LUBRICATION AND MAINTENANCE

CONTENTS

CERTIFIED CAR CARE

Certified Car Care is a thorough servicing program that helps make sure the cars you sell receive the regular attention you know they need.

Certified Car Care helps build business for you in the best way known—through customer satisfaction. Inform your customers that the best approach to trouble-free driving is Certified Car Care.

This is a practical plan to help you build up sales and service volume, by providing regular service customer visits.

SUMMARY OF LUBRICATION AND MAINTENANCE SERVICES

Maintenance and lubrication service recommendations for 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.

Information pertaining to Lubrication and Maintenance requirements is shown on the guide (Fig. 1) and on the Schedule.

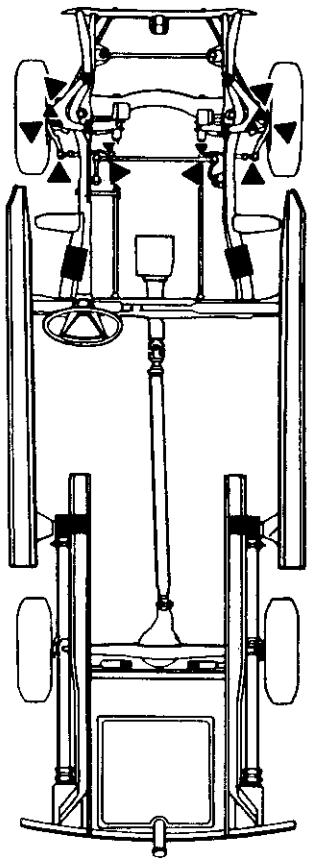
Vehicles operated under conditions not classified as normal service for passenger cars, such as in trailer towing service, operation at higher than normal loading or police or taxicab operation, require servicing at more frequent intervals. This information is included in each group under the heading "Trailer Towing Package and Severe Service".

CLASSIFICATION OF LUBRICANTS

Oils, lubricants and greases 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

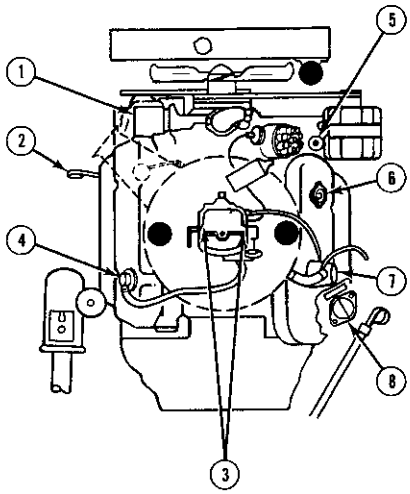


LUBRICATION AND MAINTENANCE GUIDE
CHRYSLER AND IMPERIAL

▲ STEERING LINKAGE PIVOTS AND SUSPENSION BALL JOINTS

■ LIFT POINTS

● COOLING SYSTEM DRAINS



(1) OIL FILTER
(2) CRANKCASE DIPSTICK
(3) CARBURETOR CHOKE SHAFT
(4) PCV VALVE
(5) FUEL FILTER
(6) OIL FILL CAP
(7) CRANKCASE INLET AIR CLEANER
(8) MANIFOLD HEAT CONTROL VALVE

PY605

Fig. 1—Lubrication and Maintenance Guide

number, for example, SAE 10W-30, which indicates a multigrade oil.

The API classification system defines oil performance in terms of engine usage. 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 lubricants, such as specified for suspension ball joints, bear the NLGI designation. They are further classified as grades "O" or "2."

HOISTING

Post Type

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. 2 and 3).

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.

Floor Jack

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.

Bumper Jack

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.

CHASSIS LUBRICATION

Front Suspension Ball Joints

The front suspension ball joints (Figs. 4 and 5) are semi-permanently lubricated with a special lubricant at the factory.

LUBRICATION AND MAINTENANCE SCHEDULE

Service Interval	Item	Page	Service: Replace	Check Fluid Level	Inspect and/or Clean	Lubricate	Service
Every 2 Months	Battery	9		X			
	Cooling System	8		X			
3 Months or 4,000 Miles, whichever occurs first	Engine Crankcase Oil	10	X				
Every Engine Oil Change	Manifold Heat Control Valve	14					X
	Power Steering Fluid	16		X			
Every Second Oil Change	Engine Oil Filter	11	X				
	Tire Rotation	20					X
Every 6 Months	Carburetor Air Filter	14			X		
	Crankcase Ventilation System	11			X		X
	Carburetor Choke Shaft	14			X		X
	Crankcase Inlet Air Cleaner	13			X	X	
	Transmission	17		X			
	Rear Axle	6		X			
	Steering Gear (Manual)	16		X			
	Steering Linkage	6			X		
	Suspension Ball Joints	4			X		
	Universal Joints	15			X		
	Brake Master Cylinder	7		X			
	Brake Hoses	7			X		
	Headlight Aiming	9					X
	Hood Latch and Safety Catch	19			X	X	
Every 12 Months	Cooling System	8					X
	Crankcase Ventilator Valve	12	X				
	Throttle Linkage	22				X	
Every 12 Months or 12,000 Miles, whichever occurs first	Engine Performance Evaluation	13					X
	Brakes*	7			X		
	Front Wheel Bearing Lubricant	18			X		
Every 24 Months or 24,000 Miles, whichever occurs first	Carburetor Air Filter	14	X				
	Fuel Filter	14	X				
	Brake Pedal Linkage Bushings	7				X	X
Every 36 Months or 36,000 Miles, whichever occurs first	Front Suspension Ball Joints	4				X	
	Steering Tie Rod Ends	6				X	
	Clutch Torque Shaft Bearings	8				X	X
When Necessary	Distributor	9				X	
	Body Mechanisms	19				X	
	Clutch Drive Lugs, Release Bearing Sleeve, Fork Fingers and Pivot	8				X	
	Column-Mounted Gearshift Linkage	17				X	
	Floor-Mounted Gearshift Controls	17				X	
	Parking Brake Mechanism	7				X	
	Speedometer Cable	19				X	
Points That Should Not Be Lubricated		22					

* Replace linings if necessary.

LUBRICATION AND MAINTENANCE SCHEDULE
TRAILER TOWING PACKAGE AND SEVERE SERVICE

Service Interval	Item	Page	Replace	Check Fluid Level	Inspect and/or Clean	Lubricate	Service
Every 3 months or 4,000 Miles, whichever occurs first	Transmission	16		X			
	Rear Axle	6		X			
	Universal Joints	15			X		
After first 36 Months or 36,000 Miles, whichever occurs first	*Transmission Fluid	17	X				
	*Automatic Transmission Filter	18	X				
	*Automatic Transmission Bands	18					X
	Rear Axle Lubricant	7	X				
	**Universal Joints	15				X	

*And every 12 months or 12,000 miles thereafter
**Police, Taxi

CAPACITIES

	U. S. Measure	Imperial Measure
Crankcase		
All models	4 qts.	3-1/4 qts.
Add 1 quart (3/4 Imp. quart) when filter is replaced		
Cooling System		
Chrysler (383 Cu. In. Engine—2 or 4 BBL)	14-1/2 qts.	12 qts.
(383 Cu. In. Engine—2BBL. W/Air Conditioning)	15 qts.	12-1/2 qts.
(383 Cu. In. Engine—2BBL W/Maximum Cooling)	16 qts.	13-1/4 qts.
(383 Cu. In. Engine—4 BBL W/Air Conditioning)	16 qts.	13-1/4 qts.
(440 Cu. In. Engine)	15-1/2 qts.	13 qts.
(440 Cu. In. Engine W/Air Conditioning)	17 qts.	14-1/4 qts.
(440 Cu. In. Engine W/Maximum Cooling)	18 qts.	15 qts.
Imperial	17-1/2 qts.	14-1/2 qts.
NOTE: Add 1-1/2 qts. (1-1/4 Imperial qts.) for models equipped with rear seat heater.		
Rear Axle		
8-3/4" Axle	4.4 pts.	3-1/2 pts.
Transmission (TorqueFlite)		
383 2 BBL. and 440 Cu. In. Engines	19 pts.	15-3/4 pts.
383 Cu. In. Engine (4 BBL.)	16.3 pts.	13-1/2 pts.
Imperial models with Trailer Tow Package	20.2 pts.	16-3/4 pts.
Transmission (Manual)		
3-Speed	5 pts.	4-1/2 pts.
Fuel Tank		
All models (except Station Wagon)	24 gals.	20 gals.
Station Wagon	23 gals.	19-1/4 gals.

The ball joints should be inspected every six months, or whenever vehicle is serviced for other reasons, for damage to the seals which can result in loss or contamination of lubricant. Clean accumulated dirt and lubricant from outside surfaces of seals to permit thorough inspection. Replace damaged seals or joints immediately to prevent contamination of lubricant or damage to parts. Lubricate ball joints, if necessary.

SOME BALL JOINTS ARE DESIGNED TO OPERATE WITH SOME FREE PLAY. REPLACEMENT SHOULD BE MADE ONLY WHEN FREE PLAY EXCEEDS THE SPECIFICATIONS SHOWN IN **"FRONT SUSPENSION", Group 2.**

Relubrication is required every 36 months or 36,000 miles, whichever occurs first.

When lubricating control arm ball joints, use only the special long-life chassis greases such as Multi-

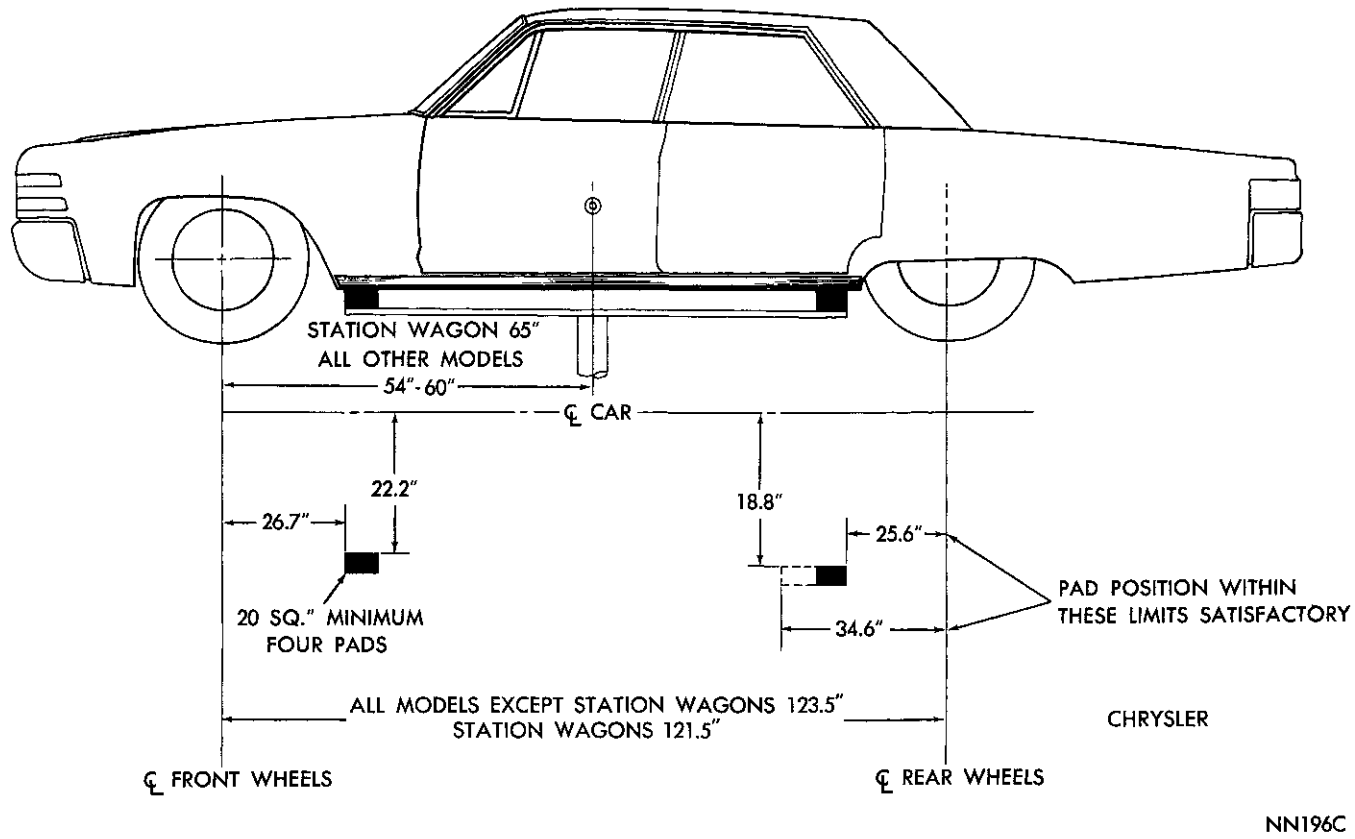


Fig. 2—Support Locations—Frame Contact Hoist (Chrysler Models)

