AUTOMOBILE MANUFACTURERS ASSOCIATION
CONSOLIDATED SPECIFICATION QUESTIONNAIRE

MAKE OF CAR: DODGE	MODEL NAME	SYMBOL
COMPANY: Dodge Division, Chrysler Corporation, Detroit 31, Michigan	Coronet - 6 Cyl . . .	D-62-1
	- 8 Cyl . . .	D-63-1
	Royal - 8 Cyl . . .	D-63-2
	Custom Royal - 8 Cyl . . .	D-63-3
MODEL YEAR: 1956 DATE Sept. 30, 1955	Dodge "500" - 8 Cyl . . .	D-500

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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-62-1	D-63-1	D-63-2	D-63-3	D-500
Wheelbase		120.0				
Tread	Front	58.9				
	Rear	59.2				
Maximum Overall Dimensions	Length (L-103)	212.0				
	Width (W-103)	74.6				
	Height (H-101)	60.3	60.6		60.8	
Steering ratio—overall		22.5	27.1			
Turning diameter (curb to curb)		42' 10"	42' 3"			
Shipping weight* (x)		3295	3435	3475	3520	3605
Transmission—(Specify standard, optional, not avail.)	Conventional	Standard				Optional
	Overdrive	Optional				---
	Automatic	Optional				Standard
Axle ratio	Conventional	3.9	3.73			
	Overdrive	4.3	4.1			---
	Automatic	3.73	3.54			3.73
Tire size		6.70x15 (e)	7.10 x 15 (e)		7.60x15(e)	7.60 x 15 (d)(e)
Engine	Type	In-Line	90° V			
	No. of cylinders	6	8			
	Valve arrangement	"L" Head	Overhead, Lateral			(a)
	Bore and stroke	3.25 x 4.63	3.63x3.256	3.63 x 3.80		
	Piston displacement, cu. in.	230	270	315		
	Standard compression ratio	7.6	8.0			9.25
(x)	Maximum bhp at engine rpm	131 at 3800	189 at 4400	218 at 4400 (b)		260 at 4800 (c)
(x)	Maximum torque at rpm	203 at 2000	266 at 2400	309 at 2000 (b)		330 at 3000 (c)

*Standard car weight, not including gas and water.

(x) Revised 2-15-56; D-500 added.
(a) Overhead, Lateral, Double Rocker Arm, Hemispherical
(b) With Power Pack: bhp - 230 at 4400, torque - 316 lb-ft at 2400
(c) Data not available for D-500-1 Package
(d) Tubeless nylon cord tires optional.
(e) Tubeless

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MAKE OF CAR DODGE MODEL YEAR 1956

MODEL			D-62	D-63-1	D-63-2 & 3	D-500
ENGINE—GENERAL						
Type	V, In-line, other		In-Line	V		
	Angle of V		---	90°		
No. of cylinders			6	8		
Valve arrangement			"L" Head	(a) Overhead, Lateral		
Bore and stroke			3.25 x 4.63	3.63 x 3.256	3.63 x 3.80	
Piston displacement, cu. in.			230	270	315	
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		7.6	8.0		9.25
	Optional Head		---			
Cylinders	Head Material	Standard	Cast Iron			
		Optional	---			
	Sleeve—Wet, dry, other, none		None			
Number of mounting points		Front	One	Two		
		Rear	Two	One		
Taxable horsepower	(Dia.² x No. Cyl.) / 2.5		25.4	42.2		
Advertised max. brake horsepower at engine RPM*	Standard head (x)		131 at 3800	189 at 4400	218 at 4400(b)	260 at 4800(c)
	Optional head		---			
	With fuel (Octane and method)	Standard Head	98.5 Research 86.5 Motor			
		Optional Head	---			
Max. torque (lb. ft. @ RPM)	Standard head (x)		203 at 2000	266 at 2400	309 at 2000(b)	330 at 3000(c)
	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, Horizontal Slot, Elliptically-Turned, Tin Plated		
Weight (piston only) oz.			15.8	16.2	17.2	18.0
Clearance	Top land		.030	.030	.031	
	Skirt	Top	---	.001	.00075 to .00125	
		Bottom	.0007	---		
Ring groove depth	No. 1 ring		.17	.19	.20	
	No. 2 ring		.17	.19	.20	
	No. 3 ring		.17	.19	.20	
	No. 4 ring		.17	---		

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

(x) Revised 2-15-56; D-500 added
(a) Double Rocker Arm, Hemispherical on D-500.
(b) With Power Package: bhp - 230 at 4400, torque - 316 lb-ft at 2400
(c) Data not available for D-500-1 Package.

