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CHRYSLER
Laser & Daytona



◆
The Chrysler Laser Family
"A Sports Car Story."
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Chapter One—Laser
The practical sports car.
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This is a story about a sports car. Or rather, a family of sports cars. Not relics of the past, but thoroughly modern sports machines. Modern in every sense of the word. Styled, engineered, built for the 80's.

Chapter One: Laser. Can there be a "practical" sports car? Why not? Laser delivers all the excitement, driving fun and features you'd expect in a sporting car, at a price the competition can only marvel at.

Consider: front-wheel drive; electronic fuel-injected 2.2-litre four-cylinder overhead cam engine; close-ratio five-speed manual transmission—that's to make it go. Power-assisted and ventilated front disc brakes and rear drums to make it stop. Sport suspension with anti-roll bars front and rear; quick-ratio power rack-and-pinion-steering; P185/70 R14 steel-belted radial tires—that's all to make it handle.

◀ Chrysler Laser



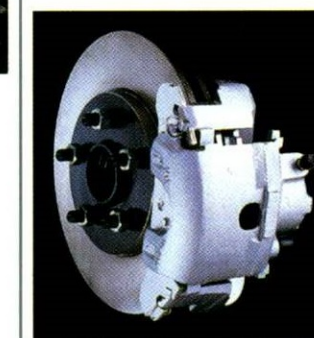
◀ Room for you and three of your friends. Lots of room left over for luggage. Rear seats fold individually for loading flexibility.

But Laser is no bare-bones sports car. Not with reclining cloth-covered bucket seats up front and two individually folding seats in the rear; sports instrumentation with a complete set of analogue dial gauges; full console with centre armrest, storage bin, coin box and cup holders; electronically-tuned, AM-stereo/FM-stereo, six-speaker radio; variable intermittent windshield wipers; dual remote-control side mirrors; remote filler door and liftgate releases. Laser. It isn't just the value leader in the Laser Family; it's the value leader of the entire sports car field.



◀ Standard five-speed transmission has four closely-spaced ratios for sparkling performance, and an overdrive fifth gear for relaxed, fuel-efficient highway cruising. Afficionados will appreciate the brake-pedal-to-accelerator relationship—properly set up for heel-and-toe downshifts.

About this catalogue. Since the time of printing, some of the information you'll find in this catalogue may have been updated. Ask your dealer for details before ordering.



▲ Vented power-assisted front disc and self-adjusting rear drum brakes assure fade-free, straightline stopping time after time.

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Chapter Two—
Laser XE is the sophisticate
in the Laser family.
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This chapter opens with an all-new Chrysler-built engine. Displacing 2.5 litres, this high-torque overhead camshaft four-cylinder carries twin balance shafts for exceptional smoothness of operation. A close-ratio five-speed manual transmission is standard equipment.

The power gets to the road through a sport suspension featuring upsize low profile P205/60 HR15 steel-belted radial tires. A unique ground-effects package, with front air dam and side-sill spoilers do more than give Laser XE a stunning new look. They help glue the car to the road.

Inside, sophistication reigns. High-tech electronic instrumentation displays engine speed, fuel level, coolant temperature, oil pressure and battery voltage on bar graphs. Road speed is presented with digital precision, and calibration can be switched from metric to conventional at the touch of a button.

Augmenting this space-age display is an electronic monitor, which alerts the driver,

visually and verbally, to conditions that deserve attention. This 23-function system never nags—it only speaks up when there is something you really should know about. And—thoughtful—there is a cancel switch should you prefer to have no verbal messages at all.

The Electronic Navigator helps plan and monitor your trip, keeping track of distance travelled, fuel used, elapsed driving time, estimated time of arrival—a total of nine trip functions.

