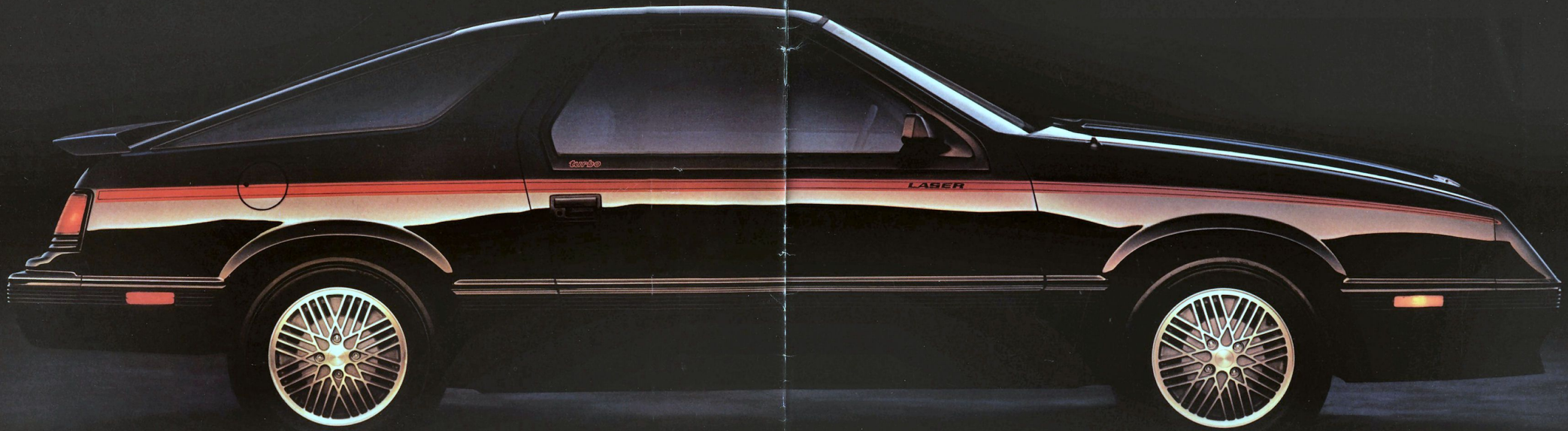

LASER
BY CHRYSLER

A DEFINITIVE STATEMENT OF MOTION TECHNOLOGY



Some of the equipment shown or described throughout this catalog is available at extra cost.

About this catalog.
We have tried to make this catalog as complete as possible, and we hope you find it useful. However, since the time of printing, some of the information you'll find here may have been updated. Your dealer has details, and you should ask him for current information before ordering.

LASER

THERE'S A LOT MORE TO THE NEW CHRYSLER LASER THAN FRONT-WHEEL DRIVE. HIGH TECH IS ALL OVER IT.

The development and production of the all-new 1984 Chrysler Laser raises the technology of the New Chrysler Corporation to a higher level. In Laser, Chrysler has taken the advanced engineering that has made it a world leader in producing front-wheel drive cars and applied it to the design of a front-wheel drive sports car—one of only a few in the entire industry.

Why front-wheel drive? Because of all the benefits that it brings to a car. Benefits such as improved stability and power efficiency with the drive train's weight directly over the driving wheels. Benefits such as the ability to create a body that's roomy inside yet sleeker outside for lower air resistance. And we designed Laser to make efficient use of air flow, using it to help hold the car firmly on the road.

There's a lot more to the new Chrysler Laser than front-wheel drive. High tech is all over it.

For instance, take a look at the section in this catalog about the Laser Turbo. You'll find our turbocharger is the only one in the industry with a water-cooled bearing. Water-cooling reduces oil temperatures around this vital bearing, prolonging bearing life. What's in it for you? Less maintenance and greater durability in the power you're paying for.

LASER

WHEN IT COMES DOWN TO STABILITY AND CONTROL

Front suspension

The front suspension was designed with a new "dual path" upper Iso-Strut mount that channels shock absorber loads one way and spring loads another. The result is that road noise and vibration are isolated, and bumps disturbing the front end are reduced.

The front Iso-Struts have valving to provide "tight" shock response to bumps. This gives Laser a more level motion over rough roads and in turns. This improvement has been made without altering the suspension's basic smooth-riding characteristics.

The front Iso-Struts also have new accordion-shaped "jounce" bumpers that have progressive rates—the bumpers' initial soft rate becomes increasingly firm as they are compressed. This helps control body roll in turns and brake dive in sudden stops.

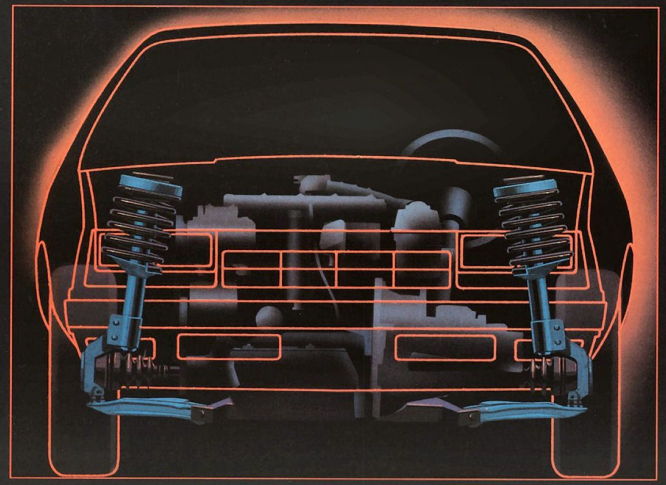
Rear suspension

The rear suspension has improved gas-charged shock absorbers that act in concert with the front Iso-Struts to keep Laser's ride level. The rear suspension also has a tubular sway bar mounted inside the rear axle. This bar, the largest diameter rear sway bar available from Chrysler, helps the rear to track smoothly. A track bar, mounted alongside the rear axle, helps increase the stability of Laser through turns.