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MODEL			D-62	D-63-1	D-63-2, D-63-3 and D-500
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			Four	Three	
Compression	Material		Piston Ring Iron		
	Coating		No. 1 - Chromium No. 2 - Tin	Tin	
	Width		.093	.078	
	Gap		.010 - .020		
	Maximum wall thickness		.162	.173	.181
Oil	Material		Piston Ring Iron		
	Coating		None		
	Width		.155	.186	
	Gap		.010 - .020		
	Maximum wall thickness		.145		
Location of expanders			None	On Oil Ring	
ENGINE—PISTON PINS					
Material			High Manganese Steel		
Length			2.75	2.89	3.07
Diameter			.859		.922
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		0 to .0003
	In rod		.0001 to .0002	.0001 to .0004 (select)	
Direction offset in piston			None	Right - .06	
ENGINE—CONNECTING RODS					
Material			High Manganese Forging Steel		
Weight (oz.)			27.9	21.2	24.0
Length (center to center)			7.81	5.94	6.62
Bearing	Material		Lead Base Babbitt on Steel		
	Type (cast-in or removable)		Removable, Precision		
	Effective length		.93	.81	.78
	Clearance		.0005 to .0015 Desired		
	End play		.006 to .011	.006 - .014 (2 Rods)	
ENGINE—CRANKSHAFT					
Material			Drop Forged Steel		
Weight (lb.)			N/A		

(x) Revised 2-15-56; D-500 added

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MODEL			D-62	D-63-1	D-63-2 & 3	D-500
ENGINE—CRANKSHAFT (cont.)						
Vibration damper type			Rubber-Dynamic	None (a)		Rubber-Dynamic
End thrust taken by bearing (No.)			#4 - Rear	#3 - Center		
Crankshaft end play			.002 - .007			
Main bearing	Material		Lead Base Babbitt on Steel			
	Type (cast-in or removable)		Removable, Precision			
	Clearance		.0005 - .0015 Desired			
	Journal dia. and bearing effective length	No. 1	2.50 x 1.20	2.38 x .81	2.50 x .81	
		No. 2	2.50 x 1.00	2.38 x .81	2.50 x .81	
		No. 3	2.50 x 1.00	2.38 x .81	2.50 x .81	
		No. 4	2.50 x 1.59	2.38 x .81	2.50 x .81	
		No. 5	---	2.38 x 1.53	2.50 x 1.53	
		No. 6	---			
		No. 7	---			
	Direction offset from cyl. bore		Right	None		
Connecting rod crankpin journal diameter			2.06	1.94	2.25	
ENGINE—CAMSHAFT						
Material			Special Cast Iron with Cams, Distributor and Oil Pump Drive Gear cast integrally.			
Bearings	Material		(b)	Lead Base Babbitt on Steel		
	Number		4	5		
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	Morse Silent			
		No. of links	48	68		
		Width	1.02	1.125		
		Pitch	.50	.375		
ENGINE—VALVE SYSTEM						
Hydraulic lifters (yes, no)			No	Yes		No
Special provision for valve rotation (intake, exhaust)			---	Low Friction Lock on Intake and Exhaust		
Rocker ratio			---	1.50 to 1		
Operating tappet clearance (indicate hot or cold)	Intake		.010 Hot	0		.012 Hot
	Exhaust		.010 Hot	0		.022 Hot
Tappet clearance for timing	Intake		.014	Valve Train Solid		
	Exhaust		.014	Valve Train Solid		
Timing marks on fly-wheel, damper, other			on Vibration Damper	on Crankshaft Drive Pulley (c)		on Vibration Damper

(x) Revised 2-15-56; D-500 added
(a) Rubber-Dynamic type with Power Package
(b) Bearings #1, #2, #3, lead base babbitt on steel; #4 is cast iron
(c) On Vibration Damper with Power Package.

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MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL			D-62	D-63-1	D-63-2 & 3	D-500
ENGINE—VALVE SYSTEM (cont.)						
Timing	Intake	Opens (°BTC)	12 BTC	14 BTC	11 BTC	12 BTC
		Closes (°ABC)	44 ABC	50 ABC	53 ABC	60 ABC
	Exhaust	Opens (°BBC)	50 BBC	52 BBC	49 BBC	54 BBC
		Closes (°ATC)	6 ATC	12 ATC	15 ATC	18 ATC
Intake	Material		Silicon Chromium Steel			
	Overall length		4.84	4.25		4.83
	Actual overall head dia.		1.53	1.72		1.87
	Angle of seat		45°			
	Seat insert material		---			
	Stem diameter		.34	.37		
	Stem to guide clearance		.002			
	Lift		.379	.360 (x)		.400
	Outer spring press. and length	Valve closed (lb. @ in.)	42 at 1.75	53 at 1.69		61.5 at 1.66
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31		158.5 at 1.22
	Inner spring press. and length	Valve closed (lb. @ in.)	---			28 at 1.53
		Valve open (lb. @ in.)	---			66.5 at 1.09
Exhaust	Material		XCR Chromium Nickel Steel			
	Overall length		4.78	4.20		4.85
	Actual overall head dia.		1.41	1.47		1.53
	Angle of seat		45°			
	Seat insert material		Alloy Cast Iron	---		
	Stem diameter		.34	.37		
	Stem to guide clearance		.004	.003		
	Lift		.365	.360 (x)		.409
	Outer spring press. and length	Valve closed (lb. @ in.)	42 at 1.75	53 at 1.69		61.5 at 1.66
		Valve open (lb. @ in.)	115 at 1.38	140 at 1.31		158.5 at 1.22
	Inner spring press. and length	Valve closed (lb. @ in.)	---			28 at 1.53
		Valve open (lb. @ in.)	---			66.5 at 1.09

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 / Pressure
	Timing gear or chain	Metered Flow
	Cylinder walls	Metered Spray

(x) Revised 2-15-56; D-500 added

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MODEL	D-62	D-63-1	D-63-2 & 3	D-500

ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	Rotary	
Normal oil pressure (lb. @ rpm)	40-45 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.)	Five	
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	Per A.P.I. Classification	

ENGINE—FUEL SYSTEM

Recommended fuel	Standard head		Regular			Premium
	Optional head		---	Premium		---
Fuel Tank	Capacity (gals.)		17			17 (c)
	Filler Location		Right Rear Fender			
Fuel Filter	Type		Oilite	Oilite - Ceramic		
	Location		Fuel Tank	Fuel Tank - Carburetor		
Fuel pump	Type (elec. or mech.)		Mechanical			
	Location		Right Front of Engine			
	Pressure range		4.0 to 5.5	5.0 to 6:5		
	Vacuum booster (std., optl., none)		None			
Carburetor	Make		Stromberg	Stromberg (a)		Carter
	Model number		WW3-124	WW3-135	WW3-138 (a)	WCFB-2443-SA (d)
	Number used		One			One (d)
	Type	Downdraft, side inlet, other	Downdraft			
		Single or dual	Dual			4-Barrel
	Intake manifold heat control (manual, auto., none)		Automatic			
	Automatic choke type (integral, other)		Integral			
	Air cleaner type	Standard	Oil Bath			Paper Element
		Optional	None			

ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)		Single	Single with Crossover (b)	Dual
Muffler type (rev. flow, str. thru, sep.resonator)		Reverse Flow		
Exhaust pipe dia.	Branch	---	1-7/8	2 (e)
	Main	2	2-1/4	2 (e)
Tail pipe diameter		1-3/4	2	2

(x) Revised: 2-15-56; D-500 added. (a) With Special Equipment Power Package: Carter 4-Barrel, Model WCFB 2303-S Carburetor. (b) Dual Exhaust System as Special Equipment. (c) 20 gal. tank optional. (d) D-500-1 Package uses two 4-Barrel Carter Carburetors: models WCFB-2476-S (front) and WCFB-2445-S(rear). (e) D-500-1 Package: - 2-1/2"

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ENGINE—COOLING SYSTEM (A)

MODEL			D-62	D-63-1	D-63-2 & 3	D-500
Type (pressure system, atmospheric, other)			Pressure-Vent			
Radiator cap relief valve press.			7		14	
Circulation thermostat	Type (choke, bypass)		Choke, Bellows		Choke, Pellet	
	Starts to open at		155° - 160°		157° - 162°	
Water pump	Type (centrifugal, other)		Centrifugal			
	Number of pumps		One			
	Drive (V-belt, other)		V-Belt			
	Bearing type		Bushing	Sealed Ball Bearing		
By-pass recirculation type (internal, external)			Internal, Permanent			
Radiator core type (cellular, tube and fin)			Cellular	Cellular or Fin & Tube	Fin & Tube or Cellular Tubular	Fin & Tube
Cooling system capacity	With heater (qt.)		14	20	21	
	Without heater (qt.)		13	19	20	
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 (d)			
		Angle of V	36° 30'			
		Outside length	49.00	57.50	60.00(a)	60.00
		Width	.380			
	Generator	Angle of V	36° 30'			
		Outside length	---	---	---(b)	---
		Width	.380			
Fan	Number of blades and spacing		Six - 60°, 45°, 75°	Four - 76°, 104°	Four - 76°, 104° (c)	Four - 76°, 104° (B)
	Diameter		17	18		
	Ratio—fan to crankshaft revolutions		.90	.95		
	Bearing type		See Water Pump			

(x) Revised 2-15-56; D-500 added

(A) With Air Conditioning (D-63-2 and 3 only) the following data apply:
- (a) 37.25"
- (b) 77.25"
- (c) Six - 60 , 45 , 75
- (d) Three drive belts (with Power Steering only, two drive belts; with Power Steering and Air Conditioning, three drive belts).

(B) Shroud added

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MODEL			D-62	D-63-1	D-63-2, D-63-3 & D-500
ELECTRICAL—SUPPLY SYSTEM					
Battery	Make and Model		Autolite 11-HS-50 or Willard HO-11-50(a)		Autolite 11-HS-60 or Willard HO-11-60 (b)
	Voltage Rtg. & Plates/cell		12 V., 9		12 V., 11
	SAE Designation & Amp Hr. Rtg		2 SM-50		2 SM-60
	Location		Under Hood, Left Side		
	Terminal grounded		Negative		
Generator	Make		Autolite		
	Model		GJC-7002	GJC-7001	
	Type		Shunt Wound		
	Ratio—Gen. to Cr/s rev.		1.96		
Regulator	Make		Autolite		
	Model		VRX-6201-A		
	Type		Current and Voltage Control		
	Cutout relay	Closing voltage @ generator rpm	13.0 - 13.8 at 1300		
		Reverse current to open (x)	Contact opens at 0-6 amp. discharge at 8.2 to 9.3 volts after 10 amp. charge		
	Regulated	Voltage	14.28 - 14.88		
		Current	30 - 40		
	Min. Gen. rpm required		1300 for Cut-In; 2300 for Max. (Hot)		
	Voltage test conditions	Temperature	70° F.		
		Load	Run 15 min. at 7 amp. - Voltage Regulator Check		
		Other	Additional 15 min. Rated Output for Current Regulator Check		
ELECTRICAL—STARTING SYSTEM					
Starting motor	Make		Autolite		
	Model		MDG-6001 (c)	MDF-6002	
	Rotation (drive end view)		Clockwise		
	Engine cranking speed		35 - 150 rpm		
	Test conditions		SAE 5W at -20° F. and SAE 30 with completely warmed engine.		
	Lock test	Amps	210 (c)	240	
		Volts	4		
		Torque (lb. ft.)	5 (c)	6.5	
	No load test	Amps	50 (c)	60	
		Volts	10		
		RPM (min.)	4400 (c)	3200	
Motor control	Switch (solenoid, manual)		Bendix (Anti-Kickout)		
	Starting procedure		Depress accelerator about one-third and turn ignition key beyond "Ignition On" position.		

