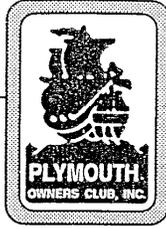


Plymouth

OWNERS CLUB, INC.



FOUNDED 1957

JUDGING

GUIDE

CLASS # _____ REGISTRATION # _____

OWNER _____ MEET _____

BODY STYLE _____ YEAR _____ MODEL _____ SENIOR CAR YES NO (CIRCLE ONE)

DATE _____

PLYMOUTH OWNERS CLUB, INC.
GROUP 3 JUDGING SUMMARY SHEET
(DESIGN 12 - JUNE 2004)

INSTRUCTIONS: OWNERS
 1. IMMEDIATELY FILL OUT THE TOP OF THIS SHEET. RETURN IT TO TELLERS
 2. PUT YOUR NAME AND REGISTRATION NUMBER ON EACH WORKSHEET AND
 PLACE THEM ON THE FRONT SEAT, INCLUDING THE ACCESSORIES WORKSHEET
 3. PLEASE REMAIN WITH YOUR CAR DURING JUDGING TO AID JUDGES (OPEN
 HOODS, POINT OUT ACCESSORIES, ANSWER QUESTIONS, ETC.)

AUTHENTICITY IS ONE OF THE MAIN PRINCIPLES OF THE CLUB
 JUDGING IS BASED ON AN IDEAL FACTORY ORIGINAL. EXCEPTIONS ARE NOTED IN OUR BY-LAWS

MAXIMUM SCORE IS 100
 MINIMUM POINTS FOR BEST OF SHOW IS 92
 MINIMUM POINTS FOR FIRST PLACE IS 90
 MINIMUM POINTS FOR SECOND PLACE IS 85
 THIRD PLACE MUST SCORE 75 OR MORE POINTS

CLASSIFICATION	SCORE
A. GLASS	MAX. 5
B. TOP OR ROOF	MAX. 5
C. TIRES	MAX. 5
D. BODY, HOOD, FENDERS, SHEET METAL, TRUNK	MAX. 10
E. UNDERCARRIAGE	MAX. 4
F. PAINT	MAX. 10
G. WHEELS	MAX. 4
H. ACCESSORIES	MAX. 5
I. INTERNAL TRIM AND INSTRUMENTS	MAX. 9
J. UPHOLSTERY	MAX. 10
K. FLOOR COVERING	MAX. 4
L. LIGHTING	MAX. 5
M. EXTERNAL BRIGHT WORK	MAX. 9
N. MECHANICAL CONDITION	MAX. 10
O. ENGINE COMPARTMENT	MAX. 4
	MAX. 8
	MAX. 7
	MAX. 10
	TOTAL _____

100 POINT MAX. DECISIONS OF THE JUDGING TEAM ARE FINAL

Group 3
 1960 - Current Year

PLYMOUTH OWNERS CLUB
JUDGING GUIDE

Group 3 1960 – 2001 Rear Wheel Drive

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Revised – January 2010

I - Club Policy

The purpose of the Club is to encourage the use, preservation and restoration of Plymouth and Fargo automobiles and trucks, 25 years of age or older, particularly the **AUTHENTIC** restoration of these models, to provide and regulate meets, tours and exhibitions for members vehicles, to provide high judging standards at these meets, to publish in the club magazine information of interest and value to the members, and to discourage any activities, ideas or philosophies contrary to these aims.

This paragraph certainly gets directly to the issue we are dealing with. We are to promote the **AUTHENTIC** restoration of Plymouths and Fargo vehicles. That means we need to judge these cars against a **standard of a factory shipped car**. Original Plymouths did not come from the factory with modern modifications. Changes made due to state safety requirements are acceptable, such as safety glass, seat belts and turn signals.

If any vehicle has been modified in such a way as to obviously alter horse power, and components to include; rear end, transmission, suspension, electrical system, sheet metal, such as a street rod, it shall be ineligible for judging. Minor changes for safety and ease of driving such as seat belts, safety glass, radial tires and turn signals do not make a car modified and the car may be judged. Installation of overdrive units in vehicles that did not originally offer them shall be cause for point deductions. The car will lose points for these changes unless required by state laws.

The original model engine must be installed in the said model. For example, a PB engine in a PB model car. A non-original engine installation shall result in **ZERO** points for the engine category at all Plymouth Owners Club judged meets. If a vehicle has been modified so that it has a non-stock engine (6 cylinder or 8 cylinder in a car that originally came with a 4 cylinder), it is considered modified.

If a factory replacement engine between the years 1935 and 1949 has been installed, there will be no penalty. Factory replacement engines can be identified by the lack of a serial number stamped on the engine number pad of the block. They can also be identified by a tag reading "For Parts Specify Model 220". Although Chrysler did build other replacement engines, only replacement coded 220 is correct for any Plymouth passenger car from 1935 through 1949, including all Plymouth PT commercial models. Vehicles equipped with a replacement engine other than the Model 220 would be judged as if an incorrect model engine were installed in the vehicle. Questionable replacement engines - those, in which the replacement engine tag is missing or incorrect, would disqualify the vehicle for Best of Show. A missing tag should also have points deducted for this flaw.

If a car comes with a color that was offered by another Chrysler Division in a specific year, it will be eligible for judging and **no points will be deducted if the vehicle owner provides proof, that the color was available that year. This applies to the years that special colors were offered by Plymouth.**

Here are the 1993-94 major changes that have been made to our previous judging criteria:

1. With the vote to admit all Plymouth-bodied cars (mostly Canadian) to the club roster and for judging at club meets, the following cars are now eligible for recognition by the Plymouth Owners Club.
2. Plymouth bodied Dodges and DeSotos will be judged in the class of the Plymouth equivalent. Also, owners of these cars can contact Tech Advisors of the equivalent Plymouth for technical advice since chassis, drive train and most sheet metal is identical.

II - Classes

Plymouths are recognized for judging when they become 25 years and older.

Group 1 1928 - 1939

- Class 1 - 1928-1932
- Class 2 - 1933-1939

Group 2 1940 - 1959

- Class 3 - 1940-1948
- Class 4 - 1949-1954
- Class 5 - 1955-1959

Group 3 1960 – 2001 Rear Wheel Drive

- Class 6 – 1960 – 1976 A-body
 - Valiant 1960 – 1976
 - Duster 1970 – 1976
 - Scamp 1971 - 1976

- Class 7 – 1962 1978 B-body

- | | |
|-------------------------------|-------------------------|
| Savoy 1962 –1964 | Satellite 1965 – 1974 |
| Belvedere 1962 – 1970 | GTX 1967 – 1971 |
| Fury 1962 – 1964, 1975 – 1978 | Road Runner 1968 – 1975 |
| Sport Fury 1962 – 1964 | Sebring 1972 - 1974 |

- Class 8 – Full Size

- 1960 – 1961 Savoy, Belvedere, Fury
- 1965 – 1977 C-body Fury 1965 – 1974, VIP 1966 – 1970, Gran Fury 1975 - 1977

- Class 9 – 1964 to 1974 Barracuda

- Class 10 – Commercial

- | | |
|---|---------------------------------------|
| Fargo trucks, sedan deliveries 1928 – 1930, 1936 – 1972 | |
| Plymouth station wagons 1934 – 1988 | Plymouth sedan deliveries 1935 – 1941 |
| Plymouth pickups 1937 – 1941 | Trail Duster 1974 – 1981 |
| Voyager RWD vans 1971 – 1983 | Arrow pickup 1979 – 1982 |
| Scamp pickup 1983 | Voyager FWD minivans 1984 - 2000 |

Vehicles in Class 10 are judged together but compete for Best of Show trophies in the Group related to its year of manufacture.

Group 4 1971-2001 Front Wheel Drive & Imports

- Class 11 – Rear Wheel Drive

- 1976 – 1980 F-body Volare 1976 – 1980
- 1978 – 1989 M-body Caravelle (Canada) 1978 – 1989, Gran Fury (USA) 1982 – 1989

- Class 12 – Early Front Wheel Drive

- | | | |
|----------------------------|------------------------------|----------------------------|
| Horizon 1978-1990 (L-body) | TC3 1979-1982 (L-body) | Reliant 1981-1989 (K-body) |
| Turismo 1983-1987 (L-body) | Caravelle 1985-1988 (K-body) | |

- Class 13 - Late Front Wheel Drive

- | | |
|-----------------------------|-----------------------------|
| Sundance 1987-1994 (P-body) | Acclaim 1989-1995 (AA-body) |
| Neon 1995-2001 (PL-body) | Breeze 1996-2000 (JA-body) |

- Class 14 – Imports

- | | | |
|---|--------------------|-----------------|
| Cricket 1971-1975 (USA 1971-1973; Canada 1971-1975) | | |
| Arrow 1976-1980 | Sapporo 1978-1983 | Champ 1979-1982 |
| Colt 1983-1994 (Canada 1976-1994) | Conquest 1984-1986 | Laser 1990-1994 |

- Class 15 – Prowler 1997-2001

Senior Class - All previous Best of Show Winners

Decisions of the judging teams are final. If there are any MAJOR disagreements due to the judging of a vehicle that is not resolved at the Meet, do not get in an argument. Ask the owner to describe the point of contention in writing and include copies of any material, which supports the point. You are to put your point of view in writing along with any supporting material and mail everything to the National Technical Director, with a copy going to the President, for resolution of the problem.

Awards & Trophies

Point Requirements to win a trophy

Best Of Show - minimum 92 points
First Place - minimum of 90 points
Second Place - minimum of 85 points
Third Place - minimum of 75 points
Mayflower Award – minimum of 87 points

There shall be a 1st, 2nd and 3rd Place trophy given in each class. Multiple trophies will be given in actual ties only.

There does not have to be a Best of Show, first, second or third place winner in each group or class. If cars do not have sufficient points to win according to the above requirements, then no trophy is presented in that category.

Group 1 - Best of Show 1928 to 1939 - Chrysler Cup

A rotating trophy is awarded to the vehicle between the years 1928-1939, winning Best of Show at each National Meet. The winners are to keep the original trophy for one year, until the next similar National Meet (i.e. from the Spring Meet to the next year's Spring Meet). The Region presenting the award is also responsible for supplying an appropriate Best of Show trophy in addition to the traveling trophy. The vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Group 2 - Best of Show 1940 to 1959

Awarded at each Meet to the vehicle between the years 1940-1959. Vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Group 3 - Best of Show 1960 to current recognized year (25 years old)

Awarded at each Meet to the vehicle between the years 1960 and current recognized year. Vehicle does not also win first place in its class. **Must score a minimum of 92 points.**

Senior Class (Initiated in 2001)

Once a car wins a Best of Show award at a Plymouth Club National Meet, it will advance to the Senior Class. Cars in Senior Class compete for First, Second and Third place trophies.

Frequency of winning Best of Show

The Board of Directors and Officers voting in February 2000, **decided to eliminate** the restriction on winning multiple Best of Show awards within a 3-year period.

Mayflower 4 Door Sedan Award

A rotating trophy, awarded at each Meet to highest scoring 4-door sedan not winning a Best of Show in its Group. Must score a minimum of 87 points. Vehicle does not win any class awards in addition to the Mayflower Award.

Hard Luck Award

Awarded to the member who unfortunately has the most problems driving to or during a National Meet.

Long Distance Award

Presented to the member who **drives** his or her Plymouth the longest distance to a National Meet.

III - Restoration

Many times throughout the year the Plymouth Owners Club receives letters from members asking what does the Club look for in judging. Other letters ask why members cars did not score as high in Plymouth Owners Club judging as it did in other forms of judging, such as AACA.

The purpose of the Plymouth Owners Club is, of course, the “*preservation and AUTHENTIC restoration*” of the Plymouth automobile. It is to that goal that the Club’s judging sheets are aimed at. In fact, bonus points are added for cars with original factory installed upholstery and for cars with soft-top roof inserts. It is possible for a car to score zero points in two categories if the car has the incorrect model-year engine installed or if the car has been repainted in an incorrect color. It is for this reason that a car may score higher in other club judging than it would in Plymouth Owners Club judging.

