

# AUTOMOBILE MANUFACTURERS ASSOCIATION CONSOLIDATED SPECIFICATION QUESTIONNAIRE

<b>MAKE OF CAR:</b> DODGE	<b>MODEL NAME</b>	<b>SYMBOL</b>
<b>COMPANY:</b> DODGE DIVISION CHRYSLER CORPORATION DETROIT 31, MICHIGAN	(A) Coronet "500"	D-500
	(A) Royal "500"	D-500
	(A) Custom Royal "500"	D-500
	(A) Sierra "500"	D-500
	(A) Custom Sierra "500"	D-500
<b>MODEL YEAR:</b> 1957	<b>DATE:</b> JANUARY 1957	(B) Coronet "501" D-500-1

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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	Coronet "500"	Royal "500"	Custom Royal "500"	Sierra "500"	Custom Sierra "500"	D-500-1
<b>Wheelbase</b>						
<b>Tread</b>	<b>Front</b>					61.7
	<b>Rear</b>					59.5
<b>Maximum Overall Dimensions</b>	<b>Length (L-103)</b>					
	<b>Width (W-103)</b>					
	<b>Height (H-101)</b>					56.1 (a)
<b>Steering ratio—overall</b>						
<b>Turning diameter (curb to curb)</b>						
<b>Shipping weight*</b>	3690	3700	3720	N/A		
<b>Transmission— (Specify standard, optional, not avail.)</b>	<b>Conventional</b>					
	<b>Overdrive</b>					
	<b>Automatic</b>					
<b>Axle ratio</b>	<b>Conventional</b>					
	<b>Overdrive</b>					
	<b>Automatic</b>					3.18 (See Page 15)
<b>Tire size</b>						7.60 x 15
<b>Engine</b>	<b>Type</b>					
	<b>No. of cylinders</b>					
	<b>Valve arrangement</b>					Overhead, Lateral, Double Rocker Shaft
	<b>Bore and stroke</b>					3.94 x 3.63
	<b>Piston displacement, cu. in.</b>					354
	<b>Standard compression ratio</b>					9.25 10.00
	<b>Maximum bhp at engine rpm</b>					285 at 4800 (b) 340 at 5200
<b>Maximum torque at rpm</b>					345 at 2800 (b) N/A	

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

- (A) The D-500 models are engine packages available on all Dodge V-8 models. This AMA shows only the D-500 data which differs from that of standard models.  
 (B) The D-500-1 model is an engine and chassis package available on Coronet V-8 club sedans and convertible coupes. This AMA shows only D-500-1 data which differs from standard models.  
 (a) Club Sedan. (b) With Power Pkg: 310 bhp at 4800 and torque of 350 at 3200.

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MAKE OF CAR DODGE MODEL YEAR 1957

MODEL D-500 D-500-1

## ENGINE—GENERAL

Type	V, In-line, other			
	Angle of V			
No. of cylinders				
Valve arrangement		Overhead, Lateral, Double Rocker Shaft		
Bore and stroke			3.94 x 3.63	
Piston displacement, cu. in.			354	
Numbering system (front to rear)	L. Bank			
	R. Bank			
Firing order				
Compression ratio	Standard Head	9.25	10.00	
	Optional Head			
Cylinders	Head	Standard		
	Material	Optional		
	Sleeve—Wet, dry, other, none			
Number of mounting points	Front			
	Rear			
Taxable horsepower	(Dia. <sup>2</sup> x No. Cyl.) 2.5		49.7	
Advertised max. brake horsepower at engine RPM*	Standard head	285 at 4800 (a)	340 at 5200	
	Optional head	---	---	
	With fuel (Octane and method)	Standard Head	99.4 Motor; 105 Research	
		Optional Head	---	---
Max. torque (lb. ft. @ RPM)	Standard head	345 at 2800 (a)	N/A	
	Optional head	---	---	
Recommended idle speed (neutral)			650	

## ENGINE—PISTONS

Material			
Description and finish	Thermally Controlled by Steel Band, Elliptically Turned, Tin Plated		
Weight (piston only) oz.	19.5		22.8
Clearance	Top land	.031	.030
	Skirt	Top	
		Bottom	
Ring groove depth	No. 1 ring		.22
	No. 2 ring		.22
	No. 3 ring		.21
	No. 4 ring		

\*Corrected as defined by SAE Engine Test Code, with the following standard power consuming accessories:

(a) With Power Pkg: 310 bhp at 4800 and torque of 350 at 3200.

