forward will open the vents on either side of the car, and will permit fresh air to enter the front compartment at foot level.

Heater - The heating system is activated when the lever is pushed to the forward position. This action opens the damper to admit fresh air into the heating system.

Temp. - This knob controls the amount of heat available through the heating system to enter the interior of the car. Moving the lever progressively forward provides more heat, and full rearward positioning of the lever shuts off hot water circulation through the heater.

Defroster - Positioning the control knob all the way forward permits the air to flow through the vents located to the right and left lower sides of the windshield to remove frost or steam from the windshield. Moving the knob approximately half-way between the forward and rearward positions will give both defrosting and floor heat. This control also operates the heater control.

BRAKE FLUID PRESSURE WARNING LIGHT
This red light is located on the lower portion of the instrument panel just to the left of the steering column. Should your brake lining become excessively worn, or the master cylinder malfunction, or if a leak develops in the brake line, this light will turn on automatically as a warning. Have these items checked immediately, if this light turns on while the engine is running. To check the bulb, making sure it has not burned out, pull up on the emergency hand brake handle. If light does not turn on, replace bulb immediately.

REAR WINDOW DEICER CONTROL
The deicer system is designed to melt the ice on the rear window in the winter and defog the window during the warmer months. The switch to activate the deicer is just below the Vents, Temp., Defroster & Heater control knobs, and is identified by the word "Deicer". Pushing the switch toward the front of the car will activate the deicer, and the little red light (located on the upper part of the console and to the left of the "fasten seat belt" light) will light up, indicating that the deicer is on. The deicer will then remain on for approximately ten minutes before it switches off automatically. (Pressing the switch to the "on" position during the system operation will not extend the operating time.) To turn the deicer system off, before it turns off automatically, pull the switch toward the rear of the car. The system will also be deactivated each time the engine is turned off.

CAUTION: Do Not Scrape the inside surface of the rear window, as this could damage the heating elements. Avoid placing decals or stickers on the inside of the window.

HEADLAMP "ON" WARNING BUZZER
The headlamp reminder buzzer provides an audible warning that the overhead light switch is in the "on" position or when the auxiliary driving lights are left on. This buzzer is activated only when the ignition switch is turned to "off" or "lock".

POWER WINDOWS
The two switches located on the console, each identified by the word "window", are the actuating controls for those cars equipped with electric windows. The switch located on the left side of the series of four toggle switches controls the window on the driver's side, while the switch to the right operates the passenger window. Power windows have an ignition interlock, so the windows cannot be operated, unless the ignition switch is in the "on" position.

FOUR-WAY S.O.S. FLASHER BUTTON
Located on the right side of the steering column just below the steering wheel. Depressing the button turns on all four directional lights in a blinking manner to warn passing motorists of your car being parked alongside the road, or in a position that might cause an accident, or to alert someone you are in need of assistance.

AIR CONDITIONING CONTROLS
The air conditioning vents and control knobs are located on the vertical portion of the console directly below the dashboard. The lower knob controls the speed of the blower and the upper knob regulates the amount of cooling action the conditioner is to furnish. (See section entitled, Clnimatizer and Air Conditioning Operating Instructions for proper operation.)

SPEEDOMETER
Besides showing you the car's road speed, the speedometer includes an odometer that shows you how far your car has gone.

HEAT INDICATOR
Electrically operated, this gauge indicates the heat of the coolant of your car's engine as long as the ignition key is turned to "ACC" or "ON". Give it a few seconds to register.

The heat indicator is a direct reading needle type gauge. Under normal operation the gauge should read approximately 190°, but during the summer 200° to 210° would be normal. On long hard drives in hot weather it may register higher. A sudden rise in temperature above normal should be investigated at once.

FUEL GAUGE
A simple indicator of your fuel supply. All models are equipped with a direct reading needle type gauge.
OIL PRESSURE GAUGE
The oil pressure gauge is a direct reading needle type gauge indicating oil pressure readings up to 80 lbs. per square inch. Normal pressure is between 35 and 38 lbs. at approximately 2000 r.p.m., depending upon the temperature of the oil and its viscosity.

AMMETER
The ammeter is a direct reading needle type gauge which tells if your battery is being charged, and to what extent.

