ELY MOTOR CO.
CHRYSLER — PLYMOUTH
346 EL CAMINO REAL
REDWOOD CITY, CALIF.
EM. 6-9546

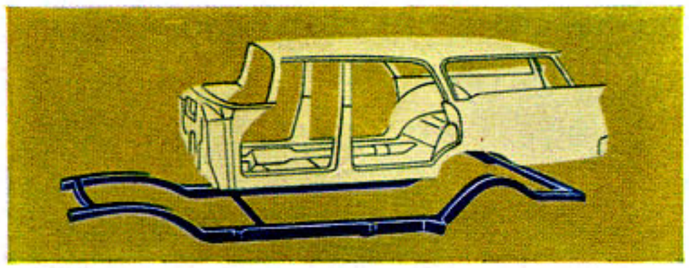
THE BEST BUILT WAGON IN THE U.S.A.-SOLID PLYMOUTH 1960

CHRYSLER ENGINEERS BRING YOU A NEW KIND OF PLYMOUTH WAGON

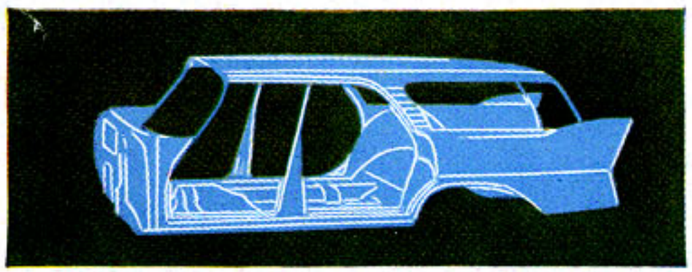
Never has there been another low-price wagon that resembles this one. You'll know this the instant you drive Plymouth. Its solid superiority springs from a new kind of body-frame construction, called Dura-Quiet Unibody. Approximately 5,500 steel-tight welds take the place of the old-fashioned nuts and bolts which are still used by most other manufacturers.

It took many long years—and millions of dollars—but Chrysler Corporation engineers have finally done it for 1960: *perfected* unit construction!

Your solid 1960 Plymouth wagon will have its body-frame *welded into a single unit*. No longer will body and frame be bolted together, with parts added like after-thoughts. Almost all wagons *used* to be put together basically the same, but not any more!



Ordinary construction. Body and frame bolted together.



Plymouth's new welded Dura-Quiet Unibody construction.

Chrysler engineers long felt that unit construction would be ideal for station wagons. They knew this method would provide more room per pound of wagon—if certain problems could be licked.

So they went to work. They applied a complicated new field of mathematics to automotive engineering. They set up the biggest digital electronic computer program in the industry. They developed a unique "replica technique" to measure every stress a station wagon is subject to.

These technical approaches paid off. When they were through, Chrysler engineers knew how to lick the triple problems of noise, vibration and corrosion which had plagued and perplexed the rest of the industry.

In this way, Chrysler engineers arrived at the first *perfected* version of unit construction for station wagon use. Other manufacturers had employed—and still employ—different types of unit design, but nothing like the virtually problem-free Unibody that is the heart of Plymouth and all Chrysler Corporation wagons.

You will know how well Chrysler engineers succeeded when you road-test a 1960 Plymouth wagon.

UNIBODY MEANS CARGO SPACE AND PEOPLE SPACE.

To begin with, Unibody permits a lowered car floor. That means more comfort inside. Doors are bigger and open wider. Seats are higher. There's generous headroom, legroom, shoulder-room. Even the shape of the seat has been changed for greater comfort.

Unibody design increases the cargo capacity of your wagon, too—without adding to exterior dimensions. Load capacity now measures a gigantic 95.8 cubic feet. Loading deck is over 10 feet long, and useful floor area has been increased to 36.8 square feet. What's more, you can carry any load with less vehicle strain.

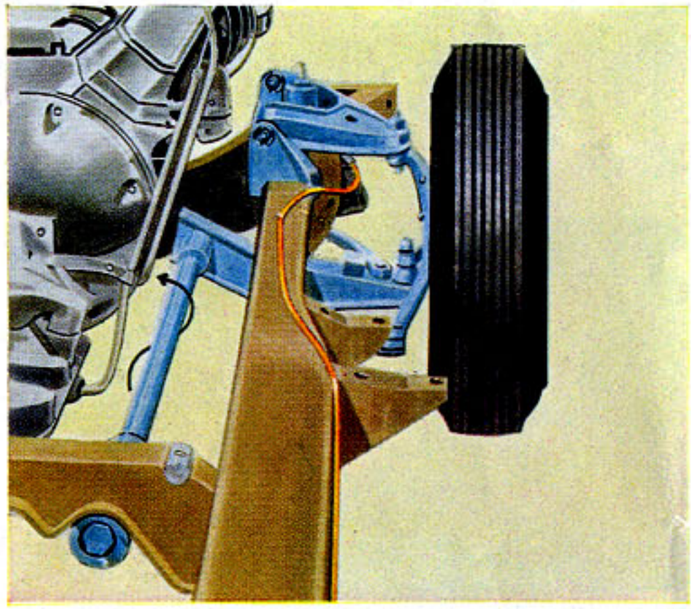
Just what is Unibody design?