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MODEL D-500 D-500-1

## ENGINE—RINGS

Type (top to bottom)	No. 1 oil or comp.		
	No. 2 oil or comp.		
	No. 3 oil or comp.		
	No. 4 oil or comp.		
No. rings above piston pin			
Compression	Material		
	Coating		No. 1 - Chromium No. 2 - Tin
	Width		
	Gap		
	Maximum wall thickness		.197
Oil	Material		
	Coating		
	Width		
	Gap		
	Maximum wall thickness		.158
Location of expanders			

## ENGINE—PISTON PINS

Material			
Length			3.145
Diameter			.984
Type	Locked in rod, in piston, floating, etc.		
	Bushing	In rod or piston	
		Material	
Clearance	In piston		
	In rod		
Direction offset in piston			

## ENGINE—CONNECTING RODS

Material			
Weight (oz.)			25.2
Length (center to center)			6.95
Bearing	Material		Tri-Metal (a)
	Type (cast-in or removable)		
	Effective length		.88
	Clearance		
	End play		.006 - .014 (2 Rods)

## ENGINE—CRANKSHAFT

Material	Drop Forged Steel Hardened
Weight (lb.)	

(a) Copper Lead on Steel Back.

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MODEL D-500 D-500-1

### ENGINE—CRANKSHAFT (cont.)

Vibration damper type		Rubber - Dynamic	
End thrust taken by bearing (No.)			
Crankshaft end play			
Main bearing	Material	Tri-Metal (a)	
	Type (cast-in or removable)		
	Clearance	.0005 - .0015 (b)	
	Journal dia. and bearing effective length	No. 1	2.50 x .82
		No. 2	2.50 x .82
		No. 3	2.50 x .74
		No. 4	2.50 x .82
		No. 5	2.50 x 1.39
No. 6			
No. 7			
Direction offset from cyl. bore			
Connecting rod crankpin journal diameter			

### ENGINE—CAMSHAFT

Material			
Bearings	Material		
	Number		
Type of drive	Gear or chain		
	Crankshaft gear or sprocket material		
	Camshaft gear or sprocket material		
	Timing chain	Make	
		No. of links	
		Width	
Pitch			

### ENGINE—VALVE SYSTEM

Hydraulic lifters (yes, no)		No
Special provision for valve rotation (intake, exhaust)		Low Friction Lock on Intake and Exhaust
Rocker ratio		
Operating tappet clearance (indicate hot or cold)	Intake	.015 (Hot)
	Exhaust	.024 (Hot)
Tappet clearance for timing	Intake	
	Exhaust	
Timing marks on fly-wheel, damper, other		Vibration Damper

- (a) Copper Lead on Steel Back.
- (b) Rear Main - .0015 to .0025

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MODEL D-500 D-500-1

## ENGINE—VALVE SYSTEM (cont.)

Timing	Intake	Opens (°BTC)	18 BTC (b)	35 BTC (c)
		Closes (°ABC)	58 ABC (b)	65 ABC (c)
	Exhaust	Opens (°BBC)	56 BBC (b)	65 BBC (c)
		Closes (°ATC)	20 ATC (b)	25 ATC (c)
Intake	Material			
	Overall length		4.83	5.03
	Actual overall head dia.		1.87	1.94
	Angle of seat			
	Seat insert material			
	Stem diameter			
	Stem to guide clearance			
	Lift		.388	.414 (d)
	Outer spring press. and length	Valve closed (lb. @ in.)	78 - 88 at 1.69	60 at 1.66
		Valve open (lb. @ in.)	170 - 184 at 1.31	158 at 1.22
	Inner spring press. and length	Valve closed (lb. @ in.)		28 at 1.53
		Valve open (lb. @ in.)		66 at 1.09
	Exhaust	Material		
Overall length		4.85	4.99	
Actual overall head dia.		1.53	1.75	
Angle of seat				
Seat insert material			Alloy Iron	
Stem diameter				
Stem to guide clearance				
Lift		.388	.435 (d)	
Outer spring press. and length		Valve closed (lb. @ in.)	78 - 88 at 1.69	60 at 1.66
		Valve open (lb. @ in.)	170 - 184 at 1.31	158 at 1.22
Inner spring press. and length		Valve closed (lb. @ in.)		28 at 1.53
		Valve open (lb. @ in.)		66 at 1.09

## ENGINE—LUBRICATION SYSTEM

Type of lubrication (splash, pressure, nozzle)	Main bearings	
	Connecting rods	
	Piston pins	
	Camshaft bearings	
	Tappets	
	Timing gear or chain	
	Cylinder walls	

- (a) 21-4N - Nitrogen treated Manganese Chromium Nickel Steel.
- (b) "After" cars only; "Up to" cars - Intake opens 10 BTC, closes 58 ABC,  
Exhaust opens 56 BBC, closes 16 ATC
- (c) Optional cam: Intake opens 33 BTC, closes 71 ABC; Exhaust opens 68 BBC,  
closes 36 ATC
- (d) Optional Cam Lift: Intake - .394, Exhaust - .400

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## ENGINE—LUBRICATION SYSTEM (cont.)

