Gran Fury

1980
Operating Instructions
and Product Information

Introduction

Thank you for choosing to drive a Chrysler Corporation vehicle, a product in which design and construction have received the care that quality demands. Perhaps you have previously driven a Chrysler Corporation 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. This includes a list of scheduled maintenance services. To enjoy your vehicle to its fullest, and to optimize its value, follow the maintenance schedule faithfully to keep your car fit for top performance. Your dealership's professional mechanics can provide these services for you — you can trust them — they're factory trained and use MOPAR parts . . . the parts designed for all Chrysler Corporation built vehicles. We wish you safe and pleasant driving.

Chrysler-Plymouth Division
Chrysler Corporation

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.

Important for Vehicles Sold in Canada

With respect to any vehicles sold in Canada, the name Chrysler Corporation shall be deemed to be deleted and the name Chrysler Canada Ltd. used in substitution therefore.

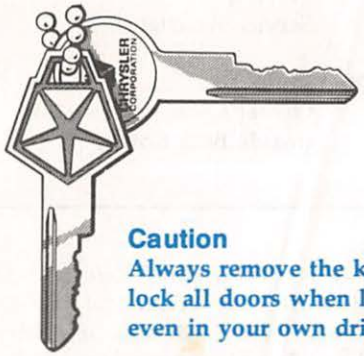
Contents

Note:
Your Operator's Literature Package (plastic envelope) should contain a 1980 Warranty Folder, Change of Address Card and Sound Systems Manual.

Off to a Good Start

A Word About Your Keys

In many states it is against the law to leave the ignition keys in an unattended vehicle. Your new car has excellent built-in security; but, you must use it! . . . LOCK YOUR CAR . . . GUARD YOUR KEYS. Don't contribute to the crime of opportunity - VEHICLE THEFT!



Caution

Always remove the keys, close all windows, and lock all doors when leaving the car unattended - even in your own driveway or garage.

A small numbered metal tag is attached to each set of keys. The number on this tag can be used to order duplicate keys from your dealer or a locksmith. After recording the number, you should keep the tag in a safe place. If you did not receive tags with your keys, ask your dealer to give you the number.

Try to park in a well-lighted and, if possible, protected area. Never invite theft by leaving articles of value exposed inside the car.

Break-In Recommendations

A long break-in period is not required for the engine in your new car. Drive moderately during the first 300 miles (500 km). After the initial 60 miles (100 km), speeds up to 50 or 55 mph (80 or 90 km/h) are desirable. While cruising, brief full-throttle accelerations within limits of state and local traffic laws contribute to a good break-in. Wide open throttle accelerations in low gear can be detrimental and should be avoided.

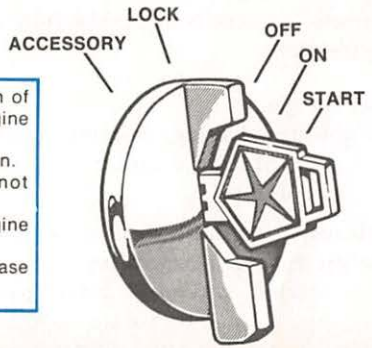
The crankcase oil installed in the engine at the factory is a high quality SAE 10W-30 lubricant and should be retained until the first regularly scheduled oil change, provided that the ambient vehicle operating temperature is not lower than −10°F (−23°C). Oil changes should be consistent with anticipated climate conditions under which vehicle operation will occur. The recom-

mended SAE viscosity grades are shown on page 49. NON-DETERGENT OR STRAIGHT MINERAL OILS MUST NEVER BE USED.

Frequently, a new engine will consume some oil during its first few thousand miles of operation. This should be considered as a normal part of the break-in and not interpreted as an indication of difficulty.

Ignition and Steering Lock

The key can be inserted or withdrawn only in the LOCK position.



ACCESSORY—Allows operation of electrical accessories with engine off.
LOCK—Locks steering & ignition.
OFF—Engine off. Steering not locked.
ON—Key returns to ON after engine is started.
START—Start engine and release key.

Note: If your car has a column mounted gear selector, the key cannot be turned to LOCK until the selector is in the PARK position.

Do not attempt to pull the shift lever out of PARK after the key is in the LOCK position.

Ignition Switch Lamp (If so equipped)

The switch is lighted when the driver's door is opened. The lamp will remain on for approximately 20 seconds after door is closed to facilitate inserting the key.

Key-in-Lock Reminder

If the driver's door is opened when the key is in the ignition lock, an intermittent beeping will remind you to remove the key.

Illuminated Entry System (optional)

Each exterior door lock cylinder is illuminated and the interior dome/courtesy lights go on when either front door handle is lifted.

The lights will go off after approximately 30 seconds, or when the ignition switch is turned to the ON position.

Starting Procedure

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.

Caution

Long periods of engine idling, (more than 5 minutes), especially at high engine speeds, can cause an excessive exhaust system temperature which could damage your vehicle.

If you do not drive your car within about a minute after starting the engine, you should lightly depress and release the accelerator pedal to reduce the idle speed. Do not leave your car unattended with the engine running as you would not be able to react to the temperature warning gauge if the engine overheats.

Automatic Transmission

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

Engine Cold

Depress accelerator pedal to the floor and release. Turn ignition key to START position and release when the engine starts. If, after about 3 to 5 seconds, the engine speed seems excessive, lightly depress and release the accelerator pedal to reduce fast-idle speed before shifting to any driving range.

Engine Warm

Hold the accelerator pedal part way down while starting.

Extremely Cold Weather Below 0°F (−18°C)

Depress the accelerator pedal to the floor, then 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.

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 filter tubes specially designed to accept only the smaller diameter unleaded gasoline dispensing nozzles.

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. 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

The filler tube is 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

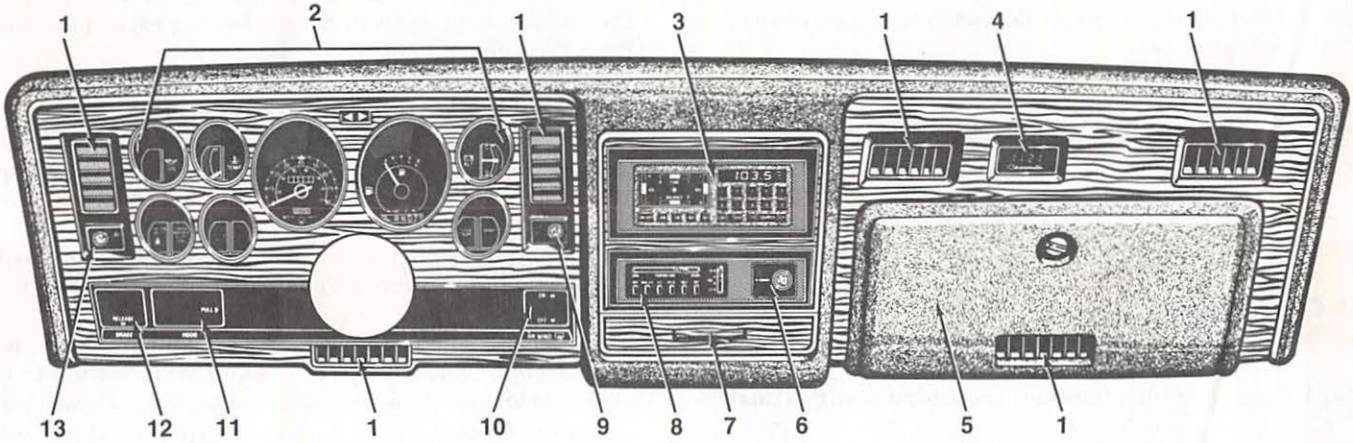
The release lever is below the instrument panel on the left side. Pull the release and the hood will rise to the safety catch position, then insert your fingers under the leading edge of the hood and push the safety catch to the right.

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.
- To avoid drawing exhaust gases into the car, the trunk lid should be closed while driving. However, if for some reason it must remain open, **close all windows and roof opening** (sunroof) and adjust heating or cooling system to force outside air into the car. Set controls in any mode except OFF or MAX A/C, and set the blower in high speed.

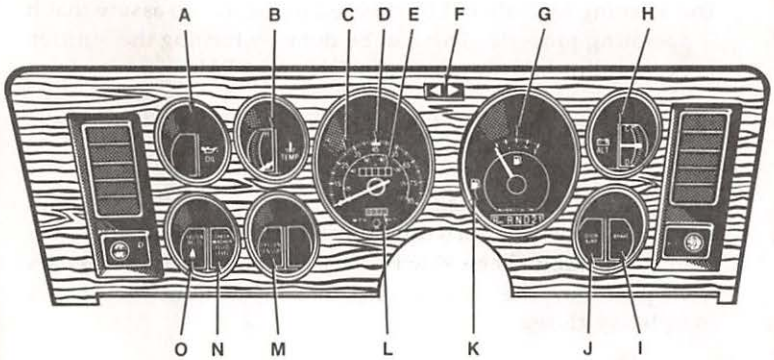
Instruments and Controls



1. Air Conditioner and Ventilation Outlets
2. Instrument Cluster
3. Radio*
4. Digital Clock*
5. Glove Compartment
   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



A. 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 dipstick.

B. Temperature Gauge The temperature gauge indicates engine coolant temperature. The gauge needle will likely indicate a high temperature when driving in hot weather, up mountain grades, in heavy traffic, or when towing a trailer. If the needle rises to the 'H' (hot mark), without apparent reason, turn off the engine until the problem 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 kilometers per hour.

D. High Beam Indicator A blue light indicates when your headlights are on high beam.

*Optional equipment on some models.

E. Odometer Indicates the total distance the car has been driven.

Note: U.S. federal regulations require that upon transfer of ownership of this vehicle, the seller certify the correct mileage that the vehicle has been driven. Therefore, if the odometer is altered for repair or replacement, be sure to keep a record of the reading before and after such service.

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 goes out 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 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 turning the ignition key to a point mid-way between ON and START.

***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. Then slowly close the door to the secondary latch position. The light should remain on until the door is completely closed.

***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

*Optional equipment on some models.

to flicker after fast stops, while turning corners, or while driving on hilly terrain.

L. Trip-Odometer Registers individual trip distance. To reset, press in on reset knob.

***M. Oxygen Sensor Light (If so equipped)** When the light comes on, the sensor must be replaced and the mileage counter reset. The E.M.R. battery, which operates the light, must also be replaced on systems so equipped.

Note: The light reminds you that the maintenance should be performed as soon as possible. It is not intended to indicate that a state of urgency exists which must be corrected to insure safe vehicle operation.

***N. Windshield Washer Fluid Lever Indicator** This light will come on if the fluid reservoir is less than ¼ filled when the washer control is pushed.

