

CAR LIFE ROAD TEST



Dodge Coronet

A Technical Look at Dodge's Smart New Series Reveals Them to be Well-Suited for Their Market

ONE OF THE slickest marketing moves of the current model year is the realignment by Dodge Division of its existing car lines to better fit them into contemporary selling patterns. Where other car manufacturers have upgraded their product to compete in the burgeoning "luxury" car market, in which Dodge already has established a strong sales record, Dodge has created a complete new "middle" series to participate in the equally growing "standard" class.

This is the area filled with Chevelle, Tempest, Buick Special, Olds F-85, Ford Fairlane and Mercury Comet, Plymouth Belvedere and Rambler Classic. Advertised retail prices range from \$2100 to \$3000. Sizes run from 195 to 205 in. overall length and 112 to 117-in. wheelbase.

These cars are definitely out of the compact class, yet are not what Detroit likes to call "full-sized," i.e., the average Ford, Chevrolet and Plymouth. In actual size they more nearly approach the bulk of the average mid-1950s car, although every one has significantly more passenger space than did its similar-sized predecessors.

Rambler (Classic and Ambassador)

and Ford (Fairlane and Mercury Meteor) probably did as much groundwork as anyone toward revitalizing and popularizing this sort of car in the early '60s, bringing those models along as adjuncts to the compact category. GM's divisions remade their "senior compacts" into this mold for '64 and achieved outstanding sales results. Dodge, with its 110-in. wheelbase Dart compact and a 119-in. full-sized model, was obviously without the merchandise for this market.

But now Dodge has joined the chase in this sector of the marketplace by the simple expedient of rearranging some components and lopping off an inch or two where it was least needed—in overall length. The result is a tried and true car, with a revived nameplate (Coronet was the name of a middle-priced Dodge series 1949-1959), a few less inches of overhang and all the quality of its luxury-class predecessor. The Coronet of today is virtually the same as the Dodge and Polara of 1964.

What of the Polara? How does it fit into this new scheme of things? Dodge would like to think it ready for bigger and better things. It received a new, 121-in. wheelbase and longer, 212.3-in.

body to more nearly fit it to a luxury car role. With its new opulence, it also got a new price structure to move it away from the Coronet territory.

The Coronet will have to have help if it is to get a fair share of the estimated 1.5 million cars of this class which will be sold during 1965. The competition is keen and for the most part well-endowed with optional engines, transmissions, gadgets and trimwork. The Coronet encompasses this philosophy, too, and will be available with virtually every option known to the Chrysler Corporation. The only things not for the Coronet but available in larger Dodges are electric window lifts, automatic throttle, electric door locks and a tilting steering wheel.

For instance, the Coronet will be available with either a 6 cyl. or V-8 as standard power, but will have V-8s of 318, 361, 383 and 426 cu. in. on order. The standard transmission is a manual 3-speed, but the buyer may specify manual all-synchro 4-speed or a 3-speed torque converter automatic. These are in the usual selection of body styles, including 6- and 9-passenger station wagons, in three levels of trimwork—Coronet, Coronet 440 and Cor-

onet 500. The 500, of course, designates the topmost model and it comes only in 2-door hardtop or convertible body with bucket-type front seats and a console between them. One of the test cars (2-door hardtop) was of this ilk while the other was a 440 model 4-door sedan and the third a lowest-line 4-door sedan.

A look at the accompanying table of comparisons reveals that the Coronet body is virtually the same as that of the '64 Dodge. The 5.5-in. shorter length was accomplished with front and rear end sheet metal changes, while the 2-in. shorter wheelbase came with a slightly altered spring/axle mounting relationship. The Plymouth Belvedere series (116-in. wheelbase) also uses the same body, with different front end sheet metal. Actually, this body relates directly to the 1962 Dodges and Plymouths which were then completely new unit-body structures. Significantly, the wheelbase and overall length of those models were 116 and 202 in.

The fully unitized body and chassis of the Coronet is among the handful of such constructions left on the American market. Only the Coronet and Belvedere, Dart and Valiant, Fairlane and Falcon, Comet, Chevy II and Corvair remain. Chrysler Corporation, for its newest basic body (C body, for Plymouth Fury, Dodge Polara/880 and Chrysler Newport, New Yorker and 300), adopted a rubber-mounted sub-frame to carry engine transmission and front suspension, a trend leading away from the full-unit body, toward the perimeter frame/separate body con-

figuration now in tremendous vogue at Ford and General Motors.

