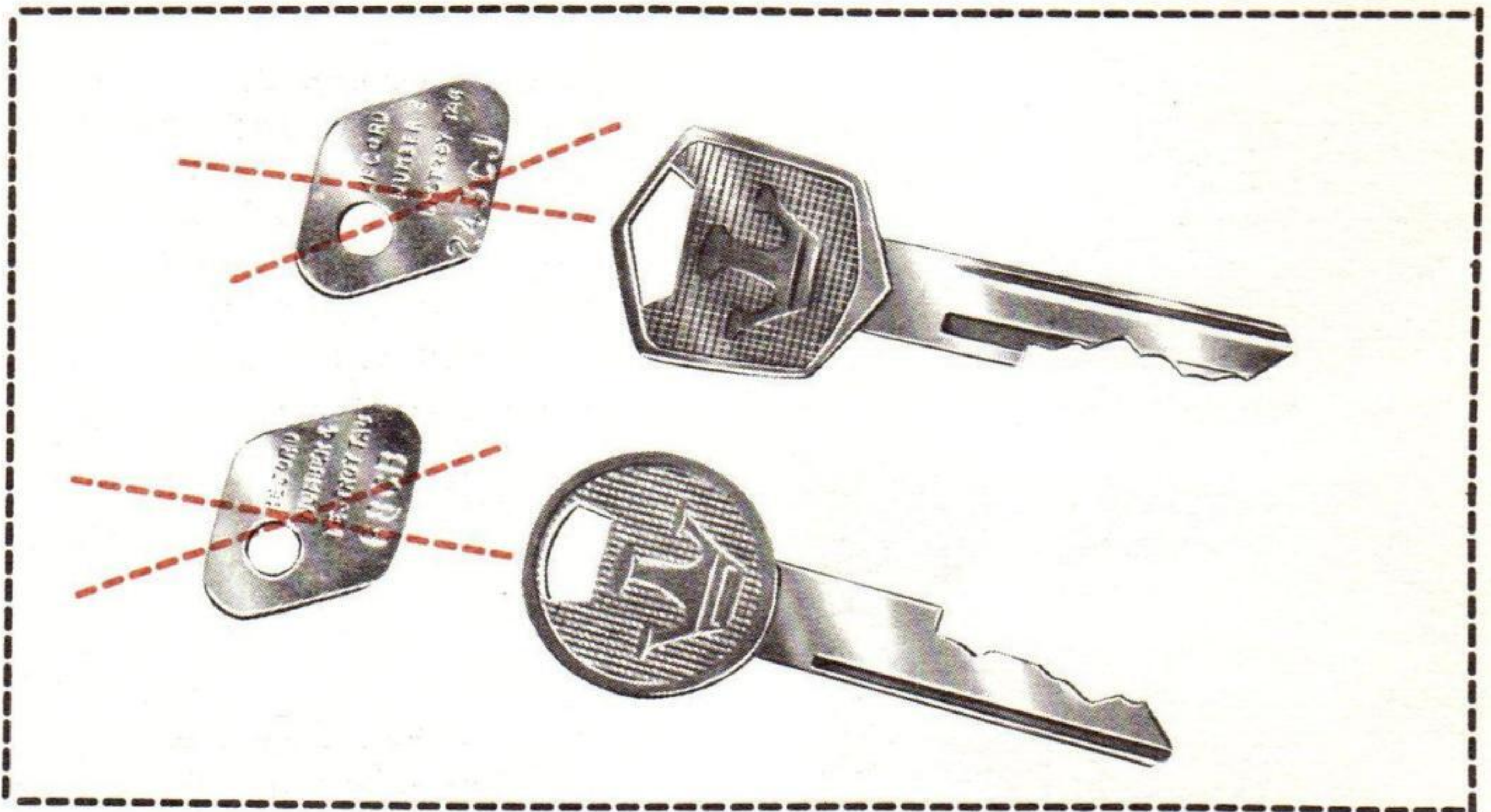
PRISMATIC REAR VIEW MIRROR (when so equipped)—For normal daytime driving, adjust mirror to desired position with mirror closed (bottom of mirror forward). To reduce glare when driving at night, hold mirror frame and flip "open" (bottom of mirror to rear).

REMOTE CONTROL REAR VIEW MIRROR (when so equipped)—The control knob at left end of instrument panel can be rotated to the right or left to adjust mirror to the desired position.

ELECTRIC CLOCK (when so equipped)—Has automatic adjustment. To reset, pull out stem, turn hands in either direction to exact time, and push in stem. Movement of hands in either direction automatically adjusts the clock movement a small amount. Several settings may be required over a period to obtain precise time keeping.