O. 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 chime will also sound during the 8-second interval.

*Optional equipment on some models.

Seats, Seat Belts, Mirrors

Seat Belts

Always use the seat belts. 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.

Front Seats

The "UNIBELT" or single belt restraint system, is installed for the driver and 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.

UNIBELT OPERATING INSTRUCTIONS

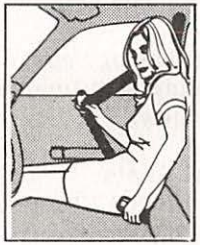
1. Enter the car and adjust the seat.

2. Grasp the metal tip located beside the seat and pull the belt forward across the body so that the shoulder portion of the belt crosses the shoulder and chest.

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

4. Slack will automatically be removed due to tension created by the retractor.

5. To release the belt, push the button on the buckle. The belt will automatically return to its stowed position.



DELUXE UNIBELT SYSTEM WITH TENSION RELIEVER AND AUTOMATIC RELEASE
(optional on most models)

1. Enter the car and adjust the seat. Note the metal tip of the Unibelt in stowed position high on the vertical body center pillar.

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 operation.

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

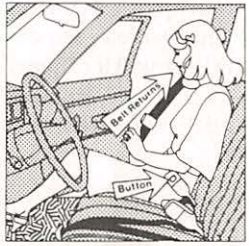
4. Slack will automatically be removed due to tension created by the retractor. If a snug fit in the lap belt portion is desired, pull up on the shoulder belt as shown.

5. If the shoudler 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 above motion. NOTE: The door must be closed to achieve belt tension relief.

The shoulder belt will allow unrestricted movement of the upper body under normal conditions. Extreme movements will probably require resetting the slack 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 Center and Rear Lap Belts

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 the latch plate in the buckle until a "click" is heard. Tighten the belt 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 an 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 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 (76 mm), 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.

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 Mirror - Drivers Side

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

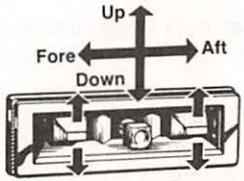
Right Side Mirror

If your vehicle has an optional convex outside mirror, adjust the mirror so you can just see the side of your vehicle in the portion of the mirror closest to the vehicle. This type of mirror will give a much wider view to the rear, and especially of the lane next to your vehicle. However, cars and other objects seen in a convex mirror will look smaller and farther away than those seen in a flat mirror. Therefore, use your inside mirror when judging the size or distance of a car or object seen in this convex mirror.

Seat Adjustment

The adjusting lever is located at the front of the seats near the floor. With the release lever pushed toward the outside of the car, move the seat to the desired position.

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.

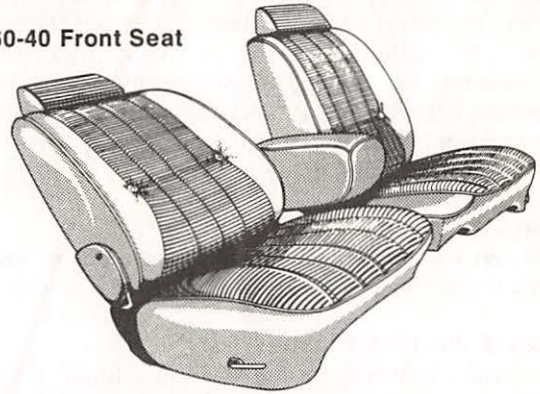
Head Restraints

Padded head restraints on the front seat(s) reduce the risk of whiplash injury in the event of impact from the rear.

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.

Reclining 60-40 Front Seat



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. 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.

On vehicles equipped with an optional Tilt Steering Wheel, press in the flasher switch to activate the system.

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

Automatic Transmission Lock-Up Torque Converter

A feature designed to improve fuel economy has been included in the automatic transmission of most passenger cars built by Chrysler Corporation. It's called a "Lock-up Torque Converter". A clutch within the torque converter engages automatically at approximately 25 mph (40 km/h) at light throttle, (it engages at higher speeds under heavier acceleration), and may result in a slightly different feeling of response during normal operation in high gear. When the car speed drops below approximately 25 mph, or during acceleration when the transmission down-shifts to second gear, the clutch automatically disengages.

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.

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.**

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 transmission overheating and failure.

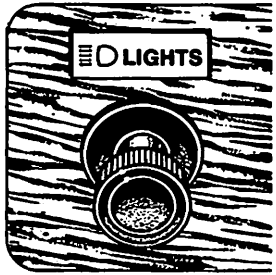
Passing Acceleration

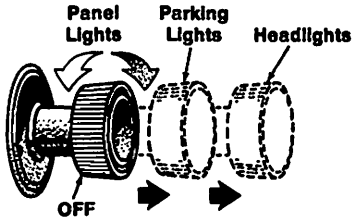
By depressing the accelerator to the floor, you can automatically shift the transmission to a lower gear for passing at highway speeds. Within a limited vehicle speed range, approximately 10-40 mph (16-64 km/h), a DRIVE-to-SECOND down-shift is automatically made when the accelerator pedal is partially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

Headlights & Parking Lights





Headlight Doors

Headlights turn on and headlight doors open when the headlight switch is pulled out fully.

Manual Operation - If damage renders the system inoperative, the doors may be opened or closed manually.

The motor controlling the system is located behind the center of the grill. To open the doors, disconnect the motor leads and then turn the knob at the bottom of the motor. The proper direction is indicated on the decal.

It is recommended that the headlight doors be kept open during severe snowing or icing conditions. When driving, this can be accomplished by leaving the headlights on. When parked, the doors will remain open if the headlights are turned off AFTER the ignition is turned off.

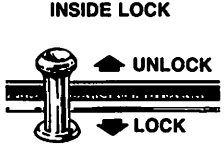
Lights-on Reminder

If the headlights or parking lights are inadvertently left on after the ignition is turned off, a signal will sound when either front door is opened.

Interior Lights

The number of interior lamps and their locations vary 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.

Door Locks

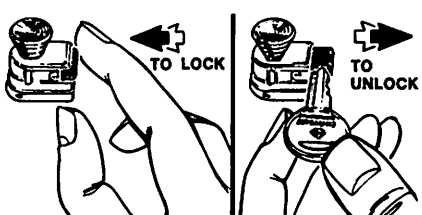


If the lock plunger is down when the door is shut, the door will lock. Therefore, make sure the keys are not inside the car before closing the door. Once the doors have been locked, they cannot be opened from the inside until the lock plunger has been pulled up. The exception to this is the driver's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

Power Door Locks (Optional)

All doors can be locked and unlocked from inside by the lock button on either of the front doors.

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 on some models)

The control on the left front door has four 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.

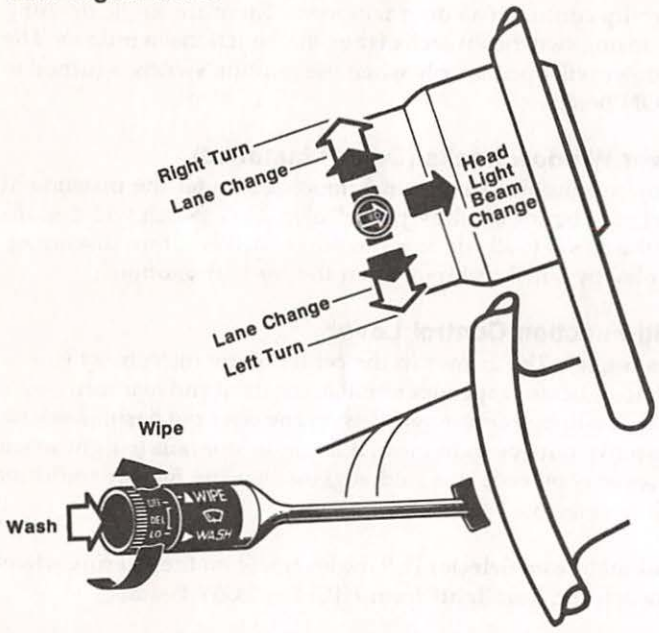
Multi-Function Control Lever

Turn Signals The arrows in the center 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.

Headlight Beam Selector Pull the lever toward the steering wheel to switch the headlights from HIGH or LOW beam.

Windshield Wipers and Washers The wipers and washers are also operated by a switch in the end of the control lever. Rotate

Turn Signal Lever



the end of the handle to select the desired wiper speed. The washers are activated when the end of the handle is pushed toward the steering column.

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.

Intermittent Washer/Wiper System (Optional)

The intermittent feature of this sytem was designed for use when weather conditions make a single wiping cycle, desirable. For a maximum delay between cycles, rotate the control knob into the upper end of the delay range. The delay interval decreases as you rotate the knob 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 knob in and hold as long as spray is desired. If the knob is depressed while in the delay range, the wiper will operate for several seconds after the knob is released, and then resume the intermittent interval previously selected.

If the knob is depressed while in the OFF position, the wiper control will rotate to the maximum delay position, and operate until the control is returned to OFF.

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 not 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.

Vacuum Fluorescent Electronic Digital Clock (Optional on some models)

A vacuum fluorescent 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 hour or minute setting by pressing the rocker switch located 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. The release will operate only with the ignition switch in the ON position. When the ignition key must be left with the car, such as for service or parking lot attendants, 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 car. Therefore, try the horn to be sure that you will reach the correct pressure point automatically if you need to use the horn.

Radios

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

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 20 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 9,000 miles [14 000 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

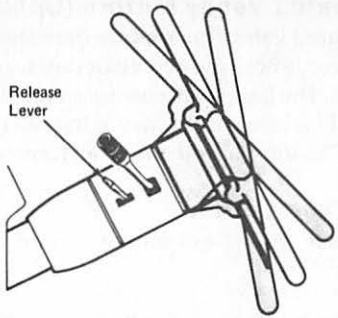
On cars equipped with a Sure-Grip differential, never run the engine with one rear wheel off the ground, since the car may be propelled through the rear wheel remaining on the ground.

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 on 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 accelerator operation at speeds above 30 mph (48 km/h). The controls are located at the end of the multi-function control lever and consist of a Speed Set Button and a Control Slide.

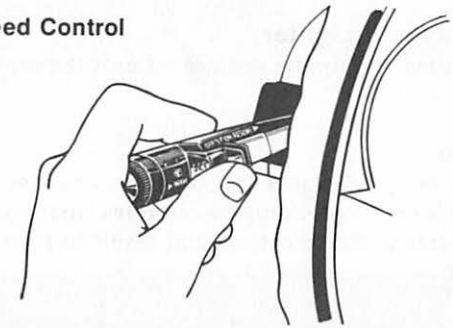
To Activate - When the car has reached the desired speed, push the SET button to move the control slide to the ON position. This will establish memory and activate the system. Remove your foot from the accelerator. Pushing the control slide from OFF to ON while the vehicle is in motion establishes memory 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.

