CHRYSLER CORP.

APPLICATION	CAPACITY (in quarts) STANDARD	OPTIONAL
CHRYSLER & IMPERIAL ①		
1964-66		
Chrysler	17	18
Imperial	18	18
1967-68		
Chrysler	18	19
Imperial & Chrysler H.P.	19	19
1969		
Chrysler	17	18
Chrysler H.P.	18	19
Imperial	19	19
1970		
383" 2-Bbl. Chrysler	14.5	15
383" 4-Bbl. Chrysler	14.5	16
440" Chrysler	15.5	② 17
Imperial	17.5	17.5
1971-72		
360" Chrysler	15.5	16
383", 400" Chrysler	14.5	15
440" Chrysler	15.5	17
Imperial	17.5	17.5
1973		
400", 440" Chrysler	16	②17
440" Imperial	18	②18
DODGE & PLYMOUTH		
1965		
170", 225" (Exc. 170" Dart, Valiant)	13	.....
170" Dart, Valiant	12	.....
273"	18	.....
318"	21	.....
All Others	17	.....
1966		
170"	13	.....
225"	12	14
273"	19	20
318"	22	23
All Others	18	19
1967		
170"	13	13
225"	14	14
273", 318"	19	20
383", 440", 426" Hemi	18	19
1968		
170"	13	13
225"	14	14
273"	19	20
318", 340"	18	.....
383", 440" Std.	17	18
440" H.P., 426" Hemi	18	19
1969		
170"	13	13
225"	14	14
273"	17	19
318" Dart, Valiant, Barracuda	16	18
318" All Others	16	19
340", 383" Dart, Barracuda	16	.....
383" All Others	16	17

CHRYSLER CORP. (Cont.)

CAPACITY (in quarts)		
APPLICATION	**STANDARD**	**OPTIONAL**
440"	③ 17	18
426" Hemi	18	19
1970		
198"	13	14
225" (Satellite, Coronet, Charger)	12	14
225" (All Others)	13	14
318" (19" Radiator)	16	16
(22" Radiator)	17	17
(26" Radiator)	17.5	⑭ 18.5
340" (22" Radiator)	15	15
(26" Radiator)	15.5	15.5
383" (22" Radiator)	14.5	14.5
(26" Radiator)	⑤ 16	⑤ 17
440" (22" Radiator)	15.5	15.5
(26" Radiator)	17	17
426" Hemi	17	17
1971		
198", 225"	13	13
318" (19" Radiator)	16	16
(22" Radiator)	17	17
(26" Radiator)	17.5	18.5
340" (22" Radiator)	15	15
(26" Radiator)	15.5	15.5
360" (22" Radiator)	15.5	15.5
(26" Radiator)	16	16
383" (22" Radiator)	14.5	14.5
(26" Radiator)	15	16
440" (22" Radiator)	15.5	15.5
(26" Radiator)	17	18
426" Hemi	17	17
1972		
198", 225"	13	13
318"	16	⑤ 16.5
340"	15	⑥ 15.5
360"	15.5	16
400" – 2-Bbl.	14.5	14.5
– 4-Bbl.	14.5	15
440"	15.5	16
1973		
198", 225"	13	14
318"	16	②18
340"	15	②16
360"	16	②16
400"	16	②17
400" Police	18	.....
440"	16	②17
440" Police	18	.....

① – Add 1.5 qts. with rear seat heater.
② – Add 1 qt. with Max. Cooling.
③ – Add 1 qt. for H.P. with Synchro-mesh.
④ – Challenger & Barracuda Models only.
⑤ – Subtract 1 qt. on Barracuda & Challenger models.
⑥ – Subtract .5 qt. on Dart & Valiant models.

CHRYSLER CORP. (Cont.)

►*AIR CONDITIONER OPERATING CAUTION: Engine cooling system must be protected to a temperature of -15°F (below zero) for summer operation to provide for both corrosion resistance and freeze protection for heater core.*

FILL LEVEL

Check coolant level only when cold. Fill to ½" below bottom of filler neck on all 1964-70 models, to 1¼" below bottom of filler neck on all 1971-73 models.

THERMOSTAT

Pellet type located in water outlet fitting. Used as follows:

Application ①	Initial Open	Fully Open
1964	177-184	200
1965-66	175-185	200
1967-68 (Exc. 170" with CAP)	177-184	200
(170" with CAP)	187-194	210
1969 (Exc. 170")	187-194	210
(170")	197-204	220
1970 318", 383"-2-Bbl., 440"	192-199	215
All Others	187-194	210
1971-73	182-189	210

① – All temperatures in °F.

PRESSURE VALVE

1964-66 – All models without air conditioning use a 14 lb. radiator cap, which should be tested at 12-15 lbs. Models with air conditioning use a 16 lb. radiator cap, test at 15-16 psi.

1967-73 – All models use a 16 lb. radiator cap, test at 14-17 lbs.

