

1971 CHRYSLER  
**Coming Through**

CHRYSLER   
MOTORS CORPORATION

## HOW TO USE THIS BOOK

### TAB PAGES

Tab pages in this book divide the information into appropriate groupings and make specific information easy to find. A Table of Contents on the back of each tab page helps you quickly find the feature or information that interests you in that section. Tab pages are labeled: CHRYSLER MODELS, CHRYSLER FEATURES, TOWN & COUNTRY WAGONS, STD. & OPT. EQUIPMENT, SPECIFICATIONS and COMPETITION.

### CHRYSLER MODELS SECTION

This section gives complete model lineups for Imperial, New Yorker, 300, Newport Custom and Newport. It also lists highlights for each car series and shows differences between them.

### CHRYSLER FEATURES

This section shows the features of all Chrysler models (except wagons)—seat styles and trims, major options, power train, body and suspension.

### TOWN & COUNTRY WAGONS

This section illustrates and describes the major standard and optional features of Chrysler's Town & Country Wagons. It also gives dimensions, capacities and other pertinent information.

### STD. & OPT. EQUIPMENT

This section contains a complete listing of standard and optional equipment for all Chrysler models, including Town & Country Wagons. It's an easy way to compare the standard and optional equipment differences among Chrysler models.

### SPECIFICATIONS

Specifications and dimensions for all Chrysler models are listed alphabetically in this section. Charts are used for dimensions and numerical specifications for greater readability.

### COMPETITION

This section gives information about the major competitors of Chrysler. It includes dimensions, specifications and features. This information helps the buyer who wants to compare a particular Chrysler with the competition.

Competitive data is mailed to Chrysler Dealers as soon as it is available . . . usually shortly after announcement.

### INDEX

A complete index, appearing on the following pages, gives a detailed page listing of the features and facts in this book. Items are listed alphabetically for quick reference.

*This book contains information that was accurate at the time of publication. Chrysler Motors Corporation reserves the right to make changes, without notice or obligation, in colors, materials and specifications. For this reason, the availability and code of specific items should be determined from the latest code lists.*

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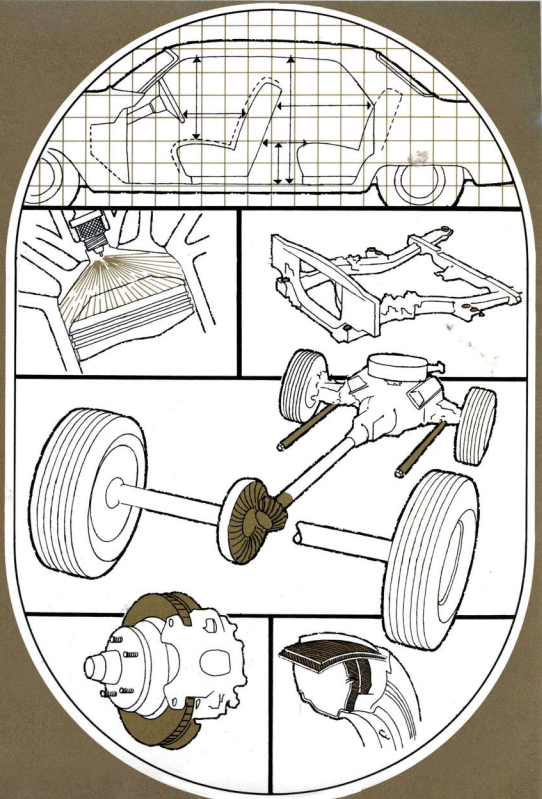
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# CHRYSLER FEATURES

- IMPERIAL
- NEW YORKER
- TOWN & COUNTRY
- 300
- NEWPORT CUSTOM
- NEWPORT



For all  
the living  
you do,  
the 1971  
Chryslers

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## 1971 CHRYSLER MODELS

### Imperial

- LeBaron 4-Door Hardtop
- LeBaron 2-Door Hardtop

### New Yorker

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

### 300

- 4-Door Hardtop
- 2-Door Hardtop

### Newport Custom

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

### Newport

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

### Town & Country Wagon\*

- 2-Seat Wagon
- 3-Seat Wagon

\* See *Town & Country Wagons* section for complete description of Chrysler station wagons.



## IMPERIAL



**Models:** LeBaron 4-Door Hardtop  
LeBaron 2-Door Hardtop

### Imperial Highlights for '71

- 440-cubic-inch, regular-gas V-8 engine, standard.
- TorqueFlite automatic transmission, standard.
- Power steering, standard.
- Automatic speed control, optional.
- Torsion-Quiet suspension.
- Unibody construction.
- Ventless door window glass, standard. Power vent windows optional on 4-door hardtop.
- Power windows, standard.
- Concealed headlights, new headlight doors with eagle emblems.
- Headlight washers and wipers, optional.
- Power-operated sun roof optional on 2-door LeBaron.
- Safety hood. Notched hood inner panel designed to buckle on frontal impact. Stronger hood hinges hold rear of hood more securely in place.
- "Imperial by Chrysler" nameplate on deck lid.
- New instrument panel with burl wood-grain trim.
- New cassette stereo tape system, optional. Optional microphone also available.
- 8-track cartridge stereo player, optional.
- AM/FM stereo radio, optional.
- Keyless door locking system.
- Steering column anti-theft lock.
- Rear wheel fender skirts.

#### Basic Dimensions:

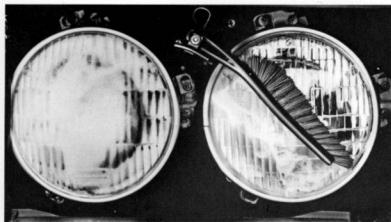
Wheelbase	..... 127"
Overall length	..... 229.7"
Overall width	..... 79.1"
Track, front	..... 62.4"
rear	..... 62.0"

- Ignition-key warning buzzer reminds driver to remove keys.
- Inside hood release.
- Rear heater and defroster, optional.
- Dual air conditioning, optional.
- Auto-Temp II air conditioning, optional.
- Coordinated windshield wiper/washer, optional.
- Safeguard sentinel lighting, optional.
- Automatic headlight dimmer, optional.
- Cornering lights, standard.
- Fender-mounted turn-signal indicator lights, standard.
- Deep-pile loop carpeting on trunk floor, standard.
- Lavalier straps standard on LeBaron 4-door hardtop.
- Rear-compartment reading lights, standard.
- Vinyl-covered pillows standard on LeBaron 4-door hardtop.
- Automatic doorway enlarger standard with power-operated leather bucket seats on LeBaron 2-door hardtop only.
- Deluxe seat belts with locking retractors.
- Power disc brakes, standard.
- 4-Wheel, Anti-Skid Sure-Brake System, optional.
- Cleaner air system for engine.
- Fuel evaporation control system for gasoline tank.

IMPERIAL HIGHLIGHTS, continued



**New Headlight Doors** for concealed headlights feature eagle emblem.



**Headlight Washer and Wiper** cleans low beam lenses of road grime for improved night visibility. Optional on Imperial.



**New Instrument Panel** features burled wood-grained trim and linear cluster.



**Cornering Lights** are standard on Imperial.

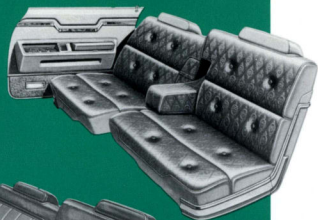
**Reading Lamps** are standard.

**Lavalier Straps** standard on the 4-door hardtop.

**Vinyl-Covered Pillows** on rear roof pillars. Standard on LeBaron 4-door hardtop.



**Wheel Cover** for Imperial.

**A****B****C****D**

## Imperial Interior Trim and Seats

- A. Cloth-and-Leather 3-In-1 Divided Bench Seat** with individual seat adjustment, individual center armrests and passenger seat recliner. Standard on LeBaron 4-door hardtop. Includes low-profile adjustable head restraints, door pull handles with burled wood-grained trim, carpeted lower door trim panels and courtesy lights. Rear seat has pull-down center armrest. Seat inserts are cloth and leather. Seat bolsters and back of seat-back are matching vinyl.
- B. Leather 3-In-1 Divided Bench Seat** with individual seat adjustments, individual center armrests and passenger seat recliner. Optional on LeBaron 4-door hardtop. Includes low-profile adjustable head restraints, door pull handles with burled wood-grained trim, carpeted lower door trim panels and courtesy lights. Rear seat has pull-down center armrest. Seat inserts are leather. Seat bolsters and back of seat-back are matching vinyl.
- C. Cloth-and-Leather Bucket-Back Bench Seat** with pull-down center armrest. Standard on LeBaron 2-door hardtop. Includes built-in head restraints, door pull handles with burled wood-grained trim, carpeted lower door trim panels and courtesy lights. Rear seat has pull-down center armrest. Seat inserts are cloth and leather. Seat bolsters and back of seat-back are matching vinyl.
- D. Leather Bucket Seats** with passenger recliner. Center cushion and pull-down center armrest. Optional on LeBaron 2-door hardtop. Includes power adjusters for both bucket seats, doorway entrance enlarger for right bucket seat, built-in head restraints, door pull handles with burled wood-grained trim, carpeted lower door trim panels and courtesy lights. Rear seat has pull-down center armrest. Seat inserts are leather. Seat bolsters and back of seat-back are matching vinyl.

## NEW YORKER

### Models:

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

### Basic Dimensions:

- Wheelbase . . . . . 124"
- Overall length . . . 224.6"
- Overall width . . . 79.1"
- Track, front . . . . . 62.1"
- rear . . . . . 62.0"



'71

- 440-cubic-inch, regular-gas V-8 engine, standard.
- TorqueFlite automatic transmission, standard.
- Power front disc brakes, standard.
- Power steering, standard.
- Torsion-Quiet suspension.
- Unibody construction.
- Ventless door window glass, standard. Power vent windows optional on 4-door hardtop.
- Rear wheel fender skirts.
- New die-cast grille with slim horizontal openings.
- New headlight treatment with square backgrounds.
- New taillight treatment, framed by loop bumper.
- Power-operated sun roof optional on 2-door hardtop with vinyl roof.
- Safety hood. Notched hood inner panel designed to buckle on frontal impact. Stronger hood hinges hold rear of hood more securely in place.
- New cassette stereo tape system, optional. Optional microphone also available.
- Keyless door locking system.
- Steering column anti-theft lock.
- Ignition-key warning buzzer reminds driver to remove keys.
- Rear heater and defroster, optional.
- New Strato Ventilation, optional.
- Coordinated windshield wiper/washer.
- Cleaner air package for engine.
- Fuel evaporation control system for gasoline tank.
- Cornering lights, optional.
- Safeguard sentinel lighting, optional.
- Automatic headlight dimmer, optional.
- Automatic speed control, optional.
- Wider-view inside mirror.
- Rectangular outside mirror.



**Standard  
Wheel Cover**  
for New Yorker.



**Optional  
Deep-Dish  
Wheel Cover.**



**Optional  
Chrome Styled  
Steel Road  
Wheel.**



A

## New Yorker Interior Trim and Seats

- A. Cloth-and-Vinyl Bench Seat** with pull-down center armrest. Standard on New Yorker 4-door hardtop and 4-door sedan. Includes low-profile adjustable head restraints, door pull straps, carpeted lower door trim panels and bright seat side shields.



B

- B. Cloth-and-Vinyl Bucket-Back Bench Seat** with folding center armrest. Standard on New Yorker 2-door hardtop. Includes built-in head restraints, door pull straps, carpeted lower door trim panels and bright seat side shields.



C

- C. Cloth-and-Vinyl 3-in-1 Divided Bench Seat** with individual seat adjustment, individual center armrests and passenger recliner. Optional on New Yorker 4-door hardtop and 4-door sedan. Includes low-profile adjustable head restraints, door pull straps, carpeted lower door trim panels and bright seat side shields.  
Also available in all-vinyl and leather-and-vinyl.



D

- D. All-Vinyl Bucket Seats** with passenger recliner, center cushion and folding center armrest. Optional on New Yorker 2-door hardtop. Includes built-in head restraints, door pull straps, carpeted lower door trim panels.

## CHRYSLER 300



### Models:

- 2-Door Hardtop
- 4-Door Hardtop

### Basic Dimensions:

- Wheelbase . . . . . 124"
- Overall length . . . . . 224.6"
- Overall width . . . . . 79.1"
- Track, front . . . . . 62.1"
- rear . . . . . 62.0"

**300 Grille with  
Concealed  
Headlights** has grille  
extended to sides  
beyond headlights.



## Chrysler 300 Highlights for '71

- 440-cubic-inch, regular-gas V-8 engine, standard.
- Torque-Flite automatic transmission, standard.
- Torsion-Quiet suspension.
- Unibody construction.
- Ventless door window glass.
- New body side molding with color-keyed vinyl insert.
- Grille texture extended to the sides beyond hidden headlights.
- Parking lamps in front bumper.
- New wheel covers, standard.
- New Strato Ventilation, optional.
- Keyless door locking system.
- Steering column anti-theft lock.
- Rear heater and defroster, optional.
- Power-operated sun roof optional on 2-door hardtop with vinyl roof.
- Safety hood. Notched hood inner panel designed to buckle on frontal impact. Stronger hood hinges hold rear of hood more securely in place.
- New cassette stereo tape system, optional. Optional microphone also available.
- Coordinated windshield wiper/washer, optional.
- Wider-view inside mirror.
- Larger, rectangular outside rearview mirror.
- Cleaner air package for engine.
- Fuel evaporation control system for gasoline tank.



1



2

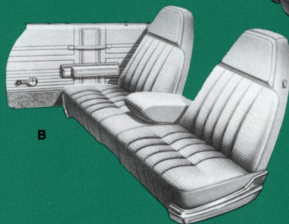


3

1. **Standard Wheel Cover** for 300.
2. **Optional Deep-Dish Wheel Cover.**
3. **Optional Chrome Styled Steel Road Wheel.**



A



B

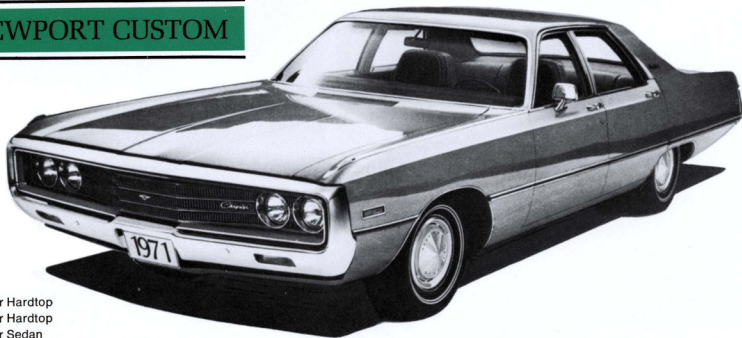


C

## Chrysler 300 Interior Trim and Seats

- A. All-Vinyl Bucket Seats** with center cushion and folding center armrest. Standard on 300 2-door and 4-door hardtops. Includes built-in head restraints, door pull straps, 300 numerals on doors, carpeted lower door trim panels.
- B. Cloth-and-Vinyl Bucket-Back Bench Seat** with folding center armrest is optional on 300 2-door and 4-door hardtops. Includes built-in head restraints, door pull straps, 300 numerals on doors, carpeted lower door trim panels and bright seat side shields.
- C. All-Vinyl Bucket-Back Bench Seat** with folding center armrest is optional on 300 2-door and 4-door hardtops. Includes built-in head restraints, door pull straps, 300 numerals on doors, carpeted lower door trim panels and bright seat side shields.

## NEWPORT CUSTOM



### Models:

- 2-Door Hardtop
- 4-Door Hardtop
- 4-Door Sedan

### Basic Dimensions:

Wheelbase	.....124"
Overall length	.....224.6"
Overall width	.....79.1"
Track, front	.....62.1"
rear	.....62.0"

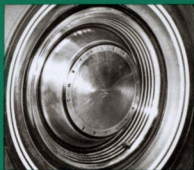


New Rear Trim Applique

## Newport Custom Highlights for '71

- 383-cubic-inch, 2-barrel, regular-gas V-8, standard.
- TorqueFlite automatic transmission, optional.
- Torsion-Quiet suspension.
- Unibody construction.
- Ventless door window glass.
- New grille with horizontal grille bars.
- New body side molding with vinyl insert.
- New wheel covers, standard.
- New Strato Ventilation, optional.
- Keyless door locking system.
- Steering column anti-theft lock.
- Rear heater and defroster, optional.
- Power-operated sun roof optional on 2-door hardtop with vinyl roof.
- Safety hood. Notched hood inner panel designed to buckle on frontal impact. Stronger hood hinges hold rear of hood more securely in place.
- New cassette stereo tape system, optional. Optional microphone also available.
- Coordinated windshield wiper/washer, optional.
- Wider-view inside mirror.
- Larger, rectangular outside rearview mirror.
- Cleaner air package for engine.
- Fuel evaporation control system for gasoline tank.





1



2

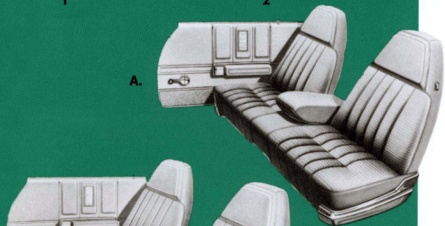


3

1. Standard Wheel Cover for Newport Custom.

2. Deep-Dish Wheel Cover.

3. Chrome Styled Steel Road Wheel.



A.



B.



C.

## Newport Custom Interior Trim and Seats

**A. Cloth-and-Vinyl Bucket-Back Bench Seat** with folding center armrest is standard on Newport Custom 4-door hardtop, 4-door sedan and 2-door hardtop. Includes built-in head restraints, Newport Custom emblem on doors, carpeted lower door trim panels and bright seat side shields.

**B. All-Vinyl Bucket-Back Bench Seat** with folding center armrest. Optional on Newport Custom 4-door hardtop, 2-door hardtop and 4-door sedan. Includes built-in head restraints, Newport Custom emblem on doors, carpeted lower door trim panels and bright seat side shields.

**C. Cloth-and-Vinyl 3-In-1 Divided Bench Seat** with individual seat adjustment, individual center armrests and passenger seat recliner. Optional on Newport Custom 4-door hardtop and 4-door sedan. Includes low-profile adjustable head restraints, Newport Custom emblem on doors, carpeted lower door trim panels and bright seat side shields. Also available in all vinyl.



## NEWPORT

### Models:

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

### Basic Dimensions:

Wheelbase . . . . .	124"
Overall length . . . . .	224.6"
Overall width . . . . .	79.1"
Track, front . . . . .	62.1"
rear . . . . .	62.0"



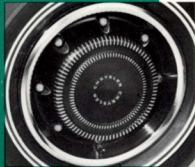
**Power-Operated Sun Roof.** Optional on Newport 2-door hardtop.

### Newport Highlights for '71

- 383-cubic-inch, 2-barrel, regular-gas V-8 engine, standard.
- TorqueFlite automatic transmission, optional.
- Torsion-Quiet suspension.
- Unibody construction.
- Ventless door window glass.
- New grille with horizontal grille bars.
- New body side molding with painted center.
- New design wheel covers, standard.
- New Strato Ventilation, optional.
- Keyless door locking system.
- Steering column anti-theft lock.
- Rear heater and defroster, optional.
- Power-operated sun roof optional on 2-door hardtop with vinyl roof.
- Safety hood. Notched hood inner panel designed to buckle on frontal impact. Stronger hood hinges hold rear of hood more securely in place.
- New cassette stereo tape system, optional. Optional microphone also available.
- Coordinated windshield wiper/washer, optional.
- Wider-view inside mirror.
- Larger, rectangular outside rearview mirror.
- Cleaner air package for engine.
- Fuel evaporation control system for gasoline tank.



1



2



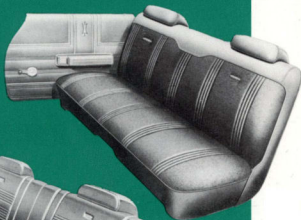
3

1. Standard Wheel Cover for Newport.

2. Deep-Dish Wheel Cover.

3. Chrome Styled Steel Road Wheel.

A.



B.



C.

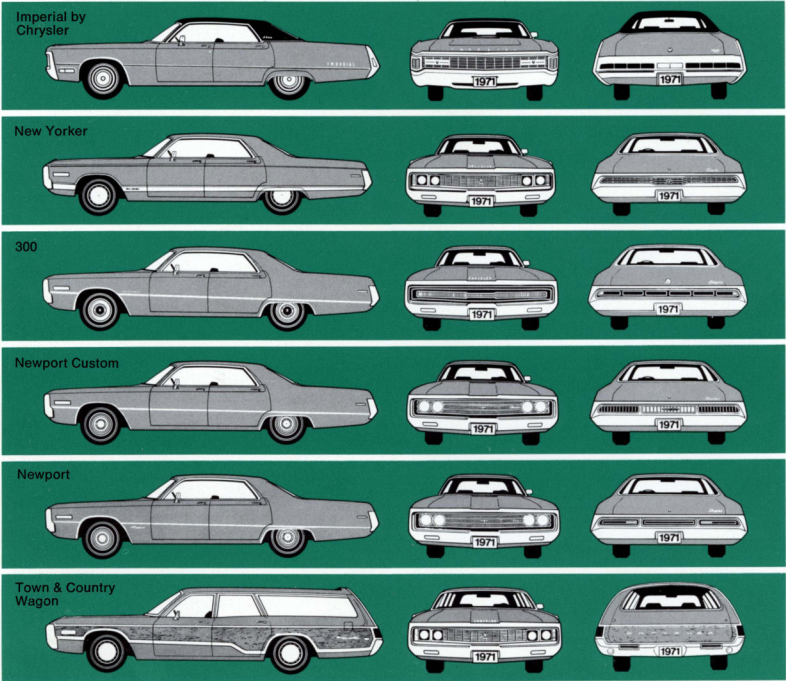
## Newport Interior Trim and Seats

**A. Cloth-and-Vinyl Bench Seat** standard on all Newport models. Includes low-profile adjustable head restraints, all-vinyl door trim panel and Newport emblem on doors.

**B. All-Vinyl Bench Seat** optional on all Newport models. Includes low-profile adjustable head restraints, all-vinyl door trim panel and Newport emblem on doors.

**C. All-Vinyl Bucket Seats** with center cushion and folding center armrest. Optional on Newport 2-door hard-top. Includes built-in head restraints, push-button seat-back releases, all-vinyl door trim panels, Newport emblem on doors and bright seat side shields.

# CHRYSLER EXTERIOR TRIM DIFFERENCES





## CHRYSLER ROYAL

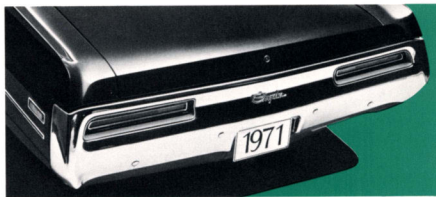
### Models:

- 2-Door Hardtop
- 4-Door Hardtop
- 4-Door Sedan

### Basic Dimensions:

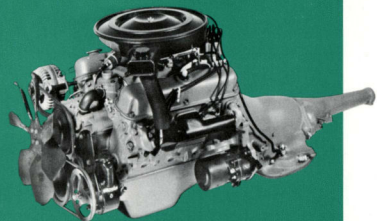
Wheelbase	124"
Overall length	224.6"
Overall width	79.1"
Track, front	62.1"
rear	62.0"

The '71 Newport Royal is Chrysler's full-size entry into a lower priced segment of the market. The Newport Royal is priced for head-on competition with bottom-of-the-line Oldsmobile Delta 88 and Buick LeSabre models as well as top-of-the-line Chevrolet Caprice and Ford LTD models. Buyers in this price range can now enjoy the prestige of owning a full-size Chrysler with its full-size spaciousness and extra-comfortable Torsion-Quiet Ride. A new 360-cubic-inch V-8 engine is standard on Newport Royal.



