

Chrysler Data Book and Car Selector

Think about it!



Here is your new, 1973 Data Book—your easiest-to-use and handiest source of product information. Notice in particular the "Extra Care in Engineering" section, a collection of powerful sales stories on the features and benefits of your cars.

Think about another powerful use of this library of product information.

When a prospect is in the showroom near closing time and he isn't ready to make the buying decision—he may want to "think about it," or "talk it over" with his wife—there is a way to help make sure he will think about it. There is a way to help make certain he will talk it over with his wife. How?

Loan him your Data Book to take home overnight so that he can study all of the cars and their features—to become fully aware of all the benefits he will get by buying one of your cars.

Today's prospects are interested in product details. They want to know now about their purchase even though they don't always ask a direct question.

Naturally you'll want to impress the prospect with the necessity of returning the Data Book to you the next morning. You might have a lending card with a place for the prospect to write his name, address, and telephone number. Let the prospect know that the Data Book is essential to your job and that you do need it back the next morning—but you are happy to loan it to him so that he can see for himself that you have the cars to satisfy all of his needs and desires. You may even want to offer to pick it up the next morning at his home.

1973

Chrysler Data Book
and Car Selector

CHRYSLER



CHRYSLER
MOTOR CORPORATION

This book is designed to help you select your 1973 Chrysler and equipment

Chrysler Car-Line Tabs

Behind each of the car-line tabs—CHRYSLER, IMPERIAL and TOWN & COUNTRY WAGON—you'll find the information needed to decide on the particular model and equipment you want: model lineups, basic dimensions, standard and optional equipment differences among models, engines, transmission, seat and trim data, tire sizes, wheel covers and road wheels.

Each section of the book has a Table of Contents with items arranged alphabetically for quick reference. Tables of Contents for the car-line sections also contain references to the Extra Care in Engineering and Specifications sections.

Extra Care in Engineering Section

In this section of the Data Book, you'll find detailed engineering data about all Chrysler and Imperial cars. There is special emphasis on Extra Care in Engineering and how this policy has led to continuing improvements in Chrysler cars.

This section tells you what you need to know about electronic ignition, Unibody construction, torsion-bar suspension and Torsion-Quiet Ride, engines, TorqueFlite, tires, brakes and axle ratios, and much more.

Specifications Section

Specifications are arranged alphabetically, making individual items easy to find.

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Comparison Section

Information about the major competitors of all lines of Chrysler cars includes dimensions, specifications and features.

Comparisons are shipped to Chrysler Dealers as soon as data is available.

All product illustrations and specifications in this book are based on authorized information. Although descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Some of the equipment shown on product illustrations is optional, at extra cost. Chrysler Motors 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. For this reason, the availability and code of specific items should be determined from the latest code lists.

This book is designed to help you select your 1973 Chrysler and equipment

Chrysler Engineering

**Extra care
in engineering
...it makes a
difference.**

1973

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EXTRA CARE IN ENGINEERING... IT MAKES A DIFFERENCE

Chrysler Corporation's Continuing Commitment in Perspective

Chrysler Corporation's present leadership in engineering rests on a fundamental belief that has guided the Corporation since its establishment nearly 50 years ago.

Other manufacturers have been in existence longer and may sell more cars. But Chrysler has maintained that the true measures of excellence are engineering integrity and innovation. These values make a product *different*. And they override all other contributions a manufacturer can make.

This was the personal creed of Walter P. Chrysler long before he formed the Corporation in 1924.

Under his direction, Chrysler Corporation quickly became synonymous with engineering excellence.

The very first Chrysler had features never before offered the public in a medium-priced automobile. A revolutionary new six-cylinder, high-compression engine and four-wheel hydraulic brakes headed the list.

Ensuing years saw Chrysler engineering introduce the downdraft carburetor, full-time power steering, safety-rim wheels, fluid coupling, the alternator and a host of other advantages that were surprisingly ahead of their time.

Auto safety design, for instance, may seem a relatively recent activity. And, certainly, more public attention is focused on it than ever before. Yet one of the key selling features of 1937 Chrysler cars was a safety-

styled interior. Knobs on the instrument panel were recessed and gauges flush-mounted. Door handles were curved inward to avoid snagging, and the top of the front seat was heavily padded. Even the overhead wiper knob was soft rubber.

The body of the famous Airflow cars—introduced in 1934—is another case in point. The structure was a network of steel girders covered by body panels—a forecast of unit construction. Airflow design allowed three people to sit up front, and the engine was



moved over the front axle—an approach to more effective weight distribution which was finally adopted by the entire automobile industry.

Today . . . differences are still important

Like its predecessors, the 1973 Chrysler is a *different* car in important ways. It has numerous engineering values that even many expensive cars don't provide—like the steady-going ride and handling of torsion-bar front suspension and the strength and silence of Unibody construction.

Moving Forward in a New Technology

Within the modern, growing technology of electronics, Chrysler's commitment to concerned engineering continues to better serve you and the world in which you live.

A good example is electronic ignition, standard on all domestic models, a system that not only reduces the expense of regular tune-ups, but cuts down pollutants in the environment by keeping the engine in tune.

Like all Chrysler electronic components, this system is electronically tested on 100 percent of production.

The cars themselves are development tested and production tested by some of the most sophisticated equipment yet used in the auto industry.

Chrysler's new Engine Function Tester is just one instance of advanced testing methods. EFT is more sophisticated than previous equipment for testing engines at high speeds (called "hot testing" by engineers).

EFT can identify such things as improper oil flow, engine misfires and unacceptable vibration levels. Only those engines that pass all EFT tests are shipped to car assembly plants. Engines that do not pass the first time around are adjusted and retested before they are installed on the car, another assurance of excellence in today's Chrysler and still more progress in tomorrow's.

Extra Care in Engineering. The rest of this book tells you exactly how it makes a difference.

EXTRA CARE IN ENGINEERING.

It makes a difference in Chrysler Cars.

Emission control system.

With new exhaust gas recirculation system, total hydrocarbons are reduced by about 85%, carbon monoxide by about 70% and oxides of nitrogen by about 50% over engines with no emission control.

Electronic ignition.

Up to 35% more starting voltage than conventional systems. No ignition tune-ups except a spark plug change at 18,000 miles or longer. Functions like new after 50,000 miles.

Electronic voltage regulator.

Helps increase battery life. Assures greater reliability with solid-state components than the conventional regulator, 100% tested before installation.

Impact bumper system front and rear.

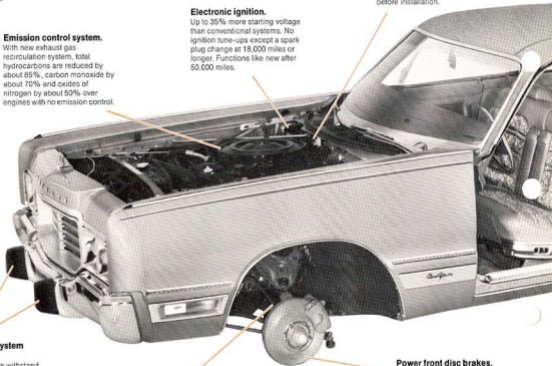
Bumpers and guards withstand impact forces of 5 mph. in front, 2½ mph. in the rear with no significant damage.

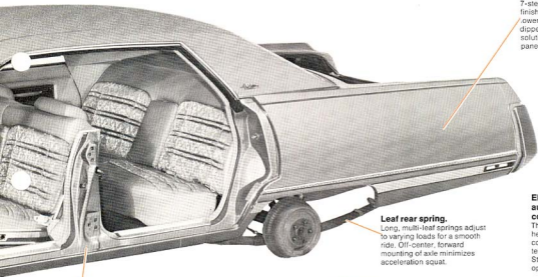
Torsion-bar front suspension.

Controls lean, brake dive, bumps and sway.

Power front disc brakes.

Powerful, quick-acting, fade-resistant. Standard Chrysler and Imperial.





Rust protection.
7-step process protects your finish inside and out. The lower portion of the body is dipped in rust-resistant solution. Galvanized rocker panels.

Electronic inside automatic temperature control.

The Auto-Temp II system helps assure passenger comfort. Maintains the temperature you select. Standard on Imperial, optional on Chrysler.

Leaf rear spring.

Long, multi-leaf springs adjust to varying loads for a smooth ride. Off-center, forward mounting of axle minimizes acceleration squat.

Unibody construction

Solid protection from every direction. Body and frame are fused into one solid unit by more than 4000 tough welds. Strength surrounds you.

Electronic digital clock.

Accurate enough to set your watch by . . . to within one minute per month. Exclusive standard on Imperial, optional on Chrysler.



Automatic speed control, with a memory, optional on Chrysler and Imperial. Maintains the speed you set. Disengages with brake. Can be reset without touching the accelerator.

Electronic security alarm system. If anyone tampers with your trunk, hood, doors or ignition switch, the lights flash and the horn blows.

TorqueFlite transmission. No recommended maintenance under normal driving conditions. Electronically set and tested for accuracy to add to its reliability.

ELECTRONICS MAKE A BIG DIFFERENCE

The electronic ignition, electronic voltage regulator and alternator are three places where Chrysler's pioneering in electronics has led to more reliable car performance.

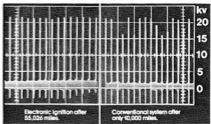


- Spark plugs normally last 18,000 miles or more because the consistently high voltage of electronic ignition reduces the incidence of misfire. In fact, the electronic ignition system will fire a marginal plug longer. Two major competitors with ordinary ignition systems recommend spark plug changes between 6,000 and 12,000 miles

ELECTRONIC IGNITION

Here's Why Electronic Ignition Makes a Big Difference

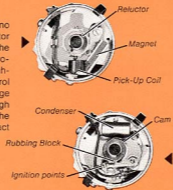
- Ignition points and condenser are eliminated from the distributor. High-voltage energy is produced for the spark plugs by highly reliable electronics.
- The major cause of ignition tune-ups is eliminated because there is no replacement of ignition points and condenser. All you have to normally do is change spark plugs every 18,000 miles.
- Periodic timing and point adjustments are not required with electronic ignition because there are no points to wear or burn, there are no deviations from the initial factory settings. Therefore ignition tune-up maintenance costs are reduced.
- Consistent high-voltage energy is transmitted to the spark plugs for quicker starts and better highway performance. Compared with conventional systems, up to 35% more voltage is available to the spark plugs during cold starting. In ignition systems with distributor points, the voltage drops off erratically during engine starting and is lower at highway speeds than it is in the electronic ignition system.



The difference in available voltage for each spark plug can be measured by an oscilloscope comparison of electronic versus conventional ignition systems during starting. The electronic ignition on the left has run 55,026 miles, the conventional ignition on the right has run only 10,000 miles. The superior voltage consistency of the Electronic Ignition system is clearly visible.

How Electronic Ignition Works Differently

The distributor used with electronic ignition has no ignition points or condenser. A gear-like rotor (with a tooth for each spark plug) rotates through the magnetic field of the permanent magnet and produces a small current. This current triggers the high-voltage ignition-coil circuit. The electronic control unit is responsible for keeping the high-voltage charges to the spark plugs at a consistently high level. An air gap between the rotating teeth of the rotor and the permanent magnet prevents contact and wear.



An ordinary distributor has a rubbing block that rides up over the cam to open and close ignition points for each spark plug firing. As the rubbing block wears, the points move closer together and become pitted and burned. Adjustments to distributor contact points are recommended at mileages as low as 6,000 on some cars . . . and replacement is recommended as often as every 12,000 miles.

Another problem with the ordinary distributor is that when the points wear and burn with use, it reduces the high-voltage energy available to a spark plug. After a time, one or more spark plugs may not fire and so the engine loses power and becomes rough in operation. Eventually, the engine can't be started and the points must be replaced.

Electronic Voltage Regulator ... Practically Maintenance-Free

Introduced by Chrysler in 1970, the electronic voltage regulator eliminated the need for maintenance by eliminating moving parts. Records show that 98.6% of the electronic voltage regulators installed at the factory function properly with no maintenance and no problems during the warranty period. This substantiates the claim of Chrysler engineers that the electronic voltage regulator is many times more reliable than previous mechanical voltage regulators.

Ordinary voltage regulators have moving contact points that open and close to regulate the voltage in the electrical system. The moving parts, plus the fragile construction of the ordinary voltage regulator, can cause trouble.

Chrysler's electronic voltage regulator eliminates moving parts. Diodes, transistors and space-age circuitry maintain the correct voltage in the electrical system. And since the electronic circuitry is sealed in tough epoxy, it is shock resistant, moisture resistant and extremely durable.



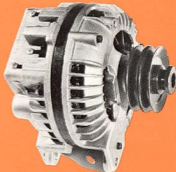
Electronic Voltage Regulator



Ordinary Voltage Regulator

Alternator Uses Electronic Rectifiers To Prolong Battery Life

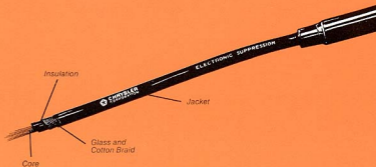
In 1960, Chrysler was first to make the alternator practical for automotive use by incorporating diodes or electronic rectifiers in the design. The alternator supplies a charge to the battery even at idling speeds.



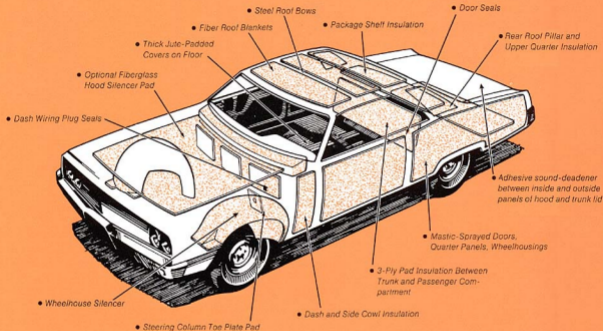
Chrysler Sets High Standards For Ignition Wiring

Ordinary ignition wiring is subject to breakdown from heat and vibration. A new, high-tension ignition cable on Chryslers provides maximum strength and exceptional resistance to heat. Quality and durability standards of Chrysler's wiring for spark plugs and ignition coil are of the highest in the industry. The core of the ignition cable is made of glass filaments, uniformly covered with carbon crystals. The core is covered with a cotton and glass basket-weave braid, held together by a thin layer of neoprene and then insulated with EDPM rubber. A second layer of cotton and glass braid surrounds the insulation for stretch control and strength. A hypalon rubber jacket is used on the outside to withstand high operating temperatures.

For extra protection, silicone-jacketed cables are used on the rearmost cylinders where under-hood temperatures are the hottest.



CHRYSLER'S QUIET OPERATION



"Torsion-Quiet" is the term Chrysler uses to describe a total engineering design that makes Chrysler and Imperial quiet cars from the road up. The design isolates the suspension and power train from the Unibody.

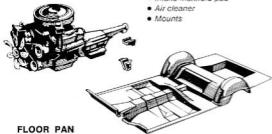
The number and types of quiet car components vary slightly between Imperial and the other Chrysler models because of car weight, size, configuration and other engineering considerations.

The very nature of Unibody's solid construction helps Chryslers ride quietly. To capitalize on this, Chrysler adds extensive scientifically applied insulating and sound-deadening materials.

The first step in engineering the insulation is to "drive" experimental cars on an electronic highway that simulates actual driving conditions. Cars are also severely vibrated by a giant shake analyzer while electronic probes check for sound-producing vibrations. The electronic devices seek out the origins of all sounds and vibrations, measure their intensities and determine their causes. With this knowledge, Chrysler engineers are equipped to specify the best isolators and types of sound-deadening materials to silence particular areas of the body.

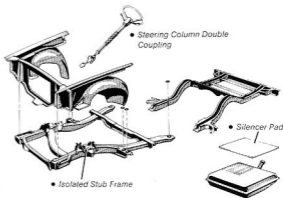
ENGINE

- Vibration absorber
- A/C fan thermo drive
- Intake manifold pad
- Air cleaner
- Mounts



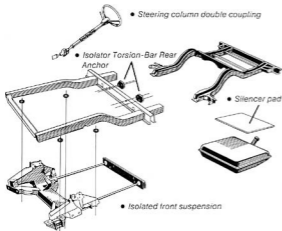
FLOOR PAN

- Undercoating
- Wheelhouse silencer pads
- Jute pads



CHRYSLER

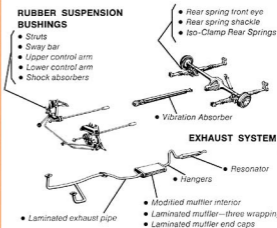
- Steering column double coupling



IMPERIAL

RUBBER SUSPENSION BUSHINGS

- Struts
- Sway bar
- Upper control arm
- Lower control arm
- Shock absorbers



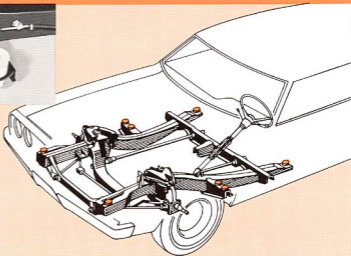
EXHAUST SYSTEM

RUBBER-ISOLATED SUSPENSION



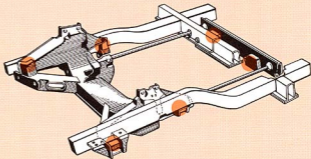
Chrysler Front Suspension Isolation

is achieved by mounting all suspension members on a rugged stub-frame structure. Where this structure is attached to the body, Chrysler implants eight thick rubber cushions to absorb some of the road shocks and insulate noises at their source.

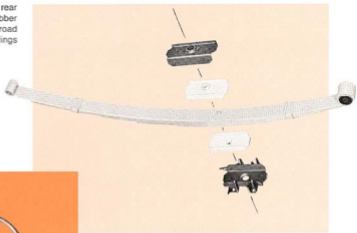


Imperial Front Suspension Isolation

All front suspension components—upper and lower control arms (which anchor the front ends of the torsion bars), shock absorbers, anti-sway bar—and the steering gear, are fastened to a special structural crossmember. This crossmember is anchored to the stub-frame side rails through four large rubber bushings 4 inches long and 2½ inches in diameter. Rear ends of the torsion bars are anchored into a separate crossmember, which is mounted to the rear of the stub frame through big rubber cushions.



Rear Springs are isolated from the axle by sandwiching the rear springs between two 3" x 8" rubber blocks. Each of these rubber blocks is one-half-inch thick. These isolators help to reduce road and axle noises and vibrations before they can reach the rear springs and be transferred to the passenger compartment.



Two couplings in the steering shaft help absorb road shocks and vibrations before they reach the steering wheel.

New Insulation and Sound-Deadeners Make '73 Imperial The Quietest Ever



Chrysler engineers have installed and tested new insulating materials that make the 1973 Imperial the quietest ever built. These new sound-deadening materials are in addition to the body insulation previously used. (See illustration on page 6.) The new materials are:

- Foam seals along the inner beltline*, foam seals around the perimeter of the door trim panels and around the interior door latches to prevent noise inside the doors from entering the passenger compartment.
- Foam seals under the windshield and rear window moldings to reduce wind noise.
- Full-width hood-to-cowl seal to reduce engine noise coming through the cowl fresh-air intake.
- Additional insulation on rear roof pillars and surrounding areas.*

- Mastic and foam pad covers entire floor of passenger compartment to silence noises and stop vibrations.
- Luggage compartment front liner and silencer has been extended to cover the rear wheelhousings for extra quietness.*
- Seal added to rear defroster outlet duct to stop trunk noises from getting through.*
- Silencing pad added over steering column support plate.*
- Power plant bending damper added to rear of transmission housing extension to reduce engine vibrations.†
- Laminated exhaust pipe.†
- Modified muffler with laminated end caps.†
- Three metal wraps on muffler body.†

*Also on all 1973 Chryslers except Town & Country Wagons.

†Also on all 1973 Chryslers with the 440 V-8 engine, including Town & Country Wagons.

CONSTRUCTION

Unibody... It Makes a Difference

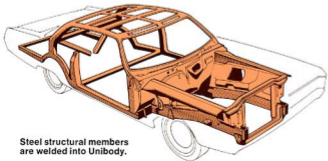
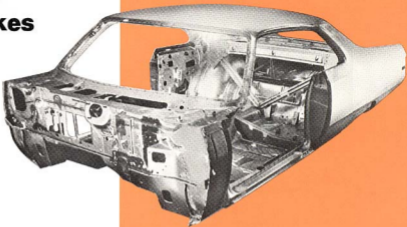
There are two ways to unite the frame and body of a passenger car. The one used on many U.S. cars is to bolt a separate frame to the underside of a car body.

The other, used for many years on Chrysler Corporation cars, is to weld all structural steel members and body panels into a single unit—or Unibody.*

This way, Chrysler builds the strength of the frame into the body. The welded body members, in turn, contribute their combined strength to that of the total vehicle.

Unibody construction helps protect driver and passengers on all sides and from top to bottom.

**Many expensive foreign cars have unit body construction: Jaguar, Ferrari, Aston Martin and the newer Rolls Royce.*



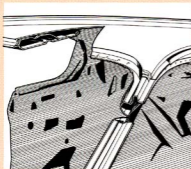
Steel structural members are welded into Unibody.



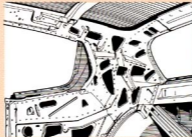
Two-Piece Body-and-Frame Construction used by most competitors. Separate frame is bolted to underside of car body.

Unibody, Continued

Sturdy Box-Section Supports Put Strength in Unibody



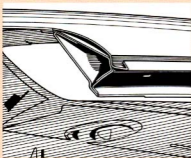
Large Box-Section Windshield Pillar and Header form a strong support for the forward roof area and a sturdy frame for the windshield.



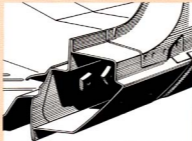
Rear Roof Pillar Tower construction begins at the rear wheelhousing and extends up into the roof in one continuous welded steel structure. In effect, the roof is welded to a continuous steel arch that spans the roof, extends down the rear roof pillars and is anchored firmly in the rugged rear wheelhousings.



Heavy-Duty Underbody Steel Rails are four-sided box-section members that support the entire rear of the body and are used for attaching the rear leaf springs.



Box-Section Roof Side Rails give full-length support to the car's steel roof.



Body Side Sills, made of heavy-gauge steel, have box-section construction for extra strength; the sills are galvanized inside to resist rust and corrosion. Unibody sills are stronger than sills used with some separate body-and-frame construction and give more support to the body sides and door frame areas.

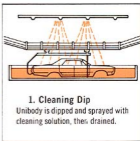
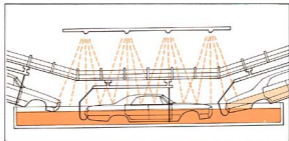


Inner Front Wheelhousings form welded steel barriers to protect engine compartment and outer fenders from corrosive road splash. They also contribute to the structural strength of the car's front end. These wheelhousings are fully coated when the body is dipped in anti-rust solutions.

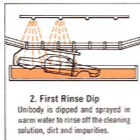
Dip-and-Spray Anti-Rust Treatments Preserve Unibody's Strength and Appearance

Protection against corrosion and rust begins with the bare sheet metal. Even before the metal is formed into body panels, it is wire-brushed and coated to protect against rust.

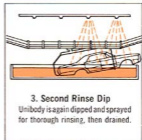
Galvanized steel is used for body side sills. When assembled, each car body is thoroughly cleaned and coated with special chemicals in Chrysler's 7-step dip-and-spray process for maximum protection against all forms of corrosion.



