

CHRYSLER IMPERIAL

1969 Data Book / FACTS, FEATURES, COLOR & TRIM

1969 CHRYSLER DATA BOOK

The information in this Book was compiled by Ross Roy, Inc., 2751 East Jefferson Avenue, Detroit, Michigan 48207.

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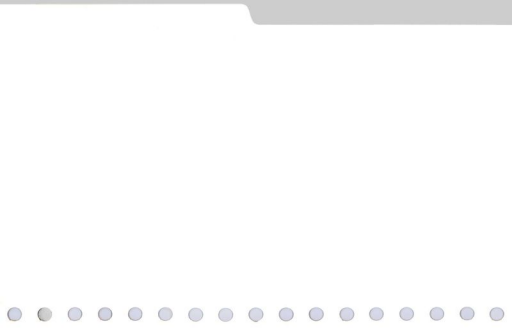
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CHRYSLER DIVISION



CHRYSLER
motors corporation

Your next car: The Great New Chrysler



Index and Specifications

A

Accelerator—Suspended, center-pivoted pedal.

Accessory Groups and Packages—Page C-53.

Acrylic Enamel Paint—See Paint, Exterior.

Air Cleaner—Micronic paper-element filter removes up to 99% of the impurities from the air entering the carburetor. Heavy-duty, replaceable-element, dry type. Double snorkel air cleaner is used on 383 4-bbl., on Town & Country wagons with 350-hp. 440 and on 440 TNT.

Air Conditioner—Optional on all models. Combined air conditioner, heater and defroster unit with 3-speed blower. Dual air conditioning, with a separate cooling unit mounted in rear, is optional on Town & Country wagons. Also see page C-32.

Air Conditioner with Auto-Temp—Available on all Chrysler models, including Town & Country with dual air conditioning. This unit has a special thermostat that maintains the selected interior temperature, regardless of outside temperature. (See

page C-31 for details of operation.)

Airfoam Seat Cushion—See Seat Construction.

Alternator—12-volt, alternating-current generator with automatic current output control. Simplified voltage regulator limits voltage output. Sealed ball and needle bearings have lifetime lubrication. Low cut-in speed enables alternator to produce current even when engine is idling. 37 amp, standard. 46 amp, standard with air conditioning.

Ammeter (Alternator Gauge)—Needle gauge on instrument panel indicates rate battery is charging or discharging.

Antenna, Radio—Standard with all optional radios. Telescoping type mounted on right front fender panel. Antenna masts are removable for easy replacement if damaged. Power antenna is optional with all radios. Convenient instrument panel switch raises or lowers the antenna.

Anti-Rust Treatments—In order to provide long life for Uni-body's strength and beauty, each car body must go through the following 7-step dip-and-spray treatment before the car is painted:

1. Body is dipped and sprayed in hot chemical cleaner.
2. Body is dipped and sprayed in hot rinse.
3. Body is again dipped and sprayed in hot rinse.
4. Body is dipped and sprayed in paint-anchoring phosphate solution which etches the metal.
5. Body is dipped and sprayed in cold rinse.
6. Body is dipped and sprayed in a conditioning solution.
7. Body is dipped up to 22" deep in rust-resisting primer to assure complete coverage of all lower inner surfaces of body metal.

Anti-Sway Bar, Front—Standard on all Chrysler models. The anti-sway bar connects the right and left lower control arms. As one control arm is forced upward, the anti-sway bar exerts force on the opposite control arm to resist body lean and sway at high speed, in turns and over bumpy roads.

Assist Handles—Optional on Town & Country wagons. Die-cast chrome handles mounted on rear pillars assist third seat entry and exit.

Automatic Choke—See Choke.

Automatic Speed Control—Optional on all Chrysler models with TorqueFlite and power brakes only. Maintains car speed without using accelerator pedal. Disengages automatically when brake pedal is applied or ignition is turned "off". See page C-28.

Automatic Transmission—See Transmission, TorqueFlite.

Axle Assembly, Rear—Semi-floating with flanged axle shafts. Hypoid gears, 2-pinion differential. 4-pinion differential with Sure-Grip. Ring Gear Size: 8 $\frac{1}{2}$ " standard.

Axle Assembly, Sure-Grip—See Sure-Grip Differential.

Axle Ratios

	383 2-66L V-8	383 4-66L V-8	440 V-8	440 TNT V-8
Transmission:				
3-speed Manual				
Standard	3.23	N.A.	N.A.	N.A.
Optional	—	N.A.	N.A.	N.A.
Sure-Grip	3.23	N.A.	N.A.	N.A.
TorqueFlite				
Standard	2.76	3.23	2.76 (1)	3.23
Optional	3.23	2.76	3.23	—
Sure-Grip	2.76	3.23	2.76	3.23
	3.23	2.76	3.23	—

(1) 3.23 ratio is standard on Town & Country wagons. 2.76 is optional.

B

Backup Lights—Operated by putting shift lever in reverse. Standard on all models.

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

Battery—12-volt. Tough, one-piece battery top for high resistance to corrosion, current losses and electrolyte leakage. 59- and 70-amp.-hr. batteries have submerged intercell connectors to boost power. 70-amp.-hr. battery with 440 has fiber separators. 70-amp.-hr. battery with trailer-towing package has rubber separators and heat shield. **Ratings:** 59-amp.-hr. with 383; 70-amp.-hr. with 440.

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

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

Bearings, Crankshaft—Replaceable. Steel-backed, lead-base babbit on all engines.

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, Front Wheel—Tapered-roller.

Bearing, Oilite—Self-lubricating, oil-impregnated metal. Used in oil pumps, water pumps, distributors, starter motors and for certain transmission applications.

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

Belts, Safety—See Safety Belts, Seat.

Body Construction—Chrysler's Unibody is stronger than body-on-frame construction. It has more resistance to body sag, and provides up to twice as much resistance to body-twisting forces. Structural steel members, body braces and sheet-metal panels are welded into a single, unitized shell in which all parts contribute to its overall strength. Box-section members of heavy-gauge steel are used for roof side rails, body sills, floor supports and door pillars, to assure maximum strength and support. Over 5,000 welds fuse structural steel members and body sheet metal.

Box-section structural steel is used for body side sills. Convertibles have additional heavy-duty steel reinforcements in the sills. Sills are galvanized and are completely submerged during the 7-step dip-and-spray anti-rust process. Water drain outlets keep sills dry.

Separate front wheel housings, used on all Chrysler models, protect fenders and components in the engine compartment from corrosive road splash and add structural strength to the front end.

Index and Specifications (CONTINUED)

B-C

Body Insulation and Sound-Deadening—Special electronic devices are used to locate potential sources of sound; the following steps are taken to keep the car quiet:

- Dash Liner—thick fiberglass blanket, 3-ply asphalt felt, hardboard trim
- Cowl side—fiberglass pad, 3-ply asphalt pad
- Plenum chamber—fiber silencer pad
- Package shelf panel—felt pad silencer with hardboard trim
- Fuel tank top—asphalt-impregnated felt pad
- Floor covering under-padding—thick jute pad with polyethylene moisture barrier between carpet and jute
- Doors, quarter panels, rear wheelhouses—fluid sound-deadener
- Luggage compartment front liner—hi-density fiber board barrier
- Acoustical headliner is perforated to permit sound to pass through to ½"-thick wood-fiber sound-deadening blanket under roof. Roof bows are bonded to roof panel with adhesive sound-deadeners.
- C-pillar—applied hardboard panel

Body Sealing—Door and trunk openings are sealed tightly with soft rubber weatherstrips that compress and expand without losing resiliency. Door weatherstrips are attached to the doors by special plastic fasteners embedded in the weatherstrip. These fasteners snap through holes in the door below the belt line to provide positive alignment and attachment. Rear window and windshield are cemented in place for im-

proved glass retention and sealing.

Bore and Stroke, Engine—See Engine Specifications.

Brake Cylinder, Master—See Master Brake Cylinder.

Brake Cylinder, Wheel—See Wheel Cylinder, Brake.

Brakes, Power Disc (Front wheels only)—Optional on all Chrysler models. Disc brakes are recommended where heavy braking is frequently required, as in trailer-towing, police pursuit and in mountainous country.

A large rotating disc on each wheel is gripped by hydraulically applied friction pads to stop the wheel. Chrysler disc brakes have two friction pads for each wheel disc, with a single hydraulic piston and a floating caliper.

Brakes, Disc (Front wheels only)—Size: 11.76" x 7.36"; Rear drum brake size: 11" x 2.5"; Total swept area: 392.8 sq. in.

Brakes, Drum and Shoe—Self-energizing, self-adjusting, with bonded linings. Linings are bonded to shoes to eliminate rivet holes which could trap dirt and damage the drums. 11" x 2.5" rear brakes on Chrysler models have flared drums 11" x 2.75" and 11" x 3.00" self-adjusting front brakes have finned drums. Flared and finned drums provide better heat dissipation and improved fade resistance.

Brakes, Drum—Size and availability.

Front (Inches)	Rear (Inches)	Total Eff. Area (Sq. in.)	Total Swept Area (Sq. in.)	Availability
11 x 2.75(3)	11 x 2.50(1)	223.4	362.8	Std. on Newport and Newport Custom
11 x 3.00(3)	11 x 2.50(1)	234.1	386.1	Std. on 300, New Yorker, T&C & with 375-hp, 440 eng.
11 x 3.00(2)	11 x 3.00(2)	258.4	414.7	Heavy-duty brake option; std. with trailer-towing package, Newport, Newport Custom and 300 only.

(1) Flared rear drums. (2) Fixed front drums.
(3) Manual adjustment.

Brake Lining—Molded asbestos lining, bonded to brake shoes. Bonded linings allow full thickness of lining to be used; does not reduce effective area or score brake drums. See Brakes, Drum—Size and Availability for lining dimensions and specifications.

Brake, Parking—Parking brake pedal with finger-tip release on all Chrysler models. Steel cables operate the rear-wheel 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.

Brake Pedal—See Pedal, Brake.

Brake Warning Light—The parking brake warning light glows red under two conditions: When the parking brake is applied or when brake pedal is pumped when there is a loss of hydraulic pressure in either braking system.

Brakes, Power—See Power Brakes.

Bumper Guards—Optional front and rear on all Chrysler models.

Bumpers, Front and Rear—Chrome-plated steel. Double nickel under chrome gives plating much longer corrosion resistance than ordinary chrome plating.

C

Camshaft—Cast iron with integrally cast gears for oil pump and distributor drive. 375-hp, 440 engine has special high-lift, high-performance camshaft.

Engine	Valve Opening Duration	
	Intake	Exhaust
283 V-8 (2-bbl. & 4-bbl.)	256°	260°
440 V-8—350 hp.	256°	260°
440 V-8—375 hp.	258°	264°

Camshaft Bearings—See Bearings, Camshaft.

Camshaft Drive—Camshaft drive gear is malleable cast iron or sintered iron. Camshaft gears on all engines are nylon-coated aluminum. Also see Timing Chain.

Carburetor—Downdraft-type with automatic choke standard on all engines. For type of carburetor, see Engine Specifications.

Carburetor Air Cleaner—See Air Cleaner.

Cargo Compartment, Station Wagon—Town & Country wagons have color-keyed carpeting with bright skid strips on cargo floor. Third-seat floor well and storage well on 2-seat model have formed color-keyed carpet.

Carpeting—Rich pile, nylon blend with waterproof polyethylene backing, color-keyed to interior trim. Pre-formed to floor contours.

Choke—Automatically controlled by engine temperature, carburetor air velocity and vacuum diaphragm. Engine temperature heat-sensing coil located in exhaust manifold or exhaust crossover.

Chrome Plating—**Exterior**—Double-nickel under chrome lasts up to 3 times as long as ordinary chrome plating. Two layers of nickel with different grain structures provide a weather-tight base for the chrome plating.

Cigar Lighter—Standard on all Chrysler models. Mounted in the instrument panel ash receiver. New Yorker 4-door models have two rear cigar lighters in rear compartment. All models with bucket seats have a rear compartment lighter.

Circuit Breakers—Used for headlight and windshield wiper circuits, circuit breakers reset themselves automatically to keep the headlights and wipers working even if intermittent shorts occur. This assures driver visibility until he can have the trouble corrected. Circuit breakers are also used in the electrical circuits

of power seats, power windows, power door locks, convertible top lift and power tailgate window on station wagons. A fusible link between the battery and ammeter protects main electrical circuits.

Cleaner Air System—The Cleaner Air System, developed by Chrysler Corporation burns the fuel-air mixture in the combustion chamber so that harmful elements in the exhaust fumes are greatly reduced.

The Chrysler-designed Cleaner Air System is unique because of its simplicity. A modified carburetor, a slightly altered distributor and modifications to the combustion chamber design achieved the desired results. No special air pumps or mechanical parts that would require extra maintenance were added to the system.

Clock—Standard on New Yorker. Optional on all other Chrysler models.

Clutch—Manual Transmission—11" diameter, dry-plate with coil pressure and clamping springs. Release bearing is permanently lubricated ball bearing.

Clutch Pedal—See Pedal, Clutch.

Coat Hooks (Roof-Mounted) — Right and left coat hooks are standard on all Chryslers except convertibles.

Coil, Ignition—See Ignition Coil.

Colors, Exterior—See Color and Trim Selector.

Combustion Chambers—All Chrysler engines have wedge-shape, high-turbulence design.

Compression Ratio—See Engine Specifications.

Connecting-Rod Bearings—See Bearings, Connecting-Rod.

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.

Console, Front Compartment—Available on Newport 300 and New Yorker, with bucket seats. All consoles have built-in storage compartments with hinged lids, two front courtesy lights, single rear courtesy light and rear compartment cigar lighter.

Control-Arm Struts—Two diagonally mounted steel bars support lower control arms on body front crossmember. Struts are rubber-cushioned at crossmember to absorb front-wheel road shocks. Also see Suspension, Front.

Control Arms, Front Wheel—Rubber pivots, no lubrication required. **Upper:** angle-mounted, anti-brake-dip design. **Lower:** straight control arms, diagonal-strut supported. Also see Suspension, Front.

Cooling System Capacity—383: 16 qts.; 383 with air conditioning: 17 qts.; 440: 17 qts.; 440 with air conditioning: 18 qts.

Cooling System, Engine—16 p.s.i. pressure-vent, bypass system. **Thermostat:** Expansion-pellet controlled. 190° F. thermostat with all engines. Also see Fan.

Courtesy Lights—All models have courtesy lights which are turned on when either front door is opened or when the panel/courtesy light switch is operated.

Crankcase Capacity (Oil)—4 quarts with all engines. When oil filter is changed, an additional quart is required.

Crankcase Ventilation (Closed System)—Positive crankcase ventilation system is standard on all models. Crankcase vapors are routed to the combustion chambers through a self-cleaning ventilator valve located in the valve cover. Vapors are burned before being expelled into the air through the exhaust system.

Crankshaft—Drop-forged steel on all engines. Statically and dynamically balanced. Large overlaps between connecting-rod and main bearing journals for increased strength and freedom from vibration.

Crankshaft Bearings—See Bearings, Crankshaft.

Cushions, Seat—See Seat Construction.

Cylinder Block—See Engine Block.

Cylinder Head—Chrome-alloy cast iron, all engines.

D

Deck Lid—Counterbalanced with key-operated latch. Remote deck lid release is optional.

Defogger (Defroster), Rear Window—See Rear Window Defogger.

Defroster—Forced-air system with scientifically aimed defroster openings at base of windshield. Warm air from heater is forced through system by forward motion of car and by heater blower. Also see Heater-Defroster.

Differential Assembly—See Axle Assembly, Rear.

Differential, Sure-Grip—See Sure-Grip Differential.

Dimensions, Exterior

EXTERIOR	4-Door Sedan	2-Door Hardtop	4-Door Hardtop	Convertible	T & C Wagon
Wheelbase.....	124"	124"	124"	124"	123"
Overall Length.....	224.7"	224.7"	224.7"	224.7"	224.8"
Overall Width.....	79.1"	79.0"	79.1"	79.0"	79.1"
Overall Height.....	58.3"(1)	55.1"(2)	55.7"(3)	55.1"	57.9"
Tread—Front.....	62.1"	62.1"	62.1"	62.1"	62.1"
—Rear.....	60.7"	60.7"	60.7"	60.7"	63.4"
Overhang—Front.....	41.0"	41.0"	41.0"	41.0"	41.0"
—Rear.....	60.2"	60.2"	60.2"	60.2"	62.4"
Ground Clearance—Minimum....	NA	NA	NA	NA	NA
Turning Diameter (Curb-to-curb)...	44.3"(4)	44.3"(4)	44.3"(4)	44.3"	44.9"

(1) New Yorker: 58.2"

(3) 300 and New Yorker: 55.6"

(2) 300 and New Yorker: 55.0"

(4) New Yorker with Power Steering: 44.2"

Dimensions—Interior

INTERIOR	Newport, Newport Custom & 500				New Yorker			T & C Wagons	
	Four-Door Sedan	Two-Door Hardtop	Four-Door Hardtop	Convertible	Four-Door Sedan	Two-Door Hardtop	Four-Door Hardtop	3-Seal	3-Seal
Headroom—Front.....	38.7"	38.0"	38.1"	38.9"	38.7"	38.0"	38.1"	39.6"	39.6"
—Rear.....	37.9"	37.5"	37.2"	37.9"	37.9"	37.5"	37.2"	40.2"	40.2"
—Third Seat.....	—	—	—	—	—	—	—	NA	NA
Legroom—Front.....	41.8"	41.7"	41.8"	41.7"	41.8"	41.7"	41.8"	41.8"	41.8"
—Rear.....	42.2"	39.8"	42.2"	39.8"	42.2"	39.8"	42.2"	39.4"	39.4"
—Third Seat.....	—	—	—	—	—	—	—	NA	NA
Hiproom—Front.....	63.2"	63.4"	63.2"	63.4"	63.3"	63.4"	63.3"	63.2"	63.2"
—Rear.....	63.4"	63.6"	63.4"	58.8"	63.4"	63.6"	63.4"	63.4"	63.4"
—Third Seat.....	—	—	—	—	—	—	—	NA	NA
Shoulder-Room—Front.....	63.4"	63.4"	63.4"	63.4"	63.4"	63.4"	63.4"	63.4"	63.4"
—Rear.....	63.2"	63.2"	63.2"	60.0"	62.8"	63.2"	62.8"	62.8"	62.8"
—Third Seat.....	—	—	—	—	—	—	—	NA	NA
Seat Height—Front.....	9.2"	8.7"	9.2"	8.7"	9.2"	8.7"	9.2"	9.2"	9.2"
—Rear.....	11.5"	10.4"	11.5"	10.4"	11.5"	10.4"	11.5"	11.5"	11.5"
—Third Seat.....	—	—	—	—	—	—	—	NA	NA

Luggage Compartment

Opening Width.....	50.7"
Interior Height.....	19.0"
Interior Width.....	76.0"
Interior Length.....	63.0"
Luggage Capacity (Usable) cu. ft.	
4-Door Sedan—New Yorker.....	19.6
—Newport, Newport Custom.....	22.0

Town and Country Wagon—Cargo Area

Floor to roof at tailgate opening.....	29.00"
2nd seat to end of open tailgate.....	83.50"
2nd seat to end of closed tailgate.....	63.08"
Front seat to end of open tailgate.....	119.40"
Front seat to end of closed tailgate.....	98.98"
Floor width at tailgate opening.....	54.50"
Floor width between wheelhousings.....	48.50"
Cargo capacity—cu. ft.....	93.1

Index and Specifications (CONTINUED)

D-E

Directional Signals—See Turn Signals, Directional.

Disc Brakes—See Brakes, Disc.

Displacement, Engine (Cubic Inches)—See Engine Specifications.

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.

Door Checks—Two-position door checks for front and rear doors of all Chrysler models.

Door Handles, Exterior—Push-button type. Double-nickel chrome-plated for lasting beauty and protection against corrosion.

Door Handles, Interior—Safety door release handles that require an inward pull to unlatch the doors are standard on all Chryslers. Combined with non-overriding push-button door locks on all except driver's door (lock must be released before handle will open door), they reduce the possibility of accidentally opening door while the car is moving.

Door Latches—Two-position safety latches on all Chrysler doors.

Door Locks—See Locks, Door, Exterior and Interior.

Door Locks, Power—See Power Door Locks.

Drive Shaft—See Propeller Shaft.

Drums, Brake—See Brakes, Drum.

Dual Braking System—Features two separate braking systems with individual pistons and reservoirs in the master brake cylinder. One system operates the front wheel brakes, the other the rear. Both systems are operated simultaneously by the car's brake pedal. Should one system fail, the other system will continue to operate.

Dual Exhaust—See Exhaust System.

Dual Headlights—See Headlights, Dual.

E

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

Enamel Finish—See Paint, Exterior.

Engine Availability

Engine	Horsepower-Torque	Availability
303-cu.-in. 2-bbl. V-8	290—290	Standard on Newport, Newport Custom and Town & Country
303-cu.-in. 4-bbl. V-8	330—425	Optional on Newport, Newport Custom and Town & Country
440-cu.-in. 2-bbl. V-8	350—480	Standard on 300 and New Yorker
440-cu.-in. V-bbl. V-8 dual exhaust and dual spark/air cleaner	350—480	Optional on Town & Country
440-cu.-in. 4-bbl. TNT V-8 dual exhaust and dual spark/air cleaner	375—480	Optional on Newport, Newport Custom, 300 and New Yorker

Engine Balancing—All engine crankshafts are statically and dynamically balanced. All pistons and connecting rods are electronically weighed and gauged, for dimensional accuracy to obtain matched sets for each engine. 383 and 440 V-8's are electronically balanced as assemblies.

Engine Block—High-strength cast iron. 383 and 440 have deep-skirt design.

Engine Specifications

Displacement and Type	Horsepower @ RPM	Torque, lb.-ft. @ RPM	Bore and Stroke	Compression Ratio	Carburetor	Camshaft	Air Cleaner	Exhaust	Fuel Recem.
Fire Power 383 V-8	290 @ 4400	390 @ 2800	4.25" x 3.38"	9.2 to 1	2-barrel	Special	Silenced	Single	Regular
Fire Power 383 XP V-8	330 @ 5000	425 @ 3200	4.25" x 3.38"	10.0 to 1	4-barrel	Special	Silenced, dbl. snorkel	Dual	Premium
Fire Power 440 V-8	350 @ 4400	480 @ 2800	4.32" x 3.75"	10.1 to 1	4-barrel	Standard	Silenced(1)	Single(2)	Premium
Fire Power 440 TNT V-8	375 @ 4600	480 @ 3200	4.32" x 3.75"	10.1 to 1	4-barrel	Hi-lift, hi-perf.	Silenced, dbl. snorkel	Dual	Premium

(1) Dual snorkel on Town & Country.

(2) Dual exhaust on Town & Country.

Equipment, Standard and Optional—C-48-52.

Exhaust Emission Control—See Cleaner Air Systems.

Exhaust Manifold—See Manifold, Exhaust.

Engine Cooling System—See Cooling System, Engine.

Engine Features—C-22-24.

Engine Lubrication System—See Lubrication System, Engine.

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—Single exhaust system on 383 2-bbl. and 350-hp. 440 except on Town & Country wagon. 383 4-bbl., 350-hp. 440 on Town & Country and 440 TNT have dual exhausts. Rust-resistant aluminized mufflers and tail pipes on all engines. Stainless steel is used in the critical parts of the right-side muffler on dual exhaust systems. Also see Muffler, Exhaust.

Exhaust Valves—See Valves, Exhaust.

F

Fan—Torque limiting drive has a fluid coupling of high-viscosity silicone oil between the driving member and the driven member. The driving member turns, transferring torque to the driven member which is connected to the fan. As engine speed increases, fan speed will fall behind until there is no increase in fan speed regardless of engine speed. Advantages are: fuel economy, reduced fan noise and less horsepower used to turn fan.

Fenders—Front: Bolted to front-end structural members with separate single-piece inner housings for road-splash protection and added structural strength. **Rear:** Integral with rear quarter panels, with steel inner wheelhousings.

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.

Flashers, Roadside Warning—Standard on all Chryslers. The

switch on the instrument panel flashes all turn-signal lights simultaneously. Alerts traffic when car is stalled or parked along the highway.

Foam Seat Cushions—See Seat Construction.

Folding Seat-Back Latch—See Seat-Back Latch.

Four-Barrel Carburetor—4-barrel downdraft carburetor with dual primary cruising barrels and dual secondary (power) barrels. Mechanically operated secondary barrels. Automatic choke. Also see Carburetor.

Fresh-Air Intake—See Ventilation, Body.

Front Suspension—See Suspension, Front.

Fuel Filter—See Filter, Fuel.

Fuel Pump—See Pump, Fuel.

Fuel Recommended—Regular-grade fuel recommended for 383 2-barrel V-8. Premium fuel recommended for all other Chrysler engines.

Fuel System—Pressure system with positive-displacement mechanical fuel pump. System is filtered in fuel tank and at engine.

Fuel Tank—Heavy-gauge steel, vented. **Capacity:** 24 gallons. **Town & Country Wagons:** 23 gallons.

Fuel Tank Filler Pipe—Located under rear license-plate holder except on Town & Country. High in left rear quarter panel on Town & Country.

Fuse Block—Groups all electrical-system fuses on a panel under the instrument panel for easy replacement. All fuses clearly labeled on fuse block.

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

Gasoline Recommended—See Fuel Recommended.

Gasoline Tank—See Fuel Tank.

Gauges—Oil pressure: Red warning light indicates low oil pressure. Alternator: Needle indicator shows rate battery is being charged or discharged. Fuel level: Needle indicator, thermally-electrically operated. Engine temperature: Hot and cold temperature indicator lights.

Glass Area (Square inches)

	Over-all	Windshield	Rear Window	Side Windows
4-door Sedans	4385	1464	1508	1413
4-door Hardtops	4252	1317	1502	1433
2-door Hardtops w/o AC	3547	1317	1033	1197
2-door Hardtops w/AC	3636	1317	1033	1286
Convertibles	3381	1317	898	1171
4-door Station Wagons	5327	1464	870	2990

Glass, Safety—Windshield: double-thick laminated safety glass. All other windows including convertible rear window: solid tempered safety glass. Glass convertible rear window eliminates scratching and discoloring common to plastic windows.

Glass, Tinted Safety—Tinted safety glass reduces sun-glare and reflections and filters heat rays. Solar heat absorption—56%. Available on windshield only or on all windows except convertible rear window on all Chryslers. Recommended with air conditioning.

Glove Box—Located on right side of instrument panel. Glove box lock standard on all models.

Ground Clearance—See Dimensions, Exterior.

Groups and Packages, Accessory—C-53.

H

Headlights, Concealed—Standard on 300 models. Electrically operated doors open to expose headlights when lights are turned on.

Headlights, Dual—Standard on all Chrysler models. 12-volt, sealed-beam, glare-protected, 5¾" lenses. High beams, 150 watts; low beam, 100 watts. Four headlights operate on high beam, two on low beam.

Headlight High-Beam Indicator—Red light on instrument-panel cluster.

Headlight Switch—Three-position rocker-type switch on left side of instrument panel. A separate roller-type thumbwheel is used for instrument panel light intensity and dome or courtesy lights.

Headlight Warning Buzzer—Optional on all Chrysler models. When the headlights are left on, the ignition key turned off and the front door is opened, a warning buzzer sounds alerting the driver.

Index and Specifications (CONTINUED)

H-L

Headlining—Breathable vinyl on all models except convertibles and Town & Country wagons. Wagons have perforated, acoustical hardboard.

Head Restraints, Front Seat—Made of impact-absorbent urethane foam covered with soft plastisol and supported by two rods. Available on all Chryslers with any type of seat-back and required on passenger reclining seats. Adjustable restraints are available on bench seats. Restraints on bucket seat are stationary.

Headroom—See Dimensions, Interior.

Heater-Defroster—Standard on all Chrysler models. See Page C-29.

Height, Overall—See Dimensions, Exterior.

Hiproom—See Dimensions, Interior.

Hood—Reinforced and counterbalanced. Front-opening, with two-step-release safety latch.

Hood Insulation—Standard on New Yorker and included with optional car undercoating on all other Chrysler models. Reduces engine noise and damps vibration.

Horns—Dual electric horns standard on all models.

Hotchkiss Drive—Rear axle is mounted to rear leaf springs so driving and braking forces are cushioned by the rear springs before being transferred to the car body. Provides smoother acceleration and deceleration and less shock to drive-line parts.

Hydraulic Brakes—See Brakes.

