

Plymouth

OWNERS CLUB, INC.



FOUNDED 1957

JUDGING

GUIDE

CLASS # _____

OWNER _____ REGISTRATION # _____

BODY STYLE _____ GROUP 2 1940 - 1959 JUDGING SUMMARY SHEET

DESIGN (12 - JUNE 2004)

YEAR _____ DATE _____ MODEL _____ SENIOR CAR YES NO (CIRCLE ONE) MEET _____

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, RUNNING BOARDS	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. 4
K. FLOOR COVERING	MAX. 4
L. LIGHTING	MAX. 7
M. EXTERNAL BRIGHT WORK	MAX. 8
N. MECHANICAL CONDITION	MAX. 10
O. ENGINE COMPARTMENT	MAX. 10
DECISIONS OF THE JUDGING TEAM ARE FINAL	
100 POINT MAX. TOTAL	

Group 2
1940 - 1959

PLYMOUTH OWNERS CLUB
JUDGING GUIDE

Group 2 1940 - 1959

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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.

The list shows just a single series for the Dodge equivalent years 1936-1938 when Plymouth had two. Research is still being done to determine if the Ply-bodied Dodges had both standard and deluxe models those years and whether they each had a series number or were considered sub-series.

Another sure way for judges to determine the eligibility of a particular Dodge is to check the wheelbase. If it doesn't match that of the equivalent Plymouth, it's not Plymouth-based. The years 1932 (the DM is extremely rare) through '39 may necessitate a series/serial number and/or wheelbase check since Plymouth and Dodge sheet metal was somewhat similar during those years. The club now recognizes plymouth-bodied Dodges.

<u>Plymouth</u>	<u>Dodge equivalent</u>	<u>Desoto equivalent</u>
1940 P9, P10	1940 D15	
1941 P11,P12	1941 D20	
1942 P14	1942 D23	
1946-48 P15	1946-48 D25	1946-48 SP15
1949 P17, P18	1949 D31, D32	1949 SP17, SP18
1950 P19, P20	1950 D35, D36	1950 SP19, SP20
1951-52 P22, P23	1951-52 D39, D40	1951-52 SP22, SP23
1953 P24	1953 D43	1953 SP24
1954 P25	1954 D49	1954 SP25
1955 P26,P27	1955 D54, D59	1954 SP25
1956 P28, P29	1956 D60, D61	1956 SP28, SP29
1957 P30, P31	1957 D64, D65	1957 SP30, SP31
1958 LP1, LP2	1958 LE1, LE2	1958 LSP1, LSP2
1959 MP1, MP2	1959 ME1, ME2	1959 MSP1, MSP2

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 (sedans and open cars) 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.

All 1928-59 cylinder heads shall be silver except high compression. Some high compression heads are not painted red. All 1928-59 electrical accessories shall be black. Vacuum advance units, carburetors and fuel pumps shall be the natural "as cast" color. Fuel, oil and vacuum lines were generally a natural color but may be black. Intake manifolds of 1928-34 models shall be black while 1935-59 may be black or silver. Cylinder blocks, timing case covers, and clutch housings of 1928-34 shall be black. Generally 1935-59 models used silver on the above three places although black will be allowed. Research has shown that some 1935-1941 engines can have blocks as cast finish.

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 2 1940 - 1959 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 judgment on yellowing and scratched penalty. We mean excessive - if all panels are very slightly colored uniformly, suggest no penalty.
3. Delaminating (i.e. at frame borders usually) should exceed 1/4" before deducting.
4. 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 (open and closed bodies) 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 can vary, reference Tech Advisor's comments.
3. Closed body top material color should be black.
4. Open body top material should be canvas to 1954, nylon, plastic, etc. 1955 up.
5. Open body rear window size:
1940 – 48 Conv. Coupe & Sedan 6" x 24"
1949 – 50 Conv. Large plastic

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. Imitation white walls accepted 1946 – 1950 models only.
5. Radials available from factory about 1971.
6. No letter series before 1967.
7. No tubeless before 1954.

D. BODY

1. Please circle the location of the defect on the WORKSHEET (RF equals right front)
2. There were two styles of running board patterns for 1940 & 1941.
3. Serial no. tag is on the right front door hinge pillar post.
4. Do NOT judge paint or finish (To be done in Category F).
5. Poor fit refers to an extra wide gap or uneven gap from top to bottom or front to back.
6. Use judgment in all items - add any additional penalty in OTHER spot and give brief detail.

E. UNDERCARRIAGE

1. Use judgment 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 - black is usually correct, body color is used on some models and areas.
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. White, candy red, pink, purple and very light blues are not authentic colors for pre-1950 models.
3. Indicate location of defect, i.e. stripe missing on hood.
4. Excessive runs mean more than two.
5. Excessive orange peel means over a significant area, i.e. 1/4 of door, etc.
6. Poor surface preparation refers to visible sanding or grinder marks, painting over dirt, rust or grease. Welded cracks are judged in Category D.
7. Typical over spray errors can be found on hood handles, hood protectors, trim, serial no. tags, etc.
8. Typical sections not painted are door posts.
9. Incorrect color - all Plymouth trucks had a light to medium gray color on door sides and jams (visible after opening door).

G. WHEELS

1. Check for proper tire size
2. 15" tires started in 1948
3. Unpainted wheels 1946 up should be covered with full wheel cover or cap and dress ring
4. Plymouth truck wheels could be with or with out stripe.
5. Plymouth steel disc wheels generally were striped.

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

1. Radio (AM/FM radio first in 1964)
2. Heater
3. Wire wheels
4. Wide white sidewall tires
5. Back up lights
6. Adj. steering wheel
7. Dual visor to P-14
8. Clocks
9. Side mirror (unless only 1 on Commercial)
10. Wheel trim rings
11. One or more sales literature
12. Shop or parts manual
13. Instruction manual
14. Tool kit - ½ or more
15. Power steering
16. Power brakes
17. Air conditioning
18. Variable speed wipers
19. Power windows
20. Automatic transmission
21. Tinted glass
22. Continental kit
23. Overdrive (starting in 1951)
24. Record player
25. Others _____

I. INTERNAL TRIM AND INSTRUMENTS

1. Important - this category is meant to judge authentic pieces as well as condition of plating or design.
2. Screws: 1940 & up 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. Parts should have correct plating or finish.
5. Check temperature gauges closely - look for same design as other gauges.
6. Wood grain dash panels were not used on open body styles prior to 1949.
7. Check for authentic knobs and switches.
8. Interior trim parts should not be painted if originally chrome or chrome if originally painted.
9. Look for matching sill plates.

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. Cars should have correct cloth, vinyl or leather patterns or material.
3. Some of the closed body cars could have leather seats (Owner must show acceptable proof - parts list, accessory catalog, etc.)
4. Headlining should be proper material and color
5. Check for excessive wrinkles or bulges. Remember we are judging Plymouths not custom bodied classics.
6. 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.
2. Should have proper material, color and pattern.
3. Check for wear and fit.

L. LIGHTING

1. Wiring in this category is external only - not under hood or dash. Look for wiring to headlamps and tail lamps - does it have correct loom?
2. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. Color was indicated by a small tracer. Some color was indicated by solid color also.
3. One of the main purposes of this category is to check working condition of the lighting system (burned out bulbs, defective switches, etc.).
4. Amber parking lights started in 1963.
5. If seal beams are present and correct for that year, patterns of lenses on both should match.

M. EXTERNAL BRIGHT WORK

1. This category checks authenticity of grill, hood medallion, model name plates, bumpers, window frames, hubcaps etc. as well as plating condition
2. Stainless trim should be checked for dents, scratches etc.
3. Original stainless parts should be stainless, not chrome.
4. Fursys can have gold anodized aluminum trim.

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 or visible soot at junctions.
3. Dual master cylinder as of 1967, not before
4. Look for overdrive on pre-1951 models (3 point deduction)

O. ENGINE COMPARTMENT

1. Plastic insulated wire is wrong for pre-1949 models. All wire covering was cotton braid. A small tracer indicated color. Some solid color insulation is acceptable.
2. Color: The electrical equipment was always black.
3. Hose clamps could be the ring hose type. The commonly found band type with worm drive are wrong.
4. Look closely for incorrect air cleaner and /or silencer. The owner's instruction manual shows the correct type.
5. Look for extra holes in the firewall.
6. Look for chrome parts. Penalize 1 point each if not original, check with owner for proof.
7. Alternators with single pulley use 1 belt, dual pulleys use 2 belts, no open pulleys.

