AMA Specifications – Passenger Car

Data prepared and distributed by American automobile manufacturers, using uniform questionnaire form developed by car manufacturers under auspices of the Automobile Manufacturers Association.

MAKE OF CAR DODGE **MODEL YEAR** 1958 **DATE: ISSUED** Sept. 1957 **REVISED** Jan. 1958 ø

COMPANY DODGE DIVISION, CHRYSLER CORPORATION, DETROIT 31, MICHIGAN

MODEL NAME	SYMBOL	(6-Cyl only)
Coronet Standard	LD2-L1	LD1-L1
Coronet Custom	LD2-L2	LD1-L2
Royal	LD2-M	---
+Suburban, Sierra+	LD3-L	---

MODEL NAME	SYMBOL
Custom Royal	LD3-H
+Custom Sierra+	LD3-H
#D500 (+Station Wagons)	#LD2,LD3

#Engine Package Only.

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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.

UNLESS OTHERWISE INDICATED:

2. All specifications are standard for the models under which they are listed.
3. Specifications apply basically to 4-door sedan or equivalent. Body dimensions shown on pages 19-24 include other body models available.
4. All dimensions are nominal engineering dimensions.

GENERAL SPECIFICATIONS

MODEL		Additional Information Page No.:	LD1	LD2-L	LD2-M	LD3-H Except Suburban	LD3-L LD3-H Suburban	LD2 & LD3 D500 Package (a) (b) (c)
Wheelbase (L-101)		22	122.0					
Tread	Front (W-101)	23	61.4(f)		60.9			Not applicable
	Rear (W-102)	23	60.1	60.2(f)	59.8			" "
Maximum Overall Dimensions	Length (L-103)	22	213.8				216.2	" "
	Width (W-103)	23	78.3					" "
	Height (H-101)	21	56.6		56.8		57.1	" "
Transmission— (Specify trade name - opt., not available	Manual	12	Standard					None
	Overdrive	13	None					
	Automatic	13	*PF Optional	*PF or TF Opt		*TF Optional		*TF Standard
Axle ratio	Manual	14	3.91	3.54		3.31	3.54	Not applicable
	Overdrive	14	None					
	Automatic	14	3.73	(d)	3.15			Not applicable
Tire size		15	7.50 x 14 (e)		8.00 x 14			" "
Engine	Type, no. cyl., valve arr.	2	In-Line 6,L-Hd.	90°V8, OHV Lat.	90° V-8, OHV In Line			
	Fuel system (Carb. or Inj.)	6	Carbureted					(a) (b) (c)
	Bore and stroke	2	3.25 x 4.63	3.69 x 3.80	4.06 x 3.38			4.12 x 3.38
	Piston displ., cu. in.	2	230	325	350			361
	Std. compression ratio	2	8.0	9.0	10.0			
	Max. bhp at engine rpm ø	2	138 @ 4000	252@4400	265@4400	295 @ 4600		(a) (b) (c)
	Max. torque at rpm ø	2	208 @ 1600	345@2400	355@2800	385 @ 2800		(a) (b) (c)

* PF-PowerFlite, TF-TorqueFlite

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ø (a) Single carburetor, available on all V-8 models; bhp 305 at 4600 rpm, torque 400 at 2800 rpm.
ø (b) Two carburetors, available on all V-8 models; bhp 320 at 4800 rpm, torque 400 at 2800 rpm.
ø (c) Fuel injector, available on all V-8 models except Suburbans; bhp 333 at 4800 rpm, torque 400 at 3600 rpm.
(d) 3.31 with PowerFlite; 3.15 with TorqueFlite. (e) Except 8.00 x 14 on LD2-L1 Convertible.
(f) On LD2-L1 Convertible: Front 60.9, Rear 59.8.

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MODEL	LD1	LD2-L (*1-2B)	LD2-M (*1-4B)	LD3	LD2 & LD3 D500 Package

ENGINE—GENERAL

Type, no. cyls., valve arr.		In-Line 6, L-head	90°V-8 OHV Latrl		90° V-8, OHV In line	
Bore and stroke		3.25 x 4.63	3.69 x 3.80		4.06 x 3.38	4.12 x 3.38
Piston displacement, cu. in.		230	325		350	361
Bore spacing (C/L to C/L)		(a)	4.19		4.80	
No. system (front to rear)	L. Bank	Not applicable	1 - 3 - 5 - 7			
	R. Bank	Not applicable	2 - 4 - 6 - 8			
Firing order		1-5-3-6-2-4	1-8-4-3-6-5-7-2			
Compres. ratio (nominal)	Standard	8.0	9.0 ø		10.0	
	Optional	None				
Cylinder Head Material	Standard	Cast iron				
	Optional	None				
Cylinder Sleeve - Wet, dry, none		None				
Number of mounting points	Front	Two				
	Rear	One				
Taxable horsepower $\frac{\text{Dia.}^2 \times \text{No. Cyl.}}{2.5}$		25.4	43.3		52.7	54.3
Published max. bhp at engine RPM*	Standard ø	138 @ 4000	252 @ 4400	265 @ 4400	295 @ 4600	*1-4B 305 @ 4600
	Optional ø	None				*2-4B 320 @ 4800 *F.I. 333 @ 4800
Published max. torque* (lb. ft. @ RPM)	Standard ø	208 @ 1600	345 @ 2400	355 @ 2800	385 @ 2800	*1-4B 400 @ 2800
	Optional ø					*2-4B 400 @ 2800 *F.I. 400 @ 3600
Recommended fuel regular - premium	Standard	Regular			Premium	
	Optional	- - -				
Recommended idle speed (neutral)		450 - 500				

ENGINE—PISTONS

Material	Aluminum alloy				
Description and finish	U-slot, elliptically-turned, tin-plated	Thermally controlled by steel band, horizontal slot, elliptically-turned, tin-plated			
Weight (piston only) oz.	15.8	18.5	ø (b) 24.5	ø (c) 24.4	

* Max. bhp (brake horsepower) and max. torque corrected as defined by SAE Engine Test Code.

(Continued)

* Carburetors: 1-2B=one two-barrel, 1-4B-one 4-barrel, 2-4B=two 4-barrel, F.I.=fuel injector.

(a) 3.5625 except 3.875 between 2-3 and 4-5.

ø (b) Later models - 21.4 oz.

ø (c) Later models - 21.3 oz.

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ENGINE PISTONS (Cont.)

			LD1	LD2	LD3	LD2 & LD3 D500 Package
Clearance (limits)	Top land		.030	.028 - .033	.042 - .047	
	Skirt	Top	---	.0005 - .0015	.00075 - .00125	
		Bottom	.0007	---	---	
Ring groove depth	No. 1 ring		.17	.19	.21	
	No. 2 ring		.17	.19	.21	
	No. 3 ring		.17	.19	.20	
	No. 4 ring		.17	None		

ENGINE—RINGS

		LD1	LD2	LD3	LD2 & LD3 D500 Package
Function (top to bottom)	No. 1, oil or comp.	Compression			
	No. 2, oil or comp.	Compression			
	No. 3, oil or comp.	Oil			
	No. 4, oil or comp.	Oil	None		
Compression	Description - material, type, coating, etc.	Cast iron, std. type, #1 chrome plate, #2 tin plated	Cast iron, low taper and twist, tin plated	Cast iron, standard taper and twist, tin plated	
	Width	.093	.078		
	Gap	.010 - .020		.013 - .025	
Oil	Description - material, type, coating, etc.	Cast iron, single-piece unit			
	Width	.155	.186	.188	
	Gap	.010 - .020		.013 - .025	
Expanders		None	Low tension, hump	Standard tension, hump type	

ENGINE—PISTON PINS

			LD1	LD2	LD3	LD2 & LD3 D500 Package
Material			High-manganese steel			
Length			2.75	3.07	3.44	
Diameter			.859	.922	1.0935	
Type	Locked in rod, in piston, floating, etc.		Floating		Press-fit in rod	
	Bushing	In rod or piston	Rod		None	
		Material	Bronze on steel		---	
Clearance	In piston		.0000 - .0005	.0000 - .0003	.00015 - .00065	
	In rod		.0001 - .0002	.0001 - .0004	.0007 - .0012 Interference	
Direction & amount offset in piston			None	.06 Right		