Oil pump type	
Normal oil pressure (lb. @ rpm)	
Oil pressure gage type (electric or mechanical)	
Type oil intake (floating, stationary)	
Oil filter type (full flow, partial flow)	Full Flow Replaceable Element
Capacity of crankcase, less filter—refill (qt.)	
Oil grade recommended (SAE viscosity and temperature range)	
Oil type recommended	

## ENGINE—FUEL SYSTEM

Recommended fuel	Standard head	Premium	
	Optional head		
Fuel Tank	Capacity (gals.)	20 (a)	23
	Filler Location		
Fuel Filter	Type		
	Location		
	Type (elec. or mech.)		
Fuel pump	Location		
	Pressure range		
	Vacuum booster (std., optl., none)		
	Make	Carter	
	Model number	WCFB-2622S (b) (c)	WCFB-2534S (front), WCFB-2535S (rear)
	Number used	One (b)	Two
Carburetor	Type	4-Barrel	
	Downdraft, side Inlet, other		
	Single or dual		
	Intake manifold heat control (manual, auto., none)		
	Automatic choke type (integral, other)		Integral
	Air cleaner type	Standard	
		Optional	

## ENGINE—EXHAUST SYSTEM

Type (single, single with cross-over, dual, other)	Dual		
Muffler type (rev. flow, str. thru, sep. resonator)			
Exhaust pipe dia.	Branch	2"	2-1/2"
	Main	2"	2-1/2"
Tail pipe diameter	2"		

- (a) 23 gallon tank optional. (b) With optional Power Package: Two 4-barrel Carter Carburetors used, WCFB-2633S (front) and WCFB-2634S (rear).  
 (c) "After" cars; "Up to" cars used WCFB-2532S.

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MODEL D-500 D-500-1

## ENGINE—COOLING SYSTEM

Type (pressure system, atmospheric, other)

Radiator cap relief valve press.

Circulation thermostat Type (choke, bypass)  
Starts to open at

Water pump Type (centrifugal, other)  
Number of pumps  
Drive (V-belt, other)  
Bearing type

By-pass recirculation type (internal, external)

Radiator core type (cellular, tube and fin)

Cooling system capacity With heater (qt.) 22  
Without heater (qt.) 21

Water jackets full length of cylinder (yes, no)

Water all around cylinder (yes, no)

Radiator hose Lower Number and type (molded, straight)  
Inside diameter and length 1.75

Radiator hose Upper Number and type (molded, straight)  
Inside diameter and length

Radiator hose By-pass Number and type (molded, straight) One (Permanent, External, Molded)  
Inside diameter and length 0.8

Drive belts Fan Number used Two  
Angle of V  
Outside length 36.5  
Width

Drive belts Generator Angle of V  
Outside length 39.25  
Width

Fan Number of blades and spacing Six, 45° - 75° - 60°

Fan Diameter  
Ratio—fan to crankshaft revolutions .85

Fan Bearing type

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MODEL D-500 D-500-1

## ELECTRICAL—SUPPLY SYSTEM

Battery	Make and Model		
	Voltage Rtg. & Plates/cell		
	SAE Designation & Amp Hr. Rtg		
	Location		
	Terminal grounded		
Generator	Make		
	Model		
	Type		
	Ratio—Gen. to Cr/s rev.		2.16
Regulator	Make		
	Model		
	Type		
	Cutout relay	Closing voltage @ generator rpm	
		Reverse current to open	
	Regu-lated	Voltage	
		Current	
	Min. Gen. rpm required		
Voltage test con-ditions	Temperature		
	Load		
	Other		

## ELECTRICAL—STARTING SYSTEM

Starting motor	Make		
	Model		MDL-6001
	Rotation (drive end view)		
	Engine cranking speed		
	Test conditions		
	Lock test	Amps	
		Volts	
		Torque (lb. ft.)	
No load test	Amps	85	
	Volts	4	
	RPM (min.)		
Motor control	Switch (solenoid, manual)	Solenoid, Positive Engagement	
	Starting procedure		



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MODEL D-500 D-500 Power Package D-500-1

## ELECTRICAL—STARTING SYSTEM (cont.)

Motor drive	Engagement type		
	Pinion meshes (front, rear)		
	Number of teeth	Pinion	
		Flywheel	
Flywheel tooth face width			

## ELECTRICAL—IGNITION SYSTEM

Coil	Make			
	Model			
	Amps	Engine stopped		
Engine idling				
Distributor	Make			
	Model		IBP-4002-D (A)      IBS-4005	
	Spark advance data (at distributor shaft)	Centr. advance start (rpm)	250 - 450 (a)	350 - 450
		Centr. advance max. deg. @ rpm	8° - 10° at 2400 (b)	7° - 9° at 1200
		Vacuum advance start (in. Hg.)	0° at 10" to 11" (c)	0° at 8.3" to 9.9"
		Vac. adv. (max. deg. @ in. Hg.)	12° - 14° at 17.75" (d)	9° to 11.5° at 18"
	Breaker gap (in.)			
	Cam angle (deg.)		29° - 32° (B)	36° - 39° (C)
Breaker arm tension (oz.)				
Timing	C/S deg. @ rpm			
	Mark location			
	Cylinder numbering system (see page 2)			
	Firing order (see page 2)			
Spark plug	Make and model		Auto-Lite AR-32      AGR-32	
	Thread (mm)			
	Tightening torque (lb. ft.)			
	Gap			
Cable	Conductor type			
	Insulation type			
	Spark plug protector			

