

**TECH
TELLS
THE
SERVICEMAN**

**WHAT'S NEW
for the
1955 PLYMOUTH**

A MASTER TECHNICIANS SERVICE CONFERENCE PUBLICATION

Prepared by

CHRYSLER CORPORATION

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FOREWORD

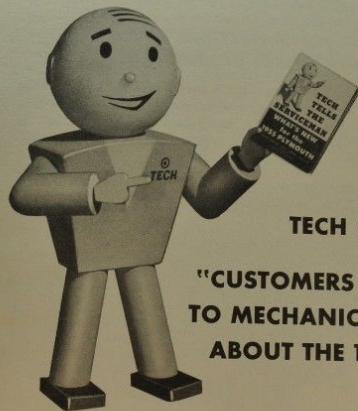
This special preview on what's new in styling, engineering, and service, comes to you through the facilities of the Master Technicians Service Conference . . . a continuous postgraduate program dedicated to the advancement of technical automotive service knowledge.

Since 1947 Master Tech has brought mechanical knowledge and technical know-how to more than 150,000 automotive servicemen — conveying to them the newest and surest ways of diagnosing the servicing requirements of the modern automobile. Tech has emphasized that speedy, economical service depends on knowing exactly where to begin.

In addition, Tech continues to bring mechanics the latest approved methods of making adjustments and needed repairs. This assures owners of all the long life and enjoyment built into their cars.

So, Tech — in effect — rounds out an important step in owner-satisfaction. *Plymouth builds great cars. Good service keeps them great. Master Tech is the link that makes good service possible.*

INTRODUCTION



TECH SEZ:

**"CUSTOMERS WILL LOOK
TO MECHANICS FOR FACTS
ABOUT THE 1955 CARS"**

When it comes to new cars, customers look to mechanics for the real low-down on the latest features. They expect enthusiastic phrases from others. But from you, as a mechanic, they count on getting the cake without the frosting.

That's why it pays to be up on all the outstanding new features for '55. You'll be asked why the many improvements were made, what they mean in terms of increased performance and added convenience for the owner.

As an advance aid, then, this booklet gives you that story together with a word about greater ease-of-service from a mechanic's point of view. You'll find it a big help in your job as a man whose opinion counts a lot.

When customers know that *you* believe in our product, they'll be convinced that it represents a real buy in value. And when you can keep the new car running so that customers enjoy all the satisfaction built into it, you help keep them sold on our new products.

Your friends, too, will ask about our new cars. So this booklet will help you tell them and our customers about the many features the new Plymouth offers. Explaining what's new correctly, and servicing new cars satisfactorily are both important to the success of all of us.

GENERAL DESCRIPTION OF THE PLYMOUTH—FOR 1955

— ALL-NEW STYLING . . .
DYNAMIC DESIGN IN EVERY LINE!

Your first look at the all-new Plymouth is breath-taking. Because from top to tires and from bumper to bumper, a completely restyled car is presented. This all-new car is longer and lower—and packed with "get up and go!" Even when it's parked, there's a feeling of action—as though the Plymouth were eager to go places with you at the wheel.



At a glance you are impressed with the complete newness of the '55 Plymouth. But that's to be expected. Plymouth stylists and engineers started from scratch and designed an *entirely new* car. It's a beautifully balanced design . . . dynamic in every line—and as exciting to drive as it is to see.

THREE NEW LINES

For 1955, three new lines of Plymouth are offered—the Belveders, the Savoy, and the Plaza. Wheelbase in each line has been increased to 115 inches. Over-all length is more than 10 inches longer, providing a new high in "big-car roominess." Here is a table that gives the dimensions of the new models.

