

'67 Plymouth Fury



Plymouth is out to win you over.





Plymouth VIP: Our most lavish temptation.

VIP 4-door Hardtop in Bright Red

First of 25 Plymouth Furies
out to win you over this year:

VIP: 4-door hardtop •
2-door hardtop.

Sport Fury: 2-door Fast Top
• 2-door hardtop •
convertible.

Fury III V-8 models:
4-door hardtop • 2-door
hardtop • convertible •

4-door sedan • 3-seat station
wagon • 2-seat station
wagon. 6-cylinder
models: 2-door hardtop
• 4-door sedan.

Fury II V-8 models: 4-door
sedan • 2-door sedan
• 3-seat station wagon.
• 2-seat station wagon.
6-cylinder models:

4-door sedan • 2-door sedan.
Fury I V-8 models:
4-door sedan • 2-door
sedan • 2-seat station
wagon. 6-cylinder
models: 4-door sedan
• 2-door sedan • 2-seat
station wagon.



VIP 2-door Hardtop in Medium Blue Metallic



VIP: This is a '67 Plymouth???
Extraordinary. This is VIP—the Plymouth that goes to extraordinary lengths to win you over from whatever you're driving now. VIP starts with the longest, lowest, most expensive look Plymouth

has ever worn. Then it melds in luxuries you'd expect to pay \$5000 to enjoy. Naturally, such things as deluxe wheel covers. A big V-8. And fender-mounted turn signal indicators. But the more thoughtful touches, too. Limousine-type

reading lamps in the rear seat of our 4-door VIP, for example.

Another: optional individualized comfort seats so luxurious most high-priced cars don't have them yet: In our 4-door VIP they appear as front seats

which are deeply comfortable private lounge chairs. But fold away their center armrests, and you have a magnificent 5-foot sofa for three.

In our 2-door VIP, they take the form of distinctively styled dual seats. Each padded,

contoured and pleated for the ultimate in private comfort. Yet between them is a unique armrest/seat cushion unit which permits three up front when the occasion arises!

And in both versions, the passenger's seat back also reclines up to 45°.

Notice those recessed louvers in the top picture? You'll find them on both our VIPs, for they enable our Flow-Through ventilation to change air inside the car four times each minute. Fresh air moves in gently up front, comes out softly here—without drafts

or open windows. What it does for driving comfort is remarkably refreshing.

But then, nothing less would do when you're surrounded by such luxury. Even details such as the inlays with their look of walnut reflect elegance that's unmistakably VIP.

VIP coddles you in all sorts of ways. With thick, soft center armrests. And satiny-but-tough upholstery finely flecked with gold on basic black, rich dark blue or glowing copper. There are many more thoughtful touches.

Lights in both glove compartment and trunk, to name two.

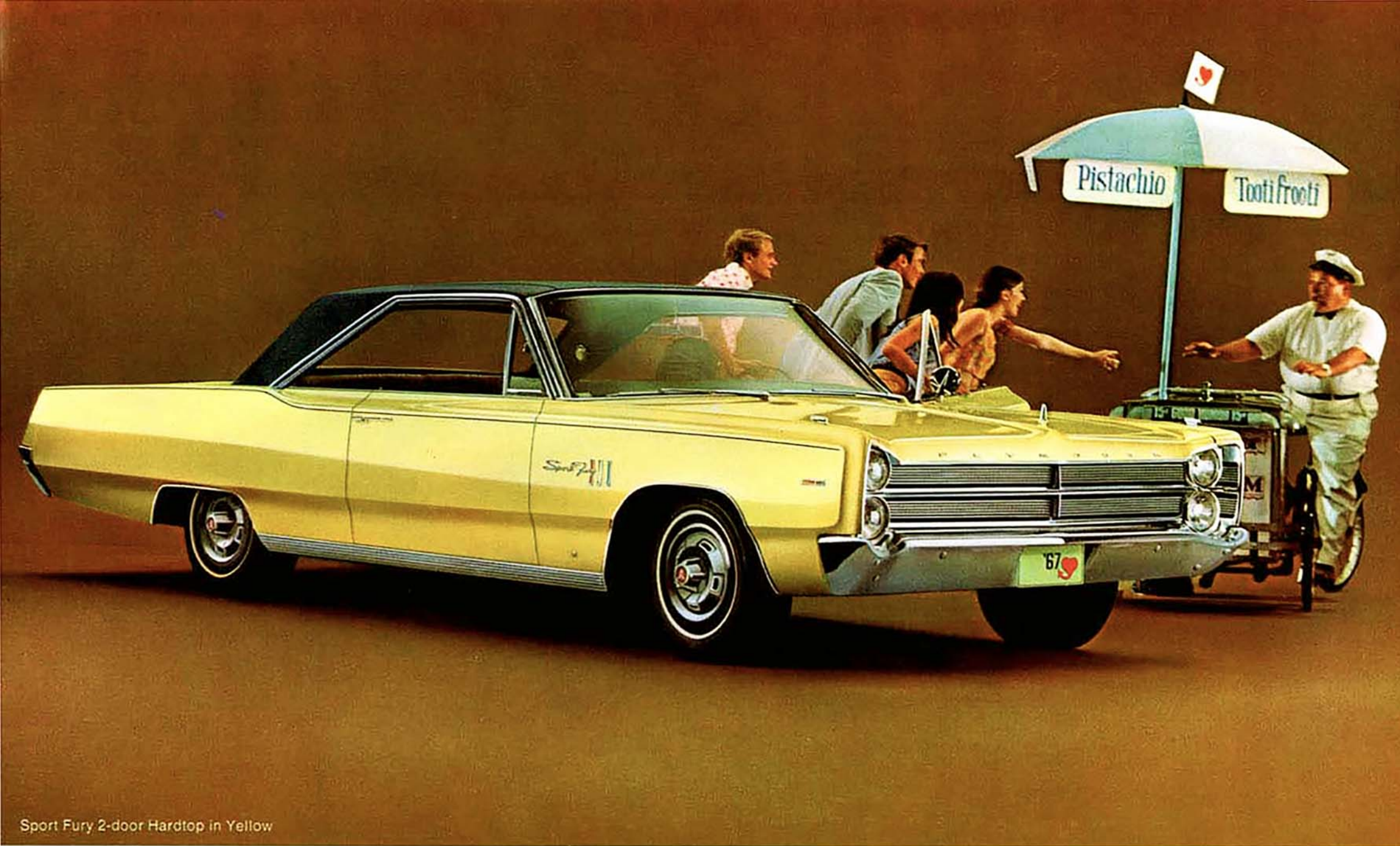
Just to the right of these words you'll find the complete list of accouterments which are yours as standard equipment in a VIP:

VIP standard features: 318 cu. in. V-8 • Flow-Through ventilation • Simulated walnut paneling • Deluxe gold-fleck fabric interior with vinyl trim • Choice of 21 body colors • Contrasting body accent stripes • Deluxe wheel covers • Fender-mounted turn signal indicators • Trunk light • Glove box light • Electric clock • Padded instrument panel • Torsion-bar suspension • Safety-Action inside door handles and 19 safety and value features provided on all full-size Plymouth models. (See page 19.) **Popular options:** Vinyl roof covering in black or white • Leather upholstery • Choice of high-performance engines • TorqueFite 3-speed automatic transmission • Power brakes • Air conditioning • Power steering • Power seat adjustment • Plus many others.



Sport Fury: Our fiery persuader.

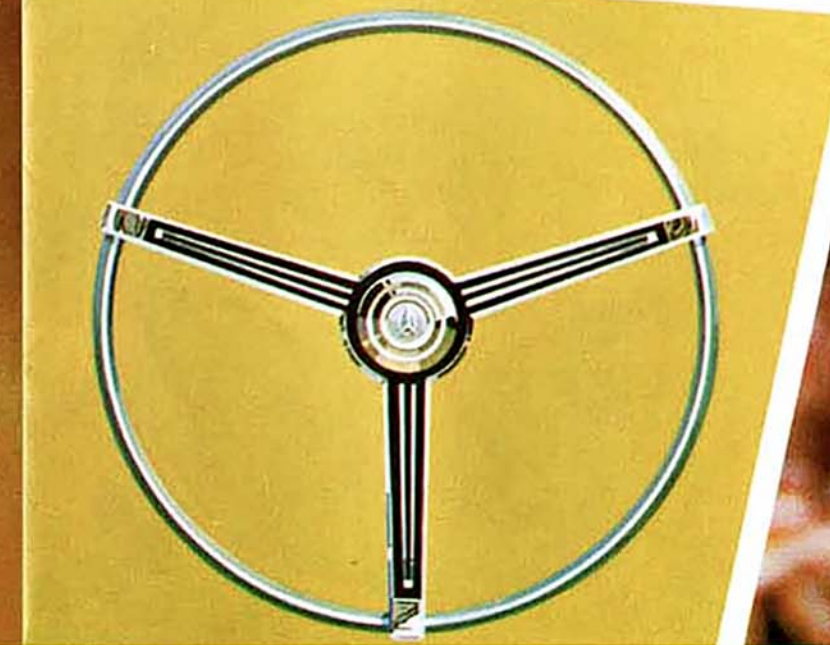
Sport Fury Convertible in Dark Green Metallic



Sport Fury 2-door Hardtop in Yellow



Sport Fury Fast Top in Light Green Metallic



When Plymouth names a car Sport Fury, it's not just because there's a nice ring to it. These just might be the first genuine big cars that ever captured the genuine Grand Touring spirit. Because Plymouth's gone all out to live up to

that word "sport" in their series name. (We wouldn't even let a 4-door hardtop into the clan; wouldn't have seemed right.) So—flip-top, Fast Top or hardtop, your Sport Fury will have two doors. The one above is our hardtop, with just the

balance of rakishness and restraint most people can't resist. But if you're not the restrained type, sneak a peek at our Fast Top at far right—that's for you! All three Sport Furies come with contrasting color accent stripes painted

on the character line of the lower body, free of charge. (Nice touch, eh?) We also went and designed a set of sport wheel covers especially for this series. You get those with our compliments. About now, you're begin-

ning to understand what this "out to win you over" business does for you. If you feel yourself slipping a little—read on.

