



VALIANT
CHARGER
BY CHRYSLER



CHARGER 770



Design concept. A car for the man who's seen a bit of life; likes his luxury; hates being bored. A combination of 5-place practicality, Car of the Year value; and the best looks in Australia.

Styling. When you start thinking about changing the looks of a car like Charger, you go easy.

You keep the swept-back lines and wide, wide track. You keep the wedge-shape design and spoiler rear end. And the ideal 105" wheelbase.

What you do is build on success.

By adding things like a new grille with unique vertical treatment and round headlamps.

Like all Chrysler cars, the 770 has an optional full-length, vinyl filled chrome moulding that looks good and protects the sides on parking lots.

Also a fluted moulding that runs under the doors.

You get radial tyres mounted on styled road wheels and a sports filler cap. Vinyl roof-side trim. And a chromed exhaust tip.

All standard equipment.

Inside. The reclining high-backed buckets have integral head restraints. And the padding has been slightly adjusted for even better lumbar and side support. New colours, new styles, too.

The open dash-panel provides for easy instrument reading. There's a 3-spoke steering wheel. Carpet right up to the doors. Ventless glass.

The speedo reads in both metric and imperial measures and the tach is eye-keyed so that a quick glance counts your revs.

Plenty of lights where you need them—floor level lighting illuminates the floor for easy entry.

Performance. A standard Hemi 265 2-barrel with 4-speed floor shift; optional 3-speed automatic.

Optional engines. The 265 Hemi Six Pack; the 318 2-barrel V-8 (automatic transmission only); or the 340 V-8 (automatic transmission only). Power brakes come standard, with any engine.

Options open to you. You can now gear up any Charger with virtually any option. See page 8 for the full list.

CHARGER XL



Design concept. A man gives a woman a permanent home and suddenly he's Walter Married; strictly conservative. Not with this car. Charger XL is a family car that doesn't look or act like it. Seats 5. Plenty of boot. Perfectly priced.

Looks. If you have children, chances are they yell "Hey, Charger" whenever one comes down the street.

The car has had an impact. The styling has been approved by the public.

So, this year's XL has been given the velvet-glove treatment. A new grille of bold, striking rectangles.

Horizontal taillamps with silver surrounds. Special XL ornamentation. Outline mouldings along the door sills and around wheel arches.

That's it. No needless tampering.

Inside. The high-backed bucket seats recline all the way, and head restraints are an integral part of the seat back.

Buckets are specially contoured to cradle you in the corners, and padded to fight road fatigue.

There are seat belts for everybody, with mini-push buttons.

The carpet is standard equipment. So is the day/night prismatic rearview mirror, and the instrument panel colour-keyed to match the trim.

We try to think of everything. Extra-care engineering again.

Performance. You stop on the best brakes in the business. Front discs with sliding calipers. (See page 9.) Excellent fade resistance, greater safety.

The basic engine is our proven Hemi 245. It's done some 5,000,000 owner miles in 3 years.

And you get performance in a league with most V-8's; yet the economy of a Six.

Optional: The Hemi 265 2-barrel; the 265 with Six Pack; or the 318 V-8 linked to an automatic transmission.

Add-ons. Pick your list of options, and you can put it on any Charger. That's the basic idea this year. With few exceptions, you can equip your car with anything we offer. Details on page 8.





THE CHARGER



Design concept. This is the package that brings Car of the Year value within reach of everyone. Our lowest priced model. But you'd never pick it from the list of standard features.

Looks. You get the new Charger grille with bold rectangles and round headlamps.

You get that smoothly-raked roof and new pivoting rear quarter window. Plus wedge-shape styling.

You get flush-fitting door handles.

In short, you get the kind of styling that made Charger the best selling two-door car of 1972.

Inside. There's high-backed buckets with integral head restraints, they're a different shape and come in new styles this year.

A new open instrument panel with full instruments; and the speedo is graduated in both imperial and metric measures.

A new "lane-change" feature. When you intend to switch lanes, you depress the trafficator lever to the first position, then release. Pressed all the way down, it gives you normal turn signals.

There's a two-spoke sports steering wheel. A combination steering column/ignition lock that operates with a reversible key.