Rubber bushings throughout the suspension system have been given a higher degree of hardness –70 durometers—so they are firmer when a load is applied. This enhances Laser's solid handling and contributes to more precise control.

The rates of the front and rear coil springs have been computer-determined to increase ride "stiffness" and help provide the driver with better road feel. The front spring rates are 85 pounds per inch; the rear are 160 pounds per inch.

A special Handling Suspension Package available on the Laser XE includes higher-rate springs—120 pounds per inch front and 240 pounds per inch rear; higher-rate control arm rear bushings, gas-charged front shock absorbers, and Iso-Struts for superior handling while maintaining an excellent ride.



Three other components work with the suspension system to affect ride and handling: brakes, tires and steering.

Brakes

Power brakes are standard on both the Laser and Laser XE. The front floating type pin caliper disc brakes have a 54mm piston diameter. They work against 255mm-diameter damped and vented cast iron rotors. Brake pads are semimetallic. The rear brakes are 220mm diameter by 40mm wide drums with leading and trailing brake shoes, with self-adjusting feature.

Preliminary testing indicates that the Laser braking system will rank among the best in its class. The hydraulic system has a dual proportioning valve designed specifically to bias the braking toward the front wheels under both light loads and high performance conditions. The hydraulic system has been split diagonally front and rear to ensure stopping capability in the event of partial system failure.

Tires

The standard tires for Laser are P185/70R14 blackwall steel-belted radials mounted on wide 14-inch by 5.5-inch steel wheels. Standard tires for the Laser XE are special handling P185/70R14 raised black letter steel-belted radials mounted on aluminum road wheels.

These tires were selected to work in concert with Laser's suspension, steering and brakes for excellent cornering ability and firmer but smooth ride.

Steering

Rack-and-pinion steering is the logical choice for any performance car—from shopping center rally entries to Formula One and Indy cars. It's logical because it is simple, rugged and precise.

That same logic was used by Chrysler engineers for the 1984 Laser. The Laser's rack-and-pinion steering has a fast 14.2:1 ratio and a power assist pump designed for output greater than that found on most cars. This high output pump increases the flow of fluid to the steering gear for faster response during quick steering moves on multiple curves and switchbacks. The steering system also has been engineered for increased road "feel."

A standard leather-wrapped padded steering wheel completes the performance feel by offering the driver a comfortable, secure gripping surface.

LASER POWER

Power is one of the predominant vital signs of any sports car. Most of the characteristics involved in designating a car as a sports car have to do with the application of its power to the road. Inadequate power equals inadequate performance.

The basis for the standard engine on Laser and Laser XE is Chrysler's famed 2.2-liter Trans-4 high tech overhead cam engine modified for Laser and Laser XE with the addition of electronic fuel injection. With EFI, this engine develops a peak 99 horsepower at 5,600 rpm and peak torque of 121 pound-feet at 3,200 rpm. The fuel injection system, which controls the fuel/air mixture for combustion more precisely matched to weather and driving conditions, improves throttle response and fuel economy. With the standard EFI 2.2 engine and five-speed manual transaxle, Laser is rated at [24] EPA EST MPG, 40 (41 California) estimated highway.*

The Turbo Engine

The optional engine for Laser and Laser XE is the 2.2-liter Trans-4 engine with turbocharger and multi-point electronic fuel injection.

This version of the 2.2 engine has been modified extensively to withstand the rigors of turbocharging and a 43 percent increase in power. The 2.2 with turbocharger develops 142 horsepower at 5,600 rpm and 160 pound-feet of torque at 3,200 rpm. Mileage rating with the turbo engine and five-speed manual transaxle is [22] EPA EST MPG; 35 estimated highway.*

Engine alterations for turbocharging include more durable intake and exhaust valves, performance-type piston rings, increased capacity oil pump, and reworked camshaft. Dished pistons are used to lower the compression ratio from 9:1 to 8.1:1.

*Use EPA EST MPG numbers for comparison. Your mileage may differ depending upon speed, weather, and trip length. Actual highway mileage will probably be lower than highway estimate.

Turbocharging is the popular way to get increased power from smaller engines.

In a naturally aspirated four-cycle or four-stroke engine, the pistons' downstroke draws air into the engine through the carburetor or fuel injector tubes where fuel is mixed with the air. The maximum volume of air is limited by the atmospheric pressure.

If the volume of fuel/air mixture entering the combustion chamber can be increased, the explosion will have more force. The simplified result is more horsepower.

One way to increase this volume is through turbocharging. Turbocharging uses the exhaust gasses [1] to spin a turbine wheel [2] that drives a compressor, [3] increasing the volume of inlet air [4] into the engine by forcing it in under pressure.

Turbo Boost

Some things you should know about Chrysler Laser's turbocharged 2.2-liter engine follow.

Chrysler engineers based their turbocharger on an established turbo component—the Garrett AiResearch TC-3 center housing assembly. Our engineers designed their own compressor and turbine housing, exhaust outlet [5] elbow, and wastegate assembly.

The wastegate on the Chrysler turbocharger is set to regulate maximum boost pressure at 7.5 pounds per square inch. If boost pressure builds up past this point, the wastegate releases the exhaust gasses so they bypass the turbine.