## ELECTRICAL—SUPPRESSION

Description	
-------------	--

- (A) "After" cars only; "Up to" cars use Model IBK-4301-A with the following specifications:
- |                           |                           |
|---------------------------|---------------------------|
| (a) 300 - 400.            | (c) 1° at 7.5" to 9.0".   |
| (b) 8.5° - 10.5° at 2400. | (d) 10.5° - 12.5° at 17". |
- (B) "After" cars (single breaker) only; "Up to" cars - 36° - 39° (double breaker).  
 (C) Double Breaker.

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**MAKE OF CAR** DODGE **MODEL YEAR** 1957

**MODEL** D-500, D-500-1

## ELECTRICAL—INSTRUMENTS AND SWITCHES

<b>Speed-ometer</b>	Make Trip odometer (yes, no)	
<b>Charge Indicator—type</b>		
<b>Temperature Indicator—type</b>		
<b>Oil pressure Indicator—type</b>		
<b>Fuel indicator—type</b>		
<b>Ignition switch</b>	Identify positions in order and circuits controlled	
	Provision for illumination	
	Location	
	Theft protection type	
<b>Main lighting switch</b>	Identify positions and lights controlled	
<b>Other light switches</b>	Locations and lamps controlled	
<b>Other switches</b>	Locations and devices controlled	
<b>Windshield wiper</b>	Make	
	Type	
	Vacuum booster provision	
	Washer provision	
<b>Horn</b>	Type	
	Number used	
	Amp draw (each)	



# AMA Consolidated Specification Questionnaire

**MAKE OF CAR** DODGE **MODEL YEAR** 1957

**MODEL** D-500 D-500-1

## DRIVE UNITS—CLUTCH (PEDAL OPERATED)

<b>Make</b>			
<b>Type (dry or wet plate)</b>			
<b>In combination with fluid coupling (yes, no)</b>			
<b>Semi-centrifugal (yes, no)</b>			
<b>Type pressure plate springs</b>			
<b>Total plate pressure (lb.)</b>		2349	
<b>No. of clutch driven discs</b>			
<b>Clutch facing</b>	<b>Material</b>		
	<b>Inside diameter</b>	6.5	
	<b>Outside diameter</b>	11.0	
	<b>Total eff. area (sq. in.)</b>	123.7	
	<b>Thickness</b>		
	<b>Number required</b>		
	<b>Engagement cushioning method</b>		
	<b>Release bearing</b>	<b>Type</b>	
		<b>Method of lubrication</b>	
	<b>Torsional damping</b>	<b>Method (springs, other)</b>	
<b>Frict. mat.</b>			

## DRIVE UNITS—TRANSMISSIONS

<b>Conventional (std. or opt.)</b>	
<b>Conventional with overdrive (std. or opt.)</b>	
<b>Automatic (std. or opt.)</b>	

## DRIVE UNITS—CONVENTIONAL TRANSMISSION

<b>Number of forward speeds</b>		
<b>Transmission ratios</b>	<b>In first</b>	
	<b>In second</b>	
	<b>In third</b>	
	<b>In fourth</b>	
	<b>In reverse</b>	
<b>Constant mesh gears in 2nd (yes, no)</b>		
<b>Spur gear used in (indicate speeds)</b>		
<b>Helical gears used in (indicate speeds)</b>		
<b>Synchronous meshing in 2nd and 3rd gears (yes, no)</b>		

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## DRIVE UNITS—CONVENTIONAL TRANSMISSION (cont.)

<b>Lubricant</b>	Capacity (pt.)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
Extreme cold			

## DRIVE UNITS—CONVENTIONAL TRANSMISSION WITH OVERDRIVE

For transmission data see conventional transmission section

<b>Overdrive</b>	Type (planetary or other)			
	If planetary, No. of pinions			
	Manual lockout (yes, no)			
	Downshift accelerator control (yes, no)			
	Minimum cut-in speed			
	Gear ratio			
	<b>Lubricant</b>	Capacity (O.D. only)		
		Separate filter (yes, no)		
		Type recommended		
		SAE viscosity number	Summer	
Winter				
Ext. cold				

