AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR:	BUICK	**MODEL NAME**	**SYMBOL**
COMPANY:	BUICK MOTOR DIVISION GENERAL MOTORS CORPORATION FLINT, MICHIGAN	Special Century Super Roadmaster	Series 40 Series 60 Series 50 Series 70
MODEL YEAR:	1955 **DATE** September 7, 1954		

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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			Series 40	Series 60	Series 50	Series 70
Wheelbase			122		127	
Tread	Front		59			
	Rear		59.0		62.2	
Maximum Overall Dimensions	Length (L-103)		206.6		215.9	
	Width (W-103)		76.0		80.0	
	Height (H-101)		***60.2	60.5	62.4	62.6
Steering ratio—overall			26.7:1		24.1:1	
Turning diameter (curb to curb)			41.6'		43.0'	
Shipping weight*			3742	3807	4141	4278
Transmission— (Specify standard, optional, not avail.)		Conventional	Standard			None
		Overdrive	None			
		Automatic	Optional			Standard
Axle ratio	Conventional		3.9			None
	Overdrive		None			
	Automatic		** 3.6	3.4		
Tire size			****7.10-15	****7.60-15		****8.00-15
Engine	Type		90°V			
	No. of cylinders		8			
	Valve arrangement		In-Head			
	Bore and stroke		3.625 x 3.20	4.000 x 3.20		
	Piston displacement, cu. in.		264.0	322.0		
	Standard compression ratio		8.4	9.0		
	Maximum bhp at engine rpm		188 @ 4800	236 @ 4600		
	Maximum torque at rpm		256 @ 2400	330 @ 3000		

*Standard car weight, not including gas and water. (Estimated)
**7.60-15 available as optional equipment.
***When 7.60-15 tires are specified, dimensions are same as Series 60.
****Tubeless tires standard equipment, except when wire wheels are specified.

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MODEL			Series 40	Series 60	Series 50	Series 70
ENGINE—GENERAL						
Type	V, In-line, other		V			
	Angle of V		90°			
No. of cylinders			8			
Valve arrangement			In-Head			
Bore and stroke			3.625 x 3.20	4.00 x 3.20		
Piston displacement, cu. in.			264	322		
Numbering system (front to rear)	L. Bank		2-4-6-8			
	R. Bank		1-3-5-7			
Firing order			1-2-7-8-4-5-6-3			
Compression ratio	~~Standard Head~~	Syn.	**7.5	**8.4		None
	~~Optional Head~~	Dyn.	**8.4	**9.0		
Cylinders	Head Material	~~Standard~~ Syn.	Cast Iron			
		~~Optional~~ Dyn.	Cast Iron			
	Sleeve—Wet, dry, other, none		None			
Number of mounting points		Front	Two			
		Rear	One			
Taxable horsepower	(Dia.² x No. Cyl.) / 2.5		42.05	51.20		
Advertised max. brake horsepower at engine RPM*	Standard head					
	Optional head	Dyn.	188 @ 4800	236 @ 4600		
	With fuel (Octane and method)	Syn. ~~Standard Head~~	Regular	Premium		None
		Dyn. ~~Optional Head~~	Premium			
Max. torque (lb. ft. @ RPM)	Standard head					
	~~Optional head~~	Dyn.	256 @ 2400	330 @ 3000		
Recommended idle speed (neutral)			450			
ENGINE—PISTONS						
Material			Aluminum Alloy			
Description and finish			Cam Ground - Transverse Slot Divorced Skirt - Anodized			
Weight (piston only) oz.			***16.25	19.95		
Clearance	Top land		.025			
	Skirt	Top	.0015	.0017		
		Bottom	.0015	.0017		
Ring groove depth	No. 1 ring		.1955	.2145		
	No. 2 ring		.198	.217		
	No. 3 ring		.198	.217		
	No. 4 ring		None			

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Dynamometer Exhaust, Water Pump, Fuel Pump, Oil Pump, Manifold Heat Off, Manual Spark Advance, Generator (Not Charging)

**Compression ratio change obtained on Series 50 and 60 with changes in cylinder head gasket and on Series 40, with piston change.

***16.82 when equipped with Dynaflow transmission, Series 40.

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ENGINE—RINGS						
Type (top to bottom)	No. 1 oil or comp.		Compression			
	No. 2 oil or comp.		Compression			
	No. 3 oil or comp.		Oil			
	No. 4 oil or comp.		None			
No. rings above piston pin			Three			
Compression	Material		Cast Iron			
	Coating		Lubrite Type			
	Width		.078			
	Gap		.015			
	Maximum wall thickness		.181		.200	
Oil	Material		Steel			
	Coating		None			
	Width		.186			
	Gap		.025			
	Maximum wall thickness		.135			
Location of expanders			Oil Ring			
ENGINE—PISTON PINS						
Material			CDS 1118			
Length			3.100		3.400	
Diameter			.940			
Type	Locked in rod, in piston, floating, etc.		Locked In Rod			
	Bushing	In rod or piston	None			
		Material	None			
Clearance	In piston		.004			
	In rod		None			
Direction offset in piston			None			
ENGINE—CONNECTING RODS						
Material			1145 Forged Steel			
Weight (oz.)			22.16			
Length (center to center)			6.00			
Bearing	Material		Steel Backed Moraine 400			
	Type (cast-in or removable)		Removable			
	Effective length		.881			
	Clearance		.0012			
	End play		.007			
ENGINE—CRANKSHAFT						
Material			1145 Forged Steel			
Weight (lb.)			56.7			

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ENGINE—CRANKSHAFT (cont.)