MODEL	4-DOOR SEDANS	CLUB SEDANS	SPORT COUPE	CONV. COUPE	4-DOOR SUBURBAN	2-DOOR SUBURBAN	BUSINESS COUPE
Wheelbase	115"	115"	115"	115"	115"	115"	115"
Over-all Length	203.8"	203.8"	203.8"	203.8"	208.6"	208.6"	203.8"
Over-all Width	74.6"	74.6"	74.8"	74.8"	N. A.	N. A.	N. A.
Over-all Height	60.1"	60.1"	59.3"	N. A.	N. A.	N. A.	N. A.
Front Overhang	35.8"	35.8"	35.8"	35.8"	35.8"	35.8"	35.8"
Angle of Approach	22°	22°	22°	22°	N. A.	N. A.	22°
Rear Overhang	53.0"	53.0"	53.0"	53.0"	57.8"	57.8"	53.0"
Angle of Departure	12°	12°	12°	12°	N. A.	N. A.	12°
Ground Clearance (To Frame, 5-Pass. load)	6.2"	6.2"	6.2"	N. A.	N. A.	N. A.	N. A.
Tread							
Front	58.44"	58.44"	58.44"	58.44"	58.44"	58.44"	58.44"
Rear	58.50"	58.50"	58.50"	58.50"	58.50"	58.50"	58.50"
+Weight, V-8 Models—Lbs.	3490	3455	3530	3705	3720	3635	—
+Weight, 6-Cyl. Models—Lbs.	3350	3320	3390	—	3585	3505	3230

*Estimated weights for cars equipped with PowerFlite.
N. A.—Not Available

Optional for each car is a completely new Hy-Fire V-8 engine, or the PowerFlow 6-cylinder engine. Naturally, higher compression ratios and greater horsepower distinguish each new engine.

For even greater riding comfort, unusual engineering improvements in front and rear suspension systems have been made. Shock absorber mountings have been changed for more effective ride control.

In addition, handling ease on all 8-cylinder models has been greatly improved with the use of symmetrical idler arm steering. This latest steering innovation matches action of the steering and suspension systems to provide pin-point control and, combined with a new steering gear ratio, reduces wheel fight and tire wear substantially.

BODY FEATURES

NEW FULL-VIEW WINDSHIELD

You'll notice that the new Plymouth Full-View windshield gives the driver greater visibility than is available with any other car in the low-price field. Windshield glass area has been increased nearly 16%. All the visibility is where a driver wants it and can use it. There are no relocated blind spots in upper corners. On the contrary, the new Plymouth windshield has been wrapped around at the top as well as at the bottom for maximum visibility.

Top corners of the glass have been moved slightly toward the rear. Lower corners have been moved about 6 inches toward the rear. Windshield posts still retain a pleasing rearward slant for design gracefulness.

Besides the larger glass, the windshield opening has been designed for stronger support, strengthening the entire cowl and dash assembly. Box-type girders are used for the roof header and windshield posts.



GLASS REPLACEMENT



Should it ever become necessary to replace the glass, you'll find it easy to do. Both the windshield and rear window glass are mounted in an integral-lock type of weather strip for leakproof sealing. Since you are familiar with this type of locking weather strip, you know it is much easier to handle when unlocking or

locking it to make a windshield glass replacement. If chrome moldings are used, you simply remove the outer chrome molding first, in order to expose the integral lock.

Use the pointed end of a narrow wooden or fiber wedge to unlock the weather strip retainer. Just push the wedge into the retainer slot at either lower corner, and pry out the tongued section. Hold the wedge in that position and move it across the weather strip to unlock the retainer all around the windshield opening.

After installing a new glass, use the blunt end of the wedge-shaped tool to press the retainer back into its locked position. Finally, reinstall the outside chrome molding.

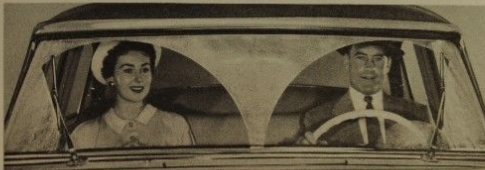
COWL VENTILATOR

You are assured of clean fresh air for heating and ventilating from well above road level by the cowl ventilator. Unlike those on other cars, the Plymouth cowl ventilator can be closed flush with the cowl when not in use. As such, it keeps out dust, rain, snow and ice.

You can easily adjust the cowl ventilator to various size openings by moving the convenient, new, control lever horizontally. This new operating linkage is adjustable whenever necessary for tighter closing or easier operation.

WINDSHIELD WIPERS

Plymouth continues as the only low-price car with electric windshield wipers. Both electric motor and linkage this year have been improved to provide an increased wiper sweep angle, and for quieter operation. The wiper motor is available in two models—the constant speed, and the variable speed equipped with a rheostat control to provide variable-speed operation.

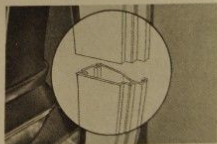


As a further aid to visibility, the variable-speed wiper blades are designed to stop in a positive, off-the-glass parking position.

