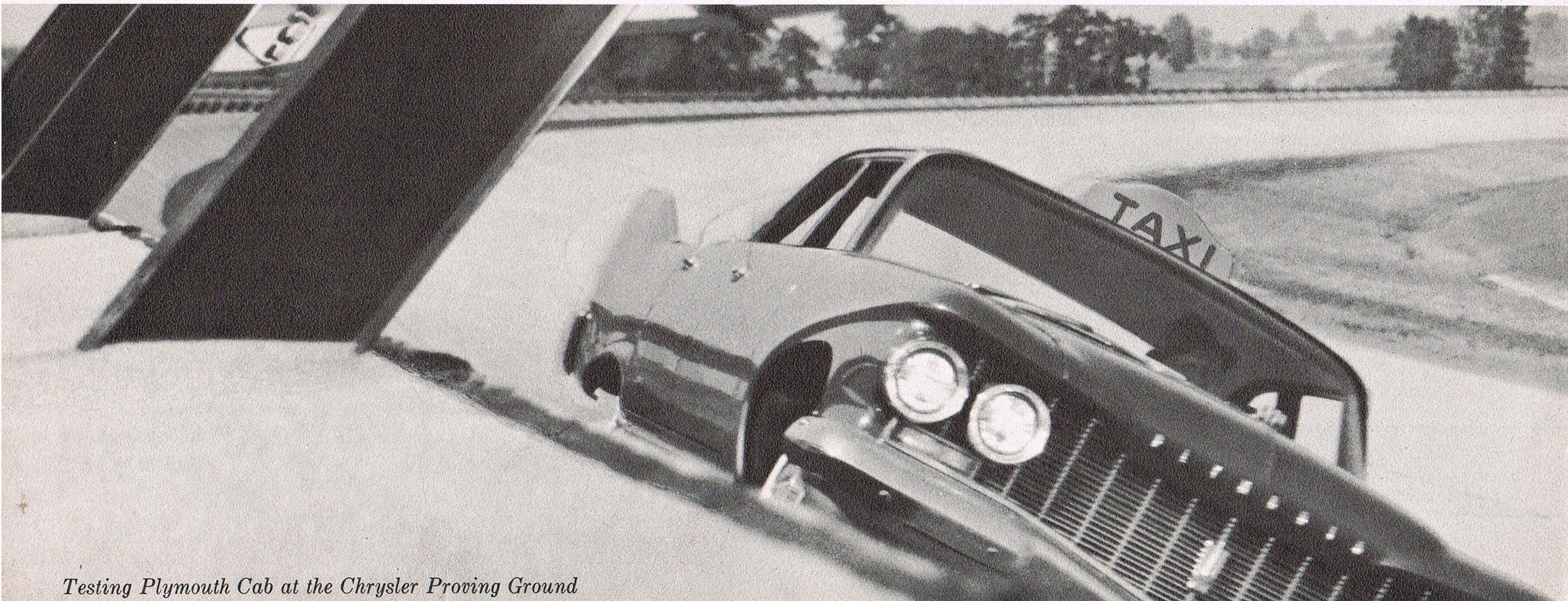


*Built and tested to increase your taxi business . . .*

# THE SOLID 1960 PLYMOUTH SPECIAL CAB



*Testing Plymouth Cab at the Chrysler Proving Ground*

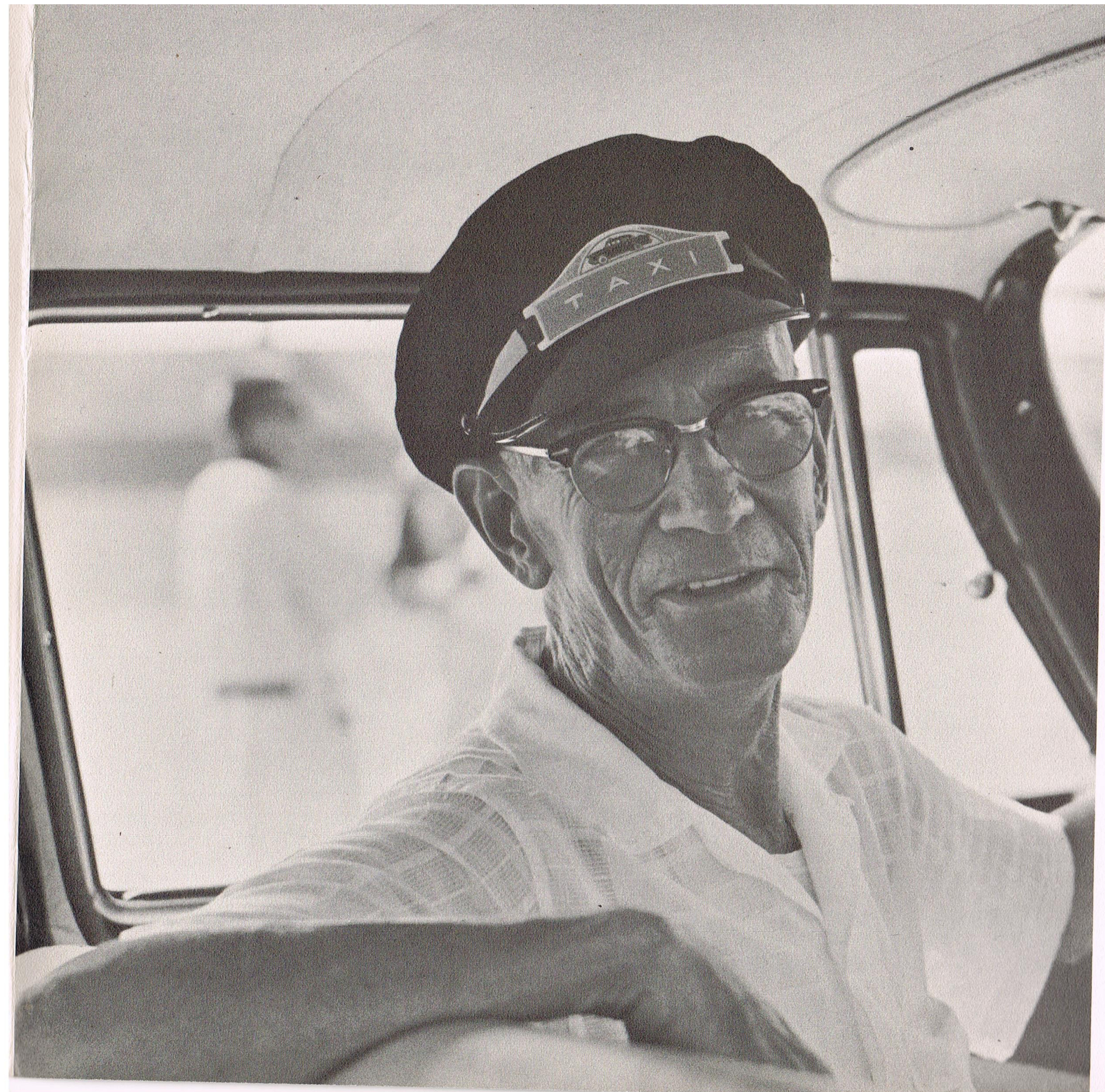
Hamilton C. Miller, a professional Detroit Cab Driver, has been driving cabs for 29 consecutive years without a chargeable accident. He's driven every make and model cab that's been around since 1930. Because of his background and experience, we in the Plymouth Taxicab Fleet Division asked him to help us pre-test the new "Solid for '60" Plymouth Taxicab. He agreed and, together with Plymouth test drivers and engineers, he helped road-test the new 1960 cab which underwent an equivalent of more than two years of hard taxi driving under all kinds of road and weather conditions.