Vibration damper type		None	Rubber Absorption
End thrust taken by bearing (No.)		Five	
Crankshaft end play		.006	
Main bearing	Material	Steel Backed Durex - 100 A	
	Type (cast-in or removable)	Removable	
	Clearance	.0018	
	Journal dia. and bearing effective length — No. 1	2.4985 x 1.250	
	No. 2	2.4985 x 1.250	
	No. 3	2.4985 x 1.250	
	No. 4	2.4985 x 1.250	
	No. 5	2.4985 x 1.765	
	No. 6	None	
	No. 7	None	
	Direction offset from cyl. bore	None	
Connecting rod crankpin journal diameter		2.2495	

ENGINE—CAMSHAFT

Material		Forged Steel	
Bearings	Material	Steel Backed Babbitt	
	Number	Five	
Type of drive	Gear or chain	Chain	
	Crankshaft gear or sprocket material	Sprocket - C.D.S. 1140	
	Camshaft gear or sprocket material	Sprocket - Cast Iron	
	Timing chain — Make	Link Belt	
	No. of links	52	
	Width	.688	
	Pitch	.500	

ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		Yes	
Special provision for valve rotation (intake, exhaust)		None	
Rocker ratio		1.5:1	
Operating tappet clearance (indicate hot or cold)	Intake	None	
	Exhaust	None	
Tappet clearance for timing	Intake	.004 Off Seat	
	Exhaust	.004 Off Seat	
Timing marks on fly-wheel, damper, other		Fan Driving Pulley	Harmonic Balancer

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MODEL			Series 40	Series 60	Series 50	Series 70
ENGINE—VALVE SYSTEM (cont.)						
Timing	Intake	Opens (°BTC)	25°			28°
		Closes (°ABC)	67°	77°		79°
	Exhaust	Opens (°BBC)	70°			75°
		Closes (°ATC)	42°			
Intake	Material		Nicker - Chrome Alloy Steel			
	Overall length		4.704			
	Actual overall head dia.		1.750			
	Angle of seat		45°			
	Seat insert material		None			
	Stem diameter		.3720			
	Stem to guide clearance		.0025			
	Lift		.358	.378		
	Outer spring press. and length	Valve closed (lb. @ in.)	40.5 - 45.5 1.500			
		Valve open (lb. @ in.)	85 - 91 1.142	88 - 94 1.122		
	Inner spring press. and length	Valve closed (lb. @ in.)	21.5 - 26.5 1.530			
		Valve open (lb. @ in.)	53 - 59 1.172	55 - 61 1.152		
Exhaust	Material		MS-201, 2155N or EMS-31			
	Overall length		4.704			
	Actual overall head dia.		1.375			
	Angle of seat		45°			
	Seat insert material		None			
	Stem diameter		.3714			
	Stem to guide clearance		.0030			
	Lift		.350			.378
	Outer spring press. and length	Valve closed (lb. @ in.)	40.5 - 45.5 1.500			
		Valve open (lb. @ in.)	84 - 90 1.150			88 - 94 1.122
	Inner spring press. and length	Valve closed (lb. @ in.)	21.5 - 26.5 1.530			
		Valve open (lb. @ in.)	52 - 58 1.180			55 - 61 1.152

ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	Pressure
	Connecting rods	Pressure
	Piston pins	Splash
	Camshaft bearings	Pressure
	Tappets	Pressure
	Timing gear or chain	Drip From Front Camshaft Bearing
	Cylinder walls	Splash and Nozzle

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ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Gear
Normal oil pressure (lb. @ rpm)	35 @ 1600
Oil pressure gage type (electric or mechanical)	Mechanical
Type oil intake (floating, stationary)	Stationary
Oil filter type (full flow, partial flow)	Full Flow
Capacity of crankcase, less filter—refill (qt.)	6
Oil grade recommended (SAE viscosity and temperature range)	Anticipated Temp. / SAE Viscosity / SAE Multi-Viscosity Not Lower Than + 32° F — 20W or 20 — 10W - 30 or 10W - 20W Not Lower Than + 10° F — 20W — 10W - 20W or 10W - 30 Not Lower Than - 10° F — 10W — 10W - 20W or 10W - 30 Below -10° F — 5W — 5W - 10W or 5W - 20
Oil type recommended	Heavy Duty

ENGINE—FUEL SYSTEM

Recommended fuel	~~Standard head~~ Syn.		Regular	Premium	None
	~~Optional head~~ Dyn.			Premium	
Fuel Tank	Capacity (gals.)			19	
	Filler Location			Left Rear Fender	
Fuel Filter	Type			Metal - Sintered Bronze Element	
	Location			At Carburetor	
Fuel pump	Type (elec. or mech.)			Mechanical	
	Location			Right Side Of Engine - Near Front	
	Pressure range			5 Pounds	
	Vacuum booster (std., optl., none)			Standard	
Carburetor	Make			Carter, Stromberg or Rochester	
	Model number		*WCD	**WCFB	
	Number used			One	
	Type	Downdraft, side inlet, other		Downdraft	
		Single or dual	2 bbl.	4 bbl.	
	Intake manifold heat control (manual, auto., none)			Automatic	
	Automatic choke type (integral, other)			Integral	
	Air cleaner type	Standard		Heavy Duty Oil Bath	
		Optional		None	

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single With Cross-Over	
Muffler type (rev. flow, str. thru, sep.resonator)		Reverse Flow	
Exhaust pipe dia.	Branch	2.00	
	Main	2.50	
Tail pipe diameter		2.00	2.12

