AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: CHRYSLER

COMPANY:
Chrysler Sales Division
Chrysler Corporation
Detroit 31, Michigan

MODEL YEAR: 1953 **DATE** 10-15-52

MODEL NAME	SYMBOL
Windsor	C-60-1
Windsor Deluxe	C-60-2
New Yorker	C-56-1
New Yorker Special	C-56-2
Custom Imperial	C-58
Crown Imperial	C-59

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NOTES: 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.
2. All specifications are standard for the models under which they are listed unless otherwise indicated.
3. All dimensions are nominal engineering dimensions unless otherwise indicated.
4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

GENERAL SPECIFICATIONS

Model			C-60-1	C-60-2	C-56-1	C-56-2	C-58	C-59
Wheelbase			125-1/2				133-1/2	145-1/2
Tread	Front		56-5/16				57-3/16	57-7/8
	Rear		59-5/8				60-3/8	66
Maximum Overall Dimensions	Length (L-103)		211				219	229-1/4
	Width (W-103)		76-3/4					81-1/8
	Height (H-101)		62-1/2		62-3/4		63	68-3/4
Steering ratio—overall			25.8					122 (a)
Turning diameter (curb to curb)			42.1					
Shipping weight*								
Transmission— (Specify standard, optional, not avail.)		Conventional	Standard	Not Available				
		Overdrive	Not Available					
		Automatic	Special	Standard (b)			Standard (c)	
Axle ratio	Conventional		3.9	---				
	Overdrive		---					
	Automatic		3.9		3.54 (d)		3.54	
Tire size			7.60 x 15		8.00 x 15		8.20 x 15	8.90 x 15
Engine	Type		In-Line		90°V			
	No. of cylinders		6		8			
	Valve arrangement		"L" Head		OHV - Laterally Inclined			
	Bore and stroke		3-7/16 x 4-3/4		3-13/16 x 3-5/8			
	Piston displacement, cu. in.		264.5		331.1			
	Standard compression ratio		7.0 to 1		7.5 to 1			
	Maximum bhp at engine rpm		119 at 3600		180 at 4000			
	Maximum torque at rpm		218 at 1600		312 at 2000			

*Standard car weight, not including gas and water.

(a) Power Steering, overall steering torque ratio.
(b) Fluid-Matic Drive standard, Fluid-Torque Drive optional.
(c) Fluid-Torque Drive standard.
(d) 3.36 with Fluid-Torque Drive.

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ENGINE—GENERAL

MODEL			C-60-1	C-60-2	C-56	C-58	C-59
Type	V, In-line, other		In-Line		V		
	Angle of V		---		90°		
No. of cylinders			6		8		
Valve arrangement			L-Head		OHV - Laterally Inclined		
Bore and stroke			3-7/16 x 4-3/4		3-13/16 x 3-5/8		
Piston displacement, cu. in.			264.5		331.1		
Numbering system (front to rear)	L. Bank		---		1-3-5-7		
	R. Bank		---		2-4-6-8		
Firing order			1-5-3-6-2-4		1-8-4-3-6-5-7-2		
Compression ratio	Standard Head		7.0 to 1		7.5 to 1		
	Optional Head		---		---		
Cylinders	Head Material	Standard	Cast Iron				
		Optional	---				
	Sleeve—Wet, dry, other, none		None				
Number of mounting points		Front	One		Two		
		Rear	Two		One		
Taxable horsepower	(Dia.^{2} x No. Cyl.) / 2.5		28.36		46.51		
Advertised max. brake horsepower at engine RPM*	Standard head		119 at 3600		180 at 4000		
	Optional head		---				
	With fuel (Octane and method)	Standard Head	75 (Motor)		78 (Motor)		
		Optional Head	---				
Max. torque (lb. ft. @ RPM)	Standard head		218 at 1600		312 at 2000		
	Optional head		---				
Recommended idle speed (neutral)			450 to 500				

ENGINE—PISTONS

Material			Aluminum Alloy				
Description and finish			U-Slot, Cam Ground, Tin Plated		Steel Strut, Slipper Type, Cam Ground, Tin Plated		
Weight (piston only) oz.			18.5		20.8		
Clearance	Top land		.030		.022		
	Skirt	Top	3/4 from bottom-.0007		Center - .0010		
		Bottom	---				
Ring groove depth	No. 1 ring		.1765		.204		
	No. 2 ring		.1765		.204		
	No. 3 ring		.178		.198		
	No. 4 ring		.178		---		

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Generator, Water Pump, Carburetor Air Cleaner, Manifolds, Fuel Pump, Manual Spark Advance, and Manifold Heat Off.

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MODEL			C-60-1, C-60-2	C-56, C-58, C-59
ENGINE—RINGS				
Type (top to bottom)	No. 1 oil or comp.		Compression	
	No. 2 oil or comp.		Compression	
	No. 3 oil or comp.		Oil	
	No. 4 oil or comp.		Oil	---
No. rings above piston pin			4	3
Compression	Material		Iron	
	Coating		#1 - Chromium #2 - Tin	Tin
	Width		3/32	5/64
	Gap		.011	.015
	Maximum wall thickness		.172	.191
Oil	Material		Iron	
	Coating		None	
	Width		5/32	3/16
	Gap		.011	.015
	Maximum wall thickness		.155	.150
Location of expanders			None	Oil Ring
ENGINE—PISTON PINS				
Material			High Manganese Steel	
Length			2-7/8	3-9/64
Diameter			55/64	63/64
Type	Locked in rod, in piston, floating, etc.		Floating	
	Bushing	In rod or piston	Rod	
		Material	Bronze on Steel	
Clearance	In piston		.0 to .0005	
	In rod		.0001 to .0004 (Selected)	
Direction offset in piston			None	Right - 1/16"
ENGINE—CONNECTING RODS				
Material			High Manganese Forging Steel	
Weight (oz.)			32.4	25.2
Length (center to center)			7-7/8	6-5/8
Bearing	Material		Babbitt on Steel	
	Type (cast-in or removable)		Removable, Precision	
	Effective length		1.06	.885
	Clearance		.0005 to .0015	
	End play		.006 to .011	.006 to .014 (2 Rods)
ENGINE—CRANKSHAFT				
Material			Drop Forged Steel	
Weight (lb.)			N.A.	

