DODGE

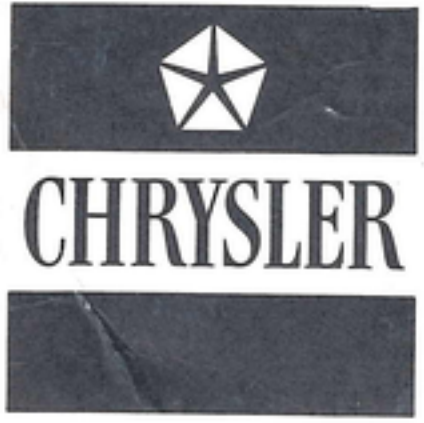
PLYMOUTH

CHRYSLER

1979
Operating
Instructions
and Product
Information

Introduction

Thank your for choosing to drive a Chrysler Corporation car, a product in which design and construction have received the care that quality demands. Perhaps you have previously driven a Chrysler product, or maybe this is your first. In either instance - for your own benefit - please read these operating instructions. Even though you may have been driving for years, some features of this car will be new to you, and in the pages that follow you will find information that is helpful. We wish you safe and pleasant driving.



Chrysler Corporation reserves the right to make changes in design and specifications, and/or to make additions to or improvements in its products without imposing any obligations upon itself to install them on products previously manufactured.

NOTE: In reading this manual you will encounter the terms "Compact", "Mid-size" and "Regular-size". For your convenience these terms are defined in the table that follows:

Compact ..... . Volare' and Aspen models
Mid-size ..... . LeBaron and Diplomat models
Regular-size ..... . New Yorker, Newport, St. Regis, Cordoba and Dodge XE models

Contents

Starting Procedures

The starter should not be operated for more than 15 second intervals. Waiting a few seconds between such intervals will protect the starter from overheating.

Automatic Transmission

To start the engine the selector lever must be in the NEUTRAL or PARK positions. Apply the service brake before shifting to any driving gear.

Manual Transmission

Place the gearshift control lever in NEUTRAL and depress clutch pedal to floor. The engine will not start unless the clutch pedal is fully depressed.

Engine Cold

Depress accelerator pedal to the floor and release. Turn ignition key to start position and release when the engine starts. If, after 3 to 5 seconds, the engine speed seems excessive and your car is equipped with an automatic transmission, lightly depress and release the accelerator pedal to reduce fast idle speed before shifting to any driving range.

Engine Warm

4 Hold the accelerator pedal part way down while starting.

Extremely Cold Weather (Below Zero)

Depress the accelerator pedal to the floor and release. Hold pedal part way down while starting. Allow the engine to run for approximately 30 seconds before engaging transmission. If temperature falls below -20°F (-29°C), start car only in Neutral.

Flooded Engine

Depress the accelerator pedal fully to the floor and hold until engine starts.

Pumping the Accelerator Pedal

Depressing the accelerator pedal to the floor several times may sometimes improve cold starts, especially at temperatures below 10°F (-12°C), and after the car has been standing for several days. However, pedal pumping should not be used as a starting aid during restart of a warm engine.

Caution

Repeated pumping of the accelerator pedal when the engine fails to start, can cause: an excess of gasoline in the crankcase, wet fouled spark plugs, and raw fuel in the catalyst.

Fuel Usage

Use gasolines having a minimum anti-knock index (Octane value of 87, (R + M)2. This designation is comparable to a 91 Research Octane Number.

Unleaded gasolines only must be used in vehicles equipped with catalyst emission control systems. All cars so equipped, have labels located on the instrument panel and adjacent to the fuel filler cap or door that state, "UNLEADED GASOLINE ONLY." These cars also have fuel filler tubes specially designed to accept the smaller diameter unleaded gasoline dispensing nozzles only.

Vehicles not equipped with catalyst emission control systems were designed to provide optimum efficiency using leaded gasolines having the same minimum anti-knock values shown above. It is recommended that these vehicles not be operated exclusively on unleaded gasolines.

Materials Added to Fuel

Indiscriminate use of fuel system cleaning agents should be avoided. Many of these materials intended for gum and varnish removal may contain active solvents or similar ingredients that can be harmful to gasket and diaphragm materials used in fuel system component parts.

Gas Cap Location

Volare', Aspen, LeBaron or Diplomat: On the left rear fender.
Cordoba, Dodge, New Yorker, Newport or St. Regis: Behind the rear license plate.

Note: The gasoline filler tube, on cars equipped with a catalytic converter, has a restricting door about 2 inches (50 mm) down from the opening. If, in an emergency, fuel is poured from a portable container the container should have a flexible nozzle long enough to force open the restricting door.

All Chrysler Corporation cars use a pressure vacuum relief gasoline cap. If it is replaced be sure to specify this type.

To Open the Hood

The release lever is located just above the grille, right of center. Press the release and the hood will raise to the safety catch position. Insert your fingers under the leading edge of the hood, right of center, and release the safety catch.

The inside hood release, (if so equipped), is located under the left end of the instrument panel.

Exhaust Gas Warning (Carbon Monoxide)

Exhaust gases contain carbon monoxide, a potentially toxic gas that by itself is colorless and odorless. To avoid breathing these gases the following precautions should be observed.

- Do not run the engine in a closed garage or in confined areas any longer than needed to move the car in or out of the area.
- If it is necessary to sit in a parked car with the engine running for more than a short period, adjust your heating or cooling system to force outside air into the car. Set the fan at high speed and the controls in any position except OFF or MAX A/C.
- The trunk lid should be closed while driving to prevent drawing exhaust gases into the car. However, if for some reason the trunk must remain open while moving, adjust heating or cooling system to force outside air into car with blower set at high speed, and controls set in any position except OFF or MAX/AC. You can also bring outside air into the car by opening the ventilation inlets under the instrument panel.

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G. TURN SIGNAL INDICATORS: Lamps flash in unison with exterior lamps when signal lever is operated.

H. FUEL GAUGE: With ignition key in ON position the pointer will indicate the level of fuel in gasoline tank.

*A small red light to the left of the letter "E" will signal when the fuel level is below approximately 1/8 full. When the fuel tank is near this level it is normal for the light to flicker after fast stops, while turning corners or while driving on hilly terrain.

I. DOOR AJAR WARNING LIGHT(Optional): Indicates a side door is not completely closed.

Note: To determine if the indicators are functioning satisfactorily, it is recommended that each door be opened individually with the ignition switch in the ON position.

J. SEAT BELT REMINDER LIGHT AND BUZZER: The FASTEN SEAT BELTS lamp will be illuminated for up to 8 seconds when ignition switch is turned ON. Until the driver has fastened his seat belt, a buzzer will also sound during the same interval.

K. TRIP-ODOMETER: Registers individual trip distance. To reset, turn reset knob clock-wise.

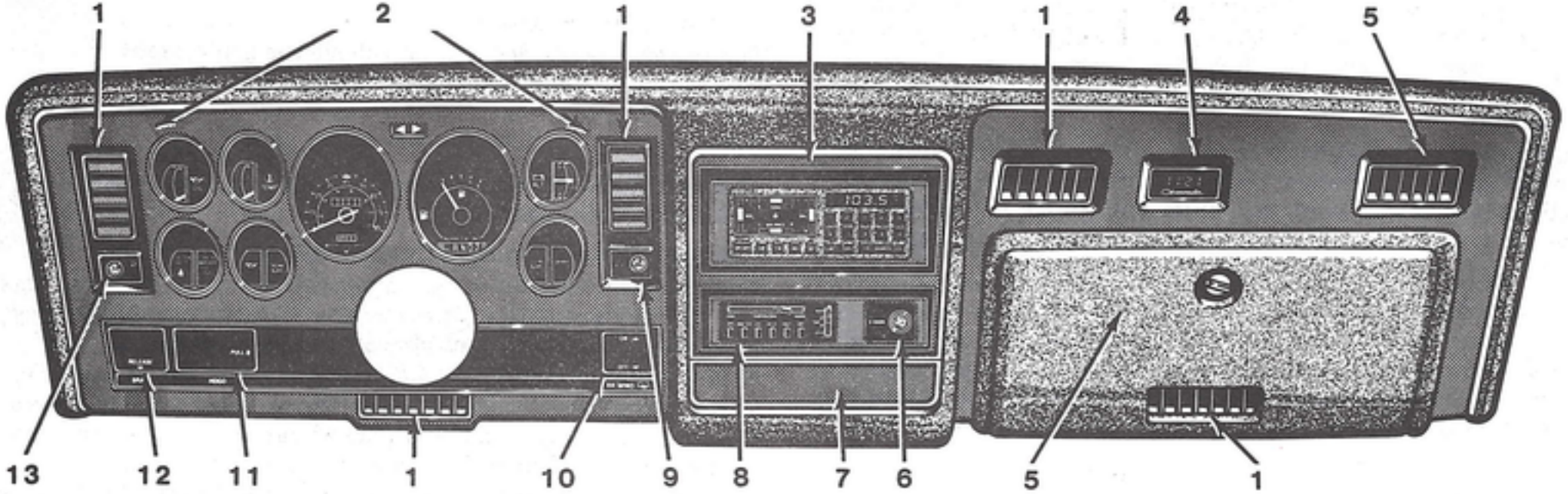
L. OIL PRESSURE LIGHT: A red light indicates engine oil pressure is below normal. It may be on momentarily when engine is first started or is operating at idle. **If the light stays on while driving, stop the engine immediately and do not operate car until cause is corrected.** Light does not indicate amount of oil in the crankcase. This can be determined by checking the oil level dip stick.

M. BRAKE SYSTEM WARNING LAMP: See page 23 for function of this lamp.

***N. WINDSHIELD WASHER FLUID LEVEL INDICATOR:** When the washer control is depressed a red light indicates that the fluid reservoir is less than 1/4 filled.

*OPTIONAL EQUIPMENT ON ALL MODELS.

Instruments and Controls



1. Air Conditioner and Ventilation Outlets
2. Instrument Cluster
3. Radio
4. Digital Clock*
5. Trunk Lid Remote Release*
   Clock Reset Switch*
6. Lighter
7. Ash Tray
8. Air Conditioner or Heater Controls
9. Remote Mirror Control (right side)*
10. Electric Rear Window Defroster*
11. Hood Release
12. Brake Release
13. Headlight Switch

*If so equipped

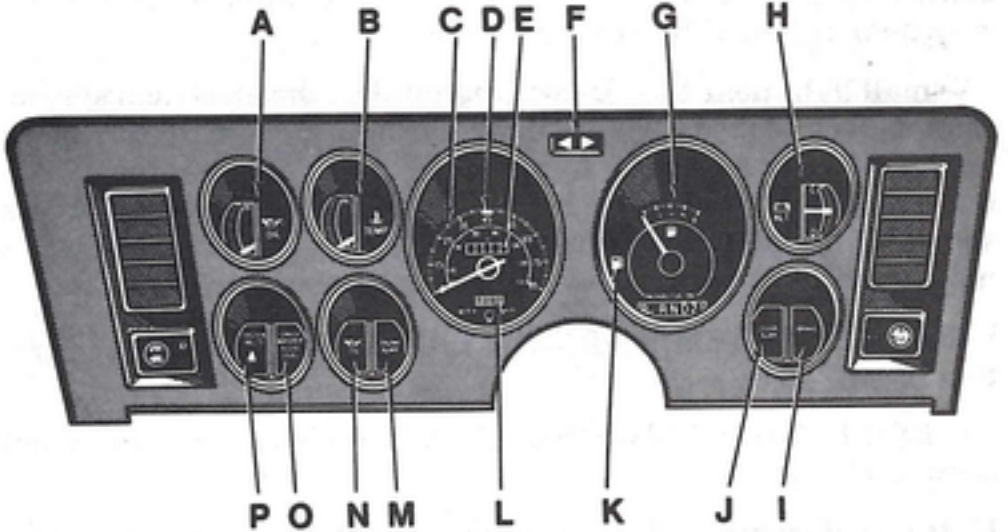
Instrument Cluster — New Yorker Newport & St. Regis

A. OIL PRESSURE GAUGE: Indicates engine oil pressure but not oil level. Pointer should always show some oil pressure when engine is operating. **If no pressure is indicated while driving, stop car, turn off engine and do not operate car until cause is located and corrected.**

B. TEMPERATURE GAUGE: Indicates engine coolant temperature. If the temperature rises suddenly (except when restarting after a short stop) or the pointer remains on "H", stop car, turn off engine and do not operate car until cause is located and corrected.

*A small light near the "H" will signal if the engine coolant is overheated.

C. SPEEDOMETER: Indicates speed in Miles Per Hour and Kilometres Per Hour.



D. HIGH-BEAM INDICATOR: A blue light indicates when your headlights are on high beam.

E. ODOMETER: Indicates the total distance the car has been driven.

F. TURN SIGNAL INDICATORS: The arrow will flash in unison with the corresponding exterior turn signal when the turn signal lever is operated.

G. FUEL GAUGE: With the ignition in the ON position the gauge will indicate level of gasoline in fuel tank.

H. ALTERNATOR INDICATOR: Indicates whether battery is being charged ("C") or discharged ("D"). Pointer will normally stay near center if battery is fully charged.

*A small light near the "D" will signal that the electrical system should be checked. If the light extinguishes with increased engine speed, or reduced accessory load, your battery is accepting a charge. If the light remains on and the alternator indicator shows a charge, it is an indication of a faulty battery which is not accepting a charge and should be immediately checked.

I. BRAKE SYSTEM WARNING LIGHT: See page 23 for function of this light.

***J. DOOR AJAR WARNING LIGHT:** Indicates a door is not completely closed.

Note: To determine if door ajar indicators are functioning properly, open each door individually while the ignition switch is in the ON position.

***K. LOW FUEL INDICATOR:** A small fuel symbol in the face of the gauge will signal when the fuel level is below approximately 1/8 full. When the fuel tank is near this level it is normal for the light to flicker after fast stops, while turning corners or while driving on hilly terrain.

L. TRIP-ODOMETER: Registers individual trip distance. To reset, turn reset knob clockwise.

***M. TRUNK AJAR WARNING LIGHT:** This light will come on when the engine is in the ON position if the trunk is not completely closed.

N. OIL PRESSURE LIGHT: A red light indicates engine oil pressure is below normal. It may be on momentarily when the engine is first started or is operating at idle. If the light stays on while driving, stop the engine immediately and do not operate the car until the cause is corrected.

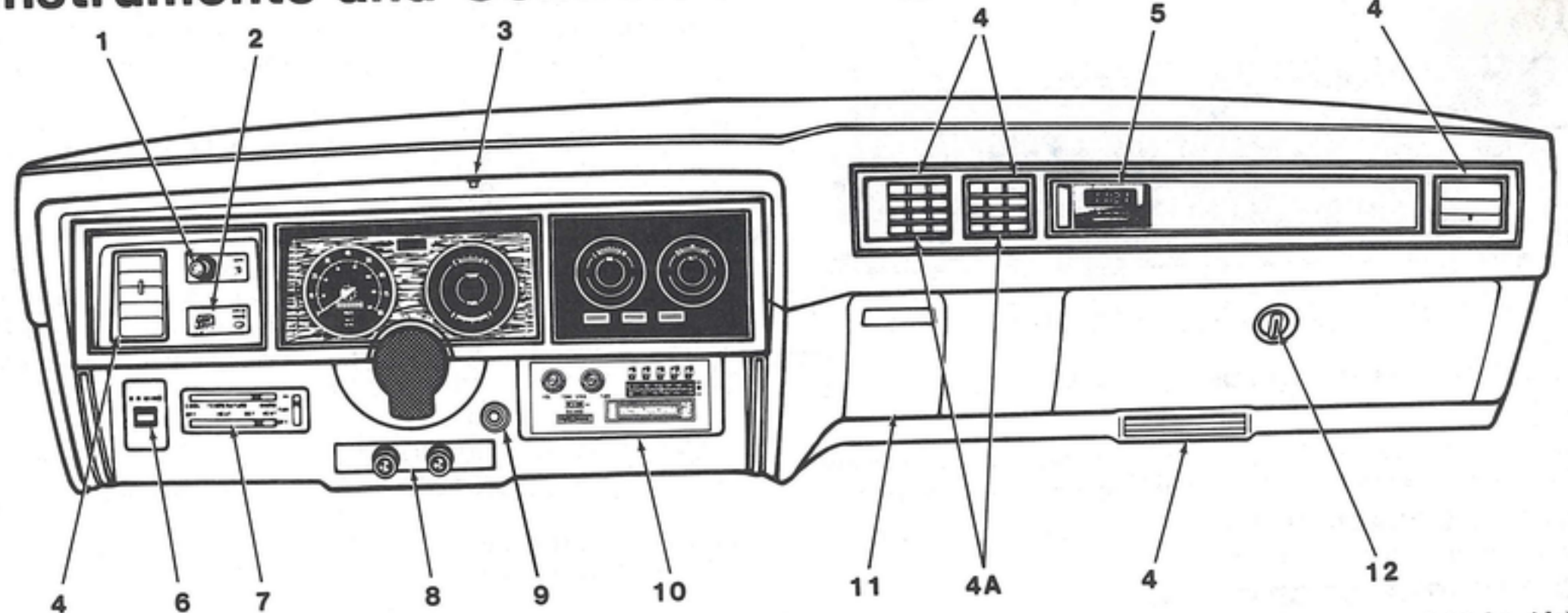
The light does not indicate the amount of oil in the crankcase. This can be determined by checking it with the oil level dip stick.

***O. WINDSHIELD WASHER FLUID LEVEL INDICATOR:** This light will come on if the fluid reservoir is less than 1/4 filled when the washer control is pushed.

P. SEAT BELT REMINDER LIGHT: The light will be on for up to 8 seconds when the ignition switch is turned to the ON position. Until the driver's seat belt is fastened, a buzzer will also sound during the 8 second interval.

*OPTIONAL EQUIPMENT ON SOME MODELS.

Instruments and Controls — Dodge XE — Cordoba



1. Headlight Switch
2. Wiper/Washer Control
3. Map Light*
4. Air Conditioner Outlets*

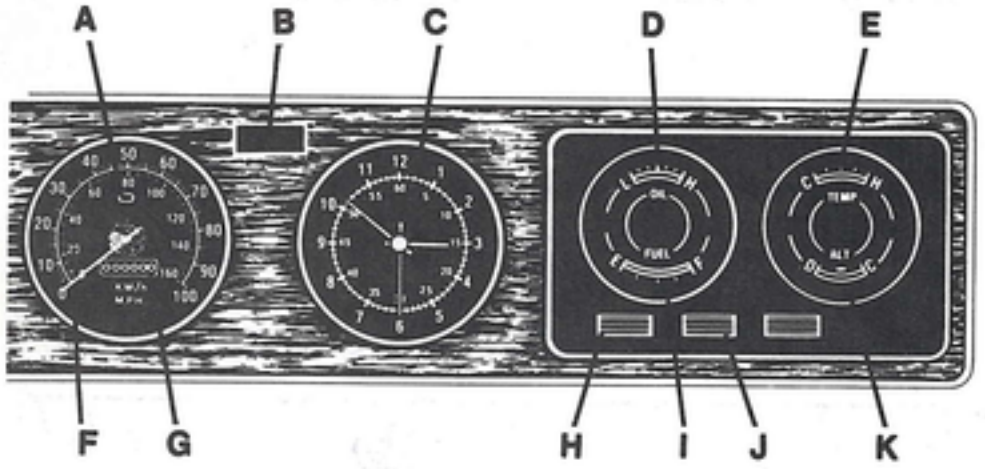
4A. Upper Level Ventilation Outlets
Chronometer

6. Accessory Switches
Heated Rear Window (optional)
7. Heater and/or A/C Controls*
8. Fresh Air Vent Control (Not on cars with A/C)

9. Remote mirror control (right side)*
10. Radio
11. Ash Tray and Lighter
12. Glove Box Lock and Release

*If so equipped

CLUSTER DETAILS



A. HIGH-BEAM INDICATOR: A blue light indicates when your headlights are on high beam.

Depress the floor-mounted, left foot operated, switch alternate the headlights between "high" and "low" beam.

B. TURN SIGNAL INDICATORS: Flash in unison with outside lamps when signal is operated.

C. TACHOMETER OR CLOCK:

D. OIL PRESSURE GAUGE: Indicates engine oil pressure but not oil level. Pointer should always show some oil pressure when engine is operating. **If no pressure is indicated while driving, stop car, turn off engine and do not operate until cause is located.**

E. TEMPERATURE GAUGE: Indicates engine coolant temperature. If the temperature rises suddenly (except when restarting after a short stop) or the pointer remains on "H", stop car, turn off engine and do not operate car until cause is located and corrected.

F. SPEEDOMETER: Indicates car speed in Miles Per Hour and Kilometres Per Hour.

G. ODOMETER: Indicates total distance the car has been driven.

H. FASTEN SEAT BELT LIGHT: The FASTEN SEAL BELTS lamp will be illuminated for up to 8 seconds when the ignition switch is turned ON. Until the driver has fastened his seat belt, a buzzer will also sound during the same interval.