## Chrysler Royal Highlights for '71

- 360-cubic-inch, 2-barrel, regular-gas V-8 engine.
- TorqueFlite automatic transmission, optional.
- Torsion-Quiet Ride.
- Unibody construction.
- Ventless door window glass.
- New grille with horizontal grille bars.
- Heavy-duty loop bumpers, front and rear.
- Newport Royal nameplates on front fenders.
- Body side moldings with protective vinyl inserts.
- Wheel opening moldings.
- Belt moldings, 2-door hardtop only.
- Wheel covers, four.
- Air conditioning, optional.
- Strato ventilation, optional.
- Keyless door locking system.
- Steering column anti-theft lock.
- Trip odometer.
- Alternator, 37 amp.
- 12-volt battery, 59 amp.-hr.
- Color-keyed, formed carpeting.
- Two instrument panel ashtrays; left one with light.
- Two rear compartment ashtrays.
- 12" day-night inside mirror.
- Front and rear door courtesy light switches.
- Wood-grained applique on door interior trim panels.
- Coordinated windshield wiper/washer, optional.
- Power-operated sun roof, optional on 2-door hardtop with vinyl roof.
- Heater/defroster with 3-speed blower.
- Glove box lock.
- Cassette stereo tape system, optional. Microphone optional.
- Large, rectangular outside rearview mirror.
- Cleaner air package for engine.
- Fuel evaporation control system for gasoline tank.
- G78 x 15" tires.
- Safety-Rim wheels.



### 360-Cubic-Inch V-8 Engine Specifications

Horsepower @ r.p.m.	255 (175) @ 4400 (4000)
Torque, lb.-ft. @ r.p.m.	360 (295) @ 2400
Displacement, cu. in.	360
Carburetor	2-barrel
Compression ratio	8.7 to 1
Bore and stroke	4.00" x 3.58"
Exhaust system	Single
Fuel recommended	Regular

Note: First horsepower and torque figures are **Advertised Gross**.  
Second figures in ( ) are **Installed Net**.

### 360 Engine Features

- Regular-gas operation for cleaner exhaust vapors, greater economy
- Designed for smooth, quiet operation and high torque at low engine speeds
- Large induction and exhaust passages for better efficiency
- Mild valve timing for smoothness
- Precision-cast engine block, tin-alloyed for extra strength
- Low-profile intake manifold and air cleaner
- Wedge-shaped combustion chambers
- Cast ductile iron crankshaft
- Hydraulic tappets
- Full-flow oil filter
- Cleaner air system
- Engine is mass-balanced in production

## Chrysler Royal Interior Trim and Seats

**Cloth-and-Vinyl Bench Seat** standard on all Newport Royal models. Includes low-profile adjustable head restraints, vinyl door trim panel with wood-grained applique and bright armrest base.



**All-Vinyl Bench Seat** optional on all Newport Royal models. Includes low-profile adjustable head restraints, vinyl door trim panel with wood-grained applique and bright armrest base.

**All-Vinyl Bucket Seats** with center cushion and folding center armrest are optional on the Newport Royal 2-door hardtop. Includes built-in head restraints, push-button seat-back releases, vinyl door trim panels with wood-grained inserts and bright door armrest bases. Seats have bright side shields.



## Optional Equipment

- Royal's light package includes the same items as Newport's except for a different design in the fender-mounted turn indicators. Royal's are the same design as those used on Town & Country Wagons.
- All other options available on Newport, except the 440-cubic-inch T.N.T. V-8 engine and rear seat heater, are available on Newport Royal. Standard and optional wheel covers and steering wheels are the same design as those used for Newport.



1971  
Chrysler  
Features

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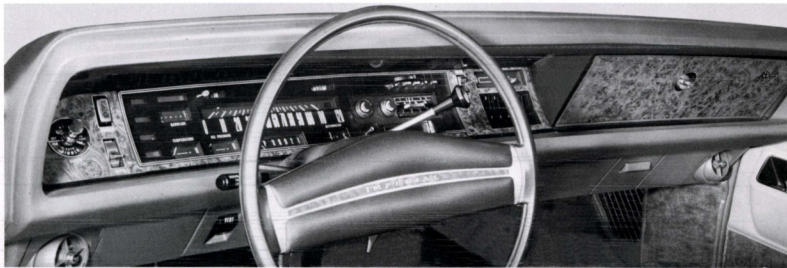
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## CHRYSLER FEATURES for '71



*Instrument Panel Cluster, Imperial by Chrysler*

**The Imperial Instrument Panel**, with its burlled, wood-grained trim, exemplifies the luxury and beauty that is traditional with Chrysler cars. The panel has a slender, horizontal styling, and is deeply recessed under a full-width brow of safety padding. The new features for the 1971 Imperial include round knobs for the headlights and radio, and a new arrangement of gauges. Center air-conditioner outlets are set flush with the instrument cluster.

The entire recessed gauge panel is tilted at an angle to the driver's line of vision that minimizes reflections and provides maximum readability. All gauges have large, crisp numerals and indicators for at-a-glance readings. For night driving, the entire instrument cluster is floodlighted, making it easy to read gauges and identify controls. All Chrysler panels have an odometer, trip odometer and gauges for the alternator and gasoline. Imperial also has gauges for engine temperature and oil pressure. Other Chrysler models have warning lights for these functions. Imperial also has a Sentry Signal warning light that flashes a CHECK GAUGES reminder to the driver, whenever gasoline is low or when other engine functions require attention. All Chryslers have two widely separated ashtrays which are conveniently located for the driver and passengers. The driver's ashtray has a cigar lighter.



*Wood-grained trim and rotary latch on Imperial.*



*Large glove box. Door has convenient cup recesses.*

## Chrysler Steering Wheels



Standard steering wheel for all Chrysler models except Imperial. Features wood-grained insert at center, 3 spokes and horn tabs on spokes.



Standard steering wheel for Imperial; optional on all other Chrysler models. Features rim-blow steering wheel and 2 spokes with padded center.



Optional Tilt-A-Scope steering wheel. Available all Chrysler models except Imperial. Straight-through spoke with padded center. Rim-blow horn.



Optional Tilt-A-Scope steering wheel for Imperial. Straight-through spoke with padded center and burled wood-grained insert. Rim-blow horn.



**Tilt-A-Scope Steering Wheel** lets the driver adjust the wheel to the position that is most comfortable for him. It also lets him tilt the wheel up out of the way when getting in or out of the car. The steering wheel tilts a total of 30 degrees and telescopes in and out a total of 2.7 inches. The combined adjustments give the driver a wide range of steering-wheel positions.

To tilt the steering wheel, raise the locking lever on the left side of the steering column. The steering wheel automatically locks in any of 7 different positions when the locking lever is released. A second locking lever beneath the center of the steering wheel hub controls the telescoping action.

**Power Steering** reduces driver steering effort up to 80% and is equipped with a fast-ratio steering gear that provides quick steering response. It helps the driver turn the front wheels from full-right to full-left with only 3.5 turns of the steering wheel.

For '71, a new gear in the power steering unit gives improved "feel-of-the-road" in the straight-ahead position. As a result, steering is even more secure.



**Steering Column Anti-Theft Lock** engages when the automatic transmission selector, column- or console-mounted, is in Park, and the key is removed. A potential car thief won't be able to steer or shift.

**Ignition Key Warning Buzzer** is standard on all Chrysler models. It sounds an alert to the driver when he opens the door without first removing the ignition key. This anti-theft device reminds the driver to take the keys with him.

**Silent Safety Door Latches** not only have a smooth, quiet closing action, they also provide strength and safety superior to that provided by rotary latches used in previous years. The silent closing results from rubber isolation of the door pillar latch posts. Heavy steel latching jaws lock on rugged steel posts on the door pillars to hold the doors securely. A built-in safety device makes it impossible to lock either front door if it is not fully closed.



**Keyless Door Locking System** enables you to lock any door with the door push button . . . it's not necessary to use the key. Just push the button down and close the door. Front doors are reopened with the ignition key. The ignition key warning buzzer reminds the driver to remove the keys before closing the door.



**Power Door Locks** are a convenience and safety option for all Chryslers. They permit locking and unlocking of all doors simultaneously by pushing down or pulling up on either front-door locking button. The ignition key locks and unlocks only the door it is being used in. Any door, front or rear, can be unlocked from inside the car.

**Power-Operated Sun Roof** is available on all 2-door hardtop models with vinyl roof. It transforms a hardtop into a semi-convertible at the touch of a button. Gives you the sun and fun of a convertible with the overhead safety of a hardtop.



**Floor Console with TorqueFlite Shifter** includes a large storage compartment, front and rear compartment courtesy lights, an ashtray and a rear cigar lighter.

Wood-grained vinyl trims the top of the console. The console is available with bucket seats on New Yorker, 300 and Newport.



**Automatic Speed Control** maintains car speed at a pre-set level, even through hilly terrain. On the open highway, the driver can sit more comfortably with his foot removed from the accelerator, while his speed is controlled automatically.

It's safe, because the brake pedal and accelerator can be used at anytime to immediately override the automatic control. Besides, there's an OFF switch on the resume-speed ring that completely deactivates the automatic speed control unit. Automatic speed control is optional on all Chryslers.

**To Set Car Speed:** Accelerate to the desired cruising speed, push speed-set button at the end of the turn-signal lever and remove foot from accelerator. The automatic control takes over. If the car has been braked to a lower speed while on automatic, just twist the resume-speed control ring to RESUME and the car will automatically accelerate to the pre-set speed and maintain it without using the accelerator pedal. To increase car speed slightly, tap the speed-set button and car speed increases 2 to 3 miles an hour for each tap and holds it. Below 30 m.p.h. the automatic speed control will not control car speed.

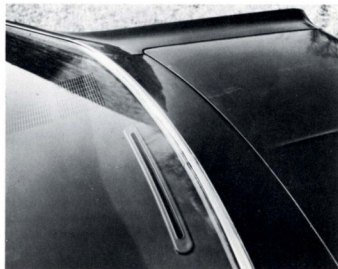
**Lane-Change Turn Signal** requires only slight pressure on lever to flash a signal for changing lanes. Releasing the pressure cancels the signal. Turns are signaled in the usual manner by moving the lever until it latches in position. Steering out of the turn cancels the signal.



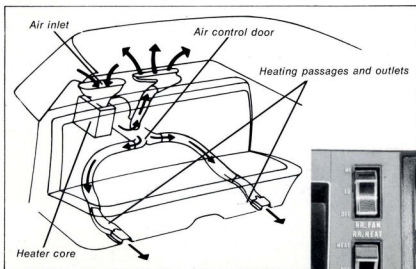
**Roadside Warning Flasher** keeps front and rear turn-signal flashing even when brakes are being applied. This safety feature lets the driver flash a warning to traffic behind even before the car is stopped. When parked alongside the highway, flashers alert passing traffic.



**Chrysler's Heater-Defroster**, standard on all models, is a fresh-air system. Air is forced through the heater system by a three-speed blower and by forward motion of the car. Setting the system on DEF causes most of the heated air to be directed onto the windshield for defrosting. The HI HEAT button increases fan speed for quicker heat circulation to the rear passengers.



**Chrysler's Rear Heater and Defroster** is an industry exclusive! This option increases overall heating capacity by 20 percent and keeps rear passengers warm and comfortable on the coldest days. The rear heater system includes an additional heater core mounted beneath the rear package shelf, a rear fan, rear-compartment warm-air outlets, rear-window defroster/defogger outlets and an air-flow control door that directs the air for heating, defrosting or defogging.



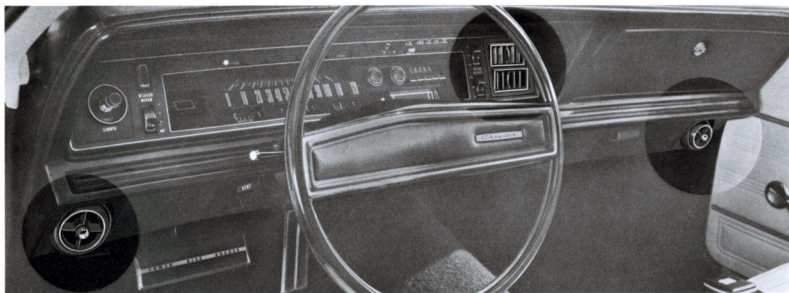
Rear Heater and Defroster System



**Rear Heater Controls** consist of two rocker switches on the instrument panel. The switch labeled RR. HEAT can be moved to HEAT, DEF or AIR positions for selecting the desired heating and air flow. The switch labeled RR. FAN has HI, LO and OFF positions to control the rate of air flow and to shut off the system.

**How it Works:** Selecting HEAT on the control switch directs warmed air forward into the rear passenger compartment from the rear heater. Two passages under the rear seat carry the warm air from the heater. The DEF position causes all heater air to flow onto the rear window for defrosting. The AIR selection shuts off hot-water flow through the rear heater core and directs air within the car onto the rear window for defogging. All air for the rear heater system is supplied from inside the car through an air intake in the package shelf.

## CHRYSLER FEATURES, continued



### Cleaner, Cool Air with Chrysler Air Conditioning

Chrysler's air conditioner gives you 3-way comfort. It cools, dehumidifies and filters the incoming air before it reaches you. It's a scientific fact that while cool air on a hot day is great, dehumidified cool air is even more comfortable. Now add a filtering system that cleans the air and you have real comfort. You have a Chrysler air conditioner.

### The Re-Heat System Does It

Chrysler's air conditioner combines a cooling unit with a heating unit. Air flows first through the cooling coils, then through the heater unit. Moisture is condensed out of the incoming warm air as it strikes the cooling coils. This action lowers the humidity. It also washes dust and pollen from the air.

The chilled air then passes through the heater unit, where the temperature is raised to the pre-selected comfort level. Adding heat reduces the humidity even further. That's how the dehumidifying system works.

The dryer air is great for keeping car windows fog-free on rainy days. And because the dry air can be heated, it makes your air conditioner valuable even when outside temperatures drop into the thirties.

### Two Choices: Auto-Temp II with Automatic Temperature Control or Air Conditioning with Manual Temperature Control

**Auto-Temp II** gives you four-season comfort that's thermostatically controlled. You just set the thermostat, then drive in year-around comfort. You get cooling or heating, automatically, as required to maintain your pre-set comfort temperature. You're cool in the summer, warm in the winter. The automatic system employs sensing devices that signal a servo mechanism to maintain the car interior temperature at any pre-set level between 65° and 85° F. The thermostat can, of course, always be re-set to satisfy other passengers' comfort or to meet the demands of several drivers using the same car.



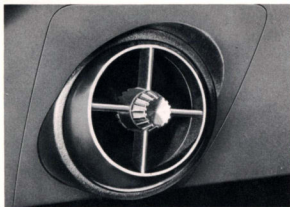
For 1971, the sensing elements and servo mechanism have been vastly improved, resulting in even more accurate temperature control. HI-AUTO and HI-DEF push buttons on the Auto-Temp control panel are used to operate the blower at high speed for more rapid circulation of the cooled or heated air.

**The Manual Temperature Control Air Conditioner** has the same high capacity and the same combined cooling and heating units as the automatic unit. The difference is that a temperature control lever must be adjusted manually to set the car interior temperature at the desired comfort level when outside temperature changes.

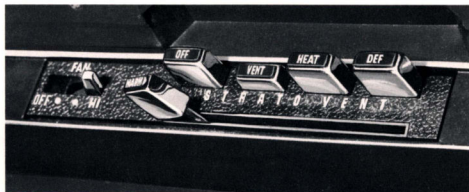


**How it Works:** Pushing the MAX A/C button provides quickest cool-down because it shuts off outside air and recirculates air within the car through the cooling coils. The A/C button brings fresh outside air through the air-conditioner system. The air doesn't get quite as cold, but it's adequate for cooling on most days.

The HEAT and DEF buttons are used for heating and defrosting only . . . the air conditioner remains off.



**Air Outlets** near the center and at each end of the instrument panel have adjustable vanes to direct the air up, down and to either side. Also, there are 2 vents beneath the instrument panel . . . one near the steering column and the other near the right-hand ashtray.



### Strato Ventilation

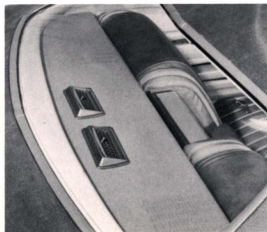
Now you can get fresh-air ventilation through two adjustable outlets near the center of the instrument panel. They're the same outlets used with Chrysler's air conditioner. You can direct the fresh air exactly where you want it: to your lap, shoulders or head . . . or away from you entirely. The adjustable outlets move up and down; louvers in the outlets move side to side.

The heater fan blows the air through. Or turn the fan off when the car is in motion and you get ram-air ventilation. The heater control lever selects the fresh air.

Strato Ventilation is optional on Chryslers without air conditioning.

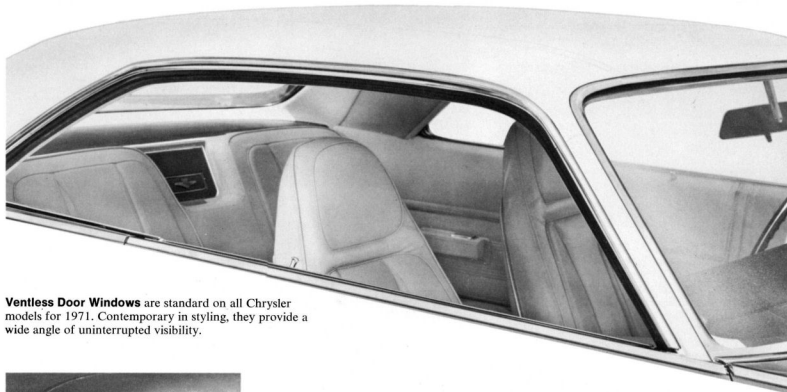
**Tinted Window Glass** is recommended with all air conditioners because it filters out many of the heat-producing rays of the sun. This makes the air conditioner more effective. Clear glass, however, can be specified for any car.

**Side-Cowl Fresh-Air Vents** provide ram-air ventilation at floor level on all Chryslers. But the heater fan does not move air through them. They connect directly to the fresh-air intake in front of the windshield. Air-flow is controlled by car speed and by adjustable doors. The right vent is not provided on air-conditioned cars with automatic temperature control.



**Dual Air Conditioners**, available on Imperial, include an extra cooling unit in the rear. The rear cooler provides almost instant comfort for rear passengers even on the hottest days. It helps cool the entire interior quickly. Imperial's optional dual air conditioner is an exclusive in the industry among hardtops and sedans.

## CHRYSLER FEATURES, continued

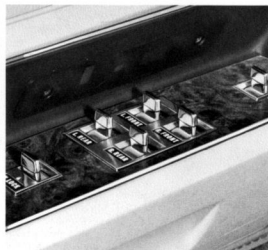


**Ventless Door Windows** are standard on all Chrysler models for 1971. Contemporary in styling, they provide a wide angle of uninterrupted visibility.



◀ **Power Vent Windows** are optional on Chrysler New Yorker and Imperial 4-door hardtops with optional power windows. The power vents are operated smoothly and positively by electric motors. Two control switches on the driver's door operate both vent windows; a single control on the right front door operates the vent for the passenger.

**Power Windows** have a master 4-button control on the driver's door that enables him to lower and raise all side windows. There's an individual switch under each of the other windows for passenger convenience. For safety, none of the power windows will operate when the ignition switch is turned off. ▶



*Imperial power window controls*

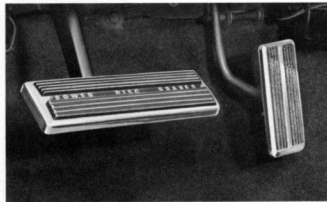


**3-Switch Power Seat Adjuster** provides 6-way adjustment of the front seat. The front switch tilts the front of the seat up and down; the rear switch tilts the rear of the seat up and down. The middle switch raises and lowers the seat and moves it forward and rearward. The 6-way adjustment permits selecting an almost infinite variety of seat positions.

Changing the seat tilt adjustment on long trips can relieve tension by shifting seat support to new areas of the body. The power seat adjuster permits lowering the front seat almost an inch lower than the standard manual adjuster, resulting in a corresponding increase in headroom.

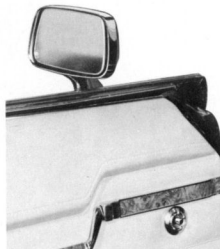


**Door Lock Push Button** is located forward on the door of two-door hardtops, where it is easier to reach by the driver and front-seat passengers.



**Remote-Control Mirror** has a convenient toggle control on the driver's door that adjusts the mirror smoothly even with the window closed. The mirror adjusts up and down and from side to side, giving a full range of viewing positions. For 1971, the mirror is larger and has a rectangular shape for a bigger field of vision.

**Chrysler's Inside Mirror** is much wider for '71. Its broader field of view covers the rear window from side to side.



**Suspended Accelerator Pedal** on all Chryslers pivots to match the driver's changing foot angle as he depresses the pedal. This keeps the pedal in full contact with his foot at all times, making for more comfortable driving. It's also easier to clean the carpet under a suspended pedal.

**Chrome-Framed Pedals** add a touch of luxury to the floor area in the driver's compartment. They're standard on all Chryslers. This includes the brake pedal, accelerator and parking brake pedal.

## CHRYSLER FEATURES, continued

### **Chrysler Introduces Compact Cassette Stereo**

Chrysler's new stereo tape player uses cassettes instead of 8-track cartridges. It's available on all Chrysler models, except those with floor console. Cassettes have many advantages over cartridges. They're much smaller. So you can stack many more cassettes in the glove box. You can play them in a portable cassette tape player. Or in your home stereo unit if it's equipped with a cassette player.

The big advantage is you can make your own recordings. With inexpensive blank cassettes, you can tape your favorite programs and music. Right from your car radio. Monaurally. Or you can record from your home stereo system and play it back in your car. Make as many tapes as you like. When you tire of one, record something new on the same tape. It's that simple. That inexpensive.



**Chrysler's Golden Tone AM/FM Stereo Radio** is available with or without the cassette tape player. Either way, it comes with five high-quality speakers that give three-dimensional realism to stereo programs. Its solid-state chassis gives instant sound when turned on and uses very little battery current. It can be played for long periods with the ignition key turned to the accessories position without materially affecting the battery charge.

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### **The Optional Microphone**

The optional microphone lets you record your own voice, your own programs. On-the-spot commentaries. Ideas you don't want to forget. A remote switch on the microphone starts and stops the recording. Tape your own business memos right after you call on a customer. Tape sounds at the race track or at the beach. The microphone adds a new dimension of excitement to your car stereo unit.



