

## GROUP 0 LUBRICATION AND MAINTENANCE

### DATA AND SPECIFICATIONS

#### CAPACITIES

Cooling System .....	16 Quarts
(Add one quart with hot water heater)	
Crankcase .....	5 Quarts
(Add one quart with new filter)	
Fuel Tank .....	23 Gallons
(Town and Country — 22 gallons)	
Manual Transmission .....	4¼ Pints
TorqueFlite Transmission .....	21 Pints
Rear Axle .....	3½ Pints

TIRES	Pressure		Size	Plies	Wheel Size
	Front	Rear			
Chrysler Newport .....	24	22	8.00 x 14	4	14 x 5.5
Newport Town & Country .....	22	24*	8.50 x 14	4	14 x 6
Windsor .....	24	22	8.00 x 14	4	14 x 5.5
New Yorker .....	24	22	8.50 x 14	4	14 x 6
New Yorker Town & Country .....	22	24*	9.00 x 14	4	14 x 6.5
Imperial .....	24	24	8.20 x 15	4	15 x 6

\*28 fully loaded.

The procedures for servicing the Chrysler and Imperial cars are changed somewhat, as the engine ventilating system (optional equipment) is now available for all engines (except in California) where the system is standard equipment.

There is a better method of cleaning the carburetor

air cleaner assembly. Lubriplate can be easily applied on door lock cylinders and door lock intrusion guards. There is also a change in tire rotation.

All other components are basically the same as outlined in the 1960 Chrysler and Imperial Service Manual.

### KEY TO LUBRICATION AND MAINTENANCE CHART

<p><b>Key</b></p> <p>AA Automatic Transmission Fluid Type "A"     Suffix "A"</p> <p>AF Anti-freeze</p> <p>AP Air Pressure</p> <p>C Check Condition of</p> <p>CAC Carburetor Air Cleaner</p> <p>CL Chassis Lubricant</p> <p>DCL Distributor Cam Lubricant —     Part No. 1473595</p> <p>DPO Dripless Penetrating Oil — Part No. 830669</p> <p>EO Engine Oil</p> <p>EOF Engine Oil Filter</p>	<p><b>Key</b></p> <p>GL-4 For API Service GL-4 as defined by     MIL-L-2105B</p> <p>HTF High Temperature Heavy Duty Brake Fluid     Conforming to SAE 70R1 and 70R3</p> <p>MCL Speedometer Cable Lubricant     Part No. 1243632</p> <p>ML Lubriplate Part No. 1064768</p> <p>MP Multi-Purpose Gear Lubricant</p> <p>MSO Speedometer Lubricating Oil     Part No. 1265805</p> <p>PSF Power Steering Fluid Part No. 2084329</p> <p>RF Reverse Flush</p> <p>RR Rust Resistor</p>
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**KEY TO LUBRICATION AND MAINTENANCE CHART — Continued**

<b>Key</b>		<b>Key</b>	
S	Manifold Heat Control Valve Solvent Part No. 1879318	SSL	Stainless Stick Lubricant Part No. 1064769
SC	Safety Check — Brakes, Steering, Exhaust, Wipers, Mirrors, Tires, Horn, Lights, Glass	UJ1	Universal Joint Lubricant No. 1
SGL	Sure-Grip Lubricant Part No. 187914	UJ2	Universal Joint Lubricant No. 2
		UBM	Short Fiber Wheel Bearing Grease, Medium

