

How to
**GET THE MOST
OUT OF YOUR**
Beautiful
CHRYSLER



MODEL C-48

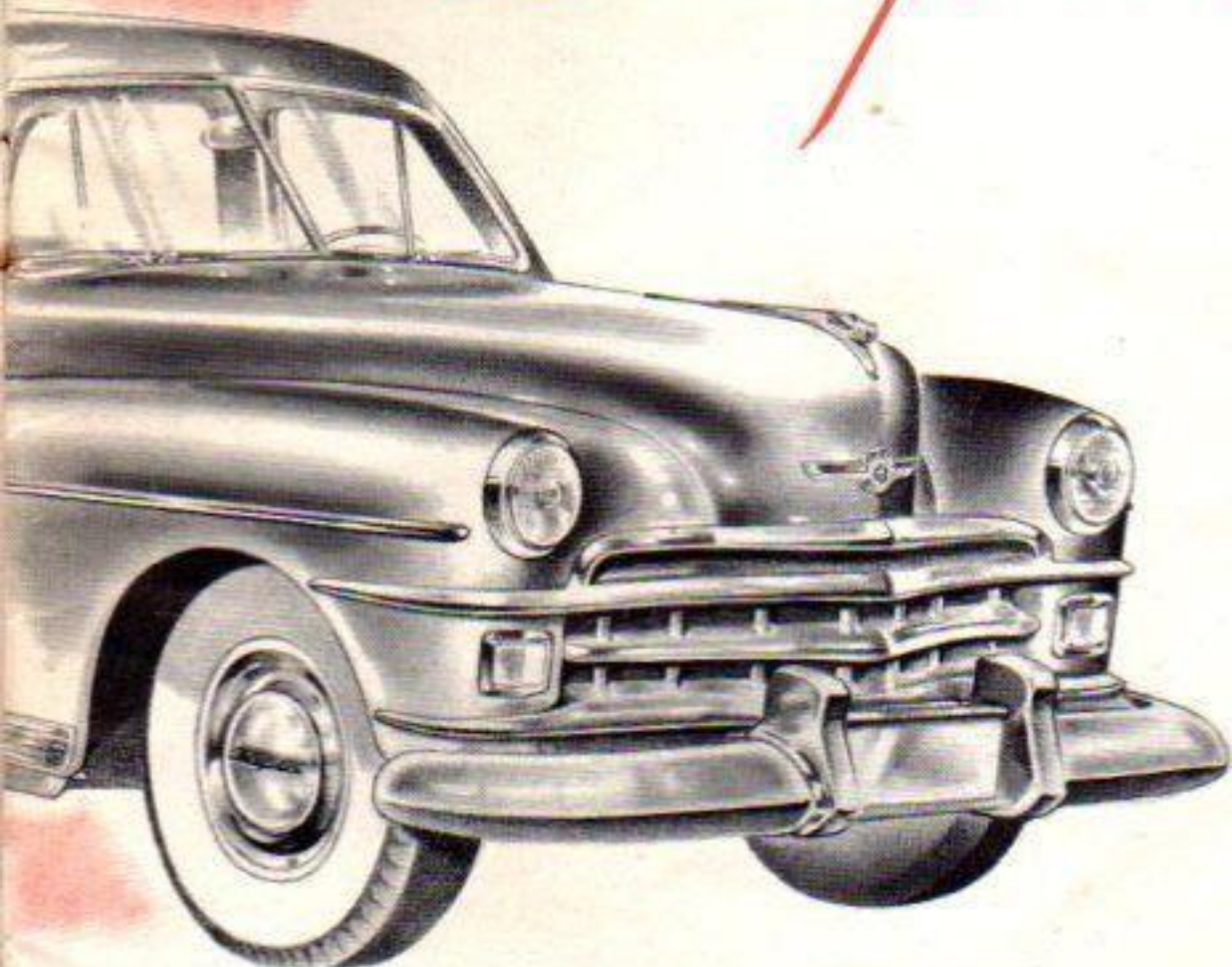
Your



***YOU GET THE
GOOD THINGS FIRST
FROM CHRYSLER***

BEAUTIFUL, NEW

Chrysler



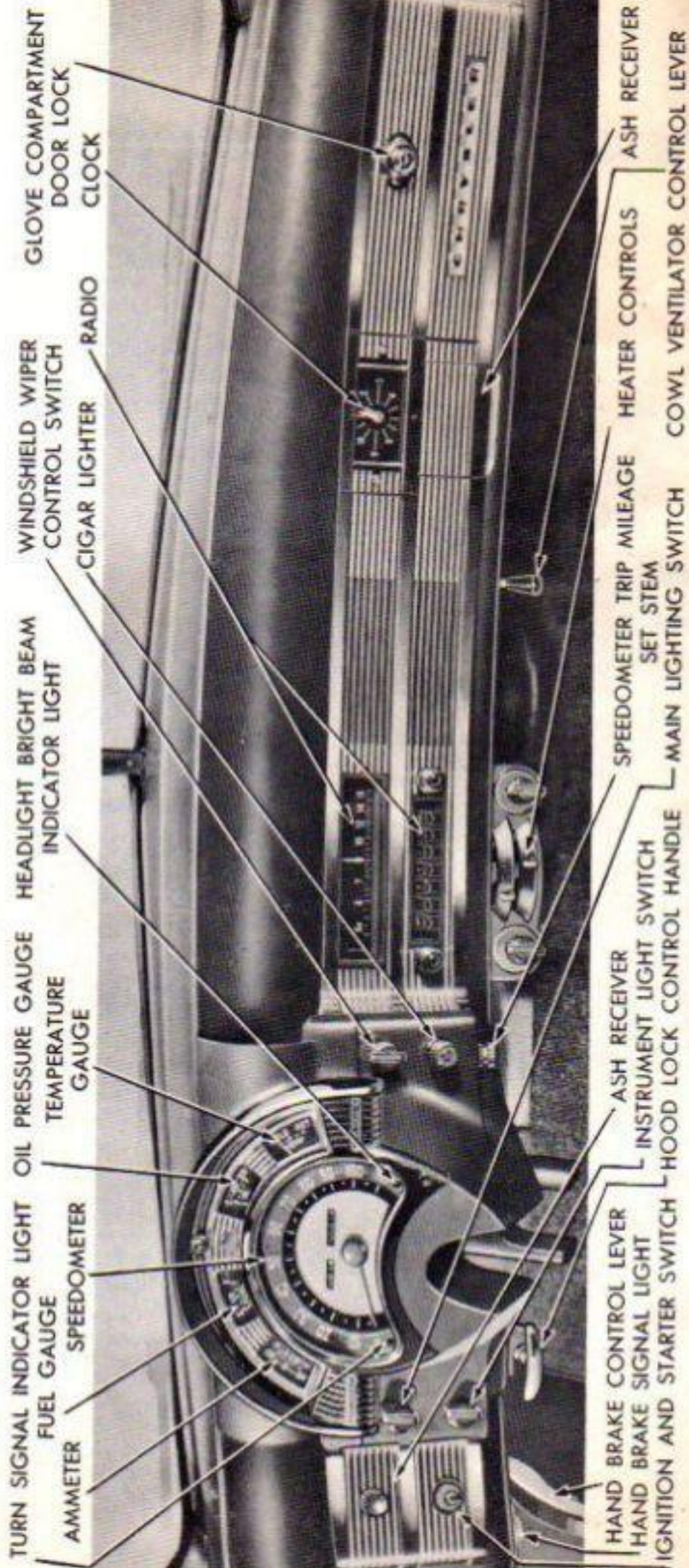
You are to be congratulated on your choice of a beautiful new Chrysler. It holds for you a new experience in motoring pleasure. You'll thrill at its brilliant styling and amazing roominess.

