

AMA Specifications – Passenger Car

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MAKE OF CAR HIGH PERFORMANCE **MODEL YEAR** 1960 **DATE: ISSUED** 12-1-59 **REVISED**
 DODGE DART & DODGE

COMPANY

MODEL NAME	SYMBOL	MODEL NAME	SYMBOL
D-500 with Ram Manifold	PD4-H	Maximum Performance Police Engine Packages	PD4
	PD1		PD1
	PD2		PD2

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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

(All dimensions in inches unless otherwise indicated)

MODEL	Additional Information Page No.:	D-500 with Ram Manifold		Maximum Performance Police Engine Packages			
		PD4-H	PD1 & PD2; S.O. -PD4-H	PD4, PD1, and PD2			
Wheelbase (L-101)	23	See Standard Model					
Tread	Front (W-101)	"					
	Rear (W-102)	"					
Maximum Overall Dimensions	Length (L-103)	"					
	Width (W-103)	"					
	Height (H-101)	"					
Transmission- (Specify trade name - opt., not available)	Manual	NA		Std. - T-85 (a)			
	Overdrive	NA					
	Automatic	TF - Std.		TF - Opt.			
Axle ratio	Manual	---		3.54			
	Overdrive	---					
	Automatic	3.31					
Tire size	16	See Standard Model					
Engine	Type, no. cyl., valve arr.	V-8, OHV					
	Fuel system (Carb. or inj.)	2, 4-bbl, Ram		4-bbl	2, 4-bbl	2, 4-bbl, Ram	
	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	2	310 @ 4800	330 @ 4800	325 @ 4600	330 @ 5200	330 @ 4800
	Max. torque at rpm	2	435 @ 2800	460 @ 2800	435 @ 2800	425 @ 3600	460 @ 2800

TF - TorqueFlite; NA - Not Available; S. O. - Special Order.
 (a) T-85 - Warner Gear Heavy Duty 3-Speed Transmission.

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 D-500 with Ram Manifold | Maximum Performance Police Engine Packages
MODEL PD4-H | PD1, PD2 (a) | PD4, PD1, PD2

ENGINE—GENERAL

Type, no. cyls., valve arr.		V-8, OHV				
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	None				
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	Dia. ² x No. Cyl. 2.5	54.3	57.8			
Published max. bhp at engine RPM*	Standard	310 @ 4800	330 @ 4800	325 @ 4600	330 @ 5200	330 @ 4800
	Optional	---				
Published max. torque* (lb. ft. @ RPM)	Standard	435 @ 2800	460 @ 2800	435 @ 2800	425 @ 3600	460 @ 2800
	Optional	---				
Recommended fuel regular - premium	Standard	Premium				
	Optional	---				
Recommended idle speed (neutral)		750	500	600	750	

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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(a) Available for PD4-H on Special Order.

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POWER TEAMS

(Indicate whether standard or optional)

SERIES	ENGINE				TRANSMISSION	AXLE RATIO (Std. first) * Also with Sure-Grip differential ** With Sure-Grip differential only
	Displacement	Carburetor	Compression Ratio	BPH		
PD4-H D-500 with Ram Manifold	361	2, 4-bbl Ram	10.0	310	S: TorqueFlite	3.31*, 2.93*
PD1, PD2, PD4-H Opt. D-500 with Ram Manifold	383	2, 4-bbl Ram	10.0	330	S: TorqueFlite	3.31*, 2.93*
PD4, PD1, PD2 Maximum Performance Police Engine Packages	383	4-bbl	10.0	325	S: Manual, T-85	3.54*, 2.93*, 3.31*, 4.1**, 4.3**, 4.56**, 4.89**
					O: TorqueFlite	3.31, 2.93*, 3.54*, 4.1**, 4.3**, 4.56**, 4.89**
	383	2, 4-bbl Runner	10.0	330	S: Manual, T-85	3.54*, 2.93*, 3.31, 4.1** 4.3**, 4.56**, 4.89**
					O: TorqueFlite	3.31, 2.93*, 3.54*, 4.1**, 4.3**, 4.56**, 4.89**
	383	2, 4-bbl Ram	10.0	330	S: Manual, T-85	3.54*, 2.93*, 3.31, 4.1** 4.3**, 4.56**, 4.89**
					O: TorqueFlite	3.31, 2.93*, 3.54*, 4.1**, 4.3**, 4.56**, 4.89**

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MODEL _____	D-500 with Ram Manifold	Maximum Performance
	361-cu in.	383-cu in.
		383-cu in.