Check List for Group 2 Category O Engine

Eng. No. located : top-left-front-side of block for 6 cylinder

Eng. No. located :

1955-56 V8 top of block behind water pump

1957 V8 & 1958 V8 - 318 on pad, left side of block between no. 1 & 2 cylinders

1958 V8 - 350 & 1959 V8 - 361 on boss on right side of block below distributor

1959 V8 - 318 on front of block below left cylinder head

Year	Cyl.	Model	Sales Name	Engine Number Prefix	
1940	6	P9	Roadking	P9	
	6	P10	DeLuxe	P10	
	6	PT105	Commercial	T105	
1941	6	P11	Standard	P11	
	6	P12	DeLuxe	P12	
	6	PT125	Commercial	T125	
1942	6	P14S	DeLuxe	P14	
	6	P14C	Special DeLuxe	P14	
1946-48	6	P15S	DeLuxe	P15	
	6	P15C	Special DeLuxe	P15	
1949	6	P17	DeLuxe	P17	
	6	P18	DeLuxe	P18	
	6	P18	Special DeLuxe	P18	
1950	6	P19	DeLuxe	P19	
	6	P20	DeLuxe	P20	
	6	P20	Special DeLuxe	P20	
1951	6	P22	Concord	P22	
1951-52	6	P23S	Cambridge	P23	
1951-52	6	P23C	Cranbrook	P23	
1953	6	P24-1	Cambridge	P24	
	6	P24-2	Cranbrook	P24	
1954	6	P25-1	Plaza	P25	
	6	P25-2	Savoy	P25	
	6	P25-3	Belvedere	P25	
1955	6	P26-1	Plaza	P26	
	6	P26-2	Belvedere	P26	
	6	P26-3	Savoy	P26	
	8	P27-1	Plaza	P27	
	8	P27-2	Belvedere	P27	
	8	P27-3	Savoy	P27	
1956	6	P28-1	Plaza	P28	
	6	P28-2	Savoy	P28	
	6	P28-3	Belvedere	P28	
	8	P29-1	Plaza	P29	
	8	P29-2	Savoy	P29	
	8	P29-3	Belvedere	P29	
	8	P29-3	Fury	FP29	
	1957	6	P30-1	Plaza	P30
		6	P30-2	Savoy	P30
6		P30-3	Belvedere	P30	
8		P31-1	Plaza V8 277	LP31	
8		P31-2	Savoy V8 301	P31	
8		P31-3	Belvedere V8 277	LP31	
8		P31-3	Fury V8 301	P31	
8		P31-3	Fury V8 318	FP31	

Year	Cyl.	Model	Sales Name	Engine Number Prefix
1958	6	LP1-L	Plaza	LP6
	6	LP1-M	Savoy	LP6
	6	LP1-H	Belvedere	LP6
	8	LP2-L	Plaza V8 318	LP8
	8	LP2-M	Savoy V8 350	L350
	8	LP2-H	Belvedere V8 318	LP8
	8	LP2-S	Fury V8 318	FLP
	1959	6	MP1-L	Savoy 6
6		MP1-M	Belvedere 6	M230
6		MP1	Suburban 6	M230
8		MP2-L	Savoy V8 318	MP8
8		MP2-M	Belvedere V8 318	MP8
8		MP2-H	Fury V8 361	ML361
8		MP2-P	Sport Fury V8 361	ML361
8		MP2	Suburban V8 318	MP8

Engine Color Reference Data

<u>Item</u>	<u>Year</u>	<u>Model</u>	<u>Code</u>	<u>Date</u>	<u>Source</u>	<u>Page</u>	<u>Document</u>
34	1940	P9, P10		Aug. 1939	Ross Roy Data Book	32	See Note 16
35	1940	P9, P10	D9049	1939	Mechanical information on The 1940 Plymouth	7	See Note 17
36	1940	P9, P10	D8634		Ply. Shop Man.	93	See Note 18
37	1941	P11, P12	D9298		Ply. Shop Man.	100, 108	See Note 19

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.

1940

D. Body

Visible fender beading was not used, either black or chrome. An anti-squeak welting was squeezed between fender-body areas but it was not visible.

I. Interior Trim and Bright Work

Windshield wiper knob was a round, knurled knob that did not have a “tail” on it like the P15 knobs which are seen many times on these cars.

Push button knobs on the radio have clear plastic covers with the station call letters visible (many cars are fitted with the later P15 radio with chrome push buttons which is incorrect.)

J. Upholstery

Trunks were lined with a “tiger stripe” type material on the sidewalls while the back wall is black fibre-board.

L. Lighting

Only the left hand tail lamp lens on the Deluxe P10 model had the “reflector knob” on it. All P9 tail lamp lens and the right P10 tail lamp lens were plain.

M. External Bright Work

Various chrome parts, including the headlamp bezels, bumper guards, deck lid ornament, etc., were trimmed with red paint, regardless of body color.

O. Engine Compartment

Under the hood, the firewall mounted brackets that hold the hood open are natural finish and not painted.

1941

F. Paint

Sill mouldings on late production runs were painted rather than Anodized aluminum.

L. Lighting

Tail light lenses with one or two “Cats Eyes” is a non-founded/non-supported discrepancy. There are no two part numbers for tail light bases.

M. External Bright Work

Vent wing frames on late 1941 production models were painted black enamel and not chrome, because of shortages due to the war effort.

1942

C. Tires

Mopar part #958308 - white wheel ring (metal) was available for 1941-1942 Plymouths. Actually called White Wall Wheel Moulding per Chrysler Corp. Parts Div. literature.

F. Paint

Special Deluxe cars, the exterior windshield dividing bar was painted the body color, rather than chromed as on 1946-1948.

Underside of hood, inside of fenders and inside of wheels were painted a blue-gray color regardless of body color. Trunk interior appears to have been black rather than the blue-grey as in 1946-48.

I. Internal Trim & Instruments

Heater control panel located beneath the radio grille apparently could be either wood grained as on the dash or chromed. Literature and cars seen indicate that the woodgrain finish predominated.

Steering wheel was an off-white or light beige color and had the "hand grips" at bottom as in 1941. Center emblem retainer same color as wheel.

Control knobs had concave sides as in 1941 rather than wedge shape of 1946-1948, were "ivory" in color. Factory radio (Model 801) had ivory inserts in the Off, Dial and Station selection buttons and knobs were ivory as well (as opposed to all chrome in 1946-1948).

Dash woodgrain used a light gray background with mostly vertical grain markings in slightly darker gray-brown. Some horizontal lines. Similar to 1941 but much lighter. Quite different from 1946-1948.

J. Upholstery

Original 1942 models have been found with light gray head liner. Tan head liner was not used on all models.

K. Floor Covering

Front floor mat, pedals, steering post cover and doorsill mats were all brown. Apparently black became available later but were probably rare.

M. External Bright Work

Most exterior moldings, hood ornament, brake light bezel and rear bumper end plates had indented "accented" grooves. Many of these were stripped in dark red. A study of numerous factory photos and NOS parts leads me to the following conclusion: Rocker panel moldings, top grille moulding, bottom grille moulding (resting on top of front splash pan), hood ornament, stop light bezel and rear bumper end wings used the red stripe indentations. Remainder of exterior trim, including fender moldings, indentations, hood & belt line moldings, park light moldings, and tail light moldings did not use the red stripe. Front and rear name plate emblems had a red background behind the word "Plymouth". NOTE: The relatively few cars built after World War II started, commonly called "black out" models, used an entirely different style belt and fender moldings. They were smooth, narrower and would have been painted gray. grille and all other moldings would be gray also. Front fender moldings are shorter.

All bumper and guard bolts used a round head as opposed to oval of 1946-1948.

Hubcaps should have "Plymouth" in "Old English" type lettering (as used in earlier years) rather than block lettering as used on 1946-1948. Circle around ship and lettering should NOT be painted.

1946 - 1948

A. Glass

Rear glass in convertible top was metal framed 6" x 24".

B. Top or Roof

There were only two colors of convertible tops used; black or gray. Tan is quite often used in restoration, although incorrect. Interior of canvas top was always tan. Bows were painted to match. Rear wooden bow was covered with bow drill to match interior of top. Red binding was often used on both top and boot. Vinyl convertible tops are not acceptable, nor are vinyl convertible top boots.

C. Tires

Tire size was 6.50 x 15 and 6.00 x 16. Since 6.50 x 15 is not available, 6.70 x 15 is used. Whitewall width should be no less than 3-1/2". White plastic or metal trim rings are acceptable on this series. Tire supplier was officially Goodyear.

D. Body

Serial No. tag is on left pillar post. Some very early 1946 are on right.

E. Under Carriage

All black. Bottom of body and back of fenders are medium gray.

F. Paint

Sumac Red and Charlotte Ivory are used only on convertibles. Early station wagon Maroon with Battalion Beige as option.

G. Wheels

Fifteen (15) inch wheels were not used on 1946 models. Sixteen (16) inch used until late 1947, to 15" thereafter. Wheels painted body color and striped on P-15-C. Black paint on P-15-S. Prior to September, 1947 wheels were always painted body color and striped. From this point on cars equipped with whitewall insert trim rings were painted Ecosheen (gray) on Detroit and Evansville built cars (to identify production check the body number tag, Detroit cars will not be coded, Evansville built have the letter E following the body code number and Los Angeles has the letters LA following the three digit body code). Los Angeles built cars with whitewall inserts had the wheels painted black, regardless of body color. Cars with stainless steel inserts were still painted body color at all factories.

Very late 1947 and all 1948 P15s used 15" wheels. Beginning serial numbers for identification are as follows:

Detroit Special Deluxe	11851594
Deluxe	15251917
Los Angeles Spec. Deluxe	25036148
Deluxe	26010991
Evansville Spec. Deluxe	20234249
Deluxe	22063548

Earlier cars with 15" wheels should receive a points deduction.

H. Accessories

Radio, heater (single or dual), clock, map light, glove box light, turn signals, trunk light, back-up light, under hood light, spotlights, fog lights, cigar lighter, locking gas cap, rear view mirrors (cowl mounted), tire valve extension, seat covers, outside sun visor, and license plate frames, fender skirts were dealer-installed and not O.E.M. Rear fender chrome stone shields were a dealer installed accessory and not O.E.M equipment.