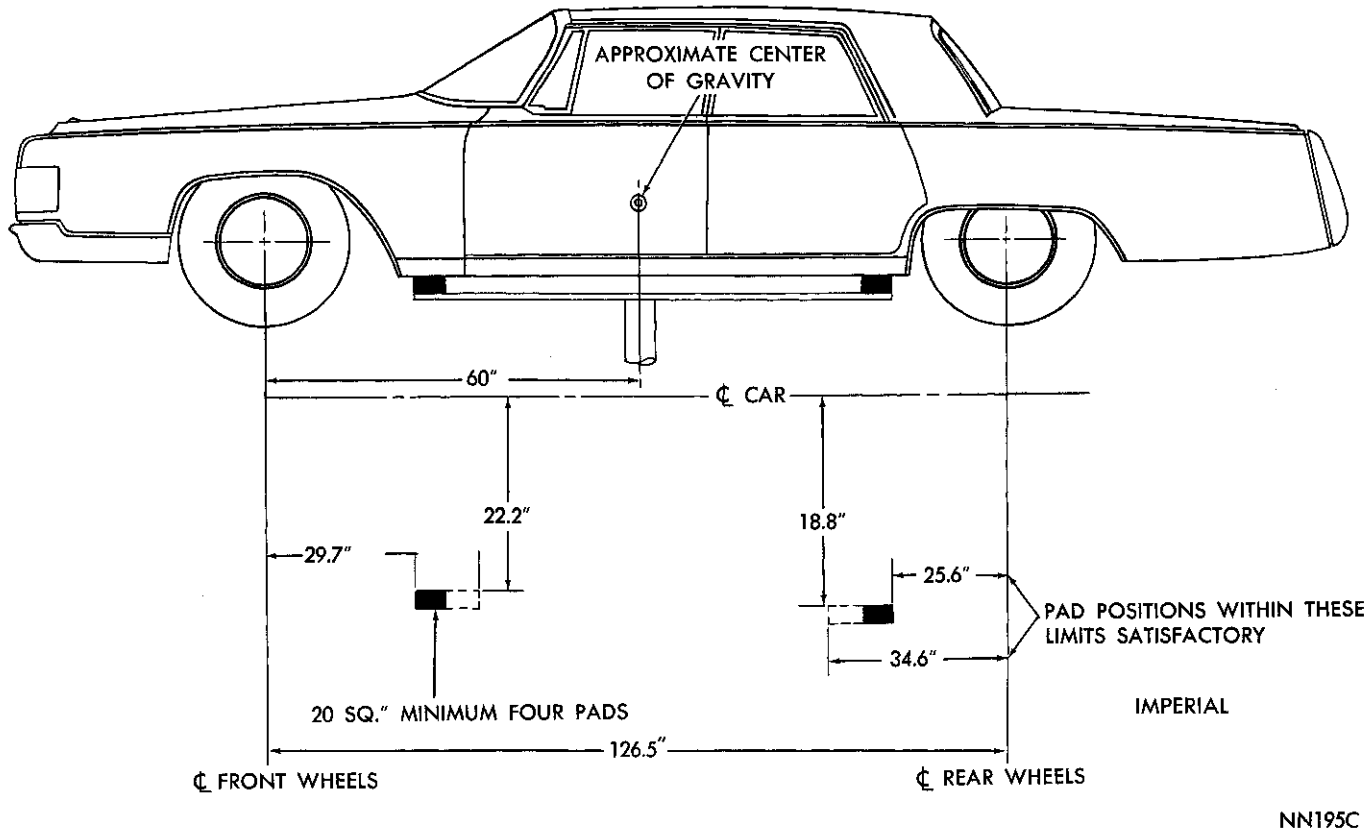


Fig. 3—Support Locations—Frame Contact Hoist (Imperial Models)

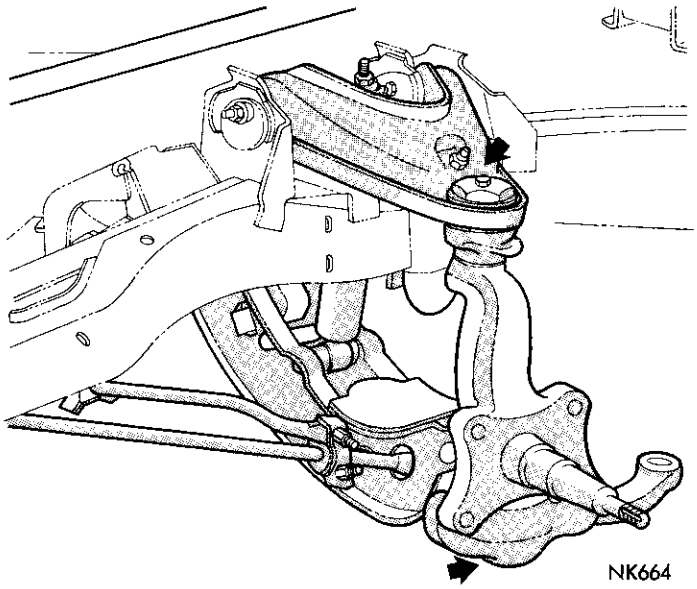


Fig. 4—Upper and Lower Ball Joints (Chrysler Models)

Mileage Lubricant, Part Number 2525035 or equivalent. Remove threaded plug from each ball joint and **temporarily** install lubrication fittings. Inject lubricant until it flows freely from seal bleed area at base of seal. Stop when seal begins to balloon. Remove fittings and reinstall threaded plugs.

CAUTION: If high pressure lubrication equipment is used, stop filling when lubricant begins to flow freely from bleed area at base or at top of seal, or if seal begins to balloon.

Steering Linkage Ball Joints

The four tie rod end ball joints and the steering gear arm ball joint (Figs. 6 and 7) are semi-permanently lubricated with a special lubricant at the factory.

The ball joints should be inspected every six

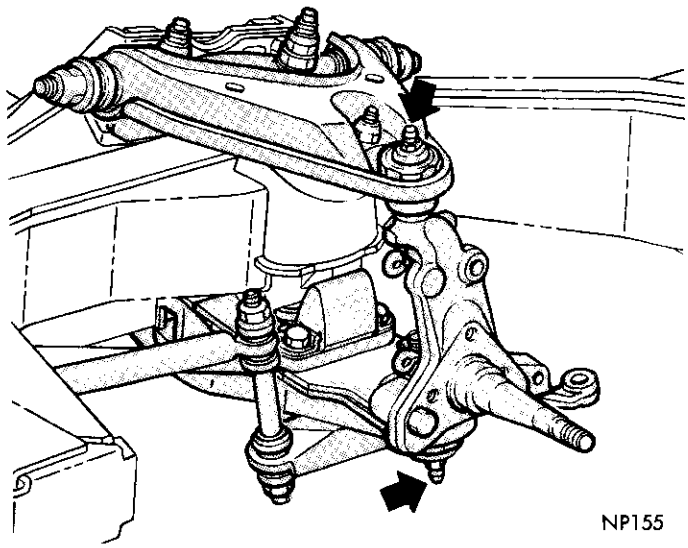


Fig. 5—Upper and Lower Ball Joints (Imperial Models)

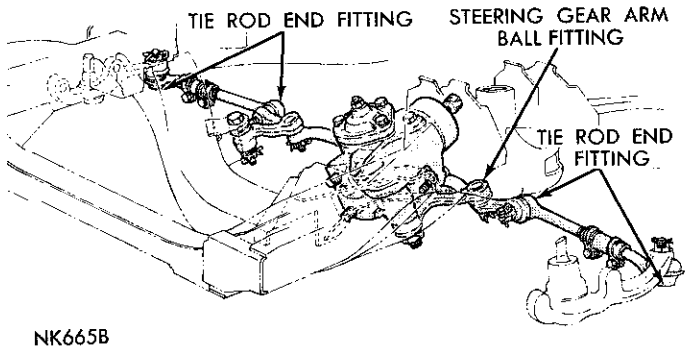


Fig. 6—Steering Linkage (Chrysler Models)

months, or whenever vehicle is serviced for other reasons, for damage to seals which can result in loss of lubricant. Clean accumulated dirt and lubricant from outside surfaces of seals to permit thorough inspection.

Replace damaged seals or joints immediately to prevent contamination of lubricant or failure of parts. Lubricate ball joints, if necessary.

Relubrication of tie rod ball joints is required every 36 months or 36,000 miles, whichever occurs first.

When lubricating steering linkage ball joints, use only the special long-life chassis greases such as Multi-Mileage Lubricant, Part Number 2525035 or equivalent. Remove threaded plug from each ball joint and **temporarily** install lubrication fittings. Inject lubricant until it flows freely from seal bleed area at top or base of seal. Stop when seal begins to balloon. Remove fittings and reinstall threaded plugs.

CAUTION: High pressure lubrication equipment may be used if time is allowed for grease to bleed from seal base.

REAR AXLE

Standard and Sure-Grip

The lubricant installed in the rear axle at time of assembly is a high quality product and regularly scheduled changes of the lubricant are not recommended in vehicles where operation is classified as normal passenger car service.

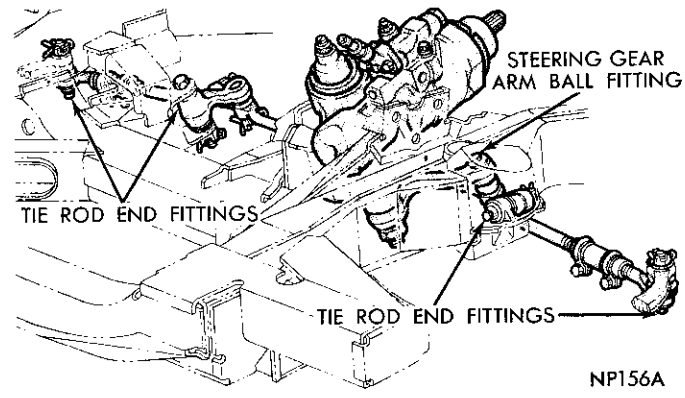


Fig. 7—Steering Linkage (Imperial Models)

The only exceptions, however, would be where the lubricant has become contaminated with water, or to provide the correct viscosity grade for the anticipated temperature range, as indicated by the accompanying table.

The factory fill lubricant is satisfactory to —30°F. ambients.

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

When necessary to change rear axle lubricant, remove old lubricant with a suction gun (Fig. 8).

Every six months check the fluid level in the axle through the filler plug hole. When checking the level, be sure the vehicle is in a level position on an axle or drive-on type hoist, and the fluid level is as specified below.

The filler plug is located in the right side of the differential housing (Fig. 8). The level should be maintained at bottom of filler plug hole.

Type of Lubricant

Chrysler Corporation recommends that Multi-Purpose Gear Lubricant as defined by MIL-L-2105B (API GL-5) should be used in all Chrysler and Imperial rear axles with conventional or Sure-Grip differentials; Chrysler Hypoid Lubricant (Part Number 2933565) or equivalent, is an oil of this type and is recommended.

Trailer Towing Service

For vehicles equipped for trailer towing service, the axle fluid level should be checked every 3 months or 4,000 miles, whichever occurs first. The lubricant should be drained and axle refilled with the specified lubricant, every 36,000 miles.

If the axle is submerged in water, such as on a boat launching ramp where water can enter the axle vent, and contamination is suspected or evident, replace the lubricant immediately to avoid early axle failure.

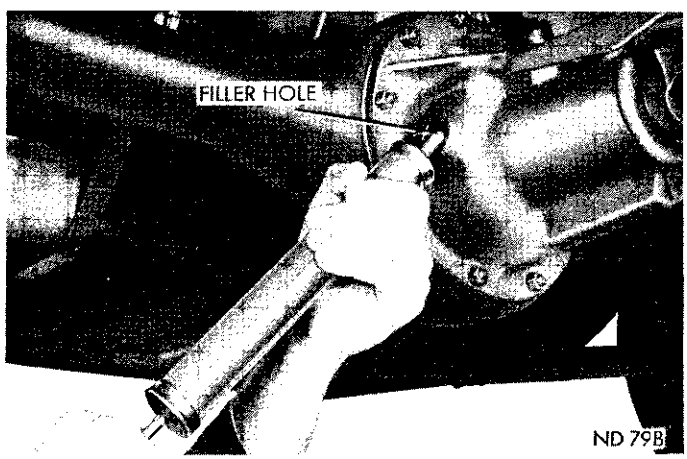


Fig. 8—Removing Rear Axle Lubricant

BRAKES

The brakes on all models equipped with drum brakes, except heavy duty, are equipped with a self-adjusting mechanism which makes it unnecessary to perform major brake adjustments.

Inspect brake linings for wear every 12 months or 12,000 miles, whichever occurs first. Replace linings if necessary. At this time, lubricate contact areas of brake shoe supports, on models with drum brakes, with a thin film of high-temperature lubricant such as Chrysler Support Plate Lubricant available under Part Number 2932524 or equivalent.

To perform this service, first remove the brake shoes. Next, clean the contact surfaces on the shoes and supports by sanding lightly with fine sandpaper. Then, carefully apply lubricant.

On models equipped with disc brakes, inspect the discs, calipers and linings every 12 months or 12,000 miles, whichever occurs first, as outlined under "Brakes," Group 5.

HYDRAULIC BRAKE SYSTEM

Every 6 months the fluid level in the master cylinder should be checked (Fig. 9). **Before removing the master cylinder cover wipe it clean to prevent dirt and other foreign matter from dropping into the master cylinder.**

If necessary, add fluid to bring level to within 1/4 inch of the top of the reservoir. **With disc brakes the fluid level can be expected to fall as the brake pads wear. No noticeable drop in level should occur in a car equipped with drum brakes. Low fluid level may have been caused by a leak and a checkup may be needed.**

Only brake fluid conforming to SAE J1703 (7OR3 type) should be used. Chrysler Parts Brake Fluid or equivalent, is recommended to provide best brake performance. **Use of a brake fluid that may have a lower initial boiling point, such as fluid identified as 7OR1 or unidentified as to specification, may result in sudden brake failure during hard prolonged braking.**

Brake Hoses

Inspect brake hoses for cracking abrasion, cuts or tears in the outer covering. Examine all connections for fluid leakage. Correct leakage and replace hose where cover damage exposes the fabric braid.