CENTER PILLAR ("B" POST)

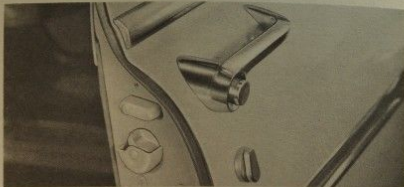
The Plymouth body has been redesigned structurally for greater strength and rigidity. As an example, the center pillar for '55 is a husky box-section girder that is much wider and stronger than before. In addition, it has extra reinforcements for hinge mounting.

This sturdy center pillar means better door fits. Door adjustments are still designed into the car for possible fore-and-aft, up-or-down, and in-and-out movements. You make these hinge adjustments quickly and easily through an access hole in the center pillar after removing part of the trim panel.



DOOR HANDLES

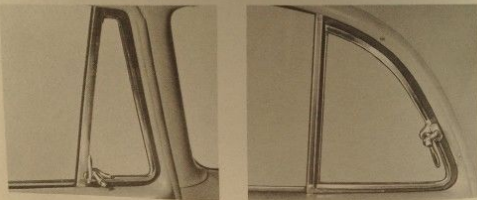
Note carefully the smart, new, push-button door handles. They're ruggedly built and firmly anchored on each end. This is the first time a push-button handle and full rotary latch with automatic "take-up" feature is being offered in the Plymouth price class. The sturdy lock, independent of the push-button handle, has a sliding cover for protection.



The Plymouth rotary door latch operates easily and with a minimum of noise. The automatic "take-up" feature gives the doors a solid closure for the life of the car and keeps them firmly closed and rattle-free.

If you should want to remove the door handle attaching screws, it's a simple operation. Just remove the garnish molding and loosen the door trim panel to reach the attaching screws.

VENT WINGS



On Belvedere and Savoy four-door models, front and rear doors are equipped with vent wings. Vent wings are used on the front doors of all models. That means passengers can enjoy their own cross ventilation control without worrying about drafts from opened side windows.

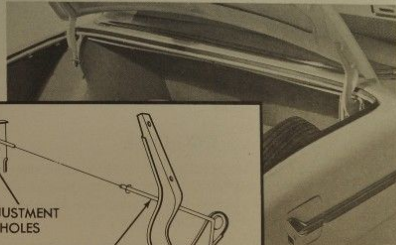
Vent wings are adjustable for fit and greater ease of operation when needed. And if you should find it necessary to remove the vent wing, take off the garnish molding first, then remove the retaining nut.

6

LUGGAGE COMPARTMENT

Increased storage capacity marks the deeper Plymouth luggage compartment, now three cubic feet larger than before. The deck lid opens wider for ease of loading and unloading. Also, the deck lid actually lifts higher than the height of an average person which keeps it well out of the way.

One key reason an owner has more usable room in the luggage compartment is the new location of the gas tank filler pipe behind the spare tire. New deck-lid hinges also help to make more space available. Weight of the heavy lid in all positions is counterbalanced by tension in two torsion bars instead of springs.



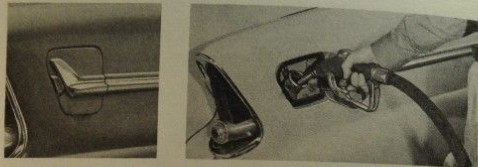
This torsion mechanism is very simple. Torsion bars are long, slim steel rods free at one end and anchored to a support bracket at the other. A roller fitted over the free end operates against a cam contour designed on the back face of the hinge.

So, as the deck lid is raised, cam action causes the rods to twist, exerting a torsional spring resistance that balances the lid. To allow for adjusting the torsion bar tension, three holes are located in each support plate as shown in the illustration above.

Torsion bars eliminate the need for bulky hinges and coil springs that would extend into the storage area. This improvement, plus the relocated gas tank filler pipe, provides more usable luggage space.

7

"EASY-FILL" FUEL TANK



You'll find the gas tank filler pipe placed on the right side of the car, in a special housing behind the spare tire. Besides contributing to a roomier luggage compartment, the new filler-pipe housing is fumeproof. It separates the pipe completely from the trunk and keeps toxic vapors from getting into the luggage or passenger compartment.