WATER PUMP

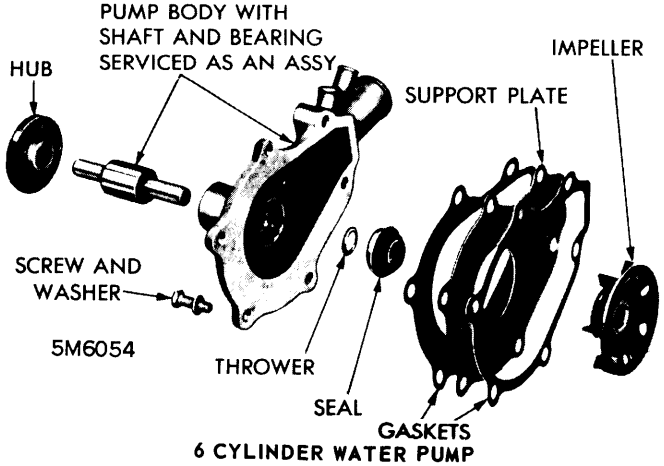
NOTE – Chrysler Corp. does not recommend disassembly of water pump on 1969 and later models.

ALL 6 CYL. ENGINES

Use suitable pullers and press supports when overhauling pump. See illustration for assembly of parts.

Disassembly - If plastic impeller used, break impeller away from sintered metal hub, split hub with a chisel to remove it from shaft. Lift out seal and spring, use puller to remove seal retainer, press shaft and bearing assembly out toward front of pump.

Reassembly - Install seal assembly, position thrower ring on longer end of shaft 1/8" from bearing, press shaft and bearing assembly in through front end of housing until outer end of bearing flush with hub end of housing (press on bearing outer race only), press fan hub on so that shaft extends 13/32" beyond front face of hub, press new impeller on flush with end of shaft.

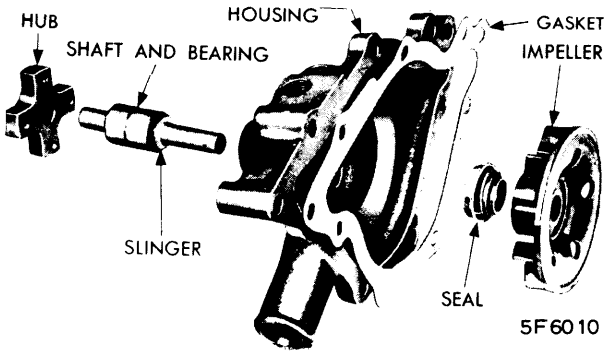


6 CYLINDER WATER PUMP

273", 218", 340", 360" V8 ENGINES

Disassembly – Remove fan hub, support hub end of pump, and remove impeller with suitable puller (cast iron impeller) or by splitting it away from metal insert (plastic impeller). Remove seal and use puller Tool C-3753, Tool C-3476 (318" 1957-69), to remove retainer portion of seal. Support pump body on front face (fan hub end) and press shaft and bearing assembly through **front** of pump.

Reassembly – Reverse disassembly procedure. Shaft should extend 11/32" through fan hub. Impeller should be flush with end of shaft.

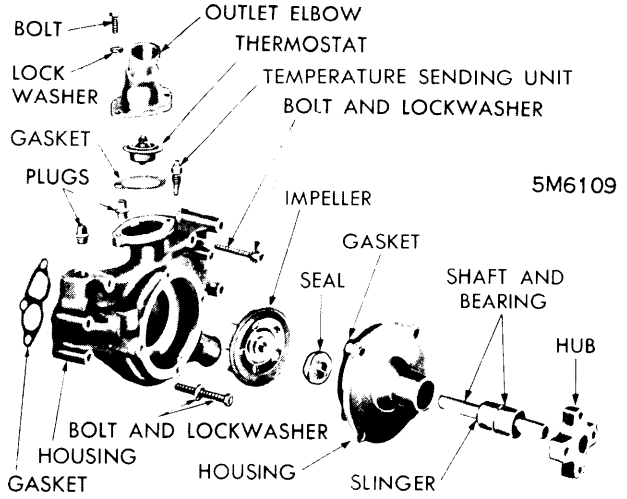


SMALL V8 WATER PUMP

361", 383", 413", 426", 440", 426" HEMI V8 ENGINES

Disassembly - Remove fan with Puller C-412. Support hub end of pump and remove impeller with suitable puller (cast iron impeller), or by splitting it away from metal insert (plastic impeller). Remove seal and use puller Tool C-3476 (1959-63), Tool C-3753 (1964-67), to remove retainer portion of seal. Support pump body on front face (fan hub end) and press shaft and bearing assembly through front of pump.

Reassembly - With pump body supported as close to center bore of pump as possible, press shaft and bearing assembly into body with Sleeve C-3468. Shaft must extend 11/32" through fan hub. Impeller must be flush with end of shaft.



LARGE V8 WATER PUMP

MAINTENANCE

Every 12 months, inspect, drain, clean and flush cooling system.