ENGINE—CONNECTING RODS

			LD1	LD2	LD3	LD2 & LD3 D500 Package
Material			High-manganese forging steel		Drop-forged steel	
Weight (oz.)			27.9	24.0	28.6	
Length (center to center)			7.81	6.62	6.36	
Bearing	Material & Type		Bi-metal grid		Lead-base babbitt on steel (a) ø	
			Removeable, precision type			
	Overall length		1.00	.811	.927	
	Clearance (limits)		.0005 - .0015			
	End play		.006 - .011	.006 - .014 (2 rods)	.009 - .017 (2 rods)	

(a) On D-500 Special Police Cars only - bi-metal grid. ø

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MODEL	LD1	LD2	LD2&LD3 D500 Package; LD3

ENGINE—CRANKSHAFT

Material			Drop-forged steel		
Vibration damper type			Rubber-dynamic	None	Rubber-dynamic
End thrust taken by bearing (No.)			#4-Rear	#3-Center	
Crankshaft end play			.003 - .007	.002 - .007	
Main bearing	Material & type		Lead-base babbitt on steel. (a) Removable, precision type.		
	Clearance		.0005 - .0015		
	Journal dia. and bearing overall length	No. 1	2.50 x 1.24	2.50 x .842	2.63 x .94
		No. 2	2.50 x 1.03	2.50 x .842	2.63 x .94
		No. 3	2.50 x 1.03	2.50 x 1.09 (a)	2.63 x 1.22 (a)
		No. 4	2.50 x 1.87 (a)	2.50 x .842	2.63 x .94
		No. 5	None	2.50 x 1.56	2.63 x .94
		No. 6	None		
		No. 7	None		
	Dir. & amt. cyl. offset		Left 0.125	None	
Crankpin journal diameter			2.06	2.25	2.38

ENGINE—CAMSHAFT

Location			Right side	Center of "V" above crankshaft	
Material			Hardenable cast iron, with cams and drive gear for distributor and oil pump cast integrally		
Bearings	Material		(b)	Lead-base babbitt on steel	
	Number		4	5	
Type of drive	Gear or chain		Chain		
	Crankshaft gear or sprocket material		High-manganese steel		
	Camshaft gear or sprocket material		Cast iron		
	Timing chain	No. of links	48	68	50
		Width	1.02	1.12	.88
		Pitch	.50	.375	.50

ENGINE—VALVE SYSTEM

Hydraulic lifters (Std, opt, NA)		NA	Standard	
Special provision for valve rotation (intake, exhaust)		None	Low-friction lock on exhaust	
Rocker ratio		Not applicable	1.50 to 1	
Operating tappet clearance (indicate hot or cold)	Intake	.010 (Hot)	Not applicable	
	Exhaust	.010 (Hot)	Not applicable	
Timing marks on fly-wheel, damper, other		Vibration damper	Fan drive pulley	Vibration damper

(a) Thrust bearings are tin-base babbitt on steel.

(b) #1, #2, #3 - Lead base babbitt on steel; #4 cast iron (bored in block).

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MODEL			LD1	LD2	LD3; D500 W/One 4-bbl Carburetor	D500 W/two 4-bbl Carburetors or Fuel Injection ø
ENGINE—VALVE SYSTEM (cont.)						
Timing	Intake	Opens (°BTC)	12	10	15	20
		Closes (°ABC)	44	58	57	60
		Duration - deg.	236	248	252	260
	Exhaust	Opens (°BBC)	50	56	57	58
		Closes (°ATC)	6	16	15	22
		Duration - deg.	236	252	252	260
	Valve opening overlap		18°	26°	30°	42°
Intake	Material		silicon-chromium steel			
	Overall length		4.84	4.31	4.78	
	Actual overall head dia.		1.53	1.84	1.95	
	Angle of seat		45°			
	Seat insert material		None			
	Stem diameter		.34	.37		
	Stem to guide clearance		.002			
	Lift		.365	.389	.390	
	Outer spring press. and length	Valve closed (lb. @ in.)	42 @ 1.75	72 @ 1.69	80 @ 1.86	100 @ 1.86
		Valve open (lb. @ in.)	115 @ 1.38	166 @ 1.31	180 @ 1.47	195 @ 1.47
	Inner spring press. and length	Valve closed (lb. @ in.)	None			
		Valve open (lb. @ in.)	None			
Exhaust	Material		XCR Chr-Ni-Steel	21-4N Chromium steel		
	Overall length		4.89	4.58	4.78	
	Actual overall head dia.		1.41	1.56	1.60	
	Angle of seat		45°			
	Seat insert material		Alloy iron	None		
	Stem diameter		.34	.37		
	Stem to guide clearance		.004	.003		
	Lift		.365	.389	.390	
	Outer spring press. and length	Valve closed (lb. @ in.)	42 @ 1.75	72 @ 1.69	80 @ 1.86	100 @ 1.86
		Valve open (lb. @ in.)	115 @ 1.38	166 @ 1.31	180 @ 1.47	195 @ 1.47
	Inner spring press. and length	Valve closed (lb. @ in.)	None			
		Valve open (lb. @ in.)	None			

ENGINE—LUBRICATION SYSTEM

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

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MODEL

	LD1	LD2-L	LD2-M	LD3	LD2 & LD3 D500 Package

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary				
Normal oil pressure (lb. @ engine rpm)	40-45 @ 1500	40-65 @ 2000		50-65 @ 1500	
Oil pressure sending unit (electric or mechanical)	Mechanical				
Type oil intake (floating, stationary)	Stationary				
Oil filter system (full flow, partial, other)	Bypass	Shunt		Full flow	
Filter replacement (element, complete)	Element	Element		Complete	
Capacity of crankcase, less filter-refill (qt.)	5			4	
Oil grade recommended (SAE viscosity and temperature range)	Above +32° F: SAE 30, SAE 20W-40, or SAE 10W-30 As low as +10° F: SAE 20W, SAE 20W-40, or SAE 10W-30 As low as -10° F: SAE 10W, SAE 10W-30, or SAE 5W-20 Below -10° F: SAE 5W, or SAE 5W-20				
Oil type recommended	API Classification MS				

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with crossover(a)		Dual (b)	Dual
Muffler No. & type (reverse flow, straight thru, separate resonator)	One; Reverse flow			Two; Reverse flow	
Exhaust pipe dia. (O.D. / wall thickness) Branch	None	1.88 x .083		None Ø	
Exhaust pipe dia. (O.D. / wall thickness) Main	2 x .083	2.25 x .083		2 x .083	2.25 x .083 Ø
Tail pipe diameter (O.D. & wall thickness)	1.75 x .048	2 x .048		1.75 x .048	2 x .048 Ø

ENGINE—FUEL SYSTEM

(See Supplement to Page 6 for Details of Fuel Injection, Supercharger, etc. if used)

Induction type: Carburetor, fuel injection, supercharger.	Carburetor					
Fuel Tank	Capacity (gals.)	All except Suburbans – 20; Suburbans – 22				
	Filler location	Left rear fender				
Fuel Pump	Type (elec. or mech.)	Mechanical				
	Location	Right front of engine				
	Pressure range	6 – 7 psi				
Vacuum booster (std., optional, none)	None					
Fuel Filter	Type	Plastic	Plastic and ceramic			
	Location	Fuel tank and carburetor			Fuel tank and fuel pump	
Carburetor	Make & Model No.	(c)	(d)	(e)	(k) Carter AFB-2642S (f)	
	Number & Type Downdraft	One dual		One 4-barrel		(g)
	Barrel size	1.31	1.44			(h)
	Choke type	Integral	Remote in manifold crossover (j)			
	Intake manifold heat control (exhaust or water)	Exhaust				
	Air clnr. type: Standard	Paper element				
	Air clnr. type: Optional	None				

(a) Dual on LD2-L1-27 Convertible. (b) Single on LD3-L Suburbans. Rev. Form 6-57

(c) Stromberg WW3-159; w/PowerFlite WW3-160. (d) Stromberg WW3-163; w/auto trans WW3-164.

(e) Carter WCFB-2660S. (f) With 2 carburetors – Carter, Front AFB-2652S, Rear AFB-2653S.

(g) One or two 4-barrel. (h) One carburetor – 1.44; two carburetors – Primary 1.44, Secondary 1.56 each carburetor. (j) With 2 carburetors: Integral on rear, none on front.

(k) On LD3 with manual transmission – Carter AFB-2773-S.

