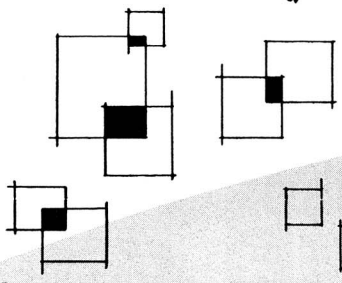
SERVICE REFERENCE BOOK

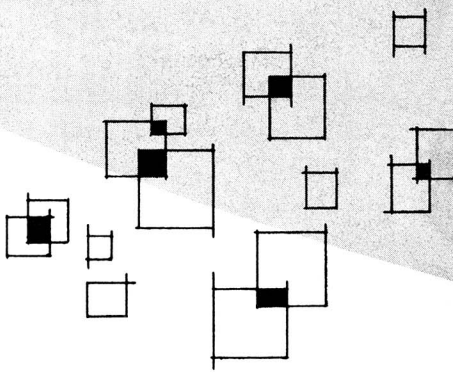
of the MASTER TECHNICIANS SERVICE CONFERENCE

session no. 143



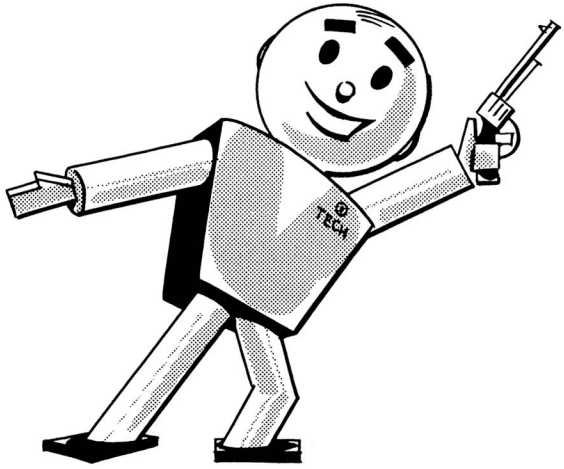
features

of the 1960 "P" series models



PREPARED BY CHRYSLER CORPORATION

Dodge • Plymouth-De Soto-Valiant • Chrysler and Imperial Divisions



Tech sez: "LET'S GET THE NEW MODELS OFF TO A GOOD START!"

It's time to preview the new models and get acquainted with changes that affect service procedures. After all, when you don't know where to aim, it isn't easy to do any effective trouble-shooting.

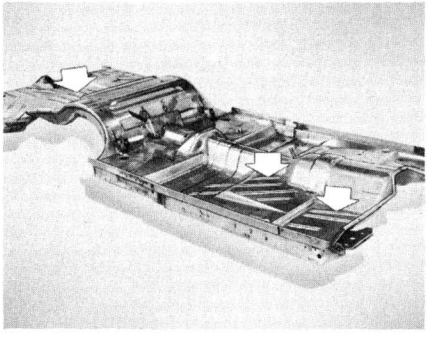
So this reference book provides highlights of all the features of the 1960 "P" series models. It will help you get the new cars off to a good start, and keep them performing to every owner's satisfaction. That will benefit all of us because we all know that service volume is built on customer confidence.

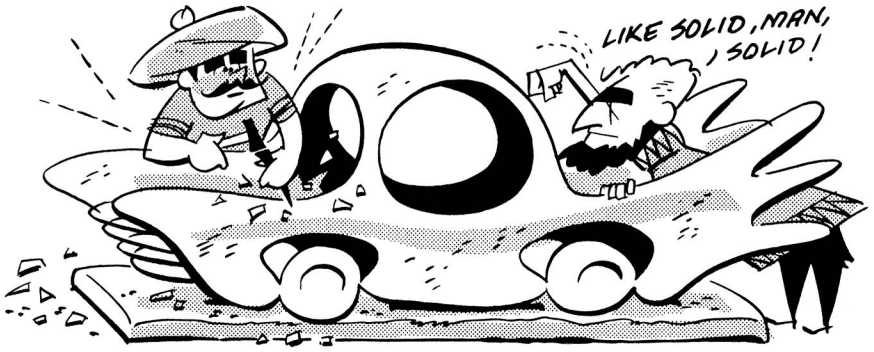
Here's where to look for this important service information:

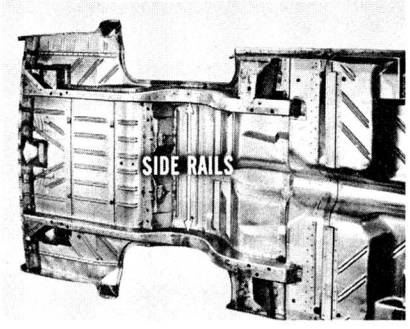
BODY DESIGN AND CONSTRUCTION

New body

For 1960, the "P" series line makes its bow with an entirely new body design and construction. In short, it not only *looks* different, it actually *is* different. Just a peek behind the scenes will make that clear. The floor panel, for instance, is ribbed in a number of places for added strength. What's more, it is welded into one solid, reinforced structure.

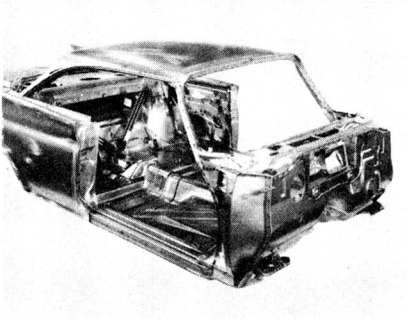






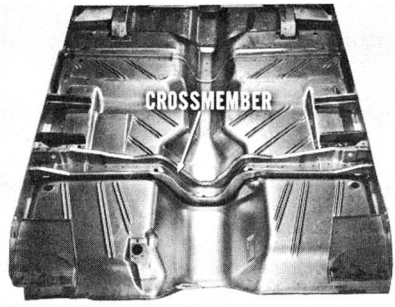
On the underside are two heavy-gauge steel, box-section side rails. These are welded to the floor panel, and they extend from about the forward edge of the rear seat to the rear of the panel.

These side rails are particularly rugged where they extend over the rear axle kickup. That's where extra strength is needed, as you probably know, because the side rails are the main support of the rear suspension and rear bumper.

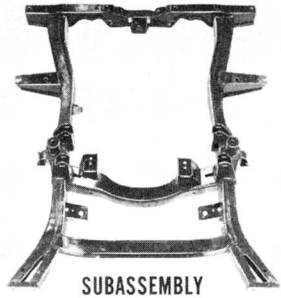


Welded Body Panels. Body panels are welded to the floor panel and to each other. As a matter of fact, the entire body structure has more welds than our cars have ever used. As a result, it provides the strongest body construction ever offered to the passenger car owner.

There's a heavy U-channel crossmember welded to the underside of the floor panel, at a point just above the transmission. This crossmember forms the mounting for the rear crossmember of the frame subassembly.

