# AUTOMOBILE MANUFACTURERS ASSOCIATION
# CONSOLIDATED SPECIFICATION QUESTIONNAIRE

| | | | |
|---|---|---|---|
| **MAKE OF CAR:** | DODGE | **MODEL NAME** | **SYMBOL** |
| **COMPANY:** | Dodge Division<br>Chrysler Corporation<br>Detroit 31, Michigan | Coronet - (6-Cyl).. | D-56-1 |
| | | Coronet - (V-8).... | D-55-1 |
| | | Royal - (V-8).... | D-55-2 |
| | | Custom Royal - (V-8).... | D-55-3 |
| **MODEL YEAR:** 1955 | **DATE** 11-1-54 | | |

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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-56-1 | D-55-1 | D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| Wheelbase | | 120 | | | |
| Tread | Front | 58.9 | | | |
| | Rear | 59.1 | | | |
| Maximum Overall Dimensions | Length (L-103) | 212.1 | | | |
| | Width (W-103) | 74.5 | | | |
| | Height (H-101) | 60.3 | 60.6 | | |
| Steering ratio—overall | | N/A | | | |
| Turning diameter (curb to curb) | | 42' 10" | 42' 3" | | |
| Shipping weight* | | 3295 | 3395 | 3425 | 3485 |
| Transmission—(Specify standard, optional, not avail.) | Conventional | Standard | | | |
| | Overdrive | Optional | | | |
| | Automatic | Optional | | | |
| Axle ratio | Conventional | 3.9 | 3.73 | | |
| | Overdrive | 4.3 | 4.1 | | |
| | Automatic | 3.73 | 3.54 | | |
| Tire size | | 6.70 x 15 | 7.10 x 15 | | |
| Engine | Type | In-Line | 90° V | | |
| | No. of cylinders | 6 | 8 | | |
| | Valve arrangement | "L" Head | OHV Lateral | | OHV Laterally Incl. |
| | Bore and stroke | 3.25 x 4.63 | 3.63 x 3.256 | | |
| | Piston displacement, cu. in. | 230 | 270 | | |
| | Standard compression ratio | 7.4 to 1 | 7.6 to 1 | | |
| | Maximum bhp at engine rpm | 123 at 3600 | 175 at 4400 (a) | | 183 at 4400 (a) |
| | Maximum torque at rpm | 194 at 1600 | 240 at 2400 (a) | | 245 at 2400 (a) |

*Standard car weight, not including gas and water.

(a) With Special Equipment Power Package: 193 Bhp at 4400 rpm
245 lb ft at 2800 rpm

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1; D-55-2 | D-55-3 |
|---|---|---|---|

## ENGINE—GENERAL

| | | | | | |
|---|---|---|---|---|---|
| Type | V, In-line, other | | In-Line | V | |
| | Angle of V | | --- | 90° | |
| No. of cylinders | | | 6 | 8 | |
| Valve arrangement | | | "L" Head | OHV Lateral | |
| Bore and stroke | | | 3.25 x 4.63 | 3.63 x 3.256 | |
| Piston displacement, cu. in. | | | 230 | 270 | |
| 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 | | 7.4 to 1 | 7.6 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.² x No. Cyl.) / 2.5 | | 25.4 | 42.2 | |
| Advertised max. brake horsepower at engine RPM* | Standard head | | 123 at 3600 | 175 at 4400 (a) | 183 at 4400 (a) |
| | Optional head | | --- | | |
| | With fuel (Octane and method) | Standard Head | 85 Motor | | |
| | | Optional Head | --- | | |
| Max. torque (lb. ft. @ RPM) | Standard head | | 194 at 1600 | 240 at 2400 (a) | 245 at 4400 (a) |
| | Optional head | | --- | | |
| Recommended idle speed (neutral) | | | 450-500 | | |

## ENGINE—PISTONS

| | | | | |
|---|---|---|---|---|
| Material | | | Aluminum Alloy | |
| Description and finish | | | U-Slot, Elliptically-Turned, Tin Plated | Thermally Controlled by Steel Band, Elliptically-Turned, Tin Plated |
| Weight (piston only) oz. | | | 15.8 | 16.2 |
| Clearance | Top land | | .030 | .030 |
| | Skirt | Top | .0007 | .001 |
| | | Bottom | --- | |
| Ring groove depth | No. 1 ring | | .169 | .188 |
| | No. 2 ring | | .169 | .188 |
| | No. 3 ring | | .172 | .188 |
| | No. 4 ring | | .172 | --- |

*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories: Generator, Water Pump. Manifolds, Fuel Pump. Manual Spark Advance, Manifold Heat Off.

(a) With Special Equipment Power Package: 193 bhp at 4400 rpm
245 lb ft at 2800 rpm

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| MODEL | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **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. | | Oil | --- | |
| No. rings above piston pin | | | 4 | 3 | |
| Compression | Material | | Piston Ring Iron | | |
| | Coating | | Upper (#1) Chromium Intermediate (#2) Tin | Tin | |
| | Width | | .094 | .078 | |
| | Gap | | .012 | .015 | |
| | Maximum wall thickness | | .162 | .173 | |
| Oil | Material | | Piston Ring Iron | | |
| | Coating | | None | | |
| | Width | | .156 | .186 | |
| | Gap | | .012 | .015 | |
| | Maximum wall thickness | | .150 | .135 | |
| Location of expanders | | | None | On No. 3 Ring | |
| **ENGINE—PISTON PINS** | | | | | |
| Material | | | High Manganese Steel | | |
| Length | | | 2.746 | 2.88 | |
| Diameter | | | .859 | | |
| Type | Locked in rod, in piston, floating, etc. | | Floating | | |
| | Bushing | In rod or piston | Rod | | |
| | | Material | Bronze on Steel | | |
| Clearance | In piston | | 0 to .0005 | | |
| | In rod | | .0001 to .0004 (Selective) | | |
| Direction offset in piston | | | None | Right .06 | |
| **ENGINE—CONNECTING RODS** | | | | | |
| Material | | | High Manganese Forging Steel | | |
| Weight (oz.) | | | 27.9 | 21.2 | |
| Length (center to center) | | | 7.81 | 5.94 | |
| Bearing | Material | | Lead Base Babbitt on Steel | | |
| | Type (cast-in or removable) | | Removable Precision | | |
| | Effective length | | .93 | .81 | |
| | Clearance | | .0005 - .0015 (Desired) | | |
| | End play | | .006 - .011 | .006 - .014 (2 Rods) | |
| **ENGINE—CRANKSHAFT** | | | | | |
| Material | | | Drop Forged Steel | | |
| Weight (lb.) | | | N/A | | |