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ENGINE—CRANKSHAFT (cont.)

Vibration damper type			Damped Dynamic Torsional Vibration Absorber	
End thrust taken by bearing (No.)			Four (Rear)	Three (Center)
Crankshaft end play			.003 to .007	.002 to .007
Main bearing	Material		Babbitt on Steel	
	Type (cast-in or removable)		Removable, Precision	
	Clearance		.0005 to .0015	
	Journal dia. and bearing effective length	No. 1	2.5 x 1.155	2.5 x .875
		No. 2	2.5 x 1.155	2.5 x .875
		No. 3	2.5 x 1.155	2.5 x .870
		No. 4	2.5 x 1.589	2.5 x .875
		No. 5	---	2.5 x 1.595
		No. 6	---	
		No. 7	---	
	Direction offset from cyl. bore		Right	None
Connecting rod crankpin journal diameter			2-1/8	2-1/4

ENGINE—CAMSHAFT

Material			Special Cast Iron with Cams, Distributor and Oil Pump Drive Gear Cast Integrally	
Bearings	Material		Babbitt on Steel (a)	
	Number		Four	Five
Type of drive	Gear or chain		Chain	
	Crankshaft gear or sprocket material		High Manganese Steel	
	Camshaft gear or sprocket material		Cast Iron	
	Timing chain	Make	---	
		No. of links	48	68
		Width	1	1.125
		Pitch	.500	.375

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		No	Yes
Special provision for valve rotation (intake, exhaust)		No	
Rocker ratio		---	1.5 to 1
Operating tappet clearance (indicate hot or cold)	Intake	.008 Hot	0
	Exhaust	.010 Hot	0
Tappet clearance for timing	Intake	.014	Valve Train Solid
	Exhaust	.014	Valve Train Solid
Timing marks on flywheel, damper, other		Crankshaft Vibration Damper	

(a) No. 4 bearing on the C-60-1 and C-60-2 is of cast iron.

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	12 BTC	15 BTC
		Closes (°ABC)	44 ABC	57 ABC
	Exhaust	Opens (°BBC)	50 BBC	49 BBC
		Closes (°ATC)	6 ATC	15 ATC
Intake	Material		Silicon-Chromium Steel	
	Overall length		4-27/32	5
	Actual overall head dia.		1.718	1.8125
	Angle of seat		45°	
	Seat insert material		None	
	Stem diameter		.341	.3725
	Stem to guide clearance		.002	
	Lift		.365	.378
	Outer spring press. and length	Valve closed (lb. @ in.)	42.5 at 1 75	51.5 at 1.6875
		Valve open (lb. @ in.)	115 at 1.375	128 at 1.3125
	Inner spring press. and length	Valve closed (lb. @ in.)	---	13 at 1.5625
		Valve open (lb. @ in.)	---	37.5 at 1.1875
Exhaust	Material		Silicon-Chromium Steel	
	Overall length		4-27/32	4-29/32
	Actual overall head dia.		1.501	1.500
	Angle of seat		45°	
	Seat insert material		Alloy Cast Iron	
	Stem diameter		.340	.3715
	Stem to guide clearance		.003	
	Lift		.365	.361
	Outer spring press. and length	Valve closed (lb. @ in.)	42.5 at 1.75	48.5 at 1.6875
		Valve open (lb. @ in.)	115 at 1.375	128 at 1.5625
	Inner spring press. and length	Valve closed (lb. @ in.)	---	13 at 1.5625
		Valve open (lb. @ in.)	---	37.5 at 1.1875

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Metered Spray	
	Camshaft bearings	Pressure	
	Tappets	Splash	Metered Pressure
	Timing gear or chain	Metered Flow	
	Cylinder walls	Metered Spray	

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MODEL	C-60-1	C-60-2	C-56-1, C-56-2 C-58	C-59

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary			
Normal oil pressure (lb. @ mph)	50 at 30		60 at 30	
Oil pressure gage type (electric or mechanical)	Mechanical			
Type oil intake (floating, stationary)	Floating			
Oil filter type (full flow, partial flow)	Full-Flow			
Capacity of crankcase, less filter—refill (qt.)	5			
Oil grade recommended (SAE viscosity and temperature range)	Not Lower Than 32 F . . . . . SAE 30 As Low AS +10 F . . . . . SAE 20W As Low As -10 F . . . . . SAE 10W Below -10 F . . . . . SAE 5W			
Oil type recommended	No Recommendation			

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	Regular			
	Optional head	---			
Fuel tank, capacity (gal.)		17		20	
Fuel pump	Type (elec. or mech.)	Mechanical			
	Location	Right Front of Engine			
	Pressure range	3-1/2 to 5 lb			
	Vacuum booster (std., opti., none)	None			
Carburetor	Make	Ball and Ball		Carter	
	Model number	E9C1	E9A1	WCD-935-S	WCD-992-S
	Number used	One			
	Type: Downdraft, side inlet, other	Downdraft			
	Type: Single or dual	Single		Dual	
	Intake manifold heat control (manual, auto., none)	Automatic			
	Automatic choke type (integral, other)	Integral			
	Air cleaner type: Standard	Oil Bath			
	Air cleaner type: Optional	---			

