

Section XV

LUBRICATION

The lubrication procedure for the 1959 Chrysler and Imperial Models is the same as the 1958 Models except that the engine crankcase capacities are five quarts for refill on all Models. Add an additional quart when the oil filter element is changed. The oil level indicator is located on the left side of the engine.

MANIFOLD HEAT CONTROL VALVE

Every 1000 miles or 30 days whichever occurs first, apply Mopar Manifold Heat Control Valve Solvent Part No. 1879318 to shaft and bushings and allow to stand several minutes, working shaft from closed to open position several times until shaft can be turned very easily with fingers.

TorqueFlite Transmission

Use Automatic Transmission Fluid, Type "A". To drain, remove the filler tube connector at the oil pan. 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. 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 3 more quarts while engine is running. Allow engine to idle for 2 minutes. 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 a level between the "add 1 pint" mark and a point "1/2 inch" below the "add 1 pint" mark on transmission dipstick.

Certain types of service subject the fluids to more severe operating conditions. Therefore, it is recommended that the change interval for transmissions

subjected to these conditions be reduced to 10,000 miles.

It is recommended that the TorqueFlite transmission and torque converter be drained and refilled with Type A MoPar Automatic Transmission Fluid at 10,000 miles if the vehicle usage includes the following types of driving:

Police car or Turnpike Patrol car

Frequent towing of trailers

Frequent heavy traffic operation in hot weather

Airport transportation

Continuous operation at higher than normal loading

Continuous operation in mountainous areas.

CAUTION

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

Special Low Temperature Recommendation

If difficult starting is encountered when average temperatures consistently range below 10°F, replace one (1) quart of fluid with refined kerosene. This service should be performed only once during low-temperature season. Thereafter, necessary replenishment of TorqueFlite should be Automatic Transmission Fluid Type A.

NOTE: The factory does not recommend the addition of any fluid materials to the transmission other than Automatic Transmission Fluid Type "A".

Type "A" Transmission Oil is specifically designed for use in automatic transmissions and therefore, has sufficient cleaning, lubricating and cooling qualities to render the need for additional special additive compounds unnecessary.

Section XVI

RADIO AND HEATER

RADIO

Three new radios are used on the 1959 Chrysler and Imperial Models, Model 928 (Fig. 125), 929 (Fig.

126) and 858 (Fig. 127). The servicing procedures are changed as follows:

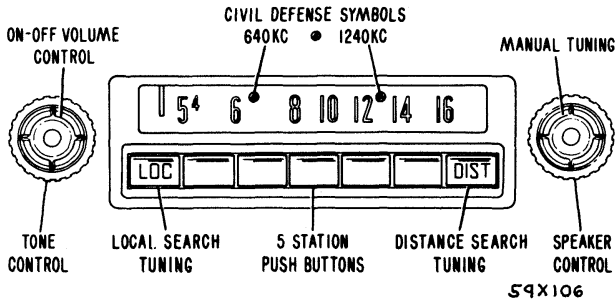


Fig. 125 — Operating Controls (Model 928)

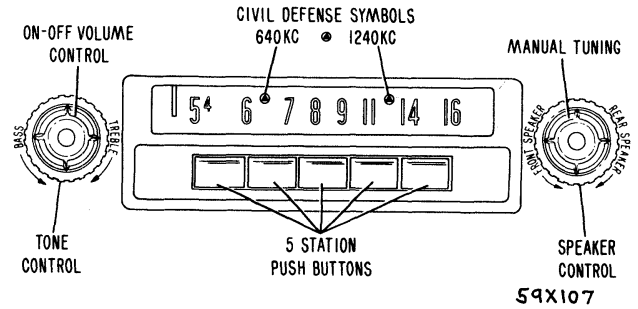


Fig. 127 — Operating Controls (Model 858)

REMOVAL—Models MC-1, 2 and 3

Remove the vent deflector at heater housing. Disconnect antenna, rear seat speaker plug, "A" lead to the radio terminal of fuse block, and dial lamp lead to the orange wire at harness. Remove the clutch nut, screw and washer from radio support bracket (Figs. 128, 129, 130). Remove the control knobs. Remove the two nuts that attach radio to panel and remove the radio and mounting bracket from underneath the instrument panel. Remove the speaker from grille. Remove the grille if necessary.

CAUTION

Do not operate the radio with speaker detached, since damage to the transistor will result. If the rear seat speaker is disconnected from the radio, insert a jumper wire in rear seat speaker, socket or the receiver will not operate.

INSTALLATION

Install the speaker and grille if removed. Enter the radio from underneath instrument panel and install the spacers and the two control shaft mounting nuts. Install bracket support screw, washer and clutch nut. Connect the antenna, rear seat speaker plug, "A" lead to radio terminal of the fuse block and dial lamp lead wire to the harness connector. Install the radio control knobs. Install the vent deflector at heater housing.

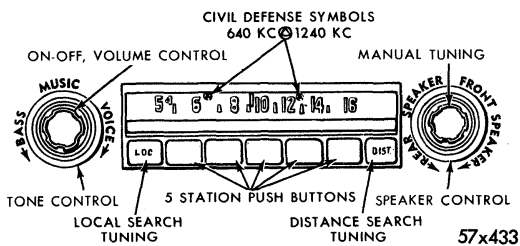


Fig. 126 — Operating Controls (Model 929)

CAUTION

The antenna compensator must be properly adjusted for satisfactory operation of radio.