**AT THE FIRST 1,000 MILE SERVICE  
AND THEREAFTER AT  
2,000 MILE OR 2 MONTH INTERVALS**

CL	Upper Ball Joints (2)	DPO	Door Hinges and other hard to lubricate places
CL	Lower Ball Joints (2)	SSL	Door Lock Striker Plates, Dove Tail Surfaces
CL	Tie Rod Ball Ends (4)	S	Manifold Heat Control Valves
CL	Clutch Torque Shaft (1)	ML	Door Check Arms, Hood Hinges, Hood Lock
MP or GL-4	Gearshift Tube and Lower Support Assembly (1)	DPO	Door Lock Assembly
PSF	Power Steering Pump Reservoir — Check Level	ML	Door Lock Cylinders
MP	Manual Steering Gear — Check Level	ML	Deck Lid Lock
EO	Parking Brake Linkage (Manual Trans.)	ML	License Plate Mounting Panel Springs and Pin
MP or GL-4	Rear Axle — Check Level	DPO	Tail Gate Hinges
SGL	Rear Axle — Sure-Grip — Check Level	ML	Tail Gate Locks
AA	Automatic Transmission — Check Level	SSL	Tail Gate Striker Plates, Dove Tail Surfaces
MP or GL-4	Manual Transmission — Check Level	EO	Engine Oil Change
ML	Foot-Operated Parking Brake	SC	10-Point Safety Check
EO	Distributor — Oil Cup	EO	Engine Ventilation Air Cleaners
EO	Generator	C	Tires — Air — Wear — Foreign Matter
		C	Brake Lines and Hoses
		HTF	Master Cylinder — Check Level

**AT 4,000 MILE INTERVALS**

EOF Engine Oil Filter Change (First at 3,000 miles and every 4,000 miles thereafter.)

**AT 6,000 MILE INTERVALS**

Rotate Tires — at 3,000-mile intervals and every 3,000 miles thereafter.

**AT 10,000 MILE OR 12 MONTH INTERVALS**

	Crankcase Ventilation Valve — Disassemble and Clean	EO	Distributor Wick
UBM	Front Wheel Bearings — Check Brake Lining, Wheel Cylinders, Hoses	DCL	Distributor Cam
MSO	Speedometer — with tube and wick or oiler	ML	Gear Shift Lever
MCL	Speedometer Cable	AA	Automatic Transmission Maintenance and Fluid Change

## AT 15,000 MILE INTERVALS

### Key

CAC Install New Carburetor Air Cleaner Element

## AT 20,000 MILE OR TWO YEAR INTERVALS

### Key

MP or Drain and Refill Manual Transmission  
GL-4

MP or Drain and Refill Rear Axle  
GL-4 (SGI for Sure-Gip)

### Key

UJ1 Ball and Trunnion Universal Joint —  
Disassemble, Clean, Inspect, Repack

UJ2 Cross and Roller Universal Joint —  
Disassemble, Clean, Inspect, Repack

ML Front Door Intrusion Guard Pivots

### ENGINE VENTILATING SYSTEMS

All engines have an air cleaner on the cylinder head cover to clean the incoming air. These air cleaners should be washed in kerosene and reoiled with SAE 30 engine oil at each 2,000 mile-2 month intervals. In smog or dusty areas the air cleaners may need attention as often as 500 miles, and in extremely dusty areas, almost daily.

California cars are equipped with a valve and tube extending from the cylinder head cover to the carburetor throttle body. The valve should be removed, disassembled and cleaned with carburetor cleaner P/N 1643272 every 10,000 miles. When the car is used constantly in short-haul driving or when the engine idles for long periods of time, the valve will require more frequent attention.

### CARBURETOR AIR CLEANER

The carburetor air cleaner assembly should be removed from the carburetor, disassembled, cleaned and reassembled at not longer than 5,000 mile intervals. In smog or dusty areas, the assembly should be cleaned more often. The cleaning element should be replaced every 15,000 miles or every third removal.

- (1) Remove the air cleaner from the carburetor as an assembly.
- (2) Remove the cleaning element from the housing.
- (3) Gently blow the dirt from the element by holding the compressed air nozzle at least two inches from the inside screen and blowing outward.
- (4) Blow the dirt out of the housing.
- (5) Check the element for punctures, using a bright light. Discard an element that is punctured.

- (6) Wipe the element support plate free of dirt.

- (7) Place the **smaller** end of the element **inside** the turned-up edge of support plate in the housing. **The bottom of the element must be inside the flange.**

- (8) Install the cover and tighten the wing nut securely.

### DOOR LOCK CYLINDERS

Place a small amount of Lubriplate on the notched edge of the key. Rotate the lock cylinder several times. Pull key out and wipe off excess grease. Repeat this procedure until the key comes out of the cylinder clean.

### DOOR LOCK INTRUSION GUARDS

At 20,000-mile or two-year intervals, remove the front door trim pads and apply Lubriplate to the intrusion guard pivots. While the trim pad is off, inspect the vacuum tubing and other parts inside the door.