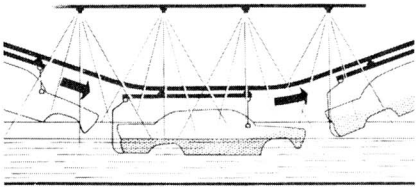


Frame Subassembly. The frame subassembly extends forward from a point approximately at the front edge of the front seat. The subassembly is bolted to the body and floor panel by ten aircraft-type bolts. All bolts are tightened to a torque of 75 foot-pounds. This subassembly carries the weight of the engine, transmission and front suspension parts.

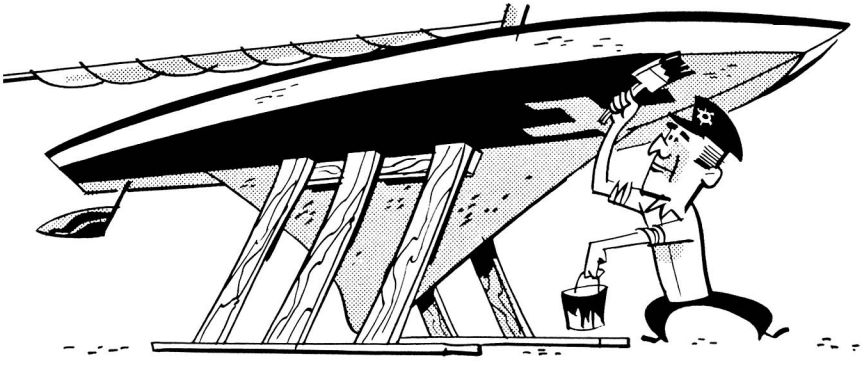


As you can see, a floor panel and body panels all welded together—plus a subassembly bolted to the final assembly—adds up to a setup much stronger than the conventional frame with a separate body. But structural strength for passenger protection isn't all, the body metal itself is protected.

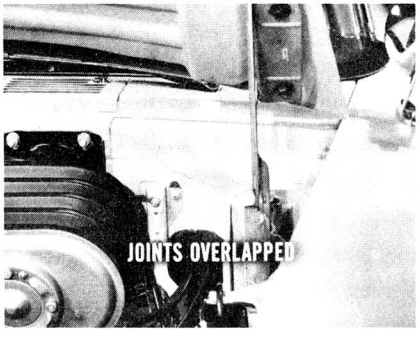
Rustproofing Treatment. The body metal is treated with rustproofing chemicals to provide greater protection against corrosion. Approximately the lower 18″ of the body is actually dipped and washed in a series of baths with chemicals and rustproofing compounds. This



special process carries protection into all external and internal body areas where a normal spraying operation might not be adequate. Of even greater significance, Chrysler-developed chemicals and techniques make this process an outstanding method of preserving body metal.



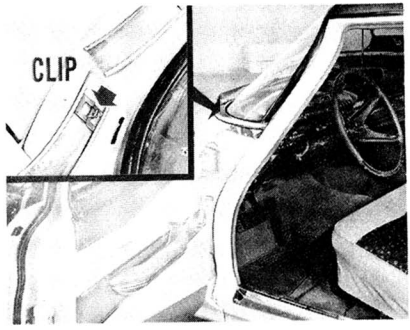
CAUTION: If holes are drilled through this rustproofed area, be sure to seal the exposed edges to guard against rust or corrosion.



Overlapped Seams. Another body construction feature that makes service easier is the reduction of sheet metal seams by about 30% in the front section. Panel joints still necessary are so overlapped that they shed water readily, like the shingles on a house.

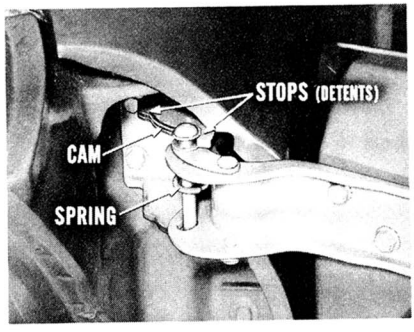
The windshield and rear window areas have also been given special attention. A new weatherstrip grips the glass better. And, instead of cement, there's a new rubber-to-glass sealer that makes the opening weather-tight. This sealer is more flexible and has about three times more adhesive quality than the type used on former models.

The windshield pillar has been redesigned for greater strength by eliminating the "dogleg". Moldings around the glass are now held on with clips instead of screws.

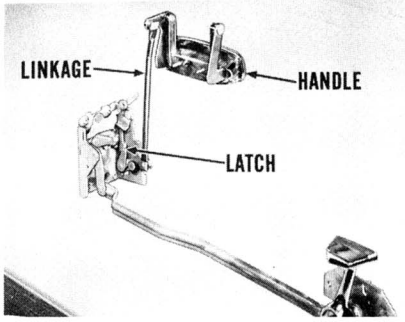


Door hinges, latches and hardware

New door hinges are used on all doors. A cam and spring arrangement holds the door in two positions. This setup has two built-in stops, or detents so that a door check-strap is no longer needed. Hinges are still adjustable as before in case you have to change the door alignment.



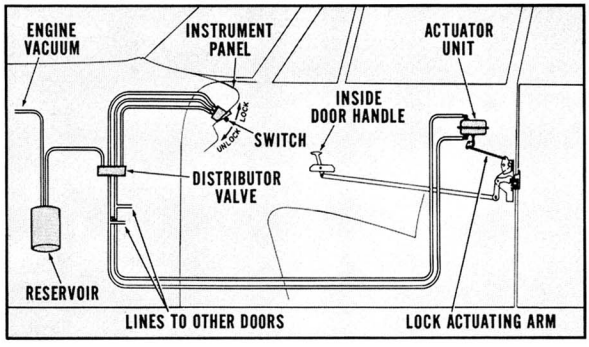
The door latch is also new. It has fewer parts, is quieter in operation, and has a stronger, simplified linkage. A single, sturdy rod that is ball-pivoted at each end for smooth, silent action, trans-



mits door-opening force directly from a simple bell crank to the handle. The linkage is adjustable. In the face of the door is a screw for precision adjustment of the outside handle. Loosening the screw and moving it down removes slack from the linkage. You secure the adjustment by retightening the screw.

A nylon wedge in the rotor housing muffles engagement of the rotor and striker. Rubber bumpers are used around the door opening for compression to keep the door tight. The automatic take-up has been eliminated.

There's a free-wheeling arrangement in the latch that disconnects the handle when the door is locked. It indicates at a touch that the door is locked and thereby protects the handle from being damaged accidentally.

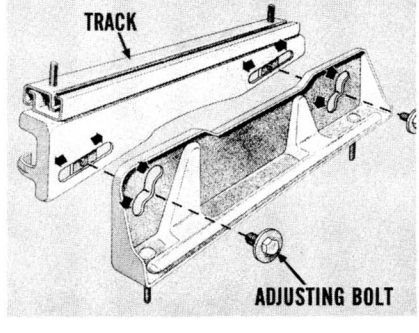


Safe-T-Matic Door Locks. A new vacuum-powered automatic door-locking system is optional on Plymouth, Dodge, and Chrysler models. The Imperial retains its excellent electric-powered door lock system as a standard accessory. The vacuum system permits locking the doors when the engine is started. After a stop to discharge a passen-

ger, the doors re-lock themselves when the car is accelerated and engine vacuum drops below 7 inches of mercury.