REMOVAL—Model MY-1

Disconnect the antenna, and the dial lamp lead from the orange lead of harness. Disconnect the two wire lead from speaker. Disconnect the "A" lead from radio terminal at fuse block. Remove the rear seat speaker wire plug. Remove mounting nut from the lower instrument panel to bracket on the radio. Remove the radio control knobs. Remove the radio from underneath instrument panel. Remove the speaker assembly.

INSTALLATION—Model MY-1

Install the speaker grille and speaker. Mount the radio to panel. Install control knobs. Attach the radio mounting bracket and nut to panel.

Connect the "A" lead to accessory terminal on the temperature gauge. Connect the rear seat speaker wire plug. Connect dial lamp lead to orange wire at the harness. Plug in the antenna lead.

INTERFERENCE

Install the suppression equipment for the elimination of interference and tire static.

CAUTION

The antenna compensator must be properly adjusted for satisfactory operation of radio.

ANTENNA COMPENSATOR ADJUSTMENT (FIG. 131)

The antenna compensator is provided for aligning the receiver to the particular antenna on the car. This adjustment must always be made after the installation of receiver and antenna, or after any repairs to these units. The adjustment should also be

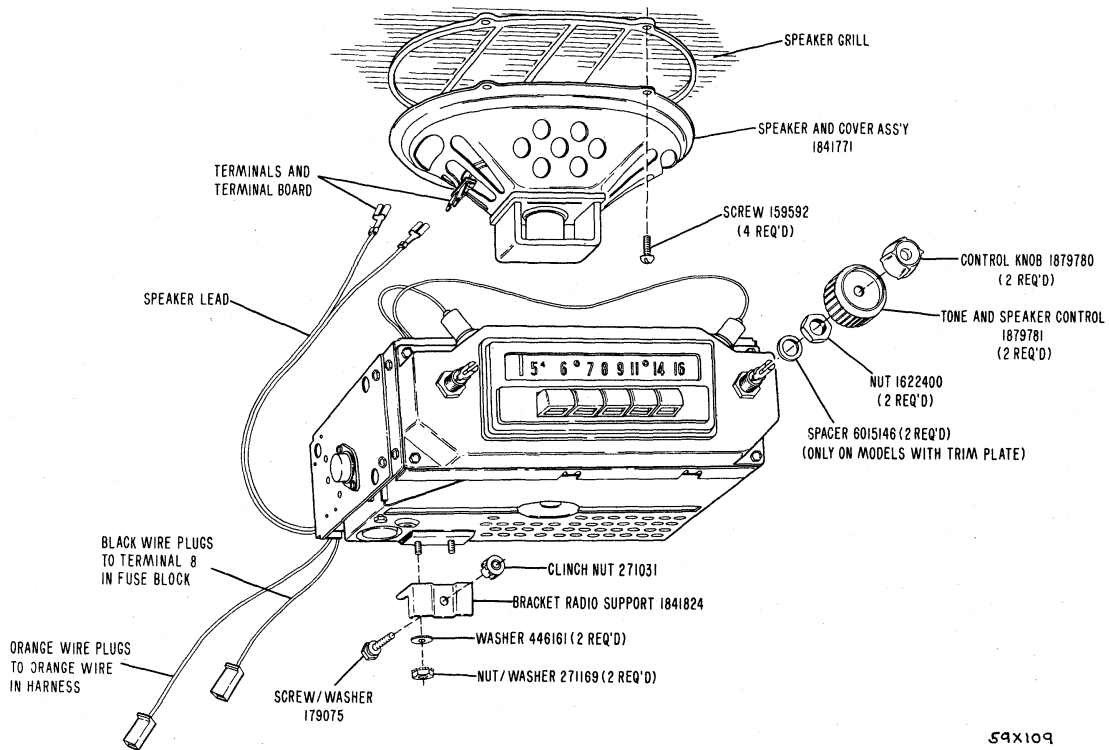


Fig. 128 — Radio (Model 858)