At low engine speeds, the ammeter may show discharge, depending upon the electrical equipment in use. When the engine is running at road speeds, the needle stays in the charge part of the gauge until the battery is fully charged. When the battery is fully charged, the needle holds near the center of the gauge.

If the needle fluctuates in an unusual manner to either side of the center mark, check the electrical system. However, some fluctuation of the needle is normal.

TACHOMETER
This registers the number of crankshaft revolutions per minute, and is calibrated in hundreds, i.e., you must add "00" to reading for the engine RPMs being indicated.

MANIFOLD VACUUM GAUGE
This gauge registers the vacuum within the intake manifold, depending upon the load condition, engine speed and throttle opening.

AUXILIARY FOG OR DRIVING LIGHTS
The switch for operating these lights is situated on the console panel between the right hand "Window" switch and the "Defroster" switch, identified by the words "Aux Lights".

The auxiliary switch is designed to illuminate the Fog or Driving lights as well as the Park and Tail lights simultaneously when the ignition switch is in the "on" position. With the ignition turned off, the Fog or Driving lights will not turn on, but only the Park and Tail lights will light up. Should the Auxiliary Light switch be left on with the ignition turned off, a buzzer will sound as a warning that these lights have been left on.

NOTE: The auxiliary lights, Park and Tail lights, air conditioner, and console panel lights are all on the same circuit. However, should a malfunction occur in this circuit, the auxiliary light fuse will "blow out" but the Park and Tail lights will remain on, as they are independently protected.

FRONT SEAT-BACK LOCKS
The front seat-backs are equipped with a self-locking

Wiper speed is controlled by a continuously variable speed rotary-type switch. Turning the knob to the right will progressively increase the speed of the wipers.

To operate the washer system, turn the wipers on and at the same time depress the washer-wiper control knob. This will send a measured amount of water onto the windshield and, together with the wiping action of the wiper blades, will clean the windshield.

- Fill the washer bag only 3/4 full during the winter to allow for expansion if the temperature should fall low enough to freeze the solution.
- Check washer fluid level regularly - do it frequently when the weather is bad.
- Do not use radiator anti-freeze in the windshield washer; it could cause paint damage.
- In cold weather, warm the windshield with defrosters before using washer to help prevent icing that may seriously obscure vision.

HEADLIGHT BEAM LEVER
The "high" and "low" headlight beams are controlled by the same lever that activates the directional lights. Pulling the lever toward the rear of the car will switch the headlights "low" beam to "high" beam. The blue light immediately below the center of the speedometer will turn on to indicate that the headlights are in the "high" beam position. Another pull on the headlight beam lever toward the rear of the car will return the headlights from "high" to "low" beam.

HEADLIGHTS, INSTRUMENT LIGHTS & HEATER SWITCHES
These controls are located directly in the center and above the windshield.

Lights - The left switch of the two switches located under this word turns on the master light switch. Selection of parking lights or driving lights is made with the right hand switch.

Inst. Lights - The left switch of the two switches located within this section turns on the instrument lights, after the master light switch is turned on. Brighter lighting can be obtained by means of the right hand switch.

Heat-Air - The left switch of the two switches located in this section puts the heater fan into operation. High or low speed operation is selected by the right hand switch.

VENTS, TEMP., DEFROSTER AND HEATER CONTROLS
These control knobs are located on the front of the console panel below the dashboard.

Vent Control - L. Vent and R. Vent - Moving the knobs
BRIGHT LIGHTS INDICATOR
The blue light at the bottom of the Speedometer which lights when the headlight beam is in the high beam position is the Bright Light Indicator light. It does not light when the low or passing beam is in use or when the lights are turned off.

DIRECTIONAL SIGNAL INDICATORS
The directional signal indicators are located above and one to the left of the Speedometer (left directional light) and the other to the right of the Tachometer (right directional light). When the directional signals for a left turn are flashing, the green light to the left will flash. When the right turn signals are flashing, the green light to the right will flash.

To signal a turn, move the lever in the direction in which you are going to turn the steering wheel. Move the lever upward to signal a right turn, and downward to signal a left turn. The lights stop flashing and the control lever returns to neutral, as you return the steering wheel to the straight-ahead position, after you have completed the turn.