*Stromberg AAVB-267
**Rochester 4G

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ENGINE—COOLING SYSTEM

MODEL			Series 40	Series 60	Series 50	Series 70
Type (pressure system, atmospheric, other)			Pressure System			
Radiator cap relief valve press.			7 lbs.			
Circulation thermostat	Type (choke, bypass)		By - pass			
	Starts to open at		157 - 162			
Water pump	Type (centrifugal, other)		Centrifugal			
	Number of pumps		One			
	Drive (V-belt, other)		V-Belt			
	Bearing type		Sealed, Double Row Ball Bearing			
By-pass recirculation type (internal, external)			Internal			
Radiator core type (cellular, tube and fin)			Cellular			
Cooling system capacity	With heater (qt.)		*18			20.0
	Without heater (qt.)		**16.5			18.5
Water jackets full length of cylinder (yes, no)			No			
Water all around cylinder (yes, no)			Yes			
Radiator hose	Lower	Number and type (molded, straight)	One - Molded			
		Inside diameter and length	Dia. 1.562			
	Upper	Number and type (molded, straight)	One - Molded			
		Inside diameter and length	Dia. 1.562			
	By-pass	Number and type (molded, straight)	None			
		Inside diameter and length	None			
Drive belts	Fan	Number used	***One			
		Angle of V	36°			
		Outside length	52.7			
		Width	.380			
	Generator	Angle of V	***			
		Outside length	***			
		Width	***			
Fan	Number of blades and spacing		Four, 76° - 104°			
	Diameter		18 inches			
	Ratio—fan to crankshaft revolutions		.92:1			
	Bearing type		Fan and Water Pump Bearing Shown Above			

*When equipped with Dynaflow Transmission, Series 40, 60 & 50, 20 Qts.
**When equipped with Dynaflow Transmission, Series 40, 60 & 50, 18.5 Qts.
***One belt is used for both fan and generator.

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MODEL			Series 40	Series 60	Series 50	Series 70
ELECTRICAL—SUPPLY SYSTEM						
Battery	Make and Model		Delco-Remy - 3 KM 60-W			
	Voltage Rtg. & Plates/cell		12-9			
	SAE Designation & Amp Hr. Rtg		60			
	Location		Left Front Fender Skirt - Under Hood			
	Terminal grounded		Negative			
Generator	Make		Delco-Remy			
	Model		1102008			
	Type		Shunt			
	Ratio—Gen. to Cr/s rev.		2.17:1			
Regulator	Make		Delco-Remy			
	Model		1118825			
	Type		Voltage & Current Control			
	Cutout relay	Closing voltage @ generator rpm	11.8 - 13.6 - Adjust to 12.8			
		Reverse current to open	-1 to -6			
	Regulated	Voltage	14-15 - Adjust to 14.5			
		Current	27 - 33 - Adjust to 30			
	Min. Gen. rpm required		2300 (Hot)			
	Voltage test conditions	Temperature	150° F.			
		Load	Run 15 Minutes at 1-10 Amps.			
		Other	Battery Must Be In Circuit For Voltage Check			
ELECTRICAL—STARTING SYSTEM						
Starting motor	Make		Delco-Remy			
	Model		1107621			
	Rotation (drive end view)		Clockwise			
	Engine cranking speed		160 R.P.M. (Approx.)			
	Test conditions		Engine At Operating Temperature			
	Lock test	Amps	47.0			
		Volts	5.1			
		Torque (lb. ft.)	12			
	No load test	Amps	95			
		Volts	10.2			
		RPM (min.)	4000			
Motor control	Switch (solenoid, manual)		Solenoid			
	Starting procedure		1. Turn ignition switch to "on". 2. Depress accelerator.			

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ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		Solenoid With Over Running Clutch
	Pinion meshes (front, rear)		Front
	Number of teeth	Pinion	9
		Flywheel	180
	Flywheel tooth face width		.573

ELECTRICAL—IGNITION SYSTEM

Coil	Make		Delco-Remy
	Model		*1115082
	Amps	Engine stopped	4.5
		Engine idling	2.5
Distributor	Make		Delco-Remy
	Model		1110849
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	0° - .6° @ 300
		Centr. advance max. deg. @ rpm	11° - 13.5° @ 1750
		Vacuum advance start (in. Hg.)	6.5 - 8.5
		Vac. adv. (max. deg. @ in. Hg.)	10.5 @ 12.0
	Breaker gap (in.)		**.0125 - .0175
	Cam angle (deg.)		Usage Not Recommended By Buick
	Breaker arm tension (oz.)		19 - 23
Timing	C/S deg. @ rpm		5 BTC
	Mark location	Fan Drive Pulley	Harmonic Balancer
	Cylinder numbering system (see page 2)	Front to Rear	Left Bank, 2-4-6-8 Right Bank, 1-3-5-7
	Firing order (see page 2)		1-2-7-8-4-5-6-3
Spark plug	Make and model		A.C. 44-5
	Thread (mm)		14
	Tightening torque (lb. ft.)		25
	Gap		.030 - .035
Cable	Conductor type		Stranded Copper
	Insulation type		Neoprene
	Spark plug protector		Neoprene Boot & Sheet Metal Cover

ELECTRICAL—SUPPRESSION

Description	Distributor	10,000 ohm Resistance Rotor
	Coil	.33 Micro-Farad Condenser
	Generator	.33 Micro-Farad Condenser
	Voltage Regulator	.50 Micro-Farad Condenser

*To be used in series with resistance unit 1927809.
**Dwell Meter for setting point opening is not recommended.