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MODEL LD2 and LD3 D500 Package

SUPPLEMENTARY INFORMATION

ENGINE—FUEL SYSTEM (cont.) – FUEL INJECTION

Injection System	Description		Speed-density system with electrically-operated injectors and electronically-controlled metering of fuel
	Trade Name		
	Make		Bendix
Fuel Recommended			Premium
Fuel Pump	Type		Fuel-Immersed Electric-Motor-Driven Vanes
	Location		Fuel Tank
	Pressure Range		25 to 33 psi
Pressure Regulator-Filter	Type		Fuel Filter, Constant-Pressure Regulator, and Vapor Return
	Filter Type & Size		Micronic; 5-micron
	Regulated Pressure		12.5 psi
	Vapor-air Trap and Bleed		Yes
Fuel Manifold	Type		Double-runner tubes with branches to each injector valve
Injectors	Type		Electric solenoid-operated disc valves
	Location		On intake manifold above each intake port
	Duration of Opening		1 to 4 milliseconds
	Control		Modulator electronic circuits vary duration of injector-operating electrical pulses, which are initiated by a trigger-selector
Air Induction	Description		Filtered air through two throttle bodies
	Air Cleaner	Number	Two
		Type	Dry - Elliptical
		Location	At each throttle body
	Control		Interconnected throttle blades
Modulator	Description and Function		Two-channel electronic circuit adjusted by engine operating and atmospheric sensor circuits. Regulates injected fuel by the duration of electric pulse.
	Location		Left front of radiator core
Sensor System	Description and Function		Resistance elements in the modulator external control circuit which are varied by the engine operating functions and atmospheric conditions.
	Types and Locations		Temperature – Rear throttle body; Manifold vacuum – Altitude – At modulator; –Rear throttle body; Idle – Rear throttle body; Cold start and warm-up – Acceleration– Rear throttle body; – Rear throttle body
Trigger Selector	Description and Function		Cam-operated breaker points for triggering modulator and commutator for distributing electrical pulses to injectors
	Driven by		Integral with distributor
	Speed		One-half engine speed

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MODEL

ENGINE—COOLING SYSTEM

		LD1		LD2				LD3 and D500 Package			
		Std	PS	Std	PS	AC	PS&AC	Std	PS	AC	PS&AC
Type (pressure system, atmospheric, other)		Pressure-vent									
Radiator cap relief valve pressure		14 psi									
Circulation thermostat	Type (choke, bypass)	Pellet									
	Starts to open at (°F)	157 - 162									
Water pump	Type (centrifugal, other)	Centrifugal									
	Number of pumps	One									
	Drive (V-belt, other)	V-Belt									
	Bearing type	Sealed ball bearing									
By-pass recirculation type (internal, external)		Internal									
Radiator core type (cellular, tube and fin, other)		Cellular or fin-and-tube									
Cooling system capacity	With heater (qt.)	14		21				17			
	Without heater (qt.)	13		20				16			
	Opt. equipment-specify (qt.)	None									
Water jackets full length of cylinder (yes, no)		Yes						No			
Water all around cylinder (yes, no)		No		Yes							
Radiator hose	Lower — Number and type (molded, straight)	One, molded									
	Lower — Inside diameter	1.5									
	Upper — Number and type (molded, straight)	One, molded									
	Upper — Inside diameter	1.5									
	By-pass — Number and type (molded, straight)	None									
	By-pass — Inside diameter	- - -									
Fan	Number of blades & Spacing	Four, 76-104°		Four, 76-104° (a)							
	Diameter	17" (sq tip)		18" (curved tip)							
	Ratio-fan to crankshaft rev.	0.95									
	Fan cutout type	None									
	Bearing type	See "Water Pump"									
*Drive belts (Indicate belt used by letter)	Fan	A	B	D	D	E	E	H	H	J	J
	Generator	A	B	D	D	2F	2F	H	H	2K	2K
	Water Pump	A	B	D	D	E	E	H	H	J	J
	Power Steering		C		G		2F		L		L
	Air Conditioning					2F	2F			2K	2K

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(a) With AC - Six, 45-75-60°

*Drive Belt Dimensions	A	B	C	D	E	F	G	H	J	K	L
Angle of V	38 - 42°										
Nominal length (SAE)	40.0	38.63	40.0	57.38	37.25	*71.38	38.0	56.5	36.88	68.75	41.75
Width	.375	.375	.5	.375	.375	.375	.5	.375	.375	.375	.5

(PS=Power steering, AC=Air conditioning, PS&AC=Power steering and air conditioning)

*With 40-amp generator 72.75.

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MODEL	LD1	LD1 with PowerFlite	LD2	LD3 and D500 Package

ELECTRICAL—SUPPLY SYSTEM

					A-L 11-HS-60 or
Battery	Make and Model	*A-L 11-HS-50, Wil HO-11-50, or Gld 11-OE-53			Wil HO-11-60*
	Voltage Rtg. & Plates/cell	12V, 9			12V, 11
	SAE Designation & Amp Hr. Rtg	*A-L and Wil - None, 50; Gld - None, 53			None, 60
	Location	Under hood, left side			
	Terminal grounded	Negative			
Generator	Make	Auto-Lite			
	Model	GJC-7012-A			
	Type	Shunt wound			
	Ratio—Gen. to Cr/s rev.	2.12 : 1	2 : 1		
	Gen. cut-in—engine rpm	615	650		
Regulator	Make	Auto-Lite			
	Model	VRX-6201-A			
	Type	Current and voltage control			
	Cutout relay — Closing voltage @ generator rpm	13.0 - 13.8 @ 1300			
	Cutout relay — Reverse current to open	Contacts open at 0 - 6-amp discharge at 8.2 - 9.3 volts after 10-amp discharge			
	Regulated — Voltage	14.28 - 14.88			
	Regulated — Current	30 - 40			
	Voltage test conditions — Temperature	70° F			
	Voltage test conditions — Load	Run 15 min at 7.0 amp - Voltage regulator check			
	Voltage test conditions — Other	Additional 15 min at rated output - Current regulator check			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make	Auto-Lite				
	Model	MDM-6001	MDL-6004	MDL-6003	MDT-6001	
	Rotation (drive end view)	Clockwise				
	Engine cranking speed	Cold - 35 rpm; Hot - 150 rpm				
	Test conditions	Cold: SAE 5W at -20° F Hot: SAE 30 with completely-warmed engine				
	Lock test — Amps	210	225	350		
	Lock test — Volts	4	4	4		
	Lock test — Torque (lb. ft.)	5	6	8.5		
	No load test — Amps	50	60	58		
	No load test — Volts	11	11	11		
	No load test — RPM (min.)	3600	3400	3800		
Motor control	Switch (solenoid, manual)	Bendix (anti-kickout)				
	Starting procedure	WITH MANUAL AND POWER-FLITE TRANSMISSIONS: Depress accelerator pedal about one-third and turn ignition key beyond "Ignition On" position. WITH TORQUE-FLITE TRANSMISSION: Depress accelerator pedal about one-third and press "N" (Neutral) transmission push button to "Extreme In" position.				

* A-L = Auto-Lite, Wil = Willard, Gld = Gould.

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MODEL

LD1	LD2	LD3	LD2 & LD3 D500 Package		
Dual Carb	2 or 4-Bbl	One 4-Bbl	One 4-Bbl	Two 4-Bbl	Fuel Injector

ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Inertia follow-through drive
	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		CAG-4001B	CAH-4001E	CAH-4001A		
	Amps	Engine stopped	2.4	3.1			
		Engine idling	1.8	2.5			
Distributor	Make		Auto-Lite				
	Model		IBR-4001	IBP-4002E	IBP-4005	IBS-4006B	IBS-4009
	Spark adv. centrifugal (crankshaft degrees)	Start (rpm)	500-900	600-800	550-850		
		Intermediate points @ rpm	0-4@900	0-4@800	0-4 @ 850		
			11-15@2100	8-12@1300	9-13 @ 1500		
		Max. @ rpm	15-19@3600	16-20@3300	18-22 @ 4000		
	Spark adv. vacuum (crankshaft degrees)	Start (in. Hg)	0 @ 5.5-7	0 @ 6-7.5	0 @ 4.2-8		
		Intermediate points (in.Hg)	9 @ 8 - 11	10 @ 9-10	15 @ 10.5-13		
		Max. (in.Hg)	17-21 @ 16	20-24 @ 14	23-29 @ 16.5		
	Breaker gap (in.)		.018- .022	.015 - .018 Ø			
	Cam angle (deg.)		39 ± 3	27 - 32		36-40(total; dbl breaker)	
	Breaker arm tension (oz.)		17 - 20				
Timing	Crankshaft deg. @ rpm.		2 BTC @500	6 BTC @ 500		8 BTC @ 500	
	Mark location		(a)	(b)	Vibration damper		
	Cylinder numbering system (see page 2)		- - -	Left bank: 1 - 3 - 5 - 7 Right bank: 2 - 4 - 6 - 8			
	Firing order (see page 2)		1-5-3-6-2-4	1-8-4-3-6-5-7-2			
Spark Plug	Make and model		Auto-Lite Resistor				
			AR-51	AGR-42	AR-42	AR-32	
	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				

ELECTRICAL—SUPPRESSION

Description

Spark plugs: 10,000-ohm integral resistor

Distributor: 10,000-ohm integral resistor

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(a) Vibration damper.
(b) Fan drive pulley.