Strong, built-up cowl and floor areas contribute to most of the strength of the unit body, although fender-well extensions at the front add to the beam stiffness and the roof section to the torsional resistance. Suspension and drive-train components bolt directly to this sheet metal, in some instances adding further to its rigidity. The end result of a unit-body construction is a tight, stiff semi-monocoque structure that utilizes all the basic body panels to spread and carry loads imposed on it by engine and suspension. Advantages of this type of construction are maximum chassis stiffness and minimum material weight; disadvantages are a predilection of the body to act as a sounding board for the transfer of vibration and noise, and a complicated, more costly assembly which makes styling changes more difficult.

There are two aspects of the unit body which the performance-minded buyer should consider. The first is that a unit body, by eliminating the frame, makes the driver literally closer to his suspension and its workings. The lower-priced strata of Chrysler Corp. cars have long been acclaimed for their excellent handling characteristics, and we wonder if some of this might not stem from the fact that minute motions aren't completely damped out by flexible frames and soft rubber bushings. However, as with previously-tested Chrysler Corp. cars, the three Coronets exhibited a tautness of handling and a crispness of performance that is lack-

ing in many of their competitors.

The other aspect is the problem of salt-induced corrosion. With more and more salt solutions being used to reduce ice on wintry streets, corrosion increases in frequency and toll. Unit bodies are particularly vulnerable to corrosion damage since their sheet metal carries the chassis loads. The Chrysler Corp. has long recognized this problem and now is one of the leaders in using galvanized steel, zinc-rich primers and paints and careful body sealing to eliminate it. Exteriors are now painted with an acrylic enamel to resist weathering better. Exterior trim is of either stainless steel or aluminum, stamped or die-cast, also to resist corrosion.

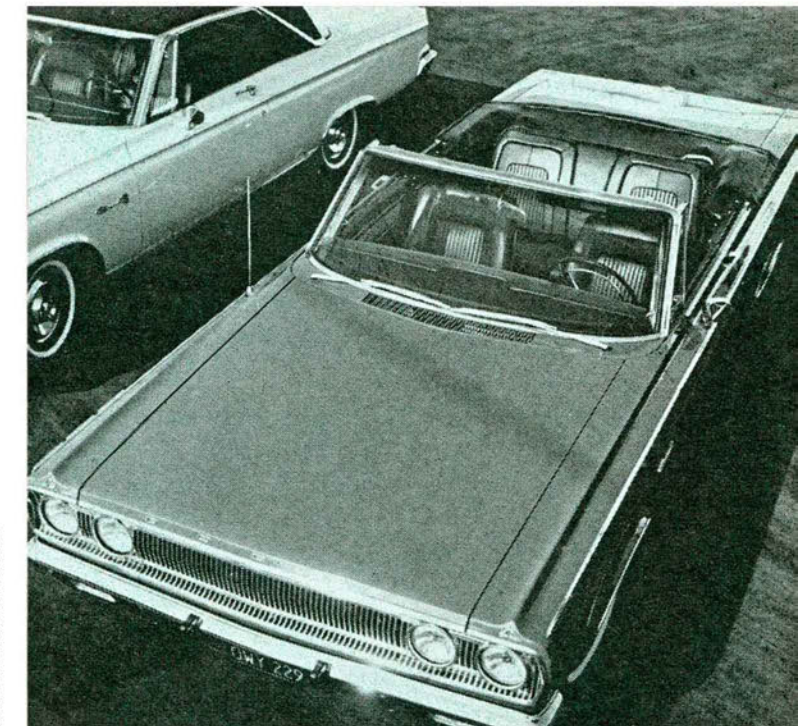
Suspension, despite the use of torsion bars for the front springing medium, is very conventional. The front layout is a long-and-short parallel A-arm arrangement, the rear a straight Hotchkiss drive on parallel multi-leaf springs. No anti-roll bars are listed, although they are available for "police" packages.

The front suspension has a stamped steel upper arm, mounted to the chassis with conventional bushings and cam adjusters. The arm is tilted slightly toward the rear to control front-end dip during braking. The lower arm is a beam, fabricated of forged and stamped pieces, attaching to the chassis on a bushing-supported shaft and steadied by a diagonal drag strut to the front chassis crossmember. This strut bolts rigidly to the lower arm but is rubber bushed to the chassis so that all move-

CORONET 500, front, side and rear: These top-line models carry special rear trimwork to identify them from standard models.



SQUARISH, BOXY lines of Coronet are evident in top view. The 500 series has bucket seats and console in front, bench seat in rear.





Dodge Coronet

ments are damped in the elastic. The steering knuckle is ball-jointed to the upper control arm and bolted to the knuckle arm, which in turn is ball-jointed to the lower control arm.