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| MODEL | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|
| **ENGINE—CRANKSHAFT (cont.)** | | | |
| Vibration damper type | Rubber Dynamic | None | |
| End thrust taken by bearing (No.) | #4 (Rear) | #3 | |
| Crankshaft end play | .003 to .007 | .002 to .007 | |
| Main bearing — Material | Lead Base Babbitt on Steel | | |
| Main bearing — Type (cast-in or removable) | Removable Precision | | |
| Main bearing — Clearance | .0005 to .0015 | | |
| Main bearing — Journal dia. and bearing effective length — No. 1 | 2.50 x 1.20 | 2.38 x .81 | |
| Main bearing — Journal dia. and bearing effective length — No. 2 | 2.50 x 1.00 | 2.38 x .81 | |
| Main bearing — Journal dia. and bearing effective length — No. 3 | 2.50 x 1.00 | 2.38 x .81 | |
| Main bearing — Journal dia. and bearing effective length — No. 4 | 2.50 x 1.59 | 2.38 x .81 | |
| Main bearing — Journal dia. and bearing effective length — No. 5 | --- | 2.38 x 1.53 | |
| Main bearing — Journal dia. and bearing effective length — No. 6 | --- | --- | |
| Main bearing — Journal dia. and bearing effective length — No. 7 | --- | --- | |
| Main bearing — Direction offset from cyl. bore | Right | None | |
| Connecting rod crankpin journal diameter | 2.06 | 1.94 | |
| **ENGINE—CAMSHAFT** | | | |
| Material | Special Cast Iron With Cams, Distributor and Oil Pump Drive Gear Cast Integrally | | |
| Bearings — Material | (a) | Lead Base Babbitt on Steel | |
| Bearings — Number | 4 | 5 | |
| Type of drive — Gear or chain | Silent Chains | | |
| Type of drive — Crankshaft gear or sprocket material | High Manganese Steel | | |
| Type of drive — Camshaft gear or sprocket material | Cast Iron | | |
| Type of drive — Timing chain — Make | --- | --- | |
| Type of drive — Timing chain — No. of links | 48 | 68 | |
| Type of drive — Timing chain — Width | 1.0 | 1.12 | |
| Type of drive — Timing chain — Pitch | .50 | .38 | |
| **ENGINE—VALVE SYSTEM** | | | |
| Hydraulic lifters (yes, no) | No | Yes | |
| Special provision for valve rotation (intake, exhaust) | | No | |
| Rocker ratio | --- | 1.5 to 1 | |
| Operating tappet clearance (indicate hot or cold) — Intake | .010 Hot | 0 | |
| Operating tappet clearance (indicate hot or cold) — Exhaust | .010 Hot | 0 | |
| Tappet clearance for timing — Intake | .014 | Valve Train Solid | |
| Tappet clearance for timing — Exhaust | .014 | Valve Train Solid | |
| Timing marks on flywheel, damper, other | Vibration Damper | Crankshaft Drive Pulley | |

(a) Bearings #1, #2, #3 Lead Base Babbitt on Steel; #4 is Cast Iron

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **ENGINE—VALVE SYSTEM (cont.)** | | | | | |
| Timing | Intake | Opens (°BTC) | 12 BTC | 14 BTC | |
| | | Closes (°ABC) | 44 ABC | 50 ABC | |
| | Exhaust | Opens (°BBC) | 50 BBC | 52 BBC | |
| | | Closes (°ATC) | 6 ATC | 12 ATC | |
| Intake | Material | | Silicon Chromium Steel | | |
| | Overall length | | 4.84 | 4.25 | 4.83 |
| | Actual overall head dia. | | 1.53 | 1.72 | 1.75 |
| | Angle of seat | | 45° | | |
| | Seat insert material | | --- | | |
| | Stem diameter | | .34 | .37 | |
| | Stem to guide clearance | | .002 | | |
| | Lift | | .365 | .360 | |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 42 at 1.75 | 53 at 1.69 | 40 at 1.69 |
| | | Valve open (lb. @ in.) | 115 at 1.38 | 140 at 1.31 | 105 at 1.31 |
| | Inner spring press. and length | Valve closed (lb. @ in.) | --- | | 25 at 1.56 |
| | | Valve open (lb. @ in.) | --- | | 42 at 1.19 |
| Exhaust | Material | | XCR Chromium Nickel Steel | | |
| | Overall length | | 4.84 | 4.20 | 4.75 |
| | Actual overall head dia. | | 1.41 | 1.47 | 1.41 |
| | Angle of seat | | 45° | | |
| | Seat insert material | | Alloy Cast Iron | --- | |
| | Stem diameter | | .34 | .37 | |
| | Stem to guide clearance | | .004 | .003 | |
| | Lift | | .365 | .360 | |
| | Outer spring press. and length | Valve closed (lb. @ in.) | 42 at 1.75 | 53 at 1.69 | 40 at 1.69 |
| | | Valve open (lb. @ in.) | 115 at 1.38 | 140 at 1.31 | 105 at 1.31 |
| | Inner spring press. and length | Valve closed (lb. @ in.) | --- | | 25 at 1.56 |
| | | Valve open (lb. @ in.) | --- | | 42 at 1.19 |

