



**VALIANT**  
BY CHRYSLER

## THE REGAL



**Design concept.** The finest Valiant we make. A comfortable 6-place prestige car. Luxurious in every dimension, except price. **Styling.** Besides the long, sculptured lines you can see in the picture, there are some refinements exclusive to Regal.

Round headlamps set in a unique cross-hatched grille; squared-taillights.

Curved, ventless sideglass compliments the curved body panels. The rounded shape lends enormous strength and reduces wind noise. (Combined with extensive use of insulation, this year's Valiants are almost totally quiet.)

If you aren't used to metrics yet, the new Regal speedo gives you a hand, it reads in both metric and imperial. And the open woodgrain dash provides clear visibility to all instruments.

Extra-care convenience features: Lights everywhere. (At floor level, in the glove box, ash tray and boot.) Built-in front and rear centre armrests. Thick carpets throughout. Power boosted brakes. Prismatic day/night rearview mirror, plus a vanity mirror. Dual horns and an electric clock.

**Power train.** Standard engine is the Hemi 245 single barrel, with electronic ignition. Optional: The Hemi 265 2-barrel, 265 Six Pack, or time-tested 318 V-8.

A 3-speed column shift manual transmission is standard. Optional 3-speed automatic column or floor shifts; 4-speed manual floor shift.

**The options open to you.** From Airtemp air conditioning to a search-tune radio with tape player—the field is wide open. It's all spelled out on pages 10-12.

Regal with optional protection and convenience packs, vinyl roof, bucket seats and styled road wheels.



## THE FAMILY RANGER

**Design concept.** The "value edge" Valiant. An economical 6-place sedan with that little something more, from styling to engineering.

**Outside.** Like all new Valiants, Ranger has a rounded aerodynamic look. A stylish feeling, flowing and graceful.

Round headlamps that throw a solid core of light are set in a stylish new grille, exclusive to Ranger. A wedge-shaped rear-end incorporating clean, horizontal taillights.

More extra-care outside: A concealed petrol cap, leading to a long-range 19½ gallon fuel tank. Flush-fitting door handles with burst-proof locks. Reversing lights. A boot that can only be called huge.

**Inside.** Up front, the wide, bolstered bench seat has been re-shaped with extra padding for more comfort, and the head restraints are built right in. A wide variety of easy-to-clean vinyl combinations are available.

The new instrument cluster is wide open and easy to read.

In the value-edge department, there's a standard heater/demister. Padded door armrests. Floor-mounted handbrake. Ashtrays front and rear. A cigar lighter. Remote-controlled ventilation. And a list of safety features far too long for here. (See the back cover.)

**Engines:** Standard power-plant is the Hemi 215 Six. But, this year, power is strictly your decision. The Hemi 245 single-barrel; 265 2-barrel; and 265 Six Pack are all available, along with the time-tested 318 V-8. Choice of 4 transmissions.

**Build your own Ranger.** From the selection of comfort/convenience, decor/dress-up and performance options on pages 10-12. Anything goes in equipping Ranger **your** way.



Ranger with optional convenience pack, vinyl roof and wheel covers.



## THE REGAL HARDTOP

**Design concept.** A personal car for what our marketing people call "a male head of household, 30 years old and up". Low, wide stance on a 115" wheelbase. And the kind of money a young married man can handle.

**Appearance.** The styling is smooth and rounded, with a crisp roofline. No side pillars to clutter up the flow.

Up front, round headlamps in a new exclusive grille. And the wedge-shaped rear features new horizontal taillights.

**Interior.** Inside the extra-wide door openings, the wood-grain dash is wide and uncrowded. The full instruments are well spaced for easy reading, and include a clock.

Contoured, high-backed buckets fit the back just right. They also recline. Combined with built-in head restraints, you can settle back like you were in a barber's chair.

Carpet is thick and extends up onto the doors. A shoulder-high push button lets you fold the front seat forward.

And like on all Valiants there's a new "lane-change" feature. When you intend to switch lanes, depress the trafficator lever to the first position, then release. Pressed all the way down, the lever gives you normal turn signals.