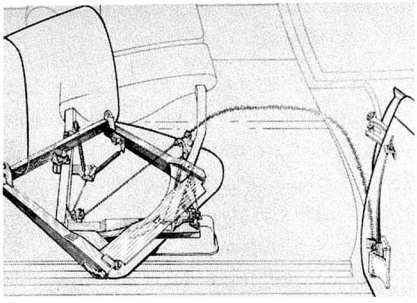
Locks are energized by vacuum actuators inside the doors. The doors remain locked until they're unlocked by: (1) opening doors from the inside; (2) unlocking them from the outside with a key and, (3) moving a lever located on the instrument panel. This lever may be moved in the opposite direction to re-lock the doors. A vacuum reservoir in the engine compartment provides ample reserve to operate the locking system even when the engine isn't running. A pressure-actuated switch under the driver's seat (on Plymouth models) prevents the doors from locking when the engine runs and the driver leaves the car momentarily.

Adjustable Front Seat. All models without power seats have custom-positioned front seats. A two-way track for back-and-forth adjustment at each side of the seat is mounted on a new six-way slotted seat base. The slotted base is actually an adjustable support plate attached directly to the seat through the track and a stationary support plate secured to the floor. Adjusting bolts hold the support plates together. Horizontal slots in the adjustable plate permit fore-and-aft seat movement. Vertical slots in the stationary plate permit raising, lowering, or tilting the seat. Six mounting positions are provided, making it possible to tailor the seat to accommodate any driver's preference, or particular requirement.



Swivel Seat Operation. Swivel seats have an added automatic actuating feature. This causes the swivel seat to automatically swing out when the door opens, and return the seat to latched position when the door closes. Here's how it works.

There's a cable, spring and torsion-bar arrangement. The cable is attached to the door, and to a pivot plate under the seat. A light-



weight spring and a heavy-weight spring are attached to the support plate. The lighter spring is hooked to the seat, the heavier spring hooks to the seat frame. The torsion bar, attached to the door hinge, counteracts the pull of both springs so door-opening effort is not increased.

When the door opens, the cable pulls the plate outward, stretching both springs. As the door is halfway open, a rod attached to the actuating cable releases the latch. The light spring then pulls the seat outward until the pivot plate stop contacts the frame pivot bracket. When the door closes, the heavier spring pulls the seat back until it latches in its straight-ahead position.

Swivel Seat Adjustment. You may get an occasional case where the seat won't swivel out or in when it should, or where it won't latch when you swivel it closed with the door fully open. Failure to swivel in or out may be caused by an assist or return spring that's broken or weak due to stretching, broken or damaged cables, or some form of interference. Latching conditions can also be caused by broken or maladjusted parts, or binding due to interference.

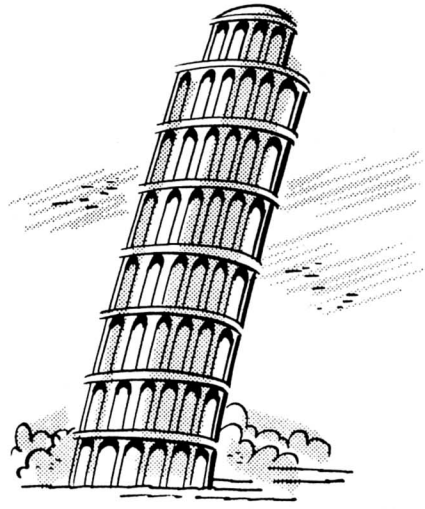
Replace any broken parts or a damaged cable, of course. Weak springs can be trimmed 1″ from the hook end and re-shaped to form a new hook.

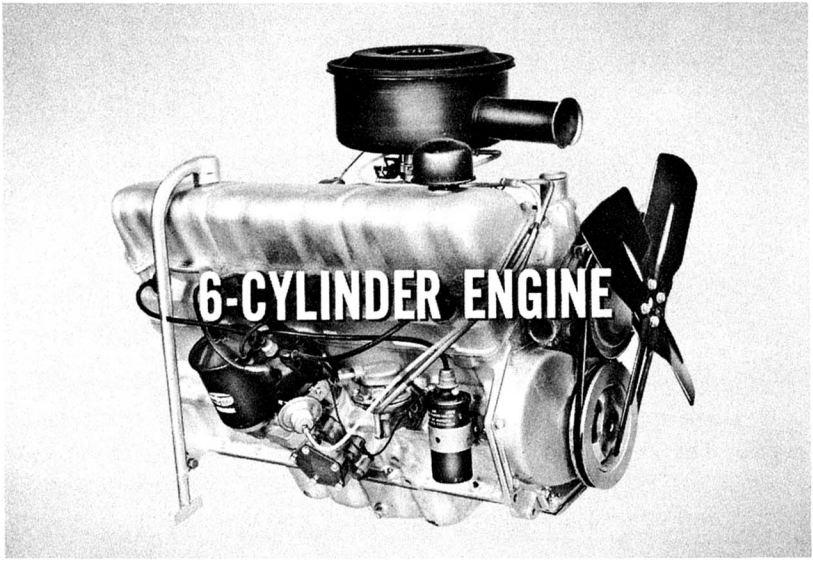
ENGINES

Engines built in the United States and in Canada vary slightly in their specifications. At the end of this book you will find a table of engines showing their size and model application. Design features are similar, and service procedures are uniform. Therefore, a description of engine features is applicable to engines built in either country. The following model application information, however, applies to engines built in the United States.

Six-cylinder OHV

A brand-new six-cylinder overhead-valve engine of 225-cubic inch displacement is being introduced this year. It presents a number of new innovations in engine design. For example, it is mounted in the car at an angle of 30 degrees from vertical, inclined toward the right side. This provides a lower center of gravity, a lower hood line, and allows room for the new manifold system.

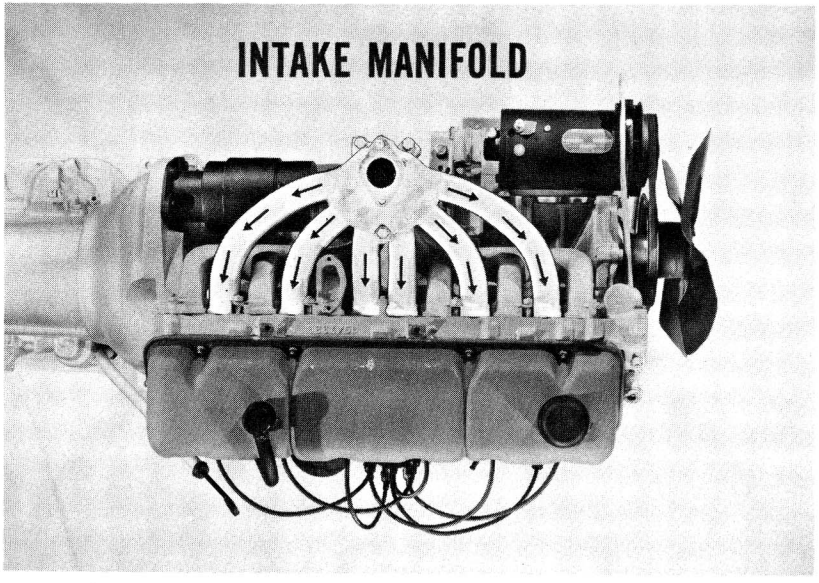




The engine has a bore of 3.4 inches, stroke of 4.125 inches, and a compression ratio of 8.5 to 1. It will deliver outstanding performance on regular-grade fuel.

