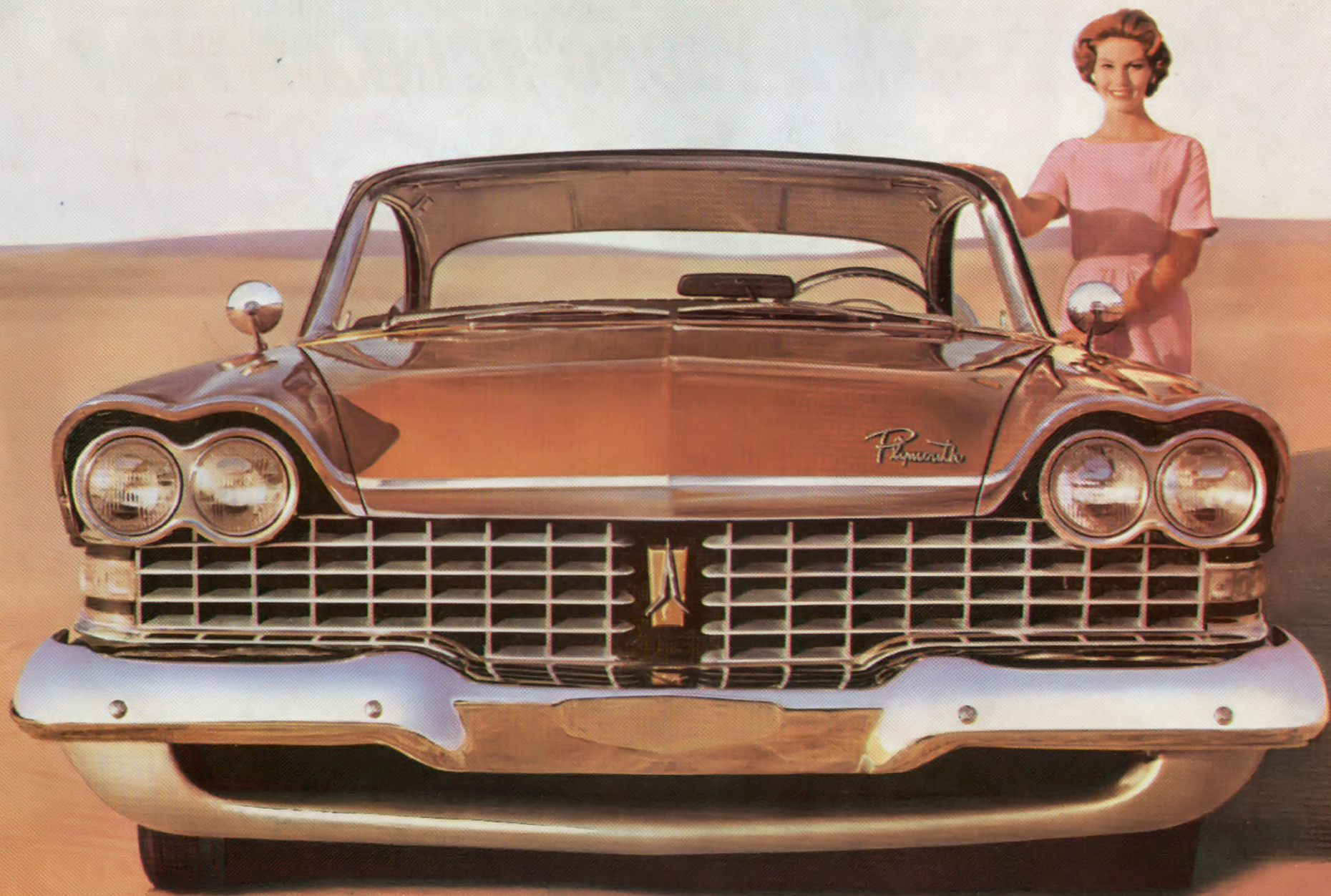
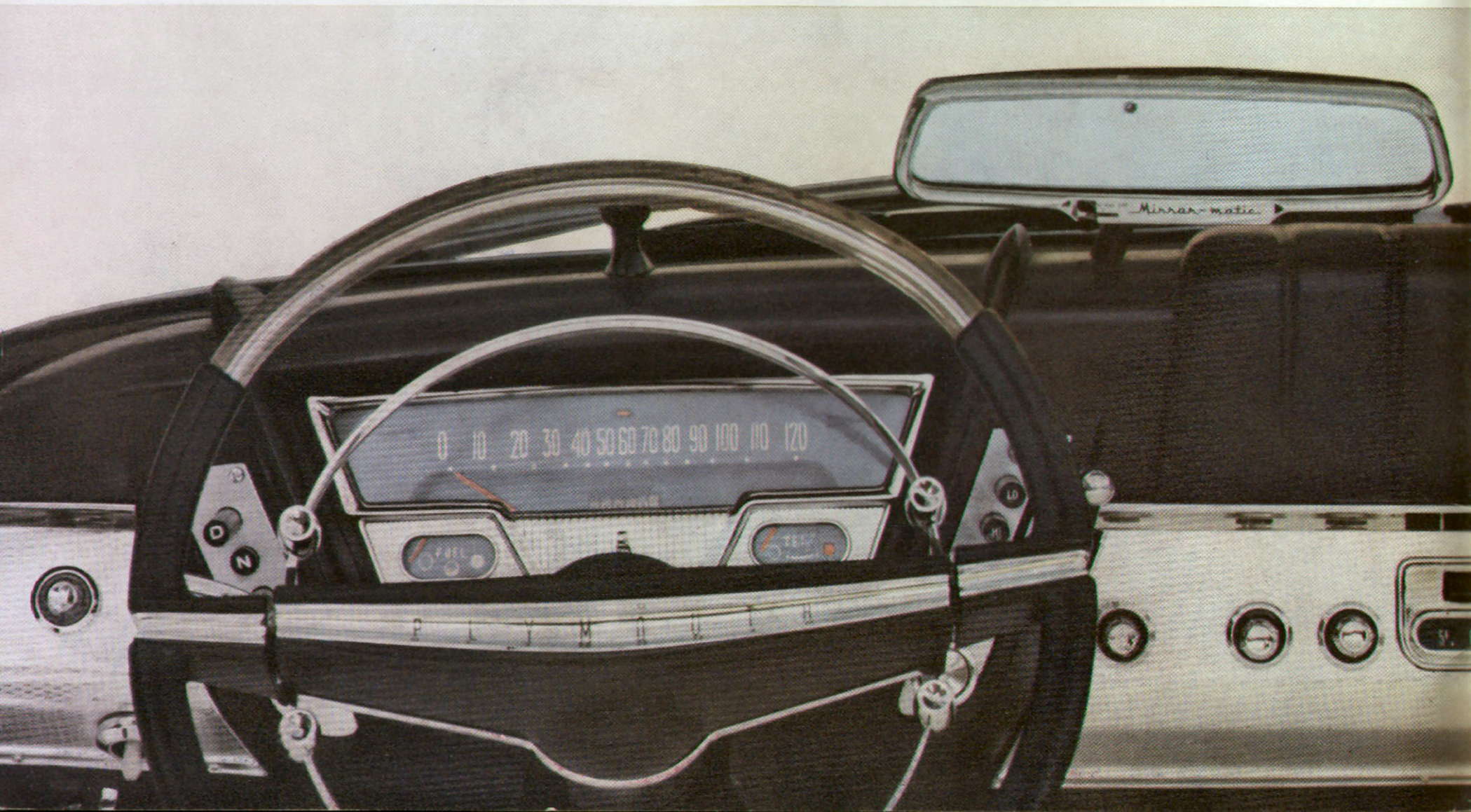