If the front or rear flasher bulb on either side of the car fails to operate, the indicator light will stop flashing. Have the defective light replaced immediately.

PARKING BRAKE
The "pistol-grip" handle located on the console between the front seats is the activating lever for the Parking Brake system. To set the parking brake, pull the handle toward the rear of the car. To release the parking brake system, depress the button at the end of the handle, and move the handle toward the front of the car.

PARKING BRAKE WARNING LIGHT
As a reminder, the red light located on the lower portion of the instrument panel just to the left of the steering column (same as Brake Fluid Pressure Warning Light) will glow steadily whenever the parking brake control is not fully released and the ignition is on. Never drive car with parking brake set, as this may overheat or otherwise damage rear brakes.

WINDSHIELD WASHER AND WIPERS
The windshield wiper system is designed to wipe clear specific areas of the windshield under most inclement weather conditions. The windshield wiper works electrically, and is not affected by engine operation.

The control knob for the washer-wiper operation is located on the dash, to the immediate right of the steering column. The mechanism to keep the seat-back locked in place, while in the "up" position. The lock release button is located on the upper outboard portion of the seat-back.

To tilt the seat-back forward, depress the release button and move the seat-back forward the front of the car. When the seat-back is returned to the "up" position, the seat-back will automatically lock.

OCCUPANT RESTRAINT BELTS
Lap and shoulder belts provide added security and comfort for you and your passengers. Proper use and care of these belts will assure continuance of this security.

Front Seat Lap-Shoulder Belt Combination - Adjust front seat to satisfaction of driver, and sit erect and well back in the seat. In a single motion, pull the lap-shoulder belt webbing across lap far enough to permit inserting latch plate end of belt into the buckle, until a snap is heard.

The front seat shoulder belts are equipped with a "vehicle sensitive retractor" which is designed to grip the belt only during a sudden stop or impact. At other times it is designed to move freely with the occupant.

When no longer in use, the belts are stowed by allowing them to rewind into the retractor.

CAUTION: Do not wear shoulder belt under the arm, or otherwise improperly positioned. Such improper use could increase the chance of injury and/or severity of injury in the event of an accident.

Rear Seat Lap Belts - A snug fit and a low belt position are essential to lessen the chance of injury in the event of an accident, because this spreads the force exerted by the lap belt in a collision over the strong hip bone structure rather than across the soft abdominal area.

The retractors between the back and seat cushions are designed to automatically take up excess webbing and maintain tension on the lap belt.

To unfasten lap belts, depress push-button in center of buckle, taking care not to let the lap belt twist while it is being re-wound into the retractor. The bulk of the twisted belt may cause the retractor to jam, so it will not rewind further, while at the same time the retractor's locking mechanism prevents the belt from being withdrawn. If a belt should become jammed, you may be able to release it by pulling the belt out far enough to untwist it. Otherwise, the retractor will require servicing.
Belt Restraint Buzzer/Light Reminder - When the ignition key is turned to "ON" or "Start", a reminder light is designed to come on to alert occupants to fasten their belt restraints. If the driver has not buckled his belt restraint prior to turning the key to "ON" or "Start", a buzzer is designed to sound for four to eight seconds to remind him to do so.

Belt Restraint Inspection - Periodically inspect belts, buckles, adjustable latch plates, retractors, reminder systems, and anchors for damage which could lessen the effectiveness of the restraint system.

Keep sharp edges and damaging objects away from belts, and other parts of restraint system.

Replace belts if cut, weakened, frayed, or subjected to collision loads.

Check to see that anchor mounting bolts are tight.

Have questionable parts replaced.

Keep belts clean and dry.

Clean only with mild soap solution and lukewarm water.

Do not bleach or dye belts since this may severely weaken belts.

3. Attach one end of one jumper cable to the positive terminal of the booster battery (identified by a "+" or "P" on the battery case, post or clamp) and the other end of the same cable to positive terminal of discharged battery. Do NOT permit cars to touch each other, as this could establish a ground connection, and counteract the benefits of this procedure.