Front-end specifications call for a caster setting of $\frac{1}{4}$ to $1\frac{1}{4}^\circ$ for power steering, 0 to -1° for manual. Experience with the Dodge "feel-less" power assist leads us to recommend the higher setting to prevent the "twitchy" feeling one often experiences with this steering system. Toe-in settings are also critical (the preferred setting is $\frac{1}{8}$ in. although the permissible range is $\frac{3}{32}$ to $\frac{5}{32}$) for controlling the car and again we recommend the optimum setting. Production line standards being what they are, we suggest that purchasers of all new cars, Dodges included, have them carefully and properly aligned at a reliable front-end shop sometime after the first 1000-1500 miles of use. A little care will pay dividends in extra tire and fuel mileage and ease of driving.

Contrary to some thought, however, the torsion bars cannot be adjusted to increase or reduce their stiffness. These bars have an adjustment at their front mounting point (in the pivot shaft of the lower suspension arm) which will allow variations in vehicle height. The chromium alloy steel bars are 41 in. long and 0.86-in. diameter (6 cyl.), 0.88-in. diameter (V-8) and 0.90-in. diameter (heavy duty), giving ride rates of 90, 100 and about 110 lb./in. Shock absorbers, both front and rear, are 1-in. units.

Dodge gives buyers the choice of two steering systems, manual or power-assisted. The manual is a worm-and-nut

type, giving an overall ratio of 28.7:1 and 5.3 turns lock-to-lock. The power unit is Chrysler's own integral full-time system which has an equal-length linkage, through parallel trailing idlers and a transverse center link. The power steering gear is a rack-and-sector type, with sector gear teeth in constant mesh with teeth broached into the side of the power piston. The wormshaft connects the steering wheel to the power piston through a U-joint coupling and wormshaft to the piston through recirculating ball contact. The steering valve, mounted atop the gearbox, directs the flow of hydraulic pressure to the power piston, according to the way the steering wheel is turned. The power supply is a slipper-type, constant displacement pump, belt-driven off the front end of the crankshaft. It develops 950-1000 psi pressure and 2.25 gal./min. maximum flow.

The rear axle is a one-piece housing, with the hypoid type of differential gears in a bolt-in carrier. An 8.75-in. diameter ring gear is used on all 8-cyl. and higher ratio 6-cyl. models, but an 8.25-in. gear is used in the lower-powered, lower-geared cars. The same gears are used for 273 to 426-cu. in. engines. Axle design is simple, efficient and durable. A "Sure-Grip" limited-slip differential is offered as an option and this utilizes a multi-disc clutch on each side of the differential case to prevent excessive wheelspin. The Sure-Grip is available only in 2.93 and 3.23:1 ratios, while standard differential ratios are 2.76, 2.93, 3.23, 3.31 and 3.55:1 (although the service manual also lists 3.91 and 4.56). The flanged, extruded axle shafts rotate in tapered roller bearings.

Along with the rest of the automotive industry, Dodge has switched to the new lower profile tires for 1965, thereby upgrading the rated carrying capacity and improving handling and tire wear characteristics all in one move. Where the standard tire for a Dodge Six last year was 7.00-14, this year it is 7.35-14 for Sixes and smaller Eights, 7.75-14 for station wagons and larger V-8s. The smaller are on 5.0K rims, the larger on 5.5K, attaching to brake drums on five $\frac{1}{2}$ -in. studs (4.5-in. circle). Dodge recommends 24 psi air pressure for the front tires, 22 psi for the rears, on all Coronets but station wagons, and 22/26 on them. On the three non-wagon test cars, CL found higher (measured cold) pressures of 28 front, 26 rear, gave better control over the car and probably slightly better fuel mileage.

Brakes remain unchanged from previous Dodge components. These are 10-in. diameter cast-iron drums, front and rear, with 2.5-in. wide bonded-on, molded asbestos lining. With 195.2 sq. in. of lining area and 314.2 of drum swept area, the Coronet has notably larger brakes than most of its competitors. However, they are the same self-adjusting single-anchor duo-servo type of brake used throughout the industry and therefore subject to the same problems which plague other car-makers' products. CL's standard two-stops-from-80-mph test revealed that the Coronet brakes stop adequately, both times registering a maximum of 20 ft./sec./sec. deceleration rate, with a strong tendency to lock up rear wheels if pressed beyond that rate.

An immediate additional set of two stops on the 500 Hardtop virtually faded out its brakes and left the testers desirous of ordering the heavy-duty units offered for 426-equipped cars and police units. (Budd-made front disc brakes are optional on Polara police

cars.) These have manual adjusters (good news for drag racers who don't like the self-adjusters), 11-in. drums with 3 in. wide lining in front and 2.5 in. in the rear. Their swept area is 380.1 sq. in. and gross lining area 234.1.

The optional power assist does not make the car stop quicker, just easier to fade the brakes. The power comes from an integral pressure chamber which taps engine vacuum to help the driver push the master cylinder piston. This gives him more stop for less expenditure of energy and has proven a boon to the indolent motorist. With the self-energizing action of the duo-servo brakes at quite a high level anyway, it would seem unnecessary to spend \$42.60 for this option.