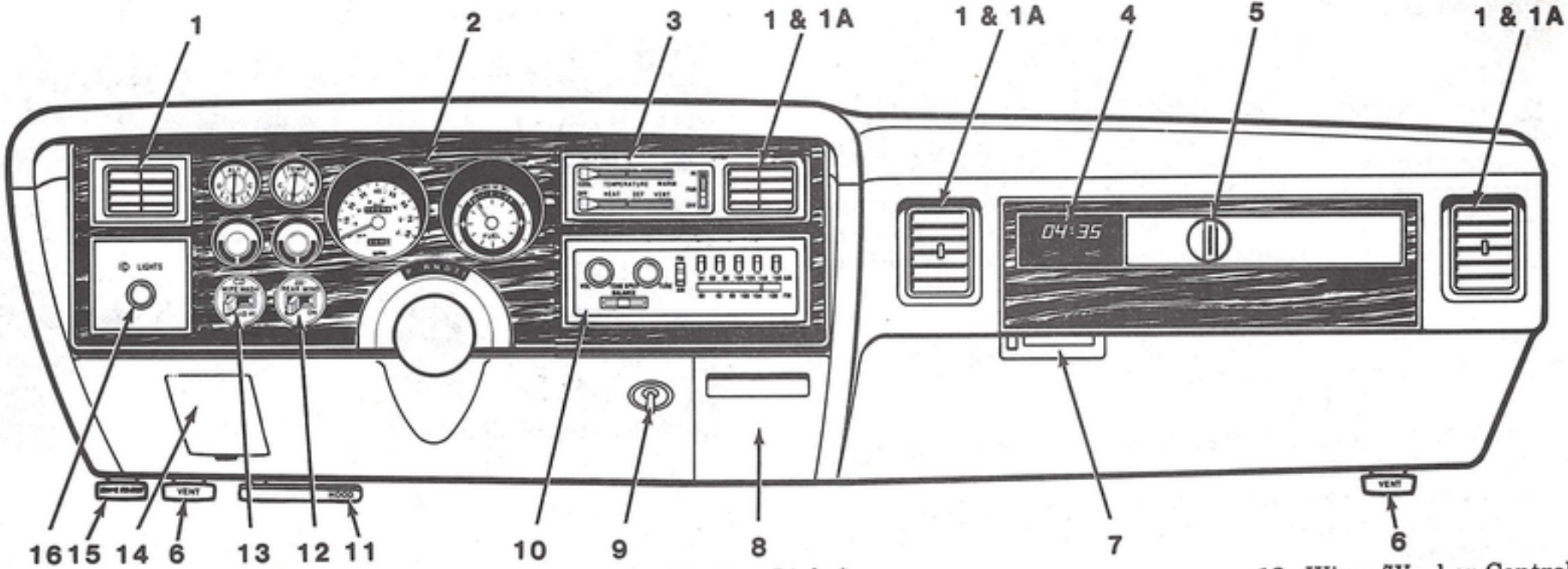
I. FUEL GAUGE: With the ignition in the "On" position the gauge will indicate level of gasoline in fuel tank.

Low Fuel Indicator — A small light in the face of the gauge will signal when the fuel level is below approximately 1/8 full.

J. BRAKE SYSTEM WARNING LIGHT: The operation of this light signal is explained in detail on page 23.

K. ALTERNATOR GAUGE: Indicates whether battery is being charged ("C") or discharged ("D").

Instrument and Controls — Diplomat — LeBaron



1. Air Conditioner Outlets*
1A. Upper Level Vent Outlets*
2. Instrument Cluster
3. Heater and/or Air Cond. Controls
4. Clock*
5. Glove Compartment
6. Vent Controls (not on A/C equipped cars)
7. Map Light*
8. Ash Tray and Lighter
9. Remote Control Right Side Mirror*
10. Radio*
11. Inside Hood Release
12. Electric Rear Window Defroster Switch
13. Wiper/Washer Control
14. Fuse Access Door
15. Brake Release
16. Headlight Switch

*If so equipped

Cluster Assembly

A. ALTERNATOR INDICATOR: Indicates whether battery is being charged ("C") or discharged ("D"). Pointer will normally stay near center if battery is fully charged.

*A small red light under the letter "D" will signal that the electrical system should be checked. If the light extinguishes with increased engine speed or reduced accessory load, your battery is accepting a charge. If the light remains on and the alternator indicator shows a charge, it is an indication of a faulty battery which is not accepting a charge and should be immediately checked.

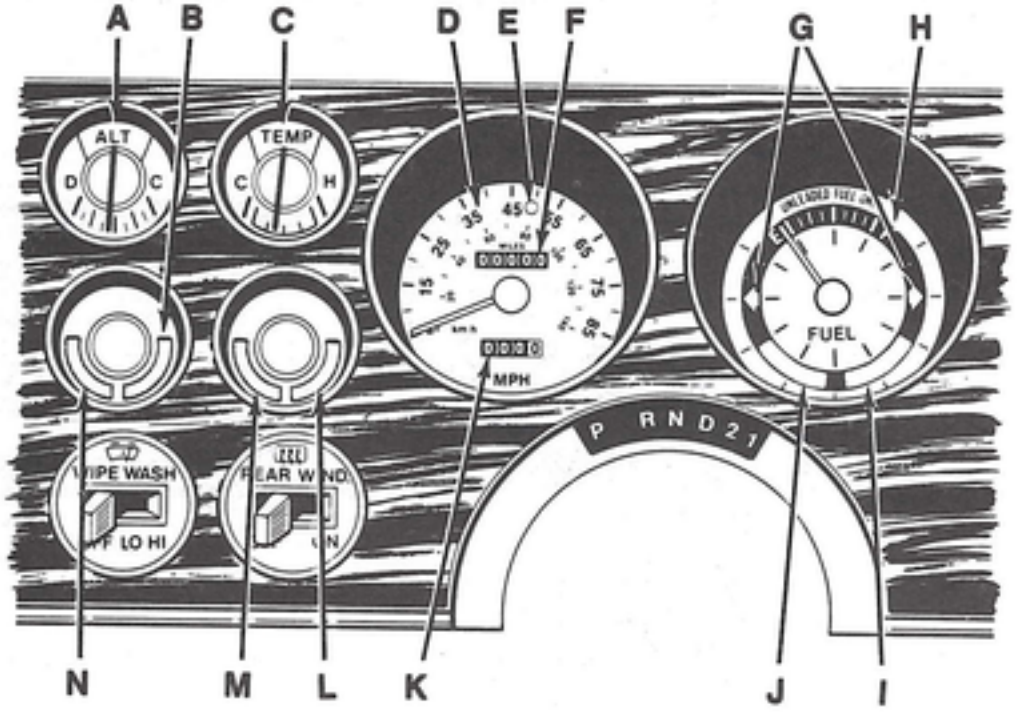
B. GATE OPEN LAMP (Station Wagon models): The lamp indicates the liftgate is not closed.

C. TEMPERATURE GAUGE: Indicates engine coolant temperature. If the temperature rises suddenly (except when restarting after a short stop) or the pointer remains on "H", stop the car, turn off engine and do not operate until cause is located and corrected.

*A small red light under the letter "H" will signal if the engine coolant is overheated.

D. ODOMETER: Indicates total distance the car has been driven.

Cluster Details



E. HIGH-BEAM INDICATOR: A blue light signals that your headlights are on HIGH beam.

Depress the floor-mounted, left foot operated, switch to alternate the headlights between HIGH and LOW beam.

F. SPEEDOMETER: Indicates speed in Miles Per Hour and Kilometres Per Hour.

G. TURN SIGNAL INDICATORS: Lamps flash in unison with exterior lamps when signal lever is operated.

H. FUEL GAUGE: With ignition key in ON position the pointer will indicate the level of fuel in gasoline tank.

*A small red light to the left of the letter "E" will signal when the fuel level is below approximately 1/8 full. When the fuel tank is near this level it is normal for the light to flicker after fast stops, while turning corners or while driving on hilly terrain.

I. DOOR AJAR WARNING LIGHT(Optional): Indicates a side door is not completely closed.

Note: To determine if the indicators are functioning satisfactorily, it is recommended that each door be opened individually with the ignition switch in the ON position.

J. SEAT BELT REMINDER LIGHT AND BUZZER: The FASTEN SEAT BELTS lamp will be illuminated for up to 8 seconds when ignition switch is turned ON. Until the driver has fastened his seat belt, a buzzer will also sound during the same interval.

K. TRIP-ODOMETER: Registers individual trip distance. To reset, turn reset knob clock-wise.

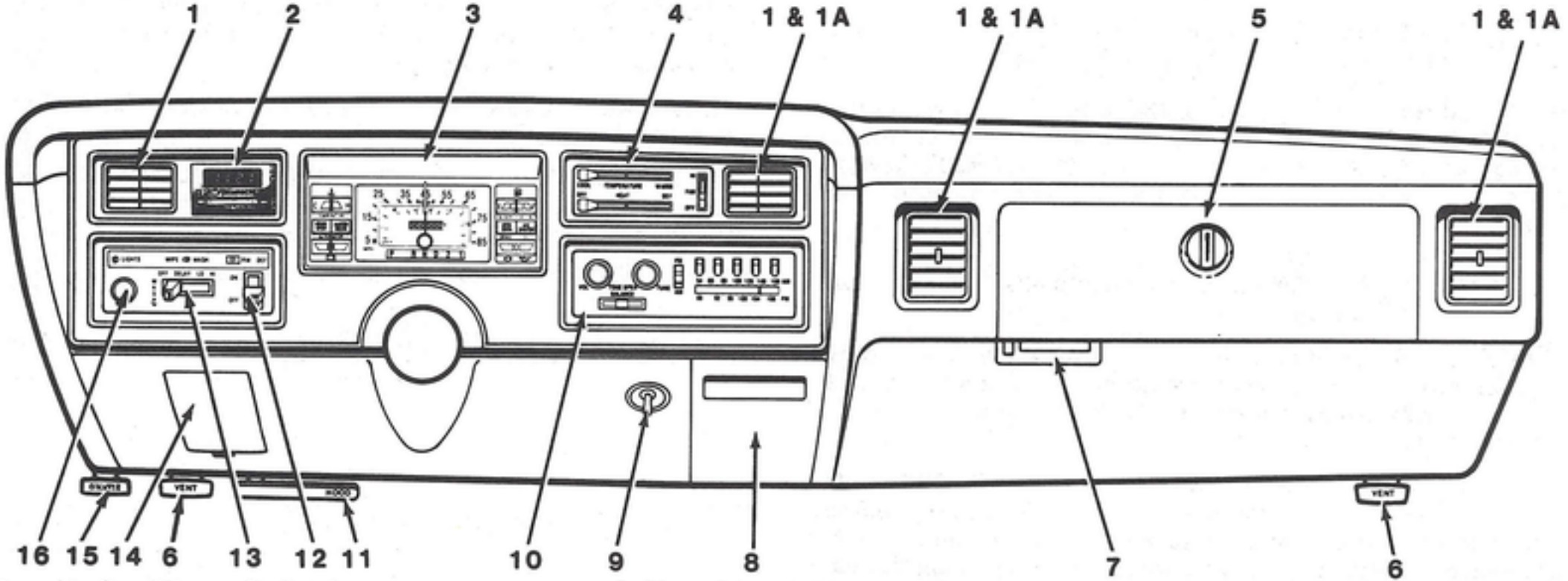
L. OIL PRESSURE LIGHT: A red light indicates engine oil pressure is below normal. It may be on momentarily when engine is first started or is operating at idle. **If the light stays on while driving, stop the engine immediately and do not operate car until cause is corrected.** Light does not indicate amount of oil in the crankcase. This can be determined by checking the oil level dip stick.

M. BRAKE SYSTEM WARNING LAMP: See page 23 for function of this lamp.

***N. WINDSHIELD WASHER FLUID LEVEL INDICATOR:** When the washer control is depressed a red light indicates that the fluid reservoir is less than 1/4 filled.

*OPTIONAL EQUIPMENT ON ALL MODELS.

Instruments and Controls — Aspen — Volare'



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15. Brake Release
16. Headlight Switch

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CLUSTER ASSEMBLY — ASPEN — VOLARE'

Note: Cars sold outside the U.S.A. will be equipped with a dual calibrated speedometer (km/h and mph) and a metric odometer that indicates kilometres traveled.

A. DOOR OPEN WARNING LIGHT: Indicates a door is not completely closed.

B. TEMPERATURE GAUGE: Indicates engine coolant temperature. If the temperature rises suddenly (except when restarting after a short stop) or the pointer remains on "H", stop car, turn off engine and do not operate car until cause is located and corrected.

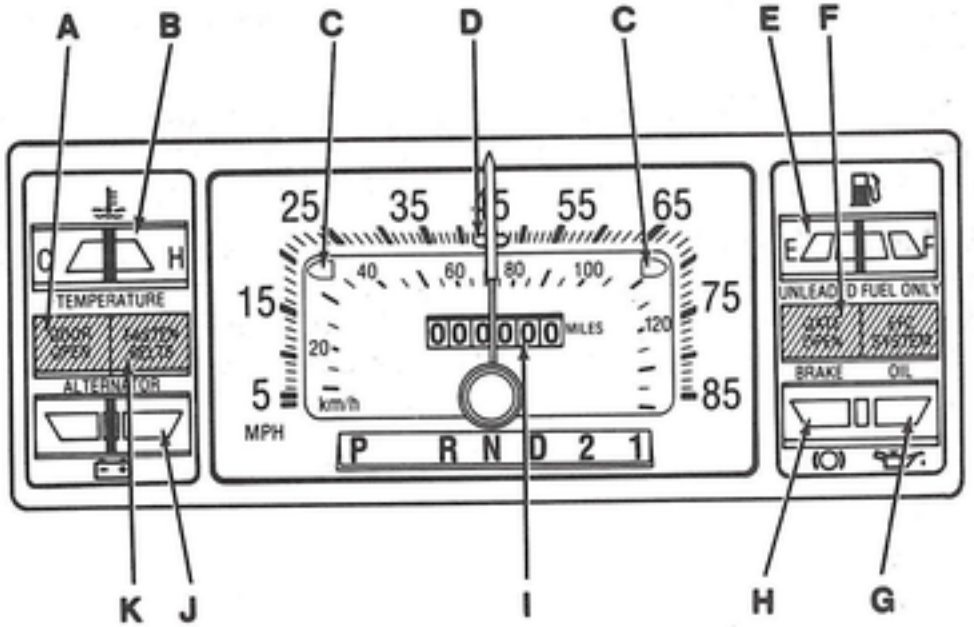
C. TURN SIGNAL INDICATORS: Lamps in instrument cluster flash in unison with exterior lamps when turn signal is operated.

D. HIGH-BEAM INDICATOR: A blue light signals when your headlights are on high beam.

Depress the floor-mounted, left foot operated, switch to alternate the headlights between HIGH and LOW beam.

E. FUEL GAUGE: With ignition key in the ON position, the pointer will indicate the level of fuel in gasoline tank.

F. GATE OPEN WARNING LAMP (Station Wagon): The "Gate Open" indicator will light if the liftgate is not completely closed.



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An oil pressure gauge is optional.

H. BRAKE SYSTEM WARNING LIGHT: See page 23 for function of this light.

I. ODOMETER: Indicates total distance the car has been driven.

J. ALTERNATOR GAUGE: Indicates whether battery is being charged ("C") or discharged ("D"). Pointer will normally stay near center while driving if battery is fully charged.

K. FASTEN SEAT BELT LIGHT: The FASTEN SEAT BELTS lamp will be illuminated for up to 8 seconds when the ignition switch is turned ON. Until the driver has fastened his seat belt, a buzzer will also sound during the same interval.

Seats — Seat Belts — MIRRORS

Seat Belts

Use the seat belt regularly. The chance of a serious injury is greatly reduced when the seat belts are properly used.

Seat belts provide protection against being thrown from the vehicle, as well as reducing the risk of an injury caused by striking the interior of the vehicle.

The following pages contain the recommended procedures for fastening, adjusting and wearing the belts for maximum comfort and safety.

The "Unibelt", or single belt restraint system, is installed on all models for the driver and right front seat passenger. This system incorporates a vehicle sensitive shoulder belt retractor, designed to lock (i.e. restrict belt travel) **only during very sudden stops or impact.** This feature allows the shoulder belt to move freely with the wearer. It will not lock by jerking or pulling the webbing.

Lap belts are used for the front center, and all rear seating positions.

UNIBELT OPERATING INSTRUCTIONS

1. Enter the car and adjust the seat. Note the metal tip of the Unibelt in stowed position on the vertical body center pillar — 4 door; or at the guide loop on the head rest — 2 door.

CLOSE DOOR

2. Grasp the metal tip and slide it up the webbing as far as necessary to go around your lap as you pull out the webbing. A couple of tries and this will become an automatic one handed operation.

3. As you pull the webbing, move the metal tip toward the buckle. This system will not lock up if you stop or hesitate, so relax and continue to "buckle-up."

Insert the tip into the buckle until a "click" is heard.

4. Slack will automatically be removed due to tension created by the retractor. If a snug fit in the lap belt portion is desired, pull up on the shoulder belt as shown.

5. If the shoulder belt feels snug, move your shoulder forward slightly, or give a slight tug on the belt, such that you withdraw an inch or so of webbing.

The belt will retain the small amount of slack necessary for comfort when you return to your normal seating position. If the belt is still too tight, pull out 6" to 8" of webbing, let it return to your chest and repeat the above motion. NOTE: The door must be closed to achieve belt tension relief.

The shoulder belt will allow unrestricted movement under normal conditions. Extreme movements will probably require resetting the slack in the shoulder belt. The belt will lock in the event of an accident.

6. To release the belt, push the button on the buckle. The belt will automatically retract to its stowed position when the door is opened.

Front and Rear Lap Belts (all models)

The center front and all rear seating positions are equipped with lap belts only. The lap belts should be worn with the upper edge of the belt drawn across the thighs and snug against the hips. To lengthen the belt, tilt the latch plate relative to the webbing and pull to the desired length. To reduce the risk of sliding under the belt in a collision, it should be adjusted as tight as comfort will allow. WHILE SITTING WELL BACK AND ERECT IN THE SEAT.

The outboard rear seat positions are equipped with automatic locking retractors. (Rear seat shoulder belts are available at your dealer). Withdraw the belt from the retractor in a continuous motion, forward and upward away from the seat, until the belt is extended as far as possible. Bring the belt across the body and insert by pulling the webbing back toward and into the retractor until the belt fits snugly on the hips.

Never use the same lap belt on more than one person at a time.

Child Restraint

When you are carrying children in your car some type of restraint system should be used, regardless of the size of the child.

For babies weighing up to 20 pounds (9 kg), obtain a good infant carrier. The Chrysler Safety Infant Carrier (P/N 3744975) can be purchased from your dealer. This type of carrier is recommended if the child is unable to sit up alone. The child is securely restrained facing in a rearward direction so that in the event of a forward collision the child is adequately supported. For children weighing less than 50 pounds (23 kg) but more than 20 pounds (9 kg), we recommend the purchase of a good Safety Seat, such as the Chrysler Child Safety Seat (P/N 3744976). The child seat assures that any loads that might be exerted on a child are distributed more widely over the child's body. The seat may be purchased from your dealer.

The Child Seat or the Infant Carrier should be belted into the center seating position of the front or rear seats. This provides the greater protection in the event your car is struck in the side by another car.

Children weighing over 50 pounds (23 kg) should wear the seat belts provided in the car. The child should be seated upright in the seat with the lap belt fastened low on the hips and as snug as possible. A child wearing a lap belt can be elevated to see out of the car if the elevating platform is rigid and unyielding and light in weight (styrofoam is good). To insure adequate protection in a side impact, we suggest that the platform height not exceed 3 inches (76mm), and that it should be as wide as the distance between the belts used to secure the seat. Children should be seated in a rear seat or in the center front seat.

Inside Mirror

The mirror should be adjusted to center on the view through the rear window.

Day/Night Control (optional on some models)

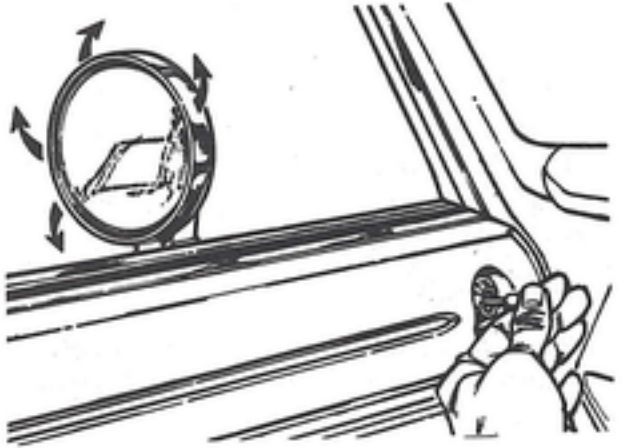
Annoying headlight glare can be reduced by moving the small control under the mirror to the night position. The mirror should be adjusted while set in the day position.

Outside Mirrors

To receive maximum benefit, adjust the outside mirror(s) to center on the adjacent lane of traffic with a slight overlap of the view obtained on the inside mirror.