(x) Revised 2-15-56; D-500 added

(a) Warm Climate Option (not on cars with Air Conditioning): Autolite 11-Ms-45 or Willard MO-11-45, 12 V., 7 plate, SAE designation 2 SM, 45 amp. hr.

(b) For warm climates, same battery as D-62 and D-63-1 except for cars with Air Conditioning.

(c) MDF-6002 with Powerflite and/or Power Steering.

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MODEL			D-62	D-63-1	D-63-2 & 3	D-500
ELECTRICAL—STARTING SYSTEM (cont.)						
Motor drive	Engagement type		Inertia Follow Through Drive			
	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		CAF-4002	CAD-4003		CAD-4003 (f)
	Amps	Engine stopped	2.4	3.1		
		Engine idling	1.8	2.5		
Distributor	Make		Auto-Lite			
	Model		IAT-4101-B	IBJ-4301-A	IBJ-4303(a)	IBK-4301-A (g)
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	350-500	300-400 (g)		
		Centr. advance max. deg. @ rpm	7°-9° at 1350	14°-16° at 2150	15°-17° at 2350 (b)(x)	17°-21° at 2400 (g)
		Vacuum advance start (in. Hg.)	1° at 5.5 to 6.5		1° at 6.5 to 8.0 (c)	0° at 7.0 to 8.0 (g)
		Vac. adv. (max. deg. @ in. Hg.)	7°-9° at 14	11.5°-13.5° at 16	10°-12° at 15 (d) (x)	10.5°-12.5° at 17 (g)
	Breaker gap (in.)		.020	.017 (g)		
	Cam angle (deg.)		39° ± 3°	29° - 32°		36° - 39° (g)
	Breaker arm tension (oz.)		17-20 (g)			
Timing	C/S deg. @ rpm		2° BTC	4° BTC	6° BTC	2° BTC (g)
	Mark location (x)		Vibration Damper	Fan Drive Pulley (e)		Vibration Damper
	Cylinder numbering system (see page 2)		---	Left Bank - 1-3-5-7 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			
			AR 80	AR 52		4S 250
	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		Neoprene Cover			

ELECTRICAL—SUPPRESSION

Description	Spark Plugs - 10,000 OHM Resistor (Integral) Distributor - 10,000 OHM Resistor (Integral)

(x) Revised 2-15-56; D-500 added.
(a) With Power Package - IBJ-4303-B
(b) With Power Package - 14°-16° at 2375
(c) With Power Package - 2° at 5.5 to 6.5
(d) With Power Package - 7°-9° at 12
(e) With Power Package - Vibration Damper
(f) Use with Ballast PU 4002
(g) Data not available for D-500-1

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MODEL		D-62	D-63-1	D-63-2, D-63-3 & D-500

ELECTRICAL—INSTRUMENTS AND SWITCHES

Speedometer	Make	Autolite
	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 Position - Off 1st Position Clockwise - All Circuits on 2nd Position Clockwise - Starter and Ignition Circuit Only 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 1st Position Clockwise - Instrument, Tail, License Plate, Parking and Ignition Switch Lamps. 2nd Position Clockwise - Instrument, Head, Tail, and License Plate Lamps.
Other light switches	Locations and lamps controlled	Instrument Lamp Switch - Left of Steering Column on Instrument Panel concentric with Head Lamp Switch, variable all instruments; Stop Lamp Switch - in Master Cylinder; Dome Lamp - Automatic both right side doors on D-62 and D-63-1. Automatic on all four doors of D-63-2 and 3; Manual switch in lamp; Direction Signal Switch - on steering column below wheel.
Other switches	Locations and devices controlled	Windshield Wiper Switch - Rotary, one speed, on D-62 and D-63-1, variable speed on D-63-2 and 3 and D-500, right of steering column. Heater and Defroster Switches - 2-Speed, left of steering column.
Windshield wiper	Make	Autolite
	Type	Electric
	Vacuum booster provision	None
	Washer provision	None
Horn	Type	Air Note - Sea Shell
	Number used	2
	Amp draw (each)	9

(x) Revised 2-15-56; D-500 added

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MODEL	D-62	D-63-1	D-63-2	D-63-3 & D-500