One of the criticisms of the performance of turbocharged engines is turbo "lag" because turbo boost often begins at a relatively high rpm level. Chrysler engineers addressed this problem in the Laser Turbo by designing the turbocharger to begin producing boost at a relatively low 1,200 rpm. The boost builds quickly to 7.2 pounds per square inch at 2,050 rpm and peaks at 7.5 psi at the engine's maximum 6,000 rpm.

The purpose of engineering the turbo to begin producing boost early and building it quickly is to provide the Laser Turbo with a broad power range for quick throttle response under a wide variety of driving conditions.

One feature of our turbocharged 2.2-liter engine gives us particular pride—and it's a Chrysler exclusive. A water-cooling passage was designed around the turbine bearing lubrication channel. [6] The water-cooling feature keeps the oil lubricating properly even if the engine is shut off when hot. The benefits are better lubrication, longer bearing life and increased efficiency in the turbocharger operation.

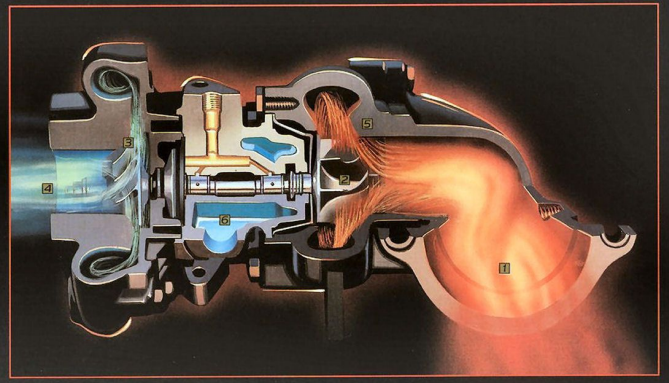
Laser Transaxles

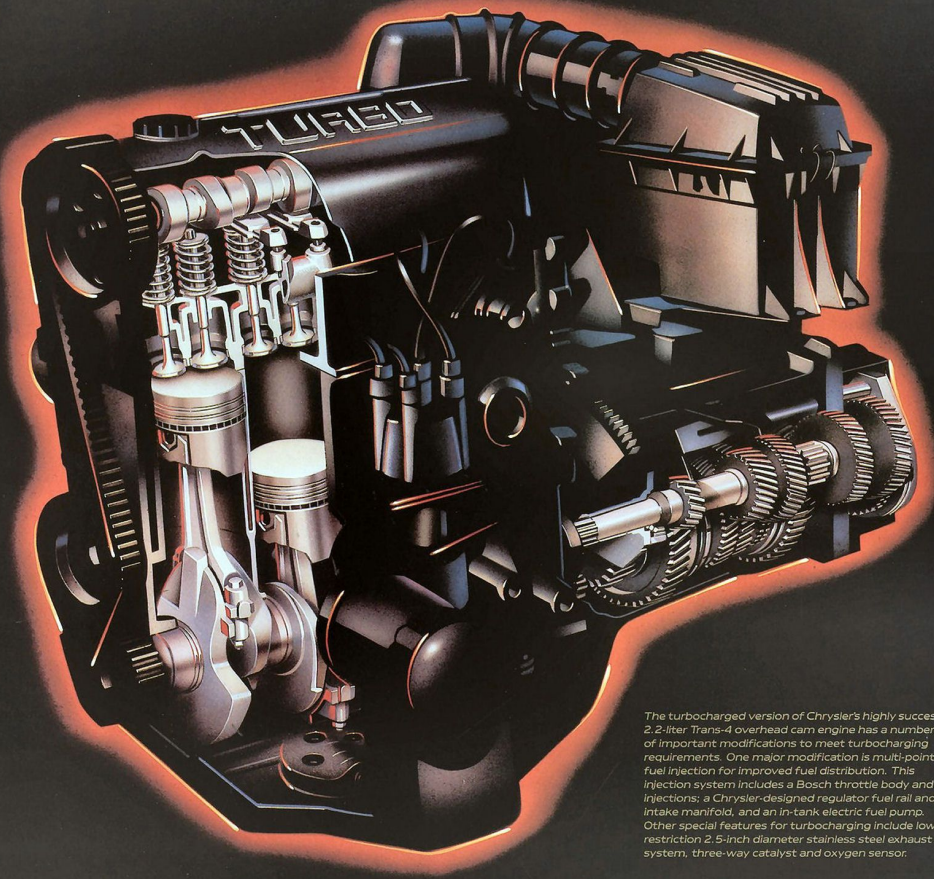
The engineering of the transmission is critical to the success of a sports car. Because Chrysler opted to develop the Laser as a front-wheel drive sports car, it is equipped with a transaxle—a unit combining the front axle, differential and transmission. Equal length drive shafts to the front wheels are used to provide better handling during acceleration.

Laser's five-speed manual transaxle has been designed to provide you with great flexibility in applying the power of the EFI 2.2-liter or 2.2-liter turbo to the road. The transaxle has a close-ratio four-speed gearset for quick response through the gears, with an overdrive fifth gear for economical cruising. Gear ratios are 3.29, 2.08, 1.45, 1.04, and 0.72, with an axle ratio of 3.56.

Shift effort is quick and positive because the close-ratio gearset has been designed for low inertia and reduced shifter and linkage deflection. The standard clutch is 215mm in diameter, with a higher capacity 228mm-diameter clutch standard on Lasers equipped with the turbocharged engine.

A three-speed automatic transaxle is optional with either the standard or turbocharged engine. It has a high-performance torque converter and gear ratios of 2.69, 1.55, and 1.00, with an overall top gear ratio of 3.02. This gearbox also has strengthened components to handle the higher output of the turbo engine.