Remote-Controlled Outside Mirrors (If so equipped)

To adjust, move the controls in the direction you want the mirrors to move.

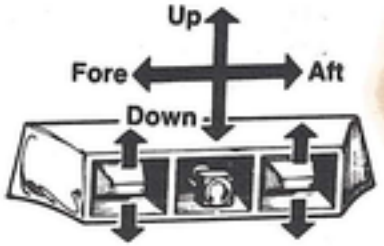


Seat Adjustment

The adjusting lever is located at the door side of the driver's seat. The split bench, or bucket front seats also have an adjusting lever on the passenger's door side of the seat.

Power Seat Adjustment (Optional)

The three switch power seat adjuster provides six way adjustment of the front seat. The center switch moves the seat up or down and forward or backward.



The front switch tilts the front of the seat and the rear switch tilts the rear of the seat.

Do not put any article under the front seat, as it may cause damage to the seat controls.

Seatback Release

For access to the rear seat on two door models, it is necessary to release the front seat locking mechanism. The release handle is conveniently located on the side or rear outside edge of the seatback.

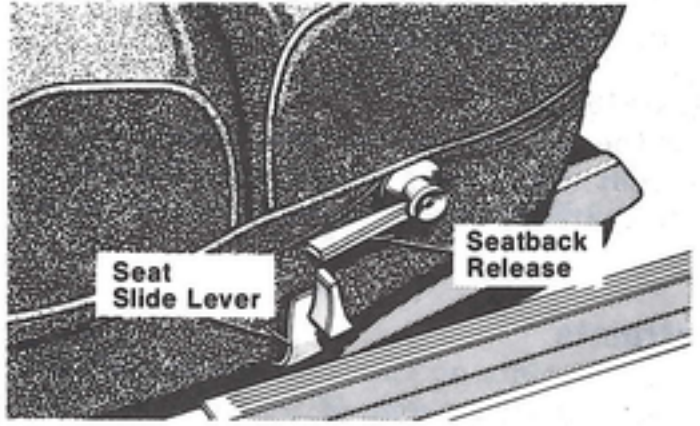
Head Restraints

Padded head restraints on the front seat(s) reduce the risk of whiplash injury in the event of impact from the rear. The restraints should be adjusted so that the upper edge is as high as practical, at least at the level of the ears.

Reclining Passenger Seat (If so equipped)

The recliner is operated by a lever near the forward end of the cushion. To recline; lean forward slightly before lifting the lever, lean back to the desired position and release the lever. To return the seatback to its normal position, lift the lever while leaning forward.

Note: The seat belt will provide the maximum protection for its wearer, if the recliner seatback is placed in its most upright position. When the seatback is reclined, there is a greater risk that the passenger will slide under the belt, especially in a forward impact accident, and may be injured by the belt or by striking the instrument panel.



Operation

Parking Brake

When the brake is applied, with the ignition on, the BRAKE lamp in the instrument cluster will light. After parking, set the parking brake firmly and place the gear selector in the PARK position (automatic transmission). When parking on a hill it is important to set the parking brake before placing the gear selector in PARK, otherwise the load on the transmission locking mechanism may make it difficult to move the selector out of PARK. As an added precaution, turn the front wheels toward the curb on a downhill grade and away from the curb on an uphill grade.

Warning

Children left unattended in the car should be warned not to touch the parking brake release or the gear selector lever.

Hazard Warning Flasher

The flasher switch is on the steering column, just behind the steering wheel. Pull out the flasher switch and all front and rear directional signals will flash intermittently. This is an emergency warning system and is not intended for use when the car is in motion.

If it is necessary to leave the car to go for service, this flasher system will continue to operate even with the ignition key removed.

AUTOMATIC TRANSMISSION

Column Mounted Selector

The selector lever is mounted on the right side of the steering column. To drive, move the selector lever from PARK or NEUTRAL to the desired drive position. Pull selector lever toward you when shifting into REVERSE, FIRST or PARK, or when shifting out of PARK.

Console Mounted Selector

The selector, on the console panel located at the driver's right, is illuminated for night driving. The selector lever may be shifted freely from NEUTRAL to DRIVE. To move the lever to or from PARK position to SECOND, FIRST or REVERSE, it is necessary to depress the shift lever button, located on the selector lever.

Note: A console mounted shift lever can be moved out of PARK after the ignition key has been removed. Therefore, it is very important that children left in the car be cautioned against touching the shift lever. Also, the parking brake should be fully applied before leaving the car, especially when parked on an incline.

Gear Ranges

DO NOT race the engine when shifting from PARK or NEUTRAL positions into another gear range.

"P" Park

Supplements parking brake by locking the transmission. Engine can be started in this range. Never use PARK while car is in motion.

Apply parking brake when leaving car in this range.

"R" Reverse

Shift into this range only after the car has come to a complete stop.

"N" Neutral

Engine may be started in this range.

"D" Drive

For most city and highway driving.

"2" Second

For driving slowly in heavy traffic or on mountain roads where more precise speed control is desirable. Use it also when climbing long grades and for engine braking when descending moderately steep grades. **To prevent excessive engine speed, do not exceed 55 miles per hour (90 km/h) in SECOND.**

"1" First

For driving up very steep hills and for "engine braking" at low speeds, 25 miles per hour (40 km/h) or less, when going down hill. **To prevent excessive engine speed do not exceed 35 miles per hour (56 km/h) in FIRST.**

Lock-Up Torque Converter

This feature, designed to improve fuel economy, has been added to the automatic transmission of most Chrysler Corporation passenger cars. A clutch within the torque converter engages automatically at speeds between 25 and 55 mph, and may result in a slightly different feeling of response during normal operation in high gear. When the car speed drops below the 25 to 55 mph range, or during acceleration when the transmission downshifts to second gear, the clutch automatically and smoothly disengages.

Rocking the Car

If the car becomes stuck in snow, sand, or mud, it can often be moved by a rocking motion. Move the gear selector rhythmically between FIRST and REVERSE, while applying slight pressure to the accelerator.

Avoid racing the engine or spinning the wheels. Prolonged efforts to free a stuck car may result in overheating and transmission failure.

Passing Acceleration

By depressing the accelerator to the floor, you can automatically shift the transmission to a lower gear for passing at highway speeds. Within a limited vehicle speed range, approximately 10-40 mph (16-64 km/h), a DRIVE-to-SECOND downshift is automatically made when the accelerator pedal is partially depressed.

Holding on an Upgrade

The car will hold on a slight upgrade with the transmission in any driving gear and a light pressure on the accelerator, but do not do this for long periods. Use the brakes on steep grades.

MANUAL TRANSMISSION

To shift gears with a manual transmission you must first depress the clutch pedal to the floor. Then select the desired gear range, release the clutch pedal slowly and, at the same time, lightly depress the acceleration pedal. Shift through each gear in numerical order-do not skip a gear. Never shift into REVERSE until the car has come to a complete stop.

Do not drive with your foot resting on the clutch pedal as this will cause abnormal clutch wear.

Shifting Gears

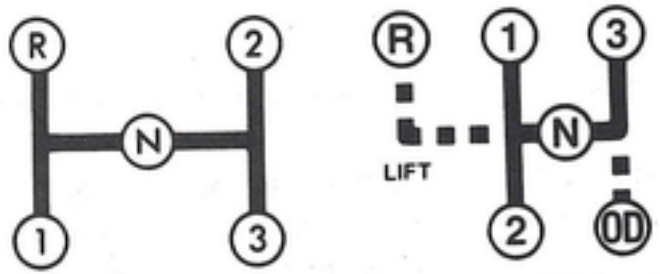
Shift progressively. Make the shifts at speeds that allow you to accelerate smoothly without overloading the engine. Shift from 1st to 2nd at 15 mph (24 km/h); from 2nd to 3rd at 25 mph (40 km/h); and from 3rd to overdrive at 40 mph (64 km/h).

Higher upshift speeds than those recommended may be utilized in order to obtain a desired acceleration rate.

Downshifting

Shifting from a high gear down to the lower gears in descending numerical order is recommended to preserve brakes when driving down steep hills. In addition, down shifting at the right time provides better acceleration when you desire to resume speed.

Manual Transmission Shift Patterns



For acceleration initiating at speeds less than 20 mph (32 km/h), SECOND gear is recommended.

Overdrive - 4

In "Overdrive" the engine runs at a lower speed and consumes less fuel. This gear is intended for highway use where there is less need for acceleration and power.

Follow the shift pattern displayed on the knob, shift through the first three gears as you would a standard three-speed floor shift manual transmission.

When shifting into the REVERSE gear, depress clutch and with the gearshift lever in NEUTRAL, lift the lever straight up, then move into the REVERSE position. It is NOT necessary to lift the lever to shift out of REVERSE into one of the forward gears.

When cruising speed has been reached you can depress the clutch, shift into "OD" and release the clutch. You can shift from "OD" to 3rd at any speed if engine braking or more responsive acceleration is desired. Simply depress the clutch and downshift in the normal manner.

For most city driving, you will find it easier to use only the first three gear positions as you would a three-speed transmission.

BRAKE SYSTEM WARNING LIGHT: If a failure occurs in either half of the dual braking system the light will come on when the brake pedal is pressed. If the light comes on, the cause should be located and corrected as soon as possible. Continued operation of the car is dangerous.

After the condition is corrected, a heavy application of the brake pedal is necessary to turn the light off.

The warning light should be checked frequently to assure that it is operating properly. This can be done by engaging the parking brake and turning the ignition key to the ON position.

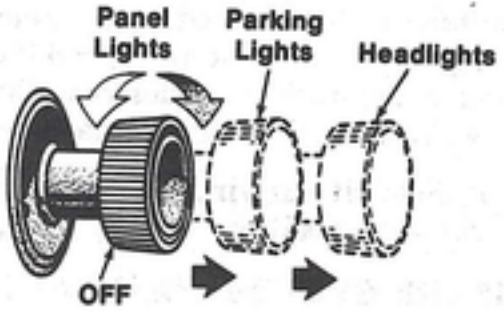
Headlights, Parking Lights, Panel Lights

When the headlight switch is pulled out to its first position the parking lights, taillights, side marker lights, license plate light and instrument panel lights are all turned on when the switch is pulled out fully.

The brightness of the instrument panel lighting can be regulated by rotating the headlight switch in either direction.

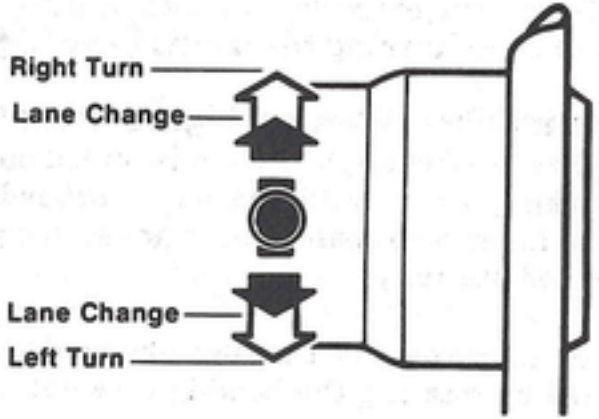
Interior Lights

The number of interior lamps and their location varies according to the body type. However, all courtesy, reading, pillar, map and dome lamps are turned on by opening a door, turning the headlight switch fully left, or by an individual switch on the lamp fixture.



TURN SIGNALS: The arrows on each side of the instrument cluster flash to indicate proper operation of the front and rear turn signal lights. If either indicator remains on and does not flash, check for a defective outside light bulb. If the indicator fails to light when the lever is moved, it would suggest that the fuse or indicator bulb is defective.

Turn Signals with Lane Change Feature



On the New Yorker, Newport and St. Regis models the turn signal lever also serves as the windshield wiper/washer and headlight beam selector control.

WINDSHIELD WIPERS AND WASHERS: The wipers and washers are also operated by a switch in the control lever. Rotate the handle to select the desired wiper speed. The washers are activated when the handle is pushed toward the steering column.

HEADLIGHT BEAM SELECTOR: Pull the lever toward the steering wheel to switch the headlights from HIGH or LOW beam.

Door Locks

If the lock plunger is down when the door is shut, the door will lock. Therefore, make sure the keys are not inside the car before closing the door. Once the doors have been locked they can not be opened from the inside until the lock plunger has been pulled up. The exception to this is the driver's door which can always be opened by the door handle.

Power Door Locks (Optional)

All doors can be locked and unlocked (except liftgate) from inside by the lock button on either of the front doors. Push button down to lock, up to unlock.

Child-Guard Door Locks (Dealer Installed)

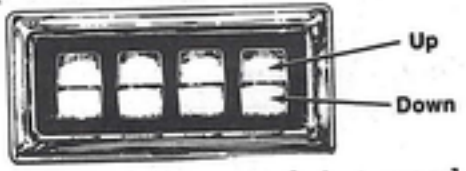
The cost of these units is nominal for the protection obtained.

Your adult passengers should be advised of the operation of these units so that they will not be confused when they try to leave the car.

Power Windows (Optional)

The multiple control on the left front door has "up-down" switches that give you finger tip control of all door windows.

There are single opening and closing switches at each of the other functional windows. The windows will operate only when the ignition switch is turned to the ON position.



Power Window Locks (Dealer Installed)

A power window safety switch mounted under the instrument panel may be installed by your dealer. This switch will disconnect the power to all windows except the driver's, thus discouraging play by small children when the car is in motion.

Windshield Wipers

To operate the windshield wiper, move the control lever to the desired speed detent. Fully left is the OFF position.

Note: In cold weather always turn off the wiper motor and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on, and the wipers freeze to the windshield, damage to the wiper motor may occur when the car is restarted.

Windshield Washer

Press the wiper control knob down to spray fluid on windshield. On the optional three speed system, the wiper control will turn to low speed when pressed and remain on until turned back to the OFF position.

Intermittent Washer/Wiper System (Optional)

the intermittent feature of this system was designed for use when weather conditions make a single wiping cycle, with a variable pause between cycles, desirable. For a maximum delay between cycles, slide the control lever just to the right of OFF. The delay interval decreases as you move the lever to the right until it enters the "LO" continual speed position. The delay can be regulated from a maximum of approximately 15 seconds between cycles, to a cycle every 2 seconds.

To use the washer, press the lever down and hold as long as spray is desired. If the washer control is depressed while in the intermittent range, the wiper will operate for several seconds after the lever is released, and then resume the intermittent interval previously selected. If the lever is depressed for wash while in the OFF position, the wiper control will move to the maximum delay position, and operate until the control is returned to OFF

Note: In cold weather always turn off the wiper motor and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on, and the wipers freeze to the windshield, damage to the wiper motor may occur when the car is restarted.

Electric Rear Window Defroster (Optional)

The defroster is operated by a switch on the instrument panel. A light on the switch indicates the defroster is in use. The defroster will operate for approximately a 10 minute cycle, and then automatically turn off.

To avoid damaging the electrical conductors do no use scrapers, sharp instruments, or window cleaners containing abrasives on the interior surface of the rear window. Labels can be peeled off after soaking them with a warm wet rag.

Electronic Digital Clock

VACUUM FLUORESCENT ELECTRONIC DIGITAL CLOCK (optional)

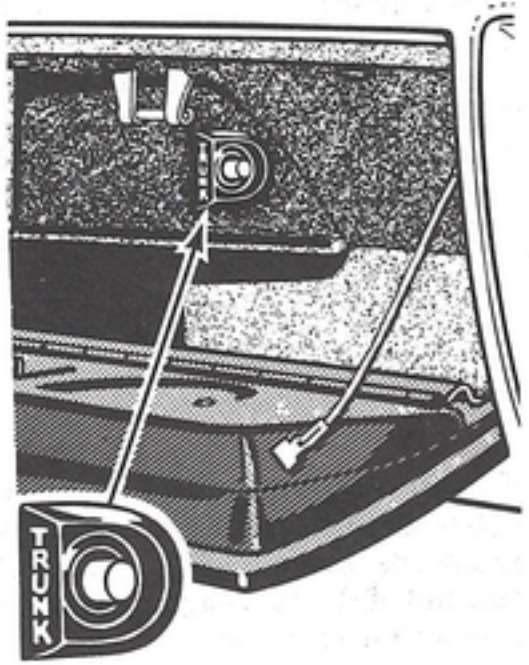
A vacuum fluorscent digital readout indicates the time in hours and minutes when the ignition switch is in the ON position. When the ignition switch is in the OFF or ACC. position, time keeping is accurately maintained but the time is not displayed.

To set the correct time, advance the hours or minutes setting by pressing the rocker switch located below the display window or in the glove compartment.

The electronic digital clock has no customer serviceable parts. All service should be done by an authorized service dealer.

Remote Trunk Lid Release (Optional)

The trunk lid can be opened from inside the car by pressing a switch located in the glove compartment. Release will operate only with ignition switch in the ON position. When the ignition key must be left with the car, such as for service or parking lot attendents, be sure that the glove box is locked to prevent unauthorized access to the trunk compartment.



Horn

There is a possibility that the contact point that actuates your horn is not in the same location as on your previous model. Therefore, take a minute to be sure that you will reach the correct pressure point automatically if the need occurs.

Self-Adjusting Brake (Rear)

To maintain the correct adjustment, you need only drive your car in reverse and apply the brakes. If further adjustment is needed, drive forward about twenty feet before you repeat the reverse application. To avoid poor braking, brake pull, or damage to brake drums, the brake linings should be inspected every 30,000 miles (48 000 km).

On models designed to be used as taxis, rear drum brakes are equipped with manual adjusters requiring periodic inspection and adjustment approximately every 4,000 miles (6 400 km).

Power Disc Brakes (Front)

Disc brakes do not require adjustment, however, several hard stops during the break-in period are recommended to seat the linings and wear off any foreign material.

Caution

It is important that you do not drive the car with your foot resting or riding on the brake pedal when braking is not required. This practice can result in abnormally high brake temperatures, excessive lining wear and possible damage to the brakes.

Sure-Grip Axle (Optional)

During normal driving and cornering the Sure-Grip unit performs the same as a conventional differential. On a slippery surface, however, the differential delivers more of the driving effort to the wheel having the better traction.

Caution

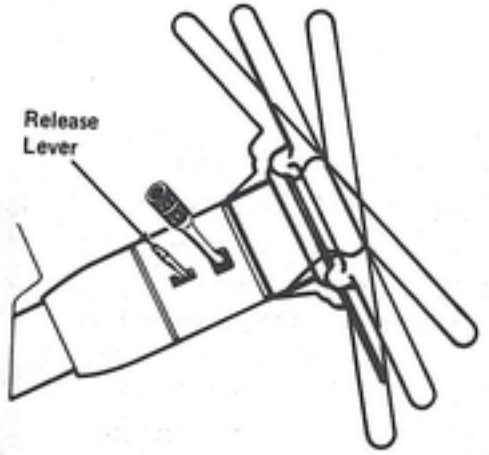
On cars equipped with a Sure-Grip differential, never run the engine with one rear wheel off the ground, since the car may be propelled through the rear wheel remaining on the ground.

Care should be taken to avoid sudden acceleration when both rear wheels are on a slippery surface. This could cause both rear wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.

Do not install the "compact" 60 psi temporary spare tire on cars equipped with a Sure-Grip differential. When mounted in the rear the smaller diameter spare can cause unexpected seizure of the differential.

Tilt Steering Wheel (Optional)

To tilt the wheel, simply lift up the small lever below the turn signal control, move the wheel up or down, as desired, and release the lever to lock the wheel firmly in place.



Automatic Speed Control (Optional)

When engaged, this device takes over the acceleration operation at speeds above 30 mph (48 km/h). The controls are located at the end of the turn signal lever and consist of a Speed Set Button and a Control Slide.

AUTOMATIC SPEED CONTROL

To Activate - Push the control slide to the ON position. When the desired speed has been attained, press and release the speed set button to establish memory and activate the system. Remove your foot from the accelerator. Pushing the control slide from OFF to ON while the vehicle is in motion establishes memory at that speed, but does not activate the system. The slide may be left in the ON position when the car is parked.

To Deactivate - A soft tap on the brake pedal, or normal brake pressure while slowing the car will deactivate auto speed control without erasing the memory. Pushing the control slide to the OFF position or turning off the ignition erases the speed memory.

To Resume Speed - Push the control slide to the Resume position and the car will return to the previously memorized speed. When using the resume feature, do not allow the slide to "pop" back to ON. It may over shoot and turn the unit off.

To Vary the Speed Setting - You can reset the control to any desired speed by accelerating or slowing to that speed and pressing the SET button.

When the system is activated, tapping the SET button may increase the speed setting by small increments.

Holding SET button depressed allows vehicle to coast to a lower speed setting.

To Accelerate for Passing - Depress the accelerator as you would normally. When the pedal is released your car will return to the set speed.

Warning
Use of Speed Control is not advised when driving conditions do not permit maintaining a constant speed, such as in heavy traffic or on roads that are winding, icy, snow-covered or slippery.

Ash Tray and Lighter

An ash tray and lighter are located near the center of the instrument panel. On the New Yorker, Newport and St. Regis models, press in on the face of the ash tray to release it.

