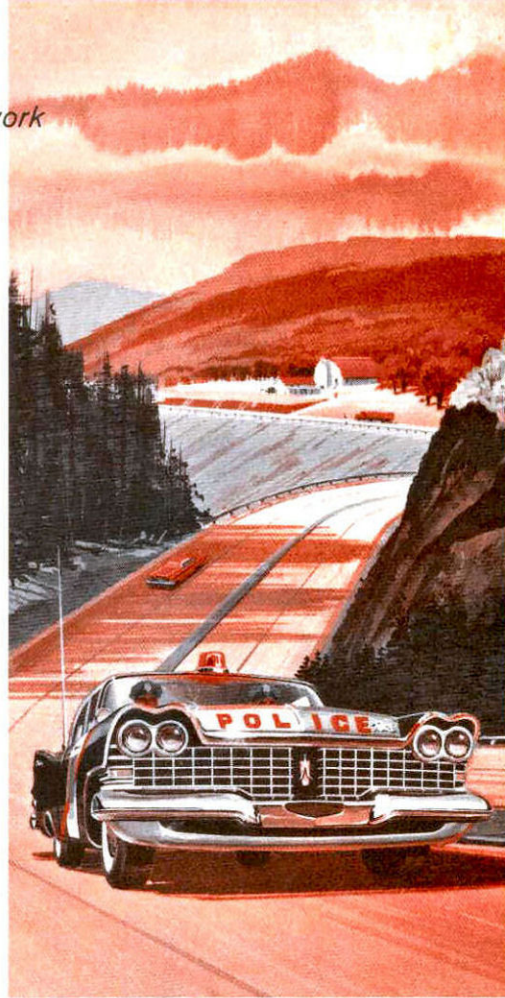
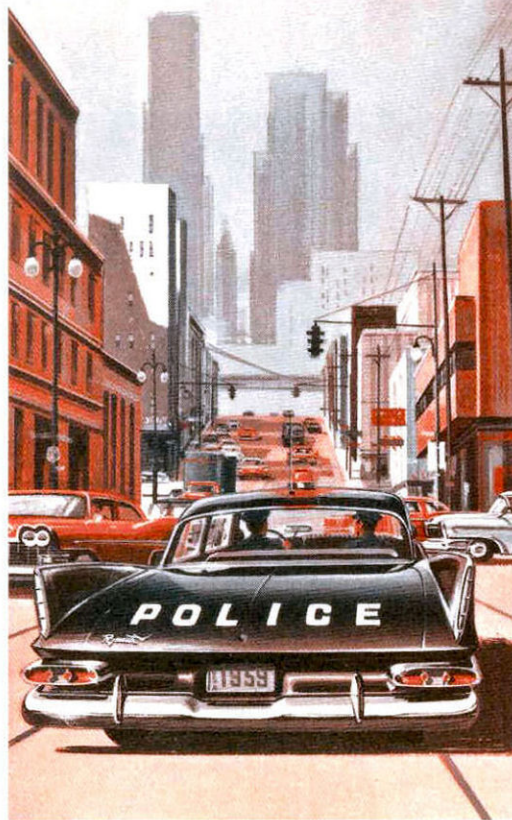
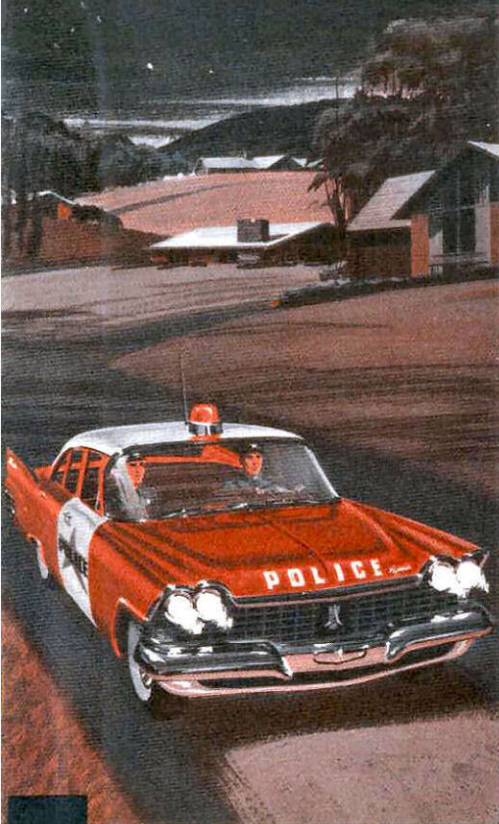


INTRODUCING

the first specialized cars for police work



3

ALL-NEW 1959 PLYMOUTH POLICE SPECIALS

INTRODUCING THE NEW

PLYMOUTH PATROLLER SPECIAL 8



4-DOOR MODEL ILLUSTRATED (NO. 287)

2-DOOR MODEL ALSO AVAILABLE (NO. 286)

Ideal all-purpose police car...economical for city, county and suburban patrol...powered for speed, when called for. Highly recommended for Sheriff's work. 2-door and 4-door models

Here's its power: The brilliant FURY V-800 engine that's economy champion too!

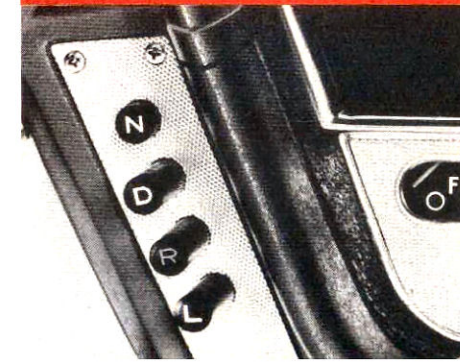
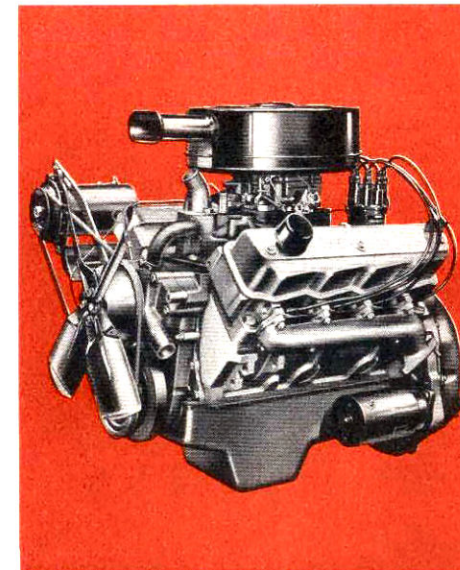
Seldom are high performance and economy combined so successfully as in the power plant of the new Plymouth Patroller Special. It provides remarkable breakaway, and quick acceleration to pull safely out of emergency situations... yet this is the engine that won the Mobilgas Economy Run in its class two years in a row. And it is more economical of fuel than ever in '59! Delivers its top performance on regular grade gasoline.

The FURY V-800, standard on Patroller Special, is a high-torque engine that develops 230 hp. at 4400 rpm. 318 cu. in., 9-to-1 compression ratio. Bore, 3.91 in. Stroke, 3.31 in. LOW OIL CONSUMPTION, due to new seals and construction. New bearings of new, heavier-duty, longer-life metal. New chrome top rings. New camshaft and easily-adjusted valve lifters. 3-stage carburetor which saves fuel in middle driving range. Fuel-saver choke saves still more gasoline during warm-up.

NOTE: A special Super-Pak is available at low extra cost with this engine, to make the Patroller Special still more active. It includes 4 barrel carburetor; high-lift, high-performance camshaft; and dual exhausts. With Super-Pak, the FURY V-800 delivers 260 hp at 4400 rpm.

