A Pictorial History of Chrysler Corporation Cars

A Pictorial History of Chrysler Corporation Cars

A Pictorial History of Chrysler Corporation Cars

A Pictorial History of Chrysler Corporation Cars

•

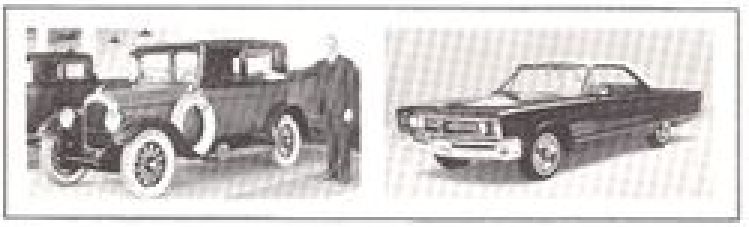
Prepared

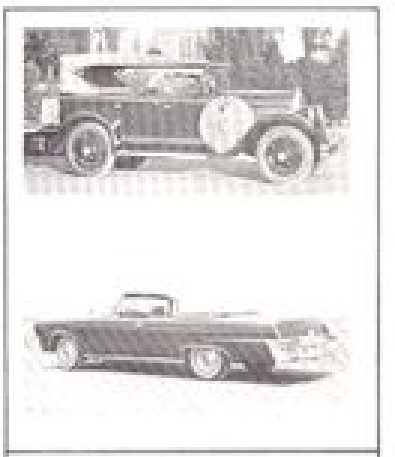
by

Technical Information

ENGINEERING OFFICE

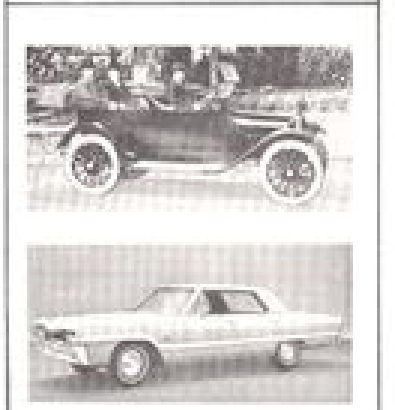
CHRYSLER CORPORATION





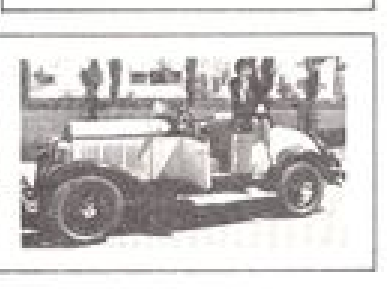
FOREWORD

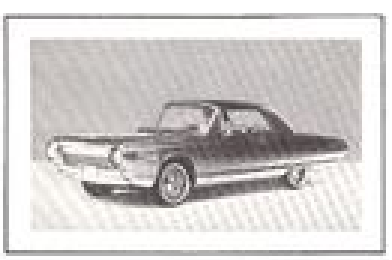
This book is focused on production automobiles which have been offered by Chrysler Corporation. Idea cars, experimental cars and special show cars are not included. Likewise, trucks are excluded. The coverage is confined to domestic, U.S. passenger cars. Beyond this, in defining the scope and content, it was recognized that, as a practical limitation, such a book must be based on showing representative or notable examples of each year's production--rather than a concept of complete coverage picturing all of the different car models produced by Chrysler Corporation over a 41-year span. Thus, the book is divided into separate sections for each car line, with a typical model shown for each year, in chronological order.



Antique car restorers were kept in mind as a special group whose needs have become well known. Each year, Chrysler Corporation receives hundreds of letters from collectors restoring Chrysler-built cars of the past. Probably, the most frequently asked assistance in these letters--especially by beginning restorers--is for the identification of make, model, and/or production year of their cars. The Pictorial History can be a valuable aid in this respect by enabling the restorer to compare his car against a set of representative pictures.

The revolutionary, limited-production Turbine Car, although not treated elsewhere in this book because it was not offered for sale, bears mention here from a historical standpoint. Its body was designed by Chrysler engineers and stylists and built by Ghia of Italy. The gas turbine engine was built and tested at Chrysler Research Laboratories. It had a rated output of 130 bhp @ 3600 rpm output shaft speed. The Turbine Car was used to test consumer and market reaction to gas turbine power in one of the most ambitious consumer research programs yet undertaken. All told, the 50 Turbine Cars used during the test were loaned to 203 different drivers in 133 cities throughout 48 states. Each car was assigned to a user for a three-month period, at the end of which time he was asked to furnish Chrysler with information needed for the market evaluation program. 1,111,330 miles were covered by the Turbine Cars on all kinds of roads in widely varied climates.





INTRODUCTION

•

Many major milestones in automotive evolution have been achieved since Chrysler Corporation was founded in 1925--milestones to which the Corporation has contributed in great part over the ensuing years. To Walter P. Chrysler, founder of the vast Chrysler complex and last of the great automotive entrepreneurs, and his successors, this book is dedicated as a chronicle of their many product achievements.

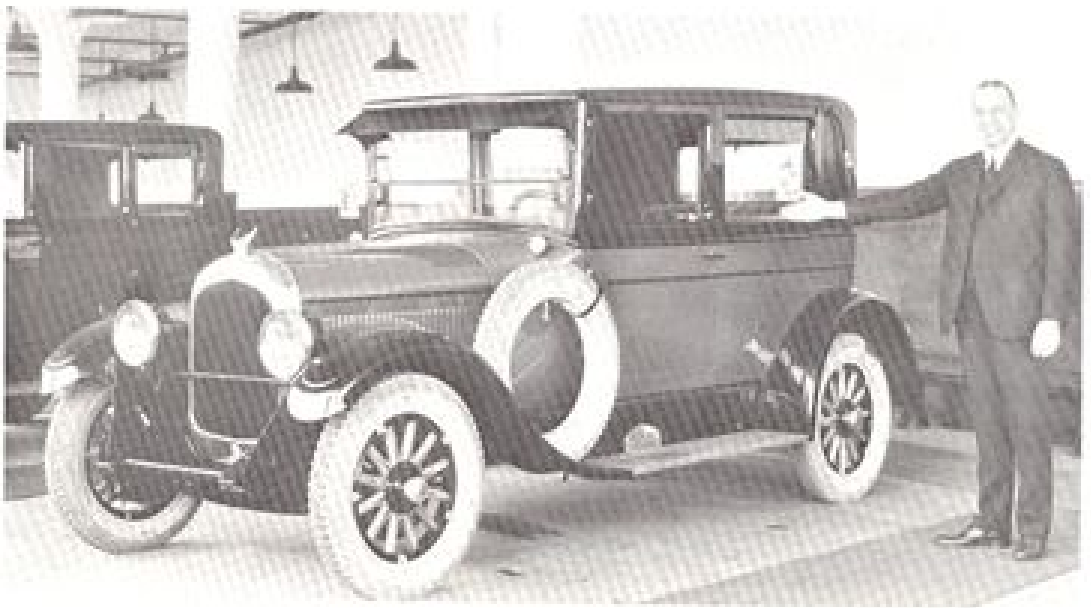
This Pictorial History provides more than a photographic review. Its text contains references to the social scene, the mechanical progress of the automobile which cannot be seen by photograph, and some of the people involved with these cars. It is arranged so that the Chrysler car is presented initially, inasmuch as it is from this car that the entire Chrysler industrial complex has grown. Imperial, Dodge, Plymouth, and De Soto follow in that order, based upon their first production dates in the Chrysler family. Chronological model charts giving engine data follow each major car line.

There are 203 photographs, all of which have been obtained from Chrysler Corporation's photographic files. Each has been selected for its authenticity and for its value to the automobile historian, the antique car restorer, the Chrysler employee, as well as those people who simply find automobiles--past and present--to be highly fascinating. The text has been equally selective in its subject matter, wherever possible noting the appearance of various features in the year they were introduced on Chrysler products.

CHRYSLER

CHRYSLER

1924 -



W. P. Chrysler introduces one of his early 1924 Chrysler Sixes

The first Chrysler cars were introduced on January 5, 1924, at the New York Automobile Show located in the 258th Field Artillery Armory and in the lobby of New York's Commodore Hotel. These cars had a revolutionary new six-cylinder, high-compression engine, a seven-bearing crankshaft, carburetor air cleaner, replaceable oil filter--and four-wheel hydraulic brakes. Features like this had never been offered in a medium-priced car before, and the 32,000 first-year record sales substantiated the tremendous appeal of the first Chrysler car.

The Chrysler Six was the brain child of a unique combination of talent and man power--Fred M. Zeder, Owen R. Skelton, and Carl Breer. These three brilliant engineers had attracted the notice of Walter P. Chrysler in 1920 with their novel ideas about designing and engineering. Mr. Chrysler decided to put this talented trio to work for him. The outcome of their efforts was the first Chrysler car--and the foundation of Chrysler Corporation.

The 1924 model was so successful that it was carried on through 1925 with very little surface change. The 1925 model did have a new vibration dampener that was friction-driven by a hub on the crankshaft for smoother performance.

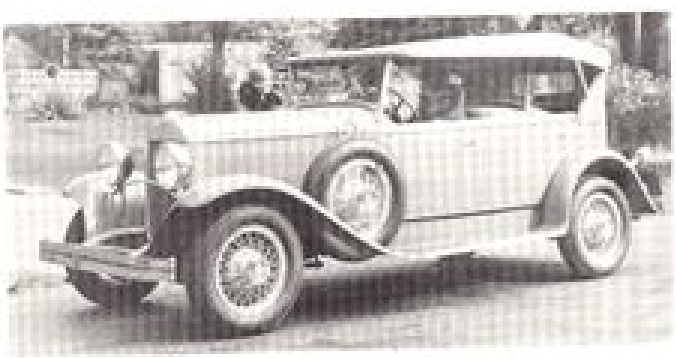
On June 6, 1925 Maxwell Motors Corporation, of which W. P. Chrysler was board chairman, and which had been sponsoring the new Chrysler car, voluntarily transferred its business and physical properties to a new company organized as Chrysler Corporation.

1926 CHRYSLER "70": By 1926, Chrysler production had jumped to 1,250 cars a day, lifting the young corporation to sixth place among all American automobile manufacturers...no mean feat in a year which saw automobiles produced by some 49 different companies. A few of the new engineering features of the 1926 Chrysler were rubber engine mountings, rubber spring shackles and adjustable front seats.

1927 CHRYSLER "FINER 70": Chrysler moved up to fourth place in sales with 192,083 deliveries. Four different cars bore the Chrysler name: the Chrysler "50", "60", "70", and Imperial "80". Advertisements of the day called attention to the fact that Chrysler cars like the "70" were so-named because of their ability to travel 70 mph and over.

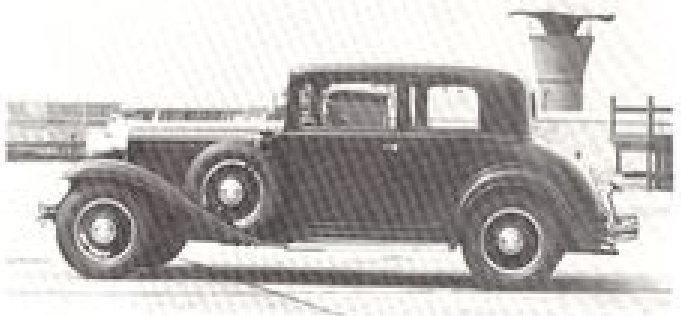
1928 CHRYSLER "72": In just over 2-1/2 years Chrysler Corporation had spent $22,777,754 in expansion of plants and properties. So rapid was Chrysler growth that a $100 investment in original Maxwell stock on January 2, 1923, would have grown to a worth of $1,756.08 in Chrysler stock at the market closing time, June 15, 1928. Chryslers finished third and fourth at the 1928 Le Mans race.

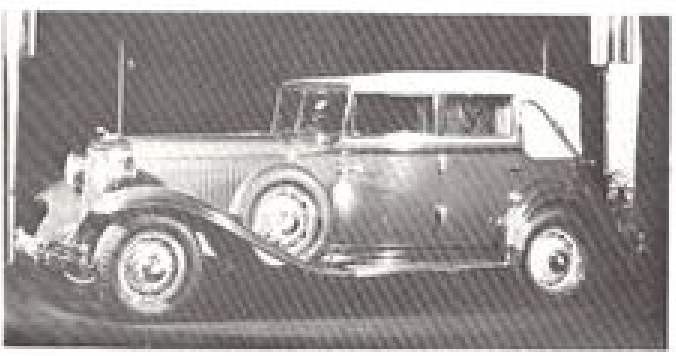
1929 CHRYSLER "75": The 1929 Chryslers appeared with new slender-profile radiators and long, sweeping fender lines which made them instantly recognizable. Shutters, painted to match the body tone and automatically controlled by a thermostat, covered the face of the radiator of "75" models. One of the year's highlights was the introduction of a convertible sedan and coupe in the "75" line. Both body styles were designed by Chrysler and built by Locke.



1930 CHRYSLER "77": Chrysler "70" and "77" cars were wired at the factory for a fast-rising new option--the radio. Chrysler became the first major car to adopt the downdraft carburetor for better fuel distribution. At the same time the gravity-flow vacuum tank was replaced by the cam-driven fuel pump, and the carburetor moved from the side of the block to the top.

1931 CHRYSLER DELUXE EIGHT, CD: The first eight-cylinder engine to be offered for Chrysler made its debut in 1931 along with free wheeling. Prices ranged from $885 for the Chrysler Six to $1565 for the Deluxe Eight. Fully automatic spark control was an important new sales feature, and V-shaped radiator shells were a distinct styling departure.





1932 CHRYSLER EIGHT, CP: The revolutionary Floating Power rubber engine mountings gave further smoothness to Chrysler's already outstanding ride. A vacuum-controlled automatic clutch allowed the discriminating driver to free himself from the bonds of a clutch pedal as he shifted with the silent gear selector. Oilite, an oil-impregnated sintered metal, took care of leaf-spring squeaks. The CP also was the first to use universal joints with roller bearings.

1933 CHRYSLER ROYAL EIGHT, CT: A whole host of improvements greeted the Chrysler buyer of 1933: a silent three-speed transmission that used helical gears throughout; exhaust valve seat inserts of special steel alloy; Silent U spring shackles with their greater capacity for retaining lubrication; the coincidental starter: starting by depressing the accelerator pedal instead of using a push button.

1934 CHRYSLER SIX, CA: The 1934 Chrysler Six was produced on two different wheelbases--117 inches and 121 inches. Both used the 241.6-cubic inch, six-cylinder engine rated at 93 horsepower. The Chrysler Six also offered one of the earliest and best (for its time) independent front coil spring suspensions, and it had a vent window that could be rolled down with the side glass.

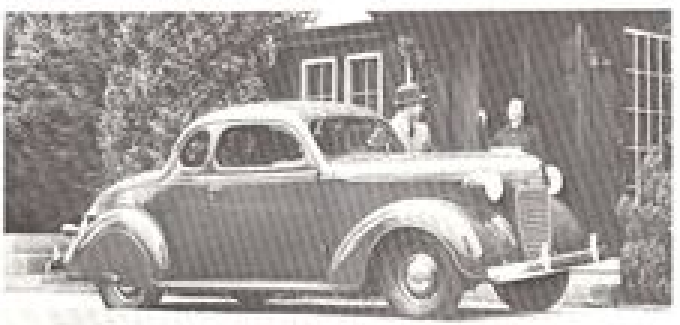
1934 CHRYSLER AIRFLOW, CU: Visitors to the 1934 New York Auto Show went home talking about a car that was completely unlike anything with which they were familiar--the Chrysler Airflow. It had a streamlined shape, could seat three in the front, and--with the rear seat moved ahead of the rear axle and the engine over the front axle--gave a new floating ride sensation. The Airflow body was a unique structure of body panels welded to a network of steel beams.

1935 CHRYSLER AIRSTREAM SIX, C-6: Chrysler gave the still Depression-wary buying public a new model called the Airstream which provided Chrysler quality at an economy price. Balanced weight distribution, the all-steel body, and many other advanced Airflow features were incorporated. The Airstream was available as a 118-inch wheelbase Six or a 121-inch wheelbase Eight. It had a solid front axle, and shared its basic body with Plymouth.

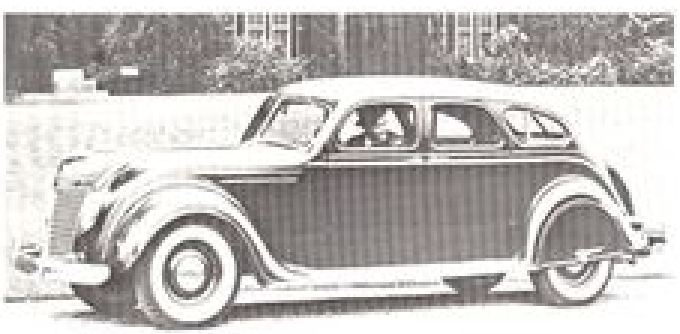
1935 CHRYSLER AIRFLOW, C-1: The 1935 Airflow closely resembled the 1934 original but had a new hood that extended forward in a V-shape. Single broad bumpers replaced the elaborate triple-tiered design used in 1934, and the louvers on the hood became more decorative than functional.

1936 CHRYSLER SIX, C-7: The Airstream Six and Eight of the previous year was renamed the Chrysler Six and Deluxe Eight. Silent running rear axle hypoid gears became standard equipment. Sedans had a built-in luggage compartment accessible from the outside. Automatic overdrive was optional to both cars.

1936 CHRYSLER AIRFLOW, C-9: Slight modifications to the Airflow design were a built-in luggage compartment and smooth roof contours, the latter made possible by a new steel top. Life Guard tire tubes--a heavy-duty tube with a second tube floating inside--were standard. The front seat now became adjustable in an up-and-down direction as well as fore-and-aft.



1937 CHRYSLER ROYAL, C-16: The Chrysler Six became the Chrysler Royal, and the Chrysler Eight now was referred to as the Imperial. Provisions were made in the instrument panel to divert heater air across the windshield from built-in vents at the top of the panel. New body mountings completely insulated by rubber gave a quieter ride.



1937 CHRYSLER AIRFLOW, C-17: For 1937, only one series of Chrysler car was offered as an Airflow--the C-17. It had a new grille, head lamp trim, and hood louvers. When the last of 4600 C-17's rolled off the production line, the Airflow ceased as an automobile, but not before it had made its mark as an important forerunner of the modern motorcar.

1938 CHRYSLER ROYAL, C-18: All one had to do to learn of the virtues of the 1938 Chrysler was to tune in the radio each Thursday evening and listen to Major Bowes' Original Amateur Hour. The Royal was equipped with a new design "Gold Seal" six-cylinder engine that developed 95 horsepower.

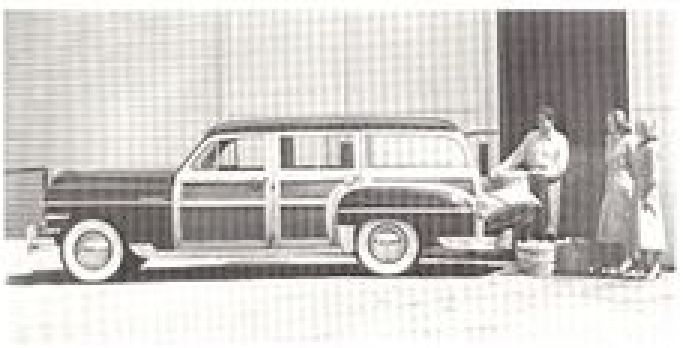
1939 CHRYSLER NEW YORKER, C-23: In keeping with the advanced concepts displayed at the 1939 New York World's Fair, Chrysler unveiled Superfinish--a process in which all major chassis components subject to wear were finished to a mirror-like surface. Other features new to Chrysler were push-button inside door locks and rotary-type door latches.

1940 CHRYSLER SARATOGA: Along with other Corporation cars, Chrysler adopted the new sealed-beam headlights which gave over 50% more light in high beam. At midyear production, a special model called the Highlander was introduced as a closed coupe and convertible. It had authentic Scotch plaid and moleskin leather upholstery. The Saratoga was introduced as a performance version of the New Yorker. Two-tone paint combinations became available.

1941 CHRYSLER SARATOGA: Walter P. Chrysler died on August 18, 1940, after two years of illness, just as preparations were underway for the 1941 model year. A new semiautomatic transmission called Vacamatic was made available as an extra-cost option. The Chrysler could be purchased with or without running boards. Fluid Drive was standard in all Chryslers.

1942 CHRYSLER NEW YORKER: A horizontal wrap-around grille theme, long hoods and concealed running boards were identifying characteristics of the short-lived 1942 models. By February, 1942, Chrysler plants had halted production of passenger cars for civilian use and had turned completely to wartime work.

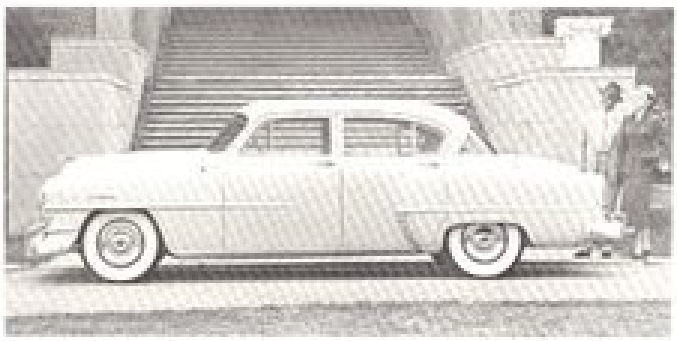
1946-48 CHRYSLER TOWN AND COUNTRY: Many auto aficionados still fondly recall this splendid motor car. Its exterior design--strongly reminiscent of the custom body--displayed the rich accents of white ash and mahogany panels securely attached to plymetal plates. One of the five original body styles which had a short-lived production of seven cars later became known as the first hardtop. Super-cushion tires became standard in 1948.



1949 CHRYSLER ROYAL: The nine-passenger station wagon was revived from pre-World War II days and given a Town and Country look with modifications: the mahogany panels were eliminated and the sheet metal covered by a special photographic transfer process which simulated a highly polished mahogany. The 1949 Chrysler was the first completely new Chrysler built since World War II.

1950 CHRYSLER NEW YORKER: Carried over into its second year of existence was Chrysler's pioneering use of a thick, leather-covered pad of sponge rubber extending across the top of the instrument panel as a safety feature. The hardtop body style was brought back, this time with great success. Electric window lifts, another Chrysler "First," were introduced as a new option.

1951-52 CHRYSLER SARATOGA: Full-time power steering made its initial bow as another Chrysler "First", but most of the news was captured by the new FirePower V-8 engine with its hemispherical combustion chambers and a 180-horsepower rating. It became the most powerful U. S. production car engine built during this time. The 1951 and 1952 models looked identical except for tail lamps.



1953 CHRYSLER WINDSOR DELUXE: PowerFlite, Chrysler's first fully automatic transmission, was put into production and appeared in June, 1953. The one-piece curved glass windshield which had been initially introduced and used only on the Airflow Custom Imperial, CW, of 1934-35, now became a feature attraction.

1954 CHRYSLER NEW YORKER DELUXE: On June 17, 1954, a Chrysler New Yorker, driven by Tony Bettenhausen alternating with four Chrysler test drivers, completed a record 24-hour endurance run with an average speed of 118.18 mph for 2836.42 miles as certified by the AAA. The endurance run was a feature in the dedication of Chrysler Corporation's Proving Grounds at Chelsea, Michigan.

1955 CHRYSLER C-300: The Chrysler 300, first of a now famous Chrysler breed, made its debut in 1955. It was given the title "300" in honor of its being the only stock car of its time wielding 300 brute horsepower. An Imperial grille and wire wheels were its trade-marks. One of the C-300's won NASCAR's 1955 Grand National at an average speed of 92.05 mph for 160 miles.

1956 CHRYSLER NEW YORKER: A second Chrysler 300, the 300B, was brought out with a 340 horsepower engine. Tim Flock drove a bright red 300B to the fastest flying mile of the unlimited displacement class (over 350 cu in.) for 1956 at the Daytona Beach Annual Speed Trials. Speed was 139.373 mph. All told, the 300B won 21 NASCAR Grand National Races for the year.

