

# AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

<b>MAKE OF CAR:</b>	DODGE	<b>MODEL NAME</b>	<b>SYMBOL</b>
<b>COMPANY:</b>	Dodge Division Chrysler Corporation Detroit 31, Michigan	Coronet - (6-Cyl)..	D-56-1
		Coronet - (V-8)....	D-55-1
		Royal - (V-8)....	D-55-2
		Custom Royal - (V-8)....	D-55-3
<b>MODEL YEAR:</b>	1955	<b>DATE</b>	11-1-54

Revised: 4-8-55

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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	D-56-1	D-55-1	D-55-2	D-55-3
Wheelbase	120			
Tread	Front			
	58.9			
Maximum Overall Dimensions	Rear			
	59.1			
Length (L-103)	212.1			
	Width (W-103)			
Height (H-101)	74.5			
	60.3		60.6	
Steering ratio—overall	22.5		27.1	
Turning diameter (curb to curb)	42' 10"		42' 3"	
Shipping weight*	3295	3425	3485	
Transmission— (Specify standard, optional, not avail.)	Conventional			
	Standard			
	Overdrive			
	Optional			
	Automatic			
	Optional			
Axle ratio	Conventional		3.73	
	Overdrive		4.1	
	Automatic		3.54	
Tire size	6.70 x 15		7.10 x 15	
	In-Line		90° V	
Engine	No. of cylinders		8	
	Valve arrangement		OHV Lateral	
	Bore and stroke		OHV Laterally Incl.	
	3.25 x 4.63		3.63 x 3.256	
	Piston displacement, cu. in.		270	
	230		7.6 to 1	
	Standard compression ratio		7.4 to 1	
Maximum bhp at engine rpm		175 at 4400 (a)		
123 at 3600		183 at 4400 (a)		
Maximum torque at rpm		240 at 2400 (a)		
194 at 1600		245 at 2400 (a)		

\*Standard car weight, not including gas and water.

(x)(a) With Special Equipment Power Package (Using D-55-3 Engine):

193 bhp at 4400 rpm  
245 lb-ft at 2800 rpm

(x) Revised: 4-8-55

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—GENERAL

Type	V, In-line, other	<b>In-Line</b>	<b>V</b>
	Angle of V	---	90°
No. of cylinders		6	8
Valve arrangement		"I" Head	OHV Lateral
Bore and stroke		3.25 x 4.63	3.63 x 3.256
Piston displacement, cu. in.		230	270
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	7.4 to 1	7.6 to 1
	Optional Head	---	---
Cylinders	Head Material	Cast Iron	
	Sleeve—Wet, dry, other, none	None	
Number of mounting points	Front	One	
	Rear	Two	
Taxable horsepower	(Dia. <sup>3</sup> x No. Cyl.) 2.5	25.4	42.2
Advertised max. brake horsepower at engine RPM*	Standard head	123 at 3600	175 at 4400 (a)   183 at 4400 (a)
	Optional head	---	
	With fuel (Octane and method)	85 Motor	
	Standard Head	---	
Max. torque (lb. ft. @ RPM)	Optional Head	---	
	Standard head (x)	194 at 1600	240 at 2400 (a)   245 at 2400 (a)
Recommended idle speed (neutral)		1450-500	

## ENGINE—PISTONS

Material	Aluminum Alloy		
Description and finish	U-Slot, Elliptically-Turned, Tin Plated	Thermally Controlled by Steel Band, Elliptically-Turned, Tin Plated	
Weight (piston only) oz.	15.8	16.2	
Clearance	Top land	.030	
	Skirt	Top (x)	.001
		Bottom (x)	.0007 (3/4" from bottom)
Ring groove depth	No. 1 ring	.169	.188
	No. 2 ring	.169	.188
	No. 3 ring	.172	.188
	No. 4 ring	.172	---

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

(x) (a) With Special Equipment Power Package (Using D-55-3 Engine):

193 bhp at 4400 rpm  
245 lb-ft at 2800 rpm

(x) Revised: 4-8-55

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**MAKE OF CAR** DODGE **MODEL YEAR** \_\_\_\_\_

<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—RINGS

<b>Type (top to bottom)</b>	No. 1 oil or comp.	Compression	
	No. 2 oil or comp.	Compression	
	No. 3 oil or comp.	Oil	
	No. 4 oil or comp.	Oil	---
<b>No. rings above piston pin</b>		4	3
<b>Compression</b>	<b>Material</b>	Piston Ring Iron	
	<b>Coating</b>	Upper (#1) Chromium Intermediate (#2) Tin	Tin
	<b>Width</b>	.094	.078
	<b>Gap</b>	.015	.015
	<b>Maximum wall thickness</b>	.162	.173
<b>Oil</b>	<b>Material</b>	Piston Ring Iron	
	<b>Coating</b>	None	
	<b>Width</b>	.156	.186
	<b>Gap</b>	.015	.015
	<b>Maximum wall thickness</b>	.150	.135
<b>Location of expanders</b>		None	On No. 3 Ring

## ENGINE—PISTON PINS

<b>Material</b>		High Manganese Steel	
<b>Length</b>		2.746	2.88
<b>Diameter</b>		.859	
<b>Type</b>	<b>Locked in rod, in piston, floating, etc.</b>		Floating
	<b>Bushing</b>	<b>In rod or piston</b>	Rod
		<b>Material</b>	Bronze on Steel
<b>Clearance</b>	<b>In piston</b>	0 to .0005	
	<b>In rod</b>	.0001 - .0002	.0001 - .0004
<b>Direction offset in piston</b>		None	Right .06

## ENGINE—CONNECTING RODS

<b>Material</b>		High Manganese Forging Steel	
<b>Weight (oz.)</b>		27.9	21.2
<b>Length (center to center)</b>		7.81	5.94
<b>Bearing</b>	<b>Material</b>	Lead Base Babbitt on Steel	
	<b>Type (cast-in or removable)</b>	Removable Precision	
	<b>Effective length</b>	.93	.81
	<b>Clearance</b>	.0005 - .0015 (Desired)	
	<b>End play</b>	.006 - .011	.006 - .011 (2 Rods)

## ENGINE—CRANKSHAFT

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

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—CRANKSHAFT (cont.)