## ENGINE—LUBRICATION SYSTEM

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

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|

## ENGINE—LUBRICATION SYSTEM (cont.)

| | | | |
|---|---|---|---|
| Oil pump type | Rotary | | |
| Normal oil pressure (lb. @ rpm) | 40 to 45 at 1500 | 50 to 65 at 1500 | |
| Oil pressure gage type (electric or mechanical) | Mechanical | | |
| Type oil intake (floating, stationary) | Floating | | |
| Oil filter type (full flow, partial flow) | By-Pass Type Replaceable Element | Shunt Type Replaceable Element | |
| Capacity of crankcase, less filter—refill (qt.) | 5 | | |
| Oil grade recommended (SAE viscosity and temperature range) | Not Lower Than +32° F ..... SAE 30<br>As Low As +10° F ..... SAE 20W<br>As Low As -10° F ..... SAE 10W<br>Below -10° F ..... SAE 5W | | |
| Oil type recommended | No Recommendation | | |

## ENGINE—FUEL SYSTEM

| | | | | | |
|---|---|---|---|---|---|
| Recommended fuel | Standard head | | Regular | | |
| | Optional head | | --- | | |
| Fuel Tank | Capacity (gals.) | | 17 | | |
| | Filler Location | | Right Rear Fender | | |
| Fuel Filter | Type | | Oilite | | |
| | Location | | Fuel Tank | | |
| Fuel pump | Type (elec. or mech.) | | Mechanical | | |
| | Location | | Right Front of Engine | | |
| | Pressure range | | 4.0 to 6.5 | 5.0 to 6.5 | |
| | Vacuum booster (std., optl., none) | | None | | |
| Carburetor | Make | | Stromberg | | |
| | Model number | | WW3-124 | WW3-131 (a) | WW3-120 (a) |
| | Number used | | One | | |
| | Type | Downdraft, side inlet, other | Downdraft | | |
| | | Single or dual | Dual | | |
| | Intake manifold heat control (manual, auto., none) | | Automatic | | |
| | Automatic choke type (integral, other) | | Integral | | |
| | Air cleaner type | Standard | Oil Bath | | |
| | | Optional | --- | | |

## ENGINE—EXHAUST SYSTEM

| | | | |
|---|---|---|---|
| Type (single, single with cross-over, dual, other) | | Single | Single with Cross-Over (a) |
| Muffler type (rev. flow, str. thru, sep.resonator) | | Reverse Flow | |
| Exhaust pipe dia. | Branch | --- | 1.9 |
| | Main | 2 | 2.2 |
| Tail pipe diameter | | 1.8 | 2 |

(a) With Special Equipment Power Package: Carter 4-Barrel Model WCFB-2253S carburetor and dual exhaust system.

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

## ENGINE—COOLING SYSTEM

| MODEL | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| Type (pressure system, atmospheric, other) | | | Pressure-Vent | | |
| Radiator cap relief valve press. | | | 7 psi (a) | | |
| Circulation thermostat | Type (choke, bypass) | | Choke; Permanent By-Pass | | |
| | Starts to open at | | 160° to 165° F | | |
| 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.) | | 14 | 20 | |
| | Without heater (qt.) | | 13 | 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) | One, Molded | | |
| | | Inside diameter and length | 1.5, Curved | | |
| | Upper | Number and type (molded, straight) | One, Molded | | |
| | | Inside diameter and length | 1.8, Curved | | |
| | By-pass | Number and type (molded, straight) | None | | |
| | | Inside diameter and length | --- | | |
| Drive belts | Fan | Number used | One | One (a) (b) | Two (a) |
| | | Angle of V | 36° | | |
| | | Outside length | 49 | 63.8 | 38 |
| | | Width | .38 | | |
| | Generator | Angle of V | Same as Fan Belt | | 36° |
| | | Outside length | --- | | 38 |
| | | Width | --- | | .38 |
| Fan | Number of blades and spacing | | Six - 60°, 45° and 75° | Four - 76° and 104° (a) | |
| | Diameter | | 17 | 18 | |
| | Ratio—fan to crankshaft revolutions | | .90 to 1 | .95 to 1 | |
| | Bearing type | | See Water Pump | | |

(a) With Air Conditioning, the following data apply to all D-55 models:
Radiator Cap Relief Valve Pressure: 14 psi
Drive Belts - Number Used: Three
Fan: Six Blades - 18" Diameter

(b) Two Drive Belts used with Power Steering for D-55-1 and D-55-2.

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **ELECTRICAL—SUPPLY SYSTEM** | | | | | |
| Battery | Make and Model | | Auto-Lite 1H-105-D, or Willard HW-1-105-C (a) | | |
| | Voltage Rtg. & Plates/cell | | 6V, 15 | | |
| | SAE Designation & Amp Hr. Rtg | | 1H, 105 (a) | | |
| | Location | | Under Hood Left Side | | |
| | Terminal grounded | | Positive | | |
| Generator | Make | | Auto-Lite | | |
| | Model | | GGW-6001 | GGW-6012 | GGW-6001 |
| | Type | | Shunt Wound | | |
| | Ratio—Gen. to Cr/s rev. | | 1.96 to 1 | | |
| Regulator | Make | | Auto-Lite | | |
| | Model | | VBE-6001-A | | |
| | Type | | Current and Voltage Control | | |
| | Cutout relay | Closing voltage @ generator rpm | 6.3 to 6.8 at 1000 | | |
| | | Reverse current to open | 4.1 to 4.8 | | |
| | Regulated | Voltage | 7.1 to 7.4 | | |
| | | Current | 45 to 47 (b) | | |
| | Min. Gen. rpm required | | 1000 Hot | | |
| | Voltage test conditions | Temperature | 70° | | |
| | | Load | Run 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 -20° F 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) D-56 cars with PowerFlite Transmission have a 2H-120-D Battery; SAE Designation, 2H; Amp Hr. Rating 120

(b) High value denotes initial, temporary capacity rating. By-Metal hinge reduces output to lower value after warm-up period.

