

CHRYSLER

Index and Specifications

IMPERIAL

A

- Accessories Section D
- Accessory Groups D-12
- Air Cleaner, Carburetor C-8
Micronic-element. Clean with compressed air every 5,000 miles, replace at 15,000.
- Air Conditioning, Deluxe-Dual D-4, 5
- Air Conditioning, Station Wagon D-4, 5
- Air-Conditioning System D-4, 5
Combined with heater on the dash panel; both fresh-air and recirculating feature. Automatic vacuum-powered push-button controls, three-speed blower motor.
- Air Foam Seat Cushions
Standard front and rear cushions on all Chrysler and Imperial models except Windsor. Windsor models have foam rubber standard in front seat cushions only, available as optional equipment in rear seat cushion.
- Ammeter
Dial-type; indicates charging or discharging rate of battery.
- Antenna, Radio D-7
Chrysler power antenna is on the right rear fender and is electrically operated. Imperial power antenna is on the right front fender. Power antenna is standard on all Imperial models equipped with a radio, extra cost on all Chrysler cars.
- Anti-Brake-Dive B-18, 19
85% total reduction.
- Anti-Sway Bar B-18, 19
Standard on all Chrysler and Imperial models except Windsor. Available on Windsor models at extra cost.
- Armrests A-7, 10, 11, B-16, 17
Front and rear doors on all models. Rear-seat center armrest on New Yorker 4-door models and all Imperial models. Front- and rear-seat center armrest on Imperial Crown and LeBaron 4-door models.
- Ash Tray A-6, 7
- Assist Handles, Rear Outside A-3
Standard equipment on Windsor and New Yorker Town and Country Wagons.

- Automatic Beam Changer, Headlight D-9
Improved for 1960 with a greater range of adjustment and sensitivity. Vertical adjustment increased from an angle of five degrees last year to fifteen degrees on the new model. Available at extra cost on all models.
- Automatic Choke C-8
Heat-sensitive coil located in exhaust crossover of intake manifold.
- Automatic Swivel Seat D-6
- Auto-Pilot D-9
Optional, extra cost on all models.
- Axle Ratios, Rear
Windsor, Saratoga, New Yorker and Imperial, with TorqueFlite—2.93 to 1.
- Axle, Rear C-12 to C-14
Semi-floating, hypoid gears; tapered-roller bearings throughout; shafts shot-peened with rolled splines. Two-pinion, heavy-duty differential.
- Axle Shaft, Rear
Carbon steel. Induction hardened. 30 rolled splines. Tapered-roller bearings.
- Axle, Sure-Grip C-12, 13

B

- "B" Post B-2 to B-5
- Backup Lights A-2, 3
Located in rear deck lid lower panel; standard on all models except Windsor.
- Ball-Joint Suspension B-18, 19
- Battery B-9
Guaranteed 36 months. Windsor, Saratoga, New Yorker and Imperial—12-volt, 13 plates per cell, 70-amp.-hr. rating; air-cooled.
- Beam Changer, Automatic D-9
(See Automatic Beam Changer, Headlight)
- Bearings, Ball-Joint B-18, 19
Super Oilite steel.
- Bearings, Camshaft
Five, replaceable-type, lead-base babbitt on steel.
- Bearings, Connecting Rod
Steel-backed, lead-base babbitt, all models. Journal diameter—2.375"; width—.91".

- Bearings, Main**
Five, steel-backed, lead-base babbitt. Bearings number 1, 2, 4 and 5: diameter, 2.75"; width, .94". Bearing number 3: diameter, 2.75"; width, 1.22".
- Bearings, Oilite**
Self-lubricating; located in distributor, generator, starter and front suspension ball joints, and between rocker arms.
- Bearings, Wheel**
Tapered-roller type, front and rear wheels.
- Block, Engine** C-4, 5
Deep-skirt design provides extra support for crankshaft.
- Body, Chrysler** Section B
New Unibody construction for all Chrysler models.
- Body Finish** B-6, 7
Lustre-Bond enamel in all colors.
- Body, Imperial** B-26 to B-29
- Body Insulation, Chrysler** B-8, 9
- Body Insulation, Imperial** B-26, 27
- Body Models** A-14 to 21
- Body Mounts**
Eleven each side for a total of 22 on Imperial models only. Chrysler Unibody construction features a built-in frame and does not use the conventional body mount.
- Body Rustproofing** B-6, 7
- Body Sills** B-2 to B-5
- Bore and Stroke** C-2, 3
Windsor 4.03" x 3.75"
Saratoga 4.03" x 3.75"
New Yorker 4.18" x 3.75"
Imperial 4.18" x 3.75"
- Brake Cylinder, Master** B-24, 25
Dash-mounted. Master cylinder bore diameter—1.125".
- Brake Cylinder, Wheel** B-24, 25
Dual cylinders in front wheels. Double-acting single cylinder in rear wheels.
- Brake-Dip, Anti-** B-18, 19
- Brake Drum** B-24, 25
Cast-iron-type 11" diameter on Windsor models, Centrifuse-type 12" diameter on Saratoga, New Yorker and Imperial models.
- Brake Lining** B-24, 25
Bonded-type, 230 sq. in. of lining area on all Windsor models except wagons. 251 sq. in. of lining area on Windsor Station Wagons, Saratoga, New Yorker and Imperial models.
- Brake, Parking** B-24, 25
Independent of service brakes. Self-energizing, internal-expanding; effective lining area—78.76 sq. in. Foot-pedal-applied. Release handle on dash on all Chrysler and Imperial models.
- Brake Pedal Assembly**
Suspended-type, 7½" wide, mounted in nylon bushing; travel 4¾".
- Brake Shoes** B-24, 25
Flexible three-platform, floating-shoe-type construction.
- Brakes, Power** B-24, 25
Air-suspended type with reserve tank.
- Brakes, Service** B-24, 25
Total contact, 2 cylinders at each front wheel; one at each rear wheel. Cyclebond brake lining. Flexible-web brake shoes.
- Brakes, Total-Contact** B-24, 25
New 3-platform design.
- Bumper Guards**
Front bumper guards not available on Chrysler or Imperial models. Rear bumper guards not available on Imperial models; standard on Chrysler New Yorker; optional on Windsor and Saratoga models.
- Bushings, Rubber** B-18, 19
- C
- Camshaft** C-6, 7
Special alloy cast iron with hardened lobes; high lift.
- Camshaft Bearings**
Five, replaceable-type, lead-base babbitt on steel.
- Camshaft Drive**
Silent Chain—.88" wide.
- Captive-Air Tires** D-11
Available on Town and Country Wagons only at extra cost. 8.50 x 14" on Windsor; 9.00 x 14" on New Yorker.
- Carburetor, Four-Barrel** C-8, 9
Standard on Saratoga, New Yorker and Imperial models.
- Carburetor, Two-Barrel** C-8, 9
Standard on Windsor models.
- Carpet, Interior Floor** D-10
Standard on all models except Windsor Town & Country Wagons.
- Carpet, Luggage Compartment**
Standard on New Yorker and all Imperial models.
- Center Armrest**
(See Armrests)
- Center Pillar, Body** B-2 to B-5
- Chassis Features**
(See Body and Chassis, Section B)
- Chrome Plating** A-4, 5
- Choke, Automatic** C-8
(See Automatic Choke)
- Chrysler 300F** A-22, 23, 24, 25
- Cigar Lighter** A-6, 7, 10, 11
Standard on all Chrysler and Imperial models, located in ash tray on instrument panel. Rear compartment lighter is standard on all Imperial models and on New Yorker 4-door Sedan, 4-door Hardtop and Town and Country Wagons.
- Circuit Breakers**
Headlight circuit protected with an automatic re-set circuit breaker.

Clearance, Road A-14 to A-21

Clock, Electric
Standard on all Chrysler and Imperial models except Windsor.

Coil, Ignition
12-volt, oil-filled.

Colors, Exterior A-12
Chrysler: 19 single colors—49 two-tone combinations.
Imperial Custom and Crown: 17 single colors—24 two-tone combinations.
Imperial LeBaron: 12 single colors only.

Colors, Interior Trim A-13
Windsor
4-door Sedan, 4-door Hardtop, 2-door Hardtop
Blue, Tan, Silver, Turquoise, Mauve, Terra Cotta.
Convertible
Blue, Black, Red, White.
Town and Country Wagon
Tan, Black, Red, White.
Saratoga
All models: Blue, Tan, Silver, Turquoise, Mauve, Terra Cotta.
New Yorker
4-door Sedan and 4-door Hardtop
Blue, Tan, Dove Gray, Dove Gray and Black, Turquoise, Mauve and Terra Cotta.
2-door Hardtop
Blue, Tan, Silver and Black, Turquoise, Mauve and Terra Cotta.
Convertible
Blue, Black, Red, White, Mauve and Terra Cotta.
Town and Country Wagon
Blue, Tan, Turquoise, Terra Cotta, Black, Red, White.

Combustion Chamber C-6, 7
Wedge-type in all Chrysler and Imperial engines.

Compound Windshield A-4, 5
Standard on all Chrysler and Imperial models.

Compression Ratio C-2, 3
10.1 to 1 on all engines.

Compression Rings
Tin-plated to prevent scuffing during engine break-in; two per piston.

Connecting Rod Bearings
Replaceable, steel-backed micro-babbitt, precision-type. Diameter—2.375"; width—.91".

Connecting Rods C-4, 5
Forged I-Beam, high-manganese steel.

Constant Control Power Steering B-22, 23
Standard on all models except Windsor.
Gear ratio—15.7 to 1
Over-all ratio—20.0 to 1
Steering wheel turns—3.5
Pump pressure—950 to 1050 p.s.i.

Converter, Torque C-10, 11
(See Torque Converter)

Convertible, Imperial Crown A-20, 21

Convertible, Windsor and New Yorker A-16, 17

Cooling System, Engine C-9
All Chrysler and Imperial engines—17 qts. with heater. Pressure cap—14 p.s.i.; 16 p.s.i. with air conditioner. Standard thermostat—180°. Bypass system. Full-length water jacket.

Cowl Ventilator Control
Automatic power-operated push-button control.

Crankcase Capacity (Oil)
5 quarts, 6 quarts when replacing filter.

Crankcase Ventilation
Filtered air circulation.

Crankshaft C-4, 5
Drop-forged steel with rubber dynamic vibration damper. Six integral counterweights. Electronically balanced.

Crankshaft Bearings
(See Bearings, Main)

Crash Pad, Safety D-11
Standard all models except Windsor.

Crossmembers, Frame, Imperial B-30, 31
Six (6), "X" member on convertible.

Cushions, Seat B-14

Cyclebond Brake Lining B-24, 25
(See Brake Lining)

Cylinder Block C-2, 3

Cylinder Heads C-2, 3
Chrome alloy cast iron permits integral valve seats and guides; single rocker shaft, parallel valves.

D

Damper, Vibration
Standard on all Chrysler and Imperial engines.

Dash Liner B-10, 11

Deck Lid B-10, 11, 15
Torsion-bar balanced.

Defogger, Rear Window D-2, 3
Not available on convertible and station wagons, or with Deluxe-Dual air conditioning. Extra cost.

Defroster, Windshield D-2, 3
Fixed-slot type at base of windshield on all models except air-conditioned cars. Adjustable-type on combined heater and air conditioner.

Deluxe-Dual Air Conditioning D-4, 5

Depth, Seat
(See Interior dimensions, pages A-14 to 21)

Diagonal Struts B-18, 19

Differential, Sure-Grip C-12, 13

Dimensions, Exterior and Interior
(See Basic Specifications, pages A-14 to 21)

Directional Signals
Standard all models.

Displacement, Piston C-2, 3
Windsor 383 cu. in.
Saratoga 383 cu. in.
New Yorker 413 cu. in.
Imperial 413 cu. in.

Distributor	C-8, 9
All Chrysler and Imperial models—single-breaker point. Vacuum and mechanical advance on all models.	
Dome Light	
Automatic switches on front and rear doors on all models except extra cost on Windsor rear doors.	
Door Check	B-13
New two-position door check on front and rear doors.	
Door Handles, Exterior	B-16, 17
Pull-to-open type, safety-recessed.	
Door Latches	B-16, 17
Safe-Lock, rotary type.	
Door Locks, Electric	D-8, 9
Available on Imperial models with power window option only. Not available on any Chrysler models.	
Door Locks, Exterior	B-16, 17
Use ignition key. Internal shutter seals out dirt and water. Located in door handle on left and right front doors.	
Door Locks, Interior	B-16, 17
Push-down-type locking lever on rear-door trim panel. Front doors, simply push handle forward.	
Door Locks, Vacuum	D-8, 9
Available on Chrysler models only; optional extra cost on all models.	
Door Panel Insulation	B-10, 11, 26, 27
Door Panel Trim	A-6, 7
Door Sill Plates	
Chrysler—aluminum; Imperials—rubber and aluminum.	
Door-Window Regulators, Manual	B-16, 17
Door-Window Regulators, Power	D-8
All electric with button controls at all door windows. Power-operated vent windows standard on Imperial LeBaron, extra cost on all other Imperial models; not available on Chrysler models.	
Drive, Hotchkiss	C-12 to C-14
Modified by rear-axle struts on Imperial models.	
Drive Train	C-12 to C-14
Drum, Brake	B-24, 25
(See Brake Drum)	
Dual Headlights	A-4, 5, 8, 9
(See Headlights, Dual)	

E

Electric Door Locks	D-8, 9
Available on Imperial models only; optional extra cost on all Imperial models.	
Electric Window Lifts	D-8
Electric Windshield Wipers	B-15
Variable-speed, 16" blades, 766 sq. in. cleared area.	
Electrical System	C-9
12-volt system on all models; 35-amp. generator, 70-amp.-hr. battery on all models.	

Electrical Wiring	C-9
Enamel Finish	B-6, 7
Lustre-Bond enamel, baked on.	
Engine Block	C-4, 5
Engine Differences	C-2, 3
Engine, Golden Lion 383	C-2 to C-5
Standard on all Windsor and Saratoga models.	
Engine, Golden Lion 413	C-2 to C-5
Standard on New Yorker.	
Engine, Imperial	C-2 to C-5
Standard on all Imperial models.	
Engine Mounts	C-2, 3
New shear-type in front on Chrysler and Imperial models, and new rubber block mounted in series with coil spring in rear on Chrysler models only.	
Epoxy Primer	B-6
Two coats applied to all Chrysler and Imperial cars.	
Equipment Differences by Models	A-14 to 21
Equipment, Standard & Optional	D-10, 11
Exhaust Manifold	C-6, 7
Exhaust System	C-6, 7
New aluminized exhaust system for all models. Windsor convertible, New Yorker and Imperial—dual exhaust; all other Windsor and Saratoga models—single exhaust.	
Exhaust Valves	C-6, 7
21-4N nitrogen-treated manganese-chromium-nickel steel. Over-all head diameter—1.60"; lift—.389" on all engines.	
Exterior Colors	A-12
Exterior Styling	
(See Styling, Section A)	

F

Fan	C-2, 3
18-inch diameter, 4 blades on Windsor, New Yorker and Imperial engines. Silent Flite fan drive standard on all cars equipped with air conditioning.	
Fender Top Ornament	
Standard on New Yorker models; extra cost on other Chrysler models. Not available on Imperial models.	
Filter, Air	C-8, 9
Micronic, paper, replaceable-element type at carburetor; oil-wetted mesh-type at crank-case intake.	
Filter, Fuel	C-8, 9
Two filters on all models. Self-cleaning filter in tank and replaceable micronic-type located between fuel pump and carburetor on all engines.	
Filter, Oil	C-8
Full-flow replaceable-type with anti-drain-back valve, and pressure-relief valve.	
Finish, Enamel	B-6, 7
Lustre-Bond enamel on all models and in all colors.	

Flight-Sweep Deck LidA-4, 5

Floor Covering
Carpet, standard on all models except not available on Windsor Station Wagon.

Floor Insulation B-10, 11, 26, 27

Foam Rubber Seat Cushions B-14, 28, 29

Four-Door Hardtop A-14, 15

Four-Door Sedans A-14, 15

Frame, Imperial B-30, 31
Double-channel box-section side rails with 6 lateral crossmembers. "X" member on convertible.

Fresh-Air Intake
Automatic push-button power-operated cowl ventilator.

Front Suspension B-18, 19
Independent ball-joint with torsion-bar spring.

Fuel Filter C-8
(See Filter, Fuel)

Fuel, Recommended
Premium in all engines.

Fuel System C-8

Fuel Tank Capacity
23 gallons; 22 gallons on Town and Country Wagons.

Fuel Tank Vent
Incorporated in fuel tank filler tube.

Full-Time Power Steering B-22, 23
(See Constant Control Power Steering)

Garnish Molding, Door
Soft vinyl-covered lower garnish molding on all New Yorker and Imperial models, upper is chrome plated. Windsor and Saratoga models are painted.

Garnish Molding, Rear Window
Chrome plated on New Yorker 2- and 4-door hardtop and all Imperial models; painted, keyed to interior color on all other models.

Garnish Molding, Windshield
Chrome plated upper and side on Windsor and New Yorker convertible and all Imperial models; painted, keyed to interior color on all other models.

Gasoline
Premium fuel recommended for all engines.

Gasoline Filter C-8
(See Filter, Fuel)

Gasoline Gauge
Registers "E" when approximately 2 gallons remain in tank.

Gasoline Tank
(See Fuel Tank Capacity)

Gauge, Oil Pressure
45 to 65 p.s.i. @ 2000 r.p.m.

Gauge, Water Temperature
Pointer indicates safe temperature range; 180-degree thermostat for all models.

Gear Ratios, Axle
(See Axle Ratios)

Gear Ratios, Steering
Manual steering 20.4 to 1
Power steering 15.7 to 1

Gear Ratios, TorqueFlite
Reverse 2.20 to 1
1st 2.45 to 1
2nd 1.45 to 1
Drive 1.00 to 1
Torque converter ... 2.2 to 1 on all models

Generator C-9
All Chrysler and Imperial models, 35-amp. 4½" generator. Available on special order, 40-amp. 5½" early cut-in heavy-duty generator for all models.

Glass Area, Sq. In.

	Wind- shield	Side Win- dows	Rear Win- dow	Total
4-Door Sedan				
All Chrysler models ..	1575	1186	1283	4044
Imperial Custom and Crown	1622	1342	1479	4443
Imperial LeBaron	1622	1342	802	3766
4-Door Hardtop				
Windsor & Saratoga..	1575	1230	1283	4088
New Yorker	1575	1230	1980	4785
Imperial Custom and Crown	1622	1432	1479	4533
Imperial LeBaron	1622	1432	802	3856
2-Door Hardtop				
All Chrysler Models ..	1575	1254	1778	4607
Imperial	1622	1406	1619	4647
Convertible				
Windsor & New Yorker	1575	1137	1237	3949
Imperial Crown	1622	1406	1284	4312
Station Wagons				
Windsor & New Yorker	1575	2608	759.5	4942.5

Glass, Curved Side
Imperial models only.

Glass Material, Safety B-15
Laminated safety plate in windshield; side windows and vent wings are tempered safety glass on Chrysler models, tempered safety plate on all Imperials. Rear window is tempered safety plate on all models, except convertibles, which use plastic.

Glass, Solex D-8
Optional extra cost on all models.

Grille Material A-4, 5, 8, 9
Chrysler—Aluminum, polished and anodized.
Imperial—Chrome plated.

Golden Tone Radio D-7

Golden Touch Radio D-7

Handles, Door B-16, 17
(See Door Handles, Exterior)

Hardtop, Chrysler, Four-Door A-14, 15

Hardtop, Chrysler, Two-Door A-16, 17

Hardtop, Imperial, Four-Door A-18, 19

Hardtop, Imperial, Two-Door A-20, 21

Headlights, Dual
Diameter—5.75"
City driving (low beam), only outside lamps
—100 watts.
Country driving (high beam), all four lamps
—150 watts.

Headlining A-13

Headlining Bows, Stainless Steel
Standard on all Chrysler Hardtop models.

Headroom by Models A-14 to 21

Heat Control, Manifold
Thermostatically controlled on all models.

Heater Controls D-2, 3
Push buttons, vacuum-powered.

Heater, Push-Button Custom Conditionaire.. D-2, 3
Thermostatically controlled; 2-speed; single blower.

Height, Over-all A-14 to 21

Height, Seat A-14 to 21

Hinges, Luggage Compartment B-14, 15
Torsion-bar counterbalanced on all models except Convertibles which use a coil spring counterbalanced deck lid.

Hiproom by Models A-14 to 21

Hood Insulating Pad B-10, 11

Hood Ornament
Not available on Chrysler and Imperial models.

Horsepower C-2, 3
Windsor—305 at 4600 r.p.m.
Saratoga—325 at 4600 r.p.m.
New Yorker—350 at 4600 r.p.m.
Imperial—350 at 4600 r.p.m.

Horsepower, Taxable
Windsor and Saratoga—52.0
New Yorker and Imperial—55.9

Hotchkiss Drive C-12 to C-14
Modified in Imperial by struts.

Hydraulic Valve Lifters C-6, 7

Hypond Rear Axle C-12 to C-14

I

Ignition Cables C-9
Resistance-core cables extend spark plug life and reduce radio static and interference from electrical system.

Ignition Coil C-2, 3
12-volt; oil filled to seal out moisture for long, dependable operation.

Ignition Switch
Ignition-key operated, electrical accessories automatically cut off when key is at start position.

Ignition System
12-volt, water resistant.

Imperial Engine C-2, 3

Imperial Equipment D-10, 11

Imperial Models A-18, 19, 20, 21

Instrument Panel, Chrysler A-6, 7

Instrument Panel, Imperial A-10, 11

Insulation, Body B-10, 11

Insulation, Floor B-10, 11

Insulation, Roof B-10, 11
Tufflex blanket, ½" thick.

Intake Manifold C-6, 7
Equal branch area to all cylinders.

Intake Valves C-6, 7
Windsor and Saratoga valve diameter—1.95"; lift—.389". New Yorker and Imperial valve diameter—2.08"; lift—.389". Heat-resistant silicon-chromium steel.

Interior Dimensions A-14 to 21

Interior Trim A-7, 10, 11, 13

J

Joints, Universal C-12 to C-14
All Chryslers—ball-and-trunnion front, cross-type rear.
All Imperials—cross-type front, center, and rear.

L

Latch, Luggage Compartment B-14, 15
Chrysler and Imperial, key-operated.

Latches, Door B-16, 17
(See Door Latches)

Legroom by Models A-14 to 21

Length, Over-all A-14 to 21

Light, Ash Tray
Standard on Chrysler and Imperial models.

Lights, Backup
Standard on all Chrysler and Imperial models except Windsor.

Light, Dome
(See Dome Light)

Light, Glove Box
Standard on all Chrysler and Imperial models except Windsor.

Light, Map
Standard on all Chrysler and Imperial models.

Light, Parking Brake
Standard on all Chrysler and Imperial models except Windsor.

Light, Trunk Compartment
Standard on all Chrysler and Imperial models except Windsor.

Lighter, Cigar
(See Cigar Lighter)

Limit Bumper, Rubber
Four in front suspension.
Three in rear suspension.

Lining, Brake B-24, 25
(See Brake Lining)

Lock, Luggage B-14, 15

Locks, Door B-16, 17
(See Door Locks, Exterior; and Door Locks, Interior)

Locks, Electric D-8

Locks, Vacuum D-8

Low-Friction Ball Joints B-18, 19

Lubrication System C-8

- Luggage Compartment B-15
 Luggage Compartment Dimensions A-14 to 21
 Luggage Compartment, Station Wagons
 Standard on Windsor and New Yorker
 2-seat Town and Country Wagons.

M

- Main Bearings
 (See Bearings, Main)
 Manifold, Exhaust C-6, 7
 Low-restriction with built-in automatic heat-control valve.
 Manifold Heat Control, Automatic
 Fuel mixture preheated during engine warm-up for greater operating efficiency.
 Manifold, Intake C-6, 7
 Map Light
 (See Light, Map)
 Mirror-Matic Rear-View Mirror D-9
 Mirror, Remote-Control, Outside D-9
 Standard on New Yorker models only, extra cost on all other Chrysler and Imperial models.
 Molding, Body Side Insert Type
 Available on Windsor and Saratoga models only, and at extra cost.
 Molding, Body Side Spear Type
 Standard on Windsor, Saratoga and all Imperial models, not available on New Yorker.
 Molding, Drip Rail Narrow
 Standard on all Chrysler models except 4-door hardtop and station wagons, not available on Imperial models.
 Molding, Drip Rail Wide
 Standard on Imperial models, and on Chrysler 4-door Hardtops and Station Wagons.
 Molding, Roof Side
 Standard on New Yorker 2-door hardtop models only, not available on other Chrysler and Imperial models.
 Molding, Sill
 Standard on Saratoga, New Yorker and Imperial LeBaron, extra cost on all other Chrysler and Imperial models.
 Molding, Wheel Opening, Front and Rear
 Standard on New Yorker and all Imperial models, not available on Windsor and Saratoga.
 Mounts, Body
 Imperial only; 22 on all models.
 Mounts, Engine C-2, 3
 (See Engine Mounts)
 Muffler C-6, 7

N

- New Yorker Models A-14 to 17
 Nylon Tires B-32
 Available at extra cost on all Chrysler and Imperial models. Captive-Air nylon tires available at extra cost on station wagons only. Nylon tires are virtually blowout-proof and withstand repeated bruises and shock. Windsor—8.00 x 14"; Saratoga—8.50 x 14"; New Yorker—9.00 x 14"; Imperial—8.20 x 15".

- Odometer, Trip
 Imperials only.
 Oil Filter C-8
 Full-flow replaceable-type with anti-drain-back valve and pressure-relief valve.
 Oil Intake C-8
 Stationary.
 Oil Pressure C-8
 45 to 65 p.s.i. @ 2000 r.p.m.
 Oil Pump C-8
 Rotary-type.
 Oil Rings C-4, 5
 One per piston, with expander.
 Oilite Bearings
 (See Bearings, Oilite)
 Optional Equipment Chart D-10, 11
 Oriflow Shock Absorbers B-18, 19
 Over-all Height A-14 to 21
 Over-all Length A-14 to 21
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 Overhang, Front and Rear A-14 to 21

P

- Paint, Finish B-6, 7
 Lustre-Bond enamel, baked on.
 Panelescent Lighting A-6, 7
 Panel Lights A-6, 7
 Rheostat and off-on switch combined.
 Parking Brake B-24, 25
 (See Brake, Parking)
 Passenger Compartment Dimensions ... A-14 to 21
 Pedal, Brake
 (See Brake Pedal Assembly)
 Pillar, Body Center ("B" Post) B-2 to B-5
 Piston Displacement C-2, 3
 Windsor and Saratoga—383 cubic inches.
 New Yorker and Imperial—413 cubic inches.
 Piston Pins
 Pressed-in rod, high-manganese steel.
 Piston Rings C-4, 5
 Three: two compression, one oil. Compression rings tin-coated. Expander on oil ring.
 Pistons C-4, 5
 Aluminum alloy with integral steel struts and tin coating.
 Plating, Chrome A-4, 5
 Post, Windshield C-2 to C-5
 Power Brakes B-24, 25
 Vacuum-operated, air-suspended type.
 Standard on Saratoga, New Yorker and Imperial models.

Power Door Locks	D-8, 9
Vacuum-powered on Chrysler models, electric powered on Imperial models. Optional extra cost on all models.	
Power Seats, Six-Way	D-8
Standard on Imperial Crown and LeBaron, extra on all other Chrysler and Imperial models.	
Power Steering	B-22, 23
(See Constant Control Power Steering)	
Power Tailgate Window	
Standard on all Windsor and New Yorker Town and Country wagons.	
Power Train	C-12 to C-14
Drive-line and rear axle.	
Power Vent Window	
Available on Imperial models only. Standard on Imperial LeBaron, extra cost on all other Imperial models.	
Power Window Lifts	D-8
All electric. Standard on New Yorker, Imperial Crown and Imperial LeBaron, extra cost on all other models.	
Pressure-Vent Radiator Cap	C-9
(See Radiator Cap, Pressure-Vent)	
Propeller Shaft	C-12 to C-14
Tubular, precision-balanced. Chrysler—one-piece. Imperial — two-piece with rear section rubber insulated.	
Pump, Fuel	C-2, 3
Diaphragm-type, 5-6 p.s.i. pressure. Positioned low in the air stream for protection against vapor-lock.	
Pump, Oil	C-8
Rotary-type.	
Pump, Power Steering	B-22, 23
Slipper-type pump; bracket-mounted to engine and belt-driven by crankshaft pulley. Maximum pressure, 950 to 1050 p.s.i.	
Pump, Water	
Centrifugal-type with sealed bearings.	
Push-Button TorqueFlite	C-10, 11
Completely mechanical.	
Push Rods	C-6, 7

R

Radiator	
Tube and spacer or fin-and-tube type used on all Chrysler and Imperial models.	
Radiator Cap, Pressure-Vent	C-9
Normally operates at atmospheric pressure. Vent closes under unusual operating conditions. Releases at 14 lbs. pressure. 16 lbs. on air-conditioning models.	
Radio Antenna	D-7
Radio, Golden Tone	D-7
Radio, Golden Touch	D-7
Radio Speakers	D-7
Rear Axle Assembly	C-12 to C-14
(See Axle, Rear)	

Rear Axle Ratios	
(See Axle Ratios, Rear)	
Rear Axle Strut	C-14
Imperial models.	
Rear Springs	B-20, 21, 30, 31
Windsor: 5 leaves, 57" long, 2.5" wide, 6 leaves on Windsor Wagon. Saratoga: 6 leaves, 60" long, 2.5" wide. New Yorker 7 leaves, 60" long, 2.5" wide. Imperial 6 leaves, 60" long, 2.5" wide.	
Rear Suspension	B-20, 21, 30, 31
Rear-View Mirror, Interior	A-6, 10, 11
Rear Window Defogger	D-2, 3
(See Defogger, Rear Window)	
Rear Window Header	B-2 to B-5
B-26, 27	
Regulator, Generator	
Full current and voltage control, with special bi-metal hinge to give higher cold-weather charging rate.	
Regulator, Window	B-16, 17
Remote-Control Mirror	D-9
Rims, Safety	B-32
Rings, Piston	C-4, 5
(See Piston Rings)	
Road Clearance, Minimum	A-14 to 21
Rocker Arms	C-6, 7
Lightweight stamped steel with hardened tips.	
Rocker Shafts	C-6, 7
Single rocker shaft, one for each bank of cylinders.	
Rods, Connecting	C-4, 5
(See Connecting Rods)	
Roof Insulation	B-10, 11, 26, 27
Tufflex, full length and width, ½" thick.	
Roof Rails	B-2 to B-5, B-26, 27
Sturdy box-section construction.	
Rotary Door Latch	B-16, 17
Safe-lock latch	
Rotary Oil Pump	C-8
45 to 65 lbs. oil pressure at 2000 r.p.m.	
Rubber Bushing	B-18, 19
Rustproofing	B-6, 7

S

Safety Glass	B-15
Laminated windshield. Side windows, rear window and vent wings, tempered safety glass.	
Safety-Rim Wheels	B-32
Standard equipment on all models. 14" diameter; 5.5" width on Windsor, 6" on Saratoga, 6.5" on New Yorker, and 15" x 6L on Imperial models.	
Saratoga	A-6, 7

Sealed-Beam Headlamps
Dual headlights standard on all models. 5.75" diameter. Glass-back type; all-weather visibility. High beam, all 4 lights on, 150 watts. Low beam, outer lights only, 100 watts.

Sealing, Body B-8, 9

Seat Adjustment, Manual B-14
Total adjustment fore and aft-6.1 inches; vertical rise-2.4 inches. Seat tilt-7.5 degrees.

Seat Adjustment, Six-Way D-8
Electrically operated. Total travel fore and aft - 4.5"; up-and-down travel - 2.8"

Seat Construction B-14

Seat Depth A-14 to 21

Seat Height A-14 to 21

Seat Materials A-6, 7, B-14

Sedans, Chrysler, Four-Door A-14, 15

Sedans, Imperial, Four-Door A-18, 19

Shipping Weights
(See Ross Roy Comparison Pages)

Shock Absorbers, Oriflow B-20, 21

Shoulder-Room A-14 to 21

Solex Tinted Safety Glass D-8

Sound-Deadener Mastic B-10, 11

Southampton, Four-Door A-18, 19

Southampton, Two-Door A-20, 21

Spark Control Advance
Dual automatic, vacuum and centrifugal.

Spark Plugs C-9
Extended-tip, 14 mm. size.

Specifications, Body Model A-14 to 21

Specifications, Competition
(See Ross Roy Comparison Pages)

Speedometer A-6, 10, 11
Maximum reading, 120 m.p.h. on all models, except 300F.

Spring, Front B-18, 19
Torsion bar.

Spring Interliners B-20, 21, 30, 31
Rubber inserts at front end of spring, wax-impregnated inserts at rear end. Interliners are self-lubricating and require no lubrication.

Spring, Rear B-20, 21, 30, 31
Tapered leaf, 57" long, 2.5" wide on Windsor models; 60" long, 2.5" wide on Saratoga, New Yorker and Imperial models. 5 leaves on Windsor; 6 leaves on Windsor Town and Country Wagons. 6 leaves on Saratoga; 7 leaves on New Yorker and 6 leaves on Imperial.

Springs, Seat B-14

Springs, Valve C-6, 7

Stabilizer Bar, Front B-18, 19
One-piece with rubber-cushioned hinges; standard on all Chryslers and Imperials except Windsor.

Standard and Optional Equipment Chart. D-10, 11

Starter C-9
Heavy-duty, solenoid-operated, 12-volt.

Station Wagons A-16, 17

Steering Gear, Manual B-22, 23
Three-tooth worm-and-roller type with ball, needle, and roller bearings throughout.

Steering Linkage B-22, 23
Pivots are of rubber, or rubber and nylon, and need no lubrication, except tie-rod ends.

Steering, Manual B-22, 23
Windsor only; 30 to 1 over-all ratio.

Steering, Power B-22, 23
(See Constant Control Power Steering)

Steering Ratios

	Manual	All models	Power
Over-all	30 to 1	15.7 to 1	20.0 to 1
Gear	20.4 to 1	15.7 to 1	
No. of turns	5.6	3.5	

Steering Wheel A-6, 7, 10, 11

Steering Wheel Clearance
To Seat Cushion—Chrysler models, 6.3"; Imperial, 6.7".
To Seat-back—Chrysler models, 16.3"; Imperial, 18.2".

Struts, Diagonal B-18, 19

Styling Section A

Sun Visors B-16, 17

Sure-Grip Differential C-12, 13

Suspension, Front B-18, 19
Independent ball-joint with torsion-bar springs and anti-brake-dip feature.

Suspension, Rear B-20, 21
Outboard, parallel-mounted leaf springs, axle housing mounted forward of spring center to prevent rear-end squat. Hotchkiss drive transmits driving thrust through springs to body.

Sway Bar B-18, 19
Standard on all Chrysler and Imperial cars except Windsor.

Swivel Seat, Automatic D-6

T

Taillights A-4, 5, 8, 9

Tank, Fuel
23-gallon capacity; 22-gallon capacity on wagons.

Tappets, Valve C-6, 7
Hydraulic, self-adjusting.

Thermostat

180-degree used on all models.

- Tie-Rod Ends B-18, 19
- Tinted Glass, Solex D-8
Solex green-tinted safety glass reduces glare and solar heat.
- Tires, Captive-Air A-11
(See Captive-Air Tires)
- Tires, Nylon B-32
(See Nylon Tires)
- Tires, Optional Size A-11
- Tires, Tubeless, 4-ply B-32
Standard equipment on the following cars:
Windsor—8.00 x 14"—Blackwall
Saratoga—8.50 x 14"—Blackwall
New Yorker—9.00 x 14"—Blackwall
Imperial Custom and Imperial Crown—
8.20 x 15"—Blackwall
Imperial LeBaron—8.20 x 15"—Whitewall
Tire pressure, Windsor—24 lbs. front, 22
lbs. rear; Saratoga, New Yorker—22 lbs.
front and rear. Imperial—24 lbs. front and
rear.
- Torque (Lb.-Ft.)
Windsor—410 @ 2400 r.p.m.
Saratoga—425 @ 2800 r.p.m.
New Yorker—470 @ 2800 r.p.m.
Imperial—470 @ 2800 r.p.m.
- Torque Converter C-10, 11
Water-cooled converter; ratio, 2.2 to 1 on
all models.
- TorqueFlite Automatic Transmission C-10, 11
Torque converter plus 3-speed planetary
gearsets.
1—2.45 to 1
2—1.45 to 1
Drive—1.00 to 1
Reverse—2.20 to 1
- TorqueFlite Transmission Shifting Speeds. C-10, 11
- Torque Multiplication C-10, 11
Maximum transmission torque multiplication
at breakaway—5.39 to 1 on all models.
- Torsion-Aire Ride B-18, 19
- Torsion-Bar Deck Lid Counterbalance B-15
- Torsion Spring B-18, 19
- Transmission, TorqueFlite C-10, 11
Torque converter plus 3-speed planetary
gearsets.
1—2.45 to 1
2—1.45 to 1
Drive—1.00 to 1
Reverse—2.20 to 1
- Tread, Front and Rear
Windsor and Saratoga—61.0" front, 59.7"
rear; New Yorker—61.2" front, 60.0" rear;
Imperial—61.8" front, 62.2" rear.
- Trim, Exterior A-4, 5, 8, 9
- Trim, Interior A-7, 13
- Turning Diameter, Curb to Curb
Windsor— 43 ft., 8 in.; Saratoga and New
Yorker—46 ft., 7 in.; Imperial—48 ft., 1 in.

U

- Undercoating B-6, 7
Includes fiberglass blanket under hood.
Undercoated at the factory at no extra cost
on New Yorker and all Imperial models.
- Unibody B-2, 3
- Universal Joints C-12 to C-14
Ball-and-trunnion type front, cross-and-roller
type rear on all Chrysler models. Imperial
models use cross-and-rollers front, center
and rear.
- Upholstery Fabrics A-6, 7, 10, 11, 13
- Upholstery Material, Standard and Extra Cost. A-13

V

- Vacuum Door Locks D-8, 9
- Valve Rotation C-6, 7
Exhaust valves only.
- Valve Springs C-6, 7
Single valve springs on all Chrysler and
Imperial engines.
- Valve Tappets C-6, 7
Hydraulic on all engines.
- Valves C-6, 7
(Also see Exhaust Valves; and Intake Valves)
- Vent, Defroster D-2, 3
Stationary-type with heater; adjustable-type
with combined heater and air conditioner.
- Vent Window B-16, 17
- Vent Window, Power
Available on Imperial models only. Standard
on Imperial LeBaron, extra cost on other
Imperial models.
- Ventilation, Crankcase
Filter on intake.
- Visibility A-4, 5, 8, 9
- Visors, Sun B-16, 17
- Voltage
12-volt, all cars.