2 optional Push-Button transmissions are available for Patroller Special 8

Choose 2-speed PowerFlite (No. 292), one of the lowest-cost automatic transmissions you can buy, or the brilliantly performing 3-speed TorqueFlite (No. 293). Both of these rugged Plymouth transmissions are now water-cooled for still longer life and greater freedom from maintenance, even under the most rigorous use. Operated by mechanical push buttons they are notable for silk-smooth action, as well as durability. Many users have learned that a Plymouth automatic transmission saves money in the long run because it averts overload on axles and transmissions caused by jolting fast starts so common with manual shifting.



This important police equipment is STANDARD on Patroller Special

Fury V-800 engine.

12" heavy duty police brakes.

Police calibrated speedometer.

Heavy duty chassis springs and heavy duty Oriflow shock absorbers.

Heavy duty seats with extra gauge wire seat and back springs.

Foam front seat cushion.

Front arm rests.

Right and left-hand sun visors.

Heavy duty floor mats.

70-ampere hour battery.

Battery heat shield.

Heavy duty wheels (14" x 6").

Heavy duty clutch.

Heavy duty pinion bearing transmission.

Electric windshield wipers.

Horn ring.

Heavy duty vinyl or choice of cloth upholstery.

Replaceable element oil filter.

A TRUE POLICE SPECIAL PACKAGE... PLANNED FOR POLICE WORK FROM WHEELS TO ROOF! FAMOUS TORSION-AIRE RIDE IS INCLUDED.

MEET THE NEW

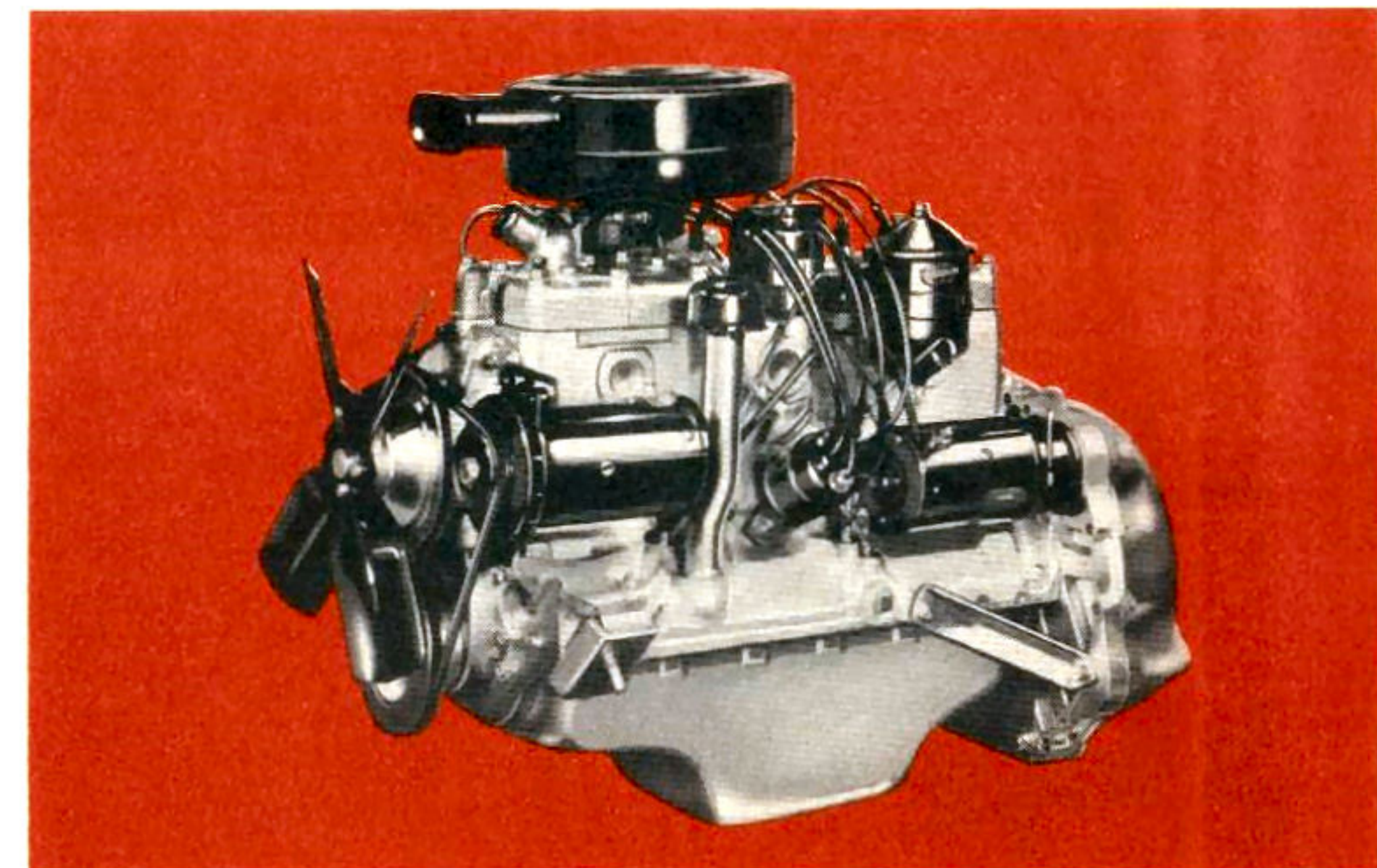
PLYMOUTH PATROLLER 6

A great new city patrol car...economical to operate in every way...saving of gas and oil...easy and inexpensive to adjust and maintain! A real 24-hour-a-day work horse!



*Here's the remarkable package of police equipment that is **STANDARD** on the Patroller 6*

- PowerFlow 6 engine.
- 12" heavy duty police brakes.
- Heavy duty clutch.
- Police calibrated speedometer.
- Heavy duty chassis springs and heavy duty Oriflow shock absorbers.
- Economy carburetor.
- Heavy duty seats with extra gauge wire seat and back springs.
- Foam seat cushions.
- Front arm rests.
- Right and left-hand sun visors.
- Heavy duty floor mats.
- 70-ampere hour battery.
- Battery heat shield.
- Heavy duty wheels (14" x 6").
- Replaceable element oil filter.
- Electric windshield wipers.
- Horn ring.
- Heavy duty vinyl or choice of cloth upholstery.



One of the most rugged engines in the world powers the Patroller 6

Long famous for economy and sheer *durability*, the Plymouth PowerFlow 6 engine is far huskier than ever before in its 1959 Police Special version. Here are a few of its new features:

New gas-saving carburetion which delivers greatest savings at city driving speeds. High compression cylinder head with specially designed combustion chamber to go with economy carburetor. Heavy duty connecting rod and main bearing inserts. New baffles in tappet and valve spring chambers to keep oil from burning wastefully away in combustion chambers. New higher-capacity oil pump for better lubrication at all speeds. Improved timing chain with new hardened timing chain sprockets. New heat-resistant valve inserts of a special alloy steel. Tulip-shaped flexible valve head design for better cooling; closer conformity to valve seat for longer life. Ease of access for maintenance and adjustment. Develops 132 hp. at 3600 rpm. New cylinder head design for economical use of fuel. New floating oil intake, which circulates only the purest of the oil—no useless foam from top, no gritty sludge from bottom. Needs only regular fuel.

Heavy duty, water-cooled, 2-speed Push-Button PowerFlite Automatic transmission (No. 292) available at extra cost with PowerFlow 6 engine.