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ELECTRICAL—INSTRUMENTS AND SWITCHES					
Speedometer	Make	A.C.			
	Trip odometer (yes, no)	**No	Yes		
Charge indicator—type		Ammeter			
Temperature indicator—type		Bourdon Tube			
Oil pressure indicator—type		Pressure Expansion			
Fuel indicator—type		Electric			
Ignition switch	Identify positions in order and circuits controlled	Center - Ignition and Accessories On 1st Position Counterclockwise-Ignition & Accessories Off & Locked 1st Position Clockwise - Ignition and Accessories Off-Not Locked			
	Provision for illumination	None			
	Location	Right of Steering Column			
	Theft protection type	Inaccessible Due to Location			
Main lighting switch	Identify positions and lights controlled	1st Position Out - Park and Tail Lights 2nd Position Out - Head Lights and Tail Lights Fully Counterclockwise - Instrument and Map Lights Off 1st Position Clockwise - Map Lights on 2nd Position Clockwise - Map Lights and Instrument Lights On 3rd Position Clockwise - Instrument Lights On*			
Other light switches	Locations and lamps controlled	*****			
	Dome Lamp	**Mercury Switch In Lamp			
	Trunk Lamp	Mechanically Operated By Door			
	Glove Compartment	***On Parking Brake Release Bracket			
	Parking Brake				
Other switches	Locations and devices controlled				
	Directional Signal	Left Side of Steering Column			
	Back-Up Lights	***Base of Steering Column****		St. Col. between Dash & Inst. Panel	
	Heat. & Defroster	Instrument Panel Near Heater & Defroster Controls			
Windshield wiper	Make	Trico			
	Type	Vacuum			
	Vacuum booster provision	Yes			
	Washer provision	***Yes			
Horn	Type	Vibrator			
	Number used	2			
	Amp draw (each)	Left Horn 9.5 - Right Horn 10.5			

*Further rotation clockwise dims instrument lights.
**Optional at Extra Cost Series 40.
***Optional at Extra Cost Series 40-60-50.
****Series 40-60-50 Dynaflow same as Series 70.

*****	Manual	Automatic
41, 46R, 61, 66R	Dome Light	Front Pillars
46C, 66C	Rear of Left Rear Arm Rest	Front Pillars
52-72	Left Center Pillar	Front & Center Pillars
56R, 76R	Dome Light	Front Pillars
56C, 76C	Rear of Left Rear Arm Rest	Front Pillars

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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.

		Series 40	Series 60	Series 50	Series 70
Headlamp		2-4400			
Headlamp beam indicator		1-53			
Parking light		2-1034			
Tail light		2-1034			
Stop light		Use Same Bulb as Tail Light			
Direction indicator	Front	Use Same Bulb as Parking Light			
	Rear	2-1034			
	Tell-Tale	2-53			
License plate light		2-67			
Instrument light		4-57		7-57	
Ignition lock light		None			
Map light		1-89			
Dome light		1-1004			
Clock light		1-57*	1-57		
Radio dial light		1-57*			
Glove compartment light		1-57X			
Courtesy light		None			
Trunk compartment light		1-89*	1-89		
Other Back-up Light		2-1073*			2-1073
Brake Indicator		1-57*		1-89*	1-89
Dyn. Quadrant Light**		1-57*			1-57

ELECTRICAL—FUSE & CIRCUIT BREAKER DATA

*Accessory at Extra Cost.
**Included in Dynaflow Package.

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).

	Series 40	Series 60	Series 50	Series 70
Headlamp	25 @ 3 Min. C.B. (a)			
Headlamp beam indicator	Same as (a)			
Parking light	Same as (a)			
Tail light	Same as (a)			
Stop light	SFE-9 (b)			
Direction indicator	Same as (b)			
License plate light	Same as (a)			
Instrument light	Same as (a)			
Ignition light	Same as (a)			
Map light	Same as (a)			
Dome light	SFE-20 (c)			
Clock	*AGA-2	AGA-2	AGA-2	
Clock light	*Same as (a)	Same as (a)	Same as (a)	
Radio	*7.5 Special			
Glove compartment light	AGA-2			
Courtesy light	None			
Trunk compartment light	*Same as (c)	Same as (c)	Same as (c)	
Other Brake Indicator	*SFE-9 (d)			SFE-9 (d)
Heater & Blower	*SFE-9			
Back-Up Lamps	*Same as (d)			Same as (d)
Cigar Lighter	Special			
Antenna Motor	*AGC-15			

*Electric Window & Seat Controls - 40 C.B.
Air Conditioner *20-SFE Blower: 6-SFE Temp. Control.

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DRIVE UNITS—CLUTCH (PEDAL OPERATED)						
Make			Buick			None
Type (dry or wet plate)			Dry Plate			None
In combination with fluid coupling (yes, no)			No			None
Semi-centrifugal (yes, no)			No			None
Type pressure plate springs			Crown	Coil		None
Total plate pressure (lb.)			1350	1680		None
No. of clutch driven discs			One			None
Clutch facing	Material		Woven			None
	Inside diameter		6	6.5		None
	Outside diameter		10	10.5		None
	Total eff. area (sq. in.)		100.6	106.8		None
	Thickness		.125 + .003			None
	Number required		Two			None
	Engagement cushioning method		Spring			None
	Release bearing	Type	Ball			None
		Method of lubrication	Sealed			None
	Torsional damping	Method (springs, other)	Spring			None
		Frict. mat.	Woven Material			None
DRIVE UNITS—TRANSMISSIONS						
Conventional (std. or opt.)			Standard			None
Conventional with overdrive (std. or opt.)			None			
Automatic (std. or opt.)			Optional			Standard
DRIVE UNITS—CONVENTIONAL TRANSMISSION						
Number of forward speeds			Three			None
Transmission ratios	In first		2.67	2.3933		None
	In second		1.66	1.5259		None
	In third		1.00	1.00		None
	In fourth		None			None
	In reverse		3.02	2.534		None
Constant mesh gears in 2nd (yes, no)			Yes			None
Spur gear used in (indicate speeds)			None			None
Helical gears used in (indicate speeds)			All			None
Synchronous meshing in 2nd and 3rd gears (yes, no)			Yes			None

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DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

Lubricant	Capacity (pt.)		1.75	2.50	None
	Type recommended		"Multi-Purpose" Gear Lubricant		None
	SAE viscosity number	Summer	SAE 90		None
		Winter	SAE 90		None
		Extreme cold	SAE 90		None

DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

Overdrive	Type (planetary or other)		None	
	If planetary, No. of pinions			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	Lubricant	Capacity (O.D. only)		
		Separate filter (yes, no)		
		Type recommended		
		SAE viscosity number — Summer		
		Winter		
		Ext. cold		

DRIVE UNITS—AUTOMATIC TRANSMISSION

Trade name	*Variable Pitch Dynaflow
Type (fluid coupling with gears, torque convertor with gears, other)	Torque Converter With Gears
Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)	P-Park N-Neutral D-Drive L-Low R-Reverse
List gear ratios in each drive position (range)	D - 1x Converter Ratio L - 1.82 x Converter Ratio R - 1.82 x Converter Ratio
Shifting within drive position range by accelerator control and speed limiting governor (yes, no)	Yes Stator Blades Shifted At Full Throttle Position
By governor—forced shift (yes, no)	No
Downshift of gears in high range possible up to (mph)	Manual Downshift Not Recommended Over 40 M.P.H.

