

AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR:	PLYMOUTH	MODEL NAME	SYMBOL
COMPANY:	Plymouth Division Chrysler Corporation Detroit 31, Michigan	Plaza - 6-Cyl	P-26-1
		- V-8	P-27-1
		Savoy - 6-Cyl	P-26-3
		- V-8	P-27-3
MODEL YEAR:	1955	Belvedere - 6-Cyl	P-26-2
DATE	11-1-54	- V-8	P-27-2

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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	P-26	P-27		
Wheelbase	115.0			
Tread	Front	58.4		
	Rear	58.5		
Maximum Overall Dimensions	Length (L-103)	203.8		
	Width (W-103)	74.6		
	Height (H-101)	60.1		
Steering ratio—overall	N/A			
Turning diameter (curb to curb)	40' 1"	40' 6"		
Shipping weight*	P-26-1: 3129 (a)	P-27-1: 3246 (b)		
Transmission— (Specify standard, optional, not avail.)	Conventional	Standard		
	Overdrive	Optional		
	Automatic	Optional		
Axle ratio	Conventional	3.73		
	Overdrive	4.1		
	Automatic	3.73		
Tire size	6.70 x 15 (Tubeless) (c)			
Engine	Type	In-Line	90° V	
	No. of cylinders	6	8	
	Valve arrangement	"L" Head	Overhead, Lateral	
	Bore and stroke	3.25 x 4.63	3.44 x 3.25	3.563 x 3.250
	Piston displacement, cu. in.	230	241	260
	Standard compression ratio	7.4	7.6	
	Maximum bhp at engine rpm	117 at 3600	157 at 4400	167 at 4400 (d)
	Maximum torque at rpm	194 at 1600	217 at 2400	231 at 2400 (d)

*Standard car weight, not including gas and water.

(a) P-26-3: 3154
P-26-2: 3159

(b) P-27-3: 3265
P-27-2: 3267

(c) 6.70 x 15 tires with tubes are available as optional equipment at no extra cost.

(d) With Special Equipment Power Package: 177 Bhp at 4400 rpm
231 lb ft at 2800 rpm

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ENGINE—GENERAL

Type	V, In-line, other	In-Line	V		
	Angle of V	---	90°		
No. of cylinders		6	8		
Valve arrangement		"L" Head	OHV Lateral		
Bore and stroke		3.25 x 4.63	3.44 x 3.25	3.563 x 3.250	
Piston displacement, cu. in.		230	241	260	
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	7.6		
	Optional Head	---	---		
Cylinders	Head Material	Standard	Cast Iron		
		Optional	---		
	Sleeve—Wet, dry, other, none		None		
Number of mounting points	Front		One		
	Rear		Two		
Taxable horsepower	(Dia. ² x No. Cyl.) 2.5	25.4	37.9	40.6	
Advertised max. brake horsepower at engine RPM*	Standard head	117 at 3600	157 at 4400	167 at 4400 (a)	
	Optional head	---	---		
	With fuel (Octane and method)	Standard Head	85 Motor		
		Optional Head	---		
Max. torque (lb. ft. @ RPM)	Standard head	194 at 1600	217 at 2400	231 at 2400 (a)	
	Optional head	---	---		
Recommended idle speed (neutral)		450-500			

ENGINE—PISTONS

Material	Aluminum Alloy			
Description and finish	U-Slot, Elliptically Turned, Tin-Plated	Slipper-Type, Elliptically Turned, Steel Banded Horizontal Slot, Tin Plated		
Weight (piston only) oz.	15.8	16.4		
Clearance	Top land	.030		
	Skirt	Top	3.75 From Bottom - .0007	.0010-.0015 .00075-.00125
		Bottom	---	---
Ring groove depth	No. 1 ring	.169	.181	.185
	No. 2 ring	.169	.181	.185
	No. 3 ring	.172	.184	.185
	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 and Manifold Heat Off.