Access to the gas tank filler cap is provided by a sturdy, spring-hinged door in the right rear fender. Hinges are on the door's forward edge, so it will be closed by the car air stream if the door is ever left open.

The filler pipe is vented to prevent blow-back when filling. Also, there's a special drain to carry away spillage and overflow built into the filler-pipe housing. This makes fueling easier, faster, and keeps gasoline from staining or damaging the fender finish.

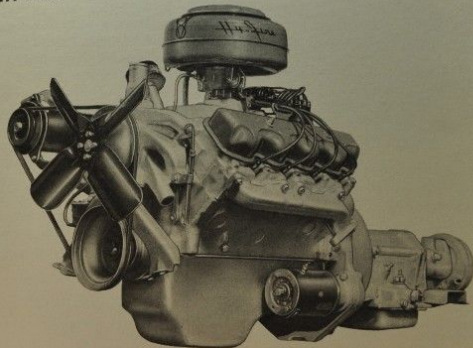
COLORS

A wide range of body colors is offered for 1955. In order that you may be prepared for touch-up and refinishing work on the new models, here is a table of color numbers you will find of assistance when ordering either enamel or lacquer for your Paint Department.

COLOR CODE	PLYMOUTH COLOR NAME	DITZLER		ACME	
		ENAMEL	LACQUER	ENAMEL	LACQUER
012, 016	Black	9000		206	1724-L
053	Miami Blue	11233		22-7736	7738
063	Biscayne Blue	11234		22-7737	7737
087	Bimini Blue	11236		22-7738	7738
303	Palm Beach Gray	31219		22-7745	7745
553	Orlando Ivory	80697		22-7748	7748
504	Pompano Peach	60168		22-7749	7749
516	Seminole Scarlet	70509		22-7746	7746
401	Sarasota Sand	21118		22-7747	7747
411, 414	Cypress Brown	21113		22-7744	7744
175	Glades Green	41667		22-7742	7742
185	Largo Green	41677		22-7743	7743
162	Gulf Green	41637		22-7740	7740
152	Tamiami Green	41636		22-7741	7741
077	Tampa Turquoise	11235		22-7739	7739

ENGINES

HY-FIRE V-8 ENGINE

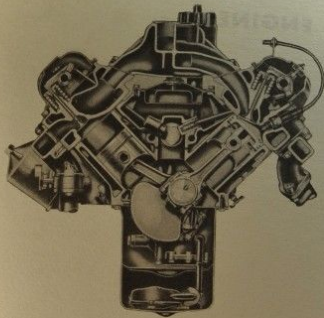


Plymouth proudly introduces its all-new, short-stroke, low-friction Hy-Fire V-8 engine which delivers peak performance with regular grade fuel. Key items in this Hy-Fire development are the *polyspherical combustion chamber* design and the *PowerPoised valves*, brought about by the valve arrangement in the combustion chamber.

PowerPoised valves offer something new in the way of overhead valve arrangement. Valves in the Hy-Fire V-8 are staggered in the combustion chamber instead of being crowded together on one side. Intake valves are directly opposite the intake manifold ports, and exhaust valves are directly opposite the exhaust manifold ports.

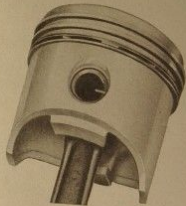


This arrangement provides better engine breathing. There's plenty of room for larger valves and wider openings. Wider openings also mean faster cooling of valves, an important factor in longer valve life. The PowerPoised valve design was achieved by using only a single rocker arm shaft for operating valves on each bank of cylinders.



PISTONS

Lightweight, aluminum-alloy, slipper-skirt pistons reduce wear on main and connecting rod bearings. A cast-in steel band controls piston expansion.



Three rings are used on each piston. The two narrow, compression rings are tin-plated to prevent scuffing and reduce wear on cylinder walls during break-in. The oil-control ring is slotted and has two narrow contact lands. An expander is used behind the oil-control ring. This provides the important advantage of a double wiping action from one oil ring, and results in an efficient job of controlling oil consumption.

SPARK PLUGS

Resistor spark plugs, Auto-Lite No. 4S-165 furnish smooth engine idle and better economy at low speeds. Since you've worked with resistor plugs before, you know they last longer than ordinary plugs. The resistor slows down the tendency of electrode-erosion, making fewer gap adjustments necessary.

