

1984
CHRYSLER
LASER



1984 Chrysler LASER and LASER XE

*... the dream becomes
a reality*

The story behind these all-new Chrysler sports cars is one that began seven years ago with the first products of Chrysler's front-wheel-drive technology. Now that technology, evolving steadily over the years, takes on a wholly new dimension, expressed in uncompromised performance, advanced styling, innovative engineering, outstanding comfort and quality of construction. The Chrysler Laser and Laser XE (and the Daytona Turbo and Turbo Z described in the following pages) offers you the opportunity to own and drive the first North American-built, front-wheel-

drive sports car with a transverse-mounted turbocharged engine. The result is excitement itself, an exhilarating experience in driving that is unique in all the world.

Your passage into the realm of this unique driving experience begins with the shape of the car, aerodynamically designed to achieve drag coefficient of only 0.35 (0.34 for the Daytona Turbo Z); sleek, sophisticated, all rounded corners and curves. Some of the highlights include a lowered hood configuration; soft front bumper fascia with protective rub strips, integral grille opening and integral air dam with cooling slots. Halogen headlamps are set in four-lamp rectangular openings, windshield and windows are set flush with the metal frame. Blackout around

the windows, black exterior remote control aerodynamic mirrors, body accent stripes and a one-piece rear spoiler all contribute to the high-performance look of Laser. Laser XE adds two-tone paint treatment, power remote control exterior mirrors, cast aluminum road wheels and Raised Black Letter performance tires to heighten the visual excitement. Laser XE is powered by the famous Chrysler-built 2.2 litre, 4-cylinder overhead cam engine, with Electronic Fuel Injection and new design and engineering refinements for a special kind of sports-car response. But that's another story in itself, described further on in this brochure. Suffice to say now that the all-new Chrysler Laser and Laser XE have performance to match their get-up-and-go appearance. Take one out on the road and experience the excitement.



Chrysler Laser



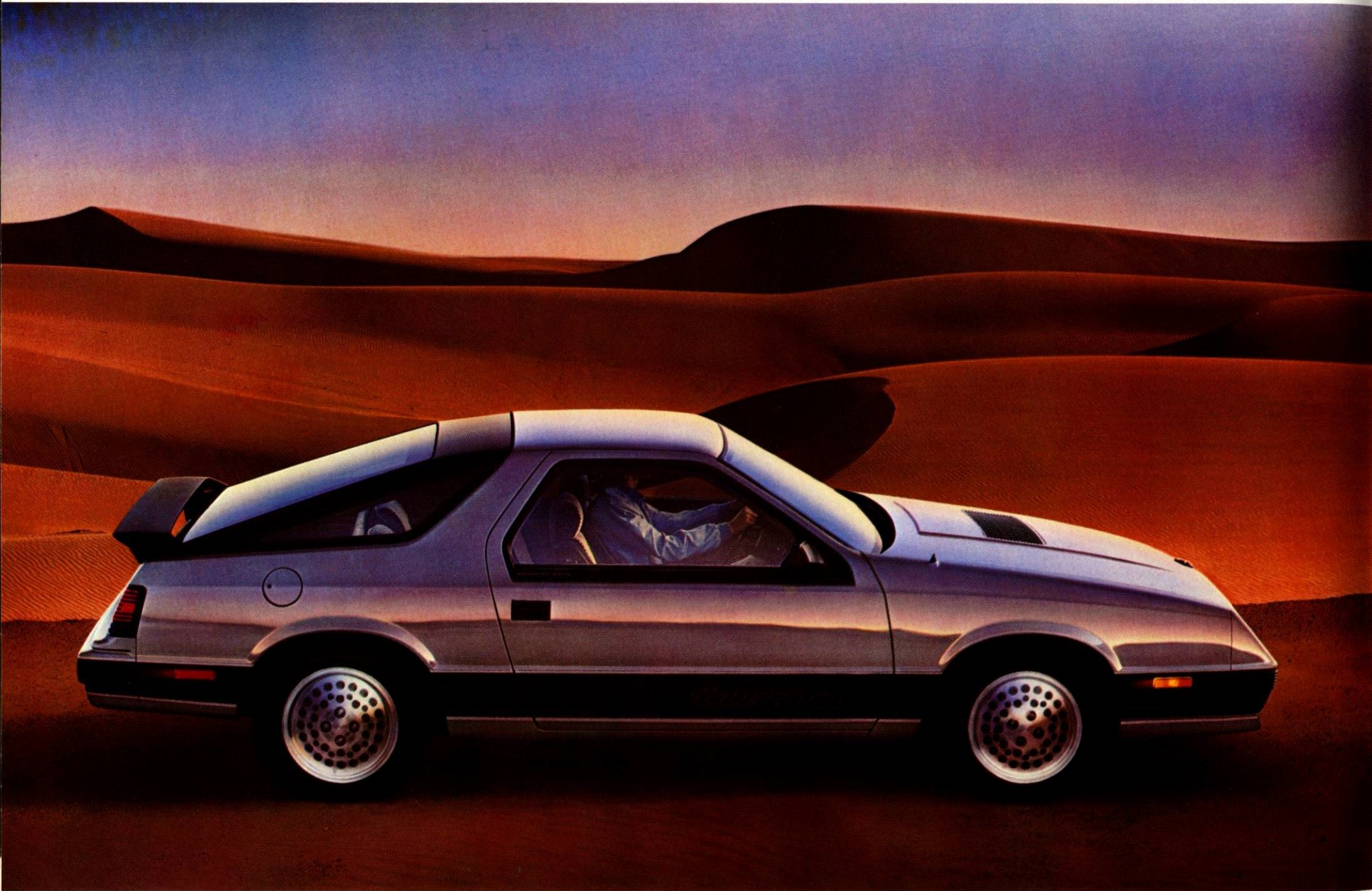
Chrysler Laser XE

Chrysler DAYTONA TURBO and DAYTONA TURBO Z

***new-as-tomorrow
driving machines
born to run today!***

Pulse-pounding responsiveness, lightning-fast reflexes, surefooted stability on straightaway or the tightest curves, precisely balanced steering, positive braking, all of the elements that make for thrills and fun in driving are yours in these high-performance contenders from Chrysler.

All of the outward evidence is there . . . that these are some special kind of driving machines: the Turbo name on the door window frame and lower door panel, the Turbo hood with its functional black cooling louvres, the unique three-piece rear spoiler on the Turbo Z, and the many other accents that lend form to the function of their styling. These cars are shaped to slice the wind, with a very low 0.35 drag coefficient for the Daytona Turbo and, with the addition of special modifiers, an even lower 0.34 for the Daytona Turbo Z.



Chrysler Daytona Turbo

And there is still more to the highly visible story of Daytona Turbo and its Laser counterparts. For example, hood hinges with clock-spring design provides easy opening and positive retention that allow full access to the engine compartment. Framed door glass gives the doors a unique appearance.

The true genius of this car, however, stems not from what's on it but what's built into it. Chrysler front-wheel-drive technology made possible this important automotive first. Combine the expertise and shrewd intuition of Chrysler's engineering team with the possibilities offered by Computer Aided-Design (CAD) and the way is paved for further innovations. A new transaxle-driveshaft design reduces torque-steer to an

insignificant minimum and a break-through in the technology of high-performance turbocharging — water-cooling of the turbo-housing — eliminates high-speed bearing overheat and deterioration.

