LUBRICATION AND MAINTENANCE CHART

NORMAL SERVICE

Engine Oil Filter—Replace with new filter.

Battery—Check level and specific gravity.

PSF **Power Steering Reservoir**—Check level. If fluid is cold, level should be at base of filler neck, if hot, level should be halfway up filler neck.

Engine Oil Dipstick—When refueling, check engine oil level.

EO **Oil Filter Pipe Breather Cap#**—Wash in kerosene and lubricate with SAE 30 engine oil.

EO **Engine Oil**—Drain and refill. See viscosity chart below:

Multi-Grades

SAE 20W-40 Where temperatures are consistently above 32°F.

SAE 10W-30 Suitable for year long operation in many parts of the U.S.; may be used where temperatures occasionally drop as low as —10°F.

SAE 5W-20 Recommended where minimum temperatures consistently are below +10°F.

Single Grades

SAE 30 Where temperatures consistently are above 32°F.

SAE 10W Where temperatures range between +32°F. and —10°F.

HL or MP **Manual Steering Gear**—Check level. Add lubricant, if necessary.

MML **Column-Mounted Manual Transmission Gearshift Controls**

MML or AMG **Column-Mounted Automatic Transmission Controls**—If boot is damaged, replace and relubricate mechanism.

HTF **Brake Master Cylinder**—Check level. Fill if necessary.

MML **Front Suspension Ball Joints**—Inspect seals for damage. Replace if necessary.

MML **Steering Linkage Ball Joints**—Inspect seals for damage, replace if damaged or worn.

MML or AMG **Clutch Torque Shaft.**

MML or AMG **Clutch Drive Lugs, Release Bearing Sleeve, Fork Fingers and Pivot.**

EO **Floor Mounted Manual Transmission Gearshaft Mechanism**—Lubricate mechanism from under car with light engine oil.

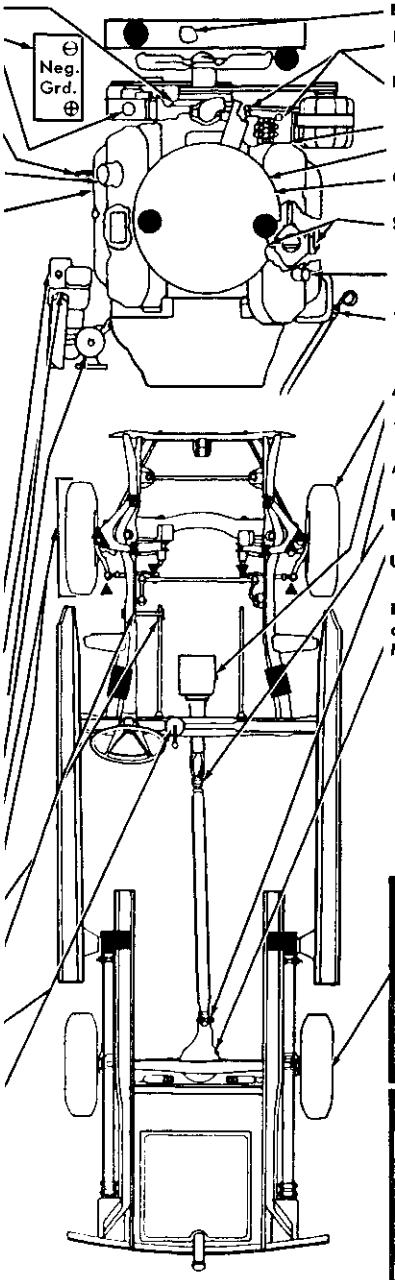
EO **Floor Mounted Manual Transmission Controls**—Lubricate with SAE 30 after removing console top trim panel.

#See Crankcase Ventilation System Servicing.

CAPACITIES

Engine Oil (Add 1 qt. when replacing filter)	4 qts.
Cooling System (Add 1 qt. for heater)	16 qts.
Rear Axle	4 pts.
Transmission	
TorqueFlite	19.5 pts.
Manual	
3-Speed	5 pts.
4-Speed	7.5 pts.
Fuel Tank—except Station Wagons	25 gals.
—Station Wagons	22 gals.

(See Fuel Section, for proper cap application and Fuel Tank venting.)



■ Position for lift adapter
▲ Prepacked bearing
● Cooling system drain

CHRYSLER

NK572

Fig. 1—Lubrication Chart (AC-1, AC-2, AC-3 Models)

Engine Coolant—Check level and/or anti-freeze.

DCL **Distributor Cam and Rubbing Block**—Apply to cam and rubbing block.

EO **Distributor Oil Cup and Cam Wick under Rotor block.**

Carburetor Fuel Filter—Replace with new filter.

Carburetor Air Cleaner—Clean or replace.

CC **Carburetor Choke Shaft and Linkage**—Apply solvent to choke shaft ends through air horn.

S **Manifold Heat Control Valve**—Treat shaft with solvent.

Crankcase Ventilation System—Test system and service, as required.

AA **Automatic Transmission**—Check level with engine idling in neutral and thoroughly warm.

Engine Tune-Up

AMG **Front Brake Assemblies and Wheel Bearings**

AA **Manual Transmission**—Check level, maintain to filler hole.

AMG (EP) **Universal Joint (AC-3)**—Inspect seals for leakage. Inspect joint parts for wear.

UJ **Universal Joints (All except AC-3)**—Inspect seals for leakage. Inspect joint parts for wear.

UJ **Universal Joints (All Models)**—Inspect seals for leakage. Inspect joint parts for wear.

HL or MP **Rear Axle and Sure-Grip**—Check level. Maintain level to filler hole.

Body Mechanism—See Body Maintenance Section

Deck Lid Hinges
Door Hinges
Door Striker Plates
Door Striker Rotor
Fuel Tank Filler Door
Hood Hinges
Tailgate Torsion Bar and Check Arm Guide Plate
Throttle Linkage

TIRE PRESSURES (PSI) (COLD)

Size		Front	Rear
8.25x14	AC-1	24	22
8.55x14	AC-1 (With Air Conditioning) AC-2, AC-3	24	24
8.55x14	AC-1 Station Wagons	22	26*
9.00x14	AC-3 Station Wagons	22	26*

*Increase rear tire pressure 6 psi on loaded Station Wagons.

KEY TO LUBRICANTS

AA	Automatic Transmission Fluid, AQ-ATF, Suffix "A"	1843314
AMG	Automotive Multi-Purpose Grease	
AMG (EP)	Automotive Multi-Purpose Grease E.P. NLGI—Grade 2	
CC	Carburetor Cleaner	
DCL	Cam Lubricant	1473595
EO	Engine Oil	
HTF	High Temperature Brake Fluid	2421352
HL	Hypoid Lubricant	1879414
ML	Lubriplate	1064768
MML	Multi-Mileage Lubricant	2525035
MP	Multi-Purpose Gear Lubricant	
PSF	Power Steering Fluid	2084329
S	Manifold Heat Control Valve Solvent	1879318
SL	Stainless Stick Lubricant	1064769
UJ	Universal Joint Grease	

LUBRICATION AND MAINTENANCE CHART

NORMAL SERVICE

Engine Oil Filter—Replace with new filter.

Battery—Check level and specific gravity.

PSF **Power Steering Reservoir**—Check level. If fluid is cold, level should be at base of filler neck, if hot, level should be halfway up filler neck.

Engine Oil Dipstick—When refueling, check engine oil level.

EO **Oil Filter Pipe Breather Cap#**—Wash in kerosene and lubricate with SAE 30 engine oil.

EO **Engine Oil**—Drain and refill. See viscosity chart below:

Multi-Grades

SAE 20W-40 Where temperatures are consistently above 32°F.

SAE 10W-30 Suitable for year long operation in many parts of the U.S.; may be used where temperatures occasionally drop as low as —10°F.

SAE 5W-20 Recommended where minimum temperatures consistently are below +10°F.

Single Grades

SAE 30 Where temperatures consistently are above 32°F.

SAE 10W Where temperatures range between +32°F. and —10°F.

MML or AMG **Column-Mounted Automatic Transmission Controls**—If boot is damaged, replace and relubricate mechanism.

HTF **Brake Master Cylinder**—Check level. Fill if necessary.

MML **Front Suspension Ball Joints**—Inspect seals for damage. Replace if necessary. –Inspect for lubricant

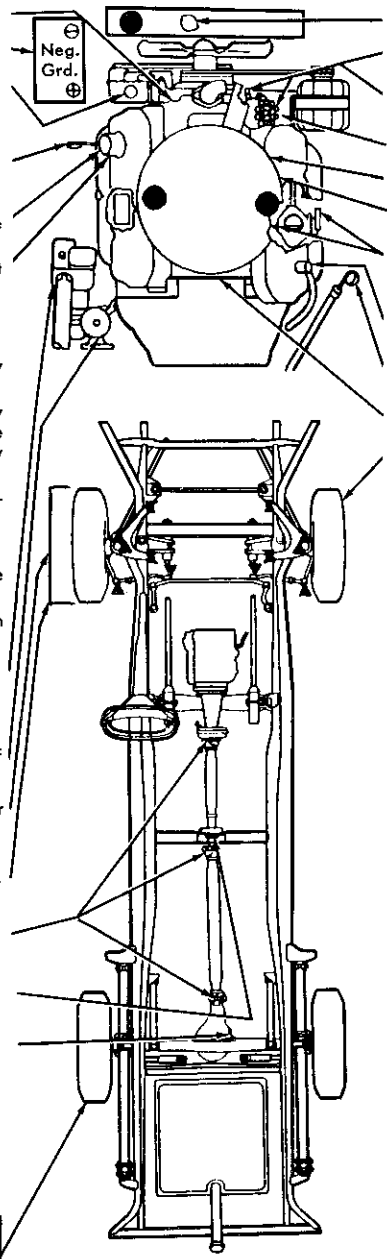
MML **Steering Linkage Ball Joints**—Inspect seals for damage, replace if damaged or worn.

AMG (EP) **Universal Joint** —Inspect seals for leakage. Inspect joint parts for wear.

AMG (EP) **Universal Joint** Spline—Inspect for leakage.

HL or MP **Rear Axle and Sure-Grip**—Check level. Maintain level to filler hole.

#See Crankcase Ventilation System Servicing.



Engine Coolant—Check level and /or anti-freeze.

DCL **Distributor Cam and Rubbing Block**—Apply to cam and rubbing block.

EO **Distributor Oil Cup and Cam Wick under Rotor block.**

Carburetor Fuel Filter—Replace with new filter.

Carburetor Air Cleaner— Clean or replace.

CC **Carburetor Choke Shaft and Linkage**—Apply solvent to choke shaft ends through air horn.

S **Manifold Heat Control Valve**—Treat shaft with solvent.

Crankcase Ventilation System—Test system and service, as required.

AA **Automatic Transmission**—Check level with engine idling in neutral and thoroughly warm.

Engine Tune-Up

AMG **Front Brake Assemblies and Wheel Bearings**

Body Mechanism—See Body Maintenance Section

Deck Lid Hinges
Door Hinges
Door Striker Plates
Door Striker Rotor
Fuel Tank Filler Door
Hood Hinges
Tailgate Torsion Bar and Check Arm Guide Plate
Throttle Linkage

KEY TO LUBRICANTS

AA	Automatic Transmission Fluid, AQ-ATF, Suffix "A"	1843314
AMG	Automotive Multi-Purpose Grease	
AMG (EP)	Automotive Multi-Purpose Grease E.P. NLGI—Grade 2	
CC	Carburetor Cleaner	
DCL	Cam Lubricant	1473595
EO	Engine Oil	
HTF	High Temperature Brake Fluid	2421352
HL	Hypoid Lubricant	1879414
ML	Lubriplate	1064768
MML	Multi-Mileage Lubricant	2525035
MP	Multi-Purpose Gear Lubricant	
PSF	Power Steering Fluid	2084329
S	Manifold Heat Control Valve Solvent	1879318
SL	Stainless Stick Lubricant	1064769

TIRE PRESSURES (PSI) (COLD)

Size	Front	Rear
9.15x15 All Sedans	22	22
9.15x15 Convertibles	24	24

▲ Prepacked bearing
● Cooling system drain

IMPERIAL

NK573

CAPACITIES

Engine Oil.....5 qts.
(Add 1 qt. when replacing filter)
Cooling System (Including heater).....17 qts.
Rear Axle.....4 pts.
Transmission
TorqueFlite.....19.5 pts.
Fuel Tank.....23 gals.

Fig. 2—Lubrication Chart (AY-1 Models)

LUBRICATION AND MAINTENANCE

CONTENTS

SUMMARY OF LUBRICATION AND MAINTENANCE

Maintenance and lubrication service recommendations for the 1965 Chrysler Corporation-built vehicles have been compiled to provide maximum protection for the car owner's investment against all reasonable types of driving conditions.

Since these conditions vary with the individual car owner's driving habits, the area in which the car is operated and the type of service to which the car is subjected, it is necessary to prescribe lubrication and maintenance service on a time frequency as well as mileage interval basis.

To assure the car owner the benefits to which he is entitled, the mileage intervals and time frequencies at which the various lubrication and maintenance services should be performed are clearly defined and carefully outlined in Certified Car Care Maintenance Services.

Information concerning the types of lubricants specified, the quantities required and the location of the various points of application are shown in Lubrication and Maintenance Charts (Figs. 1 and 2). Lubrication and servicing intervals are on page 5.

