

How to drive and care for your 1959

DESOTO

DESOTO

That inner feeling of knowing you have made a wise decision is a heart-warming experience. Your wisdom in selecting De Soto will be apparent to you every time you get behind the wheel.

We at De Soto share this satisfying experience with you. For it is our policy to provide the best in motoring pleasure. The unsurpassed know-how of De Soto engineering is carefully channeled toward this goal.

We are sure you'll agree that the tasteful styling and exciting performance of your new De Soto is tangible evidence that we have achieved our purpose. Our success can only come from serving our customers well.

Because we want you to enjoy the smooth performance and beauty of your new De Soto through the years, we have prepared this Driver's Guidebook. It contains instructions on the proper operation, care, and maintenance of your new car.

Naturally—your Dealer is interested in servicing your De Soto in accordance with approved procedure. For he knows there is no substitute for factory trained Master Technicians, the latest methods, and the right tools and equipment. You'll agree your new De Soto deserves the best.

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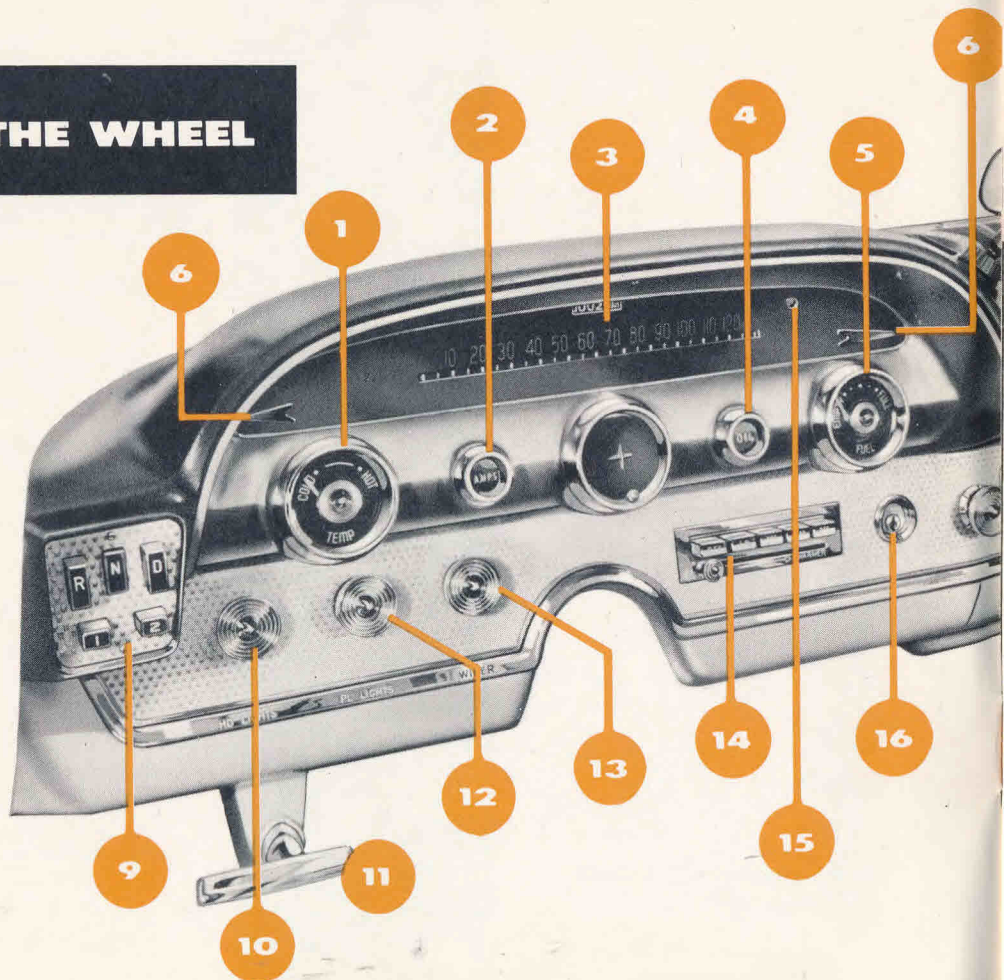
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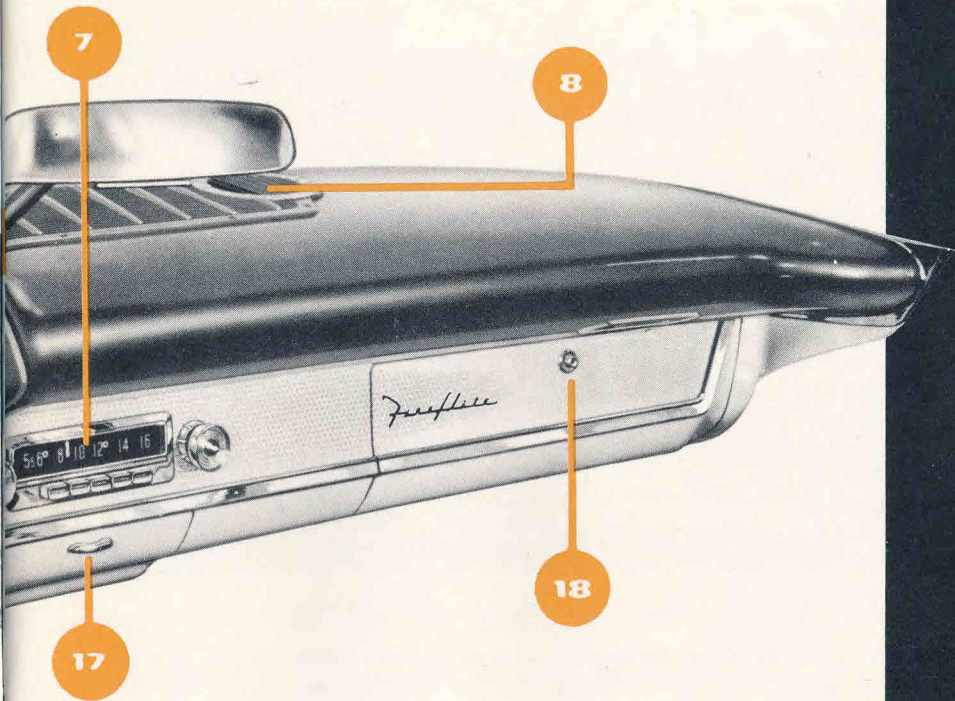
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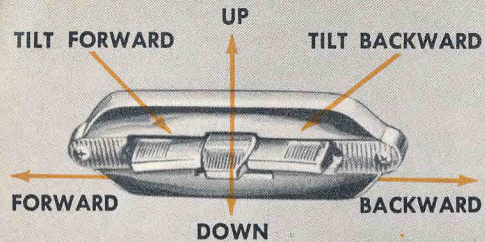
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- 1. Temperature gauge**—Under normal conditions, pointer should be within area of long gauge line. On warm days or after engine idles a long time, pointer will move toward right end of line. If coolant loss is noted or pointer moves to HOT, see your De Soto dealer immediately.
- 2. Amperage indicator**—It is normal for this light to glow while you are starting the engine, or when the engine is idling. The red light should be out when the engine is operated above idle speed. If red light glows during normal driving speeds, generator has stopped charging. See your De Soto dealer.
- 3. Speedometer**—The Safety-Color Accuribbon changes color to indicate the speed range of your car. There are three ranges—0 to 30 mph., 30 to 55 mph., and 55 mph. up. Odometer indicates total mileage driven.
- 4. Oil pressure indicator**—A red light in this indicator cautions you when engine oil pressure is low. This indicator does not indicate quantity of oil in engine. It is normal for the light to be "On" while you are starting the engine, until oil pressure builds up. If the red light warns you that oil pressure is low, with engine running above idle, stop the engine immediately and call your nearest De Soto dealer.
NOTE: As a check for proper instrument operation, both the oil pressure indicator and amperage indicator lights should glow when ignition is On with the engine Off.
- 5. Gasoline gauge**—Operates when ignition key is in either "ON" or "ACCESSORY" position.



Six-Way power seat (when so equipped)—Can be tilted, moved forward and backward, or up and down by single control on left side of seat.

Sports swivel seats (when so equipped)—Each side of seat swings outward, and is unlatched by its own lever on seat frame. To get out of car, open front door, pull lever to unlatch seat, and swing it toward door opening. Release the lever and step out of car. Seat will latch in place when it is returned. Center portion of seat-back can be folded to form arm rest.

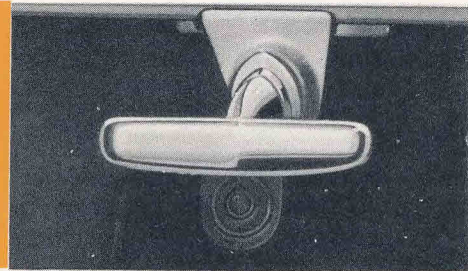
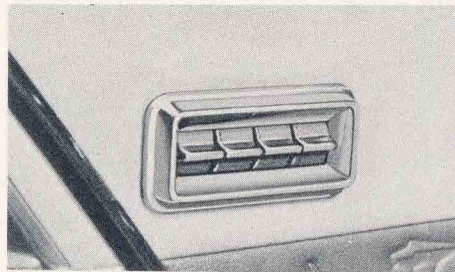
Seat adjustment (manual type)—Push control on left side of seat to rear, and slide seat forward or backward.



Controls

Parking brake warning light (when so equipped)—Warns you to avoid driving with parking brake on. It lights when you turn on ignition—remains lighted until you release hand brake.

Parking brake—To release, pull handle back slightly, turn to left and move forward. Before driving, make sure handle is fully released. Apply parking brake whenever you park your car. SEE PAGE 10 FOR IMPORTANT INFORMATION REGARDING EMERGENCY USE.



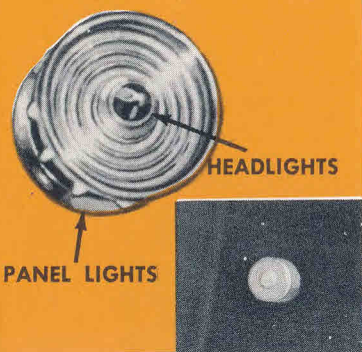
Turn signals—Move lever up to signal right turn, down for left turn.