1957 CHRYSLER NEW YORKER: The famed TorqueFlite 3-speed automatic transmission, Torsion-Aire front suspension, and compound curved windshields heralded the introduction of the 1957 Chryslers. The number of Chrysler series was consolidated so that Chrysler now offered the Windsor, Saratoga, New Yorker, and 300C. A new air conditioner featured the "reheat principle."

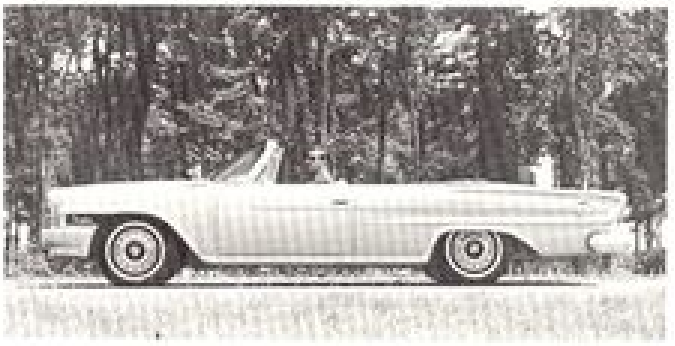
1958 CHRYSLER NEW YORKER: Dual head lamps became standard equipment on all Chrysler cars. An electrically operated fuel injection system was offered on the 300D, and the Sure-Grip, a limited-slip differential, could be purchased for a Chrysler. The Windsor had a new, shorter wheelbase of 122 inches.

1959 CHRYSLER NEW YORKER: A new V-8 was introduced with wedge-shaped combustion chambers, replacing the previous "hemi-head" FirePower engines. Back-up lights were made standard equipment. An interesting new optional "first" was an electronically controlled rearview mirror which automatically adjusted to a dim or nonglaring attitude when a head lamp beam crossed its surface.

1960 CHRYSLER NEW YORKER: Unibody construction techniques were used for the 1960 Chrysler. The new 300F was given a 375 horsepower, ram-induction engine. Swivel seats--front seats that swung outward when the front doors were opened--became a popular option along with vacuum door locks. Hardtop station wagons were a new body style.

1961 CHRYSLER NEWPORT: The Newport was inaugurated as a full size Chrysler-class car that ran on regular grade fuel and had an economical price tag. To make its debut even more auspicious, the Newport won its class of the Mobilgas Economy Run with an average of 19.99 miles per gallon. The alternator became standard in all Chryslers.

1962 CHRYSLER 300: A new 300 sports series replaced the Windsor and could be obtained with leather bucket seats and engine options ranging up to a 405 horsepower, short-tube ram manifold 413-cubic inch V-8 engine. A Chrysler New Yorker, averaging 18.11 miles per gallon, took top position in the Luxury Car Class of the 1962 Mobilgas Economy Run.



1963 CHRYSLER NEW YORKER SALON: All Chryslers now were built on a new 122-inch wheelbase and painted in a buffable acrylic enamel which permitted a wider range of metallic colors. Positive crankcase ventilation was installed as standard equipment. On February 14, 1963, a new limited production Chrysler, the New Yorker Salon, was announced. It had a vinyl-clad roof, and all major power equipment and accessories were standard.

1964 CHRYSLER 300K: Many new optional items directed toward passenger comfort were introduced. These included a reclining seat for the passenger side, removable-adjustable front seat headrests, a seven-position adjustable steering wheel, and a reverberator unit with rear seat speaker to give "concert hall" sound. A new four-speed manual transmission also appeared.

1965 CHRYSLER 300: Chrysler Corporation spent 300 million dollars tooling up for the 1965 model year. The Chrysler received an all new body and longer wheelbase of 124.0 inches. Galvanized sills and full front wheelhouses gave important corrosion protection, and the luxury ride of the New Yorker was enhanced by a constant-velocity joint added to the drive line.

1966 CHRYSLER 300: Chrysler entered the 1966 model year with a new 440-cubic inch V-8 engine, the largest displacement engine offered by Chrysler to this time. It developed 350 hp @ 4400 rpm. A new option available only to the Chrysler was the first independent rear heater to combine heating, defrosting, and defogging operations in one unit.

CHRYSLER CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'g Symbol	Production		Advertised Names	Wheel-base	No. Cyl.	Bore & Stroke	Displ. (cu in.)	Compression Ratio		Advertised			
		Began	Ended								HP		Torque	
									Std	Opt	Std	Opt	Std	Opt
1924-1925	B	1-24	7-25	Chrysler Six Open Chrysler "70")	112-3/4	6	3 x 4-3/4	201.3	4.6	----	68 @ 32	----	186 @ 10	----
1926	C-70	7-25	9-26	Chrysler Six Open Chrysler "70")	112-3/4	6	3-1/8 x 4-3/4	218.6	4.8	----	68 @ 30	----	185 @ 10	----
1927	10-60	8-26	6-27	Chrysler "60"	109	6	3 x 4-1/4	180.2	4.9	----	54 @ 50	----	113 @ 10	----
	C-70	8-26	10-27	Chrysler "Finer 70"	112-3/4		3-1/8 x 4-3/4	218.6	4.8	----	68 @ 30	----	185 @ 10	----
1928	60-62	6-27	6-28	Chrysler "62"	109-3/4	6	3 x 4-1/4	180.2	5.2	6.25	54 @ 32	60 @ 32	115 @ 10	125 @ 10
	72	7-27		Chrysler "72"	118-3/8		3-1/8 x 5	248.9	5.1	6.00	75 @ 32	85 @ 32	160 @ 10	174 @ 10
1929	65	6-28	6-29	Chrysler "65"	112-3/8	6	3-1/8 x 4-1/2	195.6	5.2	6.00	65 @ 32	70 @ 32	137 @ 10	135 @ 10
	75			Chrysler "75"	121		3-1/4 x 5	248.9	5.1	6.00	75 @ 32	85 @ 32	160 @ 10	174 @ 10
1930	52	1-30	12-30	Chrysler Six	109	6	3-1/8 x 4-1/4	195.6	5.2	6.25	62 @ 32	70 @ 32	123 @ 10	135 @ 10
	CC-66	7-29	5-30	Chrysler "66"	112-3/8		3-1/8 x 4-3/4	218.6	5.1	6.00	68 @ 30		142 @ 10	
	Y-70		11-29	Chrysler "70"	115-9/16						75 @ 32		153 @ 10	
	Y-70	11-29	5-30											
	Y-77	7-29	5-30	Chrysler "77"	124-9/16		3-3/8 x 5	306.9	5.0	5.48	95 @ 32	108 @ 32	190 @ 10	196 @ 10
1931	CM	11-30	12-31	Chrysler Six	115-3/8	8	3-1/4 x 4-3/8	217.8	5.35	6.28	78 @ 34		150 @ 12	
	CD	8-30	8-31	Chrysler Eight (Up to Engine 1151) After Engine 1151)	124	8	3 x 4-1/8	280.5	5.2	5.48	80 @ 34	82 @ 34	160 @ 12	165 @ 14
							3-1/8 x 4-1/4	260.8	5.5	6.28	84 @ 34		170 @ 14	
	CDP	8-31	11-31	Chrysler Deluxe Eight			3-1/8 x 4-3/4	282.4	5.2		100 @ 34		190 @ 14	
1932	CI	12-31	11-32	Chrysler Six	114-3/8	6	3-1/4 x 4-1/2	224.0	5.35	6.28	82 @ 34		156 @ 12	
	CP			Chrysler Eight	125	8		298.7	5.2		100 @ 34		200 @ 12	
1933	CU	12-32	11-33	Chrysler Six	124-1/2	6	3-1/8 x 4-1/2	224.0	5.350	6.28	82 @ 34	89 @ 34	156 @ 12	165 @ 12
	CT			Chrysler Royal Eight	124-1/2	8	3-1/8 x 4-1/8	279.8	5.48		90 @ 34	98 @ 34	180 @ 12	192 @ 12
1934	CA	1-34	11-34	Chrysler Six	117	6	3-3/8 x 4-1/2	241.4	5.4	6.8A	93 @ 34	100 @ 34	175 @ 12	185 @ 12
	CZ		10-34		121									
	CU			Chrysler Airflow Eight	122-13/16	8	3-1/8 x 4-1/2	298.7	6.5A	----	122 @ 34	----	223 @ 12	----
1935	C-8	12-34	8-35	Chrysler Airstream Six	118	6	3-3/8 x 4-1/2	241.5	6.0	6.5A	93 @ 36	100 @ 36	180 @ 12	185 @ 12
	C-7			Chrysler Airstream Eight	121	8	3-1/4 x 4-1/8	273.8	6.2	7.0A	105 @ 34	110 @ 34	200 @ 12	206 @ 12
	C-1			Chrysler Airflow Eight	122-13/16		3-1/4 x 4-7/8	323.5		6.5A	113 @ 34	120 @ 34	240 @ 12	250 @ 12
1936	C-17	9-35	8-36	Chrysler Six	118	6	3-3/8 x 4-1/2	241.5	6.0	6.5A	93 @ 34	100 @ 34	180 @ 12	185 @ 12
	C-8			Chrysler Deluxe Eight	121	8	3-1/4 x 4-1/8	273.8	6.2	7.0A	105 @ 34	110 @ 34	200 @ 12	206 @ 12
	C-9			Chrysler Airflow Eight	122-13/16		3-1/4 x 4-7/8	323.5		6.5A	113 @ 34	120 @ 34	240 @ 12	250 @ 12
1937	C-16	9-36	8-37	Chrysler Royal	118	6	3-3/8 x 4-3/4	258.1	6.5	7.0A	93 @ 34	100 @ 34	168 @ 12	176 @ 12
	C-17			Chrysler Airflow	119	8	3-1/8 x 4-7/8	323.5	6.5A	7.45A	130 @ 34	138 @ 34	250 @ 16	265 @ 16
1938	C-18	9-37	8-38	Chrysler Royal	119	6	3-3/8 x 4-3/4	241.3	6.2	7.0	95 @ 36	102 @ 36	180 @ 12	190 @ 12
	C-19*	11-37	7-38	Chrysler New York Special	125	8	3-1/8 x 4-1/2	298.7	6.5A	7.0	115 @ 34	122 @ 34	225 @ 16	238 @ 16
1939	C-23	8-38	7-39	Chrysler Royal	119	6	3-3/8 x 4-1/2	241.5	6.5	7.0A	100 @ 36	107 @ 36	184 @ 12	190 @ 12
		9-38		Chrysler Royal Windsor										
	C-23	8-38	8-39	Chrysler Saratoga	125	8	3-1/8 x 4-7/8	323.5	6.8	7.45A	130 @ 34	138 @ 34	250 @ 16	265 @ 16
				Chrysler New Yorker										
1940	C-25L	8-39	7-40	Chrysler Royal	122-1/2	6	3-3/8 x 4-1/2	241.5	6.5	7.0A	108 @ 36	112 @ 36	188 @ 12	194 @ 12
	C-25W			Chrysler Windsor										
	C-26S			Chrysler Traveler	124-1/2	8	3-1/4 x 4-7/8	323.5	6.8	7.45A	135 @ 34	145 @ 34	251 @ 16	270 @ 16
	C-26L			Chrysler New Yorker										
	C-26			Chrysler Saratoga										
1941	C-28L	8-40	7-41	Chrysler Royal	121-1/2	6	3-3/8 x 4-1/2	241.3	6.5U 6.8	7.0A	108 @ 36 122 @ 36	115 @ 36	188 @ 12 190 @ 12	196 @ 12
	C-28W			Chrysler Windsor										
	C-30L			Chrysler Saratoga	127-1/2	8	3-1/8 x 4-7/8	323.5	6.8	6.8A	137 @ 34	140 @ 34	250 @ 16	260 @ 16
	C-30N			Chrysler New Yorker										

A - Aluminum Cylinder Head
B - Bedford Engine
S - Silver Dome Engine
U - "Up To" Cars

CHRYSLER CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'g Symbol	Production		Advertised Name	Wheel-base	No. Cyl.	Bore & Stroke	Displ. (cu in.)	Compression Ratios		Advertised			
		Began	Ended								Hp		Torque	
									Std	Opt	Std	Opt	Std	Opt
1942	C-38S	9-41	1-42	Chrysler Royal	121-1/2	8	3-7/16 x 4-1/2	250.6	6.6	----	120 @ 38	----	208 @ 26	----
	C-39S			Chrysler Windsor										
	C-38X			Chrysler Saratoga	127-1/2	8	3-1/8 x 4-7/8	323.5	6.8	----	140 @ 36	----	260 @ 28	----
	C-39X			Chrysler New Yorker										
WORLD WAR II														
1946 to 1948	C-38S	11-45	2-46	Chrysler Royal	121-1/2	8	3-7/16 x 4-1/2	250.6	6.6	----	114 @ 36	----	208 @ 32	----
	C-39S	1-46		Chrysler Windsor										
		11-45		Chrysler Town & Country										
	C-39X			Chrysler Saratoga	127-1/2	8	3-1/8 x 4-7/8	323.5	6.7	----	135 @ 34	----	270 @ 28	----
	C-39S	1-46		Chrysler New Yorker										
		8-46		Chrysler Town & Country										
1949	C-45	12-48	12-49	Chrysler Royal	125-1/2	8	3-7/16 x 4-1/2	250.6	7.0	----	116 @ 36	----	208 @ 16	----
				Chrysler Windsor										
	C-49			Chrysler Saratoga	131-1/2	8	3-1/8 x 4-7/8	323.5	7.25	----	135 @ 36	----	270 @ 28	----
				Chrysler New Yorker										
				Chrysler Town & Country										
1950	C-48	1-50	12-50	Chrysler Royal	125-1/2	8	3-7/16 x 4-1/2	250.6	7.0	----	116 @ 36	----	208 @ 16	----
				Chrysler Windsor										
	C-49			Chrysler Saratoga	131-1/2	8	3-1/8 x 4-7/8	323.5	7.25	----	135 @ 32	----	270 @ 28	----
				Chrysler New Yorker										
				Chrysler Town & Country										
1951 (1952)	C-51-1	12-50	9-51	Chrysler Windsor	121-1/2	8	Family Cars: 3-7/16 x 4-1/2 Lancer Cars: 3-7/16 x 4-3/8	250.6 264.3	7.0	----	116 @ 36 129 @ 36	----	208 @ 16 218 @ 16	----
	C-51-2			Chrysler Windsor Deluxe										
	C-51			Chrysler Saratoga	131-1/2	V-8	3-13/16 x 3-5/8	331.1	7.5	----	180 @ 40	----	312 @ 20	----
	C-52			Chrysler New Yorker										
1952	C-50-1	10-51	9-52	Chrysler Windsor	125-1/2	8	3-7/16 x 4-3/4	264.5	7.0	----	129 @ 36	----	218 @ 16	----
	C-50-2			Chrysler Windsor Deluxe										
	C-52-1			Chrysler New Yorker		V-8	3-13/16 x 3-5/8	331.1	7.5	----	180 @ 40	----	312 @ 20	----
	C-52-2			Chrysler New Yorker Deluxe										
1953	C-50	10-52	9-53	Chrysler Windsor Deluxe	125-1/2	8	3-7/16 x 4-3/4	264.5	7.0	----	119 @ 36	----	218 @ 16	----
	C-50-1			Chrysler New Yorker		V-8	3-13/16 x 3-5/8	331.1	7.5	----	185 @ 46	----	320 @ 20	----
	C-50-2			Chrysler New Yorker Deluxe							195 @ 46	----	330 @ 26	----
1954	C-50	10-53	9-54	Chrysler Windsor Deluxe	10n	V-8	3.63 x 3.63	301	8.0	----	150 @ 44	----	271 @ 24	----
	C-50-1			Chrysler New Yorker Deluxe			3.91 x 3.63	331	8.5	----	250 @ 60	----	340 @ 28	----
	C-50-2			Chrysler 300						----	300 @ 52	----	345 @ 32	----
1955	C-55	9-54	9-55	Windsor	126	V-8	3.91 x 3.63	331	8.5	8.5	225 @ 44	250 @ 46	340 @ 28	340 @ 24
	C-55-1			Windsor (Newport)										
	C-55-2			Windsor (Newport)										
	C-56			New Yorker			3.94 x 3.63	334	9.0	----	280 @ 46	----	380 @ 28	----
	C-56-1			New Yorker (Newport)										
	C-56-2			New Yorker (St. Regis)										
	C-56-300			300S			3.94 x 3.63	334	9.0	10.0	340 @ 52	355 @ 52	385 @ 34	405 @ 34
1957	C-75-1	9-56	1-57	Windsor	126	V-8	3.94 x 3.63	334	9.25	----	285 @ 44	----	365 @ 24	----
	C-75-2			Saratoga			3.94 x 3.63	334	9.25	----	295 @ 46	----	390 @ 28	----
	C-76			New Yorker			4.00 x 3.90	392	9.25	----	325 @ 44	----	430 @ 28	----
	C-76-300			300C			4.00 x 3.90	392	9.25	10.0	375 @ 52	390 @ 54	420 @ 40	430 @ 40

CHRYSLER CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'g Symbols	Production Series		Advertised Name	Wheel-base	No. Cyl.	Bore & Stroke	Displ. Cu. In.	Compression Ratio		Advertised			
		Begin	Ended								Bhp		Torque	
									Std	Opt	Std	Opt	Std	Opt
1954	LC1-L	9-57	7-58	Windsor	122	V-8	3.94 x 3.63	354	8.0	----	250 @ 46	----	380 @ 31	----
	LC2-M			Saratoga	126		3.94 x 3.63	354	8.0	----	250 @ 46	----	380 @ 31	----
	LC3-W			New Yorker			4.00 x 3.90	392	8.0	----	285 @ 46	----	460 @ 28	----
	LC5-E			300 SL			4.00 x 3.90	392	10.0	10.0(c)	300 @ 52	390 @ 51 (c)	475 @ 30	475 @ 34 (c)
1955	MC1-L	8-54	7-55	Windsor	122	V-8	4.03 x 3.75	383	8.5	----	285 @ 46	----	420 @ 28	----
	MC2-M			Saratoga	126		4.03 x 3.75	383	8.5	----	285 @ 46	----	420 @ 28	----
	MC3-W			New Yorker			4.18 x 3.75	413	8.5	----	250 @ 46	----	470 @ 28	----
	MC5-W			300SL			4.18 x 3.75	413	8.5	----	280 @ 50	----	480 @ 30	----
1956	PC1-L	9-55	7-60	Windsor	122	V-8, OHV	4.03 x 3.75	383	8.5	----	285 @ 46	----	420 @ 28	----
	PC2-M			Saratoga	126		4.03 x 3.75	383	8.5	----	285 @ 46	----	420 @ 28	----
	PC3-W			New Yorker			4.18 x 3.75	413	8.5	----	250 @ 46	----	470 @ 28	----
	PC5-W			300B			Std 4.18 x 3.75 (D)	413	8.5	----	285 @ 50	----	490 @ 28	----
							Opt 4.18 x 3.75 (c)	413	----	10.1	----	400 @ 52	----	465 @ 36
1957	FC1-L	8-60	7-61	Newport	122	V-8, OHV	Std 4.12 x 3.38	361	9.0	----	240 @ 44	----	380 @ 24	----
							Opt 4.18 x 3.75 (c)	413	----	10.1	----	350 @ 46	----	470 @ 28
	FC2-M			Windsor	126		4.25 x 3.38	383	10.0	----	285 @ 46	----	390 @ 30	----
	FC3-H			New Yorker			4.18 x 3.75	413	10.1	----	250 @ 46	----	470 @ 28	----
	FC4-F			300C			Std 4.18 x 3.75 (D)	413	10.1	----	285 @ 50	----	490 @ 28	----
							Opt 4.18 x 3.75 (c)	413	----	10.1	----	400 @ 52	----	465 @ 36
1958	SC1-L	9-57	7-62	Newport	122	V-8, OHV	4.12 x 3.38	361	9.0	----	250 @ 44	----	380 @ 24	----
	SC2-M			300			Std 4.25 x 3.38	383	10.0	----	300 @ 46	----	420 @ 24	----
							Opt 4.19 x 3.75 (c)	413	----	10.1	----	340 @ 46	----	470 @ 28
							4.19 x 3.75 (d)	413	----	10.1	----	380 @ 52	----	480 @ 36
	SC3-M			300D			Std 4.19 x 3.75 (d)	413	10.1	----	280 @ 52	----	450 @ 30	----
	SC3-H			New Yorker	126		4.19 x 3.75	413	10.1	----	340 @ 46	----	470 @ 28	----
	SC5-M			300 or 300D	122		Opt 4.19 x 3.75 (c)	413	----	11.0	----	380 @ 48	----	440 @ 32
							4.19 x 3.75 (d)	413	----	10.1	----	380 @ 52	----	450 @ 36
							4.19 x 3.75 (e)	413	----	11.0	----	405 @ 54	----	475 @ 36
							4.25 x 3.75 (c)	428	----	11.0	----	375 @ 48	----	472 @ 32
							4.25 x 3.75 (c)	428	----	12.0	----	385 @ 48	----	486 @ 32
							4.25 x 3.75 (e)	428	----	11.0	----	405 @ 54	----	495 @ 36
							4.25 x 3.75 (e)	428	----	12.0	----	425 @ 54	----	498 @ 36
1959	TC1-L	8-58	7-63	Newport	122	V-8, OHV	Std 4.12 x 3.38	361	9.0		240 @ 44		380 @ 24	
	TC2-M			300			Std 4.25 x 3.38	383	10.0		305 @ 46		410 @ 24	
							Opt 4.19 x 3.75 (c)	413		10.1		360 @ 48		470 @ 32
							4.19 x 3.75 (d)					365 @ 48		480 @ 32
							4.25 x 3.75 (d)	428		11.0		375 @ 48		470 @ 32
							4.25 x 3.75 (e)					415 @ 50		470 @ 44
										11.5		420 @ 50		480 @ 44
	TC3-H	9-58	7-63	300-J	122		Std 4.19 x 3.75 (e)	413	9.5		390 @ 48		485 @ 36	
				New Yorker			Std 4.19 x 3.75 (c)		10.1		340 @ 46		470 @ 28	

(c) Fuel Injection.
(D) 2, 4-bbl Long Ram Manifold.
(c) 4-bbl.
(d) 2, 4-bbl Runner Manifold.
(e) 2, 4-bbl Short Ram Manifold.

CHRYSLER CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng's Symbol	Production Begun	Production Ended	Advertised Names	Wheel-base	No. Cyl.		Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised HP Std	Advertised HP Opt	Advertised Torque Std	Advertised Torque Opt
1964	VC1-L	9-63	7-64	Newport	122	V-8, OHV	Std	4.12 x 3.38	361	9.0	---	265 @ 44	---	380 @ 24	---
	VC1-M			300			Std	4.25 x 3.38	383	10.0	---	305 @ 46	---	410 @ 24	---
							Opt	4.19 x 3.75	413	---	10.1	---	360 @ 48	---	470 @ 32
				300K			Std			10.1	---	360 @ 48	---	470 @ 32	---
							Opt			---	9.6 (a)	---	390 @ 48	---	485 @ 36
	VC1-H			New Yorker New Yorker Salon			Std			10.1	---	340 @ 46	---	470 @ 28	---
1965	AC1-L	9-64	7-65	Newport	124	V-8, OHV	Std	4.25 x 3.38	383	9.2	---	270 @ 44	---	390 @ 28	---
							Opt			---	10.0	---	315 @ 44	---	420 @ 28
	AC1-M			300			Std			10.0	---	315 @ 44	---	420 @ 28	---
							Opt	4.19 x 3.75	413 (b)	---	10.1	---	360 @ 48	---	470 @ 32
				300L			Std			10.1	---	360 @ 48	---	470 @ 32	---
	AC1-H			New Yorker			Opt			---	10.1	---	360 @ 48	---	470 @ 32
							Std		413	10.1	---	340 @ 46	---	470 @ 28	---
1966	BC1-L	9-65		Newport, Town and Country	124 (c)	V-8, OHV	Std	4.25 x 3.38	383	9.2	---	270 @ 44	---	390 @ 28	---
							Opt			---	10.0	---	325 @ 48	---	425 @ 28
	BC2-M			300			Std			10.0	---	325 @ 48	---	425 @ 28	---
	BC2-H			New Yorker			Std	4.32 x 3.75	440	10.1	---	350 @ 44	---	480 @ 28	---
							Opt		440 (d)	---	10.1	---	365 @ 46	---	480 @ 32

(a) 2, 4-bbl Short Ram Manifold.
(b) Special Camshaft.
(c) 121-Inch Wheelbase for Town and Country Station Wagons.
(d) This Engine is also Optional for all other 1966 Chrysler Models.