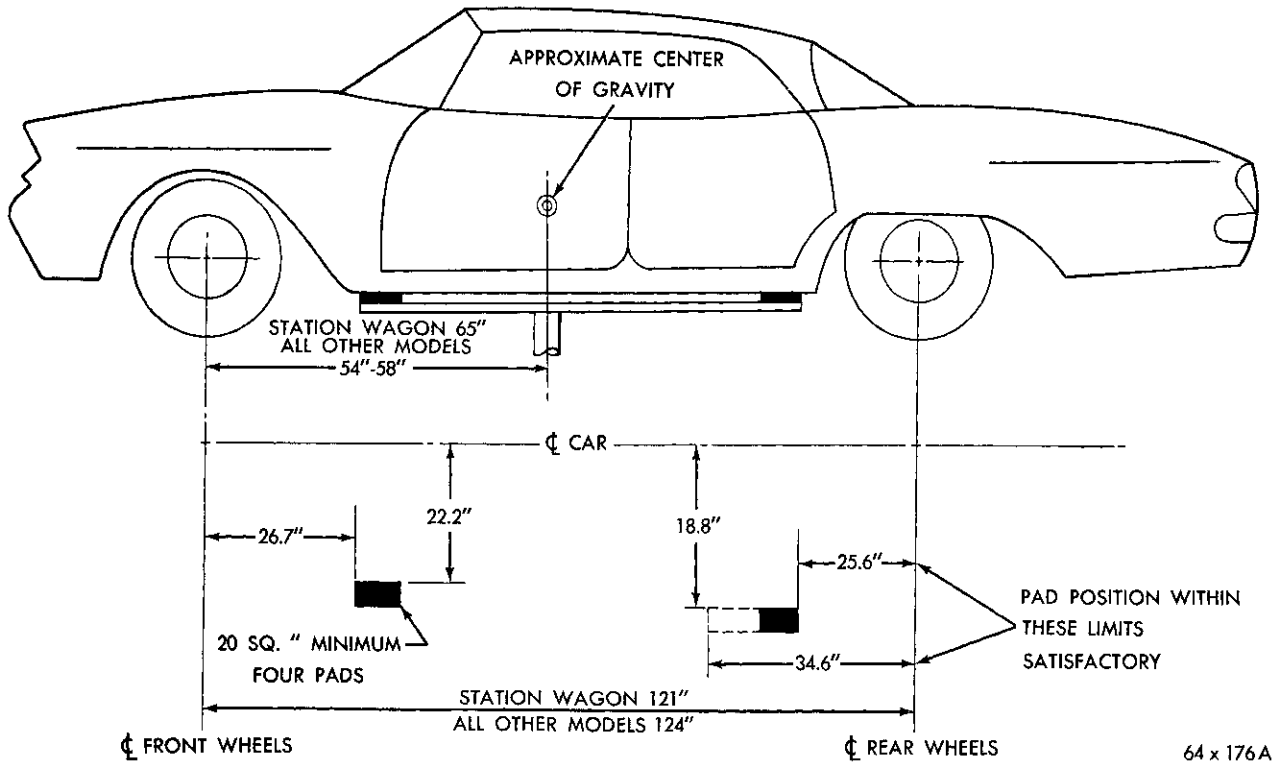


Fig. 3—Support Locations for Frame Contact Hoisting (AC-1, AC-2, AC-3 Models)

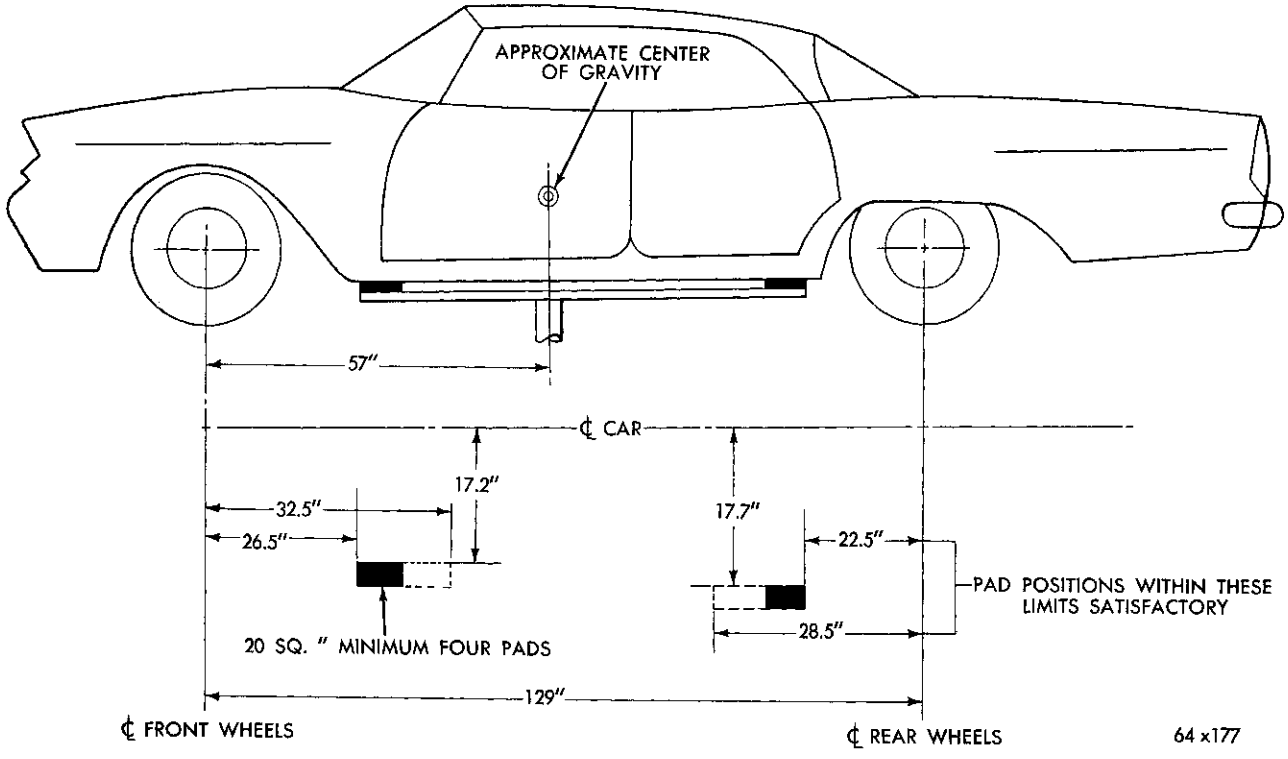


Fig. 4—Support Locations for Frame Contact Hoisting Locations (AY-1 Models)

LUBRICATION AND MAINTENANCE SERVICES

SERVICE INTERVAL	ITEM	PAGE	SERVICE: Replace	Check Fluid Level	Inspect and/or Clean	Lubricate	Service
3 Months, or 4,000 Miles, Whichever Comes First	Engine Crankcase Oil	12	X				
Every Second Oil Change	Engine Oil Filter	13	X				
6-Month Service	Carb. Air Cleaners—Paper & Oil	15			X		
	Crankcase Ventilating System	13			X		X
	Carburetor Choke Shaft	16					X
	Oil Filler Pipe Air Cleaner	13			X	X	X
	Manifold Heat Control Valve	16					X
	Distributor	16				X	
	Transmission	17		X			
	Rear Axle	10		X			
	Steering Gear	18		X			
	Steering Linkage	6			X		
	Suspension Ball Joints	6			X		
	Universal Joints	9			X		
	Propeller Shaft Spline (Imperial)	9			X		
	Brake Master Cylinder	18		X			
	Brake Hoses	18			X		
	Body Mechanisms	20			X	X	
10,000 Miles	Engine Performance Evaluation	23					X
20,000 Miles	Fuel Filter	16	X				
	Brakes and Brake Linings	18			X		
	Front Wheel Bearings	11			X		
Every 2 Years	Carburetor Air Filter	15	X				
Every Oil Change	Crankcase Ventilating System (Fully Closed Type)	13			X		
Every Year	Carburetor Air Filter (Non-Silenced Type)	14	X				
32,000 Miles	Front Suspension Ball Joints	6				X	
	Steering Tie Rod Ends	6				X	
	Clutch Torque Shaft	7				X	
When Necessary	Spark Plugs—See Engine Performance Evaluation	23					
	Speedometer Cable	19				X	
	Clutch Drive Lugs, Release Bearing Sleeve, and Fork Fingers and Pivot	7				X	
	Column-Mounted Gearshift Linkage	7				X	
	Floor-Mounted Gearshift Lever	7				X	
	Wheel Brakes	18					X
	Parking Brakes	18					X
When Servicing Air Conditioning System	Air Conditioning Compressor Crankcase Oil Level			X			
Points That Should Not Be Lubricated		19					

HOISTING

Special care should be taken when raising the vehicle on a frame contact type hoist. The hoist must be equipped with the proper adapters in order that the vehicle will be supported in the correct locations (Figs. 3 and 4).

Conventional hydraulic hoists may be used after determining that the adapter plates will make firm contact with the lower control arms and the rear axle housing.

A regular floor jack may be used under the rear axle housing, or under the front suspension lower control arms, **however, a floor jack must never be used on any parts of the underbody.**

CAUTION: Do not attempt to raise one entire side of the vehicle by placing a jack midway between front and rear wheels. This practice may result in permanent damage to the body.

The bumpers are designed to accept a bumper jack in an emergency, if it becomes necessary to change a tire on the road. Notches are provided in the bumpers for the purpose of raising the vehicle with the bumper jack.

CLASSIFICATION OF LUBRICANTS

Oils and lubricants are classified and graded according to standards recommended by the Society of Automotive Engineers (SAE), the American Petroleum Institute (API) and the National Lubricating Grease Institute (NLGI).

Engine Oil

The SAE grade number indicates the viscosity of engine oils, for example SAE 30, which is a single grade oil. Engine oils are also identified by a dual number, for example SAE 10W-30, which indicates a multigrade oil.

The API designation indicates the classification of engine oils for use under certain operating conditions. Only engine oils designated "For Service MS" should be used. These oils contain sufficient chemical additives to provide maximum engine protection. Both the SAE grade and the API designation must be found on the container.

Gear Lubricants

The SAE grade number also indicates the viscosity of Multi-Purpose Gear Lubricants, defined by MIL-L-2105B. An example is SAE 75, which is a light viscosity lubricant.

Lubricants—Greases

Semi-solid grease lubricants, such as specified for propeller shaft universal joints, bear the NLGI designation. They are further classified as grades "0" or "2."

Information pertaining to the lubrication and maintenance points is shown on Lubrication and Maintenance Charts (Figs. 1 and 2).

CHASSIS LUBRICATION

Front Suspension Ball Joints

The front suspension ball joints (Fig. 5) are semi-permanently lubricated with special lubricant at the factory. They should be inspected, as outlined in the Car Care Schedule, for damage to the seals which may result in loss of lubricant. Clean accumulated dirt and lubricant from the outside surface of the seals to permit thorough inspection. Damaged seals should be replaced immediately to prevent contamination of the lubricant or damage to the parts. Lubricate ball joints, if necessary.

When lubricating ball joints, use Multi-Mileage Lubricant, Part Number 2525035. Remove the threaded plug from each ball joint and **temporarily** install lubrication fittings. **Avoid the use of high pressure equipment to prevent damaging or rupturing the seals.** Stop filling the ball joints when the lubricant begins to flow freely from the bleed areas at the base of the seal, or if the seal begins to balloon. Remove the fittings and reinstall the threaded plugs.

Steering Linkage Ball Joints

The four tie rod end ball joints and the steering gear arm ball joint (Fig. 6) are semi-permanently lubricated with a special lubricant at the factory. They should be inspected and lubricated in accordance with the Certified Car Care Schedule.

When inspecting ball joints, clean accumulated dirt and lubricant from the outside surfaces of the seals to

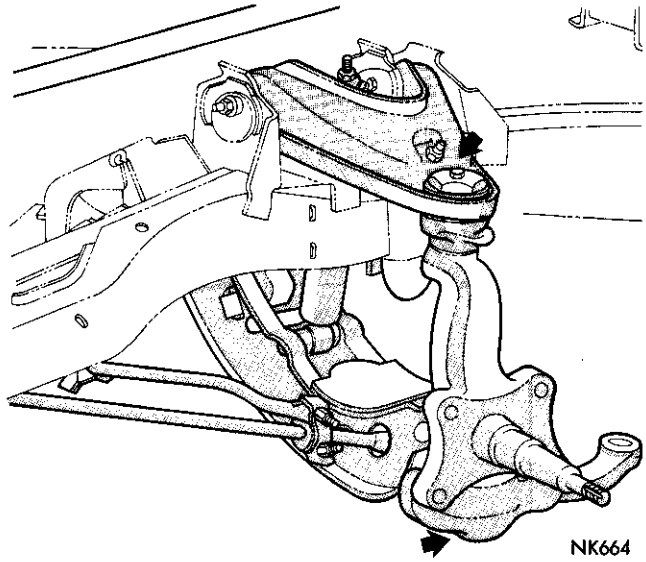


Fig. 5—Upper and Lower Ball Joint Lubrication Points (AC-1, AC-2, AC-3, AY-1 Models)

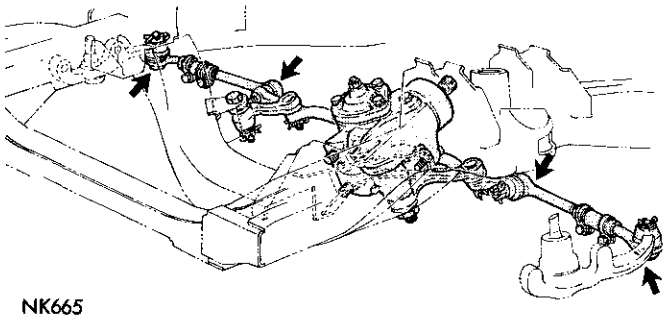


Fig. 6—Steering Linkage Lubrication Points (AC-1, AC-2, AC-3, AY-1 Models)

permit thorough inspection. Damaged seals or joints should be replaced immediately to prevent contamination of the lubricant or failure of the part.