Little things? Perhaps. But they loom large in the matter of continued enjoyment and satisfaction promised by these trend-setting sports cars.

There is more, of course, to the inside story of these remarkable automobiles. Seating, suspension, construction features . . . both standard and optional. Savour it all as you read the following pages and, as we're sure you will, when you test-drive these new-as-tomorrow driving machines . . . born to run today!



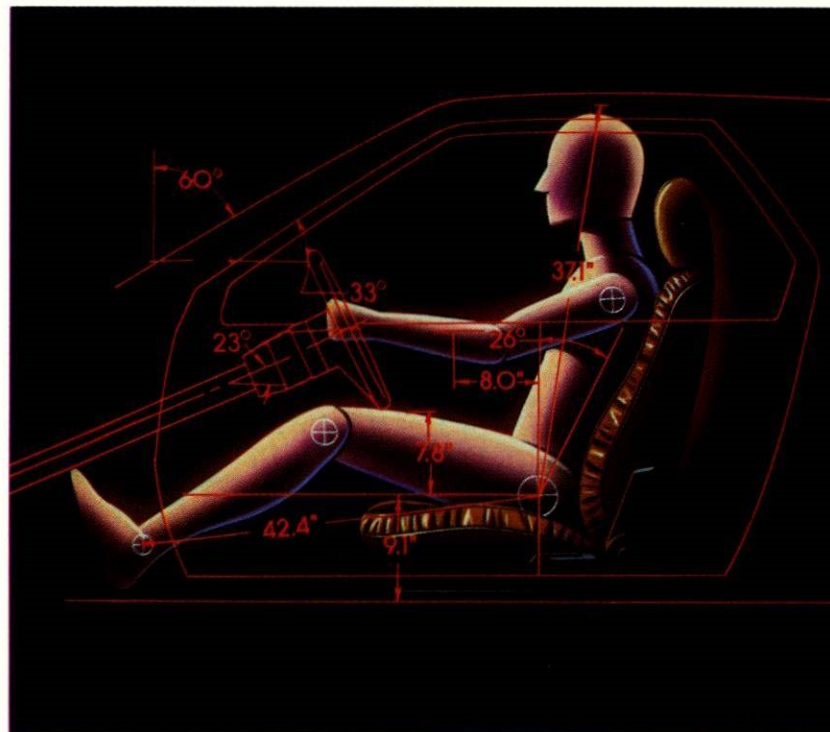
Chrysler Daytona Turbo Z

Driving time . . . and the seating is perfect

Especially so, because the driver's seat in the Laser XE and Daytona Turbo models is the "enthusiast" type, designed for the aficionado who looks for a seat that will combine perfect support with total comfort. The thigh and lumbar areas are inflatable, allowing the driver to adjust support exactly to suit his or her individual preference. The pleasure of a seat precisely tailored to suit one's needs adds immensely, to all the other satisfactions that come in driving these great cars. Both front seats in Laser XE and Daytona Turbo are low-back style with adjustable head restraints and reclining seat-backs. Covering is a luxurious cloth-and-

vinyl in black, red, brown or silver/charcoal. Or you can choose an equally luxurious optional combination of leather, cloth and vinyl in black or brown/saddle. These seats are also available on Laser.

The floor console houses the shift lever and there is a hidden storage compartment under the padded centre armrest lid. Other luxury touches include 20-centimetre (8-inch) day/night mirror; vanity mirror on the passenger-side visor; cassette storage rack in the floor console; cut-pile carpeting.



Leather low-back bucket seats with reclining seat-backs and adjustable lumbar and thigh supports (driver's seat) — optional all models



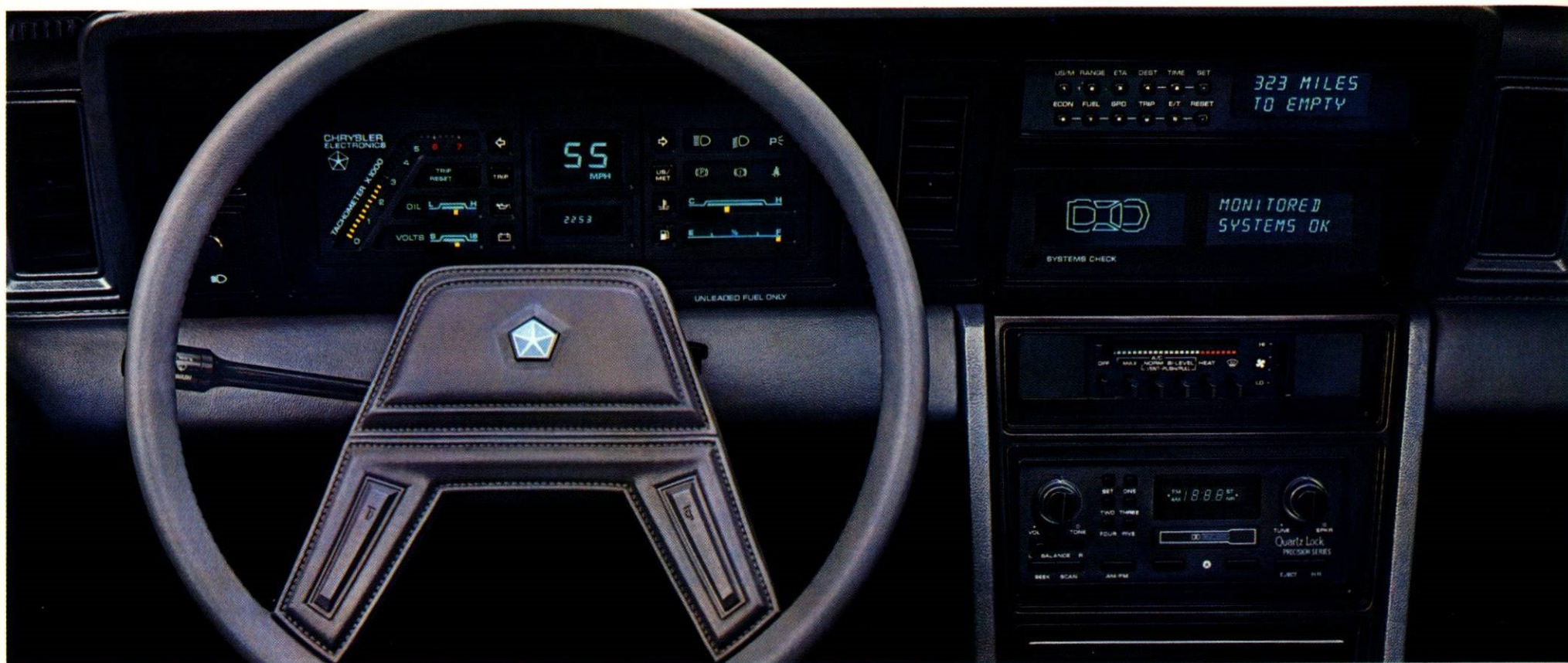
Cloth-and-vinyl low-back bucket seats with reclining seat-backs — standard Laser

Laser/Daytona interiors are a perfect extension of the cars' exciting road appearance. The overall effect is calculated to heighten the raring-to-go feeling the whole design imparts. Front seats in Laser are the ultra-comfortable low-back bucket style covered in cloth-and-vinyl or all-vinyl in black, brown/beige, red or silver/charcoal.