## DRIVE UNITS—AUTOMATIC TRANSMISSION

<b>Trade name</b>	TorqueFlite																									
<b>Type (fluid coupling with gears, torque converter with gears, other)</b>																										
<b>Manual selector positions, left to right (show symbols and define, e.g., N- Neutral)</b>	<table border="1" style="margin: auto;"> <tr> <td style="padding: 5px;">R</td> <td style="padding: 5px;">N</td> <td style="padding: 5px;">D</td> </tr> <tr> <td style="padding: 5px;">1</td> <td style="padding: 5px;">2</td> <td></td> </tr> </table>	R	N	D	1	2																				
R	N	D																								
1	2																									
<b>List gear ratios in each drive position (range)</b>	<table style="margin-left: auto; margin-right: auto;"> <tr> <td>R</td><td>-</td><td>Reverse</td><td>-</td><td>2.20</td> </tr> <tr> <td>N</td><td>-</td><td>Neutral</td><td>-</td><td>--</td> </tr> <tr> <td>1</td><td>-</td><td>Low</td><td>-</td><td>2.45</td> </tr> <tr> <td>2</td><td>-</td><td>Second</td><td>-</td><td>1.45</td> </tr> <tr> <td>D</td><td>-</td><td>Drive</td><td>-</td><td>1.00</td> </tr> </table>	R	-	Reverse	-	2.20	N	-	Neutral	-	--	1	-	Low	-	2.45	2	-	Second	-	1.45	D	-	Drive	-	1.00
R	-	Reverse	-	2.20																						
N	-	Neutral	-	--																						
1	-	Low	-	2.45																						
2	-	Second	-	1.45																						
D	-	Drive	-	1.00																						
<b>Shifting within drive position range by accelerator control and speed limiting governor (yes, no)</b>																										
<b>By governor—forced shift (yes, no)</b>																										
<b>Downshift of gears in high range possible up to (mph)</b>	N/A																									

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## DRIVE UNITS—AUTOMATIC TRANSMISSION (cont.)

Torque convertor	Number of elements			
	Max. ratio at stall at engine rpm		2.7 at 1870	N/A
	Mechanical lockup	Provided (yes, no)		
		Speed range		
		Releases at (speed range, mph)		
Type of cooling (forced air, oil cooler and type, other)				
Anti-creep device (yes, no)				
Lubricant	Capacity—refill (pt.)		18	
	Type recommended			
	Grade	Summer		
		Winter		
		Extreme cold		

## DRIVE UNITS—PROPELLER SHAFT

Number used				
Type (exposed, torque tube)				
Outer diameter x length* x wall thickness	Conventional trans.	3.5 x 59.02 x .065	3.5 x 58.96 x .065	
	Overdrive trans.			
	Automatic trans.	3.25 x 58.96 x .065	3.5 x 58.96 x .065	
Inter-mediate bearing	Type (plain, anti-friction)			
	Lubric. (fitting, prepack)			
Universal joints	Make			
	Number used			
	Type (ball and trunnion, cross, other)			
	Bearing	Type (plain, anti-friction)		
		Lubric. (fitting, prepack)		
Drive taken through (torque tube or arms, spring)				
Torque taken through (torque tube or arms, springs)				

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

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MODEL D-500 D-500-1

### DRIVE UNITS—REAR AXLE

Type (semi-floating, other)			
Gear type (hypoid, other)			
Gear ratio and No. of teeth	Conventional trans.	3.73 (41-11) (a)	
	Overdrive trans.		
	Automatic trans.	3.18 (35-11) (c)	
Pinion adjustment (shim, other)			
Pinion bearing adj. (shim, other)			
Lubricant	Capacity (pt.)		
	Type recommended		
	SAE viscosity number	Summer	
		Winter	
	Extreme cold		

### DRIVE UNITS—WHEELS

Type (disc, other)		
Rim (size and flange type)		15 x 6.5 L
Attachment	Type (bolt or stud)	
	Circle diameter	5.5
	Number and size	5, 9/16 x 18 NF

### DRIVE UNITS—TIRES

Size and ply rating	Standard	7.60 x 15
	Optional	---
Rev/mile at 30 mph		728
Inflation press. (cold)	Front	24
	Rear	24

### BRAKES—SERVICE

Type			
Booster type			
Effective area (sq. in.)		251	
Percent brake effectiveness—rear		40	
Drum	Diameter	Front	12
		Rear	12
	Type and material		Centrifuse

- (a) Optional ratios - 3.54 (39-11) and 3.91 (43-11).
- (b) Optional ratios - 2.92 (38-13), 3.18 (35-11), 3.36 (37-11), 3.54 (39-11), 3.73 (41-11), 3.91 (43-11), 4.1 (41-10), 4.3 (43-10), 4.56 (41-9), 4.89 (44-9), 5.12 (41-8), 5.38 (43-8), 5.83 (35-6), and 6.17 (37-6).
- (c) Optional ratios - 3.36 (37-11), and 3.54 (39-11).