Hydraulic Tappets—See Valve Lifters.

Identification Numbers—Identification on engine and transmission. Vehicle identification number is mounted on top of instrument panel and visible through the windshield.

Ignition Coil—12-volt, completely waterproofed. Ballast resistor for automatic high-speed and low-speed spark intensity control. Resistor is cut out of ignition system during engine starting.

Ignition Switch—Turn key to right to start engine; turn key to left to operate accessories when engine is not running. Ignition key also operates front-door locks.

Ignition System—12-volt, weather-resistant, with automatic distributor spark advance, ventilated contact points and neoprene resistor spark-plug cables on all engines.

Ignition Wiring—Electrical resistance built into spark-plug cables suppresses electrical discharges that could cause burning of spark plug electrodes. Also eliminates spark-plug electrical interference with radio reception. Neoprene or Hypalon jackets protect against heat, moisture and abrasion. Long spark-plug covers, tight-fitting ignition-cable terminals add weather protection. Special neoprene rubber spark-plug cables provide a soft, flexible wall of insulation against moisture and current loss.

Instruments—C-26. Also see Gauges.

Insulation, Body—See Body Insulation.

Intake Manifold—See Manifold, Intake.

Intake Valves—See Valves, Intake.

Interior Dimensions—See Dimensions, Interior.

Interior Trim, Colors and Materials—See Color and Trim Selector.

L

Lap Belts—See Safety Belts, Seat.

Latch, Hood—Two-step-release safety latch. Operated from outside car.

Latch, Luggage Compartment—See Lock, Luggage Compartment.

Latches, Seat-Back—See Seat-Back Latches.

Latches, Seat (Station Wagons) See Seat-back Latches—Station Wagons

Legroom—See Dimensions, Interior.

Length, Overall—See Dimensions, Exterior.

Lights, Backup—See Backup Lights.

Lights, Interior—Operates when any door is opened or when panel/courtesy light switch on instrument panel is operated.

Two dome lights on Town & Country wagons. Rear dome light operates by switch at light only.

Lock, Glove Box—Cylindrical, key-operated. Standard on all Chrysler models.

Lock, Luggage Compartment—Key-operated, rotary. Locks

automatically when trunk lid is closed.

Locking Luggage Compartment, Station Wagons—Valuables can be hidden and locked in this under-floor compartment. On 2-seat models, it holds 10.3 cubic feet of cargo.

Locks, Door, Exterior—Ignition-key-operated lock cylinders on both front doors have internal shutters for automatic protection against freezing.

Locks, Door, Interior—Push-button locks for all doors. Push buttons on all doors except driver's door have non-override feature, which means they must be pulled up manually before the door release handles will open the doors. This safety feature helps keep doors from being opened accidentally while driving. 2-door models have the door lock button located farther forward for easier accessibility. Also see Power Door Locks.

Lubricating System, Engine—Positive-pressure, regulated with replaceable full-flow oil filter. Oil capacity: 4 quarts all engines. One extra quart required when changing oil filter. Normal oil pressure: 43 to 63 psi @ 2,000 engine r.p.m.

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

Luggage Compartment—Full-width load space. Spare tire mounted forward over rear-axle kickup on all models except convertibles. Counterbalanced deck lid with key-operated latch. Lid locks automatically when closed.

Luggage Rack, Roof—Optional on Town & Country Wagon. Made of rugged extruded aluminum. A sliding tie-down bar adjusts to the size of the load.

M

Main Bearings, Crankshaft—See Bearings, Crankshaft.

Manifold, Exhaust—Low-restriction exhaust passages with heat-control valve for quick engine warm-up. 440 TNT has special free-flow exhaust manifolds.

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

Manifold, Intake—Free-breathing design with short manifold pipes of almost equal length.

Manual Steering—See Steering, Manual.

Manual Transmission—See Transmission, 3-speed Manual.

Markers, Vehicle Side—All Chryslers have vehicle side marker reflectors standard. Amber front, red rear. When optional cornering lights are specified, the amber front marker reflector is combined with the cornering light.

Master Brake Cylinder—Dual master cylinder with separate

tandem pistons and reservoirs for front and rear wheels. Should one system fail, the other system will continue to operate. Master cylinder bore diameter: 1.00" on all models with drum brakes. 1.125" on models with disc brakes.

Mirror, Inside—Safety-Action arm has ball joints to permit the mirror to fold out of the way if it is bumped. The mirror is prismatic on all Chryslers. It can be adjusted to reduce the headlight glare from the car behind. Mirror edge is vinyl covered.

Mirror, Outside—4½" diameter. Mounted on driver's door. Standard on all models. Remote-control mirror with adjusting lever mounted on driver's door is standard on New Yorker and optional on all other Chryslers. Right-side mirror available on all models.

Model Differences—C-3-20.

Model Lineup—C-3, 7, 11, 15, 19.

Moldings, Exterior—C-4, 8, 12, 16 20, 50.

Mountings, Engine—See Engine Mountings.

Muffler, Exhaust—Asbestos-wrapped, three passage, reverse flow. Muffler and tail pipe are aluminized, inside and out, for rust-resistance. Dual aluminized mufflers and tail pipes used on 383, 4-bbl. 440 on Town & Country and on 440 TNT. Critical parts in right-side muffler are stainless steel for longer life. Extra aluminized resonators in addition to regular mufflers with 426.

O

Oil Filter, Engine—See Filter, Engine Oil.

Oilite Bearings—Self-lubricating, oil-impregnated, copper-bronze bearing. Used in starters, distributors, water pumps, oil pumps and transmission.

Oil Pressure, Engine—See Lubrication System, Engine.

Oil Pump, Engine—See Pump, Oil, Engine.

Oil System, Engine—See Lubrication System, Engine.

Optional Equipment—C-48-53.

Oriflow Shock Absorbers—See Shock Absorbers.

Overhang—See Dimensions, Exterior.

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. This same resin also gives the paint a tough quality that produces a durable, super-hard finish when oven-baked. Acrylic Enamel resists the dulling effect of industrial fallout, road grime and the weather. Cold-water washes are all that are needed to keep it gleaming. After years of service and exposure to the elements, 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 the entire car body

and then 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 five minutes at 300 degrees F.
- First coat of Acrylic Enamel is sprayed on the car body.
- Second coat of Acrylic Enamel is sprayed on.
- Car body is oven-baked at 255 degrees F. for 30 minutes to assure maximum gloss and hardness of finish.

Parking Brake—See Brake, Parking.

Pedal, Brake—Suspended pedal with slip-resistant foot pad on all models. Extra-wide pedal on cars equipped with TorqueFlite transmission for easier left-foot braking. Bright pedal trim is standard.

Pedal, Clutch—Suspended with molded non-slip foot pad on models with manual transmission. Bright pedal trim is standard.

Piston Pins—High manganese steel, press fit in rods.

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.

Plugs, Spark—See Spark Plugs.

Power Brakes—Standard on New Yorker and Town & Country. Optional on all other Chryslers and required with disc brakes. They reduce required brake-pedal effort up to 50%. Pedal travel is shortened so that braking action is quicker. Diaphragm-type, vacuum-suspended power unit. Tandem power booster used with disc brakes.

Power Door Locks—Optional on all models. Electric door locking system locks all car doors automatically when either front door is locked by the inside lock button. Unlocking either front door with the inside lock button unlocks all car doors simultaneously; rear doors can be unlocked individually with the inside door lock button. The key unlocks only the door it is used in.

Power Seat—Optional, all models. Three switches on side shield of seat controls movement up, down, forward or rearward and front or rear tilt.

Power Steering—See Steering, Power.

Power Windows—Power window adjusters are available on all models. Flush-mounted, four-switch master control on the driver's door; single switches under each of the other windows. Power windows will not operate when the ignition switch is turned off.

Pressure-Vent Radiator Cap—See Radiator Cap, Pressure Vent.

Power Vent Windows—Optional with power windows on all models. Flush-mounted, two-switch master control on driver's door; single switch on passenger door.

Propeller Shaft—Tubular steel with vibration absorber. The entire assembly is statically and dynamically balanced for trueness before leaving the factory.

Pump, Fuel—Diaphragm-type pump, mechanically operated by camshaft.

Pump, Oil, Engine—Rotary-type, positive-displacement pump keeps engine oil pressure high even at idle speeds, assuring ample lubrication of bearings at all times.

Pump, Power Steering—Constant-displacement, belt-driven. Roller-type pump used with all engines.

Pump, Water—Centrifugal-type, sealed ball bearing—all engines. No lubrication required.

R

Radiator—Tube and spacer construction on all models.

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

Radiator Capacity—See Cooling System.

Radios—Optional on all models. Wattage: AM radio is 5½ watts. AM/FM radios are 5½ watts. All stereo multiplex and stereo tape units are 10 watts. Speakers: One 4"x10" oval speaker with 2.55-oz. magnet on all units. Stereo units have two additional 3½" round speakers. Rear-seat speakers are 6"x9" oval. Antennas are removable mast-type for easy replacement if damaged or broken.

Ratios, Rear Axle—See Axle Ratios.

Ratios, Transmission—See Transmission, 3-speed Manual; Transmission, TorqueFlite.

Rear Axle Assembly—See Axle Assembly, Rear.

Rear-Seat Speaker—Available on all models except Town & Country. A fader switch on the instrument panel acts as a balance control for the front and rear speakers. Dual rear-seat speakers are available with all stereo units except on convertible. Single rear speaker available with AM and AM/FM non-stereo units and on convertible with any unit. All rear-seat speakers are 6"x9" oval.

Rear Springs—See Suspension, Rear.

Rear Suspension—See Suspension, Rear.

Rear Window Defogger—Optional on all models except convertibles and Town & Country wagons. Defogger fan quickly clears rear window of fog and mist. Instrument-panel-mounted switch controls fan operation.

Regulator, Voltage—See Voltage Regulator, Alternator.

Remote-Control Mirror—See Mirror, Outside.

Rims, Wheel—All Chryslers have Safety-Rim wheels with two safety ridges on the rim that help hold the tire safely on the wheel in the event of a blowout. **Standard Rim Widths:** 5.5" on Newport, Newport Custom and 300. 6.0" on New Yorker, Town & Country and with deep-dish wheel covers.

Rings, Piston—See Piston Rings.

Road Clearance—See Dimensions, Exterior.

Rod, Connecting—See Connecting Rods.

Rotary Oil Pump—See Pump, Oil, Engine.

Rust Protection—See Anti-Rust Treatments.

S

Safety—The following items are standard equipment on all Chrysler models: Multispeed windshield wipers • Windshield defroster • Windshield washer • Left outside mirror • Variable-intensity instrument lights • Glare-reducing surfaces on: Instrument panel top, wiper arms and blades, horn ring, 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 • Automatic-reset circuit breakers • Hazard-warning flasher system • Standard bumper heights • Double hood latch • Safety-Rim Wheels • Lap belt for each seating position • Two front seat shoulder belts except on convertible • Interlocking door latches • Flush-type inside door levers • Non-override inside door lock (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 • Double-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 • Break-away instrument panel ash receivers • Improved fuel tank sealing and retention • Rear-seat cushion retainers • Vinyl-clad day-night inside mirrors • Flush-type dome lamp • Roadside warning flashers.

Index and Specifications (CONTINUED)

Safety Belts, Seat

Seat Lap Belts—Standard for all seating positions. Cars with front bench seats have six lap belts. Cars with bucket seats get two lap belts in front when console is ordered. Three-seat station wagons are equipped with eight lap belts, two of which are for the third seat.

Shoulder Belts—Two front-seat shoulder belts are standard on all models, except optional on convertibles; two rear-seat belts are optional on all models, except not available on convertibles.

Seat Construction—Bench seats on Chrysler use either formed wire or zig-zag springs. Coil springs are used on some seat-back applications. Seat cushions are latex foam except on Newport which is urethane or foam latex and cotton. Bucket seats use zig-zag seat springs with molded latex or molded urethane seat cushions and back pads.

Seat-Back Latch—Standard on all two-door models with folding front seats. The latch locks the seat-back in position so it doesn't fold forward during severe braking applications or in the event of a collision, providing increased safety for passengers.

The seat-back release latch is located near the top of the seat-back on all bucket seats and near the seat hinge on other seats.

Seat-Back Latches, Station Wagons—The seat-back of the second seat of the Town & Country wagons has a latch and release lever on each side of the seat to keep it from folding forward.

Rear-facing third seat-backs are supported by stops in the

raised position.

Seat-Backs, Energy-Absorbing (front)

To help protect rear-seat passengers in the event of an accident, front seat-backs are designed to deflect downward when struck by high-deceleration impact. Construction of the impact area consists of a corrugated metal section across the top of the seat-back that is covered with a special energy-absorbing foam and the seat fabric.

Seat Material—See Color and Trim Selector.

Seat, Power—See Power Seat.

Seats—C-3, 7, 11, 15, 19. Also see Color and Trim Selector.

Shackles, Rear Spring—See Spring Mounting, Rear.

Shipping Weights—See Weights, Shipping.

Shock Absorbers—Hydraulic, double-acting, telescopic design. Shock absorbers control and limit suspension oscillations to keep the car body level and the ride smooth. Chrysler shock absorbers offer increased resistance to suspension oscillations when going over large bumps. This increased resistance controls the ride even on rough road conditions.

Shoulder Belts—See Safety Belts, Seat.

Shoulder-Room—See Dimensions, Interior.

Sills, Body (Rocker Panels)—Box-section structural steel side sills. Convertible has additional heavy-duty steel reinforcement in sill. Sills are completely submerged during 7-step dip-and-spray process. Water outlets keep sills dry.

Spare Tire—See Tire, Spare.

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

Specifications, Engine—See Engine Specifications.

Speedometer—Needle type with trip odometer used on all models with 120-m.p.h. calibration.

Spring Mounting, Rear—Solid rubber mounting at front of rear springs with flexible rubber-bushed shackles at rear. Rubber-isolated to reduce transfer of noise and vibration to body.

Springs, Front—See Suspension, Front.

Springs, Rear—See Suspension, Rear.

Springs, Seat—See Seat Construction.

Springs, Torsion-Bar—See Suspension, Front.

Springs, Valve—See Valve Springs.

Stabilizer Bar—See Anti-Sway Bar, Front.

Standard and Optional Equipment—C-48-53.

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.

Starter Switch—Ignition-key operated. Starter is activated when key is turned fully clockwise.

Station Wagons—C-18-20.

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

Steering Column, Energy-Absorbing (Safety-Type)—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, Manual—Standard on Newport, Newport Custom and 300. Low-friction steering gear with recirculating ball bearings for easy steering. Rubber coupling in steering shaft isolates steering wheel from road noise and vibrations. **Overall steering ratios:** 29.2 to 1. Number of steering wheel turns, full right to full left: 5.8.

Steering, Power—Standard on New Yorker and Town & Country, optional on all other models. 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 ratios:** 19.1 to 1.

Steering Wheel, Tilt-A-Scope—Optional on all Chrysler models gives Chrysler drivers a wide range of driving positions. The wheel has seven tilt positions with a range of 30 degrees, stopping at five-degree intervals. A locking lever on the left side of the column must be released for the wheel to tilt. A second lever which extends out from under the center pad loosens the locking collar and allows the wheel to be telescoped a distance of 2.7 inches.

Steering Wheels—C-27, 52.

Vent Windows, Door — Crank-operated vent windows provide draft-free ventilation when opened, positive sealing when closed. 2-door hardtop models with air conditioning have ventless side glass. Power-operated vent windows are optional.

Visibility—(See Glass Area)

Voltage Regulator, Alternator—Transistorized, 12-volt, moisture-protected.

W

Water Pump—(See Pump, Water)

Weights, Shipping—Crown: 4-door sedan, 4620 lbs.; 4-door hardtop, 4710 lbs. (est.); 2-door hardtop, 4610 lbs. (est.)
Le Baron: 4-door hardtop, 4710 lbs., 2-door hardtop, 4610 lbs.

Wheelbase—127"

Wheel Bearings—Tapered-roller, all wheels.

Wheel Cylinders, Brake—Dual-piston cylinder used with rear drum brakes. Four pistons per caliper used with front disc brakes.

Diameters: 2.375" front disc brakes
.9375" rear drum brakes

Wheels, Safety-Rim

Dual-ridge Safety-Rim wheels, standard on Imperial, 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.

Wheels, Steering—1-15

Wheel Tread—(See Tread and Dimensions, Exterior)

Width, Overall—(See Dimensions, Exterior)

Windows, Power—(See Power Windows)

Windows, Glass Area—(See Glass Area)

Windows, Tinted—(See Glass, Tinted Safety)

Windshield—Heavy laminated safety glass with extra strength.

Windshield Wipers, Concealed — Standard on all Imperial models, concealed wipers are recessed below the hood line, giving the driver an unobstructed view of the road. Left blade has an articulated wiper arm which enables the blade to wipe to the extreme left of the windshield, increasing driver visibility in this direction.

Windshield Washers, Electric—Electric-driven washer pump is operated by push button on instrument panel. Hood-mounted twin jets spray windshield. Standard on all models.

Windshield Wipers, Electric—Three-speed, electrically operated standard on all models. Parallel-action wiper blades with articulated arms on driver's side. Wiper-blade arms have glare-resistant finish.

Wiper blade length: All Imperial models, 16"

Tappets—See Valve Lifters.

Tempered Glass—Solid tempered safety glass is used for all side windows and rear windows of all Chrysler models including convertibles.

Thermostat, Cooling System—190°F. on all V-8 engines.

Timing Chain—Link-type silent chain on all engines.

Tinted Glass—See Glass, Tinted Safety.

Tires—The factory-installed tires on Chrysler cars are selected to provide ample load-carrying capacity for all vehicle loads up to the full rated capacity. The ride and handling characteristics of the original equipment tires have been tailored to match the vehicle's requirements. With proper care, they will provide excellent reliability, traction, skid resistance, and tread life.

For trailer-towing service a larger (oversize) tire may be recommended. See specific trailer-towing package.

A new **Fiberglass-Belted** tire is offered for 1969. This tire consists of a two-ply polyester body cord with a two-ply fiberglass belt encircling the tire. These tires have better puncture resistance, improved traction, increase fuel economy and give up to 40% more tread life according to tire manufacturers.

These new tires carry the designation H78 and J78. They are referred to by the manufacturers as J8 series tires and will carry that designation on the sidewall. H78 is equivalent to an 8.25 size tire, and J78 is an 8.25. The 78 represents the ratio of height to width, or the height would be 78% of the width.

Tire Sizes:

BW—Black Wall WW—White Wall R—Rayon

P—Polyester F—Fiberglass MSR—Minimum Size Required

CHRYSLER			ALL EXCEPT WAGONS	WAGONS
Tire Size	Ply/Ply Rating	Cord	363 & 440	363 & 440
8.25 x 15" BW	2/4	R-P	STD.	
8.25 x 15" WW	2/4	R-P	OPT.	
H78 x 15" WW	2-4/4	P-F	OPT.	
8.25 x 15" BW	2/4	R-P	OPT.	STD.
8.25 x 15" WW	2/4	R-P	OPT.	OPT.
J78 x 15" WW	2-4/4	P-F	OPT.	OPT.
9.15 x 15" BW	2/4	R-P		OPT.(1)
9.15 x 15" WW	2/4	R-P		OPT.

(1) MSR with Trailer-towing Package and/or dual air conditioning.

Tire Pressures—See owner's manual or tire pressure information plate mounted on car body.

Tire, Spare—Mounted in trunk over rear-axle kick-up panel except on convertibles.

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

Torque, Engine—See Engine Specifications.

TorqueFlite Transmission—See Transmission, TorqueFlite.

Torque Multiplication (TorqueFlite Transmission)—See Transmission, TorqueFlite.

Torsion Bars—See Suspension, Front.

Index and Specifications (CONTINUED)

T-V

Trailer-Towing Package—Chrysler

Maximum loaded gross trailer weight is 5,500 lbs. Available only on V-8's with TorqueFlite automatic transmission and larger tires (8.55x15" all models except wagons; 9.15x15" for all wagons) which must be ordered separately. The following items are included in the Trailer-towing Package:

Larger radiator, larger transmission oil cooler (w/383 4-bbl. eng. only), 7-blade fan, fan shroud and hood air seal

Heavy-duty suspension: H.D. rear springs, H.D. torsion bars, anti-sway bar and high control shock absorbers

Heavy-duty stop light switch

Heavy-duty turn-signal flasher

Heavy-duty brakes—11" x 3" front and rear (manual-adjusting) (except New Yorker and Town & Country)

Wide-rim wheels—6" JJ on sedans and hardtops, 6.5" JJ on Town & Country wagons

Heavy-duty performance axle—3.23 ratio

Additional Chrysler Trailer-towing Recommendations Engines—

383 V-8—4-bbl.—Newport, Newport Custom, T&C wagon

440 V-8—4-bbl.—T&C wagons

440 TNT V-8—4-bbl.—except T&C wagons

Power steering

Power brakes—std, New Yorker and T&C wagons

Sure-Grip differential

46-amp. heavy-duty alternator—(Std. with Air Conditioning)

70-amp.-hr. battery with rubber separators and heat shield.

Air conditioning

Automatic speed control

Transmission, 3-speed Manual — Gear Ratios: First, 2.55 to 1, Second, 1.49 to 1, Third, 1.00 to 1, Reverse, 3.34 to 1.

Transmission, TorqueFlite—Optional 3-speed automatic with torque converter. Accelerator-pedal kickdown control. Water cooled. **Planetary gear ratios:** First 2.45 to 1; Second, 1.45 to 1, Reverse, 2.20 to 1. **Torque multiplication:** 4.90 to 1.

Torque converter is water cooled to maintain efficient operating temperature. Torque converter and three forward-gear ratios combine to produce quick acceleration from a standing start and to maintain efficient power transmission at all speeds. Special transmission oil stays thin at low temperatures to promote easy starts and smooth shifting in cold weather. Full-flow lifetime oil filter eliminates periodic oil and filter changes (in normal usage).

The high-performance TorqueFlite used with the 383 4-bbl. and 440 TNT has 4 pinion gears instead of 3 in the front planetary gear assembly and a 4-disc front clutch for greater strength and durability. All TorqueFlite transmissions are precision-assembled in a special humidity-controlled room where the air is filtered free of dust and lint.

Tread—

Front: 62.1", Rear: 60.7". Town & Country, front: 62.1", Rear: 63.4".

Trim Colors and Materials—See Color and Trim Selector.

Trim, Exterior—See model sections C-4, 8, 12, 16, 20.

Trunk—See Luggage Compartment.

Turn Signals, Directional—Operating lever on steering column flashes front parking and rear taillights. Left- and right-turn green light indicators on instrument panel. Fender-mounted turn-indicator lights are standard on New Yorker and Town & Country, available in Light Package option on other models.

Turning Diameter (Curb to Curb)—Newport, Newport Custom and 300: 44.3"; New Yorker: 44.2"; T&C: 44.9".

U

Unibody—Unitized body and frame construction—C-47. Also see Body Construction.

Universal Joints, Propeller Shaft—Cross-type joint, antifriction bearings, pre-lubricated.

Upholstery Material—See Color and Trim Selector.

V

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

Valves, Exhaust—Material—21-4N chrome-manganese steel for all engines.

Engine	Head Diameter	Valve Lift	Opening Duration
383 2-bbl.		.437"	260°
383 4-bbl.	1.74"	.437"	260°
440	1.74"	.437"	260°
440 TNT	1.74"	.465"	284°

Valves, Intake—

Material—1041 steel for all engines.

Engine	Head Diameter	Valve Lift	Opening Duration
383 2-bbl.	2.08"	.425"	256°
383 4-bbl.	2.08"	.425"	256°
440	2.08"	.425"	256°
440 TNT	2.08"	.450"	268°

Valve Springs—Single valve springs for intake and exhaust valves on all engines.

Ventilation, Body —Fresh air enters the cowl air intake just behind the hood and is ducted through louvered openings in the side cowl panels to the car's interior. Remote controls at the center of instrument panel enable the driver to open or close either of side cowl fresh-air inlets. Only left-side vent is available when ATC air conditioning is ordered.

Ventilation, Crankcase—See Crankcase Ventilation.

Visibility—See Glass Area.

Voltage Regulator, Alternator—12-volt, moisture-protected.

Index and Specifications (CONTINUED)



Water Pump—See Pump, Water.

Weights, Shipping (Estimated with Automatic Transmission)

	2-door Hardtop	4-door Hardtop	4-door Sedan	Convertible	2-seat Wagon	3-seat Wagon
New Yorker 300	4175 4120	4200 4150	4185	4185		
Newport Custom Newport	4000 3970	4030 3995	3995 3980	4040		
Town & Country					4425	4495

Wheelbase—124"; wagons: 122".

Wheel Bearings—Tapered-roller, all wheels.

Wheel Cylinders, Brake—Dual-piston cylinder used with drum brakes; One piston per caliper used with front disc brakes.

Diameters: 1.125" front drum brakes, 2.75" front disc brakes, .9375" rear drum brakes.

Wheel Covers—See page C-44.

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, helping the driver to bring the car to a safe, controlled stop.

Wheel, Steering—C-27.

Wheel Tread—See Tread and Dimensions, Exterior.

Width, Overall—See Dimensions, Exterior.

Window, Tailgate—See Tailgate Window.

Window, Washer/Wiper, Tailgate—See Tailgate Window Washer and Wiper.

Windows, Power—See Power Windows.

Windows, Glass Area—See Glass Area.

Windows, Tinted—See Glass, Tinted Safety.

Windshield—Heavy laminated safety glass with extra strength.

Windshield Wipers, Concealed—Standard on all Chrysler models, concealed wipers are recessed below the hood line, giving the driver an unobstructed view of the road. Left blade has an articulated wiper arm which enables the blade to wipe to the extreme left edge of the windshield, increasing driver visibility in this direction.

Windshield Washers, Electric—Electric-driven washer pump is operated by push button on instrument panel. Hood-mounted twin jets spray windshield. Standard on all models.

Windshield Wipers, Electric—Two-speed, electrically-operated on all models except New Yorker and Town & Country. 3-speed wipers are standard on New Yorker and Town & Country, optional on others. Parallel-action wiper blades. Wiper-blade arms have glare-resistant finish.

Wiper blade length: All Chrysler models—16".