BUILT WITH EVERY REQUIREMENT FOR CITY PATROL CARS IN MIND. LOW PRICE AND LOW OPERATING COSTS APPEAL STRONGLY TO BUDGET OFFICIALS

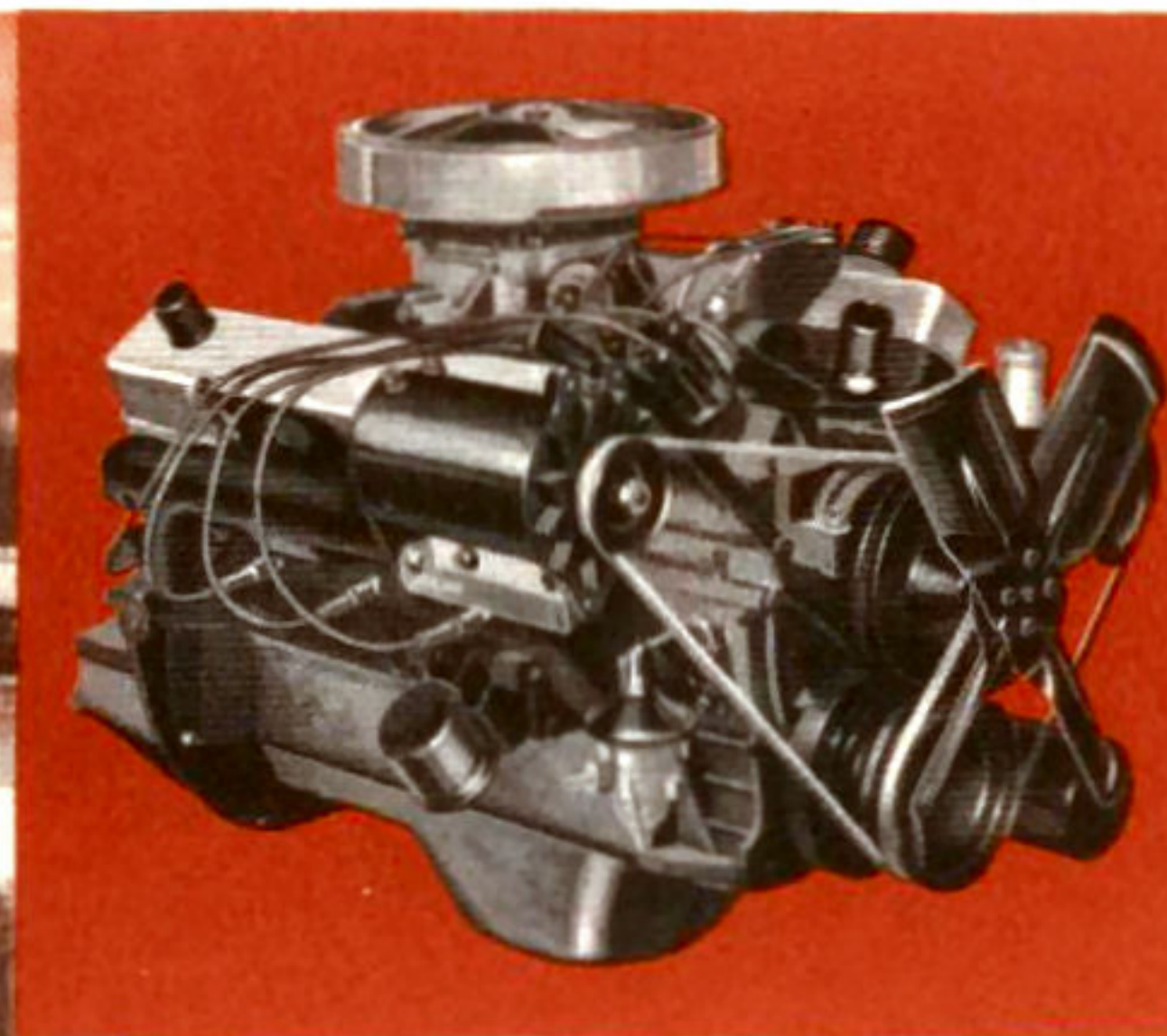
HERE IS THE TOP OF THE LINE... SUPREME AMONG ALL POLICE CARS...

PLYMOUTH'S PURSUIT SPECIAL

It's made for modern highway patrol... distance cruising in range and plains country... wherever a SUPER police car is needed. New Golden Commando Engine is teamed with Police TorqueFlite transmission for utmost in performance—the greatest combination you can buy!



4-DOOR MODEL ILLUSTRATED (NO. 289)
2-DOOR MODEL ALSO AVAILABLE (NO. 288)



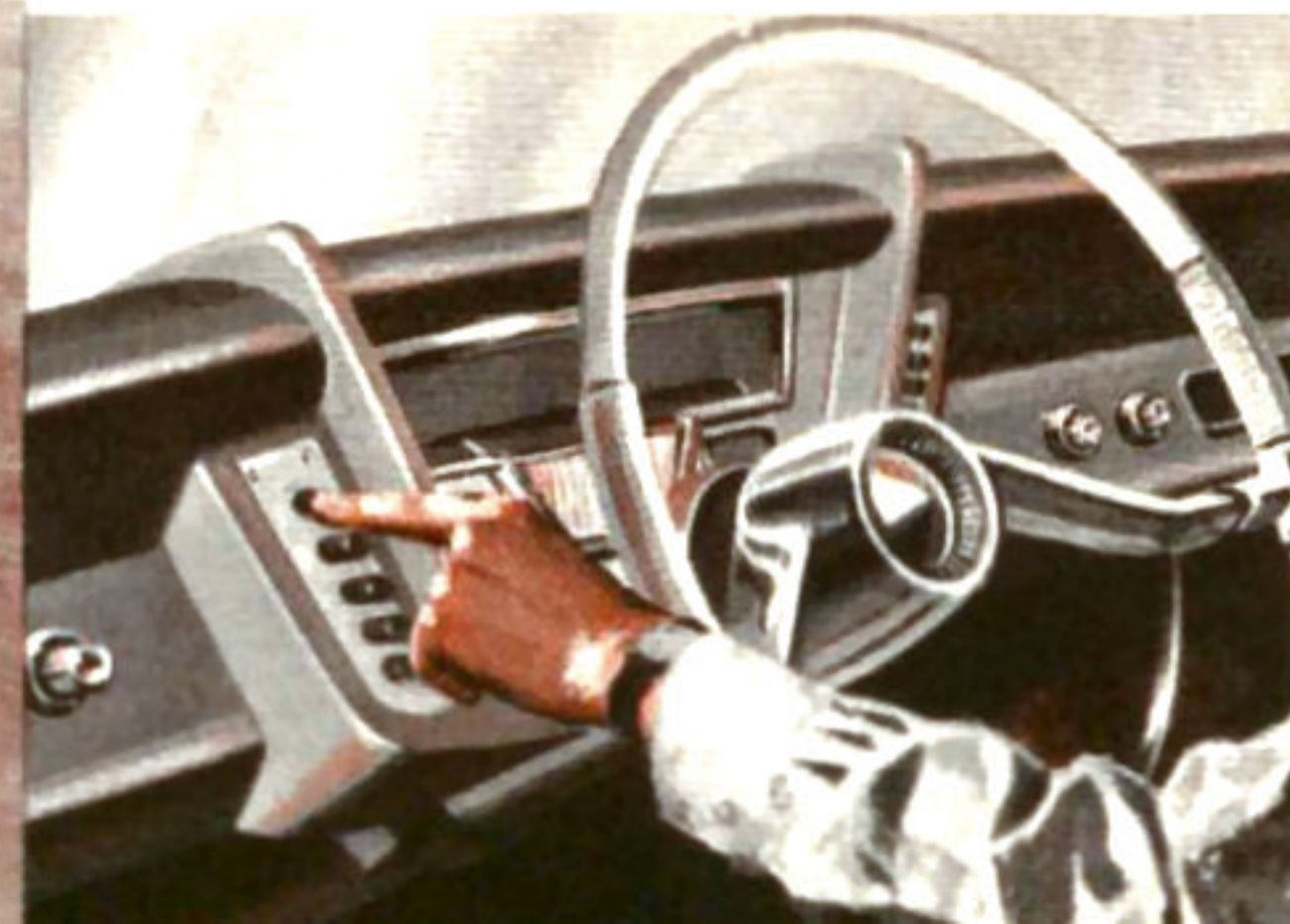
THE SPECTACULAR NEW GOLDEN COMMANDO 395 V-8. Your men command the biggest engine in the low-price field when they drive the *Pursuit Special*. Few cars made in the world today can out-run this high-performance police Plymouth—yet its engine requires no special maintenance or tuning, and it throttles down instantly to suit driving conditions in populated areas. It does not buck or stall at low speeds.