PARKING BRAKE MECHANISM

All models use a foot-operated lever (Fig. 10). Pivot points indicated should be lubricated, as required, to maintain ease of operation. Apply a film of smooth, white body hardware lubricant conforming to NLGI

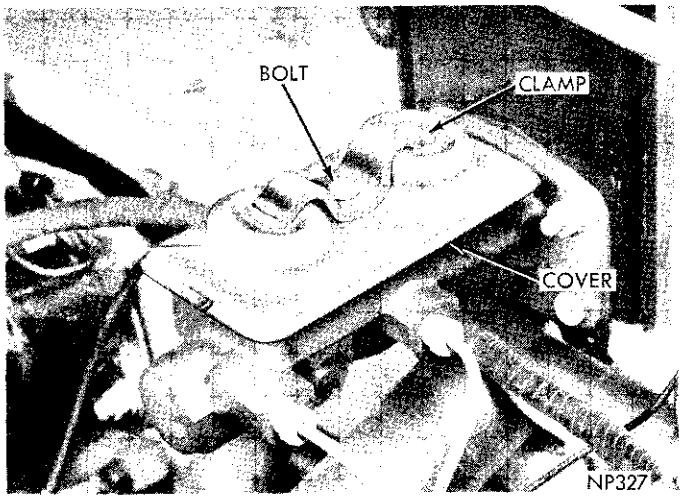


Fig. 9—Brake Master Cylinder

grade 1. Chrysler Parts Lubriplate, Part Number 1064768 or equivalent, is recommended for this purpose.

When the foot pedal can be depressed more than four and one half inches, the brake cable should be adjusted. For adjusting procedure, refer to "Parking Brakes," Group 5.

CLUTCH LINKAGE

Clutch Torque Shaft Bearings

Inspect clutch torque shaft bearings (Fig. 11) for wear and relubricate every 36 months or 36,000 miles, whichever occurs first. To perform this service, refer to "Clutch," Group 6. After removing torque shaft assembly, disassemble and thoroughly clean all parts in a suitable solvent and inspect for wear. Damaged bearings and/or ball studs should be replaced.

When reassembling shaft, coat inside surfaces at ends of shaft, inside and outside surfaces of bearings and ball studs with Multi-Mileage Lubricant, Part Number 2525035, or equivalent.

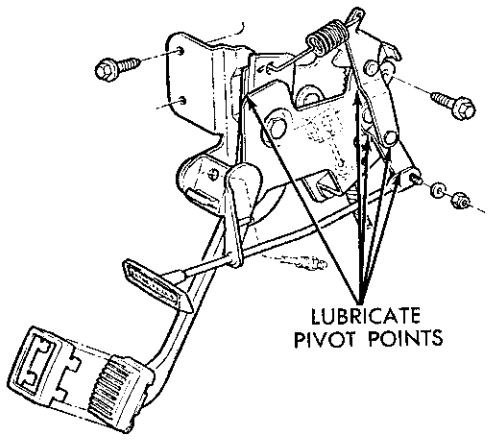


Fig. 10—Foot Operated Parking Brake (Chrysler Models)

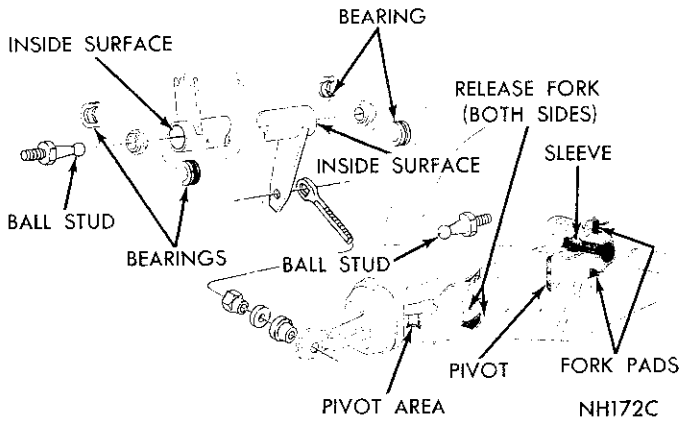


Fig. 11—Clutch Torque Shaft Bearings and Linkage

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

Whenever effort required to depress the clutch pedal becomes excessive, or when servicing clutch torque shaft bearings, lubricate drive lugs, sleeve, fork and pivot (Fig. 11). To gain access to this area, first remove inspection plate at bottom of clutch housing.

CAUTION: Care must be taken to avoid getting lubricant on clutch disc and/or pressure plate.

Fill cavity in sleeve with Multi-Mileage Lubricant, Part Number 2525035, or equivalent. Apply a film of same lubricant to clutch drive lugs, clutch release fork pads on sleeve, contact areas of fork fingers, pivot contact area of fork and fork pivot (Fig. 11).

COOLING SYSTEM

The cooling system of all cars is protected against corrosion and freezing as they leave the factory. A permanent type anti-freeze is added to provide protection to —20°F. Higher percentages of anti-freeze must be added where temperatures below—20°F. are anticipated.

Vehicles equipped with 383 cubic inch engines with 2 barrel carburetors and 440 cubic inch standard engines are equipped with 195 degree thermostats. All other engines are equipped with 190 degree thermostats and only permanent type anti-freeze should be used. Alcohol base anti-freeze products should not be used because of there low boiling point.

Inspect coolant level every two months and refill as necessary. Once a year, preferably in the fall, the cooling system should be drained and refilled. This draining and refilling procedure, however, need not be performed until the fall following the vehicle's first full year of operation. Drain cooling system by removing drain plugs in sides of cylinder block and open drain cock in lower radiator tank.

On models equipped with rear seat heater, drain heater by removing hose clamps at rear on underbody

panel and disconnect hoses at heater connections. **Discard old solutions.**

Flush the system thoroughly with water. If there is an indication that the system contains a considerable amount of sediment, use a reliable cooling system cleaner to loosen the sediment. Rinse thoroughly to remove deposits.

At this time, check water pump belt tension and check hose connections for tightness.

In areas where protection from freezing is required, refill cooling system with clean, soft water and a suitable high quality, permanent type anti-freeze, in sufficient quantity to provide full protection for the lowest anticipated temperature, but never less than 40 percent of the cooling system capacity to ensure adequate protection against corrosion. If it becomes necessary to add coolant during the cold weather season, be sure the system contains sufficient anti-freeze to provide protection at least to —20 degrees F. A suitable high quality permanent type anti-freeze available under Part Number 2932531 or equivalent, should be used.

When vehicle is operated in areas where protection from freezing is not required, and vehicle is not equipped with **air conditioning,** refill cooling system with clean, soft water and add a high quality corrosion inhibitor, such as Chrysler Rust Resistor, Part Number 2421778 or equivalent. This need not be done until the first yearly service.

If the vehicle is equipped with **air conditioning,** the cooling system must contain anti-freeze all year round. This is necessary because in the reheat-cycle used on all vehicles, cold, refrigerated air passes through the heater core. Anti-freeze is necessary to prevent coolant in the heater core from freezing in hot weather when the air conditioner is being used. For complete information, refer to "Air Conditioning," Group 24.

ALTERNATOR

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

BATTERY

Every two months, or more often in hot weather and on long trips, check fluid level of cells. Restore level of 3/8 inch above plates, using only water of a known low mineral content. **Do not overfill.**

Check specific gravity, using a reliable hydrometer, every 12 months or 12,000 miles, whichever occurs first, or more often if there is excessive use of water. Clean battery posts and cable terminals and tighten terminals. Coat connections with light mineral grease or petrolatum.

Refer to "Electrical," Group 8, for complete servicing.

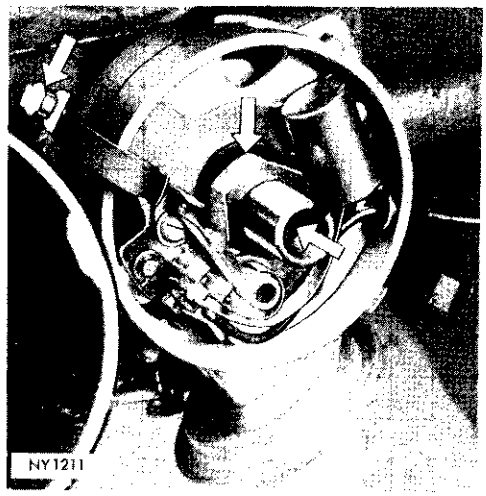


Fig. 12—Distributor Lubrication

DISTRIBUTOR

Two types of distributors are used. One type (Fig. 12), is provided with an oil cup. Every six months apply 3 to 5 drops of light engine oil in the cup.

Distributors without the oil cup have permanent lubrication and no periodic lubrication is required.

Whenever breaker contacts are serviced, lubricate cam surfaces. Wipe old lubricant from cam and rubbing block (Fig. 12) and apply a thin film of Cam Lubricant, Part Number 1473595, or equivalent. At this time, apply 1 drop of light engine oil to felt wick under rotor.

CAUTION: Avoid over-oiling and applying an excessive amount of cam lubricant to prevent lubricants from spreading to breaker contacts.

HEADLIGHTS

To assure correct adjustment of headlight aiming, it is recommended that the headlights be checked and, if necessary, re-aimed properly every six months.

Changes in front and rear suspension, such as front suspension height and/or deflection of rear springs due to heavy loading, will change the headlight beam pattern and may cause unsafe nighttime driving conditions.

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

WINDSHIELD WIPER BLADES

Long exposure to heat and road splash tend to harden 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 release on top of blade bridge and slide out rubber blade. Slide new rubber blade refill into bridge and lock it in place. Refer to Parts List for correct rubber blade refill.

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 ambient temperature range.

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

Oils used in our engines, labeled "For Service MS", should equal or exceed the Engine Oil Performance Rating Sequence Tests for varnish, sludge and rusting, when tested according to the methods established by the car manufacturer.

All Season Supreme and Supreme Motor Oils or there equivalent, available through the Parts Division, meet these requirements.

Oil Viscosity Recommendations

Multigrades

SAE 20W-40 SAE 10W-40 or SAE 10W-30	Where temperatures are consistently above +32°F.
SAE 10W-30 or SAE 10W-40	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-30 or 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.

IMPORTANT: If the vehicle is to be used for maximum performance service (very high speeds or very rapid acceleration), the engine requires heavier than normal lubricating oil. This is due to the high speeds, loads, and temperature of moving parts developed in these engines during this type of operation.

FOR BEST PROTECTION OF THE ENGINE UNDER THESE CONDITIONS, THE HEAVIEST ENGINE OIL OF MS QUALITY SHOULD BE USED THAT WILL PERMIT SATISFACTORY COLD STARTING. SAE 30 AND 40 ARE RECOMMENDED. MULTI-VISCOSITY OILS SAE 20W-40 and 20W-50 MAY ALSO BE USED.

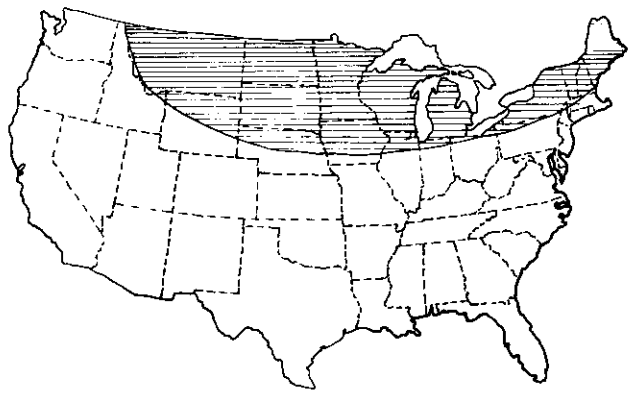


Fig. 13—Shaded Area Covers Region Where Minimum Temperatures May Be Consistently Below 10° During Some Winter Months

When outside temperatures are consistenly below 32°F, SAE 10W-30 or SAE 10W-40 are recommended for ease in cold starting. However, even in cold weather, these grades should not be used if the vehicle is driven in competition or other forms of maximum operation.

MATERIALS ADDED TO ENGINE OILS

It is not necessary to add any other products to engine oils for most types of driving when MS quality oils are used.

In some instances, such as infrequent operation or short trips only, and during break-in after a major overhaul, addition of special materials containing anti-rust and anti-scuff additives is beneficial. A suitable product Engine Oil Supplement, Part Number 1879406 or equivalent, is available for this purpose.

FREQUENCY OF ENGINE OIL CHANGES

The by-products of combustion, such as unburned fuel, condensation and carbon deposits, in addition to dust and other abrasive materials, tend to contaminate engine oil. If permitted to remain in the crankcase for too great a period of time, the contaminants reduce the lubricating qualities of the oil causing excessive wear which can materially affect the operating efficiency of the engine.

To provide maximum protection to engine parts, it is recommended under normal operating conditions, that engine oil be drained and replenished with new oil of the proper viscosity and API classification, every three (3) months or 4,000 miles, whichever occurs first.

When draining the old oil, it is recommended that the engine be at normal operating temperature, as the warmed oil will drain more readily and carry with it such foreign matter which might otherwise cling to

the sides of the crankcase and the various moving parts.

A greater degree of contamination of the engine oil takes place when the vehicle is operated under adverse conditions, such as frequent driving in dusty areas, short trips, stop-and-go driving and where long periods of idling are experienced. For oil change frequencies under these operating conditions, refer to the recommendations in the paragraphs under Severe Operating Conditions and Taxi and Police Operation.

During Break-In

Cars should be driven moderately during the first 300 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 occurs 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.**

Oil level should be checked during each stop for gasoline. Oil should be added only when level on oil level indicator **is at or below** "ADD OIL" mark.

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 be interpreted as an indication of difficulty.

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 Operation

Severe service such as taxi and city police driving, which is principally short trip operation, including frequent and prolonged idling, requires oil changes more frequently on a regular schedule. For this type of service, it is recommended that engine oil be changed and the crankcase ventilation system serviced every two months, not to exceed 2,000 miles. Replace filter every second oil change.