YOUNG AND PROUD AND FULL OF GO... **'59 PLYMOUTH**





TAKE A YOUNG POINT OF VIEW



Expect your heart to skip a beat when you slip behind the wheel of the brilliant new Plymouth for '59. No car can equal it for sheer *fun!* Here, finally, is a once-in-a-lifetime automobile that not only *looks like* today—it *is* today! And today is *exciting*—a wonderful age alive with fresh young ideas of beauty and comfort and luxury; a thrill-a-minute age of scientific miracles and the almost unbelievable conveniences of push-button living!

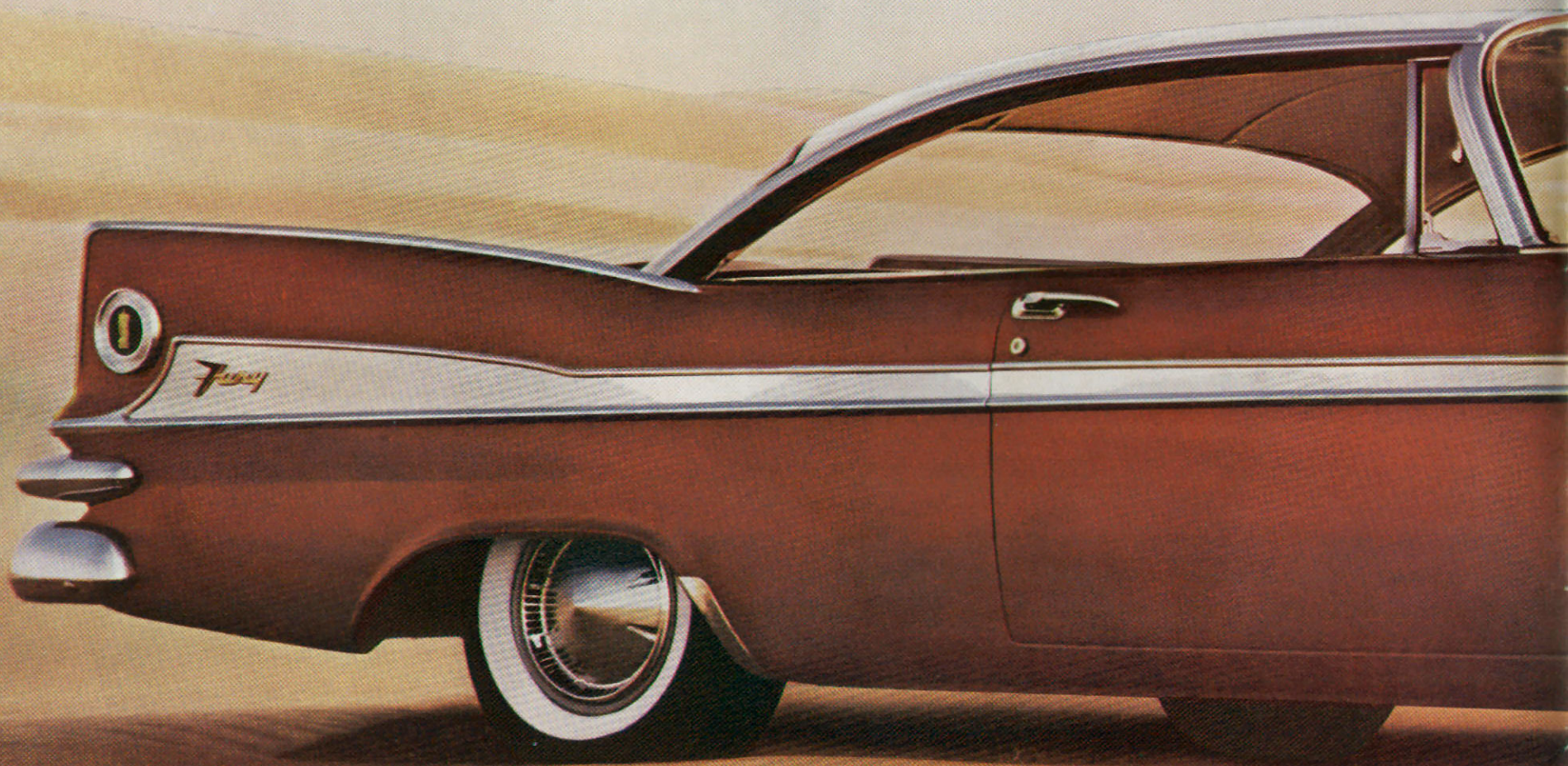