The New Golden Commando 395 develops 305 hp. at 4600 rpm. But this is only part of the story of its performance. *It develops more torque per cubic inch than any other engine of ANY size—395 ft. lbs. at 3000 rpm.* with its 361 cu. in. displacement. Compression ratio is 10 to 1.

Standard features include 4-barrel carburetor, special high-performance, high-lift camshaft, overhead valves, high-load valve springs, high-performance distributor, high-performance intake manifold, and low-restriction dual exhaust system.

Despite the Golden Commando V-8's high performance characteristics, it needs no babying and is fully competent to stand up indefinitely under the most rigorous day and night patrol use. WITH THIS POWER, THE PURSUIT SPECIAL IS A MORALE-BUILDER FOR THE MEN WHO DRIVE IT. ITS EASE OF HANDLING AND INSTANT WILLINGNESS RELIEVE MUCH OF THE STRAIN OF LONG HOURS ON HIGH-SPEED HIGHWAYS.

**THIS IS PLYMOUTH'S SENSATIONAL MATCHED PAIR—POWER
AND TRANSMISSION—IDEALLY SUITED FOR THE MOST RIGOROUS
POLICE WORK! STANDARD ON THE PURSUIT SPECIAL!**



HEAVY DUTY POLICE TORQUEFLITE AUTOMATIC TRANSMISSION: Three speed, operated by mechanical Push-Buttons and water-cooled for still longer life. A fully automatic transmission with spring loaded hydraulic valve to avoid accidental reverse engagement. Wide-open throttle shift points specially selected for maximum performance. Special front clutch assembly, increased kick-down capacity of 1-2 shifts, increased rear clutch capacity for 2-3 shifts, high temperature seals and special line pressure regulator valve spring. Delivers brilliant performance, needs little maintenance, and stands up better under abuse than a manual transmission.

TORSION-AIRE RIDE IS STANDARD...BUILT TO HANDLE SO MUCH POWER SAFELY!

The new Pursuit Special comes complete with this police equipment... ready to go.

Golden Commando 395 V-8 engine.
Heavy duty 3-speed Push-Button TorqueFlite transmission.

12" heavy duty police brakes.

Police calibrated speedometer.

Heavy duty chassis springs and heavy duty Oriflow shock absorbers.

Heavy duty seats with extra gauge wire seat and back springs.

Foam seat cushions.

Front arm rests.

Right and left-hand sun visors.

Heavy duty floor mats.

70-ampere hour battery.

Battery heat shield.

Heavy duty wheels (14" x 6").

Full-flow oil filter.

Electric windshield wipers.

Horn ring.

Heavy duty vinyl or choice of cloth upholstery.

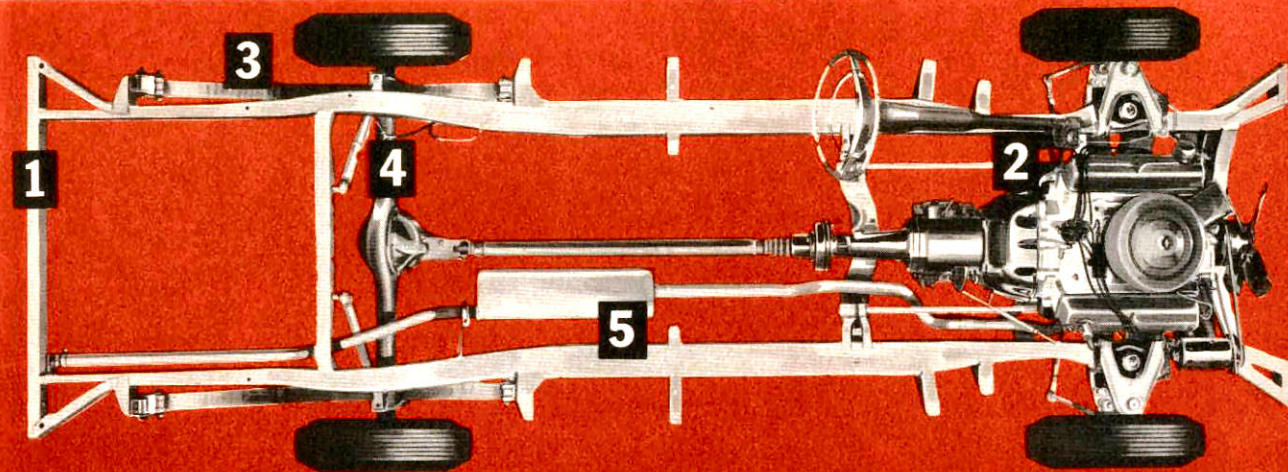
NO OTHER POLICE CAR CAN MATCH THE HANDLING AND STABILITY OF THE NEW PLYMOUTH POLICE SPECIALS

Plymouth *Police Specials* are set apart from all other police cars in the low-price field by Torsion-Aire Ride. This is a unique suspension system that keeps the car sure-footed and level on hard turns, without sidesway or lean. It takes the front-end dive out of hard stops and the rear-end squat out of fast take-offs. It is a big factor in safe, effective patrol work.

Mechanically, Torsion-Aire is a combination of many engineering advances, including torsion bars up front, outrigger-mounted rear springs and Oriflow shock absorbers. In its specially-strengthened form, for police work, it gives your men decided advantages in handling, control and comfort on any road surface.

On rough rail crossings, broken pavement, waterfront

cobbles or rutted back lanes, the Police Special rides easily and is always responsive to control. If the pace increases, the car settles down to its job by hugging the road . . . and it *stays* under firm control despite bumps or ruts taken at speed. It is one of the safest of all cars for fast travel on the turnpikes. In any situation, it will contribute to the safety and efficiency of your crew.



1 HEAVY DUTY SAFETY POWER CHASSIS. Full-length side rails of heavy girder steel, box construction, give officers protection in side collisions—unlike X type frames. Live rubber body mounts completely eliminate metal-to-metal contact between body and frame. Additional rigidity comes from massive cross-member which supports engine and front suspension.

2 HIGH-CHROME STEEL TORSION BARS provide easy, full-length rotary springing action, unlike the bouncing action of coil springs. Entire bar cushions and stabilizes ride . . . no dead areas, as in coil springs. Less

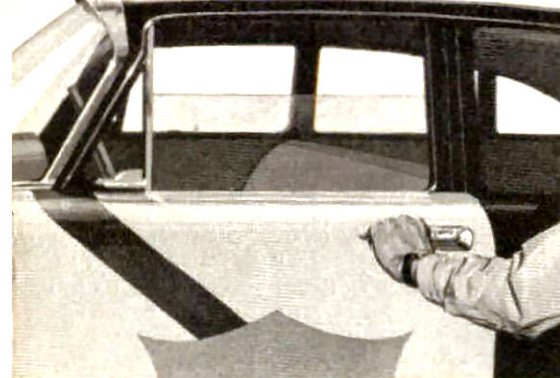
unsprung weight to jounce and joggle. Torsion bars team with ball-joint construction and wide-angle strut supported, rubber-isolated, lower control arms, contributing to stability, road-holding and safe handling.

3 LEVELIZER REAR SPRINGS are heavy-duty type, outrigger-mounted (outside frame) to brace car and help hold it flat on turns. The axle is mounted toward the forward end of the spring. This means stiff springing in front of axle, to help control dip on stops, and limber springing behind axle for comfortable, cushioned ride.