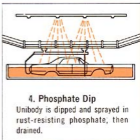
1. Cleaning Dip
Unibody is dipped and sprayed with cleaning solution, then drained.



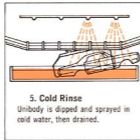
2. First Rinse Dip
Unibody is dipped and sprayed in warm water to rinse off the cleaning solution, dirt and impurities.



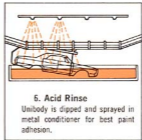
3. Second Rinse Dip
Unibody is again dipped and sprayed for thorough rinsing, then drained.



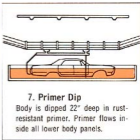
4. Phosphate Dip
Unibody is dipped and sprayed in rust-resisting phosphate, then drained.



5. Cold Rinse
Unibody is dipped and sprayed in cold water, then drained.



6. Acid Rinse
Unibody is dipped and sprayed in metal conditioner for best paint adhesion.



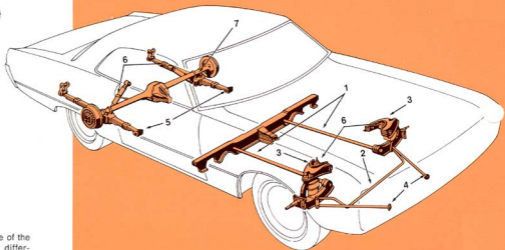
7. Primer Dip
Body is dipped 22" deep in rust-resistant primer. Primer flows inside all lower body panels.

Lasting Luster Results From Acrylic Enamel Over Epoxy Primer

After the anti-rust treatments, the Chrysler Unibody is sprayed with two coats of tough epoxy primer. Then it is oven-dried, wet-sanded and oven-dried again. Finally, two coats of a new acrylic dispersion enamel are applied and oven-baked to a glossy luster. Acrylic enamel is buffable and highly resistant to chipping, fading and corrosion.

SUSPENSION AND CONTROL

Torsion-Bar Suspension Makes a Difference



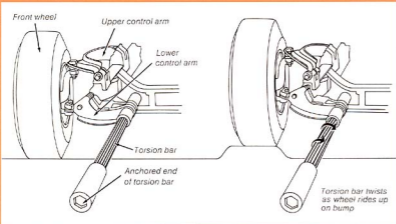
The suspension system is one of the most important engineering differences between Chrysler and most of its competitors. For front suspension springs, Chrysler uses torsion bars. Torsion bars are also used in two General Motors cars (the Cadillac Eldorado and Oldsmobile Toronado) and in many European-built cars.

For rear suspension, Chrysler uses widely spaced multi-leaf springs. Some competitive cars use coil springs, front and rear.

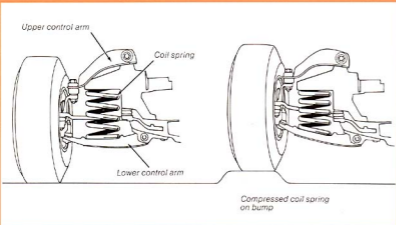
Suspension Features

1. Independent torsion-bar front springs
2. Anti-sway bar . . . resists lean in turns
3. Angled upper control arms . . . helps resist brake dive
4. Diagonally mounted steel struts . . . stabilize front-wheel lower control arms
5. Widely spaced leaf springs at rear . . . give wide-stance support
6. Newly calibrated shock absorbers . . . soften the ride, but maintain Chrysler's excellent handling characteristics
7. Rear axle mounted forward of spring center to minimize acceleration squat

Suspension and Control, Continued



Torsion Bar Front Suspension System

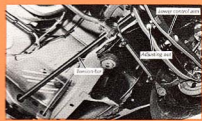


Coil Front Suspension System

Torsion bar twists and untwists as front wheel rides up and down over bumps in the road. The torsion bar is a spring that transmits the vehicle load between the car and the tire and wheel assembly. The torque in the torsion bar provides a spring rate that allows the wheel to move in relation to the body, absorbing bumps that are too large for the tire to absorb.

A coil compresses or expands with the wheel movement as the front wheels ride up and down over bumps.

Torsion Bars Can Be Adjusted ... Coil Springs Cannot



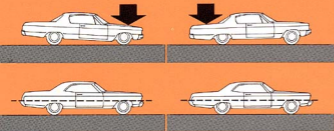
Torsion bars can easily be adjusted to keep the front end of the car at the proper height, regardless of the car's age or its mileage. A turn of an adjusting bolt raises the front of the car. Often, front-end alignment can be achieved simply by bringing the car's front height back into line.

When a coil spring weakens, the car will sag and no simple adjustment can be made. A weakened coil spring should always be replaced or shimmed because a sagging front end reduces upward wheel travel and ground clearance. This forces the front wheels out of alignment and throws headlights out of aim. Even with shimming, the coil spring is not completely restored to its original condition of effectiveness.

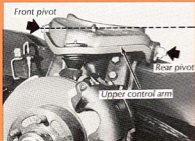
Suspension and Control, Continued

Torsion-Bar Suspension Controls Brake Dive, Acceleration Squat

Torsion-bar suspension is designed to resist front-end dip when you apply the brakes, and rear-end squat when you accelerate.

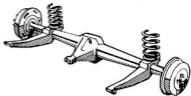
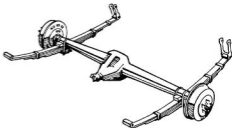


How Suspension Design Keeps Chrysler More Level

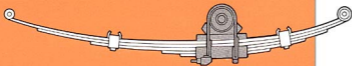


Notice how Chrysler engineers raised the front pivot of the upper control arm higher than the rear. This design causes the control arm to impart a lifting force to the front of the car as the weight shifts forward during braking. The lifting force resists brake dive . . . to help keep the car more nearly level when brakes are applied.

Widely Spaced Rear Leaf Springs provide wide-stance body support and ride stability to the rear of the car. Rear springs are mounted as far apart as possible to better support the body when it tends to lean in turns . . . Chrysler's rear springs are mounted farther apart than the coil springs of major competitors.



Rear suspension is designed to help keep the car level when braking or accelerating. Chrysler engineers mount the rear axle ahead of the center of the spring. With this kind of mounting, the thick, forward section of the spring leaves tend to keep the car from pitching forward during braking, or squatting during acceleration.



CHRYSLER ENGINES

400-cu.-in., 2-bbl. and 440-cu.-in., 4-bbl. V-8s

400 V-8, 2-bbl.

Standard V-8 for Newport Custom and Newport	
Displacement, cu. in.....	400
Carburetor.....	2-barrel
Compression ratio.....	8.2 to 1
Bore and stroke.....	4.34" x 3.38"
Exhaust system.....	Single

440 V-8, 4-bbl.

Standard V-8 for New Yorker, New Yorker Brougham, Imperial and Town & Country Wagons. Optional on Newport Custom and Newport.	
Displacement, cu. in.....	440
Carburetor.....	4-barrel
Air cleaner.....	Single snorkel
Compression ratio.....	8.2 to 1
Bore and stroke.....	4.32" x 3.75"
Exhaust system.....	Single

In both Newport and Newport Custom models, the standard 400 2-barrel V-8 engine is especially outstanding at low and middle-speed ranges because of its big displacement, large intake manifolds and large intake and exhaust valves. All contribute to easy breathing. The 2-barrel carburetor is designed for economy.

The 400 2-barrel V-8 has a crankshaft with five main bearings. Four of the bearings are made of steel-backed Babbitt, while the thrust bearing is made of high-strength aluminum-alloy-on-steel. These materials help to prolong engine life.

The distributor on the 400 2-barrel is located in front of the air cleaner for easy service accessibility. A 66-plate, high-capacity battery terminal is standard with this engine.

The 440-cu.-in., 4-barrel V-8 is the largest engine offered by the Chrysler Corporation. The combination of its size, 4-barrel carburetor and the electronic ignition system make it one of the most versatile, dependable engines in the industry.

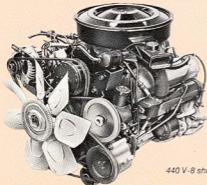
The 440 is quiet and smooth enough to be the standard engine on the most luxurious Chryslers: Imperial, New Yorker Brougham, New Yorker and Town & Country Wagons. And it's available as an extra-power option on Newport Custom and Newport.

All 1973 versions of the 440 4-barrel have a carburetor that incorporates several improvements over previously used carburetors. These include better low-speed driveability and more precise control of fuel metering. In addition, good cold-weather starting is assured because the "Thermo-Quad" design permits the engine to operate well on lean fuel mixtures. This, in turn, lowers the levels of hydrocarbon and carbon monoxide emissions.

In the 440 4-barrel, tri-metal connecting-rod bearings are used for dependability and durability.

Four of the five main bearings on the 440 4-barrel's crankshaft are steel-backed Babbitt, while the fifth bearing (the thrust bearing) is rugged aluminum-alloy-on-steel. The crankshaft itself is made of forged steel.

Along with this engine, the buyer gets a heavy-duty 78-plate battery.



440 V-8 shown

ENGINE FACTS AND FEATURES

Horsepower and Torque

For years, engine horsepower and torque ratings listed by the Automobile Manufacturers Association (now the Motor Vehicle Manufacturers Assoc.) and published by the automobile industry were the maximum ratings obtainable. They were *gross horsepower* and *gross torque* ratings.

In 1972, the Automobile Manufacturers Association began using *net horsepower* and *net torque* in their publications. Net horsepower and torque ratings are lower than gross ratings for the same engine. Here's the difference:

Gross Horsepower and Torque ratings are obtained at the flywheel with optimum ignition setting (manual instead of automatic advance) and without allowance for the power absorbed by such engine units as the fan, water pump, alternator and exhaust system.

Net Horsepower and Torque ratings are measured at the flywheel of the engine, but with all accessories such as the engine cooling fan, water pump, alternator, automatic spark advance and car exhaust system installed.

Horsepower and Torque Ratings

	Engine	
	400, 2-bbl. †	440, 4-bbl. †
No. of Cylinders	8	8
Compression Ratio	8.2 to 1	8.2 to 1
Net* Horsepower @ R.P.M.	185 @ 3600	215 @ 3600
Net* Torque @ R.P.M.	310 @ 2400	345 @ 2000

*New engine power ratings as installed per SAE Standard J245 and rounded to nearest 5 horsepower.

†When equipped with emission package Sales Code N95, subtract 7 horsepower and 5 pound-feet of torque.

1973 Chrysler Features Improved Starting



A higher-speed starter motor is standard for 1973 on Chrysler's 400 and 440 V-8 engines. The new starter motor can turn the engine up to 33 percent faster at 70°F. In fact, it provides quicker, more efficient starting under *all* weather conditions.

A new electric-assist choke for 1973, standard on Chrysler engines, has an electric heating element which adds heat to the choke's bimetallic spring when the heat around the engine rises above 63°F. This stops the choking action sooner.



Thermo-Quad Carburetor on the 440 4-barrel engine has a plastic main body that reduces heat transfer to the fuel.

Induction-Hardened Exhaust-Valve Seats Wear Longer, Reduce Pollution

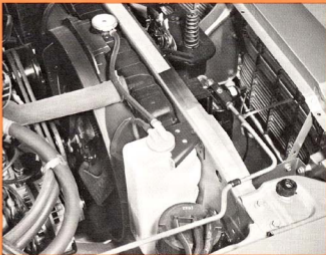
Exhaust-valve seats are induction-hardened on Chrysler engines to allow the satisfactory use of lead-free fuels. In the hardening process, seats reach a temperature of 1700°F. and are then allowed to air-cool. This hardens the valve seat surfaces to a depth of .05" to .08" giving them greater resistance to wear.



New Radiator Overflow Reservoir Checks Coolant Loss, Overheating

A brand-new feature on Chryslers with air conditioning, trailer-towing or heavy-duty packages is the radiator overflow reservoir which guards against overflow and loss of coolant that can lead to overheating.

The 4-quart tank is translucent so that the coolant level may be checked without the need to remove the radiator cap.



TRANSMISSIONS

TorqueFlite Automatic

The basic design of TorqueFlite . . . three forward gears, torque converter and precision automatic shifting assembly . . . is what makes the difference. With TorqueFlite, no band adjustments are required* . . . transmission oil and oil filter need not be replaced.* As a matter of fact, there is no oil-drain plug on TorqueFlite, except when the transmission is modified for taxicabs and police cars.

Dramatic proof of Chrysler's automatic transmission leadership lies in the fact that other automotive manufacturers are buying TorqueFlite directly from Chrysler Corporation for use in their own cars, trucks and multipurpose vehicles.

As a matter of fact, TorqueFlite is a desired transmission regardless of price class . . . right up to those prestige makes where money is no object. The famed Swiss-manufactured Monteverdi sports car which costs \$17,000, is equipped with TorqueFlite automatic.

**Service may be required if the car is used frequently for trailer towing . . . or regularly operated under severe driving conditions. Refer to the 1973 Chrysler and Imperial owners manuals under "Trailer Towing" for recommended servicing.*

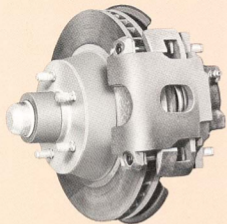


TorqueFlite automatic transmission is standard on all Chryslers. A part-throttle downshift is one of the outstanding features of this transmission. At moderate speeds, moderate accelerator pedal pressure will provide a smooth downshift from high to second gear.

Other TorqueFlite features:

- **The full-flow oil filter** for 1973 has 50% more filtering area to help keep the oil free of harmful particles.
- **Positive mechanical linkage** from transmission to carburetor provides precise control of shifting and contributes to smooth operation.
- **Clutch friction material** never needs replacing.
- **Cushioned clutches** soften the engagement into reverse and low when the transmission is put in gear.
- **Torque converter blades** are brazed for strength and efficiency.
- **Liquid-cooled torque converter** provides cool, quiet operation and added durability.
- **Leak tests** are performed on every TorqueFlite transmission during production.
- **TorqueFlite assembly** takes place in a room where humidity and temperature are controlled.

BRAKES



Front-Wheel Disc Brakes With Power Assist Are Standard on all Chryslers.

Disc brakes dissipate braking heat more quickly than drum brakes because the disc is not partially enclosed as is a drum, and is thus more exposed to the cooling effect of air movements. Disc brakes have greater resistance to "brake fade", which leads to loss of braking effectiveness under extreme conditions.

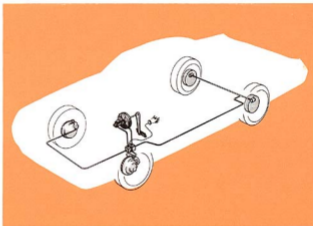
Chrysler Rear Drum Brakes Are Self-Adjusting, accomplished automatically whenever the brake is applied while backing the car. Periodic brake adjustments are no longer required.

The Parking Brake on all Chryslers operates the rear wheel brakes. The brake warning light glows to let the driver know that the parking brake is applied. On Imperial, the parking brake releases automatically when the automatic transmission is put into gear.

Flared Rear Brake Drum used on all Chryslers provides better cooling of the rear drum brakes. ▶

Dual Braking System Gives Double Safety. Every Chrysler has a dual braking system for front- and rear-wheel brakes.

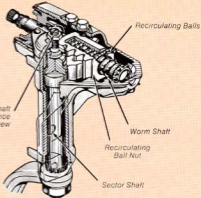
The brake design incorporates a dual master cylinder for the two brake systems. Either system is capable of operating independently. A warning light glows when brakes are applied and pressure is low in either brake system.



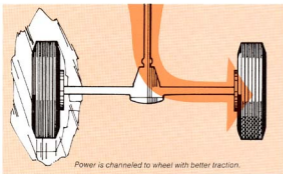
STEERING

Recirculating-Ball Steering Gear is used on all Chryslers. The recirculating-ball bearings reduce friction between the gears when the steering wheel is turned. ▶

Power Steering is standard. The power unit reduces driver steering effort up to 80%, and gives quick front wheel response to steering wheel movements. Only 3.5 turns of the steering wheel are required to move the front wheels from full-left to full-right. With manual steering, the same action takes 5.3 revolutions of the steering wheel.

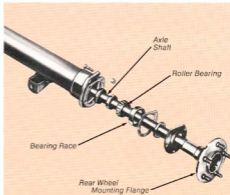


REAR AXLES



◀ **Sure-Grip Differential** is an option on all Chryslers. When one rear wheel begins to slip, a Sure-Grip interlocks the wheels and transfers most of the driving torque to the wheel with the best traction. This keeps the car moving on surfaces where a car with an ordinary rear axle would be without traction.

▶ **Roller Wheel Bearings** are used for front and rear wheels of all Chryslers. Roller bearings can handle heavy loads better than ball bearings. One major competitor uses ball bearings on the rear wheels of all models.



TIRES AND WHEELS

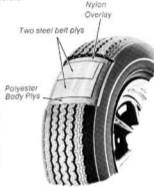
A tire size specification, such as H78 x 15", indicates three tire dimensions. The prefix letter "H" is the tire's load rating and relates to load-carrying capacity and the cross-sectional size of the tire. The "78" indicates the ratio of the height of the tire to the width of the tire; it means that the height of the tire is about 78% of the tire width. The "15" is the inside diameter of the tire and also the size of the wheel on which it mounts.

Letter Designation	Old Numerical Designation
H equivalent to	8.55
J equivalent to	8.85
L equivalent to	9.15

NOTE: The letter "R", such as in HR78 x 15" tires, indicates radial tires.



Bias-Belted Tires have two circumferential belt plies and two plies of body cord. The two belts give the tire extra strength and better tread life. Bias-belted tires are standard on all Chryslers.



Steel-Belted Radial-Ply Tires, available as an option on all Chryslers except Imperial for 1973, offer longer tread life, increased road-hazard protection, and smooth high-speed ride characteristics. Low-speed ride with radial-ply tires is somewhat firmer than with non-radial-ply tires . . . and therefore, they are not recommended for buyers who are mainly concerned with a soft ride.

Custom Polysteel® Tires with white sidewalls, optional on Imperial, have increased resistance to punctures and blowouts, while maintaining the soft, luxury-car ride that Imperial owners expect.

The strength in Custom Polysteel® tires comes from the two steel belts of finely drawn high-tensile steel that surround the tire body. The resiliency in the tires springs from the two body plies of rugged, cushion-flex polyester cord. The tread pattern continues into the contoured shoulder areas for extra steering control and a smooth highway ride.



Safety-Rim Wheels have two special safety ridges designed into the rim to help hold a punctured tire on the wheel until the car can be brought to a safe, controlled stop. Safety-Rim wheels were first introduced by Chrysler Corporation in 1941 . . . and are now a required safety feature on all cars.

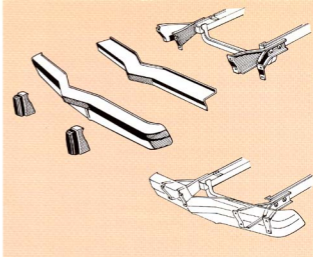
SAFETY FEATURES

Impact-Absorbing Bumper System

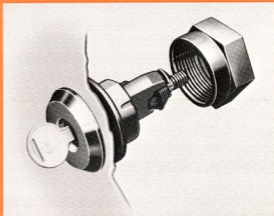
All 1973 Chryslers are designed to withstand barrier impact forces of 5 m.p.h. on front bumpers and 2½ m.p.h. on rear bumpers with no significant damage to the car body.

The bumper has been moved away from the sheet metal and a full-width steel reinforcement bar has been installed behind the bumper face for extra structural strength. Heavier gauge steel and deeper section support bars extend from the car body to support the bumper.

Bumper guards, standard on all models, are made of rubber 2" to 4" thick, mounted on bright bases.



Anti-Theft Ignition Lock . . . locks the transmission in "Park" and locks the steering wheel. A warning buzzer will sound to remind the driver that he has not removed the ignition key.



Improved Trunk Security

A stronger trunk lock provides greater protection against theft. The lock cylinder has a larger steel housing for greater strength. A large hex nut on the inside of the trunk lid retains the lock securely.



3-Point Lap and Shoulder Belt is standard for the two outer front seats. The lap belt is fastened to the seat-belt buckle; the shoulder belt is then hooked onto the retaining knob on the lap belt.



Automatic Seat-Belt Retractor keeps seat belt stored out of the way, when belt is not in use. Seat belt retractors are standard for the two outer front seats.



"Fasten Seat Belts" warning light and a loud buzzer remind driver and right-seat passenger to fasten seat belts when car is put into gear. Warning light goes out and buzzer stops when seat belts are fastened.



Inside Hood Release, standard on Chrysler, helps protect owners against theft of engine compartment components.

1973 Chrysler Imperial

IMPERIAL LeBARON

- 2-Door Hardtop

IMPERIAL LeBARON

- 4-Door Hardtop



L-BARON 2-DOOR HARDTOP



L-BARON 4-DOOR HARDTOP

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LE BARON
2-DOOR HARDTOP



LE BARON
4-DOOR HARDTOP

MODEL DIFFERENCES

Dimensions

Exterior	4-Door	2-Door	Interior	4-Door	2-Door
	Hardtop	Hardtop		Hardtop	Hardtop
Wheelbase	127.0"	127.0"	Headroom—front	38.3"	38.0"
Overall length	235.3"	235.3"	—rear	37.0"	37.5"
Overall width	75.6"	75.6"	Legroom—front	41.9"	41.7"
Overall height	56.2"	55.6"	—rear	41.2"	35.2"
Track—front	62.4"	62.4"	Hiproom—front	63.1"	63.4"
—rear	63.4"	63.4"	—rear	63.1"	63.4"
			Shoulder-room—front	62.7"	63.2"
			—rear	62.7"	62.5"
			Seat height—front	9.0"	8.7"
			—rear	11.5"	10.4"
			Luggage Capacity (cu. ft.)	18.6	20.5

Equipment

THE 1973 IMPERIAL LeBARONS

	LeBaron 2-door Hardtop	LeBaron 4-door Hardtop
Accessory Floor Mats—Color keyed*	E	E
Accessory Group—See page 37 for details	E	E
Alternator, 60 amp.	S	S
Air Conditioning		
Single unit w/Auto-Temp II	S	S
Dual unit w/Auto-Temp II (NA w/rear seat heater and defroster or rear window defogger)	E	E
Armrests, Front		
Single folding—bench seat	S	NA
Single folding center—bucket seat	E	NA
Individual folding center	NA	S
Door—Console-style w/storage compartment and wood-grained trim	S	S
Armrests, Rear		
Folding center	S	S
Door—Console-style w/storage compartment and wood-grained trim	NA	S
Quarter panel—Console-style w/wood-grained trim	S	NA
Ash Receivers		
Instrument panel (two)	S	S
Rear armrests	S	S
Assist Straps (rear)	NA	S
Automatic Speed Control	E	E
Battery		
440 ampere (70 amp.-hr.)	S	S
Brakes, Self-Adjusting		
Disc—Front (power)	S	S
4-wheel Sure-Brake with anti-skid control	E	E

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only.