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MAKE OF CAR DODGE MODEL YEAR 1957

MODEL D-500 D-500-1

## BRAKES—SERVICE (cont.)

Brake lining	Bonded or riveted			
	Primary	Material		
		Size (length x width x thickness)	Front wheel	12.6 x 2.5 x .20
			Rear wheel	12.6 x 2.5 x .20
		Segments per shoe		
	Secondary	Material		
		Size (length x width x thickness)	Front wheel	12.6 x 2.5 x .20
			Rear wheel	12.6 x 2.5 x .20
Segments per shoe				
Wheel cylinder bore	Front			
	Rear			
Master cylinder bore				
Available pedal travel				
Line pressure at 100 lb. pedal load			750 (a)	
Shoe clearance adjustment				

## BRAKES—PARKING

Type of control		
Location of control		
Operates on		
If separate from service brakes	Type (internal or external)	
	Drum diameter	
	Lining size (length x width x thickness)	

## FRAME

Type and description	
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## FRONT SUSPENSION

Type and description	
----------------------	--

(a) With Power Brakes - 1100 psi.



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MAKE OF CAR DODGE MODEL YEAR 1957

MODEL D-500 D-500-1

## FRONT SUSPENSION (cont.)

	Type		
	Material		
Spring	Size (length x width x No. leaves or coil I.D.)		Length - 44.6 Diameter - 1.09
	Spring rate (lb. per in.)		
	Rate at wheel (lb. per in.)		N/A
	Normal load (lb. @ rated length)		
Shock absorbers	Manufacturer		
	Type (direct or lever)		Direct (Heavy Duty)
	Piston diameter		
Stabilizer	Type (link, linkless, frameless)		
	Material		

## STEERING

Type used (Standard or optional)	Mechanical			
	Power	Not Available		
Wheel diameter				
Turning diameter	Outside front	Wall to wall (r. & l.)		
		Curb to curb (r. & l.)		
	Inside rear	Wall to wall (r. & l.)		
		Curb to curb (r. & l.)		
Inside wheel angle with outside wheel at 20°				
Mechanical	Gear	Type		
		Make		
		Ratio	23.0	
		Gear Overall	4.1	
	No. wheel turns			
Power	Type		--	
	Make		--	
	Trade name		--	
	Gear	Type		--
		Ratio		--
		Gear Overall		--
	Pump driven by		--	
	Overall torque ratio		--	
	Number wheel turns		--	
	Linkage	Type		
Location (front or rear of wheels)				
Drag link (trans. or long) Tie rods (one or two)				

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## STEERING (cont.)

Kingpin	Inclination at camber (deg.)		
	Diameter		
	Bearings (type)	Upper	
		Lower	
	Thrust		
Wheel alignment (range and preferred)	Caster (deg.)		
	Camber (deg.)		
	Toe-in (outside tread-inches)		
Steering knuckle type			
Wheel spindle	Diameter	Inner bearing	1.375
		Outer bearing	.844
	Thread size		
	Bearing type		

## REAR SUSPENSION

Type				
Drive and torq. taken through (see page 14)				
Spring	Type			
	Material			
	Size (length x width x No. leaves or coil I.D.)		55 x 2.5 x 7	
	Spring rate (lb. per in.)		144 - 156	
	Rate at wheel (lb. per in.)		N/A	
	Normal load (lb. at rated length)			
	Mounting insulation type			
	If leaf	No. of leaves		7
		Covers (yes, no)		
		Lubricated (yes, no)		
Inserts		Type and size		
	Material			
Shackle (comp. or tens.)				
Shock absorbers	Manufacturer			
	Type (direct or lever)		Direct (Heavy Duty)	
	Piston diameter		1-3/8	
Stabilizer	Type (link, linkless, frameless)			
	Material			
Track bar type				

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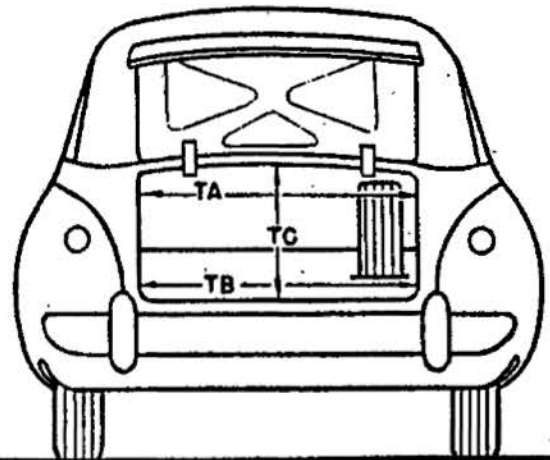
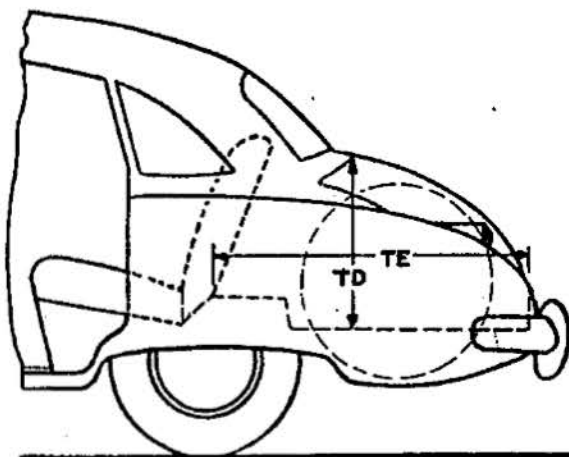
## BODY—GENERAL DEFINITIONS