4 ORIFLOW SHOCK ABSORBERS are extra heavy-duty, to stand up under the most rigorous use on any police

assignment. They adjust instantly to all road surfaces, for road-hugging steadiness. An important Plymouth exclusive in police cars in the low-price field.

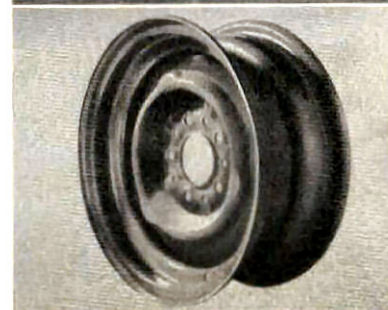
5 HEAVY-GAUGE, HEAVY DUTY MUFFLER and extra quality exhaust system assure longer life by their special resistance to corrosive by-products of modern gas and oil. Muffler shell is a zinc-coated *single sheet* of heavy steel, .036" thick, asbestos wrapped and with extra steel sheathing over the asbestos. A rugged, long-life system, with greater freedom from blow-outs and less power-robbing resistance to the free flow of exhaust gases.



POLICE SPECIAL DOORS all have Herculite safety glass—three times stronger than the laminated safety glass used on most other cars. This special glass resists cracking and breaking no matter how hard doors are slammed. Never shatters into sharp-edged fragments on impact. Safety door latches are rotary self-tightening design.

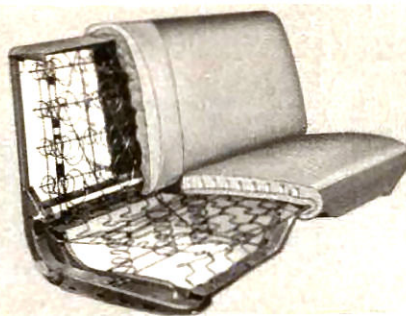
THESE SAFETY, EFFICIENCY AND COMFORT FEATURES ARE
WHAT YOU HAVE A RIGHT TO EXPECT IN TRUE POLICE CARS
. . . STANDARD ON ALL PLYMOUTH POLICE SPECIALS

12-INCH, HEAVY DUTY POLICE BRAKES, extra wide (24"), are of Total-Contact type, with bonded lining. 231 square inches of lining area—by far the biggest of any car in Plymouth's field. When drum expands from heat of repeated hard stops, the brake shoe follows its contour to minimize fading and maintain smooth, fast stopping action. Wear on linings is more even . . . linings last longer and brakes need fewer adjustments.

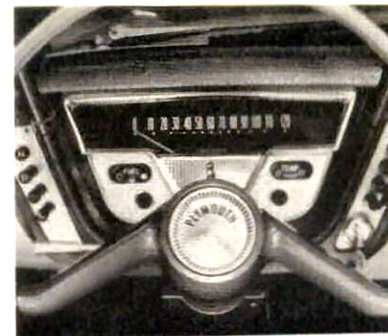


SAFETY-RIM POLICE WHEELS are vital Plymouth safety exclusives in the field. Tire stays in place on rim if a blowout occurs, so car can be brought to a safe, straight-line stop. No other low-price police car has safety-rims. Wheels themselves are of specially designed heavy duty construction with rims 6" wide to increase car's stability.

FIRMER, HEAVIER CONSTRUCTION gives Plymouth Police Special seats far longer life. Their firm, natural support keeps the man at the wheel—and his partner—more alert on duty. Foam cushions. Choose from three upholstered seat fabrics, or all-vinyl trim that includes seats, heavy duty kick-pads and door panels.



POLICE CALIBRATED SPEEDOMETERS are specially selected for greater accuracy than ordinary production speedometers. They have special police dial calibrations to compensate for natural speedometer "error" and give an accurate reading.



PLYMOUTH POLICE SPECIALS ARE GOOD NEWS FOR POLICE BUDGETS

The best way to indicate the philosophy of "economy-plus-performance" behind these unusual new cars is to quote from a memo sent to Plymouth management by its engineering specialists who have had experience in police car design.

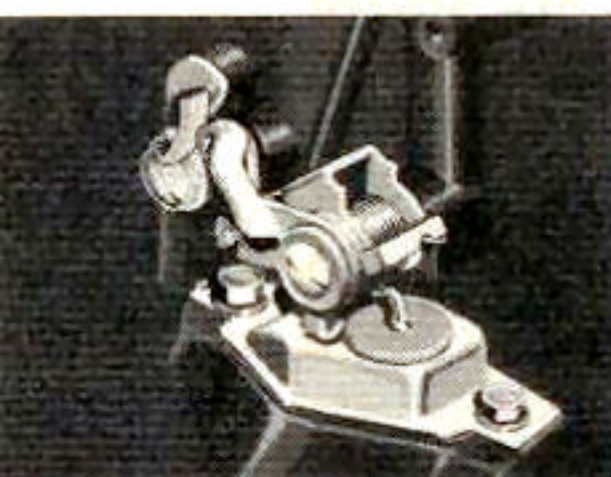
This memo proposed that Plymouth "offer our dealers a car with which they may be able to beat our competitors in both price and performance."

Management heartily affirmed this idea, and such a car has been produced, and is now ready for your community.

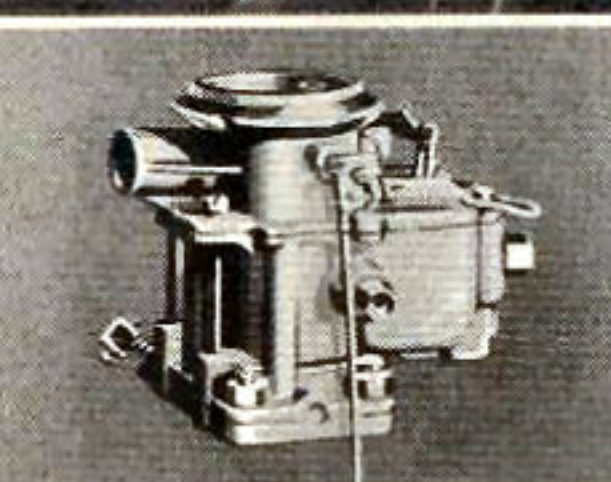
Not only is it attractive in price, but it is the best-performing car in its field. It is easy and economical to service. For one example, a simple new cam adjustment aligns the front wheels, without elaborate shimming procedure. There are many other maintenance economies, for parts are accessible.

Its saving of gasoline and oil and its durability will keep maintenance costs down. The body finish—two coats of Super Enamel over three special undercoats—resists chipping, blistering, stains and fading. A simple wash keeps *Police Specials* bright and gleaming—no waxing or polishing are needed for years. (Your Plymouth dealer will be glad to tell you the whole story of these new cars.)

Good Gas Mileage Goes Along With Police Special Ruggedness



Fuel-Saver Choke on both V-8 models saves gas during warm-up and adds to overall mileage . . . 3 stage Carburetor saves still more in middle speed ranges, where most driving is done.