Electric window lifts (when so equipped)—A switch under each window controls operation of that window. Driver can operate all power windows with the four switches on left front door. Tail gate power window switches—refer to page 23.

Windshield wipers—Turn knob right to operate—farther right to increase speed.

Horn—Will sound only when ignition key is in "ON" position.

Dual-jet windshield washer (when so equipped)—Press foot pedal to operate (wiper will operate automatically). MoPar Windshield Washer Solution is available through your De Soto dealer.



NOTE: For replacement of miscellaneous lights, see page 20.

Headlight beam switch—All four headlights operate on high beam—two on low beam. Press foot switch down to change from low to high beam or vice versa. Red light (above and to right of speedometer) warns when high beam is on.

Automatic beam changer (when so equipped)—This control automatically dims or brightens your lights as driving conditions necessitate. For example, when you approach the headlights of an oncoming car or the tail lights of a car in your lane, your lights will dim and then move automatically to high beam when you have passed. You can override the automatic control by using your headlight dimmer switch. To do this, merely press the foot switch for the beam you desire and when you press the switch again, automatic control will be resumed.

Adjustments—The “scanner” of the control is located on top of the instrument panel, directly in front of the steering wheel. Use the knob on the rear of the “scanner” to make the following simple adjustments. If your lights do not dim as quickly as they should when approaching a car, increase the sensitivity by turning the “scanner” knob to the right. If the lights dim too soon, decrease sensitivity by turning the knob to the left. No other adjustment is needed. If the unit requires other service attention, see your De Soto dealer.

Headlights and parking lights—Turn knob right to first position for parking lights; second position for headlights. Headlight beam switch controls use of dual headlights.

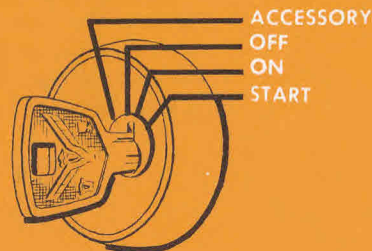
Instrument panel lights—Turn knob right to first (brightest) position when headlights or parking lights are on; farther to right to dim.

Map light—Hand switch is at light above glove box door.

Dome or quarter lights—Are operated automatically by opening any door. Hand switch operates lights when doors are closed. On convertible coupe only, map light and quarter lights are operated as a unit by either switch.

Starting your engine

Ignition-Starter switch—has four positions: ACCESSORIES, OFF, IGNITION ON and STARTING. Push the Neutral button all the way in, depress accelerator pedal one-third of travel to insure proper choke operation, and turn ignition key all the way to right. When engine starts, release key and it will return to ON position. Avoid prolonged cranking. Should the engine become flooded by excess fuel, hold the accelerator pedal in the wide open position (fully depressed) while operating starter. When the engine starts, release accelerator pedal to normal position. **NOTE:** The engine cannot be started unless the (N) Neutral button is pressed in. This safety feature prevents movement of your car while starting the engine.



Push-Button TorqueFlite

The triple range drive selector control, located at left side of instrument panel, has five buttons: (N) Neutral, (R) Reverse, (D) Drive, (1) Low Range, and (2) Second Range.

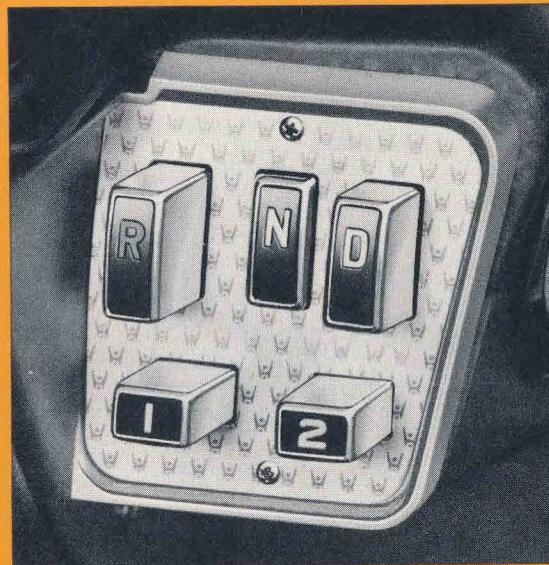
(N) neutral—This button must be pushed in before the starter will operate.

(R) reverse—Push the button in when the car is stopped or moving slower than five miles per hour. Should the button be pushed in above a speed of 10 mph., the transmission will shift automatically into Neutral.


(D) drive—Use this range for all normal driving.

(1) low range—Suitable for going UP very steep grades, and for "engine braking" when going DOWN. NOTE: Do not exceed 30 mph. when operating in LOW range.

(2) second range—Suitable for driving in heavy city traffic or on mountain roads for more precise speed control. It may be used when going UP long, steep grades, and for "engine braking" when going DOWN. In this range, the transmission will not upshift to direct (drive) until a speed of approximately 65 mph. is reached.



Normal driving—Push in the (D) Drive button and press the accelerator. The transmission will shift automatically according to the speed of the car and pressure you apply on the accelerator.



Quick acceleration for emergency passing—May be obtained while driving at speeds below approximately 60 mph. in Drive Range or below 25 mph. in Second Range by pressing the accelerator to the floor, causing the transmission to shift automatically to a lower gear. It will upshift when pressure on the accelerator is decreased or when a speed of approximately 65 to 70 mph. is reached in Driving Range, or 35 mph. in Second Range.

Holding on an upgrade—The car can be held by depressing the accelerator pedal slightly in any driving range. This should NOT be done for extended periods of time, or on very steep grades.

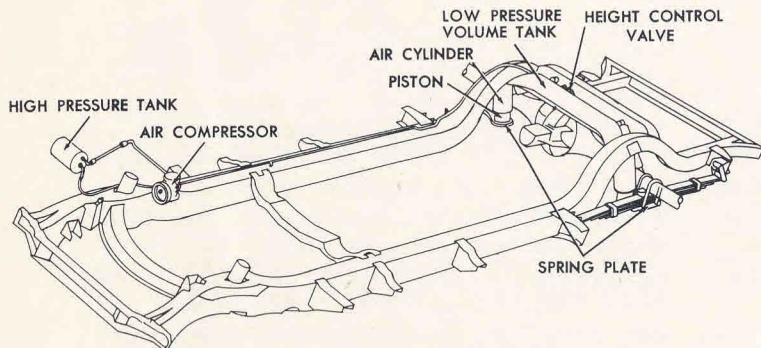
Push starting—If it is necessary to start engine by pushing car, turn ignition switch to "ON" position and push in the (1) Low Range button. The engine should start at approximately 15 mph.

Safe towing—With transmission in NEUTRAL, your De Soto can be towed for short distances at speeds not exceeding 35 mph. *Do NOT tow car with the transmission in any one of the driving ranges!* For long distance towing (over 100 miles), disconnect the propeller shaft.

CAUTION: *If the transmission is inoperative, disconnect the propeller shaft, or tow the car with the rear wheels off the ground.*

Car equipped with Level-cruise—Tow the car as recommended above.

Level-cruise (when so equipped)



With De Soto's new Level-cruise rear air suspension, you will find that the ride is smoother . . . with improved stability . . . and ground clearance is maintained at the rear under all "load" conditions. The beams of your headlights (when properly aimed) will show you the road ahead regardless of the load your car carries. Level-cruise works for you—all the time—everywhere you drive and even when your car is parked with the engine off. *Also, with power off, even if the air reservoir is exhausted, the leaf springs at the rear of your car will carry the load safely!*

To create Level-cruise riding comfort, air for the system is provided by a compressor on the engine and is stored in a high-pressure reservoir under the right front fender. From there, this air is delivered to a height control valve on the low-pressure reservoir mounted above the rear axle. This valve allows air to enter the reservoir and air

cylinders, or lets it escape to keep the rear of your car at a constant height—regardless of the load it carries. As the wheels of your car pass over bumps in the road, air is compressed in the cylinders, and low-pressure reservoir to level out road irregularities and give you a smooth ride.

NOTE: *No special precautions are needed other than those normally observed when changing wheels on cars equipped with De Soto's Level-cruise.*

Maintenance—Normal care of the system involves only two minor service practices: draining moisture from the high-pressure reservoir every 1,000 miles, and the installation of a new felt in the compressor muffler air cleaner at each engine oil change. The compressor and muffler assembly is located under the hood near the front of the engine. To drain the reservoir (located under right front fender), release the air by depressing the valve core in the tire-type valve. *The valve core cannot be removed.* Have your De Soto dealer install the new felt in the compressor muffler air cleaner whenever you have the engine oil changed.

SURE-GRIP DIFFERENTIAL (when so equipped)—

Assists you in maintaining driving traction under adverse road conditions . . . on slippery pavement, in snow, on ice, in deep mud, or on a rough road. Under these conditions, the Sure-Grip differential automatically transfers power to the rear wheel which has the best traction. There are no controls to operate. See important CAUTION in procedure for "changing a wheel" on page 27.

Constant Control power steering

(when so equipped)

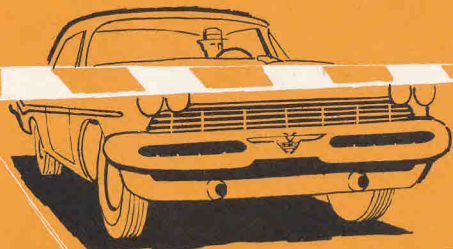
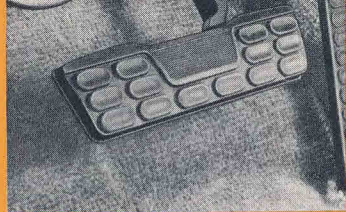
De Soto Constant Control power steering goes to work the moment you start your engine. You park effortlessly, quickly . . . drive with less fatigue and strain . . . because 80% of the work of turning the wheel is done for you. There's no "wheel fight" on rough roads because the hydraulic mechanism absorbs the shocks. And you're safer in snow, sand and on soft shoulders.

Care—The Constant Control power steering unit is used with conventional steering linkage. Periodic lubrication or adjustments of the mechanism are not required. The only care needed is checking fluid level every 1,000 miles with dip stick attached to reservoir filler cap. The dip stick has two level marks—"Hot" and "Cold." Fluid should be at "Hot" level mark after car has been driven for some time. Fluid should be at "Cold" level mark when car has been standing long enough for fluid to become cold. Maintain to proper dip stick level mark with Automatic Transmission Fluid (Type A).