1969 Chrysler Models, Features and Equipment

1969 New Yorker Models

- 4-door Sedan
- 2-door Hardtop
- 4-door Hardtop

Basic Dimensions

New Yorker 4-door Sedan

Wheelbase.....	124"	Headroom—front.....	38.3"
Overall length.....	224.3"	—rear.....	37.5"
Overall width.....	79.1"	Legroom—front.....	41.8"
Overall height.....	56.2"	—rear.....	42.2"
Track—front.....	62.1"	Hiproom—front.....	63.3"
—rear.....	60.7"	—rear.....	63.4"

Interior Trims

Availability

- | | |
|--|---|
| • Cloth-and-vinyl bench with folding center armrest | Standard in all New Yorkers |
| • Cloth-and-vinyl 3-in-1 divided bench with individual seat adjustment, two folding center armrests, passenger seat recliner. (Passenger head restraint required.) | Optional in 4-door Hardtop and 4-door Sedan |
| • All-vinyl 3-in-1 divided bench (Passenger head restraint required.) | Optional in 4-door Hardtop |
| • Leather 3-in-1 divided bench (Passenger head restraint required.) | Optional in 4-door Hardtop and 4-door Sedan |
| • All-vinyl bucket seats with center cushion, folding center armrest, and passenger seat recliner. (Passenger head restraint required.) | Optional in 2-door Hardtop |



New Yorker standard cloth-and-vinyl interior trim



New Yorker Exterior Ornamentation

- Rich, chrome-plated, die-cast grille with rectangular texture and horizontal grille divider bars
- Gold-anodized aluminum medallion at center of grille
- "CHRYSLER" in block letters on hood
- Full-length sill and sill extension moldings
- Front and rear wheel-opening moldings
- Front fender peak moldings
- Fender-mounted turn-signal indicator lights
- Bright roof drip-rail moldings
- Bright moldings along base of side window openings
- Door window frame moldings on 4-door sedan
- New Yorker script nameplate
- Textured, full-width rear deck lower applique
- Wide rectangular taillights set in rear deck lower panel
- Full-width rear deck molding above taillights
- New Yorker script nameplate on deck lid
- Rectangular backup lights recessed in bumper surface
- Accent paint stripe



Standard Equipment

- Standard Engine: 440 cubic inch, 4-barrel carburetor, single exhaust, 350 horsepower • 3-speed TorqueFlite automatic transmission • 70-amp.-hr. battery • Power steering • Improved self-adjusting power drum brakes • New Yorker exterior and interior trim • Walnut-textured vinyl appliques across instrument panel • Cloth-and-vinyl bench front seat with front and rear folding center armrest on 4-door models • Walnut-textured vinyl appliques recessed in padded door trim panels • Carpeted lower door panels • 4-spoke steering wheel with molded vinyl handgrips, full horn ring and padded rectangular center area • Rear cigar lighters in 4-door models • Electric clock • Trunk floor carpeting • Time delay ignition switch light • Light package (includes fender-

mounted turn-indicator lights, right ashtray light, trunk light, glove box light, map and courtesy light) • Outside remote-control mirror, left • Undercoating and hood silencing pad • 3-speed windshield wipers • Unique New Yorker style wheel covers • Dual braking system with brake system warning light • Parking brake warning light • Energy-absorbing steering column • Safety-Rim wheels • Silent-closing safety door latches • Fresh-air heater and defroster • Built-in side cowl fresh-air ventilators with controls under padded brow of instrument panel • Crank-operated vent windows • Rich pile, color-keyed floor carpeting • Instrument panel safety padding • Day/Nite inside mirror • Roadside warning flashers • Lap and shoulder belts • Front seat-back safety latches on 2-door models • Padded sun visors • Front seat adjuster, manual 2-way • Suspended accelerator pedal • Front and rear armrests with bright accents • Dome light with front and rear door courtesy light switches • Turn-signal lights • Back-up lights • Concealed 3-speed, electrically operated windshield wipers • Electric windshield washers • Safety-Action inside door release handles • Glove box lock • Trip odometer • Coat hooks • Ash receivers front and rear



Chrysler 300 2-door Hardtop



1969 Chrysler 300 Models

- 4-door Hardtop
- 2-door Hardtop
- Convertible

Basic Dimensions

4-door Hardtop

Wheelbase.....	124"	Headroom—front.....	38.1"
Overall length.....	224.7"	—rear.....	37.2"
Overall width.....	79.1"	Legroom—front.....	41.8"
Overall height.....	55.7"	—rear.....	42.2"
Track—front.....	62.1"	Hiproom—front.....	63.3"
—rear.....	60.7"	—rear.....	63.4"

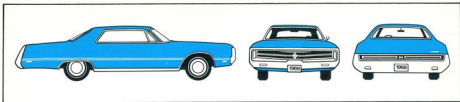
Interior Trims

Availability

- | | |
|---|--|
| • All-vinyl bucket seats with folding center armrest and center cushion | Standard in 4-door Hardtop, 2-door Hardtop and Convertible |
| • Cloth-and-vinyl bucket seats with center cushion folding center armrest and passenger seat recliner. (Passenger head restraint required.) | Optional in 2-door Hardtop and 4-door Hardtop |
| • Cloth-and-vinyl bench with folding center armrest | Optional in 4-door Hardtop and 2-door Hardtop |
| • All-vinyl bench seat with folding center armrest | Optional in 4-door Hardtop and 2-door Hardtop |



*Chrysler 300 all-vinyl bucket seats
standard all models*



Chrysler 300 Exterior Ornamentation

- Vertically textured grille extends full width of car
- Concealed headlights
- 300 medallion at center of grille
- Large parking/turn-signal lights recessed at outer ends of grille opening
- Full-length, body side triple paint stripes
- Wide sill molding
- Front and rear wheel-opening moldings
- "Three Hundred" block lettering on rear quarter panels

- Roof side drip-rail molding
- Belt moldings at base of side window openings
- Belt molding at base of top on convertible
- Full-width horizontal taillights with twin rectangular frames
- "300" numerals at center of lower rear deck
- Full-width rear deck molding above taillights
- Chrysler script nameplate on deck lid and grille
- Rectangular backup lights recessed in rear bumper



CHRYSLER 300

Standard Equipment

- Standard Engine: 440 cubic inch, 4-barrel carburetor, single exhaust, 350 horsepower
- 3-speed TorqueFlite automatic transmission
- 70-amp-hr. battery
- Exterior ornamentation and interior trim themes, unique to 300
- Front bucket seats standard in convertible, optional other models
- Unique "300" style wheel covers
- Color-keyed vinyl applique on glove box door
- Dual

- braking system with brake system warning light
- Improved self-adjusting brakes
- Parking brake warning light
- Energy-absorbing steering column
- Safety-Rim wheels
- Silent-closing safety door latches
- Fresh-air heater and defroster
- Built-in side cowl fresh-air ventilators with controls under padded brow of instrument panel
- Crank-operated vent windows
- Rich pile, color-keyed floor carpeting
- Three-spoke steering wheel with partial horn ring and delta-shaped padded hub
- Instrument panel safety padding
- Time delay ignition switch light
- Day/Nite inside mirror
- Left outside mirror
- Roadside warning flashers
- Lap and shoulder belts
- Front seat-back latches on 2-door models
- Padded sun visors
- Front seat adjuster, manual 2-way
- Suspended accelerator pedal
- Front and rear armrests with bright accents
- Dome light with front and rear door courtesy light switches
- Turn-signal lights
- Backup lights
- Concealed 2-speed, electrically operated windshield wipers
- Electric windshield washers
- Safety-Action inside door release handles
- Glove box lock
- Trip odometer
- Coat hooks
- Ash receivers front and rear
- Printed rubber trunk floor mat



Chrysler Newport Custom 2-door Hardtop



1969 Newport Custom Models

- 4-door Sedan
- 4-door Hardtop
- 2-door Hardtop

Basic Dimensions

4-door Sedan

Wheelbase.....	124"	Headroom—front.....	38.7"
Overall length.....	234.7"	—rear.....	37.9"
Overall width.....	79.1"	Legroom—front.....	41.8"
Overall height.....	56.2"	—rear.....	42.2"
Track—front.....	62.1"	Hiproom—front.....	63.2"
—rear.....	60.7"	—rear.....	63.4"

Interior Trim

Availability

- | | |
|--|---|
| • Cloth-and-vinyl bench with folding center armrest | Standard in all Newport Custom models |
| • All-vinyl bench with folding center armrest | Optional in all Newport Custom models |
| • Cloth-and-vinyl 3-in-1 divided bench with individual seat adjustment, two center folding armrests, passenger seat recliner. (Passenger head restraint required.) | Optional in 4-door Sedan and 4-door Hardtop |
| • All-vinyl 3-in-1 divided bench with individual seat adjustment, two center folding armrests, passenger seat recliner. (Passenger head restraint required.) | Optional in 4-door Sedan and 4-door Hardtop |



Newport Custom standard cloth-and-vinyl interior trim (all models)



Newport Custom Exterior Ornamentation

- Horizontally textured, die-cast grille with three castle medallions at the center
- Full-length, satin-finished tapered body side molding. Front wheel-opening molding
- Full-length accent paint stripe
- Newport Custom nameplate on front fender
- Roof side drip-rail molding
- Belt molding at base of side window openings
- Door window frame moldings on 4-door Sedan
- Medallion on rear roof pillars
- Chrysler script nameplate on deck lid and grille
- Full-width rear deck molding above taillights
- Rectangular taillights
- Textured bright applique on rear deck panel between taillights with bright vertical ribbing over deck applique and taillights



Standard Equipment

- Standard Engine: 383 cu. in., 2-barrel carburetor, 290 horsepower
- Standard Transmission: 3-speed manual
- 59-amp.-hr. battery
- Newport Custom exterior and interior trim theme
- Folding front center armrest
- Bright accented front and rear door armrests
- Bright exterior moldings for door window frames on 4-door Sedan
- Foam seat cushions front and rear
- Bright front-seat side shields
- Dual braking system with brake system warning light
- Improved self-adjusting brakes
- Parking brake warning

- light
- Energy-absorbing steering column
- Safety-Rim wheels
- Silent-closing safety door latches
- Fresh-air heater and defroster
- Built-in side cowl fresh-air ventilators with controls under padded brow of instrument panel
- Crank-operated vent windows
- Rich pile, color-keyed floor carpeting
- 3-spoke steering wheel with partial horn ring and delta-shaped padded hub
- Instrument panel safety padding
- Time delay ignition switch light
- Day/Nite inside mirror
- Left outside mirror
- Roadside warning flasher
- Lap and shoulder belts
- Front seat-back latches on 2-door models
- Padded sun visors
- Suspended accelerator pedal
- Dome light with front and rear door courtesy light switches
- Turn-signal lights
- Backup lights
- Concealed 2-speed, electrically operated windshield wipers
- Electric windshield washers
- Safety-Action inside door release handles
- Glove box lock
- Printed rubber trunk floor mat
- Wheel covers
- Trip odometer
- Coat hooks
- Ash receivers front and rear



Chrysler Newport 2-door Hardtop





*Your next car:
The Great New Chrysler*

1969 Newport Models

- | | |
|------------------|------------------|
| • 4-door Sedan | • 2-door Hardtop |
| • 4-door Hardtop | • Convertible |

Basic Dimensions

4-door Sedan

Wheelbase.....	124"	Headroom—front.....	38.7"
Overall length.....	224.7"	—rear.....	37.9"
Overall width.....	79.1"	Legroom—front.....	41.8"
Overall height.....	56.3"	—rear.....	42.2"
Track—front.....	62.1"	Hiproom—front.....	63.2"
—rear.....	60.7"	—rear.....	63.4"

Interior Trim

- Cloth-and-vinyl bench seat
- All-vinyl bench seat
- All-vinyl bucket seats with center cushion and folding center armrest

Availability

- Standard in Newport 4-door Sedan, 2-door Hardtop and 4-door Hardtop
- Standard in Newport Convertible, optional all other models.
- Optional in Newport 2-door Hardtop and Convertible



*Newport standard cloth-and-vinyl trim
(except Convertible)*



Chrysler New Yorker 4-door Hardtop





NEWPORT

Standard Equipment

Standard Engine: 383 cu. in., 2-barrel carburetor, 290 horsepower • Standard Transmission: 3-speed manual • 59-amp.-hr. battery • Dual braking system with brake system warning light • Parking brake warning light • Improved self-adjusting brakes • Energy-absorbing steering column • Safety-Rim wheels • Silent-closing safety door latches • Fresh-air heater and defroster • Built-in side cowl fresh-air ventilators with controls under padded brow

of instrument panel • Crank-operated vent windows • Rich pile, color-keyed floor carpeting • Newport interior trim • 3-spoke steering wheel with partial horn ring and delta-shaped padded hub • Instrument panel safety padding • Time delay ignition switch light • Day/Nite mirror • Left outside mirror • Roadside warning flasher • Lap and shoulder belts • Front seat-back latches on 2-door models • Padded sun visors • Front seat adjuster, manual 2-way • Suspended accelerator pedal • Front and rear armrests with color-keyed bases • Dome light with front and rear door courtesy light switches • Turn-signal lights • Backup lights • Concealed 2-speed, electrically operated windshield wipers • Electric windshield washers • Safety-Action inside door release handles • Glove box lock • Printed rubber trunk floor mat • Wheel covers • Trip odometer • Coat hooks • Ash receivers, front and rear



Chrysler Town and Country Wagon



1969 Town & Country Wagon Models

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

Town and Country Wagon—Cargo Area

Floor to roof at tailgate opening.....	29.8"
2nd seat to end of open tailgate.....	83.50"
2nd seat to end of closed tailgate.....	63.08"
Front seat to end of open tailgate.....	119.40"
Front seat to end of closed tailgate.....	98.98"
Floor width at tailgate opening.....	54.50"
Floor width between wheelhouings.....	48.50"
Cargo capacity—cu. ft.....	93.1

Interior Trim

- All-vinyl bench seat with folding center armrest
- All-vinyl 3-in-1 divided bench with individual seat adjustment, two center folding armrests, passenger seat recliner (passenger head restraint required)
- Cloth-and-vinyl 3-in-1 divided bench with individual seat adjustment, two center folding armrests, passenger seat recliner. (passenger head restraint required)

Availability

- Standard in Town & Country Wagons
- Optional in Town & Country Wagons
- Optional in Town & Country Wagons



Town & Country Wagon
standard all-vinyl trim



Town & Country Wagon Exterior Ornamentation

- Town & Country Wagons have the same grille as New Yorker
- Full-length textured paneling with appearance of cherrywood planking. (Can be deleted at buyer's option)
- Bright moldings that frame the paneling (upper body side molding only when paneling is deleted)
- Town & Country nameplate on front fenders
- Fender-mounted turn-signal indicator lights
- Roof drip-rail moldings
- Door window frame and rear quarter window moldings
- Cherrywood textured vinyl paneling across tailgate
- Integral wind deflector and upper rear quarter panel molding
- Block letters "Chrysler" across tailgate
- Vertical taillights integrated into rear quarter panels
- Bright moldings frame taillights
- Backup lights recessed in rear bumper

Standard Equipment

3-speed automatic TorqueFlite transmission • Standard Engine: 383 V-8 with 290 horsepower • 59-amp.-hr. battery • Power steering • Improved self-adjusting power drum brakes • Dual braking system with brake system warning light • Walnut-textured vinyl appliques across instrument panel • All-vinyl bench front seat with folding center armrest • 3-spoke steering wheel with partial horn ring and padded hub • Light package (includes fender-mounted turn-indicator lights, right ashtray light, glove box light, map and courtesy light) • Concealed 3-speed windshield wipers • Windshield washers • Premium style wheel covers • Heater and defroster • Time delay ignition switch light • Day/Nite inside mirror • Left outside mirror • Roadside warning flashers • Center and rear dome lights with front and rear door courtesy light switches • Trip odometer • Carpeted cargo compartment floor with bright metal skid strips • Carpeted third-seat compartment • Dual-action tailgate • Aerodynamic rear roof wind deflector • Power-operated tailgate window • Perforated acoustical hardboard headlining with bright roof bows • Wheelhouse stowage compartments with hinged lids

1969 Chrysler Engines and Transmissions

ENGINE	HORSEPOWER	AVAILABILITY	TRANSMISSIONS*
383-cu.-in. V-8 2-barrel, Single Exhaust	290	Standard on Newport, Newport Custom and Town & Country Wagon	3-speed manual, 3-speed TorqueFlite automatic
383-cu.-in. V-8 4-barrel, Dual Exhaust	330	Optional on Newport, Newport Custom and Town & Country Wagon	3-speed TorqueFlite automatic
440-cu.-in. V-8 4-barrel, Single Exhaust	350	Standard on 300 and New Yorker	3-speed TorqueFlite automatic
440-cu.-in. V-8 4-barrel, Dual Exhaust	350	Optional on Town & Country Wagon	3-speed TorqueFlite automatic
440-cu.-in. V-8 4-barrel TNT, Dual Exhaust	375	Optional on Newport, Newport Custom, 300, and New Yorker	3-speed TorqueFlite automatic

Engines and Transmissions (CONTINUED)

Chrysler Firepower 383 and 383 XP V-8's

Chrysler engines start big . . . 383 cubic inches of piston displacement for the standard V-8 on Newport, Newport Custom and Town & Country Wagon. Chrysler just doesn't make anything smaller. This standard V-8 gives big performance, too . . . for quick acceleration and quick, safe passing at highway speeds. 290 horsepower! On regular gas!

The 383 XP stands for eXtra Power, and that's what you get. A four-barrel carburetor, ten-to-one compression ratio and dual exhausts boost horsepower to 330! Premium gas—you pay a little extra, get a lot of extra power!

Features of the 383 Engines

- Wedge-shaped combustion chambers
- Hydraulic tappets
- Deep skirt, tin-alloy cast-iron engine block
- Forged-steel crankshaft
- Low-restriction intake manifold passages and valve ports
- Large-diameter throat on 2-barrel carburetor



*Firepower
383 V-8*



*Firepower
383 XP V-8*

SPECIFICATIONS	FIREPOWER 383	FIREPOWER 383 XP
Horsepower @ r.p.m.	290 @ 4400	330 @ 5000
Torque, lb.-ft. @ r.p.m.	390 @ 2800	425 @ 3200
Displacement, cu. in.	383	383
Carburetor	2-barrel	4-barrel
Compression ratio	9.2 to 1	10.0 to 1
Bore and stroke	4.25" x 3.38"	4.25" x 3.38"
Air cleaner	Single snorkel	Double snorkel
Exhaust system	Single	Dual
Fuel recommended	Regular	Premium

Firepower 440 V-8 Generates Instant Torque

The big Firepower 440 V-8 gives instant passing power because this engine develops a tremendous 480 pound-feet of torque! And torque is the driving force that is transmitted to the car's rear wheels.

This is Chrysler's largest engine. It displaces 440 cubic inches (a measurement of all the space in the cylinders), and displacement is the biggest factor in producing torque.

The Firepower 440 is a superior performer at high speeds because of its excellent breathing ability. A five-inch-diameter carburetor throat, extra-large intake manifold passages, and big intake and exhaust valve ports let the fuel-air mixture flow in and exhaust gases flow out with the least possible resistance.

Firepower
440 V-8



Features of the Firepower 440

- Deep-skirt, tin-alloy cast-iron engine block
- Forged-steel crankshaft
- Hydraulic tappets
- Wedge-shaped combustion chambers
- Low restriction intake and exhaust systems

SPECIFICATIONS

FIREPOWER 440 V-8

Horsepower @ r.p.m.	350 @ 4400
Torque @ r.p.m.	480 @ 2800
Displacement, cu. in.	440
Carburetor	4-barrel
Compression ratio	10.1 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Single snorkel*
Exhaust system	Single*
Fuel recommended	Premium

*Dual exhaust and dual snorkel air cleaner on Town & Country Wagons

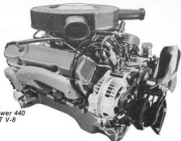
Engines and Transmissions (CONTINUED)

Firepower 440 TNT V-8 . . . the Super-Powered Engine!

440 TNT . . . the formula for super power, breathtaking acceleration and smooth engine performance! Here are some ingredients: 440 cubic inches of displacement, one four-barrel carburetor, a twin-snorkel carburetor air cleaner, dual exhausts, large intake and exhaust manifold passages, big intake and exhaust valve ports, one high-performance camshaft and a high compression ratio . . . to name a few. The result: an optional V-8 that is both very powerful and very smooth. What's more, the 440 TNT is designed to operate efficiently in normal city driving. This means it will idle smoothly and will give top performance without the special tuning that competitive engines need.

Special Features of the Firepower 440 TNT

- Chrome-plated oil filler cap • Black crackle-finish twin-snorkel air cleaner with TNT nameplate • High-performance camshaft
- Special low-restriction exhaust manifolds • Large-diameter intake and exhaust valves • Dual exhaust system with oversize 2½"-diameter exhaust pipes and 2"-diameter tailpipes • Oil pan windage tray (Minimizes power loss due to oil being whipped up by the rotating crankshaft) • Heavy-duty front and rear suspension package with large-diameter anti-sway bar • High-performance, heavy-duty TorqueFlite automatic transmission



Firepower 440
TNT V-8

SPECIFICATIONS

FIREPOWER 440 TNT V-8

Horsepower @ r.p.m.	175 @ 4600
Torque, lb.-ft. @ r.p.m.	480 @ 3200
Displacement, cu. in.	440
Carburetor	4-barrel
Compression ratio	10.1 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Twin snorkel
Exhaust system	Dual
Fuel recommended	Premium

3-Speed TorqueFlite for Automatic or Manual Shifting

Most drivers prefer the smooth, automatic shifts that are engineered into TorqueFlite to give maximum overall efficiency, performance and economy. Many drivers, however, prefer to shift TorqueFlite manually for the fun of it.

Either way, you'll find TorqueFlite is the best on the market. Here's how it works:

For Automatic Control, the driver merely selects "D" (Drive Range) and TorqueFlite automatically upshifts from low to second to high as car speed increases. Pressing the throttle to the floor holds TorqueFlite in low and second gears until the maximum automatic upshift speeds are reached. This provides the greatest acceleration rate in automatic drive.

Manual Control permits the driver to change gears by moving the shift lever. Thus he can hold the transmission in low or second at road speeds above the automatic shift limits; he can downshift to second quickly without flooring the accelerator; he can enjoy the sport of stick shifting without losing the advantages of an automatic. The shift lever should not remain in 1st or 2nd at sustained high speeds.

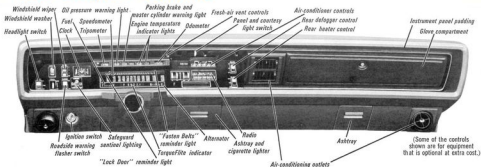


C-25

Engineering and Quality Features

- Torque converter is water cooled to maintain efficient operating temperature
- Torque converter and three forward gear ratios combine to produce quick acceleration and to maintain efficient power transmission at all speeds
- Cushion clutch softens shift from neutral to drive and cushion servo softens shift from neutral to reverse
- Full-flow oil filter eliminates periodic oil and filter changes
- High-performance TorqueFlite used with 440-cubic-inch V-8's has 4 pinion gears instead of 3 in the front planetary gear assembly for greater strength and durability. Rear planetary gear assembly in TorqueFlite used with 440 TNT also has 4 pinions
- TorqueFlite transmission oil stays thin at low temperatures to promote easy cold-weather starts and smooth shifting when transmission is cold
- TorqueFlite is precision-assembled in a special humidity-controlled room where the air is filtered free of dust and lint to assure highest manufacturing quality

1969 Chrysler Features



Chrysler's Instrument Panel is designed for command control and for maximum safety. All controls and gauges are grouped in an instrument cluster directly in front of the driver. Large dials with indications on contrasting backgrounds assure clear and accurate readings. Instruments are tilted at an angle to the driver's line of vision to minimize reflections. Rocker switches with positive

action are used for operating headlights, rear defogger fan, rear heat and roadside warning flashers. For night driving, the panel is illuminated by floodlighting from small lamps recessed under the instrument panel brow. A serrated thumb-wheel dims the instrument panel lighting. All instruments and controls are recessed within the surrounding safety padding.

Chrysler Steering Wheels



Standard steering wheel for all Chrysler models, except New Yorker, features delta-shaped padded hub and partial horn ring.



Standard New Yorker steering wheel (optional on all other Chrysler models), features color-keyed vinyl handgrips, 4 spokes, full horn ring, and rectangular center padding.



Tilt-A-Scope Steering Wheel can be tilted up, out of the way, to make it easier to get into and out of the driver's seat. It also makes driving more comfortable, especially on long trips, because the steering wheel can be tilted to seven different positions, and can be telescoped in and out a total of 2.7 inches. A



locking lever on the left side of the steering column controls the tilt positions. The steering wheel automatically locks in position when the locking lever is released. A locking lever beneath the center of the steering wheel hub controls the telescoping action.



Power Steering, standard in New Yorker and Town & Country Wagons and optional on all other Chrysler models, reduces driver steering effort up to 80% and is equipped with a fast-ratio steering gear that provides quick steering response. Only 3.5 steering-wheel turns move the front wheels through their full range of travel.

The 1969 power steering unit has a new pump that develops greater pressure with less vibration. This new pump provides a smoother and more constant power assist. The pump uses a "free" roller pumping action that reduces vibration and greatly extends pump and hose life.

Chrysler Features (CONTINUED)

Concealed Windshield Wipers are a styling improvement that give the windshield area a clean, uncluttered look and the driver an unobstructed view of the road. A new windshield wiper action also increases wet-weather vision. The wiper arm on the driver's side is articulated, providing a double action that allows the arm to change its wiping angle so it can sweep four inches closer to the windshield pillar.

Chrysler's wiper blades move to the left and to the right in unison. This permits them to overlap wiping patterns at the center of the windshield so there's no uncleaned peak to obscure vision.

Wiper blades are 16" long and the arms have a frosted, glare-resistant black finish. Wipers are powered by an electric motor that doesn't slow down when the car is accelerated.



Automatic Speed Control—This option gives Chrysler drivers automatic throttle control for relaxed driving on long trips. Once the automatic speed control is set, the car will maintain the selected speed even through hilly country. The driver can take his foot off the accelerator pedal and sit in a more comfortable position. Automatic speed control is safe because the brake pedal can always be used to immediately disengage the automatic control.

The automatic controls are mounted in the turn-signal lever for driver convenience and easy oper-

ation. Here's how it works:

To set car speed, push the button at the end of the turn-signal lever when the car is traveling at the desired speed . . . and it's on automatic control. If the car has been braked to a lower speed while on automatic, just twist the resume-speed control ring on the turn-signal lever and the car will automatically accelerate up to the pre-selected speed without using the accelerator pedal. A finger-tap on the end of the button will increase speed several miles per hour.

Fresh-Air Heater and Defroster, standard on all Chrysler models, uses only fresh outside air in the heater system. Air inside the car is not recirculated through the heater.



Moving the temperature control, labeled **WARM**, instantly changes incoming air temperature once the engine is warmed up. This is achieved by bringing outside air in through two passages . . . one heated, the other unheated. The air is blended by the temperature control valve just before it enters the passenger compartment. Moving the temperature control to the right causes the blender valve to mix in a larger proportion of heated air so the temperature immediately goes up.

Four push buttons, labeled **OFF**, **HEAT**, **HI HEAT** and **DEF**, control the operation or shut off system. The **HI HEAT** button increases the fan speed for faster heat circulation to the rear passenger compartment. A toggle switch to the left of the push buttons operates the three-speed blower. Air is also moved through the system by forward motion of the car even though the blower is off.

Fresh-Air Ventilators, located in the side cowl panels, are standard on all Chryslers. When equipped with air conditioning, only left side vent is operable. There is a separate instrument panel control for each ventilator so driver and passenger can have different amounts of air flow. Air flow can be increased by opening the side vent windows — an excellent way to get flow-through ventilation on rainy days.

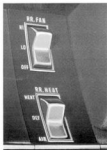


Crank-Operated Vent Windows are standard on all Chryslers except 2-door hardtops with air conditioning, which have ventless side glass. These vents give draft-free ventilation when all other vents and windows are closed. Cranks are geared for easy turning.

Chrysler Features (CONTINUED)

Rear Heater and Defroster System is an option that increases overall heating capacity by 20 percent. This system includes an additional heater core mounted beneath the rear package shelf, a blower, 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.

Two rocker switches on the instrument panel control the rear air system. The switch labeled **R.R. HEAT** has **DEF** and **AIR** positions which control the heating system; the switch labeled **R.R. FAN** has **OFF**, **LO** and **HI** positions which control the air flow.



Selecting **HEAT** directs warmed air into the rear passenger compartment through two outlets under the rear seat. Selecting **DEF** causes all the heated 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 from within the car onto the rear window for defogging. All air for the rear heater is supplied from inside the car through an air intake in the package shelf.

The rear heater is available on all models except the convertible and Town & Country Wagons.



Chrysler rear seat heater and defroster

Air Conditioner with Automatic Temperature Control

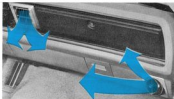
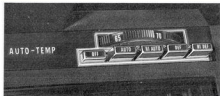
Here's the ultimate in climate control. Chrysler's Auto-Temp Air Conditioner lets you set the thermostat once, then drive year-around in comfort. The air conditioner combines a cooling unit with a heating unit and uses sensing devices that automatically maintain car interior temperature at any selected degree between 65°F. and 85°F. Passengers stay cool in the summer, warm in the winter, without re-setting the thermostat from season to season. The thermostat setting can, of course, always be changed to satisfy other passengers' comfort or to meet the demands of several drivers using the same car.

This air conditioner also filters and dehumidifies while it cools the air entering the car. As warm outside air strikes the cooling coils,

moisture is condensed on the cold coils, reducing the humidity and simultaneously washing foreign particles from the air. The air then passes through the heater where it is further dehumidified as it is re-heated to the selected comfort level.

This dehumidifying, re-heat system can also be used to keep windows from becoming fogged on humid or rainy days even though outside temperatures drop into the fifties.

Air conditioning contributes to safer driving on hot, humid days by keeping the driver cool, more alert and relaxed. It also adds substantially to the resale value of the car.



Adjustable Air Outlets, near the center and at each side of the instrument panel, can be adjusted to direct the air up, down and to either side. HI-AUTO and HI-DEF operate the blower at high speeds to provide greater circulation of cooled or heated air.

Chrysler Features (CONTINUED)

Air Conditioner with Manual Control



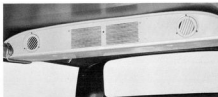
This air conditioner also combines a heating unit with a cooling unit, and has the same high capacity as the automatic temperature control. The difference is that when outside temperatures change, the controls must be adjusted manually to maintain interior car temperature at the desired comfort level.