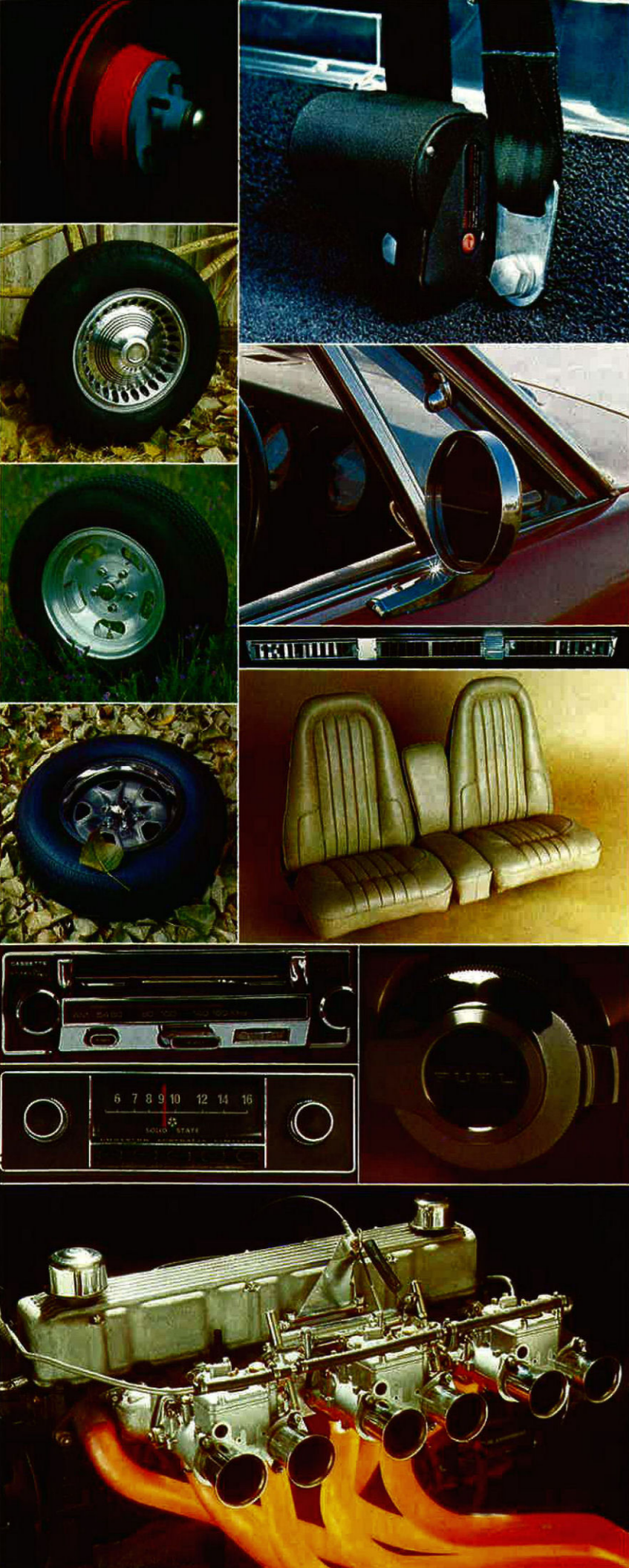
A floor-mounted handbrake that drops out of the way when engaged. Remote-controlled ventilation. Standard reversing lights and a heater/demister. And a long list of standard safety features. (See the back cover.)

Engines and transmissions. Standard is the regular-petrol Hemi 215. (Saves you about 3 cents per gallon.) Or you can have the Hemi 245, Hemi 265 2-barrel or 6 pack.

Three-speed column shift is standard. 3 or 4 on the floor, 3-speed column-shift automatic or console auto are optional.

Doing Charger your way. Just turn to page 8. Our new list of optional equipment lets you add almost anything you want.

- Shown at right (left column)*
- Sliding caliper disc brakes.
- Satellite wheel covers. Optional on Charger and Charger XL.
- Wide track mag wheels. Optional on all models.
- Styled road wheels, standard, Charger 770. (Optional all other models.)
- Stereo cassette player with Searchtune AM radio. Optional on Charger 770.
- Optional 13-transistor solid-state push button radio.
- Optional 265 cu.in. Hemi 3 x 2 barrel Weber.
- Shown at right (right column)*
- Retractor seat belts. Optional all models.
- Optional remote controlled rearview mirror and vent windows.
- Optional Chrysler Airtemp air conditioning.
- Charger XL (auto.) front bucket seat with fold-down centre armrest.
- Sports petrol filler cap.