**Power train:** Standard Hemi 245 single-barrel; optional Hemi 265 2-barrel or 318 V-8.

A 3-speed manual transmission is standard, column mounted. Or you can have a 4-speed manual floor shift or 3-speed automatic transmission mounted on either the column or console.

**Build your own Hardtop.** You can have air conditioning. A 13 transistor radio set-up. You name it; you'll find it on page 12.



Regal Hardtop with optional protection pack, vinyl roof and styled road wheels.

## THE SINGLE MAN'S RANGER



**Design concept.** We took the Ranger and made it into something else. A lean, honest car, especially for the young. The Single Man's Ranger gives you dress-up extras — for not much extra.

**Looks.** The picture pretty well tells the story. First we stretched side stripes along the clean, curved body panels.

Then we fitted ER 70 tyres and set them off with mag wheels. (Special wheel covers are available, if you want them.)

Then we left well enough alone.

**Inside.** There's full instrumentation set in a machine finished fascia.

The 3-spoke steering wheel fits perfectly with instrument panel surround and deep bench seat.

The speedo reads in both metric and imperial measures. The floor-mounted handbrake drops down out of the way when engaged. The heater/demister is standard.

You take it from there.

You can give the Single Man's Ranger bucket seats with integral head restraints.

You can have a vinyl roof. A 13 transistor, long range radio set-up. Carpet, air conditioning — anything and everything.

**The power picture.** Basic engine is the Hemi 215, coupled with 3-speed column shift.

But with a car like this, you'd do well to think about the Hemi 265 Six Pack, with floor-mounted 4-speed.

You can also add a limited-slip differential. And take your choice of axles, to balance performance with economy.

**Do your Single Man's Ranger as you like it.** Just run your finger down the chart on page 12; you'll find you can fit almost any of our optional gear.



## SEATS

**Design concept.** To do more than make pretty, soft seats. To make them safer. Better for your back. More comfortable on long trips. Cooler and longer wearing. Good looking in context with the total design.

**Shapes, styles and colours.** Last year, Chrysler's extra-care engineers made some important advances in seating.

They developed special, orthopedic designs to support the small of your back, and cup you from the sides.

In short, they made long trips truly comfortable instead of barely enduring.

This year, seat construction has been improved even further. And there's a wide selection of new fabrics and colours to choose from.

Shown are the styles available, and the models they go with. (As you'll see, you can have just about any seat on any Valiant.)

1. Standard Valiant front bench seat in easy-to-clean vinyl. Integral head restraints.
2. Standard front bench seat for Ranger Sedan. Durable, bolstered vinyl; built-in head restraints.
3. Optional Ranger bucket seats with optional centre arm-rest in bolstered, leather-grain vinyl. Head restraints are built-in.
4. Standard Regal dash with optional 13-transistor push button radio and air conditioning fitted.
5. Standard front bench seat for Regal Sedan. Rich, supple vinyl. Applied head restraints.
6. Standard high-backed front buckets for Regal Hardtop; optional for Regal Sedan. Glove-soft vinyl; fold-down centre arm-rest, (standard on Hardtop, optional on sedan.)

## BUILDING YOUR OWN VALIANT

**The concept.** The last time you bought a new car, you probably couldn't get the exact options you wanted on the model you wanted.