(a) With Special Equipment Power Package: 177 Bhp at 4400 rpm
231 lb ft at 2800 rpm

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ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.	Compression	
	No. 2 oil or comp.	Compression	
	No. 3 oil or comp.	Oil	
	No. 4 oil or comp.	Oil	---
No. rings above piston pin		4	3
Compression	Material	Piston Ring Iron	
	Coating	Upper (#1) - Chromium Intermediate (#2) - Tin	Tin
	Width	.094	.078
	Gap	.012	.015
	Maximum wall thickness	.162	.167
Oil	Material	Piston Ring Iron	
	Coating	None	
	Width	.156	.186
	Gap	.012	.015
	Maximum wall thickness	.150	.135
Location of expanders		None	On Oil Ring

ENGINE—PISTON PINS

Material		High Manganese Steel	
Length		2.75	2.88
Diameter		.859	
Type	Locked in rod, in piston, floating, etc.	Floating	
	Bushing	Rod	
		In rod or piston Material	Bronze on Steel
Clearance	In piston	.0000 to .0005	
	In rod	.0001 to .0004	
Direction offset in piston		None	Right .06

ENGINE—CONNECTING RODS

Material		High Manganese Forging Steel	
Weight (oz.)		27.9	21.1
Length (center to center)		7.81	5.94
Bearing	Material	Lead Base Babbitt on Steel	
	Type (cast-in or removable)	Removable Precision	
	Effective length	.93	.81
	Clearance	.0005 to .0015 (Desired)	
	End play	.006 to .011	.006 to .011 (2 Rods)

ENGINE—CRANKSHAFT

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

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ENGINE—CRANKSHAFT (cont.)

Vibration damper type		Rubber - Dynamic (a)	None	
End thrust taken by bearing (No.)		#1 (Rear)	#3 (Center)	
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	(b)	Lead Base Babbitt on Steel	
	Number	4	5	
Type of drive	Gear or chain		Silent Chain	
	Crankshaft gear or sprocket material		High Manganese Steel	
	Camshaft gear or sprocket material		Cast Iron	
	Timing chain	Make	Morse Silent	
		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)		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 (c)	Crankshaft Drive Pulley

- (a) P-26-3 and P-26-2 only; P-26-1 has none.
- (b) Bearings #1, #2, #3 Lead Base Babbitt on Steel; #4 is Cast Iron.
- (c) Crankshaft Drive Pulley on P-26-1.

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ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	12 BTC	14 BTC	
		Closes (°ABC)	44 ABC	50 ABC	
	Exhaust	Opens (°BBC)	50 BBC	52 BBC	
		Closes (°ATC)	6 ATC	9 ATC	
Intake	Material		Silicon-Chromium Steel		
	Overall length		4.84	4.25	
	Actual overall head dia.		1.53	1.72	
	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	
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31	
	Inner spring press. and length	Valve closed (lb. @ in.)	---		
		Valve open (lb. @ in.)	---		
	Exhaust	Material		XCR Chromium Nickel Steel	
		Overall length		4.84	4.20
Actual overall head dia.		1.41	1.41		
Angle of seat		45°			
Seat insert material		Alloy Cast Iron			
Stem diameter		.34	.37		
Stem to guide clearance		.004	.003		
Lift		.365	.360		
Outer spring press. and length		Valve closed (lb. @ in.)	42 at 1.75	53 at 1.69	
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31	
Inner spring press. and length	Valve closed (lb. @ in.)	---			
	Valve open (lb. @ in.)	---			

ENGINE—LUBRICATION SYSTEM

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

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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 (a)	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 to 5.5	5 to 6.5	
	Vacuum booster (std., optl., none)	None		
Carburetor	Make	Ball and Ball		
	Model number	2063SA		
	Number used	One		
	Type	Downdraft, side inlet, other	Downdraft	
		Single or dual	Single	Dual
	Intake manifold heat control (manual, auto., none)	Automatic		
	Automatic choke type (integral, other)	Integral		
	Air cleaner type	Standard	Oil Bath	
Optional		---		

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Single	Single with Cross-Over
Muffler type (rev. flow, str. thru, sep.resonator)	Reverse Flow	
Exhaust pipe dia.	Branch	1.9
	Main	2.2
Tail pipe diameter	1.8	2.0