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 - 5400		
Headlamp beam indicator		1 - 57		
Parking light		2 - 67		
Tail light		2 - 1034		
Stop light		2 - 1034		
Direction indicator	Front	2 - 1034*		
	Rear	2 - 1034*		
	Tell-Tale	1 - 57*		
License plate light		2 - 67		
Instrument light		4 - 57		
Ignition lock light		1 - 57		
Map light		1 - 1004*		1 - 1004
Dome light		1 - 1004		
Clock light		1 - 57*		
Radio dial light		2 - 47*		
Glove compartment light		1 - 57*		1 - 57
Courtesy light		1 - 1004*		1 - 1004
Trunk compartment light		1 - 1003*		
Other				
Push Button Trans. Control Light		1 - 57*		
Back-Up Light		2 - 1141*		2 - 1141
Underhood Light		1 - 1003*		

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	15 CB (a)
Headlamp beam indicator	Same as (a)
Parking light	6 CB (b)
Tail light	Same as (b)
Stop light	6 CB (c)
Direction indicator	-
License plate light	Same as (b)
Instrument light	Same as (b)
Ignition light	Same as (b)
Map light	Same as (c)
Dome light	Same as (c)
Clock	Internally Protected
Clock light	Same as (b)
Radio	9 SFE
Glove compartment light	Same as (c)
Courtesy light	Same as (c)
Trunk compartment light	Same as (c)
Other	
Windshield Wiper	15 CB (d)
Back-Up Light	Same as (d)

(x) Revised 2-15-56; D-500 added

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1956

MODEL	D-62	D-63-1	D-63-2 & 3	D-500

DRIVE UNITS—CLUTCH (PEDAL OPERATED)

Make			Borg & Beck or Auburn	Borg and 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)	1962		2016
No. of clutch driven discs			One			
Clutch facing	Material		Molded, Woven, Asbestos			
	Inside diameter		6			6-1/2
	Outside diameter		9.25	10.00		11.00
	Total eff. area (sq. in.)		77.80	100.50		123.7
	Thickness		Borg & Beck .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			
		Frict. mat.	---			

DRIVE UNITS—TRANSMISSIONS

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

DRIVE UNITS—CONVENTIONAL TRANSMISSION

Number of forward speeds		3
Transmission ratios	In first	2.50
	In second	1.68
	In third	1.00
	In fourth	---
	In reverse	3.20
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

(x) Revised 2-15-56; D-500 added.
(a) Borg and Beck - 1,389 lbs
Auburn - 1,412 lbs
(b) Auburn - .115"
(c) Heavy Duty transmission used.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL			D-62	D-63-1	D-63-2 & 3	D-500
DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)						
Lubricant	Capacity (pt.)		2-3/4			
	Type recommended		Gear Lubricant			
	SAE viscosity number	Summer	80			
		Winter	80			
		Extreme cold	80			
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 Pint			---
		Separate filter (yes, no)	No			---
		Type recommended	Gear Lubricant			---
		SAE viscosity number: Summer	80			---
		SAE viscosity number: Winter	80			---
		SAE viscosity number: Ext. cold	80			---

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

(x) Revised 2-15-56; D-500 added.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL			D-62	D-63-1	D-63-2 & 3	D-500
DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)						
Torque convertor	Number of elements		Three			
	Max. ratio at stall at engine rpm		2.6 at 1330	2.7 at 1670	2.6 at 1630	2.71 at 1850
	Mechanical lockup	Provided (yes, no)	No			
		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 Pints			
	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.		3.0 x 59.28 x .065		3.25x59.19x.065	3.25x59.19x.065(a)
	Overdrive trans.		3.0x59.28x.065	3.5x59.28x.065	3.5x59.19x.065	---
	Automatic trans.		3.0x59.28x.065	3.0x59.28x.065	3.25x59.19x.065	3.5x59.19x.065
Intermediate bearing	Type (plain, anti-friction)		---			
	Lubri. (fitting, prepack)		---			
Universal joints	Make		Universal Products			
	Number used		2			
	Type (ball and trunnion, cross, other)		Ball and Trunnion		Front: Ball and Trunnion Rear : Cross	
	Bearing	Type (plain, anti-friction)	Anti-Friction			
		Lubric. (fitting, prepack)	Cross-Prepack, Ball and Trunnion - Clean and Repack			
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.

(x) Revised 2-15-56; D-500 added

(a) With D-500-1 Package, the following data applies:
8-1/4" Ring Gear - 3.5 x 59.19 x .065
8-3/4" Ring Gear - 3.5 x 59.06 x .065

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1956

MODEL			D-62	D-63-1 & 2	D-63-3	D-500
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)		3.73 (41-11)(a)
	Overdrive trans.		4.3 (43-10)	4.1 (41-10)		---
	Automatic trans.		3.73 (41-11)	3.54 (39-11)		3.73 (41-11)(a)
Pinion adjustment (shim, other)			Solid Shims			
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		15 x 5.5 K (b)
Attachment	Type (bolt or stud)		Stud			
	Circle diameter		4.5			4.5 (b)
	Number and size		5, 1/2 - 20 Am. Nat. Thd.			5,1/2-20 Am.Nat.Thd(b)
DRIVE UNITS—TIRES						
Size and ply rating	Standard		6.70x15-4(c)	7.10x15-4(c)	7.60x15-4(c)	7.60x15-4(c)
	Optional		7.10x15-4(c)	7.60x15-4(c)	7.60x15-6(c)	7.60x15-4(Nylon) (c)
Rev/mile at 30 mph			750	739	728	
Inflation press. (cold)	Front		24			
	Rear		24			
BRAKES—SERVICE						
Type			Hydraulic, Internal Expanding Drum			
Booster type			Vacuum - Available at extra cost			
Effective area (sq. in.)			173.5			251
Percent brake effectiveness—rear			40			
Drum	Diameter	Front	11			12
		Rear	11			12
	Type and material		Composite			Centrifuse

(x) Revised 2-15-56; D-500 added.