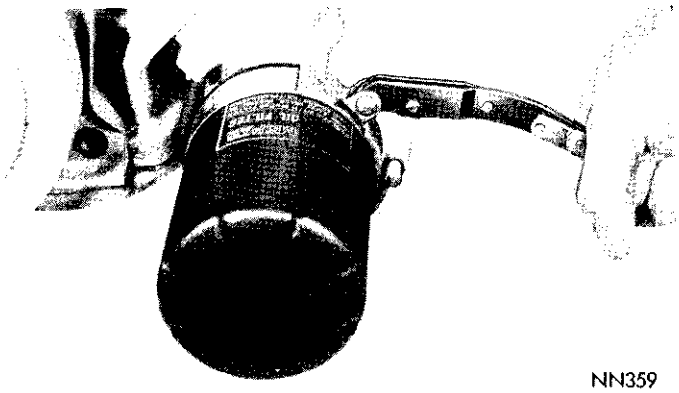


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Fig. 14—Removing Engine Oil Filter

ENGINE OIL FILTER

All engines are equipped with full-flow, throw-away oil filters (Fig. 14) to provide efficient filtering of engine oil for maximum engine protection.

The filter should be replaced every second oil change. Since filters vary widely in quality, it is recommended that a Chrysler Corporation Engine Oil Filter, or equivalent, be used for replacement to assure efficient service.

CRANKCASE VENTILATION SYSTEM

All models are equipped with a closed crankcase ventilating system (Figs. 15 and 16). This system consists of a crankcase ventilator valve mounted on the cylinder head cover, and a carburetor with a hose from its base connected to the ventilator valve.

A closed crankcase inlet air cleaner with a hose connecting it to the carburetor air cleaner housing provides the air inlet for the system.

The crankcase inlet air cleaner is also provided

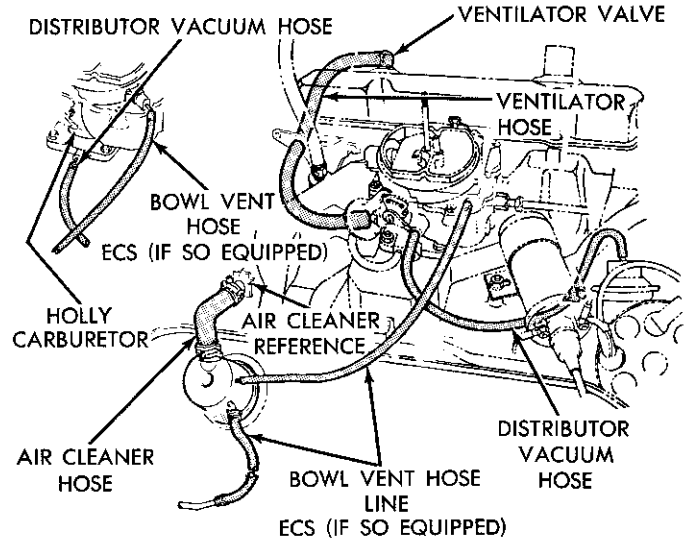

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Fig. 15—Crankcase Ventilation System (383 Cu. In. Engine with 2 Barrel Carburetor)

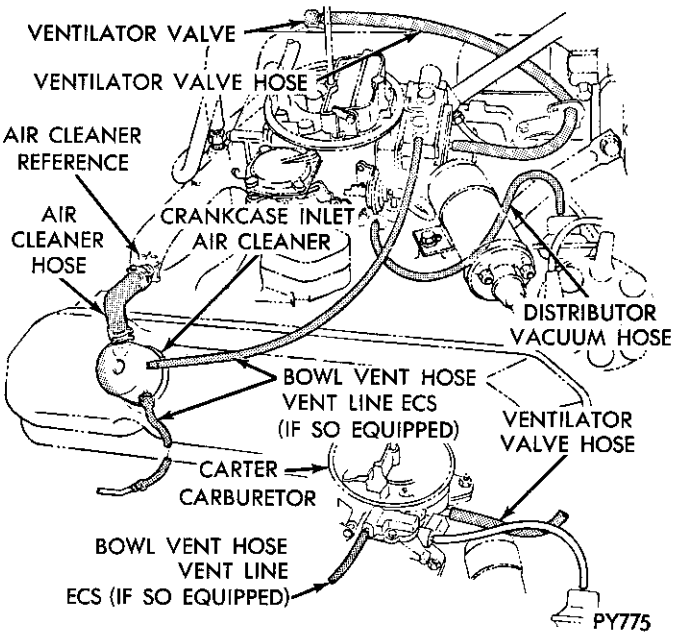

Fig. 16—Crankcase Ventilation System (383 and 440 Cu. In. Engines)

with inlet fittings for a bowl vent hose and vent line hose, where **evaporative control system** (ECS) is required.

VENTILATION SYSTEM OPERATION

The ventilating system operates by manfold vacuum. Air is drawn from the carburetor air cleaner through the air cleaner hose and crankcase inlet air cleaner into the crankcase, (where ECS systems are used the fuel tank and float bowl vapors are also drawn into the crankcase through the crankcase inlet air cleaner), circulated through the engine and drawn out through the ventilator valve, pass through the ventilator valve hose and passage in the carburetor throttle body, into the combustion chamber, are burned and expelled with the exhaust gases.

Servicing Frequencies

Proper maintenance of the crankcase ventilation system is required to keep the system clean and maintain good engine performance and durability. Periodic servicing is required to remove combustion products from the ventilator valve, hoses, carburetor passages and crankcase inlet air cleaner.

Every **six months** the system must be tested for proper operation and cleaned if necessary. This includes inspecting the operation of the valve, checking the hoses and carburetor passages for deposits and cleaning the crankcase inlet air cleaner and carburetor air cleaner.

The crankcase ventilator valve must be replaced with a new one **every year.** The carburetor air cleaner filter element must be replaced **every year** on High Performance Vehicles equipped with "Fresh Air Induction System", and **every 2 years** for vehicles equipped with standard air cleaner.

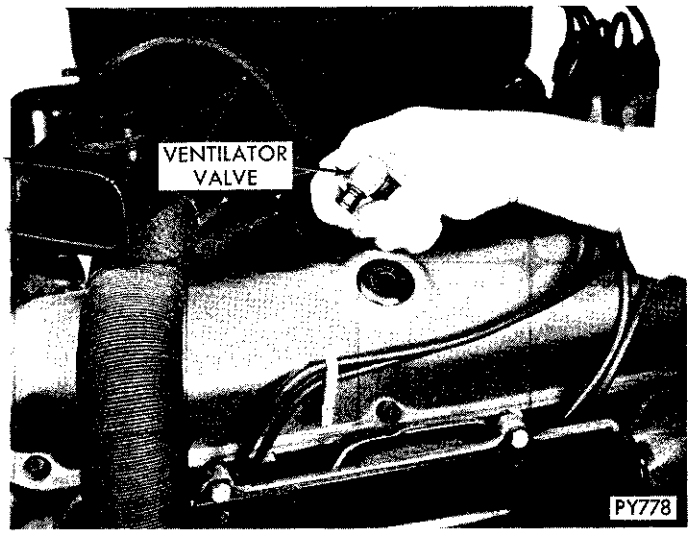

Fig. 17—Checking Vacuum at Ventilator Valve Inlet

If the car is used extensively for short trips with frequent idling, the ventilation system may require servicing more frequently.

Inspection and Service Procedure:

a. With engine idling—

1. Remove ventilator valve from rocker cover. If the valve is not plugged, a hissing noise will 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. 17).
2. Reinstall the ventilator valve, then remove the crankcase inlet air cleaner. Loosely hold a piece of stiff paper, such as parts tag, over the opening in the rocker cover (Fig. 18).

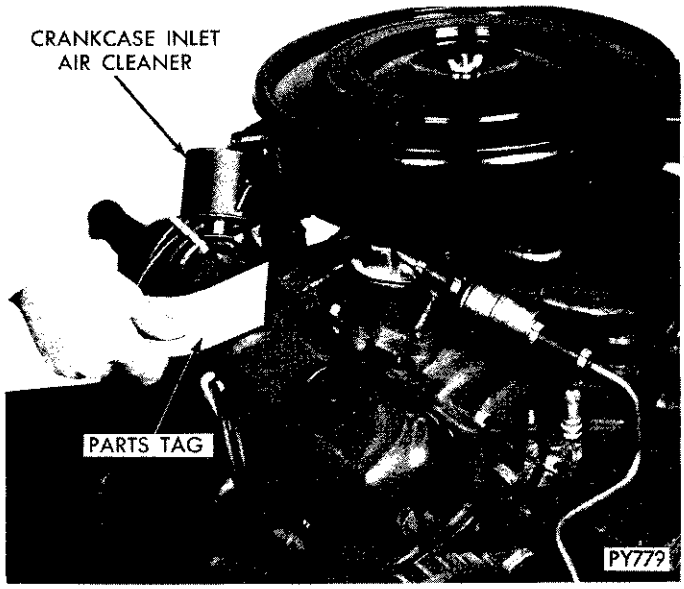

Fig. 18—Checking Vacuum at Crankcase Inlet Air Cleaner Opening

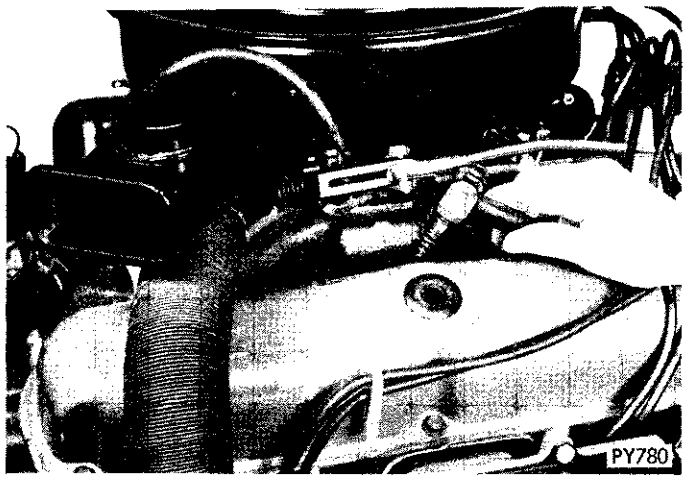

Fig. 19—Shaking Ventilator Valve

After allowing about a minute for the crankcase pressure to reduce, the paper should be sucked against the opening in the rocker cover with a noticeable force.

b. With engine stopped—
   1. Remove ventilator valve from rocker cover and shake (Fig. 19).
      A clicking noise should be heard to indicate that the valve is free.

c. If the ventilation system meets the tests in (a) and (b) above, no further service is required; if not, the ventilation valve should be replaced and the system rechecked. DO NOT ATTEMPT TO CLEAN THE VENTILATOR VALVE!

Use the valve identified by a black end washer (Part No. 2951243 or 2951891) or equivalent.

d. With a new ventilator valve installed, if the paper is not sucked against the crankcase inlet air cleaner opening in the rocker cover with noticeable force, it will be necessary to clean the ventilator hose, vent tube and passage in the lower part of the carburetor.

Carburetor Vent Tube

Remove Carburetor. Dip lower end of carburetor in carburetor cleaner, part number 2933500 or equivalent. Hand turn a 1/4 inch drill through vent tube passage to dislodge solid particles, then blow clean. **IMPORTANT: make sure drill size used will not remove any metal. Use smaller size if necessary. It is not necessary to disassemble carburetor for this service.**

Crankcase Inlet Air Cleaner

Disconnect the hoses from the crankcase inlet air cleaner. Inspect the hose from the crankcase inlet air cleaner to the carburetor inlet air cleaner and clean if necessary. Remove the crankcase inlet air cleaner and wash it thoroughly in kerosene, or similar solvent. Lubricate or wet the filter, by inverting the crankcase inlet air cleaner and filling with SAE-30 engine oil. Position the air cleaner to allow excess oil to drain thoroughly through the vent nipple located on the top of the air cleaner.

Hoses

Clean hoses by immersing in Carburetor Cleaner, Part Number 2933500, or equivalent, followed by drying with compressed air. **Hoses should not remain in solvent more than one-half hour.**

ENGINE PERFORMANCE DIAGNOSIS

The following services should be performed every 12,000 miles or 12 months to provide best vehicle operation and lowest emissions of hydrocarbons and carbon monoxide.

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—CABLES—Check all secondary distributor cables for cleanliness and proper connections. Replace all cracked, damaged, or faulty cables. See "Ignition System" Group 8—Electrical for tests.

3—DISTRIBUTOR—Inspect distributor cap and rotor, for carbon tracking and abnormal wear. Check condenser, and points for abnormal pitting, blueing, or misalignment, and adjust, if serviceable, or replace. Lubricate cam and wick. See "Ignition System" Group 8—Electrical for tests and adjustments.

4—AIR CLEANER—Clean and/or replace if necessary. See "Carburetor Air Cleaners."

5—CRANKCASE VENT VALVE—Replace. Check function of the entire crankcase ventilating system. See page 11.

6—IGNITION TIMING—Check timing and set as required. See decal located in engine compartment or "Ignition System" Group 8—Electrical.

7—IDLE RPM—Check after carburetor or ignition timing service. See decal located in engine compartment or "Fuel System" Group 14.

8—MANIFOLD HEAT CONTROL VALVE—Clean pivot areas as necessary.

9—BATTERY—Check specific gravity, clean and tighten terminals; apply grease to posts and terminals after tightening.

10—VALVE LASH—(198, 225, and 426 cu. in. engines): If engine continues to be noisy and/or the idle rough after the above services have been performed, adjust the valve lash to specifications. See "Engine" Group 9 for lash specifications. Idle adjustments of the carburetor should be rechecked after setting lash.

