

**For Release on or after:  
Wednesday, September 23, 1987**



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## **CHRYSLER 1988 ENGINEERING ROUND-UP**

DETROIT -- In 1924, Chrysler engineers received recognition for their advanced design, high-compression engine with its revolutionary replaceable-element oil filter, which represented Chrysler's earliest engineering innovation. Today, Chrysler Motors' engineers continue the tradition of technical innovation established over half a decade ago. Among this year's engineering highlights are:

**An electronic "traffic cop"** which makes advanced multiplexing of electronic signals in the 1988 Chrysler New Yorker and Dodge Dynasty possible. The Chrysler Collision Detection Data Network connects the engine controller, body computer, overhead console display, trip computer, and engine compartment sensor modules on a data network, rather than on individual wires.

The chip allows the various microprocessors in the car to share information and assigns priorities to messages seeking to access the data network. It also eliminates five previously used stand-alone timing and logic control modules by integrating their functions into the car's body computer.

**Hydraulically-dampened engine mounts** in Chrysler LeBaron convertibles. The mounts inhibit road induced low-frequency shake from being transmitted into the car's body structure.

**Roller camshaft followers** for Chrysler Motors' 2.2 and 2.5-liter four-cylinder engines. The roller followers improve idle quality and fuel economy by reducing high friction sliding contact between the camshaft and the hardened inserts of the older followers.

**Post-hardened nodular iron camshaft.** The Chrysler Motors post-hardening of its nodular iron cam is believed to be an automotive industry first. When used in conjunction with the above-mentioned roller camshaft followers, the system reduces friction 20 percent and increases city driving economy for both 2.2 and 2.5-liter engines by four percent for cars equipped with automatic transaxles, and three percent for manual transaxle equipped cars.

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**Low pressure, single point, fuel injection used on 3.9-liter and 5.2-liter V6 truck engines.** The use of fuel injection provides improved economy and driveability. This fuel injection system varies from that used in passenger cars in that a throttle body with two bores, with a separate injector for each bore, is used.

**A remote mounted air cleaner** on the upgraded fuel-injected 2.2-liter engine used in Dodge Omni and Plymouth Horizon four-door hatchback models. This unique air cleaner was required to adapt the 2.2-liter to low-pressure, single-point fuel injection. Blow-molded plastic was used at the attachment point to the throttle body, the first time Chrysler has used this material for an air cleaner. A 30-mesh stainless steel screen insures even air flow distribution.

**A 625 ampere battery**, the most powerful battery ever offered by Chrysler, is offered as an option on select models in 1988. Although the battery is dimensionally the same as last year's 400 and 500 ampere battery, 15 pairs of plates are fitted into each cell instead of 13 pairs used in 1987. A new manufacturing process makes the thinner plates possible.

**New front struts** on the all-new Chrysler New Yorker and Dodge Dynasty models reduce ride harshness and suspension noise experienced under adverse driving conditions. Partially-grooved cylinders allow hydraulic fluid to bypass the strut piston during normal driving. Under adverse conditions the strut piston slides past the end of the grooves, increasing resistance to movement and reducing the impact of the suspension against its internal stops. The new front strut system is a first for Chrysler in the domestic auto industry.

**An optional power trunk lid pull-down mechanism** for Chrysler New Yorker and Dodge Dynasty LE models is designed to reduce the effort of securing the car's trunk. A counter-balanced trunk lid is gently pushed down to the latch and then the power mechanism attached to the striker plate automatically pulls the lid tightly against its seal.