I. Internal Trim & Instruments

Steering wheel column, handbrake and cowl vent handle along with center of dash was Vogue Brown. This brown has an ultra fine gold metallic mist mixed into it, and is extremely hard to duplicate. "I have it available".

Five (5) button or seven (7) button radios are acceptable but not the Motorola Dial head type.

J. Upholstery

Seats in the P-15-C were partially covered with striped material. Door panels in the P-15-C were partially covered with striped or solid material. Arm rests and dual sun visors standard on P-15-C. In addition, early 1946 four door sedans should also be fitted with a rear seat robe rail.

M. External Bright Work

Headlamp doors on 1946 model had no flange on the flush mounting edge to the fender, where as 1947-1948 and early series 1949 did.

P15-S models used nine (9) inch hub caps where P15-C Special Deluxe used ten (10) inch hub caps.

P15s never had rear fender mouldings, although dealers installed 1947 Dodge rear fender mouldings on 1947 Plymouths to differentiate them from the 1946 model "A new look". This was widely practiced in the North East U.S.

A third "center" vertical bumper guard is acceptable as it is illustrated in the factory parts list on a convertible coupe (page 9).

O. Engine Compartment

Ignition coil has "Solar Spark" decal on it, red lettering.

Silver	Black	Unpainted
Engine block	Starter	Fuel pump
Oil pan	Generator	Carburetor
Head	Distributor	Fuel lines
Water pump	Wire loom holder	Oil & vacuum lines
Oil pump	Coil holder	Accelerator linkage
Front engine mounts	Coil	Shift rods
Manifolds	Air breather	
Clutch housing	Breather brace	
Transmission	Valve chamber vent	
Oil filler pipe	and Tube	
Dipstick tube	Fuel pump shield	
Front pulley	Fan & pulley	
Thermostat housing	Oil filter	
	Filter bracket	
	Steering box	

Early 1946 models should all be equipped with full engine dust pans in the engine compartment. Engine dust pans were included on all cars built through October 15, 1946. cars may have been factory fitted with a Stromberg Model 3-84 carburetor (caused by a shortage of the Carter D6G1). This carburetor can be identified by the fuel line running into the carb. from the right, rather than from the front as on the Carter. (Stromberg also supplied Model 574-S small bore carb. during this period).

1949

C. Tires

Judging by the sales literature, the white wall width appears to be 3 1/4".

Tire supplier was officially Goodyear, 6.70x15" Super Cushion.

(Should there be a deduction for tires by any other manufacturer, as these tires are available; 111" wheelbase Deluxe's used 6.40x15" but as these tires are NOT available, there probably should not be a deduction for use of the 6.70x15" tire).

D. Body

The serial no. tag is on left front door pillar.

F. Paint

Convertibles could be painted in either of two special colors, EXCLUSIVE to that body style: Mexico Red and Plymouth Cream.

Station wagons were painted ONLY Malibu Brown, Edmonton Beige or Rio Maroon.

H. Accessories

Electric clock was available for this year.

Two styles of radio were available - the Deluxe (model 803, 8 tube, 7 pushbutton Philco) and the model (603, 6 tube, 5 pushbutton Motorola) fits right in with the trim on the dashboard. Both fit the Special Deluxe grille identically.

Can have different types of outside rear view mirrors, one with spotlight on front and one without.

Turn signals were a factory option in 1949.

Heaters - there were 3 models available, models 100, 300 and 550.

Some other not so common accessories include the spark plug waterproofing kit (Ever-dry cover kit), and the emergency brake indicator light on the dash.

I. Internal Trim and Instruments

No woodgrain was used on the 1949 & 1950 convertibles. Dash & garnish mouldings were body color. Dash had accent color on cluster panel, glove box door, etc.)

J. Upholstery

Door upholstery on 1949 Special Deluxe sedan and Club coupe was 2 shades of gray (light above the trim bar, darker below) plus maroon vinyl at bottom, which matches front seat base cover. Arm rests have pin striped seat upholstery pattern, which is different pin stripe than the 1950 seat material.

K. Floor covering

No carpeting was used in 1949. Rubber in both back and front, front has rib pattern.

L. Lighting

Brake light should be in the center trunk light unless required by state law to be in the small taillights. "Bulls eye" sealed beams are original equipment in 1949. 1949 marked the beginning of Chrysler's use of Bulls-Eye headlamps.

O. Engine

Engine wiring not plastic covered in 1949, Rubber covered spark plug connectors if Ever-dry kit is installed (accessory kit).

Engine color silver, oil pan possibly gray.

1950

B. Top or Roof

Convertibles used full width rear window.

D. Body

Welting on rear fenders was black.

Vehicle identification plate (on LF A Pillar) may be re-located to install part #1300960 - Courtesy light unit.

Due to a shortage at the factory, some cars MAY have not been fitted with rear fender stone shields. These were supposed to have been retrofitted by the dealers on all cars but a car without should not be penalized.

E. Under Carriage

Universal joints on Canadian models used SPICER joints.

F. Paint

US colors are quite different from Canadian colors.

Stripes, some variation on wheels, generally 3 concentric rings.

Trunk inner surfaces gray on US models, body color on Canadian built.

H. Accessories

Heater, three options available & universal MOPAR under dash unit.

Lighter optional on all models.

Radio rear speaker option, body is punched for speaker in center of parcel tray behind the rear seat. Radio grille standard on SPL DLX, optional on others.

Wheel covers generally red circle with sailboat but some carry over from 1949 - optional on all models.

I. Internal Trim & Instruments

Parking brake handle same color as steering column, warning light optional.

Keys are aluminum with DPCD logo.

J. Upholstery

Some variation depending on place of manufacture.

Trunk mat either rubber or fabric - fabric bindings are maroon in color.

L. Lighting

Bulls-Eye headlamps continued to be used and were used THRU 1955.

M. External Bright Work

Antenna - proper location is LEFT FRONT FENDER, behind inner fender panel and should telescope down to about 1 ½"

All Special Deluxe had rear bumper guards standard, optional on Deluxe.

O. Engine Compartment

Battery ground lead fastens to special head bolt usually second from front.

Distributor - I.A.T. (small cap) used from mid-year.

Engine - 25" long block is used on all Canadian built.

Fan Belt - Early cars still used 3/4" wide fan belts, later cars used 3/8" belts.

Engine color - aluminum (silver) including bell housing, trans., & fan pulley. Black accessories & fan blades. Oil tube is silver, black cap. Intake manifold is silver, exhaust unpainted.

Oil Filter -replaceable element type optional on all models, canister type standard on SPL DLX.

Overdrive not available until June 1952 but dealers would retro-fit.

Stromberg carbs are used on DODGE, never on Plymouth.

1951

C. Tires

Tires were Goodyear Super Cushion, 6.70x15" Whitewall tires were NOT available in 1951 (they were for 1949 and 1950 models).

D. Body

P22 Concord	P23 Cambridge	P23 Cranbrook
3 pass. Coupe	Club Coupe	Belvedere
2 door Sedan	4 door Sedan	Club Coupe
Suburban		Convertible
Special Suburban		4 door Sedan

1951 Belvedere "hardtop convertible" introduced as part of the P-23 Cranbrook line. New electric windshield wipers this year.

F. Paint

See Mar-Apr 1983 Bulletin for paint colors.

Belvedere could be ordered in any of the 8 solid color exteriors but 4 two tone options were available on the Belvedere. Mecca Maroon over Sterling Gray, Black over Plymouth Cream, New Brunswick Blue over Wedgewood Blue & Sherwood Green over Nile Green.

Two tone paints were available (in addition to the Cranbrook Belvedere two door hardtop) on the Cranbrook four door sedan and club coupe ONLY. This was a late year addition to the option list.

G. Wheels

1951 wheel covers with a red enameled center behind a sailing ship silhouette replaced the previous covers with the embossed, block letter, "Plymouth".

H. Accessories

Special 45 or 50 amp police heavy duty generators were available. A special taxi package was offered also.

I. Internal Trim & Instruments

Instruments were grouped in one cluster in front of the driver: the beautiful, dark, horizontal wood grain was gone, replaced with a sort of vertically-grained finish.

The ash receiver was a sliding drawer, cut out in the grained panel, with a pull knob which didn't match other dash protuberances.

The radio grille consisted of 3 mesh covered wide rectangular cut-outs below the radio.

Ignition-starter switch was relocated to the right of the steering column; the handbrake control was now a "T" handle.

New steering wheel horn ring carried a beautifully enameled red center behind a sailing ship, and the steering wheel hub was larger in diameter, making possible a "built-in" turn signal switch in the hub cup behind the wheel.

J. Upholstery

New upholstery patterns were offered; Broadcloth was now standard on the 3-passenger coupe, as it continued to be on the 2-door sedan. The Suburban still had vinyl, but the Savoy came in Bedford Cord with vinyl trim just like the convertible. The Cranbrook club coupe and sedan offered Broadcloth or Herringbone Weave.

Belvedere upholstery choices were blue or green striped broadcloth or striped Herringbone Weave with vinyl trim to harmonize with body color.

