

# CHRYSLER SERVICE MANUAL

## MODELS

C-67 (WINDSOR), C-68 (NEW YORKER),  
C-69 (CUSTOM IMPERIAL),  
C-70 (CROWN IMPERIAL) AND  
C-300 (CHRYSLER)

This Manual is compiled as a reference and guide to provide Chrysler service men with proper adjustment and repair procedures for servicing the 1955 Chrysler Cars.

An understanding of the material compiled herein, and in the supplementary service bulletins, will assist the service personnel to maintain the quality standards built in Chrysler Cars.

In order to use this Manual to best advantage the corresponding or superseding car models must be understood. The supersedence of these models is as follows:

	1953	1954	1955
Windsor . . . . .	C-60 (6-Cyl.)	C-62 (6-Cyl.)	C-67 (8-Cyl.)
New Yorker . . . . .	C-56 (8-Cyl.)	C-63 (8-Cyl.)	C-68 (8-Cyl.)
Custom Imp. . . . .	C-58 (8-Cyl.)	C-64 (8-Cyl.)	C-69 (8-Cyl.)
Crown Imperial . . . . .	C-59 (8-Cyl.)	C-66 (8-Cyl.)	C-70 (8-Cyl.)
Chrysler-300 . . . . .	C-300 (8-Cyl.)		

The service tools referred to in this Manual are available through the Miller Manufacturing Company, 5919 Tireman Avenue, Detroit, Michigan, U.S.A., unless otherwise specified.

Extra copies of this Manual are available at \$4.00 each, under Part Number D-15431. Order from Chrysler Division, Detroit 31, Michigan.

## CHRYSLER DIVISION

*Chrysler Corporation*

**DETROIT 31, MICHIGAN**

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

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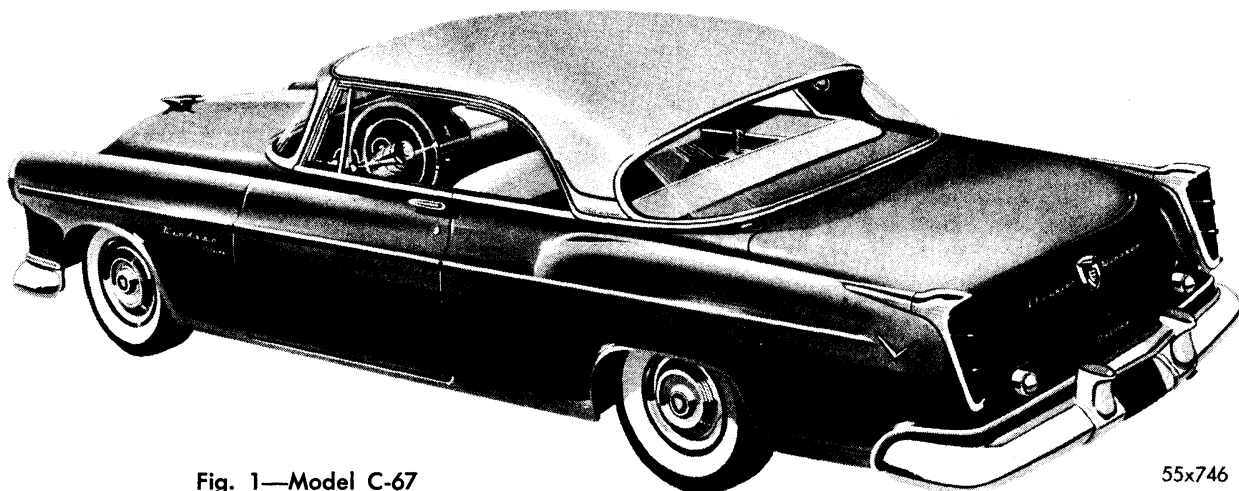


