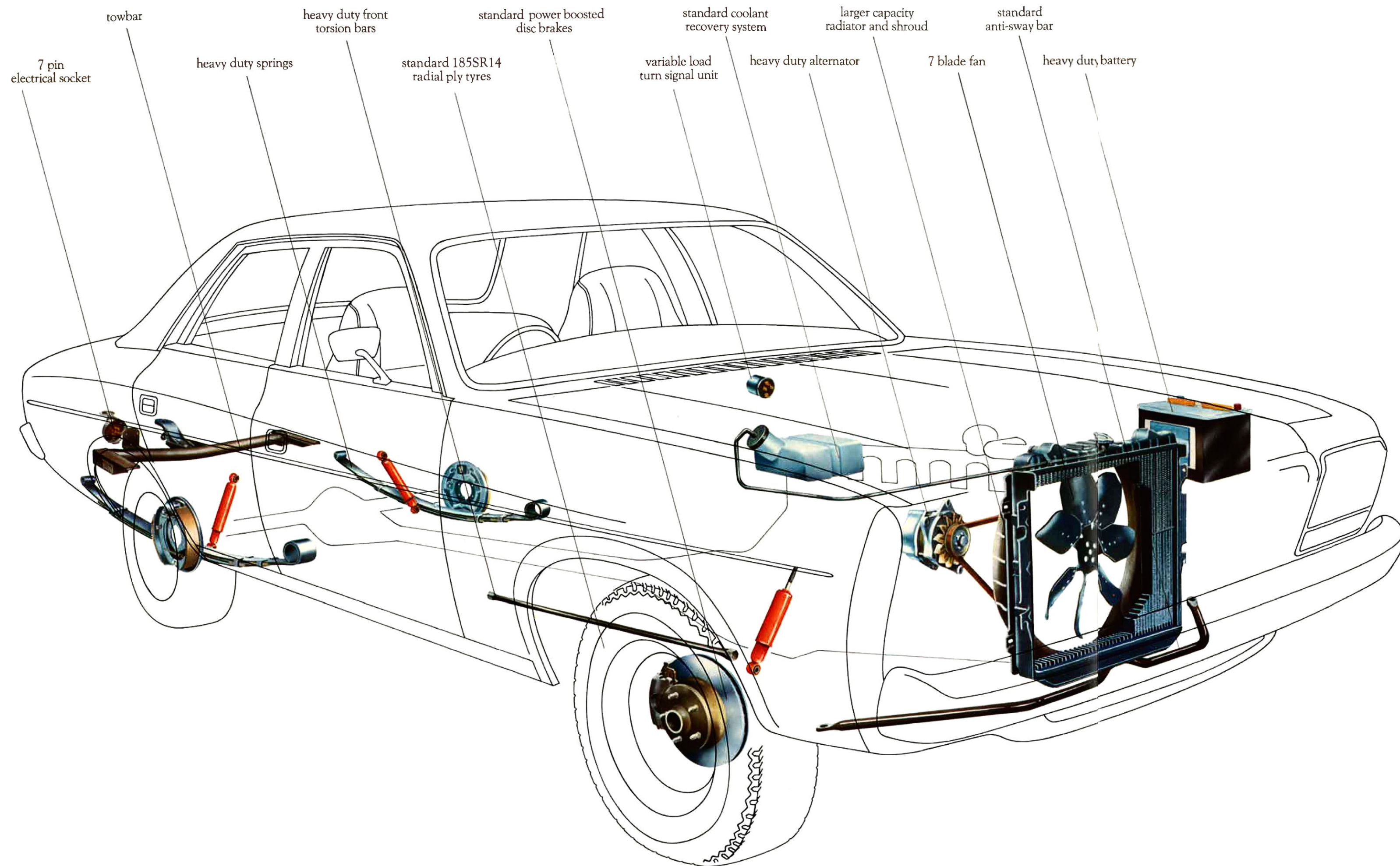


Chrysler's Towing Package. Because there's more to towing than a towbar.





The Chrysler Towing Package. It's built in, not built on.

Towing.

It's hard to avoid. It may be a simple trailer load down to the tip. A boat perhaps. Or, as more and more Australians discover every year, it may be a caravan, the ideal holiday solution. Not only is it economical—no motel, no restaurants, no fares—but now that this country is dotted with well-equipped caravan parks, caravanning lets you get away wherever you want to go.

And the actual business of towing, which once seemed mysterious and tiresome, has itself been simplified.

Lightweight vans and improved highways have made towing almost as popular a pastime as lying in the sun. And with proper preparation, it need be no worry.

PREPARING YOUR CAR

The most important preparation is what you do to your car before you set out. Just as the engine is the heart and lungs of the car itself, so, when towing, it's the car's systems that carry the extra stress. It's the car's braking system that must cope with stopping both the car itself and the added momentum of the caravan.

And it's the same with the other vital systems: cooling, suspension and electrical.

BUILD IT IN? OR BUILD IT ON?

There are two ways to ensure that your car is ready for that strain. Either you can have each system modified after you've bought your car.