The 6-cylinder engines will be found as standard equipment on the Plymouth Savoy, the Belvedere, the Fury 4-door sedan, the Deluxe Suburban and the 6-passenger Custom Suburban. It is available on the Dodge Dart 6-cylinder line of the Seneca, Pioneer, and Phoenix models.

The oil filter, distributor, oil pump, fuel pump, and coil are mounted on the right side where they can be easily reached. The spark plug cables seal the spark plug openings as snugly as a rubber plug. The spark plug is enclosed in a metal tube which protects the plug and also serves as a gasket.

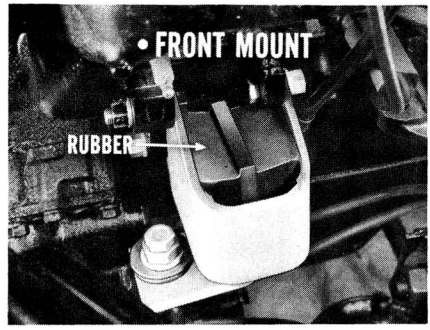


A single-barrel carburetor is featured on the new six-cylinder engine. The new intake manifold, made of aluminum, has a separate passage for each cylinder. This distributes the fuel mixture more evenly, and contributes to better economy and performance.

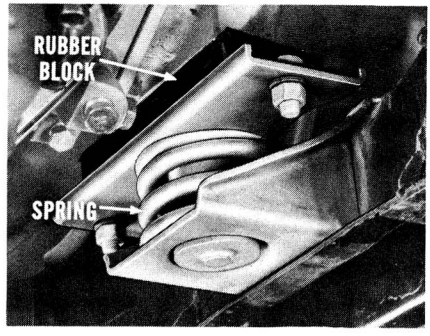
V-8 engines

General. V-8 engines for 1960 are similar to the '59 line, but present a number of refinements which contribute to smooth performance.

For example, there's a new 15-micron paper-element fuel filter in the line between the fuel pump and carburetor. It contains a magnet which traps fine metallic particles that can sometimes cause flooding. This element is a throw-away type, and should be replaced as required.



Front engine mounts on the V-8's are new but retain the shear-type construction. Actually, more rubber is used and the mount is much sturdier than former types.

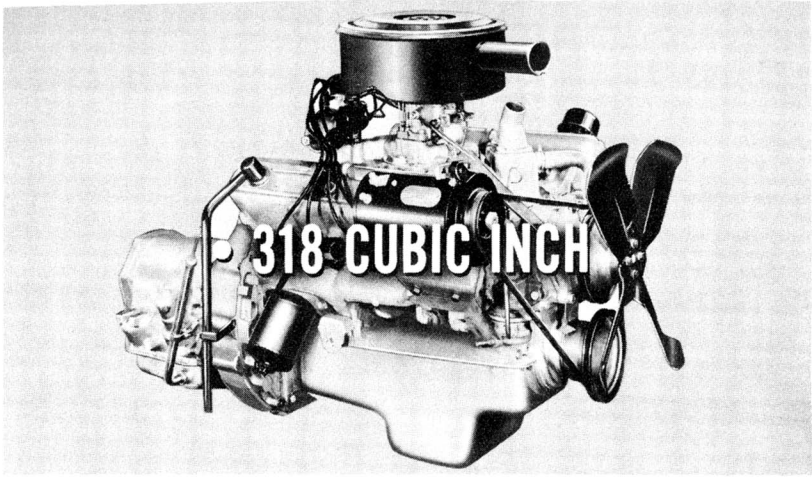


The rear engine mount is entirely new. It is a combination rubber block and coil spring. The spring allows more movement at the rear. This mount effectively damps out driveline vibrations and absorbs high-frequency noises. Both front and rear mounts, then, contribute to smoother, quieter engine operation.

Another feature of the V-8 engine is the use of a phosphate-coated oil level dipstick. It makes the level easier to read.

318-cubic inch V-8

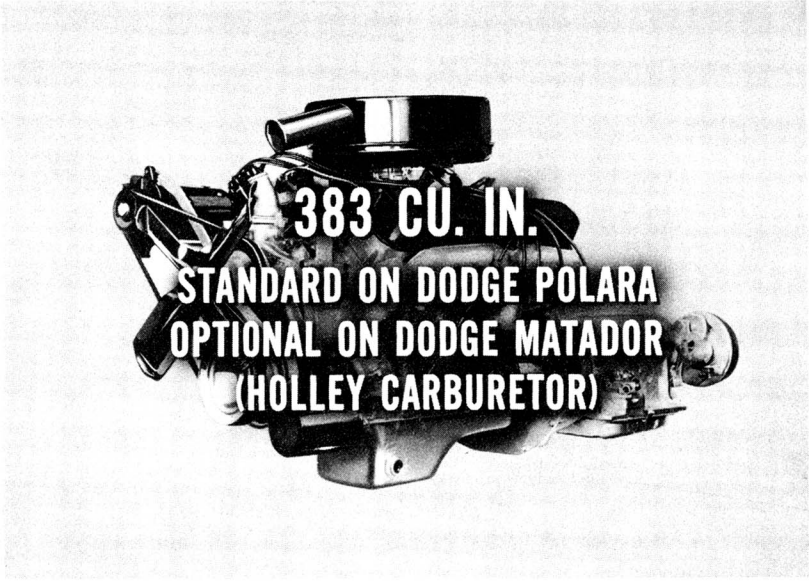
A 318-cubic inch V-8 engine, with mechanical tappets, is found on the Plymouth Fury models except the 4-door sedan, and on the Sport Suburban and the Custom Suburban 9-passenger models. It is also available for Dodge Dart Seneca and Pioneer models. It is standard equipment for the Dodge Dart Phoenix model.



The same engine is available as optional equipment on some models, and with Super Pak equipment on others. But in this case, the engine is equipped with a four-barrel carburetor, a double-breaker distributor, along with a dual exhaust system. Compression ratio is 9 to 1, which still permits outstanding performance with regular grade fuel, a feature of interest to economy-minded owners.