AMA Specifications – Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED

MODEL All Models – LD1, LD2 and LD3

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	Stewart Warner
	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
Other		None
Ignition switch	Identify positions in order and circuits controlled	Center Position – Off 1st Position Clockwise – Ignition and accessory circuit only 2nd Position Clockwise – Starter and ignition circuit only (a) 1st Position Counter-clockwise – Accessory circuit only
	Provision for illumination	None
	Location	Right of steering column
Main lighting switch	Identify positions and lights controlled	Left Position – Off 1st Position Clockwise – Instrument, tail, license plate, and parking lamps 2nd Position Clockwise – Instruments, head, tail, and license plate lamps
Other light swifches	Locations and lamps controlled	Instrument lamp switch – Left of steering column on instrument panel concentric with headlamp switch, variable all instruments; Stop lamp switch – In master cylinder; Dome lamp – Manual switch on instrument panel, automatic switches in front doors (on all doors of Custom Royals); Direction signal switch – Lever on steering column below wheel.
Other switches	Locations and devices controlled	Windshield wiper switch – One-speed, right of steering column (Variable speed special equipment). Heater switch – Two-speed, right of steering column Defroster control – Right of steering column Starter switch – Neutral push button (extreme in position) (b)
Windshield wiper	Make	Auto-Lite or (single speed only) General Industries
	Type	Electric
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Air note – Sea shell
	Number used	2
	Amp draw (each)	9 – 10

(a) Models with PowerFlite or manual transmission only.

(b) Models with TorqueFlite transmission only.

AMA Specifications – Passenger Car

MAKE OF CAR: DODGE | MODEL YEAR: 1958 | DATE: ISSUED: Sept. 1957 | REVISED:

MODEL: All Models – LD1, LD2, and LD3

ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-5400 S, dual headlight 2-4001, 2-4002.
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamps & arrangement	Horizontal; 2-4001, 2-4002
Headlamp beam indicator	1-57
Parking light	2-1034 (a)
Tail light	2-1034 (b)
Stop light	2-1034 (b)
Direction signal – Front	2-1034 (a)
Direction signal – Rear	2-1034 (b)
Direction signal – Indicator	2-57
License plate light	1-67
Instrument light	2-57
Ignition lock light	None
Back up light	2-1073*
Dome light	1-1004 (c)
Clock light	1-1816*
Radio light	1-1816*
Glove compartment light	1-57
Speedometer	3-57
Transmission Control	1-57
Handbrake Indicator	1-68
Map Light	1-90*

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 lights SFE-10 (a), Direction Indicator same as (a).

Headlamp	22.5 CB (A)
Headlamp beam indicator	Same as (A)
Parking light	Same as (A)
Tail light	15 CB (B)
Stop light	Same as (B)
Direction indicator	None
License plate light	Same as (B)
Instrument light	Same as (B)
Ignition light	None
Back up light	Same as (B)
Dome light	Same as (B)
Clock	SFE-2
Clock light	Same as (B)
Radio	SFE-7.5
Glove compartment light	Same as (B)
Map Light	Same as (B)
Windshield Wiper	5 CB (C); Variable Speed – 6 CB (D)
Window Lift	30 CB (E)
Seat Adjuster	40 CB (F)

(a) Integral units. (b) Integral units, dual-filament.
(c) 2 on Hardtops and 3-seat Suburbans.

AMA Specifications – Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED

MODEL	LD1	LD2	LD3	LD2 & LD3 D500 Package

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type		Auburn (Opt) Dry plate	Borg & Beck, Dry plate			
Type pressure plate springs		Coil				
Total plate pressure (lb.)		1280	1206	1920	2013	2104
No. of clutch driven discs		One				
Clutch facing	Material	Molded woven asboestos				
	Outside & inside dia.	9.25 x 6.00		10.00 x 6.00	10.50 x 6.50	11.00 x 6.50
	Total eff. area (sq.in.)	77.8		100.5	106.8	123.7
	Thickness	.114	.125			
	Engagement cushioning method	Flat springs, crimped				
Release bearing	Type & method of lubrication	Sealed ball bearing, permanently lubricated				
Torsional damping	Methods: springs, friction material	Coil springs				

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	Standard		None
Manual with overdrive (std. or opt.)	None		
Automatic (std. or opt.)	PowerFlite optional	- - -	TorqueFlite standard
	- - -	TorqueFlite optional	

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds		3		
Transmission ratios	In first	2.50	2.31	
	In second	1.68	1.55	
	In third	1.00	1.00	
	In fourth	None		
	In reverse	3.20	2.96	
Synchronous meshing, specify gears		2nd and 3rd		
Lubricant	Capacity (pt.)	2.75		
	Type recommended	Multi-purpose gear oil, API classification GL-4		
	SAE viscosity number — Summer	SAE 80		
	SAE viscosity number — Winter	Above -10° F, SAE 80		
	SAE viscosity number — Extreme cold	Below -10° F, SAE 75		

AMA Specifications – Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED

MODEL	LD1	LD2-L	LD2-M	LD3	D500 Package

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

Overdrive	Type (planetary or other)			Not applicable
	Manual lockout (yes, no)			—
	Downshift accelerator control (yes, no)			—
	Minimum cut-in speed			—
	Gear ratio			—
	Lubricant: Capacity (Overdrive only)			—
	Lubricant: Separate filler (yes, no)			—
	Lubricant: Type recommended			—
	Lubricant: SAE viscosity number	Summer		—
		Winter		—
		Ext. cold		—

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name		PowerFlite	(a)		TorqueFlite	
Type describe		Torque converter with gears				
Method of Selection (Lever, Push Button or other)		Pushbutton				
Selector Pattern		(PowerFlite) R N D L			R N D 1 2 (TorqueFlite)	
List gear ratios Selector Pattern and indicate which are used in each selector position		PowerFlite: R 2.39:1 – Reverse; D 1.00:1 – Drive; L 1.72:1 – Drive & Low			TorqueFlite: R 2.20:1 – Reverse; D 1.00:1 – Drive; 2 1.45:1 – Drive & 2; 1 2.45:1 – Drive, 2, & 1	
Max. upshift speeds—drive range (b)		50–55 mph	(c)		74–78 mph	
Max. kickdown speeds—drive range (b)		43–47 mph	(d)		70–75 mph	
Torque convertor	Number of elements	3				
	Max. ratio at stall at engine rpm: Early Cars	2.6 at 1330	(e)	(f)	2.3 @ 1875	(g)
	Max. ratio at stall at engine rpm: Later Cars				2.2 @ 1775	(h)
	Type of cooling (air, water)	Air-cooled			Water-cooled	
Lubricant	Capacity—refill (pt.)	20	*PF – 20; TF – 18		21	
	Type recommended	Automatic transmission fluid, Type A				
Special transmission features		Incorporates spring-loaded hydraulic valve to prevent accidental reverse engagement				

* PF = PowerFlite, TF = TorqueFlite

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(a) PowerFlite and TorqueFlite optional only.
(b) With standard axle ratios and tires.
(c) With PowerFlite 57–62 mph, with TorqueFlite 74–78 mph.
(d) With PowerFlite 50–54 mph, with TorqueFlite 70–75 mph.
(e) With PowerFlite – 2.7 at 1855; with TorqueFlite – 2.7 at 1700.
(f) With PowerFlite – 2.7 at 1710; with TorqueFlite – 2.7 at 1925.
(g) One 4-bbl carb – 2.3 @ 1930; two 4-bbl carbs – 2.3 @ 1880.
(h) One 4-bbl carb – 2.2 @ 1830; two 4-bbl carbs – 2.2 @ 1790.

