

AMA Specifications – Passenger Car

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MAKE OF CAR DODGE **MODEL YEAR** 1960 **DATE: ISSUED** 9-15-59 **REVISED** 1-20-60

COMPANY Dodge Car and Truck Division, Chrysler Corporation

| MODEL NAME | V-8 | SYMBOL | MODEL NAME | SYMBOL |
|------------|-----|--------|------------|--------|
| Matador | | PD1-L | | |
| Polara | | PD2-H | | |

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NOTES:

1. The Specifications herein are those in effect at date of compilation and are subject to change without notice by the manufacturer.
2. UNLESS OTHERWISE INDICATED:
 - a. Specifications apply to the standard model without optional equipment. Significant deviations are noted.
 - b. Specifications apply basically to 4-door sedan or equivalent.
 - c. Nominal design dimensions are used throughout these specifications.

GENERAL SPECIFICATIONS - STANDARD EQUIPMENT ONLY

(All dimensions in inches unless otherwise indicated)

| MODEL | Additional Information Page No.: | PD1 | | PD2 | |
|--|----------------------------------|----------------------|-----------|----------------|-----------|
| | | Exc. Sta. Wag. | Sta. Wag. | Exc. Sta. Wag. | Sta. Wag. |
| Wheelbase (L-101) | 23 | 122 | | | |
| Tread | Front (W-101) | 61.5 | | 61.0 | |
| | Rear (W-102) | 60.2 | | 59.7 | |
| Maximum Overall Dimensions | Length (L-103) | 212.6 (a) | 214.8 (b) | 212.6 (a) | 214.8 (b) |
| | Width (W-103) | 78.0 | | | |
| | Height (H-101) | 54.9 | 55.6 | 54.9 | 55.6 |
| Transmission- (Specify trade name - opt., not available) | Manual | Standard | | | |
| | Overdrive | NA | | | |
| | Automatic | Opt. - PF or TF | | Opt. - TF | |
| Axle ratio | Manual | 3.54 | | | |
| | Overdrive | --- | | | |
| | Automatic | PF - 3.31, TF - 2.93 | | TF - 2.93 | |
| Tire size | 16 | 8.00 x 14 | | | |
| Engine | Type, no. cyl., valve arr. | V-8, OHV | | | |
| | Fuel system (Carb. or inj.) | 2-bbl | | 4-bbl | |
| | Bore and stroke | 4.12 x 3.38 | | 4.25 x 3.38 | |
| | Piston displ., cu. in. | 361 | | 383 | |
| | Std. compression ratio | 10.0 | | | |
| | Max. bhp at engine rpm | 295 @ 4600 | | 325 @ 4600 | |
| | Max. torque at rpm | 390 @ 2400 | | 425 @ 2800 | |

PF - PowerLite, TF - TorqueLite, NA - Not Available.

- (a) With special equipment guards, front and rear - 214.5
 (b) With special equipment front guards - 216.5

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MODEL PD1 PD2

ENGINE—GENERAL

| | | | |
|---|--|---|-------------|
| Type, no. cyls., valve arr. | | V-8, OHV, In-line | |
| Bore and stroke | | 4.12 x 3.38 | 4.25 x 3.38 |
| Piston displacement, cu. in. | | 361 | 383 |
| Bore spacing (C/L to C/L) | | 4.8 | |
| No. system (front to rear) | L. Bank | 1-3-5-7 | |
| | R. Bank | 2-4-6-8 | |
| Firing order | | 1-8-4-3-6-5-7-2 | |
| Compres. ratio (nominal) | Standard | 10.0 | |
| | Optional | --- | |
| Cylinder Head Material | Standard | Cast Iron | |
| | Optional | None | |
| Cylinder Sleeve -Wet, dry, none | | None | |
| Number of mounting points | Front | Two | |
| | Rear | One | |
| Engine installation angle | | 3.5° Vertical, 1.0° Right | |
| Taxable horsepower | $\frac{\text{Dia.}^2 \times \text{No. Cyl.}}{2.5}$ | 54.3 | 57.8 |
| Published max. bhp at engine RPM* | Standard | 295 @ 4600 | 325 @ 4600 |
| | Optional | --- | |
| Published max. torque* (lb. ft. @ RPM) | Standard | 390 @ 2400 | 425 @ 2800 |
| | Optional | --- | |
| Recommended fuel regular - premium | Standard | Premium | |
| | Optional | --- | |
| Recommended idle speed (neutral) | | 500 - Air compressor operating when equipped w/air conditioning | |

ENGINE—PISTONS

| | |
|--------------------------|--|
| Material | Aluminum Alloy |
| Description and finish | Slipper-type, steel struts, Elliptically-turned, Tin-plated |
| Weight (piston only) oz. | 25.6 27.2 |

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

(Continued)

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POWER TEAMS
(Indicate whether standard or optional)

| SERIES | ENGINE | | | | TRANSMISSION S: Standard O: Optional | AXLE RATIO (Std. first) * Also used with Sure-Grip differential |
|-----------------------------|--------------|------------|-------------------|-----|--|---|
| | Displacement | Carburetor | Compression Ratio | BPH | | |
| PD1 Super Red Ram V-8 | 361 | 2-bbl | 10.0 | 295 | S: Manual | 3.54, 3.31* |
| | | | | | O: PowerFlite | 3.31*, 3.54 |
| | | | | | O: TorqueFlite | 2.93*, 3.31* |
| PD2 Ramfire V-8 | 383 | 4-bbl | 10.0 | 325 | S: Manual, T-85 | 3.54, 3.31* |
| | | | | | O: TorqueFlite | 2.93*, 3.31* |
| | | | | | | |

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MODEL PD1 PD2

ENGINE PISTONS (Cont.)

| | | | |
|--------------------|------------|--------|------------------------|
| Clearance (limits) | Top land | | .042 - .048 |
| | Skirt | Top | .0005 - .0010 |
| | | Bottom | --- |
| Ring groove depth | No. 1 ring | | .235 ⁵ .242 |
| | No. 2 ring | | .235 .242 |
| | No. 3 ring | | .221 .225 |
| | No. 4 ring | | None |

ENGINE—RINGS

| | | | |
|--------------------------|---|---|---|
| Function (top to bottom) | No. 1, oil or comp. | | Comp |
| | No. 2, oil or comp. | | Comp |
| | No. 3, oil or comp. | | Oil |
| | No. 4, oil or comp. | | None |
| Compression | Description - material, type, coating, etc. | | Cast iron, standard taper, standard twist, tin-plated |
| | Width | | .078 |
| | Gap | | .013 - .025 |
| Oil | Description - material, type, coating, etc. | | Cast iron, single piece |
| | Width | | .186 |
| | Gap | | .013 - .025 |
| Expanders | | Standard tension hump-type, oil ring only | |

ENGINE—PISTON PINS

| | | | |
|-------------------------------------|--|----------------------------|------------------|
| Material | | High manganese steel | |
| Length | | 3.56 | |
| Diameter | | 1.093 | |
| Type | Locked in rod, in piston, floating, etc. | | Press-fit in rod |
| | Bushing | In rod or piston | None |
| | | Material | None |
| Clearance | In piston | .00045 - .00075 | |
| | In rod | .0007 - .0012 Interference | |
| Direction & amount offset in piston | | .09 Right | |