Or you can order your new Regal, Valiant, or Charger with Chrysler's Towing Package.

Not only are the packages considerably more economical: the cost of later modification is more than double the cost of the package.

The factory fitted package builds towing capacity right into your car, instead of merely adding it on.

And there are two packages to choose from: medium duty and heavy duty.

You'll find full specifications overleaf but here, briefly, is what the packages contain.

ELECTRICAL

Your car's standard 40 amp system is replaced by high-output 55 amp battery and alternator.

A variable load turn signal unit automatically compensates for the extra burden of a van's indicators, eliminating the danger of slow signalling. Connecting your van's electrical systems to your car is simplified by the standard round seven-pin socket which is wired to the uniform five-pin connections.

COOLING

When an ordinary engine's working at towing, it takes only a hot day, and a tail wind to send its temperature soaring. It's a problem our towing packages eliminate in four ways. First the radiator itself has a larger capacity. Second, the five-bladed fan is replaced by one with seven blades. Third, we fit a plastic shroud behind the radiator to create a wind-tunnel effect that rams cooling air through the radiator, lowering engine temperature.

And fourth, there's a recovery coolant system that recycles radiator overflow, eliminating topping up. It's standard on all models, not part of the towing package. But it adds to your peace of mind.

SUSPENSION

Often in towing, it's the car's suspension that suffers most. In fact some cars never recover from the weight of loads they should never have tackled. Hence the packages' heavy-duty suspension modifications.

Front torsion bars and rear springs and both front and rear shock absorbers to cope with the added weight.

BRAKING

With all the added weight you want to be extra sure about stopping. And Chrysler's got plenty of stopping power.

The front disc brakes are power-boosted and, with the rear brakes, they work together with the standard pressure sensitive proportioning valve. In simple terms this means you get efficient braking, even in continuous braking situations.

THE HEAVY DUTY PACKAGE

In addition to the features above, the Heavy Duty Package, which is rated to 2000 kg (4400 lbs) includes FR 78 steel belted radial ply tyres, a transmission oil cooler, an increased capacity, Hayman Reece towbar and ride leveller shock absorbers.

Towing Tips

With your car properly prepared to take the strain of towing, you're ready for these other pieces of information that'll make your towing holiday as much fun as you've planned.

The weight of your caravan is very important. Discover the safety limit of your car by adding 4 cwt. to the weight shown on the registration label of the car. The total loaded weight of the caravan must not exceed this weight unless independent brakes are fitted to the van. A loaded weight of three-quarters of the towing vehicle is recommended for comfortable travelling. Take care not to load your car's boot too heavily, and distribute weight in the van evenly over the axle, favouring the front of the van with slightly more weight. Keep heavy articles as close to the floor as possible as this increases centre of gravity stability.

Tyres on both car and caravan must be in good condition and inflated correctly: car tyres should be about 4 lbs over usual pressure.

The van's water tanks should be located as near as possible to the centre, low down, and slightly to the rear of the axle.

Before actually setting out, check that your van's electrical coupling is operating efficiently: brake lights, tail lights and turning indicators. Check too that the LP gas cylinder is turned off.

It's also a good idea, after travelling for a mile or so, to check that the coupling is operating correctly. Tyre pressure should be checked at regular intervals but as pressure increases with temperature, wait till the tyres are cold.

For the careful motorist, travelling with a van behind presents no problems. Over-taking of course, demands an awareness of your increased length and decreased power. Be sure you have enough clear vision ahead and ensure you don't cut off the vehicle you're passing when you pull in again. Ordinary road courtesy is demanded of any road user, and caravan users are no different. If you travel slowly causing traffic to bank up behind you, it's merely a matter of common sense to pull over to the side of the road to let that traffic pass. Take care not to follow other vehicles too closely: 100 metres is considered a reasonable distance. In general use your gears rather than brakes. Change down early for hills in order not to lose engine power. Effective rear vision demands that you fit special extendable mirrors to the car.

Medium Duty Towing Package

1250 Kg (2750 lbs) with trailer brakes
1000 Kg (2200 lbs) with trailer brakes
—utility only.

Heavy duty suspension
Heavy duty battery
Heavy duty alternator
7 pin trailer wiring connector
Heavy duty cooling
Variable load flasher

Heavy Duty Towing Package*

2000 Kg (4400 lbs) with trailer brakes
Heavy duty suspension
Heavy duty battery
Heavy duty alternator
7 pin trailer wiring connector
Variable load flasher
Heavy duty cooling
FR 78 steel belted radial ply tyres
Transmission oil cooler
Increased capacity Hayman Reece towbar
Ride leveller shock absorbers

**Available only with 4.3 litre 6 cyl. Auto.
Transmission or 5.2 litre V-8 Auto.
Transmission models.*

"Always consult your Chrysler Dealer for the latest details on specifications, options, prices and availability.

All product illustrations and specifications referred to herein are correct at the time of publication approval. Some of the equipment shown on product illustrations is optional at extra cost and some options may be required in combination with other options.

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