DODGE

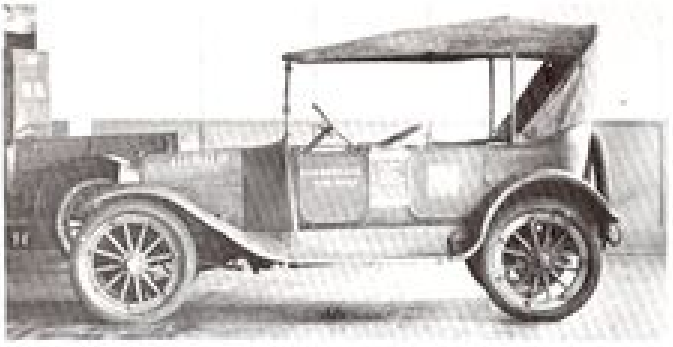
DODGE
1914 -

John and Horace Dodge tour Detroit in one of their 1914 Dodge Tourers

The year 1914 was a banner one for the automobile industry. No less than 146 different new makes went into production that year and poured out onto city streets and country roads...but only one survives to this day--DODGE.

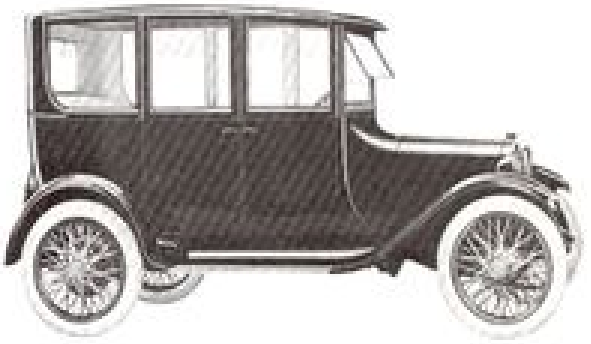
When the two Dodge brothers, John and Horace, decided to announce the manufacture of a new car bearing their own name after having spent many years supplying Ford with engines, even they must have been surprised at the response. More than 22,000 applications for dealer contracts swamped their offices in Hamtramck, Michigan, hardly before anyone knew what kind of a car would be built or what its price would be. Dodge Brothers was incorporated on July 17, 1914, with a capitalization of five million dollars in common stock. Ten years later the company was worth 166 million dollars.

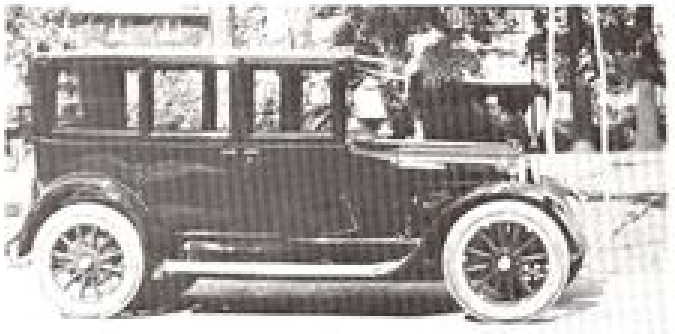
The first Dodge was produced on November 14, 1914. It cost $785, had a 110-inch wheelbase, and was powered by an L-head 4-cylinder engine that proved so reliable it was continued until 1920 with very little modification.



1916 DODGE: By July 15, 1916, General Pershing's original request for six Dodges to be used in the Mexican Expedition against Pancho Villa had grown to 150. Lt. George Patton, Jr., took 15 men and three Dodges into the first mechanized cavalry charge of U. S. Army lore. About this time, the dry multiple disc clutch replaced the cone.

1919 DODGE: From 1916 to 1923, Dodge was built on a 114-inch wheelbase. Until 1919, little change in appearance took place. In March of that year, a four-door enclosed sedan was introduced into the Dodge line. Dodge's greatest contribution of this time span, however, was the industry's first all-steel coupe body introduced in June, 1922.

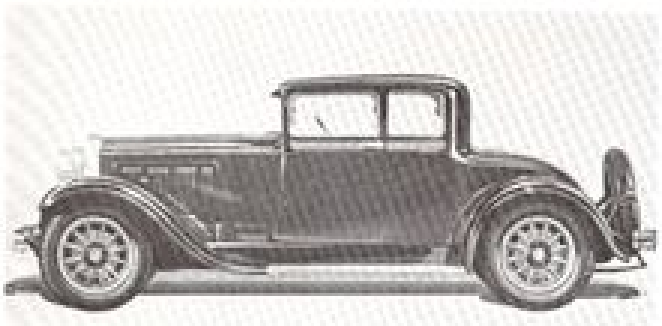




1924 DODGE: In July, 1923, Dodge made its most radical styling change to date. Wheelbase was extended to 116 inches, louvers placed on the hood, and the entire car given a lower appearance. Automatic windshield wipers were added in 1924, the same year that Roy Chapman Andrews took three Dodges on a 10,000-mile, fossil-hunting expedition into China and inner Mongolia. In 1926, a two-unit 6-volt electrical system was introduced.

1927 DODGE BROTHERS FAST FOUR: In 1927, Dodge styling again made a big change. The Fast Four with a 108-inch wheelbase made its debut in June of that year. With its light weight and 40 hp engine, the Fast Four had a top speed over 60 mph. The single-plate clutch was adopted in January, 1927, followed shortly after by Dodge's move to the standard SAE shift pattern transmission. Four-wheel brakes came in November.

1927 DODGE BROTHERS SIX: In May, 1927, Dodge brought out its first six-cylinder car, the Senior Six, on a 116-inch wheelbase. It was aimed specifically at the higher-priced market, with the sedan advertised for $1,595. The new L-head six had a displacement of 224-cu in. and was rated at 60 horsepower.



1928 DODGE BROTHERS VICTORY SIX: Four-cylinder models no longer were offered, but two new sixes were added: the Victory Six on a 112-inch wheelbase, and the Standard Six on a 110-inch wheelbase. The Senior was put on a 120-inch wheelbase in July, 1928. Walter P. Chrysler purchased Dodge from Dillon, Read & Co. for a 170 million dollar stock exchange merger, July 30, 1928.

1929 DODGE BROTHERS SIX, DA: The three Dodge car lines were consolidated into two--the Six and the Senior. The Six was an offshoot of the Victory Six, using its engine. New styling characteristics indicating Chrysler design influence were head lamps mounted on a grille bar and a narrow bright metal molding attached at the back of the hood. The Six sold for 995 dollars.

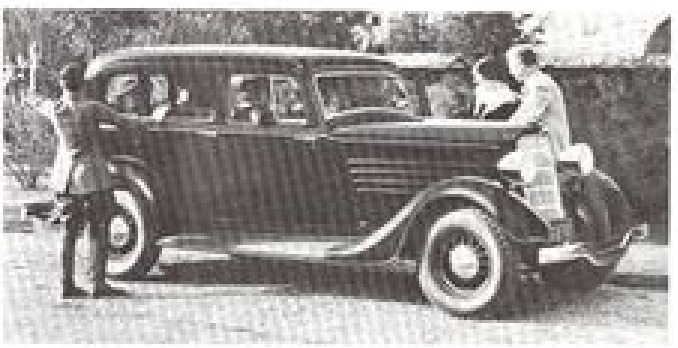
1930 DODGE BROTHERS EIGHT, DC: Despite the Depression, Dodge unveiled its first L-head eight-cylinder engine, in a 114-inch wheelbase car. The straight eight had a displacement of 220.7 cubic inches and was equipped with a downdraft carburetor. Another Dodge line, the Six, had a 109-inch wheelbase, one of the shortest ever made by Dodge.

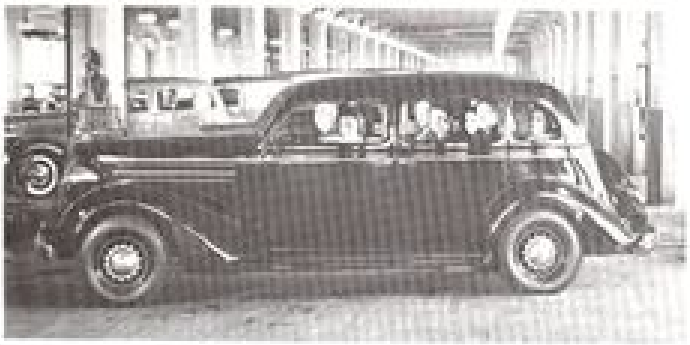
1931 DODGE EIGHT, DG: Free wheeling was made available on the Sixes and Eights, and the Rocky Mountain ram made its first appearance as a hood ornament on a Dodge. It was to endure as a familiar Dodge trade-mark for the next 25 years. 1931 also saw the demise of the Dodge roadster with its fold-flat windshield and hand-buffed leather seats.

1932 DODGE EIGHT, DK: The Chrysler-engineered Floating Power engine mountings were added to Dodge, and free wheeling was made standard equipment. A new automatic clutch was optional. Dodge held seventh place in sales as the automobile market reached its lowest ebb of the Depression with the entire industry barely registering a million units in sales.

1933 DODGE EIGHT, DO: Slanting V-shapes gave grilles a graceful new flair. Six body styles were available in the Six, and five in the Eight. Along with other Chrysler cars, Dodge adopted the silent running, all-helical gear transmission. A new Dodge Six could be bought for $595.

1934 DODGE SIX, DK: Following a steady shift in sales to the more economical Six, the eight-cylinder Dodge was removed from the market and the Dodge Six extended to both a 117- and 121-inch wheelbase, the latter with a different set of hood louvers. Independent coil spring front suspension was introduced and steel artillery wheels became standard. Wood spoke wheels no longer were available.





1935 DODGE, DU: During the next four years, Dodge cars appeared on a single wheelbase--116 inches. The radiator cap was moved to a place of concealment beneath the hood. Leaf springs replaced the coil in the front suspension until 1939 when coil springs were reintroduced to Dodge. These springs and other chassis components were made of a tough new steel alloy called Amola. With 155,899 shipments, Dodge was a solid fourth in sales.

1936 DODGE, D-2: By the end of the 1936 model year, 265,005 Dodges had been shipped, a rather remarkable recovery from the days of the mid-Depression only five years before. The D-2 had a new steel top that blended smoothly into the roof surface and also was wired for a radio antenna.

1937 DODGE, D-5: Instrument panels received quite a bit of attention for 1937. Knobs were recessed and gauges set flush with the surface. Door handles were curved inward to prevent clothes from snagging, and built-in defroster vents made their first appearance on Dodge as in the other Chrysler cars. The addition of a hypoid rear axle allowed for a lower floor.

1938 DODGE, D-8: The parking brake was moved to a new position beneath the center of the instrument panel and designed with a pistol-grip handle. Body length was increased nearly a foot although wheelbase was unchanged, and 11-inch brake drums replaced the previous 10-inch size. Ten different body styles were offered with prices from $808 to $1275.

1939 DODGE LUXURY LINER DELUXE, D-11: Dodge celebrated its 25th anniversary with new styling that had the head lamps integral with the front fenders and a two-piece, V-type windshield. The gear shift lever was moved from the floor to the steering column. Dodge's "Safety Light" speedometer had a lighted bead that would glow different colors depending on car speed.

1940 DODGE LUXURY LINER DELUXE, D-14: Wheelbase was extended to 119.5 inches. Sealed-beam headlights were adopted and foam rubber introduced into seat cushions. The rumble seat coupe dropped from the model line-up. At 189,643 units, Dodge accounted for 26% of the total Chrysler Corporation volume of cars built in the 1940 model year.

1941 DODGE LUXURY LINER CUSTOM, D-19: Fluid Drive as pioneered earlier by Chrysler, was made available to a lower priced car for the first time in the 1941 Dodge. Power was transferred from the engine to the transmission by fluids with no metal connection. Also introduced on Dodge were safety rim wheels.

1942 DODGE DELUXE, D-22: Series names were changed to Custom and Deluxe. Running boards were concealed, and an interesting option was a buzzer that sounded if the car was driven with the handbrake on. 68,522 Dodges were built until Dodge converted entirely to wartime production in the spring of 1942, turning out hundreds of thousands of vehicles for the Armed Forces by 1946.

1946-1948 DODGE CUSTOM, D-24: Although similar in appearance to the 1942 models, the first postwar Dodges had front fender shapes that carried into the door panels, and included replaceable cartridge-type oil filters along with a new high-capacity oil pump. The demand for new cars was so great that production continued from 1946 until 1948 with relatively little change.

1949 DODGE CORONET, D-30: The first major postwar model change for Dodge inaugurated three new series on two wheelbases: the Wayfarer, Meadowbrook, and Coronet. The Wayfarer Sportabout was a revival of the roadster body style but with crank-up side windows. New improvements were the combination starter-ignition switch, sea-leg shock absorbers, and Gyro-Matic semiautomatic transmission.

1950 DODGE CORONET, D-34: Popularity of the four-door sedan never seemed greater than in 1950. Dodge, for example shipped out 221,791 such body styles for the 1950 model year, or over 60% of total Dodge sales. Dodge station wagons joined those of other Chrysler Corporation cars in offering the first roll down tail gate window.

1951-1952 DODGE CORONET, D-42: Body styling for both these years was identical. New Oriflow shock absorbers added a touch of velvet to the already smooth Dodge ride. The Sportabout, Dodge's postwar roadster, was discontinued after 1951. Instrument panels adopted a leather-grained finish to reduce glare.

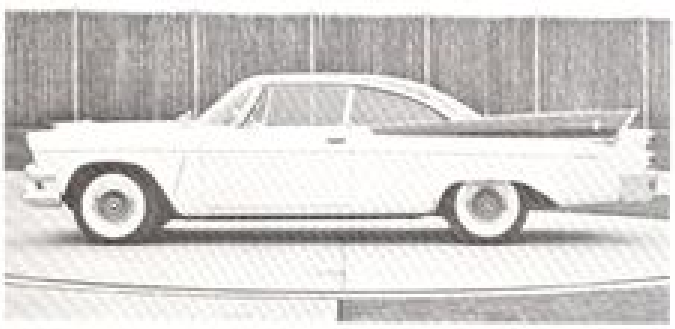
1953 DODGE CORONET, D-48: Dodge entered the 1953 model year with its first V-8 engine offering--the famous 140 horsepower Red Ram with hemispherical combustion chambers. About 56% of the Dodges built for the year were V-8's. With an average of 23.42 miles per gallon, a 1953 Dodge V-8 topped all other V-8's in the Mobilgas Economy Run.

1954 DODGE ROYAL: In September, 1953, two new Dodges were sent to Bonneville, where under the supervision of the AAA Contest Board they spent five days breaking every established record in Class C (183 - 305-cubic inch) and, in fact, finished with an over-all 196 speed, acceleration and reliability records. PowerFlite, Dodge's first fully automatic transmission, also was initiated as optional equipment for V-8 models.

1955 DODGE CUSTOM ROYAL: Two and three-toned color combinations highlighted the Dodge cars for 1955. A specialty car called the Dodge La Femme was introduced as a two-door hardtop with select colors and trim that included matching rain cape, umbrella and rain boots, and shoulder bag, stored in pockets behind the front seats.

56
1956 DODGE CUSTOM ROYAL LANCER: The now famous optional D-500 power package made Dodge a big stock car winner in 1956. The D-500 developed 230 hp at 4400 rpm. At the annual Daytona speed trials, Dan Eames in a D-500 took his class in the flying mile at 130.577 mph, then came back to whip all V-8's in the one mile standing start at 81.786 mph.

1957 DODGE ROYAL: With torsion bars in front and leaf springs in the rear, Torsion-Aire suspension made its debut. 14-inch wheels allowed bigger tires. TorqueFlite three-speed automatic transmission was an option, and dry, paper element air cleaners replaced the previous oil-bath type. The D-500-1 engine with 340 horsepower kept Dodge in the forefront of stock car racing.



1958 DODGE CUSTOM ROYAL: Dual head lamps and the compound curved windshield were styling features for 1958. Popularity of optional equipment increased. Power steering was used on 62.5% of the Dodges built; power brakes--34%; tinted glass--23.4%; and automatic transmission 96.4%. The Coronet accounted for 70% of the Dodges sold. An electronic fuel injection system was made available.

1959 DODGE CUSTOM ROYAL: Front and rear ends were restyled, and the swivel-type front seats became a popular option. An air-operated leveling device could be installed at the rear for extra cost. Dual taillight units were featured for the fifth year.

Dart

1960 DODGE ~~POLARA~~ Dodge invaded the lower-priced market with a new strong contender called the Dart priced between $2,000 and $2,100. All Dodge cars had the unibody type of construction. Available at extra cost was a powerful new, ram-induction 383-cubic inch V-8 rated at 330 horsepower. Dodge surpassed 400,000 units in annual sales for the first time.

1961 DODGE LANCER: In keeping with the compact car vogue, Dodge brought out the 106.5-inch wheelbase Lancer powered by a 101 horsepower Slant Six engine. The Lancer utilized the latest unibody structure and was the only Chrysler Corporation car using magnesium in its instrument cluster housings. Its air conditioning, power brakes and power steering were options not usually available on compacts.

1961 DODGE POLARA: The Dart was available with six different engines ranging in size from the 145 hp Six to a 325 horsepower V-8 with ram induction. The Dart captured over 90% of total Dodge sales in 1961. Polara was the only model offered on the longer 122-inch wheelbase.

1962 DODGE LANCER 770: Now in its second year, the Lancer picked up a new premium series called the GT--a two-door hardtop with front bucket seats and a padded instrument panel as standard equipment. By the end of the year, the GT had garnered 29.2% of Lancer sales. A 145 hp Six with a die-cast aluminum block was a new option offered in 1962.

1962 DODGE DART 440: In the initial months of production, the Dodge line centered around the newly styled Dart on a wheelbase of 116 inches. Polara became a premium trim package for Dart. In May, 1962, a new 122-inch wheelbase line of Dodge cars called the 880 and Custom 880 with a 361-cubic inch standard V-8 engine was introduced.

1963 DODGE DART 270: For 1963, the 106.5-inch wheelbase Lancer disappeared from the line. A larger, intermediate-sized compact carried on the successful Dart name. It had a wheelbase of 111 inches and came in three series. The 1963 Dart outsold the 1962 Lancer by five to one.

1963 DODGE POLARA: The longer wheelbase Dodge, now called the Polara, had a banner year. A Dodge 330 took first in the low-priced V-8 class of the Mobilgas Economy run at 21.2 miles per gallon. A Dodge also became the first car with automatic transmission to capture Top Stock Eliminator at the 1963 N.H.R.A. Winternationals. With its new 426-cubic inch wedge-head engine, Dodge campaigned drag strips with success.

1963 DODGE CUSTOM 880: Now in its second year as a big-car Dodge, the 880 was dressed in new front end sheet metal. Over-all body length was increased by 1.3 inches and a 383-cubic inch engine with two-barrel carburetor and single exhaust system made available as a power option. Dodge (along with other Chrysler cars) introduced airfoil windshield wipers as standard equipment.

1964 DODGE DART: A new 273-cubic inch V-8, the first for Dart, was introduced in the middle of the model year. It developed 180 horsepower at 4200 rpm and had a compression ratio of 8.8:1. A Dart was second highest among 45 cars and winner in its class for the 1964 Mobilgas Economy run at an average of 26.11 miles per gallon.

1964 DODGE POLARA: The unveiling of the new hemispherical combustion chamber design V-8 was big news for Dodge in 1964. It developed 425 horsepower at 6000 rpm. Highpoint of a successful NASCAR stock car racing season was a record setting win by A. J. Foyt of less than one car length over another Dodge driven by Bobby Isaacs in the Firecracker 400--151.45 miles per hour.

1964 DODGE CUSTOM 880: Styling changes focused on a new roof, grille, and a broad horizontal treatment for the tail lamps. A Chrysler-designed four-speed manual transmission and a steering wheel that could be tilted into seven different positions were important new options.

1965 DODGE DART GT: A 235 horsepower, 273-cubic inch high-performance option was added to the Dart engine lineup for 1965. Two-door hardtops became available in the Dart 270 series, and vinyl roof covering was a Dart GT option. The lower-line Dart series offered all-vinyl seating fabric as standard equipment.

1965 DODGE CORONET 500: In a definite bid directed toward the intermediate size car market, Dodge introduced the Coronet, a new 117-inch wheelbase car that was five inches shorter than the previous year standard Dodge. The premium Coronet 500 had rear trim of its very own, and seven engines in all were offered.

1965 DODGE MONACO: The Custom 880 line of the preceding year was given entirely new styling and a 121-inch wheelbase size in three different series; the Polara, Custom 880, and Monaco. The Monaco was a personalized two-door hardtop with four individual seats. The Custom 880 featured two four-door sedans, one with six side windows.

1966 DODGE DART 270: New front and rear end styling enhanced the 1966 Dodge Dart. Biggest news of all to car buffs was the introduction of optional 11-1/8 inch diameter disc brakes which could be used with or without a power brake booster. Bumpers were redesigned with low skirts and high impact points for maximum protection.

1966 DODGE CORONET: Completely new body styling and structure--the first for the intermediate size Coronet--made the 1966 Coronet a popular best seller. The Coronet 500 grille was painted black to give it a separate identity; the others were bright aluminum. A new Hemi-head, 426-cubic inch engine option that developed 425 hp @ 5000 rpm attracted much attention.

1966 DODGE CHARGER: The Charger became the second specialty car put into production by Chrysler Corporation that was based entirely on the fastback concept. It had a rather auspicious public announcement--between halves of the 1966 Rose Bowl game. The Charger had head lamps that could be rotated out of view behind the grille, a single broad tail lamp, and individual, flip-down rear seats.

1966 DODGE MONACO: A new safety inside door handle, shaped like a lap belt buckle and integrated with the door armrest, became standard equipment on Dodge as well as other Chrysler cars. Also newsworthy was an adjustable steering wheel option which allowed the steering wheel to tilt to five positions or telescope over a range of 3.1 inches along the steering wheel axis.

