



The 1980 Cordoba is an example of weight reduction.

## Chrysler saves weight, gas

Chrysler Corp. has pushed its fleet average above 20 mpg by lowering weight.

Chrysler's biggest weight reduction change for 1980 is the mid-size Chrysler Cordoba. It is 400 pounds lighter than one year ago.

In 1979, the firm's full-size cars shed 900 pounds.

The new Cordoba and Horizon includes proportionately more high-strength, low-alloy steel and plastics than larger cars.

Plastic is involved in most changes, aluminum in others. Some parts are eliminated altogether.

The domestic fleet average is 3,500 pounds, down 100 pounds from the 1979 domestic fleet average.

Using plastic not only reduces weight but improves corrosion protection and provides more durability.

A soft front end is used. Plymouth Horizon two-door models with an energy-absorbing system.

Foam plastic bumper guards are available on all mid-size cars. Rear guards on mid-size wagons and Chrysler LeBaron sedans also are plastic.

A one-piece glove box and hinged door molded of expanded structural foam is used on Cordoba. The box is easier to install and remove to service the heater ducting behind it. It weighs only 1.5 pounds.

Full-width one-piece plastic instrument panels are used in Chrysler's large cars, some mid-size cars and in Horizon. These panels are 40 percent lighter than a few years ago.

Front and quarter panel extensions on Cordoba are made of injection-molded plastic.

A one-piece plastic evaporator housing for the air conditioning system on mid-size cars saves 3.5 pounds.

Floor mats with an all-carpet top save four pounds per car. Plastic replaces zinc in the auto-

matic speed control systems. The new design saves 0.5 pounds and performs better.

Glass-filled polyester distributor caps are on all four-cylinder engines. The caps allow easier cold lead insertion and removal.

The heater core for mid-size specialty cars and large cars uses a glass-filled nylon end tank, which saves a pound.

A polyester carrier for windshield wiper blades is lighter, quieter, reduces glare and helps reduce streaking.

Hypalon rubber replaces neoprene in all engine compartment hoses. The rubber is more flexible, withstands higher temperatures and resists oil and water.

A new Horizon battery is six pounds lighter. A four-wire bracket is gone from some 318-engine cars. Main chassis frame and 318 engine blocks trim four and seven pounds, respectively.

High-strength steel in the mid-size station wagon luggage floor panel and rear seat filler panel saves four and three pounds, respectively.

The use of synthesized drive-air conditioning compressors in Horizon saves three pounds. A new seat back heat arm rest mechanism in some cars saves three pounds. Mid-size models have lead-dipped mild steel fuel filter tubes that save 0.75 pounds. Rear seat upholstery changes in Horizon saves two pounds, and a single-row core radiator in some cars saves three pounds.

Chrysler also continues to use one- and two-sided galvanized steel in body panels for added corrosion resistance. Lightweight steel inner and outer hood panels will be used on Plymouth Volare models.

Stamped, heat-treated, chrome-plated aluminum rear bumpers will be used on Cordoba models.

### 878 Plymouth

VOLARE, 1974, 4 door, 28,000 miles, \$1,000. VIN: 1B3P12400. Power steering, power disc brakes, air, \$2,800. 514-2255

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1974, 4 door, 28,000 miles, automatic, power steering, power disc brakes, air, \$2,800. 514-2255

### COLONY

Chrysler-Plymouth 111 Am Arbor Rd., Plymouth 453-2255

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