Just look at Plymouth's new Control Center! All instruments are right before your eyes. Push-buttons control automatic drive, heat, ventilation and defrosting. The rear-view mirror magically dims glare from headlights behind, while your own headlights are electronically low-beamed when cars approach. And through the vast "Star View" compound windshield you see *all* the road, *all* the scenery—or watch a traffic light almost directly overhead!



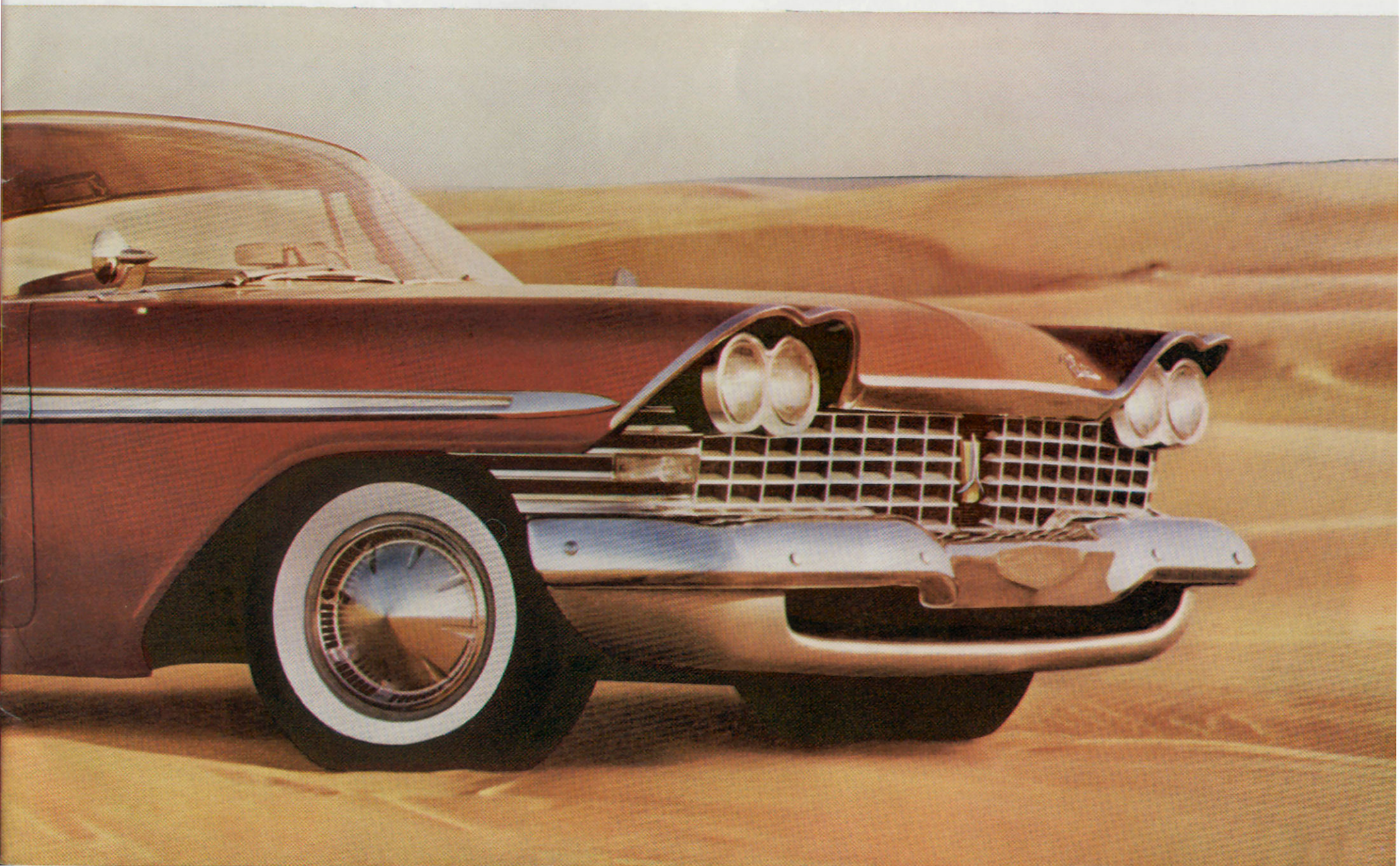
look at pride's new name . . . **SPORT FURY**