W

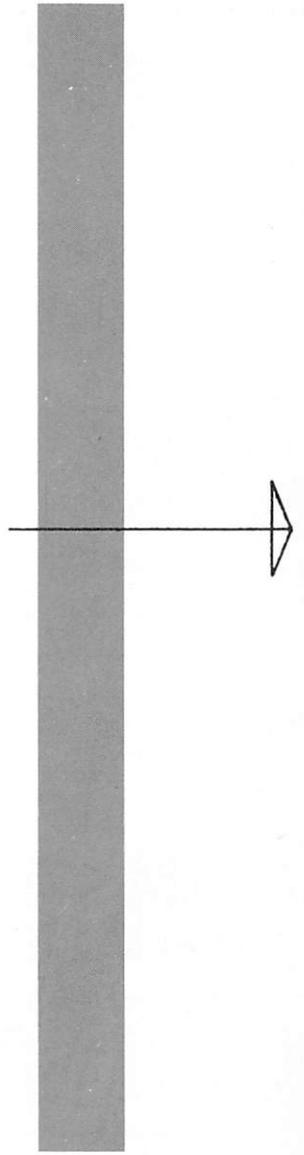
- Water-Resistant Ignition System C-9
- Water Pump C-8, 9
- Weights, Shipping
(See Ross Roy Comparison Pages)
- Wheelbase
Windsor—122"; Saratoga—126";
New Yorker—126"; Imperials—129".
- Wheel Bearings C-12, 13
Tapered-roller, front and rear wheels.
- Wheel Covers A-4, 5, 8, 9
- Wheels, Safety-Rim B-32
(See Safety-Rim Wheels)
- Width, Over-all A-14 to 21

CHRYSLER

Styling and Models

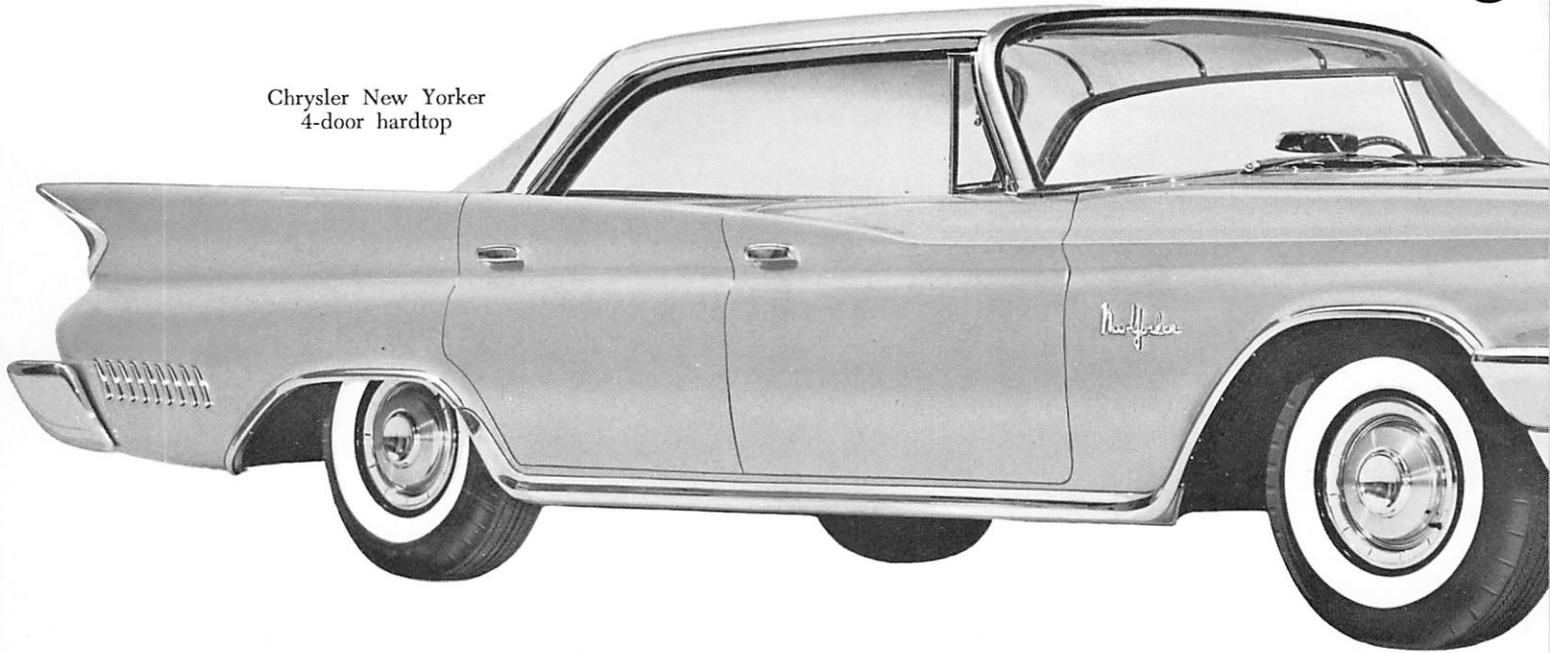
IMPERIAL

- A-2, 3 Chrysler styling features
- A-4, 5 Chrysler exterior styling details
 - A-6 Chrysler instrument panel
 - A-7 Chrysler interiors
- A-8, 9 Imperial exterior styling
- A-10, 11 Imperial interior
 - A-12 Exterior colors
 - A-13 Interior trims
- A-14, 21 Model differences
- A-22 300-F



Beautiful new Chryslers . . . the only

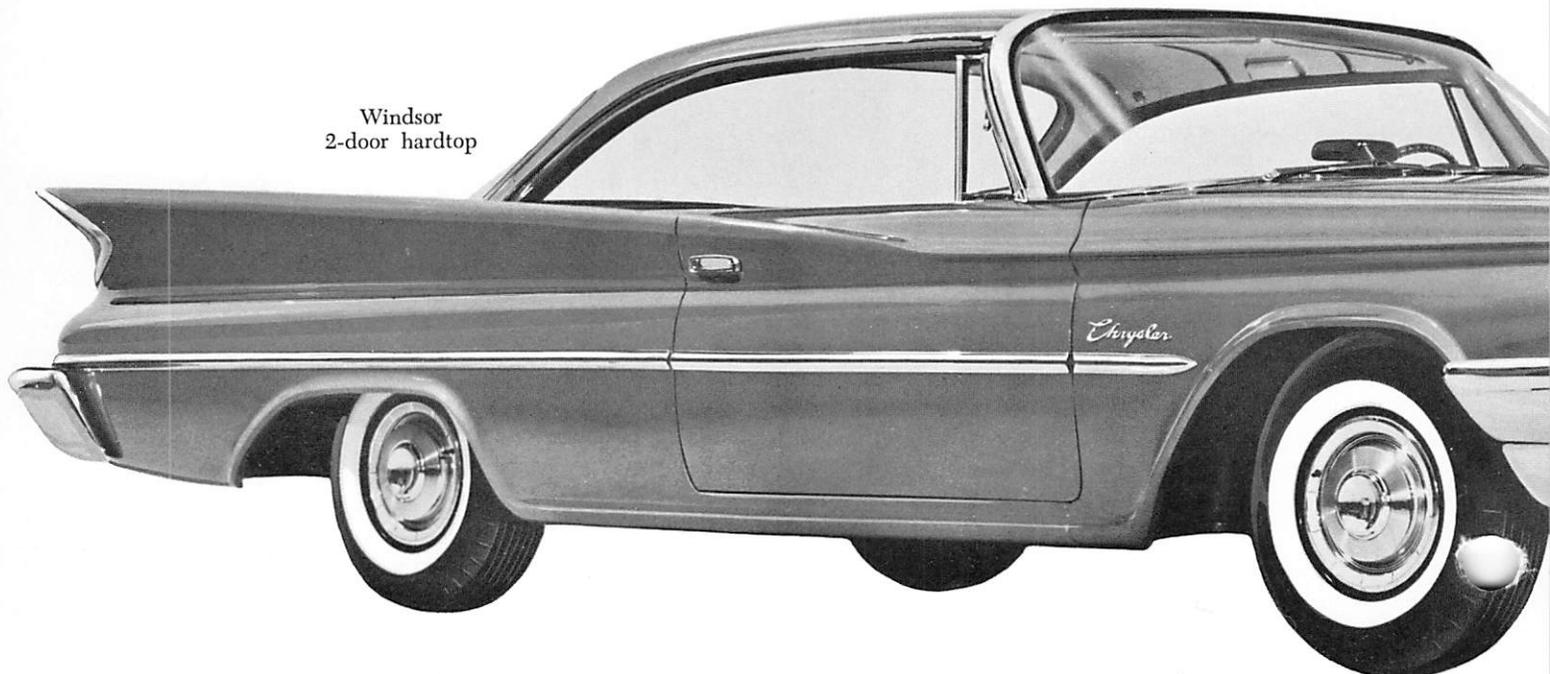
Chrysler New Yorker
4-door hardtop



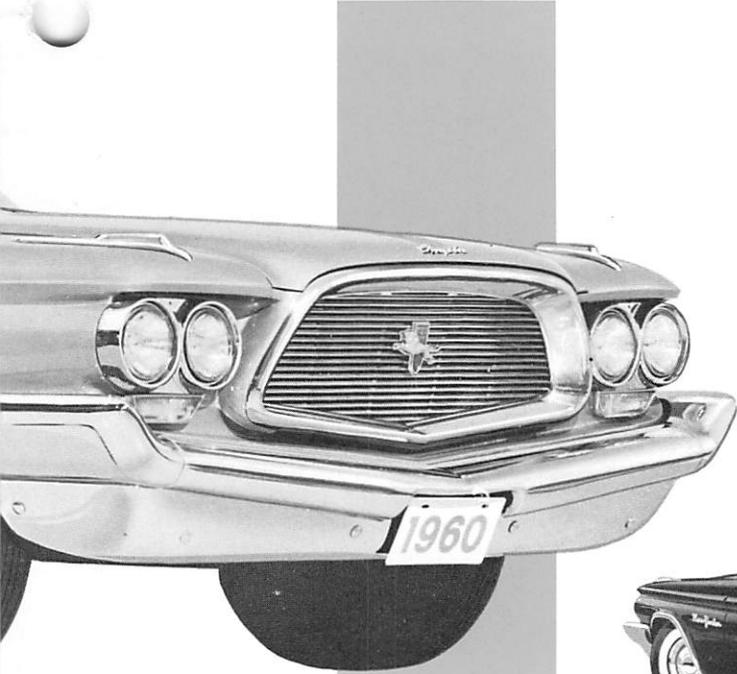
Every perfectly integrated line of the 1960 Chrysler is NEW, with a sophistication that is highly distinctive, yet reflecting good taste. Length and lowness are emphasized by body sculpturing that sweeps back from headlights to the new, integrated fins. Rooflines are thin and trim looking. New grilles, with a rakish, swept-back look, are patterned after the high-performance Chrysler 300. The New Yorker grille emphasizes a horizontal motif with satin-finish, extruded aluminum bars, deeply recessed in a massive frame of chrome.

Windsor and Saratoga grilles present a field of fine-mesh, anodized aluminum within a narrow frame. All grilles feature a Golden Lion medallion. Massive new gull-wing bumpers are simple in line, with an upward flare to provide a broad protective surface. Wrap-around bumper wings sweep back to the front wheelhousing. New name plates on front fenders identify each series. Windsor carries the "Chrysler" name; Saratoga and New Yorker, their own names. New Yorker and Saratoga are four inches longer than Windsor from front door forward.

Windsor
2-door hardtop



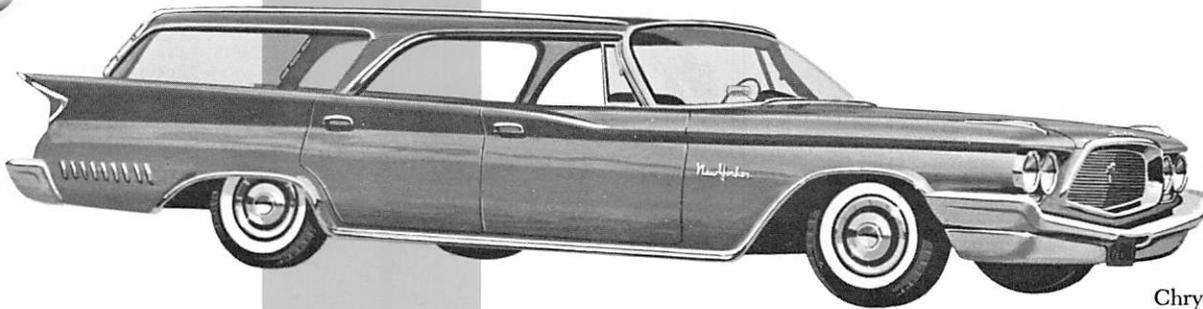
"All-New" cars in their field



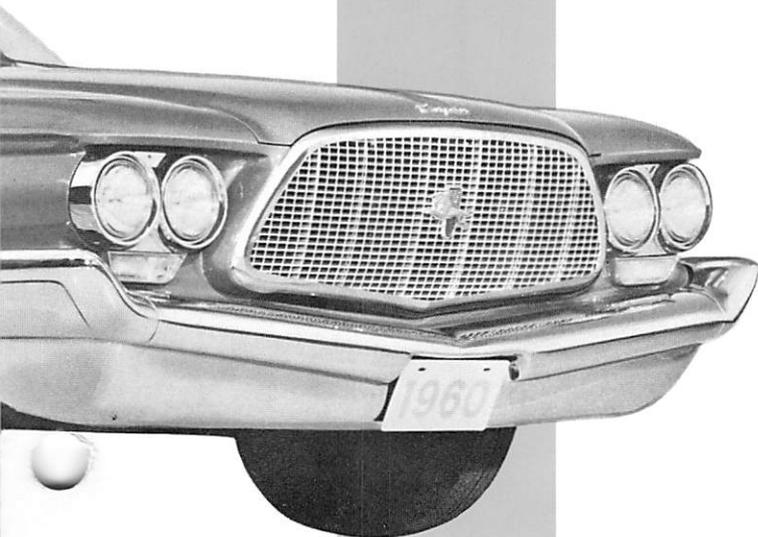
Smartest going-away look on the road belongs to Chrysler, and nowhere is this better exemplified than in the smart New Yorker Convertible. The new deck lid has a narrow, sculptured groove — highlighted on the New Yorker by a gleaming chrome insert. Distinctive new taillights are readily recognized to be a stylized adaptation of Chrysler's famous "Forward Look" emblem. Cleanly styled rear bumpers have a protective upward flare at the wraparound.



Chrysler New Yorker
Convertible



Chrysler New Yorker
Town and Country Wagon



New hardtop styling for Chrysler Town and Country Wagons carries this popular body model to a new high plateau in eye-appealing smartness.

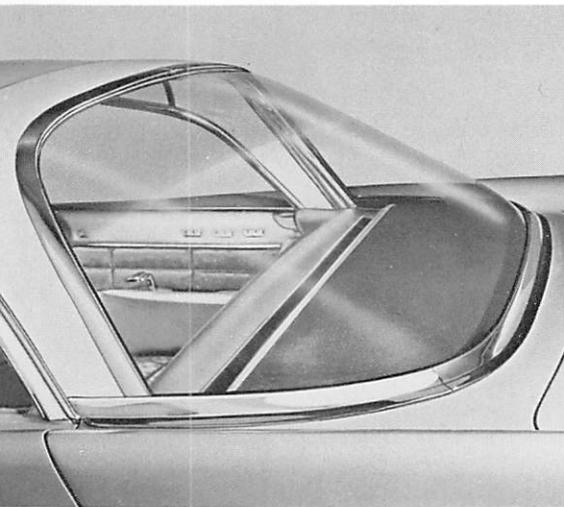
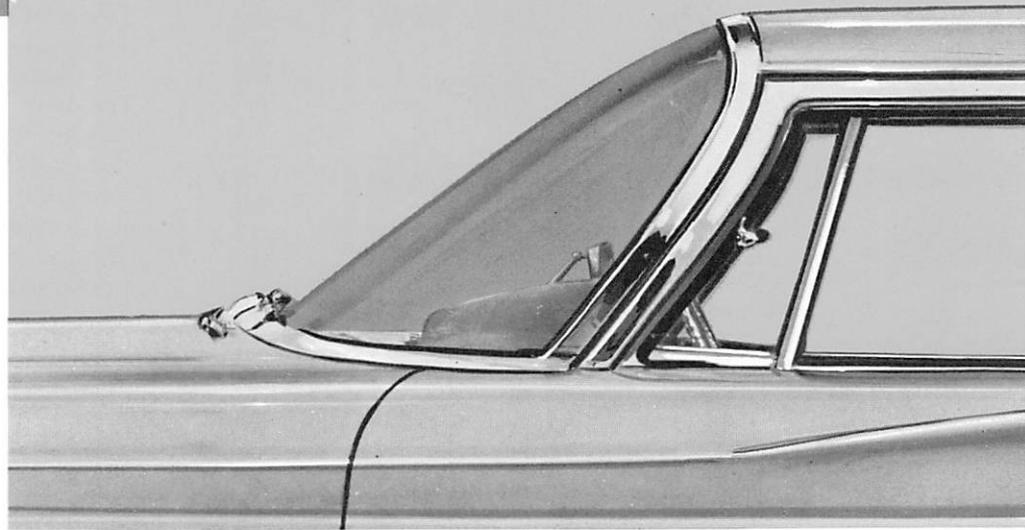
Completely new, Chrysler Town and Country Wagons feature long, low lines—large glass areas, unbroken by center door post — and wrap-over windshield. A chrome, full-length roof molding extends down both sides of the rear window, widening into a double rail at this point to function as a convenient assist handle. This feature is standard equipment in both Windsor and New Yorker wagons.

NOTE: For complete information on colors, trim options, model differences, etc., please refer to pages A-12 through A-21.

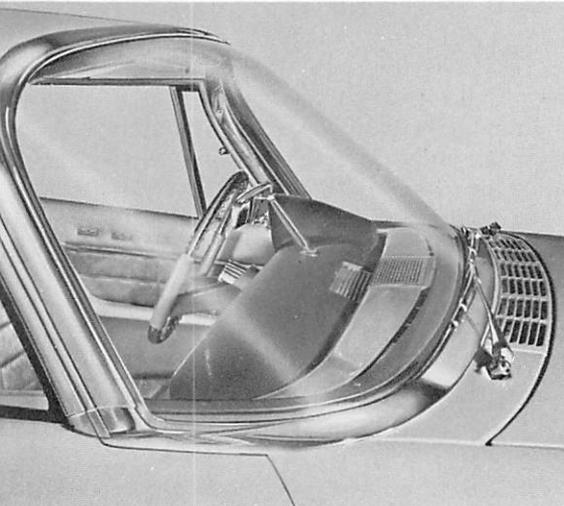
Chrysler styling details combine

NEW HARDTOP LOOK ON 4-DOOR SEDANS

Stainless steel moldings completely surround side windows on Windsor, Saratoga and New Yorker 4-door sedans to give them the appearance of a hardtop. The body used for the hardtop is identical except for this feature, and the full-length "Safety" B-post.



New, extra-large Solex-shaded rear window is standard on New Yorker 4-door hardtops — optional equipment on Windsor and Saratoga 4-door hardtops. On 2-door hardtops, a large, clear rear window is standard. With Solex glass option, this rear window is shaded at the top.



New, wrap-over windshields are standard on 4-door sedans and Town and Country Wagons. All 4-door sedans take on even more of a hardtop appearance. And when combined with large glass area, "greenhouse" visibility stretches all around the car. Stainless steel trim surrounds the windshield to further enhance its appearance.

NEW, EXCLUSIVE, TRIPLE-LIFE CHROME PROCESS

is used on all exterior chrome-plated parts. It does just what its name implies — prevents pitting, rusting or peeling of chrome to keep it *new-looking for three times as long* as the ordinary life expectancy of previously used chrome.

good looks with practical benefits

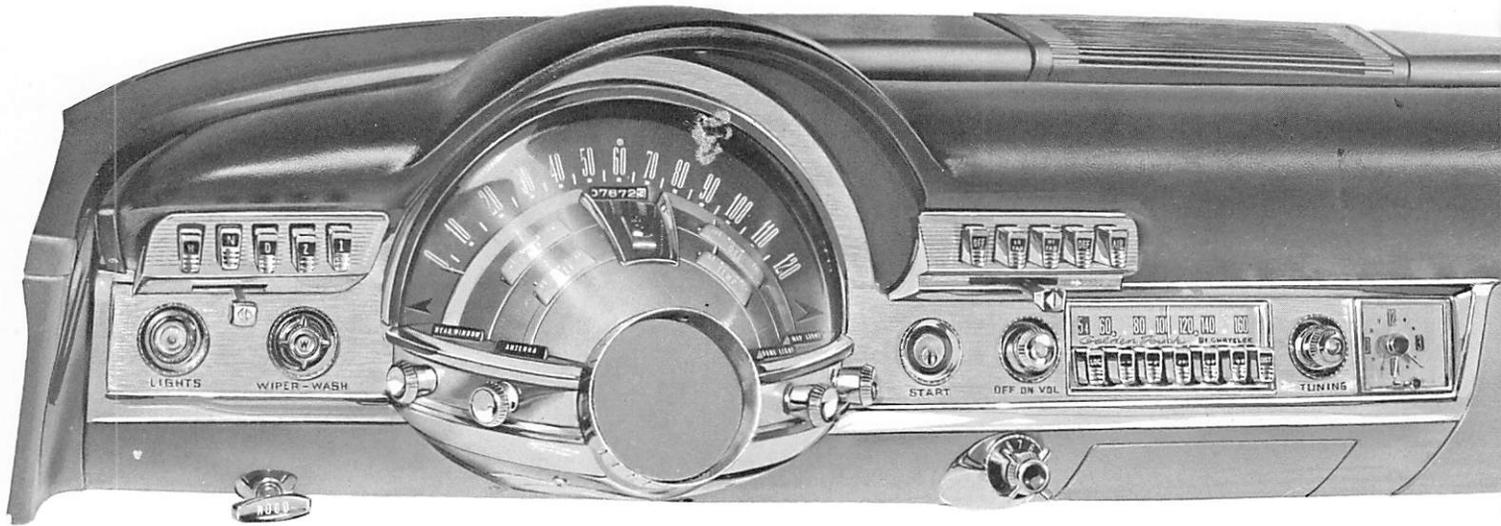


New front-end styling, as seen in this close-up of the New Yorker, is both beautiful and practical. One-piece, gull-wing bumpers provide a broad protective area, with heavy bumper metal wrapping under as well as around. Bumper guards are not necessary. License plate is recessed for protection. The functional grille is shaped to provide maximum cooling, following the basic contour of the radiator behind it. Sculptured windsplit down the hood functions like a gunsight, aiming down the highway. Fender-top ornaments are standard on New Yorker models.

Chrysler's broad, smooth-sloping rear deck means a wider, deeper trunk. Flight-Sweep deck (optional equipment), shown here, is molded into the lid — not bolted on as are the spare tire ornaments of some cars. Deck lid lock below the lid, instead of on it, keeps the keys within reach when the lid is up. Smoothly rounded corners and turned-under rear deck give a unified look. Fuel filler location is behind the license plate and off the fender, for a neater appearance. License plate is recessed for protection. Rubber-tipped rear bumper guards are standard on the New Yorker.



All-New Chrysler Interiors styled



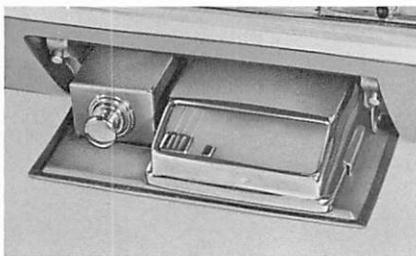
New steering wheels (New Yorker shown) feature more easily held handgrips; slightly flattened lower rims. Deluxe version, shown here, has two tapered, foam-padded arms forming an inverted "V", for a clear view of the panel.



Large glove box opens with door flat, has four convenient, recessed cup holders. New spring clip holds road maps ready for easy access.



Bin-type ash receiver is easy to use, has large capacity. Cigar lighter is placed next to ash tray, conveniently located for driver and passengers.



New, driver-centered Chrysler instrument panel — Every control, every gauge on the unique, new, "driverized" Chrysler instrument panel is positioned for easy reach and easy reading. Styling is balanced, with the central theme of a half-hemisphere projecting toward the driver. Within this are speedometer, odometer, and the various gauges. Space on both sides of the "hemisphere" base is utilized for some of the accessory controls. Push-button panels for transmission and heater operation are in perfect balance.

New, exclusive, Panelescent lighting of speedometer numbers, gauge indices and pointers on the instrument panel has a pleasing, soft green glow, rather than the yellow glare of ordinary lighting. It is easier to read instruments, and easier on the eyes. Lighting is flat, without shadows, and does not affect vision as the driver looks from instrument panel to road. Since no light bulbs are involved, instrument panel lighting will last for the life of the car.

for smart looks and convenience

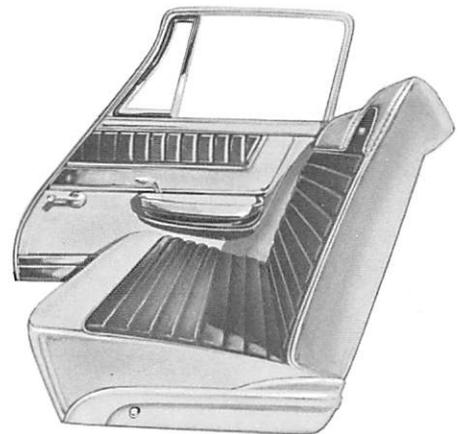
NEW YORKER INTERIORS

Completely new for 1960, New Yorker interiors express a degree of luxury and refinement that places them on a par with competitive makes of cars in the high-price luxury class. Sedans are trimmed with all-wool broadcloth bolsters and nylon-faced fabric with metallic threads. Hardtops have vinyl bolsters. New, formed carpeting is heavy, cut pile — will not scuff, wrinkle or slide out of place. Matching door trim includes aluminized scuff panel — and new, fully integrated armrests. An all-wool broadcloth trim is also available on sedans at no extra cost.



SARATOGA INTERIORS

New interiors for the Saratoga series have a striking horizontal motif on seats and seat-backs, with a contrasting, vertical motif on door trim. Inserts are long-wearing, nylon-faced fabric. Bolsters are vinyl. Door panel trim is all-vinyl, with aluminized vinyl scuff panel. Form-fitting carpeting is a deep, loop-pile rayon. Nylon-faced fabrics are solution-dyed (color added before threads are spun) which means improved colorfastness and resistance to humidity and sunlight.



WINDSOR INTERIORS

Also upgraded in quality of trim, new Windsor interiors present an appearance worthy of cars in a much higher price class. Seats and seat-backs have vinyl bolsters, with Jacquard-weave inserts of nylon-faced fabric, button-tufted for an added look of luxury. Fabrics are solution-dyed. Door trim is all-vinyl, with upper panel trimmed in a basket-weave, metallic-finish vinyl. Form-fitted carpeting is deep, loop-pile rayon.

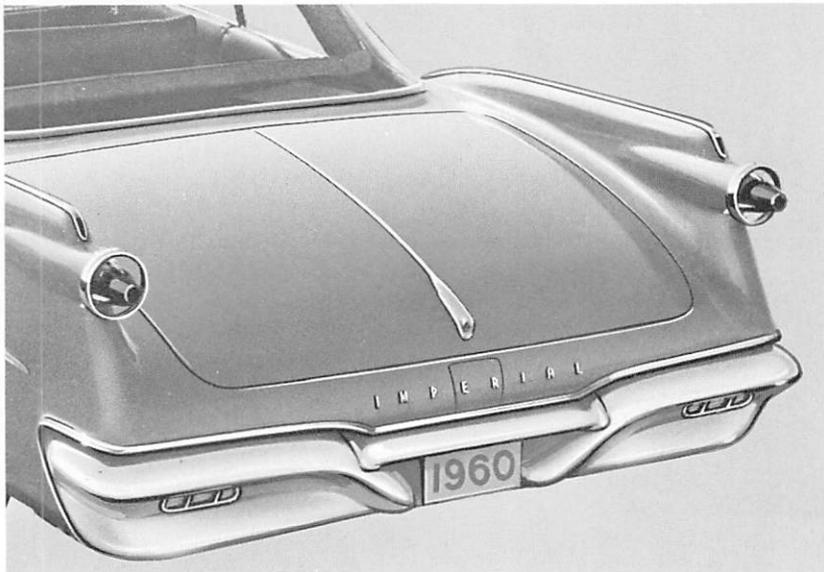
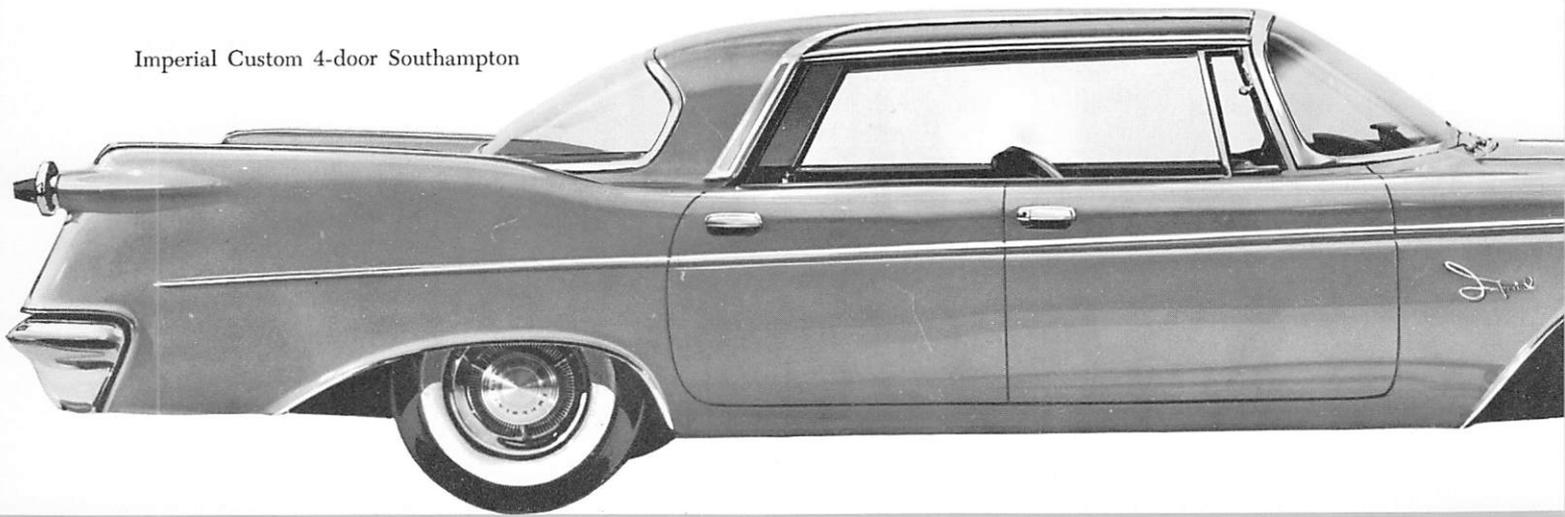


NOTE: For complete information on interior trims, see page A-13, in this section.

Imperial... the only



Imperial Custom 4-door Southampton



New rear deck styling slopes gracefully back, then turns under slightly. Chrome molding starts at the top and widens gradually until it terminates at the deck lid handle with a crown emblem. Simulated spare tire mounting is available as optional, extra-cost equipment.

New fuel-filler pipe location, just below deck lid handle and lock, is more convenient to use from either side. Pipe does not intrude into interior of trunk.



"All-New" luxury car!

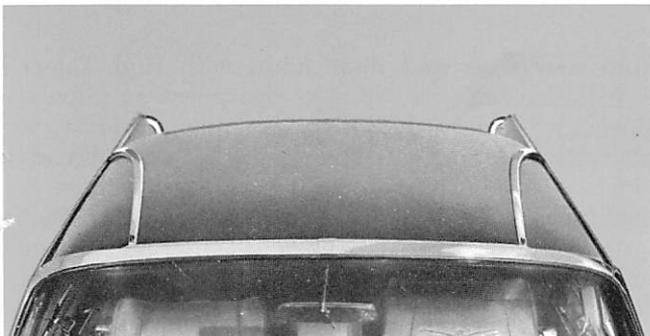
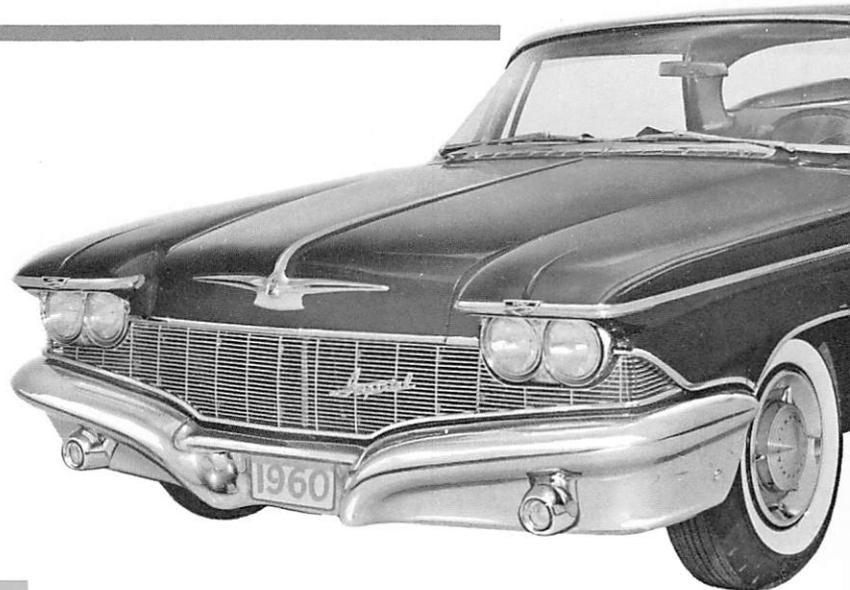
New styling, worthy of Imperial's prestige position as "America's most carefully built car", presents a completely new look. It is a look of classic length — with a silhouette that is highlighted by new fins, side sculpturing, and a dramatic new roof treatment. More classic lines of the new hood and rear deck amplify a feeling of refinement. New, integrated bumpers blend smoothly into front- and rear-quarter sheet metal. And the characteristic, Imperial gunsight taillights are highlighted by longer nacelles and chrome rings. All exterior chrome uses the new Triple-Life plating process, as described on Page A-4. Curved side-window glass continues to be an exclusive Imperial feature, giving further authority to Imperial's custom-built look.

ALL-NEW FOR 1960

- Completely restyled body
- New landau roof and moldings
- New side chrome molding
- New bumpers, front and rear
- New sculptured hood
- New grille and name plate
- New headlight treatment
- New Imperial eagle hood ornament
- New shape to rear window
- New fins and taillights
- New deck lid (and simulated tire embossment*)
- New backup lights
- New wheel covers
- New fuel-filler location

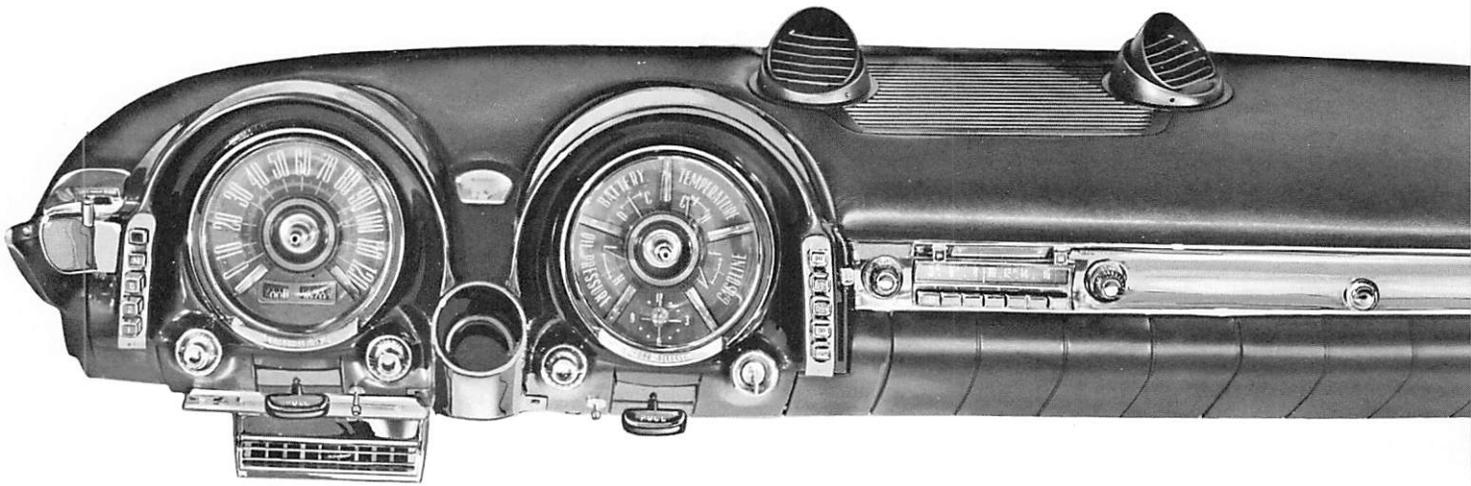
*optional equipment

New front-end styling is a masterpiece of integrated mass and smooth-flowing line. The clean, chrome-plated Imperial grille emphasizes width and lowness. Massive, flaring bumper is smoothly contoured to become an integral part of the overall theme. New headlight treatment is complemented by the broad wings of the new Imperial eagle hood ornament. Flowing back from this is a new, tapering windsplit extending for the full length of the hood.

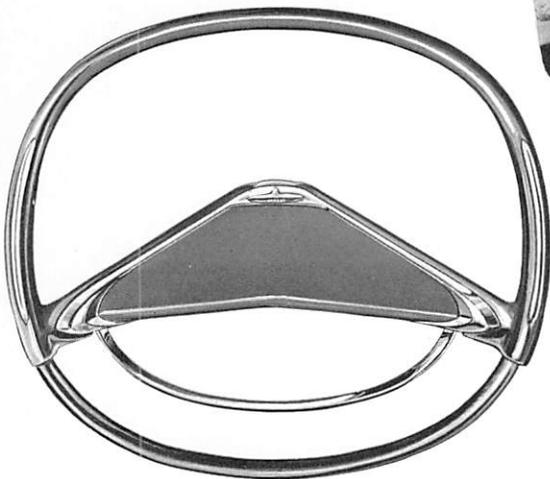


New landau roof treatment carries the raised canopy area forward to the windshield. When a two-tone treatment is ordered for Imperial Custom or Crown, the raised portion of the roof is body color, with the remainder in contrasting color. On Imperial LeBaron models, the outer roof panels are stainless steel — with this feature optional equipment on Custom and Crown 4-door hardtops and sedans.

New Imperial interior styling



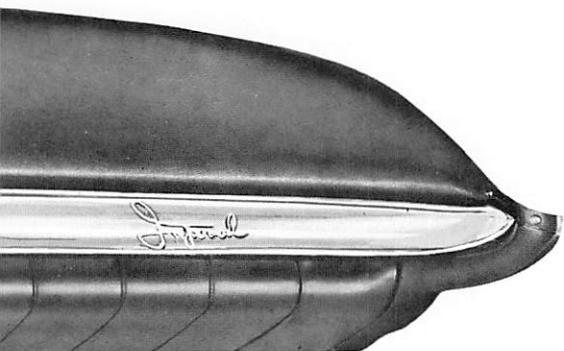
New, elliptical steering wheel, with richly padded, deep-dish cross-bar, gives a unique and exclusive appearance to the entire group of driving controls.



Imperial Custom 4-door sedan trim

Luxurious new seats and door trim, with High Tower driver's seat, give Imperial's front compartment an impressive appearance — unmatched by any other luxury-type automobile. New fabrics — including nylons, wool broadcloth, vinyls and metallic leathers — have been upgraded in their quality of richness and eye-appeal. Folding, front center armrest, is standard on Crown and LeBaron 4-door models, N.A. on other models. For complete information on interior trims, please refer to page A-13.

sets a new, high standard of elegance



New Imperial instrument panel presents a perfectly symmetrical arrangement of controls and instruments, styled for easy, driver-centered operation and reading. Two large, circular instrument clusters contain all visual references, with speedometer group at left, and engine gauge group at the right of the steering column. Exclusive to Imperial are the vertically arranged TorqueFlite push buttons at the left, and heater push buttons at the right. Panelescent lighting, described on page A-6, is also a feature. Bulbs are used only with the new, recessed, directional signal light indicator, and heater and transmission buttons. Glove box is flock-lined.

Beautifully appointed and trimmed rear compartment of the Imperial carries fine-car luxury to a new high. Styling is given unusual richness by the simplicity of forms and the lustrous beauty of fine fabrics and vinyls in subdued, harmonizing colors. Rich, deep-pile, "wall-to-wall" carpeting is formed to floor contours—will not wrinkle or slide out of place. Door kick panels are carpeted for an additional touch of luxury. Folding rear center armrest is standard equipment in rear compartment of all Imperials.



New, polished aluminum door-sill plate has molded rubber insert for safety. Recessed "Imperial" letters extend the identification of "America's most carefully built car", to the threshold.

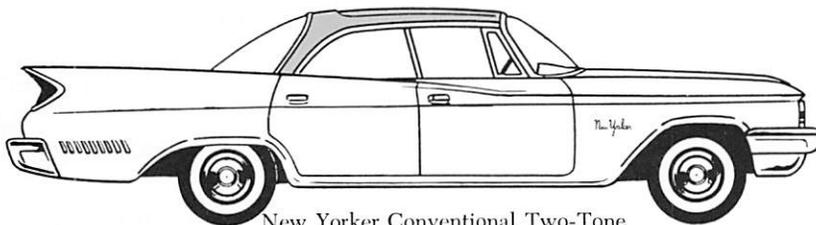


Exterior colors

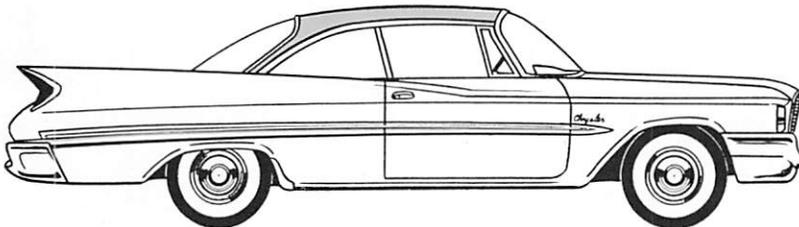
CHRYSLER SINGLE COLORS

Lustre-Bond
Sunburst
Formal Black
Starlight Blue
Surf Green
Seaspray
Lilac
Daytona Sand
Alaskan White
Petal Pink

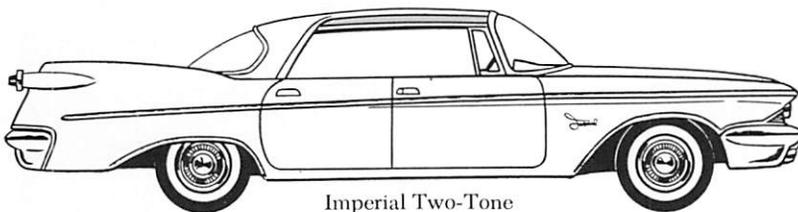
Lustre-Bond Super Metallic
Polar Blue
Ivy Green
Silverpine
Bluegrass
Sheffield Silver
Executive Gray
Toreador Red
Iris
Autumn Haze
Terra Cotta



New Yorker Conventional Two-Tone



Windsor and Saratoga Side Insert Two-Tone.
(Side Insert Two-Tone N.A. on New Yorker models.)