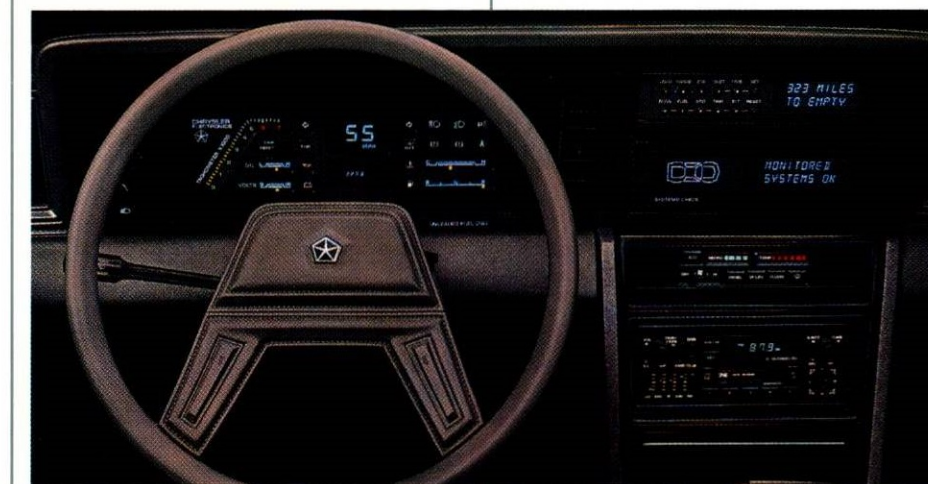
Laser XE—electronics technology that goes beyond the video game.

This Chapter ends with a suggestion that you get the rest of the Laser XE story at your Chrysler dealer.

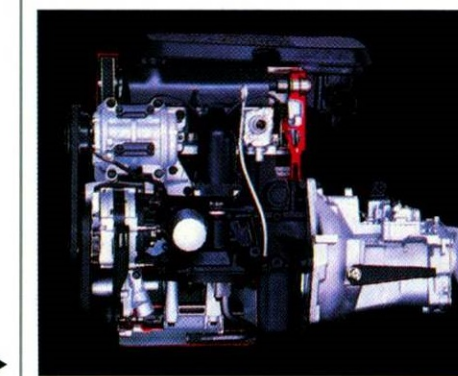


◀ Laser XE features front Enthusiast seats, with four-way adjustable headrests, supportive side bolsters on seat cushions and backs, and thigh and lumbar supports, manually adjustable on driver's side. You can choose optional leather. Or, if you want to go further, there's an option, also in leather, that adds even more driver's seat adjustment potential, including power-assist, to tailor the seat exactly to your driving needs and style. Rear seats are individually foldable for flexible luggage capacity.

Laser XE features space-age electronics designed with function in mind. Bar graphs supervise engine's vital signs; Electronic Monitor provides verbal and visual warnings of items requiring attention; Electronic Navigator helps you find your way. ▼



All-new 2.5-litre four-cylinder engine features twin balance shafts which all but eliminate normal engine vibration. ▶



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Chapter Three—
Laser XT
The athlete of the Laser Family
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Introducing Laser XT, engineered for the enthusiast who allows for no compromise in a sports car.

A 2.2-litre turbocharged, four-cylinder engine delivers 146 fun-filled horsepower (109 kW). Turbo bearings are water-cooled for durability. The close-ratio five-speed manual gearbox is perfectly mated to the turbo engine's torque curve.

Chrysler's sportiest suspension, featuring high-rate springs, gas-charged shock absorbers and thick, solid anti-sway bars keeps the ultra-low-profile P225/50 VR15 steel-belted radial tires in full contact with the pavement under the most severe driving conditions.

Laser XT is a true sports car for the true sports car fan. Heel-and-toe shifting. Firm ride. Sporty exhaust note. Analogue instrumentation, with 270°-sweep dials for tachometer and speedometer, plus additional gauges for fuel level, oil pressure, coolant temperature, oil pressure and



◀ An athlete doing some serious road work. This is where Laser XT can show its moves.



◀ Laser XT's optional T-Bar roof. Available also on Daytona Turbo Z and other Laser models. Catch some rays while enjoying your favourite twisty road.



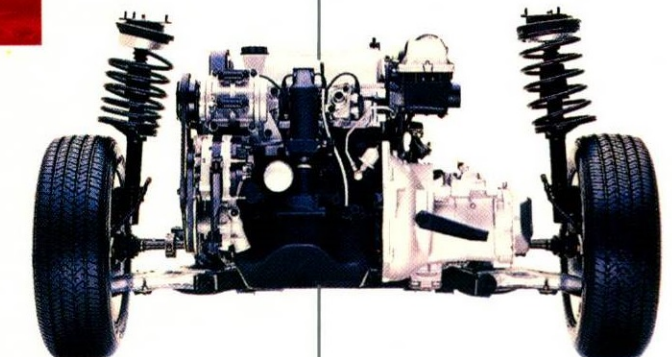
▲ Some kind of night light! Quad halogen headlights provide excellent illumination, so the fun doesn't stop when the sun goes down.

turbo boost pressure.