ENGINE PISTONS (Cont.)

Clearance (limits)	Top land	.042 - .048	
	Skirt	Top	.0005 - .0010
		Bottom	---
Ring groove depth	No. 1 ring	.235	.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
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
	.009 - .017 (two rods)	
	End play	

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MODEL	D-500 with Ram Manifold	Maximum Performance
	361 cu in.	383 cu in.

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 oil and fuel 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. - Hydraulic, Opt. - Mechanical	
Valve rotator, type (intake, exhaust)	Low friction lock on exhaust	
Rocker ratio	1.5	
Operating tappet clearance (Indicate hot or cold)	Intake	Hydraulic - Not Applicable
		Mechanical - .016 (Cold)
	Exhaust	Hydraulic - Not Applicable
		Mechanical - .028 (Cold)
Timing marks on flywheel, damper, other	Stationary indicator on chain case cover	

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	D-500 W/Ram Manifold	Maximum Performance, 383 cu in.		
MODEL	361 cu in. 383 cu in.	4-bbl	2, 4-bbl	2, 4-bbl, Ram

ENGINE—VALVE SYSTEM (cont.)

				Hydraulic Tappets	Mechanical Tappets	
Timing	Intake	Opens (°BTC)	20	24	20	
		Closes (°ABC)	68	64	68	
		Duration - deg.	268		284	
	Exhaust	Opens (°BBC)	60	64	60	74
		Closes (°ATC)	28	24	28	30
		Duration - deg.	268		284	
Valve opening overlap		48		55		
Material		Silicon-chromium steel				
Overall length		4.87				
Actual overall head dia.		1.95	208			
Angle of seat & face		45				
Seat insert material		None				
Stem diameter		.37				
Stem to guide clearance		.001 - .003				
Intake	Lift		.430		.449 (a)	
	Outer spring press. and length	Valve closed (lb. @ in.)	100 @ 1.86			
		Valve open (lb. @ in.)	205 @ 1.43			
	Inner spring press. and length	Valve closed (lb. @ in.)	Damper spring only			
		Valve open (lb. @ in.)	---			
	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				
Exhaust	Lift		.430		.454 (a)	
	Outer spring press. and length	Valve closed (lb. @ in.)	100 @ 1.86			
		Valve open (lb. @ in.)	205 @ 1.43			
	Inner spring press. and length	Valve closed (lb. @ in.)	Damper spring only			
		Valve open (lb. @ in.)	---			

ENGINE—LUBRICATION SYSTEM

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

(a) With zero lash.

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MODEL	D-500 with Ram Manifold	Maximum Performance	Engine Packages
	PD4-H	PD1, PD2 (a)	PD4, 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 +32° F - SAE 30, SAE 10W-30, or SAE 20W-40 As Low as +10° F - SAE 20, SAE 10W-30, or SAE 20W-40 As Low as -10° F - SAE 10, SAE 10W-30, or SAE 5W-20 Below -10° F - SAE 5W, or SAE 5W-20
Engine Service Requirement (MM, MS, etc.)	MS