Here are some of Mr. Miller's candid comments:

"The people at Plymouth seemed concerned about the problems of the taxi business, not only from the driver's standpoint, but from the management and mechanic's side, too—keeping in mind that not only should a cab be good driving and economical, but it should be *dependable*, with as little maintenance as possible. When I got talking to engineers I was always impressed at how concerned they were about the different parts of a cab that really take a beating.

"For example, they questioned me a lot on the brakes and transmission, asked me if I had noticed any fade, any noise, any strain on any of the parts. They asked me about the engines, their brand new standard 30-D Economy Six and their standard V-8. How did they operate? Did they have too much power or not enough?

"Of course, when I wasn't in the cab, it was taking a beating on the Plymouth Test Track from test drivers. In fact, test drivers ran a cab continuously—day and night, in a simulated taxi operation, just like downtown.



HAMILTON MILLER'S COMMENTS

*"It's hard to describe the solidity of the '60 Plymouth Taxicab. You have to drive it to get the idea. Let me just say that in my 29 years of driving a hack, I've never, and I mean it sincerely, never driven a cab as solid as the Plymouth cab I helped test. And I guess the thing that impressed me most was that after the equivalent of two years of hard driving, the prototype 1960 Plymouth seemed just as solid as it was the first day the testing started."*

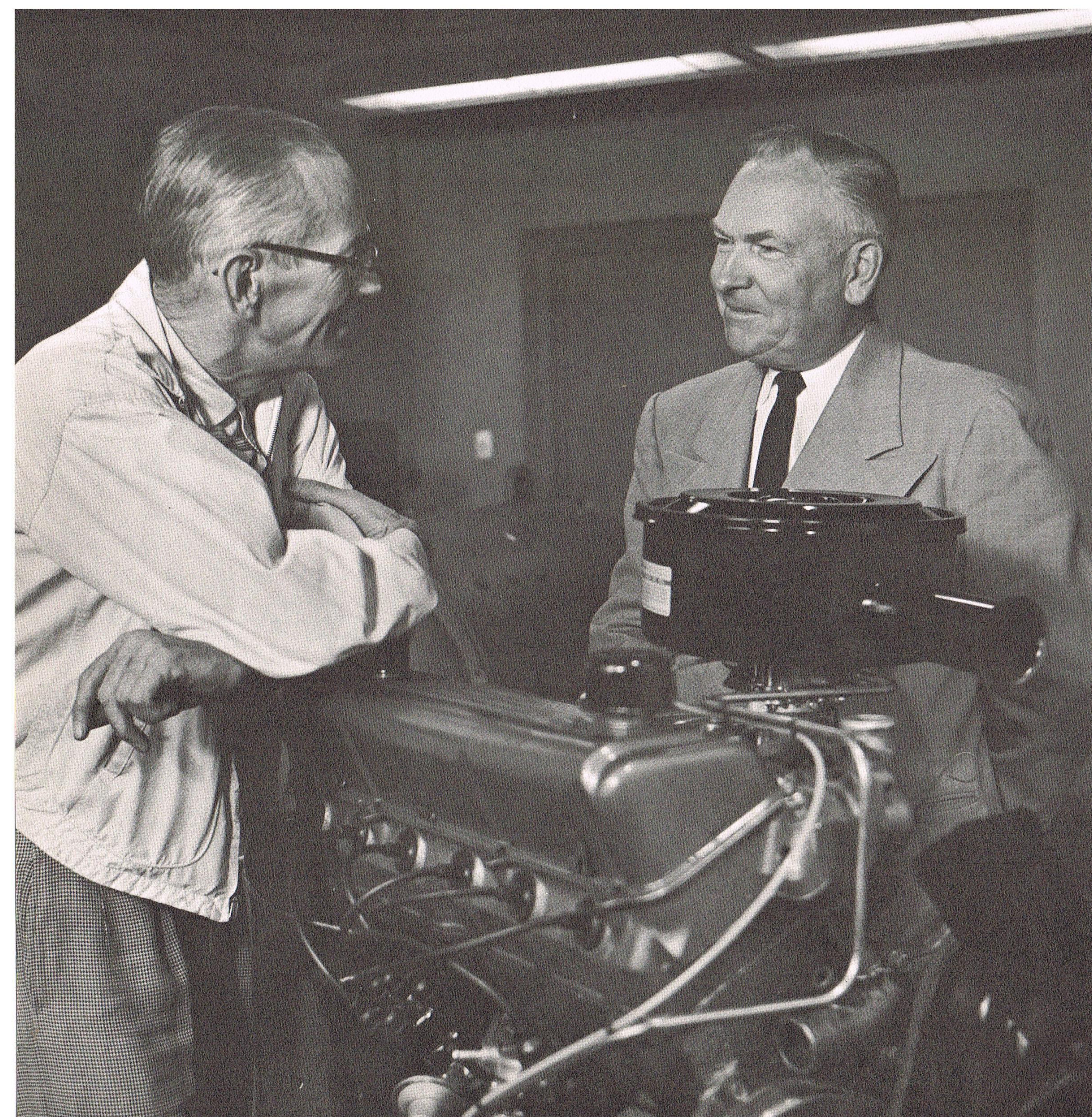
“And the questions on the mechanical parts were only a few of many questions. They asked me about their new Unibody—how did I like it, was it as solid as it was engineered to be?”

“They asked me about fast starting and frequent and heavy stopping, about maneuvering, turning quickly, about roadability, handling ease, economy, speed and getaway.

“And they asked me about comfort. Now, to most people who ride in a taxi, comfort is important because they pay for it and expect it. But comfort is important to the driver, too. He has to sit all day and drive—and he really feels it if it’s not comfortable. Anyway, not only did they ask me how comfortable I was, but they asked me to ride as a passenger, too, to see how I liked the cab for passenger comfort and room. As a passenger, was getting in and out a problem? How about headroom? Did I knock my hat off, or bump my head getting in or out of the test cab?”

“They asked me about luggage space. They figured there was probably plenty of it in the nearly 30 cubic feet of trunk space that Plymouth Taxi’s have, but how about opening it and closing it—did that create problems?”

“They asked a lot of other questions, too. Questions that’ll come up in any cab driver or owner’s mind. The Plymouth people have tried to answer all these questions in this booklet. I think you’ll find it worth reading.”