In your new Chrysler, the most advanced engineering and high quality materials are combined with the manufacturing precision of thousands of experienced Chrysler craftsmen—to bring you a truly fine car built for real comfort, safety, performance and dependability. Then, too, you have ease of steering that gives you a feel of perfect control at all times.

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

Read it carefully—the benefits will be yours.

INSTRUMENT PANEL



INSTRUMENTS AND CONTROLS

IGNITION AND STARTER SWITCH

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

MAIN LIGHTING SWITCH

Rotate switch knob to right to the first position to turn on the parking lights and taillights. Continue to rotate the switch knob to right to the second position for headlights and taillights. The rear license plate light will go on with the switch knob in either position.

INSTRUMENT LIGHT SWITCH

With main lighting switch (ON) in either position, rotate instrument light switch to right for instrument panel lights. By rotating the switch farther to the right varying degrees of panel lighting may be obtained.

HAND BRAKE SIGNAL LIGHT

When the ignition is turned on, signal light flashes on and off if the hand brake has not been released.

WINDSHIELD WIPER CONTROL SWITCH

Rotate switch to right (with ignition on) to operate wipers. First position is low speed; second position is high speed.

CAUTION

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

CIGAR LIGHTER

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

SPEEDOMETER TRIP MILEAGE SET STEM

Turn stem to left (clockwise) to reset trip mileage.

ASH RECEIVERS

The ash receivers blend in with the beauty of the instrument panel. To use one above ignition switch, pull out with knob, and one under clock, pull out lightly at the bottom. To remove either receiver for cleaning, press down on ash disc and pull receiver completely out. To install, push receiver in until disc snaps into position.

MAIN LIGHTING SWITCH
ASH RECEIVER

IGNITION AND STARTER
SWITCH
INSTRUMENT LIGHT SWITCH

WINDSHIELD WIPER
CONTROL SWITCH

SPEEDOMETER TRIP
MILEAGE SET STEM

CIGAR LIGHTER

AMMETER

Indicates flow of electrical current to or from battery. Current going from the generator to the battery registers as a charge (+ side). If more current is being consumed than is being received from the generator, the ammeter needle will show a discharge (- side). When the battery is fully charged, the ammeter will read nearly zero. Current input to the battery is controlled by a generator regulator located in the engine compartment.

FUEL GAUGE

Fuel gauge instantly indicates amount of fuel in supply tank when ignition switch is turned on. It is normal for the pointer to fluctuate slightly when traveling over rough roads and around sharp curves.

OIL PRESSURE GAUGE

The oil pressure gauge should always show pressure while the engine is running. It should register a pressure of 40 to 60 pounds at speeds above 30 miles per hour after the engine has reached normal operating temperature. At speeds below 30 miles per hour, the gauge will read proportionately lower. Some oil pressure should be indicated even at idling speeds. If the pressure is lower than that indicated above, bring it to the attention of your Chrysler dealer. If the gauge shows no pressure, stop the engine and investigate the cause.

TEMPERATURE GAUGE

This instrument shows the general temperature of the cooling liquid in the engine. Under normal driving conditions and air temperatures, the indicator pointer will stay close to the center (vertical) line between the COLD and HOT ranges. If the pointer moves over to or passes the right line in the HOT range, under reasonably normal driving conditions, have your cooling system checked immediately by your Chrysler dealer.

SPEEDOMETER

Indicates the speed and mileage of car.

TURN SIGNAL INDICATOR LIGHT

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

HEADLIGHT BRIGHT BEAM INDICATOR LIGHT

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



HOOD LOCK CONTROL HANDLE



HAND BRAKE CONTROL LEVER

HOOD LOCK CONTROL HANDLE

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

HAND BRAKE CONTROL LEVER

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

HORN BLOWING RING

Horns will operate only when ignition switch is turned on.

TURN SIGNAL LIGHT SWITCH

The turn signal light switch controls turning signal lights at both the front and the rear of your Chrysler. With the ignition switch "on", move the turn signal lever down to signal for a left turn; move lever up to signal for a right turn. When the turn signal light is flashing, the stop light will not operate on that side of the car. With the turn signal lever in either position, a warning light in the speedometer flashes intermittently. Lever returns to neutral position automatically when sharp turn is completed, or it can be moved manually to neutral after a wide, sweeping turn.

GEARSHIFT LEVER

See driving instructions, pages 13 and 15, for gearshift lever positions.

DOMELIGHT

Small toggle switch located in left hand body pillar operates dome light in center of roof. The dome light also goes on automatically when any door is opened.

ELECTRIC CLOCK (When so Equipped)

The clock is electrically wound. Set by pulling out stem and turning either way. An adjustment is provided in the bezel below the clock. If clock is running fast, insert small screwdriver in slot and turn slight amount to the right, if running slow, turn to left. When the headlights or panel lights are on, a light within the clock case illuminates the dial.

SCIENTIFIC VENTILATION

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

Your Chrysler is equipped also with ventilating wings to permit control of air



circulation inside the car. To open the wings, unscrew the lock button (turn counter-clockwise). With the button screwed out in the open position, it can then be depressed thus releasing the lock. At the same time, swing the latch handle up. Then, push the wing outward. To close, pull the wing in, swing the latch handle down and tighten the lock button (turn clockwise). When the lock button is tightened, it cannot be depressed.

GLOVE COMPARTMENT

To open door, grasp the knob between the index and third fingers, press lock cylinder inward with thumb to release the lock catch and pull door. When closing door, press it in position to engage the lock catch. Door can be locked with key provided.

HEADLIGHT BEAM SWITCH

With the headlights ON, depress button with foot and light beams will raise to Country (high) Beam or lower to Traffic (low) Beam. The Traffic Beam of the headlights provides sufficient illumination for practically all night driving conditions. Where it is found desirable to use the Country Beam, extreme care should be used not to blind oncoming traffic. A warning light in the speedometer face lights up (red dot) when the headlights are in the Country Beam position.

CLUTCH PEDAL

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

BRAKE PEDAL

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

ACCELERATOR PEDAL

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

**VENTILATING
WING LOCK**



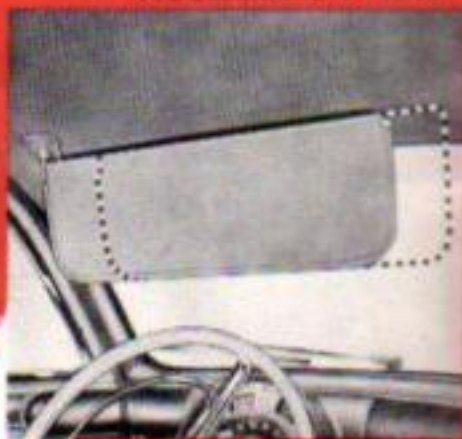
CLUTCH PEDAL

BRAKE PEDAL



HEADLIGHT BEAM SWITCH

ACCELERATOR PEDAL

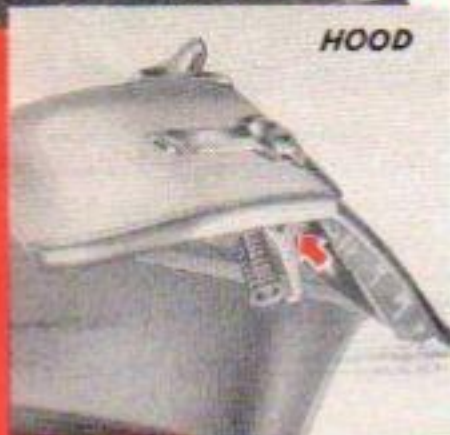


SUN VISOR

SEAT ADJUSTING LEVER



HOOD



LUGGAGE COMPARTMENT

LUGGAGE COMPARTMENT

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

ADJUSTABLE SUN VISORS

Chrysler sun visors are adjustable for length and other convenient positions. For more comfortable protection from the sun, the visor body can be moved on its support arm toward the center of the windshield.