Engine power available in the Coronet is just about as much, or as little, as the buyer wants to specify (see table of engine specifications). Standard, of course, is the Slant Six of 225 cu. in., a venerable, long-stroke corporate workhorse. Surprisingly, we couldn't find one to test—everyone is specifying V-8 power these days. The first option V-8 is the 273-cu. in. engine announced just a year ago for the Dart and Valiant. A direct derivation of the 318-cu. in. V-8 standard on previous big Dodges and Plymouths, the 273 is slightly narrower and lower, a little lighter and has about a third of an inch less bore, but 50 less horsepower.

Both the 318 and 273 have polyspheric combustion chambers—that is they are neither true wedge nor hemispherical in configuration—and are not particularly "enthusiastic" engines. They are durable enough and smooth enough in operation, but just don't

seem to develop much horsepower for their size. The 273, in fact, has a lower specific output per cu. in. than Rambler's 287, Ford's 289 and Chevrolet's 283-cu. in. V-8s. Frankly, for our optional engine money, we'd like something that breathes a little more air.

As mentioned, Coronet has 361, 383 and 426-cu. in. engines waiting in the wings. It then comes to how much performance can you pay for. For instance, the 383-cu. in. single 4-barrel engine in the 500 hardtop test car adds only \$153 to the price tag of the Coronet V-8, the 361/2-barrel only \$90. But, if You've Got to Have More, then there's the 426 "street" engine at \$514 extra and the full-bomb 426 Hemi-Charger at around \$1200.

All of these are 90° V-form 8-cyl. engines, with overhead valves and wedge-shaped combustion chambers (except for the hemispherical-head racing engine), with oversquare design of bore and stroke, and cast-iron blocks and head. They all (361, 383 and 426) are members of the same family, the 361

and 383 sharing a 3.38-in. stroke and crankshaft, the 383 and 427 having a common, 4.25-in. bore. Produced in a variety of tunes, these are noted power producers, despite conservative ratings.

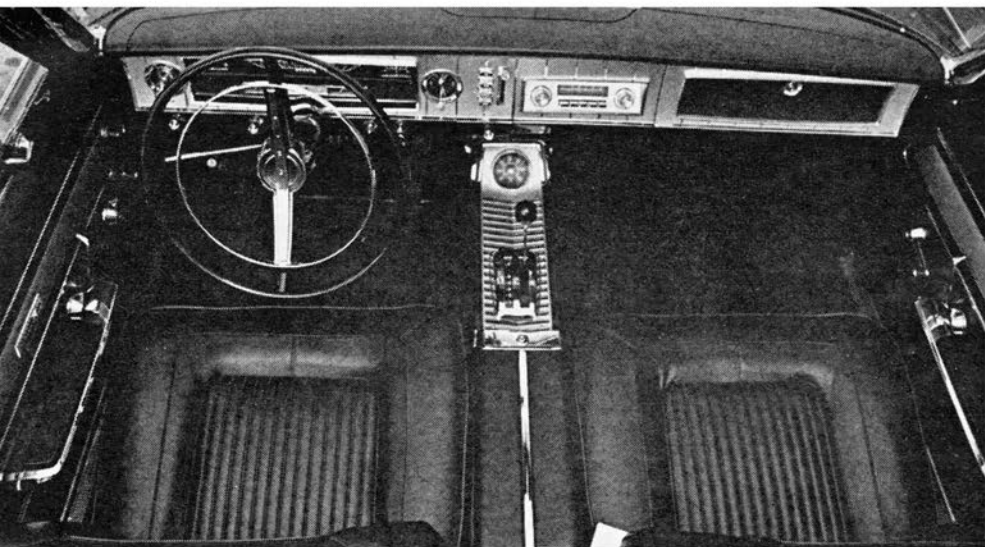
The 361 is listed as a "regular fuel" engine, capable of running satisfactorily on the lesser grades. With compression of 9:1 and a single 2-barrel carburetor, it is not a fussy engine and works out particularly well with an automatic transmission. The 383 has higher, 10:1 compression, draws its required premium fuel from a single 4-barrel instrument and, with its hotter camshaft, is virtually the ideal compromise between fine-tuning and reliable workhorse. It is the "happiest" of the lot.