ENGINE—EXHAUST SYSTEM

Muffler type (reverse flow, straight through)	Reverse Flow	Straight Thru
Exhaust pipe diameter	2	Branch 1-7/8; Main 2-1/2
Tail pipe diameter	1-3/4	2

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ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)			Pressure-vent				
Radiator cap relief valve press.			7 psi				
Circulation thermostat	Type (choke, bypass)		By-Pass				
	Starts to open at		157° to 162°				
Water pump	Type (centrifugal, other)		Centrifugal				
	Number of pumps		One				
	Drive (V-belt, other)		V-Belt				
	Bearing type		Bushings		Ball Bearings		
By-pass recirculation type (internal, external)			External				
Radiator core type (cellular, tube and fin)			Cellular		Fin and Tube		
Cooling system capacity	With heater (qt.)		16		26		
	Without heater (qt.)		15		25		
Water jackets full length of cylinder (yes, no)			Yes				
Water all around cylinder (yes, no)			No		Yes		
Radiator hose	Lower	Number and type (molded, straight)	One, Molded		One, Molded		
		Inside diameter and length	1-1/2, Curved		1-3/4, Curved		
	Upper	Number and type (molded, straight)	One, Molded				
		Inside diameter and length	1-3/4, Curved				
	By-pass	Number and type (molded, straight)	One, Straight		One, Molded		
		Inside diameter and length	1 x 1-1/2		1-1/4, Curved		
Drive belts	Fan	Number used	One		Two		
		Angle of V	36°				
		Outside length	49		39		
		Width	3/8				
	Generator	Angle of V	36°				
		Outside length	Same as Fan Belt		43-1/2		
		Width	3/8				
Fan	Number of blades and spacing		Four - 76° & 104°				
	Diameter		17-3/4		18		
	Ratio—fan to crankshaft revolutions		1.06 to 1		.85 to 1		
	Bearing type		See Water Pump				

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		2H-120-D (a)	Auto-Lite 2H-135-RD (b)		12H-65-R (c)
	Voltage Rtg. & Plates/cell		6, 19			12, 13
	SAE Designation & Amp Hr. Rtg		2H, 135			None, 65
	Location		Under Hood, Left Front			
	Terminal grounded		Positive			
Generator	Make		Auto-Lite			
	Model		GGW-6001		GGU-6001	GHM-6002
	Type		Shunt Wound			
	Ratio—Gen. to Cr/s rev.		1.82	2.09	1.96	2.1
Regulator	Make		Auto-Lite			
	Model		VRP-6004-A		VAV-6001-B	VRX-6003-A
	Type		Current and Voltage Control			
	Cutout relay	Closing voltage @ generator rpm	6.3-6.8 at 960			13.0-13.75 at 960
		Reverse current to open	4.1-4.8			8.2-9.3
	Regulated	Voltage	7.1-7.4			14.2-14.8
		Current	45-57		50-62	25-38
	Min. Gen. rpm required		1000 Hot		900 Hot	800 Hot
	Voltage test conditions	Temperature	70			
		Load	Run 15 Min at 10 Amp			
		Other	---			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Auto-Lite		
	Model		MCL-6117	MCL-6121-A (d)	MDB-6001-A
	Rotation (drive end view)		Clockwise		
	Engine cranking speed		35 - 110 rpm		
	Test conditions		SAE 5W at - 20F and SAE 30 with completely warmed engine.		
	Lock test	Amps	610		212
		Volts	3.0		6.0
		Torque (lb. ft.)	15		11
	No load test	Amps	50-65		25-33
		Volts	5.5		11
		RPM (min.)	5300		3800
Motor control	Switch (solenoid, manual)		Solenoid		
	Starting procedure		Turn Ignition Key Beyond "Ignition On" Position		

(a) This model number pertains to the Auto-Lite battery; Optional equipment - Willard - HW-2-120-C.
(b) Optional Equipment, Willard MW-2-135-R.
(c) Auto-Lite Only.
(d) For later cars; Early cars MCL-6121.

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Sliding Gear, Overrunning Clutch			
	Pinion meshes (front, rear)		Front			
	Number of teeth	Pinion	9			
		Flywheel	146			
	Flywheel tooth face width		3/8			

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Auto-Lite		
	Model		CR-4001	CR-6015	CZ-4001
	Amps	Engine stopped	5		3.0
		Engine idling	2.25		2.2
Distributor	Make		Auto-Lite		
	Model		IAT-4102	IAZ-4001-B	
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	0° at 250-450	0° at 350 to 500	
		Centr. advance max. deg. @ rpm	9° - 11° at 1425	10° - 12° at 1775	
		Vacuum advance start (in. Hg.)	1° at 5.5" - 6.0"		
		Vac. adv. (max. deg. @ in. Hg.)	8° - 10° at 15"	10.5° to 12.5° at 17"	
	Breaker gap (in.)		.018 - .020	.015 - .018	
	Cam angle (deg.)		39° ± 3°	32 - 36 (a)	
	Breaker arm tension (oz.)		17 to 20		
Timing	C/S deg. @ rpm		TDC	4° BTC	
	Mark location		Crankshaft Vibration Damper		
	Cylinder numbering system (see page 2)		---	Left Bank - 1-3-5-7 Right Bank - 2-4-6-8	
	Firing order (see page 2)		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
Spark plug	Make and model		Auto-Lite Resistor AR, 8	Auto-Lite Resistor 4S-140	
	Thread (mm)		14-MM		
	Tightening torque (lb. ft.)		30-32		
	Gap		.035		
Cable	Conductor type		Stranded Copper		
	Insulation type		Rubber with Neoprene Jacket		
	Spark plug protector		Rubber Cover	Enclosed Tubes, Covered	

ELECTRICAL—SUPPRESSION

Description	Spark Plugs - 10,000 ohm Resistor (Integral) Distributor - 10,000 ohm Resistor (Integral)

(a) Total dwell, two brakers; 26° - 28° dwell for each breaker.