THE FRONT SEAT IS QUICKLY ADJUSTABLE

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

REAR VIEW MIRROR

Position of inside rear view mirror may be adjusted to suit height of the driver by tilting and rotating it to suit.

OPENING AND CLOSING THE HOOD

A safety catch keeps the hood from coming open in case the hood was not properly closed or the release handle inside the car is unintentionally pulled. To open the hood, pull the hood lock control handle under the instrument panel, then release the safety latch at the front of the hood by pressing upward on the latch pad. When open, the hood is held in the raised position by balancing springs. To close the hood, pull downward until it is fully latched in the closed position.

KEYS

AND DOOR LOCKS



KEYS

When you took delivery of your new Chrysler, you received two sets of three keys with it. The two octagonal-handled keys operate the front door external lock and the combination ignition-starter switch lock. The two triangular-handled keys operate the luggage compartment lock and the two round-handled keys operate the glove compartment lock of your car.

You will find that the key or lock numbers do not appear on the keys, but are stamped on small metal tags attached to the keys. To prevent unauthorized persons from obtaining a duplicate set of keys, record the numbers and destroy the tags. Your Chrysler dealer also has a record of the key numbers.

DOOR LOCKS

Your ignition-starter key is your front door key. To lock the front doors from the outside, insert key, turn one-quarter turn toward the rear of the car, return key to vertical position and remove it. Unlocking, you insert key, turn one-quarter turn toward front of car, return it to vertical position and remove.

To lock a front door from the inside, swing the remote control handle to its extreme forward position and release it. Spring tension will return the handle to its normal position. The inside lock is automatically released with the closing of the front door. Furthermore, if one of the front doors has been locked from the inside, it may be unlocked from the outside with the key.

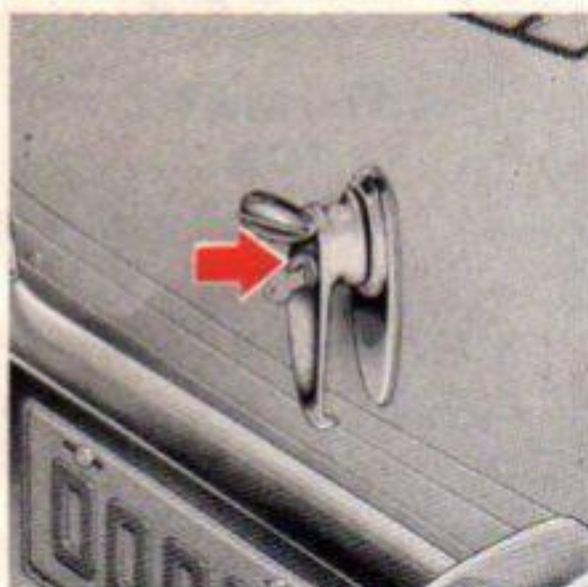
The rear doors may be locked and unlocked from the inside only by means of a lock knob in the lower forward corner of each door window moulding. To lock a rear door, push this knob down—pull knob up to unlock the door.



**FRONT DOOR REMOTE
CONTROL HANDLE**



REAR DOOR LOCK KNOB



LUGGAGE COMPARTMENT LOCK

Two types of locks are used. With one type of lock, turn key one-half turn to right or left to unlock. To lock, turn key back one-half turn to original position. With other type of lock, turn key one complete turn to left to unlock. To lock, turn key one complete turn to right.

GLOVE COMPARTMENT LOCK

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



FROZEN LOCK

During cold weather, moisture inside the door and luggage compartment locks may freeze, making it difficult if not impossible to insert the key. Rather than risk breaking the key, heat the key with a match or cigarette lighter and insert it repeatedly in the lock to melt the ice. In many cases, blowing directly into the door lock several times will provide enough heat to free the lock.

Important

**FOR PROTECTION OF YOUR CAR, KEEP IT LOCKED.
NEVER LEAVE IT UNLOCKED WHEN UNATTENDED.**

3. Loosen top front hold-down clamp by turning locking handle, located in center of top header board, counter-clockwise.
4. Raise header board free of locating dowels on top of windshield.
5. Move top control switch lever to left and hold in this position until top is fully lowered.
6. Place and fasten top boot in position over top compartment.

CARE AND CLEANING OF TOP

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

Avoid the use of volatile cleaning fluids, such as naphtha, gasoline, etc. If necessary to employ a volatile cleaner to remove grease or oil spots, use sparingly and never apply directly to top material. If a chemical cleaner is used to clean the top material, do not permit it to come in contact with the rear window panel.

CARE AND CLEANING OF REAR WINDOW PANEL

If the panel is completely removed, it should be rolled loosely in clean, white wrapping paper and stored where it will not be subject to damage.

Flush panel with clear, cold water to rinse away dust, etc. "Dry" washing with dry or damp, and particularly a soiled cloth, is not recommended. If further attention is required, lather surface with mild soapsuds using palm of hand. Rinse thoroughly and allow to "air-dry," do not dry with any kind of a cloth or chamois.

WARNING!

WARNING! CARBON MONOXIDE

Never start or run an engine in a closed garage. The exhaust gases from all motor vehicles are highly dangerous. They contain carbon monoxide gas—which is colorless, tasteless and odorless, but nevertheless is a deadly poison.



STARTING THE ENGINE

In the interests of safe driving, always make it a practice to be sure the gear-shift lever is in neutral **BEFORE** you put the ignition key in the lock.

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



TO START THE ENGINE

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

FLOODED ENGINE

In case the engine becomes overchoked or flooded at any time, press the accelerator pedal down fully to eliminate further choking and operate the starter to start the engine. If it becomes desirable again to choke the carburetor for starting, depress the accelerator pedal to give approximately one-third throttle opening.

COLD ENGINE

When starting a cold engine, care should be exercised during the warm-up period not to accelerate the engine unnecessarily. The car should be driven slowly until the engine reaches normal operating temperature. This will assure proper lubrication and permit maximum efficiency.

EMERGENCY STARTING

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

BREAK-IN SPEEDS

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

To stop the car for traffic lights, stop streets, etc., merely take your foot off the accelerator pedal and apply the brakes. To start again, release the pressure on the brake and press the accelerator pedal. ***If the car is to be parked for any length of time with the engine idling, move the gearshift lever to the neutral position.***

FOR QUICK ACCELERATION

At car speeds below 40 miles per hour, should unusually quick acceleration be required such as in passing another car on a grade, push the accelerator pedal to the floor to shift the transmission into third speed gear. After the shift is made, accelerate as necessary by gradually releasing pressure on the accelerator pedal. To return to Cruising speed gear (car speed above 15 miles per hour), release pressure momentarily from the accelerator pedal.

WHEN TO USE LOW RANGE

Extra power, such as when starting or driving up steep grades, is available by using the Low Range. Just depress the clutch pedal, move the gearshift lever to the Low Range position, release the clutch pedal and accelerate the engine as required.

If you desire to shift to second gear, you can do so at car speeds above 7 miles per hour by releasing the accelerator pedal momentarily. If you desire to shift to High Range, depress the clutch pedal, move the gearshift lever to the High Range position, release the clutch pedal and accelerate the engine as desired.

When shifting from High to Low Range for more power, the transmission will be in first or second gear depending on the car speed. Above car speeds of 7 miles per hour, the transmission will be in second gear, and below 7 miles per hour, it will be in first gear.

