

YOU ARE A VALUABLE CUSTOMER!
WE'RE SOLD ON SAFETY! ALLOW US TO COURTESY-CHECK THE SAFETY ITEMS LISTED BELOW WHILE YOU OPERATE THE CONTROLS.

FRONT

1. Side Marker Lights
2. Parking Lights
3. Headlights - Low Beam
4. Headlights - High Beam
5. Turn Signals - Left and Right
6. Emergency Flashers
7. Windshield Washers
8. Windshield Wipers

REAR

1. Side Marker Lights
2. Tail and License Lights - Park Position
3. Tail and License Lights - Low-Beam Position
4. Tail and License Lights - High-Beam Position
5. Stop Lights
6. Turn Signals - Left and Right
7. Emergency Flashers
8. Backup Lights

MASTER TECHNICIANS
 SERVICE CONFERENCE

REFERENCE BOOK
'72-8

SOLD ON SAFETY

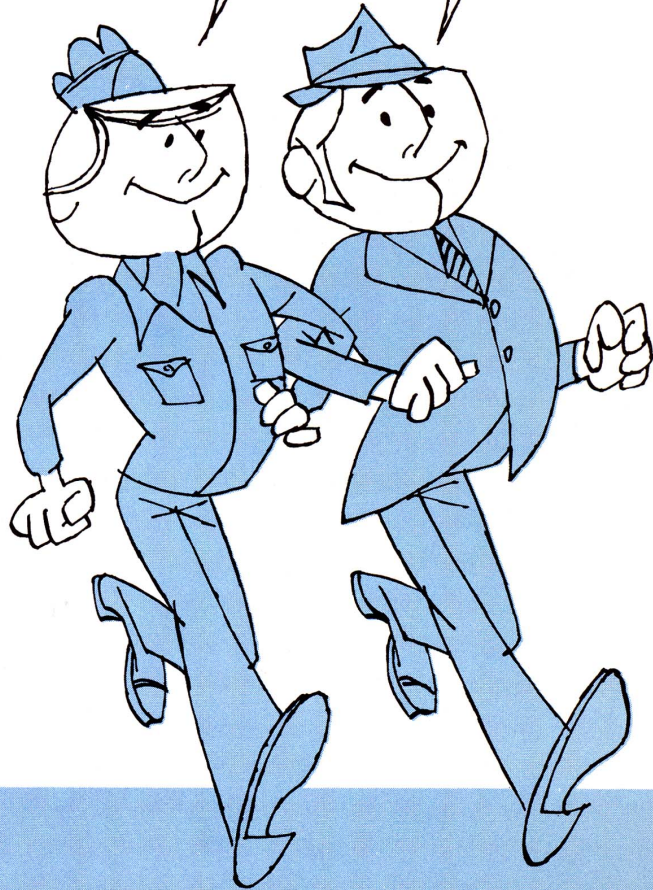
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**SAFETY
is everybody's
business!**



Since the birth of the automobile, manufacturers have concentrated on making their cars known for certain qualities, and have used certain features that appeal to the buying public to sell their cars. Such things as styling . . . horsepower . . . comfort . . . and economy. Since the early sixties, much concentration has been centered on still another quality that has always been a consideration through the years – SAFETY.

Safety for the vehicles' occupants and for the entire driving public must be considered when a styling or engineering concept is being developed. Right now, safety ranks along with, if not higher than, styling and engineering advancements.

Buyers' attitudes and "consumerism" are, indeed, influences that play a very important role in automotive service. Despite all the advancements that are made to contribute to the reliability and safety of a car, one element still remains: they have to be working properly to be effective. So you see . . . automotive safety and automotive service go hand-in-hand. And you know whose job it is to not only repair or service cars and trucks, but also assure the owner that they are in a safe condition.

Owners depend on you mechanics to not only service their car but to spot unsafe conditions and report them before they can cause serious trouble and present a safety hazard to both the owner and others as well. And this is the kind of service that makes you look good to your customers and keeps them coming back.

You have to realize that safety is a vital element in good customer relations. When it comes to safety, it's impossible to overemphasize the importance of the role you Master Technicians play. So, make it a point to be **SOLD ON SAFETY** and also promote it to your customers so that they, too, are **SOLD ON SAFETY**.

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INTRODUCTION

The subject of safety is in the limelight more right now than it has ever been in the history of the automobile. Along with the safety devices that have become standard equipment that contribute greatly to driver and occupant safety, many more steps are being taken in the design of an automobile to make it even safer to operate. The current standard-production, crash-protective safety equipment effectively reduces the number and severity of injuries in the event of an accident.

THEY HAVE TO WORK

Regardless of how safely a car is designed, or how effective its safety devices are, one fact cannot be denied. In order to do the job for which it was intended, it must be kept working properly. In the case of safety devices, they have to be used as a matter of habit by the driver and his occupants. It is also important that these safety devices not be removed or made inoperative in any way.

CAR MUST RESPOND TO DRIVER

Even before the recent emphasis on automotive safety, which has greatly increased with consumerism, Chrysler Corporation has always worked toward building safer, more reliable cars. However, the safest car in the world could still become deadly in the hands of a careless driver. And, just the reverse of that is true, also. The best driver in the world will be much safer in a car that is in top mechanical condition.

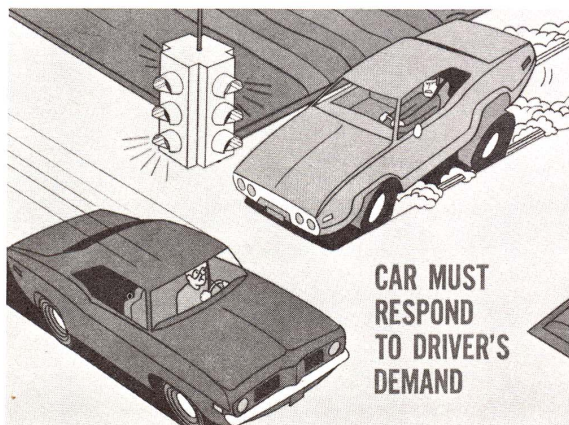


Fig. 1—Especially important in emergencies

The car *must* be able to respond under all driving conditions and especially to the instantaneous demands placed on it in an emergency. And this does not apply only to controls such as steering and brakes. In some cases, instant acceleration response is necessary to pull the driver out of a tight spot. So, this means that even the engine must be kept in condition to perform to its maximum standards.