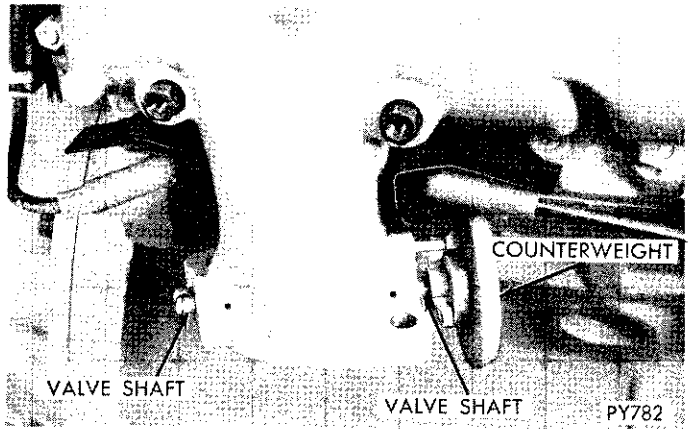

Fig. 20—Manifold Heat Control Valve (383 and 440 Cu. In. Engines)

MANIFOLD HEAT CONTROL VALVE

Freedom of movement of the heat control valve, by removing lead deposits from the valve shaft bearings, is assured by application of suitable solvent. Such a solvent is available under Part Number 2525054, Manifold Heat Control Valve Solvent, or equivalent.

Every engine oil change, apply solvent to both ends of valve shaft where it rotates in bushings (Fig. 20). **Apply solvent only when manifold is COOL.** Allow solvent to soak a few minutes, then work valve shaft back and forth until it moves freely.

CARBURETOR AIR CLEANER

The paper filter element (Fig. 21) in the air cleaner should be inspected and cleaned every six months and replaced every two years. Use a Chrysler Corporation filter element, or equivalent, for replacement.

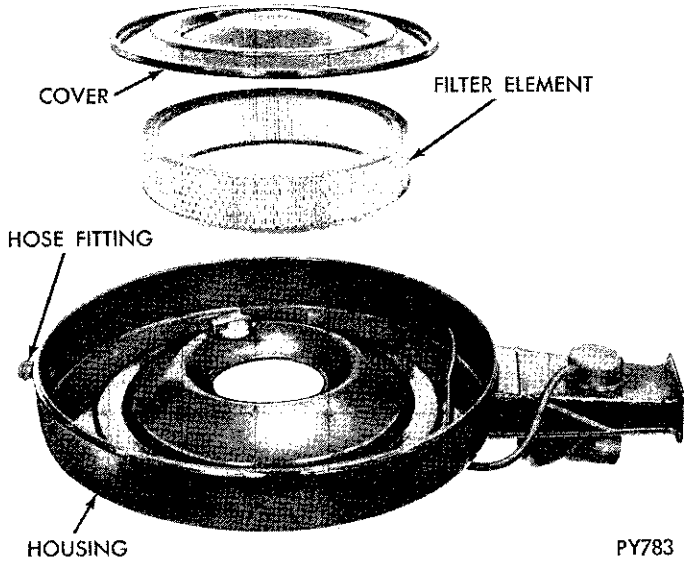

Fig. 21—Carburetor Air Cleaner

Disconnect the air cleaner hose at the air cleaner. Remove cleaner from carburetor and remove filter element from cleaner.

Examine filter element. If the filter element is saturated with oil for more than one-half its circumference, replace the element and check the rest of the crankcase ventilating system for proper functioning.

To clean the element, use compressed air by holding air nozzle at least two inches from inside screen (Fig. 22). **CAUTION: Do not use compressed air on outside surface of element as this will embed foreign matter in the element paper.**

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

At this time, also, service the Carburetor Choke Valve Shaft and Fast Idle Cam as outlined.

Reassemble cleaner and install on carburetor.

CARBURETOR CHOKE VALVE SHAFT

Every six months, apply Carburetor Cleaner, Part Number 2933500, or equivalent, to both ends of choke shaft where it passes through the air horn (Fig. 23). At same time, move choke shaft back and forth until deposits are flushed out. Run engine at idle to clean out excess cleaner from carburetor and intake manifold.

Also, apply same type of cleaner to fast idle cam and pivot pin to remove dirt, oil and any other deposits that may have collected and cause sticking or erratic motion.

This service will assure freedom of movement of the choke mechanism.

FUEL FILTER

The fuel filter (Fig. 24) is of the disposable type. Under normal operating conditions, filter should be

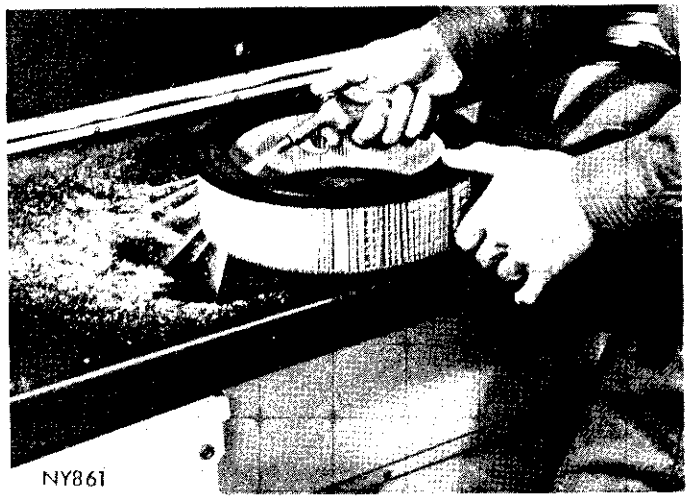

Fig. 22—Cleaning Filter Element

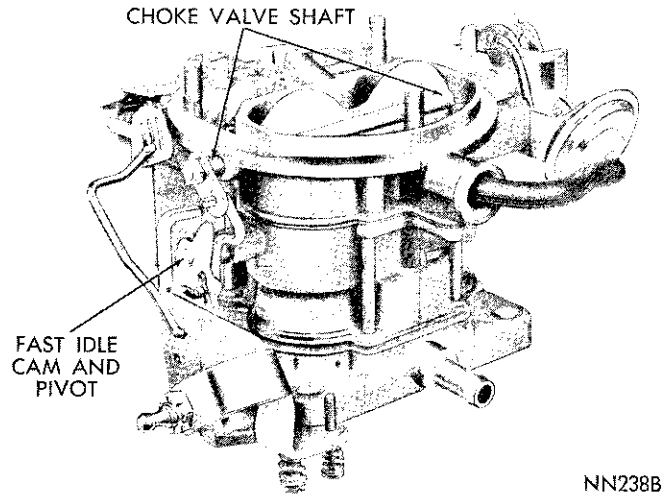

Fig. 23—Choke Valve Shaft and Fast Idle Cam

replaced every 24 months or 24,000 miles, whichever occurs first. Should an excessive amount of foreign matter accumulate in fuel tank, filter may require replacing more frequently.

After installing new filter, run engine for several minutes and check for leaks at connections.

PROPELLER SHAFT AND UNIVERSAL JOINTS

Under normal operating conditions, relubrication of the universal joints on Chrysler models is not required.

Universal joints on Imperial models cannot be relubricated and must be replaced when seals are damaged and leakage is evident.

Every six months, however, the front and rear universal joints on **all** models (Figs. 25, 26, 27 and 28) should be inspected for external leakage or damaged seals.

If external leaks or damage is evident, the universal joint should be replaced.

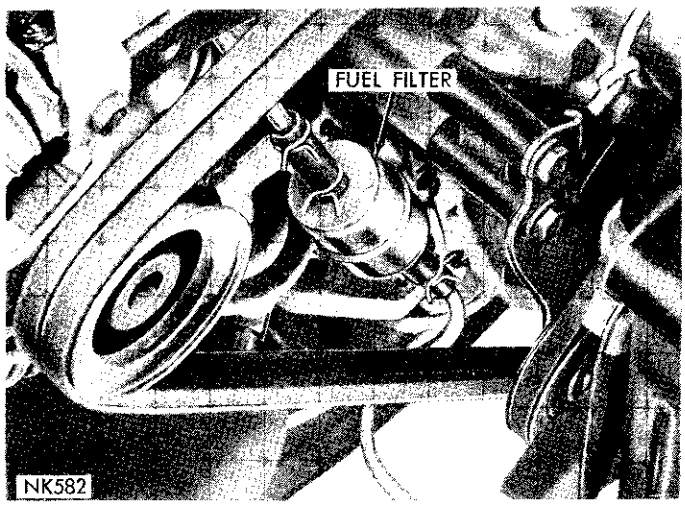

Fig. 24—Fuel Filter

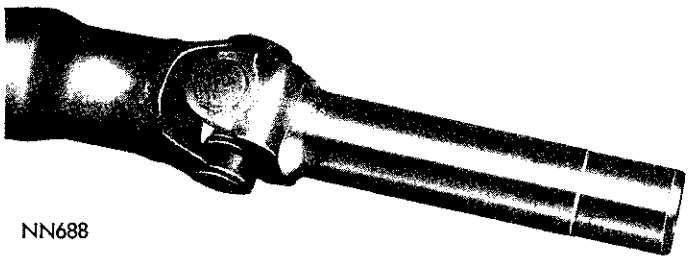

Fig. 25—Front Universal Joint (Chrysler Models)

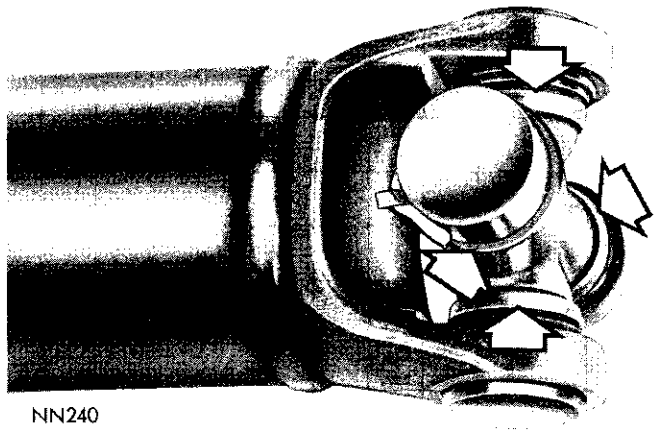

Fig. 26—Rear Universal Joint (Chrysler Models)

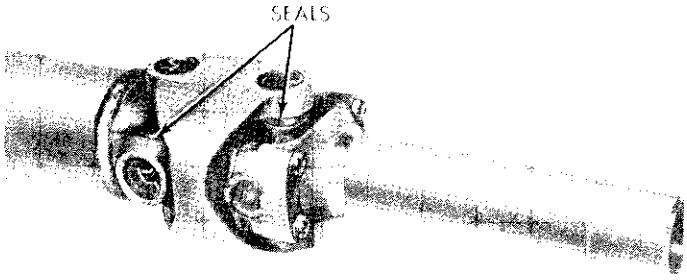

Fig. 27—Front Universal Joint (Imperial Models)

Severe Service Requirements

When the vehicle is operated under the severe conditions as in police and taxi service the universal joints should be disassembled, cleaned, and relubricated every 36,000 miles or 3 years. The units should be disassembled, cleaned, and relubricated with Multipurpose Grease, NLGI Grade 2, E.P., such as Multi-Mileage Lubricant part number 2525035, or equivalent.

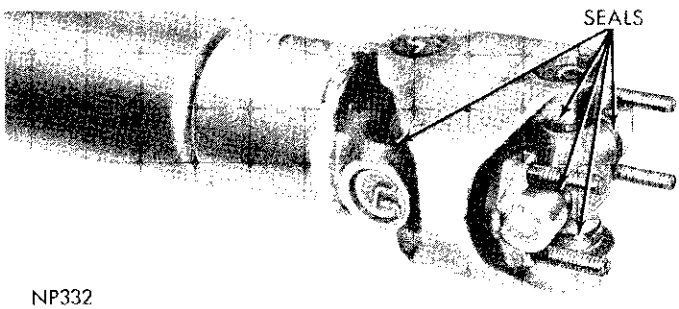

Fig. 28—Rear Universal Joint (Imperial Models)

STEERING GEAR

Manual

The lubricant installed in the steering gear at time of assembly is a high quality product and regularly scheduled changes are not required.

Every six months, remove plug in steering gear housing (Fig. 29) and check lubricant level. Lubricant should cover worm gear.

If lubricant is below prescribed level, replenish with Multi-Purpose Gear Oil SAE 90, as defined by MIL-L-2105B. This is suitable for all temperatures. Special Sure-Grip Lubricant, Part Number 2585318, and Chrysler Hypoid Lubricant, part number 2933565, or there equivalent, are lubricants of this type and are recommended.

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

Power Steering

At every engine crankcase oil change, the power steering fluid level should be checked at the power steering pump reservoir (Fig. 30). When the fluid is checked when **hot**, the fluid level will be approximately 1/2 to 1 inch below the top of the filler neck.

At room temperature (approximately 70°F) the fluid level should be above the joint of the filler neck and reservoir (between 1-1/2 to 2 inches below the top of the filler neck).

If necessary, add fluid to restore these levels.

Units equipped with a dipstick should be filled to the required indicated oil level. Only petroleum fluids specially formulated for minimum effect on the rubber hoses should be used. Power Steering Fluid part number 2084329, or its equivalent, is recommended.

CAUTION: Before removing the reservoir cover, wipe outside of cover and case so that no dirt can fall into the reservoir.