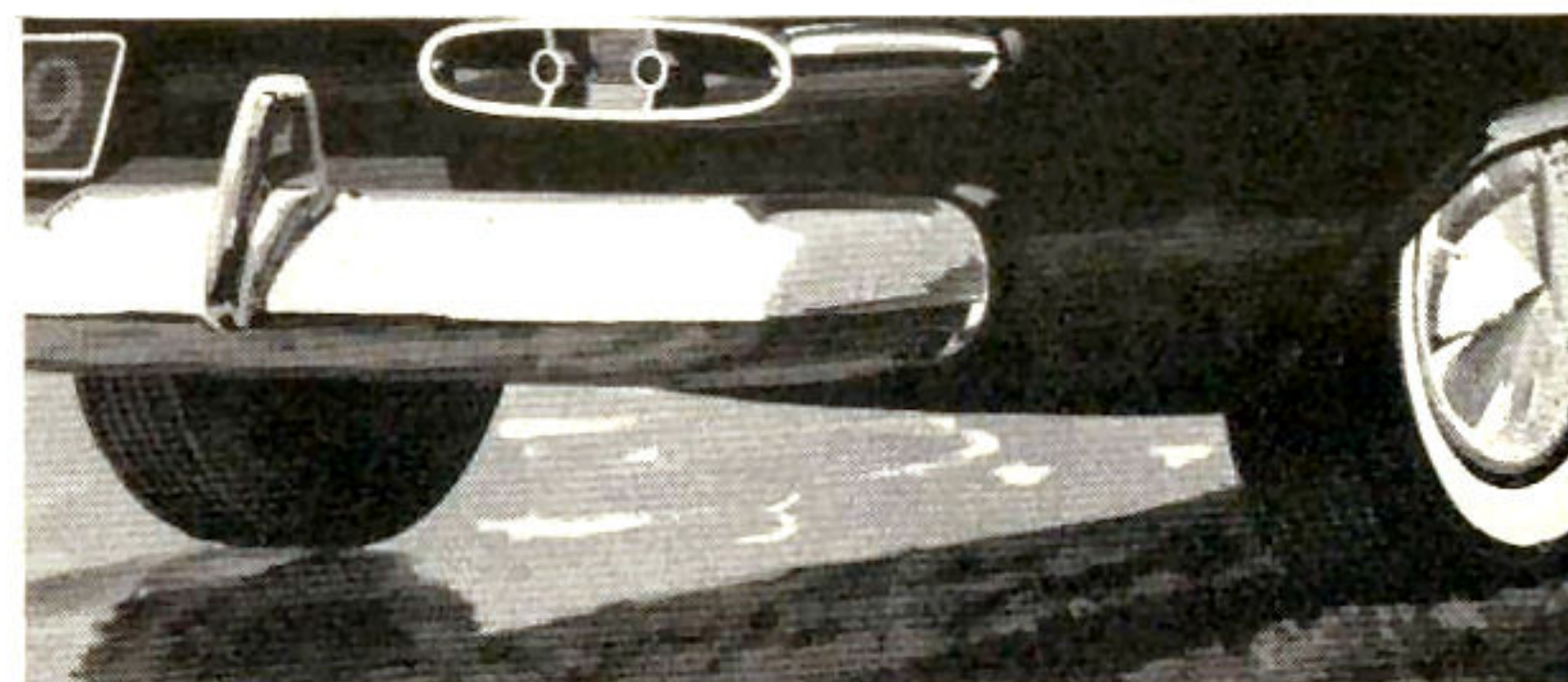
Special city traffic carburetor on the Patrol-ler 6 is engineered for city driving, where cars are constantly accelerating . . . slowing . . . accelerating again.

Both Patroller Special 8 and Patroller 6 operate at top efficiency on regular gasoline. No extra cost for premium grade . . . or sacrifice of performance.



THESE LOW COST OPTIONS MAKE PLYMOUTH POLICE SPECIALS STILL MORE EFFECTIVE

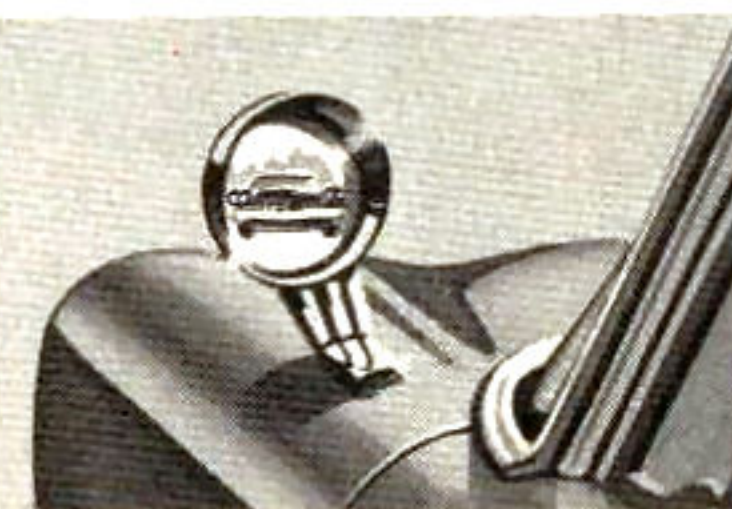
PUSH-BUTTON HEATER AND DEFROSTER, simple and positive in action, has huge defrosting capacity to keep entire windshield and all windows clear. High velocity defrosters deliver 170 cubic feet of air per minute. System fits all weather requirements for all people with a constant flow of fresh, warm air. Push-Button operation lets driver keep full attention on the road. (No. 345.)



NEW SURE-GRIP DIFFERENTIAL does away with the situation where one rear wheel spins helplessly in snow, ice, mud or gravel while the other lacks power to move the car. With Plymouth *Sure-Grip*, the moment one wheel starts to spin, the car's full driving power is automatically channeled to the wheel with firm traction. This eliminates the slippage in the spinning wheel and the car moves easily away. *Sure-Grip* is particularly effective in pulling away from soft highway shoulders. It adds greatly to the safety and stability of a moving car as well. If the moving car hits a soft shoulder or slippery spot, *Sure-Grip* helps prevent swerving or slewing. If one rear wheel loses contact on a bumpy road, power is instantly transferred to the other to maintain control and roadability. *Sure-Grip* uses all of the car's driving power under all driving conditions. (No. 399.)



ROOF LIGHT WIRING FOR FLASHER. 5 color-coded wires, easily accessible for local installation. (They are temporarily attached to domelight fixture). No hole in roof.



REMOTE CONTROL OUTSIDE MIRROR. Fender mounted. Quickly and easily adjusts from inside car to any angle by means of small control knob on instrument panel. Suits any size driver. (No. 402.)