4. Attach one end of the remaining negative cable to the negative terminal ("-" or "N") of the booster battery and the other end of this cable to the negative terminal of the discharged battery. Take care that the clamps from one cable do not inadvertently touch the clamps on the other cable. Do not lean over the battery when making this connection.

Reverse this sequence exactly when removing the jumper cables. Re-install vent caps and throw cloths away, as they may have corrosive acid on them. Any procedure other than that just described could result in: (1) personal injury caused by electrolyte squirting out of the battery vents; (2) personal injury or property damage due to battery explosion; (3) damage to the charging system of the booster vehicle or of the immobilized vehicle.

TO ROCK OUT OF MUD, SAND OR SNOW

Depress the accelerator pedal moderately and hold it steady while you make quick, alternate movements of the selector lever between "D" and "R". Do not race engine. For best possible traction, avoid spinning the wheels when trying to free the car.

TIRE CHANGING

See instructions affixed to the underside of the Spare Tire Cover in the trunk of the car.

ENGINE BRAKING

A big help on long mountainous grades. Slow the car speed below 47-57 m.p.h.; release accelerator, and shift lever from "D" to "2"; the transmission will downshift into second gear automatically, and will remain in second gear until lever is moved back to "D".

If further engine braking is desired for slower descent, slow car to 20 m.p.h., release accelerator, and move lever to "L". This will downshift the transmission into first gear. It will remain in first gear until lever is moved out of this position.
FOUR-WAY HAZARD WARNING

Use the warning flasher to warn other drivers anytime your vehicle becomes a traffic hazard day or night.

Avoid stopping on the roadway if possible, and turn on the hazard warning flasher by pushing in on the button located on the column just below the steering wheel. Flashing can be actuated with engine ignition either off or on. Do not depress the brake pedal, as this will cause the lights to glow continuously instead of flashing as they should.

TOWING

Proper lifting or towing equipment is necessary to prevent damage to the vehicle during any towing operation. Your Avanti II may be towed on all four wheels at speeds of less than 35 m.p.h. for distances up to 50 miles, provided drive line, axle, and transmission are otherwise normally operable. For such towing, parking brake must be released, transmission must be in neutral, and ignition lock must be turned to "off" position.

Attachments must be to main structural members of the car—not to bumpers or bracketing. Separate safety chains or cables should be used. Remember, power brake and steering assists will not be available when engine is inoperative.

EMERGENCY STARTING

Never tow the car to start. Damage to the catalytic converter and/or other parts may result.

Do not attempt to start car by pushing while in gear.

To start car when the battery is discharged, use a single auxiliary battery or a battery of the same voltage as the discharged battery, with suitable jumper cables, and make connections as set forth in the following section:

JUMP STARTING WITH AUXILIARY (BOOSTER) BATTERY

Both booster and discharged battery should be treated carefully when using jumper cables. Follow exactly the procedure outlined below, being careful not to cause sparks:

1. Set parking brake, and place automatic transmission in "park", turn off lights, heater and other electrical loads.
2. Remove vent caps from both the booster and the discharged batteries. Lay a cloth over the open vent wells of each battery. These two actions will help reduce the explosion hazard always present when connecting "live" booster batteries to "dead" batteries.

CIGAR LIGHTER

It is of the pop-out type. Push in to operate. When it is heated, the unit clicks out to normal position. Remove and light up.

MAP AND COURTESY LIGHTS

Map light is under the instrument board, and operates when either door is opened. The switch located on the left side of the map light enables you to operate the light when the doors are closed. Courtesy lights are above each rear quarter window, and are turned on individually by the switch located under each light's plastic lens covering.

GLOVE COMPARTMENT

An added convenience for milady's use is a vanity mirror which is presented on a sliding tray, when the tray is pulled out.

ASH TRAYS

For front seats, in console with cigar lighter. For rear seats, one in each side panel. To remove for cleaning, simply depress metal tab and pull out.

SEAT ADJUSTMENT

You can adjust the front seat by the control located at the side of the seat cushion. Push the lever rearward on the driver's side of the car, and forward on the passenger side to release the locking mechanism. This will allow you to move the seat forward or rearward to the position that suits you best. Releasing the control locks the seat in position.