NOTE: If car is driven where temperatures range below -10° F., replace fluid with SAE 5W-20 engine oil. Use Type "A" fluid when low temperature period is over. Do not disturb filter element. Periodic changes of this element are not required. Also, avoid allowing dirt to fall into reservoir when cover is removed.



Brakes



An occasional adjustment is the only maintenance required until you have driven many thousands of miles, when it may become necessary to reline the brakes. When brake pedal travel becomes excessive, see your De Soto dealer for expert adjustment.

Parking brake—Because of the positive holding action of the parking brake, it is not necessary to have a “Park” position on the transmission. *IMPORTANT: The parking brake should not be applied while car is in motion, except in case of emergency. To use parking brake for emergency stopping, hold brake handle in released position, apply brake in a pumping or feathering action, and avoid locking the brake.* The independent parking brake on your new De Soto is an internal type with expanding shoes,

which operates on the brake drum at the rear end of the transmission, and is adjustable to compensate for lining wear.

Power brakes (when so equipped)—Power brakes employ a booster unit that is operated by engine vacuum. This unit reduces the amount of foot pressure required to apply the brakes.

A vacuum reserve tank is provided in the system to insure instant response of the power cylinder when the brake pedal is depressed and to allow two to three power brake applications after the engine stops. When the vacuum in the reserve tank has been expended, the brakes are applied manually.

Brake care—Your brakes will last longer and give maximum safety if you will follow these recommendations:

1. Apply brakes carefully. Anticipate traffic stops so that you can slow down gradually with minimum braking.
2. When descending hills, use the engine for braking by shifting into a lower range.
3. On slippery pavement, apply the brakes intermittently to keep the wheels from sliding.
4. Keep your brakes well adjusted.
5. Have the brake linings and drums inspected after the third or fourth adjustment.
6. Use only MoPar Hi-Temp Brake Fluid, made specifically for your car.

SECTION

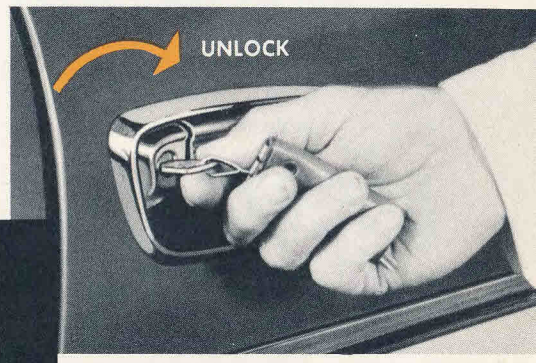
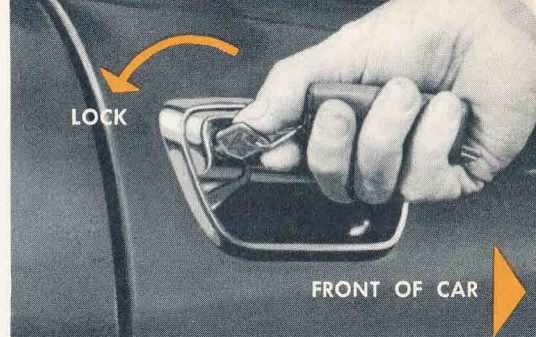
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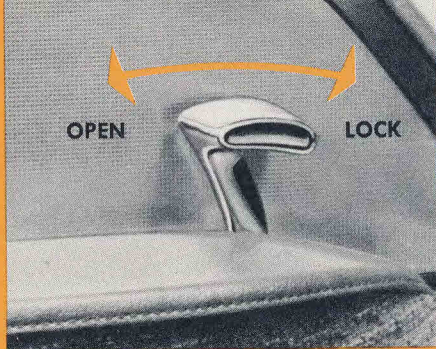
KEYS AND LOCKS

The shield-shaped key is for outside door locks and ignition. The round-headed key locks luggage and glove compartments. Record the key numbers and destroy the tags immediately. Your De Soto dealer also has a record of the key numbers.

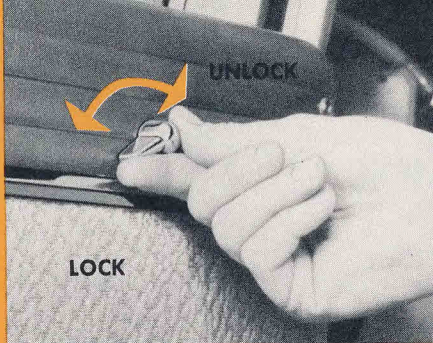


Door locks—To lock front door from outside, turn key toward rear of car one-quarter turn. Return key to neutral position to remove. To unlock, turn key toward front of car.

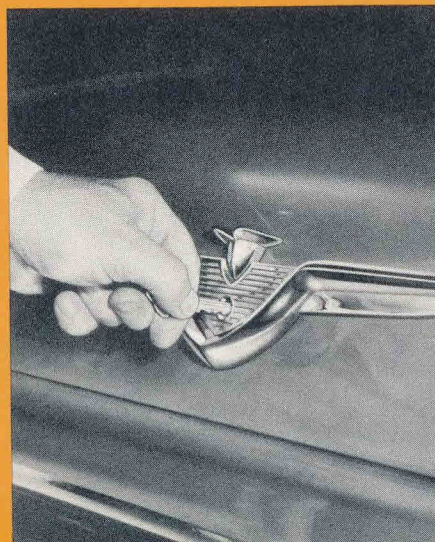




Front door inside lock—Simply push forward on door handle to lock from inside. Pull back on handle to open door.



Rear door inside lock—Locking lever is located below rear window. Push down to lock. Always lock your new De Soto when you leave it unattended.

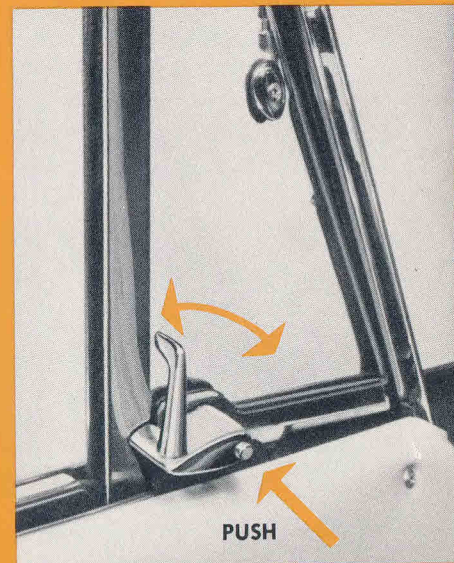


Luggage compartment lock—To unlock, turn the key one-quarter turn and the luggage compartment lid will open. Key can be removed from lock. The lid locks automatically when you close it.

Two-seat Station Wagon locked storage compartment (when so equipped)—A lock is on door of compartment located back of rear seat. Turn the key one-half turn to lock or unlock.

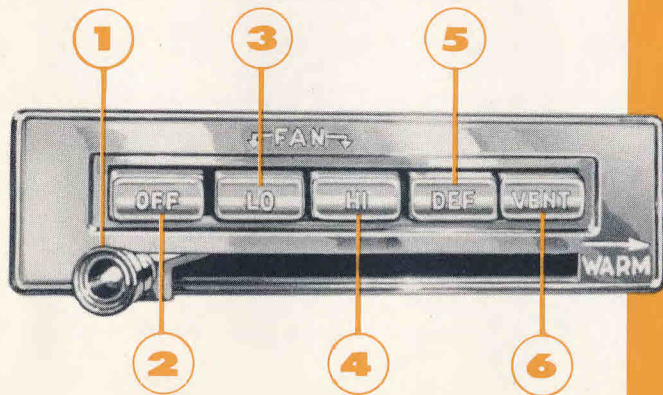
Glove compartment—To lock, turn key one-quarter turn.

Ventilating wings—To unlock, press button in and rotate latch handle forward.



Ventilation—(Car Not Equipped with Heater or Air Conditioning). Push VENT button to open vacuum-operated fresh air door and push OFF button to close. When raining, the door may be left open.

Heaters—Your new De Soto may be equipped with the MoPar Auto-temp Heater or the MoPar Instant Comfort Heater. With either heater, heating and ventilating are controlled by five push-buttons and the temperature control lever.



- 1 Temperature control lever**—Selects the temperature of the air discharged through the lower and upper outlets. When the lever is to the left, air is not being heated. Air temperature is increased by moving the lever toward WARM position.
- 2 OFF button**—When pushed in, the system is off and the ventilation doors are closed, preventing outside air from entering car.
- 3 LO button**—Operates the blower at Low Speed and automatically opens damper doors for correct flow of air.
- 4 HI button**—Operates the blower at High Speed (otherwise same as LO). Depress this button for initial warm up of car in cold weather.
- 5 DEF button**—Operates blower at High Speed and causes major portion of air to be forced onto windshield through air outlets on top of instrument panel for defrosting or defogging.
- 6 VENT button**—Opens the ventilation door to allow outside air to enter car directly. It does not operate the blower.

Heating the car—Until the engine warms up, make sure the OFF button is pushed in and the temperature control lever is in the WARM position. Then, push in the HI button and leave the temperature control lever in the WARM position for fast initial car warm-up. After warm-up, use HI or LO speed as desired, and adjust the position of the temperature control lever to maintain comfortable condition.

NOTE: *When the HI or LO button is pushed in, sufficient warm air will be forced onto windshield through the upper air outlets for adequate defogging during average driving conditions.*

Defrosting or defogging the windshield—Push in the DEF button. For maximum defrosting, move the temperature control lever to the WARM position.

Summer ventilation—Push in the VENT button to open the ventilation door. Move the temperature control lever to the extreme left. The ventilator door may be left open during rain.

Rear window defroster (when so equipped)—A toggle switch (at left under instrument panel) operates a blower which circulates air over the rear window to prevent fogging.



