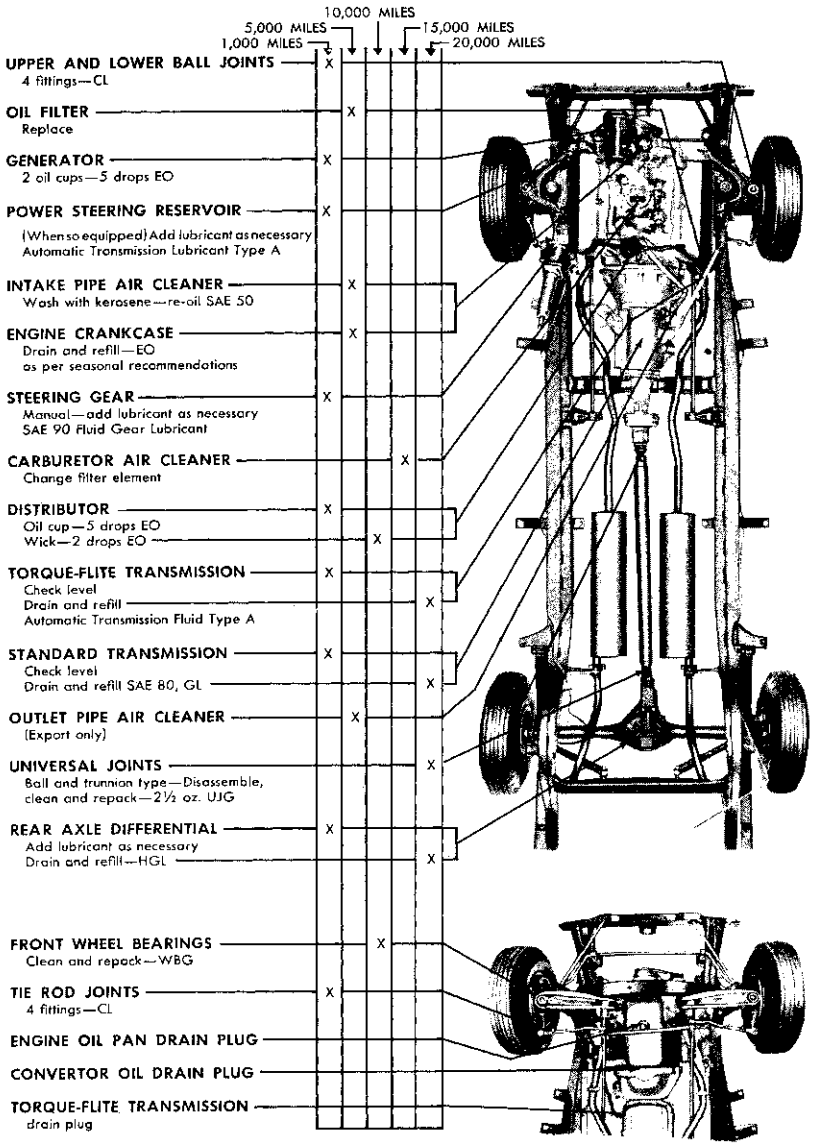

KEY TO LUBRICANTS

CL—Chassis Lubricant
EO—Engine Oil
GL—Gear Lubricant
UJG—Universal Joint Grease
HGL—Hypoid Gear Lubricant
WBG—Wheel Bearing Grease

SPECIAL ATTENTION

Recommended lubricants are based on average driving conditions. A car driven in extreme dusty, cold, or high humidity climate will require more frequent lubrication and maintenance.

Replace oil filter cartridge after 5-thousand miles of operation.

THESE POINTS REQUIRE NO LUBRICATION

- Clutch release bearing (C-75 when so equipped).
- Starting motor.
- Rear spring bolt and shackles.
- Foot accelerator and brake pedal.
- Propeller shaft center bearing (on long wheelbase models).
- Carburetor linkage and automatic choke.
- Rubber parts (pads, bushings, seals).
- Water pump and fan belt idler puller.
- Upper and lower control arm pivots.
- Steering idler arm pivot.
- Steering center link pivots.
- Carburetor air cleaner.
- Sway eliminator bar pivots.