From windshield to tailgate, Plymouth's body-frame is a single unit—*one* piece of super-tough steel, welded about 5,500 times for bedrock strength. Front wheels and engine assembly comprise an auxiliary section. The result is the solidest wagon ever known, the strong, tight, smooth, stable, quiet 1960 Plymouth station wagon—roomy, comfortable, easy to handle.

The heavier the gauge of steel used, the stronger the wagon. And the stronger the wagon, the longer it will serve you. Chrysler engineers selected a gauge of steel as much as 75% heavier than that used in ordinary body construction when they designed the solid 1960 Plymouth wagon—and still managed to keep total wagon weight about the same.

UNIBODY MEANS A TIGHT WAGON THAT RIDES WELL.

Some wagons have been notorious for rattles and leaks. Not this one. Hushed tightness has been engineered right into it (just slam a door and listen to that bank-vault "chunk"). Liquid sealer coats every inch of the floor pan, assuring you of a super-tight loading deck—one that just refuses to rattle. Another special welding sealer has been shot into hidden joints. This new sealer expands in the drying ovens, effectively closing all seams. Water doesn't seep in. Rust is held at bay.



Torsion-Aire Ride, with rugged front torsion bars—an integral part of Unibody design in your Solid Plymouth wagon.

Plymouth wagons, with famous Torsion-Aire Ride, have long been noted for superior riding qualities. For 1960, Torsion-Aire becomes an integral part of Unibody design. Tough front torsion bars team with strong rear wagon springs and oversize Oriflow shock absorbers to float the biggest load over the roughest road with ease.

Still not satisfied, Chrysler Corporation engineers specified large-diameter rubber bushings for the rear spring eyes. They lowered the spring eye itself one-half inch. They went to a wide-span rear spring shackle. Up front, they employed a special sway bar on 9-passenger models. All this may sound complicated but it produced crisper handling and a more stable ride.

Plymouth's Stabilizer Design helps cut wind resistance, helps reduce steering corrections needed in a cross wind. Aerodynamic drag has even been reduced on the under side, further extending gasoline mileage.

Illustrated here and on cover: 4-door, 9-passenger Sport Suburban. Same basic model also available in 6-passenger version. Seven other beautiful 2- and 4-door models available in Custom and DeLuxe series.

UNIBODY MEANS GOOD-BYE TO NOISE AND CORROSION.

Chrysler engineers played the role of "sound detectives," too, in their quest for the perfect station wagon design. They tracked down every squeal, groan, whine, buzz, rattle, rap, twang, beat, clink, hiss, rumble, roar, ruff, shudder, whistle, growl, squeak, howl and grunt—each of these words means something different to an engineer—and got *rid* of them. They redesigned wagon parts from the propeller shaft to the ashtray to eliminate noise and give you a new kind of whispering quiet.

Let's glance at another bugaboo—corrosion—and see how Chrysler engineers solved it. First, Chrysler Corporation, alone among automotive manufacturers, scrubs its raw steel at 180° F. before fabrication. And before Plymouth's fortress-like Dura-Quiet Unibody is completed, it gets seven more preparatory and protective baths (together with six chemical sprays). The cleanest steel in the business, it will stay that way, resisting rust and corrosion for a long, long time.

Chrysler engineers specified a double-thick protective coating on aluminum parts to ward off scratches. Four different metals—applied layer on layer—were used on the new tail-light assembly. (You will eventually notice your bright work is not pitting.)

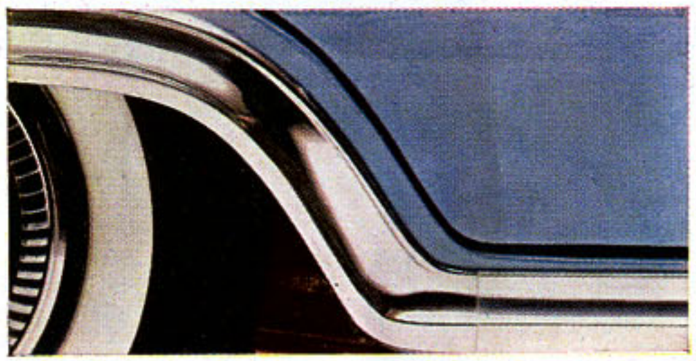
UNIBODY MEANS BAD NEWS FOR SALT AND OZONE.