Winter and summer heater operation chart

OPERATION	TEMPERATURE CONTROL LEVER	PUSH-BUTTONS			
		LO	HI	DEF	VENT
HEATING	Set as desired	Push In Either Button as Needed		—	—
DEFROSTING OR DEFOGGING	Set as desired	—	—	In	—
VENTILATING	Set to Extreme Left Position	—	—	—	In

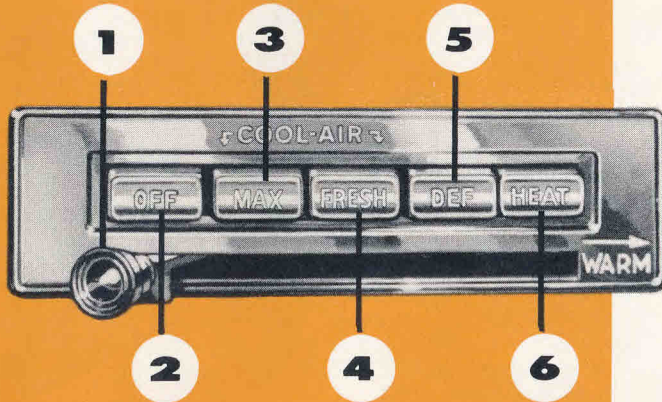
NOTE: Until engine warms up, make sure OFF button is pushed in and temperature control lever is in WARM position. Then, push in LO or HI button, depending upon severity of weather, and regulate position off lever to maintain comfortable temperature.

4-season air conditioner

(when so equipped)

This air conditioner offers you a comfortable temperature in your car the year around—regardless of outside temperature.

Controls and their operation—Air conditioning and heating are controlled by five push-buttons, a combination temperature and blower control lever, and the upper air outlets on top of instrument panel.



- 1 Temperature and blower control lever**—Has two basic functions: Controls air temperature, cold (extreme left) and warmer (as lever is moved to right), and blower speed. Push in for low speed, pull out for high speed.
- 2 OFF button**—When pushed in, the air conditioning and heating systems are not operating and blower is off.
- 3 MAX COOL-AIR button**—Operates air conditioning system at maximum capacity, recirculating the air inside car.
- 4 FRESH COOL-AIR button**—Operates air conditioning system, using outside air.
- 5 DEF button**—Directs outside air through upper air outlets onto windshield for defrosting.
- 6 HEAT button**—Directs heated outside air through outlets into car.

Upper air outlets (on top of instrument panel)—Can be rotated and raised, individually, to direct air up for defrosting windshield, or into interior of car for cooling.

Cooling—Heating operation chart

Lower air outlet—Opens or closes, automatically, for maximum cooling or heating air distribution. Can be changed manually, if desired, by moving the two air deflectors forward or backward to direct the air upward or downward.

Cooling with recirculating air (for rapid cool down—see Note in Chart). Push in “MAX” (COOL-AIR) button, pull out temperature and blower control lever for high blower speed and place lever to extreme left. Raise upper air outlets and rotate for desired air circulation. When temperature is comfortable, push in “FRESH” button (see below), or if recirculated air is desired—adjust temperature and blower control lever to maintain comfort.

Cooling with outside air—Push in “FRESH” (COOL-AIR) button. Push in or pull out temperature and blower control lever for low or high blower speed, and position lever in slot to maintain a comfortable temperature. Adjust air outlets as above.

Heating the car—Until the engine warms up, make sure the “OFF” button is pushed in and the temperature and blower control lever is set to extreme right. Then, push in the “HEAT” button. For fastest heating, leave temperature and blower control lever to extreme right and pull out for high blower speed. After temperature is comfortable, adjust temperature and blower control lever as desired. While heater is operating, sufficient air will be forced onto windshield for defogging during average driving. See “Defrosting” for air outlet adjustment.

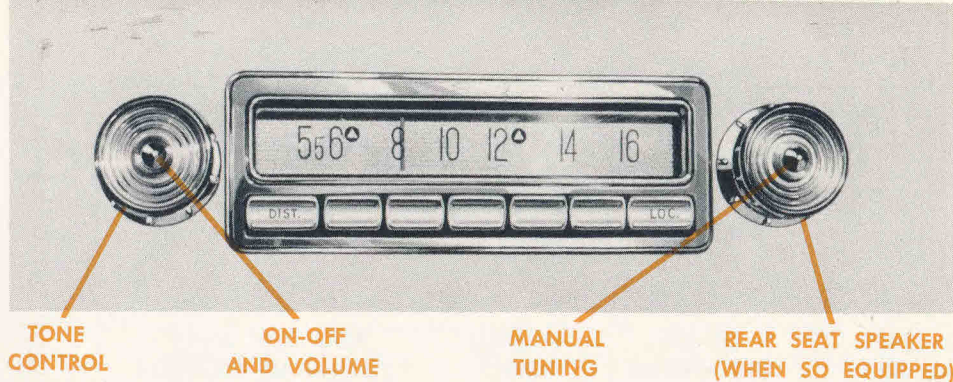
Station wagon rear unit (when so equipped)—Operates in conjunction with front unit to provide additional cooling for rear compartment. Two-speed blower is controlled by toggle switch located under instrument panel. Air outlets on unit—two front and two rear—are individually adjustable.

Operation	Temperature and Blower Control Lever	Push-Buttons					Upper Air Outlets
		MAX	FRESH	DEF	HEAT		
MAXIMUM COOLING	*To left and pulled out	In	—	—	—	Position as desired	
NOTE: For more rapid cooling, set controls as shown and open the car windows for the first few blocks you drive to expel extremely hot air. Then close all windows.							
FRESH AIR COOLING	*To left and pulled out	—	In	—	—	Position as desired	
HEATING	*To right and pulled out	—	—	—	In	Depressed and facing ends of windshield	
NOTE: During initial heating of car, set temperature and blower control lever to right and push in the OFF button until the engine warms up. Then operate controls as shown.							
DEFROSTING	*To right and pulled out	—	—	In	—	Depressed and facing ends of windshield	

*Blower operates at High Speed when lever is pulled OUT—at Low Speed when lever is pushed IN. Position lever to maintain comfortable temperature after rapid cooling or heating.

Defrosting—Push in the “DEF” button. Depress air outlets so they are flush with base and turn them so air is directed toward ends of windshield. Air temperature and blower speed are controlled by temperature and blower control lever.

Radios



Station-seeker radio (when so equipped)

This transistor powered radio provides you with three methods of station selection: search-tuning, push-button and manual. The radio operates only when the ignition key is in the ON or ACCESSORY position.

Search-tuning—Select local or strong signal stations by momentarily pressing in the button marked LOC. Select distant or weaker signal stations with DIST button. **The foot control switch** can also be used to select stations. It will search either local or distant stations, depending on whether the LOC or DIST button was last used.

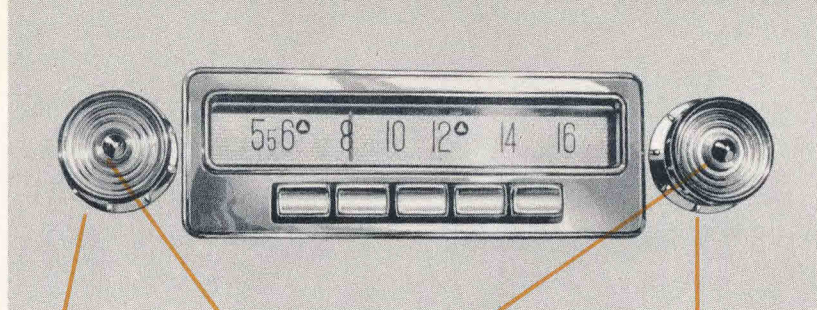
Push-button tuning—Press in the desired push-button between LOC and DIST.

Manual tuning—Select desired station with manual tuning knob.

Volume and tone control—Increase volume by turning the ON-OFF and Volume Control Knob to the right. The tone control provides four positions from bass to treble.

Setting the push-buttons—Set push-buttons as described for the Touch-Tuner Radio. It is not necessary to adjust the setting of the LOC or DIST buttons.

IMPORTANT: In the event of a national emergency, tune in Civil Defense broadcasts by setting the radio dial pointer at 640 or 1240 kilocycles.



**TONE
CONTROL**

**ON-OFF
AND VOLUME**

**MANUAL
TUNING**

**REAR SEAT SPEAKER
(WHEN SO EQUIPPED)**

Touch-Tuner radio (when so equipped)

You may select stations on this transistor powered radio by push-button or manual tuning. The ignition key must be in ON or ACCESSORY position for radio to operate.

Volume and tone control—Increase volume by turning the ON-OFF and Volume Control Knob to right. The tone control provides a range from bass to treble.

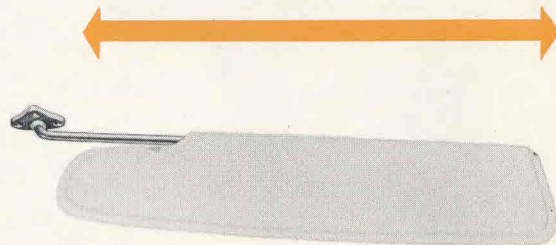
Setting the push-buttons—Allow radio to warm up thoroughly, set Tone Control at halfway position, and extend antenna to full length. Start with the push-button at the extreme left. Pull button straight out, tune in station desired by manual tuning, and press button firmly inward to lock it in place on station. Set the other push-buttons in the same manner.

Rear seat speaker (when so equipped)—Turn control right or left to obtain desired division of sound volume between front and rear speakers.

Convenience features

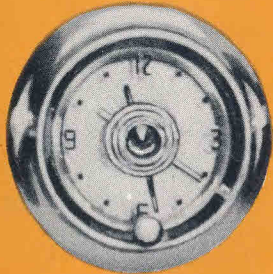
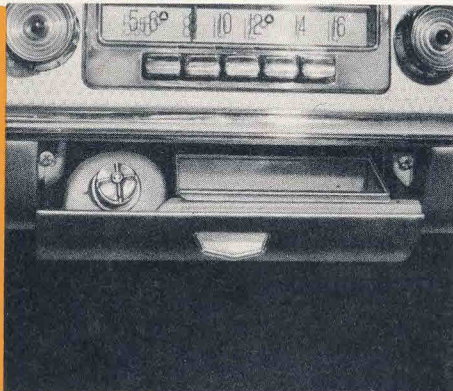
Sun visor—Can be moved to various positions, and slides along support arm toward center of windshield (except on Convertibles). Transparent sun visors are offered as extra equipment for all models except Convertibles.