The turbocharged version of Chrysler's highly successful 2.2-liter Trans-4 overhead cam engine has a number of important modifications to meet turbocharging requirements. One major modification is multi-point fuel injection for improved fuel distribution. This injection system includes a Bosch throttle body and injections; a Chrysler-designed regulator fuel rail and intake manifold, and an in-tank electric fuel pump. Other special features for turbocharging include low-restriction 2.5-inch diameter stainless steel exhaust system, three-way catalyst and oxygen sensor.

LASER TURBO: HIGHLY PROGRESSIVE MOTION

LASER

WHEN YOU SIT, IT'S HOW YOU SIT

Sit behind the wheel of a Laser or Laser XE and you are definitely in charge here.

Note that the standard leather-wrapped and padded wheel is positioned for serious driving. The tilt wheel, standard on Laser XE and optional on Laser, enables you to adjust the angle of the wheel.

Standard on Laser XE and optional on Laser is a new "enthusiast" driver's seat with deeper cushions and back wings with firmer padding and special support rods. The seat also has air-filled bladders for adjustable thigh and lumbar support. These are inflated or deflated with a single manual pump and two-position diverter valve.

Now that you're seated, look at the readability of the one-piece instrument panel with integral defroster outlets and side window demisters. A Rallye cluster with backlit gauges is standard on Laser. Instruments include speedometer/trip odometer, tachometer, and fuel, temperature, voltage and oil pressure gauges. Warning lights for parking brake on and low oil pressure are also included.

Chrysler engineering has long been a leader in the field of electronics. That leadership has taken a giant step forward with the 22-function Electronic Monitor that is standard in the Laser XE instrument panel along with the electronic instrument cluster.

Visual messages are presented on a display screen that is two message lines deep and 10 characters wide. Letters and numbers are displayed in brilliant blue/green colors. Simultaneously, orange and yellow color symbols appear on a graphic vehicle display.

Audible messages are created by a voice synthesizer controlled by a computer. The voice may be muted. The 22 functions covered by the Electronic Monitor:

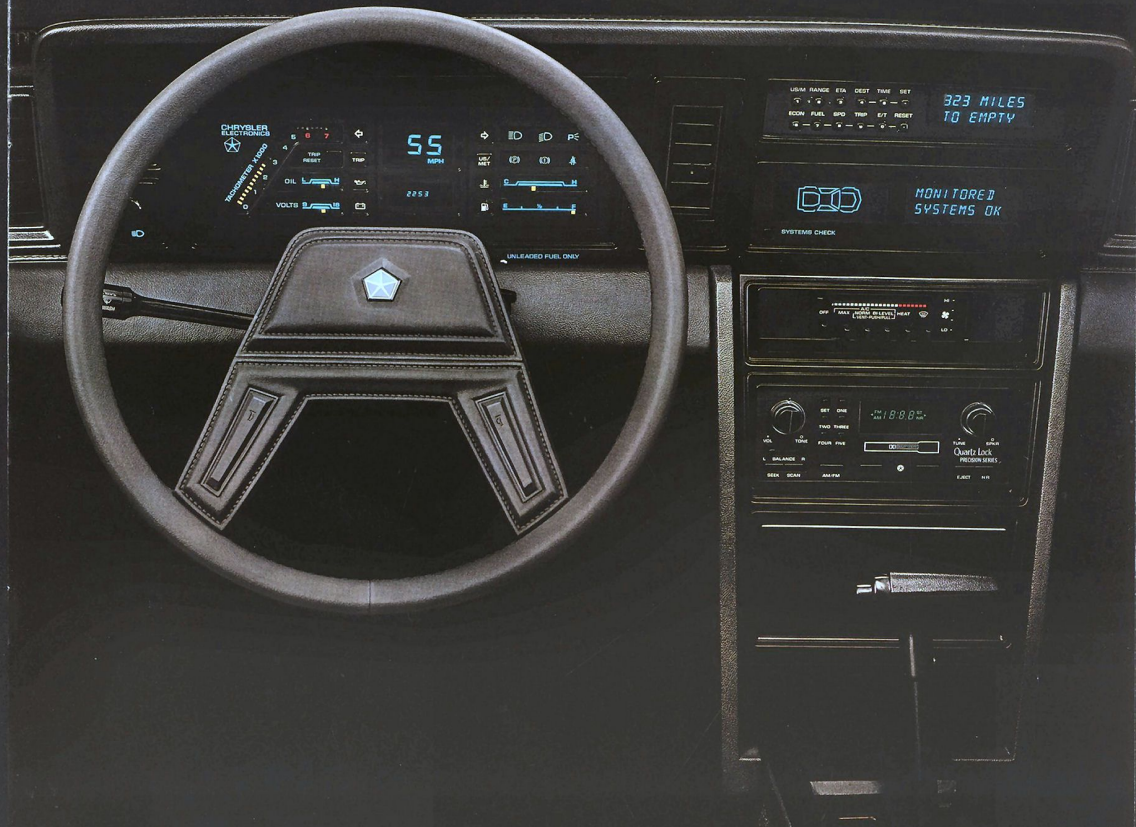
1. Driver's door ajar
2. Passenger's door ajar
3. Hatch ajar
4. Washer fluid low
5. Rear washer fluid low
6. Voltage low
7. Coolant level low
8. Fuel level low
9. Engine oil level low
10. Brake fluid level low
11. Engine temperature high
12. Engine oil pressure low
13. Transmission oil pressure low
14. Headlamp out
15. Brake lamp out
16. Taillamp out
17. Exterior lamps on
18. Key in ignition
19. Park brake engaged
20. Disc brake pad wear
21. Fasten seat belt
22. Monitored system satisfactory

Also standard on Laser XE and optional on Laser is a new Electronic Navigator with keyboard entry system. The information is presented on a display screen in blue/green letters and numbers.