361-cubic inch V-8

A 361-cubic inch V-8 engine is standard equipment on the Dodge Matador and De Soto Fireflite models. It is also available as an option in place of the 318-cubic inch engine in many cases. This 361-cubic inch engine has hydraulic tappets, a compression ratio of 10 to 1, and operates on premium fuel.



383-cubic inch V-8

The 383-cubic inch engine is standard on Dodge Polara models, and optional with Ram Induction on the Dodge Matador and Polara models. It uses a new Holley four-barrel carburetor. But when the 383-cubic inch engine is used for the Dodge D-500 model, it is fitted with dual four-barrel Carter carburetors and the special manifolds of the ram induction fuel system.

On the De Soto Adventurer, the 383-cubic inch engine uses a two-barrel carburetor. This engine is also available with a four-barrel carburetor as optional equipment on both the Fireflite and Adventurer

models. This engine, with two four-barrel carburetors, along with the ram induction fuel system, is available as an option for only the Adventurer model. In this case, the special combination is called the "Ram Charge Engine".

Chrysler engines

Chrysler models offer an assortment of engines that will provide owners with a wide range of performance. The Golden Lion, a 383-cubic inch engine, has a two-barrel Ball and Ball carburetor. It is standard on the Windsor models. On the Saratoga models, this engine is equipped with a four-barrel Carter carburetor for additional torque and horsepower.

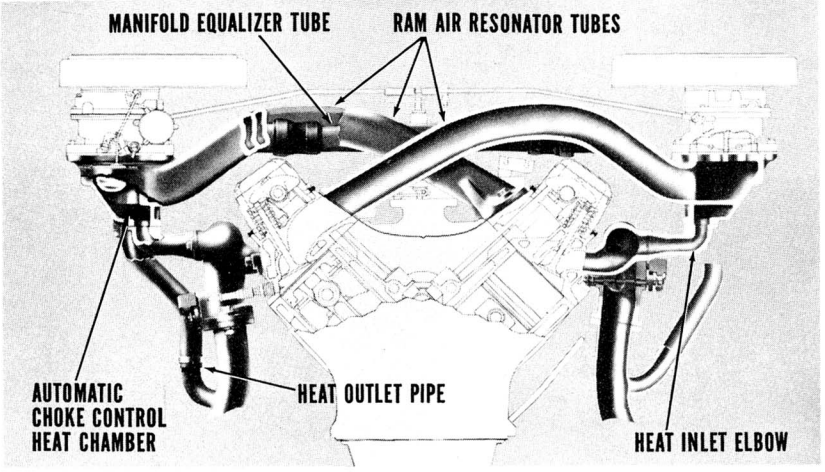
413-cubic inch V-8

Biggest displacement engine in the line is the Golden Lion 413-cubic inch engine. It is equipped with a Carter four-barrel carburetor and is offered as standard on the New Yorker and Imperial models. Compression ratio is 10.1 to 1, and premium fuel is a must.

Ram induction fuel system

A ram induction fuel system is available for some of the 1960 engines. Many experts consider this system the most advanced engine development since the invention of the supercharger. Ram induction increases torque output 10% or more. And unlike superchargers, no engine horsepower is needed for its operation. Just the high speed of the air-fuel mixture triggers its excellent results.

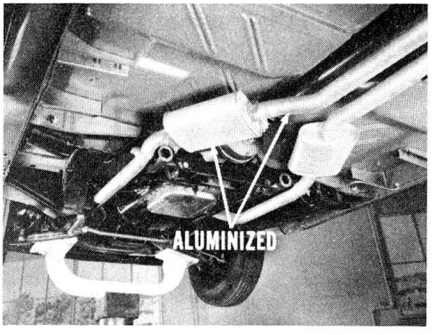
Featured in this system are a separate cast aluminum manifold and four-barrel carburetors for each bank of cylinders. These are located so that after the mixture leaves the carburetor throttle body, it travels in a smoothly curved line through large-section branches to the cylinders. Branches are all about the same length, which provides very even distribution of fuel. An equalizer tube between the intake



manifolds balances the vacuum between the two banks, which also helps to provide equal fuel metering. The tube also helps prevent pulsation noises.

SPECIAL CHASSIS FEATURES

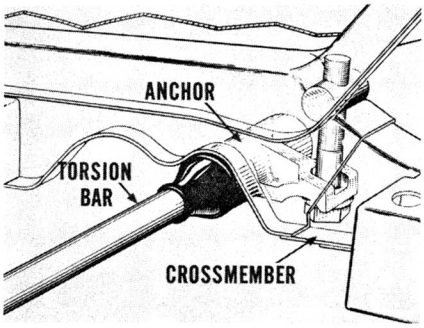
Exhaust system



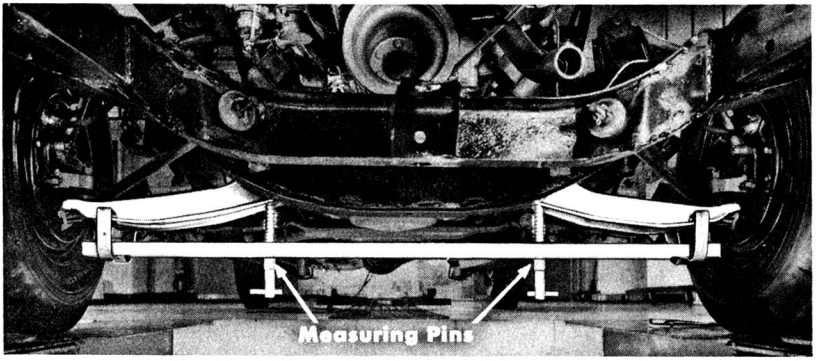
All mufflers and tailpipes on the new models are aluminized. This makes them last about twice the life of previous-type exhaust systems. Besides that, the tailpipes are now routed through the propeller-shaft tunnel in the floor panel. This also helps to protect them from road damage.

Front suspension

Basic features of the time-tested Torsion-Aire front suspension system remain quite similar. But there's an important change in the torsion-bar arrangement. The anchors are inverted from their former positions, and are located inside the subassembly rear crossmember. This, plus a new and larger torsion-bar rubber seal, provides better protection from road splash.



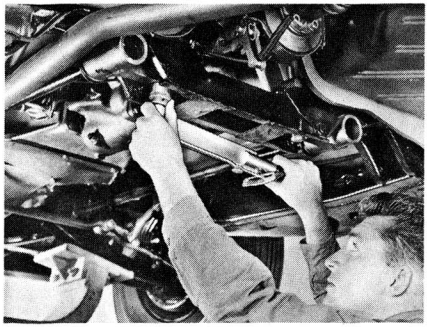
Front Height Adjustment. Front-end car height adjustment specifications have also been changed. On sedans, coupes, convertibles, and hardtop models, the measuring pins on gauge C-3608 should show 2 inches. On all suburbans and models with heavy-duty springs, the



measuring pins should show 2½ inches. There should be no more than ⅛-inch difference between the right and left sides of the front suspension. If there is, correct the condition by adjusting the torsion-bar anchor bolts.