Equipment, Continued

THE 1973 IMPERIAL LeBARONS

 LeBaron
2-door
Hardtop

 LeBaron
4-door
Hardtop

Bumper Guards		
Front	S	S
Rear	S	S
Cigarette Lighters		
Front (Center ash receiver and right door armrest)	S	S
Rear (One each side, door or side panel armrest)	S	S
Cleaner Air System	S	S
Clock, Electronic Digital	S	S
Coat Hooks	S	S
Fogger, Rear Window (Not available with rear seat heater and defroster or dual AC with Auto-Temp II)	E	E
Differential, Sure-Grip	E	E
Directional Signal Indicator Lights, Fender-Mounted	S	S
Directional Signals w/Lane-Change Turn-Signal Switch	S	S
Door-Actuated Interior Light Switches—Front	S	S
—Rear	NA	S
Electronic Ignition System	S	S
Emissions Control System & Testing (Req'd. in Calif.)	E	E
Engine Block Heater	E	E
Engine—V-8 440-cu.-in. 4-bbl.	S	S
Evaporative Emission Control System	S	S
Flashers, Hazard Warning	S	S
Floor Covering		
Passenger compartment, color-keyed cut-pile carpet	S	S
Luggage compartment—black carpet	S	S
Foam Seat Cushions, Front and Rear	S	S
Formal Rear Window w/Color-Keyed Moldings	S	S
Gauges for Alternator, Coolant Temperature, Fuel Level and Oil Pressure	S	S
Glass, Tinted (All windows)	S	S
Glass, Ventless Side	S	S
Glove Box Lock	S	S
Head Restraints—Front seats left and right	S	S
Heater and Defroster—Front	S	S
Heater—Rear seat with defroster (Not available with rear window fogger or dual AC with Auto-Temp II)	E	E
Hood Release, Inside	S	S
Horns, Dual	S	S
Instrument Panel, Padded	S	S
Keyless Door Locking	S	S
License Plate Frame, Front and Rear (Dealer Installed)	E	E
Light, Under-Hood (Dealer Installed)	E	E
Lights		
Ash receiver, inst. panel, left side	S	S
Ash receiver, inst. panel, right side	S	S
Automatic headlight dimmer (Safeguard Sentinel Req'd.)	E	E

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only.

THE 1973 IMPERIAL LeBARONS

LeBaron
2-door
Hardtop

LeBaron
4-door
Hardtop

Lights, continued

Backup	S	S
Brake system warning	S	S
Courtesy—front and rear doors	S	S
Cornering	S	S
Directional signal indicators, fender mounted	S	S
Glove box	S	S
Headlights-on time delay w/warning buzzer	S	S
Ignition switch w/time delay	S	S
"Low Fuel" warning light	S	S
Map and courtesy	S	S
Reading—rear	S	S
Sentry signal warning	S	S
Side marker and reflectors	S	S
Transmission selector quadrant—instrument panel	S	S
Trunk	S	S

Mirrors

Inside Day/Nite	S	S
Outside left, remote control	S	S
Outside right, manual*	E	E

Moldings

Body side w/color-coordinated vinyl insert	S	S
Drip rail	S	S
Door edge protectors*	E	E
Wheel opening lip (front)—color-coordinated	S	S
Wheelhouse opening skirt—color-coordinated	S	S
Front fender peak	S	S

Oil Filter, Replaceable

S S

Pedal Dress-Up

S S

Power Equipment

Antenna (Std. w/any optional radio)	E	E
Brakes, disc—front, drum—rear	S	S
Deck lid release, electric	E	E
Door locks, electric	E	E
Parking brake release, vacuum	S	S
Steering	S	S
Seats, bench 6-way	E	NA
Seats—3-in-1—6-way—left	NA	E
Seats—Bucket or 3-in-1—6-way—left and right (Required with bucket seats)	E	E
Windows	S	S
Vent Windows	NA	E

Radios and Tape Players

AM/FM solid-state w/search tuner (Includes single front and rear seat speaker, floor tuning switch and power antenna)	E	E
AM/FM solid-state multiplex stereo (Includes 5 speakers and power antenna)	E	E
AM/FM solid-state multiplex stereo w/stereo cassette tape player (Includes 5 speakers and power antenna)	E	E

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only.

THE 1973 IMPERIAL LeBARONS

Radios and Tape Players, continued

AM/FM solid-state multiplex stereo w/8-track tape player (Includes 5 speakers and power antenna)	E	E
Microphone (w/stereo cassette tape player only) (Dealer Installed)	E	E
Rear-Spring Load Levelers (Dealer Installed)	E	E
Roadside Warning Flashers	S	S
Safeguard Sentinel Lighting	E	E
Safety Belts w/Push-Button Release—Color Coordinated		
Lap w/outboard retractors, 3-front	S	S
Lap, 3-rear	S	S
Shoulder Belts—Left and Right—Front	S	S
Shoulder Belts—Left and Right—Rear (Dealer Installed)	E	E
Seat, Child Safety (Dealer Installed)	E	E
Seat Cushions, Foam, Front and Rear	S	S
Seat Adjustment, Front—2-way manual	S	S
Seat-Back Release, Automatic	S	NA
Security Alarm System (Available with Power Door Locks only)	E	E
Side Marker Reflectors and Lights	S	S
Spare Tire Cover, Carpeted (Std. w/dual AC w/Auto-Temp II)*	E	E
Steering Column Anti-Theft Lock and Ignition Key Warning Buzzer	S	S
Steering Wheels		
2-spoke w/rim-blow horn	S	S
Tilt & Telescope w/rim-blow horn	E	E
Sun Roof (Power operated)	E	E
Sun Visors, Left and Right—Safety padded	S	S
Suspension, Heavy-Duty		
Std. w/Trailer-Towing Pkg. Includes: Heavy-duty rear springs, heavy-duty torsion bars and large dia. front anti-sway bar	E	E
Tires		
L84 x 15" Blackwall (Bias Belted)	S	S
L84 x 15" Whitewall (Bias Belted)	E	E
L84 x 15" Whitewall (Steel Belted Bias Ply)	E	E
Torsion-Quiet Ride	S	S
Trailer-Towing Package (See page 37 for details)	E	E
Trailer-Towing Wiring Package (See page 37 for details)	E	E
Transmission, TorqueFlite Automatic (3-speed)	S	S
Trip Odometer	S	S
Undercoating—Includes hood insulator pad	S	S
Vinyl-Covered Rear Pillar Pillows	S	S
Vinyl-Covered Roof—Black, White, Parchment, Gold, Blue and Green	S	S
Wheels, Safety-Rim	S	S
Wheel Covers		
Deluxe 15"	S	S
Wheel Opening Skirts	S	S
Windshield Washers, Electric	S	S
Windshield Wipers, Concealed—3-speed (w/coordinated washers)	S	S

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only.

**Equipment,
Continued**

Imperial Accessory Groups & Packages

ACCESSORY GROUP

Code A14

- Accessory Floor Mats* (Color-keyed)
- Carpeted Spare Tire Cover*
(Standard with Dual Air Conditioning)
- Right Outside Mirror* (Manual)
- Door Edge Protectors*

TRAILER-TOWING PACKAGE

Code A35

- Coolant Reserve System*
- Auxiliary Transmission Oil Cooler*
- Trailer Wiring Harness*
- Heavy-Duty Turn-Signal Flasher*
- Heavy-Duty Suspension:
 - Heavy-Duty Torsion Bars
 - Heavy-Duty Rear Springs
 - Front Anti-Sway Bar

*Available in Package only.

TRAILER-TOWING WIRING PACKAGE

Code A34

- Trailer Wiring Harness*
- Heavy-Duty Turn-Signal Flasher*

ADDITIONAL IMPERIAL TRAILER-TOWING SUGGESTIONS:

- Sure-Grip Differential
- Automatic Speed Control
- Engine Block Heater
- Class I or Class II Hitches**
- Load Equalizer Hitch Platform**
- Extended Rearview Mirrors**
- Steel-Belted Bias-Ply Tires
- Brake—4-Wheel Skid Control

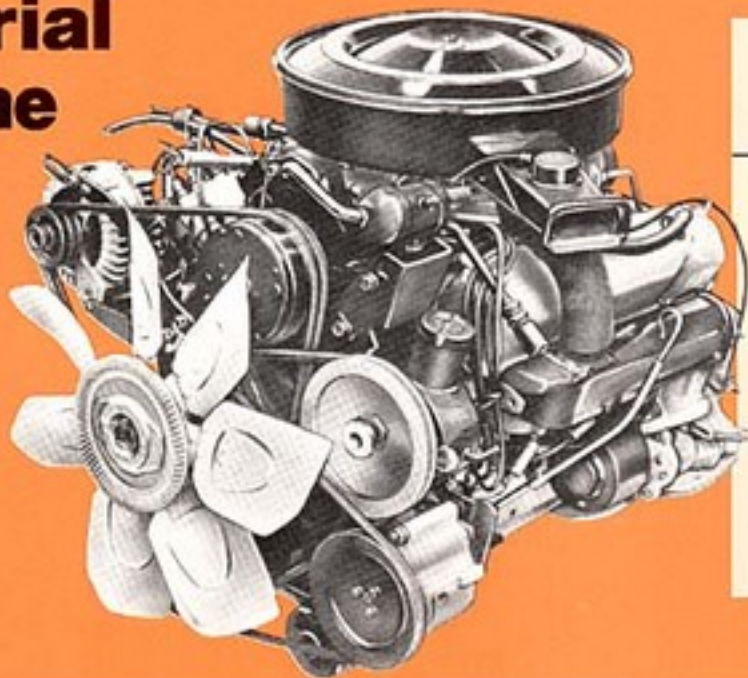
NOTE: Check the MOPAR Accessory Catalog and the MOPAR Multi-Purpose Line Catalog for additional recreational-oriented accessories.

**Dealer installed

TRAILER-TOWING REQUIREMENTS

The Manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, but if the loaded trailer weight exceeds 2,000 pounds, the following conditions must be met: (1) Equip the vehicle with a factory-installed Trailer-Towing Package; (2) If the loaded tongue weight exceeds 250 pounds, equip the vehicle with a properly installed frame-type load-equalizing hitch (available from MOPAR); (3) In addition to the normal Required Maintenance Services, (a) change transmission oil and filter and adjust transmission bands every 24,000 miles, and (b) change rear axle lubricant every 36,000 miles or 3 years (whichever occurs first); (4) Loaded trailer weight must not exceed 7,000 pounds.

Imperial Engine

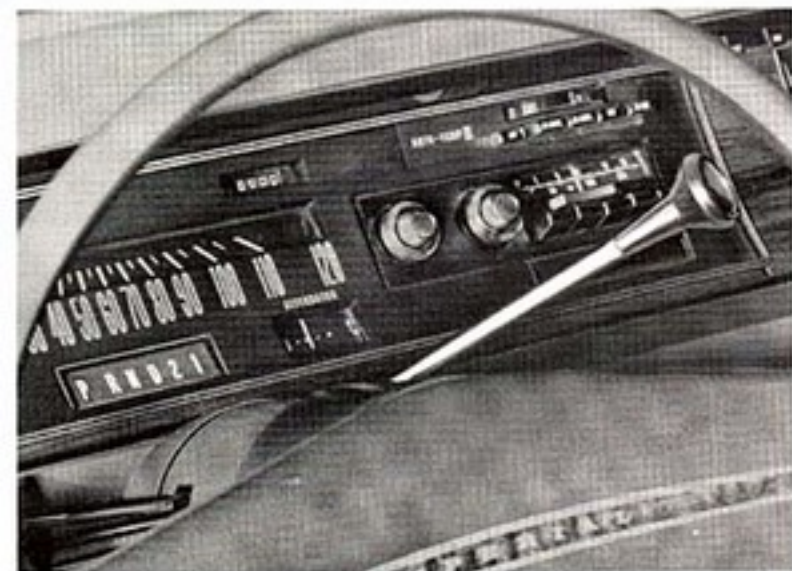


SPECIFICATIONS

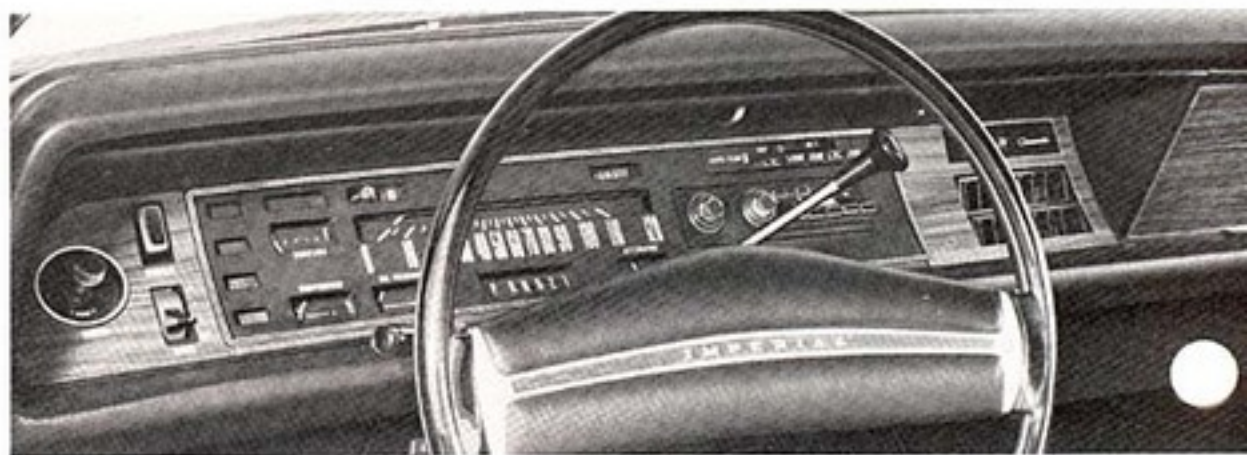
440 V-8
4-BBL.

Availability	Standard
Displacement, cubic inches.....	440
Electronic ignition.....	Standard
Carburetor.....	4-barrel
Compression ratio.....	8.2 to 1
Bore and stroke.....	4.32" x 3.75"
Air cleaner.....	Single snorkel
Exhaust system.....	Single

Transmission



TorqueFlite Automatic Transmission, standard on Imperial, downshifts at part-throttle to provide quick pick-up for passing—it is not necessary to floor the accelerator and race the engine to get passing acceleration.



Imperial's Instrument Panel is highlighted by rich, simulated rosewood-grained trim. The panel is tilted at an angle to the driver's line of vision, minimizing reflections. All gauges have large, crisp numerals and indicators for at-a-glance readings. For night driving, the entire instrument cluster is floodlighted, making it easy to read gauges and to identify controls. An odometer, trip odometer and a full set of gauges are standard. This includes gauges for alternator, engine temperature, oil pressure and fuel level. A Sentry Signal warning light flashes a "CHECK GAUGES" reminder to the driver when gasoline level or oil pressure is low or when engine water temperature is too high. There are two ashtrays and two cigarette lighters in both front and rear passenger compartments.



Glove Box Door is trimmed with simulated rosewood-grained insert. Glove box lock and light are standard.

Standard Steering Wheel for Imperial has rim-blow horn and padded center.



Optional Tilt-A-Scope Steering Wheel has simulated rosewood-grained insert with Imperial lettering, rim-blow horn and padded center.

Seats & Interior Trim

Seats and Trim	LeBaron 4-Door	LeBaron 2-Door
3-in-1 Divided Bench Seat, Iraq Cloth and Cologne-Grain Leather, with Passenger Recliner, Two Folding Center Armrests in Front, One Rear	Standard (Code PD)	Not Available
Split-Back Bench Seat, Iraq Cloth and Cologne-Grain Leather, Front and Rear Folding Center Armrests and Integral Head Restraints	Not Available	Standard* (Code LB)
3-in-1 Divided Bench Seat, Cologne-Grain Leather with Floating Pillow Design, Two Folding Center Armrests in Front, One Rear	Optional (Code RL)	Not Available
Bucket Seats, Cologne-Grain Leather, with Passenger Recliner, Center Cushion and Front and Rear Folding Center Armrests (Power Option Required)	Not Available	Optional* (Code MR)

*Includes automatic seat back release.



Tilt-A-Scope Steering Wheel lets the driver adjust the wheel to the position that is most comfortable for him. Wheel can be tilted out of the way when getting in or out of the car. The steering wheel tilts a total of 30 degrees and telescopes in and out a total of 2.5 inches. The combined adjustments give the driver a wide range of steering-wheel positions.

Power Steering, standard on Imperial, is equipped with a fast-ratio steering gear that provides quick steering response. Only 3.5 turns of the steering wheel are required to move front wheels from full-right to full-left.

Wheel Cover



Standard Wheel Cover for Imperial

Tires

Tire	LeBaron 4-Door	LeBaron 2-Door
L84 x 15" bias-belted bsw	Standard	Standard
L84 x 15" bias-belted wsw	Optional	Optional
L84 x 15" steel bias-belted wsw	Optional	Optional

bsw—black sidewall

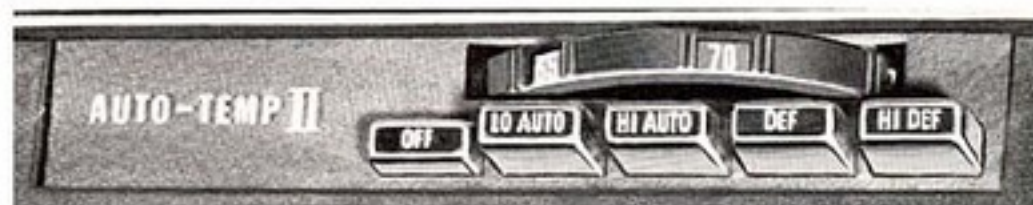
wsw—white sidewall

Imperial Features

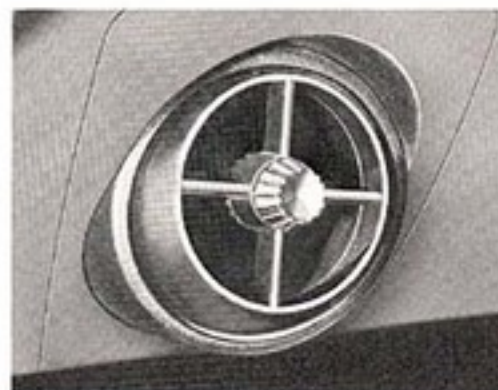
Auto-Temp II Air Conditioners

An Auto-Temp II Air Conditioner, standard on every Imperial, automatically maintains a pre-set temperature. Dual Auto-Temp II Air Conditioners are optional. The extra capacity of the dual unit is recommended for extremely hot climates.

Both front and rear air conditioners cool, dehumidify and filter the air. The air is dehumidified when it strikes the cooling coils and moisture in the air condenses; air is filtered when impurities trapped in the condensing moisture are washed from the air.

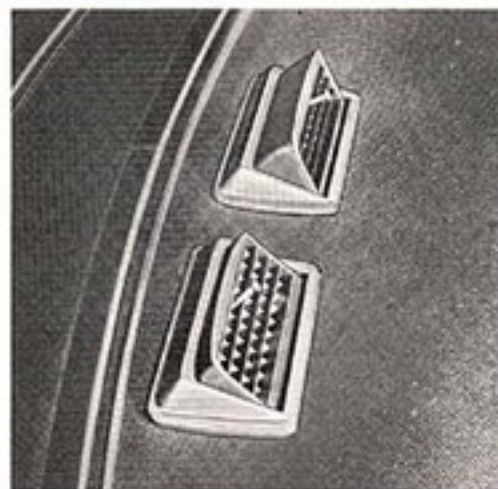


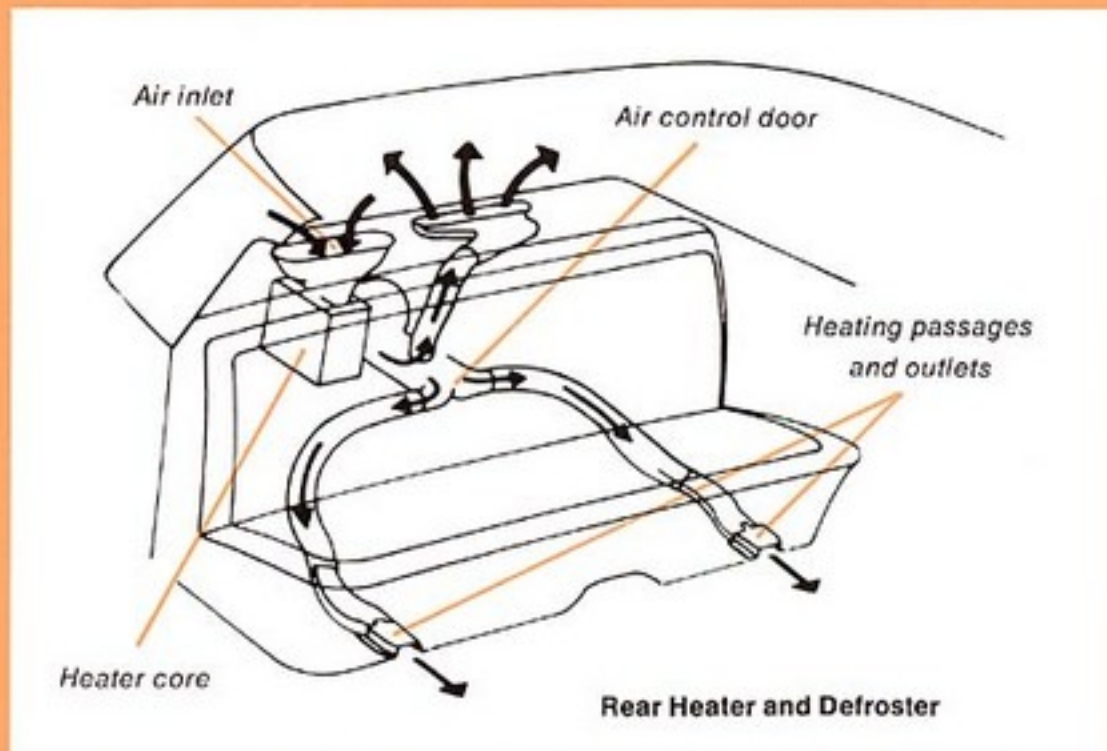
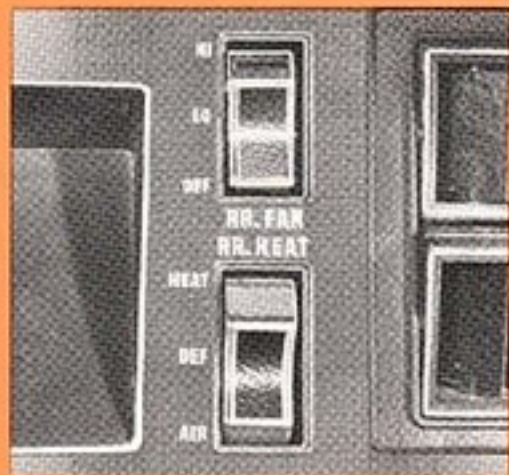
Auto-Temp II Air-Conditioner Controls. Car temperature is controlled by a thermostat which can be set at any temperature between 65° and 85° F.



Ball-Type Air Outlets at each end of the instrument panel can be rotated to send the cooling or heating air in any direction. Outlets can be shut off individually. Other outlets near the center of the instrument panel have adjustable vanes to direct the air up, down, either side or can be shut off. Two vents beneath the instrument panel send air to the floor.

The optional rear air conditioner has air outlets in the package shelf.





Imperial's Optional Rear Heater and Defroster increases overall heating capacity and sends extra heat to the rear passenger compartment. The rear heater system includes an additional heater core mounted beneath the rear package shelf, a rear fan, rear-compartment warm-air outlets, rear-window defroster outlets and an air-flow control door that directs the air for heating or defrosting.



