

If you tow a trailer... Take Charge in a '67 Chrysler



**All you need to tow loads
up to 2500 pounds is a Chrysler..**



and a hitch.



Chrysler is a trailer man's car just as it stands.

Even the lowest priced Chrysler has a 383 cubic inch V-8 as standard equipment. It develops 390 foot-pounds of torque. Enough power to pull most boats and trailers—easily and efficiently. And on regular gas. In fact, it's one of the biggest engines made that uses regular gas.

Chrysler 300s and New Yorkers come equipped with even more power—a 440 cubic inch V-8 with a 4-barrel carburetor.

Town & Country wagons and New Yorker models have 3 standard features which are special assets to trailer towers. Power brakes, power steering and TorqueFlite automatic transmission. All 3 increase the control you have over your car and trailer.

Yet whichever Chrysler you choose (and there are 15 models to choose from), it comes equipped with the biggest brakes in its price class. With Safety-Rim wheels to help keep tires on rims in case of a flat. With low profile tires that improve traction and extend tire life. With a rugged drive train, large axle shafts, specially designed ring and pinion gears and many other components that are a necessity for towing heavy loads without stress and strain to your car.

No other car in Chrysler's price class offers trailer owners a torsion-bar suspension system as a standard feature. This rugged, race-type suspension can take punishment extremely well. Yet it provides maximum stability and roadability.

Remember a Chrysler, any Chrysler, will tow loads up to 2500 pounds without the addition of a single extra-cost item—except the hitch and the proper turn signal flasher, of course.

It's a trailer man's car just as it stands.





**For towing heavier loads
get this special
trailer-towing package.
(It costs just \$53.55.*)**

And you get a package of heavy-duty components for towing loads up to 5500 pounds.

Here's what's included:

Maximum Capacity Cooling System. High-capacity radiator and larger fans with 7 blades. Fan shroud and yoke-to-hood air seal.

Heavy-Duty Suspension. Heavy-duty torsion bars. Large anti-sway bars. Heavy-duty rear leaf springs with a higher spring rate. High-control shock absorbers.

Heavy-Duty Stop Lamp Switch. Increases switch life.

Heavy-Duty Turn Signal Flasher. Insures normal flashing signal with or without the trailer.

Police Brakes. 11 x 3 inch drums, both front and rear. Non-self-adjusting. Special fade-resistant brake lining. 263.3 square inches of effective bonded lining areas.

Wide Safety-Rim Wheels. 6 inch heavy-duty rims.

Heavy-Duty Performance Axle. 3.23 to 1 ratio.

This trailer-towing package or its equivalent is mandatory for pulling trailers with a gross weight of 2500 pounds or more. Automatic transmission and large tires (8.45 x 15 — 8 ply rated) for wagons are also mandatory. Moderate extra cost.

Remember, this package is custom-designed to provide maximum stability, durability and safety on one hand with good fuel economy and performance on the other. It has been road-tested, pulling loads weighing 2¾ tons, under various weather conditions. It contains everything you need. And it's the only such package available on any car in Chrysler's price class.

Options and other equipment of special interest to trailer towers at moderate extra cost:

Sure-Grip differential—directs power to rear wheel with most traction.

440 cubic inch V-8 (Standard on New Yorker and 300 models. Available with dual exhausts on wagons.)

