

# AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

<b>MAKE OF CAR:</b>	DODGE	<b>MODEL NAME</b>	<b>SYMBOL</b>
<b>COMPANY:</b>	Dodge Division Chrysler Corporation Detroit 31, Michigan	Meadowbrook . . . . .	D-46
		Meadowbrook Special . . .	D-46
		Meadowbrook . . . . .	D-47
		Coronet . . . . .	D-44
		Coronet . . . . .	D-48
<b>MODEL YEAR:</b>	1953	<b>DATE</b>	10-15-52
		Revised	10-31-52

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- NOTES:** 1. The specifications set forth herein are those in effect at the date of compilation and are subject to change without notice.  
 2. All specifications are standard for the models under which they are listed unless otherwise indicated.  
 3. All dimensions are nominal engineering dimensions unless otherwise indicated.  
 4. Unless otherwise indicated, specifications apply to 5 or 6 passenger, 4-door sedan or equivalent.

## GENERAL SPECIFICATIONS

Model	D-46	D-47	D-44	D-48 Diplomat
Wheelbase	119	114	119	114
Tread	56-5/16		55-15/16	
	59-1/8		58-3/4	
Maximum Overall Dimensions	Length (L-103)	189-5/8	201-3/8	191-1/4
	Width (W-103)	73-1/8	73-1/2	73-1/8
	Height (H-101)	62-1/8	62	60-1/4
Steering ratio—overall	21.1		22.2	
Turning diameter (curb to curb)	41' - 6"		41' - 4"	39' - 7"
Shipping weight*	3205	3195	3365	3280
Transmission— (Specify standard, optional, not avail.)	Conventional		Standard	
	Overdrive		Optional	
	Automatic		Optional (a)	N.A.
Axle ratio	Conventional		3.9	3.73
	Overdrive		4.3	4.1
	Automatic		3.9 (a)	N.A.
Tire size	6.70 x 15		7.10 x 15	
	In-Line		90° V	
Engine	No. of cylinders		8	
	Valve arrangement		OHV, Laterally Inclined	
	Bore and stroke		3-7/16 x 3-1/4	
	Piston displacement, cu. in.		241.3	
	Standard compression ratio		7.1 to 1	
	Maximum bhp at engine rpm		140 at 4400	
	Maximum torque at rpm		220 at 2000	

\*Standard car weight, not including gas and water.

(a) Either the Gyro-Matic, automatic transmission with fluid coupling, or the Gyro-Torque, automatic transmission with torque converter, is available as special equipment. A 3.54 rear axle ratio is used with the Gyro-Torque transmission.

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## ENGINE—GENERAL

Type	V, In-line, other		In-Line	V	
	Angle of V		---	90°	
No. of cylinders		6		8	
Valve arrangement		"L" Head		OHV - Laterally Inclined	
Bore and stroke		3-1/4 x 4-5/8		3-7/16 x 3-1/4	
Piston displacement, cu. in.		230.2		241.3	
Numbering system (front to rear)	L. Bank	---		1-3-5-7	
	R. Bank	---		2-4-6-8	
Firing order		1-5-3-6-2-4		1-8-4-3-6-5-7-2	
Compression ratio	Standard Head		7.0 to 1		
	Optional Head		---		
Cylinders	Head Material	Standard		Cast Iron	
	Optional	---		---	
Sleeve—Wet, dry, other, none		---		None	
Number of mounting points	Front		One		
	Rear		Two		
Taxable horsepower	(Dia. <sup>2</sup> x No. Cyl.) 2.5		25.35	37.80	
Advertised max. brake horsepower at engine RPM*	Standard head		103 at 3600		
	Optional head		---		
	With fuel (Octane and method)	Standard Head		75 Motor	
		Optional Head		---	
Max. torque (lb. ft. @ RPM)	Standard head		190 at 1200		
	Optional head		---		
Recommended idle speed (neutral)		450-500		---	

## ENGINE—PISTONS

Material		Aluminum Alloy	
Description and finish		U-Slot, Cam Ground, Tin Plated	T-Slot, Cam Ground, Steel Band, Slipper Type, Tin Plated
Weight (piston only) oz.		16	16.4
Clearance	Top land		.0305
	Skirt	Top	.022
		Bottom	.001 to .0015 (Desired)
Ring groove depth	No. 1 ring		.169
	No. 2 ring		.169
	No. 3 ring		.172
	No. 4 ring		.172

\*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Generator, Water Pump, Carburetor Air Cleaner, Manifolds, Fuel Pump, Manual Spark Advance, Manifold Heat Off.  
 (a) 3/4" from bottom; .0002 to .0012, .0007 desired.

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## ENGINE—RINGS

<b>Type (top to bottom)</b>	No. 1 oil or comp.	Compression		
	No. 2 oil or comp.	Compression		
	No. 3 oil or comp.	Oil		
	No. 4 oil or comp.	Oil		---
<b>No. rings above piston pin</b>		4		3
<b>Compression</b>	<b>Material</b>	Piston Ring Iron		
	<b>Coating</b>	Tin		
	<b>Width</b>	.093		.078
	<b>Gap</b>	.007 - .015		.007 - .015 (a)
	<b>Maximum wall thickness</b>	.162		.172
<b>Oil</b>	<b>Material</b>	Piston Ring Iron		
	<b>Coating</b>	None		
	<b>Width</b>	.155		.186
	<b>Gap</b>	.007 - .015		
	<b>Maximum wall thickness</b>	.137 (b)		.140
<b>Location of expanders</b>		On Number 3 Ring		

## ENGINE—PISTON PINS

<b>Material</b>		High Manganese Steel		
<b>Length</b>		2.746		2.885
<b>Diameter</b>		.8592		
<b>Type</b>	<b>Locked in rod, in piston, floating, etc.</b>		Floating	
	<b>Bushing</b>	<b>In rod or piston</b>		Rod
		<b>Material</b>		Bronze on Steel
<b>Clearance</b>	<b>In piston</b>		.0000 to .0005	
	<b>In rod</b>		.0001 - .0002 (Selective)	.0001 - .0004 (Selective)
<b>Direction offset in piston</b>		None <span style="float: right;">1/32 Right</span>		

## ENGINE—CONNECTING RODS

<b>Material</b>		High Manganese Forging Steel			
<b>Weight (oz.)</b>		27.9		21.2	
<b>Length (center to center)</b>		7.810		5.936	
<b>Bearing</b>	<b>Material</b>		Lead Base Babbitt on Steel		
	<b>Type (cast-in or removable)</b>		Removable, Precision		
	<b>Effective length</b>		.93		.811
	<b>Clearance</b>		.0005 - .0015 (Desired)		
	<b>End play</b>		.006 - .011		.006 - .014 (2-rods)

## ENGINE—CRANKSHAFT

<b>Material</b>		Drop Forge Steel		
<b>Weight (lb.)</b>		H.A.		