*"To me, both engines seemed ideally suited to the taxi business. They both give plenty of economy, yet there's as much power as you want. They both also give the mechanic plenty of room to service without having to strip the engine to change the oil. Whether you choose the V-8 or 6-cylinder engine depends on the kind of jobs you run into most, I guess. I personally like the 30-D Economy Six. But in very hilly country, I'd probably want the extra power of the Fury V-800."*

“No wonder I never heard rattles and squeaks,  
even after the equivalent of two years of hard driving.  
Look how solid this 1960 Plymouth taxicab is built.”

It's built a new solid way. The Plymouth Dura-Quiet Unibody way. You've probably heard of unit body construction—two other automobile manufacturers are currently using it. Well, engineers at Chrysler Corporation first developed it in 1934, and have spent many years perfecting this *advanced* version—a version that helps eliminate many problems this kind of construction used to bring—vibration, noise and destructive corrosion.

Here's how Plymouth's new Dura-Quiet Unibody is built. First, thick gauge raw steel is scrubbed at extremely high temperatures and protected against rust formation. (All car manufacturers take steps to prevent corrosion, but Chrysler Corporation is the only one which starts protecting its steel before any parts are made from it.) Then, the body parts are stamped from this “clean” steel. Next, extra-sturdy unit girders, which are also protected against rust, are bound tightly and solidly with the stamped body parts by approximately 5,400 precise welds, making body and frame *one single solid unit*. This means more pure strength per pound of steel; more room inside, where room is needed; and tens of thousands of extra, rugged, quiet cab miles.

To make sure each and every Plymouth cab has an extra long life, this Solid Plymouth Dura-Quiet Unibody then goes through a series of seven different protective baths, and six special chemical sprays.

And to insure against vibration and noise, Plymouth engineers have placed the engine and front wheels on a separate auxiliary section. This section is then bolted into the solid Dura-Quiet Unibody shell. This unique method of auto construction permits closer alignment on the assembly line than was ever possible before.

Here's how Plymouth's “custom assembly” works. Each main unit and each auxiliary section are put together individually. A specially developed machine measures each unit's dimensions, and an expert on the assembly line checks each car as it comes up.

No two or three units in a row may require exactly the same number of shims—little fitting devices needed to join parts together perfectly. So the special machine, and the trained hands of the expert, finish each unit individually.

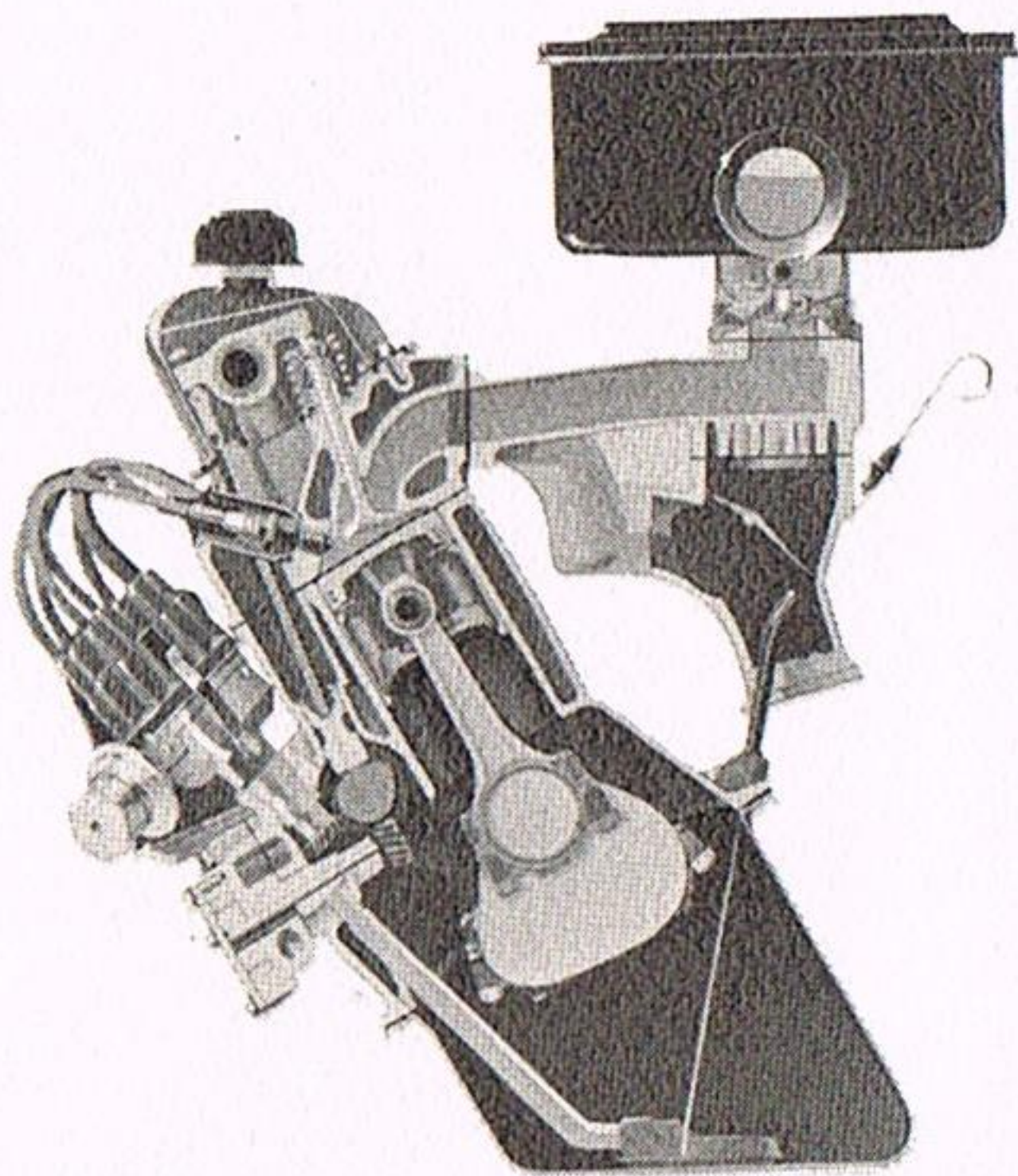
#### SPECIFICATIONS:

**BODY/FRAME CONSTRUCTION** Unit body construction is integrated with front suspension and engine support members to form a rugged bridge-like truss designed to distribute loading to structural members. Body sills, pillars, roof rails, cross members, rear rails of heavy gauge steel and body sheet metal are arc-welded to make possible an assembly of extreme rigidity and superior strength.



“The engineers told me that Plymouth taxi engines have been designed for a life expectancy of up to 300,000 miles with proper care. These new ones are built for dependability, too—plus economy.”

PLYMOUTH'S NEW STANDARD 30-D ECONOMY SIX INCLINED ENGINE GIVES YOU OUTSTANDING MILEAGE IN AVERAGE CITY DRIVING. IT'S ALSO BUILT TO LAST LONGER THAN ANY COMPARABLE "6".