They have adjustable head restraints and reclining seat-backs. Seat adjustment travel is a generous 19 centimetres (7.5 inches) to accommodate long legs comfortably. There's a padded centre armrest and a floor console with a hidden storage compartment under the armrest lid. Door trim panels are colour-and-fabric-keyed to the seating and feature full-length armrests. Contoured rear seat-backs can be folded down separately or together to form a larger more versatile cargo area. The one-piece seat

cushion is styled to match front-seat appearance. Seat-back releases provide you with access from either door or the liftgate.

While designed to be driving machines, the all-new Chrysler Lasers and Daytonas have their practical side, too. The rear cargo area is a case in point. The size of the space can be varied, as pointed out previously. Standard on Laser is pile carpeting for the cargo floor area and the backs of the rear seats. On Laser XE and Daytona Turbo the entire cargo area is trimmed with carpeting; in addition, there are convenient cargo tie-down straps, a cargo retainer net that attaches between the rear seats, recessed sun visors for the rear passengers, a cargo lamp and a tonneau cover — all standard.

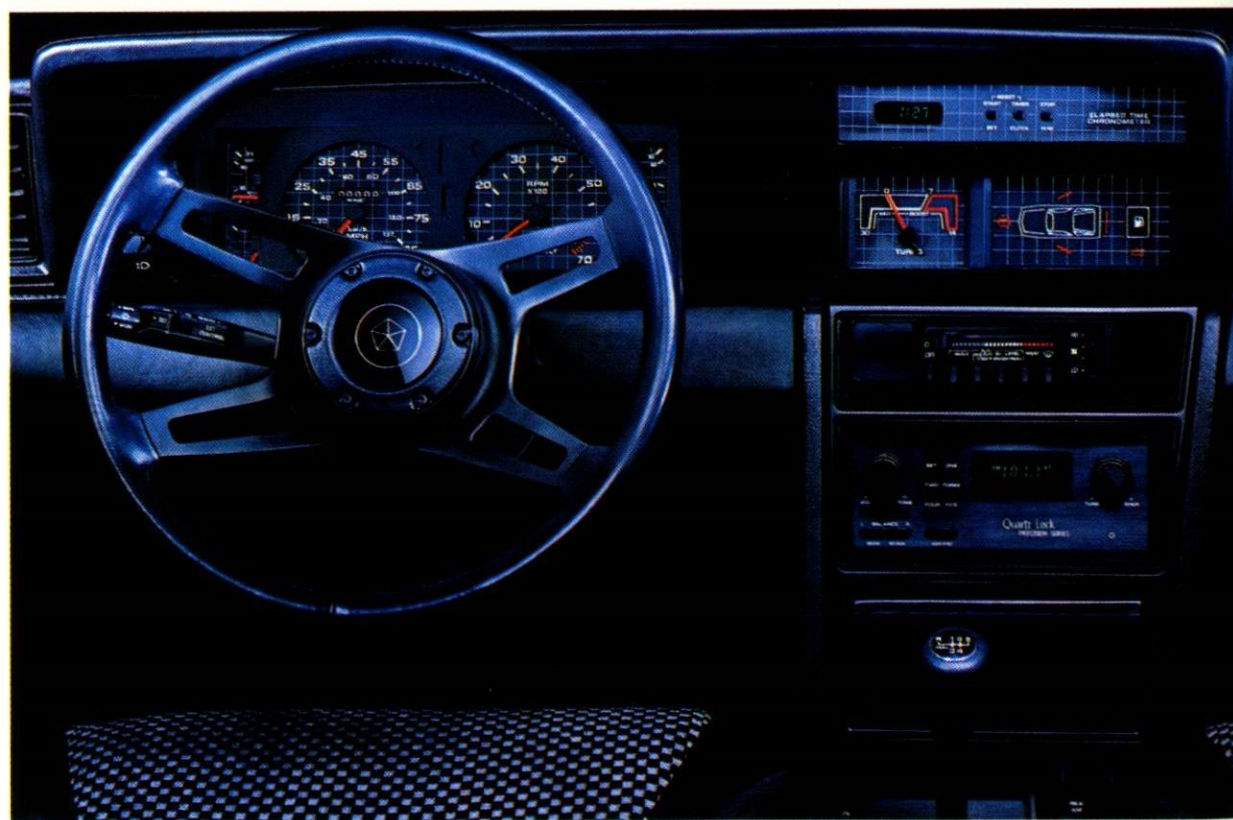


Putting You in the Driver's Seat

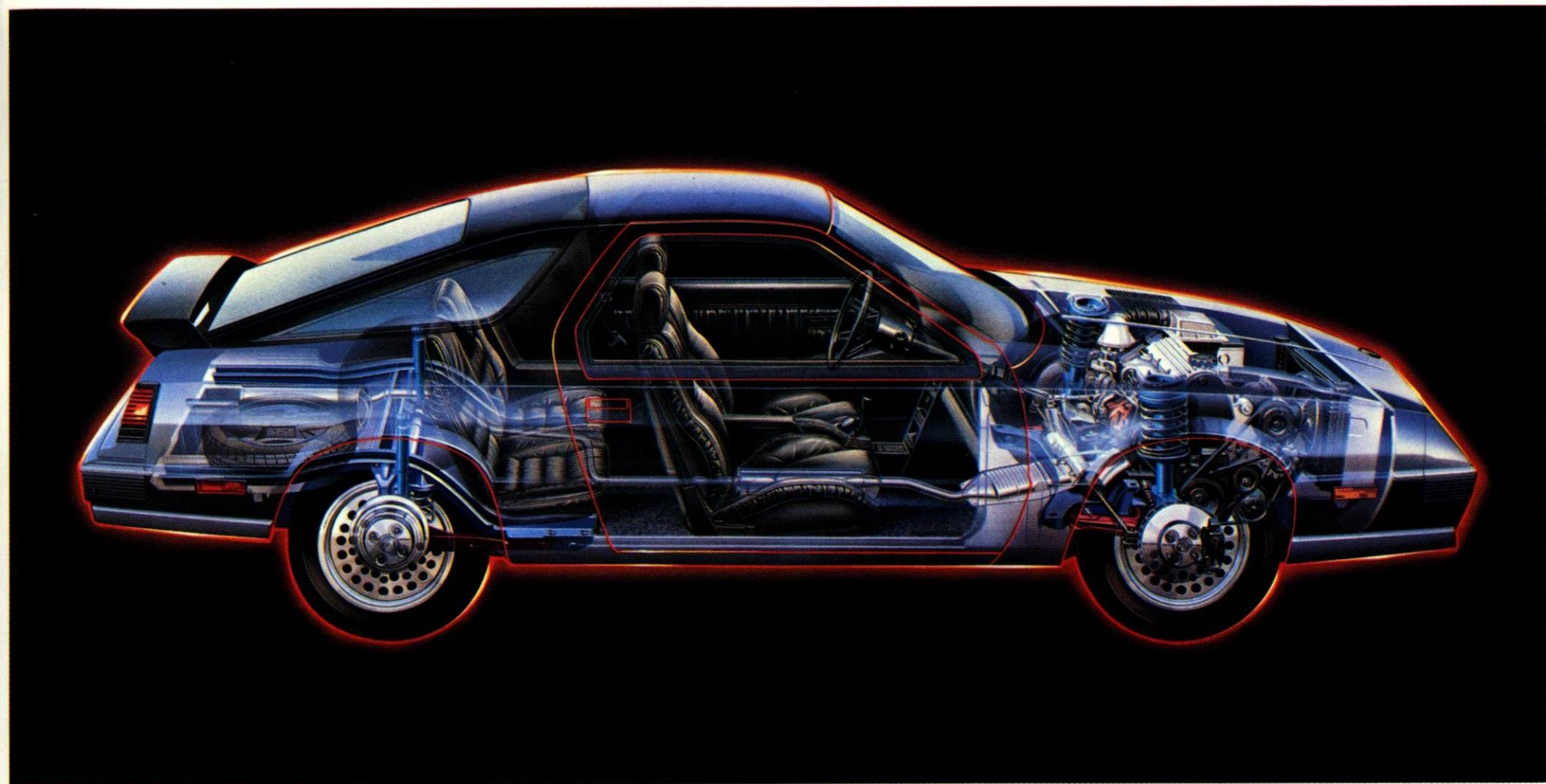
Electronic Instrumentation is available on the Chrysler Laser XE. Speedometer, odometer and trip odometer have digital readouts; electronic gauges show oil pressure, engine temperature, voltage, fuel level. The cluster also incorporates an analog tachometer and warning lights for low oil pressure, low fuel, low voltage and high temperature.