M. External Bright Work

In 1951, the new grille was lower & wider than 1950, with the top bar sloping out under the headlights before turning down to meet the smaller parking lights.

In 1952, instead of separate "P-L-Y-M-O-U-T-H" letters, the name appeared in red on a new chrome hood lip moulding. In 1951, series designations on the front fenders were now block lettering instead of the previous script.

O. Engine Compartment

Engine color should be either silver (early production) which was changed to gray due to shortages of silver-aluminum paint as a Korean War restriction.

1952

Few changes from 1951 models.

A. Glass

Solex tinted glass was a new option on all cars, at extra cost.

F. Paint

See Mar-Apr 1983 Bulletin for paint colors.

The standard color for Belvedere was metallic Belmont Blue. Period. Only 3 extra cost two-tone options were listed for the Belvedere; Sterling Gray over Belmont Blue, Sable Bronze over Suede (a beige color), and Black over Mint Green.

Two tone paints were again available only on the Cranbrook four door sedan and club coupe (in addition to the Cranbrook Belvedere two door hardtop).

Top color for the Cranbrook four door and club coupe was in Dawn Gray only, with bottom colors of Belmont Blue, Wedgewood or Lido Green.

I. Interior Trim & Instruments

The instrument panel now had a solid color "Lustre Tone" finish instead of graining. The speedometer face was slightly different than 1951, and the 4 gauges used black on white instead of vice-versa. The steering wheel ship ornament was set against a black instead of red enamel background.

J. Upholstery

New materials in the closed cars. With the exception of the wagons, upholstery in the Concord and Cambridge cars was now neutral colored textured weave fabric, while the Cranbrook Club Coupe and 4 door had blue or green textured weave, depending on exterior body color. Suburbans still had vinyl, but the Concord Savoy had blue or red Striped Bedford Cord with matching vinyl trim, quite similar to the convertible. The latter offered blue Bedford Cord with blue or black vinyl, or maroon Bedford with maroon vinyl.

The Belvedere had unique upholstery combinations: Blue, Black-Gray, or Beige Textured-Weave fabric with, respectively, Gray, Green, or Tan vinyl trim.

M. External Bright Work

The ship medallion portion of the hood front ornament was now round instead of shield-shaped, above a pair of what might be described as impressionistic wings. The sailing ship radiator ornament was lower and the bow waves of 1951 were no longer present.

The hood lip ornament-nameplate was unchanged.

The front fender model identification nameplate went back to script lettering while at the rear, the "Plymouth" nameplate was moved down to become integral with the license plate light ornament.

N. Mechanical Condition

Overdrive was released as an option late in the 1952 model with a dealer retrofit kit offered for ALL P22-P23 models, meaning a 1951 with overdrive would be authentic.

1953

A. Glass

Two flat panes of safety glass was now replaced by one-piece curved windshield.

D. Body

P24-1 Cambridge	P24-2 Cranbrook
Business coupe	4 door sedan
2 door sedan	Club coupe
4 door sedan	Belvedere hdtp coupe
Club Coupe	Conv. coupe
Suburban wagon 2 door	Savoy wagon 2 door

F. Paint

Primary grille bar was painted the body color, except for a chrome center section flanked by a pair of chrome teeth on each side. In 1954 the center section was replaced with a flat plastic piece bearing the Plymouth name. Two-toning was available on all Cranbrook sedans and wagons, with the rain gutter acting as the color divider.

G. Wheels

Factory installed wire wheels were offered for the first time in 1953. They could be ordered chromed or painted body color.

H. Accessories

Available were a rear mounted continental spare, turn signals, tinted glass, foam rubber seats, two speed wipers and a clock. Power steering was not available in 1953.

L. Lighting

In 1953, the parking lights were on the bar.

O. Engine Compartment

1953 had the same 117 cu. in. L-head six found in Plymouth since 1942. 1953 offered 3 transmissions: 3-speed manual, overdrive & Hy-Drive.

1954

A. Glass

All windows safety glass. Laminated windshield and side windows. Heat tempered vent wings and rear window. Solex glass (tinted) was available as an option on all models and included all windows.

B. Top or Roof

Convertible top is of a cotton fabric design and should be the same color inside and out. Bows were painted to match the top color. Listed below is the available body color and top combinations.

BODY COLOR

San Diego Gold
San Pedro Blue
San Gabriel Green
Santa Rosa Coral

TOP COLOR

Tan Std.	Black Opt.
Dk Blue Std.	Tan or Black Opt.
Dk Green Std.	Tan or Black Opt.
Black Std.	Tan Opt.

The back window is of a large clear vinyl design and can be unzipped and lowered independent of the top. The boot is body color vinyl unpadded and snapped in place with bright snaps showing.

C. Tires

All cars were equipped with Goodyear Super Cushion tube type tires size 6.70 x 15. Three tires were available: a 4 ply black sidewall, a 6 ply black sidewall, and a 4 ply white sidewall 2 11/16" wide.

D. Body

Three series were available:

Belvedere was the top of the line and came in four models: 4 Door Sedan, Sport Coupe (2Dr. HT), Convertible and Suburban (2Dr. Station Wagon).

Savoy was the middle series and came in 3 models: 4 Door Sedan, Club Sedan & Club Cpe.

Plaza was the least expensive series and came in four models; 4 Door Sedan, Club Sedan, Business Coupe and Suburban (2 Dr. Station Wagon).

Body Numbers

Bodies were numbered by a plate installed on the firewall to the left of center above the rear of the block. They indicated the body code and the plant and the body sequence number. For example, a convertible built at LA would be numbered 704-A-XXXX while a convertible built at Lynch Road would be 704-XXXX. Cars built at Lynch Road carried no plant letter code. While cars built at the other plants had a letter between the body type code and the sequence number.

BODY TYPE CODE NUMBERS

PLAZA		BELVEDERE	
<u>BODY TYPE</u>	<u>CODE</u>	<u>BODY TYPE</u>	<u>CODE</u>
4 Door Sedan	510	4 Door Sedan	700
Club Sedan	512	Sport Coupe (2dr. HT)	703
Business Coupe	511	Convertible	704
Suburban (2dr. Wagon)	517	Suburban (2dr. Wagon)	707
SAVOY			
<u>BODY TYPE</u>	<u>CODE</u>		
4 Door Sedan	500		
Club Sedan	502		
Club Coupe	503		

Belvedere Models

The 1954 Plymouth Belvedere was unique in that it was the first truly color coordinated model that Plymouth offered. The Belvedere series came in four standard colors:

EXTERIOR COLOR COMBINATIONS

<u>LOWER BODY COLOR</u> <u>(ALL MODELS)</u>	<u>UPPER BODY COLOR</u> <u>4DOOR SEDAN</u> <u>SPORT COUPE</u>	<u>UPPER BODY COLOR</u> <u>SUBURBAN</u>	<u>TOP COLOR</u> <u>(CONVERTIBLES)</u>	
			<u>Std.</u>	<u>Opt.</u>
San Diego Gold	San Leandro Ivory or Black	San Mateo Wheat	Tan	Black
Pedro Blue	San Leandro Ivory or Black	San Mateo Wheat	Blue	Tan or Black
Gabriel Green	San Leandro Ivory or Black	San Mateo Wheat	Green	Tan or Black
Rosa Coral	San Leandro Ivory or Black	San Mateo Wheat	Black	Tan

INTERIOR TRIM COMBINATIONS 4 DOOR SEDAN AND SPORT COUPE

Seats: Diamond weave fabric central panels match lower body color. Doeskin vinyl bolsters match upper body color.

Door Trim: Central panels are vinyl to match pattern of seat fabric. Top and bottom panels match seat bolsters.

Head Liner: Plain fabric to match lower body color.

Floor Mats: Wool carpeting, front and rear, in lower body color.

Instrument Panel: Central "island" in upper body color. Area above "island" has No-Glare Finish matching lower body color. Area below "island" also matches lower body.

Steering Wheel: Three-spoke with horn ring. Background of decorative button matches lower body color, wheel matches upper body color.

Garnish Mouldings: Enamel to match lower body color.

Sill Plates: Aluminum.

CONVERTIBLE AND SUBURBAN

Seats: Doeskin vinyl matching lower body color for central panels. Woodweave pattern vinyl for bolsters and seat base.

Door Trim: Central panels of vinyl match seat panels. Top and bottom panels are woodweave vinyl matching seat bolsters.

Floor Mats: Convertible - wool carpeting, front and rear, in lower body color. Suburban - wool carpeting front; and molded rubber mat, rear, in lower body color. Late Suburbans had carpeting in rear passenger compartment Panel: Central "island" in San Mateo Wheat. Area above "island" has No-Glare Finish matching lower body color. Area below "island" also matches lower body.

Steering Wheel: Three-spoke with horn ring. Background of decorative button matches lower body color, wheel is San Mateo Wheat.

Garnish Mouldings: Enamel to match lower body color.: Suburban - Woodweave vinyl to match seat bolster.

Cargo Compartment Mat (Suburban) - Rubber moulded in Dark Blue, Dark Green, Dark Yellow or Coral.

Sill Plates: Aluminum (Some very early production had rubber sill plates).

STANDARD EXTERIOR CHROME

Belt molding

Quarter panel medallion

Side moldings

Front fender molding

Stone shield

Rear fender molding

Rear fender top molding

Sill molding

Extended headlamp bezels

Hood medallion

Hood ornament

Model nameplate

Grille

Note: Wheel Covers are extra cost.