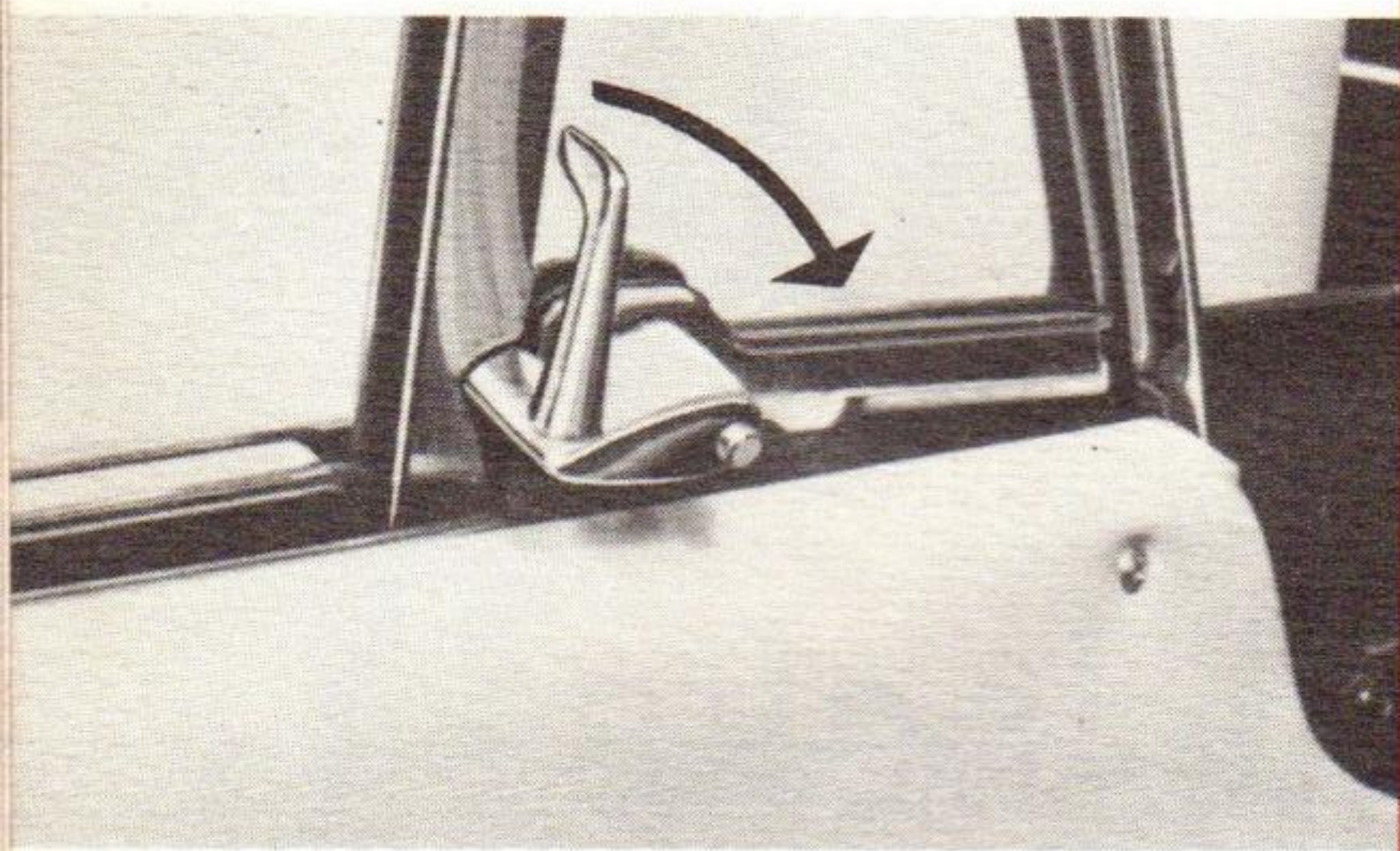


keys and locks

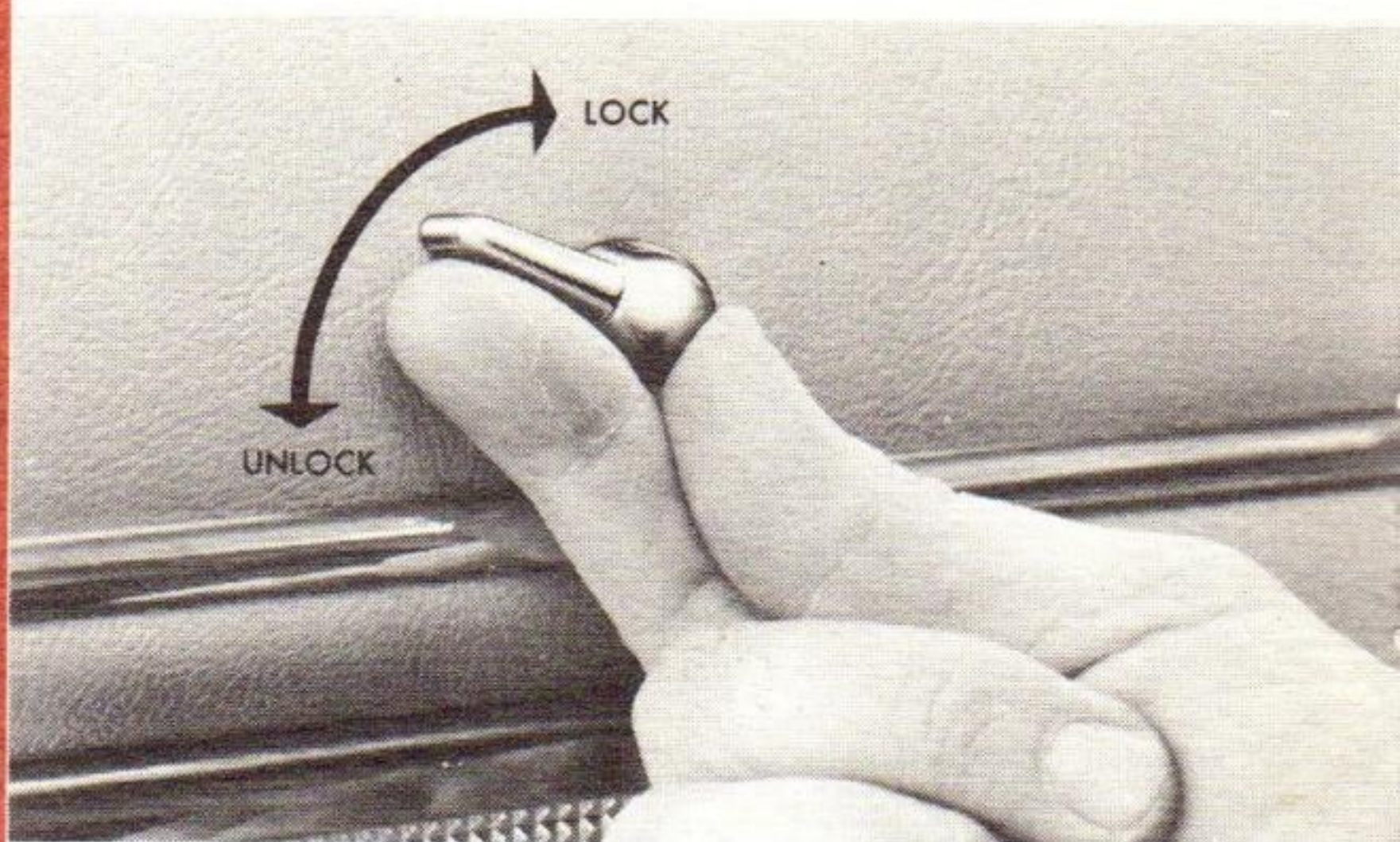


Your keys are identified by the number on the metal tag attached to each pair. *Record the numbers and destroy the tags.* The key with the medalion head is for door locks and ignition, and the one with the round head is for glove box and luggage compartment locks.

Should you happen to lock a front door before closing it, the door will automatically unlock when shut. This makes it impossible for you to lock yourself out of the car if, by chance, you may have left the keys inside.



VENT-WING LOCK



REAR DOOR LOCK

INSIDE DOOR LOCKS—To lock front door, push handle forward and allow it to return to normal position. Each rear door is locked from the inside only with the locking lever located below rear window (on each side). To lock door, push lever upward.

ELECTRIC-TYPE INSIDE DOOR LOCKS (optional equipment when car is equipped with electric window lifts)

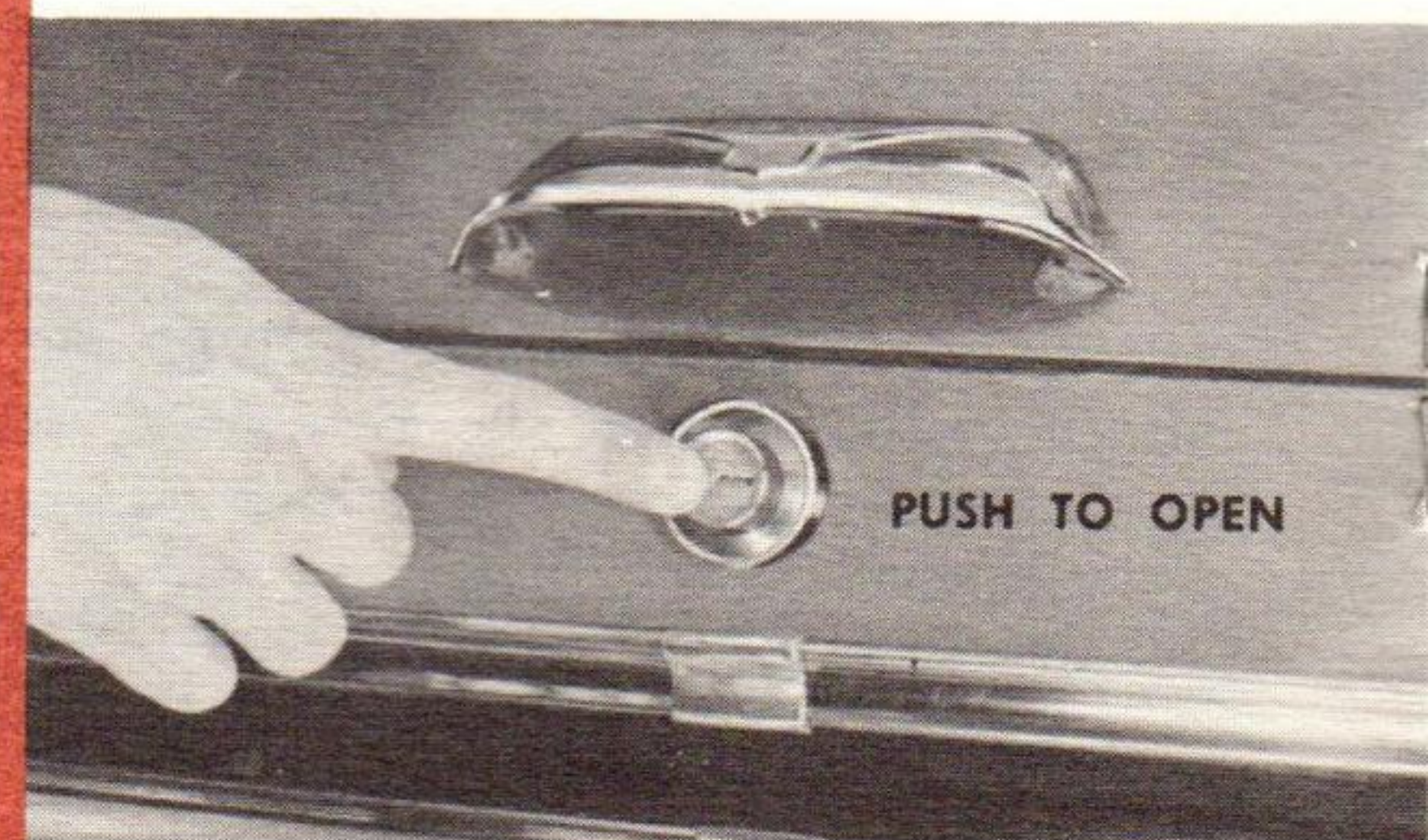
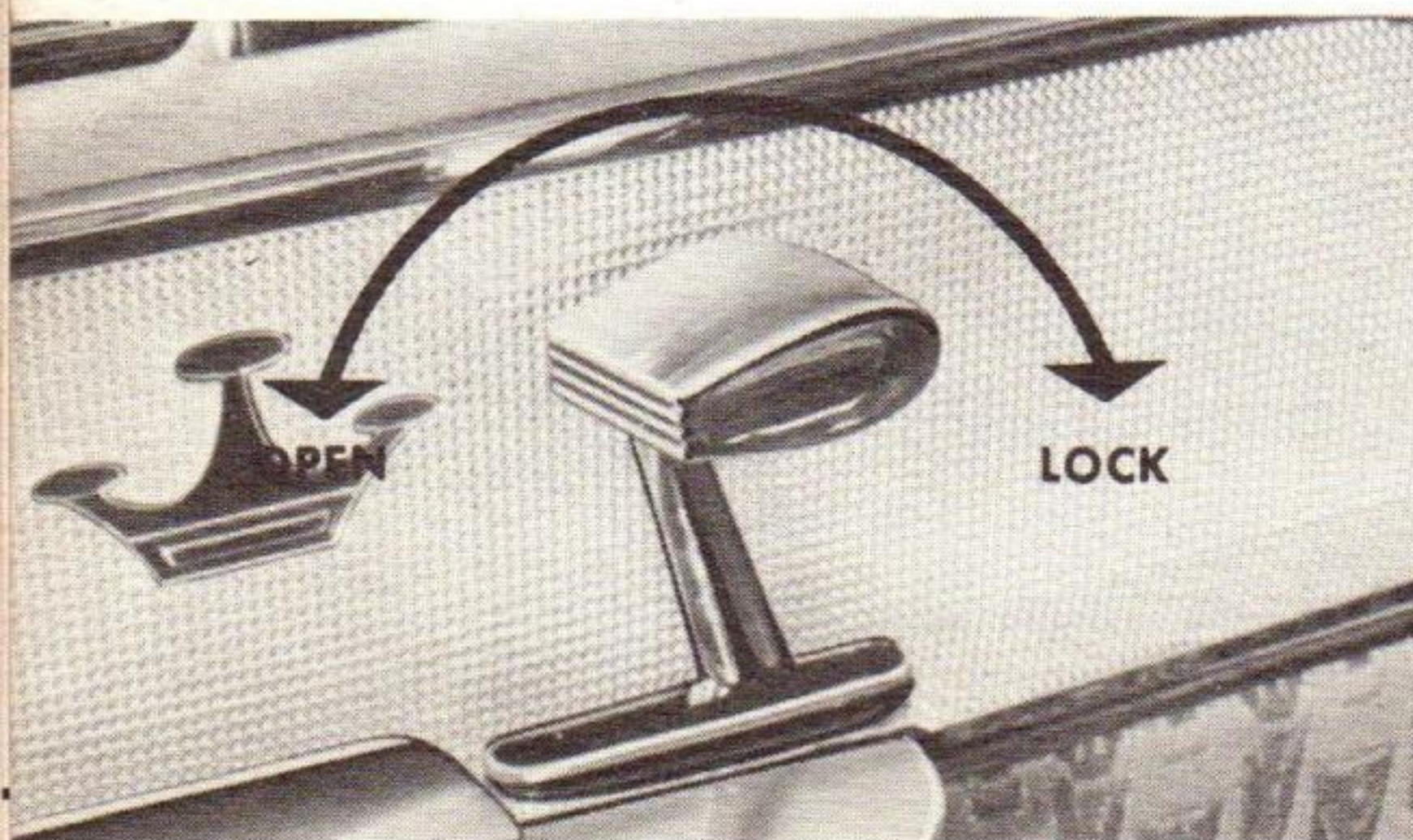
You can lock or unlock all doors with the electric switch on each front door, located just to rear of window lift switch. Push down to lock doors, up to unlock. When all doors are locked electrically,

any one may be unlocked manually and remaining doors will stay locked.

OUTSIDE DOOR LOCK—To lock, give key one-quarter turn toward rear of car.

GLOVE AND LUGGAGE COMPARTMENT LOCKS—Lock Glove Compartment by turning key one-quarter turn to left. Lock Luggage Compartment by turning key one-quarter turn to right.