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

MODEL YEAR	ENGR. COM.	PRODUCTION		ADVERTISED NAMES	WHEEL-BASE	NO. CYL.	BORE & STROKE	DISPL. cu. in.	COMP. RATIO		ADVERTISED			
											BHP		TORQUE	
		BEGAN	ENDED						STD.	OPT.	STD.	OPT.	STD.	OPT.
1914 -1920	110 4D	1914	1920	Dodge Bros. Four	110	4	3-7/8 x 4-1/2	212.3	4.0	---	35 at 20	---		
1920 -1923	114 4B	1920	1923	Dodge Bros. Four	114	4	3-7/8 x 4-1/2	212.3	4.0	---	35 at 20	---		
1923 -1925	116 4A	1923	1925	Dodge Bros. Four	116	4	3-7/8 x 4-1/2	212.3	4.0	---	35 at 20	---		
1926	126	1-26	1-27	Dodge Bros. Four	116	4	3-7/8 x 4-1/2	212.3	4.0	---	35 at 20	---		
1927	124	1-27	7-27	Dodge Bros. Four	116	4	3-7/8 x 4-1/2	212.3	4.1	---	35 at 20	---		
	128 129	6-27	1-28	Dodge Bros. Fast Four	116	4	3-7/8 x 4-1/2	212.3	4.1	---	40 at 24	---		
	2249	1-27		Dodge Bros. Senior Line	116	6	3-3/4 x 4-1/2	224.0	5.3	---	60 at 28	---		
1928	130 131	1-28	12-28	Dodge Bros. Victory Six	112	6	3-3/8 x 3-7/8	208.0	5.8	---	58 at 30	---		
	140 141			Dodge Bros. Standard Six	110	6	3-3/8 x 3-7/8	208.0	5.8	---	58 at 30	---		
	2251		7-28	Dodge Bros. Senior Six	120	6	3-3/8 x 4-1/2	241.5	5.8	---	75 at 30	---		
	2252	7-28	6-29											
1929	DA	1-29	3-30	Dodge Bros. Six	112	6	3-3/8 x 3-7/8	208.0	5.2	---	63 at 30	---		
	DB	8-29	9-30	Dodge Bros. Senior	120	6	3-3/8 x 4-1/2	241.5	5.5	---	78 at 30	---		
1930	DD	12-29	5-31	Dodge Bros. Six	109	6	3-1/4 x 4-1/8	189.8	5.2	---	60 at 34	---	120 at 12	---
	DC		8-31	Dodge Bros. Eight	114	8	2-7/8 x 4-1/4	220.7	5.4	---	75 at 34	---	145 at 14	---
1931	DH	12-30	11-31	Dodge Six	113-3/4	6	3-1/4 x 4-1/4	211.5	5.35	---	74 at 34	---	150 at 14	---
	DG		9-31	Dodge Eight	118	8	3 x 4-1/4	240.3	5.4	---	84 at 34	---	158 at 14	---
1932	DL	11-31	10-32	Dodge Six	114-3/4	6	3-1/4 x 4-3/8	217.8	5.35	6.35	79 at 34	---	150 at 12	---
	DK		12-32	Dodge Eight	122-3/4	8	3-1/4 x 4-1/4	282.1	5.2	6.2	90 at 34	100 at 34	185 at 12	195 at 12
1933	DP	11-32	12-33	Dodge Six	115	6	3-1/8 x 4-3/8	201.3	5.5	6.38	75 at 36	81 at 36	145 at 12	154 at 12
	DO	12-32		Dodge Eight	122	8	3-1/4 x 4-1/4	282.1	5.18	6.2	100 at 36	98 at 34	200 at 12	226 at 12
1934	DR	1-34	10-34	Dodge Six	117	6	3-1/4 x 4-3/8	217.8	5.6	6.58	82 at 36	87 at 36	150 at 12	160 at 12
	DS			Dodge Six Special	121				6.38	---	87 at 36	---	160 at 12	---
1935	DU	11-34	9-35	Dodge	116	6	3-1/4 x 4-3/8	217.8	6.5	---	87 at 36	---	155 at 12	---
1936	D-2	9-35	5-36	Dodge	116	6	3-1/4 x 4-3/8	217.8	6.5	---	87 at 36	---	155 at 12	---
1937	D-5	9-36	9-37	Dodge	115	6	3-1/4 x 4-3/8	217.8	6.5	---	87 at 36	---	155 at 12	---
1938	D-8	9-37	7-38	Dodge	115	6	3-1/4 x 4-3/8	217.8	6.5	----	87 at 36	---	155 at 12	---
1939	D-11S	8-38	7-39	Dodge Luxury Liner	117	6	3-1/4 x 4-3/8	217.8	6.5	---	87 at 36	---	155 at 12	---
	D-11			Dodge Luxury Liner Deluxe										
1940	D-17	8-39	7-40	Dodge Luxury Liner Special	119-1/2	6	3-1/4 x 4-3/8	217.8	6.5	---	87 at 36	---	160 at 12	---
	D-14			Dodge Luxury Liner Deluxe										
1941	D-19S	8-40	7-41	Dodge Luxury Liner Deluxe	119-1/2	6	3-1/4 x 4-3/8	217.8	6.5	---	91 at 38	---	170 at 12	---
	D-19C			Dodge Luxury Liner Custom										
1942	D-22S	7-41	1-42	Dodge Deluxe	119-1/2	6	3-1/4 x 4-5/8	230.2	6.5	---	105 at 36	---	185 at 16	---
	D-22C			Dodge Custom										
WORLD WAR II														

NOTE: A - Aluminum Cylinder Head
R - Redhead Engine

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

MODEL YEAR	ENGR. CODE	PRODUCTION BEGAN	PRODUCTION ENDED	ADVERTISED NAMES	WHEEL-BASE	NO. CYLS.	BORE & STROKE	DISPL. CU. IN.	COMP. RATIO STD.	COMP. RATIO OPT.	ADVERTISED HP STD.	ADVERTISED HP OPT.	ADVERTISED TORQUE STD.	ADVERTISED TORQUE OPT.
1946 -1948	D-24S	12-45	1-49	Dodge Deluxe	119-1/2	6	3-1/4 x 4-5/8	230.2	6.7	---	102 at 36	---	184 at 12	---
	D-24C			Dodge Custom										
1949	D-29	12-48	12-49	Dodge Wayfarer	115	6	3-1/4 x 4-5/8	230.2	7.0	---	103 at 36	---	180 at 12	---
	D-30			Dodge Meadowbrook	123-1/2									
				Dodge Coronet										
1950	D-33	1-50	12-50	Dodge Wayfarer	115	6	3-1/4 x 4-5/8	230.2	7.0	---	103 at 36	---	180 at 12	---
	D-34			Dodge Meadowbrook	123-1/2									
				Dodge Coronet										
1951 -1952	D-41	12-50	9-52	Dodge Wayfarer	115	6	3-1/4 x 4-5/8	230.2	7.0	---	103 at 36	---	180 at 12	---
	D-42			Dodge Meadowbrook	123-1/2									
				Dodge Coronet										
1953	D-46	10-52	9-53	Dodge Meadowbrook	119	6	3-1/4 x 4-5/8	230.2	7.0	---	103 at 36	---	180 at 12	---
				Dodge Meadowbrook Special										
				Dodge Coronet (Six)										
	D-47			Dodge Meadowbrook	114									
	D-44			Dodge Coronet (Eight)	119	V-8	3-7/16 x 3-1/4	241.3	7.1	---	140 at 44	---	220 at 20 *	---
	D-48			Dodge Coronet (Eight)	114									
1954	D-51-1	10-53	9-54	Dodge Meadowbrook	119	6	3-1/4 x 4-5/8	230.2	7.25	---	110 at 36	---	190 at 16	---
	D-51-2			Dodge Coronet										
	D-52			Dodge Coronet (Sub)	114									
	D-50-1			Dodge Meadowbrook	119	V-8	3-7/16 x 3-1/4	241.3	7.1	---	140 at 44	---	200 at 20	---
	D-50-2			Dodge Coronet					7.5	---	150 at 44	---	222 at 24	---
	D-50-3			Dodge Royal										
	D-53-2			Dodge Coronet	114									
	D-53-3			Dodge Royal										
1955	D-56-1	11-54		Dodge Coronet	120	6	3.25 x 4.63	230	7.4	---	123 at 36	---	194 at 16	---
	D-55-1			Dodge Coronet		V-8	3.63 x 3.256	270	7.6	---	175 at 44	193 at 44*	240 at 24	245 at 28*
	D-55-2			Dodge Royal										
	D-55-3			Dodge Custom Royal							183 at 44		245 at 24	

* Using Custom Royal Engine with Special Equipment Power Package (4-Barrel Carburetor)

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'r Symbol	Production Began	Production Ended	Advertised Name	Wheel-base	No. Cyl.		Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1956	D-62-1	8-55	8-56	Coronet	120	6-L		3.25 x 4.63	230	7.6	---	131 @ 38	---	205 @ 20	---
	D-63-1			Coronet		V-8	Std	3.63 x 3.26	270	8.0	---	189 @ 44	---	266 @ 24	---
							Opt	3.63 x 3.80	315	---	8.25	---	218 @ 48	---	309 @ 30
								3.94 x 3.63	354	---	10.0	---	340 @ 52	---	380 @ 38
	D-63-2 & D-63-3			Royal & Custom Royal			Std	3.63 x 3.80	315	8.0	---	218 @ 44	---	309 @ 20	---
							Opt	3.63 x 3.80	315	---	8.0	---	230 @ 44	---	315 @ 24
								3.63 x 3.80	315	---	9.25	---	260 @ 44	---	330 @ 30
1957	D-72-1	9-56	9-57	Coronet	122	6-L		3.25 x 4.63	230	8.0	---	138 @ 40	---	208 @ 16	---
	D-72-2			Coronet Custom											
	D-66-1			Coronet		V-8	Std	3.69 x 3.80	325	8.5	---	245 @ 44	---	320 @ 24	---
							Opt	3.69 x 3.80	325	---	9.25	---	285 @ 44	---	345 @ 28
								3.69 x 3.80	325	---	9.25	---	310 @ 48	---	350 @ 32
								3.94 x 3.63	354	---	10.00	---	340 @ 52	---	380 @ 38
	D-67-1 & D-67-2			Royal & Custom Royal			Std	3.69 x 3.80	325	8.5	---	245 @ 44	---	320 @ 24	---
							Opt	3.69 x 3.80	325	---	9.25	---	285 @ 44	---	345 @ 28
								3.69 x 3.80	325	---	9.25	---	310 @ 48	---	350 @ 32
	D-70			Suburban	122	V-8	Std	3.69 x 3.80	325	8.5	---	245 @ 44	---	320 @ 24	---
	D-70			Sierra			Opt	3.69 x 3.80	325	---	9.25	---	285 @ 44	---	345 @ 28
	D-71			Custom Sierra				3.69 x 3.80	325	---	9.25	---	310 @ 48	---	350 @ 32
1958	LD1-L1	9-57	7-58	Coronet	122	6-L		3.25 x 4.63	230	8.0	---	138 @ 40	---	208 @ 16	---
	LD1-L2			Coronet Custom											
	LD2-L1			Coronet	122	V-8	Std	3.69 x 3.80	325	8.5	---	252 @ 44	---	345 @ 28	---
							Opt	4.12 x 3.38	361	---	10.0	---	305 @ 46	---	400 @ 28
	LD2-L2			Coronet Custom				4.12 x 3.38	361	---	10.0	---	320 @ 44	---	400 @ 28
							Opt (a)	4.12 x 3.38	361	---	10.0	---	333 @ 48	---	400 @ 36
	LD3-M			Royal	122	V-8	Std	3.69 x 3.80	325	9.0	---	265 @ 44	---	355 @ 28	---
							Opt	4.12 x 3.38	361	---	10.0	---	305 @ 46	---	400 @ 28
								4.12 x 3.38	361	---	10.0	---	320 @ 44	---	400 @ 28
							Opt (a)	4.12 x 3.38	361	---	10.0	---	333 @ 48	---	400 @ 36
	LD3-H, LD4-L, LD4-L & LD4-H			Custom Royal, Suburban, Sierra, and Custom Sierra	122	V-8	Std	4.00 x 3.38	350	10.0	---	295 @ 46	---	345 @ 28	---
							Opt	4.12 x 3.38	361	---	10.0	---	305 @ 46	---	400 @ 28
								4.12 x 3.38	361	---	10.0	---	320 @ 46	---	400 @ 28
							Opt (a)	4.12 x 3.38	361	---	10.0	---	333 @ 48	---	400 @ 36
1959	MD1-L	9-58	7-59	Coronet	122	6-L		3.25 x 4.63	230	8.0	---	135 @ 36	---	205 @ 12	---
	MD1-L			Coronet		V-8	Std	3.95 x 3.31	326	9.2	---	255 @ 44	---	330 @ 24	---
							Opt	4.25 x 3.38	383	---	10.0	---	320 @ 44	---	420 @ 28
								4.25 x 3.38	383	---	10.0	---	345 @ 50	---	420 @ 36
	MD2-M & MD3-L			Royal & Sierra			Std	4.12 x 3.38	361	10.1	---	295 @ 46	---	390 @ 24	---
							Opt	4.25 x 3.38	383	---	10.0	---	320 @ 46	---	420 @ 28
								4.25 x 3.38	383	---	10.0	---	345 @ 50	---	420 @ 36
	MD3-H			Custom Royal & Custom Sierra			Std	4.12 x 3.38	361	10.1	---	305 @ 46	---	400 @ 28	---
							Opt	4.25 x 3.38	383	---	10.0	---	320 @ 46	---	420 @ 28
								4.25 x 3.38	383	---	10.0	---	345 @ 50	---	420 @ 36

(a) Equipped with Fuel Injection

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng's Symbol	Production Began	Production Ended	Advertised Names		Wheelbase	No. Cyl.		Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1960	PD1-L, PD1-M, PD1-H	[illegible]	[illegible]	Dodge Dart	Seneca, Pioneer, Phoenix	118, Sta. Wag. 122	6 Cyl. OHV		3.40 x 4.125	225	8.5	---	145 @ 40	---	215 @ 28	---
	PD4-L, PD4-M, PD4-H				Seneca, Pioneer, Phoenix	118, Sta. Wag. 122	V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
									3.91 x 3.31	318 (a)	9.0		255 @ 44		345 @ 28	
								Opt	4.12 x 3.38	361 (b)	---	10.0	---	310 @ 48	---	435 @ 28
									4.25 x 3.38	383 (b)		10.0		330 @ 48		460 @ 28
									4.25 x 3.38	383		10.0		325 @ 46		435 @ 28
									4.25 x 3.38	383		10.0		330 @ 52		425 @ 36
	PD5-L	[illegible]	[illegible]	Dodge	Matador	122	V-8, OHV	Std	4.12 x 3.38	361	10.0	---	295 @ 46	---	390 @ 24	---
								Opt	4.25 x 3.38 (b)	383	---	10.0	---	330 @ 48	---	460 @ 28
	PD2-H				Polara	122	V-8, OHV	Std	4.25 x 3.38	383	10.0	---	325 @ 46	---	425 @ 28	---
								Opt	4.25 x 3.38 (b)	383	---	10.0	---	330 @ 48	---	460 @ 28
	PD4-L, PD2-H				Matador, Polara	122	V-8, OHV	Opt	4.25 x 3.38	383	---	10.0	---	325 @ 46	---	435 @ 28
														330 @ 52		425 @ 36
1961	RW1-L	[illegible]	[illegible]	Lancer	170	106.5	6-Cyl. OHV	Std	3.4 x 3.125	170	8.2	---	101 @ 44	---	155 @ 24	---
	RW1-H				770			Opt	3.4 x 3.125 (d)	170	---	8.2	---	148 @ 52	---	183 @ 28
									3.4 x 4.125	225		8.2		145 @ 40		215 @ 28
									3.4 x 4.125 (d)	225				196 @ 52		211 @ 42
	RD1-L, RD1-M, RD1-H	[illegible]	[illegible]	Dodge Dart	Seneca, Pioneer, Phoenix	118, Sta. Wag. 122	6 Cyl. OHV		3.40 x 4.125	225	8.2	---	145 @ 40	---	215 @ 28	---
	RD4-L, RD4-M, RD4-H				Seneca, Pioneer, Phoenix	118, Sta. Wag. 122	V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
								Opt	3.91 x 3.31 (b)		---	9.0	---	260 @ 44	---	345 @ 28
									4.12 x 3.38	361		9.0		305 @ 48		395 @ 28
									4.25 x 3.38	383		10.0		325 @ 46		425 @ 28
									4.25 x 3.38 (b)	383				330 @ 48		460 @ 28
									4.25 x 3.38 (c)	383		10.0		340 @ 50		440 @ 28
									4.25 x 3.38 (c)	383		10.0		325 @ 48		425 @ 28
									4.25 x 3.38 (c)	383		10.0		330 @ 52		425 @ 36
									4.19 x 3.75 (e)	413		10.0		375 @ 50		465 @ 28
									4.19 x 3.75 (c)	413		10.0		350 @ 46		470 @ 28
									4.19 x 3.75 (c)	413		10.0		375 @ 52		470 @ 28
	RD3-L	[illegible]	[illegible]	Dodge	Polara	122	V-8, OHV	Std	4.12 x 3.38	361	9.0	---	265 @ 44	---	380 @ 24	---
								Opt	4.25 x 3.38	383	---	10.0	---	325 @ 46	---	425 @ 28
									4.25 x 3.38 (b)	383		10.0		330 @ 48		460 @ 28
1962	SL1-L, SL1-M, SL1-P	[illegible]	[illegible]	Lancer	170, 770, GT	106.5	6-Cyl. OHV	Std	3.40 x 3.125	170	8.2	---	101 @ 44	---	155 @ 24	---
								Opt	3.40 x 4.125	225	---	8.2	---	145 @ 40	---	215 @ 28
					CAR LINE NAME "LANCER" TERMINATED. CAR LINE CONTINUED WITH NEW NAME											
1962	SD1-L, SD1-M, SD1-H	[illegible]	[illegible]	Dodge	Dart, Dart 330, Dart 440	116	6 Cyl. OHV	Std	3.40 x 4.125	225	8.2	---	145 @ 40	---	215 @ 28	---
	SD2-L, SD2-M, SD2-H				Dart, Dart 330, Dart 440		V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
								Opt	3.91 x 3.31 (b)	318	---	9.0	---	260 @ 44	---	345 @ 28
									4.12 x 3.38 (b)	361		9.0		305 @ 48		390 @ 30
	SD2-P				Polara 500			Std	4.12 x 3.38 (b)	361	9.0	---	305 @ 48	---	395 @ 30	---
	SD3-L, SD3-M, SD3-H, SD3-P				Dart, Dart 330, Dart 440, Polara 500			Opt	4.12 x 3.38 (b)	361	---	9.0	---	310 @ 52	---	340 @ 34
									4.25 x 3.38 (b)	383		10.0		330 @ 46		425 @ 28
									4.25 x 3.38 (c)	383		10.0		335 @ 52		420 @ 36
									4.19 x 3.75 (b)	413		11.0		365 @ 46		460 @ 28
									4.19 x 3.75 (c)	413		11.0		380 @ 52		475 @ 36
									4.19 x 3.75 (c)	413		11.0		410 @ 52		460 @ 44
	SD4-L	[illegible]		Dodge 880	Custom 880	122	V-8, OHV	Std	4.12 x 3.38	361	9.0	---	265 @ 44	---	380 @ 24	---

(a) PD4-H up to date only. (b) 1, 4-bbl Carburetor. (e) 2, 4-bbl Short Ram Manifold.

(c) 2, 4-bbl Long Ram Induction. (d) 2, 4-bbl Ram Manifold.

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'r Symbol	Production Begun	Production Ended	Advertised Name		Wheelbase	No. Cyl.	Bore & Stroke		Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1963	TL1-L TL1-H TL1-P	9-62	7-63	Dart	170, 270, and GT Except Station Wagons	111	6 L, OHV	Std	3.40 x 3.125	170	8.2	---	101 @ 4400	---	155 @ 2400	---
	TL1-L TL1-P			Dart	170 and 270 Station Wagons	106	6 L, OHV	Opt	3.40 x 4.125	225	---	8.2	---	145 @ 4000	---	215 @ 2400
	TD1-L TD1-M TD1-H			Dodge	330, 440, and Polara	119 Sta. Wag. 116	6 L, OHV		3.40 x 4.125	225	8.2	---	145 @ 4000	---	215 @ 2800	---
	TD2-L TD2-M TD2-H			Dodge	330, 440, and Polara	119 Sta. Wag. 116	V-8, OHV	Std	3.91 x 3.31 (a)	318	9.0	---	230 @ 4400	---	340 @ 2400	---
	TD2-P			Dodge	Polara 500			Std			10.0	---	305 @ 4600	---	410 @ 2400	---
	TD2-L TD2-M TD2-H			Dodge	330, 440, and Polara			Opt	4.25 x 3.38 (a)	383	---	10.0	---	305 @ 4600	---	410 @ 2400
	TD2-L TD2-M TD2-H TD2-P			Dodge	330, 440, Polara, and Polara 500			Opt	4.25 x 3.38 (b)	383	---	10.0	---	330 @ 4600	---	425 @ 2800
								Opt	4.25 x 3.38 (c)	383	---	11.0	---	320 @ 4600	---	430 @ 2800
								Opt	4.25 x 3.38 (d)	383	---	11.0	---	325 @ 5200	---	420 @ 3600
								Opt	4.25 x 3.75 (c)	426	---	11.0	---	370 @ 4600	---	460 @ 2800
								Opt		426	---	13.5	---	375 @ 4800	---	460 @ 2800
								Opt	4.25 x 3.75 (e)	426	---	11.0	---	415 @ 5600	---	470 @ 4400
								Opt		426	---	13.5	---	425 @ 5600	---	480 @ 4400
	TA3-E TA3-L	10-62		Dodge 880	880 Custom 880	122	V-8, OHV	Std	4.12 x 3.38 (a)	361	9.0	---	265 @ 4400	---	380 @ 2400	---
								Opt	4.25 x 3.38 (b)	383	---	10.0	---	305 @ 4600	---	410 @ 2400
1964	VL1-L VL1-H VL1-P	9-63	7-64	Dart	170, 270, and GT	111 Sta. Wag. 106	6 L, OHV	Std	3.40 x 3.125	170	8.5	---	101 @ 4400	---	155 @ 2400	---
								Opt	3.40 x 4.125 (a)	225	---	8.4	---	145 @ 4000	---	215 @ 2400
	VL2-L VL2-H VL2-P						V-8, OHV	Std	3.63 x 3.31 (b)	273	8.8	---	180 @ 4200	---	260 @ 1600	---
								Opt			---	10.5	---	235 @ 5200	---	280 @ 4000
	VD1-L VD1-M VD1-H			Dodge	330, 440, and Polara	119 Sta. Wag. 116	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 4000	---	215 @ 2800	---
	VD2-L VD2-M VD2-H						V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 4400	---	340 @ 2400	---
								Opt	4.25 x 3.38	383	---	10.0	---	305 @ 4600	---	410 @ 2400
														330 @ 4600		425 @ 2800
								Opt	4.25 x 3.75	426	---	10.3	---	365 @ 4800	---	470 @ 3200
												11.0		415 @ 5600		470 @ 4400
										426 (d)		12.5		425 @ 5600		480 @ 4400
	VA3-E VA3-L			Dodge 880	880 Custom 880	122	V-8, OHV	Std	4.12 x 3.38	361	9.0	---	265 @ 4400	---	380 @ 2400	---
								Opt	4.25 x 3.38	383	---	10.0	---	305 @ 4600	---	410 @ 2400
1965	AL1-L AL1-H AL1-P	8-64	7-65	Dart	Dart Dart 270 Dart GT	111 Sta. Wag. 106	6 L, OHV	Std	3.40 x 3.125	170	8.5	---	101 @ 4400	---	155 @ 2400	---
								Opt	3.40 x 4.125	225	---	8.4	---	145 @ 4000	---	215 @ 2400
	AL2-L AL2-H AL2-P						V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 4200	---	260 @ 1600	---
								Opt			---	10.5	---	235 @ 5200	---	280 @ 4000
	AW1-L AW1-H			Coronet	Coronet Coronet Deluxe Coronet 440 Coronet 500	117 Sta. Wag. 116	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 4000	---	215 @ 2800	---
	AW2-L AW2-H AW2-P						V-8, OHV	Std	3.63 x 3.31	273	8.8		180 @ 4200	---	260 @ 1600	---
								Opt	3.91 x 3.31	318	---	9.0	---	230 @ 4400	---	340 @ 2400
								Opt	4.12 x 3.38	361	---		---	265 @ 4400	---	380 @ 2400
								Opt	4.25 x 3.38	383	---	10.0	---	330 @ 4600	---	425 @ 2800
								Opt	4.25 x 3.75	426	---	10.3	---	365 @ 4800	---	470 @ 3200
												12.5(h)		425 @ 5000		480 @ 4000
	AD2-L AD2-H AD2-P			Dodge	Polara Custom 880 Monaco	121	V-8, OHV	Std	3.91 x 3.31	318 (i)	9.0	---	230 @ 4400	---	340 @ 2400	---
								Std (g)	4.25 x 3.38	383	9.2	---	270 @ 4400	---	390 @ 2800	---
								Opt	4.25 x 3.38	383	---	10.0(g)	---	315 @ 4400	---	420 @ 2800
								Opt	4.19 x 3.75	413	---	10.1	---	340 @ 4600	---	470 @ 2800
								Opt	4.25 x 3.75	426	---	10.3	---	365 @ 4800	---	470 @ 3200

(a) 1, 2-bbl Carburetor   (c) 1, 4-bbl Carburetor (large bore)   (e) 2, 4-bbl Carburetor (cross manifold)   (g) Standard on Monaco

(b) 1, 4-bbl Carburetor (regular bore)   (d) 2, 4-bbl Carburetor (inline manifold)   (f) Available only in Polara 4-Door Series   (h) Hemi-head engine

(i) This engine was replaced late in the model year by a hemi-head engine rated at 425 hp @ 6000 rpm and 480 lb ft torque @ 4600 rpm.

