

AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR	DESOTO	MODEL NAME	SYMBOL
COMPANY:	DESOTO DIVISION CHRYSLER CORPORATION DETROIT 31, MICHIGAN	Firesweep	S-27
		Firedome	S-25
		Fireflite	S-26
		Adventurer	S-26
MODEL YEAR:	1957	DATE	SEPT. 30, 1956(X)

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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	S-27	S-25	S-26	S-26 Adventurer	
Wheelbase	122.0		126.0		
Tread	Front	60.9	61.0		
	Rear	59.7	59.7		
Maximum Overall Dimensions	Length (L-103)	215.8	218.0		
	Width (W-103)		78.2		
	Height (H-101)	56.7	57.0	55.0	
Steering ratio—overall	26.8		29.9		
Turning diameter (curb to curb) (X)	43' 8"		43' 11"		
Shipping weight* (X)	3675	3955	4025	N/A	
Transmission— (Specify standard, optional, not avail.)	Conventional	Standard		N/A	
	Overdrive			N/A	
	Automatic	Optional		Standard	
Axle ratio	Conventional	3.91		---	
	Overdrive			---	
	Automatic	3.54	3.36	3.54	
Tire size	8.00 x 14	8.50 x 14		8.50 x 14 W/S/W	
Engine	Type	90° V			
	No. of cylinders	8			
	Valve arrangement	Overhead, Lateral (a)			
	Bore and stroke	3.69 x 3.80	3.78 x 3.80	3.80 x 3.80	
	Piston displacement, cu. in.	325	341	345	
	Standard compression ratio	8.5	9.25		
	Maximum bhp at engine rpm	245 at 4400(b)	270 at 4600	295 at 4600	345 at 5200
	Maximum torque at rpm	320 at 2400(b)	350 at 2400	375 at 2800	355 at 3600

*Standard car weight, not including gas and water. (X) REVISED: 12-15-56.

- (a) Double Rocker Shaft.
 (b) With Power Pkg: bhp - 260 at 4400, torque - 335 at 2800.

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ENGINE—GENERAL

Type	V, In-line, other	V			
	Angle of V	90°			
No. of cylinders		8			
Valve arrangement	Overhead, Lateral	Overhead, Lateral (a)			
Bore and stroke	3.69 x 3.80	3.78 x 3.80	3.80 x 3.80		
Piston displacement, cu. in.	325	341	345		
Numbering system (front to rear)	L. Bank	1 - 3 - 5 - 7			
	R. Bank	2 - 4 - 6 - 8			
Firing order		1 - 8 - 4 - 3 - 6 - 5 - 7 - 2			
Compression ratio	Standard Head	8.5	9.25		
	Optional Head	---			
Cylinders	Head Material	Cast Iron			
	Standard Optional	---			
	Sleeve—Wet, dry, other, none	None			
Number of mounting points	Front	Two			
	Rear	One			
Taxable horsepower	(Dia. ² x No. Cyl.) 2.5	43.6	45.7	46.2	
Advertised max. brake horsepower at engine RPM*	Standard head	245 at 4400	270 at 4600	295 at 4600	
	Optional Power Pkg.	260 at 4400	---		
	With fuel (Octane and method)	Standard Head	87 Motor 98 Research	99.4 Motor 105 Research	
		Power Pkg.	87 Motor 98 Research	---	
Max. torque (lb. ft. @ RPM)	Standard head	320 at 2400	350 at 2400	375 at 2800	
	Optional Power Pkg.	335 at 2800	---		
Recommended idle speed (neutral)		450 - 500			

ENGINE—PISTONS

Material	Aluminum Alloy		
Description and finish	(b)	Thermally Controlled by Steel Band, Horiz. Slot, Elliptically Turned, Tin-Plated	Thermally Controlled by Steel Belt, Elliptically Turned, Tin-Plated
Weight (piston only) oz.	18.6	20.7	
Clearance	Top land	.032	
	Skirt	Top	.00075 - .00125
		Bottom	---
Ring groove depth	No. 1 ring	.19	
	No. 2 ring	.19	
	No. 3 ring	.19	
	No. 4 ring	---	

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

- (X) REVISED: 12-15-56.
- (a) Double Rocker Shaft.
- (b) Slipper type, Thermally Controlled by Steel Strut, Elliptically Turned, Tin-Plated.

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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.	---	
No. rings above piston pin		Three	
Compression	Material	Piston Ring Iron	
	Coating	Tin	
	Width	.078	
	Gap	.010 - .020	
	Maximum wall thickness	.18	.19
Oil	Material	Piston Ring Iron	
	Coating	None	
	Width	.186	
	Gap	.010 - .020 (a)	.010 - .020
	Maximum wall thickness	.14	.15
Location of expanders		Oil Ring	

ENGINE—PISTON PINS

Material		High Manganese Steel	
Length		3.07	
Diameter		.922	
Type	Locked in rod, in piston, floating, etc.	Floating	
	Bushing	In rod or piston	Rod
		Bronze on Steel	
Clearance	In piston	.0000 - .0005	
	In rod	.0001 - .0004	
Direction offset in piston		.06 - Right	

ENGINE—CONNECTING RODS

Material		High Manganese Forging Steel	
Weight (oz.)		22.5	23.6
Length (center to center)		6.62	
Bearing	Material	Lead Base Babbitt on Steel	(b)
	Type (cast-in or removable)	Removable, Precision	
	Effective length	.78	.81
	Clearance	.0005 - .0015	
End play		.009 - .017 (2 Rods)	

ENGINE—CRANKSHAFT

Material	Drop Forged Steel
Weight (lb.)	N/A

- (X) REVISED: 12-15-56.
 (a) Muskegon Ring - .007 - .017
 (b) Bimetallic Copper Lead Grid, Steel Backed.