ADDITIONAL LUBRICATION POINTS

1,000 Miles—Clutch torque shaft and gearshift control bell-crank, 2 fittings (C-75 when so equipped) CL; Parking brake linkage, *Lubriplate;* Door hinges and springs, hood clamps, etc., *MoPar Dripless Penetrating Oil;* Door striker plates, dovetails and rotor wheels, *Stainless Stick Lubricant.*

10,000 Miles—Speedometer wick, MoPar Speedometer Oil; Speedometer cable shaft, *MoPar All-Weather Speedometer Cable Lubricant;* Door lock cylinders, *MoPar Lubriplate.* Also check fluid level in power cylinder reservoir of convertible top mechanism. If necessary, add MoPar Super Brake Fluid. Do not overfill.

15,000 Miles—Change air cleaner filter.

20,000 Miles—Propeller shaft splines (Imperial), clean and fill half full with *Multi-purpose Rear Axle Oil.*

RECOMMENDED TIRE PRESSURES

	MODEL	
Starting Pressure (tires cold)..	C-76	22
	IM, 1, 2, 4	22
	C-75	22
After Driving (tires warm)....	C-76	25
	IM, 1, 2, 4	25
	C-75	25

A pressure build-up of at least 3 pounds over starting pressure is normal, otherwise tires are underinflated.

After fast driving (tires hot)...	C-76	27
	IM, 1, 2, 4	27
	C-75	27

A pressure build-up of at least 5 pounds over starting pressure is normal, otherwise tires are underinflated.

NEVER REDUCE OR "BLEED" BUILT-IN PRESSURE IN TIRES

ENGINE OIL RECOMMENDATIONS

The following viscosity designations will indicate the correct engine oil to use at any anticipated atmospheric temperature.

Atmospheric Temperature	Recommended Viscosity No.	Multi-Grade Options
Above..32°F.	SAE 30	SAE 20W-40 SAE 10W-30
Above..10°F.	SAE 20W	SAE 20W-40 SAE 10W-30
Above—10°F.	SAE 10W	SAE 10W-30 SAE 5W-20
Below—10°F.	SAE 5W	SAE 5W-20

Retain original factory oil in crankcase during first 1,000 miles of operation.

If necessary to add oil during initial period, use recommended viscosity oil shown above for lowest anticipated temperature.

CAPACITIES

Engine Oil (add 1 qt. when replacing filter element)	5 qts.
Cooling System—New Yorker and Imperial	25 qts.
Windsor (with heater)	22 qts.
Torque-Flite Transmission (refill)	
New Yorker and Imperial	10½ qts.
Windsor	9 qts.
Transmission—Standard Shift	
3-Speed	2¼ pts.
Rear Axle Differential	
Windsor (except Town & Country)	3½ pts.
New Yorker, all Town & Country and Imperial	3½ pts.
Fuel Tank (except Town & Country)	23 gals.
Town & Country	22 gals.

57x398

Fig. 1—Chrysler Engineered Lubrication

Section XV
LUBRICATION

CONTENTS

LUBRICATION RECOMMENDATIONS

1. ENGINE OIL RECOMMENDATIONS (FIG. 1)

The use of a good quality engine oil is recommended. In selecting an engine crankcase oil for Chrysler Corporation cars, it is important that the owner obtain a lubricant of good quality from a reputable refiner, and that it has the proper viscosity for the prevailing temperature. The following viscosity designations will indicate the correct engine oil to use at any anticipated atmospheric temperature.

Anticipated Lowest	Recommended SAE Viscosity Number	Recommended Viscosity Range—if Multi-Viscosity Oils Are Used
Above + 32° F.	SAE 30	SAE 20W 40 SAE 10W 30
Above + 10° F.	SAE 20W	SAE 20W 40 SAE 10W 30
Above (—10° F.)	SAE 10W	SAE 10W 30 SAE 5W 20
Below (—10° F.)	SAE 5W	SAE 5W 20

When using Multi-Viscosity Oils, make sure the SAE weight range coincides with the atmospheric temperature chart.

2. A.P.I. ENGINE OIL CLASSIFICATIONS

The type of service for which an engine oil is intended is usually designated by the letters "MS", "ML" or "MM" on the container. This system does not replace the SAE numbering system. It is used in addition to the SAE numbers, which indicate the various temperatures under which an oil can be used.

NOTE: From the explanation in the following paragraphs of the three types of service designated by the letters "MS", "ML" and "MM" it is apparent that oils for service "MS" will most nearly suit the average driver's requirements.

a. Service MS

(1) Continuous high speed highway driving where the oil becomes unusually hot, such as summer vacation trips.

(2) Heavy load operation, such as towing a house trailer in hilly country.