When the car's ignition is on, the Electronic Navigator can be actuated to report on any of nine conditions, plus display the time. The conditions are RANGE, ETA (estimated time of arrival), DEST (distance to destination), CLOCK/DATE, ECON (instantaneous and trip average mpg readings), FUEL (fuel consumed), SPD (average speed), TRIP (miles traveled) and E/T (elapsed driving time).

The ETA and DEST functions require numeric input to report back. Buttons on the keyboard include SET, RESET, and US/M, which converts readouts to conventional or metric numbers. The clock may be switched from 12-hour to 24-hour format.

There's a new sound in this new Laser. A new electronically tuned AM radio is standard on Laser. An electronically tuned AM/FM/MX stereo radio receiver with four speakers is standard on Laser XE. Both of these radios have a preset memory for five stations on each band. The premium sound system, an electronically tuned AM/FM/MX stereo radio receiver with six speakers and available with or without cassette player, is optional on Laser and Laser XE. It has a 20-station preset memory (ten AM and ten FM), and automatically scans your preset stations at five-second intervals. For maximum sound enjoyment, a premium speaker system with rear coaxial speakers and a 30-watt preamplifier is available.



COMMAND CENTER

Settle in one of Laser's standard low-back bucket front seats. It's comfortable along the length of your back, and holds you comfortably at the sides of your thighs. On Laser, both front buckets and the rear bench seat with its individual fold-down seatbacks are covered in handsome, durable cloth. A cloth-and-vinyl Enthusiast Seat for the driver, with adjustments for lumbar and thigh support, is optional on Laser and standard on Laser XE. Leather-and-vinyl seat coverings with Mark Cross identification and the Enthusiast driver's seat are optional on both Laser and Laser XE. The front bucket seats have dual recliners.

The front seats are adjustable fore and aft, with up to 7.5 inches of travel to suit both the driver and front seat passenger, and those getting in and out of rear seats. A six-way power driver's seat is optional.

The two rear seatbacks can be folded individually or together for a larger cargo area. Rear seatback releases enable the seats to be folded from the cargo area or from either door.

The cargo area is carpeted, with carpeting also covering the rear seatbacks to provide protection when they are folded. A hard cover over the spare tire is built to carry loads.

Cargo tie-downs, cargo lamp and tonneau cover are available as options on Laser and standard on Laser XE.

A floor-mounted front console extension with integral storage compartment and front/rear ashtrays is standard on both Laser and Laser XE. So are unique cup holders mounted in a tray that pulls out of the console. The cup holders are spring loaded to accommodate cups and cans. Coin storage slots are located in the sides of console tray, under the cup holders.

LASER'S DEFINITIVE DATA

This is technical information about how Laser was designed and is built to last. If you think this isn't important, just ask longtime owners about their sports cars. Get past the nostalgia and you hear items like "fragile" and "rust."

Drive a Laser and in the years to come you definitely will not be using these terms.

The Laser was designed from scratch by computer. Components were evaluated for appearance, volume, weight, stress and durability. The exterior sheet metal is a fresh approach to styling. Most of the chassis and its components are too.

The body and chassis are created as a unit, welded solidly together by robots that weld the same way—the right way—each time.

Laser is built with extensive rust-fighting provisions, including Chrysler's proven seven-step dip-and-spray process for the body, and extensive use of galvanized, galvanealed, zinc plated and zincrometal panels and steels. Fiberglass, plastics, special paints and primers also help provide Chrysler corrosion protection.

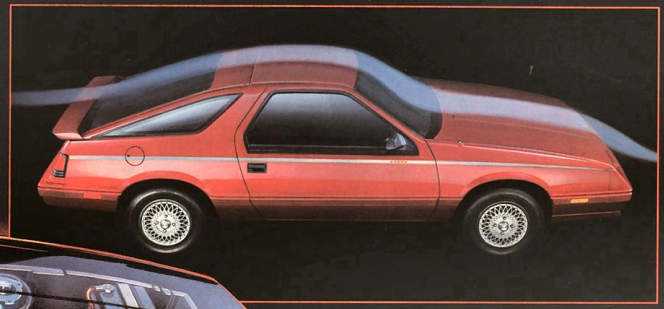
Additional special corrosion reduction care has been taken to ensure the durability of Laser's stunning appearance. Exterior ornamentation and moldings have been isolated from body metal. Special steps have been taken to help prevent rust around the windshield and backlight. Lower body protection includes a special chip-resistant urethane primer. All underbody and underhood areas and assemblies are coated with a variety of primers to fight rust.

Chrysler takes one more step to make sure your Laser's light shines bright: a clear crystal coat of acrylic paint is applied over the regular paint (except on cars with black exteriors). This protects the body color and prolongs the new car shine.

These steps, plus the many, many more we take in our extensive quality assurance program, enable the Chrysler Corporation to have special confidence in the quality of the vehicles it builds. So much confidence that the Chrysler Corporation offers you a unique standard 5/50 Protection Plan. This is a limited warranty that extends coverage on power train components, including engine, transaxle and axle—plus outer panel rust-through protection—to five years or 50,000 miles, whichever comes first. A deductible applies—see your Chrysler dealer for details.