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ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	Auto-Lite
	Trip odometer (yes, no)	Yes
Charge indicator—type		Ammeter
Temperature indicator—type		Bourdon Tube
Oil pressure indicator—type		Bourdon Tube
Fuel indicator—type		Electric, Magnetic
Ignition switch	Identify positions in order and circuits controlled	Center Position.....Off 1st Position Clockwise.....All Circuits On 2nd Position Clockwise.....Ignition Circuit Only 1st Position Counterclockwise....Accessory Circuit Only
	Provision for illumination	Yes
	Location	Left Center of Instrument Panel
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Left Position.....Off 1st Position clockwise.....Instruments, Tail and Parking Lights 2nd Position Clockwise.....Instrument, Head, Tail, and License Lamp
Other light switches	Locations and lamps controlled	Rotary, clockwise rotation, left of steering column on instrument panel - All instrument lights - (a) Automatic front door switches, right and left - (b) Automatic rear door switches, right and left - (c) Toggle switch at left "c" post - (d) Toggle switch of right "c" post - (e)
Other switches	Locations and devices controlled	Windshield wiper switch, two speed, left of steering column on instrument panel. Heater motor and defroster motor switches, on heater control panel. Stop light switch in brake line. Direction signal switch, lever on steering column below steering wheel. Toggle switch at left "c" post controls rear shelf radio speaker, (f).
Windshield wiper	Make	Auto-Lite or Redmond
	Type	Electric
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Vibrator
	Number used	Two
	Amp draw (each)	15 | 9.0 - 9.5

(a) Also controls map light and front dome light on C-58 and front dome light on C-59.
(b) Controls map light on C-60 and C-56, map lamp and front dome light on C-58, and front dome light on C-59.
(c) Controls dome light on C-60 and C-56, rear dome lamp on C-58, and courtesy lamps on C-59.
(d) Controls rear dome lamp on C-58 only.
(e) Controls rear dome light on C-59 only.
(f) On C-59 Only.

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ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp		2-2422				2-2425
Headlamp beam indicator		1-57				1-57
Parking light		2-1154				2-1034
Tail light		2-1154			2-63	2-1034
Stop light		2-1154				2-1034
Direction indicator	Front	2-1154				2-1034
	Rear	2-1154				2-1034
	Tell-Tale	1-55				1-57
License plate light		1-63				1-67
Instrument light		3-55				3-57
Ignition lock light		1-51				1-53
Map light		1-1130 (Club Coupe and Hard Top Only)				1-94
Dome light		1-B-6 (Two Used on 8-Pass. Sedan)				2-94
Clock light		1-55*				1-57
Radio dial light		2-44*				
Glove compartment light		1-55				1-57
Courtesy light		1 - B-6 (Hard Top and Convertible Only)				---
Trunk compartment light		1-87				1-93
Other						
Gearshift Indicator		---		1-51		1-53
Quarter Lamp		---				2-94
Back-Up Lamp		2-1129				2-1141

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction indicator: same as (a).

Headlamp	30 C. B. (a)
Headlamp beam indicator	Same as (a)
Parking light	Same as (a)
Tail light	Same as (a)
Stop light	Same as (a)
Direction indicator	None
License plate light	Same as (a)
Instrument light	Same as (a)
Ignition light	Same as (a)
Map light	Same as (a)
Dome light	Same as (a)
Clock	Same as (a)
Clock light	Same as (a)
Radio	SFE-14
Glove compartment light	Same as (a)
Courtesy light	Same as (a)
Trunk compartment light	Same as (a)
Other	
Gearshift Indicator	Same as (a)
Quarter Lamp	Same as (a)
Back-Up Lamp	10 C.B.

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DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			Borg & Beck			
Type (dry or wet plate)			Dry			
In combination with fluid coupling (yes, no)			No	Yes		
Semi-centrifugal (yes, no)			No			
Type pressure plate springs			Coil			
Total plate pressure (lb.)			1505	1614	2190	3000
No. of clutch driven discs			One			
Clutch facing	Material		Molded, Woven Asbestos			
	Inside diameter		7	6		6-1/2
	Outside diameter		10	9-1/4	9-1/2	10-1/4
	Total eff. area (sq. in.)		80.1	77.8	85.2	98.7
	Thickness		.125			
	Number required		Two			
	Engagement cushioning method		Springs, Flat Crimped			
	Release bearing	Type	Ball			
		Method of lubrication	Sealed			
	Torsional damping	Method (springs, other)	Coil Springs			
		Frict. mat.	---			

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	Standard	Not Available	
Conventional with overdrive (std. or opt.)	Not Available		
Automatic (std. or opt.)	Optional	Standard (a)	Standard (b)

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		Three	---
Transmission ratios	In first	2.57	---
	In second	1.83	---
	In third	1.00	---
	In fourth	---	
	In reverse	3.48	---
Constant mesh gears in 2nd (yes, no)		Yes	---
Spur gear used in (indicate speeds)		None	---
Helical gears used in (indicate speeds)		All Speeds	---
Synchronous meshing in 2nd and 3rd gears (yes, no)		Yes	---

(a) Fluid-Matic is standard, Fluid-Torque optional

(b) Fluid-Torque is standard.