SLIDE



Remote control rear view mirror (when so equipped)—Control knob to left of steering column rotates to right or left to adjust mirror position. During one complete rotation of knob, full up and down adjustment of mirror is obtained as well as a small sidewise adjustment. Adjusting mirror sidewise to position you desire may require several rotations of knob.

Electric clock (when so equipped)—IMPORTANT: To set time, always turn the reset knob in the same direction the hands must move to correct time. The initial movement will automatically regulate the clock a small amount. Further stem movement in either direction will have no effect on timing until automatic adjuster recocks after 12 hours.



Rear view mirror—May be adjusted or tilted to any position. If your car has the 3-way **Prismatic Rear View Mirror**, reduce night driving glare by operating flip-action control. Mirror has three positions—daytime driving, normal night driving and driving under severe glare conditions.

Mirror-matic rear view mirror (when so equipped)—Operates flip-action control of mirror, automatically, to reduce night driving glare when headlights are turned on. Selector switch at bottom of mirror has three positions—Off, City and Country. Set switch to Country when driving in rural areas, and to City on city streets. To adjust position of mirror for best visibility, turn mirror switch to OFF, and adjust mirror to normal (bright) vision to rear. When adjustment is made, leave mirror in that position.

Cigar lighter and ash receivers —

Pull to open front or rear ash receivers. To clean, press on ash disc and remove. To use cigar lighter, push in knob. Lighter will pop out automatically when ready for use. Do not hold lighter in.

LIGHTS AND ELECTRICAL SYSTEM

replacing light bulbs

Replacing headlight unit—Lens, filament and reflector are sealed into one all-glass unit which can be removed as follows:

Remove screws from headlight door and remove door.

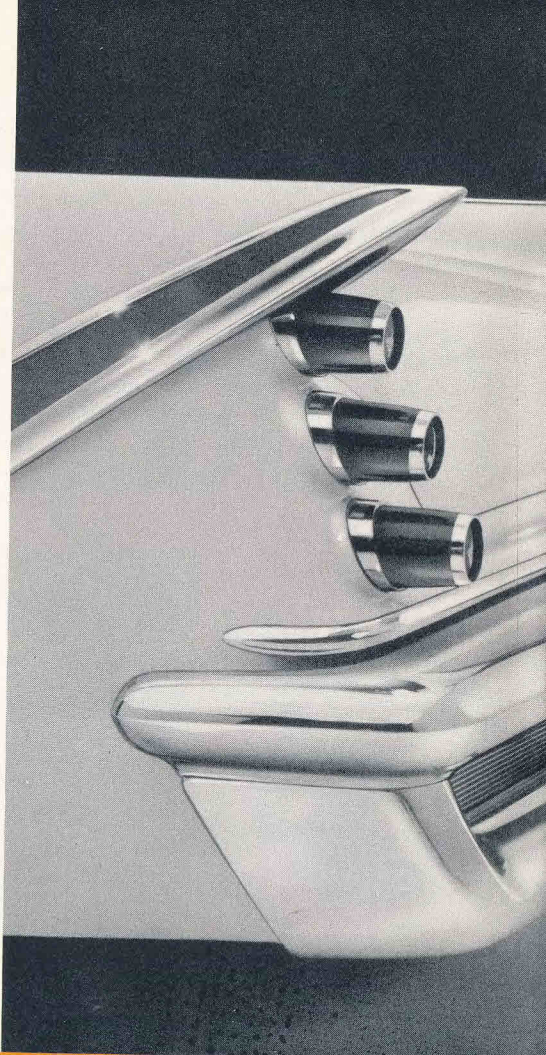
Remove screw from interior retaining ring. **Do not touch headlight aiming screws.**

Pull out sealed-beam unit and unplug the connector, pulling it straight off.

NOTE: Each lamp in the dual headlight assembly can be removed in the above manner.

Tail lights, stop lights, back-up lights and rear turn signal lights—Remove bulbs from luggage compartment (except Station Wagon). Reach behind lamp, pull out socket and remove bulb. On Station Wagon, mounting screws are accessible from outside. Remove screws, pull lamp out about 6 inches, pull socket from lamp and remove bulb.

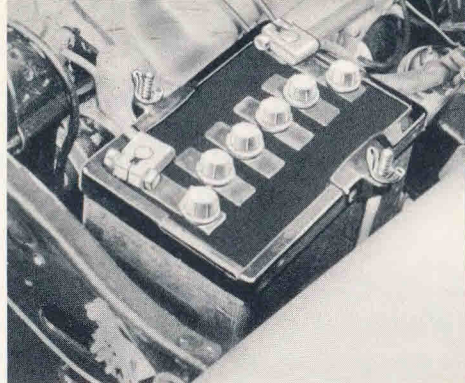
Parking lights and front turn signal lights—To change bulb, remove screws which secure lens and remove lens. Push bulb in and twist to left.



Dome light—Depress both sides of lens. Pull out loose side, unhook other side, and change bulb. Install one side of lens at an angle, push lens upward and squeeze other side into place.

License plate light (mounted on rear bumper)—On all models except Station Wagon, remove two screws holding lens assembly to mounting bracket. Lower assembly to facilitate removal of socket. Pull out socket and remove bulb in usual manner. On Station Wagon, reach under bumper for socket.

Ignition system — Spark plugs are protected against water by rubber caps and the distributor cap is constructed to shield the contact points and condenser from moisture. The system is also designed to suppress interference with FM radio and television.



Care of 12-volt battery—Check fluid level about once a month in winter and every two weeks in summer. Add distilled water to keep the liquid above the plates. Test the battery frequently, especially in cold weather, as a partially discharged battery will freeze at low temperatures. Keep terminals clean and tight, and be sure the battery is held securely in carrier. *Never allow a flame or spark to be brought near the battery vent openings as hydrogen gas may be present and explode.*

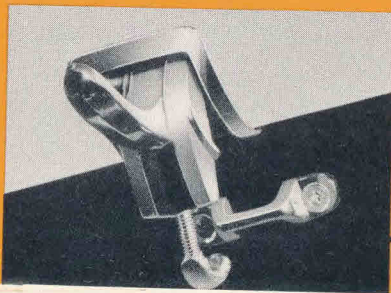
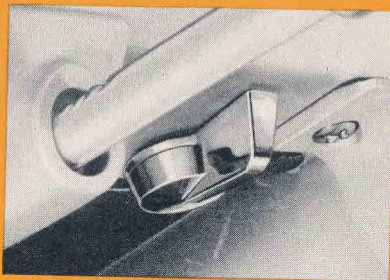
Light bulb chart

Location	Candle Power	Lamp No.	De Soto Part No.
Dual Headlights (Sealed-Beam)			
Single Filament Lights.....	37½ (Watts)	4001	1753435
Dual Filament Lights.....	50-37½ (Watts)	4002	1753436
Stop and Turn Signal Lights.....	32-4	1034	151567
Tail Lights.....	4	67	142450
Parking and Turn Signal Lights....	32-4	1034	151567
Map Light.....	15	1004	151578
Back-Up Lights.....	32	1073	151576
Dome Light.....	15	1004	151578
Luggage Compartment Light (When So Equipped).....	15	1003	151577
Rear License Plate Light.....	4	67	142450
Headlight High Beam Indicator Light.....	2	57	127934
Clock (When So Equipped).....	2	1816	127934
Radio.....	2	44	187189
Trans. Selector Control Lights.....	2	57	127934
Parking Brake Warning Light (When So Equipped).....	6	90	142453
Instrument Lights.....	2	57	127934
Turn Signal Indicator Lights.....	2	57	127934
Ash Tray Light (front) (When So Equipped).....	2	57	127934
Speedometer Light.....	2	57	127934
Quarter Lights (Conv. Coupe).....	6	90	142450

CONVERTIBLE COUPE

Power operated top—Is lowered and raised by control lever on instrument panel at left of steering column.

IMPORTANT—Car must be stopped before lowering or raising top.



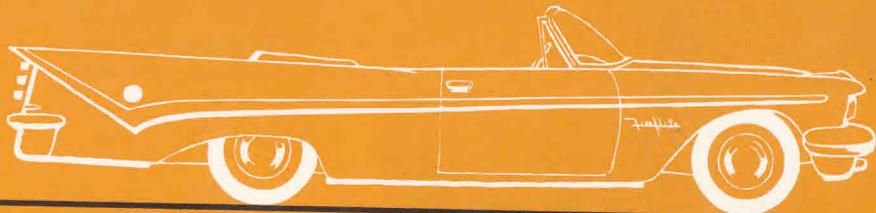
Lower the top correctly as follows, after moving sun visor to one side:

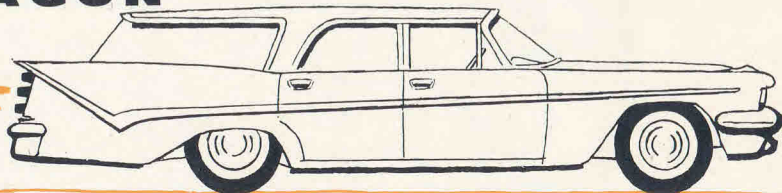
1. There is a locking handle on each side of header. Unlock by pulling down.
2. Push top free of the windshield header.
3. Unzip the rear window plastic panel and lower it into the stowage compartment before lowering the top. Be sure no objects are in the compartment.
4. Move the control lever to left and hold until top is fully lowered.
5. Remove the top cover from the luggage compartment and fasten in position over the top.

To raise the top—Remove cover, move control lever to right and hold until top is fully raised. *Zip in the rear window before pulling top header down into position;* secure with locking handles and fasten snap fasteners on side of roof rail.

Care and cleaning—To clean top material, use lukewarm water and mild soap, and rub briskly with a stiff brush. Do not lower the top while it is damp. Avoid using volatile cleaning fluids.

Rear window panel—Flush with clear, cold water, or clean with mild soap suds, using the palm of the hand. Rinse thoroughly and allow panel to "air dry".





How to fold rear seat (two-seat model)—Grasp seat cushion and swing forward. Then pull seat-back forward until it is flush with floor.

On three-seat model, fold middle seat as described above. The two parts of the rear seat fold toward rear. First, swing seat cushion into place, then the seat-back.

To open tail gate, press safety catch and pull back on left end of lever located at top center of tail gate.