Topping the new *low-price* Fury line for '59 are two superb V-8 *Sport Fury* models: the sleek convertible and the ultra-smart hardtop—powered by the 230-hp. *Fury V-800 with Super-Pak*, or the optional 305-hp. *New Golden Commando 395*. Here is luxury once found in only the most expensive automobiles—yet both *Sport Furies* are priced in line with comparable cars! But in flashing performance and inherent good taste of design and appointments, there can be no real comparison between a *Sport Fury* and any other low-price car!



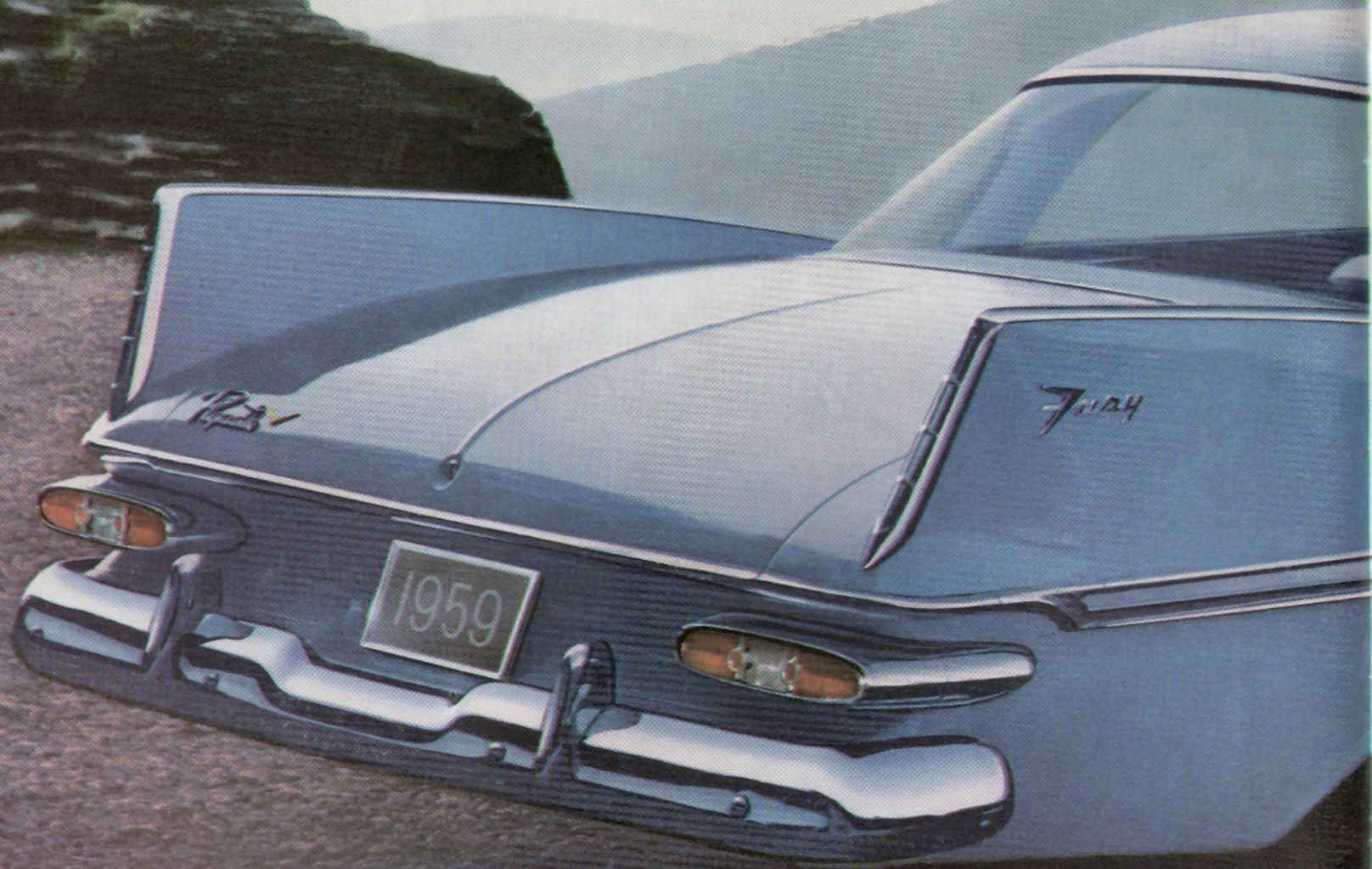
Never before has the low-price field seen a costly car feature like the *Sport Fury's* standard equipment *Swivel Front Seats* (optional on Fury hardtops, Belvedere convertible, Sport Suburban). At the touch of a finger, front seats swivel to face the curb. Sit down, then swivel to face front again. When you ride two in front, you can pull down the wide arm rest between the seats. Imagine such luxuries in a low-price car!