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60-1	C-60-2	C-56, C-58	C-59

DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		2-3/4	---	
	Type recommended		Engine Oil	---	
	SAE viscosity number	Summer	10W	---	
		Winter	10W	---	
		Extreme cold	10W	---	

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)		---	
	If planetary, No. of pinions		---	
	Manual lockout (yes, no)		---	
	Downshift accelerator control (yes, no)		---	
	Minimum cut-in speed		---	
	Gear ratio		---	
	Lubricant: Capacity (O.D. only)		-----	
	Lubricant: Separate filter (yes, no)		---	
	Lubricant: Type recommended		---	
	Lubricant: SAE viscosity number	Summer	---	
		Winter	---	
		Ext. cold	---	

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Fluid-Matic Drive	Fluid-Torque Drive
Type (fluid coupling with gears, torque convertor with gears, other)	Fluid Coupling with Gears	Torque Converter with Gears
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	R - Reverse Lo - Low Range Nu - Neutral Dr - High Range	
List gear ratios in each drive position (range)	R ---------- 3.99 Lo --- 1st ------ 3.57 - 2nd ------ 2.04 Dr --- 3rd ------ 1.75 - 4th ------ 1.00	R ---------- 3.69 Lo --- 1st -- 3.28 - 2nd -- 2.04 Dr --- 3rd -- 1.61 - 4th -- 1.00
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes	
By governor—forced shift (yes, no)	No	
Downshift of gears in high range possible up to (mph)	38-43	45-55

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60-1	C-60-2	C-56	C-58	C-59

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		Four			
	Max. ratio at stall at engine rpm		Stalled Torque - 2.5 Stalled Speed - 1590		Stalled Torque - 2.3 Stalled Speed - 1390	
	Mechanical lockup	Provided (yes, no)	No			
		Speed range	---			
		Releases at (speed range, mph)	---			
	Type of cooling (forced air, oil cooler and type, other)		Engine Fed Air Cooled		Water Cooled Heat Exchanger	
	Anti-creep device (yes, no)		No			
Lubricant	Capacity—refill (pt.)		3 (a)		3 (b)	
	Type recommended		Engine Oil			
	Grade	Summer	SAE 10W			
		Winter	SAE 10W			
		Extreme cold	SAE 5W			

DRIVE UNITS—PROPELLER SHAFT

Number used			One			Two
Type (exposed, torque tube)			Exposed			
Outer diameter x length* x wall thickness	Conventional trans.		3 x 57-3/16 x .065	---		
	Overdrive trans.		---			
	Automatic trans.		3 x 57-3/16 x .065 (c)	3 x 59-1/16 x .065 (d)	2-3/4 x 57-5/8 x .065	2-1/4 x 28-1/8 x .065 (e)
Intermediate bearing	Type (plain, anti-friction)		---			Anti-Friction
	Lubri. (fitting, prepack)		---			Prepack
Universal joints	Make		Not Available			
	Number used		Two			Three
	Type (ball and trunnion, cross, other)		Front & Rear Cross	Front-Ball and Trunnion Rear - Cross		Front-Ball and Trunnion Rear-Cross (f)
	Bearing	Type (plain, anti-friction)	Anti-Friction			
		Lubric. (fitting, prepack)	Prepack			
Drive taken through (torque tube or arms, spring)			Rear Springs			
Torque taken through (torque tube or arms, springs)			Rear Springs			

*Centerline to centerline of joints or centerline of rear attachment point.

(a) For transmission only. Engine and torque converter have a combined oil system which requires 12 qt of oil with an additional quart for the filter.

(b) For transmission only. Torque converter has a separate oil system and requires 10-1/2 qt oil.

(c) For Fluid-Matic, 3 x 55-1/8 x .065 with Fluid-Torque Drive.

(d) For Fluid-Matic, 2-3/4 x 53-17/32 x .065 with Fluid Torque Drive.

(e) For rear shaft only. (f) Center universal is a ball and trunnion type.

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60-1	C-60-2	C-56	C-58	C-59

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating				
Gear type (hypoid, other)		Hypoid				
Gear ratio and No. of teeth	Conventional trans.	3.9 (39-10)	---			
	Overdrive trans.					
	Automatic trans.	3.9 (39-10)		3.54 (a) (39-11)	3.54 (39-11)	
Pinion adjustment (shim, other)		Solid Shim				None
Pinion bearing adj. (shim, other)		Shims				Solid Shim
Lubricant	Capacity (pt.)	3-1/4		3-1/2		5
	Type recommended	E P Hypoid Gear Lubricant				
	SAE viscosity number — Summer	90				
	SAE viscosity number — Winter	90				
	SAE viscosity number — Extreme cold	80				

DRIVE UNITS—WHEELS

Type (disc, other)	Disc				
Rim (size and flange type)	15 x 5-1/2 K		15 x 6 L	15 x 6-1/2 L	
Attachment — Type (bolt or stud)	Bolt			Stud	
Attachment — Circle diameter	4-1/2		5-1/2		
Attachment — Number and size	5, 1/2 - 20 Am Nut Thd		5, 9/16 - 18 Am Nut Thd		

DRIVE UNITS—TIRES

Size and ply rating — Standard	7.60 x 15 - 4	8.00 x 15-4	8.20 x 15-4	8.90 x 15-6	
Size and ply rating — Optional	7.60 x 15 - 6	8.00 x 15-6	8.20 x 15-6	---	
Rev/mile at 30 mph	722	707	699	673	
Inflation press. (cold) — Front	24				
Inflation press. (cold) — Rear	24				

