



- 1.** Rear door windows of 4-door Hardtops have separate guide tracks, front and rear.

WRONG . . . The rear windows in all of our 4-door Hardtops are now guided by a full-width track panel instead of the separate front and rear guide tracks used in previous models. (Page 2)
- 2.** Concealed parking-type windshield wiper arms require a special tool for removal.

WRONG . . . Either wiper arm can be pulled off its pivot when you release the arm retainer by pushing a pin into the retainer release hole in the lower part of the arm. (Page 3)
- 3.** Headlamp aiming is now easier than on previous models.

RIGHT . . . Headlamp aiming on our '69's is easier because the adjusting screws are accessible without removing the trim panels. (Page 4)
- 4.** Fingerprints will bake onto Dodge Super-Lite bulb surfaces and reduce brightness.

RIGHT . . . Handle the Super-Lite bulb only by its base. Smudges or fingerprints on the surface of the bulb will seriously dim the light beam. (Page 5)
- 5.** The new charging system with transistor-type voltage regulation requires thorough warmup before tests are made.

WRONG . . . Since the regulator is electronic, it doesn't need a long warmup period to stabilize before you can check out the system. (Page 6)
- 6.** The Standard or Auto-Temp air-conditioning blower can be removed directly from the engine compartment.

WRONG . . . The blower can be removed separately, but for access to the blower or the housing unit, you'll have to drop the right wheelhousing. (Page 6)
- 7.** Our single-barrel carburetors now use heated air to prevent icing.

RIGHT . . . Filtered air passes through a stainless steel tube in the exhaust manifold where it is heated by the exhaust. The air is then admitted below the upper edge of the carburetor throttle valve to reduce icing at this point. (Page 9)
- 8.** Specifications are unchanged for most of our '69 ignition distributors.

WRONG . . . The cam design in most of our '69 distributors is changed. Contact point gap remains the same as before, but dwell specifications are different. (Page 9)
- 9.** The single-piston disc brake calipers are solidly bolted to the steering knuckles.

WRONG . . . The caliper "floats" on its mounting. When the brakes are applied, the caliper moves inward on two guide pins in an adapter casting which is mounted on the steering knuckle. (Page 12)
- 10.** The special lubricant specified for Plate-Type Sure-Grip axles can also be used in the new Cone-Type units.

WRONG . . . The special lubricant specified for Plate-Type Sure-Grip axles must still be used in those units, but not in the Cone-Type assemblies. (Page 13)

Make sure that your men receive credit for this session. Fill out and return the PARTICIPATION REPORT which replaces the individual questionnaires.