ENGINE—CONNECTING RODS

| | | | |
|---------------------------|--------------------|-------------------|----------------------------|
| Material | | Drop-forged steel | |
| Weight (oz.) | | 28.6 | |
| Length (center to center) | | 6.36 | |
| Bearing | Material & Type | | Lead-base babbitt on steel |
| | Overall length | | .927 |
| | Clearance (limits) | | .0005 - .0015 |
| | End play | | .009 - .017 (two rods) |

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MODEL _____ PD1 PD2

ENGINE—CRANKSHAFT

| | | | | |
|-----------------------------------|---|-----------------------------|--|--|
| Material | | Drop-forged steel | | |
| Vibration damper type | | Non-adhesion rubber dynamic | | |
| End thrust taken by bearing (No.) | | Three | | |
| Crankshaft end play | | .002 - .007 | | |
| Main bearing | Material & type | | Lead-base babbitt on steel, removable, precision; #3 only - Tin-base babbitt on steel | |
| | Clearance | | .0005 - .0015 | |
| | Journal dia. and bearing overall length | No. 1 | 2.63 x .94 | |
| | | No. 2 | 2.63 x .94 | |
| | | No. 3 | 2.63 x 1.22 | |
| | | No. 4 | 2.63 x .94 | |
| | | No. 5 | 2.63 x .94 | |
| | | No. 6 | None | |
| No. 7 | | None | | |
| Dir. & amt. cyl. offset | | None | | |
| Crankpin journal diameter | | 2.375 | | |

ENGINE—CAMSHAFT

| | | | | |
|---------------|--------------------------------------|---|----------------------|--|
| Location | | Center of "V" above crankshaft | | |
| Material | | Hardenable cast iron with drive gear for distributor and cams for fuel and oil pumps cast integrally | | |
| Bearings | Material | Lead-base babbitt on steel | | |
| | Number | 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 | 50 | |
| | | Width | 88 | |
| Pitch | | .50 | | |

ENGINE—VALVE SYSTEM

| | | | |
|---|---------|--|--|
| Hydraulic lifters (Std, opt, NA) | | Std. | |
| Valve rotator, type (intake, exhaust) | | Low friction lock on exhaust | |
| Rocker ratio | | 1.5 | |
| Operating tappet clearance (indicate hot or cold) | Intake | Not Applicable | |
| | Exhaust | Not Applicable | |
| Timing marks on flywheel, damper, other | | Stationary indicator on chain case cover | |

(Continued)

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MODEL PD1 PD2

ENGINE—VALVE SYSTEM (cont.)

| | | | | | |
|--------------------------------|--------------------------------|--------------------------|------------------------|-------|--|
| Timing | Intake | Opens (°BTC) | 15 | | |
| | | Closes (°ABC) | 57 | | |
| | | Duration - deg. | 252 | | |
| | Exhaust | Opens (°BBC) | 57 | | |
| | | Closes (°ATC) | 15 | | |
| | | Duration - deg. | 252 | | |
| Valve opening overlap | | 30 | | | |
| Intake | Material | | Silicon-chromium steel | | |
| | Overall length | | 4.87 | | |
| | Actual overall head dia. | | 1.95 | 2.08 | |
| | Angle of seat & face | | 45° | | |
| | Seat insert material | | None | | |
| | Stem diameter | | .37 | | |
| | Stem to guide clearance | | .001 - .003 | | |
| | Lift | | .390 | | |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 100 @ 1.86 | | |
| | | Valve open (lb. @ in.) | 195 @ 1.47 | | |
| | Inner spring press. and length | Valve closed (lb. @ in.) | None | | |
| | | Valve open (lb. @ in.) | None | | |
| | Exhaust | Material | | 21-4N | |
| | | Overall length | | 4.89 | |
| Actual overall head dia. | | 1.60 | | | |
| Angle of seat & face | | 45° | | | |
| Seat insert material | | None | | | |
| Stem diameter | | .37 | | | |
| Stem to guide clearance | | .002 - .004 | | | |
| Lift | | .390 | | | |
| Outer spring press. and length | | Valve closed (lb. @ in.) | 100 @ 1.86 | | |
| | | Valve open (lb. @ in.) | 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 |
| | Camshaft bearings | Pressure |
| | Tappets | Pressure |
| | Timing gear or chain | Jet |
| | Cylinder walls | Metered jet spray |

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 MODEL PD1 PD2

ENGINE—LUBRICATION SYSTEM (cont.)

| | |
|---|---|
| Oil pump type | Rotary |
| Normal oil pressure (lb. @ engine rpm) | 45-65 @ 2000 |
| Oil pressure sending unit (elect. or mech.) | Electrical |
| Type oil intake (floating, stationary) | Stationary |
| Oil filter system (full flow, partial, other) | Full Flow |
| Filter replacement (element, complete) | Complete |
| Capacity of crankcase, less filter-refill (qt.) | 5 |
| Oil grade recommended (SAE viscosity and temperature range) | Above +32F SAE 30, SAE 20W-40, or SAE 10W-30 As low as +10F SAE 20W, SAE 20W-40, or SAE 10W-30 As low as -10F SAE 10W, SAE 10W-30, or SAE 5W-20 Below -10F SAE 5W or SAE 5W-20 |
| Engine Service Requirement (MM, MS, etc.) | MS |

ENGINE—EXHAUST SYSTEM

| | | | |
|--|------------------------|--------------------------|-------------------|
| Type (single, single with cross-over, dual, other) | Single with cross-over | Std: Single w/cross-over | Opt: Dual |
| Muffler No. & type (reverse flow, straight thru, separate resonator) | One, reverse flow | | Two, Reverse Flow |
| Exhaust pipe dia. (O.D. wall thickness) | Branch | 2.0 x .083 | --- |
| | Main | 2.5 x .083 | 2.25 x .083 |
| Tail pipe diameter (O.D. & wall thickness) | 2.0 x .048 | | 2.0 x .048 |

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.) | Sedans and Coupes - 20; Suburbans - 22 | |
| | Filler location | Sedans and Coupes - rear bumper; Suburbans - L.R. Quarter | |
| Fuel Pump | Type (elec. or mech.) | Mechanical | |
| | Locations | Right front side of engine | |
| | Pressure range | 4-5 psi | |
| Vacuum booster (std., optional, none) | None | | |
| Fuel Filter | Type | Plastic and paper | |
| | Locations | Fuel tank and carburetor (a) | |
| Carburetor | Make & Model No. | WWC3-188-380943 | Manual: Holley 2052A Automatic: Holley 1971A |
| | Number of carbs., bbls. per carb. & type | 2-bbl, downdraft | 4-bbl, downdraft |
| | Barrel size | 1-9/16 | Primary: 1-7/16; Secondary: 1-9/16 |
| | Choke type | Separate | |
| | Intake manifold heat control (exhaust or water) | Exhaust | |
| | Air clnr. type | Standard Optional | Paper element, replaceable None |

(a) Carburetor filter for PD1 is integral with fuel pump.