Savoy Models

Interiors here are available in three two-tone color combinations-deep and light green, dark and light blue, or brown with beige. The lighter tone is found in the a ladder-pattern fabric of the seat cushions and the pleated, tufted seat backs-the contrasting darker tone in the solid-color bolsters. The seat pattern is carried over to the door panels, bordered above and below in bolster color. Chrome moldings distinguish the lines of color separation, and a fluted band of chrome highlights the front-seat base.

The deeper colors are also carried into the instrument panel garnish moldings, head liner and the carpet-like rubber floor mats. The instrument panel "island" and steering wheel are in harmonizing lighter tones.

EXTERIOR COLORS AND COMBINATIONS

SOLID COLORS		TWO-TONE COLOR COMBINATIONS	
COLOR	SHADE LOWER	UPPER	
Modesto Blue	Light	Modesto Blue	Pasadena Gray
Avalon Blue	Dark	Avalon Blue	Pasadena Gray
Pasadena Gray	Light	Pasadena Gray	Avalon Blue
Cascade Gray	Medium	Cascade Gray	Pasadena Gray
Piedmont Maroon		Berkeley Green	Shasta Green
Berkeley Green	Light	Shasta Green	Berkeley Green
Shasta Green	Dark	Pomona Beige	Mohave Brown
Black		Mohave Brown	Pomona Beige
Pomona Beige	Light	*Oriole Orange #2	Mocha Beige
Mohave Brown	Dark	*Dutch Blue #2	Solitare Blue #2
* Parakeet Green #2			
* Tinsel Green			
*Not listed in Plymouth Data Book.			

INTERIOR TRIM COMBINATIONS FOR BLUE, GRAY, OR MAROON EXTERIOR

Seats: Blue ladder weave fabric central panels with dark blue bolsters.

Door Trim: Blue ladder weave central panel of vinyl with dark blue panels above and below.

Headliner: Blue fabric.

Floor Mats: Dark blue rubber molded to simulate carpet.

Instrument Panel: Dark blue w/light gray “island”. Entire area above “island” has No-Glare finish.

Steering Wheel: Two-spoke with horn ring-wheel finished in light gray.

Garnish Moldings: Dark blue enamel.

Sill Plates: Rubber. Some late cars have aluminum.

FOR GREEN OR BLACK EXTERIOR

Seats: Green ladder weave fabric central panels with dark green bolsters.

Door Trim: Green ladder weave central panel of vinyl with dark green panels above and below.

Headliner: Green fabric.

Floor Mats: Dark green rubber molded to simulate carpet.

Instrument Panel: Dark green with light green “island”. Entire area above instrument “island” has No-Glare finish.

Steering Wheel: Two-spoke with horn ring-wheel finished in light green.

Garnish Molding: Dark green enamel.

Sill Plates: Rubber. Some late cars have aluminum.

FOR BROWN OR BEIGE EXTERIOR

Seats: Beige ladder weave fabric central panels with brown bolsters.

Door Trim: Beige ladder weave central panel of vinyl with brown panels above and below.

Headliner: Beige fabric.

Floor Mats: Brown rubber molded to simulate carpet.

Instrument Panel: Brown with beige “island”. Entire area above instrument “island” has No-Glare finish.

Steering Wheel: Two-spoke with horn ring-wheel finished in beige.

Garnish Molding: Brown enamel.

Sill Plates: Rubber. Some late cars have aluminum.

STANDARD EXTERIOR CHROME

Belt molding
 Side moldings
 Front fender molding
 Stone shield
 Rear fender molding
 Extended headlamp bezels
 Hood medallion
 Hood ornament
 Model nameplate
 Grille

Note: Wheel Covers are extra cost. Sill molding, quarter-panel medallion and rear fender top molding also available at extra cost.

Plaza Models

Seats in the Plaza four-door sedan, club sedan and business coupe are upholstered in fabric carrying a blue or green pattern on gray. Both the color and the pattern of this material is carried into the door panels, where it is bordered top and bottom in a darker shade of plain vinyl. The head liner, garnish moldings, instrument panel and steering wheel blend into the color scheme. In the Plaza Suburban, seats and panels are trimmed with vinyls in two-tone combinations of deep blue and a light shade of gray, or dark and light green.

EXTERIOR COLORS AND COMBINATIONS

SOLID COLORS	TWO-TONE COLOR COMBINATIONS		
COLOR	SHADE LOWER	UPPER	
Modesto Blue	Light	Modesto Blue	Pasadena Gray
Avalon Blue	Dark	Avalon Blue	Pasadena Gray
Pasadena Gray	Light	Pasadena Gray	Avalon Blue
Cascade Gray	Medium	Cascade Gray	Pasadena Gray
Piedmont Maroon		Berkeley Green	Shasta Green
Berkeley Green	Light	Shasta Green	Berkeley Green
Shasta Green	Dark		
Black		*Oriole Orange #2	Mocha Beige
*Parakeet Green #2		*Dutch Blue #2	Solitaire Blue #2
*Tinsel Green			

*Not listed in Plymouth Data Book.

INTERIOR TRIM COMBINATIONS FOR BLUE, GRAY, OR MAROON EXTERIOR

Seats: Gray-blue fabric on all except Suburban. Suburban: Light & dark blue vinyl or solid dark blue.

Door Trim: Two-tone blue and patterned blue-gray vinyl. Suburban: Light and dark blue vinyl.

Head liner: Blue cloth. Suburban: Woven fiber.

Floor Mats: Black molded rubber.

Instrument Panel: Dark blue. Top half has No-Glare Finish.

Steering Wheel: Two-spoke with horn-blowing bar-wheel finished in light gray.

Garnish Moldings: Dark blue enamel.

Sill Plates: Rubber.

FOR GREEN OR BLACK EXTERIOR

Seats: Gray-green fabric on all except Suburban. Suburban: Light & dark green vinyl or solid dark green.

Door Trim: Two-tone green and patterned green-gray vinyl. Suburban: Light and dark green vinyl.

Head liner: Green cloth. Suburban: Woven fiber.

Floor Mats: Black molded rubber.

Instrument Panel: Dark green. Top half has NoGlare Finish.

Steering Wheel: Two-spoke with horn-blowing bar-wheel finished in light gray.

Garnish Moldings: Dark green enamel.

Sill Plates: Rubber.

STANDARD EXTERIOR CHROME

Belt molding

Hood medallion

Hood ornament

Model nameplate

Grille

E. Undercarriage

Frame and suspension are black. Under body is a blue/gray primer as is inner deck lid and under hood. Under hood braces are black.

F. Paint

Combinations listed in body information.

PAINT CODES

Solid colors Savoy and Plaza Models

601	Plymouth Black	*640	Pomona Beige
605	Modesto Blue	*641	Mohave Brown
606	Avalon Blue	-	Piedmont Maroon (Spring Color)
615	Berkeley Green	400L	Parakeet Green #2
616	Shasta Green	403L	Tinsel Green
630	Pasadena Gray		
631	Cascade Gray		

Two-tone combinations - Savoy and Plaza Models

	<u>UPPER</u>	<u>LOWER</u>
662	Pasadena Gray	Modesto Blue
661	Pasadena Gray	Avalon Blue
667	Shasta Green	Berkeley Green
666	Berkeley Green	Shasta Green
660	Avalon Blue	Pasadena Gray
663	Pasadena Gray	Cascade Gray
*664	Mohave Brown	Pomona Beige
*665	Pomona Beige	Mohave Beige
401	Mocha Beige #1	Oriole Orange #2
402	Solitaire Blue #2	Dutch Blue #2

*** Not available on Plaza Models**

Belvedere Models only - 4-Door and Sport Coupe only

	<u>UPPER</u>	<u>LOWER</u>
670	Plymouth Black	San Diego Gold
671	Plymouth Black	San Pedro Blue
672	Plymouth Black	San Gabriel Green
673	Plymouth Black	Santa Rosa Coral
674	San Leandro Ivory	San Diego Gold
675	San Leandro Ivory	San Pedro Blue
676	San Leandro Ivory	San Gabriel Green
677	San Leandro Ivory	Santa Rosa Coral
Suburban only		
678	San Mateo Wheat	San Diego Gold
679	San Mateo Wheat	San Pedro Blue
680	San Mateo Wheat	San Gabriel Green
681	San Mateo Wheat	Santa Rosa Coral

Convertible only

	<u>BODY COLOR</u>	<u>TOP COLOR</u>	<u>OPT. TOP COLOR</u>
655	San Diego Gold	372 Tan	371 Black
607	San Pedro Blue	373 Blue	372 Tan, 371 Black
618	San Gabriel Green	374 Green	372 Tan, 371 Black
651	Santa Rosa Coral	371 Black	372 Tan

- Note:
1. Top bows were painted top color
 2. Some paint lists include Parakeet Green (Code 400L) and Tinsel Green as available colors.
 3. Belvederes could be special ordered in Savoy and Plaza paint colors.

G. Wheels & Wheel Covers

Five combinations were available:

Standard Hub Caps: (Four furnished) - Round with emblem stamped in center surrounded by concentric rings. Wheels are lower body color with accent stripes 3 x 1/8".