Vibration damper type		Rubber Dynamic	None	
End thrust taken by bearing (No.)		#4 (Rear)	#3	
Crankshaft end play		.003 to .007	.002 to .007	
Main bearing	Material	Lead Base Babbitt on Steel		
	Type (cast-in or removable)	Removable Precision		
	Clearance	.0005 to .0015		
	Journal dia. and bearing effective length	No. 1	2.50 x 1.20	2.38 x .81
		No. 2	2.50 x 1.00	2.38 x .81
		No. 3	2.50 x 1.00	2.38 x .81
		No. 4	2.50 x 1.59	2.38 x .81
		No. 5	---	2.38 x 1.53
No. 6		---	---	
No. 7		---	---	
Direction offset from cyl. bore		Right	None	
Connecting rod crankpin journal diameter		2.06	1.94	

## ENGINE—CAMSHAFT

Material		Special Cast Iron With Cams, Distributor and Oil Pump Drive Gear Cast Integrally		
Bearings	Material	(a)	Lead Base Babbitt on Steel	
	Number	4	5	
Gear or chain		Silent Chains		
Crankshaft gear or sprocket material		High Manganese Steel		
Type of drive	Camshaft gear or sprocket material		Cast Iron	
	Timing chain	Make	---	
		No. of links	48	68
		Width	1.0	1.12
		Pitch	.50	.38

## ENGINE—VALVE SYSTEM

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

(a) Bearings #1, #2, #3 Lead Base Babbitt on Steel; #4 is Cast Iron  
 (x) Revised: 4-8-55

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—VALVE SYSTEM (cont.)

<b>Timing</b>	Intake	Opens (°BTC)	12 BTC	14 BTC		
		Closes (°ABC)	44 ABC	50 ABC		
	Exhaust	Opens (°BBC)	50 BBC	52 BBC		
		Closes (°ATC)	6 ATC	12 ATC		
<b>Intake</b>	Material		Silicon Chromium Steel			
	Overall length		4.84	4.25	4.83	
	Actual overall head dia.		1.53	1.72	1.75	
	Angle of seat		45°			
	Seat insert material		---			
	Stem diameter		.34	.37		
	Stem to guide clearance		.002			
	Lift		.365	.360		
	Outer spring press. and length	Valve closed (lb. @ in.)	42 at 1.75	53 at 1.69	40 at 1.69	
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31	105 at 1.31	
	Inner spring press. and length	Valve closed (lb. @ in.)	---		25 at 1.56	
		Valve open (lb. @ in.)	---		42 at 1.19	
	<b>Exhaust</b>	Material		XCR Chromium Nickel Steel		
		Overall length		4.84	4.20	4.75
		Actual overall head dia.		1.41	1.47	1.41
Angle of seat		45°				
Seat insert material (x)		Alloy Cast Iron	---		Alloy Cast Iron	
Stem diameter		.34	.37			
Stem to guide clearance		.004				
Lift		.365	.360			
Outer spring press. and length		Valve closed (lb. @ in.)	42 at 1.75	53 at 1.69	40 at 1.69	
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31	105 at 1.31	
Inner spring press. and length		Valve closed (lb. @ in.)	---		25 at 1.56	
		Valve open (lb. @ in.)	---		42 at 1.19	

## ENGINE—LUBRICATION SYSTEM

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

(x) Revised: 4-8-55

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary		
Normal oil pressure (lb. @ rpm)	40 to 45 at 1500	50 to 65 at 1500	
Oil pressure gage type (electric or mechanical)	Mechanical		
Type oil intake (floating, stationary)	Floating		
Oil filter type (full flow, partial flow)	By-Pass Type Replaceable Element	Shunt Type Replaceable Element	
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 (gals.)	17	
	Filler Location	Right Rear Fender	
Fuel Filter	Type	Oilite	
	Location	Fuel Tank	
Fuel pump	Type (elec. or mech.)	Mechanical	
	Location	Right Front of Engine	
	Pressure range	4.0 to 6.5	5.0 to 6.5
	Vacuum booster (std., optl., none)	None	
Carburetor	Make	Stromberg	
	Model number	WW3-124	WW3-131 (a)      WW3-120 (a)
	Number used	One	
	Type	Downdraft, side inlet, other Single or dual	Downdraft Dual
	Intake manifold heat control (manual, auto., none)	Automatic	
	Automatic choke type (integral, other)	Integral	
	Air cleaner type	Standard	Oil Bath
		Optional	---

## ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with Cross-Over (a)	
Muffler type (rev. flow, str. thru, sep. resonator)	Reverse Flow		
Exhaust pipe dia.	Branch	---	1.9
	Main	2	2.2
Tail pipe diameter	1.8		2

(a) With Special Equipment Power Package: Carter 4-Barrel Model WCFB-2253S carburetor and dual exhaust system.