*Optional At Extra Cost on Series 40, 60 & 50.

AMA Consolidated Specification Questionnaire

MAKE OF CAR BUICK **MODEL YEAR** 1955

MODEL			Series 40	Series 60	Series 50	Series 70
DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)						
Torque convertor	Number of elements		4			
	Max. ratio at stall at engine rpm		2.1 @ ___ Stator Low Angle 2.5 @ ___ Stator High Angle			
	Mechanical lockup	Provided (yes, no)	No			
		Speed range	None			
		Releases at (speed range, mph)	None			
	Type of cooling (forced air, oil cooler and type, other)		Water Cooled			
	Anti-creep device (yes, no)		No			
Lubricant	Capacity—refill (pt.)		20			
	Type recommended		**			
	Grade	Summer	Type "A"			
		Winter	Type "A"			
		Extreme cold	Type "A"			
DRIVE UNITS—PROPELLER SHAFT						
Number used			One			
Type (exposed, torque tube)			Torque Tube			
Outer diameter x length* x wall thickness	Conventional trans.		2.62 x 60.9 x .065	2.62 x 64.9 x .065	None	
	Overdrive trans.		None			
	Automatic trans.		2.62 x 60.9 x .065	2.62 x 64.9 x .065		
Intermediate bearing	Type (plain, anti-friction)		None			
	Lubri. (fitting, prepack)		None			
Universal joints	Make		Saginaw or Spicer			
	Number used		One			
	Type (ball and trunnion, cross, other)		Cross			
	Bearing	Type (plain, anti-friction)	Steel Bushing			
		Lubric. (fitting, prepack)	Lubricated By Transmission			
Drive taken through (torque tube or arms, spring)			Torque Tube			
Torque taken through (torque tube or arms, springs)			Torque Tube			

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

**Automatic transmission fluid type A, - must be identified by AQ-ATF number embossed in can or special Buick oil for Dynaflow Drive.

(1) Subject to change for 40 Series; to be reviewed @ later date.

AMA Consolidated Specification Questionnaire

MAKE OF CAR BUICK **MODEL YEAR** 1955

MODEL			Series 40	Series 60	Series 50	Series 70
DRIVE UNITS—REAR AXLE						
Type (semi-floating, other)			Semi-Floating			
Gear type (hypoid, other)			Hypoid			
Gear ratio and No. of teeth	Conventional trans.		3.9(43-11)			None
	Overdrive trans.		None			
	Automatic trans.		3.6	3.4		
Pinion adjustment (shim, other)			Shim			
Pinion bearing adj. (shim, other)			None			
Lubricant	Capacity (pt.)		4.5			
	Type recommended		***Hypoid Lubricant - GM 4655M only, for complete fill			
	SAE viscosity number	Summer	90			
		Winter	90			
		Extreme cold	***80 GM 4654M			
DRIVE UNITS—WHEELS						
Type (disc, other)			**Disc			
Rim (size and flange type)			15x5.50K	15x6.00L		
Attachment	Type (bolt or stud)		Bolt			
	Circle diameter		5.00"			
	Number and size		Five - 9/16 - 18			
DRIVE UNITS—TIRES						
Size and ply rating	Standard		*7.10-15 4 Ply	*7.60-15 4 Ply		*8.00-15 4 Ply
	Optional		*7.60-15 4 Ply	None		
Rev/mile at 30 mph			750	735		723
Inflation press. (cold)	Front		24			
	Rear		24			
BRAKES—SERVICE						
Type			Hydraulic - Internal Expanding			
Booster type			****Optional			
Effective area (sq. in.)			184.6	207.5		219.0
Percent brake effectiveness—rear			47			
Drum	Diameter	Front	12			
		Rear	12			
	Type and material		Cast Iron			

*Tubeless tires standard equipment, except when wire wheels are specified.

**Wire wheels available at extra cost on all series.
***Multi-Purpose may be used for make-up.
****Only when Dynaflow equipped on Series 40, 60 & 50.

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MAKE OF CAR BUICK MODEL YEAR 1955

MODEL				Series 40	Series 60	Series 50	Series 70
BRAKES—SERVICE (cont.)							
Brake lining	Bonded or riveted			Riveted			
	Primary	Material		Moulded Extruded			
		Size (length x width x thickness)	Front wheel	10.094 x 2.25 x .187			10.094 x 2.50 x .250
			Rear wheel	10.094 x 1.75 x .187	10.094 x 2.25 x .187		
		Segments per shoe		One			
	Secondary	Material		Moulded Extruded			
		Size (length width x thickness)	Front wheel	12.969 x 2.25 x .187			12.969 x 2.50 x .250
			Rear wheel	12.969 x 1.75 x .187	12.969 x 2.25 x .187		
		Segments per shoe		One			
Wheel cylinder bore	Front			1.125			
	Rear			1.0			
Master cylinder bore				1.0			
Available pedal travel				7.5			
Line pressure at 100 lb. pedal load				600			
Shoe clearance adjustment				.015"			
BRAKES—PARKING							
Type of control				Step On - Left Foot Operated			
Location of control				Left Side Cowl Panel			
Operates on				Rear Service Shoes			
If separate from service brakes	Type (internal or external)			None			
	Drum diameter			None			
	Lining size (length x width x thickness)			None			
FRAME							
Type and description				Double Drop, Channel X Center Cross Member, Box Type Front Cross Member.			
FRONT SUSPENSION							
Type and description				Independent With Coil Springs			

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MAKE OF CAR BUICK **MODEL YEAR** 1955

MODEL	Series 40	Series 60	Series 50	Series 70

FRONT SUSPENSION (cont.)