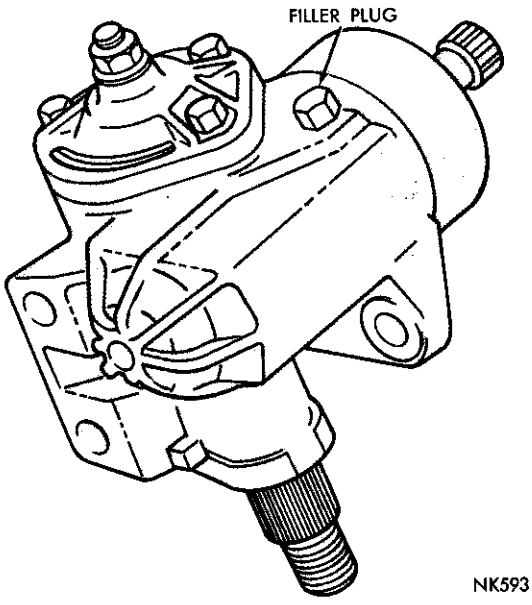

Fig. 29—Manual Steering Gear Filler Plug

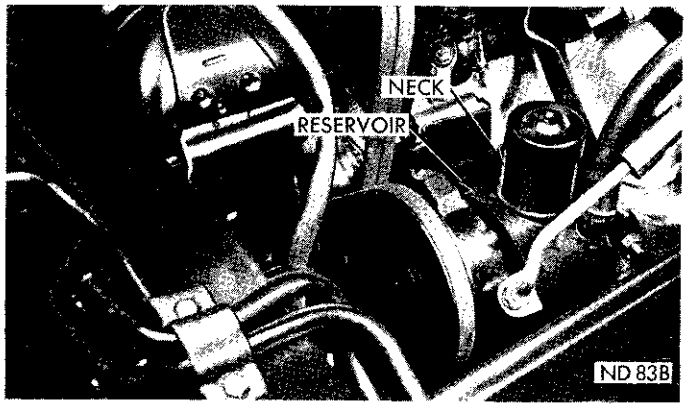

Fig. 30—Power Steering Pump Reservoir

TRANSMISSION (Manual)

Three-Speed

The lubricant installed in the transmission at the time of assembly is a high quality product and regularly scheduled changes are not required for vehicles whose operation is classified as normal service for passenger cars.

The fluid level should be checked every six months. The correct level is at the bottom of the filler plug hole (Fig. 31). Replenish if necessary with automatic transmission fluid. Use only fluids of the type labeled DEXRON Automatic Transmission Fluid or Chrysler Automatic Transmission Fluid AQ-ATF-2848A, available under Part Number 1843314, or there equivalent.

In warm climates, if desired, the Automatic Transmission fluid may be drained and the transmission refilled with Multi-Purpose Gear Lubricant SAE 90, as defined by MIL-L-2105B.

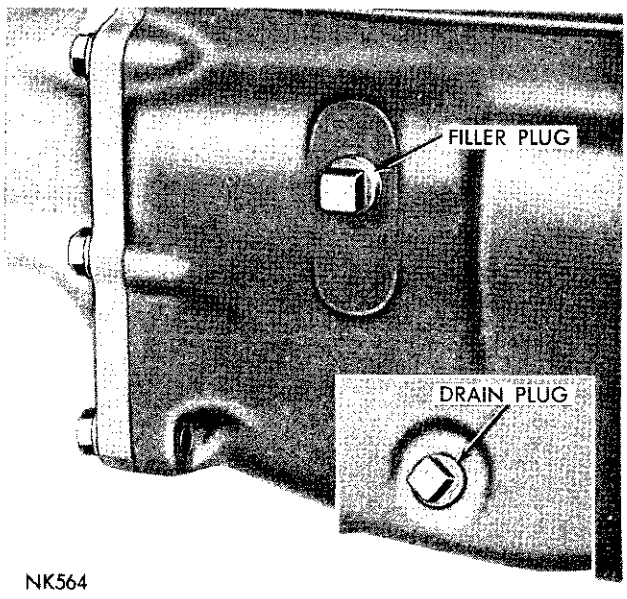

Fig. 31—Transmission Filler and Drain Plug

Trailer Towing and Severe Service

For vehicles equipped for trailer towing service, or if the regular operation of the vehicle is classified as severe, the transmission lubricant level should be checked every 3 months or 4,000 miles, whichever occurs first.

The transmission should be drained and refilled with the specified lubricant, initially after 36 months or 36,000 miles, whichever occurs first, and every 12 months or 12,000 miles, thereafter, whichever occurs first.

Column-Mounted Transmission Gearshift Control

If operation of gearshift controls becomes noisy or shift effort becomes objectionable, lubricate linkage at lower end of steering column (Fig. 32).

Apply a film of Multi-Mileage Lubricant, Part Number 2525035, or equivalent, or Multi-Purpose Grease, NLGI grade 2, to contact surfaces on levers.

TRANSMISSION (Automatic)

Automatic transmissions should be maintained and serviced by an authorized Chrysler Corporation dealer or service center to obtain best performance and long life. It is important that the transmission fluid be maintained at the level prescribed.

Selection of Lubricant

Use only fluids of the type labeled DEXRON Automatic Transmission Fluid or Chrysler Automatic Transmission Fluid AQ-ATF-2848A, or there equivalent.

Special Additives

Chrysler Corporation does not recommend the addition of any fluids to the transmission other than those from the automatic transmission fluids listed above. Exceptions to this policy are the uses of special dyes to aid in detecting fluid leaks, and the use of Chrysler Automatic Transmission Sealer which introduces a small amount of swelling of the seals to reduce fluid leakage resulting from hardening or shrinking of the seals in high mileage vehicles. Such a product is available under Part Number 2298923 Transmission Sealer, or its equivalent.

Fluid Level Check

The fluid level should be checked every six months. This check should be made when engine temperature gauge indicates a normal warmed-up condition and transmission fluid is heated to its normal operating temperature. Check level with parking brake applied firmly and engine idling.

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

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

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

Frequency of Fluid Change

For vehicles operated under normal service conditions, the transmission fluid and filter will provide satisfactory lubrication and protection to the transmission. Therefore, periodic fluid changes are not required.

IMPORTANT: If, for any reason, the factory fill fluid is replaced with another fluid, the fluid and filter must be changed every 36 months or 36,000 miles, whichever occurs first, in normal service. A band adjustment should be made at time of oil change.

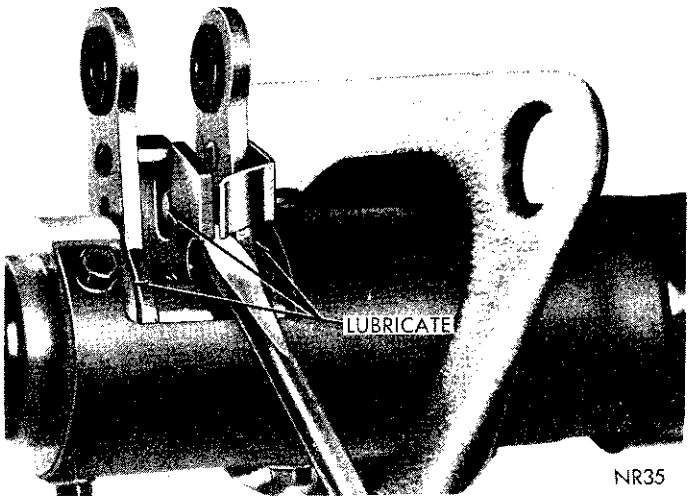

Fig. 32—Column Mounted Gearshift Control

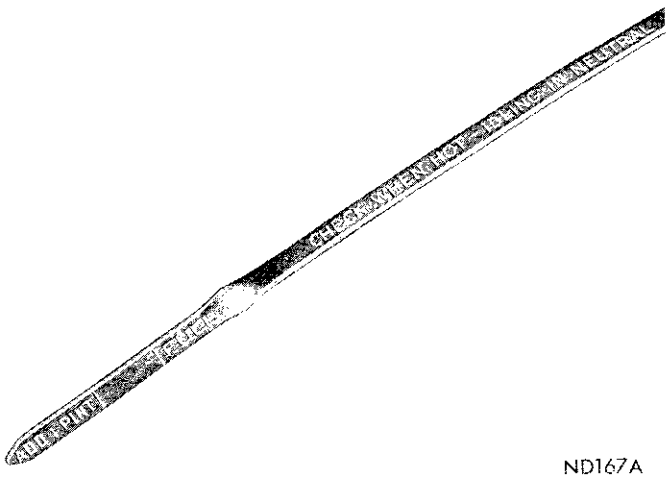

Fig. 33—Transmission Level Indicator Markings

Trailer Towing Service and Severe Usage

If the regular operation of a car is classified as severe, the fluid level should be checked every 3 months or 4,000 miles, whichever occurs first, and the transmission should be adjusted and the fluid and oil filter changed after the first three years or 36,000 miles of operation, whichever comes first, and every 12,000 miles or 12 months of operation thereafter, whichever comes first.

Typical examples of the type of service that comes within this category are:

(a) Police and taxicab operation.

(b) Frequent towing of trailers.

(c) Continuous operation at higher than normal loading.

For transmission fluid draining and refilling service, filter replacement and band adjustment procedures see "TorqueFlite Transmission," Group 21.

FRONT WHEEL BEARINGS

The condition and quantity of the lubricant in the front wheel bearings on cars equipped with either drum or disc type brakes should be inspected whenever the wheels are removed to inspect or service the brake system. Brake system inspection is recommended every 12 months or 12,000 miles, whichever occurs first.

When inspection of the wheel bearing lubricant indicates it is low in quantity, contains dirt, or has been contaminated by water to produce a milky appearance, bearings and hub should be cleaned, inspected and relubricated.

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

Thoroughly clean old lubricant from bearings and hubs. After cleaning, carefully examine cups, rollers, and inner race of cone for brinnelling or spalling. Bearing should be replaced if any defects exist.

Discard old seals, Repack bearings and hubs with new Multi-Purpose Grease, NLGI grade 2 EP, such as Multi-Mileage Lubricant, Part Number 2525035, or equivalent. When repacking hubs (Fig. 34), make sure all surfaces of hub and outer grease cup interiors are covered with lubricant to minimize condensation and lubricant travel out of bearing. **DO NOT OVER FILL.**

Adjust bearings as follows:

(1) Install wheel and drum assemblies and tighten wheel nuts to 65 foot-pounds.

(2) Tighten wheel bearing adjusting nut (Fig. 35) to 90 inch-pounds while rotating wheel.

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

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

(5) Install wheel covers.

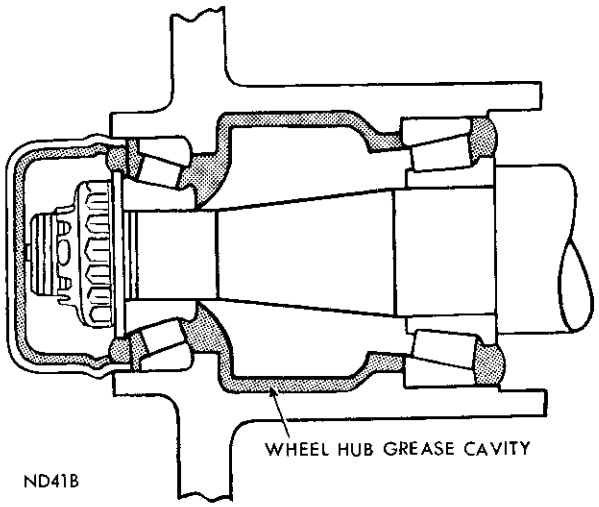

Fig. 34—Front Wheel Bearing Lubrication

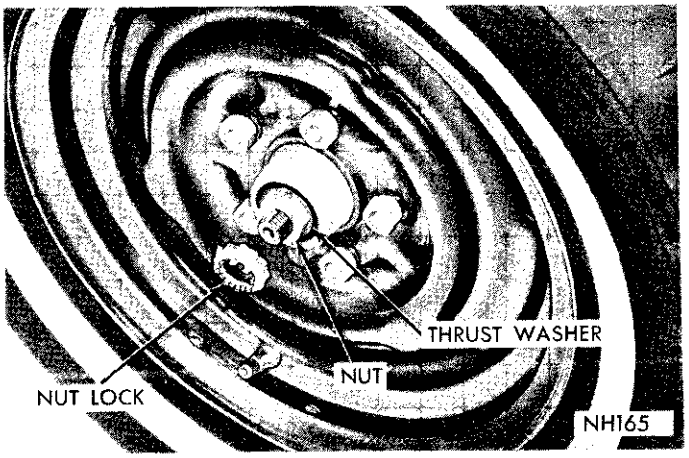

Fig. 35—Front Wheel Bearing Adjustment

TIRES

All tires, especially wide tread, 70 Series and Fiberglass belted tires should be rotated no later than every second oil change (Fig. 36) and should be in correct balance to obtain the most uniform treadwear.

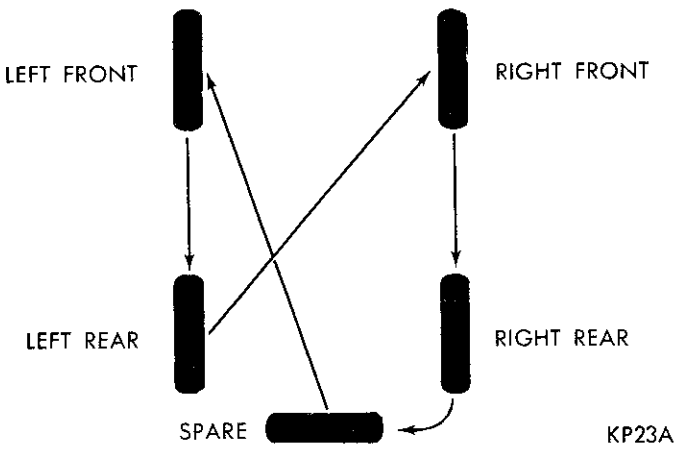

Fig. 36—Tire Rotation Diagram—5 Tires

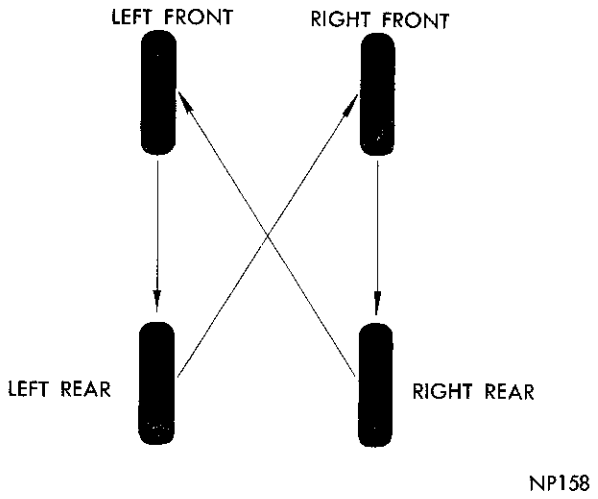

Fig. 37—Tire Rotation Diagram—4 Tires

If owner insists on a four tire switch only, rotate tires according to diagram (Fig. 37).