Use a torque wrench to turn the torsion-bar adjusting bolts clockwise to raise the car, and counterclockwise to lower the car.

CAUTION: If a force of more than 200 foot-pounds is needed to turn the bolt, stop turning at once! The bolt is apt to be too corroded and forcing it will cause damage. So, let the front wheels hang down to relieve the load on the torsion bars. Then replace the anchor bolt and swivel.



NOTE: Pack the torsion-bar seal, anchor bolt and swivel with Multi-Purpose lubricant to guard against corrosive rust. Also, carefully avoid scratching torsion bars for the same reason.

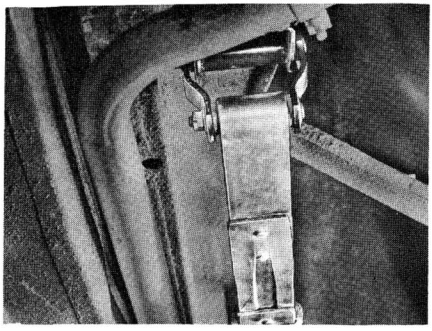
Other Front Suspension Specifications. Camber and caster specifications for all 1960 models have been changed. New specifications are listed in the table below.

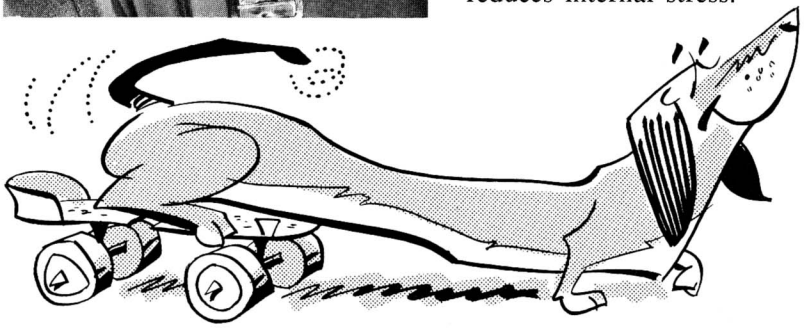
NEW FRONT SUSPENSION SPECIFICATIONS

		MANUAL STEERING	POWER STEERING
CAMBER	Right	+ 1/8° ± 1/4° (+ 1/8° Preferred)	Same
	Left	+ 3/8° ± 1/4° (+ 3/8° Preferred)	Same
CASTER		− 1/2° ± 1/2°	+ 3/4° ± 1/2°

Rear Suspension

While the rear suspension system remains basically the same, a number of important refinements have been added. The main leaves in the rear springs, for one, are a new constant-section design instead of being grooved as before. This improvement, plus permanent lubrication between the leaves, increases leaf life because it reduces internal stress.





The forward spring-eye is also different. It has a 2″ diameter rubber bushing that helps absorb wheel and driveline vibrations and takes up the shock of driving and braking forces.

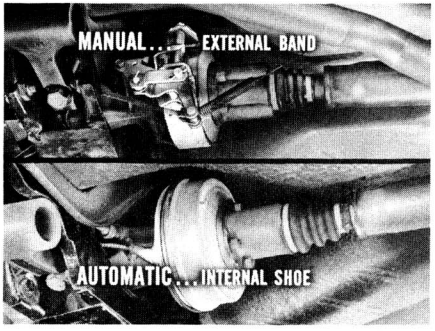
Rear shackles and rear bolts are the same. But the mounting brackets are now attached by bolts to the unit body. This makes them easier to service than riveted brackets.

If you have to replace a rear spring, remove the brackets from the body first. And to remove the larger bushing in the front eye, you'll have to use a new spring bushing removing tool (C-3709).

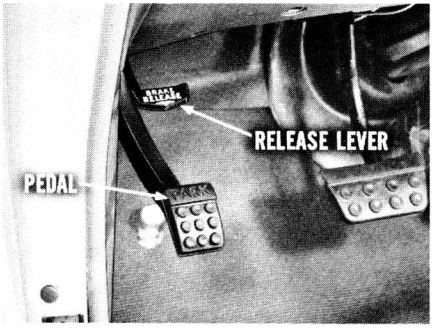
Brakes

Brakes on the 1960 "P" series models are the same effective three-platform, total-contact type introduced on the late 1959 cars.

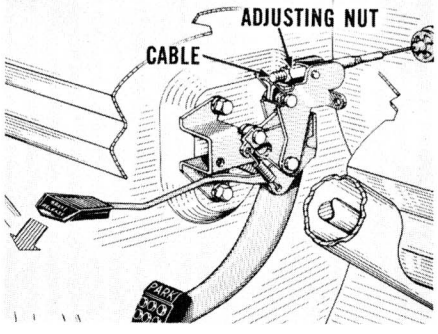
The parking brake, however, is different. In fact, there are two types used, depending on the kind of transmission in the car. Cars with the manual transmission use a 6″ external-band type of brake. Automatic transmission cars use a 7″ internal, two-shoe brake. Adjusting specifications on both parking brakes are the same as those you're familiar with.



Now, since the parking brake operating mechanism is new, some adjusting information on it will be helpful. There's a step-on pedal, for instance, instead of the brake cable handle used last year. There's also a release lever. The cable is attached to the pedal and to the operating lever at the brake band or shoes. Adjusting the band or the brake shoes is still done the same way, but there's something new in the way of adjusting the new cable.



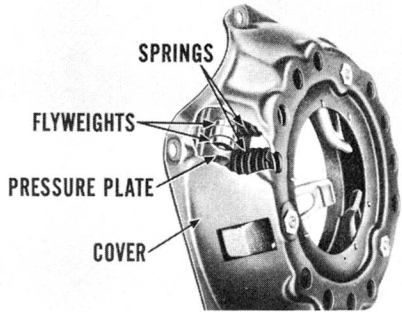
What you do is pull on the threaded end of the cable to take out the slack. Then, tighten the adjusting nut until it is seated on the trunnion.



Semi-centrifugal clutch

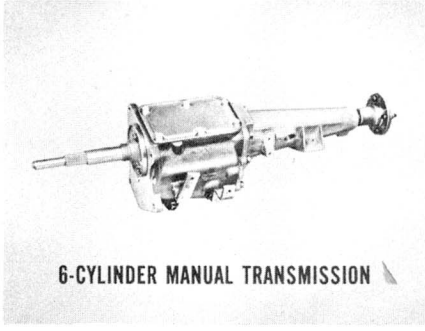
Another outstanding mechanical feature for 1960 is the new semi-centrifugal clutch. It permits easier pedal action and yet provides a tighter grip against the clutch disc. Here's how it's constructed and how it works.

The clutch pressure-plate springs are slightly softer. But there are six small cylindrical flyweights between the pressure plate and the cover which move outward because of centrifugal force. These weights add a wedging action to the pressure plate which increases the torque-transmitting ability of the clutch. Over-center spring and clutch pedal adjustments are made the same as prescribed for the 1959 models.