- (a) Ring Gap for Muskegon rings - .007 - .017  
 (b) This figure pertains to No. 3 Ring, Maximum wall thickness No. 4 Ring - .150

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## ENGINE—CRANKSHAFT (cont.)

Vibration damper type	(a)	None	
End thrust taken by bearing (No.)	Rear #4	Center, #3	
Crankshaft end play	.003 to .007	.002 to .007	
Main bearing	Material	Babbitt on Steel	
	Type (cast-in or removable)	Removable	
	Clearance	.0005 to .0015 (Desired)	
	Journal dia. and bearing effective length	No. 1	2.5 x 1.204
		No. 2	2.5 x 1.000
		No. 3	2.5 x 1.000
		No. 4	2.5 x 1.589
		No. 5	---
No. 6		---	
No. 7		---	
Direction offset from cyl. bore	Right	None	
Connecting rod crankpin journal diameter	2-1/16	1-15/16	

## ENGINE—CAMSHAFT

Material	Special Cast Iron with Cams, Distributor and Oil Pump Drive Gear Cast Integrally		
Bearings	Material	(b)	
	Number	Four	
Type of drive	Gear or chain	Chain	
	Crankshaft gear or sprocket material	High Manganese Steel	
	Camshaft gear or sprocket material	Cast Iron	
	Timing chain	Make	---
		No. of links	48
		Width	1
Pitch		.500	

## ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)	No	Yes
Special provision for valve rotation (intake, exhaust)	No	
Rocker ratio	---	1.5 - 1
Operating tappet clearance (indicate hot or cold)	Intake	.010 Hot
	Exhaust	.010 Hot
Tappet clearance for timing	Intake	.014
	Exhaust	.014
Timing marks on fly-wheel, damper, other	Vibration Damper	Crankshaft Fan Drive Pulley

- (a) Damped Dynamic Torsional Vibration Absorber.  
 (b) No. 1, 2, and 3 are Babbitt on steel; No. 4 is of cast iron.

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## ENGINE—VALVE SYSTEM (cont.)

Timing		Opens (°BTC)	8 BTC	17 BTC
		Closes (°ABC)	36 ABC	47 ABC
Exhaust		Opens (°BBC)	37 BBC	55 BBC
		Closes (°ATC)	7 ATC	9 ATC
Intake		Material	Alloy Steels	Silicon-Chromium Steel
		Overall length	4-27/32	4-3/4
		Actual overall head dia.	1.531	1.656
		Angle of seat	45°	
		Seat insert material	None	
		Stem diameter	.3405	.3725
		Stem to guide clearance	.002	
		Lift	.350	.360
Outer spring press. and length	Valve closed (lb. @ in.)	42.5 at 1.75	40.5 at 1.687	
	Valve open (lb. @ in.)	115 at 1.375	105 at 1.312	
Inner spring press. and length	Valve closed (lb. @ in.)	---	13 at 1.562	
	Valve open (lb. @ in.)	---	37.5 at 1.187	
Exhaust		Material	Silicon-Chromium Steel	
		Overall length	4-27/32	4-3/4
		Actual overall head dia.	1.407	
		Angle of seat	45°	
		Seat insert material	Alloy Cast Iron	
		Stem diameter	.3405	.3715
		Stem to guide clearance	.002	.003
		Lift	.350	.364
Outer spring press. and length	Valve closed (lb. @ in.)	42.5 at 1.75	40.5 at 1.687	
	Valve open (lb. @ in.)	115 at 1.375	105 at 1.312	
Inner spring press. and length	Valve closed (lb. @ in.)	---	13 at 1.562	
	Valve open (lb. @ in.)	---	37.5 at 1.187	

## ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure	
	Connecting rods	Pressure	
	Piston pins	Splash	
	Camshaft bearings	Pressure	
	Tappets	Splash	Metered Pressure
	Timing gear or chain	Metered Flow	
	Cylinder walls	Metered Jet Spray	

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## ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary		
Normal oil pressure (lb. @ mph)	45 at 30		
Oil pressure gage type (electric or mechanical)	Mechanical		
Type oil intake (floating, stationary)	Floating		
Oil filter type (full flow, partial flow)	Partial Flow (a)	Shunt Type	
Capacity of crankcase, less filter—refill (qt.)	5		
Oil grade recommended (SAE viscosity and temperature range)	Not Lower Than +32 F ..... SAE 30 As Low As +10 F ..... SAE 20W As Low As -10 F ..... SAE 10W Below -10 F ..... SAE 5W		
Oil type recommended	No Recommendation		

## ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	Regular		
	Optional head	---		
Fuel tank, capacity (gal.)		17		
Fuel pump	Type (elec. or mech.)	Mechanical		
	Location	Right Front of Engine		
	Pressure range	4 to 5-1/2 lb		
	Vacuum booster (std., optl., none)	None		
Carburetor	Make	Ball and Ball (Carter)	Stromberg	
	Model number	D6H2	WW 3-108	
	Number used	One		
	Type	Downdraft, side inlet, other	Downdraft	
		Single or dual	Single	
	Intake manifold heat control (manual, auto., none)	Automatic		
	Automatic choke type (integral, other)	Automatic Electric on Manifold	Integral	
	Air cleaner type	Standard	Oil Bath	
Optional		---		

## ENGINE—EXHAUST SYSTEM

Muffler type (reverse flow, straight through)	Reverse Flow		
Exhaust pipe diameter	2	Branch 1-7/8; Main 2-1/4	
Tail pipe diameter	1-3/4	2	