BRAKES—SERVICE

Type	Hydraulic, Internal Expanding Drum			(b)	
Booster type	(c)	Vacuum		None	
Effective area (sq. in.)	201			260	
Percent brake effectiveness—rear	40				
Drum — Diameter — Front	12			(d)	
Drum — Diameter — Rear	12			(d)	
Drum — Type and material	Centrifuse			(d)	

(a) For Fluid-Matic Drive; 3.36 (37-11) with Fluid-Torque Drive.
(b) Self-energizing disc.
(c) Vacuum brake booster available as special equipment on the C-60 Windsor 8-passenger and Town and Country Wagon.
(d) Pressure Plates - Number per wheel.....Two
- Material.....Aluminum
- Diameter, Inside x Outside.....9-1/2 x 12

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60	C-56	C-58	C-59

BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			Bonded			
	Primary	Material		Molded Asbestos			(a)
		Size (length x width x thickness)	Front wheel	12.57 x 2 x 13/64			(a)
			Rear wheel	12.57 x 2 x 13/64			(a)
		Segments per shoe		One			(a)
	Secondary	Material		Molded Asbestos			(a)
		Size (length width x thickness)	Front wheel	12.57 x 2 x 13/64			(a)
			Rear wheel	12.57 x 2 x 13/64			(a)
		Segments per shoe		One			(a)
Wheel cylinder bore	Front			1-1/8			(a)
	Rear			1-1/8			1-1/4
Master cylinder bore				1	1-1/8		1
Available pedal travel				7			
Line pressure at 100 lb. pedal load				918	1400		918
Shoe clearance adjustment				.006, Heel and Toe			Self-Adjusting

BRAKES—PARKING

Type of control			T-Handle, Multiple Pawl Ratchet		
Location of control			Under Instrument Panel, Left of Steering Column		
Operates on			Rear of Transmission		
If separate from service brakes	Type (internal or external)		External	Internal	
	Drum diameter		6	7	
	Lining size (length x width x thickness)		15-3/8 x 2 x 5/32	13-1/16 x 2 x 5/32	

FRAME

Type and description	Welded, Double-Channel Box Section Side Rails With Lateral Crossmembers

FRONT SUSPENSION

Type and description	Independent, Lateral Control with Coil Springs

(a) Disc - Number Used ..... One
- Number lining segments ..... 12, 6 per side
- Total effective area 210
- Clearance ..... Self-Adjusting
- Lining material ..... Molded Asbestos

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60	C-56	C-58	C-59

FRONT SUSPENSION (cont.)

Spring	Type	Coil			
	Material	Amola (a)			
	Size (length x width x No. leaves or coil I.D.)	4			
	Spring rate (lb. per in.)	415	480		595
	Rate at wheel (lb. per in.)				
	Normal load (lb. @ rated length)	(b)			
Shock absorbers	Manufacturer	Own			
	Type (direct or lever)	Direct			
	Piston diameter	1			
Stabilizer	Type (link, linkless, frameless)	Linkless			
	Material	Amola (a)			

STEERING

Type used (Standard or optional)		Mechanical		Standard		NA
		Power		Optional		Standard
Wheel diameter				18		
Turning diameter	Wall to wall			NA		
	Curb to curb			41' - 9"	43' - 6"	NA
Outside wheel angle with inside wheel at 20°				18 - 1/4°		
Mechanical	Gear	Type		Worm and 3-Tooth Roller		---
		Make		Gemmer		---
		Ratios	Gear	20.4		---
			Overall	25.8		---
	No. wheel turns (l. to r.) (l. to r.)			5 (c)	5-1/2 (c)	---
Power	Type			Hydraulic - Mechanical		
	Make			Gemmer		
	Trade name			Hydraguide		
	Gear	Type		Worm and Two-Tooth Roller		
		Ratios	Gear	16.2 - 1		
			Overall	16.2 - 1		
	Pump driven by			Generator		
	Overall torque ratio			122 - 1		
	Number wheel turns (l. to r.)			3 (c)		
Linkage	Type			Direct, Double Tie-Rod		
	Location (front or rear of wheels)			Rear		
	Drag link (trans. or long)			Longitudinal		
	Tie rods (one or two)			Two		

(a) Temporary Substitution: Chromium - Carbon Steel.

(b)

Location	C-60	C-56	C-58	C-59
Opposite Driver's Side	1925	2190	2285	2690
Driver's Side	2000	2285	2380	2805

(c) Minimum.

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL			C-60	C-56	C-58	C-59
STEERING (cont.)						
Kingpin	Inclination at camber (deg.)		5° - 6.5° at 0°			6.5°-8°, at 0°
	Diameter		.7953			.9363
	Bearings (type)	Upper	Straight Roller			
		Lower	Steel Backed Lead - Bronze			
		Thrust	Ball			
Wheel alignment (range and preferred)	Caster (deg.)		- 1° to - 3° - 2° Preferred			
	Camber (deg.)		- 3/8° to + 3/8° (a)			
	Toe-in (outside tread-inches)		0 to 1/16" 0 Preferred			
Steering knuckle type			Reverse Elliott			Elliott
Wheel spindle	Diameter	Inner bearing	1.25			1.375
		Outer bearing	.75			.875
	Thread size		3/4 - 16 Am Nat Thd			
	Bearing type		Tapered Roller			