The 426-S, of course, is the ultimate in roadable, usable power but it takes a true enthusiast to own and enjoy it. It has that slightly nervous idle, that impatient exhorting of the driver to get going, and that long-legged stride down the open highway that puts the lovelight in a car-buff's eye and speeding tickets in his hand.

| '64-65 SIZE COMPARISON | | | | |
|----------------------------|-----------|---------|-------------|----------------|
| | '64 Dodge | '64 880 | '65 Coronet | '65 Polara/880 |
| Wheelbase, in. | 119.0 | 122.0 | 117.0 | 121.0 |
| Overall length, in. | 209.8 | 214.8 | 204.3 | 212.3 |
| width | 74.9 | 79.0 | 75.6 | 79.0 |
| height | 55.1 | 55.2 | 55.0 | 56.3 |
| Front hiproom, in. | 60.8 | 63.8 | 60.8 | 63.3 |
| Rear hiproom, in. | 61.0 | 62.8 | 61.0 | 63.4 |
| Curb weight, std. V-8, lb. | 3550 | 3820 | 3340 | 3975 |

| 1965 CORONET MODELS | | |
|-----------------------|------------------------|-------------------|
| Coronet (6 or V-8) | Coronet 440 (6 or V-8) | Coronet 500 (V-8) |
| 2-Door Sedan | 2-Door Sedan | 2-Door Hardtop |
| 4-Door Sedan | 4-Door Sedan | Convertible Coupe |
| 6-Pass. Station Wagon | 6-Pass. Station Wagon | |
| | 9-Pass. Station Wagon | |
| | Convertible Coupe | |





FULL HORN ring on Coronet is a hand-catcher during brisk maneuvers, but console-mounted automatic shift lever is easy to use.

Dodge Coronet

The two smaller V-8s share most of the larger engines' principles. The 273 uses the same stroke crankshaft and basic block as the 318, but has a smaller bore and narrower, lighter weight heads (necessary to fit the V-8 into the Dart's tighter engine compartment). The 318's cam has 4° more intake duration and overlap than does the 273's, and the valves are slightly larger, but they both use the same size carburetor (1.44-in. barrels). Otherwise, there's not much to choose from between them. Both do their assigned task in unobtrusive, uninspired manner.

The data panel reveals the relative performance between three representative Coronet powerplants. Note that the 273 gives adequate performance, that the 361 has a little power to spare for brisker acceleration, and that the 383 is an excellent performer despite having to haul the heaviest chassis. Of course, all three engines were backed up by Dodge's TorqueFlite automatic transmission, which guarantees good accelerative performance.

The Chrysler Corp. actually builds three variants of the TorqueFlite, suiting it to use with engines ranging in displacements from 170 to 426 cu. in. The lighter unit (all have die-cast aluminum cases) is used behind all Sixes and the 273 V-8. It has a 2.2:1 stall torque ratio in its converter where the others have 2.0:1. The next larger size TorqueFlite fits into the 318, 361, 383 and 413 engine sizes while a third, heavy-duty unit, is used for trucks and the 426-cu. in. engines.

Detail differences are minute as all variations use the same layout: Power flows through a 3-stage torque converter to a planetary gearbox where a series

of disc and band clutches control the action of the two planetaries. These give the 2.45 first and 1.45 second gears. The biggest advantage of this type of transmission is its smooth performance and excellent breakaway characteristics. ("Breakaway" is first gear multiplied by stall torque ratio, which in an automatic is the point of maximum power multiplication.) Note that even the 2.93 axle Coronet has a final ratio of 15.8:1 at breakaway. Thus, the engine's 260 lb.-ft. of torque (at 1600 rpm, not too far away from the converter stall point), actually puts a pressure of up to 4100 lb.-ft. on the rear wheels. The disadvantages are the tendency for these

"tight" converters to creep at stoplights, unless restrained by the brakes. We clocked all three cars at 7 mph in full creep by merely letting them idle to maximum attainable speed on a flat roadway.

Dodge, incidentally, no longer uses the push-button system for automatic transmission selection. The buttons were replaced this model year with a column-mounted shift lever (or console mounted as in the 500s), a move most of the CL testers approved. No longer does the driver have to look before he punches—he merely moves the lever a notch or two, certainly a boon to the night driver. The quadrant has the standard PRND21 detents. Three-speed manual transmission control is also on the column but the 4-speed manual has a floor-mounted lever operating the high-quality Hurst linkage.

One of the test Coronets had bucket seats, the other two had the more common bench types usually found in 4-door sedans. Both were comfortable, particularly after they were adjusted for height and rake (two clamp bolts at each end of the seat structure). Rear seat leg room in the 4-door sedans was judged adequate but seemed a little squeezed up in the hardtop configuration. Dodge retains slightly higher seats than do certain of its competitors and seems to be just a little more comfortable because of it.

Instrumentation on all Coronets includes a quantitative fuel gauge, qualitative temperature and amp gauges and red warning light for oil pressure, along with speedometer and odometer. These are set into the left side of a wall-to-wall panel (in 440 and 500) of ribbed aluminum trim. Switches, heater controls and radio are all conveniently placed.