Laser Dimensions, Weight and Capacity			
Length:	175.0"	Track: Front	57.6"
Width:	69.3"	Rear	57.2"
Height:	52.3"	Cargo Capacity:	
Wheelbase:	97.0"	Rear Seats Up	16.9 cu ft
Turning Diameter:		Rear Seats Down	33.0 cu ft
(curb to curb)	33.5'	Passenger Capacity:	4
Curb Weight:		Fuel Capacity:	14 gal
Laser	2,550 lb		
Laser XE	2,569 lb		

Aerodynamics were important in the design of the all-new 1984 Laser. Chrysler designers and engineers used aerodynamics to create Laser's sleek shape for power and fuel efficiency. The more aerodynamic a car's shape is, the less power is required to maintain a given speed—and the less fuel it requires. Yes, Laser's designers and engineers did their homework on the car's shape—and it shows.



OPTIONAL AND STANDARD EQUIPMENT

Optional Equipment

Certain models, packages, and options are subject to specific restrictions, requirements, or late availability. Consult your dealer for late ordering information.

- *Air conditioning—includes bi-level feature (tinted glass required)**
- *Bracket—front license plate • Defroster—rear window: electric*
- *Emissions Controls—California (required at extra cost on all vehicles registered in California) • Engine—2.2-liter four-cylinder turbocharged fuel-injected: includes engine dress-up and multi-point fuel injection (available in Turbo Package only) • Electronic Navigator—11-function (all-new for '84; standard on Laser XE) • Electronic Voice Alert—11-function (incorporated into standard Electronic Monitor on Laser XE)*
- *Glass—tinted: all windows • Illuminated Entry System—standard on Laser XE • Mats—luxury floor mats: front and rear*

Mirrors

- *Exterior—dual electric remote: black (standard on Laser XE)*
- *Exterior—dual electric remote, heated: black (electric rear window defroster required)*

Power Options

- *Door locks • Driver's seat • Windows*

Radios

- *AM/FM/MX stereo—electronically tuned digital, four speakers, integral digital clock (standard on Laser XE) • AM/FM/MX stereo—electronically tuned digital, Seek-and-Scan, cassette tape player with Dolby noise reduction;† integral digital clock • AM/FM/MX premium stereo—electronically tuned digital, with Seek-and-Scan feature; six-speaker sound system, integral digital clock • Premium Speaker Package—includes coaxial rear speakers with power amp (available with stereo radios only) • Standard radio delete—credit option (not available on Laser XE)*

Seats

- *Low-back bucket—cloth-and-vinyl • Low-back bucket—vinyl, no charge (not available on Laser XE) • Low-back Enthusiast—with air-adjustable lumbar and thigh support: cloth-and-vinyl, standard on Laser XE, Mark Cross leather available on both Laser and Laser XE.*
- *Speed control—automatic*
- *Steering column—tilt (standard on Laser XE) • Sun roof—glass, removable • Suspension—handling: includes heavy-duty components and front gas-filled shocks (available on Laser XE only)*

Tires

- *P185/70R14—special-handling steel-belted radial raised black letters (standard on Laser XE) • P185/70R14—special-handling steel-belted radial raised white letters • P195/60R15—steel-belted radial raised black letter Eagle GT performance (available on Laser XE only)*
- *Transaxle—automatic: three-speed (available all engines)*
- *Wheels—road: cast aluminum, 15-inch (available on Laser XE only)*
- *Wiper/Washer—liftgate (electric rear window defroster required)*
- *Wheels, Road—cast aluminum, 14" x 5-1/2" (standard on Laser XE)*

Turbo Package

- *2.2-liter turbocharged, multi-point fuel-injected engine • Turbo engine dress-up • Special tuned exhaust system with bright exhaust tip • Unique hood design with black turbo cooling louvers • Turbo gauge on instrument panel (not available on Laser XE) • Special turbo identification • P185/70R14 special-handling steel-belted radial raised black letter Eagle GT tires (standard on Laser XE)*

Light Package (standard on Laser XE)

- *Glove box light • Map/dome light • Headlamp-on warning chime • Ignition switch time delay light • Ash receiver light • Underhood light • Cargo light*

Basic Group

Air conditioning • Tinted glass • Automatic speed control • Electric rear window defroster • AM/FM/MX stereo radio (standard on Laser XE)

Cargo Trim/Quiet Sound Package (standard on Laser XE)

- *Additional cargo area carpeting • Tonneau cover • Special Sound Package including cargo compartment silencer, rear wheelhouse mastic and pad silencer*

Pictured options

1. *Glass sun roof may be opened or removed.*
2. *Power window controls are console-mounted.*
3. *Air bladder and control valve for driver's optional Enthusiast Seat.*
4. *Tilt steering wheel adjusts to six positions.*
5. *Air conditioning has bi-level cooling.*
6. *Exterior electric remote heated mirrors for both sides.*
7. *AM/FM/MX stereo digital electronically tuned radio with integral digital clock.*
8. *Automatic speed control.*
9. *Control for electric remote mirrors on door panel.*

**There are special cooling requirements for field-installed air conditioning. Failure to follow those requirements may invalidate warranty.*

†Dolby is a trademark of Dolby Laboratories.