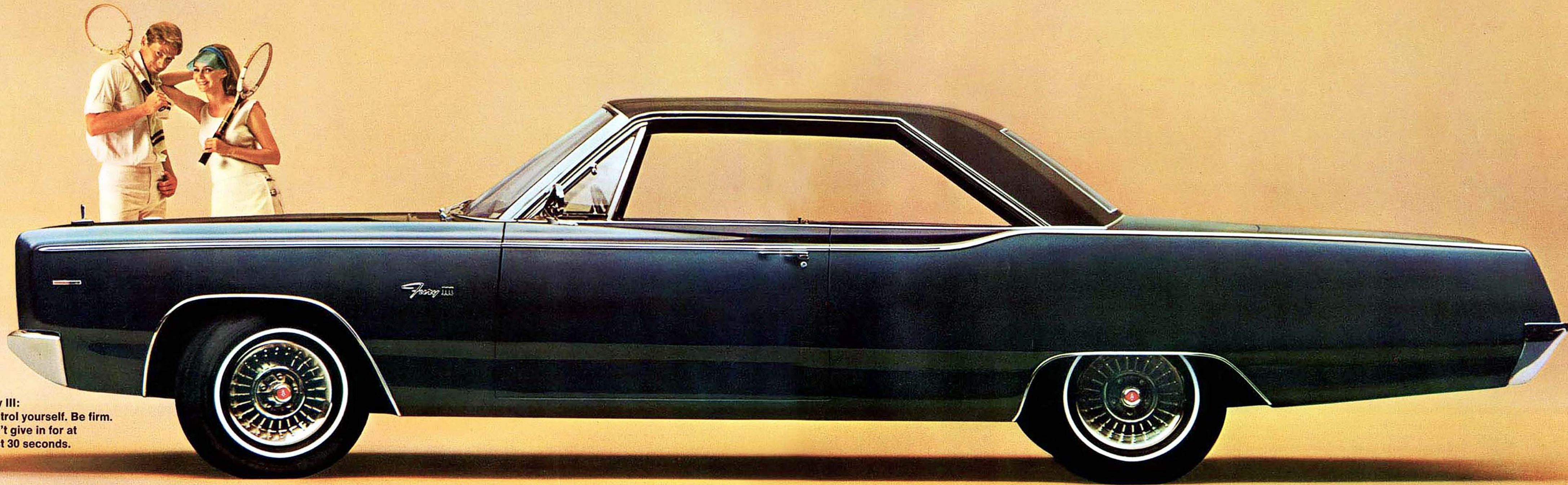
We'd also like you to accept a special 3-spoke steering wheel, made up for Sport Furies with a horn bar in each spoke. That comes as standard equipment. So do the all-vinyl, deeply contoured bucket seats. And you take your choice of an armrest/seat

cushion center unit between the seats, or a very handsome console—at no extra cost, either way! Now that you're turned on about Sport Fury, let's look at engine options.

The true call of the wild is our Super Commando 440 V-8. Twin snorkels, extra-large 4-barrel carb, and special cam. It's the biggest production engine in the low price field. If that's too much zoom, you have our Commando

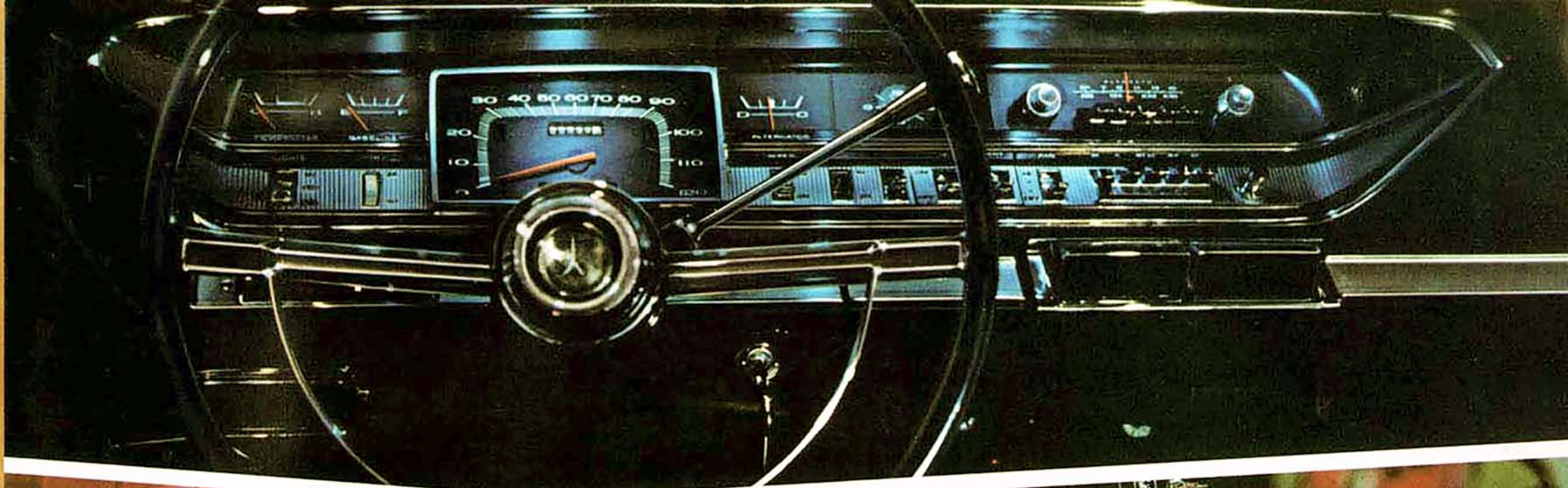
383 4-barrel V-8 with the same special credentials. Or, a quieter Commando 383 2-barrel V-8. And if you stick with our standard 318 V-8—you've still got plenty going for you. You'll save money, too—it runs on regular gas.

Sport Fury standard features: 318 cu. in. V-8 • Flow-Through ventilation—Fast Top • Bucket seats • All-vinyl interior • Choice of armrest/seat cushion center unit or console • Sport steering wheel • Choice of 21 body colors • Contrasting body accent stripes • Sport wheel covers • Fender-mounted turn signal indicators • Trunk light • Glove box light • Electric clock • Padded instrument panel • Torsion-bar front suspension • Safety-Action inside door handles and 19 safety and value features provided on all Plymouth Fury models. (See page 19.) **Popular options:** Vinyl roof covering • 4-speed manual transmission • Choice of high performance engines • Tachometer • Heavy-duty suspension package • Sure-Grip differential • Front disc brakes • Plus many others.



Fury III:
Control yourself. Be firm.
Don't give in for at
least 30 seconds.

Fury III 2-door Hardtop in Dark Blue Metallic



Fury III 4-door Sedan in Beige



Fury III 4-door Hardtop in Turbine Bronze Metallic

Whatever it takes to please you, it's here. Just make out your list, then look around. Fury III is a Plymouth that shows you just how anxious we are to move you into our driver's seat. Fury III starts out with a hot-looking, Flow-Through

ventilated, 4-door hardtop and goes eight models deep to a pair of station wagons you'll see later in the book. What's nicest is that Fury III never scrimps—most of what it takes to please you is already standard. Electric clock,

Brake system warning light. Trunk light. Glove box lights and locks across the board. The biggest standard V-8 in the low price field. And if you add the TorqueFlite automatic transmission option at extra cost, it's a 3-speed, not two.

