

New Valiant Taxi. More of a money maker.



More things can be put into a cab to make money than a passenger.

How much money you make on a fare depends on how little you have to spend on your taxi.

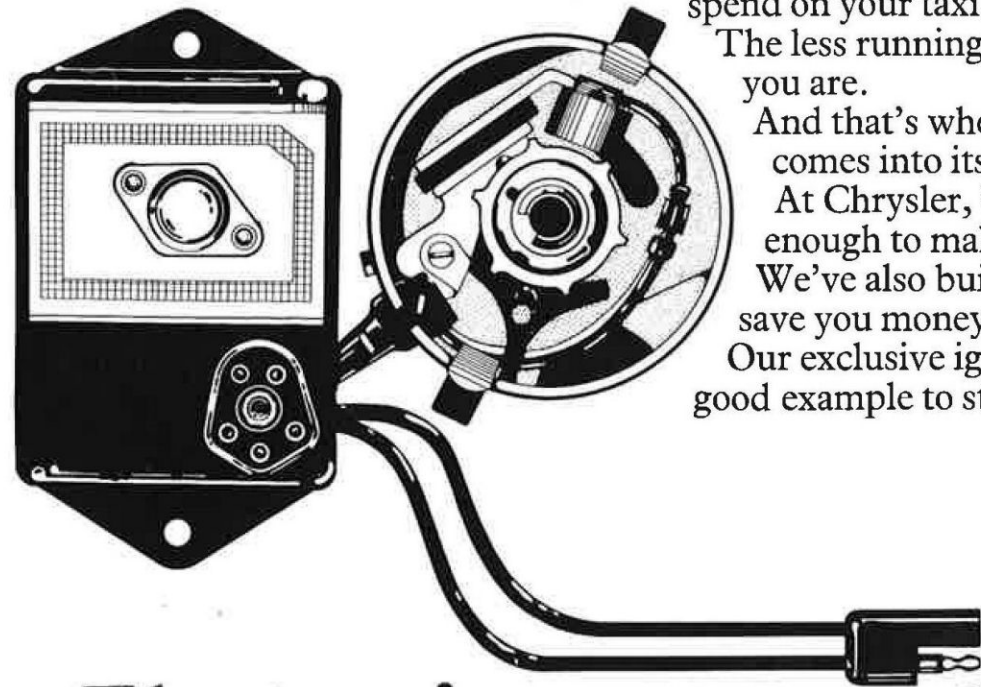
The less running costs are, the better off you are.

And that's where the new Valiant Taxi comes into its own.

At Chrysler, we don't think a meter is enough to make a taxi.

We've also built in the things it takes to save you money.

Our exclusive ignition system is a good example to start with.



Electronic Ignition. It's like getting a tip every fare.

One of the new Valiant Taxi's biggest advantages is new Electronic Ignition.

It delivers up to 35% more voltage than conventional systems for surer starts.

When the rain is bringing in the fares, a wet ignition won't stop you from making the most of it.

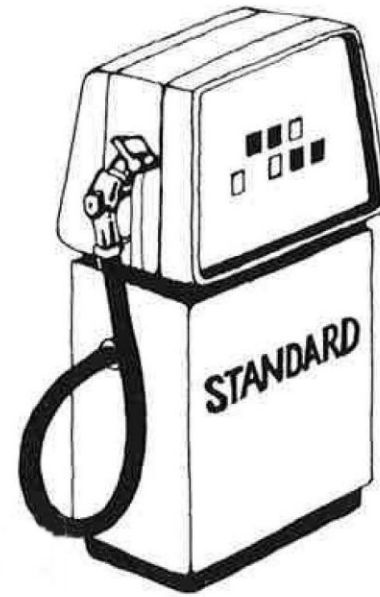
Because there are no points or condenser to wear out or replace, electronic ignition also saves you a lot of tune-ups.

Timing won't have to be touched for 50,000 miles.

New car power is kept for at least 50,000 miles.

Electronic Ignition can even save you money on fuel because it prevents uneven fuel ignition.

If you consider the number of miles you drive in a year, our new ignition can really give your profits a boost.



The Hemi 215 engine is standard. And that's what it runs on.

As well as giving you up to 20% more economy plus the performance of a V8, Valiant Taxi's 215 Hemi saves you 3 cents per gallon on petrol.

Or you can choose the brawny 245 Hemi for extra high torque at low revs, for outstanding flexibility and acceleration.