Ozone, always present in the air, and rock salt—mortal enemies of ordinary wagons—won't be such a problem in your 1960 Plymouth wagon, either. Ozone shouldn't eat your weatherstripping anymore, because Chrysler engineers switched from vulnerable rubber to tougher butyl. Salt shouldn't devour your fenders, because—in addition to the over-all dips mentioned above—they are now treated with a corrosion-resistant zinc-base paint in all the critical areas.

And a liquid sheath known as epoxy primer now undercoats the enamel of the solid 1960 Plymouth wagon. Two of these primer coats are laid on. Then come two coats of Lustre-Bond super-enamel. You won't have to wax your wagon for years and years. Aluminum coating prolongs the life of muffler and tailpipe, which used to rust out all too soon on wagons.

Those are *some* of the things Chrysler engineers did to perfect the Dura-Quiet Unibody for your solid 1960 wagon. Then, to make sure they were right, they put prototype models through a torture test of 200,000 miles—four times the endurance run asked of most new cars. At the end of this murderous test, they knew their

Ordinary station wagons too often pit and wear like this.



1960 Plymouth wagons will look like new for a long time.

new approach to station wagon construction was *right*.

It all adds up to a wagon that will last and last and last. A wagon that will give you solid satisfaction every mile you drive, and extra value when you trade it in.

THESE NEW IDEAS MEAN COMFORT AND CONVENIENCE.

You've seen something of how this wagon was built. Now, would you like to hear about some of the conveniences designed for it?

Take the door handles. They're now flush with the body and work with an easy touch. No danger to ladies' dressy nails, as there's plenty of finger room. Easier for the kids, too, and anyone with packages.

Once inside a Plymouth wagon, you can sit the way you like. You name it—your Plymouth dealer can custom-fit Plymouth's 6-way Custom-Positioned Front Seat for *you*. It adjusts up and down, back and front, and slants any way you like. This new idea is found on every 1960 Plymouth wagon and *doesn't* cost extra.

If you choose a Sport Suburban, you'll sit in a special high-back Command Seat. And easy-entry front Swivel Seats—*now fully automatic*—are yours at low extra cost on Sport models, too. (Be sure to try them.)

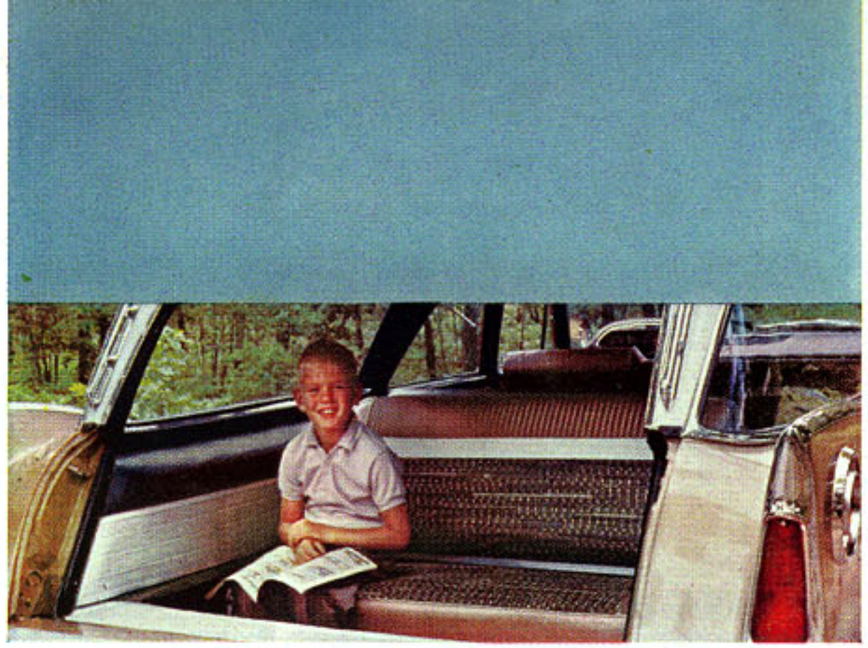
You can convert from 9-passenger to full-load capacity in seconds. 2nd seat and rear-facing 3rd seat fold flat easily.

Now grip that Aero Wheel, optional with 1960 Plymouth's optional Power Steering (makes handling a Plymouth wagon even more of a breeze!). This wheel is almost rectangular—shaped like a jet pilot's wheel. It sits low, below your line of vision, yet high enough to clear your "middle." Slight extra cost. (While we're on the subject, you might be interested to know that Plymouth manual steering effort has been reduced 20%.)