STANDARD EQUIPMENT		
ITEM	*LASER*	*LASER XE*
Active Restraint System	S	S
Alternator—90-ampere	S	S
Armrests—Front: door trim panels (two); center: freestanding, integral with console	S	S
Ash Receiver—Front and rear	S	S
Battery—370-amp maintenance-free: with test indicator	S	S
Brake—Parking: foot pedal operated	S	S
Brakes—Power: disc front, self-adjusting drum rear	S	S
Bumper—Front: integral with soft fascia; includes energy absorbing units, aluminum reinforcement beam, protective rub strips, air dam	S	S
Bumper—Rear: integral with soft fascia; includes steel reinforcement beam and protective rub strips	S	S
Cargo Area Luggage Restraint System—Net	NA	S
Cargo Trim/Quiet Sound Package—Includes additional cargo area carpeting, tonneau cover, and additional insulation for cargo floor area and rear wheelhouses	E	S
Carpeting—Passenger and cargo compartment floor and seatbacks: color-keyed cut pile	S	S
Chimes—Key in ignition and seat belt warnings	S	NA
Cigarette Lighter—Front compartment	S	S
Cleaner Air System	S	S
Clock—Electronic digital: integral with radio	S	S
Coat Hooks	S	S
Console—With center armrest and hidden storage: includes heater controls, radio, message center, elapsed time indicator (not available on XE), coin holders, cup holders; extension with remote liftgate and fuel-filler door release switch	S	S
Control Symbols—International (ISO)	S	S
Coolant Overflow Reservoir	S	S
Corrosion Protection—Extensive use of galvanized steel	S	S
Demisters—Side window	S	S
Directional Signals—With lane change feature	S	S
Dome Lamp—Activated by front door, rear hatch or switch	S	NA
Dome Lamp/Map Light—Activated by front doors, rear hatch or switch	P	S
Elapsed Time Indicator—Resettable	S	NA
Electronic Monitor System—Includes blue-green car graphic and alpha message system capable of monitoring 22 separate functions or conditions	NA	S
Electronic Navigator—Travel computer with 11-function capability	E	S
Engine—2.2-liter four-cylinder single point electronic fuel-injected: with computer, electronic combustion, electric fan engine cooling system, electronic voltage regulator	S	S
Exhaust System—Specially tuned	S	S
Flashers—Hazard warning	S	S
Footrest—Driver's side	S	S
Front-Wheel Drive	S	S
Fuel Filler Cap—Tethered	S	S
Fuel Filler Door—Power release	S	S
Fuel Tank—14-gallon capacity	S	S
Glove Box Light	P	S
Glove Box Lock	S	S
Head Restraints—Adjustable: right and left	S	S
Headlamps—Halogen: low and high beams	S	S
Headliner—Fiberglass extending from windshield to liftgate opening: cloth-covered	S	S
Heater and Defroster—With ram air ventilation	S	S
Hood—Counterbalanced	S	S
Hood Release—Inside	S	S
Horn—Optical (pass/flash feature)	S	S
Horns—Dual: electric	S	S
Illuminated Entry System	E	S

S—Standard. E—Extra cost. P—Package. NA—Not available.

NOTE: Due to occasional printing irregularities, the colors shown may vary slightly from actual hues. See your Chrysler dealer for accurate color chips.

All product illustrations and specifications are based on authorized information. Although descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Chrysler 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. See your dealer for the latest information.

STANDARD EQUIPMENT		
ITEM	*LASER*	*LASER XE*
Instrument Cluster—Electronic: includes digital readouts for speedometer, odometer, trip odometer, analog readouts for temperature gauge, fuel, tachometer; oil pressure, voltage gauges and low oil pressure warning light	NA	S
Instrument Cluster—Includes speedometer, odometer, tachometer; gauges for fuel, temperature, voltage, and oil pressure; resettable trip odometer; low oil pressure warning light	S	NA
Insulation—Body: sound	S	S
Insulation—Hood: pad	S	S
Light—Dome	S	NA
Lights—Backup, quad rectangular halogen headlamps, parking brake warning, side marker with reflectors, front; reflectors only, rear; door dome light switches, rear hatch dome light switch	S	S
Lights—Dome/map, glove box, ignition switch time delay, ash receiver, underhood, cargo	P	S
Message Center—Graphic: displays low fuel, low washer fluid, door ajar, hatch ajar	S	NA
Mirrors—Exterior left and right electric remote: aerodynamic	E	S
Mirrors—Exterior left manual remote and convex right manual remote: aerodynamic	S	NA
Moldings—Windshield, liftgate glass, door window frame, quarter window frame (black); headlamp, side marker (argent or sunroof); 360° body-side protective rub strips, roof at hatch (color-keyed)	S	S
Multifunction Steering Column Lever—Includes switches for windshield wiper/washer, headlamp dimmer, turn signals and pass/flash signal	S	S
Nameplates—"Chrysler" on left-side hatch, "Laser" on right-side hatch, Electronic fuel injection decal on door window frame: red	S S	S S
Radio—AM electronically tuned: integral digital clock	S	NA
Radio—AM/FM electronically tuned, four speakers: integral digital clock	E	S
Seats—Front low-back cloth buckets: with dual recliners and inertia latches	S	NA
Seats—Front low-back cloth buckets: with dual recliners and inertia latches, and driver's side seat adjustments for lumbar and thigh support	E	S
Seats—Rear cloth bench: individual fold-down seatbacks, one-piece seat cushion, carpeted seatbacks, seatback release accessible from front doors or hatch	S	S
Spare Tire—T115/70D14: high-pressure/low mileage	S	S
Spoiler—Rear hatch and quarter panel extensions	S	S
Steering—Power: rack-and-pinion, quick ratio, firm-feel	S	S
Steering Column—Energy absorbing: color-keyed	S	S
Steering Column—Tilt	E	S
Steering Wheel—Luxury: leather-wrapped, two-spoke	S	S
Sun Visors—Rear: dual	NA	S
Suspension—Standard Sport suspension: includes Iso-Strut front suspension, trailing arm rear suspension; front and rear antisway bars, and gas-charged rear shock absorbers	S	S
Tires—P185/70R14 steel-belted radial black sidewall	E	S
Tires—P185/70R14 steel-belted radial raised black letter	E	S
Transaxle—Manual: five-speed, with fifth gear overdrive; floor-mounted cable shifter	S	S
Ventilation System—Bi-level: four outlets	S	S
Wheel Covers—Premium	S	NA
Wheels—Road: 14-inch by 5½-inch cast aluminum	E	S
Wheels—Stamped steel	S	NA
Windshield Wipers—Deluxe: with intermittent wipe	S	S

S—Standard. E—Extra cost. P—Package. NA—Not available.