Subdued exterior ornamentation and functional aerodynamic spoilers give the Laser XT the lean hard look of the athlete.

Want to go for a little run?

Remote releases for fuel filler door and lift-back add a touch of convenience to the driving pleasure of Laser XT. ▶



▲ High-rate coil springs tethered by gas-charged shock absorbers provide a firm ride and outstanding handling. Flat cornering, high lateral acceleration, excellent transient response.

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Chapter Four—
Daytona Turbo
Every family has one.
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The extrovert. You might even call this one a bit of a show-off. In Chrysler's sports car family, it's the Daytona Turbo Z.

Certainly, Daytona Turbo Z shows off. It has a unique front spoiler; unique "ground-effects" side sill extensions; unique rear deck spoiler; 15-inch cast aluminum road wheels; Turbo hood louvers.

But with Daytona Turbo Z, it isn't just flash. Daytona Turbo Z can back up the flamboyance with 146 horses (109 kW) worth of turbo-charged power; a close-ratio five-speed manual transmission; a Handling Suspension with gas-charged shock absorbers and anti-roll bars front and rear; and "Plus One" low-profile P205/60 HR15 steel-belted radial tires.

Inside, Daytona Turbo Z grabs you with Enthusiast bucket seats, thigh and lumbar supports manually adjustable on the driver's seat (power adjustment optional, in leather) with all the lateral support you need for ultimate

driving enjoyment. A leather-wrapped sport steering wheel feels right in your hands, or in your mesh-back driving gloves. A full set of analogue gauges keeps you informed of happenings in the engine room.

Want more? Opt for the "C/S" handling package: wider cast aluminum Shelby road wheels; "Plus Two" ultra-low-

profile P225/50 VR15 uni-directional high-speed rated steel-belted radial tires; performance-tuned shock absorbers and anti-roll bars; plus "C/S" graphics so that when you embarrass the competition, they can't say they weren't warned.



◀ Chrysler Daytona Z with "C/S" package



◀ Daytona Turbo Z envelopes you in supportive Enthusiast seats. Driver's side features adjustable lumbar and thigh support.



▲ Daytona Turbo Z gets its urge from one of the industry's most advanced turbo-charged engines. Chrysler/Bosch electronic fuel injection and a micro-processor-managed boost control allow transient over-boost for those critical initial seconds of acceleration. Water-cooled turbine bearings ensure reliability—so much so that Chrysler can confidently back the turbocharger and the turbo-charged engine with its full 5 year/80,000 kilometre powertrain warranty. (See back page for details.)

◀ The same business-like instrumentation found also on Laser and Laser XT. Legible conventional dials tell you what you need to know, at a glance. Or you can order Daytona Turbo Z with high-tech Electronic Instrument Panel combined with Electronic Navigator.

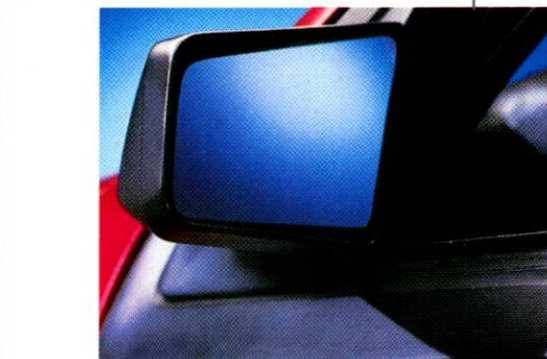
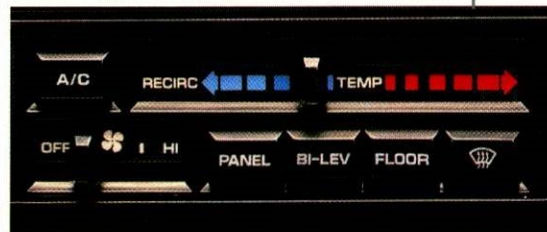
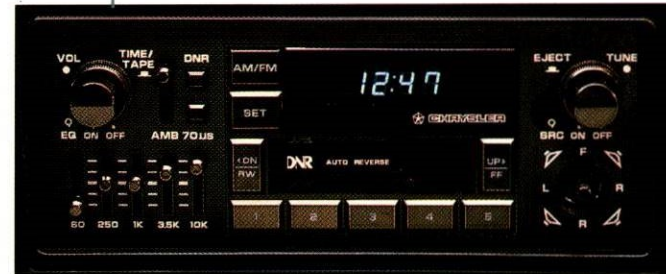
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Chapter Five -
This is the Laser story
that you write yourself.
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Every member of the Laser family comes with an extraordinary list of standard features. But Chrysler wants your Laser or Daytona to be your personal statement.