THAWING OUT FROZEN LOCK—Heat key over flame and quickly insert into lock. This will usually thaw the ice in mechanism.

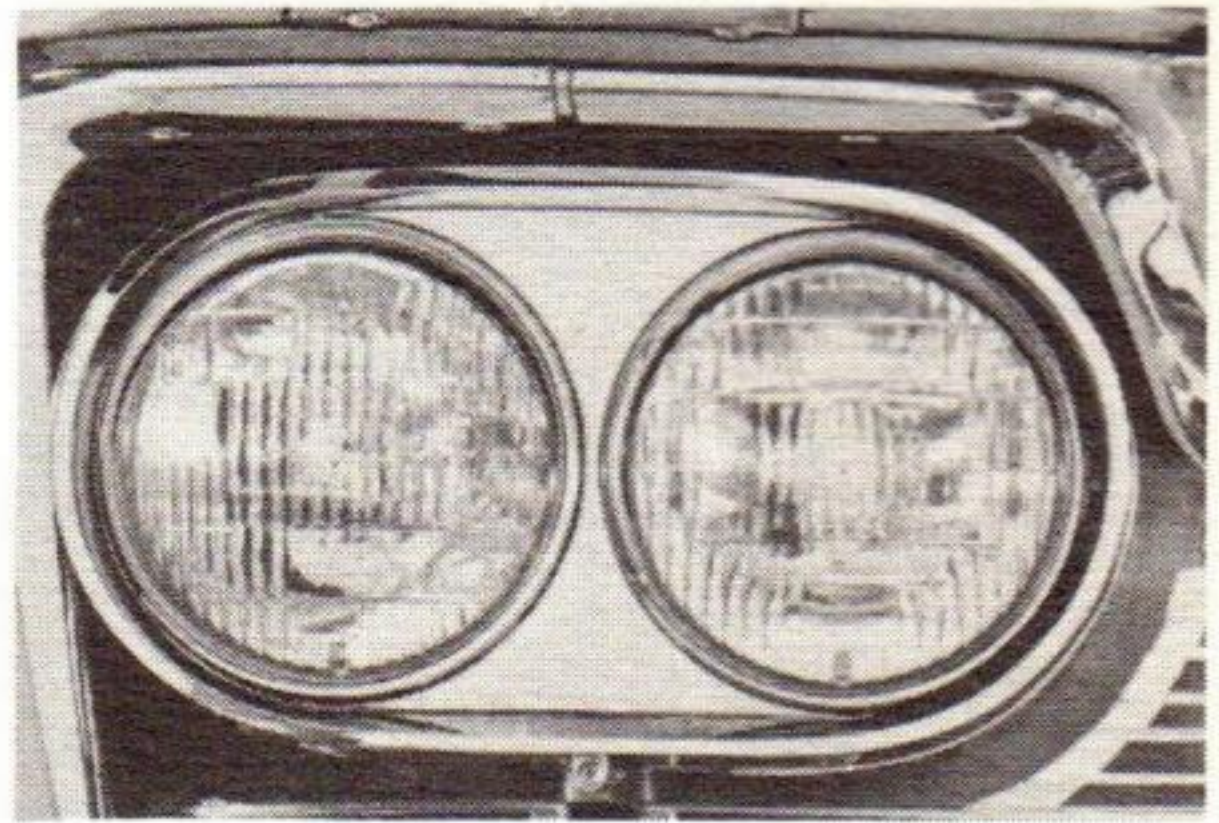


LUGGAGE COMPARTMENT LOCK

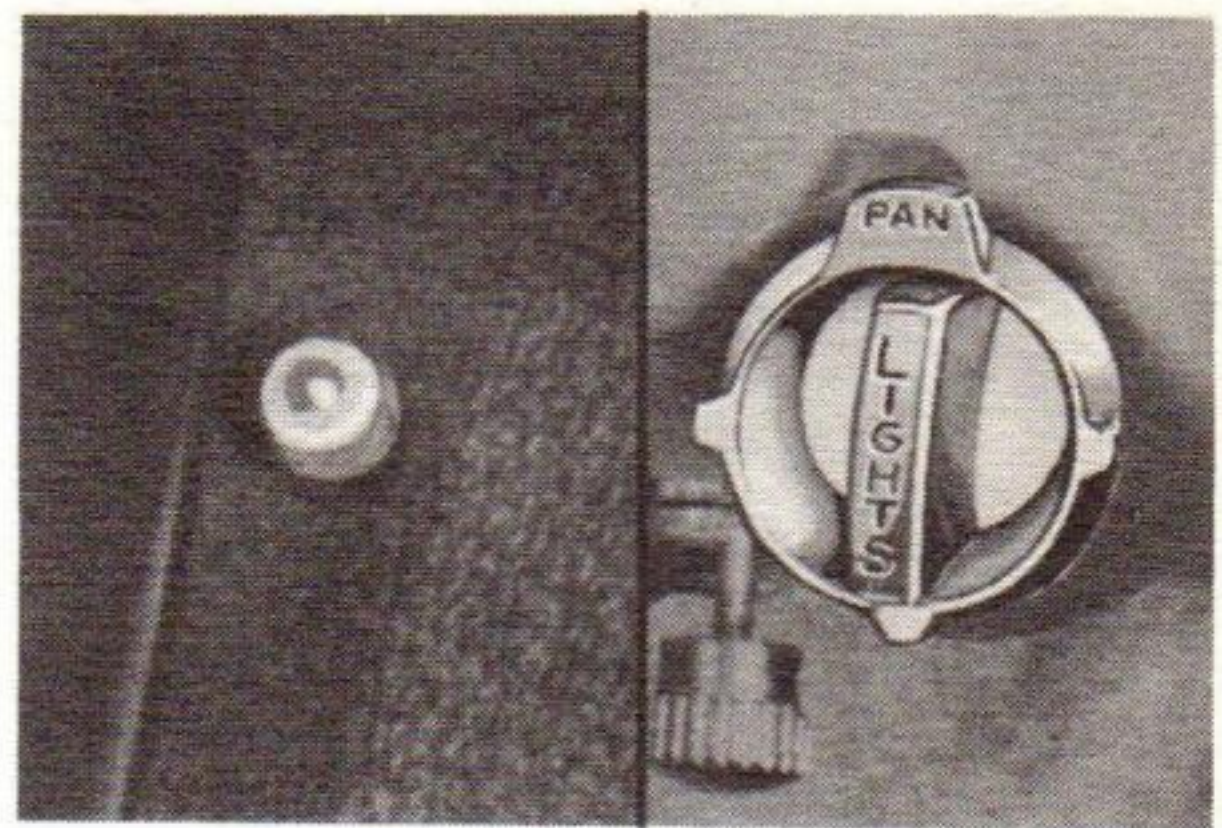


important lighting information

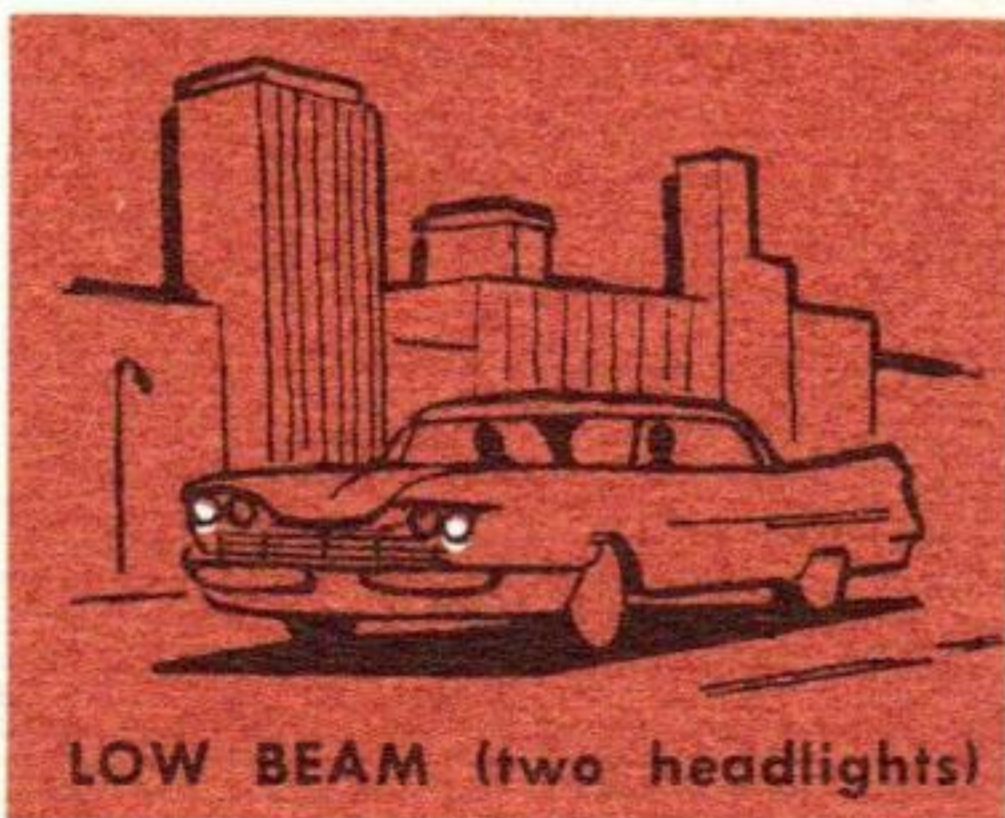
DUAL HEADLIGHTS — Improved lighting in all kinds of weather is provided by the Dual Sealed-Beam Headlights. For maximum visibility and safety, check headlight aiming occasionally, especially after a unit replacement.