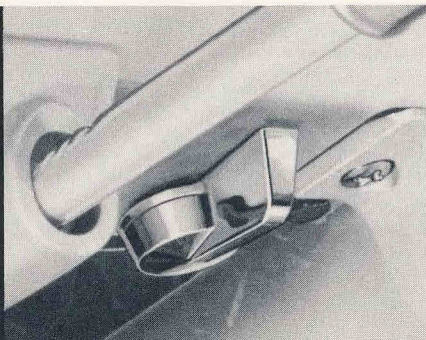
NOTE—Rear window must be fully lowered before opening the tail gate.

Spare wheel (when so equipped) and jack storage—In two-seat Station Wagon, spare wheel, tire and jack are in floor compartment back of rear seat. Raise hinged portion of floor with hand holds at rear and hold open with prop. In three-seat model, jack and jack base are under middle seat.

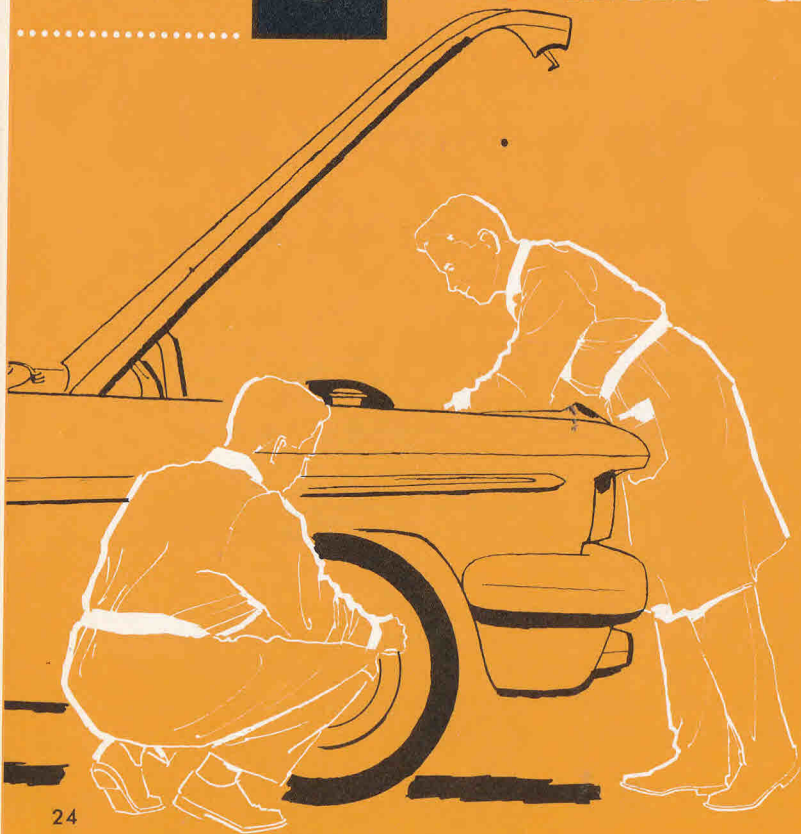
Manually operated rear window—To open, pull handle out to turning position, unlock with key and turn handle to lower the glass.

Power rear window (when so equipped)—Turn key in tail gate lock to raise or lower window automatically or operate with switch on instrument panel. On three-seat model, a hand switch is also provided inside on roof panel above rear window.

NOTE: Three-seat model is equipped with four Captive Air Tires (std. equip.). These tires are available as special equipment on other models. Refer to page 26.



THE "RIGHT" CARE FOR YOUR NEW DESOTO



Your De Soto dealer thoroughly checked your new car before delivery. For continued fine performance, economy and handling ease, make it a habit to visit him every 1000 miles for lubrication and other important mileage services. You'll find his facilities are the best . . . with modern equipment, Master Technicians, factory procedures and MoPar Parts to assure you complete motoring satisfaction.

The chart on page 25 is your guide to the *right* care at the *right* time—and space is provided at the bottom for easy record-keeping. This schedule is for normal driving. In extreme dusty areas, or when only short trips in cold weather are taken, more frequent care is required.

Every fuel stop—check engine oil and level of coolant in radiator.

Every week—check tire pressure and wash car.

Every two weeks—check water level in battery.

Check the proper mileage column when services are completed

OPERATION	1,000	2,000	3,000	4,000	5,000	6,000	7,000	8,000	9,000	10,000	11,000	12,000
*Safety Inspection and Chassis Lubrication	●	●	●	●	●	●	●	●	●	●	●	●
Change Engine Oil	● **				●					●		
Replace Engine Oil Filter					●					●		
Clean Carburetor Air Cleaner (Replace Cartridge Every 15,000 Miles)					●					●		
Clean Oil Filler Pipe Air Cleaner					●					●		
Exhaust Manifold Heat Control Valve	●	●	●	●	●	●	●	●	●	●	●	●
Check Power Steering Cross-Shaft Mesh Adjustment		●										
Check Front Wheel Alignment										●		
Repack Front Wheel Bearings										●		
Check Lights and Headlight Aiming										●		
Check Fluid Level in Brake Master Cylinder		●		●		●		●		●		●
Check Adjustment of Parking and Foot Brakes		●				●						●
Check Adjustment of Air Conditioning Compressor Clutch Plate Clearance (When So Equipped)												●
Check Adjustment of Fan Belts		●				●				●		
Rotate Tires			●			●			●			●
Tune Engine (Minor)						●						
Tune Engine (Major)												●

*UNIVERSAL JOINTS—Lubricate every 20,000 miles.

*TORQUEFLITE TRANSMISSION—Change oil every 20,000 miles (or 10,000 miles, severe operation).

**Break-in only.

REAR AXLE—Drain and refill every 20,000 miles with multi-purpose gear lubricant SAE 90 for temperatures above -10°F ; SAE 80 for temperatures below -10°F ; SAE 75 for temperatures below -30°F . Sure-Grip Differential: use the special MoPar Lubricant only.

Parts requiring no lubrication—Many parts of your new De Soto require no lubrication, such as: the fan belt idler pulley, carburetor linkage, gearshift or selector linkage, rear springs, brake and clutch pedals and linkage, starter bearings, accelerator pedal, rear wheel bearings, upper and lower control arm bushings, steering gear arm pivot, idler arm pivots and water pump. Also, do not lubricate rubber bushings as oil or grease causes rapid deterioration.

Wheels and tires

Super soft cushion tires—With Safety-Rim wheels, these tubeless tires give you unmatched protection against sudden tire failure. If a sharp object causes tire to go flat, puncture may be repaired with tubeless tire repair kit, available through your De Soto Dealer, or a Goodyear representative.

Captive-Air tires (when so equipped) have double air chambers. If blowout or puncture should occur, inner chamber can carry car for 100 miles or more, if necessary, to a tire service point. *Do not exceed 40 m.p.h. when outer chamber of tire is deflated.*

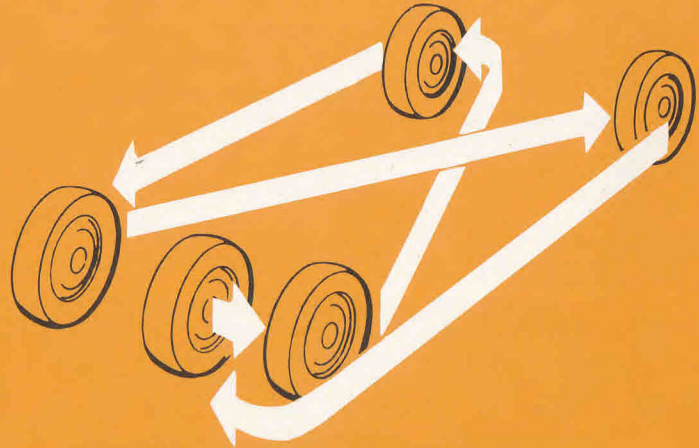
Proper inflation of tires—If a tire is driven while under or overinflated, excessive wear results. Check tire pressure at least once a week. The recommended cold or starting pressure for tubeless and Captive-Air tires (8.50 x 14 or 9.00 x 14) is 22 pounds, front and rear, except Station Wagon which is 22 pounds, front, and 24 pounds, rear. When Station Wagon is loaded, inflate rear tires to 28 pounds, cold. The starting pressure for 9.80 x 14 tires (not available for Station Wagon) is 17 pounds, front and rear.

After driving at normal speed in the city, tire pressure should be 25 pounds, summer and winter . . . a 3 pound build-up over starting pressure. After driving at high speeds, a higher pressure build-up is normal. *Do not bleed tires under these conditions.*

When inflating Captive-Air tires, inflate inner chamber first and then outer chamber. NOTE: Special needle for inflation of outer chamber, and additional inflation and tire care information are in envelope in glove box.

Wheel alignment—It should not be necessary to check wheel alignment more often than every 10,000 miles under normal driving conditions. However, if you experience roughness, vibration, side pull or any other steering difficulty, see your De Soto Dealer for accurate diagnosis and correction.

Tire rotation—For longer tire life, it is recommended that you rotate your tires every 3000 miles, as indicated in diagram. Thus, the "spare" takes its turn on the road. Cross-switch (or rotate) Captive-Air tires in the same manner.



Change a wheel on your De Soto as follows:



Bumper jack—is mounted in luggage compartment at left rear. For bumper jack location in Station Wagon, refer to page 29. Remove by loosening retaining bracket and nut with blade end of wheel wrench. To stow, position jack and secure with bracket and nut. Jack base is under hold-down nut of spare wheel under spare tire cover.

CHANGING WHEEL

1. Shut engine off.
2. Set parking brake tightly—block wheel diagonally opposite the one to be removed. **CAUTION:** When changing a rear wheel of a car equipped with the Sure-Grip differential, the diagonally opposite front wheel must be blocked against forward or rearward movement.
3. Remove spare wheel and bumper jack from luggage compartment. Pry off wheel cover with blade end of wheel wrench and loosen wheel bolts slightly.
4. Position jack (see note and illustration)—set jack control finger in UP position and jack up wheel. Engage jack, using *lower pin* in jack lifting hook for *rear bumper*, and *upper pin* for *front bumper*; as illustrated.

NOTE: *Rear bumper* (except Station Wagon) has notch on each side for jack placement. On Station Wagon, place jack under bumper approximately 20 inches out from the center of the bumper.

Front bumper—place jack approximately 20 inches out from centerline of car (or just inside bumper guard, if so equipped).