DESCENDING STEEP GRADES

When descending steep grades, the engine can be used very effectively in braking the car speed by moving the gearshift lever to the Low Range position and engaging second speed gear.

If you are going down a steep grade faster than 7 miles per hour in High Range, depress the clutch pedal and shift into Low Range. When the clutch pedal is released you will automatically be in second speed.

If car speed drops below 7 miles per hour, the transmission will shift automatically into first speed gear (free-wheeling). To regain the braking assistance of the engine, with car speed above 7 miles per hour, return to second speed gear by momentarily depressing the clutch pedal.



If you are parked on a steep incline, begin your descent in Low Range. The transmission will be in first speed gear (free-wheeling). After car speed is above 7 miles per hour, the shift from first speed to second speed can be accomplished by depressing the clutch pedal momentarily and releasing it, in which case, the transmission will shift automatically to second gear.

REVERSE

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

STARTING IN SNOW, MUD OR ON SLIPPERY PAVEMENTS

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

STOPPING ON ICE

Apply the brakes gently and intermittently when stopping on a slippery pavement. The idea is to keep the wheels from sliding, since rolling wheels have better traction.

PARKING ON A GRADE

When parking on a grade, cramp the wheels to the curb and apply the hand brake tightly.

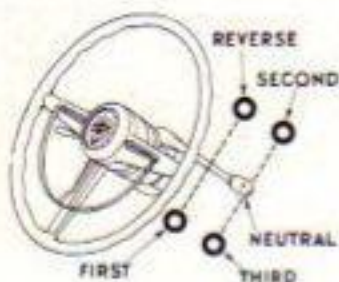
EXTENDED STOPS

If the car is to be allowed to stand, with the engine running, for longer than the ordinary traffic light duration, move the gearshift lever to the neutral position.

TO STOP THE CAR AND ENGINE

Release the accelerator pedal and apply the foot brakes so as to stop the car smoothly. After bringing the car to a stop, release the foot brakes, depress clutch pedal and move the gearshift lever to the neutral position, set the hand brake and remove the ignition key.

THE STANDARD SHIFT TRANSMISSION



Shifting the Standard Shift Transmission is easy. The position of the gearshift lever—attached to the steering column—simplifies manual operation.

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

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

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

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

RETAINING THAT ORIGINAL SHOWROOM LOOK

You can keep your car looking like new with very little trouble. The following paragraphs are suggestions to aid you in this and for your convenience your Chrysler Dealer carries a complete line of cleaners, polishes, lubricants and other like material.

WASHING THE CAR

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

If the paint surface is not kept clean, the action of the elements and accumulation of dirt, road scum, corrosive salts, etc., will eventually cause damage to the finish and also present a very unattractive appearance. The more frequent washings will eliminate the necessity of using liquid polish. Paste type cleaners or harsh abrasive type liquid cleaners should never be used, as their abrasive action will permanently dull the finish.

Tar or road oil should be removed before washing with a suitable solvent such as MOPAR Tar and Road Oil Remover.



TO MAKE WINDOWS SPARKLE

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

CHROME AND STAIN-RESISTING STEEL

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

UPHOLSTERY

At least once a month, clean the upholstery and carpets thoroughly with a whisk broom, clothes brush or vacuum cleaner. If the upholstery is of mohair, the nap may eventually mat down. When this happens, place a damp cloth over the matted area and run a hot flatiron over the cloth. Then brush the nap upright. Mohair and broadcloth upholstery should be cleaned with foam type upholstery cleaner such as MOPAR Upholstery Cleaner. ***Fabric cleaners or spot removers should be used sparingly—never pour such cleaners on the spot to be cleaned.***

CLEANING LEATHER, IMITATION LEATHER AND NYLON UPHOLSTERY

The original lustre of leather or imitation leather upholstery may be restored by rubbing the surface of the material briskly with a cloth, slightly dampened in clean water, using castile or other soap of comparable character. Next, apply a cloth which has been moistened in clean water only and finish by rubbing with a clean, soft cloth. Nylon upholstery should be cleaned in the same manner as leather except that brisk rubbing should be avoided. ***Do not apply gasoline or cleaning fluids of any nature to these types of trim material, or immediate deterioration will result.***

WARNING ABOUT GASOLINE

Gasoline is not recommended as a cleaning agent because of its inflammable nature. When rubbed briskly over cloth or pile fabrics, the friction generated may cause it to ignite. If it must be used, obtain the "white" untreated product. Avoid gasoline containing tetraethyl lead or any coloring material. Do not use any cleaning fluid in excess of the actual requirements.



ALWAYS REMOVE CALCIUM CHLORIDE

Calcium chloride and other chemicals used to melt snow and ice form a slush harmful to the metal parts of your car. Wash it off frequently to avoid rust where such corrosive elements might accumulate or where the protective finish has been scratched or scraped.

CLEANING TIRES

The tires can be kept clean with water and a sponge. Tar and road oils can be removed with mechanic's soap or a similarly mild abrasive soap. White sidewall tires can be cleaned with a non-abrasive household scouring powder.

ENGINE OILING SYSTEM

The motoring enjoyment you have every right to expect from your new Chrysler car, long car life, lower maintenance costs and efficient performance—all are dependent to a large extent on proper and timely lubrication.

The selection of the proper brand of engine oil and other lubricants should be based on the reputation of the refiner or marketer. He is responsible for the quality of his product and his reputation is your best guarantee of quality.

ENGINE OIL RECOMMENDATIONS

During the first 1,000 miles of operation, it is recommended that No. 10-W Engine Oil be used in the crankcase for all temperature ranges above -10° F. For temperatures below -10° F., use No. 5-W Engine Oil. If necessary to add oil during the first 1,000 miles, follow these same recommendations. Oil changes should be made, under normal conditions, every 5,000 miles. When driving in dusty territories or in cold weather, particularly on short runs, engine oil should be changed more frequently.

Viscosity recommendations are as follows:

If you anticipate that the minimum atmospheric temperature will be:

Not lower than $+32^{\circ}$ F.....	Use SAE 30
As low as $+10^{\circ}$ F.....	Use No. 20-W
As low as -10° F.....	Use No. 10-W
Below -10° F.....	Use No. 5-W

The interpretation of this table means that SAE 30 is recommended as a general summer oil. It may also be used in tropical climates during the winter months.

No. 20-W Engine Oil may be used in localities where only very mild winter conditions are encountered such as not lower than $+10^{\circ}$ F.

No. 10-W Engine Oil is recommended as a general winter oil for temperatures as low as -10° F., but not lower. For sub-normal winter conditions such as temperatures below -10° F., use No. 5-W Engine Oil.

WINTER DRIVING

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

As an alternative to this frequent change period an occasional drive of 30 miles or more at higher speeds, will do much toward expelling the condensation through the crankcase ventilating system.

LEVEL INDICATOR

✓ **Have the oil checked each time you stop for fuel.** If the oil level on the indicator is between the "ADD OIL" mark and "FULL" mark, it is not necessary to add oil. If the oil level drops to the "ADD OIL" mark or slightly below, not more than **one quart** of oil should be added.



THE FULL-FLOW OIL FILTER

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

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



✓ The filter element is of the economical, replaceable type. This should be replaced every 5,000 miles to coincide with the oil change, or as often as it becomes plugged with the dirt and carbon it removes from the oil passing through it.

In the event the filter should become plugged before the 5,000 miles change such as in dusty or cold weather operating conditions, the oil will not be filtered but will be pumped to the working parts of the engine at reduced pressure through the safety valve. Watch your oil pressure gauge for this indication. When the filter is operating properly, oil pressure at cruising speeds will be 40 to 60 pounds. If this pressure indicated on the oil gauge drops to 35 to 40 pounds, the filter element is probably plugged and should be changed. See your authorized Chrysler dealer for MOPAR Filter Element Replacement.