Imperial Two-Tone

IMPERIAL SINGLE COLORS

Lustre-Bond
Sunburst*
Formal Black
Glacier Blue
Light Mint
Beach Beige
Dawn Mauve*
Regal Red*
Regent Ruby
Alaskan White

Lustre-Bond Super Metallic
Sheffield Silver
Moonstone Blue
Cedar Green
Powdered Bronze
Dusk Mauve*
Executive Gray
Midnight Blue
Silverpine*

*Not available on LeBaron models.

CHRYSLER

TWO-TONE COMBINATIONS

Major Color	Roof & Side Insert Color
Sunburst	Alaskan White
Formal Black	Sheffield Silver
Formal Black	Toreador Red
Formal Black	Alaskan White
Starlight Blue	Polar Blue
Starlight Blue	Alaskan White†
Polar Blue	Alaskan White
Surf Green	Ivy Green
Surf Green	Alaskan White†
Ivy Green	Alaskan White†
Silverpine	Formal Black†
Silverpine	Alaskan White
Seaspray	Bluegrass
Seaspray	Alaskan White†
Bluegrass	Formal Black†
Bluegrass	Alaskan White
Sheffield Silver	Alaskan White†
Executive Gray	Formal Black†
Executive Gray	Sheffield Silver†
Executive Gray	Alaskan White†
Toreador Red	Alaskan White
Lilac	Iris
Lilac	Alaskan White†
Iris	Formal Black†
Iris	Alaskan White
Daytona Sand	Autumn Haze
Autumn Haze	Formal Black†
Autumn Haze	Alaskan White
Alaskan White	Terra Cotta
Petal Pink	Alaskan White†
Petal Pink	Terra Cotta

†Indicates color combinations that are *not* reversible.

IMPERIAL

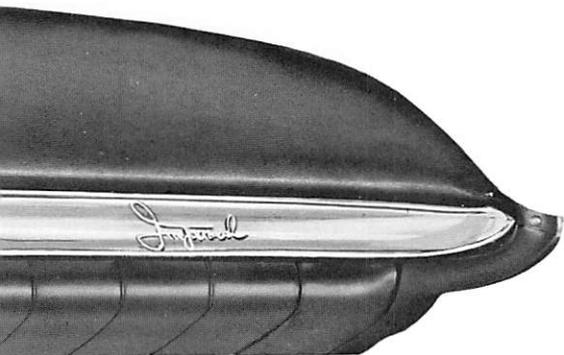
TWO-TONE COMBINATIONS

(N.A. on LeBaron)

Major Color	Roof Insert Color
Sunburst	Alaskan White†
Formal Black	Sheffield Silver†
Glacier Blue	Moonstone Blue
Moonstone Blue	Midnight Blue
Midnight Blue	Sheffield Silver†
Cedar Green	Formal Black†
Light Mint	Cedar Green
Silverpine	Formal Black†
Sheffield Silver	Executive Gray
Regent Ruby	Formal Black†
Regent Ruby	Sheffield Silver†
Regal Red	Formal Black†
Dawn Mauve	Dusk Mauve
Dusk Mauve	Formal Black†
Beach Beige	Powdered Bronze
Powdered Bronze	Formal Black†
Formal Black	Alaskan White

†Indicates color combinations that are *not* reversible.

sets a new, high standard of elegance

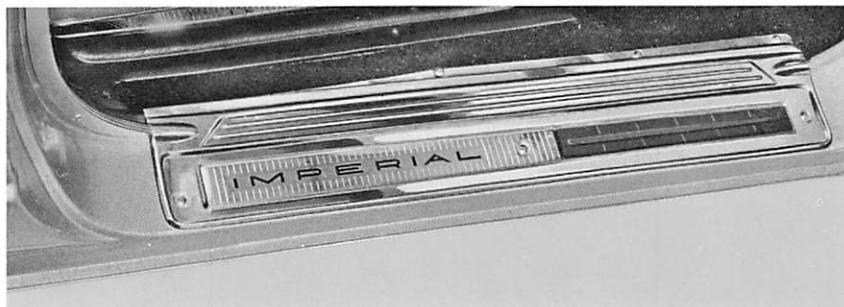


New Imperial instrument panel presents a perfectly symmetrical arrangement of controls and instruments, styled for easy, driver-centered operation and reading. Two large, circular instrument clusters contain all visual references, with speedometer group at left, and engine gauge group at the right of the steering column. Exclusive to Imperial are the vertically arranged TorqueFlite push buttons at the left, and heater push buttons at the right. Panelescent lighting, described on page A-6, is also a feature. Bulbs are used only with the new, recessed, directional signal light indicator. Glove box is flock-lined.

Beautifully appointed and trimmed rear compartment of the Imperial carries fine-car luxury to a new high. Styling is given unusual richness by the simplicity of forms and the lustrous beauty of fine fabrics and vinyls in subdued, harmonizing colors. Rich, deep-pile, "wall-to-wall" carpeting is formed to floor contours — will not wrinkle or slide out of place. Door kick panels are carpeted for an additional touch of luxury. Folding rear center armrest is standard equipment in rear compartment of all Imperials.



New, polished aluminum door-sill plate has molded rubber insert for safety. Recessed "Imperial" letters extend the identification of "America's most carefully built car", to the threshold.

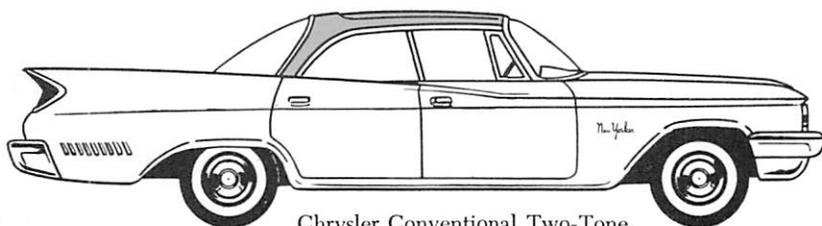


Exterior colors

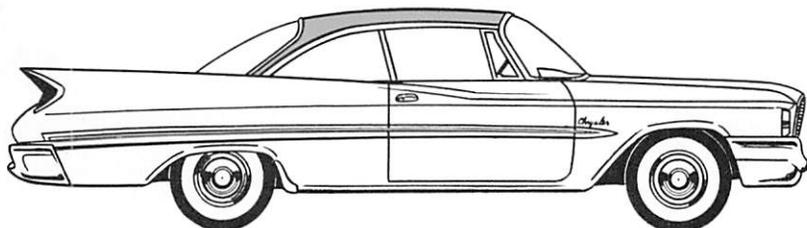
CHRYSLER SINGLE COLORS

Lustre-Bond
 Sunburst
 Formal Black
 Starlight Blue
 Surf Green
 Seaspray
 Lilac
 Daytona Sand
 Alaskan White
 Petal Pink

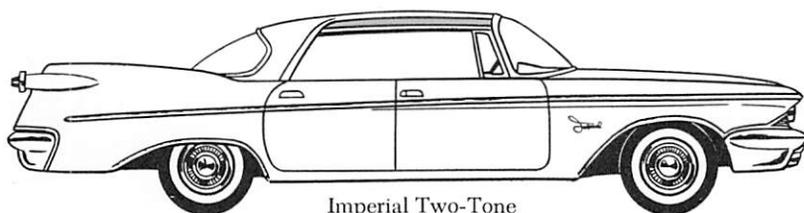
Lustre-Bond Super Metallic
 Polar Blue
 Ivy Green
 Silverpine
 Bluegrass
 Sheffield Silver
 Executive Gray
 Toreador Red
 Iris
 Autumn Haze
 Terra Cotta



Chrysler Conventional Two-Tone



Windsor and Saratoga Side Insert Two-Tone.
 (Side Insert Two-Tone N.A. on New Yorker models.)



Imperial Two-Tone

IMPERIAL SINGLE COLORS

Lustre-Bond
 Sunburst*
 Formal Black
 Glacier Blue
 Light Mint
 Beach Beige
 Dawn Mauve*
 Regal Red*
 Regent Ruby
 Alaskan White

Lustre-Bond Super Metallic
 Sheffield Silver
 Moonstone Blue
 Cedar Green
 Powdered Bronze
 Dusk Mauve*
 Executive Gray
 Midnight Blue
 Silverpine*

*Not available on LeBaron models.

CHRYSLER

TWO-TONE COMBINATIONS

Major Color	Roof & Side Insert Color
Sunburst	Alaskan White
Formal Black	Sheffield Silver
Formal Black	Toreador Red
Formal Black	Alaskan White
Starlight Blue	Polar Blue
Starlight Blue	Alaskan White†
Polar Blue	Alaskan White
Surf Green	Ivy Green
Surf Green	Alaskan White†
Ivy Green	Alaskan White†
Silverpine	Formal Black†
Silverpine	Alaskan White
Seaspray	Bluegrass
Seaspray	Alaskan White†
Bluegrass	Formal Black†
Bluegrass	Alaskan White
Sheffield Silver	Alaskan White†
Executive Gray	Formal Black†
Executive Gray	Sheffield Silver†
Executive Gray	Alaskan White†
Toreador Red	Alaskan White
Lilac	Iris
Lilac	Alaskan White†
Iris	Formal Black†
Iris	Alaskan White
Daytona Sand	Autumn Haze
Autumn Haze	Formal Black†
Autumn Haze	Alaskan White
Alaskan White	Terra Cotta
Petal Pink	Alaskan White†
Petal Pink	Terra Cotta

†Indicates color combinations that are not reversible.

IMPERIAL

TWO-TONE COMBINATIONS

(N.A. on LeBaron)

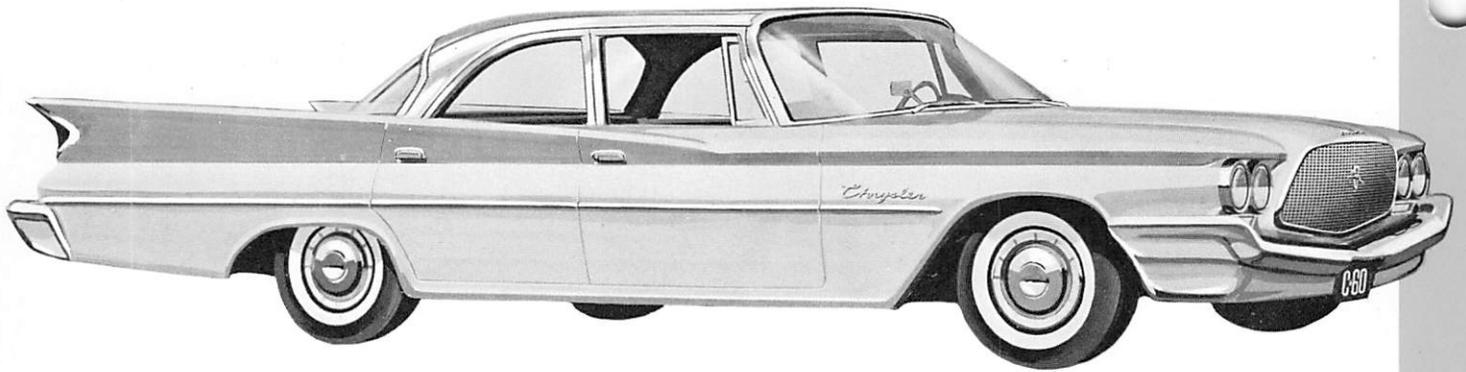
Major Color	Roof Insert Color
Sunburst	Alaskan White†
Formal Black	Sheffield Silver†
Glacier Blue	Moonstone Blue
Moonstone Blue	Midnight Blue
Midnight Blue	Sheffield Silver†
Cedar Green	Formal Black†
Light Mint	Cedar Green
Silverpine	Formal Black†
Sheffield Silver	Executive Gray
Regent Ruby	Formal Black†
Regent Ruby	Sheffield Silver†
Regal Red	Formal Black†
Dawn Mauve	Dusk Mauve
Dusk Mauve	Formal Black†
Beach Beige	Powdered Bronze
Powdered Bronze	Formal Black†
Formal Black	Alaskan White

†Indicates color combinations that are not reversible.

Interior trims

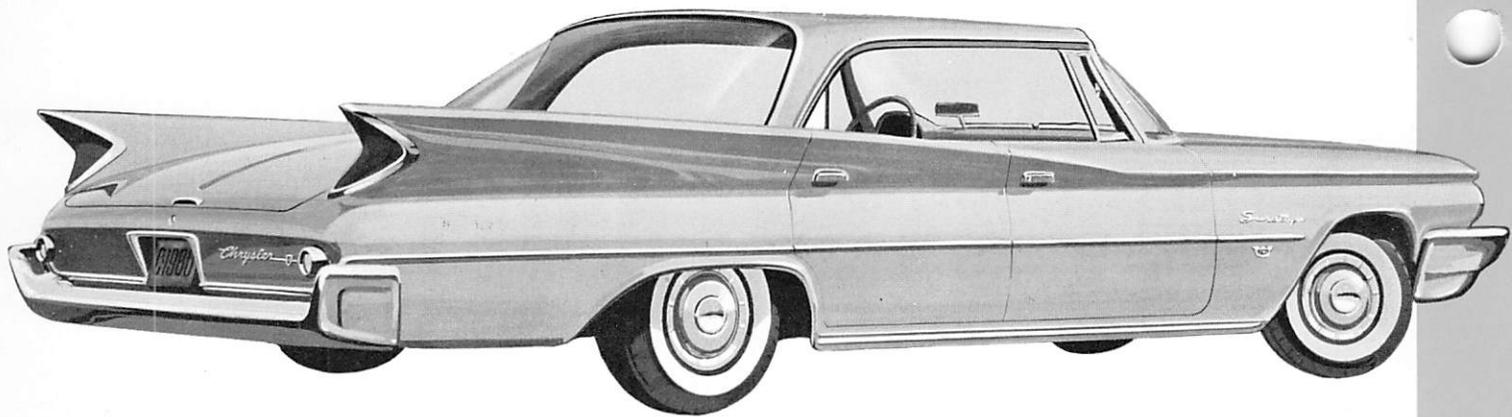
	Cloth and Vinyl Bolster	Cloth and Cloth Bolster	All-Wool Broadcloth	All-Vinyl	All-Leather	Floor Covering	Headlining
WINDSOR							
4-Door Sedan	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Cloth
4-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
2-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
Convertible	N.A.	N.A.	N.A.	Std.	N.A.	Carpet	—
Station Wagon	N.A.	N.A.	N.A.	Std.	N.A.	Rubber	Perforated Hardboard
SARATOGA							
4-Door Sedan	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Cloth
4-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
2-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
NEW YORKER							
4-Door Sedan	N.A.	Std.	Std.	N.A.	Extra	Carpet	Cloth
4-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
2-Door Hardtop	Std.	N.A.	N.A.	Extra	N.A.	Carpet	Perforated Vinyl
Convertible	Std.	N.A.	N.A.	Std.	N.A.	Carpet	—
Station Wagon	Std.	N.A.	N.A.	Std.	N.A.	Carpet	Perforated Hardboard
	Cloth and Vinyl Bolster	Cloth and Cloth Bolster	Cloth and Leather Bolster	All-Wool Broadcloth	All-Leather	Floor Covering	Headlining
IMPERIAL CUSTOM							
4-Door Sedan	Std.	N.A.	N.A.	N.A.	N.A.	Carpet	Cloth
4-Door Hardtop	Std.	N.A.	N.A.	N.A.	N.A.	Carpet	Perforated Vinyl
2-Door Hardtop	Std.	N.A.	N.A.	N.A.	N.A.	Carpet	Perforated Vinyl
IMPERIAL CROWN							
4-Door Sedan	N.A.	Std.	Std.	N.A.	Extra	Carpet	Cloth
4-Door Hardtop	N.A.	N.A.	Std.	N.A.	Extra	Carpet	Perforated Vinyl
2-Door Hardtop	N.A.	N.A.	Std.	N.A.	Extra	Carpet	Perforated Vinyl
Convertible	N.A.	N.A.	N.A.	N.A.	Std.	Carpet	—
IMPERIAL LE BARON							
4-Door Sedan	N.A.	N.A.	N.A.	Std.	N.A.	Carpet	Suede
4-Door Hardtop	N.A.	N.A.	Std.*	Std.	N.A.	Carpet	Perforated Suede

*Broadcloth and leather on this model only.



Chrysler 4-Door Sedans

Chrysler 4-Door Hardtops



BASIC SPECIFICATIONS

4-DOOR SEDANS AND HARDTOPS

	Windsor	Saratoga	New Yorker
Wheelbase.....	122"	126"	126"
Over-all length.....	215.4"	219.4"	219.6"
Over-all width.....	79.4"	79.4"	79.4"
Over-all height (loaded).....	54.9"	55.2"	55.6"
Tread—front.....	61.0"	61.0"	61.2"
—rear.....	59.7"	59.7"	60.0"
Overhang—front.....	34.7"	34.7"	34.7"
—rear.....	58.7"	58.7"	58.9"
Road clearance.....	5.2"	5.5"	5.9"
Total glass area, sq. in.—4-door sedan.....	4044	4044	4044
—4-door hardtop.....	4088	4088	4785
Axle ratio—TorqueFlite transmission.....	2.93 to 1	2.93 to 1	2.93 to 1
—Manual transmission.....	3.73 to 1	—	—

EQUIPMENT DIFFERENCES

	4-DOOR SEDANS AND 4-DOOR HARDTOPS		
	Windsor	Saratoga	New Yorker
Armrest, rear seat center.....	N.A.	N.A.	Std.
Backup lights.....	Extra	Std.	Std.
Brake size.....	11 x 2½"	12 x 2½"	12 x 2½"
Bumper guards, rear.....	Extra	Extra	Std.
Carburetor.....	2-bbl.	4-bbl.	4-bbl.
Dual exhausts.....	N.A.	Extra	Std.
Electric clock.....	Extra	Std.	Std.
Foam rubber seat-back, front.....	N.A.	N.A.	Std.
Foam rubber seat cushion, rear.....	Extra	Std.	Std.
Glove box light.....	Extra	Std.	Std.
Hand-brake warning light.....	Extra	Std.	Std.
Large rear window (N.A. 4-Dr. Sedans).....	Extra	Extra	Std.
Louvers, rear quarter panel.....	N.A.	N.A.	Std.
Luggage compartment light.....	Extra	Std.	Std.
Mirror, inside tilt-type non-glare..	Extra	Extra	Std.
Mirror, outside left, remote-control	Extra	Extra	Std.
Mirror, vanity.....	Extra	Extra	Std.
Molding, door edge protector.....	Extra	Extra	Std.
Molding, drip rail cover (No difference 4-Dr. Sedans) ...	Narrow	Narrow	Wide
Molding, sill.....	Extra	Std.	Std.
Molding, spear-type body side....	Std.	Std.	N.A.
Molding, wheel opening— front and rear.....	N.A.	N.A.	Std.
Ornament, fender.....	Extra	Extra	Std.
Padded instrument panel.....	Extra	Std.	Std.
Power brakes.....	Extra	Std.	Std.
Power steering.....	Extra	Std.	Std.
Power windows.....	Extra	Extra	Std.
Steering wheel, plastic with padded horn ring.....	Extra	Extra	Std.
Steering wheel, rubber.....	Std.	Std.	N.A.
Stone shields.....	Extra	Std.	Std.
Sway eliminator shaft.....	N.A.	Std.	Std.
Switch, rear door, remote-control..	Extra	Std.	Std.
Transmission, TorqueFlite.....	Extra	Std.	Std.
Tire size.....	8.00 x 14"	8.50 x 14"	9.00 x 14"
Trunk floor covering.....	Rubber	Rubber	Carpet
Undercoating.....	Extra	Extra	Std.
Wheel covers.....	Extra	Std.	Std.
Windshield washer.....	Extra	Std.	Std.

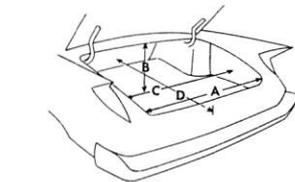
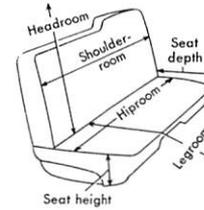
ENGINE DIFFERENCES

	4-DOOR SEDANS AND HARDTOPS		
	Windsor	Saratoga	New Yorker
Piston displacement.....	383 cu. in.	383 cu. in.	413 cu. in.
Bore and stroke.....	4.03" x 3.75"	4.03" x 3.75"	4.18" x 3.75"
Compression ratio.....	10.1 to 1	10.1 to 1	10.1 to 1
Horsepower @ r.p.m.....	305 @ 4600	325 @ 4600	350 @ 4600
Torque @ r.p.m.....	410 @ 2400	425 @ 2800	470 @ 2800
Carburetor.....	2-barrel	4-barrel	4-barrel

INTERIOR DIMENSIONS

	All Models
Seat height — front ..	12.3"
— rear ..	12.8"
Seat depth — front ..	18.1"
— rear ..	17.3"
Headroom — front ..	34.6"*
— rear ..	34.5"*
Legroom — front ...	46.2"
— rear ...	44.1"
Hiproom — front ...	63.0"
— rear ...	62.4"
Shoulder-room — front	60.3"
— rear ..	62.8"

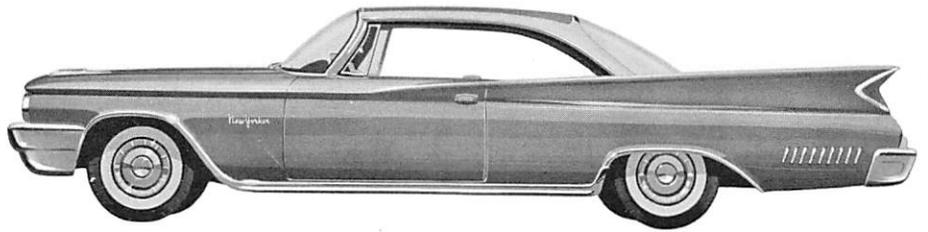
*4-Door Hardtop, Headroom front 34.4"; rear 34.7".



LUGGAGE COMPARTMENT

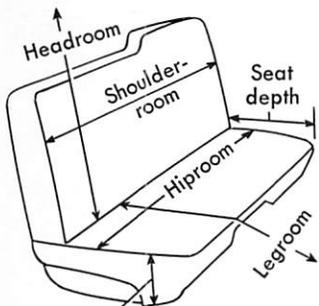
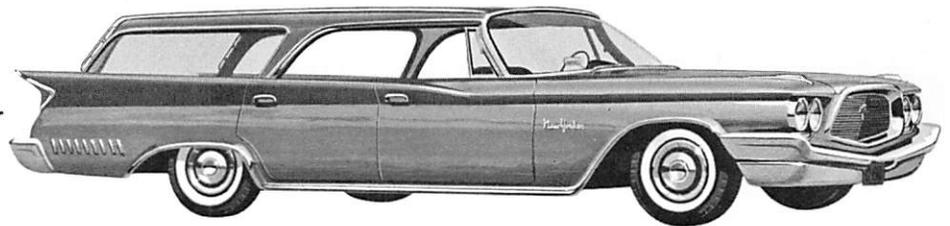
	All Models
A. Width of opening, bottom	50.0"
B. Height of opening ..	19.2"
C. Internal width ..	64.0"
D. Floor depth	65.5"
Trunk capacity ...	29.7 cu. ft.

Chrysler 2-Door Hardtops



Chrysler Convertible

Town and Country Wagons



INTERIOR DIMENSIONS

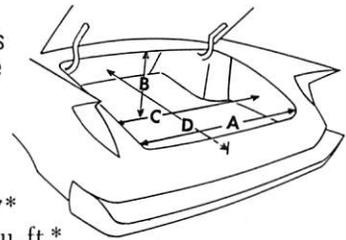
	2-Door Hardtops and Convertibles	Station Wagons All Models
Seat height		
Seat height — front	12.3"	12.3"
— rear	11.5"	14.4"
— third seat	—	15.3"
Seat depth — front	18.1"	18.1"
— rear	17.5"	17.5"
— third seat	—	18.2"
Headroom — front	34.4", N.A.*	35.7"
— rear	33.3", N.A.*	34.6"
— third seat	—	32.6"
Legroom — front	46.2"	46.2"
— rear	39.6"	42.5"
— third seat	—	35.2"
Hiproom — front	63.0"	63.0"
— rear	60.5"	62.2"
— third seat	—	45.5"
Shoulder-room — front	60.3"	60.3"
— rear	N.A.	59.6"
— third seat	—	57.2"

*Second figure convertible.

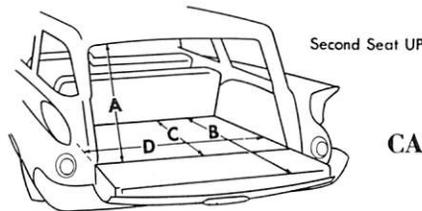
LUGGAGE COMPARTMENT

2-Door Hardtops and Convertible

- A. Width of opening, bottom 50.0"
- B. Height of opening 19.2"
- C. Internal width 64.0"
- D. Floor depth 70.0", 49.5"*
- Trunk capacity 31.0, 28.0 cu. ft.*



*Second figure convertible.

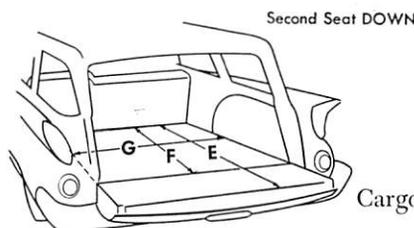


Second Seat UP

CARGO DIMENSIONS

Station Wagons All Models

- A. 27.3"
- B. 86.0"
- C. 65.4"
- D. 49.2"
- E. 121.3"
- F. 100.7"
- G. 45.8"



Second Seat DOWN

Cargo Capacity . . . 95.8 cu. ft.

EQUIPMENT DIFFERENCES

	2-DOOR HARDTOPS			CONVERTIBLES		STATION WAGONS	
	Windsor	Saratoga	New Yorker	Windsor	New Yorker	Windsor	New Yorker
Backup lights.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Brake size.....	11 x 2 1/2"	12 x 2 1/2"	12 x 2 1/2"	11 x 2 1/2"	12 x 2 1/2"	12 x 2 1/2"	12 x 2 1/2"
Bumper guards, rear.....	Extra	Extra	Std.	Extra	Std.	N.A.	N.A.
Carburetor.....	2-bbl.	4-bbl.	4-bbl.	2-bbl.	4-bbl.	2-bbl.	4-bbl.
Carpet floor covering, front and rear.....	Std.	Std.	Std.	Std.	Std.	N.A.	Std.
Dual exhausts.....	N.A.	Extra	Std.	N.A.	Std.	N.A.	Std.
Electric clock.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Foam rubber seat-back, front.....	N.A.	N.A.	Std.	N.A.	Std.	N.A.	Std.
Foam rubber seat cushion, rear.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Glove box light.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Hand-brake warning light.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Louvers, rear quarter panel.....	N.A.	N.A.	Std.	N.A.	Std.	N.A.	Std.
Luggage compartment light.....	Extra	Std.	Std.	Extra	Std.	—	—
Mirror, inside tilt-type—non-glare.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Mirror, outside left—remote-control.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Mirror, vanity.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Molding, door edge protector.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Molding, drip rail cover.....	Narrow	Narrow	Narrow	—	—	Narrow	Wide
Molding, sill.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Molding, spear-type body side.....	Std.	Std.	N.A.	Std.	N.A.	Std.	N.A.
Molding, roof side.....	N.A.	N.A.	Std.	N.A.	N.A.	N.A.	N.A.
Moldings, wheel opening—front and rear.....	N.A.	N.A.	Std.	N.A.	Std.	N.A.	Std.
Ornament, fender.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Padded instrument panel.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Power brakes.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Power steering.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Power windows.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Steering wheel, plastic— with padded horn ring.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Steering wheel, rubber.....	Std.	Std.	N.A.	Std.	N.A.	Std.	N.A.
Stone shields.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Sway eliminator shaft.....	N.A.	Std.	Std.	N.A.	Std.	N.A.*	Std.
Switches, rear door, remote-control.....	—	—	—	—	—	Extra	Std.
Transmission, TorqueFlite.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Tire size.....	8.00 x 14"	8.50 x 14"	9.00 x 14"	8.00 x 14"	9.00 x 14"	8.50 x 14"	9.00 x 14"
Trunk floor covering.....	Rubber	Rubber	Carpet	Rubber	Carpet	—	—
Undercoating.....	Extra	Extra	Std.	Extra	Std.	Extra	Std.
Wheel covers.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.
Windshield washer.....	Extra	Std.	Std.	Extra	Std.	Extra	Std.

*Std. on 3-seat wagon.

BASIC SPECIFICATIONS

Wheelbase.....	122"	126"	126"	122"	126"	122"	126"
Over-all length.....	215.4"	219.4"	219.6"	215.4"	219.6"	216.0"	220.0"
Over-all width.....	79.4"	79.4"	79.4"	79.4"	79.4"	79.7"	79.7"
Over-all height (loaded).....	54.8"	55.1"	55.6"	55.2"	55.9"	57.1"	57.1"
Tread—front.....	61.0"	61.0"	61.2"	61.0"	61.2"	61.0"	61.2"
—rear.....	59.7"	59.7"	60.0"	59.7"	60.0"	59.7"	60.0"
Overhang—front.....	34.7"	34.7"	34.7"	34.7"	34.7"	34.7"	34.7"
—rear.....	58.7"	58.7"	58.9"	58.7"	58.9"	59.3"	59.3"
Road clearance.....	5.2"	5.5"	5.9"	5.2"	5.9"	5.7"	7.0"
Total glass area, sq. in.....	4607	4607	4607	3949	3949	4942.5	4942.5
Axle ratio—TorqueFlite Trans.....	2.93 to 1						
—Manual Trans.....	3.73 to 1	—	—	3.73 to 1	—	3.73 to 1	—

ENGINE DIFFERENCES

	2-DOOR HARDTOPS AND CONVERTIBLES			STATION WAGONS	
	Windsor	Saratoga	New Yorker	Windsor	New Yorker
Piston displacement.....	383 cu. in.	383 cu. in.	413 cu. in.	383 cu. in.	413 cu. in.
Bore and stroke.....	4.03" x 3.75"	4.03" x 3.75"	4.18" x 3.75"	4.03" x 3.75"	4.18" x 3.75"
Compression ratio.....	10.1 to 1	10.1 to 1	10.1 to 1	10.1 to 1	10.1 to 1
Horsepower @ r.p.m.....	305 @ 4600	325 @ 4600	350 @ 4600	305 @ 4600	350 @ 4600
Torque @ r.p.m.....	410 @ 2400	425 @ 2800	470 @ 2800	410 @ 2400	470 @ 2800
Carburetor.....	2-barrel	4-barrel	4-barrel	2-barrel	4-barrel

Imperial 4-Door Sedans



EQUIPMENT DIFFERENCES

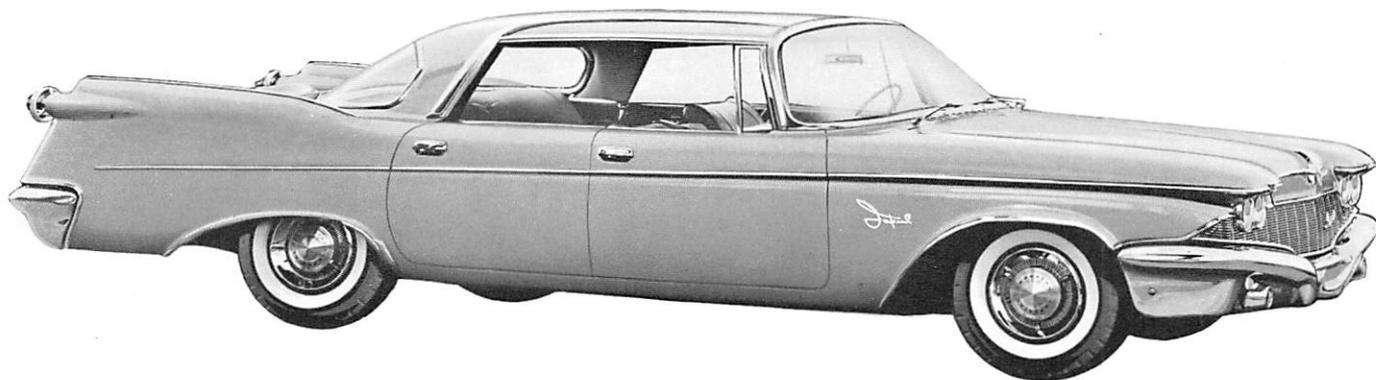
	4-DOOR SEDANS AND 4-DOOR SOUTHAMPTONS		
	Imperial Custom	Imperial Crown	Imperial LeBaron
Armrest, front seat center	N.A.	Std.	Std.
Large rear window	Std.	Std.	N.A.
License plate frame, rear	Extra	Std.	Std.
Molding, sill	Extra	Extra	Std.
Power seat, 6-way	Extra	Std.	Std.
Power vent windows	Extra	Extra	Std.
Power windows	Extra	Std.	Std.
Silvercrest (stainless steel roof) ..	Extra	Extra	Std.
Spare tire cover	Painted	Painted	Carpet
White sidewall tires	Extra	Extra	Std.

BASIC SPECIFICATIONS

	4-Door Sedan	4-Door South- ampton
Wheelbase	129.0"	129.0"
Over-all length	226.3"	226.3"
Over-all width	80.5"	80.5"
Over-all height (loaded) .	56.7"	56.7"
Tread - front	61.8"	61.8"
- rear	62.2"	62.2"
Overhang - front	39.7"	39.7"
- rear	57.6"	57.6"
Road clearance	5.6"	5.6"
Total glass area, sq. in....	4443*	4553*
Axle ratio	2.93 to 1	2.93 to 1

*LeBaron 4-Door Sedan 3766; 4-Door Southampton 3856.

Imperial 4-Door Southamptons



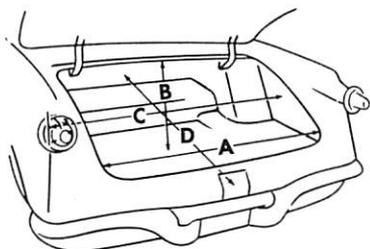
ENGINE SPECIFICATIONS

	<u>All Models</u>
Piston displacement	413 cu. in.
Bore and stroke	4.18" x 3.75"
Compression ratio	10.1 to 1
Horsepower @ r.p.m.	350 @ 4600
Torque @ r.p.m.	470 @ 2800
Carburetor	4-barrel

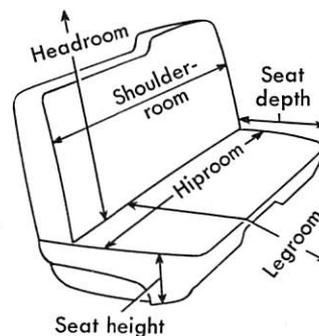
INTERIOR DIMENSIONS

	<u>All Models</u>
Seat height — front	11.7"
— rear	12.4"
Seat depth — front	18.1"
— rear	17.2"
Headroom — front	34.5"
— rear	33.8"
Legroom — front	46.3"
— rear	42.9"
Hiproom — front	61.0"
— rear	60.2"
Shoulder-room — front	64.0"
— rear	62.0"

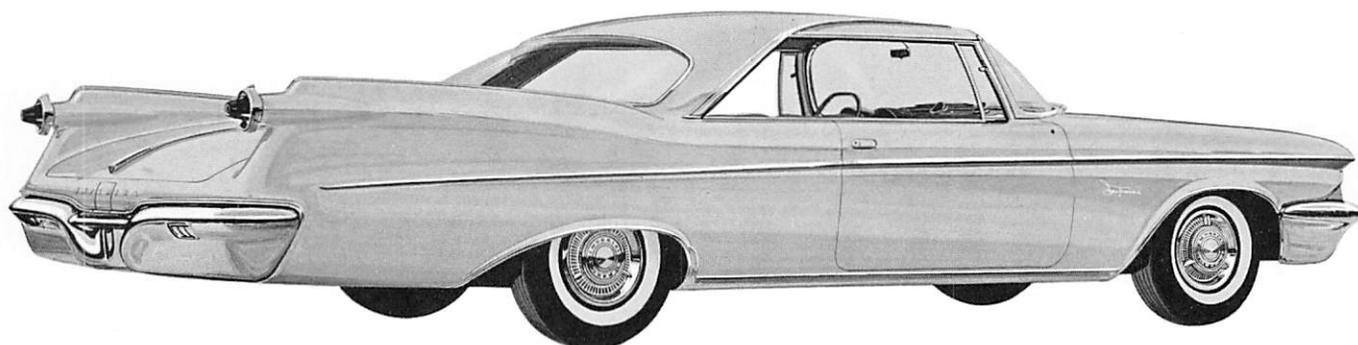
LUGGAGE COMPARTMENT



	<u>All Models</u>
A. Width of opening, bottom	56.4"
B. Height of opening	20.7"
C. Internal width	76.0"
D. Floor depth	64.0"



Imperial 2-Door Southampton



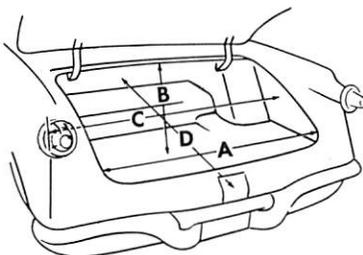
EQUIPMENT DIFFERENCES

	Imperial 2-Door Southamptons	
	Imperial Custom	Imperial Crown
License plate frame, rear	Extra	Std.
Power seat, 6-way	Extra	Std.
Power windows	Extra	Std.

BASIC SPECIFICATIONS

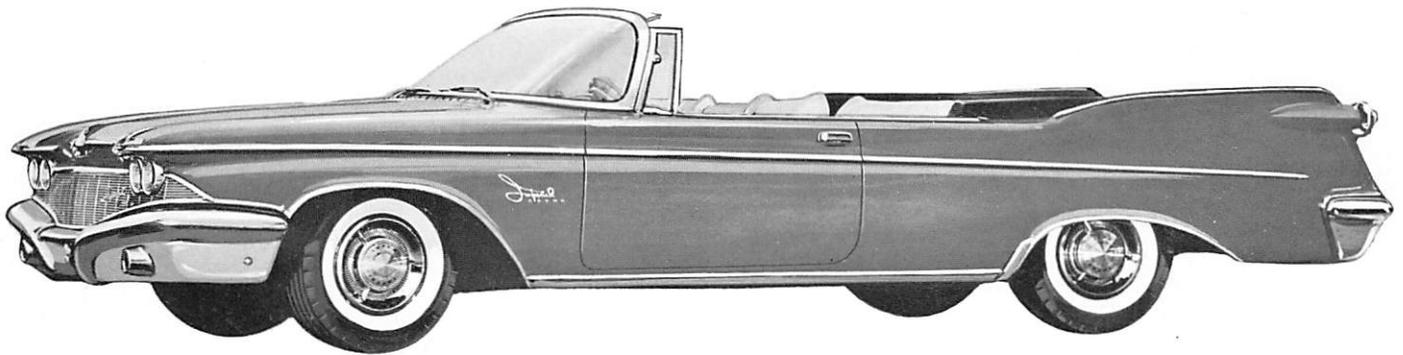
	Imperial 2-Door Southampton	Imperial Crown Convertible
Wheelbase	129.0"	129.0"
Over-all length	226.3"	226.3"
Over-all width	80.5"	80.5"
Over-all height (loaded) ..	56.7"	57.9"
Tread — front	61.8"	61.8"
— rear	62.2"	62.2"
Overhang — front	39.7"	39.7"
— rear	57.6"	57.6"
Road clearance	5.6"	5.6"
Total glass area, sq. in....	4647	4312
Axle ratio	2.93 to 1	2.93 to 1

LUGGAGE COMPARTMENT



	All Models
A. Width of opening, bottom	56.4"
B. Height of opening ..	20.7"
C. Internal width	76.0"
D. Floor depth	64.0"

Imperial Crown Convertible



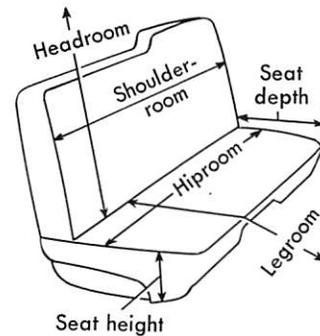
Only one Convertible Coupe is being produced in the 1960 Imperial line — the Imperial Crown. No comparison, therefore, is possible between convertible coupes.