Automatic Speed Control, optional, maintains car speed at a pre-set level, even through hilly terrain. On the open highway, the driver can sit comfortably with his foot removed from the accelerator while his speed is controlled automatically.

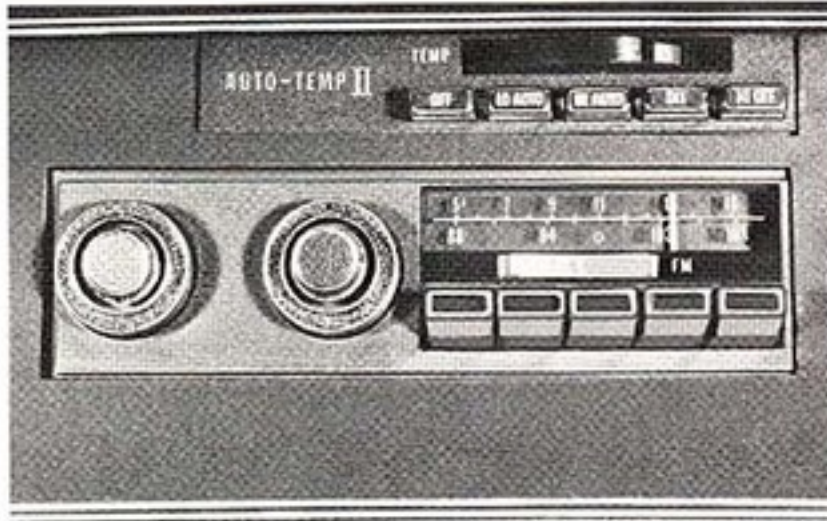
The brake pedal and accelerator can be used at any time to immediately override the automatic control. An OFF switch on the resume-speed ring completely deactivates the automatic speed control unit.

To Set Car Speed: Accelerate to the desired cruising speed, push speed-set button at the end of the turn-signal lever and remove foot from accelerator. The automatic control takes over. If the car has been braked to a lower speed while on automatic, just twist the resume-speed control ring and the car will automatically accelerate to the pre-set speed and maintain it. To increase car speed slightly, tap the speed-set button and car speed increases 2 to 3 miles an hour for each tap and holds it. To reduce speed, push the speed-set button until the desired speed is reached and release the button.

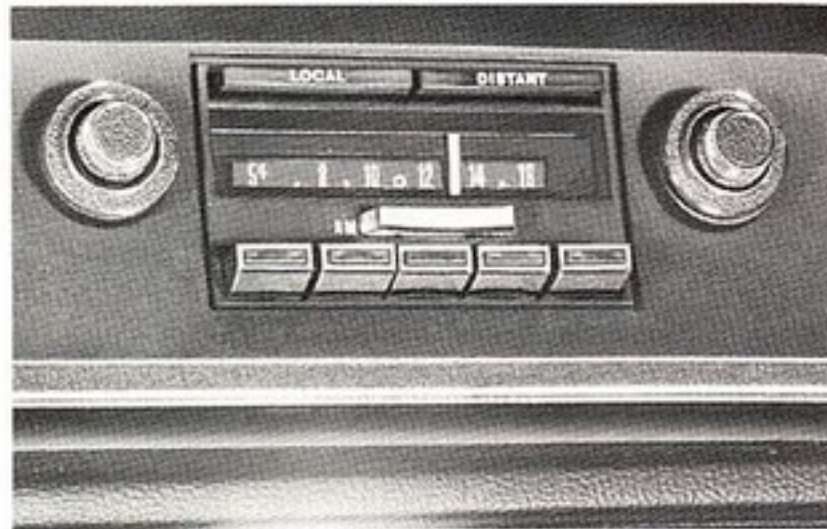


Power - Operated Sun Roof is optional on Le-Baron 2-door and 4-door models. At the touch of a central button, the steel roof section slides back to give an open-air ride. Excellent ventilation, with an almost complete absence of draft, is achieved by opening the roof a few inches.

Features, Continued



Imperial Golden Tone AM/FM Stereo Radio, optional, comes with five high-quality speakers that give realism to stereo programs. Solid-state chassis gives sound instantly and uses very little battery current.



Golden Tone AM/FM Search Tune Radio automatically seeks out and tunes in the next audible station on the radio dial when the tuning bar labeled DISTANT is touched. A tuning button on the floor can be used to accomplish the same thing. The tuning bar labeled LOCAL tunes in only the strongest stations.



Cassette Stereo System records stereo programs from the stereo radio that is part of the system. Or you can record from your home stereo system and play back on the cassette stereo system in your car. Cassettes can also be played on portable cassette tape players.

An Optional Microphone can be obtained from your Chrysler dealer. A remote switch on the microphone starts and stops the recording.



8-Track Cartridge Stereo Player with AM/FM Stereo Radio is an excellent choice for buyers who have an 8-track stereo system in the home.

Radio Speakers. All Imperial stereo radios are equipped with 3 speakers in the front and two in the rear. The AM/FM Search Tune Radio has a single front speaker and a single rear speaker. Also comes with floor tuning switch.

Power-Operated Telescoping Antenna, mounted on the front fender is standard with all radios.



Security Alarm System Protects Against Prowlers

Imperial's electronic Security Alarm System will sound the horn intermittently and flash the car's lights should a prowler tamper with any door, the hood, trunk or steering column. The system is armed or disarmed by locking or unlocking either front door with the ignition key. The trunk can be opened with the proper key without setting off the Security Alarm System.

A special panic button can be operated from inside the car to set off the alarm system and lock all doors simultaneously.

The optional Security Alarm System is available only with the optional power door locking system.



Power Door Locks are a convenience and safety option. Both front door lock buttons activate all door locks simultaneously. The ignition key locks and unlocks only the door it is being used in. Any door, front or rear, can be unlocked from inside the car.

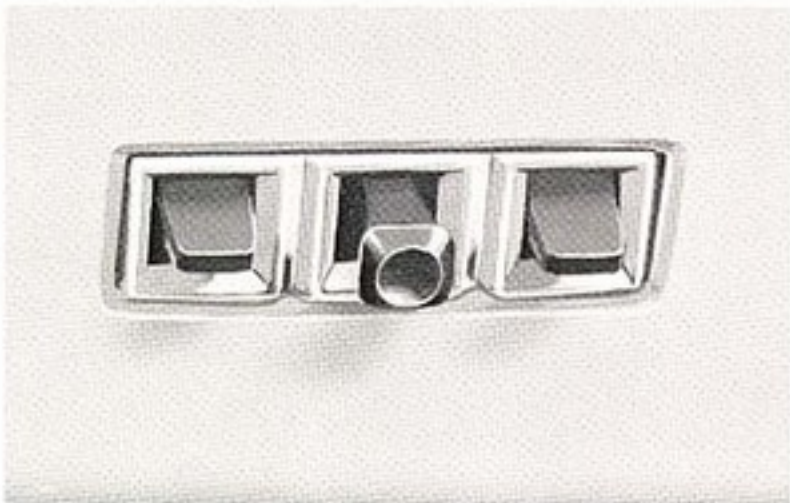


Inside Hood Release, standard on Imperial, is designed to give anti-theft protection for engine compartment components. Effort required to release the hood latch has been reduced on 1973 models.



Electronic Digital Clock tells the time in numerals that show the hour, minute and seconds (5-sec. increment) which can be seen at a glance. The clock is accurate within one minute per month. The electronic digital clock is standard on Imperial.

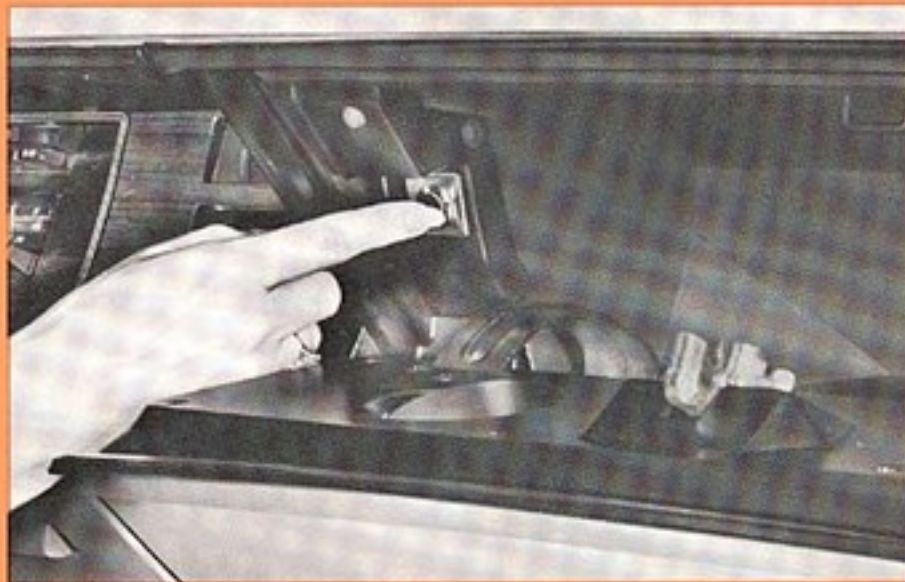
Features, Continued



6-Way Power Seat, optional, provides an almost infinite variety of seat positions. Three switches give precision seat adjustment. The front switch tilts the front of the seat up and down. The middle switch raises and lowers the seat and moves it forward and rearward. The rear switch tilts the rear of the seat up or down.



Automatic Seat-Back Releases are standard for the front seats on the Imperial 2-door hardtop. An electric solenoid unlatches the seat-back whenever either front door is opened. The latch re-engages when the seat-back is returned to its upright position and the doors are closed. The seat-back can also be released manually.



Optional Power-Operated Trunk Lid Release enables the driver to unlock the trunk lid merely by touching a button in the glove box. The 1973 models have an electric-powered lock more reliable than the vacuum power type.



Imperial Trunk has a carpeted floor and fully trimmed walls. A carpeted spare tire cover is optional (standard with dual air conditioner). The trunk is wide, long and deep—deep enough to accommodate large chests or suitcases.



Master Control Panel on driver's door of Imperial is richly trimmed in simulated wood-grained vinyl and chrome. Four switches give finger-tip control of Imperial's standard power windows. A single switch at the rear of the panel can be used to de-activate the power windows. Illustration above also shows switch for optional power door locks.



Rear Door Control Panel includes ash-tray, cigarette lighter and switches for power window and reading light.



Storage Compartment in All Doors of Imperial provides additional convenience for all passengers.

Automatic Entranceway Enlarger: When the front passenger seat-back is folded forward, the front passenger seat automatically moves forward as far as it will travel. This gives additional clearance for getting into and out of the rear seat. Included with the optional power-operated leather bucket seats on the LeBaron 2-Door Hardtop; not available otherwise.

Imperial's Interior Luxury and Comfort are apparent in the rear compartment of the LeBaron 2-Door Hardtop. Roomy seats with deep foam padding and folding center armrests, front and rear, are standard. The rich leather seat trim is optional.



Rear Compartment Reading Lights, Vinyl-Covered Pillows on the Pillars and Lavalier Straps are standard on the LeBaron 4-Door Hardtop.

Features, Continued

Headlights-On Time Delay, standard on Imperial, can be set to keep the car's headlights, taillights, instrument panel lights and backup lights on for up to two minutes after the driver has left the car. They then turn off automatically. This lets the driver park his car in a dark driveway or garage and use the car's lights to safely illuminate his way.

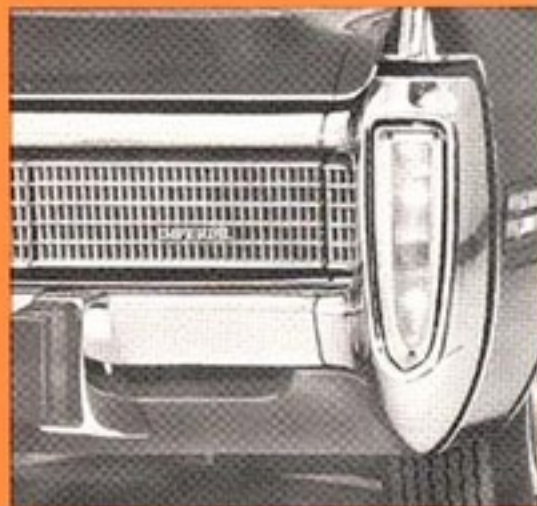
Safeguard Sentinel Lighting, optional, automatically turns on the headlights and taillights at twilight or during a heavy overcast, then automatically turns them off when there is enough daylight for safe driving, with a delay feature for extra assistance.



Automatic Headlight Dimmer dims the car's headlights at the proper time for an approaching vehicle and returns them to high beam automatically after the vehicle has passed. Available only with Safeguard Sentinel Lighting.



Cornering Lights, standard on Imperial, project a steady beam of light in the direction the car is turning. Cornering lights turn on automatically when the turn-signal lever is used while the headlights or parking lights are on.

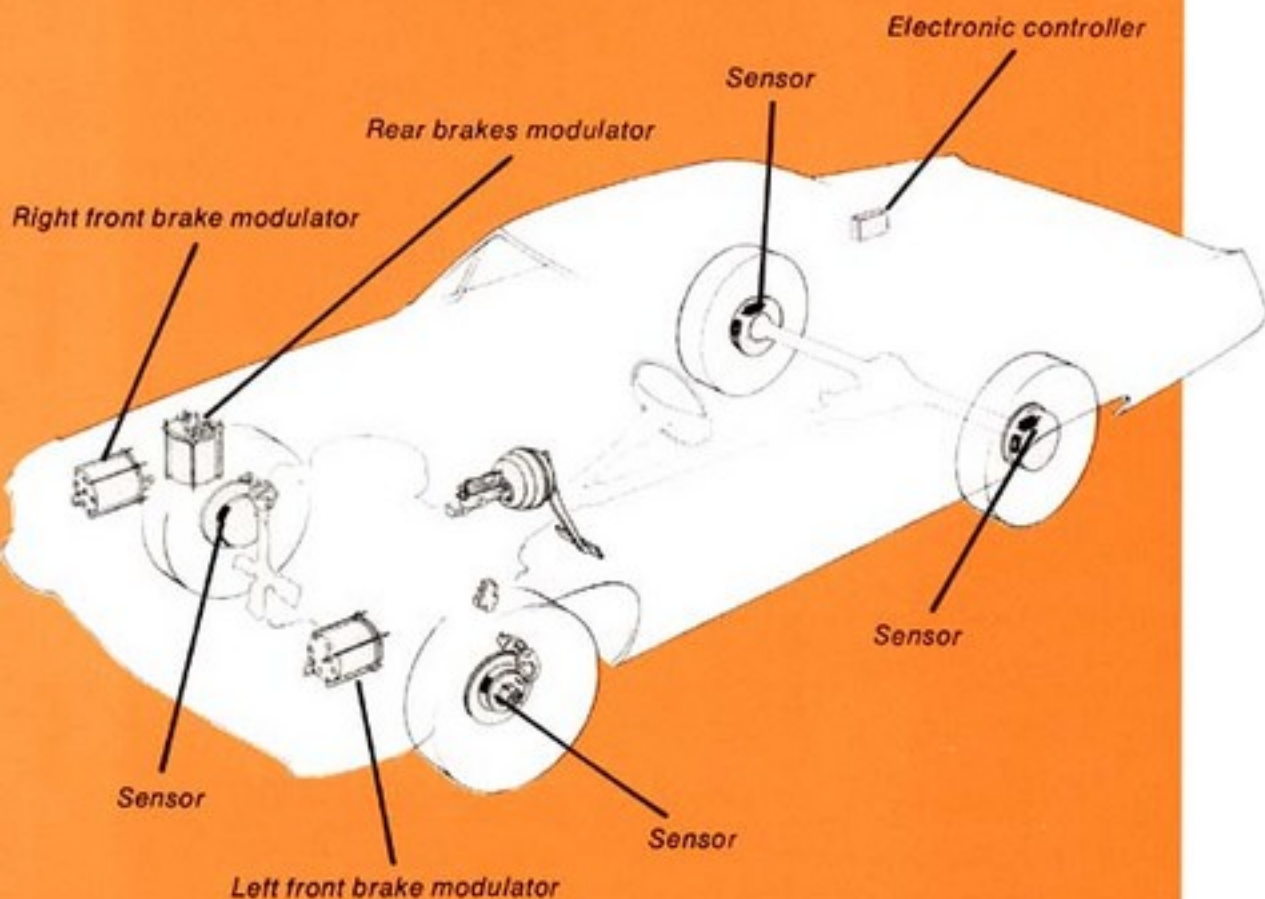


Concealed Headlights are standard on Imperial. A powerful electric motor opens the headlight doors when the headlights are turned on. The doors close automatically when the headlights are turned off, protecting lights from road grime.



Fender-Mounted Turn-Signal Indicator Lights, standard on Imperial, are out front in the driver's line of vision, so he can check his turn-signal while still watching the road ahead.

4-Wheel, Anti-Skid Sure-Brake System



Sure-Brake Control System

How It Prevents Skidding

Imperial's optional Sure-Brake System is designed to prevent the wheels from locking and skidding during panic stops, or when braking on slippery surfaces. The system automatically "pumps" the brakes at least as effectively as the most expert driver. This "pumping" maintains maximum braking power at each wheel until the skid condition is suppressed. Under normal braking conditions, the Sure-Brake System applies the brakes at all four wheels without the "pumping" action.

How It Works

A sensor at each wheel monitors wheel speed and transmits the information to an electronic controller. Should a wheel suddenly slow down at a rate that could mean a skid, the electronic controller triggers a modulator that regulates the hydraulic pressure to that wheel. The vacuum-powered modulator keeps the wheel turning by relieving the hydraulic pressure, then in the next instant restores the hydraulic pressure to maintain maximum braking and car deceleration. This cycle is repeated instantly as many times as necessary to prevent wheel-skid. The Sure-Brake System works automatically, if required, when the brakes are applied above 5 miles an hour.

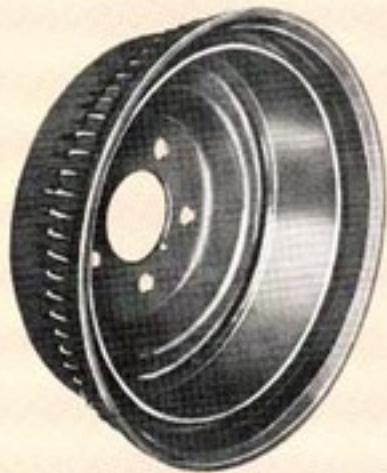
A system cycle check occurs automatically each time the engine is started with the brakes applied. If there is a malfunction, a warning light goes on and stays on until the malfunction is repaired.

Features Continued



Power Disc Brakes Standard on Imperial

Power brakes are standard on Imperial: disc front, drum rear. Imperial's front disc brakes are designed to dissipate braking heat rapidly, so successive stops can be made without noticeable loss of braking effectiveness.



Imperial's Rear Drum Brakes are finned and flared to expose more cooling surfaces to the air, which helps dissipate the heat before braking is impaired.

The Parking Brake foot pedal operates the rear wheel brakes. The parking brake releases automatically when the Torque-Flite automatic transmission is put into gear with the engine running.



The Coordinated Windshield Wiper/Washer system and 3-speed control operates wipers and washers simultaneously—or the wipers only, when washing is not desired. Three-speed wipers are standard. New windshield wiper blades are less apt to streak the glass and have greater resistance to windlift. The new blade is easier to release from the arm when replacement is required.

1973 Chrysler

NEW YORKER BROUGHAM

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

NEW YORKER

- 4-Door Hardtop
- 4-Door Sedan

NEWPORT CUSTOM

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

NEWPORT

- 4-Door Hardtop
- 2-Door Hardtop
- 4-Door Sedan

STATION WAGONS

(See Town & Country Wagons Section)



NEW YORKER ELDORADO 4-DOOR HARDTOP

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Instrument panel	58	Unibody	
Interiors	58	<i>See Extra Care in Engineering Section</i>	
Luggage compartment	64	Ventilation—Strato	61
Mirror—remote	63	<i>See Extra Care in Engineering Section</i>	
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Packages	55, 56	<i>See Extra Care in Engineering and Specifications Sections</i>	
Power door locks	63	Wheel covers	59
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Power steering	59	<i>See Extra Care in Engineering and Specifications Sections</i>	
<i>See Extra Care in Engineering and Specifications Sections</i>		Windows, power	64
Power trunk release	64	Windows, vent	64
Power windows	64	Windshield wipers	66
Radios	62	<i>See Extra Care in Engineering Section</i>	



NEW YORKER BROUGHAM



NEW YORKER



NEWPORT CUSTOM



NEWPORT

MODEL DIFFERENCES

Dimensions

Exterior All Chrysler Series	4-Door	4-Door	2-Door	Interior All Chrysler Series	4-Door	4-Door	2-Door
	Hardtop	Sedan	Hardtop		Hardtop	Sedan	Hardtop
Wheelbase.....	124"	124"	124"	Headroom—front.....	38.1"	38.7"	38.0"
Overall length.....	230.1**	230.1**	230.1**	—rear.....	37.0"	37.9"	37.5"
Overall width.....	79.4"	79.4"	79.4"	Legroom—front.....	41.8"	41.8"	41.7"
Overall height (Newport Custom).....	55.7"	56.2"	55.0"	—rear.....	41.5***	41.5***	35.2"
(New Yorker Brougham).....	55.9"	56.4"	55.3"	Hiproom—front.....	63.3"	63.3"	63.4"
Track—front.....	62.1"	62.1"	62.1"	—rear.....	63.3"	63.3"	63.4"
—rear.....	63.4"	63.4"	63.4"	Shoulder-room—front.....	63.2"	63.2"	63.2"
				—rear.....	63.3"	63.3"	62.5"
				Seat height—front.....	9.2"	9.2"	8.7"
				—rear.....	11.5"	11.5"	10.4"
				Luggage Capacity (cu. ft.)***.....	22.1	22.1	22.1

**New Yorker Brougham 230.8"

**New Yorker Brougham 41.2"

***New Yorker Brougham 20.7 cu. ft.

Equipment

THE 1973 CHRYSLERS

	New Yorker Brougham	New Yorker	Newport Custom	Newport
Accessory Floor Mats—Color keyed.....	E	E	E	E
Accessory Groups—See page 55 for details				
Alternator, 41 amp.....	S	S	S	S
60 amp. (std. and avail. only w/ air conditioning or trailer-towing package).....	E	E	E	E
Air Conditioning (Tinted glass recommended)				
Single unit.....	E	E	E	E
Single unit w/Auto-Temp II.....	E	E	E	E
Armrests, Front				
Single folding—bench seat.....	E(1)	S	S	NA
Single folding center—bucket seat.....	S	E	NA	E
Individual folding center (NA 2-door Hardtops).....	S	NA	E	NA
Door—bright finish base.....	NA	S	S	S
Door—console-style with wood-grained trim.....	S	NA	NA	NA
Armrests, Rear				
Folding center.....	S	NA	NA	NA
Door—console-style with wood-grained trim.....	S	NA	NA	NA
Ash Receivers				
Instrument panel (two).....	S	S	S	S
Rear armrests.....	S	S	S	S
Automatic Speed Control.....	E	E	E	E
Battery				
440 Ampere (70 amp.-hrs.) (Std. w/440 engine).....	S	S	E	E
375 Ampere (59 amp.-hrs.).....	NA	NA	S	S
Brakes, Self-Adjusting				
Disc—front (power), Drum—rear.....	S	S	S	S
Bumper Guards				
Front.....	S	S	S	S
Rear.....	S	S	S	S

S—Standard

E—Extra Cost

NA—Not Available

*—Available in group only.