	Type	Coil		
	Material	High Carbon Silicon Manganese Steel 9260		
Spring	Size (length x width x No. leaves or coil I.D.)	15.0 x .660 x 4.047	15 x .670 x 4.047	15 x .680 x 4.047
	Spring rate (lb. per in.)	350	360	
	Rate at wheel (lb. per in.)	92	95	
	Normal load (lb. @ rated length)	1040 @ 9.50	1115 @ 9.5	1180 @ 9.5
Shock absorbers	Manufacturer	Delco		
	Type (direct or lever)	Direct		
	Piston diameter	1"		
Stabilizer	Type (link, linkless, frameless)	Link Type Mounted In Rubber		
	Material	SAE 1065		

STEERING

Type used (Standard or optional)		Mechanical		Standard	None
		Power		Optional	Standard
Wheel diameter				18	
Turning diameter	Outside front	Wall to wall (r. & l.)		44.0'	45.5'
		Curb to curb (r. & l.)		41.6'	43.0'
	Inside rear	Wall to wall (r. & l.)			
		Curb to curb (r. & l.)			
Inside wheel angle with outside wheel at 20°				22.5°	
Mechanical	Gear	Type		Ball Bearing Worm and Nut	None
		Make		Saginaw	None
		Ratios	Gear	23.6:1	None
			Overall	26.7:1 @ Center Position	None
	No. wheel turns			5	None
Power	Type			*Hydraulic	
	Make			Saginaw	
	Trade name			Buick Power Steering	
	Gear	Type		Ball Bearing Worm and Nut	
		Ratios	Gear	21.3:1	
			Overall	24.1:1 @ Center Position	
	Pump driven by			Belt	
	Overall torque ratio			Variable	
	Number wheel turns			4.5	
Linkage	Type			Parallel Drag Link	
	Location (front or rear of wheels)			Rear	
	Drag link (trans. or long) Tie rods (one or two)			Transverse - Two	

*Optional Equipment on Series 40 & 60.

MAKE OF CAR BUICK MODEL YEAR 1955

MODEL	Series 40	Series 60	Series 50	Series 70

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		0° at 7/8° Camber
	Diameter		.861 - .862
	Bearings (type)	Upper	Bushing
		Lower	Bushing
		Thrust	Ball
Wheel alignment (range and preferred)	Caster (deg.)		1/2° Positive to 3/4° Negative
	Camber (deg.)		7/8° Positive to 5/8° Negative
	Toe-in (outside tread-inches)		0 to 1/16
Steering knuckle type			Reverse Elliott
Wheel spindle	Diameter	Inner bearing	1.3735 - 1.3740
		Outer bearing	.8426 - .8431
	Thread size		13/16 - 16, LH & RH
	Bearing type		Ball

REAR SUSPENSION

Type				Coil Springs	
Drive and torq. taken through (see page 14)				Torque Tube	
Spring	Type			Coil	
	Material			High Carbon Silicon Manganese Steel 9260	
	Size (length x width x No. leaves or coil I.D.)			19,375 x .560 x 5.5	19.50 x .580 x 5.5
	Spring rate (lb. per in.)			100	115
	Rate at wheel (lb. per in.)			100	115
	Normal load (lb. at rated length)			960 @ 9.562	1070 @ 9.562
	Mounting insulation type			Rubberized Fabric	
	If leaf	No. of leaves		None	
		Covers (yes, no)		No	
		Lubricated (yes, no)		No	
		Inserts	Type and size	None	
			Material	None	
		Shackle (comp. or tens.)		None	
Shock absorbers	Manufacturer			Delco	
	Type (direct or lever)			Lever	
	Piston diameter			1-1/2"	
Stabilizer	Type (link, linkless, frameless)			None	
	Material			None	
Track bar type				Tubular Steel Bar Mounted in Rubber	