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MODEL PD1, PD2

ENGINE—COOLING SYSTEM

| | | | |
|---|------------------------------|---|---|
| Type system (pressure, pressure vented, atmospheric, other) | | Pressure Vent | |
| Radiator cap relief valve pressure | | 14 psi; 16 psi with air conditioning | |
| Circulation thermostat | Type (choke, bypass) | Choke pellet | |
| | Starts to open at (°F) | 180 | |
| Water pump | Type (centrifugal, other) | Centrifugal | |
| | Number of pumps | One | |
| | Drive (V-belt, other) | V-belt | |
| | Bearing type | Ball, permanently sealed | |
| By-pass recirculation type (Internal, external) | | Internal | |
| Radiator core type (cellular, tube and fin, other) | | Cellular-tubular or Tube and fin | |
| Cooling system capacity | With heater (qt.) | 17 | |
| | Without heater (qt.) | 16 | |
| | Opt. equipment-specify (qt.) | None | |
| Water jackets full length of cylinder (yes, no) | | No | |
| Water all around cylinder (yes, no) | | Yes | |
| Radiator hose | Lower | Number and type (molded, straight) | One, molded |
| | | Inside diameter | Radiator end: 1.5; Water pump end: 1.75 |
| | Upper | Number and type (molded, straight) | One, molded |
| | | Inside diameter | 1.5 |
| | By-pass | Number and type (molded, straight) | None |
| | | Inside diameter | -- |
| Fan | Number of blades & Spacing | Four: 76°, 104°; With AC - Seven: 60°, 45°, 59°, 47°, 54°, 50°, 45° | |
| | Diameter | 18 | |
| | Ratio-fan to crankshaft rev. | .95 to 1; with Air Conditioning, 1.3 to 1 | |
| | Fan cutout type | Silent-Flite with Air Conditioning only | |
| | Bearing type | Ball, permanently sealed | |
| *Drive belts (Indicate belt used by letter) | Fan | See Supplement to Page 7 | |
| | Generator | " | |
| | Water Pump | " | |
| | Power Steering | " | |
| | Air Conditioning | " | |

AC - Air Conditioning

Rev. Form 3-59

| | |
|-------------------------|--------------------------|
| * Drive Belt Dimensions | See Supplement to Page 7 |
| Angle of V | " |
| Nominal length (SAE) | " |
| Width | " |

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Supplement to Page 7

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SUPPLEMENTARY INFORMATION

MODEL

DRIVE BELT APPLICATION

| BELT DRIVEN PULLEY COMBINATIONS | PD1, PD2 | | | | | |
|---------------------------------------|----------|------------|------------|------------------|-----------------|-------------------------|
| | Std | With PS | With AC | With Opt G | With HD G | With HD G & AC |
| CS-FWP-G | A | A | | E | F | |
| CS-PS | | B | B | B | B | B |
| CS-IA-AC | | | | | | |
| IA-G | | | | | | |
| CS-FWP-IF | | | D | | | D |
| CS-G-AL | | | C | | | G |

CS - Crankshaft, FWP - Fan and Water Pump, G - Generator
 PS - Power Steering, AC - Air Conditioning, HD - Heavy Duty
 IA - Idler, Air Conditioning, IF - Idler, Fan

DRIVE BELT DIMENSIONS

| | A | B | C | D | E | F | G |
|------------------------|------|-------|-------|-------|-------|------|-------|
| Angle of V | 36° | | | | | | |
| Nominal Length, SAE | 56.5 | 40.75 | 70.25 | 34.25 | 57.37 | 58.0 | 70.75 |
| Width | .38 | .5 | .47 | .38 | | | .47 |

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MODEL PD1, PD2

ELECTRICAL—SUPPLY SYSTEM

| | | | | |
|------------------|-------------------------------|--|----------------------------------|--|
| Battery | Make and Model | Gould 11-OE-60 & Willard HO-11-60 | | |
| | Voltage Rtg. & Total Plates | 12, 66 | | |
| | SAE Designation & Amp Hr. Rtg | 2 SHB, 60 | | |
| | Location | Under hood in left fender shield | | |
| | Terminal grounded | Negative | | |
| Generator | Make | Autolite | | |
| | Model | GJM-8201-A | | |
| | Type | Shunt wound | | |
| | Ratio—Gen. to Cr/s rev. | 2.12 | | |
| | Gen. cut-in (hot)—engine rpm | 565 | | |
| Regulator | Make | Autolite | | |
| | Model | VBO - 4202 - BC | | |
| | Type | Current & Voltage Control | | |
| | Cutout relay | Closing voltage @ generator rpm | 12.6 to 13.6 @ 1480 | |
| | | Reverse current to open | 0 to 6 amp. | |
| | Regulated | Voltage | 14.3 to 14.9 | |
| | | Current | 35 | |
| | Voltage test conditions | Temperature | 70° F | |
| | | Load | 15 min. @ 7 amp. - voltage check | |
| Other | | Additional 15 min. @ Rated amps. - current check | | |

ELECTRICAL—STARTING SYSTEM

| | | | | |
|-----------------------|---------------------------|--|-----|--|
| Starting motor | Make | Autolite | | |
| | Model | MDT - 7001 | | |
| | Rotation (drive end view) | Clockwise | | |
| | Engine cranking speed | Cold: 35 rpm; Hot: 150 rpm | | |
| | Test conditions | Cold: SAE 5W @ -20F Hot: SAE 30 with completely warmed engine | | |
| | Lock test | Amps | 350 | |
| | | Volts | 4 | |
| | | Torque (lb. ft.) | 8.5 | |
| | No load test | Amps | 58 | |
| | | Volts | 11 | |
| RPM (min.) | | 3800 | | |
| Motor control | Switch (solenoid, manual) | Bendix (anti-Kickout) | | |
| | Starting procedure | Manual 3-speed transmission: Depress accelerator pedal about 1/3, turn ignition key beyond "On" position. Automatic transmissions: Depress accelerator pedal about 1/3, push in "N" Neutral button, turn ignition key beyond "On" position. | | |

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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 | | Autolite | |
| | Model | | CAN-4001 | |
| | Amps | Engine stopped | 3.1 | |
| Engine idling | | 2.5 | | |
| Distributor | Make | | Autolite | |
| | Model | | IBP-4005-C | IBP-4005-D |
| | Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal) | Start (rpm) | 0 @ 500 - 900 | 0 @ 550 - 850 |
| | | Intermediate points deg. @ rpm | 0 - 4 @ 900 | 0 - 8.5 @ 850 |
| | | | 7 - 11 @ 1600 | 6.5 - 10.5 @ 1080 |
| | Max deg. @ rpm | 14 - 18 @ 4400 | 20 - 24 @ 4300 | |
| | Vacuum adv. in crankshaft degrees @ in. Hg. (nominal) | Start (in Hg) | 0 @ 7.4 - 9.0 | |
| | | Intermediate points, deg @ in Hg. | 9 - 15.5 @ 12 | |
| | | | 16.5 - 22 @ 15 | |
| | Breaker gap (in.) | | .014 - .019 | |
| Cam angle (deg.) | | 27° - 32° | | |
| Breaker arm tension (oz.) | | 17 - 21.5 | | |
| Crankshaft deg. @ rpm. | | 10 BTC @ 500 | | |
| Timing | Mark location | | Stationary Indicator on Chain Case Cover | |
| | Cylinder numbering system (see page 2) | | Left Bank: 1-3-5-7 | |
| | | | Right Bank: 2-4-6-8 | |
| Firing order (see page 2) | | 1-8-4-3-6-5-7-2 | | |
| Spark Plug | Make and model | | Autolite A42 | |
| | Thread (mm) | | 14 | |
| | Tightening torque (lb. ft.) | | 30-32 | |
| | Gap | | .035 | |
| Cable | Conductor type | | Resistance | |
| | Insulation type | | Synthetic Rubber with Neoprene Jacket | |
| | Spark plug protector | | Silicone | |

ELECTRICAL—SUPPRESSION

| | |
|------------------|---|
| Locations & type | Resistance-Type Spark Plug and Coil Leads |
|------------------|---|