(a) D-500-1 Package has Heavy Duty 8-1/4", 4-Pinion Ring Gear with optional ratios of 3.54, 3.73, 3.9, 4.1, 4.3, 4.78; or 8-3/4", 4-Pinion Ring Gear with optional ratios of 3.07, 3.36, 3.54, 3.73, 3.91, 4.1, 4.3, 4.56, 4.78, 4.89.

(b) D-500-1 Package has wheel with 15 x 6-1/2 L rim, 5.5 circle dia., and 5, 9/16-18 Amer, Nat. Thd. stud

(c) Tubeless

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63-1	D-63-2 & 3	D-500

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 .20		12.57x2.5x.20
			Rear wheel	11.5 x 2 x .20		12.57x2.5x.20
		Segments per shoe		One		
	Secondary	Material		Molded Asbestos		
		Size (length width x thickness)	Front wheel	11.5 x 2 x .20		12.57x2.5x.20
			Rear wheel	8.8 x 2 x .20		12.57x2.5x.20
		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				750 (a)		750 (b)
Shoe clearance adjustment				.006, Heel and Toe		(c)

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 (d)
	Drum diameter	6 (d)
	Lining size (length x width x thickness)	15.38 x 2 x .16 (d)

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.

(x) Revised 2-15-56; D-500 added.
(a) With Power Brakes - 1200 psi.
(b) With Power Brakes - 1100 psi.
(c) No major adjustment required.
(d) With PowerFlite a 7-inch internal parking brake with lining size of 13.06 x 2 x .16 is used.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1956

MODEL	D-62	D-63-1	D-63-2 & 3	D-500

FRONT SUSPENSION (cont.)

	Type	Coil		
	Material	Chrome Steel		
Spring	Size (length x width x No. leaves or coil I.D.)	4" I. D.		
	Spring rate (lb. per in.)	.415	445	581-619
	Rate at wheel (lb. per in.)	N/A		
	Normal load (lb. @ rated length)	Right-1400 at 11" Left -1475 at 11"	Right-1575 at 11" Left -1660 at 11"	Right-1425 at 11" Left -1425 at 11"
Shock absorbers	Manufacturer	Own		
	Type (direct or lever)	Direct		
	Piston diameter	One		
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°				N/A	
Mechanical	Gear	Type		Worm and Three-Tooth Roller	
		Make		Own	
		Ratios	Gear	18.2	
			Overall	22.5	27.1
	No. wheel turns			4	5
Power	Type			Integral "Coaxial"	
	Make			Own	
	Trade name			Full Time Power Steering	
	Gear	Type		Rack and Sector and Recirculating Ball Nut	
		Ratios	Gear	16.2	
			Overall	19.1	20.1
	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) Tie rods (one or two)			None	Transverse Two

(x) Revised 2-15-56; D-500 added

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63-1 & 2	D-63-3	D-500

STEERING (cont.)

Kingpin	Inclination at camber (deg.)		5-1/2° at 0°			
	Diameter		.795			
	Bearings (type)	Upper	Roller			
		Lower	Steel Backed, Lead Bronze			
		Thrust	Ball			
Wheel alignment (range and preferred)	Caster (deg.)		-2° at 0° -2° Preferred with Manual Steering 0° Preferred with Power Steering (a)			
	Camber (deg.)		1/4° ± 3/8° Preferred Left - 1/2° Right - 0°			
	Toe-in (outside tread-inches)		1/8" Preferred			
Steering knuckle type			Reverse Elliott			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-Elliptical			
	Material		Steel			
	Size (length x width x No. leaves or coil I.D.)		52 x 2.5 x 4	52 x 2-1/2 x 5	52 x 2-1/2 x 6	
	Spring rate (lb. per in.)		88	90	110	
	Rate at wheel (lb. per in.)		N/A			
	Normal load (lb. at rated length)		680 at -.38 Opening	720 at -.38 Opening	600 at -.38 Opening	
	Mounting insulation type		Rubber Bushing			
	If leaf	No. of leaves	4	5	6	
		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			

(x) Revised 2-15-56; D-500 added.