Fig. 1—Model C-67  
Windsor

55x746

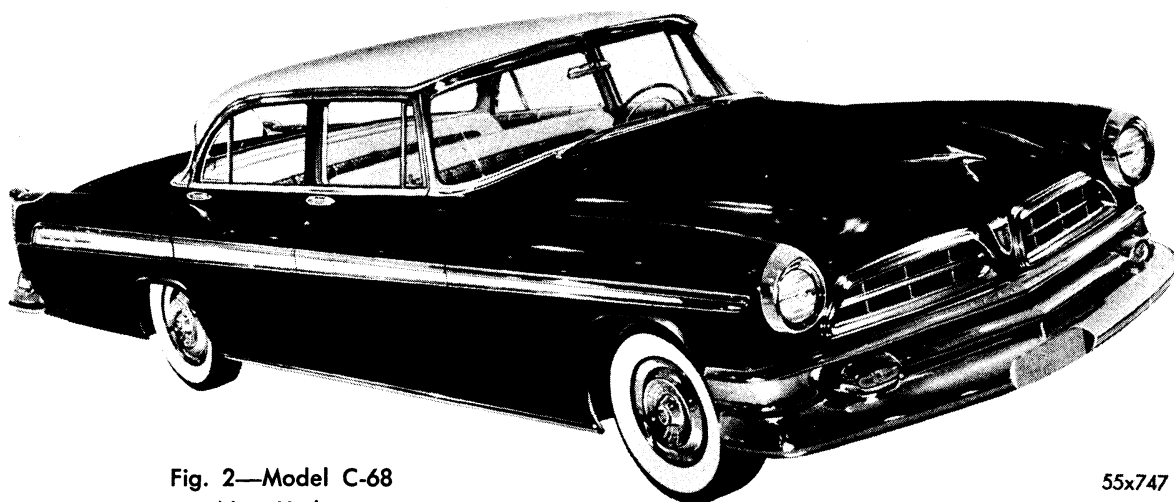
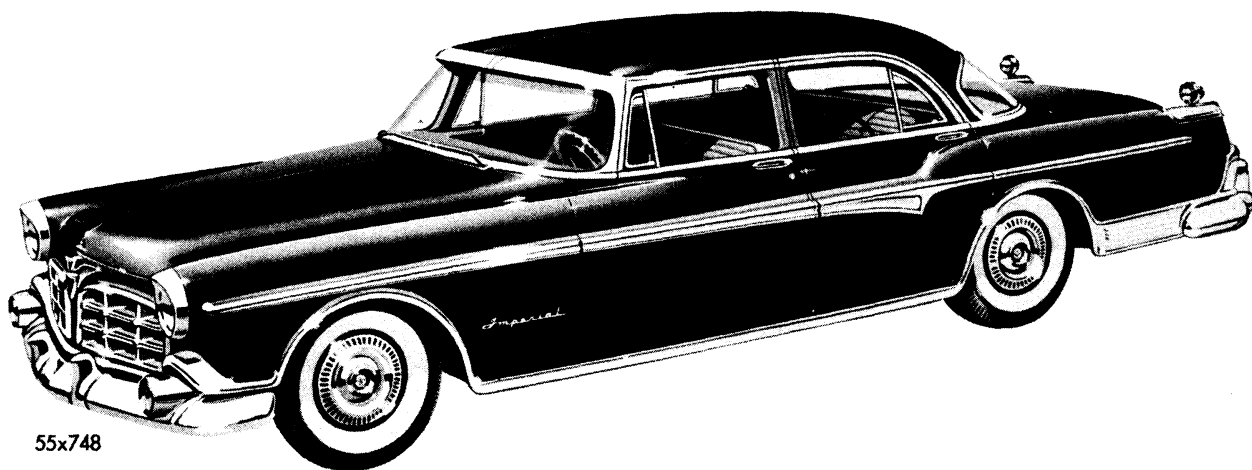


Fig. 2—Model C-68  
New Yorker

55x747



55x748

Fig. 3—Model C-69, C-70

## CREATING CUSTOMER CONFIDENCE

Customer confidence pays dividends over the years. Treating a customer's car as you would your own makes an owner feel that you are rendering a service, not simply selling a repair job.

Experience has shown that one of the best ways to create *customer confidence* is to offer safety inspections and road tests as a part of your service to the motorists in your community. You, like many other service men, will find that motorists appreciate rather than resent having *your* recommendations about what should be done to maintain safe vehicle operation.