The '55 Plymouth V-8 engine has a waterproof molded cap over each plug porcelain. Mounted externally, the plugs are easy to get at in case they do need attention. Spark gap should be .035 inch.

10

In addition, the valves are fitted with low-friction, free-turning valve keepers. These keepers let the valves rotate freely, minimize wear, and prevent possible sticking and warpage.

Valve action in the Hy-Fire V-8 engine is fast and quiet because of hydraulic tappets that need no periodic adjustment. These tappets automatically take up any clearance in the valve train and maintain zero lash.

OIL FILTER

Another Hy-Fire V-8 engine feature is the shunt-type replaceable element oil filter installed as standard equipment. This filter should be changed every 5,000 miles.



OIL CAPACITY

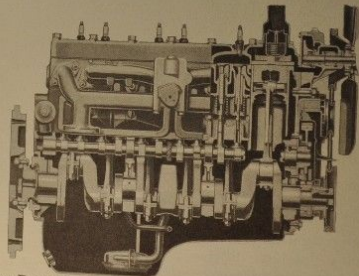
The oil capacity on the Hy-Fire is five quarts. Factory-installed oil is a top-grade mineral oil without detergents and should be retained for the first 500 miles to facilitate engine break-in.

You should change this oil initially at 500 miles. After that, oil changes should be made depending on conditions under which the car is driven. With the shunt-type filter, oil changes may be extended to a maximum of 5,000 miles.

PLYMOUTH POWERFLOW SIX

Again available to owners is the dependable 6-cylinder, L-head, Plymouth PowerFlow engine. As you well know, this PowerFlow Six has been proved by millions of miles in private and fleet operation.

For years the PowerFlow has topped all sixes in the low-price field. The simple, basic L-head design keeps the entire valve mechanism located in the engine block. No push rods or rocker arms are required. Fewer working parts mean a minimum of friction and wear.



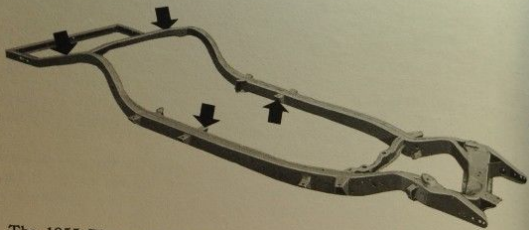
With the PowerFlow engine, oil should be changed depending on the owner's driving habits or dust and climatic conditions under which the car is operated. After the initial 500-mile oil change, it may be driven a maximum of 2,500 to 3,000 miles before the next engine oil change.

Spark plugs are Auto-Lite 4S140, set to a gap of .035".

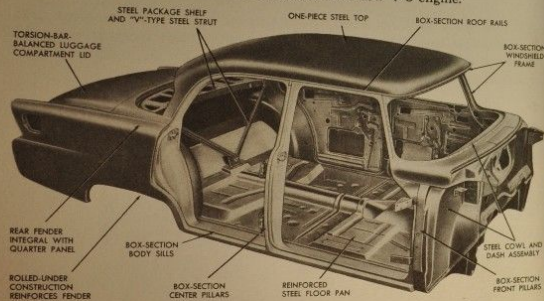
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CHASSIS FEATURES

FRAME



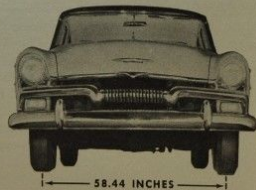
The 1955 Plymouth frame is more than two and one-half inches wider at the front and about three inches longer than formerly. The additional width at the front allows for the increased front tread. A longer frame is needed to support the longer body. A wider, stronger front crossmember enables the frame to better accommodate the new V-8 engine.



Four new body mounts are used. Two body mounts are located inboard of the frame at the body "B" post, and provide extra stiffness to the more rugged, steel body and frame assembly. Two mounts just to the rear of the frame kickup add to rear-end stability of the body. New stiffeners welded to the underside of the floor pan also provide increased rigidity, preventing buckling and drumming. There is also additional support from the floor pan to the body sill to give increased rigidity at the front seat supports.