When lubrication is required, use Multi-Mileage Lubricant, Part Number 2525035. Remove the threaded plug from each ball joint and **temporarily** install a lubrication fitting. **Avoid the use of high pressure equipment to prevent damaging or rupturing the seals.** Inject lubricant until it flows freely from the seal bleed area at the base of the seal. Stop when the seal begins to balloon. Remove the fittings and reinstall the threaded plugs.

CLUTCH AND GEARSHIFT LINKAGES

(Manual Transmission)

Clutch Torque Shaft Bearings

To lubricate the two torque shaft bearings (Fig. 7) disassemble, clean and inspect the linkage. Replace damaged parts. When reassembling, coat the bearings with Multi-Mileage Lubricant, Part Number 2525035, or Automotive Multi-Purpose Grease, NLGI Grade 2.

Clutch Drive Lugs, Release Bearing Sleeve, Fork Fingers and Pivot

When disassembling the clutch torque shaft to lubricate the torque shaft bearings, lubricate the clutch drive lugs (Fig. 7) release bearing sleeve and fork fingers and pivots. Fill cavity in sleeve and coat lugs, fingers and pivots with Multi-Mileage Lubricant, Part Number 2525035, of Automotive Multi-Purpose Grease, NLGI grade 2.

To gain access to these areas, remove the clutch inspection plate at bottom of the clutch housing and the fork boot and fork.

CAUTION: Care Must Be Taken To Avoid Getting Lubricant On Clutch The Disc And Pressure Plate.

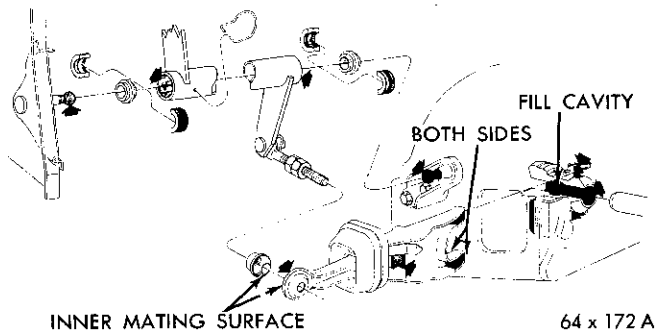


Fig. 7—Clutch Torque Shaft and Linkage—Lubrication Points

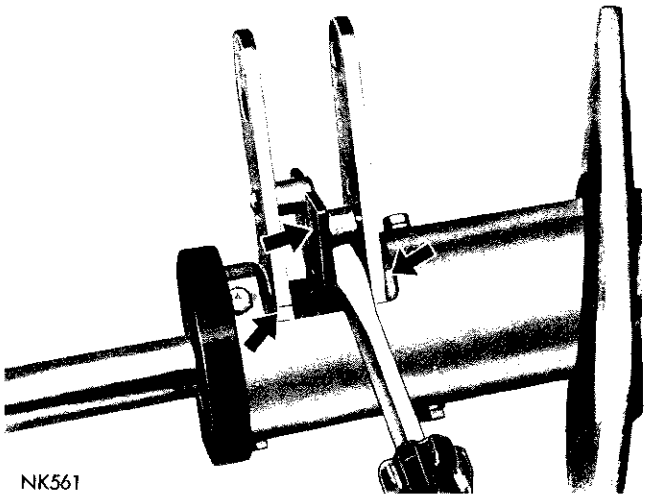


Fig. 8—Column-Mounted Manual Transmission Gearshift Control—Lubrication Points

Column-Mounted Manual Transmission Gearshift Controls

Apply a film of Multi-Mileage Lubricant, Part No. 2525035 or Automotive Multi-Purpose Grease, NLGI grade 2, to the contact surfaces (Fig. 8).

Column-Mounted Automatic Transmission Controls AC1, AC2-AC-3 Models

The control mechanism (Fig. 9) is located at the lower end of the steering column in the engine compartment. It is sealed inside a rubber boot which should be inspected for condition and position.

AY-1 Models

On these models, the control mechanism is located on the dash panel in the passenger compartment.

If the boot is damaged, it should be replaced and the mechanism lubricated by applying a film of Multi-Mileage Lubricant, Part Number 2525035, or Automotive Multi-Purpose Grease, NLGI Grade 2 (Fig. 9).

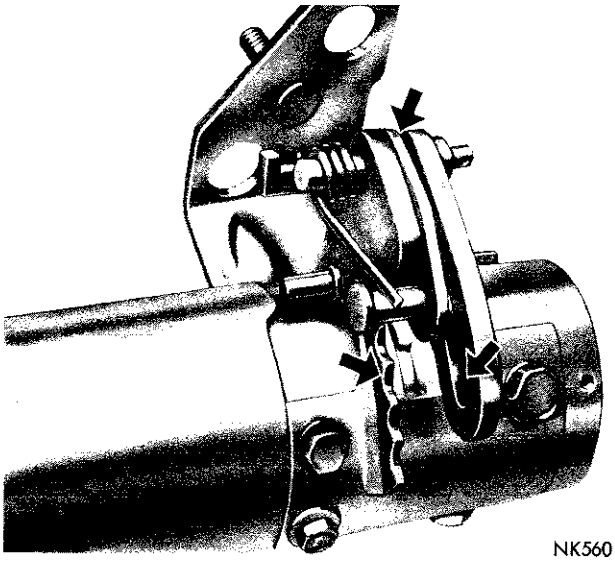


Fig. 9—Column-Mounted Automatic Transmission Control—Lubrication Points

Floor-Mounted Manual Transmission Gearshift Mechanism

Lubricate the mechanism from under the car (Fig. 10) using SAE 30 engine oil applied with a pump type oil can.

NOTE: Make sure the stone shield for the lower shift housing is in place.

Floor Mounted Automatic Transmission Controls

Lubricate the controls (Fig. 11) using SAE 30 engine oil applied to the connections with a pump type oil can. Access to the controls is by removing the console top trim panel.

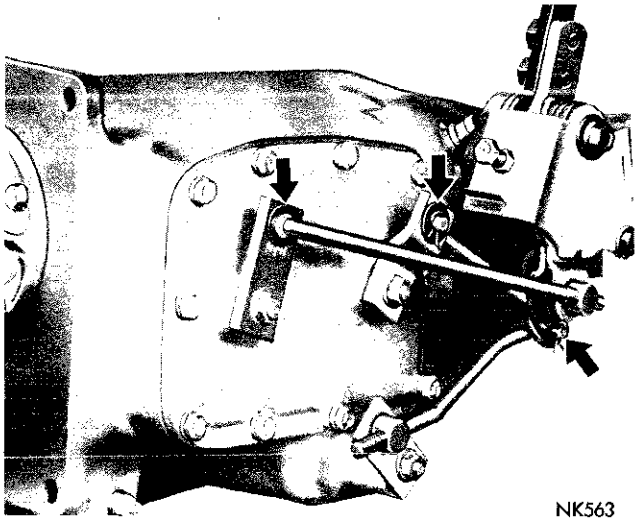


Fig. 10—Floor-Mounted Manual Transmission Gearshift Mechanism—Lubrication Points

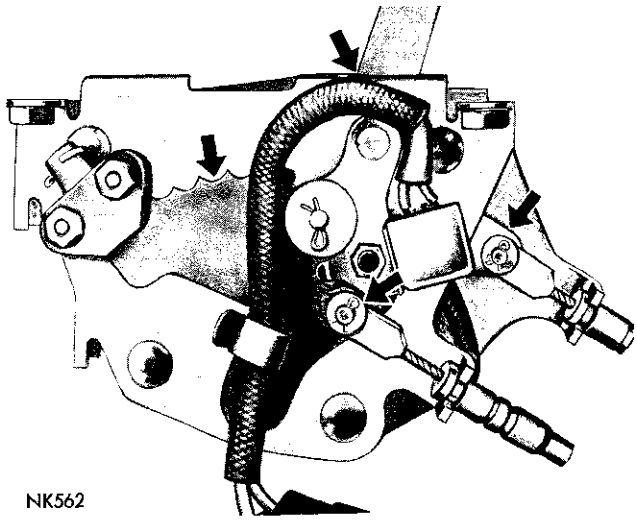


Fig. 11—Floor-Mounted Automatic Transmission Controls—Lubrication Points (AC-1, AC-2, AC-3 Models)

TRANSMISSION

Manual-Three Speed-Standard

The fluid level in the transmission should be maintained to the bottom of the filler plug hole (Fig. 12). When necessary to replenish, refill with Automatic Transmission Fluid, AQ-ATF, Suffix "A," Part Number 1843314, for all ambient temperatures. In warm weather, however, Multi-Purpose Gear Lubricant SAE 90, as defined by MIL-L-2105B, may be used.

It is not necessary to change the lubricant when the car is used in normal service. Where the car is used for towing trailers or other than normal passenger service, refer to the Certified Car Care Schedule for recommended servicing.

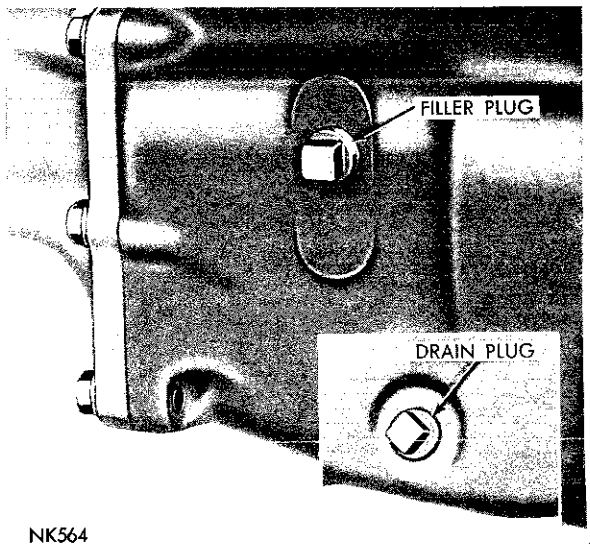


Fig. 12—Transmission Filler and Drain Plugs

Four Speed

The transmission is filled at the factory with a Special Gear Lubricant. If necessary to replenish the fluid to restore the level to the bottom of the filler plug hole (Fig. 12), use Multi-Purpose Gear Oil SAE 140, as defined by MIL-L-2105B.

During cold weather, if the shift effort becomes extremely high, the transmission should be drained (Fig. 12) and refilled with Multi-Purpose Gear Lubricant SAE 80 or SAE 90, as defined by MIL-L-2105B or with Automatic Transmission Fluid, AQ-ATF, Suffix "A." Automatic Transmission Fluid may be replaced with Multi-Purpose Gear Lubricant SAE 140 in warm weather.

It is not necessary to change the lubricant when the car is used in normal service. Where the car is used for other than normal passenger service, refer to the Certified Car Care Schedule for recommended servicing.

Trailer Towing Service

Drive line components on passenger cars used to pull trailers or engaged in similar heavy duty usage will require more frequent inspection and service than those used in normal passenger car service. Follow recommendations outlined in the Car Care Schedule.

PROPELLER SHAFT AND UNIVERSAL JOINTS

Universal joints should be inspected for external leaks or damage, in accordance with the Certified Car Care Schedule. The joints should not be disassembled or relubricated unless external leaks or damage has occurred.

When necessary to lubricate the joints, disassemble

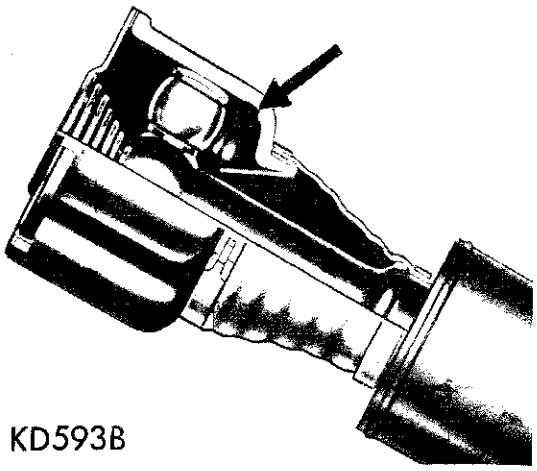


Fig. 13—Universal Joint—Ball and Trunnion Type

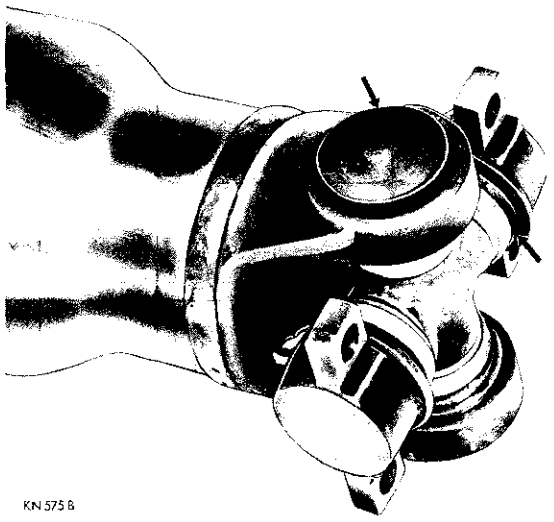


Fig. 14—Universal Joint—Cross and Roller Type

completely, clean and inspect parts for serviceability. Damaged parts should be replaced. Repack ball and trunnion joints (Fig. 13) with two ounces of Universal Joint Grease, NLGI Grade 2. Bearings in cross and roller joints, (Figs. 14 and 15), should be repacked with Universal Joint Grease NLGI Grade "0."