PROMOTE SAFETY THROUGH MAINTENANCE

As professionals in the automotive service industry, it is the obligation of the service department personnel in every dealership to promote safety through proper maintenance. To accomplish this, the owner will have to be sold and educated on the idea of regular inspection and maintenance.

ANY FAILURE IS A HAZARD

First, the owner must be aware of the fact that, in today's heavy traffic, any failure of a component or system that has been neglected and not properly serviced can create a safety hazard to him as well as others. The next thing that the owner must be convinced of is that the best, if not the only, way to avoid failures is to keep his car in top-notch condition through regular maintenance and inspection. And this is something that should be promoted by all service personnel both on and off the job.

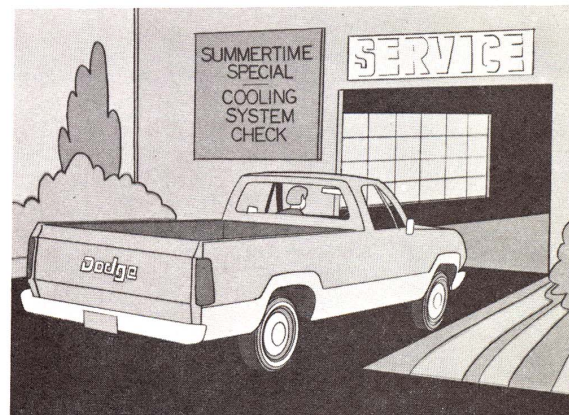


Fig. 2—Regular inspection and maintenance a must

SELL SAFETY FIRST

Folks generally consider anyone who works in the



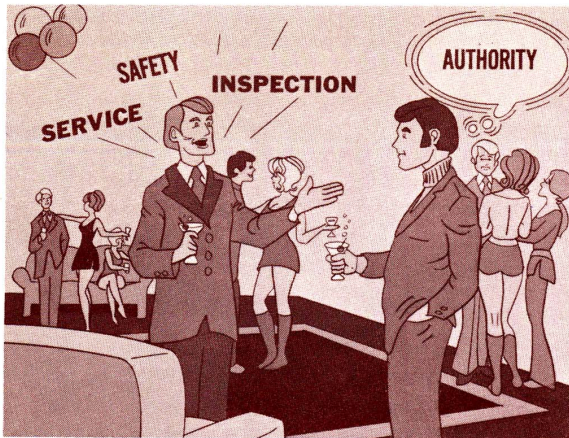


Fig. 3—People will heed what you say

service department to be an expert when it comes to cars and trucks and are more likely to listen to what he has to say regarding service. So, when they start asking questions about what that “funny little noise” or occasional front-end shake might be; use that as an opportunity. Tell them you really wouldn’t be doing them justice by giving them an armchair diagnosis. Their best bet is to take the car in and have the condition properly diagnosed by the service write-up man and the condition corrected by a qualified mechanic.

Strongly impress upon them the fact that they may be driving with a condition that could be a poten-

tial safety hazard. Tell them that they are doing a grave injustice to themselves, their occupants, and other drivers on the road if they continue to drive with known hazardous conditions.

PUSH SAFETY DEVICES ALSO

If you have occasion to ride with someone in their car, it may be an excellent opportunity for you to promote the use of safety devices. For instance, if he doesn’t use his lap and shoulder belts, fasten *yours* and then remind him that they were put there for his benefit, so why not take advantage of them. On the other hand, you may run across someone who is using the lap belt but using it improperly. If you happen to see that the driver or any occupant does not have the belt positioned as low as possible on the lap, explain that it is designed to be worn in that position for maximum effectiveness. Another thing to point out is that the shoulder belt is every bit as important as the lap belt to restrain the upper part of the body. However, make sure he realizes that a shoulder belt should *never* be used without the lap belt.

If the car is equipped with adjustable head restraints, note the position of them. In order to be effective, the head restraint should be adjusted at head level for the driver and each occupant. If they are not, point this out to the driver and make it clear to him that under no circumstances should the driver use the head restraint as a head rest while driving.



SELLING SAFETY CAN SELL SERVICE

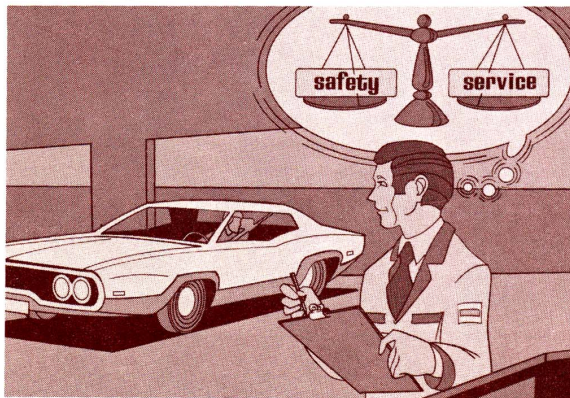


Fig. 4—Sell safety as well as service

Since the write-up man is the first person a customer comes into contact with when he drives into the dealership for service, he should realize that promoting safety while writing the order can also increase service sales as well as contribute to good customer relations. Of course, most important is that he will be contributing to the owner’s and other drivers’ welfare. Every write-up man should fully realize that it is as important to *sell safety* as it is to sell service.

GET THE OWNER INVOLVED

If the write-up man goes about it in the right way, he shouldn’t have to spend any extra time to make a quick, effective safety check. It can all be done



during the normal writing of a repair order. Before the owner even gets out of his car or truck, the write-up man should tell him that he is going to make a quick, courtesy inspection in the interest of his driving safety. Then to get him involved, the owner should be asked to assist in the safety check.

LIGHTS FIRST

The safety check can be effective by asking the owner to turn on the lights so that their operation can be checked. Walk to the rear of the car and make sure that the side marker lights and *all* bulbs in the taillights are lit. Remember, if a taillight has two bulbs and one is out, that light is only half as effective. Although a burned-out license plate light cannot be considered a safety hazard, it could mean failure to pass a vehicle safety inspection in those states that have inspection laws. Also check to make sure that all lenses are intact and are not broken or cracked.