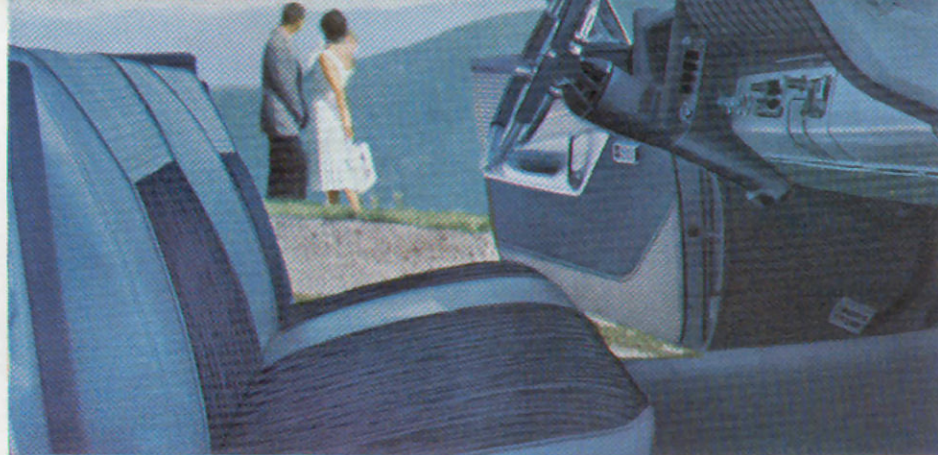
Fury . . . all the zip you can tame!



In addition to the two *Sport Fury* models, the all-new Fury line for '59 consists of a magnificent 2-door hardtop, a dazzling 4-door hardtop and a gracious 4-door sedan. These beautiful automobiles are long and low and luxurious-looking; color-matching, strikingly upholstered interiors are decorator-designed, and the wide choice of hues and shades, inside and out, assure you of virtually your own "made to order" car!



Choose either the *Fury V-800*, *Fury V-800 with Super-Pak* or the *New Golden Commando 395*—with any V-8, the performance of your '59 Plymouth Fury will exceed your happiest expectations. You'll find that in sheer ability, in responsiveness, stability and in handling ease, the '59 Fury is matched only by automobiles specifically built for road competition! To discover such performance in a family car so plush, so roomy and comfortable—and priced so low—is a thrilling experience!





tote 'm big and easy . . .



STATION WAGONS



Traditionally, Plymouth Station Wagons are the most modern in their class. Plymouth introduced such advances as the rear-facing third seat that folds flush into the cargo deck when not in use, the rear window that rolls down into the tailgate, spare tire storage inside the right rear fender (gas tank in the left), the locked luggage compartment for valuables, "back steps" entrance to the third seat. The 122-inch wheelbase Plymouth is *again* the biggest and roomiest, *again* the easiest-riding, *again* the easiest-to-handle—and now more dramatically than ever the *most glamorous* station wagon in the low-price field! For features . . . for fun . . . it's America's Number One!

Belvedere . . . see how young a classic can be!