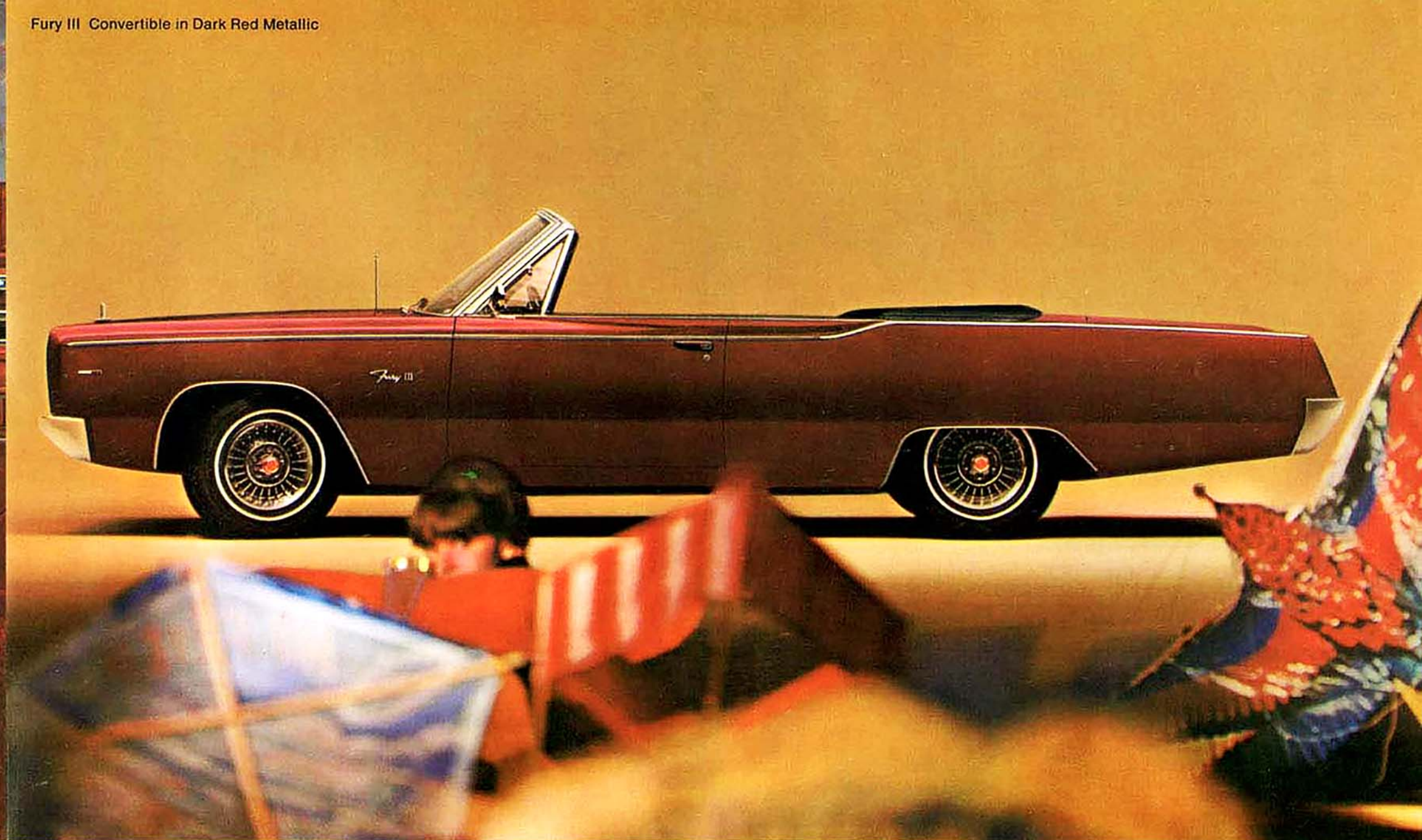
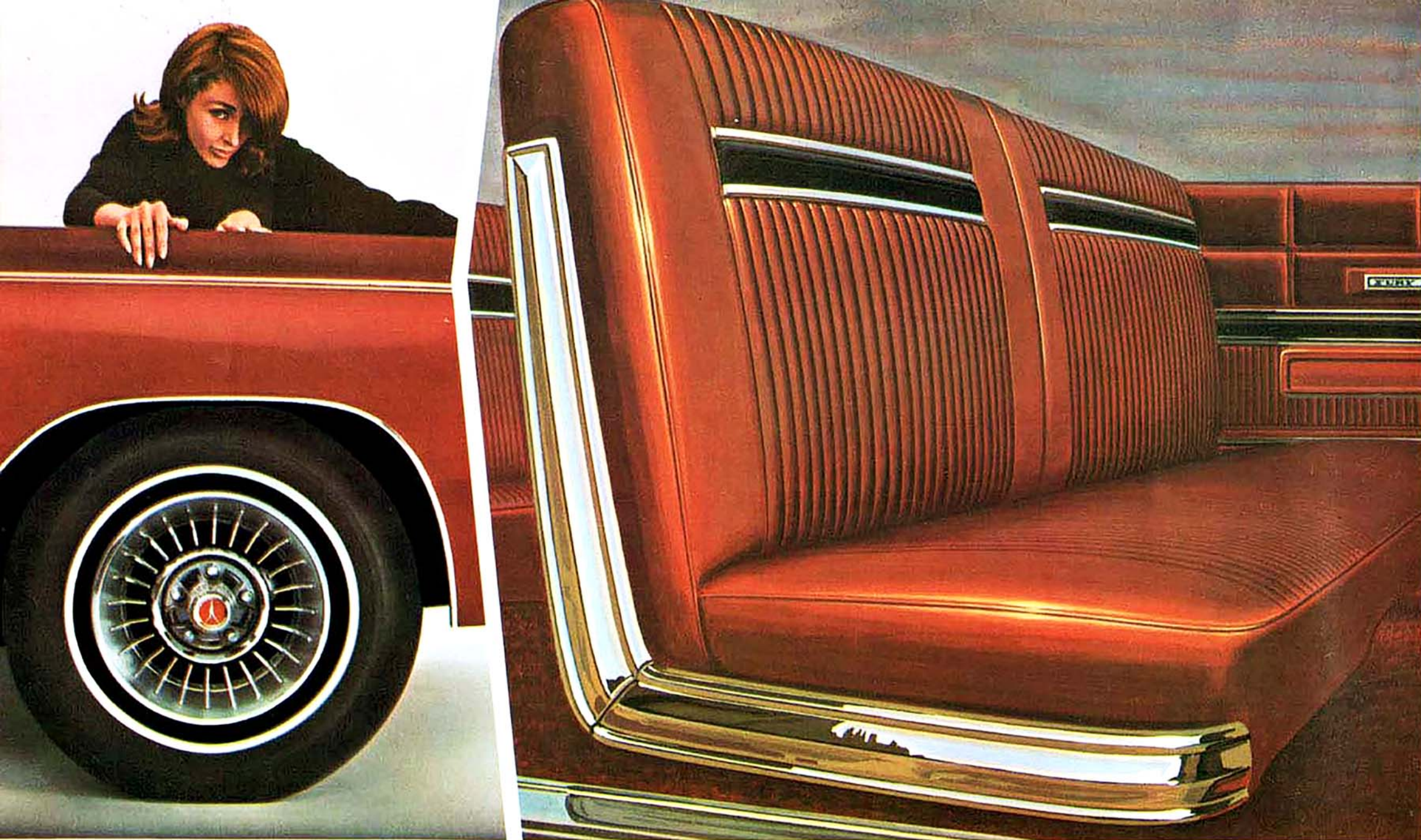
Inside this car that's too long, too lavish, too plush to be a Plymouth—but is—there's a beautiful example of our aim to please: Interiors come in 13 delicious flavors. With high-fashion upholstery choices that

make a connoisseur out of you (which color to take?). The fabric-and-vinyl seats are done up in a high-sheen nylon, with "biscuit" pleats. Rich, as you can see. And our all-vinyl seats are sewn into plump, foam-filled pleats.

Now look at our Safe/Flight instrumentation. You can't call this a dashboard anymore. It's all toggles and roller-type controls. Lit by non-glare miniaturized floodlights. All hooded over by a panel of thick foam padding. Not only

can you read the dials by night, but you can find the controls and the ashtray—without groping or breaking a fingernail. And there's room for options of your own: FM/AM radios. A Stereo 8 tape cartridge player. And air conditioning, to

name a few. (We'll stop at nothing to win you our way.) But enough of this. Plymouth's Fury III convertible is lying in wait on the next page. A real hero car. But first—do you believe in love at first sight?



Fury III Convertible in Dark Red Metallic

There's a strange emotional power to a convertible. If you've never felt it—you will now. Plymouth's flip-top Fury III takes what psychiatrists dream about and packages it 17 feet long. And isn't it *your* dream come true, too?

Top up, you spot something new about all our converts for '67. Glass backlights. Tempered glass backlights. Clean, clear, uncloudable. The better for onlookers to see those nicely notched rear seat backs. The tops themselves are

color-keyed to make your styling choices a bit more tantalizing this year. You can go black, white or blue—with the appropriate body colors, of course. And there are 21 of *those* to flip over. Now add to all that the choices of all-vinyl interior

—well, you can see why some people are won over by our Plymouth dealer's Color and Upholstery Book alone.