Rallye Cluster invites you to take charge of a Chrysler Laser or Daytona Turbo. The 200 km/h (120 mph) speedometer with conventional and trip odometers is paired with a matching tachometer, and the two are flanked by gauges for oil pressure, temperature, voltage and fuel. Gauges are back-lit for easy nighttime visibility without glare.

Electronic Monitor is standard in the Chrysler Laser XE. Informative but discreet, this sophisticated system monitors and reports on 24 of the car's most vital functions, reports them visually in softly-lit colour graphics in English, and audibly in English or French. An easily accessible switch is provided to cut out the verbal messages, should this be preferred.



Laser and Daytona Turbo instrumentation



Anatomy of a Driving Dream Machine

All these excitingly-new models share a common heritage... the advanced front-wheel-drive transverse-engine technology pioneered by Chrysler in 1978 on North American-built cars. For 1984 this technology continues to be honed and refined to a fine edge. Results have played a significant role in the design, engineering and assembly of these superlative automobiles. For example:

1. Liftgate is made from galvanized stamped steel, as is almost every body sheet metal panel, providing optimum resistance to rust and corrosion. Concealed hinges and gas-actuated cylinders make raising and lowering easy. Glass is 4-millimetres (0.16 inch) thick, urethane-bonded to fit flush with the surrounding surfaces.
2. Unibody Construction welds frame to body to eliminate squeaks and rattles and provide unique structural strength.
3. Windows and windshield fit flush with their frames, an important aerodynamic consideration. To assure more than adequate strength, centre pillars and roof have been reinforced for added strength almost comparable to that of a rollbar.
4. Chrysler-built 2.2 litre engine with Electronic Fuel Injection throttle-body

engine for refined but eager response is standard on Laser XE models. And for still more performance there is a modified version of this engine equipped with turbocharger. This turbocharged engine which produces 142 horsepower at 5600 R.P.M. is standard on the Daytona Turbo and available as an option on Chrysler Laser and Laser XE.