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual, with Crossover	Dual	Dual with Crossover
Muffler No. & type (reverse flow, straight thru, separate resonator)	Two, Reverse Flow		
Exhaust pipe dia. (O.D. wall thickness)	Branch	1.75 x .083	None
	Main	2.25 x .083	
Tail pipe diameter (O.D. & wall thickness)	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.	2, 4-bbl Ram	4-bbl Runner	2, 4-bbl Runner	2, 4-bbl Ram	
Fuel Tank	Capacity (gals.)	Sedans - 20, Suburban - 22			
	Filler location	Sedans - Behind rear license plate, Suburban - Left rear 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	In fuel tank and between carburetor and fuel pump			
Carburetor	Make & Model No.	AFB 2903S	AFB 2968S	F: AFB 2790S R: AFB 2791S	
	Number of carbs., bbls. per carb. & type	2, 4-bbl Ram	4-bbl Runner	2, 4-bbl Runner	
	Barrel size	(b)	(c)	(c)	
	Choke type	Separate		Integral	
	Intake manifold heat control (exhaust or water)	Exhaust			
	Air clnr. type	Standard	Paper element, replaceable		
		Optional	None		

- (a) Available for PD4-H on Special Order.
- (b) Primary - 1-7/16, Secondary - 1-11/16.
- (c) Primary - 1-7/16, Secondary - 1- 9/16.

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MODEL _____ All D-500 and Maximum Performance Engine Packages

ENGINE—COOLING SYSTEM

Type system (pressure, pressure vented, atmospheric, other)		Pressure-Vent		
Radiator cap relief valve pressure		14-psi		
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 Fin and Tube		
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	1.75 - 1.5	
	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°
		Diameter		18"
Ratio-fan to crankshaft rev.		.95 to 1		
Fan cutout type		Opt., Torque-Limiting		
Bearing type		See Water Pump		
*Drive belts (indicate belt used by letter)	Fan		See Supplement to Page 7	
	Generator		"	
	Water Pump		"	
	Power Steering		"	
	Air Conditioning		---	

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*.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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DODGE DART AND DODGE

SUPPLEMENTARY INFORMATION

MODEL D-500 and Maximum Performance Police Engine Packages

DRIVE BELT APPLICATIONS

	All D-500 and Maximum Performance Police Engine Packages					
	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 - FWP - IF			C			C
CS - G - AC			D			G

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

DRIVE BELT DIMENSIONS

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

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MODEL _____ D-500 and Maximum Performance Police Engine Packages

ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Autolite 11-HS-60, Willard HO-11-60, or Gould 11-OE-60	
	Voltage Rtg. & Total Plates		12, 66	
	SAE Designation & Amp Hr. Rtg		2 SHB, 60	
	Location		Under hood in left front 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 and voltage control	
	Cutout relay	Closing voltage @ generator rpm	12.6 to 13.6 @ 1480	
		Reverse current to open	0 - 6 amp	
	Regu-lated	Voltage	14.3 - 14.9	
		Current	35	
	Voltage test con-ditions	Temperature	70°	
Load		15-min at 7-amp - voltage check		
Other		Additional 15-min at rated volts - 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 at -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 one-third, turn ignition key beyond "On" position. Automatic Transmission: Depress accelerator pedal about one-third, push in "N" Neutral button, turn ignition key beyond "On" position.	

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MODEL D-500 with Ram Manifold Maximum Performance Police Engine Package
PD4-H PD1, PD2 PD4, PD1, PD2