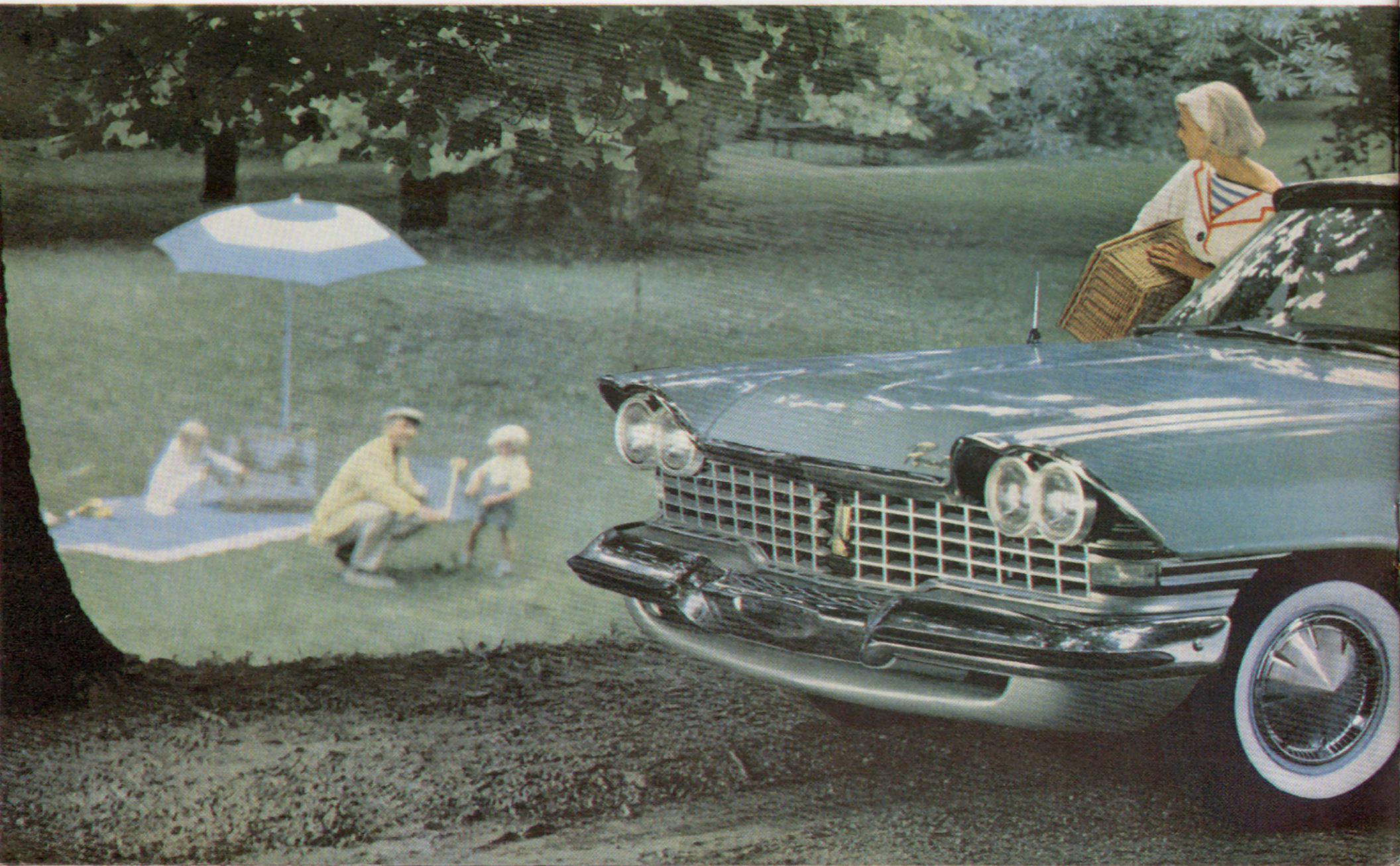




Here is something entirely new in middle-of-the-line cars! It's the Belvedere —5 stunning models, including a swank and sporty convertible. In every quality consideration, the Belvedere for '59 is identical with Plymouth's top-of-the-line classic of previous years! Here the similarity ends, however, for today's Belvedere is as brightly new and freshly young as this minute! With its dashing *Fury* contour giving emphasis to the longer, lower but unmistakably *Plymouth look*, the new Belvedere for '59 sets brilliant standards of quality and beauty heretofore unapproached in any medium-range models of low-price automobiles!