Every year as new vehicle are put into use, new inexperienced drivers take the wheel, increasing the problem of handling traffic on our streets and highways. There must be greater effort on the part of everyone concerned to help keep these cars in safe operating condition. Much of the responsibility falls on the shoulders of service men.

For instance, **service men have the responsibility of keeping motorists informed about the overall condition of their vehicles—particularly those units upon which the driver depends for safe operation.**

**Service men have the responsibility of educating drivers about the hazards of driving an unsafe vehicle.**

**Service men have the responsibility of advising drivers about the need for periodical safety-inspections.**

**Service men have the responsibility of keeping drivers informed about the need for periodical safety maintenance.**

There is no better way to build owner good-will and confidence for your service organization, than to offer your customers complete safety inspections at regular intervals.

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## CORRESPONDENCE

We appreciate correspondence from our dealers on all product information. To assure prompt and accurate processing of correspondence, the factory must have detailed information to be routed to the proper authorities. Therefore, to expedite the handling of correspondence at the factory, it is suggested that the following rules be observed:

- Begin all letters relative to service with the Car Owner's Full Name, the Vehicle Number, the Date of Delivery, the Speedometer Reading and the Body Number, if the finish of the car is involved. All this information is very important in identifying the particular car.
  - Describe the problem briefly, and accurately, supplying all needed details.
  - Do not include problems on more than one car in the same letter (unless they are identical).
-

## SEASONAL PREPARATION

Seasonal preparation service should be performed in the spring and fall of each year to prepare the car for the approaching extreme temperature conditions, in order to avoid possible difficulties and to maintain maximum performance.

Complete procedure for engine tune-up will be found in Engine, Section VII, of this shop manual. An engine should be given a "Minor Tune-Up" often enough so that it can maintain top performance. But it should not be necessary to give an engine a "Major Tune-Up" or "Performance Inspection" more than twice a year, in order to forestall an approaching decline of engine performance. The "Minor Tune-Up," "Performance Inspection" and "Major Tune-Up" operations are recommended as good "Seasonal Preparation" (spring and fall).

MOPAR Anti-Freeze should be used in the cooling system at the approach of freezing weather. After the cold season is past, drain the cooling system and discard the old anti-freeze. Add MOPAR Rust Resistor with a fresh filling of water to protect the cooling

system during warm weather driving.

In the Lubrication Section of this shop manual, different viscosities of lubricants are indicated for different temperatures for the various major units of the car. While it is not imperative to make changes of lubricants at exact temperatures, it is good practice to make certain that lubricants are of low enough viscosity to permit proper lubrication and minimize cold lubricant resistance before the cold weather comes. This is especially true with engine oil. The lighter viscosity engine oil recommended for cold weather operation insures easier engine starting.

In addition to "Engine Tune-Up," inspection of other parts of the car at the time of "Seasonal Preparation" is good practice from the customer's viewpoint as well as the dealer's. This practice may indicate necessity for correction of wheel alignment, brake adjustment, brake lining replacement, or lighting equipment replacement. Also, parts of the steering mechanism may need adjustment or replacement. All such items have much to do with safe driving.

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## PROPER CARE OF NEW ENGINES

The Chrysler passenger car engine is designed and manufactured to high quality standards. Consequently, like other fine mechanisms, this engine requires proper "break-in," servicing and maintenance in order to assure the owner long-lasting, satisfactory operation.

A new car should be driven at moderate speeds until the engine has become thoroughly warmed, to assure proper lubrication of the moving parts. During the first few hundred miles, a new car should be driven at moderate speeds so that the driver may become "acquainted" with the controls and action of the car. The owner of each new car should be urged to avoid driving his vehicle at sustained high speeds during its early life.

During the first 500 miles of the break-in

period, SAE 10W Engine Oil should be used in the engine, except for anticipated temperatures of below  $-10^{\circ}$  F. For temperatures below  $-10^{\circ}$  F., SAE 5W Engine Oil should be used. (It is important to keep the correct amount of lubricant in the engine.) See Lubrication Section. In new cars, the oil should be drained after the first 500 miles, and refilled with the oil recommended in the Lubrication Section.

