

ANNOUNCING -

**3 SOLID PLYMOUTH POLICE CARS -
WITH SPECIAL HIGH-PERFORMANCE
POLICE EQUIPMENT FOR '60.**



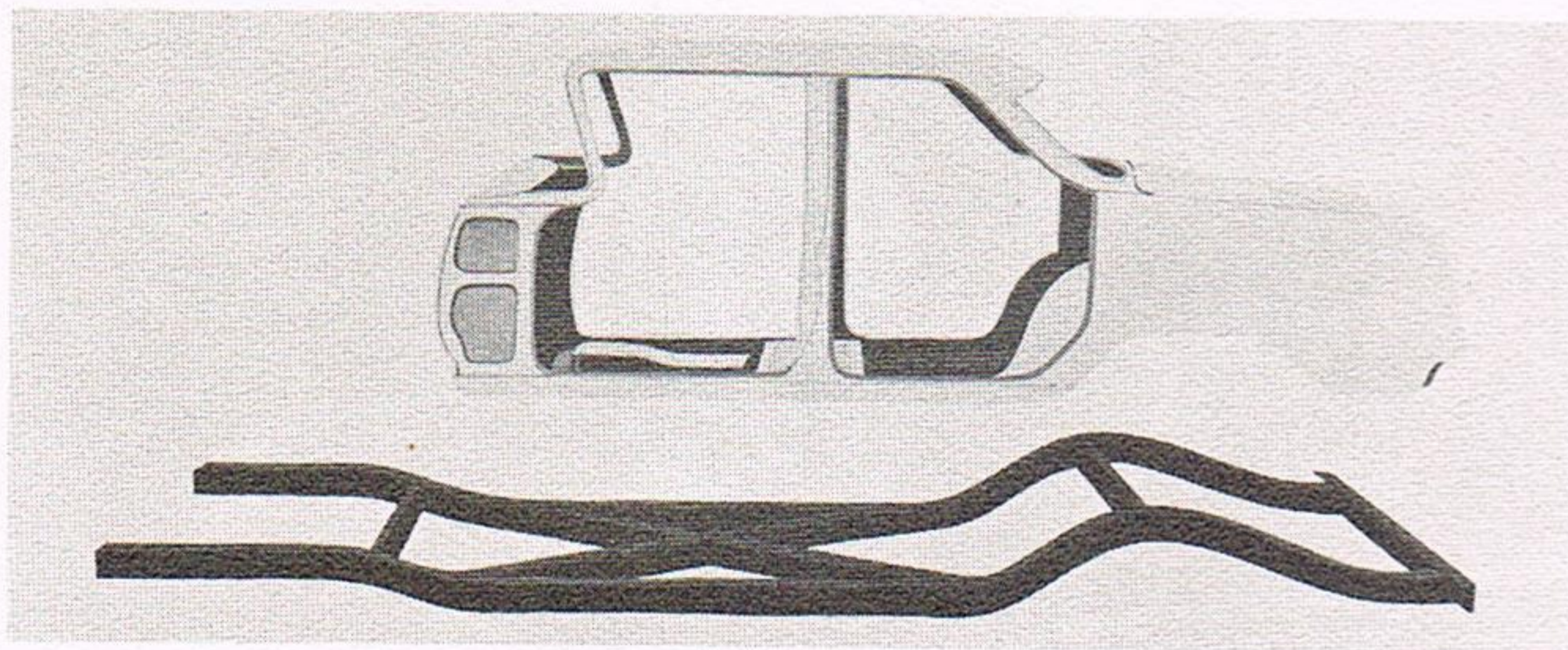
FACTS ABOUT PLYMOUTH'S NEW DURA-QUIET UNIBODY CONSTRUCTION THAT ARE OF SPECIAL INTEREST TO THOSE WHO BUY POLICE CARS.

"UNIT CONSTRUCTION" IS NOT NEW.

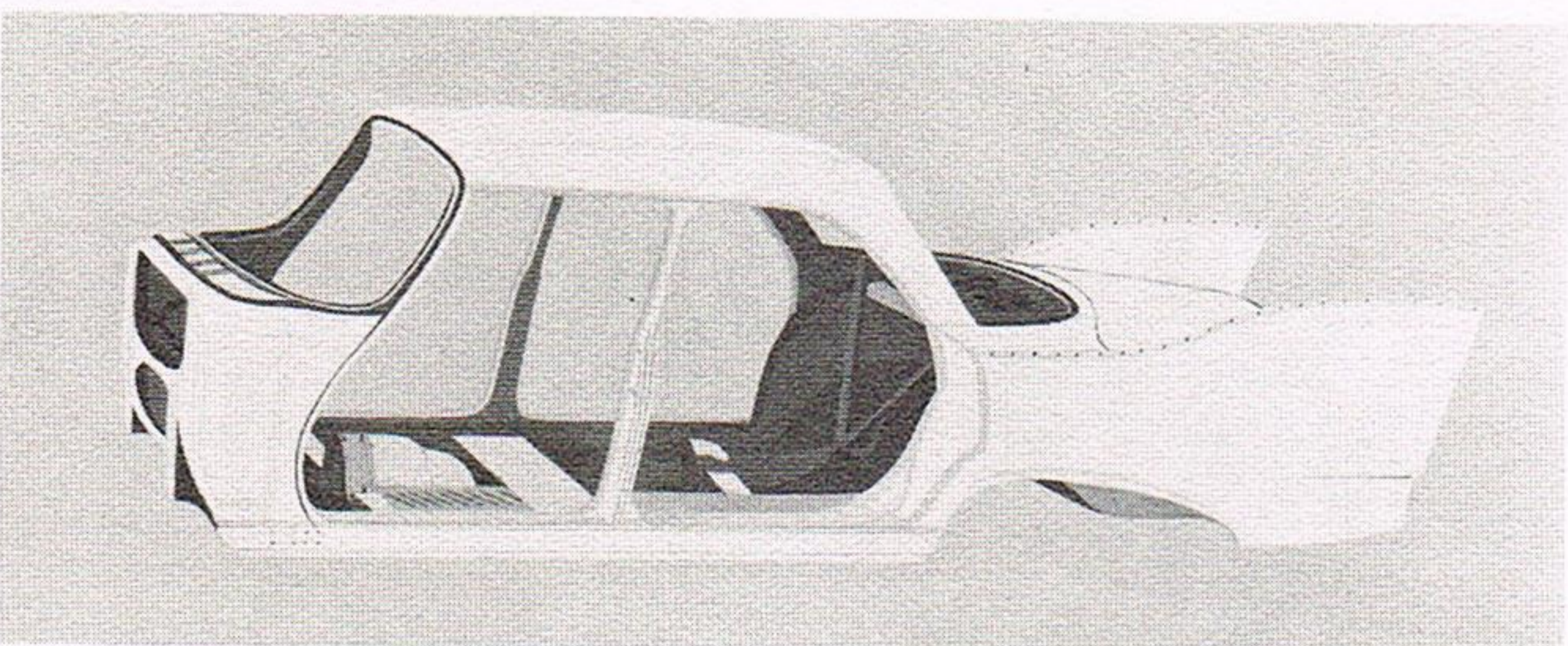
In 1934, Chrysler engineers built the first American passenger car with unit construction. Until then, cars were built in two major pieces: body and frame. These were then bolted together. Most cars are still built this old-fashioned way.

Unit construction welds body and frame into a single unit. This gives more inside room with less weight or, with the same weight, greater strength. But back in '34 Chrysler engineers discovered that unit construction also had definite drawbacks. Engine vibrations and noises couldn't be kept out of the passenger compartment. And corrosion dangerously weakened the car by eating away at the side rails.

So Chrysler Corporation halted unit construction until such time as the problems of vibration, noise and corrosion could be solved. 1960 Unibody construction was the solution.



This is the way most ordinary automobiles are made. A body unit is bolted to a frame unit. This type of construction was good in its day but it is going out of date. It does not produce the *solid* sort of car police work demands. It loosens and squeaks.



This is the way Plymouth Police Specials are built today, with Dura-Quiet Unibody. A single welded unit is both body and frame. This gives extra strength and rigidity, eliminates many parts and provides protection to both police officers and taxpayers' dollars.

REDUCING VIBRATION AND NOISE.

Plymouth's body and frame form a single welded unit, bound by approximately 5,400 precision welds. This is the solid shell of the car from its windshield to its tail-lights.

The engine and front wheels form a secondary unit. This auxiliary section is bolted into the main unit the same way an airplane wing is bolted into the fuselage. No competitive American cars, even those using a form of unit construction, have this feature. It permits a degree of precise alignment on the assembly line that was out of the question in automobile manufacturing plants up until now.

Noise became Public Enemy No. 1 to the Chrysler engineers who designed new Plymouth Police Specials for 1960. They relentlessly tracked down every grunt, squeak, squeal, groan, whine, buzz, rap, rattle, beat, twang, clink, hiss, howl, rumble, roar, ruff, shudder, whistle and growl—each of these words means something different to an engineer—and got rid of them.

They housed the engine in a separate welded unit to dampen noise and vibration. They changed the diameter of the drive-shaft to still an annoying high-speed hum. They increased the thickness of the glass fiber barrier between the engine and the passenger compartment. They applied special sound-proofing coatings to many other parts of the car.

As a result of this campaign against noise, the Solid Plymouth '60 is, we believe, just about the quietest car you ever rode in. Even at top speed, with windows closed, officers can converse comfortably in ordinary conversational tones.

CORROSION CHECKED.

Chrysler Corporation engineers learned that one way to stop damaging corrosion is to start protecting steel before any parts are made of it. Raw steel from the mill is thoroughly scrubbed at 180° F. and protected before any fabrication begins. Then, after this steel has been made into Plymouth's fortress-like Unibody, a series of seven different preparatory and protective baths is given it, along with six protective anti-corrosion chemical sprays.

SOLID PLYMOUTH
'60 POLICE CARS ARE
DESIGNED AND BUILT
FOR POLICE WORK.