*For economy it rivals other six-cylinder engines having 30 to 70 less horsepower, and it is the best performing 6 in its class. That's a lot to say about any engine, but this new Plymouth 30-D Economy Six can prove all of these claims. It's built differently—it's inclined at an angle of 30 degrees to give cabs easier handling, a better ride. Inclining the engine at this angle lowers the center of gravity, and adds to Plymouth's solid road-hugging stability. This angle also allows lots of room to get at parts that require service most often.*

The 30-D Economy Six is an extremely rugged engine, too, although very light in weight. It has a deep, compact cylinder block and aluminum has been freely used in its construction. New casting techniques add to its strength. For extra economy, this overhead-valve 6 engine has new gas-saving carburetion features and uses regular grade fuel.

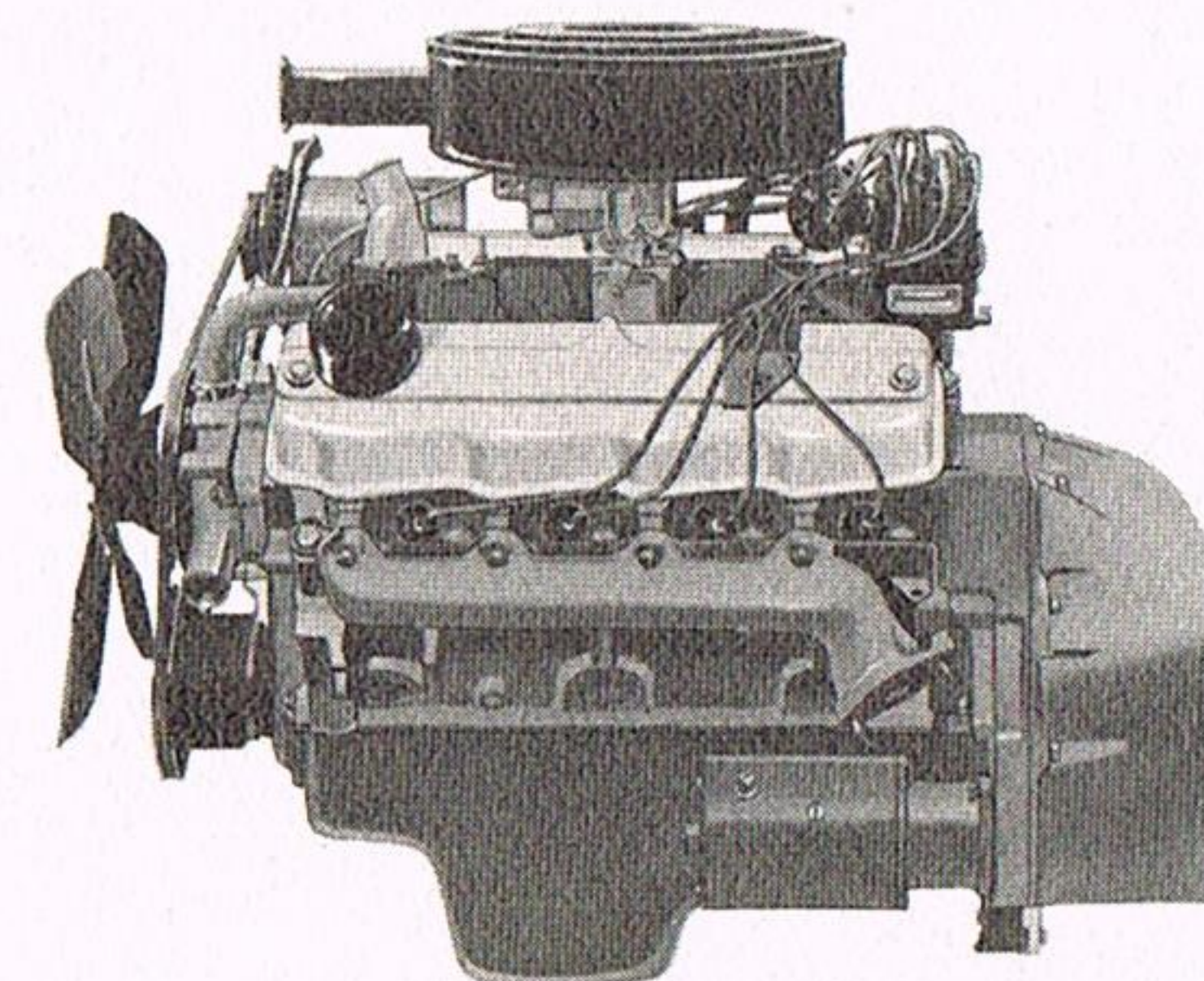
#### SPECIFICATIONS:

**30-D ECONOMY SIX ENGINE** Standard on 6-cylinder model. Horsepower 145 at 4000 RPM. Torque 215 lbs.-ft. at 2800 RPM. Compression ratio 8.5 to 1. Bore 3.40 inches. Stroke 4.125 inches. Piston displacement 225 cubic inches. Aluminum intake manifold branches. Single throat downdraft carburetor with thermostatic heat control valve incorporated to direct exhaust heat. Well type automatic choke with sensing element in the exhaust manifold. Rigid cast-iron cylinder block, forged crankshaft with large overlaps between main bearing journals and connecting rod journals.

**NEW IMPROVED PLYMOUTH FURY V-800 ENGINE IS MORE ECONOMICAL THAN EVER. PREVIOUS VERSIONS TOPPED THEIR CLASS IN 3 STRAIGHT MOBILGAS ECONOMY RUNS IN 1957, 1958 AND 1959. IT PACKS PLENTY OF POWER, TOO.**

If your cabs need extra power plus top economy, here's the Plymouth engine that's custom-built for the job. 318-cubic-inch displacement. 230 horsepower. It is an exceptionally rugged power plant and turns out plenty of power on regular gasoline. Outstanding features of this engine are an improved

cylinder block coring that gives more uniform cooling, nylon distributor vacuum lines that combine toughness and flexibility, main bearings with a greater effective area for still more durability, improved timing chain lubrication that assures freedom from camshaft "chucking", and aluminized intake valves that have more corrosion resistance. A special three-stage carburetor saves gas in the middle speed range where almost all cab driving is done.



#### SPECIFICATIONS:

**FURY V-800 ENGINE** Standard on V-8 model. 8-cylinder overhead-valve V-type. Horsepower 230 at 4400 RPM. Torque 340 lbs.-ft. at 2400 RPM. Compression ratio 9.0 to 1. Bore 3.91 inches. Stroke 3.31 inches. Piston displacement 318 cubic inches. 2-barrel downdraft carburetor. Rotary oil pump. Shunt-type oil filter. Oil capacity 5 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Nylon distributor vacuum lines. Aluminized intake valves. Resistance-core ignition cables contain flexible, controlled-resistance conductors of carbon-impregnated non-metallic fiber.