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		CAH-4001 (Ballast Resistor)			
	Amps	Engine stopped	3.1			
Engine idling		2.5				
Distributor	Make		Autolite			
	Model		IBS-4006E	IBS-4006D	IBS-4006E	
	Cent'fgal adv. in crankshaft degrees @ engine rpm (nominal)	Start (rpm)	0 @ 650 - 950	0 @ 750 - 1050	0 @ 650 - 950	
		Intermediate points deg. @ rpm	0 - 8.5 @ 950 9 - 13 @ 1280	0 - 5 @ 1050 9 - 13 @ 1620	0 - 8.5 @ 950 9 - 13 @ 1280	
		Max deg. @ rpm	18 - 22 @ 4800	17 - 21 @ 4800	18 - 22 @ 4800	
	Vacuum adv. in crankshaft degrees @ in. Hg. (nominal)	Start (in Hg)	0 @ 7.2 - 8.9	0 @ 7.5 - 9.2	0 @ 7.2 - 8.9	
		Intermediate points, deg @ in Hg	9 - 15 @ 12	9 - 15.5 @ 12	9 - 15 @ 12	
		Max. deg. in. Hg.	15 - 21 @ 14.5	19 - 25 @ 16	15 - 21 @ 14.5	
	Breaker gap (in.)		.014 - .019			
	Cam angle (deg.)		27 - 32 Breaker, 34 - 40 Total			
Breaker arm tension (oz.)		17 - 21.5				
Timing	Crankshaft deg. @ rpm.		7.5 BTC @ 750	12.5 BTC @ 500	12.5 BTC @ 600	7.5 BTC @ 750
	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 - 8 - 2				
Spark Plug	Make and model		Autolite A-32			
	Thread (mm)		14-mm			
	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 _____ D-500 and Maximum Performance Police Engine Packages

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speed-ometer	Make Trip odometer (yes, no)	Autolite, Calibrated and Certified See Standard Models
Charge indicator—type		"
Temperature indicator—type		"
Oil pressure indicator—type		"
Fuel indicator—type		"
Other		"
Ignition switch	Identify positions in order and circuits controlled	"
	Provision for illumination	"
	Location	"
Main lighting switch	Identify positions and lights controlled	"
Other light switches	Locations and lamps controlled	"
Other switches	Locations and devices controlled	"
Windshield wiper	Make	"
	Type	"
	Vacuum booster provision	"
	Washer provision	"
Horn	Type	"
	Number used	"
	Amp draw (each)	"

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MODEL D-500 and Maximum Performance Police Engine Packages

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	See Standard Models
Headlamp beam indicator	
Parking light	
Tail light	
Stop light	
Direction indicator	
License plate light	
Instrument light	
Ignition light	
Back up light	
Dome light	
Clock	
Clock light	
Radio	
Glove compartment light	

ELECTRICAL—LOCATION OF OUTSIDE LAMPS

Height above ground to center of bulb	Tail	Lowest	See Standard Models
		Highest	
	Stop		
	Backup		
	License, rear		
	Directional	Front	
		Rear	
	Headlamp	Inside	
		Outside*	
	Distance from C/L of car to center of bulb	Tail	
Outside			
Stop			
Backup			
License, rear			
Directional		Front	
		Rear	
Headlamp		Inside	
		Outside*	

* If single headlamps are used enter here.

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 MODEL _____ D-500 _____ Maximum Performance Police
 PD4-H | S.O. PD4-H, PD1, PD2 _____ Engine Packages

DRIVE UNITS—CLUTCH (Manual Transmission)

Make & type	Not Available	Borg & Beck, Dry Plate, Semi-Centrifugal
Type pressure plate springs	---	Coil
Total plate pressure (lb.)	---	1929
No. of clutch driven discs	---	One
Clutch facing	Material	Molded Woven Asbestos
	Outside & inside dia.	11.0 x 6.5
	Total eff. area (sq.in.)	123.7
	Thickness	.125
	Engagement cushioning method	---
Release bearing	---	Sealed Ball Bearing, Permanently Lubricated
Torsional damping	---	Coil Springs

DRIVE UNITS—TRANSMISSIONS

Manual (std. or opt.)	Not Available	Std. (T-85)
Manual with overdrive (std. or opt.)	Not Available	
Automatic (std. or opt.)	Std. - TorqueFlite	Opt. - TorqueFlite

DRIVE UNITS—MANUAL TRANSMISSION

Number of forward speeds	---	Three	
Transmission ratios	In first	2.49	
	In second	1.59	
	In third	1.0	
	In fourth	None	
	In reverse	3.15	
Synchronous meshing, specify gears	---	2nd & 3rd	
Lubricant	Capacity (pt.)	3.25 (Est.)	
	Type recommended	(a)	
	SAE viscosity number	Summer	SAE 80
		Winter	Above -10°F: SAE 80
		Extreme cold	Below -10°F: SAE 75

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(a) Multipurpose gear oil or oil conforming to API Service GL-4.