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-500	D-500-1 (a)
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## BODY—TRUNK OPENING DIMENSIONS



TA—Width across the top	
TB—Width across the bottom	
TC—Diagonal dimension at CL from top of opening to bottom	
TD—Vertical height of opening (floor to top, inside edge of opening)	
TE—Max. horizontal depth (forward from vertical projection of inside edge of opening)	
Position of spare tire stowage	
Method of holding lid open	

(a) Club Sedan dimensions used on following pages.

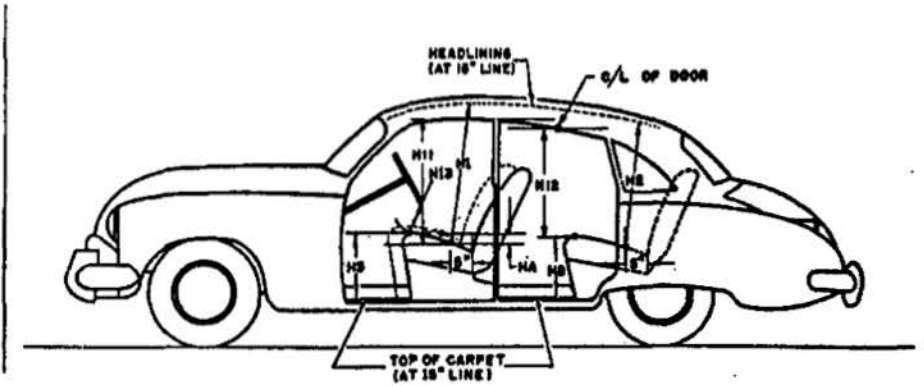
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MODEL D-500 D-500-1

## BODY—HEIGHT DIMENSIONS—INTERIOR



<b>H1.</b> Front headroom—from "A" pt. to headlining at 8° back of vertical on 15" line. (For "A" pt. see note 1, page 19)	
<b>H2.</b> Rear headroom—from "A" pt. to headlining at 8° back of vertical on 15" line.	
<b>H3.</b> Front seat height to floor carpet on 15" line (front edge of cushion).	
<b>H8.</b> Rear seat height to floor carpet on 15" line (front edge of cushion).	
<b>H11.</b> Entrance—front—cushion "A" point to bottom windcord vertical.	
<b>H12.</b> Entrance—rear—top of cushion to bottom windcord vertical at C/L of rear door.	--
<b>H13.</b> Steering wheel clearance to seat cushion taken on arc.	
<b>HA.</b> Front seat vertical rise at "A" pt. (Inches.)	

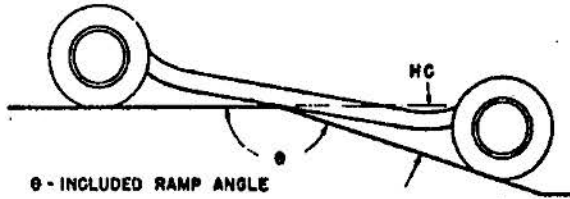
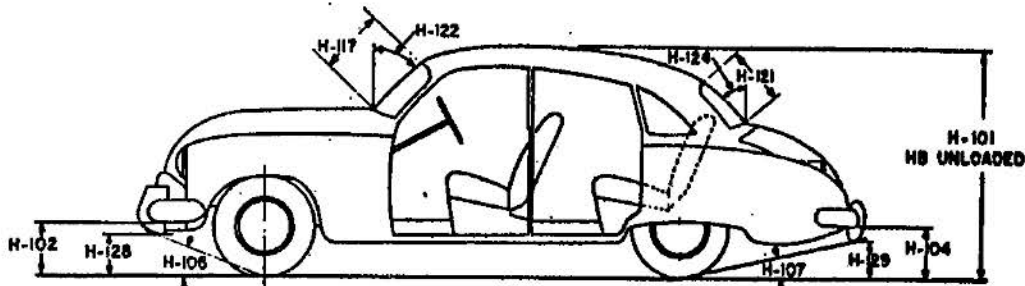
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**MAKE OF CAR** DODGE **MODEL YEAR** 1957