AMA Consolidated Specification Questionnaire

AKE OF CAR DODGE MODEL YEAR 1956

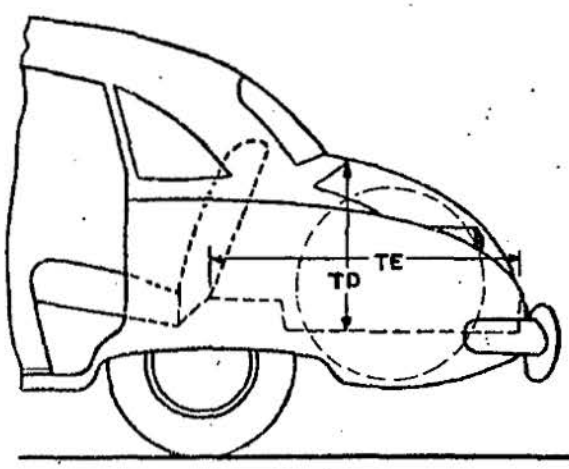
BODY—GENERAL DEFINITIONS

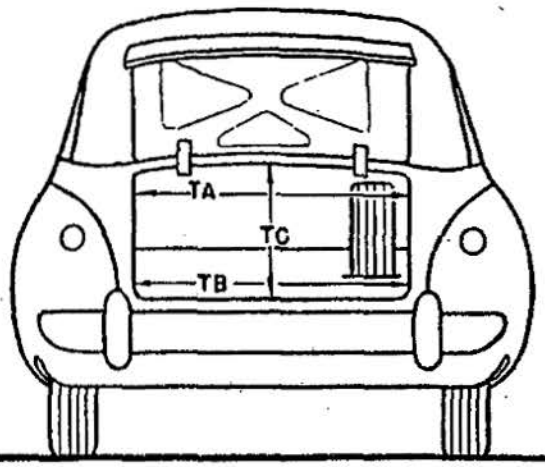
NOTE: Included in the dimension definitions listed on this and the following pages are those which have been proposed for adoption by the SAE. These are indicated by a number following the type of dimension, e.g., L 3. Additional dimensions have been added by the AMA Specifications Body Sub-Committee 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-62	D-63	D-500 (2-Dr. Hardtop)

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	–	56
Position of spare tire stowage	Right Hand Side - Inclined		
Method of holding lid open	Torsion Bar		

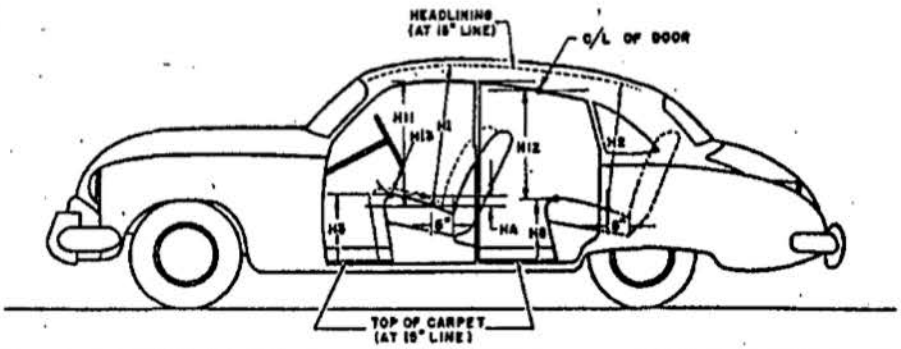
(x) Revised 2-15-56; D-500 added

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63	D-500 (2-Dr. Hardtop)

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	34.7
H2. Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	34.9	34.4
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	13.0
H11. Entrance—front—cushion "A" point to bottom windcord vertical.	30.0	29.5
H12. Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	28.5	---
H13. Steering wheel clearance to seat cushion taken on arc.	5.4	
HA. Front seat vertical rise at "A" pt. (inches.).	1.1	

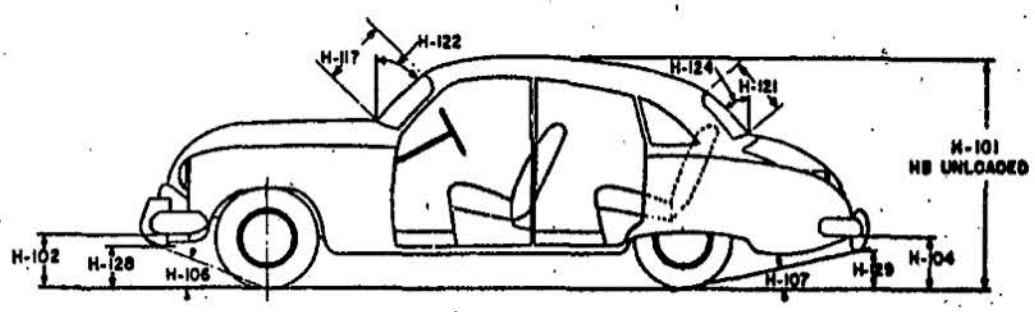
(x) Revised 2-15-56; D-500 added.

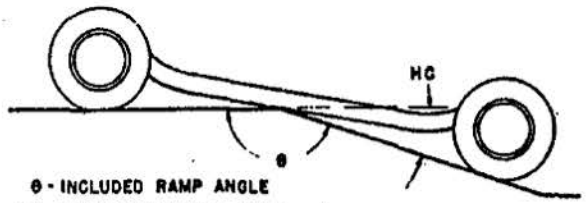
AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63-1, D-63-2	D-63-3	D-500 (2-Dr. Hardtop)

BODY—HEIGHT DIMENSIONS—EXTERIOR





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

H101. Overall height.	60.3	60.6	60.8	59.3
HB. Overall height—unloaded.	62.3	62.5	62.7	60.8
H102. Front bumper bottom to ground at normal section.	12.1	12.4	12.6	11.4
H104. Rear bumper bottom to ground at normal section.	10.8	11.1	11.3	11.6
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.	17°	18°		
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.	11°	12°		
HC. Ramp breakover angle.*	11°	12°		
H117. Windshield DLO-slant height.	16.5°			15.4°
H121. Backlight DLO*—Max., slant height.	18.8°			16.5°
H122. Windshield slope angle to vertical line on car axis.	45-1/2°			
H124. Backlight slope angle to vertical line on car axis.	52°			53°
H128. Ground to bottom of front bumper guard.	12.0	12.3	12.5	10.1
H129. Ground to bottom of rear bumper guard.	11.4	11.7	11.9	10.7
HD. Min. road clearance (location and dimension).	5.0 at Oil Pan	5.5 at Oil Pan	5.7 at Oil Pan	4.8 at Oil Pan
HE. Min. road clearance at rear axle.	8.0	8.2	8.4	7.7

*See Notes, page 19.