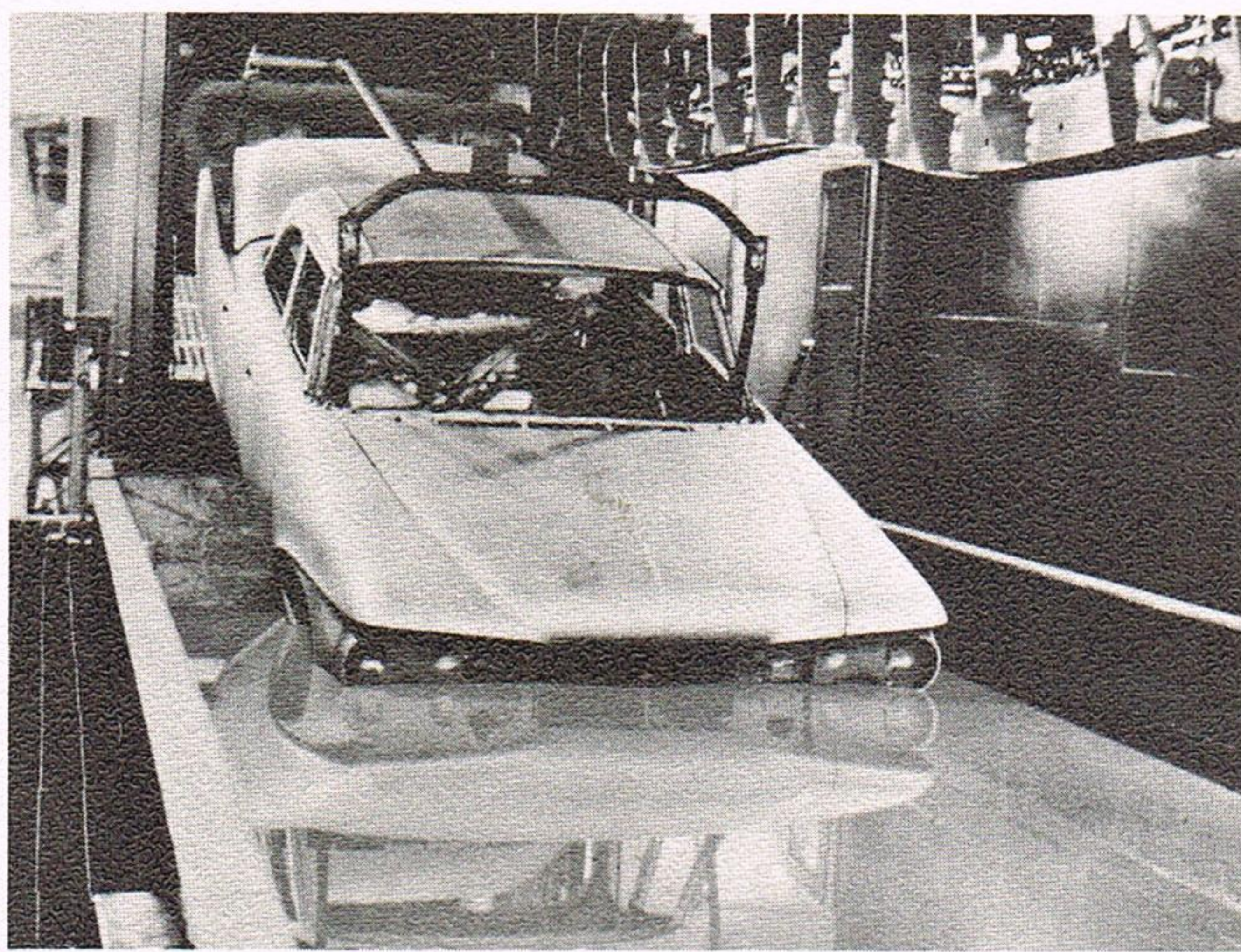
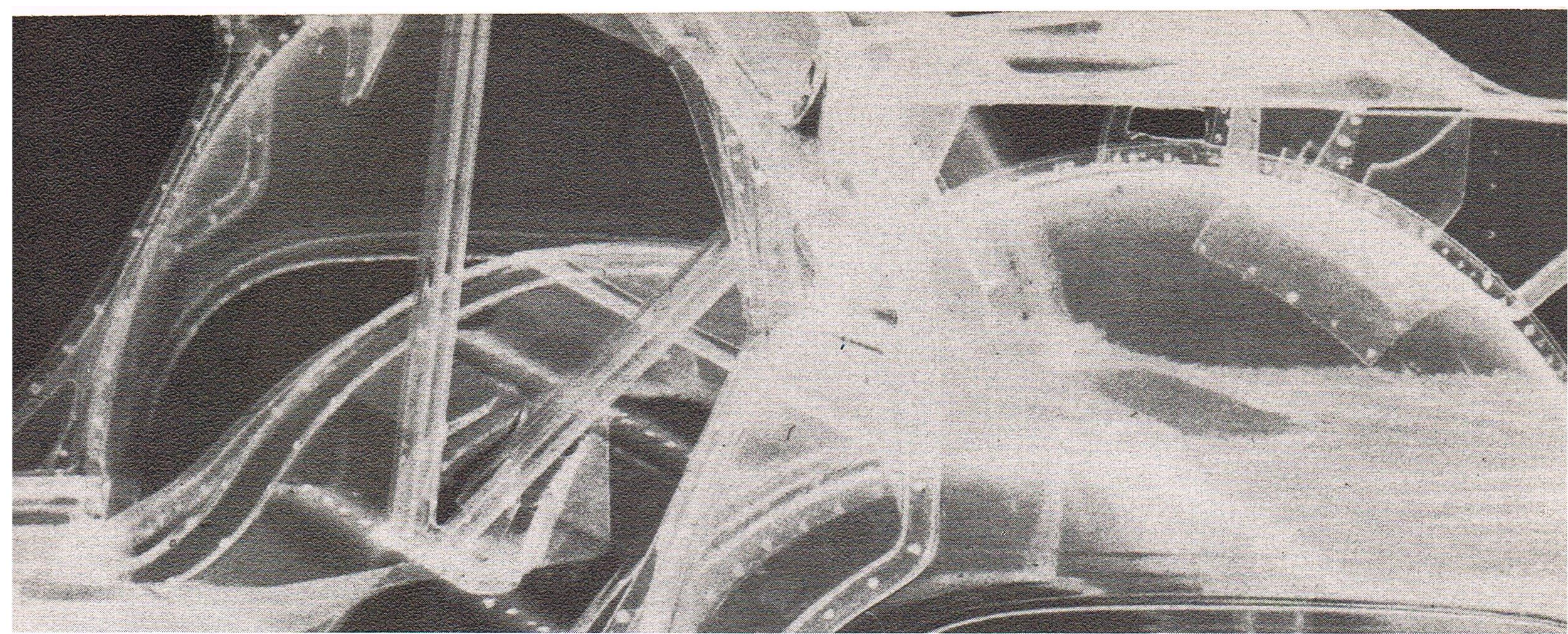
Police cars must have certain characteristics not essential to normal automobile operation. So Chrysler Corporation engineers set about to design a *true* line of Plymouth Police Specials that would be virtually trouble-free and would combine high performance with remarkable operating economy.

For 1960, Plymouth Police Specials are beefed up where beefing is needed. The battery is bigger, more powerful. Front and rear suspensions are heavy-duty. Improved shock absorbers are set slightly higher than standard. Brakes are a big oversize 12". Seats are firmer, seat springs heftier. Vinyl trim is heavy-duty. The new 3-speed manual transmission is heavy-duty. So is its clutch.

Officers ride in greater comfort in the new Plymouth Police Specials. There's more room inside, because of Unibody construction—more legroom, headroom, elbowroom, hip-room than ever before. No knee-knocking corner posts. Visibility is better, all around. Speedometers have special police dial calibrations to compensate for "error" and give accurate reading.

Plymouth Police Specials are extremely fast, have eye-popping getaway, corner level and stop without jarring nose dive. They are unusually stable, thanks to Torsion-Aire, Unibody construction and aerodynamic design that utilizes wind-minimizing stabilizer fins.

When you order your new Plymouth Police Specials, you can expect *and will get* sturdiness and long life, *plus* performance that is unmatched in Plymouth's field.



Early in their manufacture, all Plymouth Police Specials are given seven different special baths and six chemical sprays which put extra years of wear into the solid Unibody. The Solid Plymouth for '60 will last long beyond anything you have come to expect.

The result of this painstaking (and exclusively Chrysler Corporation) protection is that the vital side rails of the '60 Plymouth are *unusually resistant to corrosion*.

This is extremely important to buyers of Police cars. It means that Plymouth's rigid, extra-strong Unibody will stay rigid and extra-strong for a long, long time, regardless of climatic or road conditions. And salted or chemically treated streets are no great threat to Plymouth's under-surfaces. For in addition to the seven special dips given the Unibody, vulnerable areas are specially treated to combat rust and corrosion.

A special aluminum coating protects Plymouth mufflers and tail pipes, *inside as well as out*. And even under the floor covering, inside the car, you'll find extra durability built in. Salt and water brought into the car on feet can't seep through and do damage out of sight.

Ozone—a form of oxygen always found in city air—eats through rubber. So Chrysler engineers used butyl instead for the weather stripping around the rear windows and windshield of Plymouth Police Specials for 1960. Butyl is practically impervious to ozone. Another problem licked.

THE FINISH ENDURES.

The Solid Plymouth for 1960 is prime painted twice with epoxy primers, virtually a liquid armor. First, a red undercoat. Then a gray one. Next, the body is baked and sanded and a coat of new Lustre-Bond enamel is applied. Then another coat. A final baking. We doubt if you will have to wax this brilliant, tough finish for as long as you keep the car.

On all Plymouth Police Specials, the side moldings—and the holes and fasteners that keep them in place—are eliminated. Thus other rust and corrosion danger spots are removed.

Plymouth's aluminum will take a much deeper scratch without penetration than will that of any other car in its class. That's because the coating on Plymouth's aluminum is as much as twice as thick. This, too, is an important factor in the car's extraordinary life expectancy.