DODGE CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'r Symbol	Production Began	Production Ended	Advertised Name		Wheelbase	No. Cyl.	Bore & Stroke		Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP	Advertised Torque
1966	BL1-L BL1-H BL1-P BL2-L BL2-H BL2-P	8-65		Dart	Dart Dart 270 Dart GT	111 Sta. Wag. 106	6-L OHV	Std	3.40 x 4.125	170	8.5	---	101 @ 4400	155 @ 2400
								Opt		225	---	8.4	145 @ 4000	215 @ 2400
							V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 4200	260 @ 1600
								Opt			---	10.5	235 @ 5200	280 @ 4000
1966	BW1-L BW1-H BW1-P BW2-L BW2-H BW2-P	8-65		Coronet	Coronet Coronet Deluxe Coronet 440 Coronet 500	117	6-L OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 4000	215 @ 2400
							V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 4200	260 @ 1600
									3.91 x 3.31	318 (a)		9.0	230 @ 4400	340 @ 2400
									4.12 x 3.38	361			265 @ 4400	380 @ 2400
								Opt	4.25 x 3.38	383	---	10.0	325 @ 4800	425 @ 2800
									4.25 x 3.75	426		10.25	425 @ 5000	490 @ 4000
	BX2-P	10-65			Charger									
1966	BD2-L BD2-L BD2-H BD2-P	8-65		Dodge	Polara 318	121	V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 4400	340 @ 2400
					Polara Monaco Monaco 500	121		Std	4.25 x 3.38	383	9.2		270 @ 4400	390 @ 2800
								Opt			---	10.0(b)	325 @ 4800	425 @ 2800
									4.32 x 3.75	440		10.1	350 @ 4400	480 @ 2800

(a) Standard in Charger

(b) Standard in Monaco 500

DE SOTO

DE SOTO

1928 - 1961

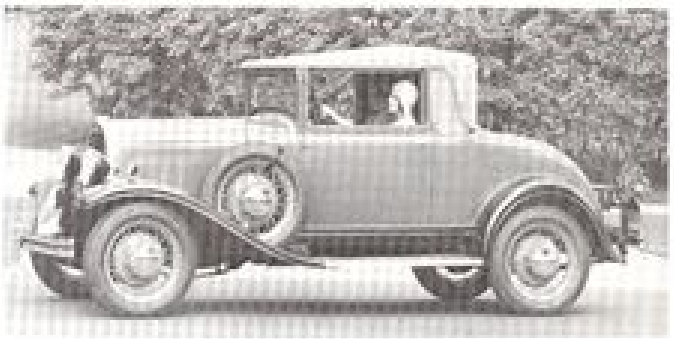
One of the first De Sotos with friend

On May 6, 1928, the Detroit Free Press reported: "Probably no development of the past five years has created so profound a stir in the automobile industry as the current announcement that the new De Soto Six, which will be presented to the public in the next three months, is to be built by Chrysler."

With hardly any more information than this, over 500 dealers signed for franchises. Production for the 1929 model began in July, 1928, and official announcement was made at the January, 1929, New York Automobile Show. With the unveiling of De Soto at a price of $845.00, Walter P. Chrysler now felt that he had closed a marketing gap that existed between Dodge and Chrysler.

The new lightweight Model K De Soto Six had an engine displacement of 174.9 cubic inches rated at 55 horsepower. By the end of 1928, over 34,000 De Sotos had been shipped to a dealer force now expanded to 1,500.

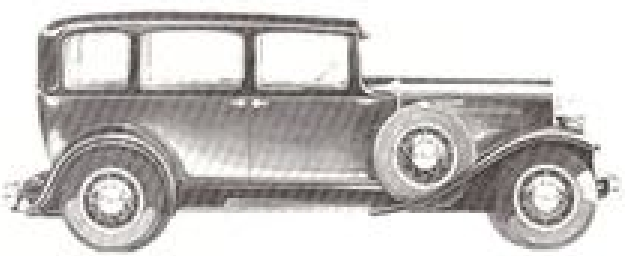
1930 DE SOTO SIX, CK: The original De Soto Six had such a successful introduction that it was carried on into the 1930 model year with virtually no change. Despite marketing pressures brought on by the Depression, De Soto moved from 15th to 12th in sales position, passing such well known and established makes as Graham and Hudson.



1930 DE SOTO EIGHT, CF: A new L-head eight-cylinder engine that featured a downdraft carburetor and developed 70 horsepower was unveiled in a new De Soto model whose appearance was noticeably different from the Six. Soon the Eight had established itself for quick get away and tenacious hill climbing ability.

1931 DE SOTO SIX, SA: Piston displacement of the Six was increased to 205 cu in. and the rear axle gear changed from 4.6 to 1 to 4.33 to 1. A double-drop frame was adopted together with a re-styled body appearance which emphasized a longer hood.

1931 DE SOTO EIGHT, CF*: Like the new De Soto Six, the 1931 Eight used a new head lamp crossbar. The De Soto name plate or crest was removed from the grille and placed on the center of the crossbar. Engine displacement was increased to 220.7 cubic inches for 77 horsepower. To distinguish it from the Six, the Eight had two-tier bumpers, a stripe on the visor, and matching color fenders and body.



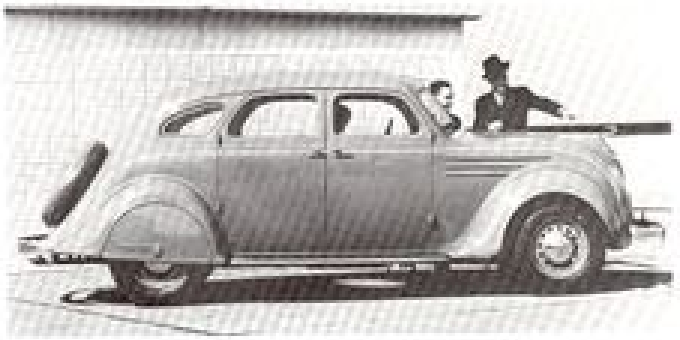
1932 DE SOTO SIX, SC: Production was curtailed to six-cylinder models after February, 1932, as the Depression hit low ebb. New features for De Soto included Floating Power, free wheeling, an optional, and vacuum-operated automatic clutch controlled by the accelerator pedal. Deluxe models were identified by a pair of trumpet horns mounted alongside the grille.

1933 DE SOTO SIX, SD: Prices ranged from $695 to a high of $975 for a custom convertible sedan. Engineering advancements continued as De Soto entered 1933 with an automatic choke, automatic manifold heat control, all-helical gear transmission for silent operation, and a coincidental starter operated from the accelerator pedal.

1934 DE SOTO AIRFLOW, SE: De Soto together with Chrysler introduced a startling new design called the Airflow. It had a streamlined body which allowed three people to sit up front, and the engine was moved up over the front axle, initiating an approach to balanced weight distribution that was years ahead of its time.

1935 DE SOTO AIRSTREAM, SF: A new car called the Airstream was introduced as a companion to the Airflow. Its lower price placed De Soto in a larger market segment with immediate success; 20,784 Airstreams were shipped. Selling price of the 4-door sedan Airstream was $795 F. O. B. Detroit, or $220 less than a comparable Airflow.

1935 DE SOTO AIRFLOW, SG: For the second year in a row, a De Soto Airflow won the coveted Grand Prix Award for aerodynamic styling at the Concours d'Elegance at Monte Carlo. It had a new grille and hood that extended forward in a V-shape. The hypoid rear axle was adopted, and the antisway stabilizer bar moved from the rear of the car to the front.



1936 DE SOTO CUSTOM AIRSTREAM, S-1: Burgeoning success of the Airstream led to its being offered in a Custom and Deluxe series. The Custom had a split V-type windshield with two cowl-mounted wipers, while the Deluxe retained the one-piece flat windshield that cranked open at the bottom and had a single overhead wiper.

1936 DE SOTO AIRFLOW, S-2: A new flanged steel roof panel insert was bolted to the roof perimeter. It was acoustically treated and electrically insulated to serve as a radio antenna. Five thousand S-2 models were built in this, the last year of the De Soto Airflows. By now, the best of their features had been incorporated in the more conventional Airstream cars.

1937 DE SOTO, S-3: The safety-styled interior became a key selling feature, just as it did in other 1937 Chrysler cars. Knobs on the instrument panel were recessed and gauges flush-mounted. Door handles were curved inward to avoid snagging, and the top of the front seat back was heavily padded. Even the overhead wiper knob was soft rubber!

1938 DE SOTO, S-5: The crank-open windshield finally came to a demise with the introduction to De Soto of the large cowl ventilator. The wiper pivots also became permanently located at the base of the windshield, a move similar to the one that had had brief existence on the earlier 1936 De Soto Custom.

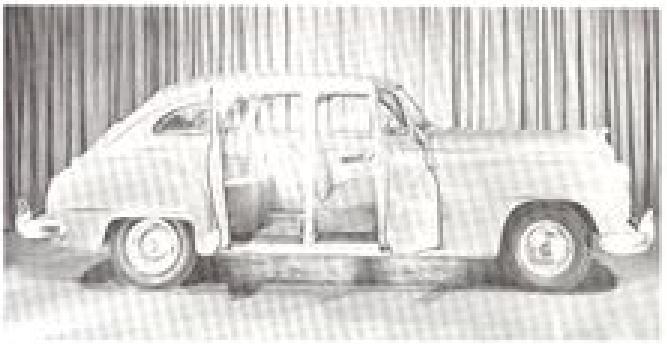
1939 DE SOTO, S-6: De Soto joined with other 1939 cars in adopting the column-mounted manual gear shift lever. Electric, constant-speed windshield wipers made their De Soto debut along with Superfinish, an exclusive Chrysler Corporation method of giving engine parts a smooth, mirror-like surface.

1940 DE SOTO CUSTOM, S-7: Sealed-beam headlights became standard equipment on De Soto as well as all other Chrysler Corporation cars. Also new to De Soto was the optional All-Weather Air Control system with dual blower and heater units. At 122.5 inches, the new wheelbase was De Soto's longest to date.

1941 DE SOTO DELUXE, S-8: Exterior door panels were designed to be flush with the sills when the doors were closed and running boards actually became an optional item. Rear visibility was greatly improved as rear window glass area rose from 355 to 524 square inches.

1942 DE SOTO CUSTOM, S-10: A total of 24,771 De Sotos was shipped before automobile production ceased for World War II. An interesting feature of the 1942 De Soto was its concealed headlights. They were recessed into the fenders and covered by shutters that opened automatically when the lights were turned on.

1946-48 DE SOTO DELUXE, S-11: Postwar De Sotos were ushered in with an improved Gyrol FluidDrive and Tip-Toe Hydraulic Shift to take the work out of shifting. A much discussed new body style was a 9-passenger Suburban that looked like an elongated sedan. It had folding third seat, roof luggage rack, and two-tone paint.



1949 DE SOTO CUSTOM, S-13: De Soto joined other Chrysler cars to introduce a new "first"--key-operated ignition/starter switch. A versatile new 4-door sedan called the Carry All made its bow. It had a fold-down rear seat which could provide open luggage space from the back of the front seat to the end of the trunk.

1950 DE SOTO CUSTOM, S-14: De Soto's new 12-inch brakes with cyclebond linings were among the largest used on any American passenger car. The introduction of bonded linings to De Soto and other Chrysler cars became another "First." Shipments for the year rose to 136,203 as De Soto passed the 100,000 sales mark for the second year in a row. A special hardtop sports coupe called the Sportsman was a new entry.

1951 DE SOTO CUSTOM, S-15: Along with other Chrysler cars, De Soto brought out the new Oriflow shock absorber, with "sea-leg" mountings. A new all-steel station wagon that eliminated wood trim was endowed with another Corporation "First"--a tail gate window that actually rolled down into the tail gate.

1952 DE SOTO FIREDOME EIGHT, S-17: On November 23, 1951, De Soto unveiled a V-8 engine plant with new transfermatic engine-building machinery capable of turning out 60 V-8's an hour. Its first task was the 160 hp FireDome V-8 with hemispherical combustion chambers. The FireDome Eight series with six body styles was introduced early in 1952.

1953 DE SOTO FIREDOME, S-16: The PowerMaster Six and FireDome officially replaced the previous Custom and Deluxe series. Power brakes and overdrive were new to De Soto. FireDome Eight sales outdistanced the Six by almost two-to-one in this, only the second year of V-8 production.

1954 DE SOTO FIREDOME, S-19: Sales of the FireDome now grossed 70% of total De Soto production. PowerFlite, Chrysler Corporation's first fully automatic transmission, was made available to De Soto. Other De Soto virtues could be discovered by tuning in Groucho Marx's "You Bet Your Life" on both radio and television.

1955 DE SOTO FIREFLITE, S-21: Production of six-cylinder engine models ceased for De Soto, but a new higher priced series called the FireFlite was introduced with a 200 hp V-8 and four-barrel carburetor. Automatic transmission-equipped cars now were operated by a "Flite" control lever on the instrument panel.

1956 DE SOTO FIREFLITE, S-24: News for De Soto was the change-over to the 12-volt electrical system, and the adoption of the push-button operated PowerFlite automatic transmission as standard equipment. A new 320 hp, limited production hardtop named the Adventurer was unveiled with great success.

1957 DE SOTO FIREFLITE, S-26: The De Soto line-up was further expanded by adding a lower-priced, shorter-wheelbase car. Known as the FireSweep, the new De Soto absorbed 35% of the total De Soto production by the time the model year ended. Deep, wrap-around windshields at 1444 square inches were 31% larger than 1956.

1958 DE SOTO FIREFLITE: Caught in a depressed market squeeze of cars in its price class, De Soto sales declined to less than 40,000 units. Production was transferred to the Chrysler Jefferson plant after 22 years in the Warren-Wyoming location. Dual headlights became standard equipment on all models.

1959 DE SOTO ADVENTURER: Swivel front seats were a new option of note, and three-tiered taillights were a styling feature for the fourth consecutive year. On March 12, 1959, De Soto produced its 2,000,000th car following 31 years of manufacturing.

1960 DE SOTO ADVENTURER: In order to tighten up its sales picture, the De Soto line-up was pared to two series--the FireFlite and the popular Adventurer. The new De Sotos had unit construction and, along with Plymouth, offered an optional 45 rpm record player. Total sales figures for the year were 23,677 units.

1961 DE SOTO ADVENTURER: Production of all De Soto cars ceased in the first week of December, 1960, not much more than a month after new car introduction, as De Soto fell victim to a shift in marketing patterns that had been taking place the past three years. Some 2,056,000 De Sotos had been built since 1928. The De Soto name did not die, however, but still is used as a name for a line of trucks produced in the Corporation's International operations.

DE SOTO CHRONOLOGICAL SUCCESSION OF MODELS

MODEL YEAR	ENGR. CODE	PRODUCTION		ADVERTISED NAMES	WHEEL-BASE	NO. CYL.	BORE & STROKE	DISPL. CU. IN.	COMP. RATIO	ADVERTISED	
		BEGAN	ENDED							BHP	TORQUE
1929	K	7-28	7-30	DeSoto	109	6	3 x 4-1/8	174.9	5.2	55 at 30	122 at 12
1930	CK	1-30	11-30	DeSoto Six	109	6	3-1/8 x 4-1/8	189.8	5.2	60 at 34	130 at 18
	CF	12-29		DeSoto Eight	114	8	2-7/8 x 4	207.7		70 at 34	132 at 17
1931	SA	12-30	5-32	DeSoto Six	109-3/8	6	3-1/4 x 4-1/8	205.3	5.4	72 at 34	150 at 12
	CF*		2-32	DeSoto Eight	114	8	2-7/8 x 4-1/4	220.7		77 at 34	162 at 12
1932	SC	12-31	10-32	DeSoto	112-3/8	6	3-1/4 x 4-1/4	211.5	5.4	75 at 34	150 at 14
1933	SD	11-32	10-33	DeSoto Standard	114-3/8	6	3-1/4 x 4-3/8	217.8	5.2	86 at 34	160 at 12
				DeSoto Custom							
1934	SE	1-34	10-34	DeSoto Airflow	115-1/2	6	3-3/8 x 4-1/2	241.5	6.2	100 at 34	185 at 12
1935	SF	11-34	8-35	DeSoto Airstream	116	6	3-3/8 x 4-1/2	241.5	6.0	93 at 34	180 at 12
	SG		9-35	DeSoto Airflow	115-1/2				6.5	100 at 34	185 at 12
1936	S1	9-35	8-36	DeSoto Deluxe Airstream	118	6	3-3/8 x 4-1/2	241.5	6.0	93 at 34	180 at 12
				DeSoto Custom Airstream							
	S2			DeSoto Airflow	115-1/2				6.5	100 at 34	185 at 12
1937	S3	9-36	8-37	DeSoto	116	6	3-3/8 x 4-1/4	228.1	6.5	93 at 36	168 at 12
1938	S5	9-37	7-38	DeSoto	119	6	3-3/8 x 4-1/4	228.1	6.5	93 at 36	172 at 12
1939	S6	8-38	7-39	DeSoto Deluxe	119	6	3-3/8 x 4-1/4	228.1	6.5	93 at 36	172 at 12
				DeSoto Custom							
1940	S7	8-39	7-40	DeSoto Deluxe	122-1/2	6	3-3/8 x 4-1/4	228.1	6.5	100 at 36	175 at 12
				DeSoto Custom							
1941	S8	8-40	7-41	DeSoto Deluxe	121-1/2	6	3-3/8 x 4-1/4 Later Cars	228.1	6.5	100 at 36	170 at 12
				DeSoto Custom					6.8	105 at 36	172 at 12
1942	S10	8-41	1-42	DeSoto Deluxe	121-1/2	6	3-7/16 x 4-1/2	236.7	6.6	115 at 38	190 at 16
				DeSoto Custom							
WORLD WAR II											
1946 to 1948	S11	11-45	2-49	DeSoto Deluxe	121-1/2	6	3-7/16 x 4-1/2	236.7	6.6	109 at 36	192 at 12
		12-45		DeSoto Custom							
1949	S13	12-48	12-49	DeSoto Deluxe	125-1/2	6	3-7/16 x 4-1/2	236.7	7.0	112 at 36	193 at 12
				DeSoto Custom							
1950	S14	1-50	12-50	DeSoto Deluxe	125-1/2	6	3-7/16 x 4-1/2	236.7	7.0	112 at 36	193 at 18
				DeSoto Custom							
1951	S15-1	12-50	11-51	DeSoto Deluxe	125-1/2	6	3-7/16 x 4-1/2	250.6	7.0	116 at 36	208 at 16
	S15-2			DeSoto Custom							
1952	S15-1	11-51	9-52	DeSoto Deluxe	125-1/2	6	3-7/16 x 4-1/2	250.6	7.0	116 at 36	208 at 16
	S15-2			DeSoto Custom							
	S17			DeSoto Firedome Eight		V-8	3-5/8 x 3-11/32	276.1	7.1	160 at 44	250 at 20
1953	S18	10-52	9-53	DeSoto Powermaster	125-1/2	6	3-7/16 x 4-1/2	250.6	7.0	116 at 36	208 at 16
	S16			DeSoto Firedome		V-8	3-5/8 x 3-11/32	276.1	7.1	160 at 44	250 at 20
1954	S20	10-53	8-54	DeSoto Powermaster	125-1/2	6	3-7/16 x 4-1/2	250.6	7.0	116 at 36	208 at 16
	S19			DeSoto Firedome		V-8	3-5/8 x 3-11/32	276.1	7.5	170 at 44	255 at 24
1955	S22	10-54	7-55	DeSoto Firedome	126	V-8	3.720 x 3.344	291	7.5	185 at 44	265 at 28
	S21			DeSoto Fireflite						200 at 44	274 at 28

DE SOTO CHRONOLOGICAL SUCCESSION OF MODELS

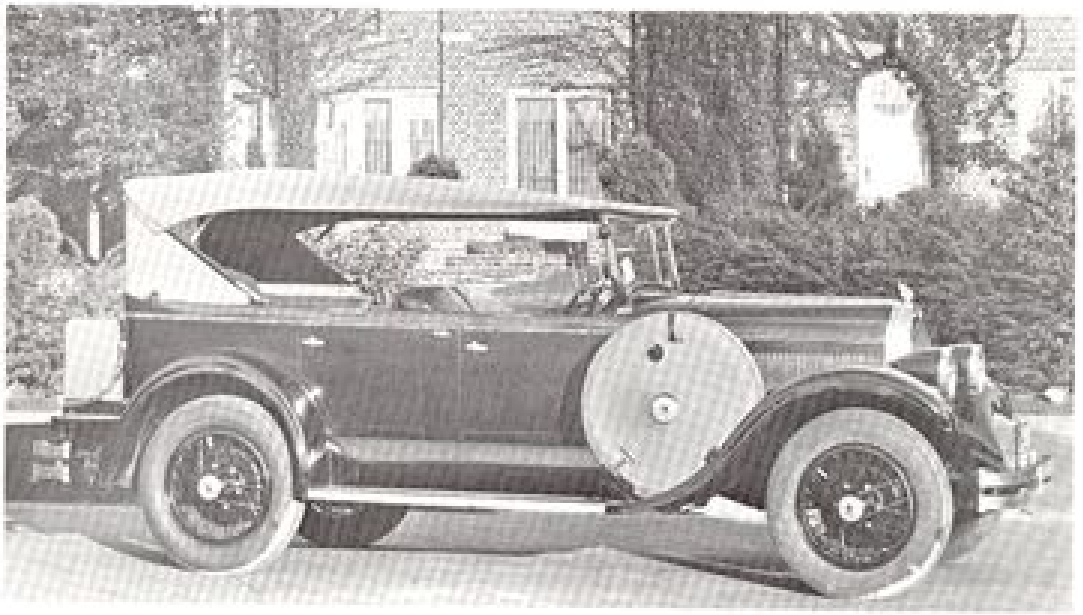
Model Year	Eng's Symbol	Production Began	Production Ended	Advertised Names	Wheelbase	No. Cyl.	Bore & Stroke	Displ (cu. in.)	Compression Ratio Std	Compression Ratio Opt	Advertised HP Std	Advertised HP Opt	Advertised Torque Std	Advertised Torque Opt
1956	S-23	8-55	8-56	Firedome	126	V-8	3.72 x 3.80	330	8.5	---	230 @ 44	---	305 @ 28	---
	S-24			Fireflite			3.72 x 3.80	330	8.5	---	255 @ 44	---	350 @ 32	---
	S-24			Adventurer			3.78 x 3.80	341.4	9.25	---	320 @ 52	---	356 @ 40	---
1957	S-27	9-56	8-57	Firesweep	122	V-8	3.69 x 3.80	325	8.5	8.5	245 @ 44	260 @ 44	320 @ 24	335 @ 24
	S-25			Firedome	126		3.78 x 3.80	341	9.25	---	270 @ 46	---	350 @ 24	---
	S-26			Fireflite			3.78 x 3.80	341	9.25	---	295 @ 46	---	375 @ 28	---
	S-26			Adventurer			3.80 x 3.80	345	9.25	---	345 @ 52	---	355 @ 36	---
1958	LS1-L	9-57	7-58	Firesweep	122	V-8	4.06 x 3.38	350	10.0	10.0	280 @ 46	295 @ 46	380 @ 28	385 @ 28
	LS2-M			Firedome	126		4.12 x 3.38	361	10.0	---	295 @ 46	---	390 @ 24	---
	LS3-H			Fireflite			4.12 x 3.38	361	10.0	---	305 @ 46	---	400 @ 28	---
	LS3-S			Adventurer			4.12 x 3.38	361	10.25	10.25 (a)	345 @ 50	355 @ 50 (a)	400 @ 36	400 @ 36 (a)
1959	MS1-L	9-58	7-59	Firesweep	122	V-8	Std 4.12x3.38	361	10.0	---	295 @ 46	---	390 @ 24	---
							Opt 4.25x3.38	383	---	10.1	---	350 @ 50	---	425 @ 36
	MS2-M			Firedome	126		4.25 x 3.38	383	10.1	10.1	305 @ 46	350 @ 50	415 @ 24	425 @ 36
	MS3-H			Fireflite			4.25 x 3.38	383	10.1	10.1	325 @ 46	350 @ 50	425 @ 28	425 @ 36
	MS3-H			Adventurer			4.25 x 3.38	383	10.1	---	350 @ 50	---	425 @ 36	---
1960	PS1-L	9-59	7-60	Fireflite	122	V-8	Std 4.12 x 3.38	361	10.0	---	295 @ 46	---	390 @ 24	---
							Opt 4.25 x 3.38	383 (b)	---	10.0	---	325 @ 46	---	425 @ 28
	PS3-M			Adventurer			Std 4.25 x 3.38	383	10.0	---	305 @ 46	---	420 @ 24	---
							Opt 4.25 x 3.38	383	---	10.0	---	325 @ 46	---	425 @ 28
							4.25 x 3.38	383 (c)		10.0		330 @ 48		460 @ 28
1961	RS1-L	9-60	12-60	De Soto	122	V-8	4.12 x 3.38	361	9.0	---	265 @ 44	---	380 @ 24	---

(a) Equipped with Fuel Injection (b) TorqueFlite equipped cars only (c) Ram Induction Manifolding

IMPERIAL

IMPERIAL

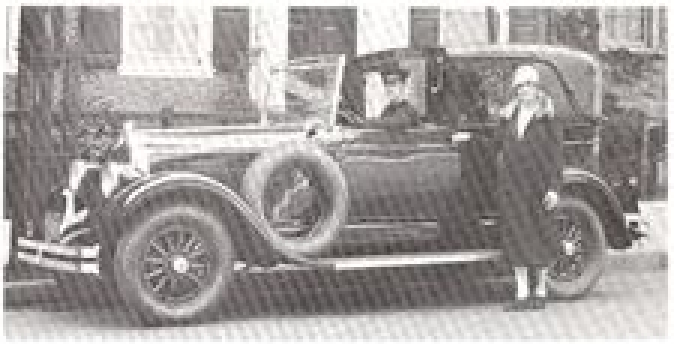
1926 -



Two years after his highly successful introduction of the Chrysler car and the formation of the corporation bearing his name, Walter P. Chrysler decided to invade the ranks of the luxury car market. The January, 1926, New York Auto Show became the birthplace of a new Chrysler car to which he gave the regal name Imperial "80". The numeral "80" carried a great deal of significance, for the car was guaranteed to do 80 miles per hour, and it quickly became very well known for its high speed, low-gear "pull," and hill-climbing ability. Many contemporaries called the Imperial the only U. S. stock car of its time that could deliver a truly sports car performance.