Read the Club judging standards carefully, then with them in mind, take the judging sheets out to your car and judge the car yourself. Be honest and fair and ask yourself “Would a judge at a meet deduct points for this item?”. Those items or categories that have the most deductions are those areas of your car that need improvement.

Policy

The Club recognizes all Plymouths and Fargo vehicles 25 years old or older and certain foreign Plymouths with Dodge, Desoto and Chrysler nameplates.

A. GLASS

No car with a plate glass (non-safety) windshield will be judged at all at official meets. This vehicle shall not be considered safe for any officially sponsored or conducted tours. Other glass panels may be of the non-safety type but it is highly recommended to have safety glass throughout the car

B. TOP OR ROOF

A bonus point is given to all soft tops for more equitable judging.

F. PAINT

The Club does not possess a complete set of original paint charts. However a complete list of paint names does exist, together with most paint chips. For official judging purposes, white, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models. Metallic paints prior to 1934 are not authentic except for a brown in 1933. Any member’s car being judged at an official meet will receive ZERO points for the paint category if the above colors are used.

H. ACCESSORIES

Some states require turn signals and or seat belts on motor vehicles regardless of their date of manufacture. The Club will not deduct points providing the lights are not mounted on the outside surface of the fenders unless within a dual tail lamp feature. Wires and plugs for a detachable signal system mounted to the bumper irons shall be hidden from normal view during judging. Seat belts should also be hidden from view during judging. Any other state imposed requirement will not be cause for a point deduction to the Plymouth being judged.

J. UPHOLSTERY

In the interest of authenticity and the promotion of Plymouth history, one bonus point is to be awarded each of the judged, club classified Plymouths, which retains the **original factory installed upholstery**. The car is to be judged in the upholstery category as any other Plymouth.

N. MECHANICAL CONDITION

Torn or missing universal joint boots are not allowed for safety reasons.

O. ENGINE COMPARTMENT

The original model engine must be installed in the said model. For example, a PB engine in a PB model car. A non-original engine installation shall result in ZERO points in the engine category at all judged meets. This policy does not mean that the original engine that came with the car from the factory must be installed. Any vehicle in violation of this policy is not eligible for first place, even though it may have an otherwise perfect score.

Judging

A. NON-MEMBER

Non-members' cars will not be judged at Club meets, however these cars are welcome to be exhibited if within the Club's years of coverage. Vehicles may be accepted as a potential member's vehicle.

B. MEMBER

In the event of a disagreement over a point of authenticity of any judged Plymouth at any official meet of the Club, the Technical Director, or in his absence, the Chief Judge of the meet shall be the sole judge on this point.

C. CHIEF JUDGE

The Technical Director may act as Chief Judge when present at official Club meets.

D. OFFICIAL JUDGING SHEETS

At every official judging meet of the Club an official judging sheet shall be used. A copy of the official judging sheet for a judged car will be provided if the owner puts the request in writing and submits it to the National President. Allow 2-3 weeks to receive the copy.

Note - Some of the information provided in this package may contradict previous judging guides. If an individual has restored his/her car to the old guide, it is suggested that the area of disagreement be reviewed. The judges may decide to take no points off due to this, depending on the severity of the difference.

IV – GROUP 3 1960 – 2001 WORKSHEET GUIDE

A. GLASS

1. Windshield must be safety glass. **CARS WITHOUT SAFETY GLASS WINDSHIELD WILL NOT BE JUDGED** - contact Chief Judge immediately. (By-Laws 1b)
2. Use judgement on yellowing and scratched penalty. We mean excessive - if all panels are very slightly colored uniformly, suggest no penalty.
3. Do NOT judge rear window size of open body cars. (To be done in Category B).

B. TOP OR ROOF

1. All soft top cars receive a bonus point allowance of 1 in order to equalize the metal top advantage. In any event the maximum score is 5.
2. Open body top color vary, see Tech Advisor's comments
3. Vinyl roof introduced on Valiant in 1963, larger cars in 1964.

C. TIRES

1. Two or less unmatched , suggest ½ pt. off; Three or more unmatched, suggest 1 pt. off.
2. Bald - 1 point each.
3. Excessive wear means greater than 50%.
4. Radials avail from factory about 1971.
5. No letter series before 1967.
6. Narrow whitewalls began in 1962

D. BODY

1. Please circle the location of the defect on the WORKSHEET (RF equals right front)
2. Judge inside of trunk, look for dirt, rust outs, panels missing, incorrect finish, missing spare tire wing nut, etc.
3. Do NOT judge paint or finish (To be done in Category F).
4. Poor fit refers to an extra wide gap or uneven gap from top to bottom or front to back.
5. Use judgement in all items - add any additional penalty in OTHER spot and give brief detail.

E. UNDERCARRIAGE

1. Use judgement on cleanliness - if it had been raining just prior to the Meet, then do not penalize - this item is to penalize the person who never attempts to remove years of accumulated mud, grease, rust, etc.
2. Color - usually black but body color available on some models, see Tech Advisors comments.
3. Do NOT judge exhaust system.
4. Do NOT judge any leaks (To be done in Category O).
5. Excessive holes could mean unplugged holes from an earlier hot rod influence.
6. Excess dents could mean obvious hammer dents on frame from old collision work.

F. PAINT

1. Do NOT judge wheels, undercarriage, engine compartment (To be done in other categories).
2. Indicate location of defect, i.e. stripe missing on hood.
3. Excessive runs means more than two.
4. Excessive orange peel means over a significant area, i.e. 1/4 of door, etc.
5. Poor surface preparation refers to visible sanding or grinder marks, painting over dirt, rust or grease. Welded cracks are judged in Category D.
6. Typical over spray errors can be found on hood handles, hood protectors, trim, serial no. tags, etc.
7. Typical sections not painted are doorposts.
8. Stripe missing, wrong design, wrong placement

G. WHEELS

1. Check for proper tire size
2. Check Tech Advisor's section for wheel colors.
3. Various models have different wheel coverings, make sure wheels are correct for that model.

H. ACCESSORIES (for information, this is not a complete list)

- | | | |
|--|----------------------------------|---------------------------|
| 1. Radio (1 st AM/FM in 1964) | 14. Shop or parts manual | 27. Manual floor shift |
| 2. Heater | 15. One or more sales literature | 28. Heavy duty suspension |
| 3. Tinted windows | 16. Remote control mirrors | 29. Variable speed wipers |
| 4. Locking gas cap | 17. Center console/arm rest | 30. Power windows |
| 5. Rear defroster | 18. Bumper guards | 31. Power door locks |
| 6. Tachometer | 19. Fender skirts | 32. Adj. steering wheel |
| 7. Power seats | 20. Clocks | 33. Others _____ |
| 8. Trailer tow package | 21. Speed control | |
| 9. 8 track tape player | 22. Rear radio speakers | |
| 10. Undercoating | 23. Power steering | |
| 11. Shop or parts manual | 24. Power brakes | |
| 12. One or more sales literature | 25. Air conditioning | |
| 13. Instruction manual | 26. Red Line tires | |

I. INTERIOR TRIM AND INSTRUMENTS

1. Important - this category is meant to judge authentic pieces as well as condition of plating or design.
2. Screws: Generally Phillips head. ALL SCREW HEADS SHOULD BE OF ONE TYPE WITHIN A GIVEN SIZE.
3. Window & door handles had same style or pattern design.
4. Nickel plated parts should be nickel.
5. Check temperature gauges closely - look for same design as other gauges.
6. Check for authentic knobs and switches.
7. Plastic parts originally chrome plated should be chromed, not painted.

J. UPHOLSTERY

1. Original FACTORY installed gets a bonus of 1 point, total score not to exceed 10. If one door panel has been replaced but with material, design and workmanship equal to original then no penalty is recommended.
2. Check for excessive wrinkles or bulges. Remember we are judging Plymouths not custom bodied classics. Generally the leatherette covered wind lacing was wrinkled on turns.
3. Seat belts standard starting in 1964.

K. FLOOR COVERING

1. Don't confuse material and pattern. Material refers to rubber or fabric, etc. Pattern refers to rib design or texture. An owner with cloth carpet in front should lose at least two points - one for incorrect material and one for incorrect pattern.
2. Check that proper material is used on floors.

L. LIGHTING

1. One of the main purposes of this category is to check working condition of the lighting system (burned out bulbs, defective switches, etc.).
2. Amber parking lights start in 1963
3. If seal beams are present and correct for that year, patterns of lenses on both should match.
4. Different models of same year could have different number of head or tail lights.

M. EXTERNAL BRIGHT WORK

1. This category checks authenticity of headlamps, tail lamps, bumpers, hubcaps etc. as well as plating condition.
2. Original stainless steel parts should not be chromed.

N. MECHANICAL CONDITION

1. Excessive play means free travel greater than 1/4 total movement except steering. Steering play should not exceed 2 inches
2. "Leaks" on exhaust system refer to worn holes, rust outs, bad misfit at junctions or visible soot.
3. Dual master cylinder as of 1967, not before

O. ENGINE COMPARTMENT

1. Color: The electrical equipment was usually black. Check Tech Advisor's section for proper engine colors.
2. Hose clamps were generally the snap ring type. The commonly found band type with worm drive are wrong.
3. Look closely for incorrect air cleaner and /or silencer. The owners instruction manual shows the correct type.
4. Look for extra holes in firewall. (Old radio or heater mountings).
5. Look for incorrect chrome parts. Penalize 1 point each if not original, check with owner for proof.
6. Alternators with single pulley use 1 belt, dual pulleys use 2 belts, no open pulleys.
7. Make sure proper decals are in place.

Check List for Group III Engine Prefixes Category O Engine

Eng. No. located: 1960 - 1974	6 cyl.	On right front of block below cylinder head
Eng. No. located: 1960 – 1974	V8-273, 318	Front of block below left cylinder head
Eng. No. located: 1960 – 1966	V8-361, 383	Boss on right side of block below distributor
Eng. No. located: 1964 – 1967	V8-426, 440	Left front of block behind thermostat housing
Eng. No. located: 1968 – 1974	V8-383, 426, 440	On oil pan rail at rear corner under starter

Year	Cyl.	Model	Sales Name	Engine No. Prefix
1960	6-170		Valiant	?
	6-225	PP1-L	Savoy 6	?
	6-225	PP1-M	Belvedere 6	?
	V8	PP2-L	Savoy V8	?
	V8	PP2-M	Belvedere V8	?
	V8	PP2-H	Fury V8	?
	6-225	PP1-L	Savoy Suburban 6	?
	6-225	PP1-M	Belvedere Suburban 6	?
	V8-361	PP2-M	Belvedere Suburban V8	MD-3
	V8-383	PP2-H	Fury Suburban V8	MS-2
1961	6-170			R-17
	6-225			R-22
	V8-318			R-31
	V8-361			R-36
	V8-383			R-38
1962	6-170			S-17
	6-225			S-22
	V8-318			SP-318
	V8-361			S-36
	V8-383			S-38
1963	6-170			T-17
	6-225			T-22
	V8-318			TP-318
	V8-361			T-36
	V8-383			T-38
	V8-426 11:1 comp.			TMP426
	V8-426 13.5:1 comp.			TMP-HC-426
1964	6-170			V-17
	6-225			V-22
	V8-273			V-27
	V8-318			V-31
	V8-361			V-36
	V8-383			V-38
	V8-426			A-42