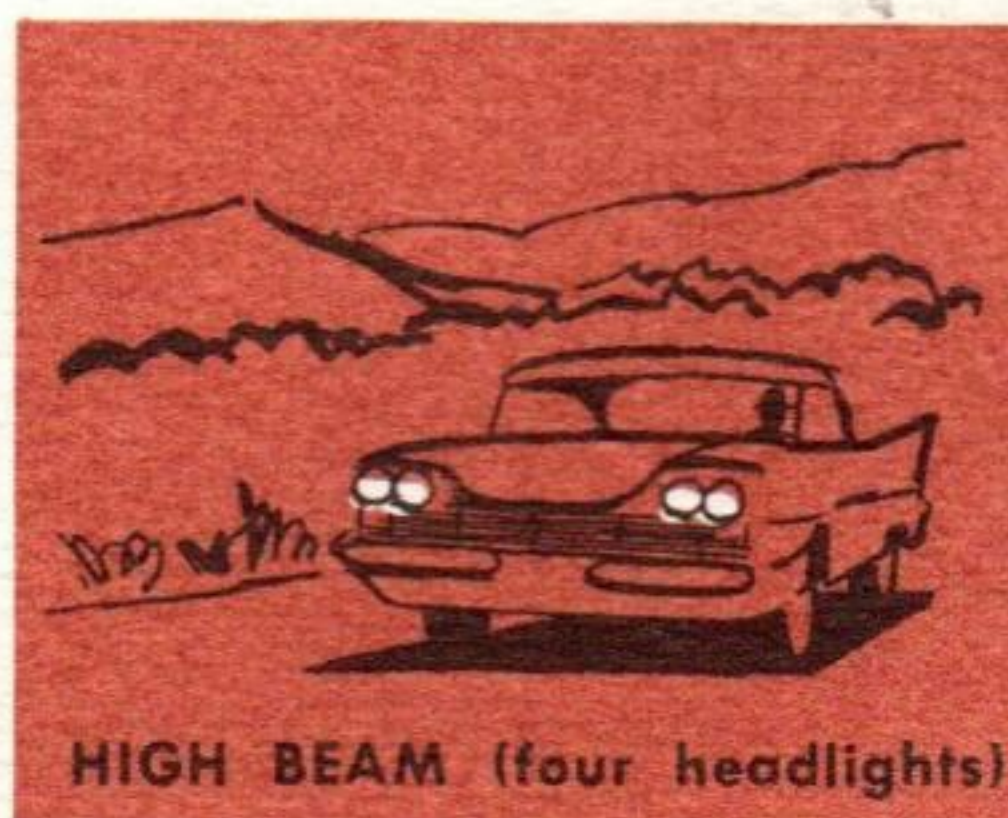
USING THE DUAL HEADLIGHTS, PARKING LIGHTS AND HEADLIGHT DIMMER SWITCH — Turn the Headlight Knob to the right to light the headlights and parking lights. The Headlight Dimmer Switch controls the use of the Dual Headlights. Press Dimmer Switch with foot to raise or lower headlight beams. All four headlights operate on high beam . . . only two on low beam. A red light on instrument panel warns you when headlights are on high beam.



DIMMER SWITCH HEADLIGHT KNOB



LOW BEAM (two headlights)



HIGH BEAM (four headlights)





the convertible coupe

ALWAYS STOP CAR BEFORE OPERATING TOP

For best operation, run engine at fast idle and lower the top this easy way:

1. The locking handle is located in center of header. Unlock by pulling handle down and to the rear—and push header free of windshield.
2. Be sure top storage compartment is free of articles.
3. Unzip rear window and drop it into compartment.
4. Turn control switch to left and hold until top is fully lowered.
5. For neat appearance, fasten top boot over compartment.

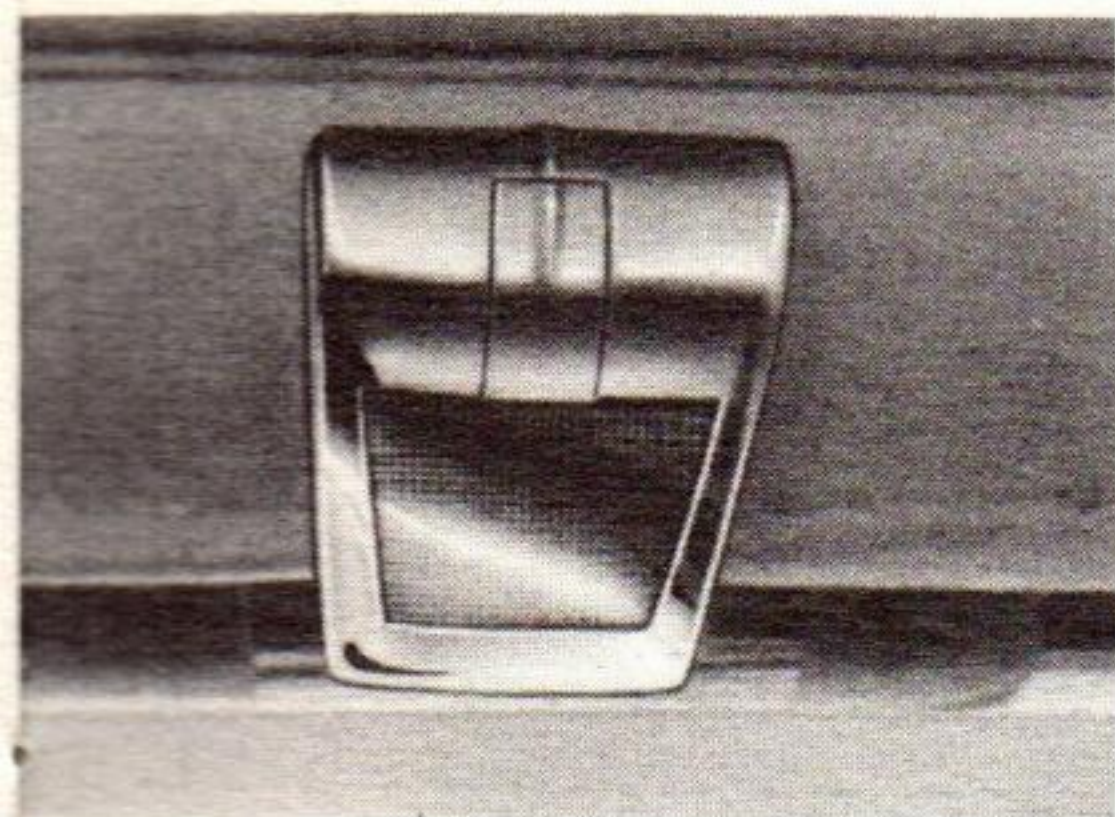
When raising top, remove top boot and store in rear luggage

compartment. Turn switch to right and hold until header rests on windshield. Zip up rear window, pull header down, and lock in place.

CARE AND CLEANING OF TOP—

Frequent brushing and vacuuming will keep the top free of abrasive dust and dirt. Wash top with warm water and mild soap, lathering well with soft cloth or sponge. Rinse with plenty of clean water to remove all traces of soap. Allow to dry completely before lowering.

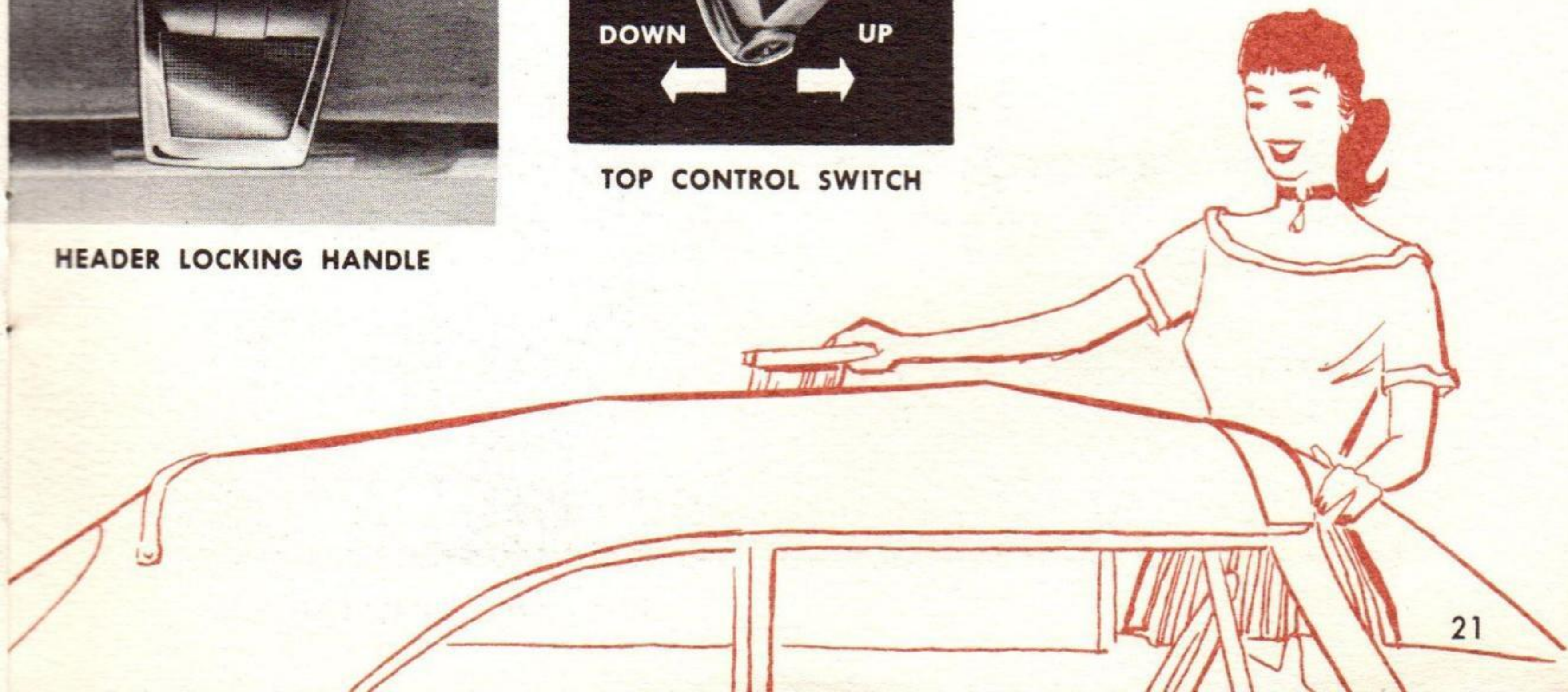
THE REAR WINDOW PANEL— This plastic panel should be washed with a lather of mild soap suds, using the palm of the hand. Rinse with clear water and allow it to air dry. *Do not use gasoline or carbon tetrachloride.*