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|

## ELECTRICAL—STARTING SYSTEM (cont.)

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

## ELECTRICAL—IGNITION SYSTEM

| | | | | | |
|---|---|---|---|---|---|
| Coil | Make | | Auto-Lite | | |
| | Model | | CR-4001 | CR-6015 | |
| | Amps | Engine stopped | 5 | | |
| | | Engine idling | 2.25 | | |
| Distributor | Make | | Auto-Lite | | |
| | Model | | IAT-4101-B | IAZ-4003-G | IAZ-4003-F |
| | Spark advance data (at distributor shaft) | Centr. advance start (rpm) | 300 - 500 | 300 - 400 | |
| | | Centr. advance max. deg. @ rpm | 7°-9° at 1350 | 15°-17° at 1650 | 11°-13° at 1625 |
| | | Vacuum advance start (in. Hg.) | 1° at 5.5" - 6.5" hg | | |
| | | Vac. adv. (max. deg. @ in. Hg.) | 7°-9° at 14" hg | 3°-5° at 8.5" hg | 6°-8° at 11" hg |
| | Breaker gap (in.) | | .020 | .017 | |
| | Cam angle (deg.) | | 39° ± 3° | 26°-28° | |
| | Breaker arm tension (oz.) | | 17-20 | | |
| Timing | C/S deg. @ rpm | | 2° BTC | 4° BTC | |
| | Mark location | | Vibration Damper | Fan Drive Pulley | |
| | Cylinder numbering system (see page 2) | | --- | Left Bank: 1-3-5-7<br>Right Bank: 2-4-6-8 | |
| | Firing order (see page 2) | | 1-5-3-6-2-4 | 1-8-4-3-6-5-7-2 | |
| Spark plug | Make and model | | Auto-Lite Resistor 4S-140 | Auto-Lite Resistor 4S-165 | |
| | Thread (mm) | | 14 | | |
| | Tightening torque (lb. ft.) | | 30-32 | | |
| | Gap | | .035 | | |
| Cable | Conductor type | | Stranded Copper | | |
| | Insulation type | | Rubber with Neoprene Jacket | | |
| | Spark plug protector | | Rubber Cap Integral with Spark Plug Lead Wire | | |

## ELECTRICAL—SUPPRESSION

| | |
|---|---|
| Description | Spark Plugs - 10,000 ohm Resistor (Integral)<br>Distributor - 10,000 ohm Resistor (Integral) |

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

| MODEL | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|

## ELECTRICAL—INSTRUMENTS AND SWITCHES

| | | |
|---|---|---|
| Speedometer | Make | Auto-Lite |
| | Trip odometer (yes, no) | No |
| Charge indicator—type | | Ammeter |
| Temperature indicator—type | | Electric, Magnetic |
| Oil pressure indicator—type | | Bourdon Tube |
| Fuel indicator—type | | Electric, Magnetic |
| Ignition switch | Identify positions in order and circuits controlled | Center ..... Off<br>1st Position Clockwise ..... All Circuits On<br>2nd Position Clockwise ..... Starter Only<br>1st Position Counterclockwise .... Accessory Circuit Only |
| | Provision for illumination | Yes |
| | Location | Right of Steering Column |
| | Theft protection type | None |
| Main lighting switch | Identify positions and lights controlled | Left Position ..... Off<br>1st Position Clockwise ..... Instruments, Tail, Parking, and Ignition Lamps<br>2nd Position Clockwise ..... Instruments, Head, Tail, and License Lamps |
| Other light switches | Locations and lamps controlled | Rotary, Variable, left of steering column on instrument panel --all instrument lights integral manual in dome lamp. Right "A" and "B" post automatic switches. (a)<br>(c) (b) |
| Other switches | Locations and devices controlled | Windshield wiper switch, single speed, right of steering column on instrument panel. Heater motor switch and defroster motor switch left of steering column. Rotary variable type |
| Windshield wiper | Make | Auto-Lite or Redmond |
| | Type | Electric |
| | Vacuum booster provision | None |
| | Washer provision | None |
| Horn | Type | Vibrator, Sea Shell |
| | Number used | Two |
| | Amp draw (each) | 15 Amp |

(a) Available on D-55-1, D-55-2, D-56-1, D-56-2.
(b) Four automatics and integral manual in map lamp.
(c) Lights located above junction of door and quarter window, both sides for Special Club Coupe.

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|

## 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 | 2-63 | 2-1154 |
| Tail light | | 2-1154 | | |
| Stop light | | 2-1154 | | |
| Direction indicator | Front | 2-1154* | | 2-1154 |
| | Rear | 2-1154* | | 2-1154 |
| | Tell-Tale | 1-55 * | | 1-55 |
| License plate light | | 2-63 | | |
| Instrument light | | 2-55 | | |
| Ignition lock light | | 1-51 | | |
| Map light | | 1-88 * | | |
| Dome light | | 1-210 | | |
| Clock light | | 1-55 * | | |
| Radio dial light | | 1-55 * | | |
| Glove compartment light | | 1-55 * | | 1-55 |
| Courtesy light | | 2-1130 | | |
| Trunk compartment light | | 1-87 * | | |
| Other | | | | |
| Speedometer | | 2-55 | | |
| Back-Up Lamp | | 2-1129* | | 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 lights SFE-10 (a), Direction Indicators same as (a).

| | |
|---|---|
| Headlamp | 25 C. B. (a) |
| Headlamp beam indicator | Same as (a) |
| Parking light | Same as (a) |
| Tail light | 10 C. B. (b) |
| Stop light | 10 C. B. (c) |
| Direction indicator | None |
| License plate light | Same as (b) |
| Instrument light | Same as (b) |
| Ignition light | Same as (a) |
| Map light | None |
| Dome light | Same as (c) |
| Clock | SFE-3 |
| Clock light | Same as (b) |
| Radio | SFE-14 |
| Glove compartment light | Same as (c) |
| Courtesy light | Same as (c) |
| Trunk compartment light | Same as (c) |
| Other | |
| Back-Up Lamp | 10 C. B. (Same as Windshield Wiper) |
| | |

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|

## DRIVE UNITS—CLUTCH (PEDAL OPERATED)

| | | | | |
|---|---|---|---|---|
| Make | | | Borg & Beck or Auburn | Borg & Beck |
| Type (dry or wet plate) | | | Dry | |
| In combination with fluid coupling (yes, no) | | | No | |
| Semi-centrifugal (yes, no) | | | No | |
| Type pressure plate springs | | | Coil | |
| Total plate pressure (lb.) | | | (a) | 1639 |
| No. of clutch driven discs | | | One | |
| Clutch facing | Material | | Molded, Woven, Asbestos | |
| | Inside diameter | | 6 | |
| | Outside diameter | | 9-1/4 | 10 |
| | Total eff. area (sq. in.) | | 77.8 | 100.5 |
| | Thickness | | .125 (b) | .125 |
| | Number required | | Two | |
| | Engagement cushioning method | | Springs, Flat, Crimped | |
| | Release bearing | Type | Ball | |
| | | Method of lubrication | Sealed | |
| | Torsional damping | Method (springs, other) | Coil Springs | |
| | | Fric. mat. | --- | |