BIG TRUNK would be larger with horizontally mounted spare tire. Fuel filler cap is hidden behind spring-hinged license plate.



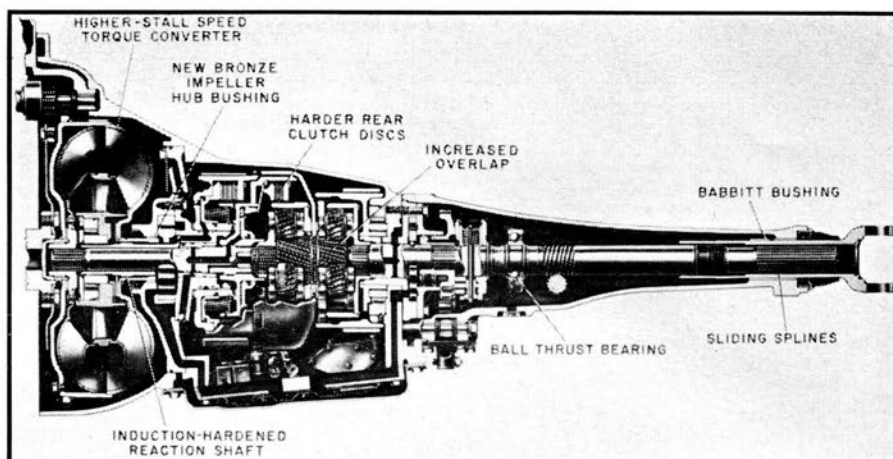
Fresh air ventilation is a slight but annoying problem. Air from the cowl intake must be blown in by the heater fan (which is on whenever the heater control buttons are pushed) and there is no direct inlet when the "Cool" mode is selected. The Coronet needs the saddle-bag type of inlet and ducting, used in the new Polaras, which vents fresh air directly at the feet for more comfortable hot-weather traveling.

Elsewhere in the interior, we found good quality material and finish, even on the cheapest model 4-door. The 440 and 500 had good carpeting on the floors, the standard Coronet had a textured rubber mat. The 500's interior was all vinyl, which looked extremely durable, of the same type as supplied in convertibles and station wagons.

The exterior was marked by an impression of good-fitting panels and easy-working doors and lids, but rather poor use of trimwork. Where the Coronet series is about as boxy shaped (non-controversial, the stylists call it) as a car can get, the landscapers have been busy trying to visually disguise this fact.

Front and side-trim are more or less held to a minimum, but the back-side of the two upper series cars are decorated in tiers of pseudo-chrome stainless and/or aluminum stampings. Rather than make the cars look more richly appointed, these trappings merely make them look confused and over-decorated.

Perhaps those bland, squarish lines are what first puts one off about the Coronet; if so, then the dime-store trimwork is only an added irritant. More's the pity: The Coronet is one of the soundest, technically and mechani-



REFINEMENTS in Dodge TorqueFlite automatic for '65 make it even quieter and smoother running, but "creep" is still a problem.

| 1965 CORONET ENGINES | | | | | | | |
|----------------------|---------------|-------|-------|------|-----------|--------------|------|
| Type/displ. | bore x stroke | comp. | carb. | cam | bhp @ rpm | torque @ rpm | |
| IL-6, 225 | 3.40 x 4.125 | 8.4 | 1x2 | std. | 145/4000 | 215 | 2400 |
| V-8, 273 | 3.63 x 3.31 | 8.8 | 1x2 | std. | 180/4200 | 260 | 1600 |
| V-8, 318 | 3.91 x 3.31 | 9.0 | 1x2 | std. | 230/4400 | 340 | 2400 |
| V-8, 361 | 4.12 x 3.38 | 9.0 | 1x2 | std. | 265/4400 | 380 | 2400 |
| V-8, 383 | 4.25 x 3.38 | 10.0 | 1x4 | h.p. | 330/4600 | 425 | 2800 |
| V-8, 426-S | 4.25 x 3.75 | 10.3 | 1x4 | h.p. | 365/4800 | 470 | 3200 |
| V-8, 426-R | 4.25 x 3.75 | 12.5 | 2x4 | h.p. | 425/6000 | 480 | 4600 |