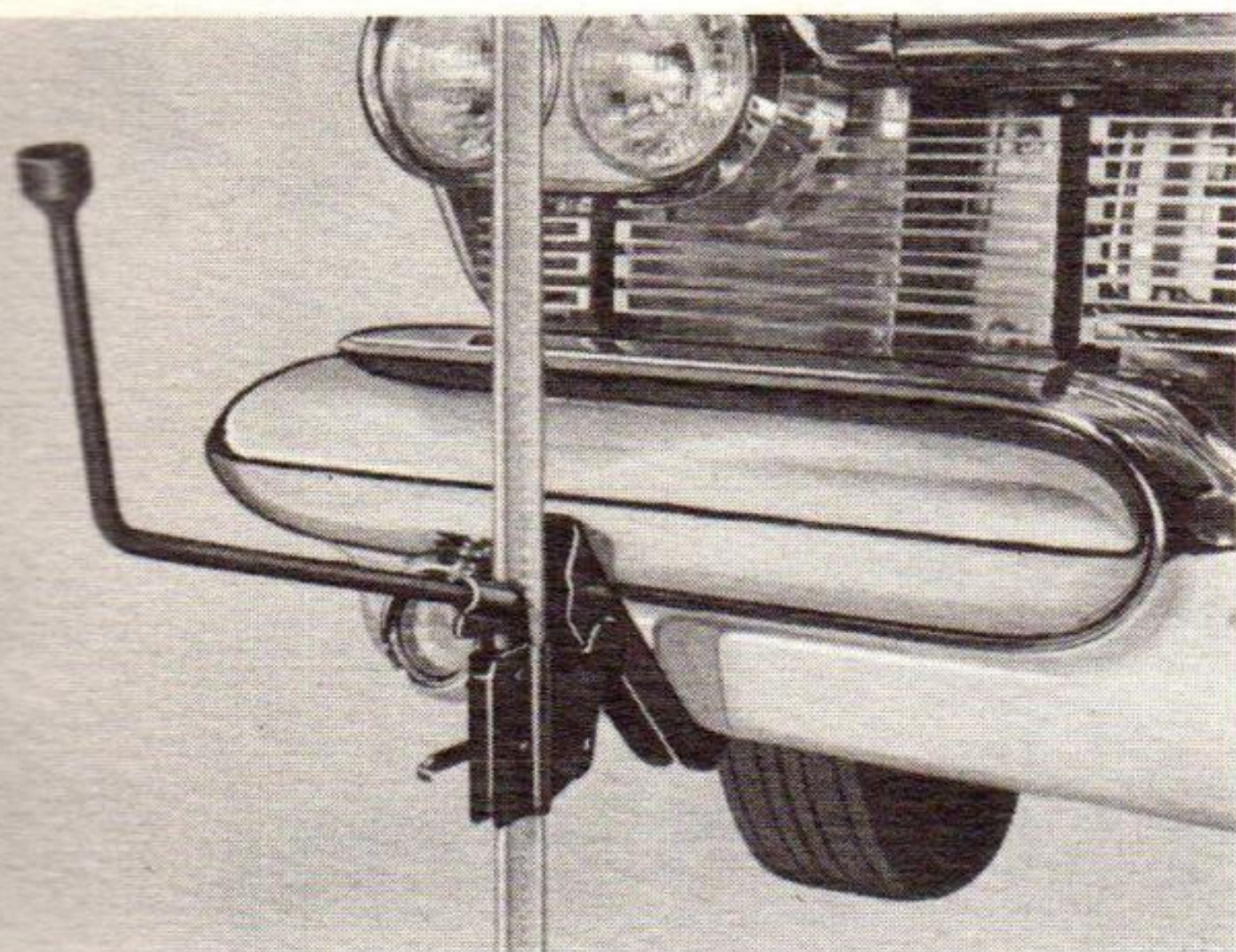


HEADER LOCKING HANDLE

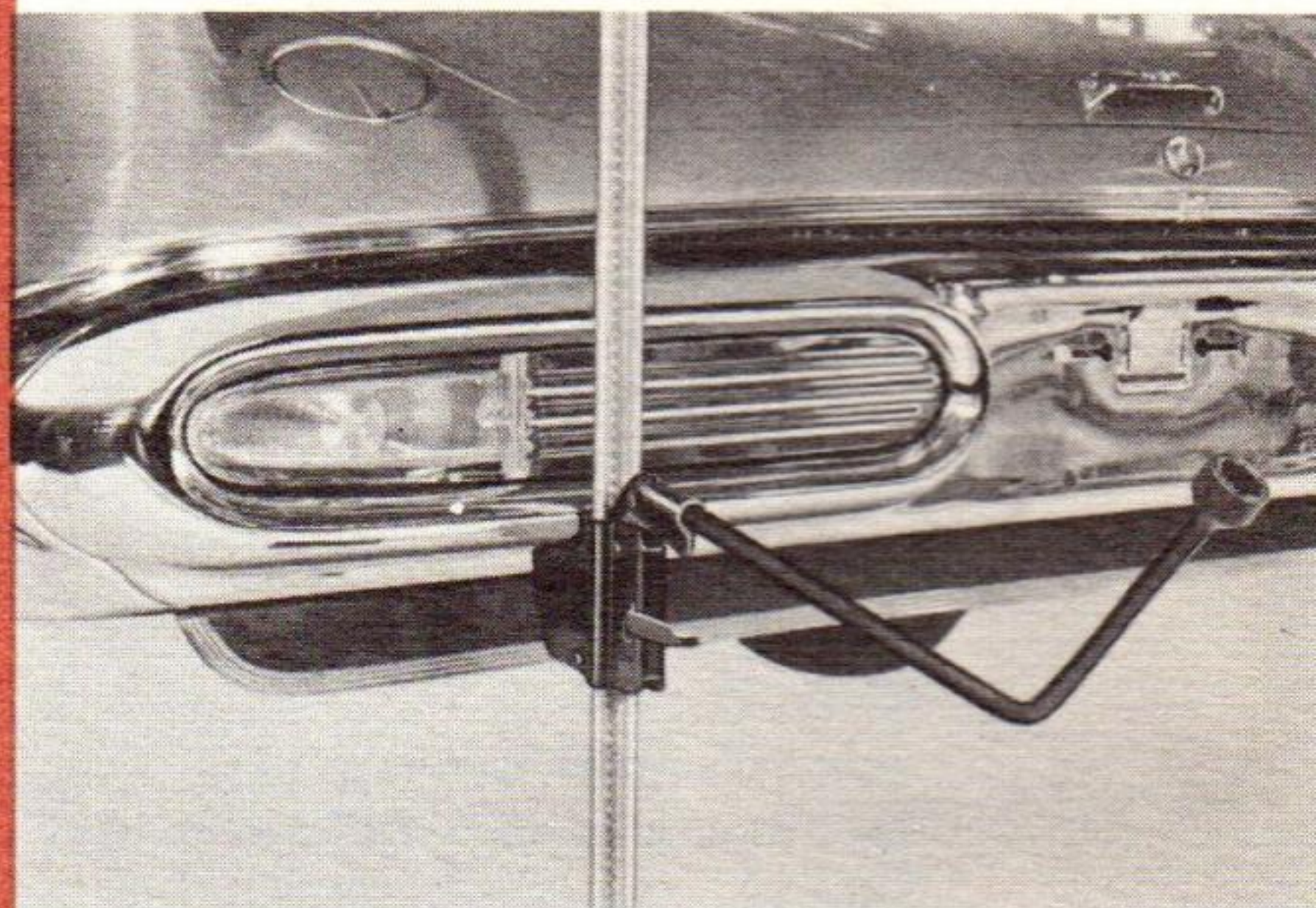


TOP CONTROL SWITCH





FRONT—USE HOOK WITH JACK



REAR—DO NOT USE HOOK

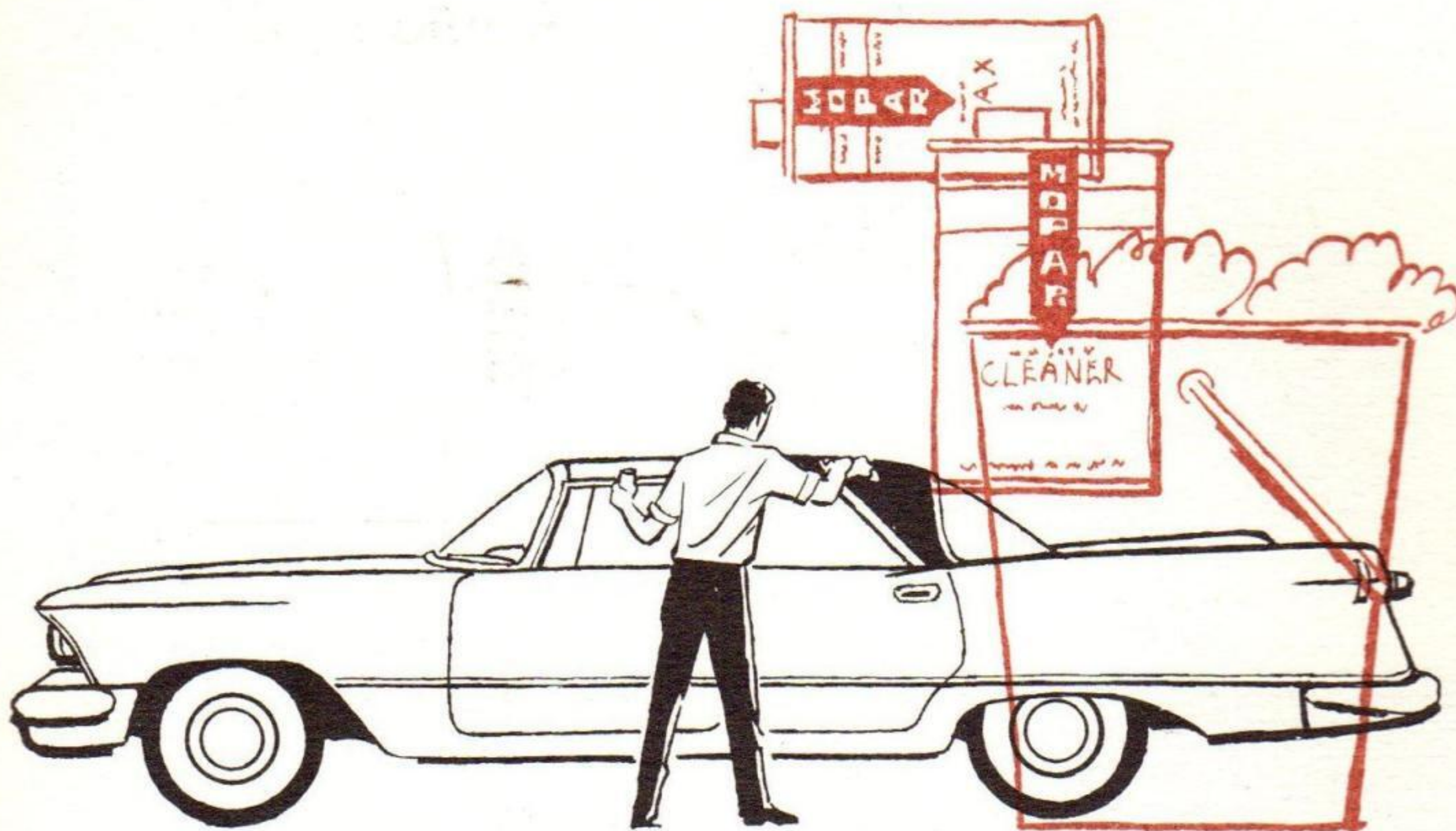
FOLLOW THESE EASY STEPS

1. Stop engine—set parking brake tightly and block wheel diagonally opposite the one to be removed.

CAUTION: When changing a rear wheel of car equipped with Sure Grip differential, the diagonally opposite front wheel must be blocked against *both forward and rearward movement*.