Tires should be examined at every oil change for unusual wear patterns, foreing material and proper inflation pressures. If irregular tread wear has developed, rotation is suggested at this time.

Unusual wear conditions may indicate a need for a change in driving habits or that mechanical corrections are necessary.

A decal showing the recommended tire pressure is located on the body pillar at the rear of the left front door opening ("B" post). Refer to "Tires", Group 22, for additional information.

SPEEDOMETER CABLE

To service a noisy speedometer cable, it is first necessary to remove the steering column cover.

Then, disconnect housing at speedometer head. Remove shaft and clean it thoroughly. Apply a very thin film of speedometer cable lubricant on the shaft. Such a lubricant is available under Part Number 1243632, Speedometer Cable Lubricant or equivalent. Wipe excess lubricant from the top one-foot of the shaft and from the ferrule.

CAUTION: Excessive lubricant may cause malfunction of the speedometer.

HOOD LOCK, RELEASE MECHANISM AND SAFETY CATCH

Lubrication of the hood latch release mechanism and safety catch is of vital importance and should be inspected, cleaned and lubricated every 6 months to assure ease of operation and freedom from binding.

All Models

Apply Multi-Purpose Lubricant NLGI grade 2 EP, such as Multi-Mileage Lubricant, Part Number 2525-035 or equivalent, sparingly to all sliding contact areas

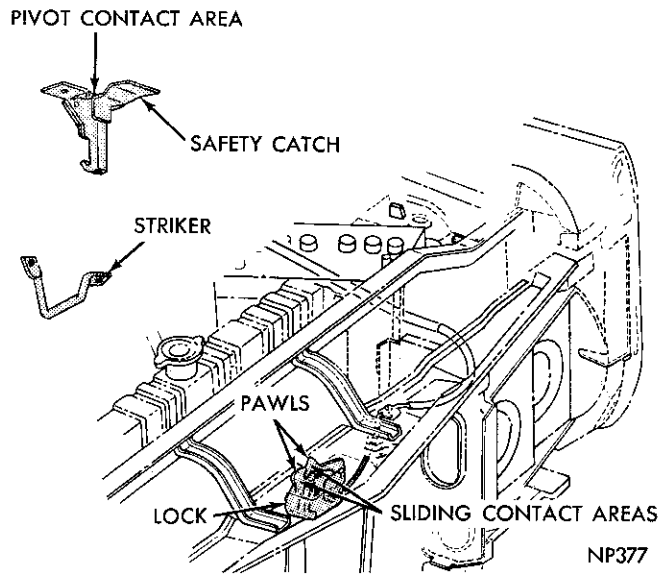

Fig. 38—Hood Lock Lubrication (Imperial Models)

of latch and release lever, and ends of hood lock release links, if so equipped (Figs. 38 and 39).

Work lubricant into the lock mechanism until all frictional surfaces are covered. Also apply a film of the same lubricant to the pivot contact areas of the safety catch.

BODY MAINTENANCE

Body and other operating mechanisms should be inspected, and relubricated as needed. This is necessary to maintain ease of operation and to provide protection against rust and wear.

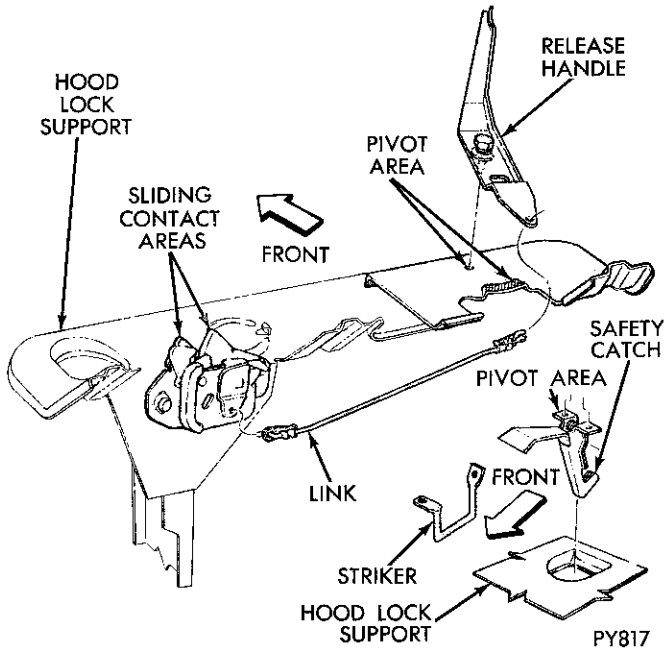

Fig. 39—Hood Lock Lubrication (Chrysler Models)

Prior to applying any lubricant, wipe the parts clean to remove dust and grit. After lubricating parts, remove excess oil or lubricant.

Relubricate mechanisms as outlined in the following paragraphs. **Where Lubriplate is specified, use a smooth, white body hardware lubricant conforming to NLGI grade 1. Chrysler Parts Lubriplate, Part Number 1064768 or equivalent, is a suitable lubricant.**

Where Door Ease Lubricant is specified, use a stainless wax type lubricant such as Chrysler Parts Door Ease, Part Number 774512 or equivalent.

Lock Cylinders

When necessary, apply a thin film of Lubriplate or equivalent, directly to key. Insert key into lock and actuate several times. Wipe excess lubricant from key. Particular attention should be given to external lock cylinders during fall and winter months to insure protection from water and ice.

Hood Hinges (All Models)

Apply engine oil to all link or hinge pivots and Lubriplate or equivalent, to gear teeth and sliding contact areas (Fig. 40).

Door Hinges (All Models)

On all hinges, apply engine oil to hinge pin ends (Fig. 41).

On lower hinges, in addition, apply engine oil to spring ends and contact areas.

CAUTION: Avoid lubricant on roller surfaces of hinge arm and roller on front and read door lower hinges.

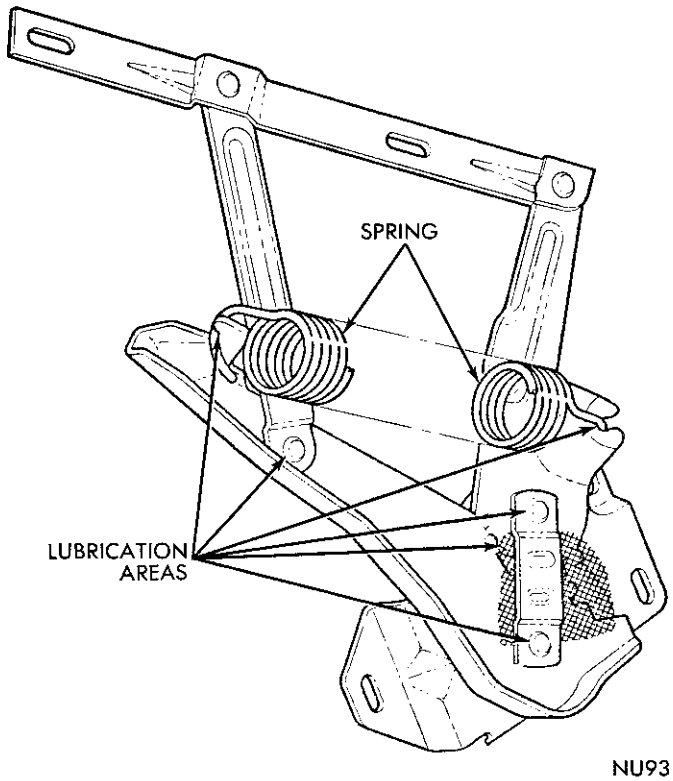

Fig. 40—Hood Hinge Lubrication (All Models)

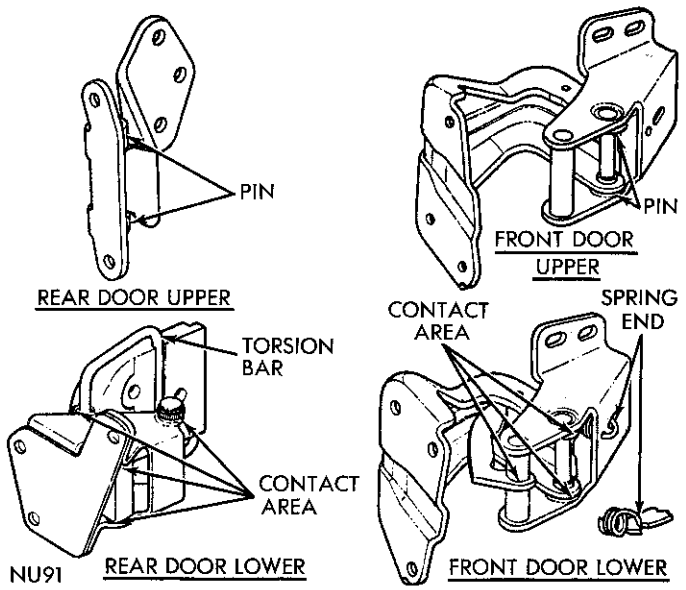

Fig. 41—Door Hinge Lubrication (All Models)

Door Lock Rachet and Striker Bolt (All Models)

Apply light engine oil, sparingly, to ratchet pivot areas (Fig. 42). Wipe off excess oil. Apply Door Ease Lubricant or equivalent to contact area of Striker bolt.

Door Locks and Locking Control Linkage (All Models)

If necessary to inspect operation of and relubricate these parts, remove door trim panel. Apply a thin film of Lubriplate or equivalent, to all pivot and sliding contact areas.

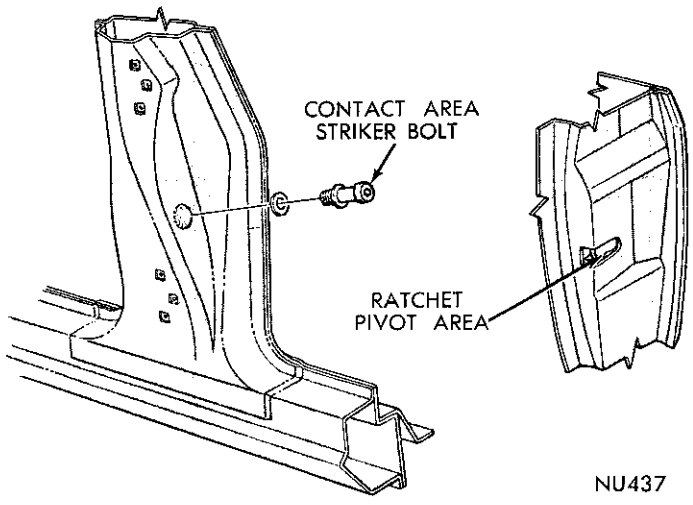

Fig. 42—Door Lock Rachet and Striker Bolt (All Models)

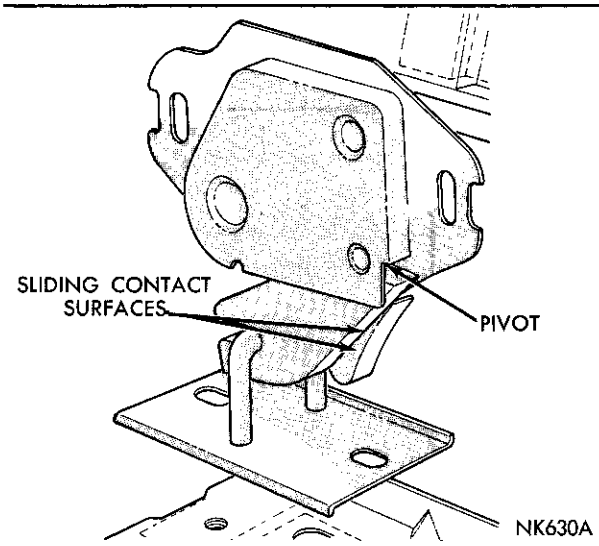

Fig. 43—Deck Lid Latch Lubrication (All Models)

Door Remote Control Link (All Models)

If necessary to inspect operation of and relubricate these parts, remove door trim panel. Apply a thin film of Lubriplate or equivalent, to all link end pivots.

Window Regulator, Glass Lower Frame (All Models)

If necessary to inspect operation of and relubricate these parts, remove door or quarter trim panel. Apply Lubriplate or equivalent, sparingly, to regulator sector gear teeth, assist spring and pivots. Apply same lubricant sparingly, to glass lower frame roller slide tracks and roller and bracket assembly pivot points.

Deck Lid Latch (All Models)

Apply Lubriplate or equivalent, sparingly, to all pivot and sliding contact surfaces (Fig. 43).