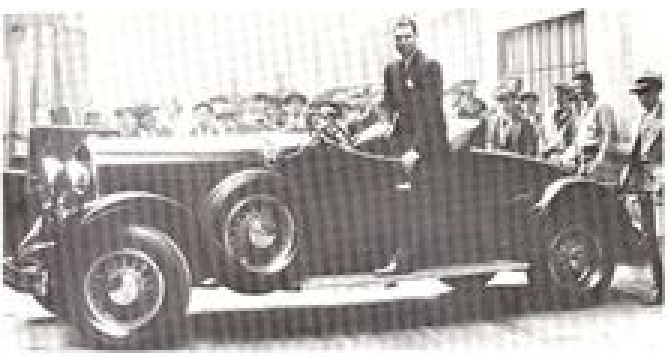
Floyd Clymer once demonstrated the great 1926 Imperial performance in spectacular style. Driving a stock Imperial touring car, he launched out on a record breaking 702-mile speed-endurance run between Denver and Kansas City in June, 1926 in which the Imperial covered the distance in 13 hours and 56 minutes. Its average speed of 51.8 mph was the fastest ever attained by a stock car over 500 miles to that time--yet only 200 of the 702-mile stretch was made up of paved roads! Floyd called the Imperial 80 "one of the real quality cars" of its day.

1927 CHRYSLER IMPERIAL, E-80: The Imperial 80 was the first Chrysler car to use light aluminum alloy pistons. Its potent 92 horsepower six-cylinder engine made it one of the most powerful cars of its day. It also had a carburetor "fumer" to electrically preheat the fuel mixture, and a small Chrysler emblem on the dash panel would light up when the battery needed water.

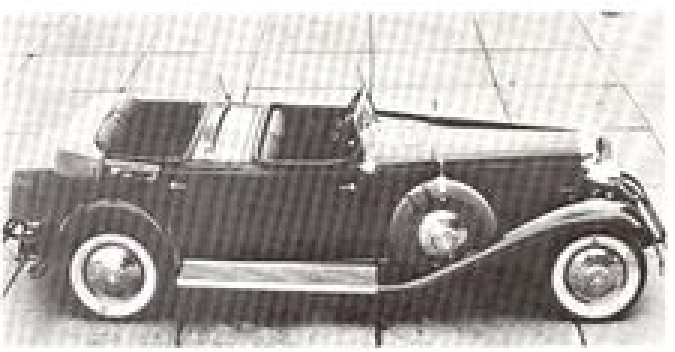


1928 CHRYSLER IMPERIAL, L-80: 1928 saw Imperial become the first Chrysler car to pass the 100-horsepower barrier with a rating of 112 at 3000 rpm. Compression ratio was raised from 4.7:1 to 6:1 and wheelbase was established at 136 inches. Semicustom bodies were offered by Locke, Dietrich, and LeBaron at prices up to $6,795.

1929-1930 CHRYSLER IMPERIAL L*: By 1929, Imperial had become one of the premier cars on the road. New slimmer profile radiator grilles were designed especially so that the fluted hood identification of previous Imperial cars could be retained. Rumble seat models had a door on the curb side for easier access to the rear compartment. Prices ranged from $2,675 to $3,475.



1931 CHRYSLER IMPERIAL, CG: A startling new kind of Imperial was introduced in 1931. Its bodies were designed with long hoods and broad sweeping fenders that combined to make the car a true Chrysler classic. Wheelbase was 145 inches. A new Straight Eight engine of 384.5-cubic inch displacement had a nine-bearing camshaft and turned out 125 horsepower.



1932 CHRYSLER IMPERIAL CUSTOM EIGHT, CL: The long, classic body lines were continued but with new ventilating doors on the side of the hood similar to other Chrysler cars. The CL became the first of the Chryslers to be fitted with a power brake booster. A shorter 135" wheelbase Imperial CH was introduced as a companion to the CL.

1933 CHRYSLER IMPERIAL EIGHT, CQ: The Custom Imperial was carried over for another year virtually unchanged, but the wheelbase of the Eight was shortened from 135 inches to 125 inches. The CL and CQ were the only Chrysler-made cars with wire wheels as standard equipment in place of wood wheels. Also standard on both cars was the new coincidental-accelerator pedal starter.

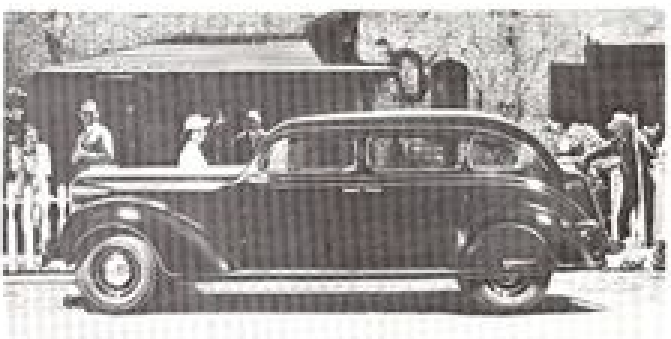
1934 CHRYSLER AIRFLOW IMPERIAL, CV: At 212-1/4 inches, the CV model was the shortest of the three Airflow Imperials. In keeping with the performance image Imperial had built up since 1926, a CV coupe established 72 stock car speed records during a one-day run at the Utah Salt Flats under AAA Contest Board Supervision.

1934 CHRYSLER AIRFLOW CUSTOM IMPERIAL, CW: Automatic overdrive and the ride stabilizer bar were only a part of the CW story. Like the other Airflows, its structure was a network of steel girders covered by body panels--a prelude to unit construction. The CW had a wheelbase of 146.5 inches and could seat eight passengers. Its one-piece curved glass windshield was the first of its kind on a production car.

1935 CHRYSLER AIRFLOW IMPERIAL, C-2: Imperials continued to use the Airflow body design exclusively. New hood and grille surface projected forward into the airstream to give the cars a longer look. Other new appearance items included bumpers, head lamp surrounds, and hood louvers on the side.

1936 CHRYSLER AIRFLOW CUSTOM IMPERIAL, C-11: Imperials again remained exclusively Airflow design; however, the very long 146-1/2 inch wheelbase Custom model was removed from the line-up. New die-cast radiator grilles and hood louvers were featured, and a redesigned steering linkage permitted a change in the angle of the steering column.

1937 CHRYSLER CUSTOM IMPERIAL, C-15: Except for the Airflow C-17 model, all eight-cylinder Chrysler cars bore the name Imperial or Custom Imperial. The Custom came on a wheelbase of 140 inches in two body types--the 7-passenger sedan and the sedan limousine. The latter had a crank-operated glass partition behind the front compartment.



1938 CHRYSLER IMPERIAL, C-19: Wheelbase of the Custom went up again--to 144 inches. Front and rear sway bars ensured a stable ride for all Imperials, the only Chrysler-built cars to feature both. Instrument panels for the C-19 Imperials had a painted, highly polished wood-grain finish, but those of the Custom were painted to harmonize with the upholstery.

1939 CHRYSLER CUSTOM IMPERIAL, C-24: The first application of a fluid coupling to passenger cars in the United States was made late in 1938, when Chrysler introduced Fluid Drive as standard equipment on the Custom Imperial, C-24. Also new to all Imperials as standard equipment was the steering column-mounted gear shift lever.

1940 CHRYSLER CROWN IMPERIAL, C-27: All Imperial cars were now consolidated under a single banner--the Crown Imperial. Fluid Drive, Overdrive, and power brakes continued to be offered as standard equipment. The new Crown had three body styles: the six- and the eight-passenger sedans, and the sedan limousine with glass partition.

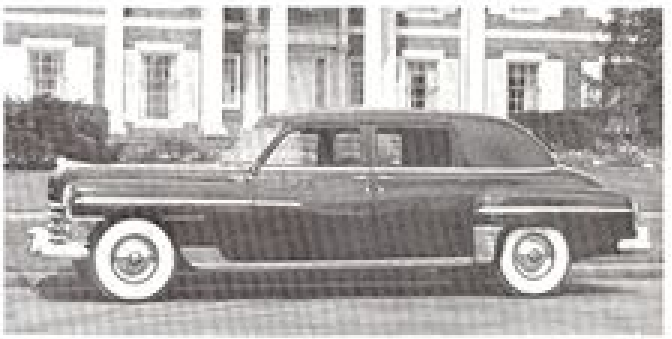
1941 CHRYSLER CROWN IMPERIAL, C-33: Power windows made their initial bow in Imperial as standard equipment. A master control unit for the windows was mounted on top of the instrument panel. Prices ranged from $1,795 for a Town Sedan to $2,795 for the Sedan Limousine which was the most expensive of the Chrysler-built cars.

1942 CHRYSLER CROWN IMPERIAL, C-37: Five months and 448 Imperial cars after the start of the 1942 season, production of Imperials was shut down for the duration of World War II. Front fender lines of the new Imperial blended gracefully into the hood structure, and running boards were enclosed by the doors.

1946-48 CROWN IMPERIAL, C-40: Like all first postwar cars, the new Imperial reflected the same basic appearance that it had had during the short-lived 1942 production year. A new grille and body ornamentation, however, provided immediate recognition to its two body styles: the limousine and the 8-passenger sedan.

1949 CROWN IMPERIAL, C-47: A unique, self-energizing, hydraulic disc brake was introduced as standard equipment on all 1949 Imperials. It had two flat pressure plates on which segments of brake lining were bonded. Braking action was obtained when the pressure plates were forced outward into contact with rotating brake housings.

1950 CROWN IMPERIAL, C-50 (custom body by Derham shown): A new hood ornament, grille, front and rear bumpers, and taillights were part of the 1950 appearance package for the Crown Imperial. Factory retail prices, not including Federal tax, were $4,970 for the sedan and $5,070 for the limousine.



1951-52 IMPERIAL, C-54: Two series of cars now came under the exclusive Imperial name plate: the Imperial and the Custom Imperial. The latter retained rights to the long-wheelbase 8-passenger sedan and limousine models. Introduction of full-time power steering as standard equipment was a "first" for the Custom Imperial.

1953 CUSTOM IMPERIAL, C-58: Chrysler Corporation's first fully automatic transmission, called PowerFlite, was installed in Imperials beginning in March, 1953. The Crown Imperial was equipped with a 12-volt electrical system. Electric seat adjusters could be obtained on sedans, and the one-piece curved windshield returned to vogue.

1954 CUSTOM IMPERIAL, C-64: With a rated increase in engine horsepower from 180 to 235, Imperial continued to be the highest-powered luxury car made in the United States. And it was not even necessary to use premium fuel! The most pronounced exterior changes took place in the grille and bumpers. The Imperial name was separately registered in 1954.

1955 CROWN IMPERIAL, C-70: In a move to give the Imperial a distinctiveness separate from other Chrysler cars, Imperial formally became established as a car line utilizing its own design concepts. As a result of this decision, shipments of Imperials rose from 5,761 cars produced in 1954 to 11,432 at the end of the 1955 run.

1956 IMPERIAL, C-73: Sweeping, long rear fenders and new body side ornamentation characterized the 1956 Imperial. The upper back portion of the right fender also acted as a door which could be swung out to reveal a hidden gas filler cap. Crown Imperials terminated the body molding at the rear wheel opening and followed it with five chromed louvers.

1957 IMPERIAL: The long, graceful lines of the new Imperial body combined with a compound curved windshield and the first use of curved side glass on a standard production car to make Imperial a contemporary classic. The front end was designed to utilize either single head lamps or the smaller dual head lamps that were making their first showing.

1958 IMPERIAL CROWN: Auto Pilot was introduced on Imperial as the first automatic driver assist which would allow the driver to select turnpike cruising speeds by means of a dial. Optional 11.00 x 14 tires were the largest passenger-car tires in the world. An integrated mechanical-electrical door locking system was offered as another Chrysler "First."

1959 IMPERIAL CUSTOM: Power brakes, power steering, back-up lights, windshield washers, and dual exhausts were standard equipment on all Imperials. A new rear suspension option featured a compressor which automatically increased air pressure inside flexible, nylon reinforced, rubber air springs to keep the car level.

1960 IMPERIAL CUSTOM: Special attention was directed toward passenger comfort: seat cushions were padded with nearly six inches of foam rubber; instrument panel gauges were illuminated by the soft glow of electroluminescent lighting; swivel front seats became available. The LeBaron took on a "town car" look with small rear window.

1961 IMPERIAL CROWN: A new front end design featured individual head lamps, each standing on its own base. Safety padding was used on the steering wheel crossbar, and the top and bottom portions of the instrument panel. Steering wheels had a new oval shape with flats at the top and bottom of the wheel.

1962 IMPERIAL LE BARON: At 227.1 inches, Imperial continued to be one of the longest cars built in the United States. A new vacuum suspended-type power brake replaced the air-suspended unit used previously, and a small lightweight reduction gear starting motor was introduced.

1963 IMPERIAL CUSTOM: Imperial joined other industry cars in reporting interior dimensions based on a seating design and measuring system that utilized a two-dimensional manikin in its seated attitude in a car. All Imperials were painted in acrylic enamel paint that was hand buffed before the cars left the assembly line.

1964 IMPERIAL LEBARON: An indication of how complex things can become in the automotive industry is attested by the fact that Imperial offered an amazing total of 776 color and trim combinations among its four cars. The Crown Coupe with a LeBaron type rear window was a new offering. The Custom series was eliminated.

1965 IMPERIAL CROWN COUPE: Head lamps were covered over by a pane of flat tempered glass. Inlays of rich walnut veneer decorated the steering wheel, instrument panel and door trim to give only a hint of Imperial luxury. A master gauge flashed a warning light on the instrument panel if fuel level, oil pressure or engine temperature needed attention.

1966 IMPERIAL CROWN CONVERTIBLE: Imperial four-door models were highlighted by new 50/50 front bench seats. Each half could be adjusted independently of the other. This included the center armrest which also was divided down the middle. A new grille and deck lid shape were the primary appearance changes.

IMPERIAL CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'r Symbol	Production Began	Production Ended	Advertised Names	Wheel-base	No. Cyl.	Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1926	E-80	12-25	10-27	Chrysler Imperial "80"	120, 127, 133	6-L	3-1/2 x 5	288.7	4.7	---	92 @ 30	---	192 @ 10	---
1927	E-80	12-25	10-27	Chrysler Imperial "80"	120, 127, 133	6-L	3-1/2 x 5	288.7	4.7	---	92 @ 30	---	192 @ 10	---
1928	L-80	11-27	9-28	Chrysler Imperial "80"	136	6-L	3-5/8 x 5	309.6	6.0(R)	4.75	112 @ 30	100 @ 30	215 @ 10	201 @ 10
1929	L*	10-28	9-30	Chrysler Imperial	136	6-L	3-5/8 x 5	309.6	4.75	6.0(R)	100 @ 30	112 @ 30	201 @ 10	214 @ 10
1930	L*	10-28	9-30	Chrysler Imperial	136	6-L	3-5/8 x 5	309.6	4.75	6.0(R)	100 @ 30	112 @ 30	201 @ 10	214 @ 10
1931	CG	7-30	10-31	Chrysler Imperial Eight	145	8-L	3-1/2 x 5	384.8	5.2	6.2(R)	125 @ 32		290 @ 12	
1932	CH	12-31	11-32	Chrysler Imperial Eight	135	8-L	3-1/2 x 5	384.8	5.2	5.6(R)	125 @ 32		290 @ 12	
	CL		9-32	Chrysler Imperial Custom Eight	146									
1933	CQ	12-32	12-33	Chrysler Imperial Eight	126	8-L	3-1/4 x 4-1/2	298.7	6.2(R)	5.2(S)	108 @ 34	100 @ 34	210 @ 12	200 @ 12
	CL*	1-33		Chrysler Custom Imperial	146		3-1/2 x 5	384.8	5.8(R)		135 @ 32	125 @ 32	290 @ 13	260 @ 12
1934	CV	1-34	10-34	Chrysler Airflow Imperial	128	8-L	3-1/4 x 4-7/8	323.5	6.5(A)	---	130 @ 34	---	250 @ 16	---
	CX			Chrysler Airflow Custom Imperial	137-1/2									
	CW		8-34		146-1/2		3-1/2 x 5	384.8			150 @ 32		300 @ 16	
1935	C-2	12-34	8-35	Chrysler Airflow Imperial	128	8-L	3-1/4 x 4-7/8	323.5	6.5(A)	7.4(A)	130 @ 34	138 @ 34	250 @ 16	265 @ 16
	C-3			Chrysler Airflow Custom Imperial	137-1/2									
	CW*				146-1/2		3-1/2 x 5	384.8		---	150 @ 32	---	300 @ 16	---
1936	C-10	9-35	8-36	Chrysler Airflow Imperial	128	8-L	3-1/4 x 4-7/8	323.5	6.5(A)	7.4(A)	130 @ 34	138 @ 34	250 @ 16	265 @ 16
	C-11	1-36	7-36	Chrysler Airflow Custom Imperial	137-1/2									
	CW*	2-36	8-37		146-1/2		3-1/2 x 5	384.8		---	150 @ 32	---	300 @ 16	---
1937	C-14	9-36	8-37	Chrysler Imperial	121	8-L	3-1/4 x 4-1/8	273.8	6.7(A)	7.4(R)	110 @ 36	115 @ 36	212 @ 16	220 @ 16
	C-15			Chrysler Custom Imperial	140		3-1/4 x 4-7/8	323.5	6.5(A)	7.4(A)	130 @ 34	138 @ 34	250 @ 16	265 @ 16
1938	C-19	8-37	8-38	Chrysler Imperial	125	8-L	3-1/4 x 4-1/2	298.7	6.2	7.4	110 @ 34	122 @ 34	214 @ 16	230 @ 16
	C-20		7-38	Chrysler Custom Imperial	144		3-1/4 x 4-7/8	323.5	6.5(A)	7.4(A)	130 @ 34	138 @ 34	250 @ 16	265 @ 16
1939	C-23	8-38	8-39	Chrysler Imperial	125	8-L	3-1/4 x 4-7/8	323.5	6.8	7.4(A)	130 @ 34	138 @ 34	250 @ 16	265 @ 16
	C-24			Chrysler Custom Imperial	144				6.8(A)		132 @ 34		254 @ 16	
1940	C-27	8-39	7-40	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	6.8(A)	7.4(A)	132 @ 34	143 @ 34	260 @ 16	270 @ 16
1941	C-33	8-40	7-41	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	6.8(A)	---	140 @ 34	---	260 @ 16	---
1942	C-37	8-41	1-42	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	6.8	---	140 @ 34	---	260 @ 17	---
WORLD WAR II														
1946 to 1948	C-40	4-46	2-49	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	6.7	---	135 @ 34	---	270 @ 16	---
1949	C-47	12-48	12-49	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	7.25	---	135 @ 34	---	270 @ 16	---
1950	C-50	1-50	12-50	Chrysler Crown Imperial	145-1/2	8-L	3-1/4 x 4-7/8	323.5	7.25	---	135 @ 34	---	270 @ 16	---
1951-1952	C-54	12-50	9-52	Chrysler Imperial	131-1/2	V-8	3-13/16 x 3-5/8	331.1	7.5	---	180 @ 40	---	312 @ 20	---
	C-53			Chrysler Crown Imperial	145-1/2									
1953	C-58	10-52	9-53	Chrysler Custom Imperial	133-1/2	V-8	3-13/16 x 3-5/8	331.1	7.5	---	180 @ 40	---	312 @ 20	---
	C-59			Chrysler Crown Imperial	145-1/2									
1954	C-64	10-53	8-54	Chrysler Custom Imperial	133-1/2	V-8	3-13/16 x 3-5/8	331.1	7.5	---	235 @ 44	---	330 @ 23	---
	C-66			Chrysler Crown Imperial	145-1/2									
1955	C-69	10-54	7-55	Imperial	130	V-8	3.81 x 3.63	331	8.5	---	250 @ 46	---	340 @ 23	---
	C-70			Crown Imperial	149.5									
1956	C-73	9-55	8-56	Imperial	133	V-8	3.94 x 3.63	354	9.0	---	280 @ 46	---	380 @ 28	---
	C-70			Crown Imperial	149.5									
1957	IM1-1	9-56	9-57	Imperial	129	V-8	4.00 x 3.90	392	9.25	---	325 @ 46	---	430 @ 28	---
	IM1-2			Imperial Crown										
	IM1-4			Imperial LeBaron										
1958	LY1-L	9-57	7-58	Imperial	129	V-8	4.00 x 3.90	392	10.0	---	345 @ 46	---	450 @ 28	---
	LY1-M			Imperial Crown										
	LY1-H			Imperial LeBaron										
1959	MY1-L	9-58	7-59	Imperial Custom	129	V-8	4.18 x 3.75	413	10.1	---	350 @ 46	---	470 @ 28	---
	MY1-M			Imperial Crown										
	MY1-H			Imperial LeBaron										