TRUNK LOCK CONTROL

The trunk release handle is located on the bottom front of the rear seat arm rest directly behind the driver's seat. Pull the control forward to release the trunk latch, and return handle to rear or locking position immediately upon unlocking the trunk lid, as the handle does not always return to this position automatically.

Those cars equipped with an electric trunk release, a push-type release button is located on the lefthand side of the glove compartment next to the light. Upon depressing this button, the trunk latch is automatically disengaged for entry into the trunk.

DOOR LOCKS

The inside door lock lever is located in the center of the door panel just below the door pull strap. To lock the doors from the inside, move the lever in a downward position. To open the doors from the inside of the car, return the lock lever to the "up" position. The doors will not unlock or
open with the inside door handle when the lock lever is in the down position. Only when the lock lever is positioned upward will the doors open from the inside of the car.

To lock the door from the outside, turn the key 1/4 turn clockwise. To unlock, turn the key counter-clockwise 1/4 turn.

Those cars equipped with electric door locks, a switch is located under the extreme left-hand portion of the dashboard. Pushing the switch toward the front of the car will lock both doors simultaneously. The doors will remain locked until the switch is pulled toward the rear of the car, or the lock levers are turned upward manually while on the inside of the car, or until the doors are opened with the door key outside the car.

CAUTION: Your keys can be locked in the car if the electric door lock switch is engaged, or if the doors are locked manually while the door is open, and then shut with the keys inside the car. Keys should always be removed from the ignition and kept on your person whenever leaving the car.

HOOD RELEASE
The hood release handle is located underneath the dash at the extreme left edge. Pull the handle out as far as it will go; this releases hood. Lift at either rear corner and raise to open position. To close hood, lift slightly to disengage support mechanism, then lower it to within approximately twelve inches and release.

 Occasionally drive other cars. Shift indicators are arranged as shown in the following table:

<table>
<thead>
<tr>
<th>AUTOMATIC TRANSMISSION GEAR RANGE</th>
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</thead>
<tbody>
<tr>
<td>P - Park</td>
</tr>
<tr>
<td>R - Reverse</td>
</tr>
<tr>
<td>N - Neutral</td>
</tr>
<tr>
<td>D - Drive</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>2 - Second Gear</td>
</tr>
<tr>
<td>1 - First Gear</td>
</tr>
</tbody>
</table>

BREAKING IT IN
The Avanti II can be operated from its very first mile without adhering to a formal "break-in" schedule. However, a "run-in" schedule gives new parts a chance to heat up and cool off—to rub against one another until they work smoothly as a team. Besides moving engine parts, the transmission, rear axle and differential, steering linkage parts and brakes must also wear in on a new car.

For best run-in results:
Drive at 55 mph or under through the first 500 miles. Thereafter, you can drive at normal road speeds. Don't hold steady mile after mile at 50 or 55 mph—give the engine a break. Drop down to 30 or 40 mph every now and then. Driving at varied speeds is the important thing. Sustained creeping is just as harmful as sustained high speed during break-in driving. And, of course, never resort to "jack-rabbit" starts or slow speed lugging.

Let the engine warm to normal operating temperature at low speeds before stepping up to 50 or 55 mph, not only during break-in period, but whenever car is first driven after the engine has cooled off. Operating the engine at sustained speeds exceeding 4000 rpm should be avoided at any time, even after break-in period. Under no circumstances should the engine be operated over 4400 rpm. Change engine oil, oil filter, and lubricate at end of first 2,000 miles.
engine starts. If engine starts but fails to run, repeat this procedure. When engine is running smoothly (approx. 60 seconds), the idle speed may be reduced by slightly depressing the accelerator pedal, and then slowly releasing.

Extremely Cold Weather (below 0° F.) or After Car Has Been Standing Idle Several Days - Fully depress and release accelerator pedal two or three times before crankin engine. With foot off the accelerator pedal, crank the engine by turning the key to the "start" position, and release when the engine starts.

Warm Engine - Depress the accelerator about halfway and hold while cranking engine.

Flooded Engine - Depress accelerator pedal and hold to floor while starting until engine is cleared of excess fuel and is running smoothly. Never "pump" the accelerator pedal.