(a) Meadowbrook Special 2-Door Sedan not equipped with oil filter as standard equipment

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## ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)		Pressure-Vent		
Radiator cap relief valve press.		7 psi		
Circulation thermostat	Type (choke, bypass)	Choke, Permanent By-Pass		
	Starts to open at	157° to 162°		
Water pump	Type (centrifugal, other)	Centrifugal		
	Number of pumps	One		
	Drive (V-belt, other)	V-Belt		
	Bearing type	Bushings		
By-pass recirculation type (internal, external)		Internal		
Radiator core type (cellular, tube and fin)		Cellular		
Cooling system capacity	With heater (qt.)	15	20	
	Without heater (qt.)	14	19	
Water jackets full length of cylinder (yes, no)		Yes		
Water all around cylinder (yes, no)		No	Yes	
Radiator hose	Lower	Number and type (molded, straight)	Curved, Molded	
		Inside diameter and length	1-1/2	
	Upper	Number and type (molded, straight)	Curved, Molded	
		Inside diameter and length	1-3/4	
	By-pass	Number and type (molded, straight)	None	
		Inside diameter and length	---	
Drive belts	Fan	Number used	One	
		Angle of V	36°	
		Outside length	63-3/4	
		Width	3/8	
	Generator	Angle of V	Same as Fan Belt	
		Outside length	---	
		Width	---	
Fan	Number of blades and spacing	Six - 50°, 54°, & 76°	Four - 76° & 104°	
	Diameter	17	18	
	Ratio—fan to crankshaft revolutions	.85 to 1	.95 to 1 (a)	
	Bearing type	See Water Pump		

(a) Later Cars; First Cars .85 to 1.

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## ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		Willard, HW-1-105-C (a)			
	Voltage Rtg. & Plates/cell		6, 15			
	SAE Designation & Amp Hr. Rtg		1H, 105			
	Location		Under Hood, Left Front			
Terminal grounded		Positive				
Generator	Make		Auto-Lite			
	Model		GCW-6001	GCW-6009		
	Type		Shunt Wound			
	Ratio—Gen. to Cr/s rev.		1.82	1.96	1.84	
Regulator	Make		Auto-Lite			
	Model		VBE-6001-A			
	Type		Current and Voltage Control			
	Cutout relay	Closing voltage @ generator rpm		6.3-6.8 at 960		
		Reverse current to open		4.1 to 4.8		
	Regulated	Voltage		7.1 to 7.4		
		Current		45-57 (b)		
	Min. Gen. rpm required		1000 (Hot)			
Voltage test conditions	Temperature		70°			
	Load		Operated 15 min. at 10 Amp			
	Other		---			

## ELECTRICAL—STARTING SYSTEM

Starting motor	Make		Auto-Lite			
	Model		MCH-6205	MCH-6206		
	Rotation (drive end view)		Clockwise			
	Engine cranking speed		35-110 rpm			
	Test conditions		SAE 5W at - 20F and SAE 30 with completely warmed engine.			
	Lock test	Amps		500		
		Volts		3.0		
		Torque (lb. ft.)		11		
No load test	Amps		50-65			
	Volts		5.5			
	RPM (min.)		4900			
Motor control	Switch (solenoid, manual)		Bendix (Anti-Kickout)			
	Starting procedure		Turn Ignition Key Beyond "Ignition On" Position			

(a) Optional with Auto-Lite, 1H-105-D.

(b) Higher value denotes initial, temporary capacity rating. Bi-metal hinge reduces output to lower value after warm-up period.



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## ELECTRICAL—STARTING SYSTEM (cont.)

<b>Motor drive</b>	<b>Engagement type</b>		Bendix
	<b>Pinion meshes (front, rear)</b>		Front
	<b>Number of teeth</b>	<b>Pinion</b>	9
		<b>Flywheel</b>	146
<b>Flywheel tooth face width</b>		.375	

## ELECTRICAL—IGNITION SYSTEM

<b>Coil</b>	<b>Make</b>		Auto-Lite	
	<b>Model</b>		CR-4001   CR-6015	
	<b>Amps</b>	<b>Engine stopped</b>	5	
<b>Engine idling</b>		2.25		
<b>Distributor</b>	<b>Make</b>		Auto-Lite	
	<b>Model</b>		IAT-4011   IAZ-4003	
	<b>Spark advance data (at distributor shaft)</b>	<b>Centr. advance start (rpm)</b>	0° at 250 to 450	0° at 300 to 400
		<b>Centr. advance max. deg. @ rpm</b>	9° to 11° at 1425	14° to 16° at 1750
		<b>Vacuum advance start (in. Hg.)</b>	1° at 5-1/2" to 6-1/2"	
		<b>Vac. adv. (max. deg. @ in. Hg.)</b>	7° to 9° at 14"	10-1/2° to 12-1/2° at 17"
	<b>Breaker gap (in.)</b>		.020	.017
	<b>Cam angle (deg.)</b>		39° ± 3°	32° to 36° (a)
	<b>Breaker arm tension (oz.)</b>		17 to 20	
	<b>Timing</b>	<b>C/S deg. @ rpm</b>		2° BTC   4° BTC at Idle
<b>Mark location</b>		(b)   Fan Drive Pulley		
<b>Cylinder numbering system (see page 2)</b>		---	L.B. 1-3-5-7 R.B. 2-4-6-8	
<b>Firing order (see page 2)</b>		1-5-3-6-2-4	1-8-4-3-6-5-7-2	
<b>Spark plug</b>	<b>Make and model</b>		Auto-Lite Resistor AR8   Auto-Lite Resistor 4S-140	
	<b>Thread (mm)</b>		14	
	<b>Tightening torque (lb. ft.)</b>		30 to 32	
	<b>Gap</b>		.035	
<b>Cable</b>	<b>Conductor type</b>		Stranded Copper	
	<b>Insulation type</b>		Rubber, with Neoprene Jacket	
	<b>Spark plug protector</b>		Rubber Cap (c)	

## ELECTRICAL—SUPPRESSION

<b>Description</b>	Spark Plugs - 10,000 ohm Resistor (Integral) Distributor Cap - 10,000 ohm Resistor (Integral)
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- (a) Total dwell for two points; dwell for each point - 26° to 28°.  
 (b) Crankshaft Vibration Damper.  
 (c) Integral with Spark Plug Lead Wire.

