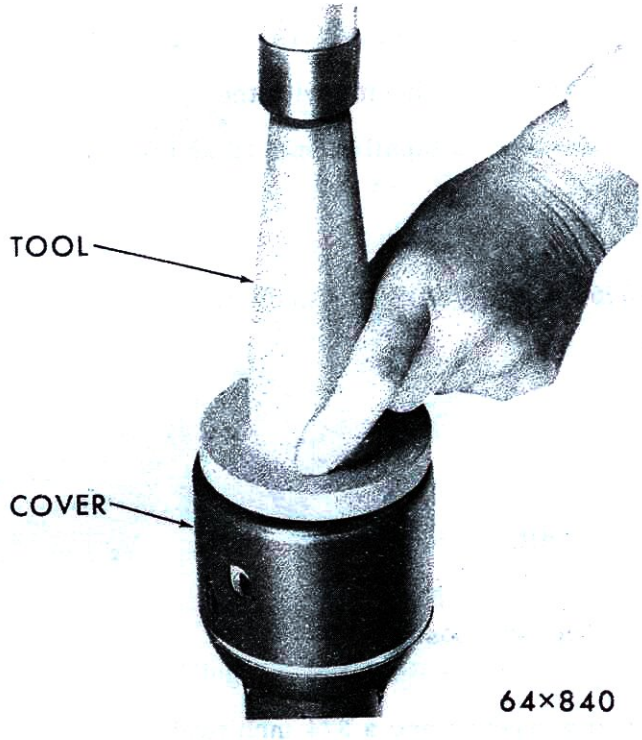

Fig. 40 - Installing the Turn Signal Cover

(16) Install the horn contact in the actuator housing.

(17) Position the steering column actuator to the center position and remove the release lever.

(18) Install the turn signal cover with Tool C-3955 aligning the openings for the release and turn signal levers, and with the small tang on the lower edge of the cover in line with the groove in the actuator housing (Fig. 40).

(19) Install the turn signal and release levers.

(20) With the turn signal lever in the neutral position, install the bowden wire on the switch pin and install the cable clamp and attaching screw.

(21) Position the turn signal switch in the neutral position and install and tighten the attaching screws. Check the operation of the switch in all positions.

GROUP 21 - TRANSMISSION

TORQUEFLITE

New internal transmission improvements contribute to longer wear and fatigue life of the individual parts.

Full Flow Transmission Oil Filter

A full flow oil filter (Fig. 41) enclosed within the TorqueFlite Transmission replaces the externally mounted type. The filter has a dacron-felt filtering medium and provides 100% filtration of all circulating oil. Under normal driving conditions the enclosed oil filter reduces service and maintenance requirements.

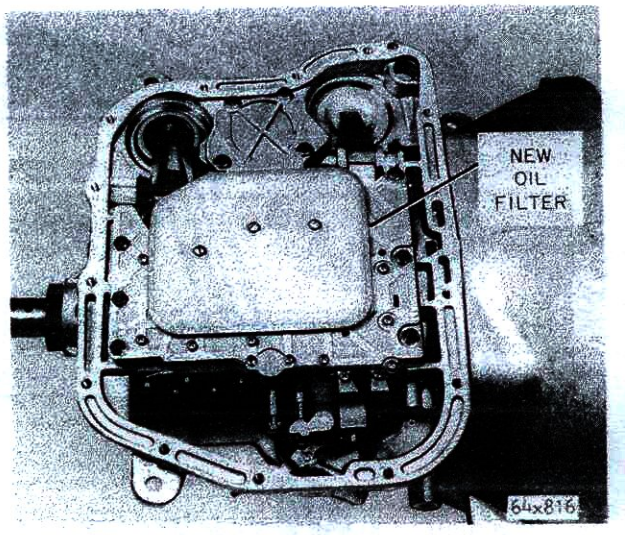

Fig. 41 - Full Flow Transmission Oil Filter

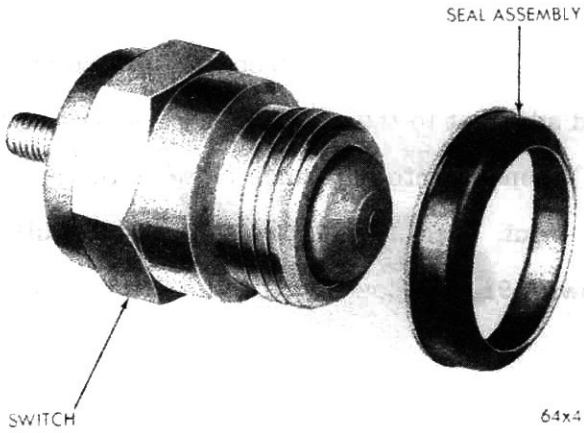

Fig. 42 - Neutral Starting Switch

Gear Selector Console Shift

A console mounted gear selector replaces the conventional gear selector push buttons. The shift selector is gated to permit rapid shifting and each gear position is detented to provide positive gear engagement. The gear positions are marked P-R-N-D-2-1, with P in the most forward position.