Automatic Speed Control



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.

Caution

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.

Ashtray and Lighter

An ashtray and lighter are located near the center of the instrument panel.

Caution

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

Illuminated Vanity Mirrors (Optional)

Illuminated vanity mirrors are mounted on the sun visors. 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 any type of roof carrier on models with padded vinyl roofs.

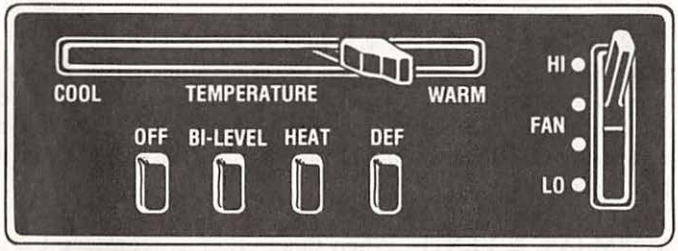
Electrically Operated Sunroof (Optional)

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.

HEATER AND BI-LEVEL VENTILATION

The operating controls consist of the following:



Fan Switch

The fan can be operated at four speeds 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 the Bi-Level, Heater or Defroster modes.

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.

BI-LEVEL - Outside air enters the car and is directed through four 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 condition. BI-LEVEL 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.

Be sure the windshield wiper cavity, located outside the car below the windshield, is free of snow or other obstructions.

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

AIR CONDITIONER (Optional on some models)

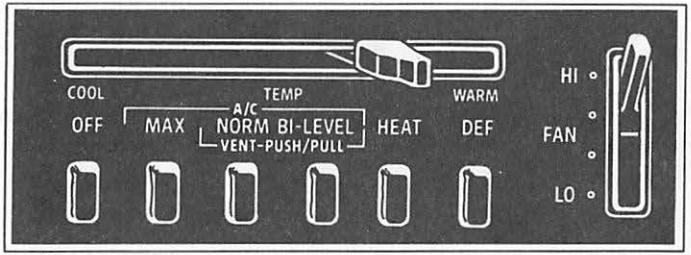
This factory installed unit combines air conditioning, ventilation, heating, and defrosting into one efficient year-round system. The operating controls consist of:

Temperature Control Lever

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

Fan Switch

The fan can be operated at four speeds, ranging from LO at the bottom, to HI at the top, to regulate the amount of air forced through the car. Only the top two positions affect airflow when the MAX A/C button is depressed.



Pushbuttons

These buttons determine the operating mode of the system. The three A/C buttons provide five modes of operation.

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.

NORM (A/C & VENT) - When this button is depressed the air conditioning system is on. Air from outside the car is circulated through the system and discharged through the A/C outlets. The temperature control lever and fan speed can be adjusted to obtain comfort. When this button is depressed, then pulled fully back, the air conditioning system is off. Air continues to be discharged from the A/C outlets in this ventilation mode. The temperature control lever and fan speed can still be adjusted for comfort.

BI-LEVEL (A/C & VENT) - When this button is depressed the air conditioning system is on. Air from outside the car is circulated through the system and discharged through the A/C outlets, with a lesser portion being discharged from the heater and defroster

outlets. The temperature control lever and fan speed can be adjusted to obtain comfort. When this button is depressed then pulled fully back, the air conditioning system is off. Air continues to be discharged from the various outlets in this ventilation mode. The temperature control lever and fan speed can still be adjusted for comfort.

Note: There is a varying temperature differential between the upper and lower outlets for added comfort, with the warmer air going to the floor, outlets. This feature provides forced air ventilation in warm weather as well as improved comfort during very sunny cold weather conditions. Bi-Level also provides excellent side window clearing by allowing you to direct instrument panel outlets towards side and rear of vehicle.

HEAT - When this button is pushed, 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 - 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 approximately 10°F (−12°C). 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.

Compressor operation can be eliminated in defrost by pulling the DEFROST button fully back out. This procedure should be used only in a cold weather, (below 32°F [0°C]). Above 32°F compressor operation is recommended. All other defroster operations will continue to function with the button in either position.

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. The lap coolers, found at the bottom edge of the instrument panel, may be opened or shut off by rotating up or down.

Operating Tips

Fast Cool-down

For a fast cool-down, use the Norm A/C position and 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 use the MAX A/C. When a comfortable condition has been reached, switch back to Norm or Bi-Level 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 Norm 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, or other obstructions.

SEMI-AUTOMATIC TEMPERATURE CONTROL (Optional)

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

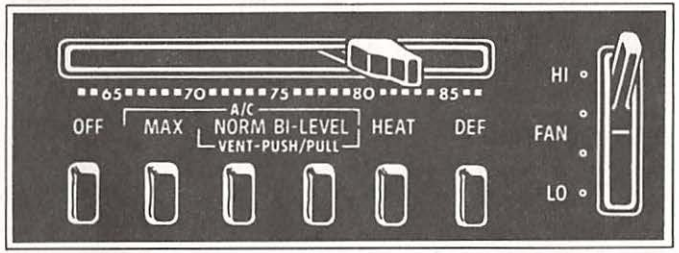
The comfort control lever can be set to regulate the car interior temperature in any mode selected except MAX A/C.

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 temperature instability 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. Only the top two positions affect airflow when the MAX A/C button is depressed.



Pushbuttons

These buttons determine the operating mode of the system. The three A/C buttons provide five modes of operation.

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.

NORM - (A/C & VENT) - When this button is depressed the air conditioning system is on. Air from outside the car is circulated through the system and discharged through the A/C outlets. The temperature control lever and fan speed can be adjusted to obtain comfort. When this button is depressed, then pulled fully back, the air conditioning system is off. Air continues to be discharged from the A/C outlets in this ventilation mode. The temperature control lever and fan speed can still be adjusted for comfort.

BI-LEVEL - (A/C & VENT) - When this button is depressed the air conditioning system is on. Air from outside the car is circulated through the system and discharged through the A/C outlets with a lesser portion being discharged from heater and defroster outlets. The temperature control lever and fan speed can be adjusted to obtain comfort. When this button is depressed, then pulled fully back, the air conditioning system is off. Air continues to be discharged from the various outlets in this ventilation mode. The temperature control lever and fan speed can still be adjusted for comfort.

Note: There is a varying temperature differential between the upper and lower outlets for added comfort, with the warmer air going to the floor outlets. This feature provides forced air ventilation in warm weather as well as improved comfort during very sunny cold weather conditions. Bi-Level also provides excellent side window clearing 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 comfort control lever and fan speed may be adjusted to obtain comfort.

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.

Under extreme icing and fogging conditions, sliding the comfort control lever to the extreme right will provide maximum defrost capability.

Note: The air conditioning compressor operates in DEFROST mode above approximately 10°F (−12°C). 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.

Compressor operation can be eliminated in defrost by pulling the DEFROST button fully back out. This procedure should be used only in cold weather, (below 32°F. [0°C]). Above 32°F compressor operation is recommended. All other defroster operations will continue to function with the button in either position.

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. The lap coolers, found at the bottom edge of the instrument panel, may be opened or shut off by rotating the barrel up or down.

Operating Tips

Fast Cool-down - Push the Norm 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 Norm 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 antifreeze 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, or other obstructions.

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.

Unequal 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 subjected 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 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 specifically 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 to 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.

Oversize tires do not provide increased vehicle capacity. They do, however, provide an extra margin of tread life.

The speedometer of your vehicle is geared for the original equipment tires. If tires different in size from those 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

Tire	Wheel
P195/75R15*	5½JJ, 6JJ, 7JJ
P205/75R15*	5½JJ, 6JJ, 7JJ
P225/70R15*	7JJ

*Limited Chain Clearance (No restriction on P195/75 with SAE type 'S' chains).

The following guide should help you understand the tire size designations.

P	**Passenger car tire**
195	**Nominal width of tire in millimeters**
75	**Tire height to width ratio**
R	**A radial ply tire**
15	**Nominal rim diameter in inches**

Vehicle Loading Capacities

Rated Vehicle Load (higher tire pressure required)	
Rated Vehicle Capacity (lbs.) (kg)	1100 (500)
Front Seat Occupants	3
Second Seat Occupants	3
Luggage (lbs.) (kg)	200 (90)

Load Limit For:	
Front Seat Occupants	2
Second Seat Occupants	2
Luggage	0
Reduced Vehicle Load (lbs.) (kg)	600 (270)

Chain Clearance

Chains must be the proper size for the tires on the vehicle.

To Prevent Chain Damage To Your Car Or Tires:

- Install chains as tightly as possible and then retighten after driving about ½ mile (0.8 km).
- Do not exceed 45 mph (70 km/h).
- Drive cautiously and avoid severe turns and large bumps.
- Follow the chain manufacturer's recommendations.
- **Limited Chain Clearance** exists with certain tire sizes as shown. If your car is equipped with one of those sizes, extra care must be observed to avoid damage with chains.

  Be Sure

  (1) The chains are fully tightened

  (2) The car is driven below 30 mph (48 km/h)

  (3) The car is lightly loaded

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 "Trailer Assist" 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 35 psi (240 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" shown in the Vehicle Loading Capacity chart.

Snow Tires

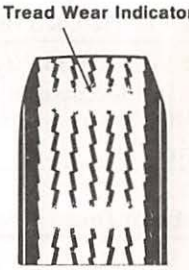
Snow tires should not be operated at sustained speeds over 75 mph (120 km/h). These tires should always be inflated to 35 psi (240 kPa) for load range B tires. Snow tires must be of the same size and radial construction as the front tires.

Tire Maintenance

Note: New tires, including the spare (except compact 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

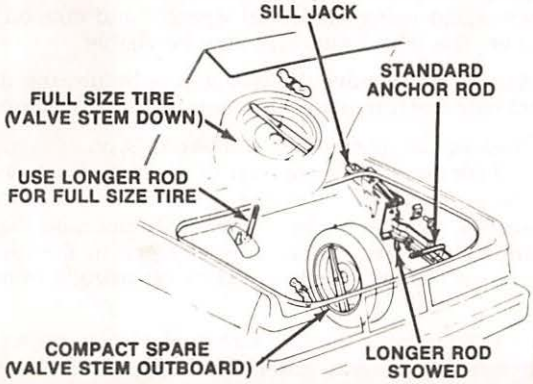


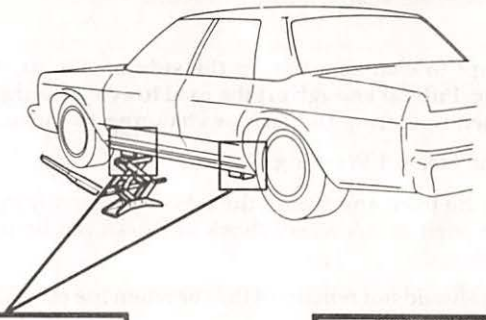
Tread wear indicators are built into the original equipment tires to assist you in determining when your tires should be replaced. Many states have laws requiring tire replacement at this point. These indicators are molded into the bottom of the tread grooves and will appear as 13 mm (½ inch) wide bands when the tread depth becomes 2 mm (1/16 inch). When the indicators appear in two or more adjacent grooves, the tire should be replaced.