Year	Cyl.	Engine No. Prefix
1965	6-170	A-170
	6-225	A-225
	V8-273	A-273
	V8-318	A-318
	V8-361	A-361
	V8-383	A-383
	V8-426	A-426
1966	6-170	A
	6-225	B
	V8-273	D
	V8-318 230hp	E
	V8-361 265hp	F
	V8-383 270hp	G
	V8-426 425hp	H
	V8-440 350hp	J
1967	6-170	A
	6-225	B
	V8-273 2 bbl.	D
	V8-273 4 bbl.	E
	V8-318 USA	F
	V8-318 Canada	CC318
	V8-383 2 bbl.	G
	V8-383 4 bbl.	H
	V8-426	J
	V8-440	K
V8-440 HP	L	
1968-69	6-170	A
	6-225	B
	V8-273	D
	V8-318	F
	V8-340	P
	V8-383 2 bbl.	G
	V8-383 4 bbl.	H
	V8-426	J
	V8-440 350hp	K
	V8-440 HP 375hp	L
	V8-440 HP 6 pack 390hp	V

Year	Cyl.		Engine No. Prefix
1970	6-198		B
	6-225		C
	V8-318		G
	V8-340	4 bbl.	H
	V8-340	6 bbl.	AAR
	V8-383	2 bbl.	L
	V8-383	4 bbl.	330hp
	V8-383	4 bbl HP	335hp
	V8-426	2-4 bbl	R
	V8-440	4 bbl.	350hp
	V8-440	4 bbl. HP	375hp
	V8-440	3-2 bbl.	390hp
1971	4-1500		J
	6-198		B
	6-226		C
	V8-318		G
	V8-340	4 bbl.	275hp
	V8-340	6 bbl.	275hp
	V8-360		255hp
	V8-383		300hp
	V8-426	2-4 bbl	425hp
	V8-440	4 bbl.	335hp
	V8-440	4 bbl. HP	375hp
	V8-440	3-2 bbl.	385hp
1972	4-1500	1 bbl.	G
	4-1500	2 bbl.	L
	6-198		B
	6-225		C or E
	V8-318		G
	V8-340		H
	V8-360		K
	V8-400	2 bbl.	M
	V8-400	4 bbl.	P
	V8-440	4 bbl.	T
	V8-440	4 bbl. HP	U
	V8-440	3-2 bbl. HP	V

Year	Cyl.	Engine No. Prefix
1973	4-1500 1 bbl.	G
	4-1500 2 bbl.	L
	6-198	B
	6-225	C
	V8-318	G
	V8-340	H
	V8-360	K
	V8-400 2 bbl.	M
	V8-400 4 bbl.	P
	V8-440 4 bbl.	T
	V8-440 4 bbl. HP	U
1974	4-1500 1 bbl.	G
	4-1500 2 bbl.	L
	6-198	B
	6-225	C
	V8-318	G
	V8-360 4 bbl. HP	L
	V8-360 2 bbl.	K
	V8-400 2 bbl.	M
	V8-400 4 bbl.	N
	V8-400 4 bbl. HP	P
	V8-440 4 bbl.	T
V8-440 4 bbl. HP	U	

Section V - Technical Advisors' Comments

This information should be used by the Chief Judge to help answer questions or to break possible ties. Unfortunately all years are not covered in detail. There will be questions that still may not be answered by the information provided. The Chief Judge should then use his/her "expertise" and make a decision.

If any year is missing, it is because the Tech Advisor felt the Judging Sheets and Worksheets were sufficient to judge that year, or because no input was received.

It is hoped that additional information will be added to this section to develop a better standard to judge the various years against.

1960

A. Glass

Tinted or clear windshield must be bubble type only.

B. Top or Roof

Two convertible tops used in 1960 (early and late). Latches are different. Top color is white diamond star on marble.

D. Body

Hood latches will vary from manufacturer to manufacturer.

F. Paint

Sport deck package on Fury, Belvedere, Savoy can be a different color than car.

G. Wheels

Wheels on Fury are gray on the inside and black on outer side. Belvedere and Savoy wheel color is gray on the rear and the same color as the car on the front.

H. Accessories

Option mirror right side not remote control.

There is no rear mounted antenna, right front fender only.

J. Upholstery

Trunk color on Fury and Belvedere is gray.

Rugs can have cut or loop pile, depending on the manufacturer or vender.

Dash pad is optional on Fury line.

Two types of arm rests on Fury. One has chrome along side, the other has the plain color of door panel.

M. External Bright Work

Gravel shield is always silver gray, all models.

Only one type of hubcaps used on Fury, full size.

O. Engine Compartment

Fire wall on Fury and Belvedere color not always the same as car, could also be black.

318 & 318 power pack engines are silver in color.

225/6 engine is green turquoise.

361 Golden Commando is red, with gold valve covers and air cleaner.

1961

A. Glass

Safety glass all around. Rear window of convertible was clear plastic.

B. Top or Roof

Convertible tops were available in two colors - black or white. They were made of nylon with a plastic rear window.

C. Tires

sizes - 8 cyl. 7.50 x 14, optional 8.00 x 14
6 cyl. 7.00 x 14, optional 7.50 x 14

E. Undercarriage

All black - often came from factory with heavy undercoat.

F. Paint

Body

Carnival Red
Air Force Blue Metallic
Coral
Bronze Metallic
Emerald Green Metallic
Fawn Beige
Lavender Metallic
Twilight Turquoise Metallic
Robins Egg Blue
Alpine White
Silver Gray Metallic
Maize
Jet Black
Mint Green

Roof

Twilight Turquoise Metallic
Mint Green
Bronze Metallic
Maize
Robins Egg Blue
Silver Gray Metallic
Fawn Beige
Emerald Green Metallic
Alpine White

G. Wheels

Steel disc, - drop center safety wheel, 14 x 5, optional 15 x 5 ½.
The full disc cover - wheels were painted black.

H. Accessories

Power brakes	Power steering	Heater
Air conditioning	Front bumper grille bar	Head light plate
Power door locks	6 way power seats	Push button radio
Safety pad dash	Windshield washers	Clock
Cigar lighter	Under coating	Back-up lights
RCA automatic record player	Left & right remote control mirrors	

I Interior Trim & Accessories

Included decorative aluminum, stainless steel and some chrome.

J. Upholstery

Vinyl and fabric

Optional on convertible - all vinyl -dash pad was also optional

K. Floor Covering

Carpet with rubber insert on driver's side.

Trunk - gray and black design on vinyl.

M. Exterior Bright Work

Aluminum, stainless steel and chrome.

O. Engine

Silver

Engine

Oil pan

Heads

Water pump

Front pulley

Black

Starter

Distributor

Coil

Air breather

Oil filter

Oil filter cap

Air cleaner

1960 – 1966 Valiant “A” Body

B. Top or Roof

1963 was first year for convertible, initially available only with a non-power top, but hydraulically operated power top became an option during the year. Optional vinyl roof available on the Signet hardtop.

1966 Signet hardtops could have vinyl roof.

D. Body

Same body shell 1960-1962.

Two trim lines were offered: base V100 & upscale V200.

Wagon was 6 pass. with optional 8 pass. seating.

1960	1961	1962	1963
V100 - 4 dr sedan	V100 - 4 dr sedan	V100 - 2 dr sedan	V100 - 2 dr sedan
V100 - 4 dr wagon	V100 - 4 dr wagon	V100 - 4 dr sedan	V100 - 4 dr sedan
V200 - 4 dr sedan	V200 - 4 dr sedan	V100 - 4 dr wagon	V100 - 4 dr wagon
V200 - 4 dr wagon	V200 - 4 dr wagon	V200 - 2 dr sedan	V200 - 2 dr sedan
V200 - hdtop coupe	V200 - 4 dr sedan	V200 - 4 dr sedan	V200 - 4 dr wagon
V200 - 4 dr wagon coupe	Signet - hdtop coupe	Signet 200 - hdtop coupe	Signet 200 - conv.
1964	1965	1966	
V100 - 2 dr sedan	V100 - 2 dr sedan	V100 - 2 dr sedan	
V100 - 2 dr sedan	V100 - 4 dr sedan	V100 - 4 dr sedan	
V100 - 4 dr sedan	V100 - 4 dr wagon	V100 - 4 dr wagon	
V200 - 2 dr sedan	V200 - 2 dr sedan	V200 - 4 dr sedan	
V200 - 4 dr sedan	V200 - 4 dr sedan	V200 - 4 dr wagon	
V200 - 4 dr wagon	V200 - 4 dr wagon	Signet hdtop coupe	
Signet 200 - hdtop coupe	Signet 200 - hdtop coupe	Signet - conv. coupe	
Signet 200 - conv. Coupe	Signet 200 - conv. coupe	Barracuda hdtop coupe	
Barracuda - hdtop coupe	Barracuda hdtop coupe		

1960 & 1961 had “fake spare tire” on trunk lid, 1962 lid not interchangeable.

1962 V200 had broad chrome side spear, 1962 Signet had contrasting color spear on front fenders.

1963 first major restyling. The upper body side belt line ran in a gentle sweep from rear fender to the front fender tip. There it “veed” down and back to the front door opening, giving the car a “Forward look”

1964 standard equipment on the V100 included heater & defroster, vinyl trim, turn signals, courtesy lights, front door arm rests & 5 tubeless black sidewall tires. V100 identification was a small metal nameplate on the rear roof C pillar. V200s sported V-shaped blue/red Valiant emblem on the trunk lid, V200 nameplates on C pillars, bright metal roof gutter rails & lower body side mouldings. The 200s got all the basic 100 equipment plus full wheel covers, special upholstery, deluxe carpeting, front & rear arm rests & a cigarette lighter. Signets came with all V100 & V200 standard equipment plus vinyl bucket seats, foam rubber front seat cushions, & styled wheel covers. Barracuda was considered a Signet model.

1965 Valiant was fitted with the Barracuda-style front fenders, which featured a small raised "V" spear. A nameplate designating each series was placed on both front fenders directly under the cowl area.

1966 styling changes included a new split grille with fine patterned inserts, a new hood and new front fenders. Sedans & hardtops got a new formal roof line with larger rear window, a new beveled-edge trunk lid & new rear quarter panels. They also received new larger bumpers, both front & rear. All models had a new body-feature line which ran - at bumper top height - from the front to the rear quarter, looping over both wheel openings.

F. Paint

1960 original colors were blue, green, silver, white, black & red. Two spring colors offered were Valiant Light Blue & Valiant Light Green. All colors were available on all V100 & V200 except for red which was for V200 models only.

In the spring of 1962 V200 2 & 4dr sedans were offered a Valiant "Color Sweep" in 8 two-tone color combinations. The Secondary, lighter color appeared below the body side moulding on the front fender, doors and rear quarters and then below the deck lid opening and below the rear bumper.

1966 Barracuda had pin striping at the belt line.

G. Wheels

1963 Signet had full wheel covers.

1964 standard tires were 6.50 x 13 with 7.00 x 13 optional. Larger 7.00 x 13 tires came with V-8 engines.

1965 Formula S package included 5 1/2" x 14" wheels & Goodyear Blue Streak wide oval tires.

1966 Blue Streak tires again available with Formula S package.

H. Accessories

1961 - Power steering & power brakes became available on automatics. Dealer installed options included: A/C, rear window defoggers, rear seat radio speakers, seat belts.

1963 - Auto trans, 225" engine, heavy duty battery, power steering, front & rear bumper guards, tinted glass, heater w/defroster, two-tone paint, power tailgate window, roof luggage rack, A/C (dealer installed), padded dash, undercoating w/hood pad, radio, windshield washer, deluxe wheel covers, whitewall tires. Power brakes not available.

1964 Power brakes which were discontinued for 1963, were available again. A/C was a factory option. 1964 4-speed manual floor-shift transmission was offered for 1st time, as could Sure-Grip rear axle.

1965 "Formula S" package introduced. It came with the 235 hp Commando 273 engine, heavy-duty front torsion bars, heavy-duty rear springs, firmride shock absorbers, a front swaybar, rally stripes, 5 1/2" x 14" wheels & Goodyear Blue Streak wide oval tires. It was denoted by round "Formula S" medallions on the front fenders ahead of the front wheel openings.

1966 options included: 3-speed Torqueflite automatic, 4-speed floor mounted manual, Formula S pkg., heavy duty suspension package, and 10 inch brakes on Slant Sixes. One new option was power front disc brakes. Fender mounted turn signal indicators rare option.