ENGINE OIL PAN (Capacity 5 quarts—refill)

See Engine Oil Recommendations on page 18.

**Every 1,000 Miles
or 30 Days**

1. WATER PUMP

1 Fitting.
Water Pump Grease Only.

2. CARBURETOR AIR CLEANER

Examine and if found to contain a semi-solid mixture of dirt and oil up to the lower offset in the reservoir, remove and clean. Rinse filter element in kerosene and drain. Refill to indicated level. Use SAE 50 Engine Oil for temperatures above 32° F. and No. 20-W Engine Oil for temperatures below 32° F.

3. BRAKE AND CLUTCH PEDALS

2 Fittings.
Chassis Lubricant.

4. CLUTCH TORQUE SHAFT AND GEARSHIFT CONTROL BELL-CRANK

2 Fittings.
Chassis Lubricant.

5. PEDAL LINKAGE, BRAKE LINKAGE AND GEARSHIFT CONTROL

Engine Oil.

**Every
5,000 Miles**

6. OIL FILLER PIPE CAP AIR CLEANER

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

7. OIL FILTER

Replacement to coincide with Engine Oil change.

**Every 10,000 Miles
or Once a Year**

8. GENERATOR

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

9. DISTRIBUTOR

1 oil cup—cam wick.
Five or ten drops of Light Engine Oil.
Also two or three drops on wick under rotor.

10. TRANSMISSION (Standard Shift 3-Speed)

Drain and refill.
SAE 80 Fluid Gear Lubricant (Summer and Winter). In territories where SAE 80 is not available, SAE 90 may be used. Lubricant level should be checked every 1,000 miles. If necessary, add lubricant to maintain level to bottom of filler plug hole.

PRESTOMATIC FLUID DRIVE* TRANSMISSION

✓ Drain and refill.

No. 10-W Engine Oil.

Lubricant level should be checked every 1,000 miles. If necessary, add lubricant to maintain level to bottom of filler plug hole.

**Every 20,000 Miles
or Every Two Years**

11. UNIVERSAL JOINT

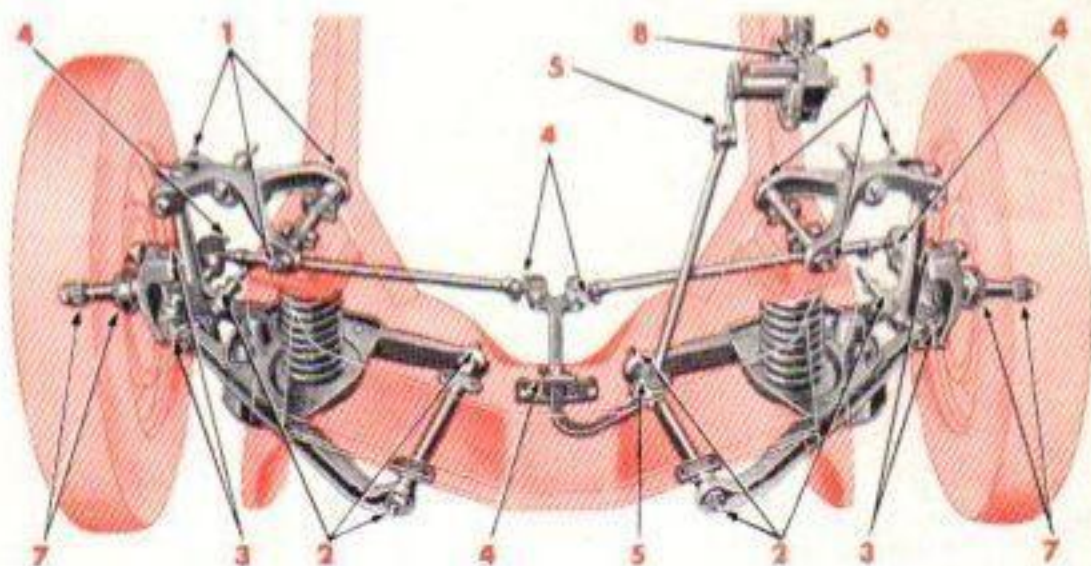
Disassemble, clean and repack.
Heavy Fiber Universal Joint Grease.

12. PROPELLER SHAFT SPLINE

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

*Gyrol Fluid Drive.

FRONT END and STEERING GEAR LUBRICATION



**Every 1,000 Miles
or 30 Days**

1. UPPER CONTROL ARM

3 Fittings each side.
Chassis Lubricant.

2. LOWER CONTROL ARM

3 Fittings each side.
Chassis Lubricant.

3. STEERING KNUCKLE KING PIN BUSHINGS

2 Fittings each side.
Chassis Lubricant.

4. TIE ROD BALL JOINTS AND INTERMEDIATE STEERING ARM

5 Fittings.
Chassis Lubricant.

5. DRAG LINK BALL JOINTS

1 Fitting each end of drag link.
Chassis Lubricant.

6. STEERING GEAR

SAE 90 Fluid Gear Lubricant.

Keep lubricant level to bottom of filler plug hole.

In extremely cold weather, add small amount of No. 10-W Engine Oil to ease steering.

**Every 10,000 Miles
or Once a Year**

7. FRONT WHEEL BEARINGS

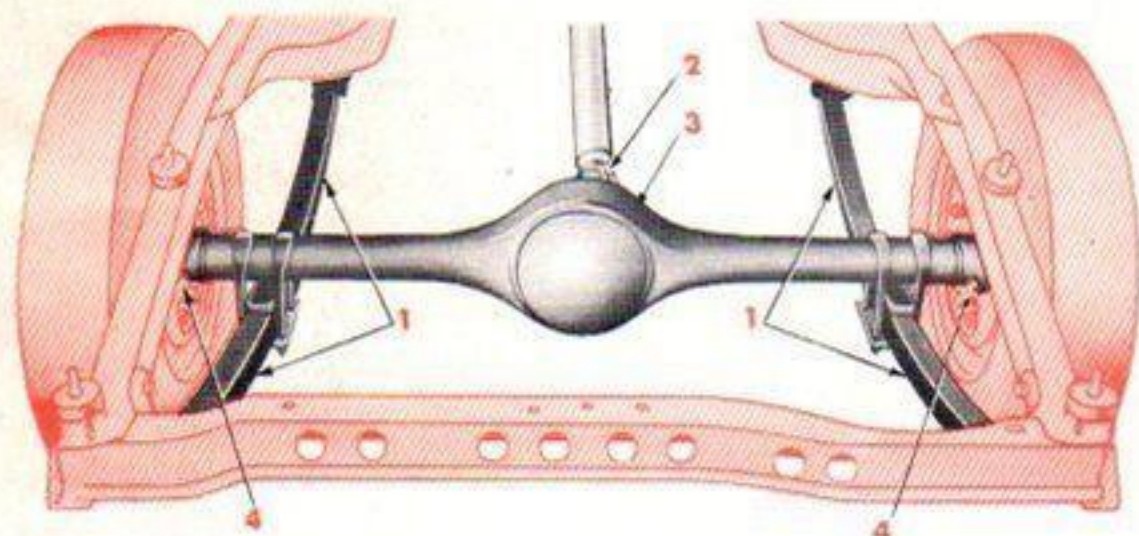
Short Fiber Wheel Bearing Grease—Medium.

Examine grease and if found to be in good condition, do not remove but add grease, if necessary. If not in good condition, clean, repack bearings and coat inside of hub with 2½ ounces of grease (5 oz. on Station Wagon and long wheelbase models).