THE BODY IS STRONG.

The strength of Plymouth's Unibody is remarkable. Twist tests demonstrate it to be more than twice as strong as most other kinds of bodies; in bend tests it proves to be nearly half again as strong.

This is due to Unibody construction, plus the fact that the gauge of steel used in Plymouth's unit "girders"—side rails—is as much as 75% heavier than that used in ordinary body construction, yet total car weight has not been increased.

The stronger a car's body, the longer it will last and the safer it will be to ride in. A car body that is not quick to twist or bend is far steadier on rough roads at 35 to 55 miles per hour, and in high speed pursuit on highways and turnpikes.

THE SOLID PLYMOUTH '60 POLICE SPECIALS ARE STRONG, TIGHT, RIGID AND LONG-LASTING. SCORES OF BODY BOLTS AND BRACES THAT ONCE REQUIRED ATTENTION AND SERVICE HAVE BEEN ELIMINATED. IT REQUIRES LESS CARE TO KEEP THESE NEW PLYMOUTHS IN TOP SHAPE BECAUSE THEY HAVE FEWER PARTS THAT REQUIRE CARE.

SOLID PLYMOUTH '60 POLICE CARS ARE BUILT TO STAY ON THE ROAD AND OUT OF THE SHOP.

No other Police cars in Plymouth's class are built like this—and only Plymouth offers all these features for long life and economical service.

DURA-QUIET UNIBODY eliminates all conventional body bolts and braces; body and frame are a single unit, joined by approximately 5,400 precision welds.

3-PLATFORM BRAKES are a new and further refinement of the time-proved Total-Contact principle; special 12" heavy-duty Plymouth Police brakes for 1960 are both fast-stopping and longer-wearing than ever before.

NEW 3-SPEED MANUAL TRANSMISSION is completely re-engineered for smoother shifting, faster getaway and far longer life.

30-D ECONOMY SIX ENGINE is the best performing 6 in its class and extremely economical. It is inclined at a 30° angle for greater accessibility, better ride, easier handling; very fast, very dependable; a marvel of efficiency and light-weight ruggedness.

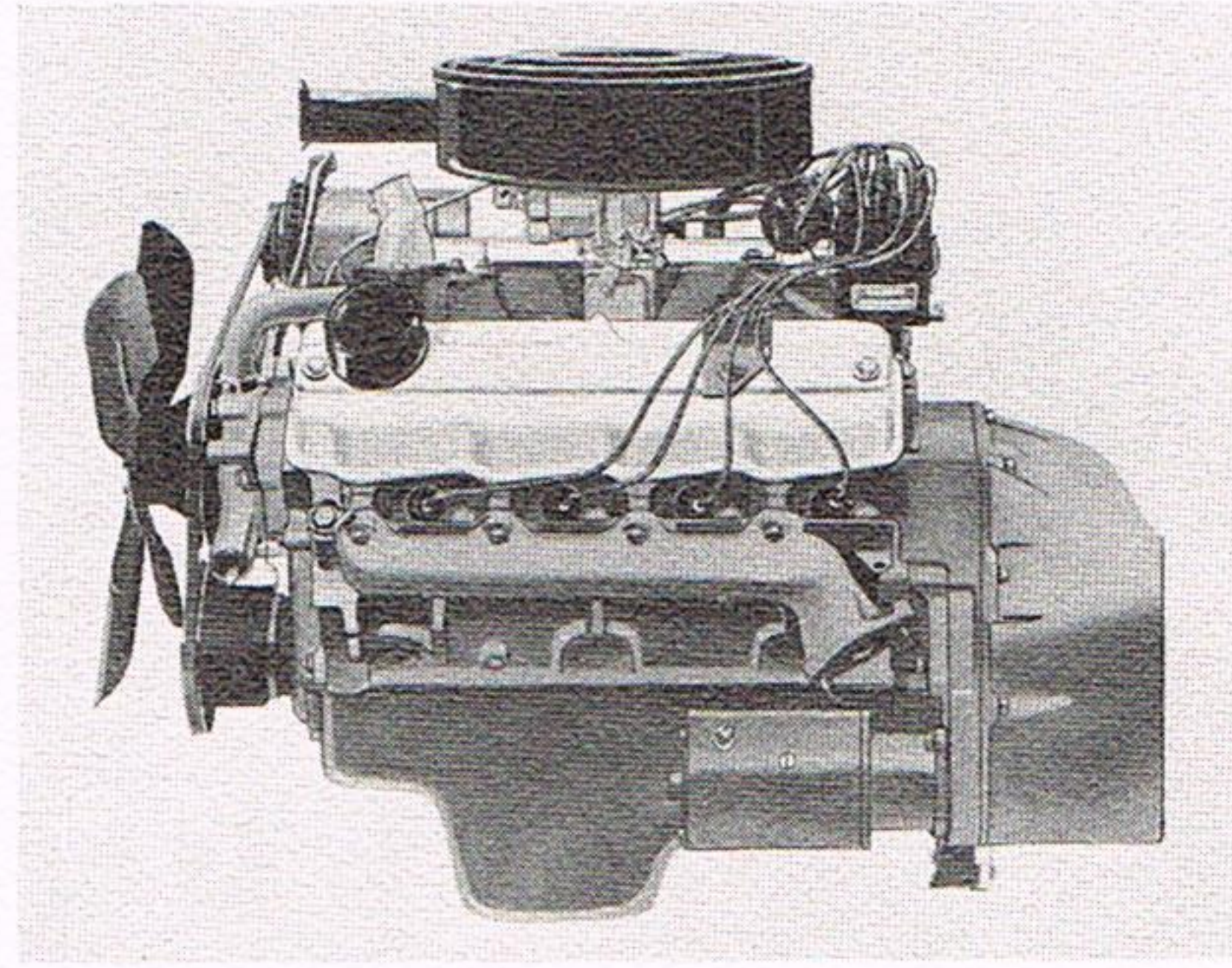
NEW AUTOMATIC TRANSMISSION, called "New TorqueFlite-6", is water-cooled, pushbutton-operated; designed exclusively for use with 30-D Economy Six engine.

TORSION-AIRE SUSPENSION has proved its unequalled roadability over millions of miles. Front torsion bars plus wide-leaf, outrigged rear springs and Oriflow shock absorbers make handling far easier. Plymouth Police Specials corner level—even at high speeds—with barely a roll or sway, hardly a "nose dive" even on panic stops.

GREATER STABILITY is a Solid Plymouth '60 characteristic, achieved by such engineering innovations as ingenious camber control of left front wheel, Torsion-Aire suspension, Stabilizer Design with high-stability rear fins.

In "Torture Test" driving, prototype 1960 Plymouths were manhandled the equivalent of 200,000 hard miles with remarkably little effect. This is four times normal test practice. It suggests the kind of durability you will get in the unique, solid '60 Plymouth.

AVAILABLE IN BOTH 2-DOOR AND 4-DOOR MODELS. THIS IS PROBABLY THE MOST ECONOMICAL OF ALL HIGH-PERFORMING POLICE CARS. STANDARD EQUIPMENT INCLUDES HEAVY-DUTY PARTS ESPECIALLY BEEFED-UP FOR HARD POLICE WORK, TORSION-AIRE AND, OF COURSE, THE NEW LONG-LIVED SOLID PLYMOUTH DURA-QUIET UNIBODY FOR 1960.



SOLID PLYMOUTH '60 PATROLLER SPECIAL 8.