ENGINE SPECIFICATIONS

	2-Door Southampton and Convertible
Piston displacement	413 cu. in.
Bore and stroke	4.18" x 3.75"
Compression ratio	10.1 to 1
Horsepower @ r.p.m.	350 @ 4600
Torque @ r.p.m.	470 @ 2800
Carburetor	4-barrel

INTERIOR DIMENSIONS

	2-Door Southampton	Convertible
Seat height — front	11.7"	11.7"
— rear	12.4"	12.4"
Seat depth — front	18.1"	18.1"
— rear	17.2"	17.2"
Headroom — front	34.5"	36.6"
— rear	33.5"	35.6"
Legroom — front	46.3"	46.3"
— rear	38.8"	33.8"
Hiproom — front	61.0"	61.0"
— rear	54.0"	54.0"
Shoulder-room — front ...	64.0"	64.0"
— rear ...	62.0"	62.0"

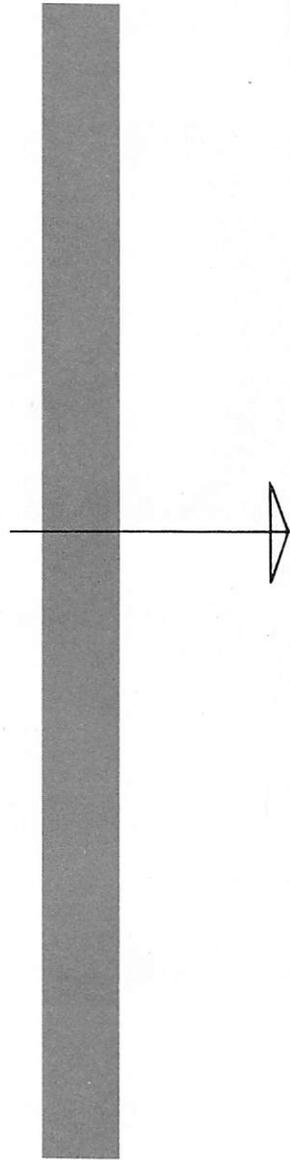


CHRYSLER

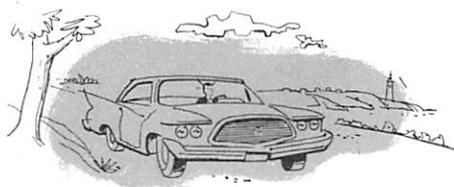
Body and Chassis

IMPERIAL

- B-2, 3** Benefits of Chrysler Unibody
- B-4, 5** Structural features of Unibody
- B-6, 7** Rustproofing, Lustre-Bond Enamel
- B-8, 9** Leakproofing and sealing
- B-10, 11** Soundproofing
- B-12, 13** Chrysler roominess and comfort
 - B-14** Chrysler seat structure and adjustment
 - B-15** Safety glass, Electric windshield wipers, Luggage compartment
- B-16, 17** Chrysler door hardware, Safe-Lock door latches, Full-width sun visors, Vent wings, Imperial hardware and appointments
- B-18, 19** Torsion-Aire Ride, front suspension
- B-20, 21** Chrysler rear suspension, Oriflow shock absorbers, Rubber-cushioned rear springs
- B-22, 23** Steering linkage, Manual steering, Constant Control power steering
- B-24, 25** Total-Contact brakes, Air-cooled Imperial brakes, Independent parking brake, Power brakes
- B-26, 27** Imperial body features, Imperial soundproofing
- B-28, 29** Imperial roominess and comfort
- B-30, 31** Imperial chassis features
 - B-32** Super Cushion tires and Safety-Rim wheels

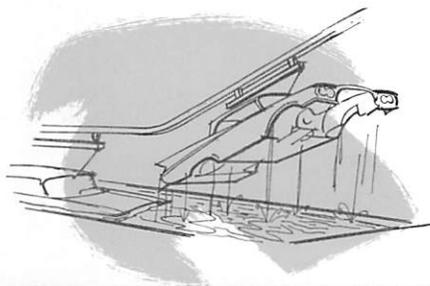


New Chrysler Unibody is the big



Strongest, safest, tightest body ever!

The strength and safety of a frame are built right into body structure. All parts welded into a single rigid unit that is twice as strong as conventional body-on-frame construction.



Lifetime protection against rust!

After assembly, the body is dipped seven times in giant tanks. These successive dippings cleanse, bonderize, and coat body parts—inside and outside—with a thick coating of corrosion-resistant primer.



Leakproof — water and dust sealed out!

Improved sealing methods and materials, combined with overlapping welds, and elimination of all unnecessary holes assure a water-tight dustproof car — even under extreme weather and dust conditions.

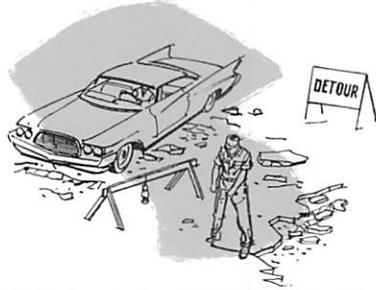
... Better-than-ever roadability
with the new Unibody and famous
Torsion-Aire suspension!



automotive news of 1960!

Much quieter — better sound-deadening!

Rigid, all-welded construction eliminates squeaks and rattles. Road noise and vibration isolated from body interior by extensive use of soundproofing and vibration-damping materials all through the body.



Roomier inside — more comfortable seats!

Better space design provides more stretch-out room for driver and passengers. Seats are higher, have better thigh support. New, High Tower Seat on driver's side gives a more comfortable driving position.



More entry and exit room!

Windshield pillars are straight . . . no knee-knocker . . . for easy access to and exit from front compartment. New center-post design and wider opening rear doors provide more entry and exit room in four-door models.



A new, **tuned-to-the-road feeling** is one of the first things a 1960 Chrysler owner will notice when he takes to the open highway. That's because the new *Unibody* is so solid and shake-

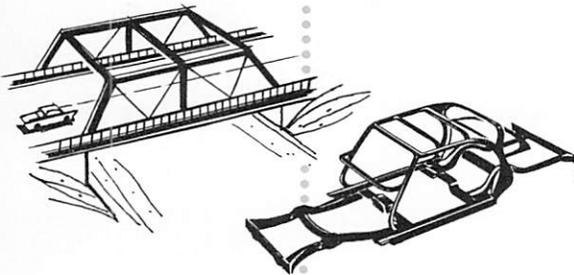
proof — so free from noise and vibration. Combined with the handling and roadability of Torsion-Aire, a completely new dimension of riding and driving pleasure opens up.

Chrysler Unibody structure is twice as

Maximum protection!

A Chrysler driver and his passengers ride inside a rigid framework of steel. Because the frame is built into the body and welded into a solid unit, heavy structural members completely surround the passenger compartment. In some competitive cars, passengers ride *outside* frame members, with only the protection of body sheet metal. Convertibles have doubly strengthened sill members.

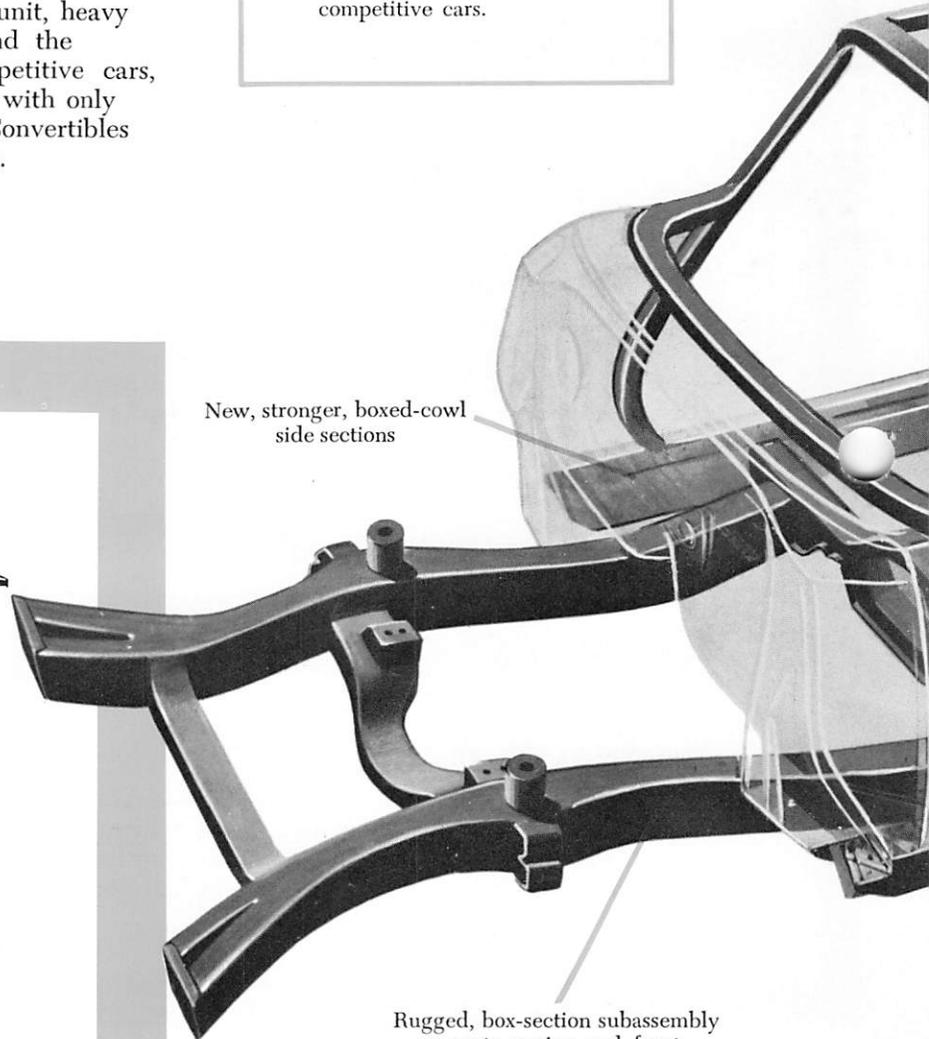
Box-section headers and roof rails are exceptionally strong and rigid. Chrysler's roof supports are made of 50 percent heavier metal than those in some competitive cars.



**Built like a bridge,
to last for years!**

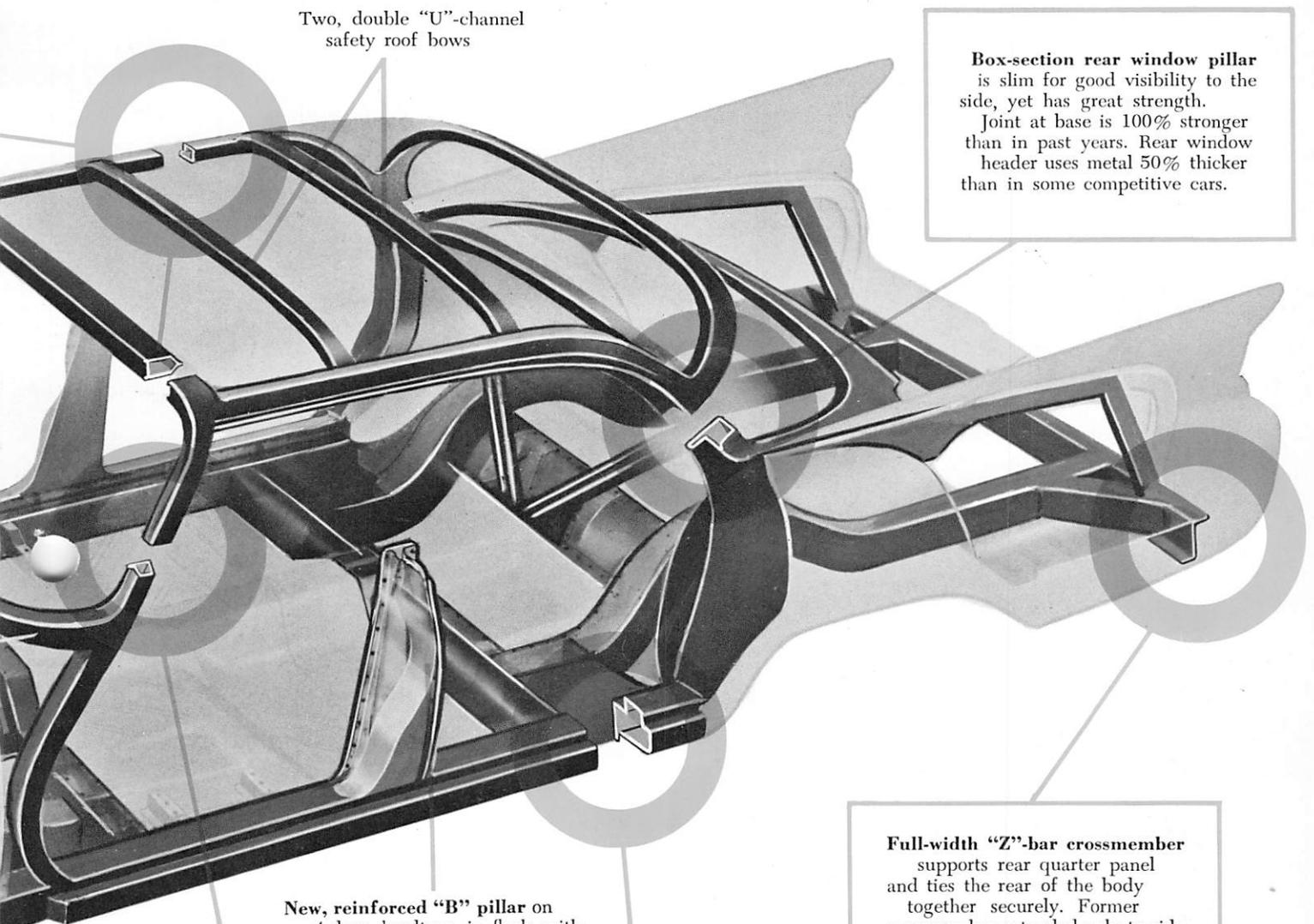
Chrysler's *Unibody* has an exceptionally high safety factor because it is designed like a steel-truss bridge. Rigidly braced in every direction with rugged box-section members (strongest type of construction), it is built to withstand stresses many times greater than those it would meet in normal use.

New, stronger, boxed-cowl side sections



Rugged, box-section subassembly supports engine and front suspension; solidly bolted to body at ten points. Can be removed easily in case of front-end damage.

strong as that of a body-on-frame!



Two, double "U"-channel safety roof bows

Box-section rear window pillar is slim for good visibility to the side, yet has great strength.

Joint at base is 100% stronger than in past years. Rear window header uses metal 50% thicker than in some competitive cars.

New, reinforced "B" pillar on 4-door hardtops is flush with inside of door panels, for extra roominess.

New, straightened, box-section "A" pillar is stronger and more rigid — increases entry and exit room . . . no knee-knocker.

Heavy, box-section sill member, with internal bracing, combines the functions of former frame side rail and rocker panel. It is 100% thicker than conventional sill panels.

Full-width "Z"-bar crossmember supports rear quarter panel and ties the rear of the body together securely. Former crossmember extended only to side rails. Inner trunk braces complete a box-girder support of rear quarter.

Chrysler Unibody has lifetime

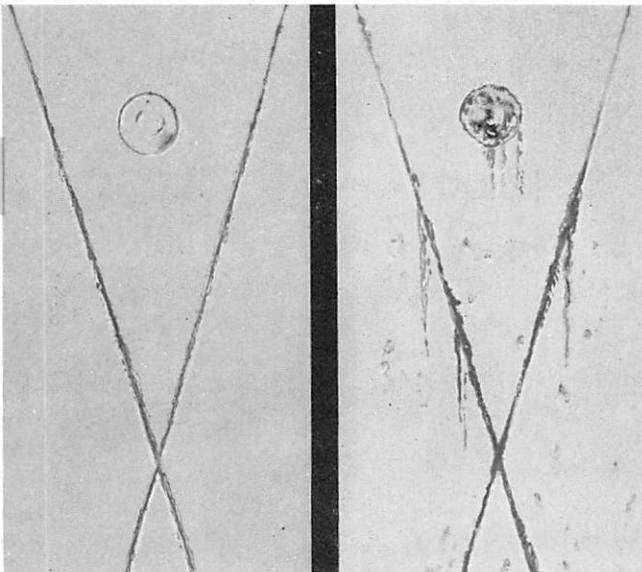
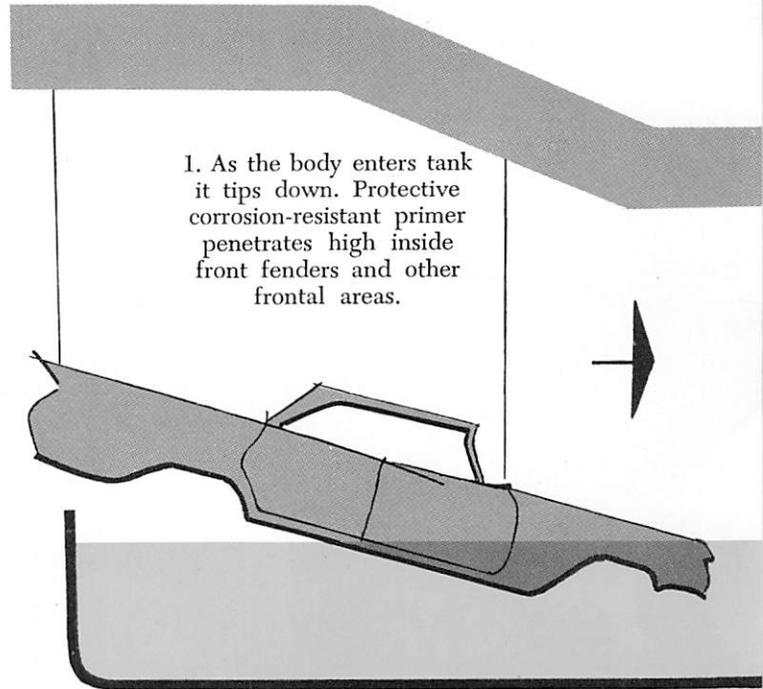
No more rusted-out sill panels
or fenders!

Designed to last the life of the car
without rust damage!

Seven rustproofing body-dips
in giant tanks!

Rusted-out sills and fenders need never be of concern to a 1960 Chrysler buyer! Heavy-gauge body sill members replace former body sills. These, and all other structural underbody parts receive a seven-step rustproofing treatment that will last for the life of the car.

A conveyor line carries the Unibody through seven giant-size tanks. The body is thoroughly cleaned, bonderized, and coated with specially formulated corrosion-resistant primer that permanently protects exposed surfaces, inside and outside. Rust has no chance against this protection!



"A" Epoxy primer

This panel, with Epoxy primer and Lustre-Bond, shows no signs of chipping or flaking of enamel after impact. Rusting has taken place only where bare metal was exposed by the deep scratch.

"B" Ordinary primer

With ordinary-type primer and enamel, note how the impact caused enamel to flake loose—the result of rusting caused by moisture penetrating through the primer to the body metal.

New Lustre-Bond

Rugged tests show
extra protection
of Epoxy primer

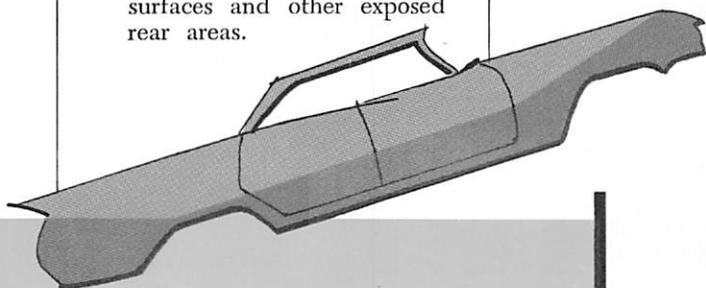
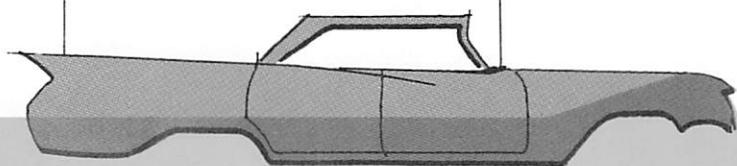
These two test panels compare resistance to rust resulting from humidity. Panel "A" is coated with Epoxy primer and Lustre-Bond enamel. Panel "B" has ordinary-type primer and paint. An "X" was scratched on both panels, exposing bare metal. After ten days of exposure to a relative humidity of 100 percent, both panels were given impact blows of the same intensity (note circles). Compare the effect on the two test panels.

protection against rust!

2. Here, the body levels out so that special primer penetrates to seal all surfaces and every seam up to a height of 18 inches.



3. Leaving the tank, the rear end tips down to permit special primer to coat upper inside fender surfaces and other exposed rear areas.



enamel has better gloss, more durability

- No polishing needed for up to three years
- Glass-hard resistance to scratching, chipping
- New high gloss outshines competitive lacquers
- Epoxy primer securely bonds paint to metal

All metallic colors are high-metallic paints, ranging from 90 to 100 percent metallic content. Increase in gloss ranges from 15 to 20 percent over former Lustre-Bond finishes. New Lustre-Bond has better resistance to chemicals and road grime. Dirt washes off easily. New-car appearance lasts far longer.

Imperial models

get special attention

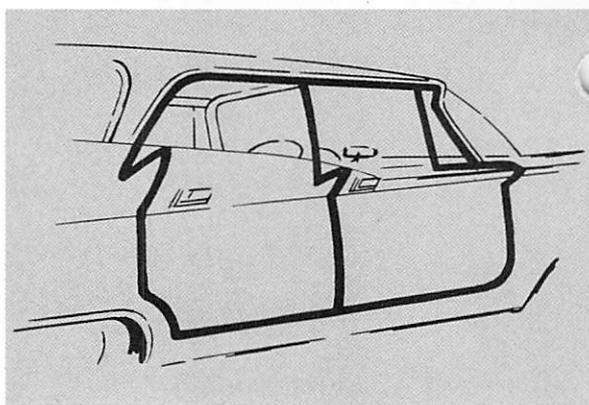
In keeping with the extremely high standards of quality set for the exclusive Imperial, many additional hours of hand finishing are spent on Imperial bodies. In addition, they receive an extra coat of sealer, and hand sanding, prior to the two finish coats of Lustre-Bond enamel.

New Chrysler Unibody will not leak...

Water and dust
are sealed out!

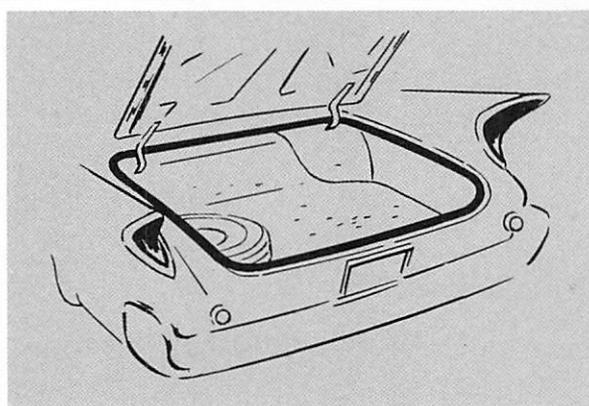
Chrysler's new *Unibody* will not leak because *sources* of water and dust leaks have been eliminated by *designing them out* of the body. New, foolproof sealing methods and materials at weld joints, around doors, glass, deck opening, etc., eliminate the possibility of leaks at these points. Welded-on clips instead of bolt holes eliminate potential leaks where some chrome trim, fenders, hood hinges, etc., are attached. All unnecessary holes throughout the entire body have been eliminated.

At the right are shown typical examples of how critical areas of the body have been made 100 percent leakproof, to assure a dry, dustproof ride even under extreme conditions. Every body is water tested on the line to double check sealing effectiveness.



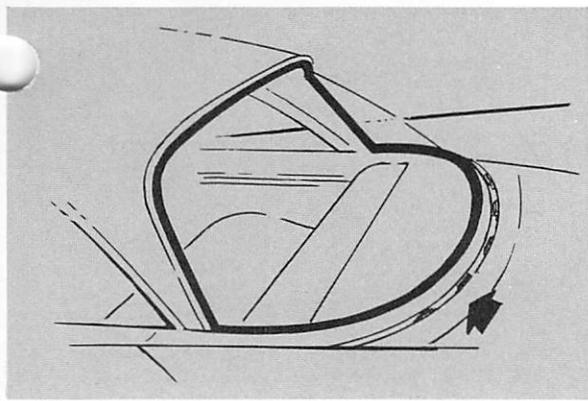
New door weather strip

Weather-tight contact around door openings is maintained at all times with a new weather strip that goes around corners without flattening. On hardtops, the upper and lower weather strips overlap to produce a shingle effect. Water draining off the roof is directed to the outside and cannot enter the car.



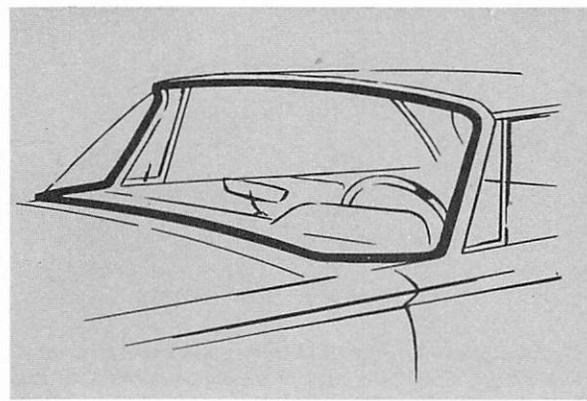
New deck lid design and sealing

A new, extra-large trough around the deck lid will carry water away faster. The trough is smooth all around and a new, larger rubber seal is cemented securely in the trough. With lid closed, the tightly compressed seal assures a water-and-dust-tight luggage compartment.



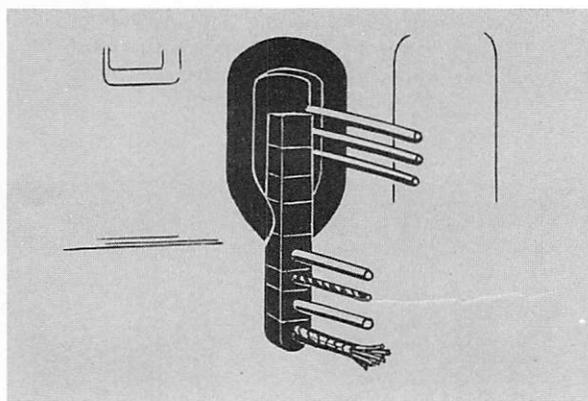
New rear window sealing

A new type of rubber weather strip maintains a tighter grip on the glass. Also, a new and better sealer is used at this point. It is more pliable and never hardens but always maintains its adhesive quality. Arrow indicates welded-on clips that eliminate holes formerly needed for attaching chrome moldings.



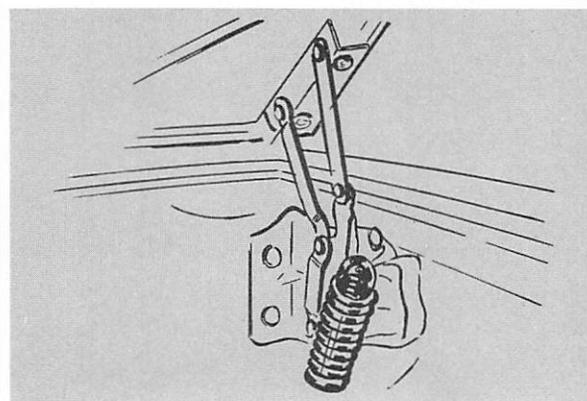
Leakproof windshield and "A" pillar

The same sealing materials are used at the windshield as with the rear window. The new "A" pillar is a straight, one-piece design from roof side rail to body sill. Eliminating joints and the hard-to-seal "knee-knocker" has removed the possibility of any leaks occurring in this critical area.



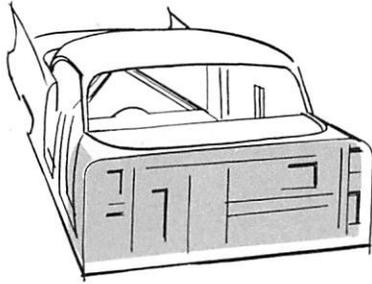
Weather-tight cowl design

A sealed "keyhole" grommet carries all wires and controls through the cowl, eliminating many holes that could be leak sources. All sections of the cowl overlap (like shingles) and a special expanding sealer is placed between weld joints. When heated, this material expands in the joint to fill any irregularities.

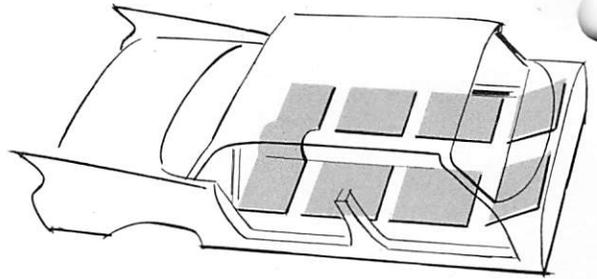


No leaks at hood hinges or fenders

Bolt holes for attaching hood hinges and front fenders to the cowl section have been eliminated. Hinges and fenders are now fastened to metal brackets that are welded to the outside of the cowl. Eliminating these holes in the body removes a frequent source of leaks.



1. One-inch fiberglass blanket with 3-ply asphalt felt and fiberboard line the cowl. Same material minus fiberboard covers side cowl panels up to the instrument panel.

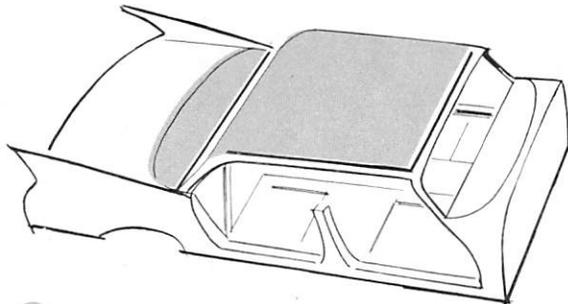


2. Felt and mastic pads are cemented to top of floor pan at toe-boards, in front and rear footwells, and under the front and rear seats. Jute padding cemented to carpet.

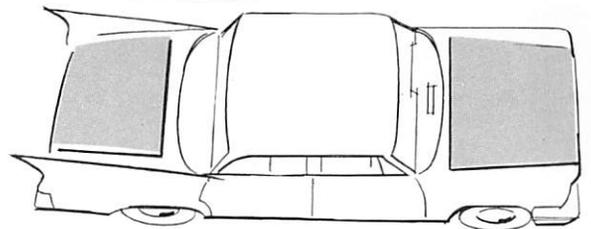
Quietest ride on any road!

A wonderful sense of quietness and solid feel will be one of the first things noticed by a 1960 Chrysler owner. The new Unibody is the quietest ever built by Chrysler, and its quietness is built-in — to last for the life of the car! There are two basic reasons for this:

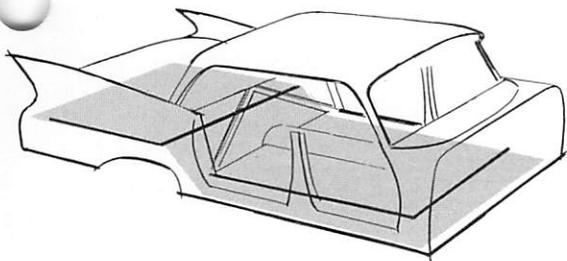
- a. All-welded, unitized construction eliminates squeaks and rattles common to conventional bolted-on body and frame.
- b. Sound-deadening and vibration-damping techniques are the most elaborate and extensive ever used in Chrysler-built cars.



6. Tufflex blanket-type insulation, 1/2-inch thick, covers entire roof panel. Two-ply felt covers underside of rear package-shelf trim panel.

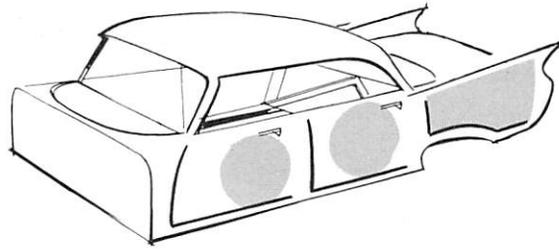


7. Laminated fiberglass, one-inch thick, covers underside of hood on New Yorker (optional in other Chrysler models as part of factory undercoating). Felt and mastic pad covers underside of deck lid.



3.

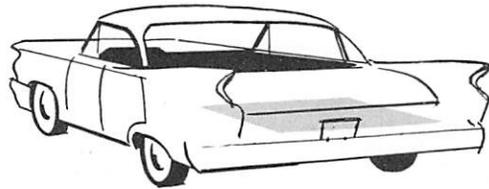
Sprayed-on mastic sound-deadener covers entire topside area of floor pan, including kick-up, and extends all the way to the rear of the body and trunk.



4.

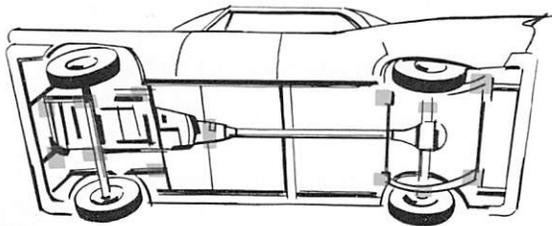
Fluid sound-deadener is applied to areas inside wheelhousings, front fender undersides, and engine side shields. Also front and rear doors, and rear quarter panels.

Many different types of materials are used to keep sounds out of the car, to suppress noise of engine and running gear, and to damp out vibration. Nothing has been skipped or skimped on. The examples here show how thorough a job has been done.



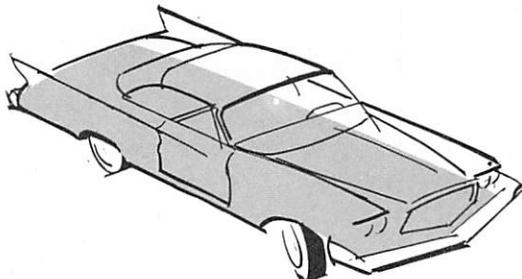
5.

New, felt pad covers gas tank, to keep sound of sloshing gasoline from reaching passengers.



8.

The entire Torsion-Aire suspension and steering systems are mounted in rubber to isolate road noise and minimize vibration.



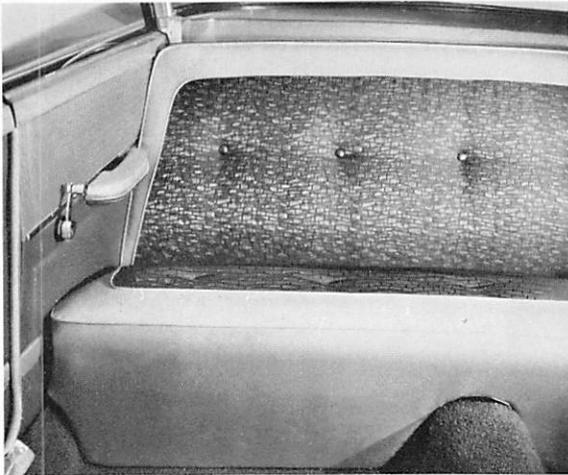
9.

Factory undercoating, standard on New Yorker and Imperial models, optional on other Chrysler models, provides additional sound-deadening as well as protection of underbody from gravel and stones.

Greater roominess and comfort

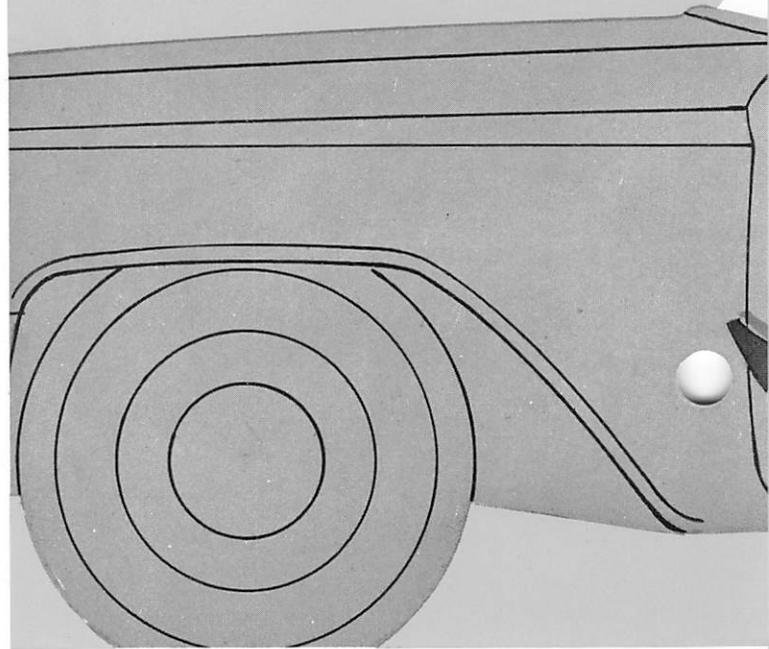
**More stretch-out room,
more comfortable seating,
easier entry and exit**

Better use of interior space, redesign of all supporting pillars, and better seating comfort for both front and rear seats have greatly improved Chrysler riding comfort and convenience. All this is possible only with Unibody design. In the illustration, dotted lines show outlines of 1959 body dimensions, to give a quick comparison with the improvements provided by Unibody.



Unibody provides more hiproom, more cushioning, in 2-door hardtops — rear-seat passengers in two-door hardtops now enjoy four and one-half inches of added hiproom. Middle-of-the-seat cushioning is now equal to that in 4-door hardtops. Unibody permits relocation of rear-seat armrests and provides this extra comfort space.

1959-1960 comparison
of roominess in Chrysler
4-door hardtops



Easier to enter and leave

a. New, straight-line "A" pillar eliminates "knee-knocker", permitting easier entrance and exit. Narrow sills easy to step over. New "B" post shape and location provides more room. Both doors open wider.

More legroom, front and rear

b. Floor pan lowered to provide more than an inch of additional legroom in the rear. Increased seat height gives more legroom in front, too, as well as more room behind steering wheel.

with Chrysler Unibody



More kneeroom, front and rear

c. Changes in seating position result in greater kneeroom, particularly in rear compartment. Higher seats and lowered floor pan also contribute to extra kneeroom.

More comfortable seats

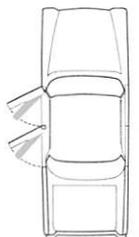
e. Higher seats more nearly approach chair-height comfort. Better thigh support and more natural seating position. New, High Tower Seat on driver's side (see next page for details of seats).

More footroom in rear compartment

d. New "B" post is flush with door trim. Floor tunnel is narrow. Flat floor extends all the way out to doors. New, built-in footrest is positioned for relaxed comfort.

NEW two-position door check

Front and rear doors open wider and will stay open at either of two positions. New door hinges are larger, stronger, and have helper springs to assist easy door closure.

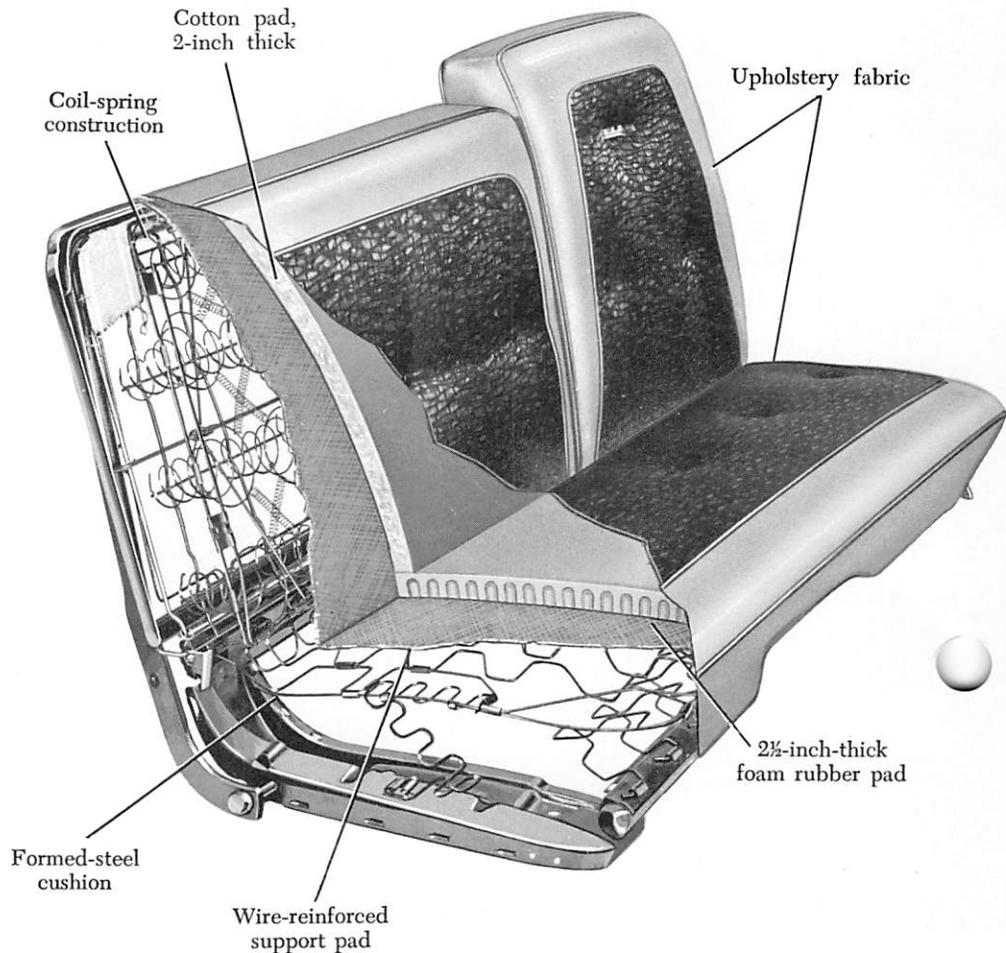


Newly designed Chrysler seats

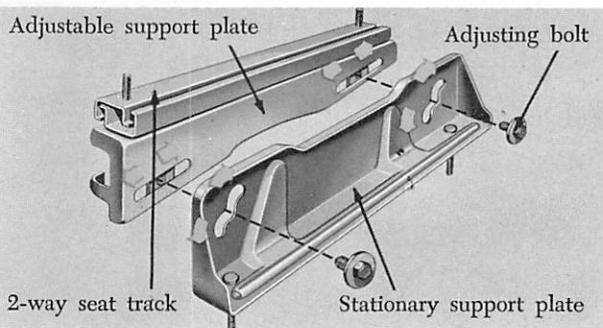
New Chrysler seats for 1960, because of Unibody design, are one and one-half inches higher in front, and almost one inch higher in the rear. This, together with a more natural seating posture, adds noticeably to comfort of driver and passengers. Thicker foam rubber padding on front-seat cushion gives a softer, more luxurious feeling. Driver's-side seat-back is three inches higher for extra comfort — particularly on long drives.