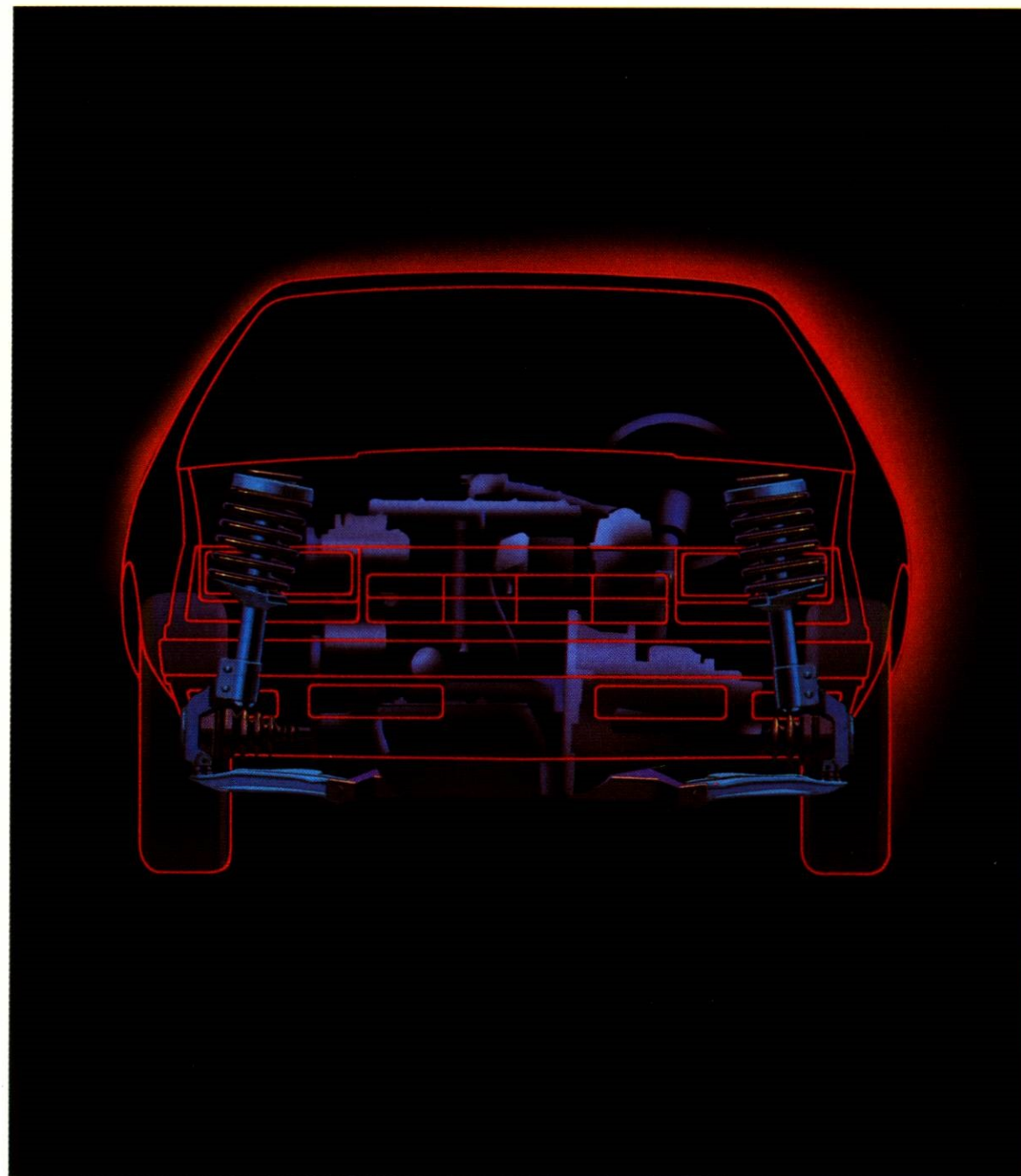
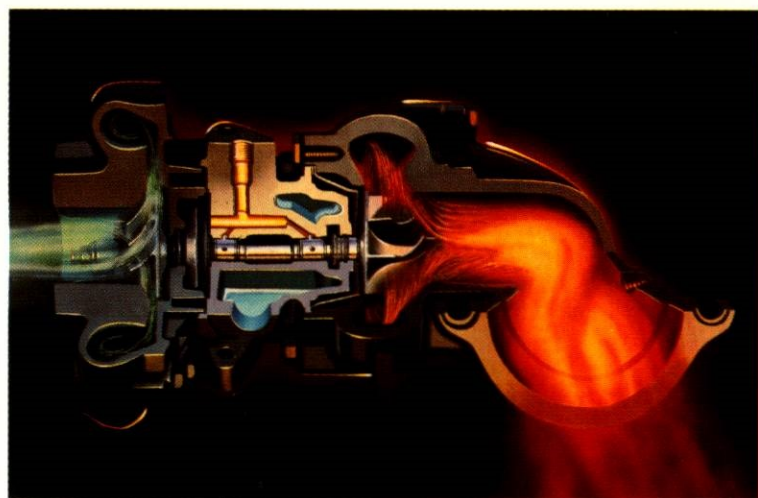
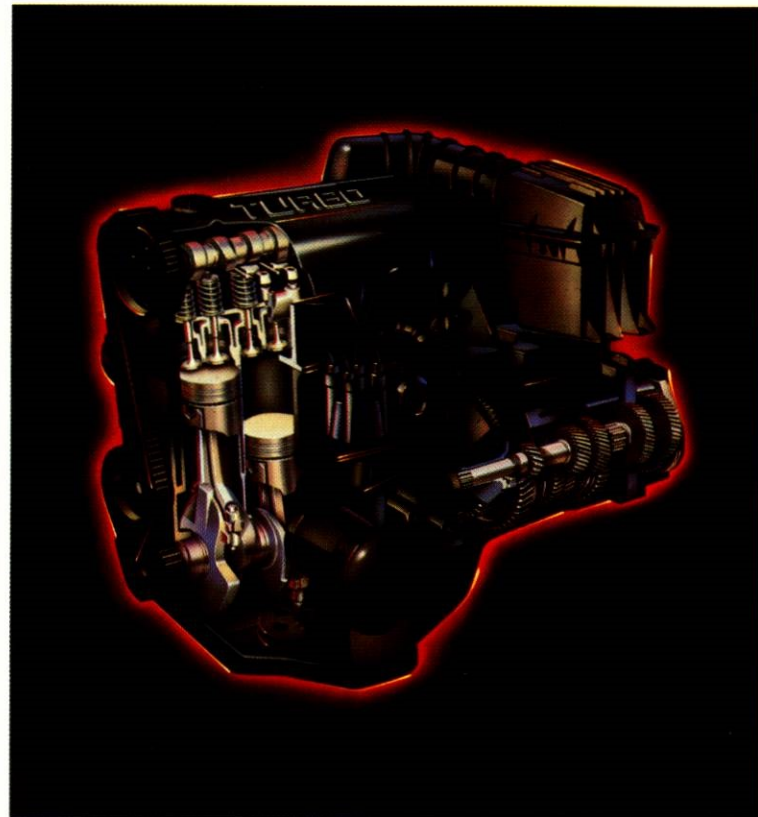
5. Maintenance and servicing requirements have been made quicker and easier. Hoses and wires are neatly organized and placed for maximum accessibility; the hood hinge assembly allows the hood to be moved forward 10 centimetres (4 inches), without removing it from the car, for easier access to the windshield and cowl area. A new multi-groove alternator and fuel pump drive belt reduces the need for periodic belt-tightening and provides extended belt life.
6. Front-wheel-drive places most of the weight of the car over the front wheels where the power is transmitted for maximum traction, greater stability.
7. New equal-length driveshaft system is designed to absorb the extra power generated by the car's high-performance drive train and virtually eliminates torque steer.

Stability, Power and Control

The all-new Chrysler sports cars are, frankly, not for everyone. They are everything the description "high-performance" cars implies . . . fast, powerful machines equally at-home on a German Autobahn or the curves and corners of the Italian Alps. Equipped with the turbocharged 2.2 litre overhead-cam engine, standard on Daytona Turbo and optional on Laser and Laser XE these are cars that can confidently challenge some much more expensive and exotic machinery.

The turbocharged engine is internally strengthened with special pistons, tighter-sealing piston rings, intake and exhaust valves of extra-durable materials, a larger oil-pump, and closer-tolerance bearings. Standard on Laser and Laser

XE is a handling-oriented suspension with Iso-Struts at front and trailing arm beam axle at rear. Daytona Turbo has an "All-Out Handling" suspension (optional on Laser XE) which, teamed with performance tires, features stiffer springing and gas-charged shock absorbers front and rear; these and higher-rate suspension bushings are all computer-calculated to keep this high-performer on course under exacting road and driving conditions. On all models quick-ratio rack-and-pinion power steering, power-assisted ventilated ten-inch disc brakes at front and self-adjusting drums at the rear, complete the line-up of components that provide sureness as well as quickness to these uncompromised sports cars.

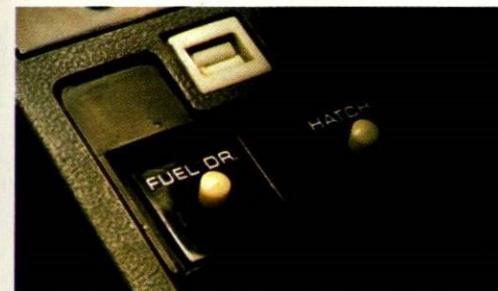


STANDARD FEATURES

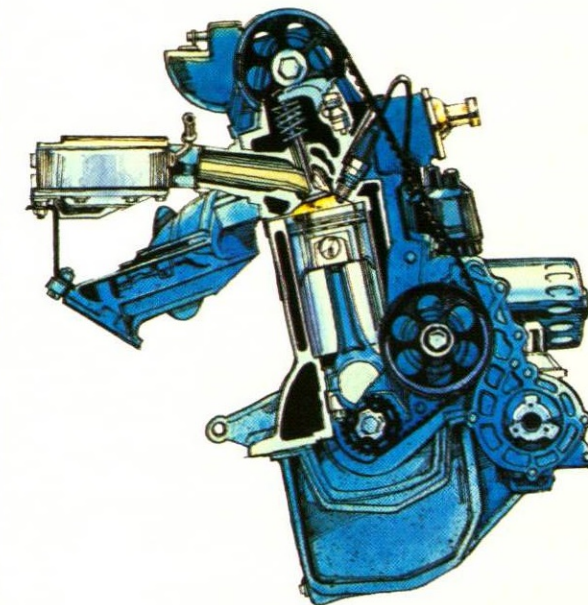
- A. **Variable-Delay Intermittent Wipers** allow you to meter their speed-rate to the intensity of rain or snow.
- B. **Power Fuel Filler Door and Rear Hatchback Release.** Convenience plus at the gas station or grocery store.
- C. **2.2-litre, 4-cylinder, Chrysler-built engine** with throttle-body Electronic Fuel Injection is standard on the Laser XE; a turbocharged version with multi-point Electronic Fuel Injection is standard on Daytona Turbo and Turbo Z, optional on Laser and Laser XE.
- D. **Electronic Navigator (top)** keeps track of your trip progress, average speed and fuel usage with this informative travel computer. Standard Laser XE. Optional Laser and Daytona Turbo.
- D. **Electronic Monitor (bottom)** is standard in the Chrysler Laser XE. Informative but discreet, this sophisticated system monitors and reports on 24 of the cars most vital functions.
- E. **Halogen Headlamps** are set in contemporary side-by-side rectangular mounting and provide 25 percent more nighttime visibility.