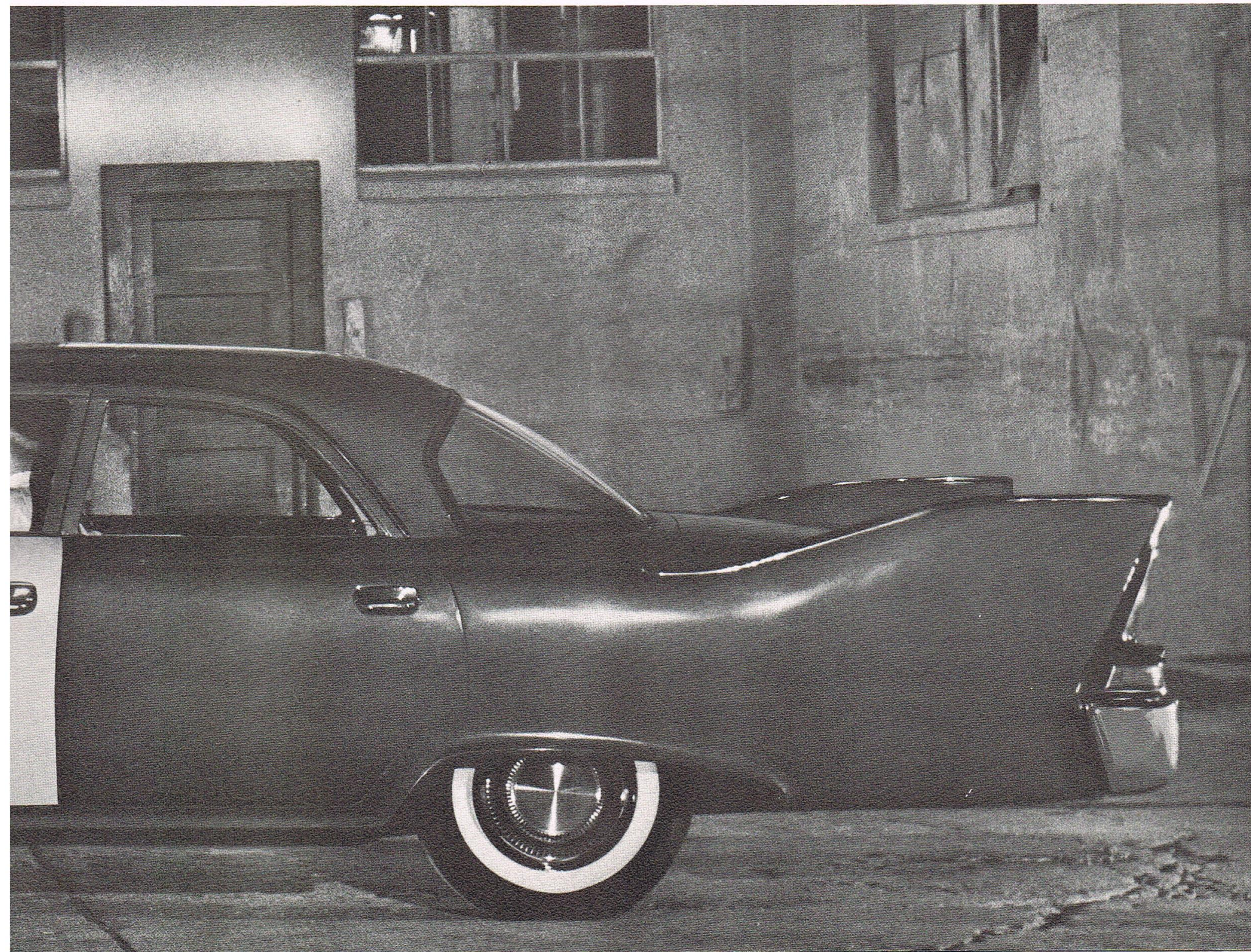


THE POWER PLANT: The Patroller Special V-8 engine is the famous *Fury V-800* that three times in a row won the Mobilgas Economy Run in its class. A big, rugged, 318-cubic-inch V-8, it develops 230 horsepower at 4400 rpm and 340 lbs.-ft. of torque at 2400 rpm. Stroke, 3.31 inches; bore, 3.91 inches. Compression ratio, 9 to 1. Fuel-Saver Choke and 3-stage carburetor metering conserve fuel in low and middle speed ranges, where most city and town driving is done. *Performs best on regular gasoline.* Tremendous getaway and fast acceleration. Beefed-up bearings are made of a special, long-wearing metal; top rings are chrome and valve lifters are easy to adjust. Replaceable element air filters. *One of the most remarkable V-8 engines ever built.*

RECOMMENDED USES: Solid Plymouth '60 Patroller Special V-8 is designed for all-purpose police work. It is economical on city streets, powerful enough on the highway to overtake almost any car made. A favorite with Sheriffs because of its extreme versatility.

THE EQUIPMENT: Standard on every Patroller Special V-8:
 Fury V-800 engine
 Dura-Quiet Unibody
 Torsion-Aire suspension
 New heavy-duty Plymouth engineered 3-speed manual transmission
 Heavy-duty chassis springs
 Heavy-duty Oriflow shock absorbers
 12" heavy-duty 3-platform Total-Contact Police brakes
 10½" heavy-duty clutch
 Special extra-heavy-duty 14" x 6" wheels
 8¾ - 3.54 ratio maximum-duty rear axle
 Battery heat shield
 Replaceable element oil filter
 Belvedere-type horn ring
 70-ampere-hour battery
 Police-calibrated speedometer
 Push-button heater-defroster (hot water type)
 Heavy-duty seats and seat backs
 Savoy cloth upholstery
 Front foam seat cushions
 Front arm rests
 Sun visors, right and left
 Electric windshield wipers
 Heavy-duty floor mats, front and back

THE OPTIONS: Available at extra cost:
 Super-Pak including dual exhausts, 4-barrel carburetor, high-lift, high-performance camshaft; 260 h.p. torque, 345 lbs.-ft. at 2800 rpm.
 PowerFlite 2-speed water-cooled push-button transmission
 TorqueFlite 3-speed water-cooled push-button transmission
 Heavy-duty vinyl trim
 8.00 x 14 Police tires
 Safety belts
 Fender-mounted remote control outside mirror
 Heavy-duty radiator for high-capacity cooling
 Windshield washer
 Full-time power steering
 Choice of 5 heavy-duty generators or alternators (see page 11)
 Sure-Grip Differential
 Roof light wiring for flasher
 Single or dual spotlights
 15" x 5½" heavy-duty wheels
 Tinted windshield
 Back-up lights
 Undercoating
 Power brakes
 Safety-padded instrument panel
 Inside rear-view prism-type mirror
 Push-button air conditioning
 Electric clock

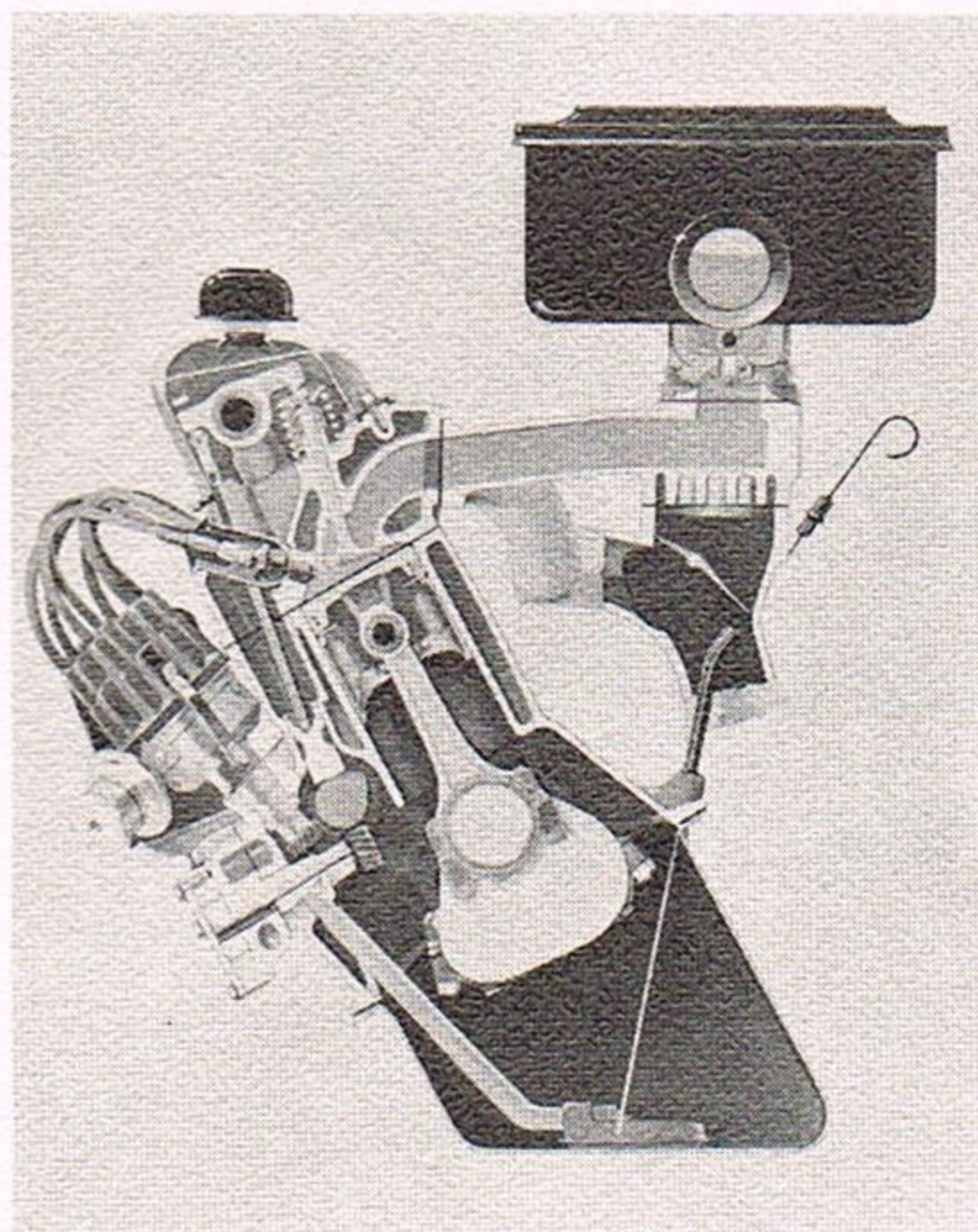


SOLID PLYMOUTH '60 PATROLLER 6.



STANDARD-EQUIPPED WITH NEW PLYMOUTH 30-D ECONOMY SIX ENGINE, A MARVEL OF EFFICIENCY AND ECONOMY. THIS CAR IS ALL POLICE CAR, DESIGNED FOR CITY PATROL WORK ON A DAILY 24-HOUR SHIFT. USES REGULAR GAS AND VERY LITTLE OF IT. RUGGED AND VERY EASY TO SERVICE. REDUCES STRAIN ON DRIVER AND HIS PARTNER BECAUSE IT HANDLES ALMOST LIKE A SPORTS CAR, RIDES LIKE A LIMOUSINE. IT IS LOW IN FIRST COST AND IS ALSO LOW IN UPKEEP.

THE POWER PLANT: Official name of Plymouth's new six-cylinder engine is the "30-D Economy Six". But economy is not its only outstanding characteristic. It is actually *inclined at a 30° angle* to lower the car's center of gravity. This contributes to handling ease and riding comfort, and makes the engine very easy to service. It offers 145 h.p. and 225-cu. in. displacement, yet is a very light engine because of liberal use of aluminum. Torque, 215 lbs.-ft. at 2800 rpm. New, unusually efficient manifold. In gas and oil economy, rivals sixes with as much as 70 less horsepower. In every sense, an ideal police engine, the new '60 Plymouth 30-D Economy Six is the best performing six in its class.