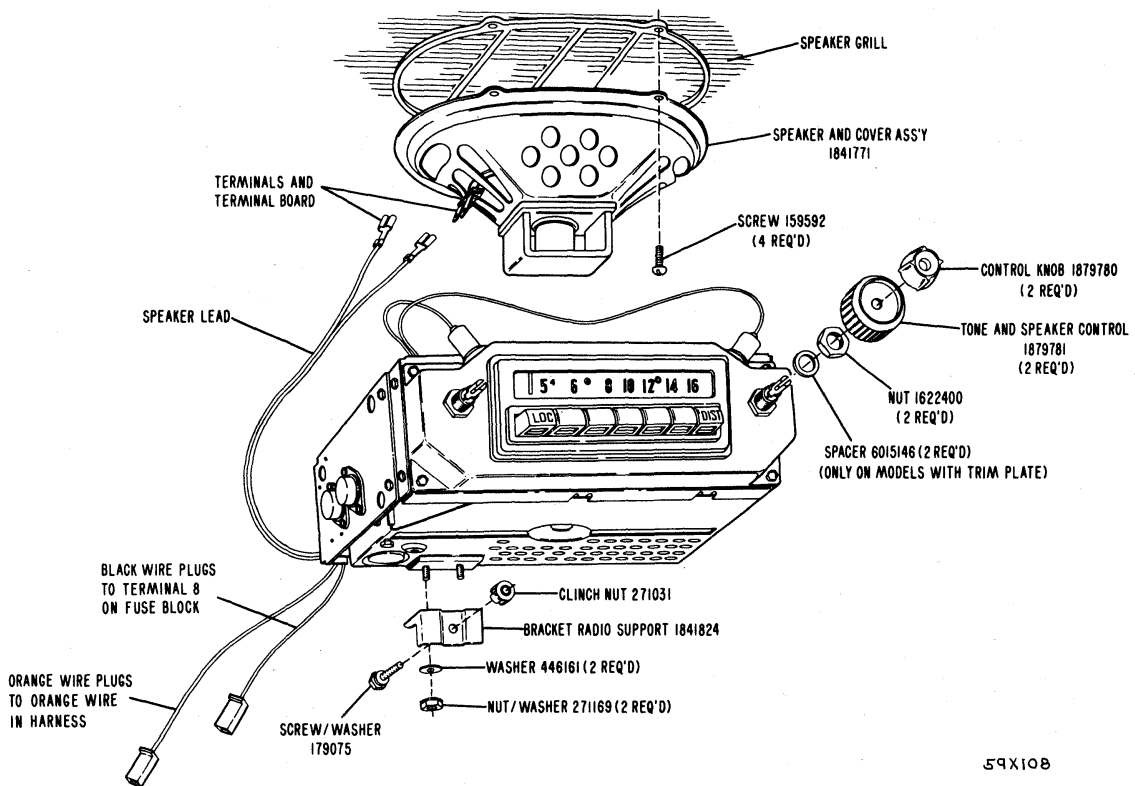


Fig. 129 — Radio (Model 928)

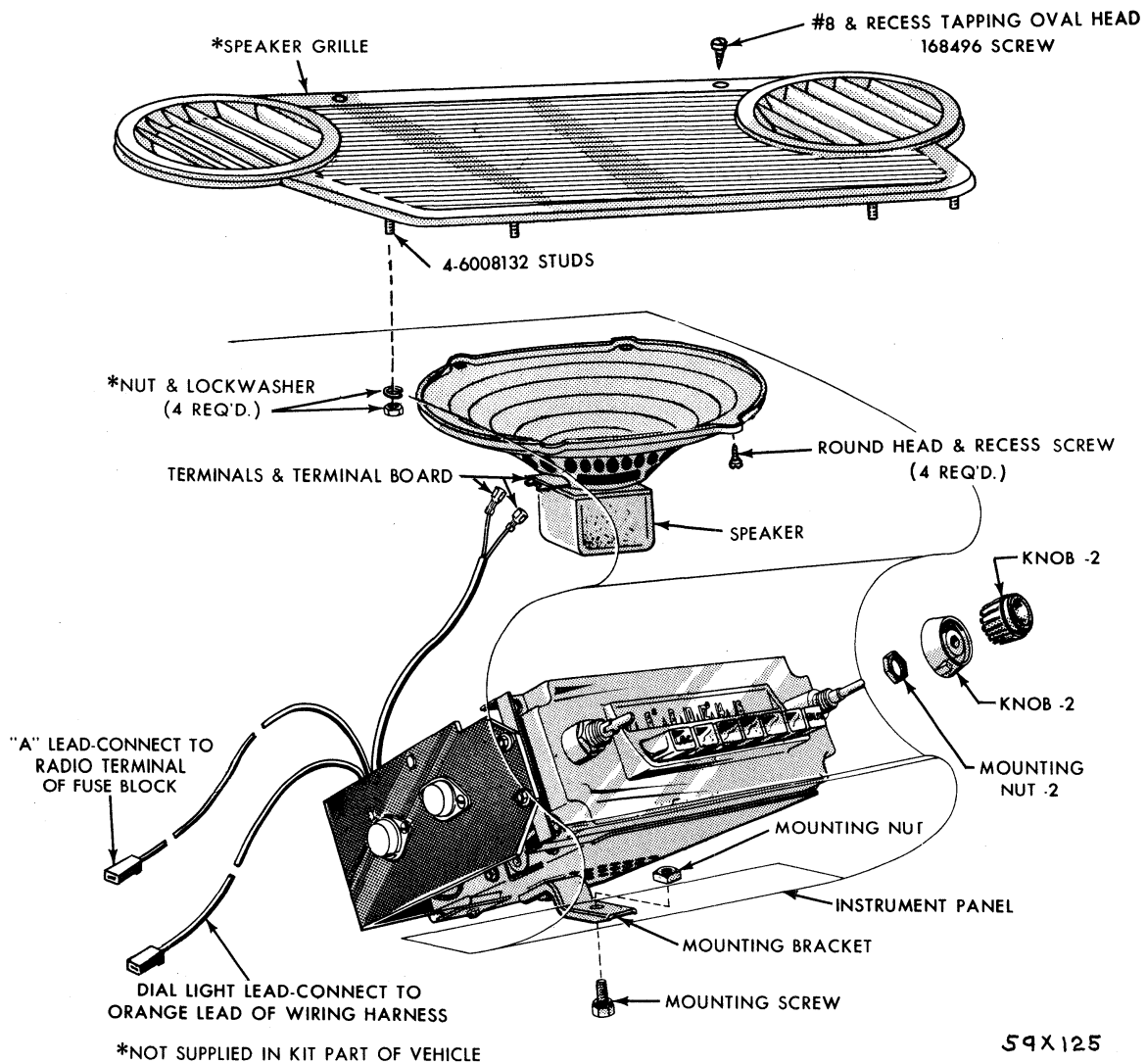


Fig. 130 — Radio (Model 929)

checked whenever the radio reception is unsatisfactory.