Lubrication of the front universal joint sliding yoke on models with automatic transmission is required only when the propeller shaft is removed and disassembled for servicing, or if the car is operated under conditions listed as severe. In the latter event, lubricate in accordance with the Certified Car Care Schedule. Clean old lubricant from the splines and spread a film of Multi-Mileage Lubricant, Part Number 2525035, evenly over the entire splined area. **Do not use in excess of one-half ounce of lubricant.**

Carefully examine the rubber seal before reinstalling it in the housing extension. If not serviceable, replace with a new one.

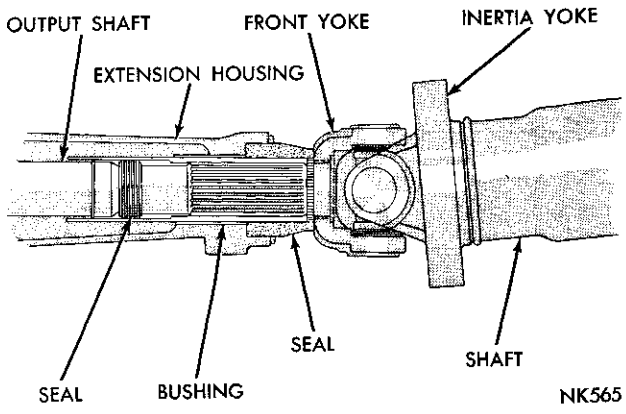


Fig. 15—Front Universal Joint—Cross and Roller —Sliding Yoke Type

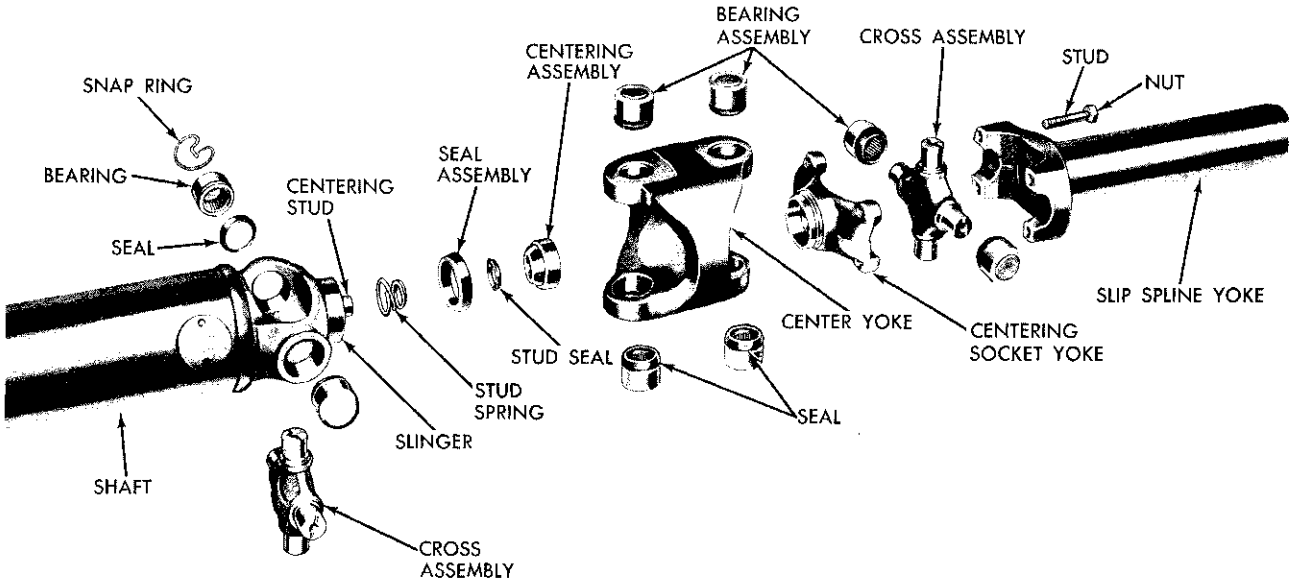


Fig. 16—Constant Velocity Universal Joint (AC-3 Models)

Constant Velocity Universal Joints (AC-3, AY-1 Models)

Under normal operating conditions, relubrication of the constant velocity joints (Fig. 16) is not required. The seals should be inspected for external leaks or damage at least twice a year, but the joints should not be disassembled or relubricated unless external leaks or damage has occurred.

When the car is operated under severe conditions such as outlined below, the joints should be disassembled, cleaned and relubricated every 32,000 miles:

Police or taxicab use.

Frequent towing of trailers.

Continuous operation at higher than normal loading.

Very dirty or sandy operating conditions.

When lubricating the joints and centering pivots, use Automotive Multi-Purpose E.P. Grease, NLGI grade 2. The spline should be lubricated with Automotive Multi-Purpose E.P. Grease, NLGI grade 0. Approximately one ounce of lubricant is required.

REAR AXLE

Standard and Sure-Grip

When checking the lubricant level, the car should be in a level position on a wheel or axle-type hoist. The level should be between the bottom of the filler plug hole to one-half inch below.

If necessary to add, use Multi-Purpose Gear Lubricant, as defined by MIL-L-2105B. Hypoid Lubricant, Part Number 1879414, meets this requirement and its use is recommended.

Periodic changing of rear axle lubricant is not necessary for cars used in normal service, except when the axle lubricant has been contaminated with water, or to provide the correct viscosity grade for the anticipated range, as indicated by the accompanying table:

Anticipated Temperature Range		Viscosity Grade
Above	−10°F.	SAE 90
As low as	−30°F.	SAE 80
Below	−30°F.	SAE 75

If necessary to change the lubricant, remove the old lubricant with a suction pump (Fig. 17).

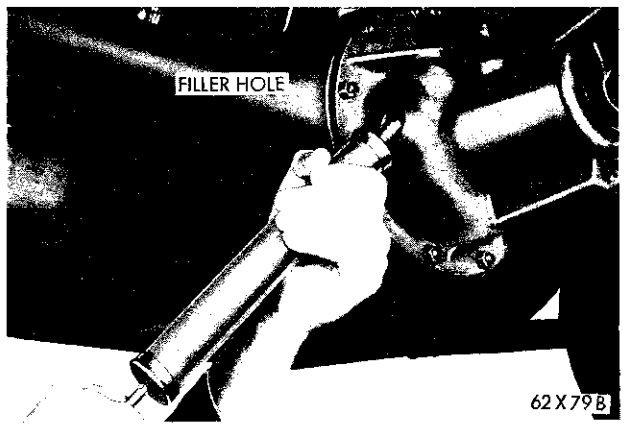


Fig. 17—Removing the Lubricant

Trailer Towing Service

NOTE: Drive line components of passenger cars used to pull trailers or engaged in similar heavy duty usage will require more frequent inspection and service than those used in normal passenger car service. Follow recommendations outlined in the Car Care Schedule.

FRONT WHEEL BEARINGS

When an inspection of the wheel bearings indicates the lubricant is low in quantity, or contaminated with dirt or water to produce a milky appearance, the bearings should be cleaned, inspected and relubricated if serviceable.

CAUTION: To avoid possible contamination of the lubricant by mixing lubricants that are not compatible, do not add lubricant to the bearings.

Thoroughly clean the old lubricant from the bearings and hubs. Repack the bearings and hubs with Automotive Multi-Purpose Grease, NLGI grade 2. When repacking hubs, make sure all surfaces of the hub and outer grease cup interiors are covered with grease (Fig. 18) to minimize condensation and grease travel out of the bearing. **Do Not overfill.**

Adjust the bearings as follows:

(1) Tighten the wheel bearing adjusting nut (Fig. 19) to 90 inch-pounds while rotating the wheel.

(2) Position the nut lock on the adjusting nut so one pair of cotter pin slots align with the hole in the spindle (Fig. 19).

(3) Back off the adjusting nut and nut lock to the next slot and install the cotter pin.

(4) Install the wheels, tighten the wheel nuts to 65 foot-pounds. Install the wheel covers.

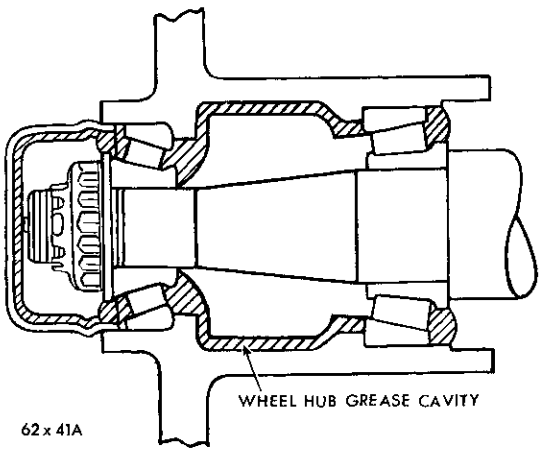


Fig. 18—Front Wheel Bearing Lubrication

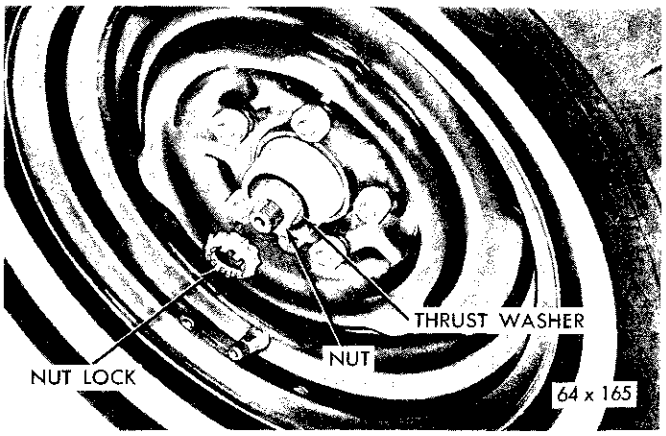


Fig. 19—Front Wheel Bearing Adjustment

TIRES

Tires, including the spare, should be rotated according to the tire rotation diagram (Fig. 20) to provide uniform wear, long tire life, and to retain comfortable riding qualities.

Tires should be examined for unusual wear patterns, foreign material and proper inflation pressures. Unusual wear conditions may reflect unusual driving habits or indicate that mechanical corrections may be necessary.

Refer to the Lubrication and Maintenance Charts (Figs. 1 and 2), for recommended inflation pressures.

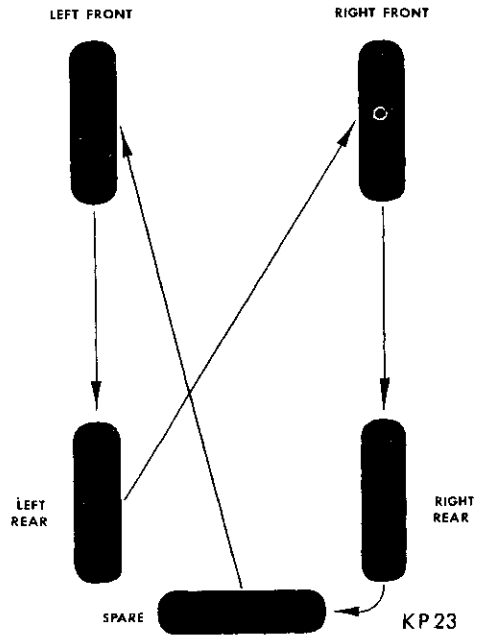


Fig. 20—Tire Rotation Diagram

COOLING SYSTEM

Inspect the coolant level every two months. The cooling system should be drained, flushed and refilled with the proper coolant once a year. When necessary to remove accumulations of rust and other deposits, maximum cleanliness can be restored by using a reliable cooling system cleaner, according to the directions on the container.

Drain the cooling system by removing both drain plugs in the sides of the cylinder block and open the drain cock in the lower radiator tank. **Discard old solutions.**

Refill the cooling system with water and protect against corrosion by adding Cooling System Rust Resistor, Part Number 2421778, or refill with water and Permanent Type Anti-Freeze, Part Number 1316209, depending upon the season. All models are equipped with 180 degree thermostats. With this thermostat, only permanent type anti-freeze should be used. If an alcohol-type anti-freeze is used, a 160 degree thermostat should be installed.

CAUTION: The 180 degree thermostat must be used on cars equipped with air conditioning.

All cars equipped with air conditioning should have the cooling system protected with permanent type anti-freeze to a temperature of —15°F. to prevent freezing in the heater core.

In the winter, the cooling system of **all** cars equipped with air conditioning, should have sufficient anti-freeze to provide protection to the lowest anticipated temperature range.

ENGINE OIL—SELECTION OF

For best performance, and to provide for maximum protection of all engines for all types of operation, only those lubricants should be selected which:

(a) Conform to the requirements of the API classification "FOR SERVICE MS."

(b) Have the proper SAE grade number for the expected temperature range.