## 1988 CHRYSLER MAJOR DIMENSIONS

BODY TYPE			
21	2-DOOR SEDAN	41	4-DOOR SEDAN
24	2-DOOR HATCHBACK	44	4-DOOR HATCHBACK
27	2-DOOR CONVERTIBLE	45	2-SEAT WAGON

MODEL NAME	CHRYSLER NEW YORKER	CHRYSLER NEW YORKER LANDAU	CHRYSLER NEW YORKER TURBO	CHRYSLER 5TH AVE.	CHRYSLER LEBARON		CHRYSLER LEBARON	CHRYSLER TOWN & COUNTRY	CHRYSLER LEBARON GTS	CHRYSLER CONQUEST
BODY TYPE	41	41	41	41	21	27	41	45	44	24

### EXTERIOR

WHEELBASE		in.	104.3	103.3	112.7	100.3	100.3	100.3	100.4	103.1	95.9
		mm	2649	2624	2847	2546	2549	2547	2549	2618	2435
TRACK	Front	in.	57.6	57.6	60.0	57.6		57.6		57.6	54.9
		mm	1464	1464	1524	1464		1464		1464	1395
	Rear	in.	57.6	57.2	59.5	57.6		57.2		57.2	55.1
		mm	1464	1453	1511	1464		1453		1453	1400
OVER-ALL	Length	in.	193.6	187.2	206.6	184.9		179.1	179.1	180.3	173.2
		mm	4918	4756	5249	4696		4550	4547	4580	4400
	Width	in.	68.5	68.0	74.2	68.4		68.0		68.3	66.3
		mm	1741	1727	1885	1738		172.7		1736	1685
	Height	in.	53.5	53.1	55.1	51.0	52.2	52.9	53.2	53.0	50.2
		mm	1358	1350	1399	1294	1325	1344	1352	1345	1275

### INTERIOR

HEAD-ROOM	Front	in.	38.3	38.6	39.3	37.6	38.3	38.6	38.5	38.3	36.6
		mm	973	981	998	955	972	980	979	972	930
	Rear	in.	37.8	37.3	37.7	36.3	37.0	37.8	38.5	37.9	35.4
		mm	959	947	958	923	940	960	977	963	900
LEG ROOM	Front	in.	41.9	42.2	42.5	42.4		42.2	42.2	41.1	40.7
		mm	1064	1072	1079	1077		1072	1072	1044	1035
	Rear	in.	38.7	38.0	37.0	33.0		35.2	34.8	36.5	29.1
		mm	983	966	940	839		893	885	927	740
SHOULDER ROOM	Front	in.	56.4	55.4	55.8	55.9		55.4	52.4	55.8	52.4
		mm	1432	1407	1417	1420		1407	1407	1418	1330
	Rear	in.	55.9	55.9	55.5	56.3	45.7	55.9	55.9	55.9	51.2
		mm	1420	1421	1410	1430	1160	1421	1421	1420	1300
HIP ROOM	Front	in.	51.2	52.9	53.5	54.3	54.7	52.9	52.9	51.7	53.1
		mm	1300	1343	1359	1380	1390	1343	1343	1310	1350
	Rear	in.	51.7	53.5	53.2	47.5	37.6	53.5	53.5	51.9	40.6
		mm	1313	1358	1351	1217	954	1360	1360	1318	1030



## 1988 CHRYSLER MOTORS ENGINE PERFORMANCE

ENGINE DISPLACEMENT		ENGINE SALES CODE	TYPE NO. OF CYL.	BORE/STROKE		INDUCTION SYSTEM	COMP RATIO	POWER		TORQUE		RECOMMENDED FUEL
LITERS	CUBIC IN.			MM	IN.			kW @ RPM	bhp @ RPM	N-m @ RPM	Lb. Ft. @ RPM	
2.6	156.0	EF5	L-4	91.1 x 98	3.59 x 3.86	EFI Turbo	7.0:1	140 5000	188 5000	317 2500	234 2500	Unlead Reg.
2.2	135.0	EDF	L-4	87.5 x 92	3.44 x 3.62	EFI	9.5:1	69 4800	93 4800	165 3200	121 3200	Unlead Reg.
2.2	135.0	EDG	L-4	87.5 x 92	3.44 x 3.62	EFI Turbo (I) Multipoint	8.1:1	111 5200	149 5200	229 3600	169 3600	Unlead Prem.
2.2	135.0	EDR	L-4	87.5 x 92	3.44 x 3.62	EFI Turbo II Intercooled	8.1:1	130 5200	174 5200	164 3200	204 3200	Unlead Prem.
2.5	153.0	EDM	L-4	87.5 x 104	3.44 x 4.09	EFI	9.0:1	72 4400	96 4400	180 2800	133 2800	Unlead Reg.
3.0	181.4	EFA	V-6	91.1 x 76.0	3.59 x 2.99	Multipoint EFI	8.85:1	101 4800	136 4800	228 2800	168 2800	Unlead Reg.
5.2	318.0	ELA	V-8	98 x 84	3.91 x 3.31	1,2V Carb	9.1:1	110 3600	147 3600	347 2000	256 2000	Unlead Prem.