2. Place jack in position and raise wheel slightly.
3. Pry off wheel cover and loosen wheel nuts by turning counter clockwise on right wheels and clockwise on left wheels.
4. Jack up car until wheel is free of ground. Remove nuts and pull off wheel.
5. Install spare wheel and nuts. Lower car to ground and tighten nuts securely. Remove blocking.
6. Place wheel cover opening over valve stem and seat cover firmly all around. Store wheel, block and jack in luggage compartment.

CAUTION: The bumper jack is a tire changing tool only! Always use firm supports if you're ever working under car.

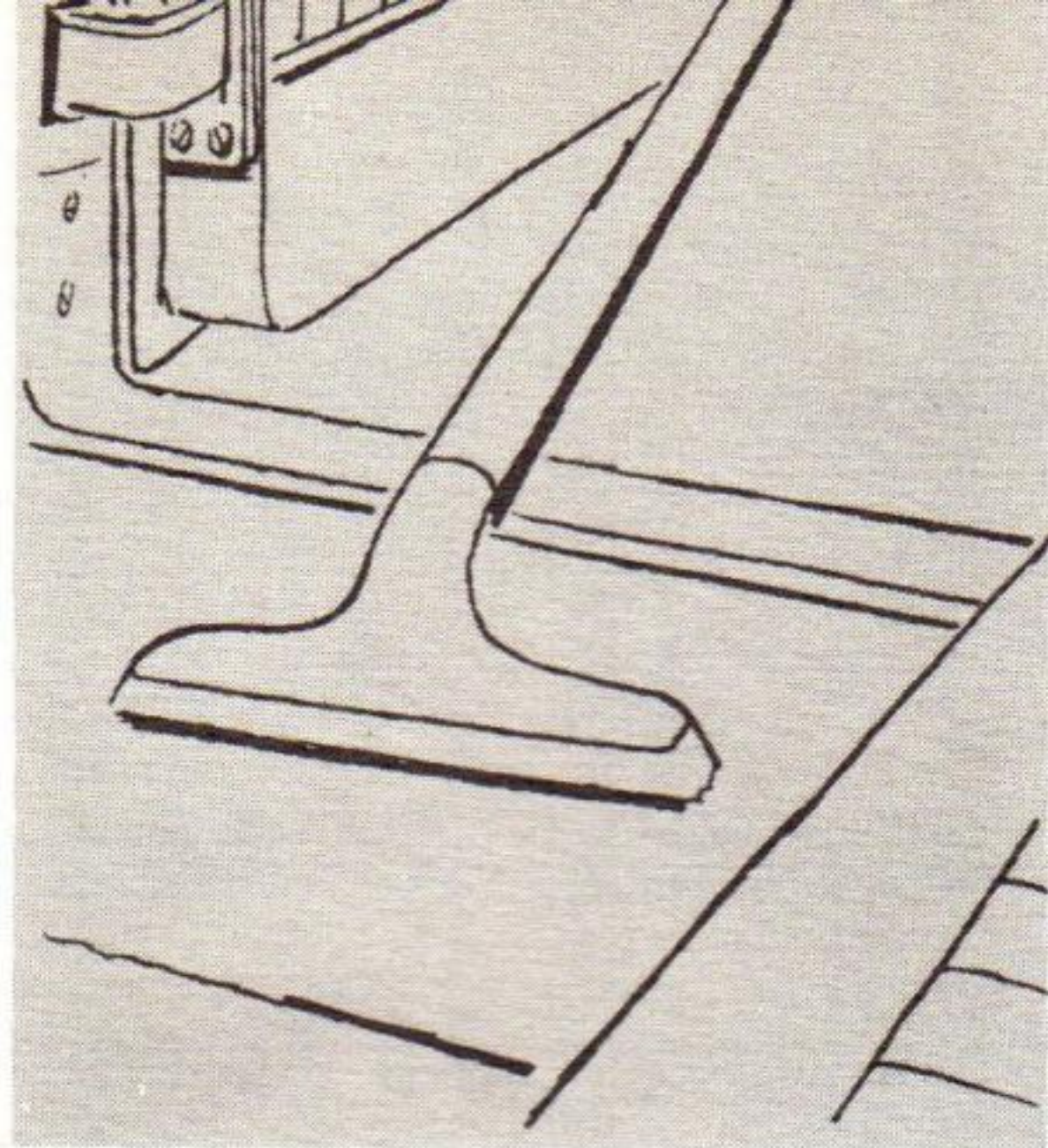


HOW TO PRESERVE YOUR CAR'S BEAUTY

WASHING—Always use clean, cold water and a soft cloth or sponge—never wipe off dirt with a dry cloth. Select a shady spot and flood surface with water to loosen dirt BEFORE washing. After washing, dry with a towel or chamois. Frequent washing is important to remove damaging grit, salt, tree sap and other foreign matter.

CHROME CARE—Should rust appear, clean with MO-PAR Chrome Cleaner—never use steel wool or abrasive cleaners. A coating of MoPar Chrome Protector is advised, especially during winter, to seal surfaces from weather and road chemicals.

POLISHING—Allow enamel to harden at least 90 days before using wax or polish. Always wash car first and then polish. If surface is cloudy, clean finish with MoPar Cleaner and follow with the MoPar Polish or Wax you prefer.



FABRIC UPHOLSTERY — Brush or vacuum the upholstery regularly. Clean the fabrics with semi-dry suds made from pure soap or MoPar Kar Klean. In case of a spot or a stain, try cold water first, and then warm water. Follow with MoPar Spot Remover.



CARPETING—Clean with a vacuum or brush with a whisk broom. Remove stains with any dependable carpet cleaning material.

RUBBER MATS—Brush with whisk broom and clean with soapy water.

VINYL PLASTIC AND LEATHER—Doors and seat cushions are best cleaned with thick suds from lukewarm water and mild soap. Apply with sponge or clean cloth—wipe off with damp cloth and dry the surface. **DO NOT USE** volatile cleaners or solvents on the vinyl plastic or leather upholstery.

CAUTION:

When using volatile type cleaners to remove spots from foam rubber cushion, **DO NOT SATURATE WITH CLEANING SOLVENT.** Instead, wet a cloth with the solution, wring almost dry and work from center of spot outward. **GASOLINE IS NOT RECOMMENDED** as a cleaning agent because it may ignite with brisk rubbing.

UNDER THE HOOD

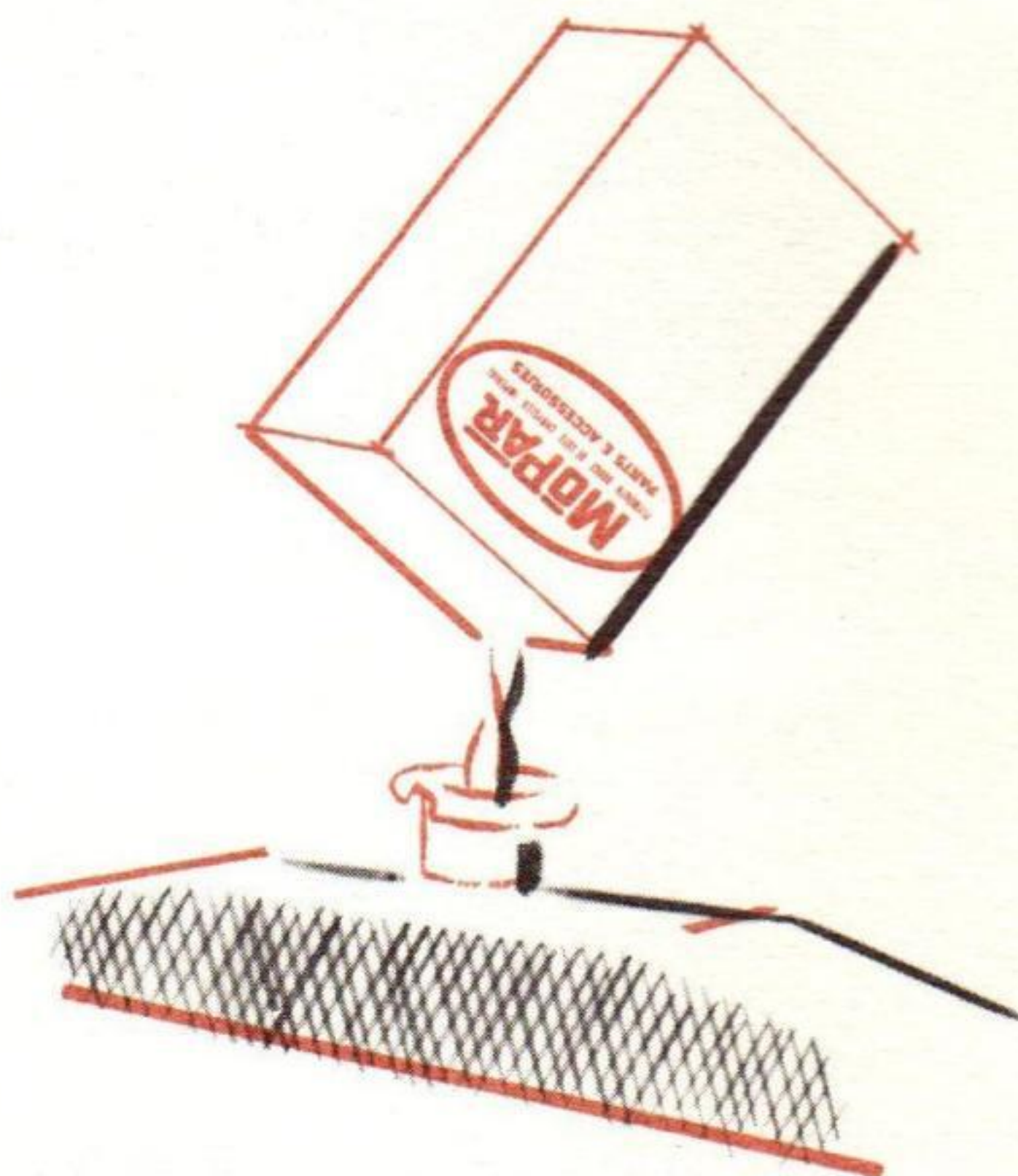
TO OPEN THE HOOD- Grasp release pad under front center of hood. Depress pad with fingers and pull hood upward. *To close*, lower hood to engage safety catch and press down firmly to lock.