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MODEL

DRIVE UNITS—PROPELLER SHAFT

			LD1	LD2-L	LD2-M	LD3	D500 Package
Number used			One				
Type (exposed, torque tube)			Exposed				
Outer diameter x length* x wall thickness (a)	Manual transmission		3.0 x 58.81	3.5 x 59.02		3.5 x 59.03	
	~~Overdrive~~ transmission PowerFlite		3.0 x 58.81	3.5 x 59.02 3.25 x 59.02(b)		None	
	Automatic transmission TorqueFlite		None	3.25 x 58.86		3.25 x 58.96 3.5 x 58.96(b)	
Intermediate bearing	Type (plain, anti-friction)		None				
	Lubrication (fitting, prepack)		Not applicable				
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)	Front: Clean and repack Rear: Prepack				
Drive taken through (torque tube or arms, springs)			Rear Springs				
Torque taken through (torque tube or arms, springs)			Rear Springs				

DRIVE UNITS—REAR AXLE (See Supplement to Page 14 for optional axles.)

Description – (incl. limited slip differential)		Conventional type: Semi-floating, hypoid, 2-pinion differential with single-piece case				
Drive Pinion Offset		1.5"				
No. of differential pinions		Conventional differential - 2				
Gear ratio and No. of teeth	Automatic transmission PowerFlite	3.73 (41-11)	3.31 (43-13)	None		Not applicable
	~~Overdrive~~ trans. TorqueFlite	None	3.15 (41-13)			Not applicable
	Manual transmission	3.9 (43-11)	3.54 (39-11)	3.31 (43-13)(c)		Not applicable
Ring gear pitch diameter & O.D.		8.25 and 8.25	8.75 and 8.75			
Pinion adjustment (shim, other)		Solid shim (washer)				
Pinion bearing adj. (shim, other)		Shims				
Wheel bearing type		Tapered roller bearing				
Lubricant	Capacity (pt.)	3.25	3.5			
	Type recommended	Multi-purpose gear lubricant, API Classification GL-4 (d)				
	SAE viscosity number – Summer	Above -10° F, SAE 90				
	SAE viscosity number – Winter	Below -10° F, SAE 80				
	SAE viscosity number – Extreme cold	Below -30° F, SAE 75				

*Center to center of universal joints, or to centerline of rear attachment.

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(a) Wall thickness .065 - all shafts. (b) Optional. (c) Suburbans - 3.54.
(d) For "Sure-Grip" limited-slip type - Mopar Rear Axle Lubricant.

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SUPPLEMENTARY INFORMATION

OPTIONAL REAR AXLE RATIOS

MODEL		LD1	LD2-L	LD2-M	LD3 Except Sta. Wagons	LD3 Sta. Wagons
CONVENTIONAL TYPE (Available in all ratios and applications listed.)						
Gear Ratio and No. of Teeth	PowerFlite Transmission	--	3.15 (41-13)	--	--	--
		3.54 (39-11)	3.54 (39-11)	--	--	--
		3.9 (43-11) ø	--	--	--	-- ø
	TorqueFlite Transmission	--	2.93 (41-14)	2.93 (41-14)	2.93 (41-14)	2.93 (41-14)
		--	3.31 (43-13)	3.31 (43-13)	3.31 (43-13)	3.31 (43-13)
	Manual Transmission	--	--	--	3.15 (41-13)	--
		--	3.31 (43-13)	3.31 (43-13)	--	3.31 (43-13)
		--	--	--	3.54 (39-11)	--
		3.73 (41-11)	3.73 (41-11)	3.73 (41-11)	--	3.73 (41-11)
		4.1 (41-10)	--	--	--	--

SURE-GRIP (LIMITED-SLIP) TYPE (Available in all ratios and applications listed above for V-8 models only.)

Description	Torque-bias type, with 4 pinions and 2 separate differential pinion shafts, cam-actuated friction clutches located back of each differential side gear

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MODEL

			LD1	LD2-L	LD2-M	LD3 Except Sta. Wagons	LD3 Station Wagons
DRIVE UNITS—WHEELS							
Type & material			Disc; pressed steel				
Rim (size and flange type)			14 x 5 K (a)		14 x 5.5 K		14 x 5.5 K(b)
Attachment	Type (bolt or stud)		Stud				
	Circle diameter		4.5				
	Number and size		Five, 1/2-20 N.F.				
DRIVE UNITS—TIRES (h) ø							
Size (L-102) & ply rating	Standard Tubeless 4Ply		*BSW 7.50 x 14 (c)(d)		*BSW 8.00 x 14 (d)		
	Optional Tubeless 4Ply		*B or WSW 8.00 x 14		*B or WSW 8.50 x 14		
Type tires - nylon, etc.			Standard - Rayon; Optional - Rayon or Nylon, also 6-ply Rayon				
Rev/mile at 30 mph			776 with 7.50 x 14; 760 with 8.00 x 14; 746 with 8.50 x 14				
Inflation press.(cold)	Front (psi)		24		22		
	Rear (psi)		22				24 (e)
BRAKES—SERVICE							
Type			Hydraulic, internal expanding, calculated-contour variable-depth web, "Total-Contact" brake shoes				
Power brake type			Vacuum - optional				
Effective area (sq. in.) (g)			207		ø 207 (f)		230
Percent brake effectiveness-front			60				
Drum	Diameter	Front (g)	11"				
		Rear (g)	11"				
	Type and material		Composite				
Brake lining	Bonded or riveted		Bonded				
	Front Shoe	Material	Molded asbestos				
		Size (length x width x thickness) Front wheel	11.5 x 2.5 x 0.20				
		Size (length x width x thickness) Rear wheel	11.5 x 2.0 x 0.20 (f)				11.5 x 2.5 x 0.20
		Segments per shoe	One				
	Rear Shoe	Material	Molded asbestos				
		Size (length x width x thickness) Front wheel	11.5 x 2.5 x 0.20				
		Size (length x width x thickness) Rear wheel	11.5 x 2.0 x 0.20 (f)				11.5 x 2.5 x 0.20
		Segments per shoe	One				
Wheel cylinder bore	Front		1.125				
	Rear		1.125				
Master cylinder bore			1.125				
Available pedal travel			6"; with optional power brakes - 4.63"				
Line pressure at 100 lb. pedal load			650 psi; with optional power brakes - 1150 psi				
Shoe clearance adjustment			No major adjustment required				

(a) Except 14 x 5.5 K on Convertible.
(b) 14 x 6 K on 9-passenger models.
(c) Except 8.00 x 14 on Convertible.
(d) Whitewalls optional in all sizes.
(e) Up to 28 psi under heavy loads.
(f) On Convertibles and 4-door Hardtops, 11.5 x 2.5 x 0.20; effective area - 230 sq in.
(g) 12 x 2.5 brakes optional on all models; effective area - 251 sq in. ø
* BSW = Black Sidewall, WSW = White Sidewall

(h) Captive-Air tires available on all models.

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MODEL LD1, LD2, and LD3 - All Models

BRAKES—PARKING

		Manual Transmission	Automatic Transmission
Type of control		T-handle, multiple-pawl ratchet	
Location of control		Under instrument panel, left side of steering column	
Operates on		Transmission output shaft	
If separate from service brakes	Type (internal or external)	External	Internal
	Drum diameter	6"	7"
	Lining size (length x width x thickness)	Ø 16.68 x 2 x 0.16 2	Shoe, ea 6.53 x 2 x 0.16 Ø

FRAME or UNITIZED CONSTRUCTION

Type and description	Welded, double-channel box-section side rails; lateral crossmembers. X-type crossmember on Convertible

SUSPENSION—GENERAL

Provision for car leveling (a)		Mechanical, by manual adjustment of torsion bar anchor bolt
Provision for brake dip control		By inclined front upper control arms and unsymmetrical rear springs
Provision for acc. squat control		By unsymmetrical rear springs
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct
	Make	Own
	Piston dia.	1 inch
Other special features		Front torsion bars are combined with outboard-mounted highly unsymmetrical semi-elliptical rear leaf springs

SUSPENSION—FRONT

Type and description	Independent, lateral, non-parallel control arms with torsion bars

(a) Front only.

(Continued)

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MODEL LD1, LD2, and LD3

SUSPENSION FRONT (cont.)