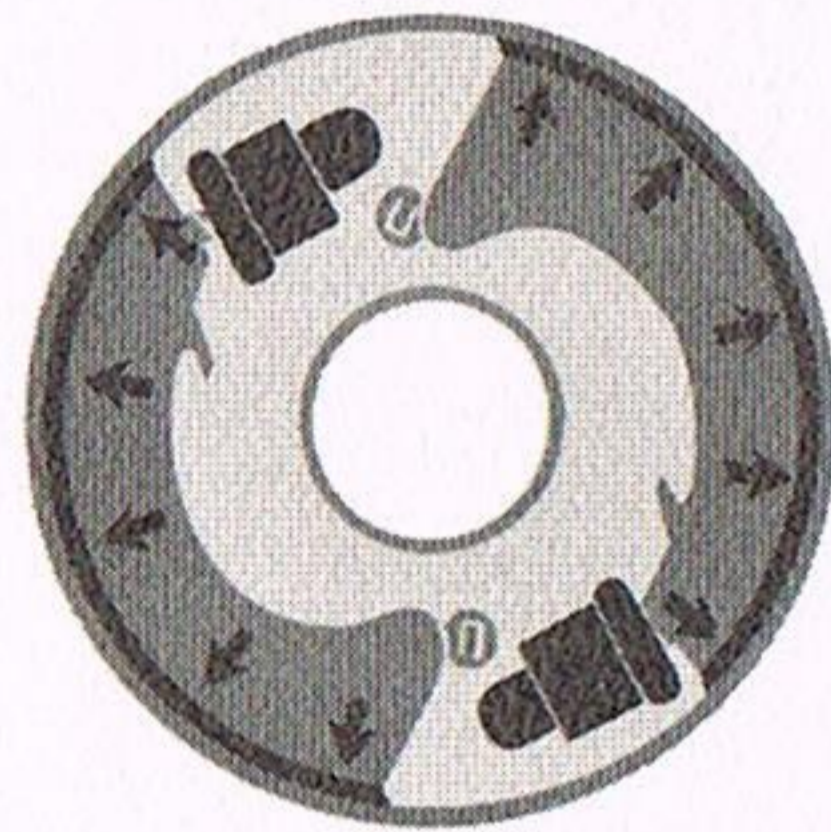


*"I never knew a 32% grade slope could be so steep, but it didn't seem to bother the Plymouth brakes. We took this test cab up and down all afternoon—starting-stopping, starting-stopping. The way the brakes held, you'd thought there wasn't a hill here at all. There was no transmission strain either."*

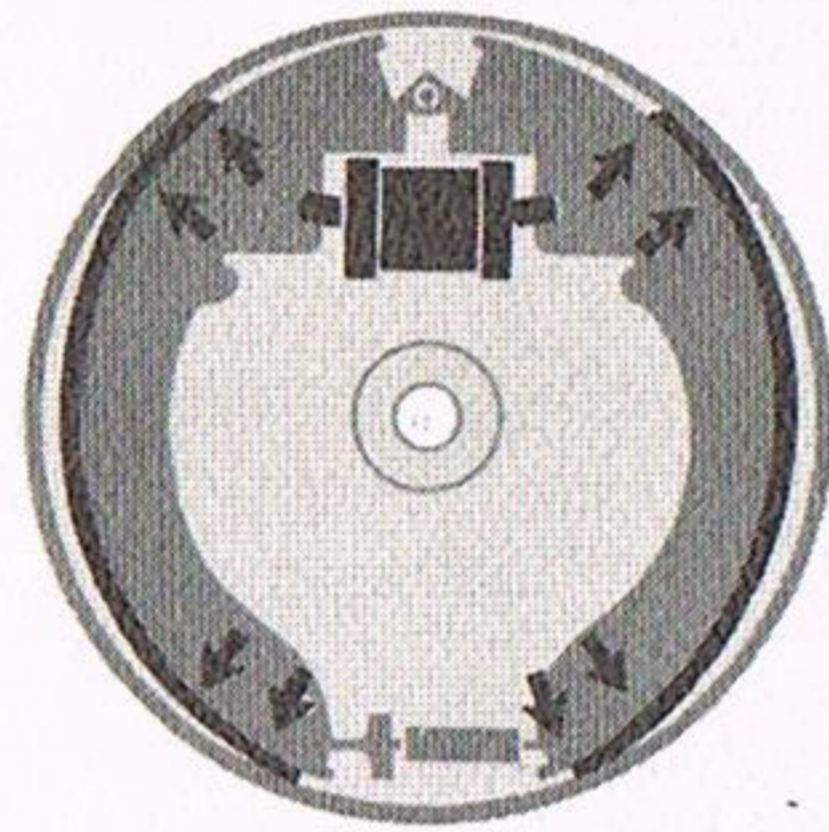


“Brakes. Transmission. And clutch, if you’ve got a regular stick shift. I think those are the most important parts in any taxicab.”

Plymouth engineers think so, too. This year they’ve come up with a newly refined Total-Contact Brake with three-platform staging that’s a lot more efficient than before in cutting brake fade, brake adjustment, and brake lining wear. What’s more, this new brake is built not to squeal, either.



PLYMOUTH BRAKES



ORDINARY BRAKES

As you can see, Plymouth’s Total-Contact Brake construction puts *all of the brake lining* to work every time you stop, giving firm, even contact with the brake drum. Three newly-developed “platforms” carefully guide the brake shoe against the drum. Because the platforms are built especially for three corresponding projections in the shoe, the fit will always be exact. This assures extremely accurate alignment for each brake shoe and helps eliminate brake noise. When the brakes are applied, the entire arc of *bonded* brake lining acts to stop the car through even, powerful contact with the drum.

What does this all add up to? Brakes that stop

squarely without squealing; brakes that are dependable; brakes that are long-wearing—*superior brakes* on all 1960 Plymouth Cabs.