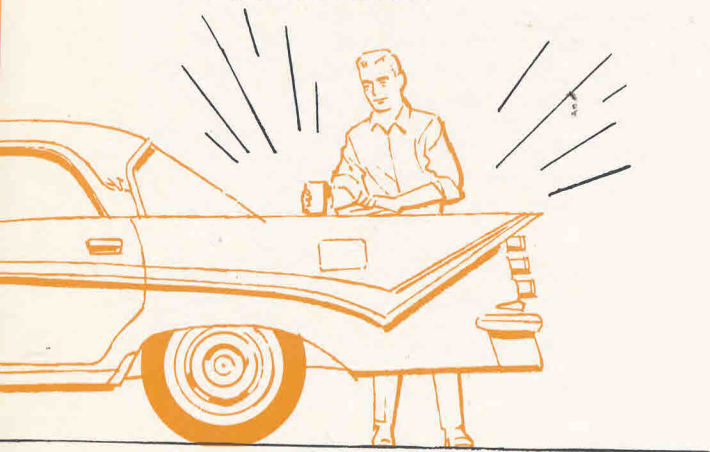
5. Remove bolts, install spare, install bolts and tighten—place jack control finger in DOWN position and lower car to ground.

CAUTION: The bumper jack is a tire changing tool only! If it is necessary to work under car, place supports under car frame.

Washing, cleaning, polishing

Washing the car—Wash your new car frequently to preserve its high luster and to prevent damage to the finish by foreign matter. Use a sponge with cool running water and dry with a clean, damp chamois. Avoid washing in strong sunlight. Windows and windshield will sparkle when cleaned with MoPar Glass Cleaner.

Polishing—If road film finally tends to dull your car's finish, an application of non-abrasive MoPar Cleaner and Polish or MoPar Porcelainize will restore its original luster. Auto waxes requiring heavy rubbing are not recommended for your new De Soto.



Care of chrome—Ordinarily, chrome parts require only washing with clear water. If rust appears, use MoPar Chromium Polish to restore the sparkle. Steel wool or abrasive cleaners are harmful to the finish. In areas where salt is used to melt snow and ice, an application of MoPar Chromium Protector provides a durable, colorless coating that resists corrosion.

Tires—Clean with water and a sponge—and MoPar Tar and Road Oil Remover, if needed. For white sidewalls, use a non-abrasive scouring powder.

Inside cleaning—Once a month, brush or vacuum the upholstery and carpets thoroughly. MoPar Upholstery Cleaner and Spot Remover are recommended for cleaning cloth upholstery. Follow complete instructions on containers. All such cleaning should be done outside or in a suitably ventilated room. *Do not use gasoline for cleaning as brisk rubbing may cause it to ignite.*

Plastic fabric upholstery—The original luster may be restored by rubbing with a damp cloth and castile soap. Wipe with cloth moistened in clean water and finish by rubbing with a clean, soft cloth. *Avoid brisk rubbing and do not apply fabric cleaners or cleaning fluids.*

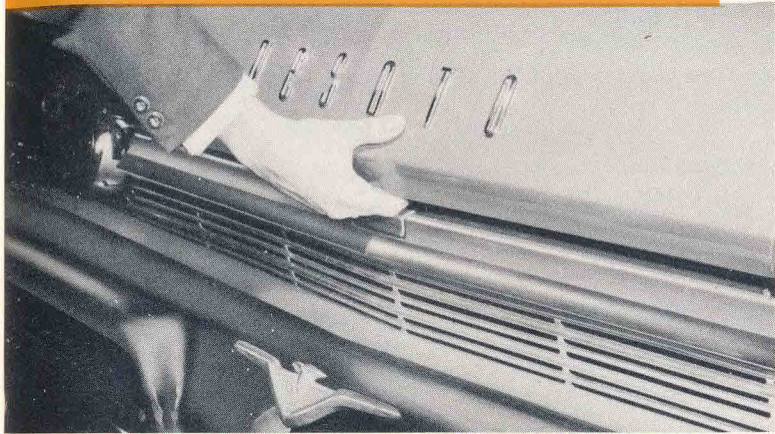
ENGINE

Fuel selection—It is recommended that dependable brands of “premium” fuel be used in your new De Soto.

Break-in period—It is not necessary to drive your new De Soto at consistently low speeds during the first few miles of operation. While speeds in excess of 50 miles per hour should be avoided for the first 300 miles, occasional spurts up to this speed will assist the “breaking-in” process. After 300 miles of driving, occasional bursts of higher speeds are permissible. Your new De Soto, however, should not be operated at sustained high speed until it has been driven at least 500 miles. In the interest of the safety of yourself and your passengers, the manufacturer cautions you to observe all traffic regulations and to give careful consideration to road hazards, weather and traffic conditions, and other like factors before using the great built-in reserve of power your De Soto will deliver.

Engine warm-up—After the engine is started, you’ll get better fuel economy and quicker warm-up by starting to drive immediately. However, while the engine is cold, fast acceleration from a start should be avoided (regardless of the mileage).

CAUTION: Never run the engine in a closed garage as exhaust fumes contain poisonous carbon monoxide gas.



Opening the hood—At the front center of hood, push back the hood latch door, and pull combined release lever and safety latch forward and upward.

Engine oil recommendations chart

Anticipated Lowest Temperature	Viscosity No.	Multi-Viscosity No.
Above + 32° F.....	SAE 30	SAE 20W-40 SAE 10W-30
Above + 10° F.....	SAE 20W	SAE 20W-40 SAE 10W-30
Above - 10° F.....	SAE 10W	SAE 10W-30 SAE 5W-20
Below - 10° F.....	SAE 5W	SAE 5W-20

Engine oil recommendations—Select a good quality oil of the proper grade and pay careful attention to the oil level in the engine. Do not neglect to change the oil and filter at the recommended intervals. The oils listed in Chart will prove satisfactory at the temperatures indicated.

Oil level indicator—Have the oil checked each time you stop for fuel. If the oil level on the indicator is between “ADD OIL” and “FULL,” no additional oil is needed. But if the oil level drops to the “ADD OIL” mark or slightly below, add not more than one quart.

Oil change—Retain the factory oil in the engine during the first 1000 miles. If it is necessary to add oil, use the proper viscosity shown on the Chart. After the initial 1000 mile period, drain and refill with recommended grade for anticipated

ADD OIL →

← FULL CAUTION DO NOT OVER FILL

temperature as shown in Chart. Subsequent changes should be made every 5000 miles, under normal driving conditions. More severe types of operation (see Unusual Conditions), will require more frequent oil changes—as often as every 500 miles.

SELECTION OF LUBRICANT—The type of service for which an engine oil is intended is usually designated by the letters MS, MM, or ML on the container. These are service classifications established by the API (American Petroleum Institute). This system does not replace the SAE (Society of Automotive Engineers) grade number of the oil which indicates the viscosity or fluidity of the oil recommended.

(Continued on next page)

For the best performance and engine protection, the Chrysler Corporation recommends that the car owner select:

1. An oil which conforms to the requirements of the API classification "For Service MS."
2. An oil of the proper SAE viscosity number in accordance with recommendations shown in the engine oil recommendations Chart.

Chrysler Corporation does not recommend the use of any lubricant which does not have both SAE designation and an MS Service classification on the container.

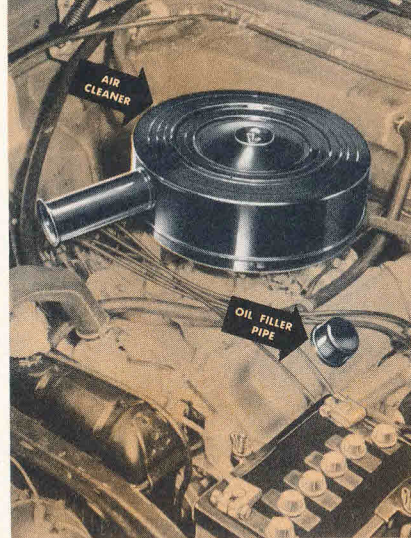
Unusual conditions—In cold weather, it is advisable to drive at moderate speed until engine reaches normal operating temperature. Short trips, in which the engine does not reach normal operating temperature, may result in condensation forming in the oil pan. To protect your engine against this con-

dition, change the engine oil and filter more frequently. When driving over dusty roads for extended periods, the lubrication interval should be shortened, and the carburetor air cleaner, oil filler pipe air cleaner, and oil filter should be serviced more frequently.

Engine oil filter—Insures a constant flow of clean oil to the engine. The filter should be changed every 5000 miles to coincide with each engine oil change.

Oil filler pipe air cleaner—To make sure the cleaner functions properly, remove, clean, and reoil with SAE 50 Engine Oil at each engine oil change.

Carburetor air cleaner—DO NOT WASH OR OIL. Every 5000 miles, remove filter cartridge and tap it gently to remove dirt. Install a new MoPAR Filter Cartridge every 15,000 miles. Service the unit more frequently when driving under severe conditions, such as in dusty areas.



Materials added to engine oils—It is not necessary to add any material to engine oil. In some instances, however, driving conditions tend to produce rust formation in the engine. To prevent this rusting condition, MoPAR Engine Oil Additive is available. Driving conditions which promote engine rusting are the infrequent use of the car, and primarily using it for very short trips.

TorqueFlite transmission maintenance

Checking fluid level—Check the fluid level in this transmission every 1000 miles, or monthly, whichever occurs first. It is recommended that the fluid level be checked when the transmission fluid is at normal operating temperature (after car has been driven about 10 miles). Check fluid level as follows:

With the parking brake ON and the engine idling, depress each push button, ending with the (N) Neutral button pushed in. The fluid level should be at the “FULL” mark on the dip stick, or slightly below—never above the “FULL” mark. Add or remove fluid, as necessary, to this level.

If it is necessary to check the fluid level when the transmission is Cold, the fluid level should be between the “ADD 1 PINT” mark on the dipstick, and $\frac{1}{2}$ ” below the “ADD 1 PINT” mark. Add or remove fluid, as necessary, to bring it to this level. *After checking, make sure fluid level dip stick cap is seated on filler tube.*

Draining and filling—The transmission and torque converter should be drained and refilled with fresh Automatic Transmission Fluid (Type A) every two years, or 20,000 miles, whichever occurs first, for normal driving in city or country. For severe usage, such as police car or taxicab operation, frequent towing of a trailer, frequent heavy traffic driving in hot weather, or continuous operation at

higher than normal loading, drain and refill the transmission more frequently, as often as every 10,000 miles.