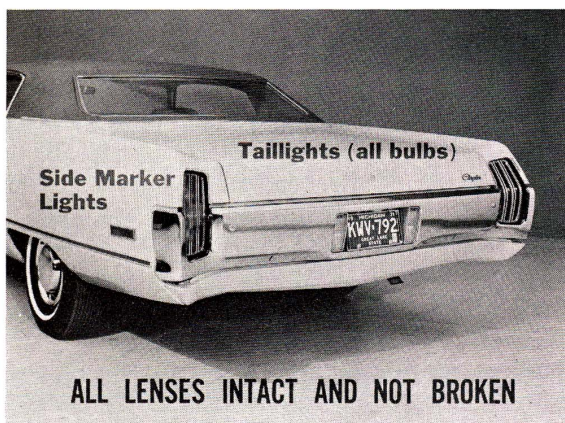


Fig. 5—As a courtesy, check license plate light

REAR LIGHTS SHOULD COMMUNICATE



Fig. 6—Rear lights signal driver's intentions



The rear lights on a car are especially important to safety because they were designed to act as communicators. Their job is to tell other drivers that are following or approaching a car what the driver's intentions are. They signal whether he intends to stop, turn, or back up. To check these lights, the owner's help will have to be employed again. Ask him to step on the brakes to check the stop lights; to shift into reverse to check the back-up lights; and to operate both turn signals and the emergency flashers.

CHECK FLASHER RATE

Just making sure that the turn signals are lighting is not enough. Take about three or four seconds to check the flasher rate. The turn signals should flash at the rate of at least once a second, but not more than twice a second. There is the possibility that the flasher is faulty, if the flash rate is faster or slower than this. Check every possibility.

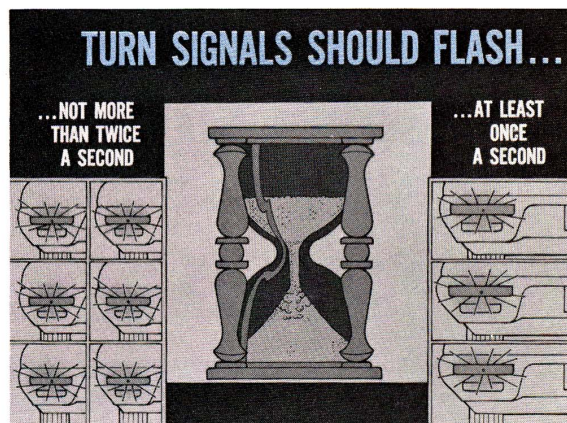


Fig. 7—If flasher rate is abnormal, find the cause

FLASHER APPLICATIONS VARY

Flashers are also calibrated for a certain number of signal lights, which varies between car models and body styles and optional equipment. So, if the flasher rate is abnormal, check to make sure the proper flasher is installed. If the car is equipped with a trailer hitch, check to make sure whether the car is equipped with the proper flasher. If not, an emergency warning light flasher should be used for the turn signals to handle the extra load of the trailer lights.

FRONT LIGHTS DO THE SAME

The front lights also act as communicators to approaching traffic and to drivers who are checking following traffic through their rearview mirrors. Check the operation and the condition of the



Fig. 8—If so equipped, check headlight doors

lenses of all front lights. That includes: headlights, parking lights, and side-marker lights. Ask the owner to hit the dimmer switch to make sure the high and low beams are working. Also ask him to again operate both turn signals and the emergency flashers. On cars equipped with concealed headlights, check the operation of the doors.

AIM FOR THE SAFETY BULL'S EYE

Ask the owner how long it has been since he last had the aim of his headlights checked. If it has been over six months, suggest to him that this service be performed while his car is in for service. Remind him that, at best, poorly aimed headlights are a discourtesy; at worst, they are a safety hazard to himself and other drivers. Incidentally, don't ever write a repair order to adjust front suspension height without including a headlight aiming job; it's absolutely essential.



Fig. 9—Check headlight aim every six months

WINDSHIELD WASHERS

Along with the headlights, another common safety

item is hampered visibility because of an unclear windshield. Ask the owner to operate both the wipers and the washers so you can check their operation. Few owners realize the importance of windshield washers.

Even in dry weather, the dust that may collect on the windshield can be easily washed away by washers that are doing the job properly. In the winter, the washers become even more necessary. Unless the washers work effectively to provide ample windshield washer solution under these conditions, the wipers will simply streak the windshield. Check the amount and the aim of the solution.

CHECK WIPERS CLOSELY

Even with ample wetness, worn or deteriorated wiper blades leave a streaky pattern that obscure the driver's visibility. Many drivers don't notice the reduced effectiveness of a worn blade because the rubber in the blade deteriorates so gradually. Sometimes all that is necessary is to take a quick, close look at the wiper blades. Also check the spring tension on the wiper arms since insufficient tension can also create a streaky pattern in spite of wiper blades that are in good condition. If either of these are questionable, wet the windshield and check the wiping action.

A QUICK LOOK AT THE TIRES

Any good write-up man will always take a quick look at the condition of the tires as part of his routine safety check. To save time, why not do it when you're checking the lights at the front and rear. Abnormal tire wear could indicate need of a front-end alignment or a word to the owner about proper inflation. Tire pressure has a direct bearing on safety because incorrect pressure affects handling. And, of course, low or excessively high tire pressures reduce tire life and increase the possibility of a blowout. Point out to the owner that there is a tire pressure information decal located on the front door lock pillar.