THE EQUIPMENT: You pay nothing extra for these on the '60 Patroller 6:

- 30-D Economy Six engine
- Dura-Quiet Unibody
- Torsion-Aire suspension
- New heavy-duty Plymouth-engineered 3-speed manual transmission
- Heavy-duty chassis springs
- Heavy-duty Oriflow shock absorbers
- 12" heavy-duty 3-platform Total Contact Police brakes
- 10" heavy-duty clutch
- Special extra-heavy-duty 14" x 6" wheels
- 8¾ - 3.54 ratio maximum-duty rear axle
- Battery heat shield
- Replaceable element oil filter
- Belvedere-type horn ring
- 70-ampere-hour battery
- Police-calibrated speedometer
- Push-button heater-defroster (hot water type)
- Heavy-duty seats and seat backs
- Savoy cloth upholstery
- Front foam seat cushions
- Front arm rests
- Sun visors, right and left
- Electric windshield wipers
- Heavy-duty floor mats, front and back

THE OPTIONS: Available at extra cost:

New TorqueFlite-6 push-button 3-speed automatic transmission. Extremely simple, very rugged; developed *exclusively for use with new 30-D Economy Six engine*. Water-cooled. Requires very little power to operate and saves money in the long run by eliminating the overload on axles and transmissions often caused by quick, jolting starts common with manual transmissions. Fast getaway and very quick acceleration. Mechanical push-button operation virtually foolproof. Officers using this equipment spend less attention and energy on the business of driving, stay alert longer with less effort. This kind of performance will help maintain morale at a higher level.

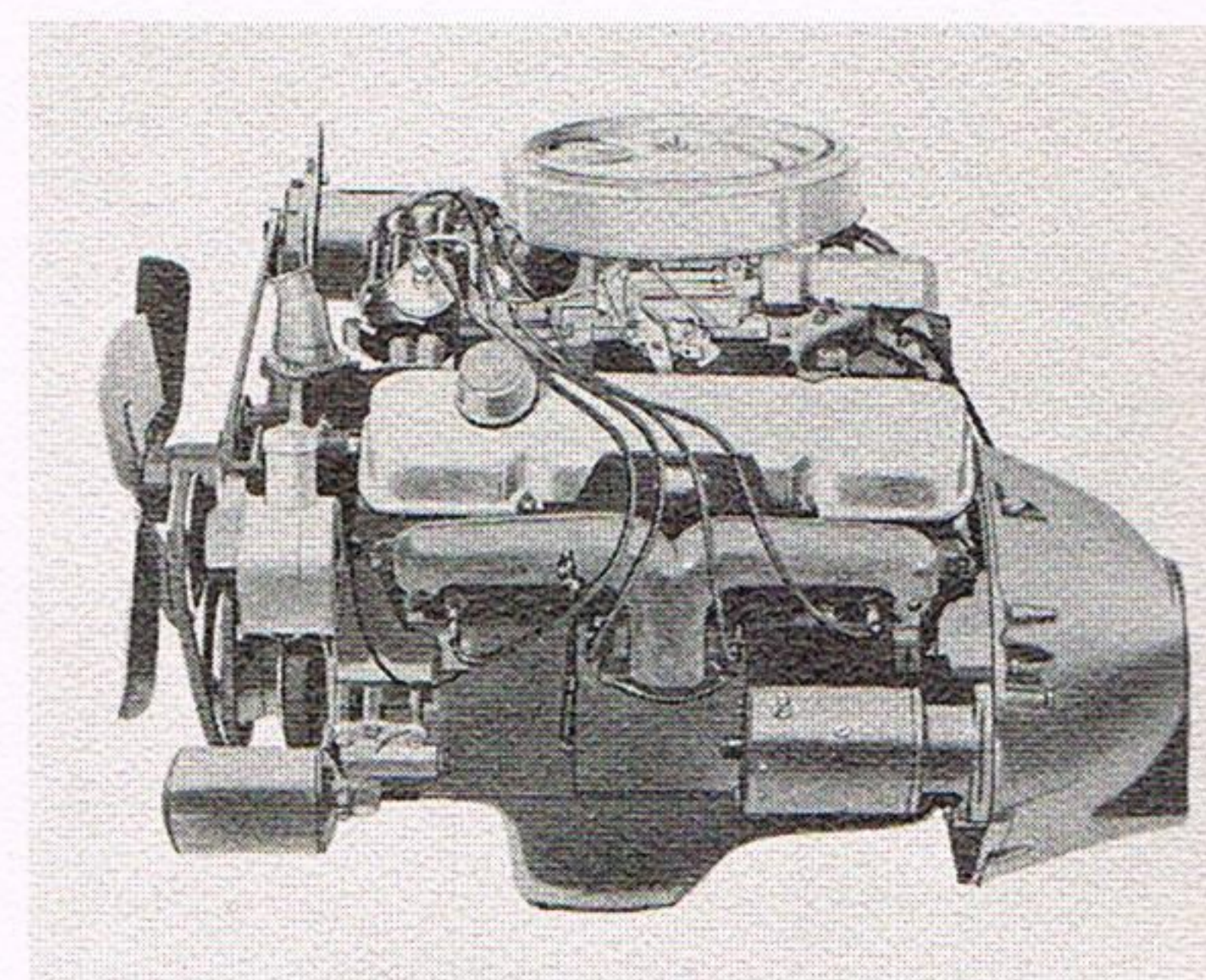
- Heavy-duty vinyl trim
- 8.00 x 14 Police tires
- Safety belts
- Fender-mounted remote control outside mirror
- Heavy-duty radiator for high-capacity cooling
- Windshield washer
- Full-time power steering
- Choice of 5 heavy-duty generators or alternators (see page 11)
- Sure-Grip Differential
- Roof light wiring for flasher
- Single or dual spotlights
- 15" x 5½" heavy-duty wheels
- Tinted windshield
- Back-up lights
- Undercoating
- Power brakes
- Safety-padded instrument panel
- Inside rear-view prism-type mirror
- Push-button air conditioning
- Electric clock

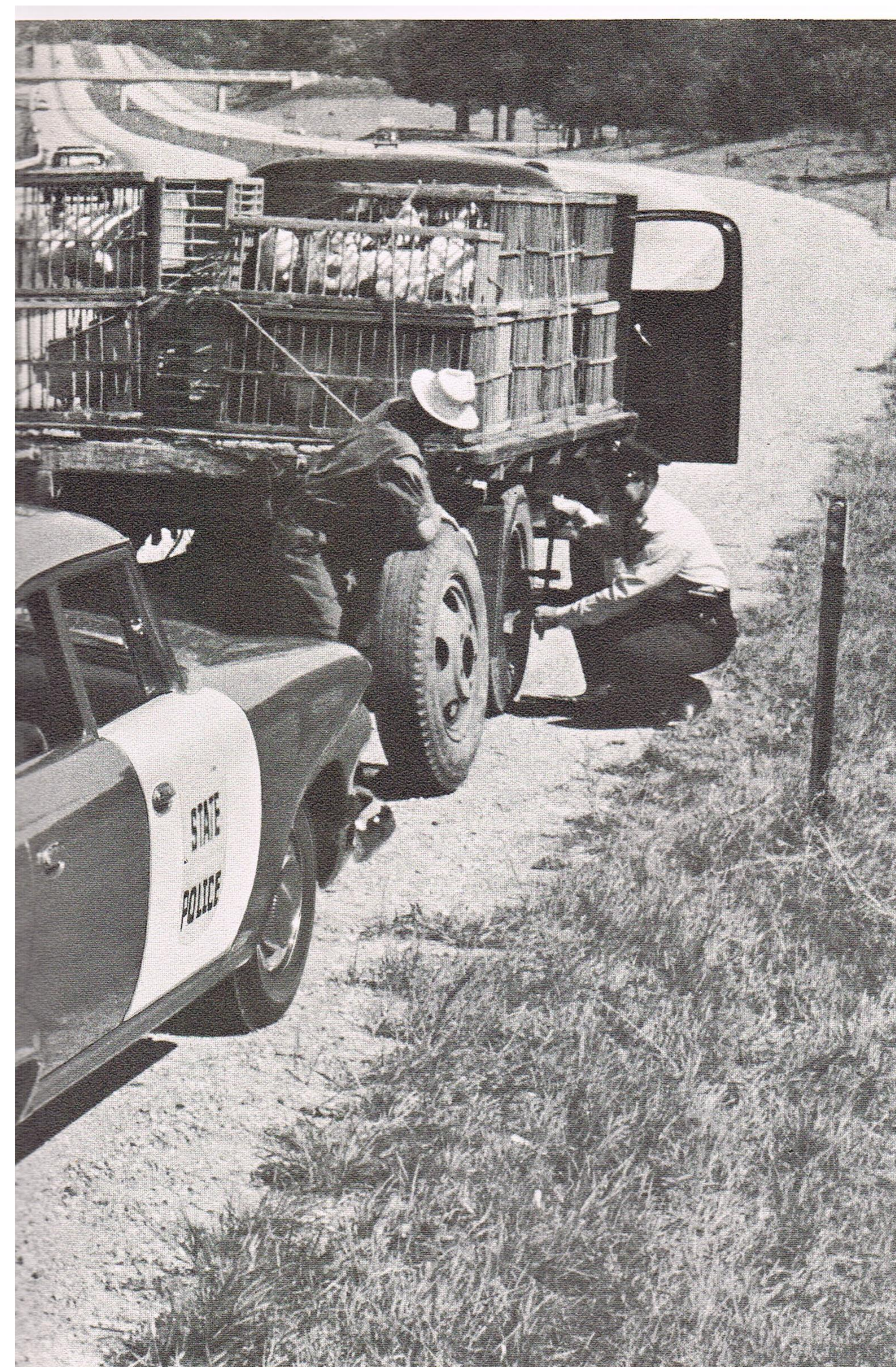
RECOMMENDED USE: The new Solid Plymouth '60 Patroller 6 is designed specifically for city patrol use.



NEW '60 PLYMOUTH PURSUIT SPECIAL 8.

THE NEAREST THING TO A TRUE SPORTS CAR EVER DESIGNED FOR POLICE USE. THIS IS PERHAPS THE FASTEST PRODUCTION CAR ON ANY HIGHWAY. IT HAS LIGHTNING-LIKE ACCELERATION, YET IT IS VERY EASY RIDING AND FEATHER-LIGHT TO HANDLE, CORNERS LEVEL WITH VIRTUALLY NO SWAY OR ROLL AT ANY SPEED, IS UNUSUALLY STABLE EVEN IN SEVERE CROSSWINDS. THIS CAR IS A POSITIVE MORALE-BUILDER FOR OFFICER-DRIVERS.