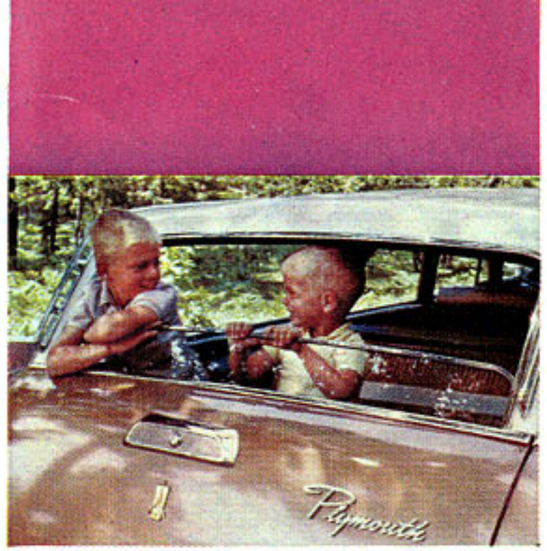
Those push-buttons to your left operate optional TorqueFlite or PowerFlite or New TorqueFlite-6 transmission. They're placed close to *your* fingers, far from

(*Continued on page 6*)

HERE ARE JUST SOME OF THE SPECIALLY ENGINEERED FEATURES ON THE SOLID 1960 PLYMOUTH WAGON



REAR-FACING THIRD SEAT, another "first" for Plymouth, permits generous legroom and hiproom for adults, and has proved very popular with children. (Unlike third seats on some wagons, it folds into floor.)



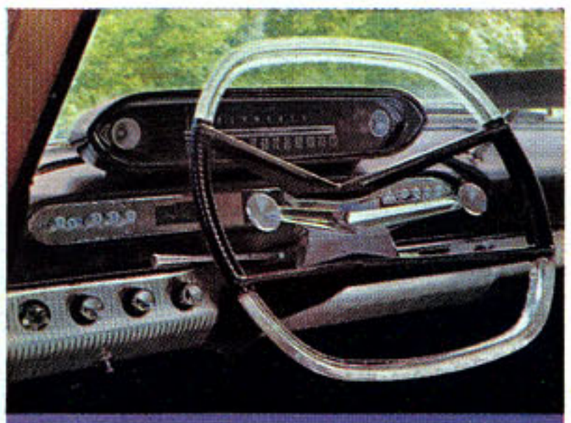
ROLL-DOWN REAR WINDOW was introduced to its field by Plymouth and is found on every Plymouth wagon. Electric control (by handy driver button or by key outside tailgate) standard on Sport models, optional at quite low extra cost on the other two series.

YOU MAY CHOOSE THESE ADDITIONAL OPTIONS ON YOUR PLYMOUTH WAGON AT LOW EXTRA COST: Safe-T-Matic doorlock system. Aero Wheel (with Power Steering). 6-Way Power Seat. Push-Button DeLuxe Radio. Hi-Fi Radio. RCA "45" Record Player. Constant-Control Power Steering. Power Brakes. Power Window Lifts. Sure-Grip Differential.

AND YOU WILL GET THESE 18 FEATURES ON ANY PLYMOUTH STATION WAGON AT NO EXTRA COST: 6-Way Custom-Positioned Front Seat. Torsion-Aire Ride. Safety-Rim Wheels. Oriflow shock absorbers. Total-Contact Brakes. Independent parking brake. Electric windshield wipers. Directional signals. Dual headlights. Herculite safety glass. Full-width sun visors. Foam front seat cushions. Front armrests. Dual horns. Safety-Guard door latches. Lustre-Bond finish. Oil filter. Compound Curvature Windshield.

LOCKED LUGGAGE COMPARTMENT lets you hide valuables safely out of sight. You'll really appreciate it on trips. Capacity is over 8 cubic feet. Optional at extra cost on 6-passenger models with Captive-Air tires.

NEW AERO WHEEL is almost rectangular, takes less room. Push-buttons regulate (left) TorqueFlite, PowerFlite, or New TorqueFlite-6 transmission; as well as (right) heating, defrosting and Airtemp Air Conditioning. All extra cost.



SWIVEL SEATS now swing in and out *automatically* when you open or close the door. It is the nicest thing any engineer has done for the ladies since the automatic shift. Moderate extra cost on Sport models. Not offered on any other station wagon in Plymouth's price class, by the way. (Shown here with new high-back Command Seat.)

