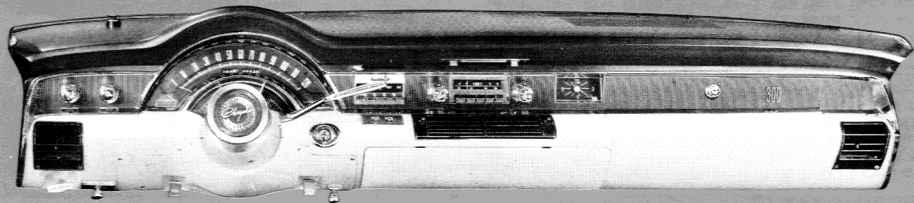


# CHRYSLER FEATURES



**Chrysler's Instrument Panel** not only is unmistakably premium-line in quality and appearance, it also reflects top-line planning in safety and convenience. The entire top and eyebrow of every Chrysler instrument panel is safety-padded and covered with non-glare vinyl. Instruments and controls are safety-recessed below the padded eyebrow and gauges are large and easy to read. The semi-circle speedometer, directly in front of the driver, has big, white numer-

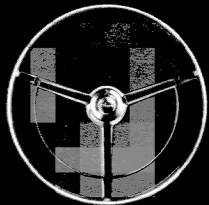
als on a black background for greater definition and clarity. The car's odometer, plus a trip odometer which is also standard, can be seen at the center of the speedometer dial. Three distinct trim panels are used across the mid-section of the instrument panel: a wood-grain textured trim appears on New Yorker and Town & Country models; a bright vertical-ribbed panel is used on 300; and a suede-like-finish black paint trims the Newport.

# CHRYSLER FEATURES *(Continued)*

**Sliding Drawer** in Chrysler's instrument panel features a special coin holder for quarters, dimes, nickels and pennies . . . a real convenience for paying bridge and turnpike tolls and parking meters. The drawer also contains two ashtrays and a cigar lighter and is illuminated when opened.

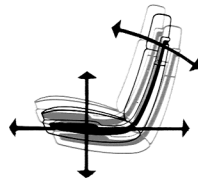


**Three-spoke Steering Wheel** with a partial horn ring is used for all Chrysler series. The New Yorker steering wheel has wood-grain-textured inserts on the spokes whereas these areas are brightly chromed on Newport, 300 and Town & Country models.

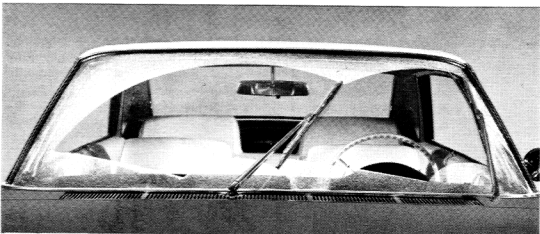


**New, Safety Inside Door Release Handle** is shaped and operates like the buckle on a safety seat belt. It requires only a slight pull inward to unlatch the door. However, its design provides a definite safety factor. It is mounted flat on the door panel just ahead of the armrest so that there's no handle to grab for support in the event of a sudden stop. Ordinary door handles project from inside the car door and sometimes are grabbed or bumped by passengers bracing themselves for quick stops and impending accidents . . . as a result, the door latch is released, the door pops open and the passenger is ejected from the car. Accident statistics indicate that passengers are less apt to be injured if they remain inside the car.

**Custom-positioned Front Seats**, a standard feature on Chrysler, have a built-in manual adjuster that permits a 6-way adjustment. The seat can be raised or lowered, moved forward or rearward or tilted to give the owner his best seating and driving position. This is in addition to the normal front-seat adjustment that is made by releasing a lever at the seat base and sliding the seat forward or rearward on inclined tracks.



**Crank-operated Vent Windows**, on all Chrysler front doors, provide draft-free ventilation when all other windows and vents are closed. Crank handles are geared for easy turning. Internal gearing holds vent window at any set position, even against winds that build up at turnpike speeds.



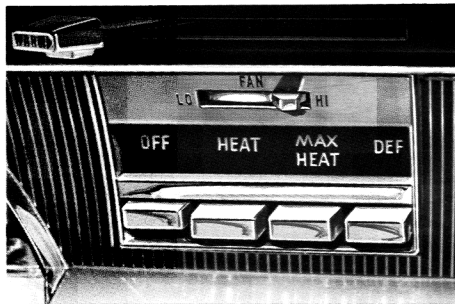
**Variable-speed, Electrically Powered Windshield Wipers**, that don't slow down when the car is accelerated, are standard on all Chryslers. And, they operate in parallel . . . both wiper blades move across the windshield in the same direction at the same time . . . rather than in an opposing manner. This lets the wiper blades overlap the center area of the windshield and wipe this critical area clean. The driver gets a clean, wiped windshield from side to side, giving him better visibility. Wiper-blade arms have an anti-windlift design to keep them from lifting off the windshield at highway speeds.

# HEATING, DEFROSTING, VENTILATION

**Chrysler Air-mix Heater and Defroster**, standard on all models, gives immediate response to temperature control adjustments. Moving the temperature control lever to the right causes an instant temperature rise in the incoming air, and moving it to the left causes an instant temperature drop. This quick response is achieved by a two-passage air-intake system . . . one passage heated, the other unheated . . . that mix just before they enter the passenger compartment. Sliding the temperature-control lever moves a damper in the system that mixes heated air with unheated air . . . the action is instant and so is the response in temperature change. Moving the control to the right mixes in more heated air so the temperature goes up.

Four push buttons, labeled OFF, HEAT, MAX HEAT and DEF control the directional flow of the heated air or shut it off entirely. Pushing the MAX HEAT button directs more heated air to the rear-seat compartment. A toggle switch above the push buttons gives three blower speeds and turns the blower off.

When the car is in motion, ram-air heating can be achieved by pushing either the HEAT or DEF button with the blower switch off.



**Side-cowl, Fresh-air Ventilators**, independent of the car's heating system, direct large volumes of fresh air onto front-seat passengers. Air-flow is regulated or shut off by individual push-pull controls located on either side of the steering column.