**Golden Tone AM/FM Search Tune Radio** seeks out and tunes in the next audible station on the radio dial automatically, when the tuning bar labeled **DISTANT** is touched. A tuning button on the floor can be reached with the left foot to accomplish the same thing. The tuning bar labeled **LOCAL** tunes in only local stations when it is pushed. The AM/FM Search Tune Radio is available on all Chrysler models. When ordered on Imperial, it comes with a rear speaker.

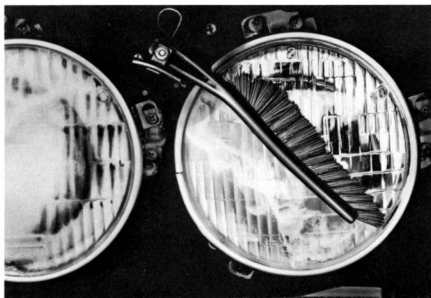


**8-Track Cartridge Stereo Player** is an excellent choice for buyers who want to take advantage of the large supply of commercially recorded tape cartridges. 8-track cartridge stereo is available on Imperial only with the AM/FM Stereo Radio that includes 5 speakers and a concealed antenna. It's available on other Chrysler models only with the AM Radio.

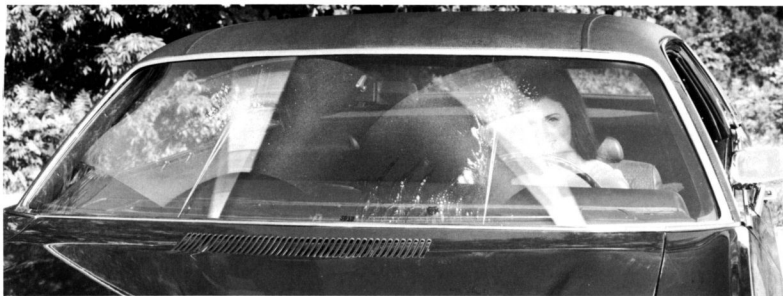
**Golden Tone AM Radio** is available on all Chrysler models except Imperial. This powerful 5-watt receiver has a solid-state chassis, 5 push-button station selectors and controls for tone, volume and manual station selection.

**Speakers:** All Chrysler and Imperial stereo radios are equipped with 5 speakers . . . 3 up front and 2 in the rear. Imperial's AM/FM Search Tune Radio has 2 speakers . . . one up front and one in the rear. Chrysler's AM/FM Search Tune Radio and AM Radio have a single front speaker. A rear speaker is optional.

**Antenna:** The radio antenna on Imperial is concealed in the windshield on cars with tinted glass. The antenna for all other Chrysler models is a standard telescoping mast. A power-operated telescoping antenna is optional.



**Headlight Lens Washer**, available only with 3-speed, coordinated windshield wiper/washer, restores headlight brightness by clearing low-beam lenses of road splash, salt spray and dust. Just push the washer button on the instrument panel when the headlights are on and the headlight washer/wiper cycles once and stops. Liquid spray and a nylon brush do the job. A light on the instrument panel glows while headlights are being cleaned, goes off when washer/wiper cycle is completed. Pushing the button also causes the coordinated windshield washer/wipers to wash and wipe the windshield on low speed. The headlight washer is available only on Imperial.



**Coordinated Windshield Wiper/Washer** operates both wipers and washer jet sprays simultaneously when the washer switch is pushed. There's no need to turn on the wipers first. Washer spray continues from the jets as long as the switch is held. The wipers continue to cycle until the driver turns them off with the wiper switch. The three-speed control switch operates the wipers independently when washing is not desired. Coordinated wiper/washers are standard with 3-speed wipers on Imperial, New Yorker and Town & Country models; optional on 300, Newport Custom and Newport models.



**Wipers Have Parallel Action.** This means both wiper blades move back and forth in unison, permitting their wiping patterns to overlap at the center of the windshield. As a result, the windshield is cleaned almost from pillar to pillar.

**Driver's Wiper Blade Gives Extra Visibility.** That's because it has two wiper arms and two pivot points that change the blade's wiping angle as it approaches the windshield pillar. This action makes the wiper blade sweep four inches closer to the pillar for extra visibility for the driver.

**Wipers Have Electric Power.** An electric motor drives the windshield wipers on all Chryslers. They don't slow down when the car is accelerated. They maintain the speed they're set at.

**New Lock-On Wiper Arms** snap on the wiper pivot posts with a positive latching action when pressed in place. They can be removed simply and easily by releasing the latch.

**Windshield is Extra-Thick** for safety. And it's cemented in position for positive retention and tight sealing against moisture.

◀ **Concealed Windshield Wipers** give the windshield a clean, uncluttered look. Wipers and linkage park out of sight beneath the curved cowl panel just ahead of the windshield.



**Hidden Headlights** are standard on Chrysler 300 and Imperial models. A powerful electric motor opens the headlight door when the headlights are turned on. The door closes automatically when the headlights are turned off, protecting lights from road grime when not in use. The doors also give the grille a continuous, full-width appearance. The headlight doors can be operated by hand if necessary.

**Safeguard Sentinel Lighting** automatically turns the headlights and taillights on at twilight or during a heavy overcast, then automatically turns them off again when there is enough daylight for safe driving without the lights. A sensing unit, mounted on top of the instrument panel beneath the windshield, contains a photocell that reads light intensity. It transmits the signal that turns the car lights on and off.

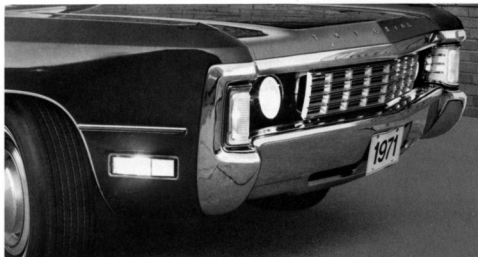
The safeguard sentinel lighting also has a time-delay switch on the instrument panel. It can be set to keep the car's headlights, taillights, instrument panel lights and backup lights on for up to two minutes after the driver has left the car. Then they turn off automatically. This lets the driver park the car in a dark driveway or garage and use the car's lights to illuminate the way to the house. Safeguard sentinel lighting is optional on all Chryslers.

**Automatic Headlight Dimmer** is available only with the optional safeguard sentinel lighting and shares a common control panel with the sentinel lighting. This option dims the car's headlights at the proper time for an approaching vehicle and returns them to high beam automatically after the vehicle has passed.

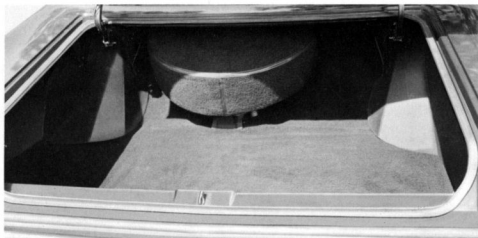
A highly sensitive scanner, located behind the grille, receives the light signals that select the high or low headlight beams. The scanner can be adjusted to dim the headlights as far as 1200 feet from the approaching vehicle.



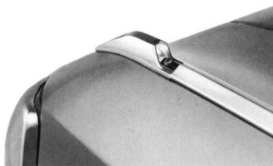
## CHRYSLER FEATURES, continued



**Cornering Lights** are standard on Imperial models, optional on all other Chryslers. They project a steady beam of light in the direction the car is turning so the driver can see better when rounding dark corners. Cornering lights turn on automatically when the turn-signal lever is used while the headlights or parking lights are on.



**Chrysler's Deep Trunk** is both wide and long. The extra depth makes it possible to close the trunk lid on tall objects such as large ice chests and big picnic baskets. The spare tire is mounted forward, over the rear axle (except with dual air conditioners on Imperial), leaving the full width of the trunk floor available for carrying luggage.



**Fender-Mounted Turn-Signal Indicator Lights** are out front in the driver's line of vision, where he can check his turn-signal operation and selection while still watching the road ahead. They're standard on Imperial, New Yorker and Town & Country models, optional on all other Chryslers.

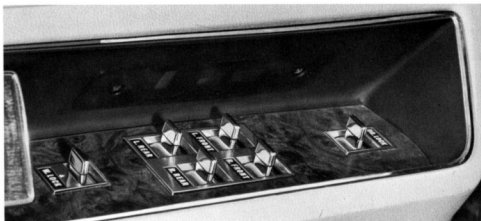


**Power-Operated Trunk Lid Release** enables the driver to pop open the trunk lid merely by touching a switch in the glove box. There's no need for him to get out of the car or to remove the keys. He stays seated in comfort while a stock boy loads his trunk or a customs inspector checks his luggage. This convenient option is available on all Chrysler models except wagons.

◀ **Deep-Pile Loop Carpeting** covers the trunk floor in Imperial and New Yorker models. Trunk carpeting is optional (the option includes a carpeted spare tire cover) on all other Chrysler models. The carpeted spare tire cover is standard on Imperial with dual air conditioners, optional on other Imperials and on New Yorkers.

The trunk trim in Imperial models includes hard-board paneling for the trunk side-walls and wheel-housings, and protective boots for the trunk lid hinges. A trunk light is standard on Imperial and New Yorker, optional on other models.

## Some Imperial Luxury Features



▶ **Master Control Panel** in driver's door of Imperial is richly trimmed in wood-grained vinyl and chrome. Four switches give finger-tip control of Imperial's standard power windows. A single switch at the rear of the panel can be used to de-activate the power windows.



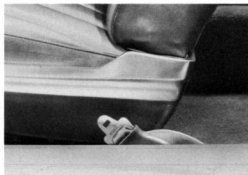
▶ **Rear Door Control Panel** includes ashtray, cigar lighter and switches for power window and reading light.

▶ **Lavalier Straps** to assist passengers when getting in and out of the rear compartment are standard on the LeBaron 4-door hardtop.

▶ **Vinyl-Covered Pillows** on the rear roof pillars are a standard comfort feature on the LeBaron 4-door hardtop.

▶ **Rear-Compartment Reading Lights** are standard on both LeBaron hardtops.

▶ **Deluxe Seat Belts with Locking Retractors** are standard on Imperial and New Yorker models. The long outside sections of the front-seat lap belts for the driver and right passenger are retracted when not in use. This keeps the front seats uncluttered. Retractors are concealed by attractive plastic housings at the base of the front seat. Push-button buckle releases are standard for seat belts on all Chrysler models.



▶ **Automatic Doorway Enlarger:** When the front passenger seat-back is folded down, the front passenger seat automatically moves forward as far as it will travel. This gives maximum clearance for getting into and out of the rear seat. This feature is standard only with power-operated leather bucket seats on the LeBaron 2-door hardtop. It's not available otherwise.

# CHRYSLER'S FOUR BIG POWERPLANTS

## Availability & Specifications

## Features

### 383 V-8 2-bbl.

Standard V-8 for Newport, Newport Custom and Town & Country.

Horsepower @ r.p.m.	275 (190) @ 4400
Torque, lb.-ft. @ r.p.m.	375 (305) @ 2800
Displacement, cu. in.	383
Carburetor	2-barrel
Compression ratio	8.5 to 1
Bore and stroke	4.25" x 3.38"
Air cleaner	Single snorkel
Exhaust system	Single, low restriction
Fuel recommended	Regular

- Regular-gas operation for cleaner exhaust vapors
- Deep-skirt, tin-alloy, cast-iron engine block
- Large, low-restriction intake manifold passages
- Front-mounted distributor, easily accessible
- Hydraulic tappets
- Wedge-shaped combustion chambers
- Cast ductile iron crankshaft
- Large intake valve ports
- Low restriction exhaust system
- Laminated steel exhaust pipe and large tuned resonator for exhaust quietness
- Cleaner air system with fast-action choke and heated inlet air system for reduced emissions

### 383 V-8 4-bbl.

Optional V-8 for Newport, Newport Custom and Town & Country.

Horsepower @ r.p.m.	300 (250) @ 4800
Torque, lb.-ft. @ r.p.m.	410 (325) @ 3400
Displacement, cu. in.	383
Carburetor	4-barrel
Compression ratio	8.5 to 1
Bore and stroke	4.25" x 3.38"
Air cleaner	Single snorkel
Camshaft	Special
Exhaust system*	Dual, low restriction
Fuel recommended	Regular

\*Single exhaust only on Town & Country.

- Regular-gas operation for cleaner exhaust vapors
- Deep-skirt, tin-alloy, cast-iron engine block
- Large, low-restriction intake manifold passages
- Front-mounted distributor, easily accessible
- Hydraulic tappets
- Wedge-shaped combustion chamber
- Forged-steel crankshaft
- Large intake valve ports for free breathing
- Low-restriction exhaust system
- Cleaner air system with fast-action choke and heated inlet air system for reduced emissions

### 440 V-8 4-bbl.

Standard V-8 for 300, New Yorker and Imperial; optional V-8 for Town & Country wagons.

Horsepower @ r.p.m.	335 (220) @ 4400 (4000)
Torque, lb.-ft. @ r.p.m.	460 (350) @ 3200
Displacement, cu. in.	440
Carburetor	4-barrel
Compression ratio	8.8 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Single snorkel
Camshaft	Special
Exhaust system	Single, low restriction
Fuel recommended	Regular

- Regular-gas operation for cleaner exhaust vapors
- Deep-skirt, tin-alloy, cast-iron engine block
- Large valve ports and intake manifold passages for superior high-speed engine breathing and performance
- High-performance valve springs, pistons and connecting rods
- Wedge-shaped combustion chambers
- Hydraulic tappets
- Front-mounted distributor, easily accessible
- Cleaner air system with fast-action choke and heated inlet air system for reduced emissions.

Note: First horsepower and torque figures are **Advertised Gross**. Second figures in ( ) are **Installed Net**.



# 440 V-8 4-bbl. TNT

## Availability & Specifications

Optional V-8 for Newport, Newport Custom, 300 and New Yorker.

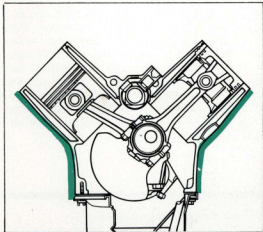
Horsepower @ r.p.m.	370 (305) @ 4600
Torque, lb.-ft. @ r.p.m.	480 (400) @ 3200
Displacement, cu. in.	440
Carburetor	4-barrel
Compression ratio	9.5 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Double snorkel
Camshaft	High-lift, high performance
Exhaust system	Dual, low restriction
Fuel recommended	Premium

## Features

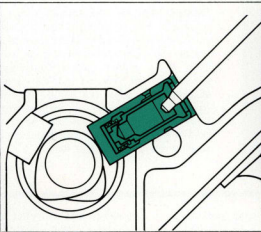
- Same features as the regular-gas 440 V-8 with the following additions and changes:
- Chrome-plated oil filler cap
- Black crackle-finish twin-snorkel air cleaner with TNT nameplate
- Special low-restriction exhaust manifolds
- Large-diameter intake and exhaust valves
- Dual exhaust system with oversize 2½" exhaust pipes and 2"-diameter tailpipes
- Oil pan windage tray (minimizes power loss due to oil being whipped up by rotating crankshaft)
- Heavy-duty front and rear suspension with large-diameter anti-sway bar
- Engine designed and tuned for smooth idling and efficient around-town driving, as well as superior acceleration
- Extra-cost, heavy-duty, high-performance TorqueFlite automatic transmission is mandatory with the 440 TNT V-8 engine

Note: First horsepower and torque figures are **Advertised Gross**. Second figures in ( ) are **Installed Net**.

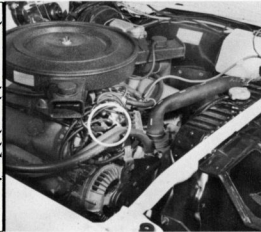
## SOME CHRYSLER ENGINE FEATURES



Deep-skirt engine block is a feature of all Chrysler V-8 engines. Rugged block support extends below the crankshaft and main bearings. Makes Chrysler's high-performance engines stronger, smoother and longer lasting.



Hydraulic tappets are used on all Chrysler V-8 engines for quiet and smooth valve-train operations. Hydraulic tappets automatically adjust for wear, eliminating excessive clearances in the valve train and the need to make tappet adjustments.



Distributor is mounted at front of engine on all Chrysler V-8's, making it easy to adjust the engine timing and check the ignition points.

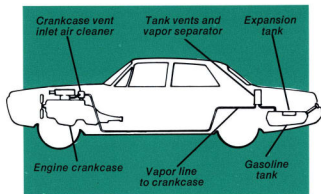
Ventilated distributor points (one point has a large hole in the middle) resist deposit build-up. As a result, the points give thousands of extra miles of trouble-free service.

# WHAT CHRYSLER DOES TO CONTROL POLLUTION



## Chrysler Standard Engines Use Regular Fuel

All standard 1971 Chrysler engines are designed to run on regular-grade fuel. The optional 440 TNT requires premium fuel.

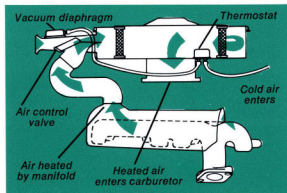


**Fuel Evaporation Control System** reduces loss of gasoline vapors to the atmosphere by over 80%. This surpasses government standards for controlling air pollution from fuel vaporization.

Fuel that evaporates in the gasoline tank or carburetor is vented through lines to the crankcase by way of the crankcase air cleaner. If the engine is not running, the vapors are stored in the crankcase. If the engine is running, they are purged through the crankcase ventilation system into the engine where they are burned.

The evaporation control system adds

the following items to the gasoline tank: Four vent lines to release vapors to the vapor-liquid separator; a vapor-liquid separator that returns liquid fuel to the gasoline tank and sends vapors to the engine; a vapor vent line that carries vapors to the engine; and a 1.4-gallon thermal expansion tank that remains essentially empty when the regular gasoline tank is filled to allow for the fact that gasoline expands when it is warmed by rising temperatures, and a sealed filler cap. The sealer cap has a pop-off valve to release any abnormal pressures.



**Heated Inlet Air System** offers two advantages: first, it permits leaner fuel-air mixtures for reduced emissions; second, it warms the air entering the carburetor to 100° F. or higher, giving mid-summer driveability the year around. This means that on cold days, the engine uses less gasoline during warm-up than it would without the heated inlet air. Also, the heated air inlet virtually eliminates engine stalling due to carburetor icing.

A sheet metal cover attached to the engine exhaust manifold forms a stove that heats the air before it enters the carburetor. The heated air then passes through a flexible duct into the inlet horn of the carburetor air cleaner. An air control valve in the inlet horn mixes heated and unheated air to maintain the desired temperature. A thermostat regulates the air control valve.

**Chrysler's Cleaner Air Package** began with the closed crankcase ventilation system, which was first made standard on the 1963 Chrysler. Instead of venting crankcase vapors to the atmosphere, this system routed them to the intake manifold and back into the combustion chambers of the engine to be burned.

In 1964, a self-cleaning ventilator valve was added to the crankcase ventilation system. This valve reduced maintenance and provided a more positive flow of vapors to the intake manifold.

More recently, Chrysler has added the following emission control features: more reliable manifold heat control valve; leaner carburetor mixtures; faster action choke; reduced compression ratios; external carburetor adjustment limiting device for better control of idle mixtures; solenoid throttle stop for high-performance engines; solenoid retard for distributor advance, heated intake air, engines that operate on regular gasoline, among other things.

# CHRYSLER TRANSMISSIONS

## Why TorqueFlite is the Best Automatic

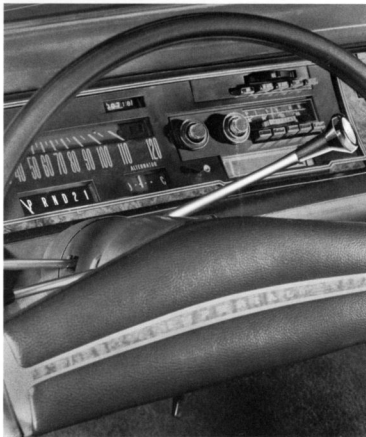
When Chrysler Corporation introduced TorqueFlite in 1956, the automobile magazines acclaimed it as the best automatic transmission of its time. The combination of three forward gear speeds, a torque converter and a precision automatic shifting assembly gave both smooth shifting and efficient operation.

Although other manufacturers have imitated the design, TorqueFlite continues as the best automatic in the industry. It is more compact than other makes, so it requires a much smaller floor hump than most other cars. That's why you'll find a larger area of flat floor space for footroom in Chryslers than in other cars.

TorqueFlite is strong and trouble-free. Best testimony to its durability is the fact that transmission re-builders get very little business from TorqueFlite. TorqueFlite virtually coasts through Chrysler's warranty. Every TorqueFlite is precision-assembled in a humidity and temperature-controlled room, where the air is filtered free of dust and lint.

## Some Notable TorqueFlite Features:

- New part-throttle downshift gives quick pick-up in traffic without fully accelerating the engine. Provides instant response to the throttle after a slowdown . . . as when coming out of a sharp turn. Downshift is smooth. There's no engine racing. No need to floor the accelerator.
- Brazed torque converter blades for greater strength and efficiency. (Competition uses tabbed blades that are less efficient, produce service failures and require a larger, bigger converter housing.)
- Liquid-cooled torque converter. Provides better cooling, quieter operation than air cooling.
- Smooth shifting. Has positive mechanical linkage from transmission to carburetor for kickdown shifts.
- Lifetime, full-flow oil filter. Lasts the life of the car under normal operating conditions. Keeps oil free of harmful particles. (Competitors use a screen filter that's not nearly as efficient . . . must be replaced periodically.)
- Lifetime oil supply. Need not be replaced in ordinary operating conditions. Oil drain plug has been removed, except on taxicabs and police cars.
- 100% leak-test for transmission housing and converter for every TorqueFlite.
- Lifetime clutch friction material never needs replacing under normal operating conditions.
- Efficient 3-speed operation gives maximum acceleration and economy. (TorqueFlite is used extensively on drag strips because of quickness in acceleration.)
- Cushioned clutches soften engagement into reverse and low.



## Shifting TorqueFlite

Place the selector in "D" (DRIVE) and TorqueFlite shifts automatically from low to second to high as car speed increases. Pressing the accelerator down suddenly causes an automatic downshift.

Manual shifting can be accomplished by moving the selector from "1" (LOW) to "2" (SECOND) to "D" (DRIVE). This lets the driver hold the transmission in low or second at road speeds above the normal automatic shift points. He can also move the selector to downshift without using the accelerator.

## Fully Synchronized 3-Speed Manual

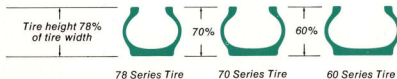
Chrysler's fully synchronized 3-speed manual transmission lets you downshift even into low gear without clashing gears, while the car is moving forward. It has also been redesigned for '71 with less tooth angle on the gear teeth for easier and smoother shifting into all gears.

## SOME FACTS YOU SHOULD KNOW ABOUT TIRES AND WHEELS

A tire size specification, such as H78 x 15", indicates three tire dimensions. The prefix letter "H" is the tire's loading rating and relates to load-carrying capacity and the cross-sectional size of the tire. The "78" is the aspect ratio of the tire—it means the width of the tire is 78% of the height. The "15" is the inside diameter of the tire. It also gives you the size of the wheel it mounts on. The "H" designation is standard on Newport, Newport Custom and 300 models.