- (a) Except P-26-1
- (b) Except P-27-1

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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	Bushings		
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-Curved Molded	
		Inside diameter and length	1.5	
	Upper	Number and type (molded, straight)	One-Curved Molded	
		Inside diameter and length	1.8	
	By-pass	Number and type (molded, straight)	None	
		Inside diameter and length	---	
Drive belts	Fan	Number used	One	
		Angle of V	36°	
		Outside length	49	
		Width	.38	
	Generator	Angle of V	Same as Fan Belt	
		Outside length	---	
		Width	---	

Fan	Number of blades and spacing	Six - 50°, 54°, and 76°	Four - 76° and 104° (a)	
	Diameter	17	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 P-27:

Radiator Cap Relief Valve Pressure: 14 psi

Drive Belts - Number Used: Three

Fan: Six Blades - 18" Diameter

(b) Two Fan Belts with Power Steering P-27

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ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Auto-Lite, IM-100-D; or Willard, HW-100-C (a)	
	Voltage Rtg. & Plates/cell		6V, 15	
	SAE Designation & Amp Hr. Rtg		IM, 100 (a)	
	Location		Under Hood, Left Side	
Terminal grounded		Positive		
Generator	Make		Auto-Lite	
	Model		GGW-600L	
	Type		Shunt Wound	
	Ratio—Gen. to Cr/s rev.		1.82	1.96
Regulator	Make		Auto-Lite	
	Model		VBE-600L-A	
	Type		Current and Voltage Control	
	Cutout relay	Closing voltage @ generator rpm	6.3 - 6.8 at 1000	
		Reverse current to open	4.1 - 4.8	
	Regulated	Voltage	7.1 - 7.4	
		Current	45 - 57 (b)	
	Min. Gen. rpm required		1000 Hot	
Voltage test conditions	Temperature	70°		
	Load	Run 15 Min at 10 Amp		
	Other			

ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Auto-Lite	
	Model		MCH-6205	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	500	
		Volts	3.0	
		Torque (lb. ft.)	11	
No load test	Amps	50-65		
	Volts	5.5		
	RPM (min.)	1900		
Motor control	Switch (solenoid, manual)		Bendix (Anti-Kickout)	
	Starting procedure		Turn Ignition Key Beyond "Ignition On" Position	

- (a) P-26 cars with PowerLite Transmission have a 2H-120-D Battery; SAE designation, 2H; Amp Hr. Rtg. 120.
- (b) High value denotes initial, temporary capacity rating. Bi-Metal hinge reduces output to lower value after warm-up period.

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Bendix (Anti-Kickout)	
	Pinion meshes (front, rear)		Front	
	Number of teeth	Pinion	9	
		Flywheel	146	
Flywheel tooth face width		3/8		

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Auto-Lite			
	Model		CR-400L	CR-6015		
	Amps	Engine stopped	5			
		Engine idling	2.25			
Distributor	Make		Auto-Lite			
	Model		IAT-4101-B	IAZ-4003-E	IAZ-4003-G	
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	300 - 500		300 - 400	
		Centr. advance max. deg. @ rpm	7°-9° at 1350	17°-19° at 1900 15°-17° at 1650		
		Vacuum advance start (in. Hg.)	1° at 5.5" - 6.5" hg			
		Vac. adv. (max. deg. @ in. Hg.)	7°-9° at 14" hg	6°-8° at 11" hg	3°-5° at 8.5" hg	
	Breaker gap (in.)		.020	.018		
	Cam angle (deg.)		39° ± 3°		26° - 28°	
	Breaker arm tension (oz.)		17-20			
	Timing	C/S deg. @ rpm		2° BTC		4° BTC
Mark location		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 4S-140		Auto-Lite Resistor 4S-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		Rubber Cap Integral with Spark Plug Lead Wire			