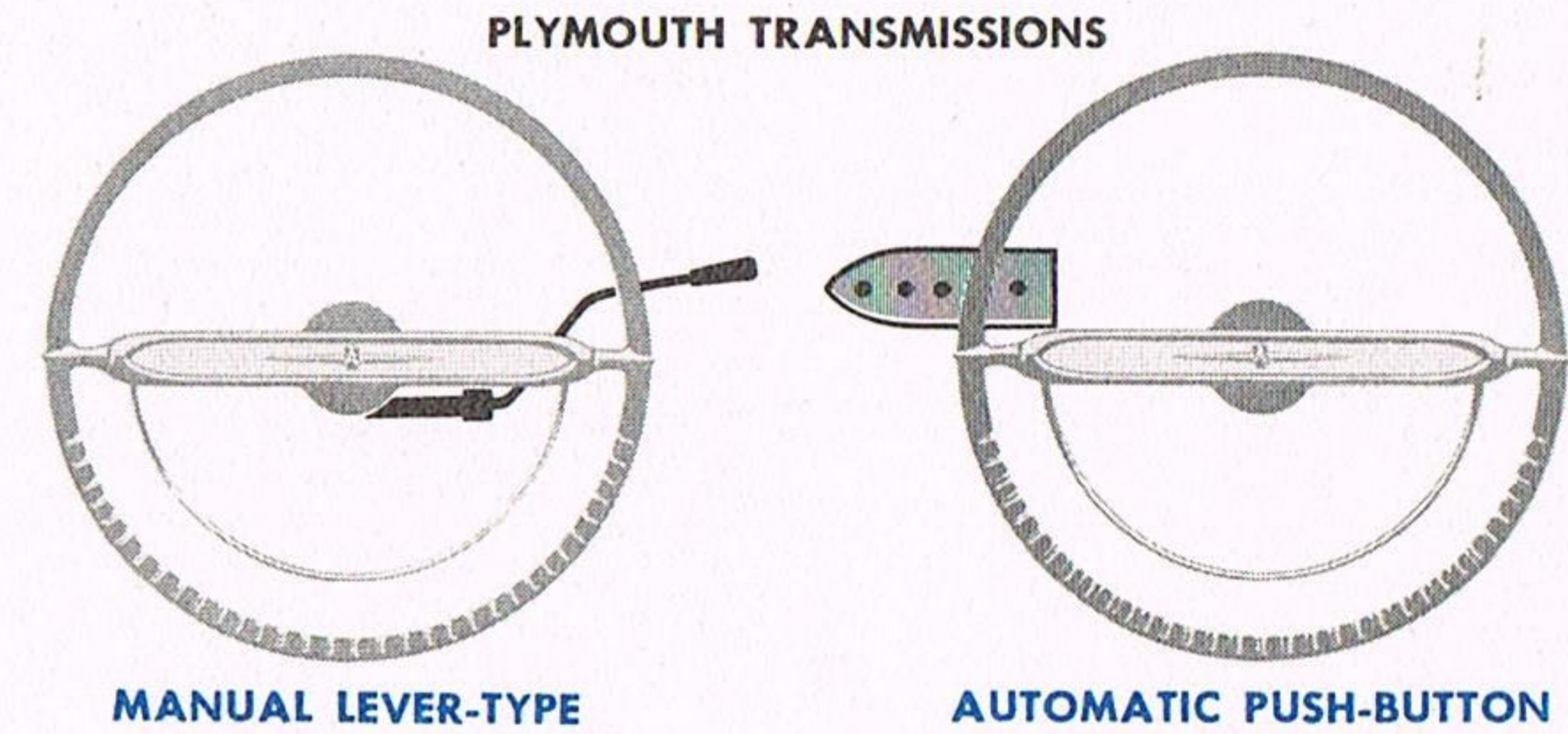
SPECIFICATIONS:

**BRAKES** Hydraulic 11-inch Total-Contact Brakes with CycleBond lining. Lining area—184 square inches for passenger cars. Internal expanding shoes with 3-platform design for accurate alignment. Two cylinders at each front wheel, one each at each rear. Separate foot operated parking brake with drive shaft drum.

To match the outstanding 30-D Economy Six, Plymouth has two new transmissions. A new, rugged, heavy-duty standard Synchro-Silent manual 3-speed transmission and the New TorqueFlite-6 3-speed automatic transmission operated by mechanical push-buttons.

The standard heavy-duty manual transmission on the 30-D Economy Six has large pinion bearings and shot-peened gears as two of its many rugged features. Cab drivers everywhere will appreciate Plymouth’s shift linkage, too. This tough, lightweight transmission will never “lock up”.

Plymouth’s all new 3-speed push-button automatic transmission, New TorqueFlite-6, available as optional equipment with the 30-D Economy Six Engine only, features a one-piece die-cast aluminum torque converter and transmission housing. It gives the same kind of smoothness, quietness and fuel economy as the TorqueFlite V-8, but it is extremely light, weighing only a few pounds more than a manual transmission.



MANUAL LEVER-TYPE

AUTOMATIC PUSH-BUTTON

Plymouth’s hard-wearing standard manual V-8 transmission is re-engineered for 1960. The perfect clutch for Plymouth’s rugged manual transmissions is the new Semi-Centrifugal Clutch.

TorqueFlite V-8 is an optional push-button drive available with the Fury V-800 engine. It is an unusually smooth 3-speed automatic transmission.

PowerFlite is the clean and simple 2-speed push-button drive that has fewer moving parts and costs less than any comparable automatic transmission. It is available with the Fury V-800 engine only. Every tough Plymouth automatic transmission is water-cooled for longer life and greater freedom from maintenance, even with the hardest use.

SPECIFICATIONS:

**TRANSMISSIONS AND DRIVE TRAIN** TorqueFlite: Fully automatic 3-speed Push-Button transmission with torque converter; optional at extra cost on V-8 model. PowerFlite: Fully automatic 2-speed Push-Button transmission with torque converter; optional at extra cost on V-8 model only. Fully automatic 3-speed New TorqueFlite-6 transmission optional at extra cost with new 30-D Economy Six engine only. New Synchro-Silent manual 3-speed transmission standard on Fury V-800 and 30-D Economy Six engines.



*"I like a cab that I can really handle. One that'll move in and out of traffic with no trouble at all. One that feels so easy to steer you almost think it's part of you. This '60 Plymouth Cab is about as close as I've ever come. I like it, too, when my customers are comfortable. This year it'll be good to hear some good words. And they'll know how really safe they've been, riding in a Plymouth."*

“The final test of a good cab is handling ease and roadability. The passengers want seating comfort, enough room for hats and feet, and lots of room to get in and out.”

Good roadability in any cab results from a number of important features that work well together. Initial design and the suspension system (including the shock absorbers) probably determine to a large extent the roadability of any cab.

How does Plymouth stack up? Well, its Stabilizer Design puts it far ahead of its field in basic design. Wind tunnel tests at the University of Detroit show that Plymouth's rear stabilizer fins reduce by 20% the need for steering corrections in a cross wind.

Plymouth's Torsion-Aire suspension system, another major factor in stability, and one which is standard equipment on all Plymouth Taxicabs, has for years been praised by car buyers and experts alike as the best engineered suspension system available. Oriflow “Shocks” add the final touch.

There are other features, too, that give Plymouth Cabs their wonderful stability. For example, a deliberate camber of the left front wheel counteracts the pulling action that the crown in the road itself usually causes. Of course, new Dura-Quiet Unibody gives every Plymouth Cab an unprecedented solid feel—a luxury-car smoothness and quietness—even on the roughest roads.

As for handling ease that's so important to taxicab drivers, manual steering effort in this new solid '60 cab has been reduced 20% under '59.

#### SPECIFICATIONS:

**SUSPENSION** Heavy-Duty Front: Torsion bars and rubber-sealed ball joints. Lower unsprung weight. Dip control upper arms. Wide-angle strut-supported lower arms. New torsion bar anchors for easier height adjustment. Micrometer-accurate adjusting screws are inverted to guard against grime or corrosion. 100% rubber insulation with new rubber seal. Oriflow shock absorbers. Heavy-Duty Rear: Large diameter rubber bushings in the rear spring eyes.

**STEERING** New heavy-duty manual steering gear has needle bearings on the cross shaft to reduce friction. Adjusting wedge for precise alignment. Worm and tapered roller bearings. Constant-Control Power Steering (optional at extra cost) has new power piston seal that reduces flow of oil from side to side. Faster acting spool valve for quicker response, more precise feel.

**FOR 1960, HERE'S WHAT PLYMOUTH ENGINEERS HAVE DONE: GIVEN PASSENGERS AND DRIVER MORE COMFORT AND MORE INSIDE ROOM.**

#### FOR PASSENGERS:

Made cab doors wider (rear doors 2" wider) and also redesigned them to give maximum toe-clearance for getting in and out.