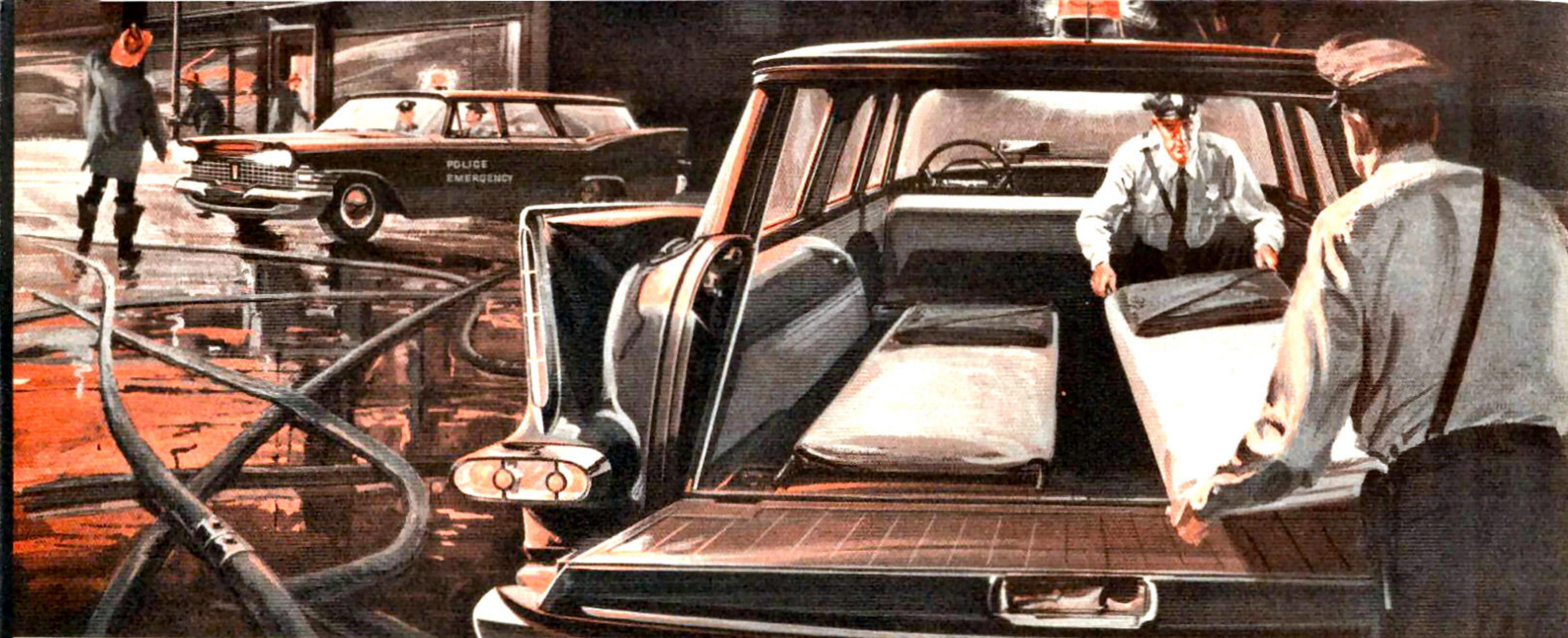


SPECIAL HEAVY DUTY NYLON POLICE TIRES, 8.00 x 14, are built for maximum protection at high speeds and on turns—and long mileage at high speeds. Wider and stronger, with special ground-gripping tread. Tires cushion down safely and evenly in hard stops.

*Single or dual spotlights
*Safety belts
*15 x 5½ heavy duty wheels
**Tinted Solex windshield
**Heavy duty radiator for high capacity cooling.
Power brakes. Driver supplies only 28% of pedal effort. (No. 302)
Power steering. Fulltime, constant control. (No. 301)
Undercoating (No. 501)

*Dealer-installed on special order.
**Available on special order only.

Windshield washers (No. 521)
Tinted Solex Safety Glass (No. 466)
Back-up lights (No. 392)
Inside rear view prism style mirror (No. 404)
Padded instrument panel (No. 431) and visors (No. 491)
Air conditioning (No. 341)
PLUS complete selection of heavy duty generators:
30-ampere City (No. 541)
40-ampere City Police (No. 545)
50-ampere Leece Neville (No. 547)
50-ampere Bosch (No. 546)
60-ampere Leece Neville A.C. (No. 548)



SPACE-SAVING SPARE WHEEL STORAGE is easy to get at. It is located in the right rear fender well, safely away from the road. Standard on all 9-passenger models. Also on 6-passenger models equipped with locked storage compartment.

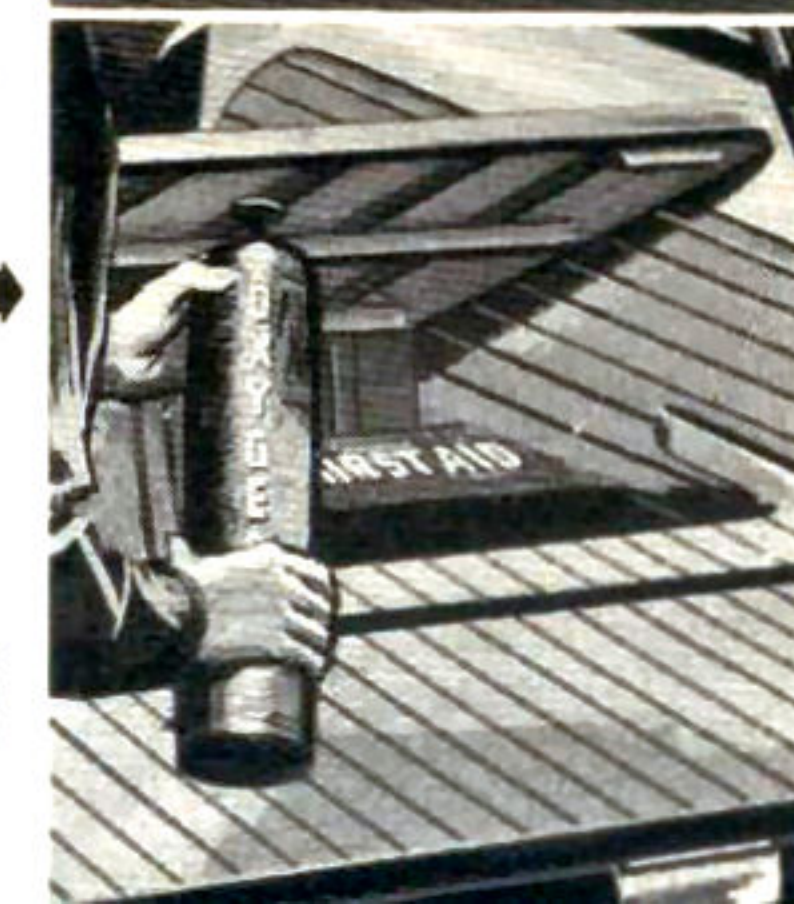


Plymouth wagon features of police interest

All of the special heavy duty police equipment described in the preceding pages is available for station wagons.

LOCKED STORAGE COMPARTMENT is optional in 6-passenger models. Valuable police equipment (cameras, first aid materials, radar equipment, etc.) can be locked without locking entire car.

NINE POLICE OFFICERS can ride in comfort in the 9-passenger Plymouth wagon, because rear seat is full size. All Plymouth wagons have big, 122 in. wheelbase. Choice of 6 or 8 cylinder engines in combination with 2 or 3 speed Push-Button Automatic Transmission.



PLYMOUTH EMERGENCY WAGONS ARE BIGGEST IN THE LOW PRICE FIELD

Another great aid to police work . . .
Do what other low-price wagons can't.

Plymouth wagons have the largest cargo area in the field—nearly 100 cubic feet—and the longest loading platform with tailgate closed. There is plenty of room for two cots, driver, attendant and emergency equipment. (Civil defense authorities report that cots that won't fit in other wagons can be used easily in Plymouth.)

The rear seats in both 6- and 9-passenger wagons fold flush into the floor; they never have to be removed. The 9-passenger models have a full-size Observation Seat, which faces the road behind. You can get Plymouth wagons with extra-duty rear springs, for biggest loads, or with new Constant-Level Torsion-Aire suspension which levels the wagon automatically under any load.

(For complete details of station wagons ask your Plymouth dealer for special Station Wagon Booklet.)

PLYMOUTH POLICE CAR SPECIFICATIONS

CHASSIS: Arc-welded frame with double-channel box section side rails and five sturdy crossmembers. Special heavy-duty chassis on police car models includes heavy-duty torsion-bar springs and ball joints, heavy-duty Oriflow shock absorbers both front and rear, and heavy-duty 6-leaf rear springs. 12-inch hydraulic center plane Total-Contact Brakes with Cyclebond lining. 251 square inches lining area. Two cylinders in each front wheel, one at each rear wheel. External contracting parking brake with standard transmission. Internal expanding parking brake with PowerFite and TorqueFite transmissions.

WHEELS AND TIRES: Patrol and Patroler Special: 14 x 6-inch Safety-Rim wheels with 7.50 x 14 four-ply low-pressure tubeless-type tires standard equipment. Station Wagons: 14 x 5-inch wheels and 7.50 x 14 four-ply tires standard on 6-passenger models. 14 x 5½-inch wheels and 8.00 x 14 tires standard on 9-passenger models, optional at extra cost on 6-passenger. 14 x 6-inch wheels with 8.00 x 14 Nylon Goodyear Special Police tires optional on all police car and station wagon models at extra cost.

SUSPENSION: Front: Combined torsion-bar springs and ball joints. Lower unsprung weight. Dip-control upper arms. Wide-angle strut-supported lower arms. 100% rubber isolation. Oriflow shock absorbers. Rear: 2½-inch outboard-mounted springs. 100% rubber isolation. Sea-leg mounted Oriflow shock absorbers.