ELECTRICAL—SUPPRESSION

Description	Spark Plugs - 10,000 ohm Resistor (Integral) Distributor - 10,000 ohm Resistor (Integral)
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ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make	Auto-Lite
	Trip odometer (yes, no)	No
Charge indicator—type		Ammeter
Temperature indicator—type		Electric, Magnetic
Oil pressure indicator—type		Bourdon Tube
Fuel indicator—type		Electric, Magnetic
Ignition switch	Identify positions in order and circuits controlled	Center Position All Circuits Off 1st Position Clockwise All Circuits On 2nd Position Clockwise Starter and Ignition Circuit Only 1st Position Counterclockwise All Accessories
	Provision for illumination	Yes
	Location	Right of Steering Column
	Theft protection type	None
Main lighting switch	Identify positions and lights controlled	Left Position Off 1st Position Clockwise Instruments, Tail, Parking and Ignition Lamps 2nd Position Clockwise Instruments, Head, Tail and License Lamps
	Locations and lamps controlled	Rotary, concentric, variable, left of steering column on instrument panel - all instruments. Stop light switch in brake line.
	Locations and devices controlled	Rotary, one-speed, right of steering column windshield wiper. (Heater motor switch and defroster motor switch, two-speed, concentric left of steering column) Optional
Windshield wiper	Make	Auto-Lite
	Type	Electric
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Vibrator, Sea Shell
	Number used	Two
	Amp draw (each)	15

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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
Tail light		2-1154
Stop light		2-1154
Direction indicator	Front	2-1154*
	Rear	2-1154*
	Tell-Tale	1-55 *
License plate light		2-63
Instrument light		2-55
Ignition lock light		1-51
Map light		None
Dome light		1-210
Clock light		1-55 *
Radio dial light		1-55 *
Glove compartment light		1-55 *
Courtesy light		1-1130
Trunk compartment light		1-87 *
Other		
Back-Up Lamp		1-1129*

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)

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DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make		Borg and Beck or Auburn	Borg and Beck	
Type (dry or wet plate)		Dry		
In combination with fluid coupling (yes, no)		No		
Semi-centrifugal (yes, no)		No		
Type pressure plate springs		Coil		
Total plate pressure (lb.)		(a)	1639	
No. of clutch driven discs		One		
Clutch facing	Material	Molded, Woven, Asbestos		
	Inside diameter	6	6-3/4	
	Outside diameter	9-1/4	10	
	Total eff. area (sq. in.)	77.8	85.5	
	Thickness	.125 (b)	.125	
	Number required	Two		
	Engagement cushioning method	Springs, Flat, Crimped		
	Release bearing	Type	Ball	
		Method of lubrication	Sealed	
	Torsional damping	Method (springs, other)	Coil Springs	
Frict. mat.		---		

DRIVE UNITS—TRANSMISSIONS

Conventional (std. or opt.)	Standard
Conventional with overdrive (std. or opt.)	Optional
Automatic (std. or opt.)	Optional - PowerLite

DRIVE UNITS—CONVENTIONAL TRANSMISSION

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

(a) Borg and Beck: Up to Cars, 1411; After Cars, 1389

Auburn: 1412

(b) Auburn - .115"

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DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

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

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	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		
	Lubricant	Capacity (O.D. only)		3/4 pt	
		Separate filter (yes, no)		No	
		Type recommended		Gear Lubricant	
		SAE viscosity number	Summer	SAE 80	
Winter			SAE 80		
Ext. cold	SAE 80				

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	PowerFlite								
Type (fluid coupling with gears, torque convertor with gears, other)	Torque Converter with Gears								
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	<table style="display: inline-table; border: none;"> <tr> <td style="border: 1px solid black; padding: 2px;">R</td> <td style="padding: 0 10px;">Reverse</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">N</td> <td style="padding: 0 10px;">Neutral</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">D</td> <td style="padding: 0 10px;">Drive</td> </tr> <tr> <td style="border: 1px solid black; padding: 2px;">L</td> <td style="padding: 0 10px;">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)	<p>R - Reverse 2.39</p> <p>N - Neutral ---</p> <p>D - Drive 1.72 and 1.00</p> <p>L - Low 1.72</p>								
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								

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MAKE OF CAR PLYMOUTH MODEL YEAR 1955

MODEL P-26 P-27

DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements		Three
	Max. ratio at stall at engine rpm		2.6
	Mechanical lockup	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	
Lubricant	Capacity—refill (pt.)		20 pts
	Type recommended		Automatic Transmission Fluid, Type "A"
	Grade	Summer	-----
		Winter	-----
		Extreme cold	-----