(a) Raise the antenna to maximum height.

(b) Turn radio to a station between 1400 and 1600 kc that can barely be heard with the volume turned on full.

(c) Adjust the antenna compensator (located on the rear of receiver chassis) by carefully rotating it back and forth until a position is found that gives peak response and maximum volume. Unless the receiver is properly aligned to the antenna, best performance cannot be obtained. This is particularly true in the case of the touch-tuner where the signal strength materially affects the overall efficiency of the radio receiver.

FADER CONTROL PERFORMANCE

This control is used only when car is equipped with a rear seat speaker. Full "counter-clockwise" posi-

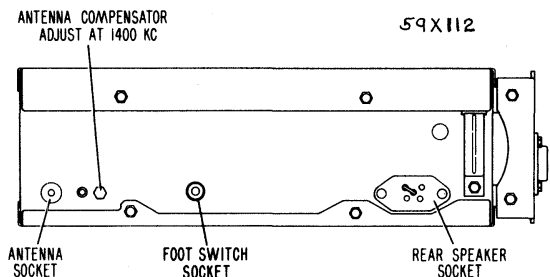
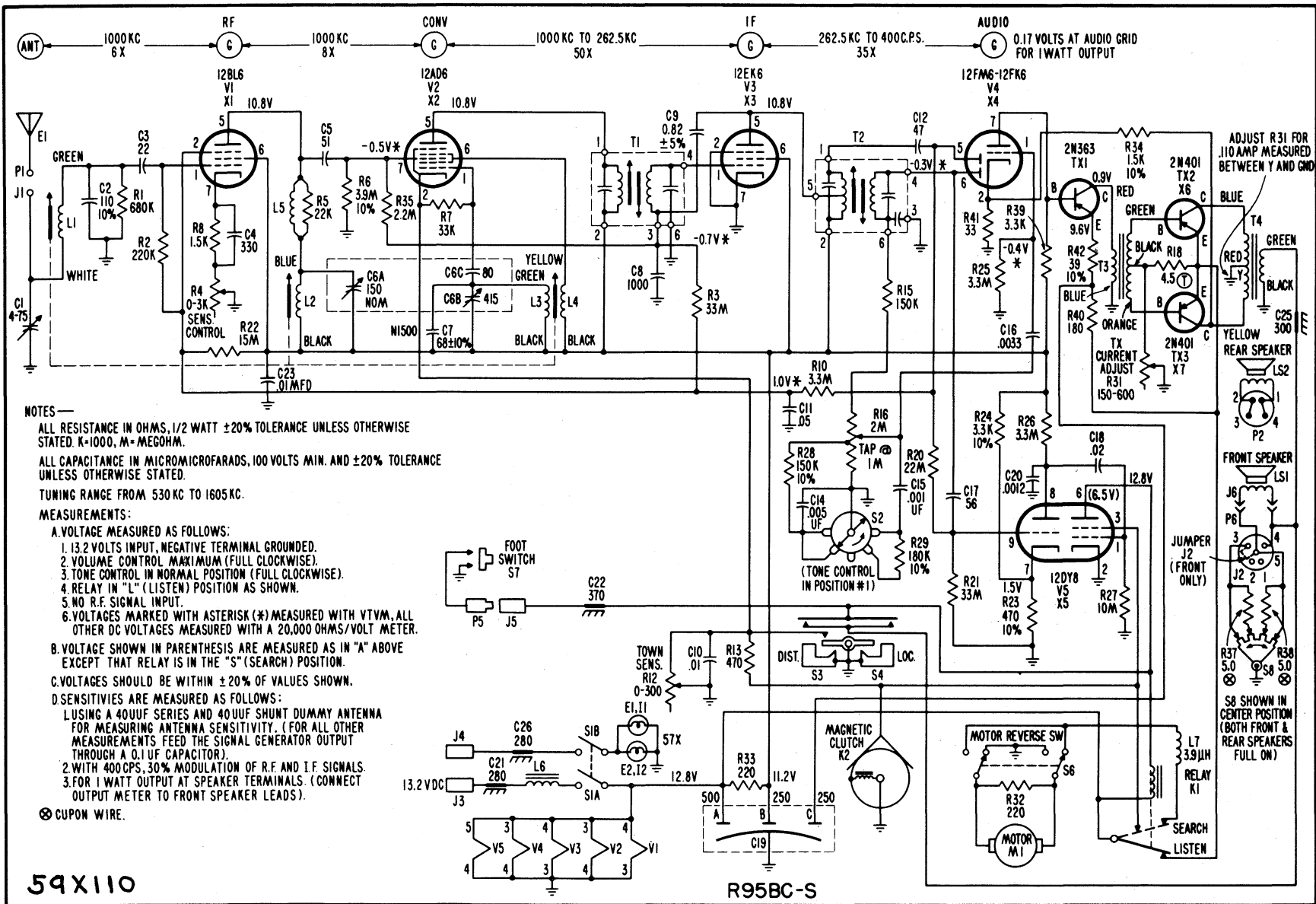


Fig. 131 — Antenna Compensator Adjustment (Model 928)



NOTES —

ALL RESISTANCE IN OHMS, 1/2 WATT ±20% TOLERANCE UNLESS OTHERWISE STATED. K=1000, M= MEGOHM.
 ALL CAPACITANCE IN MICROMICROFARADS, 100 VOLTS MIN. AND ±20% TOLERANCE UNLESS OTHERWISE STATED.
 TUNING RANGE FROM 530 KC TO 1605 KC.