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)		Pressure-Vent			
Radiator cap relief valve press.		7 psi (a)			
Circulation thermostat	Type (choke, bypass)	Choke; Permanent By-Pass			
	Starts to open at	160° to 165° F			
Water pump	Type (centrifugal, other)	Centrifugal			
	Number of pumps	One			
	Drive (V-belt, other)	V-Belt			
	Bearing type (x)	Bushings	Bushings (b)		
By-pass recirculation type (internal, external)		Internal			
Radiator core type (cellular, tube and fin)		Cellular			
Cooling system capacity	With heater (qt.)	14	20		
	Without heater (qt.)	13	19		
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		
		Inside diameter and length	1.5, Curved		
	Upper	Number and type (molded, straight)	One, Molded		
		Inside diameter and length	1.8, Curved		
	By-pass	Number and type (molded, straight)	None		
		Inside diameter and length	---		
Drive belts	Fan	Number used	One	One (a) (c)	Two (a)
		Angle of V	36°		
		Outside length	49	63.8	38
		Width	.38		
	Generator	Angle of V	Same as Fan Belt		36°
		Outside length	---		38
		Width	---		.38
		Number of blades and spacing		Six - 60°, 45° and 75°	Four - 76° and 104° (a)
Fan	Diameter	17 (a)	18		
	Ratio—fan to crankshaft revolutions	.90 to 1	.95 to 1		
	Bearing type	See Water Pump			

(a) With Air Conditioning, the following data apply to all D-55 models:

Drive Belts - Number Used: Three

Fan: Six Blades - 18" Diameter

(b) For "up to" cars; "after" cars use unit ball bearings

(c) Two Drive Belts used with Power Steering for D-55-1 and D-55-2.

(x) Revised: 4-8-55

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## ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Auto-Lite 1H-105-D, or Willard HW-1-105-C (a)			
	Voltage Rtg. & Plates/cell		6V, 15			
	SAE Designation & Amp Hr. Rtg		1H, 105 (a)			
	Location		Under Hood Left Side			
Terminal grounded		Positive				
Generator	Make		Auto-Lite			
	Model		GGW-6001	GGW-6012	GGW-6001	
	Type		Shunt Wound			
	Ratio—Gen. to Cr/s rev.		1.96 to 1			
Regulator	Make		Auto-Lite			
	Model		VBE-6001-A			
	Type		Current and Voltage Control			
	Cutout relay	Closing voltage @ generator rpm		6.3 to 6.8 at 1000		
		Reverse current to open		4.1 to 4.8		
	Regu-lated	Voltage		7.1 to 7.4		
		Current		45 to 57 (b)		
	Min. Gen. rpm required		1000 Hot			
	Voltage test con-ditions	Temperature		70°		
		Load		Run 15 Min at 10 Amp		
Other		---				

## ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Auto-Lite			
	Model		MCH-6305	MCH-6206		
	Rotation (drive end view)		Clockwise			
	Engine cranking speed		35-110 rpm			
	Test conditions		SAE 5W at -20° F and SAE 30 with completely warmed engine			
	Lock test	Amps		335		
		Volts		2		
		Torque (lb. ft.)		6.0	1	6.5
	No load test	Amps		50 - 65		
		Volts		5		
RPM (min.)		4300				
Motor control	Switch (solenoid, manual)		Bendix (Anti-Kickout)			
	Starting procedure		Turn Ignition Key Beyond "Ignition On" Position			

- (a) D-56 cars with PowerFlite Transmission have a 2H-120-D Battery; SAE Designation, 2H; Amp Hr. Rating 120
- (b) High value denotes initial, temporary capacity rating. By-Metal hinge reduces output to lower value after warm-up period.

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## ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Bendix
	Pinion meshes (front, rear)		Front
	Number of teeth	Pinion	9
		Flywheel	146
Flywheel tooth face width		.375	

## ELECTRICAL—IGNITION SYSTEM

Coil	Make		Auto-Lite		
	Model (x)		CR-6012G		
	Amps	Engine stopped	5		
Engine idling		2.25			
Distributor	Make		Auto-Lite		
	Model		IAT-4101-B	IAZ-4003-F (c)	
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	350 - 500 (x)	300 - 400	
		Centr. advance max. deg. @ rpm	7°-9° at 1350	(d)	11°-13° at 1625
		Vacuum advance start (in. Hg.)	1° at 5.5" - 6.5" hg		
		Vac. adv. (max. deg. @ in. Hg.)	7°-9° at 14" hg	(e)	6°-8° at 11" hg (f)
	Breaker gap (in.)		.020	.017	
	Cam angle (deg.)		39° ± 3°	32° - 36° (a) (x)	
Breaker arm tension (oz.)		17-20			
Timing	C/S deg. @ rpm		2° BTC	4° BTC	
	Mark location		Vibration Damper	Fan Drive Pulley	
	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 HS-140	Auto-Lite Resistor HS-165	
	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 (x)		Neoprene Cover	Enclosed Tubes, Covered	

## ELECTRICAL—SUPPRESSION

Description	Spark Plugs - 10,000 ohm Resistor (Integral) Distributor - 10,000 ohm Resistor (Integral)
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- (a) Total dwell for two breakers; dwell for each breaker is 26°-28°  
 (x) Revised: 4-8-55  
 (b) Early cars - IAZ-4003-C; "between" cars - IAZ-4003-E; late cars - IAZ-4003-G.  
 (c) "After" cars only; "Up to" cars - IAZ-4003-D.  
 (d) Early & "between" cars - 17° - 19° @ 1900; late cars - 15° - 17° @ 1650.  
 (e) Early cars - 10.5° - 12.5° @ 17" hg; between cars - 6° - 8° @ 8.5" hg; late cars - 3° - 5° @ 8.5" hg.  
 (f) "After" cars only; "Up to" cars - 10.5° - 12.5° @ 17" hg.