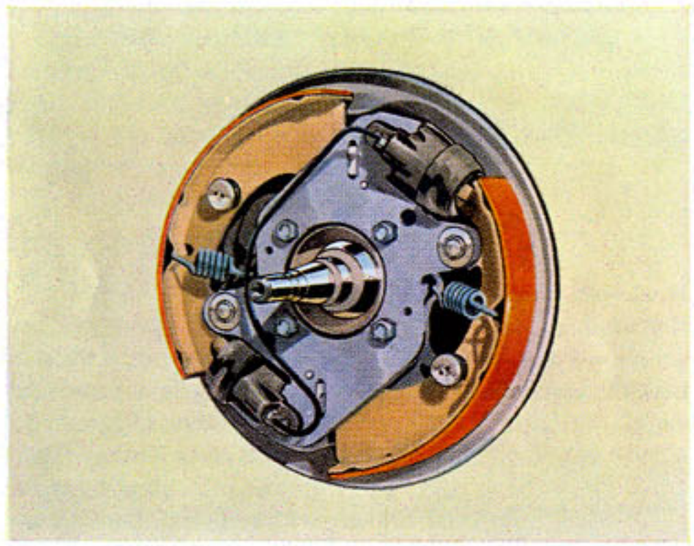
(*continued from page 4*)

junior's. The push-buttons to your right control the optional heating system. You'll note how easy it is to read that new ribbon-type Teleview speedometer, too. And how easy it is to see out the back with that big rear-view mirror.

OTHER NEW IDEAS MEAN PEACE OF MIND.

An exclusive in Plymouth's class: the instant you start the engine, all doors lock *automatically*. No longer will you have to worry about a door opening accidentally—or about an intruder forcing his way in. And you can't lock yourself out with this new Safe-T-Matic system, either. Optional at low extra cost.

All that glass to the sides and rear in your Solid Plymouth wagon, by the way, is Herculite safety glass—the type used to protect spectators at hockey games. It has eight times the impact strength of laminated glass used in ordinary wagons.



New 3-platform design improves Total-Contact Brakes.

A big, tough wagon like this deserves big, tough brakes, and that's what you'll find—all 207 square inches of them. Three newly-developed "platforms" guide the shoes against the drum in an entirely new way. Greater efficiency. Longer lining life. Quiet.

THIS LAST IDEA MEANS YOU.

That's the story of the best built wagon in the U. S. A. Now you should drive this truly different kind of station wagon. That will tell you everything else you need to know. And we think it will make you want to *buy* a Solid Plymouth wagon for 1960.

PICK YOUR POWER...

SONORAMIC COMMANDO V-8,

NEW 30-D ECONOMY SIX,

OR ONE OF THESE OTHER

PLYMOUTH POWERPLANTS

There are *five* Plymouth engines to select from for 1960. Two are entirely new types of power producers—the SonoRamic Commando V-8* (above) and the 30-D Economy Six (right). Both employ brilliant new concepts. Your other three engine options: the Fury V-800, Plymouth's 3-time Mobilgas Economy Run Champ in its class; the Fury V-800 with SuperPak*; and the Golden Commando 395*.

Now about that new Six: mounted at an angle of 30°, the 30-D Economy Six is the first *inclined* engine in any American passenger car. Thanks to a liberal use of aluminum, it is light in weight. As a consequence, this overhead-valve engine is extremely economical to operate and maintain. The slant mounting results in a lower center of gravity, which translates into a better ride and better handling for you. And it contributes to simpler maintenance, too, by bringing engine components that most often need servicing within easy reach.

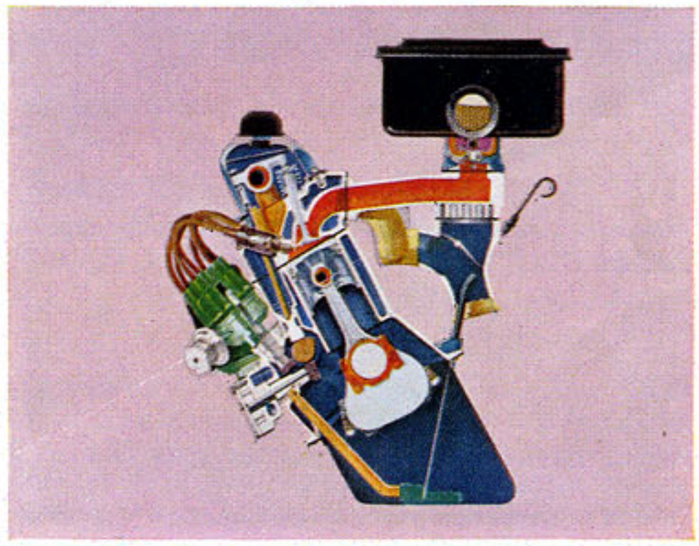
All in all, the 30-D Economy Six is designed to be the most economical engine in Plymouth's class. It uses regular gas. It will save you money on gas and maintenance every mile. It will last and last. What's more, you need have no misgivings about whether such an economical engine is powerful enough to horse your Plymouth wagon. It is. (This is Plymouth's *standard* Six for '60. You *don't* pay extra for it.)

NEW PUSH-BUTTON DRIVE TEAMS WITH THE 30-D ECONOMY SIX.