Rear-seat passengers in 2-door models will find it easier to leave the car with the new $\frac{1}{3}$ - $\frac{2}{3}$ split of front seat-back. The $\frac{1}{3}$ -width is on driver's side.

New Imperial seats, an exclusive "first", feature six inches of foam padding on all seat-backs. Front-seat cushions have $2\frac{1}{2}$ inches of foam padding, with two inches on rear cushions. Front seat-backs have foam padding carried over the top to form a protective impact roll.



Smooth, easy-operating manual seat adjustment



Custom-fitted seating comfort for all drivers

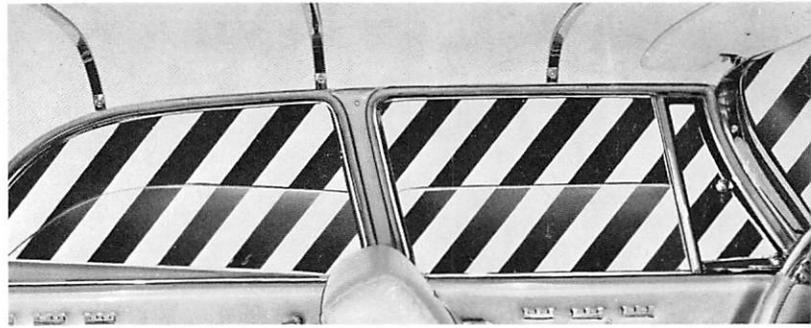
NEW CUSTOM-POSITIONED SEAT TRACK PROVIDES MOST IDEAL SEAT POSITION

Chrysler seats can be manually positioned to suit the height and build of any driver by regulating four bolts on the new seat track assembly. Six adjustments are provided to change the seat height, degree of tilt, and fore-and-aft positioning. After the desired seat track position has been selected, the adjustment lever at the seat base may be used to provide five inches of fore-and-aft travel. Smooth, easy movement is assured by helper springs and ball bearings.

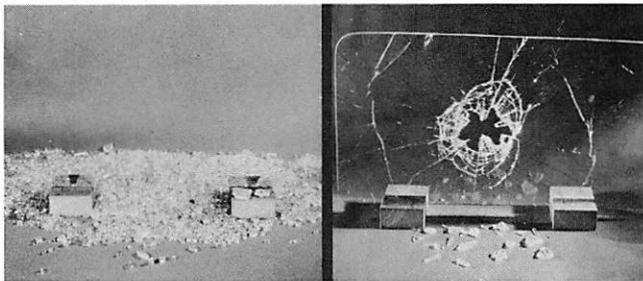
Chrysler and Imperial Safety Glass

Compare the background through the opened window and through Chrysler Safety Glass. You can see there is no distortion, despite claims made by some competitors, in advertising their safety glass.

Most people do not realize that there are two types of safety glass for side windows – and that *both* meet national safety code AS-2 standards. One type is *tempered* safety glass, used by Chrysler and Imperial. The other is *laminated* safety glass, used by some competitive cars. However, Chrysler and Imperial tempered safety glass has important safety advantages.



Safe, undistorted visibility through Chrysler side window glass



CHRYSLER

Tempered safety glass, if broken, granulates into virtually harmless, sand-like kernels.

COMPETITIVE

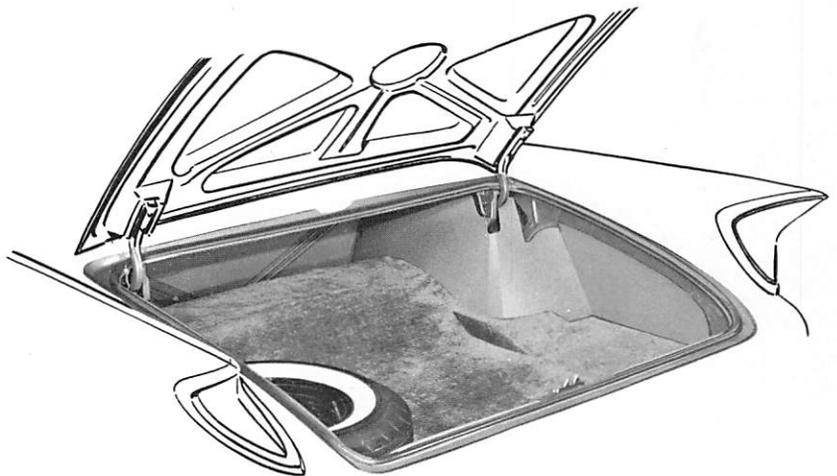
Competitive, non-tempered safety glass can break into sharp pieces, can cause serious cuts.

Tempered safety glass will stand at least eight times more impact, without breaking, than will competitive-type, laminated safety glass. Equally important is what happens when both types are broken, as shown in photographs at left.

Electric windshield wipers, on Chrysler and Imperial, are variable in speed for any driving condition. Chrysler 16-inch wiper blades are longer than those of most competitive cars. New windshield washer (standard on all except Windsor) is button operated and starts an automatic wash and wipe cycle when pushed. At the end of the cycle, wipers stop and park automatically.

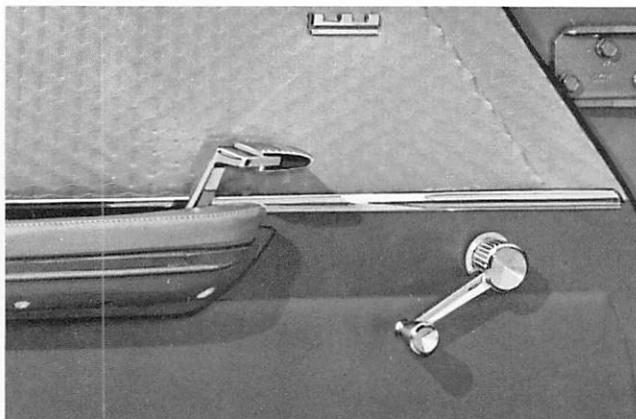
Roomy luggage compartment

- New, concealed gas filler cap – no filler pipe inside luggage compartment
- Spare tire mounted flat, for more usable space
- Boxed-in, torsion-bar hinge counterbalances lid properly
- Double-panel deck lid, insulated, vibration-free
- Luxuriously carpeted floor in New Yorker and Imperial; rubber mat in Windsor and Saratoga
- Deck lid locks when lid is closed, opens with turn of key
- New, larger seal around lid keeps out water and dust



Chrysler New Yorker luggage compartment

Convenience, safety and classic beauty



Easy-working door hardware

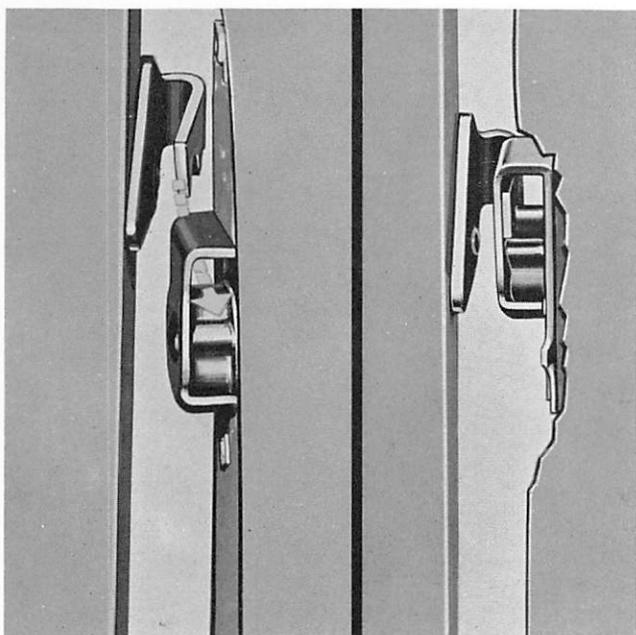
Pull-to-open, throttle-type, interior door handle takes only a short, easy pull. To lock front doors, push handle forward. Rear doors lock by pushing down small lever located on door trim panel.

Window regulators are sized and positioned for easy operation. All glass-raising mechanisms and channels have been redesigned for the easiest possible operation.



New door latch and safety-recessed outside door handle

New, quieter, easier operating door latch closes with a more solid sound. An easy pull with just a couple of fingers will open doors. Door handles are recessed to prevent accidental opening by impact. This is not the case with doors having push-button type outside door handles.



Latch disengaged

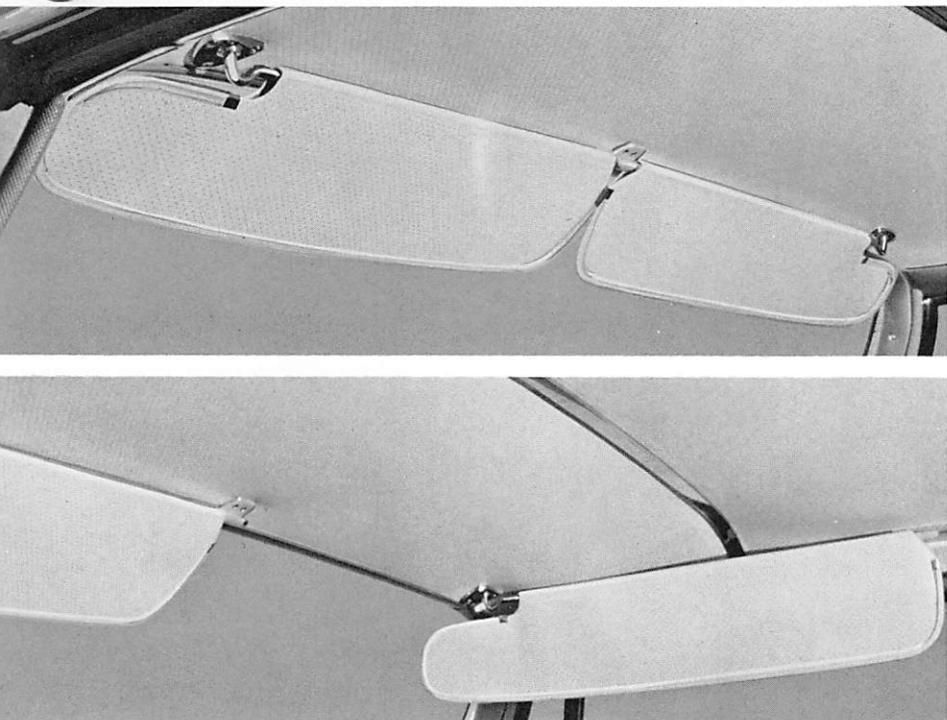
Latch engaged

SAFE-LOCK DOOR LATCH (All Chrysler and Imperial doors)

This lifesaving safety feature holds doors tightly closed in case of impact during an accident. Even though the car body may be severely distorted, doors will remain closed. With this safety feature it is unlikely that passengers would be thrown from the car in case of a mishap.

Illustrations at left show latch disengaged, and engaged when door is closed. Colored arrow shows how the heavy steel striker plate on body pillar interlocks the catch and rotor located on the door. When door is closed, the latching action is like that of a hook and eye.

with Chrysler hardware and appointments



NEW, FULL-WIDTH SUN VISORS

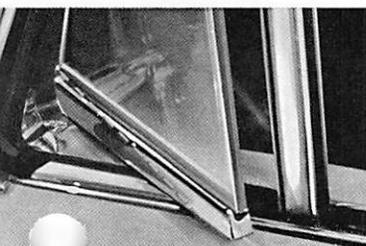
Full-width shading from sunlight or bright sky is a new Chrysler feature. As the upper photo shows, the top area of the windshield is completely shaded — with no gaps to cause eyestrain. Inner ends of both visors may be held rigid by a retaining clip that is also a new feature.

When turned toward side windows, the new visors shade almost the full width of side window glass, increasing the protection considerably over that afforded by other sun visors.



New vent windows easier to operate, have new rain trough.

A new latch, located on the forward edge of the vent, uses a pull to open instead of a push, as in former vents. This new action is much easier and more convenient because the forward position of the latch is easier to grasp. New weather stripping assures a tight seal against water and dust when vent is closed.



New rain trough, shown at left, collects water runoff and passes it through a hole (see dotted lines), where it drains to the outside instead of running down into the car.

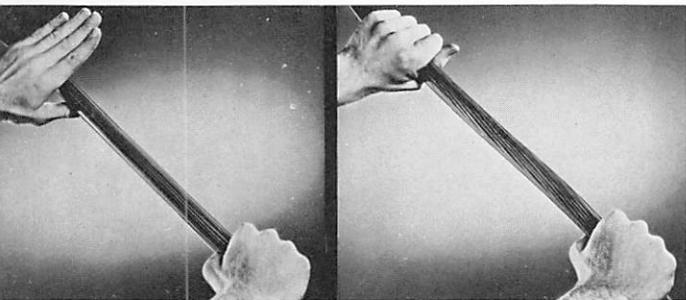
Imperial hardware and appointments

- All-new door hardware
- New, easier-to-reach lateral turn indicator switch
- New, inside hood release on dash
- New, remote-control glove compartment release
- New, inside rear-view mirror located on windshield header
- New, bin-type ash receiver, illuminated at night

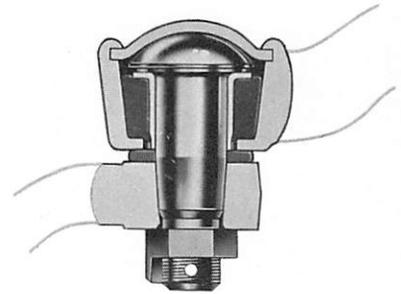
Torsion-Aire with Unibody...

- Torsion-Aire has built-in control that holds car level on curves and severe bumps.
- No front-end dive or rear-end "squat".
- Award-winning handling ease and comfort.
- Road noise minimized, friction minimized, with rubber mounting of all suspension members.
- Suspension parts stay in alignment far longer — less need for periodic alignment.

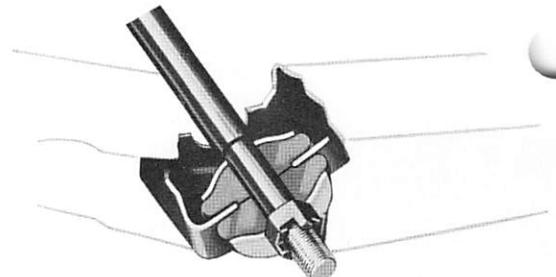
How Torsion Springs work



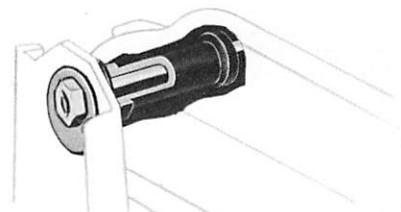
Hold a short length of garden hose firmly in one hand, then twist the hose with the other hand. You can feel the spring action as the hose tries to return to its normal shape. Torsion springs work the same way. Bumps are absorbed by the "winding-up" or twisting action of the torsion bars.



Nylon bearings with rubber insulation reduce friction, need no lubrication. Shown above is one example of several in steering linkage. Nylon has a smooth, antifriction surface; rubber isolates road shock from the steering wheel.

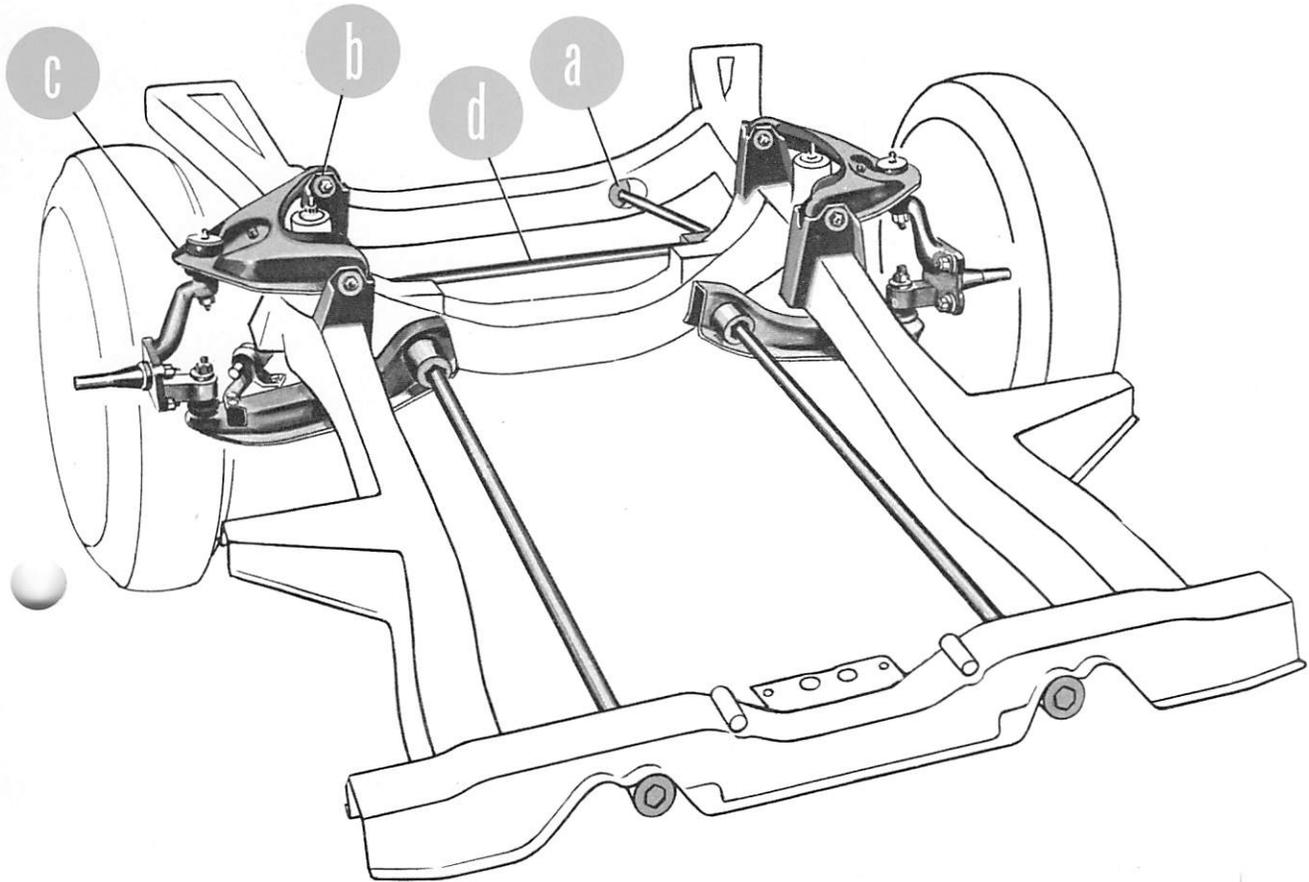


- a. Rubber-cushioned struts** brace front suspension against the backward push of the front wheels striking a bump. Thick rubber cushion absorbs shocks before they can be transmitted to the car body.



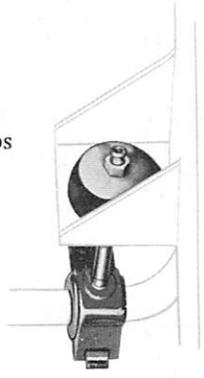
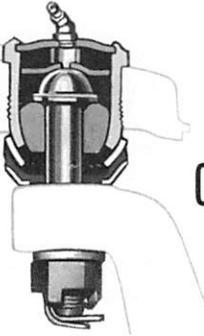
- b. Rubber bushings absorb shock,** eliminate friction and metal-to-metal contact, and need no lubrication. Shown here is the inner pivot of the upper control arm.

best ride on any road!



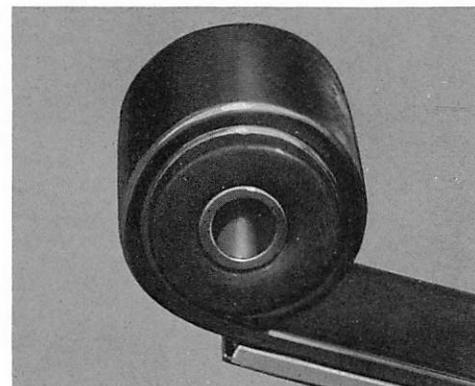
c. Low-friction, quiet ball joints help provide easy steering. Rubber pads are used instead of metal springs to maintain proper tension. Special rubber seals keep lubricant in — dirt out — for longer service.

d. Front stabilizer bar braces the front end against tilt when taking a turn, helps give Chrysler its famous flat cornering. Standard on Saratoga, New Yorker, Windsor 3-seat Wagon and Imperial models.



Torsion-Aire rear suspension

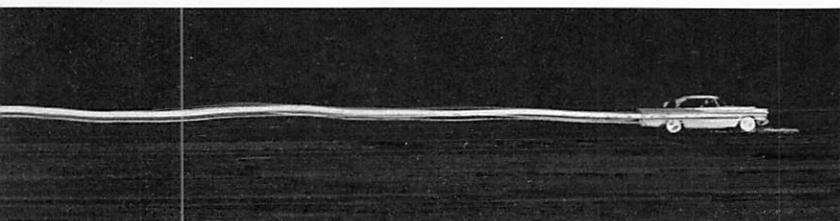
- New, larger rubber-cushioned, forward spring mounting
- New, stronger main leaf in rear spring
- Forward section of rear spring is short and rigid for stability — to resist side-sway — eliminate rear-end “squat”
- New, low-velocity Oriflow shock absorbers absorb small road bumps more effectively



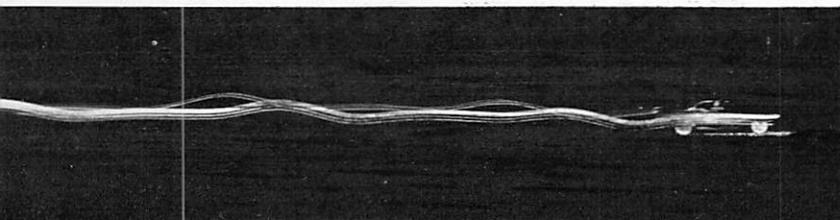
Rubber bushing 2 inches thick

NEW, RUBBER-CUSHIONED SPRING MOUNTING

The forward end of rear spring floats in 100% more rubber, to absorb wheel and drive-train vibrations more effectively.



Chrysler's ride stays level with Oriflow shock absorbers

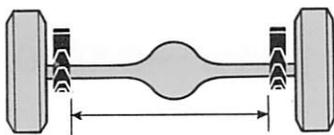
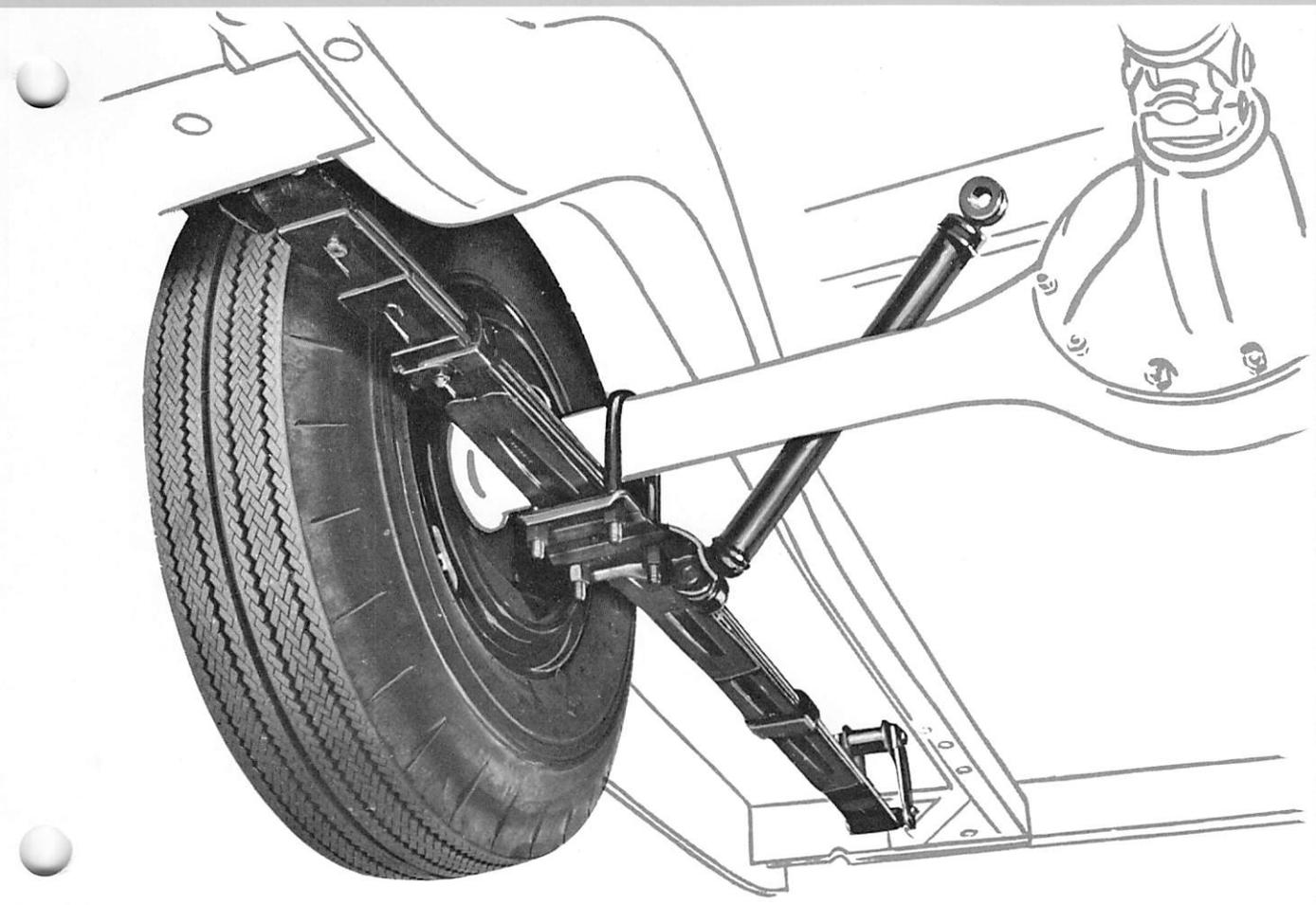


Competitive-type shock absorbers fail to control bouncing

NEW, LOW-VELOCITY, ORIFLOW SHOCK ABSORBERS

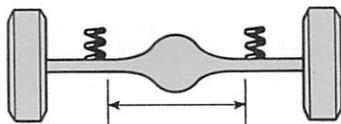
Improved control over small jolts resulting from irregularities on the road surfaces, such as tar strips, is provided by adding more flexibility to famous Oriflow shock absorbers. Yet, control on severe bumps is up to 2½ times greater than that of ordinary-type shock absorbers.

In the photographs at left, compare the stability of Chrysler's ride with that of a typical competitive car. Both cars are traveling the same stretch of road, at identical speeds. Open shutter of the camera records the movement of lights taped to the cars.



CHRYSLER

Wide spring base
Twist-resistant, parallel-mounted
leaf springs



TYPICAL COMPETITIVE CAR

Narrower spring base
Coil springs lack
resistance to twist

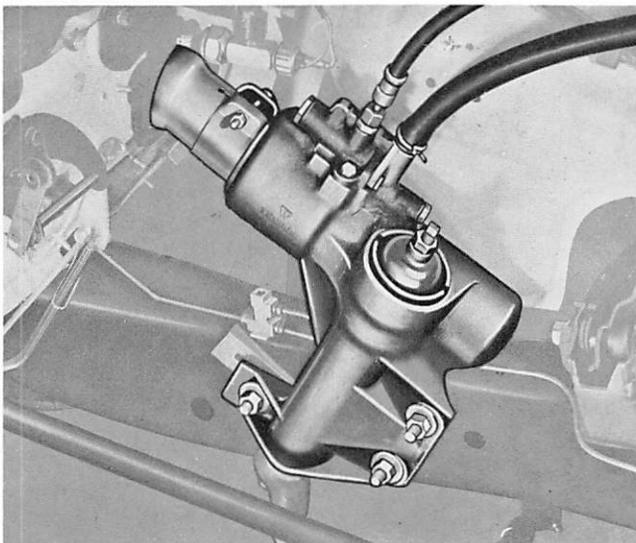
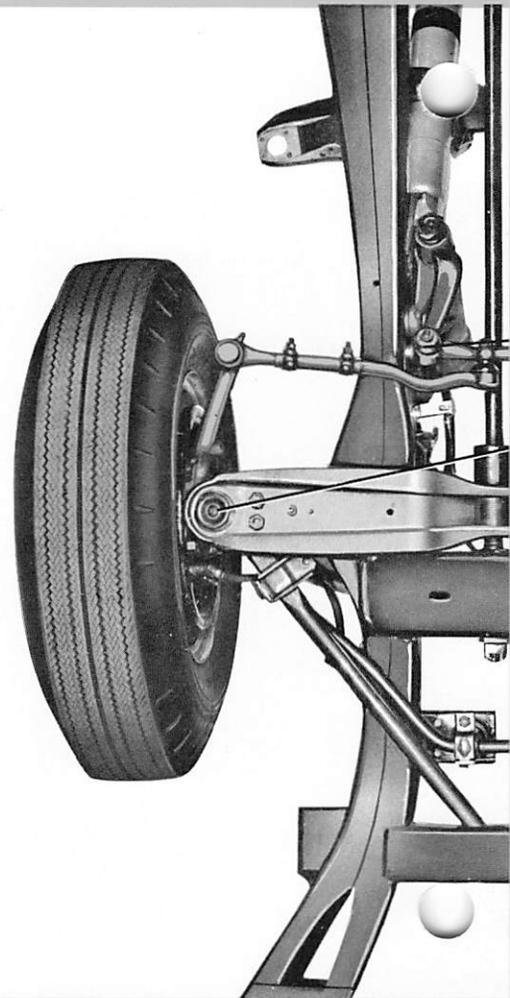
Chrysler parallel-mounted rear springs and wide spring base give stability

Shown at the left is a comparison of Chrysler's leaf-spring rear suspension, and a typical competitive coil-spring rear suspension. Chrysler leaf springs are set wide apart to provide maximum resistance to body tilt. Competitive coil springs are set closer together with a narrower spring base. What's more, coil springs have little resistance to twist, therefore lack the ability to prevent a car from tilting.

A wide spring base, such as Chrysler's, is the most important factor in achieving rear-end stability. Some competitive cars give exaggerated emphasis to their so-called wide-stance tread, yet they have a narrow spring base. Chrysler has a wide tread, too, but more important, it has the advantage of a wide spring base.

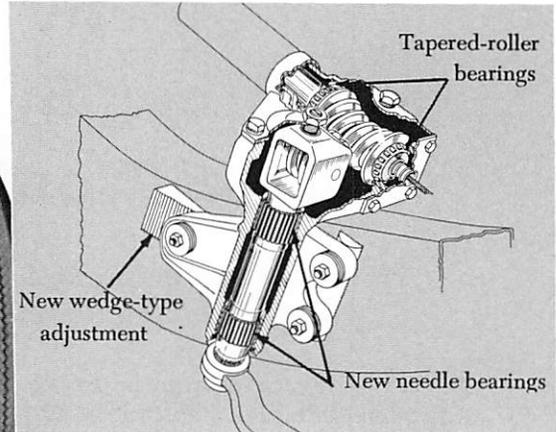
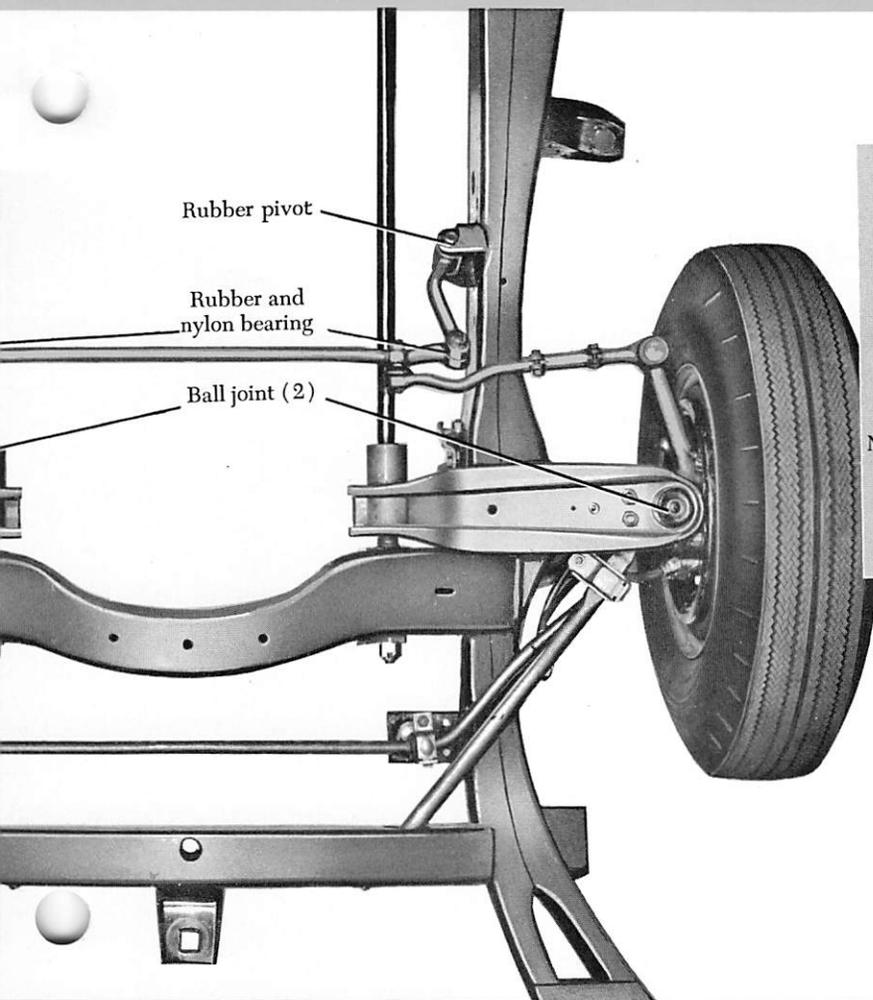
Easier steering for Chrysler and Imperial

Reduced steering effort, and more positive control, together with elimination of road shocks, make 1960 steering better than ever. Rubber pivots and rubber-and-nylon bearings in steering linkage reduce friction and soak up vibration before it reaches the steering wheel. Low-friction ball joints help wheels to turn quickly and easily when taking corners. Wheels return to the straight-ahead position without effort.



Easier to park – easier to

Traditionally the best in the industry, Chrysler and Imperial Constant Control power steering is now even finer. Full-time steering help, with the slightest pull on the steering wheel, is continued. In addition, operation is improved by the new power piston seal. This reduces parking effort and improves the efficiency of the steering gear. Quicker response, when the driver moves the wheel, is provided by a faster acting spool valve.

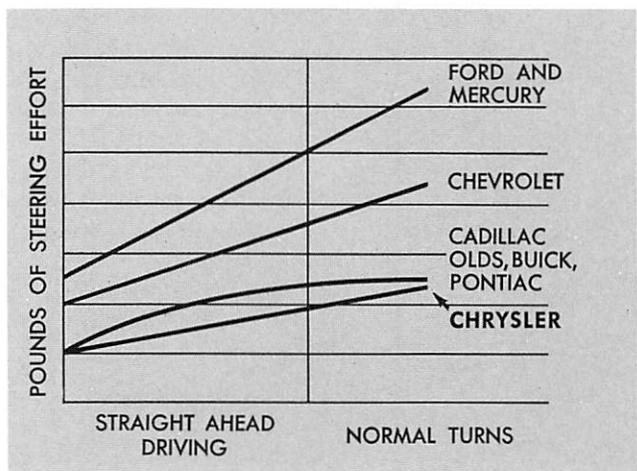


CHRYSLER MANUAL STEERING GEAR

Manual steering gears now have needle bearings on the cross shaft to improve efficiency. New wedge-type adjustment permits positive alignment between shaft and gear chuck, eliminating any possibility of friction at this point. Manual steering is standard equipment on all Windsor models.

steer – improved Constant Control Power Steering

Less steering effort is needed with Constant Control power steering than with some competitive types of units. The chart shown at right indicates the steering effort required during 90% of the driving with Chrysler power steering compared with that of competitive cars. This comparison was made using 1959 model cars. For 1960, Chrysler's advantage should be even greater because of improvements in power steering during parking situations.



Quieter, Quicker, Smoother Stops with New Total-Contact Brakes

New features give more stopping power,
easier braking, longer lining life

1960 Chrysler and Imperial brakes are quieter in operation. Chryslers will have improved linings that have been specially treated to give effective stopping power without noise. The new lining will last longer.

New brake shoes are designed to provide better alignment for more uniform contact with brake drums.

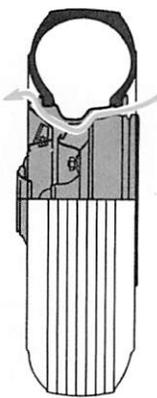
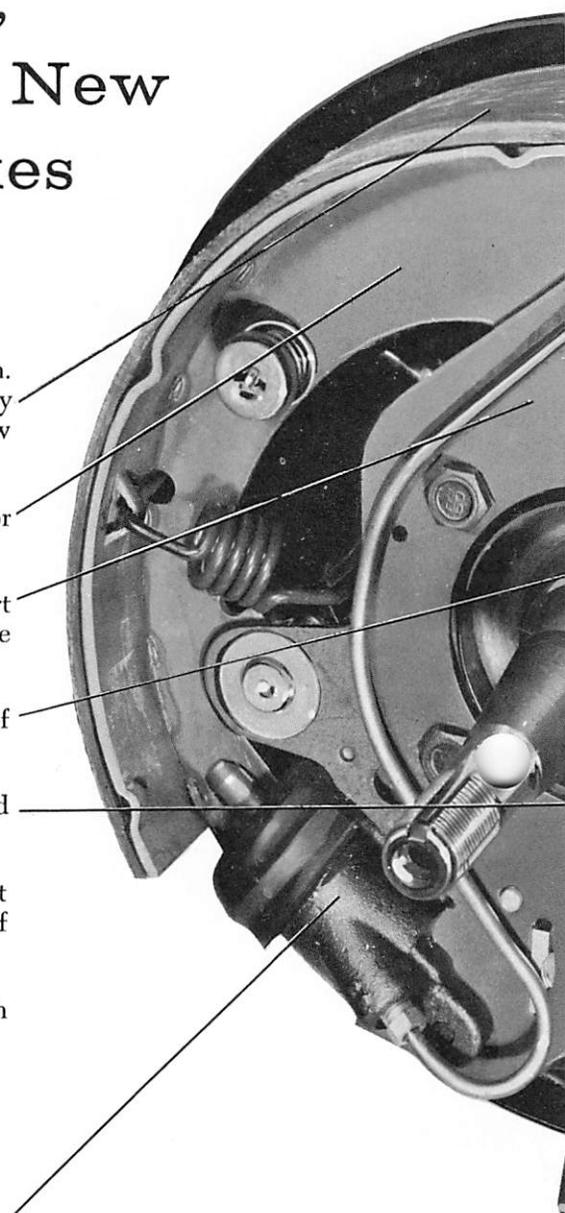
Alignment maintained longer because of redesigned support plate assembly. This means fewer brake adjustments will be needed for the life of the car.

New dust shield and rubber boot provides better sealing of brakes against road splash and dust.

New, stronger return springs have a 25 percent greater load capacity, to provide more positive shoe return.

Improved brake fluid is less affected by heat. It is the heaviest duty fluid in the car or truck industry, with boiling point of 390 degrees.