BUILD YOUR OWN CHARGER

The concept. The last time you bought a new car, you probably couldn't get the options you wanted on the car you wanted.

The new Charger changes all that. You can put almost any piece of equipment on any model.

Shown at left are some of our most popular options.

The chart below gives you the full list, with the availability for each Charger.

From dress-up packs to a wide range of new seats; from air conditioning to a choice of axles; it's just a matter of deciding, then doing things *your way*.

OPTIONS	CAR MODELS		
	CHARGER XL	CHARGER	CHARGER 770
COMFORT/CONVENIENCE			
Air conditioning (includes tinted glass)	O	O	O
Power steering (auto only)	O	O	O
Centre cushion/armrest (not with floor shift.)	O	S	
Bucket seats—Non reclining—vinyl	S		
Bucket seats—Reclining—vinyl		S	S
Bucket seats—Reclining—cloth & vinyl		O	O
Vent windows	O	O	O
13 transistor push button radio	O	O	O
Search tune radio with tape player			O
Retractor seat belts	O	O	O
Laminated windshield	O	O	O
DECOR/DRESS-UP			
Styled wheels 6.5" (require 185 SR x 14" or E70 HR x 14" tyres)	O	O	S
Cast alloy wheels 7" (require E70 HR x 14" tyres)	O	O	O
Convenience Pack I:—Soft grip steering wheel, glove box lock, remote controlled mirror, prismatic mirror	O		
II:—Soft grip steering wheel, glove box lock, remote mirror		O	
III:—Glove box lock, remote mirror			O
Sports Package includes:—Stripe treatment, instrument cluster, 3 spoke steering wheel, wheel covers	O	O	
Protection Package includes:—Body side vinyl filled moulding—Rear overriders	O	O	O
PERFORMANCE			
215 cu. in. single barrel Hemi	S		
245 cu. in. single barrel Hemi	O	S	
265 cu. in. 2 barrel Hemi	O	O	S
265 cu. in. Hemi 3 x 2 barrel Weber 6 pack (with 4 speed only)	O	O	O
318 cu. in. 2 barrel V8 (with auto only)		O	O
340 cu. in. 4 barrel V8 (with auto only)			O
Electronic ignition	O	S	S
3 speed column shift—manual	S		
3 speed floor shift—manual	O	S	
4 speed floor shift—manual (with carpets only)	O	O	S
3 speed auto—column shift	O	O	
Console auto shift (with carpets only)	O	O	O
Disc brakes	O	S	S
Power brakes	O	O	S
Sure grip differential 3.23:1 (N.A. V-8)	O	O	O
Sure grip differential 3.23:1 (H.D. Six Pack only)	O	O	O
3.23:1 Rear Axle (Not avail. with V-8)	O	O	S
185 SR B.S.W. tyres	O	O	S
E70 HR B.S.W. tyres (mandatory with 6 Pack)	O	O	O
6.95 x 14" W.S.W. tyres	O	O	
F78 x 14" x 4 W.S.W. tyres	O	O	
F78 x 14" x 4 B.S.W. tyres	O	O	
Wheel covers (as sports package)	O	O	

You've seen the new Chargers in the showroom. You've had a good look at the styling, and maybe taken a test drive. Now you need specifics—clear and concise.

To make things simple, this catalogue begins at the end.

It starts by taking a close look at the extra-care engineering we pour into every Charger product.

Then we'll go into the specifics for each model. The design concept; the key features; and optional equipment.

The option story is very important this year. Almost any option can be put on any model. Full details on page 8.

Extra care in engineering. The state of the art.

Chrysler has been taking special pains with engineering ever since the early '60's, when the first "R" and "S" Series Valiants were put on the road.

And today, more than 9 out of 10 Valiants ever produced are *still* on the road.

So extra-care works. But how? Quite often, it means eliminating things that could go wrong.

Example: Ignition points and condensers have always had the problem that they eventually wear out.

But now, all Chargers are available with an ingenious *electronic ignition system*.

Nothing moves. Nothing can wear out. The condenser and points are no longer there. So they'll never have to be replaced.

There's no need for ignition tune-ups (except for plug changes at 18,000 miles or longer.)

And the timing won't have to be touched for 50,000 miles.

Most important—the electronic ignition delivers 35% more starting voltage for sure starts in cold or wet.