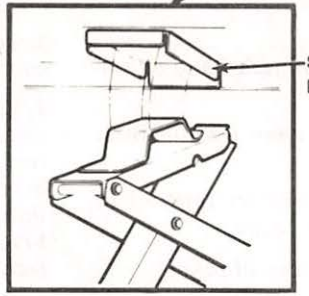
Jacking and Tire-Changing

Caution

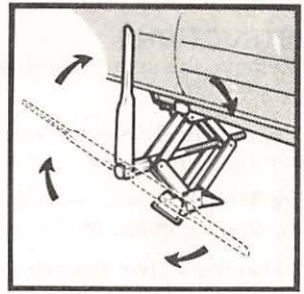
Follow the instructions carefully to reduce the risk of the car falling off the jack.
The jack should be used only for changing wheels.
DO NOT get under the car while using jack.
DO NOT start or run the engine while the car is on the jack.







JACK MUST ENGAGE IN SILL BRACKET AS SHOWN



TURN CLOCKWISE TO RAISE

Preparations

Park the car on a firm **level** surface, set the parking brake, and place the gear selector in PARK.

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 used for this purpose).
- Passengers should not remain in the car when the car is jacked.

INSTRUCTIONS

1. Remove the spare wheel, scissors jack, and jack-handle from stowage.

2. Pry off wheel cover by inserting flat end of wrench across from valve stem and twisting wrench.

Wire Wheel Covers — Follow these directions for removal or permanent damage to the wheel covers may result.

(1) Use the swivel wrench to pry off center cap of cover.

(2) Insert special wheel cover key-wrench onto center lug and turn counterclockwise until removed.

Note: The center lug mechanism provides some security from theft and must be removed before prying off the wheel cover or damage will result. Be sure the key-wrench remains with the car at all times.

(3) Insert the flat end of the wrench under the cover and remove it with a twisting motion.

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 (approx. 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 now be visible.

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. There are two jack supports, or locator brackets, on each side of the car - see illustration. Place the wrench on the jack screw and turn clockwise until the jack is properly positioned in the locator bracket closest to the wheel to be changed. **Do not raise the car until you are sure the jack is securely engaged in the locator bracket as shown (do not attempt to raise car using a bumper jack).**

5. Raise the car by turning the jack screws clockwise, using the swivel wrench as illustrated. RAISE THE CAR ONLY UNTIL THE TIRE JUST CLEARS THE SURFACE. Minimum tire lift provides maximum car stability.

6. Remove the wheel nuts, pull wheel off hub, install spare wheel, and lightly tightens nuts. To avoid the risk of forcing the car off the jack, do not tighten the nuts fully until the car has been lowered.

7. Lower the car by turning the jack screw counter-clockwise.

8. FINISH TIGHTENING THE NUTS - ALTERNATE EVERY OTHER NUT UNTIL EACH NUT HAS BEEN TIGHTEN TWICE. Correct wheel nut tightness is 90 ft. lb. (122 N•m). If in doubt about the correct tightness of the wheel nuts, have them checked with a torque wrench by your dealer or at a service station.

9. Reinstall wheel covers and remove wheel blocks.

10. Lower the jack to its fully closed position. Stow the replaced tire, jack, and wrench. Secure all parts as shown, using the means provided. The longer anchor rod is used to stow the full size tire.

A loose tire or jack thrown forward in a collision could endanger the occupants of the car.

11. Adjust the tire pressure as soon as possible. Correct pressure is shown on the placard located on the driver's door pillar.

Compact Spare Tire (If so equipped)

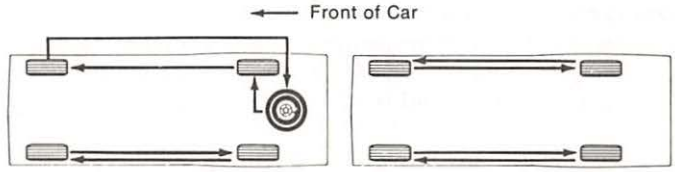
The compact spare is designed for temporary emergency use with radial ply tires. Since this tire has an approximate tread life of 2,000 miles (3 200 km), the original tire should be repaired (or replaced) and reinstalled at the first opportunity. Maintain the compact spare tire inflation pressure at 60 psi (414 kPa). Do not exceed 50 mph (80 km/h) while the compact spare is installed on the vehicle. Do not install a wheel cover or attempt to mount a conventional tire on the compact spare wheel, since the wheel is designed specifically for the compact spare.

Tire Rotation Recommendations

All tires should be rotated at least every 10,000 miles (16 000 km) and should be in correct balance to obtain the 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 the 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 tire.

Radial Ply Tire Rotation



Appearance

Your Chrysler Corporation dealer offers a complete line of products for cleaning bright metal, white side walls, upholstery, and carpeting. Follow the 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 dealer's body and paint facility.

Care of Lap and Shoulder Belts

The belts may be cleaned with a hydrocarbon dry cleaner or with soap or 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.

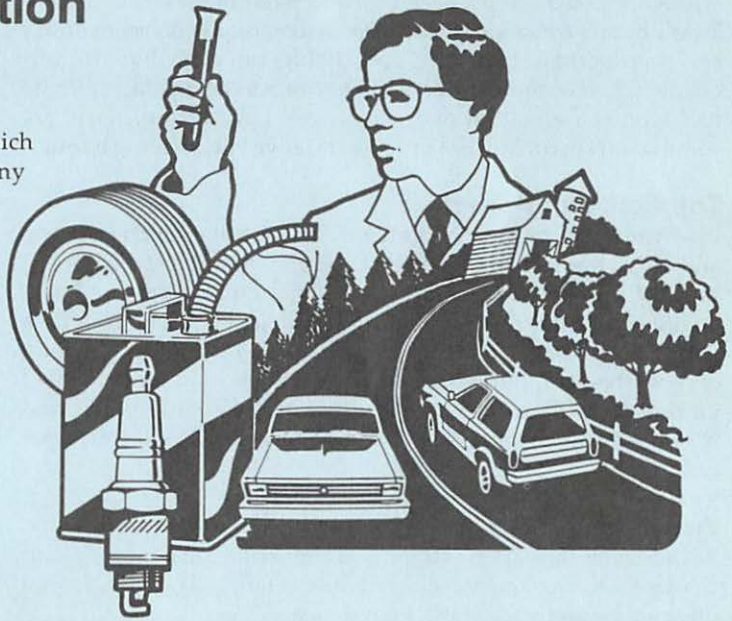
Your dealer can recommend undercoating materials that will help protect your car from corrosion.

Chrysler Corporation . . . and You Partners in Energy Conservation

What Chrysler is Doing . . .

We have an extremely comprehensive fuel economy program which is affecting almost every aspect of our car and truck designs. Many of the components available as either standard or optional equipment are the result of years of innovative engineering.

At Chrysler we believe in the concept "Extra Care in Engineering". We know it's important in energy conservation.



Better Gas Mileage Is In Our Mutual Interest

What You Can Do . . .

Improved personal driving habits are often the biggest factor in achieving better gas mileage . . . and often the least suspected. That's because many of the things we commonly do seem minor and unimportant. However, good habits can contribute significantly to fuel economy. Remember, **you** are the one factor in the fuel economy equation over which you have control. Here are some factors to consider in order to improve your driving habits.

Trip Route and Length

Plan your trips before you go! Perform several errands each trip and try to travel when the traffic is light. Avoid short trips . . . especially in the winter, and routes that cause excessive back-tracking or prolonged periods in traffic jams. Short trips (less than 5 miles) don't allow the engine to fully warm up. This not only wastes fuel, but causes engine oil to become contaminated more quickly. Back-tracking is a waste any way you look at it, and if you're stuck in a traffic jam, you're getting zero miles per gallon.

Traffic. Stop-and-go traffic severely reduces fuel economy. Avoid congested intersections and industrial areas during shift changes. During long tie-ups or while at railroad crossings, shut off your engine until traffic moves again.

Acceleration and Speed

Accelerate smoothly and gradually. Unsteady speed wastes gas. Speed variations of as little as plus-or-minus 5 mph can reduce fuel economy by 1 or more miles per gallon. Pace yourself by learning to watch the lights ahead and flow with the traffic instead of fighting for position. In short, relax. The minute or two you save isn't worth the hassle, gas, and money.

High Speeds. At 55 mph a vehicle gets better gas mileage than at 70 mph, and much better mileage at 45 mph. In fact, with most vehicles, approximately one mile-per-gallon is lost for every 5 mph over 50 mph.

Vehicle Loading

Carry only what you need on each trip. Avoid overloading the vehicle. Fuel economy is reduced approximately 1 percent for each 100 pounds of extra load during city driving. Tire chains, tools, shovels, sand . . . all should be left at home except when needed.

Wind, Snow and Rain

Driving **into** a 20 mph headwind can cause fuel economy losses of over 20 percent, compared to driving **without** the headwind on the same road. Wet pavement increases the power required to maintain a given speed, and the car is subject to wheel spin on snow and ice, which, of course, wastes gas.

Cold Temperatures

Colder temperatures cause fuel economy losses during warm-up and low speed operation. Don't use excessive time, however, to warm up your engine. Modern engines warm up rather quickly, and letting the engine run on fast idle just wastes gas. So, instead of starting the car and letting it idle several minutes in the driveway or garage to warm the interior . . . simply go out, start the car, buckle-up, and drive away with moderate acceleration and speed.

Accessories

Use your accessories judiciously. They are powered by drive belts from the engine and use fuel. Some options, like power steering, only reduce gas mileage by a small percentage. Air conditioning, however, may subtract up to 10 percent. Some electrical equipment, such as the high beam headlights or electrically-heated rear window defroster, also affect fuel economy. That's because it takes more power to operate the alternator when it's charging the battery. Therefore, for best fuel economy, use these accessories sparingly, especially air conditioning. You can often use the ventilation system once the car has cooled down.

Engine Tune-up

To achieve peak performance and maximum fuel economy, keep your vehicle properly serviced.