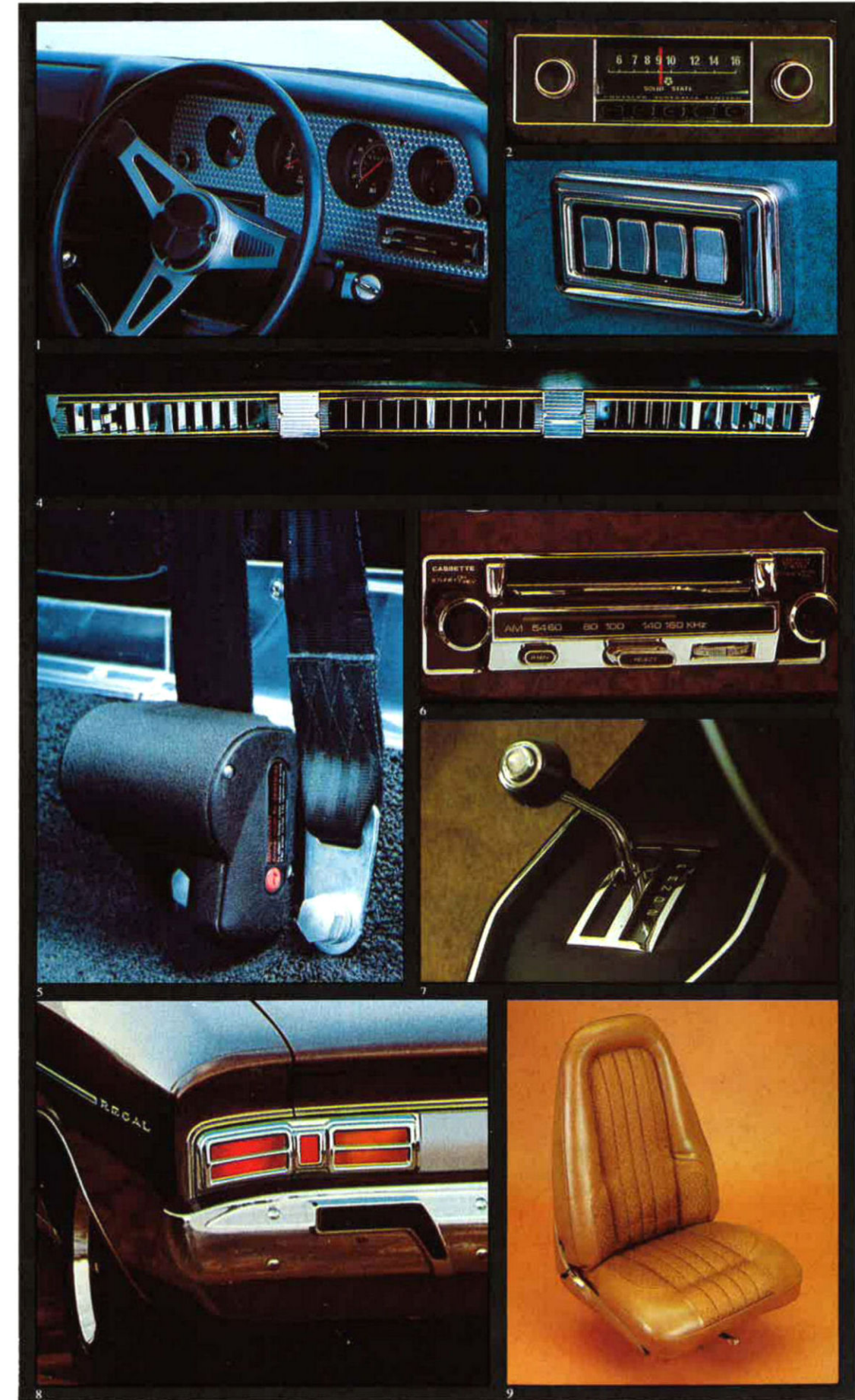
This year, Valiant changes all that. You can put just the equipment you want on any Valiant.

Shown at right are some of our most popular options. And the chart at right gives the full list with the availability for each model.

From engines to wheel trims to comfort and convenience items, it's just a matter of taking your pick, and doing it your way.

### Illustrated

1. Optional sports cluster and steering wheel.
2. Optional 13-transistor solid-state push button radio.
3. Rocker switches for optional power windows.
4. Chrysler Airtemp airconditioning.
5. Retractable vehicle-sensitive seat belts.
6. Stereo cassette player with AM Search-Tune radio.
7. Console-mounted automatic transmission lever.
8. Protection Pack. Vinyl-filled body side moulding; rear bumper overrider.
9. Optional bucket seat for Regal Sedan and Hardtop with summer-cool cloth insert.
10. Standard Ranger hub cap.
11. Optional satellite wheel covers.
12. Optional wide track mag wheels.
13. Optional styled road wheels.
14. Optional remote-controlled rearview mirror and vent windows.