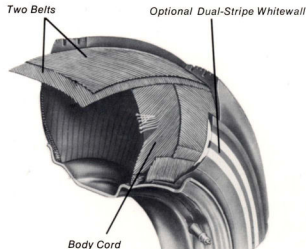
Bigger tires with the designation of "J" are standard on New Yorker. Even larger tires designated "L" are standard on Imperial and Town & Country wagons. The later the letter appears in the alphabet, the bigger the tire, and the greater its load-carrying capacity. As the tire cross section gets bigger, the tire tread gets bigger. Also, the tire holds more air and carries a bigger car load. That's why J and L tires are specified for the heavier cars.

The "78" Designation means that tire height, from tread to bead, is 78% of the tire width. Low-profile tires run 70% and 60% of tire width. The lower the number, the wider the tire and tread. A "60" tire puts a lot of rubber on the road. It's a fat tire.



**Chrysler Tire Sizes**, both standard and optional, can be found under "Tires" in the specification section of this book.

TIRE SIZE EQUIVALENTS	
Letter Designation	Old Numerical Designation
F equivalent to .....	7.75
G equivalent to .....	8.25
H equivalent to .....	8.55
J equivalent to .....	8.85
L equivalent to .....	9.15



**Bias-Belted Tires** are standard on all Chryslers. They have two belts encircling the tire carcass, in addition to the two-ply body cord. Belted tires have extra strength and durability. They hold their shape at high speed, when ordinary tires squirm and scrub the pavement. As a result, the belted tire has better traction, more resistance to blowout and puncture and gives longer life: up to 100% more life than low-profile tires; up to 40% more than ordinary profile tires according to tire manufacturers.

**Safety-Rim Wheel** has two safety ridges that help hold the tire on the rim if you have a flat. This helps the driver bring the car to a safe, controlled stop. Safety-Rim Wheels are standard on all Chryslers.

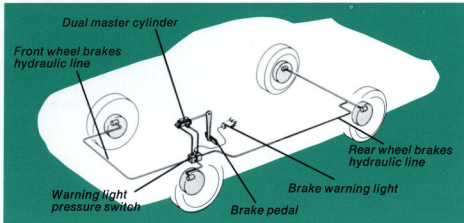
**Sure-Grip Differential** has an internal clutching device that maintains traction at both rear wheels, even though one wheel is on a slippery or loose surface. When one rear wheel begins to slip, the clutching device locks that wheel and transfers most of the driving torque to other wheel with the good traction. This keeps the car moving on surfaces where a car with an ordinary axle would become stuck.

# WHAT'S BEHIND CHRYSLER'S STOPPING POWER

Powerful drum brakes with big linings are standard on 300, Newport Custom and Newport models. Chrysler's brake linings, which are bigger than competition's, distribute braking loads over a larger area. So there's less pressure, less heat generated on each square inch of lining. Cooler brakes stop quicker, last longer. That's why Chrysler also uses finned front brake drums and flared rear brake drums. The fins and flared areas expose more drum surface to cooling air. Brakes operate cooler, maintain their stopping power even after repeated stops.

Power brake booster is not available with drum brakes. When power is ordered, front-wheel disc brakes are included.

**Front-Wheel Disc Brakes** are offered only with a power booster. They are standard on Imperial, New Yorker and Town & Country models, optional on all other Chryslers. Front-wheel disc brakes are great for extra-hard driving conditions. They are especially recommended for cars that tow trailers or are driven mostly in mountainous country.

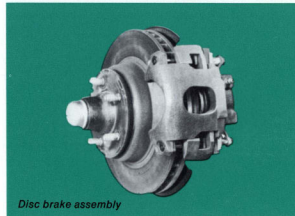
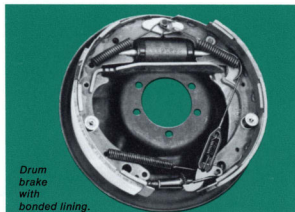


## Dual Braking System Gives Double Safety

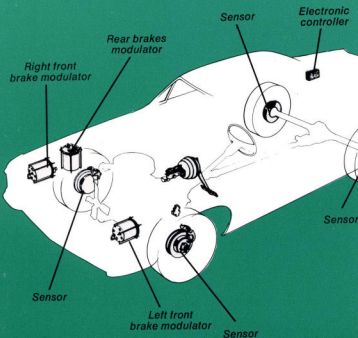
Whether your Chrysler has drum brakes or power disc brakes, you get a dual braking system. One system operates the front-wheel brakes, the other the rear brakes. Each system has its own master cylinder. Should one system fail, the other system will continue to function independently to bring the car to a stop. The brake warning light glows when the brakes are applied and pressure is low in either brake system.

**Chrysler Brakes Adjust Themselves.** An adjusting lever and link operate a ratchet wheel in the brake assembly to maintain proper brake-lining-to-drum clearance. Special tension spring keeps adjustments precise. Brake pedal stays high.

**The Parking Brake** foot pedal operates the rear wheel brakes. The brake warning light glows to let the driver know when the parking brake is applied. On Imperial, the parking brake releases automatically when the TorqueFlite automatic transmission is put into gear with the engine running.



# IMPERIAL INTRODUCES 4-WHEEL, ANTI-SKID BRAKE SYSTEM



**Sure Brake Control System**

## What It Does

Imperial's new, optional Sure-Brake System is designed to prevent the wheels from locking and skidding during panic stops when the driver jams on the brakes. The Sure-Brake System is safer because it permits the driver to stop the car within the shortest possible distance, while maintaining steering ability and car control even on slippery surfaces.

## How It Prevents Skidding

The Sure-Brake System keeps any wheel from skidding during panic stopping by momentarily relieving the hydraulic brake pressure to that wheel an instant before the wheel locks up. The hydraulic brake pressure is instantly restored and relieved alternately to maintain maximum braking power at each wheel without permitting wheel skid. This cycle continues until the skid condition is suppressed and normal braking is restored. Then, the Sure-Brake System functions as a regular brake system, maintaining hydraulic pressure to all four wheel brakes, until the brake pedal is released.

## What Makes It Work

In addition to the car's regular hydraulic braking system, Imperial's Sure-Brake System uses 3 types of components:

1. Sensors (one at each wheel)
2. One Electronic Controller
3. Three Vacuum-Power Modulators (one for the left front brake, one for the right front brake, one for the rear brakes)

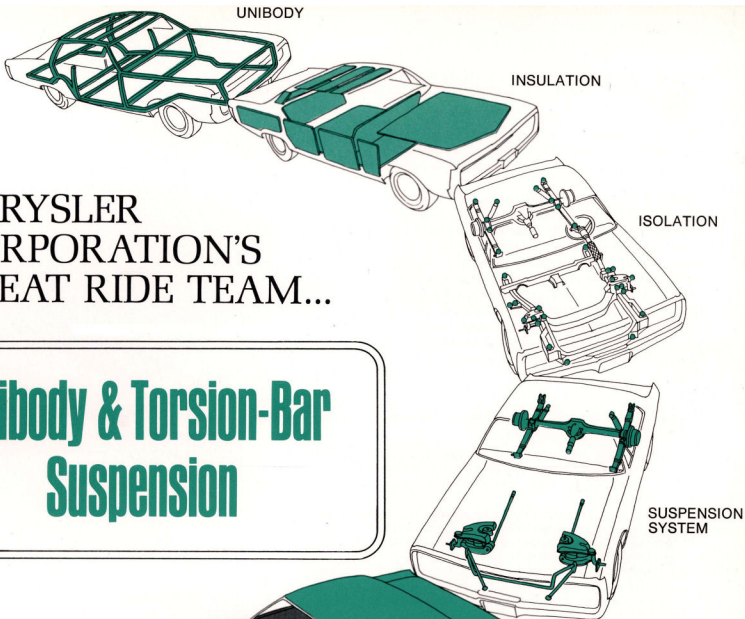
Power-assisted front-wheel disc brakes and rear-wheel drum brakes are included with Imperial's Sure-Brake System.

## How It Works

The four wheel sensors monitor wheel speeds and changes in their speeds and transmit this information to the electronic controller. Should a wheel suddenly slow down at a rate that could mean a skid, the electronic controller gets the information instantly and triggers a modulator that regulates the hydraulic pressure to that wheel. The vacuum-powered modulator relieves the hydraulic pressure to keep the wheel turning; then in the next instant restores the hydraulic pressure to maintain maximum braking and car deceleration. This cycle is repeated instantly as many times as necessary to prevent wheel-skid, while maintaining maximum braking. The Sure-Brake System works automatically, if required, when the brakes are applied above 5 miles an hour.

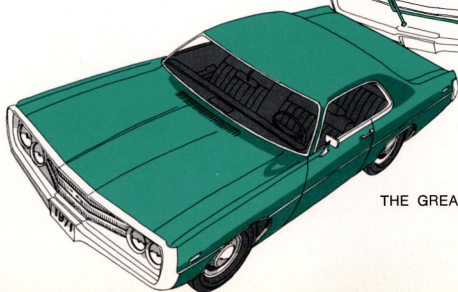
## Sure-Brake System Checks

- An indicator light on the instrument panel lets you know when the system is in operation.
- The brake warning light glows if a malfunction occurs in the Sure-Brake System that could affect normal braking. The warning light remains on until the malfunction is repaired.
- A system cycle check occurs automatically each time the engine is started with the brakes applied.



CHRYSLER  
CORPORATION'S  
GREAT RIDE TEAM...

## Unibody & Torsion-Bar Suspension

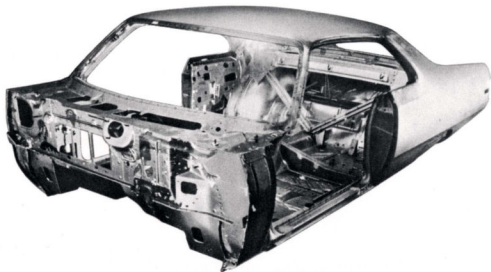


THE GREAT RIDE

## START WITH UNIBODY a rugged basic structure

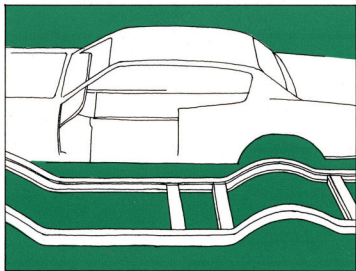
There are two basic ways to unite the body and the frame of a car. One way is to build the body and frame separately, and bolt them together. That's the way most competitive cars are built.

The other way, used by Chrysler Corporation, is to build the body and frame as one unit. This single body-frame unit, called Unibody, surrounds the passenger compartment with steel girders, beams and panels. The structural members are welded together, so all of the structural elements contribute to the overall strength of Unibody. The elements reinforce one another. There's no need for a separate frame to provide support for the body. Chrysler uses a sub-frame assembly up front to support the front suspension, engine, transmission and steering. But this sub-frame is completely isolated from the body by thick rubber cushions that damp out vibrations and sounds.



**Chrysler's Unibody construction produces five important advantages for the owner.**

- 1. Better structural efficiency.** Unibody builds the structural members into the body itself, rather than relying on an attached frame for structural strength. As a result, Unibody provides a stronger passenger compartment.
- 2. More rear floor footroom.** Chrysler has narrow door sills because the Unibody does not have a perimeter-type frame to take up floor space. This is especially evident in the rear, where there is more space for feet than there is in body-plus-frame cars.
- 3. More rigid.** Unibody is a strong, tight structure. On a body-plus-frame car, in which the frame does some flexing, the body must be able to move with the frame. Flexing can open up joints, pop welds and allow doors to move within their openings.
- 4. Total endurance.** With less twisting and racking of the body, there is less chance of welds breaking loose, seams opening up and general loosening of the body. Open seams or joints admit water and salt, which can cause rust and corrosion and thus reduce body life.
- 5. Superior Welds.** Over 5,400 big weld nuggets fuse the steel framework and sheet metal of Unibody into a single unit. Body metal flanges are designed extra wide to permit the use of larger weld nuggets than are standard in the industry. These larger welds form a permanent bond between body panels and braces. The result is a unit that is much stronger and more durable than competitive body-plus-frame construction. This extra care assures car bodies that stay tight and quiet for years.

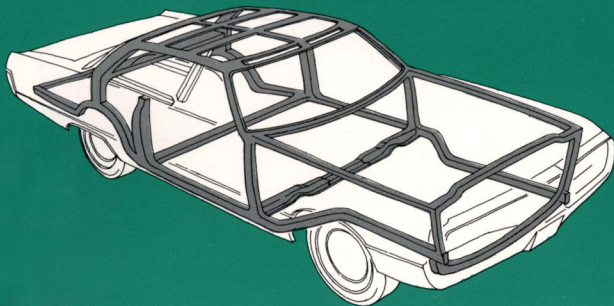
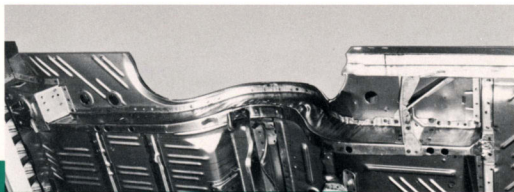


Many competitive car makers build the car body separately from the frame. Then the body is lowered onto the frame and the two are bolted together. The frame and the body can work their separate ways as road and ride forces twist up through the structure. This 2-piece construction simply cannot resist twisting forces as well as Chrysler Corporation's Unibody.



### Heavy-Duty Box-Section Steel Rails

support the entire rear of the body and the rear suspension. Similar box-section rails and crossmembers are used for supporting the front suspension and power-train components.

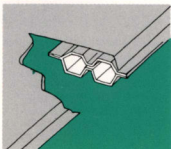


### Steel Beams and Braces Welded into Unibody for Extra Strength.

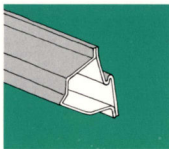
Heavy-duty box-section steel beams, U-shaped steel channels and other steel braces are welded-in parts of every Unibody. The see-through illustration at left shows how these welded-in beams form a structure that surrounds the passengers and extends to all parts of the car body. Box-section (four-sided) beams are used in areas where maximum strength is required—front and rear underbody supports, side sills, windshield framework, roof side rails, rear window header and door pillars.

**Inner Front Wheelhousings** protect engine compartment and outer fenders from corrosive road splash. They also contribute to the structural strength of the car's front end. These wheelhousings are fully coated when the body is dipped in the anti-rust solutions.

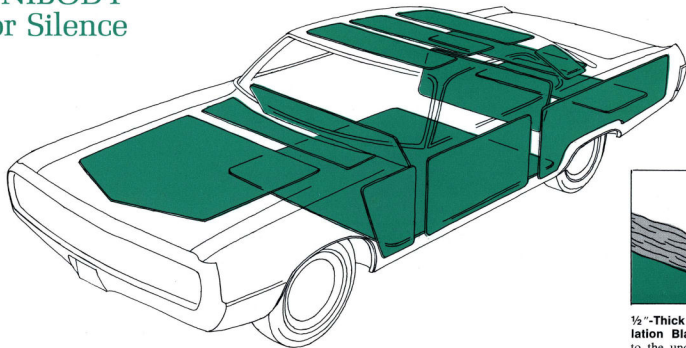
**Box-Section Steel Windshield Header and Pillars** support the forward portion of the roof over the front compartment and form the frame for the windshield.



**Heavy-Gauge Steel Body Side Sills** have four-sided, box-section construction for extra strength; are galvanized inside to resist corrosion and rust. These sturdy sills support body sides and doorways.



# INSULATE UNIBODY for Silence



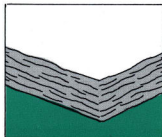
**Insulating and Sound-Deadening** are a big part of Chrysler's scientific approach to achieving a car body that is basically tight and quiet. Chrysler engineers start with a construction that is inherently tight . . . Unibody. But that's just the beginning. Experimental cars are tested on a shake analyzer and on an electronic highway that simulates actual driving conditions. The electronic devices seek out the origins of all sounds and vibrations in the body, measure their intensities and determine their causes . . . so they can be eliminated. Materials that insulate, isolate, damp and absorb are scientifically placed to eliminate body sounds.

## Unibody is Insulated and Sound-Deadened in the following areas:

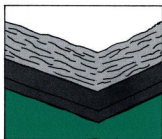
- **Steel Roof Bows** are bonded to the underside of the roof panel with adhesive sound-deadener to keep the roof panel from drumming and to reinforce the roof.
- **Floor is Covered with Jute Padding** bonded to the

underside of the carpeting. A layer of polyethylene is used as a moisture barrier between the jute and carpet.

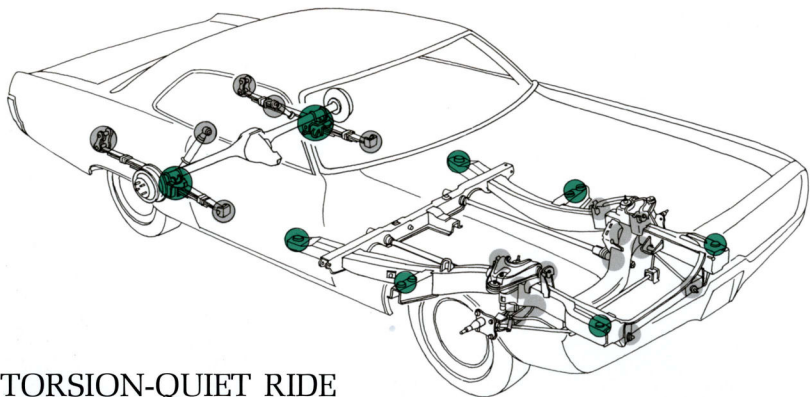
- **Doors, Quarter Panels and Wheelhousings** are sprayed with a heavy coating of mastic sound-deadener that effectively silences these areas.
- **Rear Roof Pillars** have sound-deadening materials consisting of hardboard and mastic.
- **3-Ply Pad (Amberlite, Mastic and Kraft Paper)** insulates passenger compartment from trunk.
- **Asphalt-Impregnated Pad** forms sound and insulation barrier between gasoline tank and car underbody.
- **Hood and Trunk Lid** inner and outer steel panels are bonded together with adhesive sound-deadener. This makes the panels sturdier and prevents drumming.
- **Package Shelf Insulation** consists of 3-ply pad (amberlite, mastic and chip-board) under the shelf trim panel.
- **Molded Fiberglass Hood Silencer Pad** standard on Imperial and New Yorker, optional on all other Chryslers.



**½"-Thick Wood-Fiber Insulation Blanket** is cemented to the underside of the roof panel for further sound-deadening and insulation against heat and cold.



**Dash and Side Cowl Panels** are insulated with multi-layered blanket composed of fiberglass, an asphalt-impregnated felt pad and a hardboard cover. The blanket forms a barrier against noise and engine heat. Trim panels cover the side cowl areas.



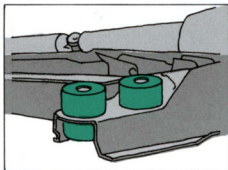
## TORSION-QUIET RIDE ISOLATES UNIBODY from Suspension

Torsion-Quiet Ride system puts a block of rubber between the body and every chassis component that might pick up road noise. Here are the details:

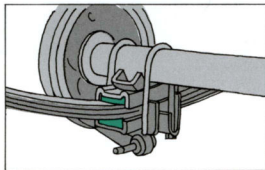
**In front,** eight rubber cushions isolate the sub-frame from the passenger compartment: Two near the radiator, four at the base of the cowl, two under the floor pan. These eight noise stoppers are in addition to the rubber mounting of the front wheel control arms, steering components and front shock absorbers.

**In the rear,** the springs are sandwiched between big rubber blocks which isolate them from the axle. These are in addition to the rubber isolators for the rear-spring mountings and shock absorbers.

The result is a dramatic improvement in riding comfort. Torsion-Quiet Ride stops road noise and vibrations. Test-drive it over tar strips, rough pavement, railroad tracks—the 1971 Chrysler can give you the quietest ride you've ever experienced.

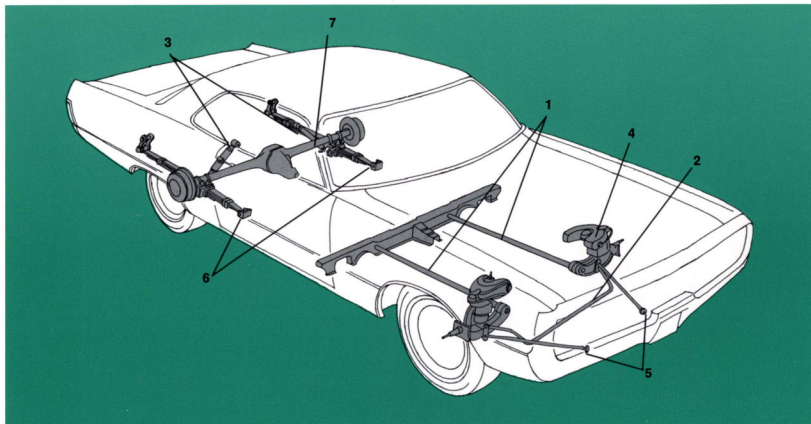


**Special rubber cushions** isolate sub-frame from body.



**Big rubber blocks** (3" wide, 8" long, ½" thick) provide cushioning between axle and spring.

# ADD TORSION-BAR SUSPENSION . . .



The suspension system is one of the major engineering differences between Chrysler cars and all of their American-built competitors. In front, Chrysler uses torsion bars because they are the most efficient way of providing riding comfort and handling control. Torsion bars are also used in some European-built cars and by two American cars, the Cadillac Eldorado and Oldsmobile Toronado.

In the rear, Chrysler's superior riding comfort and handling control come through leaf springs and the special way they are mounted. Most competitive makes use coil springs in the rear.

Here are the facts behind the superior engineering of Chrysler's suspension system.

## Suspension Features

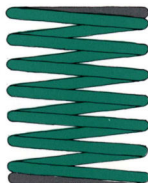
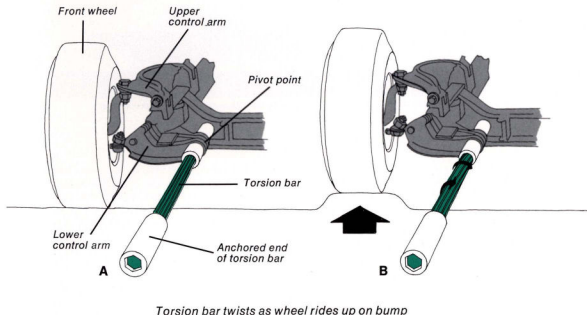
1. Independent, high-chrome-steel torsion-bar front springs
2. Anti-sway bar resists lean in turns
3. Shock absorbers limit suspension oscillations
4. Angled upper control arms resist brake dive
5. Diagonally mounted steel struts reinforce and position front-wheel lower control arms
6. Widely spaced, off-center mounted rear springs eliminate acceleration squat and resist brake dive
7. Wide-track rear axle

# ... the Best for Ride Comfort and Control

## How a Torsion Bar Works

The front end of the torsion bar connects with the front wheel's lower control arm. The rear end of the torsion bar is anchored in the car's structure so that the bar cannot turn. When the front wheel rises over a bump in the road (see figures A and B), the lower control arm pivots around the points where the torsion bar is mounted and twists the front end of the bar. The resilient chrome steel in the bar twists with the correct amount of force to hold the wheel on the road and still maintain its excellent ride and handling characteristics. The action is similar to what happens when you twist a piece of rubber hose. Just hold one end tightly and twist the other end. You can feel the resistance in the hose as it tries to untwist.