How to Warm It Up - Proper warmup has much bearing on long life and efficient operation. After starting the engine, let it run at fast idle, which is about 1500-1600 rpm, for a reasonable period of time (approx. 90 seconds) before quickly depressing and releasing the accelerator pedal to reduce the idle speed.

CAUTION: Extended running of engine (5 min. or more) without depressing accelerator pedal could cause damage to engine or exhaust system due to overheating. High speed or fast get-away before the engine reaches normal heat range is not good for the moving parts inside. Your car's engine works best when the heat indicator shows in the normal range - between the 180° and 190° marks. In the summer months the gauge could go to 210° and still operate safely.

Before driving, notice the oil pressure gauge. Be sure it shows definite pressure. If the indicator pressure is very low, stop the engine immediately and determine the reason.

DRIVING WITH THE AUTOMATIC TRANSMISSION

The Turbo-Hydramatic transmission is completely automatic. After starting the engine with the transmission selector in "N" (neutral) or "P" (park) position, select the range desired (see following table), and depress the accelerator. A gradual start with steady increase in accelerator pressure will result in best possible fuel economy. Rapid acceleration for fast starts will result in greater fuel consumption.

The automatic transmission shift quadrants for the Avanti follows the uniform sequence of all selector positions which particularly benefits multi-car families and those who oc-

OTHER FEATURES

BRAKE SYSTEM

Your Avanti II is equipped with disc type brakes on the front wheels and drum type brakes on the rear. This unique braking system provides exceptional resistance against fading and gives phenomenal straight-line stops. The brakes are self-adjusting, designed to eliminate periodic brake adjustments. Applying the brakes while the car is moving backwards will automatically adjust the brakes.

A power-assist unit is a standard part of the system; however, with engine not running, two or three power assisted brake applications are available. Thereafter, brakes work as a conventional hydraulic brake system. Parking brake handle operates on rear wheel brakes.

When adding fluid to the brake system, use a silicone brake fluid only. Check the fluid level in master cylinder every 1,000 miles.

POWER ASSIST STEERING

The power assist steering unit operates as long as the engine is running. It allows virtually effortless directional control of the car. When the engine is not running, or if for some reason the pump drive is inoperative, the steering is manual—not under power. Your car will handle and "feel" as though there were only the conventional steering gear.

CRUISE CONTROL

The optional Cruise Control system provides automatic speed control for your comfort while driving on freeways, turnpikes or other non-congested highways. To engage the Cruise Control, proceed as follows:

1. Accelerate to the desired cruising speed and depress the control button at the end of the handle for a few seconds—then release, all the while holding the desired speed at a constant level.

2. Remove your foot from the accelerator pedal, and the speed you desire will automatically be maintained.

3. To lower automatic speed setting, press control button until it bottoms, and hold until desired speed is attained. Before releasing control button, hesitate at the partially depressed position, then remove your foot from the accelerator. If control button is not fully depressed when changing speed setting, the car will resume your previously selected speed.

4. To disengage system, depress the brake pedal lightly.
and the speed control will be returned to the amount of foot pressure you exert on the accelerator, or the system can be disengaged by fully depressing the control button.

5. The above procedure must be repeated each time the car is slowed down or stopped.

CAUTION: DO NOT use the cruise control when conditions are not suitable for maintaining a constant speed, such as in heavy or varying traffic, or on winding or slippery roads.

AM-FM STEREO RADIO
Refer to radio manual found in the glove compartment for proper operation of the particular type radio installed in your car.

STEREO TAPE SYSTEM
The optional Stereo Tape Player provides pre-recorded stereo programs for your enjoyment, and can be mounted to the side of the console, enclosed in the same carpeting as on the floor of the car for added concealment, or installed in the glove compartment, where it can be completely hidden from view.

The switch to activate the tape player is located underneath the dashboard, directly below and to the right side of the radio. This switch has two operating positions. Moving the switch to the extreme right position activates the tape player — moving the switch to the extreme left position enables you to play the radio. After moving the switch to the extreme right position, insert the cartridge into the opening. The tape will play through all four programs in succession, then replay in the same sequence.

The controls on the face of the tape player enable this unit to be operated completely independent of the radio controls except that radio and tape player fader control systems are to be used in conjunction with each other to obtain the optimum in stereo sound.