Standard Safety Features

- *Anti-theft liftgate • Backup lights • Brake fluid pressure loss warning light (also serves as indicator when parking brake is applied)*
- *Combination lap-shoulder belts for the driver and front passenger, and lap belts for the rear passengers • Double ball-joint rearview mirror mount • Dual braking system with separate brake fluid reservoirs in the master cylinder • Dual throttle return springs*
- *Electric windshield washers and wipers • Energy-absorbing instrument panel and sun visors • Energy-absorbing steering column or steering wheel • Fade-resistant front disc brakes • Front seat head restraints • Glare reduction measures for windshield wipers, instrument panel and steering wheel • Hazard-warning flasher system*
- *Headlamp and wiper circuit breakers with automatic reset • Ignition and steering column lock • Inside and outside rearview mirrors*
- *Interlocking door latches • Key-left-in-ignition warning • Non-override door locks (except driver's door) • Recessed inside door release handles • Reinforced windshield header and roof • Resilient window crank knobs • Rotary glove box latch • Safety-Rim wheels*
- *Seat belt reminder system • Seatback latches on folding front seats • Side door beams • Side marker lights and reflectors • Turn signals with lane-change feature*

Optional 5/50 Service Contract Coverage

Chrysler Corporation offers a 5/50 "Added Coverage" (in Florida "Added Value Plan") Service Contract which provides protection against rising service and parts costs for specified major repairs not included in the 5/50 Limited Warranty. Coverage starts on the specified components in the plan after your vehicle's "basic" 12-month/12,000-mile warranty expires on these components and continues for 5 years or 50,000 miles (whichever occurs first) from the vehicle's original warranty start date. A deductible applies. The plan provides an allowance for alternate transportation and towing. Ask your dealer for details.

Corrosion Protection

Chrysler Corporation's corrosion protection is among the best in the industry. It includes the extensive use of galvanized sheet metal panels, one of the best known methods of corrosion protection, and pre-coated steel in critical areas, as well as the seven-step dip-and-spray process.

Consider Leasing from the Leasing Professionals

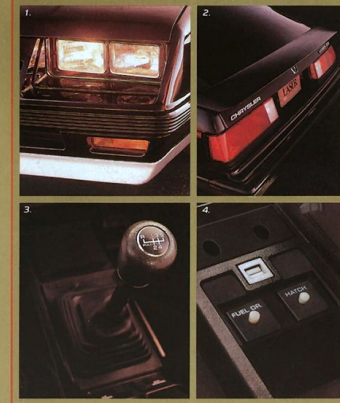
In these days of tight money and high interest rates more consumers are considering leasing as an alternative to buying. Leasing a new Chrysler Laser usually eliminates large down payments and often results in lower monthly payments because you're paying only for that portion of the vehicle life under the leasing agreement.

Leasing could be right for you, and the more you learn about it the more likely you are to consider it seriously. If leasing sounds like a sensible solution to your transportation needs, talk it over with us—your leasing professionals.

ENGINES AND TRANSAXLES

Type	*Displacement*	*Bore & Stroke*	*Compression Ratio*	*Horsepower SAE Net @ RPM*	*Torque*	*Transaxle Availability*
Federal/California 4-cyl OHC	*2.2-liter (135 CID) Electronic fuel injection*	*3.44" x 3.62"*	9.0:1	99 hp @ 5,600	*121 lb-ft @ 3,200*	S—Manual O—Automatic
Federal/California 4-cyl OHC	*2.2-liter (135 CID) Turbocharged, multi-point electronic fuel injection*	*3.44" x 3.62"*	8.1:1	*142 hp* @ 5,600*	*160 lb-ft @ 3,200*	S—Manual O—Automatic

*S—standard. O—optional. *140 horsepower with automatic transaxle.*



EXTERIOR COLORS

Laser

- *Garnet Red Pearl Coat (Extra cost)*
- *Mink Brown Pearl Coat (Extra cost)*
- *Beige Crystal Coat*
- *Gunmetal Blue Pearl Coat*
- *Black*
- *Radiant Silver Crystal Coat*

Laser XE

- *Black*

Two-Tone Packages

- *Garnet Red Pearl Coat/ Radiant Silver Crystal Coat*
- *Mink Brown Pearl Coat/ Beige Crystal Coat*
- *Saddle Brown Crystal Coat/ Black*
- *Gunmetal Blue Pearl Coat/ Radiant Silver Crystal Coat*
- *Radiant Silver Crystal Coat/ Gunmetal Blue Pearl Coat*
- *Black/ Burnished Silver Metallic*

Pictured standard features

1. *Halogen headlamps.*
2. *Rear spoiler.*
3. *Five-speed manual transaxle.*
4. *Console controls for fuel door and hatch.*

MOPAR parts are engineered by Chrysler Corporation for use in your Chrysler Laser. When replacement is necessary, be sure to specify MOPAR parts. Used by professional mechanics all over the world.

THE NEW CHRYSLER CORPORATION

Form No. 81-005-40011 8/83 (350M) Litho in U.S.A.