Caution

It is recommended that only the lighter be inserted in the receptacle. Use of "plug-in" type accessories (spotlights, shavers, etc.) may damage the receptacle and result in poor retention of the lighter.

Illuminated Vanity Mirror (If so equipped)

An illuminated vanity mirror is mounted on the right hand sun visor. To use the mirror, rotate the sun visor down and swing the mirror cover upward. The lamps turn on automatically and can be adjusted for high or low intensity by using the selector switch below the right lamp. Closing the mirror cover turns off the lamps.

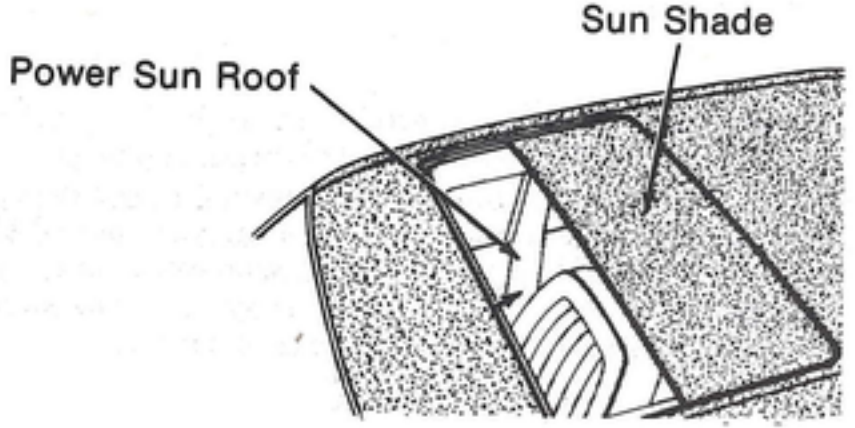
Roof Type Carrier

Do not use a roof type carrier that rests on or clamps to the drip molding. If loads are applied to the drip molding the molding will deform allowing the rack or carrier to break loose when the car is underway.

Do not use any type of roof carrier on models with padded vinyl roofs.

Electrically Operated Sunroof (If so equipped)

The sunroof is operated by a two-position control switch located on the forward center area of the roof header.



If necessary, the roof can be closed manually by using the crank handle provided in the glove compartment. First remove the small plug located near the front edge of the roof opening. Now, using the crank handle, remove the exposed screw and any

washers behind the screw. Insert the handle into the slotted winding gear and turn until roof closes. If the sliding panel binds, gently free it by hand. When the panel is closed re-install the washers, screw and plug.

Maintenance - Periodically clean and lubricate the guide rails. Also remove plug and tighten screw.

If equipped with a tinted glass sun roof, care should be taken in cleaning the inside of the glass. Use only non-abrasive cleaners and a soft cloth.

Ventilation Control
(For Compact and Mid-Size Cars without A/C)
While driving, outside air can be brought into the interior by pulling out the VENT knobs located on the lower edge of the instrument panel. Amount of air intake is regulated by the distance the knobs are pulled out. Push knobs all the way in to shut off air.

HEATER AND VENTILATION

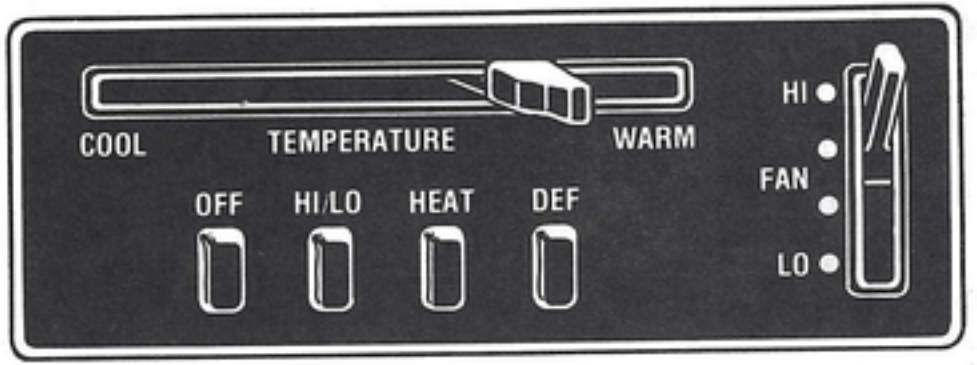
Be sure the windshield wiper cavity, located outside the car below the windshield, is free of snow or other obstructions and the ventilation knobs (Compact and Mid-size models) are pushed in when operating the system.

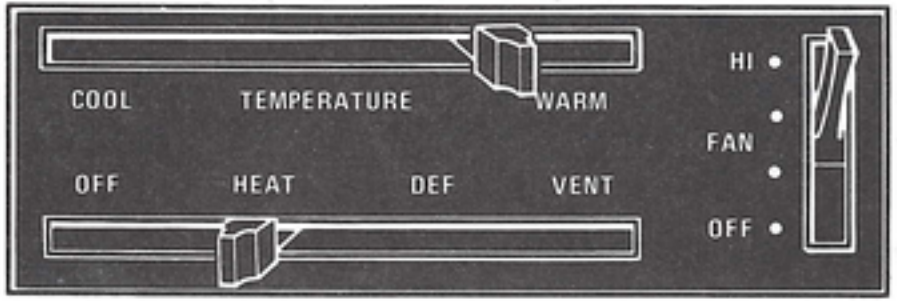
The operating controls consist of the following:

Fan Switch
The fan can be operated to regulate the amount of air forced through the car.

Temperature Control Lever
Slide the lever right or left to maintain the desired temperature when operating in the HI-LO, Heater or Defroster modes.

Pushbuttons or Selector Lever
Determine the operating mode of the system. The modes function as follows:





OFF — Turns off the entire system on Regular-size models. On Mid-size models the fan switch must be moved to OFF.

HI-LO (Regular-size models) — Outside air enters the car and is directed through four (4) duct levels; defroster, heater, lap coolers and instrument panel outlets. The discharge air temperature and fan speed may be adjusted as required. This feature provides forced air ventilation in warm weather as well as improved comfort during very sunny, cold weather conditions. HI-LO also provides excellent side window clearing during cold weather operation by allowing you to direct instrument panel outlets towards side and rear of vehicle.

HEAT — Air from outside the car is circulated through the system and discharged through the floor outlets with some lesser portion discharged through the defroster outlets. The discharged air temperature and fan speed may be adjusted as required.

DEF. — Outside air is circulated through the system and discharged through the windshield outlets with some lesser portion going to the floor outlets.

VENT (N.A. on Regular-size models) — Outside air enters the car and is directed through outlets in the instrument panel. The fan may be used to increase the air flow. The position of the temperature control lever does not affect air temperatures when operating in this mode.

Note: On models other than Regular-size, ram air feature forces air into the moving car without using the fan. This is especially effective during highway driving. For ram-air, move selector lever to HEAT, shut off fan, and regulate the amount of heat desired with the temperature control lever.

Warm Weather Operation

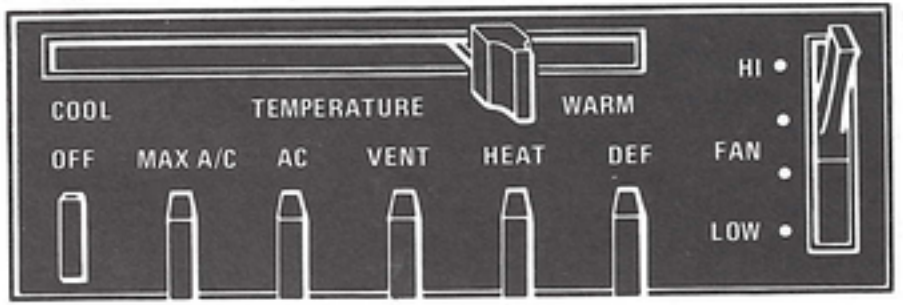
For summer operation, or operation in tropical areas, you may want to deactivate the heater system by stopping the flow of hot water to the heater core. This can be accomplished by selecting the "VENT" or "HI-LO" position on your heater control.

AIR CONDITIONER (Optional)

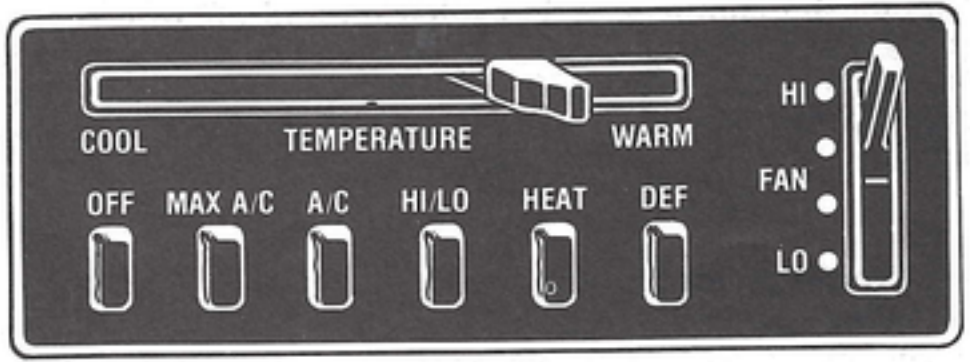
This factory installed unit combines air conditioning, ventilation, heating and defrosting into one efficient year-round system. The operating controls consist of:

Temperature Control Lever

This lever controls the temperature of the air coming from the outlets when any button except MAX A/C is depressed. Moving the temperature lever toward the right makes the air warmer.



Compact and Mid-size



Regular-size

Fan Switch

The fan can be operated at speeds ranging from LO — at the bottom, to HI — at the top, to regulate the amount of air forced through the car. On Regular-size models only the top two speeds are operable when the MAX A/C button is depressed.

Pushbuttons

These buttons determine the operating mode of the system. The buttons function as follows:

OFF — When this button is pushed, the entire system is shut off.

MAX. A/C — Air from inside the car is recirculated through the system and discharged through the A/C outlets. This mode of operation should only be used to rapidly cool down the car interior and in exceptionally hot and humid weather. The temperature control lever should be placed in the full cool position for best results.

A/C — Air from outside the car is circulated through the system and discharged through the A/C outlets. The temperature control lever and blower speed can be adjusted to obtain comfort.

Note: Regular-size models — If the A/C button is depressed and then pulled out, back to its normal position, the system will operate as in HI-LO. However, the air will be circulated only through the upper outlets.

VENT (Not on Regular-size models) — In this mode of operation, air from outside the car is circulated through the system and discharged from the A/C outlets. This is the same as the A/C pushbutton position except the refrigeration system is off. Use this mode in cool or moderate weather when refrigeration is not needed.

HI-LO (Regular-size models) — Outside air enters the car and is directed through four (4) duct levels; defroster, heater, lap coolers and instrument panel outlets. This discharge air temperature and fan speed may be adjusted as required. This feature provides forced air ventilation in warm weather as well as improved comfort during very sunny, cold weather conditions. HI-LO also provides excellent side window clearing during cold weather operation by allowing you to direct instrument panel outlets towards side and rear of vehicle. The refrigeration system does not operate in HI-LO mode for added vehicle economy.

HEAT — Air from outside the car is circulated through the system and discharged through the floor outlets with some lesser portion discharged through the defroster outlets. the discharge air temperature and fan speed may be adjusted as required.

DEF. — In the defroster mode of operation, outside air is circulated through the system and discharged through the windshield outlets with some lesser portion going to the floor outlets. This operating mode is used to remove ice and interior fog from the windshield.

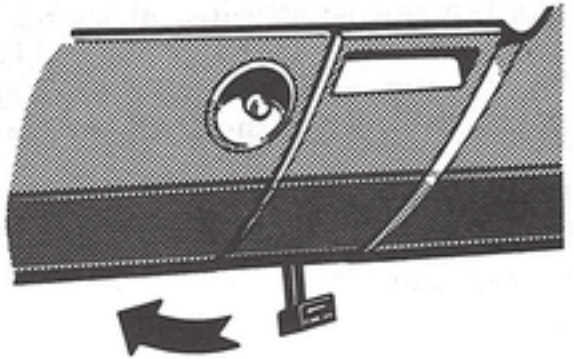
Note: The air conditioning compressor operates in Defrost mode above freezing temperatures. Because of a built-in time delay, air will come out of the air conditioning outlets for 5 to 10 seconds when changing from OFF to HEAT or DEFROST. On cars equipped with a six cylinder engine, the compressor is cycled on and off to conserve energy and prevent coil freeze-up when the system is operated in the MAX. A/C, A/C or DEFROST modes. This cycling may result in noticeable changes in the engine speed.

Air Conditioning Outlets

The outlets can be adjusted to direct the air to any desired area, or shut off individually, by moving the vanes or rotating the barrel.

Floor Air (Compact and Mid-size models)

Air can be directed to the floor area by use of a lever mounted on the ducts beneath the center of the instrument panel.



This lever is operative only when the MAX. A/C, A/C or VENT modes have been selected.

It will return to the inoperative position when the HEAT or DEFROST modes are used.

Operating Tips

Fast Cooldown

For a fast cooldown, push the A/C button and drive the car with the windows down for the first few minutes. Once the hot air has been expelled from the car interior, close the windows and push the MAX. A/C button. When a comfortable condition has been reached, switch back to A/C and adjust the temperature control lever and fan speed as necessary to maintain comfort.

Window Fogging

In mild but rainy or humid weather car windows may tend to fog on the inside. To clear the fog off all the windows, push the A/C button. Adjust the temperature control lever and fan speed to maintain comfort.

Interior fogging on the windshield can be quickly removed by depressing the DEFROST button.

Summer Operation

Air conditioned cars must be protected with a high-quality anti-freeze coolant during the summer to provide proper corrosion protection and to raise the boiling point of the coolant for protection against overheating. A 50% concentration is recommended.

When using the air conditioner in extremely heavy traffic in hot weather, especially when towing a trailer, additional engine cooling may be required. If this situation is encountered, operate the transmission in a lower gear. When stopped in heavy traffic it may be necessary to shift into neutral and depress the accelerator slightly for fast idle operation.

Winter Operation

When operating the system during the winter months, make sure the air intake, which is located directly in front of the windshield, is free of ice, slush, snow or other obstructions.

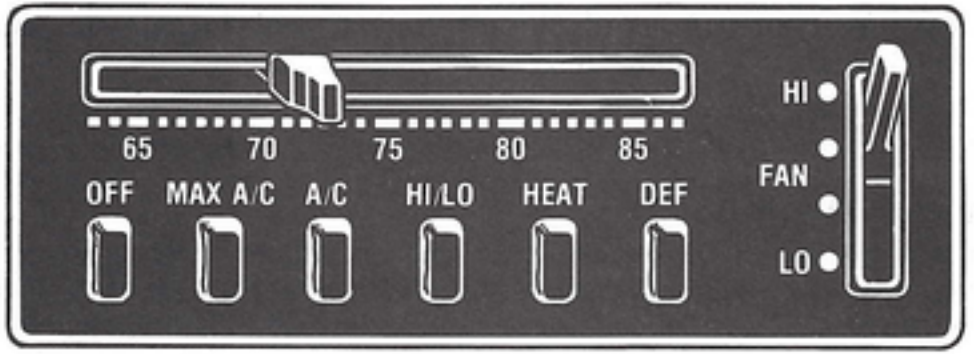
SEMI-AUTOMATIC TEMPERATURE CONTROL (Optional on Regular-size models)

The air conditioning system allows more precise control of the temperature inside the car than is possible with conventional systems.

The comfort control lever can be set to regulate the car interior temperature in any mode selected except MAX. A/C.

Place the lever at the desired comfort setting, usually in the white range of the control scale, and the system will maintain the in-car temperature at the selected level. If you wish to raise or lower the temperature, a very slight adjustment of the lever will be sufficient.

The temperature control sensor will not react to the in-car temperature until the system has been operating for a short time. Therefore, in unusual situations, such as driving from a warm garage into cold weather, you may experience a brief period of discomfort until the system senses an in-car temperature change.



Fan Switch

The fan can be operated at speeds ranging from LO — at the bottom, to HI — at the top, to regulate the amount of air forced through the car. On Regular-size models only the top two speeds are operable when the MAX. A/C button is depressed.

Pushbuttons

These buttons determine the operating mode of the system. The buttons are:

OFF — When this button is pushed, the entire system is shut off.

MAX. A/C — Air from inside the car is recirculated through the system and discharged through the A/C outlets. This mode of operation should only be used to rapidly cool down the car interior and in exceptionally hot and humid weather. The fan operates only in the two top speeds in this mode.

A/C — Air from outside the car is circulated through the system and discharged through the A/C outlets. The comfort control lever and blower speed can be adjusted to obtain comfort.

Note: Regular-size models — If the A/C button is depressed and then pulled out, back to its normal position, the system will operate as in HI-LO. However, the air will be circulated only through the upper outlets.

HI-LO — Outside air enters the car and is directed through four (4) duct levels; defroster, heater, lap coolers and instrument panel outlets. The discharge air temperature and fan speed may be adjusted as required. This feature provides forced air ventilation in warm weather as well as improved comfort during very sunny, cold weather conditions. HI-LO also provides excellent side window clearing during cold weather operation by allowing you to direct instrument panel outlets towards side and rear of vehicle. The refrigeration system does not operate in HI-LO mode.

Note: During cold weather operation, HI-LO mode should not be used during initial vehicle warm-up, unless warm air exiting the instrument panel outlets is desired.

HEAT — Air from outside the car is circulated through the system and discharged through the floor outlets with some lesser portion discharged through the defroster outlets. The discharge air temperature and fan speed may be adjusted as required.

DEF. — In the defroster mode of operation, outside air is circulated through the system and discharged through the windshield outlets with some lesser portion going to the floor outlets. This operating mode is used to remove ice and interior fog from the windshield.

Note: The air conditioning compressor operates in Defrost mode above freezing temperatures. Because of a built-in time delay, air will come out of the air conditioning outlets for 5 to 10 seconds when changing from OFF to HEAT or DEFROST.

AIR CONDITIONING OUTLETS

The outlets can be adjusted to direct the air to any desired area, or shut off individually by moving the vanes or rotating the barrel.

Operating Tips

Fast Cooldown

Push the A/C button and drive the car for a few minutes with the windows down. Do not change the setting of the comfort control lever. After the hot air has been expelled, close the window and adjust the fan speed to obtain comfort.

Window Fogging

In mild but rainy or humid weather, car windows may tend to fog on the inside. To clear the fog off all the windows, push the A/C button. Adjust the temperature control lever and fan speed to maintain comfort.

Interior fogging on the windshield can be quickly removed by depressing the DEF button.

Summer Operation

Air conditioned cars must be protected with a high-quality anti-freeze coolant during the summer to provide proper corrosion protection and to raise the boiling point of the coolant for protection against overheating. A 50% concentration is recommended.

When using the air conditioner in extremely heavy traffic in hot weather, especially when towing a trailer, additional engine cooling may be required. If this situation is encountered, operate the transmission in a lower gear. When stopped in heavy traffic it may be necessary to shift into neutral and depress the accelerator slightly for fast idle operation.

Winter Operation

When operating the system during the winter months, make sure the air intake, which is located directly in front of the windshield, is free of ice, slush, snow or other obstructions.

Radios

All Chrysler Corporation radios are described in the separate "Sound Systems"manual included in your Operator's Manual literature package.

High Gain Antenna (90"/225cm)

This antenna option should be considered whenever substantial distances exist between broadcasting stations and the home area of the vehicle. To gain full benefit of this inexpensive high gain antenna option it is necessary that the radio be retrimmed for the long antenna. This can be done as follows:

- Tune the radio to a weak signal or noise in the 1400 kilocycle range. Set tone control to maximum treble and extend antenna to about 60 inches (150 cm). Adjust trimmer screw (found on back of radio by antenna lead-in plug) carefully, back and forth, until a position is found that gives peak signal or noise reception volume.

Station Wagon Features

The cargo area in the station wagon should not be used as a play area for children when the car is in motion. There is a danger of injury to the child if the car is stopped suddenly or an accident occurs. With the car in motion, the children should be seated and the lap belts fastened. Always be sure the liftgate is closed and securely latched before driving car. Cargo loads, whether in the car or on the luggage rack, should be located as far forward as possible and positioned so as not to move freely while driving.

Carbon Monoxide Warning

As a precaution against carbon minoxide fumes entering the vehicle, the liftgate should be closed whenever the vehicle is in motion, or stopped for any extended period of time with the engine running. If it is necessary to operate the vehicle with the liftgate open, in order to carry long objects which protrude from the vehicle, the following precaution should be observed:

- **Close** all other windows.
- Adjust heating or cooling system to force outside air into car with blower set at high speed and controls set in any position except OFF or MAX. A/C. Or bring outside air into the car through the ventilation system.

Note: IF PASSENGERS ARE RIDING IN THE REAR AREA THE LIFTGATE SHOULD BE FULLY CLOSED AT ALL TIMES.

Please do not remove the precautionary label applied to the liftgate. This will assure that other users and subsequent owners are provided with this important reminder.

Gate Ajar Warning Light

On station wagons the "Gate Ajar" indicator will light if the liftgate is not completely closed.