Monitor your vehicle's performance carefully. If you follow the maintenance schedules, your vehicle will be kept at optimum operating efficiency.

If your vehicle suddenly develops problems in performance or gas mileage, take it to your dealer to diagnose and perform service operations.

How To Figure Your Gasoline Mileage

You can figure your miles-per-gallon by using the following process:

1. Fill your vehicle's gas tank and record the odometer mileage.
2. Drive your vehicle as you normally do.
3. Re-fill gas tank, record odometer mileage and gallons of fuel used.
4. Compute number of miles driven and divide by number of gallons of gas used. This is your miles-per-gallon.

Gas Mileage Record

Date	Odometer	Gallons this Fill	Cost Per Gallon	Cost This Fill	Miles Per Gallon (Miles÷Gals.)
	184	16.2			

Gas Mileage Record

Date	Odometer	Gallons this Fill	Cost Per Gallon	Cost This Fill	Miles Per Gallon (Miles÷Gals.)

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.

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

Safety Checks 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 occurred, 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 turn the ignition switch to the OFF position, **not to the LOCK position**. Make steering motions, and after tapping the brake several times to deplete the power steering 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 design 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 form 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.

Catalytic Converter

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the catalyst as an emission control device. Under normal operating conditions, the catalytic converter will not require maintenance. However, it is important to keep the engine properly tuned to assure proper catalyst operation and prevent possible catalyst damage.

Caution

Damage to the catalytic converter can result if your vehicle is not kept in proper condition. In the event of engine malfunction, particularly involving engine misfire or other apparent loss of performance, have your vehicle serviced promptly. Continued operation of your vehicle with a severe malfunction could cause the converter to overheat, resulting in possible damage to the converter and the vehicle.

As with any vehicle, do not park or operate this vehicle in areas where combustible materials such as grass or leaves can come in contact with a hot exhaust system.

In unusual situations involving grossly malfunctioning engine operation, a scorching odor may indicate severe and abnormal catalyst overheating. If this occurs, the vehicle should be stopped, the engine shut off, and the vehicle allowed to cool. Thereafter, service, including a tune-up to manufacturer's specifications, should be obtained immediately.

To minimize the possibility of catalyst damage:

- Do not shut off the engine or interrupt the ignition when the transmission is in gear and the car is in motion.
- Do not try to start the engine by pushing or towing the car.
- Do not idle the engine with any spark plug wires disconnected or removed, such as when diagnostic testing.
- Do not idle the engine for prolonged periods during very rough idle or malfunctioning operating conditions.

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 "General" 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 any time a malfunction is suspected.

Emission Control Systems Warranty

Chrysler Corporation warrants to owners of its 1980 passenger cars that the vehicle (1) was designed, built, and equipped so as to conform at the time of sale with applicable regulations issued under the National Emission Standards Act, as amended, and (2) is free from defects in material and workmanship at the time of sale which will cause the vehicle to fail to conform with such regulations for a period of use of 50,000 miles (80 000 km) or 5 years, whichever occurs first. Any defect covered by this warranty will be repaired or replaced by the Selling Dealer using new or remanufactured parts.

To obtain warranty service, the owner must return the vehicle to the Selling Dealer's place of business where such service will be performed without charge for parts or labor. In the event the owner is traveling or has moved to a different locality and cannot return to the Selling Dealer, warranty service may be obtained from any authorized Chrysler Corporation dealer who sells the same make vehicle.

The 5-year 50,000-mile (80 000 km) warranty period shall begin on the date this vehicle is sold to the original retail purchaser or on the date the vehicle is originally placed in use.

What Is Not Covered by the Warranty

The warranty obligations DO NOT apply to:

1. Conditions resulting from misuse, alterations, accident, failure to use unleaded gasoline where required, or not performing maintenance services. (To avoid questions of whether maintenance services are performed, owners should retain copies of receipts covering the performance of all maintenance services.)

2. The replacement of maintenance parts (such as spark plugs, PCV valve, and filters) used in regular maintenance services.

3. Loss of time, inconvenience, loss of use of the car, or other consequential damages.

4. Any car on which odometer mileage has been changed so that mileage cannot be easily determined.

Chrysler does not authorize any person to create for it any other obligations or liability in connection with these systems. This warranty is in addition to the 1980 Chrysler New Car Warranty.

This warranty applies only to vehicles manufactured to United States or Canadian specifications and sold and operated in the 50 United States, Canada, Puerto Rico, the Virgin Islands, Guam and American Samoa. Vehicles manufactured to other specifications, or sold or operated elsewhere, shall be entitled to service of emission control systems on the basis of the warranty applicable to such other country.

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
	KILOMETERS IN THOUSANDS		12	24	36	48	60	72
AUTOMATIC CHOKE	CHECK & ADJUST AS REQUIRED	AT				B		
CARBURETOR CHOKE SHAFT	APPLY SOLVENT	AT	B	B	B	A-B	B	B
CARBURETOR AIR FILTER	REPLACE	AT				A-B		
CRANKCASE INLET AIR CLEANER	CLEAN	AT				B		
ENGINE OIL	CHANGE EVERY 12 MONTHS	OR	A-B	A-B	A-B	A-B	A-B	A-B
ENGINE OIL FILTER	REPLACE AT INITIAL OIL CHANGE AND EVERY 2ND OIL CHANGE OR 12 MONTHS THEREAFTER	OR	A-B		A-B		A-B	
DRIVE BELTS	CHECK CONDITION & TENSION & REPLACE IF NECESSARY	AT		A-B†		A-B		A-B†
FAST IDLE CAM AND PIVOT PIN	APPLY SOLVENT	AT	B	B	B	A-B	B	B
FUEL FILTER	REPLACE	AT				B		
IDLE SPEED AND AIR-FUEL MIXTURE	CHECK AND ADJUST AS REQUIRED	AT		B		B		B
IGNITION CABLES	CHECK AND REPLACE AS REQUIRED	AT		B*		B		B*
MANIFOLD HEAT CONTROL VALVE	APPLY SOLVENT	AT				B		
OXYGEN SENSOR (IF SO EQUIPPED)	REPLACE SENSOR AND RESET MILEAGE COUNTER REPLACE E.M.R. BATTERY IF SO EQUIPPED	AT				A		
POSITIVE CRANKCASE VENT VALVE	CHECK OPERATION & REPLACE IF NECESSARY			B				B
POSITIVE CRANKCASE VENT VALVE	REPLACE	AT				B		
SPARK PLUGS (WITHOUT CAT. CONVERTER)	REPLACE	AT		A-B		A-B		A-B
SPARK PLUGS (WITH CAT. CONVERTER)	REPLACE	AT				A-B		
ALL FUEL SYSTEM AND UNDER HOOD RUBBER & PLASTIC COMPONENTS (EMISSION HOSES)	INSPECT AND REPLACE IF NECESSARY	AT		B		B		B
VAPOR STORAGE CANISTER FILTER ELEMENT	REPLACE	AT				B		
TAPPET ADJUSTMENT - 6 CYL. ENGINES	CHECK AND ADJUST AS REQUIRED	AT		A-B				

*Vehicles without catalytic converter (†)For California vehicles, this maintenance is recommended by Chrysler but is not required to maintain the warranty on the air pump drive belt.

Two maintenance schedules are used by Chrysler Corporation, Schedule A and Schedule B.
The maintenance schedule applicable to your car is shown on the Vehicle Emission Control Information Label located in the engine compartment.

GENERAL MAINTENANCE SERVICES FOR PROPER VEHICLE PERFORMANCE

GENERAL MAINTENANCE ALL MODELS	MILEAGE INTERVALS, MILEAGE IN THOUSANDS		7.5	15	22.5	30	37.5	45
	KILOMETERS IN THOUSANDS		12	24	36	48	60	72
COOLING SYSTEM	CHECK & SERVICE AS REQUIRED AT 12 MONTHS	OR		•		•		•
	DRAIN, FLUSH AND REFILL AT 24 MONTHS AND EVERY 12 MONTHS THEREAFTER	OR				•		•
BRAKE LININGS & DRUMS	INSPECT	AT				•		
FRONT WHEEL BEARING	INSPECT	AT				•		
BALL JOINTS & TIE ROD ENDS	LUBRICATE	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 KILOMETERS)
ENGINE OIL FILTER	REPLACE AT	INITIAL OIL CHANGE & EVERY 2ND OIL CHANGE THEREAFTER
TRANSMISSION FLUID	CHANGE AT	15,000 MILES (24 000 KILOMETERS) CHANGE FILTERS, ADJUST BANDS
AXLE OIL	CHANGE AT	36,000 MILES (58 000 KILOMETERS)
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 KILOMETERS)
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 KILOMETERS)
UNIVERSAL JOINTS	INSPECT	AT EVERY OIL CHANGE

Scheduled Maintenance

ENGINE OIL REQUIREMENTS

Change Engine Oil (Schedule A & B)

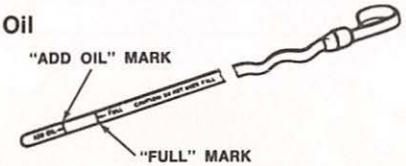
Regular oil changes are required for proper engine operation.

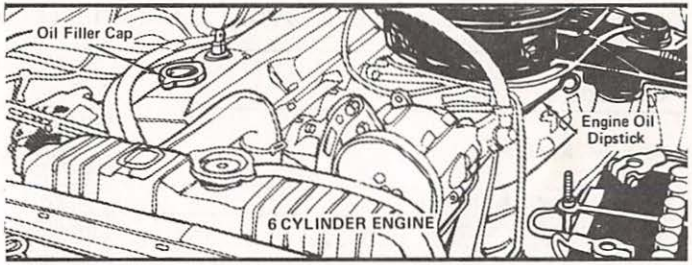
Change oil every 12 months or at 7,500 mile (12 000 km) intervals, whichever comes first.

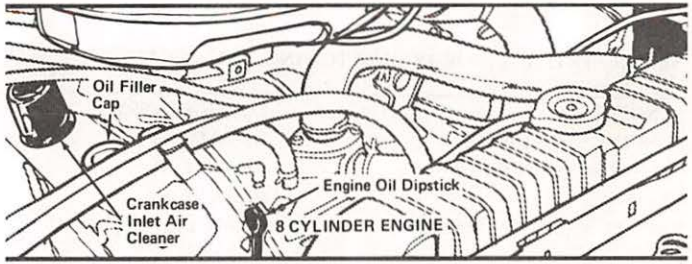
Change oil every 3 months or 3,000 miles (4 800 km), whichever occurs first, if the vehicle is driven under any of the following operating conditions:

- 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).