The Fader Control knob controls the front and rear speaker balance, and the Tape Player Balance Control knob controls the balance of the left and right side speakers. (The Fader Control knob is located underneath the dashboard, directly below and to the left side of the radio. The tape player balance control knob is located on the face of the player.)

1. Rotate the balance and fader control knobs until the volume from the front to rear, as well as from side to side, sounds equal.
2. Regulate the volume control and tone controls as desired.

LET'S GET OFF TO A GOOD START

YOUR KEYS
There are four kinds of keys for various uses in your car, and you have two of each kind. The A-line shaped key is for the ignition, the oval shaped key is for the door locks, the shield-shaped key is for the glove compartment, and the round-headed key is for the gas tank cover. The key numbers have been recorded for you on your Bill of Sale. Keep this sheet in a safe place — Not In The Car, so that in the event the original keys are lost, duplicates can be made by a locksmith, using the key code information.

STEERING COLUMN — ANTI-THEFT LOCK
The anti-theft lock located on the right side of the steering column has five positions:

Accessory — To engage this position, push key in and turn toward you (counter-clockwise). This permits operation of electrical accessories, when engine is not running.

Lock — This is the normal parking position. It locks the ignition and provides added theft protection by preventing normal operation of the steering wheel and shift controls. The key cannot be returned to "lock" position and removed until transmission is placed in "park" position.

Off — Permits turning engine off without locking steering wheel and shift controls. This is the first position you come to when turning key away from you (clockwise).

Run — This is the position the key returns to after the engine has been started and is running.

Start — Turning the key all the way forward away from you against the spring pressure permits the engagement of the starter.

STARTING ENGINE
Before you start the engine, be sure the foot brake is applied and the transmission selector is in the "P" or "N" position. A starter safety switch prevents starter operation while the transmission selector is in the "drive" position. (If necessary to re-start the engine with the car moving, place the selector in "N".) When starting the engine of your car, depress the accelerator pedal and activate starter as outlined in the following sections for different conditions:

Cold Engine — Fully depress accelerator pedal and slowly release. With foot off the pedal, crank the engine by turning ignition key to "start" position — release when
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3. To change program track, push in one of the numbered select buttons and release; player will index to the desired track.

ELECTRIC ANTENNA
The electric antenna is offered as an option to the normal rear window molding antenna installation. It is designed to be raised and lowered from within the passenger compartment by means of an electrically driven motor.

The antenna is operated by means of a toggle switch located beneath the extreme left side of the dashboard near the door on the driver's side of the car. Pushing the switch toward the front of the car will raise the antenna, and pulling the switch toward the rear of the car will lower the antenna.

When the antenna reaches the extreme end of its travel "up" or "down", a clicking sound will occur to alert the driver to release the switch. The antenna can be raised or lowered to any height between the extreme ends of travel by releasing the switch before the antenna shaft reaches the end of its travel.

MOONROOF/SUNROOF
The Moonroof (Glass Sliding Roof Panel) and Sunroof (Metal Sliding Roof Panel) are designed to be operated electrically to admit sunshine and outside air into the passenger compartment. (See Operating Instructions in Glove Compartment)

CAUTION: ENGINE MUST BE RUNNING Although the sliding roof manufacturer states that the roof panel can be operated when the ignition is in the "on" or "accessory" position, we recommend the engine be running at a slightly accelerated speed before operating the control switch. A considerable amount of electrical current is required to open and close the roof panel. Without the engine running, the power drain could cause the battery to run down over a period of time, or it could cause the sliding roof panel not to complete its forward movement which is necessary to properly seal the roof opening in the closed position.

WIRE WHEELS
For those cars equipped with the wire wheel option, it is essential that the following instructions be adhered to whenever removal and re-installation of these wheels is made.

The wheel groupings consist of a hub (threaded on one end with mounting holes on the other end), the wheel, and a threaded cap. The threads on the hub and on the hub cap are grooved so that when the hub is properly mounted, the hub cap will rotate toward the rear of the car rather than forward. Therefore, two of the hubs are for installation to the right side of the car only, and two of the hubs are for installation to the left side of the car only. Mounting a hub on the wrong side of the car will result in the loss of a wheel due to the
To insure that the hubs are mounted on the correct side of the car, look on the inside of the hub opposite the threaded section for the words "Destro" meaning right (passenger side) and "Sinistro" meaning left (driver's side).