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## ELECTRICAL—INSTRUMENTS AND SWITCHES

<b>Speed-ometer</b>	<b>Make</b>	Auto-Lite		
	<b>Trip odometer (yes, no)</b>	No		
<b>Charge indicator—type</b>		Ammeter		
<b>Temperature indicator—type</b>		Bourdon Tube		
<b>Oil pressure indicator—type</b>		Bourdon Tube		
<b>Fuel indicator—type</b>		Electric, Magnetic		
<b>Ignition switch</b>	<b>Identify positions in order and circuits controlled</b>	Center.....Off 1st Position Clockwise.....All Circuits On 2nd Position Clockwise.....Starter Only 1st Position Counterclockwise.....Accessory Circuit Only		
	<b>Provision for illumination</b>	Yes		
	<b>Location</b>	Right of Steering Column		
	<b>Theft protection type</b>	None		
<b>Main lighting switch</b>	<b>Identify positions and lights controlled</b>	Left Position.....Off 1st Position Clockwise.....Instruments, Tail and Parking Lamps 2nd Position Clockwise.....Instrument, Head, Tail, and License Lamps		
		<b>Locations and lamps controlled</b>	Rotary, Variable, Left of Steering Column on Instrument Panel - All Instrument Lights Right Front Door Switch, Automatic - Dome Light (a)	
<b>Other light switches</b>		(b)	(c)	(b)
				(d)
<b>Other switches</b>	<b>Locations and devices controlled</b>	Windshield Wiper Switch, Right of Steering Column on Instrument Panel - Two Speed		
<b>Windshield wiper</b>	<b>Make</b>	Auto-Light or Redmond		
	<b>Type</b>	Electric		
	<b>Vacuum booster provision</b>	None		
	<b>Washer provision</b>	None		
<b>Horn</b>	<b>Type</b>	Vibrator, Sea Shell (e)		
	<b>Number used</b>	Two (e)		
	<b>Amp draw (each)</b>	15 Amp		

- (a) Quarter Lamps and Map light and D-48 Diplomat Only
- (b) Right Rear Door Switch, Automatic - Dome Light
- (c) Left "B" Post Pillor Switch - Dome Light
- (d) Toggle Switch at Rear of Left Door at Garnish Molding - Quarter Lamps
- (e) One Vibrator, Pancake Type, on D-46 Meadowbrook Special

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## ELECTRICAL—LAMP BULBS

Give quantity used and trade number, e.g., Headlamp 2-4030.  
Indicate accessories which are not standard equipment by an asterisk following the numbers.

Headlamp	2-2422			
Headlamp beam indicator	1-55			
Parking light	2-63			
Tail light	2-1154			
Stop light	2-1154			
Direction indicator	Front	2-1154*		
	Rear	2-1154*		
	Tell-Tale	1-55 *		
License plate light	1-63			
Instrument light	2-55			
Ignition lock light	1-51			
Map light	1-88*	1-88 (a)	1-88*	1-88 (a)
Dome light	1-88			
Clock light	1-55*			
Radio dial light	2-44*			
Glove compartment light	1-55*			
Courtesy light	---	2-87 (a)	---	2-87 (a)
Trunk compartment light	1-81*			
Other				
Speedometer	1-63			
Back-up	2-1129*			
Under-hood				

## ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

Use trade number of fuse, e.g., SFE-10. Indicate circuit breaker by ampere capacity suffixed by letters "C.B.", e.g., 30 C.B. Where fuse or circuit breaker protects multiple circuits indicate first use by a letter and repeat the same letter for all units protected by the same fuse or circuit breaker, e.g., Parking light: SFE-10 (a), Direction Indicator: same as (a).

Headlamp	30 C.B. (a)
Headlamp beam indicator	Same as (a)
Parking light	Same as (a)
Tail light	Same as (a)
Stop light	Same as (a)
Direction indicator	None
License plate light	Same as (a)
Instrument light	Same as (a)
Ignition light	Same as (a)
Map light	Same as (a)
Dome light	Same as (a)
Clock	SFE-3
Clock light	Same as (a)
Radio	SFE-14
Glove compartment light	Same as (a)
Courtesy light	---
Trunk compartment light	Same as (a)
Other	
Back-up Light	Same as (a)
Windshield Wiper	10 C.B.

(a) Convertible Coupe and Hard Top only.

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**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## DRIVE UNITS—CLUTCH (PEDAL OPERATED)

<b>Make</b>		Borg & Beck			
<b>Type (dry or wet plate)</b>		Dry			
<b>In combination with fluid coupling (yes, no)</b>		No			
<b>Semi-centrifugal (yes, no)</b>		No.			
<b>Type pressure plate springs</b>		Coil			
<b>Total plate pressure (lb.)</b>		1335	1505		
<b>No. of clutch driven discs</b>		One			
<b>Clutch facing</b>	<b>Material</b>	Molded, Woven, Asbestos			
	<b>Inside diameter</b>	7	6		
	<b>Outside diameter</b>		10		
	<b>Total eff. area (sq. in.)</b>	80	100.5		
	<b>Thickness</b>	.125			
	<b>Number required</b>	Two			
	<b>Engagement cushioning method</b>	Springs, Flat Crimped			
	<b>Release bearing</b>	<b>Type</b>	Ball		
		<b>Method of lubrication</b>	Sealed		
	<b>Torsional damping</b>	<b>Method (springs, other)</b>	Coil Springs		
<b>Frict. mat.</b>		---			

## DRIVE UNITS—TRANSMISSIONS

<b>Conventional (std. or opt.)</b>	Standard		
<b>Conventional with overdrive (std. or opt.)</b>	Optional		
<b>Automatic (std. or opt.)</b>	Optional (a)	N.A.	Optional (b)

## DRIVE UNITS—CONVENTIONAL TRANSMISSION

<b>Number of forward speeds</b>		3
<b>Transmission ratios</b>	<b>In first</b>	2.57
	<b>In second</b>	1.83
	<b>In third</b>	1.00
	<b>In fourth</b>	---
	<b>In reverse</b>	3.48
<b>Constant mesh gears in 2nd (yes, no)</b>		Yes
<b>Spur gear used in (indicate speeds)</b>		None
<b>Helical gears used in (indicate speeds)</b>		All Speeds
<b>Synchronous meshing in 2nd and 3rd gears (yes, no)</b>		Yes