(R) - Redhead Engine (S) - Silver Dome Engine (A) - Aluminum Cylinder Head

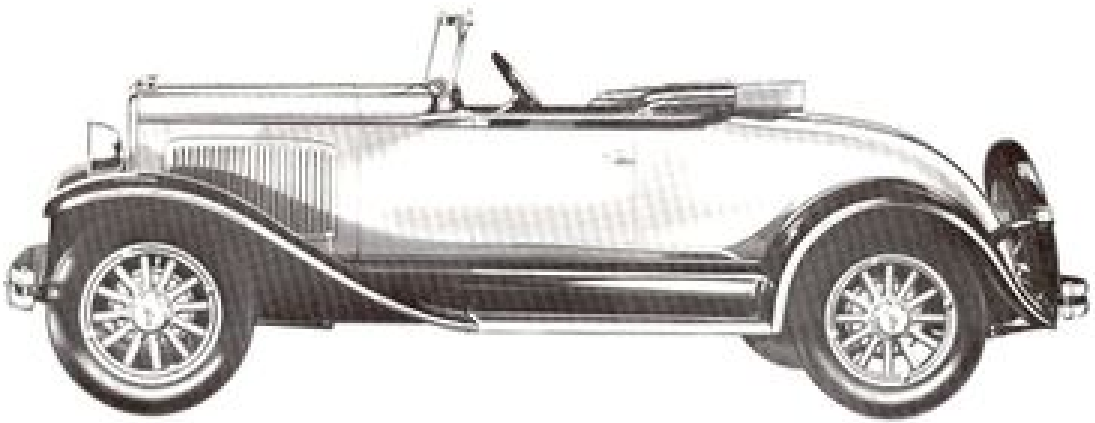
IMPERIAL CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'r System	Production		Advertised Name	Wheel-base	No. Cyl.	Bore & Stroke	Displ. Ratio	Compression Ratio		Advertised			
		Begin	Ended								HP		Torque	
									Std	Opt	Std	Opt	Std	Opt
1960	TC1-L	8-59	6-60	Imperial Custom	129	V-8, OHV	4.18 x 3.75	413	10.1	---	350 @ 60	---	470 @ 20	---
	TC1-M			Imperial Crown										
	TC1-H			Imperial Le Baron										
1961	RS1-L	8-60	7-61	Imperial Custom	129	V-8, OHV	4.18 x 3.75	413	10.1	---	350 @ 60	---	470 @ 20	---
	RS1-M			Imperial Crown										
	RS1-H			Imperial Le Baron										
1962	YT1-L	8-61	7-62	Imperial Custom	129	V-8, OHV	4.18 x 3.75	413	10.1	---	340 @ 60	---	470 @ 20	---
	YT1-M			Imperial Crown										
	YT1-H			Imperial Le Baron										
1963	TS1-L	8-62	7-63	Imperial Custom	129	V-8, OHV	4.18 x 3.75	413	10.1	---	340 @ 60	---	470 @ 20	---
	TS1-M			Imperial Crown										
	TS1-H			Imperial Le Baron										
1964	VV1-M	8-63	7-64	Imperial Crown	129	V-8, OHV	4.18 x 3.75	413	10.1	---	340 @ 60	---	470 @ 20	---
	VV1-H			Imperial Crown Coupe										
	VV1-U			Imperial Le Baron										
1965	AS1-M	8-64	7-65	Imperial Crown	129	V-8, OHV	4.18 x 3.75	413	10.1	---	340 @ 60	---	470 @ 20	---
	AS1-H			Imperial Crown Coupe										
	AS1-U			Imperial Le Baron										
1966	BY1-M	8-65		Imperial Crown	124	V-8, OHV	4.12 x 3.75	440	10.1	---	350 @ 60	---	480 @ 20	---
	BY1-U			Imperial Le Baron										

PLYMOUTH

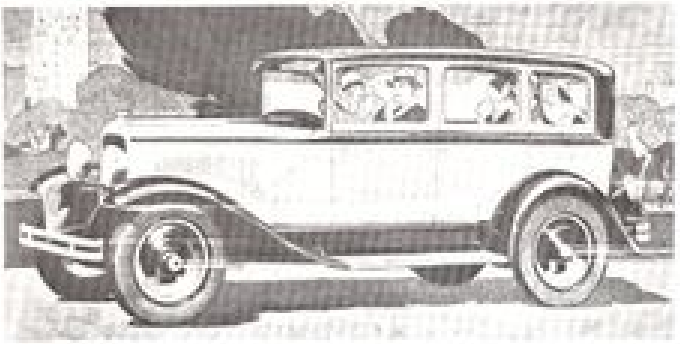
PLYMOUTH

1928 -



"An absolutely new development in motor car style... New slender profile chromium-plated radiator...Long low bodies...New type beaded crown fenders...Molded edge running boards...Generous room for 2 to 5 passengers, according to body model...Luxurious deep upholstery and appointment detail such as you expect only in cars of far higher price...Beautiful bowl-type head lamps...New "Silver Dome" high-compression engine, for use with any gasoline...Smooth speed up to 60 and more miles an hour...Characteristic Chrysler acceleration...Unbelievable smoothness of operation--at all driving speeds...New type Velvet-Power engine mountings...Body impulse neutralizer...New type shock-absorbing spring compensators give exceptional riding comfort...New type spring shackles--reduce noise, wear, attention...Chrysler light-action internal expanding hydraulic four-wheel brakes--no other car of this price possesses this feature."

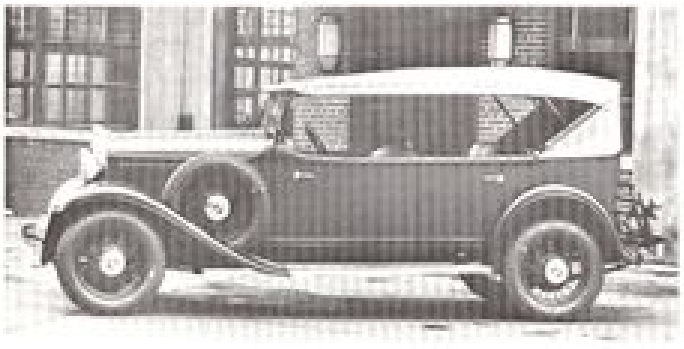
With these advertised words, the first Plymouth car was launched into existence. "Give the public something better and the public will buy," said Walter P. Chrysler about his brain child, the Plymouth car. Buy they did...and have ever since. The first Plymouth came off the line June 11, 1928. By the time the year was out, 58,000 Plymouths had been shipped. Demand became so great that a new Plymouth plant was begun on 40 acres of Detroit real estate in October, 1928, to be completed in record time, ready for occupancy in 1929.



1929 PLYMOUTH U: Sales of the 1929 Plymouth soared 50% over 1928. Advertised F.O.B. factory price was $655 for the coupe and $695 for the sedan. Rubber engine mountings pioneered on the 1926 Chrysler were offered on a low-priced car for the first time. Although original tires were 4.75 x 20 inches, these were changed later to 4.75 x 19 inches.

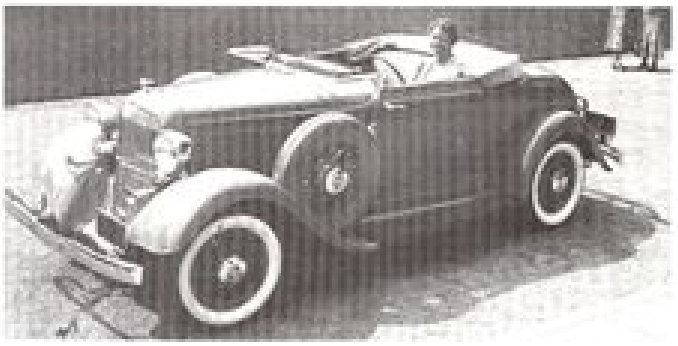
1930 PLYMOUTH 30-U: The Great Depression hit hard, but Plymouth sales moved counter to the trend, doubling the 1929 total. A fuel pump replaced the original vacuum tank. Radios were available in closed models, and hydraulic shock absorbers were used instead of the friction-type for a smoother ride. An electric gasoline gauge was another new feature for Plymouth.

1931 PLYMOUTH PA: The 1931 PA brought free wheeling to the low-priced car market along with the famous "Floating Power" engine mountings. A new vacuum spark advance with automatic control also was introduced. The PA was the first completely new Plymouth since the Model Q, and resulted from a $2,500,000, two-year program of research, testing, and retooling.



1932 PLYMOUTH PB: "Ride in All Three" was Plymouth's advertising slogan which challenged prospective buyers in the lower-price class. A new rigid X member frame was used, and the oil filter became standard equipment. New centrifuse brake drums with cast iron fused to outer rims of steel helped dissipate heat. Wheelbase was increased three inches.

1933 PLYMOUTH PD: A new L-head six-cylinder engine with a Plymouth high of 70 horsepower was introduced. Biggest news was the selling price of the Plymouth Six, $495.00, quite a contrast to the 4-cylinder 1928 Plymouth that sold originally for $735.00. A sum of $9,000,000 was spent for design, experimental engineering, and retooling the Plymouth plant for this car.



1934 PLYMOUTH PE: On August 10, 1934, the one-millionth Plymouth came off of the production line, an impressive six-year record for its time when the top car that year sold less then 500,000 units. Independent coil spring front suspension was introduced on Plymouth.

1935 PLYMOUTH PJ: Plymouth engines in 1935 incorporated water jackets that extended the full length of the cylinder bores. The benefits of balanced weight distribution, the ride stabilizer bar, and "Chair-Height" seats were introduced on Plymouth after having been successfully adopted on Chrysler the preceding year.

1936 PLYMOUTH P-2: The 1936 Plymouth pioneered the use of rubber-insulated body mountings on a low-priced car. A specially engineered Plymouth could be converted from passenger car to hearse to ambulance in a few moments. It cost only $40.00 more than the standard sedan. Ten different body styles were offered by Plymouth--an impressive array for any car at that time.

1937 PLYMOUTH P-4: A safety-styled instrument panel had recessed controls and a rounded bottom edge raised above knee height. The top of the front seat back had a well-padded roll. Even the door handles were curved inward to prevent clothes snagging. Hidden blower units and defroster vents for directing air over the windshield made their Plymouth bow.

1938 PLYMOUTH P-6: The tenth anniversary of Plymouth saw it solidly in third place in sales. A rumble seat coupe still was available, but open touring cars and phaetons had long disappeared. One of the optional items offered was a rear seat radio speaker--attached to the back of the front seat.

1939 PLYMOUTH P-8: A new safety-signal speedometer would flash a green light at speeds up to 30 mph, amber from 30 to 50 mph, and red beyond 50 mph. Wet-weather ventilation became a reality when a rain trap was introduced into the screened cowl ventilator. The gearshift lever was moved to the steering column, and power convertible tops were quick to catch on with the public.

1940 PLYMOUTH P-10: For the second year Plymouth received a special award in safety design. Sealed-beam headlights appeared in the Plymouth picture along with rotary door latches, and vacuum-operated windshield wipers now pivoted from the bottom of the windshield. Only Plymouth of the larger volume low-priced cars offered a seven-passenger sedan.

1941 PLYMOUTH P-12: The battery was moved beneath the hood where it remains today. An efficient oil-bath air cleaner was adopted along with a floating-type oil intake. Door checks were installed to hold the doors open, and a new counter-balanced deck lid reduced the effort of removing things from the trunk.

1942 PLYMOUTH 14C: Production came to a halt early in 1942 as Plymouth converted 100 per cent to the war effort. Running boards were concealed, and the dome light was designed to flick on automatically whenever anyone opened the front doors. The new grille and integrated front fenders were a notable styling departure from the preceding year.

1946-1948 PLYMOUTH 15S: In the rush to build postwar cars, few exterior changes were made from the 1942 models. Engineering improvements were: a new gasoline pump eliminating the glass sediment bowl, and a long-life gasoline filter that was placed in the fuel tank. New, low-pressure super-cushion tires, introduced in 1948, gave Plymouth an outstanding ride.

1949 PLYMOUTH P-18: Plymouth again offered a 9-passenger car called the Special Deluxe Station Wagon. It had exterior wood trim and removable second and third seats. A new introduction--the 6-passenger Deluxe Suburban--had a folding second seat ahead of a 42-inch flat floor, and became known as the first all-steel body station wagon. Automatic "turn-the-key" ignition was born to a low-priced car.

1950 PLYMOUTH P-20: Plymouth alone of the major low-priced cars offered an electric automatic choke and oil-bath air cleaner. The Plymouth came in two different wheelbases: 111.0 inches and 118.5 inches. The shorter wheelbased-car was 186.5 inches long which put it in a class with the compact car Valiant to be introduced some 10 years later.

1951 PLYMOUTH CRANBROOK: Such time-honored names as Standard, Deluxe, and Super Deluxe fell by the wayside. Into their respective places now came the names Concord, Cambridge, and Cranbrook to begin a new era in car identification. New electric windshield wipers operated at a constant speed whether a Plymouth engine ran fast or slow. The Cranbrook Belvedere became Plymouth's first two-door hardtop.

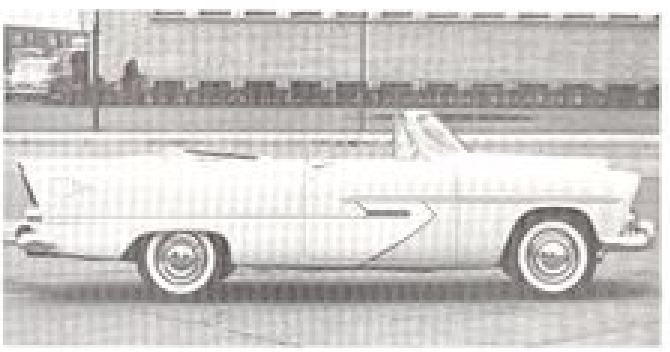
1952 PLYMOUTH CRANBROOK BELVEDERE: Following one year of successful usage, the Oriflow shock absorber with "sea-leg" mounting became well known for its contribution to Plymouth's level, comfortable ride. Overdrive was made available as optional equipment. In overdrive, the engine made three revolutions for each rear wheel revolution against four without overdrive.

1953 PLYMOUTH CRANBROOK: The series line-up was revised, eliminating the Concord. The old two-piece windshield was replaced by a new one-piece curved glass. Also new for two-door hardtops was the division of the front seat back one third of the way across instead of in the center to allow two people to remain seated in the front and still permit access to the rear compartment. 1953 also saw Plymouth adopt a torque converter transmission called Hy-Drive.

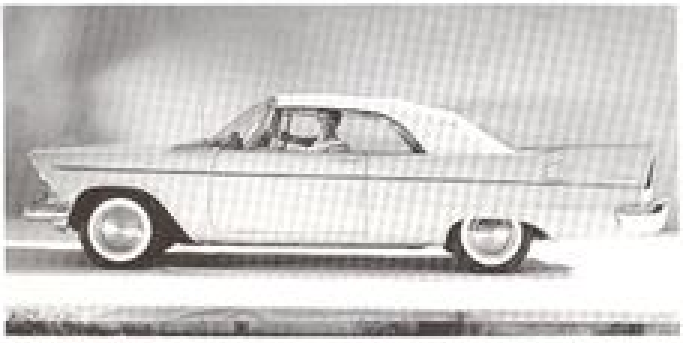
1954 PLYMOUTH BELVEDERE: The Plymouth line-up now read Plaza, Savoy, and Belvedere. Power steering and a two-speed automatic transmission called PowerFlite made their Plymouth bows. On March 25, Chrysler Corporation disclosed that an experimental turbine engine had been developed and successfully road tested in a production model Plymouth hardtop--an American automotive "First."

1955 PLYMOUTH BELVEDERE: Two-tone paint reached the zenith of its popularity. For the first time in its history, a Plymouth could be purchased with a V-8 engine. The new V-8 was advertised at 157 horsepower. Air conditioning was a new luxury item made available on the low-priced Plymouth.

1956 PLYMOUTH BELVEDERE: Push-buttons now operated the PowerFlite automatic transmission. Displacement of the standard V-8 engine was upped to 277 cubic inches, and horsepower rose to 187. A vacuum-operated power brake was a new offering along luxury car lines. A special four-door Plymouth sedan fitted with a gas turbine engine became the first such car to make a transcontinental trip.



1956 PLYMOUTH BELVEDERE: The Plymouth line had a special new two-door hardtop called the Fury which had gold anodized aluminum side trim. Another telltale mark was the rumble of its 303-cubic inch V-8. One of these cars set a class "flying mile" stock car record at Daytona Beach with a 124.01 mph speed as timed and supervised by NASCAR.



1957 PLYMOUTH BELVEDERE: The ten-millionth Plymouth rolled off the assembly line on January 27, 1957. The rugged TorqueFlite three-speed automatic transmission and torsion bar front suspension made their Plymouth debut. Station wagons were given a third seat that faced to rear. Production soared over 600,000 units for one of Plymouth's best years.

1958 PLYMOUTH FURY: A new 350-cubic inch V-8 engine was made available on the Fury. It could be bought with an electrically operated fuel-injection system that raised its output to 315 hp at 5000 rpm along with a torque rating of 370 at 3600 rpm. Dual headlights made their first Plymouth appearance.

1959 PLYMOUTH FURY: March, 1959 saw the eleven-millionth Plymouth leave the factory. More Plymouths were sold as police cars than at any time previously. A new series called the Sport Fury became the premium Plymouth. It was available as convertible or 2-door hardtop and was equipped with a 260 hp V-8. Its front seats swiveled outward, a standard equipment item that was extra cost in other Plymouth cars.

1960 Valiant V-200: This sensational new compact car first was put on display October 27, 1959, at New York's Hotel Commodore, commemorating the introduction of the first Chrysler there in 1925. The Valiant offered a strong unit construction body, peppy new Slant Six 101 horsepower engine, and a revolutionary new alternator, replacing the generator, as standard equipment.

1960 PLYMOUTH FURY: A multimillion dollar modernization program at the Plymouth assembly plant in Detroit paved the way for the new Unibody Plymouth. In April, 1960, Plymouth won the Mobilgas Economy run for the fourth straight year. Its two V-8 equipped cars finished first and second in their class, and two Plymouths with six-cylinder engines finished first and third.

1961 VALIANT V-200: For increased performance, a Valiant Six Hyper Pack had a 4-barrel carburetor and other modifications which raised the horsepower to 148. Valiant and Lancer were the only compact cars of the Big Three to offer factory-installed power steering and power brakes.

1961 PLYMOUTH FURY: Gone were the fins which had characterized Plymouth cars for the past five years. Tail lamps were unique pods which appeared to "float" within concave depressions in the rear fenders. The alternator replaced the generator, and nine different V-8 engine options were listed.

1962 VALIANT SIGNET 200: A sports-type Signet series with front bucket seats was introduced as the premium car in the Valiant line-up, and an optional 225-cubic inch six-cylinder engine with a die-cast aluminum block was offered. The Society of Illustrators named the Signet 200 as the winner of their styling award for design excellence.

1962 PLYMOUTH FURY: Self-adjusting brakes, transmission parking lock, and printed electrical circuits were new items for Plymouth in 1962. Wheelbase was reduced to 116 inches. A six-cylinder Plymouth Savoy won its class in the Mobilgas Economy Run at 24.6 miles per gallon. On July 15 at Fremont, California, Tom Grove became the first drag strip driver ever to do the quarter mile in less than 12 seconds in a stock sedan with his Plymouth 413 Super Stock.

1963 VALIANT SIGNET 200: An entirely new body design, the first since its inception, was the big news for Valiant. Unit construction was continued, and fuel tank capacity raised to 18 gallons from the original 13. The new body was two inches longer than before, and a convertible was offered for the first time. The Signet hardtop also could be bought with a black or white vinyl roof covering.

1963 PLYMOUTH SPORT FURY: 1963 was a banner year for Plymouth with its new Super Stock 426-cubic inch Maximum-Performance engine. It was awarded the 1963 Manufacturer's Trophy for winning more United States Auto Club stock car races than any other make. Plymouth also took the top American Hot Rod Association stock car honors at Fort Worth, Texas. A six-cylinder Savoy again won its class in the Mobilgas Economy Run.

1964 VALIANT SIGNET: Among the new features for the 1964 Valiant were a four-speed manual transmission with a floor-mounted gearshift and a Sure-Grip differential option. Near midyear, a new lightweight 273-cubic inch V-8 engine was placed into production. The 273 engine developed 180 horsepower at 4200 rpm. This also was the first full year that all Chrysler-built cars began to show a miniature Pentastar--the new Corporate symbol--in their right front fenders.

1964 PLYMOUTH SPORT FURY: In the month of February, 1964, Plymouth Super Stockers won "Mr. Top Stock Eliminator" at the AHRA Winternational Drag Championships, followed by a 11.63/124.13 mph quarter-mile win at the NHRA Winternationals. Later that month, Richard Petty piloted his blue Plymouth to a record win at the Daytona 500 with an average speed of 153.34 mph. Plymouths, in fact, finished 1, 2, 3.

1964-65 PLYMOUTH BARRACUDA: On April 2, 1964, a new kind of Plymouth car was introduced--the Barracuda whose "fastback" rear window was one of the largest ever used in a standard production automobile...14.4 square feet of tinted glass. The Barracuda had a unique rear utility compartment with a rear seat whose back folded forward like the kind used in the rear of station wagons.

1965 PLYMOUTH BELVEDERE I: A new intermediate-size product line called the Belvedere was unveiled for 1965. Satellite was the name given to the premium car of the line. The Belvedere was three inches shorter than the 1964 Plymouth, yet had essentially the same interior compartment space.

1965 PLYMOUTH VALIANT SIGNET: To the first 273-cubic inch V-8, offered by Valiant the previous year, was added a high-performance option that upped the original horsepower rating to 235 at 5200 rpm. A new flat-profile air conditioner could be factory-installed. All-vinyl seats were standard in the low-line Valiant 100.

1965 PLYMOUTH SPORT FURY: An entirely new size of Plymouth called the Fury was introduced on a 119-inch wheelbase. Some of its highlights were a strong Unibody structure, column-mounted automatic shift lever, curved side glass, and an electric door locking system. Station wagons were almost a half foot longer than 1964.

1966 PLYMOUTH SIGNET: A new grille, tail lamps, ornamentation, and deep-skirted bumpers characterized the 1966 Valiant. Front wheel disc brakes gave the Valiant buyer who participated in rallies and road racing programs a most useful option, as did the faster response of a new 16:1 ratio manual steering gear.

1966 PLYMOUTH BARRACUDA: A new grille, front end sheet metal, and new tail lamps identified the 1966 Barracuda. New trade-mark medallions depicting a stylized Barracuda were introduced into the grille and rear belt molding. For 1966, the Barracuda also had its own instrument panel, and offered a popular "Formula S" performance and handling package that had few equals in domestic cars.

1966 PLYMOUTH BELVEDERE II: A completely new body--the first since Belvedere was introduced as an intermediate size car--heralded 1966 production. It had sculptured body lines, curved side glass, parallel windshield wipers, and could be purchased with a new 426-cubic inch hemi-head V-8 option that developed 425 hp @ 5000 rpm.

1966 PLYMOUTH SPORT FURY: The basic Fury body shell was continued, but new grille, tail lamps and ornamentation were introduced. The gas filler tube opening was moved from the left rear quarter to behind the license plate. An exclusive new four-door hardtop called the VIP made its entry. It had its own distinctive exterior and interior trim accented with walnut woodgrain inserts.