AMA Consolidated Specification Questionnaire

MAKE OF CAR BUICK MODEL YEAR 1955

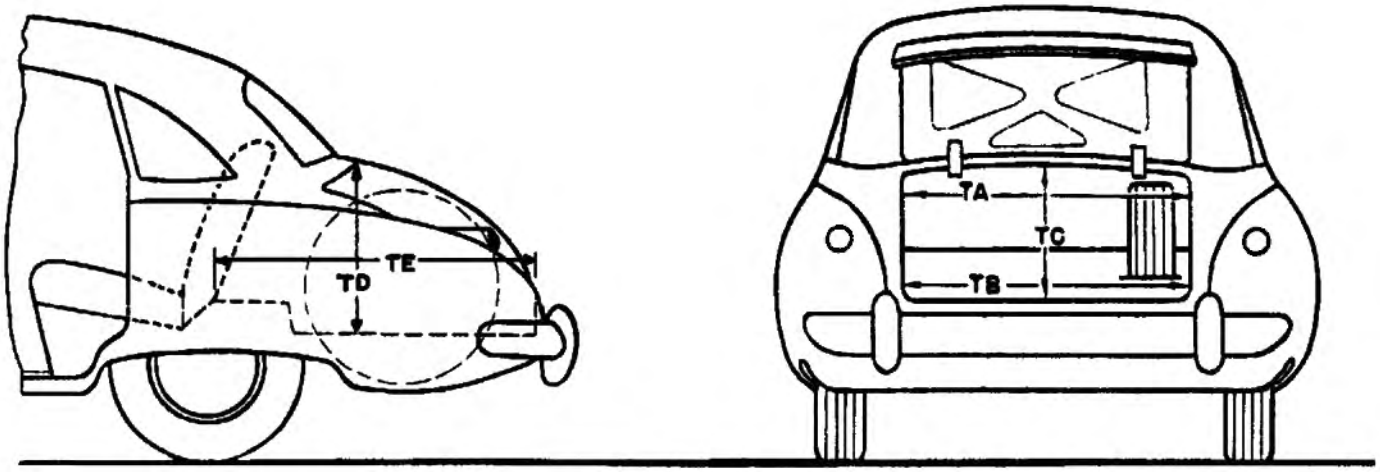
BODY—GENERAL DEFINITIONS

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, tire 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-A) is the supplement of the included ramp angle (180° minus the included ramp angle) over which a car can pass without hanging up.

MODEL	Series 40	Series 60	Series 50	Series 70

BODY—TRUNK OPENING DIMENSIONS

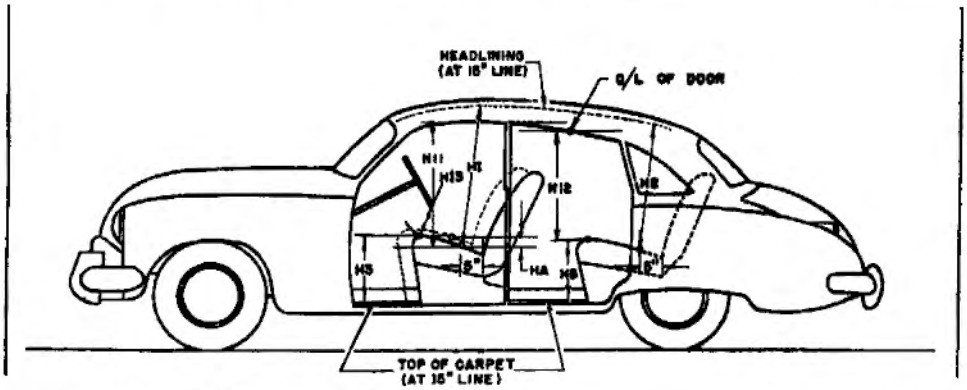


TA—Width across the top	55.6	58.7
TB—Width across the bottom	53.0	54.6
TC—Diagonal dimension at CL from top of opening to bottom	31.8	34.3
TD—Vertical height of opening (floor to top, inside edge of opening)	23.4	25.2
TE-Max. horizontal depth (forward from vertical projection of inside edge of opening)	46.0	49.0
Position of spare tire stowage	Right Side - Longitudinal, Vertical	
Method of holding lid open	Counterbalance Spring at Trunk Lid Hinges	

MAKE OF CAR _____ MODEL YEAR _____

MODEL	Series 40	Series 60	Series 50	Series 70

BODY—HEIGHT DIMENSIONS—INTERIOR

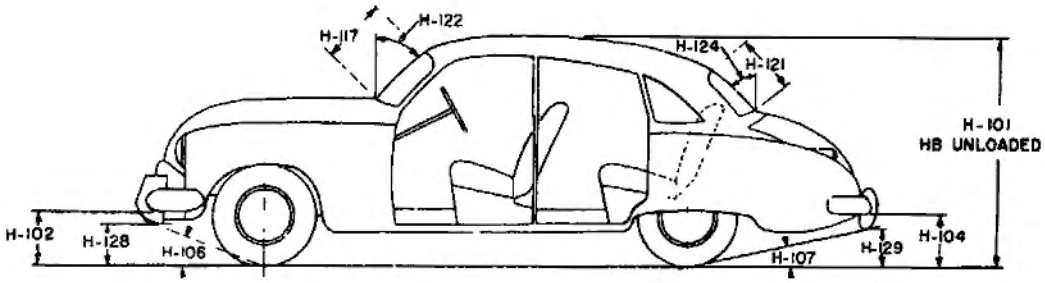


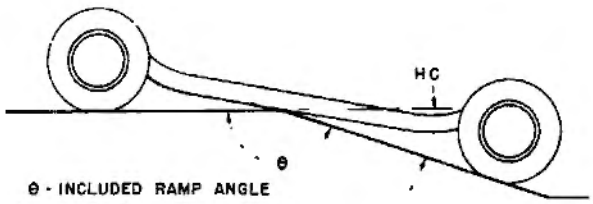
H1. Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	35.6	36.6	35.9
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.0	35.2	35.1
H3. Front seat height to floor carpet on 15" line (front edge of cushion).	12.8	13.5	
H8. Rear seat height to floor carpet on 15" line (front edge of cushion).	12.0	12.6	12.3
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	29.7	30.8	30.2
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	27.5	29.0	28.5
H13. Steering wheel clearance to seat cushion taken on arc.	5.5	5.1	4.4
HA. Front seat vertical rise at "A" pt. (inches.)	1.2	1.1	

MAKE OF CAR BUICK MODEL YEAR 1955

MODEL	Series 40	Series 60	Series 50	Series 70

BODY—HEIGHT DIMENSIONS—EXTERIOR





θ - INCLUDED RAMP ANGLE
H C - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

H101. Overall height.	**60.2	60.5	62.4	62.6
HB. Overall height—unloaded.	**62.0	62.3	64.2	64.4
H102. Front bumper bottom to ground at normal section.	**9.3	10.1	10.1	13.3
H104. Rear bumper bottom to ground at normal section.	**10.9	11.2	11.0	11.3
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	**24.2°	25.0°	25.0°	25.3°
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	**14.0°	14.4°	13.0°	13.2°
HC. Ramp breakover angle.*	**13.0°	13.3°	12.8°	13.2°
H117. Windshield DLO-slant height.	18.2		18.8	
H121. Backlight DLO[1]—Max., slant height.	17.0		17.2	
H122. Windshield slope angle to vertical line on car axis.	44°		47°	
H124. Backlight slope angle to vertical line on car axis.	46°		48°	
H128. Ground to bottom of front bumper guard.	**18.4	18.7	18.7	18.9
H129. Ground to bottom of rear bumper guard.	**10.4	10.6	10.4	10.6
HD. Min. road clearance (location and dimension).	**6.2***	6.5***		6.7****
HE. Min. road clearance at rear axle.	**7.4	7.7		8.0

*See Notes, page 19. **When 7.60-15 Tires Are Specified, Dimensions are Same As Series 60. ***B-. Housing. Frame Mid-Section, Exhaust System. ****Frame Mid-Section.