OPTIONS	CAR MODELS			
	VALIANT RANGER	VALIANT REGAL	REGAL	HARDTOP
<b>COMFORT/CONVENIENCE</b>				
Air conditioning (inc. tinted glass)		O	O	O
Power steering (auto only)		O	O	O
Power windows			O	
Centre cushion/armrest (bucket seat only)		O	O	S
Bucket seats—non reclining—vinyl		O		
Bucket seats—Reclining—vinyl			O	S
Bucket seats—Reclining—cloth & vinyl			O	O
Vent windows	O	O	O	O
13 transistor push-button radio		O	O	O
Search tune radio with tape player			O	O
Taxi Package (215 & 245 only)	O	O		
Taxi instrument panel	O	O		
Retractor seat belts		O	O	O
Laminated windshield	O	O	O	O
<b>DECOR/DRESS-UP</b>				
Styled wheels 6.5" (require 185 SR x 14" or E70 HR x 14" tyres)		O	O	O
Cast alloy wheels—7" (require E70 HR x 14" tyres)		O	O	O
Carpeted interior		O	S	S
Vinyl roof		O	O	O
Convenience Pack includes:—Soft grip steering wheel, glove box lock, remote controlled mirror, prismatic mirror		O		
Convenience Pack includes:—Soft grip steering wheel, glove box lock, remote controlled mirror			O	O
Sports Package includes:—Stripe treatment, instrument cluster, 3 spoke steering wheel, wheel covers		O	O	O
Protection Package includes:—Body side vinyl filled moulding—rear overriders.		O	O	O
<b>PERFORMANCE</b>				
215 cu. in. single barrel Hemi	S	S		
245 cu. in. single barrel Hemi		O	S	S
265 cu. in. 2 barrel Hemi		O	O	O
265 cu. in. Hemi 3 x 2 barrel Weber (with 4 speed only)		O	O	
318 cu. in. 2 barrel V8 (auto only)		O	O	O
Electronic ignition	O	O	S	S
3 speed column shift—manual	S	S	S	S
4 speed floor shift—manual (with carpets only and bucket seats)		O	O	O
3 speed auto-column shift	O	O	O	O
Console auto shift (Bucket seats & carpet only)		O	O	O
Disc brakes	O	O	S	S
Power brakes	O	O	S	S
Sure grip diff. 3.23:1 (6 cyl. only)	O	O	O	O
Sure grip differential 3.23:1 (H.D. 6 pack only)		O	O	
3.23:1 Rear Axle (N.A. with V-8)	O	O	O	O
185 SR B.S.W. tyres	O	O	O	O
E70 HR B.S.W. tyres (mandatory with 6 Pack)		O	O	O
6.95 x 14" W.S.W. tyres		O	O	O
F78 x 14" x 4 W.S.W. tyres		O	O	O
F78 x 14" x 4 B.S.W. tyres		O	O	O
Wheel covers (as sports pack.)		O	O	O

You've seen the new Valiants in the showroom. You've had a good look at the styling, and maybe taken a drive. Now you need specifics—clear and concise.

To make things simple, this catalogue begins at the end.

It starts by taking a close look at the extra-care engineering we pour into every Valiant product.

Then we'll go on to the specifics for each model. The design concept; the key features; and optional equipment.

The option story is very important this year. Almost any option can be added to any Valiant. Full details on pages 10-12.

#### Extra care in engineering. The state of the art.

Chrysler has been taking special pains with engineering ever since the early '60's, when the first "R" and "S" Series Valiants were put on the road.

And today, more than 9 out of 10 Valiants ever produced are still on the road.

So extra-care works. But how? Quite often, it means eliminating things that could go wrong.

Example: Ignition points and condensers have always had the problem that they eventually wear out.

But this year, all Valiants are available with an ingenious *electronic ignition system*. Nothing moves. Nothing can wear out.

Condenser and points are no longer there. So they'll never have to be replaced.

There's no need for ignition tune-ups (except for plug changes at 18,000 miles or longer). And the timing won't have to be touched for 50,000 miles.

Most important—the electronic ignition delivers 35% more starting voltage.

It even helps fight pollution. Because it stops incomplete burning of fuel.

#### Painting with electricity.

Electrophoretic dip (EPD) is our new process for priming Valiant bodies.

The body is first placed in a tank full of primer. Then an electric current is run



through it (something like silver plating) spreading the primer evenly.