PLYMOUTH CHRONOLOGICAL SUCCESSION OF MODELS

MODEL YEAR	ENGR. SYM.	PRODUCTION BEGAN	PRODUCTION ENDED	ADVERTISED NAMES	WHEEL-BASE	NO. CYL.	BORE & STROKE	DISPL. CU. IN.	COMP. RATIO STD.	COMP. RATIO OPT.	ADVERTISED HP STD.	ADVERTISED HP OPT.	ADVERTISED TORQUE STD.	ADVERTISED TORQUE OPT.
1925	25-C			Maxwell	109	4 L	3-5/8 x 4-1/2	185.8	3.9	---	30 at 22	---		---
1926	F-58	6-25	4-26	Chrysler Four (later Chrysler "58")	109	4 L	3-5/8 x 4-1/2	185.8	4.0	---	38 at 22	---		---
1927	I-50	7-26	7-27	Chrysler "50"	106	4 L	3-5/8 x 4-1/8	170.3	4.1	---	38 at 22	---		---
1928	I-52	7-27	6-28	Chrysler "52"	106	4 L	3-5/8 x 4-1/8	170.3	4.6	---	45 at 28	---		---
	Q	6-28	2-29	Plymouth	109	4 L	3-5/8 x 4-1/8	170.3	4.6	---	45 at 28	---		---
1929	U	1-29	4-30	Plymouth	109	4 L	3-5/8 x 4-1/4	175.4	4.6	---	45 at 28	---		---
1930	30-U	4-30	6-31	Plymouth	109	4 L	3-5/8 x 4-3/4	196.1	4.6	---	48 at 28	---	120 at 12	---
1931	PA	3-31	7-32	Plymouth	109-1/8	4 L	3-5/8 x 4-3/4	196.1	4.9	---	56 at 28	---	130 at 10	---
1932	PB	2-32	9-32	Plymouth	112-1/8	4 L	3-5/8 x 4-3/4	196.1	4.9	5.8A	65 at 34	---	136 at 12	---
1933	PC	10-32	3-33	Plymouth Thrift	107	6 L	3-1/8 x 4-1/8	189.8	5.5	6.5A*	70 at 36	76 at 36	130 at 12	138 at 12
				Plymouth										
	PD	3-33	10-33	Plymouth Standard Six	107-3/4									
				DeLuxe Plymouth	113-1/2									
1934	PG	3-34	10-34	Plymouth Standard	107-3/4	6 L	3-1/8 x 4-3/8	201.3	5.8	6.5A	77 at 36	82 at 36	140 at 12	150 at 12
	PF	1-34		Plymouth Six										
	PE			DeLuxe Plymouth	113-1/2									
1935	PJ	11-34	9-35	Business Plymouth	113	6 L	3-1/8 x 4-3/8	201.3	6.7	---	82 at 36 **	---	145 at 12 **	---
				DeLuxe Plymouth										
1936	P-1	10-35	9-36	Business Plymouth	113	6 L	3-1/8 x 4-3/8	201.3	6.7	---	82 at 36 **	---	145 at 12 **	---
	P-2			DeLuxe Plymouth										
1937	P-3	10-36	9-37	Business Plymouth	112	6 L	3-1/8 x 4-3/8	201.3	6.7	---	82 at 36 **	---	145 at 12 **	---
	P-4			DeLuxe Plymouth										
1938	P-5	10-37	8-38	Business Plymouth	112	6 L	3-1/8 x 4-3/8	201.3	6.7	7.0A	82 at 36 **	86 at 36	145 at 12 **	150 at 12
	P-6			DeLuxe Plymouth										
1939	P-7	8-38	7-39	Plymouth Road King	114	6 L	3-1/8 x 4-3/8	201.3	6.7	7.0A	82 at 36 **	86 at 36	145 at 12 **	150 at 12
	P-8			DeLuxe Plymouth										
1940	P-9	8-39	7-40	Plymouth Road King	117-1/2	6 L	3-1/8 x 4-3/8	201.3	6.7	7.0A	84 at 36 **	87 at 36	154 at 12 **	155 at 12
	P-10			DeLuxe Plymouth										
1941	P-11	8-40	7-41	Plymouth DeLuxe	117-1/2	6 L	3-1/8 x 4-3/8	201.3	6.7	---	87 at 38	---	160 at 12	---
	P-12			Plymouth Special DeLuxe						7.0A		92 at 38		164 at 12
1942	P-14S	8-41	1-42	Plymouth DeLuxe	117-1/2	6 L	3-1/4 x 4-3/8	217.8	6.8	---	95 at 34	---	172 at 16	---
	P-14C			Plymouth Special DeLuxe										
W O R L D W A R I I														
1946-1948	P-15S	10-45	2-49	Plymouth DeLuxe	117-1/2	6 L	3-1/4 x 4-3/8	217.8	6.6	---	95 at 36	---	172 at 12	---
	P-15C			Plymouth Special DeLuxe										
1949	P-17	12-48	12-49	Plymouth DeLuxe	111	6 L	3-1/4 x 4-3/8	217.8	7.0	---	97 at 36	---	175 at 12	---
	P-18			Plymouth DeLuxe	118-1/2									
				Plymouth Special DeLuxe										
1950	P-19	1-50	12-50	Plymouth DeLuxe	111	6 L	3-1/4 x 4-3/8	217.8	7.0	---	97 at 36	---	175 at 12	---
	P-20			Plymouth DeLuxe	118-1/2									
				Plymouth Special DeLuxe										

NOTES: A = Aluminum Cylinder Head
B = Red Head Engine

* 6.5 Compression Ratio Aluminum Head also Available
** Economy Engine with 5.8 Compression Ratio, 65 Hp and 130 Lb-Ft Torque

PLYMOUTH CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng's Symbol	Production Began	Production Ended	Advertised Names	Wheel-base	No. Cyl.	Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1951-1952	P-22	12-50	4-52	Plymouth Concord	111	6-L	3-1/4 x 4-3/8	217.8	7.0	---	97 @ 36	---	175 @ 12	---
	P-23			Plymouth Cambridge	118-1/2									
				Plymouth Cranbrook										
1953	P-24-1	10-52	9-53	Plymouth Cambridge	114	6-L	3-1/4 x 4-3/8	217.8	7.1	---	100 @ 36	---	177 @ 12	---
	P-24-2			Plymouth Cranbrook										
1954	P-25-1	10-53	8-54	Plymouth Plaza	114	6-L	Early Cars: 3-1/4 x 4-3/8	217.8	7.1	---	100 @ 36	---	177 @ 14	---
	P-25-2			Plymouth Savoy			Later Cars: 3-1/4 x 4-5/8	230.2	7.25	---	110 @ 36	---	190 @ 14	---
	P-25-3			Plymouth Belvedere										
1955	P-26-1	10-54	8-55	Plymouth Plaza	115	6-L	3.25 x 4.63	230	7.4	---	117 @ 36	---	194 @ 16	---
	P-26-3			Plymouth Savoy										
	P-26-2			Plymouth Belvedere										
	P-27-1			Plymouth Plaza	115	V-8	3.44 x 3.25	241	7.6	---	157 @ 44	---	217 @ 24	---
				OR										
	P-27-3			Plymouth Savoy										
	P-27-2			Plymouth Belvedere			3.563 x 3.250	260	7.6	---	167 @ 44	177 @ 44*	231 @ 24	231 @ 24*
1956	P-28-1	9-55	8-56	Plymouth Plaza	115	6-L	3.25 x 4.63	230	7.6	---	125 @ 36	---	200 @ 16	---
	P-28-2			Plymouth Savoy										
	P-28-3			Plymouth Belvedere										
	P-29-1			Plymouth Plaza	115	V-8	Std 3.75 x 3.13	277	8.0	---	187 @ 44	200 @ 44	265 @ 24	272 @ 24
	P-29-2			Plymouth Savoy			Opt 3.63 x 3.26	270	---	8.0	180 @ 44	---	260 @ 24	---
	P-29-3			Plymouth Belvedere	115	V-8	3.75 x 3.13	277	8.0	---	187 @ 44	200 @ 44	265 @ 24	272 @ 24
				Plymouth Fury			3.8125 x 3.3125	303	9.25	---	240 @ 48	270 @ 54	310 @ 24	310 @ 23
1957	P-30-1	9-56	8-57	Plymouth, Plaza & Suburban	118, Suburban 122	6-L	3.25 x 4.63	230	8.0	---	132 @ 36	---	205 @ 16	---
	P-30-2			Plymouth, Savoy & Custom Suburban										
	P-30-3			Plymouth, Belvedere & Sport Sub.										
	P-31-1			Plymouth, Plaza	118, Suburban 122	V-8	Std 3.75 x 3.13	277	8.0	---	197 @ 44	---	270 @ 24	---
				Plymouth, Plaza & Suburban			(d) 3.91 x 3.13	301	---	8.5	---	215 @ 44	---	285 @ 28
	P-31-2			Plymouth, Savoy & Custom Suburban	118, Suburban 122	V-8	3.91 x 3.13	301	8.5	8.5	215 @ 44	235 @ 46	285 @ 28	305 @ 28
	P-31-3			Plymouth, Belvedere & Sport Sub.										
				Plymouth Fury			3.91 x 3.31	318	9.3	---	290 @ 54	---	325 @ 40	---
1958	LP1-L	9-57	8-58	Plymouth, Plaza & Suburban	118, Suburban 122	6-L	3.25 x 4.63	230	8.0	---	132 @ 36	---	205 @ 16	---
	LP1-M			Plymouth, Savoy & Custom Suburban										
	LP1-H			Plymouth, Belvedere & Sport Sub.										
	LP2-L			Plymouth, Plaza & Suburban	118, Suburban 122	V-8	Std 3.91 x 3.31	318	9.0	---	225 @ 44	---	330 @ 28	---
	LP2-M			Plymouth, Savoy & Custom Suburban			Opt 3.91x3.31(a)	318	---	9.0	---	250 @ 44	---	340 @ 28
	LP2-H			Plymouth, Belvedere & Sport Suburban			4.06x3.38(b)	350		10.0		305 @ 50		370 @ 36
							4.06x3.38(c)					315 @ 50		
	LP3-H			Plymouth Fury	118	V-8	Std 3.91 x 3.31	318	9.25	---	290 @ 52	---	330 @ 36	---
							Opt 4.06x3.38(b)	350	---	10.0	---	305 @ 50	---	370 @ 36
							4.06x3.38(c)					315 @ 50		
1959	MP1-L	9-58	7-59	Plymouth, Savoy & Deluxe Suburban	118, Suburban 122	6-L	3.25 x 4.63	230	8.0	---	132 @ 36	---	205 @ 16	---
	MP1-M			Plymouth, Belvedere & Cust. Sub.										
	MP2-L			Plymouth, Savoy & Suburban	118, Suburban 122	V-8	Std 3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
	MP2-M			Plymouth, Belvedere & Cust. Sub.			Opt 3.91x3.31(a)		---	9.0	---	260 @ 44	---	345 @ 28
	MP2-H			Plymouth, Fury & Sport Suburban			4.12x3.38(b)	361		10.0		305 @ 46		395 @ 30
	MP3-P			Plymouth Fury	118	V-8	Std 3.91x3.31(a)	318	9.0	---	260 @ 44	---	345 @ 28	---
							Opt 4.12x3.38(b)	361	---	10.0	---	305 @ 46	---	395 @ 30

(a) Power Pak
(b) Golden Commando
(c) Golden Commando with Fuel Injection; Not available on Suburbans
(d) Standard engine for Suburbans only, optional for Plaza.
* With Special Equipment Power Package (4-barrel carburetor)

PLYMOUTH CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng'g Symbol	Production		Advertised Name	Wheelbase	No. Cyl.	Bore & Stroke	Displ. (Cu. In.)	Compression Ratio		Advertised			
		Regular	Limited								HP		Torque	
									060	1000	Std	Opt	Std	Opt
1960	QS1-L	11–34	7-60	Valiant V-100	106.5	6 L OHV	3.40 x 3.125	170	8.5	----	101 @ 4.6	----	155 @ 2.6	----
	QS1-H			Valiant V-200					----	10.5	----	148 @ 4.2	----	153 @ 4.0
	PP1-L	9-34		Plymouth Savoy Deluxe Suburban	118 Suburbans 122	8 L OHV	3.80 x 4.125	225	8.5	----	145 @ 4.0	----	215 @ 2.6	----
	PP1-M			Plymouth Belvedere Custom Suburban										
	PP1-H			Plymouth Fury	118									
1961	PP2-L			Plymouth Savoy Deluxe Suburban	119 Suburbans 122	V-8, OHV	Std 3.91 x 3.31	318	9.0	----	230 @ 4.4	----	340 @ 2.4	----
							Opt 3.91 x 3.31			8.0	----	260 @ 4.4	----	365 @ 2.4
	PP2-M			Plymouth Belvedere Custom Suburban			4.12 x 3.39	361	----		----	305 @ 4.4	----	390 @ 2.4
							4.12 x 3.39 (2)					310 @ 4.4		415 @ 2.4
	PP2-H			Plymouth Fury Sport Suburban			4.25 x 3.39 (2)	383		10.0		330 @ 4.4		400 @ 2.4
							4.25 x 3.39 (3)					335 @ 4.4		435 @ 2.4
							4.25 x 3.39 (1)					330 @ 3.2		425 @ 2.4
1962	RV1-L	9-61	7-61	Valiant V-100	106.5	6 L OHV	Std 3.40 x 3.125	170	8.5	----	101 @ 4.6	----	155 @ 2.6	----
	RV1-M			Valiant V-200			Opt 3.40 x 3.125	225	----	8.5	----	148 @ 4.2	----	153 @ 4.0
							3.40 x 4.125					145 @ 4.0		215 @ 2.6
	RP1-L			Plymouth Savoy Deluxe Suburban	114 Suburbans 122									
	RP1-M			Plymouth Belvedere Custom Suburban										
	RP1-H			Plymouth Fury	118									
	RP2-L			Plymouth Savoy Deluxe Suburban	119 Suburbans 122	V-8, OHV	Std 3.91 x 3.31	318	9.0	----	230 @ 4.4	----	340 @ 2.4	----
							Opt 3.91 x 3.31 (1)			8.0	----	260 @ 4.4	----	365 @ 2.4
	RP2-M			Plymouth Belvedere Custom Suburban			4.12 x 3.39	361	----		----	305 @ 4.4	----	390 @ 2.4
							4.25 x 3.39 (2)	383		10.0		330 @ 4.4		400 @ 2.4
	RP2-H			Plymouth Fury Sport Suburban			4.25 x 3.39 (3)					335 @ 4.4		435 @ 2.4
							4.25 x 3.39 (1)					330 @ 3.2		425 @ 2.4
							4.13 x 3.75 (2)	413				375 @ 4.4		465 @ 2.4
							4.19 x 3.75 (3)			11.0		380 @ 4.4		470 @ 2.4
							4.19 x 3.75 (1)					375 @ 3.2		450 @ 2.4
1963	SV1-L	9-62	7-62	Valiant V-100	106.5	6 L OHV	Std 3.40 x 3.125	170	8.5	----	101 @ 4.6	----	155 @ 2.6	----
	SV1-M			Valiant V-200			Opt 3.40 x 4.125	225	----	8.5	----	148 @ 4.2	----	215 @ 2.6
	SV1-P			Valiant Signet 200										
	SP1-L	9-63		Plymouth Savoy	116									
	SP1-M			Plymouth Belvedere			Std 3.40 x 4.125	225	8.5	----	145 @ 4.0	----	215 @ 2.6	----
	SP1-H			Plymouth Fury										
	SP2-L	12-63	7-62	Plymouth Sport	116	V-8, OHV	Std 3.91 x 3.31	318	9.0	----	230 @ 4.4	----	340 @ 2.4	----
	SP2-M			Plymouth Belvedere										
	SP2-H			Plymouth Fury			Opt 3.91 x 3.31 (1)		----	9.0	----	260 @ 4.4	----	365 @ 2.4
	SP2-P			Plymouth Sport Fury			4.12 x 3.39 (1)	361				305 @ 4.4		390 @ 2.4
	SP3-L	9-63		Plymouth Savoy	116									
	SP3-M			Plymouth Belvedere			4.25 x 3.39 (1)	383		10.0		330 @ 4.4		425 @ 2.4
	SP3-H			Plymouth Fury			4.25 x 3.39 (2)					335 @ 4.4		420 @ 2.4
	SP3-P			Plymouth Sport Fury			4.25 x 3.39 (3)					330 @ 3.2		425 @ 2.4
							4.19 x 3.75 (1)	413		11.0		380 @ 4.4		460 @ 2.4
							4.19 x 3.75 (2)					375 @ 4.4		455 @ 2.4
							4.19 x 3.75 (3)					400 @ 4.4		480 @ 4.4

(1) 2, 4-bbl Long Ram Induction (2) 4-bbl (3) 2, 4-bbl Rotary Manifold (4) 2, 4-bbl Short Ram Manifold

PLYMOUTH CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Mfr's Symbol	Production Began	Production Ended	Advertised Name	Wheelbase	No. Cyl.		Bore & Stroke	Displ. (cu in.)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1963	TV1-L TV1-H TV1-P	9-62	7-63	Valiant V-100 Valiant V-200 Valiant Signet 200	106	6-L OHV	Std	3.40 x 3.125	170	8.2	---	101 @ 44	---	155 @ 24	---
							Opt	3.40 x 4.125	225	---	8.2	---	145 @ 40	---	215 @ 24
	TP1-L TP1-M TP1-H			Plymouth Savoy Plymouth Belvedere Plymouth Fury	116	6-L OHV	Std	3.40 x 4.125	225	8.2	---	145 @ 40	---	215 @ 24	---
	TP2-L TP2-M TP2-H TP2-P			Plymouth Savoy Plymouth Belvedere Plymouth Fury Plymouth Sport Fury	116	V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
							Opt	4.12 x 3.38	361	---	9.0	---	265 @ 44	---	380 @ 24
								4.25 x 3.38 (a)	383		10.0		330 @ 46		425 @ 28
													330 @ 46		430 @ 28
								4.25 x 3.38 (b)			11.0		325 @ 52		425 @ 36
													370 @ 46		460 @ 28
								4.25 x 3.75 (a)	426		11.5		375 @ 46		465 @ 29
								4.25 x 3.75 (c)			11.0		415 @ 56		470 @ 44
											13.5		425 @ 56		480 @ 44
1964	VV1-L VV1-H VV1-P	9-63	7-64	Valiant V-100 Valiant V-200 Valiant Signet 200	106	6-L OHV	Std	3.40 x 3.125	170	8.5	---	101 @ 44	---	155 @ 24	---
							Opt	3.40 x 4.125	225	8.5	8.4	---	145 @ 40	---	215 @ 24
	VV2-L VV2-H VV2-P	9-63		Valiant V-100 Valiant V-200 Valiant Signet 200	106	V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	VV1-P 29	4-64		Plymouth Barracuda	106	6-L OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	VV2-P 29	4-64		Plymouth Barracuda	106	V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	VP1-L VP1-M VP1-H	9-63		Plymouth Savoy Plymouth Belvedere Plymouth Fury	116	6-L OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	VP2-L VP2-M VP2-H VP2-P	9-63		Plymouth Savoy Plymouth Belvedere Plymouth Fury Plymouth Sport Fury	116	V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
							Opt	4.12 x 3.38	361	---	9.0	---	265 @ 44	---	380 @ 24
								4.25 x 3.38	383 (a)		10.0		330 @ 46		425 @ 28
								4.25 x 3.75	426 (a)		10.3		365 @ 48		470 @ 32
									426 (c)		11.0		415 @ 56		470 @ 44
									426 (c)		12.5		425 @ 56		480 @ 44
									426 (d)		11.0		415 @ 60		470 @ 48
									426 (d)		12.5		425 @ 60		480 @ 40

(a) 1, 4-bbl (b) 2, 4-bbl Ram Manifold (c) 2, 4-bbl Short Ram Manifold (d) 2, 4-bbl Hemispherical Combustion Chamber

PLYMOUTH CHRONOLOGICAL SUCCESSION OF MODELS

Model Year	Eng's Symbol	Production Began	Production Ended	Advertised Name	Wheel-base	No. Cyl.	Std/Opt	Bore & Stroke	Displ. (cu in)	Compression Ratio Std	Compression Ratio Opt	Advertised BHP Std	Advertised BHP Opt	Advertised Torque Std	Advertised Torque Opt
1965	AV1-L	8-64	7-65	Plymouth Valiant 100	106	6 L, OHV	Std	3.40 x 3.125	170	8.5	---	101 @ 44	---	155 @ 24	---
	AV1-H			Plymouth Valiant 200			Opt	3.40 x 4.125	225	---	8.4	---	145 @ 40	---	215 @ 24
	AV1-P			Plymouth Valiant Signet											
	AV2-L			Plymouth Valiant 100		V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	AV2-H			Plymouth Valiant 200			Opt			---	10.5	---	235 @ 52	---	280 @ 40
	AV2-P			Plymouth Valiant Signet											
	AV1-P 29			Plymouth Barracuda		6 L, OHV	Std	3.40 x 4.125	225	8.4	---	---	145 @ 40	---	215 @ 24
	AV2-P 29			Plymouth Barracuda		V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
							Opt			---	10.5	---	235 @ 52	---	280 @ 40
	AR1-L			Plymouth Belvedere I	116	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	AR1-H			Plymouth Belvedere II											
						V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	AR2-L			Plymouth Belvedere I			Opt	3.91 x 3.31	318	---	9.0	---	230 @ 44	---	340 @ 24
	AR2-H			Plymouth Belvedere II				4.12 x 3.38	361		9.0		265 @ 44		380 @ 24
	AR2-P			Plymouth Satellite				4.25 x 3.38	383 (c)		10.0		330 @ 46		425 @ 28
								4.25 x 3.75	426		11.0(a)		365 @ 48		470 @ 32
											12.5(b)		425 @ 60		480 @ 40
	AF1-L			Plymouth Fury I	119	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	AF1-M			Plymouth Fury II											
	AF1-H			Plymouth Fury III											
	AF2-L			Plymouth Fury I		V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
	AF2-M			Plymouth Fury II			Opt	4.25 x 3.38	383	---	9.2	---	270 @ 44	---	390 @ 28
	AF2-H			Plymouth Fury III					383 (c)		10.0		330 @ 46		425 @ 28
	AF2-P			Plymouth Sport Fury				4.25 x 3.75	426 (c)		10.3		365 @ 48		470 @ 32
1966	BV1-L	8-65		Plymouth Valiant 100	106	6 L, OHV	Std	3.40 x 3.125	170	8.5	---	101 @ 44	---	155 @ 24	---
	BV1-H			Plymouth Valiant 200			Opt	3.40 x 4.125	225	---	8.4	---	145 @ 40	---	215 @ 24
	BV2-L			Plymouth Signet		V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	BV2-H						Opt			---	10.5	---	235 @ 52	---	280 @ 40
	BV1-P 29			Plymouth Barracuda		6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	BV2-P 29					V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
							Opt			---	10.5	---	235 @ 52	---	280 @ 40
	BR1-L			Plymouth Belvedere I	116 117 for Sta. Wgn.	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	BR1-H			Plymouth Belvedere II		V-8, OHV	Std	3.63 x 3.31	273	8.8	---	180 @ 42	---	260 @ 16	---
	BR2-L			Plymouth Belvedere I			Opt	3.91 x 3.31	318	---	9.0	---	230 @ 44	---	340 @ 24
	BR2-H			Plymouth Belvedere II				4.12 x 3.38	361		9.0		265 @ 44		380 @ 24
	BR2-P			Plymouth Satellite				4.25 x 3.38	383		10.0		325 @ 48		425 @ 28
								4.25 x 3.75	426		10.25		425 @ 50		490 @ 40
	BF1-L			Plymouth Fury I	119	6 L, OHV	Std	3.40 x 4.125	225	8.4	---	145 @ 40	---	215 @ 24	---
	BF1-M			Plymouth Fury II											
	BF1-H			Plymouth Fury III											
	BF2-L			Plymouth Fury I		V-8, OHV	Std	3.91 x 3.31	318	9.0	---	230 @ 44	---	340 @ 24	---
	BF2-M			Plymouth Fury II			Opt	4.25 x 3.38	383	---	9.2	---	270 @ 44	---	390 @ 28
	BF2-H			Plymouth Fury III					383		10.0		325 @ 48		425 @ 28
	BF2-P			Plymouth Sport Fury				4.32 x 3.75	440		10.1		365 @ 46		480 @ 32

(a) 1, 4 bbl (b) 2, 4 bbl Hemispherical Combustion Chamber (c) Special Camshaft

SOME FACTS ABOUT CHRYSLER CORPORATION

- Chrysler Corporation was incorporated under the laws of the State of Delaware in 1925.
- Principal executive offices are located at 341 Massachusetts Avenue, Highland Park, Michigan.
- Approximately two-thirds of the Corporation's U. S. manufacturing and assembly space is in the Detroit area.
- There were 6,545 Chrysler Corporation automobile dealers at the close of 1965.
- Car sales doubled from 1962 to 1965.
- Chrysler Corporation cars and trucks are marketed in more than 130 countries.
- The Company operates major plants in 12 countries outside the U. S. A.
- World-wide average employment during 1965 totalled more than 166,000 people, of whom 126,000 were employed in the United States.
- Nearly 22,000 supplier companies throughout the world do business with Chrysler.
- The Defense-Space Group operates four lease and four government-owned defense plants in six states.
- Amplex Division of Diversified Products group is the oldest and largest producer in the powder metal field.
- On May 13, 1965, the Lone Star Boat Company of Plano, Texas, became a member of Chrysler Corporation under the new name of Chrysler Boat Corporation.
- Chrysler is the largest producer of tanks in the Free World.
- The Corporation has paid a dividend each year since 1926.
- Common stock is held by about 112,000 shareholders, and is listed on ten exchanges.

CHRYSLER CORPORATION PRODUCTS

- Plymouth, Dodge, Chrysler, and Imperial Cars
- Dodge Trucks--Fargo Trucks (marketed abroad)
- Simca Cars
- MoPar and Chrysler Parts and Accessories
- Airtemp Air Conditioning, Heating and Cooling Equipment
- Amplex-Oilite Powder Metal Products
- Cycleweld Chemical Products
- Marine and Industrial Products - marine engines, outboard motors, boats, and industrial engines
- Defense-Space Products, including tracked and wheeled vehicles, missile systems and space boosters