When used as an air conditioner, it cools, dehumidifies and filters the incoming air before it reaches the passenger compartment. The dehumidifying action removes dirt and pollen from the air so passengers can relax in a cool, dry atmosphere, free of pollen.

Pushing the MAX A/C button provides quickest cool-down because it shuts off outside air and recirculates inside air through the cooling coils. The A/C button is used for normal cooling. Only fresh outside air flows through the system with the A/C button pushed.

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

Dual Air Conditioning is optional on Town & Country Wagons. Extra cooling capacity for this big wagon comes from a second unit mounted to the wagon roof just behind the second seat. This unit has its own cooling coils and two blowers that circulate the cooled air in the rear portion of the wagon. Second- and third-seat passengers keep cool even on the hottest days. Dual air conditioning is recommended for station wagons used in hotter climates.



Tinted Window Glass filters out many of the heat-producing rays of the sun, making the air conditioner more effective. This option is recommended with all air conditioners, although clear glass may be specified.



Now, Compact Six-Way Power Seat Adjuster permits lowering the front seat almost an inch lower than with the standard manual adjuster, resulting in a corresponding increase in headroom.

The six-way adjustment is especially useful on long trips. Changing the seat position relieves tension by shifting seat support to new areas of the body. This is especially true of the tilting adjustment.

Power Vent Windows are available when power windows are ordered. Two controls on the driver's door operate both vent windows; a single control on the passenger's door operates the passenger's vent window.



Power Window Adjuster lets the driver control all the car's side windows by operating the master controls on the driver's door. There is an individual switch under each window. All switches are flush-mounted. For safety, none of the power windows will operate when the ignition switch is turned off. Power windows are optional on all Chrysler models.

Electric Door Locks, a convenience and safety option, permit locking and unlocking all doors simultaneously by pushing down or pulling up on either front-door locking button. The key locks and unlocks only the door it is used in. Any door can be unlocked from inside.



Chrysler Features (CONTINUED)



Cornering Lights 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 are automatically turned on when the turn-signal lever is used while the headlights or parking lights are illuminated. Optional on all Chrysler models, cornering lights are mounted in the front fenders just ahead of the wheel openings.

Safeguard Sentinel Lighting is an option that turns the headlights and taillights on automatically at twilight or during a heavy overcast. Then, it automatically turns them off again when there is enough daylight for safe driving without lights.

A sensing unit, mounted on top of the instrument panel, contains a photocell that reads light intensity and transmits the signal that turns the car lights on and off.

A time-delay switch on the instrument panel 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 garage or driveway and use the car's lights to illuminate the way to the house.



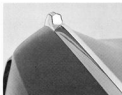
Safeguard Sentinel time-delay switch



*Light-sensing unit
(photocell)*

Automatic Headlight Dimmer, available with Safeguard Sentinel Lighting only, dims Chrysler'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 Chrysler's headlights as far as 1200 feet from the approaching vehicle. The Automatic Headlight Dimmer and Safeguard Sentinel Lighting share a common control located conveniently on the instrument panel.



Scanner for automatic headlight dimmer



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



Remote-Control Outside Mirror has a convenient control on the driver's door that adjusts the mirror even with the window closed. The control adjusts the mirror from side to side or up and down, giving a full range of viewing positions. The remote-control mirror is standard on New Yorker, optional on other Chrysler models.

New Silent Safety Door Latch permits Chrysler's doors to close more smoothly and quietly. Heavy steel latching jaws interlock with a rugged steel post on the door pillar providing strength superior to the rotary latches of previous years. The quieter latching results from rubber isolation of the door pillar latch post. An added safety device makes it impossible to lock either of the front doors if they are not fully closed.

Chrysler Features (CONTINUED)

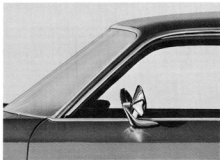


Chrome -Framed Pedals, which include the brake, parking brake and accelerator (and clutch pedal where applicable), add to the beauty and luxury of Chrysler's interior decor and protect pedal edges from wear. The brake pedal on models with automatic transmission is extra-wide to permit braking with either foot. Bright pedal frames are standard on all Chrysler models.

Suspended Accelerator Pedal, a new feature on every Chrysler, adds to driving comfort. It lets the driver's foot rest at a more comfortable angle.

All Chrysler Windshields are Cemented-In to provide a positive seal against moisture and retain the glass more securely. The windshield glass is an extra-thick laminate for safety.

Door Lock Plunger on two-door models has been moved forward on the door where it can be easily reached by front-seat passengers.



Ventless Door Windows are a new styling feature on Chrysler 2-door hardtops. They're standard with air conditioning, optional at no extra cost without air conditioning.

Full-Width Convertible Rear Seat provides room for three adult passengers to sit in comfort. A new over-center convertible top linkage, which folds to the rear behind the rear seat, makes this new, wide convertible seat possible.



New Flush-Mounted Convertible Top Latch is easy to operate because of increased mechanical leverage in the mechanism.



The Chrysler Trunk is long and wide . . . and it's deeper for '69. This means the lid will close and latch over tall items like large ice chests and big picnic baskets. On all models, except convertibles, the spare tire is mounted forward on the floor hump where it is out of the way, leaving the full width of the trunk floor available for loading cargo. A trunk light and carpeting are standard on New Yorker, optional on other models. A power-operated, remote trunk lid release is optional on all models. It is operated by a control in the glove compartment.

Chrysler Features (CONTINUED)

New Golden Tone AM/FM Stereo Radio with Stereo Tape Player provides all-around entertainment for Chrysler buyers. The powerful transistorized radio receiver tunes in all local FM and FM stereo broadcasts with true, static-free fidelity.

The stereo tape player is built into the radio and plays cartridges of recorded stereo music. Cartridges plug into the front of the unit and play instantly when the radio is on. A wide variety of taped music is available in cartridges for use with this stereo player.

The solid-state chassis provides instant sound when the set is turned on and uses very little battery current. For AM reception, this powerful set receives distant stations with remarkable clarity.

Golden Tone AM/FM Touch Tuner has tuning bars on the



radio and a tuning button on the floor that can be reached with the left foot. When either the touch-tuner bar or the foot button is pushed, the radio automatically seeks out and tunes in the next audible station on the radio dial. This radio has five push buttons that can be set for favorite AM or FM stations. An optional rear speaker is available.



Golden Tone AM Radio with Stereo Tape Player offers buyers the enjoyment of taped stereo music without the added expense of a stereo FM radio. This radio plays the same stereo cartridges as the Golden Tone AM/FM stereo radio. Taped music comes out of the stereo speakers in crystal clear, high-fidelity realism, without radio static. All radio-tape combinations are equipped with three front speakers and two rear speakers . . . except convertibles, which have only one rear speaker, and station wagons, which have none in the rear.

Golden Tone AM Radio is an economy model that has solid-state, instant-play construction, push-button station selection and a bass and treble tone control.

Optional Power Antenna, with control switch located under the brow of the instrument panel just above the radio, is available with all Chrysler radios.



Grained Vinyl Roof Covering, optional on all models except convertibles and station wagons, adds a distinctive richness to the exterior appearance. Vinyl roofs are available in black, white, green and new champagne.



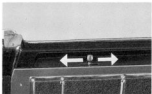
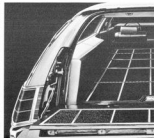
Driver Awareness Package is a safety group that reminds the driver and passengers to "fasten belts," "lock doors" and that the headlights are "on." The "headlights on" buzzer alerts the driver when the front door is opened if the headlights are not turned off.



Optional Console, available with bucket seats and TorqueFlite transmission on Newport, 300 and New Yorker, features side courtesy lights, a rear courtesy light, cigar lighter and a lockable storage compartment.

Town & Country Wagon Features

Dual-Action Tailgate swings open like a door to make it more convenient for passenger to enter the rear compartment and to make cargo loading easier. It also drops down like a conventional tailgate to extend the cargo area. A special door-gate release lever is used to select the desired type of action. The dual-action tailgate cannot be opened from the inside without first lowering the tailgate window fully. Since the window is power-operated by a switch on the instrument panel, this feature provides additional protection for children riding in the rear. The dual-action tailgate is standard on all Chrysler Town & Country Wagons.



Power-Operated Tailgate Window is standard on all Town & Country Wagons. The window is raised and lowered by a switch on the instrument panel within easy reach of the driver or by turning the ignition key in the tailgate lock. The instrument panel switch lets the driver lower the window for added ventilation.



No competitor in Chrysler's price class builds as big a wagon as the Town & Country. Cargo deck is over 48" wide between wheel-housings; over 99.0" long with 93.1 cubic feet of cargo space. Deck is beautifully carpeted (even the foot-well for the third seat is carpeted) and is trimmed with bright-metal skid strips.



Below-Floor Storage Compartment is a standard feature on all Town & Country Wagons. A hinged panel on the cargo floor of the 2-seat model conceals the compartment, making it an ideal place for storing valuables so they can't be seen by passers-by. The lockable lid of this hidden compartment makes it virtually a security box.

Optional Roof Luggage Rack, made of rugged extruded aluminum and chrome-plated steel, adds both beauty and cargo capacity to any Town & Country Wagon. A moveable tie-down bar on the rack slides fore and aft to adjust to the size of the load.

Town & Country Wagon Features (CONTINUED)



Handy Storage Wells, molded into the polyethylene vinyl covers for the rear wheelhousings, are a new feature on Town & Country Wagons. These storage pockets (two at the left and one at the right of the cargo compartment) will hold small items you don't want rattling around on the cargo compartment floor. Hinged lids close to conceal the contents of these handy storage compartments.

Spare Tire Compartment, located just ahead of the tailgate to the right of the cargo floor, can easily be reached from the rear of the wagon . . . especially when the dual-action tailgate is opened as a door! A color-keyed, molded plastic cover clips into position to conceal the spare.

Aerodynamic Wind Deflector, a new breakthrough in station-wagon design, positively redirects air-flow turbulence to help keep dust and rain off the tailgate window. Beautifully styled and streamlined to blend with rear roof contours, this full-width deflector causes air to flow down past the tailgate window, carrying dust and other airborne particles with it. It is very effective in keeping exhaust fumes away from the tailgate window.



Rear roof wind deflector



Air flow

Tailgate Window Washer and Wiper is an option designed to provide a clear view to the rear without leaving the driver's seat. Here's how it works:

First, the tailgate window must be fully lowered. Then, when the electric washer system is operated by the push button on the instrument panel, six washer jets in the tailgate spray fluid on the glass. Next, three horizontally mounted wiper blades move against the outside of the tailgate window glass and wipe it clean as the window moves up.



A Fluid Reservoir, built into the tailgate, can be filled by removing a slotted metal cap with a coin.

Folding Seats Down Is Easy ...



1. Release the second seat-back latch and fold the seat-back forward. (Spring-loaded panel automatically follows the seat-back and locks it in the down position.)



2. Open tailgate, release lever at left side of third-seat cushion and pull third seat-back toward rear until it folds down flush with the cargo floor and locks in position.

Chrysler Wheel Covers



**Standard
Wheel Cover**
for Newport and
Newport Custom



**Standard
Wheel Cover**
for Chrysler 300



**Optional
Deep-dish
Wheel Cover**
available on all
Chrysler models



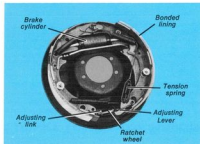
**Standard
Wheel Cover**
for New Yorker
and Town & Country
Wagon

Chrysler Self-Adjusting Brakes

Chrysler's standard brakes adjust themselves, if adjustment is required, any time the brakes are applied while the car is moving in reverse. A ratchet wheel in the brake assembly lengthens an adjusting link to set and maintain brake-lining-to-drum clearance at specified tolerances. As a result, brake-pedal height remains constant so there's always ample pedal travel to apply the brakes firmly. For '69, a tension spring has been added to the adjuster cable to provide more precise brake adjustment.



Front-Wheel Disc Brakes are optional on all Chrysler models. Disc brakes are recommended for hard driving. They are especially appreciated for driving in mountainous terrain and for trailer towing. Chrysler disc brakes are available only with a power booster.



Chrysler's Parking Brake operates the rear wheel brakes. It is operated by a suspended foot pedal under the left side of the instrument panel. The parking brake can be used in an emergency to bring the car to a stop. A red warning light labeled "BRAKE SYSTEM" glows when the parking brake is applied.

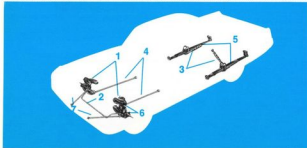
Chrysler's Dual Braking System is extra safe because it consists of two separate brake systems . . . one for the front wheels, the other for the rear wheels. During normal braking, both systems operate simultaneously. But if for some reason, such as a hydraulic leak, one system should fail, the other system will continue to operate independently to bring the car to a stop. A warning light glows if there is a loss of hydraulic pressure in either system when the brake pedal is applied.

Power Brakes are standard on New Yorker and Town & Country Wagons. They are optional on Newport, Newport Custom and 300 with drum-type brakes, mandatory with front-wheel disc brakes. The power booster reduces driver pedal effort up to 50%. It also reduces brake pedal travel, making stopping quicker.

Chrysler Torsion-Bar Suspension

Ride and handling control that is firm and responsive, yet level and comfortable are the main reasons why Chrysler's famous torsion-bar suspension rates so high with owners. High-chrome-alloy steel torsion-bar springs and an anti-sway bar up front combine with rugged rear leaf springs to provide maximum ride and handling control.

Angled front-wheel upper control arms and asymmetrical rear leaf springs (axle is mounted at the thick forward sections of the springs instead of at the spring centers) resist front-end dive when braking and rear-end squat when accelerating. So the car stays level.

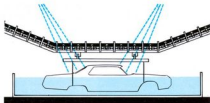
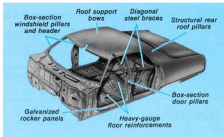


CHRYSLER SUSPENSION FEATURES

1. Angled front-wheel upper control arms resist brake dive
2. Anti-sway bar keeps Chrysler level in turns
3. Shock absorbers limit suspension oscillations
4. Independent, high-chrome-alloy steel torsion-bar front springs
5. Widely spaced rear leaf springs give controlled rear springing
6. Front-wheel ball joints
7. Diagonally mounted steel struts reinforce and position front-wheel lower control arms

Unibody Construction is Tight, Strong, Durable

Chrysler's Unibody is tight and strong because all structural steel members, body braces and sheet-metal panels are welded into a single, unitized shell in which all parts contribute to its overall strength. Unitized construction not only offers greater resistance to body sag than car bodies that are bolted to separate frames, it also provides up to twice as much resistance to body-twisting forces encountered on rough roads. So Unibody stays tight, lasts longer.



7-Step Dip-and-Spray Anti-Rust Treatments assure complete coverage of all exterior body surfaces and all inner and outer surfaces of lower body metal.

New One-Piece Steel Front Wheelhousings protect front fenders and engine from corrosive road splash. They also add structural strength to the front end.

Acrylic Enamel Reflects Beauty, Is Durable!

Every '69 Chrysler is painted with super-hard Acrylic Enamel that retains a mirror-like finish with only cold-water washes. It resists the dulling effects of industrial fallout, road grime and the weather. Even after years of service and exposure to the elements, Acrylic Enamel can be buffed to restore its original luster . . . and that increases the trade-in value of the car.

1969 Chrysler Standard and Optional Equipment

	New- port	New- port Custom	300	New Yorker	T & C Wagons		New- port	New- port Custom	300	New Yorker	T & C Wagons
Alternator 37 amp.....	S	S	S	S	S	Battery					
46 amp. (std. w/AC) ...	E	E	E	E	E	59 amp.-hr.....	S	S	NA	NA	S
Air Conditioner w/Heater						70 amp.-hr. (w/fiber separators)					
(w/power steering & auto.						std. w/440.....	E	E	S	S	E
trans. only) Single unit (not						70 amp.-hr. w/heat shield and					
recommended for wagons).....	E	E	E	E	E	rubber separators (available					
Dual units.....	—	—	—	—	E	w/trailer-towing package only)	E	E	E	E	E
Air Conditioning w/Auto-Temp—						Brakes					
Single.....	E	E	E	E	E	Disc—front requires power					
Dual.....	NA	NA	NA	NA	E	brakes.....	E	E	E	E	E
Air-Foam Seat Cushions, front &						Heavy-duty—front & rear,					
rear (cloth & vinyl trim only)....	E	S	S	S	S	manual adj. (avail. only					
Armrests—Bright finish base.....	NA	S	S	S	S	w/H.D. suspension).....	E	E	E	E	E
Color-keyed base.....	S	NA	NA	NA	NA	Bumper Guards—Front.....	E	E	E	E	E
Armrest, Folding Center.....	E	S	S	S	S	—Rear.....	E	E	NA	NA	NA
Ash Receivers, Front—inst.						—Rear w/tailgate					
pkg.—two.....	S	S	S	S	S	scuff plate....	NA	NA	NA	NA	E(2)
Ash Receivers, Rear Armrests—						Carpet Protection Mats.....	E	E	E	E	E
except convertibles.....	S	S	S	S	S	Cigar Lighter—Front.....	S	S	S	S	S
Assist Handles (wagons only).....	—	—	—	—	E	Cigar Lighter—Rear					
Automatic Headlight Dimmer (avail.						console (on console-equipped					
w/Safeguard Sentinel only).....	E	E	E	E	E	models)	S	NA	S	S	NA
Automatic Speed Control (Available						bucket seat center section.....	S	NA	S	S	NA
w/auto. trans. and power brakes						center pillar, 4-door models....	NA	NA	NA	S	NA
only).....	E	E	E	E	E						

(2) 3-seat wagon only. For 2-seat wagon see
Tailgate Scuff Plate/Step Pad.

	New- port	New- port Custom	300	New Yorker	T & C Wagons		New- port	New- port Custom	300	New Yorker	T & C Wagons
Cleaner Air System.....	S	S	S	S	S	Floor Covering—Pass. comp., color-keyed formed carpet.....	S	S	S	S	S
Clock, Electric.....	E	E	E	S	E	Floor Covering—Luggage comp. Printed rubber mat.....	S	S	S	NA	—
Coat Hooks.....	S	S	S	S	S	Carpet.....	E	E	E	S	—
Console—(Available w/bucket seats, auto. trans. & power steering only).....	E	NA	E	E	NA	Floor Covering—Cargo area Color-keyed carpet inserts.....	—	—	—	—	S
Defogger, Rear Window (N.A. conv. or w/rear-seat heater option)...	E	E	E	E	—	Floor Covering—Compartment be- low cargo floor. Formed carpet..	—	—	—	—	S
Differential, Sure-Grip.....	E	E	E	E	E	Glove Box Lock.....	S	S	S	S	S
Directional Signals.....	S	S	S	S	S	Glass, Tinted—recommended with A/C unless clear glass is desired	E	E	E	E	E
Door-Actuated Interior Light Switches—Front & rear doors...	S	S	S	S	S	All Windows.....	E	E	E	E	E
Driver Awareness Pkg.—Incl. "Fasten Belts" & "Lock Doors" reminder light and headlights- on warning signal.....	E	E	E	E	E	Windshield only.....	E	E	E	E	E
Engines.....						Glass, Ventless Side—2-dr. Hardtops Only.....	(10)	(10)	(10)	(10)	NA
383 cu. in. 2-bbl. 290 hp.....	S	S	NA	NA	S	Headlights-On Warning Signal.....	E	E	E	E	E
383 cu. in. 4-bbl. 330 hp. (avail- able w/auto. trans. only).....	E	E	NA	NA	E	Head Restraints—Front seats Left and/or right (Right required w/all passenger seat recliners) ..	E	E	E	E	E
440 cu. in. 4-bbl. 350 hp.— single exhaust.....	NA	NA	S	S	NA	Heater & Defroster.....	S	S	S	S	S
440 cu. in. 4-bbl. 350 hp.—twin exhaust & twin snorkel air cleaner.....	NA	NA	NA	NA	E	Heater—Rear seat with defogger (NA conv.).....	E	E	E	E	NA
440 cu. in. TNT 4-bbl. 375 hp. (w/auto. trans. only).....	E	E	E	E	NA	Horns, Dual.....	S	S	S	S	S
						Instrument Panel, Padded.....	S	S	S	S	S
						License Plate Frame—Front, rear..	E	E	E	E	E
						Light Package.....	E	E	E	E	E
						Light—Under hood (dealer instl.)...	E	E	E	E	E

(10) Std. w/AC; No-cost option w/o AC.

1969 Chrysler Standard and Optional Equipment (CONTINUED)

	New- port	New- port Custom	300	New Yorker	T & C Wagons		New- port	New- port Custom	300	New Yorker	T & C Wagons
Lights						trunk compartment (3).....	E	E	E	S	NA
ash receiver, inst. panel, left. . .	S	S	S	S	S	Lock—Under-floor luggage com- partment (wagons only).....	—	—	—	—	S
ash receiver, inst. panel, right side (3).....	E	E	E	S	S	Luggage Rack, Roof (wagons only) .	—	—	—	—	E
backup.....	S	S	S	S	S	Mirrors					
brake system warning.....	S	S	S	S	S	inside Day/Nite.....	S	S	S	S	S
console courtesy—2 front, 1 rear (w/opt, console only).....	E	NA	E	E	NA	outside left, manual.....	S	S	S	—	S
cornering lights (avail. w/light group only).....	E	E	E	E	E	outside left, remote control.....	E	E	E	E	E
directional signal indicators, cluster mounted.....	S	S	S	S	S	outside right, manual.....	E	E	E	E	E
directional signal indicator, fender mounted (3).....	E	E	E	S	S	Moldings					
dome, center.....	S	S	S	S	S	Door edge protectors.....	E	E	E	E	E
dome, center rear (wagons).....	—	—	—	—	—	Bright door upper (4-dr. Sedan and wagons only).....	E	S	—	S	S
glove box (3).....	E	E	E	S	S	Bright seat side shields bench seat only, std. on convertible.....	E	S	S	S	S
"Fasten Belts" reminder light.....	E	E	E	E	E	Oil Filter, replaceable.....	S	S	S	S	S
ignition switch w/time delay.....	S	S	S	S	S	Paint—Two-Tone (Hardtop and Sedans).....	E	E	E	E	NA
"Lock Doors" reminder light.....	E	E	E	E	E	— Accent stripes.....	NA	S	S	S	NA
map & courtesy (std. conv.) (3).....	E	E	E	S	S	Pedal Dress-Up.....	S	S	S	S	S
pocket panel (conv.).....	S	—	S	—	—	Power					
selector quadrant—instrument panel or console (w/auto, trans.).....	S	S	S	S	S	brakes (req'd. w/disc brakes)...	E	E	E	S	S
						convertible top lift.....	S	—	S	—	—
						door locks, electric.....	E	E	E	E	E
						steering.....	E	E	E	S	S

	New- port	New- port Custom	300	New Yorker	T & C Wagons		New- port	New- port Custom	300	New Yorker	T & C Wagons
seats, bench 6-way.....	E	E	E	E	E	Roadside Warning Flashers.....	S	S	S	S	S
bucket or 3-in-1—6-way—left...	E	E	E	E	E	Safeguard Sentinel Lighting.....	E	E	E	E	E
seats, bucket or 3-in-1—6-way— left & right.....	E	E	E	E	E	Safety Belts					
tail-gate window (wagons).....	—	—	—	—	S	3—Front lap (except w/console)...	S	S	S	S	S
remote trunk lid release.....	E	E	E	E	—	3—Rear lap.....	S	S	S	S	S
windows.....	E	E	E	E	E	Shoulder Belts—					
vent wings (with power						Left & Right—Front (4).....	S	S	S	S	S
windows only).....	E	E	E	E	E	Shoulder Belts—					
antenna (with radio and light						Left & Right—Rear					
group only).....	E	E	E	E	E	(NA Conv.).....	E	E	E	E	E
Radios						3rd seat lap (wagons).....	—	—	—	—	S
Golden Tone AM push button...	E	E	E	E	E	Seats, Front					
Golden Tone AM push button						bench.....	S	S	E(5)	S	S
w/stereo tape, incl. stereo						3-in-1 divided bench w/reclining					
speakers.....	E	E	E	E	E	pass. seat (pass. side head					
Golden Tone AM/FM touch-						restraint req'd) (NA 2-dr,	NA	E(6)	NA	E	E
tuner (w/foot button control)...	E	E	E	E	E	hardtop & conv.).....	E(8)	NA	S	NA	NA
Golden Tone AM/FM Multiplex						bucket.....					
w/stereo tape, incl. stereo						bucket w/reclining pass. seat					
speakers.....	E	E	E	E	E	(pass. side head restraint	E(8)	NA	E(10)	E(7)	NA
Rear-Seat Speaker (w/AM or						req'd).....					
AM/FM radio only, NA stereo)...	E	E	E	E	NA	Seat Cushions—Foam—front and					
Rear Load Levelers (dealer						rear (Extra cost with std. New-					
installed).....	E	E	E	E	E	port cloth & vinyl trim—std. on	E	S	S	S	S
Reflectors—Side marker.....	S	S	S	S	S	convertible).....					
—inside door, safety.....	NA	NA	NA	S	NA	Seat Adjustment, Front—2-way	S		S	S	S
						manual.....					

C-51—Rev. 10-68

(4) Extra cost on convertible.

(5) Optional on hardtop.

(6) 4-door sedan and 4-door hardtop only.

(7) 2-door R.T. only.

(8) 3-door hardtop and convertible only.

(10) NA convertible.

1969 Chrysler Standard and Optional Equipment (CONTINUED)

	New- port	New- port Custom	300	New Yorker	T & C Wagons		New- port	New- port Custom	300	New Yorker	T & C Wagons
Seat Recliner—Pass. side—avail. w/vinyl bucket seat trim codes ESX and MXX only. Right head restraint required...	E	—	E	—	—	Tailgate Scuff Plate/Step Pad— 2-seat wagon only.....	—	—	—	—	E
Spare Tire Cover and Trunk Carpeting.....	E	E	E	NA	NA	Tires—See Index and Specifications section					
Spare Tire Cover.....	NA	NA	NA	E(3)	NA	Trailer-Towing Package (NA w/man. trans.).....	E	E	E	E	E
Steering Wheel—3 spoke w/horn ring and padded center.....	S	S	S	NA	S	Transmission—3-speed Torque- Flite Automatic.....	E	E	S	S	S
Deluxe 4-spoke w/full horn ring, textured vinyl hand grips and padded center.....	E	E	E	S	E	—3-speed manual.....	S	S	NA	NA	NA
Steering Wheel—Tilt-A-Scope (w/power steering & auto. trans. only).....	E	E	E	E	E	Trip Odometer.....	S	S	S	S	S
Sun Visors, Left & Right—Safety padded.....	S	S	S	S	S	Undercoating—Includes hood in- sulator pad.....	E	E	E	S	E
Suspension, Heavy-Duty—Std. w/440 TNT and w/Trailer- Towing Pkg. Includes: Heavy- duty rear springs, heavy-duty torsion bar and large dia. anti- tway bar.....	E	E	E	E	E	Vinyl-Covered Roof (hardtops & sedans).....	E	E	E	E	NA
Tailgate Window Washer/Wiper...	—	—	—	—	E	Wheel Covers—15" Deep dish 15".....	E	E	E	E	E
						Windshield Washers, Electric.....	S	S	S	S	S
						Windshield Wipers—2-speed.....	S	S	S	NA	NA
						—3-speed.....	E	E	E	S	S

(3) Carpeting standard.

Chrysler Accessory Groups & Packages

LIGHT GROUP

(std. New Yorker and T & C)

- Map-Courtesy Light*
- Fender-Mounted Turn Indicators*
- Right Ash Receiver Light*
- Trunk Light*
- Glove Compartment Light*

*Available in Group Only.

BASIC RADIO GROUP

- Radios (select one)
 - Golden Tone AM
 - Golden Tone AM w/stereo tape
 - Golden Tone AM/FM
 - Golden Tone AM/FM Multiplex w/stereo tape
- Power Brakes (std. New Yorker and T & C)
- Power Steering (std. New Yorker and T & C)
- Remote-Control Mirror—outside left (std. New Yorker, not included in group on T & C)
- Windshield Wipers—3-speed (std. New Yorker and T & C)
- Power Antenna (New Yorker and T&C only)
- Power Windows (New Yorker and T&C only)

TOWN & COUNTRY GROUP

- Assist Handles
- Remote-Control Mirror—outside left -
- Tailgate Window Washer/Wiper

DRIVER AWARENESS PACKAGE

- "FASTER BELTS" Reminder Light
- "LOCK DOORS" Reminder Light
- Headlights-On Warning Signal (NA w/safeguard sentinel)

TRAILER-TOWING PACKAGE

(See Index and Specification section for complete details of equipment and requirements)



CHRYSLER

1969 CHRYSLER COLOR AND TRIM SELECTOR

Table of Contents

	Page
New Yorker Interior Trims.....	4, 5
300 Interior Trims.....	6, 7
Newport Custom Interior Trims.....	8, 9, 10
Newport Interior Trims.....	10, 11
Town & Country Interior Trims.....	12, 13
Paint Stripes.....	14
Two-Tone Paint.....	15
Interior Color Accents.....	16, 17
Exterior Colors	
Vinyl Roofs	
Convertible Tops	

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence specifications, equipment, and prices are subject to change without notice.