DRIVE UNITS—PROPELLER SHAFT

Number used		One		
Type (exposed, torque tube)		Exposed		
Outer diameter x length* x wall thickness	Conventional trans.	3 x 59.5 x .065	3 x 59.5 x .065	
	Overdrive trans.	3 x 59.5 x .065	3.5 x 59.5 x .065	
	Automatic trans.	2.5 x 54.4 x .065	2.75 x 54.5 x .065	
Inter-mediate bearing	Type (plain, anti-friction)	-----		
	Lubri. (fitting, prepack)	-----		
Universal joints	Make		-----	
	Number used		Two	
	Type (ball and trunion, cross, other)		Ball and Trunion	
	Bearing	Type (plain, anti-friction)	Anti-Friction	
		Lubric. (fitting, prepack)	Prepack	
Drive taken through (torque tube or arms, spring)		Rear Springs		
Torque taken through (torque tube or arms, springs)		Rear Springs		

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

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MODEL P-26 P-27

DRIVE UNITS—REAR AXLE

Type (semi-floating, other)		Semi-Floating		
Gear type (hypoid, other)		Hypoid		
Gear ratio and No. of teeth	Conventional trans.	3.73 (41-11)		
	Overdrive trans.	4.1 (41-10)		
	Automatic trans.	3.73 (41-11)	3.54 (39-11)	
Pinion adjustment (shim, other)		Solid Shims		
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 90		

DRIVE UNITS—WHEELS

Type (disc, other)		Disc	
Rim (size and flange type)		15 x 4.5 K	(15 x 5 K Special)
Attachment	Type (bolt or stud)	Bolt	
	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 (Tubeless) (a)	
	Optional	7.10 x 15 (Tubeless)	
Rev/mile at 30 mph		748	
Inflation press. (cold)	Front	24	26
	Rear	24	26

BRAKES—SERVICE

Type		Hydraulic, Two-Cylinder Internal-Expanding Drum Brakes Hydraulic, One-Cylinder Internal-Expanding Drum Brakes	
Booster type		Vacuum - Available at Extra Cost	
Effective area (sq. in.)		158	166.2
Percent brake effectiveness—rear		40	38
Drum	Diameter	Front	10
		Rear	10
	Type and material		Centrifuse, Cast Iron (b)

- (a) 6.70 x 15 tires with tubes available as optional equipment at no extra cost.
 (b) Rear drums Centrifuse; Front drums Cast Iron.

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BRAKES—SERVICE (cont.)

	Bonded or riveted			Bonded	
	Primary	Material	Size (length x width x thickness)	Front wheel	Rear wheel
Brake lining					
				10.5 x 2 x .20	
				One	
				Molded Asbestos	
				10.5 x 2 x .20	11.5 x 2 x .20
				8 x 2 x .20	
				One	
				Molded Asbestos	
Wheel cyl- inder bore	Front			1.12	
	Rear			1.12	
Master cylinder bore				1.12	
Available pedal travel				7	
Line pressure at 100 lb. pedal load				817 psi	
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 sepa- rate from service brakes	Type (internal or external)	External	(a)
	Drum diameter	6	(a)
	Lining size (length x width x thickness)	16.69 x 2 x .16	(a) (b)

FRAME

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

FRONT SUSPENSION

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

- (a) When PowerFlite is used, an internal parking brake is used with a 7" drum and lining size 13.06 x 2 x .16.
- (b) A two-piece molded lining with a total length of 15.38, optional with the one-piece 16.69 woven lining for external type parking brake.

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FRONT SUSPENSION (cont.)

	Type	Coil	
	Material	Amola (a)	
Spring	Size (length x width x No. leaves or coil I.D.)	4 I.D.	
	Spring rate (lb. per in.)	385	415
	Rate at wheel (lb. per in.)	N/A	
	Normal load (lb. @ rated length)	Right 1350 at 11" Left 1415 at 11"	Right 1550 at 11" Left 1625 at 11"
Shock absorbers	Manufacturer	Own	
	Type (direct or lever)	Direct	
	Piston diameter	1	
Stabilizer	Type (link, linkless, frameless)	Linkless	
	Material		