Built a new angular sloping surface under the front seat for the feet of rear-seat passengers.

Added space between front and rear seats to provide more passenger leg room.

Made the middle of the back seat unusually comfortable with a thicker seat cushion.

Designed double-check door stops in every door so that cab doors will open 8 degrees wider, and will stay open even on a hill.

#### FOR CAB DRIVERS:

Developed a Custom-Positioned Front Seat that allows the cab driver to have his seat adjusted 6 ways for maximum comfort. (No extra cost, by the way.)

Increased driver and passenger headroom for extra hatroom, more comfort.

Moved the accelerator forward an extra inch for more driver convenience.

Placed soft, foam-rubber cushion in the front seat as standard cab equipment.

#### CAB SAFETY IS IMPORTANT TOO.

And Plymouth Cabs are well equipped with safety features. Dura-Quiet Unibody, many times stronger than ordinary cab bodies. Total-Contact Brakes with three-platform staging and many years of research and testing behind them. Safe-Guard Door Latches. Safety-Rim Wheels that help hold a tire fast should you have a blowout. Herculite Glass, with eight times the impact strength of the ordinary glass some manufacturers use. Electric windshield wipers that don't slow down on hills. There's even newly-designed full-width sun visors that clasp together in the center to give better protection against sun.



**“If I owned a cab company, this Plymouth Special is the cab I’d want. It’s got everything—cab equipment, a good body, a good motor, heavy-duty brakes and transmission plus a lot of other things that make a lot of difference to cab drivers and passengers, too.”**

Hamilton Miller knows what he’s talking about. He’s helped test the solid new ’60 Plymouth Special Taxicab. Plymouth engineers and test drivers, together with Hamilton, have put a ’60 Plymouth cab through many tough endurance tests. These torture tests lasted for the equivalent of more than two years of hard taxi driving.

When you’re in the market for your next taxi fleet look Plymouth’s Cab Fleet over carefully. There’s the Plymouth Special “6” Cab and the Plymouth Special V-8 Cab. They’re rugged, dependable, economical to run and comfortable for both passengers and driver. They’ll give you thousands and thousands of extra, quiet miles with a minimum of downtime. They’ll bring the high dollar when you get ready to sell or trade.

Your local Plymouth dealer will gladly supply you with any further taxi information you may want. Talk with him at your earliest convenience.

#### HERE’S THE EQUIPMENT INCLUDED IN PLYMOUTH SPECIAL TAXICABS:

30-D Economy Six Engine or Fury V-8 Engine

Heavy-duty package—consisting of:

- Heavy-duty chassis springs
- Heavy-duty shock absorbers
- Heavy-duty seat and seat back springs

- Battery heat shield
- Heavy-duty 70-ampere-hour battery
- Heavy-duty clutch (10" clutch 6-cylinder—10½" clutch 8-cylinder)
- Heavy-duty transmission—three-speed manual
- Heavy-duty wheels (14" x 5½")
- Heavy-duty rear axle
- Oil filter—replacement element type
- Generator—30-ampere double ball bearing heavy-duty low-cut-in
- Heater with defroster—hot water type
- Windshield wipers—dual electric
- Wiring for taxi roof sign—includes 5 wires 12¾" back from windshield moulding 4" off center of passenger side
- Dome light switches—at all four doors
- Glass—herculite-tempered safety side glass (duplate windshield)
- Interior door pull handle—on right rear door (bar type)
- Durable interior consists of:
  - High-grade Vinyl (leatherette) trim
  - Vinyl heading
  - Hard-board backing support for rear surface of front seat
  - Solid door trim panel with hard-board backing
  - Heavy-duty floor mats (front and rear)
  - Vinyl covered assist straps
  - Foam cushion—front seat
  - Arm rests—front and rear
  - Ash receivers—front and rear

- Trip card holder—left front door
- Directional turn signals
- Dual sun visors
- Dual horns

#### THE FOLLOWING SPECIAL EQUIPMENT ITEMS ARE AVAILABLE FOR FACTORY INSTALLATION AT EXTRA COST:

- White-wall tires, wheel covers and body side mouldings as illustrated on opposite page.
- Electric clock
- Generators and alternators—
  - 40-ampere—heavy-duty low-cut-in
  - 50-ampere—Bosch
  - 60-ampere—Leech-Neville alternator heavy-duty with built-in rectifier
- Heavy-duty 12" brakes
- Heavy-duty crankcase ventilation package
- High-capacity cooling radiator
- Horn ring—Belvedere type
- Mirror—left, outside
- Safety seat belts
- Seat cushion—foam—rear

Most other optional equipment which is available on other Plymouth models at moderate extra cost is also available on Plymouth Special Taxicabs. For a listing, please consult your Plymouth dealer.

## If your taxi needs are different, here's a Plymouth Cab you can equip yourself.

Your taxicab needs may be a bit different. If so, you may order a standard Plymouth Savoy model, then have it equipped as a cab to fit your particular taxi requirements. Choose from any of the following taxi equipment packages:

### PACKAGE NO. 1

**FOR THREE-SPEED MANUAL TRANSMISSION:** Consists of heavy-duty chassis springs and shock absorbers; 10½" clutch for V-8; 10" clutch for 6-cylinder engine. Heavy-duty transmission; 70-ampere-hour battery; battery heat shield; heavy-duty seat cushions and seat backs; and heavy-duty wheels (14" x 5½").

### PACKAGE NO. 2

**FOR POWERFLITE TRANSMISSION (V-8 ONLY):** Consists of heavy-duty chassis springs and shock absorbers; 70-ampere-hour battery; battery heat shield; heavy-duty seat cushions and seat backs; heavy-duty transmission; and heavy-duty wheels (14" x 5½").

### PACKAGE NO. 3

**FOR TORQUEFLITE TRANSMISSION (SIX OR EIGHT CYLINDER):** Same as Package No. 2.

The following special equipment items may also be installed at moderate extra cost, regardless of which of the above taxi packages you decide upon: Heavy-duty 12" brakes, heavy-duty floor mats and rear seat foam cushions.

For more complete details on any Plymouth Taxicab model or equipment, see your nearest Plymouth Dealer.

## PLYMOUTH TAXICAB SPECIFICATIONS

**BODY/FRAME CONSTRUCTION** Unit body construction is integrated with front suspension and engine support members to form a rugged bridge-like truss designed to distribute loading to structural members. Body sills, pillars, roof rails, cross members, rear rails of heavy gauge steel and body sheet metal are arc-welded to make possible an assembly of extreme rigidity and superior strength. The entire structure is completely rust-proofed with special attention to critical areas and insulated with heavy-duty sound deadening materials. All attachment points for suspension and power plant systems are totally isolated in sound and vibration absorbing rubber mounts.