Still, it isn't just the top-up coziness of a Fury III convertible that gets to you. This chariot's prepared to pamper you outrageously in any weather. And remember—the standards and optionals on the previous pages don't even scratch the surface

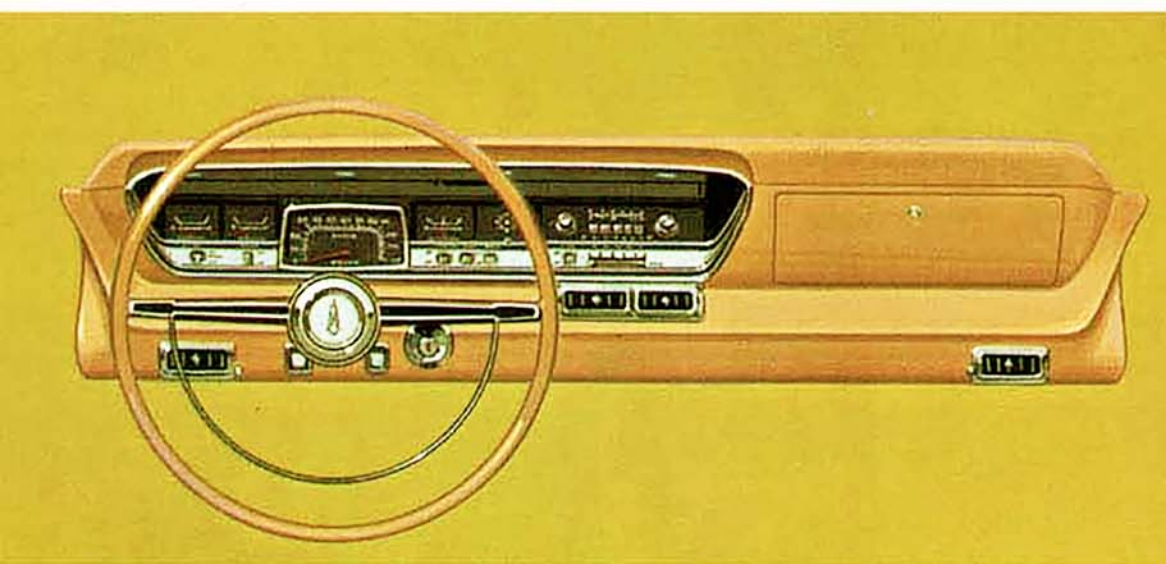
of what you can do to make it the real you. You can option for 4-on-the-floor. Power brakes, Power disc brakes up front, or heavy-duty drums all around. Special suspension. Sure-Grip differential. Deep-dish wheel covers. Or chrome

custom road wheels you don't use covers on. Power steering. Power seat adjustment. Front seat shoulder belts. Tilt-A-Scope steering wheel. Even air conditioning. (And you ought to know, there are more than a few convertibles

running around with cool air built in and turned on, top up or top down!)

Fury III standard features: 318 cu. in. V-8 or 225 cu. in. 6-cylinder engine • Flow-Through ventilation—4-door hardtop • Deluxe fabric-and-vinyl interiors in hardtops and sedans • all-vinyl in convertible and wagons • Foam-padded seat cushions, front and rear • Electric clock • Brake system warning light • Trunk light • Map and courtesy light—convertible • Glove box light and lock • Choice of 21 body colors • Torsion-bar front suspension • 3-speed manual transmission (all Furies) • and 21 safety and value features provided on all Plymouth Fury models. (See page 19.) **Popular options:** Vinyl roof covering • TorqueFlite 3-speed automatic transmission • Choice of high-performance engine • FM/AM radio • Deluxe wheel covers • Front disc brakes • Power steering • Power brakes • Plus many others.

FURY III



Fury II 4-door Sedan in Beige



Fury II 2-door Sedan in Dark Copper Metallic

FURY II: Most tempting sedan surprises of '67.

Fury II is out to win you over with a look. And a hook.

The look has the same curves that you expect only in hardtops and sultry convertibles—in a family sedan. Fury II has them, in all the right places.

The hook combines a fistful of economy with the deluxe kind of features you find on higher-up Fury models.

Fury II gives you the same floodlit, padded instrument panel. Big, soft, chrome-accented armrests. Full-comfort

foam cushions in both front and rear seats.

The same big engine as we used further up the line comes as standard equipment in these V-8 models. (Do you feel something tugging at you?)

What's more, we've supplemented our V-8

lineup with a 225 cu. in. 6-cylinder engine that spaces your cash over more miles. And shows a lot of spunk along the way.

These are some of the things that make Fury II the best of two driving worlds. The luxurious one and the thrifty one.

The real hook is, you can't tell by looking where the first ends and the other begins—but you can by the savings.

Since we're talking family sedans, now's a good time to mention what we've done in the interests of safety.

There's a new energy-absorbing steering column, and a new inside mirror with Safety-Action arm that permits the mirror to give in any direction.

Two-speed electric windshield wipers clear a clean, steady pattern even at expressway speeds. Airfoil windshield wiper blades are designed to hug tight to glass, not lift off.

If you have cause to pull off the road at night, turn on our roadside warn-

ing flashers. All taillights and the front parking lights will blink to warn on-coming traffic.

Left-hand outside rear-view mirror, back-up lights, padded sun visors and four sets of seat belts are already included, of course. Extra optional belts front

and rear can be added if you need them, and front shoulder belts are another option, if you prefer:

Furys are built with self-adjusting brakes and a dual braking system for double assurance of safe stops.

Fury II standard features: 318 cu. in. V-8 or 225 cu. in. 6-cylinder engine • Choice of 16 body colors • Fabric/vinyl sedan interiors • Foam-padded seat cushions • Color-keyed carpeting • Glove box lock • Heater-defroster • Dual braking system • Brake system warning light • Left-hand outside rearview mirror • Inside mirror with Safety-Action arm • Back-up lights • Energy-absorbing steering column • Double hood latch • 2-speed windshield wipers with anti-glare wiper arms • Windshield washers • Roadside warning flashers • Toggle and roller-type instrument panel controls • Padded sun visors • Padded instrument panel • Seat belts, front and rear • Safety-Rim wheels • Interlocking door latches • Safety-Action inside door handles. **Popular options:** see pages 24 & 25.

FURY II

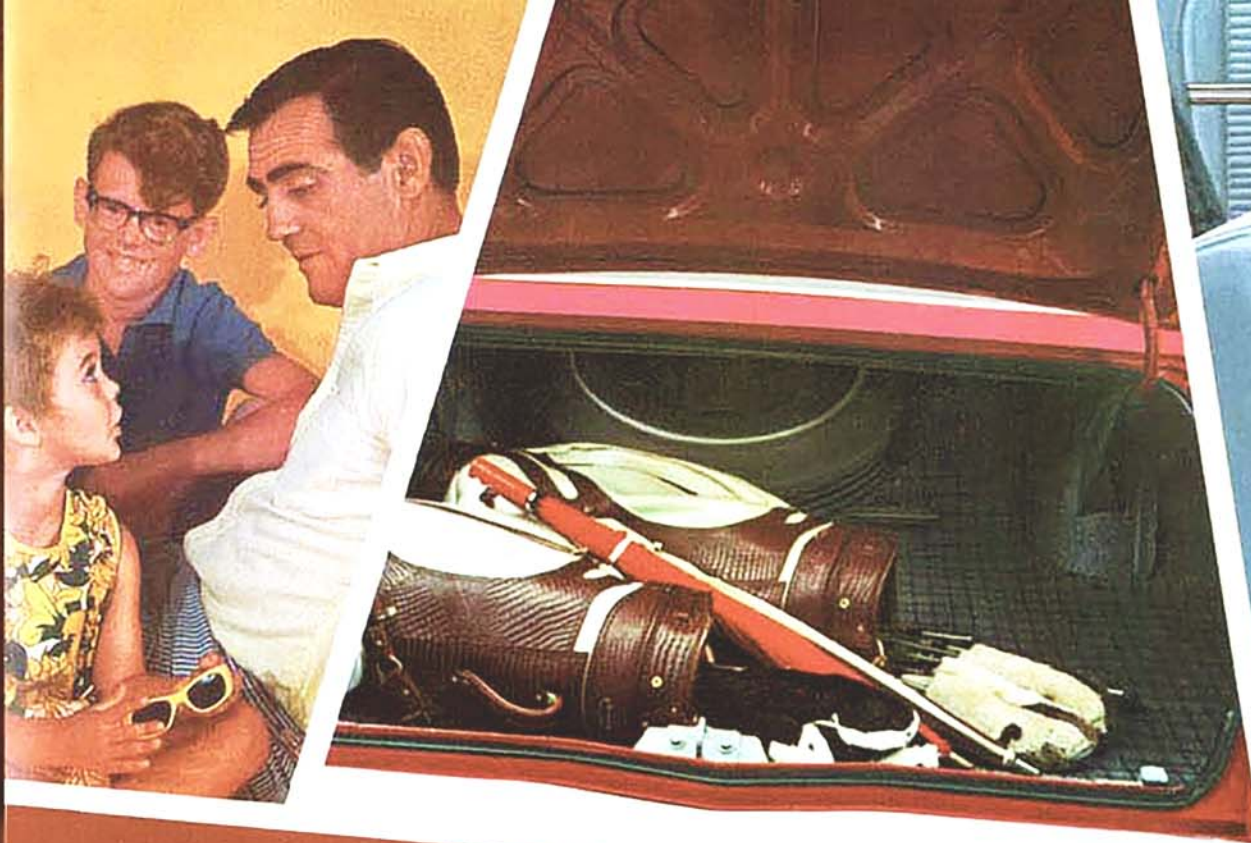


Fury I 2-door Sedan in Buffed Silver Metallic

FURY I: So much car you forget it's our lowest priced Fury. Don't ever think we're letting up on winning you over—the low end of our full-size Plymouth line stands right up with most of the costlier models in the low price field—and

comes out making you look very wise indeed. (Right on through trade-in time!) There's another side to the built-in economy of Fury I sedans to consider: Plymouth dependability. It's a big plus. Slam a door on that tight all-welded

