CLOSED CRANKCASE VENTILATION SYSTEM
(On Cars So Equipped)

Closed crankcase ventilation is effected by means of air drawn into the crankcase through the oil filler cap, circulated through the engine, and drawn out of the right cylinder head cover by manifold vacuum into the combustion chambers and dispelled with the exhaust gases. (Fig. 1)

The system consists of a ventilation valve installed in the outlet vent cap on the right cylinder head cover, and a tube (capable of withstanding 20 inches of vacuum). The tube is connected between the outlet vent cap and the lower part of the carburetor throttle body. The function of the valve is to regulate the flow of crankcase ventilation at various throttle positions.

The system will operate effectively as long as normal maintenance is applied. The valve and tube are subject to fouling with sludge and carbon formation due to the nature of the materials carried by the ventilating system.

SERVICE PROCEDURES

At regular intervals of 10,000 miles, the regulating valve and the tube running from the valve to the carburetor throttle body should be removed from the engine, disassembled and cleaned thoroughly.

NOTE: Under cold weather operation conditions, when vehicles are operated at slow speeds with low engine temperatures, more rapid accumulations of harmful fumes may be present in the engine. Under these conditions of operation the valve and tube must be cleaned more frequently than specified above. No specific mileage recommendation, however, can be made under these conditions. Frequency of cleaning must be dictated by experience.

Disassemble the valve (Fig. 2) and clean the valve parts with any good solvent cleaner and blow dry with compressed air.

When reassembling the valve parts, be sure to attach the spring on the valve by pushing the end coil over the tapered end of the valve, over the ridge and into the groove machined just under the head of the valve. **This is very important.**

Unless the spring is properly assembled, the valve will not contact the valve seat squarely and will not close properly. Consequently, the engine will not idle properly due to the entrance of too much air into the intake manifold. If the spring has been stretched the same trouble may occur.

If improper action of the spring is suspected due to spring being distorted, bent or etched from corrosive action, the valve assembly should be replaced.

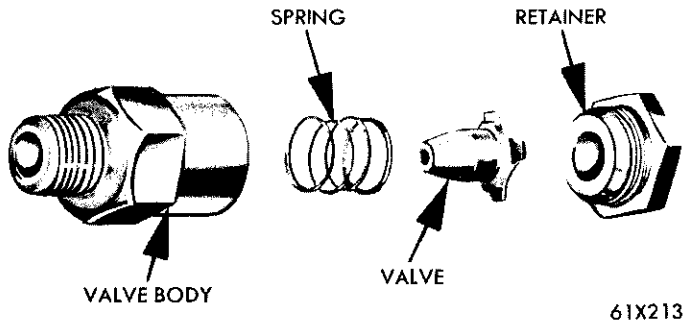

Fig. 2—Crankcase Ventilation Valve Assembly (Disassembled View)

GROUP 10
ENGINE OILING SYSTEM
DATA AND SPECIFICATIONS

ENGINE LUBRICATION

Pump Type	Rotor Full Pressure
Capacity (quarts)	5*
Pump Drive	Camshaft
Operating Pressure at 40 to 50 mph	45 to 65 lbs.
Pressure Drop Resulting from Clogged Filter	7 to 9 psi

*When Filter is Replaced, Add 1 Quart.

DATA AND SPECIFICATIONS — Continued

OIL PUMP – INSPECTION LIMITS FOR REPLACEMENT

Filter Base Surface	.0015 inch or more
Outer Rotor Length	.943 inch or less
Outer Rotor Diameter	2.469 inch or less
Inner Rotor Length	.942 inch or less
Clearance over Rotor – Outer	.004 inch or more
Inner	.005 inch or more
Outer Rotor Clearance	.012 inch or more
Tip Clearance between Rotors	.010 inch or more

The Engine Oiling System remains the same as described in the 1960 Chrysler and Imperial Service Manual.

GROUP 11
EXHAUST SYSTEM

All Chrysler Models Newport, RC-1; Windsor, RC-2; and New Yorker, RC-3; and the Newport, RC-1 Town and Country Wagon have single exhaust systems. A dual exhaust system is optional at extra cost on the New Yorker Model RC-3.

The Imperial Model RY-1 and the New Yorker RC-3 Town and Country Wagon have a dual exhaust system.

Service procedures remain the same as outlined in the 1960 Chrysler and Imperial Service Manual.

GROUP 13
FRAME

The frame servicing procedures remain the same as outlined in the 1960 Chrysler and Imperial Service Manual with the following exceptions:

The RC-2 (Windsor) model now uses the same dimension frame as the RC-1 (Newport) model (Fig. 1).

The frame Alignment Gauge Adaptor Chart lists the correct positions for the various models.

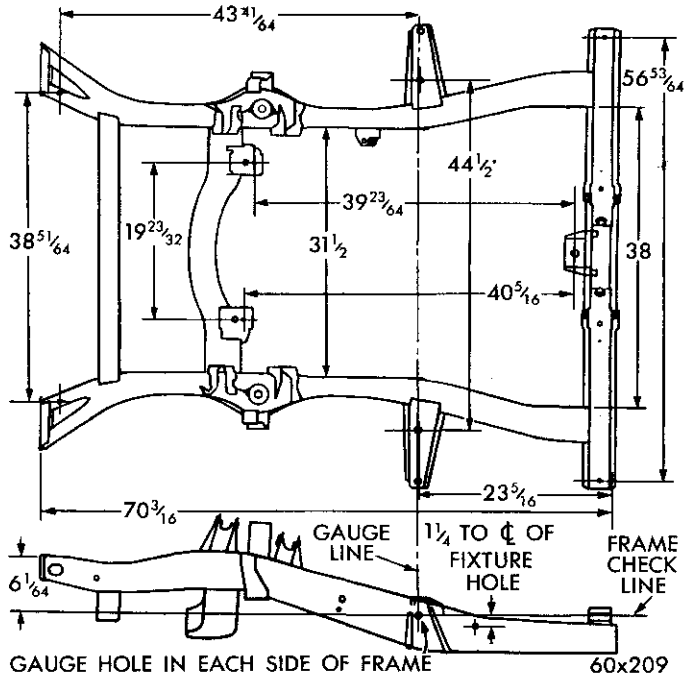

Fig. 1—Frame Dimensions (RC-1, RC-2)