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MODEL PD1, PD2

ELECTRICAL—INSTRUMENTS AND SWITCHES

| | | |
|------------------------------------|--|--|
| Speed-ometer | Make | Autolite |
| | Trip odometer (yes, no) | No |
| Charge indicator—type | | Indicator Light |
| Temperature indicator—type | | Electric, Magnetic |
| Oil pressure indicator—type | | Indicator Light |
| Fuel indicator—type | | Electric, Magnetic |
| Other | | None |
| Ignition switch | Identify positions in order and circuits controlled | Center Position - Off 1st Position Clockwise - Ignition & Accessory Circuit Only 2nd Position Clockwise - Starter & Ignition Circuit Only 1st Position Counterclockwise - Accessory Circuit Only |
| | Provision for illumination | Lamp |
| | Location | Right of Steering Column |
| Main lighting switch | Identify positions and lights controlled | Full in - Off 1st Position Out - Instrument, Tail, Parking & License Plate Lamps Full Out Position - Instrument, Tail, Head & License Plate Lamps |
| Other light switches | Locations and lamps controlled | Instrument Lamp Rheostat Control - Concentric with Head Lamp Switch, variable all instruments; Low Oil Pressure Switch - Engine; Dome Lamp - Manual Switch on Instrument Panel, Automatic Door Switch - Each Door; Stop Lamp Switch in Master Cylinder, Directional Signal Switch - Lever on Steering Column |
| Other switches | Locations and devices controlled | Windshield Wiper Switch - One-speed, right of Steering Column (Variable speed special equipment) Heater Control - Two-speed by Push Buttons Right of Steering Column Defroster - Push-Button right of Steering Column Air Vent - Push-Button right of Steering Column |
| Windshield wiper | Make | Autolite and General Industries |
| | Type | Electric |
| | Vacuum booster provision | None |
| | Washer provision | Optional |
| Horn | Type | Sea Shell |
| | Number used | 2 |
| | Amp draw (each) | 9 - 10 |

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MAKE OF CAR DODGE **MODEL YEAR** 1960 **DATE: ISSUED** 9-15-59 **REVISED** 1-20-60
MODEL PD1 PD2

DRIVE UNITS—CLUTCH (Manual Transmission)

| | | | |
|-------------------------------------|--|---|------------|
| Make & type | | Borg and Beck Dry Plate, Semi-Centrifugal | |
| Type pressure plate springs | | Coil | |
| Total plate pressure (lb.) | | 1675 | 1929 |
| No. of clutch driven discs | | One | |
| Clutch facing | Material | Molded Woven Asbestos | |
| | Outside & inside dia. | 10.5 x 6.5 | 11.0 x 6.5 |
| | Total eff. area (sq.in.) | 106.8 | 123.7 |
| | Thickness | .125 | |
| Engagement cushioning method | | Crimped Flat Springs | |
| 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 | |
| Manual with overdrive (std. or opt.) | Not Available | |
| Automatic (std. or opt.) | PF and TF Optional | TF Optional |

DRIVE UNITS—MANUAL TRANSMISSION

| | | | | |
|---|-----------------------------|---------------------|--|--|
| Number of forward speeds | | Three | | |
| Transmission ratios | In first | 2.12 | 2.49 | |
| | In second | 1.43 | 1.59 | |
| | In third | 1.00 | | |
| | In fourth | --- | | |
| | In reverse | 2.73 | 3.15 | |
| Synchronous meshing, specify gears | | 2nd and 3rd | | |
| Lubricant | Capacity (pt.) | 5 | 3.5 | |
| | Type recommended | | (a) | |
| | SAE viscosity number | Summer | SAE 80 | |
| | | Winter | Above -10 F: SAE 80; Below -10 F: SAE 75 | |
| | Extreme cold | Below -10 F: SAE 75 | | |

PF - PowerFlite; TF - TorqueFlite

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(a) Multi purpose gear oil or lubricant designated API Service G24.

AMA Specifications – Passenger Car

MAKE OF CAR DODGE **MODEL YEAR** 1960 **DATE ISSUED** 9-15-59 **REVISED** 1-20-60
MODEL _____ PD1, PD2

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section

| | | | |
|---------------------|---|--------|-----|
| Overdrive | Type (planetary or other) | | --- |
| | Manual lockout (yes, no) | | --- |
| | Downshift accelerator control (yes, no) | | --- |
| | Minimum cut-in speed | | --- |
| | Gear ratio | | --- |
| Lu- bri- cant | Capacity (pt.) (Overdrive only) | | --- |
| | Separate filler (yes, no) | | --- |
| | Type recommended | | --- |
| | SAE vis- cosity number | Summer | --- |
| | | Winter | --- |
| | Ext. cold | --- | |

DRIVE UNITS—AUTOMATIC TRANSMISSION

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--|--|---------|------|---|---------|-----|---|-----------|-----------|---|-----|------|--|---|---------|-----|---|---------|-----|---|-----------|----------------|---|-----|-----------|---|---|------|
| Trade name | PowerFlite | TorqueFlite | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type describe | Torque Converter with Gears Automatic - 2-speed | Torque Converter with Gears Automatic - 3-speed | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Method of Selection (Lever, Push Button or other) | Push Button | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Selector Pattern | Aligned horizontally on instrument panel, left of steering column | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| List gear ratios Selector Pattern and Indicate which are used in each selector position | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 5%; text-align: center;">R</td><td>Reverse</td><td style="text-align: center;">2.39</td></tr> <tr><td style="text-align: center;">N</td><td>Neutral</td><td style="text-align: center;">---</td></tr> <tr><td style="text-align: center;">D</td><td>Low-Drive</td><td style="text-align: center;">1.72-1.00</td></tr> <tr><td style="text-align: center;">L</td><td>Low</td><td style="text-align: center;">1.72</td></tr> </table> | R | Reverse | 2.39 | N | Neutral | --- | D | Low-Drive | 1.72-1.00 | L | Low | 1.72 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 5%; text-align: center;">R</td><td>Reverse</td><td style="text-align: center;">2.0</td></tr> <tr><td style="text-align: center;">N</td><td>Neutral</td><td style="text-align: center;">---</td></tr> <tr><td style="text-align: center;">D</td><td>1-2-Drive</td><td style="text-align: center;">2.45-1.45-1.00</td></tr> <tr><td style="text-align: center;">2</td><td>1-2</td><td style="text-align: center;">2.45-1.45</td></tr> <tr><td style="text-align: center;">1</td><td>1</td><td style="text-align: center;">2.45</td></tr> </table> | R | Reverse | 2.0 | N | Neutral | --- | D | 1-2-Drive | 2.45-1.45-1.00 | 2 | 1-2 | 2.45-1.45 | 1 | 1 | 2.45 |
| R | Reverse | 2.39 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | Neutral | --- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | Low-Drive | 1.72-1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| L | Low | 1.72 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| R | Reverse | 2.0 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N | Neutral | --- | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D | 1-2-Drive | 2.45-1.45-1.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 1-2 | 2.45-1.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 1 | 2.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. upshift speeds—drive range | 55 | 75 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Max. kickdown speeds—drive range | 50 | 65 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Torque convertor | Number of elements Three | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Max. ratio at stall | 2.2 @ 1825 PD1 - 2.2 @ 1825; PD2 - 2.2 @ 1895 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Type of cooling (air, water) Water | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lubricant | Capacity—refill (pt.) | 23 22 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Type recommended Automatic Transmission Fluid-Type A, Suffix A | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Special transmission features | Spring-loaded hydraulic valve to prevent accidental reverse engagements | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