A



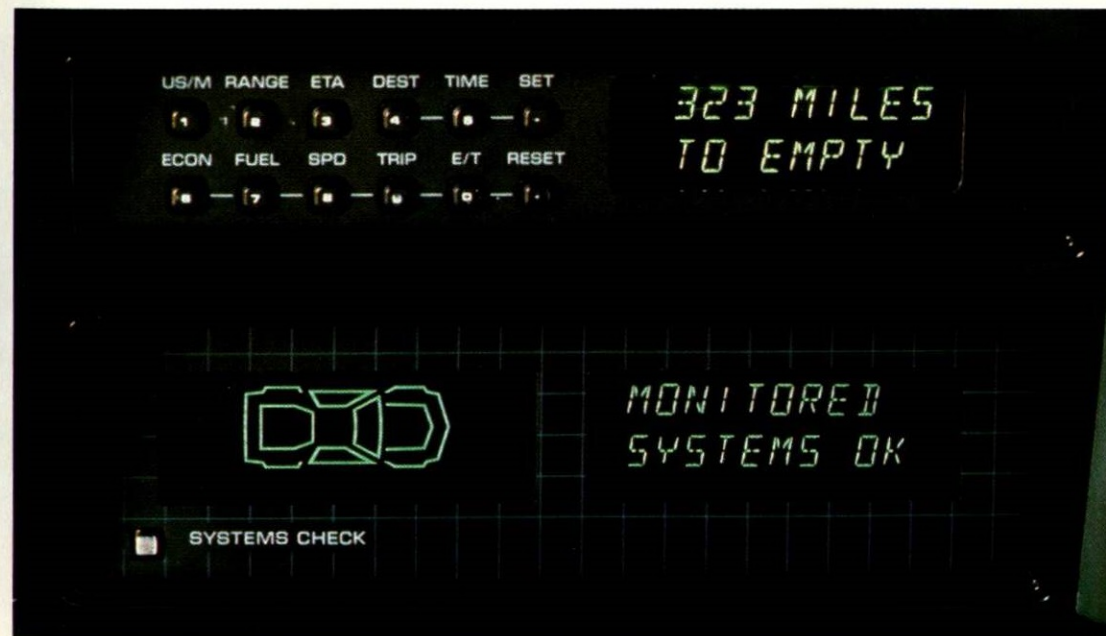
B



C



E



D



F

F. **5-Speed Manual Transaxle** is designed to provide the quick-reflex shifting so desirable in a high-performance automobile. The gearshift mechanism ensures short-travel, positive-feel when shifting the close-ratio transmission.

G. **Leather-wrapped** steering wheel provides a sure, comfortable grip.



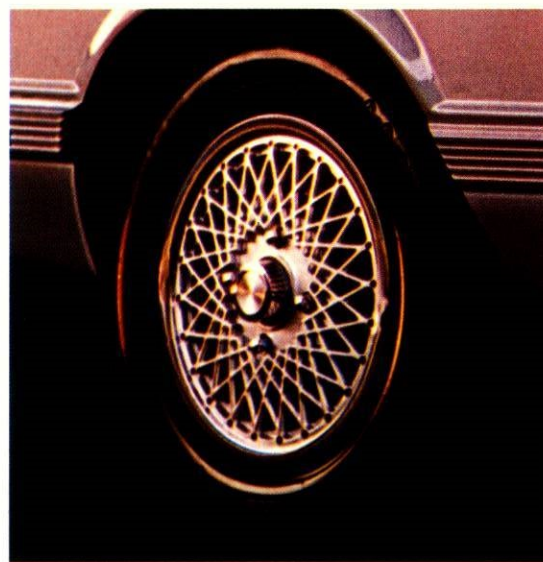
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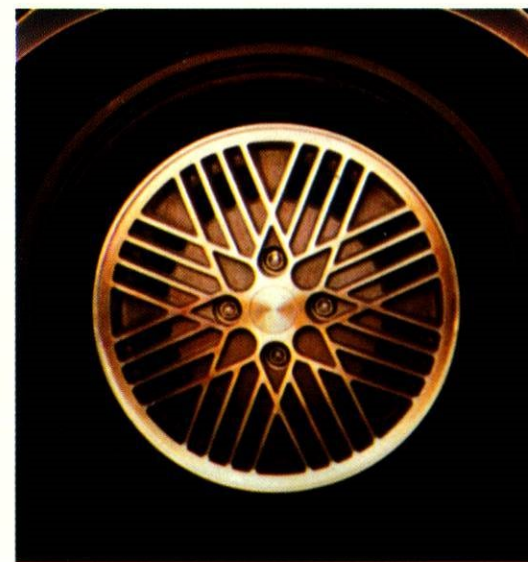
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I