MEASUREMENTS:

- A. VOLTAGE MEASURED AS FOLLOWS:
 1. 13.2 VOLTS INPUT, NEGATIVE TERMINAL GROUNDED.
 2. VOLUME CONTROL MAXIMUM (FULL CLOCKWISE).
 3. TONE CONTROL IN NORMAL POSITION (FULL CLOCKWISE).
 4. RELAY IN "L" (LISTEN) POSITION AS SHOWN.
 5. NO R.F. SIGNAL INPUT.
 6. VOLTAGES MARKED WITH ASTERISK (*) MEASURED WITH VTVM, ALL OTHER DC VOLTAGES MEASURED WITH A 20,000 OHMS/VOLT METER.
- B. VOLTAGE SHOWN IN PARENTHESIS ARE MEASURED AS IN "A" ABOVE EXCEPT THAT RELAY IS IN THE "S" (SEARCH) POSITION.
- C. VOLTAGES SHOULD BE WITHIN ±20% OF VALUES SHOWN.
- D. SENSITIVITIES ARE MEASURED AS FOLLOWS:
 1. USING A 40UF SERIES AND 40UF SHUNT DUMMY ANTENNA FOR MEASURING ANTENNA SENSITIVITY. (FOR ALL OTHER MEASUREMENTS FEED THE SIGNAL GENERATOR OUTPUT THROUGH A 0.1UF CAPACITOR).
 2. WITH 400CPS. 30% MODULATION OF R.F. AND I.F. SIGNALS.
 3. FOR 1 WATT OUTPUT AT SPEAKER TERMINALS. (CONNECT OUTPUT METER TO FRONT SPEAKER LEADS).

⊗ CUPON WIRE.

59X110

Model 132 — Wiring Diagram (Model 928)
 (Schematic)