(1)—2-door Hardtops only.

Equipment, Continued

THE 1973 CHRYSLERS

	New Yorker Brougham	New Yorker	Newport Custom	Newport
Cigarette Lighters				
Front (center ash receiver)	S	S	S	S
Rear (one each side, door or side panel armrest)	S	NA	NA	NA
Bucket seat center section (Std. w/bucket seats)	E	E	NA	E
Cleaner Air System	S	S	S	S
Clock, Electric	S	S	E	E
Electronic Digital	E	E	E	E
Coat Hooks	S	S	S	S
Defogger, Rear Window (NA w/rear seat heater and defroster)	E	E	E	E
Differential, Sure-Grip	E	E	E	E
Directional Signal Indicator Lights, Fender-Mounted	S	S	E*	E*
Directional Signals w/Lane-Change Turn-Signal Switch	S	S	S	S
Door-Actuated Interior Light Switches—Front	S	S	S	S
—Rear	S	S	S	S
Electronic Ignition System	S	S	S	S
Emission Control (Air Injection System—Req'd Calif.)	E	E	E	E
Engine Block Heater	E	E	E	E
Engines—V-8				
400-cu.-in. 2-bbl.	NA	NA	S	S
440-cu.-in. 4-bbl.	S	S	S	S
Evaporative Emission Control System	S	S	S	S
Flashers, Hazard Warning	S	S	S	S
Floor Covering				
Passenger compartment, color-keyed carpet	S	S	S	S
Luggage compartment—black carpet	S	S	NA	NA
Luggage compartment—rubber mat	NA	NA	S	S
Foam Seat Cushions, Front and Rear	S	S	S	S
Glass, Tinted (Recommended with A/C)				
All windows	E	E	E	E
Windshield only	E	E	E	E
Glass, Ventless Side	S	S	S	S
Glass, Vent Wings—Manual (Avail. 4-dr. models only) (Tinted Glass Required)	E	E	E	E
Glove Box Lock	S	S	S	S
Headlights-On Warning Signal (NA w/safeguard sentinel lighting)	S	E*	E*	E*
Head Restraints—Front seats left and right	S	S	S	S
Heater and Defroster	S	S	S	S
Heater—Rear seat with defroster (NA w/rear window defogger)	E	E	E	E
Hood Release, Inside	S	S	S	S
Horns, Dual	S	S	S	S
Instrument Panel, Padded	S	S	S	S
Keyless Door Locking	S	S	S	S
License Plate Frame, Front and Rear (Dealer Installed)	E	E	E	E
Light, Under-Hood (Dealer Installed)	E	E	E	E
Lights				
Ash receiver, inst. panel, left side	S	S	S	S
Ash receiver, inst. panel, right side	S	S	E*	E*

S—Standard

E—Extra Cost

NA—Not Available

*—Available in group only.

THE 1973 CHRYSLERS

	New Yorker Brougham	New Yorker	Newport Custom	Newport
Lights, continued				
Backup	S	S	S	S
Brake system warning	S	S	S	S
Courtesy—front and rear doors	S	S	NA	NA
Cornering (Avail. only w/light pkg.)	E	E	E	E
Directional signal indicators, inst. panel mounted	S	S	S	S
Directional signal indicators, fender mounted	S	S	S*	S*
Dome center	S	S	S	S
Glove box	S	S	S*	S*
Ignition switch w/time delay	S	S	S*	S*
"Low Fuel" warning light	S	S*	S*	S*
Map and courtesy	S	S	S*	S*
Side marker and reflectors	S	S	S	S
Transmission selector quadrant—instrument panel	S	S	S	S
Trunk	S	S	S*	S*
Mirrors				
Inside Day/Nite	S	S	S	S
Outside left, remote control	S	S	E	E
Outside right, manual (Available w/remote-control left mirror only)	E	E	E	E
Moldings				
Belt	S	S	S	NA
Body side—bright with black paint fill	NA	NA	NA	S
Body side w/vinyl insert	E	E	S	E
Body side with filigree tape insert	S	S	NA	NA
Door edge protectors	E	E	E	E
Bright door upper (4-dr. Sedan)	S	S	S	E
Wheel opening lip (partial or full)	S	S	S	S
Wheelhouse opening skirt	S	S	E	E
Lower body side	S	S	NA	NA
Front fender peak	S	S	E	NA
Oil Filter, Replaceable	S	S	S	S
Paint				
Two-tone	E	E	E	E
Accent stripes—(upper body side) six colors	E	E	NA	NA
Pedal Dress-Up	S	S	S	S
Power Equipment				
Antenna (Available w/any radio)	E	E	E(3)	E(3)
Brakes, disc—front	S	S	S	S
Deck lid release, electric	E	E	E	E
Door locks, electric	E	E	E	E
Steering	S	S	S	S
Seats, bench 6-way	E(1)	E	E	E
Seats, bucket or 3-in-1—6 way—left	E	E	E	E
Seats, bucket or 3-in-1—6 way—left and right	E	E	E	E
Windows	S	E	E	E
Vent window wings (4-door H.T. with power windows and tinted glass only)	E	E	NA	NA
Radios and Tape Players				
AM solid-state w/push buttons	E	E	E	E
AM/FM solid-state w/search tuner	E	E	E	E
AM/FM solid-state multiplex stereo (Includes dual rear speakers and 3 front speakers)	E	E	E	E
AM/FM solid-state multiplex stereo w/stereo cassette tape player (Includes dual rear speakers and 3 front speakers)	E	E	E	E
AM/FM solid-state multiplex stereo w/8-track tape player (Includes dual rear speakers)	E	E	E	E
AM solid-state w/8-track stereo tape player (Includes dual rear speakers and 3 front speakers)	E	E	E	E

S—Standard
 E—Extra Cost
 NA—Not Available
 *—Available in group only.
 (3)—Available only with light package (A01).

Equipment, Continued

THE 1973 CHRYSLERS

	New Yorker Brougham	New Yorker	Newport Custom	Newport
Radios and Tape Players, continued				
Microphone (w/stereo cassette tape player only) (Dealer Installed)	E	E	E	E
Rear-seat speaker—single (w/optional AM or AM/FM search tune radios only)	E	E	E	E
Rear-Spring Load Levelers (Dealer Installed)	E	E	E	E
Roadside Warning Flashers	S	S	S	S
Safeguard Sentinel Lighting (NA w/headlights-on warning signal)	E	E	E	E
Safety Belts w/Push-Button Release				
Lap w/outboard retractors, 3-front	S	S	S	S
Lap 3—rear	S	S	S	S
Shoulder belts—left and right—front	S	S	S	S
Shoulder belts—left and right—rear (Dealer Installed)	E	E	E	E
Seat, Child Safety (Dealer Installed)	E	E	E	E
Seat Cushions, Foam, Front and Rear	S	S	S	S
Seat Adjustment, Front—2-way manual	S	S	S	S
Seat-Back Release, Automatic	S(1)	NA	NA	NA
Security Alarm System (Avail. w/Power Door Locks only)	E	E	E	E
Shock Absorbers—Heavy Duty—Front & Rear	E	E	E	E
Side Marker Reflectors and Lights	S	S	S	S
Spare Tire Cover, Carpeted	E	E	NA	NA
Steering Column Anti-Theft Lock and Ignition Key Warning Buzzer	S	S	S	S
Steering Wheels				
3-spoke w/wood-grained applique and horn tabs	S	S	S	S
Tilt and Tel. w/rim-blow horn	E	E	E	E
2-spoke w/rim-blow horn	E	E	E	E
Sun Roof w/Vinyl Roof (Power)	E	E	E	E
Sun Visors, Left and Right—Safety padded	S	S	S	S
Suspension, Heavy-Duty				
Std. w/Trailer-Towing Pkg. Includes: Heavy-duty rear springs, heavy-duty torsion bars and large dia. front anti-sway bar	E	E	E	E
Tires—See Specifications section				
Trailer-Towing Package (See page 56 for details)	E	E	E	E
Transmission, TorqueFlite Automatic, 3-Speed	S	S	S	S
Trip Odometer	S	S	S	S
Undercoating—Includes hood insulator pad	S	S	E	E
Ventilation, Strato (NA w/AC)	E	E	E	E
Vent Windows, Manual (2) (Available only with tinted glass)	E	E	E	E
Vinyl-Covered Roof—Black, White, Parchment, Gold, Blue and Green	E	E	E	E
Wheels, Safety-Rim	S	S	S	S
Wheel Covers				
Deluxe 15"	S	S	S	S
Premier 15"	E	E	E	E
Wheels, Chrome Styled Road (4 wheels only, conventional spare wheel)	E	E	E	E
Wheel Opening Skirts	S	S	E	E
Windshield Washers, Electric	S	S	S	S
Windshield Wipers, Concealed—3-speed (w/coordinated washers)	S	S	E	E
—2-speed (w/coordinated washers)	NA	NA	S	S

S—Standard
E—Extra Cost
NA—Not Available
(1)—2-door Hardtops only.

Chrysler Accessory Groups & Packages

NEW YORKER BROUGHAM, NEW YORKER, NEWPORT CUSTOM, NEWPORT

LIGHT PACKAGE

Code A01

(Included in Basic Group Code A04)

- Fender-Mounted Turn Indicators (w/Fender Top Molding)* (Std. N.Y. Brougham and N.Y.)
N.A. on Newport
- Trunk (Cargo) Light* (Std. N.Y. Brougham and N.Y.)
- Glove Box Light* (Std. N.Y. Brougham and N.Y.)
- Right Ash Receiver Light* (Std. N.Y. Brougham and N.Y.)
- Ignition Switch Light w/Time Delay* (Std. N.Y. Brougham and New Yorker)
- Map/Courtesy Light* (Std. N.Y. Brougham and N.Y.)
- Low Fuel Warning Light* (Std. N.Y. Brougham)
- Headlights-On Warning* (Std. N.Y. Brougham)
(N.A. w/Safeguard Sentinel Lighting)

BASIC GROUP

Code A04

- Air Conditioning—manual control, single unit,
Non ATC
- Tinted Glass (All windows)
- Radio, AM
- Std. Size Whitewall Tires (Must Code)
- Light Package (Std. N.Y. Brougham)
- Digital Clock (N.A. Newport Custom or Newport)
- 3-Speed Windshield Wipers (Std. N.Y. Brougham and New Yorker)
- Left Remote-Control Mirror (Std. N.Y. Brougham and N.Y.)
- Vinyl Side Molding (Must Code) (Std. on Newport Custom, N.A. on New Yorker Brougham and New Yorker)

NOTE: Other Air Conditioning, Radios & Whitewall Tires are Available at Differential Price.

** Available in Group Only.*

EASY ORDER PACKAGE

Code A06

(Not available with A04)

- Light Package (except N.Y. Brougham)
- Tinted Glass
- Manual Vent Windows (4-doors only)
- Right Rear-view Mirror
- Left Remote-Control Mirror (Newport and Newport Custom)
- Rear Window Defogger
- Air Conditioning
- Electric Clock (Newport and Newport Custom)
- Digital Clock (New Yorker and New Yorker Brougham)
- 3-Speed Windshield Wipers (Newport and Newport Custom)
- Undercoating (Newport and Newport Custom)
- Seats, Power 6-way (New Yorker and New Yorker Brougham)
- Power Windows (New Yorker)
- AM Radio (except Brougham)
- Rear Speaker (except Brougham)
- AM/FM Multiplex (Brougham)
- WSW Tires—H78 (Newport and Newport Custom)
- WSW Tires—J78 (New Yorker and New Yorker Brougham)
- Vinyl Roof

NOTE: Any released air conditioning, upgraded radios, white sidewall tires, digital clock and power vent windows are available at differential price.

Trailer-Towing Packages

CHRYSLER TRAILER-TOWING PACKAGE

Code A35

Maximum loaded gross trailer weight is 7,000 lbs.

The following items are included in the Trailer-Towing Package:

- Maximum Cooling Package*
High-Capacity Radiator
Fan Shroud & Yoke-To-Hood Air Seal
Coolant Reserve System
- Heavy-Duty Suspension
Heavy-Duty Rear Springs, Heavy-Duty
Torsion Bars and Front Anti-Sway Bar
- Trailer Wiring Harness*
- 60-Amp. Alternator*
- Heavy-Duty Turn-Signal Flasher*
- Extra-Wide Wheel Rims*
- Auxiliary Transmission Cooler*
- Heavy-Duty Performance Axle—3.23 Ratio

TRAILER-TOWING WIRING PACKAGE

Code A34

- Trailer Wiring Harness*
- Heavy-Duty Turn-Signal Flasher*
- 60-Amp. Alternator*

HEAVY-DUTY PACKAGE

Code A33

Maximum Cooling Package*

- High-Capacity Radiator
- Fan Shroud & Yoke-To-Hood Air Seal
- Coolant Reserve System

Heavy-Duty Suspension

- Heavy-Duty Torsion Bars
- Front Anti-Sway Bar
- Heavy-Duty Rear Springs

Extra-Wide Wheel Rims

ADDITIONAL CHRYSLER TRAILER-TOWING RECOMMENDATIONS:

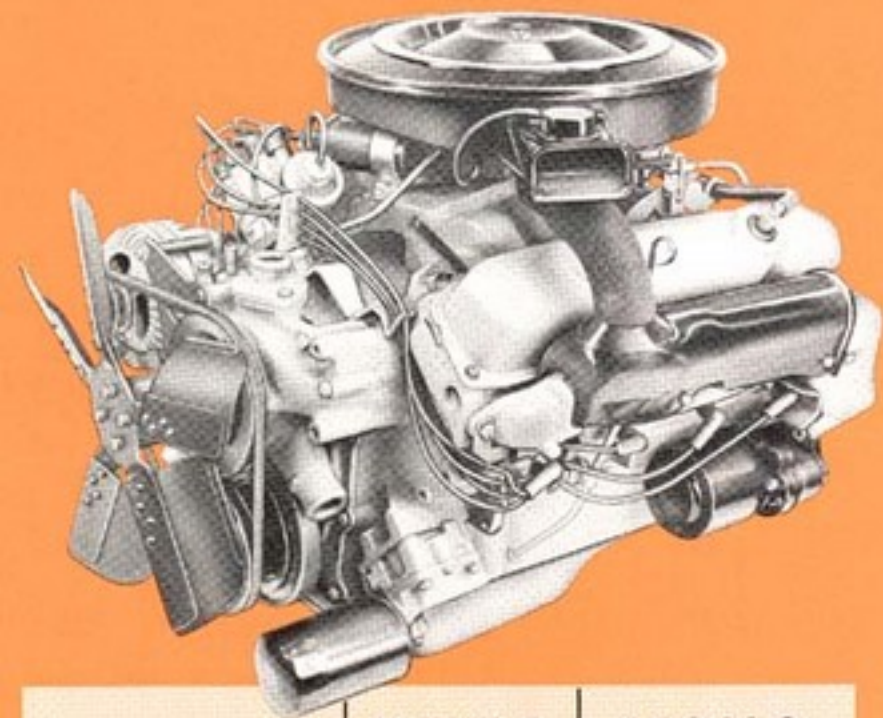
- Engine—440 V-8 4-bbl. (Newport Custom and Newport)
- Sure-Grip Differential
- Air Conditioning (includes 60-amp. alternator)
- Automatic Speed Control

** Available in Group Only.*

CHRYSLER TRAILER-TOWING REQUIREMENTS

The Manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, but if the loaded trailer weight exceeds 2500 pounds, the following conditions must be met: (1) Equip the vehicle with a factory-installed Trailer-Towing Package; (2) If the loaded tongue weight exceeds 250 pounds, equip the vehicle with a properly installed frame-type load-equalizing hitch; (3) In addition to the normal Required Maintenance Services, (a) change transmission oil and filter and adjust transmission bands every 24,000 miles and (b) change rear axle lubricant every 36,000 miles or 3 years (whichever occurs first); (4) Loaded trailer weight must not exceed 7,000 pounds. If the loaded trailer weight exceeds 5,000 pounds, the vehicle must be equipped with the 440-cu.-in. V-8 engine.

Chrysler Engines



SPECIFICATIONS	400 V-8 2-BBL.	440 V-8 4-BBL.
Availability	STD. Newport & Newport Custom	STD. New Yorker, New Yorker Brougham and T & C Wagons
		OPT. Newport and Newport Custom
Displacement, cu. in.	400	440
Electronic ignition	STD.	STD.
Carburetor	2-BBL.	4-BBL.
Compression ratio	8.2 to 1	8.2 to 1
Bore and stroke	4.34" x 3.38"	4.32" x 3.75"
Air cleaner	Single snorkel	Single snorkel
Exhaust system	Single	Single

TorqueFlite Automatic Transmission



TorqueFlite Automatic Transmission is standard on all Chryslers. A part-throttle downshift is one of the outstanding features of this transmission. At moderate speeds, moderate accelerator pedal pressure will provide a smooth downshift from high to second gear.

Interiors

Instrument Panel Cluster on all Chryslers has a slender, horizontal styling theme and is deeply recessed under a full-width brow of safety padding. The panel is tilted at an angle to the driver's line of vision, minimizing reflections and providing excellent readability. All gauges have large, crisp numerals and indicators for at-a-glance readings. For night driving, the entire instrument cluster is floodlighted, making it easy to read gauges and to identify controls. All Chryslers have an odometer, trip odometer, gauges for the alternator and gasoline level and warning lights for oil pressure and engine temperature. Both the driver and front passenger will find an ashtray conveniently close.

New Yorker Brougham, New Yorker and Town & Country have a slim wood-grained vinyl insert across the lower face of the instrument panel cluster.



Seats and Interior Trim

SEATS AND TRIM	Newport	Newport Custom	New Yorker	New Yorker Brougham
Bench Seat, Cloth-and-Vinyl, with Adjustable Head Restraints	Standard (Code A1)	—	—	—
Bench Seat, All-Vinyl, with Adjustable Head Restraints	Optional (Code B2)	—	—	—
Split-Back Bench Seat, Cloth-and-Vinyl, with Folding Center Armrest and Integral Head Restraints	—	Standard (Code D3)	—	Optional* 2-Door (Code J3)
Split-Back Bench Seat, All-Vinyl, with Folding Center Armrest and Integral Head Restraints	—	Optional (Code D4)	—	—
Bench Seat, Cloth-and-Vinyl, with Front Folding Center Armrest, Adjustable Head Restraints	—	—	Standard (Code E9)	—
Bench Seat, All-Vinyl, with Front Folding Center Armrest, Adjustable Head Restraints	—	—	Optional (Code EH)	—
Bucket Seats, All-Vinyl, with Center Cushion and Folding Center Armrest	Optional 2-Door (Code C6)	—	Optional 4-Dr. Ht. (Code F6)	—
Bucket Seats, All-Vinyl, with Passenger Recliner, and Center Armrests Front and Rear	—	—	—	Standard* 2-Door (Code G6)
3-in-1 Divided Bench Seat, Cloth-and-Vinyl, with Passenger Recliner and Two Folding Center Armrests in Front, One Rear	—	—	—	Standard 4-Dr. Models (Code H7)
3-in-1 Divided Bench Seat, Cloth-and-Vinyl, with Passenger Recliner and Two Front Folding Center Armrests	—	Optional 4-Dr. Models (Code D7)	—	—
3-in-1 Divided Bench Seat, All-Vinyl, with Passenger Recliner and Two Folding Center Armrests in Front, One Rear	—	—	—	Optional 4-Dr. Models (Code H8)

4-Dr. Models means hardtop and sedan.

2-Dr. means 2-door hardtop.

*Includes Automatic Seat-Back Release

Steering Wheels



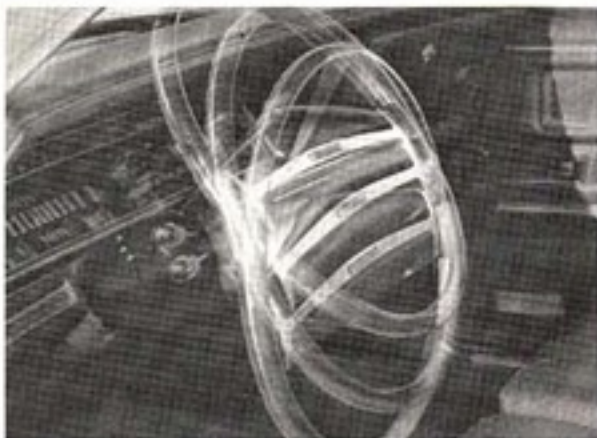
Standard Steering Wheel for all Chrysler models. Features wood-grained vinyl insert at center. Horn buttons are on spokes.



Optional Steering Wheel for all Chrysler models. Straight-across spoke with padded center. Rim-blow horn.



Optional Tilt-A-Scope Steering Wheel. Available on all Chrysler models. Straight-across spoke with padded center. Rim-blow horn.



Tilt-A-Scope Steering Wheel lets the driver adjust the wheel to the position that is most comfortable for him. It also lets him tilt the wheel up out of the way when getting in or out of the car. The steering wheel tilts a total of 30 degrees and telescopes in and out a total of 2.5 inches. The combined adjustments give the driver a wide range of steering-wheel positions.

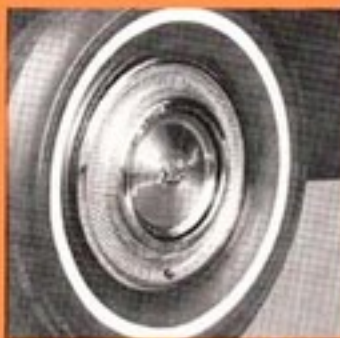
To tilt the steering wheel, raise the locking lever on the left side of the steering column. The steering wheel automatically locks in any of 6 different positions when the locking lever is released. A second locking lever beneath the center of the steering wheel hub controls the telescoping action.

Power Steering, standard on all Chryslers, is equipped with a fast-ratio steering gear that provides quick steering response. Only 3.5 turns of the steering wheel are required to move the front wheels from full-right to full-left.

Wheel Covers & Road Wheels



Standard Wheel Cover for Newport, Newport Custom and Town & Country Wagons.



Standard Wheel Cover for New Yorker and New Yorker Brougham.



Optional Premier Wheel Cover for all Chrysler models.



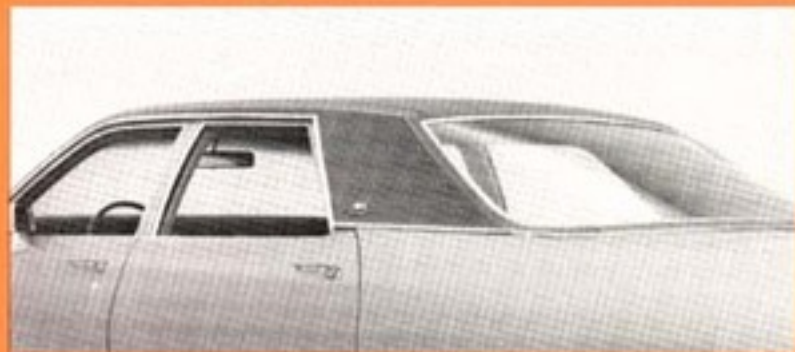
Optional Chrome-Styled Steel Road Wheel for all Chryslers except Town & Country Wagons.