**BRAKES** Hydraulic 11-inch Total-Contact Brakes with CycleBond lining. Lining area—184 square inches for passenger cars. Internal expanding shoes with 3-platform design for accurate alignment. Two cylinders at each front wheel, one each at each rear. Separate foot operated parking brake with drive shaft drum. Optional at extra cost: Hydraulic 12-inch Total-Contact Brakes. Lining area—251 square inches. This includes 14 x 6 inch Safety-Rim Wheels.

**TRANSMISSIONS AND DRIVE TRAIN** TorqueFlite: Fully automatic 3-speed Push-Button transmission with torque converter; optional at extra cost on V-8 model only. PowerFlite: Fully automatic 2-speed Push-Button transmission with torque converter; optional at extra cost on V-8 model only. Fully automatic 3-speed New TorqueFlite-6 transmission optional at extra cost with new 30-D Economy Six engine only. New heavy-duty Synchro-Silent manual 3-speed transmission standard on Fury V-800 and 30-D Economy Six engines; Hotchkiss drive through rear springs. Hypoid rear axle. Heavy-duty clutch: 10-inch clutch standard on 6-cylinder Special Cab, 10½-inch clutch standard on 8-cylinder Special Cab.

**SUSPENSION** Heavy-Duty Front: Torsion bars and rubber-sealed ball joints. Lower unsprung weight. Heavy-duty chassis springs. Dip control upper arms. Wide-angle strut-supported lower arms. New torsion bar anchors for easier height adjustment. Micrometer-accurate adjusting screws are inverted to guard against grime or corrosion. 100% rubber insulation with new rubber seal. Heavy-duty Oriflow shock absorbers. Heavy-duty Rear: Large diameter rubber bushings in the rear spring eyes. Spring eye location tailored to car handling needs.

**STANDARD REAR AXLE RATIOS (ALL MODELS)** TorqueFlite V-8, 2.93:1. PowerFlite V-8, 3.31:1. Manual V-8, 3.54:1. Manual 6-cylinder, 3.54:1. New TorqueFlite-6, 3.31:1. Other ratios available for hilly country at no extra charge.

**ELECTRICAL SYSTEM** Heavy-duty 12-volt 70-ampere-hour battery with battery heat shield. High capacity 30-ampere double ball bearing heavy-duty, low-cut-in generator; automatic voltage and current regulator. Heavy-duty 60-ampere Leece-Neville alternator with built-in rectifier optional at extra cost. 40-ampere-hour heavy-duty, low-cut-in generator or 50-ampere-hour Bosch generator available at extra cost also. Wiring for taxi roof sign includes 5 wires 12¾" back from windshield moulding 4" off center of passenger side. Dome light switches at all four doors and manual driver's switch on instrument panel. Also red warning light. Ignition key start switch. Lighting circuit protected with circuit breaker. Permanent plastic-coated resistor-type wiring in ignition system. Automatic mechanical and vacuum spark control. Splash-proof distributor.

**FUEL SYSTEM** Lightweight aluminum carburetor. Automatic manifold heat control. Dry paper replaceable element air filter. Dual fuel filtration on V-8 models includes woven plastic filter in gas tank and extra-fine ceramic filter at carburetor with magnetic core; 6-cylinder models have woven plastic filter at gas tank. Fuel capacity 20 gallons (23-gallon tank optional); Center fill fuel tank with short neck is completely outside body. Vent tube opens to atmosphere in rear axle kickup area.

**GENERAL DIMENSIONS** Wheelbase 118 inches. Over-all length 209.4 inches. Over-all width 78.6 inches.

**STEERING** New heavy-duty manual steering gear has needle bearings on the cross shaft to reduce friction. Adjusting wedge for precise alignment. Worm and tapered roller bearings. Constant-Control Power Steering (optional at extra cost) has new power piston seal that reduces flow of oil from side to side. Faster acting spool valve for quicker response, more precise feel. Spring-loaded ball guides for smoother, precise control. Ratio 20.4:1; with Power Steering 15.7:1.

**WHEELS AND TIRES** Safety-Rim Wheels with four-ply low-pressure tubeless tires standard on all models; Heavy-duty 14 x 5½ inch wheel with 7.50 x 14 tires standard on Special Cabs; Heavy-duty 15 x 5½ inch wheels with 6.70 x 15 tires optional on 6- and V-8 Special Cabs.

**FURY V-800 ENGINE** Standard on V-8 model. 8-cylinder overhead-valve V-type. Horsepower 230 at 4400 RPM. Torque 340 lbs.-ft. at 2400 RPM. Compression ratio 9.0 to 1. Bore 3.91 inches. Stroke 3.31 inches. Piston displacement 318 cubic inches. 2-barrel downdraft carburetor. Rotary oil pump. Shunt-type oil filter. Oil capacity 5 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Nylon distributor vacuum lines. Aluminized intake valves.

**30-D ECONOMY SIX ENGINE** Standard on 6-cylinder model. Inclined 30 degrees to the right. 6-cylinder in-line, overhead-valve arrangement. Horsepower 145 at 4000 RPM. Torque 215 lbs.-ft. at 2800 RPM. Compression ratio 8.5 to 1. Bore 3.40 inches. Stroke 4.125 inches. Piston displacement 225 cubic inches. Aluminum intake manifold branches. Single throat downdraft carburetor with thermostatic heat control valve incorporated to direct exhaust heat. Well type automatic choke with sensing element in the exhaust manifold. Rigid cast-iron cylinder block, forged crankshaft with large overlaps between main bearing journals and connecting rod journals. Oil capacity 4 quarts.

**COOLING SYSTEM** Coolant capacity 318-cubic-inch engines 20 quarts, with heater 21 quarts; 6-cylinder engines 15 quarts, with heater 16 quarts. High-pressure (14 psi) system. 4-blade wing-tipped fan. Full-length water jacketing. Ball bearing water pump with permanent seal. 180° thermostat standard on all engines.

**STANDARD TAXI ACCESSORIES** Oil filter—replacement element type; heater with defroster—hot water. Glass—Herculite; interior door pull handle—on right rear door (bar type). Vinyl trim (leatherette) interior—consists of: high grade neutral gray leatherette trim material including vinyl heading, front seat back surface supported by hard board backing, solid door trim panel—vinyl covered with hard board backing, heavy-duty floor mats—front and rear. Heavy-duty seat cushion and back springs—front and rear; assist straps—vinyl covered; foam cushion—front seat; arm rests—front and rear; dual sun visors; ash receivers—front and rear; trip card holder—left front door.

**OPTIONAL TAXI EQUIPMENT** The following special equipment items are available for factory installation on special request at moderate extra cost: White-wall tires, wheel covers, body side mouldings (Savoy type), electric clock, seat cushion—foam, rear. Heavy-duty crankcase ventilation package, high-capacity cooling radiator, horn ring—Belvedere type, mirror—left outside, safety seat belts.

Most other optional equipment which is available on other Plymouth models at moderate extra cost is also available on Plymouth Special Taxicabs. For a listing, please consult your Plymouth dealer.

Cabs illustrated are shown with items of optional equipment available at extra cost. The policy of Plymouth Division of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence specifications, equipment and prices are subject to change without notice.

# PLYMOUTH SOLID FOR '60

A CHRYSLER-ENGINEERED PRODUCT