Deck Lid Hinges (All Models)

Apply Lubriplate or equivalent, sparingly, to all

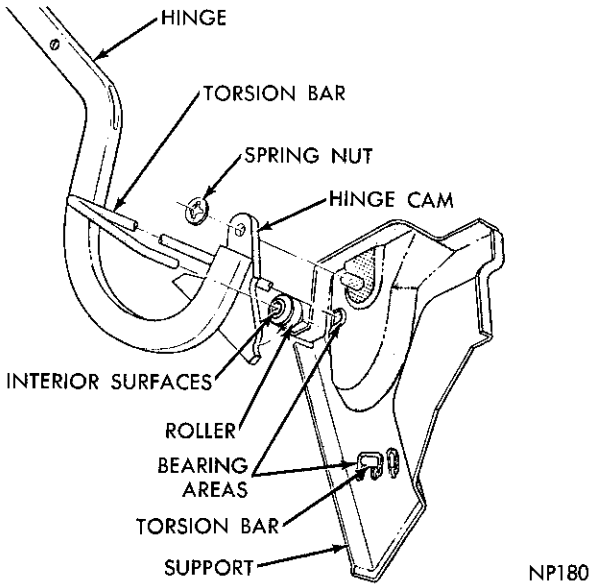

Fig. 44—Deck Lid Hinge (Imperial Models)

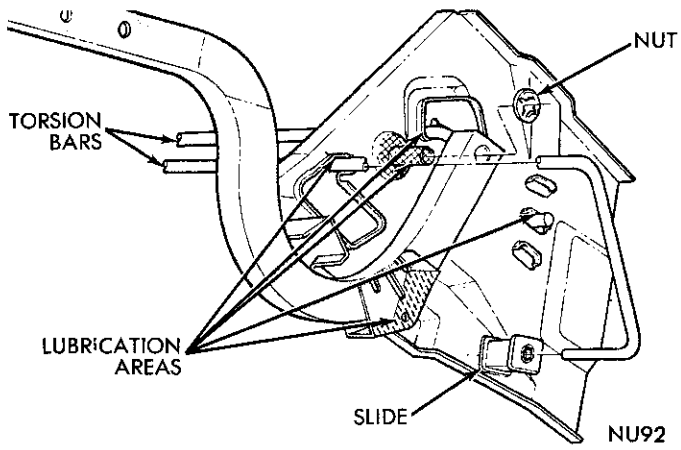

Fig. 45—Deck Lid Hinge (Chrysler Models)

torsion bar support bearing areas and interior surface of torsion bar slide (Figs. 44 and 45).

Also, apply same lubricant sparingly, to contact surface of hinge cam slide.

Tail Gate-Door Lubrication

Apply engine oil sparingly to upper and lower hinge pivot pins. Lubriplate or equivalent, to support links, check strap links, link contact areas and inner pivot or sliding contact surfaces of tail gate and door lock.

Lubricate torsion bar and check arm mechanism with a Multi-Purpose Lubricant NLGI grade 2 EP, such as Multi-Mileage Lubricant Part Number 2525035 or equivalent. Apply stainless wax type stick lubricant such as Chrysler Parts Door Ease Part Number 774512 or equivalent, to tailgate latch striker plate and bolt (Fig. 46).

Tail Gate Window Wiper Linkage

To lubricate this linkage, remove tail gate trim panel. Apply Lubriplate or equivalent, sparingly, to the sliding contact areas between the actuator arm and pin, and between the actuating arm and regulator sector gear. **Do not contaminate wiper blades with lubricant.**

Fuel Tank Access Door Hinge (Chrysler Station Wagon Models)

Apply Multi-Purpose Lubricant, NLGI grade 2 EP, sparingly, to all pivot areas and to spring end contact areas (Fig. 47).

Fuel Tank Access Door Hinge (Imperial Models)

Apply a thin film of Multi-Purpose Lubricant, NLGI grade 2 EP, to all pivot areas and to spring end contact areas.

License Plate Bracket Hinge, Spring and Pin (Chrysler Models except Station Wagons)

Apply a thin film of Multi-Purpose Lubricant, NLGI grade 2 EP, to all pivot areas.

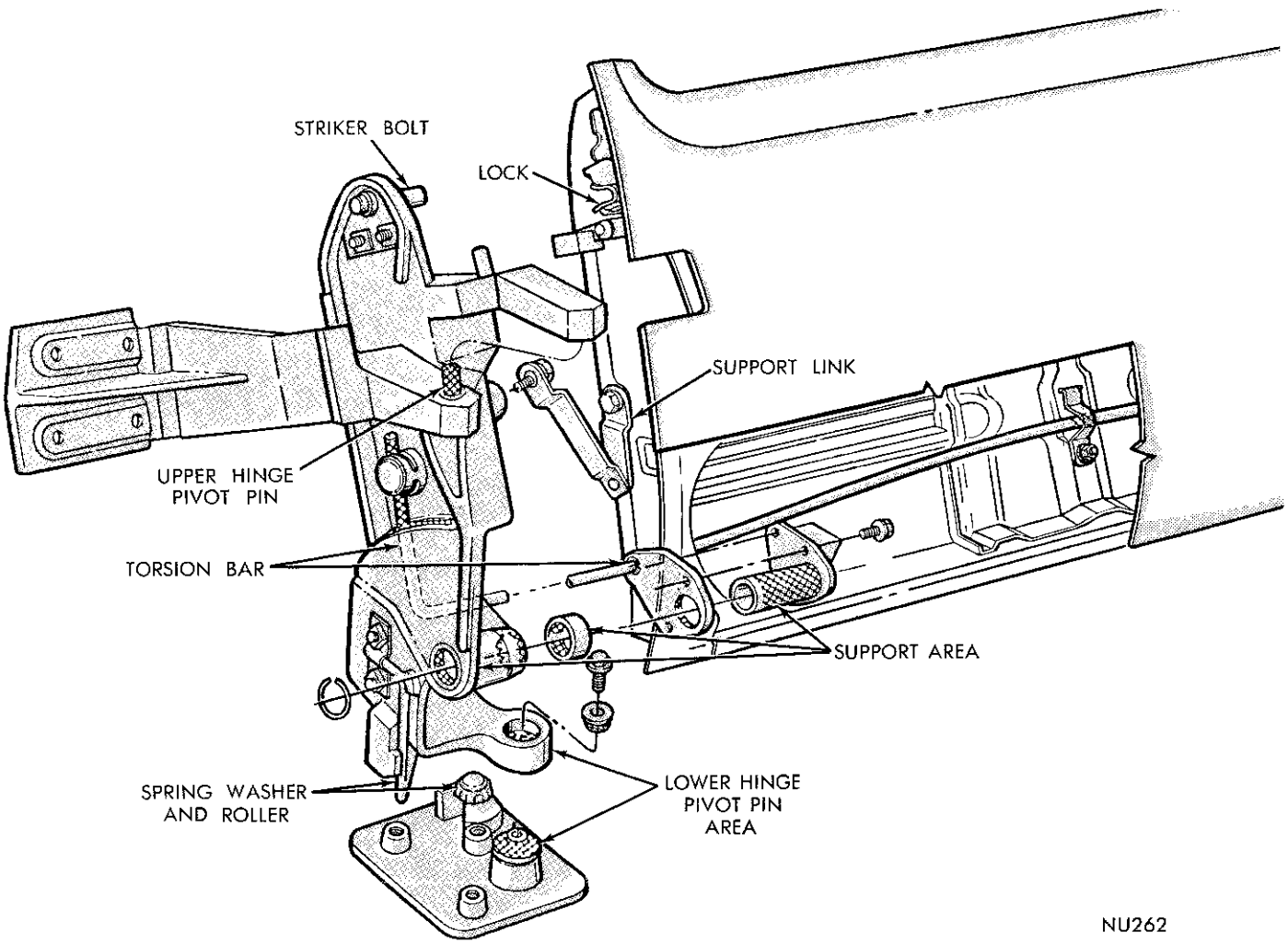

Fig. 46—Tail Gate Door Lubrication

ACCELERATOR LINKAGE COMPONENTS

Every 12 months the accelerator linkage components should be lubricated with Multi-Purpose Grease, NLGI grade 2 EP, such as Multi-Mileage Lubricant, Part Number 2525035 or equivalent, as described in the following paragraphs. **Do not lubricate ball joints or throttle control cable.**

On models with manual and automatic transmissions, apply a thin film of the prescribed lubricant to both ends of the accelerator shaft where it turns in the bracket (Fig. 48).

The pedal pivot pin, cable ball end and pocket in the accelerator shaft should also be lubricated. Be sure plug is in place.

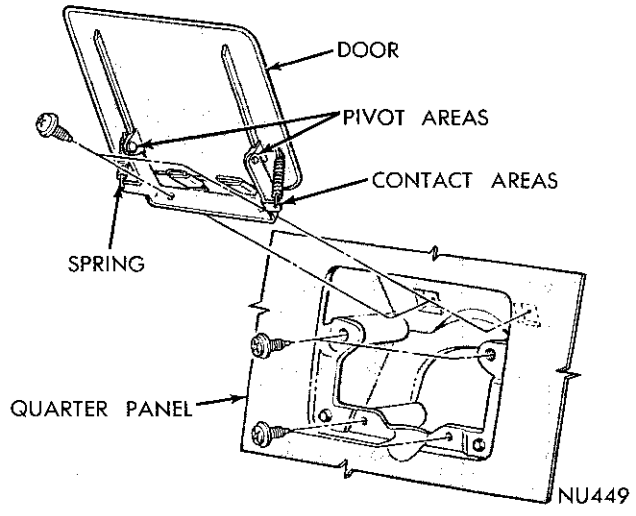

Fig. 47—Fuel Tank Access Door Hinge (Station Wagons)

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:

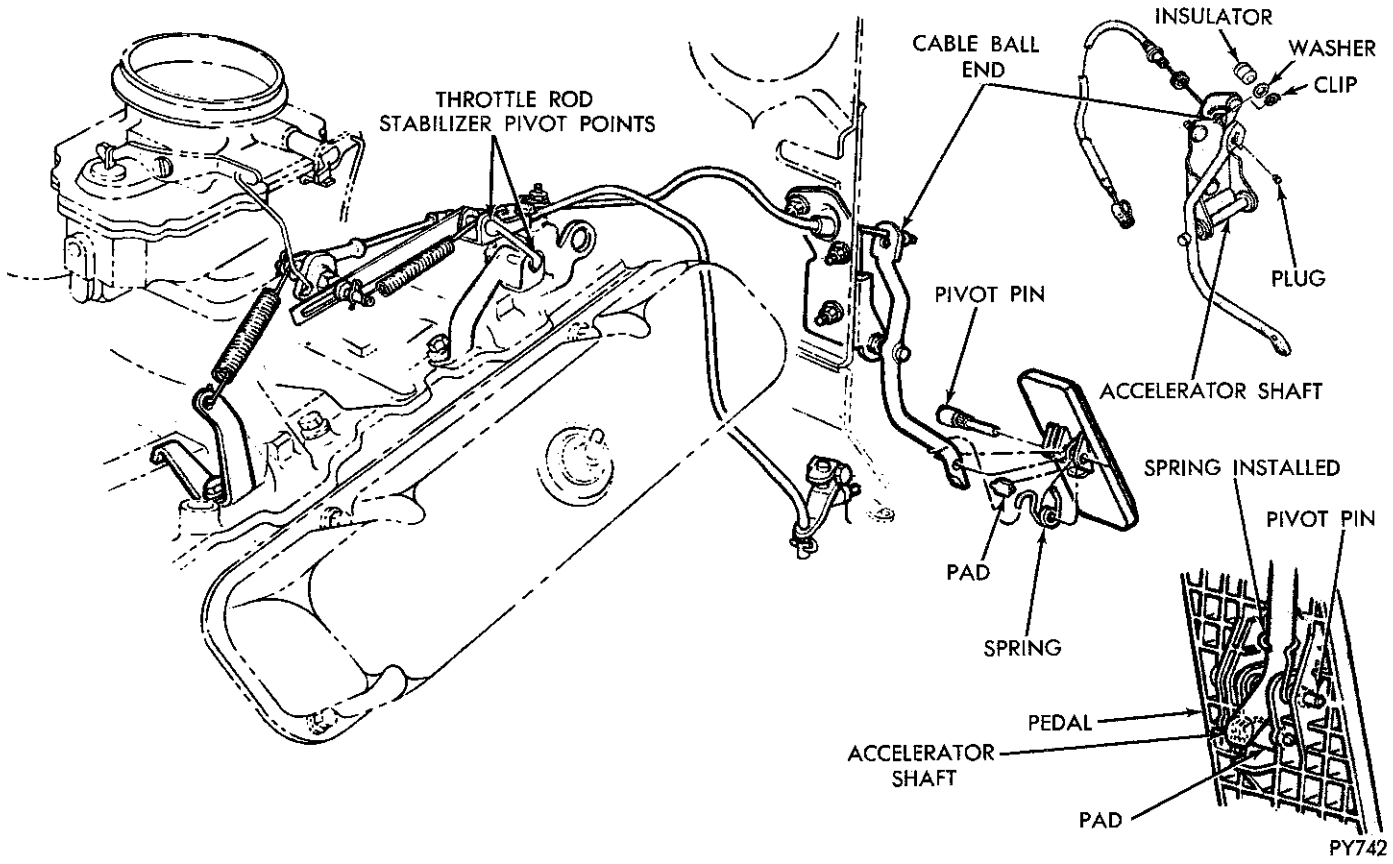

Fig. 48—Throttle Linkage (All Models)

All Rubber Bushings
Alternator Bearings
Automatic Tranmission
Controls and Linkage
Carburetor Air Cleaner
(Paper Element Type)
Clutch Adjustment
Rod Ends
Clutch Pedal Push
Rod Ends
Clutch Release Bearing
Drive Belts
Fan Belt Idler Pulley
Rear Springs
Rear Wheel Bearings
Starting Motor Bushings
Throttle Linkage Ball Joints
Throttle Control Cable
Upper and Lower Control
Arm Bushings
Water Pump Bearings