Tires

TIRE	Newport	Newport Custom	New Yorker	New Yorker Brougham
H78 x 15" bias-belted bsw	Standard	Standard	Not Available	Not Available
H78 x 15" bias-belted wsw	Optional	Optional	Not Available	Not Available
J78 x 15" bias-belted bsw	Optional*	Optional*	Standard	Standard
J78 x 15" bias-belted wsw	Optional	Optional	Optional	Optional
L84 x 15" bias-belted bsw	Optional	Optional	Optional	Optional
L84 x 15" bias-belted wsw	Optional	Optional	Optional	Optional
HR78 x 15" radial-ply, steel belt wsw	Optional	Optional	Not Available	Not Available
LR78 x 15" radial-ply, steel belt wsw	Optional	Optional	Optional	Optional

*Minimum Size Required with Trailer-Towing Package

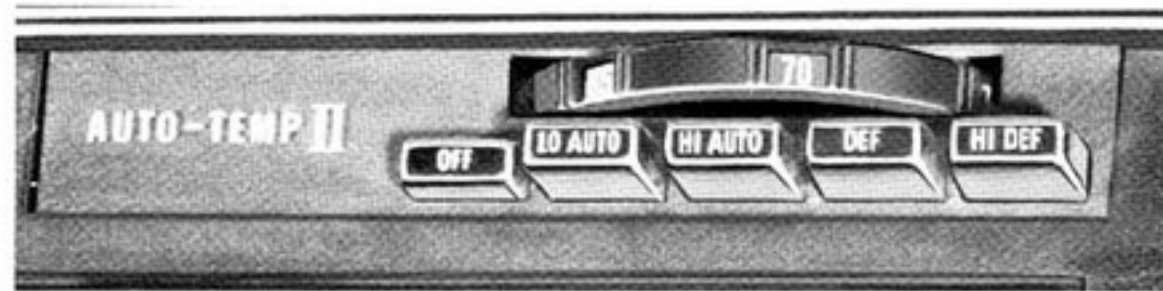
Optional Vinyl Roof, available on all Chryslers, may be ordered in Green, Blue, Gold, Parchment, White or Black.



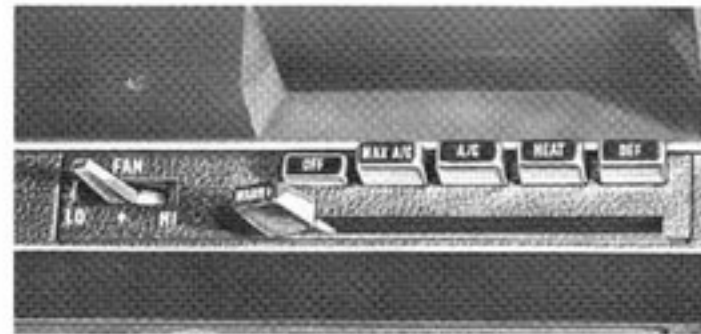
Chrysler Features

Optional Manual Control and Auto-Temp II Air Conditioners

Chrysler offers the buyer a choice of two air conditioners: a manually controlled unit and a unit that automatically maintains a pre-set temperature. Both air conditioners clean, dehumidify and filter the air.



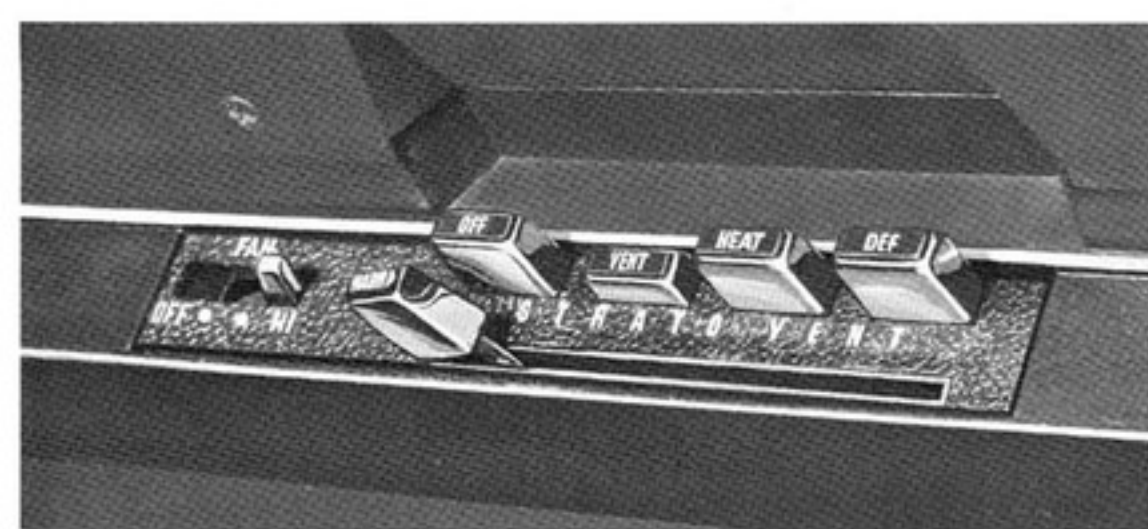
Auto-Temp II Air-Conditioner Controls. Car temperature is controlled by a thermostat which can be set at any temperature between 65° and 85° F. The cooling or heating unit operates automatically to maintain the desired temperature.



Manual Air Conditioner brings outside air in through the cooling coils. For the lowest possible temperature, the driver need only push the MAX A/C button, which shuts off incoming air and recirculates the conditioned inside air.



Ball-Type Air Outlets at each end of the instrument panel can be rotated to send the cooling or heating air in any direction. These outlets can also be shut off individually. Other outlets near the center of the instrument panel have adjustable vanes to direct the air up, down, either side or turned off. There are also two vents beneath the instrument panel to send air to the floor.



Strato Ventilation with Power Air-Flow, optional in cars without air conditioning, sends air through two central outlets in the instrument panel. The outlets are in the same locations as used by the air conditioner. Ventilating air is forced into the car by the fan and by forward motion of the car. Moving the temperature control lever to the right adds heat to the incoming air.

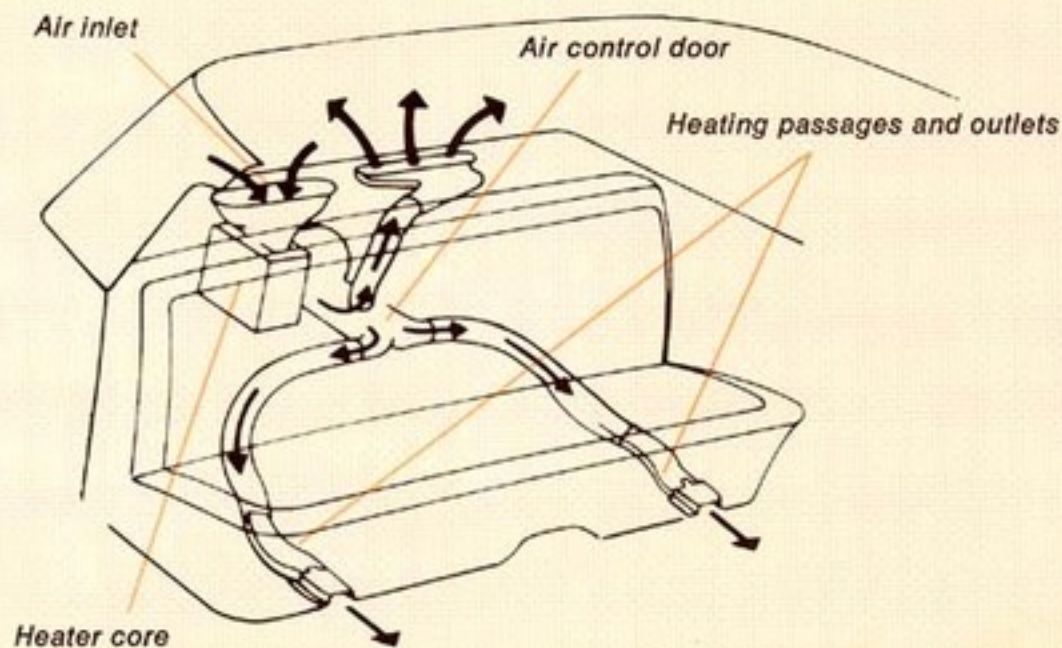
Tinted Window Glass makes the air conditioner more effective because it filters out many of the heat-producing rays of the sun. Tinted glass is optional on all Chrysler models.

Side-Cowl Fresh-Air Vents, standard, bring outside air into the car at floor level. Air-flow is controlled by car speed and by adjustable doors.



Power-Operated Sun Roof is optional on all Chryslers except station wagons. At the touch of a central button, the steel roof section slides back to give an open-air ride. Excellent ventilation, with an almost complete absence of draft, is achieved by opening the roof a few inches.

Chrysler's Optional Rear Heater and Defroster provides ample heating capacity to keep rear passengers warm and comfortable on the coldest days. The rear heater system includes an additional heater core mounted beneath the rear package shelf, a rear fan, rear-compartment warm-air outlets, rear-window defroster outlets and an air-flow control door that directs the air for heating or defrosting.



Features, Continued

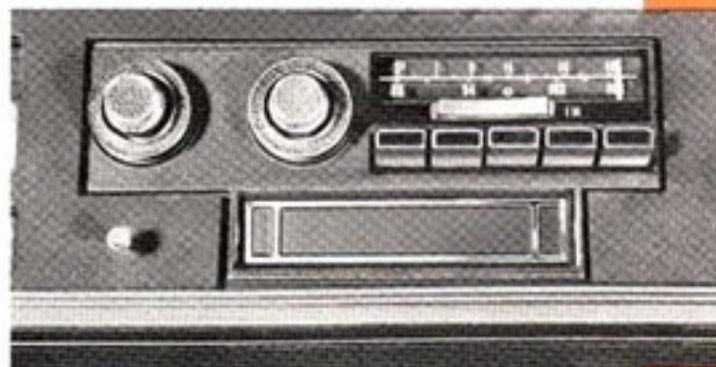
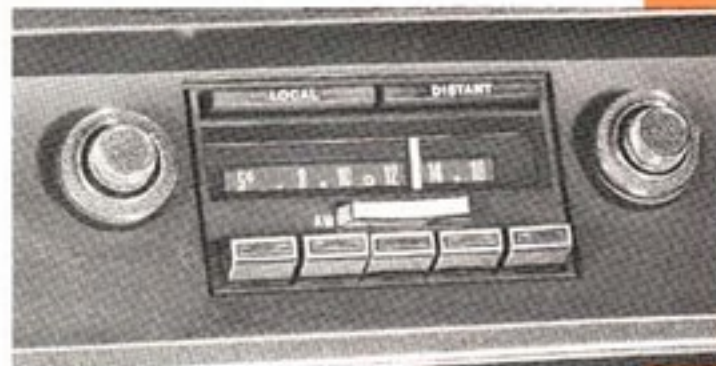
Chrysler's Optional Golden Tone AM/FM Stereo Radio comes with five high-quality speakers that give realism to stereo programs. Solid-state chassis gives instant sound when turned on and uses very little battery current—it can be played for long periods without materially affecting the battery charge.

Golden Tone AM/FM Search Tune Radio, optional, automatically seeks out and tunes in the next audible station when actuated by a tuning bar on the control panel or a tuning button on the floor.

Golden Tone AM Radio, optional, has a solid-state chassis, 5 push-button station selectors and controls for tone, volume and manual station selection.

Speakers: All Chrysler stereo radios are equipped with 5 speakers—3 in front and 2 in rear. Chrysler's AM/FM Search Tune Radio and AM Radio have a single front speaker with a rear speaker being optional.

8-Track Cartridge Stereo Player is an excellent choice for buyers who have a similar system in the home. 8-track cartridge stereo is available with the AM and AM/FM Radio.



One-Piece, Stainless-Steel Antenna has the flexibility and strength to resist being battered by rotary brushes in automatic car washes. The antenna's strength is also a deterrent to vandalism.

Tests indicate that an exposed antenna helps to deliver more uniform reception than the windshield-imbedded antennas used on some competitive makes.

The Chrysler antenna is 31 inches high—the height considered best for FM reception.

A Fender-Mounted, Power-Operated Telescoping Antenna is optional on all Chrysler models with any optional radio.

Cassette Stereo System Makes Stereo Recordings

Chrysler's stereo cassette system, when ordered with the AM/FM stereo radio, records stereo programs directly from the car's stereo radio. Or you can record from your home stereo system and play it back through your car stereo radio.

The Optional Microphone

The optional dealer-installed microphone lets you record your own voice, your own programs, monaurally. A remote switch on the microphone starts and stops the recording.



Remote-Control Mirror has a convenient toggle control on the driver's door that adjusts the mirror smoothly even with the window closed. The mirror adjusts up and down and from side to side, giving a full range of viewing positions. The remote-control mirror is standard on New Yorker Brougham and New Yorker, optional on Newport Custom and Newport.



Automatic Speed Control maintains car speed at a pre-set level, even through hilly terrain. On the open highway, the driver can sit comfortably with his foot removed from the accelerator while his speed is controlled automatically.

The brake pedal and accelerator can be used at any time to immediately override the automatic control. An OFF switch on the resume-speed ring completely deactivates the automatic speed control unit. Automatic speed control is optional on all Chryslers.

To Set Car Speed: Accelerate to the desired cruising speed, push speed-set button at the end of the turn-signal lever and remove foot from accelerator. The automatic control takes over. If the car has been braked to a lower speed while on automatic, just twist the resume-speed control ring and the car will automatically accelerate to the pre-set speed and maintain it. To increase car speed slightly, tap the speed-set button and car speed increases 2 to 3 miles an hour for each tap and holds it. To reduce speed, push the speed-set button until the desired speed is reached and release the button.



Security Alarm System Protects Against Prowlers

Chrysler's electronic Security Alarm System will sound the horn intermittently and flash the car's lights should a prowler tamper with any door, the hood, trunk or the steering column. The system is armed or disarmed by locking or unlocking either front door with the ignition key. The trunk can be opened with the proper key without setting off the Security Alarm System.

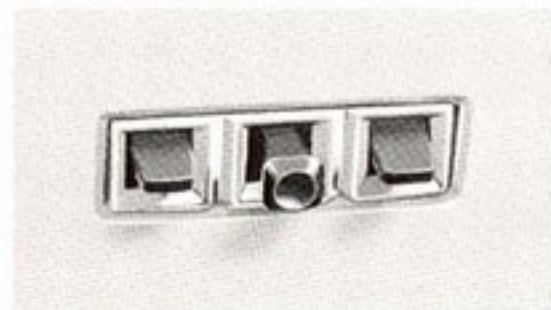
A special panic button can be operated from inside the car to set off the alarm system and lock all doors simultaneously.

The Security Alarm System is available only with the optional power door locking system.

Power Door Locks are a convenience and safety option for all Chryslers. Both front door lock buttons actuate all door locks simultaneously. The ignition key locks and unlocks only the door it is used in. Any door, front or rear, can be unlocked from inside the car.

Inside Hood Release, standard on all Chryslers, is designed to give anti-theft protection for engine compartment components. Effort required to release the hood latch has been reduced in 1973 models.

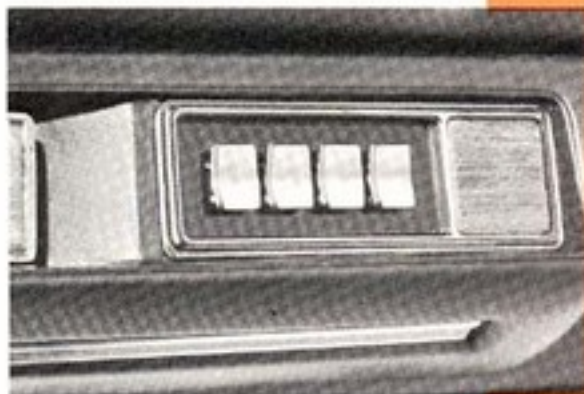
6-Way Power Seat Adjuster (optional) permits an almost infinite variety of seat positions. The front switch tilts the front of the seat up and down. The middle switch raises and lowers the seat and moves it forward and rearward. The rear switch tilts the rear of the seat up or down.



Automatic Seat-Back Releases are standard for the front seats on the New Yorker Brougham 2-door hardtop. An electric solenoid, wired in series with the dome lamp door switch, unlatches the seat-back whenever either front door is opened. The latch re-engages when the seat-back is returned to its upright position and the doors are closed. Seat-back can also be released manually.

Features, Continued

Power Windows are standard on New Yorker Brougham, optional all other models. A master control panel on the driver's door lets him control all side windows. There's an individual switch under each of the other windows. For safety, none of the power windows operate when the ignition switch is turned off.



Power Vent Windows are available as an option on New Yorker and New Yorker Brougham 4-door hardtops with power windows and tinted glass. The power vents are operated smoothly and positively by electric motors. Two control switches on the driver's door operate both vent windows; a single control on the right front door operates the vent for the passenger.



Manually Operated Vent Windows are available as an option on Chrysler four-door models. Vent windows quickly clear the car's interior air of smoke and odors. (Tinted Glass required)

Electronic Digital Clock tells you the time in numerals that can be seen at a glance. The clock is accurate within one minute per month. This option is available on all Chrysler models and as a part of Basic Group Code A04 on New Yorker Brougham and New Yorker.



Electric Clock with sweep second hand is standard on New Yorker & New Yorker Brougham and is available as an option on Newport Custom and Newport models.



Power-Operated Trunk Lid Release, optional on all Chrysler models except wagons, enables the driver to open the trunk lid by pressing a button in the glove box. 1973 models have an electric-powered lock, more reliable than the vacuum power used last year.



Chrysler Trunks are both wide and deep. The extra depth makes it possible to close the trunk lid on tall objects such as chests and picnic baskets. The spare tire is mounted forward, over the rear axle, leaving the full width of the trunk floor at rear available for carrying luggage.

Deep-Pile Loop Carpeting covers the trunk floor in New Yorker Brougham and New Yorker models. A spare tire cover is optional on these models. A trunk light is standard on New Yorker Brougham and New Yorker, optional on other Chrysler models.



Cornering Lights, optional on all Chryslers, project a steady beam of light in the direction in which the car is turning. These lights turn on automatically when the turn-signal lever is used while the headlights or parking lights are on. (Available with light package only)



Fender-Mounted Turn-Signal Indicator Lights are out front in the driver's line of vision, where he can check his turn-signal operation and selection while still watching the road ahead. These lights are standard on New Yorker Brougham and New Yorker and available in the optional light package on other Chryslers.



Door Lock Push Button on Two-Door Hardtops is located forward on the door within easy reach of the driver and front-seat passenger.



Safeguard Sentinel Lighting automatically turns the headlights and taillights on at twilight or during a heavy overcast, then automatically turns them off again when there is enough daylight for safe driving. A sensing unit, mounted on top of the instrument panel beneath the windshield, contains a photocell which reads light intensity and transmits the signal that turns the car lights on and off. Safeguard Sentinel Lighting is optional on all Chrysler models.

Headlights-On Time Delay and Warning Signal, standard on New Yorker Brougham, optional in the light package on other Chrysler models, has a time delay switch which can be set to keep the car's headlights, taillights, instrument panel lights and backup lights on for up to two minutes after the driver has left the car. This permits the driver to park his car in a dark driveway or garage and use the car's lights to illuminate his way. A warning signal reminds the driver if he leaves the car without first turning the headlights off.

Features, Continued

Chrome-Framed Pedals, standard, add a touch of luxury to the floor area in the driver's compartment. Standard equipment includes power-assisted disc brakes in front, drum brakes in the rear.



Coordinated Windshield Wiper/Washer system and 3-speed control operates wipers and washers simultaneously . . . or the wipers only, when washing is not desired. Washer spray action will continue until the driver releases the button. Wiper action will continue until the driver turns it off with the wiper switch.

Three-speed wipers are standard on New Yorker Brougham and New Yorker, optional on other Chrysler models.

New Windshield Wiper Blades are less apt to streak the glass and have greater resistance to windlift. The new blade is easier to release from the arm when replacement is required.



1973 Chrysler Town & Country Wagon

3-SEAT MODEL

122" Wheelbase

2-SEAT MODEL

122" Wheelbase

Accessory groups and packages	73, 74	Roof air deflector	80
Air conditioners	69, 79	Roof luggage rack	80
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Alternator	69	Seat conversion	80
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Automatic speed control	81	Specifications	
Axles		<i>See Specifications Section</i>	
<i>See Extra Care in Engineering and Specifications Sections</i>		Speed control, automatic	81
Battery	69	Springs, front and rear	
Body construction		<i>See Extra Care in Engineering and Specifications Sections</i>	
<i>See Extra Care in Engineering Section</i>		Standard and optional equipment	69 thru 72
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<i>See Extra Care in Engineering and Specifications Sections</i>		Steering wheels	76
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Carpeting (floor covering)	70, 78	Storage pockets	78
Cassette stereo	71	Strato ventilation	81
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Cornering lights	81	<i>See Extra Care in Engineering and "Axles" in Specifications Section</i>	
Dimensions, basic	68	Suspension, front and rear	
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Electronic ignition system	69	Tailgate	77
<i>See Extra Care in Engineering and Specifications Sections</i>		Tailgate, "Auto-Lock"	77
Electronic security alarm system	81	Tailgate window, power	77
Electronic voltage regulator		Tire, spare	79
<i>See Extra Care in Engineering and Specifications Sections</i>		Tires	76
Emission control system	69	<i>See Extra Care in Engineering Section</i>	
<i>See Extra Care in Engineering Section</i>		Torque, engine	
Engine	75	<i>See Extra Care in Engineering and Specifications Sections</i>	
<i>See Extra Care in Engineering Section</i>		TorqueFlite automatic transmission	75
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Instrument panel	75	Trailer-towing packages	74
Interiors	75	Transmission	72
Lock, steering, anti-theft		<i>See Extra Care in Engineering and Specifications Sections</i>	
<i>See Extra Care in Engineering Section</i>		Trims, seat	75
Luggage rack, roof	80	Unibody	
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Optional equipment	69 thru 72	Ventilation—Strato	81
Packages	73, 74	<i>See Extra Care in Engineering Section</i>	
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Power seat	81	<i>See Extra Care in Engineering and Specifications Sections</i>	
Power steering	76	Wheel covers	76
<i>See Extra Care in Engineering and Specifications Sections</i>		Wheels	
Power tailgate window	77	<i>See Extra Care in Engineering and Specifications Sections</i>	
Power windows	81	Windows, vent	81
Radios	71		

TOWN & COUNTRY WAGON DIMENSIONS

Dimensions

Exterior

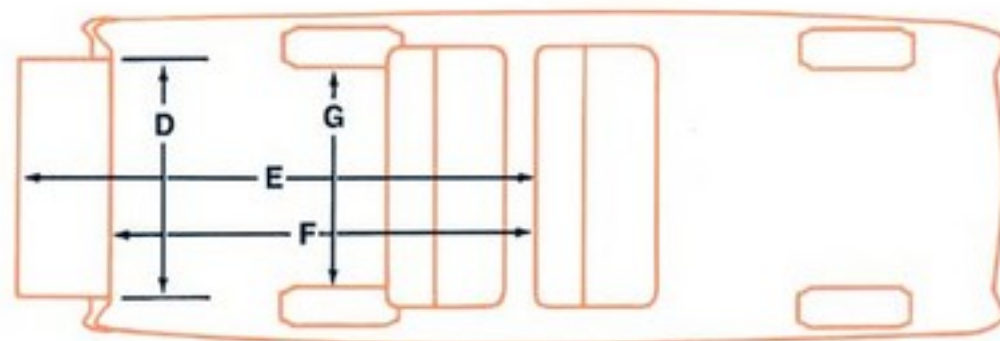
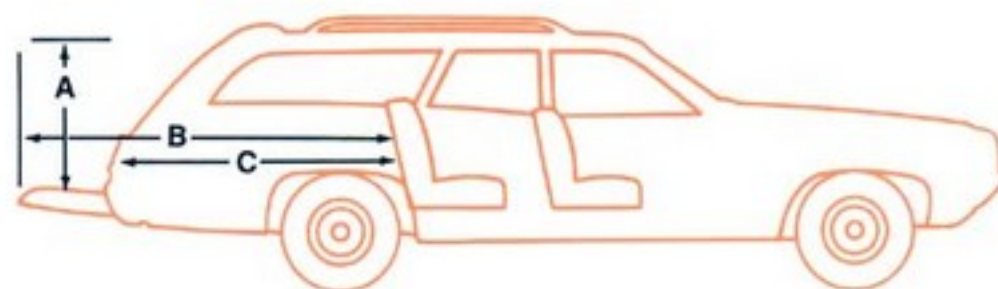
Wheelbase	122.0"
Overall Length	229.6"
Overall Width	79.4"
Overall Height	58.0"
Track—Front	62.1"
—Rear	63.4"
Overhang—Front	43.7"
—Rear	63.9"
Turning Diameter (Curb to Curb)	42.6'

Glass Area

Windshield	Side Windows	Rear Window	Overall
1371	3148	837	5356

Interior

Headroom—Front	39.3"
—Rear	39.9"
—3rd Seat	36.4"
Legroom—Front	41.8"
—Rear	39.1"
—3rd Seat	32.4"
Hiproom—Front	63.3"
—Rear	63.4"
—3rd Seat	43.2"
Shoulder-Room—Front	63.2"
—Rear	62.7"
—3rd Seat	48.5"
Seat Height—Front	9.2"
—Rear	11.9"



Cargo Compartment

A—Maximum height of rear opening	Door	29.0"
	Gate	23.6"
B—Cargo floor length, back of second seat to end of open tailgate		83.5"
C—Cargo floor length, back of second seat to closed tailgate		63.1"
D—Width of rear opening at floor		54.5"
E—Cargo floor length, back of front seat to end of open tailgate		119.4"
F—Cargo floor length, back of front seat to closed tailgate		98.9"
G—Cargo floor width between wheelhousings		48.5"
Cargo capacity, cubic feet		104.2*

*Storage compartment beneath cargo floor has an additional cargo capacity of 9 cubic feet in 2-seat wagon.