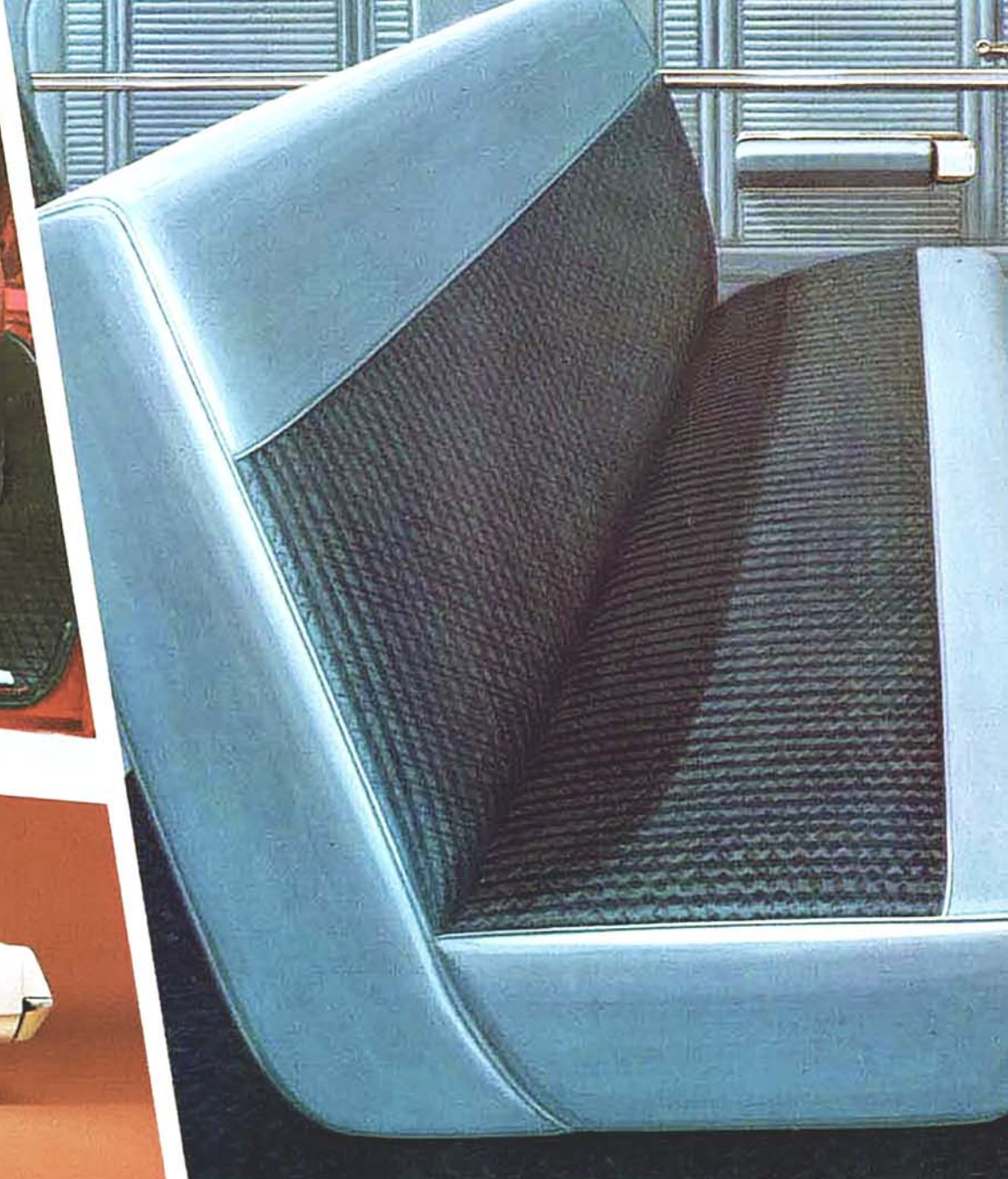
unibody. Take a ride on that torsion-bar front suspension. You can tell this one is built to last. And if there are any doubts left in your mind, be sure to read the back cover of this catalog.



Fury I 4-door Sedan in White

But then, a canny buyer like you couldn't be won by appearances alone. So Fury I moves in on you with a standard engine on its V-8 models that's sizeably bigger than the pack—yet runs on regular gas and Plymouth thrift. And does

it again with heart-warming quality features like 2-speed electric windshield wipers. The biggest brakes in its class. Room all around. A trunk that holds over 19 cubic feet. Even a 25 gallon gas tank to reduce gas stops! How's that for persuasion?



Obviously nothing's stripped-down about the look of Fury I inside, either. The rich carpeting, foam-padded seats front and rear, vinyl roof lining and Safety-Action inside door handles designed into the armrests add up to a strictly uptown atmosphere.

Fury I standard features: 318 cu. in. V-8 or 225 cu. in. six • Choice of 16 paint colors • 3 fabric-vinyl for sedans. **Plus these standard Plymouth Fury safety and value features:** Foam-padded seat cushions • Color-keyed carpeting • Glove box lock • Heater-defroster • Dual braking system • Brake system warning light • Left-hand outside rearview mirror • Inside mirror with Safety-Action arm • Back-up lights • Energy-absorbing steering column • Double hood latch • 2-speed electric wipers with anti-glare wiper arms • Windshield washers • Roadside warning flashers • Toggle and roller-type instrument panel controls • Padded sun visors • Padded instrument panel • Seat belts, front and rear • Safety-Rim wheels • Interlocking door latches • Safety-Action inside door handles. **Popular options:** See pp. 24 & 25.

FURY I



Fury III 3-seat Wagon in Gold Metallic

FURY III: One station wagon nobody can be ho-hum about. We planned it that way. Sure, Plymouth's always built the best-performing wagons around. But—well, they still looked wagonish. Now it's decidedly, deliciously different.

Plymouth wagons are so doggone beautiful you can hardly believe they're wagons. Still, maybe you're a bit suspicious: Can a wagon looking this great still have that good old Plymouth performance? Well, here's a Plymouth

promise: for all its new glamour, there's still more solid station wagon stamina, value and convenience in a Fury III—3-seat or 2-seat—than anywhere else in its class. Let's check. Size? They don't come any bigger—or come close to the

121-inch wheelbase of our wagons. Engines? Our standard V-8 comes on biggest of the big three. Smoothness? Optional TorqueFlite 3-speed automatic transmission is still the one they're trying to catch up to. (2-speed

types sometimes provided with basic V-8s just aren't in it when it comes to pulling away under a heavy load.) And Plymouth's famous torsion-bar front suspension is made to order for controlled ride and handling—with a Little League team in tow, or flying solo.

Now, if you think this Fury III is sophisticated outside, wait'll you see the inner reaches. Rich but rugged all-vinyl upholstery in bold new colors. Thick, bouncy carpeting that makes you want to go barefoot. And Safe/Flight instrumentation

that's as handsome as it is functional. Among other blessings, this wagon gives you the silence of a sedate sedan rather than the clatter you might be used to. And it almost seems to echo with all that space around. Try it and see.

All told, there's a whole mood of plushy, cushy elegance that's downright overwhelming—even in a Fury-type wagon, where you expect a lot!