NEW YORKER 4-door Sedan, 4-door Hardtop, 2-door Hardtop

STANDARD: Cloth and vinyl bench seat (H1 Codes—4-door Sedan and 4-door Hardtop) (H3 Codes—2-door Hardtop)



Turquoise H1
Exterior: A4, Q
(L1) H1



Blue H30—H33
Exterior: A4, B3, B7, W1, X9
(L1) H30



Green H1C—H3C
Exterior: A4, F3, F5, F8,
L1, W1, X9, Y3, Y4
(T3, T7)



Black H1X—H3X
Exterior: All
Chrysler Colors



Gold H3Y—H3Y
Exterior: F8, W1, X9,
Y3, Y4 (F5)



New Yorker cloth and vinyl bench seat with center armrest

4-door Sedan, 4-door Hardtop

OPTIONAL: leather 3-in-1 split bench seat



Saddle Tan H ST
Exterior: B3, F3, F5, F8, L1,
T3, T5, T7, W1, X9, Y3 (H6)



New Yorker leather 3-in-1 split bench seat with individual adjustment, passenger recliner, center armrest. Passenger head restraint required (Code C 28).

4-door Hardtop

OPTIONAL: Vinyl 3-in-1 split bench seat



Champagne H6L
Exterior: B7, F3, L1,
W1, X9, Y3, Y4 (A4,
B3, D3, F5, F8,
G4, H6, T3, T5,
T7)



Black H6X
Exterior: All
Chrysler Colors



New Yorker vinyl 3-in-1 split bench seat with individual adjustment, passenger recliner, center armrest. Passenger head restraint required (Code C 28).

NOTE: Color swatches are for reference only. Actual color may vary.

NEW YORKER 4-door Sedan, 4-door Hardtop **OPTIONAL:** Cloth and vinyl 3-in-1 split bench seat



Brier HPE
Exterior: A4, A8, E7, L1,
W1, X9 (T3, T3)



Blue H70
Exterior: A4, A8, B3, B7,
W1, X9 (L1)



Champagne H21
Exterior: B7, T3, L1,
W1, X9, Y3, Y4 (A4, B1,
C7, F5, F8, G4, H6,
T3, T5, T7)

2-door Hardtop **OPTIONAL:** Vinyl bucket seats



Blue H80
Exterior: A4, A8, B3, B7, W1,
X9 (L1)



Saddle Tan H87
Exterior: E7, F3, F5, F8, L1,
T3, T5, T7, W1, X9, Y3 (H6)



White/Black* H89
Exterior: All
Chrysler Colors



Black H88
Exterior: All
Chrysler Colors

NOTE: Exterior codes in () are acceptable but not recommended.

*Black carpet, instrument panel, steering wheel and rear shelf panel.



New Yorker cloth and vinyl 3-in-1 split bench seat with individual adjustment, passenger recliner, center armrests. Passenger head restraint required (Code C 28).



New Yorker vinyl bucket seats with center armrest/cushion

300 4-door Hardtop, 2-door Hardtop OPTIONAL: Cloth and vinyl bench seat.

Green M80
Exterior: A4, F, FS, FB,
L1, W1, X3, Y3-4 (T1, T7)



Black M11
Exterior: A8
Chrysler Colors



Gold M17
Exterior: FB, W1, X3,
Y1, Y4 (F5)



300 cloth and vinyl bench seat with
center armrest

OPTIONAL V6 1-bench seat

Brier M40
Exterior: A4, A, F2,
L1, W1, X3 (T3) (T)



Blue M40
Exterior: A4, A9, B1, B7,
W1, X3 (L1)



Black M40
Exterior: A8
Chrysler Colors



300 vinyl bench seat with center armrest

NOTE: Exterior codes in () are acceptable but not recommended.

300 4-door Hardtop, 2-door Hardtop **OPTIONAL:** Cloth and vinyl bucket seats

Champagne M&M
Exterior: B7, F3, L1,
W1, X9, Y3, Y4 (A4, B3,
C7, F5, F8, Q4, R6, T3,
T5, T7)



300 cloth and vinyl bucket seats with
center armrest/cushion

300 4-door Hardtop, 2-door Hardtop, Convertible **STANDARD:** Vinyl bucket seats



Blue M&M (Conv. only)
Exterior: A4, A8, B3,
B7, W1, X9 (L1)



Green M&M
Exterior: A4, F3, F5, F8,
L1, W1, X9, Y3, Y4
(T3, T7)



Saddle Tan M&M
Exterior: C7, F3, F5, F8,
L1, T3, T5, T7, W1, X9, Y3
(R6)



White/Black M&M*
Exterior: All
Chrysler Colors



Black M&M*
Exterior: All
Chrysler Colors



300 vinyl bucket seats with
center armrest/cushion

NOTE: Exterior codes in () are acceptable but not recommended.

*Black carpet, instrument panel, steering wheel and rear shelf panel.

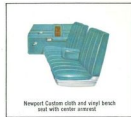
†Black vinyl bucket seats (Code M&M) available with passenger recliner (Code C 81). Passenger head restraint required (Code C 28).

NEWPORT CUSTOM 4-door Sedan, 4-door Hardtop, 2-door Hardtop STANDARD: Cloth and vinyl bench seat


Blue L3D
Exterior: AA, J, B3, B7,
W1, X9 (L1)



Green L3C
Exterior: AA, F3, F5, F8,
L1, W1, X9, Y3, Y4
(T3, T7)



Turquoise L3
Exterior: AA, J, Q4,
W1, X9 (L1)



Black L3K
Exterior: All
Chrysler Colors



Gold L3F
Exterior: F3, W1,
X9, Y3, Y4 (F5)

NOTE: Exterior codes in () are acceptable but not recommended.



NEWPORT CUSTOM 4-door Sedan, 4-door Hardtop, 2-door Hardtop **OPTIONAL:** Vinyl bench seat



Blue L40
Exterior: A4, B3, F(9)
B2, W1, X9 (L1)



Briar L48
Exterior: A4, B2, L1, F(9)
W1, X9 (T3, T5)



Black L40
Exterior: All
Chrysler Colors



Newport Custom vinyl bench seat
with center armrest

NEWPORT CUSTOM 4-door Sedan, 4-door Hardtop **OPTIONAL:** Cloth and vinyl 3-in-1 split bench seat



Champagne L7L
Exterior: B2, F3, L1, W1, X9, Y3, Y4
(A4, B3, C7, F5, F8, Q4,
R6, T3, T5, T7)



Briar L7E
Exterior: A4, B2, L1, W1, X9, A(9)
(T3, T5)



Newport Custom cloth and vinyl
3-in-1 split bench seat with individual
adjustment, passenger recliner, center
armrests. Passenger head restraint
required (Code C 28).

NOTE: Exterior codes in () are acceptable but not recommended.

NEWPORT CUSTOM 4-door Sedan, 4-door Hardtop

OPTIONAL: Vinyl 3-in-1 split bench seat

Black LED
Exterior: All Chrysler Colors



Newport Custom vinyl 3-in-1 split bench seat with individual adjustment, passenger recliner, center armrests, Passenger head restraint required (Code C 28).

NEWPORT 4-door Sedan, 4-door Hardtop, 2-door Hardtop

STANDARD: Cloth and vinyl bench seat*



Green E10
Exterior: A4, F3,
F5, F8, W1, X9
(L1, T2, Y3)



Blue E10
Exterior: A4, B3, B7, (C7)
W1, X9 (L1)



Champagne E10
Exterior: B3, F3, L1,
W1, X9, Y3, Y4 (A4,
B3, C7, F5, F8, Q4,
R6, T2, Y5, Y7)



Turquoise E10
Exterior: A4, Q4, (P7)
W1, X9 (L1)



Black E10
Exterior: All
Chrysler Colors



Newport cloth and vinyl bench seat

NOTE: Exterior codes in () are acceptable but not recommended.

*NOTE: These fabrics have a wove pattern in the insert areas of the seat-back, as shown in the illustration. Samples on this page may not include the patterned area.



NEWPORT Vinyl Bench Seat

STANDARD: Convertible
OPTIONAL: 4-door Sedan, 4-door Hardtop, 2-door Hardtop



Gold EZT
Exterior: FB, WL, XS, Y3, Y4 (FS)



Blue EZB
Exterior: AA, BL, BL, BL, BL, WL, XS (LL)



Saddle Tan EZT
(4-Dr. Hardtop or 2-Dr. Hardtop)
Exterior: G3, F3, F5, FB, L1, T3, T5, T7, WL, XS, Y3 (BL)



Black EZX
Exterior: All Chrysler Colors



Newport vinyl bench seat

NEWPORT 2-door Hardtop, Convertible **OPTIONAL:** Vinyl bucket seats



Saddle Tan EZT
Exterior: G3, F3, F5, FB, L1, T3, T5, T7, WL, XS, Y3 (BL)



White/Black* BWB
Exterior: All Chrysler Colors



Black EZX
Exterior: All Chrysler Colors



Newport vinyl bucket seats with center armrest/cushion

NOTE: Exterior codes in () are acceptable but not recommended.

*Black carpet, instrument panel, steering wheel and rear shelf panel.

TOWN & COUNTRY WAGON 2- & 3-seat

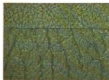
STANDARD: Vinyl bench seat (E4 Codes)
 OPTIONAL: Vinyl 3-in-1 split bench seat (E8 Codes)



Blue E4D
 Exterior: A4, B2, B7, W1, X9 (L1) A9



Polar E8E
 Exterior: A4, E7, L1, W1, X9 A9
 (T3, Y3)



Green E4G—(E8G)
 Exterior: A4, F3, F5, F8,
 L1, W1, X9, Y1, W4 (T3, T7)



Saddle Tan E4T
 Exterior: E7, F3, F5, F8,
 L1, T3, F5, T3, W1, X9, Y3
 (B6)



Black E4X—E8X
 Exterior: All
 Chrysler Colors
 (B6)



NOTE: Exterior codes in () are acceptable but not recommended.



TOWN & COUNTRY WAGON 2- & 3-SEAT

OPTIONAL: Cloth and vinyl 3-in-1 split bench seat

Champagne EDL
Exterior: E7, F3, L1,
W1, X5, Y3, Y4 (44, B1,
F7, F5, F8, Q4, R8,
T3, T5, T7)



Town & Country cloth and vinyl
3-in-1 split bench seat with individual
adjustment, passenger recliner, center
armrests. Passenger head restraint
required (Code C 28).

NOTE: Exterior codes in () are acceptable but not recommended.

RECOMMENDED EXTERIOR BODY STRIPES

*Standard on Newport Custom, 300 and New Yorker models.**
(Not available on Newport or Town & Country Wagons)

INTERIOR TRIM CODE	EXTERIOR COLORS																		
	A4	A9	B3	B7	E7	F3	F5	F8	L1	Q4	R6	T3	T5	T7	W1	X9	Y3	Y4	
H7D H6D H3D H1D M6D M4D L3D L4D . . .	6	6	6	6	—	—	—	—	2	—	—	—	—	—	5	5	—	—	
H7E M4E L7E L4E	3	3	—	—	3	—	—	—	2	—	—	5	—	—	3	3	2	—	
H3G H1G M6G M3G L3G	2	—	—	—	—	2	4	4	2	—	—	2	—	5	4	4	2	2	
H7L M5L L7L H8L	2	—	5	2	3	2	4	4	2	5	5	2	2	5	2	5	2	2	
H3Q H1Q L3Q	2	5	—	—	—	—	—	—	2	5	—	—	—	—	2	5	—	—	
H5T H6T M6T	—	—	—	—	3	2	4	4	2	—	5	2	2	5	2	5	2	—	
H6W M6W	2	5	5	5	5	5	4	4	2	5	5	2	5	5	2	5	2	2	
H6X H3X H1X M6X L4X M4X M3X L8X L3X	2	2	2	5	3	2	4	4	2	2	2	2	2	5	2	3	2	2	
H3Y H1Y M3Y L3Y	—	—	—	—	—	—	4	4	—	—	—	—	—	—	2	5	2	2	

Accent Stripe Colors

2—Black Code

V7X

3—Red Code

V7R

4—Green Code

V7F

5—White Code

V7W

6—Blue Code

V7D

* An accent stripe must be ordered unless DELETE OPTION
 (Code V7E) is desired.

The Recommended Second Color Choices Are:

1969 CHRYSLER TWO-TONE PAINT

Optional at extra cost on all models, except not available on convertibles, Town & Country wagons and models with spot-grain body side trim applications.

If Your Interior Is: One Exterior Color Must Be

		Platinum Metallic (A4)	Charcoal Metallic (A6)	Bahama Blue Metallic (B3)	Jubilee Blue Metallic (B7)	Dark Briar Metallic (E7)	Surf Green Metallic (F3)	Avocado Metallic (F5)	Jade Green Metallic (F8)	Sandalwood (L1)	Aquamarine Metallic (Q4)	Crimson (R6)	Bronze Mist Metallic (T3)	Burnished Bronze Metallic (T5)	Tuscan Bronze Metallic (T7)	Splendor White (W1)	Formal Black (X3)	Antique Ivory (Y3)	Classic Gold Metallic (Y4)
Blue	Bahama Blue Metallic (B3)	X	X		X					X						X	X		
Blue	Jubilee Blue Metallic (B7)	X	X	X						X						X	X		
Briar	Dark Briar Metallic (E7)	X	X							X			X			X	X	X	
Green	Surf Green Metallic (F3)	X	X					X	X	X			X		X	X	X	X	X
Green	Avocado Metallic (F5)	X	X				X		X	X			X		X	X	X	X	X
Green	Jade Green Metallic (F8)	X	X				X	X		X			X		X	X	X	X	X
Champagne	Sandalwood (L1)	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X
Turquoise	Aquamarine Metallic (Q4)	X	X							X						X	X	X	
Saddle Tan	Bronze Mist Metallic (T3)						X	X	X	X		X		X	X	X	X	X	
Saddle Tan	Burnished Bronze Metallic (T5)						X	X	X	X		X	X		X	X	X	X	
Saddle Tan	Tuscan Bronze Metallic (T7)						X	X	X	X		X	X	X		X	X	X	
Black	Formal Black (X3)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X
Gold	Antique Ivory (Y3)		X					X	X							X	X		X
Gold	Classic Gold Metallic (Y4)							X	X							X	X	X	

SEDANS

Instructions:

- Enter the desired two-tone paint code and trim color from the Two-Tone Availability Chart.
- Refer to Paint and Trim Charts to determine Trim Color Availability and the proper trim code for the painted model and body type.
 - I.e. If paint code 6044 is selected—trim color must be Silver.
 - On a Newport—the proper trim code is 610 or 620 (From Paint and Trim Chart).
 - On a Newport Custom—610 or 640 may be entered.
 - I.e. If T3W1 is selected—trim color must be Saddle. Saddle Trim is not available on Newport, therefore, the two-tone combination T3W1 is not available on Newport.

HARDTOPS

Two-Tone Paint is available providing both exterior colors are available with the interior trim as indicated on the Paint and Trim Charts.

Example: Newport Custom 4-Door Hardtop (C42) could be ordered with Classic Gold Metallic (Y4) body and Splendor White Roof (W1) with Dark Green Trim (J30), since J30 trim is available with both exterior colors.

Note: Two-Tone 4-Door Hardtops are available only as indicated above.

1969 CHRYSLER INTERIOR COLOR ACCENTS

C=Cloth V=Velv L=Leather LL=Light Med.=Medium Dk.=Dark

Trim Code	Material	Seat Insert	Bolster	Carpets	Instrument Panel and Shelf Panel	Steering Wheel	Headlining* (Except T & C)
E1D, L3D, H1D, H3D, H7D	C & V	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue
E2D, E4D, L4D, M4D, M6D, H6D	V & V	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue
L7E, H7E	C & V	Dk. Red	Dk. Red	Dk. Red	Dk. Red	Dk. Red	Dk. Red
E4E, L4E, M4E	V & V	Dk. Red	Dk. Red	Dk. Red	Dk. Red	Dk. Red	Dk. Red
E1G	C & V	Lt. Green	Lt. Green	Dk. Green	Dk. Green	Dk. Green	Lt. Green
L3G, M3G, H1G, H3G	C & V	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green
E4G, E8G, M6G	V & V	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green
E1L, E7L, L7L, M5L, H7L	C & V	Lt. Gray	Lt. Gray	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Gray
H8L	V & V	Lt. Gray	Lt. Gray	Dk. Tan	Dk. Tan	Dk. Tan	Dk. Tan

*T & C wagon headlining, perforated hardboard with exposed bright boxes. Note: When dual air conditioning is ordered, headlining is white. All convertible top linings and folding components are black.

Series	Interior Code	Newport Custom.....	L8, L7, L4, L3
New Yorker.....	H5, H8, H7, H6, H3, H1	Newport.....	E6, E2, E1
300.....	M6, M5, M4, M3	Town & Country.....	E8, E7, E4

1969 CHRYSLER INTERIOR COLOR ACCENTS

C—Cloth V—Vinyl L—Leather LL—Light Med.—Medium Dk.—Dark

Trim Code	Material	Seat Insert	Bolster	Carpets	Instrument Panel and Shelf Panel	Steering Wheel	Headlining* (Except T & C)
EQ, H3Q, H3Q	C & V	Lt. Turquoise	Lt. Turquoise	Dk. Turquoise	Dk. Turquoise	Dk. Turquoise	Lt. Turquoise
L3Q	C & V	Med. Turquoise	Lt. Turquoise	Dk. Turquoise	Dk. Turquoise	Dk. Turquoise	Lt. Turquoise
E2T, E4T, E6T, M6T, H6T	V & V	Med. Tan	Med. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Tan
H5T	L & V	Med. Tan	Med. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Tan
EW, MW, RW	V & V	White	White	Black	Black	Black	White
E1X, L3X, M3X, H1X, H3X	C & V	Black	Black	Black	Black	Black	Black
E7X, E4X, E6X, E8X, L4X, L8X, M4X, M6X, H6X, H8X	V & V	Black	Black	Black	Black	Black	Black
L3Y, M3Y, H1Y, H3Y	C & V	Med. Gold	Med. Gold	Med. Gold	Dk. Gold	Dk. Gold	Lt. Gold
E2Y	V & V	Med. Gold	Med. Gold	Med. Gold	Dk. Gold	Dk. Gold	Lt. Gold

*T & C wagon headlining, perforated hardboard with exposed bright bows. Note: When dual air conditioning is ordered, headlining is white. All convertible top linings and folding components are black.

Series

New Yorker.....RS, R8, H7, H6, H3, H1
300.....M6, M5, M4, M3

Interior Code

Newport Custom.....L8, L7, L4, L3
Newport.....E8, E2, E1
Town & Country.....E8, E7, E4

CONVERTIBLE TOPS

Convertible Tops

Convertible Tops

Black

Code V3X

Exterior:

All Chrysler Colors

White

Code V3W

Exterior:

All Chrysler Colors









VINYL ROOFS

Optional at extra cost on all
Sedans and Hardtops

Vinyl Roof Materials

Vinyl Roof Materials

Black Code V1X

Exterior:

All Chrysler Colors

Antique Green Code V1F

Exterior:

- A4, F3, F5, F8
- L1, W1, X9, Y3
(With green interiors)
- (Y4) With green interiors
- (A4, L1, W1, X9) With Black, Champagne, or White and Black interiors

Antique White Code V1W

Exterior:

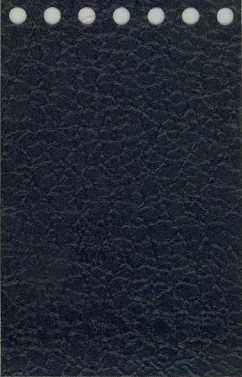
All Chrysler Colors

Champagne Code V1L

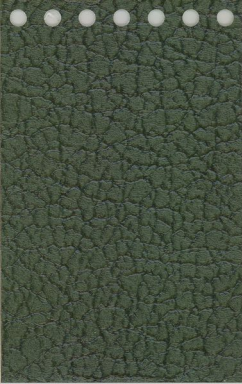
Exterior:

- All except A4, Y3
(With all interiors)
- (A4) With all interiors

NOTE: Exterior codes in () are considered acceptable.







A9 CHARCOAL METALLIC

A4 PLATINUM METALLIC



B3 BAHAMA BLUE METALLIC



B7 JUBILEE BLUE METALLIC



E7 DARK BRIAR METALLIC



F3 SURF GREEN METALLIC

F5 AVOCADO METALLIC



F8 JADE GREEN METALLIC



L1 SANDALWOOD



Q4 AQUAMARINE METALLIC



R6 CRIMSON

T3 BRONZE MIST METALLIC

T5 BURNISHED BRONZE METALLIC

T7 TUSCAN BRONZE METALLIC

W1 SPINNAKER WHITE

X9 FORMAL BLACK

Y3 ANTIQUE IVORY

1969 IMPERIAL DATA BOOK



The Information in this Book was compiled by Ross Roy, Inc., 2751 East Jefferson Avenue, Detroit, Michigan 48207.

Statistical data is based on official specifications supplied to the Automobile Manufacturers Association, and is considered accurate but is not guaranteed, as of date of publication.

All product illustrations and specifications are based on authorized information. Although all descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Some of the equipment shown on product illustrations is optional at extra cost. Chrysler Motors Corporation reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors and materials, and to change or discontinue models.

Optional equipment listed in this Data Book is optional at extra cost unless otherwise stated in the Chrysler Motors Corporation price bulletins. Equipment options and prices are subject to change and this information is detailed and kept up to date in the price bulletins.

IMPERIAL DIVISION



CHRYSLER
MOTORS CORPORATION

Anti-Sway Bar, Front—Standard on Imperial. Anti-Sway Bar connects the right and left lower control arms. As one control arm is forced upward, the anti-sway bar exerts force on the opposite control arm to resist body lean and sway at high speed, in turns and over bumpy roads.

Assist Strap—Self-storing vinyl-covered lavalier strap is standard on LeBaron 4-door hardtop.

Automatic Choke—(See Choke)

Automatic Speed Control—Optional on Imperial. Setting the push-button or resume-speed control on turn-signal lever maintains car speed without using accelerator pedal. Disengages automatically when brake pedal is applied or ignition is turned "off". (See page I-16.)

Automatic Transmission—(See Transmission, TorqueFlite)

Axle Assembly, Rear—Semi-floating with flanged axle shafts. Hypoid gears, 2-pinion differential, 4-pinion differential with Sure-Grip. Ring Gear Size: 8 $\frac{3}{4}$ ".

Axle Assembly, Sure-Grip—(See Sure-Grip Differential)

Axle Ratio—2.94 standard and with optional Sure-Grip differential.

B

Backup Lights—Operated by putting selector lever in Reverse.

Standard on all models.

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

Battery—12-volt, 70 amp.-hr. standard. Tough, one-piece battery top for high resistance to corrosion, current losses and electrolyte leakage. Submerged intercell connectors boost power. Standard 70-amp.-hr. battery has fiber separators, 70-amp.-hr. battery with trailer-towing package has rubber separators.

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

Bearings, Connecting Rod—Tri-metal-sintered copper with lead/tin overplate. Bearing Sizes: 2.375" x .927"

Bearings, Crankshaft—Replaceable. Steel-backed, lead-base babbit.

Main Bearing Sizes	
Bearings	440
No. 1	2.75" x .944"
No. 2	2.75" x .944"
No. 3	2.75" x 1.233"
No. 4	2.75" x .944"
No. 5	2.75" x .944"

Bearings, Front Wheel—Tapered-roller.

Bearings, Oilite—Self-lubricating, oil-impregnated metal. Used in oil pumps, water pumps, distributors, starter motors and for certain transmission applications.

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

Belts, Safety—(See Safety Belts, Seat)

Body Anti-Rust Treatments—(See Anti-Rust Treatments)

Body Construction—All structural steel members, body braces and sheet-metal panels are welded into a single, unitized shell in which all parts contribute to its overall strength.

Box-section members of heavy-gauge steel are used for roof side rails, body sills, floor supports and door pillars, to assure maximum strength and support. Over 5,000 welds fuse structural steel members and body sheet metal. Unibody has chassis frame members welded into its lower structure. This provides more interior height for passengers without increasing overall car height.

Unitized body construction is stronger than body-on-frame construction. In fact, unitized construction not only offers more resistance to body sag, it also provides up to twice as much resistance to body-twisting forces encountered on rough roads. Box-section structural steel is used for body side sills. Sills are galvanized inside and out and are completely submerged during the 7-step dip-and-spray anti-rust process. Water drain outlets keep sills dry.

Separate front wheelhouses, used on all Imperial models, protect fenders and components in the engine compartment from

corrosive road splash and add structural strength to the front end. Outer wheelhouse liner is plastic to further reduce corrosion of body parts.

Body Insulation and Sound-Deadening—Special electronic devices are used to locate potential sources of sound; the following steps are taken to keep the car quiet:

- Hood silencer pad—molded fiberglass
- Engine valve covers—foil-covered fiberglass silencer pads
- Dash liner—thick fiberglass blanket, 3-ply asphalt felt, hard-board trim
- Cowl side—fiberglass pad and 3-ply asphalt pad
- Plenum chamber—fiber silencer pad
- Package shelf panel—felt pad silencer with hardboard trim
- Fuel tank top—asphalt-impregnated felt pad
- Floor covering under-padding—thick jute pad with polyethylene moisture barrier between carpet and jute.
- Doors, quarter panels, rear wheelhouses and bottom of floor panel—fluid sound-deadener
- Luggage compartment front liner—hi-density fiberboard barrier plus 1"-thick pad
- Acoustical headliner is a nylon knit (perforated vinyl with white trim) to permit sound to pass through to 1/4"-thick wood-fiber sound-deadening blanket under roof. Roof bows are bonded to roof panel with adhesive sound-deadeners.
- C-pillar—applied hardboard panel

Body Sealing—Door and trunk openings are sealed tightly with soft rubber weatherstrips that compress and expand without losing resiliency. Door weatherstrips are attached to the doors by special plastic fasteners embedded in the weatherstrip. These fasteners snap through holes in the door below the belt line to provide positive alignment and attachment. Rear window and windshield are cemented in place for improved glass retention and sealing.

Bore and Stroke, Engine—(See Engine Specifications)

Brake Cylinder, Master—(See Master Brake Cylinder)

Brake Cylinder, Wheel—(See Wheel Cylinders, Brake)

Brakes, Power Disc (Front wheels only)—Standard on Imperial. A large rotating disc on each wheel is gripped by hydraulically applied friction pads to stop the wheel. Imperial disc brakes have two friction pads for each wheel disc, with four hydraulic pistons per caliper. Disc brake size: 11.76" x 7.36".

Brakes, Drum and Shoe Rear—Power-assisted, self-energizing, self-adjusting, with bonded linings. Linings are bonded to shoes to eliminate rivet holes which could trap dirt and damage the drums. Rear drums are flared for better heat dissipation and improved fade resistance. Rear brake size: 11" x 3.0". Total swept area, front and rear: 471.6 sq. in.

Brake Lining—Molded asbestos lining, bonded to brake shoes. Bonded linings allow full thickness of lining to be used; does not reduce effective area or score brake drums. (See Brakes, Drum and Shoe Rear, for lining dimensions and specifications.)

Brake, Parking—Parking brake pedal with vacuum-operated automatic release on all Imperial models. Steel cables operate the rear-wheel service brakes. Can be used as an effective emergency brake.

Brake Pedal—(See Pedal, Brake)

Brake Warning Light—The brake warning light glows red when brake pedal is pumped and there is loss of hydraulic pressure in the dual braking system.

Brakes, Power—(See Power Brakes)

Bumpers, Front and Rear—Chrome-plated steel. Double nickel under chrome gives plating much longer corrosion resistance than ordinary chrome plating.

C

Camshaft—Cast iron with integrally cast gears for oil pump and distributor drive. Valve opening duration: Intake—256°, Exhaust—260°.