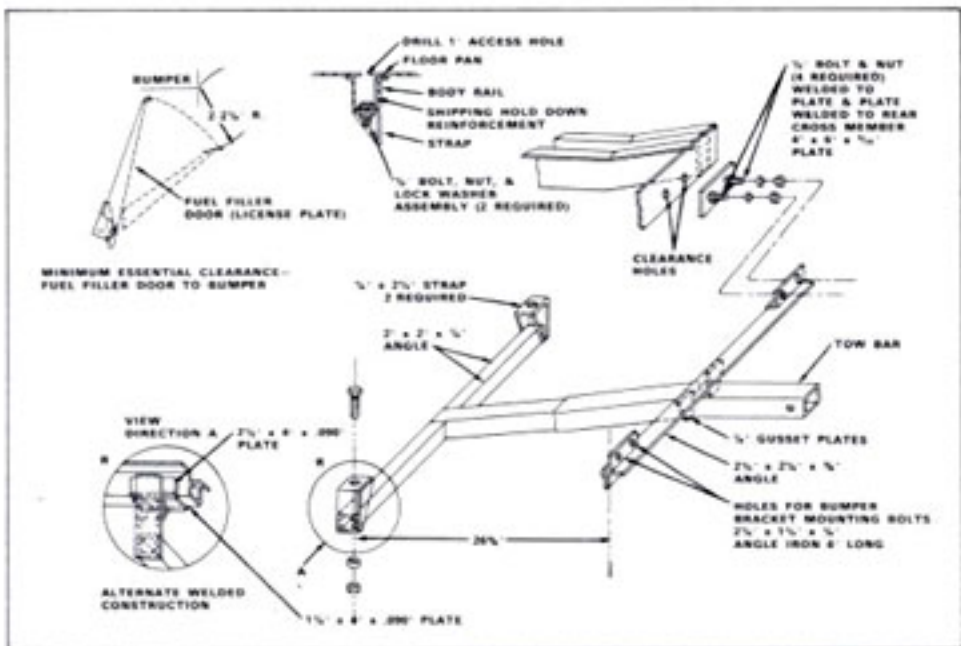
TorqueFlite automatic transmission—develops more torque, pulls heavier loads, provides more braking power than manual transmissions. Required with package. (Standard on New Yorker, 300 and wagon models.)

Power brakes—reduce pedal effort up to 50 percent. (Standard on Town & Country and New Yorker models.)

Air conditioning—drops temperature approximately 45° in minutes when it's 110° outside.

Power steering—gives you maximum degree of road feel plus fingertip control. (Standard on Town & Country and New Yorker models.)

Load-equalizing hitch—This type hitch is recommended by Chrysler Corporation (required if the tongue load is over 250 pounds). Equalizes the tongue weight on all four car wheels. Insures structural integrity. (Available at trailer dealers.) Recommended installation instructions below.



Heavy-duty electrical components—46-ampere alternator and 70-amp/hour battery, with heat shield and rubber separators.

Power disc brakes—designed for heavy service driving. **Auto-Pilot**—improves gas mileage and maintains speed. **Chrysler Lone Star boat trailer**—one of the safest, easiest-handling. (Available at Chrysler Boat dealers.)

Here's how Chrysler's expanded warranty covers trailer towers:

Chrysler Corporation warrants against defects in materials and workmanship and will repair or replace without charge for parts or labor at any Imperial, Chrysler, Plymouth or Dodge Authorized Dealer's place of business, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (except manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, suspension system (except shock absorbers), steering gear and linkage system, wheels and wheel bearings of its 1967 automobiles for 5 years or 50,000 miles and all other parts for 24 months or 24,000 miles, whichever occurs first, excluding only tires, normal maintenance replacement of spark plugs, condensers, ignition points, filters, brake and clutch lining, etc., and normal deterioration of hoses, belts, upholstery, soft trim and appearance items. Maintenance services required under the warranty are: change engine oil every 3 months or 4,000 miles, whichever occurs first, and replace oil filter every second oil change, clean carburetor air filter every 6 months and replace every 2 years, lubricate front suspension ball joints and tie rod ends at 3 years or 36,000 miles, whichever occurs first; and every 6 months have an Imperial, Chrysler, Plymouth or Dodge dealer certify (i) receipt of evidence of performance of the required services and (ii) the car's then current mileage.

Trailer-Towing Requirements—The Manufacturer's Passenger Car Warranty will apply to cars used to haul trailers only for non-commercial use. 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 (or equivalent equipment); (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 described above (a) change transmission oil and filter after initial 36,000 miles or 3 years, and every 12,000 miles or each year (whichever occurs first) thereafter; and (b) change rear axle lubricant every 36,000 miles or 3 years (whichever occurs first); (4) Loaded trailer weight must not exceed 5500 pounds.

*Manufacturer's suggested retail price excluding state and local taxes, if any, and destination charges.

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.