Spring	Type	Torsion bar
	Material	Chromium-alloy steel
	Size (coil design height & I.D.; bar length x dia.	44.6 x 1.04 (Suburbans 44.6 x 1.0)
	Spring rate (lb. per in.)	Not applicable
	Rate at wheel (lb. per in.) (a)	125 (Suburbans 105)
	Design load (lb. @ design height)	Not applicable
Stabilizer	Type (link, linkless, frameless)	None (Link on Suburbans)
	Material & bar diameter	Not applicable (Suburbans; steel, .75)

STEERING

Mechanical (std., opt., NA)				Standard
Power (std., opt., NA)				Optional
Wheel diameter				17"
Turning diameter	Outside front	Wall to wall (l. & r.)		46'4" Ø
		Curb to curb (l. & r.)		43'7"
	Inside rear	Wall to wall (l. & r.)		Ø 27'8" (27'9" Suburban)
		Curb to curb (l. & r.)		27'2" (27'1" Suburban)
Outside wheel angle with inside wheel at 20°				18° 46'
Mechanical	Gear	Type		Worm and three-tooth roller
		Make		Own
		Ratios	Gear	20.4
			Overall	29.97
	No. wheel turns			5.2
Power	Type			Integral
	Make			Own
	Trade name			Constant Control
	Gear	Type		Rack and sector
		Ratios	Gear	15.7
			Overall	19.1
	Pump driven by			Belt from C/S pulley
	Overall torque ratio			14.0:1 average (mean) Ø
	Number wheel turns			3.5
Linkage	Type			Symmetrical idler arm, equal length tie rods
	Location (front or rear of wheels, other)			Rear
	Drag link (trans. or longit.)			Transverse
	Tie rods (one or two)			Two

(a) Without tires

(Continued)

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MODEL	LD1	LD2 & LD3

STEERING (cont.)

Steering Axis	Inclination at camber (deg.)		$6\frac{1}{2}^{o}$ at 0^{o}
	Bearings (type)	Upper	Ball joint
		Lower	Ball joint
		Thrust	Oil-impregnated sintered metal
Wheel alignment (range and preferred)	Caster (deg.)		Mechanical steering: $+\frac{1}{4}^{o}$ $\pm\frac{1}{4}^{o}$ Power steering: $+ 3/4^{o} \pm 3/4^{o}$
	Camber (deg.)		Left: $+\frac{1}{4}^{o}$ $\pm\frac{1}{4}^{o}$ (Prefer $3/8^{o}$) Right: 0^{o} $\pm\frac{1}{4}^{o}$ (Prefer 0^{o})
	Toe-in (outside tread-inches)		1/8" ± 1/32"
Steering spindle & joint type			Ball socket
Wheel spindle	Diameter	Inner bearing	1.25"
		Outer bearing	0.75"
	Thread size		3/4-16 N.F.
	Bearing type		Tapered roller

SUSPENSION—REAR

Type and description				Parallel, longitudinal leaf	
Drive and torq. taken through (see page 14)				Rear springs	
Spring	Type			Semi-elliptical	
	Material			Steel	
	Size (length x width, coil design height and I.D.; bar length & dia.)			57 x 2.5	
	Spring rate (lb. per in.)			95 (125 on Suburbans)	
	Rate at wheel (lb. per in.) (a)			130 (165 on Suburbans)	
	Design load (lb. at design height) (b)			RH-680at-.38; LH-720at-.38	RH-720at-.38; LH-760at-.38
	Mounting insulation type			Rubber	
	If leaf	No. of leaves		4 (6 on Suburbans)	5 (6 on Suburbans)
		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	
Stabilizer	Type (link, linkless, frameless)			None	
	Material			Not applicable	
Track bar type				None	

(a) Without tires
(b) 2-Door Suburbans: RH 960 at -.38; LH-1000 at -.38
4-Door Suburbans: RH 1000 at -.38; LH-1040 at -.38

AMA Specifications – Passenger Car

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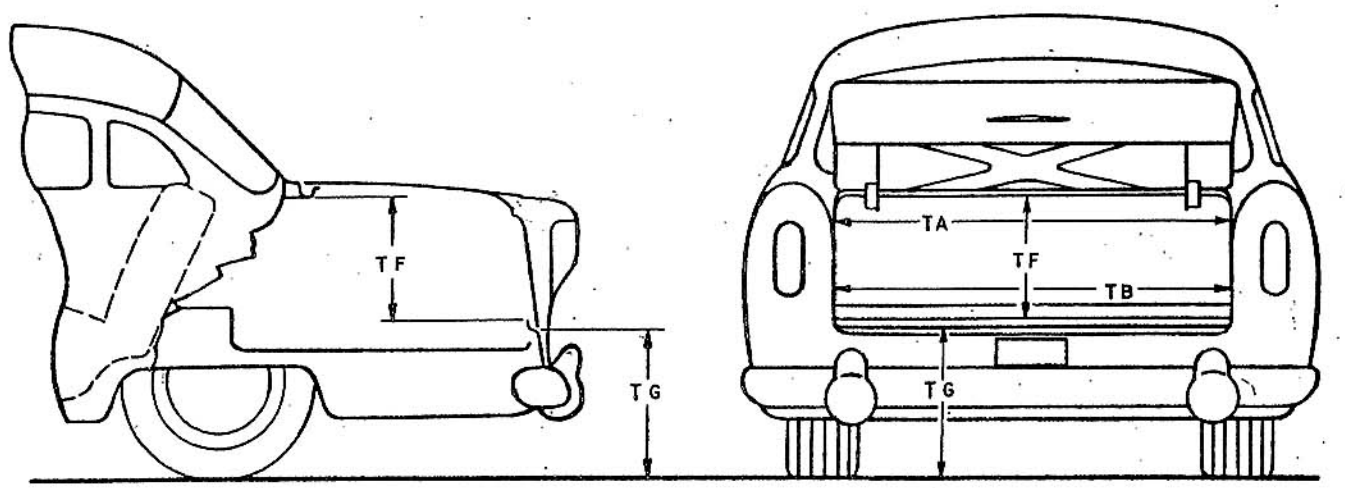
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been adopted by the S.A.E. 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. Symbol "a" added as suffix to SAE dimensions indicates an AMA modification. The dimensions are developed from the following basic points:

1. Front and rear seat free "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front and rear seat "B" points are located on seat back 15" from center of body at height of horizontal tangent to top of seat cushion.
3. Front seat is in the full down and normal rearmost position.
4. Loaded position—5 passenger, front 300 lb., rear 450 lb.; includes spare wheel, tire and tools, and full complement of gas, oil, water, and tires to recommended pressure, etc.
5. C/L (centerline).
6. D. L. O. (daylight opening, exposed glass dimension – pages 21, 23 & 25).
7. Ramp breakover angle (page 21) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	LD1-L 4-Door Sedan	LD2-L 4-Door Sedan	LD2-M, LD3-H 4-Door Sedan

BODY—TRUNK DIMENSIONS



Usable trunk luggage capacity (see Section H1 of SAE Automotive Drafting Standards) (actual)	38.6 cu ft.		
TA— Width across the top	58.4		
TB —Width across the bottom	51.2		
TF—Vertical dimension at C/L from bottom to top of opening.	15.4		
TG—Vertical height from ground to trunk lower opening (normal surface of outside sheet metal – loaded)	20.3	19.3	19.7
Position of spare tire stowage	Horizontal on left side of trunk		
Method of holding lid open	Torsion bar		

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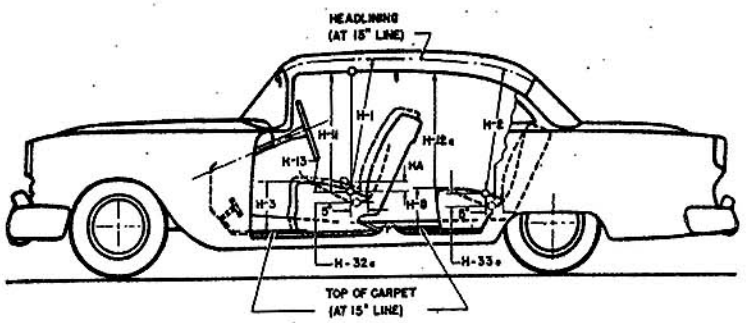
MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED Jan. 1958