Heavy duty components. They're a built-in feature.

A Valiant Taxi isn't a car that's been turned into a cab. It's built like a cab to begin with. On the production line.

The components that are going to get a heavy load, are all heavy duty.

When you buy a Valiant Taxi to make money, you can certainly rely on it.

Heavy duty brakes. 9" diameter heavy duty drum brakes with separate front and rear circuits are available, or you have the option of big 11" diameter disc brakes or a power-assisted version of them.

Heavy duty electricals. Because a Taxi has more electrical requirements than a normal car, Valiant Taxis have a 55 amp. hour battery. We've also increased the specification of the wiring loom and it is complete with boot lamp, also 55 amp. alternator and a roof sign lead wire standard.

Heavy on rust-protection. Valiant Taxi bodies are fully immersed in a new electrophoretic dip at the Chrysler plant.

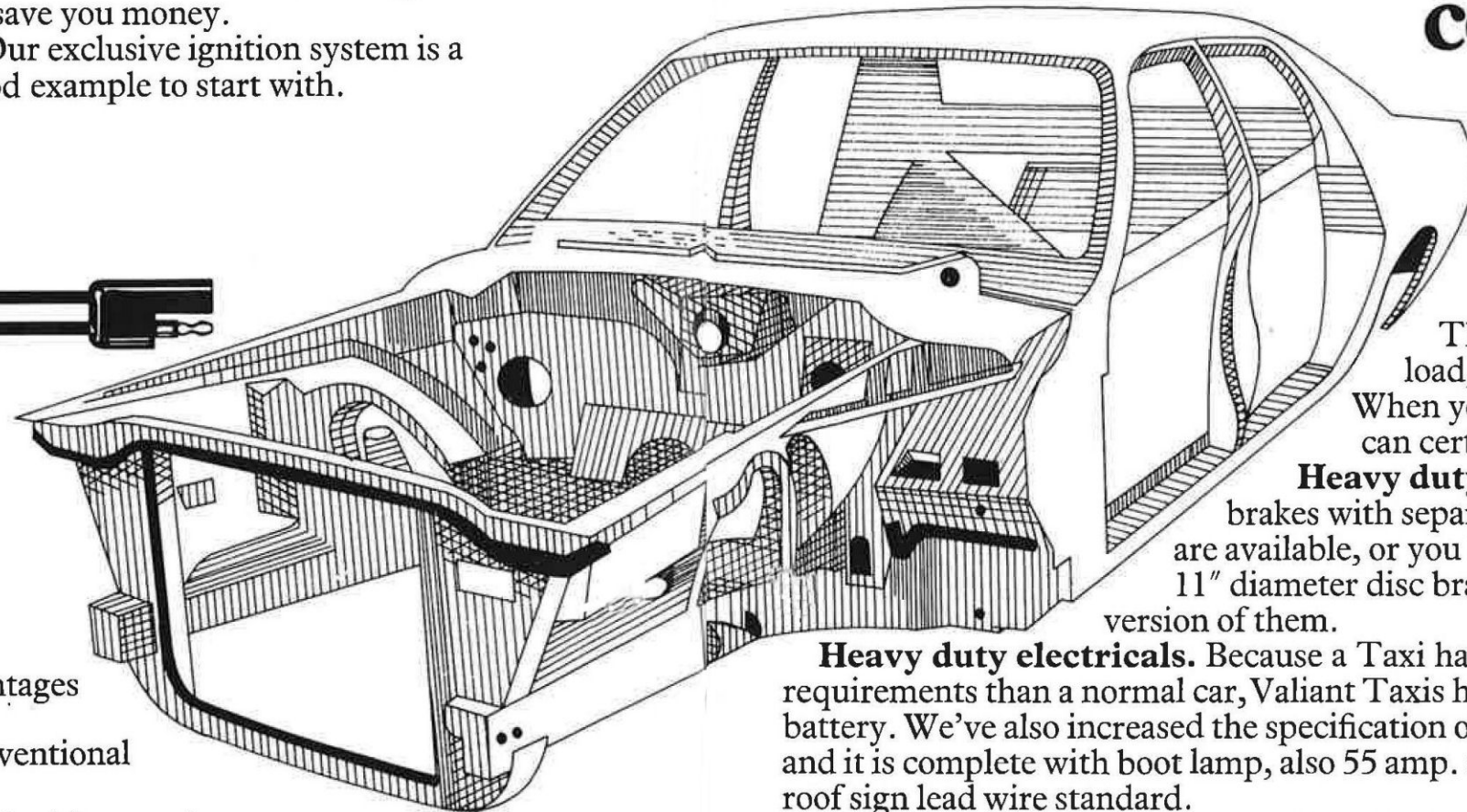
The body and the rust-proofing solution are given opposite electrical charges, so the solution is attracted to every part, nook and cranny of the body.