Camshaft Bearings—(See Bearings, Camshaft)

Camshaft Drive—Camshaft drive gear is malleable cast iron or sintered iron. Camshaft gear is nylon-coated aluminum. (Also see Timing Chain)

Carburetor—Four-barrel, downdraft-type with automatic choke standard. (Also see Four-barrel Carburetor)

Carburetor Air Cleaner—(See Air Cleaner)

Carpeting—Deep pile, 100% nylon blend with waterproof polyethylene backing. Color-keyed to interior trim. Pre-formed to floor contours.

Choke—Automatically controlled by engine temperature, carburetor air velocity and vacuum diaphragm. Engine temperature heat-sensing coil located in exhaust crossover.

Chrome Plating, Exterior—Double-nickel under chrome lasts up to 3 times as long as ordinary chrome plating. Two layers of nickel with different grain structures provide a weather-tight base for the chrome plating.

Cigar Lighters—Standard on all Imperial models. Front lighters mounted in the driver's side instrument panel ash receiver and passenger front door armrest. Rear lighter in left and right armrests.

Circuit Breakers—Used for headlight and windshield wiper circuits, circuit breakers reset themselves automatically to keep the headlights and wipers working even if intermittent shorts occur. This assures driver visibility until he can have the trouble corrected. Circuit breakers are also used in the electrical cir-

cuits of power seats, power windows and power door locks. A fusible link between the battery and ammeter protects main electrical circuits.

Cleaner Air System—The Cleaner Air System, developed by Chrysler Corporation, burns the fuel-air mixture in the combustion chamber so that harmful elements in the exhaust fumes are greatly reduced.

The Chrysler-designed Cleaner Air System is unique because of its simplicity. A modified carburetor, a slightly altered distributor and modifications to the combustion chamber design achieved the desired results. No special air pumps or mechanical parts that would require extra maintenance were added to the system.

Clock—Standard on all Imperial models.

Coat Hooks (Roof-Mounted)—Right and left coat hooks are standard on all Imperials.

Coil, Ignition—(See Ignition Coil)

Colors, Exterior—(See Color and Trim Selector)

Combustion Chambers—Wedge-shape, high-turbulence design.

Compression Ratio—(See Engine Specifications)

Connecting-Rod Bearings—(See Bearings, Connecting-Rod)

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.

Index and Specifications (CONTINUED)

D

Control-Arm Struts—Two diagonally mounted steel bars support lower control arm on body front crossmember. Struts are rubber-cushioned at crossmember to absorb front-wheel road shocks. (Also see Suspension, Front)

Control Arms, Front Wheel—Rubber pivots, no lubrication required. **Upper**—angle-mounted, anti-brake-dip design. **Lower**—straight control arms, diagonal-strut supported. (Also see Suspension, Front)

Cooling System Capacity—19 quarts

Cooling System, Engine—16 p.s.i. pressure-vent, bypass system. Thermostat: Expansion-pellet controlled, 190° F. thermostat. (Also see Fan)

Courtesy Lights—All models have front and rear door courtesy light switches which control dome light, rear reading lights, door courtesy lights and instrument-panel-mounted courtesy lights. Lights are turned on when any door is opened, when the panel/courtesy light switch is operated, or when rear door arm-rest reading light switches are operated.

Crankcase Capacity—(Oil) 4 quarts. When oil filter is changed, an additional quart is required.

Crankcase Ventilation (Closed System)—Positive crankcase ventilation system is standard on all models. Crankcase vapors are routed to the combustion chambers through a self-cleaning

ventilator valve located in the valve cover. Vapors are burned before being expelled into the air through the exhaust system.

Crankshaft—Drop-forged steel, statically and dynamically balanced. Large overlaps between connecting-rod and main bearing journals for increased strength and freedom from vibration.

Crankshaft Bearings—(See Bearings, Crankshaft)

Cushions, Seat—(See Seat Construction)

Cylinder Block—(See Engine Block)

Cylinder Head—Chrome-alloy cast iron, all engines.

D

Deck Lid—Counterbalanced with key-operated latch. Remote deck lid release is optional.

Defogger (Defroster), Rear Window—(See Rear Window Defogger)

Defroster—Forced-air system with scientifically aimed defroster openings at base of windshield. Warm air from heater is forced through system by forward motion of car and by heater blower. (Also see Heater-Defroster)

Differential Assembly—(See Axle Assembly, Rear)

Differential, Sure-Grip—(See Sure-Grip Differential)

Dimensions, Exterior—

	CROWN	LEBARON & CROWN MODELS	
	4-Door Sedan	2-Door Hardtop	4-Door Hardtop
Wheelbase	127"	127"	127"
Overall Length	229.7"	229.7"	229.7"
Overall Width	79.1"	79.0"	79.1"
Overall Height	56.3"	55.1"	55.7"
Tread—Front	62.4"	62.4"	62.4"
—Rear	61.1"	61.1"	61.1"
Overhang—Front	41.7"	41.7"	41.7"
—Rear	61.5"	61.5"	61.5"
Ground Clearance—Minimum	N.A.	N.A.	N.A.
Turning Diameter (curb-to-curb)	44.9'	44.9'	44.9'

Dimensions, Interior—

	CROWN	LEBARON & CROWN MODELS	
	4-Door Sedan	2-Door Hardtop	4-Door Hardtop
Headroom—Front	58.7"	58.0"	58.6"
—Rear	57.5"	57.5"	57.3"
Legroom—Front	41.8"	41.7"	41.7"
—Rear	42.2"	35.8"	41.5"
Hiproom—Front	63.3"	63.0"	63.0"
—Rear	63.4"	63.0"	63.4"
Shoulder Room—Front	63.4"	63.4"	62.8"
—Rear	62.8"	63.0"	62.4"
Seat Height—Front	8.2"	8.7"	8.7"
—Rear	11.5"	10.4"	11.5"
Luggage Compartment			
Opening Width		51.0"	
Interior Height		19.5"	
Interior Width		67.0"	
Interior Length		45.5"	
Luggage Capacity (usable) cu. ft.—4-Door Hardtop		12.2	

Directional Signals—(See Turn Signals, Directional)

Disc Brakes—(See Brakes, Power Disc)

Displacement, Engine—440 cubic inches.

Distributor, Engine—12-volt, automatic spark advance—centrifugal and vacuum controlled. Single, ventilated breaker 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.

Dome Lights—Standard on Crown Sedan, operates when any door is opened or when panel/courtesy light switch on instrument panel is operated. Two reading lights on LeBaron models operate when any door is opened, when instrument panel switch is rotated or when separate rear armrest switch is operated.

Door Checks—Two-position door checks for front and rear doors of all models.

Door Handles, Exterior —Push-button type. Double-nickel chrome-plated for lasting beauty and protection against corrosion.

Door Handles, Interior—Safety door release handles with walnut-grained vinyl applique require an inward and upward pull to unlatch the doors. Combined with non-overriding push-button door locks (lock must be released before handle will open door, except on driver's door), they reduce the possibility of accidentally opening door while the car is moving. All doors have chrome-plated recessed door pulls.

Door Latches—Two-position safety latches on all doors.

Door Locks—(See Locks, Door, Exterior and Interior)

Door Locks, Power—(See Power Door Locks)

Door Vent Windows—Standard on front doors of all models except 2- door hardtop with air conditioning which has ventless door glass . Crank-operated on all models. Power vent windows optional on all models.

Drive Shaft—(See Propeller Shaft)

Drums, Brake—(See Brakes, Drum and Shoe Rear)

Dual Braking System—Features two separate braking systems with individual pistons and reservoirs in the dual master brake cylinder. One system operates the front wheel brakes, the other the rear. Both systems are operated simultaneously by the car's brake pedal. Should one system fail, the other system will continue to operate. An instrument panel warning light warns driver of pressure loss in either system.

Dual Headlights—(See Headlights, Dual)

E

Electrical System—12-volt, circuit breaker and fuse protected.

Waterproof ignition wiring, distributor, ignition coil and spark plug connectors.

Enamel Finish—(See Paint, Exterior)

Engine—440-cubic-inch V-8 standard. 350 horsepower, 480 lb.-ft. of torque.

Engine Balancing—All engine crankshafts are statically and dynamically balanced. All pistons and connecting rods are electronically weighed and gauged, for dimensional accuracy to obtain matched sets for each engine. Imperial's 440-cubic-inch V-8 is electronically balanced as an assembly.

Engine Block—High-strength cast iron, deep-skirt design.

Engine Cooling System—(See Cooling System, Engine)

Engine Features—I-12.

Engine Lubrication System—(See Lubrication System, Engine)

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

Engine Specifications

Displacement and Type	Horsepower @ RPM	Torque, lb.-ft. @ RPM	Bore and Stroke	Compression Ratio	Carburetor	Camshaft	Air Cleaner	Exhaust	Fuel Recom.
Imperial 440 V-8	250 @ 4400	480 @ 2800	4.32" x 3.75"	10.1 to 1	4-barrel	Standard	Silenced Spl. Snoekel	Single	Premium

Equipment, Standard and Optional—1-32-34.

Exhaust Emission Control—(See Cleaner Air System)

Exhaust Manifold—(See Manifold, Exhaust)

Exhaust System—Single exhaust system with muffler and resonator on all models. Rust-resistant aluminized mufflers and tail-pipe. (Also see Muffler, Exhaust)

Exhaust Valves—(See Valves, Exhaust)

F

Fan—Torque limiting (or viscous) drive used on air-conditioned cars has a fluid coupling of high-viscosity silicone oil between the driving member and the driven member. The driving member turns, transferring torque to the driven member which is connected to the fan. As engine speed increases, fan speed will fall behind until there is no increase in fan speed regardless of engine speed. Advantages are: Fuel economy, reduced fan noise and reduced horsepower loss.

Fenders—Front: Bolted to front-end structural members with separate single-piece inner housing and plastic outer housing

for road-splash and corrosion protection and added structural strength. **Rear:** Integral with rear quarter panels, with steel inner wheelhousings.

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.

Flashers, Roadside Warning—Standard on all Imperials. The switch on the instrument panel flashes all turn-signal lights simultaneously. Alerts traffic when car is stalled or parked along the highway.

Foam Seat Cushions—(See Seat Construction)

Folding Seat-Back Latch—(See Seat-Back Latch)

Four-Barrel Carburetor—4-barrel downdraft carburetor with dual primary cruising barrels and dual secondary (power) barrels. Mechanically operated secondary barrels. Automatic choke. (Also see Carburetor)

Fresh-Air Intake—(See Ventilation, Body)

Front Suspension—(See Suspension, Front)

Fuel Filter—(See Filter, Fuel)

Fuel Pump—(See Pump, Fuel)

Fuel Recommended—Premium fuel is recommended for Imperial's 440-cubic-inch V-8.

Fuel System—Pressure system with positive-displacement mechanical fuel pump. System is filtered in fuel tank and at engine.

Fuel Tank—Heavy-gauge steel, vented. Capacity: 24 gallons.

Fuel Tank Filler Pipe—Located under rear license-plate holder.

Fuse Block—Groups all electrical-system fuses on a panel under the instrument panel for easy replacement. All fuses clearly labeled on fuse block.

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

G

Gasoline Recommended—(See Fuel Recommended)

Gasoline Tank—(See Fuel Tank)

Gauges—Oil pressure: Needle indicator, electrically operated. Alternator: Needle indicator shows rate battery is being charged or discharged. Fuel level: Needle indicator, electrically operated. Engine temperature: Needle indicator, electrically operated. Signal Sentry warning light in addition to gauges gives warning if fuel is low, oil pressure is low, or engine temperature is too high.

Glass Area— (Square Inches)	Over- all	Wind- shield	Rear Window	Side Windows
Crows:				
4-door Sedan	4385	1464	1508	1413
4-door Hardtop	4252	1317	1482	1433
2-door Hardtop W/O AC	3547	1317	1033	1197
2-door Hardtop W/AC	3636	1317	1033	1286
Le Baron:				
4-door Hardtop	3598	1317	848	1433
2-door Hardtop W/O AC	3320	1317	806	1197
2-door Hardtop W/AC	3409	1317	806	1286

Glass, Safety—Windshield: Double-thick laminated safety glass. All other windows: Solid tempered safety glass.

Glass, Tinted Safety—Tinted safety glass reduces sun-glare and reflections and filters heat rays. Solar heat absorption—56%. Recommended with air conditioning.

Glove Box—Located on right side of instrument panel with hinged door. Glove box lock and vanity mirror standard on all models.

Ground Clearance—(See Dimensions, Exterior)

H

Headlights, Concealed—Standard on all models. Electrically operated doors open to expose headlights when lights are turned on.

Headlights, Dual—Standard on all models. 12-volt, sealed-beam, glare-protected, 5¾" lenses. High beam, 150 watts; low beam, 100 watts. Four headlights operate on high beam, two on low beam.

Headlight High-Beam Indicator—Red light on instrument panel.

Headlight Switch—Three-position rocker-type switch on left side of instrument panel. A separate roller-type thumbwheel is used for instrument panel light intensity and dome or courtesy lights.

Headlight-On Warning Buzzer—Standard on all Imperial models. When the headlights are left on, the ignition key turned off and the front door is opened, a warning buzzer sounds alerting the driver. Headlight-on warning buzzer is not available with Safeguard Sentinel Lighting.

Headlining—Napped nylon on all models except on LeBaron with interiors requiring white headlining which are breathable vinyl.

Head Restraints, Front Seat—Made of impact-absorbent urethane foam covered with soft plastisol and supported by two rods. Available on all Imperials with any type of seat-back and required on passenger reclining seats. Adjustable restraints are available on bench seats. Restraints on bucket seats are stationary.

Headroom—(See Dimensions, Interior)

Heater-Defroster—Standard on all models. Features instant-action temperature control, fresh-air heating and defrosting. Instant temperature control is achieved by blending heated and unheated air to the desired degree. Four-position switch operates a three-speed blower with a fourth speed available by pushing the HI HEAT button. Forward motion of car creates air circulation through heater-defroster system—so that the blower need not be used when car is cruising.

Height, Overall—(See Dimensions, Exterior)

Hiproom—(See Dimensions, Interior)

Hood—Reinforced and counterbalanced with under-hood silencer pad. Front-opening, with two-step-release safety latch. Hood release mounted inside of car.

Hood Insulation—Standard on all models. Reduces engine noise and damps vibration.

Horns—Dual electric horns standard on all models.

Hotchkiss Drive—Rear axle is mounted to rear leaf springs so driving and braking forces are cushioned by the rear springs before being transferred to the car body. Provides smoother acceleration and deceleration and less shock to drive-line parts.

Hydraulic Brakes—(See Brakes)

Hydraulic Tappets—(See Valve Lifters)

I

Identification Numbers—Identification on engine and transmission. Vehicle identification number is mounted on top of instrument panel and visible through the windshield.

Ignition Coil—12-volt, completely waterproofed. Ballast resistor for automatic high-speed and low-speed spark intensity control. Resistor is cut out of ignition system during engine starting.

Ignition Switch—Instrument panel mounted, left of steering column. Turn key to right to start engine; turn key to left to operate accessories when engine is not running. Ignition key also operate front-door locks.

Ignition System—12-volt, weather-resistant, with automatic distributor spark advance, ventilated contact points and neoprene resistor spark-plug cables on all engines.

Ignition Wiring—Electrical resistance built into spark-plug cables suppresses electrical discharges that could cause burning of spark plug electrodes. Also eliminates spark-plug electrical interference with radio reception. Neoprene or Hypalon jackets protect against heat, moisture and abrasion. Long spark-plug covers tight-fitting ignition-cable terminals add weather protection. Special neoprene rubber spark-plug cables provide a

soft, flexible wall of insulation against moisture and current loss.

Instruments—I-14. (Also see Gauges)

Insulation, Body—(See Body Insulation)

Intake Manifold—(See Manifold, Intake)

Intake Valves—(See Valves, Intake)

Interior Dimensions—(See Dimensions, Interior)

Interior Styling Features—I-3, 5, 7, 10, 14, 26.

Interior Trim, Colors and Materials—(See Color and Trim Selector)

L

Lap Belts—(See Safety Belts, Seat)

Latch, Hood—Two-step-release safety latch. Operated from inside car.

Latch, Luggage Compartment—(See Lock, Luggage Compartment)

Latches, Seat-Back—(See Seat-Back Latch)

Legroom—(See Dimensions, Interior)

Length, Overall—(See Dimensions, Exterior)

Lights, Backup—(See Backup Lights)

Lights, Interior—(See Dome Light)

Lock, Glove Box—Cylindrical, key-operated. Standard on all models.

Lock, Luggage Compartment—Key-operated, rotary. Locks automatically when trunk lid is closed. Vacuum-operated remote deck lid release is optional.

Locks, Door, Exterior—Ignition-key-operated lock cylinders on both front doors have internal shutters for automatic protection against freezing.

Locks, Door, Interior—Push-button locks for all doors. Push buttons on all doors except driver's door have non-override feature, which means they will not pop up and unlock the door when the inside door handle is pulled. The push-button locks must be pulled up manually before the door release handles will open the doors. This safety feature helps keep doors from being opened accidentally while driving. 2-door models have the door lock button located farther forward for easier accessibility. (Also see Power Door Locks)

Lubricating System, Engine—Positive-pressure, regulated with replaceable full-flow oil filter. Oil capacity, 4 quarts all engines. One extra quart required when changing oil filter. Normal oil pressure: 45 to 65 psi @ 2,000 engine r.p.m.

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

Luggage Compartment—Full-width load space. Spare tire mounted forward over rear-axle pickup on all models, except

with dual air conditioning. Counterbalanced deck lid with key-operated latch. Lid locks automatically when closed.

M

Main Bearings, Crankshaft—(See Bearings, Crankshaft)

Manifold, Exhaust—Low-restriction exhaust passages with heat-control valve for quick engine warm-up.

Manifold Heat-Control Valve—Automatic thermostatic control coil on exhaust manifold with external counterweight. Heat valve inside manifold deflects hot exhaust gases through bypass passage under carburetor when engine is cold. Provides better vaporization of fuel for more efficient engine operation during warm-up.

Manifold, Intake—Free-breathing design with short manifold pipes of almost equal length.

Markers, Vehicle Side—All Imperials have red rear marker reflectors and amber front marker lights standard.

Master Brake Cylinder—Dual master cylinder with separate tandem pistons and reservoirs for front and rear wheels. Should one system fail, the other system will continue to operate. Master cylinder bore diameter: 1.125".

Mirror, Inside—Inside prismatic rearview mirror with Safety-Action arm features ball joints at each end of the mirror's pivot arm to permit the mirror to fold out of the way if it is bumped. Prismatic feature allows it to be adjusted to reduce the headlight glare from the car behind. Mirror edge is vinyl covered. Glove box vanity mirror is standard on all Imperials.

Mirror, Outside—4½" diameter, remote-control mirror with adjusting lever mounted on driver's door is standard on all models. Rig ht-side mirror available on all models.

Mountings, Engine—(See Engine Mountings)

Muffler, Exhaust—Asbestos-wrapped, three passage, reverse flow. Muffler and tail pipe are aluminized, inside and out, for rust-resistance. Extra aluminized resonator in addition to regular muffler is standard.

O

Oil Filter, Engine—(See Filter, Engine Oil)

Oilite Bearings—Self-lubricating, oil-impregnated, copper-bronze bearing. Used in starters, distributors, water pumps, oil pumps and transmission.

Oil Pressure, Engine—(See Lubrication System, Engine)

Oil Pump, Engine—(See Pump, Oil, Engine)

Oil System, Engine—(See Lubrication System, Engine)

Optional Equipment—I-32-34.

Oriflow Shock Absorbers—(See Shock Absorbers)

Overhang—(See Dimensions, Exterior)

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. This same resin also gives the paint a tough quality that produces a durable, super-hard finish when oven-baked. Acrylic Enamel resists the dulling effect of industrial fallout, road grime and the weather. Cold-water washes are all that are needed to keep it gleaming. After years of service and exposure to the elements, Acrylic Enamel can be buffed to restore its original luster and thus increase the trade-in value of the car.

How Imperial's Paint is Applied:

- A first coat of epoxy primer (red) is sprayed on the entire car body and then air-dried. (Epoxy primer is used because of its superior adhesive qualities and resistance to chipping.)
- A second coat of epoxy primer (gray) is sprayed on and air-dried.
- Primer coats are oven-baked at 370 degrees F. for 35 minutes to insure hardness and adhesion.
- The entire body is wet-sanded to a smooth finish.
- The car body is oven-dried for five minutes at 300 degrees F.
- The first coat of Acrylic Enamel is sprayed on the car body.
- The second coat of Acrylic Enamel is sprayed on.
- The car body is oven-baked at 255 degrees F. for 30 minutes to assure maximum gloss and hardness of finish.
- The entire finish is carefully inspected to maintain high quality and uniformity of paint application.

Parking Brake—(See Brake, Parking)

Pedal, Brake—Suspended pedal is standard on all models. Extra-wide pedal for easier left-foot braking and bright pedal trim are standard.

Piston Pins—High-manganese steel, press fit in rods.

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.

Plugs, Spark—(See Spark Plugs)

Power Brakes—Standard on all models. They reduce required brake-pedal effort up to 50%. Pedal travel is shortened so that braking action is quicker.

Power Door Locks—Optional on all models. Electric door locking system locks or unlocks all car doors automatically when either front switch located on the door console panel is operated. Rear doors can be unlocked individually with the inside door lock button. The key unlocks only the door it is used in.

Power Seat—Six-way adjuster with controls on side shield of seat is optional. Three switches on control panel control up, down, forward or rearward, or front and rear tilt.

Power Steering—(See Steering, Power)

Power Vent Windows—Optional with power windows except on 2-door hardtop with air conditioning. Two switches are added

to the driver's door control console; single switch on passenger door armrest.

Power Windows—Power window adjusters are standard on all models. Four-switch master control (six switches with power vent wings) on the driver's door console controls up and down movement of all windows. Individual controls are mounted on each door armrest. Power windows will not operate when the ignition switch is turned off or when driver's door lock-out control is activated.

Pressure-Vent Radiator Cap — (See Radiator Cap, Pressure-Vent)

Primer Paint—Body is dipped up to 22" deep in rust-resisting primer to assure complete coverage of all lower body metal. All exterior surfaces are sprayed with rust-resisting primer. The primer is then oven-dried to make the body ready for painting.

Propeller Shaft—Tubular steel with vibration absorber. The entire assembly is statically and dynamically balanced for trueness before leaving the factory.

Pump, Fuel—Diaphragm-type pump, mechanically operated by camshaft.

Pump, Oil, Engine—Rotary-type, positive-displacement pump keeps engine oil pressure high even at idle speeds, assuring ample lubrication of bearings at all times.

Pump, Power Steering — Constant-displacement, belt-driven roller-type pump.

Pump, Water—Centrifugal-type with sealed ball bearings. No lubrication required.

R

Radiator—28" wide, tube and spacer construction.

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

Radiator Capacity—(See Cooling System Capacity)

Radios—Optional on all models. **Wattage:** AM and AM/FM radios are 5½ watts. AM/FM multiplex with stereo tape unit is 10 watts. **Speakers:** One 4" x 10" oval speaker with 2.55-oz. magnet on all units. Stereo units have two additional 3½" round speakers. Rear-seat speakers are all 6" x 9" oval. Floor mounted, foot-operated selector switch included with AM and AM/FM non-stereo units. Power antenna standard with all radios. (Also see page I-24, 25)

Ratios, Rear Axle—2.94

Ratios, Transmission—(See Transmission, TorqueFlite)

Rear Axle Assembly—(See Axle Assembly, Rear)

Rear-Seat Speaker—Dual rear-seat speakers are standard with the AM/FM multiplex tape unit. Single rear speaker standard with AM and AM/FM non-stereo units. All rear-seat speakers are 6" x 9" oval. A fader switch on the instrument panel acts as a balance control for the front and rear speakers.

Rear Springs—I-28. (See Suspension, Rear)

Rear Suspension—I-28. (See Suspension, Rear)

Rear Window Defogger—Optional on all models except with rear-seat heater or dual air conditioning. Defogger fan quickly clears rear window of fog and mist. Instrument-panel-mounted switch controls fan operation. Defogger included with optional rear-seat heater.

Regulator, Voltage—(See Voltage Regulator, Alternator)

Remote-Control Mirror—(See Mirror, Outside)

Resistor Spark-Plug Cables—Electrical resistance built into spark-plug cables through carbon-impregnated core suppresses electrical discharges that could cause burning of spark-plug points. Spark-plug life is increased, electrical interference with radio reception is eliminated.

Rim, Wheel—All Imperials have Safety-Rim wheels with two safety ridges on the rim that help hold the tire safely on the wheel in the event of a blowout. **Standard rim width:** 6.0".

Rings, Piston—(See Piston Rings)

Road Clearance—(See Dimensions, Exterior)

Rod, Connecting—(See Connecting Rods)

Rotary Oil Pump—(See Pump, Oil, Engine)

Rust Protection—(See Anti-Rust Treatments)

S

Safety—The following items are standard equipment on all Imperial models: Multi-speed Windshield Wipers • Windshield Defroster • Windshield Washer • Remote-Control Left Outside Rearview Mirror • Variable-Intensity Instrument Lights • Glare-Reducing Surfaces On: Instrument Panel Top, Wiper Arms & Blades, Horn Ring, Steering Wheel Hub, Gearshift & Turn-Signal Levers, Inside Rearview Mirror Frame & Mount, and Inside Window Moldings • Dual Braking System • Brake System Warning Light • Power Front Wheel Disc Brakes • Automatic Brake Adjusters • Automatic Parking Brake Release • Turn Signals • Backup Lights • Rear Side Marker Reflectors • Front Side Marker Lights • Cornering Lights • Inside Safety Door Reflectors • Automatic-Reset Circuit Breakers • Hazard-Warning Flasher System • Standard Bumper Heights • Double Hood Latch • Safety-Rim Wheels • Lap Belts, 3 Sets Front, 3 Sets Rear—Shoulder Belts, 2 Front • Interlocking Door Latches • Flush-Type Inside Door Levers • Non-Override Inside Door Lock Feature (except on driver's door) • Front Seat-Back Latch (2-door Models) • Power Steering • Energy-Absorbing Steering Wheel & Column • Padded Steering Wheel Hub • Cushioned Sun Visors • Double-Ball-Joint Mirror Mount • Soft Vent Window-Crank Knobs • Energy-Absorbing Instrument Panel • High-Strength Double-Thick Laminate Windshield • Recessed Instrument Panel Controls • Impact-Absorbing Front Seat-Back • Break-Away Instrument Panel Ash Receivers • Improved Fuel Tank Sealing & Retention • Rear-Seat Cushion Retainers • Vinyl-Clad Day-Night Inside Rearview Mirror.

Safety Belts, Seat

Seat Lap Belts—Standard for all seating positions, three front and three rear.

Shoulder Belts—Two front-seat shoulder belts are standard on all models. Two rear shoulder belts are optional.

Seat Construction—Front seat cushions are foam latex. Rear seat cushions are latex on Crown Sedan and latex and urethane on LeBaron. Front seat-backs are latex and cotton except bucket seat-backs which are molded latex. Rear seat-backs are latex or cotton and urethane.

Seat-Back Latch—Standard on two-door models, with folding front seats. The latch locks the seat-back in position so it doesn't fold forward during severe braking applications or in the event of a collision, providing increased safety for passengers. The seat-back release latch is located near the top of the seat-back.

Seat-Backs, Energy-Absorbing (Front)

To help protect rear-seat passengers in the event of an accident, front seat-backs are designed to deflect downward when struck by high-deceleration impact. Construction of the impact area consists of a corrugated metal section across the top of the seat-back that is covered with a special energy-absorbing foam and the seat fabric.

Seat Material—(See Color and Trim Selector)

Seat, Power—(See Power Seat)

Seats—13,5,7. (Also see Color and Trim Selector)

Shackles, Rear Spring—(See Spring Mountings, Rear)

Shipping Weights—(See Weights, Shipping)

Shock Absorbers—Hydraulic, double-acting, telescopic design. Shock absorbers control and limit suspension oscillations to keep the car body level and the ride smooth. Imperial shock absorbers offer increased resistance to suspension oscillations when going over large bumps. This increased resistance controls the ride even on rough road conditions.

Shoulder Belts—(See Safety Belts, Seat)

Shoulder Room—(See Dimensions, Interior)

Sills, Body (Rocker Panels)—Box-section structural steel side sills. Sills are galvanized inside and out and are completely submerged during 7-step dip-and-spray process. Water outlets keep sills dry.