**MODEL** D-500 D-500-1

## BODY—HEIGHT DIMENSIONS—EXTERIOR



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

H101. Overall height.		56.1
HB. Overall height—unloaded.		57.7
H102. Front bumper bottom to ground at normal section.		12.4
H104. Rear bumper bottom to ground at normal section.		10.6
H106. Angle of approach—from the tire rolling radius to lowest point on front bumper or guard.		20.6
H107. Angle of departure—from the tire rolling radius to lowest point on rear bumper or guard.		9.1
HC. Ramp breakover angle.*		9.2
H117. Windshield DLO—slant height.		
H121. Backlight DLO*—Max. slant height.		
H122. Windshield slope angle to vertical line on car axis.		
H124. Backlight slope angle to vertical line on car axis.		
H128. Ground to bottom of front bumper guard.		12.4
H129. Ground to bottom of rear bumper guard.		16.3
HD. Min. road clearance (location and dimension).		4.8 (Frame Side Member)
HE. Min. road clearance at rear axle.		

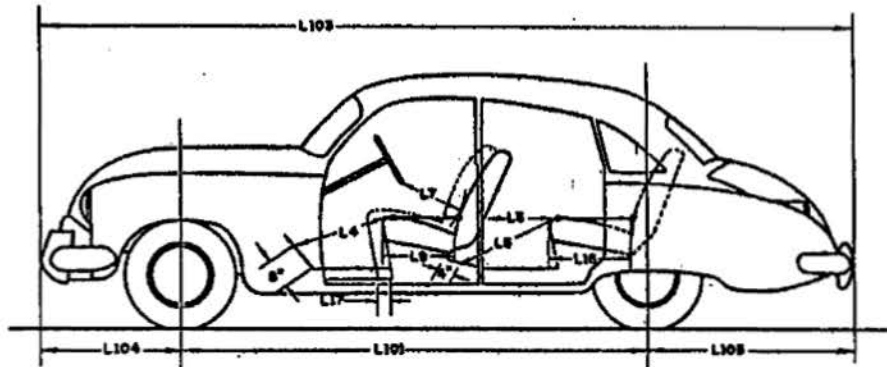
\*See Notes, page 19.

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MAKE OF CAR DODGE MODEL YEAR 1957

MODEL D-500, D-500-1

## BODY—LENGTH DIMENSIONS



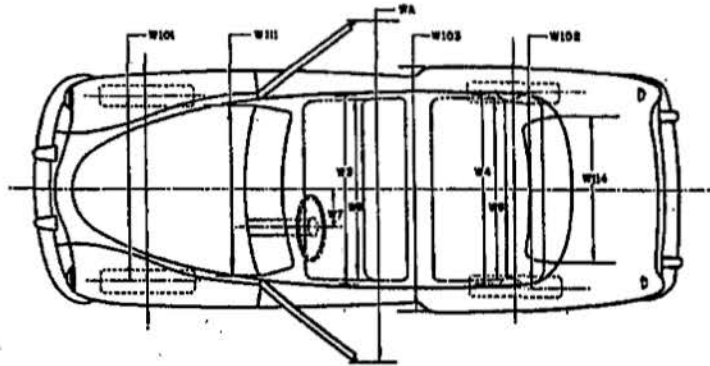
	L3. Rear compartment back of front seat back to rear seat back.	
	L4. Leg room—front—diagonal—ball of foot to top of seat to front seat back—15° line.	
	L5. Leg room—rear—diagonal—from ball of foot to top of rear seat cushion and to seat back.	
Interior	L7. Steering wheel clearance to seat back taken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

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1957

MODEL D-500 D-500-1

## BODY—WIDTH DIMENSIONS



Interior	W3. Front shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.			
	W4. Rear shoulder room, at garnish moulding height or nearest interference 5" forward of seat back.			
	W5. Front hip room, at top of seat 5" forward of vert. tan. to seat back.			
	W6. Rear hip room, at top of seat 5" forward of vert. tan. to seat back.			
	W7. Steering wheel center to center of body.			
Exterior	W101. Front tread at ground.			61.7
	W102. Rear tread at ground.			59.5
	W103. Max. overall width of car including bumpers or mouldings.			
	WA. Max. overall width of car with doors open.			167.4
	W111. Windshield DLO, max. width.			
	W114. Back window DLO, max. width.			

# AMA Consolidated Specification Questionnaire

MAKE OF CAR DODGE MODEL YEAR 1957

MODEL	D-500	D-500-1
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## BODY—MISCELLANEOUS INFORMATION

Doors hinged (front, rear)	Front	
	Rear	
Type of finish (lacquer, enamel)		
Hood opening (front, side, semi-full, full, half)		
Hood counterbalanced (yes, no)		
Hood release control (internal, external)		
Vent window control method (crank, friction, pivot).		
Windshield (one piece, two piece, curved, flat)		
Rear window type (one piece, two piece, three piece, curved, flat)		
Windshield glass area		
Backlight glass area		
Total glass area		4224

## 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)		D-6 2-Door Sedan
		L-6 Convertible Coupe

**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

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