When shifted into P (Park) position, the handle engages a roller-type parking sprag that locks the transmission. A gated lock prevents accidental release. The engine can be started with the gear selector in the Park and Neutral positions only.

Center-Contact Neutral Safety Switch

A center contact neutral safety switch (Fig. 42) prevents accidental starting of the engine with the transmission in gear on console and torqueflite transmission equipped vehicles.

The center-contact neutral safety switch is equipped with a large glass-filled nylon insulator with a metal pin-like contact in the center. In order to energize the starter, the pin must make contact with the transmission manual valve lever to complete the necessary electrical circuit. The insulator prevents electrical contact with the center pin until the transmission is in the neutral position or park position.

MANUAL TRANSMISSIONS

4-Forward Speed Manual Transmission

A 4-Forward Speed Manual Transmission (Fig. 43) is available as factory installed

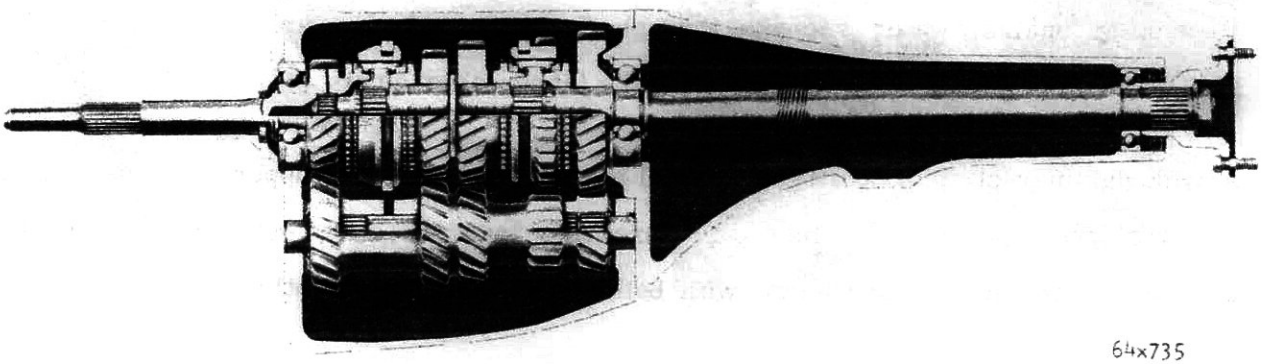

Fig. 43 - 4-Forward Speed Manual Transmission

optional equipment for the C-300K Models equipped with the Firepower 390 engine. The shift linkage and the shift lever is mounted adjacent to the console. The 4-forward speed manual transmission is designed with a 3 1/2 inch center distance between the main and counter shafts to accomodate the torque input. All of the forward gears are fully synchronized. The gear ratios are 2.66 in low, 1.91 in second, 1.39 in third and direct in high. The reverse ratio is 2.58.

GROUP 22 - WHEELS, BEARINGS AND TIRES

The C-300K equipped with the Standard 360 Firepower engine has 8.00 x 14 Super Cushion Tubeless tires. The C-300K equipped with the optional Firepower 390 engine is equipped with 8.50 x 14 Super Cushion Tubeless tires.

The service procedures are the same as those outlined in the Imperial and Chrysler Service Technical Manual.

GROUP 23 - BODY AND SHEET METAL

The Chrysler 300K body consists of a "Unibody" type construction with the body shell and the underbody (frame) welded together into one unit. The "Unibody" is subjected to a seven step corrosion and rust proofing immersion and spraying operation. The service procedures are the same as those outlined in the 1964 Imperial and Chrysler Service Technical Manual with the following exceptions:

Convertible Top Sealing

Protection against water seepage through the rear belt line area of the Convertible Models is accomplished by double-sealing the fabric attachments.

A wide laminar strip of sealing compound is applied between the upper deck sheet metal and the overlapping well liner. Polyurethane foam is added between the well liner and the clear vinyl rear window with both liner and window tightly compressed by the moulding retainer ring.