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<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3

## ELECTRICAL—INSTRUMENTS AND SWITCHES

<b>Speed-ometer</b>	<b>Make</b>	Auto-Lite
	Trip odometer (yes, no)	No
<b>Charge indicator—type</b>		Ammeter
<b>Temperature indicator—type</b>		Electric, Magnetic
<b>Oil pressure indicator—type</b>		Bourdon Tube
<b>Fuel indicator—type</b>		Electric, Magnetic
<b>Ignition switch</b>	<b>Identify positions in order and circuits controlled</b>	Center ..... Off 1st Position Clockwise ..... All Circuits On 2nd Position Clockwise ..... Starter Only 1st Position Counterclockwise .... Accessory Circuit Only
	<b>Provision for illumination</b>	Yes
	<b>Location</b>	Right of Steering Column
	<b>Theft protection type</b>	None
<b>Main lighting switch</b>	<b>Identify positions and lights controlled</b>	Left Position ..... Off 1st Position Clockwise ..... Instruments, Tail, Parking, and Ignition Lamps 2nd Position Clockwise ..... Instruments, Head, Tail, and License Lamps
	<b>Locations and lamps controlled</b>	Rotary, Variable, left of steering column on instrument panel --all instrument lights integral manual in dome lamp. Right "A" and "B" post automatic switches. (a)
<b>Other light switches</b>		(c) (b)
	<b>Locations and devices controlled</b>	Windshield wiper switch, single speed, right of steering column on instrument panel. Heater motor switch and defroster motor switch left of steering column. Rotary variable type
<b>Windshield wiper</b>	<b>Make</b>	Auto-Lite or Redmond
	<b>Type</b>	Electric
	<b>Vacuum booster provision</b>	None
	<b>Washer provision</b>	None
<b>Horn</b>	<b>Type</b>	Vibrator, Sea Shell
	<b>Number used</b>	Two
	<b>Amp draw (each)</b>	15 Amp

- (a) Available on D-55-1, D-55-2, D-56-1, D-56-2.
- (b) Four automatics and integral manual in map lamp.
- (c) Lights located above junction of door and quarter window, both sides for Special Club Coupe.

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**MAKE OF CAR** DODGE **MODEL YEAR** 1955

<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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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	
Headlamp beam indicator		1-55	
Parking light	2-63	2-63	2-1154
Tail light		2-1154	
Stop light		2-1154	
Direction indicator	Front	2-1154*	2-1154
	Rear	2-1154*	2-1154
	Tell-Tale	1-55 *	1-55
License plate light		2-63	
Instrument light		2-55	
Ignition lock light		1-51	
Map light		1-88 *	
Dome light		1-210	
Clock light		1-55 *	
Radio dial light		1-55 *	
Glove compartment light	1-55 *		1-55
Courtesy light		2-1130	
Trunk compartment light		1-87 *	
Other			
Speedometer		2-55	
Back-Up Lamp	2-1129*		2-1129
Under-Hood			

## 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	25 C. B. (a)
Headlamp beam indicator	Same as (a)
Parking light	Same as (a)
Tail light	10 C. B. (b)
Stop light	10 C. B. (c)
Direction indicator	None
License plate light	Same as (b)
Instrument light	Same as (b)
Ignition light	Same as (a)
Map light	None
Dome light	Same as (c)
Clock	SFE-3
Clock light	Same as (b)
Radio	SFE-14
Glove compartment light	Same as (c)
Courtesy light	Same as (c)
Trunk compartment light	Same as (c)
Other	
Back-Up Lamp	10 C. B. (Same as Windshield Wiper)

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

**MODEL** D-56-1 D-55-1, D-55-2, D-55-3

## DRIVE UNITS—CLUTCH (PEDAL OPERATED)

<b>Make</b>		Borg & Beck or Auburn	Borg & Beck	
<b>Type (dry or wet plate)</b>		Dry		
<b>In combination with fluid coupling (yes, no)</b>		No		
<b>Semi-centrifugal (yes, no)</b>		No		
<b>Type pressure plate springs</b>		Coil		
<b>Total plate pressure (lb.)</b>		(a)	1639	
<b>No. of clutch driven discs</b>		One		
<b>Clutch facing</b>	<b>Material</b>	Molded, Woven, Asbestos		
	<b>Inside diameter</b>	6		
	<b>Outside diameter</b>	9-1/4	10	
	<b>Total eff. area (sq. in.)</b>	77.8	100.5	
	<b>Thickness</b>	.125 (b)	.125	
	<b>Number required</b>	Two		
	<b>Engagement cushioning method</b>	Springs, Flat, Crimped		
	<b>Release bearing</b>	<b>Type</b>	Ball	
		<b>Method of lubrication</b>	Sealed	
	<b>Torsional damping</b>	<b>Method (springs, other)</b>	Coil Springs	
	<b>Frict. mat.</b>	---		

## DRIVE UNITS—TRANSMISSIONS

<b>Conventional (std. or opt.)</b>	Standard
<b>Conventional with overdrive (std. or opt.)</b>	Optional
<b>Automatic (std. or opt.)</b>	Optional - PowerFlite