Spare Tire—(See Tire, Spare)

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

Specifications, Engine—1-12. (Also see Engine Specifications)

Speedometer—Needle type with trip odometer and 120-m.p.h. calibration.

Spring Mountings, Rear—Solid rubber mounting at front of rear

springs with flexible rubber-bushed shackles at rear. Rubber-isolated to reduce transfer of noise and vibration to body.

Springs, Front—(See Suspension, Front)

Springs, Rear—(See Suspension, Rear)

Springs, Seat—(See Seat Construction)

Springs, Torsion-Bar—(See Suspension, Front)

Springs, Valve—(See Valve Springs)

Stabilizer Bar—(See Anti-Sway Bar, Front)

Standard and Optional Equipment—1-32-34.

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.

Starter Switch—Ignition-key operated. Starter is activated when key is turned fully clockwise.

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

Steering Column, Energy-Absorbing (Safety-Type)—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—Standard on Imperial, 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 ratios: 19:1 to 1.

Steering Wheel, Tilt-A-Scope—Optional on all Imperial models gives drivers a wide range of driving positions. The wheel has seven tilt positions with a range of 30 degrees, stopping at five-degree intervals. A locking lever on the left side of the column must be released for the wheel to tilt. A second lever which extends out from under the center pad loosens the locking collar and allows the wheel to be telescoped a distance of 2.7 inches.

Steering Wheels—J-15.

Sure-Grip Differential—Optional on all models. Maintains traction on slippery and rough surfaces by automatically maintaining engine driving power to the rear wheel with the greater traction. A Sure-Grip differential is particularly recommended for rough or slippery road operations, trailer towing and for competition driving. 2.94 axle ratio.

Suspension, Front—Independent, large-diameter, 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. Large-diameter anti-sway

standard. Shock absorbers are rubber-cushion mounted.

Suspension, Rear—Widely spaced rear leaf springs, asymmetrically mounted to resist acceleration "squat." Rubber-cushioned to control transfer of noise and vibrations to body. **Rear spring length and width:** 62" x 2.5". **Number of leaves:** 7.

Suspension Rubber Bushings—The suspension system on Imperial is completely isolated from the car body by thick rubber cushions. These cushions isolate road shocks, reduce friction and eliminate metal-to-metal contact. Rubber bushings are used at the mountings of the following suspension components: front wheel upper control arms at the inner pivots; lower control arm diagonal struts; torsion bars; rear leaf springs; shock absorbers and for anti-sway bars. Rubber limit bumpers are used for the front and rear suspension. The steering linkage and gear are also rubber-isolated from the car body.

Sway-Eliminator Bar, Front—(See Anti-Sway Bar, Front)

T

Tappets—(See Valve Lifters)

Tempered Glass—Solid tempered safety glass is used for all side windows and rear windows.

Thermostat, Cooling System—190° F.

Timing Chain—Link-type silent chain.

Tinted Glass—(See Glass, Tinted Safety)



Transmission, TorqueFlite—Standard 3-speed automatic with torque converter. Accelerator-pedal kickdown control. Water cooled. Planetary gear ratios: first, 2.45 to 1; second, 1.45 to 1; reverse, 2.20 to 1. Torque multiplication: 4.90 to 1.

Torque converter is water cooled to maintain efficient operating temperature. Torque converter and three forward-gear ratios combine to produce quick acceleration from a standing start and to maintain efficient power transmission at all speeds. Special transmission oil stays thin at low temperatures to promote easy starts and smooth shifting in cold weather. Full-flow lifetime oil filter eliminates periodic oil and filter changes (in normal usage).

Tread—

Front: 62.4"; Rear: 61.1".

Trim Colors and Materials—(See Color & Trim Selector)

Trim, Exterior—1-8,9

Trunk—(See Luggage Compartment)

Turn Signals, Directional—Operating lever on steering column flashes front parking and rear sequential taillights. Fender-mounted turn-indicator lights are standard.

Turning Diameter—(Curb to Curb)—44.9'

U

Unibody—Unitized body and frame construction—1-29
(Also see Body Construction)

Universal Joints, Propeller Shaft—Constant-velocity universal joints with pre-lubricated antifriction bearings.

Upholstery Material—(See Color & Trim Selector)

V

Valve Lifters—Hydraulic valve lifters with chrome-plated plungers for longer life and quieter, more efficient operation.

Valves, Exhaust—Material—21-4N chrome-manganese steel.
Head diameter: 1.74"; Valve lift: .437"; Opening duration: 260°

Valves, Intake—

Material—1041 steel.

Head diameter: 2.08"; Valve lift: .425"; Opening duration: 256°

Valve Springs—Single valve springs for intake and exhaust valves.

Ventilation, Body—Fresh air enters the cowl air intake just behind the hood and is ducted through louvered openings in the side cowl panels to the car's interior. Remote controls at the center of instrument panel enable the driver to open or close either of side cowl fresh-air inlets and to vary the amount of air circulation. Only left-side vent is available when air conditioning is ordered. Lowering windows or opening vent wings in inclement weather is unnecessary.

Ventilation, Crankcase—(See Crankcase Ventilation)

Vent Windows, Door—Crank-operated vent windows provide draft-free ventilation when opened, positive sealing when closed. 2-door hardtop models with air conditioning have ventless side glass. Power-operated vent windows are optional.

Visibility—(See Glass Area)

Voltage Regulator, Alternator—Transistorized, 12-volt, moisture-protected.

W

Water Pump—(See Pump, Water)

Weights, Shipping—Crown: 4-door sedan, 4620 lbs.; 4-door hardtop, 4710 lbs. (est.); 2-door hardtop, 4610 lbs. (est.)
Le Baron: 4-door hardtop, 4710 lbs., 2-door hardtop, 4610 lbs.

Wheelbase—127"

Wheel Bearings—Tapered-roller, all wheels.

Wheel Cylinders, Brake—Dual-piston cylinder used with rear drum brakes. Four pistons per caliper used with front disc brakes.

Diameters: 2.375" front disc brakes
.9375" rear drum brakes

Wheels, Safety-Rim

Dual-ridge Safety-Rim wheels, standard on Imperial, 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.

Wheels, Steering—1-15

Wheel Tread—(See Tread and Dimensions, Exterior)

Width, Overall—(See Dimensions, Exterior)

Windows, Power—(See Power Windows)

Windows, Glass Area—(See Glass Area)

Windows, Tinted—(See Glass, Tinted Safety)

Windshield—Heavy laminated safety glass with extra strength.

Windshield Wipers, Concealed—Standard on all Imperial models, concealed wipers are recessed below the hood line, giving the driver an unobstructed view of the road. Left blade has an articulated wiper arm which enables the blade to wipe to the extreme left of the windshield, increasing driver visibility in this direction.

Windshield Washers, Electric—Electric-driven washer pump is operated by push button on instrument panel. Hood-mounted twin jets spray windshield. Standard on all models.

Windshield Wipers, Electric—Three-speed, electrically operated standard on all models. Parallel-action wiper blades with articulated arms on driver's side. Wiper-blade arms have glare-resistant finish.

Wiper blade length: All Imperial models, 16"



*1969 Imperial Models,
Features and Equipment*



LeBaron 4-door Hardtop



LeBaron 4-Door Hardtop Optional Leather Interior Trim

Interior Trims

- Cloth-and-leather 50/50 split bench with passenger recliner, individual front seat adjusters and individual folding center armrests
- Leather 50/50 split bench front seat with passenger recliner, individual front seat adjusters and separate folding center armrests

Availability

Standard in LeBaron 4-door Hardtop

Optional in LeBaron 4-door Hardtop

Basic Dimensions— LeBaron 4-Door Hardtop

Wheelbase.....	127"
Overall length.....	229.3"
Overall width.....	79.1"
Track—front.....	62.4"
—rear.....	61.1"
Tire size—standard.....	9.15 x 15"
Headroom—front.....	38.6"
—rear.....	37.2"
Legroom—front.....	41.7"
—rear.....	41.5"
Hiproom—front.....	63.0"
—rear.....	63.4"



LeBaron 2-door Hardtop





INTRODUCING THE 1969 IMPERIAL



LeBaron 2-Door Hardtop Optional Leather Bucket Seats

Interior Trims

- Cloth-and-leather front bench seat with pull-down center armrest
- Leather front bucket seats with center cushion and pull-down center armrest

Availability

Standard in LeBaron 2-door Hardtop

Optional in LeBaron 2-door Hardtop

Basic Dimensions—

LeBaron 2-Door Hardtop

Wheelbase.....	107"
Overall length.....	229.7"
Overall width.....	79.1"
Track—front.....	62.4"
—rear.....	61.1"
Tire size—standard.....	9.15 x 15"
Headroom—front.....	38.0"
—rear.....	37.5"
Legroom—front.....	41.7"
—rear.....	35.8"
Hiproom—front.....	63.0"
—rear.....	63.6"



Crown 4-door Sedan





Imperial Crown 4-door Hardtop & Sedan Standard Cloth-and-Vinyl Interior Trim

Interior Trims

Availability

- | | |
|---|---|
| • Cloth-and-vinyl front bench seat with pull-down center armrest | Standard on Crown 4-door Sedan & 4-door Hardtop |
| • Cloth-and-vinyl front split-back bench seat with pull-down center armrest | Standard on Crown 2-door Hardtop |

I-7 -Rev. 10-68

Basic Dimensions— Crown 4-Door Sedan

Wheelbase.....	127"
Overall length.....	229.7"
Overall width.....	79.1"
Track—front.....	62.4"
—rear.....	61.1"
Tire size—standard.....	9.15 x 15"
Headroom—front.....	38.7"
—rear.....	37.9"
Legroom—front.....	41.8"
—rear.....	42.2"
Hiproom—front.....	63.3"
—rear.....	63.4"

1969 Imperial Exterior Trim

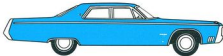


LE BARON 4-DOOR HARDTOP

- Full-width, chrome-plated die-cast grille frame with aluminum inserts
- Rectangular bumper completely frames grille
- Parking lights mounted in leading edges of front fenders within bumper framing
- Concealed headlights with grille pattern in headlight covers
- Cornering lights in front fenders combined with front side marker lights
- Rear side marker reflectors
- Front fender turn-signal indicator lights
- Vinyl-covered roof standard on LeBaron
- Vinyl roof border molding extends around rear roof and rear roof pillars of LeBaron
- Flush roof drip moldings
- Side window belt moldings
- Bright door window exterior moldings on sedan



LE BARON 2-DOOR HARDTOP



CROWN 4-DOOR SEDAN

- Narrow, full-length body side molding with paint insert
- Front and rear wheel opening moldings
- Rear wheel fender skirts
- Wheel covers with insert color-keyed to vinyl roof; Imperial eagle emblem on hubs
- Concealed windshield wipers with bright molding across cowl
- Bright windshield and rear window moldings on sedan
- Rear window molding color-keyed to vinyl roof on hardtops
- Small, formal rear windows on LeBaron models
- Rear bumper protects rear edge of rear quarter panels
- Sequential taillights with rectangular lenses on each side
- Backup lights set within rectangular taillight opening
- Imperial eagle on trunk lid and hood; on rear roof pillar of sedan and 4-door hardtop; on front fender of 2-door hardtop
- Imperial lettering at center of rear bumper
- Imperial script on front fenders

1969 Imperial Standard Equipment



LE BARON 4-DOOR HARDTOP

Standard engine: 440-cubic-inch V-8 with 4-barrel carburetor, 350 horsepower • Standard transmission: 3-speed automatic TorqueFlite with part-throttle kickdown for low-speed passing gear • 70-ampere-hour battery • Front wheel disc brakes and rear wheel drum brakes, power assisted • Dual braking system with self-adjusting brakes and brake system warning light • Automatic parking brake release • Energy-absorbing steering column • Power steering • Rich, wood-textured vinyl appliques on doors and glove box door, gauge backgrounds and switches • Deeply foam-padded seats • Velvety 100% nylon, cut-pile floor carpeting • Storage compartments in all doors • Special interior trims for each Imperial model • Floodlighted instrument panel • Full set of gauges: alternator, engine temperature, oil pressure and fuel • Sentry signal light with check gauges warning • Two illuminated instrument panel ashtrays with cigar lighter in driver's ashtray • Cigar lighter on right door armrest for front seat passenger • Warning lights for "Fasten Belts", "Lock Doors" and "Brakes" • Headlight-on warning buzzer • Vanity mirror in glove box • Ignition switch with time delay light • Concealed windshield wipers with double-action wiper arms on driver's side • 3-speed, electrically operated windshield wipers • Electric windshield washers • Concealed headlights • Transistorized voltage regulator • Inside hood release • Door push-button locks moved forward on 2-door hardtop for easier access • Non-overriding door locks on



LE BARON 2-DOOR HARDTOP



CROWN 4-DOOR SEDAN

all except driver's door • Courtesy lights and switches on front doors of all models; rear doors of LeBaron 4-door hardtop only • Vinyl roof standard on LeBaron models • Built-in side cowl fresh-air ventilators with controls below upper crash pad brow, left side only with air conditioning • Instrument panel safety padding • Day/Nite inside mirror • Outside remote-control mirror, left • Roadside warning flashers • Padded sun visors • Six lap belts and two front shoulder belts • Concealed seat-belt retractors in center door pillars for two front lap belts • Front seat-back latches on 2-door hardtop • 4-spoke steering wheel with handgrips, padded center and full horn ring • Bright trim on brake pedal, accelerator and parking brake pedal • Pull-down center armrest for front and rear seats, all models • Cigar lighters in rear armrests • Electric clock • Fresh-air heater and defroster • Front door console light, driver's side • Backup lights • Glove box light • Map and courtesy light • Rear combination reading-courtesy lamps on LeBaron hardtop models • Rear pillar pillows, vinyl covered, on LeBaron 4-door hardtop • Self-storing lavalier straps on LeBaron 4-door hardtop • Color-keyed wheel covers • Safety-Rim wheels • Power windows • Spare tire cover standard with dual air-conditioning, optional otherwise • Carpeted trunk • Trip odometer • Undercoating and hood silencer pad • Sequential rear turn-signal lights

Imperial 440 V-8 Gives Luxury Power!

Luxury power is smooth power . . . smooth when accelerating from a standing start, smooth when passing at highway speeds and smooth when just idling at a traffic light. Imperial's V-8 is smooth because it is a big engine, one that can develop tremendous power with ease. It has 440 cubic inches of piston displacement . . . displacement that develops 480 pound-feet of torque! So there's plenty of reserve power for every driving situation. Imperial's V-8 is ruggedly built with a deep-skirt block, forged-steel crankshaft and large main and connecting-rod bearings, so power is transmitted smoothly and quietly. Even the engine timing and carburetion are set to contribute to Imperial's luxury power and smooth performance.

Features of Imperial's 440 V-8

- Deep-skirt, tin-alloy cast-iron engine block
- Forged-steel crankshaft
- Advanced-design, wedge-shaped combustion chambers
- Large-diameter intake and exhaust valves
- Hydraulic tappets
- Aluminum pistons with steel struts for heat-expansion control
- Low-restriction intake and exhaust systems
- Large-diameter exhaust and tail pipe
- Full-flow oil filter
- High-capacity radiator



Imperial 440 V-8

ENGINE SPECIFICATIONS

Horsepower @ r.p.m.	350 @ 4400	Compression ratio	16.1 to 1
Torque, lb.-ft. @ r.p.m.	480 @ 2800	Bore and stroke	4.32" x 3.75"
Displacement, cu. in.	440	Exhaust system	Single
Carburetor	4-barrel	Fuel recommended	Premium

Automatically Smooth... Imperial TorqueFlite!

Automatically smooth . . . that's how you drive in any Imperial. TorqueFlite brings together a rare combination of smoothness and efficiency in an automatic transmission. And it's standard on every Imperial! Three rugged forward-speed gears combine with torque-multiplying converter to give Imperial quick, positive acceleration and smooth, efficient power transmission.

Features of Imperial's TorqueFlite

- Shifts are softened from neutral to drive and from neutral to reverse when engine is operating at high idle speeds
- Full-flow lifetime oil filter (in normal usage) eliminates periodic oil and filter changes
- Transmission oil stays thin at low temperatures to promote easy cold-weather starts and smooth shifting when transmission is cold
- Four pinion gears in front planetary gear assembly provide extra strength and durability
- Water-cooled torque converter maintains efficient operating temperature
- Single rod selector mechanism gives positive range selection
- TorqueFlite is precision-assembled in a special humidity-controlled room where the air is filtered free of dust and lint to assure highest manufacturing quality.

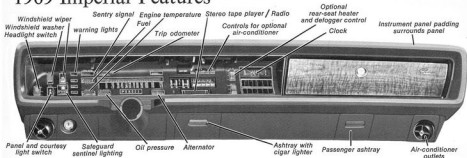


Operating TorqueFlite

Select "D" (Drive) range for fully automatic shifting. TorqueFlite will upshift from low to second to high according to the demands of accelerator position and car speed. Flooring the accelerator pedal holds the transmission in low and second gears longer for quickest acceleration. Fully depressing the accelerator when cruising causes the transmission to downshift into second for quick high-speed passing. Imperial's 1969 TorqueFlite also downshifts on part throttle for passing at low and medium speeds.

Effective downhill engine braking can be achieved with TorqueFlite by selecting the "2" range at moderate road speeds and the "1" (low) range at slower speeds when descending steep grades.

1969 Imperial Features



Imperial's Instrument Panel combines the ultimate in luxury, beauty, convenience and safety. Speedometer and other gauges are rectangular shapes set within a rectangular panel that is framed with deep safety padding. Gauges have simulated wood-grain backgrounds. The entire effect is clean and functional, with all gauges clearly marked and all controls within easy reach of the driver. Instrument visibility is excellent. And for night driving,

instrument markings and indicators are floodlighted, making readability outstanding. Instrument panel ash receivers are also lighted. Rocker-type switches, toggles and thumbwheels are used for accessory controls. Switches have wood-grain vinyl inserts. The rich, wood-textured vinyl applique on the glove box is repeated on door interior trim panels.



Standard Imperial steering wheel features wood-grain vinyl handgrips, 4 spokes, a full horn ring and center padding.

Power Steering, standard on all Imperials, reduces driver steering effort up to 80% and is equipped with a fast-ratio steering gear that provides quick steering response. Only 3.5 steering-wheel turns move the front wheels through their full range of travel.

The 1969 power steering gear has a new pump that develops greater pressure with less vibration. This new pump provides a smoother and more constant power assist. The pump uses a "free" roller pumping action that reduces vibration and greatly extends pump and hose life.

Tilt-A-Scope Steering Wheel makes it easier to get into and out of the driver's seat and makes steering and driving more comfortable, especially on long trips. The steering wheel tilts up out of the way for getting in or out. There is a total of 7 different tilt positions and these, combined with an infinite range of telescoping positions, let the driver select the most comfortable steering position for himself.

Tilting action is controlled by a locking lever that projects from the steering column below the directional signal lever. Maximum tilting range is 30 degrees with 7 tilt positions at 5-degree intervals. The steering wheel automatically locks in the next position when the locking lever is released.

Telescoping action is controlled by a locking lever on the steering wheel hub. Maximum telescoping travel is 2.7 inches.



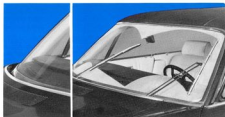
Tilt-A-Scope Steering Wheel is optional on all Imperials



Imperial Features (CONTINUED)

Concealed Windshield Wipers are an Imperial styling improvement that give the windshield area a clean, uncluttered look. The wiper arm on the driver's side has a double action that allows the arm to change its wiping angle so it can sweep closer to the windshield pillar. This gives the driver four more inches of lateral visibility.

Imperial's wipers are also parallel operating so they clean the windshield across the center, removing the uncleaned peak some wipers leave. Wiper blades are 16" long and have a frosted, glare-resistant finish. Wipers are powered by a three-speed electric motor that doesn't slow down when the car is accelerated.



Automatic Speed Control

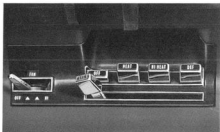
This option gives Imperial drivers automatic speed control for relaxed driving on long trips. Once the automatic speed control is set, the car will maintain a pre-set speed even through hilly country. The driver can take his foot off the accelerator pedal and sit in a more comfortable position. Automatic speed control is safe because the brake pedal and accelerator can always be used to immediately override the automatic control.

The automatic controls are mounted in the turn-signal lever for driver convenience and easy oper-

ation. Here's how it works:

To set car speed, push the button at the end of the turn-signal lever when the car is traveling at the desired speed . . . and it's on automatic control. If the car has been braked to a lower speed while on automatic, just twist the resume-speed control ring on the turn-signal lever and the car will automatically accelerate up to the pre-set speed without using the accelerator pedal. After reaching desired speed, a tap on the button will increase car speed 2-3 miles per hour.

Fresh-Air Heater and Defroster, standard on all Imperials, uses only fresh outside air in the heater system. Air inside the car is not recirculated through the heater.

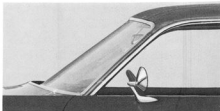


Moving the temperature control, labeled WARM, gives instant changes of incoming air temperatures once the engine is warmed up. This is achieved by bringing outside air in through two passages . . . one heated, the other unheated. The air is blended by the temperature control valve just before it enters the passenger compartment. Moving the temperature control to the right causes the blender valve to mix in a larger proportion of heated air so the temperature immediately goes up.

Four push buttons, labeled OFF, HEAT, HI HEAT and DEF, control the directional flow of the heated air and shut off the system. The HI HEAT button increases blower speed, forcing more heated air to the rear passenger compartment. A toggle switch to the left of the push buttons operates the three-speed blower. Air is also moved through the system by forward motion of the car, even though the blower is off.

Fresh-Air Ventilators, one in cars with air conditioning, two in cars without air conditioning, permit fresh air to flow into the car when the car is in motion. Individual controls on the instrument panel open and close these ventilators separately or adjust them to control the rate of air flow.

Ventless Door Windows are a new styling feature on Imperial 2-door hardtops. They're standard with air conditioning, optional at no extra cost without air conditioning.

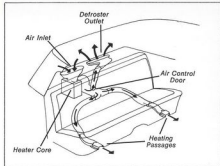


Imperial Features (CONTINUED)

Rear Heater and Defroster System is an option that increases overall heating capacity by 20 percent. This system includes an additional heater core mounted beneath the rear package shelf, a blower rear-compartment warm-air outlets and rear-window defroster/defogger outlets.



Two rocker switches on the instrument panel control the rear air system. The lower switch labeled HEAT, DEF and AIR controls the heating system; the upper switch labeled HI, LO and OFF controls the rate of air flow.



Selecting HEAT directs warmed air into the rear passenger compartment through two outlets under the rear seat. Selecting DEF causes the heated air to flow onto the rear window for defrosting. The AIR selection shuts off hot-water flow through the rear heater core and merely recirculates air within the car onto the rear window for defogging. All air for the rear heater is supplied from inside the car through an air intake in the package shelf.

Air Conditioner with Automatic Temperature Control

Here's the ultimate in climate control. Imperial's Air Conditioner with Automatic Temperature Control lets you set the thermostat once, then drive year-around in comfort. The air conditioner combines a cooling unit with a heating unit and uses sensing devices that automatically maintain car interior temperature at any selected degree between 65°F. and 85°F. Passengers stay cool in the summer, warm in the winter, without re-setting the thermostat from season to season. The thermostat setting can, of course, be changed to satisfy other passengers' comfort or to meet the demands of several drivers using the same car.

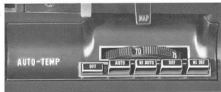
This air conditioner also filters and dehumidifies the air. As warm outside air strikes the cooling coils, moisture is condensed on the cold coils, reducing the humidity and simultaneously washing

foreign particles, such as dirt and pollen, from the air. The air then passes through the heater where it is further dehumidified as its temperature is raised to the comfort level selected on the temperature control dial.

This dehumidifying, re-heat system can also be used to keep windows from becoming fogged on rainy days even though outside temperatures drop into the fifties.

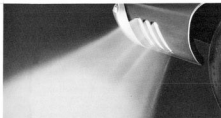
Air conditioning contributes to safer driving on hot, humid days by keeping the driver cool, more alert and relaxed. It also adds substantially to the resale value of the car.

Adjustable Air Outlets, near the center and at each side of the instrument panel, give wide distribution of cooling or heating air. The center outlets have adjustable vanes that permit the air to be directed up, down, or to either side as desired. The side outlets swivel for directional air control. HI-AUTO and HI-DEF operate the blower at high speeds to provide greater circulation of cooled or heated air. Additional outlets under the dash direct cool air to the floor area.



Imperial Features (CONTINUED)

Tinted Window Glass is recommended with air conditioning because it filters out many of the heat-producing rays of the sun.



Cornering Lights, mounted in the front fenders just ahead of the wheel openings, 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 are automatically turned on by moving the turn-signal lever when the headlights or parking lights are illuminated. Cornering lights are standard on all Imperials.

Dual Auto-Temp has an additional cooling unit beneath the rear package shelf. Dual Auto-Temp introduces cooling air at both front and rear of the passenger compartment for quicker cool-down and greater cooling capacity. The automatic temperature control is in the front unit only. Dual Auto-Temp is recommended for extremely hot climates.



*Safeguard Sentinel Time Delay
Switch & Headlight Dimmer Control*



Light-Sensing Unit (Photocell)

Safeguard Sentinel Lighting is an option that turns the headlights and taillights on automatically at twilight or during a heavy overcast. Then, it automatically turns them off when there is enough daylight for safe driving without lights.

A sensing unit, mounted on top of the instrument panel, contains a photocell that reads light intensity and transmits the signal that turns the car lights on and off.

A time-delay switch on the instrument panel 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 him park the car in a dark garage or driveway and use the car's lights to illuminate his way to the house.

Automatic Headlight Dimmer, available with Safeguard Sentinel Lighting only, dims Imperial's headlights at the proper time for an approaching vehicle and returns them to high beam automatically after the vehicle has passed.

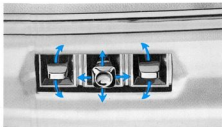
A highly sensitive scanner, mounted in back of the grille, receives the light signals that select the high or low headlight beams. The scanner can be set to dim Imperial's headlights up to 1200 feet from the approaching vehicle. The Automatic Headlight Dimmer and Safeguard Sentinel Lighting share a common control located conveniently on the instrument panel.

Fender-Mounted Turn-Signal Indicator Lights, standard on Imperials, are out front in the driver's line of vision where he can check his turn-signal selection while still watching the road ahead.



Disappearing Headlights, with a powerful electric motor to open the doors and reveal the headlights when the headlights are turned on, are standard on Imperial. Doors close automatically when headlights are turned off. When closed, the headlight doors blend with Imperial's grille design. The concealed lights can't collect road grime in the daytime. They can be operated by hand if necessary.

Imperial Features (CONTINUED)



New Six-Way Power Seat Adjuster has 3 switches for easier control and features a new compact power mechanism that lowers the seat almost an inch closer to the floor, providing an increase in headroom.

An infinite range of seat adjustments can be achieved within the limitations of the seat travel. Changing the seat position even slightly on long trips can relieve tension by shifting seat support to new areas of the body.

Power Windows. A 4-window master control on the driver's door lets the driver control all the car's door windows. This is great for evacuating hot air from a parked car or for closing all windows quickly in a sudden downpour. There is a single switch under each of the other windows. A lock-out switch on the driver's door prevents children from operating the windows. None of the power windows will operate when the ignition switch is turned off. Power windows are standard on all Imperials.



Power Vent Windows are optional on all Imperial models except not available on 2-door hardtops with air conditioning. Two controls on the driver's door operate both vent windows; there is a single control on the passenger's side.

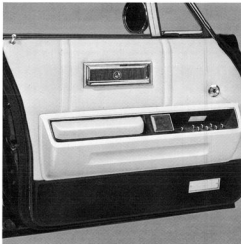
Electric Door Locks, a convenience and safety feature, operate all door locks simultaneously when either front-door console-mounted switch is used. The key locks and unlocks only the door in which it is used. Any door can be unlocked from inside the car.

New Silent Safety Door Latch makes Imperial's doors close more smoothly and quietly. Heavy steel latching jaws interlock with a rugged steel post on the door pillar, providing strength superior to the rotary latches of previous years. The quieter latching results from rubber isolation of the door pillar latch post. As an added safety feature, the front doors cannot be locked unless they are fully closed . . . the push buttons will not go down.

Remote-Control Outside Mirror has a convenient toggle switch on the driver's door that lets him adjust the mirror even with the window closed.