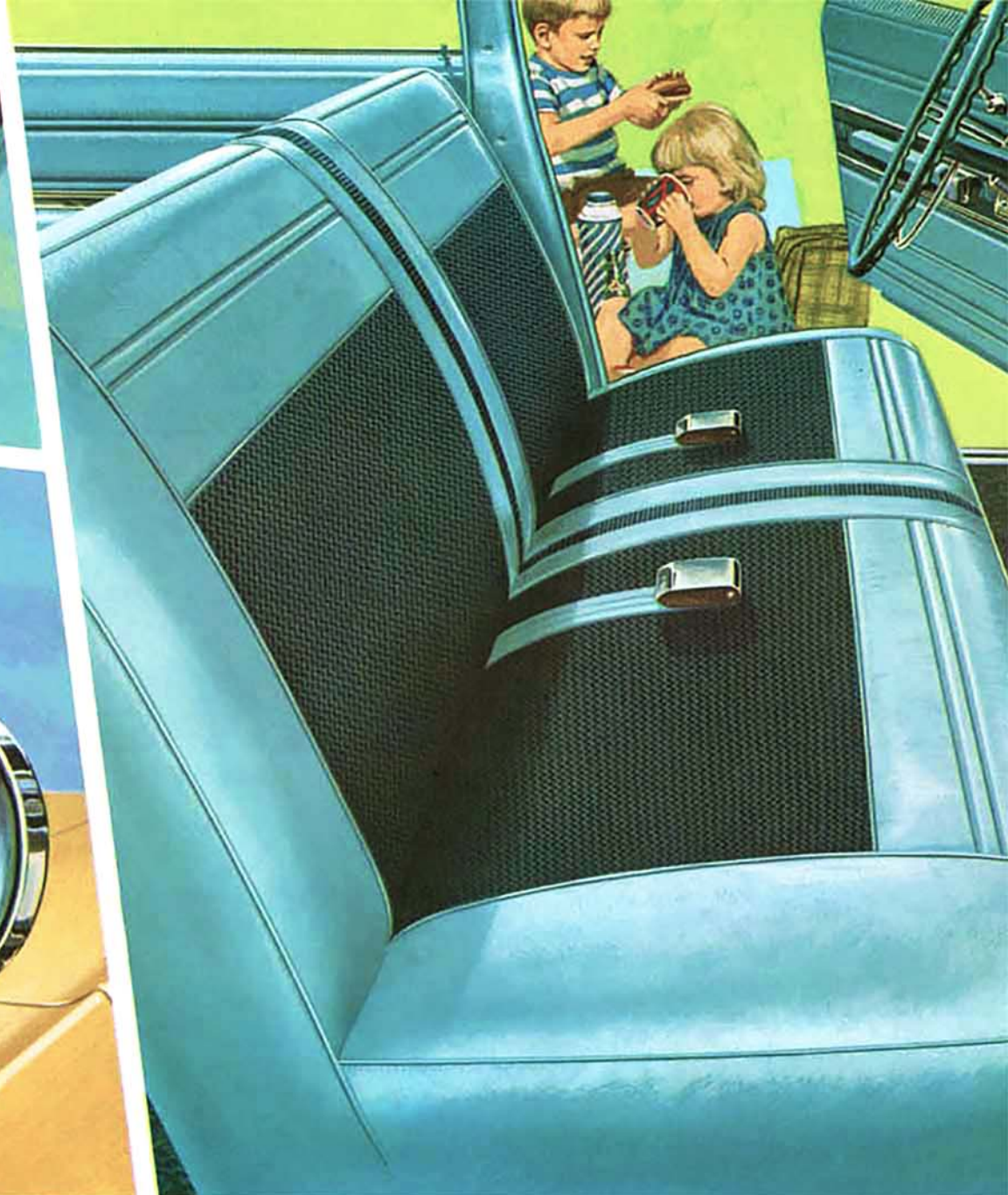
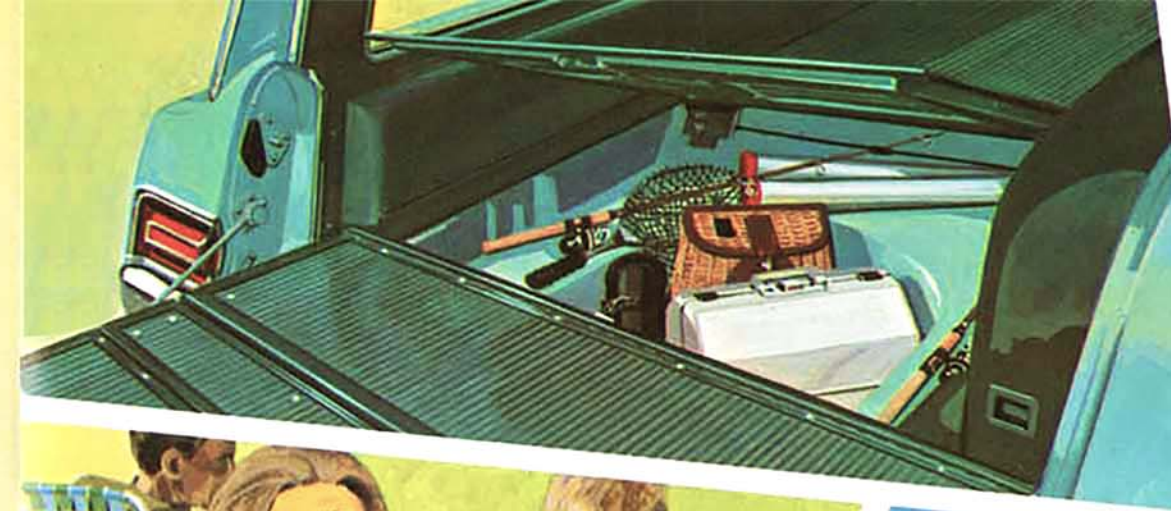
Fury III wagon standard features: 318 cu. in. V-8 • All-vinyl interior • Foam-padded seat cushions, all seats • Electric clock • Left & right outside rearview mirrors • Brake system warning light • Glove box light • Concealed storage compartment • Safety-Action inside door handles and 20 safety and value features provided on all Plymouth Fury models. (See page 19.) **Standard on 3-seat wagons:** Color-keyed floor mat in storage compartment • Power tail gate window • Two sets of seat belts for third seat • Rear bumper guard/step plates. **Popular options:** Rooftop luggage rack • Dual air conditioning • Power steering • Deluxe wheel covers • Power brakes • Plus many others.

FURY III

Fury I 2-seat Wagon in Light Turquoise Metallic



Fury II 3-seat Wagon in Dark Blue Metallic



FURY II & I: Isn't it nice that big, practical wagons can come out looking like this? Better yet, isn't it nice that good looking wagons like these can be so remarkably easy to own? (Talk to your Plymouth dealer about that. You can be sure he'll

do his share to carry on the winning work we started by packing them with value.) Even our tail gate latch, incidentally, is typical of Plymouth's approach to pleasing you. The latch is a new type which defies the old rattles

people associate with all wagons, and the tail gate counterbalancing will never bind up on you—it's a new design that never needs lubrication. Little things, but very endearing! Between Fury II and Fury I you have four ways

to buy big without paying big. The Fury I 2-seat station wagons come with a gas-nursing 225 cu. in. 6-cylinder engine, or a new, quieter running 318 cu. in. V-8. The Fury II wagons with the V-8 described above give you a choice between

a 2-seater and a 3-seat model—with the third seat facing rearward, the way kids like it.

Carpeting on the floor. Foam padding under the all-vinyl upholstered seat cushions. Both right- and left-hand outside mirrors. It's all standard on Fury wagons. And so is more cargo room than you'll find inside any other wagons like it!

That's also true topside, too, when you pop for our snazzy roof rack option. It's handsome, it's practical—and adjustable. Because it was custom-designed with your needs in mind. You can also add a lot of optional convenience to

family driving without a big investment. Assist handles for entering via tail gate, for example. Solex glass all around, or for the windshield alone. Ask your friendly salesman to show you his list—or look to the next page for a few ideas.

Fury II and I wagon standard features: 318 cu. in. V-8 or 225 cu. in. 6-cylinder engine • All-vinyl interior • Foam-padded seat cushions, all seats • Left and right outside rearview mirrors • Brake system warning light • Concealed storage compartment • Safety-Action inside door handles and 20 safety and value features provided on all Plymouth Fury models. (See page 19.) **Standard on 3-seat wagons:** Color-keyed floor mat in hidden storage compartment • Power tail gate window-lift • Two sets of seat belts for third seat • Rear bumper guard/step plates. **Popular options:** Rooftop luggage rack • Dual air conditioning • Power steering • Deluxe wheel covers • Power brakes • Plus many others.

FURY II & I

16 ways to put frosting on your Fury*

FM/AM or AM Transaudio radios. AM anywhere, or AM plus the wide world of FM programming. Add our rear seat speaker if you have a keen ear.

Stereo 8 tape cartridge player. Click in a tape cartridge and your music a la carte comes through four separate speakers. Dealer installed only.

Headrests. Comfortable. Adjustable to height. Besides which, they're very "in" these days. Available for bucket seats and VIP individualized comfort options.