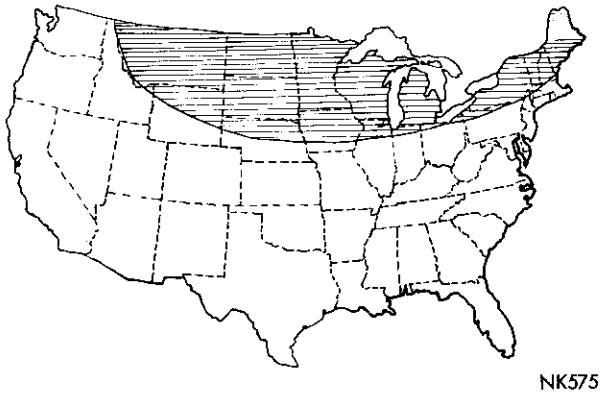
Oil Viscosity Recommendations

Multi—Grades

SAE 20W-40	Where temperatures are consistently above 32°F.
SAE 10W-30	Suitable for year long operation in many parts of the U.S.; may be used where temperatures occasionally drop as low as —10°F.
SAE 5W-20	Recommended where minimum temperatures are consistently below +10°F.

Single Grades

SAE 30	Where temperatures are consistently above 32°F.
SAE 10W	Where temperatures range between +32°F. and —10°F.



NK575

Fig. 21—Shaded Area Covers Region Where Minimum Temperatures of +10°F. are constantly Reached During Winter Months

Low viscosity oils make engine starting easier in cold weather. Modern SAE 5W-20 grade oils have been subjected to extensive engineering evaluation and may be safely used as recommended. As stated in the accompanying chart, when **minimum** temperatures are expected to be consistently below +10°F., oils of the SAE 5W-20 viscosity may be used.

In order to help determine whether your region "consistently reaches minimum temperatures of +10°F.," the accompanying weather map (Fig. 21) is provided. If your region is in the shaded area, SAE 5W-20 oil should be used during the winter months.

Lubricants which do not have both an SAE grade number and an MS Service classification on the container **should not** be used.

FREQUENCY OF OIL CHANGES

The engine oil should be changed every three (3) months, or 4,000 miles, whichever comes first.

Severe Operating Conditions

Severe operating conditions, such as frequent driving on dusty roads, or in sandy geographic areas, or unusually short trip driving in cold weather may reasonably require oil changes more frequently than every three months. Under these conditions, consult and follow the advice of any Chrysler Motors Corporation Authorized Dealer's Service Manager.

Taxi and Police Duty

Severe service such as taxi and city police driving, which are principally short trip operations including frequent and prolonged idling, require more frequent oil changes on a regular schedule. For this service, it is recommended that engine oil be changed at least every 2,000 miles, with filter changes at least every 2nd oil change. In addition, for this type of service, the crankcase ventilation system should be serviced at each oil change. A suggested practice for taxi and

police operations is to maintain spare valves, installing a clean valve at each oil change. Valves so removed can be cleaned by soaking overnight in carburetor cleaner, followed by drying with compressed air.

During Break-In

Cars should be driven moderately during the first 300 miles. After the initial 50 miles, speeds up to 50 to 60 mph are desirable. While cruising, brief full-throttle accelerations contribute to a good break-in. Wide-open throttle accelerations in low gear can be detrimental and should be avoided for at least 500 miles.

The oil installed in the engine at the factory is a high quality lubricant, classified "For Service MS," and **should be retained** until the first regularly scheduled three-month or 4,000 mile oil change, whichever comes first. If it becomes necessary to add oil during this initial period, an oil with the "For Service MS" classification and of the proper viscosity grade should be used. **Nondetergent or straight mineral oils must never be used.**

Frequently, a new engine will consume some oil during its first few thousand miles of operation. This should be considered as a normal part of the break-in and not to be interpreted as an indication of difficulty.

ENGINE OIL FILTER

All engines are equipped with full-flow, throw-away oil filters (Fig. 22) to provide efficient filtering of the engine oil for maximum engine protection.

The filter should be replaced every second oil change. Since filters vary widely in quality, when replacing the filter it is recommended that a Chrysler Corporation Engine Oil Filter be installed to assure most efficient service.

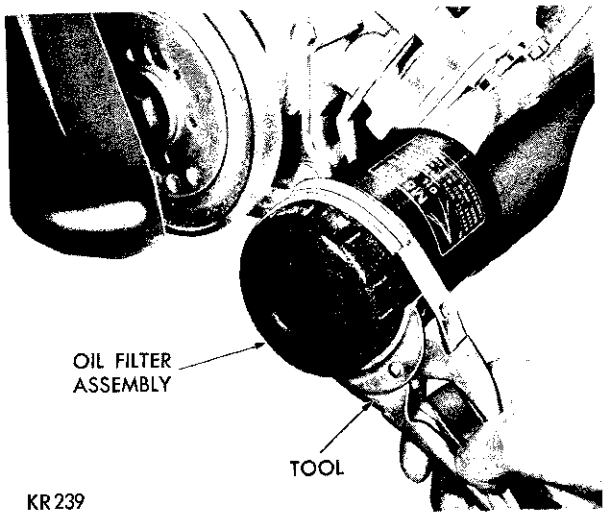


Fig. 22—Engine Oil Filter (383 and 413 Cu. In. Engines)

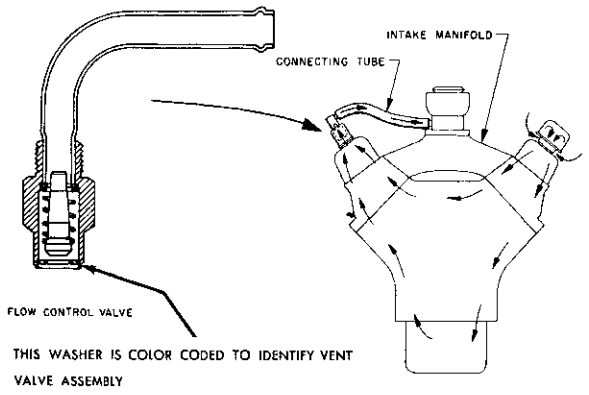


Fig. 23—Standard Crankcase Ventilation System

CRANKCASE VENTILATION SYSTEM

Periodic service of the positive crankcase ventilation system (Fig. 23) is required to prevent malfunction of the system because of combustion products deposited in the valve, hose and carburetor passages.

Standard Ventilation System

The ventilation system should be inspected and serviced at least every six months and the ventilator valve replaced every year, preferably to coincide with the annual engine performance evaluation. The carburetor air cleaner element should be replaced every two years.

This service will be required more frequently if the vehicle is used extensively for short-trip driving less than 10 miles with frequent idling, such as in city traffic.

Service Procedure

With the engine idling, remove the ventilator valve and cap assembly from the rocker cover (Fig. 23). If the valve is working freely, a hissing noise will usually be heard as air passes through the valve, and a strong vacuum should be felt when a finger is placed over the valve inlet.

If the valve is working properly, reinstall the ventilator valve and cap assembly and remove the oil filler pipe breather cap. With the engine still idling, loosely hold a piece of stiff paper or a parts tag over the oil filler pipe. After allowing a few seconds for crankcase pressure to reduce, the paper should be drawn against the filler pipe with a noticeable force. If this occurs, a final check should be made to be certain the valve shuttle is free. Shut off the engine, remove the

valve and shake it vigorously. A clicking noise should be heard if the valve is satisfactory and no further service is necessary.

If the valve does not click when shaken, or the paper is not drawn against the filler pipe with a noticeable force, replace the valve and recheck the system.

NOTE: Do not attempt to clean the valve. Replace it with a new valve.

Use valves that have either the letter "H" stamped on the end, a flat end, or a black end washer.

Remove the ventilator valve hose (Fig. 23), from the valve cap, inspect it and clean, if necessary.

Remove the breather cap (Fig. 23) and wash it in kerosene or other suitable solvent to remove all old oil and dirt. Lubricate the filter element with SAE 30 engine oil.

Remove the carburetor. Hand turn a ¼ inch drill through the passages to dislodge solid particles. Blow passages clean.

CAUTION: Under no circumstances should metal be removed. Use a smaller drill, if necessary.

Clean the air cleaner element as outlined on page 15.

Closed Ventilation System

Periodic service of the fully closed crankcase ventilation system (Fig. 24) is required to maintain good engine performance and durability as deposits of combustion products will accumulate in the valve, hose and carburetor passages.

On cars equipped with the **silenced** carburetor air cleaner with a wrapper on the cleaner element (Fig. 26), the system should be serviced every six months and the valve replaced once a year. The air cleaner element and wrapper should be replaced every two years.

On cars with high performance engines equipped with **non-silenced** air cleaners without a wrapper, the system should be serviced with every engine oil change and the valve and air cleaner element replaced every year.

This service will be required more frequently if vehicle is used extensively for short-trip driving less than 10 miles with frequent idling, such as in city traffic.

Service Procedure

With the engine idling, remove the ventilator valve and cap assembly from the rocker cover (Fig. 24). If the valve is working freely, a hissing noise will usually be heard as air passes through the valve, and a strong vacuum should be felt when a finger is placed over the valve inlet.

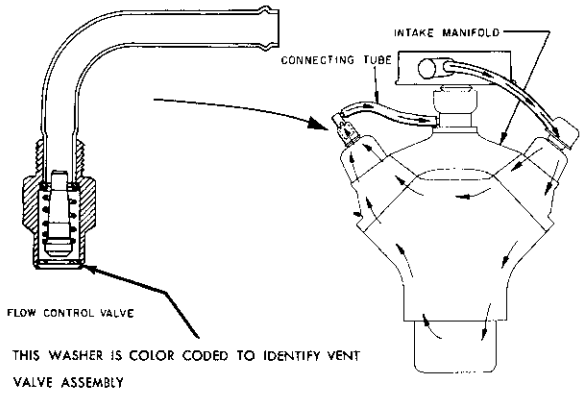


Fig. 24—Closed Crankcase Ventilation System

If the valve is working properly, reinstall the ventilator valve and cap assembly and remove the oil filler pipe breather cap. With the engine still idling, loosely hold a piece of stiff paper or a parts tag over the oil filler pipe. After allowing a few seconds for crankcase pressure to reduce, the paper should be drawn against the filler pipe with a noticeable force. If this occurs, a final check should be made to be certain the valve shuttle is free. Shut off the engine, remove the valve and shake it vigorously. A clicking noise should be heard if the valve is satisfactory and no further service is necessary.

If the valve does not click when shaken, or the paper is not drawn against the filler pipe, the valve should be replaced and the system rechecked.

NOTE: Do not attempt to clean the valve. Replace it with a new valve.

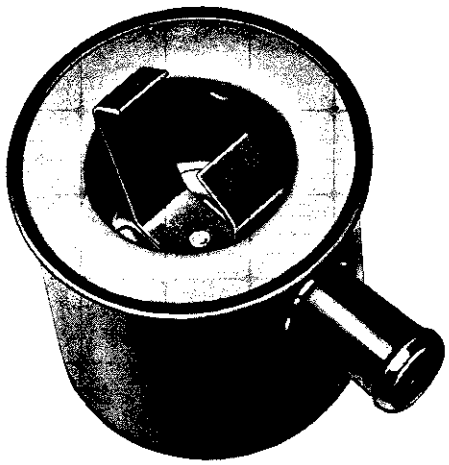


Fig. 25—Oil Filler Breather Cap

Use valves that have either the letter "H" stamped on the end, a flat end, or black end washer.

Remove the ventilator valve hose (Fig. 24) from the valve cap, inspect it and clean, if necessary.

Also, remove the breather cap hose (Fig. 24) from the cap and the air cleaner. Inspect the hose and clean it if necessary.

Remove the closed breather cap (Fig. 25) and disconnect the hose leading from the air cleaner. Clean the cap in solvent. Lubricate the filter element through the vent tube with SAE 30 engine oil.

Remove the carburetor. Hand turn a ¼ inch drill through the passages to dislodge solid particles. Blow passages clean.

CAUTION: Under no circumstances should metal be removed. Use a smaller drill if necessary.

Carburetor Air Cleaner—with Wrapper

To clean the filter it should be removed from its container. Remove the wrapper from the element (Fig. 26). Wash the wrapper in kerosene or other suitable solvent to remove all dirt and oil. Shake or blot dry. Gently blow out the dirt from the element with compressed air. The air nozzle should be held about two inches from the inside screen (Fig. 28).

If the element is saturated with oil for more than one-half of its circumference, replace the element and wrapper. If noticeable quantities of oil are found on the element, the rest of the system should be inspected for proper function.

Clean the metal container and reinstall the filter and wrapper.

Carburetor Air Cleaner—Without Wrapper

Remove the element from its container. If the element is dry and with only one or two oil wetted spots, clean by blowing with compressed air as outlined on page 16.

If the element is saturated with oil, install a new element.