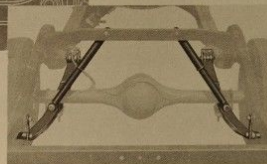
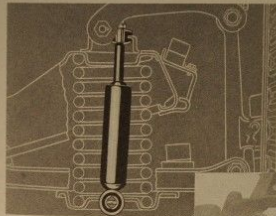
FRONT SUSPENSION

Front tread is increased 2.56 inches to an over-all 58.44 inches. That makes it about the same distance as the rear tread. This wider front tread has improved stability remarkably. You'll notice it especially on turns, because the car corners far better than models using a narrower tread.



SHOCK ABSORBERS

Shock absorbers are now mounted inside the front coil spring. The upper end is attached to the frame crossmember with a new one-piece rubber mount. The lower end is attached to the lower control arm with an eye-type mount. This new mounting takes full advantage of improved Oriflow shock absorber benefits. Ride control is softer and more precise, more "direct-acting." Incidentally, in this new position the Oriflow shocks are protected from flying stones.



STEERING

MANUAL GEAR



For manually steered Plymouth cars, a new, low-friction steering gear is offered. In this gear, a three-tooth roller is mounted on two sets of ball bearings. This arrangement provides an easy-acting, high-efficiency gear for greater steering ease throughout the entire turn. Should any adjustments be required, they can be made the same as they were performed on '54 models.

COAXIAL POWER STEERING

Chrysler-designed and developed Coaxial Power Steering is available as optional equipment on the 1955 Plymouth. This power steering unit combines all the power steering mechanism except the pump and fluid reservoir into one compact tubular housing.



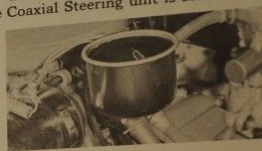
Because the power unit does 80% of the work, parking a Plymouth equipped with Coaxial Power Steering is extremely easy. Another advantage of this unit is its fast ratio which provides quick, sure steering.

As a mechanic, you'll be glad to learn that very little, if any, adjustments are needed. Actually, only a tooth mesh adjustment, once or twice during the life of the car has to be made. That you do by turning a spherical head adjusting screw to get no backlash for 150° either side of center steering wheel position.

To determine this 150° range, mark the upper rim of the steering wheel in the center, or "12 o'clock" position. Turn the wheel to the right until the mark is in the "5 o'clock" position, or to the left to the "7 o'clock" position. The no-lash range is from "12 o'clock" to "5 o'clock" for a right turn, and from "12 o'clock" to "7 o'clock" for a left turn.

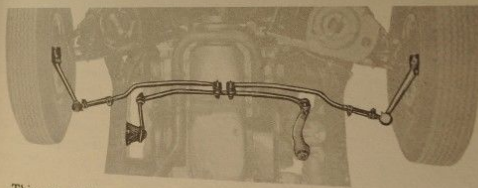
Plymouth Coaxial Power Steering, by the way, is easy to install and is interchangeable with the manual steering gear. In addition to interchanging the steering gear assembly, you have to exchange the generator (with pump and reservoir) and mount the generator on the left side of the engine. You will also have to exchange the water pump, both fan belts, the idler pulley, the intake manifold, the right exhaust manifold and the generator wiring harness. (The generator, on the manual gear installation, is on the left side on six-cylinder engines and on the right side of eight-cylinder engines.)

Lubrication, also, is no problem. The Coaxial Steering unit is sealed and self-lubricating. It holds about 3½ pints of automatic transmission fluid, Type A, and never requires more fluid unless a leak occurs. If the fluid covers the top of the filter in the reservoir, you'll know the level is up to specifications.



SYMMETRICAL IDLER ARM STEERING LINKAGE

All Plymouth V-8 models will have symmetrical idler arm steering linkage. This consists of a single link connecting the Pitman arm to an idler arm mounted on the frame right side rail. Connected to this link are two tie rods — one running to each steering knuckle arm.



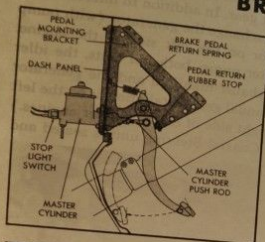
This new design operates in conjunction with the front suspension so that their respective motions have a minimum effect on each other. Wheel fight and tire wear are substantially reduced.

Another important feature of this linkage is its stable steering ratio during a turn. On ordinary steering systems, the ratio at extreme wheel positions can vary greatly from the ratio in the straight-ahead position.