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ENGINE--CRANKSHAFT (cont.)

Vibration damper type		None	Rubber - Dynamic	
End thrust taken by bearing (No.)		#3 - Center		
Crankshaft end play		.002 - .007		
Main bearing	Material	Lead Base Babbitt on Steel (a)		
	Type (cast-in or removable)	Removable, Precision		
	Clearance	.0005 - .0015		
	Journal dia. and bearing effective length	No. 1	2.50 x .73	
		No. 2	2.50 x .73	
		No. 3	2.50 x .72	
		No. 4	2.50 x .73	
		No. 5	2.50 x 1.19	
No. 6		---		
No. 7		---		
Direction offset from cyl. bore		None		
Connecting rod crankpin journal diameter		2.25		

ENGINE--CAMSHAFT

Material		Hardenable Cast Iron with Cams, Distributor and Oil Pump Drive Gear Cast Integrally		
Bearings	Material	Lead Base Babbitt on Steel		
	Number	Five		
	Gear or chain	Chain		
Type of drive	Crankshaft gear or sprocket material	High Manganese Steel		
	Camshaft gear or sprocket material	Cast Iron		
	Timing chain	Make	Morse, Silent	
		No. of links	68	
		Width	1.12	
Pitch		.375		

ENGINE--VALVE SYSTEM

Hydraulic lifters (yes, no)		Yes	
Special provision for valve rotation (intake, exhaust)		Low Friction Lock on Exhaust	
Rocker ratio		1.50 to 1	
Operating tappet clearance (indicate hot or cold)	intake	0	
	Exhaust	0	
Tappet clearance for timing	intake	Valve Train Solid	
	Exhaust	Valve Train Solid	
Timing marks on fly-wheel, damper, other		Fan Drive Pulley	Vibration Damper

(a) Main Bearing #3 is Tin Base Babbitt on Steel.

(X) REVISED: 12-15-56.

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	10 BTC	15 BTC	35 BTC	
		Closes (°ABC)	58 ABC	57 ABC	65 ABC	
	Exhaust	Opens (°BBC)	56 BBC	57 BBC	65 BBC	
		Closes (°ATC)	16 ATC	15 ATC	25 ATC	
Intake	Material		Silicon Chromium Steel			
	Overall length		4.31	4.90		
	Actual overall head dia.		1.84	1.94		
	Angle of seat		45°			
	Seat insert material		--			
	Stem diameter		.37			
	Stem to guide clearance		.002			
	Lift		.389		.430	
	Outer spring press. and length	Valve closed (lb. @ in.)	72 at 1.69	78 - 88 at 1.69	60 at 1.66 (b)	
		Valve open (lb. @ in.)	166 at 1.31	170 - 184 at 1.31	158 at 1.22 (b)	
	Inner spring press. and length	Valve closed (lb. @ in.)	--		28 at 1.53	
		Valve open (lb. @ in.)	--		66 at 1.09	
	Exhaust	Material		XCR Chrom. Nickel Steel (a)		
		Overall length		4.31	4.92	
Actual overall head dia.		1.47	1.75			
Angle of seat		45°				
Seat insert material		--				
Stem diameter		.37				
Stem to guide clearance		.003				
Lift		.389		.413		
Outer spring press. and length		Valve closed (lb. @ in.)	72 at 1.69	78 - 88 at 1.69	60 at 1.66 (b)	
		Valve open (lb. @ in.)	166 at 1.31	170 - 184 at 1.31	158 at 1.22 (b)	
Inner spring press. and length		Valve closed (lb. @ in.)	--		28 at 1.53	
		Valve open (lb. @ in.)	--		66 at 1.09	

ENGINE—LUBRICATION SYSTEM

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

(X) REVISED: 12-15-56.

(a) 21-4N Nitrogen treated Manganese Chromium Nickel Steel.

(b) With optional springs: 78 - 88 at 1.69 (closed), 170 - 184 at 1.31 (open).

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary
Normal oil pressure (lb. @ rpm)	50 - 65 at 1500
Oil pressure gage type (electric or mechanical)	Mechanical
Type oil intake (floating, stationary)	Stationary
Oil filter type (full flow, partial flow)	Shunt Type Replaceable Element
Capacity of crankcase, less filter—refill (qt.)	Five
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	Per A.P.I. Classification

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head Standard Power Pkg.	Regular Premium	Premium --		
Fuel Tank	Capacity (gals.)	20	23		
	Filler Location	Left Rear Fender			
Fuel Filter	Type	Plastic and Ceramic			
	Location	Fuel Tank and Carburetor			
Fuel pump	Type (elec. or mech.)	Mechanical			
	Location	Right Front of Engine			
	Pressure range	6 to 7			
	Vacuum booster (std., opt., none)	None			
Carburetor	Make	(a) (b)	Ball & Ball	Carter	
	Model number	(a) (b)	BBD-2522S	WCFB-2588S (c)	
	Number used	One		Two	
	Type	Downdraft, side inlet, other	Downdraft		
		Single or dual	Dual (b)	Dual	4-Barrel
		Intake manifold heat control (manual, auto., none)	Automatic		
	Automatic choke type (integral, other)	Remote in Manifold Crossover	Integral		
	Air cleaner type	Standard	Paper Element	Two Paper Element Semi-Silencing	
		Optional	---		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single with Crossover (d)	Single with Crossover (e)	Dual
Muffler type (rev. flow, str. thru, sep. resonator)	Reverse Flow		
Exhaust pipe dia.	Branch	1 - 7/8" (d)	2" (e)
	Main	2 - 1/4" (d)	2-1/2" (e)
Tail pipe diameter	2" (d)	2" (e)	1 - 3/4"

(X) REVISED: 12-15-56. (a) With manual transmission - Stromberg WWS-149; with Automatic Transmission - WWS-150. (b) With Power Package - Carter 4-bbl WCFB-2532S. (c) Front - WCFB-2635S; Rear - WCFB-2636S. (d) Dual Exhaust with Twin 1-7/8" exhaust pipes and 1 1-3/4" tailpipes optional (std. with Power Pkg) (e) Dual exhaust with twin 2" exhaust pipes and 1-3/4 inch tailpipes optional.