(3) Driving in areas where temperatures below zero degrees F. are encountered for extended periods.

(4) Driving in moderately cold climates where most of the operation consists of short neighborhood trips, and where the engine never has a chance to warm up.

b. Service MM

(1) High speed operation for short periods of time.

(2) Long trips at moderate speeds and summer temperatures.

(3) Operation in moderately cold air temperatures where frequent long trips, as well as short trips, are included.

c. Service ML

Operation at moderate speeds where the majority of trips are more than 10 miles, and where no extremely cold or hot temperatures are encountered.

3. MULTI-VISCOSITY OILS

When using multi-viscosity oils, be sure that the SAE weight range coincides with the atmospheric temperature chart shown in Paragraph 1.

4. ENGINE OIL CHANGE PERIODS

During the first 1,000 miles, leave the factory installed oil in the engine. If it is necessary to add oil during this driving period, use the proper viscosity oil according to the atmospheric temperature chart. Refer to paragraph 1, Figure 1. Drain the crankcase after the first 1,000 miles and refill with the proper viscosity oil for the lowest anticipated atmospheric temperature. Subsequent oil changes, under normal driving conditions, should be made every 5,000

miles—more often if winter driving consists of short trips, or extreme dust or contaminated atmospheric conditions are encountered. Five quarts of engine oil are necessary for refill. Add an additional quart when the oil filter element is changed. The oil level indicator is located on the left side of the engine.

5. UNUSUAL CONDITIONS

Under certain conditions, more than usual care is advisable in order to keep the engine operating smoothly. In cold weather, for example, the car should be driven at moderate speeds until the engine reaches normal operating temperature. Short trips, in which the engine does not reach normal operating temperature, may result in condensation forming in the oil pan. To protect the engine against this condition, the engine oil and the oil filter element should be changed more frequently than recommended in the regular service schedule. When driving over dusty roads for extended periods, the lubrication interval should be shortened and the carburetor air cleaner, crankcase ventilator air cleaner and oil filter should be serviced more frequently.

6. ENGINE OIL LEVEL INDICATOR

The engine oil level should be checked each time the car is refueled. The engine oil level indicator, as shown in Figure 2, has two markings:

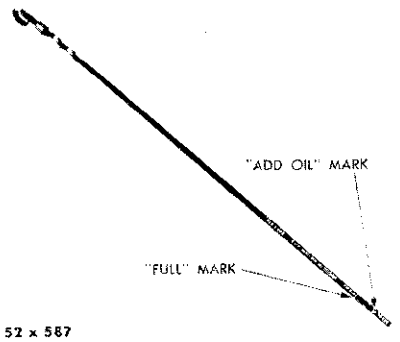

Fig. 2—Typical Engine Oil Level Indicator

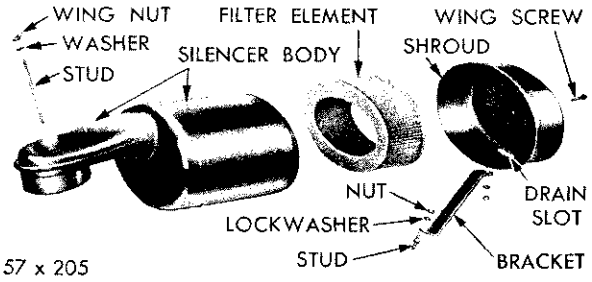

Fig. 3—Air Cleaner

"Full" and "Add Oil". If the oil level is between the "Full" and "Add Oil" marks, it is not necessary to add oil. If the oil level drops to the "Add Oil" mark, or slightly below it, add not more than one quart of oil.

7. CARBURETOR AIR CLEANER

The carburetor air cleaner, as shown in Figure 3, is a heavy duty type air cleaner with a replaceable paper element and is used on all models. At 5,000 miles interval, the paper element should be removed, tap the dirt out with your hand gently and replace. **DO NOT WASH OR OIL.** When car is driven in dusty areas, the air cleaner may require more frequent servicing. Install a new MOPAR filter cartridge every 15,000 miles.

8. OIL FILTER

The full-flow oil filter with replaceable element is used on the Windsor, New Yorker and Imperial models. The oil filter element should be changed every 5,000 miles to coincide with an engine oil change, after the initial engine oil change.

During cold weather operation, or when the car is driven in dusty areas, more frequent replacement of the oil filter element may be necessary.