I. Internal Trim & Instruments

1960 instruments had black background white numbers while 1961 had white background black letters. Cluster of 1960 & 1961 had 2 large round gauges, left was speedometer and right contained others. 1962 had rectangular shape dash, small round gauges.

J. Upholstery

1962 -1965 Signet featured bucket type seats, as did Barracuda.

1966 Signets had a front bench seat as standard and bucket seats as an extra cost option. The center console was also an option (with bucket seats). Barracuda had bucket seats.

L. Lighting

1960 & 61 tail lights were teardrop of oval variety at top of fenders. 1962 were round, larger & dropped to halfway between top of fender & bumper.

1963 first year with big 7-inch headlights.

1964 had new vertical taillights fitted into the rear of fenders.

M. External Bright Work

None on V100 in all 3 years, 1960 & 61 V200 had thin chrome strip at lower belt line starting from behind front wheel opening.

In 1960 it continued back to in front of the rear fender, then followed the seeping body line up on an arch over the fender to the top of the fender and then back to the taillight.

For 1961, the up sweep was made much wider and stopped at the back of the door, It then picked up again halfway back at the top of the fender and continued into the taillight. Another 1961 V200 feature was a chrome strip at the top of the front fender belt line and continuing back in to the front door. It also had a round plastic medallion with a black "V200" on it. It also had 3 small chrome perpendicular chrome strips located on top of each rear fender running back to the taillight.

The 1962 saw a return to the 1960 style, except the lower chrome strip was broadened and given three large back rectangular indents near the rear.

1960 & 1961 grilles were mesh type and had hood latch in center of grille. In 1962 it was moved to the top of grille surround. 1960 latch pull mechanism said "Valiant" at top and had alternating red & white horizontal stripes. 1961 had Valiant "V" insignia in red & blue.

1964 had new horizontal bar grille, featuring a Valiant medallion in the center where the bars had a flat bulge. Signets equipped with a 273 V-8 engine had V-8 emblems on both front fenders under the cowl. Both Signet front fenders featured Signet script with "200" under it.

1965 grille got more & thinner horizontal bars, along with thicker top & bottom mouldings. The forward extended center section had mouldings on either side to set it off like the Barracuda's, and a red & blue "V" emblem was used in the center. Round chrome backup light housings that were fitted to the 1964 ½ Barracuda were now used through the whole line.

1966 Barracuda received heavy chrome-plated egg crate grilles instead of light horizontal bars in the side grilles. Barracuda's nameplate replaced with a fish emblem, the "V" emblem in the center of the grille with a circular medallion.

Q. Engine Compartment

All 1960 to 1962 Valiants were available with a Slant 6 engine only. The 1960 and 1961s came solely with the 170 cu. in. version, while the 225" size was optional in 1962.

1960-1962 the 170 Slant Six could be had with either a 3-speed floor shift manual transmission or a 3-speed push button automatic. Hyper-Pak was designated a "dealer installed" option and was rated at 148 hp on the 170 engine. It included an aluminum long ram 4 bbl intake manifold, a Carter AFB 4 bbl carburetor, a high performance camshaft, stiffer valve springs & a two-piece cast iron dual exhaust system. Had an alternator instead of a generator.

1963 170 CID Slant Six standard, optional was the 225 engine. Two Transmissions were available: the standard 3-speed manual and the 3-speed Torqueflite automatic.

1964 170 inch engine was standard on all models with the 225 in. cast iron engine a low cost option. V-8 273 cu. in. engine offered for 1st time after Jan. 1, 1964 and could be ordered on all models. Slant Six 225 was standard engine instead of the 170 on the Barracuda.

1965 101 horsepower 170 cu. in. Slant 6 was standard engine for all models, except Barracuda. The 145 horsepower 225 Slant 6, standard on the Barracuda, was optional in all other models. Also available throughout the line was 180 horse-power 2 barrel 273 cu. in. V-8 introduced in 1964. A high performance version of the 273 was offered as an option on all but the V100 series. Called the Commando 273, it featured a Carter AFB 4-barrel carburetor & large diameter single exhaust system. It included special valve covers, a chrome air cleaner, chrome oil & breather caps & even a set of chrome valve cover bolts. A 3-speed column shift manual trans. was standard on all models, with the 3-speed Torqueflite automatic optional. Gone was the dash mounted pushbutton shifter. In its place was a column mounted cable actuated shifter. The floor mounted 4-speed manual transmission was again available.

1966 Slant Six 170 cu. in. engine standard except for Barracudas. The 226 Slant Six was standard on Barracudas and an option on all others. The 273 V-8 2 bbl could be had in all models and a 253 hp 4bbl version, the Commando 273, was available on all except the station wagons.

1962 – 1963 “B” Body

A. Glass

Glass can be tinted, clear or partial tint on windshield only.

B. Top or Roof

Most conv. tops from factory were black with plastic rear window.

C. Tires

1962 - 6 cyl. sedans & hardtops 6.50 x 14, 8 cyl. sedans, hardtops, convertibles & all wagons 7.00 x 14. 7.50 x 14 was optional on all models.

1963 - all models equipped with 7.00 x 14 std., 7.50 x 14 listed as optional. Goodyear Super cushion tires are thought to be the original brand.

D. Body

Serial number tag on left front door post, Body ID plate on inner fender well near battery. 1962-1963 use a ten digit serial number, the fourth digit is the assembly plant. A “9” is Canadian production on body plate. The model ID is displayed SPI/SP2 is 1962, TPI/TP2 is 1963, “1” is 6 cyl., “2” is 8 cyl.

Body alignment is usually good on these cars but door glass alignment on hardtop models should be looked at.

E. Undercarriage

RE - holes etc., two door post sedans were raced a lot, watch for evidence of modifications. If car is represented as a factory super stock, it may have been cut for fender well headers. Heavy duty suspension was optional on all models.

F. Paint

Full body color in door jambs, on posts, under hood, engine compartment U trunk.

G. Wheels

14 x 5 to 14 x 6 available (black in color). Hub caps; U.S. built 1960 design used on Canadian built 1962 -1963. Wheel discs available on all models, optional on Savoy. U.S. built cars had new style hub cap. Full disc for 1962 - 1963 look the same but 1962 has “Plymouth” on face, 1963 is blank.

H. Accessories

Windshield washer can be foot operated or electric with switch as integral part of wiper switch. Air deflector type wiper blades std. equipment. Remote mirror available, same as full size Chrysler (3 post), manual mirror is a 2 post type current to 1966. Air conditioning, Powerpak options, power steering & brakes.

I. Instruments

1962 four gauge openings plus speedometer, 1963 three gauge openings plus speedometer. Clock optional except on Furies & Sport Furies. Canadian A A62 has cluster the same as Dodge (rectangular speedometer), row of round openings below speedometer, similar to U.S Dodge. Plymouth will have Plymouth symbol in center opening. On 1962 U.S. Plymouth, the speedometer has the word “Plymouth” across face. Dash pad is different between 1962 & 1963, although the dash itself is pretty well identical. Partial pad on 1962 extends from speaker screen to end of dash.

J. Upholstery

Molded foam type head liner on upper level hardtops (Fury & Sport Fury).

K. Floor Coverings

Fury/Belvedere full carpet, color keyed with heel pad or on Belvedere molded color keyed rubber/carpet combo (foot are in rubber, with edges and center in carpet). Savoy floor coverings usual in full rubber (textured).

L. Lighting

On 1962 three rear lights std., on Sport Fury, Belvedere single stop with back-up. On 1963 back-up lights optional on Savoy.

M. Exterior Bright Work

Sportsweep is upper body trim extending from quarter window moulding & windshield lower moulding. On 1962 the trim is different between U.S. & Canadian built. The Canadian has the same trim as the Dodge, 2 bars running full length. The U.S. built has a single bar. On fully dressed U.S. built Fury & Sport Fury trunk edge moulding was a special piece, wider than std. trunk moulding and extended around onto the quarter sculpture. On 1963 two tone cars must have horizontal divider bar on roof sail panel. Fender side emblems, if equipped with 361 or 383 must display Golden Commando emblem. For std. V8 small anodized aluminum "V" must be present on fender of 1962 & 1963. Special note: the Sportsweep is usually found on Furies & Sport Furies.

O. Engine Compartment

Alternators were std. equipment on U.S. built 1962 & 63.

On Canadian built the generator was used in 1962 only.

All Canadian had Carter carbs, BBS on Slants & BBD on eights. U.S. slants can have either a Holly IBBL or Carter BBS. On std. eights, 318, a Carter BBD or Bendix carb can be present (1962). Stromberg WW on some in 1963. 361 is top engine in 1962, std. in Sport Fury & optional in others. Engine number starts with S-36. 413 available on limited factory basis for max performance usage. 383 is top engine in 1963, optional across board, even on Sport Fury. Engine number starts with T-38. 318 is std. engine in Sport Fury. 426 max performance engine available on limited basis. Max perf. engines should be complete with cross ram manifold and special cast iron exhaust manifolds, low restriction air cleaners and exhaust sys., as well as HEAVY DUTY suspension sway bar may or may not be present. AFB carbs used on all "B" engines.

Engine colors are red for slants to 318s, with Turquoise used on "B" engines. Orange was used on max. perf. engines (413 & 426).

1962 & 1963 Torqflites used an external "In line" trans fluid filter, in the trans cooling lines to the radiator. This filter was eliminated in later years and is becoming hard to find. If car is dead stock and an original it may be found still installed. My suggestion would be to NOT penalize for lack of this detail.

Also if the Electro mechanical alt. regulator has been updated to the solid state equivalent, (hooks up the same but is larger) no penalty should be applied.

1964 - 1965 "B" Body

A. Glass

Tint shaded or clear on all windows.

B. Top or Roof

Two "C" pillar designs for 1964 & 1965. Sedans and 4 door hardtop shared the same pillar design. The 2 door hardtops had a tapered design, wide at top to narrowed pillar at quarter panel.

The convertibles had a plastic rear window. Colors available were black & white. Vinyl cover on hardtops available in black. Convertible roof boot & cover match interior color.

C. Tires

1964 - 2 ply low pressure bias ply. Sizes on 6 & 8 cylinder cars except wagon were 7.00 x 14. Suburban wagons & high performance option 8.25 x 14.

1965 - Belvedere 7.75 x 14. Optional, wagon & high performance 8.25 x 14.

D. Body

1964 - The "B" body produced in USA & Canada had a wheel base of 116 inches. Models were Savoy, Belvedere, Fury & Sport Fury.

The vehicle number is located on a stainless steel plate attached to the left front door hinge pillar post.

First digit - Line of car

1 = Valiant, 2 = Plymouth 6 cylinder, 3 = Plymouth V8

Second digit - Model of car

1 = Savoy, 2 = Belvedere, 3 = Fury, 4 = Sport Fury, 5 = Savoy Station Wagon,
6=Belvedere Station Wagon, 7 = Fury Station Wagon

Third digit = Assembly Plant

The body number plate is located on the left front fender splash shield near the battery.

The Savoy was available in 2 door sedan, 4 door sedan & 4 door station wagon.

The Belvedere was available in 2 door hardtop, 2 & 4 door sedan, 4 door station wagon.

The Sport Fury was available in convertible and 2 door hardtop models only.

1965 - The "B" body Plymouth produced in the USA assembly plants only.

The 10 or 11 digit (service & parts manuals differ on amount of digits), supplies vehicle information as follows;

First digit - R Plymouth 116" wheel base.

Second digit - Vehicle price range (model)

1 = Belvedere I	5 = Belvedere I Wagon
3 = Belvedere II	7 = Belvedere II Wagon
4 = Satellite	8 = Taxi
9 = Police	

Third digit - Year built

5 = 1965

Fourth digit = Assembly plant

1 & 2 = Detroit, Mich.
5 & 7 = Los Angeles, Calif.
6 = Newark, Del.

The remaining numbers are the vehicle sequential numbers.