THE POWER PLANT: Plymouth's *Golden Commando 395 V-8*, standard on Pursuit Special V-8, develops more torque per cubic inch than any other engine made for Police use. 395 lbs.-ft. at 3000 rpm. 305 h.p. at 4800 rpm. Cubic inch displacement, 361. Compression ratio, 10 to 1. 4-barrel carburetor, special high-performance, high-lift camshaft, overhead valves, high-load valve spring, high-performance distributor, high-performance intake manifold and low-restriction dual exhaust system. Also as standard equip-

ment on the '60 Pursuit Special is the TorqueFlite push-button 3-speed water-cooled automatic transmission with spring-loaded hydraulic valve to avoid accidental reverse engagement. Heavy-duty special police features include maximum performance shift points, increased kick-down capacity of 1-2 shifts, increased rear clutch capacity for 2-3 shifts, high temperature seals and special line pressure regulator-valve spring. Extremely durable, 3-speed TorqueFlite is the perfect complement to the Golden Commando 395 V-8.

THE EQUIPMENT: Standard on every '60 Plymouth Pursuit Special V-8 are:

- Golden Commando 395 V-8 engine
- Dura-Quiet Unibody
- Torsion-Aire suspension
- TorqueFlite 3-speed water-cooled push-button transmission*
- Heavy-duty chassis springs
- Heavy-duty Oriflow shock absorbers
- 12" heavy-duty 3-platform Total-Contact Police brakes
- 11" heavy-duty clutch
- Special extra-heavy-duty 14" x 6" wheels
- 8 $\frac{3}{4}$ - 3.31 ratio maximum-duty rear axle
- Battery heat shield
- Replaceable element oil filter
- Belvedere-type horn ring
- 70-ampere-hour battery
- Police-calibrated speedometer
- Push-button heater-defroster (hot water type)
- Heavy-duty seats and seat backs
- Savoy cloth upholstery
- Front foam seat cushions
- Front arm rests
- Sun visors, right and left
- Electric windshield wipers
- Heavy-duty floor mats, front and back

THE OPTIONS: At extra cost you can equip the '60 Pursuit Special V-8 with:

- Heavy-duty vinyl trim
- 8.00 x 14 Police tires
- Safety belts
- Fender-mounted remote control outside mirror
- Heavy-duty radiator for high-capacity cooling
- Windshield washer
- Full-time power steering
- Choice of 5 heavy-duty generators (see page 11)
- Sure-Grip Differential
- Roof light wiring for flasher
- Single or dual spotlights
- 15" x 5 $\frac{1}{2}$ " heavy-duty wheels
- Tinted windshield
- Back-up lights
- Undercoating
- Power brakes
- Safety-padded instrument panel
- Inside rear-view prism-type mirror
- Push-button air conditioning
- Electric clock

RECOMMENDED USE: The high-speed Pursuit Special V-8 is designed specifically for patrol service on expressways, highways, super-highways and turnpikes—wherever maximum performance is required for proper law enforcement.

*Heavy-duty 3-speed (T85) manual transmission can be specially ordered

SOLID PLYMOUTH '60 EMERGENCY WAGONS HAVE DURA-QUIET UNIBODY CONSTRUCTION AND TORSION-AIRE SUSPENSION ON A BIG 122-INCH WHEELBASE. WITH NEARLY 100 CUBIC FEET CARGO AREA, THEY ARE THE LARGEST IN PLYMOUTH'S FIELD AND CAN CARRY TWO COTS, DRIVER, ATTENDANT AND EMERGENCY EQUIPMENT EASILY. 8-CYLINDER 9-PASSENGER MODELS ACTUALLY RIDE NINE BIG OFFICERS IN COMFORT. 6-PASSENGER MODELS AVAILABLE WITH 6 OR 8 CYLINDERS. OPTIONS INCLUDE THREE WATER-COOLED, PUSH-BUTTON AUTOMATIC TRANSMISSIONS OR THE TWO NEW 3-SPEED MANUAL TRANSMISSIONS.



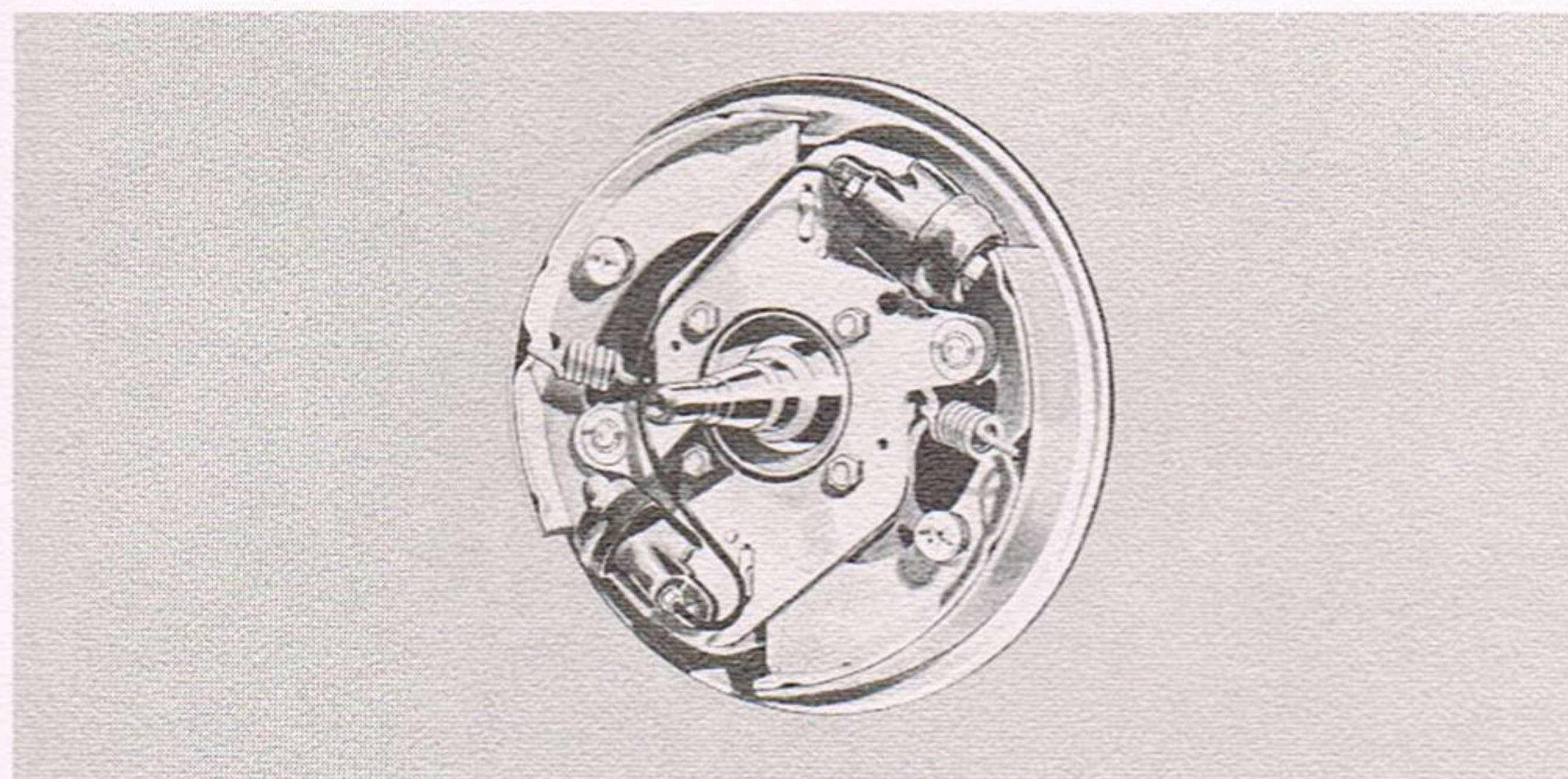
Ask your Plymouth dealer for his special Station Wagon Booklet. This will give you all the details and specifications of the Solid Plymouth '60 Wagons. All heavy-duty Police equipment described herein is also available for station wagons.



THERE HAS BEEN A NATION-WIDE DEMAND FOR POLICE CARS WITH STURDIER, LONGER-LASTING BODIES, FOR FAST-STOPPING BRAKES THAT WON'T WEAR OUT LININGS QUICKLY, AND FOR A MANUAL TRANSMISSION THAT IS TOUGH ENOUGH TO STAND UP IN POLICE WORK. YOU HAVE READ ABOUT PLYMOUTH'S NEW DURA-QUIET UNIBODY. NOW SEE HOW YOUR OTHER IMPORTANT DEMANDS HAVE BEEN ANSWERED IN THE NEW SOLID PLYMOUTH CAR FOR '60.