There is also an optional new 3-speed push-button automatic transmission tailored for and available *only* with the 30-D Economy Six. It is called New Torque-Flite-6* and is a marvel for smooth, low-cost efficiency. You'll no doubt want it for your wagon if you pick the new Six. (There's a smoother manual, too—plus a heavy-duty manual to work with the Golden Commando 395 and SonoRamic Commando V-8.)

If you like absolute top performance in your wagon, you'll want to investigate Plymouth's new SonoRamic Commando V-8, a type of powerplant never before offered in an American passenger car. 30-inch manifold pipes act as sonic chargers. Pulsating sonic waves turn up far more torque than in a conventional V-8, winding your wagon up to any desired cruising speed a whale of a lot faster. This idea, first explored by Chrysler engineers at the Indianapolis Speedway, and employed in some race cars and hydroplanes today, has now been perfected for normal usage. You can have the new SonoRamic Commando V-8 in your solid 1960 Plymouth wagon (for moderate extra cost) and in no other wagon in Plymouth's class (for any price).

Please see specifications page for horsepower and torque ratings of all Plymouth engines. **Low extra cost.*



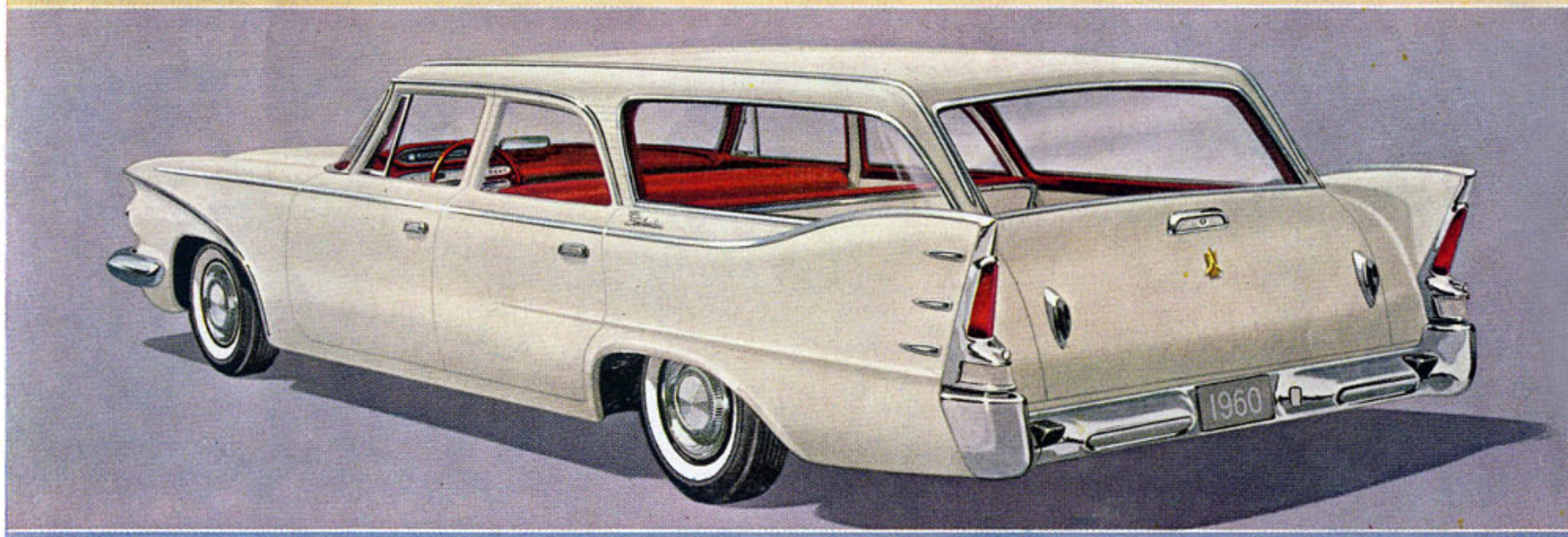
WHICH OF THESE BEST BUILT WAGONS IS BEST SUITED TO YOUR NEEDS?