8. GEARSHIFT REMOTE CONTROL

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

REAR AXLE and REAR WHEEL BEARING LUBRICATION



**Every 10,000 Miles
or Once a Year**

1. REAR SPRINGS

MOPAR Spring Lubricant.

To lubricate springs with metal covers, use special lubricant fitting with provision for piercing the canvas liner.

**Every 20,000 Miles
or Every Two Years**

2. UNIVERSAL JOINT

Disassemble, clean and repack.

Heavy Fiber Universal Joint Grease.

3. REAR AXLE DIFFERENTIAL

Drain and refill.

Extreme Pressure Hypoid Gear Lubricant.

Summer and Winter above — 10° F.....SAE 90.

Extreme Winter below — 10° F.....SAE 80.

Lubricant level should be checked every 1,000 miles. If necessary, add lubricant to maintain level to bottom of filler plug hole.

4. REAR WHEEL BEARINGS

Short Fiber Wheel Bearing Grease—Medium.

Remove plug (if so equipped) and lubricate with ½ ounce of lubricant, using low pressure gun.

DO NOT OVER LUBRICATE. Install plug.

If no plugs are provided, remove axle shafts and repack bearings. Install parts.

LUBRICATION

POINTS NOT ILLUSTRATED

1000 Miles—Hand brake and Gearshift Linkage metal pivot points. Use Engine Oil. Door Hinges, Springs, Hood Clamps and other hard to lubricate places. Use MOPAR Dripless Penetrating Oil. Use a stainless stick lubricant on the Door Striker Plates, Dovetails and Rotor Wheels. Use Lubriplate, or similar lubricant, sparingly in the Door Lock Cylinders.

10,000 Miles—Speedometer Oil Tube with Wick located on the rear of the housing near the cable flange should be unscrewed and wick saturated with MOPAR Speedometer Oil. Speedometer Cable should be disconnected at the instrument panel and the shaft removed. Coat the shaft with MOPAR All Weather Speedometer Cable Lubricant.

Windshield Wiper Pivots should be lubricated by removing the screw in top of mounting plate on front outside windshield and injecting a few drops of Light Engine Oil.

The Propeller Shaft Center Bearing on some Eight Passenger Models has a lubricant fitting on the underside of the bearing housing. Where so equipped, use Short Fiber Wheel Bearing Grease—Medium. If no fitting is provided, no lubrication is required.

POINTS REQUIRING NO LUBRICATION

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

SPECIAL ATTENTION

Cars operated principally on gravel or dusty roads and through extended rainy seasons, may need lubrication attention more frequently and should be serviced as required. In dusty territories, the air cleaners should be cleaned often. Under extreme conditions, once a day may be necessary.

GENERAL MAINTENANCE SUMMARY

Every Gas Stop: Check engine oil level and level of coolant in radiator.

Every Week: Check tire pressures; wash car and brush upholstery.

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

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

✓ **Every 2,500 Miles:** Rotate tires.

Every 5,000 Miles: Minor engine tune-up. Change Engine Oil and replace oil filter element. Service oil filler pipe cap air cleaner. Check brake adjustment. Check generator charging rate. Check clutch adjustment. Check fan belt adjustment.

New **Every 10,000 Miles or Once a Year:** Major engine tune-up. Drain and refill transmission with new lubricant. Lubricate propeller shaft center bearing if so equipped. Lubricate front wheel bearings, generator, distributor, rear springs and gearshift remote control rod end, as indicated on Lubrication Chart. Check wheel alignment. Drain gas tank to clean out sediment. Check lights and headlight aiming. Lubricate windshield wiper pivots with light Engine Oil. Disconnect speedometer cable at the instrument, remove the shaft and coat with MOPAR All Weather Speedometer Cable Lubricant and reinstall. Oil speedometer wick with MOPAR Speedometer Oil.

Every 20,000 Miles or Every Two Years: Drain rear axle differential and refill with Extreme Pressure Hypoid Gear Lubricant. Remove and disassemble the universal joints and repack with heavy fiber grease. Disassemble splined joint at front end of propeller shaft, clean and repack approximately half full with Chassis Lubricant. Lubricate rear wheel bearings. Your Chrysler dealer should perform these services for you.

Every Spring: Drain and discard old anti-freeze solution. Flush out cooling system and put in MOPAR Rust Resistor with a fresh filling of water. Inspect hoses and connections. Also inspect fan belt.

Every Fall: Drain and discard rust resistor solution. Flush out cooling system and refill with MOPAR Anti-Freeze solution. Inspect hoses and connections.

AIR CLEANERS

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



CRANKCASE VENTILATOR INTAKE PIPE AIR CLEANER

Air for ventilating the crankcase enters through the oil filler pipe. This air is filtered by passing through an air cleaner which serves as the filler-pipe cap. In order to make sure that this cleaner functions properly, it should be removed and serviced at each Engine Oil change. Refer to Lubrication Chart.

THE CARBURETOR AIR CLEANER

Your Chrysler is equipped with an oil bath type air cleaner designed to provide



maximum protection against dirt, dust and abrasives which otherwise might enter the engine through the carburetor. It is important that the air cleaner be examined every 1,000 miles or 30 days of operation. If the sump is found to contain a semi-solid mixture of dirt and oil up to the lower offset in the reservoir, the air cleaner should be removed and thoroughly cleaned. Refer to Lubrication Chart.

CAUTION

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

WARNING! DUSTY DRIVING

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

TO PROTECT YOUR ENGINE

1. Check oil level at each refueling.
2. Change oil at recommended intervals.
3. Replace oil filter element every 5,000 miles to coincide with oil change.

COOLING SYSTEM



RADIATOR DRAIN COCK



CYLINDER BLOCK DRAIN COCK

FILLING AND DRAINING

When filling the cooling system, use clean water as well as MOPAR Rust Resistor to prevent corrosion and scale which tend to clog the passages—in winter, use MOPAR Anti-Freeze. Never pour cold water or anti-freeze solution into the radiator when the engine is overheated. The level of the liquid in the cooling system when cold should be $1\frac{1}{4}$ inch below the bottom of the filler neck.

To drain the radiator, open the drain cock in the lower front side of the radiator at the center. This drain cock can be reached from under the car or by raising the hood and removing the hand hole cover just in front of the radiator. To completely drain the cooling system, also open the drain cock in the engine cylinder block at the bottom of the water jacket near the center on the left side. If you are storing your car or leaving it idle for a long time, it is advisable to leave these drains open.

THE USE OF ANTI-FREEZE

At the approach of freezing weather MOPAR Anti-Freeze should be used. Always flush the cooling system clean before adding anti-freeze in fall and after draining it in the spring. Have the solution tested frequently during freezing weather to make certain that you are well protected against a freeze-up. If the cooling liquid freezes, the car should be taken to the nearest heated service garage, where proper action can be taken to thaw it out. In climates where anti-freeze solutions are not required, flush the cooling system twice a year. When anti-freeze is not in use, treat the cooling system of your car with MOPAR Rust Resistor every time it is drained and refilled.

CAUTION

Anti-freeze solutions containing sodium chloride (common salt), calcium chloride, magnesium chloride, or any inorganic salt should never be used as an anti-freeze. Water soluble organic products such as sugar, honey, or glucose or any organic crystalline compounds are not recommended. Mineral oils such as kerosene or engine oil may damage rubber parts and therefore prove harmful.

FOR BEST PROTECTION

Keep radiator filled to correct level.
Don't put cold water in hot engine.
Check fan belt and hose often.

Flush system twice a year.
Use MOPAR Rust Resistor in warm weather.
Use MOPAR Anti-Freeze in cold weather.