AMA Specifications – Passenger Car

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MODEL PD1 PD2

DRIVE UNITS—PROPELLER SHAFT

| | | | |
|---|---------------------------------------|-----------------------------|---------------|
| Number used | | One | |
| Type (exposed, torque tube) | | Exposed | |
| Outer diameter x length* x wall thickness | Manual transmission | 3.25 x 59.0 | 3.25 x 58.96 |
| | Overdrive transmission | Not Applicable | |
| | Automatic transmission | 2.75 x 58.96 | |
| Inter-mediate bearing | Type (plain, anti-friction) | None | |
| | Lubrication (fitting, prepack) | --- | |
| Universal joints | Make | Detroit Universal | |
| | Number used | Two | |
| | Type (ball and trunion, cross, other) | Front - Ball and Trunion | Rear - Cross |
| | Bearing | Type (plain, anti-friction) | Anti-friction |
| Lubric. (fitting, prepack) | | 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

| | | | |
|---|---|--|--------------------|
| Description - (Incl. limited slip differential) | Standard: Semi-floating, hypoid, 2 pinion differential. Sure-Grip: Torque-bias, 4-pinion differential-cam operated clutches limit differential action. | | |
| Drive Pinion Offset | 1.5 | | |
| No. of differential pinions | Std. - 2, Sure-Grip - 4 | | |
| Gear ratio and No. of teeth | Automatic transmission | See Supplement to Page 15 | |
| | Overdrive trans. | Not Applicable | |
| | Manual transmission | See Supplement to Page 15 | |
| Ring gear pitch diameter & O.D. | 8.75 | | |
| Pinion adjustment (shim, other) | Solid Shim - (Washer) | | |
| Pinion bearing adj. (shim, other) | Shims | | |
| Wheel bearing type | Tapered Roller Bearing | | |
| Lubricant | Capacity (pt.) | 3.50 | |
| | Type recommended | (a) Multi-purpose gear lubricant, or lube, designated API service GL-4 | |
| | SAE viscosity number | Summer | Above -10F: SAE 90 |
| | | Winter | Below -10F: SAE 80 |
| Extreme cold | | Below -30F: SAE 75 | |

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

(a) When equipped with sure-grip differential, use only MoPar Sure-Grip differential lubricant.

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Supplement to Page 15

MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

SUPPLEMENTARY INFORMATION

MODEL _____

REAR AXLE RATIOS

| | | PD1 | PD2 |
|---------------------------------|------|---------------|-----|
| Manual Three-Speed Transmission | Std. | 3.94* (39-11) | |
| | Opt. | 3.31* (43-13) | |
| PowerFlite Transmission | Std. | 3.31* (43-13) | --- |
| | Opt. | 3.54 (39-11) | --- |
| TorqueFlite Transmission | Std. | 2.93* (41-14) | |
| | Opt. | 3.31* (43-13) | |

* Also used with Sure-Grip Differential.

AMA Specifications – Passenger Car

MAKE OF CAR DODGE **MODEL YEAR** 1960 **DATE ISSUED** 9-15-59 **REVISED** 1-20-60
MODEL _____ PD1, PD2

DRIVE UNITS—WHEELS

| | | |
|----------------------------|---------------------|---------------------|
| Type & material | | Disc, pressed steel |
| Rim (size and flange type) | | 14 x 5-1/2 K (a) |
| Attachment | Type (bolt or stud) | Stud |
| | Circle diameter | 4.5 |
| | Number and size | Five, 1/2 -- 20NF |

DRIVE UNITS—TIRES

| | | |
|------------------------------|--------------------|-------------------------|
| Standard (List option below) | Size & ply | 8.00 x 14 |
| | Type - Nylon, etc. | Rayon |
| Rev/mile at _____ mph. | | 760 |
| Inflation press.(cold) | Front | 24 |
| | Rear | 22 (Station Wagons: 24) |

BRAKES—SERVICE

| | | | | |
|--|------------|--|-------------|-------------------|
| Type (duo-servo, balanced, self adjusting, etc.) | | Hydraulic, Internal-expanding, Contoured Variable-depth Web; Three Platform Total-Contact Brake Shoes | | |
| Power brake make & type (remote, integral, etc.) | | Pedal-assist, vacuum (optional) | | |
| Effective area (sq. in.)* | | 230 | | |
| Gross lining area (sq. in.)** | | 230 | | |
| Percent brake effectiveness—front | | 60 | | |
| Drum | Diameter | Front | 11 | |
| | | Rear | 11 | |
| Type and material | | Cast Iron | | |
| Bonded or riveted | | Bonded | | |
| Brake lining | Front Shoe | Material | | Molded Asbestos |
| | | Size (length x width x thickness) | Front wheel | 11.5 x 2.5 x 0.20 |
| | | | Rear wheel | 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 |
| | | | Rear wheel | 11.5 x 2.5 x 0.20 |
| | | Segments per shoe | | One |
| Wheel cyl-inder bore | Front | 1.125 | | |
| | Rear | 1.125 | | |
| Master cylinder bore | | 1.125 | | |
| Available pedal travel | | 6; with Power Brakes: 4.63 | | |
| Line pressure at 100 lb. pedal load | | 650 psi; with Power Brakes: 1210 | | |
| Shoe clearance adjustment | | No major adjustment required | | |

* Excludes rivet holes, grooves, chamfers, etc.
 ** Includes rivet holes, grooves, chamfers, etc.

(a) 14 x 6 K std. on 3-seat wagons.

AMA Specifications—Passenger Car

| | | | | | | | |
|-------------|---------------------|-----------------|------------------------|-------------|---------|---------|---------|
| MAKE OF CAR | DODGE | MODEL YEAR | 1960 | DATE ISSUED | 9-15-59 | REVISED | 1-20-60 |
| | | PDI and PD2 (a) | | | | | |
| MODEL | Manual Transmission | | Automatic Transmission | | | | |

BRAKES—PARKING

| | | | |
|---------------------------------|---|--------------------|----------------------------------|
| Type of control | Foot Operated, Multiple Pawl Ratchet | | |
| Location of control | Under Instrument Panel, Left 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) | 16.68 x 2.0 x 0.16 | 2-Shoes, Each: 6.53 x 2.0 x 0.16 |

FRAME or UNITIZED CONSTRUCTION

| | |
|----------------------|-------------------|
| Type and description | Unit Construction |
|----------------------|-------------------|

SUSPENSION—GENERAL (See Supplemental page 17 for details on Air Suspension)*

| | | | |
|------------------------------------|---|--------|--|
| Provision for car leveling | (b) 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. | 1.0 | |
| 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 |
|----------------------|---|

(Continued) Rev. Form 3-59

- (a) PD2 uses Internal type brake on both Manual and Automatic Transmissions
- (b) Front only

* Air Suspension:
 Air spring type
 Compressor data
 type
 make
 drive ratio
 Normal operating pressures
 spring rates
 leveling data

AMA Specifications – Passenger Cars

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 MODEL _____ PD1 and PD2
 Except Station Wagons Station Wagons

SUSPENSION FRONT (cont.)