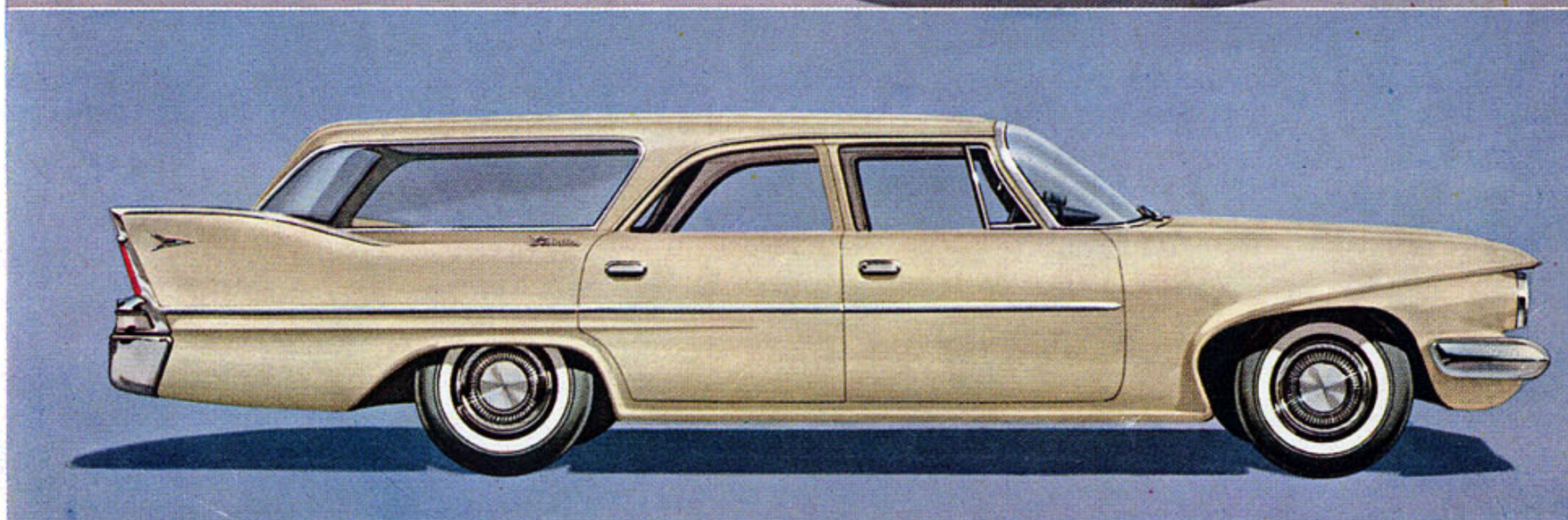
In addition to the Sport Suburban illustrated on cover and page 3, you may choose from these other models:

DELUXE 2-DOOR Available with either V-8 or 6-cylinder engine. 15 color choices.

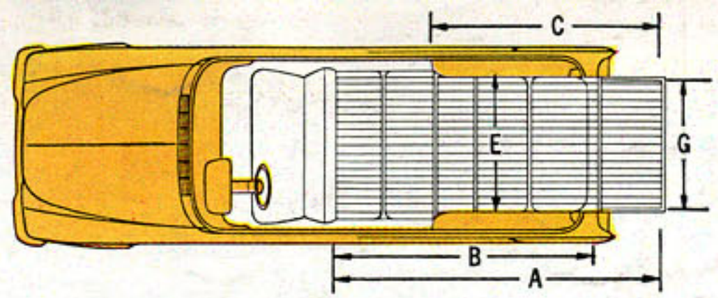
CUSTOM 4-DOOR Available as a 9-passenger model with V-8 engine. Or as a 6-passenger model with either V-8 or 6-cylinder engine. 19 color combinations to choose from.

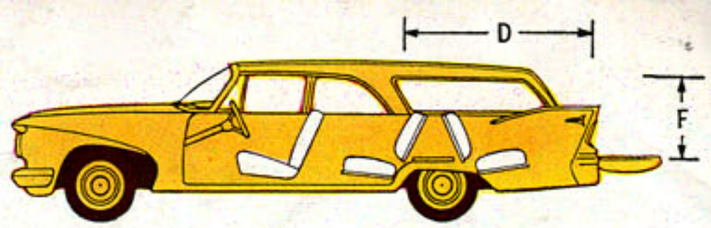
DELUXE 4-DOOR Available as a 6-passenger model with either V-8 or 6-cylinder engine. 15 color choices.





SPECIFICATIONS OF SOLID PLYMOUTH WAGONS FOR 1960





A. Over-all floor length, tailgate open . . . 2nd and 3rd seats folded . . . 121.3″ B. Over-all floor length, tailgate closed . . . 2nd and 3rd seats folded . . . 100.7″ C. Over-all floor length, tailgate open . . . 2nd seat up, 3rd seat folded . . . 86.0″ D. Over-all floor length, tailgate closed . . . 2nd seat up, 3rd seat folded . . . 65.4″ E. Width between rear wheel housings . . . 45.8″ F. Height of rear opening . . . 27.3″ G. Width of rear opening . . . 48.2″ above tailgate . . . 49.2″ at floor to top of tailgate

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 207 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 Safety-Rim safety wheels with four-ply low-pressure tubeless tires standard on all models; 14 x 5½ inch wheels and 8:00 x 14 tires optional at extra cost on 6-passenger models, will be furnished unless otherwise ordered; 14 x 6 inch wheels with 8.00 x 14 tires standard on 9-passenger models; 14 x 6 inch wheels with 8:00 x 14 Captive-Aire tires optional at extra cost on all models.