## DRIVE UNITS—TRANSMISSIONS

| | |
|---|---|
| Conventional (std. or opt.) | Standard |
| Conventional with overdrive (std. or opt.) | Optional |
| Automatic (std. or opt.) | Optional - PowerFlite |

## DRIVE UNITS—CONVENTIONAL TRANSMISSION

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

(a) Borg and Beck: Up to Cars, 1411; After Cars, 1389
Auburn: 1412

(b) Auburn, .115"

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|

## DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

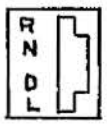
| | | | | |
|---|---|---|---|---|
| Lubricant | Capacity (pt.) | | 2-3/4 | |
| | Type recommended | | Engine Oil | |
| | SAE viscosity number | Summer | SAE 10W | |
| | | Winter | SAE 10W | |
| | | Extreme cold | SAE 10W | |

## DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

| | | | | | |
|---|---|---|---|---|---|
| Overdrive | 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 | |
| | Lubricant | 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 10W | |

## DRIVE UNITS—AUTOMATIC TRANSMISSION

| | |
|---|---|
| Trade name | PowerFlite |
| 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) |  R Reverse<br>N Neutral<br>D Drive<br>L Low |
| List gear ratios in each drive position (range) | R - Reverse ..... 2.39<br>N - Neutral ..... ---<br>D - Drive ..... 1.72 and 1.00<br>L - Low ..... 1.72 |
| Shifting within drive position range by accelerator control and speed limiting governor (yes, no) | No |
| By governor—forced shift (yes, no) | Yes |
| Downshift of gears in high range possible up to (mph) | 55 |

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| MODEL | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)** | | | | | |
| Torque convertor | Number of elements | | Three | | |
| | Max. ratio at stall at engine rpm | | 2.6 | | |
| | Mechanical lockup | Provided (yes, no) | None | | |
| | | Speed range | --- | | |
| | | Releases at (speed range, mph) | --- | | |
| | Type of cooling (forced air, oil cooler and type, other) | | Air Cooled | | |
| | Anti-creep device (yes, no) | | No | | |
| Lubricant | Capacity—refill (pt.) | | 20 pts | | |
| | Type recommended | | Automatic Transmission Fluid, Type "A" | | |
| | Grade | Summer | --- | | |
| | | Winter | --- | | |
| | | Extreme cold | --- | | |
| **DRIVE UNITS—PROPELLER SHAFT** | | | | | |
| Number used | | | One | | |
| Type (exposed, torque tube) | | | Exposed | | |
| Outer diameter x length* x wall thickness | Conventional trans. | | 3 x 59.5 x .065 | | |
| | Overdrive trans. | | 3 x 59.5 x .065 | 3.5 x 59.5 x .065 | |
| | Automatic trans. | | 3 x 59.5 x .065 | | |
| Intermediate bearing | Type (plain, anti-friction) | | --- | | |
| | Lubri. (fitting, prepack) | | --- | | |
| Universal joints | Make | | --- | | |
| | 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.

# AMA Consolidated Specification Questionnaire



MAKE OF CAR DODGE MODEL YEAR 1955

| MODEL | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **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 (39-10) | 3.73 (41-11) | |
| | Overdrive trans. | | 4.3 (43-10) | 4.1 (41-10) | |
| | Automatic trans. | | 3.73 (41-11) | 3.54 (39-11) | |
| Pinion adjustment (shim, other) | | | Solid Shim | | |
| Pinion bearing adj. (shim, other) | | | Shims | | |
| Lubricant | Capacity (pt.) | | 3.25 | | |
| | Type recommended | | Multi-Purpose Hypoid Gear Lubricant | | |
| | SAE viscosity number | Summer | SAE 90 | | |
| | | Winter | SAE 90 | | |
| | | Extreme cold | SAE 80 | | |
| **DRIVE UNITS—WHEELS** | | | | | |
| Type (disc, other) | | | Disc | | |
| Rim (size and flange type) | | | 15 x 4.5 K | 15 x 5 K (a) | |
| Attachment | Type (bolt or stud) | | Stud | | |
| | Circle diameter | | 4.5 | | |
| | Number and size | | 5, 1/2 - 20 Am Nat Thd | | |
| **DRIVE UNITS—TIRES** | | | | | |
| Size and ply rating | Standard | | 6.70 x 15 - 4 (b) | 7.10 x 15 - 4 (b) | |
| | Optional | | 7.10 x 15 - 4 (b) | 7.60 x 15 - 4 (b) | |
| Rev/mile at 30 mph | | | 748 | 733 | |
| Inflation press. (cold) | Front | | 24 | | |
| | Rear | | 24 | | |
| **BRAKES—SERVICE** | | | | | |
| Type | | | Hydraulic, Internal Expanding Drum | | |
| Booster type | | | Available at Extra Cost | | |
| Effective area (sq. in.) | | | 158 | 173-1/2 | |
| Percent brake effectiveness—rear | | | 40 | | |
| Drum | Diameter | Front | 11 | 11 | |
| | | Rear | 11 | 11 | |
| | Type and material | | Cast Iron | | |

(a) Special on D-56 with 7.10 x 15.
(b) Tubeless tires standard; tires with tubes are available as optional equipment at no extra cost.