ROAD-TEST IF NECESSARY

While the owner is telling you whatever specific service he wants performed, ask him about his car's performance in general. Any complaint about roadability or handling could mean there's a performance condition that should be corrected. If his complaints are a little vague and there's any doubt in your mind, have him take you on a little road test to pinpoint his complaints. Of course, if a road test is necessary to handle his original complaint, this is a perfect opportunity to call his attention to any performance problems that are potential safety



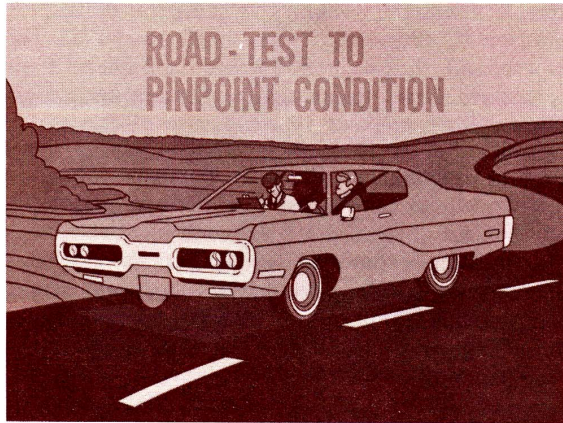


Fig. 10—Performance problems should be corrected

hazards and the advisability of servicing them.

ONE FINAL OVERALL LOOK

Last, but not least, take a quick overall look at the exterior of the car for obviously unsafe conditions and call them to the owner's attention. Check closely for door or hood conditions that may suggest they are not safely latched. Also look for cracked or damaged glass, and loose or protruding exterior trim.

OUTSIDE REARVIEW MIRROR

The outside rearview mirror is also worth a quick once-over. Make sure that it is not frozen and can be adjusted. On the other hand, it should be tight enough so that when adjusted, it will hold the adjustment. This also applies to remote-control jobs. Check the glass for cracks, fogging or discoloration.

DO ALL THIS FOR THE OWNER'S BENEFIT

We're all well aware that service write-up men are sometimes too swamped to do anything other than

write up the repair order. However, if it's at all possible, make this little safety check a routine matter. The owner will definitely benefit from the standpoint of his safety, and you will benefit with *increased service business*.

CONVINCE OWNER TO BE SOLD ON SAFETY

It's pretty common for a mechanic to spot a condition that requires service *after* the owner has left, and call it to the attention of the write-up man. If you write-up men have to call the owner to tell him that he needs additional service, *use the right approach*. Remember, you're *sold on safety*; and now, it's up to you to sell him on the same idea.



Fig. 11—Use right approach to sell service

IT'S EASIER TO SELL SAFETY

You'll find that it's a lot easier to sell safety instead of service. Tell the owner that ignoring conditions that require service can pose a threat to his safety and to others' as well. Remind him that neglected front-end alignment might eventually cause handling difficulties and premature tire wear.



SAFETY CHECKS BY THE MECHANIC

Few owners are capable or willing to safety-check their cars. Even if they took the time to look, a lot of them wouldn't recognize potential trouble that would be obvious to you mechanics. Therefore, you mechanics have the most important role in

making sure a car or truck is operating dependably and safely. The following section will cover most of the items that a mechanic can safety-check while performing the service operation called for on the repair order.



START WITH THE BRAKES

The perfect opportunity to start a safety check is when you move the car from the write-up desk to the service bay. After starting the engine, test the brake pedal feel and travel before putting the car in gear. Then while moving the car, apply the brakes a few times to check for any noticeable pulling or grabbing that would indicate further checking on your part to find the cause.

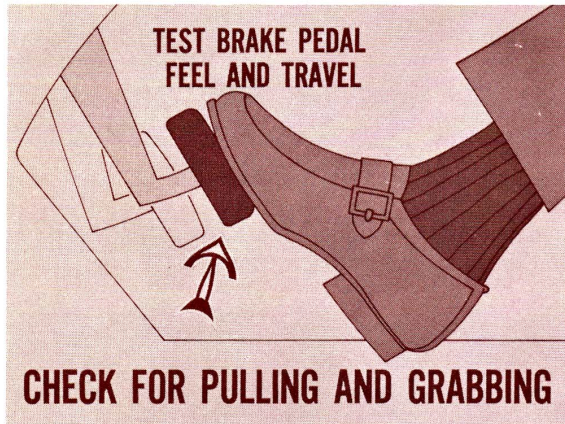


Fig. 12—Check while driving to service bay

CHECK STEERING NEXT

Power steering is an important safety option because it provides fast, positive, control with less effort. It also reduces road fatigue and the driver stays much more alert and is more able to cope with any emergencies that may arise. However, to be effective, it has to be operating correctly. While you're still moving the car, look for any looseness or excessive play in the steering. Lack of assist usually means that a drive belt is slipping. And I'm

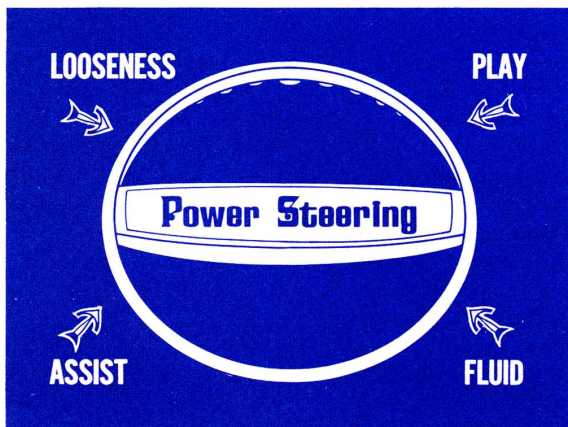


Fig. 13—Power steering is important safety option

sure you're all familiar with the sound of a slipping belt or low fluid level in the power steering pump.

PARKING BRAKE CHECK

Before bringing the car into the service bay, apply the parking brake while the car is still in gear. If resistance increases rapidly as you apply the parking brake, chances are the cable adjustment is okay. To double-check the parking brake, slowly release the service brake and see if the parking brake will hold. Incidentally, the law requires that the parking brake hold on a thirty-percent grade with the car in neutral.

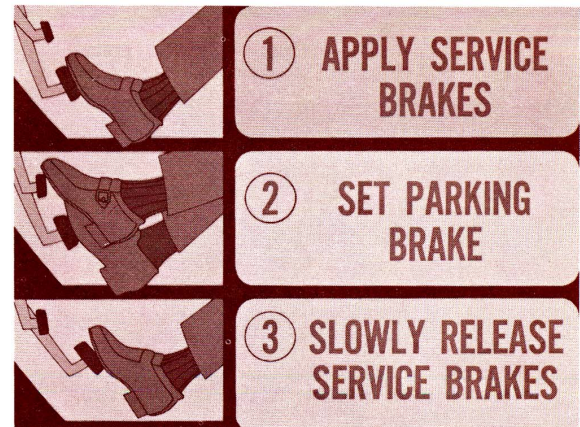


Fig. 14—Follow these steps to check parking brake

BRAKE SYSTEM WARNING LIGHT

When checking the parking brake, also check to make sure that the brake warning light comes on (on cars with dual brake systems). With the ignition on and the parking brake applied, the warning light should come on. In this situation, the warning light not only tells you that the parking brake is applied, but also denotes that the bulb is okay and can light as a warning in the event of partial failure in a dual hydraulic system.