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model <u>Auto-Lite 11-HS-50 or Willard HO-11-50</u> <u>Auto-Lite 11-HS-60 or Willard HO-11-60</u>	
	Voltage Rtg. & Plates/cell <u>12 V, 9</u> <u>12 V, 11</u>	
	SAE Designation & Amp Hr. Rtg <u>None, 50</u> <u>None, 60</u>	
	Location <u>Under Hood, Left Side</u>	
Generator	Terminal grounded <u>Negative</u>	
	Make <u>Auto-Lite</u>	
	Model <u>GJC-7012-A</u>	
	Type <u>Shunt Wound</u>	
Ratio—Gen. to Cr/s rev. <u>2.0 (a)</u> <u>2.16 (a)</u>		
Regulator	Make <u>Auto-Lite</u>	
	Model <u>VRX-6201-A</u>	
	Type <u>Current and Voltage Control</u>	
	Cutout relay	Closing voltage @ generator rpm <u>13.0 - 13.8 at 1300</u>
		Reverse current to open <u>Contact open at 0 - 6 amp. discharge at 8.2 - 9.3 volts after 10 amp. charge</u>
	Regulated	Voltage <u>14.28 - 14.88</u>
		Current <u>30 - 40</u>
	Min. Gen. rpm required <u>1300 cut-in; 2300 Max. (Hot)</u>	
Voltage test conditions	Temperature <u>70° F.</u>	
	Load <u>Run 15 min. at 7.0 amp - Voltage Regulator Check</u>	
	Other <u>Additional 15 min. at rated output - Current Regulator Check</u>	

ELECTRICAL—STARTING SYSTEM

Starting motor	Make <u>Auto-Lite</u>	
	Model <u>MDL 6003</u> <u>MDL 6001</u>	
	Rotation (drive end view) <u>Clockwise</u>	
	Engine cranking speed <u>35 rpm (Cold), 150 rpm (Hot)</u>	
	Test conditions <u>Cold: SAE 5W at -20° F.</u> <u>Hot: SAE 30 with completely warmed engine</u>	
	Lock test	Amps <u>225</u>
		Volts <u>4</u>
		Torque (lb. ft.) <u>6</u>
No load test	Amps <u>60</u> <u>85</u>	
	Volts <u>4</u>	
	RPM (min.) <u>3400</u>	
Motor control	Switch (solenoid, manual) <u>Bendix (Anti-Kickout)</u> <u>Solenoid, Positive Engagement</u>	
	Starting procedure <u>Depress accelerator pedal about one-third and turn ignition key beyond "Ignition On" position.</u>	

(a) With Air Conditioning - 2.12

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		(a)	Solenoid Shift, Positive Engagement	
	Pinion meshes (front, rear)		Front		
	Number of teeth	Pinion	9		
		Flywheel	172		
	Flywheel tooth face width		.375		

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Auto-Lite			
	Model		CAH-400L			
	Amps	Engine stopped	3.1			
Engine idling		2.5				
Distributor	Make		Auto-Lite			
	Model		IBP-4002	IBP-400L	IBP-400L-A	IBS-400L
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	370 - 540	260 - 440	270 - 440	300 - 400
		Centr. advance max. deg. @ rpm	7.5°-9.5° at 1700	9°-11° at 1700	8°-10° at 2300	7°-9° at 700
		Vacuum advance start (in. Hg.)	0° at 6.5"-7.75"	0° at 10" - 11"		0° at 8.3"-9.9"
		Vac. adv. (max. deg. @ in. Hg.)	12°-14° at 18" (X)	14° - 16° at 18"		9°-11.5° at 18"
	Breaker gap (in.)		.017, +.001, -.002			
	Cam angle (deg.)		29° - 32°			36° - 39° (b)
	Breaker arm tension (oz.)		17 - 20			
	Timing	C/S deg. @ rpm		6° BTC at 500		
Mark location		Fan Drive Pulley	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 - 8 - 4 - 3 - 6 - 5 - 7 - 2				
Spark plug	Make and model		Auto-Lite			
			AR-42	AR-42 (c)		
	Thread (mm)		14			
	Tightening torque (lb. ft.)		30 - 32			
	Gap		.035			
Cable	Conductor type		Stranded Copper			
	Insulation type		Rubber with Neoprene Jacket			
	Spark plug protector		Neoprene Cover			(d)

ELECTRICAL—SUPPRESSION

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

- (X) REVISED: 12-15-56.
- (a) Inertia Follow Through Drive.
- (b) Double Breaker.
- (c) AR-32 for high speed applications.
- (d) Enclosed Tubes, Covered.