ELECTRICAL SYSTEM

The IGNITION SYSTEM of your car is protected against wet-weather difficulties by water-proof spark plug covers and a distributor cap so constructed as to shield the contact points and condenser from moisture. The spark plugs and distributor are also designed to suppress interference with FM radio and television. The spark plugs are of the resistor type and the distributor has a built-in suppressor.

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

Check the water level in your battery at least once a month in winter, every two weeks or every 1,000 miles in summer, and add distilled water if necessary.

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

If your car is to be stored for a month or more, have the battery removed by your Chrysler Dealer to insure its receiving proper attention during the the period it is not being used.

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

CAUTION

Explosive Gases: Never allow a flame or spark near the battery. By the nature of the chemical reactions which take place in a battery, a mixture of hydrogen and free oxygen is produced when the battery is charging. This mixture is explosive in nearly any proportion. If it is necessary to use a flame near the battery, first remove the caps and blow out the chambers gently enough to avoid splashing the acid.



BATTERY



HEADLIGHT



FRONT PARKING LIGHT



TAILLIGHT



BACK-UP LIGHT



LICENSE PLATE LIGHT

HEADLIGHT BULB REPLACEMENT

In your Chrysler, the latest in lighting efficiency is provided through the use of Sealed-Beam headlights in which the headlight lens, bulb and reflector are built and sealed into one waterproof and dustproof, prefocused unit.

In the event of accidental damage or burning out, the entire unit is easily replaceable as follows:

First take out the screw from the front lower edge of the headlight door and remove the door. Then remove the three retaining ring screws and remove the ring by pulling it outward.

Next pull the sealed light unit out and then pull the wire connector straight off.

To insure maximum night driving pleasure and safety, it is necessary that headlights be properly aimed at all times. Have them checked occasionally by your Chrysler dealer, particularly after a bulb replacement has been made.

The lighting circuit of your car is protected by a circuit breaker located back of the instrument panel. In case a short circuit develops in the lighting system, the circuit breaker will automatically open before damage occurs. The circuit breaker will continue to open and close until the "short" in the circuit has been eliminated.

FRONT PARKING LIGHT AND TURN LIGHT BULBS

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

TAILLIGHT, STOPLIGHT AND TURN LIGHT BULBS

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

BACK-UP LIGHTS

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

LICENSE PLATE LIGHT

The license plate light bulbs are reached by removing the lens frame and lens. The light bulbs are removed in the same manner as the parking light bulbs.

LIGHT BULB CHART

Location	Candle Power	Mazda Number	Chrysler Part Number
Headlights	45-35W	—	1297667
Headlight Upper Beam Indicator Light..	1	51	115273
Taillight, Stoplight and Rear Turn Signal..	21-3	1158	142449
Glove Box Light.....	1	51	115273
Instrument Lights	2	55	125588
Rear License Plate Light.....	3	63	142303
Hand Brake Signal Light.....	21	1129	142308
Ignition Switch Light.....	1	51	115273
Parking Light and Front Turn Signal.....	21-3	1158	142449
Turn Signal Indicator Light.....	1	51	115273
Back-up Light	21	1129	142308

ACCURATE SPARK PLUG ADJUSTMENT means more efficient and economical operation. The spark plugs in your Chrysler car are of the resistor type and the gap between the electrodes of each plug should be .035 inch (+ or - .001 inch). The gap gradually increases with use and should be adjusted by bending the outside electrode. Do not attempt to adjust the gap by bending the center electrode as this would crack the insulator. Measurements of the gap can be made most accurately with a wire, rather than a flat, feeler gauge.

GOOD RULES TO OBSERVE

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

FUEL SYSTEM

TYPES OF FUEL



The engine of your new Chrysler is designed to give highly efficient performance with the use of "regular" grades of gasoline. It is recommended that only high quality fuel be used, the reputation of the manufacturer being your best guarantee of their product.

THE FUEL GAUGE



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

A LITTLE CARE CAN PREVENT A LOT OF TROUBLE

Be sure that the fuel tank cap is properly installed each time you purchase fuel.

The cap prevents evaporation and keeps dirt and foreign material out of the fuel system.

FOR FUEL ECONOMY

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



WHEELS AND TIRES

As a protection in case of sudden tire failure, the Chrysler Safety-Rim Wheel is designed to help hold the tire in place on the rim. This is made possible by means of the humps between the rim flanges and the tube-well. Inflation of the tube snaps the bead of the tire over this raised portion. The force required to pull the bead back over the hump tends to keep the tire against the flange and out of the tube-well when deflation occurs.

The SUPER-CUSHION tires on your car are designed to take advantage of a larger volume of air at a lower pressure, thereby absorbing road shock and vibration that would normally be transmitted to the occupants of the car. They are constructed so that when under load, the tread surface is flatter than high pressure tires formerly used, giving more tread contact with the road, resulting in more evenly distributed wear and easier stopping and starting.

PROPER INFLATION

The chief enemy of tire life is improper inflation. Under-inflation contributes to excessive heat and wear and also causes increased rolling resistance for the car. Over-inflation puts excessive strain on the tire and makes it easier to break or bruise. The tire pressure should be checked periodically—once a week is not too often.

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

27 pounds is the operating pressure for city driving. This means that tire pressures, when checked on a car after it has been driven at a normal speed in the city, should have a built-up pressure of at least 27 pounds, summer or winter—3 pounds over the starting pressure of 24 pounds. Otherwise tires are under-inflated.

29 pounds is the normal operating pressure for high speeds. This means that tire pressures, when checked on a car after it has been driven at a high rate of speed, should show a built-up pressure of at least 29 pounds, summer or winter—5 pounds over the starting pressure of 24 pounds. Otherwise tires are under-inflated.

Never reduce (bleed) built-up pressure in a tire. The tire is designed to protect itself by building up a safe pressure of a few pounds after it is run. This avoids excessive sidewall flexing and heat—both of which are detrimental to a tire.

TUBE REPAIR

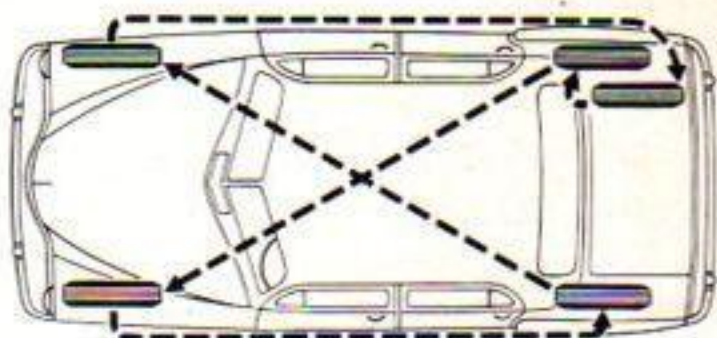
The cold patch method of repairing rubber tubes is not satisfactory and should not be attempted. When tube repair is necessary, it should be vulcanized by your Chrysler Dealer.

FOR MAXIMUM TIRE LIFE

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

TIRE ROTATION

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



TIRE ROTATION PLAN

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

WHEN IS WHEEL ALIGNMENT NECESSARY?

After alignment is once checked and adjusted on a new car as outlined in the Owner Service Certificate, it should only be necessary to check wheel alignment once a year, under normal driving conditions. However, if there is a reason to suspect that the wheels are out of line because the car does not steer properly, or has been involved in an accident, **a careful diagnosis should be made first to see if the front wheels need aligning!**

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

WHEEL BALANCING

The necessity for balancing wheels is indicated by excessive "wheel fight" movement of the steering wheel on smooth straight highway at speeds above 40 miles per hour. If the tires are wearing unevenly but the car does not exhibit this characteristic, no amount of wheel balancing will ever correct the uneven wear. Tires installed at the factory are manufactured to a close balance limit and it is generally considered unnecessary to balance them.