It even helps fight pollution. Because it stops incomplete burning of fuel.

Painting with electricity.

Electrophoretic dip (EPD) is our new process for priming Charger bodies.

The body is first placed in a tank full



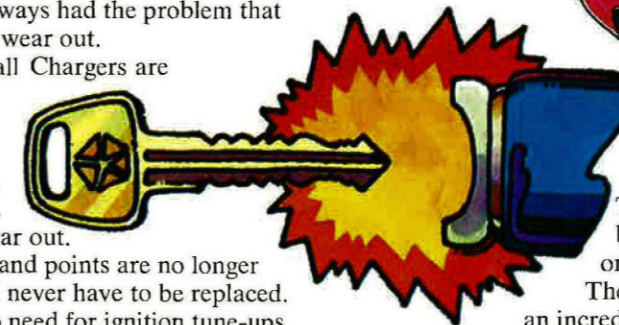
of primer. Then an electric current is run through it (something like silver plating) spreading the primer evenly.

The result is greatly improved rust resistance, because the primer bonds with the body, and penetrates into every little crevice. The surface comes out much more uniform than with spray priming. **A unique twist we discovered a long time ago**

Torsion bar suspension has been an extra-care feature of Chrysler products for over a decade. And so has unibody construction. The two systems complement each other.

Torsion bars "capture" the energy of road shock with a twisting action, something like wringing out a wet towel.

Then if a really bad pothole causes a violent shock, any vibration runs up against unitized



construction. There are no body bolts to shake loose or rattle.

Thousands of welds form an incredibly strong unit, like an airframe.

Extra care, Extra solid Chargers.

This year Chargers come with improved front disc brakes.

Discs have tremendous fade resistance. More efficiency, more safety.

They're the sliding caliper vented type, which means better air circulation for better cooling and that means less fade—greater safety.

The Hemi principle. Expanded.

Hemi is short for "hemispherical combustion chamber"; the ideal shape for the cylinder head of an engine.

It lets our engineers use bigger intake and exhaust ports, for free-breathing efficiency. And the air/fuel mixture swirls smoothly for even, complete burning.

The end result is 6-cylinder economy, and performance on a par with many V-8's.

The Hemi engine has been on the scene for just 3 years. Yet it's already proven by more than 5,000,000 owner miles.

And, this year, we've expanded our Hemi availability. We want you to have your Charger the way *you* want it.



Glass that gives the driver a better break.

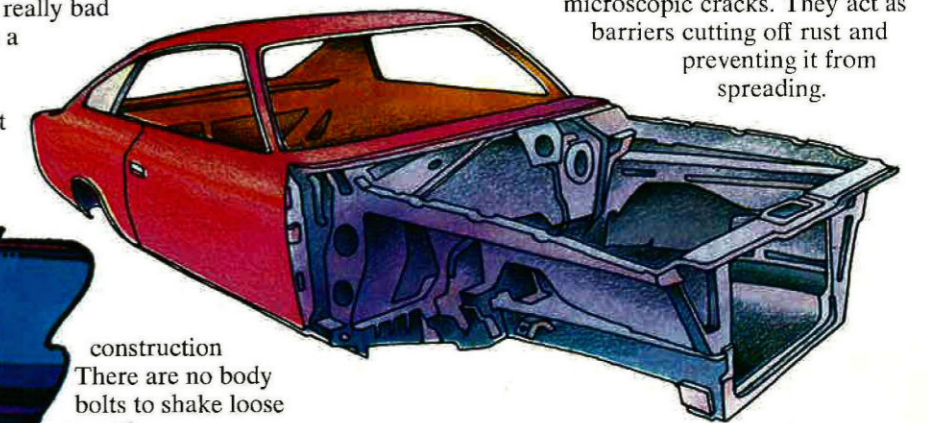
Safety glass has been around for a long time. But on all Chrysler vehicles, it's *zone-toughened* safety glass.

If a truck kicks up a stone, the windshield splits into large pieces on the driver's side, without "spider web" shattering. The driver can still see to pull up safely.

We've barely scratched the surface.

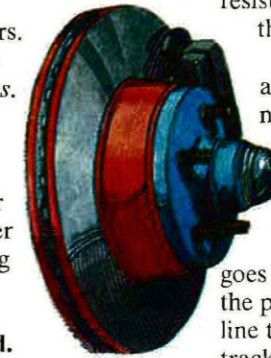
This year we've ended the rust problem. All Charger chrome parts have been "pre-scratched", creating thousands of microscopic cracks. They act as

barriers cutting off rust and preventing it from spreading.