9. OIL FILTER PIPE CAP AIR CLEANER

At every 5,000 miles interval, the air cleaner should be removed, thoroughly cleaned in kerosene, and re-oiled with SAE 50 Engine Oil. (SAE 40 may be used if SAE 50 is not available). When car is driven in dusty areas, the air cleaner may require more frequent servicing.

LUBRICATION RECOMMENDATIONS

10. EVERY 1,000 MILES

Refer to Lubrication Chart as shown in Figure 1, for lubrication points, lubrication procedures and lubricants, also, refer to the following.

a. Manual Steering Gear

Check lubricant level at the above mileage and replenish when level is below filler hole. Do not use pressure gun! Use SAE 90 Fluid Gear Lubricant. In extremely cold weather, use SAE 80 Fluid Gear Lubricant, or dilute SAE 90 with small amount of SAE 10-W engine oil to ease steering.

b. Power Steering

The level of the oil in reservoir will vary according to the operating temperature of the pump. The normal operating temperature is approximately 175 degrees F. At 70 degrees F., the oil level will be approximately 3¼ inches below the top of the filler neck. The oil level should never be allowed to fall below the baffle on the reservoir.

Whenever the pump is drained or removed for servicing, the pump must be filled up to the "full" mark indicated on the filler neck of reservoir before and after the engine is started. Use Automatic Transmission Fluid, Type "A".

NOTE: Maintain fluid level in pump as recommended and replenish as necessary with specified lubricant. When reservoir cover is removed, do not permit dirt to fall into reservoir. It is not necessary to change the fluid for cold weather operation.

c. Rear Axle

Use Multi-Purpose Hypoid Gear Lubricant SAE 90 for summer and winter above —10° F., or SAE 80 for extreme winter below —10° F. Remove filler plug and check level of lubricant. Replenish to level of filler plug hole. Do not overfill!

d. 3-Speed Transmission (Car So Equipped)

Use SAE 10-W Engine Oil, at all temperatures. Remove filler plug and check lubricant level. Replenish to level of filler plug hole.

e. TorqueFlite Transmission—

Checking Fluid Level

Apply parking brakes. Run engine at idle speed and operate the drive selector lever through all ranges and return to Neutral (N). Check level at transmission dipstick. Replenish to "L" mark if level is below the "L" mark when engine and transmission are cold; if, after operating the car for several miles, the level is below the "F" mark, replenish to the "F" mark. The oil level however should not be above the Full mark after the car has been driven sufficiently to bring the engine and transmission up to operating temperatures.

f. Special Low Temperature Recommendation

If it is anticipated that the average temperature range will be below (—10°) F., replace one quart of fluid with refined kerosene. This service need be performed once at the beginning of the low temperature season. Thereafter, necessary replenishment of TorqueFlite should be with Automatic Transmission Fluid, Type "A", until the next seasonal dilution or the 20,000 mile oil change.

CAUTION

To prevent dirt from entering the transmission, make sure the oil level indicator is properly seated in the filler tube.

g. Generator

There are two oil cups. Apply 5 to 10 drops of Light Engine Oil to each oil cup.

h. Distributor

Use 5 to 10 drops of Light Engine Oil in oil cup.

11. EVERY 5,000 MILES

Refer to Lubrication Chart, as shown in Figure 1, "Higher Mileage Services (5,000 Miles)." Also, refer to Paragraphs 3, 4, 5 and 6.

12. EVERY 10,000 MILES

Refer to Lubrication Chart as shown in Figure 1, "10,000 Miles Interval," and also to the following information:

a. Front Wheel Bearings

Use Short Fiber Wheel Bearing Grease—Medium. Check quality and quantity of lubricant.

NOTE: DO NOT ADD GREASE TO WHEEL BEARINGS. If grease is emulsified or in short quantity, it should be replaced. All grease should be removed from the bearings and hub, and the assembly cleaned and repacked. Add 2¼ ounces of lubricant to inner surface of hub on models C-75, C-76 only. Add 4½ ounces of lubricant to inner surface of hub on models IM-1, 2 and 4.

b. Speedometer Oil Tube Wick

Use MOPAR Speedometer Oil. Unscrew and remove oil tube with wick from speedometer housing (above speedometer cable flange). Saturate wick, as shown in Figure 4, with oil and replace.

c. Speedometer Cable

Use MOPAR All-Weather Speedometer Cable Lubricant. Disconnect cable at speedometer housing, as shown in Figure 4, and remove shaft. Coat shaft with the specified lubricant and install.

d. Distributor

Use Light Engine Oil and MOPAR Cam Lubricant. Remove distributor rotor and apply 2 or 3 drops of Light Engine Oil to felt wick in top of cam. When replacing contact points, apply MOPAR Cam Lubricant to bumper block on distributor contact arm. Do not permit oil or lubricant to get on contact points!