To remove the wire wheels, a knock-off wrench and a metal hammer are provided. These are found in the trunk of the car. Position the knock-off wrench around the eight-sided hub cap and using the metal hammer, hit the handle end of the wrench to move it in the direction of the arrow shown on the side of the hub cap.
CLIMATIZER AND AIR CONDITIONING OPERATING INSTRUCTIONS

FOR HEAT IN WINTER
1. Move the TEMP lever forward all the way to get maximum hot water flow through the system.

2. Now turn on the HEAT-AIR switch and the switch to operate the blower at high speed (HI). This is best for quick heating.

3. Push the knob marked "Heater" fully forward, and the knob marked "Defrost" midway in its travel. The "Heater" knob controls the damper to admit fresh air into the system and must be open when the climatizer is in operation. The "Defrost" knob controls the direction of air flow to the windshield for defrosting action on inside of car. The midway position, therefore, directs air to both windshield and inside the car. For maximum flow to the front compartment, move the "Defrost" knob fully rearward.

4. After the car is warmed, flip the HEAT-AIR switch to low blower speed operation and move the TEMP lever rearward to reduce the amount of hot water flow through the climatizer as necessary to maintain the desired inside temperature. A few trials will enable you to select the position that suits you best.

5. Then position the "Defrost" knob so that the desired proportion of air flows to the windshield and inside the car.

STICKY WEATHER TIPS
In some weather conditions, it is particularly hard to rid the windows of fog or slushy snow. You can direct more de-frosting and climatizer heat to any particular window just by opening that window about 1/8-inch. Usually you will do this with one or both of the front ventilator windows. In such weather you will probably do best to have the TEMP control on full to get maximum heat and the climatizer blower operating at full speed. After the windows are clear, you can close them for best car comfort results from your climatizer, and re-adjust the TEMP control and blower as you wish.

FOR COOLING IN SUMMER
The air conditioner is a selectively controlled unit that cools, dries, and circulates the air within the car. Air passes over the cooling coil and dehumidifier. The cooled dried air is then forced into the car through the cold air outlets of the case. The outlet grilles may be turned to change the direction of the air as desired.

The air conditioner is controlled by two knobs in the center of the panel. The lower knob when turned "ON" puts the
System into operation, and also rheostatically regulates the blower speed from fast to slow. The upper knob regulates the amount of cooling action the conditioner is to furnish. The farther the knob is turned in the direction of the arrow, the cooler the air delivered into the car.

Fresh outside air may be mixed with the circulating air within the car at any time by opening one of the vent windows, or by opening the fresh air intake.

If the car has been parked in the sun with all the windows closed, the maximum cool-down rate may be reached in a minimum time by following these instructions:

1. Open all windows to evacuate the hot air from inside the car.

2. The blower control knob should be turned to the HI position, and the temperature control knob to its full cold position.

3. Drive the car for several hundred feet in Lo range.

4. Then close windows, but leave fan operating on HI. After car temperature has been lowered, make the necessary adjustment to temperature control knob to maintain desired temperature.

The engine should never be allowed to idle for prolonged periods. In bumper to bumper traffic, it is advisable to run the engine at a fast idle. This will provide better system and engine cooling. Should your engine overheat in a heavy traffic situation, it is advisable to pull the hood release knob to release the hood to the first position. This will permit the hot air to escape from under the hood, thereby helping to relieve the overheating condition. Be sure to lock hood before resuming speed.

INTRODUCTION

AVANTI II ...

presented by Avanti Motor Corporation

This Owner's Guide is offered as standard equipment on all cars. It will not only acquaint you with the unique features of the Avanti II, but it will familiarize you with the location and the operation of all instruments and controls, break-in procedure, and the use of major optional equipment.

This guide is intended as a tool to assist you in keeping the performance and appearance of your automobile like new. It is advisable that you not only read it now, but occasionally leaf through it as you put miles on the car.

To assure yourself of thousands of miles of trouble-free driving pleasure, be sure to have your Avanti II maintained at regular intervals.