On a Valiant Taxi, it's all over for rust.

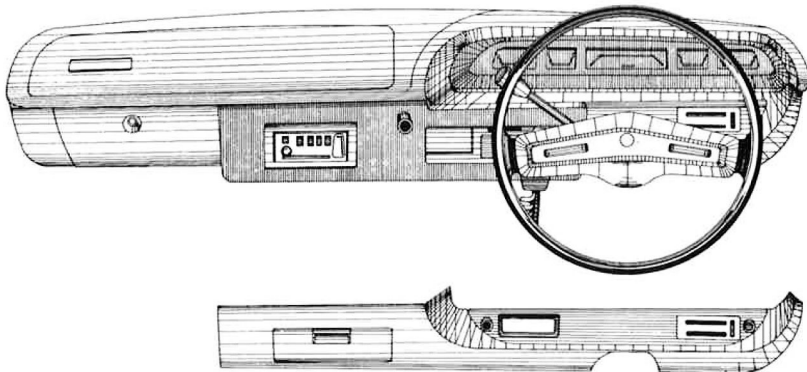
Heavy duty axles. A Valiant Taxi fitted with the standard 215 Hemi engine gives you a choice of rear axles:

A normal 3.23:1 axle or a 3.23:1 sure grip rear axle.

When fitted with the 245 Hemi, you can choose from either of the above axles as well as from a 2.92:1 version.



A dashboard that makes it a better taxi and another that makes it a better trade-in.



Valiant Taxi comes with two dashboards.

A Taxi dash that's especially designed and approved for flush fitting radio and meter and a normal Valiant dash that can be bolted on when you're ready to trade-in your cab.

Since you don't have to cut up your dashboard, you don't cut down resale value.

The special Taxi Maintenance Schedule. It leaves you more time to make money.

Chrysler have designed an exclusive maintenance schedule to keep your cab on the road for as long as possible between services.

And when you do take it in for service, it'll be kept in the dealership for as short as possible.

That way, you've got more time to make more money.

More ways a Valiant Taxi is more of a money maker.

Not having to pay for things is a great way to save money.

You don't have to pay for a custom exterior paint job on your Valiant Taxi.

You don't pay any extra for Chrysler's 50,000 mile or 12 month warranty either.

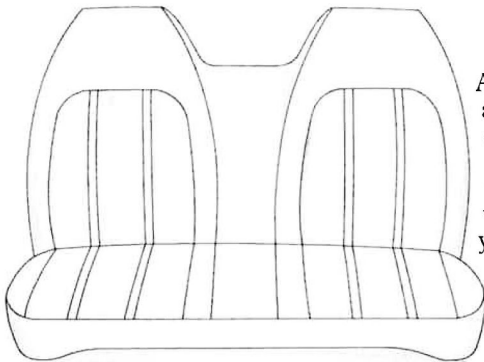
And if you should ever need replacement parts, they're always available nation wide.

Why make things hard for yourself? In a Valiant Taxi you can take it easy.

The interior of a Valiant Taxi is designed as much for you as it is for your passengers.

High-backed bench seats, raked for maximum comfort, let you take it easy.

With plenty of fore and aft travel, you can take hours at a stretch.

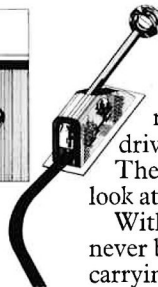
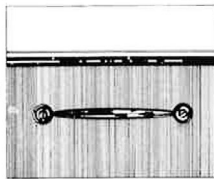


And because the seats are covered in easy-to-clean vinyl, it only takes a quick wipe to get your cab spick and span.

For your customers' benefit, Valiant Taxis feature arm rests on all doors as well as chrome door-pull handles.

Plus of course, Valiant's generous amount of head, leg, hip and shoulder room.

(For exact amounts of room, turn to the back page.)



So that you can always have things under control, we've placed a remote control boot release within easy reach of the driver's seat.