## DRIVE UNITS—CONVENTIONAL TRANSMISSION

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

- (a) Borg and Beck: Up to Cars, 1411; After Cars, 1389  
 Auburn; 1412  
 (b) Auburn, .115"

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

**MODEL** D-56-1 D-55-1, D-55-2 D-55-3

## DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

<b>Lubricant</b>	Capacity (pt.)		2-3/4
	Type recommended		Engine Oil
	SAE viscosity number	Summer	SAE LOW
		Winter	SAE LOW
Extreme cold		SAE LOW	

## DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

<b>Overdrive</b>	Type (planetary or other)		Planetary		
	If planetary, No. of pinions		Three		
	Manual lockout (yes, no)		Yes		
	Downshift accelerator control (yes, no)		Yes		
	Minimum cut-in speed		25	26	
	Gear ratio		0.7		
	<b>Lubricant</b>	Capacity (O.D. only)		3/4 pt	
		Separate filter (yes, no)		No	
		Type recommended		Engine Oil	
		SAE viscosity number	Summer	SAE LOW	
Winter			SAE LOW		
Ext. cold		SAE LOW			

## DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	PowerFlite									
Type (fluid coupling with gears, torque converter with gears, other)	Torque Converter with Gears									
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	<table style="display: inline-table; border: none;"> <tr> <td style="border: 1px solid black; padding: 2px;">R</td> <td rowspan="4" style="border: none; padding: 0 10px;">}</td> <td>Reverse</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">N</td> <td>Neutral</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">D</td> <td>Drive</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">L</td> <td>Low</td> </tr> </table>	R	}	Reverse	N	Neutral	D	Drive	L	Low
R	}	Reverse								
N		Neutral								
D		Drive								
L		Low								
List gear ratios in each drive position (range)	<table style="border: none;"> <tr> <td>R - Reverse</td> <td style="text-align: right;">2.39</td> </tr> <tr> <td>N - Neutral</td> <td style="text-align: right;">---</td> </tr> <tr> <td>D - Drive</td> <td style="text-align: right;">1.72 and 1.00</td> </tr> <tr> <td>L - Low</td> <td style="text-align: right;">1.72</td> </tr> </table>	R - Reverse	2.39	N - Neutral	---	D - Drive	1.72 and 1.00	L - Low	1.72	
R - Reverse	2.39									
N - Neutral	---									
D - Drive	1.72 and 1.00									
L - Low	1.72									
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	No									
By governor—forced shift (yes, no)	Yes									
Downshift of gears in high range possible up to (mph)	55									

# AMA Consolidated Specification Questionnaire

<b>MAKE OF CAR</b>	DODGE	<b>MODEL YEAR</b>	1955
<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3

## DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

<b>Torque convertor</b>	Number of elements		Three		
	Max. ratio at stall at engine rpm (x)		2.6 Torque Ratio		
			1330	1450	1500
	<b>Mechanical lockup</b>	Provided (yes, no)	None		
		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			
<b>Lubricant</b>	Capacity—refill (pt.)		20 pts		
	Type recommended		Automatic Transmission Fluid, Type "A"		
	<b>Grade</b>	Summer	---		
		Winter	---		
Extreme cold		---			

## DRIVE UNITS—PROPELLER SHAFT

Number used		One	
Type (exposed, torque tube)		Exposed	
<b>Outer diameter x length* x wall thickness</b>	Conventional trans.		3 x 59.5 x .065
	Overdrive trans.		3 x 59.5 x .065      3.5 x 59.5 x .065
	Automatic trans.		3 x 59.5 x .065
<b>Intermediate bearing</b>	Type (plain, anti-friction)		---
	Lubri. (fitting, prepack)		---
<b>Universal joints</b>	Make		---
	Number used		Two
	Type (ball and trunnion, cross, other)		Ball and Trunnion
	<b>Bearing</b>	Type (plain, 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.

(x) Revised: 4-8-55

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

**MODEL** D-56-1 D-55-1, D-55-2 D-55-3

### 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)	3.73 (41-11)	
	Overdrive trans.	4.3 (43-10)	4.1 (41-10)	
	Automatic trans.	3.73 (41-11)	3.54 (39-11)	
Pinion adjustment (shim, other)		Solid Shim		
Pinion bearing adj. (shim, other)		Shims		
Lubricant	Capacity (pt.)	3.25		
	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)		15 x 4.5 K	15 x 5 K (a)
Attachment	Type (bolt or stud)	Stud	
	Circle diameter	4.5	
	Number and size	5, 1/2 - 20 Am Nat Thd	

### DRIVE UNITS—TIRES

Size and ply rating	Standard	6.70 x 15 - 4 (b)	7.10 x 15 - 4 (b)
	Optional	7.10 x 15 - 4 (b)	7.60 x 15 - 4 (b)
Rev/mile at 30 mph		(x) 750	739
Inflation press. (cold)	Front	24	
	Rear	24	

### BRAKES—SERVICE

Type		Hydraulic, Internal Expanding Drum	
Booster type		Available at Extra Cost	
Effective area (sq. in.)		(x) 173-1/2	
Percent brake effectiveness—rear		40	
Drum	Diameter	Front (x)	11
		Rear (x)	11
	Type and material		Cast Iron

- (a) Special on D-56 with 7.10 x 15.
- (b) Tubeless tires standard; tires with tubes are available as optional equipment at no extra cost.
- (x) Revised: 4-8-55