The body plate is a stamped plate located on the engine side of the left fender splash shield near the battery.

E. Undercarriage

Underside of floor pan is body color. Transmission bracket painted black (auto). Rear axle housing painted black.

F. Paint

1964 - 24 two-tone combinations were available. 17 solid colors. Plymouths were finished in a luster bond super enamel.

1965 - 15 two-tone combinations. 15 standard colors. Plymouth cars were finished in an acrylic enamel. The paint code is found on the body number plate.

AA1 Gold Poly	LL1 Dark Turquoise Poly
BB1 Black	NN1 Barracuda Silver Poly
CC1 Light Blue	PP1 Ruby
DD1 Medium Blue Poly	SS1 Ivory
EE1 Dark Blue Poly	TT1 Medium Red Poly
HH1 Copper Poly	WW1 White
JJ1 Light Turquoise	XX1 Light Tan
KK1 Med. Turquoise Poly	YY1 Med. Tan Poly
DX-8555 Argent Silver-Stone Shield	

Single tone car would have a code AA-1, BB-1. Two tone cars the first letter is the roof or accent color. The second letter is the basic body color, i.e. a white car with a black roof would be coded BW-2. Luggage compartment - three tone gray splatter finish black & white on gray.

G. Wheels

1964 - 14 x 5", 14 x 5.5", 15 x 5.5"

Wheel discs - The Savoy had a small center cap, the Belvedere, Fury & Sport Fury used full wheel covers. Option on Savoy was a sport cap with a knock-off spinner.

1965 - 14 x 5.5" standard, 14 x 6.0" & 14 x 6.5" optional.

Wheel discs - The Belvedere I has a small center cap. The Belvedere II & Satellite had full wheel covers. The standard cover had a red plastic medallion in the center. The Satellite & optional covers had an imitation knock-off spinner.

H. Accessories

1964		
seat belts	power steering	power brakes
gas tank locking cap	electric clock	tinted windshield
rear window defroster	hi performance engine	engine block heater
back up lights	instrument panel safety cushion	glove box light
luggage rack (wagon)	rubber floor mat	remote control mirror
AM, FM radio	rear seat speaker	reverberator
safety padded sun visors	child proof door locks	wheel covers
air conditioning	power bench seat only	power windows
1965		
power brakes	air conditioning	electric clock
tinted glass	padded instrument panel	back-up lights
power windows	AM, FM radio	rear seat speaker
reverberator	deluxe steering wheel	tachometer Satellite
		only
tailgate assist handles (Belvedere wagon)		wheel covers
bumper guards	retractable seat belts	

I. Interior Trim & Instruments

1964 Last year of pushbutton transmission. Pushbuttons located on the left side of the instrument panel. The gauges in the cluster consisted of speedometer, fuel gauge, temperature gauge, ammeter, oil pressure warning light & clock.

1964 - Buckets seats with console available on Fury & Sport Fury.

1965 Instruments are located in a chrome plated panel. The instruments are recessed, an argent silver band surrounds the cluster and the face of the cluster is painted flat black, with plastic chrome trim around the individual gauges. The gauges consisted of speedometer, fuel, temperature, ammeter & oil pressure warning light. A tachometer is available on the Satellite model only. This is mounted in the console. If not equipped with a tach a plastic medallion is used.

1965 - Bucket seats on Satellite only.

J. Upholstery

1964

Savoy - 2 & 4 door sedans bench seats in cloth & vinyl in red, blue & tan.

4 door sedans bench seats in black & white heavy duty vinyl

Export models vinyl in blue, red & tan.

Belvedere - 2 door hardtop, 4 door sedan, 4 door wagon.

Bench seats available in cloth & vinyl in blue turquoise, red & tan.

4 door sedan blue, red & tan vinyl.

Fury - 2 & 4 door hardtop and 4 door sedan, cloth and vinyl bench seats in blue, turquoise, tan & red.

2 & 4 door hardtop and conv. - vinyl buckets in blue, red tan & black.

Armrest cushions available - blue, turquoise, tan, red & black.

Instrument safety padding -blue, turquoise, tan, red & black.

Rear shelf panel - blue, turquoise, red & black.

1965

Belvedere I & II - bench seat with cloth & vinyl.

Satellite - bucket seats only. Headliners available in blue, turquoise, white, tan, blue linen grain, blue saddle grain, & red.

K. Floor Coverings

1964 Rubber floor mats available in red & black, blue, tan and black.

Closed twisted loop carpet in blue, turquoise, tan and red. Black with bucket seats.

1965 Rubber floor mats available in tan, red, blue & black in 2 & 4 door sedans and wagons only.

Closed twisted loop carpet, blue, turquoise, tan, red, gold & black.

L. Lighting

1964 Headlights - 4 used. Backup lights - 2 on either side of license plates. On Station wagons b/u lamps were mounted in the bumper.

1965 Dual headlights for 1965.

1966 Backup lights same as 1964.

M. Exterior Bright Work

Savoy No bright work on standard models. Optional bright work was a narrow polished aluminum strip parallel to the body crease. The strip starts on the front door below the windshield pillar and continues to rear taillights.

Hood ornament, notes engine displacement with special engines 361, 383, 426. The ornament was mounted on a short chrome trim strip except with 426 engines.

Script on front fender behind wheel openings.

Drip rails were chrome.

Chrome rock guard available on rear wheel opening (lower front).

Script "Plymouth" on deck lid in block letters.

Belvedere A horizontal V following the contour of the front fender and runs below the body crease to the rear taillights.

Hood ornament same as Savoy, except hood spear is full length.

Deck lid full length spear follows deck lid contour.

Rocker panel trim optional.

Drip rails chrome, 2 door hardtop has wide chrome trim.

4 door sedan trim on "C" pillar seam.

Stone guard on rear wheel opening.

Script on front fender behind wheel opening and on the right side of trunk latch panel.

Fury & Sport Fury Bright work ran below the body crease from the front fender to the rear of the quarter panel. The trim is narrow in front, once past the wheel opening the trim flares out and a color insert of red, white, blue, tan & black is used. Sport Fury insert was embossed aluminum. Script is located in block letters on the rear quarter panel below the body bright work & deck lid.

Hood ornament same as Belvedere.

Deck lid same as Belvedere with a red, white & blue (top to bottom) emblem.

Stone guard on lower front rear wheel opening.

Rocker panel bright work.

Drip rail chrome same as Belvedere.

Aluminum panel on deck lock panel with black horizontal & vertical lines.

1964 was the first year the Pentastar appeared on the front fender.

All 1964 "B" bodies had a polished stainless steel trim that ran along the deck lid and wrapped around the quarter panel on the body crease.

All models

grille - A stamped aluminum cross bar grille superimposed over a rectangle mesh background. The vertical bar was a red, white & blue (top to bottom) plastic medallion.

Script - "Plymouth" in block letters on the hood & deck lid.

V8 script on front fender Commando V8 for 361 & larger engines.

Hood ornament, optional engine displacement decal for 318-426.

Pentastar on lower right front fender.

Model script on front fender.

Chrome drip railings wider on 2 dr. hardtop.

Belvedere I - Narrow trim on body, from front of door to rear of quarter panel running just below the door lock.

Belvedere II - Wide trim running full length, a color insert of black, white or red was used. The trim ran along the body just below door lock.

“C” pillar moulding on 4 door.

Deck lid lock panel, finish panel.

Satellite - 7 louvers on rear quarter panel

Bright work on deck lid lock panel with “Satellite” script on right side.

Moulding package on door & panel belt below windows.

Wheel lip mouldings.

Rocker panel trim.

O. Engine Compartment

1964 Any size of engine could be ordered for any model, except Fury & Sport Fury. These were available as V8 models only. 426 Hemi engines were available but only to professional racers.

A car with a 426 Hemi would also have an aluminum bumper, fenders & hood. Side windows would be lexan plastic.

1964 & 1965 Engine sizes & colors

225 Slant Six	Red
273 V8	Red -
313 V8*	Red - Distributor located behind carbs.
318 V8	Red -
361 V8	Turquoise -
383 V8	Turquoise - Distributor on right front of engine.
413 V8* Street	Turquoise -
413 V8* Race	Orange - 2 4 bbl carbs.
426 V8 Wedge	Turquoise - Street
426 V8 Wedge	Orange - 2 4 bbl carbs.
426 V8 Hemi	Orange - Non production engine.

All air cleaners were black.

313 & 318 were “A” engines identified by the scalloped valve covers secured by 3 bolts.

273 engine was the new L.A. style. The valve covers were fastened around the perimeter.

1965

As with 1964 any engine could be ordered with any model except the Satellite line which was available as a V8 only. Again the 426 Hemi was available to professional racers only. The 426 wedge engine was available with an unsilenced air cleaner.

1964 & 1965

Batteries were 48 amp and designated as a C-24 group with screw caps.

Horns were painted black.

Radiator painted black.

K-member painted black.

1965 - 1966 "C" Body Fury

A. Glass

Windshield glass can be clear, partial tint or tinted. Air conditioned cars could be ordered with all tint glass.

B. Top or Roof

Convertible tops from factory were black, blue or white with chrome bar across rear bow with plastic rear window. Blue tops on 1965 Pace Car convertibles.

Hardtops could be ordered with a vinyl roof including 1966 VIP.

C. Tires

6 cylinder sedans, 2dr hardtops	7.35 x 14	2 ply
8 cylinder sedans, hardtop, convertible	7.75 x 14	2 ply
8 cylinder station wagon	8.55 x 14	2 ply
6 cylinder station wagon	8.25 x 14	4 ply
8 cylinder Hi-perf. & Max perf.	8.25 x 14	2 ply

D. Body

1965

The serial number is stamped and embossed on a stainless steel plate attached to the left front door pillar.

1st digit = car line	2nd digit = series	
5 = Fury (6 cylinder)	1 = Fury I	5 = Fury I station wagon
P = Fury (8 cylinder)	2 = Fury II	6 = Fury II station wagon
	3 = Fury III	8 = Fury III station wagon
	4 = Sport Fury	9 = Police
3rd digit = year - "5"		
4th digit = assembly plant		
last six numbers = indicate production sequence number		

Body ID plate is attached to the inner right or left fender, cowl or radiator cross member. Body number is a three digit number indicating model & body.

Fury I	Code		Fury III	Code	
	6 cyl	8 cyl		6 cyl	8 cyl
2 dr sedan	511	P11	2 dr hardtop	532	P32
4 dr sedan	513	P13	convertible	P35	
4 dr wagon	556	P56	4 dr sedan	533	P33
4 dr sedan taxi	583	P83	4 dr hdtop	P34	
2 dr sedan police		P91	4 dr wagon (6p)	P76	
4 dr sedan police		P93	4 dr wagon (9p)	P77	
4 dr wagon police		P96			

Fury II	Code		Sport Fury	Code	
	6 cyl	8 cyl		6 cyl	8 cyl
2 dr sedan	521	P21	2 dr hdtop		P42
4 dr sedan	523	P23	convertible		P45
4 dr wagon (6p)	566	P66			
4 dr wagon (9p)	567	P67			

* Note - 1965 Fury I in Canada is known as Savoy.

1966

The serial number is stamped and embossed on a stainless steel plate attached to the left front door pillar.

1st digit = car make

Fury = "P"

2nd digit = class

economy	E
low	L
high	H
medium	M
premium	P
police	K
taxi	T
VIP	S

3rd & 4th digits = body style

2 dr sedan	21
2 dr hardtop	23
convertible	27
2 dr sports hdtp	29
4 dr sedan	41
4 dr hardtop	43
6p station wagon	45
9p station wagon	46

5th digit = engine

170	A
225	B
special order 6C	
273	D
318	E
361	F
383	G
426	H
440	J
special order 8 K	

6th digit = year

7th digit = assembly plant

Lynch Rd	1
Hamtramck	2
Belvedere	4
Los Angeles	5
Newark	6
St. Louis	7
Windsor, Canada	9

last 6 digits are production sequence numbers.