COOLING SYSTEM CARE — Never add water or anti-freeze if the system is overheated. Wait until coolant in system has cooled. To drain system completely, open drain cock on lower right side of radiator and remove plugs on right and left sides of engine block.

As the cooling efficiency of an engine depends on its cleanliness, the cooling system should be drained, cleaned and flushed once a year, preferably in the Fall—or more frequently if the coolant has a rusty appearance. To insure maximum cleanliness, MoPar Cooling System Cleaner should be used according to the directions on the container. After cleaning, refill with fresh water and MoPar Rust Resistor or Anti-Freeze.

Do not use the same Anti-Freeze for more than one year.

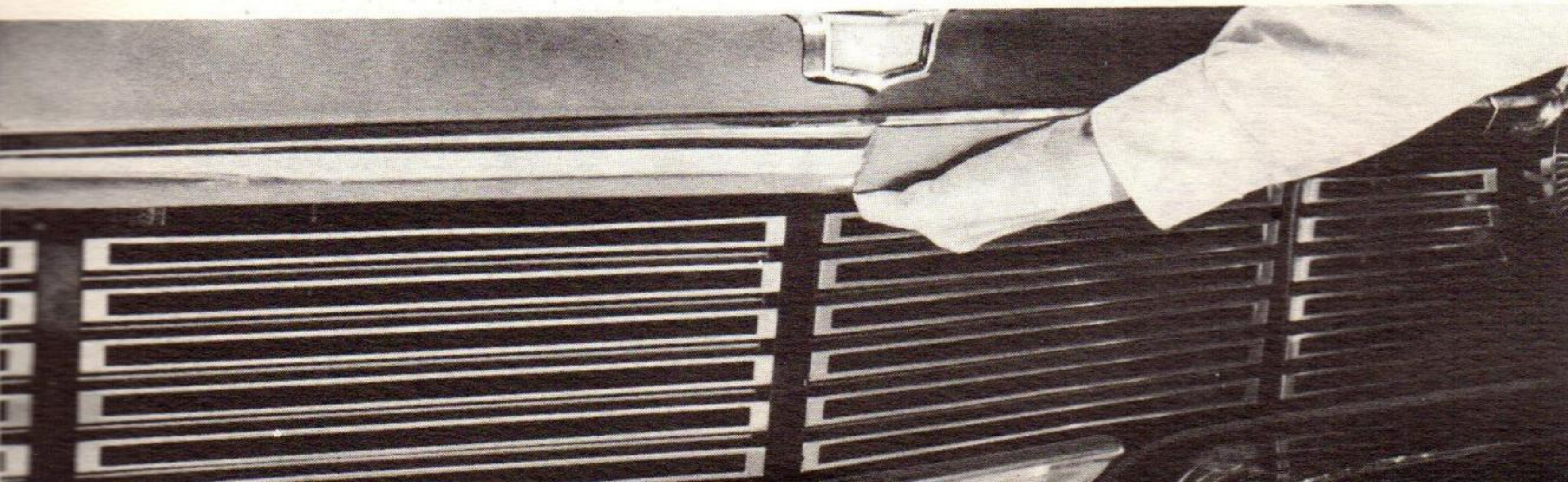
When Anti-Freeze is used, be sure a sufficient quantity is added to

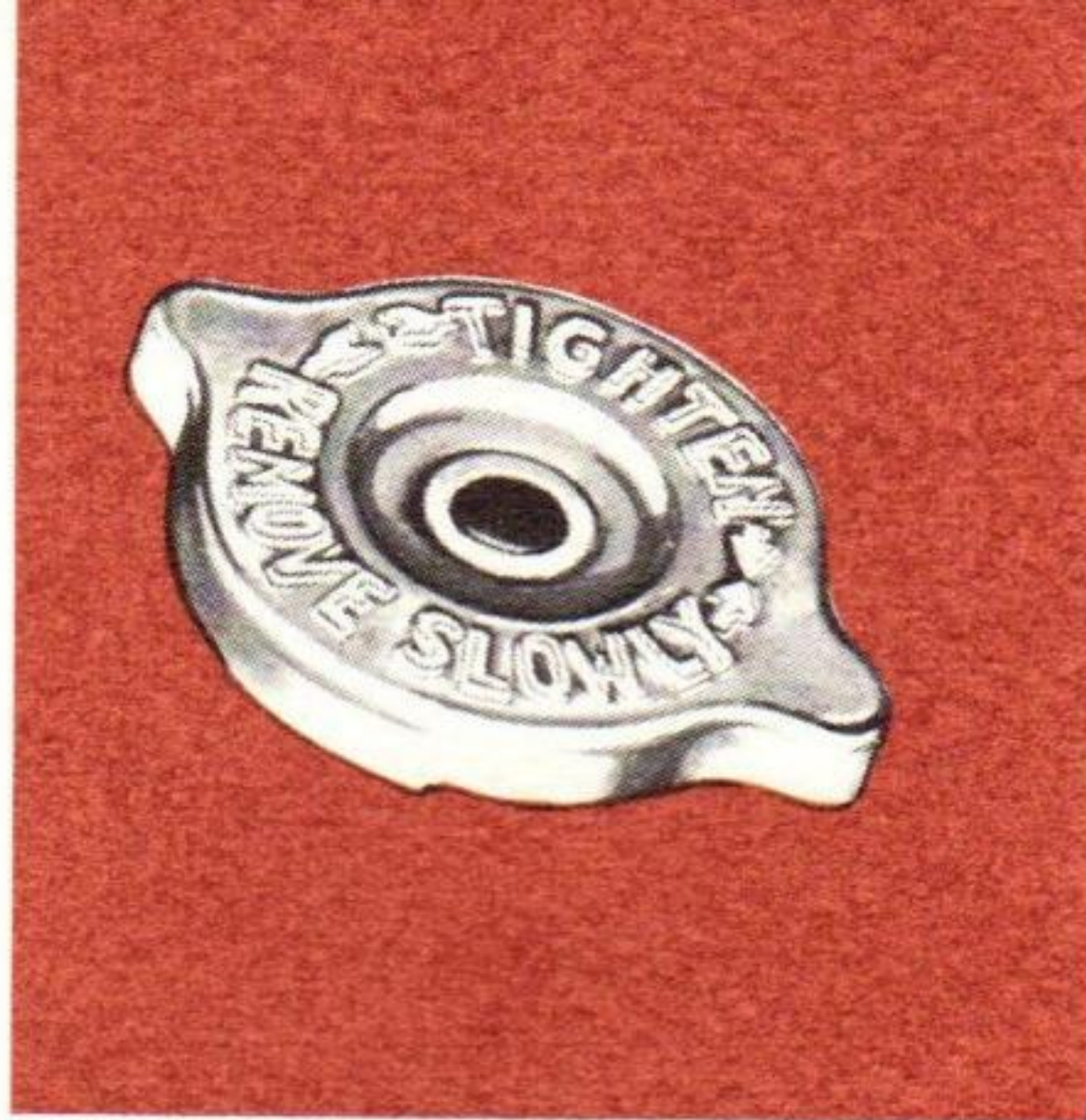


protect the system for the lowest anticipated temperature. For satisfactory corrosion protection, the quantity of Anti-Freeze should not be less than 20% of the capacity of the cooling system. (See CAPACITIES, page 32.)

If your car is equipped with air conditioning (Model 901), use permanent type Anti-Freeze both summer and winter to avoid freezing the heater core. Protect the system to at least +20°F. In colder climates, add additional Anti-Freeze to protect system for lowest anticipated temperatures.

HOOD LOCK





RADIATOR PRESSURE CAP

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 damage rubber parts.

RADIATOR PRESSURE CAP — The cooling system may be under pressure in extremely heavy traffic, at high altitudes, or in excep-

tionally hot weather. Turn cap slowly to the left to first position to relieve pressure—then remove cap. When installing be sure the cap is on tight.

ENGINE OIL RECOMMENDATIONS

The type of service for which an engine oil is intended is usually designated by the letters MS, MM, or ML on the container. These are service classifications established by the API (American Petroleum Institute). This system does not replace the SAE (Society of Automotive Engineers) grade number of the oil which indicates the viscosity or fluidity of the oil recommended.

For best performance and engine protection, the Chrysler Corpora-

tion recommends that the car owner select:

1. An oil which conforms to the requirements of the API Classification "For Service MS".
2. An oil of the proper SAE number in accordance with recommendations for the anticipated temperature shown in "Viscosity Recommendations".

Chrysler Corporation does not recommend use of any lubricant which does not have both an SAE



designation and an MS service classification on the container.

NOTE: When using Multi-Viscosity Oils, be sure that the viscosity range covers the anticipated temperature as shown.