CHANGING THE WHEEL

To dismount a wheel, first set your hand brake and remove the wheel cover by inserting a screw driver between the edge of the wheel cover and the rim of the wheel. Care must be exercised to see that the point of the screw driver is firmly set under the rolled edge of the cover before attempting to remove it. Raise the cover slightly at this point and then pry it out farther at two or three other positions around the edge until it can be easily removed from the wheel rim.



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



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

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

BUMPER JACK STOWAGE

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

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

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



CAPACITIES SPECIFICATIONS · DATA

CAPACITIES

Engine oil (add 1 qt. when replacing filter element).....	5 qts.
Cooling system (with heater).....	18 qts.
Transmission—Prestomatic* Fluid Drive (refill).....	3 pts.
Transmission—Std. Shift 3-Speed.....	2 3/4 pts.
Rear axle differential (except 8-Pass. Cars and Station Wagon).....	3 1/4 pts.
8-Pass. Cars and Station Wagon.....	3 1/2 pts.
Fuel tank.....	17 gals.

FUSES

Name	Fuse	Location
Radio (special equipment).....	14 amp.	Radio lead wire
Turn signal.....	} Circuit breaker used instead of fuses.	
Lighting system.....		
Heater.....		
Windshield wiper.....		

*gýrol Fluid Drive.

TIRE PRESSURE AND SIZES

Size (except 8-Pass. Cars and Station Wagon).....	7.60 x 15
8-Pass. Cars and Station Wagon.....	8.20 x 15
Starting pressure (summer and winter).....	24 lbs. (cold)

BATTERY

Number of plates per cell.....	17
Terminal grounded.....	Positive
Voltage.....	6
Capacity.....	120 amp. hr.

IGNITION

Spark plug type.....	Resistor
Spark plug size.....	14 mm
Spark plug gap.....	.035 inch $\pm$.001 inch
Distributor contact point gap.....	.018 to .020 inch
Firing order.....	1-5-3-6-2-4

LICENSE DATA

Vehicle Number—The vehicle number of your car is stamped on a metal plate attached to the left front door body hinge post.

Engine Number—The engine number is stamped on a machined boss at the upper left side of the cylinder block.

Body Number—The body number of your car is stamped on a metal plate attached to the front side of the cowl under the hood.

Model—C-48.

Number of Cylinders—6.

Bore—3 $\frac{7}{8}$ inches. **Stroke**—4 $\frac{1}{2}$ inches.

A.M.A. Horsepower Rating—28.36.

Piston Displacement—250.6 cubic inches.

Compression Ratio—7.0-1.



VEHICLE NUMBER



ENGINE NUMBER

GARAGE INFORMATION

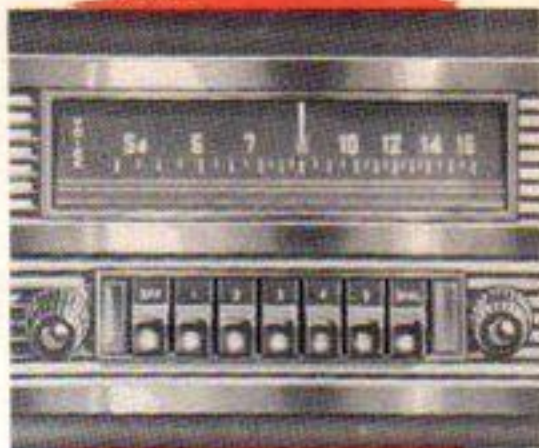
Length overall (with bumpers and guards) 207 $\frac{3}{4}$ inches; 8-Pass. Cars 222 $\frac{3}{4}$ inches; Station Wagon 211 $\frac{3}{4}$ inches.

(All specifications are subject to change without notice)

RADIO

The off-and-on switch in the Custom-built MOPAR Radio is combined with push-button operation. Push ANY button except the "OFF" button to turn the set on, and push the "OFF" button to turn the set off.

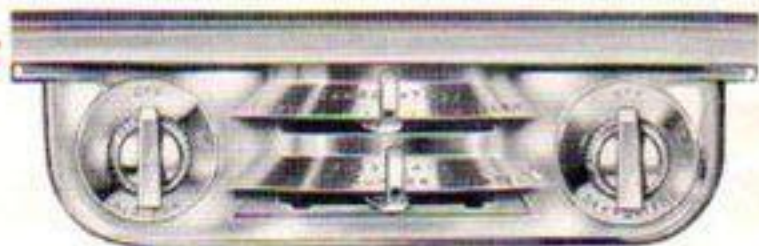
Tone Control: The disc behind the volume-control knob allows the owner to change the tone of the radio to suit his taste. The tone control position is shown by the tone indicator. When the indicator shows the word **MELLO**, the bass notes are given heavy emphasis. As the disc is turned toward the right,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



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

Dial Illumination: The dial illumination is especially designed to work in conjunction with the instrument panel light control.

HEATERS



The MOPAR All Weather Comfort System (Model 500) is designed to provide heated or unheated fresh air ventilation within your Chrysler all the year round.

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

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

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

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

WINTER OPERATION

Before Engine Warms Up—Place Fresh Air Control lever and Air Fan Control knob in OFF positions.

After Engine Warms Up—Set Temperature Control lever in desired position. Place Fresh Air Control lever in WINTER position. Turn Air Fan Control knob to ON position (low or high speed).

To defrost or de-fog the windshield, turn Defroster Control knob to ON position (low or high speed).

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

SUMMER OPERATION

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

OTHER MOPAR HEATERS

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

A FULL MEASURE OF MOTORING ENJOYMENT



Your Chrysler has been built according to the highest possible engineering standards and precision manufacturing, but like any other mechanical device a certain amount of maintenance attention is required from time to time.

In order to receive your full measure of motoring enjoyment, it is strongly recommended that you maintain your car at its highest efficiency and avoid unnecessary and costly repairs by taking it regularly to your authorized Chrysler Dealer for periodic inspection and testing.

FOR QUICK COMPLETE AND DEPENDABLE MAINTENANCE ATTENTION

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

Let the Sign of
**CHRYSLER
APPROVED
SERVICE**
*Be Your Guide
to Comfort
and Safety*



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

ONLY CHRYSLER DEALERS specialize in Chrysler cars and are, therefore, more familiar with all of the various lubrication points as well as the proper types of lubricants for your Chrysler car.

ONLY CHRYSLER DEALERS employ factory trained technicians who are regularly informed on all the latest and most efficient methods for the maintenance of Chrysler cars.

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

ONLY CHRYSLER DEALERS carry a complete supply of genuine MOPAR parts to save you time and trouble in case you need replacements.

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

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



OWNER SERVICE CERTIFICATE

CHRYSLER
Owner Service Certificate

Issued to

Name

Address

City

for

Car Model Number

Engine Number

Body Type

Model Code

Vehicle Year

Issued by

Authorized Chrysler Dealer

City

Dealer's Signature



When you accepted delivery of your new Chrysler, your Chrysler dealer furnished you with an Owner Service Certificate which entitles you to a special inspection and adjustment at the end of the first 1,000 miles and the first 2,000 miles of driving within the Warranty period. Your privileges also include the replacement of parts found to be defective under the terms of the Manufacturers Warranty as extended to you by your Chrysler Dealer. The Owner Service Certificate was designed for your protection. Please read it carefully so that your privileges and obligations will be clearly understood.

AUTOMOBILE MANUFACTURERS ASSOCIATION UNIFORM WARRANTY

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

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

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