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ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	Auto-Lite
	Trip odometer (yes, no)	No
Charge Indicator—type		Ammeter
Temperature Indicator—type		Electric, Magnetic
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 - Ignition and Accessory Circuit Only 2nd Position Clockwise - Ignition and Starter Circuit Only 1st Position Counter-clockwise - Accessory Circuit Only
	Provision for illumination	Yes
	Location	Right of Steering Column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Left Position - Off 1st Position Clockwise - Instrument, Tail, Parking, and License Plate Lamp 2nd Position Clockwise - Instrument, Tail, Head, and License Plate Lamps
Other light switches	Locations and lamps controlled	Instrument Lamp Switch - Left of steering column on instrument panel concentric with head lamp switch, variable all instruments; Stop Lamp Switch - In master cylinder; Dome Lamp - Manual switch, integral in dome lamp; Automatic switches in front doors; Direction Signal Switch - Lever on steering column below wheel.
Other switches	Locations and devices controlled	Windshield Wiper Switch - Variable Speed, left of steering column (a) Heater Switch and Defroster Control - Two-Speed Blower Switch concentric with defroster control, right of steering column
Windshield wiper	Make	Auto-Lite
	Type	Electric
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Air Note - Sea Shell
	Number used	2
	Amp draw (each)	9 - 10

(a) S-27 Windshield Wiper Switch - One-Speed, right of steering column
(Variable Speed Special Equipment)

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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	2-5400	2-5400 (A)	2-4001 and 2-4002
Headlamp beam indicator		1-57	
Parking light		2-1034	
Tail light		2-67	
Stop light		2-1073	
Direction indicator	Front	2-1034	
	Rear	2-1073	
	Tell-Tale	2-57	
License plate light		1-67	
Instrument light		2-57	
Ignition lock light		--	
Map light		1-1004	
Dome light		1-1004	
Clock light		1-57*	
Radio dial light		1-1891*	
Glove compartment light		--	
Courtesy light		1-1004	
Trunk compartment light		1-1003	
Other Back-Up Light		2-1073	
Speedometer		2-57	
Transmission Control		1-57; 2-57*	
Hand Brake Indicator		1-90*	
Underhood Light		1-1003	
Cigar Lighter Light		1-57	

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	20 CB (a)
Headlamp beam indicator	Same as (a)
Parking light	6 CB (b)
Tail light	Same as (b)
Stop light	6 CB (c)
Direction indicator	--
License plate light	Same as (b)
Instrument light	Same as (b)
Ignition light	--
Map light	Same as (c)
Dome light	Same as (c)
Clock	SFE-2
Clock light	Same as (b)
Radio	SFE-7.5
Glove compartment light	Same as (c)
Courtesy light	Same as (c)
Trunk compartment light	Same as (c)
Other	
Windshield Wiper	5 CB (d); Variable Speed 6 CB (e)
Window Lift	30 CB (f)
Seat Adjuster	40 CB (g)
Cigar Lighter - Rear Seat	8 CB (h)

(X) REVISED: 12-15-56.

(A) Dual Headlights optional - 2-4001 and 2-400.

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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	---	
Semi-centrifugal (yes, no)		No	---	
Type pressure plate springs		Coil	---	
Total plate pressure (lb.)		2013	---	
No. of clutch driven discs		One	---	
Clutch facing	Material	Molded Woven Asbestos	---	
	Inside diameter	6.00	---	
	Outside diameter	10.00	---	
	Total eff. area (sq. in.)	100.5	---	
	Thickness	.125	---	
	Number required	Two	---	
	Engagement cushioning method	Flat Springs, 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	N/A
Conventional with overdrive (std. or opt.)	N/A	N/A
Automatic (std. or opt.)	Optional	Standard

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		3	---
Transmission ratios	In first	2.31	---
	In second	1.55	---
	In third	1.00	---
	In fourth	---	---
	In reverse	2.96	---
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	---

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DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		2 - 3/4	--
	Type recommended		Multi-Purpose Gear Lubricant	
	SAE viscosity number	Summer	80	--
		Winter	80	--
		Extreme cold	80	--

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)		--
		Separate filter (yes, no)		--
		Type recommended		--
		SAE viscosity number	Summer	--
Winter	--			
	Ext. cold	--		

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	PowerFlite or TorqueFlite	TorqueFlite
Type (fluid coupling with gears, torque convertor with gears, other)	Torque Converter with Gears	
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; padding: 5px; text-align: center;"> R N D L </div> <div style="border: 1px solid black; padding: 5px; text-align: center;"> R N D 1 2 </div> </div> <p style="text-align: center;">PowerFlite TorqueFlite (X)</p>	
List gear ratios in each drive position (range)	PowerFlite: R - Reverse - 2.39 N - Neutral - -- D - Drive - 1.00 L - Low - 1.72	TorqueFlite R - Reverse - 2.20 N - Neutral - -- 1 - Low - 2.45 2 - Second - 1.45 D - Drive - 1.00
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes	
By governor—forced shift (yes, no)	Yes	
Downshift of gears in high range possible up to (mph)	55	60

(X) REVISED: 12-15-56.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DESOTO **MODEL YEAR** 1957

MODEL	S-27	S-25	S-26	S-26 Adventurer
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DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		Three		
	Max. ratio at stall at engine rpm		2.7 at 1860 (a)(c)	2.7 at 1975 (c)	N/A
	Mechanical lockup	Provided (yes, no)	No		
		Speed range	---		
		Releases at (speed range, mph)	---		
	Type of cooling (forced air, oil cooler and type, other)		Air Cooled		
Anti-creep device (yes, no)		No			
Lubricant	Capacity—refill (pt.)		(b)	18 (X)	
	Type recommended		Automatic Transmission Fluid Type "A"		
	Grade	Summer	---		
		Winter	---		
Extreme cold		---			

DRIVE UNITS—PROPELLER SHAFT

Number used		One			
Type (exposed, torque tube)		Exposed			
Outer diameter x length* x wall thickness	Conventional trans.	3.5 x 59.02 x .065	---		
	Overdrive trans.	---			
	Automatic trans.	(d)	3.0x58.96x.065	3.25 x 58.96 x .065	
Intermediate bearing	Type (plain, anti-friction)	---			
	Lubri. (fitting, prepack)	---			
Universal joints	Make		Own (Detroit)		
	Number used		Two		
	Type (ball and trunnion, cross, other)		Front: Ball and Trunnion Rear: Cross		
	Bearing	Type (plain, anti-friction)	Anti-Friction		
		Lubric. (fitting, prepack)	B & T: Clean and Repack Cross: 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. (X) REVISED: 12-15-56.