REAR SUSPENSION

Type			Non-Parallel, Longitudinal Leaf (b)			
Drive and torq. taken through (see page 14)			Rear Springs			
Spring	Type		Semi-Elliptic			
	Material		Amola (c)			
	Size (length x width x No. leaves or coil I.D.)		53-5/8 x 2-1/2 x 5	53-5/8 x 2-1/2 x 6		53-5/8 x 2-1/2 x 7
	Spring rate (lb. per in.)		95	98		140
	Rate at wheel (lb. per in.)					
	Normal load (lb. at rated length)		R-800 L-840	R-840 L-880	R-960 L-1000	R-1400 L-1450
	Mounting insulation type		Rubber Bushing			
	If leaf	No. of leaves	5	6		7
		Covers (yes, no)	Yes	No		
		Lubricated (yes, no)	Yes	No		
		Inserts Type and size	---	Six, 3-1/2 x 2-1/2		
		Inserts Material	---	Wax Impregnated Fabric		
		Shackle (comp. or tens.)	Compression			
Shock absorbers	Manufacturer		Own			
	Type (direct or lever)		Direct			
	Piston diameter		1			
Stabilizer	Type (link, linkless, frameless)		Linkless			
	Material		Amola (c)			
Track bar type			None			

(a) Left side to be 1/4° to 1/2° higher than right side within these limits.
(b) The C-60 and C-56 8-passenger models and the C-59 have the parallel rear spring geometry.
(c) Temporary substitution - Chromium - Carbon Steel.

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

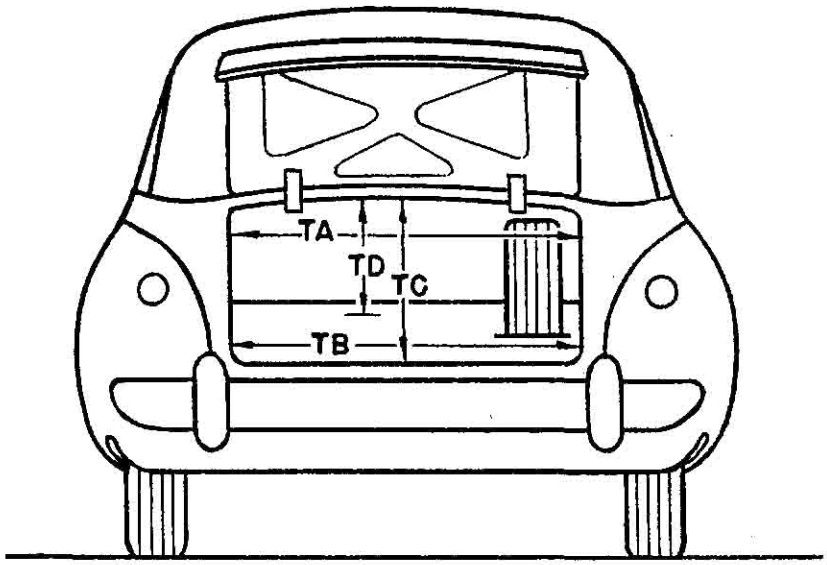
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, tire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20)—is the supplement of the included ramp angle over which a car can pass without hanging up.

MODEL	C-60, C-56, C-58	C-59

BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	59	41-5/8
TB—Width across the bottom	52-1/2	40
TC—Diagonal dimension at CL from top of opening to bottom	31-5/8	27-1/2
TD—Vertical height of opening (floor to top, inside edge of opening)	23-1/2	23
Position of spare tire stowage	Vertical, inclined, fore and aft, at right.	Horizontal in separate compartment below trunk
Method of holding lid open	Spring Counterbalanced	

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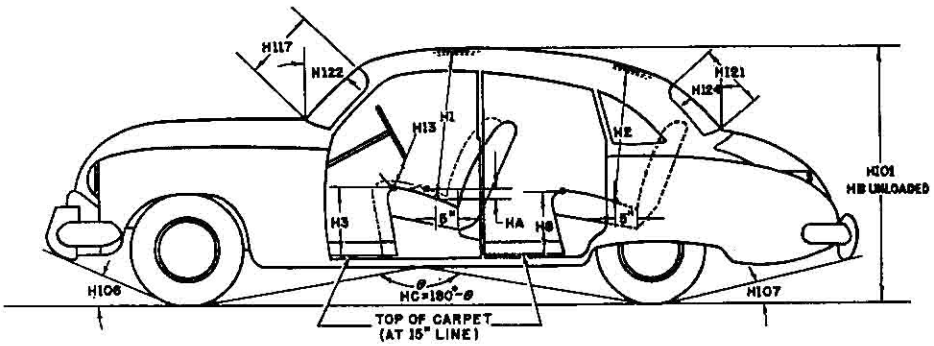
MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

BODY—HEIGHT DIMENSIONS



	MODEL	C-60	C-56	C-58	C-59
Interior	**H1.** Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	36-1/4			39-1/2
	H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	35-1/4			35-1/8
	H3. Front seat height to floor carpet on 15" line (front edge of cushion).	14-7/8			13-1/2
	H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	14-1/4		14-3/4	15
	H13. Steering wheel clearance to seat cushion taken on arc.	5-3/4			7
	HA. Front seat vertical rise at "A" pt. (inches.)	1-1/8			
Exterior	**H101.** Overall height.	62-1/2	62-3/4	63	68-3/4
	HB. Overall height—unloaded.	64-1/4	64-1/2	64-5/8	70-5/8
	H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	18			19
	H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	15°		16°	15°
	HC. Ramp breakover angle.*	165°	164°	166°	
	H117. Windshield DLO-slant height.	16-1/4			16-1/2
	H121. Backlight DLO*—Max., slant height.	15-7/8			14-5/8
	H122. Windshield slope angle to vertical line on car axis.	43-1/2°			
	H124. Backlight slope angle to vertical line on car axis.	45°			46°
	HD. Min. road clearance (location and dimension).	7-5/8 (a)	7-7/8 (a)	7-1/2 (a)	8-1/2 (a)
	HE. Min. road clearance at rear axle.	8-1/2	8-3/4	8-7/8	9-3/8

*See Notes, page 19.