Body Code plate is stamped on a plate attached to the engine side of the cowl just above the master cylinder.

Body alignment is usually good.

E. Undercarriage

Heavy duty suspension and trailer towing package could be ordered from the factory. In 1966 power front disc brakes could be ordered.

F. Paint

Vehicles could be ordered 2 tone with the base color in door jams, on posts, under hood, engine compartment, firewall and under the trunk.

The paint code is two digits indicating top and bottom colors. A number following indicates two tone, Sports tone, convertible top, etc.

1965 Colors

<u>Code</u>	<u>Color</u>	<u>Code</u>
A	Gold Metallic	AA1
B	Ebony (black)	BB1
C	Light Blue	CC1
D	Medium Blue Metallic	DD1
E	Dark Blue Metallic	EE1
H	Copper Metallic	HH1
J	Light Turquoise	JJ1
K	Turquoise Metallic	KK1
L	Dark Turquoise Metallic	LL1
P	Ruby	PP1
S	Ivory	SS1
T	Medium Red Metallic	TT1
W	White	WW1
X	Light Tan	XX1
Y	Medium Tan Metallic	YY1

1966 Colors

<u>Code</u>	<u>Color</u>	<u>Code</u>
A	Silver Metallic	AA1
B	Black	BB1
C	Light Blue	CC1
D	Light Blue Metallic	DD1
E	Dark Blue Metallic	EE1
G	Dark Green Metallic	GG1
K	Light Turquoise Metallic	KK1
L	Dark Turquoise Metallic	LL1
P	Bright Red	PP1
Q	Dark Red Metallic	QQ1
R	Yellow	RR1
S	Soft Yellow	SS1
W	White	WW1
X	Beige	XX1
Y	Bronze Metallic	YY1
Z	Citron Gold Metallic	ZZ1
6	Light Mauve Metallic	661

G. Wheels

6 cylinder sedans, 2 dr hardtops	5 x 14
8 cylinder sedans, hardtops, convertibles	5.5 x 14
6 cylinder station wagons	5.5 x 14
8 cylinder station wagons	6. x 14

Hubcaps

1965 - American built full wheel disc available on all models, Sport Fury had 3 point spinner added.

1966 - American built full wheel disc available on all models, Sport Fury had 5 fins added to full wheel disc.

H. Accessories

power brakes	power steering
air conditioning	tinted glass
auto pilot speed control	electric clock (std. Sports Fury & Fury III)
rear window defogger	padded instrument panel (std. on 1966)
4 way pwr buckets (Sport Fury only)	power windows
fender skirts (std. Sports Fury)	adjustable steering wheel
bumper guards front & rear	
tachometer (mounted in console 1965, mounted on console in 1966)	
disc brakes (1966 model)	center console (std. Sport Fury)
power door locks	transaudio radio
transaudio AM/FM radio	remote control mirror
day/night rearview mirror	rear seat speaker with reverberator
deluxe steering wheel	front & rear floor mats
backup lights (std. 1965 Sports Fury, Fury III and 1966 models)	windshield washers
trailer towing package	

I. Instruments

The Plymouth instrument panel features an easy to read speedometer cluster directly in front of the driver with gauges and switches at left. Sliding heater controls, electric clock and radio are mounted to right of speedometer. 1965 bezels were medium gloss black while 1966 had vertical ribs in black. 1965 switches and knobs were frosted silver while 1966 were chrome.

J. Upholstery

All vinyl in Sports Fury and station wagons were standard for seat material. Savoy or Fury I had a single pattern interspersed with silver metallic thread. Fury II had a ribbed tweedy texture. Fury III had cloth that looked glossy and smooth and was mixed with vinyl.

K. Floor Covering

Fury had nylon loop pile carpet color keyed with heel pad. Same material was used on rear of bucket seats. Color keyed floor mats with Plymouth insignia were optional.

L. Lighting

1965 - 1966 Sport Fury & Fury III were equipped with 3 lights. 1965 Fury I & II backup lights were optional while 1966 backup lights were standard. Front park light lenses were clear with clear bulbs. Sports Fury had interior lights in console and in rear roof pillar. Optional under dash light was also available.

M. Exterior Bright Work

1965

Fury I or Savoy consisted of a three-quarter length straight, horizontal moulding from front door edge back. The Fury II had full length body side moulding. The Fury III added a color insert to the moulding and had 3 short horizontal chrome bars at mid fender level. The Sport Fury had 3 colored bars and Sport Fury Signatures on front fenders and right rear deck. Canadian Sport Fury had a three inch wide rocker moulding. Center grille moulding is red, white & blue for Sport Fury while Fury I, II & III had 3 miniature Plymouth emblems on upper half and lower half was red with silver or gold stripes. All Furies had a hood ornament.

1966

Fury I had model nameplates with full length mid-body side mouldings. Fury II had above features except the full length mouldings ran along the upper feature line. Fury III had nameplates and lower style cowl side ornaments. Sport Fury had upper and lower body line mouldings and signal light indicators on hood. VIP featured special side mouldings with wood grain inserts and VIP markings on lower roof pillar. All cars were equipped with hood ornament with engine size facing drive.

Fender side emblems

V-8 for small V-8 1965 - 1966

Commando V-8 for 383, 413, 426, 440 1965 - 1966

O. Engine Compartment

Engine sizes for 1965 are;

225 - 6 cylinder

318 - V-8

383 - 2 barrel V-8

383 - 4 barrel V-8

413 - 4 barrel V-8 (Canadian)

426 - 4 barrel V-8

Color

red

red

blue

turquoise

orange

orange

Engine sizes for 1966 are;

225 - 6 cylinder

318 - V-8

383 - 2 barrel V-8

383 - 2 barrel V-8

440 - 4 barrel V-8

Color

red

red

turquoise

red or blue

red or blue

Dual snorkel air cleaners for 1966 440 4 barrel.

1966 – 1967 “B” Body Belvedere I, Belvedere II, Satellite & GTX

A. Glass

1966 B-body convertibles came with clear vinyl rear window and 1967 B-body convertibles came with full glass rear windows.

B. Top or Roof

1. 1966 B-body convertibles came with black or white tops.
2. 1967 B-body convertibles came with black or white tops.
(Note: top dust boot should correspond with interior trim color for both model years)
3. 1966 B-body vinyl roofs came in black, white options.
4. 1967 B-body vinyl roofs came in green, silver, black or white options.

C. Tires

1. 1966 B-body (w/Hemi engine) 7.75 x 14 Blue Streak Nylon-Special.
2. 1967 B-body (w/Hemi engine) 7.75 x 14 Red Streak Nylon-Special.

D. Body

1. 1966 & 1967 B-body Plymouths came in Belvedere I, Belvedere II, Satellite & GTX models. There were 55, 1966 Belvedere II RO super stock models built with Hemi engines. These are extremely rare and can be distinguished by a functional air scoop on hood, battery located in trunk and no insulation or sound deadening materials in the body.
2. 1967 GTX models
 - a. Factory installed pit-stop style chromed gas cap and bezel ring. Bezel ring should fit flush with body contour to be correct ring. If not, suggest ½ point deduction.
 - b. Factory installed dual sport strips on hood and trunk.
 - c. Dual non-functioning hood scoops.

E. Undercarriage

1. Undercarriage is always black. Many restorers will paint undercarriage to match exterior color including wheel wells. Suggest deducting 1 pt. for varying from factory stock.
2. The B-body came with drum brakes and disc brakes depending on model and engine size. On vehicles equipped with 383, 426 & 440 engines, disc brakes were installed on front along with 11" drum brakes on rear.

F. Paint

Color	Year	Chrysler Paint Code
Silver - (Metallic)	66 67	AAY2A4
Black	66 67	TAY1X9
Lt Blue	66	BAY1B1
Med Blue - (Metallic)	66	CAY2B7
Lt Blue - (Metallic)	67	BAY2B4
Dark Blue - (Metallic)	66 67	BAY2B9
Lt Green - (Metallic)	66 67	BAY2F6 CAY2F4
Dark Green - (Metallic)	66 67	VAY2F9 CAY2F9
Dark Copper - (Metallic)-	67	CAY2K8
Chestnut - (Metallic)	67	CAY2T8
Med Turquoise - (Metallic)	66 67	AAY2Q4 CAY2Q4
Dark Turquoise - (Metallic)	66 67	VAY2Q9 CAY2Q8
Turbine Bronze - (Metallic)	66 67	BAY2K6
Bright Red	66 67	BAY1HG

Color	Year	Chrysler Paint Code
Red - (Metallic)	66	AAY2R7
Dark Red - (Metallic)	67	CAY2R7
Bright Yellow	66 67	AAY1Y2
Pale Yellow	66	BAY1Y1
Cream	67	CAY1Y1
Med Copper - (Metallic)	67	CAY2K4
White	66 67	VAY1W1
Beige	66	BAY1T1
Lt Tan	67	CAY1T1
Bronze - (Metallic)	66	BAY2T6
Gold - (Metallic)	66 67	BAY2Y5 CAY2Y4
Bright Blue - (Metallic)	67	CAY2B6
Richard Petty Blue	66	C37D

1. 1967 Plymouth Satellite - Factory painted accent satin-silver Aluma-plate finish along the full length of lower body separated by a full length chrome strip. Some people will paint the vehicle all one color. Suggest 2 point deduction if found.

2. Fire wall, inner fenders, radiator support and hood underside to match that of exterior color. Also, underside of trunk lid, and wheel wells in trunk. (No black in these areas).

H. Accessories

1. 66/67 B-body
 - AM radio
 - LH Remote control mirror
 - Inter. Day/Night Mirror
 - Full wheel covers
 - 3 speed variable wipers
 - Electric windshield washers
 - Power Steering
 - Power Brakes
 - White sidewall tires
 - 273 V8 4BBL w/single exhaust
 - 340 V8 4BBL w/dual exhaust
 - Heavy duty suspension

2. 66 B-body
 - Front/rear bumper reveal moulding
 - Upper door moldings
 - Seat side shield
 - AA-1 Silver paint
 - M5B Blue vinyl trim

3. 67 B-body
 - Drip rail chrome moldings
 - Body sill moldings
 - Belt line moldings
 - Fender mounted turn signals
 - Trunk light
 - Glove box light
 - Glove box lock
 - Bucket seats
 - Console or Arm Rest/center seat
 - Outside RH mirror
 - Special super stock Hemi RO (Belvedere II only)
 - Red Line tires

I. Interior Trim & Instruments

66/67 B-Body Plymouths

1. Door panels utilized a 9/1/2" arm rest (front & rear) on Belvedere I & IIs, & a 13" arm rest (front) & 9 1/2" arm rest (rear) on Satellite models.
2. Arm rest mounting bases came from factory chrome plated. Many restorers will paint the bases with a chrome type spray paint rather than re-chrome to factory specs.
3. Left instrument cluster bezel trim & right glove box door bezel trim came with chrome borders. I have noticed many people will brush paint rather than re-chrome.
4. Dash control knobs should have stainless inserts in center, they may fall out over time.
5. Rear deck shelf (over rear seat) should be die cut colored fiberboard. If vehicle has rear speakers, die cut slots thru fiberboard shelf panel should be visible. Metal speaker grills are not factory original.

J. Upholstery

66 B-Body

1. Satellite models with bucket seats are highlighted by dual western scroll strips running vertically down each seat back & seat cushion (front & rear). Matching western scroll strips run horizontally top & bottom across door side panels.

2. Interior colors

Black	Citron (Pale Yellow)
Pearl White	Metallic Red
Lt Metallic Blue	Gold
Lt Metallic Green	

67 B-Body

1. Satellite models with bucket seats are highlighted by single western scroll strips running vertically down the center each seat back & seat cushion (front & rear). Two matching western scroll strips run vertically top to bottom down interior door side panels.

2. Interior colors

Black	Metallic Red
Pearl White	Copper
Dark Metallic Blue	Lt Metallic Green

K. Floor Covering

1. 66/67 B-Body Plymouths came with irregular loop pile carpet consisting of 80% Rayon & 20% Nylon.
2. 66/67 B-Body Plymouths (low end) came equipped with rubber floor mats.