When To Add Oil





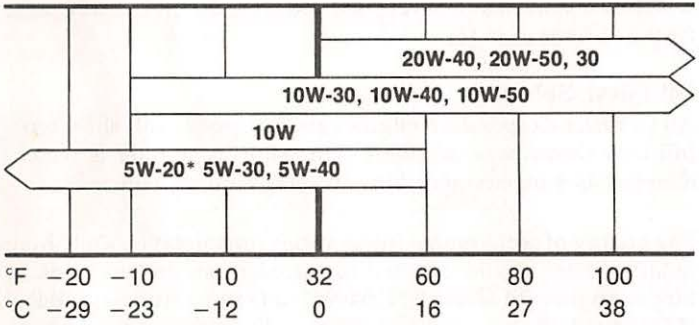


Fleet Service (police and limousine)

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 6 months or 5,000 miles (8 000 km), whichever occurs first.

Scheduled Maintenance

Recommended SAE Viscosity Grades



Temperature range anticipated before next oil change.

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

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" or "For Service SF".

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

Lubricants which do not have both SAE grade number and the SE or SF 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 or 4-188.

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 10 such days occur during January and February on the average. In this case, SAE 5W-20, 5W-30, or 5W-40 could be used safely and advantageously during these months. In the Minneapolis, Minnesota area, more than 20 such days usually occur in the winter months. Here the use of SAE 5W-20, 5W-30 or 5W-40 oil is highly recommended.

Scheduled Maintenance

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 or SF 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 tempertures below −10°F (−23°C), nor should it be added to the factory fill engine oil. Engine Oil Supplement P/N 3419130 or 4-188 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 is 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 (Schedule A & B)

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.

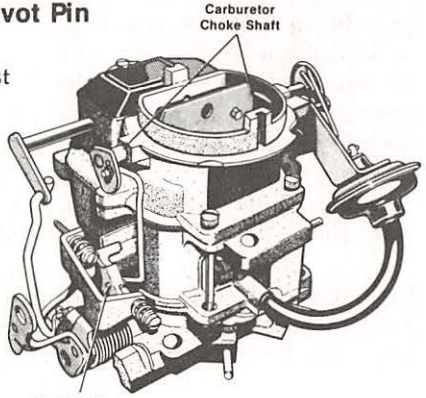
Carburetor Choke Shaft (Schedule A & B)

To prevent the choke sticking from gum deposits on the shaft, apply the recommended solvent (available at your dealer) onto the choke shaft where it passes through the air horn. Move the choke blade back and forth to distribute the solvent.

Scheduled Maintenance

Fast Idle Cam and Pivot Pin (Schedule A & B)

It is necessary for the fast idle cam and pivot to operate freely. Have the recommended solvent (available at your dealer) applied to the fast idle cam and pivot pin to remove dirt, oil, or deposits that could cause sticking or erratic motion.



Drive Belts (Schedule A & B)

At the mileage specified in the Maintenance Chart, 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.

Idle Adjustment (Schedule B)

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 Control Information" 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 (Schedule A & B)

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 (Schedule B)

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.

Scheduled Maintenance

Fuel System and Underhood Rubber and Plastic Components-Emission Hoses (Schedule B)

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 hose surfaces nearest to high heat sources, such as the exhaust manifold.

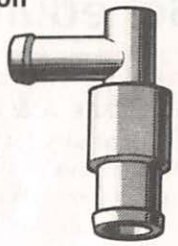
Inspect hose routing to insure hose does not come in contact with any heat source or moving component which will cause heat damage or mechanical wear.

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.

Tappet Adjustment 6-cylinder engines (Schedule A & B)

At the time indicated on the Maintenance Chart, check tappet clearances and adjust tappets to specifications as outlined in the service manual. Idle speed should be rechecked after setting the tappets.

Crankcase PCV Valve - Check Operation (Schedule B)



Proper operation of this valve depends on it being free from sticking or plugging due to deposits. As the vehicle mileage increases, the PCV 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!

Crankcase PCV Valve - Replace (Schedule B)

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

Vapor Storage Canister Carbon Filled (Schedule B)

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 (Schedule B)

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

Scheduled Maintenance

checked for free operation and Manifold Heat Control Valve Solvent applied.

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

Automatic Choke System (Schedule B)

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 (Schedule A & B)

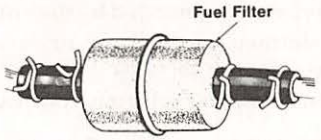
The filter installed in your carburetor air cleaner should be replaced at the mileage indicated in the Maintenance Chart. Replace more often when the car is driven in dusty or sandy areas.

Oxygen Sensor - If so equipped (Schedule A)

On engines equipped with a California emission package, an oxygen sensor is used to monitor the oxygen content of the engine exhaust gases. This oxygen sensor must be replaced at the mileage interval specified in the maintenance chart.

Vehicles equipped with the oxygen sensors have a REMINDER light on the instrument panel to indicate when the sensor must be replaced. The mileage counter for the reminder system must be reset, and the battery which operates the indicator light replaced, when the oxygen sensor is replaced.

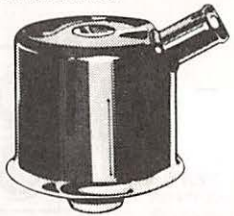
Fuel Filter (Schedule B)



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 mile age indicated in the Maintenance Chart.

Crankcase Inlet Air Cleaner (Schedule B)

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 fill 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.

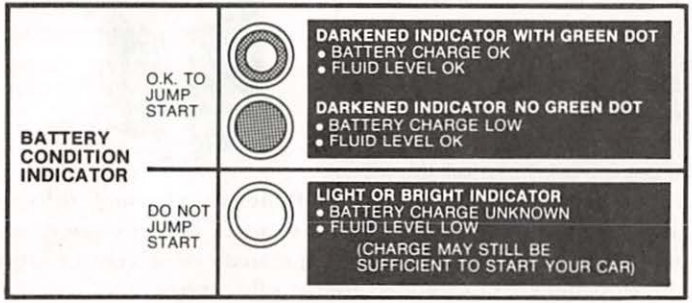
General Maintenance

The pages that follow contain the Certified Car Care maintenance service 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

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 sparks away from filler holes. Explosive hydrogen gas may be present.

Your battery may have a screw-in type test indicator replacing one of the conventional filler caps. If so equipped, 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).

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. Battery should be clamped securely in the tray. Neutralize corrosion by washing with a solution of baking soda and water.

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 negative (−) and identified on the battery case. Cable clamps should be tight on terminal posts and free of corrosions.

Apply grease to posts and clamps after tightening. 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.

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.

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.

Engine Oil - Door hinges and hood hinges.

Multi-purpose Lubricant NLG1 Grade 2 - License plate mounting bracket hinges.

Smooth White Body Hardware Lubricant (Such as Mopar Lubriplate P/N 3744859 or 4-70) - Hood hinge cam and slide, deck lid torsion bar and slide, lock cylinders, parking brake mechanism, ash receiver, door latch-lock control linkage, and remote control mechanism-window regulators (trim panel must be removed).

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 the 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.

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

Windshield Washers

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

Cooling System — Inspection

Every 12 months or at the mileage (kilometers) specified in the maintenance chart, inspect entire system for leaks. Check face of radiator for any accumulation of bugs, leaves, etc. If dirty, clean the radiator core by gently spraying water from a garden hose at the back of the core.

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

With the car at normal operating temperature, check the radiator cap for proper vacuum sealing by draining a small amount of coolant from the radiator drain cock. If the cap is sealing properly, the coolant will begin to drain from the reserve tank. DO NOT REMOVE THE RADIATOR CAP WHEN THE COOLING SYSTEM IS HOT.

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

Use only ethylene glycol anti-freeze coolant formulated to prevent corrosion of all cooling system metals. Mopar Anti-Freeze is recommended. Do not use plain water alone or alcohol base anti-freeze products. Maintain concentration between 44% 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 replacment 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.

Coolant Level

The coolant reserve system provides a quick visual method for 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 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 minimum of 44% solution of ethylene glycol anti-freeze coolant in water should be used. Higher concentrations (not to exceed 70%) are required if temperatures below −34°F (−36°C) are anticipated.

Please note that it is the owner's responsibility to maintain the proper level of protection against freezing according to the temperatures occuring in the area where the vehicle is operated.

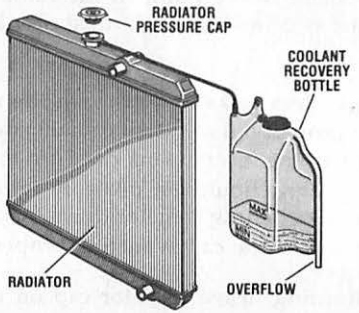
Recommended Maintenance Services

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. Re-install 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.

Cooling System



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 to first stop, pause to allow any pressure to release through the overflow tube, then press down and turn counter-clockwise to remove cap.

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 also 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.

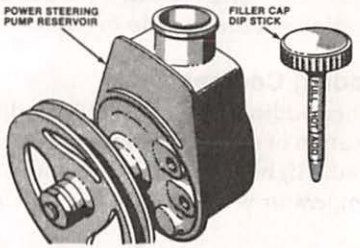
Thermostats

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

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 removing the reservoir cap, wipe the outside of 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 properly indicated level. Only petroleum fluids specially formulated for minimum effect on the rubber hoses should be used. Power Steering Fluid P/N 2084329 or 4-253 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 Isolator and Loop-Type Hanger - Inspect 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.

Hood Lock, Release Mechanism and Safety Catch

The hood latch release mechanism and safety catch should be inspected, cleaned and lubricated when scheduled maintenance is performed to assure ease of operation and freedom from binding.

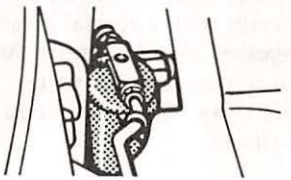
Release the hood and determine that the safety catch is engaged and holding. Release safety catch.

Apply Multi-Purpose Lubricant NLGI Grade 2EP sparingly to all sliding contact areas of latch and release lever.

Work lubricant into the lock mechanism until all frictional surfaces are covered.

Also, apply a film of the same lubricant to the pivot contact areas of the safety catch.

Air Conditioning Sight Glass



The air conditioning system should be inspected at the start of the warm weather season. 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.

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.

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 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 Service Manual.

Relubrication - Ball joints are semi-permanently lubricated at the factory with a special grease. They should be regreased every 3 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 surface of the grease fitting to remove accumulated dirt from the grease inlet area to avoid subsequent grease contamination.