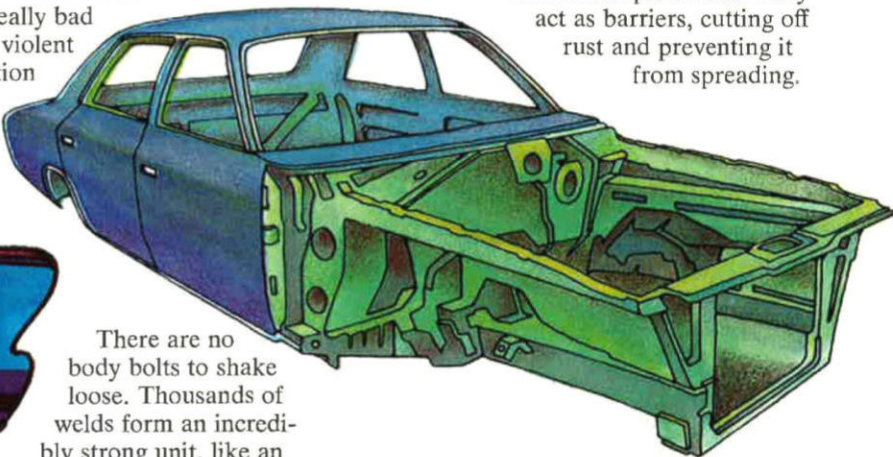
The result is greatly improved rust resistance, because the primer bonds with the body, and penetrates into every little crevice. The surface comes out much more uniform than with spray priming.

#### A unique twist we discovered a long time ago.

Torsion-bar suspension has been an extra-care feature of Chrysler products for over a decade. And so has unibody construction. The two systems compliment each other.

Torsion bars "capture" the energy of road shock with a twisting action, something like wringing out a wet towel.

Then, if a really bad pothole causes a violent shock, any vibration runs up against unitized construction.



There are no body bolts to shake loose. Thousands of welds form an incredibly strong unit, like an airframe.

#### Extra care. Extra solid car.

This year, all Valiants are available with *improved front disc brakes*. Discs also have tremendous fade resistance. More efficiency, more safety.

They're the sliding caliper vented type, for better air circulation, better cooling. That means less fade—more safety.

#### The Hemi principle.

Expanded. Hemi is short for "hemispherical combustion chamber"; the ideal shape for the cylinder head of an engine.

It lets our engineers use bigger intake and exhaust ports, for free-breathing efficiency. And the air/fuel mixture swirls smoothly for even, complete burning.

The end result is 6-cylinder economy, and performance on a par with many V-8's.

The Hemi engine has been on the scene for just 3 years. Yet it's already proven by more than 5,000,000 owner miles.

And, this year, we've expanded our engine selection. In the Valiant range you have the choice of 5 different engines.



#### Glass that gives the driver a better break.

Safety glass has been around for a long time. But on all Chrysler vehicles, it's *zone-toughened safety glass*.

If a truck kicks up a stone, the windshield splits into large pieces on the driver's side, without "spider-web" shattering. The driver can still see to pull up safely.

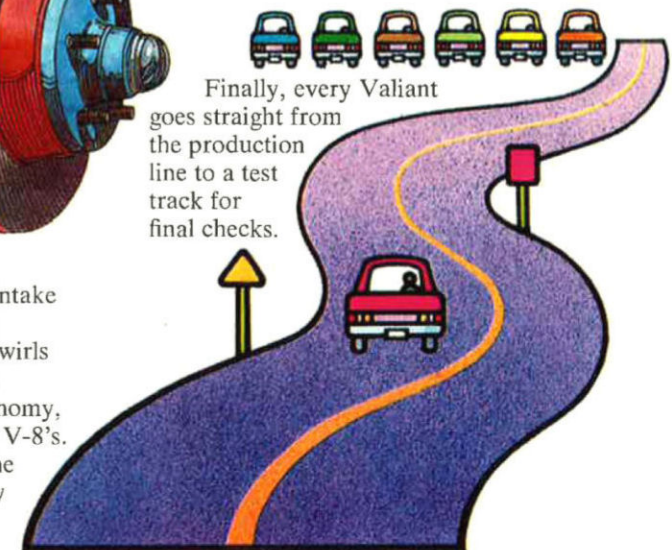
#### We've barely scratched the surface.

