





PLYMOUTH—THE POLICE CAR THAT STAYS ON THE MOVE

When a law enforcement officer needs car performance—he needs it fast . . . he needs it sure . . . he needs it around-the-clock . . . he needs it economical . . . and he needs it over a long period of time!

That is why, if you want all of these elements in one car, you should give serious consideration to one or more of these four Plymouth models especially designed for police work: **THE PLYMOUTH PURSUIT SPECIAL**—Specifically designed for patrolling freeways, expressways, and superhighways—where law enforcement requires jet-like acceleration and high-speed driving. Standard-equipped with 330-hp Golden Commando V-8 engine, and 3-speed manual transmission. 3-speed automatic transmission optional at extra cost. **THE PLYMOUTH PATROLLER SPECIAL 8**—For high-speed highway duty, rugged hill-country patrolling, or congested city-traffic driving—the all-purpose model of the line. Standard-equipped with 230-hp V-800 engine, and 3-speed manual transmission. 265-hp Commando V-8 engine and or 3-speed automatic transmission optional at extra cost. **THE PLYMOUTH PATROLLER 6**—Particularly effective

for city and suburban patrol work, where stringent economy, rugged durability, and hours-on-end dependability are the requisites. Standard-equipped with 145-hp inclined 6-cyl. engine, with special chrome-plated top piston rings—3-speed manual transmission. 3-speed heavy-duty (8-cyl.-type) automatic transmission optional at extra cost. **THE PLYMOUTH EMERGENCY WAGON**—Noted for its flexibility and versatility—with seats in place, a spacious, regular patrol car—with second seat folded flat, an easy-access emergency ambulance. The modern, streamlined successor to the cumbersome, antiquated patrol-wagon-ambulance. V-8 model standard-equipped with 230-hp V-800 engine, and 3-speed manual transmission. Commando 265-hp V-8 engine or Golden Commando 330 hp V-8 engine, and or 3-speed automatic transmission optional at extra cost. 6-cyl. model standard-equipped with

145-hp inclined 6-cyl. engine, and 3-speed manual transmission. Heavy-duty (8-cyl. type) 3-speed automatic transmission optional at extra cost. Plymouth Police Cars come standard-equipped with the following quality-engineered features designed specifically for police work: ● Police-calibrated speedometer ● High-output 40-ampere alternator ● 70-ampere-hour heavy-duty battery ● Heavy-duty Torsion-bar front suspension ● Heavy-duty Oriflow shock absorbers ● Heavy-duty, 7-leaf rear springs ● Heavy-duty floor mats ● Heavy-duty 14 x 5½-in. wheels (15 x 5½-in. wheels available) ● Heavy-duty rear axle ● Heavy-duty seats with extra-deep springs ● Replaceable element oil filter (on std. engines) ● Heavy-duty 11" brakes ● Heavy-duty clutch ● Heavy-duty transmission ● Full horn ring ● Closed vent crankcase system ● Sway bar (on V-8's) ● Heater ● Superfoam front seat cushion.

SPECIFICATIONS:

FULL-UNIT CONSTRUCTION—One-piece Uni-body forms a bridge-like truss designed to distribute loading to structural members. Body sills, pillars, roof rails, cross members, rear rails of heavy-gauge steel and body sheet metal are arc-welded to make possible an assembly of extreme rigidity and superior strength. The entire structure is rust-resistant with special attention to critical areas, and is insulated with heavy-duty sound deadening materials. All attachment points for suspension and power plant system are totally isolated by sound and vibration absorbing rubber mounts. **BRAKES**—11-inch self-energizing Servo-Contact Brakes with bonded linings for extra wear, specially compounded for police service. Lining area—234.1 inches. Separate foot-operated parking brake, cable-connected, acts on each rear wheel. **WHEELS AND TIRES**—Special heavy-duty 14 x 5½-inch wheels with 7.00 x 14 four-ply tubeless tires standard on all. 7.50 x 14 tires optional at extra cost. Heavy-duty 15 x 5½-inch wheels with 6.70 x 15 tires also available. **SUSPENSION**—Heavy-duty front torsion bars and ball joints. Lower unsprung weight. Dip control upper arms. Wide-angle strut-supported lower arms. Torsion bar anchors for easy height adjustment. Micrometer accurate adjusting screws are inverted to guard against grime or corrosion. 100% rubber isolation with rubber seal. Heavy-duty Oriflow shock absorbers. Heavy-duty rear: Large-diameter rubber bushings in the rear spring eyes. Spring eye location tailored to car handling needs. Wide-span rear spring shackles on station wagon models. Low-velocity-control sea-leg mounted heavy-duty Oriflow shock absorbers. Constant section main spring leaves. 2½-inch outboard-mounted springs with new, improved, heavy-duty, 7-leaf rear springs, with raised front eye on sedan models for better car-handling. 100% rubber isolation. **STEERING**—Manual steering gear features a recirculating ball design and very low friction to provide maximum ease in handling and parking. Constant-Control Power Steering (optional at extra cost) has power piston seal that reduces flow of oil from side to side. Paster acting spool valve for quicker response, more precise feel. Spring-loaded ball guides for smooth, precise control. Manual steering ratio 24:1; with Power Steering 15.7:1. **TRANSMISSION AND DRIVE TRAIN**—Heavy-duty A-745 manual 3-speed transmission is standard equipment on all Plymouth Police Specials. Heavy-duty 10½ in. clutch on manual transmissions when specified for Pursuit Special or Patroller Special 8, 10 in. on Patroller 6. Automatic 3-speed heavy-duty 8-cyl.-type push-button transmission with torque converter optional at extra cost on all. Hotchkiss drive through rear springs. Hypoid rear axle. **STANDARD REAR AXLE RATIOS**—6-cyl., 3.55 to 1 (manual) 3.23 to 1 (automatic). V-800 and Commando, 3.23 to 1 (manual or automatic). Golden Commando, 3.23 to 1 (manual) 2.93 to 1 (automatic). Other optional ratios also available. **ELECTRICAL SYSTEM**—Heavy-duty 12-

volt 70-ampere-hour battery with heat shield. High-capacity 40-ampere alternator is standard equipment. Three phase alternating current with six silicon diodes to provide full-wave rectification. Alternator shaft runs on sealed ball and needle bearings which do not require periodic lubrication. Chrysler-built distributor has die-cast aluminum housing and ventilated type of breaker point assembly. Built-in silicon rectifier heavy-duty 60-ampere Leeco-Neville alternator optional at extra cost. An improved Chrysler-designed starter on all 6-cyl. models features built-in reduction gearing and positive engagement. It offers greater starting torque at low cranking speeds and reduced current draw under heavy loads. Resistance-core ignition cables contain flexible, controlled resistance conductors of carbon-impregnated non-metallic fiber with strands of fiber glass for added strength. **FUEL SYSTEM**—Lightweight aluminum carburetor. Automatic manifold heat control. Dry paper replaceable element air filter. Dual fuel filtration on all models includes woven plastic filter in gas tank, rubber tipped float needle, and extra-fine paper filter at carburetor. All models have Police-calibrated speedometer. Fuel capacity 21.5 gallons on wagons. Center fill fuel tank on sedans; left rear fill fuel tank on wagons. Short neck is completely outside body. **GENERAL DIMENSIONS**—Wheelbase 116 inches on all models. Overall length 205 inches (wagons 210.1 inches). Overall width 75.6 inches (wagons 75.1 inches). **GOLDEN COMMANDO "383" V-8 ENGINE**—Standard on Pursuit Special. Advanced deep-block design 8-cylinder V-type. Horsepower 330 at 4600 rpm. Torque 425 lbs.-ft. at 2800 rpm. Compression ratio 10.0 to 1. Bore 4.25 inches. Stroke 3.38 inches. Piston displacement 353 cubic inches. Single 4-barrel carburetor. Special design concentric dry-ice-able element air filter. Overhead valves. Hydraulic valve tappets. High-load valve springs equipped with anti-surge dampers. Pistons especially designed for high-compression ratio. Special high-performance resistor-type ignition system. Automatic mechanical and vacuum spark control. Splash-proof dual-breaker distributor. Shear-type front mounts and spring and rubber rear engine mounts. Crankshaft vibration damper. Rotary oil pump. Full-flow pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Full-flow oil filter. 15-micron fuel filter. Special low-restriction dual-exhaust system. **V-800 ENGINE**—Standard on Patroller Special 8, 8-cylinder overhead-valve V-type. Horsepower 230 at 4400 rpm. Torque 340 lbs.-ft. at 2400 rpm. Compression ratio 9.0 to 1. Bore 3.91 inches. Stroke 3.31 inches. Piston displacement 318 cubic inches. 2-barrel downdraft carburetor. Rotary oil pump. New full-flow replaceable element oil filter. Oil capacity 4 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Neoprene distributor vacuum lines. Aluminized intake valves. **COMMANDO**