### MANUAL TRANSMISSION

Check the lubricant level at 2,000 miles or two-month intervals, each time the car is lubricated. Replenish when the level is below the filler hole. Do not mix lubricants. Drain and refill at 20,000-mile or 2-year intervals.

Automatic Transmission Fluid, Type "A," Suffix "A" can be used in all climates. Multi-Purpose Gear Lubricant or GL-4 lubricant requires: SAE 80 above —10° F. and SAE 75 below —10° F.

### TORQUEFLITE TRANSMISSIONS

The procedures for performing the 10,000 mile main-

tenance service (or filling after reconditioning) are not changed but the amount of fluid used in the process varies as follows:

(1) Use five quarts of fluid as the initial fill before starting the engine.

(2) After the engine has run at idle for two minutes and each push button has been depressed for at least two seconds, add three quarts of fluid.

(3) Final addition of fluid should bring the level to within  $\frac{1}{4}$  inch of the "Add One Pint" mark but never above the mark.

#### REAR AXLE HOUSING (Except Sure-Grip)

Check the lubricant level at each 2,000-mile or two-month interval when the lubricant is at operating temperature. Replenish when the level is below the filler hole.

When checking the lubricant level in the rear axle while the car is on a hoist or lift, it is recommended that the hoist used be one that lifts the vehicle by supporting under the wheels or under the rear axle housing and the front suspension lower control arms. This type of hoist maintains the rear axle housing at normal driving angle; hence, an accurate check of the lubricant level can be made.

The use of any hoist which lifts the frame of the car and allows the wheels and rear axle housing to be unsupported will change the angle of the rear axle housing and an accurate check of the lubricant level cannot be made.

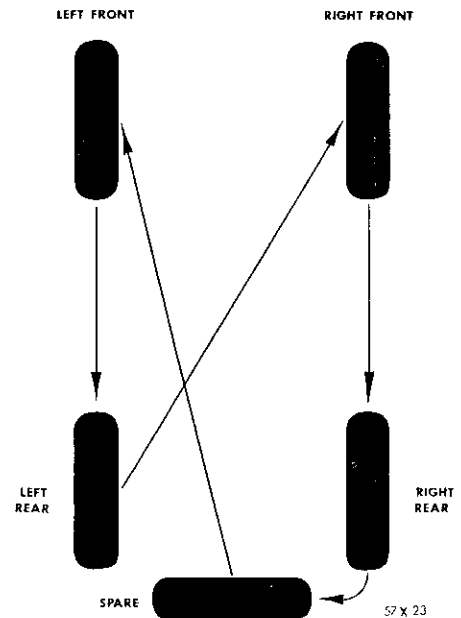


Fig. 3—Tire Rotation

The approved lubricants are Multi-Purpose lubricants designated for API Service GL-4 as defined by MIL-L-2105B: SAE 90 for temperatures above  $-10^{\circ}$  F.; SAE 80 for temperatures below  $-10^{\circ}$  F.; SAE 75 for temperatures below  $-30^{\circ}$  F.

Drain and refill at 20,000-mile or two-year intervals.

#### TIRE ROTATION

Tires should be rotated after the first 3,000 miles and at 6,000 miles thereafter using the rotation plan as shown in Figure 3.

## GROUP 1 ACCESSORIES

A new electrically-operated windshield washer is standard equipment on all Chrysler and Imperial models for 1961. The 1961 Auto-Pilot construction, operation, tests, adjustments and servicing are covered in this supplement.

The Chrysler vehicles are equipped with a Golden Tone Radio Model 317 and the Golden Touch Tuner Radio Model 407. The Imperial vehicles are equipped with a Touch Tuner Radio Model 404. The removal and installation procedures remain the same, however, the internal service should be done according to the new radio models.

All other accessories for the Chrysler and Imperial models are the same as those on the 1960 model vehicles.

The service procedures, with the exception of the Auto-Pilot, will remain the same as outlined in the 1960 Chrysler and Imperial Service Manual.

#### WINDSHIELD WASHER

A new electrically-operated windshield washer is standard equipment on all Chrysler and Imperial models.