'57 PLYMOUTH

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Front torsion bar socket and upper A-arm bracket. Wheel alignment adjustments are made by shims between frame and bracket.

neoprene bushings to the lower control arms, is suspended from the frame by "floating" supports. The idea here is to minimize "binding" of the stabilizer in the support bushings, which normally occurs as the stabilizer is deflected due to changes in the effective lever arm length. The use of widely-separated ball joints at each end of the spindle increases the resistance to lateral forces and at the same time reduces the friction of turning the front wheels. Lubrication points have been reduced from 21 to eight—four ball joints and four tie-rod ends. The neoprene isolation bushings require no lubrication. The steering layout is of the symetrical idler arm type with equal length tie rods, a design that minimizes conflicting motions between the suspension and steering linkages. The steering linkage is isolated from the frame by neoprene and nylon bushings.

The Plymouth rear suspension contains the "new look" in semi-elliptic rear springing. The fore-and-aft semi-elliptic springs are mounted outside the frame in "outrigger" fashion, giving a wider lateral spring base to better resist chassis "lean." The rear axle housing is clamped closer to the front of the spring, which results in a shorter and stiffer spring section between the pivot point of the spring and the axle housing. This is to minimize spring distortion during acceleration and thereby reduce the oscillations of the axle housing. Sort of a built-in "Traction Master." This arrangement places movement of the front of the differential carrier and the angularity of the rear universal joint under closer control. The re-valved Oriflow shocks are angularly mounted between the spring saddle clamp and the fourth crossmember. In line with other manufacturers, the new Plymouth uses 14-inch tubeless tires as standard equipment. The wheel rims are offset outward to increase both front and rear treads. A new "split" tire tread pattern is used. The excellent Chrysler-Lockheed "center-plane" brakes, incorporating the two-leading shoe front brake assembly, has been retained. Brake drum diameter is now 11 inches front and rear and effective lining area is 173½ square inches.

In the engine department, the "standard" V8 engine displacement is up to 301 cubic inches from 277 cubic inches. The new engine has a bore increase of .160 of an inch or 3.91 inches, and a stroke of 3⅛ inches, the latter being same as last year. Compression ratio has been raised from 8 to 8½ to 1. The 277 cubic inch V8 engine (3¾ inch bore, 3⅛ inch stroke) is standard in Plaza models and the 301 cubic inch engine is a power pack option. The 230 cubic inch six (3¼ inch bore, 4⅜ inch stroke) remains unchanged except for a compression ratio of 8 to 1. My guess is that the Plymouth "Fury" will sport an engine of close to 318 cubic inches. Advertised horsepower and torque figures of these engines are not available at this time. The PowerFlite automatic transmission continues as an option on most models and standard equipment on others. Later in the '57 model year, the new three-speed PowerFlite will very likely appear in Plymouths.

There are many other mechanical features contained in the new Plymouth like

Rear torsion bar socket and mounting bracket. Height adjustment of front end is made by turning the tension bolt.

paper element air cleaners, a new power steering pump, the new AutoLite "power tip" spark plugs, etc., etc. But, unfortunately, space does not permit a detailed discussion of each. Suffice it to say that the '57 Plymouth is indeed "all new" and quite worthy of serious consideration as a replacement for your present means of transportation. In a short time, we will present a full-scale "Rod Test" of the '57 Plymouth "Fury" to see how and if these innovations have improved the breed. From all appearances, general performance and roadability should be vastly improved. However, the final proof lies not in flowery descriptions but in long, hard practical use. We'll see how it works.