"361" ENGINE—Optional at extra cost on Patroller Special 8 and Wagons. Horsepower 265 at 4400 rpm. Torque 380 lbs.-ft. at 2400 rpm. Bore 4.12 inches. Stroke 3.35 inches. Piston displacement 361 cubic inches. **"SIX" ENGINE**—Standard on the Patroller 6, inclined 30 degrees to the right. 6-cylinder in-line, overhead-valve arrangement. Horsepower 145 at 4000 rpm. Torque 215 lbs.-ft. at 2400 rpm. Compression ratio 8.2 to 1. Bore 3.40 inches. Stroke 4.125 inches. Piston displacement, 225 cubic inches. Cast-iron intake manifold. Single throat downdraft carburetor with thermostatic heat control valve in the exhaust manifold. Rigid cast-iron cylinder block, forged crankshaft with large overlaps between main bearing journals and connecting rod journals. Torsional vibration damper on crankshaft. Wedge-type designed combustion chambers. Cast-iron camshaft is driven from a sprocket on front of crankshaft by a silent timing chain. Valves operated through solid tappets, tubular steel push rods, stamped steel rocker arms. Self-locking screws in rocker arms adjust valve lash. Exhaust valves have four-bead locks which allow valve rotation. Aluminum used in pistons, distributor housing, water pump housing, water outlet elbow, oil pump housing, oil filter mounting pad. Full-flow replaceable element oil filter. Oil capacity 4 quarts. Air cleaner, carburetor, manifolds, water pumps on the left, and spark plugs, distributor, oil pump and filter, and fuel pump on the right side. Oil filler cap located near front of rocker arm cover. **COOLING SYSTEM**—Coolant capacity 318-cubic-inch V-8 engine 20 quarts, with heater 21 quarts; 361-cubic-inch and 383-cubic-inch V-8 engines 16 quarts, with heater 17 quarts; 6-cylinder 225 cu. in. engine, 12 quarts, with heater 13 quarts. High pressure (14 psi) system. 4-blade fan. Full-length water jacketing. Ball bearing water pump with permanent seal. 180-degree thermostat standard on all models.

SPECIFIC BODY DIMENSIONS

	2-door	Emergency
	and 4-door Sedans	Police Wagons
Front hiproom	60.8 in.	60.8 in.
Rear hiproom	61.0 in.	61.0 in.
Front shoulder room	57.5 in.	57.5 in.
Rear shoulder room	57.8 in.	57.8 in.
Front legroom	41.9 in.	41.9 in.
Rear legroom	36.4 in.	36.4 in.
Front headroom	38.1 in.	38.4 in.
Rear headroom	37.5 in.	38.5 in.
Car height—loaded (6's)	54.1 in.	53.9 in.
Car height—loaded (V-8's)	53.9 in.	54.0 in.

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure the finest in Police Vehicles. Hence, specifications, equipment, prices and other information published herein, while correct at time of publication, are subject to change without notice.