## 1988 CHRYSLER MODEL CHART AND POWER TEAM AVAILABILITY

MODEL NAME	CAR LINE CODE	SERIES	BODY TYPE							ENGINE SALES CODE, DISPLACEMENT AND INDUCTION SYSTEM							TRANSMISSION/ TRANSAXLE	
			21	22	24	27	41	44	45	EF5 2.6 TURBO (f)	EFA 3.0 MPI (a)	EDD 2.2 16V (f) TURBO	EDF 2.2 EFI	EDG 2.2 TURBO	EDR 2.2 TURBO II (f)	EDM 2.5 EFI	ELA 5.2 2V	5 SPD. MAN.

### CHRYSLER

LEBARON	C	P					41						S	O		O			S
TOWN & COUNTRY		P							45					O		S			S
NEW YORKER TURBO	T	P					41							S					S
LEBARON GTS	C	H,P						44					S			O		S	O
LEBARON GTS	C	P						44						O		S		S	O
FIFTH AVENUE	F	S					41										S		S
LEBARON	C	H	21											O		S		S	O
		P	21			27								O		S		S	O
CONQUEST	5	P			24					S								S	O(h)
NEW YORKER	C	H					41				S								S
NEW YORKER LANDAU	C	S					41				S								S

CHRYSLER'S TC BY MASERATI	C	S				27						S			O			S(h)	O(c)
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(2) NA w/Manual Transmission  
(b) 4-Speed Automatic

(c) EDD engine only  
(f) Intercooled

(h) NA w/EDR Engine

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# CHRYSLER 1988 PRODUCT LINE

June 1987

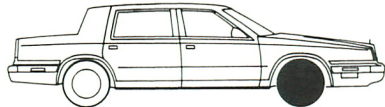
## BASIC LARGE

## MIDDLE SPECIALTY

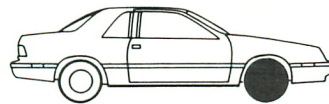
## BASIC MIDDLE

## SPORTS SPECIALTY

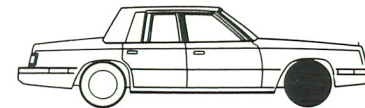
New Yorker



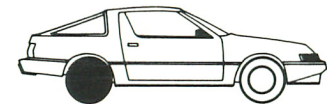
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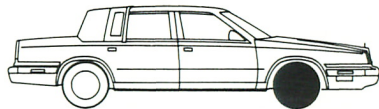
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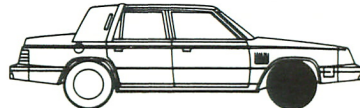
Conquest



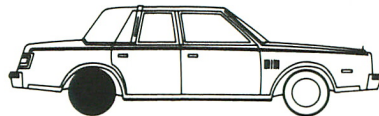
New Yorker Landau



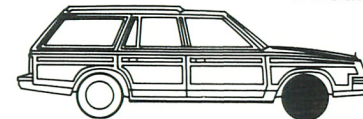
New Yorker Turbo



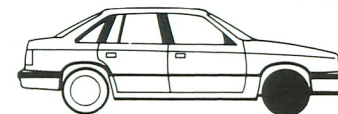
Fifth Avenue



Town & Country



LeBaron GTS



(Note to Editors: Chrysler's TC by Maserati; a luxury sport coupe, is covered in a separate press kit)





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LARGER NEW YORKER & LANDAU  
LEAD CHRYSLER'S 1988 LINEUP

DETROIT -- Changing technology in the automobile, and a trend toward more luxury are the key elements for the 1988 model year as Chrysler division of Chrysler Motors introduces an all-new series of larger, front-wheel drive New Yorker and New Yorker Landau sedans.