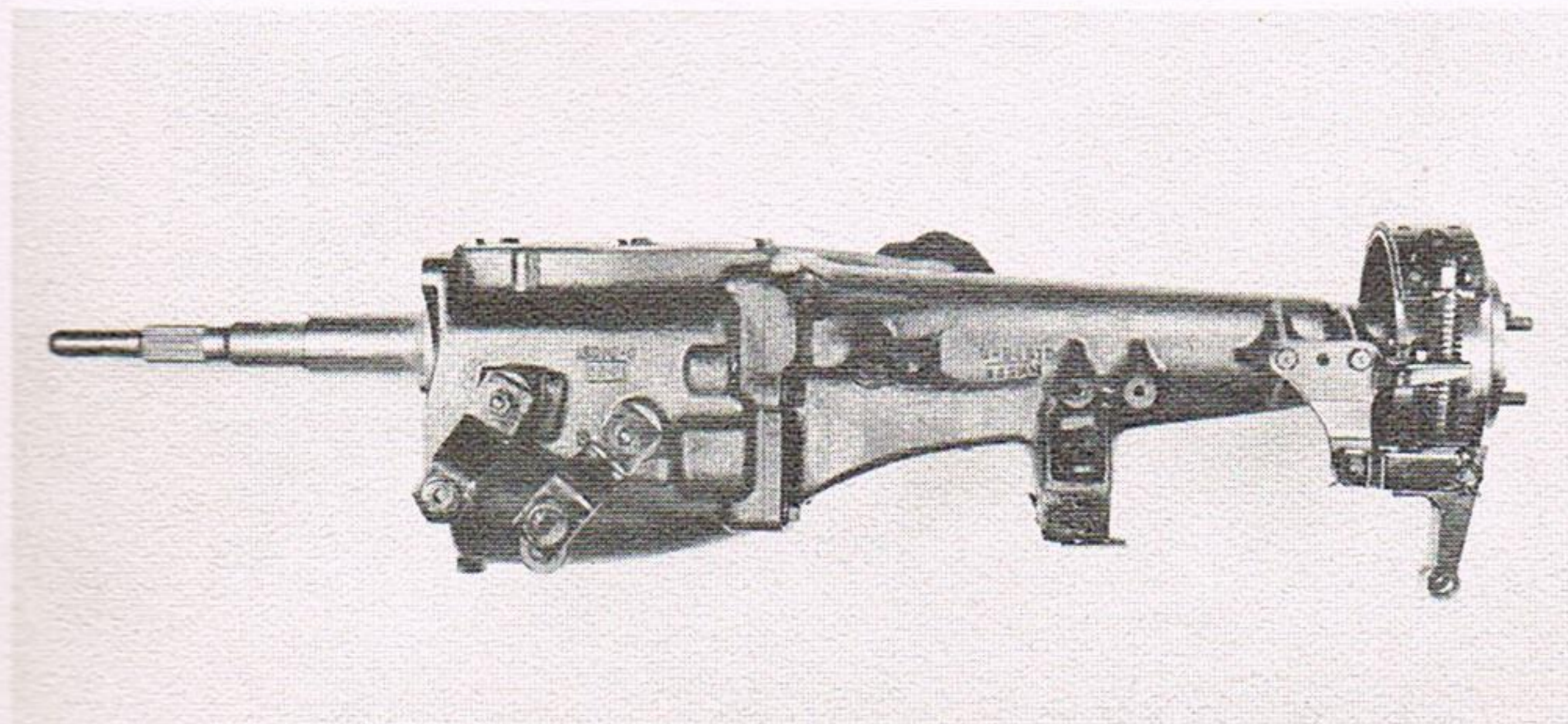
THE NEW POLICE BRAKES.

These are big, heavy-duty 12" brakes with 251 square inches of lining area. Linings are bonded. There are 2 cylinders instead of just one in each front brake, and pressure is exerted evenly over the entire braking surface. This is the essence of the *Total-Contact* system. New for '60 are 3 "platforms" that guide the brake shoe against the drum. This precise alignment, exclusive in Plymouth's price field, adds measurably to braking efficiency and, by evenly distributing the wear, *adds considerably to brake lining life*. Plymouth's new Police brakes are notably free from squeals and respond effectively to minimum pedal pressure.



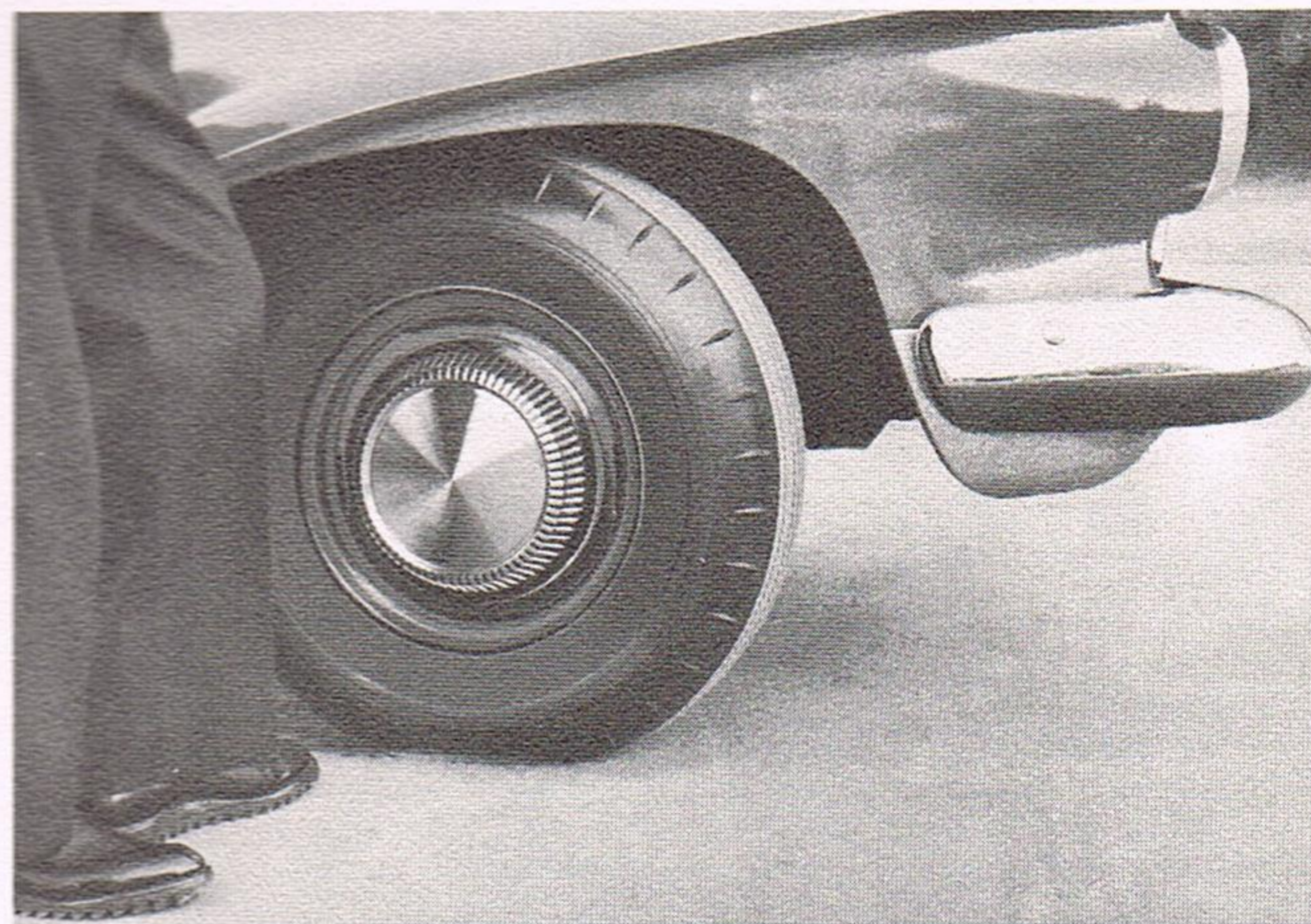
THE NEW MANUAL SHIFT.

Completely re-engineered for 1960, Plymouth's famed *Synchro-Silent* 3-speed manual transmission is "heavy-duty" in every respect. Even many of the smallest parts were re-engineered. On your first drive, you will notice a new "solid" feel as you shift from low to second to high. You experience no hitch, and gears mesh instantly and quietly. After your five hundredth—or thousandth—drive you will probably notice no change in the *solid* feel of this greatly improved, massively rugged manual transmission. It is built to last as long as the engine and Plymouth's Dura-Quiet Unibody.



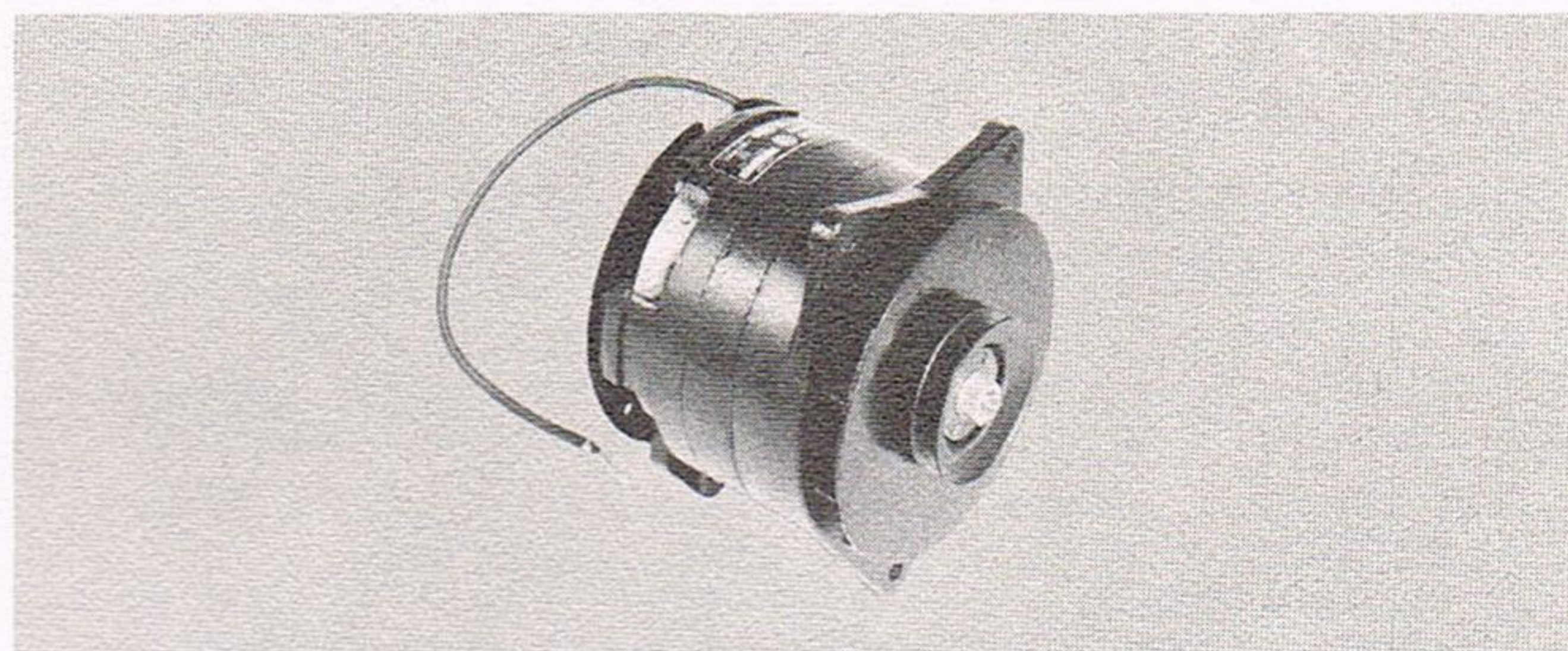
NEW "POLICE SPECIAL" TIRES.