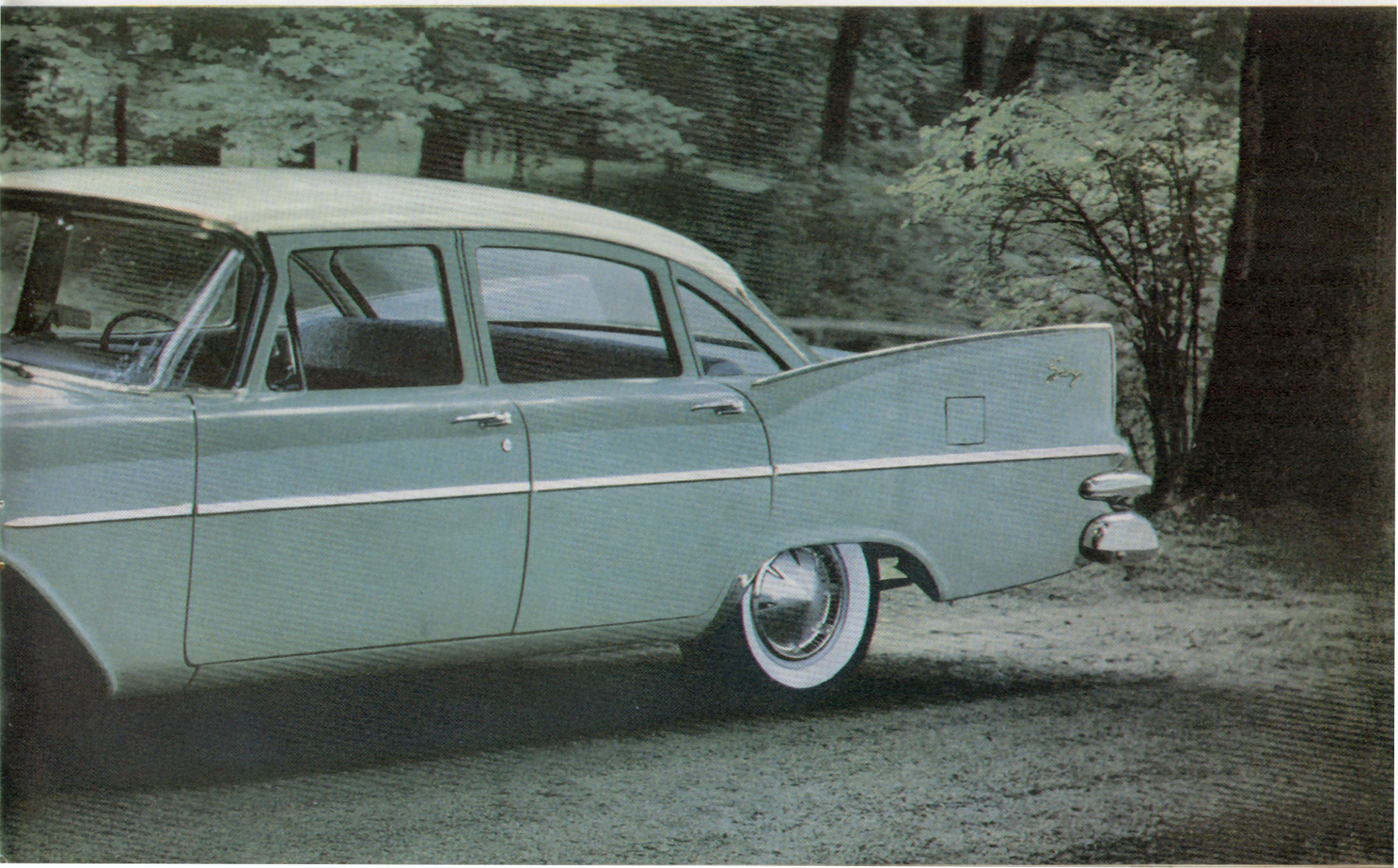


the high-fashion note in economy... Savoy





Until now, low-price car buyers accepted the sacrifice of luxury as the price of economy. But this '59 Plymouth Savoy has changed all that! Here is both luxury and economy—a big, roomy, comfortable car, beautifully upholstered and finished inside; Fury-styled and glittering with chrome outside! In modest price, low operating cost and the ruggedness that means long years of trouble-free service, this is in every sense an *economy* car, yet the high-fashion '59 Savoy is an automobile that any luxury-conscious, fun-loving family would be proud to own and drive!



29 PROUD PLYMOUTHs FOR '59

SPORT FURY



V-8 Convertible



V-8 2-door Hardtop

FURY



V-8 4-door Hardtop



V-8 2-door Hardtop



V-8 4-door Sedan

SPECIFICATIONS

CHASSIS Arc-welded frame with double-channel box-section side rails. Five sturdy crossmembers. X-member design on Convertible. Hydraulic 11-inch Total-Contact Brakes with Cyclebond lining. 184 sq. in. lining area. Internal expanding shoes with self-centering action. Two cylinders at each front wheel, one at each rear. Separate external contracting parking brake with standard transmission. Extra powerful expanding parking brake with PowerFlite and TorqueFlite transmissions.

WHEELS AND TIRES 14 x 5-inch Safety-Rim wheels with 7.50 x 14 four-ply low-pressure tubeless type tires. 14 x 5½-inch wheels and 8.00 x 14 tires on 9-passenger station wagon models, optional at extra cost on all other models.

SUSPENSION Front: Combined torsion bars and ball joints. Lower unsprung weight. Dip-control upper arms. Wide-angle strut-supported lower arms. 100% rubber isolation. Oriflow shock absorbers. Rear: 2½-inch outboard-mounted springs with 5 leaves on V-8 models, 6 leaves on station wagons, 4 leaves on 6-cylinder passenger cars and 5 leaves with Constant Level Torsion-Aire suspension. 100% rubber isolation. Sea-leg mounted Oriflow shock absorbers.

STEERING Worm and ball bearing roller gear. Symmetric idler arm linkage for maximum control. Rubber-isolated pivots. Ball-joint steering knuckles for easy handling. Over-all steering ratio 26.8:1. Ratio with Power Steering 19.8:1.

TRANSMISSIONS AND DRIVE TRAIN TorqueFlite: Fully automatic 3-speed Push-Button transmission with torque converter: optional at extra cost on all V-8 models. PowerFlite: Fully automatic 2-speed Push-Button transmission with torque converter; optional at extra cost on all models except when equipped with New Golden Commando 395 engine. Synchro-Silent manual 3-speed transmission standard on all models. Overdrive available except with New Golden Commando 395 engine. Hotchkiss drive through rear springs. Hypoid rear axle.

STANDARD REAR AXLE RATIOS (ALL MODELS) TorqueFlite V-8 choice of 2.93:1 or 3.31:1. PowerFlite V-8-3.31:1. PowerFlite 6-cylinder-3.73:1. Manual V-8-3.54:1. Manual 6-cylinder-3.73:1. Overdrive V-8-3.90:1. Overdrive 6-cylinder-4.10:1.