### STARTING COLD ENGINE

When starting a cold engine (whether new or not), care should be exercised during the warm-up period not to accelerate the engine unnecessarily. The car should be driven slowly until the engine reaches normal operating temperatures. This will assure proper lubrication of engine parts.

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## LICENSE DATA

The following revised method of numbering vehicles and their engines made in Detroit and Los Angeles production Plants will be used on the 1955 Models.

For Detroit built cars the vehicle number will be revised as follows:

Windsor	W551001
New Yorker	N551001
Imperial and Crown Imperial	C551001
Chrysler-300	3N551001

Model	_____	_____	_____
Year Built	_____	_____	_____
Serial Number	_____	_____	_____

For L. A. built cars the vehicle number will be revised as follows:

Windsor	W55L1001
New Yorker	N55L1001

L. A. Identification	_____	_____
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The Engine number will be revised as follows:

Windsor	WE551001
New Yorker	NE551001
Imperial and Crown Imperial	CE551001
Chrysler-300	3NE551001

Model	_____	_____	_____
Denotes Engine	_____	_____	_____
Year Built	_____	_____	_____
Serial Number	_____	_____	_____

The above revision will provide the Sales Department with the information desired as to model, year built and the serial number.

## VEHICLE NUMBER

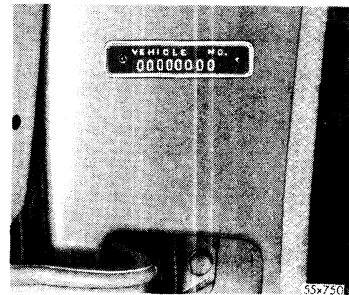


Fig. 4—Vehicle Number

The vehicle number is stamped on a metal plate attached to the left front door body hinge post, as shown in Figure 4.

## ENGINE NUMBER

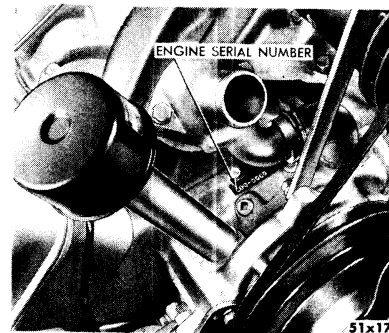


Fig. 5—Engine Number

The engine number is stamped on a boss on the top front side of the cylinder block just back of the water pump, as shown in Figure 5.

## BODY NUMBER

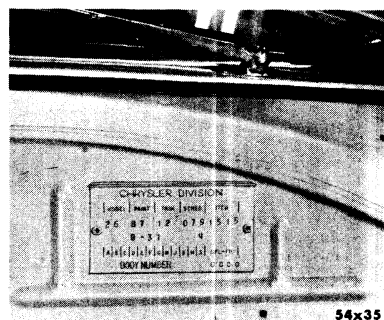


Fig. 6—Body Number

The body number is stamped on a plate attached to the body in engine compartment, as shown in Figure 6.

## GENERAL DATA AND SPECIFICATIONS

The Specifications for the 1955 Chrysler cars are the same as for the corresponding 1954 Models except for those covered in the following and other specifications of this manual.