NOTE: *Do not idle in gear for long periods.*

Draining—Remove filler tube from transmission oil pan and allow transmission to drain. Remove flywheel access plate, rotate torque converter until drain plug is accessible, remove plug and allow torque converter to drain. Replace the torque converter drain plug and the transmission filler tube.

Refilling—Add five quarts of Automatic Transmission Fluid (Type A) through transmission filler tube. Start the engine and add approximately three quarts more while the engine is idling. Allow engine to idle for two minutes. Operate all push buttons, pausing momentarily in each position, and ending with the (N) Neutral button pushed in. Add sufficient fluid to bring the level to the “ADD 1 PINT” mark on dip stick.

CAUTION: *To prevent dirt from entering the transmission, make sure the fluid level dip stick cap is seated properly on the filler tube.*

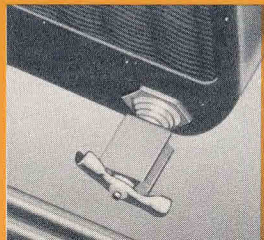
NOTE: *Automatic Transmission Fluid (Type A) is specifically designed for use in automatic transmissions and, therefore, has sufficient cleaning, lubricating and cooling qualities to render the need for additional special additive compounds unnecessary.*

cooling system

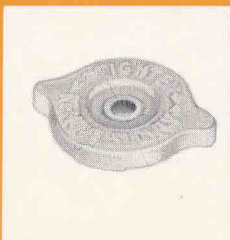
Filling and draining—When the engine is cold, the level of the coolant should be about $1\frac{1}{4}$ inches below the lower end of the filler neck. To drain the radiator, open the drain cock at lower right side of radiator under the hood. To drain the entire cooling system, also remove the two plugs (one on each side) from the cylinder block—at the outer side of each bank of cylinders near center and bottom of water jacket. Check fan belts periodically for adjustment and wear. Check for collapsed hose and check hose connections for loose clamps. *Never pour cold liquid into an overheated radiator.*

Radiator pressure cap—To remove when coolant temperature is high, place a cloth over the cap and turn it counter-clockwise about one-quarter turn against stop. Leave cap in this position until pressure is released. Then push cap down and turn in the same direction until it can be removed.

**RADIATOR
DRAIN COCK**



**PRESSURE
CAP**



use of anti-freeze

IMPORTANT: *In all cases before the approach of freezing weather, make sure the cooling system is fully protected for the lowest anticipated temperature.*

Cars not equipped with air conditioning—In the fall, before there is a danger of a freeze up, the cooling system should be drained, flushed and protected with MoPar Anti-Freeze. Only permanent type, glycol-base anti-freeze is recommended. **IMPORTANT:** *If methanol type is used, the radiator thermostat must be changed from 180° F. to 160° F. type to avoid boiling away anti-freeze.* Protect the cooling system for the lowest anticipated temperature. **NOTE:** For proper protection against corrosion the minimum quantity of anti-freeze added should be at least enough to protect to + 15° F. for glycol-base, or + 10° F. for methanol type, if used. If car is driven without anti-freeze, fill with clean water and add MoPar Rust Resistor.

Solutions containing sodium chloride (common salt), calcium chloride, magnesium chloride, or any inorganic salt should never be used as an anti-freeze. Water soluble organic products, such as sugar, honey or glucose, or any organic crystalline compounds, are not recommended. Mineral oils, such as kerosene or engine oil, may damage rubber parts and therefore prove harmful.

Cars equipped with air conditioning—Permanent type, glycol-base anti-freeze **MUST** be used in the cooling system all year around, using a minimum of 20% anti-freeze (maximum summer protection temperature + 15° F.).

CAUTION: In **SUMMER**, make certain that the cooling system is protected as noted above to prevent the heater core from freezing.

Replacement of anti-freeze—Replace permanent type anti-freeze once a year, preferably in fall or more frequently if coolant appears to be rusty. When replacing anti-freeze, drain, flush and clean system. *The use of the same anti-freeze for more than one year is not recommended.*

	U. S. Measure	Imperial Measure
Engine Oil Capacity..... (Add 1 quart when changing filter)	5 qts.	4 qts.
Transmission—TorqueFlite.....	21 pts. (approx.)	8.4 qts.
Rear Axle.....	3½ pts.	3 pts.
Cooling System—Without Water Heater.....	16 qts.	12.8 qts.
—With Water Heater.....	17 qts.	13.6 qts.
Fuel Tank—Except Station Wagon.....	23 gals.	19.2 gals.
—Station Wagon.....	22 gals.	18.3 gals.
Tires—All Models (Std. Equip.)..... (Opt. Equip.).....	8.50 x 14 9.00 x 14 and *9.80 x 14 *Not available for Station Wagon	
Battery Terminal Grounded.....	Negative	
Battery Voltage.....	12 Volts	
Circuit Breakers—Lighting Circuits and Windshield Wiper Motor are protected by circuit breakers		
Radio Fuse—In radio feed wire.....	7½ amps.	
Clock Fuse—On rear of clock.....	1 amp.	
Instant Heat Conditionaire		
Heater Fuses—In feed wire.....	20 amps.	
—In wire between switch, and coil and combustion blower.....	9 amps.	
Air Conditioning Fuse—In feed wire.....	30 amps.	
Rear Window Defroster Fuse—In feed wire.....	7½ amps.	
Spark Plugs—Type.....	A-42	
Size—14 mm. Gap—.035 in.	A-32 (Adventurer)	
Distributor Contact Point Gap.....	.015 to .018 in.	
Firing Order.....	1-8-4-3-6-5-7-2	

Chrysler Corporation reserves the right to make changes in design or to make additions to or improvements in its product without imposing any obligation upon itself to install them on its products previously manufactured.

Owner warranty

When you accepted delivery of your new De Soto, you received your Owner Warranty which entitles you to the replacement of parts found to be defective under its terms. Your Owner Warranty is provided for your protection. Please read it carefully so that you will clearly understand your privileges and obligations.

License data

Models.....MS2 Firedome, MS3 Firefite

Engine

Number of Cylinders.....8
 Bore.....4.25 in.
 Stroke.....3.38 in.
 A.M.A. Horsepower Rating (Taxable).....57.8
 Displacement.....383 cu. in.
 Compression Ratio.....10.1 to 1

The Adventurer (High Performance) Engine (When so equipped)—Has the following specially-designed equipment for high output: Twin 4-barrel carburetors with special air cleaners and intake manifold, special camshaft, and high performance spark plugs. See above for further specifications.

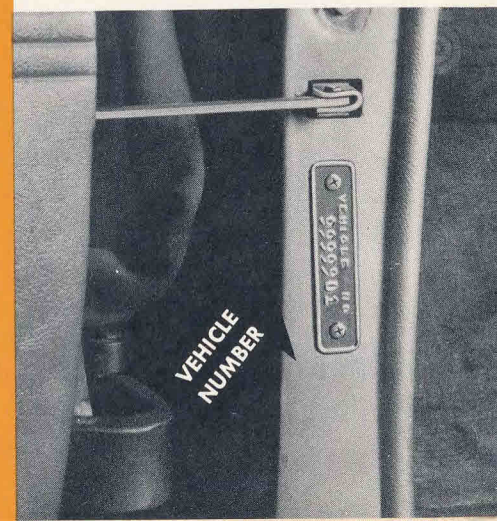
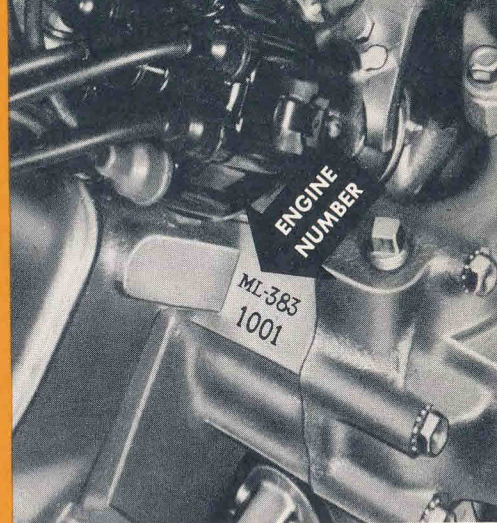
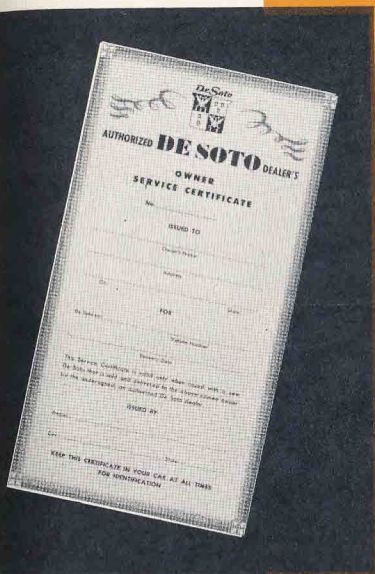
Vehicle number is stamped on a metal plate attached to the left front door body hinge post.

Engine number is located on machined boss on cylinder block in front of leading edge of right bank cylinder head.

Body number is stamped on a metal tag attached to the front of cowl under hood on right side.

Garage information—Car Overall Length With Bumpers and Guards:

2-Door and 4-Door Models,
 including Sportsman.....221.1 inches
 Station Wagon.....220.1 inches
 Wheelbase (All Models).....126 inches



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A SUGGESTION ABOUT CARE FOR YOUR **DE SOTO**



Of course you'll want to keep your DeSoto looking showroom-new—and operating at top efficiency as well. And, too, you may wish to add accessories. In all requirements your DeSoto dealer is the man to see. First, he's a specialist on *your* DeSoto car. Secondly, he's equipped with factory approved tools and factory trained mechanics to save service time and costs. Very importantly, he's the man with MoPar products . . . and MoPar means *genuine* Chrysler Corporation parts and accessories, engineered precisely for your DeSoto, made to highest quality standards.

MoPar is your assurance that you're *keeping* the "Forward Look" in *every* part of your DeSoto.

GENUINE CHRYSLER-ENGINEERED

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