STEERING

Type used (Standard or optional)		Mechanical	Standard	
		Power	Optional	
Wheel diameter		17.5		
Turning diameter	Outside front	Wall to wall (r. & l.)	42' 2"	
		Curb to curb (r. & l.)	40' 1"	40' 6"
	Inside rear	Wall to wall (r. & l.)	22' 7"	
		Curb to curb (r. & l.)	23' 4"	
Inside wheel angle with outside wheel at 20°				

Mechanical	Gear	Type	Worm and Three-Tooth Roller			
		Make	Gemmer			
		Ratios	Gear	18.2		
			Overall	N/A		
No. wheel turns		4	5			
Power	Type	Integral "Coaxial"				
	Make	Chrysler				
	Trade name		Full-Time Power Steering			
	Gear	Type	Rack and Sector and Recirculating Ball Nut			
		Ratios	Gear	16.3		
			Overall	N/A		
	Pump driven by		Generator			
	Overall torque ratio					
Number wheel turns		3.5	3.5			
Linkage	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	Transverse			
	Tie rods (one or two)	Two				

(a) Temporary Substitution: Chromium-Carbon Steel

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MODEL P-26 P-27

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		5.5° at 0°
	Diameter		.795
	Bearings (type)	Upper	Steel Backed, Lead-Bronze Bushing
		Lower	Steel Backed, Lead-Bronze Bushing
	Thrust	Ball	
Wheel alignment (range and preferred)	Caster (deg.)		-2° to 0° Preferred Setting: Left Side, 0° to -3/4°; Right Side -0°
	Camber (deg.)		1/4° ± 3/8° (a)
	Toe-in (outside tread-inches)		0 to 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		Leaf	
	Material		Chrome Steel	
	Size (length x width x No. leaves or coil I.D.)		52 x 2.5 x 4	
	Spring rate (lb. per in.)		88	
	Rate at wheel (lb. per in.)		N/A	
	Normal load (lb. at rated length)		680 at -.38 Opening	
	Mounting insulation type		Rubber Bushings	
	If leaf	No. of leaves		4
		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) Preferred Setting: Left Side; +1/2°
Right Side; 0°

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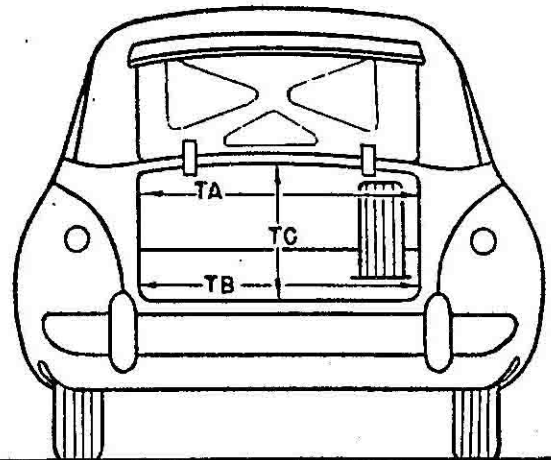
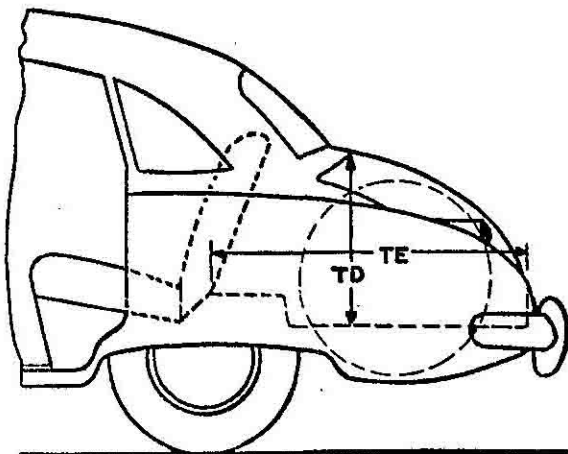
BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been 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	P-26	P-27
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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)	54.0
Position of spare tire storage	Right Hand Side - Inclined
Method of holding lid open	Torsion Bar