Because Chrysler's torsion bars are made of high-chrome steel, they can do all this twisting without losing spring resiliency. They keep their strength and their ride control for years and years.



Coil spring has dead ends

## Pound for Pound, Torsion Bars Offer More Control

Most people have observed the action of a coil spring as it compresses and expands in its bouncy manner. What they may not have noticed is that the first coil at each end of the spring contributes almost nothing to the springing action. In a car's suspension, these first coils merely hold the spring in position between the car frame and the suspension member. They are dead ends as far as springing goes.

In a torsion bar, live springing action extends through the full length of the bar. This extra efficiency means that with a torsion bar weighing 10 pounds, 9½ pounds will be working . . . so it's more efficient than a coil spring in providing ride control.

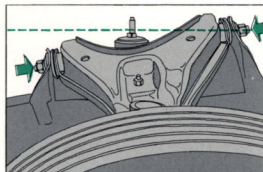
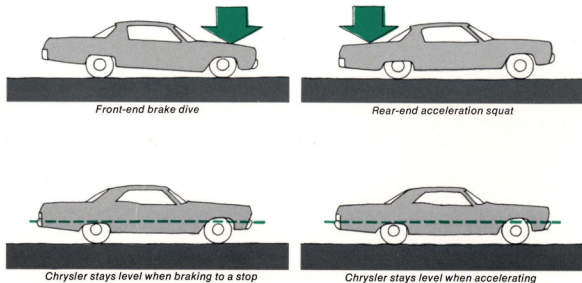
That's one reason a torsion bar is better than a coil spring for handling control. The next page gives you more reasons why Chrysler's Suspension System is the best on the road.

## Torsion Bars Can Be Adjusted

Built-in mechanical adjusters let the Chrysler owner raise or lower the front end of his car by adjusting the torsion bars. With coil springs, there's no adjustment. If one spring should sag with age, the car will lean to that side. Then the owner must either replace the coil spring or have shims placed under the springs . . . a difficult and expensive job.

# TORSION-BAR SUSPENSION . . .

Torsion bars are the most efficient springs and, coupled with multi-leaf rear springs and, they are part of a total suspension system that contributes to all phases of ride comfort and control. This system virtually eliminates front-end dip when braking and rear-end squat when accelerating. Here's how it works:



Arrows above indicate pivot points of front-wheel upper control arm. Notice how Chrysler designs the upper control arm with the front pivot higher than the rear.

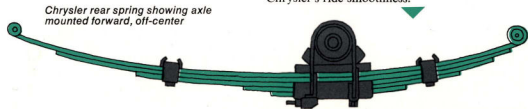
## Front Suspension:

◀ The upper control arm pivots at two points as it moves up and down with the front wheel. In older suspensions, these pivots were at the same height. Then, Chrysler engineering raised the front pivot higher than the rear. When the brakes are applied, this design lifts the front end of the car as the weight shifts forward. The lift counteracts the extra weight . . . helping to keep the car level.

## Rear Suspension:

Chrysler engineers mounted the rear leaf springs off-center. The rear axle is mounted on the thick forward sections of the rear springs, instead of on the spring centers. With this off-center mounting, the stiff forward sections of the springs support the body when the car's weight shifts during accelerations or braking . . . helping to keep the car level.

Because of the off-center mountings, the portion of the spring behind the axle is long and flexible. On the road, these long sections flex to cushion the ride, contributing to Chrysler's ride smoothness.

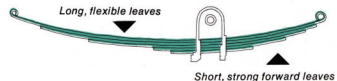
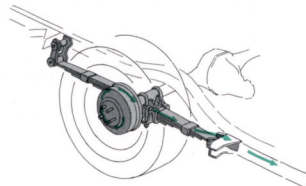
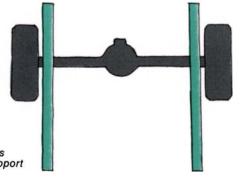
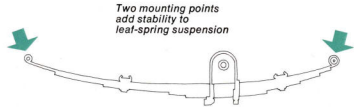


Chrysler rear spring showing axle mounted forward, off-center

# ... is a Ride-Control System

## WHY CHRYSLER USES MULTI-LEAF SPRINGS IN THE REAR

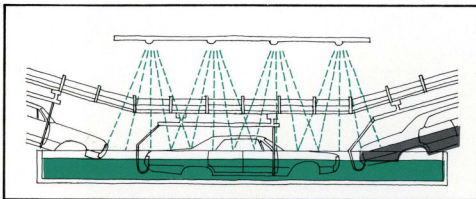
- 1. Leaf Springs Are Fastened at Two Points** to the car's understructure. The two-point mounting for each spring gives a built-in stability to the rear suspension. Coil springs mount against the car's understructure at only one point and add nothing to suspension stability. Stabilizing bars or links must be used to support them.
- 2. Widely Spaced Rear Leaf Springs** add more stability to the rear suspension. Because Chrysler's leaf springs are mounted far apart, they stabilize the ride by giving wide-stance support to the car's body.
- 3. Leaf Springs Cushion Driving and Braking Shocks.** All driving and braking forces transmitted to the rear axle must pass through the rear springs before they reach the car body. Thus the shocks of sudden braking and quick acceleration are absorbed by the springs, making the ride smoother and more comfortable. With coil springs, the rear axle is connected to the body through steel links that cannot cushion these forces.
- 4. Leaf Springs Adjust Better to Varying Loads.** Multi-leaf rear springs have the capacity to adjust to the load as more weight is added to the rear of the car. What happens is that a light load is handled by the long flexible leaves of the springs, whereas heavier loads cause the short, stronger leaves to flex with the increased weight. This is especially beneficial on station wagons with their varying loads. A car with coil springs cannot adjust to the heavier loads, cannot offer the ride stability of leaf springs.

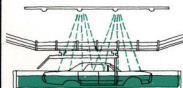
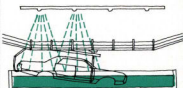
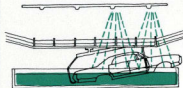
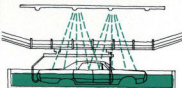
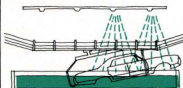
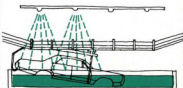
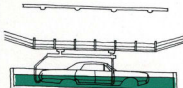


# PROTECT UNIBODY

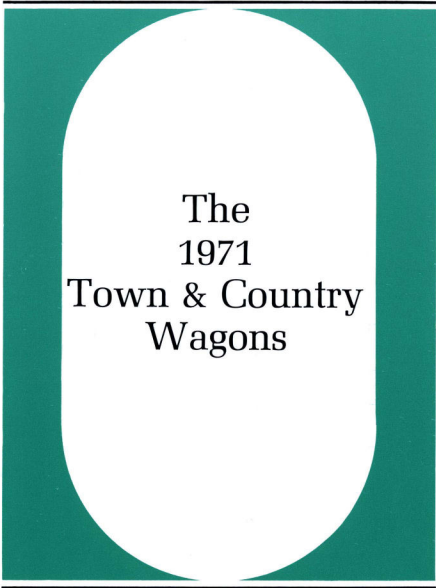
## 7-Step Dip-and-Spray Anti-Rust Treatments

Protection against rust and corrosion begins with the bare sheet metal on every Chrysler car. Even before the metal is formed into body panels it is wire-brushed and coated with a drawing compound to protect it against rust. Galvanized steel is used for body side sills. When assembled, each car body is thoroughly cleaned and coated in Chrysler's famous 7-Step Dip-and-Spray process for maximum protection against all forms of corrosion.



 <p><b>1. Cleaning Dip</b> Unibody is dipped and sprayed with cleaning solution, then drained.</p>	 <p><b>2. First Rinse Dip</b> Unibody is dipped and sprayed in warm water to rinse off solution, dirt and impurities.</p>	 <p><b>3. Second Rinse Dip</b> Unibody is again dipped and sprayed for thorough rinsing, then drained.</p>	 <p><b>4. Phosphate Dip</b> Unibody is dipped and sprayed in rustproofing phosphate, then drained.</p>
 <p><b>5. Cold Rinse</b> Unibody is dipped and sprayed in cold water, then drained.</p>	 <p><b>6. Acid Rinse</b> Unibody is dipped and sprayed in metal conditioner for best paint adhesion.</p>	 <p><b>7. Primer Dip</b> Lower body is dipped in 22" of rustproofing primer. Primer coats lower body panels inside and out.</p>	<p><b>Acrylic Enamel Gives Chrysler Lasting Luster!</b></p> <p>Each Chrysler is sprayed with 2 coats of tough epoxy primer. Then oven-baked, wet-sanded and oven-dried. Finally, two coats of acrylic enamel are applied and oven-baked to a glossy luster. Acrylic enamel is highly resistant to chipping, fading and corrosion.</p>





The  
1971  
Town & Country  
Wagons

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### 1971 CHRYSLER WAGON MODELS

- Town & Country Wagon,  
2-Seater
- Town & Country Wagon,  
3-Seater



Chrysler's big Town & Country Wagon has a new wood-grained paneling that extends the full length of the wagon and across the tailgate. The wood-graining is partially transparent, which lets the wagon's paint color show through and tint the paneling. As a result, the wood-graining tint will blend with the wagon's exterior color, no matter what color is selected.

Up front, Town & Country Wagon shares New Yorker's rich, die-cast grille, massive loop bumper and dual headlight treatment. Headlights are set in square frames with dark argent trim between headlight lenses and frames. Fender-mounted turn-signal indicator lights are standard.



## STATION WAGON HIGHLIGHTS for '71

### Town & Country Wagon Features for '71

- New Torsion-Quiet Ride makes Town & Country Wagon the quietest and smoothest riding wagon in the industry.
- New keyless door locking system.
- New ventless door window glass.
- 48.5"-wide cargo compartment floor.
- Carpeted cargo floor with bright metal trim strips.
- Dual-action tailgate.
- Strato Ventilation, optional.
- Molded storage pockets in rear wheelhousing covers.
- Unibody construction.
- Lockable stowage compartment beneath cargo floor.
- Spare tire stored vertically at right of cargo floor near tailgate opening.
- Roof luggage rack optional.
- Cassette stereo tape system, optional. Microphone, optional.
- New low-profile adjustable head restraints on optional 3-in-1 divided bench seats.
- Built-in head restraints on standard bucket-back seats.
- Tilt steering wheel with rim-blow horn, optional.
- Power-operated tailgate window.
- Dual air conditioners, optional.
- Concealed windshield wipers.

## TOWN & COUNTRY WAGON FEATURES, continued

**Place a 4 by 8-Foot Panel Flat on Cargo Floor of Town & Country Wagon . . .** and you can close the tailgate and lock it! It's great to be able to close the gate on a big load on days when you don't want your cargo or passengers to be exposed to the elements. Competitive full-size wagons have the four-foot width, but not the eight-foot length to allow the tailgate to be closed.



**Lockable Storage Compartment** beneath cargo floor of Town & Country Wagons is ideal for carrying valuables. A hinged lid in the floor hides the compartment. The compartment is standard with lock and key. On the 3-seat wagon, this compartment is used to store the third seat, but extra space still remains for storing small items.



**Extra-Wide 63.4" Rear Track** gives Chrysler's Town & Country Wagon superb load-hauling stability. The wide rear stance, together with widely spaced, heavy-duty rear leaf springs, give Chrysler wagons sure-footed control even when they are carrying heavy loads.

**Dual-Action Tailgate** swings open like a door for easy loading and easy entrance to the third seat; swings down like the tailgate of a truck to support extra-long loads. The dual-action tailgate is standard on all Town & Country Wagons.

**How it Works:** A single lever on the inside of the door controls the action. Moving the lever toward the position labeled DOOR activates the hinging at the side and permits the tailgate to swing out like a door. Moving the lever toward the position labeled GATE causes the tailgate to hinge at the bottom so it swings down. The tailgate window must be fully lowered before the gate can be opened. Since the driver controls the window, this is a safety device that prevents children in the third seat or cargo area from opening the tailgate.

**Power-Operated Tailgate Window** can be raised and lowered by a switch on the instrument panel or by turning the ignition key in a cylindrical switch in the tailgate. The instrument panel switch lets the driver control the tailgate window without having to stop and get out of the wagon. The power-operated tailgate window is standard on all Chrysler wagons.



**Two Storage Pockets**, molded into the cover of the left rear wheelhousing, and a single pocket in the cover of the right rear wheelhousing are standard on Town & Country Wagons. These handy pockets can be used for holding anything from books to bathing suits—items you don't want cluttering up the seats or the floor. Hinged lids close to conceal the contents of these handy compartments. It's just another convenience that's engineered into all Chrysler station wagons.

## TOWN & COUNTRY WAGON FEATURES, continued



**Spare Tire Compartment**, located to the right of the cargo floor just ahead of the tailgate, can easily be reached from the rear of the wagon. A color-keyed, molded plastic cover clips into position to conceal the spare tire.



**Roof Luggage Rack**, optional on Town & Country Wagons, adds beauty and loads of extra carrying capacity. Made of rugged extruded aluminum, this practical roof rack has a movable tie-down bar that slides fore and aft to adjust to the size of the load.

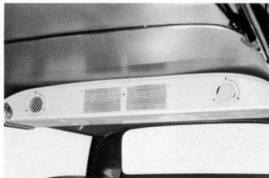
**Cargo Floor Carpeting** and bright metal skid strips are standard luxury items on all Chrysler wagons. Durable nylon-blend pile carpeting adds a plush look to the cargo compartment.

**Extra Cargo Space** between the second and third seats of Town & Country Wagons is big enough to carry picnic baskets, sports gear and other articles even with a wagon full of people. When combined with the beneath-floor cargo well, it provides considerable hauling capacity for the odds-and-ends you take along on group outings.



**Town & Country Third Seat** is comfortable for two adults or three children. A power window control on the instrument panel can be used to keep the window slightly raised so the tailgate cannot be opened.

**Assist Handles and Tailgate Sill Step Plate with Step Pad** are optional on the Town & Country Wagon.

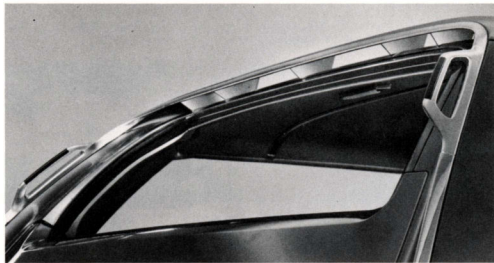


**Rear Compartment Air Conditioner** is available on all Chrysler station wagons to supplement the front air conditioner. The rear unit greatly increases the overall air-conditioning capacity and keeps second- and third-seat passengers comfortably cool even on the hottest days. The rear unit has its own cooling coils and blower fans to cool and circulate the air in the rear. No other wagon in the industry offers a second cooling unit. The dual air conditioners are available with Auto-Temp II for year-around automatic temperature control; or with manual temperature control.

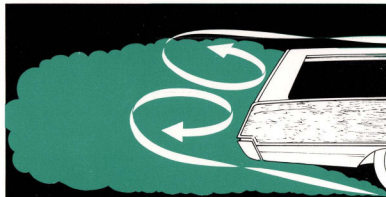
**Tinted Window Glass** is recommended with air conditioning because it screens out many of the heat-producing rays of the sun. This makes the air conditioner cool more effectively.

*Note: See pages 18, 19 for complete story on Chrysler air conditioning.*

**Aerodynamic Roof Air Deflector** is standard on Chrysler wagons. Styled to blend with rear roof contours, this full-width deflector forces air to flow from the roof down past the tailgate window. As a result, dust, moisture and other airborne particles are carried away from the tailgate window . . . so visibility is not restricted.



*Airflow with roof air deflector*



*Airflow without roof air deflector*

**Tailgate Window Washer and Wiper**

is a Town & Country Wagon option that enables the driver to clean the tailgate window by pushing buttons on the instrument panel. First, he pushes the power tailgate window button to lower the window completely; then he pushes the button that operates the electric washer and wiper system. He can clean the tailgate window without stopping the wagon.

**How it Works:** Six washer jets inside the tailgate spray cleaning fluid on the glass; three wiper blades move against the tailgate glass; the power tailgate window rises automatically as the wipers wipe it clean.



*Tailgate window before washing*



*Tailgate window after washing*

## CONVERTING SEATS FOR CARGO HAULING

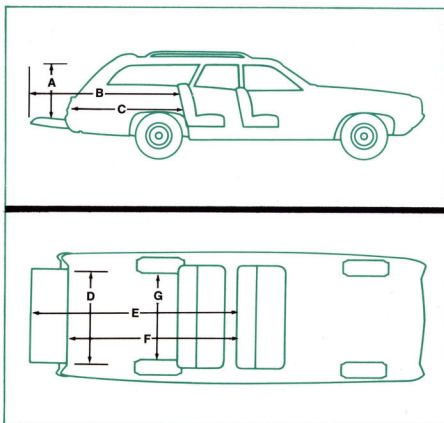
It's a simple procedure to fold down the second and third seats of a Chrysler wagon for hauling cargo; and to flip them back up again for carrying people. Here's all you do:



**First:** Release the latch that holds the second seat-back upright.

**Second:** Fold the second seat-back forward and press down until it is flush with the floor. (Spring-loaded hinged panel folds down with the seat-back and locks the seat-back in cargo position.)

**Third:** Open dual-action tailgate from the side, release the seat-back latch and pull the third seat-back (on 3-seat models) toward the rear of the wagon. Swing it down flush with the floor so it locks in position.



### Cargo Compartment Dimensions

T & C Wagon	
A—Maximum height of rear opening .....	29.0"
B—Cargo floor length, back of second seat to end of open tailgate.....	83.5"
C—Cargo floor length, back of second seat to closed tailgate.....	63.1"

T & C Wagon	
D—Width of rear opening at floor.....	54.5"
E—Cargo floor length, back of front seat to end of open tailgate.....	119.4"
F—Cargo floor length, back of front seat to closed tailgate.....	99.0"
G—Cargo floor width between wheelhousings.....	48.5"
Cargo capacity, cubic feet.....	104.2*

\*Storage compartment beneath cargo floor has an additional cargo capacity of 9 cubic feet in 2-seat wagon.



## TOWN & COUNTRY WAGON'S LUXURIOUS INTERIOR



**The Town & Country Wagon Instrument Panel** exemplifies the luxury and beauty that is traditional with Chrysler hardtops and sedans. The panel is deeply recessed under a full-width brow of safety padding. New features for 1971 include round knobs for the headlights and radio, a new arrangement of gauges and setting of the center air-conditioning outlets flush with the instrument cluster.

The entire panel of recessed gauges is tilted toward the driver's line of vision for easy reading and to reduce reflections. All gauges have large, crisp numerals and indicators for at-a-glance readings. For night driving, the entire instrument cluster is floodlighted so it's easy to see gauges and controls. The panel includes an odometer, trip odometer and gauges for alternator and fuel level. Warning lights are used for engine temperature and oil pressure. Two widely separated ashtrays are conveniently located for the driver and passengers. The driver's ashtray has a cigar lighter. A rotary latch keeps the glove-box door tightly closed and rattle-free.



**Large glove box** is illuminated when open. Door has convenient cup recesses.

### Town & Country Wagon Steering Wheels



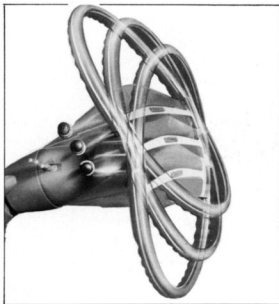
**Standard Steering Wheel** has wood-grained insert at center, 3 spokes and horn buttons on spokes.



**Optional Rim-Blow Steering Wheel** has 2 spokes, padded center and rim-blow horn.



**Optional Tilt-A-Scope Steering Wheel** has straight-through spoke with padded center and rim-blow horn.



**Power Steering**, standard on Town & Country Wagons, reduces driver steering effort up to 80%, making steering a fingertip task even with a fully loaded station wagon. Power steering has a fast-ratio gear that provides quick steering response. It helps the driver turn the front wheels from full-right to full-left with only 3.5 turns of the steering wheel.

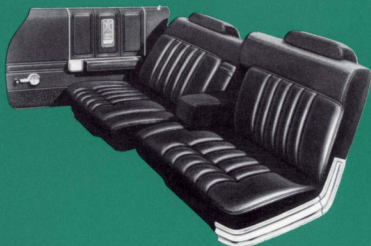
For 1971, a new gear with the power steering unit gives improved "feel-of-the-road" in the straight-ahead position. The steering feels even more secure.

**Tilt-A-Scope Steering Wheel** lets the driver adjust the wheel to the position that is most comfortable for him. It also lets him tilt the wheel up out of the way when getting in or out of the car. The steering wheel tilts a total of 30 degrees and telescopes in and out a total of 2.7 inches. The combined adjustments give the driver a wide range of steering wheel positions.

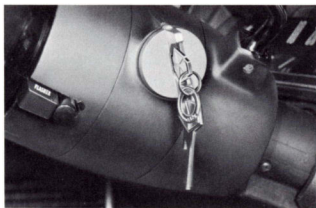
To tilt the steering wheel, raise the lever on the left side of the steering column. The steering wheel automatically locks in any of 7 different positions when the locking lever is released. A second locking lever beneath the steering wheel hub controls the telescoping action.



**All-Vinyl Bucket-Back Bench Seat** is standard on Town & Country Wagons. This seat features built-in head restraints, a folding center armrest, luxurious pleated vinyl and bright seat side shields. The interior door trim panel has a Town & Country emblem near the top and carpeting across the bottom.



**Three-In-One Divided Bench Seat** with individual folding center armrests, individual seat adjustment and reclining passenger seat is optional on Town & Country Wagons in all-vinyl or in cloth-and-vinyl trim. These seats have the new, low-profile adjustable head restraints and bright seat side shields. The door trim panel has a Town & Country emblem near the top and rich, pile carpeting across the bottom.



**Steering Wheel Anti-Theft Lock** engages when the automatic transmission selector is in PARK. A potential car thief won't be able to steer or shift. A safety device prevents the lock from engaging except in PARK so the column cannot be accidentally locked when the wagon is in motion.

**Ignition Key Warning Buzzer** is standard on Chrysler wagons. It sounds an alert to the driver when he opens the door without first removing the ignition key. This anti-theft device reminds the driver to take the keys with him.



**Keyless Door Locking System** enables you to lock any door with the door push button . . . it's not necessary to use the key. Just push the button down and close the door. Front doors are re-opened with the ignition key. The ignition key warning buzzer reminds the driver to remove the keys before closing the door.

## TOWN & COUNTRY WAGON FEATURES, continued



**Power Door Locks** are a convenience and safety option for Town & Country Wagons. They permit locking and unlocking of all side doors simultaneously by pushing down or pulling up on either front-door locking button. The ignition key locks and unlocks only the door it is being used in. Any door can be unlocked from inside the wagon.

**Headlight Warning Buzzer** sounds an alert when the driver opens the driver's door without first turning off the headlights. The warning buzzer is part of the Driver Air Package, which includes a warning light for low fuel and a reminder light for seat belts.