The left-side remote-control mirror is standard on all Imperials.

Automatic Doorway Entrance Enlarger enables passengers to get in and out of the rear compartment with ease. When the front passenger seat-back is folded forward, it makes the seat move forward as far as it will travel. This gives maximum clearance for people in the back seat. The Entrance Enlarger is part of the leather bucket seat option on the LeBaron 2-door, which also includes a power seat adjuster.



Imperial Features (CONTINUED)

New AM/FM Stereo Radio with Stereo Tape Player provides all-around entertainment for Imperial buyers. The powerful 10-watt transistorized radio tunes in all local FM and FM stereo broadcast with true, static-free fidelity. Front and rear speakers give the stereo sound three-dimensional presence that surrounds the listener. Three speakers are mounted on top of the instrument panel and two on the package shelf.

The tape player is built into the radio and plays cartridges of recorded stereo music. When the set is turned off or the tape has reached the end, the cartridge is automatically ejected part-way, so that it can be easily removed and so the tape won't stick to the tape-head. A wide selection of taped music is available in cartridges for use with this stereo player.



Controls include a balance switch for left and right speakers and a fader switch for front and rear speakers.

The solid-state chassis provides instant sound when the set is turned on and it uses very little battery current. For AM reception, this powerful set receives distant stations with remarkable clarity.



The AM/FM Golden Touch Tuner is a search-tune radio that seeks out and tunes in the next audible station on the radio dial when the touch-tuner bar in the radio or the foot button on the floor are pushed. The search-tuner operates the same for both AM and FM stations. This radio has a solid-state chassis, five push buttons for special stations and a tone control. A rear-seat speaker with a fader switch is standard.

The Golden Touch Tuner AM Radio has a touch-bar and floor button for search tuning. It also has five push buttons and a solid-state, instant-play chassis. Also standard with this radio is a rear-seat speaker and fader switch.

Power Antenna, standard with any Imperial radio, is raised and lowered by an electric motor that is controlled by a switch on the instrument panel. When fully lowered, the antenna disappears into the front fender where it is protected from damage and vandalism.



Levanti-Grained Vinyl Roof Covering, available in six different colors for '69, is standard on LeBaron models. Available in black, white, green, walnut, champagne and blue, the vinyl adds a new richness to Imperial's styling. Bear-grained vinyl roof covering in black, white, green, and champagne is optional on Crown.

Shoulder Safety Belts are standard on all Imperials. Firmly anchored to the roof, the shoulder belt extends across the passenger's chest and buckles to a metal tongue on the seat lap belt when in use. Shoulder belts are provided for the driver and right-seat passenger.

Safety Lap Belts are provided on all Imperials for three front-seat passengers and three rear-seat passengers. All rear-seat lap belts and the center front-seat lap belt have retainers that keep the buckle portion secured and stored out of the way.

Automatically Adjusting Retractors retract and store the long outside sections of the front-seat lap belts for the driver and the right-seat passenger. A ratchet action in the retractor automatically adjusts the belt to the person when it is engaged with the buckle. Just pull the belt out until it fits your lap and it automatically locks in that position. The belt must then be fully retracted before it can be pulled out again for a new adjustment.



Imperial Features (CONTINUED)



Imperial's Carpeted Trunk is wide, deep and long and has the spare tire mounted up front where it's out of the way of luggage. The floor is covered with soft pile carpeting to protect luggage from scratches. The sidewalls and wheelhousings are trimmed with hardboard paneling. The trunk lid hinges are enclosed in special protective boots, and the jack is stored in a special compartment. A carpeted spare tire cover is standard with dual air conditioning and optional on all Imperials.

Remote-Control Trunk Lid Release, optional on all Imperials, is operated by a switch in the glove box. The powered release works with engine on or off.

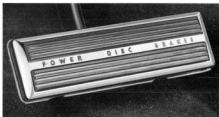
Vanity Mirror in glove box is a standard convenience in all '69 Imperials. When not in use, it stores in the box out of the way.



The LeBaron 4-door hardtop has lavalier straps to assist rear passengers when getting in and out. This car also has pillows on the rear roof pillars for long trip relaxation. Rear reading lights are standard on both LeBaron hardtops.



Expandable storage pockets are standard with the optional leather seat trim on the front seat-backs of the LeBaron 4-door hardtop.



Front-Wheel Disc Brakes are standard on every Imperial and they're power-assisted for easy stopping.



Power Disc/Drum Brakes Stop Imperial Securely!

A light touch of the toe on the brake pedal brings Imperial to a controlled, straight-line stop. That's because Imperial has powerful disc brakes on the front wheels and big drum brakes with flared brake drums for effective cooling on the rear wheels . . . and each brake application is power assisted to greatly reduce driver effort. The power assist actually reduces braking effort up to 50% so the big Imperial can be stopped with a tiptoe brake application. Both front and rear brakes are self-adjusting.

Dual Braking System, a standard feature, has a dual master brake cylinder with independent chambers for front-wheel and rear-wheel brakes. If for some reason one system should fail, the other system will continue to operate independently to bring the car to a stop.



*Imperial
Standard 15"
Wheel Cover*

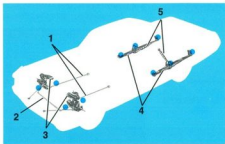
Imperial Torsion-Bar Suspension is Rubber-Isolated!



Rubber Isolators

The torsion-bar front springs and leaf rear springs plus rubber isolation all 'round give Imperial a superb ride that is luxuriously smooth, yet responsive and agile in turns and amazingly level on rough roads. The driver can maintain precise control of this big car at all times, even at turnpike speeds.

The extra quiet and riding comfort comes from thick rubber cushions that are fitted between all suspension members and the car body. These rubber cushions act as sound and vibration dampers to isolate Imperial's passenger compartment from road rumble and suspension oscillations. Passengers ride in complete comfort and quiet.



Iso-T-Bar Front Suspension

1. High-chrome-steel torsion-bar springs
2. Front anti-sway bar
3. Angled front-wheel upper control arms give brake-dive resistance • Rubber cushions (blue dots) isolate torsion bars, front-wheel control arms, anti-sway bar, shock absorbers and steering gear

Iso-Clamp Rear Suspension

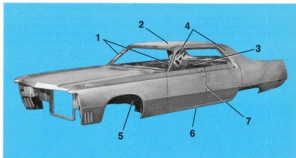
4. Asymmetrical rear leaf springs (axle is mounted forward of rear-spring centers to resist rear-axle wind-up and rear-end dip during accelerations)
5. Shock absorbers • Rubber cushions (blue dots) isolate rear suspension components and shock absorbers

Unitized Body is Tight, Quiet and Durable!

Imperial's Unibody is tight, quiet and durable because structural steel members, body braces and sheet-metal panels are welded into a single, unitized shell in which all parts contribute to its overall strength.

Unibody is built like a bridge . . . sturdy steel members frame the top, bottom, front, rear and sides forming a basic structural framework to which reinforcements and body sheet-metal are welded.

Unitized construction provides up to twice as much resistance to body-twisting forces as bodies that are bolted to separate frames. So Unibody stays tight and quiet and lasts longer.



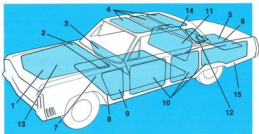
1. Box-Section Windshield Pillars and Header
2. Roof Support Bows
3. Diagonal Steel Braces
4. Structural Rear Roof Pillars

5. Heavy-Gauge Floor Reinforcements
6. Galvanized Rocker Panels
7. Box-Section Door Pillars

Isolation, Insulation Keep Imperial Hush Quiet!

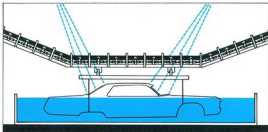
Body Isolation: Large, rubber cushions are mounted between the body and chassis components. Engine, steering, suspension and drive train are thus isolated from the body. Road rumble, shocks and vibrations are damped out before they can reach the passenger compartment.

Body Insulation: Special insulating and sound-deadening materials damp out sound-producing vibrations before they can develop into annoying noises. The car's interior remains quiet . . . passengers remain comfortable.



Body Insulating Materials

1. Molded fiberglass hood silencer pad
2. Fiber pad attached to bottom of cowl plenum chamber
3. Combination pad $1\frac{1}{2}$ " thick, composed of fiberglass, asphalt felt and hardboard, forms dash liner behind instrument panel
4. $\frac{1}{4}$ " padding between roof headliner and steel roof panel (3 pieces)
5. $\frac{3}{8}$ " jute pad beneath trunk floor carpeting
6. Asphalt felt pad between fuel tank and car underbody
7. $\frac{3}{4}$ " jute pad beneath floor carpeting in passenger compartment
8. Polyethylene moisture barrier between jute pad and carpeting
9. Fiberglass and asphalt felt pads behind cowl side panels
10. Fluid sound-deadener (on inside of door panels, rear quarter panels and wheelhouses, and on bottom of floor panel)
11. Hardboard liner plus one-inch thick pad insulates passenger compartment from trunk
12. Applied C-pillar panel
13. Foil-covered fiberglass silencer pads inside engine valve covers
14. $\frac{1}{4}$ " silencer pad under rear shelf trim panel
15. Tail pipe supported by resilient sound-deadening straps



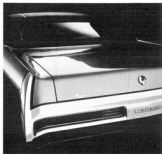
Dip-And-Spray Improves Anti-Rust Protection!

Spray the body metal with anti-rust chemicals and you protect that metal from rust and corrosion. Dip the body metal in baths of anti-rust chemicals and you give it even better protection. Imperial dips all the lower body metal—down where road splash makes corrosion resistance critical—to a minimum depth of 22" in special corrosion-resistant primer. This coats the structural members far more thoroughly than ordinary spray applications would.

Each Imperial body is dipped and sprayed 6 times in a series of cleaning, rinsing and rust-inhibiting baths before being dipped in the special corrosion-resistant primer . . . the 7th dip. The cleaning and rinsing assures that the body metal is perfectly clean so the rust-inhibiting and protective primer will adhere securely to the metal.

Acrylic Enamel Reflects Durable Beauty!

Reflective beauty that's tough and durable . . . that's what you get with Imperial's mirror-finish, baked-on Acrylic Enamel paint. Satin smooth, yet flint-hard and highly resistant to marring, chipping and chalking. Acrylic Enamel owes its durability to its special acrylic resin base. And even after years of exposure to the elements, it can be buffed back to a showroom sheen. That can mean extra value at trade-in time!



1969 Imperial Standard and Optional Equipment

	LeBaron	Crown		LeBaron	Crown
Air Conditioner—Auto-Temp—Single Unit.....	E	E	Carpet Protection Mats.....	E	E
Dual Unit (N.A. rear-seat heater, or w/ rear window defogger).....	E	E	Cigar Lighter.....		
Alternator—37 amp.....	S	S	Front—Ash receiver and right door armrest.....	S	S
46 amp.(Std. w/AC).....	E	E	Rear—Armrests.....	S	S
Armrests—Front.....			Cleaner Air System.....	S	S
Single Folding Center—Bench seat.....	S(1)	S	Clock, Electric.....	S	S
Single Folding Center—Bucket seats.....	E(1)	NA	Coat Hooks.....	S	S
Individual Folding Center.....	S(2)	NA	Concealed Headlights.....	S	S
Front Doors (w/storage compartments).....	S	S	Defogger—Rear Window (N.A. dual air cond., & rear heater).....	E	E
Armrests—Rear.....			Directional Signals.....	S	S
Folding Center.....	S	S	Differential—Sure-Grip (2.94 Ratio).....	E	E
Rear Doors (w/storage compartments on 4-door models).....	S	S	Engines, V-8—440-cu.-in., 4-bbl., 350 hp.....	S	S
Ash Receiver—Front—Left and Right.....	S	S	Exhausts—Single w/resonator.....	S	S
Rear—Armrest—Left and Right.....	S	S	Floor Covering.....		
Assist Handles.....			Pass. Comp.—color-keyed carpet.....	S	S
Lavalier Strap, C-pillar mounted.....	S(2)	NA	Trunk Comp.—carpet.....	S	S
Automatic Beam Changer (Safeguard Sentinel lighting req'd).....	E	E	Vinyl Heel Pad, Driver's Side.....	S	S
Automatic Speed Control.....	E	E	Glass, Tinted, all windows including shaded windshield (recommended w/AC unless clear glass desired).....	E	E
Brakes—Self-adjusting.....	S	S	Glass, Ventless Side—2-dr. Hardtops Only.....	(S)	(S)
Brakes, Front Power Disc.....	S	S	Headlight-On Warning Buzzer (NA w/Safeguard Sen- tinel Lighting).....	S	S
Battery—70 amp.-hr.....	S	S	Head Restraints—Left & Right—Front.....	E	E
70 amp.-hr. with rubber separators (Trailer-Towing Pkg. req'd).....	E	E	Heater w/Defroster and Defogger—Front.....	S	S

(1) 2-door hardtop.

(2) 4-door hardtop.

(S) Std. w/AC; No-cost option w/o AC.

	LeBaron	Crown		LeBaron	Crown
Heater, Rear-Seat w/Rear Window Defroster (N.A. w/dual air cond., or rear window defogger).....	F	F	Trunk Compartment.....	S	S
Horns, Dual.....	S	S	Underhood (dealer installed).....	M	M
Instrument Panel Safety Cushion.....	S	S	License Plate Frame, Front & Rear.....	F	F
Jack Storage Compartment.....	S	S	Locks.....		
Lights.....			Doors, Electric.....	M	M
Ash Receiver, Instrument Panel— left and right.....	S	S	Gas Cap (dealer installed).....	S	S
Floodlighted Instrument Panel.....	S	S	Glove Box.....	S	S
Cornering Lights.....	S	S	Mirror, Interior.....		
Instrument Panel Ash Receivers.....	S	S	Day/Nite, Inside.....	S	S
Front Door Console—Driver's Side.....	S	S	Vanity (inside glove box).....	S	S
Backup.....	S	S	Mirrors, Exterior.....		
Directional Signal Indicators—Fender Mtd.....	S	S	Remote Control, Left Side.....	S	M
Front Door Courtesy.....	S	NA	Manual, Right.....	M	M
Rear Door Courtesy.....	S	NA	Moldings, Exterior.....		
Dome, Center.....	NA	S	Belt—Full Length.....	S	S
"Fasten Belts" Reminder.....	S	S	Door Edge Protectors.....	S	M
Glove Box.....	S	S	Bright Drip Rail.....	S	S
Ignition Switch w/Time Delay.....	S	S	Positive Crankcase Vent System.....	S	S
"Lock Doors" Reminder.....	S	S	Power.....		
Map & Courtesy.....	S	S	Brakes (disc front, drum rear).....	S	S
Marker, Front.....	S	S	Door Locks.....	S	M
Master Cylinder Warning.....	S	S	Steering.....	S	S
Reading Lights, Rear.....	S	NA	Parking Brake Release, Vacuum.....	S	S
Sequential Taillights.....	S	S	Bench Seats, 6-way.....	E(1)	F
Sentry Signal Warning.....	S	S	Split Bench Seats, 6-way—left or left and right.....	E(2)	NA
TorqueFlite Selector.....	S	S	Bucket Seat, 6-way—left and right.....	S*	NA
			Trunk Lid Release.....	F	F
			Windows, Electric, w/Safety Lock-Out Switch.....	S	S

*Std. when optional buckets are ordered.

Imperial Standard and Optional Equipment (CONTINUED)

	LeBaron	Crown		LeBaron	Crown
Power, Cont.			Spare Tire Cover—Standard w/dual A/C.....	E	E
Vent Wings, Electric (N.A. 2-dr. H.T. w/air cond.)..	E	E	Steering Wheels		
Radios			4-spoke w/full horn ring and rectangular padded center.....	S	S
Golden Touch Tuner—AM.....	E	E	Tilt-A-Scope.....	E	E
Golden Touch Tuner—AM/FM.....	E	E	Sun Visors, Padded.....	E	S
AM/FM Stereo Multiplex with Stereo Tape—			Tires		
Includes 3 front speakers and 2 rear speakers.....	E	E	9.15 x 15" Blackwall.....	S	S
(All radios include power antenna. AM and AM/FM			9.15 x 15" Whitewall 2-Ring.....	E	E
radios include a floor-mounted foot control			9.15 x 15" Whitewall 2-Ring—Fiberglass Belted.....	E	E
button —AM and AM/FM radios include single			Trailer-Towing Package.....	E	E
rear-seat speaker.)			Transmission, TorqueFlite Automatic.....	S	S
Shoulder Belts—Right & left—front.....	S	S	Trip Odometer.....	S	S
Shoulder Belts—Right & left—rear.....	E	E	Undercoating with Hood Silencer Pad.....	S	S
Seat-Back Storage Pockets.....	S(3)	NA	Vinyl Roof—Black, Blue, Champagne, White, Green,		
Seats, Front			Walnut.....	S	NA
Bench Seat—Pull-down center armrest.....	NA	S(4)	Vinyl Roof—Black, Champagne, Green, White.....	NA	E
Split-Back Bench w/folding center armrest.....	S(1)	S(1)	Walnut Appliques on: Door trim panels, glove box		
Individual Bench, 50/50 split, reclining right side,			door, instrument faces and switches and dials.....	S	S
individual pull-down center armrests.....	S(2)	NA	Wheel Covers—Color-keyed 15".....	S	S
Individual Contour, right side reclining, fixed center			Windshield Wipers—Concealed, 3-Speed Electric.....	S	S
cushion w/folding center armrest.....	E(1)	NA			

(1) 2-door hardtop.

(2) 4-door hardtop.

(3) 4-door hardtop with optional leather trim.

(4) 4-door sedan & 4-door hardtop.



IMPERIAL '69

1969 IMPERIAL COLOR AND TRIM SELECTOR

Selecting the Color and Upholstery

Turn to the page that shows the color and trim combinations for the particular model. There is a list of the recommended exterior paints with each trim illustration, and a picture of the seat types for which the trim is available.

Color chips and vinyl roof and convertible top samples are bound in the back of the book. Match the exterior color recommendations with the upholsteries you like and select the most desirable combination.

The separate large color and trim book contains fabric swatches that give the feel and color of an actual sample.

Refer to the order code lists when ordering a car, since they will show any changes in availability.



Table of Contents

	Page
Imperial LeBaron—4-door Hardtop	
Standard interior trims	4
Optional interior trims	5
Imperial LeBaron—2-door Hardtop	
Standard interior trims	6
Optional interior trims	7
Imperial Crown Models	
Standard interior trims	8
Vinyl Roofs	9
Imperial LeBaron Hardtops	10
Imperial Crown Models	11
Interior Color Accents	12, 13
Exterior Colors	
Vinyl Roof (Sample Grains)	

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence specifications, equipment, and prices are subject to change without notice.

Rev. 10-68

IMPERIAL LE BARON 4-door Hardtop STANDARD cloth and leather split bench seat.



MD8 Burgundy
Exterior: A4, A8, L1,
M9, W1, X3



MD9 Dark Blue
Exterior: A4, A8, B3,
B9, W1, X3 (L1)



Imperial LeBaron 50/50 split bench seat, individually adjustable with separate front center armrests and reclining seat-back for passengers.



MD6 Dark Green
Exterior: A4, F1, F8,
F9, L1, W1, X9, Y3, Y4 (B3, T3)



MD4 Walnut and Beige
Exterior: E7, F3, F8,
L1, T3, T7, W1, X3, Y3 (F9)



MD5 Light Turquoise
Exterior: A4, A8, Q4,
W1, X9 (L1)



MDX Black
Exterior: All Imperial
Colors

NOTE: Exterior codes in () are acceptable but not recommended.



IMPERIAL LE BARON 4-door Hardtop OPTIONAL leather split bench seat



MSY Gold
Exterior: F8, W1, X9,
Y3, Y4 (F8)



MSD Light Blue
Exterior: A4, A8, B3,
B9, W1, X9



MSD Dark Blue
Exterior: A4, A8, B3,
B9, W1, X9 (L1)



MSC Dark Green
Exterior: A4, F3, F8,
F9, L1, W1, X9, Y3, Y4 (T3, T7)



MSN Black Gold
Exterior: F1, F8, L1, T3,
W1, X9, Y3, Y4 (T7)



MSR Dark Red
Exterior: A4, A8, L1,
W1, X9



MST Dark Saddle
Exterior: E7, F3, F8,
L1, T3, T7, W1, X9, Y3 (F9)



MSN White
Exterior: All Imperial
Colors



MSC Black
Exterior: All Imperial
Colors

NOTE: Exterior codes in () are acceptable but not recommended.

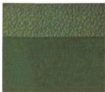
IMPERIAL LE BARON 2-door Hardtop STANDARD cloth and leather bench seat



MBQ Light Turquoise
Exterior: A4, A8, S4, W1, X9 (L1)



MBQ Dark Blue
Exterior: A4, A8, B3, B9, W1, X9 (L1)



MBQ Dark Green
Exterior: A4, F3, F8, F9, L1, W1, X9, Y3, Y4 (T3, T7)



MBK Walnut and Beige
Exterior: E7, F3, F8, L1, T3, T7, W1, X9, Y3 (F9)



MBM Burgundy
Exterior: A4, A8, L1, W1, X9



MBX Black
Exterior: All Imperial Colors

NOTE: Exterior codes in () are acceptable but not recommended.



IMPERIAL LE BARON 2-door Hardtop

OPTIONAL leather bucket seat



MEX Light Blue
Exterior: A4, A9, B3, B9, W1, X9



MEX Dark Green
Exterior: A4, F3, F8, F9, L1, W1, X9, Y3, Y4 (T3, T7)



MEX Dark Saddle
Exterior: F7, F3, F8, L1, T3, T7, W1, X9, Y3
(F9)



MEX White
Exterior: All Imperial Colors



MEX Black
Exterior: All Imperial Colors

NOTE: Exterior codes in () are acceptable but not recommended.

IMPERIAL CROWN 4-door Sedan, 4-door Hardtop **STANDARD** cloth and vinyl bench seat (BI Codes)
2-door Hardtop **STANDARD** cloth and vinyl split-back bench seat (BI Codes)

Rev. 10-68—8



D1G-M3G Light Green
Exterior: A4, F1, F8,
F9, W1, X9(L1, T7, T8)



D1D-M3D Dark Blue
Exterior: A4, A5, B1, B9, W1, X9 (L1)



D1K-M3K Walnut and Beige
Exterior: L7, F1, F8, L1, T3,
T7, W1, X9, Y3 (F9)



D1M-M1M Burgundy
Exterior: A4, A5, L1,
M9, W1, X9



D1G-M3G Light Turquoise
Exterior: A4, A5, Q4,
W1, X9 (L1)



D1X-M3X Black
Exterior: All Imperial
Colors

NOTE: Exterior codes in () are acceptable but not recommended.



VINYL ROOFS

LeBaron presents a choice of six vinyl roofs, standard on both the two- and the four-door hardtop.

A choice of four vinyl roofs is optional on Crown models.

The pictures on pages 10 and 11 show the distinctive difference between the vinyls used on LeBaron and Crown.

On both LeBaron and Crown, the vinyl roof material covers the windshield corner post and the top, and completely surrounds the rear window.

INTERIOR COLOR ACCENTS

The entire interior of each Imperial is color-harmonized with the fabric selected for the seats. The charts on pages 12 and 13 indicate the harmonizing color used on each interior component.

VINYL ROOFS—STANDARD ON ALL LE BARON HARDTOPS

IMPERIAL LE BARON



Blue-Code V1B

Exterior: B3, B9 (all interiors)
A4, A5, W1 (blue interiors)
(X3) blue interiors



Green-Code V1F

Exterior: F3, F5, F9 (all interiors)
A4, L1, W1, T3 (green interiors)
(X3, Y1) green interiors



Walnut-Code V1X

Exterior: L1, T3, T7 (all interiors)
(W1, X3, T3) tan interiors



Champagne-Code V1L

Exterior: All except A4, A5, T3
(all interiors)
(A4, A5) all interiors



White-Code V1W

Exterior: All Imperial Colors



Black-Code V1E

Exterior: All Imperial Colors

NOTE: Exterior codes in () are acceptable but not recommended.



VINYL ROOFS—OPTIONAL ON CROWN MODELS

IMPERIAL CROWN



Green-Code VIF

Exterior: F3, F8, F9 (all interiors)
A4, L1, W1, X9, Y3 (green interiors)
(Y4) green interiors (A4,
L1, W1, X9) black interiors



Champagne-Code V18

Exterior: All except A4, A9, Y3
(with all interiors)
(A4, A9) all interiors



White-Code V1W

Exterior: All Imperial Colors



Black-Code V1X

Exterior: All Imperial Colors

NOTE: Exterior codes in () are acceptable but not recommended.

1969 IMPERIAL INTERIOR COLOR ACCENTS

L=Leather V=Vinyl C=Cloth Lt.=Light Med.=Medium Dk.=Dark

Trim Code	Material	Seat Insert	Bolster	Carpets	Instrument Panel and Panel Shelf	Steering Wheel	Headlining
MSB, MRB	L & V	Lt. Blue	Lt. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Lt. Blue
MSD	L & V	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue
MSM	L & V	Black/Gold	Black/Gold	Black	Black	Black	Black
MSG, MRG	L & V	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green
MSR	L & V	Med. Red	Med. Red	Med. Red	Dk. Red	Dk. Red	Med. Red
MST, MRT	L & V	Dk. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Tan
MSW, MRW	L & V	White	White	Black	Black	Black	White
MSX, MRX	L & V	Black	Black	Black	Black	Black	Black
MSY	L & V	Gold	Gold	Med. Gold	Dk. Gold	Dk. Gold	Lt. Gold
MBD, MDD	C & L	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue

Continued, next page

1969 IMPERIAL INTERIOR COLOR ACCENTS

L.—Leather V.—Vynl C.—Cloth Lt.—Light Med.—Medium Dk.—Dark

Trim Code	Material	Seat Insert	Bolster	Carpets	Instrument Panel and Panel Shell	Steering Wheel	Headlining
MBG, MDG	C & L	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green	Dk. Green
MBK, MDK	C & L	Lt. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Tan
MBM, MDM	C & L	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy
MBQ, MDQ	C & L	Lt. Turquoise	Lt. Turquoise	Med. Turquoise	Dk. Turquoise	Dk. Turquoise	Lt. Turquoise
MBX, MDX	C & L	Black	Black	Black	Black	Black	Black
MDQ, DID	C & V	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue	Dk. Blue
MDG, DIG	C & V	Lt. Green	Lt. Green	Dk. Green	Dk. Green	Dk. Green	Lt. Green
MDK, DIK	C & V	Lt. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Dk. Tan	Lt. Tan
MDM, DIM	C & V	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy	Dk. Burgundy
MDQ, DIQ	C & V	Lt. Turquoise	Lt. Turquoise	Med. Turquoise	Dk. Turquoise	Dk. Turquoise	Lt. Turquoise
MDX, DIX	C & V	Black	Black	Black	Black	Black	Black

Body Style.....Interior Code

Le Baron 4-door Hardtop.....MS & MD
 Le Baron 2-door Hardtop.....MR & MB
 Crown 4-door Sedan.....JD1

Crown 4-door Hardtop.....D1
 Crown 2-door Hardtop.....M3

EXTERIOR PAINTS

The following paint chips accurately reproduce the 17 Imperial color choices. Imperial beauty starts with the seven-step dip-and-spray process that cleans the metal and protects it from rust. Then two coats of epoxy primer are baked on to provide a base for two coats of acrylic enamel in the color of your choice. This finish is not only tough, but it can be buffed to shine like new even after years of service.

VINYL ROOFS

The green swatch is a sample of the Levant-grain vinyl that is standard on Imperial LeBaron two- and four-door hardtops. The six color choices are shown on page 10.

The champagne swatch is a sample of the Boar-grain vinyl roof optional on Imperial Crown models. The four color choices are shown on page 11.





A4 PLATINUM METALLIC



A9 CHARCOAL METALLIC



B3 BAHAMA BLUE METALLIC

B9 MIDNIGHT BLUE METALLIC



E7 DARK BRIAR METALLIC



F3 SURF GREEN METALLIC



F8 JADE GREEN METALLIC



F9 DARK EMERALD METALLIC



L1 NAVAHO BEIGE



M9 DEEP PLUM



T3 BRONZE MIST METALLIC



Q4 AQUAMARINE METALLIC

T7 TUSCAN BRONZE METALLIC



W1 SPINNAKER WHITE

X9 FORMAL BLACK

Y3 CHAMPAGNE

Y4 CLASSIC GOLD METALLIC