Optional Wheel Covers: (Four furnished) - Stainless Steel Wheel Covers with a center crest (similar to Belvedere models) painted blue and red in slightly inset center with outside ribbed (14 ribs). Wheels are painted semi-gloss black.

Optional Wire Wheel Covers: (Four furnished) - These are made of stainless steel and are of a 2-piece design with the large part that covers the wheel bolted through 3 of the lug nuts. They were made by Cello. They are typical of the design used by many manufacturers including Pontiac, Kaiser, Studebaker, DeSoto, etc. during that period. The center hubcap is unique as it has a crest similar to the crest on the optional wheel cover. These covers required a valve stem extension that was about one inch long and was made of black plastic (only 4 furnished).

Optional Wire Wheels: Two wire wheel options were available on all models. Both were made by Motor Wheel (not Kelsey Hayes) and were of the outside spoke design (unlike the DeSoto/Chrysler wheel). One was 5 painted wheels in Beige with 4 chrome caps simulating knock off hubs. The other more popular option was 5 chrome wire wheels similar to the painted wheels with 4 chrome caps (same as painted wheels). The wire wheels are 5" in overall width.

A factory installed continental kit option was available on all models except wagons. This was the only year that this option was installed in plant and was available on cars built after approximately Dec. 1st. It can be identified by its unique design. It swings up toward the passenger side of the car on a lever that folds flush with the gravel pan when in the normal position. These cars were equipped with the station wagon rear bumper to mount the license plate on the bumper. They also can be identified by a plate over the spare tire well, a unique trunk mat with no hole for the spare tire well and a spring around the jack to hold the jack handle in place. A 5th hub cap, wheel cover, wire wheel cover or wire wheel chrome cap was included and installed on the wheel.

H. Accessories and Standard Equipment

Attached please find Exhibits 1 & 2 which are a matrix of standard, optional equipment and accessory groups. 1954 marked the first use of Civil Defense markings on the radio at 640 and 1240 Kz. As this radio will interchange with the 1953, it should NOT be found in a 1953 model. All 1951 to 1954 models: with the addition of power brakes as an option on the 1954 models, a dealer retrofit kit was released to install power brakes on ALL 1952, 1952 and 1953 Plymouths; therefore a car fitted with this accessory should not be penalized.

I. Interior Trim & Instruments - See "D" Body

J. Upholstery - See "D" Body

K. Floor Covering - See "D" Body.

L. Lighting

Bulls Eye headlights were standard. Powerflite equipped cars and taxis used Group 2 battery. All others used Group 1 battery. Autolite, Willard and MoPar were used as original equipment.

M. Exterior Bright Work - See "D" Body.

N. Engine Compartment

Two engines were used:

Engine numbers P25* 1001 to P25* 243000 is a 217.8 CID engine installed up to approx. 2/24/54.

Engine numbers P25* 243001 to P25* 454271 is a 230.2 CID engine installed after approx. 2/24/54.

Note: The larger engine can also be identified by a diamond stamped prior to the engineering code (P25).

Miscellaneous: There were four transmissions available:

- 3 Speed manual
- 3 Speed manual w/overdrive
- Hy Drive semi-automatic transmission
- Powerflite 2-speed automatic transmission*

* Production began approximately 2/21/54. Only available with 230.2 CID engine.

SERIAL NUMBERS - 1954 Plymouths were built in four U.S. plants and in Canada. They were numbered as follows:

Lynch Rd., Detroit, MI. - 13506001 to 1829336

Evansville, Indiana - 20658001 to 20739829

Los Angeles, CA - 25163001 to 25175377

San Leandro, CA - 25590001 to 25606284

Windsor, Ont. Canada

P25-1	Plaza	95524001 to 95528539
P25-2	Savoy	96073001 to 96088055
P25-3	Belvedere	96904001 to 96910880

Standard & Optional Equipment

BELVEDERE

SAVOY

PLAZA

MODELS & BODY STYLE

	4-Door Sedan	Sport Coupe	Convert-ible	Subur-ban	4-Door Sedan	Club Sedan	Club Coupe	4-Door Sedan	Club Sedan	Bus. Coupe	Subur-ban
Air Cleaner, oil-bath type	S	S	S	S	S	S	S	S	S	S	S
Ash Receiver, front	S	S	S	S	S	S	S	S	S	S	S
Automatic Choke	S	S	S	S	S	S	S	S	S	S	S
Bumper Guards, front & rear	S	S	S	S	S	S	S	S	S	S	S
Dual Outside Door Locks	S	S	S	S	S	S	S	S	S	S	S
Sun Visor, left side	S	S	S	S	S	S	S	S	S	S	S
W/S Wipers, electric, single speed	S	S	S	S	S	S	S	S	S	S	S
Oilite fuel filter	S	S	S	S	S	S	S	S	S	S	S
Crankcase Floating Oil Intake	S	S	S	S	S	S	S	S	S	S	S
Chrome Belt Molding	S	S	S	S	S	S	S	S	S	S	S
Arm rests, front	S	S	S	S	S	S	S	E	E	E	E
Arm rests, rear	S	S	N.A.	S*	S	S	S	S	S	S	S
Ash Receiver(s), rear	S	S++	S	S	S	S	S	N.A.	N.A.	N.A.	N.A.
Automatic Dome Light	S	S	N.A.	S	S	S	S	N.A.	N.A.	N.A.	N.A.
Horn Ring	S	S	S	S	S	S	S	N.A.+++	N.A.+++	N.A.+++	N.A.+++
Sun Visor, right side	S	S	S	S	S	S	S	E	E	E	E
Glove Box Lock	S	S	S	S	S	S	S	E	E	E	E
Oil Filter	S	S	S	S	S	S	S	E	E	E	E
Extended bezel headlight trim	S	S	S	S	S	S	S	N.A.	N.A.	N.A.	N.A.
Special Plastic 3-Spoke Steering	S	S	S	S	E	E	E	E	E	E	E
Wheel w/Horn Ring	S	S	S	N.A.	E	E	E	E	E	N.A.	N.A.
Luggage Compart. Side Trim Panels	S	S	S	S	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Medallion, rear quarter panel	S	S	S	N.A.	E	E	E	N.A.	N.A.	N.A.	N.A.
Lower Body sill molding	S	E	S	S	E	E	E	N.A.	N.A.	N.A.	N.A.
Rear fender top molding	S	E	N.A.	S	E	E	E	E	E	E	E
Two-tone paint	E	E	E	E	E	E	E	E	E	E	E
Back-up lights, right & left	E	E	E	E	E	E	E	E	E	E	E
Batteries, heavy-duty (120 & 135 amp)	E	E	E	E	E	E	E	E	E	E	E
Bumper guards, special rear outer	E	E	E	S**	E	E	E	E	E	E	S**
Cigar lighter	E	E	E	E	E	E	E	E	E	E	E
Clock, electric	E	E	E	N.A.	E	E	E	E	E	E	N.A.
Continental spare wheel mounting	E	E	E	E	E	E	E	E	E	E	E
Directional signals	N.A.	E	E	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Exterior door trim panel ***	E	E	E	E	E	E	E	E	E	E	E
Foam rubber seat cushion, front	E	E	E	E	E	E	E	E	E	E	E
Foam rubber seat cushion, rear Gener ators, heavy-duty (50&55 amp)Glass, Solex-tinted safety	E	E	E	E	E	E	E	E	E	N.A.	E
Heater & Defroster	E	E	E	E	E	E	E	E	E	E	E
Hy-drive	E	E	E	E	E	E	E	E	E	E	E
Oil filter, replaceable cartridge type+	E	E	E	E	E	E	E	E	E	E	E
Overdrive	E	E	E	E	E	E	E	E	E	E	E
PowerFlite	E	E	E	E	E	E	E	E	E	E	E
Power steering	E	E	E	E	E	E	E	E	E	E	E
Power brakes	E	E	E	E	E	E	E	E	E	E	E
Radio and antenna	E	E	E	E	E	E	E	E	E	E	E
Rain Shields, stainless steel (frt. doors)	E	E	E	E	E	E	E	E	E	E	E
Tires, 4-ply whitewall (set of 5)	E	E	E	E	E	E	E	E	E	E	E
Tires, 6-ply blackwall (set of 5)	E	E	E	E	E	E	E	E	E	E	E
Wheel covers, disc tpe (set of 4)	E	E	E	E	E	E	E	E	E	E	E
Wheel covers, simulated wire wheel (4)	E	E	E	E	E	E	E	E	E	E	E
Wire wheels, chrome (set of 5)	E	E	E	E	E	E	E	E	E	E	E
Wire wheels, painted (set of 5)	E	E	E	E	E	E	E	E	E	E	E
Windshield washer	E	N.A.	E	E	E	E	E	E	E	E	E
Windshield wipers, 2-speed electric	E	E	E	E	E	E	E	E	E	E	E
Seat, auxiliary, rear	E	E	E	E	E	E	E	E	E	E	E
	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

* Includes assist straps

** Center rear bumper guards not available on Suburban models.

*** Includes woodweave insert on convertible, painted (top color) insert on Sport Coupe.

+ Standard on models equipped with Hy-Drive

++Two courtesy lights on this model

+++Equipped with horn blowing bar.