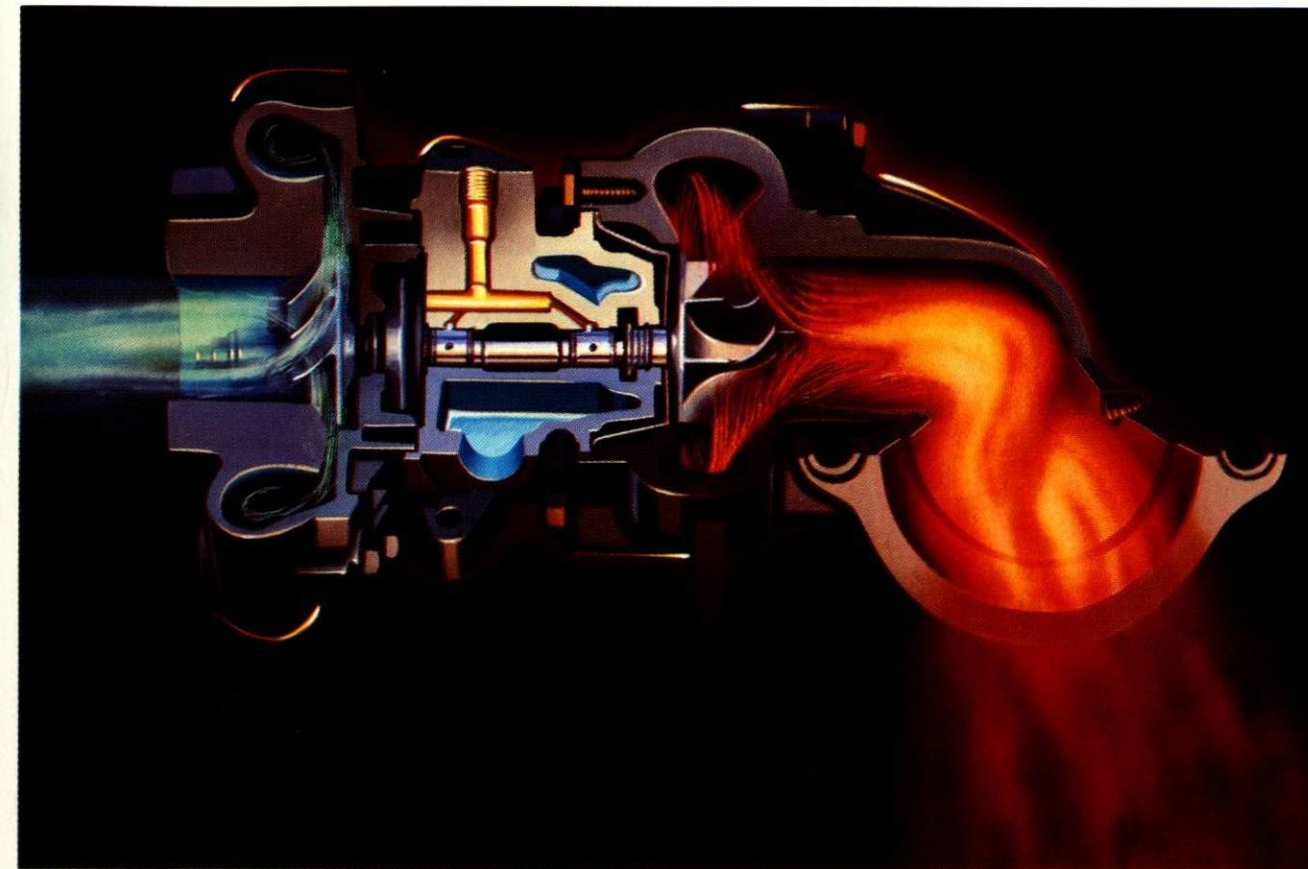
J



K

H. **Backlight Sun Visors** reflect the sun's hot rays from your rear-seat passengers. Standard Laser XE, Daytona Turbo and Turbo Z.

I. **Spoilers** add to the aerodynamic "slipperiness" of these road machines. **Wheel Covers and Road Wheels.** Coming and going you'll have sports appearance plus. (J) Standard Laser, (K) Standard Laser XE.



A



B



C



D

OPTIONS . . . a matter of personal choice

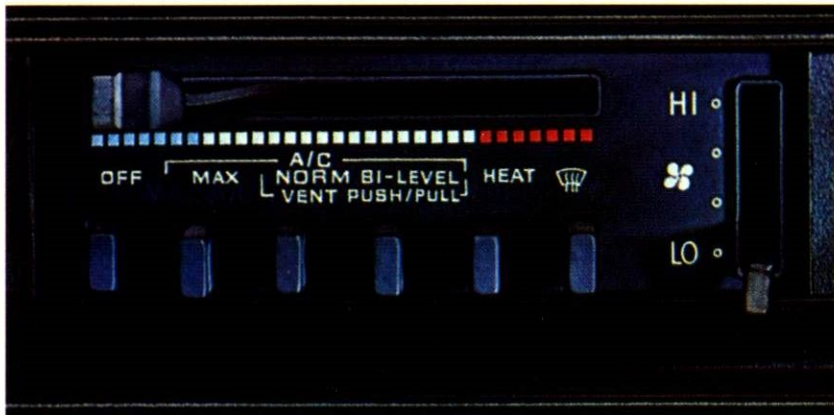
- A. **Turbocharger** combines with the Chrysler-built 2.2-litre, 4-cylinder overhead cam engine to supply premium performance similar to a V8 powerplant. (Standard on Daytona Turbo and Turbo Z).
- B. **Automatic speed control** lets you watch the highway while the control watches your speed, regulates it to your settings. Easy to engage, releases when you touch the brake or clutch pedal.
- C. **Power door locks and windows** are the kind of convenience you'll appreciate every time you enter or leave the car. Driver controls both windows and doors from the easy-reach console. Front passenger has individual control.
- D. **Power remote-controlled exterior mirrors** are easily adjusted by the driver from inside the car. Heated when combined with the electric rear defroster. An excellent safety feature. (Standard Laser XE, Daytona and Turbo Z).

Options Continued

- E. **Sun roof** gives you that wonderful outdoors feeling.
- F. **Bi-level air conditioning** directs the flow of the air according to the season of the year and the conditions of the moment. Sends cool air from upper and lower vents when summer days are here; in winter when the sun is warming the car, cooler air comes from the upper outlets, warmer from the floor vents.
- G. **AM/FM/MX electronically-tuned radio with stereo cassette player** puts you in instant touch with your favourite listening pleasure. Has integral digital clock.
- H. **Aluminum road wheels** adds an extra touch of dazzle to Laser.
- I. (H—Optional Laser XE)
(I—Available Daytona Turbo).



E



F



G



H



I

Laser/Daytona Turbo
Selected Standard & Optional Features

	Laser	Laser XE	Daytona Turbo
AIR CONDITIONING—Includes bi-level feature	O	O	O
AIR DAM & SIDE GROUND EFFECT SKIRTS	—	—	O
ALTERNATOR—90 amp.	S	S	S
BATTERY—370 amp. maintenance-free with test indicator	S	S	S
500 amp. heavy duty	O	O	O
BRAKES—Power disc front, self-adjusting drum rear	S	S	S
BUMPERS—Front and rear, integral with soft fascia includes protective rub strips	S	S	S
CARGO RETENTION NET—Between front seats, detachable at top	—	S	S
CARGO TRIM/QUIET SOUND PACKAGE—Includes additional cargo area carpeting, tonneau cover, additional insulation for instrument panel, cargo floor area and rear wheelhouses	O	S	S
CARPETING—Cut pile, passenger and cargo compartment floor, and seat-backs, colour-keyed	S	S	S
Cargo dress-up, additional to floor carpeting	O	S	S
CIGARETTE LIGHTER—Front compartment	S	S	S
CLOCK—Electronic digital, integral with radio	S	—	S
CORROSION PROTECTION—Extensive use of galvanized steel; lower bodyside urethane stone chip-resistant primer; front fender plastic liners	S	S	S
CONSOLE—Full length, integrated with dash	S	S	S
DEFROSTER—Electric rear window	O	O	O
DEMISTERS—Side window	S	S	S
ELAPSED TIME INDICATOR	S	—	S
ELECTRONIC FUEL INJECTION—Single-point (throttle-body)	S*	S	—
Multi-point turbo	O	O	S
ELECTRONIC MONITOR—24 function; message delivered verbally and visually:			
English—Verbal	—	S	—
French—Verbal	—	O	—
ELECTRONIC NAVIGATOR—Travel computer, 10 function	O	S	O
ELECTRONIC SPARK CONTROL—Computerized	S	S	S
ELECTRONIC VOICE ALERT—11 function, verbal, English or French	O	—	O
ELECTRONIC IGNITION AND VOLTAGE REGULATOR	S	S	S
ENGINE BLOCK HEATER	O	O	O