This year, all Valiant chrome parts have been pre-scratched, creating thousands of microscopic cracks. They act as barriers, cutting off rust and preventing it from spreading.

This year, you get the best rubber under the sun. A new material that's highly resistant to ultra-violet and infra-red rays, the major cause of old age in rubber.

Now, our rear leaf springs are coated with graphite, so they can never squeak.

Finally, every Valiant goes straight from the production line to a test track for final checks.



When you're building cars, a little extra care goes a long, long way.

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

# ENGINES AND SPECIFICATIONS

## ENGINE DETAILS

ENGINE DETAILS	HEMI 215 SIX	HEMI 245 SIX	HEMI 265 SIX	HEMI 265 SIX PACK	FIREBALL 318 V8
Displacement	215 cu in (3523 cc)	245 cu in (4014 cc)	265 cu in (4342 cc)	265 cu in (4342 cc)	318 cu in (5211 cc)
Max. BHP @ RPM	140 @ 4400	165 @ 4400	203 @ 4800	280 @ 4400	230 @ 4400
Max. torque: lb/ft @ RPM	200 @ 1800	235 @ 1800	262 @ 2000	318 @ 3700	340 @ 2400
Taxable horsepower (Aust.)	29.7	33.9	36.7	36.7	48.9
Compression Ratio	8.0:1	9.5:1	9.5:1	10.0:1	9.2:1
Bore x Stroke	3.52" (89.4 mm) x 3.68" (93.5 mm)	3.76" (95.5 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.68" (93.5 mm)	3.91" (99.3 mm) x 3.31" (84 mm)
Valves	Overhead	Overhead	Overhead	Overhead	Overhead
Crankshaft	7-bearing	7-bearing	7-bearing	7-bearing	5-bearing
Tappets	Hydraulic (self adjusting)	Hydraulic (self adjusting)	Hydraulic (self adjusting)	Hydraulic (self adjusting)	Hydraulic (self adjusting)
Choke	Manual	Automatic	Automatic	Automatic	Automatic
Carburettor	Single 1-bbl. down-draught	Single 1-bbl. down-draught	Single 2-bbl. down-draught	3 x 2-bbl. side-draught	Single 2-bbl. down-draught
Exhaust System	Single outlet	Single outlet	Single outlet	Dual outlet extractors	Single outlet
Air Cleaner	Dry-paper element	Dry-paper element	Dry-paper element	Dry-paper element	Dry-paper element
Alternator	35 Amp	35 Amp	35 Amp	35 Amp	35 Amp
Recommended Fuel	Standard	Super	Super	Super	Super

### Dimensions:

Sedan: Wheelbase 111" (282 cm). Overall length 192.7" (489 cm). Overall width 74.2" (188 cm). Overall height 55.4" (141 cm). Front track 58.32" (148 cm). Rear track 58.72" (149 cm).  
 Hardtop: Wheelbase 115" (292 cm). Overall length 196.6" (499 cm). Overall width 74.2" (188 cm). Overall height 54.5" (138 cm). Front track 58.32" (148 cm). Rear track 58.72" (149 cm).  
 Trunk Capacity Hardtop: 31.0 cu ft. (878 cu metres).  
 Sedan: 29.0 cu ft. (821 cu metres).  
 Turning circle: 38.6" (11.7 metres).

### Weight (Estimated):

Sedan: Ranger—Manual and Auto Six 3100 lb (1406 kg). Auto V8 3270 lb (1483 kg). Regal: Manual and Auto Six 3180 lb (1442 kg). Auto V8 3350 lb (1520 kg). (All weights unladen but with petrol and oil.) For power steering add 40 lb (18 kg), air conditioning add 100 lb (45 kg).

Hardtop: (Estimated unladen, but with petrol and oil) 3175 lb (1440 kg) (Hemi 245 and 265 engines); 3335 lb (1513 kg) (V8 engine). For power steering add 40 lb (18 kg); air conditioning add 100 lb (45 kg).