**Cornering Lights** turn on automatically when the turn-signal lever is used while the headlights or parking lights are on. They project a steady beam of light in the direction the wagon is turning so the driver can see better when rounding dark corners. Cornering lights are optional on Town & Country Wagons.

**Lane-Change Turn Signals**, standard on Chrysler wagons, require only slight pressure on the lever to flash a signal for changing lanes. Releasing the pressure cancels the signal. Turns are signaled in the usual manner by moving the lever until it latches in position. Steering out of the turn cancels the signal automatically.



**Third-Seat Ashtray** is conveniently located at the rear of the foot well, where it can easily be reached. The ashtray is concealed when the third seat is folded down in the cargo position.



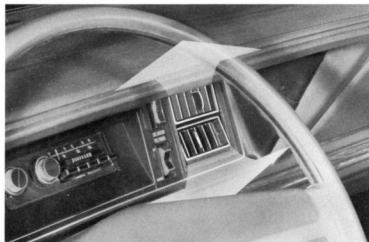


**Automatic Speed Control** maintains wagon speed at a pre-set level, even through hilly terrain. On the open highway, the driver can sit comfortably with his foot removed from the accelerator, while his speed is controlled automatically.

The brake pedal and accelerator can be used anytime to immediately override the automatic control. An OFF switch on the resume-speed ring completely deactivates the automatic speed control unit. Automatic speed control is optional on Chrysler wagons.

**To Set Wagon Speed:** accelerate to the desired cruising speed, push the speed-set button at the end of the turn-signal lever and remove foot from accelerator. The automatic control takes over. If the wagon has been braked to a lower speed while on automatic, just twist the resume-speed control ring to RESUME and the wagon will automatically accelerate to the pre-set speed. To increase wagon speed slightly, tap the speed-set button and wagon speed increases 2 to 3 miles an hour for each tap. The automatic speed control cannot be set for speeds below 30 m.p.h.

**Power Windows** have a master 4-button control on the driver's door that enables him to lower and raise all side windows. There's an individual switch under each of the other windows for passenger convenience. For safety, none of the power windows will operate when the ignition switch is turned off. Power windows are optional on Chrysler wagons.



#### High-Level Strato Ventilation

Now you can get fresh-air ventilation through two adjustable outlets near the center of the instrument panel. They're the same outlets used with Chrysler's air conditioner. You can direct the fresh air exactly where you want it: to your lap, shoulders or head . . . or away from you entirely. The adjustable outlets move up and down; louvers in the outlets move side to side. Optional without air conditioning.

**3-Switch Power Seat Adjuster** provides 6-way adjustment of the front seat. The front switch tilts the front of the seat up and down; the rear switch tilts the rear of the seat up and down. The middle switch raises and lowers the seat and moves it forward and rearward. The 6-way adjustment permits selecting an almost infinite variety of seat positions.



Changing the seat tilt adjustment on long trips can relieve tension by shifting seat support to new areas of the body. The power seat can be lowered almost an inch lower than the standard manual adjustment seat, resulting in a corresponding increase in headroom.

*NOTE: For additional standard and optional features of the Town & Country Wagon, see the Features section of this book. Also see the Standard and Optional Equipment section for availabilities.*

## 3 Powerful Regular-Gas V-8's for Chrysler Wagons

### Availability & Specifications

### Features

**383 V-8  
2-bbl.**

#### Standard V-8 for Town & Country Wagons

Horsepower @ r.p.m.	275 (190) @ 4400
Torque, lb.-ft. @ r.p.m.	375 (305) @ 2800
Displacement, cu. in.	383
Carburetor	2-barrel
Compression ratio	8.5 to 1
Bore and stroke	4.25" x 3.38"
Air cleaner	Single snorkel
Exhaust system	Single, low restriction
Fuel recommended	Regular

- Regular fuel operation for cleaner exhaust vapors • Deep-skirt, tin-alloy, cast-iron engine block • Large, low-restriction intake manifold passages • Front-mounted distributor, easily accessible • Hydraulic tappets • Wedge-shaped combustion chambers • Cast ductile iron crankshaft • Large intake valve ports • Low restriction exhaust system • Laminated steel exhaust pipe and large tuned resonator for exhaust quietness • Cleaner air system with fast-action choke and heated inlet air system for reduced emissions.

**383 V-8  
4-bbl.**

#### Optional V-8 for Town & Country Wagons

Horsepower @ r.p.m.	300 (240) @ 4800
Torque, lb.-ft. @ r.p.m.	410 (310) @ 3400 (3200)
Displacement, cu. in.	383
Carburetor	4-barrel
Compression ratio	8.5 to 1
Bore and stroke	4.25" x 3.38"
Air cleaner	Single snorkel
Camshaft	Special
Exhaust system	Single, low restriction
Fuel recommended	Regular

- Regular fuel operation for cleaner exhaust vapors • Deep-skirt, tin-alloy, cast-iron engine block • Large, low-restriction intake manifold passages • Front-mounted distributor, easily accessible • Hydraulic tappets • Wedge-shaped combustion chambers • Forged-steel crankshaft • Large intake valve ports for free breathing • Low-restriction exhaust system • Cleaner air system with fast-action choke and heated inlet air system for reduced emissions.

**440 V-8  
4-bbl.**

#### Optional V-8 for Town & Country Wagons

Horsepower @ r.p.m.	335 (220) @ 4400 (4000)
Torque, lb.-ft. @ r.p.m.	450 (350) @ 3200
Displacement, cu. in.	440
Carburetor	4-barrel
Compression ratio	8.8 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Double snorkel
Camshaft	Special
Exhaust system	Single, low restriction
Fuel recommended	Regular

- Regular fuel operation for cleaner exhaust vapors • Deep-skirt, tin-alloy, cast-iron engine block • Large valve ports and intake manifold passages for superior high-speed engine breathing and performance • High-performance valve springs, piston and connecting rods • Wedge-shaped combustion chambers • Hydraulic tappets • Front-mounted distributor, easily accessible • Cleaner air system with fast-action choke and heated inlet air system for reduced emissions.

Note: First horsepower and torque figures are **Advertised Gross**. Second figures in ( ) are **Installed Net**.

**NOTE: For additional information about Town & Country Wagon engines, see Features section, pages 28 through 30.**

## TorqueFlite Automatic is Standard on Town & Country Wagons

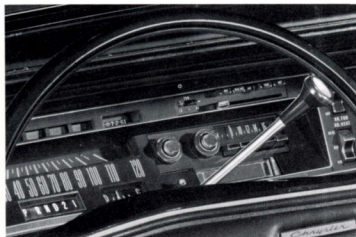
When Chrysler Corporation introduced TorqueFlite in 1956, the automobile magazines acclaimed it as the best automatic transmission of its time. The combination of three forward gear speeds, a torque converter and a precision automatic shifting assembly gave both smooth shifting and efficient operation.

Although other manufacturers have imitated the design, TorqueFlite continues as the best automatic in the industry. It is more compact than other makes, so it requires a much smaller floor hump than most other cars. That's why you'll find a larger area of flat floor space for footroom in Chrysler wagons than in other wagons.

TorqueFlite is strong and trouble-free. Best testimony to its durability is the fact that transmission re-builders get very little business from TorqueFlite. TorqueFlite virtually coasts through Chrysler's warranty. That's why TorqueFlite is especially suited to Chrysler's big Town & Country Wagons and the heavy loads they are capable of carrying. TorqueFlite is rugged, durable and practically trouble-free.

### Some Notable TorqueFlite Features:

- New part-throttle downshift gives quick pick-up in traffic without fully accelerating the engine. Provides instant response to the throttle after a slowdown . . . as when coming out of a sharp turn. Downshift is smooth. There's no engine racing. No need to floor the accelerator.
- Brazed torque converter blades for greater strength and efficiency. (Competition uses tabbed blades that are less efficient, produce service failures and require a larger, bigger converter housing.)
- Liquid-cooled torque converter. Provides better cooling, quieter operation than air cooling.
- Smooth shifting. Has positive mechanical linkage from transmission to carburetor for kickdown shifts.
- Lifetime, full-flow oil filter. Lasts the life of the car under normal operating conditions. Keeps oil free of harmful particles. (Competitors use a screen filter that's not nearly as efficient . . . must be replaced periodically.)
- Lifetime oil supply. Need not be replaced in ordinary operating conditions. Oil drain plug has been removed, except on taxicabs and police cars.
- 100% leak-test for transmission housing and converter for every TorqueFlite.
- Lifetime clutch friction material never needs replacing under normal operating conditions.
- Efficient 3-speed operation gives maximum acceleration and economy. (TorqueFlite is used extensively on drag strips because of quickness in acceleration.)
- Cushioned clutches soften engagement into reverse and low.



### Shifting TorqueFlite

Place the selector in "D" (DRIVE) and TorqueFlite shifts automatically from low to second to high as car speed increases. Pressing the accelerator down suddenly causes an automatic downshift.

Manual shifting can be accomplished by moving the selector from "1" (LOW) to "2" (SECOND) to "D" (DRIVE). This lets the driver hold the transmission in low or second at road speeds above the normal automatic shift points. He can also move the selector to downshift without using the accelerator.

## Town & Country Wheel Covers



Standard Wheel Cover



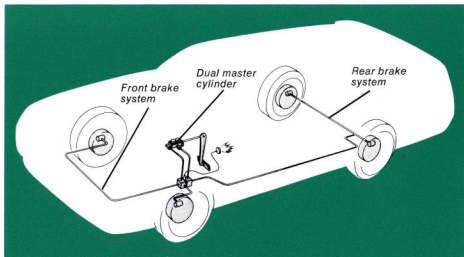
Optional Deep-Dish Wheel Cover

## Power Disc Brakes Standard on Town & Country Wagons

Chrysler equips every Town & Country Wagon with power brakes: disc brakes for front wheels; large drum brakes for the rear wheels. This combination provides the best standard braking system now available on the American car market.

Disc brakes are well known for their ability to throw off excess braking heat and maintain excellent stopping power even during successive high-speed stops. That's why they are an ideal choice for the heavy-duty service a Town & Country Wagon is prepared to give. The large drum brakes used for the rear wheels have heavy-duty flared brake drums with cooling fins to make certain that the rear brakes don't overheat. Add to this the power booster that is standard and you can see why the big Town & Country Wagon stops quickly and surely . . . and with the ease of a small car.

**Wagon Brakes are Self-Adjusting.** There's no need to periodically adjust the brakes on Town & Country Wagons. They adjust themselves automatically any time an adjustment is required. The adjustment is made merely by pushing the brake pedal down while the wagon is moving in reverse. It can happen when you are backing out the driveway. The adjustment restores brake clearances to the specified tolerances. These constant, fine adjustments keep the brake pedal high so there's always ample pedal travel to apply the brakes firmly for quick, straight-line stops.



**Dual Braking System** gives Town & Country Wagons an extra margin of safety. It consists of two separate brake systems. One system is for the front wheels, the other for the rear wheels. Both systems operate simultaneously when the brake pedal is applied. If for some reason one system should fail because of lack of hydraulic pressure, the other system will continue to function independently to stop the wagon. If there's a loss of pressure in either system, a warning light on the instrument panel will glow when the brake pedal is applied.



*Power disc brakes on all wagons*

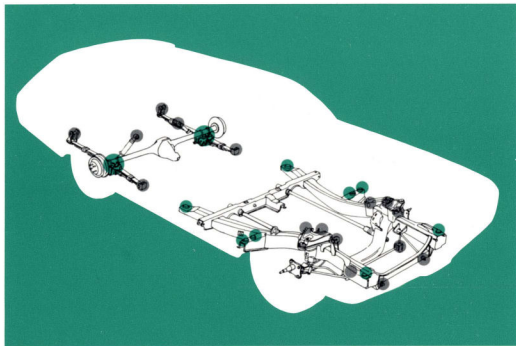


*Flared rear brake drum with cooling fins*

**The Parking Brake** on Town & Country Wagons operates the rear-wheel brakes. A warning light on the instrument panel alerts the driver when the parking brake is "on", so he won't drive away with the brake applied.



## New Torsion-Quiet Ride Gives Town & Country Wagons a Quiet Ride with Superior Handling Control



● Torsion-Quiet Ride rubber isolators

● Other suspension isolators

### Why the Firm Ride and Handling Control

Station wagons are called upon to carry more passengers and to haul heavier cargo loads than sedans, so Chrysler builds extra-strong suspension systems into every Town & Country Wagon. Chrysler puts more steel and more strength into both front and rear suspensions: torsion bars and front anti-sway bar are tailored to Town & Country's extra weight; extra leaves are added to the springs in the rear. (7-leaf rear springs are used, compared to 5 and 6 on sedans.) This gives Chrysler wagons ride and handling control that is as sure-footed and responsive as a sedan model. There's no bobbing and wallowing as you see in some wagons when they're carrying a full load.

What's more, Torsion-Bar Suspension by its very nature offers more ride control than coil-spring suspensions. The torsion bars are more effi-

cient and rear leaf springs contribute more stability. During quick turning maneuvers, the rear axle pivots slightly with leaf-spring suspension and turns in the direction of the weight shift. This reaction is called roll-ster . . . and it's safer, especially when the wagon is heavily loaded. In effect, the rear wheels roll toward the direction of the weight shift and help balance the load. On coil-spring rear suspensions, the rear axle and wheels roll rigidly forward, held in place by steel links. There's no compensation for weight shifts on quick maneuvers . . . and that's not as safe.

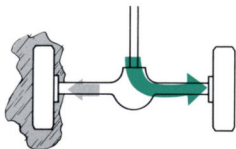
Multi-leaf rear springs with their staggered spring lengths also have the ability to adjust for varying loads. Coil springs can't do this. (See the Unibody and Suspension story on Pages 35 through 44 for further details on Chrysler's Torsion-Bar Suspension.)

Chrysler's Torsion-Quiet Ride system puts a block of rubber between the body and every chassis component that might pick up road noise. Here are the details:

**In front,** eight rubber cushions isolate the sub-frame from the passenger compartment: Two near the radiator, four at the base of the cowl, two under the floor pan. These eight new noise stoppers are in addition to the rubber mountings for the front-wheel control arms, steering components and front shock absorbers.

**In the rear,** the leaf springs are sandwiched between big rubber blocks which isolate them from the axle. Additional rubber mountings isolate the springs and the shock absorbers from the body.

The result is a dramatic improvement in wagon riding comfort. Torsion-Quiet Ride stops road noise and vibrations. Test-drive it over tar strips, rough pavement, railroad tracks—the 1971 Chrysler Town & Country Wagon will give you the quietest ride you've ever experienced in a station wagon.



**Sure-Grip Differential**, a desirable option on any wagon, has an internal clutching device that maintains traction at both rear wheels, even though one wheel is on a slippery or loose surface. When one rear wheel begins to slip, the clutching device locks that wheel and transfers most of the driving torque to other wheel with the good traction. This keeps the wagon moving on surfaces where a wagon with an ordinary axle would become stuck.

#### Wagon Unibody Construction

Town & Country Wagon bodies are tight, strong and durable. Unibody construction welds structural steel members, body braces and sheet-metal panels into a single, unitized shell in which all parts contribute to the overall strength of the body. Unibody provides up to twice as much resistance to body-twisting forces encountered on the road as wagon bodies that are bolted to separate frames. This extra structural strength is especially important in wagons because of the heavy loads they haul.

*NOTE: For further details on Unibody construction and Chrysler's famous 7-step dip-and-spray anti-rust protection, see pages 35 through 44 in the Features section.*

#### TRAILER TOWING

Chrysler's Town & Country Wagon has the size, ruggedness, stability and excellent handling characteristics to make it an ideal vehicle for towing trailers. Furthermore, power steering, power disc brakes, TorqueFlite automatic transmission and big 1.84 x 15" tires on a wide-track base are standard on every Town & Country Wagon. As a result, control and handling is easy and sure-footed even with a big trailer in tow.

##### Trailer-Towing Package (Maximum Loaded Gross Trailer Weight . . . 5500 lbs.)

- Maximum Capacity Cooling System: Includes high-capacity radiator, high-capacity fan, fan shroud and yoke-to-hood air seal
- Heavy-Duty Suspension: Includes heavy-duty torsion bars, heavy-duty rear leaf springs, an anti-sway bar up front and high-control shock absorbers
- Heavy-Duty Stop-Lamp Switch
- Heavy-Duty Turn-Signal Flasher
- Heavy-Duty Wheels
- Heavy-Duty Performance Axle with 3.23 to 1 ratio
- Auxiliary Transmission Oil Cooler (with 383 4-barrel engine only)

##### Additional Equipment Recommended for Trailer Towing

- Engines: 383-cubic-inch 4-barrel V-8 or 440-cubic-inch 4-barrel V-8
- Air Conditioning
- Automatic Speed Control
- Sure-Grip Differential
- 50-Amp. Heavy-Duty Alternator (standard with air conditioning)
- 70-Amp.-Hour Battery with rubber separators and heat shield

##### Trailer-Towing Requirements

The Manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, but if the loaded trailer weight exceeds 2500 pounds, the following conditions must be met:

- (1) Equip the vehicle with a factory-installed Trailer-Towing Package.
- (2) If the loaded tongue weight exceeds 250 pounds, equip the vehicle with a properly installed frame-type, load-equalizing hitch.
- (3) In addition to the normal Required Maintenance Service, the following services must be accomplished:
  - a) Change transmission oil and filter after the initial 36,000 miles or 3 years and every 12,000 miles or each year, whichever occurs first, thereafter.
  - b) Change rear axle lubricant every 36,000 miles or 3 years, whichever occurs first.
- (4) Loaded trailer weight **MUST NOT** exceed 5500 pounds.



Standard  
and  
Optional  
Equipment

# STANDARD AND OPTIONAL EQUIPMENT

... what's standard  
and what's optional  
on Chrysler

... and equipment  
differences among  
Chrysler models

S—Standard  
E—Extra Cost  
NA—Not Available

- (1) Tinted glass recommended with all A/C units.
  - (2) N.A. w/rear-seat heater and defroster or rear window defogger.
  - (3) 2-door Hardtop.
  - (4) 4-door Hardtop.
  - (5) 4-door Sedan and 4-door Hardtop.
  - (6) NA 2-seat Wagon.
  - (9) Center ash receiver and right door armrest.
  - (10) NA w/rear-seat heater and defroster, dual AC w/Auto Temp. or Dual AC.
  - (11) NA w/rear-seat heater and defroster.
- \*Available in group only.

## THE 1971 CHRYSLERS (Standard and Optional Equipment)

	Imperial	New Yorker	300	Newport Custom	Newport	Town & Country
<b>Accessory Floor Mats—Color keyed</b> .....	E	E	E	E	E	E
<b>Accessory Groups—See page 71 for details</b>	S	S	S	S	S	S
<b>Alternator, 37 amp.</b> .....	S	S	S	S	S	S
50 amp. (std. w/single unit manual control A/C except Imperial).	NA	E	E	E	E	E
60 amp. (std. and avail. only w/all dual A/C units; single ATC units, and Imperial w/all A/C units)	E	E	E	E	E	E
<b>Air Conditioning (1)</b>	S	E	E	E	E	E
Single unit.....	E(2)	NA	NA	NA	NA	NA
Single unit w/Auto Temp.....	E	NA	NA	NA	NA	NA
Dual unit w/Auto Temp.....	E(2)	NA	NA	NA	NA	NA
<b>Antenna, Concealed (in windshield)</b> .....	E	NA	NA	NA	NA	NA
<b>Armrests, Front</b>						
Single folding—bench seat.....	S(3)	S	E	S	NA	NA
Single folding center—bucket seat.....	E(3)	E	S	NA	E(3)	S
Individual folding center.....	S(4)	E(5)	NA	E(5)	NA	NA
Doors (w/storage compartment).....	S	NA	NA	NA	NA	E
Doors—bright finish base.....	NA	S	S	S	NA	S
Doors—color-keyed base.....	NA	NA	NA	NA	S	NA
<b>Armrests, Rear</b>						
Folding center.....	S	S(5)	NA	NA	NA	NA
Doors (w/storage compartment).....	S	NA	NA	NA	NA	NA
Doors—bright finish base.....	NA	S	S	S	NA	S
Doors—color-keyed base.....	NA	NA	NA	NA	S	NA
<b>Ash Receivers</b>						
Instrument panel (two).....	S	S	S	S	S	S
Rear armrests.....	S	S	S	S	S	S
Third seat compartment.....	NA	NA	NA	NA	NA	S
<b>Assist Handles</b> .....	NA	NA	NA	NA	NA	E
<b>Automatic Speed Control</b> .....	E	E	E	E	E	E
<b>Battery</b>						
59 amp.-hr.....	NA	NA	NA	S	S	S
70 amp.-hr. w/fiber separators (std. w/440).....	S	S	S	E	E	E
70 amp.-hr. w/heat shield and rubber separators (available w/trailer-towing package only)	E	E	E	E	E	E
<b>Brakes, Self-Adjusting</b>						
Disc—Front (power).....	S	S	NA	S	S	S
4-wheel Sure-Brake (anti-skid control).....	E	NA	NA	NA	NA	NA
<b>Bumper Guards</b>						
Front.....	NA	E	E	E	E	E
Rear.....	NA	E	E	E	E	NA
Rear step pad.....	NA	NA	NA	NA	NA	E(8)
<b>Cigar Lighters</b>						
Front.....	S(9)	S	S	S	S	S
Rear (1 each side, door or side panel armrest).....	S	NA	NA	NA	NA	NA
Console (on console-equipped models).....	NA	S	S	NA	S	NA
Bucket seat center section.....	NA	S	S	NA	S	NA
Center pillar, 4-door models.....	NA	S	NA	NA	NA	NA
<b>Cleaner Air System</b> .....	S	S	S	S	S	S
<b>Clock, Electric</b> .....	S	S	E	E	E	E
<b>Coat Hooks</b> .....	S	S	S	S	S	S
Console—(available w/bucket seats, automatic trans. and power steering only; NA w/cassette tape player).....	NA	E	E	NA	E	NA
<b>Defogger, Rear Window</b> .....	E(10)	E(11)	E(11)	E(11)	E(11)	NA