Laser/Daytona Turbo
Selected Standard & Optional Features

	Laser	Laser XE	Daytona Turbo
ENGINE COOLING SYSTEM—Fan, electric, thermostatically controlled	S	S	S
FUEL FILLER DOOR—Power release	S	S	S
GLASS—Tinted	O	O	O
HALOGEN HEADLAMPS	S	S	S
HEATER—3-speed with upper-level forced-air heating or ventilation and lower level centre and right Ram Air ventilation	S	S	S
HORN—Dual, electric	S	—	S
Dual, air, autobahn/autostrada type	—	S	—
ILLUMINATED ENTRY SYSTEM	O	S	O
INSTRUMENT CLUSTER—NON-ELECTRONIC	S	—	S
INSTRUMENT CLUSTER—ELECTRONIC	—	S	—
MESSAGE CENTRE—Graphic, displaying low fuel, low washer fluid, door ajar, hatch ajar	S	—	S
MIRRORS—Inside, day/night	S	S	S
Outside, dual remote, black	S	—	—
Outside, dual remote, power	O	S	S
Outside, dual remote, power, heated	O	O	O
POWER—Brakes	S	S	S
Steering	S	S	S
Door locks	O	O	O
Fuel filler door release	S	S	S
Hatch release	S	S	S
Seat (driver's)	O	O	O
Windows	O	O	O
PROTECTIVE ANTI-STONE CHIP PROTECTIVE COATING—Lower bodysides	S	S	S
RADIO—AM, ETR	S	—	S
AM/FM, ETR	O	O	O
AM/FM/MX premium stereo digital, ETR	O	O	O
AM/FM/MX premium digital electronically-tuned with cassette	O	O	O
SEATS—Front, low back buckets, cloth and vinyl with dual recliners	S	—	—
Front, low back buckets, vinyl, with dual recliners	N/C	—	—

Laser/Daytona Turbo Selected Standard & Optional Features

	Laser	Laser XE	Daytona Turbo
SEATS—Front enthusiast low back buckets, cloth and vinyl with dual recliners, driver's seat adjustable lumbar and thigh support	O	S	S
Front enthusiast low back buckets, Corinthian leather and vinyl, with dual recliners, driver's seat adjustable lumbar and thigh support	O	O	O
Rear, individual fold down seat-backs, one piece seat cushions, seat-back release accessible from either front doors or hatch	S	S	S
SPARE TIRE—High pressure, low mileage	S	S	S
SPEED CONTROL	O	O	O
STEERING—Power, rack and pinion, firm feel, quick ratio	S	S	S
STEERING COLUMN—Tilt	O	O	O
STEERING COLUMN LEVER—(Multi-function) includes switches for windshield wiper/washer, headlamp dimmer, turn signals, headlamp pass flasher optional speed control	S	S	S
STEERING WHEEL—Leather-wrapped, 2-spoke, luxury	S	S	—
SUN ROOF—Glass	O	O	O
SUN VISORS—Dual, front, vanity mirror passenger side	S	S	S
Dual, rear (behind seats)	—	S	S
SUSPENSION—Sport Handling	S	S	—
All-Out Handling suspension with stiffer springs front and rear, gas charged shock absorbers, front and rear, higher rate pivot and strut arm bushings	—	O	S
TIRES—Steel Belted Radials			
P185/70 R14, BSW	S	—	—
P185/70 R14, RBL, Performance	O	S	O
P195/60 R15, RBL Eagle GT Performance	—	O	S
P185/70 R14, RWL	O	O	—
TONNEAU COVER	O	S	S
WINDSHIELD WIPERS—Deluxe with variable intermittent wipe	S	S	S
WIPER/WASHER, LIFTGATE	O	O	O

S—Standard Equipment O—Optional Equipment N/C—No Charge Option
EFI—Electronic Fuel Injection ETR—Electronically-tuned Radio *Late availability
BSW—Black Side Walls RBL—Raised Black Letters RWL—Raised White Letters

Your Dealer has complete details on additional standard/optional equipment available. See him for details.



All product illustrations and specifications are based on authorized information. Although all descriptions are believed correct at publication, accuracy cannot be guaranteed. Some of the equipment shown on product illustrations is optional at extra cost. Chrysler Canada Ltd. reserves the right to make changes from time to time, without notice or obligation, in prices, standard and optional equipment listed, specifications, colours and materials, and to change or discontinue models. Certain models, packages and options are subject to specific requirements and restrictions. Ask your dealer for the latest information.



Dimensions, Weight and Capacity

	Two-Door 2+2 Sports Hatchback	
	millimetres	inches
Wheelbase	2466	97.1
Overall Length	4446	175.0
Overall Width	1760	69.3
Overall Height (a)	1278	50.3
Turning Diameter—metres (feet) curb-to-curb	10.2 m	33.5 ft.
Curb Weight—kilogrammes (pounds)	1203 (2651)	
Usable Luggage Capacity—dm ³ (cu. ft.)	480 (16.9)	
Passenger Capacity	4	
Fuel Capacity—litres (Imp. Gals.)	53 (11.7)	

Engines and Transaxles

	2.2-litre 4-cyl.	2.2-litre 4-cyl. EFI	2.2-litre 4-cyl. EFI Turbo (b)
Availability—Laser Laser XE Daytona Turbo	Standard — —	Standard* Standard —	Optional Optional Standard
Type	SOHC	SOHC	SOHC
Fuel Delivery	2-Barrel Carb.	Throttle-Body	Multi-point
Net Power—kW (bhp) @ RPM	73 (98) @ 5200	74 (99) @ 5600	106 (142) @ 5600
Net Torque—N·m (lb. ft.) @ RPM	161 (119) @ 3200	164 (121) @ 3200	217 (160) @ 3200
Transaxle and OTGR (c) Availability			
5-Speed Manual—Std.	2.57	2.57	2.57
3-Speed Automatic—Opt.	3.02	3.02	3.02

(a) Based on 4-passenger load, base engine and standard tires (b) With Extended Life exhaust system
(c) OTGR—Overall Top Gear Ratio. Similar to the "Axle Ratio" for a rear drive car
Std.—Standard Opt.—Optional at extra cost
*Late availability

5/80 WARRANTY COVERAGE

Chrysler offers for 1984 a comprehensive warranty for 12 months or 20,000 kilometres covering repairs to any part of the vehicle which proves defective in materials or workmanship in normal use. In addition, power train components are covered for 5 years or 80,000 kilometres (subject to deductible). Ask your Dealer for complete details.

5/80 OUTER PANEL ANTI-CORROSION PROTECTION

The 5/80 Outer Panel Anti-Corrosion Limited Warranty provides protection against perforation for outer panels up to 5 years or 80,000 kilometres (whichever occurs first) from the warranty start date. Ask your Dealer for complete details.

OPTIONAL CHRYSLER SERVICE CONTRACTS

Chrysler Canada Ltd.'s Service Contracts are available for most new Chrysler Canada Ltd. vehicles. These optional Service Contracts provide protection against rising service and parts costs for specified repairs beyond the time and mileage limitations of the New Vehicle Limited Warranty for 5 years or 80,000 kilometres, whichever occurs first, from the warranty start date. These contracts have a \$25 deductible and provide an allowance for alternate transportation and towing should a failure occur on a covered component. Coverage (except for the alternate transportation allowance) begins when the basic limited warranty expires. Ask your Dealer for full details.

*Join the
Chrysler
Revolution!*

**We've got
Chrysler LeaseAbility**

... which means any Chrysler, Dodge or Plymouth car can be leased from your local Chrysler Dealer... the Leasing Professional.