- (a) Gyro-Matic
- (b) Gyro-Matic or Gyro-Torque

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

<b>Lubricant</b>	Capacity (pt.)		2-3/4 pt
	Type recommended		Engine Oil
	SAE viscosity number	Summer	SAE 10W
		Winter	SAE 10W
Extreme cold		SAE 5W	

## DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

<b>Overdrive</b>	Type (planetary or other)		Planetary		
	If planetary, No. of pinions		Three		
	Manual lockout (yes, no)		Yes		
	Downshift accelerator control (yes, no)		Yes		
	Minimum cut-in speed		25	26	
	Gear ratio		0.7		
	<b>Lubricant</b>	Capacity (O.D. only)		3/4 pt	
		Separate filter (yes, no)		No	
		Type recommended		Engine Oil	
		SAE viscosity number	Summer	SAE 10W	
Winter	SAE 10W				
Ext. cold		SAE 5W			

## DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	Gyro-Matic (a)	Gyro-Torque (b)
Type (fluid coupling with gears, torque converter with gears, other)	Fluid Coupling with Countershaft Transmission	Torque Converter with Countershaft Transmission
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	Standard "H"-Shift with First Speed Gear Eliminated	R - Reverse Lo - Low Range Nu - Neutral Dr - High Range
List gear ratios in each drive position (range)	Low Range (2nd)-1st 3.57 -2nd 2.04 High Range (3rd)-3rd 1.75 -4th 1.00 Reverse                         3.99	Reverse - 3.69 Lo - 1st- 3.28 2nd- 2.04 Dr - 3rd-1.61 4th- 1.00
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes	
By governor—forced shift (yes, no)	No	
Downshift of gears in high range possible up to (mph)	40	

(a) Available on D-46, D-44, and D-48 models.

(b) Available on D-44, and D-48 models only.

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

<b>Torque convertor</b>	Number of elements		---	Four	
	Max. ratio at stall at engine rpm		---	Stalled Ratio - 2.5 Stalled Speed - 1340	
	Mechanical lockup	Provided (yes, no)	---	No	
		Speed range	---	---	
		Releases at (speed range, mph)	---	---	
	Type of cooling (forced air, oil cooler and type, other)		---	Engine Oil Fed, Air Cooled	
Anti-creep device (yes, no)		---	No		
<b>Lubricant</b>	Capacity—refill (pt.)		---	3 (a)	
	Type recommended		Engine Oil	Engine Oil	
	Grade	Summer	SAE 10W	---	SAE 10W (a)
		Winter	SAE 10W	---	SAE 10W (a)
		Extreme cold	SAE 5W	---	SAE 5W (a)

## DRIVE UNITS—PROPELLER SHAFT

Number used		One				
Type (exposed, torque tube)		Exposed				
Outer diameter x length* x wall thickness	Conventional trans.	3 x 57-7/8 x .065	2-1/2x53-13/16 x .065	3 x 57-7/8 x .065	2-3/4x52-3/4 x .065	
	Overdrive trans.	3 x 57-7/8 x .065	2-1/2x53-13/16 x .065	3 x 57-7/8 x .065	2-3/4x52-3/4 x .065	
	Automatic trans.	3 x 57-7/8 x .065	---	3 x 57-7/8 x .065	2-3/4x52-3/4 x .065	
Intermediate bearing	Type (plain, anti-friction)	None				
	Lubri. (fitting, prepack)	---				
Universal joints	Make	Not Available				
	Number used	Two				
	Type (ball and trunnion, cross, other)	Ball and Trunnion				
	Bearing	Type (plain, anti-friction)	Anti-Friction			
		Lubric. (fitting, prepack)	Prepack			
Drive taken through (torque tube or arms, spring)		Rear Springs				
Torque taken through (torque tube or arms, springs)		Rear Springs				

\*Centerline to centerline of joints or centerline of rear attachment point.

(a) This capacity is for the transmission only. Engine and Torque Converter have a combined oil system with the convertor supplied by the engine oil pump. Oil capacity for this system requires 12 qt with an additional quart if the oil filter is changed. See engine oil recommendations for grade of lubricant used.

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## DRIVE UNITS—REAR AXLE

<b>Type (semi-floating, other)</b>		Semi-Floating			
<b>Gear type (hypoid, other)</b>		Hypoid			
<b>Gear ratio and No. of teeth</b>	Conventional trans.	3.9 (39-10)	3.73 (41-11)	3.9 (39-10)	
	Overdrive trans.	4.3 (43-10)                      4.1 (41-10)			
	Automatic trans.	3.9 (39-10)	N.A.	3.9 (39-10) (a)	
<b>Pinion adjustment (shim, other)</b>		Solid Shim			
<b>Pinion bearing adj. (shim, other)</b>		Shims			
<b>Lubricant</b>	<b>Capacity (pt.)</b>	3-1/4			
	<b>Type recommended</b>	EP Hypoid Gear Lubricant			
	<b>SAE viscosity number</b>	Summer	SAE 90		
		Winter	SAE 90		
Extreme cold		SAE 80			

## DRIVE UNITS—WHEELS

<b>Type (disc, other)</b>		Disc		
<b>Rim (size and flange type)</b>		15 x 4-1/2 K	15 x 5 K	
<b>Attachment</b>	<b>Type (bolt or stud)</b>	Stud		
	<b>Circle diameter</b>	4-1/2		
	<b>Number and size</b>	5, 1/2 - 20 Am Nat Thd		

## DRIVE UNITS—TIRES

<b>Size and ply rating</b>	Standard	6.70 x 15 - 4	7.10 x 15 - 4
	Optional	6.70 x 15 - 6	7.10 x 15 - 6
<b>Rev/mile at 30 mph</b>		748	733
<b>Inflation press. (cold)</b>	Front	24	
	Rear	24	

## BRAKES—SERVICE

<b>Type</b>		Hydraulic, Internal Expanding Drum		
<b>Booster type</b>		None		
<b>Effective area (sq. in.)</b>		173-1/2	158	173-1/2
<b>Percent brake effectiveness—rear</b>		40		
<b>Drum</b>	<b>Diameter</b>	Front	11	11
		Rear	11	11
	<b>Type and material</b>		Cast Iron	

(a) This ratio is used with the Gyro-Matic transmission only, when Gyro-Torque transmission is used the standard rear axle ratio is 3.54 to 1.