This year, you get the best rubber under the sun. A new material that's highly resistant to ultra-violet and infra-red rays; the major cause of old age in rubber.

Also, this year our rear leaf springs are coated with graphite, so they can never squeak.



Finally, every Charger goes straight from the production line to a test track for final checks.



When you're building cars, a little extra care goes a long way. **Extra care in engineering . . . it makes a difference.**

ENGINES AND SPECIFICATIONS

ENGINE DETAILS

	HEMI 215 SIX	HEMI 245 SIX	HEMI 265 SIX PACK	HEMI 265 SIX	FIREBALL 318 V8	340 V8
Displacement	215 cu in (3523 cc)	245 cu in (4014 cc)	265 cu in (4342 cc)	265 cu in (4342 cc)	318 cu in (5211 cc)	340 cu in (5572 cc)
Max. bhp @ rpm	140 @ 4400	165 @ 4400	280 @ 5000	203 @ 4800	230 @ 4400	275 @ 5000
Max. torque: lb/ft @ rpm	200 @ 1800	235 @ 1800	318 @ 3700	262 @ 2000	340 @ 2400	340 @ 3200
Taxable horsepower (Aust.)	29.7	33.9	36.7	36.7	48.9	52.2
Compression Ratio	8.0:1	9.5:1	10.0:1	9.5:1	9.2:1	10.3:1
Bore x Stroke	3.52" (89.4 mm) x 3.68" (93.5 mm)	3.76" (95.5 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.31" (84 mm)	4.04" (102.6 mm) x 3.31" (84 mm)
Valves	Overhead	Overhead	Overhead	Overhead	Overhead	Overhead
Crankshaft	7-bearing	7-bearing	7-bearing	7-bearing	5-bearing	5-bearing
Tappets	Hydraulic (Self adjusting)	Hydraulic (Self adjusting)	Hydraulic (Self adjusting)	Hydraulic (Self adjusting)	Hydraulic (Self adjusting)	Hydraulic (Self adjusting)
Choke	Manual	Automatic	Automatic	Automatic	Automatic	Automatic
Carburettor	Single 1-bbl. down-draught	Single 1-bbl. down-draught	3 x 2-bbl. side-draught	Single 2-bbl. down-draught	Single 2-bbl. down-draught	1 x 4-bbl. down-draught
Exhaust system	Single outlet	Single outlet	Dual outlet extractors	Single outlet	Single outlet	Single outlet
Air cleaner	Dry-paper element	Dry-paper element	Dry-paper element	Dry-paper element	Dry-paper element	Dry-paper element
Alternator	35 Amp	35 Amp	35 Amp	35 Amp	35 Amp	35 Amp
Recommended Fuel	Standard	Super	Super	Super	Super	Super

Dimensions:

Wheelbase 105" (267 cm). Overall length 179.5" (456 cm). Overall width 74.2" (188 cm). Overall height 54.1" (137 cm). Front track 58.32" (148 cm). Rear track 58.72" (149 cm). (All models except for Charger 770.) Front track 59.32" (150 cm). Rear track 59.72" (152 cm) (Charger 770). Turning circle 37' (11.3 metres). Trunk capacity 22 cu ft (623 cu metres).

Weight (Estimated):

Approx. 2930 lb (1329 kg) (unladen, but with petrol and oil).

Transmission:

Manual: 3-speed all synchromes gearbox (Charger and Charger XL). Shift lever floor mounted all models (except 215 Charger). Gear ratios—1st, 2.95:1; 2nd, 1.69:1; 3rd, 1.00:1; reverse, 3.67:1. 4-speed all synchro. floor shift transmission (6 cyl. only)—Charger 770 std. Optional on Charger and Charger XL. Ratios—1st, 2.82:1; 2nd, 1.84:1; 3rd, 1.32:1; 4th, 1.00:1; reverse, 2.56:1. Automatic: Torqueflite—Torque converter coupled to 3-speed epicyclic transmission—manual override on 1st and 2nd gears. Gear selector lever and quadrant on steering column except on Charger 770 where a floor console selecto-lev is provided.