C. Fill and flush the joints with lubricant.

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

STOP FILLING WHEN GREASE BEGINS TO FLOW FREELY FROM THE BLEED AREAS AT THE BASE OF THE SEAL OR IF THE SEALS BEGIN 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 3 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 whenever the car is serviced for other reasons. If external leaks or damage is evident, the universal joint should be replaced. Relubrication is not recommended.

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.

Mopar Hypoid Lubricant P/N 3744994 or 4-281 is an oil of this type and is recommended.

Sure-Grip differentials require the use of a friction control additive. Mopar Hypoid Gear Oil Additive Friction Modifier, P/N 4057100, is a material of this type and is recommended. This should be added to Mopar Hypoid Lubricant whenever a fluid change is made.

Caution

When servicing the rear axle, always elevate both rear wheels. Do not rotate the axle by 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 ranges as follows:

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.

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 between the bottom of the filler plug opening and a point ½'' (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 and Power Steering Hoses

When performing other under-hood services, inspect surface of hoses for evidence of heat and mechanical damage. Hard and brittle rubber, cracking, checking, tears, cuts, abrasions, and excessive swelling indicate deterioration of the rubber. Particular attention should be paid to examining those hose 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.

Note: In many instances, fluids such as oil, power steering fluid, and brake fluid are used during assembly plant operations to facilitate the assembly of hoses to couplings. Therefore, oil wetness at the hose-coupling area is not necessarily an indication of leakage. Actual dripping of hot fluid when systems are under pressure (during vehicle operation), should be noted before hose is replaced based on leakage.

Note: Inspect hydraulic brake hoses for severe surface cracking, scuffing, or worn spots. Should the fabric casing of the rubber hose be exposed by cracks or abrasions in the rubber hose cover, the hose should be replaced immediately! Eventual deterioration of the hose can take place, resulting in possible brake failure.

Brake System

The fluid level in the master cylinder should be checked when performing under-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 A PETROLEUM-BASE FLUID TO CONTAMINATE THE BRAKE FLUID - SEAL DAMAGE WILL RESULT!

Automatic Transmissions

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. Operation with an improper fluid level will greatly reduce the life of the transmission and of the fluid.

Note: Whenever the fluid 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 - This check should be made when the engine temperature gauge indicates a normal warmed-up condition and the fluid in the transmission is heated to its normal operating temperature.

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

2. The fluid level should check at the "F" mark, or slightly 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. Fluid is added through the dipstick tube.

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 or DEXRON II Automatic Transmission Fluid should be used. A band adjustment and filter change should be made at the same time. 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.

Front Wheel Bearings

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 E.P. Grease.

Specifications

License Data

Vehicle Identification Number - Stamped plate is located on left front corner of 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 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.

The circuit each fuse protects is indicated by numbers on the fuse block. The headlamps and washer/wiper circuits are protected by switch-mounted circuit breakers.

This car uses new blade fuses in place of glass cartridge fuses. The amperage rating of the blade fuse is stamped on top of the fuse body. The fuse bodies are also colored according to amperage rating. The colors of the fuses are found on the charts under the fuse rating.

Caution

When replacing a blown fuse, it is important to replace it with a fuse having the correct amperage rating. The use of a fuse with a rating other than indicated may result in a dangerous electrical overload. If a proper rated fuse continues to blow, it indicates a problem in the circuit that must be corrected.

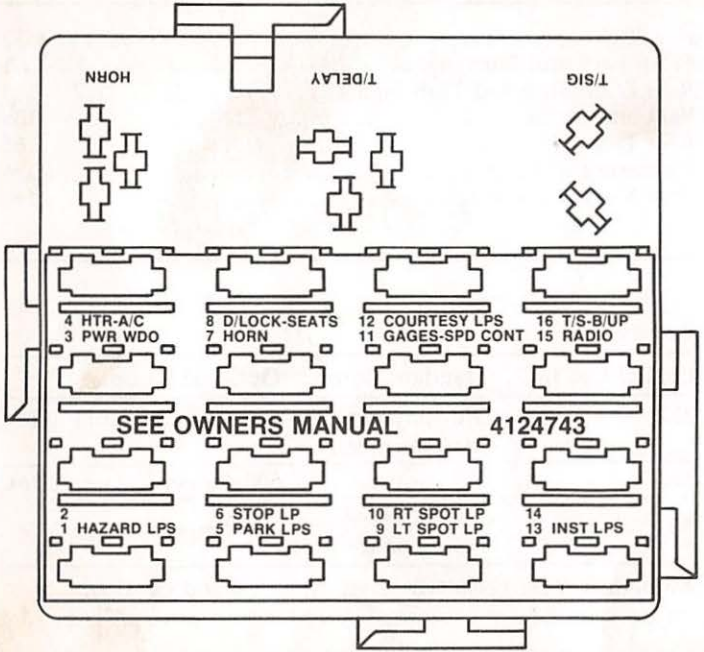
Trailer tow circuits are fused to corresponding car circuits. For example, the trailer tow stop lamps are fused through the same fuse as the car stop lamps.

Cavity	Fuse	Circuits
1	20 Amp Yellow	Hazard Flashers
2	Empty	
3	30 Amp C/B	Power Window Motors, Power Sunroof Motor, Illuminated Entry Sense
4	30 Amp Lt. Green	AC/Heater Blower Motor, Heated Rear Window Relay, Decklid Release Solenoid
5	20 Amp Yellow	Cavity #13, Park Lamps, Side Markers, Edge Lite Quarter Window Lamps, Tail Lamps, License Lamp, Clock Display, Search Tune and CB Radio Display

Cavity	Fuse	Circuits
6	20 Amp Yellow	Stop Lamps, Dome Light/Dome Light with Reading Lights, Map Light, Vanity Mirror Lights, Trunk Light, Ignition Switch Time Delay Relay and Light, Key-In/Headlamp-on Chime, Clock Electronics, Search Tune Radio Memory
7	25 Amp Yellow	Horn, Horn Relay, Glove Box Light, IP Cigar Lighter, Auto Power Antenna, Decklid Release Solenoid (Fleet)
8	30 Amp C/B	Power Seat Motors, Power Door Lock Solenoids
9	20 Amp Yellow	Spot Lamp (Fleet)
10	20 Amp Yellow	Spot Lamp (Fleet)
11	5 Amp Tan	Voltage Limiter, Fuel Gauge, Low Fuel Light, Temperature Gauge, Oil Gauge, Brake Warning Light, Low Oil Pressure Light, Electronic Chime Sensor, Seatbelt Warning Light, Door Ajar Light, Oxygen Sensor Light, Speed Control
12	20 Amp Yellow	Door/Under Panel Courtesy Lights, Reading Lights, Rear Door Cigar Lighters, Power Door Lock Relay, Illuminated Entry Electronics, Door Key Cylinder Lights
13	4 Amp Pink	Instrument Cluster Lamps, AC/Heater Control Title Lamp, Heated Rear Window Switch Title Lamp, Brake/Hood Release Title Lamp, IP Cigar Lighter Title Lamp, Ash Receiver Lamp, Radio Lamps, Clock Display Dimming, Search Tune/CB Radio Display Dimming.
14	Empty	
15	5 Amp Tan	Radio, Clock Display, Auto Power Antenna Sense
16	20 Amp Yellow	Back-Up Lamps, Turn Signals, Cornering Lamps, AC Clutch, Slow Idle Solenoid (8 cylinders only), Fleet Accessory Relay

The optional vanity mirror lights have a 1.5 amp fuse located in the sun visor.

Fuse Block



Light Bulbs - Inside

Light Bulbs - Inside (continued)

Dome Light	211-2
Map Light	562
Under Panel Courtesy	158
Windshield Washer Fluid Indicator	158
Trunk Ajar Indicator	158
Seat Belt Indicator	158
Reading Light	214-2
Door Courtesy Light	211-2
Door Ajar Light	158
Visor Vanity Lamp	562
Heated Rear Window	161
Door Lock (Illuminated Entry)	158
Quarter Window	161
Trunk Light	1003
Stereo Indicator	73

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

Light Bulbs - Outside

Headlights	4651 & 4652
Front Park and Turn Signal	1157NA
Rear: Tail, Stop and Turn Signal	1157 & 168
Back-up	1156
Rear License	168
Cornering	1156
Side Marker Lights	168

Battery

Engine Cu. In.	Standard Equip.	Optional Equip.
225	370 Amperes Maintenance Free	500 Amperes (Long Life)
318	325 Amperes	500 Amperes (Long Life)
360	430 Amperes Maintenance Free	500 Amperes (Long Life)

All batteries are 12 volts with negative ground terminal.

Cooling Capacities* - Quarts and Liters

	Engine		Radiator		
	CID	Liters	Quarts	Liters	Imperial Quarts
Without A/C	225	3.7	11.5	10.8	9.5
With A/C	225	3.7	14.5	13.7	12.0
Without A/C	318	5.2	15.0	14.1	12.5
With A/C	318	5.2	17.5	16.5	14.5
All	360	5.9	16.0	15.1	13.3

*All capacities shown in chart include 1 quart (0.9 liter) for the heater and approximately 1 pint for the coolant reserve tank.

Note: Police and fleet cars may, in some instances, vary slightly from the above quantities.

Fluid Capacities	U.S. Measure	Imp. Measure	Metric Measure
Fuel (Approximate)	21 gal.	17½ gal.	79.5 liters
Engine Oil*	4 qt.	3¼ qt.	4 liters
Power Steering	2½ pt.	2 pt.	1.2 liters
Rear Axle	4½ pt.	3¾ pt.	2.1 liters
Transmission	7.7 pt.	6.5 pt.	3.6 liters
Torque Converter	8.6 pt.	7.0 pt.	4.1 liters

* Add 1 qt. (¾ qt. Imperial) with filter change.

Engine Specifications	Spark Plug	Spark Plug Gap
6-Cyl. 225 cu in (3.7 liter)	4091678 560 PR	.035" (0.9 mm)
8-Cyl. 318 cu in (5.2 liter)	3874490 65 PR	.035" (0.9 mm)
8-Cyl. 360 cu in (5.9 liter)	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

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:

- The towing of light trailers, 2,000 lbs. or less, for mild operation (reasonably level roads and moderate ambiant temperature) is allowable.

  For hot weather operation on hilly or mountainous roads, the engine and/or transmission cooling may be insufficient. Only a vehicle with the Trailer Assist package is recommended.

- Loaded trailers that weigh over 1,000 lbs. (453 kg) should have their own brakes.

- If the loaded trailer weight exceeds 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, the loaded trailer weight must not exceed the recommendation below:

  360 cu in. Engine 5,500 lbs. (2 495 kg)

- If the loaded trailer tongue weight exceeds 200 lbs. (90 kg), the tow vehicle should be equipped with a properly installed frame type equalizing hitch.