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HIGH PERFORMANCE

MAKE OF CAR	DODGE DART AND DODGE	MODEL YEAR	1960	DATE ISSUED	12-1-59	REVISED	
MODEL	D-500 Packages		Maximum Performance Packages				
	PD4-H	PD1, PD2 (a)	4-bbl	2, 4-bbl	2, 4-bbl Ram		

DRIVE UNITS—MANUAL TRANSMISSION WITH OVERDRIVE

For transmission data see manual transmission section		None	
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	TorqueFlite		
Type describe	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	R	Reverse	2.2
	N	Neutral	---
	D	Drive	2.45, 1.45, 1.00
	1	One - Two	2.45, 1.45
	2	One	2.45
Max. upshift speeds—drive range	65	70	65
Max. kickdown speeds—drive range	60	70	60
Torque convertor	Number of elements	Three	
	Max. ratio at stall	2.2 @ 1810	2.2 @ 1910
	Type of cooling (air, water)	Water	
Lubricant	Capacity—refill (pt.)	2.2	
	Type recommended	Automatic Transmission Fluid - Type A, Suffix A	
Special transmission features	Spring-loaded hydraulic valve to prevent accidental reverse engagements		

(a) Available on PD4-H on Special Order.

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MAKE OF CAR HIGH PERFORMANCE **MODEL YEAR** 1960 **DATE ISSUED** 12-1-59 **REVISED**
DODGE DART & DODGE D-500 Packages Maximum Performance
MODEL PD4-H PD1, PD2 Engine Packages

DRIVE UNITS—PROPELLER SHAFT

Number used		One	
Type (exposed, torque tube)		Exposed	
Outer diameter x length* x wall thickness	Manual transmission	Sedans: 2.75 x 55.0	3.25 - 2.75 x 59
	Overdrive transmission	None	
	Automatic transmission	2.75 x 58.96	
Inter-mediate bearing	Type (plain, anti-friction)	None	
	Lubrication (fitting, prepack)	---	
Make		Own	
Number used		Two	
Universal joints	Type (ball and trunnion, cross, other)	Front: Ball & Trunnion Rear: Cross	Front: Ball & Trunnion W/High Speed Boot 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: Hypoid, semi-floating Sure-Grip: Torque-bias, cam-actuated 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.	---		
	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. (shlm, other)		Shims		
Wheel bearing type		Tapered roller bearing		
Capacity (pt.)		3.5		
Lubricant	Type recommended			
	Multipurpose gear lubricant or oil 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.

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MAKE OF CAR HIGH PERFORMANCE MODEL YEAR 1960 DATE ISSUED 12-1-59 REVISED _____
DODGE DART AND DODGE

AXLE RATIOS

SUPPLEMENTARY INFORMATION

MODEL			D-500 Packages		Maximum Performance Engine Packages
			PD4-H	PD1, PD2	
Gear Ratio And Number of Teeth	Manual 3-Speed Transmission	Std.	Not Available		3.54* (39-11)
		Opt.	Not Available		2.93* (41-14), 3.31* (43-13), 4.1** (41-10), 4.3** (43-10), 4.56** (41-9), 4.89** (44-9)
	TorqueFlite	Std.	3.31* (43-13)		3.31* (43-13)
		Opt.	2.93* (41-14)		2.93* (41-14), 3.54* (39-11), 4.1** (41-10), 4.3** (43-10), 4.56** (41-9), 4.89** (44-9)

* Also available in Sure-Grip.