Manual transmissions

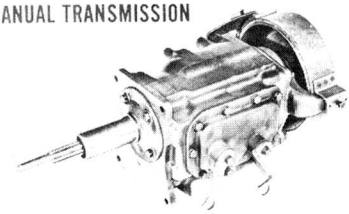
There are three manual transmissions. First, there's a new transmission used only with the new 6-cylinder engine. The gear train and gear ratios are fundamentally the same as former manual units. The gearshift housing is integral with the case on the left side. The transmission case cover plate is on top of the unit. Gearshift forks are operated by detented cams on the gearshift lever shafts. To service the forks and cams, you'll have to disassemble the transmission.


6-CYLINDER MANUAL TRANSMISSION

The second transmission is the same manual unit with which you're acquainted. It's used with the V-8 engines.

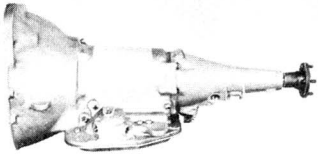
But the third manual transmission type is a new heavy-duty, three-speed manual unit that is optional for the larger V-8 engines. This transmission is designed for high-torque applications. It has a low-speed ratio of 2.49 to 1, and a second-speed ratio of 1.59 to 1. Reverse gear ratio 3.15 to 1.

HEAVY-DUTY
3-SPEED
MANUAL TRANSMISSION

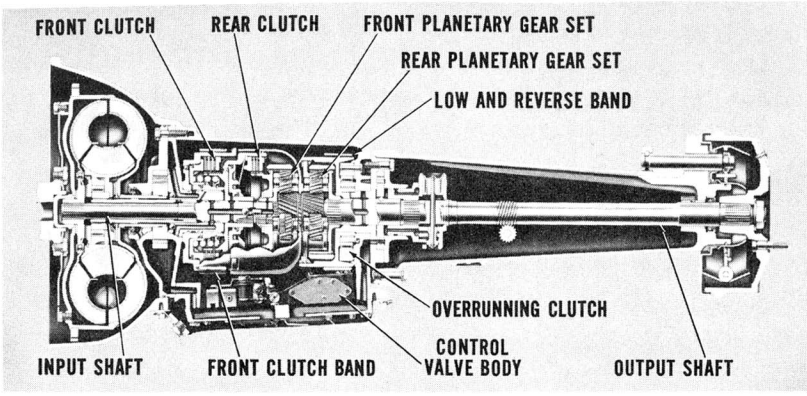


Automatic transmission

Besides the manual units, there's a brand-new TorqueFlite Six, three-speed automatic transmission. This unit is optional on the Plymouth and Dodge models equipped with the new 6-cylinder engine. It's a more compact, lighter weight version of the regular TorqueFlite transmission which has proved to be so successful. The torque converter housing and transmission case are made of one-piece, die-cast aluminum.



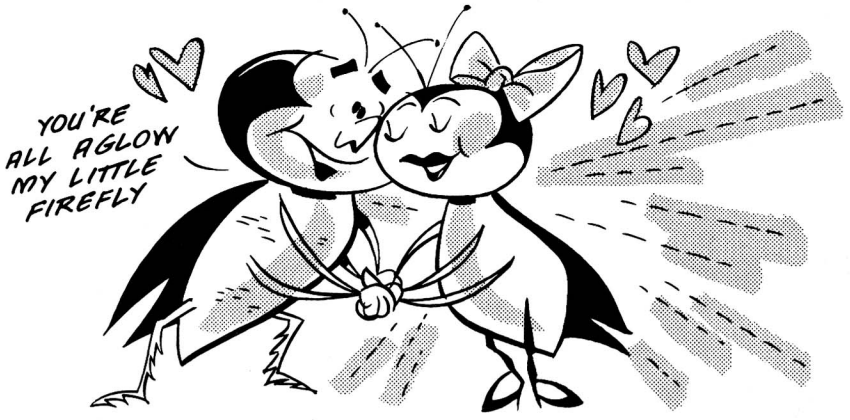
TORQUEFLITE TRANSMISSION
WITH 6-CYLINDER ENGINE



Internally, there are other variations from the larger TorqueFlite unit. Generally speaking, the design differences were brought in to make the unit more compact from front to rear.

Panelescent lighting

Chrysler and Imperial cars feature "Panelescent Lighting" that illuminates all instruments at night clearly without any annoying glare. You can turn a rheostat to further control intensity to adjust it to any owner's comfort. No bulbs are used. Instead, instrument dials and pointers serve as lamps. The light is produced by alternating current passing through two electrical conducting surfaces. A phosphorus layer is sandwiched between the two surfaces. This layer acts as a non-conductor, and glows when it's excited by a high-frequency, high-voltage current.



The power supply is furnished through a transistor transformer connected to the car's 12-volt system. The transformer steps up the 12-volt supply to 200 volts D.C. Current draw is almost negligible, reducing the drain on the system.

Servicing Panelescent Lighting. Three types of failures may occur: (1) Power supply; (2) Short circuit; (3) Open circuit.

If there's a power supply failure, or a short circuit at any part of the system, the entire instrument panel will remain dark. An open circuit at one of the instruments will show up because only that instrument will be dark.

To locate the cause of failure, use Testing Tool C-3764, a device that looks like a double-end flashlight with a black (D.C.) end and a red (A.C.) end. From the center of the tool there are two cables. One is a black ground wire with a clip, the other has two connectors for hooking into the power pack and lead, and a separate test prod.

CAUTION: Before connecting any test equipment, always turn the instrument panel switch off, to avoid electrical shock. While wattage is low, the 200-volt power has a surprising bite.

After connecting the testing tool, turn the panel switch on. If any part of the panel is dark, that means that portion has open circuits and should be replaced. If the entire panel fails to light, turn the panel switch off. Install the testing tool at the power pack by dis-

connecting and plugging in the tester connectors. Ground the black wire clip to a good ground on the panel.

Now, turn the panel light switch on. If the D.C. and A.C. indicators both glow, it means the A.C. power supply is satisfactory. If the D.C. indicator glows, but the A.C. indicator is dark, the power unit isn't operating and should be replaced. If neither the D.C. nor A.C. indicator glows, it means the D.C. indicator (orange lead) is incomplete. With a D.C. voltmeter, test to locate the failure on the D.C. input side of the power unit.

If both D.C. and A.C. indicators glow, but the panel is dark, test for a short circuit. Disconnect each lamp in succession and touch the test prod on the white test lead from the tester to the terminal of each of the receptacles. A good lamp will light when the prod contacts the lamp terminal. A short-circuited lamp will not light, and must be replaced.

Remember that more than one lamp might be shorted at the same time. That means the panel can remain dark after the new instrument is installed. In a case like this, continue to test the lamps not previously tested, to find any additional short circuits.

A FINAL WORD . . .

Your customers expect the *best* of everything from you—and they deserve it! That's why this reference book has previewed highlights of the new 1960 car features. Further details on each major feature will be covered more thoroughly in forthcoming MTSC kits.