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1955

| MODEL | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|

## BRAKES—SERVICE (cont.)

| | | | | | |
|---|---|---|---|---|---|
| Brake lining | Bonded or riveted | | | | Bonded |
| | Primary | Material | | | Molded Asbestos |
| | | Size (length x width x thickness) | Front wheel | | 11.5 x 2 x .200 |
| | | | Rear wheel | | 11.5 x 2 x .200 |
| | | Segments per shoe | | | One |
| | Secondary | Material | | | Molded Asbestos |
| | | Size (length width x thickness) | Front wheel | | 11.5 x 2 x .200 |
| | | | Rear wheel | | 8.8 x 2 x .200 |
| | | Segments per shoe | | | One |
| Wheel cylinder bore | Front | | | | 1.12 |
| | Rear | | | | 1.12 |
| Master cylinder bore | | | | | 1.12 |
| Available pedal travel | | | | | 7 |
| Line pressure at 100 lb. pedal load | | | | | 817 |
| Shoe clearance adjustment | | | | | .006, Heel & Toe |

## 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 separate from service brakes | Type (internal or external) | External (a) |
| | Drum diameter | 6 (a) |
| | Lining size (length x width x thickness) | 15.38 x 2 x .16 (a) |

## FRAME

| | |
|---|---|
| Type and description | Welded, Double-Channel Box Section Side Rails, Lateral Cross Members |

## FRONT SUSPENSION

| | |
|---|---|
| Type and description | Independent, Lateral Non-Parallel Control With Coil Springs |

(a) When PowerFlite is used, an internal type brake with 7" drum is used; lining size: 13.06 x 2 x .16.

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|

## FRONT SUSPENSION (cont.)

| | | | |
|---|---|---|---|
| | Type | Coil | |
| | Material | Steel | |
| Spring | Size (length x width x No. leaves or coil I.D.) | 4 I.D. | |
| | Spring rate (lb. per in.) | 415 | 445 |
| | Rate at wheel (lb. per in.) | N/A | |
| | Normal load (lb. @ rated length) | Right 1400 at 11"<br>Left 1475 at 11" | Right 1575 at 11"<br>Left 1660 at 11" |
| Shock absorbers | Manufacturer | Own | |
| | Type (direct or lever) | Direct | |
| | Piston diameter | 1 | |
| Stabilizer | Type (link, linkless, frameless) | Linkless | |
| | Material | Steel | |

## STEERING

| | | | | | |
|---|---|---|---|---|---|
| Type used (Standard or optional) | | Mechanical | | Standard | |
| | | Power | | Optional | |
| Wheel diameter | | | | 18 | |
| Turning diameter | Outside front | Wall to wall (r. & l.) | | 43' 0" | |
| | | Curb to curb (r. & l.) | | 42' 10" | 42' 3" |
| | Inside rear | Wall to wall (r. & l.) | | 23' 8" | |
| | | Curb to curb (r. & l.) | | 24' 4" | |
| Inside wheel angle with outside wheel at 20° | | | | | |
| Mechanical | Gear | Type | | Worm and Three-Tooth Roller | |
| | | Make | | Gemmer | |
| | | Ratios | Gear | 18.2 | |
| | | | Overall | N/A | |
| | No. wheel turns | | | 4 | 5 |
| Power | Type | | | Coaxial | |
| | Make | | | Chrysler | |
| | Trade name | | | Full-Time Power Steering | |
| | Gear | Type | | Rack and Sector and Recirculating Ball Nut | |
| | | Ratios | Gear | 16.2 | |
| | | | Overall | N/A | |
| | Pump driven by | | | Generator | |
| | Overall torque ratio | | | N/A | |
| | Number wheel turns | | | 3.5 | |
| Linkage | Type | | | Direct, Long and Short Tie Rods | Symmetrical Idler Arm; Equal Length Tie Rods |
| | Location (front or rear of wheels) | | | Rear | |
| | Drag link (trans. or long) | | | None | Transverse |
| | Tie rods (one or two) | | | Two | |

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| MODEL | | | D-56-1 | D-55-1, D-55-2 | D-55-3 |
|---|---|---|---|---|---|
| **STEERING (cont.)** | | | | | |
| Kingpin | Inclination at camber (deg.) | | 5.5° at 0° | | |
| | Diameter | | .795 | | |
| | Bearings (type) | Upper | Roller | | |
| | | Lower | Steel Backed Lead-Bronze | | |
| | | Thrust | Ball | | |
| Wheel alignment (range and preferred) | Caster (deg.) | | -2° to 0°, -2° Preferred with Manual Steering<br>-0° Preferred with Power Steering (a) | | |
| | Camber (deg.) | | 1/4° ± 3/8° (b) | | |
| | Toe-in (outside tread-inches) | | 0 - 1/16, 0 Preferred | | |
| Steering knuckle type | | | Reverse Elliott | | |
| Wheel spindle | Diameter | Inner bearing | 1.25 | | |
| | | Outer bearing | .75 | | |
| | Thread size | | 3/4 - 16 Am Nat Thd | | |
| | Bearing type | | Tapered Roller | | |
| **REAR SUSPENSION** | | | | | |
| Type | | | Non-Parallel, Longitudinal Leaf | | |
| Drive and torq. taken through (see page 14) | | | Rear Springs | | |
| Spring | Type | | Semi-Elliptic | | |
| | Material | | Steel | | |
| | Size (length x width x No. leaves or coil I.D.) | | 52 x 2.5 x 5 | | |
| | Spring rate (lb. per in.) | | 88 | 90 | |
| | Rate at wheel (lb. per in.) | | N/A | | |
| | Normal load (lb. at rated length) | | 680 at -38 Opening | 720 at -.38 Opening | |
| | Mounting insulation type | | Rubber Bushing | | |
| | If leaf | No. of leaves | 4 | 5 | |
| | | Covers (yes, no) | No | | |
| | | Lubricated (yes, no) | No | | |
| | | Inserts: Type and size | 3.5 x 2.5 | | |
| | | Inserts: Material | Wax Impregnated Fabric | | |
| | | Shackle (comp. or tens.) | Compression | | |
| Shock absorbers | Manufacturer | | Own | | |
| | Type (direct or lever) | | Direct | | |
| | Piston diameter | | 1 | | |
| Stabilizer | Type (link, linkless, frameless) | | None | | |
| | Material | | --- | | |
| Track bar type | | | None | | |

(a) Within these limits, it is recommended that the left side caster be between 0° and 3/4° more negative than the right side caster.