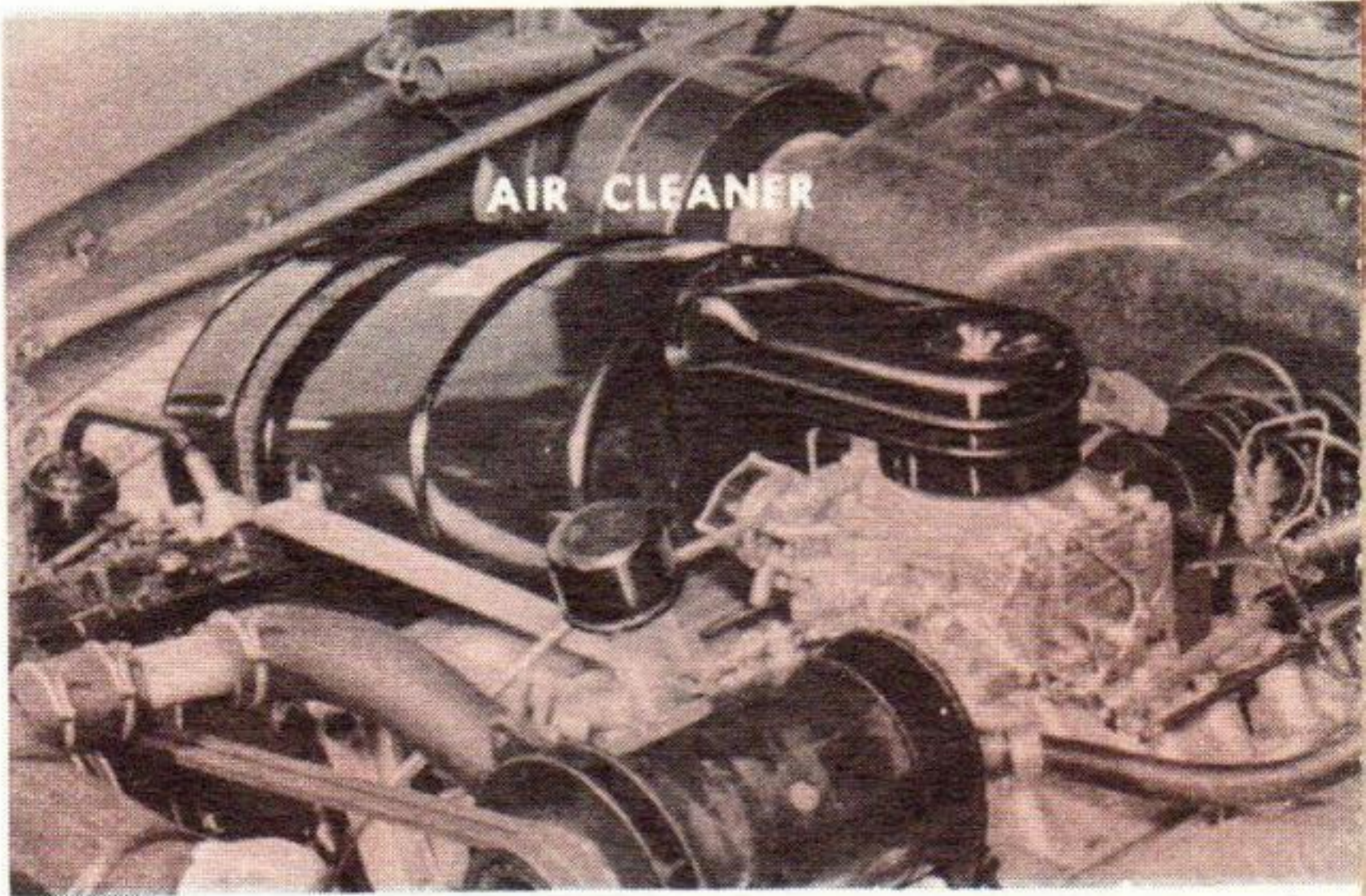
WHEN TO ADD OIL—Only add oil when the level has dropped to the ADD OIL mark on oil level indicator or slightly below it. During the first 1000 miles of operation, the original factory oil should be retained in crankcase. If it is necessary to add oil during this initial period—or any time thereafter—use oil of the proper viscosity according to the atmospheric temperatures. See “Viscosity Recommendations.”

PERIODIC OIL CHANGES should be made every 3 months or 5000 miles whichever occurs first—more often if your driving is primarily short trips or in extremely dusty areas. Your Chrysler Dealer will recommend a quality oil.

OIL FILTER—Replace engine oil filter element every 5000 miles to coincide with an engine oil change.

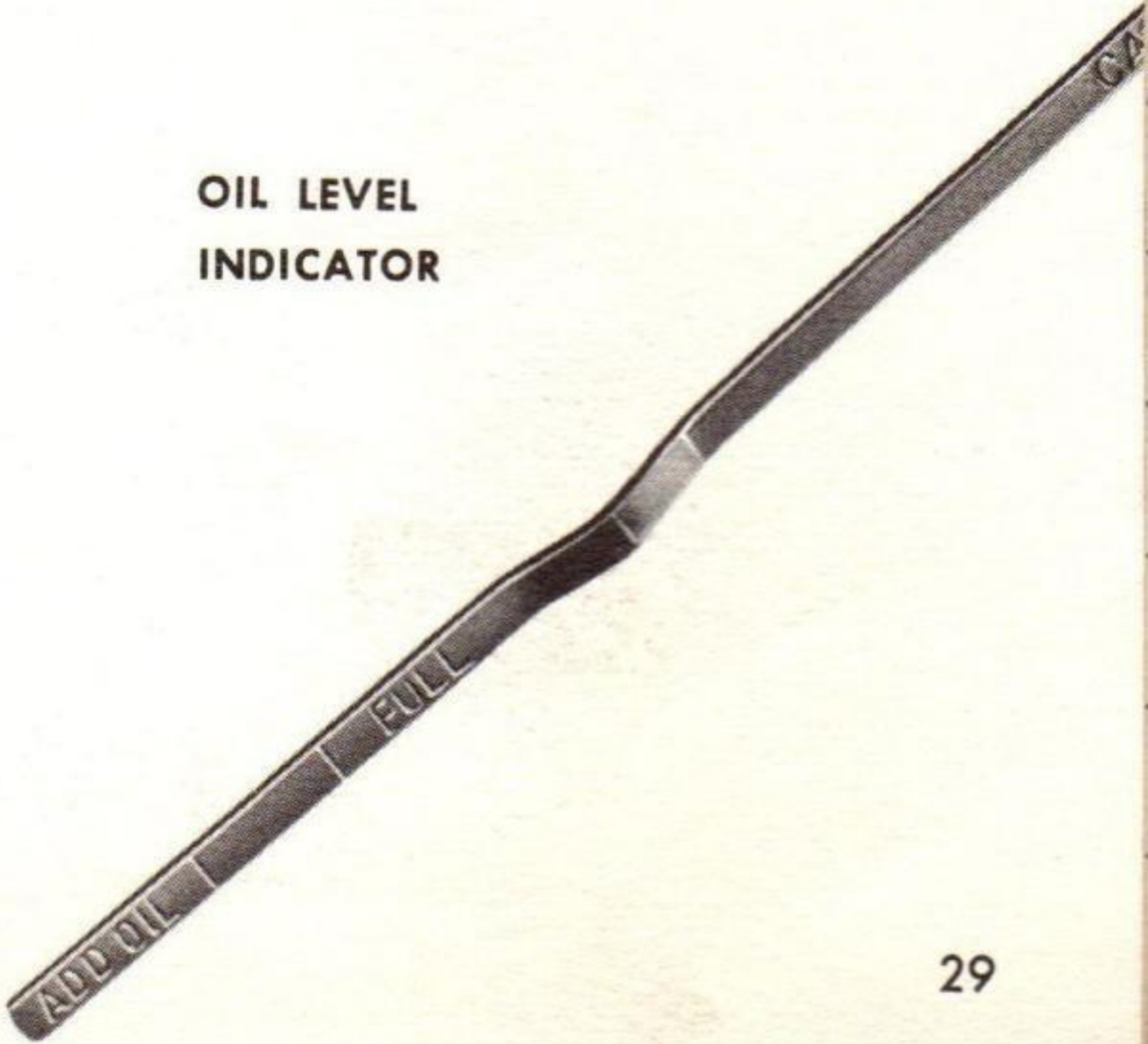
DO NOT WASH OR OIL CARBURETOR AIR CLEANER—Remove filter cartridge and tap it gently to remove dirt every 5000 miles. Install a new MoPar Filter Cartridge every 15,000 miles. Service the unit more frequently when driving in dusty areas.

FUEL FILTERS—A filter in the fuel tank prevents water and foreign material from entering fuel system. Filter is self-cleaning—needs no servicing. A fuel filter is also located in the fuel line. To clean, loosen nut at bottom of bowl, remove filter element, and wash in gasoline. When assembling filter, make sure the bowl gasket is in good condition and properly seated.



VISCOSITY RECOMMENDATIONS

Anticipated Lowest Temperature	Recom- mended Viscosity Number	Recom- mended Multi- Viscosity Oils
Above + 32° F.	SAE 30	SAE 20W-40 SAE 10W-30
Above + 10° F.	SAE 20W	SAE 20W-40 SAE 10W-30
Above - 10° F.	SAE 10W	SAE 10W-30 SAE 5W-20
Below - 10° F.	SAE 5W	SAE 5W-20



CAPACITIES . . . SPECIFICATIONS . . . DATA

CAPACITIES	U.S. Measure	Imperial Measure
Engine Oil (add 1 qt. when replacing filter element)	5 qts.	4.2 qts.
Cooling System (add 1 additional qt. for hot water heater)	24 qts.	5 gals.
TorqueFlite Transmission (refill)	10½ qts.	8¾ qts.
Rear Axle Differential	3½ pts.	3 pts.
Fuel Tank	23 gals.	19.2 gals.

TIRE SIZE AND PRESSURE

SIZE: (Std. Equip.) 9.50 x 14 (Opt. Equip.) 11.00 x 14

PRESSURE:	9.50 x 14 Tires	11.00 x 14 Tires	
		Front	Rear
Starting Pressure (Tires Cold)	22 lbs.	17 lbs.	14 lbs.
After Driving (Tires Warm)	25 lbs.	20 lbs.	17 lbs.
After Fast Driving (Tires Hot)	27 lbs.	22 lbs.	19 lbs.

NOTE: For sustained fast driving, add 5 pounds over the normal starting pressure before taking a trip. Never reduce (bleed) built-up pressure in tires.

ALPHABETICAL INDEX

	Page		Page
A		M	
air conditioning and heating system	13,14	mileage maintenance	31
air conditioning operation guide	14	O	
ammeter	3	oil change	29
auto pilot	6,7	oil pressure gauge	3
B		P	
battery care	20	parking brake	10
brakes	10	polishing	25
break-in	4	power antenna	15
bumper jack	22,23	push-button driving	8
C		Q	
capacities	32	quick acceleration	9
carburetor air cleaner	29	R	
carpeting	26	radiator pressure cap	28
changing a wheel	22,23	radio	15
chrome care	25	rear seat speaker	15
clock	16	rear view mirror	16
convertible coupe	21	rubber mats	26
cooling system care	27	S	
D		seat adjustment	16
defrosting	12	specifications	32
E		starting (emergency)	9
engine oil recommendations	28	starting the engine	4
F		steering	24
flooded engine	5	summer ventilation door	12
fuel	5	sure grip differential	9
fuel filters	29	T	
fuel gauge	3	temperature indicator	3
H		tires	24
heaters	11,12	towing	9
heater operation guide	12	turn signals	20
hood lock	27	U	
K		upholstery (cleaning)	26
keys	17,18	upper air outlets	14
L		W	
lights	19,20	washing	25
locks	18		

NOTES

NOTES

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