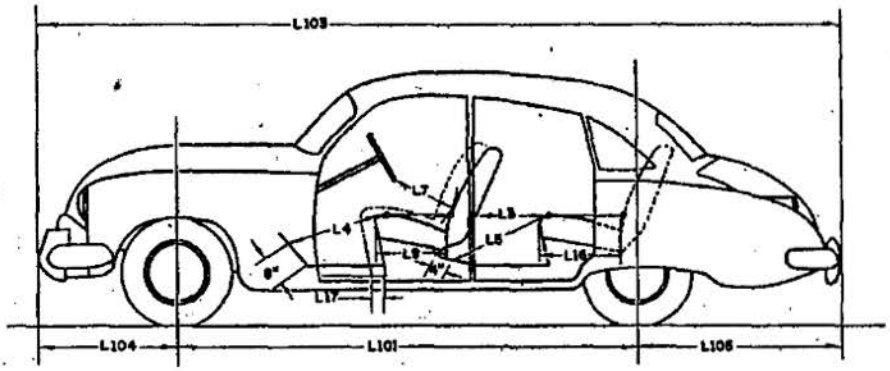
(x) Revised 2-15-56; D-500 added

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63	D-500 (2-Dr. Hardtop)

BODY—LENGTH DIMENSIONS



Interior	**L3.** Rear compartment back of front seat back to rear seat back.	31.2	29.6
	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	43.7
	L7. Steering wheel clearance to seat back taken on arc.	14.8	
	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).	17.7	
	L17. Total adjustment of front seat at floor.	5.0	
Exterior	**L101.** Wheel base.	120	
	L103. Overall length (bumper to bumper inc. guards).	212.0	
	L104. Overhang—front including bumper guards.	38.7	
	L105. Overhang—rear including bumper guards.	53.3	

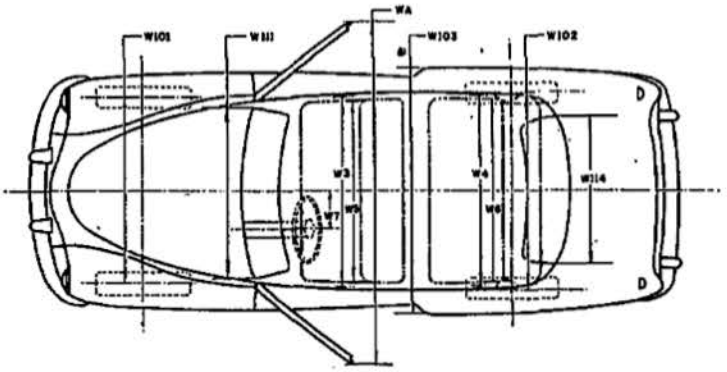
(x) Revised 2-15-56; D-500 added.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE **MODEL YEAR** 1956

MODEL	D-62	D-63	D-500 (2-Dr. Hardtop)

BODY—WIDTH DIMENSIONS



Interior	**W3.** Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	58.0	57.0
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.	57.8	56.5
	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	51.5
	W7. Steering wheel center to center of body.	15.0	
Exterior	**W101.** Front tread at ground.	58.9	
	W102. Rear tread at ground.	59.2	
	W103. Max. overall width of car including bumpers or mouldings.	74.6	
	WA. Max. overall width of car with doors open.	151.4	165.8
	W111. Windshield DLO, max. width.	59.5	
	W114. Back window DLO, max. width.	58.5	60.0

(x) Revised 2-15-56; D-500 added.

AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1956

MODEL	D-62-1	D-62-2	D-63-1	D-63-2	D-63-3	D-500 (2-Dr. HT)

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					1000
Backlight glass area		1134					1154
Total glass area		3452					3475

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 4-Dr Sd	N-6, 2-Dr Cust. Sub.	G-6 4-Dr Sd	G-6 4-Dr Sd	G-6 4-Dr Sd	D-6 2-Dr Sd
	D-6 2-Dr Sd	---	D-6 2-Dr Sd	J-6 Lancer	J-6 Lancer	J-6 2-Dr HT
	N-6 Del. Sub	---	K-6, 4-Dr Lancer	K-6, 4-Dr Lancer	K-6, 4-Dr Lancer	L-6 Conv.
	---		J-6 Lancer	N-6 Cust. Sub.	L-6 Conv.	
	---		L-6 Conv.	P-6, Cust. Sierra	---	
	---		N-6 Del. Sub	P-8, Cust. Sierra	---	
	---		P-6, Del. Sierra	---		
	---		P-8, Del. Sierra	---		

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

(x) Revised 2-15-56; D-500 added

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