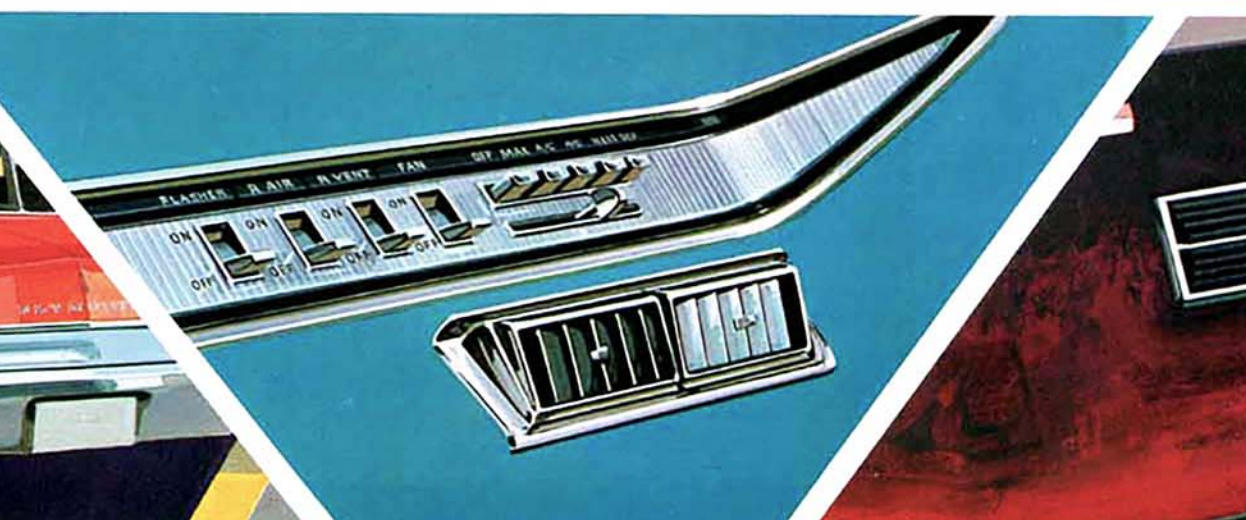
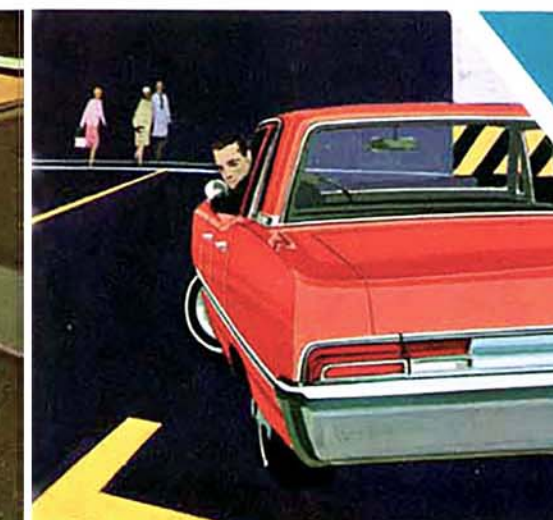
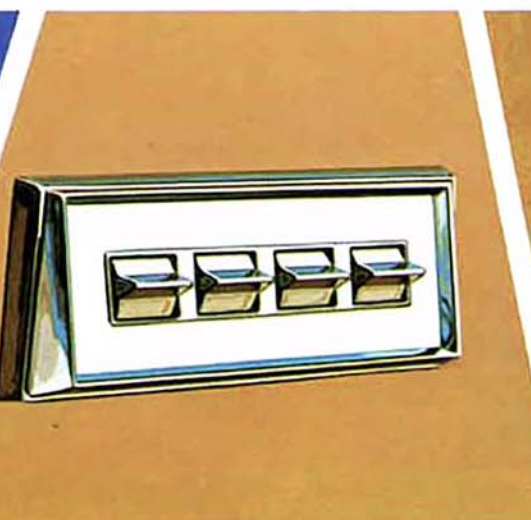
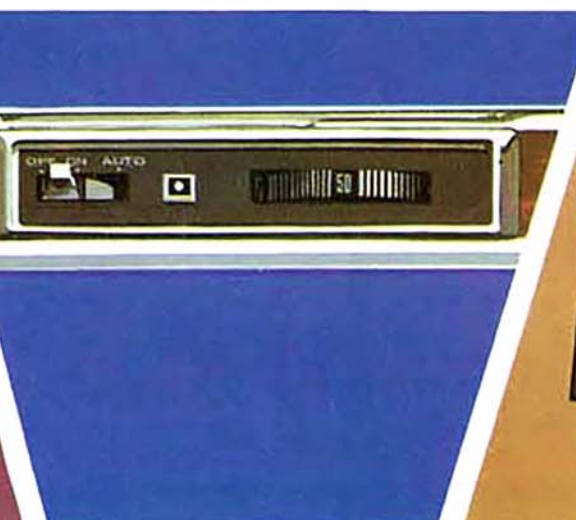
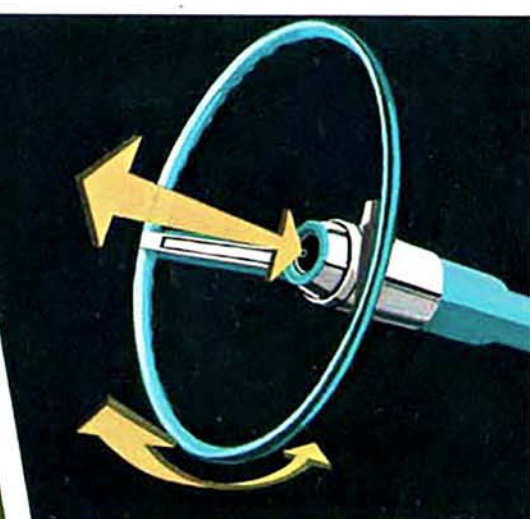
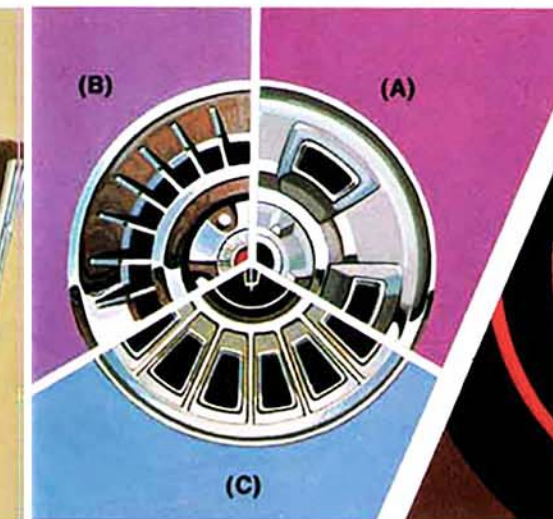
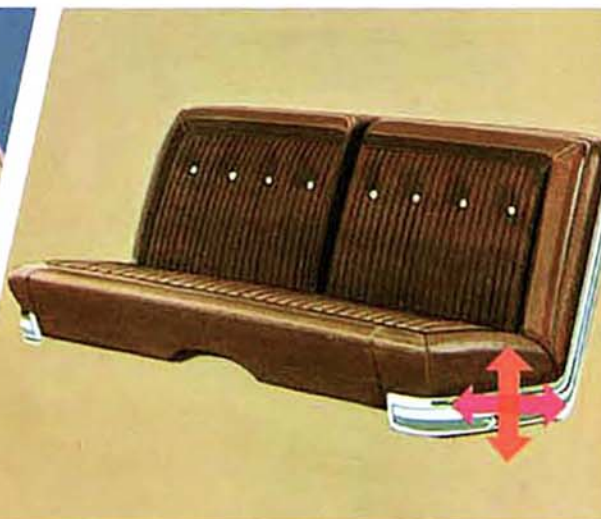
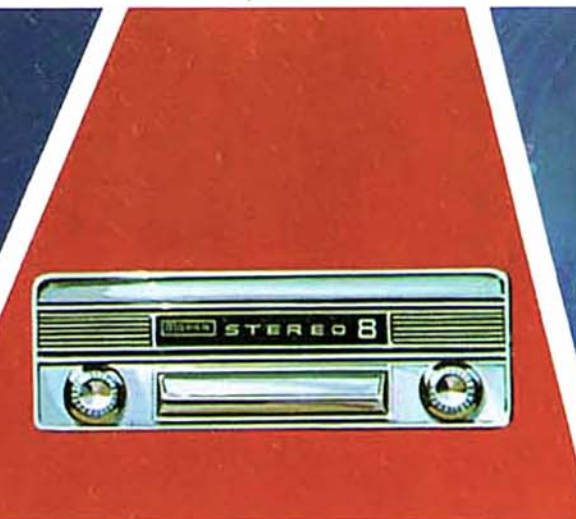
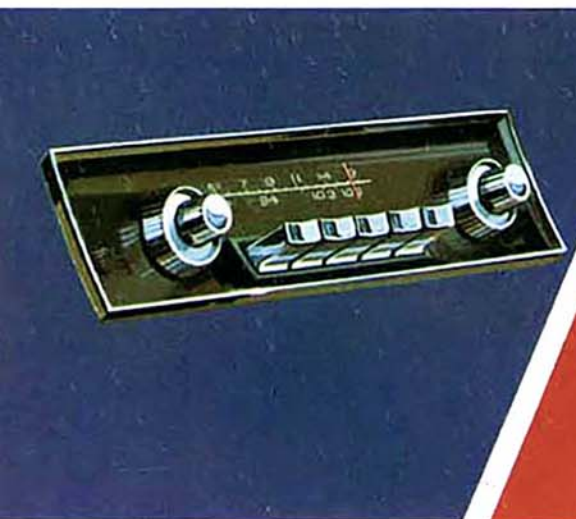
Power seat adjustment. For conventional front seats, driver's individual seat. Adjusts six ways, puts you precisely where you like to be for control and comfort.

Wheel covers. Style your Fury with (A) sport, (B) deluxe or (C) deep-dish dress-up covers. Deluxe and sport standard on VIP and Sport Fury models respectively.

Chrome custom road wheels. Sport gear of the highest order. Special wide rims. Chrome highlights with black background dress up your Fury most handsomely.

Trailer-towing package. Beefs up your Fury in six strategic areas for towing any trailerful up to 2½ tons. Ask your dealer for the special Trailer Towing brochure.

Tilt-A-Scope steering wheel. Everybody's got a favorite angle. So the wheel adjusts 7 positions up and down, telescopes in and out to afford greater comfort, less fatigue.



Front disc brakes. Self-adjusting. Ideal for freeway and mountain driving. Also stop-and-go rush-hour traffic. Available on all Furies.