** Available with Sure-Grip only.

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HIGH PERFORMANCE

MAKE OF CAR DODGE DART AND DODGE MODEL YEAR 1960 DATE ISSUED 12-1-59 REVISED _____
D-500 Packages Maximum Performance
 MODEL PD4-H | PD1, PD2 | Engine Packages

DRIVE UNITS—WHEELS

Type & material		Disc, pressed steel	
Rim (size and flange type)		14 x 5.5K	14 x 6K (a)
Attachment	Type (bolt or stud)	Stud	
	Circle diameter	4.5	
	Number and size	Five, 1/2 - 20 NF	

DRIVE UNITS—TIRES

Standard (List option below)	Size & ply	7.50 x 14	8.00 x 14	8.00 x 14 (b)
	Type - Nylon, etc.	Rayon		
Rev/mile at _____mph.		775	760	
Inflation press.(cold)	Front	24		
	Rear	24		

BRAKES—SERVICE

Type (duo-servo, balanced, self adjusting, etc.)		Hydraulic, internal-expanding, contoured variable-depth web, three-platform, Total-Contact brakes		
Power brake make & type (remote, integral, etc.)		Opt. - Vacuum assist		
Effective area (sq. in.)*		230, Opt. 251		
Gross lining area (sq. in.)**		230, Opt. 251		
Percent brake effectiveness—front		60		
Drum	Diameter	Front	11, Opt. 12	
		Rear	11, Opt. 12	
Type and material		Cast Iron		
Bonded or riveted		Bonded		
Brake lining	Front Shoe	Material		Molded Asbestos
		Size (length x width x thickness)	Front wheel	Std.: 11.5 x 2.5 x .2 Opt.: 12.6 x 2.5 x .2
			Rear wheel	Std.: 11.5 x 2.5 x .2 Opt.: 12.6 x 2.5 x .2
	Segments per shoe		One	
	Rear Shoe	Material		Molded Asbestos
		Size (length x width x thickness)	Front wheel	Std.: 11.5 x 2.5 x .2 Opt.: 12.6 x 2.5 x .2
Rear wheel			Std.: 11.5 x 2.5 x .2 Opt.: 12.6 x 2.5 x .2	
Segments per shoe		One		
Wheel cylinder bore	Front	1.125		
	Rear	1.125		
Master cylinder bore		1.125		
Available pedal travel		6, Opt. - 7, With Power Brakes - 4.63		
Line pressure at 100 lb. pedal load		890 psi, W/Power Brakes - 850		
Shoe clearance adjustment		No Major Adjustment		

* Excludes rivet holes, grooves, chamfers, etc.

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

- (a) Opt. - 15 x 5.5K.
- (b) Opt. - 7.10 x 15, Nylon Blue Streak.

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HIGH PERFORMANCE
MAKE OF CAR DODGE DART AND DODGE **MODEL YEAR** 1960 **DATE ISSUED** 12-1-59 **REVISED** _____
MODEL _____ D-500 Packages and
Maximum Performance Engine Packages

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)	Internal
	Drum diameter	7
	Lining size (length x width x thickness)	2 - Shoes, Each - 6.53 x 2.0 x .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		Mechanical, manual adjustment at torsion bar anchor
Provision for brake dip control		Inclined upper control arms and asymmetrical rear springs
Provision for acc. squat control		Asymmetrical rear springs
Special provisions for car jacking		None
Shock absorber front & rear	Type	Direct
	Make	Own
	Piston dia.	1.0, Opt. Heavy Dyt - 1.38
Other special features		Matched front and rear suspension motions

SUSPENSION—FRONT

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

(Continued)

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

AMA Specifications – Passenger Cars

HIGH PERFORMANCE

MAKE OF CAR DODGE DART AND DODGE MODEL YEAR 1960 DATE ISSUED 12-1-59 REVISED _____
 MODEL _____ D-500 Packages PD4-H PD1, PD2 Maximum Performance Engine Packages

SUSPENSION FRONT (cont.)