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.

- In addition to the normal maintenance:

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

B. Change rear axle lubricant every 36,000 miles (58 000 km) or 3 years (whichever comes first).

If water contamination of the rear axle lubricant occurs, have lubricant changed as soon as possible.

Note: 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 to avoid bumper travel while towing. It is also recommended that the existing bumper holes be used for the hitch attachments. Drilling new holes could damage the bumper.

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 for 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 fluid discoloration, or burnt odor, requires that the transmission fluid and filter be changed.

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 . . . 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.

Jump-Starting Procedures

You should not try to start your car by pushing or towing. 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 batter 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 sparks 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 so equipped. 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 a 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, and turn ignition to OFF for both cars.

3. Turn off heater, radio, and all unnecessary 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 (25 km), 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 switch 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 being towed, 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 front wheels should be raised. Proper towing equipment is necessary to prevent damage to the vehicle.

SUGGESTIONS FOR OBTAINING SERVICE FOR YOUR VEHICLE

Give Thought To the Appointment Time . . . Know when to take your vehicle in for service. Monday and Friday are busy days at most dealers. Therefore, it makes sense to make a mid-week appointment whenever possible.

Prepare For The Appointment . . . If you're having warranty work done, be sure to have the right papers with you. Take your warranty folder. All work to be performed may not be covered by the warranty, discuss additional charges with the service manager. Keep a maintenance log of your vehicle's service history. This can often provide a clue to the current problem.

Prepare A List . . . Make a written list of your vehicle's problems or the specific work you want done. If you've had an accident or work done that is not on your maintenance log, let the writeup man know. Don't keep secrets.

Be Reasonable With Requests . . . Don't leave a list of twenty items to be serviced and expect to have your vehicle back by five o'clock. If you list a number of items, and you must have your vehicle by the end of the day, discuss the situation with the service writer and list the items in order of priority. Expect to make a second appointment for work not completed. At many dealers you may obtain a loaner vehicle at a minimal daily charge. If you need a loaner, it is smart to make these arrangements when you call for an appointment.

You Can't Look Over The Technician's Shoulder . . . Don't be offended when you're told you can't watch the work being done. Insurance requirements forbid the admission of customers to vehicle repair areas.

Check Work Promptly . . . Check out the service or repair job as soon as possible after picking up your vehicle and notify the service manager of any dissatisfaction. If circumstances prevent returning for immediate corrective work, make an appointment for as early a date as practical.

SERVICE ASSISTANCE

Your dealer is fully equipped with the necessary special tools, scientific testing apparatus and trained technicians to perform expert normal service as well as that required under the terms of the Chrysler Corporation warranty. He also has direct access to our Zone technical staffs when needed. These Zones cover 28 geographic areas in the U.S. and Canada, and have direct communication to the home office should further assistance be required.

ATLANTA
3379 Peachtree Rd., N.E.
Suite 460
Atlanta, GA 30326
Phone: (404) 261-7522

BOSTON
5 Chrysler Rd.
P.O. Box 50
Natick, MA 01760
Phone: (617) 655-2810

CHICAGO
2200 S. Busse Rd.
P.O. Box E367
Elk Grove, IL 60007
Phone: (312) 593-3780

CINCINNATI
P.O. Box 41902
Cincinnati, OH 45241
Phone: (513) 733-8450

CLEVELAND
23611 Chargin Blvd.
Room 230
P.O. Box 22183
Beachwood, OH 44122
Phone: (216) 464-3040

DALLAS
P.O. Box 34064
Dallas, TX 75234
Phone: (214) 242-8462

DENVER
12225 E. 39th Ave.
P.O. Box 39006
Denver, CO 80239
Phone: (303) 371-1330

DETROIT
Two Northfield Plaza
5700 Crooks Rd.
P.O. Box 300
Troy, MI 48099
Phone: (313) 879-3600

KANSAS CITY
Cloverleaf 11 Bldg.
Suite #205
6901 W. 63rd St.
Overland Park, KS 66202
Phone: (913) 831-2244

LOS ANGELES
1600 E. Orangethorpe Ave.
P.O. Box 4120
Fullerton, CA 92631
(Zip 92634)
Phone: (714) 870-4000
Ext. 281 or 2

MEMPHIS
4175 Chrysler Drive
P.O. Box 18008
Memphis, TN 38118
Phone: (901) 365-4701

MINNEAPOLIS
13005 Highway #55
P.O. Box 1231
Minneapolis, MN 55441
(Zip 55440)
Phone: (612) 553-2546

NEW YORK
Route #303
P.O. Box 550
Tappan, NY 10983
Phone: (914) 627-2200

OMAHA
10250 Regency Circle
Suite 302
Omaha, NB 68114
Phone: (402) 399-1690

ORLANDO
8000 S. Orange Blossom Trail
P.O. Box 13428
Orlando, FL 32809
Phone: (305) 851-6510

PHILADELPHIA
933 Old Eagle School Rd.
P.O. Box 489
Wayne, PA 19087
Phone: (215) 687-6110

PITTSBURGH
Rts. 22-30 and McKee Rd.
P.O. Box "N"
Oakdale, PA 15071
Phone: (417) 777-3600

PORTLAND
10030 Southwest Allen Blvd
P.O. Box 744
Beaverton, OR 97005
Phone: (503) 643-2744

ST. LOUIS
5790 Campus Drive
P.O. Box 278
Hazelwood, MO 63042
Phone: (314) 731-6740

SAN FRANCISCO
1777 Borel Place
P.O. Box 5507
San Mateo, CA 94403
Phone: (415) 572-0377

SYRACUSE
6712 Brooklawn Pkwy.
P.O. Box 158-Eastwood
Syracuse, NY 13206
Phone: (315) 432-4041, 42

WASHINGTON
10210 Greenbelt Rd.
P.O. Box 770
Seabrook, MD 20801
Phone: (301) 794-6315

DETROIT
CUSTOMER RELATIONS
Chrysler Center
P.O. Box 857
Detroit, MI 48231
Phone: (313) 956-5970

CANADA

ATLANTIC REGION
615 St. George Blvd.
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Moncton, New Brunswick
E1C 8M8
Phone: (506) 382-3341

ONTARIO REGION
4500 Mississauga Rd. N.
Mississauga, Ontario
L5N 1A8
Phone: (416) 826-1040

PRAIRIE REGION
879 Keewatin
P.O. Box 757
Winnipeg, Manitoba
R3C 2M4
Phone: (204) 633-4830

QUEBEC REGION
3000 Trans Canada Highway
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Pointe-Claire Dorval, Quebec
H9R 4P6
Phone: (514) 697-4880

ALBERTA REGION
P.O. Box 670
Red Deer, Alberta
T4N 5G9
Phone: (403) 346-4151

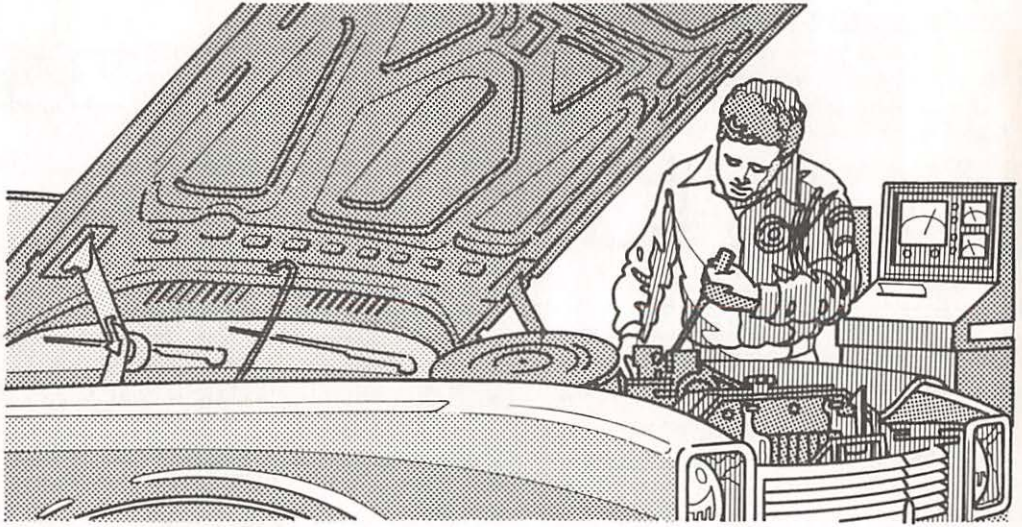
PACIFIC REGION
26 S.W. Marine Drive
Vancouver, British Columbia
V5X 2R2
Phone: (604) 325-3211

WINDSOR
CUSTOMER RELATIONS
Chrysler Center
P.O. Box 1621
Windsor, Ontario N9A 4H6
Phone: (519) 252-3651

Any communication to a zone office should include the following information:

- Owner's name and address
- Owner's telephone number (home and office)
- Dealership name
- Vehicle identification number
- Vehicle delivery date and mileage

TRUST YOUR NEW VEHICLE TO OUR PROFESSIONAL MECHANICS AND MOPAR PARTS.



Congratulations on the new vehicle you've just purchased! Although your vehicle is new, it's not too early to start thinking of retaining the built-in quality and reliability that made you choose a Chrysler Corporation vehicle. You can achieve this by following the recommended maintenance schedule outlined in this manual.

When it's time for scheduled maintenance, bring your vehicle back to the professional mechanics at your Chrysler Corporation dealer. They are trained in every aspect of automotive service and maintenance. You can trust them to help keep your vehicle running efficiently for as long as you own it, as well as to help optimize its trade-in value by identifying conditions which need attention.

You can trust the parts they use, too. They use MOPAR quality parts that are specifically engineered for Chrysler Corporation vehicles to help keep them operating efficiently and economically, while providing safe and trouble-free driving.

Next time you go to your dealership for service, look around. You'll see the professionals using MOPAR parts ranging from MOPAR spark plugs and filters to the special electronic components found in your vehicle's advanced electronic system.

For as long as you own your Chrysler Corporation vehicle, trust it to your dealer's professional mechanics—and the parts they use—MOPAR—produced to the same exacting specifications as when the car left the factory.

mopar

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OWNER'S SERVICE LOG	Insert Month, Day, Year under column mileage closest to the mileage at which service was performed.					
KILOMETERS	12 000	24 000	36 000	48 000	60 000	72 000
MILEAGE	7,500	15,000	22,500	30,000	37,500	45,000
AUTOMATIC CHOKE						
CARBURETOR CHOKE SHAFT						
CARBURETOR AIR FILTER						
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						
OXYGEN SENSOR						
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:						

WE SUPPORT
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