The new V6-powered four-door models expand the lineup so the upscale Chrysler brand buyer can choose from among five sedans. They vary in size, body styles, and engine sizes. In addition to the all-new New Yorker and Landau, these 5 to 6-passenger sedans include the front-wheel drive New Yorker Turbo, the LeBaron and LeBaron GTS, and rear-wheel drive Fifth Avenue.

Chrysler offerings for 1988 extend to the sleek mid-size LeBaron coupe and convertible, Town & Country station wagon, and imported Conquest TSi sports coupe.

Luxury and technology from Chrysler Motors continues in mid-model year with the introduction of Chrysler's TC by Maserati, a limited volume two-place luxury sport coupe to be built in Italy and shipped to the U.S. for sale through specially franchised dealers.

The new generation New Yorker and premium Landau models, in addition to the first use of an electronically fuel-injected V-6 engine in a Chrysler, offer four-wheel power disc brakes with an anti-lock system, automatic load leveling, multiplexing of electronic controls through one "traffic cop" body computer, on-board diagnostics, Chrysler-Infinity high quality AM Stereo/FM Stereo cassette sound systems, a compact disc player, a new exterior paint process and computer-aided design and manufacturing.

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"The New Yorker name has represented luxurious, well-engineered cars for nearly 50 years. The 1988 models represent another step forward, especially with the added technology and new features," said Clark J. Vitulli, Chrysler General Marketing Manager. "And our warranty coverage is outstanding."

The new New Yorker and Landau models are built on a 104.3-inch wheelbase and offer the largest interior room in the corporation's sedan lineup with seating for up to six people plus 16.5 cubic feet of luggage space.

While providing traditional large car roominess, convenience features, reliable handling and performance, these new sedans incorporate styling features and manufacturing technology that give them a cleaner, slicker appearance than any previous generation of New Yorkers.

Concealed headlamps and aircraft type doors with flush window glass enhance the appearance.

The multi-point fuel-injected 3.0-liter V6 engine, automatic transmission, air conditioning, power steering, power front disc brakes, power windows, all season radial whitewall tires, and many other features are standard equipment.

Convenience features range from a low liftover trunk design and power pull-down trunk lid mechanism to remote trunk, hood, and fuel door releases plus cupholders, map pockets, reading lamps, electronic information systems and rear seat headphone jacks for a range of sound systems.

Standard equipment on the Landau vinyl roof model includes a 6-way power driver's seat, electronic speed control, tilt steering column, electronic instrumentation, power locks, automatic load leveling rear suspension, and luxury appointments.

The New Yorker Turbo name in the lineup designates the carryover 103-inch wheelbase model powered exclusively by Chrysler's 2.2-liter, 4-cylinder turbo. This single price class model will be heavily equipped with only a few options.

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The styling successes of 1987, the sleek Chrysler LeBaron coupe and convertible, receive added standard equipment and some technical upgrades for 1988 to improve performance and reduce engine noise. Also, a highline convertible model is offered in addition to the more heavily-equipped premium model.

The LeBaron drivetrain choices range from the smooth-running balance-shaft 2.5-liter engine to optional 2.2 turbo, both with electronic fuel injection. Both can be paired with either 5-speed manual or 3-speed automatic transmission.

With its aerodynamic, sporty style, LeBaron is designed to provide a combination of contemporary luxury, competent power, and comfortable ride.