(b) Preferred Setting: Left Side, + 1/2°
Right Side, 0°

# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1955

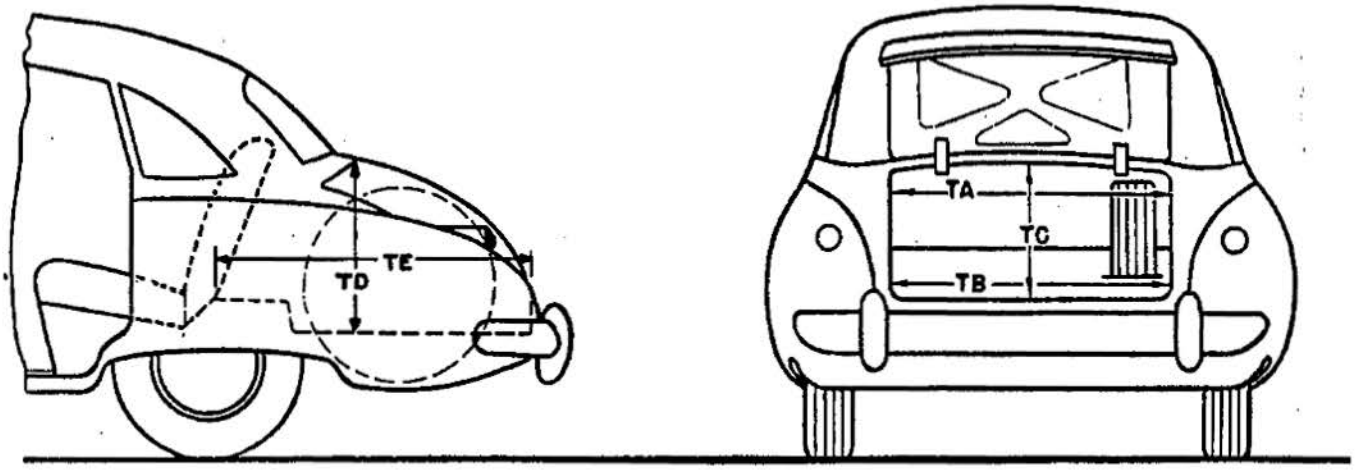
## BODY—GENERAL DEFINITIONS

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 | D-56 | D-55 |
|---|---|---|

## BODY—TRUNK OPENING DIMENSIONS




| | |
|---|---|
| TA—Width across the top | 58.0 |
| TB—Width across the bottom | 50.5 |
| TC—Diagonal dimension at CL from top of opening to bottom | 36.0 |
| TD—Vertical height of opening (floor to top, inside edge of opening) | 24.0 |
| TE-Max. horizontal depth (forward from vertical projection of inside edge of opening) | 55.0 |
| Position of spare tire stowage | Right Hand Side - Inclined |
| Method of holding lid open | Torsion Bar |

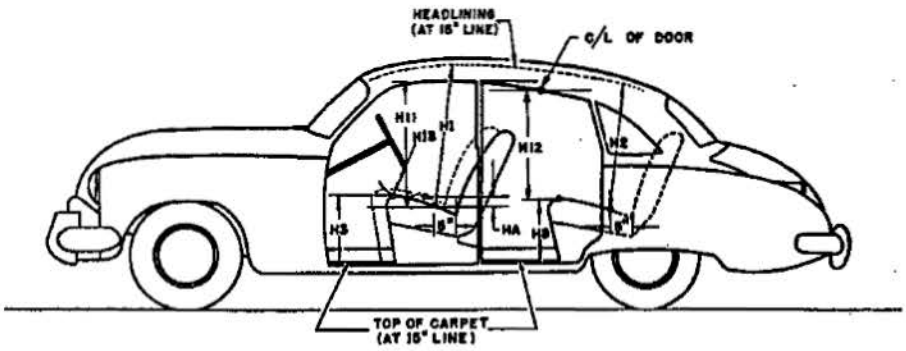
# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56 | D-55 |
|---|---|---|

## 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) | 35.5 |
| **H2.** Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. | 34.9 |
| **H3.** Front seat height to floor carpet on 15" line (front edge of cushion). | 13.4 |
| **H8.** Rear seat height to floor carpet on 15" line (front edge of cushion). | 12.8 |
| **H11.** Entrance—front—cushion "A" point to bottom windcord vertical. | 29.0 |
| **H12.** Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door. | 27.3 |
| **H13.** Steering wheel clearance to seat cushion taken on arc. | 5.4 |
| **HA.** Front seat vertical rise at "A" pt. (inches.) | 1.1 |

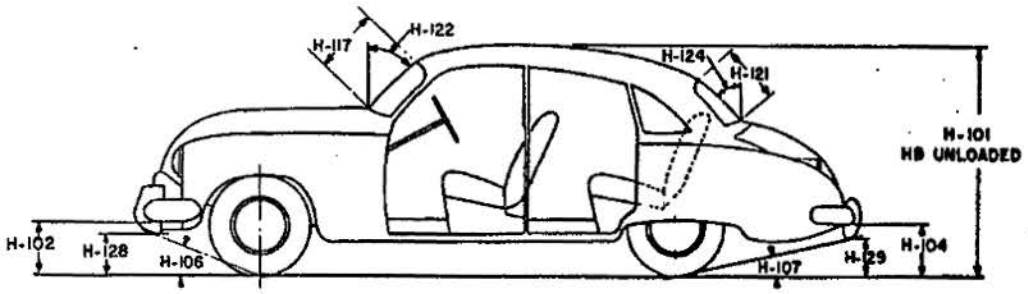
# AMA Consolidated Specification Questionnaire