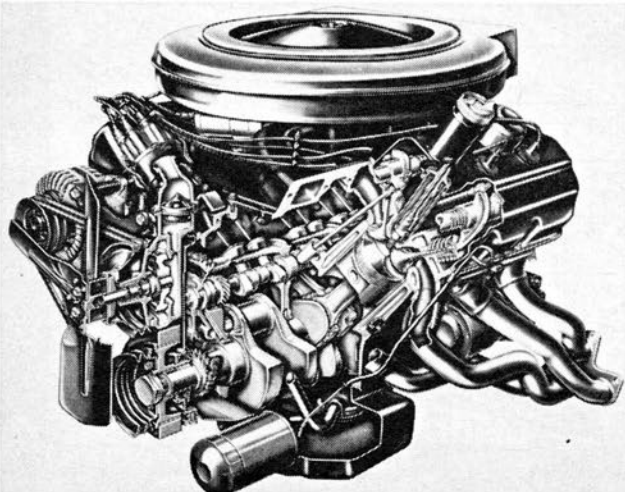
(S—hydraulic lifter "Street" engine. R—hemispherical-head racing engine.)

| TRANSMISSION RATIOS | | | | | | | |
|---------------------|------|------|------|------|------|--------------|------|
| | 1st | 2nd | 3rd | 4th | rev. | torque conv. | |
| Manual, 225 6-cyl. | 2.95 | 1.83 | 1.00 | .... | 3.80 | .... | .... |
| Manual, 273-318 | 3.02 | 1.76 | 1.00 | .... | 3.95 | .... | .... |
| Manual, 361-383 | 2.55 | 1.49 | 1.00 | .... | 3.34 | .... | .... |
| Manual, 383-426 | 2.66 | 1.91 | 1.39 | 1.00 | 2.58 | .... | .... |
| Automatic, 225-273 | 2.45 | 1.45 | 1.00 | .... | 2.20 | 2.20 | 2.20 |
| Automatic, 318-426 | 2.45 | 1.45 | 1.00 | .... | 2.20 | 2.00 | 2.00 |

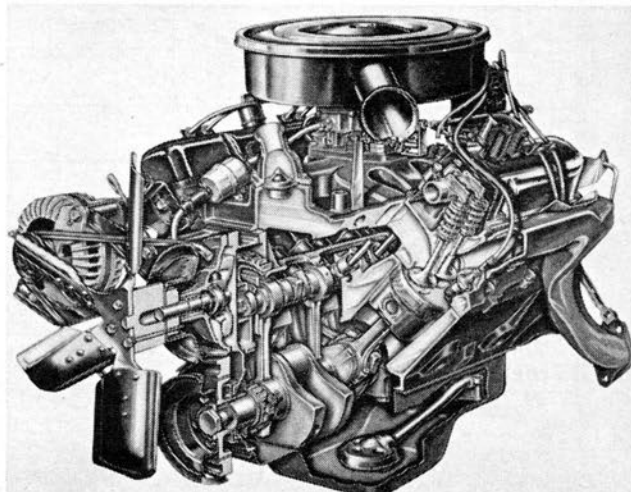
cally, cars being offered in the under-\$3000 area. It is a solid and virtually faultless package refined from proven components and backed up by a 5-year/50,000-mile guarantee of its drive-train. It drives precisely, rides well and oper-

ates with reasonable economy (or with outstanding performance, depending upon the power team selected). The only quality missing is something visual to love and cherish—and the Coronet is about as romantic as a steam calliope. ■

426 HEMI-CHARGER engine is available for racing drivers, has unique hemispherical combustion chamber.



273-CU. IN. V-8 is standard 8-cyl. equipment in Coronet. With TorqueFlite it gives good economy, adequate performance.



1965 DODGE CORONET

SPECIFICATIONS

| | Std. | 440 | 500 |
|----------------------------|-------------|-------------|-------------|
| List price..... | \$2392 | \$2473 | \$2674 |
| Price, as tested..... | 2765 | 3253 | 3695 |
| Curb weight, lb..... | 3340 | 3630 | 3740 |
| Test weight..... | 3670 | 3960 | 4070 |
| distribution, %..... | 55/45 | 56/44 | 56/44 |
| Tire size..... | 7.35-14 | 8.25-14 | 8.25-14 |
| Tire capacity, lb..... | 4080 | 4840 | 4840 |
| Brake swept area..... | 314 | 314 | 314 |
| Engine type..... | V-8, ohv | V-8, ohv | V-8, ohv |
| Bore & stroke..... | 3.63 x 3.31 | 4.12 x 3.38 | 4.25 x 3.38 |
| Displacement, cu. in..... | 273 | 361 | 383 |
| Compression ratio..... | 8.8 | 9.0 | 10.0 |
| Carburetion..... | 1 x 2 | 1 x 2 | 1 x 4 |
| Bhp @ rpm..... | 180/4200 | 265/4400 | 330/4600 |
| equivalent mph..... | 103 | 105 | 110 |
| Torque, lb.-ft. @ rpm..... | 260/1600 | 380/2400 | 425/2800 |
| equivalent mph..... | 39 | 57 | 67 |