| | | | |
|-------------------|---|-----------------------------------|----------------|
| Spring | Type | Torsion Bar | |
| | Material | Chromium-Alloy Steel | |
| | Size (coil design height & I.D.; bar length x dia.) | 40 x 0.990 | 40 x 0.990 (a) |
| | Spring rate (lb. per in.) | Not Applicable | |
| | Rate at wheel (lb. per in.) (b) | 130 | 130 (a) |
| | Design load (lb. @ design height) | Not Applicable | |
| Stabilizer | Type (link, linkless, frameless) | Link Type (3-Seat Wagons only) | |
| | Material & bar diameter | Steel - .750 (3-Seat Wagons only) | |

STEERING

| | | | | |
|--|---|------------------------|---|-------|
| Mechanical (std., opt., NA) | | | Standard | |
| Power (std., opt., NA) | | | Optional | |
| Wheel diameter | | | Standard with Manual Transmission - 17.12 x 16.50 (c) | |
| Turning diameter | Outside front | Wall to wall (l. & r.) | 46.6 | |
| | | Curb to curb (l. & r.) | 43.8 | |
| | Inside rear | Wall to wall (l. & r.) | 26.4 | |
| | | Curb to curb (l. & r.) | 27.2 | |
| Outside wheel angle with inside wheel at 20° | | | 18° 42' | |
| Mechanical | Gear | Type | Worm & Three-Tooth Roller | |
| | | Make | Own | |
| | | Ratios | Gear | 20.4 |
| | | | Overall | 30.16 |
| | No. wheel turns | | 5.45 | |
| Power | Type (coaxial, linkage, etc.) | | Integral | |
| | Make | | Own | |
| | Trade name | | Constant-Control | |
| | Gear | Type | Rack & Sector | |
| | | Ratios | Gear | 15.7 |
| | | | Overall | 19.15 |
| | Pump driven by | | Belt from C/S Pulley | |
| | 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 | |

(Continued)

Rev. Form 3-59

- (a) 3-Seat Station Wagons: 40 x 0.970; Rate at Wheel: 120
- (b) Less Tires
- (c) 17.20 x 16.56 - Std. with Auto. Trans. on PD1, Sp. Eq. with Manual Trans. on PD1
 17.28 x 16.56 - Std. with Auto. Trans. on PD2, Sp. Eq. with Manual Trans. on PD1 & PD2

AMA Specifications – Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

MODEL PD1 and PD2

STEERING (cont)

| | | | |
|---------------------------------------|-------------------------------|---------------|---|
| Steering Axis | Inclination at camber (deg.) | | 6-1/2° @ 0° |
| | Bearings (type) | Upper | Ball Joint |
| | | Lower | Ball Joint |
| | Thrust | | Oil-Impregnated Sintered Metal |
| Wheel alignment (range and preferred) | Caster (deg.) | | Mechanical Steering: - 3/4° + 1/2° Power Steering: + 3/4° ± 1/2° |
| | Camber (deg.) | | Left: + 3/8° + 1/4° (Prefer + 3/8°) Right: + 1/8° ± 1/4° (Prefer + 1/8°) |
| | Toe-in (outside tread-inches) | | 3/32 to 5/32 (Prefer 1/8) |
| Steering spindle & joint type | | | Ball Socket |
| Wheel spindle | Diameter | Inner bearing | 1.25 |
| | | Outer bearing | 0.75 |
| | Thread size | | 3/4 - 16 NF |
| | Bearing type | | Tapered Roller |

SUSPENSION—REAR

| | | | | |
|---|---|---------------|----------------------------------|--|
| Type and description | | | Outboard, Parallel, Longitudinal | |
| Drive and torq. taken through (see page 15) | | | Rear Springs | |
| Spring | Type | | Leaf | |
| | Material | | Steel | |
| | Size (length x width, coil design height and I.D.; bar length & dia.) | | 57 x 2.5 | |
| | Spring rate (lb. per in.) | | 90-100 (Station Wagons: 120-130) | |
| | Rate at wheel (lb. per in.) | | 135 (Station Wagons: 165) | |
| | Design load (lb. at design height) | | R: 680, L: 720 @ -.375 (a) | |
| | Mounting insulation type | | Rubber | |
| | If leaf | No. of leaves | | 5 (Station Wagons: 6) |
| | | Inserts | Type and size | 2 @ 2.5 x 2.5; 3 @ 3.5 x 2.5 (b) |
| | | | Material | Front: Plastic; Rear: Wax Impregnated Fabric |
| Shackle (comp. or tens.) | | Compression | | |
| Stabilizer | Type (link, linkless, frameless) | | None | |
| | Material | | --- | |
| Track bar type | | | None | |

- (a) 4-Door Station Wagons - R: 1000; L: 1040 @ -.375
 (b) Station Wagons - 3 @ 2.5 x 2.5; 3 @ 3.5 x 2.5

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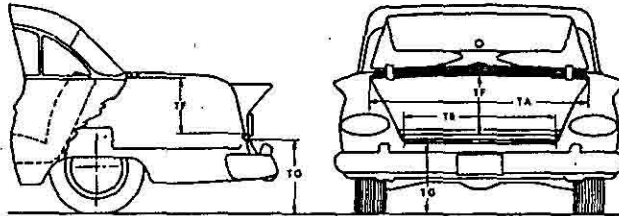
MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

BODY—GENERAL DEFINITIONS

NOTE: Included in the dimension definitions listed on this and the following pages are those which have been adopted by 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 Subcommittee 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. Body Dimensions are for all basic body models as indicated.
2. All interior dimensions are taken 15" outboard of car centerline (C/L) unless otherwise stated.
3. Front and rear seat free "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
4. Depressed "A" point is the lowest point on the seat cushion depressed contour.
5. Front seat is in full down and normal rear position.
6. Unless otherwise specified all exterior height dimensions are taken with a full design load which consists of 5 passengers, 300 lbs. front, 450 lbs. rear; includes spare wheel, tire and tools, and full complement of gas, oil, water and tires to recommended pressure, etc.
7. DLO (Daylight opening - pages 22 & 24).
8. For further clarification of definitions see SAE Aeronautical—Automotive Drawing Standards, Section E-1.

BODY—TRUNK DIMENSIONS

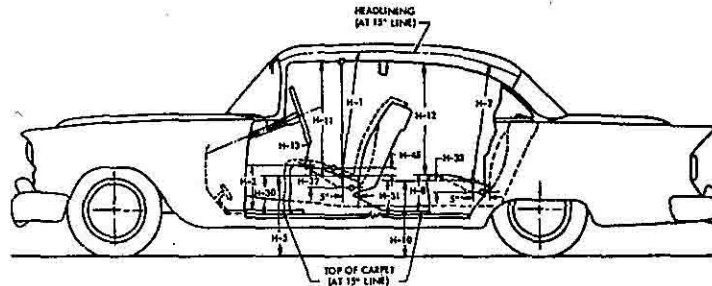


| MODEL | PD1 and PD2 | | |
|--|--|---------------|---------------|
| | 4-Dr. Sedan | 4-Dr. Hardtop | 2-Dr. Hardtop |
| Usable trunk luggage capacity (See Section E-1 of SAE Automotive Drawing Standards) | 17.7 | | 18.4 |
| Total trunk volume in cu. ft. with spare tire in place | 32.8 | | 34.1 |
| TA—Width across the top | 56.0 | | |
| TB—Width across the bottom | 50.9 | | |
| TF—Vertical dimension at C/L from bottom to top of opening | 14.4 | | |
| TG—Vertical height from ground to trunk lower opening (normal surface of outside sheet metal - loaded) | 21.8 | | |
| Position of spare tire stowage | Horizontal - Left side of trunk kick-up (Conv. - Horiz. on floor; sta. wagon - in well below cargo floor) | | |
| Method of holding lid open | Torsion Bar | | |