PARKING PAWL MUST ENGAGE AND HOLD

All cars equipped with TorqueFlite should be shifted into Park to see if the parking pawl is engaging properly. The most effective method to see if the parking pawl is engaging properly is to see if it holds the car stationary on a slight grade with the parking brake and service brakes both released.

CARPETING AND FLOOR MATS

One item that is hardly ever thought of as being safety related, but can be quite easily, is loose carpeting or protective floor mats. Before getting out of the car, give both of them a quick check to



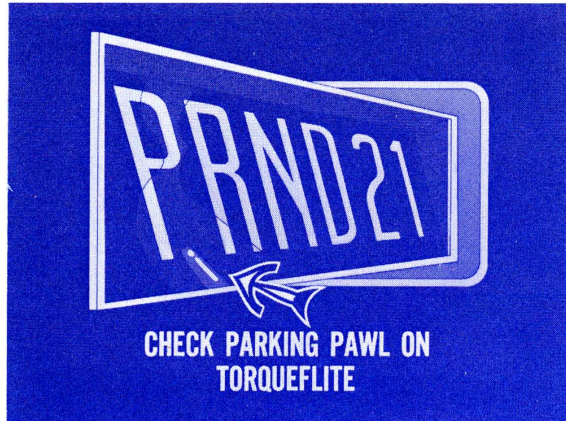


Fig. 15—Most effective check is on slight grade

make sure they do not interfere with accelerator or dimmer switch operation or accelerator-to-brake foot movement.

Under the Car

There are many items that a mechanic can safety check if the repair order calls for service that requires putting the car on the hoist. The underside of the car is most apt to be neglected because it is seldom seen. So you can insure the safety of the car by making a quick check to spot conditions under the car. Since the steering, brakes and suspension are all under the car, this is probably the most critical safety inspection you will perform.

MAKE THOROUGH TIRE CHECK

Although part of the safety inspection performed by the write-up man included a quick-check of the

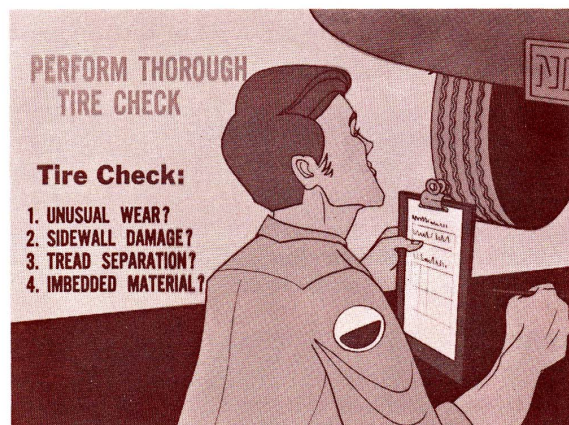


Fig. 16—Rotate each tire while car is on hoist

tires, you mechanics should perform a more thorough check. Rotate each tire to check for unusual wear patterns, sidewall damage, tread separation, or foreign material imbedded in the tread.

TREAD DEPTH

Most tires today have tread-wear indicators. If two or more tread grooves are worn completely off at the indicators, the owner should be made aware of this. If the tires do not have tread wear indicators, the owner should be notified if the tread depth is less than one-sixteenth of an inch deep.

SKIDDING, BLOWOUTS, AND THE LAW

Tread depth is important for more than one reason. Shallow tread depth increases the danger of skidding and greatly increases the chances of a blowout. Tires with less than one-sixteenth of an inch tread are considered dangerous to the point that in some states, they are against the law.

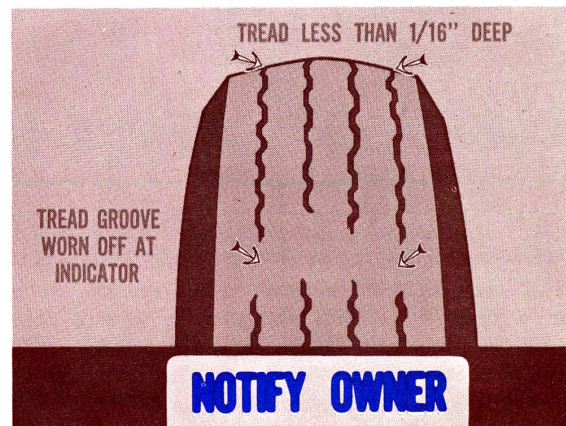


Fig. 17—Worn tread causes skidding and blowouts

WHEELS ARE JUST AS IMPORTANT

While checking the tires, check the wheels closely. The wheels are every bit as important as the tires mounted on them. A wheel that is bent or damaged may cause a blowout or handling problem. Also check for loose, missing, or damaged wheel studs or nuts, which are dangerous for obvious reasons. Correct tightening of wheel nuts can have a direct bearing on safe vehicle operation. Incorrect tightening can distort the brake drum and affect brake performance. Wheel nuts *must* be tightened to the correct torque.



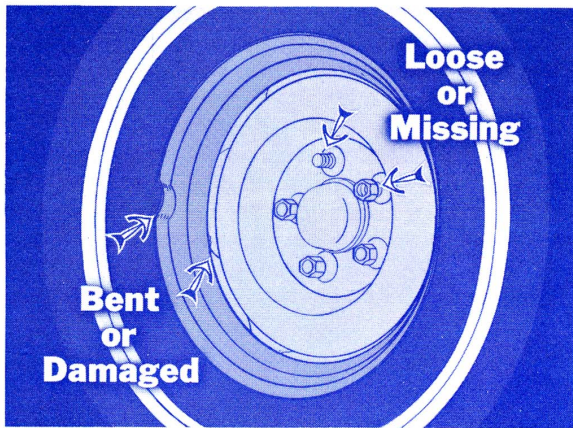


Fig. 18—Check wheels as closely as tires

DON'T DISMISS THE BRAKES

Because most cars today have self-adjusting brakes, the owners tend to forget about them and may neglect periodic brake inspection. And with the dual hydraulic system now used, the driver is guaranteed of having at least partial brakes even in the event of loss of brake fluid in either side of the system. These two advancements make the brakes one of the most reliable systems on the car. However, this is no reason for you to dismiss the brakes as part of your safety inspection.