Note: To determine if indicator is functioning satisfactorily, it is recommended that the liftgate be opened with the ignition switch in the ON position.

Folding Rear Seat

When extra cargo is desired, the second seatback can be folded flush with the cargo floor.

To fold, push the seatback retaining latch button (in center of seat-top) and rotate seatback forward and down until resistance is felt from seat underneath. Lock in place by pressing down firmly on the forward edge of the seatback and the flipper panel.

To raise, push down on the seatback and pull up on the panel, then pull seatback up all the way to engage retaining latch.

To Open the Liftgate

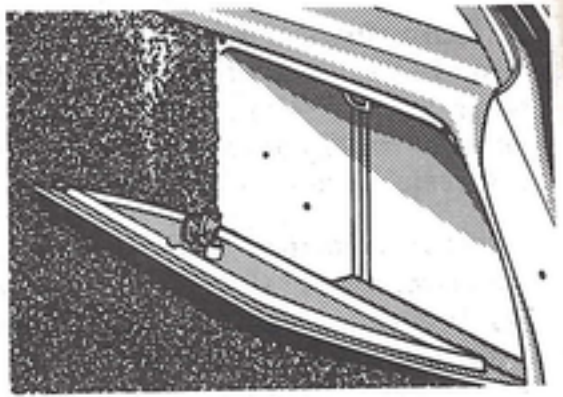
The liftgate can be opened from the outside with the ignition key.

Remote Liftgate Release (Optional)

When the ignition switch is in the ON position, and the transmission in PARK or NEUTRAL, the liftgate can be released by pressing a switch located in the glove compartment.

Storage Bins

Storage area is provided in two storage bins, one behind each wheel housing. On some models these bins are equipped with a cover and lock.



Spare Wheel and Jack Storage

The spare wheel is stored beneath the cargo area in a covered wheelwell. Lift the cover, and hook the support cable (fastened to the under-side of cover) into the slot in the right side of the liftgate. Return the cable to the stowed position and lower the spare tire cover before closing liftgate. The jack and wheel wrench are secured by a clamp adjacent to the spare tire. The jack base is stored with the spare wheel.

Tire and Vehicle Loading

Proper tire inflation pressure is essential to the safe and satisfactory operation of your vehicle. Three primary areas are affected by improper tire pressure:

1. Safety — Under-inflation increases tire flexing and can result in tire failure. Over-inflation results in a tire losing its ability to cushion shock. Objects on the road and chuck holes could cause tire injury that may result in tire failure.

2. Economy — Improper inflation pressures can cause uneven wear patterns to develop across the tire tread. These abnormal wear patterns will reduce tread life resulting in a need for earlier tire replacement. Under-inflation also increases tire rolling resistance and results in higher fuel consumption.

3. Ride Comfort and Vehicle Stability — Proper tire inflation contributes to a comfortable ride. Over-inflation produces a jarring and uncomfortable ride. Both under-inflation and over-inflation affect the stability of the car and can produce a feeling of sluggish response or over responsiveness.

Un-equal tire pressures can cause erratic and unpredictable steering response.

Tire Inflation Pressures

The proper tire pressure for your vehicle is listed on a placard attached to the left front door latch pillar. The pressure should be checked and adjusted at least once every month. Check more often if subject to a wide range of outdoor temperatures as tire pressures vary with temperature changes. Inflation pressures specified on the placard are always "cold inflation pressure". Cold inflation pressure is defined as the tire pressure after the vehicle has not been driven for at least 3 hours, or driven less than a mile after a 3 hour period. The cold inflation pressure must not exceed the maximum values molded into the tire side wall.

Tire pressures may increase from 13 to 40 kPa (2 to 6 psi) during operation. Do NOT reduce this normal pressure build-up.

Radial Ply Tires

Radial ply tires provide improved road hazard resistance and smoother high speed ride. Using radial tires in combination with bias or bias-belted tires (other than the specially designed compact spare) will seriously deteriorate vehicle handling. Always use radial tires in sets of four, and never use them on the front only. As longer wearing tires can be more susceptible to irregular tread wear, it is very important to follow the tire rotation interval recommended to achieve the tread life potential of these tires.

Cuts and punctures in radial tires are repairable only in the tread area because of sidewall flexing. Consult your tire dealer for radial tire repairs.

High Speed Pressures

For speeds up to 75 mph (120 km/h) the pressures listed on the tire placard are adequate.

Emergency vehicles permitted to travel at higher speeds must increase tire pressures as follows:

Station wagons: 28 psi Front (193 kPa) - 32 psi Rear (220 kPa).

All other vehicles except New Yorker, Newport and St. Regis: 32 psi (220 kPa) Front and Rear. New Yorker, Newport and St. Regis: 35 psi (240 kPa) Front and Rear.

Vehicles loaded to the maximum capacity should not be driven at continuous speeds above 75 mph (120 km/h).

For police or emergency vehicles that must be driven at continuous speeds over 90 mph (145 km/h), special high speed tires, such as police pursuit types, must be used.

Police Pursuit Vehicles

Standard steel belted radial tires are not recommended for police use because of their poor performance at sustained speeds above 105 mph (168 km/h). At such speeds poor vehicle stability may be experienced and tire failure with air loss could occur. Special high performance radials are available for police service. Consult your dealer for application details.

Tire Size and Types

Only tires shown in the "Allowable Tire and Wheel Size" chart may be used on your vehicle. Do not install tires smaller than the minimum size shown on the tire inflation placard located on the driver's door latch pillar.

The speedometer of your vehicle is geared for the original equipment tires. If tires different in size from originally installed are used, ask your dealer if a change of the speedometer drive pinion is necessary to maintain a correct reading.

ALLOWABLE TIRE AND WHEEL SIZES

Model	Tire	Wheel
Volare*/Aspen	D78x14	5J,5-1/2JJ
	DR78x14 (†)	5-1/2JJ,6JJ
	ER78x14 (†)	5-1/2JJ
	FR70x14*	6JJ
	FR78x14* (†)	5-1/2JJ,6JJ
	FR78x15	5-1/2JJ,6JJ,7JJ
	GR60x15* (†)	6JJ
Cordoba Dodge XE	FR78x15	5-1/2JJ,6JJ
	GR60x15	6JJ,6-1/2JJ
	GR78x15	5-1/2JJ,6JJ,7JJ
	HR78x15*	5-1/2JJ,6JJ,7JJ
	P205/75R15	5-1/2JJ,6JJ
LeBaron Diplomat	FR78x15*	5-1/2JJ,6JJ
Newport New Yorker St. Regis	P195/75R15	5-1/2JJ,6JJ
	P205/75R15	5-1/2JJ,6JJ
	P225/70R15*	7JJ

* Limited Chain Clearance. Do not use chains on Dodge XE models equipped with fender flares.
(†) Power Steering Required

VEHICLE LOADING CAPACITIES

RATED VEHICLE LOAD
(higher tire pressure required)

LOAD LIMITS FOR:
- **Improved ride at lower tire pressure**
- **Sustained high speed operation**

(higher tire pressure required)

Model	Vehicle Capacity (Lbs.)	(Kgs.)	Front Seat Occ.	Second Seat Occ.	Luggage (Lbs.)	(Kgs.)	Front Seat Occ.	Second Seat Occ.	Luggage	Vehicle Load (Lbs.)	(Kgs.)
Aspen — Volare' 4 Door	1100	500	3	3	200	90	2	2	0	600	270
Aspen — Volare' 2 Door	950	430	3	2	200	90	2	1	0	450	200
Aspen — Volare' 2 Door Bucket Seats With Console	800	360	2	2	200	90	2	1	0	450	200
Aspen — Volare' Station Wagon	1100	500	3	3	200	90	—	—	—	—	—
LeBaron — Diplomat — 2 Door	950	430	3	2	200	90	2	1	0	450	200
LeBaron — Diplomat — 4 Door	1100	500	3	3	200	90	2	2	0	600	270
LeBaron — Diplomat Station Wagon	1100	500	3	3	200	90	—	—	—	—	—
Dodge XE — Cordoba — Bucket W/out Center Seat	950	430	2	3	200	90	—	—	—	—	—
Dodge XE — Cordoba — Bench or Bucket W/Center Seat	1100	500	3	3	200	90	—	—	—	—	—
New Yorker — Newport — St. Regis	1100	500	3	3	200	90	2	2	0	600	270

*Chain Clearance

Tire chains are not recommended for use with some tire sizes, as indicated on the Allowable Tire Size Chart by the symbol*, because of possible fender interference. In an emergency, chains may be used on these tire sizes if the vehicle is moderately loaded and driven cautiously. Chains should be the proper size for the tires on the vehicle.

It is imperative that chains used on radial ply tires be of the approved size. Prolonged driving with chains installed may result in damage to the upper sidewall of the radial tire if the chains are not tightened properly.

Vehicle Loading

The load carrying capacity of your vehicle is shown in the chart and on the tire pressure placard attached to the door pillar.

DO NOT USE the weight rating data provided on the safety certification label for determining vehicle passenger and/or cargo load capacity. If vehicle loading is limited to that shown as "Reduced Load", the lower inflation pressure shown on the placard can be used for improved vehicle ride at normal speeds.

Trailer Towing

Vehicles equipped with the "Heavy Duty" package do not have a vehicle capacity greater than shown in the capacity chart. The trailer hitch weight and tongue load must be considered as part of the vehicle capacity when loading the car.

For trailer towing, inflate the rear tires on all models to 32 psi (220 kPa). Front tires should be inflated to the pressure recommended on the placard for "Vehicle Capacity".

Luggage Racks — The weight of the load placed on a roof luggage rack, when added to the passenger and other luggage weight, should not exceed the "Rated Vehicle Capacity."

Snow Tires

Snow tires should not be operated at sustained speeds over 120 km/h (75 mph). They must be the same size and construction as the front tires.

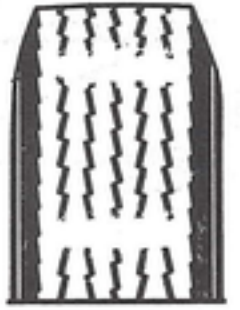
Tire Maintenance

Note: New tires, including the spare (except space saver type) , should be broken-in for at least 50 miles (80 km) at speeds not to exceed 55 miles per hour (90 km/h) .

- Check pressure regularly.
- Maintain wheels in balance and front suspension in alignment.

Tread Wear Indicators

Tread wear indicators are built into the original equipment tires to assist you in determining when your tires should be replaced. These indicators are molded into the bottom of the tread grooves and will appear as 13mm (1/2 inch) wide bands when the tread depth becomes 2 mm (1/16). When the indicators appear in two or more adjacent grooves, the tire should be replaced.

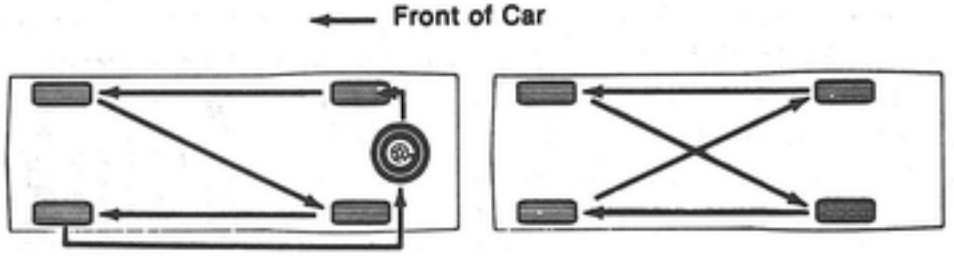


Tire Rotation

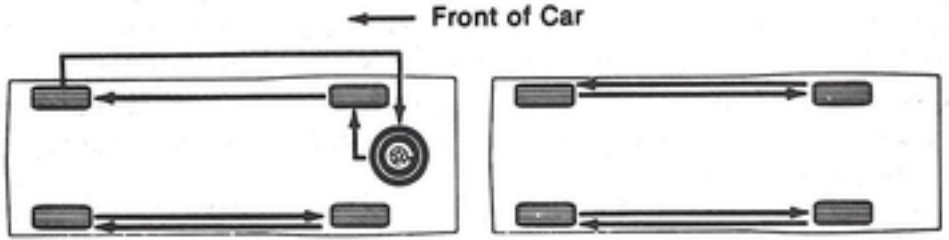
All tires should be rotated NO LATER than 10,000 miles (16 000 km) and should be in correct balance to obtain the most uniform tread wear. Tire inspection at every oil change is recommended. If irregular tread wear has developed, rotation is suggested. Consult your dealer to determine the cause of irregular tread wear. Be sure to adjust tire pressure after rotating.

NOTE: When using the five tire radial ply rotation the spare may be used on either side for the first rotation. Thereafter, it should be rotated onto the same side each time. The four tire rotation should be used if the vehicle is equipped with the compact spare.

Bias and Bias Belted Tire Rotation



Radial Ply Tire Rotation



Compact Spare Tire (If so equipped)

The Compact Spare is a small diameter, high pressure (60 psi-415 kPa) tire for temporary emergency use only. It is mounted on a unique wheel. DO NOT mount a conventional tire on this special wheel. When using the compact spare, do not exceed 50 mph (80 km/h). Repair or replace the original tire, and reinstall it at the first opportunity.

JACKING AND TIRE CHANGING

Caution

Follow the instructions carefully to reduce the risk of the car falling off the jack.

The jack should be used only for changing wheels, do not get under the car while using jack.

Do not start or run the engine while the car is on the jack.

PREPARATIONS: Park the car on a **firm level surface,** set the parking brake and place the gear selector in "Park" (automatic transmission) or "Reverse" (manual transmission).

Warning

Do not attempt to change a tire on the side of the car close to moving traffic. Pull far enough off the road to avoid the danger of being hit when operating the jack or changing the wheel.

- Activate the Hazard Warning Flasher.
- Block both the front and rear of the wheel diagonally opposite the jacking position. (A wheel chock or bricks can be carried for this purpose).
- Passengers should not remain in the car when the car is jacked.

INSTRUCTIONS

1. Remove the spare wheel, jack, base, and wrench.
2. Assemble jack and base, position the jack as shown on the label. Base must sit flat.
3. Loosen, but do not remove the wheel nuts by turning them counter-clockwise one turn while the wheel is still on the ground.
4. Pry off wheel cover by inserting flat end of wrench opposite valve stem and twisting wrench. Loosen the wheel nuts by turning counter-clockwise, but do not remove. If equipped with forged aluminum wheels, see step 11.
5. **Operate jack and raise vehicle so tire just clears surface.** (Minimum tire lift provides maximum car stability).
6. Remove wheel nuts, pull wheel off hub, install spare and lightly tighten nuts. Lower car to ground.
7. **FINISH TIGHTENING NUTS, ALTERNATING EVERY OTHER NUT UNTIL EVERY NUT HAS BEEN TIGHTENED TWICE.**
8. Put wheel cover in place and hit sharply with a rubber mallet or the heel of your hand in area opposite valve stem. Remove block from wheel.
9. Fasten the replaced tire, jack and wrench securely in the trunk using the jack base and tie-down nut.
10. Adjust inflation pressure as soon as possible.
11. Forged Aluminum Wheels — A special procedure must be followed when removing these wheels from the car.
    1 — Using the flat end of the wheel wrench, pry the small (approximately 2") cap from the center of the wheel cover.
    2 — When the cap is removed, two screws will be exposed. Remove the screws, again using the wheel wrench, and take off the center cover. The wheel nuts will not be visible.

Appearance

Your Chrysler Corporation dealer offers a complete line of products for cleaning bright metal, white side walls, upholstery and carpeting. Follow instructions on each container.

Paint and Trim

Your car is exposed to the corrosive effects of chemical fall-out as well as salt spray and road film. To protect not only the paint and trim, but also the many exposed mountings and fixtures, it is important you wash it often and thoroughly.

After washing, allow all surfaces to drain and dry before parking in a closed garage. Prompt washing may not thoroughly remove all of these deposits. Additional cleaners may be required. When using chemical cleaners designed for this purpose, be certain they are safe for use on acrylic painted surfaces. If desired, you may polish your car immediately by using Mopar Automobile Polish.

Damage to the Finish

Any stone chips, fractures or deep scratches in the finish should be promptly repaired. Exposed metal will quickly corrode and may develop into a condition requiring major repair.

Minor damage can be repaired by using touch-up materials available at your dealers. More extensive damage should be corrected in your dealers body and paint facility.

Care of Lap and Shoulder Belts

The belts may be cleaned with a hydrocarbon dry cleaner or with soap and detergent in water. Avoid getting dry cleaners or water solutions into the buckle mechanism where they may attack the lubricant or cause corrosion. **Do not attempt to bleach or re-dye belts. Resulting color may rub off and webbing strength could be affected.**

Underbody Maintenance

The corrosive materials used for ice and snow removal or dust control may accumulate on the underbody of your car. If not removed, these materials may accelerate rusting and deterioration of underbody components such as fuel lines, frame, floor pan, exhaust system, etc.

At least twice during the winter months hose down the wheel wells and underside of the vehicle. Make sure you remove mud and salt from panels, crevices and ledges, and that all drain holes and channels are free of mud and debris.

Remember that if your hosing of the vehicle serves only to wet caked mud and debris without removing it, you can do more harm than good.

Your dealer can recommend undercoating materials that will help protect your car from corrosion.

Safety

Safety Checks You Should Make Inside the Car

Seat Belts — Regularly check lap belt buckles and release mechanisms for positive action and secure connections.

Seatback Latches — Check to see if latches are holding by attempting to pull seat forward while latch is engaged.

Defrosters — Check operation by placing selector lever in DEF position and fan control in high speed. You should be able to feel the air directed against the windshield.

Safety Check You Should Make Outside of the Car

Tires — Examine tires for excessive tread wear or uneven wear patterns. Check for stones, nails, glass, or other objects lodged in the tread. Inspect for tread cuts or side wall cracks. Check wheel nuts for tightness and tires (including spare) for proper pressure.

Lights — Have someone observe the operation of all exterior lights while you activate the controls. Check turn signal and high beam indicator lights on the instrument panel.

Fluid Leaks — Check area under car after overnight parking for fuel, water, oil or other fluid leaks. Also, if gasoline fumes are detected the cause should be located and corrected immediately.

Traction

When driving on wet or slushy roads, it is possible for a wedge of water to build up between the tire and road surface. This is known as hydroplaning and may cause partial or complete loss of vehicle control and stopping ability. To reduce this possibility the following precautions should be observed:

1. Slow down during rainstorms or when roads are slushy.
2. Slow down if road has standing water or puddles.
3. Replace tires when tread wear indicators first become visible.
4. Keep tires properly inflated.
5. Maintain sufficient distance between your car and the car in front to avoid a collision in a sudden stop.

Winter Braking

When traction between the tires and the road is reduced, the wheels may skid and the car cannot be readily brought to a stop by conventional braking techniques. When a skid occurs, stop the car by pumping the brake pedal with short rapid jabs. With each jab the brake must be fully applied and fully released for greatest effect.

AN IMPORTANT MESSAGE REGARDING YOUR NEW VEHICLE

Every effort has been made to assure overall reliability of this vehicle, with particular emphasis on the systems having to do with vehicle control. In addition, certain characteristics have been designed into this vehicle which provide you with an "extra margin" of safety in operation in the rare event of malfunction. They do not afford you the same driving conditions however, and for this reason you should be aware of what to expect to avoid alarm or confusion should an abnormal condition arise. Specifically, you should be familiar with the following safety characteristics of the braking system and the power steering system.

POWER BRAKES

In the event power assist is lost for any reason, (for example, repeated brake applications with the engine off), the brakes will still function. The effort required to brake the vehicle will be substantially increased over that required with the power system operating.

If either the front or rear hydraulic systems lose normal capability, the remaining system will still function with some loss of overall braking effectiveness. This will be evident by increased pedal travel during application, greater pedal force required to slow or stop, and activation of the Brake Warning Lamp during brake use.

In either situation cited above, braking effectiveness will be substantially reduced even though you exert much greater pedal effort than is customarily required. This, of course, means that even though such a malfunction has occured, you will still be able to bring your car to a stop, but not within the usual stopping distance.

POWER STEERING

The power steering system of your car provides mechanical steering capability in the event power assist is lost.

If for any reason the hydraulic pressure is interrupted, it will still be possible to steer your car. Under these conditions you will observe a substantial increase in steering effort and noticeable amount of "free play" in the steering wheel.

Keeping the above information in mind will prepare you in the rare event you encounter the described conditions. You may wish to acquaint yourself with the "feel" of the steering and braking systems without power assist. To do this, select a straight road free of traffic, and while driving at a moderate speed put the transmission in neutral and shut off the engine. Make steering motions, and after tapping the brake several times to deplete the power system reserve, make a stop. (Power assist of both systems may be restored during these maneuvers simply by restarting the engine).

Controlling Exhaust Emissions

Exhaust emissions (hydrocarbons, carbon monoxide, and oxides of nitrogen) are controlled by a combination of engine modifications and the addition of special control components.

Modifications to the combustion chamber, intake manifold, camshaft, carburetor and ignition system along with controlled temperature intake air from the basic control system.