STEERING: Worm and ball bearing roller-type gear. Symmetric idler arm linkage for maximum control. Rubber-isolated pivots. Ball-joint steering knuckles for easy handling. Over-all steering ratio 26.8:1. Ratio with Power Steering 19.8:1.

TRANSMISSIONS AND DRIVE TRAIN: TorqueFite: Fully automatic water-cooled 3-speed Push-Button transmission with torque converter, standard on Pursuit Special, optional at extra cost on all other 8 cyl. models. PowerFite: Fully automatic water-cooled 2-speed Push-Button transmission with torque converter, not available on Pursuit Special, optional at extra cost on all other models. Synchro-Silent manual 3-speed transmission standard on all models except Pursuit Special. Hotchkiss drive through rear springs. Hypoid rear axle.

STANDARD REAR AXLE RATIOS (ALL MODELS): TorqueFite V-8—choice of 2.93:1 or 3.31:1. PowerFite V-8—3.31:1. PowerFite 6-cylinder—3.73:1. Manual V-8—3.54:1. Manual 6-cylinder—3.73:1. Overdrive V-8—3.90:1. Overdrive 6-cylinder—4.10:1.

ELECTRICAL SYSTEM: Heavy duty 12-volt 70-ampere-hour battery standard on police car models (50 ampere on station wagons). Special low cut-in high-capacity 30-ampere generator with automatic voltage and current control standard on Police Cars. 35-ampere generator on all station wagon models. Special purpose, higher capacity generators available at extra cost. Ignition key start switch. Lighting circuit protected with circuit breaker. Permanent plastic-coated wiring throughout. Resistor-type spark plugs. Automatic mechanical and vacuum spark control. Splash-proof distributor with built-in noise suppressor to minimize Police 2-way radio interference.

FUEL SYSTEM: Lightweight aluminum carburetor. Automatic manifold heat control. Dry paper replaceable element air filter. Dual filtration on V-8 models includes woven plastic filter in gas tank and new replaceable "throw-away" type paper element filter at carburetor. 6-cylinder models have woven plastic filter at gas tank. Fuel capacity, 20 gallons (23 gallon tank optional); 22 gallons on station wagons.

GENERAL DIMENSIONS: Wheelbase 118 inches (122 inches on station wagons). Overall length 204.6 inches (station wagons 213.1 inches). Overall width 78.2 inches.

BODY CONSTRUCTION: All-steel welded, completely rust-proofed and insulated Safety Body. Channeled and ribbed floor pan. Box-section reinforcements around all windows and door openings. New baked super enamel finish.

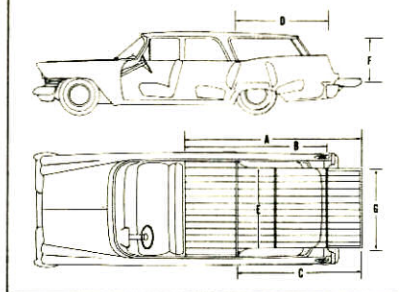
NEW GOLDEN COMMANDO 395 ENGINE: Standard V-8 on Pursuit Special. Available in station wagon models at extra cost. Advanced Deep-Block Design 8-cylinder V-type. Horsepower 305 at 4600 RPM. Torque 395 ft./lbs. at 3000 RPM. Compression ratio 10.0 to 1. Bore 4.12 inches. Stroke 3.38 inches. Piston displacement 361 cubic inches. Single 4-barrel carburetor with balanced fuel flow to each cylinder and separate idle air bleed inlets; matching intake manifold. Special design concentric dry replaceable element air filter. Overhead valves. Hydraulic valve tappets. High-load valve springs equipped with anti-surge dampers. Pistons especially designed for high-compression ratio. Special high-performance camshaft. Special high-performance resistor-type spark plug wiring. Automatic mechanical and vacuum spark control. New splash-proof dual-breaker distributor. New spool-type rubber shear engine mounts. Vibration damper. Rotary oil pump. Full-flow oil filter. Oil capacity 4 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Special low-restriction dual exhaust system.

FURY V-400: Standard on all V-8 models except Pursuit Special. 8-cylinder overhead-valve V-type. Horsepower 230 at 4400 RPM. Torque 345 ft./lbs. at 2800 RPM. Compression ratio 9.0 to 1. Bore 3.91 inches. Stroke 3.31 inches. Piston displacement 318 cubic inches. 2-barrel down-draft carburetor. Rotary oil pump. Shunt-type oil filter. Oil capacity 5 quarts. Full pressure lubrication to all crankshaft, camshaft and connecting rod bearings and to valve rocker arms and tappets.

FURY V-800 WITH SUPER-PAK: Available at extra cost, only on models equipped with Fury V-800 engine. Basic specifications same as for Fury V-800 above, except for following changes: Horsepower 260 at 4400 RPM. Torque 345 ft./lbs. at 2800 RPM. 4-barrel carburetor with matching intake manifold and special air cleaner. High-performance camshaft and distributor. Special-design free-flow dual-exhaust system.

POWERFLOW 8: Standard Plymouth 6-cylinder engine. 6-cylinder in-line L-head valve arrangement. Horsepower 132 at 3600 RPM. Torque 205 ft./lbs. at 1200 RPM. Compression ratio 8.0 to 1. Bore 3.25 inches. Stroke 4.63 inches. Piston displacement 230 cubic inches. Rotary oil pump. Bypass oil filter standard on most models. Oil capacity 5 quarts. Full-pressure lubrication to all crankshaft, camshaft and connecting rod bearings.

COOLING SYSTEM: Coolant capacity 318" V-8 engines 20 quarts; with heater 21 quarts; 361" V-8 engine 16 quarts; with heater 17 quarts; 6-cylinder 13 quarts; with heater 14 quarts. High-pressure (14 psi) system. 4-blade wing-type fan. Full-length water jacketing. Ball bearing water pump with permanent seal. 180° thermostat.



CARGO DIMENSIONS—STATION WAGONS

- A Over-all floor length with tailgate open . . . 2nd seat and 3rd seat folded flush into floor . . . 120.9"—over 10 feet!
- B Over-all floor length with tailgate closed . . . 2nd seat and 3rd seat folded flush into floor . . . 101.8"
- C Over-all floor length with tailgate open . . . 2nd seat up and 3rd seat folded flush into floor . . . 83.2"
- D Over-all floor length with tailgate closed . . . 2nd seat up and 3rd seat folded flush into floor . . . 64.1"
- E Over-all width between wheel housings . . . 45.7"
- F Height of rear entrance opening . . . 28.7"
- G Width of rear entrance opening . . . 50.0"

Cars illustrated in this catalog are shown with items of optional equipment available at moderate extra cost.

BASIC DIMENSIONS—STATION WAGONS

Wheelbase	122.0"	Over-all height	V-8 loaded 56.8"
Over-all length	214.0"	Over-all width	6-cyl. loaded 56.9"
Over-all width	78.0"		
Shoulder room		Legroom	
Front seat	60.5"	Front seat	45.5"
2nd seat	59.5"	2nd seat	41.0"
3rd seat	59.5"	3rd seat	38.0"
Hiproom		Headroom	
Front seat	63.0"	Front seat	36.1"
2nd seat	62.0"	2nd seat	35.0"
3rd seat	45.7"	3rd seat	34.0"

BASIC DIMENSIONS—SEDANS

	4-door	2-door
Front hiproom	63.0"	63.0"
Rear hiproom	62.7"	62.7"
Front shoulder room	60.5"	61.0"
Rear shoulder room	60.4"	60.4"
Front legroom	45.5"	45.5"
Rear legroom	41.5"	41.5"
Front headroom	35.7"	35.7"
Rear headroom	34.2"	34.2"
Car height—loaded	56.6"	56.6"

The policy of Plymouth Division of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.