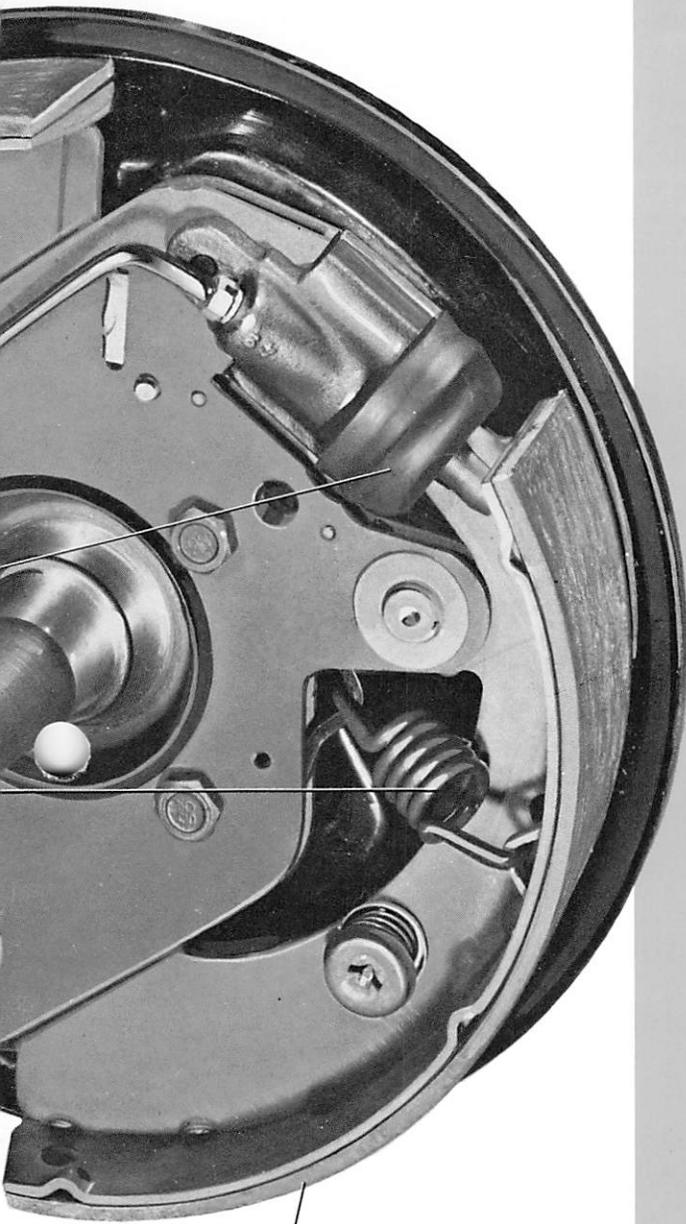
Minimum pedal play for more positive braking action with pressure on the brake pedal.



IMPERIAL BRAKES ARE "TURBINE" COOLED

To maintain top efficiency, resist fade, and prolong brake lining life, Imperial brakes (because of Imperial's extra weight) are air-cooled. Slotted wheel covers act like a turbine to draw cool air through the special, ventilated wheel discs, and over the brake drums. Arrow in the diagram shows direction of air travel.

Two cylinders in each front wheel brake provide more stopping power up front, where it is needed most. As a car stops, its weight shifts forward, thereby increasing traction on front wheels. Additional braking power here means quicker stops. Two cylinders in front wheel brakes are exclusive — not available in competitive cars. Braking force is divided 50-50 between both front shoes for even lining wear. Competitive brakes divide braking force 20-80 between front shoes — resulting in uneven lining wear.



Cyclebond brake lining is bonded permanently to brake shoes. With no rivets, lining is usable for almost its full thickness. What's more, effective brake lining area is increased by the total area that would have been used by rivet holes. Cyclebond lining will last up to three times as long as competitive, riveted lining.

New Step-on Independent Parking Brake

Step-on pedal and release assembly



New convenience and ease of operation are provided for Chrysler's independent parking brake. Just step on the pedal, located at the left side of the cowl, and the parking brake is set. To release it, flick the release lever above it with a finger.

Only Chrysler and Imperial in their class provide the safety of a parking brake that is completely independent of regular service brakes. Operating on the drive shaft, it has up to three times the holding power of competitive parking brakes.

Chrysler and Imperial Power Brakes

(Standard equipment on Saratoga, New Yorker and Imperial, optional on Chrysler Windsor)

Chrysler and Imperial power brakes supply 72 percent of the pedal effort needed for braking. Only 28 percent is supplied by the driver. This means faster, easier stopping in case of an emergency. Pedal travel is shorter than with standard brakes, thus increasing the speed with which brakes can be applied. A reserve tank provides enough vacuum for several normal stops in case the engine should stop.



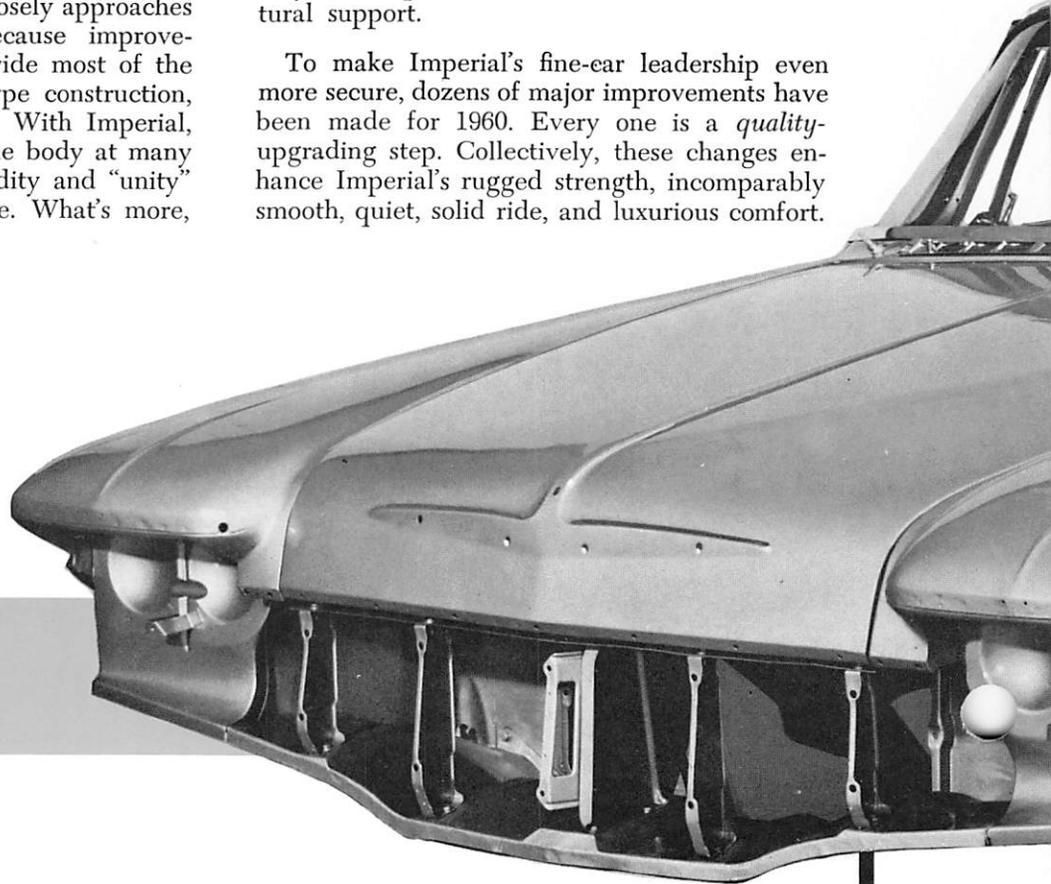
The all-new 1960 Imperial Body...

Why not Unibody for Imperial?

In effect, Imperial's new body closely approaches Unibody-type construction because improvements have been made to provide most of the benefits of Unibody. In unit-type construction, the frame is part of the body. With Imperial, the frame is bolted *solidly* to the body at many points so as to achieve the rigidity and "unity" of a combined body and frame. What's more,

body structure has been strengthened considerably so that panel members now add more structural support.

To make Imperial's fine-car leadership even more secure, dozens of major improvements have been made for 1960. Every one is a *quality-upgrading* step. Collectively, these changes enhance Imperial's rugged strength, incomparably smooth, quiet, solid ride, and luxurious comfort.



New features of Imperial body, for added strength and quieter ride

- Thicker metal in door inner panels, and front fenders.
- Additional brace welded to dash panel to add stiffness.
- Extra reinforcing strip welded inside "A" pillar.
- Lower hinge of front door has new boxed section to reduce hinge flexing and door bounce.
- New, stronger, box-shape deck lid hinge, for better deck lid fit.
- Stronger hood-hinge assembly, for better stability.
- Floor pan strengthened, front and rear, by additional ribbing.
- New, one-piece roof panel is stronger.
- Roof rails have stronger joints at wheelhousings, to tie rear of body together more solidly.
- New, easier-working door lock — new inside door handles will not rattle.

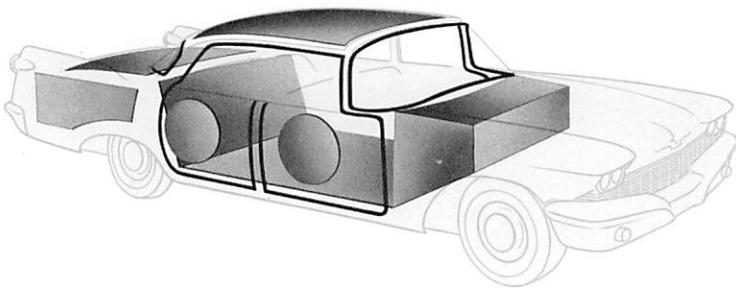
Every Imperial body receives 38 major quality-control inspections to assure that every operation is performed to 100 percent perfection!



Completely insulated against weather, noise and vibration

From underbody to roof panel, Imperial is protected against noise and vibration by the most extensive use of insulating and sound-absorbing materials ever given to a car in Imperial's class. **Factory undercoating** is standard equipment. Sound-deadening mastics, fiberglass blankets, asphalt-impregnated felt, and Tufflex blanket-

type insulation are used wherever needed to assure complete sound and vibration deadening. *New for 1960* are: steering column opening cover of 2-ply asphalt-impregnated felt; deck lid and rear-shelf panel liners of the same material; one-inch fiberglass lining on inside trim panel of luggage compartment.



Weatherproofing of Imperials is complete and foolproof. *Every* Imperial must pass a rugged test for leaks, with not a drop of water entering the car! The test cycle consists of 36 nozzles delivering a high-velocity spray of about 200 gallons per minute, against all areas of the car, for about four minutes. It is a much more severe test than will ever be faced by an Imperial owner!

Imperial roominess and comfort

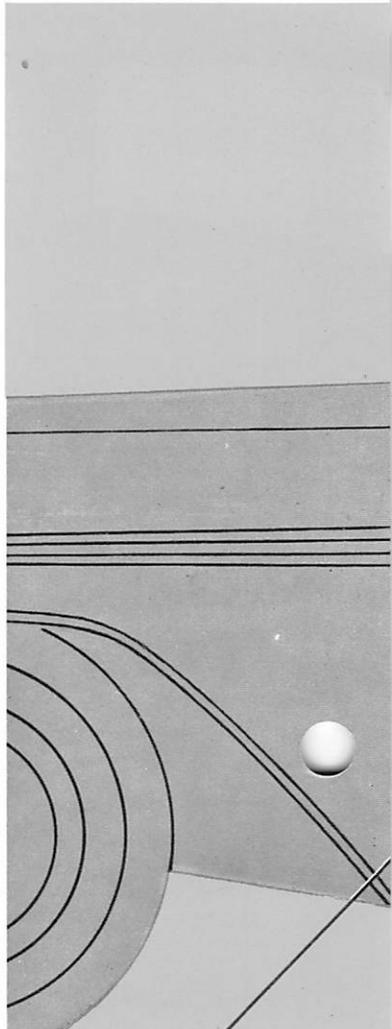
New comfort features add
greater luxury to Imperial's interior



- **Full-depth foam rubber on front seat-backs**

Impressive comfort and luxury unmatched in any car is afforded by new, full-volume foam padding (up to six inches thick) on all Imperial front and rear seat-backs. Foam pad is carried over the top of the seat-back to form a protective impact roll. On the driver's side, seat-back is three inches higher — for added comfort.

Front seat height has been increased almost an inch in all Imperials — giving Imperial a distinct advantage over competition.

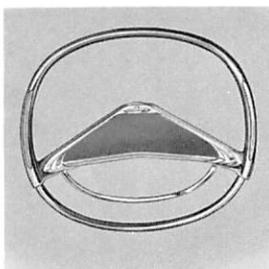


SIX-WAY POWER SEAT IS

STANDARD IN CROWN AND LE BARON

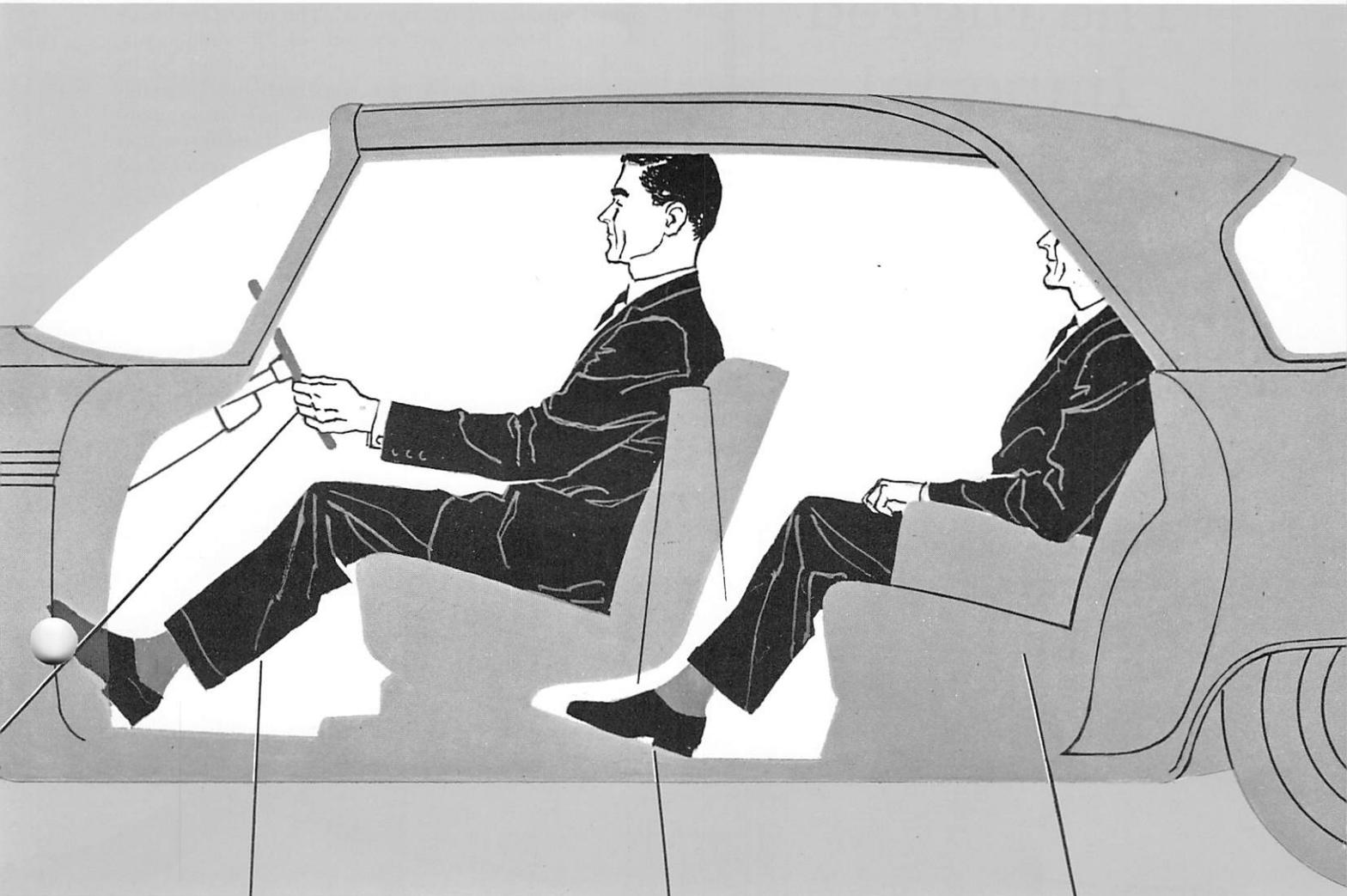
The convenience of automatic seat adjustment — with the flick of a lever — is provided as standard equipment in all Imperial Crown and Le Baron models. For details of operation, please turn to page D-8 in the Optional Equipment section.

- **New oval steering wheel adds custom flair**



Imperial's new steering wheel features a richly padded, deep-dish crossbar, for safety. The elliptical shape of the wheel adds almost two and one-half inches of room from wheel rim to seat-back and one inch from wheel to seat cushion.

ahead of all others in the fine-car field



● **More legroom in front**

Stretch-out comfort for driver and front-seat passengers is greatly improved by an additional inch of legroom, in all Imperial models.

● **New, natural-angle footrest**

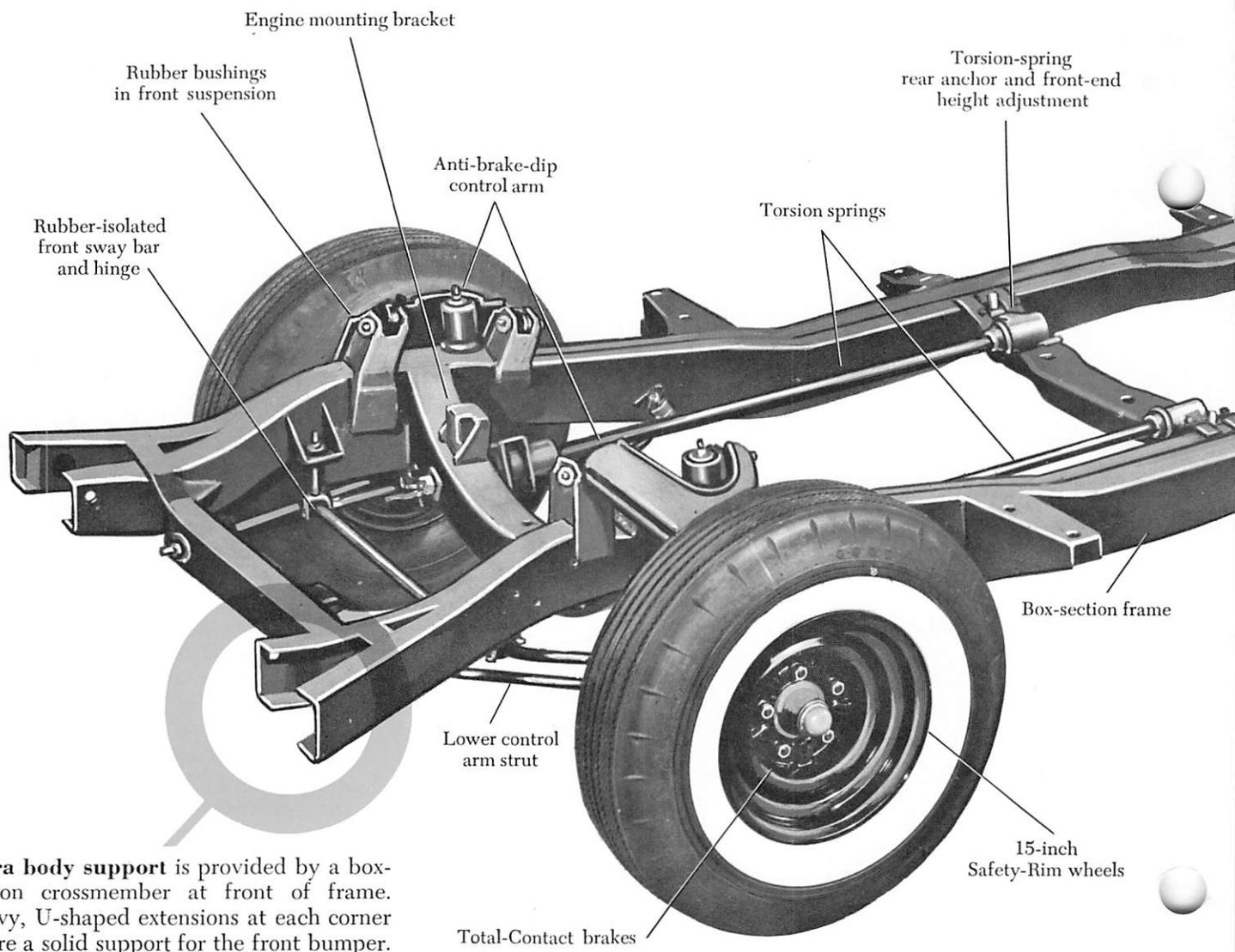
Redesigning front seats has provided space for an improved footrest for rear-seat passengers. The angle of rest is such that foot comfort is improved considerably. Ample toe-room permits complete relaxation, especially welcome on long trips.

● **More comfortable rear seats**

A complete redesign of sitting attitude for rear seats provides a more natural, relaxed posture. Full-depth foam center armrest is an additional new comfort feature that adds to the luxury feel of Imperial's rear compartment.

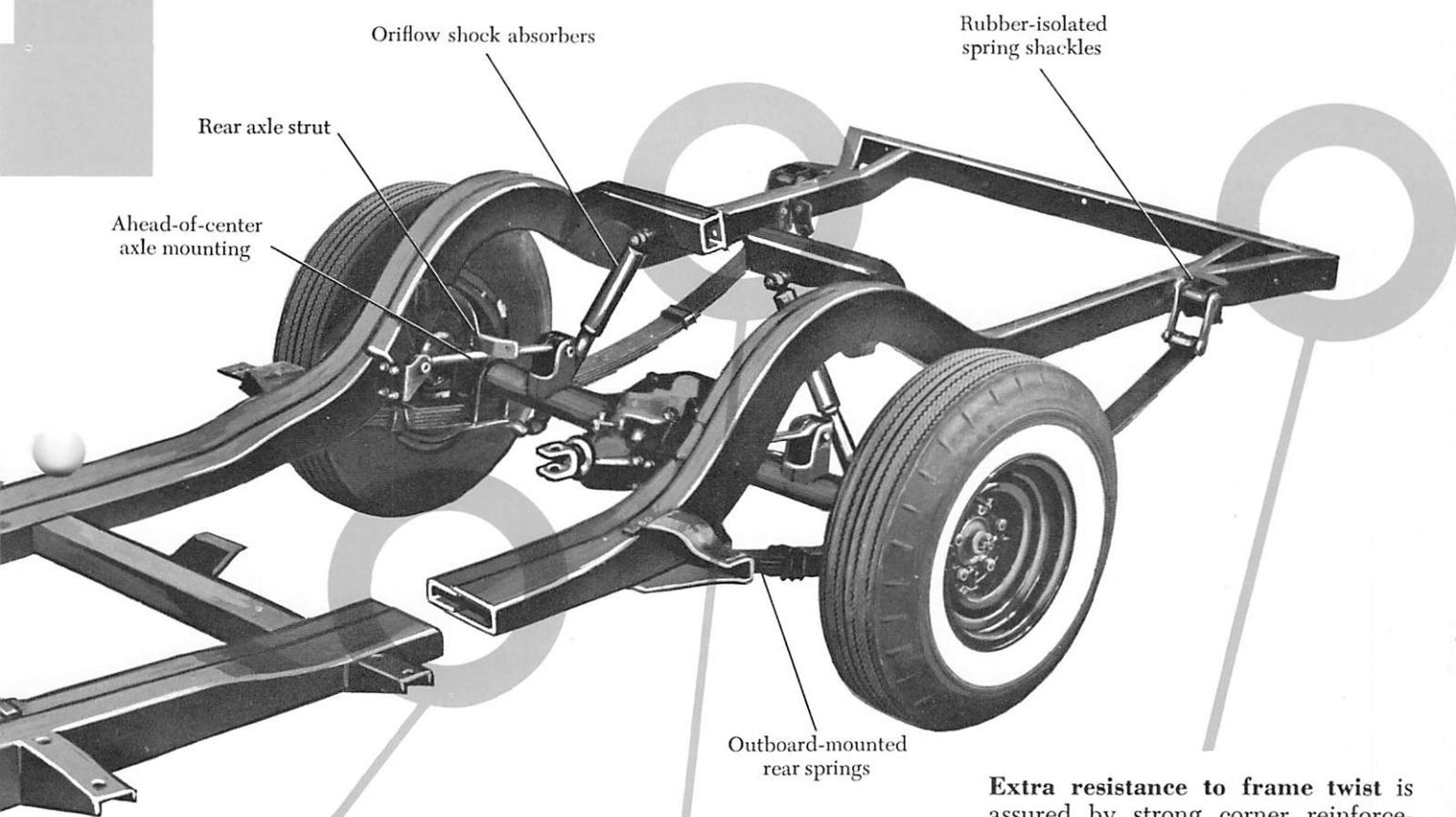
The rugged Imperial Chassis

As you would expect, the longer wheelbase, heavier Imperial has a special chassis — with features designed specifically for Imperial. The most impressive of these is the rugged strength of all components, implemented by reinforcing members at all points subject to stress. Box-section construction, the strongest type known, is used in all principal frame members. Rubber isolation at all points that could transmit road noise or vibration assures luxurious quiet. And all the benefits of famous Torsion-Aire ride, of course, are provided in full measure.



Extra body support is provided by a box-section crossmember at front of frame. Heavy, U-shaped extensions at each corner assure a solid support for the front bumper.

Foundation of Imperial's superb ride and unmatched, luxurious comfort . . .



Heavy, box-section side rails are full-welded, extra wide, for exceptional rigidity and resistance to twist, as well as resistance to side impact for maximum passenger safety.

Extra resistance to frame twist is assured by strong corner reinforcements. U-channel rear crossmember is tied to side rails at two points. This means greater rigidity at this point.

Box-section crossmembers resist twist, add rigidity to the entire frame. This particular crossmember is extra rugged, to provide a solid anchorage for the rear shock absorbers.

Super Cushion tires soak up bumps and road noise



A softer ride is the result of low pressure, large air volume, and especially resilient rubber. Custom Super Cushion tires, standard on all Chrysler and Imperial cars, absorb road shocks, noise, and are an important factor in achieving the comfort of Torsion-Aire ride.

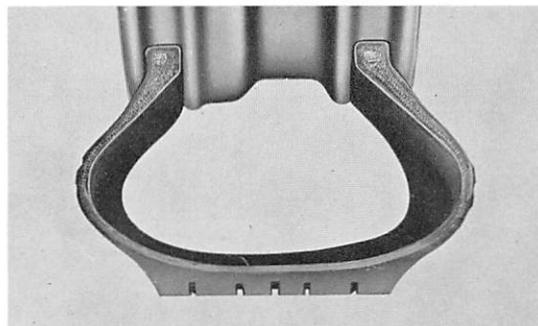
Better traction, for safer driving and stopping is assured by modern tread design that presents thousands of road-gripping edges. On wet roads, good traction is vital to safety. Super Cushion tires are superior to most tires when it comes to road-gripping traction.

More tire mileage — up to 25 percent more — is provided by new Tyrex cord in Super Cushion tires. Extremely resistant to heat build-up, Tyrex adds miles to the life expectancy of sidewalls and tread.

Oversize tires (optional, extra-cost equipment on Windsor and Saratoga) are desirable for the owner who drives consistently at turnpike speeds, and with over-average loads. Station wagon buyers also would be well advised to order oversize tires. The benefits are appreciably better tire mileage and a softer ride. *Nylon tires* (also optional) are recommended for buyers who want the utmost in tire serviceability, and who are willing to accept the characteristics of this tire ("morning sickness") to have its many benefits.

Safety-Rim wheels provide extra security

Protective ridges on Safety-Rim help hold a deflated tire securely on the rim. In the event of a blowout, tires can slip off rims of ordinary wheels, with possible loss of driver control. Safety-Rim wheels are a safety exclusive with Chrysler and Imperial in their fields.

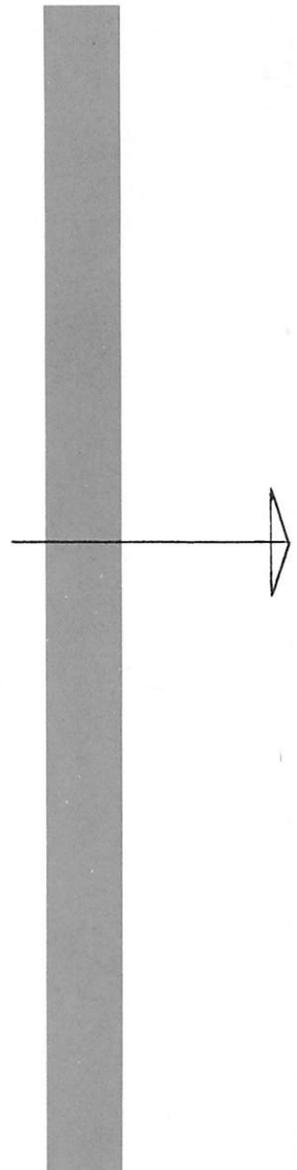


CHRYSLER

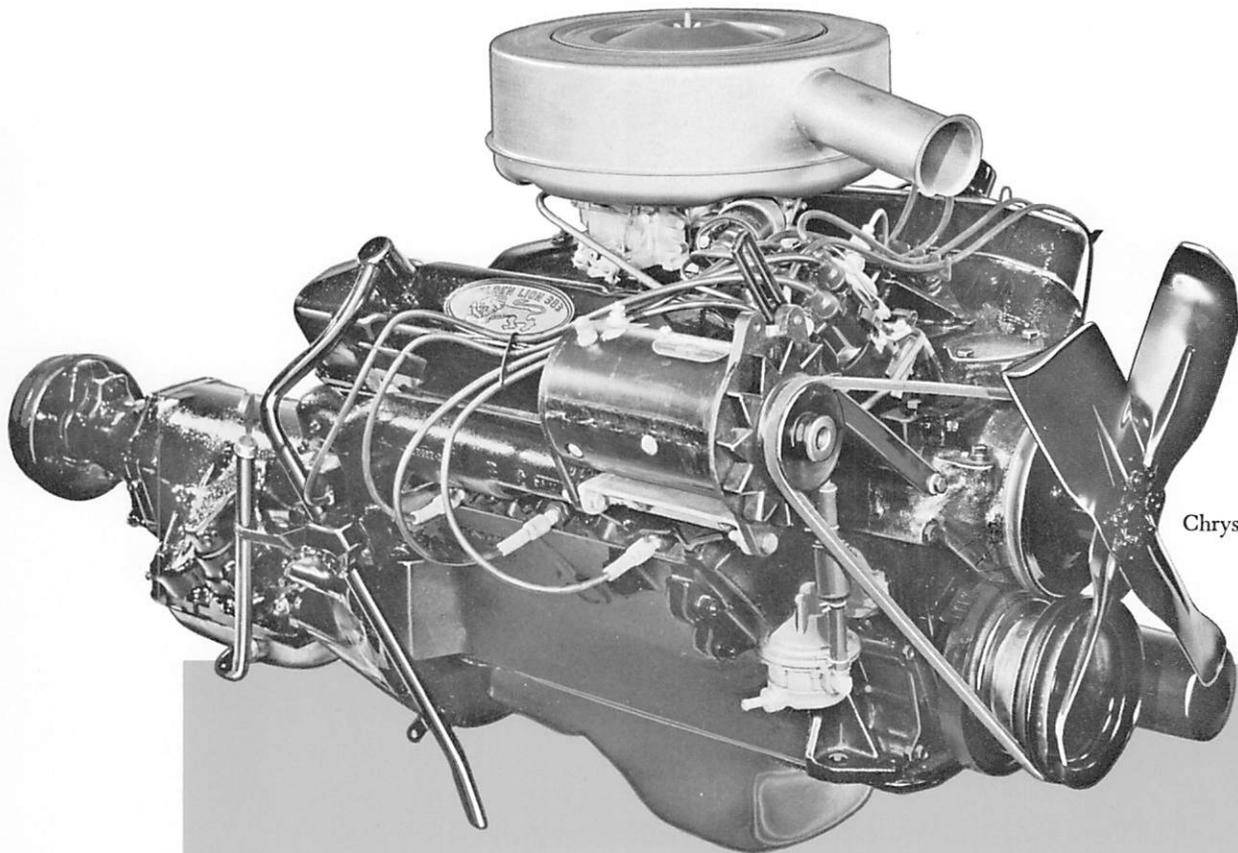
IMPERIAL

Engines and Transmissions

- C-2, 3 General facts about engines,
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- C-6, 7 Mechanical features, muffler and tailpipe
 - C-8 Fuel system, lubrication system
 - C-9 Electrical system, cooling system
- C-10, 11 TorqueFlite transmission
- C-12, 13 Chrysler drive train
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Chrysler Golden Lion



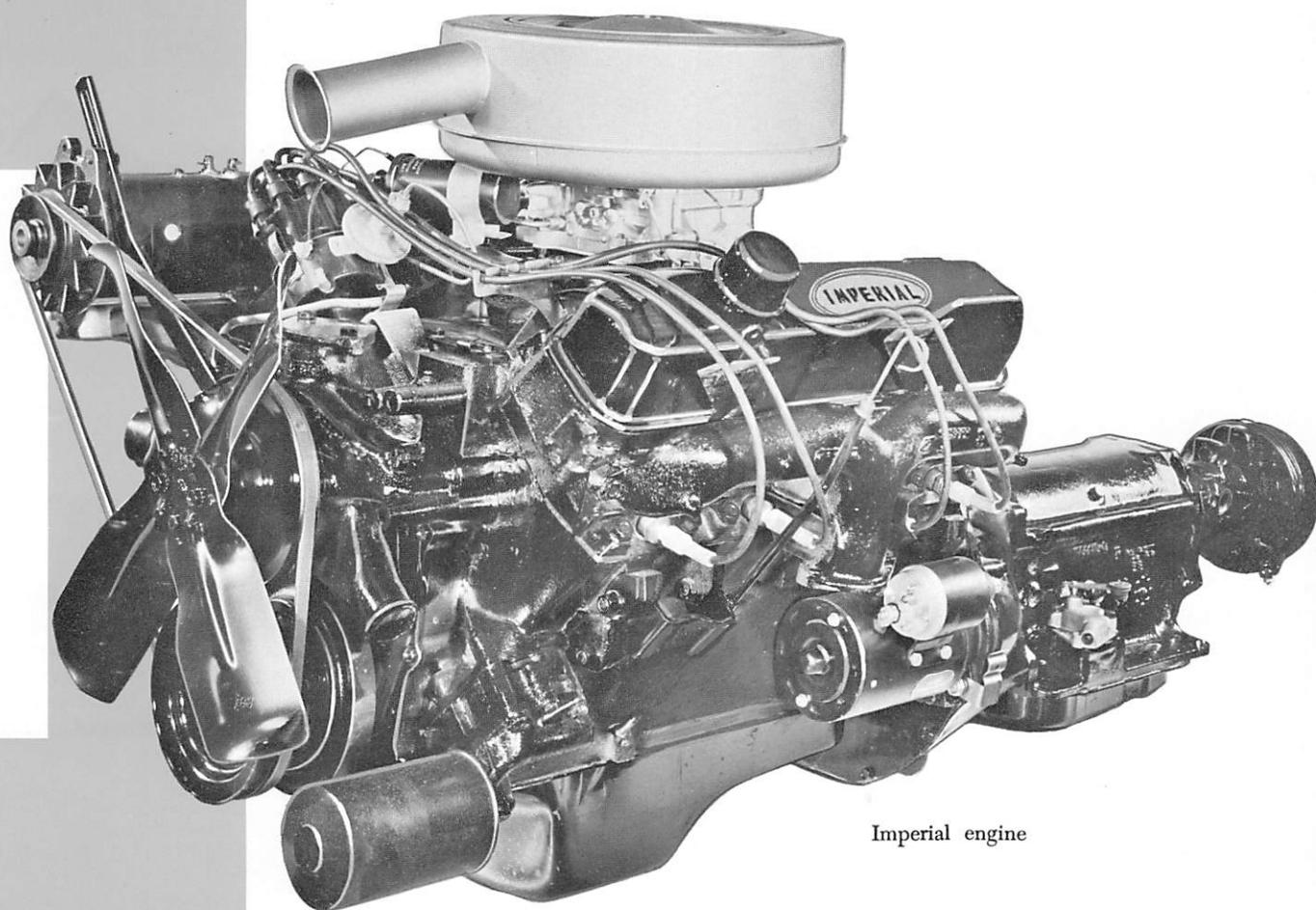
Chrysler engine

BASIC SPECIFICATIONS

	Windsor	Saratoga	New Yorker and Imperial
Piston displacement	383 cu. in.	383 cu. in.	413 cu. in.
Bore and stroke	4.03" x 3.75"	4.03" x 3.75"	4.18" x 3.75"
Compression ratio	10.1 to 1	10.1 to 1	10.1 to 1
Carburetor	2-barrel	4-barrel	4-barrel
Horsepower	305 @ 4600 r.p.m.	325 @ 4600 r.p.m.	350 @ 4600 r.p.m.
Torque, lb.-ft.	410 @ 2400 r.p.m.	425 @ 2800 r.p.m.	470 @ 2800 r.p.m.

and Imperial V-8 engines

- **Still the newest in design** — ahead of the industry with the newest and most modern engine features, to provide benefits unmatched by competition.
- **Economy leaders of the industry.** In recent years, Chrysler and Imperial engines have won more honors in the annual Mobilgas Economy Run than have all competitive makes combined.
- **Extra reserve power for safety.** With high-torque, high-horsepower Golden Lion engines, a Chrysler driver can call for and *get* instant response to meet any emergency need!
- **Extra ruggedness for dependability.** Records of repair orders show that Chrysler Golden Lion engines are far ahead of any previous engine in freedom from trouble.
- **Extra quiet and smooth running.** All moving parts of Chrysler engines are perfectly balanced and precisely fitted together for smooth vibration-free operation. Friction is held to a minimum.



Imperial engine

Here's why
Chrysler and
Imperial engines
are so rugged
and dependable,
so smooth
and quiet

ENGINE PARTS ARE ELECTRONICALLY BALANCED

A smooth, quiet-running engine only works that way because working parts are perfectly balanced. In Chrysler and Imperial engines, pistons, piston pins, connecting rods, crankshaft and torque converter are electronically balanced — both individually, and as a complete assembly in place, in the engine block.

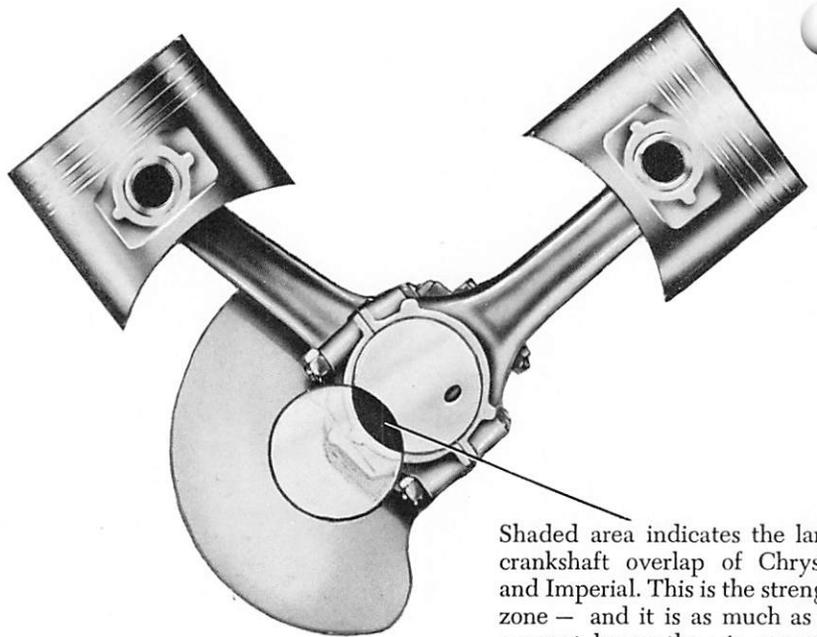
HUSKY, DEEP-SKIRT BLOCK

The quiet, vibration-free operation of Chrysler and Imperial engines starts with an extremely strong and rigid engine block. Deep-skirt design (shown at right) provides extra support for the crankshaft, to assure accurate alignment throughout its entire length. It also provides a more solid support for the transmission, to prolong bearing life and assure permanently tight oil seals.

Lightweight aluminum-alloy pistons are steel-strut reinforced for extra strength, and to control the effects of temperature changes. Compression is maintained by two compression rings and one oil ring. Tin-plating of pistons and compression rings helps assure trouble-free engine break-in.

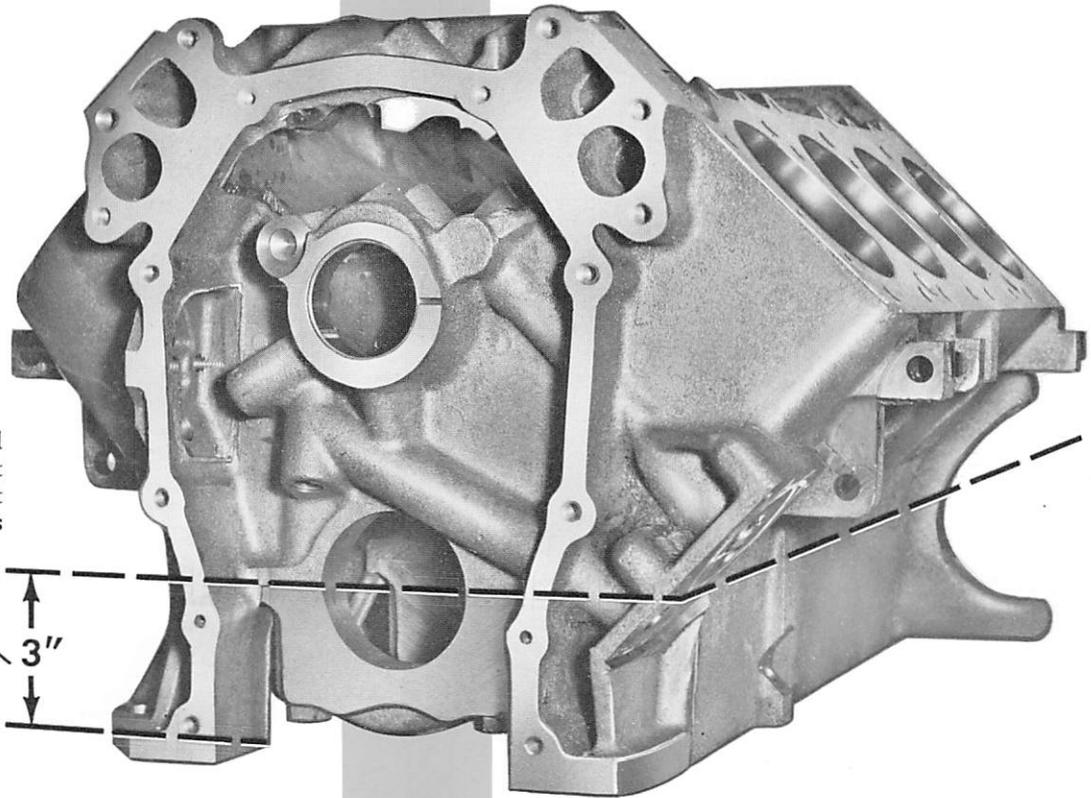
Drop-forged connecting rods, of alloy steel, have exceptional strength and rigidity because they are formed like a structural I-beam. Connecting-rod bearings are replaceable babbitt-on-steel.