- (a) 2.7 at 1845 when equipped with 4-bbl carburetor and dual exhaust.
- (b) PowerFlite - 20 pints; TorqueFlite - 18 pints.
- (c) This check should not be performed in car.
- (d) PowerFlite - 3.25 x 59.02 x .065; TorqueFlite - 3.25 x 58.96 x .065.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL	S-27	S-25	S-26	S-26 Adventurer
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DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating			
Gear type (hypoid, other)		Hypoid			
Gear ratio and No. of teeth	Conventional trans.	3.91 (43-11)		--	
	Overdrive trans.	--			
	Automatic trans.	3.54 (39-11)	3.36 (37-11)	3.54 (39-11) (c)	
Pinion adjustment (shim, other)		Solid Shim (Washer)			
Pinion bearing adj. (shim, other)		Shims			
Lubricant	Capacity (pt.)	3.5			
	Type recommended	Multi-Purpose Hypoid Gear Lubricant			
	SAE viscosity number	Summer	SAE 90		
		Winter	SAE 90		
Extreme cold		SAE 80			

DRIVE UNITS—WHEELS

Type (disc, other)		Disc		
Rim (size and flange type)		14 x 5.5 K	14 x 6 K	
Attachment	Type (bolt or stud)	Stud		
	Circle diameter	4 - 1/2		
	Number and size	5, 1/2 - 20 N.F.		

DRIVE UNITS—TIRES

Size and ply rating	Standard	8.00x14 (Tubeless) 4 Ply	8.50 x 14 (Tubeless) 4 Ply	(a)
	Optional	8.50x14 (Tubeless) 4 Ply	9.00 x 14 (Tubeless) 4 Ply	(b)
Rev/mile at 30 mph		760	747	
Inflation press. (cold)	Front	22		
	Rear	22		

BRAKES—SERVICE

Type		Hydraulic - Internal Expanding		
Booster type		Vacuum - At Extra Cost		Vacuum
Effective area (sq. in.)		230	251	
Percent brake effectiveness—rear		40		
Drum	Diameter	Front	12	
		Rear	12	
	Type and material	Composite		Centrifuse

(X) REVISED: 12-15-56.

(a) 8.50 x 14 Rayon Tubeless W/S/W, 4 Ply.

(b) 8.50 x 14 Nylon Tubeless W/S/W, 4 Ply; 9.00 x 14 Rayon Tubeless W/S/W, 4 Ply; 9.00 x 14 Nylon Tubeless W/S/W, 4 Ply.

(c) Optional Ratios - 2.92 (38-13), 3.18 (35-11), 3.36 (37-11), 3.73 (41-11), 3.91 (43-11), 4.1 (41-10), 4.3 (43-10), 4.56 (41-9), 4.89 (44-9).

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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL	S-27	S-25	S-26	S-26 Adventurer
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BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted		Bonded		
	Pri- mary	Material	Molded Asbestos		
		Size (length x width x thickness)	Front wheel	11.5x2.5x.20	12.6 x 2.5 x .20
			Rear wheel	11.5x2.5x.20	12.6 x 2.5 x .20
		Segments per shoe		One	
	Second- ary	Material	Molded Asbestos		
		Size (length width x thickness)	Front wheel	11.5x2.5x.20	12.6 x 2.5 x .20
			Rear wheel	11.5x2.5x.20	12.6 x 2.5 x .20
Segments per shoe		One			
Wheel cyl- inder bore	Front	1.125			
	Rear	1.125			
Master cylinder bore		1.125			
Available pedal travel		6" (b)	4 - 5/8		
Line pressure at 100 lb. pedal load		750 (c)	1100		
Shoe clearance adjustment		No Major Adjustment Required			

BRAKES—PARKING

Type of control		T-Handle, Multiple Pawl Ratchet		
Location of control		Under Instrument Panel, Left of Steering Column		
Operates on		Transmission Output Shaft		
If sepa- rate from service brakes	Type (internal or external)	External (a)	Internal	
	Drum diameter	6 (a)	7	
	Lining size (length x width x thickness)	15.38 x 2 x .16 (a)	13.44 x 2 x .16	

FRAME

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

FRONT SUSPENSION

Type and description	Independent, Lateral Non-Parallel Control Arms with Torsion Bars
----------------------	---

(X) REVISED: 12-15-56.

(a) With Automatic Transmission, a 7" internal parking brake is used with a lining size of 13.44 x 2 x .16

(b) With Power Brakes - 4 - 5/8".

(c) With Power Brakes - 1100 psi.

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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL	S-27	S-25	S-26, S-26 Adventurer
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FRONT SUSPENSION (cont.)