13. EVERY 15,000 MILES

Refer to Lubrication Chart, as shown in Figure 1, "15,000 Miles Interval."

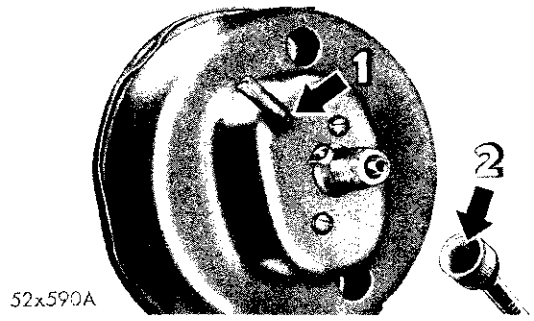

Fig. 4—Speedometer and Cable Lubrication Points (Unit positioned to Show Lubrication Points)

14. EVERY 20,000 MILES

Refer to Lubrication Chart, as shown in Figure 1, "20,000 Miles," and also to the information that follows:

a. 3-Speed Transmission

Use SAE 80 Fluid Gear Lubricant. Drain and refill. Keep level at bottom of filler plug hole. In warm area where SAE 80 Fluid Gear Lubricant is not available, SAE 90 may be used. To refill, remove transmission drain plug hole and allow unit to drain. Fill transmission to level of filler plug hole with 2¾ pints of specified lubricant. Check level of unit and add lubricant, if necessary.

b. TorqueFlite Transmission

Use Automatic Transmission Fluid, Type "A." To drain, remove the filler tube connector at the oil pan, as shown in Figure 5. Pull back on tube to drain. Retighten connector when drained. Remove access plate from bottom of housing and rotate torque converter until drain plug is accessible. Remove the plug and drain the fluid. Check the gasket on torque converter and install new gaskets, if necessary. Install drain plug and tighten. Install access plate on housing and tighten screws. To refill, apply parking brake. Add 5 quarts of Automatic Transmission Fluid, Type "A" through transmission oil pan filler tube. Start engine and add approximately 4 more quarts while engine is running. Allow engine to idle for 2 minutes.

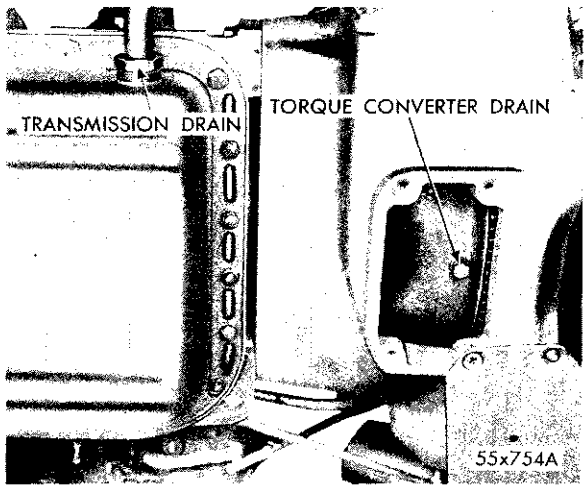

Fig. 5—TorqueFlite Transmission and Torque Converter Drain Points

Operate the TorqueFlite Transmission drive selector push buttons through all speed ranges and push in the Neutral (N) push button. Add sufficient fluid to bring fluid level to Low mark on transmission dip stick.

CAUTION

To prevent dirt from entering transmission, make sure dip stick is properly seated in filler tube.

15. PARTS REQUIRING NO LUBRICATION

Refer to Lubrication Chart, as shown in Figure 1, and to the following information:

a. Rubber Bushings

Do not lubricate these bushings. They are designed to grip the contracting metal parts firmly and operate as a flexible medium between these parts. The use of any lubricant will destroy the necessary friction and cause premature failure of these rubber parts.

b. Oilite Bearings

The bearings are self-lubricating and are used in locations where lubrication is difficult to maintain. When Oilite Bearings are subjected to heat or pressure, oil seeps to the surface of the bearings to provide necessary lubrication.

Oilite Bearings are available in standard sizes and can be burnished to a final running fit. They should not be reamed, filed or otherwise cut to size. If replacement is necessary, install a new Oilite Bearing of the same size.