Power steering ratio is improved to 16:1 and all LeBaron models receive tire upgrades. Rear window defogger and heavy-duty battery are now standard equipment. A heating element has been added to the power outside mirrors, and courtesy/reading lamps are integral with the rear-view mirror as standard equipment on convertibles. Sound insulation has been added for quieter operation. A new sport steering wheel design, five new exterior and two new interior colors, and the Chrysler-Infinity sound systems are now available.

The LeBaron GTS sport sedan receives upgrades in standard engines to a 2.5 in the highline model and a 2.2 turbo in the premium model. The sport handling suspension incorporates a new solid rear sway bar.

New standard equipment in this aerodynamic four-door hatchback includes a split rear fold-down seatback package, power door locks, dual outside power mirrors, dual illuminated vanity mirrors, and much more. A power sunroof and new Chrysler-Infinity sound systems are among available options.

LeBaron GTS's combination of power, handling, braking and level of standard equipment is competitive with more expensive Euro sport sedans.

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Chrysler's successful rear-wheel drive Fifth Avenue sedan wears a new padded vinyl roof design for '88, a revised instrument panel, plus some new interior features. Fifth Avenue's V8 power, automatic transmission, transverse torsion bar suspension, interior room, large trunk and an excellent sales performance record continues to make it one of the best luxury car buys in the industry.

The Chrysler LeBaron 4-door, marketed in the mid-size segment, provides 4-cylinder power, automatic transaxle and front-wheel drive. It's shorter overall length makes it easy to handle and park. It is well-equipped, but has discounted Popular Equipment, Luxury Equipment, and Mark Cross leather trim packages for buyers who want more features and a more upscale version.

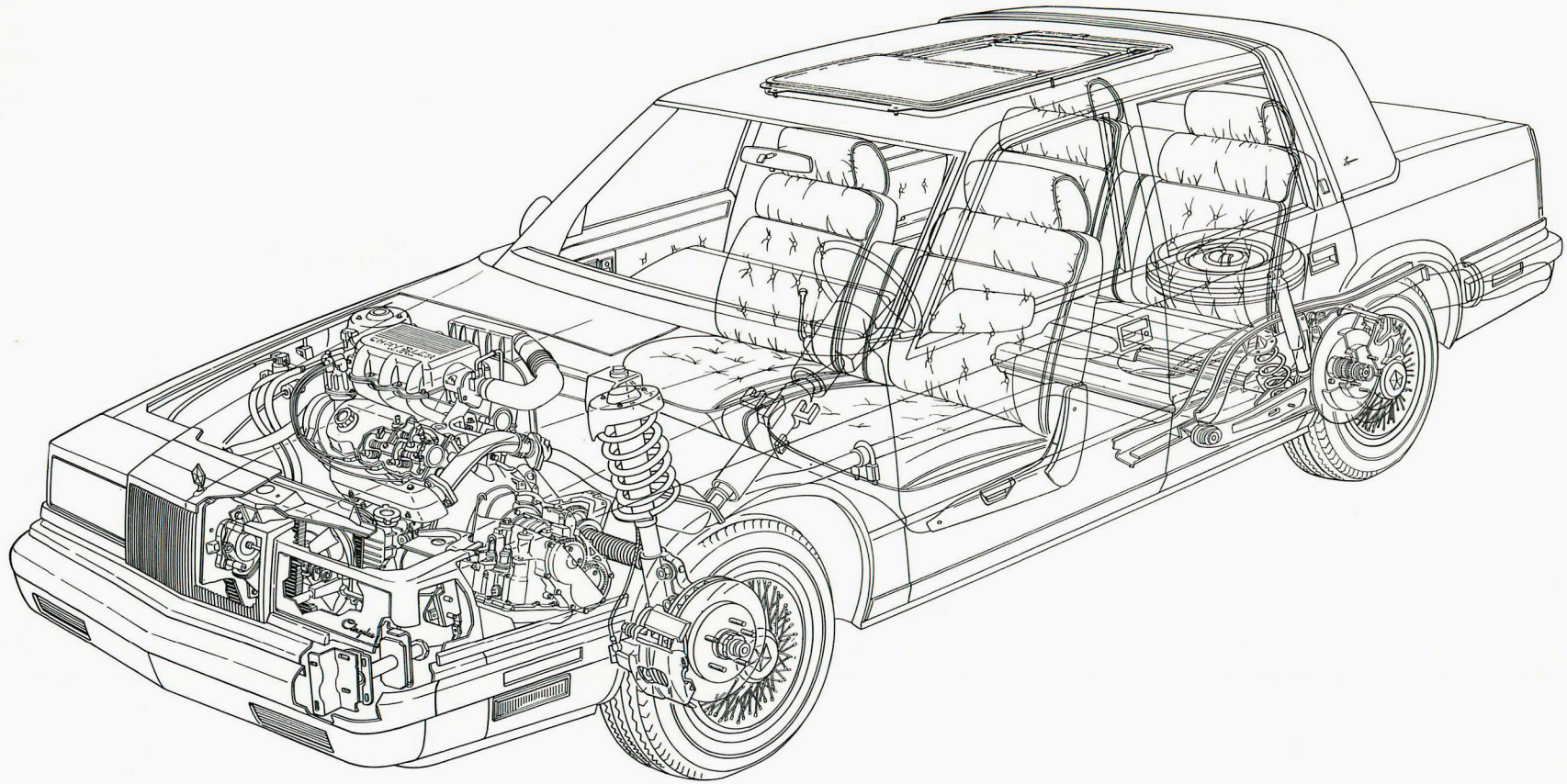
The Town & Country mid-size station wagon offers 2.5-liter or optional 2.2 turbo power, automatic transmission, and many standard features, which can be supplemented with discounted equipment packages.