Complete effectiveness of the system depends on ignition timing, proper engine idle adjustment (see label under the hood) and a conscientious adherence to the maintenance services described in this manual.

Emission Control System Maintenance

The scheduled maintenance services listed on the following pages, which are identified as Emission Control System services, must be performed at the times or mileages specified to assure the continued proper functioning of the emission control system. These, and all other recommended maintenance services included in this manual should be performed to provide best vehicle performance and reliability. More frequent maintenance may be needed for vehicles in severe operating conditions such as dusty areas and very short trip driving.

Inspection and service should also be performed anytime a malfunction is suspected.

SCHEDULED MAINTENANCE SERVICES FOR EMISSION CONTROL AND PROPER VEHICLE PERFORMANCE

Inspection and Service should also be performed anytime a malfunction is observed or suspected. Retain receipts for all vehicle emission services to protect your emission warranty.

EMISSION CONTROL SYSTEM MAINTENANCE	MILEAGE INTERVALS, MILEAGE IN THOUSANDS		7.5	15	22.5	30	37.5	45
	KILOMETRES IN THOUSANDS		12	24	36	48	60	72
AUTOMATIC CHOKE	CHECK AND ADJUST AS REQUIRED					●		
CARBURETOR CHOKE SHAFT	APPLY SOLVENT EVERY SIX MONTHS	OR	●	●	●	●	●	●
CARBURETOR AIR FILTER	REPLACE	AT				●		
CRANKCASE INLET AIR CLEANER	CLEAN	AT				●		
FAST IDLE CAM AND PIVOT PIN	APPLY SOLVENT EVERY SIX MONTHS	OR	●	●	●	●	●	●
FUEL FILTER	REPLACE	AT				●		
IDLE SPEED AND AIR-FUEL MIXTURE	CHECK AND ADJUST AS REQUIRED	AT		●		●		●
IGNITION CABLES	CHECK AND REPLACE AS REQUIRED AT TIME OF SPARK PLUG REPLACEMENT							
MANIFOLD HEAT CONTROL VALVE	APPLY SOLVENT	AT				●		
POSITIVE CRANKCASE VENT VALVE	CHECK OPERATION & REPLACE IF NECESSARY			●				●
POSITIVE CRANKCASE VENT VALVE	REPLACE	AT				●		
SPARK PLUGS (WITHOUT CAT. CONVERTER)	REPLACE	AT		●		●		●
SPARK PLUGS (WITH CAT. CONVERTER)	REPLACE	AT				●		
TAPPET ADJUSTMENT (6 CYLINDER ENGINES)	CHECK AND ADJUST AS REQUIRED	AT		●		●		●
ALL FUEL SYSTEM AND UNDERHOOD RUBBER AND PLASTIC COMPONENTS (EMISSION HOSES)	INSPECT AND REPLACE IF NECESSARY	AT		●		●		●
VAPOR STORAGE CANISTER FILTER ELEMENT	REPLACE	AT				●		

SCHEDULED MAINTENANCE SERVICES FOR EMISSION CONTROL AND PROPER VEHICLE PERFORMANCE

SCHEDULED GENERAL MAINTENANCE	MILEAGE INTERVALS, MILEAGE IN THOUSANDS		7.5	15	22.5	30	37.5	45
	KILOMETRES IN THOUSANDS		12	24	36	48	60	72
*ENGINE OIL	CHANGE EVERY TWELVE MONTHS	OR	●	●	●	●	●	●
*ENGINE OIL FILTER	REPLACE AT TWELVE MONTHS	OR	●		●		●	
*COOLING SYSTEM	*CHECK & SERVICE AS REQUIRED AT TWELVE MONTHS	OR		●		●		●
	DRAIN, FLUSH AND REFILL AT 24 MONTHS AND EVERY 12 MONTHS THEREAFTER	OR				●		●
DRIVE BELTS	CHECK CONDITION AND TENSION	AT		●		●		●
BRAKE LININGS	INSPECT	AT				●		
FRONT WHEEL BEARINGS	INSPECT	AT				●		
BALL JOINTS & TIE ROD ENDS	LUBRICATE	AT				●		
CLUTCH PEDAL FREE PLAY	CHECK AND ADJUST AS REQUIRED	AT	●	●	●	●	●	●

SEVERE SERVICE. . .FOR TRAILER TOWING, TAXI, POLICE AND LIMOUSINE VEHICLES, THE FOLLOWING SERVICE INTERVALS ARE RECOMMENDED:

ENGINE OIL	CHANGE EVERY 3 MONTHS OR 3,000 MILES (4 800 KILOMETRES)
ENGINE OIL FILTER	REPLACE AT. . .INITIAL OIL CHANGE AND EVERY 2ND OIL CHANGE THEREAFTER
TRANSMISSION FLUID	CHANGE AUTOMATIC. . .15,000 MILES (24 000 KILIMETRES) — CHANGE FILTER — ADJUST BANDS
	CHANGE MANUAL. . .30,000 MILES (48 000 KILOMETRES)
AXLE OIL	CHANGE AT. . .36,000 MILES (58 000 KILOMETRES)
FRONT WHEEL BEARINGS	INSPECT & LUBRICATE. . .WHENEVER THE DRUMS OR ROTORS ARE REMOVED TO INSPECT OR SERVICE THE BRAKE SYSTEM, OR AT LEAST EVERY 9,000 MILES (14 000 KILOMETRES)
BRAKE LININGS	INSPECT. . .EVERY 9,000 MILES (14 000 KILOMETERS)
BALL JOINTS & TIE ROD ENDS	LUBRICATE. . .EVERY 18 MONTHS OR 15,000 MILES (24 000 KILOMETRES)
UNIVERSAL JOINTS	INSPECT. . .AT EVERY OIL CHANGE

*Also an Emission Control Service

Scheduled Maintenance

ENGINE OIL REQUIREMENTS

Change Engine Oil

Regular oil changes are required for proper engine operation.

Change oil every 12 months or at 7,5000 mile (12 000 km) intervals, whichever comes first.

Every 3 months or 3,000 miles (4 800 km), whichever occurs first, if the vehicle is driven under any of the following operating conditions:

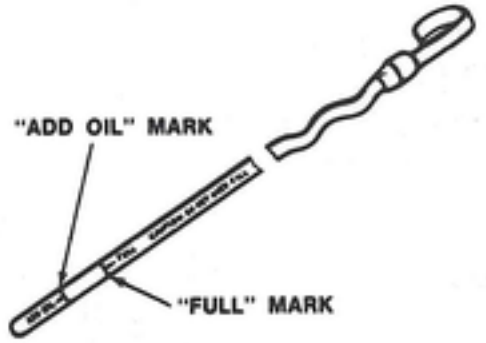
- Frequent driving in dusty conditions.
- Frequent trailer pulling.
- Extensive idling.
- Frequent short trip driving, less than 10 miles (16 km), at temperatures below +10°F. (-12°C).
- More than 50% operation at sustained speeds over 70 MPH (112 km/h) during hot weather (above +90°F.; +32°C.).

Fleet Service (Police, Taxi, Limousine)

Police and limousine vehicles used principally for highway service, (police highway patrol operation or limousine service of 25 miles (40 km) or more between stations), should have the oil changed every six months or 5,000 miles (8 000 km), whichever occurs first.

Severe Service: Vehicles operating at sustained high speeds during hot weather (above 90°F), or vehicles used principally for operation involving short trips and prolonged or frequent periods of idling, should have oil changed every three months or 3,000 miles (4 800 km), whichever occurs first. Change oil filter at the initial oil change and at every second oil change thereafter.

When To Add Oil



Selection of Oil

For best performance, and maximum protection of all engines — for all types of operation, only those lubricants should be used which:

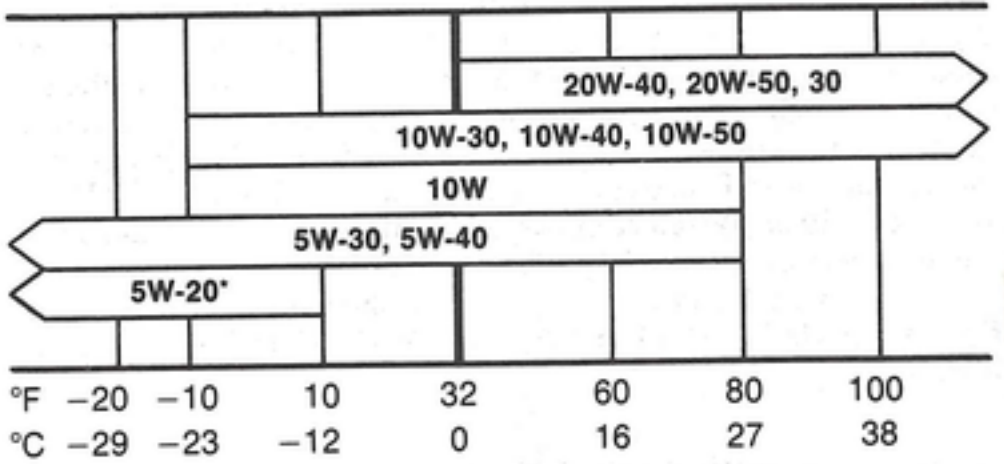
1. Conform to the requirements of the API Classification ((For Service SE".

2. Have the proper SAE Grade number for the expected temperature range.

Lubricants which do not have both SAE grade number and the SE service classification shown on the container should not be used.

It is not necessary to add any materials to crankcase oils for most types of vehicle operation. In some instances, such as during break-in after a major engine overhaul and or new piston installation, addition of special materials containing anti-scuff additives are beneficial. A suitable product for this purpose is Engine Oil Supplement, P/N 3419130.

Recommended SAE Viscosity Grades



Temperature range anticipated before next oil change

*SAE 5W-20 **Not** recommended for sustained high speed vehicle operation.

Low Viscosity Oils

Low viscosity oils make engine starting easier in cold weather. Oils of the SAE 5W-20, 5W-30 or 5W-40 grade number may be used when minimum temperatures consistently fall below +10°F. (-12°C). For instance, weather records in the Detroit, Michigan area indicate that more than ten such days occur during January and February on the average. In this case, SAE 5—W-20, 5W-30 or 5W-40 could be used safely and advantageously during these months. In the Minneapolis, Minnesota area, more than twenty such days usually occur in the winter months. Here the use of SAE 5W-20, 5W-30 or 5W-40 oil is highly recommended.

Vehicles Used For High Performance Service

If the vehicle is to be used for maximum performance service (very high speeds or very rapid acceleration), the engine requires heavier than normal lubricating oil.

For best protection of the engine the heaviest available engine oil of SE quality should be used that will permit satisfactory cold starting. SAE 30 and SAE 40 are recommended; multi-viscosity oils SAE 20W-40 and 20W-50 may also be used.

Additional engine protection can be gained through the use of certain additives. Hi-Performance Oil Additive (Sulfurized Ester), P/N 4106790, is especially useful in preventing piston pin and skirt scuffing. However, this additive should not be used at ambient temperatures below -10°F. (23°C), nor should it be added to the factory fill engine oil. Engine Oil Supplement, P/N 3419130, provides additional wear and scuff protection for valve train components.

When outside temperatures are consistently below 32°F. (0°C), SAE 10W-30 or SAE 10W-40 are recommended for ease in cold starting. However, even in cold weather, these grades should not be used if the vehicle is driven in competition or other forms of maximum performance operation.

Oil Filter

Particles of dirt or foreign matter that might enter the engine oil are removed by a full-flow throwaway oil filter. The oil filter should be replaced with a new filter at the first engine oil change and every second oil change thereafter or every 12 months, whichever comes first. Severe operating conditions require more frequent filter changes.

Oil Filter Selection

All Chrysler Corporation engines are equipped with "short" type, full-flow throwaway oil filters. This "short" type filter is recommended as a replacement filter in service on all vehicles.

The quality of replacement filters varies considerably. Only high quality filters should be used to assure most efficient service: Mopar Engine Oil Filters, P/N 3549957 or L-19 ("short" type) and P/N 1851658 or L-72 ("long" type), are high quality filters and are recommended.

Cooling System

Every 12 months or at the mileage indicated on the Maintenance Chart:

Inspect entire system for leaks.

Check radiator cap for proper vacuum sealing and operation.

Use caution in removing the radiator cap to avoid contact with hot coolant or steam. Place a cloth over the cap, turn to the first stop, pause and allow pressure to release through the overflow tube, then press down and turn left to remove cap.

Check face of radiator for any accumulation of bugs, leaves, etc.

Check reserve tank tubing for condition and tightness of connection at reserve tank and radiator.

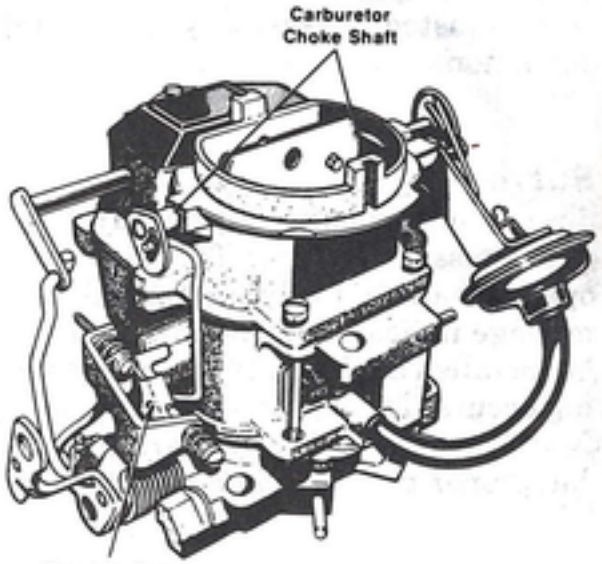
Check anti-freeze coolant. If below 44% (-20°F., -29°C) add ethylene glycol anti-freeze to bring concentration to a minimum of 50%, but not more than 70%.

Maintain concentration between 50% and 70% for protection against corrosion, boiling or freezing. If coolant is dirty or rusty, discard and refill.

Note: Failure to follow anti-freeze concentration and replacement recommendations, or failure to use anti-freeze formulated to prevent corrosion of all cooling system metals, may result in radiator plugging and consequent engine overheating or in cooling system leaks, such as in core hole plugs, and consequent loss of coolant.

Carburetor Choke Shaft

To prevent the choke sticking from gum deposits on the shaft, every 6 months or 7,500 miles (12 000 km) apply the recommended solvent (available at your dealers) onto the choke shaft where it passes through the air horn. Move the choke blade back and forth to distribute the solvent.



Fast Idle Cam and Pivot Pin

It is necessary for the fast idle cam and pivot to operate freely.

Every 6 months or 7,500 miles (12 000 km) have the recommended solvent (available at your dealers) applied to the fast idle cam and pivot pin to remove dirt, oil, or deposits that could cause sticking or erratic motion.

Idle Adjustment

At the mileage indicated in the Maintenance Chart, check and adjust the idle speed and air-fuel mixture according to the specifications on the "Vehicle Emission" label located in the engine compartment. Fast idle speed should also be checked, and adjusted if necessary. See Service Manual for detailed instructions.

Spark Plugs

Spark plugs must fire properly to assure engine performance and emission control. The plugs installed in your car should operate satisfactorily, in normal passenger car service, for the mileage indicated in the Maintenance Chart. New plugs should be installed at this mileage, or earlier if any indication of misfiring occurs. The entire set should be replaced if there is any malfunction due to a faulty spark plug. Check the specifications for the proper type of spark plug for use in your car.

Ignition Cables

The ignition cables should be kept clean and properly connected. Terminals should be fully seated. The nipple assemblies should not be removed from the distributor or coil towers unless nipples are damaged or cable testing indicates high resistance or broken insulation. Refer to the Service Manual for the proper procedure to be followed for checking ignition cable resistance. Cracked, damaged, or faulty cables must be replaced.

All Fuel System and Underhood Rubber and Plastic Components (Emission Hoses)

At mileage indicated on the Maintenance Chart, inspect surface of hoses for evidence of heat and mechanical damage. Hard and brittle rubber, cracking, checking, tears, cuts, abrasion, and excessive swelling indicate deterioration of the rubber. Particular attention should be given those hoses surfaces nearest to high heat sources, such as the exhaust manifold.

Inspect hose routing to insure hose does not come in contact with any heat source or moving component which will cause heat damage or mechanical wear.

Inspect all hose connections such as clamps and couplings to make sure they are secure and no leaks are present. Hoses should be replaced immediately if there is evidence of degradation that could result in failure.

Crankcase PCV Valve — Check Operation

Proper operation of this value depends on it being free from sticking or plugging due to deposits. As the vehicle mileage increases, the PVC valve, hose and passages may accumulate these deposits. At the mileage indicated in the Maintenance Chart, have the valve checked for proper operation. If the valve is plugging or sticking, replace it with a new valve. DO NOT ATTEMPT TO CLEAN THE OLD VALVE!

Tappet Adjustment (6 cylinder engines)

At the times indicated on the Maintenance Chart, check tappet

clearances and adjust tappets to specifications as outlined in the service manual. Idle speed and air fuel mixture should be rechecked after setting the tappets.

Crankcase PVC Valve — Replace

At the mileage indicated in the Maintenance Chart, replace with a new valve. DO NOT ATTEMPT TO CLEAN THE OLD VALVE!

Fuel Vapor Storage Canister (Carbon Filled)

At mileage indicated in the Maintenance Chart, replace the filter element in the base of the canister with a new filter element. The element should be replaced more often if the vehicle is driven under dusty conditions.

Manifold Heat Control Valve

For fast engine warm-up and smooth acceleration, the valve that controls heat flow in the manifold must work freely. At the mileage indicated, the manifold heat control valve should be checked for free operation and Manifold Heat Control Valve Solvent applied.

Warning

Apply Manifold Heat Control Valve Solvent only when manifold is cool.

Automatic Choke System

With the engine off, partially open the throttle and check entire choke system for freedom of operation throughout its full travel. Any stiffness or binding in the linkage must be corrected.

Check the vacuum kick and fast idle cam position settings in accordance with the instructions outlined in the Service Manual and adjust as necessary.

Carburetor Air Filter— Paper Element

The filter installed in your carburetor air cleaner should be replaced at the mileage indicated in the Maintenance Chart. Replace more often when the car is driven in dusty or sandy areas.

Fuel Filter

A plugged fuel filter can limit the speed at which a vehicle can be driven, and also cause hard starting. Under normal operating conditions, the filter should be replaced at the mileage indicated in the Maintenance Chart.

More frequent filter replacement may be necessary if an excessive amount of particles accumulate in the fuel tank.

Crankcase Inlet Air Cleaner

At the mileage specified on the Maintenance Chart, the crankcase inlet air cleaner must be cleaned and lubricated.

Have the crankcase inlet air cleaner removed and washed thoroughly in kerosene, or similar solvent. Lubricate or wet the filter by inverting the crankcase inlet air cleaner and filler with SAE 30 engine oil. Position the air cleaner to allow excess oil to drain thoroughly through the vent nipple located on the top of the air cleaner. More frequent service may be necessary for vehicles operated extensively on short run, stop and go, or extended engine idle service.

General Maintenance

The pages that follow contain the Certified Car Care maintenance services recommended by the engineers who designed your car. If performed at the time or mileage intervals specified these maintenance services will provide the maximum operating efficiency you expect from your car.

Maintenance Free Battery (standard with 360 CID engine)

The top of the MAINTENANCE FREE battery is permanently sealed. You will never have to add water, nor is periodic maintenance required.

To determine the battery charge, check the battery test indicator on top of the battery. Refer to the illustration.

Battery Care — Conventional Battery

Warning

Keep flame or spark away from filler holes. Explosive hydrogen gas may be present.

Your battery has a screw-in type test indicator replacing one of the conventional filler caps. Refer to the illustration to determine charge of battery.

Remove all caps and check fluid level every two months (more often in hot weather and on long trips). The fluid should be at the bottom of the filler hole. **Do not overfill.** It is only necessary to check the "Long Life" battery every 12 months or 10,000 miles (16 000 km).

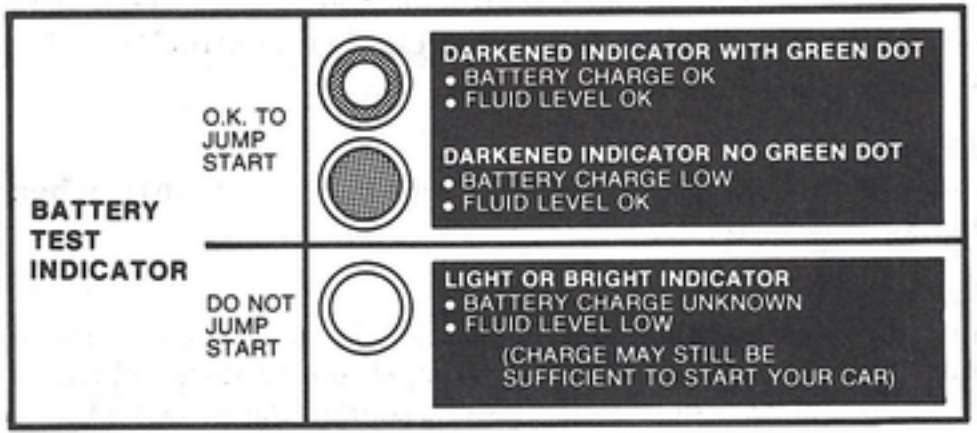
Cable clamps should be tight on the terminal posts and free of corrosion. Neutralize corrosion by washing with a solution of baking soda and water. Apply grease to posts and clamps after tightening.