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## BRAKES—SERVICE (cont.)

<b>Brake lining</b>	Bonded or riveted		Bonded			
	Primary	Material		Molded Asbestos		
		Size (length x width x thickness)	Front wheel	11.5 x 2 x .200	10.5 x 2 x .200	11.5 x 2 x .200
			Rear wheel	11.5 x 2 x .200	10.5 x 2 x .200	11.5 x 2 x .200
		Segments per shoe		One		
	Second- ary	Material		Molded Asbestos		
		Size (length width x thickness)	Front wheel	11.5 x 2 x .200	10.5 x 2 x .200	11.5 x 2 x .200
			Rear wheel	8.8 x 2 x .200	8 x 2 x .200	8.8 x 2 x .200
		Segments per shoe		One		
	Wheel cyl- inder bore		Front	1-1/8		
		Rear	1-1/8			
Master cylinder bore		1-1/8				
Available pedal travel		7				
Line pressure at 100 lb. pedal load		817				
Shoe clearance adjustment		.006 Toe and Heel				

## BRAKES—PARKING

Type of control		T-Handle, Multiple Pawl Ratchet
Location of control		Under Instrument Panel, Left of Steering Column
Operates on		Transmission Drive Shaft
If sepa- rate from service brakes	Type (internal or external)	External
	Drum diameter	6
	Lining size (length x width x thickness)	15-3/8 x 2 x 5/32

## FRAME

Type and description	Welded, Double-Channel Box Section Side Rails with Lateral Cross Members
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## FRONT SUSPENSION

Type and description	Independent, Lateral Non-parallel Control with Coil Springs
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# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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## FRONT SUSPENSION (cont.)

<b>Spring</b>	Type	Coil		
	Material	Amola Steel (a)		
	Size (length x width x No. leaves or coil I.D.)	4		
	Spring rate (lb. per in.)	415	385	445
	Rate at wheel (lb. per in.)			
	Normal load (lb. @ rated length)	(b)		
<b>Shock absorbers</b>	Manufacturer	Own		
	Type (direct or lever)	Direct		
	Piston diameter	1		
<b>Stabilizer</b>	Type (link, linkless, frameless)	Linkless		
	Material			

## STEERING

<b>Type used (Standard or optional)</b>	<b>Mechanical</b>	Standard			
	<b>Power</b>	Not Available			
<b>Wheel diameter</b>					
<b>Turning diameter</b>	Wall to wall	44' 1"	44' 0"	42' 1"	
	Curb to curb	44' 6"	41' 4"	39' 7"	
<b>Outside wheel angle with inside wheel at 20°</b>		19-3/4°			
<b>Mechanical</b>	<b>Gear</b>	Type	Worm and Two-Tooth Roller		
		Make	Gemmer		
		Ratios	<b>Gear</b>	18.2	
			<b>Overall</b>	21.4	
	No. wheel turns (l. to r.) (l. to r.)		4 (e)		
<b>Power</b>	<b>Type</b>				
	<b>Make</b>				
	<b>Trade name</b>				
	<b>Gear</b>	<b>Type</b>			
		Ratios	<b>Gear</b>		
			<b>Overall</b>		
	<b>Pump driven by</b>				
	<b>Overall torque ratio</b>				
	<b>Number wheel turns (l. to r.)</b>				
	<b>Linkage</b>	<b>Type</b>		(c)	(d)
<b>Location (front or rear of wheels)</b>		Rear			
<b>Drag link (trans. or long)</b>		None			
<b>Tie rods (one or two)</b>		Two			

(a) Temporary Substitution - Chromium-Carbon Steel (c) Direct, long and Short Tie Rods.

(b) Load (d) Idler Arm, equal length tie rods from relay link.

Model	Right	Left	Height
D-46	1850	1925	11.00
D-47	1735	1800	8-3/4
D-44, D-48	2000	2085	11.00

(e) Minimum

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

**MODEL** D-46 D-47 D-44 D-48

## STEERING (cont.)

<b>Kingpin</b>	Inclination at camber (deg.)		5 to 6-1/2			
	Diameter		.7953			
	Bearings (type)	Upper	Roller			
		Lower	Steel-backed Lead-bronze			
	Thrust	Ball				
<b>Wheel alignment (range and preferred)</b>	Caster (deg.)		-1° to +1°, 0° preferred			
	Camber (deg.)		-3/8° to +3/8° (a)			
	Toe-in (outside tread-inches)		0 - 1/16, 0 preferred			
<b>Steering knuckle type</b>			Reverse Elliott			
<b>Wheel spindle</b>	Diameter	Inner bearing	1.25			
		Outer bearing	75			
	Thread size		3/4 - 16 Am Nut Thd			
	Bearing type		Tapered Roller			

## REAR SUSPENSION

<b>Type</b>		Non-Parallel, Longitudinal Leaf				
<b>Drive and torq. taken through (see page 14)</b>		Rear Springs				
<b>Spring</b>	Type	Semi - Elliptic				
	Material	Amola (b)				
	Size (length x width x No. leaves or coil I.D.)	53-5/8 x 2 x5	53-5/8 x 2 x7	53-5/8 x 2 x6	53-5/8 x 2 x7	
	Spring rate (lb. per in.)	95	120	95	120	
	Rate at wheel (lb. per in.)	N. A.				
	Normal load (lb. at rated length)	(c)				
	<b>Mounting insulation type</b>		Rubber Bushing			
	If leaf	No. of leaves	5	7	6	
		Covers (yes, no)	No			Yes
		Lubricated (yes, no)	No			Yes
Inserts		Type and size	Six, 3-1/2 x 2			---
	Material	Wax Impregnated Fabric			---	
Shackle (comp. or tens.)		Compression				
<b>Shock absorbers</b>	Manufacturer		Own			
	Type (direct or lever)		Direct			
	Piston diameter		1			
<b>Stabilizer</b>	Type (link, linkless, frameless)		Linkless			
	Material					
<b>Track bar type</b>		None				

(a) Left side to be 1/4° to 1/2° greater than right side within these limits.