Spring	Type	Torsion bar		
	Material	Chromium-alloy steel		
	Size (coil design height & I.D.; bar length x dia.)	40 x .99 (a)		
	Spring rate (lb. per in.)	Not Applicable		
	Rate at wheel (lb. per in.)	130 (a)		
	Design load (lb. @ design height)	Not Applicable		
Stabilizer	Type (link, linkless, frameless)	None	Link-type 3-Seat Station Wagon	Link-type
	Material & bar diameter	---	.75, Steel	

STEERING

Mechanical (std., opt., NA)			Standard			
Power (std., opt., NA)			Optional			
Wheel diameter			17.28 x 16.56 (b)		See Standard Models	
Turning diameter	Outside front	Wall to wall (l. & r.)	45.2'	46.6'	"	
		Curb to curb (l. & r.)	42.2'	43.8'	"	
	Inside rear	Wall to wall (l. & r.)	25.0'	26.4'	"	
		Curb to curb (l. & r.)	26.4'	27.2'	"	
Outside wheel angle with inside wheel at 20°			18° 42'		"	
Mechanical	Gear	Type	Worm & 3-Tooth Roller			
		Make	Own			
		Ratios	Gear	20.4		
			Overall	30.16		
No. wheel turns			5.45		"	
Power	Type (coaxial, linkage, etc.)		Coaxial, Integral			
	Make		Own			
	Trade name		Constant-Control			
	Gear	Type	Rack and Sector			
		Ratios	Gear	15.7		
			Overall	19.15		
			Pump driven by		Belt from Crankshaft 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)

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- (a) PD1 and PD2 3-Seat Station Wagons - 40 x .99, rate at wheel - 120
- (b) F or PD4-H and PD2, PD1 - 17.20 x 16.56

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HIGH PERFORMANCE

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MODEL	PD4-H	PD1, PD2 (a)	PD1, PD2 (b)	D-500 Packages	Maximum Performance	
				Standard	Optional	

STEERING (cont)

Steering Axis	Inclination at camber (deg.)		6.5 @ 0			
	Bearings (type)	Upper	Ball Joint			
		Lower	Ball Joint			
		Thrust	Oil-impregnated sintered metal			
Wheel alignment (range and preferred)	Caster (deg.)		Manual: $-3/4 + 1/2$ Power: $+3/4 \mp 1/2$		See Standard Models	
	Camber (deg.)		Left; $-3/8 + 1/4$; $+3/8$ Preferred Right; $+1/8 \mp 1/4$; $+1/8$ Preferred		"	
	Toe-in (outside tread-inches)		$3/32 - 5/32$; $1/8$ Preferred		"	
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.)	55 x 2.5	57 x 2.5	(c)	(d)	
	Spring rate (lb. per in.)	90 - 100	120 - 130	90 - 100	120 - 130	
	Rate at wheel (lb. per in.)	135	165	135	165	
	Design load (lb. at design height)	(e)	(f)	(e)	(f)	
	Mounting insulation type		Rubber			
	If leaf	No. of leaves	5	6	5	6
		Inserts	Type and size	(g)	(h)	(g)
			Material	(g)	(h)	(g)
Shackle (comp. or tens.)		Compression				
Stabilizer	Type (link, linkless, frameless)	None				
	Material	---				
Track bar type		None				

- (a) Except Station Wagons. (c) PD4-H - 55 x 2.5; PD1 & PD2 - 57 x 2.5
 (b) Station Wagons only. (d) Heavy Duty; PD4-H
 (e) Right - 680 and Left - 720 @ $-.375"$ (f) Right - 1000 and Left - 1050 @ $-.375"$
 (g) 1 - Plastic interleaf; 5 - Wax impregnated inserts, 2 @ 2.5 and 3 @ 2.5
 (h) 2 - Plastic interleafs; 6 - Wax impregnated inserts, 3 @ 2.5 and 3 @ 2.5

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MAKE OF CAR HIGH PERFORMANCE MODEL YEAR 1960 DATE ISSUED 12-1-59 REVISED _____
DODGE DART AND DODGE

BODY DIMENSIONS

For all body dimensions found on Pages 20 through 27,
see A. M. A. specifications for standard models.

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