Rear Axle:

Hypoid semi-floating type. 2-pinion differential with integral carrier. Ratio 3.23:1 (with Hemi 215, and 6 cyl. 770—optional other 6 cyl.) or 2.92:1 (with Hemi 245, 265 or 318 V8). Sure Grip differential housing, preloaded friction cones, available with 3.23:1 ratio with 6 cyl.

Brakes:

Dual master cylinder with separate front and rear brake circuits. 11" (280 mm) ventilated front disc brakes with sliding caliper standard (option with Hemi 215 engine). Power-assisted front disc brakes standard on Charger 770. 9" (230 mm) diameter duo-servo drum brakes rear (standard front brakes with Hemi 215). Shoe clearance adjusts automatically during reverse stops. Swept disc/drum area 327.7 sq in (214 sq cm). Cable operated hand brake floor mounted driver's side.

Wheels and Tyres:

Pressed steel with double-sided safety rims. Rim width 5.50" (140 mm) Charger and Charger XL, 6.50" (165 mm) Charger 770. 6.95 x 14 x 4-ply tyres standard Charger and XL. 185 x 14 sports radial

tyres standard on Charger 770. 6 pack equipped cars have ER70 radials as standard equipment.

Suspension:

Independent front suspension with chromium alloy steel torsion bars. 4-leaf longitudinal rear springs with double action telescopic shock absorbers. Sway bar standard on 770.

Fuel System/Capacity:

Mechanical pump with tank and "in line" filter. Tank capacity 17.5 gallons (79.5 litres).

Instrumentation:

Speedometer. Odometer. Ammeter. Tachometer (770). Fuel gauge. Oil pressure warning light. Water temperature gauge. Braking system and hand brake warning light. High beam warning light. Turn signal indicators.

Steering Gear:

High efficiency recirculating-ball type. Ratio 20:1. Power steering option 15.7:1.

Clutch:

Diaphragm spring with pressure plate. 9½" (240 mm) driving disc. Dual disc clutch with 6 pack gears.

Colour Information:

As colour and trim availability differs between models, separate literature is available.

Comfort/Convenience Items:

Charger standard equipment includes: High-back front bucket seats. Centre cushion armrest standard with 245 automatic equipped cars. Reversible key for doors and steering column/ignition locks. Ash trays front and rear. Remote-controlled fresh-flow ventilation. Interior courtesy light. Driver's side floor mounted ratchet-type hand brake. Coat hooks. Cigar lighter. Door courtesy light switches. Quiet door locks. Padded armrests, front only. Finger tip horn tabs. Extensive sound insulation. Standard heater/demister. Rear quarter "flip-out" windows. Mini push-button seat belts in all seating positions. In addition to the Charger standard equipment listed above, the following equipment is provided on Charger XL.

Charger XL: Trunk compartment lamp. Carpet floor covering. Reclining high-back luxury bolstered front bucket seats. Centre cushion armrest (automatic). Prismatic rear-view mirror. In addition Charger 770 offers the following equipment. Machine finish instrument panel with tachometer. Monolithic foam rimmed 3-spoked

sports steering wheel with centre horn pad. Power-assisted disc brakes. Glove box lamp. Ash receiver lamp. Dual horns. Floor-mounted console with selector when auto transmission is specified. Sway bar. Floor-level lighting. Vanity mirror.

Safety Features:

Standard seat belts, all passenger locations. Integral head restraints. Standard 360° energy-absorbing steering column. Standard heater/demister. Standard dual master cylinder braking system—front disc standard (optional with 215 Hemi). Standard dual cable-operated hand brake, floor mounted with warning light. Standard steering column/ignition lock. Standard flush fitting door handles—side impact protected—non-override. Standard power-operated windshield washers. Standard padded steering wheel hub. Standard 20-speed windshield wipers. Standard non-glare windshield wiper arms and blades. Standard safety padded sunvisors. Standard padded armrest/door handles with soft knob window regulators. Standard cushioned instrument panel (all controls behind steering wheel). Standard break-away interior rear-view mirror. Standard reversing lamps. Standard anti-glare instrument panel. Standard double engine hood latch with interior release handle. Standard safety-zone toughened windshield. Standard double-sided safety wheel rims. Standard "anti-pollution" positive crankcase ventilation. Standard fusible link wiring. Standard variable instrument panel lighting. Standard radiator push-button pressure release valve. Standard solid unibody construction.

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