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BODY—HEIGHT DIMENSIONS—INTERIOR



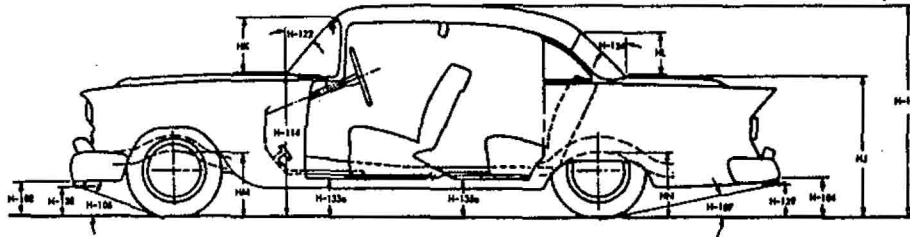
| MODEL | PD1 and PD2 | | | | |
|--|-------------|------------|------------|-------|------------|
| | 4-Dr. Sedan | 4-Dr. H.T. | 2-Dr. H.T. | Conv. | Sta. Wagon |
| H1. Front headroom. Free "A" pt. to headlining at 8° back of vertical. (For "A" pt. see note 3, page 20) | 33.3 | 33.6 | 33.5 | 34.6 | 33.9 |
| H2. Rear headroom. Free "A" pt. to headlining at 8° back of vertical | 33.6 | 33.9 (a) | 33.2 (b) | 34.8 | 33.1 |
| H3. Front cushion height above floor carpet at front edge of cushion. (Ignore risers) | 11.9 | | | | |
| H5. Free "A" pt. to ground, front. Measured vertically | 20.5 | | | | 20.9 |
| H8. Rear cushion height above floor carpet at front edge of cushion. (Ignore risers) | 13.2 | | 11.9 | | 15.3 |
| H10. Free "A" point to ground rear. Measured vertically | 19.3 | | 18.1 | | 20.7 |
| H11. Entrance, front. Free "A" point to bottom of windcord, vertical | 28.8 | | 28.5 | | 28.8 |
| H12. Entrance, rear. Top of cushion to bottom of windcord at front edge of rear seat | 27.3 | 26.9 | --- | | 27.3 |
| H13. Steering wheel clearance to seat cushion taken on arc (wheel turned for min. clearance) | 5.5 | | | | |
| H30. Free "A" point reference height, front. Vertical dimension to SAE horizontal reference line | 10.5 | | | | 10.1 |
| H31. Free "A" point reference height, rear. Vertical dimension to SAE horizontal reference line | 9.0 | | 7.8 | | 10.3 |
| H32. Front seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point | 4.5 | | | | |
| H33. Rear seat cushion deflection. Vertical dimension from free "A" point to depressed "A" point | 4.5 | | | | |
| H45. Front seat maximum vertical rise at free "A" point | 1.3 | | | | |

- (a) For models with high rear window - 32.3
 (b) For models with high rear window - 32.6

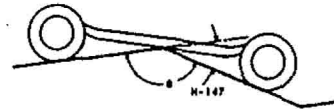
AMA Specifications— Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

BODY—HEIGHT DIMENSIONS—EXTERIOR



0 - INCLUDED RAMP ANGLE
 H-147 - RAMP BREAKOVER ANGLE
 (SUPPLEMENT OF INCLUDED RAMP ANGLE)



NOTE: For dimensions to lamps see page 12.

| MODEL | PDI and PD2 | | | | |
|---|----------------------|------------|------------|-------|-------------|
| | 4-Dr. Sdn. | 4-Dr. H.T. | 2-Dr. H.T. | Conv. | Sta. Wagons |
| H101. Overall height, full design load | 54.9 | | | 55.1 | 55.6 |
| HB. Overall height, curb weight | 56.7 | | 56.6 | 56.9 | 58.2 |
| H102. Front bumper bottom to ground at normal section, min. height | 15.0 | | | | 16.0 |
| H104. Rear bumper bottom to ground at normal section, min. height | 10.3 | | | | 10.0 |
| H106. Angle of approach. To interfering point on bumper, guard, other | 24.1° | | | | 25.5° |
| H107. Angle of departure. To interfering point on bumper, guard, other | 10.2° | | | | 10.0° |
| H114. Hood at rear to ground. Vertical dimension C/L, excluding molding, at hood opening line at cowl | 38.9' | | | | 39.6 |
| H122. Windshield normal slope angle to vertical line on car C/L | 50° 30' | | | | |
| H124. Backlight normal slope angle to vertical line on car C/L | 57° 25' | | 61° 30' | 59° | 40° 30' |
| H128. Bottom of front bumper guard to ground | 15.8 | | | | 16.7 |
| H129. Bottom of rear bumper guard to ground | 17.0 | | | | 18.8 |
| H133a. Bottom of front door to ground, min. dimension | 14.1 | | | | 14.5 |
| H135a. Bottom of rear door to ground, min. dimension | 14.0 | | --- | | 14.1 |
| H147. Ramp breakover angle | 12.6° | | | | 13.4° |
| H153. Min. road clearance at rear axle | PD1 - 7.2; PD2 - 7.1 | | | | 7.2 |
| H156. Min. road clearance and location (c) | 5.2 | | | | 5.3 |
| HJ. Deck at rear window to ground | 37.7 | | | | --- |
| HK. Windshield DLO*. Vertical height at C/L | 14.7 | | | | |
| HL. Back light DLO*. Vertical height at C/L | 11.3 | 15.0 | (a) 10.3 | 11.2 | 10.9 |
| HM. Bottom of frame to ground at C/L of front axle, min. height | 12.4 | | | | 13.1 (b) |
| HN. Bottom of frame to ground at C/L of rear axle, min. height. | 17.9 | | | | 18.0 |

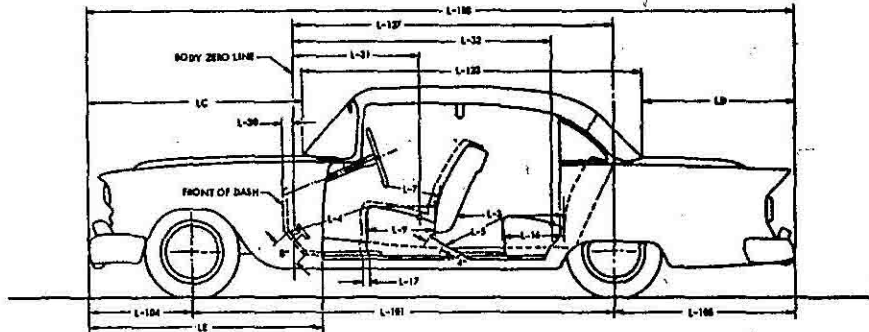
* See Note, page 20

- (a) With high rear window - 13.4
- (b) 13.2 for PD1-L Station Wagon
- (c) At Muffler