MODEL LD1, LD2, and LD3 - 4-Door Sedan

BODY—HEIGHT DIMENSIONS--INTERIOR



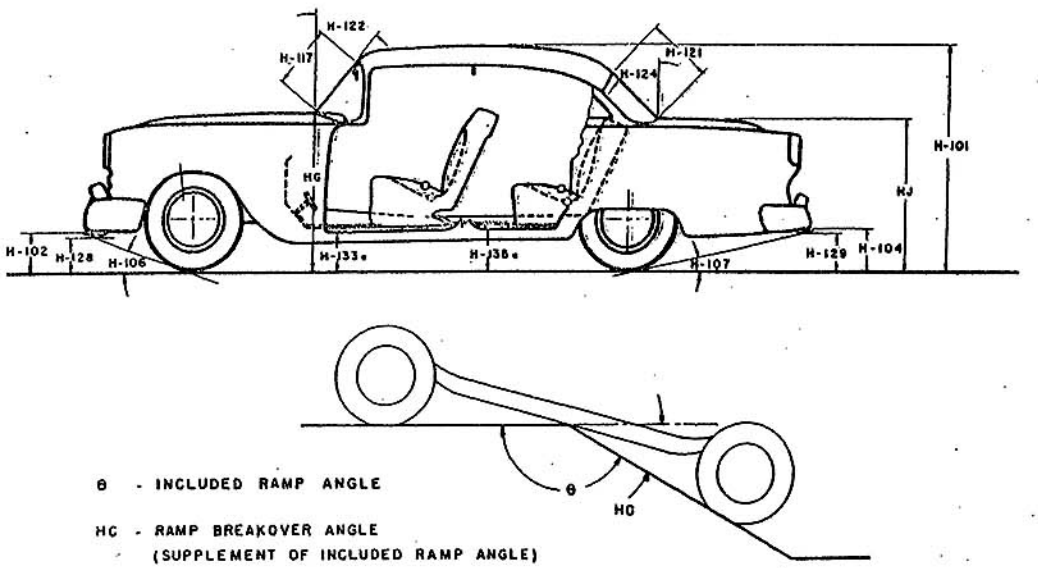
H1. Front headroom—from free "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.7
H2. Rear headroom—from free "A" pt. to headlining at 8° back of vertical on 15" line.	34.5
H3. Front cushion height above low point on floor carpet on 15" line (front edge of cushion).	10.8
H8. Rear cushion height above low point on floor carpet on 15" line (front edge of cushion).	12.0
H11. Entrance—front—cushion free "A" point to bottom windcord vertical.	31.2
H12a. Entrance — rear — top of cushion at vertical tangent to front of rear seat, to bottom of windcord in rear.	27.5
H13. Steering wheel clearance to seat cushion taken on arc (wheel turned for min. clearance).	6.0
HA. Front seat maximum vertical rise at free "A" point.	1.2 ø
HF. Front seat maximum vertical rise of free "A" point with multiple-position seat.	2.64 ø
H32a. Front seat depressed depth — vertical dimension from free "A" point to depressed "A" point.	4.0
H33a. Rear seat depressed depth — vertical dimension from free "A" point to depressed "A" point.	4.0

AMA Specifications – Passenger Car

MAKE OF CAR DODGE | MODEL YEAR 1958 | DATE: ISSUED Sept. 1957 | REVISED Jan. 1958 ø

MODEL | LD1-L 4-Door Sedan | LD2-L 4-Door Sedan | LD2-M, LD3-H 4-Door Sedan

BODY—HEIGHT DIMENSIONS—EXTERIOR



θ - INCLUDED RAMP ANGLE

HG - RAMP BREAKOVER ANGLE (SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height – loaded.	56.6		56.8
HB. Overall height – curb weight.	58.5	58.4	58.6
H102. Front bumper bottom to ground at normal section.	12.0 ø	11.9 ø	11.7 ø
H104. Rear bumper bottom to ground at normal section.	9.7		10.0
H106. Angle of appr.-fr. tire static loaded rad. to interfering pt. on fr. bumper, gd., other.	18.9° ø	18.7° ø	18.4° ø
H107. Angle of dep.-fr. tire static loaded rad. to interfering pt. on rr. bumper, gd., other.	9.8° ø		10.1° ø
HC. Ramp breakover angle.*	10.2°		10.4°
H117. Windshield DLO-slant height.	22.3		
H121. Backlight DLO*-max., slant height.	19.7		
H122. Windshield slope angle to vertical line on car axis.	50°		
H124. Backlight slope angle to vertical line on car axis.	53°		
H128. Ground to bottom of front bumper guard.	Not applicable		
H129. Ground to bottom of rear bumper guard.	15.3 ø	15.4 ø	15.7 ø
H133a. Bottom of front door to ground, min. dimension – car loaded.	11.1		11.3
H135a. Bottom of rear door to ground, min. dimension – car loaded.	10.8	10.7	11.0
HD. Min. road clear. (5 pass. load) & loc.	5.4 Frame side member		5.6 Frame side member
HE. Min. road clearance at rear axle.	7.4 ø	7.1 ø	7.4 ø
HG. Hood at rr. to grd.-vert. dim. excl. molding, fr. hood opening line at cowl (curb wt.)	40.4	40.3	40.5
HH. Max. ht., fr. grd. frt. of windshield (curb wt.)	40.9	40.8	41.0
HJ. Max. ht. fr. grd. back of r. window (curb wt.)	39.6	39.5	39.8

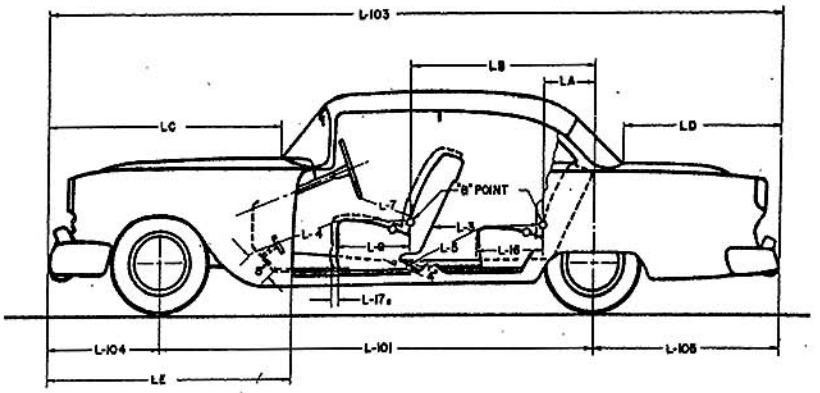
* See Notes, page 19.

AMA Specifications –Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED Jan. 1958 ø

MODEL LD1, LD2, and LD3 - All Models

BODY—LENGTH DIMENSIONS



Interior	* L3. Rear compartment of front seat back to rear seat back.	31.0
	* L4. Leg room—front—ball of foot to top of seat to seat back--15" line.	45.5
	* L5. Leg room—rear—from ball of foot to top of seat cushion and to seat back.	42.5
	L7. Steering wheel clearance to seat back taken on arc.	15.0
	* L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.6
	* L16. Depth of rear seat (front edge to seat back).	18.6
	L17a. Total adjustment of front seat at front lower seat frame.	4.8 Manual; 5.0 Power ø
	LA. Rear seat "B" point to center line of rear axle.	20.2
	LB. Front seat "B" point to center line of rear axle.	57.8
	LC. Front of car to base of windshield.	58.8
	LD. Rear of car to base of rear window or upper structure.	46.3
	LE. Front of car to front edge of front door.	64.1
Exterior	L101. Wheelbase.	122.0
	L103. Overall length (bumper to bumper inc. guards).	213.8
	L104. Overhang—front including bumper guards.	35.1
	L105. Overhang—rear including bumper guards.	56.7

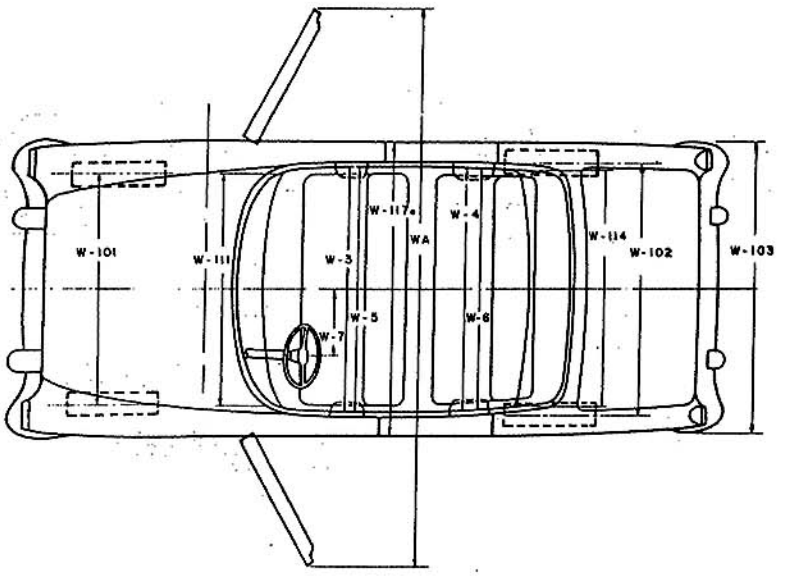
* Dimension taken on 15" line—see notes 1 & 2, page 19.