MODEL DIFFERENCES

Equipment

THE 1973 CHRYSLER TOWN & COUNTRY WAGONS Standard and Optional Equipment

	2-seat	3-seat
Accessory Floor Mats—Color keyed	E	E
Accessory Groups—See page 73 for details	E	E
Alternator, 41 amp	S	S
60 amp. (std. w/all A/C units)	E	E
Air Conditioning (Tinted glass recommended)		
Single unit	E	E
Dual unit	E	E
Single unit w/Auto-Temp.	E	E
Dual unit w/Auto-Temp.	E	E
Air Deflector, Roof Mounted	S	S
Armrests, Front		
Individual folding center	S	S
Door—Bright finish base	S	S
Armrests, Rear		
Door—Bright finish base	S	S
Ash Receivers		
Instrument panel (two)	S	S
Rear armrests	S	S
Third seat compartment	NA	S
Assist Handles* (Avail. only w/luggage rack)	E	E
Automatic Speed Control	E	E
Auto-Lock, Tailgate	S	S
Battery		
440 Ampere (70 amp.-hr.)	S	S
Brakes, Self-Adjusting		
Disc—Front (power)	S	S
Bumper Guards		
Front	S	S
Rear, including Step Pad	S	S
Cigarette Lighter		
Front	S	S
Cleaner Air System	S	S
Clock, Electric	S	S
Electronic Digital	E	E
Coat Hooks	S	S
Differential, Sure-Grip	E	E
Directional Signal Indicator Lights, Fender-Mounted	S	S
Directional Signals w/Lane-Change Turn-Signal Switch	S	S
Door-Actuated Interior Light Switches—Front	S	S
—Rear	S	S
Electronic Ignition System	S	S
Emission Control System	S	S
Emissions Control System & Testing (Required in Calif.)	E	E
Engine Block Heater	E	E
Engine—V-8		
440-cu.-in. 4-bbl.	S	S

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only

Equipment, Continued

THE 1973 CHRYSLER TOWN & COUNTRY WAGONS

Standard and Optional Equipment

2-seat

3-seat

	2-seat	3-seat
Flashers, Hazard Warning	S	S
Floor Covering		
Passenger compartment, color-keyed carpet	S	S
Cargo area—color-keyed carpet	S	S
Compartment below cargo floor-carpet	S	S
Foam Seat Cushions, Front and Rear	S	S
Glass, Tinted (Recommended with A/C)		
All windows	E	E
Windshield only	E	E
Glass, Ventless Side	S	S
Glove Box Lock	S	S
Headlights-On Warning Signal* (NA w/safeguard sentinel lighting)	E	E
Head Restraints—Front seats, left and right	S	S
Heater and Defroster	S	S
Hood Release, Inside	S	S
Horns, Dual	S	S
Instrument Panel, Padded	S	S
Keyless Door Locking	S	S
License Plate Frame, Front and Rear (Dealer Installed)	E	E
Light, Under-Hood (Dealer Installed)	E	E
Lights		
Ash receiver, inst. panel, right side	S	S
Backup	S	S
Brake system warning	S	S
Cornering	E	E
Directional signal indicators, inst. panel mounted	S	S
Directional signal indicators, fender mounted	S	S
Dome center	S	S
Glove box	S	S
Cargo compartment	S	S
Ignition switch w/time delay	S	S
"Low Fuel" warning light*	E	E
Map and courtesy	S	S
Safeguard Sentinel	E	E
Side marker and reflectors	S	S
Transmission selector quadrant—instrument panel	S	S
Lock, Under Cargo Floor Storage Compt.	S	S
Luggage Rack, Roof* (Available only w/assist handles)	E	E
Mirrors		
Inside Day/Nite	S	S
Outside left, remote control	E	E
Outside right, manual (Available w/remote-control left mirror only)	E	E

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only

Equipment, Continued

THE 1973 CHRYSLER TOWN & COUNTRY WAGONS

Standard and Optional Equipment

	2-seat	3-seat
Sun Visors, Left and Right—Safety padded.....	S	S
Suspension, Heavy-Duty Std. w/Trailer-Towing Pkg. Includes: Heavy-duty rear springs, heavy-duty torsion bars and large dia. front anti-sway bar.....	E	E
Tailgate Sill Step Plate and Pad.....	S	S
Tires—See Specifications section		
Trailer-Towing Package (See page 74 for details)		
Transmission, TorqueFlite Automatic, 3-Speed.....	S	S
Trip Odometer.....	S	S
Undercoating—Includes hood insulator pad.....	E	E
Ventilation, Strato (NA w/AC).....	E	E
Vent Windows—Manual (Tinted Glass Required).....	E	E
Wheels, Safety-Rim.....	S	S
Wheel Covers Deluxe 15".....	S	S
Premier 15".....	E	E
Wheel Opening Skirts.....	S	S
Windshield Washers, Electric.....	S	S
Windshield Wipers, Concealed—3-speed (w/coordinated washers).....	S	S

S—Standard
E—Extra Cost
NA—Not Available

*—Available in group only

THE 1973 CHRYSLER TOWN & COUNTRY WAGONS
Standard and Optional Equipment

	2-seat	3-seat
Moldings		
Upper body side	S	S
Lower body side w/vinyl insert (narrow)*	E	E
Drip rail	S	S
Door edge protectors	E	E
Bright door upper	S	S
Bright seat side shields—front	S	S
Wheel opening lip (front)	S	S
Wheelhouse opening skirt	S	S
Lower body side dual (wide & narrow)	S	S
Quarter window	S	S
Tailgate opening, upper & side	S	S
Oil Filter, Replaceable	S	S
Pedal Dress-Up	S	S
Power Equipment		
Antenna	E	E
Brakes, disc—front	S	S
Door locks, electric	E	E
Seat—3-in-1—6 way—left	E	E
Seat—3-in-1—6 way—left and right	E	E
Steering	S	S
Windows	E	E
Radios and Tape Players		
AM solid-state w/push buttons (Rear seat speaker, single is optional)	E	E
AM solid-state w/8-track stereo tape player (1)	E	E
AM/FM solid-state w/search tuner	E	E
AM/FM solid-state multiplex stereo (1)	E	E
AM/FM solid-state multiplex stereo w/8-track stereo tape player (1)	E	E
AM/FM solid-state multiplex stereo w/stereo cassette tape player (1)	E	E
Microphone (w/stereo cassette tape player only) (Dealer installed)	E	E
Rear-seat speaker—single (N.A. w/stereo radios)	E	E
Rear-Spring Load Levelers (Dealer Installed)	E	E
Roadside Warning Flashers	S	S
Safeguard Sentinel Lighting (NA w/headlights-on warning signal)	E	E
Safety Belts w/Push-Button Release		
Lap w/outboard retractors, 3-front	S	S
Lap, 3-second seat	S	S
Lap, 2-third seat	NA	S
Shoulder Belts—Left and Right—Front	S	S
Shoulder Belts—Left and Right—Rear (Dealer Installed)	E	E
Seat, Child Safety (Dealer Installed)	E	E
Seat Cushions, Foam, Front and Rear	S	S
Seat Adjustment, Front—2-way manual	S	S
Security Alarm System (Available w/Power Door Locks only)	E	E
Shock Absorbers—Heavy Duty—Front & Rear	E	E
Steering Column Anti-Theft Lock and Ignition Key Warning Buzzer	S	S
Steering Wheels		
3-spoke w/wood-grained applique and horn tabs	S	S
2-spoke w/rim-blow horn	E	E
Tilt & Telescope w/rim-blow horn	E	E

S—Standard
 E—Extra Cost
 NA—Not Available

*—Available in group only
 (1) Includes dual rear speakers
 and three front speakers.

Chrysler Town & Country Accessory Groups & Packages

BASIC GROUP

Code A04

(Includes A02 and A16 Packages)

- Air Conditioning—manual control, single unit
- Tinted Glass
- Radio, AM
- Std. Size Whitewall Tires (Must Code)
- Left Remote-Control Mirror
- Wagon Convenience Group
- Luggage Rack & Assist Handles Pkg.

NOTE: Any Released Air Conditioning, Radios and Whitewall Tires are Available at Differential Price.

** Available in group only.*

WAGON CONVENIENCE GROUP

Code A02

(Included in Basic Group A04)

(Left Remote Mirror Required)

- Mirror—Right Outside Manual
- Low Fuel Warning Light*
- Headlights-On Warning Signal* (N.A. w/Safeguard Sentinel Lighting)
- Vinyl Side Molding—Black (Must Code V5X)

APPEARANCE GROUP

Code A16

(Also available in Basic Group A04)

- Luggage Rack*
- Assist Handles*

TOWN & COUNTRY EASY ORDER PACKAGE

Code A06

(Not available with A04)

- Wagon Convenience Group
- Luggage Rack and Assist Handles
- Tinted Glass
- Manual Vent Windows
- Left Remote-Control Mirror
- Air Conditioning

- Digital Clock
- Undercoating
- Seats—Power 6-way
- Power Windows
- AM Radio
- Rear Speaker
- White Sidewall Tires—L84

NOTE: Any released Air Conditioning, upgraded radios, white sidewall tires, and power vent windows are available at a differential price.

Trailer Towing Packages

TOWN & COUNTRY TRAILER-TOWING PACKAGE

Code A35

Maximum loaded gross trailer weight is 7,000 lbs.

The following items are included in the Trailer-Towing Package:

- Maximum Cooling Package*
High-Capacity Radiator
Fan Shroud & Yoke-To-Hood Air Seal
Coolant Reserve System
- Heavy-Duty Suspension
Heavy-Duty Rear Springs, Heavy-Duty
Torsion Bars and Front Anti-Sway Bar
- Trailer Wiring Harness*
- 60-Amp. Alternator*
- Heavy-Duty Turn-Signal Flasher*
- Extra-Wide Wheel Rims*
- Auxiliary Transmission Cooler*
- Heavy-Duty Axle—3.23 Ratio

HEAVY-DUTY PACKAGE

Code A33

- Maximum Cooling Package*
High-Capacity Radiator*
Fan Shroud & Yoke-to-Hood Air Seal*
Coolant Reserve System*
- Heavy-Duty Suspension
Heavy-Duty Torsion Bars
Front Anti-Sway Bars
Heavy-Duty Rear Springs
- Extra-Wide Wheel Rims

**Dealer Installed

*Available in Group Only

TRAILER-TOWING WIRING PACKAGE

Code A34

- Trailer Wiring Harness*
- Heavy-Duty Stop-Lamp Switch*
- Heavy-Duty Turn-Signal Flasher*
- 60-Amp. Alternator*

ADDITIONAL TRAILER-TOWING RECOMMENDATIONS:

- Sure-Grip Differential
- Air Conditioning
- Automatic Speed Control
- Engine Block Heater
- Class I or II Hitches**
- Load Equalizer Hitch Platform**
- Extended Rear-View Mirrors**
- Steel-Belted Radial-Ply Tires

NOTE: Check the MOPAR Accessory Catalog and the MOPAR Multi-Purpose Line Catalog for additional recreation-oriented accessories.

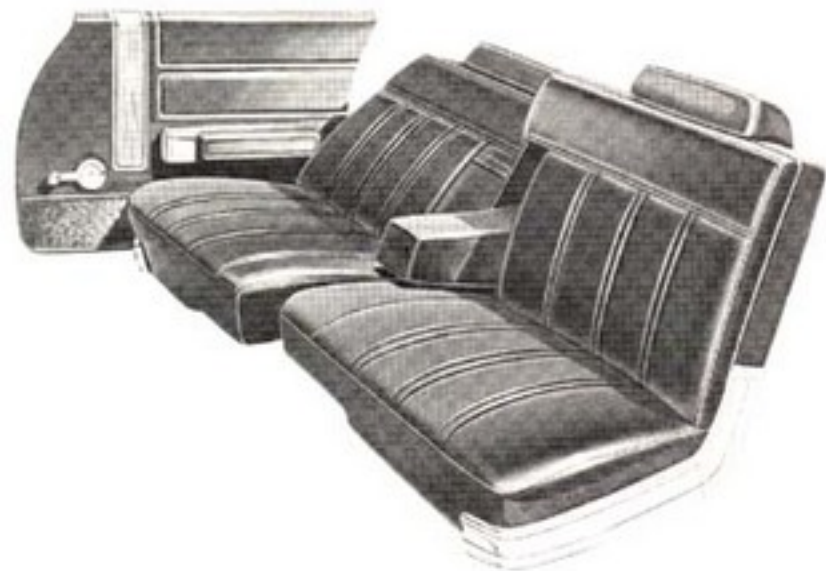
TRAILER-TOWING REQUIREMENTS

The Manufacturer's Passenger Car Warranty will apply to cars used to tow trailers for non-commercial use, but if the loaded trailer weight exceeds 2,000 pounds, the following conditions must be met: (1) Equip the vehicle with a factory-installed Trailer-Towing Package; (2) If the loaded tongue weight exceeds 250 pounds, equip the vehicle with a properly installed frame-type load-equalizing hitch (available from MOPAR); (3) In addition to the normal Required Maintenance Services, (a) change transmission oil and filter and adjust transmission bands every 24,000 miles, and (b) change rear axle lubricant every 36,000 miles or 3 years (whichever occurs first); (4) Loaded trailer weight must not exceed 7,000 pounds.

SPECIFICATIONS

440 V-8 4-bbl. and Torque- Flite Standard

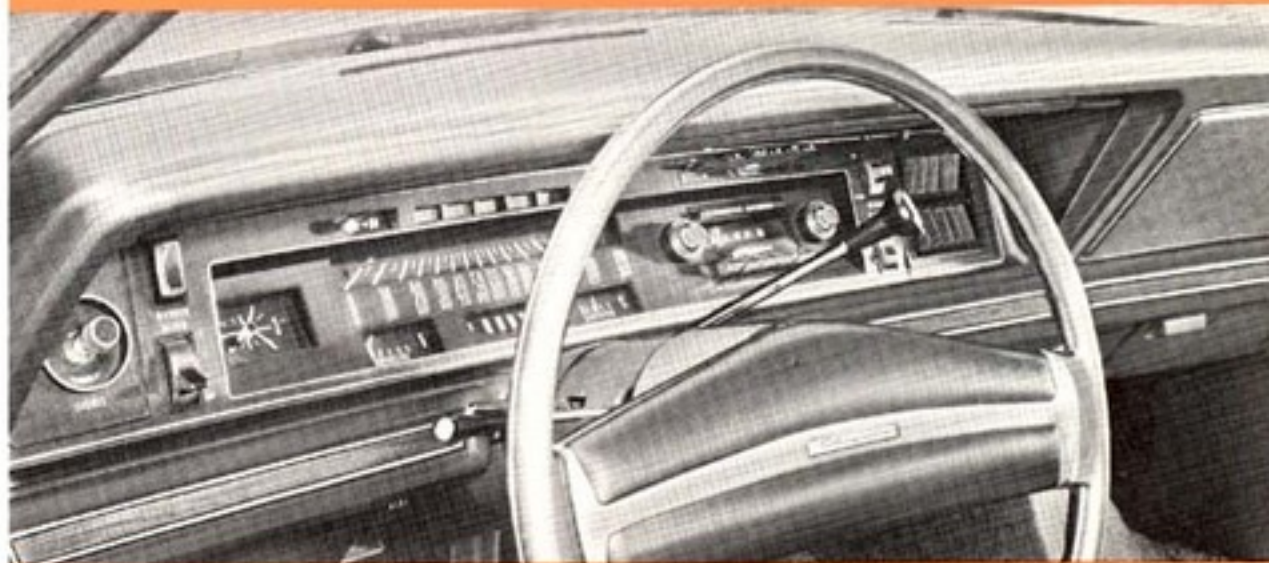
Displacement, cu. in.....	440
Carburetor	4-barrel
Compression ratio	8.2 to 1
Bore and stroke	4.32" x 3.75"
Air cleaner	Single snorkel
Exhaust system	Single, low restriction
Fuel recommended	Regular
Electronic Ignition	Standard



Three-in-One Divided Bench Seat with individual folding center armrests, individual seat adjustment and reclining passenger seat is standard on Town & Country Wagons in all-vinyl or optional in cloth-and-vinyl trim. These seats have low-profile adjustable head restraints and bright seat side shields. The door trim panel has rich, pile carpeting across the bottom.

Fire-Retardant Interiors—Seat coverings and all interior trim materials in 1973 models are processed with fire-retardant chemicals.

INTERIORS



The Town & Country Wagon Instrument Panel exemplifies the luxury and beauty that is traditional with Chrysler hardtops and sedans. The panel is deeply recessed under a full-width brow of safety padding.

The entire cluster of recessed gauges is tilted toward the driver for easy reading. All gauges have large, crisp numerals and indicators for at-a-glance readings. For night driving, the entire instrument cluster is flood-lighted to improve visibility of gauges and controls. The panel includes an odometer, trip odometer and gauges for alternator and fuel level. Warning lights are used for engine temperature and oil pressure. Two widely separated ashtrays are conveniently located for the driver and passengers and are lighted for nighttime use. The driver's ashtray has a cigar lighter. A rotary latch keeps the glove-box door tightly closed and rattle-free.



The electronic digital clock gives you a fast, direct reading designed to be accurate within one minute per month.

This latest example of Chrysler electronic leadership is available as an extra-cost option on Town & Country Wagons.

Steering Wheels



Standard Steering Wheel has wood-grained insert at center, 3 spokes and horn buttons on spokes.



Optional Rim-Blow Steering Wheel has 2 spokes, padded center and rim-blow horn.



Optional Tilt - A - Scope Steering Wheel has straight-through spoke with padded center and rim-blow horn.



Tilt-A-Scope Steering Wheel lets the driver adjust the wheel to the position that is most comfortable for him. The steering wheel tilts a total of 30 degrees and telescopes in and out a total of 2.5 inches. The combined adjustments give the driver a wide range of steering wheel positions.

Power Steering, standard on Town & Country Wagons, reduces steering effort and gives quick front wheel response to steering wheel movement. Only 3.5 turns of the steering wheel are required to move the front wheels from full left to full right, compared with 5.3 turns with manual steering.



Power Disc Brakes

Power brakes, disc front, drum rear are standard on all Town & Country station wagons. Stopping is smooth and controlled. Power disc brakes are especially useful on a loaded wagon because they resist brake fade.

Wheel Covers



Standard Wheel Cover

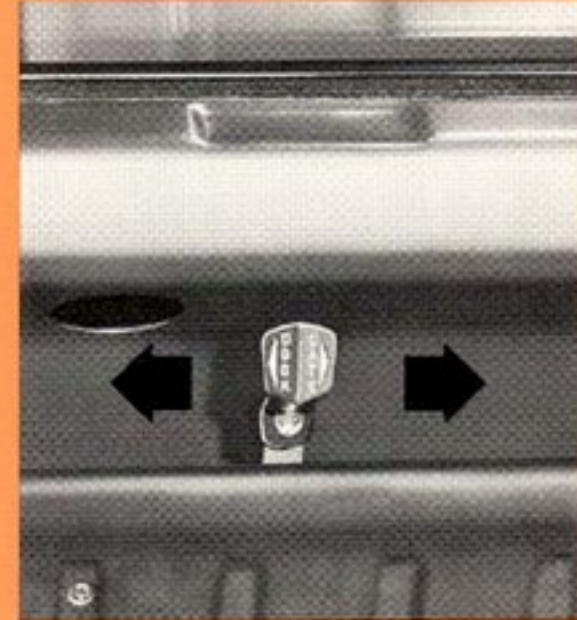


Optional Wheel Cover

Tires

TIRES	ALL MODELS
L84 x 15" bias-belted bsw	Standard
L84 x 15" bias-belted wsw	Optional
LR78 x 15" steel-belted radial wsw	Optional
bsw—black sidewall wsw—white sidewall	

WAGON FEATURES



How Tailgate Action is Controlled: A single lever on the inside of the door controls the action. Moving the lever toward the position labeled DOOR activates the hinging at the side and permits the tailgate to swing out like a door. Moving the lever toward the position labeled GATE causes the tailgate to hinge at the bottom so it swings down.

Tailgate Opens with Window Raised

You can open the Town & Country tailgate as a door with the window glass in any position . . . making it easy to load packages at the rear, and to enter or leave the third-seat compartment. The glass must be fully lowered before the tailgate can be swung down.

With the glass lowered, the dual-action tailgate can be opened down like the tailgate of a truck to support extra-long loads. The dual-action tailgate is standard on all Town & Country Wagons.

"Auto-Lock" Tailgate Lock

is a safety device that can prevent the tailgate from being opened by third-seat passengers. It is standard on all Town & Country Wagons. When the ignition is on, the tailgate is automatically locked by an electromagnetic solenoid.