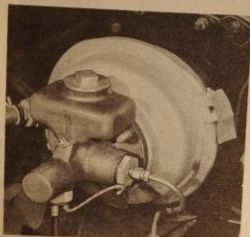
On the other hand, steering ratio of the new Plymouth symmetrical linkage varies very little. Response is consistently quick and uniform over the entire steering range.

When needed, a toe-in adjustment is easy to make. Each wheel is adjusted separately by means of the tie rod ball end. This method makes it possible to retain the centered position of the steering wheel.

BRAKES



NOTE: Speaking of service, do your owners this favor. Tell them to have their brake service done at only authorized Plymouth dealers. That's their best protection that the proper brake fluid will be used and that all cleanliness precautions will be observed.

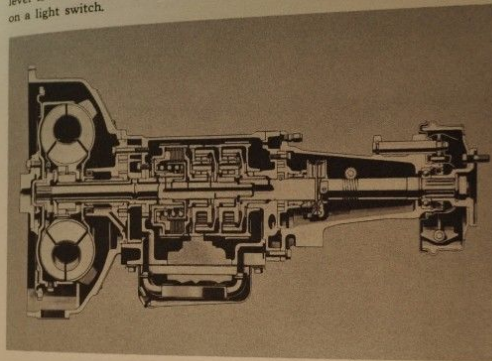


On all V-8 models, front brake drums are larger, 11" in diameter, and lining area is also correspondingly increased. On V-8 Suburban models, the rear brake drums are also larger, being 11" in diameter.

There are full 10" rear brake drums on V-8 sedans, coupes, hard-tops, and convertibles . . . and at the front and rear on all 6-cylinder models.

TRANSMISSION

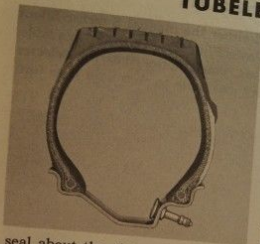
Owners of 1955 Plymouth cars will find either the manual Synchro-Silent Transmission or the fully-automatic PowerFlite Transmission available. On PowerFlite Transmission installations, you'll notice that the selector lever is now on the instrument panel. It's as simple to shift as it is to turn on a light switch.



Locating the selector on the instrument panel has other advantages. The transmission linkage is shorter, more direct, and has fewer but more accessible adjustment points. The linkage is also kept up away from road dirt and dust.



TUBELESS TIRES



Tubeless tires, offered on the 1955 Plymouth, bring owners added safety, convenience, and economy of tires that use no inner tubes. This new tire retains air without the use of a tube due to the construction of a tire itself and the seal formed by the bead of the tire against the rim flange of the wheel.

Even if the tire picks up a nail or some other sharp object, the rubber-impregnated cords of the tire will of air. In others, it may permit a slow leak which will be detected long before the tire becomes flat.

The flatter tread design of the tubeless tire affords greater contact with the pavement and provides better traction. This extra control on wet or icy surfaces is especially important. Besides added safety, the very nature of tubeless tires contributes greatly to riding comfort.

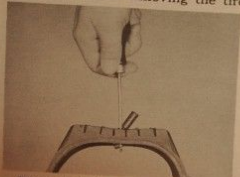
On Plymouth, inflate tubeless tires as follows:

24 lbs. pressure (cold) _____ all 6-cylinder models.
26 lbs. pressure (cold) _____ all 8-cylinder models.

NOTE: Tubeless tires will increase about 3 lbs. in pressure from city driving—and about 5 lbs. in pressure from high-speed driving.

SERVICE

Tubeless tires can be inspected, foreign objects removed, and the tire repaired without removing the tire from the wheel. Most punctures can be repaired by inserting a rubber plug into the hole.



If you ever find it necessary to remove a tubeless tire, just take it off as you would an ordinary tire. During installation, however, be careful not to damage the bead or the wheel flange by hitting them with a hammer. Instead, use a hard rubber or fiber mallet.

When inflating the tubeless tire, be sure the bead seats properly in the Safety-Rim flange. If it doesn't, you may find it necessary to use a constrictor around the center of the tread and apply air quickly to cause the beads to move out into the wheel flange.