Spring	Type	Torsion Bar	
	Material	Chromium Alloy Steel	
	Size (length x width x No. leaves or coil I.D.)	Length - 44.6 Diameter - 1.04	Length - 48.6 Diameter - 1.02
	Spring rate (lb. per in.)	Not Applicable	
	Rate at wheel (lb. per in.)	120 (without tires)	115 (without tires)
	Normal load (lb. @ rated length)	Not Applicable	
Shock absorbers	Manufacturer	Own	
	Type (direct or lever)	Direct	
	Piston diameter	One	
Stabilizer	Type (link, linkless, frameless)	---	Linkless
	Material	---	Steel

STEERING

Type used (Standard or optional)	Mechanical	Standard		
	Power	Optional		
Wheel diameter		17		
Turning diameter	Outside front	Wall to wall (r. & l.) (X)	46' 7"	49' 4"
		Curb to curb (r. & l.) (X)	43' 8"	43' 11"
	Inside rear	Wall to wall (r. & l.) (X)	27' 1"	30' 3"
		Curb to curb (r. & l.) (X)	32' 4"	35' 11"
Inside wheel angle with outside wheel at 20°		21° 37'	21° 45'	

Mechanical	Gear	Type	Worm and Three-Tooth Roller	
		Make	Gemmer	
		Ratios	Gear	18.2
	Overall		26.8	29.9
No. wheel turns		4.8	5.2	

Power	Type	Integral "Coaxial"		
	Make	Own		
	Trade name		Full Time Power Steering	
	Gear	Type	Rack and Gear Sector and Recirculating Ball Nut	
		Ratios	Gear	16.3
			Overall	19.8
	Pump driven by		Fan Drive Pulley	
Overall torque ratio		N/A		
Number wheel turns		3.4	3.3	

Linkage	Type	Symmetrical Idler Arm Equal Length Tie Rods	
	Location (front or rear of wheels)	Rear	
	Drag link (trans. or long) Tie rods (one or two)	Transverse Two	

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MAKE OF CAR	DESOTO	MODEL YEAR	1957
MODEL	S-27	S-25, S-26, S-26 Adventurer	

STEERING (cont.)

Kingpin	Inclination of camber (deg.)	6 - 1/2° at 0°		
	Diameter	--		
	Bearings (type)	Upper	Ball Joint	
		Lower	Ball Joint	
	Thrust	Oil Impregnated, Sintered Metal Bearings		
Wheel alignment (range and preferred)	Caster (deg.)	Manual Steering: -3/4° ±3/4° Power Steering: +3/4° ±3/4° (a)		
	Camber (deg.)	Left: +1/4° ±1/4° Right: 0° ±1/4°		
	Toe-in (outside tread-inches)	1/8" ±1/32"		
	Steering knuckle type	Ball Socket Joints		
Wheel spindle	Diameter	Inner bearing	1.25	
		Outer bearing	.75	
	Thread size	3/4 - 16 N. F.		
	Bearing type	Tapered Roller		

REAR SUSPENSION

Type	Parallel, Longitudinal Leaf				
Drive and torq. taken through (see page 14)	Rear Springs				
Spring	Type	Semi-Elliptical			
	Material	Steel			
	Size (length x width x No. leaves or coil I.D.)	55 x 2.5 x 5	58 x 2.5 x 6		
	Spring rate (lb. per in.)	90 - 100	85 - 95		
	Rate at wheel (lb. per in.)	130 (Without Tires)			
	Normal load (lb. at rated length)	135 (Without Tires)	135 (Without Tires)		
		Right: 720 at -.38" opening Left: 760 at -.38" opening	Right: 680 at -.38" opening Left: 760 at -.38" opening (X)		
	Mounting insulation type	Rubber			
	If leaf	No. of leaves	5	6	
		Covers (yes, no)	No		
		Lubricated (yes, no)	No		
		Inserts	Type and size	2.5 x 2.5 (front interliners); 2.5 x 3.5 (rear interliners)	
			Material	Wax Impregnated Fabric	
		Shackle (comp. or tens.)	Compression		
Shock absorbers	Manufacturer	Own			
	Type (direct or lever)	Direct			
	Piston diameter	One			
Stabilizer	Type (link, linkless, frameless)	None			
	Material	--			
Track bar type	None				

(X) REVISED: 12-15-56.

(a) Caster should be held as nearly equal as possible on right and left wheels.

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MAKE OF CAR DESOTO MODEL YEAR 1957