1. Cast aluminum road wheels give your Laser the sporting look. (Cast aluminum wheels, in different styles, and rim sizes, are standard on XE, XT, and Daytona Turbo Z models).

2. Automatic Speed Control. One-finger touch controls set, accelerate, coast, resume, and "Tap Up/Tap Down" features.



3. Ultimate Sound Radio. AM-stereo/FM-stereo, 5-channel graphic equalizer, up-and-down scan, memory scan, "joystick" control for the six speakers and cassette player with Dynamic Noise Reduction, give true audiophile sound quality in your Laser or Daytona.

4. Air Conditioning cools out those long summer days.



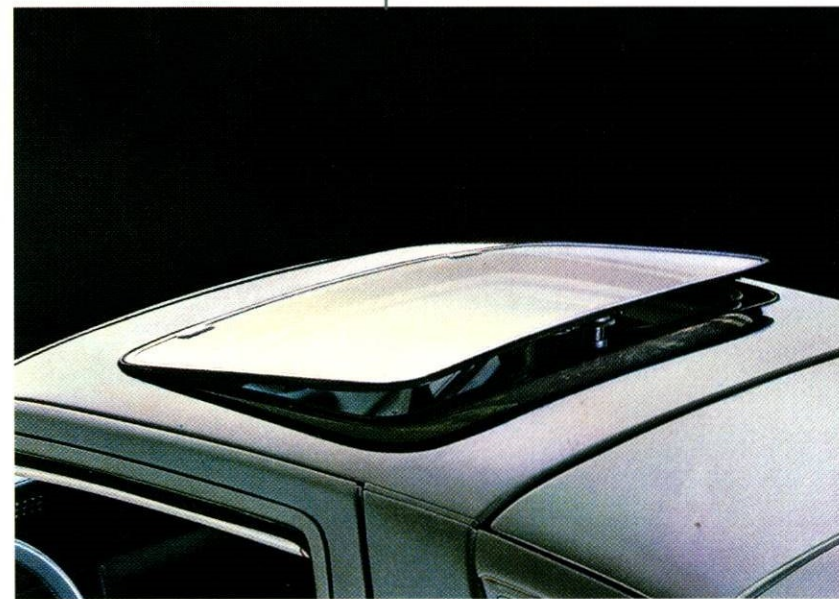
5. Power-assisted mirrors are especially welcome when more than one driver is sharing the pleasure of driving Laser or Daytona.

6. Power window. Luxury in a sports car? Go ahead—indulge yourself.



7. Tilt steering column adjusts to your favourite driving position. Makes entry and exit easier, too.

8. Pop-up removable sunroof gives open-air fans that traditional roadster feeling without rainwater in their ears.



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"We don't want to be the biggest.
Just The Best"
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This goal reflects the realism of The New Chrysler Corporation—realism that has transformed Chrysler in recent years to being one of the most forward-thinking of the world's automobile manufacturers. It's a realism that faces the fact that short-term strategems yield only short-term results, and that only long-term thinking can build customer confidence. It's a realism that recognizes that customer satisfaction comes not from being the biggest, but only from being The Best.

And how do you get to be The Best? In Chrysler's case, engineering leadership has a lot to do with it.

It is not an unfamiliar story for Chrysler. Such past landmarks as the Slant-Six engine, electronic ignition and spark control, and water-cooled turbochargers, have established and maintained this leadership.

Being The Best means more than simply having good products. It involves a total dedication to Quality.



Quality in Concept—the foresight to lead, not follow, the marketplace. Front-wheel-drive—Dodge Omni and Plymouth Horizon away back in 1978; maximum dollar-value Dodge Aries and Plymouth Reliant K-cars in 1981; precedent-shattering family wagons—Dodge Caravan and Plymouth Voyager in 1984; first North American-built front-wheel-drive sports cars—Chrysler Laser and Daytona Turbo Z in 1984; world-class sports sedans—Chrysler LeBaron GTS and Dodge Lancer in 1985.