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

MODEL D-56-1 D-55-1, D-55-2 D-55-3

## BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted		Bonded		
	Primary	Material		Molded Asbestos	
		Size (length x width x thickness)	Front wheel	11.5 x 2 x .200	
			Rear wheel	11.5 x 2 x .200	
		Segments per shoe		One	
	Secondary	Material		Molded Asbestos	
		Size (length x width x thickness)	Front wheel	11.5 x 2 x .200	
			Rear wheel	8.8 x 2 x .200	
		Segments per shoe		One	
	Wheel cylinder bore	Front	1.12		
Rear		1.12			
Master cylinder bore		1.12			
Available pedal travel		7			
Line pressure at 100 lb. pedal load (x)		760			
Shoe clearance adjustment		.006, Heel & Toe			

## BRAKES—PARKING

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

## FRAME

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

## FRONT SUSPENSION

Type and description	Independent, Lateral Non-Parallel Control With Coil Springs
----------------------	--

- (a) When PowerFlite is used, an internal type brake with 7" drum is used; lining size: 13.06 x 2 x .16.
- (x) Revised: 4-8-55

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955 Rev: 3-62  
1955

<b>MODEL</b>	D-56-1	D-55-1, D-55-2	D-55-3
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## FRONT SUSPENSION (cont.)

<b>Spring</b>	Type	Coil	
	Material	Steel	
	Size (length x width x No. leaves or coil I.D.)	4 I.D.	
	Spring rate (lb. per in.)	415	445
	Rate at wheel (lb. per in.)	N/A	
	Normal load (lb. @ rated length)	Right 1400 at 11" Left 1475 at 11"	Right 1575 at 11" Left 1660 at 11"
	<b>Shock absorbers</b>		
	Manufacturer	Ow	
	Type (direct or lever)	Direct	
	Piston diameter	1	
<b>Stabilizer</b>	Type (link, linkless, frameless)	Linkless	
	Material	Steel	

## STEERING

<b>Type used (Standard or optional)</b>	<b>Mechanical</b>		Standard		
	<b>Power</b>		Optional		
<b>Wheel diameter</b>			18		
<b>Turning diameter</b>	Outside front	Wall to wall (r. & l.)	43' 0"		
		Curb to curb (r. & l.)	42' 10"	42' 3"	
	Inside rear	Wall to wall (r. & l.)	23' 8"		
		Curb to curb (r. & l.)	24' 4"		
Inside wheel angle with outside wheel at 20°					
<b>Mechanical</b>	Gear	Type	Worm and Three-Tooth Roller		
		Make	Gemmer		
		Ratios	Gear	18.2	
			Overall	22.5	27.1
No. wheel turns		4	5		
<b>Power</b>	Type		Coaxial		
	Make		Chrysler		
	Trade name		Full-Time Power Steering		
	Gear	Type	Rack and Sector and Recirculating Ball Nut		
		Ratios	Gear	16.2	
			Overall	19.1	20.1
	Pump driven by		Generator		
	Overall torque ratio		N/A		
Number wheel turns		3.5			
<b>Linkage</b>	Type		Direct, Long and Short Tie Rods	Symmetrical Idler Arm; Equal Length Tie Rods	
	Location (front or rear of wheels)		Rear		
	Drag link (trans. or long)		None		
	Tie rods (one or two)		Two		

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

**MODEL** D-56-1 D-55-1, D-55-2 D-55-3

## STEERING (cont.)

Kingpin	Inclination at camber (deg.)		5.5° at 0°
	Diameter		.795
	Bearings (type)	Upper	Roller
		Lower Thrust	Steel Backed Lead-Bronze Ball
Wheel alignment (range and preferred)	Caster (deg.)		-2° to 0°, -2° Preferred with Manual Steering -0° Preferred with Power Steering (a)
	Camber (deg.)		1/4° ± 3/8° (b)
	Toe-in (outside tread- inches)		0 - 1/16, 0 Preferred
Steering knuckle type			Reverse Elliott
Wheel spindle	Diameter	Inner bearing	1.25
		Outer bearing	.75
	Thread size		3/4 - 16 Am Nat Thd
	Bearing type		Tapered Roller

## REAR SUSPENSION

Type		Non-Parallel, Longitudinal Leaf			
Drive and torq. taken through (see page 14)		Rear Springs			
Spring	Type	Semi-Elliptic			
	Material	Steel			
	Size (length x width x No. leaves or coil I.D.)	52 x 2.5 x 5			
	Spring rate (lb. per in.)	88	90		
	Rate at wheel (lb. per in.)	N/A			
	Normal load (lb. at rated length)	680 at -.38 Opening	720 at -.38 Opening		
	Mounting insulation type		Rubber Bushing		
	If leaf	No. of leaves	4	5	
		Covers (yes, no)	No		
		Lubricated (yes, no)	No		
Inserts		Type and size	3.5 x 2.5		
	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)		None		
	Material		---		
Track bar type		None			

- (a) Within these limits, it is recommended that the left side caster be between 0° and 3/4° more negative than the right side caster.
- (b) Preferred Setting: Left Side, + 1/2°  
Right Side, 0°