Power-Operated Tailgate Window can be raised and lowered by a switch on the instrument panel or by using the ignition key in the tailgate lock cylinder. The instrument panel switch lets the driver control the tailgate window without leaving the wagon. This feature is standard on Chrysler wagons.

Disconnect Switch for Tailgate "Auto-Lock" is located within easy reach of the driver. Pushing and holding this switch unlocks the tailgate so that it may be opened from the inside by third-seat passengers. The instant the switch is released, the tailgate re-locks automatically . . . as long as the ignition is on.

Features, Continued



Place 4 x 8-Foot Panel Flat on the Cargo Floor of Town & Country Wagon and you can close the tailgate and lock it.



Extra-Wide 63.4" Rear Track gives Chrysler's Town & Country Wagon a wide stance for lateral stability.



Lockable Storage Compartment beneath cargo floor of the two-seat wagon is ideal for carrying valuables. A hinged lid in the floor hides the compartment. On the 3-seat wagon this compartment is used to store the third-seat, but extra space still remains for storing small items.

Cargo Floor Carpeting and bright metal skid strips are standard luxury items. Nylon-blend pile carpeting adds a plush look to the cargo compartment.



Two Storage Pockets, molded into the cover of the left rear wheelhousing, and a single pocket in the cover of the right rear wheelhousing, are standard on Town & Country Wagons. These handy pockets can be used for holding anything from books to bathing suits—items you don't want cluttering up the seats or the floor. Hinged lids close to conceal the contents.



Spare Tire Compartment can easily be reached from the rear of the wagon. A color-keyed, molded plastic cover clips into position to conceal the spare tire.



Rear Compartment Dual Air Conditioning is available on Chrysler station wagons to supplement the front air conditioner. The rear unit increases the overall air-conditioning capacity and keeps second- and third-seat passengers comfortably cool. Dual air conditioning is available with Auto-Temp II for year-around automatic temperature control; or with manual temperature control. Only Chrysler Corporation station wagons (Full Size) offer a second factory-installed cooling unit.

Note: See Engineering Section for complete story on Chrysler air conditioning.



Rear-Facing Third Seat of Town & Country Wagon seats two adults or children in comfort. And it's much easier to step into Chrysler's rear-facing third seat than the forward-facing seat in competitive wagons.

Extra Cargo Space between the second and third seats of Town & Country Wagons is big enough to carry picnic baskets, sports gear or suitcases even with a wagon full of people.

Optional Tinted Window Glass is recommended with air conditioning because it screens out many of the heat-producing rays of the sun, helping the air conditioner cool more effectively.

Features, Continued

Quick-Flip Conversion from People-Seater to Cargo Carrier

It's a simple procedure to fold down the second and third seats of a Chrysler wagon for hauling cargo and to flip them back up again for carrying people. Here's all you do:

First: Release the latch that holds the second seat-back upright.



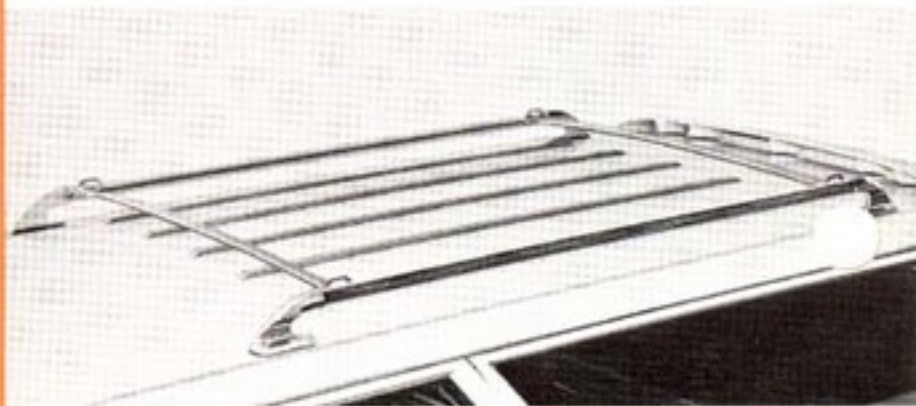
Second: Fold the second seat-back forward and press down until it is flush with the floor. (Spring-loaded hinged panel folds down with the seat-back and locks the seat-back in cargo position.)



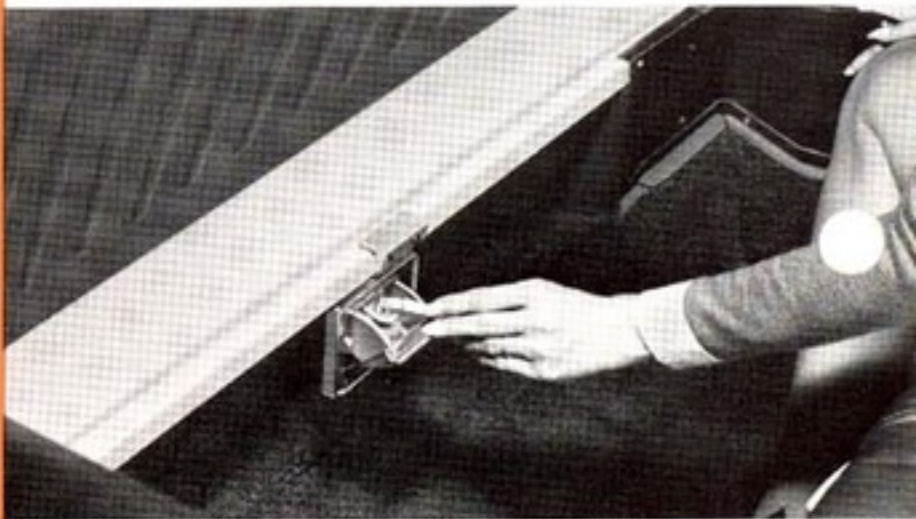
Third: Open dual-action tailgate from the outside, release the seat-back latch and pull the third seat-back (on 3-seat models) toward the rear of the wagon. Swing it down flush with the floor so that it locks in position.



Aerodynamic Roof Air Deflector is standard on Chrysler wagons. Styled to blend with rear roof contours, this full-width deflector forces air to flow from the roof down past the tailgate window, helping to keep dirt off the window.



Roof Luggage Rack, optional on Town & Country Wagons, adds beauty and loads of extra carrying capacity. Made of rugged extruded aluminum with simulated wood-grained trim, this practical roof rack has a movable tie-down bar that slides fore and aft to adjust to the size of the load. The option includes assist handles to make it easier to get into the third seat.



Third-Seat Ashtray is conveniently located at the rear of the foot well. The ashtray is concealed when the third seat is folded down in the cargo position.



An Electronic Security Alarm System is optional on Town & Country Wagons equipped with Power Door Locks. The system is armed by locking either front door with the standard ignition key. Then, should a prowler attempt to force open any door, the hood, tailgate, or tamper with the ignition lock, the alarm is triggered—headlights, side marker lights and taillights begin flashing and the horn blows intermittently. The alarm can be shut off immediately by using the ignition key in the lock of either front door.

A button on the instrument panel can be used by driver or passenger to set off the alarm system and to lock all doors simultaneously.

Power Door Locks are a convenience and safety option for Town & Country Wagons. Either front door lock button can be used to lock all side doors simultaneously. The ignition key locks and unlocks only the door it is being used in. Any door can be unlocked from inside the wagon.



High-Level Strato Ventilation (optional) is a relatively inexpensive alternative to the complete air-conditioning system. It provides fresh-air ventilation through two adjustable outlets centered in the instrument panel—the same center outlets provided with air-conditioner option. The vents tilt up and down. Louvers direct the air sideways so the fresh-air stream from each vent can be channeled in any desired direction.

Hinged Vent Windows with tinted glass and latching levers are a Town & Country Wagon option for 1973. These vents provide draft-free ventilation or they can be turned to direct fresh, cooling air on the driver and front passengers.

Power Windows are optional on Chrysler wagons; power tailgate window is standard. For safety, none of the power windows will operate when the ignition switch is turned off.

3-Switch Power Seat Adjuster (optional) provides 6-way adjustment of the front seat. The front switch tilts the front of the seat; the rear switch tilts the rear of the seat. The middle switch raises and lowers the seat and moves it back and forth. The 6-way adjustment permits selecting an almost infinite variety of seat positions.

Changing the seat tilt adjustment on long trips can relieve tension by shifting seat support to new areas of the body. The power seat can be lowered almost an inch lower than the standard manual adjustment seat, resulting in a corresponding increase in headroom.

Automatic Speed Control (optional) maintains a pre-set speed even through hilly terrain. The driver can sit comfortably with his foot removed from the accelerator while his speed is controlled automatically. The brake pedal and accelerator can always be used to override the automatic control. An OFF switch on the resume-speed ring completely deactivates the automatic speed control unit. A resume-speed setting allows the driver to return to the pre-set speed.

Cornering Lights turn on automatically when the turn-signal lever is used while the headlights or parking lights are on. They project a steady beam of light in the direction the wagon is turning. Cornering lights are optional on Town & Country Wagons.

Specifications

1973

TOWN & COUNTRY

CHRYSLER

IMPERIAL

ENGINEERING

1973 CHRYSLER SPECIFICATIONS

A Air Cleaner—Replaceable-element, dry type. Micronic paper-element filter removes impurities from the air entering the carburetor.

Alternator—12-volt, alternating-current generator with automatic current output control. Sealed ball and needle bearings. Low cut-in speed enables alternator to produce current when engine is idling.

Anti-Sway Bar, Front—Standard all Chrysler models.

Axle Assembly, Rear—Semi-floating with flanged axle shafts. Hypoid gears, 2-pinion differential. Ring Gear Size: 8 $\frac{3}{4}$ " standard.

Axle Ratios:

Model	Engines	
	400 2-bbl.	440 4-bbl.
Imperial LeBaron		
Standard.....	—	3.23
Sure-Grip (optional).....	—	3.23
New Yorker		
Standard.....	—	2.76
Optional.....	—	3.23
Sure-Grip (optional).....	—	2.76/3.23
Newport		
Standard.....	2.76	2.76
Optional.....	3.23	3.23
Sure-Grip (optional).....	2.76/3.23	2.76/3.23
Town & Country		
Standard.....	—	2.76
Optional.....	—	3.23
Sure-Grip (optional).....	—	2.76/3.23

B Ball Joints, Front Suspension—Low-friction, steering knuckle ball joints are factory-lubricated. Additional lubrication recommended at 36,000-mile intervals. Upper ball joints pre-loaded with molded rubber cushions.

Bearings, Camshaft—Five replaceable lead-base babbitt on steel bearings.

Bearings, Connecting Rod—Lead-base babbitt on 400; tri-metal alloy on 440. Bearing Sizes: 2.375" x .927" on all engines.

Bearings, Crankshaft—Replaceable, steel-backed. Lead-base babbitt except on No. 3 bearing, which is aluminum alloy-on-steel.

Bearings	Main Bearing Sizes	
	400	440
No. 1.....	2.625" x .944"	2.75" x .944"
No. 2.....	2.625" x .944"	2.75" x .944"
No. 3.....	2.625" x 1.223"	2.75" x 1.223"
No. 4.....	2.625" x .944"	2.75" x .944"
No. 5.....	2.625" x .944"	2.75" x .944"

Bearings, Front Wheel—Adjustable tapered-roller.

Bearings, Rear Axle—Tapered-roller bearings used for ring-and-pinion gears and for wheels.

Brakes, Disc—Power front disc brakes are standard on all Chrysler models. Rotor diameter, outer/inner—11.6"/8.0". Total swept area—Chrysler (except Imperial) 393.6 sq. in., Imperial 428.1 sq. in.

Brakes, Drum Rear—size:

All except Imperial, 11" x 2.5"; Imperial 11" x 3.0"

Brake Lining—Molded asbestos lining, bonded to brake shoes.

Brake, Parking—Steel cables to the rear wheels operate the rear service brakes. Can be used as an effective emergency brake. Warning light on dash operates when ignition is turned on while parking brake is applied. Automatic parking brake release standard on Imperial and New Yorker Brougham releases brake when transmission selector is placed in forward or reverse gear.

C Camshaft—Cast iron with integrally cast gears for oil pump and distributor drive.

Camshaft Drive—Camshaft drive gear is sintered iron on all engines. Camshaft gears on all engines are nylon-coated aluminum.

Clock, Electronic Digital—Standard on Imperial models, optional on Chrysler models.

Connecting Rods—Drop-forged manganese steel, I-beam section. Removeable cap at crankshaft end with replaceable bearings.

Cooling System Capacity—Quarts (with heater)

Model	Engines	
	400 2-bbl.	440 4-bbl.
Imperial.....	—	18
Chrysler.....	16	15 $\frac{1}{2}$

NOTE: Capacities shown are for std. conditions and do not show additional cooling available with A/C or Trailer-Towing.

Cooling System, Engine—16 p.s.i. pressure-vent, bypass system. Full-circle water jackets for all cylinders. Thermostat: Expansion-pellet controlled. 185°F. thermostat with all engines.

Crankcase Capacity—4 quarts with all engines. When oil filter is changed, an additional quart is required on all engines.

Crankshaft—Drop-forged steel or cast ductile iron on all engines. Crankshafts are statically and dynamically balanced and all bearing surfaces are micro-finished for reduced wear. Large overlaps between connecting-rod and main bearing journals for strength and freedom from vibration.

D Dimensions—Refer to: page 33—Imperial
page 51—Chrysler
page 68—Town & Country

E Electrical System—12-volt, circuit breaker and fuse protected. Waterproof ignition wiring, distributor, ignition coil and spark plug connectors.

Electronic Ignition System—Standard on all Chrysler engines. This system eliminates the points and condenser, the two elements responsible for most engines needing a tune-up. The system produces a more consistent spark, eliminates the major cause of misfiring and helps reduce emissions.

Engine Mountings—All engines: Front: 2 soft-rubber, 45-degree shear-pin mounts. Rear: single soft-rubber vertical-shear mount. Mounts are “tuned” to car structure so engine helps damp out road vibrations.

Exhaust System—Rust-resistant aluminized mufflers and tail pipes on all engines. Asbestos-wrapped, three-passage, reverse flow muffler. Muffler and tail pipe are aluminized, inside and out, for rust-resistance. Critical parts in right-side muffler are stainless steel for longer life.

F Filter, Engine Oil—Full-flow oil filter. All engine oil passes through the filter element.

Filter, Fuel—Two filters with all models. Woven plastic 40-micron filter in fuel tank. 15-micron replaceable filter in fuel line between fuel pump and carburetor.

Filter, TorqueFlite Transmission Oil—Full flow, internally mounted. Provides filtration of all circulating oil. Under normal driving conditions, transmission oil and filter should not require changing.

Fuel Tank—Refill capacity—All models: 23 gallons.

Fusible Link—Located between the battery and other electrical circuits, the fusible element melts and breaks the circuit when a short occurs. This protects electrical circuits and components.

G Glass Area (Square Inches, Exposed)

Imperial	Windshield	Side Windows	Rear Window	Overall
4-door Hardtops.....	1331	1576	848	3755
2-door Hardtops.....	1331	1351	606	3288
Chrysler				
4-door Sedans.....	1371	1568	1508	4447
4-door Hardtops.....	1331	1576	1295	4202
2-door Hardtops.....	1331	1351	981	3663
4-door Station Wagons.....	1371	3148	837	5356

Glass, Safety—Windshield: double-thick laminated safety glass. All other windows: solid tempered safety glass.

H Headlights, Dual—Standard on all Chrysler models. 12-volt sealed-beam, glare-protected, 5¾” lenses. Four headlights operate on high beam, two on low beam. Headlights are concealed on Imperial.

Horsepower and Torque*

Displ., cu. in.	No. of Cyls.	Comp. Ratio	Net* Horsepower @ R.P.M.	Net* Torque (lb.-ft.) @ R.P.M.	Availability
400, 2-bbl.	8	8.2	185 @ 3,600	310 @ 2,400	Std. Newport, Newport Custom
440, 4-bbl. (1)	8	8.2	215 @ 3,600	345 @ 2,000	Std. Imperial, New Yorker Brougham, New Yorker and T & C, Opt. Newport Custom and Newport

*1973 net engine power ratings (as installed) per SAE Std. J245, and rounded to nearest 5 hp. (1) Hp.: 208 @ 3,600; Torque: 340 @ 2,000—Calif. only.

I Identification Numbers—Identification on engine and transmission. Vehicle identification number is mounted on top of instrument panel on driver’s side and visible through the windshield.

L Lubricating System, Engine—Positive pressure regulated rotary oil pump with replaceable full-flow oil filter. Normal oil pressure: 45 to 65 p.s.i. @ 2,000 engine r.p.m.

M Manifold Heat-Control Valve—Automatic thermostatic control coil on exhaust manifold with external counterweight. Heat valve inside manifold deflects hot exhaust gases through passage under carburetor when engine is cold to provide better vaporization of fuel during warmup.

P Piston Pins—High-manganese steel with press-fit into rod.

Piston Rings—All engines use two cast-iron compression rings and a single three-piece oil ring consisting of two chrome-plated steel rails with a stainless-steel expander.

Pistons—All engines use lightweight aluminum-alloy pistons that are elliptically turned, tin-plated and have steel struts for heat-expansion control.

R Radiator Cap, Pressure-Vent—16 p.s.i. pressure-vent with safety-catch cap stops, all models.

S SAFETY

STANDARD EQUIPMENT AT NO EXTRA COST. ALL MODELS

- Belts, Lap, for all seating positions, and shoulder, for front outboard seats—can be fastened and released by a single push-button release buckle
- Brakes, Self-Adjusting
- Braking System, Dual—with Parking Brake and Pressure-Loss Warning Light
- “Break-Away” Instrument Panel Ashtrays
- Bumper Guards—Impact absorbing, front and rear
- Cushioned Armrests
- Cushioned Instrument Panel
- Cushioned Sun Visors
- Day-Night Inside Rearview Mirror
- Energy-Absorbing Front Seat-Backs
- Fire Retardant Materials—used in construction of seat cushions, seat-backs, headlining and trim panels
- Hazard Warning System—includes a stop lamp override
- Head Restraints, Front*
- High Penetration-Resistant Windshield
- Illuminated Headlamp Switch, Windshield Washer and Wiper Controls, Heater and Air-Conditioning Controls
- Inside Front and Rear Door

Locks. Locking knob must be raised before door can be opened, except driver's door. Interlocking Door Latches • Low Gloss Finish on Windshield Wiper Arms and Blades, Inside Rearview Mirror Frame and Bracket, Turn-Signal and Gearshift Levers • Mirror, Outside Rearview—Left, 5" wide on Chrysler and Imperial (remote-control type is standard on New Yorker, New Yorker Brougham and Imperial) • Power Brakes, Disc Front; Drum Rear • Power Steering • Safety-Action Inside Door Handles • Seat-Back Latches on Folding Front Seats • Soft Knobs for Window Regulator • Steering Column and Wheel—Impact Absorbing • Turn-Signal Lever includes lane-change switch • Vehicle Side Marker Lamps and Reflectors • Vent Window Division Bars Removed for Improved Vision • Windshield Defroster and Defogger • Windshield Washer

*Integral type with bucket seats and bucket-back bench seats; adjustable type with other seats.

SAFETY EQUIPMENT OPTIONAL AT EXTRA COST ON 1973 CHRYSLER CARS
 • Cornering Lights (Std. Imperial) • Door Locks—Electric • Headlamp Delay Unit • Safeguard Sentinel Lighting (W/Electric Eye Actuation) • Automatic Headlight Dimmer (w/Electric Eye Actuation) • Horn Switch in Steering Wheel Rim (Std. Imperial) • Mirror, Left Outside Rearview—Remote Control (std. New Yorker, New Yorker Brougham and Imperial) • Power Window Safety Lockout • Rear Window Defogger

ANTI-THEFT DEVICES STANDARD AT NO EXTRA COST ON ALL CHRYSLER CARS
 • Identification Number of Engine and Transmission • Ignition Key Warning Signal • Improved Deck Lid Security • Increased Key/Lock Combinations • Key-less Door Locking • Lock-On Ignition Wire Connector • Steering Wheel Column Lock • Vehicle Identification Number on top of Instrument Panel—visible from exterior

ANTI-THEFT DEVICE (Optional): Electronic Security Alarm System

Shock Absorbers—Hydraulic, double-acting, telescopic design. Shock absorbers control and limit suspension oscillations.

Spark Plugs—14mm. with deep rubber-cap moisture seals with Silicone-jacketed neoprene.

Starter—Reduction gear, high torque, low current draw. Solenoid shift for positive engagement. Starter gear remains engaged with engine flywheel until ignition key is released.

Steering Column, Energy-Absorbing—Two telescoping sections in the steering shaft are connected by plastic shear pins that are designed to yield under the required impact. This permits the column to telescope. The transmission selector tube telescopes with the steering column.

Steering, Power—Chrysler power steering gives full-time power assist with constant control; no on-off feeling. The power assist reduces driver effort. A low overall steering ratio provides quick steering response that enables the driver to turn the front wheels through their full range of travel with only 3.5 turns of the steering wheel.

Overall steering ratio: 19.0 to 1.

Suspension, Front—Independent, steel-alloy torsion bars mounted parallel to body side rails. Adjustable for height. Ball-joint outer pivots for upper and lower front-wheel control arms. Rubber-bushed inner pivots. Diagonal-strut-reinforced lower control arms. Shock absorbers are rubber-cushion mounted.

Suspension, Rear—Widely spaced multi-leaf springs, asymmetrically mounted. Spring length and width: 62" x 2.5"
 Number of leaves: 5 with 400 V-8; 6 with 440 V-8; 7 with wagons and Imperial.

T Thermostat, Cooling System—185° on all engines.

Tires—Refer to: page 36—Imperial
 page 59—Chrysler
 page 76—Town & Country

Torque Converter, Automatic Transmission—Three-element, water-cooled.

Transmission, TorqueFlite—3-speed automatic with torque converter. Accelerator-pedal part-throttle kickdown control. Water cooled. Planetary gear ratios: first, 2.45 to 1; second, 1.45 to 1; reverse, 2.20 to 1. Torque multiplication: 4.95 to 1 with 400 and 440.

V Valve Lifters—Hydraulic valve lifters are used on all engines. Lifters have chrome-plated plungers for longer life and quieter operation.

Valves, Exhaust—Material—21-2N chrome-manganese steel for all engines.

Valves, Intake—Material—SAE 1041 or 1047 steel for all engines.

Voltage Regulator—12-volt. Transistorized Electronic Regulator. Transistors and solid-state components are used to extend regulator life over conventional moveable-contact type. Electronic regulator is completely sealed against moisture, contamination and tampering.

W Weights, Curb (Estimated with Automatic Transmission)

	4-door Sedan	4-door Hardtop	2-door Hardtop	2-seat Wagon	3-seat Wagon
Imperial		5150	5020		
New Yorker Brougham	4540	4555	4450		
New Yorker	4470	4495			
Newport Custom	4315	4345	4260		
Newport	4315	4330	4275		
Town & Country				4790	4845

Wheel Cylinders, Brake—Dual-piston cylinder used with rear drum brakes. Single-piston floating caliper used with all front disc brakes.

Wheels, Safety-Rim—Dual-ridge Safety-Rim wheels, standard on all Chryslers, have special ridges on the rim that help hold the tire in place in the event of a blowout, permitting the driver to bring the car to a controlled stop.