Auto-Pilot. Pick your pace and keep it—with your foot off the gas. Great on highways. Touch the brakes and you have conventional control. Works as a speed monitor, too.

Electric window lifts, automatic door locks. Touch a button and you're locked in. All around. Touch the others to close or open windows.

Rear window defogger. A "little" option that does a lot, summer or winter. Helps do away with steam on humid days, frost and snow on cold ones. A safety thought.

Power steering. No big car should be without it if you like your driving easy. Slips you in and out of tight parking spots in a breeze; keeps the feel of driving in your hands.

Air conditioning. Roll up the windows, keep in dehumidified and custom-cooled air when it's hot; year-round comfort when it's not. Built by Chrysler Airtemp.

Power brakes. The original touch-and-slow option that takes the panic out of panic stops. A valuable premium on your car at trade-in time, too.

*At extra cost, of course

25 Plymouths in 16 body styles:
Which one is winking at you?



VIP 4-door Hardtop (V-8)



2-door Hardtop (V-8)



SPORT FURY 2-door Fast Top (V-8)



2-door Hardtop (V-8)



Convertible (V-8)



FURY III 4-door Hardtop (V-8)



2-door Hardtop (V-8 and 6)



Convertible (V-8)



4-door Sedan (V-8 and 6)



FURY II 4-door Sedan (V-8 and 6)



2-door Sedan (V-8 and 6)



FURY I 4-door Sedan (V-8 and 6)



2-door Sedan (V-8 and 6)



WAGONS Fury III 3-seat or 2-seat Wagon (V-8)



Fury II 3-seat or 2-seat Wagon (V-8)



Fury I 2-seat Wagon (V-8 and 6)

And now, the winningest story ever written by specifications engineers:

Who says engine charts can't be exciting?

| | 225 6-Cylinder (Standard) | 318 V-8 (Standard) | Commando 2-barrel 383 V-8 | Commando 4-barrel 383 V-8 | Super Commando 440 V-8* |
|-----------------------|------------------------------|-----------------------|---------------------------------|---------------------------------|----------------------------|
| Horsepower | 145 at 4000 rpm | 230 hp at 4400 rpm | 270 hp at 4400 rpm | 325 hp at 4800 rpm | 375 hp at 4600 rpm |
| Torque, lb. ft. | 215 at 2400 rpm | 340 at 2400 rpm | 390 at 2800 rpm | 425 at 2800 rpm | 480 at 3200 rpm |
| Compression ratio | 8.4 to 1 | 9.0 to 1 | 9.2 to 1 | 10.1 to 1 | 10.1 to 1 |
| Bore, inches | 3.40 | 3.91 | 4.25 | 4.25 | 4.32 |
| Stroke, inches | 4.125 | 3.31 | 3.38 | 3.38 | 3.75 |
| Displacement, cu. in. | 225 | 318 | 383 | 383 | 440 |
| Carburetor type | 1-bbl. | 2-bbl. | 2-bbl. | 4-bbl. | 4-bbl. |
| Air cleaner type | Silenced | Silenced | Silenced | 2-snorkel | 2-snorkel |
| Exhaust | Single | Single | Single | Dual | Dual |
| Camshaft | Standard | Standard | Special | Special | Special |
| Fuel | Regular | Regular | Regular | Premium | Premium |

*For Fury station wagons, a Commando 440 V-8 with standard camshaft is offered, developing 350 hp at 4400 rpm, 480 lb. ft. torque at 2800 rpm.

Exterior Dimensions*

| | |
|--------------------|-----------|
| Wheelbase | 119.0 in. |
| Station wagons | 121.0 in. |
| Overall Length | 213.1 in. |
| Overall Width | 77.7 in. |
| Overall Height | 56.1 in. |
| Track—Front Wheels | 62.0 in. |
| Track, Rear Wheels | 60.7 in. |

*All dimensions for sedans, unless otherwise indicated. See special figures for station wagons in next column.

Passenger Room*

| | |
|--------------------------|--------------|
| Head room—Front Seat | 39.5 in. |
| Head room—Rear Seat | 37.7 in. |
| Leg room—Front Seat | 42.0 in. |
| Leg room—Rear Seat | 37.9 in. |
| Shoulder room—Front Seat | 60.0 in. |
| Shoulder room—Rear Seat | 60.0 in. |
| Knee room—Rear Seat | 5.5 in. |
| Seat Height—Front | 8.4 in. |
| Seat Height—Rear | 12.0 in. |
| Trunk Volume | 19.2 cu. ft. |

*All dimensions for sedans, unless otherwise indicated.

Fury Wagon Cargo Compartment Dimensions:

| | |
|--|-----------|
| Floor length, tail gate open, 2nd and 3rd seats folded | 128.9 in. |
| Floor length, tail gate closed, 2nd and 3rd seats folded | 95.7 in. |
| Floor length, tail gate open, 2nd seat up, 3rd seat folded | 91.7 in. |
| Floor length, tail gate closed, 2nd seat up, 3rd seat folded | 58.5 in. |
| Width between the rear wheel housings | 44.9 in. |
| Height of rear opening | 29.5 in. |
| Width of rear opening at the floor | 55.0 in. |

Brakes (Conventional Drum Type)*

| | |
|-------------------|---------------|
| Front Wheels | 11 x 2.75 in. |
| Rear Wheels | 11 x 2.0 in. |
| Total Lining Area | 202.1 sq. in. |

Dual master cylinder braking system is a self-energizing, servo-contact system with bonded linings. Brake shoes are internal expanding type. A self-adjusting feature is activated during reverse stops. Separate, foot-operated parking brake, cable-connected, acts on each rear wheel.

*All models except wagons; wagons have 11 x 2.5 in. rear wheel linings, total area of 223.4 sq. in. Optional caliper-type disc front wheel brakes, and heavy-duty drum-type brakes also available.

Chassis Specifications*

| | |
|-------------------------------------|---------------------------|
| Turning Diameter—curb-to-curb | 42.8 ft. |
| Front Suspension Type | Torsion bars |
| Rear Suspension Type | Asymmetrical leaf springs |
| Rear Spring Length | 59 in. |
| Rear Spring No. of Leaves | 5** |
| Shock Absorbers | Oriflow type |
| Manual Steering Ratio—Steering Gear | 24.0 to 1 |
| Manual Steering Ratio—Overall | 29.2 to 1 |
| Wheel Turns—lock-to-lock | 5.8 |
| Power Steering Ratio—Steering Gear | 15.7 to 1 |
| Power Steering Ratio—Overall | 19.1 to 1 |
| Wheel Turns—lock-to-lock | 3.5 |

*All specifications for sedans unless otherwise indicated.
**6½ leaves in wagons.

Transmission Gear Ratios*

| | 1st | 2nd | 3rd | 4th |
|--|--------|--------|--------|--------|
| Standard Manual 3-Speed | 3.02:1 | 1.76:1 | 1.00:1 | |
| Optional Manual 3-Speed (383 cu. in. Engine) | 2.55:1 | 1.49:1 | 1.00:1 | |
| Optional Manual 4-Speed | 2.66:1 | 1.91:1 | 1.39:1 | 1.00:1 |
| Optional Automatic 3-Speed | 2.45:1 | 1.45:1 | 1.00:1 | |

*For 8-cylinder models, unless otherwise indicated.

Rear Axle Ratios*

| | |
|-------------------|-----------|
| Manual—3-Speed | 3.23 to 1 |
| Manual—4-Speed | 3.23 to 1 |
| Automatic—3-Speed | 2.94 to 1 |

Rear axles are hypoid type with Hotchkiss drive.

*For standard 8-cylinder models, unless otherwise indicated.

Capacities*

| | |
|------------------------------|----------|
| Fuel Tank | 25 gals. |
| Engine Crankcase | .4 qts. |
| Cooling System (with Heater) | 18 qts. |

*For standard 8-cylinder sedan models, unless otherwise indicated.

Wheels and Tires—Safety-Rim wheels and low-profile tubeless tires are standard on all models. Tire sizes vary according to model and equipment. Consult your dealer for specific model information.

The policy of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment, and prices are subject to change without notice. Automobiles pictured, in some cases, show optional equipment, available at extra cost.

How far will Plymouth go to win you over? 5 years or 50,000 miles, to be exact.

Here's how Plymouth's 5-year/50,000-mile engine and drive train warranty protects you: Chrysler Corporation warrants, for 5 years or 50,000 miles whichever comes first, against defects in materials and workmanship and will replace or repair at an Authorized Plymouth (or Imperial, Chrysler or Dodge) Dealer's place of business, without charge for required parts and labor, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (excluding manual clutch), torque converter, drive shaft, universal joints, rear axle and differential, and rear wheel bear-

ings of its 1967 automobiles, provided the owner has the engine oil changed every 3 months or 4,000 miles, whichever comes first, the oil filter replaced every second oil change and the carburetor air filter cleaned every six months and replaced every 2 years, and every 6 months furnishes to such a dealer evidence of performance of the required service, and requests the dealer to certify (1) receipt of such evidence and (2) the car's then current mileage.

We all share in Customer Care



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