The Conquest TSi sports specialty coupe, imported for sale by Chrysler dealers, shows its world class ways in 1988 with the addition of an optional four-speed automatic transmission and new interior appointments to accent its aggressive performance personality. The TSi features a 2.6-liter intercooled turbo engine, four-wheel disc brakes with anti-lock rear brake system, remote radio controls in the steering wheel pad, anti-theft alarm system, and 5-speed manual overdrive transmission as standard equipment.

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(NOTE TO EDITORS: Scheduled to be introduced later in the 1988 model year, Chrysler's TC by Maserati will be covered in detail in a separate press kit that will be mailed shortly before introduction.)





CHANGING TECHNOLOGY in the automobile is reflected in the 1988 New Yorker Landau, Chrysler's newest front-wheel drive flagship. Tech features include new V-6 engine with multi-point electronic fuel injection, Torqueflite automatic transmission with fuel saving lockup torque converter, four-wheel power disc brakes with anti-lock system, a unique multiplex computer control, new paint process, automatic load leveling system, electronic diagnostics system, and flush window glass.

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## **ELECTRICALLY DRIVEN SPEEDOMETER USE EXPANDED**

DETROIT -- Use of an electrically driven speedometer and odometer is expanded to include two additional vehicle lines in 1988.

The electrically driven speedometer, which has the same external appearance as its mechanical counterpart, will be used in the new luxury Chrysler New Yorker and Dodge Dynasty and the Chrysler LeBaron GTS and Dodge Lancer models.

The electrically driven unit was first offered on 1987 Chrysler LeBaron and Dodge Daytona models.

Chrysler Motors engineers point out two major advantages of the electrically driven speedometer -- reduced noise transmission into the passenger compartment and ease of vehicle assembly.

Elimination of the speedometer cable facilitates vehicle assembly because the cable no longer needs to be routed through the firewall. The lack of a connecting cable also eliminates a potential path for noise transmission to the vehicle's interior. In addition, the electric units allow easier instrument panel removal in the event repairs become necessary.

The electrically driven unit relies on sophisticated integrated circuitry to compute digital signals sent from a transaxle-mounted speed sensor.

The same sensor is used by the odometer and is operated by a small electric stepper motor.

All circuitry and other components are self-contained in the speedometer head.

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