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

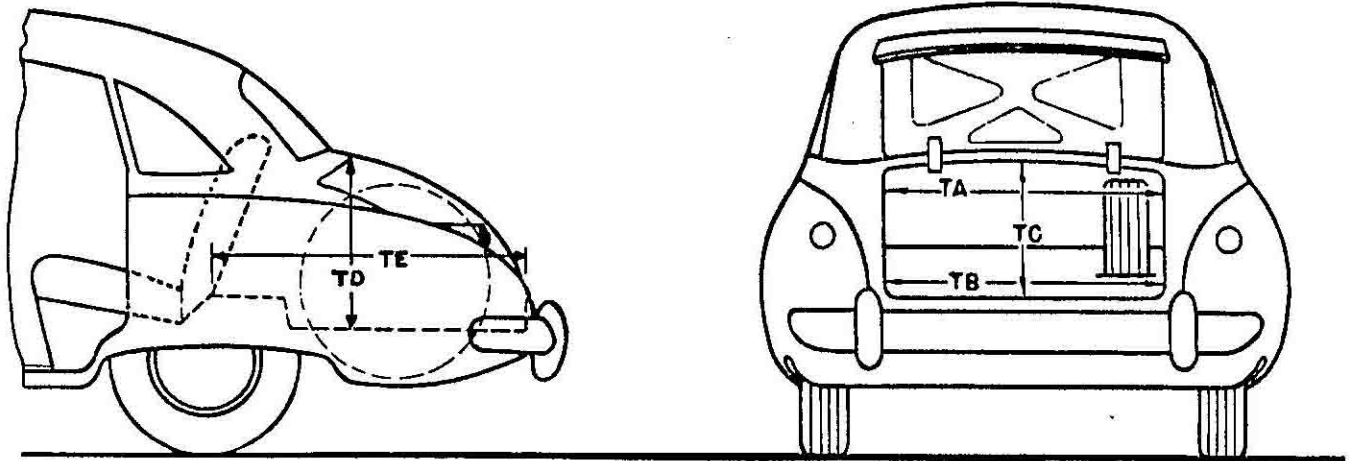
## BODY—GENERAL DEFINITIONS

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	D-56	D-55
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## BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	58.0
TB—Width across the bottom	50.5
TC—Diagonal dimension at CL from top of opening to bottom	36.0
TD—Vertical height of opening (floor to top, inside edge of opening)	24.0
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	55.0
Position of spare tire stowage	Right Hand Side - Inclined
Method of holding lid open	Torsion Bar

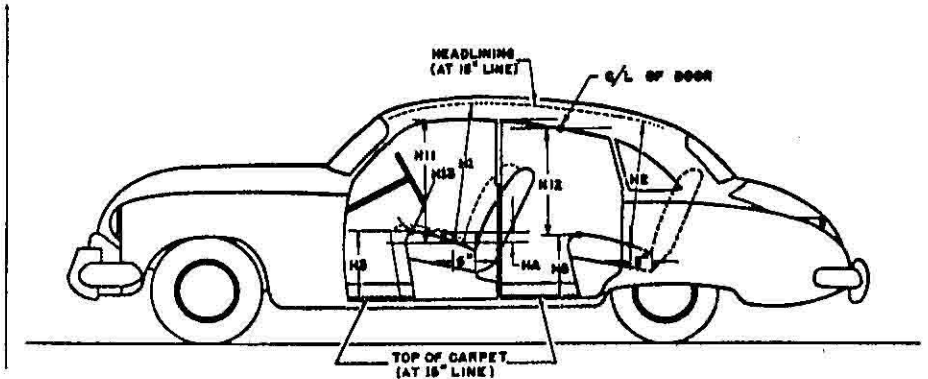
# AMA Consolidated Specification Questionnaire

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Rev. 8-53

MAKE OF CAR DODGE MODEL YEAR 1955

MODEL D-56 D-55

## BODY—HEIGHT DIMENSIONS—INTERIOR



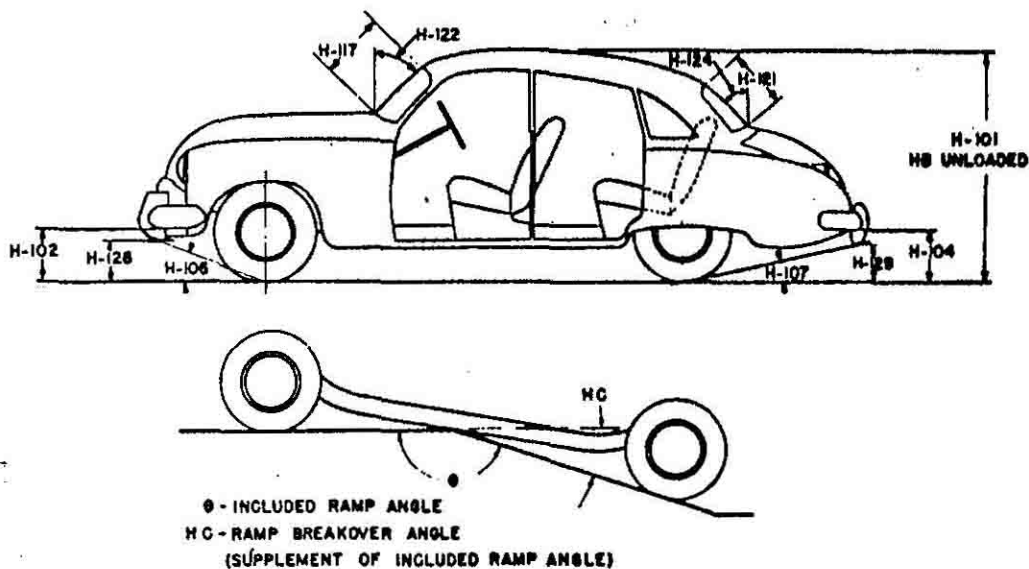
H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.5
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.9
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	13.4
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	12.8
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	29.0
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.	5.4
HA. Front seat vertical rise at "A" pt. (inches.)	1.1