18

ACCESSORIES

NEW HEATERS AVAILABLE

New Plymouth owners have a choice of two improved heating and defrosting systems. The completely new *deluxe* heater has separate blowers for heating and for defrosting. It provides an increase of 25% more heater capacity, and up to 100% more defrosting capacity. Greater capacity is due to the use of larger fans and motors and a more efficient double-pass heater core. The heating systems are quieter, too.



You'll find the *standard* heater similar to the *deluxe* except that the *standard* heater doesn't have a separate defroster blower. Both heaters get air through the cowl vent, warm it, and force it evenly through well-placed ducts.

Lighter than before, the new heater layout improves accessibility to the engine. Its installation is so compact, the engine compartment is less cluttered. Fresh-air ventilator doors under the instrument panel can also be opened to admit cool air. Even with the cowl vent closed and the heater running, the car will warm quickly when the ventilator doors are open as the heater operates as a recirculating system.

RADIO

Plymouth offers an 8-tube, push-button radio. When driving in areas where stations are not known, the owner can switch the radio to manual tuning. By pulling out the push button and tuning the station manually, then pushing the button in, any owner can easily reset push buttons himself.



When cars are equipped with a radio at the factory, you'll find the special location for the antenna, should the owner desire a customer doesn't desire a radio, it can be removed, and placed in another car. A masking plate can then be installed and no fender holes will require plugging in the car from which the radio was removed.

19

WINDSHIELD WASHERS



Also available on the new Plymouth is a special windshield washer system that provides added convenience and safety. At the press of the foot on the toeboard control button, a stream of cleaning fluid sprays the windshields. At the same time, the electric windshield wipers begin to operate.

An integral switch on the control button keeps the wipers working as long as pressure is held on the button.

POWER WINDOW LIFTS

Electric window lifts, called "Plymouth Easy-Lift Power Window," are available on all models. They make it possible to raise or lower any or all windows by means of individual control buttons on each door, or by a four-switch control panel on the driver's door. The units are protected by two 20-amp. circuit breakers.

POWER SEAT CONTROLS

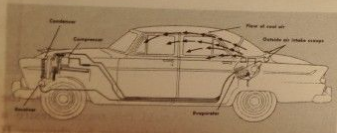


Plymouth "Easy-Chair" Power Seats make front seat positioning as effortless as flicking on a light switch. This electric mechanism moves the front seat along an inclined track fore-and-aft 5". As the seat moves forward, it rises a maximum of 1 1/4".

Limit switches automatically stop the motor when extreme positions are reached, and a 30-amp. circuit breaker located in the cowl kick pad

area protects the motor from overload.

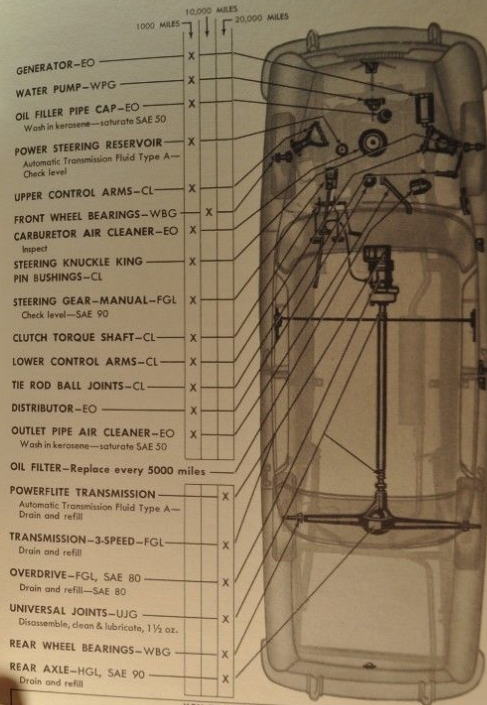
AIR CONDITIONING



With Plymouth Air-temp Air Conditioning, you can lower the temperature inside the car from 110° to a comfortable 70° in just three minutes.

This new air-conditioning system uses a 2-cylinder compressor, with Freon 12 as the refrigerant. There's also a magnetic clutch which connects the compressor to the engine only when cooling is needed.

LUBRICATION



KEY TO LUBRICANTS		
CL—Chassis Lubricant	FGL—Fluid Gear Lubricant	WBG—Wheel Bearing Grease
EO—Engine Oil	HGL—Hypoid Gear Lubricant	WPG—Water Pump Grease
	UJG—Universal Joint Grease	