AMA Specifications—Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

BODY—LENGTH DIMENSIONS



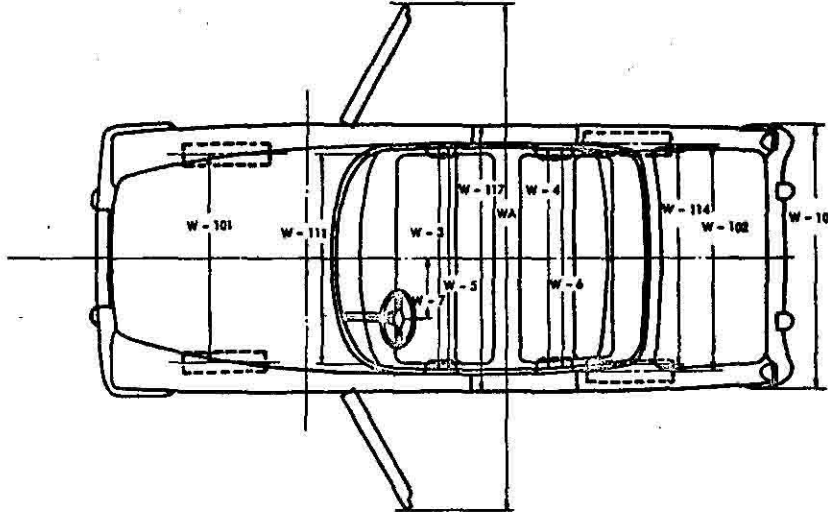
| MODEL | PD1 and PD2 | | | | | |
|--|---|------------|------------|-------|-------------|-----|
| | 4-Dr. Sdn. | 4-Dr. H.T. | 2-Dr. H.T. | Conv. | Sta. Wagons | |
| Interior | L3. Rear compartment room. Back of front seat back to front of rear seat back | 29.9 | | 26.5 | 29.7 | |
| | L4. Leg room, front. Ball of foot to top of seat to seat back | | | 45.3 | | |
| | L5. Leg room, rear. Ball of foot to top of seat to seat back | 42.9 | | 39.1 | 42.5 | |
| | L7. Steering wheel clearance to seat back taken on arc | | | 15.8 | | |
| | L9. Front seat depth. Front edge to vert. tan. of seat back | | | 18.1 | | |
| | L16. Rear seat depth. Front edge to vert. tan. of seat back | 17.3 | | 17.5 | | |
| | L17. Maximum "A" point horizontal travel with normal seat adjustment | | | 4.5 | | |
| | L30. Vertical body zero line to actual front of dash. Measured horizontally* | | | 3.7 | | |
| | L31. Vertical body zero line to free "A" point, front | | | 38.3 | | |
| | L32. Vertical body zero line to free "A" point, rear | 74.8 | | 70.9 | 75.7 | |
| Exterior | L101. Wheelbase | | | 122.0 | | |
| | L103. Overall length. Incl. bumper guards if standard equipment | | | 212.6 | 214.8 | |
| | L104. Overhang, front. Include bumper guards if stand. eq. | | | 33.5 | | |
| | L105. Overhang, rear. Include bumper guards if stand. eq. | | | 57.1 | 59.3 | |
| | L123a. Body upper structure length at C/L, excl. molding | 107.5 | | 104.7 | 105.2 | --- |
| | L127. Vertical body zero line to centerline of rear wheels | | | 102.0 | | |
| | LC. Front of car to base windshield, excl. molding | | | 57.9 | | |
| | LD. Rear of car to base of rear window or upper structure, excl. molding | 47.2 | | 50.0 | 49.5 | --- |
| LE. Front of car to front edge of front door | | | 62.1 | | | |

* Precede figure with minus sign if front of dash is to rear of body zero line.

AMA Specifications—Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1960 DATE ISSUED 9-15-59 REVISED 1-20-60

BODY—WIDTH DIMENSIONS

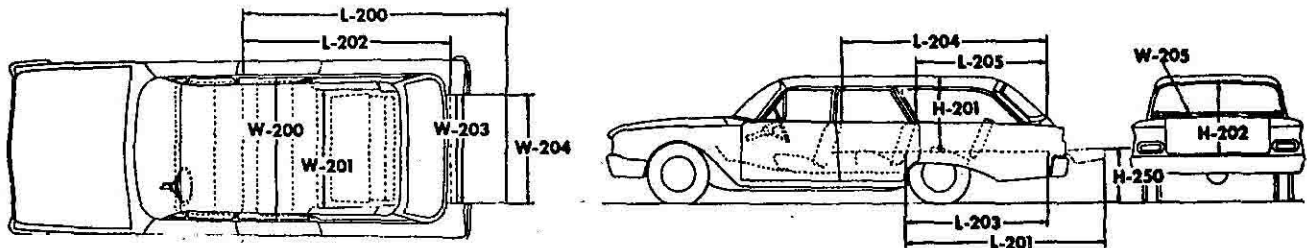


| MODEL | | PD1 and PD2 | | | | |
|----------|--|------------------------|------------|------------|-------|------------|
| | | 4-Dr. Sdn. | 4-Dr. H.T. | 2-Dr. H.T. | Conv. | Sta. Wagon |
| Interior | W3. Front shoulder room, at garnish molding height or nearest interference 5" forward of seat back | 60.4 | | | | |
| | W4. Rear shoulder room, at garnish molding height or nearest interference 5" forward of seat back | 59.6 | 58.3 | 56.0 | 59.6 | |
| | W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back | 63.8 | | | | |
| | W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back | 62.8 | 62.2 | 55.0 | 62.2 | |
| | W7. Steering wheel center (on surface plane of wheel) to C/L of body | 15.7 | | | | |
| Exterior | W101. Front tread at ground | PD1 - 61.5; PD2 - 61.0 | | | | |
| | W102. Rear tread at ground | PD1 - 60.2; PD2 - 59.7 | | | | |
| | W103. Max. overall width of car including bumpers or moldings | 78.0 | | | | |
| | WA. Max. overall width of car with doors open (2 & 4 door) | 154.0 | 167.8 | | | 154.0 |
| | W111. Windshield DLO, max. width | 58.9 | | | | |
| | W114. Back window DLO, max. width | 59.7 | 59.8 | 56.8 | 57.6 | 48.6 |
| | W117. Max. body width at center pillar, less hardware and applied moldings | 75.8 | | | | |

AMA Specifications – Passenger Car

MAKE OF CAR DODGE MODEL YEAR 1960 DATE: ISSUED 9-15-59 REVISED 1-20-60

STATION WAGON—CARGO SPACE DIMENSIONS



NOTE: Front seat in full down and normal rear position for all measurements. Lengths and heights measured at car centerline.

| MODEL | PD1 and PD2 |
|--|------------------------------------|
| L200 Floor length from back of front seat at floor level to end of lowered tail gate | 121.3 |
| L201 Floor length from back of second seat at floor level to end of lowered tail gate | 86.0 |
| L202 Floor length from back of front seat at floor level to inside of closed tail gate | 100.7 |
| L203 Floor length from back of second seat at floor level to inside of closed tail gate | 65.4 |
| L204 Minimum horizontal distance from top rear of front seat back to inside of top of tail gate | 85.1 |
| L205 Minimum horizontal distance from top rear of second seat back to inside of top tail gate | 50.5 |
| W200a Maximum width of cargo space at floor, specify location | 62.0 Immed. Ahead of Wheelhouse |
| W201 Minimum distance between wheel houses at floor level | 45.8 |
| W203 Rear end opening width at floor | 49.2 |
| W204 Rear end opening width at top of tail gate | 49.2 |
| W205 Maximum width of rear opening above raised tail gate | 48.2 |
| H201 Maximum height, floor covering to headlining | 31.8 |
| H202 Maximum height of rear opening, tail and lift gates open | 27.3 |
| H250 Platform height measured from ground to top of tail gate floor covering at rear most edge of tail gate, curb weight | 24.2 |
| Third Seat, facing direction | Rearward |
| Tail and lift gates or sliding glass | Sliding Glass |

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