Item	Body Style	Starting Vehicle Numbers		1955 Models				
		Detroit	Los Angeles	C-67	C-68	C-69	C-70	C-300
.....	Four Door Sedan	W551001	W55L1001	Windsor Deluxe	.....	.....	.....	.....
.....	Four Door Sedan	N551001	W55L1001	.....	New Yorker Deluxe	.....	.....	.....
.....	Four Door Sedan	C551001	.....	.....	.....	Imperials	.....	.....
.....	8 Passenger Sedan	.....	.....	.....	.....	.....	Crown Imperial	.....
.....	Sport Coupe	3N551001	.....	.....	.....	.....	.....	Chrysler
Wheelbase	Four Door Sedan	.....	.....	126	126	130	.....	.....
	Convertible Coupe	.....	.....	126	126	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	126.0
	Nassau (hard top)	.....	.....	126	.....	.....	.....	.....
	Newport (hard top)	.....	.....	126	126	130	.....	.....
	St. Regis (hard top)	.....	.....	.....	126	.....	.....	.....
	Town & Country Wagon	.....	.....	126	126	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	149.5 149.5	.....
Tread (Front)	Four Door Sedan	.....	.....	60.2	60.2	61	.....	.....
	Convertible Coupe	.....	.....	60.2	60.2	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	60.2
	Nassau (hard top)	.....	.....	60.2	.....	.....	.....	.....
	Newport (hard top)	.....	.....	60.2	60.2	61	.....	.....
	St. Regis (hard top)	.....	.....	.....	60.2	.....	.....	.....
	Town & Country Wagon	.....	.....	61	61	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	61.7 61.7	.....
Tread (Rear)	Four Door Sedan	.....	.....	59.6	59.6	60.4	.....	.....
	Convertible Coupe	.....	.....	59.6	59.6	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	59.6
	Nassau (hard top)	.....	.....	59.6	.....	.....	.....	.....
	Newport (hard top)	.....	.....	59.6	59.6	60.4	.....	.....
	St. Regis (hard top)	.....	.....	.....	59.6	.....	.....	.....
	Town & Country Wagon	.....	.....	60.4	60.4	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	60.8 60.8	.....
Length with Bumper	Four Door Sedan	.....	.....	218.6	218.8	224.1	.....	.....
	Convertible Coupe	.....	.....	218.6	218.8	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	218.6
	Nassau (hard top)	.....	.....	218.6	.....	.....	.....	.....
	Newport (hard top)	.....	.....	218.6	218.8	224.1	.....	.....
	St. Regis (hard top)	.....	.....	.....	218.8	.....	.....	.....
	Town & Country Wagon	.....	.....	218.8	218.8	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	234.6 243.6	.....
Width with Bumper	Four Door Sedan	.....	.....	79.1	79.1	79.1	.....	.....
	Convertible Coupe	.....	.....	79.1	79.1	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	79.1
	Nassau (hard top)	.....	.....	79.1	.....	.....	.....	.....
	Newport (hard top)	.....	.....	79.1	79.1	79.1	.....	.....
	St. Regis (hard top)	.....	.....	.....	79.1	.....	.....	.....
	Town & Country Wagon	.....	.....	79.1	79.1	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	79.1 79.1	.....
Rear Axle with 3-Speed Trans- mission	Four Door Sedan	.....	.....	3.73	.....	.....	.....	.....
	Convertible Coupe	.....	.....	3.73	.....	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	.....
	Nassau (hard top)	.....	.....	3.73	.....	.....	.....	.....
	Newport (hard top)	.....	.....	3.73	.....	.....	.....	.....
	St. Regis (hard top) Town & Country Wagon	.....	.....	3.73	.....	.....	.....	.....
With PowerFlite	Four Door Sedan	.....	.....	3.54	3.36	3.54	.....	.....
	Convertible Coupe	.....	.....	3.54	3.36	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	3.54
	Nassau (hard top)	.....	.....	3.54	.....	.....	.....	.....
	Newport (hard top)	.....	.....	3.54	3.36	3.54	.....	.....
	St. Regis (hard top)	.....	.....	.....	3.36	.....	.....	.....
	Town & Country Wagon	.....	.....	3.54	3.36	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	3.54 3.54	.....
Tire Size	Four Door Sedan	.....	.....	7.60x15	8.00x15	8.20x15	.....	.....
	Convertible Coupe	.....	.....	7.60x15	8.00x15	.....	.....	.....
	Sport Coupe	.....	.....	.....	.....	.....	.....	**8.00x15
	Nassau (hard top)	.....	.....	7.60x15	.....	.....	.....	.....
	Newport (hard top)	.....	.....	7.60x15	8.00x15	8.20x15	.....	.....
	St. Regis (hard top)	.....	.....	.....	8.00x15	.....	.....	.....
	Town & Country Wagon	.....	.....	7.60x15	8.20x15	.....	.....	.....
	8 Passenger Sedan Limousine	.....	.....	.....	.....	.....	*8.90x15 *8.90x15	.....
Shipping Weight	Four Door Sedan	.....	.....	3,925	4,160	4,565	5,180	4,005

\*6-Ply Tubeless White Sidewall: 4-Ply Tubeless On All Other Models.

\*\*Special Blue Streak Tires