

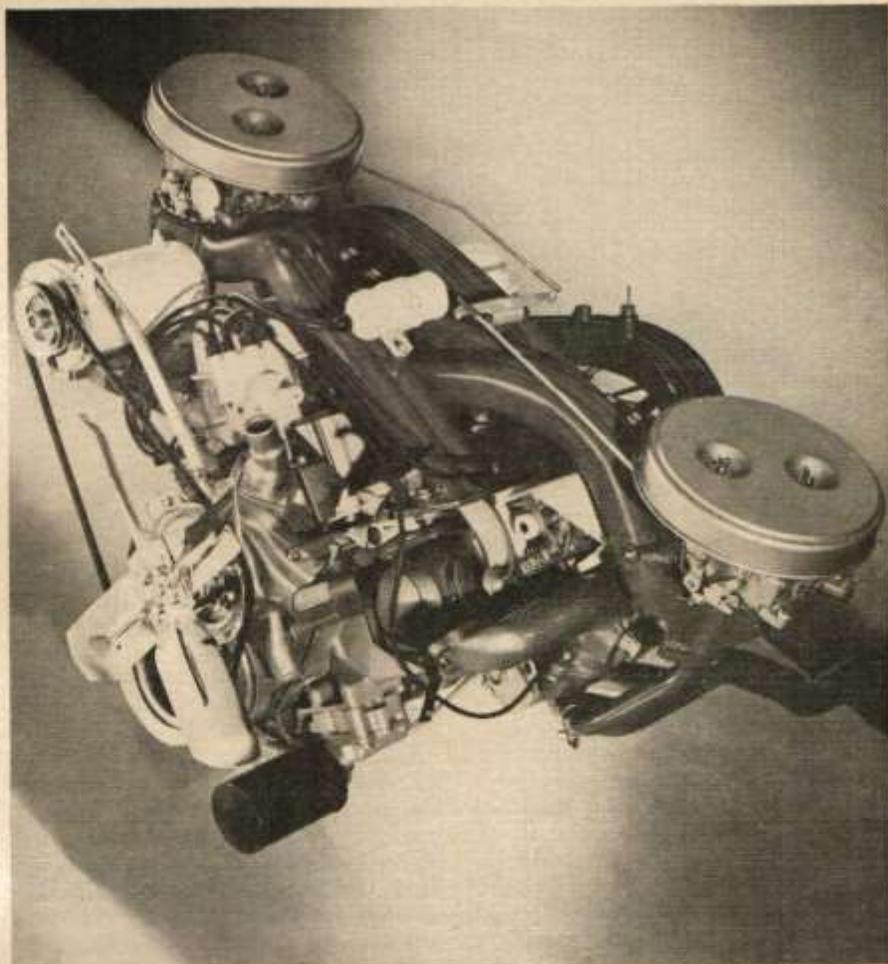
for additional knee clearance. The fact that 1960 Ford products have switched to a windshield post angle and door opening similar to Chrysler seems to admit Chrysler's stand on windshield posts the past few years has been right.

The seat height has been raised approximately 1½ inches for 1960, or to be more exact the floor pan has been dropped that amount. With no frame rails beneath the car, it was a relatively simple move to drop the floor pan for additional foot room and seat height. The result is more comfortable seats both front and rear. Head-room inside remains practically the same as '59 but the door openings extend higher into the top of the body for additional entry and exit ease. On four-door models, the center door pillar has been moved forward for extra foot room when entering the rear seat.

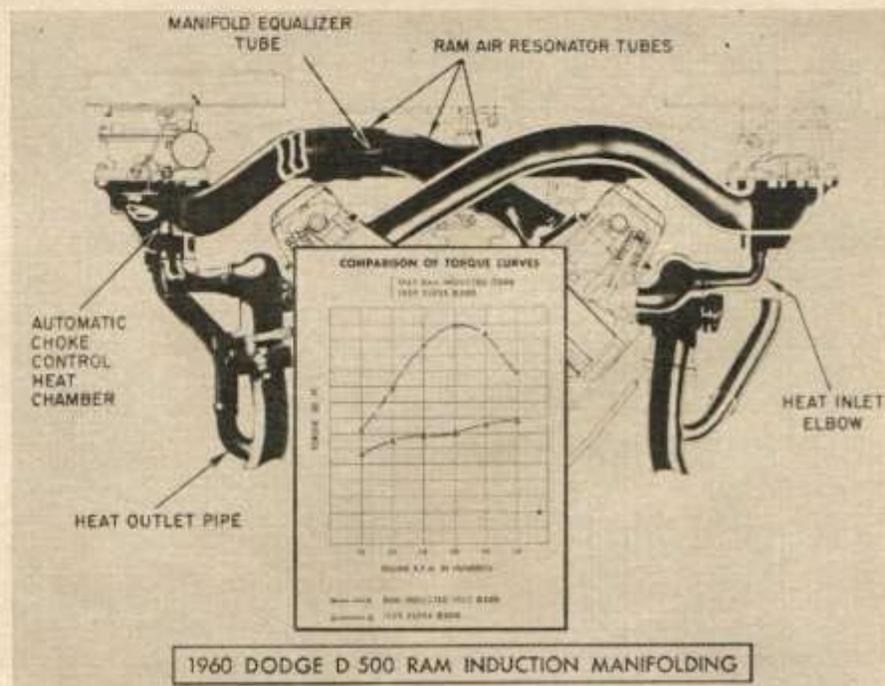
Suspension for the Dodge and Dart is unchanged from the torsion bar front and leaf spring rear that Chrysler has had so much success with since 1957. Although the Dart uses the same diameter and length torsion bar as the Dodge for the front wheels, rear semi-elliptical leaf springs differ in length a couple of inches. The spring rate for Dart and Dodge are the same despite differences in spring length. The rear axle housing is mounted approximately one-third of the way back from the front of the rear leaf spring so that the short, stiff front leaf section will resist rear axle torque and braking forces. Front stabilizer bars are used on three-seat station wagon models only and for the average driver, will never be missed on the other models. If you should purchase a Dodge or Dart and plan to do a lot of high speed driving, the wagon bar could be easily installed to better control body roll.

Chrysler's Oriflow tubular shock absorbers are used on all four wheels of the new cars and continue to do a good job of providing a soft ride for average travel while being able to dampen the shock of harsh dips that are occasionally encountered. While testing the Dodge at Chrysler's proving ground, we made high speed runs across sharp humps similar to the country railroad crossings everyone has encountered at one time or another when they were least suspected. On page 30, you will see a picture of the car with all four wheels in the air and the suspension fully extended. Believe it or not, there was no crashing jar when we came back to earth. The Dodge settled back down with one smooth squat and not the slightest hint of suspension "bottoming." Also, there was no after-bounce so common with many cars, just one well-controlled settling of the springs and we went right on down the road. Although chances that the average driver will go around with all four wheels off the ground are few, this demonstration will give a hint as to

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Display model of the optional Dodge and Dart D-500 engine shows how the cast aluminum intake manifolds cross from the intake parts on one side of the engine to a carburetor outside the opposite head. Hydraulic lifters cancel frequent rocker cover removal.



Drawing of the D-500 Ram Induction system shows the passage of air and gives details on the heat riser connections to the exhaust manifold on each side. Comparison of '60 inducted engine versus '59 dual-quad engine on chart reveals torque improvement.