Quality in Design—the industry's largest fully-integrated computer-assisted design network, links all aspects of styling, engineering and manufacturing process design into a co-ordinated whole.

Quality in Assembly—utilizes robotics for welding, painting and materials handling; computerized planning and scheduling systems; and state-of-the-art painting systems, for flawless finish and superior corrosion resistance.

Quality in Service—cars are designed that need less maintenance, ensuring that when

repairs are necessary, they can be done simply and inexpensively, with factory-trained service technicians in a 500-plus dealer network in cities and small towns all across Canada.

Quality in Consumer Protection—at Chrysler, Quality isn't just a buzz-word. We back up our claims with some of the best warranties in the business. See last page for details.

Quality in Personnel—at Chrysler, every employee from the shop floor to the executive suite gets the best possible training, so each can contribute his or her skills and knowledge to the common goal.

To become not The Biggest—just The Best.

1986 CHRYSLER LASER & DAYTONA TURBO Z

Chrysler Laser & Daytona Turbo Z Selected Standard and Optional Features	Laser	Laser XE	Laser XT	Daytona Turbo Z
AIR CONDITIONING—Bi-level	O	O	O	O
AIR DAM—Integral with front fascia; REAR SPOILER	S	—	—	—
AIR DAM AND SIDE SKIRTS—Ground-effect types; REAR SPOILER	NA	S	S	S
ALTERNATOR—90 amp.	S	S	S	S
BATTERY—400 amp., Maintenance Free	S	S	S	S
500 amp., Maintenance Free	O	O	O	O
BRAKES—Power vented, front discs, self-adjusting rear drums	S	S	S	S
CARGO COMPARTMENT—Tie down, security net and rear sun visors	NA	S	S	S
Cargo light and additional carpeting/insulation	O	S	S	O
Tonneau cover	O	O	O	O
CLOCK—Digital electronic, integral with radio	S	S	S	S
CONSOLE—Full length includes: centre armrest, hidden storage, coin/cup holders	S	S	S	S
CORROSION PROTECTION—Extensive use of galvanized steel; lower bodyside urethane stone chip-resistant coating; front fender plastic liners (backed by Chrysler's Anti-Corrosion Limited Warranty)	S	S	S	S
DEFOGGERS—Front wide windows	S	S	S	S
DEFROSTER—Rear window; ENGINE BLOCK HEATER; LIGHT PACKAGE	O	O	O	O
ELAPSED TIME INDICATOR—Resettable	S	NA	S	S
ELECTRONIC MONITOR—23 functional, visual and verbal (French verbal—optional)	NA	S	NA	NA
ELECTRONIC NAVIGATOR	O	S	S	O
GLASS—Tinted; HEADLAMPS—Halogen	S	S	S	S
HORNS—Dual, air, autobahn/autostrada type	NA	S	S	NA
INSIDE REMOTE RELEASE—Hood, liftgate fuel filler	S	S	S	S
INSTRUMENT PANEL—Conventional, with tachometer and full instrumentation	S	NA	S	S
Electronic with LED tachometer and graphic displays	NA	S	NA	O
Turbo-boost gauge	O	NA	S	S
LOUVRES—Turbo hood, functional cooling	O	O	S	S
MESSAGE CENTRE—Graphic, shows low fuel, washer fluid, door/hatch ajar	S	NA	S	S
SPEED CONTROL; SUN ROOF; T-BAR ROOF; WIPER WASH REAR	O	O	O	O
STEERING, RACK-AND-PINION—Power, firm-feel, quick ratio (14:1)	S	S	S	S
SUSPENSION—Iso-strut front; rear, trailing arm with front and rear anti-sway control	S	S	S	S
Handling—Performance spring rates and gas-charged shock absorbers	NA	O	NA	S
Special Handling—Performance spring rates plus performance-tuned gas-charged shock absorbers and special front and rear anti-sway bars	NA	NA	S	O
TIRES—P185/70 R14, SBR, BSW, All Season	S	NA	NA	NA
P195/70 R14, SBR, LBL, Handling	O	NA	NA	NA
P205/60 R15, SBR, LBL, Handling	NA	S	NA	S
P225/50 VR15, SBR, LBL, Unidirectional Special Handling	NA	NA	S	O
WHEELS—14" steel, sport wheel covers	S	NA	NA	NA
14" cast aluminum road wheels	O	NA	NA	NA
15" cast aluminum road wheels	NA	S	S	S
MIRRORS—Inside, rearview, day/night; Vanity, passenger side	S	S	S	S
Outside, dual remote	S	NA	NA	S
Outside, dual power adjustable (heated if rear defroster also ordered)	O	S	S	O
POWER ASSISTS—Door locks, seat (driver only), windows	O	O	O	O
RADIOS—Electronically tuned with digital readout and clock	S	S	S	S
AM Stereo/FM stereo with 6 speakers	S	S	S	S
AM Stereo/FM Stereo, with cassette, 6 speakers	O	O	O	O
AM stereo/FM stereo with cassette, 6 speakers, joystick control, Graphic Equalizer and Dynamic Noise Reduction Systems	O	O	O	O
SEATS—Rear, split fold-down seat backs	S	S	S	S
Front, low-back sport buckets, cloth-faced, dual recliners	S	NA	NA	NA
Front, low-back enthusiast buckets, cloth-faced (leather option), dual recliners, 4-way headrests, drivers adjustable lumbar/thigh supports	O	S	S	S
Front, low-back, multi-adjustable enthusiast buckets, leather, dual recliners, 4-way headrests, driver's power-adjustable for lateral support (cushion and back wings), lumbar/thigh, six-way seat positioning	NA	O	O	O