Extra-strong, forged-steel crankshaft is up to 20 percent heavier than some competitive cars. This extra weight permits larger bearing areas for better distribution of loads, and increases "stiffness" of the crankshaft. Forging produces a much stronger, stiffer crankshaft than casting — which is still used by several competitive makes of cars.



Shaded area indicates the large crankshaft overlap of Chrysler and Imperial. This is the strength zone — and it is as much as 30 percent larger than in competitive engines of comparable size.

A full three inches of solid support below crankshaft center promotes quiet operation and prolongs engine life.



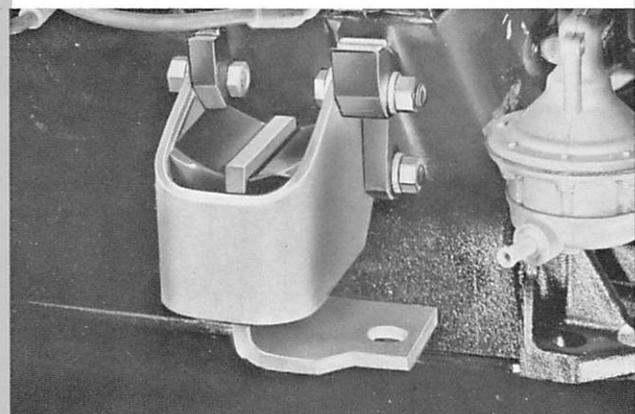
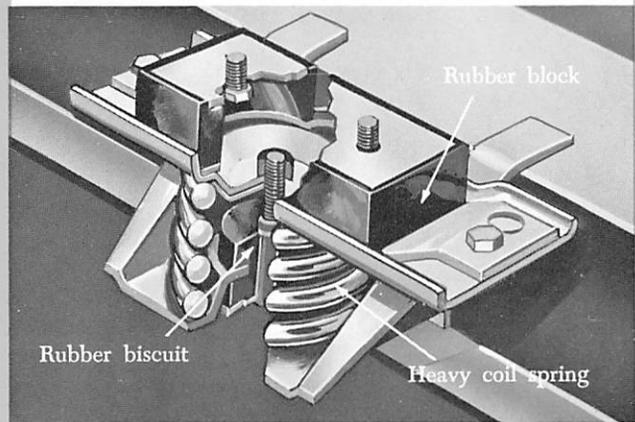
Now . . .
a spring-cushioned engine! (Chrysler only)

A revolutionary new type of rear engine mounting, a Chrysler engine "first", is the most important engine development since "Floating Power".

All engines are mounted on rubber. But Chrysler engines, for the first time, combine the benefits of spring cushioning with those of rubber. Just as hi-fi turntables and refrigerator compressors are mounted on *springs and rubber*, for maximum absorption of noise and vibration, so Chrysler, too, uses this most efficient method.

New front engine mounting is a shear-type support, with the largest rubber cushioning used in any such mounting, to absorb engine oscillations more effectively.

The net result of new front and rear engine mounts is a significant improvement in the quietness of Chrysler engines.



Mechanical features of Chrysler

CYLINDER HEAD

For good engine breathing, cylinder head has short exhaust passages. Integral valve guides and seats reduce valve operating temperature. Special chrome-alloy cast iron imparts rigidity and promotes long life. 17 hold-down bolts assure tight seal to engine block.

EXHAUST MANIFOLDS

Tightly sealed exhaust manifolds are separated-branch design for better breathing and eliminate the need for manifold gasket. Free flow of gases through manifold reduces back pressure, increases life of exhaust valves.

EXHAUST VALVES

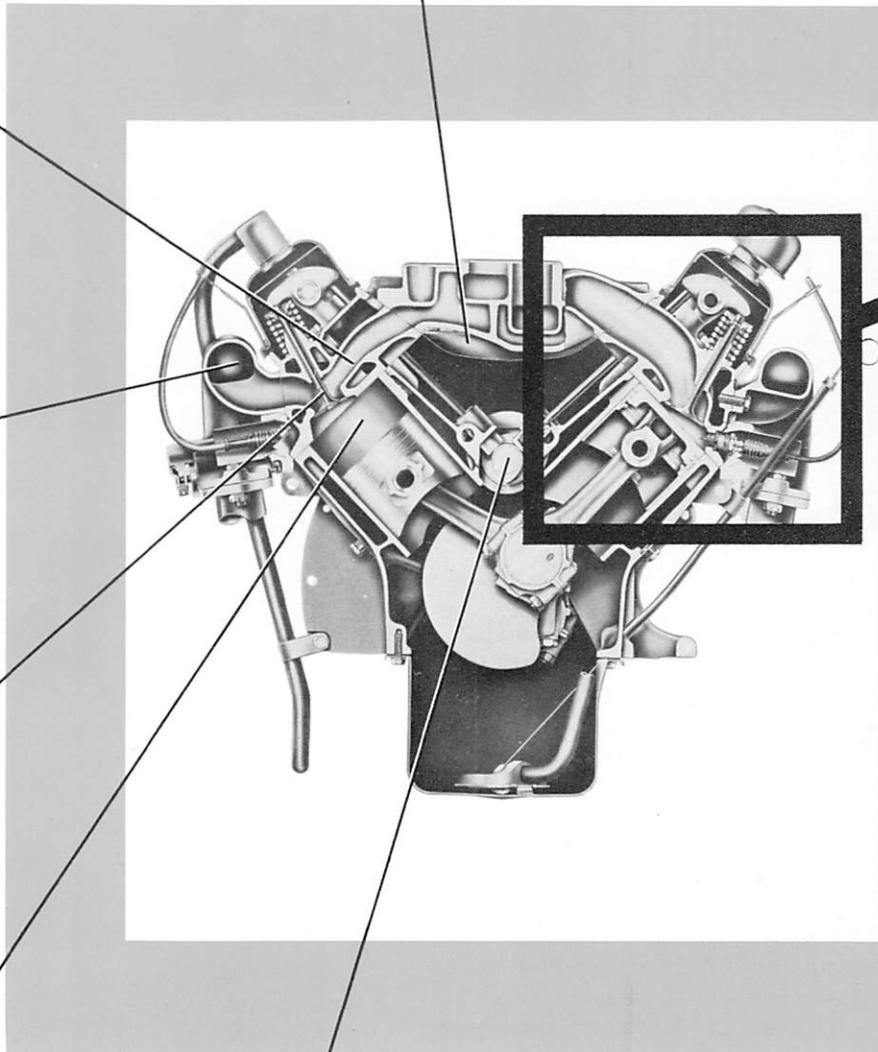
Special alloy exhaust valves resist warping and burning. Valves rotate to equalize wear and the effects of temperature. Water-cooled, integral valve guides help maintain cooler valves, for long service life.

COMBUSTION CHAMBER

High turbulence combustion chamber is a special wedge-type design. Fuel-air mixture swirls about the chamber for fast, complete combustion—and maximum power with exceptional fuel economy, smooth running and over-all efficiency.

ENGINE SILENCER PAD

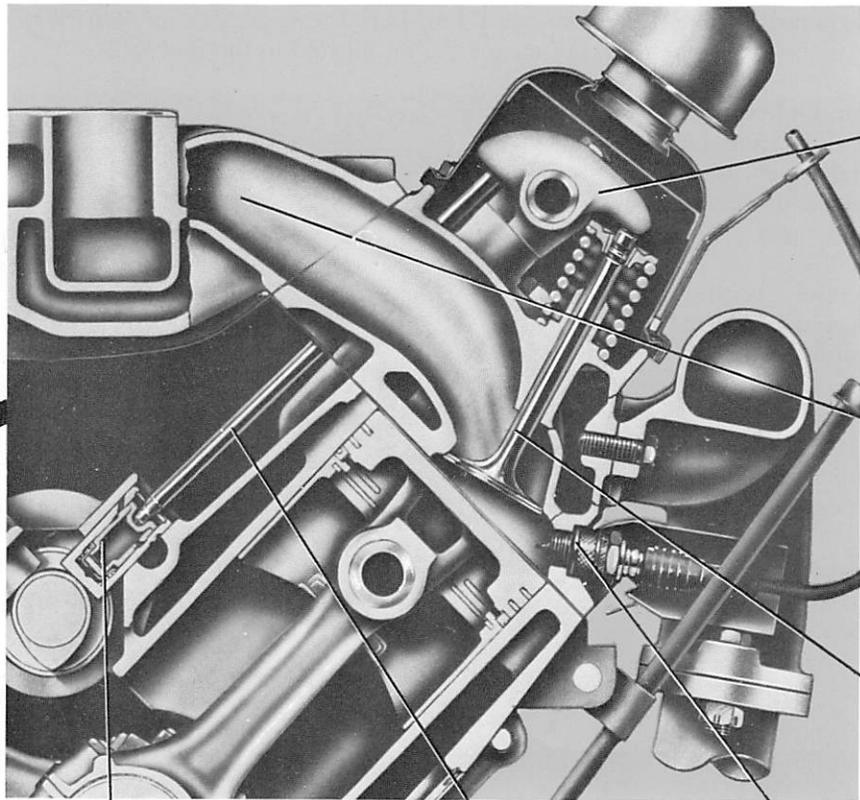
Fiberglass engine silencer pad is one inch thick, sandwiched between aluminum foil. Placed on upper side of valve tappet cover, it reduces level of normal valve train noise for a quieter running engine.



CAMSHAFT

High-lift camshaft opens valves wider and holds them open longer—for more efficient engine breathing. Hardened lobes minimize wear.

Golden Lion and Imperial engines



ROCKER ARMS

Stamped steel rocker arms have hardened tips for longer wear, light weight for high RPM. Integral oil reservoir in arm provides sure lubrication of push rods and valve stems. Oilite lubricating spacers separate rocker arms.

INTAKE MANIFOLD

Compact, lightweight intake manifold provides short, direct path for fuel-air mixture as it moves from carburetor to combustion chamber. Choke-well is located inside intake manifold for fast, accurately calibrated choking action.

INTAKE VALVES

Extra-large intake valves assure the feeding of a large volume of fuel-air mixture into combustion chambers at high engine r.p.m. "Tulip" shape of valves permits large-size valves with less weight — permits better cooling.

SPARK PLUGS

Easily accessible spark plugs for servicing. Centrally located in combustion chambers for short flame travel — to assure fast, even burning of fuel and maximum power.

HYDRAULIC VALVE LIFTERS

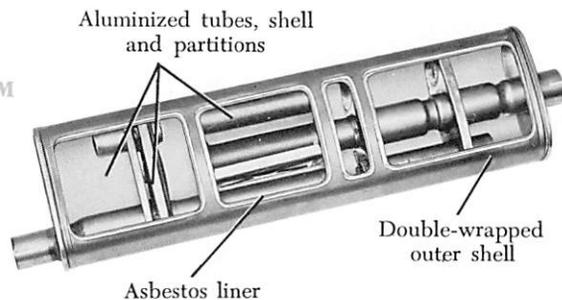
Quiet-running hydraulic valve lifters have exclusive oversize valves to compensate immediately for any expansion or contraction in valve linkage due to engine temperature changes. This assures quiet operation.

PUSH RODS

Tubular steel push rods are lightweight, extra strong and rigid to transmit lifting action from the hydraulic valve lifters to the rocker arms.

DOUBLE-LIFE, ALUMINIZED MUFFLER AND TAILPIPE SYSTEM

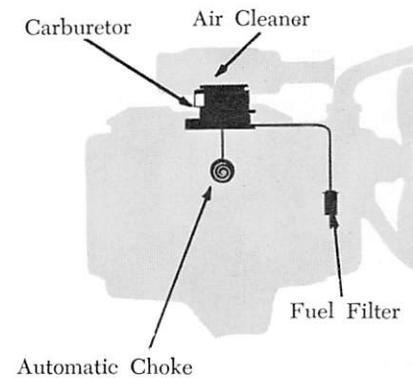
Chrysler and Imperial mufflers have twice the life expectancy of ordinary mufflers and tailpipes because they use a coating of aluminized steel inside and outside to reduce the effects of corrosion. Tailpipe is also aluminized steel, both inside and outside.



Fuel system

Advanced features make Chrysler and Imperial engines economy leaders; more protective filtering and larger fuel tanks provided than in most other cars.

- **Super 2-barrel carburetor** (standard in Windsor) gives performance equal to older type 4-barrel carburetors, but is calibrated to deliver amazing fuel economy at all engine speeds.
- **4-barrel carburetor** engineered for highest possible fuel economy when only 2 barrels function (up to $\frac{3}{4}$ -throttle). With all 4 barrels open, there is an immediate 25 percent increase in power for passing. No "starving" or flooding on turns.
- **Fuel-saving automatic choke** precisely controls the amount of choking needed. Located in the intake manifold crossover for maximum sensitivity to choking needs.
- **Heavy-duty air cleaner** is extra large, has dry-type filter. Standard equipment on all Chrysler and Imperial models (extra-cost equipment on some other cars).
- **Self-cleaning fuel tank filter** keeps sediment and water in the fuel tank and out of fuel lines.
- **Carburetor fuel filtering** provides two-stage protection with a new Super-Micronic fuel filter for two- and four-barrel carburetors as well as the self-cleaning filter located in the fuel tank.

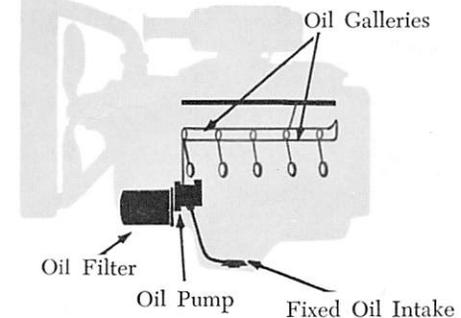


Lubrication system

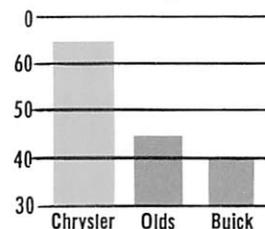
Full-flow, high-pressure system pumps larger oil volume which lubricates faster, lets engine bearings run cooler, oil is kept cleaner.

Full-flow replaceable oil filter cleans every drop of oil before it enters the oil lines. Anti-drain-back valve keeps oil galleries full after engine is stopped, for immediate lubrication when engine is started again.

Rotary-type oil pump provides high oil pressure at all engine speeds. Mounted outside engine block for cool operation.



Comparison of operating oil pressures

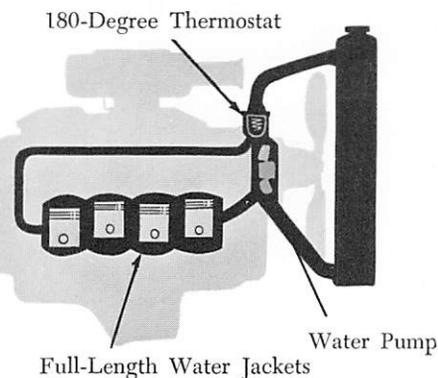
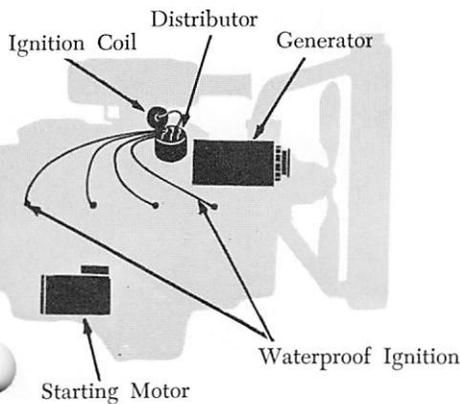


(Based on 1959 model cars) Competitive cars use lower oil pressures which pump a smaller volume of oil through precision engine parts.

Electrical system

Heavy-duty components assure complete dependability, even with every available power-operated accessory installed on the car.

- **Heavy-duty Battery** carries a 3-year manufacturer's warranty. Capacity is 70 ampere-hours for ample reserve power.
- **Husky, 35-ampere capacity Generator** has the capacity to maintain battery charge at high level, for all electrical needs.
- **New Distributor** has lightweight points that last longer, require less adjusting, and give better performance at high engine speeds. Splashproof location, high in front, makes servicing easy.
- **New High-torque Starting Motor** is more splashproof — assures quick starts in all kinds of weather because of high cranking speed. Oilite bearings at both ends of shaft assure long life.
- **Oil-filled Ignition Coil** is sealed against moisture — extra-rugged construction to stand up under long service.
- **Power-tip Spark Plugs** place gap deep into combustion chamber for more even burning of fuel charge. This permits use of leaner mixture — for better fuel economy.
- **Resistance-core Ignition Cables** eliminate need for resistor-type spark plugs, reduce tendency of electrodes to burn, thus maintain original gap settings for longer periods.



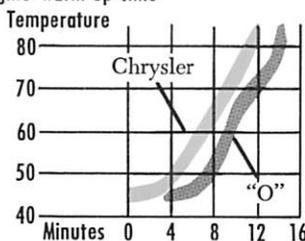
Cooling system

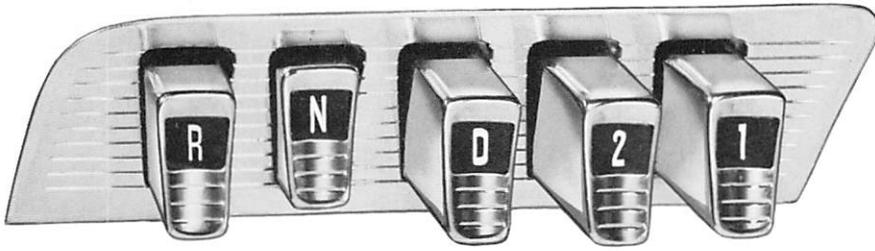
Fast engine warm-up with high-velocity flow of coolant; 17-quart capacity (with heater) means less coolant to be heated, less choking of engine needed; faster heater output.

- **High-capacity Water Pump** circulates up to 60 gallons a minute, for uniform temperatures throughout engine; permits a small-volume system, for faster warm-up. Ball bearings in pump assure long service life.
- **A 180-degree Winter-type Thermostat** permits more ideal operating temperatures for better engine efficiency, and faster, hotter, heater output. Pressure-vent radiator cap protects against coolant loss in hot weather or at high altitudes.

Comparison of engine warm-up time

(Based on 1959 models) Chrysler and typical competitive make "O" both start at temperature of 44 degrees. Chrysler warms up faster by two minutes.

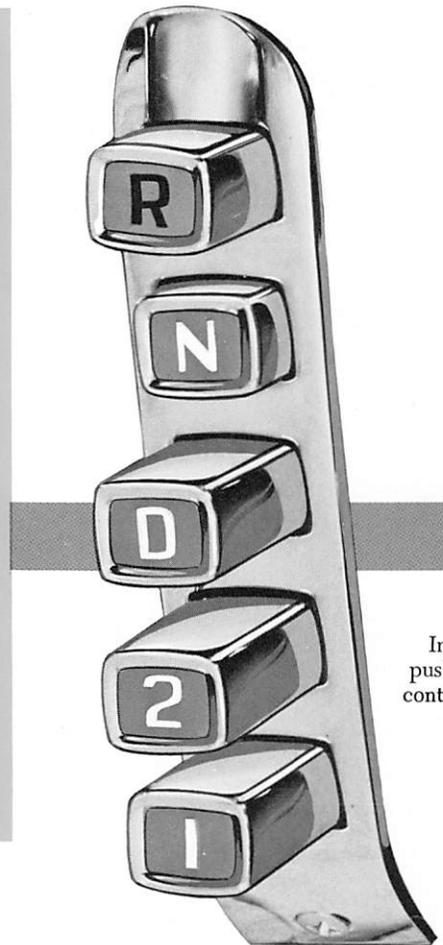




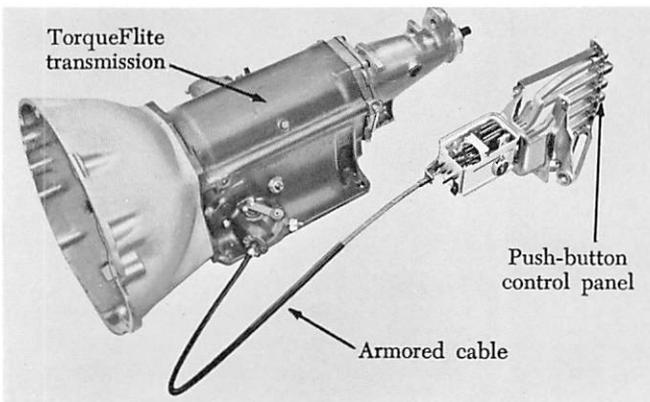
Chrysler TorqueFlite push-button panel

TorqueFlite Finger-tip-contoured push buttons are located at driver's left, within his easy reach, yet removed from the reach of curious children. When lights are turned on, each button is illuminated for quick, easy identification at night.

Fully-automatic,
triple-range
push-button
TorqueFlite



Imperial
push-button
control panel



**TORQUEFLITE HAS ALL-MECHANICAL
PUSH-BUTTON OPERATION**

The simplest form of linkage connects push buttons and the transmission unit — just one, well-protected metal cable. No electronic controls to go wrong, no wiring circuits to be broken. Flying stones or other objects cannot possibly damage the linkage.

Here's all you do to drive with TorqueFlite . . .



REVERSE — Depress when car is stopped, or moving slower than five m.p.h. If button is depressed at speed above 10 m.p.h., transmission automatically shifts to neutral.



NEUTRAL — This button must be depressed before the starter will operate. As a safety measure, the engine will not start with any other button depressed.



DRIVE — For all normal driving, depress the "D" button and accelerate as desired. Upshifts take place automatically, as needed.



SECOND — This button selects intermediate range, good for heavy city traffic where precise control and lively acceleration are desired. May be used for climbing steep grades or for moderate engine braking on downgrades. In "2" range, transmission will not upshift to direct drive until a speed of about 75 m.p.h. is reached.



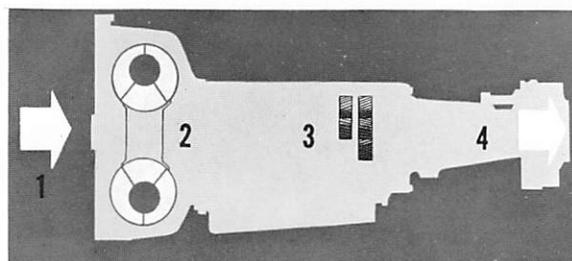
LOW — For climbing very steep grades, or for maximum engine braking on downgrades. When in this range, transmission will not upshift automatically into a higher gear, regardless of speed.

DOWNSHIFTING FOR QUICK ACCELERATION

If speed is below 25 m.p.h., pushing accelerator to the floor downshifts to Low, for quick acceleration. If in "D" range at speeds below 60 m.p.h., the downshift is to "2" (Intermediate range). Releasing the accelerator pedal returns transmission to Drive range.

TorqueFlite offers more than any other automatic transmission

- **Complete Flexibility** for city traffic, open country highways, hills and mountains.
- **Unexcelled breakway performance** with two kick-down speeds for quick, safe passing. Highest torque multiplication of any automatic transmission.
- **Velvet-smooth** torque converter is fluid-smooth connection between engine and transmission. Multiple-disc clutch for final shift.
- **Maximum economy** with three forward gear ratios to allow use of low axle ratios for fuel economy.
- **Effective engine braking** on steep downgrades — for extra safety, to save wear on brakes.
- **Easy, effortless operation** — finger-tip pressure on a push button gives you the desired range.

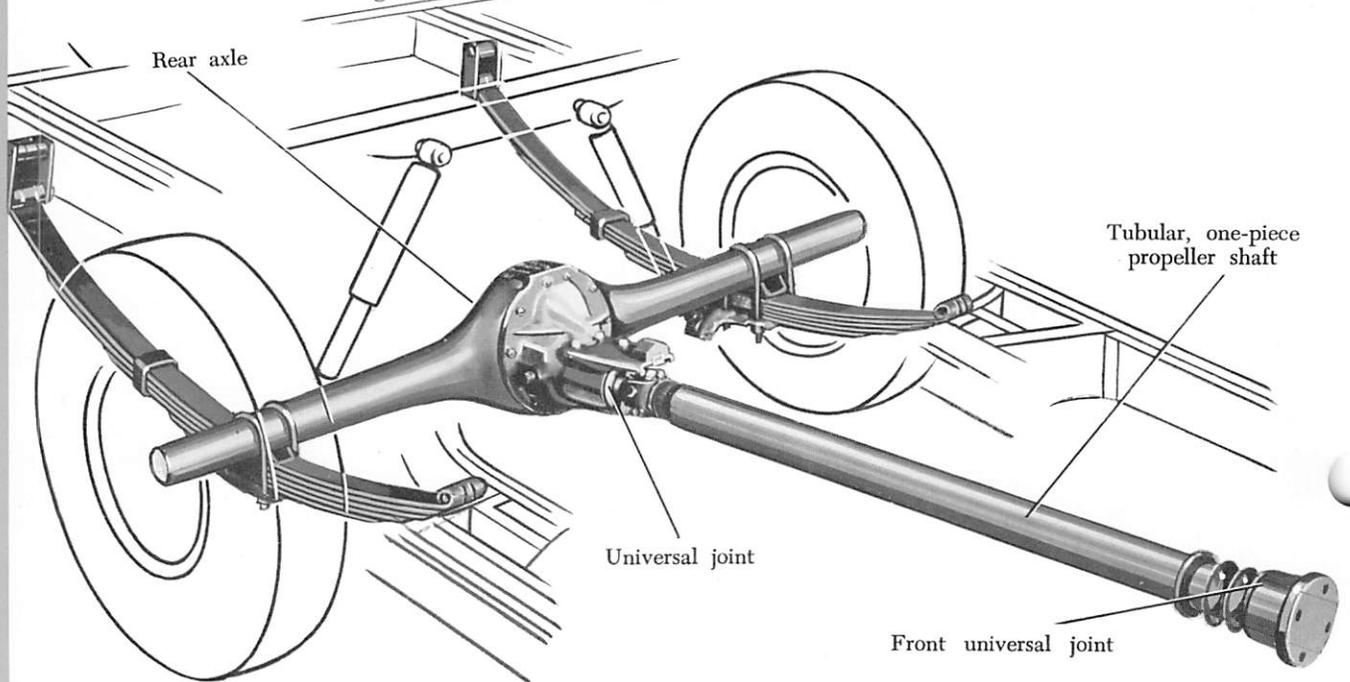


HOW TORQUEFLITE WORKS . . .

1. Torque, or twisting force from the engine.
2. Torque is multiplied automatically by torque converter.
3. Three-speed planetary gearset adds more torque multiplication.
4. Torque is transmitted to rear axle and wheels by propeller shaft.

Power to Chrysler's rear wheels flows

The drive train is the link between the transmission and the rear wheels. In Chrysler, all components are designed for extra strength, elimination of unnecessary weight, and vibration-free balance. All bearings in the rear axle are heavy-duty, tapered-roller bearings. Tubular propeller shaft transfers power with maximum, vibration-free efficiency, universal joints are protected against moisture and dust.

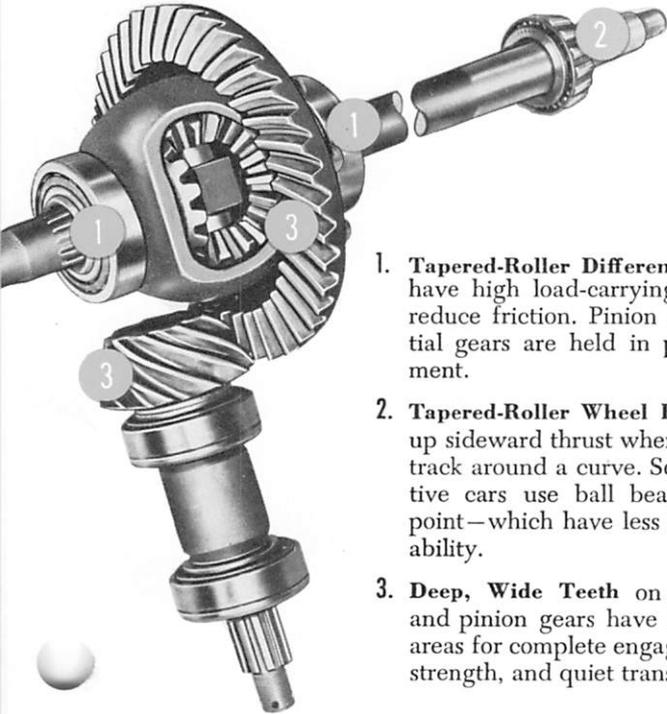


**Sure-Grip
Rear Axle**
pulls you out
of sand or mud
(Optional, extra-cost equipment)

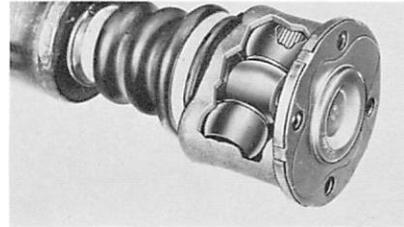
Sure-Grip rear axle limits spinning of one wheel when on snow or ice, in sand, gravel or mud. It puts traction on both wheels, with most of the power diverted to the wheel having the most traction. Thus, a driver can pull out of most situations that would immobilize a car with an ordinary rear axle.

Sure-Grip provides better, safer cornering ability, too. On curves, greater driving force is applied at the inside rear wheel — to improve traction and stability. Should one rear wheel hit a soft shoulder, the off-wheel does not spin as readily and cause the car to swerve.

smoothly and quietly through the drive train



1. **Tapered-Roller Differential Bearings** have high load-carrying capacity to reduce friction. Pinion and differential gears are held in precise alignment.
2. **Tapered-Roller Wheel Bearings** take up sideward thrust when rear wheels track around a curve. Some competitive cars use ball bearings at this point—which have less load-carrying ability.
3. **Deep, Wide Teeth** on hypoid ring and pinion gears have large contact areas for complete engagement, extra strength, and quiet transfer of power.



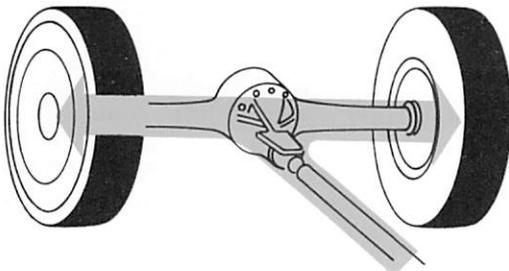
Large, heavy-duty bearings at universal joints reduce friction, promote long service. Note protective rubber boot on the front universal joint, illustrated above.



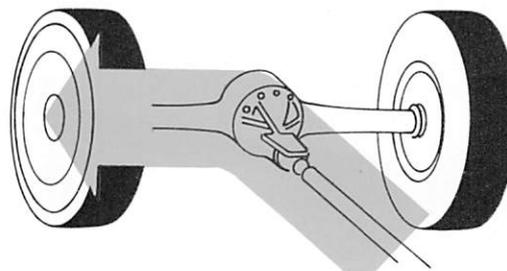
CHRYSLER Roller Bearing COMPETITIVE Ball Bearing

This comparison shows the difference in size of load-carrying areas in Chrysler tapered-roller bearings and competitive ball bearings. Contact is maintained for the full length of a roller—only at one point with a ball.

Here's how Sure-Grip works



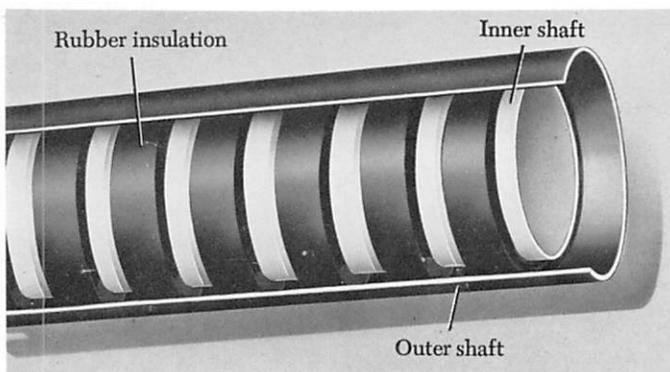
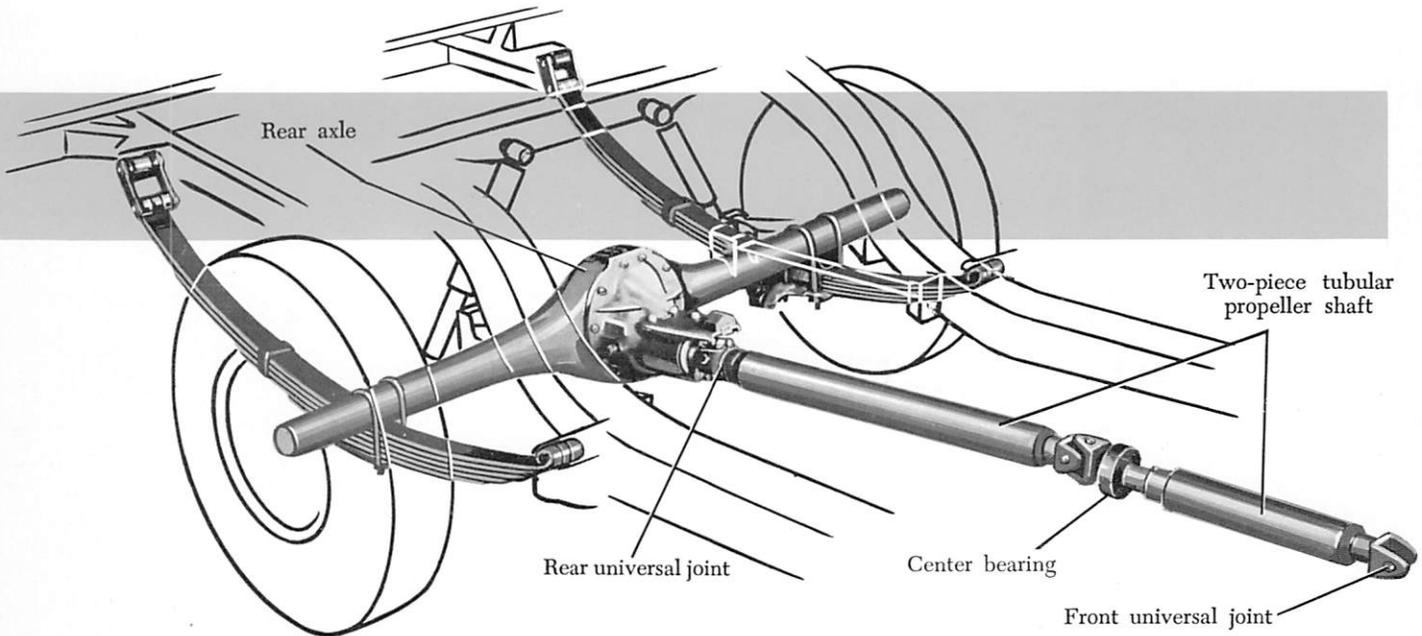
Power flows equally to both rear wheels under normal driving conditions.



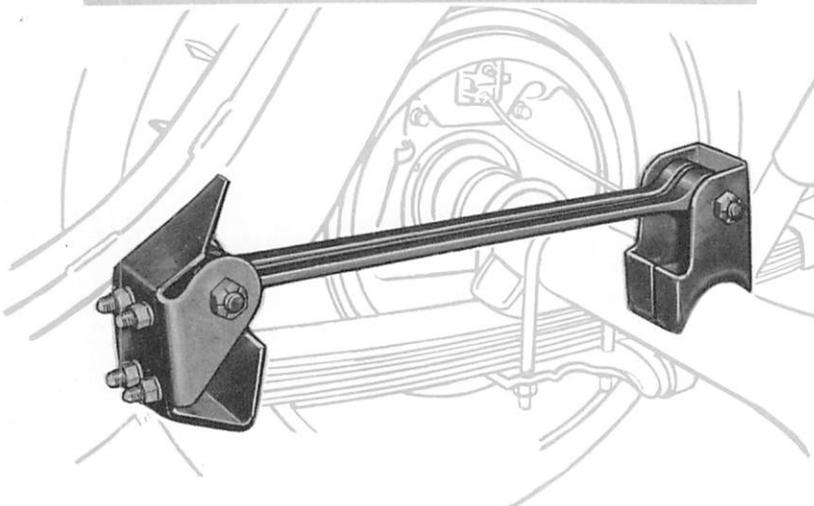
More power is diverted to the wheel not spinning in sand or mud—or on snow or ice—to pull out of the situation.

Imperial drive train features

The drive train is the link between the transmission and the rear wheels. In Imperial, all components are designed for extra strength, elimination of unnecessary weight, and vibration-free balance. All bearings in the rear axle are heavy-duty, tapered-roller bearings. Tubular propeller shaft transfers power with maximum, vibration-free efficiency, universal joints are protected against moisture and dust.



Rubber insulation is used on the rear section of Imperial's two-piece propeller shaft to reduce transmission of vibration and noise. The smaller tubular shaft within the large outer shaft is separated by rubber. This is just one of the many special features used throughout Imperial to upgrade the quality of its quietness and comfort.



For added control of lean and more riding comfort, Imperial provides a rugged steel strut connecting each end of the rear-axle housing to frame side rails. These rigid braces permit the use of soft-acting rear springs, for extra comfort. They also prevent Imperial's high engine torque from rotating the axle housing on the rear springs. Wheel-hop on rough roads is eliminated.

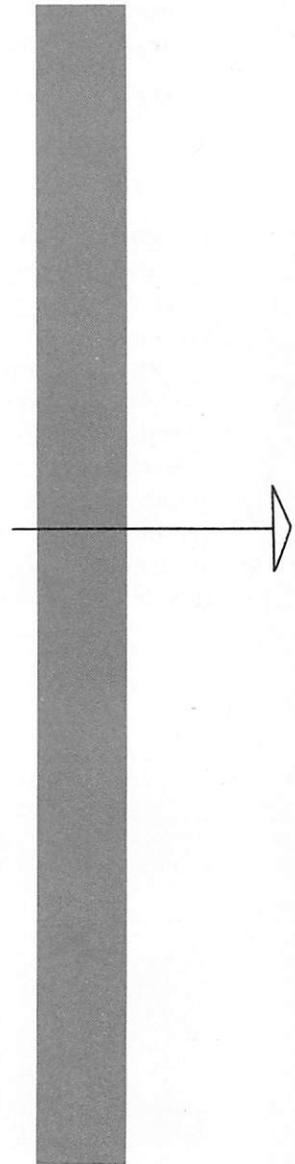
CHRYSLER

Optional Equipment

IMPERIAL

EW

- D-2, 3** Custom Conditionaire Heater,
rear window defogger, defroster vents
- D-4, 5** Air conditioning
- D-6** Automatic swivel seats
- D-7** Radios, power-operated antenna
- D-8** 6-way power seat, power window lifts,
power-operated locks, Solex safety glass
- D-9** Mirror-Matic rear-view mirror,
remote-control outside mirror,
Auto-Pilot, automatic beam changer
- D-10, 11** Standard and optional equipment
- D-12** Accessory groups

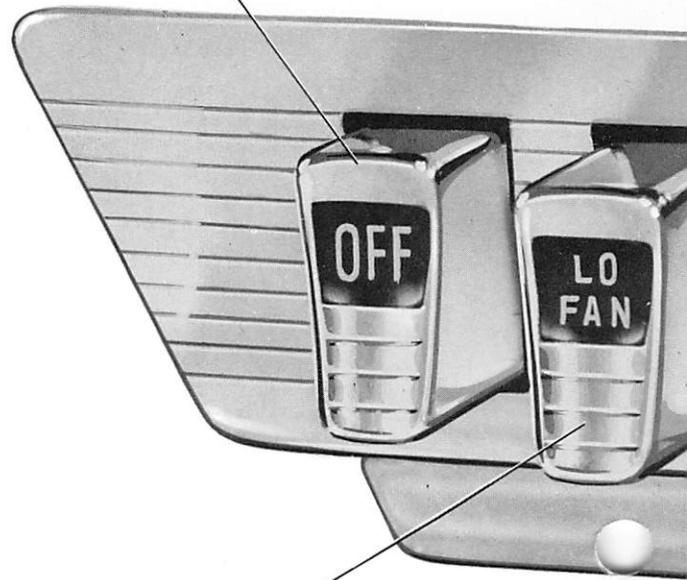


Custom Conditionaire push-button

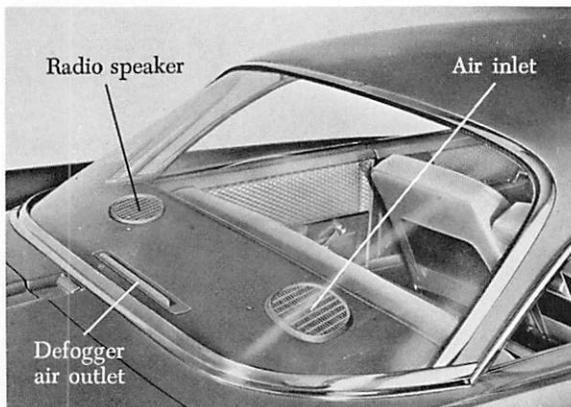
- Simple, vacuum-powered push-button controls
- Capacity proved adequate for coldest climate in U.S.A.
- Tests show faster warm-up for heating and defrosting than with any competitive car
- Quiet, 2-speed blower operation

Designed for maximum simplicity, and ease of operation, a simple push on the proper button gives driver and passengers custom-comfort the year around. New, finger-tip-shaped push buttons operate vacuum-powered units that do the whole job automatically. Even the fresh-air vent is operated with the push of a button. Some buttons carry out as many as four separate operations. Sliding Temperature Control Lever gives continuously variable selection of desired warm-air temperature. New defrosting vents provide fast, full-width windshield defrosting.