### Transmission:

Manual: 3-speed, all synchromesh gearbox. Shift lever column mounted all models. Gear ratios—1st, 2.95:1; 2nd, 1.69:1; 3rd, 1.00:1; reverse, 3.67:1. Optional 4-speed transmission 6 cyl. only. Ratios—1st, 2.82:1; 2nd, 1.84:1; 3rd, 1.32:1; 4th, 1.00:1; reverse, 2.56:1. Automatic: Torqueflite—Torque converter coupled to 3-speed epicyclic transmission—manual override on 1st and 2nd gears. Gear selector lever and quadrant on steering column.

### Rear Axle:

Hypoid, semi-floating type. 2-pinion differential with integral carrier. Ratio 3.23:1 standard with Hemi 215—optional with 245/265 engines or 2.92:1 (with Hemi 245, 265 or 318 V8). Sure Grip differential, housing preloaded friction cones available with 3.23:1 ratio on 6 cyl.

### Brakes:

Dual master cylinder with separate front and rear brake circuits. 11" (280 mm) ventilated front disc brakes with sliding caliper standard (option with Hemi 215 engine). Power-assisted front disc brakes standard on Regal. 9" (230 mm) diameter duo-servo drum brakes rear (standard front brakes with Hemi

215). Shoe clearance adjusts automatically during reverse stops. Swept disc/drum area 327.7 sq in (2114 sq cm). Cable-operated handbrake, floor mounted on driver's side.

### Wheels and Tyres:

Pressed steel with double-sided safety rims. Rim width 5.50" (140 mm), 6.95 x 14 x 4-ply tyres standard.

### Suspension:

Independent front suspension with chromium alloy steel torsion bars. 4-leaf longitudinal rear springs with double-action telescopic shock absorbers. Sway bar standard on Regal.

### Fuel System/Capacity:

Mechanical pump with tank and "in line" filter. Tank capacity 19.5 gallons (88.6 litres).

### Instrumentation:

Speedometer. Odometer. Ammeter. Fuel gauge. Oil pressure warning light. Water temperature gauge. Braking system and hand brake warning light. High beam warning light. Turn signal indicators. Clock (Regal).

### Steering Gear:

High efficiency recirculating-ball type. Ratio 20:1. Power steering option 15.7:1.

### Clutch:

Diaphragm spring with pressure plate 9½" (240 mm) driving disc.

### Colour Information:

As colour and trim availability differs between models, separate literature is available.

### Comfort/Convenience Items:

Ranger standard equipment includes: Luxurious stitched and bolstered seats. Reversible key for doors and steering column/ignition locks. Ash trays front and rear. Remote controlled fresh-flow ventilation. Interior courtesy light. Driver's side floor-mounted hand brake. Coat hooks. Cigar lighter. Front door courtesy light switches. Quiet door locks. Padded armrests. Finger-rip horn tabs. Extensive sound insulation. Standard heater/demister. Mini push-button seat belts in all seating positions.

Regal: In addition to the Ranger standard equipment listed above, the following equipment is provided on Regal models. Wood grain instrument panel with clock. Power assisted disc brakes. Glove box lamp. Ash receiver lamp. Trunk compartment

lamp, 3-piece front seat with centre armrest, centre armrest in rear seat, prismatic rear vision mirror, floor carpet, rear door courtesy light switches. Front floor lighting. Sway bar. Dual horns. Vanity mirror.

### Safety Features:

Standard seat belts, all passenger locations. Standard 360° energy-absorbing steering column. Standard heater/demister. Standard dual master cylinder braking system—front discs standard (optional with 215 Hemi). Standard cable-operated hand brake, floor mounted with warning light. Standard steering column/ignition lock. Standard flush-fitting door handles—side impact protected—non override. Standard power operated windshield washers. Standard padded steering wheel hub. Standard two-speed windshield wipers. Standard non-glare windshield wiper arms and blades. Standard safety padded sunvisors. Standard padded armrest/door handles with soft knob window regulators. Standard cushioned instrument panel (all controls behind steering wheel). Standard break-away interior rear-view mirror. Standard reversing lamps. Standard double engine hood latch with interior release handle. Safety-zone toughened windshield. Standard double-sided safety wheel rims. Standard "anti-pollution" positive crank-case ventilation. Standard fusible link wiring. Standard anti-glare recessed instrument panel. Standard variable instrument panel lighting. Standard radiator push-button pressure release valve. Standard solid unibody construction.

All product illustrations and specifications 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.

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