S—Standard equipment O—Optional equipment at extra cost NA—Not available NC—No charge option
SBR—Steel-belted radial BSW—Black side walls, LBL—Low Black Letter.

This catalog does not list all standard and optional equipment items, and some options are subject to availability restrictions. See your dealer for complete details.

	Two-Door 2 + 2 Sports Liftback	
Dimensions, Weights and Capacities	millimetres	inches
Wheelbase	2466	97.1
Overall Length (a)	4446	175.0
Overall Width	1760	69.3
Overall Height (b)	1278	50.3
Turning Diameter—metres (feet)	10.2 (33.5)	
Curb Weight—kilograms (pounds) (c)	1190 (2620)	
Usable Luggage Capacity—litres (cu. ft.)	935 (33.0)	
Passenger Capacity	4	
Fuel Capacity—litres (Imp. gals.)	53 (11.7)	

Engines and Transaxles	2.2-litre 4-cyl. EFI	2.5-litre 4-cyl. EFI	2.2-litre 4-cyl. EFI TURBO
Availability—Laser	Standard	Optional	Optional
Laser XE	—	Standard	Optional
Laser XT	—	—	Standard
Daytona Turbo Z	—	—	Standard
Type	SOHC	SOHC	SOHC
Fuel Delivery	Throttle Body EFI	Throttle Body EFI	Multipoint (Port) EFI
Net Power—kW (bhp) @ RPM	73 (98) @ 5200	75 (101) @ 4800	109 (146) @ 5200
Net Torque—Nm (lb-ft) @ RPM	165 (122) @ 3200	184 (136) @ 2800	228 (168) @ 3600
Exhaust System—type of steel	Aluminized	Aluminized	Extended-Life
Transaxle and OTGR* availability			
5-Speed Manual—Std.	2.57	2.57	2.57
3-speed automatic—Opt.	3.02	3.02	3.02

(a) Includes bumper guards. Daytona Turbo Z—4570 mm (179.9") (b) Based lb 4-passenger load, base engine and standard tires.
(c) Laser XE 1210 (2670); Laser XT and Daytona Turbo Z 1235 (2720)
Std.—Standard Opt.—Optional at extra cost EFI—Electronic Fuel Injection
*Overall top Gear Ratio (OTGR) is similar to the Axle Ratio on a car with 4-wheel drive.

TRAILER TOWING: Ask your dealer for Chrysler Canada's special information and recommendation brochure.

**BEST IN
PROTECTION**

- Engine & Powertrain
- Outer Panel rust through

5/80*

EVERY CHRYSLER BUILT CAR & TRUCK

*Limited Warranty



Mopar/Autopar parts are engineering approved by Chrysler Canada Ltd. for your vehicle. When replacement is necessary, be sure to specify the use of Mopar/Autopar parts. There's no substitute for quality.

AT CHRYSLER,
WE JUST WANT
TO BE THE

best

**We've got
Chrysler LeaseAbility**

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



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