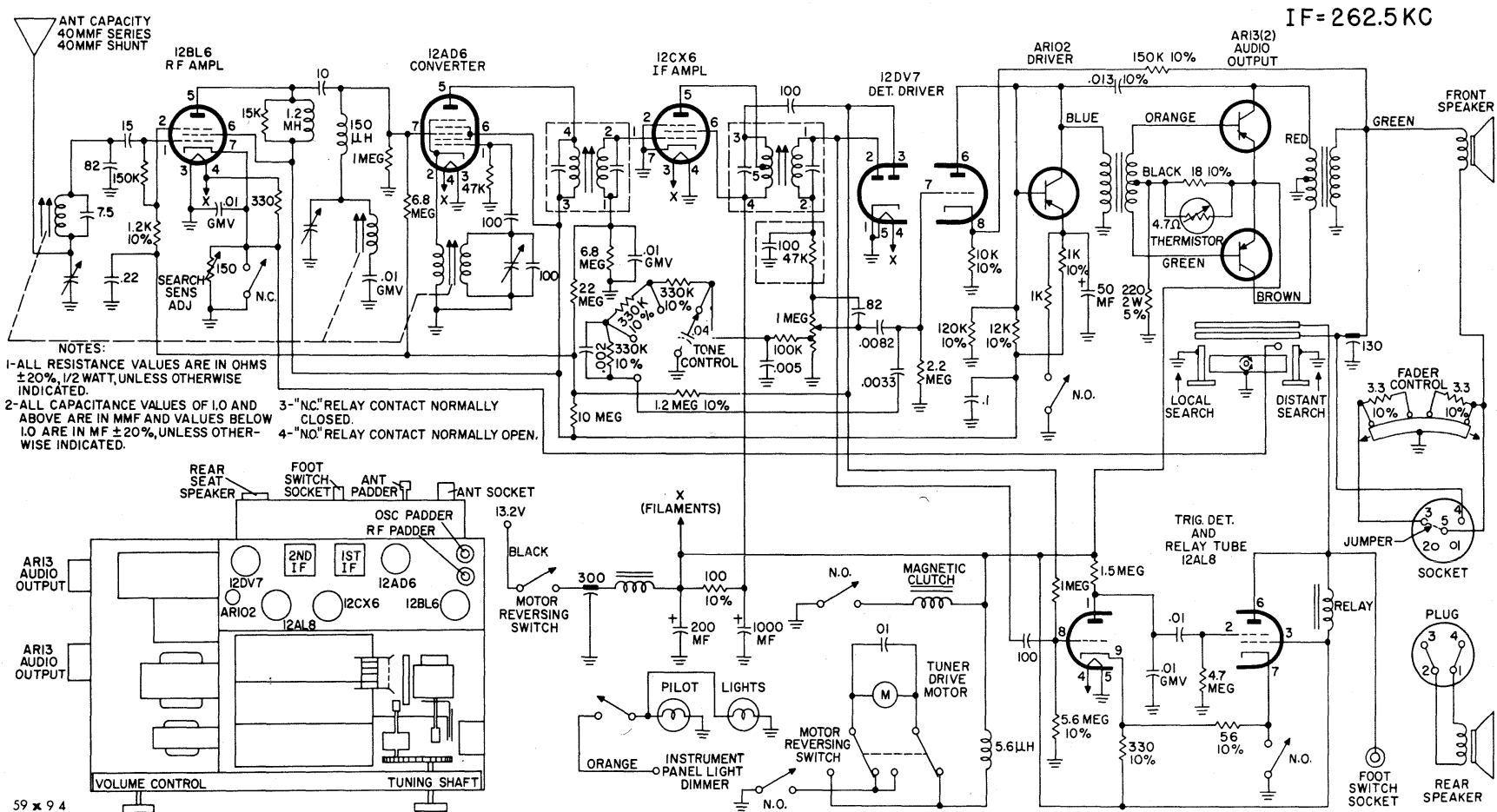


Fig. 133 — Wiring Diagram (Model 929)
(Schematic)

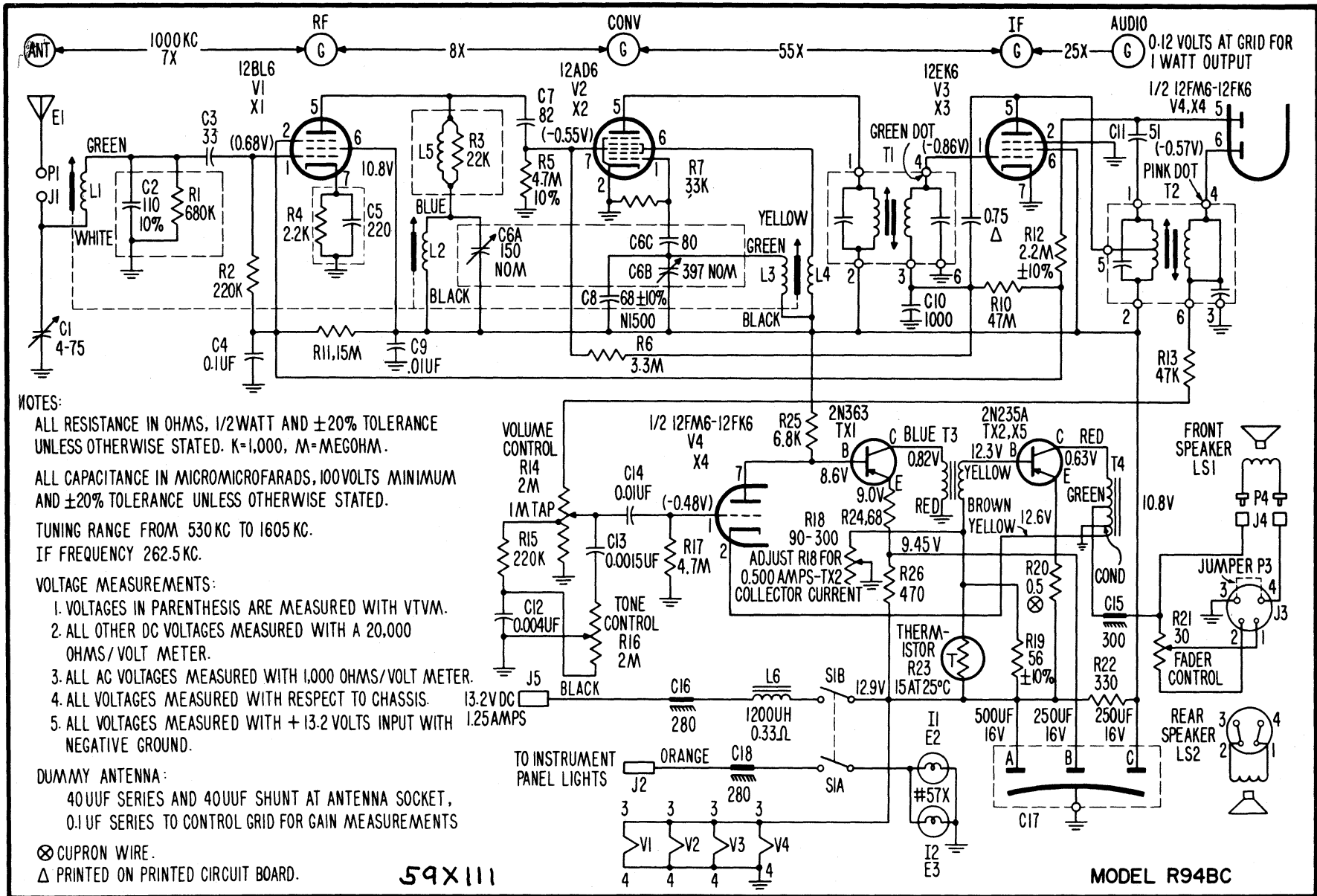


Fig. 134 — Wiring Diagram (Model 858)
 (Schematic)

tion allows operation of front speaker. Full "clockwise" position allows operation of the rear seat speaker. Rotation between either extreme position will allow both speakers to operate with varying volume as desired, or with equal volume at mid-position.