## STANDARD AND OPTIONAL EQUIPMENT

Continued

### THE 1971 CHRYSLERS (Standard and Optional Equipment)

	Imperial	New Yorker	300	Newport Custom	Newport	Town & Country
Differential, Sure-Grip.....	E	F	E	E	E	E
Directional Signals w/lane-change signal.....	S	S	S	S	S	S
Directional Signals—fender mounted.....	S	S	E*	E*	E*	S
Door-Actuated Interior Light Switches—Front & rear doors.....	S	S	S	S	S	S
<b>Engine Block Heater</b> .....	E	E	E	E	E	E
<b>Engines—V-8</b>						
383 cu. in. 2 bbl.....	NA	NA	NA	S	S	S
383 cu. in. 4 bbl.....	NA	NA	NA	S	S	S
440 cu. in. 4 bbl.....	S	S	S	NA	NA	E
440 cu. in. 4 bbl. TNT.....	NA	NA	F	E	E	NA
<b>Evaporative Emission Control System</b> .....	S	S	S	S	S	S
<b>Exhaust Emission, NO<sub>x</sub> Control</b> (Req'd. Calif. w/383 2-bbl. and 440 4-bbl. engines).....	E	E	E	E	E	E
<b>Floor Covering</b>						
Passenger compartment, color-keyed carpet.....	S	S	S	S	S	S
Luggage compartment—black carpet.....	S	S	E(12)	E(12)	E(12)	NA
Luggage compartment—rubber mat.....	NA	NA	S	S	S	NA
Cargo area—color-keyed carpet inserts w/bright skid strips.....	NA	NA	NA	NA	NA	S
Compartment below cargo floor—carpet.....	NA	NA	NA	NA	NA	S
<b>Foam Seat Cushions, front and rear</b> .....	S	S	S	S	S	S
<b>Glass, Tinted</b> (Recommended with A/C unless clear glass is desired)						
All windows (Std. w/manual AC on Imperial)	E	E	E	E	E	E
Windshield only.....	NA	S	S	S	S	S
<b>Glass, Ventless Side</b> .....	S	S	S	S	S	S
<b>Glove Box Lock</b> .....	S	S	S	S	S	S
<b>Headlights-On Warning Signal</b> .....	NA	E(15)	E(15)	E(15)	E(15)	E(15)
<b>Headlight Washer and Wiper</b> .....	E	NA	NA	NA	NA	NA
<b>Head Restraints—Front seats left and right</b> .....	S	S	S	S	S	S
<b>Heater and Defroster</b> .....	S	S	S	S	S	S
<b>Heater—Rear seat with defroster</b> .....	E(13)	E(14)	E(14)	E(14)	E(14)	NA
<b>Hood Release, Inside</b> .....	S	S	S	S	S	S
<b>Horns, Dual</b> .....	S	S	S	S	S	S
<b>Instrument Panel, Padded</b> .....	S	S	S	S	S	S
<b>Keyless Door Locking</b> .....	S	S	S	S	S	S
<b>License Plate Frame—Front, rear</b> .....	E	E	E	E	E	E
<b>Light—Under hood (dealer installed)</b> .....	E	E	E	E	E	E
<b>Lights</b>						
Ash receiver, inst. panel, left.....	S	S	S	S	S	S
Ash receiver, inst. panel, right side.....	S	S	E*	E*	E*	S
Backup.....	S	S	S	S	S	S
Brake system warning.....	S	S	S	S	S	S
Console courtesy—2 front, 1 rear (w/opt. console only).....	NA	NA	E	NA	E	NA
Console, front door—driver's side.....	S	NA	NA	NA	NA	NA
Courtesy—front and rear doors.....	S	NA	NA	NA	NA	NA
Cornering.....	S	NA	S	NA	NA	NA
Directional signal indicators, inst. panel mounted.....	NA	E(16)	E(16)	E(16)	E(16)	E(16)
Directional signal indicators, fender mounted.....	S	S	E*	E*	E*	S
Dome, center.....	NA	S	S	S	S	S
Glove box.....	S	S	E*	E*	E*	S
"Fasten Belts" reminder.....	S	E	E	E	E	E
Cargo compartment.....	NA	NA	NA	NA	NA	S
Ignition switch w/time delay.....	S	S	E*	E*	E*	S
"Low Fuel" warning light.....	S	F	E	E	E	E

S—Standard  
E—Extra Cost  
NA—Not Available

(12) Includes spare tire cover.  
(13) N.A. w/rear window defogger,  
dual AC or dual AC w/auto temp.  
(14) N.A. w/rear window defogger.  
(15) N.A. w/Safeguard Sentinel or  
Automatic Headlights Beam Changer.  
(16) Available w/Light Package only.  
\*Available in Light Package only.  
†Available in group only.

**THE 1971 CHRYSLERS**  
(Standard and Optional Equipment)

	Imperial	New York	300	Newport Custom	Newport	Town & Country
<b>Lights, (Cont'd)</b>						
Map and courtesy	S	NA	E*	E*	E*	S
Reading—rear (N.A. 2-dr. H.T.)	S	NA	NA	NA	NA	NA
Sentry signal warning	S	NA	NA	NA	NA	NA
Side marker and reflectors	S	S	S	S	S	S
Transmission selector quadrant—instrument panel or console	S	S	S	E*	E*	E
Trunk	S	S	S	E*	E*	NA
<b>Lock, Under Cargo Floor Storage Compt.</b>	NA	NA	NA	NA	NA	S
<b>Luggage Rack—Roof</b>	NA	NA	NA	NA	NA	E
<b>Mirrors</b>						
Inside Day/Nite	S	S	S	S	S	S
Outside left, remote control	E	E	E	E	E	E
Outside right, manual						
<b>Moldings</b>						
Belt	NA	NA	NA	NA	E(27)	NA
Body side	NA	NA	NA	NA	S	S
Body side w/vinyl insert	NA	NA	NA	S	NA	NA
Door edge protectors	E	E	E	E	E	E
Bright door upper (4-dr. Sedan)	NA	NA	NA	S	E	S
Bright seat side shields—Front	S	S	S	S	E(17)	S
Vinyl side (N.A. w/door edge protectors)	S	NA	S	S	NA	NA
Wheel opening	S	S	S	E	E	S
Wheelhouse opening skirt moldings	S	NA	S	E	E	NA
Lower body side	NA	NA	NA	NA	NA	NA
Front fender peak	S	S	E*	E*	E*	NA
<b>Oil Filter, Replaceable</b>	S	S	S	S	S	S
<b>Paint</b>						
Two-tone (Hardtop and Sedans)	NA	E	E	E	E	NA
Accent stripes	NA	NA	NA	NA	NA	NA
<b>Pedal Dress-Up</b>	S	S	S	S	S	S
<b>Power</b>						
Antenna (w/radio and light pkg. only)	NA	E	E	E	E	E
Brakes, disc-front	S	E	E	E	E	S
Deck lid release	E	E	E	E	E	NA
Door locks, electric	E	E	E	E	E	E
Steering	S	S	S	S	S	S
Seats, bench 6-way	E(18)	E	E	E	E	E
Bucket or 3-in-1—6-way—left	E(29)	E	E	E	E	E
Bucket or 3-in-1—6-way—left and right	E	E	E	E	E	E
Parking brake release, vacuum	S	NA	NA	NA	NA	NA
Windows	S	E	E	E	E	E
Vent wings (4-door H.T. with power windows only)	E	E	NA	NA	NA	NA
<b>Radios and Tape Players</b>						
AM solid-state w/push buttons	NA	E(19)	E(19)	E(19)	E(19)	E(19)
AM/FM solid-state w/search tuner	E(20)	E(19)	E(19)	E(19)	E(19)	E(19)
AM/FM solid-state multiplex stereo	E(21)	E(22)	E(22)	E(22)	E(22)	E(22)
AM/FM solid-state multiplex stereo w/stereo cassette tape player (N.A. w/console)	E(21)	E(22)	E(22)	E(22)	E(22)	E(22)
AM/FM solid-state multiplex stereo w/8-track stereo tape player	E(21)	NA	NA	NA	NA	NA
AM solid-state w/8-track stereo tape player	NA	E(22)	E(22)	E(22)	E(22)	E(22)
Microphone (w/stereo cassette tape player only)	E	E	E	E	E	E
Rear-seat speaker—single (w/AM or AM/FM search tune radios only)	E	E	E	E	E	E
<b>Rear-Spring Load Levelers</b> (dealer installed)	E	E	E	E	E	E
<b>Roadside Warning Flashers</b>	S	S	S	S	S	S
<b>Safeguard Sentinel Lighting</b> (NA w/headlights-on warning signal)	E	E	E	E	E	E

S—Standard  
E—Extra Cost  
NA—Not Available

- (17) Std. w/Power Seat.
- (18) 2-door Hardtop only.
- (19) Rear-seat speaker, single is optional.
- (20) Includes rear-seat speaker.
- (21) Includes 5 speakers and concealed antenna.
- (22) Includes 5 speakers and concealed antenna.
- (23) Includes 5 speakers.
- (24) Opt. on 4-dr. Sedan in Light Package.
- (25) Standard with dual A/C.
- (26) 4-door Hardtop only.
- (27) Optional 2-door Hardtop.
- (28) \*Available in Light Package only.

# STANDARD AND OPTIONAL EQUIPMENT

*Continued*

## THE 1971 CHRYSLERS (Standard and Optional Equipment)

	Imperial	New Yorker	300	Newport Custom	Newport	Town & Country
<b>Safety Belts w/ push-button release</b>						
Deluxe						
3-front lap (except 2 w/console).....	S	S	NA	NA	NA	NA
3-rear lap.....	S	S	NA	NA	NA	NA
Standard						
3-front lap (except 2 w/console).....	NA	NA	S	S	S	S
3-rear lap.....	NA	NA	S	S	S	S
Shoulder Belts—Left and Right—Front.....	S	S	S	S	S	S
Shoulder Belts—Left and Right—Rear.....	E	E	E	E	E	S
<b>Seats, Front</b>						
Bench—cloth and vinyl.....	NA	S(23)	E(23)	S(23)	S	NA
Bench—vinyl.....	NA	NA	E(23)	E(23)	E	S(23)
Bucket—vinyl.....	NA	NA	S	NA	E	NA
Bucket—leather.....	NA	E(24)	NA	NA	E	NA
3-in-1 divided bench w/individual adjustment, passenger recliner, individual armrests.....	E(24)	NA	NA	NA	NA	NA
Bench—cloth and leather.....	S(25)	E(26)	NA	E(26)	NA	E
Child safety seat (dealer inst.).....	S(18)	NA	NA	NA	NA	NA
Recliner—passenger side.....	E	E	E	E	E	E
Recliner—passenger side.....	S(30)	NA	NA	NA	NA	NA
<b>Seat Cushions—Foam—front and rear (std. w/vinyl trim).....</b>	S	S	S	S	E	S
<b>Seat Adjustment, Front—2-way manual.....</b>	S	S	S	S	S	S
<b>Shock Absorbers—Heavy-duty front and rear.....</b>	NA	E	E	E	E	E
<b>Side Marker Reflectors and Lights.....</b>	S	S	S	S	S	S
<b>Spare Tire Cover, Carpeted.....</b>	E	E	NA	NA	NA	NA
<b>Steering Column Anti-Theft Lock and Ignition Key Warning Buzzer.....</b>	S	S	S	S	S	S
<b>Steering Wheels</b>						
3-spoke w/wood-grained applique and horn tabs.....	NA	S	S	S	S	S
Tilt-A-Scope w/rim-blow horn.....	E	E	E	E	E	E
2-spoke w/rim-blow horn.....	S	E	E	E	E	E
<b>Sun Roof w/vinyl roof (2-door Hardtops only).....</b>	E	E	E	E	E	NA
<b>Sun Visors, Left and Right—Safety padded.....</b>	S	S	S	S	S	S
<b>Suspension, Heavy-Duty</b>						
Std. w/440 TNT and w/Trailer-Towing Pkg. Includes: Heavy-duty rear springs, heavy-duty torsion bars and large dia. anti-sway bar.....	NA	E	E	E	E	E
<b>Tailgate Sill Step Plate and Step Pad (2-door wagon only).....</b>	NA	NA	NA	NA	NA	E
<b>Tailgate Window Washer and Wiper.....</b>	NA	NA	NA	NA	NA	E
<b>Tires—See Specifications section.....</b>						
<b>Trailer-Towing Package (see page 72 for details).....</b>	E	E	E	E	E	E
<b>Transmission—3-speed TorqueFlite Automatic.....</b>	S	S	S	E	E	S
<b>Trip Odometer.....</b>	S	S	S	S	S	S
<b>Undercoating—Includes hood insulator pad.....</b>	S	S	E	E	E	E
<b>Ventilation, Strato (N.A. w/AC).....</b>	NA	E	E	E	E	E
<b>Vinyl-Covered Roof.....</b>	S	E	E	E	E	NA
<b>Wheels—Safety-Rim.....</b>	S	S	S	S	S	S
<b>Wheel Covers</b>						
Deluxe 15".....	S	S	S	S	S	S
Deep dish 15".....	NA	E	E	E	E	E
<b>Wheels, Chrome Styled Road(31).....</b>	NA	E	E	E	E	NA
<b>Wheel Opening Skirts.....</b>	S	S	E	E	E	NA
<b>Windshield Washers, Electric.....</b>	S	S	S	S	S	S
<b>Windshield Wipers, Concealed—3-speed (w/coordinated washers).....</b>	S	S	E	E	E	S
—2-speed.....	NA	NA	S	S	S	NA

S—Standard  
E—Extra Cost  
NA—Not Available

- (18) 2-door Hardtop only.  
 (23) Includes folding center armrest.  
 (24) Includes passenger recliner,  
 center cushion and center armrest.  
 (25) 4-door Hardtop only.  
 (26) Available 4-door models only.  
 (27) Opt. on 4-dr. Sedan in Light Package.  
 (30) Optional 2-door Hardtop.  
 (31) Four wheels only, conventional spare wheel.



# Specifications



# Trailer-Towing Packages

## Chrysler

**Maximum loaded gross trailer weight is 5,500 lbs.**

Available only with TorqueFlite automatic transmission, power disc brakes and larger tires (J78 x 15" on Newport and Newport Custom) which must be ordered separately.

The following items are included in the Trailer-Towing Package:

- Maximum capacity cooling system: Larger radiator, 7-blade fan and fan shroud and hood air seal
- Heavy-duty suspension: Heavy-duty rear springs, sway bar, heavy-duty torsion bars and high-control shock absorbers.
- Auxiliary transmission oil cooler—with 383-cu.-in. 4-bbl. engine only
- Heavy-duty stop-light switch
- Heavy-duty turn-signal flasher
- Heavy-duty wheels
- Heavy-duty performance axle—3.23 rear axle ratio

Additional Chrysler Trailer-Towing Recommendations

- Engines—383 V-8—4-bbl. (Newport, Newport Custom, T&C wagons)  
440 V-8—4-bbl. (T&C wagons)  
440 TNT V-8—4-bbl. (Newport, Newport Custom, 300, New Yorker)
- Power steering (std. New Yorker, T&C wagons)
- Sure-Grip differential
- 50-amp. heavy-duty alternator (std. with Air Conditioning)
- 70-amp.-hr. battery with rubber separators and heat shield (special equipment)
- Air conditioning
- Automatic speed control

## Imperial

**Maximum loaded gross trailer weight is 5,500 lbs.**

The following items are included in the Trailer-Towing Package:

- Heavy-duty suspension: Heavy-duty rear springs, sway bar, heavy-duty torsion bars and high-control shock absorbers.
- Auxiliary transmission oil cooler
- Heavy-duty stop-light switch
- Heavy-duty turn-signal flasher

Additional Imperial Trailer-Towing Recommendations

- Air conditioning
- Automatic speed control
- Sure-Grip differential

### TRAILER-TOWING REQUIREMENTS

The Manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, but if the loaded trailer weight exceeds 2500 pounds, the following conditions must be met: (1) Equip the vehicle with a factory-installed Trailer-Towing Package; (2) If the loaded tongue weight exceeds 250 pounds, equip the vehicle with a properly installed frame-type load-equalizing hitch; (3) In addition to the normal Required Maintenance Services, (a) change transmission oil and filter after initial 36,000 miles or 3 years and every 12,000 miles or each year (whichever occurs first) thereafter and (b) change rear axle lubricant every 36,000 miles or 3 years (whichever occurs first); (4) Loaded trailer weight must not exceed 5,500 pounds.

## Chrysler Accessory Groups & Packages

### **LIGHT PACKAGE**

*Std. N.Y. and T&C Wagons*

*(All items available in package only)*

- Turn-Signal Indicator—Fender Mounted
- Trunk Light
- Glove Box Light
- Right Ash Receiver Light
- Ignition Switch Light with Time Delay
- Belt Molding (Newport 4-Door Sedan Only)
- Map/Courtesy Light

### **DRIVER AID PACKAGE**

- Fasten Belts Reminder Light
- Low Fuel Warning Light
- Headlights-On Warning Signal (NA w/Safeguard Sentinel Lighting)

### **BASIC GROUP**

*Newport, Newport Custom, 300 only*

- Radio—AM
- Power Steering
- Power Disc Brakes
- 3-Speed Windshield Wipers
- Remote Mirror—Left

NOTE: Any Released Radio May Be Ordered at Differential Price.

## 1971 CHRYSLER SPECIFICATIONS

**A Air Cleaner**—Heavy-duty replaceable-element, dry type. Micronic paper-element filter removes up to 99% of the impurities from the air entering the carburetor.

**Alternator**—12-volt, alternating-current generator with automatic current output control. Sealed ball and needle bearings have lifetime lubrication. Low cut-in speed enables alternator to produce current even when engine is idling.

**Anti-Sway Bar, Front**—Standard on all Chrysler models.

**Axle Assembly, Rear**—Semi-floating with flanged axle shafts. Hypoid gears, 2-pinion differential. **Ring Gear Size:** 8¼" standard.

### Axle Ratios:

	383 2-bbl. Man. Trans.	383 2-bbl. Auto. Trans.	383 4-bbl.	440 4-bbl.	440 4-bbl. TNT
<b>Imperial</b>					
Standard	—	—	—	2.94	—
Sure-Grip	—	—	—	2.94	—
<b>New Yorker</b>					
Standard	—	—	—	2.76	3.23
Optional	—	—	—	3.23	2.76
Sure-Grip	—	—	—	2.76, 3.23	2.76
<b>300</b>					
Standard	—	—	—	2.76	3.23
Optional	—	—	—	3.23	2.76
Sure-Grip	—	—	—	2.76, 3.23	3.23, 2.76
<b>Newport Custom</b>					
Standard	3.23	2.76	3.23	—	3.23
Optional	—	3.23	2.76	—	2.76
Sure-Grip	3.23	2.76, 3.23	3.23, 2.76	—	3.23, 2.76
<b>Newport</b>					
Standard	3.23	2.76	3.23	—	3.23
Optional	—	3.23	2.76	—	2.76
Sure-Grip	3.23	2.76, 3.23	3.23, 2.76	—	3.23, 2.76
<b>Town &amp; Country</b>					
Standard	—	2.76	3.23	3.23	—
Optional	—	3.23	2.76	2.76	—
Sure-Grip	—	2.76, 3.23	3.23, 2.76	3.23, 2.76	—

**B Ball Joints, Front Suspension**—Low-friction, steering knuckle ball joints are factory-lubricated and sealed. Additional lubrication recommended only at 36,000-mile intervals. Upper ball joints pre-loaded with molded rubber cushions.

**Bearings, Camshaft**—Five replaceable lead-base babbitt on steel bearings.

**Bearings, Connecting Rod**—Lead-base babbitt on steel on 383 2-bbl.; tri-metal construction on 383 4-bbl. and 440. **Bearing Sizes:** 2.375" x .927" on all engines.

**Bearings, Crankshaft**—Replaceable. Steel-backed, lead-base babbitt on all engines except 440 TNT which has a tin-alloy on steel No. 3 main bearing.

**Bearings, Front Wheel**—Adjustable tapered-roller.

Main Bearing Sizes			
Bearings	383		440
No. 1	2.625" x .944"	2.75" x .944"	
No. 2	2.625" x .944"	2.75" x .944"	
No. 3	2.625" x 1.223"	2.75" x 1.223"	
No. 4	2.625" x .944"	2.75" x .944"	
No. 5	2.625" x .944"	2.75" x .944"	

**Bearings, Rear Axle**—Tapered-roller bearings used for ring-and-pinion gears and for wheels.

**Brakes, Disc**—Power front disc brakes are standard on New Yorker, Town & Country and Imperial, optional on other models. Rotor diameter, outer/inner—11.75"/7.725". Total swept area—Chrysler 393.6 sq. in., Imperial 428.1 sq. in.

**Brakes, Drum**—Size and availability.

Front (Inches)	Rear (Inches)	Total Eff. Area (Sq. In.)	Total Swept Area (Sq. In.)	Availability
11 x 2.75	11 x 2.50	216.4	362.8	Standard on Newport, Newport Custom and 300 only.

**Brake Lining**—Molded asbestos lining, bonded to brake shoes.

**Brake, Parking**—Steel cables to the rear wheels operate the rear service brakes. Can be used as an effective emergency brake. Warning light on dash operates when ignition is turned on while parking brake is applied.

**C Camshaft**—Cast iron with integrally cast gears for oil pump and distributor drive. 440 TNT engine has a special high-lift, high-performance camshaft.

**Camshaft Drive**—Camshaft drive gear is sintered iron on all engines. Camshaft gears on all engines are nylon-coated aluminum.

**Connecting Rods**—Drop-forged manganese steel, I-beam section. Removable cap at crankshaft end with replaceable bearings. Bronze bushing at piston pin end of rod.

**Cooling System Capacity**—Quarts (with heater)

Model	Engines			
	383 2-bbl.	383 4-bbl.	440 4-bbl.	440 4-bbl. TNT
Imperial	—	—	17½	—
Chrysler	14½	14½	15½	15½

NOTE: Capacities shown are for std. conditions and do not show additional cooling available with A/C or Trailer-Towing.

**Cooling System, Engine**—16 p.s.i. pressure-vent, bypass system. Full-circle water jackets for all cylinders. Thermostat: Expansion-pellet controlled. 185° F. thermostat with all engines.

**Crankcase Capacity**—4 quarts with all engines except 440 High Performance which is 6 quarts. When oil filter is changed, an additional quart is required on all engines.

**Crankshaft**—Drop-forged steel on all engines. Crankshafts are statically and dynamically balanced for smooth engine operation and all bearing surfaces are micro-finished for reduced wear and increased life. Large overlaps between connecting-rod and main bearing journals for increased strength and freedom from vibration.

## D Dimensions

Dimensions	IMPERIAL		CHRYSLER			
	4-Door Hardtop	2-Door Hardtop	4-Door Sedan	4-Door Hardtop	2-Door Hardtop	Wagons
Wheelbase	127.0"	127.0"	124.0"	124.0"	124.0"	122.0"
Overall Length	229.7"	229.7"	224.6"	224.6"	224.6"	224.8"
Overall Width	79.1"	79.0"	79.1"	79.1"	79.0"	79.1"
Overall Height	56.1"	55.6"	55.2(1)"	55.2(1)"	54.8"	57.4(2)"
Track—Front	62.1"	62.4"	62.1"	62.1"	62.1"	62.1"
—Rear	62.0"	62.0"	62.0"	62.0"	62.0"	63.4"
Overhang—Front	41.5"	41.5"	40.7"	40.7"	40.7"	40.7"
—Rear	61.2"	61.2"	59.9"	59.9"	59.9"	62.1"
Turning Diameter (Curb to Curb)	44.8"	44.8"	43.2"	43.2"	43.2"	46.4"

(1) New Yorker—55.4" (2) w/Air Deflector—59.2"

INTERIOR	IMPERIAL			CHRYSLER		
	4-Door Hardtop	2-Door Hardtop	4-Door Sedan	4-Door Hardtop	2-Door Hardtop	Wagons
Headroom—Front	38.3"	38.0"	38.7"	37.7"	38.0"	40.1"
—Rear	37.2"	37.5"	37.9"	37.2"	37.5"	40.7"
—3rd Seat	—	—	—	—	—	36.4"
Legroom—Front	41.9"	41.7"	41.8"	41.8"	41.7"	41.8"
—Rear	41.2"	35.2"	41.5"	41.5"	35.2"	39.1"
—3rd Seat	—	—	—	—	—	32.4"
Hiproom—Front	63.1"	63.4"	63.3"	63.3"	63.4"	63.4"
—Rear	63.1"	63.4"	63.3"	63.3"	63.4"	63.4"
—3rd Seat	—	—	—	—	—	41.3"
Shoulder-Room—Front	62.7"	62.5"	63.2"	63.2"	63.2"	63.2"
—Rear	62.7"	62.5"	63.3"	63.3"	62.5"	62.7"
—3rd Seat	—	—	—	—	—	48.5"
Seat Height—Front	9.0"	8.7"	9.2"	9.2"	8.7"	9.2"
—Rear	11.5"	10.4"	11.5"	11.5"	10.4"	11.9"
—3rd Seat	—	—	—	—	—	14.9"

TRUNK DIMENSIONS	Imperial	Chrysler
	4-Door Hardtop	4-Door Hardtop
Opening Width	50.5"	50.5"
Interior Height	19.0"	19.2"
Interior Width	77.0"	77.0"
Interior Length	61.5"	68.0"
Luggage Capacity—Usable (Cu. Ft.)	17.8	21.2(1)

(1) New Yorker—19.2 Cu. Ft.