Until then, though, get as familiar as you can with the information presented so you will be better able to service the new models. And stay on top of the many advantages offered by the new design changes. That will help you explain the high-quality features we've engineered for customer comfort and convenience. By doing this, you'll contribute greatly to quick customer acceptance of our 1960 "P" series models.

1960 ENGINE TUNE-UP SPECIFICATIONS

Engine Size	Spark Plug Type	Spark Plug Gap	Ignition Point Gap	Ignition Timing	Idle Setting	Cam Dwell	Tappet Setting (Cold)	Tappet Setting (Hot)
225 CU. IN.	AG-42	.035″	.017-.023″	2.5° BTC	550 r.p.m. (M) 500 r.p.m. (A)	36-42°	.013″ IN. .023″ EX.	.010″ IN. .020″ EX.
313 CU. IN. (C)	A-42	.035″	.015-.018″	5° BTC (M) 10° BTC (A)	500 r.p.m.	29-32°		.010″ IN. .018″ EX.
318 CU. IN. 2-bbl.	A-42	.035″	.014-.019″	5° BTC (M) 10° BTC (A)	500 r.p.m.	27-32°		.010″ IN. .018″ EX.
318 CU. IN. 4-bbl.	A-42	.035″	.014-.019″	10° BTC	500 r.p.m.	27-32°		.010″ IN. .081″ EX.
361 CU. IN.								
2-bbl.	A-42	.035″	.014-.019″	10° BTC	500 r.p.m.	27-32°		
4-bbl.	A-32	.035″	.014-.019″	10° BTC	500 r.p.m.	27-32°—(1 set) 34-40°—(Both sets)		
Ram Ind.	A-32	.035″	.014-.019″	5° BTC	725-750 r.p.m.	27-32°—(1 set) 34-40°—(Both sets)		
383 CU. IN.								
4-bbl.	A-42	.035″	.014-.019″	10° BTC	500 r.p.m.	27-32°		
Ram Ind.	A-32	.035″	.014-.019″	7.5° BTC	725-750 r.p.m.	27-32°—(1 set) 34-40°—(Both sets)		
413 CU. IN.	A-42	.035″	.014-.019″	10° BTC	500 r.p.m.	27-32°		

(C) Canadian built. (M) Manual Transmission. (A) Automatic Transmission.

TABLE OF ENGINE EQUIPMENT

MAKE and MODEL	SIZE OF ENGINE	
	Standard or Available	Available as Optional Equipment
PLYMOUTH Savoy, Belvedere, Fury 4-door Sedan, DeLuxe Suburban, Custom Suburban (exc. 9-passenger)	6-Cylinder, 225 cubic inch	V-8, 318 cubic inch, with 2-bbl. carburetor or with Super Pak V-8, 361 cubic inch, with 4-bbl. carburetor or with Ram Induction
Fury (exc. 4-door Sedan), Custom Suburban 9-Pass., Sport Suburban	V-8, 318 cubic inch with 2-bbl. carburetor	V-8, 318 cubic inch, with Super Pak V-8, 361 cubic inch, with 4-bbl. carburetor or with Ram Induction
DODGE Dart Seneca and Pioneer	6-Cylinder, 225 cubic inch V-8, 318 cubic inch with 2-bbl.	NONE NONE
Dart Phoenix	6-Cylinder, 225 cubic inch V-8, 318 cubic inch with 4-bbl.	V-8, 361 cubic inch, with dual 4-bbl. carburetor and Ram Induction
Matador	V-8, 361 cubic inch, with 2-bbl. carburetor	V-8, 383 cubic inch, with dual 4-bbl. carburetor and Ram Induction
Polara	V-8, 383 cubic inch, with 4-bbl. carburetor	V-8, 383 cubic inch, with dual 4-bbl. carburetor and Ram Induction
DE SOTO Fireflite	V-8, 361 cubic inch, with 2-bbl. carburetor	V-8, 383 cubic inch, with 4-bbl. carburetor

Adventurer	V-8, 383 cubic inch, with 2-bbl. carburetor	V-8, 383 cubic inch, with 4-bbl. carburetor, or with Ram Charge equipment
CHRYSLER		
Windsor	V-8, 383 cubic inch, with 2-bbl.	NONE
Saratoga	V-8, 383 cubic inch, with 4-bbl.	NONE
New Yorker and Imperial	V-8, 413 cubic inch, with 4-bbl.	NONE

ENGINE APPLICATION TO CANADIAN-BUILT CARS

PLYMOUTH		
Savoy, Belvedere, Fury, Suburban, Sport Suburban	6-Cylinder, 225 cubic inch V-8, 313 cubic inch with 2-bbl.	V-8, 313 cubic inch, with 4-bbl. V-8, 361 cubic inch, with 4-bbl.
DODGE		
Dart Seneca, Pioneer and Phoenix	6-Cylinder, 225 cubic inch V-8, 313 cubic inch, with 2-bbl. carburetor	NONE V-8, 313 cubic inch, with 4-bbl. V-8, 361 cubic inch, with 4-bbl.
Polara	V-8, 361 cubic inch, with 2-bbl.	V-8, 361 cubic inch, with 4-bbl.
DE SOTO		
Adventurer	V-8, 383 cubic inch, with 2-bbl.	V-8, 383 cubic inch, with 4-bbl.
CHRYSLER		
Windsor	V-8, 361 cubic inch, with 2-bbl.	V-8, 361 cubic inch, with 4-bbl.
Saratoga	V-8, 383 cubic inch, with 2-bbl.	V-8, 383 cubic inch, with 4-bbl.
New Yorker and Imperial	V-8, 413 cubic inch, with 4-bbl.	NONE

RECORD YOUR ANSWERS TO THESE QUESTIONS ON QUESTIONNAIRE NO. 143

Rear window and windshield moldings fasten with clips instead of screws.	RIGHT	1	WRONG
Linkage between the door handle and latch is adjustable.	RIGHT	2	WRONG
Front seat tracks have six mounting positions.	RIGHT	3	WRONG
The new 6-cylinder engine has the filter, oil pump, fuel pump, coil and spark plugs on the right side.	RIGHT	4	WRONG
The new V-8 engine front mounts retain the shear-type construction but are sturdier and contain more rubber than former mounts for greater engine smoothness.	RIGHT	5	WRONG
Be sure that the pads on a body-contact hoist are positioned properly before you raise the car or you might damage the new body construction.	RIGHT	6	WRONG
When adjusting front-end height, use care when turning the torsion-bar anchor bolt.	RIGHT	7	WRONG
Manual transmission cars use the 6″, external-band type of parking brake; cars with automatic transmission use the 7″, internal two-shoe parking brake.	RIGHT	8	WRONG
The parking brake cable can be adjusted at its upper end.	RIGHT	9	WRONG
A new TorqueFlite Six, 3-speed automatic transmission is optional for models equipped with the new 6-cylinder engine.	RIGHT	10	WRONG

Litho in U.S.A.