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

MODEL D-56 D-55

## BODY—HEIGHT DIMENSIONS—EXTERIOR



H101. Overall height.	60.3	60.6
HB. Overall height—unloaded.	62.4	62.6
H102. Front bumper bottom to ground at normal section.	12.1	12.4
H104. Rear bumper bottom to ground at normal section.	11.4	11.6
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.		18°
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.		12°
HC. Ramp breakover angle.*		11°
H117. Windshield DLO—slant height.		16.5
H121. Backlight DLO*—Max., slant height.		18.8
H122. Windshield slope angle to vertical line on car axis.		45° 30'
H124. Backlight slope angle to vertical line on car axis.		52°
H128. Ground to bottom of front bumper guard.	10.8	11.0
H129. Ground to bottom of rear bumper guard.	10.5	10.8
HD. Min. road clearance (location and dimension). (x)	5.0 at Oil Pan	5.5 at Oil Pan
HE. Min. road clearance at rear axle.	8.0	8.2

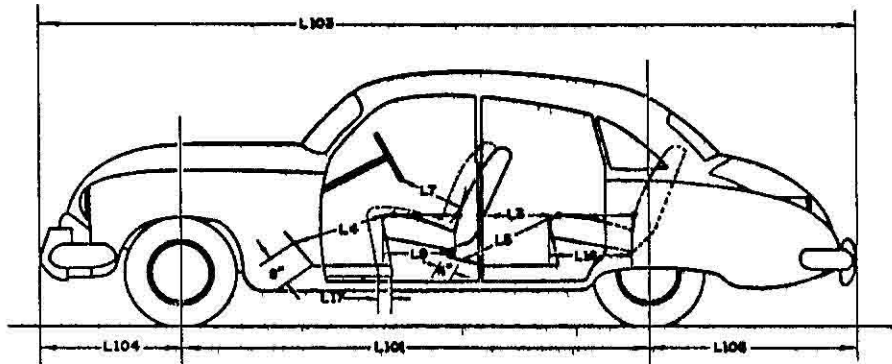
\*See Notes, page 19.

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

MODEL D-56 D-55

## BODY—LENGTH DIMENSIONS

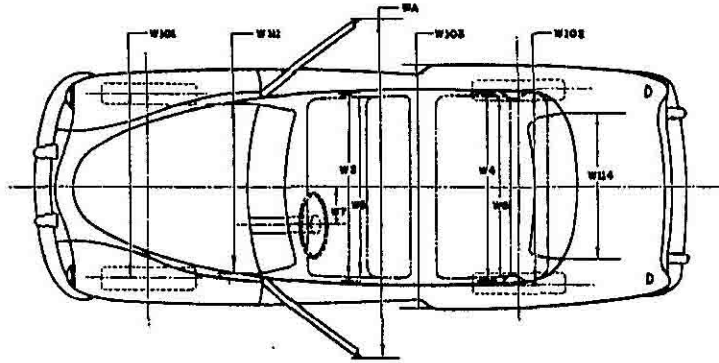


	L3. Rear compartment back of front seat back to rear seat back.	31.5
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	44.5
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	45.0
Interior	L7. Steering wheel clearance to seat back taken on arc.	14.7
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.0
	L16. Depth of rear seat (front edge to seat back).	17.8
	L17. Total adjustment of front seat at floor.	5.0
	L101. Wheel base.	120
	L103. Overall length (bumper to bumper inc. guards).	212.1
Exterior	L104. Overhang—front including bumper guards.	39.3
	L105. Overhang—rear including bumper guards.	52.8

# AMA Consolidated Specification Questionnaire

<b>MAKE OF CAR</b>	DODGE	<b>MODEL YEAR</b>	1955
<b>MODEL</b>	D-56		D-55

## BODY—WIDTH DIMENSIONS



	<b>W3.</b> Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	58.0
	<b>W4.</b> Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	57.8
Interior	<b>W5.</b> Front hip room, at top of seat 5" forward of vert. tan. to seat back.	62.5
	<b>W6.</b> Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.8
	<b>W7.</b> Steering wheel center to center of body.	15.0
	<b>W101.</b> Front tread at ground.	58.9
	<b>W102.</b> Rear tread at ground.	59.2
	<b>W103.</b> Max. overall width of car including bumpers or mouldings.	74.5
Exterior	<b>WA.</b> Max. overall width of car with doors open.	151.4
	<b>W111.</b> Windshield DLO, max. width.	59.5
	<b>W114.</b> Back window DLO, max. width.	58.5

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

MODEL	D-56-1	D-55-1	D-55-2	D-55-3
-------	--------	--------	--------	--------

## 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
Rear window type (one piece, two piece, three piece; curved, flat)		One Piece, Curved
Windshield glass area		1063
Backlight glass area		1134
Total glass area		3452

## 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 Four-Door Sedan		
	(x)	D-6 Club Sedan	D-6 Two-Door Sedan	L-6 Lancer Convertible
	(x)	---	J-6 Lancer (Hardtop)	
	(x)	N-6 Suburban	P-6 Sierra (2-Seat)	---
	(x)	P-6 Sierra (2-Seat)	P-8 Sierra (3-Seat)	---
	(x)	P-8 Sierra (3-Seat)	---	

### Body type code

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

(x) Revised: 4-8-55