The boot itself is worth taking a look at, too.

With 29 cubic feet of space, you'll never be at a loss when it comes to carrying baggage.

Valiant Taxi Specifications.

Dimensions:

Wheelbase 111" (282 cm).
Overall length 192.7" (489 cm). Overall height 55.4" (141 cm). Front track 58.32" (148 cm). Rear track 58.72" (149 cm). Trunk Capacity. 29.0 cu. ft. (.821 cu. metres).

Turning circle: 38.6' (11.7 metres).

Weight (Estimated):

Ranger — Manual and Auto Six 3100 lb. (1406 kg.) unladen but with petrol and oil. For power steering add 40 lb. (18 kg.).

Transmission:

Manual: 3-speed, all synchromesh gearbox. Shift lever column mounted all models. Gear ratios — 1st, 2.95:1; 2nd, 1.69:1; 3rd, 1.00:1; reverse, 3.67:1. 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.

Rear Axle:

Hypoid, semi-floating type. 2-pinion differential with integral carrier. Ratio 3.23:1 standard with Hemi 215 — optional with 245 engine or 2.92:1 (with Hemi 245). Sure Grip differential, housing preloaded friction cones available with a 3.23:1 ratio.

Brakes:

Dual master cylinder with separate front and rear brake circuits. H.D. drum brakes 9" dia. — heavy duty linings — non-self adjusting or 11" (280 mm) ventilated front disc brakes with sliding caliper. Cable-operated handbrake, floor mounted on driver's side.

Wheels and Tyres:

Pressed steel with double-sided safety rims. Rim width 5.50" (140 mm), 6.95 x 14 x 4-ply tyres standard.

Engine Details

Displacement
Max. BHP & RPM
Max. torque: lb/ft @ RPM
Taxable horsepower (Aust.)
Compression Ratio
Bore x Stroke

Valves
Crankshaft
Tappets

Choke
Carburettor

Exhaust System
Air Cleaner
Alternator
Recommended Fuel

Hemi 215 Six

215 cu. in. (3523 cc)
140 @ 4400
200 @ 1800
29.7
8.0:1
3.52" (89.4 mm)
3.68" (93.5 mm)
Overhead
7-bearing
Hydraulic
(self adjusting)
Manual
Single l-ssl,
down-draught
Single outlet
Dry-paper element
55 amp.
Standard

Hemi 245 Six

245 cu. in. (4014 cc)
165 @ 4400
235 @ 1800
33.9
9.5:1
3.76" (95.5 mm)
3.68" (93.5 mm)
Overhead
7-bearing
Hydraulic
(self adjusting)
Automatic
Single l-ssl,
down-draught
Single outlet
Dry-paper element
55 amp.
Super

Suspension:

Independent front suspension with chromium alloy steel torsion bars, 4-leaf longitudinal rear springs with double-action telescopic shock absorbers.

Fuel System/Capacity:

Mechanical pump with tank and "in line" filter. Tank capacity 19.5 gallons (88.6 litres).

Instrumentation:

Speedometer, Odometer. Ammeter. 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 9 1/2" (240 mm) driving disc.

Colour Information:

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

Comfort/Convenience Items:

Ranger standard equipment includes: Luxurious stitched and bolstered seats. 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 hand brake. Coat hooks. Cigar lighter. Front door courtesy light switches. Quiet door locks. Padded armrests. Finger-tip horn tabs. Extensive sound insulation. Standard heater/demister. Mini push-button seat belts in all seating positions.

Safety Features:

Standard seat belts, all passenger locations. Standard 360° energy-

absorbing steering column.

Standard heater/demister. Standard dual master cylinder braking system. Standard 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 windscreen washers. Standard padded steering wheel hub. Standard two-speed windscreen wipers. Standard non-glare windscreen 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 double engine hood latch with interior release handle. Safety-zone toughened windshield. Standard double-sided safety wheel rims. Standard "anti-pollution" positive crank-case ventilation. Standard fusible link wiring. Standard anti-glare recessed instrument panel. Standard variable instrument panel lighting. Standard radiator push-button pressure release valve. Standard solid unibody construction.

All product illustrations and specifications are based on authorized information. Although 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 Australia Limited reserves the right to make changes from time to time without notice or obligation, in prices, specifications, colours and materials, and to change or discontinue models.



**Extra care in engineering . . .
it makes a difference.**