SUSPENSION Front: Combined torsion bars and ball joints. Lower unsprung weight. Dip control upper arms. Wide-angle strut-supported lower arms. Front stabilizer bar on 9-passenger models. 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. Oriflow shock absorbers. Rear: Large diameter rubber bushings in the rear spring eyes. Spring eye location tailored to handling needs. Wide-span rear spring shackles. Low-velocity control sea-leg mounted Oriflow shock absorbers. Constant section main spring leaves. 2½-inch outboard-mounted springs with 6 leaves. 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; optional at extra cost on all V-8 models. PowerFlite: Fully automatic 2-speed Push-Button transmission with torque converter; optional at extra cost on all V-8 models except with SonoRamic Commando engine and Golden Commando 395 engine. 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. New heavy-duty manual 3-speed transmission with strut-type synchronizers; standard on Golden Commando 395 and SonoRamic Commando V-8 only. Hotchkiss drive through rear springs. Hypoid rear axle.

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.

ELECTRICAL SYSTEM Heavy duty 12-volt 50-ampere-hour battery. High capacity 35-ampere generator; automatic voltage and current control. 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 21 gallons. Fuel tank with short neck is completely outside body. Vent tube opens to atmosphere in rear axle kickup area.

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GENERAL DIMENSIONS Wheelbase 122 inches. Over-all length 214.9 inches. Over-all width 78.6 inches.

SONORAMIC COMMANDO ENGINE Optional at extra cost on V-8 models. Advanced Deep-Block design 8-cylinder V-type uses hi-frequency sound waves to provide supercharger effect. Horsepower 330 at 4800 RPM. Torque 460 lbs.-ft. at 2800 RPM. Compression ratio 10.1:1. Bore 4.25 inches. Stroke 3.38 inches. Piston displacement 383 cubic inches. Dual 4-barrel carburetors. Special design 30-inch intake manifold. Special design concentric dry replaceable element air filter. Overhead valves. Hydraulic valve tappets. High-load valve springs equipped with anti-surge dampers. Pistons especially designed for high-compression ratio. Special high-performance camshaft. Special high-performance resistor-type spark 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. Reinforced generator bracket to reduce vibration. Rotary oil pump. New 15-micron fuel filter. 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. Special low-restriction dual-exhaust system.

GOLDEN COMMANDO 395 ENGINE Optional at extra cost on V-8 models. 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 spark 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 V-8 models. 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 all V-8 models. 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 6-cylinder models. 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. Torsional vibration damper on crankshaft. Wedge-type designed combustion chambers. Cast-iron crankshaft 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. Air cleaner, carburetor, manifolds, water pump, generator, starter on the left, and spark plugs, distributor oil pump and filter, and fuel pump are on the right side. Oil filler 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 engines 16 quarts, with heater 17 quarts; 6-cylinder 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. Series-flow porting on 361-cubic-inch engines. 180° thermostat standard on all.

BASIC DIMENSIONS

Wheelbase	122.0″	Legroom	
Over-all length	214.9″	Front Seat	45.5″
		2nd Seat	42.5″
Over-all width	78.6″	3rd Seat	35.2″
Over-all height			
(with 5 passengers)	55.4″	Hiproom	
Headroom		Front Seat	62.6″
Front Seat	35.7″	2nd Seat	61.6″
2nd Seat	34.6″	3rd Seat	45.5″
3rd Seat	32.6″		

ACCESSORIES Many accessories have been engineered especially for the new Plymouth to make your driving easier and riding more enjoyable. Ask your dealer about these extra-cost options:

Push-Button PowerFlite (2-speed fully automatic transmission) • Push-Button TorqueFlite (3-speed fully automatic transmission) • Push-Button New TorqueFlite-6 (3-speed fully automatic transmission available with 30-D Economy Six only) • Rear-facing 3rd Seat • Locked Luggage Compartment (6-passenger models) • Power Tailgate Window • Tailgate Entry Assist Handles • Automatic Swivel Seats • Electrically Powered 6-Way Seat • Power Brakes • DeLuxe Steering Wheel • Aero Power Wheel • Constant-Control Power Steering • Power Windows • Safe-T-Matic Door Locks • RCA "45" Phonograph • DeLuxe Push-Button Radio • Hi-Fi Radio • Air Conditioner-Heater-Defroster • Tinted Glass • Safety Padded Instrument Panel and Visors • Sure-Grip Differential • Captive-Air Tires • Windshield Washer • Hand Brake Signal • Automatic Beam Changer • Mirror-Matic Rear View Mirror • Prismatic Rear View Mirror • Remote Control Outside Mirror • Back-Up Lights • Electric Clock • Bumper Grille Bar • Sport Shields • Rear Quarter Panel Stone Shields • Wheel Covers.

Wagons have been illustrated 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.

SOLID PLYMOUTH 1960

A CHRYSLER-ENGINEERED PRODUCT