These great new heavy-duty, oversize tires by Goodyear are optional at small extra cost on all Plymouth Police Special cars. 8.00x14 blackwall tubeless tires, they run cool and have high resistance to heat. They ride smoothly, give greater mileage and can be recapped more often with safety. Non-directional pattern helps you get away faster, stop quicker and reduces noise. Skid-resistant on both wet and dry surfaces. Especially recommended on Pursuit Specials.



NEW L-N ALTERNATOR-GENERATORS.

Built-in Silicon rectifiers are now an integral part of these new Leece-Neville alternators. Idle current is increased 42% to 27 amps.; current at city speeds and high speeds is increased 20% to 60 amps. Batteries keep charged at all times; adequate output is assured with engine idling. Not affected by prolonged runs at high speed. Battery, point and lamp life are prolonged. These new 2-piece systems available at extra cost in both Standard Heavy-Duty 60 amp. rating (model #A001-2002 AA, 19 lbs.) and Extra Heavy-Duty 60 amp. (Model #A001-2000 AA, 32 lbs.). Also optional at extra cost: 30-ampere-hour heavy-duty, low cut-in generator; 40-ampere-hour heavy-duty, low cut-in generator; 50-ampere-hour Bosch.



DOORS ARE SAFER.

Even the handles are safer because they are recessed and lie flush with the door panel. In case of accident, they can't break off and jam. The action is the time-proved rotary self-tightening type that is virtually fool-proof. All Police Special cars have Herculite safety glass in all doors and back windows, eight times stronger than the laminated glass used in most other cars. Resists cracking and breaking regardless of how hard doors are slammed. Designed not to shatter into sharp-edged fragments on impact. With Unibody construction, doors fit more snugly, stay put longer, are much quieter.

NOTE THESE PLYMOUTH FEATURES.

Push-Button heating and defrosting system (standard on all Police Specials) is built for continuous use. Huge defrosting capacity delivers 170 cubic feet of air per minute. Heater provides constant flow of fresh warm air. With push-button controls, driver can keep his eyes on the road. Optional *Sure-Grip Differential* automatically channels power to wheel with full traction, prevents skidding caused by a rear wheel spinning on ice, mud or gravel. Especially effective in pulling off soft shoulders. Gives driver better control of the car at all times.

SOLID PLYMOUTH '60 POLICE CARS ARE DESIGNED FOR POLICE WORK

... AND THESE SPECIFICATIONS PROVE IT BEYOND DOUBT.

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 12-inch Total-Contact Brakes with CycleBond lining. Lining area—251 square inches. 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.

WHEELS AND TIRES—Special extra-heavy-duty 14 x 6-inch wheels with 7.50 x 14 four-ply tubeless tires standard on Patroller 6, Patroller Special 8 and Pursuit Special 8; 8.00 x 14 tires optional at extra cost on these models. Extra-heavy-duty 14 x 6-inch wheels with 8.00 x 14 tires installed on emergency Police wagons at extra cost; heavy-duty 15 x 5½-inch wheels optional at extra cost.

SUSPENSION—Set ½-inch above standard height. Heavy-duty front: Torsion bars and 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 isolation 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. Wide-span rear spring shackles on station wagon models. Low-velocity-control sea-leg mounted heavy-duty Oriflow shock absorbers. Constant section main spring leaves. 2½-inch out-board-mounted springs with 5 leaves on Patroller Special 8 and Pursuit Special 8, 6 leaves on emergency Police station wagon models and 4 leaves on Patroller 6. 100% rubber isolation.

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.

TRANSMISSIONS AND DRIVE TRAIN—TorqueFlite: Fully automatic 3-speed Push-Button transmission with torque converter; standard on Pursuit Special 8; optional at extra cost on other V-8 models. PowerFlite: Fully automatic 2-speed Push-Button transmission with torque converter; optional at extra cost on Patroller Special 8 model only. Fully automatic 3-speed New TorqueFlite-6 transmission optional at extra cost with Patroller 6 New 30-D Economy Six engine only. New Synchro-Silent manual 3-speed transmission with 10½-inch clutch, standard on Fury V-800 engine; with 10-inch clutch is standard on new 30-D Economy Six Engine. Heavy-duty T85 3-speed manual transmission with 11-inch clutch can be specially ordered with Golden Commando 395. Hotchkiss drive through rear springs. Hypoid rear axle.

STANDARD REAR AXLE RATIOS (ALL MODELS)—TorqueFlite V-8—choice of 2.93:1 or 3.31:1. PowerFlite V-8, 3.31:1. Manual V-8, 3.54:1. Manual 6-cylinder, 3.54:1. New TorqueFlite-6, 3.31:1.

ELECTRICAL SYSTEM—Heavy-duty 12-volt 70-ampere-hour battery with battery heat shield. High-capacity 35-ampere generator; automatic voltage and current control standard. New built-in Silicon rectifier heavy-duty 60-ampere Leece-Neville alternator and extra-heavy-duty 60-ampere version optional at extra cost. 30-ampere-hour heavy-duty, low-cut-in generator; 40-ampere-hour heavy-duty, low-cut-in generator; 50-ampere-hour Bosch generator available at extra cost.

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; Patroller 6 has woven plastic filter at gas tank. All models have Police-calibrated speedometer. Fuel capacity 20 gallons. (23-gallon tank optional at extra cost); 21 gallons on wagons. Center fill fuel tank on sedans; left rear fill fuel tank on wagons. Short neck is completely outside body. Vent tube opens to atmosphere in rear axle kickup area.

GENERAL DIMENSIONS—Wheelbase 118 inches (122 inches on station wagons). Over-all length 209.4 inches (wagons 214.9 inches). Over-all width 78.6 inches.

GOLDEN COMMANDO 395 ENGINE—Standard on Pursuit Special 8. Available in station wagon models at extra cost. Advanced deep-block design 8-cylinder V-type. Horsepower 305 at 4800 RPM. Torque 395 lbs.-ft. at 3000 RPM. Compression ratio 10.0 to 1. Bore 4.12 inches. Stroke 3.38 inches. Piston displacement 361 cubic inches. Single 4-barrel carburetor. Special design concentric dry replaceable element air filter. Overhead valves. Hydraulic valve tappets. High-load valve springs equipped with anti-surge dampers. Pistons especially designed

for high-compression ratio. Special high-performance camshaft. Special high-performance resistor-type ignition system. Automatic mechanical and vacuum spark control. Splashproof dual-breaker distributor. Shear-type front mounts and spring and rubber rear engine mounts. Crankshaft vibration damper. Rotary oil pump. Full-Flow oil filter. Oil capacity 5 quarts. 6 quarts with filter change. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Reinforced generator bracket to reduce vibration. New 15-micron fuel filter. Special low-restriction dual-exhaust system.

FURY V-800 ENGINE—Standard on Patroller Special 8. 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.

FURY V-800 WITH SUPER-PAK—Optional at extra cost on Patroller Special 8. Basic specifications same as for Fury V-800 above, except for the following: Horsepower 260 at 4400 RPM. Torque 345 lbs.-ft. at 2800 RPM. 4-barrel carburetor with matching intake manifold and special air filter. High-performance camshaft and distributor. Special design, large diameter, free-flow dual-exhaust system.

30-D ECONOMY SIX ENGINE—Standard on Patroller 6. 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. 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. Torsional vibration damper on crankshaft. Wedge-type designed combustion chambers. Cast-iron camshaft is driven from a sprocket on front of crankshaft by a silent timing chain. Valves operated through solid tappets, tubular steel push rods, stamped steel rocker arms. Self-locking screws in rocker arms adjust valve lash. Exhaust valves have four-bead locks which allow valve rotation. Aluminum used in pistons, intake manifold, distributor housing, water pump housing, water outlet elbow, oil pump housing, oil filter mounting pad. Full flow replaceable element oil filter. Oil capacity 4 quarts. Air cleaner, carburetor, manifolds, water pump on the left, and spark plugs, distributor oil pump and filter, and fuel pump are on the right side. Oil filter cap located near front of rocker arm cover.

COOLING SYSTEM—Coolant capacity 318-cubic-inch engines 20 quarts, with heater 21 quarts; 361-cubic-inch V-8 engine 16 quarts, with heater 17 quarts; 6-cylinder engine 14 quarts, with heater 15 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.

SPECIFIC BODY DIMENSIONS

	4-door Sedan	2-door
Front hiproom.....	63.0"	63.1"
Rear hiproom.....	62.4"	62.2"
Front shoulder room.....	63.1"	63.1"
Rear shoulder room.....	62.2"	62.2"
Front legroom.....	45.5"	45.5"
Rear legroom.....	42.6"	38.1"
Front headroom.....	34.8"	33.3"
Rear headroom.....	34.2"	33.5"
Car height—loaded.....	54.6"	54.6"

UNDOUBTEDLY MANY OF THE NOW-EXCLUSIVE FEATURES OF THE SOLID NEW PLYMOUTH FOR 1960 WILL ONE DAY BE WRITTEN INTO ALL POLICE SPECIFICATIONS. BUT YOU NEEDN'T WAIT FOR THAT DAY WHEN YOU CAN HAVE THEM ALL RIGHT AWAY—PLUS PLYMOUTH'S OPERATING ECONOMY.

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