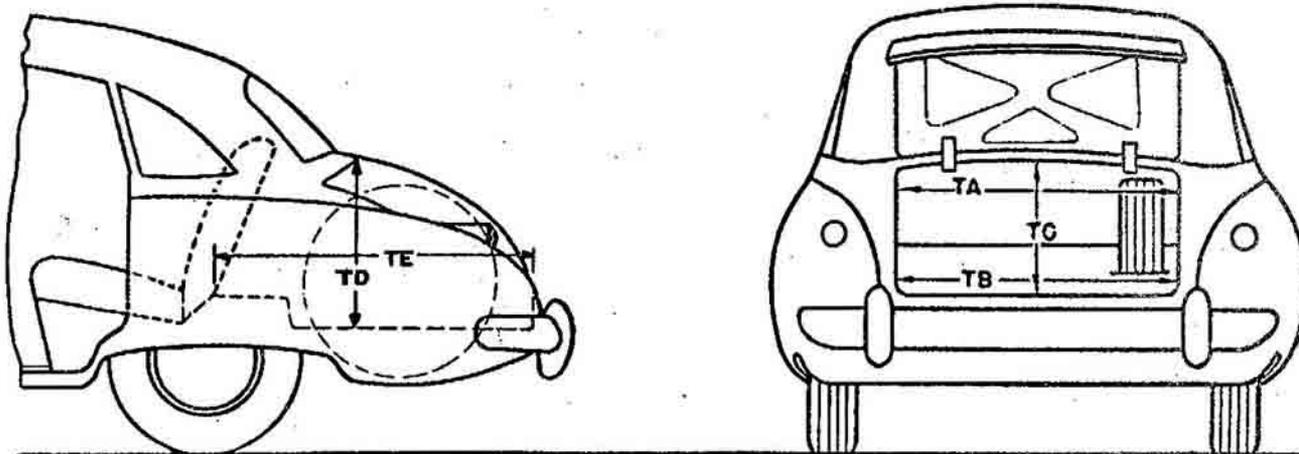
BODY—GENERAL DEFINITIONS

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-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	S-27, S-25, S-26	S-26 Adventurer (a)
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BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	57.4	
TB—Width across the bottom	51.4	
TC—Diagonal dimension at CL from top of opening to bottom	35.5	
TD—Vertical height of opening (floor to top, inside edge of opening)	20.7	(X)
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	61.7	65.5
Position of spare tire stowage	Horizontal on Left Side	
Method of holding lid open	Torsion Bar	

(X) REVISED: 12-15-56.

(a) All S-26 Adventurer dimensions shown on this and succeeding pages are for a special club coupe (2-Dr. H.T.).

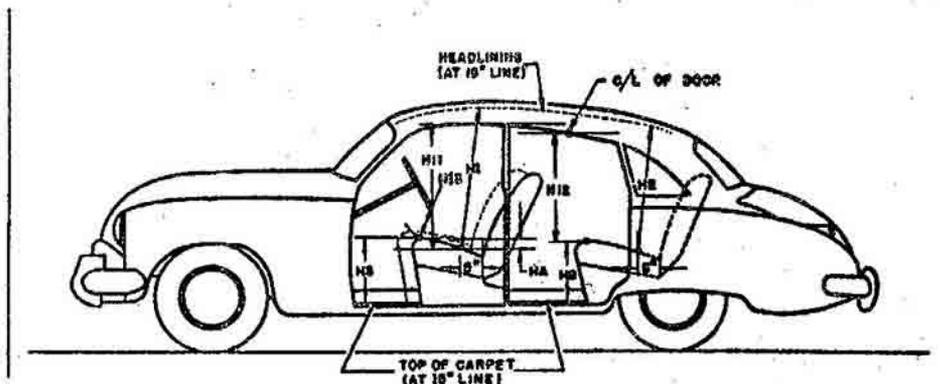
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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL S-27, S-25, S-26 S-26 Adventurer (X)

BODY—HEIGHT DIMENSIONS—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)	34.8	34.1
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.6	34.0
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	11.0	10.5
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	12.1	9.6
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	30.2	29.4
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	27.3	—
H13. Steering wheel clearance to seat cushion taken on arc.	5.5	6.0
HA. Front seat vertical rise at "A" pt. (inches.)	1.1	

(X) REVISED: 12-15-56.

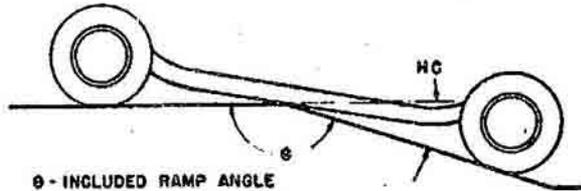
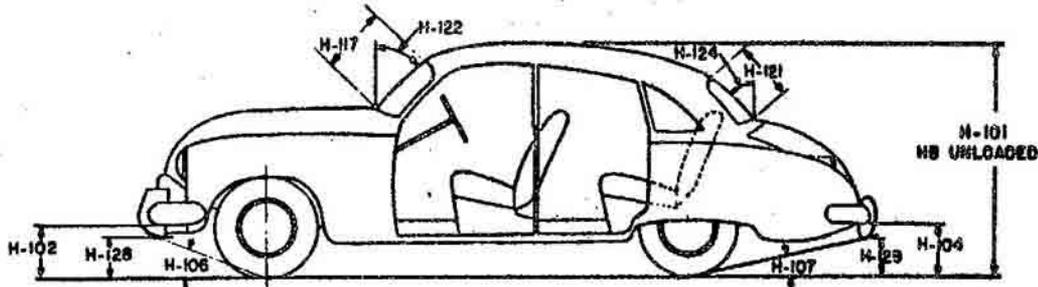
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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL S-27 S-25 S-26 S-26 Adventurer (X)

BODY—HEIGHT DIMENSIONS—EXTERIOR



θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height.	56.7	57.0	55.0
HB. Overall height—unloaded.	58.3	58.6	56.6
H102. Front bumper bottom to ground at normal section.	10.6		9.7
H104. Rear bumper bottom to ground at normal section.	12.1		12.4
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	18.9		17.7
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12.9	13.2	13.3
HC. Ramp breakover angle.*	10.2		9.8
H117. Windshield DLO-slant height.		22.3	22.2
H121. Backlight DLO*—Max., slant height.		21.0	31.0
H122. Windshield slope angle to vertical line on car axis.		50°	54°
H124. Backlight slope angle to vertical line on car axis.		53°	58°
H128. Ground to bottom of front bumper guard.	11.1		10.2
H129. Ground to bottom of rear bumper guard.	19.9		20.2
HD. Min. road clearance (location and dimension).		5.4 (Frame Sidemember)	
HE. Min. road clearance at rear axle.	7.5		7.8

*See Notes, page 19.