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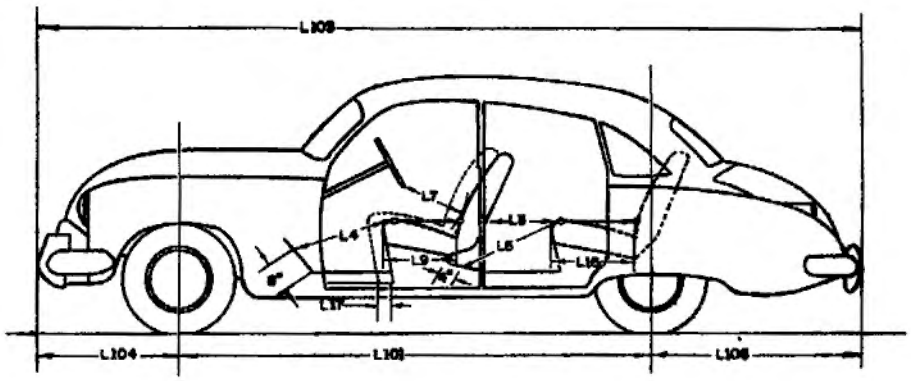
MAKE OF CAR BUICK MODEL YEAR 1955

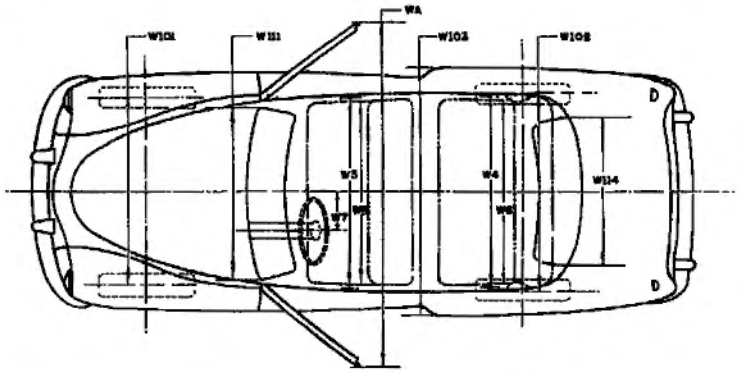
BODY—LENGTH DIMENSIONS



	MODEL	Series 40		Series 60	Series 50	Series 70
Interior	L3. Rear compartment back of front seat back to rear seat back.	32.4			34.8	35.0
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line.	42.3			43.3	43.4
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	41.8		41.4	45.2	45.6
	L7. Steering wheel clearance to seat back taken on arc.	13.6			13.5	
	L9. Front seat depth (front edge to vert. tan. to seat back on 15" line).	18.6			17.5	17.9
	L16. Depth of rear seat (front edge to seat back).	18.9			17.7	17.8
	L17. Total adjustment of front seat at floor.	4.4			4.7	
Exterior	L101. Wheel base.	122			127	
	L103. Overall length (bumper to bumper inc. guards).	206.6			215.9	
	L104. Overhang—front including bumper guards.	35.3			35.3	
	L105. Overhang—rear including bumper guards.	48.7			53.5	

MAKE OF CAR BUICK **MODEL YEAR** 1955

BODY—WIDTH DIMENSIONS



	MODEL	Series 40	Series 60	Series 50	Series 70
Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	58.2		59.4	
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	56.7		58.7	
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.	62.5		64.9	64.7
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.	62.4		65.7	
	W7. Steering wheel center to center of body.	15.1		16.2	
Exterior	**W101.** Front tread at ground.	59.0			
	W102. Rear tread at ground.	59.0		62.2	
	W103. Max. overall width of car including bumpers or mouldings.	76.0		80.0	
	WA. Max. overall width of car with doors open.	145.8		147.8	
	W111. Windshield DLO, max. width.	61.1		61.0	
	W114. Back window DLO, max. width.	60.0		60.3	

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MAKE OF CAR BUICK MODEL YEAR 1955

MODEL	Series 40	Series 60	Series 50	Series 70

BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	Front			
	Rear	Front			
Type of finish (lacquer, enamel)		Lacquer			
Hood opening (front, side; semi-full, full, half)		Front - Full			
Hood counterbalanced (yes, no)		Yes			
Hood release control (internal, external)		External			
Vent window control method (crank, friction, pivot).		Crank			
Windshield (one piece, two piece; curved, flat)		One Piece - Curved			
Rear window type (one piece, two piece, three piece; curved, flat)		One Piece - *Curved			
Windshield glass area		1179.5		1207.7	
Backlight glass area		1045.8		979.5	
Total glass area		3888.4		4048.9	

BODY—TYPES AND STYLE NAMES

Body type, number of passengers, and style names (use letter code shown below followed by passenger capacity and style name e.g., N-6 Ranchwagon)				
	L-6	L-6	L-6	L-6
	J-6	J-6	J-6	J-6
	G-6	G-6	H-6	H-6
	D-6	P-6		
	P-6			

Body type code

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

*Except Models 46C, 49, 56C, 66C, 69 and 76C.

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