L. Lighting

1. 66 B-Body headlights

* All model Plymouths have single hi/low beam headlights with round parking lights located in grill between headlights.

2. 67 B-Body headlights

* All model Plymouths have dual headlights on each side of parking lights.

67 B-Body taillights

* Belvedere I & II are wrap around style with chrome bezels around perimeter area of tail lights.

* Satellites & GTX are similar wrap around but have wide chrome parallel bar trim bezels around perimeter area of tail lights.

M. Exterior Bright Work

66/67 B-Body Plymouths

1. Antenna for both years were Chrysler special design that had flat type fender mounting rings that conformed to fender's curve. Notched chromed center lock ring mounts thru trim ring to secure antenna to fender. Many people will install universal type antennas as a replacement to the factory original.
2. Door handles to both models are identical as are trucks of these years. Handles set horizontal (perpendicular) to door. People will substitute similar, later model handles that will look much like originals however the body match contour of these later handles have a steeper angle. When these handles are used, they do not set horizontal (perpendicular) to door and have a noticeable downward angle.
3. Satellite models came with stainless outer side window base trim pieces and extend from vent window to rear roof pillar.

66 B-Body Plymouths

1. Front bumpers have not openings for parking lights.
2. Belvedere II, Satellites came with full width bright aluminum trim piece on trunk lids. This aluminum trim piece extended full width between tail lights carrying on the tail light trim design.
3. Satellite models with Hemi engines had "426 HEMI" fender name plates on both sides.

67 B-Body Plymouths

1. Front bumpers come with horizontal type openings for parking lights.
2. Belvedere II, Satellites & GTX came with full width bright aluminum trim piece on trunk lids. This aluminum trim piece extended full width between tail lights carrying on the tail light trim design.
3. GTX models have a rectangular tri-color (red/white/blue), emblem that mounts in center of front grill.
4. GTX models with Hemi engines had dual "426 HEMI" (some early models) and a single "HEMI" (later models) name plate on left front fender directly behind wheel well opening.
5. On Belvedere GTXs, a "GTX" insignia plate mounted directly beneath the Belvedere front fender name plate on each side.
6. Hood ornaments came with the following:
 - 272 cu in engine — "V8" insignia w/black relief
 - 318 cu in engine — "V8" insignia w/black relief
 - 383 cu in engine — "383" insignia w/black relief or red/black reliefs
 - 426 cu in engine --- "426" insignia w/black relief or red/black reliefs
 - 440 cu in engine --- "440" insignia w/black relief or red/black reliefs
7. 67 Satellite models will have dual "Satellite" name plates with red/white/blue rectangular relief on left/right fenders, with similar name plate on glove box door.

O. Engine Compartment

1. 66/67 B-Body Engine colors

273 cu in V8 - Bright red

318 cu in V8 - Bright red

383 cu in V8 - Turquoise (a few w/SH Orange)

440 cu in V8 - Turquoise (a few w/SH Orange)

426 cu in V8 - Turquoise

426 cu in V8 - (HEMI) S/H Orange (Street Hemi - Reddish Orange)

(1965 & earlier used R/H Orange - Race Hemi-Bright Orange)

2. 66 B-Body Plymouths came equipped with single reservoir master cylinder on all manual brake applications.

67 B-Body Plymouths came equipped with dual reservoir master cylinder on all manual brake.

3. Code	Engine Size	Family	Carb	Year
A =	170 C.I.D 6 cyl	(G)	(1BBL)	66 67
B =	225 C.I.D 6 cyl	(RG)	(1BBL)	66 67
C =	Special Order 6 cyl	-	-	66 67
D =	273 C.I.D 8 cyl	(LA)	(1BBL)	66 67
E =	273 C.I.D 8 cyl	(LA)	(4BBL-HP)	67
E =	318 C.I.D 8 cyl	(A)	(2BBL)	66
F =	318 C.I.D 8 cyl	(LA)	(2BBL)	67
G =	383 C.I.D 8 cyl	(B)	(2BBL)	67
G =	383 C.I.D 8 cyl	(B)	(2BBL)	66
H =	383 C.I.D 8 cyl	(B)	(4BBL)	67
H =	426 C.I.D 8 cyl	(RB)	(4BBL)	66
J =	426 C.I.D 8 cyl	(RB)	(2-4BBL)	67
J =	440 C.I.D 8 cyl	(RB)	(1-4BBL©HP)	66
K =	440 C.I.D 8 cyl	(RB)	(1-4BBL)	67
K =	Special Order 8 cyl			66
L =	440 C.I.D 8 cyl	(RB)	(1-4BBL-HP)	67
K =	Special Order 8 cyl			67

1968 “B” & “C” Body

A. Glass

B Body - Tinted windshield or all usually standard on A/C equipped vehicle.

C Body - Tinted optional, windshield only or all usually required on A/C equipped vehicle.

C. Tires

B Body - **Radials not O.E.M.**, black wall, narrow whitewall, wide whitewall, raised white letter depending on model & equipment packages.

C Body - **No radials!** Black wall, narrow whitewall, raised white letters on Sport model.

G. Wheels

B Body - Dog dishes standard, full covers optional, road wheels optional on most Sport pkgs

C Body - No “mag” wheels, dog dish on cheaper models, fancier covers available as option.

H. Accessories

C Body - AM/FM radio, 8 track player, tach on performance models, rear defroster, door edge guards, wheel house mouldings on lesser models, pwr windows, A/C.

J. Upholstery

B & C Body - vinyl on most Sport models, cloth on standard models.

K. Floor Covering

B Body - carpet on most sport packages, rubber on fleet models

C Body - rubber on Fury I, rest carpet

O. Engine Compartment

B Body - Slant 6 early engine red, later models aqua

Small blocks early red, later orange

big block - Hemi orange

C Body - no chrome valve cover, air cleaner

Slant 6 red,

small V8 blue,

Hemi orange

1969
Valiant 100, Signet
Belvedere, Satellite, Sport Satellite, Road Runner, GTX
Fury I, II, III, Sport Fury, VIP, Suburban
Barracuda

A. Glass

All wagon tailgate windows were power operated.

B. Top or Roof

Fury could have Saddle Brown vinyl roof.

“Flower power” was the optional Mod Top floral design vinyl roof and interior upholstery panel. Barracuda could have black, white, green or Saddle Bronze vinyl tops.

C. Tires

Standard wheels on the Fury were 15 inch.

D. Body

Sport Fury available as a 2 dr hardtop or convertible. Sport Fury identified by bright wheel and rocker mouldings, plus dual pinstripes extending from the front fender caps to just below the C-pillar.

VIP line had dual side mouldings as its primary identifying mark. Also standard were wheel skirts and the Sport Fury die-cast grille with the VIP medallion mounted at the center. Suburban and Custom Suburban wagons used Fury II and Fury III side trim respectively. The Sport Suburban featured standard wood grained vinyl side decals and the Sport Fury grille.

F. Paint

Road Runner featured new, larger bird decals in color, one of which was added to the steering wheel hub.

All colors this year were new with silver metallic and bronze exterior colors recommended to dealers for display.

H. Accessories

Fury optional equipment

Air conditioning

Bucket seats

WSW tires

Tinted windows

Road wheels

All vinyl interiors w/arm rest Auto speed control

Front power disc brakes

Power steering

Automatic transmission

V-8 engines

Vinyl roofs

Sure grip differential

Tilt steering wheel

Sport wheel covers

Power brakes

FM/AM stereo radios w/
or without 8 tracks

Head restraints

Ventless door glass on

A/C 2 dr hardtops

Other options

Headlight on buzzer

Woodgraining

Reclining 50/50 bench seat on Fury IIIs

Tachometer mounted in place of clock on V-8s

Turnpike Package on Fury and Satellites, included;

383 2bbl V-8 automatic, auto speed control, front wheel power disc brakes, 2.76 rear axle ratio, head light-on signal, undercoating and hood silencer pad.

Optional on wagons was a carpet and bright skid rail cargo compartment dress-up package.

Two 24 inch wide flat black strips separated by 11 inches of body color could be ordered on the Road Runner or GTX. New tapered reflective tape stripes were also optional on the Road Runner.

Performance Axle Package

High Performance Axle Package

Super High Performance Axle Package

Track Pak & Super Track Pak

I. Internal trim & Instruments

Key was moved to left side of dash. (For 1970 it went to the steering column).

J. Upholstery

Pewter all-vinyl interior was recommended with a matching silver metallic exterior paint.

“Flower Power” could be ordered in combinations of top and interior, top only or interior only.

Standard split-back front seat with center arm rest on Sport Satellite sedan.

Cushion grip steering wheel with soft feel and stitched look was added to Barracuda.

O. Engine Compartment

Deleted from the engine list was the 273 V-8.

The 225 Slant six was the base engine for the Belvedere and Satellite lines.

The 318 V8 was standard for the Sport Satellites. These cars could be optionally equipped with 2 or 4 barrel 383 engines.

The Road Runner’s standard engine was the 383. The 440 and 426 Hemi were options.

A 440 was standard on the GTX with the Hemi being optional.

A “racing only” Hemi was available for the mid-size and Barracuda lines.

Four engines were available for Barracudas, 225 six and 318, 340 and 383 V8s.

The Slant six 225, 273 and 318 V8s were optional for the Valiants.

1970

**Valiant, Duster, Duster 340
Belvedere, Satellite, Sport Satellite, Road Runner, GTX, Superbird
Fury I, II, III, VIP, Sport Fury
Barracuda, Gran Coupe, 'Cuda**

A. Glass

Duster rear windows did not roll down but could be swung open from the rear.

B. Top or Roof

Barracuda, Gran Coupe and 'Cuda all available as convertibles.

C. Tires

Only tire available on the 1970 Sport Fury GT was the H70x15 polyglass belted tires (which are no longer available as of March 2000).

F. Paint

25 colors were offered to Plymouth buyers. 7 exclusive to Valiant, Barracuda & mid-size lines, another 7 to the Fury line and the remaining 11 were available across all lines. Bright colors were limited to the Rapid Transit cars: Lemon Twist, Tor-Red, Vitamin C, Lime Light and In Violet.

The 1970 Sport Fury GT was identified by a body length strope stripe culminating with the GT letters on the front fenders.

GTX offered optional stripes that began at the headlights and exited into the rear fender scoop. On one optional application, the Road Runner bird "ran" out of the scoop, leaving a dusty circular trail all the way to the front of the car.

H. Accessories

The 1970 Sport Fury GT was an option package, not a model. Bench seats optional in Barracudas. Hurst pistol grip 4 speed transmission optional on Barracudas.

I. Internal trim & Instruments

All 1970 Barracudas had same dash unless ordered with the Rally Cluster with its 4 equal sized nacelles, which included a 150 mph speedometer, tach and clock in a wood grain panel. The 340 dash, with tach, came directly from the '67-'69 Barracuda as did the center console. Other Dusters came with the Valiant sedan dash.

J. Upholstery

1970 Barracudas had a great deal of plastic. Door panels were of molded plastic. Bucket seats were standard.

M. External Bright work

1970 Sport Fury GT letter is found under the Sport Fury script on the trunk.

N. Mechanical

The 727B Torqueflite transmission came with the Sport Fury GT.

O. Engine Compartment

Barracuda could have 225 Slant six and 318 V8 standard engines and continued with 2bbl & 4bbl versions of the 383.

'Cuda had a standard 383 4bbl V-8. The 340 small block was a no-cost option. Also available were the 440 in either 375 hp 4bbl or 390 hp 3-2bbl form and of course the 426 Hemi.

Engines were identified by numbers on the dual simulated scoops on the standard 'Cuda hood or the functional "shaker" hood scoop available with the 440 and 426 engines.

Duster 340 came with the 340 V-8 engine and was part of the Duster package.

Valiant base six cylinder engine was a 198. The 225 six and 318 V-8 were also available.