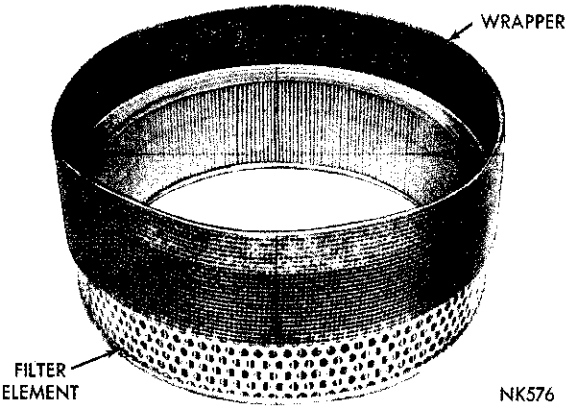


Fig. 26—Carburetor Air Cleaner Element Wrapper

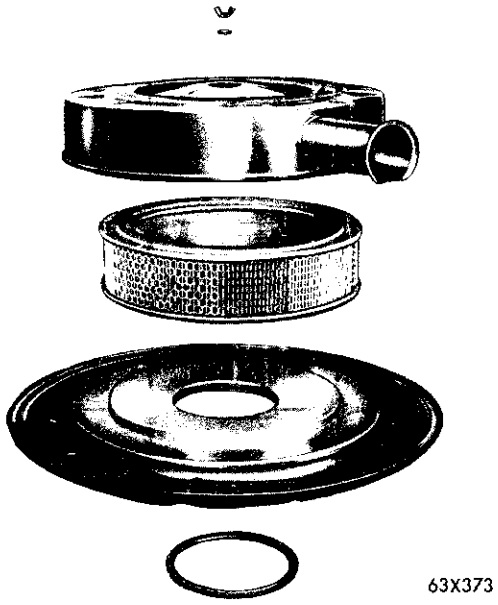


Fig. 27—Carburetor Air Cleaner

NOTE: Whenever oil wetting of the paper elements is observed, the ventilator valve and associated parts should be inspected for excessive deposit build-up or plugging.

These services will be required more frequently if the vehicle is used extensively for short trips with frequent idling.

CARBURETOR AIR CLEANER (Paper Element Type)

The paper filter element (Fig. 27) in the carburetor

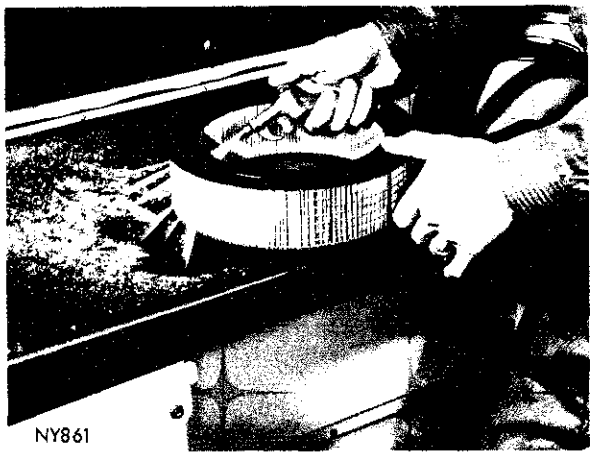


Fig. 28—Cleaning Filter Element

air cleaner should be cleaned every six months and replaced every two years.

To clean, remove the air cleaner from the carburetor. Remove the cover and filter element and clean the cover and housing. Using compressed air, gently clean the element by holding the air hose nozzle at least two inches from the inside screen (Fig. 28).

Examine the element for punctures. Discard an element that has small pin-point punctures. Examine the soft plastic sealing rings on both sides of the element for smoothness and uniformity.

At this time, also service the Carburetor Choke Shaft and Linkage.

CARBURETOR CHOKE SHAFT AND LINKAGE

Gum deposits on the choke shaft bearings may be removed by applying Carburetor Cleaner, Part Number 1643273, to assure freedom of movement of the choke shaft and linkage.

With the air cleaner removed, apply the cleaner to the ends of the choke shaft where it rotates in the air horn (Fig. 29). At the same time, move the choke shaft back and forth until the deposits are flushed out.

Run the engine at idle to clean out any excess cleaner from the carburetor and intake manifold.

FUEL FILTER

Accumulation of large quantities of foreign matter in the fuel filter due to operating conditions or contamination of fuel will restrict the flow of fuel to the carburetor.

The fuel filter (Fig. 30) is of the disposable type and should be discarded when removed. After installing the new filter, run the engine for several minutes and check for leaks at the connections.

MANIFOLD HEAT CONTROL VALVE

Freedom of movement of the heat control valve by removing lead deposits from the valve shaft bearings

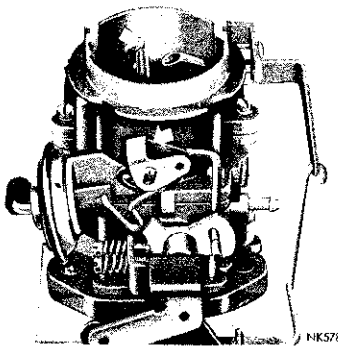


Fig. 29—Apply Solvent to Choke Shaft Ends

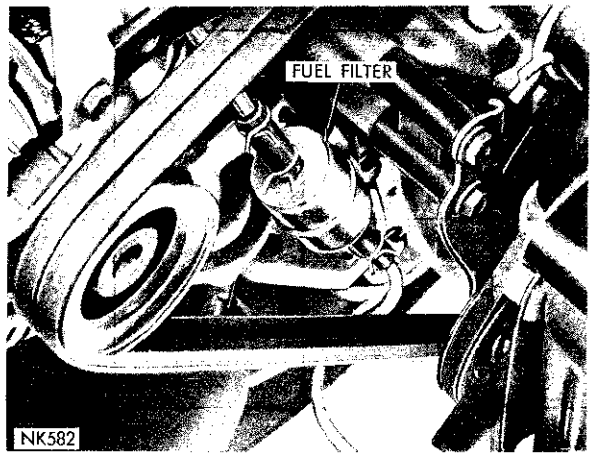


Fig. 30—Fuel Filter (383 and 413 Cu. In. Engines)

is assured by application of Manifold Heat Control Valve Solvent, Part Number 1879318.

Apply the solvent when the manifold is COOL to be sure that the deposits will dissolve properly. When applying the solvent at the ends of the shaft (Fig. 31) move the valve back and forth and in and out to properly distribute the solvent to make sure the deposits are dissolved.

DISTRIBUTOR

Apply three drops of light engine oil to the felt rotor wick (Fig. 32). Avoid over-oiling to prevent the oil from getting on the breaker contacts. Also, apply five to ten drops of light engine oil to the oil cup.

Before lubricating the cam, carefully wipe off all old lubricant from the cam and rubbing block. Apply a thin film of Cam Lubricant, Part Number 1473595, to the cam surface. **Avoid applying an excess amount of lubricant to prevent it spreading to the breaker contacts.**

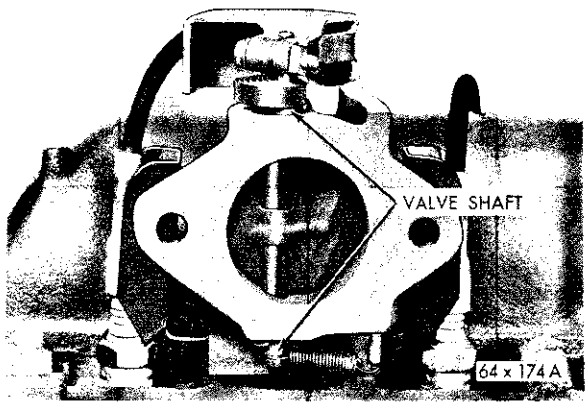


Fig. 31—Manifold Heat Control Valve (383 and 413 Cu. In. Engine)

Fig. 32—Distributor Lubrication Points

ALTERNATOR

The alternator is provided with prelubricated bearings, which require no periodic lubrication.

The outside of the alternator should be wiped clean and the ventilating holes inspected for an accumulation of dirt which would obstruct the flow of air. Refer to Electrical, Group 8, for complete servicing of the alternator.

BATTERY

Check the specific gravity, using a reliable hydrometer. Fill the cells to the recommended level with mineral-free water. Clean the battery posts and cable terminals and tighten terminals. Coat the connections with light mineral grease or petrolatum.

Refer to Electrical, Group 8, for complete servicing.

TRANSMISSION

Automatic

The fluid level should be checked when the engine temperature gauge indicates a normal warmed-up condition and the transmission fluid is heated to its normal operating temperature. While the level may be determined when the fluid is **cold,** the former method is preferred.

Check the level with the parking brake applied firmly and the engine idling.

CAUTION: Before removing the level indicator, wipe off the cap and the top of the filler tube to prevent accumulated dirt from dropping into the transmission filler tube.

After the engine has idled for about two minutes, move the gearshift lever slowly through all gear positions, pausing momentarily in each position and ending with the lever in "N" position.

When the fluid is "hot," the level should be at the "FULL" mark, or slightly below, but **never above** the "FULL" mark (Fig. 33) to avoid foaming of the fluid. Fluid should be added or extracted, depending upon the reading, to restore the level as indicated.

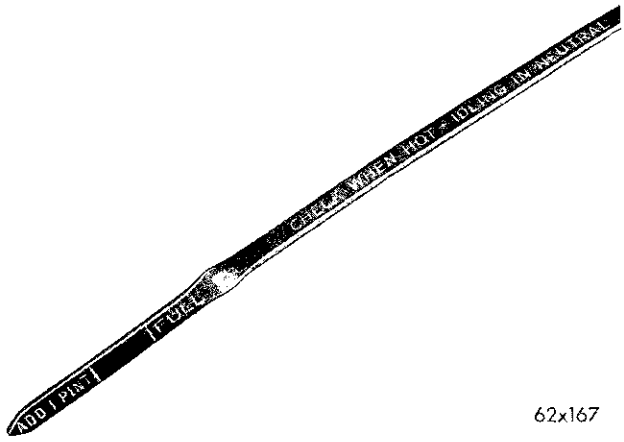


Fig. 33—Transmission Dip Stick Markings

If it is necessary to check the level when the transmission is "cold," the fluid level should be at, or slightly below the "ADD ONE PINT" mark. If the level is below this mark, add one pint of fluid and recheck the level.

Use only Automatic Transmission Fluid, AQ-ATF, Suffix "A," Part Number 1843314, (AQATF-1470A), which is designed specially for Chrysler Corporation-built transmissions. No other fluids are recommended. Exceptions to this are the use of refined kerosene to aid starting in very cold weather and special dyes to aid in detecting fluid leaks. In addition, Transmission Sealer, Part Number 2298923, may be used in high mileage cars to correct minor seal leaks.

If starting is difficult when the average temperature consistently ranges **below** —10°F., drain one and one-half pints of transmission fluid (Fig. 34) and replace with an equal amount of refined kerosene. **Do Not Dilute The Fluid More Than Once.** Thereafter, any replenishment should be with Automatic Transmission Fluid, AQ-ATF, Suffix "A."

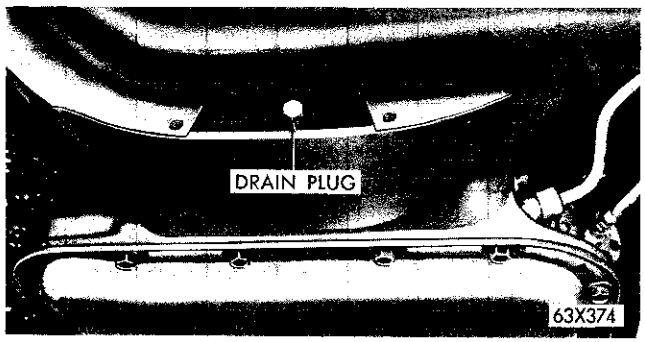


Fig. 34—Converter Drain Plug

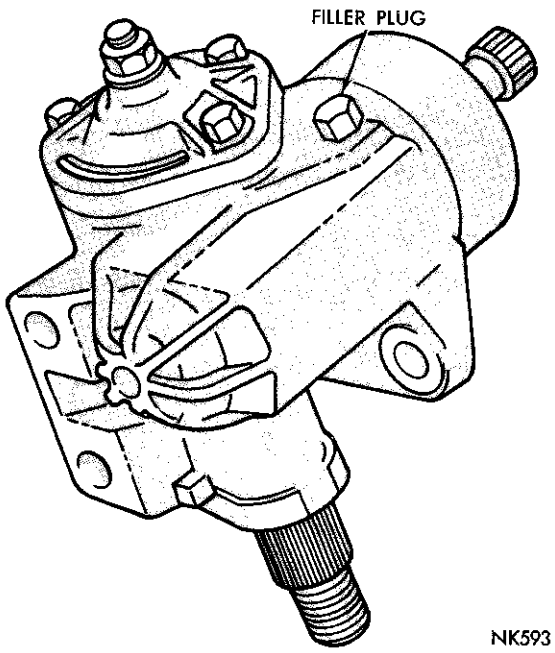


Fig. 35—Manual Steering Gear Lubrication

STEERING GEAR

Manual

The lubricant should completely cover the worm gear. When inspection through the filler plug hole (Fig. 35) indicates replenishment is necessary, fill the housing to the proper level using Multi-Purpose Gear Oil SAE 90, as defined by MIL-L-2105B. This lubricant is suitable for all temperature ranges. It is not necessary to replace the lubricant.

CAUTION: When filling, do not use a pressure gun as high pressure may damage the seals.

Power Steering

Fluid level in the power steering pump reservoir should be to the bottom of the filler neck (Fig. 36) when the engine is cold. When the engine is hot, the fluid level should be maintained one-half way up in the filler neck.