PUSH BUTTON ADJUSTMENT—Radio Models 928, 929 and 858

Extend the antenna fully and turn radio on for fifteen minutes. Unlock the push buttons by pulling them out. Manually turn in desired station and re-lock the push button. Repeat the operation on other push buttons.

LOCAL AND DISTANT PUSH BUTTONS

Local push button will tune only the strong signal stations. Distant push button will tune all the stations within range of the radio.

NOTE: Do not set end push buttons.

In order to obtain the best performance from search tuning, the antenna should be fully extended.

FOOT SWITCH SEARCH TUNER

The foot switch search tuner, on Models 928 and 929, is located on the left forward end of the floor panel. By depressing the foot switch, it will select a station on the radio.

The foot switch activates the touch-tuner mechanism in the same manner as the search-tuning buttons (LOC and DIST) except that the search sensitivity of the touch-tuner buttons was last depressed. Therefore, the foot switch will cause the search-tuner to operate at a sensitivity determined by which of the two search-tuning buttons last depressed.

See Figures 132, 133, 134 for Radio Wiring.

HOT WATER HEATER

An entirely new hot water heating system is used on the 1959 Models. Heating, defrosting and ventilating are controlled by five push-buttons and a temperature control lever (Fig. 135).

Temperature Control Lever—Selects the temperature of the air discharged through the lower and

upper outlets. When the lever is to the left, air is not being heated. Air temperature is increased by moving the lever toward "WARM" position. Pushing "in" on the "Control Lever" will make the blower operate at low speed, and pulling "out" on the lever will make the blower operate at full speed, provided the "off" button is not pushed in.

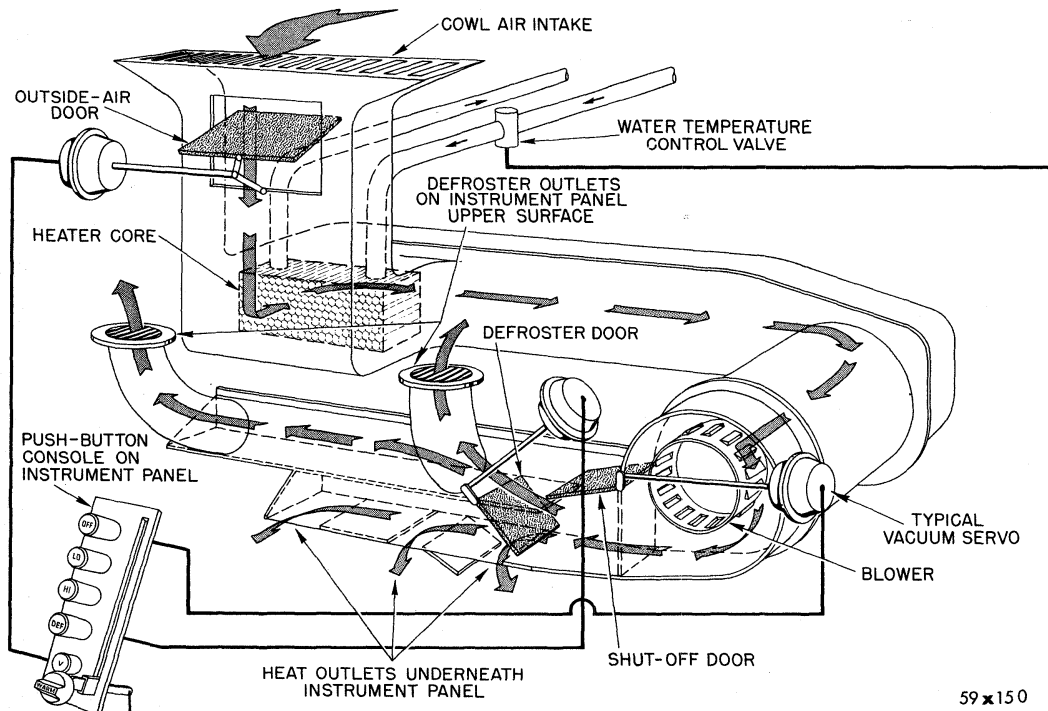


Fig. 135 — Push-Button Operated Heater (Schematic)

59 x 150

OFF Button—When the “OFF” button is pushed in, the system will not operate. The “OFF” button cuts off the current from the control lever switch and blower motor. The ventilation doors are closed, preventing outside air from entering car.

VENT Button—Opens the ventilation door to allow outside air to enter the car directly. It does not operate the blower.

DEF Button—Causes a major portion of the air to be forced onto the windshield through air outlets on top of instrument panel for defrosting or defogging.

HEAT Button—Causes major portion of air to be directed toward the car floor.

Heating the Car

Until the engine warms up, make sure the “OFF” button is pushed in and the temperature control lever is in the “WARM” position. Then, push in the “HEAT” button and leave the temperature control lever in the “WARM” position for fast initial car warm-up. After warm-up, use the control lever knob to adjust the speed as desired, and adjust the position of the temperature control lever to maintain comfortable condition.

NOTE: When the “HEAT” button is pushed in, sufficient warm air will be forced onto windshield through the upper air outlets for adequate defogging during average driving conditions.