If fluid is added during freezing weather, car should be driven several miles to mix water and electrolyte to prevent battery damage due to freezing.

Before washing battery, make sure vent caps are on securely to prevent baking soda solution from contaminating electrolyte. Rinse away with clear water.

It is essential when replacing the cables on the battery that the positive cable is attached to the positive post and the negative cable is attached to the negative post. Battery posts are marked positive (+) and (—) and identified on the battery case.

If a "fast charger" is used while battery is in car, disconnect both car battery cables before connecting the charger to battery. Do not use a "fast charger" to provide starting voltage.



Body Mechanisms

All operating mechanisms and linkages should be inspected, cleaned, and lubricated as required to maintain ease of operation and to provide protection against rust and wear. The hood latch, release mechanism, and safety catch should be inspected, cleaned, and lubricated when other scheduled maintenance is performed. Multi-purpose Lubricant NRGI Grade 2 should be applied sparingly to all pivot and sliding contact areas.

Prior to the application of any lubricant, the parts concerned should be wiped clean to remove dust and grit; after lubricating, excess oil or grease should be removed. Particular attention should be given to external lock cylinders during the fall and winter months to ensure protection from water and ice. Attention should also be given to liftgate hinges during cold weather to ensure ease of liftgate operation.

The following body mechanisms should be inspected, and if necessary, all pivot and sliding contact areas of these components should be relubricated with the lubricant specified below;

Engine Oil — door hinges, hood hinges, and liftgate hinges.

Multipurpose Lubricant, NLGI Grade 2 — liftgate prop pivot points (both ends), vent wing pivots, license plate mounting bracket hinges, fuel tank access door hinges, headlamps door (actuating shaft) and liftgate torsion bar and anti-slam mechanism.

Smooth White Body Hardware Lubricant (such as MOPAR Lubricplate, P/N 3744859) — hood hinge cam and slide, deck lid torsion bar and slide, lock cylinders and parking brake mechanisms.

To prevent a possible squeak in the wiper system, lubricate the wiper pivot articulating pin. The pin is located at the base of the left (driver's side), wiper arm.

Windshield Wiper Blades

Periodic cleaning of the wiper blades is suggested to remove the accumulation of salt and road film. The wiper blades, arms, and windshield should be cleaned with a sponge or cloth and a mild detergent or non-abrasive cleaner.

If the blades continue to streak or smear they should be replaced.

Do not operate wipers for long periods on dry glass; this accelerates deterioration of the rubber element.

Windshield Washers

The fluid reservoir in the engine compartment should be checked for fluid level at regular intervals. When freezing weather is anticiapted flush out the water in the reservoir by operating the pump. Fill the reservoir with windshield washer anti-freeze **(not radiator anti-freeze)** , and operate the system for a few seconds to flush out the residual water.

During cold weather operate the defroster for a few minutes to reduce the possibility of smearing or freezing the fluid on the

cold windshield. Mopar All Weather Windshield Washer Solution used with water as directed on the container, aids cleaning action, reduces freezing point to avoid line clogging and is not harmful to paint or trim.

Power Steering (Pump and Reservoir)

Caution: Fluid level should be checked with the engine off to prevent injury from moving parts. Do not overfill. Do not use automatic transmission fluid.

When performing other under hood scheduled maintenance, the power steering fluid level should be checked at the power steering pump reservoir. Before moving the reservoir cap, wipe the outside of the cap and reservoir so that no dirt can fall into the reservoir. All power steering pumps are equipped with a dipstick. Fluid level should be maintained at the proper level indicated on the dipstick. If necessary, add fluid to restore to the proper indicated level. Only petroleum fluids specially formulated for minimum effect on the rubber hoses should be used. Power Steering Fluid (P/N 2084329) is a material of this type and is recommended.

Exhaust System

The best protection against carbon monoxide entry into the car body is a properly maintained engine exhaust system.

Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside or rear of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and adjacent body areas for broken, damaged, deteriorated, or mispositioned parts. Open seams or loose connections could permit exhaust fumes to seep into the trunk or passenger compartment. In addition, inspect the exhaust system each time the vehicle is raised for lubrication or oil change. Replace as required.

Rubber Insolator and Loop-Type Hanger — surfaces for rubber to metal separation or deep cracks. Slight cracking due to weathering and ozone does not adversely affect performance. If however, excessively deep, localized cracks are present, or any part of the exhaust system contacts the underbody or underbody hardware, the isolator and/or hanger should be adjusted or replaced.

Clutch Pedal Free Play Adjustment

The clutch pedal free play should be checked every 7,500 miles (12 000 kilometres) under normal driving conditions. If the free movement of the clutch pedal is 1/2 inch (13 mm) or less adjust the clutch linkage to provide a free movement of 1/8 to 3/16 inch (3 to 5 mm) at the exposed end of the clutch release fork. The free play is changed by turning the hex nut on the threaded adjustment rod at the end or the clutch release fork.

Air Conditioner Sight Glass

If the air conditioner seems less effective than usual, check the sight glass in the engine compartment. With the engine running, and the air conditioner controls in A/C or Max. A/C the fluid should be clear and free of foam. Foam in the fluid indicates a low charge. The system should be recharged at your dealer.

Warning
the air conditioning system contains refrigerant under high pressure. To avoid risk of personal injury or damage to the system, adding refrigerant or any repair requiring lines to be disconnected should be performed by an experienced repairman.

Air Conditioner Sight Glass

Front Suspension Ball Joints

Your car has two upper and two lower front suspension ball joints that require periodic servicing. These ball joints should be inspected or whenever a car is serviced for other reasons. Damaged seals should be replaced to prevent leakage or contamination of the grease. Ball joints should also be replaced when the end play exceeds the specification outlined in the Front Suspension and Steering Linkage section of the appropriate Service Manual.

Relubrication

Ball joints are semi-permanently lubricated at the factory with a special grease. They should be regreased every three years or 30,000 miles (48 000 km), whichever occurs first. When lubricating ball joints, use only special long life chassis grease such as Multi-Mileage Lubricant, intended for this purpose.

Procedure

A. Clean the accumulated dirt and grease from the outside surface of the seal to permit complete inspection.

B. Wipe off the outside of the grease fitting to remove accumulated dirt from the grease inlet area to avoid subsequent grease contamination.

C. Fill and flush with lubricant.

D. Wipe off any excess grease from exterior surfaces of ball joints and adjacent component surfaces.

STOP FILLING WHEN GREASE BEGINS TO FLOW FREELY FROM THE BLEED AREA AT THE BASE OF THE SEAL, OR IF THE SEAL BEGINS TO BALLOON.

Steering Linkage

Your car has four tie rod end ball joints and a pitman arm joint that require periodic servicing. These should be inspected whenever the car is serviced for other reasons. Damaged seals should be replaced to prevent leakage or contamination of the grease.

Relubrication

The tie rod ends and pitman arm are semi-permanently lubricated at the factory with a special grease. They should be

regreased every three years or 30,000 miles (48 000 km), whichever occurs first. When lubricating the steering linkage, use only special long life chassis grease such as Multi-Mileage Lubricant, intended for this purpose.

Procedure
Same as described under "Front Suspension Ball Joints."

Propeller Shaft Universal Joints
Universal joint seals should be inspected for external leaks or damage periodically. If external leaks or damage is evident, the universal joint should be replaced. Relubrication is not recommended.

Manual Steering
Cars equipped with manual steering use a recirculating ball-nut type of steering gear.

This gear is permanently lubricated at the factory, periodic lubrication is not required.

Drive Belts
Every 15,000 miles (24 000 kilometres), inspect all drive belts for evidence of cuts and cracks and replace, if necessary. Check routing to make sure there is no interference between the belt and other engine components. Check belts for proper tension and adjust, if necessary, according to the specifications outlined in the Service Manual.

Rear Axles
Chrysler Corporation recommends that Multi-Purpose Gear Lubricant, as defined by the American Petroleum Institute GL-5, should be used in all rear axles with conventional differentials; Mopar Hypoid Lubricant (P/N 374494) is an oil of this type and is recommended.

In Sure-Grip axles on all vehicles, it is recommended that only Mopar Hypoid Lubricant be used. In addition, Sure-Grip differentials require the use of Mopar Hypoid Gear Oil Additive-Friction Modifier, (P/N 4057100). This should be added to Mopar Hypoid Lubricant whenever a fluid change is made.

Anticipated Temperature Range	Viscosity Range
Above 10°F. (-23°C.)	SAE 90, SAE 85W-90, SAE 80W-90
As low as -30°F. (-34°C.)	SAE 80W, SAE 80W-90
Below -30°F. (-34°C.)	SAE 75W

The factory fill oil is satisfactory to -30°F (-34°C) temperature.

Caution
When servicing the rear axle always elevate both rear wheels. Do not rotate the axle through use of the engine or other means unless both rear wheels are elevated.

Frequency of Oil Change — Chrysler Corporation does not recommend regularly scheduled oil changes for rear axles in vehicles whose operation is classified as normal passenger car service, unless the lubricant has become contaminated with

water or to provide the correct viscosity grade for the anticipated temperature range as follows:

Fluid Level Check

For normal passenger car service, periodic fluid level checks are not required. At each engine oil change, however, the exterior surfaces of the axle assembly should be inspected for evidence of gear oil leakage. Check the fluid level if leakage is suspected. If the fluid level is checked with the car in a level position, supported by the suspension, on an axle or wheel type hoist or on the ground, the fluid levels should be as follows:

7-1/4" **Axle** — between the bottom of the filler plug opening and a point 3/8" (9.5 mm) below the opening.

8-1/4" **and 9-1/4"** — between the bottom of the filler plug opening and a point 1/2" (12.7 mm) below the opening.

If the fluid level check is made with the vehicle on a frame contact type hoist, with the axle hanging free, the fluid level should not be lower than the bottom of the filler plug opening.

Confirmed leakage should be repaired as soon as possible!

Brake Hoses

Inspection of brake hoses and tubing should be made when the car is raised for other service operations.

The hoses should be checked for:

1. Correct length, severe surface cracking, pulling, scuffing or worn spots. If the fabric casing of the hose is exposed by cracks or abrasions in the rubber hose cover, **the hose should be replaced.** Eventual deterioration of the hose can take place and possibly cause burst failure.

2. Faulty installation that may cause twisting, wheel, tire or chassis interference.

Brake System

The fluid level in the master cylinders should be checked when performing under the hood service or immediately if the brake system warning lamp indicates system failure. If necessary, add fluid to bring level to the bottom of the reservoir filler holes. **With disc brakes, fluid level can be expected to fall as the brake pads wear. Only brake fluid conforming to DOT 3 should be used. Mopar Brake Fluid is a fluid of this quality and is recommended to provide best brake performance.** Use of a brake fluid that may have a lower initial boiling point, such as fluid identified as 70R1 or unidentified as to specification, may result in sudden brake failure during hard prolonged braking.

Use only brake fluid that has been in a tightly closed container to avoid contamination from foreign matter or moisture.

DO NOT ALLOW PETROLEUM-BASED FLUID TO CONTAMINATE THE BRAKE FLUID — SEAL DAMAGE WILL RESULT!

Automatic Transmission

It is important that the transmission fluid be maintained at the level prescribed.

Selection of Lubricant — Use only fluids of the type labeled DEXRON Automatic Transmission Fluid, Mopar Parts DEXRON and DEXRON II Automatic Transmission Fluids are fluids of this type, and are recommended.

Fluid Level Check — The fluid level in the automatic transmission should be checked whenever the car is serviced. This check should be made when the engine temperature gauge indicates a normal warm-up condition and the fluid in the transmission is heated to its normal operating temperature. Operation with an improper fluid level will greatly reduce the life of the transmission and of the fluid.

Note: Whenever the fluid level is checked, especially on vehicles operated under conditions of severe service, the condition of the fluid should be observed. If severe darkening of the fluid, accompanied by a strong odor is noted, the fluid and filter should be changed and the bands adjusted. A physical change in the fluid such as this may be the result of overheating, resulting in fluid degradation.

Procedure for Checking Fluid Level:

1. With the parking brake engaged and the engine idling, select each gear momentarily, ending with the selector lever in the NEUTRAL position.

2. the fluid level should check at the "F" mark, or sligtly below, but never above the "F" mark when the engine is at its normal warmed condition. Add or drain as necessary to bring the fluid to this prescribed level.

TO PREVENT DIRT AND WATER FROM ENTERING THE TRANSMISSION AFTER CHECKING OR REPLENISHING FLUID, MAKE CERTAIN THAT THE DIPSTICK CAP IS RESEATED PROPERLY.

Fluid and Filter Changes — Automatic transmission fluid and filter should be changed, and the bands adjusted as follows:

Normal Usage — No service required.

Severe Usage — Every 15,000 miles (24 000 km).

Severe usage is defined as:

1. More than 50% operation in heavy city traffic during hot weather above 90°F. (32°C).

2. Police, taxi, limousine, commercial type operation, or trailer towing.

Note:

1. When the factory fill fluid is changed, only fluids of the type labeled "DEXRON" Automatic Transmission Fluid should be used. A band adjustment and filter change should be made at the time of the fluid change.

2. If the transmission is disassembled for any reason, the fluid and filter should be changed, and the bands adjusted.

Special Additives — Chrysler Corporation does not recommend the addition of any fluid additives to the transmission. The only exception to this policy is the use of special dyes to aid in detecting fluid leaks. The use of transmission sealers should be avoided as they may adversely affect seals.

MANUAL TRANSMISSION

Lubricant Selection

All three-speed and overdrive manual transmissions are filled with Automatic Transmission Fluid at the factory. If it becomes necessary to add fluid to these manual transmissions, automatic transmission fluid of the type labeled DEXRON or DEXRON II Automatic Transmission Fluid is a fluid of this type, and is recommended.

If objectionable gear rattle at idle speed or during direct or overdrive gear acceleration is apparent, the factory-fill fluid may be drained, and the transmission filled with Multi-Purpose Gear Lubricant, SAE 75W, 75W-80, 80W-90 or 90.

Fluid Level Check — When performing other maintenance services, the exterior surface of the transmission assembly should be inspected for evidence of gear oil leakage. If necessary, replenish the transmission fluid to the bottom of the filler plug opening.

Frequency of Oil Change — For vehicles whose operations are considered normal service for passenger cars, the transmission fluid installed at the factory will give satisfactory lubrication for the life of the vehicle. Regularly scheduled oil changes, therefore, will not be required. If the vehicle is used for police, taxicab, limousine, trailer towing, or other commercial type operation, the transmission fluid should be changed every 30,000 miles (48 000 km).

FRONT WHEEL BEARING

The lubricant in the front wheel bearings should be inspected at least once every 30,000 miles (48 000 km) or whenever the rotors are removed to inspect or service the brake system. The bearings should be cleaned and repacked whenever the disc brake rotors are resurfaced. Repack the bearings with a high temperature Multi-Purpose EP Grease.

Severe Service

For severe service vehicles (i.e., taxi and police vehicles involving frequent or continuous brake application), wheel bearings should be inspected whenever the drums or rotors are removed to inspect or service the brake system. Clean and repack the bearings with a high temperature wheel bearing grease whenever brake pads or linings are replaced or at least every 9,000 miles (14 400 km), whichever comes first.

Inspection

Check lubricant to see that it is adequate in quantity and quality. If the grease is low in quantity, contains dirt, appears dry or has been contaminated with water to produce a milky appearance, the bearings should be cleaned and repacked. DO NOT GREASE ADD TO THE WHEEL BEARINGS. RELUBRICATE COMPLETELY.

Relubrication

Discard the old seal. Thoroughly clean the old lubricant from the

bearings and from the hub cavity. Inspect the rollers for signs of pitting or other surface distress. Light bearing discoloration could be considered normal. Bearings should be replaced if any defects exist. Repack the bearings with a high temperature Multi-Purpose EP Grease. Mopar Front Wheel Bearing Grease (High Temperature) is a grease of this type and is recommended for normal and severe service. Use of a bearing packer is recommended. A small amount of new grease should also be added to the hub cavity.

COOLING SYSTEM

Coolant Level

The coolant reserve system provides a quick visual method of determining that the coolant level is adequate. With the engine idling, and warmed to the normal operating temperature, the level of the coolant in the overflow bottle should be between the "MAX" and "MIN" marks. The radiator normally remains completely full, so there is no longer a need to remove the radiator cap except for checking coolant freeze point or replacement with new anti-freeze coolant. Your service attendant should be advised of this. So long as the coolant temperature is satisfactory, the overflow bottle need only be checked once a month.

When additional coolant is needed to maintain the proper level, it should be added to the overflow bottle. Do not overfill.

Adding Coolant

When adding coolant, or refilling the system, a 50% solution of ethylene glycol anti-freeze coolant in water should be used. Higher concentrations are required if temperatures below — 34°F. (-36°C.) are anticipated. Use only anti-freeze coolants formulated to prevent corrosion of all cooling system metals. Mopar anti-freeze (P/N 2932530 quarts or 2932531 gallons is recommended). Do not use plain water alone or alcohol base anti-freeze products.. The addition of 4 oz. (125 ml) of Mopar Rust Resistor, (P/N 2421778), is also recommended.

Recommended Maintenance Services

At 24 months or 30,000 miles (48 000 km) and then every 12 months or 15,000 miles (24 000 km) thereafter the system should be drained, flushed and refilled. If the solution is dirty or rusty and contains a considerable amount of sediment, clean and flush with a reliable cooling system cleaner. Follow with a thorough rinsing to remove all deposits and chemicals. Discard old anti-freeze solution.

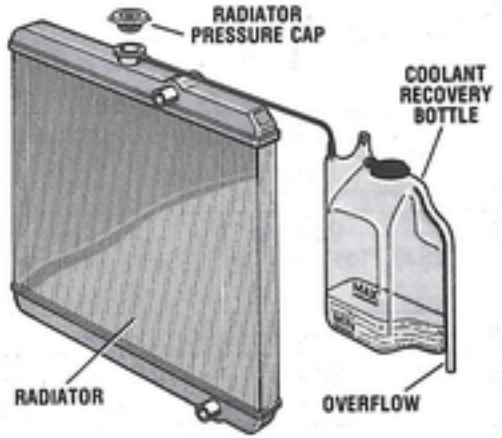
To Drain System — Open radiator drain cock and remove the drain plugs in the sides of the cylinder block. Remove the radiator cap only after the reserve tank is emptied.

To Refill System — Close the drain cock and re-install drain plugs. Add coolant to the radiator until it is completely filled. Reinstall radiator cap. Start engine and run until the upper radiator hose feels hot. Stop engine and add more coolant to the radiator if necessary. Add coolant to the reserve tank until filled to a level between the "MAX" and "MIN" marks.

Radiator Cap — The radiator cap must be fully tightened to prevent loss of coolant and engine damage.

Warning
Use caution in removing the radiator cap to avoid contact with hot coolant or steam. Place a cloth over the cap, turn left to first stop, pause to allow any pressure to release through the overflow tube, then press down and turn left to remove cap.

Cooling System



Points to Remember

A. Do not overfill the reserve tank (bottle).

B. A special radiator cap is used to insure sealing and to allow the coolant to return from the reserve tank to the radiator when the engine cools. If cap replacement is necessary, use proper cap.

C. Check coolant freeze point in the radiator. If anti-freeze is added, contents of reserve tank must be protected against freezing.

D. Cooling system leaks may prevent the reserve system from functioning properly. If frequent coolant additions are required, or if the level in the reserve tank does not drop when the engine cools, the system should be pressure tested for leaks. Check pressure cap by opening radiator drain cock. This should empty the reserve tank if the cap is sealing properly.

E. When draining, leave radiator cap on until reserve tank is empty.

Thermostats

All models are equipped with 195°F. thermostats (90°C.).

Specifications

License Data

Vehicle Identification Number — Stamped on plate located on left front corner of the instrument panel pad, visible from outside of car through windshield. This number also appears on the Automobile Information Disclosure Label affixed to a window of your vehicle. Save this label for a convenient record of your vehicle identification number and optional equipment.

Fuses

The circuit each fuse protects is indicated by numbers on the fuse block. The headlights, windshield wipers and power seats are protected by circuit breakers and do not require fuses.

New Yorker — Newport & St. Regis

Driver's side lap cooler hose must be removed for access to the fuseblock. The fuseblock is located above and rearward of the accelerator pedal. For access, slide it forward and off its clip.

Cordoba — Dodge XE

The fuse block is mounted on a bracket attached to the A/C or heater housing, near the center of the car. To remove the block, slide it up off the bracket.

Aspen — Volare' — LeBaron and Diplomat

The fuse block is located at the bottom edge of the instrument panel, far left. To replace a fuse, pull open access door by using the notch in the bottom of the door.