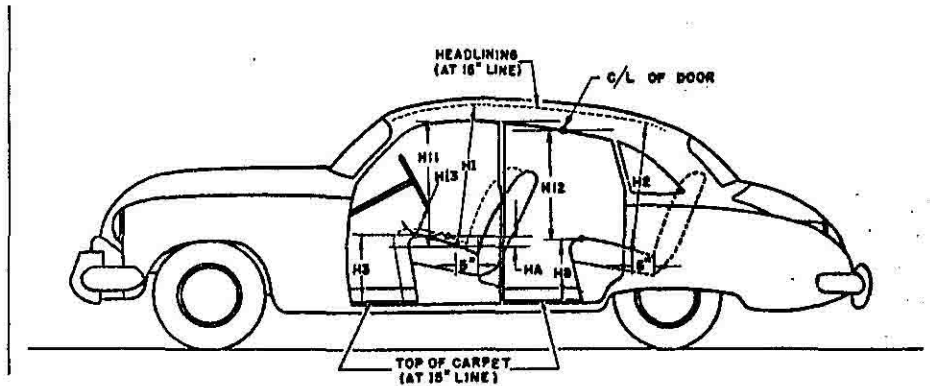
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MODEL P-26 P-27

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)	35.0
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.6
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	13.3
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	13.1
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

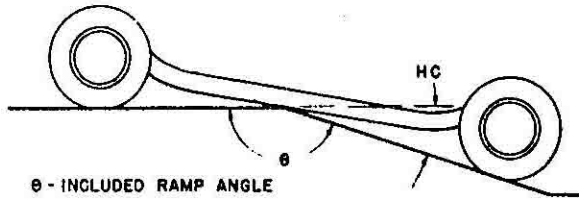
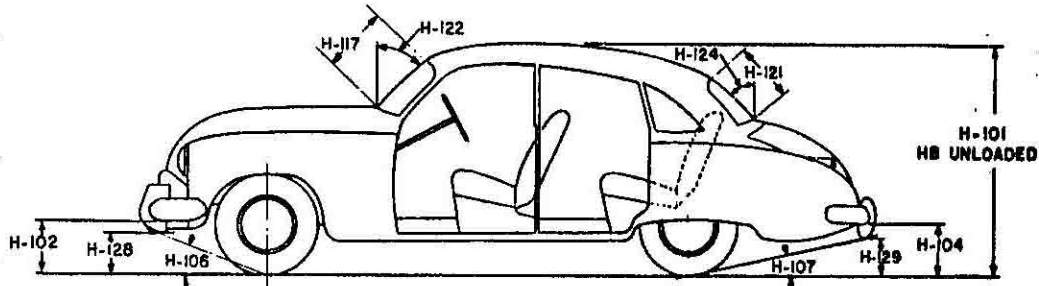
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MODEL P-26 P-27

BODY—HEIGHT DIMENSIONS—EXTERIOR



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

H101. Overall height.	60.1	
HB. Overall height—unloaded.	62.2	
H102. Front bumper bottom to ground at normal section.	12.4	
H104. Rear bumper bottom to ground at normal section.	12.4	
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	22°	
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	12°	
HC. Ramp breakover angle.*	12°	
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.	54°	
H128. Ground to bottom of front bumper guard.	12.0	
H129. Ground to bottom of rear bumper guard.	11.9	
HD. Min. road clearance (location and dimension).	5.4 at Oil Pan	5.6 at Oil Pan
HE. Min. road clearance at rear axle.	8.0	8.1

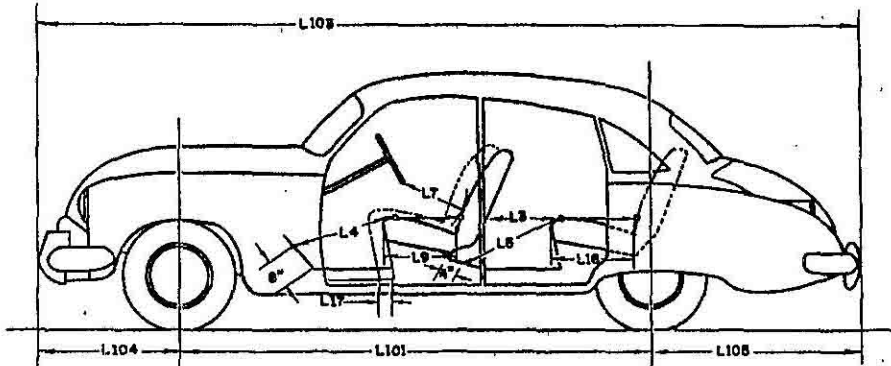
*See Notes, page 19.