“Off” button—When depressed, the entire system is off and the fresh-air cowl vent is closed.



“Lo fan” button—For moderate heating, with blower at low speed, to circulate warm, fresh air through the car. Air distribution is 80% along the floor and 20% through defroster vents.



A CLEAR VIEW BEHIND WITH REAR WINDOW DEFOGGER

Warm air from the car's interior is drawn through air inlet and blown against the rear window by a powerful, two-speed fan. A switch on the instrument panel selects “off”, “low” or “high” speed.

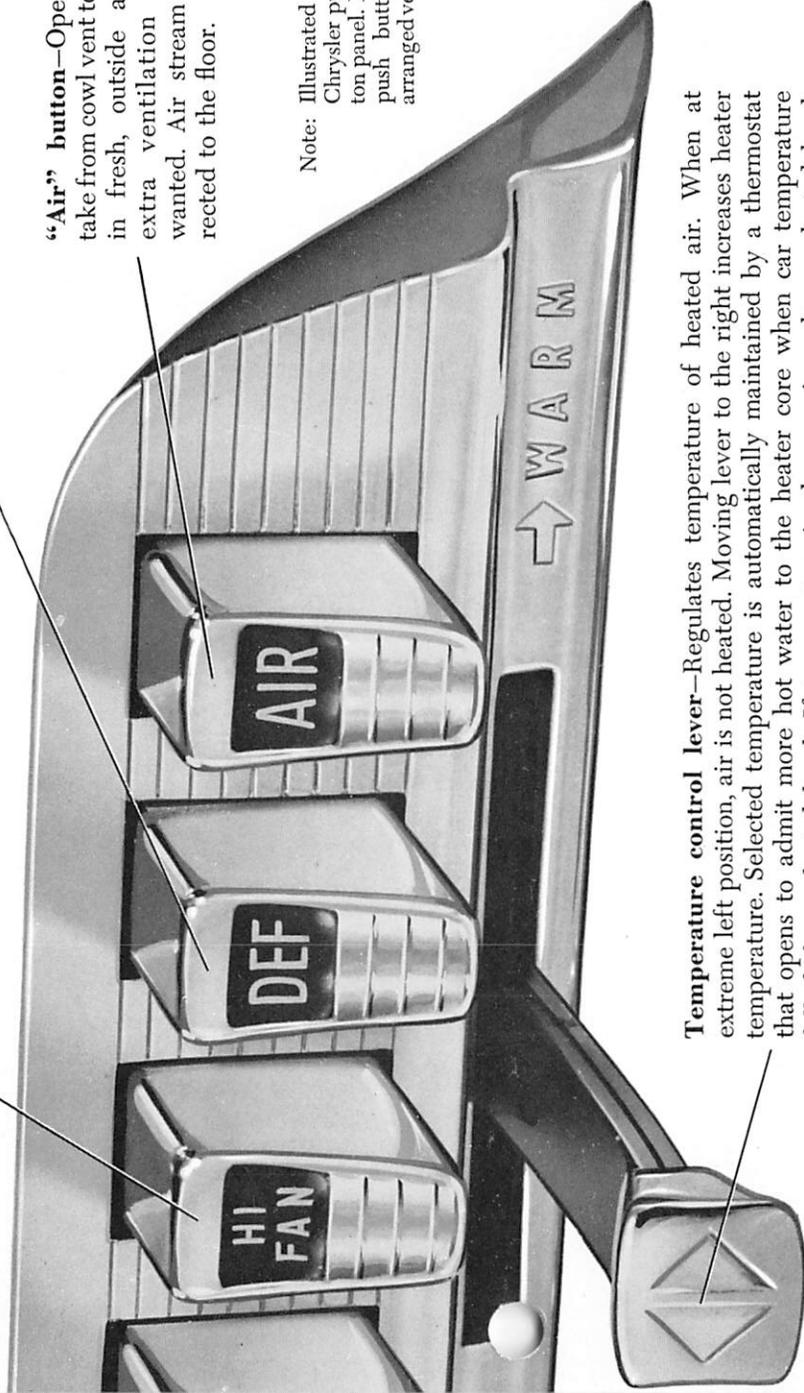
heater for Chrysler and Imperial

"Hi fan" button—For maximum heating, with blower at high speed. Warm, fresh-air distribution is 80% along the floor and 20% through defroster vents

"Def" button—Provides full-width windshield defogging and defrosting. Blower operates at high speed to send 60% of its output through defroster and 40% along the floor. With temperature control advanced, heated air gives fast defrosting.

"Air" button—Opens intake from cowl vent to draw in fresh, outside air for extra ventilation when wanted. Air stream is directed to the floor.

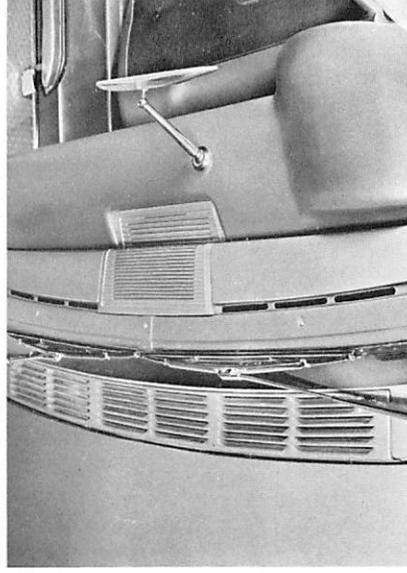
Note: Illustrated is the Chrysler push-button panel. Imperial push buttons are arranged vertically.



Temperature control lever—Regulates temperature of heated air. When at extreme left position, air is not heated. Moving lever to the right increases heater temperature. Selected temperature is automatically maintained by a thermostat that opens to admit more hot water to the heater core when car temperature falls below selected level. If temperature in the car rises above selected level, the supply of hot water is automatically reduced.

SAFE, FULL-WIDTH VISIBILITY AHEAD WITH NEW DEFROSTER VENTS

Heated defrosting air is directed against the full width of the windshield by aerodynamically flared air ducts located across the base of the windshield. Defrosting action is fast and sure.



Chrysler and Imperial Air Conditioner

NEW, EXCLUSIVE FEATURES INCREASE COMFORT

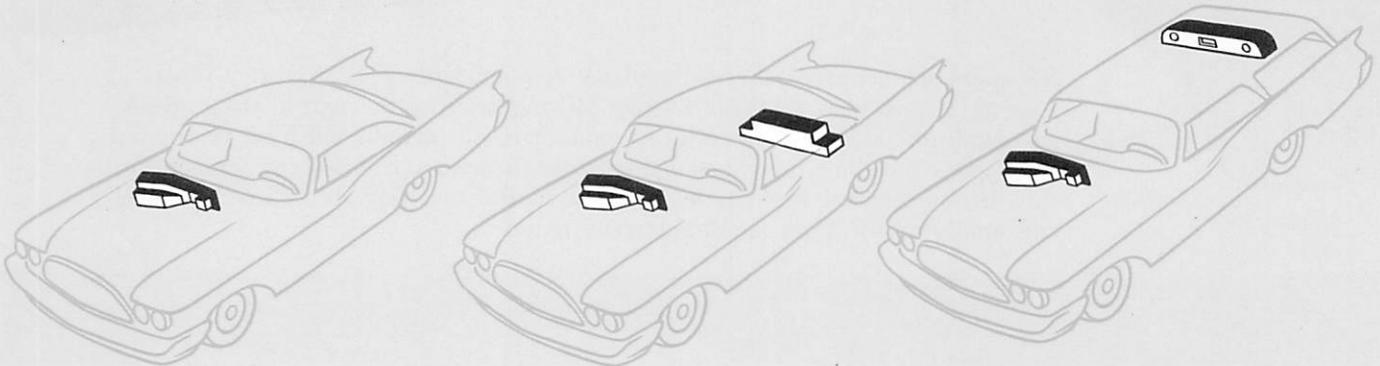
New, improved air-distribution outlets—above the cowl and below steering column—do a better job of equalizing comfort for driver and passengers. Exclusive, two-stage dehumidifying action also

improves comfort. Air is dehumidified when it is super-cooled, and again during the warming cycle when the air is reheated to the level of cooling desired. Air is filtered—dust and pollen removed—as it is passed over moist, closely spaced evaporator coils during the cooling process.

- Easiest to understand, simplest to use—push-button operation of vacuum-powered controls provides cooling and heating.
- Temperature skids from over 100 degrees to the comfortable seventies in a few minutes.
- Direct cool air where you want it, with the volume you want. Deflectors are adjustable manually.
- Enjoy complete, year-around comfort with plenty of warm air for heating and safe defrosting.

Note: Unless otherwise specified, every car factory-equipped with Air Conditioning will be equipped with Solex Safety glass.

A unit to match every need...



FRONT UNIT

This is the standard air-conditioning unit that provides ample cooling capacity, in sedan and hardtop models, for all but the most extremely hot climates. All working components are located up front, on the engine side of the cowl, with cool air outlets above and below the panel.

DELUXE-DUAL AIR CONDITIONER

In very hot, tropical climates, this system meets heavy-duty service needs with extra cooling capacity. An additional evaporator and blower are located in the luggage compartment. Cool air is circulated through additional vents in the package shelf.

FRONT-ROOF COMBINATION

For station wagons, a ceiling-mounted auxiliary cooler is standard equipment with Air Conditioner. Additional cool air is blown through four grilles in the unit, to take care of the greater interior space in a station wagon. Solex glass is a mandatory option with this installation.

... for cooling or heating

FOR COOLING

"Off" button—Complete system is shut off, fresh-air intake vent is closed.

"Max cool" button—Provides maximum cooling. Blower motor and compressor are on, air circulates within the car. Temperature-and-Blower Lever should be at extreme left, and blower control pulled all the way out.

"Fresh cool" button—Fresh-air damper is open so that only fresh air is cooled and blown into the car. Blower and compressor are on. Blower knob on Temperature Lever is set at desired speed.

FOR HEATING

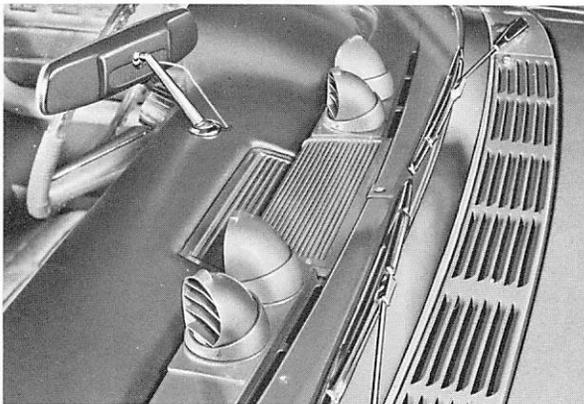
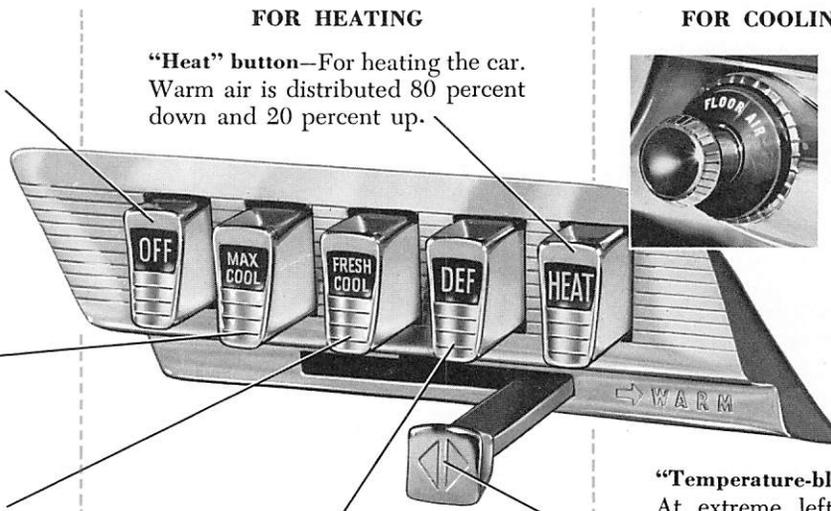
"Heat" button—For heating the car. Warm air is distributed 80 percent down and 20 percent up.

"Def" button—Provides windshield defrosting through the four adjustable outlets on top of instrument panel. Warm air can be directed against windshield wherever defrosting is needed most.

FOR COOLING AND HEATING

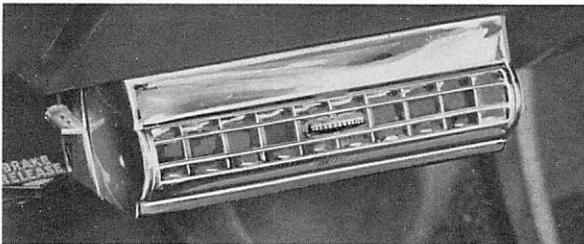
"Floor air" knob, on instrument panel, regulates the amount of warm or cool air through upper and lower vents. Turned to right, distribution is 50-50. Turning to left increases the air through upper vents. This position provides exceptionally fast defrosting.

"Temperature-blower-control lever"— At extreme left, air is not heated. Moved to the right, air temperature is raised a corresponding amount. Knob at end of lever is a blower motor switch. Blower always operates at low speed. Pulled out to first stop, blower runs at medium speed; pulled all the way out, blower is on high speed.



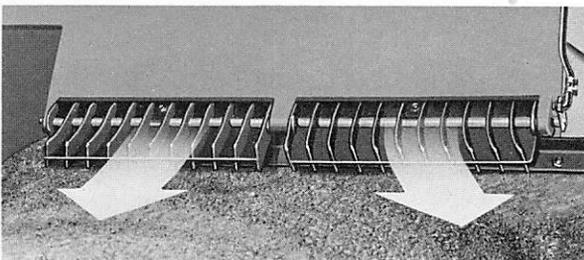
NEW, UPPER OUTLETS ON INSTRUMENT PANEL

Four in number, they are fully adjustable for directing air in any direction—upward, sideward, or toward front seat. These new outlets permit greater flexibility in selecting cool or warm air volume and direction. Two, somewhat larger outlets are used on Imperial.



NEW SPOT-COOLER OUTLET FOR DRIVER

Provides greater air-conditioning comfort for the driver. Both the volume and the direction of air flow can be regulated by a small knob on the face of the spot cooler. Location is to the left of the steering column.

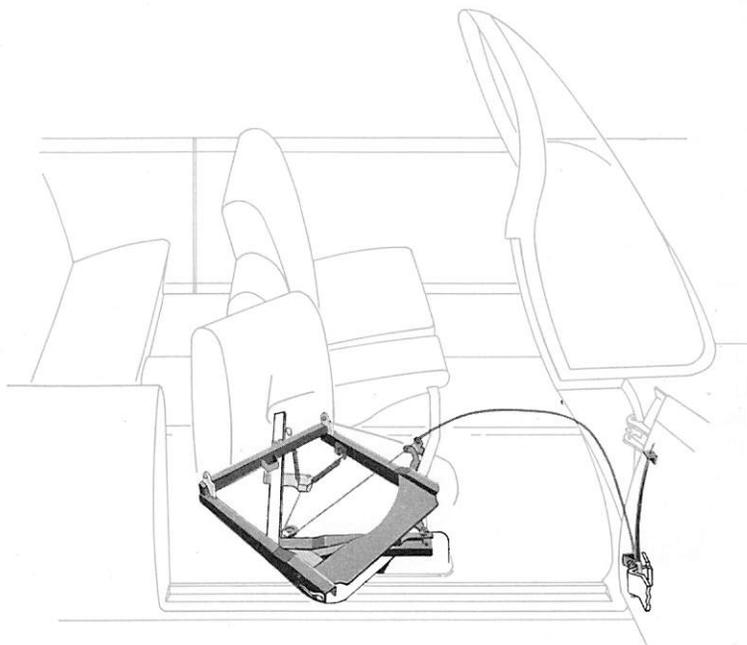


ADJUSTABLE FLOOR-LEVEL AIR OUTLETS

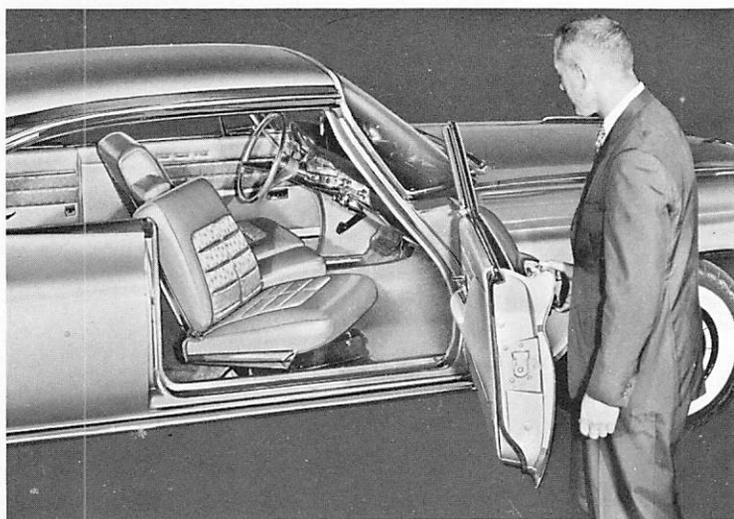
Direction of air flow is controlled automatically by push buttons. However, this predetermined direction may be changed manually, at the outlets, should a different setting be desired.

New, exclusive, automatic swivel front seats*

- **Seat swings out, automatically,** to meet you when door is opened past half-way point—no need to release latch.
- **Seat swings in, automatically,** to straight-ahead position when door is closed.
- **Easier to get in and out** of the car, no need to bend down and unlatch the seat.



**SEAT-SWIVEL ACTION IS ALL-MECHANICAL,
SPRING-CONTROLLED, WITH NOTHING
TO GO WRONG**



- **When getting out** of either front seat, swivel latch does not release to let seat swing out until door is half open. However, if desired, seat occupant can *override* swivel-out action with a slight shifting of his weight inward. This will relatch seat in the forward position.
- **After door is opened** beyond the half-way point, and the seat occupant wishes to restore seat-swiveling action, he manually releases the latch at the side of the seat cushion.

- Both front seats swivel out.
- Both seat-backs fold down almost flat.
- Center armrest folds up or down.
- Three inches of foam rubber on seat cushions, one and one-half inches on seat-backs.

*N.A. with two-seat station wagons.

New transistorized radios

- **Larger speakers**, twice the power, and greater sensitivity. Full warranty for one year!
- **Speaker size increased from 5" x 7" to 6" x 9"**—richer tone, better quality, full volume without distortion.
- **Power output increased over 100 percent**, from 2½ watts to 5½ watts—distant stations and weak signals come in stronger, less fade-out effect.
- **Full warranty increased to one year**, from former 90 days—to cover any failure due to defective parts. This indicates the confidence of the manufacturer in the high quality of these radios.
- **Transistors eliminate most service troubles**—about 90 percent of car radio failures are caused by vibrator power supply breakdown. Transistors eliminate need for a vibrator, also save space and weight.

GOLDEN TOUCH RADIO

Automatic or push-button tuning—as the driver wishes—gives this radio flexibility and convenience for easiest station selection. Push buttons marked "Loc" and "Dist" actuate automatic tuning for strong, local stations, or for distant stations when traveling in the country. Foot control provided for easy actuating of automatic tuning when a different station is wanted. Five regular push buttons can be set for favorite local stations.



GOLDEN TONE RADIO

Regular, push-button selection of five favorite stations—with manual tuning when desirable—is provided by this fine radio. It uses the same pre-amplifier as the Golden Touch radio, for outstanding tone quality and sensitivity.

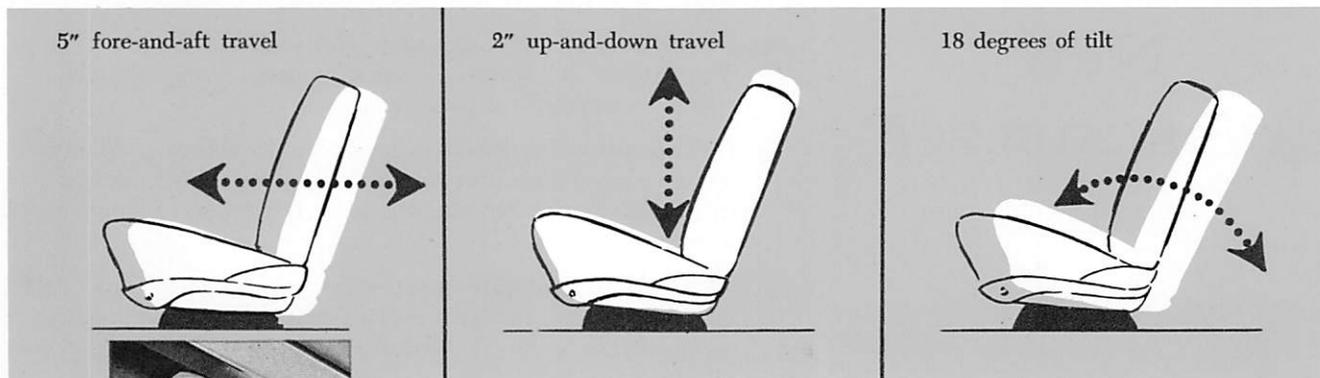
Note: Rear-seat speaker available with either radio.



POWER-OPERATED ANTENNA

No need to get out of the car to raise or lower the antenna—as when entering and leaving a car wash, or for better reception in open country. Switch on instrument panel controls antenna motor, which will set the antenna at any height desired.

Power-assisted options and convenience



SIX-WAY POWER SEAT

(Standard on Imperial Crown and LeBaron)

Effortless seat adjustment for maximum driving comfort is achieved with a new, rotary-type control knob. This is positioned for easy reach on driver's side of the seat-base. *Lifting* the knob raises seat two inches. *Pressing down* knob lowers the seat. *Moving the knob forward or backward* provides five inches of fore-and-aft travel. *Rotating* the knob varies tilt of seat and seat-back within a range of 18 degrees.

POWER WINDOW LIFTS

(Standard on New Yorker, Imperial Crown and LeBaron)

Side windows may be opened or closed with the touch of a button—no need for the driver to reach back, or across the car, and turn a window regulator. Master control left front door controls any window. Individual controls on each door panel allow passengers to adjust window openings to suit personal tastes.

POWER-OPERATED DOOR LOCKS

A safety and convenience feature that permits the driver to lock all car doors from the instrument panel. Locked doors prevent intruders from entering when stopped for a signal light. Doors remain locked until opened from the inside, unlocked with a key from outside, or the instrument-panel control is moved to unlocked position. To re-lock doors, control on the instrument panel must be moved to "lock" position. Power-operated locks are vacuum-operated in Chrysler models, electrically operated in Imperial.

SOLEX SAFETY GLASS

Reduces glare for less eyestrain. In addition, Solex glass absorbs about 60 percent of the sun's heat, for cooler, more comfortable driving. Interior colors look new longer because fading caused by sunlight is reduced. Heavier tint is used at extreme upper part of the windshield of all body styles. The rear window of 2-door hardtops and 4-door hardtops having the large rear window are shaded across the top. Shaded Solex rear window is standard on New Yorker 4-door hardtop models while clear glass is used on the other windows unless the Solex option is elected.

accessories add to driving pleasure

MIRROR-MATIC REAR-VIEW MIRROR

Safer night driving with less eyestrain is provided by this rear-view mirror that automatically "dims" bright headlights approaching from the rear. A sensitive photo-electric cell reacts to strong light and activates an electromagnet which tilts the mirror. Three-position control knob selects three positions: Off; "City", for less sensitivity to light; "Hi-Way", for maximum sensitivity.

REMOTE-CONTROL OUTSIDE MIRROR

(Standard on New Yorker Models)

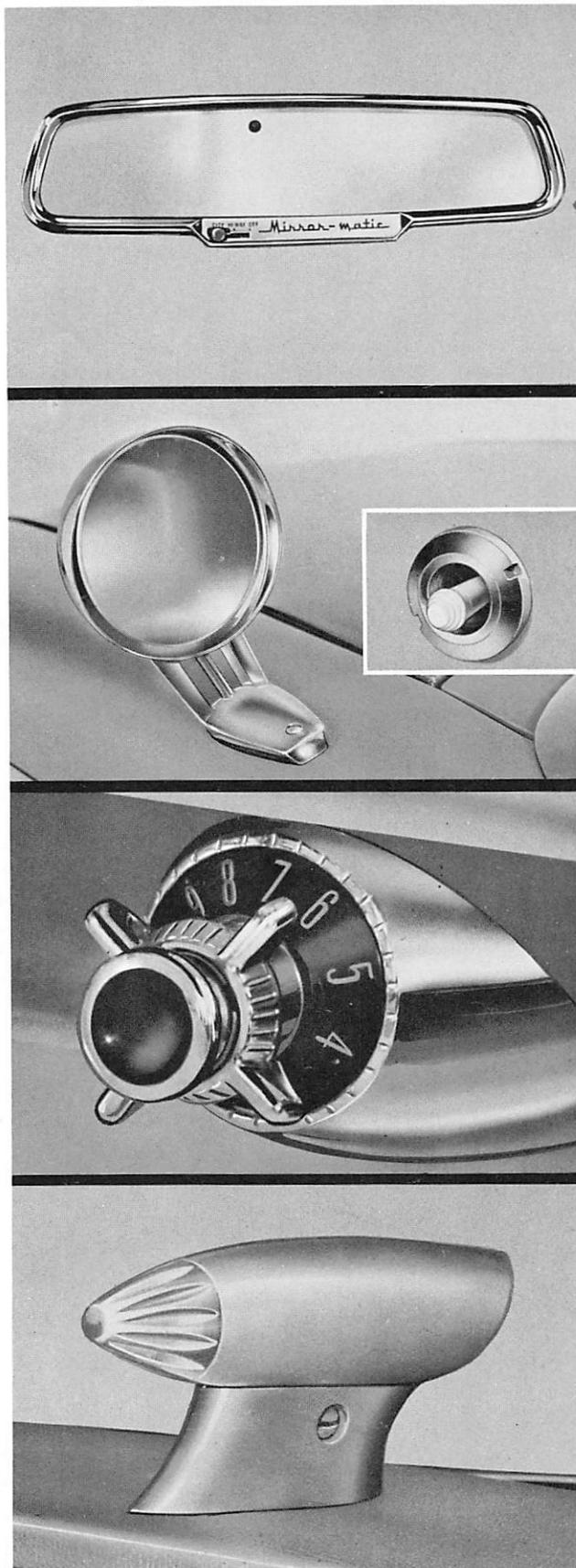
No need to reach outside the car to adjust this rear-view mirror. It is completely adjustable from the dash. This is helpful when there are two or more drivers in the family. Control knob at driver's left moves the mirror inboard or outboard, as well as up or down, for best visibility to the rear.

NEW, IMPROVED AUTO-PILOT

Maintains pre-set speed until driver either touches the brake pedal; or "pushes through" pre-set speed with the accelerator pedal. For turnpike driving, the driver can set Auto-Pilot for the desired speed and relax his right foot. If an emergency requires slowing down or stopping, Auto-Pilot will hold the pre-set speed automatically, once the driver has accelerated to this speed.

AUTOMATIC BEAM CHANGER

Headlights are automatically dimmed when a car approaches, and turned to bright after the car passes. Adjustable to increase or decrease the sensitivity to light. A foot switch can be used to override dimming action when desirable.



Standard and Optional Equipment

	Windsor	Saratoga	New Yorker	Imperial Custom	Imperial Crown	Imperial LeBaron
Air Cleaner, Replaceable-element.....	Std.	Std.	Std.	Std.	Std.	Std.
Air Conditioner W/Custom Cond. Heater (N.A. Wagons or Manual Steering).....	Extra	Extra	Extra	Extra	Extra	Extra
Air Conditioner, Deluxe-Dual Unit W/Custom Cond. Heater (N.A. Convertibles or Manual Steering)...	Extra	Extra	Extra	Extra	Extra	Extra
Antenna, Power.....	Extra(2)	Extra	Extra(2)	Extra(1)	Extra(1)	Extra(1)
Armrest, Folding Center, Front.....	N.A.	N.A.	N.A.	N.A.	Std.(3)	Std.
Armrest, Folding Center, Rear.....	N.A.	N.A.	Std.(3)	Std.	Std.	Std.
Armrest, Front and Rear Side.....	Std.	Std.	Std.	Std.	Std.	Std.
Ash Receiver(s), Front and Rear.....	Std.	Std.	Std.	Std.	Std.	Std.
Assist Handles, Outside Rear.....	Std.(9)	N.A.	Std.(9)	N.A.	N.A.	N.A.
Automatic Beam Changer.....	Extra	Extra	Extra	Extra	Extra	Extra
Auto-Pilot.....	Extra	Extra	Extra	Extra	Extra	Extra
Bumper Guards, Rear.....	Extra(2)	Extra	Std.(2)	N.A.	N.A.	N.A.
Carpet, Front and Rear Compartments.....	Std.(2)	Std.	Std.	Std.	Std.	Std.
Carpet, Luggage Compartment Floor.....	N.A.	N.A.	Std.	Std.	Std.	Std.
Cigar Lighter, Front.....	Std.	Std.	Std.	Std.	Std.	Std.
Cigar Lighter(s), Rear Compartment.....	N.A.	N.A.	Std.(5)	Std.	Std.	Std.
Clock, Electric.....	Extra	Std.	Std.	Std.	Std.	Std.
Deck Lid, Flight-Sweep.....	Extra(2)	Extra	Extra(2)	Extra	Extra	Extra
Defogger, Rear Window (N.A. Conv., T&C Wagons or Deluxe-Dual A.C.).....	Extra	Extra	Extra	Extra	Extra	Extra
Differential, Sure-Grip.....	Extra	Extra	Extra	Extra	Extra	Extra
Directional Signals.....	Std.	Std.	Std.	Std.	Std.	Std.
Door Edge Protectors.....	Extra(6)	Extra(6)	Std.	Extra	Extra	Extra
Dual Exhausts.....	N.A.	Extra	Std.	Std.	Std.	Std.
Fender Ornaments.....	Extra	Extra	Std.	N.A.	N.A.	N.A.
Foam Rubber Seat-back, Front.....	N.A.	N.A.	Std.	Std.	Std.	Std.
Foam Rubber Seat-back, Rear.....	N.A.	N.A.	N.A.	Std.	Std.	Std.
Foam Rubber Seat Cushion, Front.....	Std.	Std.	Std.	Std.	Std.	Std.
Foam Rubber Seat Cushion, Rear.....	Extra(10)	Std.	Std.	Std.	Std.	Std.
Generator, 40-amp.....	Extra	Extra	Extra	Extra	Extra	Extra
Hand-brake Flasher.....	Extra(7)	Std.	Std.	Std.	Std.	Std.
Headlights, Dual.....	Std.	Std.	Std.	Std.	Std.	Std.
Heater, Push-button Custom Conditionaire.....	Extra	Extra	Extra	Extra	Extra	Extra
License Plate Frame, Rear.....	Extra(6)	Extra(6)	Extra	Extra	Std.	Std.
Light, Ash Tray.....	Std.	Std.	Std.	Std.	Std.	Std.
Lights, Backup.....	Extra(7)	Std.	Std.	Std.	Std.	Std.
Light, Glove Compartment.....	Extra(7)	Std.	Std.	Std.	Std.	Std.
Light, Map.....	Std.	Std.	Std.	Std.	Std.	Std.
Light, Luggage Compartment (N.A. T&C Wagon)...	Extra(7)	Std.	Std.	Std.	Std.	Std.
Locks, Door—Electric (W/Power Windows Only)...	N.A.	N.A.	N.A.	Extra	Extra	Extra
Locks, Door—Vacuum.....	Extra	Extra	Extra	N.A.	N.A.	N.A.
Locked Luggage Compt. (2-seat T&C Wagons).....	Std.	N.A.	Std.	N.A.	N.A.	N.A.

- (1) Included in Radio Package on Imperials; Rear Speaker is N.A. on Convertible or with Dual A/C.
 (2) Not Available on T&C Wagons.
 (3) Available on 4-door Sedans and

- 4-door Hardtops only.
 (4) N.A. Convertible.
 (5) N.A. Convertible or 2-door Hardtop.
 (6) Available only in Accessory Group.
 (7) Available only in Light Package

-1960 Chrysler and Imperial

	Windsor	Saratoga	New Yorker	Imperial Custom	Imperial Crown	Imperial LeBaron
Mirror, Manual Tilt-type, Inside, Rear View	Extra	Extra	Std.	Std.	Std.	Std.
Mirror, Outside—Left	Extra	Extra	N.A.	Std.	Std.	Std.
Mirror, Outside—Right	N.A.	N.A.	N.A.	Extra	Extra	Extra
Mirror, Outside—Remote-Control	Extra	Extra	Std.	Extra	Extra	Extra
Mirror, Vanity	Extra(6)	Extra(6)	Std.	Std.	Std.	Std.
Molding, Sill	Extra	Std.	Std.	Extra	Extra	Std.
Molding, Wheel Opening, F & R	N.A.	N.A.	Std.	Std.	Std.	Std.
Oil Filter	Std.	Std.	Std.	Std.	Std.	Std.
Paint, Two-Tone	Extra(4)	Extra	Extra(4)	Extra	Extra(4)	N.A.
Power Brakes	Extra	Std.	Std.	Std.	Std.	Std.
Power Observation Window (T&C Wagons)	Std.	N.A.	Std.	N.A.	N.A.	N.A.
Power Seat, 6-Way	Extra	Extra	Extra	Extra	Std.	Std.
Power Steering	Extra	Std.	Std.	Std.	Std.	Std.
Power Vent Windows (with Power Windows only)	N.A.	N.A.	N.A.	Extra	Extra	Std.
Power Window Lifts	Extra	Extra	Std.	Extra	Std.	Std.
Radio, Golden Touch Tuner (with foot control)	Extra	Extra	Extra	Extra	Extra	Extra
Radio, Golden Tone	Extra	Extra	Extra	N.A.	N.A.	N.A.
Radio Speaker, Rear Seat (N.A. Wagons, Conv. or with Dual A. C.)	Extra	Extra	Extra	Extra(1)	Extra(1)	Extra(1)
Rear Window, Large (2-door Hardtops)	Std.	Std.	Std.	Std.	Std.	—
Rear Window, Large (4-door Hardtops)	Extra	Extra	Std.	Std.	Std.	N.A.
Rear Window, Large (4-door Sedans)	N.A.	N.A.	N.A.	Std.	Std.	N.A.
Roof Inserts, Stainless Steel (Solid Colors only)	N.A.	N.A.	N.A.	Extra(5)	Extra(5)	Std.
Safety-Cushion Dash Panel	Std.	Std.	Std.	Std.	Std.	Std.
Seat Track, Custom Position	Std.	Std.	Std.	Std.	N.A.	N.A.
Solex Glass (all windows) with Shaded Windshield	Extra	Extra	Extra	Extra	Extra	Extra
Steering Wheel, Custom Padded	Extra	Extra	Std.	Std.	Std.	Std.
Stone Shields	Extra	Std.	Std.	Std.	Std.	Std.
Switches, Interior Light, Front Door	Std.	Std.	Std.	Std.	Std.	Std.
Switches, Interior Light, Rear Door	Extra(7)	Std.	Std.	Std.	Std.	Std.
Swivel Seats (N.A. 2-Seat T&C Wagons)	Extra	Extra	Extra	Extra(8)	Extra	Extra
Tires, Whitewall, 8.00 x 14"	Extra(2)	N.A.	N.A.	N.A.	N.A.	N.A.
Tires, Whitewall, 8.50 x 14"	Extra(9)	Extra	N.A.	N.A.	N.A.	N.A.
Tires, Whitewall, 9.00 x 14"	N.A.	N.A.	Extra	N.A.	N.A.	N.A.
Tires, Whitewall, 8.20 x 15"	N.A.	N.A.	N.A.	Extra	Extra	Std.
Tires, Whitewall Nylon, 8.20 x 15"	N.A.	N.A.	N.A.	Extra	Extra	Extra
Tires, Captive-Air, Four, Nylon Whitewall	Extra(9)	N.A.	Extra(9)	N.A.	N.A.	N.A.
TorqueFlite Transmission	Extra	Std.	Std.	Std.	Std.	Std.
Undercoating and Hood Insulating Pad	Extra	Extra	Std.	Std.	Std.	Std.
Wheel Covers	Std.	Std.	Std.	Std.	Std.	Std.
Windshield Washer	Extra	Std.	Std.	Std.	Std.	Std.
Windshield Wipers, Variable-Speed Electric	Std.	Std.	Std.	Std.	Std.	Std.

- (8) Available only with 6-way Power Seat.
- (9) Available only on T&C Wagon.
- (10) Std. on Convertible and T&C Wagons.

"Std." means Standard Equipment at no extra cost.
 "Extra" means Extra-cost Optional item.
 "N.A." means Not Available as factory-installed equipment.

Accessory groups

WINDSOR ONLY GROUPS

BASIC GROUP

Heater—Custom Conditionaire
Windshield Washer
Light Package
Mirror—Tilt-Type
Safety-Cushion Dash Panel

DELUXE GROUP

Electric Clock
Mirror—Left Outside Remote-Control
Radio—Golden Tone

CUSTOM GROUP

(N.A. Dual Air-Conditioned
Cars, Wagons and Convertibles)
Electric Clock
Mirror—Left Outside Remote-Control
Radio—Golden Touch Tuner
Rear Seat Speaker
Power Antenna
Rear Window Defogger

LIGHT PACKAGE

- * Backup Lights
- * Hand-Brake Warning Light
- * Glove Box Light
- * Luggage Compartment Light
- * Automatic Rear Door Light Switch

For Chrysler Models:

SARATOGA ONLY GROUPS

DELUXE GROUP

Heater—Custom Conditionaire
Mirror—Tilt-Type
Mirror—Left Outside Remote-Control
Radio—Golden Tone

CUSTOM GROUP

(N.A. Dual Air-Conditioned
Cars)
Heater—Custom Conditionaire
Mirror—Tilt-Type
Mirror—Left Outside Remote-Control
Radio—Golden Touch Tuner
Rear Seat Speaker
Power Antenna
Rear Window Defogger

* Available in Packages only

WINDSOR-SARATOGA GROUPS

FASHION GROUP

Padded Steering Wheel
Undercoating
Fender Ornaments
Accessory Package "A"

CONVENIENCE GROUP

Power Windows
Power Seats
Vacuum Door Locks

ACCESSORY PACKAGE "A"

- * Door Edge Protectors
- * Vanity Mirror
- * License Plate Frame

NEW YORKER GROUP

CUSTOM GROUP

(N.A. Dual Air-Conditioned
Cars, Wagons and
Convertibles)

Heater—Custom Conditionaire
Radio—Golden Touch Tuner
Rear Seat Speaker
Power Antenna
Rear Window Defogger

For Imperial Custom, Imperial Crown and Le Baron Models:

BASIC GROUP

(For all Imperials except on Convertible or
when Dual Air Conditioning is installed.)
Custom Conditionaire Heater
Golden Touch Tuner Radio with Power
Antenna and Rear Seat Speaker
Door Edge Protectors
Left Outside Remote-Control Mirror
Solex Glass
Rear Window Defogger

CONVENIENCE GROUP

(For Imperial Custom Only)
Power Seats
Power Windows
Power Vent Windows
License Plate Frame

ROAD COMMAND GROUP

(For all Imperials except on Convertible.)
Sure-Grip Differential
Automatic Beam Changer
Auto-Pilot
Mirror-Matic

EXECUTIVE SPECIAL GROUP

(For all Imperials—Note: This group available
on the Imperial Custom only when Power
Seats and Power Windows are ordered.)
Swivel Seats
Flight-Sweep Deck Lid
Power Door Locks