NEW YORKER — NEWPORT and ST. REGIS

Cavity	Fuse	Item Fused
1	4 Amp	Cluster, Hood, Park, Brake, Radio, Digital Clock Heated Rear Window Switch, A/C, ATC & Htr. Control, Cigar Lighter & Ash Receiver Lamps
2	20 Amp	Hazard Flasher
3	20 Amp	Stop, Ignition Switch, Trunk Dome, Vanity & Map Lamps; Ignition Switch time Delay Relay, Clock Memory, Digital Radio Memory & Key-In Headlamp on Chime

NEW YORKER — NEWPORT and ST. REGIS (Continued)

Cavity	Fuse	Item Fused
4		
5	30 Amp C/Brkr	Power Windows & Seats, Door Lock Solenoid
6	20 Amp	Glove Box Lamp; Horn, Horn Relay, I/Pnl. Cigar Lighter & Auto Power Antenna
7	20 Amp	Cluster, Park & T/Signal, Side Marker, Tail, License & Opera Lamps; Digital Clock, Edge Lit Qtr. Window & Radio Display Dimming
8	25 Amp	Reading, Front & Rear Door Courtesy & Underpanel Courtesy Lamps; Door Lock Relay & Door Cigar Lighters
9	5 Amp	Radio
10	20 Amp	Back-Up, T/Signal & Cornering Lamps A/C Clutch & Speed Control
11		
12	30 Amp	A/C & Heater Blower Motor, Heated Rear Window Relay & Deck Lid Release Solenoid
13	5 Amp	Brake Warning, Oil Pressure, Door Ajar, Seat Belt, Low Fuel & Trunk Ajar Lamps; Digital Clock Display, Seat Belt Chimes, Window Lift Relay, Fuel, Oil & Temperature Gauge
14		
15		
16		

VOLARE' — ASPEN

Cavity	Fuse	Item Fused
1	5 Amp	Fuel & Temp., Gages, Low Oil & Brake Warning Lits., Seat Belt Lt. and Buzzer Clock-Door Ajar-Low Washer Fluid Lts.
2	20 Amp	Instrument Lts., Tail-Park-License-Side Marker Lts., Trailer Tow Lts.
3	20 Amp	Ignition Time Delay, Key-In Buzzer, Clock, Cig. Lighter, Map & Glove Box Lts., Open Door Lt., Auto. Antenna
4	25 Amp	Horn, Stop-Dome-Trunk Lts.
5	30 Amp Circuit Breaker	Power Windows, Power Seats & Door Locks
6	20 Amp	Spotlights
7	3 Amp	Instrument Cluster Lts., Radio & Ash Tray Lts., Gear Sel. Lt., Oil Gage Lt. Title Lts., A/C or Heater Control Lts.
8	20 Amp 30 Amp	Heater Blower Motor A/C Blower Motor
9	20 Amp	Speed Control, Heated Rear Window Relay, Window Lift
10	20 Amp	Turn Signal Circuit, Back-Up Lts., A/C Clutch
11	5 Amp	Radio
12	20 Amp	Hazard Flasher Circuit

LeBARON — DIPLOMAT

Cavity	Fuse	Item Fused
1	5 Amp	Fuel-Temp. Gage, Low Oil Lt., Brake Warning Lt., Seat Belt Warning Lt. Low Wash Fluid Lt., Door Ajar Lt., Clock Display Lt.
2	20 Amp	Instrument Lts., Tail-Lic-Parking & Side Marker Lts., Trailer Lts.
3	20 Amp	Key-In Buzzer, Ignition Lts., Stop & Dome Lt.
4	25 Amp	Horn, Cig. Lighter, Clock, Map Lt., Glove Box Lt., Power Antenna
5	30 Amp Circuit Breaker	Power Seats, Power Windows, Power Door Locks
6		
7	3 Amp	Cluster Lts., Radio & Ash Tray Lts., A/C & Heater Control Lts., Electric Rear Window Control Lt.
8	20 Amp 30 Amp	Heater Blower Motor A/C Blower Motor
9	20 Amp	Cornering Lts., Speed Control, Rear Window Heater, Trunk or Liftgate Rel.
10	20 Amp	Turn Signal Circuit, Back-Up Lts., A/C Clutch, Trailer Turn Signals
11	5 Amp	Radio
12	20 Amp	Hazard Flasher Circuit

DODGE XE — CORDOBA

Cavity	Fuse	Item Fused
1	4 Amp	Accessory Switch Title, A/C or Htr. Control, Ash Receiver, Radio, Cluster, Gear Selector & Digital Clock Lamps
2	20 Amp	Hazard Flasher
3		
4		
5	30 Amp C/Brker	Power Windows, Seats & Door Locks
6	20 Amp	Glove Box, Courtesy & Ignition Switch Lamps; Ignition Lamp Time Delay Relay, Horn Relay & Horns (Dual)
7	20 Amp	Tail, Park, Side Marker, License, Cluster & Map Lamps; Digital Clock & Key-In Buzzer
8	20 Amp	Stop, Courtesy & Trunk Lamps Cigar Lighter

DODGE XE and CORDOBA — (Continued)

Cavity	Fuse	Item Fused
9	5 Amp	Radio
10	20 Amp	Back-Up & T/Signal Lamps A/C Clutch
11		
12		
13	5 Amp	Brake, Oil & Seat Belt Warning Lamps, Seat Belt Buzzer, Voltage Limiter, Tachometer, Digital Clock Sensor & Fuel, Temperature & Oil Gauge
14	20 Amp	Cornering Lamps; Speed Control, Power Window Relay, Electric Deck Lid Release & Heated Rear Window Relay
15	30 Amp	A/C or Heater Blower Motor
16		

Light Bulbs — Inside	LeBaron & Diplomat	Dodge XE Cordoba	Volare' & Aspen	New Yorker Newport & St. Regis
Speedometer Cluster	158	158	158	158
Radio — Search Tune	74	—	—	74
Radio AM/FM	158	158	158	158
Radio, 8 Track Stereo or "CB"	1815	1815	1815	1815
Radio AM/FM Stereo	363	363	363	363
Transmission Column Gear Selector	—	158	—	—
Gear Selector Console	57	57	158	—
Heater, A/C or ATC	158	158	158	158
"C" Pillar or Reading Lamp	90	*212-2	—	211-2
Headlight Switch, Wiper/Washer	158	*	161	—
Lighter or Ash Tray	161	161	161	161
Brake System Warning Indicator	158	158	158	158
High Beam Indicator	158	158	158	158
Oil Pressure Indicator	158	158	158	158
Turn Signal Indicator	158	158	158	158
Ignition Light	1445	1445	1445	1445
Glove Compartment	1891	1891	1891	158
Dome Light	211-2	211-2	211-2	211-2
Courtesy Light	211-2	211-2	158	211-2
Trunk & Under Hood Light	1003	1003	1003	—
Door Ajar or Gate Ajar	158	—	158	158

All of the inside bulbs are brass or glass wedge base. Aluminum base bulbs are not approved and should not be used.

Light Bulbs — Inside (Continued)	LeBaron & Diplomat	Dodge XE Cordoba	Volare' & Aspen	New Yorker Newport & St. Regis
Fasten Belts Indicator	158	158	158	158
Windshield Header Lamp	1004	—	—	—
Heated Rear Window Indicator	161	74	161	—
Map Light	562	562	562	562
Stereo Indicator	73	73	73	73
Accessory Switch	161	161	161	161
Under Panel Courtesy	90	—	—	906
Visor Vanity Lamp	158	158	—	562

Light Bulbs — Outside	Dodge XE	LeBaron & Diplomat	Cordoba	Volare' & Aspen	New Yorker Newport St. Regis
Headlights	4651 4652	4651 4652	4651 4652	6014	4651 4652
Front Park and Turn Signal	1157NA	1157NA	1157NA	1157NA	1157
Rear Stop and Turn Signal	1157	1157	1157	1157	1157
Back-Up	1156	1156	1156	1156	1156
Rear License	168	168	168	168	168
Side Marker Lights	904	168	194F-168R	168	168
Fender Turn Signal	168	168	168	168	168
Cornering Light	—	1156	—	—	1156
Opera Lamp	—	756	756	—	756

Fluid Capacities — New Yorker, Newport, St. Regis Cordoba, Dodge XE

	U.S. Measure	Metric Measure
Fuel (Approx.) —	21 gal.	79.5
Engine Oil	4 qt.*	4.0 Litres*
Power Steering	2-1/2 pt.	1.2 Litres
Rear Axle 8-1/4 & 9-1/4	4-1/2 pt.	2.1 Litres
Transmission, Automatic Torque Converter	7.7 pt. 8.6 pt.	3.6 Litres 4.1 Litres

* Add 1 quart (0.9 Litres) with filter change.

Fuel Capacities — LeBaron, Diplomat Aspen, Volare*

	U.S. Measure	Metric Measure
Fuel (Approx.) —		
8 Cyl. and Wagons	19-1/2 gal.	74.0 Litres
6 Cyl. except Wagons	18 gal.	68.0 Litres
Engine Oil	4 qt.*	4.0 Litres*
Power Steering	2-1/2 pt.	1.2 Litres
Rear Axle 7-1/4	2pt.	0.9 Litres
Rear Axle 8-1/4	4-1/2 pt.	2.1 Litres
3 Speed Manual Transmission	4-3/4 pt.	2.2 Litres
Overdrive-4 Transmission	7 pt.	3.3 Litres
Transmission, Automatic Torque Converter	7.7 pt. 8.6 pt.	3.6 Litres 4.1 Litres

* Add 1 quart (0.9 Litres) with filter change.

BATTERY

Engine Cu. In.	Standard Equip. Amperes	Optional Equip. Amperes
225 & 318	325	500 (Long Life)
360	430 Maintenance Free	500 (Long Life)

All batteries are 12 volts with negative ground terminal

COOLING CAPACITY * QUARTS and LITRES

Carline	Engine		Quarts	Litres
	CID	Litres		
Volare', Aspen, LeBaron, Dipolmat	225	3.7	12.5	11.8
New Yorker, Newport, St. Regis without A/C	225	3.7	11.5	10.8
New Yorker, Newport, St. Regis with A/C	225	3.7	14.5	13.7
Volare', Aspen, LeBaron, Diplomat without A/C	318	5.2	15.0	14.1
Volare', Aspen, LeBaron, Diplomat with A/C	318	5.2	16.5	15.6
New Yorker, Newport, St. Regis, Dodge, Cordoba without A/C	318	5.2	15.0	14.1
New Yorker, Newport, St. Regis, Dodge, Cordoba with A/C	318	5.2	17.5	16.5
Volare', Aspen, LeBaron, Diplomat	360	5.9	15.0	14.1
All Models except Volare', Aspen, LeBaron, Diplomat	360	5.9	16.0	15.1

* NOTE: All capacities shown above, include 1 quart (0.946 Litres) for the front heater and approximately 1 pint for the coolant reserve tank.
NOTE: Police, taxi and fleet cars may, in some instances, vary slightly from the above quantities.

ENGINE SPECIFICATIONS	SPARK PLUG	SPARK PLUG GAP
Cyl. 225 cu. in. (3.7 litre) Single or Two Bbl. Carb.	4091678 560 PR	.035" (0.9 mm)
Cyl. 318 cu. in. (5.2 litre) Two or Four Bbl. Carb.	3874490 65PR	.035" (0.9 mm)
Cyl. 360 cu. in. (5.9 litre) Two or Four Bbl. Carb.	3874490 65 PR	.035" (0.9 mm)

COOLING SYSTEM PRESSURE. . .ALL MODELS. . .16 psi (110 kPa)
THERMOSTAT. . .ALL MODELS. . .195°F. (90°C.)
IGNITION TIMING. . .Refer to "Vehicle Emission Control Information" label in engine compartment for timing, RPM, Air Fuel Mixture

Trailer Towing

Passenger Car Trailer-Towing Warranty Requirements

The manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, however, the following conditions must be met:

Trailers that weigh over 1,000 lbs. (453 kg.) must be equipped with their own brakes.

If the loaded trailer weight will exceed 2,000 lbs. (907 kg.), or the frontal area exceeds 30 sq. ft., the tow vehicle must be equipped with a factory installed Trailer Assist Package. With this package best operation will be obtained if the loaded trailer weight does not exceed the recommendations listed in the "Allowable Trailer Weight" table.

- If the loaded trailer weight will exceed 2,000 lbs. (907 kg.), or the frontal area exceeds 30 sq. ft., the tow vehicle must be equipped with a factory installed Trailer Assist Package. With this package best operation will be obtained if the loaded trailer weight does not exceed the recommendations listed in the "Allowable Trailer Weight" table.

Caution:
On vehicles equipped with these frame mounted hitches, always remove the ball assembly when not towing a trailer. The ball assembly may increase damage to your car if struck from the rear, or damage bumpers of other vehicles.

ALLOWABLE TRAILER WEIGHT

	NEW YORKER NEWPORT ST. REGIS		CORDOBA DODGE XE		VOLARE'* — ASPEN* DIPLOMAT — LeBARON SEDANS & WAGONS	
Engine	lbs.	(kg)	lbs.	(kg)	lbs.	(kg)
360	6000	2720	6000	2720	4000	1815

The above limits must not be exceeded

* NA on 2 Door Coupe

- In addition to the normal maintenance services:

A. Change transmission oil and filter and adjust transmission bands every 15,000 miles (24 000 km).

B. Change rear axle lubricant every 30,000 miles (48 000 km) or 3 years (whichever occurs first).

If water contamination of rear axle lubricant occurs, have the lubricant changed at the nearest service center.

Notes: Your car is equipped with energy absorbing bumpers. This system allows the bumpers to move toward the car at a controlled rate when a linear force is applied. If a bumper mounted trailer hitch is employed, bumper movement may occur during braking with a trailer attached. Repeated stroking of the bumper under these conditions may produce abrasion of the flexible panel between the bumper and car body.

If a bumper mounted hitch is used, some form of restricting device should be adapted in order to avoid the condition described above.

The direct connection of hydraulic brake lines from the trailer to the tow car is not acceptable. If a hydraulic actuated electric trailer brake controller is installed, it is mandatory to take the hydraulic pressure for controller actuation from the line which controls the car's rear wheel brakes. The connection should be at the master cylinder or at the brake system warning light switch.

Whenever you pull a trailer, regardless of the trailer size, stop and turn signals on the trailer are recommended for motoring safety. To handle the additional electrical load of the trailer lights and assure their proper functioning, a heavy duty flasher, normally included in the Trailer Assist Package, can be installed by your dealer.

A heavy duty flasher, unlike the standard flasher, does not provide an indication of outside bulb failure. Therefore, an occasional visual check around the car is recommended.

Make sure that the transmission fluid is checked for proper level before all towing. Any evidence of fluid discoloration, or burnt odor, requires that the transmission fluid and filter be changed.

When towing the maximum limit trailer load, transmission overheating may be experienced in hot weather grade climbing. Under these conditions, slow down and select a lower transmission gear. Temporarily turn off the air conditioning system (if so equipped).

For correct tire pressure, refer to the tire and wheel section of this manual.

Overheating

In any of the following situations you can reduce the cause of overheating by taking the appropriate action:

- Air conditioning on. .Temporarily turn off the system
- On the highways. .Slow down.
- Up steep hills. .Select a lower transmission gear.
- In city traffic. .While stopped, put transmission in neutral and idle engine at a higher speed.

ASSIST STARTING PROCEDURES

You should not try to start your car by pushing or towing. Cars equipped with an automatic transmission cannot be started this way and pushing or towing a car equipped with a manual transmission may overheat and damage the catalytic converter. Also, there is greater risk of an accident when a car is being pushed or towed. If the car has a discharged battery, booster cables may be used to obtain a start from a booster battery or the battery in another car. This type of start can be dangerous if done improperly, so follow this procedure carefully.

Warning

Battery fluid is a corrosive acid solution; do not allow battery fluid to contact eyes, skin or clothing. Don't lean over battery when attaching clamps or allow the clamps to touch each other. If acid splashes in eyes or on skin, flush contaminated area immediately with large quantities of water.

A battery generates hydrogen gas which is flammable and explosive. Keep flame or spark away from the filler holes. Do not use a booster battery or any other booster source with an output that exceeds 12 volts.

Check the "Battery Test Indicator", if it indicates the battery may be jump started, proceed with the following steps:

1. Wear eye protection and remove any metal jewelry such as watch bands or bracelets that might make an inadvertent electrical contact.

2. When boost is provided by a battery in another car, park that car within booster cable reach but without letting the vehicles touch. Set parking brake, place automatic transmission in PARK (manual transmission in NEUTRAL) and turn ignition to OFF for both cars.

3. Turn off heater, radio and all unnecessary electrical loads.

4. If your car has a conventional battery, remove the filler caps. The "Maintenance Free" battery does not have filler caps.

5. Lay a disposable cloth over the exposed filler holes of the discharged battery. Use care in disposing of cloth as it may have acid on it.

6. Connect one end of a jumper cable to the positive terminal of the booster battery. Connect the other end of the same cable to the positive terminal of the discharged battery.

7. Connect the other cable, first to the negative terminal of the booster battery and then to the engine of the car with the discharged battery. Make sure you have a good contact on the engine.

8. Start the engine in the vehicle which has the booster battery, let the engine idle a few minutes, then start the engine in the car with the discharged battery.

9. When removing the jumper cables, reverse the above sequence exactly. Be careful of the moving belt and fan.

TOWING A DISABLED CAR

Towing (With ignition Key Available)

Your car may be towed if the gearshift or selector lever is in NEUTRAL and the distance to be traveled does not exceed 15 miles (25 km), and the towing speed does not exceed 30 mph (50 km/h). If the transmission is not operative, or the car is to be towed more than 15 miles, the propeller shaft should be disconnected or the car towed with the rear wheels off the ground.

Caution

For towed cars requiring steering, the ignition and steering lock must be in the OFF position and not in the LOCK or ACCESSORY position.

If necessary to use accessories (windshield wipers, defroster, rear defogger, etc.) while towing, the key should be turned to the ON position, not to the ACCESSORY position. Make certain the transmission remains in NEUTRAL.

Towing (Without Ignition Key)

Special care must be taken when the car is towed with the ignition in the LOCK position. A dolly should be used under the rear wheels and the front wheels should be raised. Proper towing equipment is necessary to prevent damage to the vehicle.

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FREE INSPECTION AND SERVICE

Advantage should be taken of the free service available for your vehicle upon completion of the first 500 miles (800 kilometres). The free service coupon attached to your warranty certificate represents an authority for any Chrysler dealer to test your vehicle and to carry out the full inspection service. This will include any necessary adjustments required to ensure standard performance.

There will be no charge for this service — you pay only for the lubricants, anti-freeze and other fluids used. The important features of the free service are listed below:

1. **Road Test Vehicle** — Check performance of engine, shifting pattern of transmission, overall ability of braking system, steering characteristics and general functioning of vehicle.

2. **Engine** — Set ignition timing. Set engine idle speed.

3. **Brakes** — Adjust parking brake, inspect all brake line connections and fluid level.

4. **Clutch** — Check clutch pedal free play (if so equipped).

5. **Cooling System** — Check all hose connections, fluid level and test anti-freeze. Adjust all drive belts. Check heater and/or air conditioner units for operation.

6. **Steering** — Adjust steering gear cross shaft. Center steering wheel.

7. **Transmission** — Inspect and adjust transmission linkage and controls.

8. **Rear Axle** — Tighten carrier mounting bolts and "U" bolts.

9. **Wheels — Tires** — Check front wheel toe-in and car height and adjust if necessary. Adjust front wheel bearings. Inflate tires to recommended pressures.

10. **Lubricant Inspection** — Inspect lubricant level and add oil, if necessary, to the engine, transmission, rear axle differential and power steering reservoir (if so equipped).

11. **Safety Check** — Aim headlights, check horn, windshield wipers and washer, exhaust system, tires, glass, steering, mirrors, brakes, front and rear lights.

OWNER'S SERVICE LOG Insert Month, Day, Year under column mileage closest to the mileage at which service was performed.						
MILEAGE	7,500	15,000	22,500	30,000	37,500	45,000
KILOMETRES	12 000	24 000	36 000	48 000	60 000	72 000
AUTOMATIC CHOKE						
CARBURETOR CHOKE SHAFT						
CARBURETOR AIR FILTER						
COOLING SYSTEM						
CRANKCASE INLET AIR CLEANER						
ENGINE OIL						
ENGINE OIL FILTER						
FAST IDLE CAM AND PIVOT PIN						
FUEL FILTER						
IDLE SPEED AND AIR-FUEL MIXTURE						
IGNITION CABLES						
MANIFOLD HEAT CONTROL VALVE						
POSITIVE CRANKCASE VENT VALVE						
POSITIVE CRANKCASE VENT VALVE						
SPARK PLUGS						
TAPPET ADJUSTMENT						
UNDERHOOD RUBBER AND PLASTIC COMPONENTS						
VAPOR STORAGE CANISTER FILTER ELEMENT						
ODOMETER READING:						
PERFORMED BY:						

CHRYSLER
CORPORATION

DX 9001

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