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MODEL P-26 P-27

BODY—LENGTH DIMENSIONS



	L3. Rear compartment back of front seat back to rear seat back.	30.8
	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.	44.5
Interior	L7. Steering wheel clearance to seat back taken on arc.	14.6
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	17.9
	L16. Depth of rear seat (front edge to seat back).	17.8 (a)
	L17. Total adjustment of front seat at floor.	5.0
	L101. Wheel base.	115
	L103. Overall length (bumper to bumper inc. guards).	203.8
Exterior	L104. Overhang—front including bumper guards.	35.8
	L105. Overhang—rear including bumper guards.	53.0

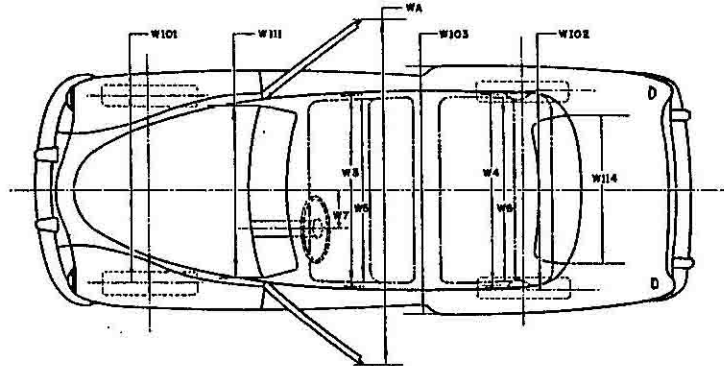
(a) 18" with taxi rear seat.

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MODEL P-26 P-27

BODY—WIDTH DIMENSIONS



Interior	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	58.0
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	57.8
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	62.5
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.8
	W7. Steering wheel center to center of body.	15.0
Exterior	W101. Front tread at ground.	58.4
	W102. Rear tread at ground.	58.5
	W103. Max. overall width of car including bumpers or mouldings.	74.5
	WA. Max. overall width of car with doors open.	151.4
	W111. Windshield DLO, max. width.	59.5
	W114. Back window DLO, max. width.	60.0

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MODEL	P-26-1 Plaza	P-26-3 Savoy	P-26-2, Belvedere	P-27-1 Plaza	P-27-3 Savoy	P-27-2 Belvedere
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BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front
	Rear	Front
Type of finish (lacquer, enamel)		Enamel
Hood opening (front, side; semi-full, full, half)		Front, Full
Hood counterbalanced (yes, no)		Yes
Hood release control (internal, external)		External
Vent window control method (crank, friction, pivot).		Pivot
Windshield (one piece, two piece; curved, flat)		One-Piece, Curved - Double Wrap-Around
Rear window type (one piece, two piece, three piece; curved, flat)		One-Piece, Curved
Windshield glass area		1063
Backlight glass area		1130
Total glass area		3388

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					
B-6 Club Sedan					
B-3 3 Pass Cpe		J-6 Spec. Cl Cpe	N-6 Suburban		J-6 Spec. Cl. Cpe.
N-6 Suburban		P-6 Suburban	P-6 Suburban		L-6 Conv. Coupe
P-6 Suburban					P-6 Suburban

Body type code

- A—Coupe—2 door flatback
- B—Coupe—2 door notchback
- C—Sedan—2 door flatback
- D—Sedan—2 door notchback
- E—Sedan—4 door flatback (4 windows)
- F—Sedan—4 door flatback (6 windows)
- G—Sedan—4 door notchback (4 windows)
- H—Sedan—4 door notchback (6 windows)
- J—Hardtop—2 door
- K—Hardtop—4 door

- L—Convertible—2 door
- M—Convertible—4 door
- N—Station wagon—2 door
- P—Station wagon—4 door
- Q—Combined passenger and utility—2 door
- R—Combined passenger and utility—4 door
- S—Sedan delivery
- T—Limousine

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