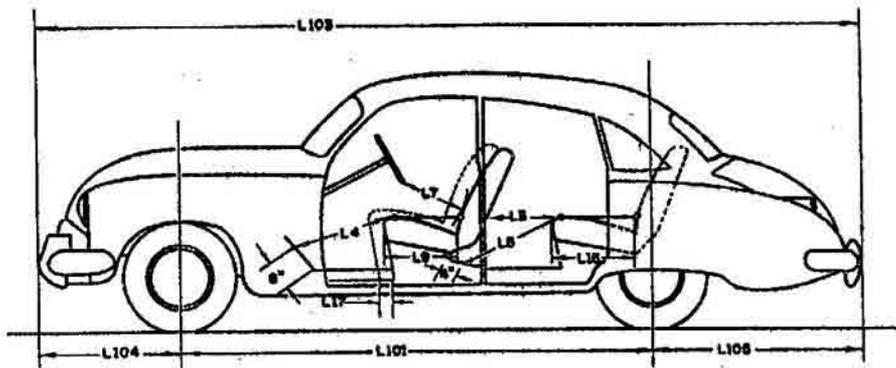
(X) REVISED: 12-15-56.

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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL S-27 S-25, S-26 S-26 Adventurer

BODY—LENGTH DIMENSIONS



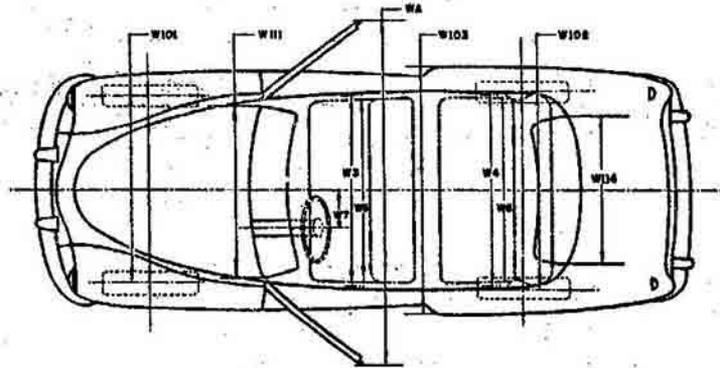
Interior	L13. Rear compartment back of front seat back to rear seat back.	31.3	27.3
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15° line.	45.5	
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	43.0	38.0
	L7. Steering wheel clearance to seat back taken on arc.	14.9	15.1
	L9. Front seat depth (front edge to vert. tan. to seat back on 15° line).	18.1	
	L16. Depth of rear seat (front edge to seat back).	17.5	17.6
	L17. Total adjustment of front seat at floor.	5.0 (on curved track surface)	
Exterior	L101. Wheel base.	122.0	126.0
	L103. Overall length (bumper to bumper inc. guards).	215.8	218.0
	L104. Overhang—front including bumper guards.	36.4	34.6
	L105. Overhang—rear including bumper guards.	57.4	

(X) REVISED: 12-15-56.

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MAKE OF CAR	DESOTO	MODEL YEAR	1957
MODEL	S-27	S-25, S-26	S-26 Adventurer (X)

BODY—WIDTH DIMENSIONS



Interior	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	60.5	61.0
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	60.4	60.5
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	63.0	
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.7	56.0
	W7. Steering wheel center to center of body.	16.1 (X)	15.9
	Exterior	W101. Front tread at ground.	60.9
W102. Rear tread at ground.		59.7	59.7
W103. Max. overall width of car including bumpers or mouldings.		78.2	
WA. Max. overall width of car with doors open. (X)		156.8	167.4
W111. Windshield DLO, max. width.		63.2	
W114. Back window DLO, max. width.		60.4	61.7

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MAKE OF CAR DESOTO MODEL YEAR 1957

MODEL	S-27	S-25	S-26	S-26 Adventurer (X)
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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		
Vent window control method (crank, friction, pivot)		Pivot		
Windshield (one piece, two piece, curved, flat)		One Piece, Curved - Double Wraparound		
Rear window type (one piece, two piece, three piece, curved, flat)		One Piece - Curved		
Windshield glass area		1114		1136
Backlight glass area		1319		1882
Total glass area		4294	4292	4263

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)

	G-6	G-6	G-6	J-6
	Four Dr. Sedan	Four Dr. Sedan	Four Dr. Sedan	Spec. Club Cpe.
	K-6	K-6	K-6	L-6
	Special Sedan	Special Sedan	Special Sedan	Convertibl
	J-6	J-6	J-6	
	Sportsman	Sportsman	Sportsman	
	P-6	L-6	L-6	
	Station Wagon	Convertible	Convertible	
	P-8		P-6	
	Station Wagon		Station Wagon	
			P-8	
			Station Wagon	

Body type code

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> 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 |
|--|---|

(X) REVISED: 12-15-56.

October 18 1956

SUPPLEMENT TO: DeSoto AMA
Consolidated Specification Questionnaire

Subsequent to the printing of the DeSoto AMA, the following changes have been made.

1. Wherever the word "Torque-Flite" is used, the spelling should be changed to read "TorqueFlite".
2. For horsepower and torque figures on page 1 and 2, see the attached chart.
3. The curb-to-curb turning diameter should be 43'9" for the S-27 Firesweep and 45'3" for the S-25 and S-26, Firedome and Fireflite, respectively.
4. Page 7 - The S-25 Firedome and S-26 Fireflite have a four blade fan whose spacing is 76° - 104° . When equipped with air conditioning the data remains as shown.
5. Page 13 - The downshift of gears in high range is possible up to 55 mph for the S-27 Firesweep when equipped with TorqueFlite.
6. Page 14 - The lubricant capacity of the TorqueFlite should be 18 pints.
7. Page 2 - Taxable horsepower for S-27 should be 43.6

CHRYSLER CORPORATION
ENGINEERING DIVISION
Product Planning and Programming Section