(b) Temporary Substitution - Chromium-Carbon Steel

(c) Load

Models	Right	Left	Opening
D-46, D-44	720	760	-3/8
D-47, D-48	800	800	-3/8

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

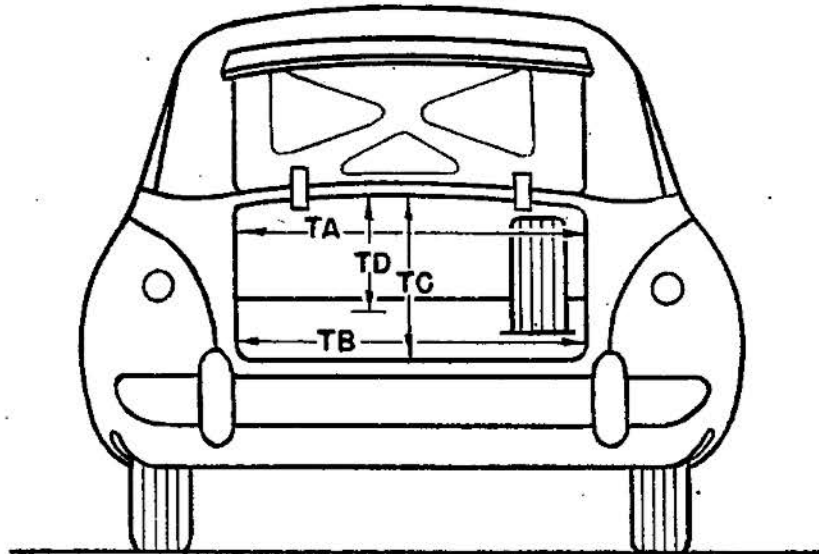
## BODY—GENERAL DEFINITIONS

**NOTE:** Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee for inclusion in the Questionnaire. These are shown by an additional letter, e.g., HA. The dimensions are developed from the following basic points:

1. Front and rear seat "A" points are taken 5" forward of vertical tangent to seat back 15" from center of body.
2. Front seat is in the rear position.
3. Loaded position—5 passengers, front 300 lb., rear 450 lb., includes spare wheel, fire and tools, and full complement of gas, oil, water, etc. and tires to recommended pressure, etc.
4. C. L. (centerline).
5. D. L. O. (daylight opening, exposed glass dimension).
6. Ramp breakover angle (page 20)—is the supplement of the included ramp angle over which a car can pass without hanging up.

<b>MODEL</b>	D-46, D-44	D-48 Diplomat
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## BODY—TRUNK OPENING DIMENSIONS



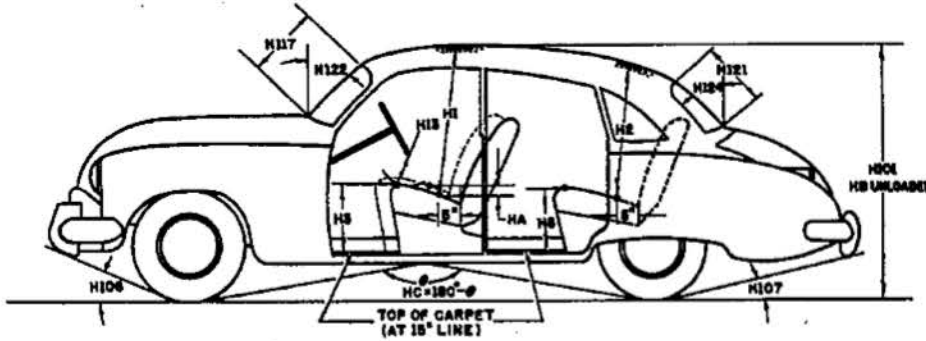
TA—Width across the top	56-7/8	54-3/8
TB—Width across the bottom	52-7/8	51-3/8
TC—Diagonal dimension at CL from top of opening to bottom	30	27
TD—Vertical height of opening (floor to top, inside edge of opening)	22-1/2	23-3/8
Position of spare fire stowage	Vertical, inclined, fore and aft, at right	
Method of holding lid open	Spring Counterbalanced	

**NOTE:** Trunk dimensions do not apply to the D-47 Meadowbrook Suburban.

# AMA Consolidated Specification Questionnaire

<b>MAKE OF CAR</b>	DODGE			<b>MODEL YEAR</b>	1953
<b>MODEL</b>	D-46	D-47 Suburban	D-44	D-48 Diplomat	

## BODY—HEIGHT DIMENSIONS



Interior	H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	36-3/8	37-3/8	36-3/8	35-1/2
	H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	36-3/8	36-3/4	36-3/8	35
	H3. Front seat height to floor carpet on 15" line (front edge of cushion).	14-3/4			
	H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	14-1/4	14-3/4	14-1/4	14-5/8
	H13. Steering wheel clearance to seat cushion taken on arc.	5-5/8	5-3/4	5-5/8	5-7/8
	HA. Front seat vertical rise at "A" pt. (Inches.)	1-1/8			
Exterior	H101. Overall height.	62	62-1/8	62	61
	H8. Overall height—unloaded.	63-7/8	64-3/8	63-3/4	62-1/4
	H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	24°	25°		26°
	H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	18°	17°	19°	17°
	HC. Ramp breakover angle.*	165°			
	H117. Windshield DLO—slant height.	17	16-7/8	17	16-7/8
	H121. Backlight DLO*—Max., slant height.	15-1/4	10-7/8	15-1/4	13-3/4
	H122. Windshield slope angle to vertical line on car axis.	43°	44°	43°	44°
	H124. Backlight slope angle to vertical line on car axis.	44°	15°	44°	46-1/2
	HD. Min. road clearance (location and dimension).	7-1/2 Frame	7-3/8 Frame	7-3/8 (a)	7-5/8 Frame
HE. Min. road clearance at rear axle.	8		8-1/4		