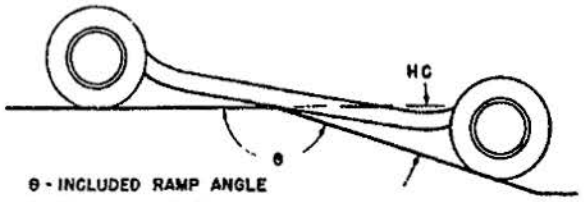


**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56 | D-55 |
|---|---|---|

## BODY—HEIGHT DIMENSIONS—EXTERIOR




θ - INCLUDED RAMP ANGLE
HC - RAMP BREAKOVER ANGLE
(SUPPLEMENT OF INCLUDED RAMP ANGLE)

| | | |
|---|---|---|
| **H101.** Overall height. | 60.3 | 60.6 |
| **HB.** Overall height—unloaded. | 62.4 | 62.6 |
| **H102.** Front bumper bottom to ground at normal section. | 12.1 | 12.4 |
| **H104.** Rear bumper bottom to ground at normal section. | 11.4 | 11.6 |
| **H106.** Angle of approach—from the tire rolling radius to lowest point on front bumper or guard. | 18° | |
| **H107.** Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard. | 12° | |
| **HC.** Ramp breakover angle.* | 11° | |
| **H117.** Windshield DLO-slant height. | 16.5 | |
| **H121.** Backlight DLO*—Max., slant height. | 18.8 | |
| **H122.** Windshield slope angle to vertical line on car axis. | 45° 30' | |
| **H124.** Backlight slope angle to vertical line on car axis. | 52° | |
| **H128.** Ground to bottom of front bumper guard. | 10.8 | 11.0 |
| **H129.** Ground to bottom of rear bumper guard. | 10.5 | 10.8 |
| **HD.** Min. road clearance (location and dimension). | 5.0 at Oil Pan | 5.0 at Converter Housing |
| **HE.** Min. road clearance at rear axle. | 8.0 | 8.2 |

*See Notes, page 19.

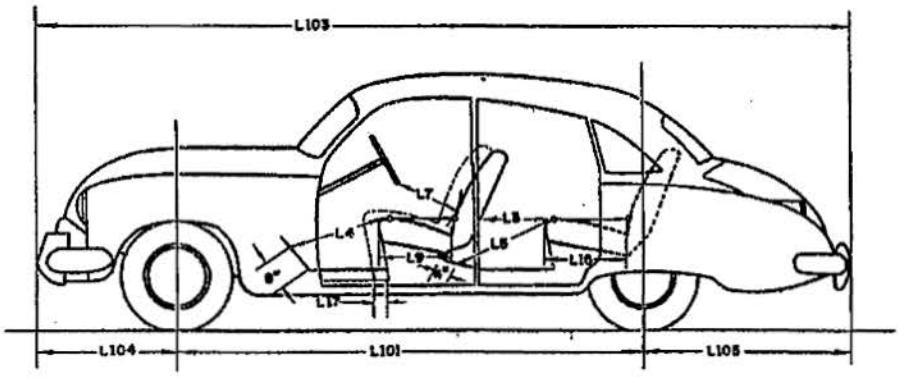
# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56 | D-55 |
|---|---|---|

## BODY—LENGTH DIMENSIONS




| | | |
|---|---|---|
| Interior | L3. Rear compartment back of front seat back to rear seat back. | 31.5 |
| | L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15" line. | 44.5 |
| | L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back. | 45.0 |
| | L7. Steering wheel clearance to seat back taken on arc. | 14.7 |
| | L9. Front seat depth (front edge to vert. tan. to seat back on 15" line). | 18.0 |
| | L16. Depth of rear seat (front edge to seat back). | 17.8 |
| | L17. Total adjustment of front seat at floor. | 5.0 |
| Exterior | L101. Wheel base. | 120 |
| | L103. Overall length (bumper to bumper inc. guards). | 212.1 |
| | L104. Overhang—front including bumper guards. | 39.3 |
| | L105. Overhang—rear including bumper guards. | 52.8 |

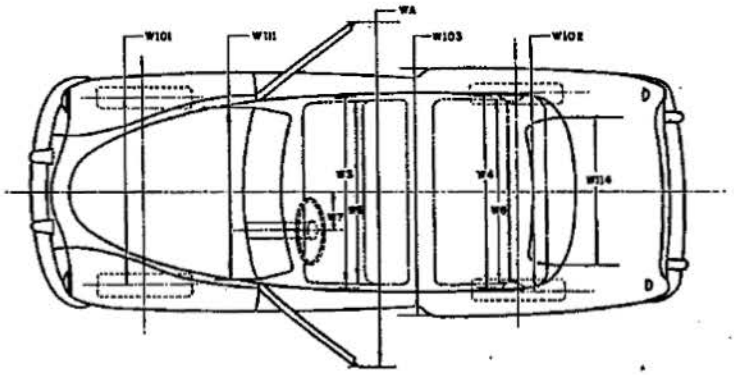
# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56 | D-55 |
|---|---|---|

## BODY—WIDTH DIMENSIONS




| | | |
|---|---|---|
| Interior | **W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back. | 58.0 |
| | **W4.** Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back. | 57.8 |
| | **W5.** Front hip room, at top of seat 5" forward of vert. tan. to seat back. | 62.5 |
| | **W6.** Rear hip room, at top of seat 5" forward of vert. tan. to seat back. | 62.8 |
| | **W7.** Steering wheel center to center of body. | 15.0 |
| Exterior | **W101.** Front tread at ground. | 58.9 |
| | **W102.** Rear tread at ground. | 59.1 |
| | **W103.** Max. overall width of car including bumpers or mouldings. | 74.5 |
| | **WA.** Max. overall width of car with doors open. | 151.4 |
| | **W111.** Windshield DLO, max. width. | 59.5 |
| | **W114.** Back window DLO, max. width. | 58.5 |

# AMA Consolidated Specification Questionnaire



**MAKE OF CAR** DODGE **MODEL YEAR** 1955

| **MODEL** | D-56-1 | D-55-1 | D-55-2 | D-55-3 |
|---|---|---|---|---|

## BODY—MISCELLANEOUS INFORMATION

| | | |
|---|---|---|
| Doors hinged (front, rear) | Front | Front |
| | Rear | Front |
| Type of finish (lacquer, enamel) | | Synthetic Enamel |
| 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). | | Pivot |
| 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 | | 1063 |
| Backlight glass area | | 1134 |
| Total glass area | | 3452 |

## 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)

| | | |
|---|---|---|
| G-6 Four-Door Sedan | | |
| D-6 Club Sedan | | L-6 Convertible |
| | J-6 Lancer | J-6 Royal Lancer |
| N-6 Suburban | | |
| P-6 Sierra (2-Seat) | | |
| P-8 Sierra (3-Seat) | | |

**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

## INDEX