S = Standard

E = Extra Cost Optional Item

N.A. = Not Available

Accessory Groups

Easy Vision Group, No. 352

(Available on all models)

Solex-tinted safety glass
Windshield washer
Back-up lights (2)

Two-speed, dual electric
windshield wipers

Group No. 411

(Available for all body types except Suburbans)

Rain shields
Cigar lighter
Disc type wheel covers

Directional signals
Special rear outer bumper guards (2)

Group No. 412

(Suburban models only)

Rain shields
Cigar lighter

Disc type wheel covers
Directional signals

Hy-Style Group, No. 413

(Convertible only)

Rain shields
Cigar lighter
Woodweave exterior door
panel trim

Wheel covers-simulated
wire wheels (4)
Directional Signals
Special rear outer bumper guards (2)

Taxicab Package, No. 343

(For models having standard 3-speed transmission)

Commercial-duty chassis springs
Heavy-duty shock absorbers
Heavier gauge springs in
seats and seat backs

10 in. clutch
Battery heat shield
Heavy-duty 135 ampere hour battery

Taxicab Package, No. 344

(For models equipped with Hy-Drive or Overdrive)

Same as Taxicab Package No. 343, with the following exceptions: equipped

Models equipped with Hy-Drive8 1/2" Clutch

Models equipped with Overdrive9 1/4" Clutch

1955-1956 (EXCEPT FURY)

B. Top or Roof

Convertible top colors were now white, black blue or green.

C. Tires

Correct size is 6.70 x 15 or 7.10 x 15.

D. Body, Hood, Fenders, etc.

Serial No. tag found on driver's side front door hinge pillar post.

G. Wheels

Pin stripe on steel wheels using small hub caps only.

H. Accessories

Air conditioning on V-8 only.

Arm rests - front & rear (Plaza only, standard for other models, do not deduct points if not on Plaza cars)
Back-up lights, bumper guards - rear, cigar lighter, clock - electric, turn signals, dual exhaust (all V-8),
power pack (V-8 or 6 cylinder), dual horns, glass - tinted-Solex, glove box lock, outside mounted mirrors,
heater, luggage compartment side trim (Plaza & Savoy only), luggage rack (Suburban), overdrive or
Powerflite Trans., power steering, power brakes, power seats, power windows, radio pushbutton 8 tube
Search Tune, 9 tube Highway HiFi record player (with Search Tune only), rear seat speaker, tires -
tubeless wide white walls, wheel covers (4 - full size covers, not small hub caps), windshield washer,
windshield wiper - variable speed electric, fender skirts. (The Hi-Way Hi-Fi record player was first
offered this year and should not be found in earlier models. It was offered as an option through at least
1961.

I. Interior Trim and Instruments

1956 Fury has chrome window moulding.

J. Upholstery

Has cloth insert on seats.

1956 - 1957 - 1958 Fury

A. Glass

Standard on all three years of the Fury, was Clear Safety Glass on all windows. Optional was the green tinted SOLEX Safety Glass, available on the windshield only or on all windows. This was a required option on all cars equipped with factory Air Conditioning.

B. Top

The limited production Furys produced for all three years, were all 2 door Sport Coupe (Hardtop) models only. No other body styles were made.

C. Tires

1956 Fury standard tires were 7.10 x 15" 4-ply nylon, black sidewall, tubeless. Optional were 7.10 x 15" white sidewall nylon tires. Special order tires were 7.60 x 15" Blue Streak high speed tires, were available on Furys ordered with the High Performance package.

1957 & 1958 Fury standard tires were 8.00 x 14" 4-ply nylon, black sidewall, tubeless tires. Optional were 8.00 x 14" white sidewall tires. Special order tires were 8.25 x 14" white sidewall tires.

D. Body

1. For all three years, the Fury had bright stainless steel mouldings around the windshield and the rear window.
2. A bright stainless steel moulding covered the drip bead along the roof and bright stainless steel mouldings ran along the top of the doors and quarter glass on the three years of cars.
3. The trunk compartment was finished off with a grey rubber mat and grey hardboard covers for the inside of the rear fenders, wheel well area and the back of the rear seat on the 1956 Fury. The 1957 & 1958 Fury had a black trunk floor mat with grey hardboard covers as on the 1956.

E. Undercarriage

The underside of the car was painted the body color, while the frame, front suspension, rear axle and springs were painted gloss black. The exhaust system was either natural or black. All Fury cars had dual exhaust systems.

Undercoating was optional on all three years, so most underbodies have the black undercoating on the entire underside.

F. Paint

Just as the Fury was available in only one body style, the Fury came in only one color each year. This was a solid color with none other available, nor were any two-tones colors available.

1956 & 1957 Furys were painted Eggshell White.

1958 Fury was painted Buckskin Beige.

G. Wheels

Each year the Fury was available with only the special wheel covers they came with, there were no options, such as wire wheels or spinners.

1956 Fury had 5 ½ x 15" welded steel wheels with the Turbine Style Gold and Silver Anodized Aluminum Wheel covers, held on with 5 special clips per wheel.

1957 Fury had special full wheel covers similar to the Deluxe ones of the Belvedere model. They had 8 depressions in the conical area which were Gold Anodized in those areas.

1958 Fury also had modified versions of the Deluxe wheel cover of the Belvedere, with the center of the wheel cover being Gold Anodized.

H. Accessories

Options for the 1956 Fury were the same as on the standard Plymouth models, including; power steering, pwr. brakes, pwr. windows, pwr. seat, 2 spd. Powerflite transmission, air conditioning, 3 spd. std. trans. w/overdrive, radios, heater and seat belts. Note; factory equipped cars with air conditioning were trunk mounted units with 2 small scoops outside the rear window painted white as body color. There was no under the dash unit available from the factory.

1956 Fury **standard** features:

dash mounted tachometer	backup lights
dual outside rear view mirrors	rain guards above the vent windows
outer rear bumper guards	silver "V" in center of grille
front courtesy lights	variable speed wipers
deluxe oval exhaust extensions	turbine wheel covers
day-night inside mirror	gold anodized side trim
dual exhaust system	Jiffy Jet windshield washer
heavy duty suspension	11" heavy duty brakes

1957 & 1958

Options for the 1957 & 1958 Fury were the same as std. Plymouth, incl. power steering, pwr. brakes, pwr. windows, pwr. seats, air cond., heater/defroster, 3 spd. torqueflite trans., seat belts. Note; The 1958 Fury had the 318 cu. in. V-8 w/2-4 bbl. cars. as std. and offered the 350 cu. in. V-8 "B" engine w/2-4 bbl. carbs as an option. A few cars were built with the 350 engine with fuel injection, but were recalled because of problems and were replaced w/2-4 bbl. carbs.

1957 & 1958 Fury **standard** features:

8-barrel carburation	built-in front arm rests
dual exhaust system	padded dash & sun visors
H-D torsion bar suspension	foam padded seats
front & rear bumper wings	sweep second hand elect. clock
special 2-tone steering wheel	dual outside mirrors
variable spd. wipers & washer	chrome drip mouldings
back-up lights & turn signals	dash mounted rear view mirror

I, J, & K Interior

All three years of the Fury had special interiors of beige vinyl and cloth inserts as standard, there were no optional interiors available.

1956

Options for inside the 1956 Fury included pwr. steering, pwr. brakes, pwr. windows & seats, dash top mounted electric clock, pushbutton auto trans., overdrive std. trans., Deluxe push button radio, signal seeking radio, Hi-Fi Hiway record player w/16 rpm records, rear shelf mounted air cond., rear speaker, heater/defroster & seat belts.

1956 Fury standard features:

0-6000 RPM in dash tachometer	black deep pile carpeting
chrome inside window mouldings	beige vinyl head liner and sun visors
60/40 split front seat back	rolled & pleated center section of front & rear seat
variable speed wipers	satin black dash top & beige dash front
Doeskin vinyl w/beige, black & gold cloth inserts on seats	chrome radio plate w/alum. panel
Special stainless mouldings on door panels w/same mat'l as seat	grey gas, brake & clutch pedals
deluxe black steering wheel	day-night inside rear view mirror

1957

Options for the 1957 Fury incl. pwr. steering, brakes, windows and seat; 3 spd. push button auto. trans., overdrive std. trans., deluxe pushbutton radio, transistorized search tune radio, Hi-Fi HiWay record player, heater/defroster, rear speaker, air cond., and seat belts.

1957 Fury standard interior features.

60/40 split front seat back	beige embossed head liner
tan vinyl w/beige, black & gold cloth inserts on seats	0-150 MPH speedometer
chrome inside window mouldings	rolled & pleated center of seat cushions and backs
brown deep pile carpeting	black gas, brake & clutch pedal pads
spec. door panel mouldings w/FURY nameplate on each door	electric clock in gauge pod

1958

Options for the 1958 Fury incl. pwr. steering, brakes, windows and seat; 3 spd. push button auto. trans., overdrive std. trans., custom pushbutton radio, heater/defroster, transistorized search tune radio, rear speaker, Hi-Fi HiWay record player w/45 RPM records, air cond., and seat belts.

1958 Fury standard interior features.

brown & beige special steering wheel	beige embossed head liner
60/40 split front seat back	tan vinyl w/beige, black & gold cloth inserts on seats & doors
0-150 MPH speedometer	pleating under seat back inserts
chrome inside window mouldings	
brown deep pile carpeting	
spec. door panel mouldings w/FURY nameplate on each door	black gas, brake & clutch pedal pads
	electric clock in gauge pod

L. Lighting

All Furys used same lighting as on the standard Plymouth models.