### CARGO AREA, WAGONS

Floor to roof, at tailgate opening	29.0"
2nd seat to end of open tailgate	83.0"
2nd seat to end of closed tailgate	62.6"
Front seat to end of open tailgate	119.4"
Front seat to end of closed tailgate	99.0"
Floor width at tailgate opening	51.2"
Floor width between wheelhousings	48.5"
Cargo capacity (cu. ft.)	104.2*

\*Additional storage space is available below cargo floor on both 2-seat and 3-seat models.

**Distributor, Engine**—12-volt, automatic spark advance—centrifugal and vacuum controlled. Ventilated points reduce deposit build-up, extend point life. Alkyd-resin distributor cap has superior electrical insulating properties, assures high-voltage performance even in wet weather.

Single breaker points standard on all engines.

**E Electrical System**—12-volt, circuit breaker and fuse protected. Waterproof ignition wiring, distributor, ignition coil and spark plug connectors.

**Engine Mountings**—All engines: **Front**: 2-soft-rubber, 45-degree shear-pin mounts. **Rear**: single soft-rubber vertical-shear mount. Mounts are "tuned" to car structure so engine helps damp out road vibrations.

**Exhaust System**—Rust-resistant aluminum mufflers and tail pipes on all engines. Asbestos-wrapped, three-passgae, reverse flow. Muffler and tail pipe are aluminumized, inside and out, for rust-resistance. Critical parts in right-side muffler are stainless steel for longer life.

**F Filter, Engine Oil**—Full-flow oil filter. All engine oil must pass through the filter element. There is no oil bypass which would allow some of the oil to flow back to the crankcase without being filtered.

**Filter, Fuel**—Two filters with all models. Woven plastic 40-micron filter in fuel tank. 15-micron replaceable filter in fuel line between fuel pump and carburetor.

**Filter, TorqueFlite Transmission Oil**—Full flow, internally mounted. Provides 100% filtration of all circulating oil. Under normal driving conditions, transmission oil and filter should never require changing.

**Fuel Tank**—Refill capacity—All models: 23 gallons.

**Fusible Link**—Located in main electrical line between the battery and ammeter. Fusible element melts and breaks the circuit when a short occurs. Protects main electrical circuits and electrical components.

## G Glass Area (Square Inches)

Imperial	Over-all	Wind-shield	Rear Window	Side Windows
4-door Hardtops	3748	1317	848	1583
2-door Hardtops	3450	1317	805	1328
<b>Chrysler</b>				
4-door Sedans	4540	1464	1508	1528
4-door Hardtops	4402	1317	1502	1583
2-door Hardtops	3678	1317	1033	1328
4-door Station Wagons	5482	1464	870	3148

**Glass, Safety**—Windshield: double-thick laminated safety glass. All other windows: solid tempered safety glass.

**H Headlights, Dual**—Standard on all Chrysler models. 12-volt sealed-beam, glare-protected, 5½" lenses. Total output: High beam, 150 watts; low beam, 120 watts. Four headlights operate on high beam, two on low beam. Headlights are concealed when not in use on 300 and Imperial.

**I Identification Numbers**—Identification on engine and transmission. Vehicle identification number is mounted on top of instrument panel on driver's side and visible through the windshield.

**Ignition System**—12-volt, weather-resistant, with automatic distributor spark advance and ventilated contact points. Electrical resistance built into spark-plug cables. Neoprene or Hypalon spark plug jackets protect against heat, moisture and abrasion. Special neoprene rubber spark-plug cables provide a soft, flexible wall of insulation against moisture and current loss.

**L Lubricating System, Engine**—Positive pressure regulated rotary oil pump with replaceable full-flow oil filter. Normal oil pressure: 45 to 65 p.s.i. @ 2,000 engine r.p.m.

**Lubrication, Suspension and Steering**—Lubrication of front-suspension ball joints, tie rod ends and steering arm ball joints recommended every 36,000 miles or 3 years, whichever occurs first. These are the only lube points in the suspension system.

**M Manifold Heat-Control Valve**—Automatic thermostatic control coil on exhaust manifold with external counterweight. Heat valve inside manifold deflects hot exhaust gases through passage under carburetor when engine is cold to provide better vaporization of fuel during warmup.

**P Paint, Exterior**—Chrysler's Acrylic Enamel exterior paint has a special acrylic resin that gives it a gloss-in-depth and a mirror-like finish. Acrylic Enamel resists the dulling effects of industrial fallout, road grime and the weather. Cold water washes are all that are needed to keep it gleaming. Acrylic Enamel can be buffed to restore its original luster and thus increase the trade-in value of the car.

How Chrysler's Paint Is Applied:

- A first coat of epoxy primer is sprayed on and air-dried. (Epoxy primer is used because of its superior adhesive qualities and resistance to chipping.)
- A second coat of epoxy primer is sprayed on and air-dried.
- Primer coats are oven-baked at 370 degrees F. for 35 minutes to insure hardness and adhesion.
- Entire body is wet-sanded to a smooth finish.
- Car body is oven-dried for 5 minutes at 300 degrees F.
- First coat of Acrylic Enamel is sprayed on.
- Second and third coats of Acrylic Enamel are sprayed on.
- Car body is oven-baked at 255 degrees F. for 30 minutes to assure maximum gloss and hardness.

**Piston Pins**—High-manganese steel with press-fit into rod.

**Piston Rings**—All engines use 2 cast-iron compression rings and a single three-piece oil ring consisting of two chrome-plated steel rails with stainless-steel expander.

**Pistons**—All engines use lightweight aluminum-alloy pistons that are elliptically turned, tin-plated and have steel struts for heat-expansion control.

**R Radiator Cap, Pressure-Vent**—16 psi pressure-vent with safety-catch cap stops, all models.

**Radios and Speakers**—All radios are 5½ watts. Monaural front speakers are 4" x 10" oval. Stereo front speakers are 1—4" x 10" oval and 2—3½" round. Rear speakers are all 6" x 9" oval.

**S Safety**—The following items are standard equipment on all Chrysler models: Multi-speed windshield wipers • Windshield defroster • Windshield washer • Left outside mirror • Variable-intensity instrument lights • Glare-reducing surfaces on instrument panel top, wiper arms and blades, steering wheel hub, gearshift and turn-signal levers, inside mirror frame and mount and inside window moldings • Dual braking system • Brake system warning light • Automatic brake adjusters • Turn signals • Backup lights • Side marker reflectors and lights • Automatic reset circuit breakers • Hazard-warning flasher system • Standard bumper heights • Double hood latch • Safety-Rim wheels • Lap belt for each seating position • Two shoulder belts in front • Interlocking door latches • Flush-type inside door levers • Non-override inside door locks (except on driver's door) • Front seat-back latch (2-door models) • Energy-absorbing steering wheel and column • Padded steering wheel hub • Cushioned sun visors • Ball-joint mirror mount • Soft window-crank knobs • Energy-absorbing instrument panel • High-strength, double-thick laminate windshield • Recessed instrument panel controls • Impact-absorbing front seat-back • Concealed or break-away instrument panel ash receivers • Improved fuel tank sealing and retention • Steering column lock • Ignition-key warning buzzer • Lane-change turn-signal switch • Positive, rotary latch on glove compartment door • Rear-seat cushion retainers • Vinyl-clad inside mirror • Head restraints. • Bias-belted tires • Automatic parking brake release (Imperial).

**Shock Absorbers**—Hydraulic, double-acting, telescopic design. Shock absorbers control and limit suspension oscillations to keep the car body level and the ride smooth.

**Spark Plugs**—14mm. with deep rubber-cap moisture seals with Hypalon-jacketed neoprene.

**Starter**—Reduction gear, high torque, low current draw. Solenoid shift for positive engagement. Starter gear remains engaged with engine flywheel until ignition key is released.

**Steering Ball Joints**—Steering knuckles pivot on low-friction ball joints for easy steering. Ball-joint recommended lubrication interval—36,000 miles or 3 years, whichever occurs first.

**Steering Column, Energy-Absorbing**—Two telescoping sections in the steering shaft are connected by plastic shear pins that are designed to yield under the required impact. This permits the column to telescope. The transmission selector tube telescopes with the steering column.

**Steering, Power**—Chrysler power steering gives full-time power assist with constant control; no on-off feeling. The power assist reduces driver effort up to 80%. A low overall steering ratio provides quick steering response that enables the driver to turn the front wheels through their full range of travel with only 3.5 turns of the steering wheel.  
Overall steering ratio: 19.0 to 1.

**Suspension, Front**—Independent, high-chrome steel torsion bars mounted parallel to body side rails. Adjustable for height. Ball-joint outer pivots for upper and lower front-wheel control arms. Rubber-bushed inner pivots. Diagonal-strut-reinforced lower control arms. Shock absorbers are rubber-cushion mounted.

**Suspension, Rear**—Widely spaced multi-leaf springs, asymmetrically mounted to resist acceleration squat and braking dive.

**Spring length and width:** 62" x 2.5"

**Number of leaves:** 5 with 383 V-8; 6 with 440 V-8; 7 with 440 TNT and wagons

**T Thermostat, Cooling System**—185° on all engines.

#### Tires—

TIRE SIZE	Imperial	New Yorker	300, Newport Custom, Newport	Town & Country
H78 x 15" BW			Std. Opt.	
H78 x 15" WS				
J78 x 15" BW		Std. Opt.	Opt.(1)	
J78 x 15" WS				
L84 x 15" BW	Std. Opt.	Opt. Opt.	Opt. Opt.	Std. Opt.
L84 x 15" WS				
BW—Blackwall WS—White Stripe (1) Minimum size required with trailer-towing package.				

**Torque Converter, Automatic Transmission**—Three-element, water-cooled on all engines.

**Transmission, TorqueFlite**—3-speed automatic with torque converter. Accelerator-pedal part-throttle kickdown control. Water cooled. Planetary gear ratios: first, 2.45 to 1; second, 1.45 to 1; reverse, 2.20 to 1. Torque multiplication: 5.29 to 1 with 383 4-bbl., 4.95 to 1 with 383 2-bbl. and all 440 engines.

**V Valve Lifters**—Hydraulic valve lifters are used on all engines. Lifters have chrome-plated plungers for longer life and quieter, more efficient operation.

**Valves, Exhaust**—Material—21-2N chrome-manganese steel for all engines.

**Valves, Intake**—Material—1041 steel for all engines.

**Valve Springs**—Single valve springs used on 383 2-bbl. engine. Damper springs used to improve valve closing at high engine speed are used on intake and exhaust valves of the 383 4-bbl. and on the intake valves of the 440 4-bbl. TNT.

**Voltage Regulator**—12-volt, Transistorized Electronic Regulator. Transistors and solid-state components are used to extend regulator life over conventional moveable-contact type. Electronic regulator never needs adjusting, gives longer battery and bulb life and is completely sealed against moisture, contamination and tampering.

#### W Weights, Curb (Estimated with Automatic Transmission)

	4-door Sedan	4-door Hardtop	2-door Hardtop	2-seat Wagon	3-seat Wagon
Imperial		4975	4825		
New Yorker	4455	4475	4370		
300		4390	4315		
Newport Custom	4250	4280	4195		
Newport	4240	4260	4190		
Town & Country				4695	4760

**Wheel Cylinders, Brake**—Dual-piston cylinder used with drum brakes. Single-piston fluid caliper used with all front disc brakes.

**Wheels, Safety-Rim**—Dual-ridge Safety-Rim wheels, standard on all Chryslers, have two special ridges on the rim that help hold the tire in place on the wheel in the event of a blowout, permitting the driver to bring the car to a safe, controlled stop.



# Comparisons

## CAR MODEL LINEUP

		2-Dr. H. T.	4-Dr. H. T.	4-Dr. Sedan	Convertible
<b>Chrysler</b>	Imperial	●	●		
	New Yorker	●	●	●	
	300	●	●		
	Newport Custom	●	●	●	
	Newport	●	●	●	
	Royal	●	●	●	
<b>Buick</b>	Electra 225 Custom	●	●		
	Electra 225	●	●		
	LeSabre Custom	●	●	●	●
	LeSabre	●	●	●	
<b>Cadillac</b>	Fleetwood 60 Special			●	
	Fleetwood Eldorado	●			●
	DeVille	●	●		
	Calais	●	●		
<b>Lincoln</b>	Continental	●		●	
	Continental Mark III	●			
<b>Olds</b>	Ninety-Eight Luxury	●	●		
	Ninety-Eight	●	●		
	Delta 88 Royale	●			●
	Delta 88 Custom	●	●	●	
	Delta 88	●	●	●	
<b>Pontiac</b>	Grand Ville	●	●		●
	Bonneville	●	●	●	
	Catalina Brougham	●	●	●	
	Catalina	●	●	●	●
<b>Mercury</b>	Marquis Brougham	●	●	●	
	Marquis	●	●	●	
	Monterey Custom	●	●	●	
	Monterey	●	●	●	

## STATION WAGON MODEL LINEUP

		2-Seat	3-Seat
<b>Chrysler</b>	Town & Country	●	●
<b>Buick</b>	Estate Wagon	●	●
<b>Olds</b>	Vista-Cruiser	●	●
<b>Pontiac</b>	Grand Safari	●	●
	Safari	●	●
<b>Mercury</b>	Marquis Colony Park	●	(opt.)
	Marquis	●	(opt.)
	Monterey	●	(opt.)

Information used in this comparison is based on official specifications supplied by each manufacturer. The specifications are considered to be accurate as of November 1, 1970, but cannot be guaranteed.



## IMPERIAL versus its competition

		IMPERIAL LE BARON	CADILLAC DeVILLE	LINCOLN 4-DR. SEDAN	ELECTRA 225 CUSTOM	OLDSMOBILE 98 LUXURY
<b>4-door Hardtop Basic Dimensions</b>	Wheelbase	127.0"	130.0"	127.0"	127.0"	127.0"
	Overall length	229.7"	225.8"	225.0"	226.2"	226.1"
	Overall width	79.1"	79.8"	79.6"	79.7"	79.0"
	Track—front	62.4"	63.6"	64.3"	63.6"	64.1"
	—rear	62.0"	63.3"	64.3"	64.0"	64.0"
	Turning diameter (curb to curb)	44.8"	NA	46.7"	43.5"	45.3"
	Headroom—front	38.3"	39.3"	38.8"	39.3"	39.3"
	—rear	37.2"	38.1"	38.1"	38.2"	38.2"
	Legroom—front	41.9"	41.9"	41.9"	42.6"	42.4"
	—rear	41.2"	39.9"	41.9"	40.3"	41.3"
Hiproom—front	63.1"	61.7"	62.3"	62.8"	62.3"	
—rear	63.1"	61.8"	62.3"	62.8"	62.8"	
Shoulder room—front	62.7"	63.1"	61.8"	64.3"	64.3"	
—rear	62.7"	62.6"	61.6"	63.4"	63.4"	
Trunk capacity—cu. ft. (useable)	17.8	NA	18.1	18.8	20.5	
<b>Basic V-8 Engine</b>	Displacement—cu. in.	440	472	460	455	455
	Horsepower—Gross	335	345	365	315	320
	Torque—lb.-ft.—Gross	460	500	500	450	460
<b>Automatic Transmission</b>	Type	3-speed	3-speed	3-speed	3-speed	3-speed
	Breakaway ratio	4.95 to 1	5.03 to 1	5.04 to 1	5.46 to 1	5.46 to 1
<b>Chassis</b>	Brakes, front—type	Disc	Disc	Disc	Disc	Disc
	Brake swept area—total sq. in.	428.1	428.5	390.6	373.1	386.2
	Brake lining attachment method	Bonded	Riveted	Riveted	Riveted	Riveted
	Chassis lube interval—miles	36,000	Life of seals	Life of seals	6,000	12 Months
Gasoline tank capacity	23	27.5	22.5	25	25	
Springs, front—type	Torsion bar	Coil	Coil	Coil	Coil	
Springs, rear—type	Leaf	Coil	Coil	Coil	Coil	
Tire size—standard	L84 x 15"	L78 x 15"	225-15*	J78 x 15"	J78 x 15"	
<b>Body</b>	Body construction	Unitized	Body and frame	Body and frame	Body and frame	Body and frame
	Cassette stereo tape player/recorder	Optional	NA	NA	NA	NA
	Cornering lights	Standard	Standard	Standard	Optional	Optional
	Dual air conditioning	Optional	NA	NA	NA	NA
	Exterior paint—type	Acrylic enamel	Acrylic lacquer	Acrylic enamel	Acrylic lacquer	Acrylic lacquer
	Fender-mtd. turn-signal indicators	Standard	NA	NA	NA	NA
	Front and rear door armrest storage pockets	Standard	NA	NA	NA	NA
	50/50 split bench seat	Standard 4-Dr. H.T.	Optional (60/40)	Optional	Optional (60/40)	Optional (60/40)
Full set of gauges	Standard	Fuel only	Standard	Fuel only	Fuel only	
Leather trim	Optional	Standard conv., optional others	Optional	NA	Optional	
Rear roof pillar pillows	Standard 4-Dr. H.T.	NA	NA	NA	NA	
Rear-seat heater and rear window defroster	Optional	Defogger only	Defogger or Defroster only	Defroster only	Defroster only	
Reclining front passenger seat	Standard 4-Dr. H.T.	NA	NA	NA	NA	
Sentry signal	Standard	NA	NA	NA	NA	

\*Radial ply tires.

# CHRYSLER versus its competition

		CHRYSLER NEWPORT	BUICK LeSABRE	OLDSMOBILE DELTA 88	PONTIAC CATALINA	MERCURY MONTEREY
4-door Sedan Basic Dimensions	Wheelbase	124" (122") <sup>(1)</sup>	124.0"	124" (121" wgn.) <sup>(3)</sup>	124"	124" (121" wgn.)
	Overall length	224.6"	220.1"	220.2"	220.2"	224.7"
	Overall width	79.1"	79.7"	79.5"	79.5"	79.3"
	Track—front	62.1"	63.6"	64.1"	64.0"	63.3"
	—rear	62.0"	64.0"	64.0"	64.0"	64.3"
	Turning dia. (curb to curb)	43.2"	40.5"	43.7"	43.5"	42.8"
	Headroom—front	38.7"	38.9"	38.3"	38.9"	37.7"
	—rear	37.9"	38.0"	37.4"	38.0"	36.7"
	Legroom—front	41.8"	42.6"	42.4"	42.6"	41.7"
	—rear	41.5"	38.5"	39.3"	38.5"	39.7"
Hiproom—front	63.3"	62.2"	62.2"	62.2"	62.3"	
—rear	63.3"	62.1"	62.1"	62.1"	62.3"	
Shoulder-room—front	63.2"	64.4"	64.4"	64.4"	62.0"	
—rear	63.3"	63.5"	63.5"	63.3"	61.8"	
Trunk capacity—cu. ft. (usable)	21.2	18.1	20.1	28.9	20.4	
Station Wagon Cargo Dimensions	Length—front seat to tailgate	98.8" <sup>(1)</sup>	100.5" <sup>(2)</sup>	95.9" <sup>(3)</sup>	100.5"	92.4"
	Width—bet. wheelhousings	48.5" <sup>(1)</sup>	48.8" <sup>(2)</sup>	44.5" <sup>(3)</sup>	48.8"	48.7"
	—tailgate opening	51.2" <sup>(1)</sup>	42.0" <sup>(2)</sup>	48.5" <sup>(3)</sup>	42.0"	51.1"
	Height—maximum interior	32.4" <sup>(1)</sup>	30.6" <sup>(2)</sup>	34.4" <sup>(3)</sup>	30.6"	31.5"
—rear opening	29.0" <sup>(1)</sup>	29.5" <sup>(2)</sup>	28.5" <sup>(3)</sup>	29.5"	29.0"	
Cargo capacity—cu. ft.	104.2 <sup>(1)</sup>	106.0 <sup>(2)</sup>	97.2 <sup>(3)</sup>	102.3	96.2	
Basic V-8 Engine	Displacement—cu. in.	383	350	350	350	351
	Horsepower—Gross	275	230	240	250	240
	Torque—lb. ft.—Gross	375	350	350	350	350
Automatic Transmission	Type	3-speed	3-speed	3-speed	3-speed	3-speed
	Breakaway ratio	4.95 to 1	5.67 to 1	5.46 to 1	4.96 to 1	4.92 to 1
Chassis	Brake lining swept area—sq. in.	362.8 <sup>(4)</sup>	373.1 <sup>(5)</sup>	386.2 <sup>(5)</sup>	374.7 <sup>(5)</sup>	363.8 <sup>(4)</sup>
	Brake lining attachment method	Bonded	Riveted	Riveted	Riveted	Riveted
	Chassis lube interval—miles	36,000	6,000	12 months	6,000	6,000
	Gasoline tank capacity—gallons	23	25	24	25	22.5
	Springs, front—type	Torsion bar	Coil	Coil	Coil	Coil
Springs, rear—type	Leaf	Coil	Coil	Coil	Coil	
Tire size—standard	H78 x 15" <sup>(6)</sup>	H78 x 15"	H78 x 15"	G68 x 15"	G78 x 15"	
Body	Alternator gauge	Standard	Light	Light	Light	Light
	Body construction—type	Unitized	Body and frame	Body and frame	Body and frame	Body and frame
	Cassette stereo tape player/recorder	Optional	NA	NA	Player only	NA
	Exterior paint—type	Acrylic enamel	Acrylic lacquer	Acrylic lacquer	Acrylic lacquer	Acrylic lacquer
	Rear-seat heater and defroster	Optional	Defroster only	Defogger only	Defogger only	Defogger only
	Storage pockets in wagon wheel housings	Standard	NA	NA	NA	NA
	Tailgate window washer/wiper	Optional	NA	NA	NA	Optional
Third-seat direction—wagons	Rear	Front	Front	Front	Center	

(1) Town & Country Wagon.

(2) Buick Estate Wagon, 2-seat model.

(3) Olds Vista Cruiser.

(4) Drum brakes standard.

(5) Power disc brakes standard.

(6) L84 x 15" T & C Wagon.