(a) Lowest point is located at rear of front kick-up.

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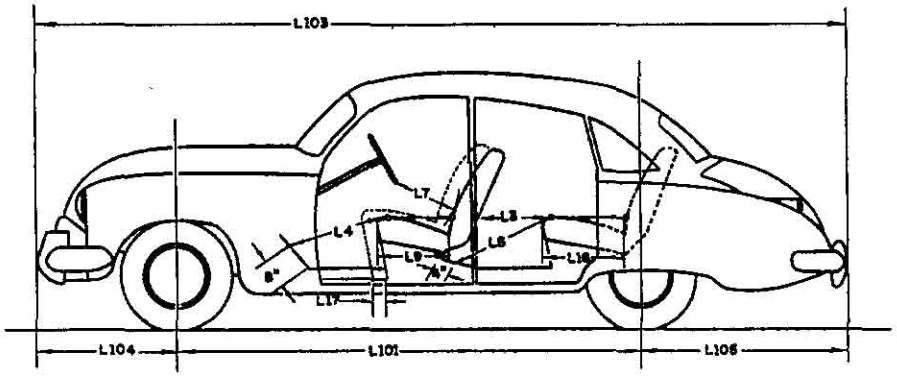
MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60, C-56	C-58	C-59

BODY—LENGTH DIMENSIONS



Interior	**L3.** Rear compartment back of front seat back to rear seat back.	33-1/4	37-1/4	54
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	44-1/4		46
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	41-7/8	43-3/4	N.A.
	L7. Steering wheel clearance to seat back taken on arc.	15-1/8		16
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18-5/8		19-3/4
	L16. Depth of rear seat (front edge to seat back).	18	18-7/8	21
	L17. Total adjustment of front seat at floor.	5		4
Exterior	**L101.** Wheel base.	125-1/2	133-1/2	145-1/2
	L103. Overall length (bumper to bumper inc. guards).	211	219	229-1/4
	L104. Overhang—front including bumper guards.	34-5/8		
	L105. Overhang—rear including bumper guards.	50-7/8	51-1/8	49-3/4

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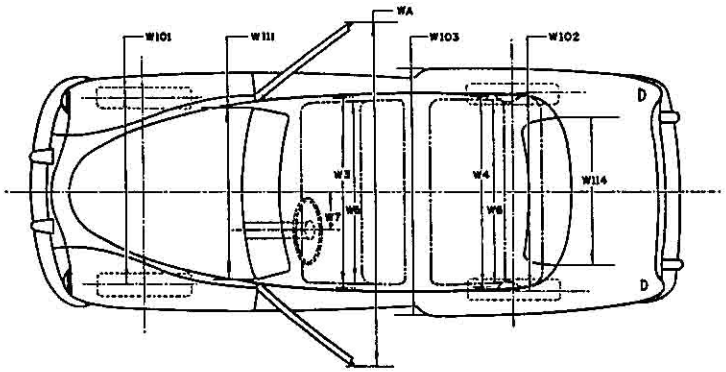
MODEL	C-60, C-56	C-58	C-59

BODY—WIDTH DIMENSIONS



Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56-5/8		56
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	53-3/4		56-1/4
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	61-1/2	60-1/2	60-1/4
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	60-1/8	59	52
	W7. Steering wheel center to center of body.	15-1/2		
Exterior	**W101.** Front tread at ground.	56-5/16	57-3/16	57-7/8
	W102. Rear tread at ground.	59-5/8	60-3/8	66
	W103. Max. overall width of car including bumpers or mouldings.	76-3/4		81-1/8
	WA. Max. overall width of car with doors open.	148		153-7/8
	W111. Windshield DLO, max. width.	57-1/2		53-3/4
	W114. Back window DLO, max. width.	58		49-3/8

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MAKE OF CAR CHRYSLER **MODEL YEAR** 1953

MODEL	C-60-1	C-60-2	C-56-1	C-56-2	C-58	C-59
BODY—TYPES						
Body types and number of passengers. (Please use the letter code shown below followed by the number of passengers, e.g. A-6.)	G-6	G-6	G-6	G-6	G-6	H-8
	B-6	J-6	B-6	B-6	T-6	T-8
	P-6	L-6	J-6	J-6		
	H-8		P-6	L-6		
			H-8			

Body type code

A—Coupe—2 door flatback
B—Coupe—2 door notchback
C—Sedan—2 door flatback
D—Sedan—2 door notchback
E—Sedan—4 door flatback (4 windows)
F—Sedan—4 door flatback (6 windows)
G—Sedan—4 door notchback (4 windows)
H—Sedan—4 door notchback (6 windows)
J—Hardtop—2 door
K—Hardtop—4 door
L—Convertible—2 door
M—Convertible—4 door
N—Station wagon—2 door
P—Station wagon—4 door
Q—Combined passenger and utility—2 door
R—Combined passenger and utility—4 door
S—Sedan delivery
T—Limousine

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front
	Rear	Front
Type of finish (lacquer, enamel)		Synthetic enamel
Hood opening (front, side; semi-full, full, half)		Front, Full
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Windshield (one piece, two piece; curved, flat)		One piece, Curved
Rear window type (one piece, two piece, three piece; curved, flat)		3-piece, Curved

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