It's important to spot potential failure and make necessary repairs to prevent it. Because even with the dual hydraulic system, a partial failure may result in less than half of normal braking power. In fact, with only the rear system working, a spin-skid condition is possible if the brakes are applied hard.

WHAT TO LOOK FOR

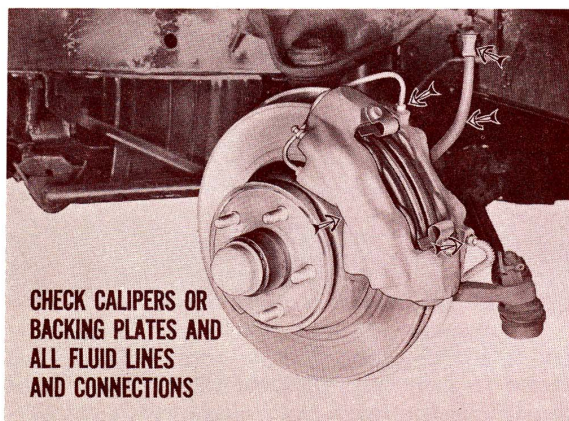


Fig. 19—Important to spot potential failure

Always check the calipers or backing plates and surrounding areas and all brake lines for any evidence of fluid leaks or seepage. Make a double check of brake lines for proper routing and check for evidence of damage at connections or weakening at flex points. Another thing to look for is potential damage caused by any part of the car rubbing against the brake lines.

WORN LININGS REDUCE BRAKING POWER

If service being performed requires you to remove the brake drums, check the condition of the linings. Wornout linings can reduce braking power to a great degree. While you're at it, check for evidence of broken springs. Also look for signs of fluid leaks or rust around the wheel cylinder boots.

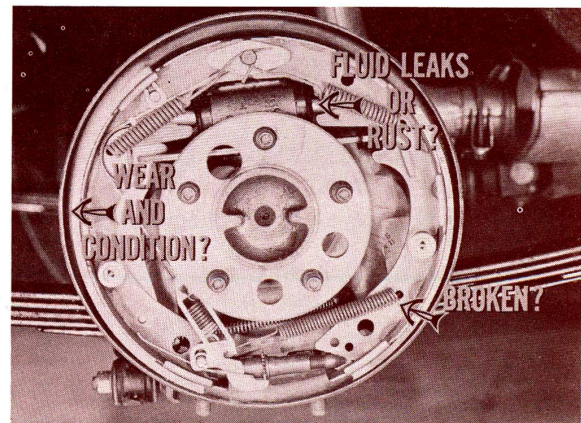


Fig. 20—Check linings, springs, and cylinders

CONTROL AND HANDLING

The steering linkage and a front suspension system that are in top-notch condition, plus front wheels that are properly aligned, all work hand-in-hand to provide safe, sure control and handling under almost any condition. So, don't underplay their importance when it comes to safety checks.

STEERING LINKAGE

Be sure and inspect the *entire* steering linkage. Pay particular attention to the condition of the tie-rod end seals. A torn or damaged seal will allow lubricant to leak out and let dirt and water in. Of course, free play anywhere in the steering linkage will result in undesirable steering and handling characteristics. You can easily test the tie rods, idler arms, and pitman arm for excessive looseness by simply grasping them and shaking them.

WHEEL BEARINGS

Loose front wheel bearings can be detected with-



out removing the wheel. To check for front wheel bearing looseness, grasp the wheel, top and bottom, and rock it in and out. Any *noticeable* looseness in the *wheel bearings* is too much. However, there should be *some* free play in the suspension, so don't mistake the free play designed into the lower ball joint as *bearing* or *ball joint* trouble.

LOWER CONTROL ARM STRUT

A loose lower control arm strut can cause undesirable handling and braking. Inspect the rubber bushing at the front of the strut and the attachment at both ends of the strut. If the rubber bushing is damaged, replace it. When tightening the nut at the front end of the strut, do not tighten it beyond specifications for the model you're working on. Bushing preload for proper strut performance is controlled by correct torque on the nut.

FRONT WHEEL ALIGNMENT PRECAUTIONS

There are many types of front wheel alignment equipment in use. Follow the equipment manufacturers' instructions for measuring alignment. Check and, if necessary, adjust camber, caster, and toe-in in that order.

Whatever you do, don't deviate from the specifications for the model that you are working on. Front-end alignment specifications are engineered to provide the best combination of *all* steering geometry factors and must be maintained for best handling characteristics.

SHOCK ABSORBERS

Before you leave the front end of the car, don't forget to check the shock absorbers for leakage and check the mountings and bushings. Since they control jounce and rebound, they help maintain vehi-



Fig. 21—Rear suspension problems affect handling



cle stability. Worn shocks result in poor steering control and increased wear to front-end parts. They could also contribute to loss of control in an evasive maneuver.

REAR SUSPENSION

To complete your safety check under the car, inspect the rear suspension. Springs that are weak, broken, or have shifted because of loose or broken U-bolts can seriously affect handling. Check *all* spring leaves, the clips, the shackles and, U-bolts.

EXHAUST SYSTEM

The next item to check for is exhaust leaks. They're not only noisy, but if the exhaust gas gets into the car, it can pose a real threat to the occupants. So, safety inspect the entire exhaust system for leaks. Include the exhaust pipe, muffler, tail pipe, and all the clamps. While you're at it, take a close look at the entire underbody for holes or open seams that exhaust gases could seep through.