Superbird standard power was the 440, optional was the 426 Hemi.

Sport Fury GT came with the Super Commando 440 4bbl standard, the 440 6 bbl was optional.

The Sport Fury GT 440 engine was identified by numbers on the hood bulge.

The Sport Fury S/23 was available with engines ranging from the 318 to the 2bbl or 4bbl 383s.

Road Runner available with 383 4bbl, 440 4bbl, 440 6bbl and the 426 Hemi.

The spring time offered AAR 'Cuda was powered by a three 2bbl 340.

1971

**Valiant, Duster, Duster 340, Scamp
Brougham, Satellite, Sebring, Sebring Plus, Road Runner, GTX
Fury I, II, III, VIP, Sport Fury
Barracuda, Gran Coupe, 'Cuda
Cricket import**

B. Top or Roof

Last year for convertibles.

D. Body

All body styles offered in 1970 were repeated for 1971.

Shaker hood scoop was now available on all 'Cuda engines.

Cricket import came only in a 4 door sedan.

F. Paint

Optional on 'Cudas were large flat black decals that covered almost the entire rear quarter panel, ending on the doors where the engine size number was incorporated into the design.

L. Lighting

Only year for quad headlights on Barracuda.

Barracuda taillights were changed into 2 separate units per side.

M. External Bright work

The only visible change to the Valiant sedan and standard Duster coupe was the deletion of the Plymouth emblem from the grille center.

Duster 340 received its own grille, a series of narrow vertical ovals that stretched from headlight to headlight. Appeared to be cast aluminum but was really plastic.

O. Engine Compartment

All engine choices offered in 1970 were available in 1971.

Road Runner available with 383 4bbl, 440 4bbl, 440 6bbl and the 426 Hemi.

GTX offered all of the Road Runner engines except the 383.

Satellite coupes could be had with 225, 318 and 383 2bbl and 4bbl engines.

Last year for Hemi engine.

1972

**Valiant, Duster, Duster 340, Scamp
Satellite, Sebring, Sebring Plus, Road Runner
Fury I, II, III, VIP, Gran Fury
Barracuda, 'Cuda
Cricket import**

L. Lighting

Tail/backup lights became twin round units for the Barracuda & 'Cuda.
Narrower but wider tail lamps were installed on the Duster coupes.

O. Engine Compartment

Gran Fury standard engine was the 318 with a 400 2bbl and a 440 4bbl as the only options until mid-year when the 360 small block V8 was introduced.

Engine choices for the plain barracuda were the 225 and 318. For the 'Cuda were the 318 and 340.

Road Runner was available with the small block 340, although the new 400 was considered the standard Road Runner engine. Optional were the 440 4bbl and 6bbl engines.

For this year only, the 340 could be installed in any Duster, Scamp or Valiant sedan.

1973

Valiant, Duster, Duster 340, Scamp Satellite, Sebring, Sebring Plus, Road Runner Fury I, II, III, VIP, Gran Fury Barracuda, 'Cuda Cricket

B. Top or Roof

Fury Special had a parchment vinyl roof.
Sun roofs were an option, power operated on Fury, manual on all others.
Duster Special Coupe had a full vinyl roof.

C. Tires

Thin white walled Goodyear radials were optional in all lines.

D. Body, Hood, Fenders, Sheet Metal, Trunk

Road Runner hood had a large "power Bulge" with simulated vents on the forward corners.
Valiant hood was matched by the wide raised center section of new 3 segmented grille.
'Cuda is distinguished from base Barracuda by the body color grille and hood scoops. However, you could get most of the same items by ordering a 340 for your ordinary Barracuda.
Cricket import could be ordered in a sporty edition called the "Formula S".
Sport Suburban wagon came standard with woodgrain sides.
Only 'Cudas got a body color grille and a black rear valence panel.

F. Paint

Fury Special had a mid-year trim package with dark metallic chestnut paint.
Stripes on side of Road Runner identified engine size. When a 440 was installed, the stripe read "440 GTX".

G. Wheels

Chrome Road Wheels available for Barracuda and Satellite
Rally Wheels available for Barracuda, Satellite and Duster.

H. Accessories - partial listing

Sun roof
8 track cassette player with either an AM or AM/FM radio
Trailer towing packages available on all lines.
Sport hood with hood scoop and black paint treatment schemes were available on Duster, Barracuda and Road Runner.
Front vent windows on 4 door sedans only.
Security alarm with mandatory front power door locks.

I. Internal Trim and Instruments

Sport Suburban wagon and Gran Fury featured a dash with simulated burl walnut accents.

J. Upholstery

Road Runner were optionally available with the Sebring Plus interior.
On Fury Special, seats had "tapestry" cloth seat inserts.
Space Duster had folding rear seat & fully carpeted trunk & cargo space.
Duster Special Coupe had pleated vinyl seats.

K. Floor Covering

Fury Special had shag carpeting.

Space Duster had fully carpeted trunk & cargo space.

L. Lighting

Fury - Hidden headlamps were not an option. Each quad light had its own bright bezel.

Satellite - tail / backup lights were set into a rectangular pair per side.

Valiant - large single unit taillamps.

N. Mechanical Condition

Electronic ignition standard on all models

Disc brakes standard on all except six cylinder Valiants (available as an option).

Power assist brake standard on all Furys, Duster 340 and all wagons.

O. Engines

Fury - standard V-8 engine was the 318 except for the Sport Suburban wagon which had a 360.

Also available were the 400 2bbl and 440 4 bbl.

Road Runner engine choices ranged from a 318 through 340, 400 4bbl and 440 6 bbl.

Duster - 340 exclusive to Duster 340. Standard 198 six for all other models. The 225 six and 318 V-8 were the other available engines.

Barracuda & 'Cuda - standard engine was the 318. The 340 was optional on both models.

1974 “C” Body

B. Body

Fury Gran Coupe or Gran Sedan

2 door hardtop or 4 door hardtop - identified by above model ID on roof sail panel.

Fury II and Fury III

2 door hardtop, 4 door hardtop and 4 door sedan

Fury I

4 door sedan

Three models of wagons - Sport Suburban, Custom Suburban & Suburban

On wagons - 3rd & 4th VIN digit indicate seating, “45” = 2 seat wagon, “46” = 3 seat wagon

F. Paint

The Sport Suburban is fully trimmed with woodgrain applique. Model nameplate appears on front fender sides & tailgate.

H. Accessories

Fury Gran Coupe or Gran Sedan

Minimum power options are steering, brakes and auto transmission.

Fury II and Fury III, Fury I

Power options will vary but basics are provided on all models (Pwr Steering, Pwr Brakes, Auto Trans)

Fury options - Trailer towing package, right and left remote control mirrors, power sun roof, rear window defogger, premium wheel covers, power seats, tilt & telescoping steering wheel, vent window, bright bumper guards

I. Internal Trim & Instruments

Fury Gran Coupe or Gran Sedan, Fury II and Fury III

Three spoke steering wheel with horn pad with or without horn ring.

Fury I

Three spokes as above.

All woodgrain on dashboards is “burl” walnut identified by somewhat blotchy appearance, straight wood grain is from later years.

Radios can be AM to AM/FM to 8-track cassette. Originals had black finish face with no bright narrow perimeter trim line. Knobs were bright with black finish centers unless dash has woodgrain, then centers have woodgrain.

J. Upholstery

Fury Gran Coupe or Gran Sedan

Cloth & vinyl interior with minimum of a 50/50 split bench seat with center pull down arm rest. Carpet extends to lower door panels.

Fury II and Fury III

Cloth & vinyl interior, 50/50 split bench seat optional, no carpet extension to door panels. All vinyl option on Fury II.

Fury I

Interior is cloth & vinyl bench with all vinyl option available.

Wagons

3rd seat available on Sport & Custom Suburbans only. Vinyl interior standard.

K. Floor Covering

Fury I

Rubber mat floor covering

M. External Bright Work

Fury Gran Coupe or Gran Sedan

Exterior trim consists of rocker panel moulding and wheel lip mouldings only. Hood ornament and hood windsplit on Brougham.

Brougham package available, represented by special ornamentation and “Brougham” script above rear side marker light.

Fury II and Fury III

Exterior trim on Fury II is aluminum belt line moulding without wheel lip mouldings.

Fury III has belt moulding & wheel lip mouldings

Sport Suburban

Model nameplate appears on front fender sides & tailgate.

O. Engine Compartment

Fury Gran Coupe or Gran Sedan

Engine size everything from 360 CID (min) to 440 CID.

All engines painted Chrysler Blue with accessories black. Alternators are natural aluminum as well as transmissions. Coolant reserve system on radiator standard.

Fury II and Fury III

Engines, 360 to 440 available (318 rare, verify engine no. on VIN)

Fury I

Engines, 360 to 440 available (318 rare, verify engine no. on VIN)

All engines painted Chrysler Blue with accessories black. Alternators are natural aluminum as well as transmissions. Coolant reserve system on radiator standard.

Only dual snorkel air cleaner found on 440 high perf.

All 2 bbl cars are Holley model 2245 with evaporative control attachments (360 CID & 400 2 bbl).

Four barrel cars are Carter Thermo-Quads.

318 used Carter BBD carb.

To help identify correct engine etc., check 5th digit of serial number for engine code as follows:

G-318 J-360

K-360 2 bbl

L-360 4 bbl hi-perf.

M-400 2 bbl

N-400 4 bbl hi-perf

T-440 4 bbl

U-440 hi-perf

1974 non -“C” Body
Valiant, Scamp, Brougham, Duster, Duster 340.
B-Body Satellite, Sebring, Sebring-Plus, Road Runner.
Barracuda, ‘Cuda
Cricket - Canada only
Trail Duster sport utility
Voyager “van” wagon

A. Glass

Satellite has electric rear window defroster featuring wires in the glass.
Barracuda rear side windows were fixed.

B. Top or Roof

Valiant Brougham had vinyl roof standard.
Sliding metal sun roof available on all models, no convertible available.

D. Body

Sebring and Sebring-Plus came only in a hardtop coupe.
Road Runner came only in a fixed window coupe.
Satellite Custom was top sedan, but mid-scale in 2 or 3 seat wagons. Top scale wagon in 2 or 3 seats set up was the Regent.
Rubber bumper guards on rear of Duster coupes.
Gold Duster, Space Duster & Twister packages still available.

F. Paint

Satellite Sundance was a special spring coupe available in Aztec Gold or Spinnaker White, offset by ornate filigreed gold stripes that incorporated a sunburst design on the C-pillars.

G. Wheels

Valiant Brougham offered with color keyed or simulated wire wheel covers.

J. Upholstery

Sebring-Plus all vinyl bucket seats, cloth and vinyl bench seat optional.
Satellite had full range of cloth and vinyl and all-vinyl available, including a red (or black) and white Wimbledon plaid cloth in combo with a red shag carpet.
Valiant Brougham mid-year addition, featured crushed vinyl upholstery

H. Accessories

3 spoke thickly padded Road Runner “Tuff” steering wheel was an option for lesser models.
Sliding metal sunroof available on all models this year.
Space Duster option featured a fold down trunk panel.

I. Internal Trim and Instruments

Round dial Road Runner Rallye Cluster dash was also made available on the Sebring-Plus once woodgraining had been applied.

L. Lighting

New strip taillights were installed above the bumpers of Scamp.

N. Mechanical

Satellite - 3 speed manual transmission was standard but seldom seen.

4 speed manual was option on the coupe, most Satellites came with 3 speed Torqueflite.

Barracuda - all-syncro, floor shift 3 speed manual was standard, optional was a 4 speed (with piston-grip Hurst shifter) manual and Torqueflite.

O. Engine Compartment

All Satellites except Road Runner came standard with the 225 six.

V-8s included the 318, 360 4 bbl and 400 4 bbl.

The 440 4bbl was a Road Runner option only.

'Cuda came with a 360 V-8.

All Barracudas were V-8 powered, a 2bbl single exhaust 318 was standard.