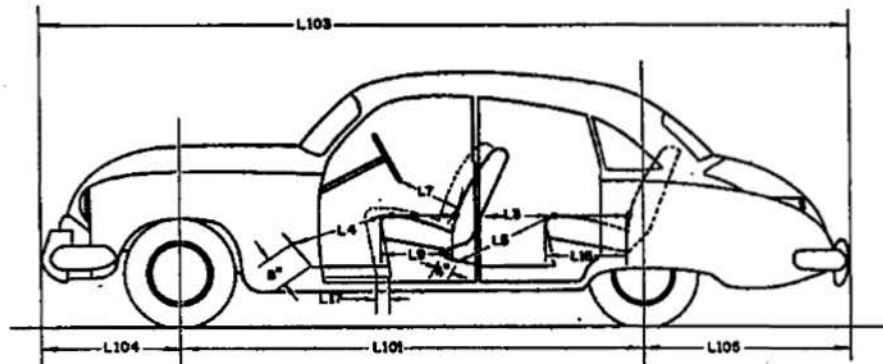
\*See Notes, page 19. (a) Front of rear wheels.

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**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47 Suburban	D-44	D-48 Diplomat
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## BODY—LENGTH DIMENSIONS

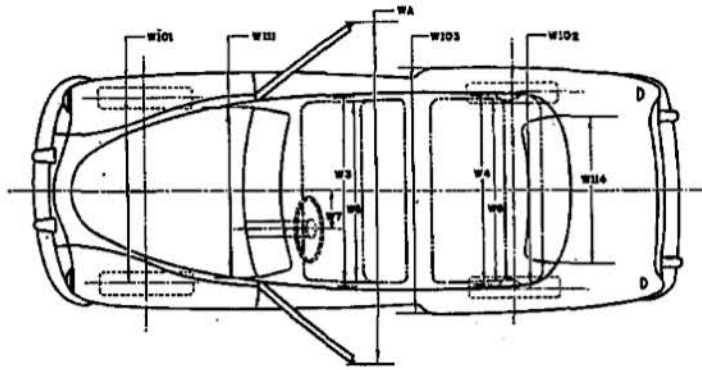


<b>L3.</b> Rear compartment back of front seat back to rear seat back.	32-1/2	30	32-1/2	29
<b>L4.</b> Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	44-1/2			
<b>L5.</b> Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	42-5/8			41-5/8
<b>Interior</b> <b>L7.</b> Steering wheel clearance to seat back taken on arc.	15-3/8	15-1/8	15-3/8	15-3/8
<b>L9.</b> Front seat depth (front edge to vert. tan. to seat back on 15" line).	18-1/4	18-3/4	18-1/4	18-3/4
<b>L16.</b> Depth of rear seat (front edge to seat back).	18	18-3/4	18	18
<b>L17.</b> Total adjustment of front seat at floor.	5			
<b>Exterior</b> <b>L101.</b> Wheel base.	119	114	119	114
<b>L103.</b> Overall length (bumper to bumper inc. guards).	201-3/8	189-5/8	201-3/8	191-1/4
<b>L104.</b> Overhang—front including bumper guards.	34-5/8	32	34-5/8	32
<b>L105.</b> Overhang—rear including bumper guards.	47-3/4	43-5/8	47-3/4	45-1/4

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<b>MAKE OF CAR</b>	DODGE			<b>MODEL YEAR</b>	1953
<b>MODEL</b>	D-46	D-47 Suburban	D-44	D-48 Diplomat	

## BODY—WIDTH DIMENSIONS



Interior	<b>W3.</b> Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	57-1/8	56	57-1/8	53-1/4
	<b>W4.</b> Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.		55-1/4		52-1/4
	<b>W5.</b> Front hip room, at top of seat 5" forward of vert. tan. to seat back.	60-5/8	58-1/2	60-5/8	58-1/2
	<b>W6.</b> Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	60-1/2	58-3/8	60-1/2	58
	<b>W7.</b> Steering wheel center to center of body.	13-1/2	15		
Exterior	<b>W101.</b> Front tread at ground.	56-5/16		55-15/16	
	<b>W102.</b> Rear tread at ground.	59-1/8		58-3/4	
	<b>W103.</b> Max. overall width of car including bumpers or mouldings.	73-1/2	73-1/8	73-1/2	73-1/8
	<b>WA.</b> Max. overall width of car with doors open.	142-3/4	156-7/8	142-3/4	155-1/8
	<b>W111.</b> Windshield DLO, max. width.	56-3/16	53	56-3/16	53
	<b>W114.</b> Back window DLO, max. width.	57-3/8	43-5/8	57-3/8	55-3/8

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1953

<b>MODEL</b>	D-46	D-47	D-44	D-48
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### BODY—TYPES

Body types and number of passengers. (Please use the letter code shown below followed by the number of passengers, e.g. A-6.)	E-6	N-6	E-6	N-6
	D-6		B-6	J-6
				L-6

#### Body type code

- |  |   |
|--|---|
| A—Coupe—2 door flatback<br>B—Coupe—2 door notchback<br>C—Sedan—2 door flatback<br>D—Sedan—2 door notchback<br>E—Sedan—4 door flatback (4 windows)<br>F—Sedan—4 door flatback (6 windows)<br>G—Sedan—4 door notchback (4 windows)<br>H—Sedan—4 door notchback (6 windows)<br>J—Hardtop—2 door<br>K—Hardtop—4 door | L—Convertible—2 door<br>M—Convertible—4 door<br>N—Station wagon—2 door<br>P—Station wagon—4 door<br>Q—Combined passenger and utility—2 door<br>R—Combined passenger and utility—4 door<br>S—Sedan delivery<br>T—Limousine |
|--|---|

### BODY—MISCELLANEOUS INFORMATION

<b>Doors hinged (front, rear)</b>	Front	Front
	Rear	Front
<b>Type of finish (lacquer, enamel)</b>		Synthetic Enamel
<b>Hood opening (front, side; semi-full, full, half)</b>		Front, Full
<b>Hood counterbalanced (yes, no)</b>		Yes
<b>Hood release control (internal, external)</b>		External
<b>Windshield (one piece, two piece; curved, flat)</b>		One piece, curved
<b>Rear window type (one piece, two piece, three piece; curved, flat)</b>		One piece, curved
		3 - piece, curved

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