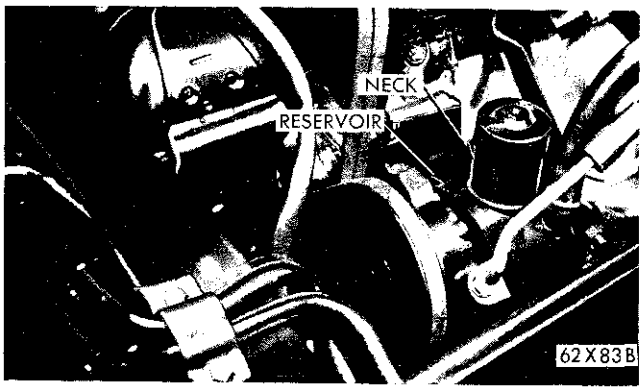


Fig. 36—Power Steering Pump Reservoir

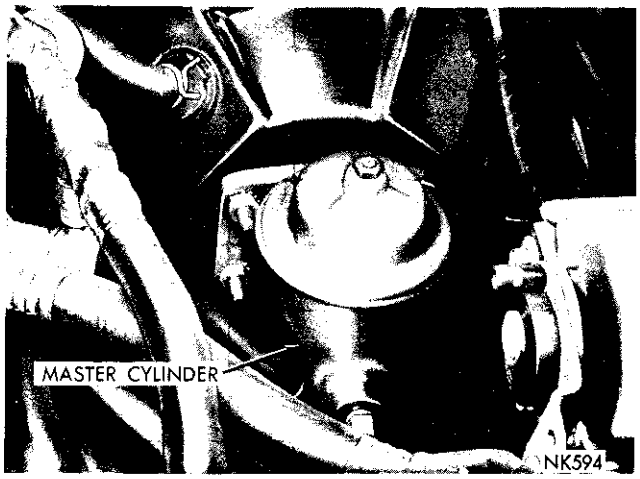


Fig. 37—Master Cylinder

CAUTION: Before removing the filler neck cap, wipe it carefully to prevent accumulated dirt from dropping into the reservoir.

If necessary to restore the level, add Power Steering Fluid, Part Number 2084329.

BRAKES

The brakes on all models, except for some police cars and high-performance models, are equipped with self-adjusting features which make it unnecessary to perform major brake adjustments.

When brake linings are inspected for wear, the contact areas of the brake shoes to the brake supports should be lubricated with a very thin film of Sylglyde, Part Number 1881923.

To perform this service, remove the brake shoes, clean the contact areas and smooth down with sandpaper before applying the Sylglyde.

HYDRAULIC BRAKE SYSTEM

The fluid level in the master cylinder should be maintained to within one-quarter inch of the top of the reservoir (Fig. 37).

CAUTION: Before removing the master cylinder cover and screw, wipe them clean to prevent dirt and other foreign matter from dropping into the reservoir.

Replenish fluid, when necessary, with Hi-Temp Brake Fluid, Part Number 2421352, for best performance.

Inspect brake hoses for cracking, abrasions, cuts or

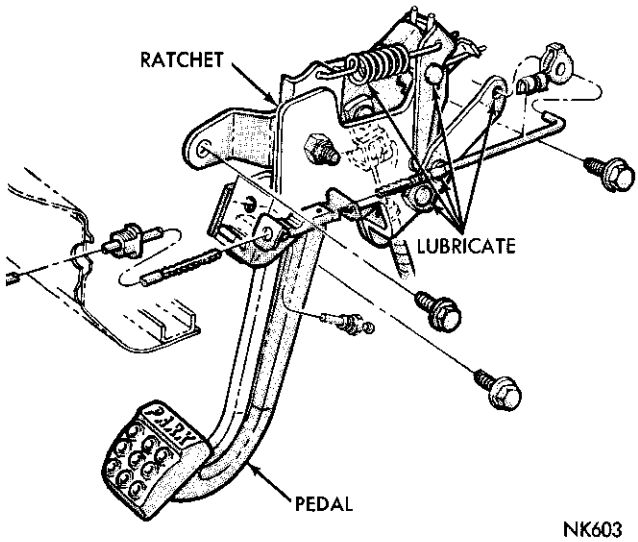


Fig. 38—Foot-Operated Parking Brake

tears in the outer covering. Examine all connections for fluid leakage and correct where necessary.

PARKING BRAKE MECHANISM

All models use a foot-operated lever (Fig. 38). Pivot points indicated should be lubricated with a light film of Lubriplate, Part Number 1064768, applied directly to the parts.

When the foot pedal can be depressed more than four and one half inches, the brake cable should be adjusted at the rear of the front section, refer to Parking Brake Adjustment.

HEADLAMPS

One of the most important factors in automobile safety, is the correct aiming of the headlamps. Changes in suspension, such as front suspension height and/or deflection of rear springs due to heavy loading, will change the headlamp beam pattern and may cause unsafe night time driving conditions.

If a vehicle is abnormally loaded, such as for a vacation trip, or with a salesman's products, the headlamp aiming should be checked and adjusted to serve the new conditions. Refer to Lighting System Group 8, for servicing procedures.

WINDSHIELD WIPER BLADES

Long exposure to heat and road splash tend to harden the rubber wiper blades, thus destroying their efficiency. When blades smear or in general do not satisfactorily clean the windshield, they should be replaced.

To replace, depress the release on the top of the blade bridge and slide out the rubber blade. Slide the new rubber blade refill into the bridge to lock it in place. Refer to the Parts List for the correct rubber blade refill.

PARTS REQUIRING NO LUBRICATION

There are many points that should not be lubricated, some because they are permanently lubricated, some because lubricants will be detrimental to their operating characteristics, and some because lubricants will cause component failures. In any event, rubber bushings should not be lubricated, not only because lubricants will cause rubber to fail, but also will destroy their necessary friction characteristics. The following parts should not be lubricated:

All Rubber Bushings
Alternator Bearings
Brake Linkages (Driver's side of Dash Panel)
Carburetor Air Cleaner (Paper Element Type)
Clutch Adjustment End Rods
Clutch Release Bearings
Drive Belts
Fan Belt Idler Pulley
Rear Springs
Rear Wheel Bearings
Starter Bushings
Upper and Lower Control Arm Bushings
Water Pump Bearings

SPEEDOMETER CABLE

To service a noisy speedometer cable, disconnect the housing at the speedometer head. Remove the shaft and clean it thoroughly. Apply a very thin film of Speedometer Cable Lubricant, Part Number 1243632, on the shaft. Wipe excess lubricant from the top one-foot of the shaft and from the ferrule.

CAUTION: Excessive lubricant may cause malfunction of the speedometer.

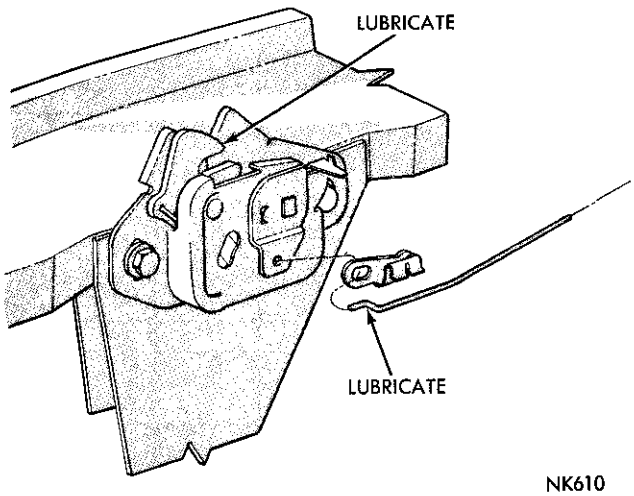


Fig. 39—Hood Lock Assembly (AC-1, AC-2, AC-3 Models)

HOOD LOCK

Lubrication of the hood lock mechanism and safety catch is of vital importance to assure ease of operation and freedom from binding.

Apply Automotive Multi-Purpose Grease to all pivot points (Fig. 39), springs and rubbing surfaces. Work the lubricant in the lock mechanism until all frictional surfaces are covered.

BODY MAINTENANCE

To maintain ease of operation and protection against rust and wear, the body mechanisms and throttle linkage will require lubrication. These items should be inspected periodically, and when indicated by an increase in operating effort or noise, lubricated as described in the following paragraphs.

Prior to applying any lubricants, the parts should be wiped clean to remove dust and grit. The excess oil or lubricant should be removed.

Particular attention should be given to external lock cylinders during fall and winter months to insure protection from water and ice.

Lock Cylinders

Apply a thin film of lubriplate directly to the key. Insert key into lock cylinder and actuate several times. Wipe excess lubricant from key.

Door Check Arm—Rear Door

On Imperial models only, apply a thin film of Stainless Stick Lubricant directly to upper edge of door frame.

Deck Lid Latch

Apply a thin film of Lubriplate to inner pivot and sliding contact surfaces.

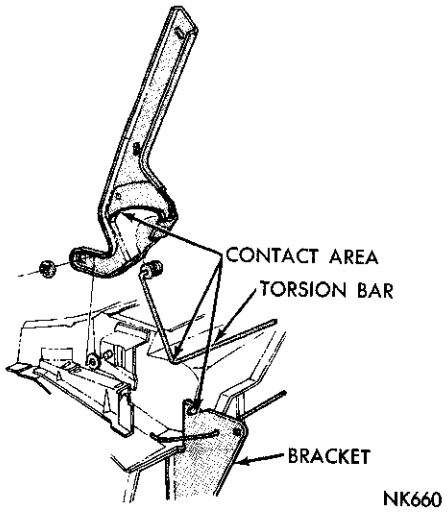


Fig. 40—Hood Hinge Lubrication Points (AC-1, AC-2, AC-3 Models)

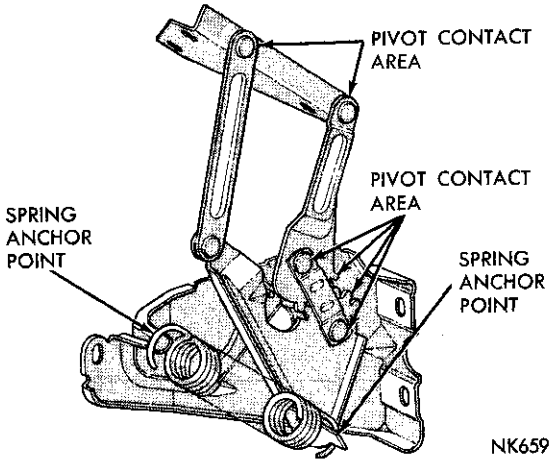


Fig. 41—Hood Hinge Lubrication Points (AY-1 Models)

Door Locks, Remote Controls, Window Regulators

When lubrication is required, it is first necessary to remove the door or quarter trim panel. Then, apply a thin film of Lubriplate to all pivot and sliding contact surfaces, including sector gear teeth on window regulators.

Hood Hinge Lubrication Points (AC-1, AC-2, AC-3 Models)

Apply Lubriplate, Part No. 1064768, sparingly to pivot contact areas, including torsion bar contacts (Fig. 40).

Hood Hinge Lubrication Points (AY-1 Models)

Apply Lubriplate, Part No. 1064768, sparingly to pivot contact areas, including spring anchor points (Fig. 41).

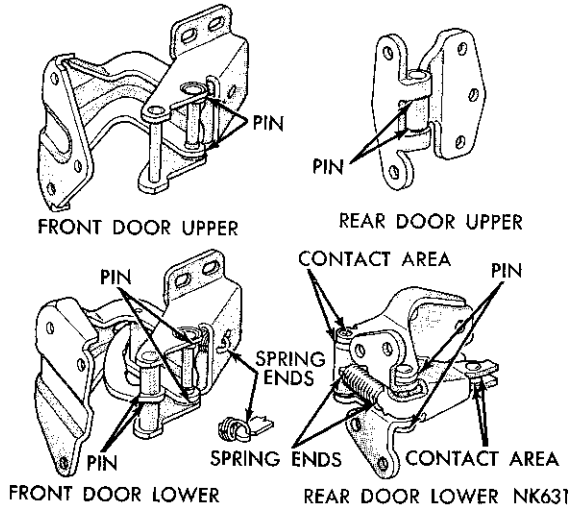


Fig. 42—Door Hinge Lubrication Points (AC-1, AC-2, AC-3 Models)

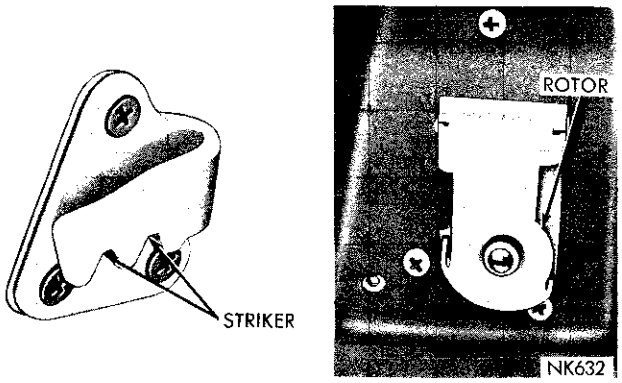


Fig. 43—Door Striker Rotor and Striker Plate—Lubrication Points (All Models)

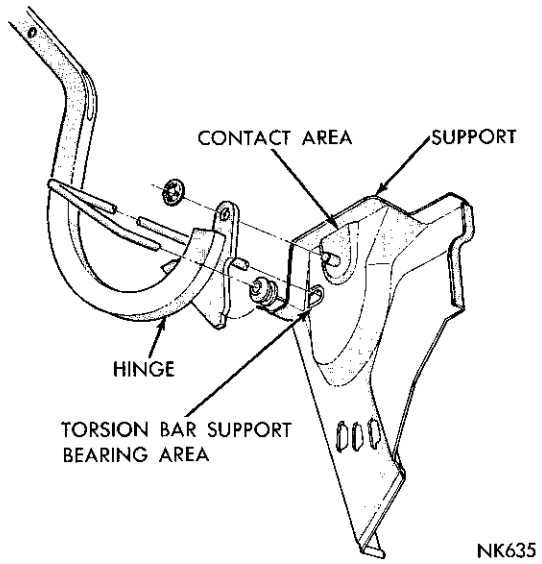


Fig. 44—Deck Lid Hinge—Lubrication Points (AC-1, AC-2, AC-3 Models)