Defrosting or defogging the Windshield

Push in the “DEF” button for maximum defrosting, move the temperature control lever to the “WARM” position.

Summer Ventilation

Push in the “VENT” button to open the ventilation door. Move the temperature control lever to the extreme left. The ventilation door may be left open during rain.

Rear Window Defroster (when so equipped)

A toggle switch (at left and under the instrument panel) operates a blower which circulates air over the rear window to prevent fogging.

HEATER BLOWER—REMOVAL AND INSTALLATION

Removal

Disconnect the battery ground cable. Disconnect

the heater ground wire at windshield wiper motor mounting bracket and disconnect the heater wires from harness connectors.

Disconnect the vacuum hoses at each vacuum unit and remove hoses from their attaching clips. Remove heater valve capillary coil from the opening in heater housing (driver’s compartment, passenger side). Remove the clip from housing.

Remove the three screws attaching the heater chamber to dash panel, (one is located to the left of vent door and to the right of brake pedal bracket; one below the heater at passenger side and one screw is located at the windshield wiper motor right link pivot).

NOTE: To facilitate removal, disconnect the windshield wiper right link at pivot to expose the housing screw.

Remove the housing and blower by pulling down and out of driver’s compartment. Remove the blower, mounting plate and motor.

Installation

NOTE: If the blower motor was removed from the mounting plate; be sure the mounting grommets are installed at the attaching bolts.

Install the blower motor and mounting plate to the heater housing. Be sure the blower wheel is free and does not rub. Position the housing on dash panel and install the three attaching screws.

CAUTION

There is a spacer at each attaching screw, be sure these spacers are installed between the heater housing and the dash panel when installing housing; otherwise, the housing could be damaged when tightening the screws.

Reposition the heater water valve capillary coil in the heater housing and install attaching clips. Connect the vacuum hoses at vacuum unit and install the attaching clips. Connect the heater wire at harness connectors and install the ground wire at windshield wiper motor bracket.

Attach the windshield wiper motor pivot link (if disconnected). Connect the battery ground cable.

HEATER VACUUM UNITS REPLACEMENT

To replace a vacuum unit, disconnect the vacuum hoses. Remove the two nuts and lockwashers attach-

ing the vacuum unit to housing, and the one clip attaching the vacuum unit rod to the actuated unit.

VENT DEFLECTOR—REPLACEMENT

The vent deflector is held to the heater housing by three screws. This deflector should be removed whenever the radio is to be removed.

HEATER CORE—REMOVAL AND INSTALLATION

Removal

Disconnect the battery ground strap. Drain the cooling system as necessary. Disconnect the heater hoses at heater. Remove the screws attaching the heater core housing to the dash panel and remove the housing and core as an assembly.

Remove the gasket to expose rivets (if used). Remove the heater core from outer housing.

NOTE: The core is held in position in the outer housing with plastic rivets. Care should be used when pressing out these rivets to avoid damaging the housing or the rivets.

Installation

Place the heater core in the heater outer housing and install plastic rivets. Install the gasket. Position the heater housing and core assembly on the dash panel. Install all screws before tightening to insure proper alignment.

Connect the heater hoses at heater. Refill the cooling system as necessary.

INSTANT HEAT CONDITIONAIRE MODEL 805 HEATER

While the Instant Heat Conditionaire Model 805 Heater is different in construction and appearance, the operation of the heater controls is the same as that of the hot water heater. The servicing of the 1959 Instant Heat Conditionaire Model 805 is the same as that described in the 1958 Chrysler and Imperial Service Manual except for the following operation.

THERMOSTAT

If the thermostat fails to control the duct outlet temperature, it is usually an indication that the cam is loose on the helix shaft, or the end of the helix has dropped out of the slot in the control shaft. To correct this condition, adjust the thermostat as follows:

Remove the thermostat cover at blower housing. Disconnect the control cable and the two lead wires. Remove the two sheet metal screws and remove the thermostat. Inspect the helix to make sure it is crimped tightly in the end of the control shaft. Fit the helix in the slot and crimp the shaft with pliers if necessary. With the helix at room temperature, loosen the Allen set screw in the plastic cam on the base end of the control shaft, making sure the shaft is completely free to revolve and take its normal position at room temperature (about 75° to 85°F.)

With the plastic cam free on the shaft and the micro-switch down, move the control cable linkage as far as it will go to the left and hold in this position. While holding the linkage, turn the plastic cam in a counter-clockwise direction until the micro-switch just clicks, then tighten the set screw in the cam.

Section XVII

HEATER—AIR CONDITIONING

The Heater-Air Conditioning Unit (Fig. 136) on the 1959 Chrysler and Imperial Models is a dual purpose unit combining the functions of both heating and cooling the air for winter and summer air conditioning.

The new unit is controlled by vacuum actuators which are controlled by push buttons (Fig. 137). The heating and cooling cycle is similar to the 1958 Models. A water valve and capillary tube (Fig. 138) is used to control water temperature regulated by a sliding temperature control lever designed integral

with the push button assembly to increase or decrease temperature.

During the operation of the new unit on the cooling cycle, 75 per cent of the air drawn in through the fresh air door, (Fig. 139), is passed around the heater core. The remaining 25 percent passes through the heater core, and is used for temperature control of the unit.

OPERATING CONTROLS

The blower switch (Figs. 140 and 141) is an integral