GEAR RATIOS

| | | | |
|-------------------------|------|------|------|
| 3rd (1.00) overall..... | 2.93 | 3.23 | 3.23 |
| 2nd (1.45)..... | 4.25 | 4.68 | 4.68 |
| 1st (2.45)..... | 7.17 | 7.92 | 7.92 |
| 1st (2.45 x 2.0)..... | ... | 15.8 | 15.8 |
| 1st (2.45 x 2.2)..... | 15.8 | ... | ... |

DIMENSIONS

| | | | |
|------------------------------|-----------|-----------|-----------|
| Wheelbase, in..... | 117.0 | 117.0 | 117.0 |
| Tread, f & r..... | 59.5/58.5 | 59.5/58.5 | 59.5/58.5 |
| Overall length, in..... | 204.2 | 204.2 | 204.2 |
| width..... | 75.0 | 75.0 | 75.0 |
| height..... | 54.9 | 54.9 | 54.2 |
| equivalent vol., cu. ft..... | 482 | 482 | 475 |
| Frontal area, sq. ft..... | 22.9 | 22.9 | 22.5 |
| Ground clearance, in..... | 5.1 | 5.1 | 5.1 |
| Steering ratio, o/a..... | 18.8 | 18.8 | 18.8 |
| turns, lock to lock..... | 3.5 | 3.5 | 3.5 |
| turning circle, ft..... | 41.1 | 41.1 | 41.1 |
| Hip room, front..... | 60.8 | 60.8 | 2 x 23.5 |
| Hip room, rear..... | 61.0 | 61.0 | 61.0 |
| Pedal to seat back, max..... | 39.0 | 39.0 | 45.3 |
| Floor to ground..... | 10.0 | 10.5 | 10.5 |
| Luggage vol., cu. ft..... | 16.7 | 16.7 | 16.7 |
| Fuel tank capacity, gal..... | 19.0 | 19.0 | 19.0 |

PERFORMANCE

| | Std. | 440 | 500 |
|-----------------------------------|------|-----|-----|
| Top speed (4000, 4400, 4800)..... | 99 | 105 | 115 |
| Shifts, mph (auto., forced) | | | |
| 2nd (4000, 4000, 5000)..... | 68 | 66 | 82 |
| 1st (4000, 4000, 5000)..... | 40 | 39 | 49 |
| Total drag at 60 mph, lb..... | 125 | 142 | 145 |

FUEL CONSUMPTION

| | | | |
|------------------------|-------|-------|-------|
| Normal range, mpg..... | 15-18 | 14-17 | 13-16 |
|------------------------|-------|-------|-------|

ACCELERATION

| | | | |
|---------------------------|------|------|------|
| 0-30 mph, sec..... | 4.2 | 3.1 | 3.2 |
| 0-40..... | 6.0 | 4.8 | 4.7 |
| 0-50..... | 8.4 | 6.9 | 6.2 |
| 0-60..... | 11.8 | 9.3 | 8.0 |
| 0-70..... | 16.8 | 12.8 | 10.3 |
| 0-80..... | 21.9 | 17.2 | 13.0 |
| 0-100..... | ... | 29.8 | 20.8 |
| Standing ¼ mile, sec..... | 18.3 | 17.0 | 15.8 |
| speed at end, mph..... | 74 | 80 | 89 |

SPEEDOMETER ERROR

| | | | |
|---------------------|------|------|------|
| 30 mph, actual..... | 28.2 | 27.2 | 27.7 |
| 60 mph..... | 56.2 | 55.2 | 57.0 |
| 90 mph..... | 84.0 | 81.0 | 85.0 |

CALCULATED DATA

| | | | |
|------------------------------|------|------|------|
| Lb./bhp (test wt)..... | 20.4 | 14.9 | 12.3 |
| Cu. ft./ton mile..... | 103 | 133 | 135 |
| Mph/1000 rpm..... | 24.7 | 23.9 | 23.9 |
| Engine revs/mile..... | 2430 | 2510 | 2510 |
| Piston travel, ft./mile..... | 1350 | 1410 | 1410 |
| Car Life wear index..... | 32.8 | 35.5 | 35.5 |

EXTRA-COST OPTIONS

Coronet 4-Door Sedan—auto. trans., power steering, anti-smog device, radio, tinted windshield.

Coronet 440 4-Door Sedan—361 V-8, auto. trans., anti-smog device, power brakes, power steering, radio group, padded dash, 8.25-14 wsw tires, wheel covers, retractable seat belts, clock, tinted windshield, bumper guards, remote control mirror, light group.

Coronet 500 2-Door Hardtop—383 V-8, auto. trans., anti-smog device, power brakes, power steering, radio group and reverberator, padded dash, tinted windshield, roof cover, wheel covers, retractable seat belts, clock, safety group, 8.25-14 wsw tires, light group.