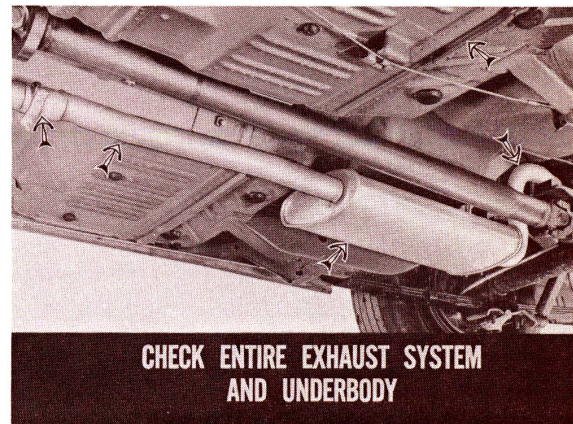


Fig. 22—Gases in car pose threat to occupants

Under the Hood

If the repair order calls for a tune-up or some other work to be done under the hood, there are a number of items you should safety check as a routine matter. For instance, you can make a safety check by simply opening the hood to get to work. Make sure that both the hood latch *and* the safety catch are working properly.

Try to lift the hood without actuating the hood release to make sure it is securely latched. When you release the hood latch, make sure the safety catch holds and will not let the hood be opened the rest of the way without being released.

ONCE THE HOOD IS UP . . .

. . . the drive belts will be staring you right in the eye. Make sure that *all* belts are properly adjusted and take a close look for fraying on any one of the belts. The power steering drive belt is probably the most important from a safety standpoint; but, do the owner a favor by checking all of them.

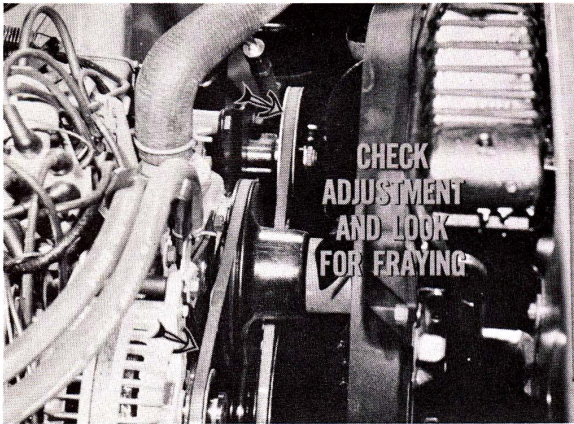


Fig. 23—Power steering belt is most important

WIRING, CONNECTIONS AND HARNESSES

Another item to check for fraying is wiring. A quick inspection of the electrical wiring and connections is particularly important. Check to make sure that connections are tight; wires not frayed or broken; and, that harnesses are properly routed and clipped to prevent damage and possible shorts.

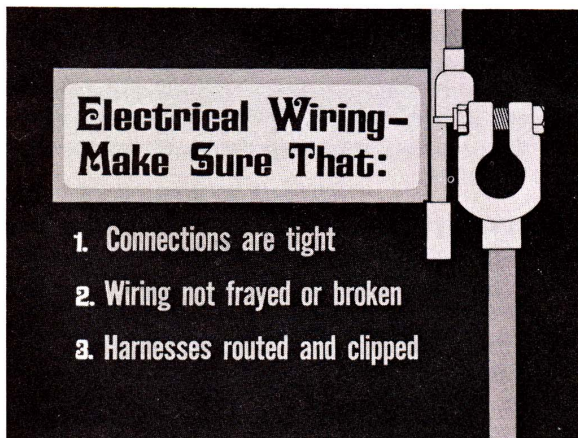


Fig. 24—Make close inspection of wiring

DO THE SAME FOR HOSES

All hoses in the engine compartment should also be properly routed and retained. Hoses or vacuum lines can be easily ruined by rubbing against, or

being rubbed by, any object. They can also be burned easily if allowed to lie on a hot manifold.

While you're at it, check closely for any leaks or even seepage at the hose connections. That includes lines for fuel, coolant, brake fluid, and power steering fluid. It doesn't take long to check these hoses, and you may save the owner the experience of a brake or power steering failure.



Fig. 25—Also check for routing and retaining

FLUID CHECKS SHOULD BE ROUTINE

Whenever doing a job under the hood, every mechanic should make checking fluid levels a part of regular routine maintenance. Included in the fluid level check should be the master cylinder, power steering pump, crankcase, radiator, battery and automatic transmission in that order.

Crash Protective Safety Equipment

The service write-up man and mechanic can do a real service to their customers by making the safety checks that have just been covered. However, they can do an even greater service by checking the crash-protective safety equipment and promoting the importance of regular and proper use. Safety equipment like lap and shoulder belts, head restraints, and seat-back latches effectively reduce the number and severity of injuries in the event of an accident. But, just like anything else on a car, they must work properly to be effective.

LAP AND SHOULDER BELTS

Start the inspection of safety equipment with the lap and shoulder belts. Inspect the belts, the buckles and the retractors to make sure they are in good condition and securely mounted. Also make sure all retractors and buckles operate properly.



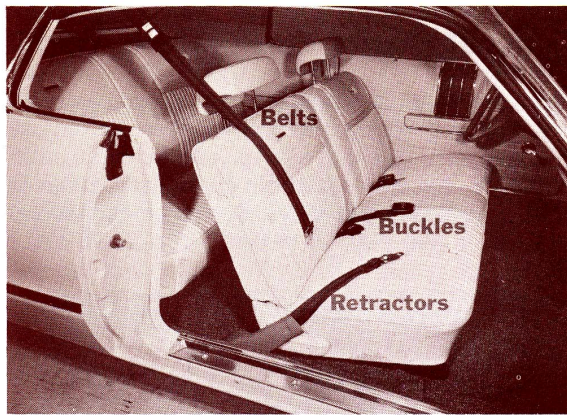


Fig. 26—Check condition, mounting and operation

SEAT BELT WARNING SYSTEM

Chrysler Corporation cars produced after January 1, 1972, are equipped with a front-seat-belt warning system consisting of a warning light and buzzer. This is another step taken to convince the driver and right-seat passenger to do themselves a favor and *buckle up for safety!*

So when you run across a car that is equipped with the new system, you may as well check the system at the same time you're checking the belts themselves. You may also get questions from owners who are slightly in the dark about how to operate the belts with a minimum of effort.