1956 Fury had 2 single headlamps, 2 backup lights, front turn signals mounted in rubber housings below the grille, 2 inside dome lights mounted on the side of the roof, 2 courtesy lamps under the dash, and under hood, trunk and glove box light pkg.

1957 Fury had 2 single headlamps, 2 backup lights, front turn signals next to headlights, 2 inside dome lights, 2 courtesy lamps, and under hood, trunk and glove box light pkg.

1958 Fury had dual headlamps, front turn signals mounted above the headlights, a single center mounted backup light below rear bumper, 2 inside dome lights & courtesy lamps, and same light package as 1957.

M. External Bright Work

All 3 years of the Fury models, had special trim, wheel covers, and ornament changes which made them different from the standard cars.

1956 Fury exterior features

1. Gold anodized aluminum textured side trim running from the tip of the front fender, to the rear of the quarter panel on both sides. The spear shaped trim was surrounded by a narrow stainless steel moulding, and the name FURY was on both sides at the rear of the quarter panels.
2. Special aluminum turbine style wheel covers, anodized silver with gold anodized outer and inner rings. Wheel covers were held in place with 5 special clips to the rims.
3. The hood ornament, similar to the std. Plymouth, was also anodized gold.
4. The center of the grille mesh was gold anodized with a silver "V"
5. The backup light housings were chrome plated as on the Belvedere.
6. The rear bumper had the optional wrap around wing guards on both sides as standard equipment.
7. Special oval chrome exhaust tips w/3 bars & 4 holes on the end of the dual exhaust pipes.
8. Dual deluxe outside mirrors were also standard.
9. Stainless steel trim surrounded the windshield, rear window, with a narrow belt line moulding directly below. A narrow stainless steel moulding covering the roof drip edge, and bright stainless moulding ran along the top of the doors and the quarter panel next to the rear side glass.
10. Chrome headlamp bezels were also standard on the Fury.

1957 Fury exterior features.

1. A narrower gold anodized aluminum textured side trim ran front to back, with a wider stainless moulding on the top and a narrow one on the bottom and the rear of the gold trim. Three (3) narrow bars ran horizontally at the rear of the quarter panel gold trim, and the Fury nameplate was ahead of the gold trim at the rear of the car.
2. Special wheel covers w/8 depressions (small circles) on the conical surface were added and these circles were gold anodized.
3. The upper horizontal grille bars were gold anodized and the lower were painted silver.
4. Front and rear bumpers had the wing tips on the 4 corners as standard.
5. Stainless bright trim was found around the windshield, rear window and above and below the side windows.
6. On the front most part of both front fenders was a silver anodized "V" .

1958 Fury exterior features

1. Had similar gold trim on the sides with same wide/narrow mouldings as 1957, except the three horizontal bars at the rear were gone and the Fury nameplate was inside the trim at the rear, similar to the 1956 Fury.
2. A modified version of the deluxe full wheel covers was used, with the center of them being gold anodized.
3. Both the upper and lower horizontal bars were gold anodized.
4. The "V" in the center of the grille was silver anodized.
5. Both the front and rear bumpers had the wing tips on the 4 corners.
6. Stainless bright work surrounded all windows, as on the 1957.
7. Textured aluminum inserts behind the taillights were also gold anodized.

N. Mechanical Condition

1. All three years of the Fury had special heavy duty springs at the rear which had 6 leafs per spring instead of the std. 5.
2. The 1956 Fury also had de-arc'd rear springs and shorter front springs which brought the height of the car down to 58.8", which is one inch lower than the standard 1956 Plymouths.

O. Engine Compartment

Engine compartment colors for all 3 years:

The engine block, heads, intake manifolds and the exhaust manifolds on the 303 and 318 Fury engines were painted silver for all 3 years. Some 1956 Fury engines were painted solid gold. Valve covers and the air cleaners on all engines were painted gold.

The 350 engine in the 1958 Fury had the block, heads and intake manifold painted red.

On all 3 years, the accessories, incl. generator, pwr. steering pump, starter, breather cap and pipe, oil filter, pulleys and coil were painted gloss black.

The fender wells, radiator and support were painted satin black, as was the heater housing on the firewall.

The frame, front suspension components and master cylinder were also painted gloss black.

1956 Fury

The 1956 Fury engine was special to it only and was not available in the other 1956 Plymouth models. It was a 303 cu. in. V-8 with a single Carter WCFB 4 bbl. carburetor. It had a large round oil bath air cleaner with no decals on it. To find if the correct engine is in the 1956 Fury, it is necessary to look at the engine number located below the head on the driver's side of the car as this number begins with the designation FP-29 followed by 6 digits.

The only option to the 1956 Fury engine was a dealer installed 2-4bbl. setup, which used 2 WCFB Carter 4 bbls. with the larger H pattern base on a cast iron intake manifold and an automatic choke on the rear carb only. This option used 2 small round louvered chrome air cleaners from the factory. Twelve (12) Furys in 1956 came from the factory with a high performance package for racing and an aluminum intake manifold and one large open paper element air cleaner.

1956 Furys with the single 4-bbl. carb. had the generator mounted on top of the intake manifold and the ones with the 2-4bbl carbs had the generator located on the passenger side exhaust manifold. The power steering pump was mounted and driven off the generator, so the 2-4 bbl. option was not put on cars with pwr. steering.

The 1956 Fury had a tachometer sending unit which was located between the distributor cap and the dist. body to power the dash mounted tack. They also had a 2" x 4" red tag from Steward Warner with service instructions on it tied to the sending unit. Other decals on the engine included decals on the breather cap, oil filter and the power steering pump cover. A small red tag was under the wire on the field terminal of the generator.

1957 Fury

Only one engine was available and this was the new 318 cu. in. V-8 with 2-4bbl Carter WCFB carburetors and side mounted oval air cleaners for both carbs. This engine was designated by the FP-31 and 6 digits on the face of the engine block below the driver's side head.

The power steering pump was now separated from the generator and mounted on the left front of the motor while the generator was on the right side exhaust manifold.

1958 Fury

The 1958 Fury had two different engines available.

The standard engine was the 318 cu. in. V-8 with 2-4 bbl. Carter WCFB carbs and top mounted oval air cleaners.

The optional engine on the 1958 Fury was the 350 cu. in. V-8 "B" engine with the distributor in the front of the engine. It had 2-4 bbl. Carter AFB carbs and the top mounted 2 oval air cleaners. A second version of the 350 engine came with a fuel injection system on it but was very troublesome and most were replaced by the factory by the 2-4 bbl. setup.

1957 - 1958

B. Top or Roof

Convertible top is nylon with full plastic rear window. Outside colors available: black, white, blue, green. Inside color should match top bows.

C. Tires

7.50 x 14 or 8.00 x 14 black walls, or 2 1/1" wide whitewalls, generally 7.50 tires on 6 cylinder cars and 8.00 on most V8 models.

F. Paint

Underside of hood, underside of trunk lid, and inside of trunk painted MOPAR semi-gloss gray -green as in earlier years. No stripes on body. If two-tone paint, Sportone and roof should match. Front fender wells under hood are gloss black and firewall is body color.

Front center upper and lower grille pans on very early 1958s can be body color. Later 1958s have both the center upper grille pan and full lower grille pan painted Argent Silver. This change came after the issue of a Ross Roy Confidential Bulletin dated March 14, 1958.

The rear lower valence panels can be Argent Silver or body color.

G. Wheels

Backside of wheels should be MOPAR gray-green.

J. Upholstery

All vinyl interiors only possible on convertible, Deluxe Suburban, and Custom Suburban.

K. Floor Covering

Plaza & Deluxe Suburbans - black mats.

Savoy & Custom Suburbans - color keyed mats.

Belvedere & Sport Suburbans - color keyed, cut pile carpet.

Fury - brown cut pile carpet only.

L. Lighting

Color keyed plastic wiring harness.

M. External Bright Work

Fury only has gold grille and gold anodized aluminum Sportone.

It should be noted that on the low line Plaza models in 1958, the tail light assemblies and the front "eyebrow" trim panel could be Argent Silver painted steel.

O. Engine

All engines and transmissions painted bright aluminum.

No chrome, engine accessories are black. Fury valve covers & air cleaners are gold.

P. Mechanical

Carter WCFB used in 1957 on single four barrel jobs, AFB used in 1958.

Canted silenced air cleaner with ROUND air filter mounted on end correct for 1957 single four barrel.

Conventional single snorkel air cleaner assembly used on 1958 single four barrels.

The 350 CID "B" engine was available on all models in 1958, just as the dual Fury V-800 (318) was available on all models in 1957.

The 8 1/4" diameter rear axle carrier was installed on 6 cylinder cars in early 1958 as well as 1957, identified by the "small" rear brakes (drums look like the ones used in 1956). Later 1958s used the 8 3/4" diameter rear axle with larger brakes.

1959

H. Accessories

Dual exhaust

Padded instrument dash (standard on Sport Fury models)

Sport deck (standard on Sport Fury)

Deluxe steering wheel plastic 2 tone (standard on Sport Fury)

Sun visors left & right

Swivel seats

Dual outside mirrors

Owners name plate on glove compartment

VIN Number not on door panel for 1959, it is under the hood.