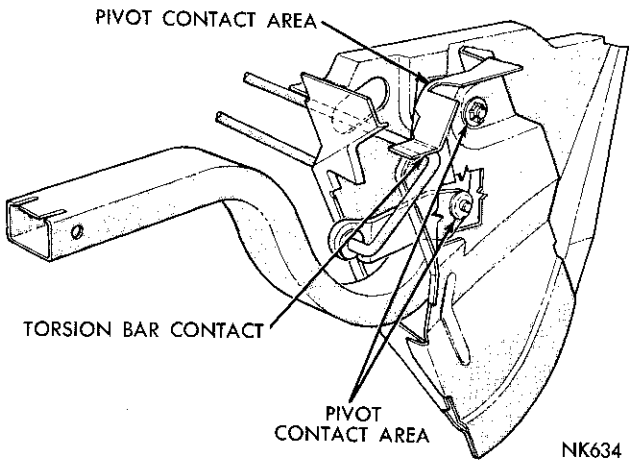


Fig. 45—Deck Lid Hinge Lubrication Points (AY-1 Models)

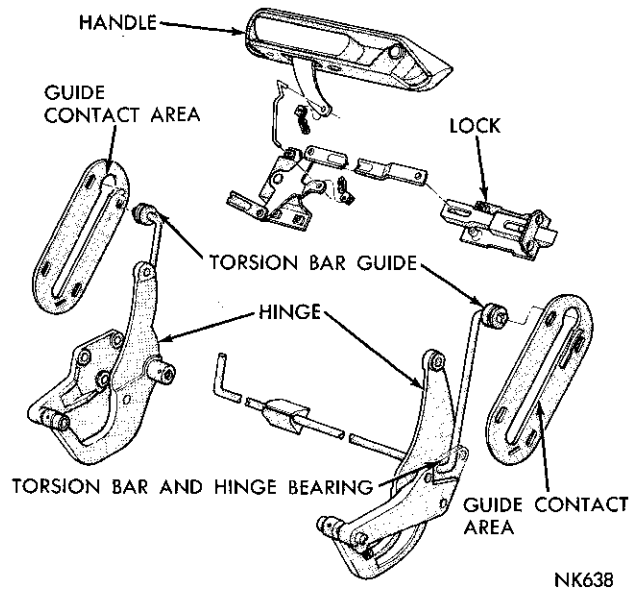


Fig. 46—Tailgate Torsion Bar and Check Arm Guide Plate—Lubrication Points (AC-1, AC-3 Models)

Door Hinges—AC-1, AC-2, AC-3 and AY-1 Models

On all hinges, apply light engine oil sparingly to hinge pin and contact area of bushing and body half of hinge (Fig. 42).

On lower hinges, apply light engine oil sparingly to the spring ends (Fig. 42).

On front door lower hinge, apply light engine oil sparingly to contact area of pin, arm and spacers (Fig. 42).

On rear door lower hinge, apply light engine oil sparingly to roller pin and contact areas between the roller and body hinge half, and pin and contact areas

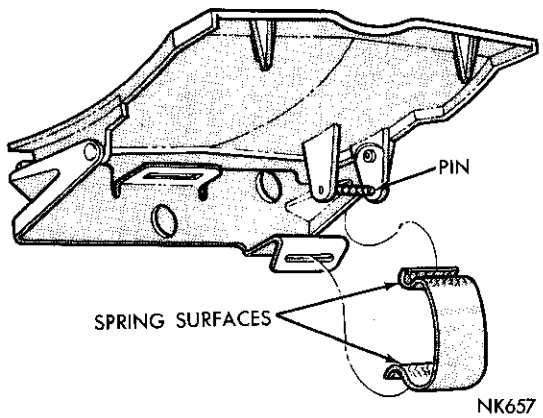


Fig. 47—Fuel Tank Access Door Hinge Lubrication Points (AC-1, AC-2, AC-3 Models)

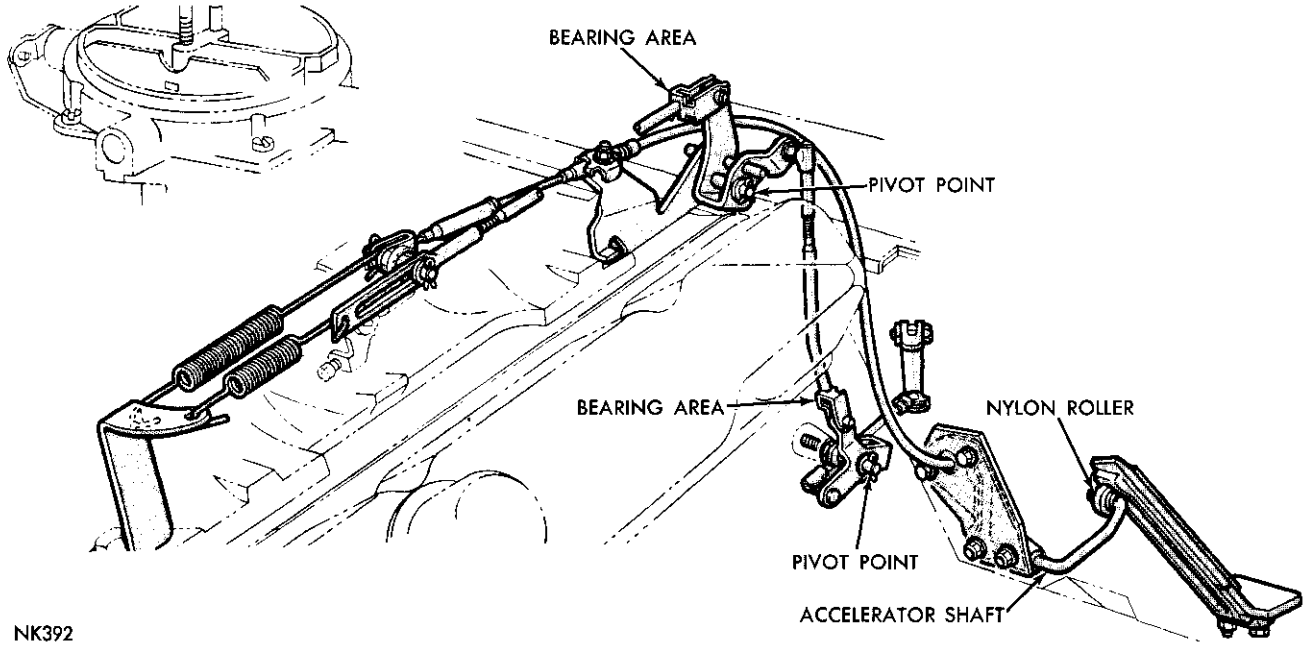


Fig. 48—Throttle Linkage—Lubrication Points (AC-1, AC-2, AC-3 Models)

of door hinge half and check arm (Fig. 42). **Avoid placing lubricant on roller surfaces of hinge arm and roller.**

Door Latch Striker Rotor—All Models

Apply two or three drops of light engine oil to the rotor inside bearing surfaces (Fig. 43).

Door Latch Striker Plates—All Models

Apply Stainless Stick Lubricant sparingly to upper edge of plate on door frame (Fig. 43).

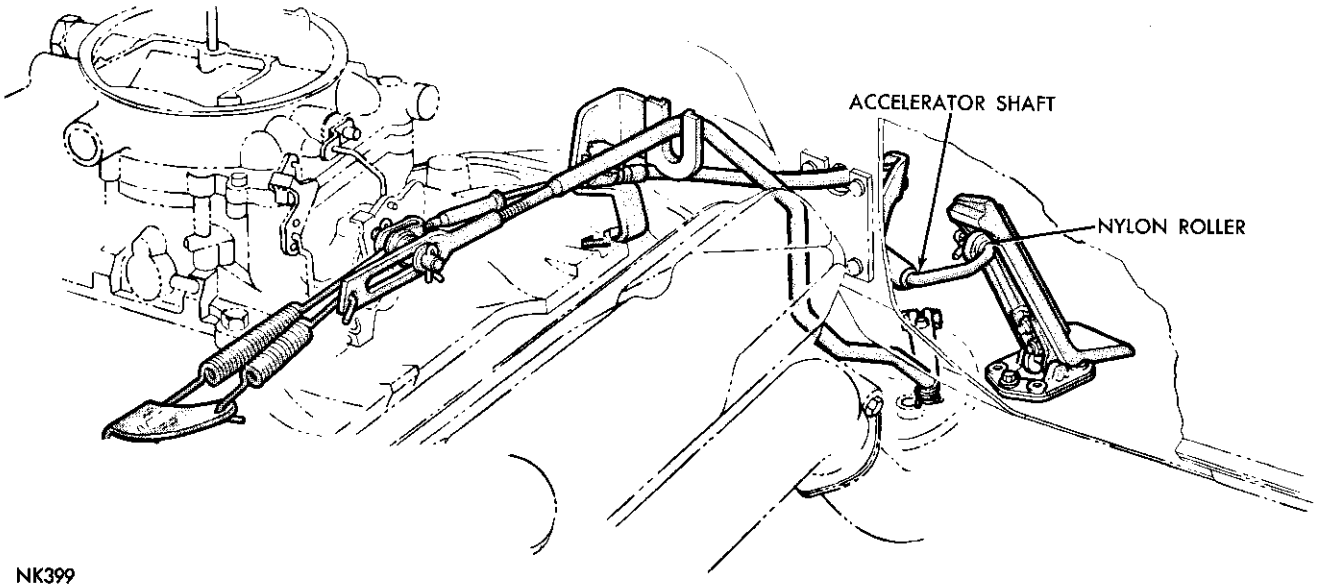


Fig. 49—Throttle Linkage—Lubrication Points (AY-1 Models)

Deck Lid Hinge Lubrication (AC-1, AC-2 and AC-3 Models)

Apply Lubriplate, Part Number 1064768, sparingly, to pivot contact areas, including torsion bar contacts (Fig. 44).

Deck Lid Hinge Lubrication Points (AY-1 Models)

Apply Lubriplate, Part No. 1064768, sparingly to pivot contact areas, including torsion bar contacts (Fig. 45).

Tailgate Torsion Bar and Check Arm Guide Plate Lubrication Points (AC-1, AC-3 Models)

Apply engine oil sparingly to hinges. Apply Stainless Stick Lubricant, Part No. 1064769, to sliding contact surfaces and tailgate lock striker plates and dovetail surfaces. Apply a thin film of Automotive Multi-Purpose Grease to contact surfaces between torsion bar and tailgate hinge or tailgate end face plate—right side only (Fig. 46).

Fuel Tank Access Door Hinge (AC-1, AC-2, AC-3 Models)

Apply a thin coat of Automotive Multi-Purpose Grease to the panel springs and pin (Fig. 47).

Throttle Linkage (AC-1, AC-2, AC-3 Models)

On all models, apply a thin film of Automotive Multi-Purpose Grease NLGI Grade 2 to both ends of the accelerator shaft where it turns in the bracket (Fig. 48).

On models with **manual transmission,** also, apply a thin film of the same lubricant on the accelerator shaft where the nylon roller rolls on it.

On models with **automatic transmission,** apply a thin film of the same lubricant on the nylon roller where it contacts the pedal, on the pivot points of both upper and lower transmission linkage bellcranks and at all clipped ends of the transmission linkage rod bearing areas.

Throttle Linkage (AY-1 Models)

Apply a thin film of Automotive Multi-Purpose Grease NLGI Grade 2 to both ends of the accelerator shaft where it turns in the bracket and where the nylon roller rolls on it (Fig. 49).

ENGINE PERFORMANCE EVALUATION

Engine operating efficiency depends on correct ignition, carburetor adjustments, and on valve lash where applicable. To obtain best engine performance, Chrysler Corporation recommends that the engine be evaluated every 10,000 miles and tuned, if necessary. Services performed during this evaluation should include the following:

1—Spark Plugs—Remove and inspect each spark plug. Most plugs can be cleaned, adjusted, and reinstalled. Rough idle, hard starting, frequent engine miss at high speeds, or apparent physical deterioration, are indications that the spark plugs should be replaced.

2—Distributor—Clean and inspect the distributor cap and rotor if required (wash cap in household detergent and water solution). Check breaker contacts for abnormal pitting, bluing, or misalignment, and adjust. Lubricate cam and wick, (see page 16). Be sure that all distributor secondary wires and tower caps are clean and connected properly. See "Electrical Group" for ignition timing procedures and settings.

3—Carburetor—Remove and clean air filter. Check operation of manifold heat control valve and choke diaphragms; use solvent recommended. Clean crankcase ventilation system, (see page 13). See Fuel System Group for carburetor adjustment procedures.

4—Battery—Check specific gravity. Clean and tighten terminals; apply grease to post and terminals. Check circuit voltages as directed in the Electrical Group.

5—Starter—Test cranking ability as described in "Electrical Group."

6—Valve Lash (where applicable)—Should an engine continue to be noisy and the idle rough after a tune-up, adjust valve lash to specifications. Refer to the Engine Group for lash values and instructions.