MASTER TECH AND SERVICE BULLETINS

The Master Tech session for 72-5 covered the system in detail. And, if you take advantage of the Service Bulletins that are periodically issued, you know that there was one issued on the seat belt warning system. It contains complete operating, checking, and troubleshooting procedures.



Fig. 27—System has warning light and buzzer



REAR SEAT SHOULDER BELTS

There has been a little mix-up concerning *rear seat shoulder belts*. They are available as a dealer-installed accessory. However, a good number of service people in dealerships are convinced that there is no such item as rear seat shoulder belts available. That's because they are unable to find them listed in the *accessory* section of the parts book.

HERE'S THE STORY

Rear seat shoulder belts *are listed* and *are available*. They are listed in the Body Section of the parts book, and not the Accessory Section.

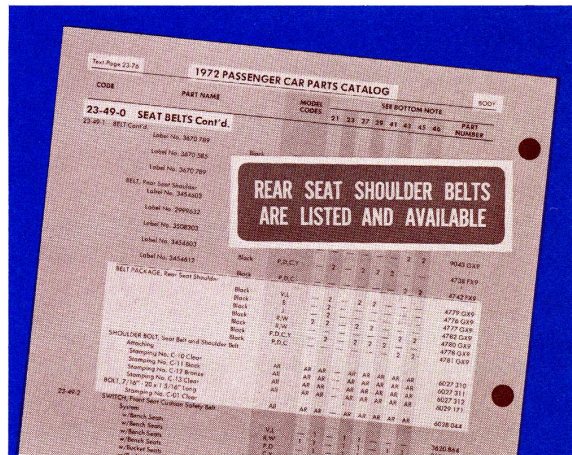


Fig. 28—Look in Body Section of parts book

NO INSTALLATION PROBLEMS

There are adequate instructions included in the rear seat shoulder belt accessory package so that you fellas won't have any installation problems. Since there are no threaded anchors provided on the car at production, mounting reinforcements and the necessary attaching hardware are provided with the belts.

HEAD RESTRAINTS

Check the head restraints by running them up and down to make sure they're not stuck. If a car comes in with the head restraints down on the seats, make sure that they go up and *stay up*. If the restraints are operating properly and it appears that the owner is not using them, you better do a little driver education.

Head restraints are only effective when they are adjusted properly . . . at *head level*. There is no absolute guarantee, but, there's a darned good chance that head restraints *could* prevent a serious whiplash injury in the event of a collision.



Fig. 29—Restraint could prevent serious injury

SEAT-BACK LATCHES

Checking the seat-back latches is a quick, simple operation. Pull forward on the seat-back while the latch is engaged. If the seat-back moves forward, the latch is inoperative and should be repaired. If you have the opportunity to come into contact with the owner, suggest that he periodically check the seat-back latches himself.



Fig. 30—Suggest owner periodically check latches

STARTER SAFETY SWITCH

The starter safety switch should only be checked when there is a clear distance ahead and behind the car. Set the parking brake and keep your foot off the accelerator pedal so if the car does start, it will run no faster than at idle. Be prepared to turn the ignition off quickly if the car starts unexpectedly.

AUTOMATIC TRANSMISSIONS

On cars and trucks equipped with automatic transmissions, the starter should operate only if the shift selector is in the "PARK" or "NEUTRAL" positions. To check the starter safety switch, attempt to start the engine with the shift selector in reverse and then all forward gears.

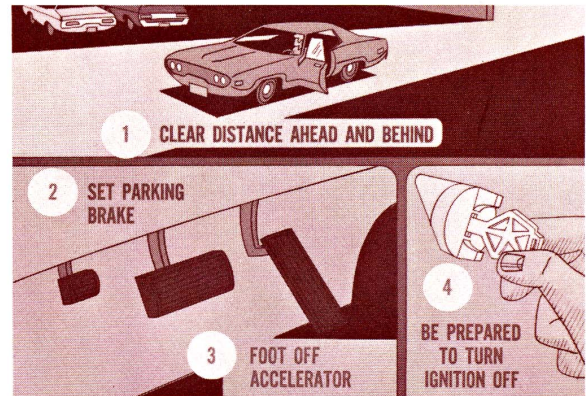


Fig. 31—Precautions to check starter safety switch

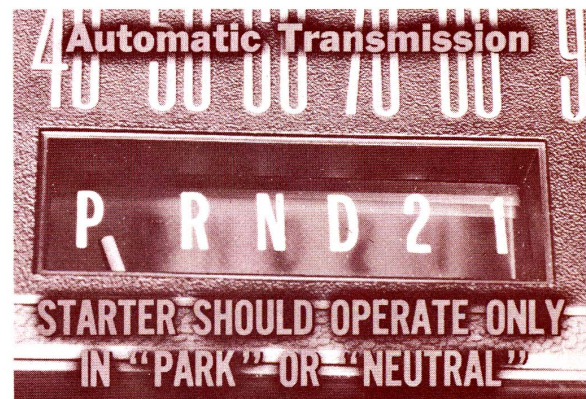


Fig. 32—Attempt to start in all gears

MANUAL TRANSMISSIONS

On cars equipped with manual transmissions that were built in 1970 or later, check the starter interlock with the selector in neutral and the clutch depressed approximately one-third of its travel. Turn the key to "start" and slowly depress the clutch. The starter should not operate until the clutch pedal is almost to the floor.

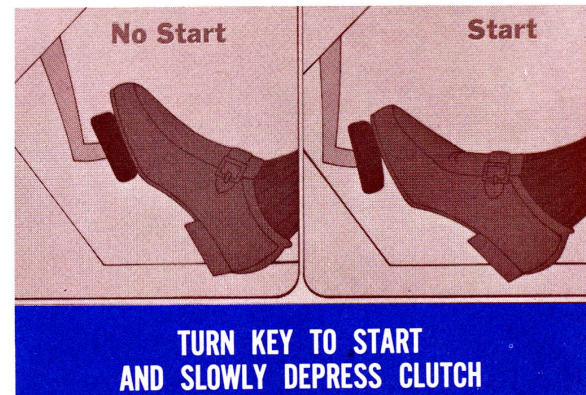


Fig. 33—Manual transmissions require this check



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