AMA Specifications—Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED

MODEL LD1, LD2, and LD3 - All Models

BODY—WIDTH DIMENSIONS



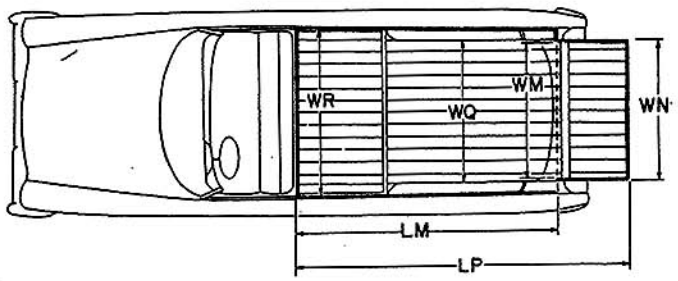
Interior	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	60.5
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	60.4
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	63.0
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.7
	W7. Steering wheel center to center of body.	Manual steering 16.11; Power steering 16.25
Exterior	W101. Front tread at ground.	LD1, LD2 - 61.4; LD3 - 60.9
	W102. Rear tread at ground.	LD1-60.1; LD2-L - 60.2; LD2-M, LD3 - 59.8
	W103. Max. overall width of car including bumpers or mouldings.	78.3
	WA. Max. overall width of car with doors open.	156.8
	W111. Windshield DLO, max. width.	63.2
	W114. Back window DLO, max. width.	60.4
	W117a. Max. body width at center pillar, less hardware and applied moldings.	75.6

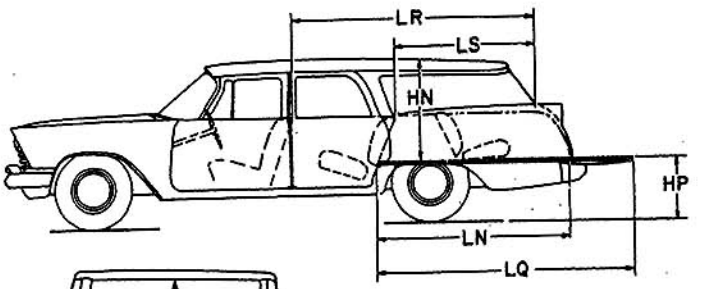
AMA Specifications – Passenger Car

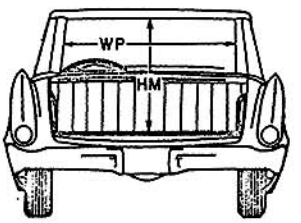
MAKE OF CAR DODGE | MODEL YEAR 1958 | DATE: ISSUED Sept. 1957 | REVISED

MODEL	LD3-L	LD3-H
	Standard Station Wagon	Custom Station Wagon

STATION WAGON—CARGO SPACE DIMENSIONS







NOTE: Front seat in full down and rearmost position for all measurements.

LM Floor length from bottom of front seat to inside of tail gate in raised position.	98.6
LN Floor lgth. from bottom of second seat to inside of tail gate in raised position.	64.5
LP Floor lgth. from bottom of front seat to end of tail gate in lowered position.	119.7
LQ Floor lgth. from bottom of second seat to end of tail gate – tail gate lowered.	85.6
HM Maximum hgth. of rear opening – tail gate lowered.	28.5
WM Rear end opening width at floor.	46.0
WN Rear end opening width at top of tail gate.	50.7
WQ Minimum distance between wheelhouses.	45.7
WP Maximum width of rear opening above raised tail gate.	48.0
WR Maximum width of cargo space at floor.	62.5
LR Cargo horizontal distance from top rear of front seat back to top of tail gate.	81.7
LS Cargo horizontal distance from top rear of second seat back to top of tail gate.	47.5
HN Maximum height of roof above floor at center line of car.	33.0
HP Platform height of end of lowered tail gate – curb weight.	27.5
Third Seat – facing direction.	Rearward

AMA Specifications –Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Sept. 1957 REVISED Jan. 1958 ø

MODEL LD1, LD2, and LD3 - All Models

BODY—MISCELLANEOUS INFORMATION

Drs. hinged (front, rear) — Front doors	Front
Drs. hinged (front, rear) — Rear doors	Front
Type of finish (lacquer, enamel).	Synthetic enamel
Hood hinge location (front, rear).	Rear
Hood counterbalanced (yes, no).	Yes
Hood release control (internal, external).	External
Vehicle (Serial) No. Location	Bottom left front door hinge post
Engine No. location	Top of engine block - front
Theft protection - type	Ignition-key starting, ignition switch terminal barrier & door locks ø
Vent window control method (crank, friction pivot).	Friction pivot
Windshield type (single curved, compound curved, other)	Single curved
Rear window type (flat, curved, one piece, three piece)	One piece - curved
Side glass type (curved, flat)	Flat
Windshield glass area D.L.O.	1444
Backlight glass area D.L.O.	1173
Total glass area D.L.O.	4148

BODY—TYPES AND STYLE NAMES —

Body type, number of passengers & style names; use manufacturer's code for series & body style.

BODY STYLES:	CODES				
	LD1-L	LD2-L	LD2-M	LD3-H	LD3-L
4-Door Sedan	-41, 6-Pass.				---
2-Door Sedan	-21, 6-Pass.		---	---	---
4-Door Hardtop	-43, 6-Pass. Lancer				---
2-Door Hardtop	-23, 6-Pass. Lancer				---
Convertible Coupe	---	-27, 6-Pass. Lancer	---	-27, 6-Pass. Lancer	---
2-Door Station Wagon	--- ø	---	---	---	-25, 6-Pass. ø
4-Door Station Wagon	---	---	---	45A, 6-Pass. Custom Sierra	-45A, 6-Pass. Sierra
4-Door Station Wagon	---	---	---	-45B, 9-Pass. Cust. Sierra Spectator	-45B, 9-Pass. Sierra Spectator

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MAKE OF CAR DODGE MODEL YEAR 1958 DATE: ISSUED Jan. 1958 REVISED

MAJOR OPTIONAL ITEMS - WEIGHTS

	CURB-WEIGHT-POUNDS			% PASS. WEIGHT DISTRIBUTION				SHIPPING WEIGHT *
				Pass. In Front		Pass. In Rear		
	Front	Rear	Total	Front	Rear	Front	Rear	
Model CORONET STANDARD 6Cyl.								
LD1-L1-21 2Dr Sedan								3360
-41 4Dr Sedan								3410
CORONET CUSTOM 6-Cyl.								
LD1-L2-21 2Dr Sedan								3360
-41 4Dr Sedan								3410
CORONET STANDARD V-8								
LD2-L1-21 2Dr Sedan	2005	1695	3700	57.5	42.5	22.0	78.0	3505
-23 2Dr Hardtop	2035	1710	3745	57.5	42.5	26.0	74.0	3540
-27 Conv Coupe	2110	1810	3920	57.5	42.5	26.0	74.0	3725
-41 4Dr Sedan	2030	1740	3770	57.5	42.5	22.0	78.0	3555
-43 4Dr Hardtop	2060	1765	3825	57.5	42.5	22.0	78.0	3605
CORONET CUSTOM V-8								
LD2-L2-21 2Dr Sedan	2005	1695	3700	57.5	42.5	22.0	78.0	3505
-23 2Dr Hardtop	2035	1710	3745	57.5	42.5	26.0	74.0	3540
-41 4Dr Sedan	2030	1740	3770	57.5	42.5	22.0	78.0	3555
-43 4Dr Hardtop	2060	1765	3825	57.5	42.5	22.0	78.0	3605
ROYAL V-8								
LD2-M-23 2Dr Hardtop	2050	1725	3775	57.5	42.5	26.0	74.0	3565
-41 4Dr Sedan	2045	1755	3800	57.5	42.5	22.0	78.0	3570
-43 4Dr Hardtop	2080	1775	3855	57.5	42.5	22.0	78.0	3640

Accessories & Equipment Weights	Differential Weights			Remarks
PowerFlite Transmission	+15	+10	+25	LD1 and LD2 only
TorqueFlite Transmission	+35	+15	+50	LD2 and LD3 only
Radio and Heater	+25	+15	+40	All models
Power Steering	+30	0	+30	All models, except those with manual trans.
Power Brakes	+10	+5	+15	All models
LD2-L1 D500 Package				Shipping Weight +45
LD2-L2 D500 Package				Shipping Weight +45
LD2-M D500 Package				Shipping Weight +45

* These weights posted with State tax authorities for licensing purposes only.

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