ELECTRICAL SYSTEM Heavy-duty 12-volt 50-ampere-hour battery. High capacity 35-ampere generator; automatic voltage and current control. Ignition key start switch. Lighting circuit protected with circuit breaker. Permanent plastic-coated wiring. Resistor-type ignition system. Automatic mechanical and vacuum spark control. Splashproof distributor.

FUEL SYSTEM Lightweight aluminum carburetor. Automatic manifold heat control. New dry paper replaceable element air filter. Dual fuel filtration on V-8

models includes woven plastic filter in gas tank and extra-fine ceramic filter at carburetor with magnetic core; 6-cylinder models have woven plastic filter at gas tank. Fuel capacity 20 gallons (23-gallon tank optional); 22 gallons on wagons.

GENERAL DIMENSIONS Wheelbase 118 inches (122 inches on station wagons). Over-all length 208.2 inches (wagons, 214.0 inches). Over-all width 78.0 inches.

BODY CONSTRUCTION All-steel welded, completely rust-proofed and insulated Safety Body. Channeled and ribbed floor pan. Box-section reinforcements around all window and door openings. Baked super-enamel finish.

GOLDEN COMMANDO 395 ENGINE Optional at extra cost in all models except Savoy business coupe. Advanced Deep-Block design 8-cylinder V-type. Horsepower 305 at 4600 RPM. Taxable horsepower 54.4. Torque 395 ft.-lbs. at 3000 RPM. Compression ratio 10.0 to 1. Bore 4.12 inches. Stroke 3.38 inches. Piston displacement 361 cubic inches. Special design concentric dry replaceable 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 camshaft. Special high-performance resistor-type spark ignition system. Automatic mechanical and vacuum spark control. Splashproof dual-breaker distributor. Spool-type rubber shear engine mounts. Crankshaft vibration damper. Rotary oil pump. Full-Flow oil filter. Oil capacity 5 quarts. 6 quarts with filter change. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets. Special low-restriction dual-exhaust system.

BELVEDERE



V-8 Convertible



4-door Hardtop, V-8 or 6



2-door Hardtop, V-8 or 6



4-door Sedan, V-8 or 6



2-door Sedan, V-8 or 6

SAVOY



4-door Sedan, V-8 or 6



2-door Sedan, V-8 or 6



Business Coupe 6

STATION WAGONS



Sport Suburban V-8 4-door
(6 or 9 passenger)



Custom Suburban 4-door (6 passenger)
V-8 or 6, (9 passenger) V-8 only



Custom Suburban V-8 2-door
(6 passenger)



DeLuxe Suburban 4-door
(6 passenger) V-8 or 6



DeLuxe Suburban 2-door
(6 passenger) V-8 or 6

FURY V-800 Standard on all V-8 models except Sport Fury. 8-cylinder overhead-valve V-type. Horsepower 230 at 4400 RPM. Taxable horsepower 48.9. Torque 340 ft.-lbs. 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. Shunt-type oil filter. Oil capacity 5 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings and to valve rocker arms and tappets.

FURY V-800 WITH SUPER-PAK Standard equipment on Sport Fury, available in all other V-8 models, at extra cost. Basic specifications same as for Fury V-800 above, except for the following: Horsepower 260 at 4400 RPM. 48.9 taxable horsepower. Torque 345 ft.-lbs. at 2800 RPM. 4-barrel carburetor with matching intake manifold and special air filter. High-performance camshaft and distributor. Special design, large diameter, free-flow dual exhaust system.

POWERFLOW 6 Available on all Savoy and Belvedere models except Convertible. Also available on 4-door, 6-passenger Custom Suburban and all DeLuxe Suburban models. 6-cylinder in-line L-head valve arrangement. Horsepower 132 at 3600 RPM. Taxable horsepower 25.4. Torque 205 ft.-lbs. at 1200 RPM. Compression ratio 8.0 to 1. Bore 3.25 inches. Stroke 4.63 inches. Piston displacement 230 cubic inches. Rotary oil pump. By-pass oil filter standard on all but Savoy models. Oil capacity 5 quarts. Full-pressure lubrication to all crankshaft, camshaft, and connecting rod bearings.

COOLING SYSTEM Coolant capacity 318° V-8 engines 20 quarts; with heater 21 quarts; 361° V-8 engine 16 quarts; with heater 17 quarts; 6-cylinder 13 quarts; with heater 14 quarts. High-pressure (14 psi) system. 4-blade wing-tipped fan. Full-length water jacketing. Ball bearing water pump with permanent seal. Series-flow porting on 361° engine. 180° thermostat standard on all.

SPECIFIC BODY DIMENSIONS

	4-door Hardtop	4-door Sedan	Club Sedan	2-door Hardtop	Convert- ible
Front hiproom.....	63.0"	63.0"	63.0"	63.0"	63.0"
Rear hiproom.....	62.7"	62.7"	62.7"	56.0"	56.0"
Front shoulder room.....	60.5"	60.5"	61.0"	61.0"	61.0"
Rear shoulder room.....	60.4"	60.4"	60.4"	60.5"	55.0"
Front legroom.....	45.5"	45.5"	45.5"	45.5"	45.5"
Rear legroom.....	39.0"	41.5"	41.5"	36.5"	36.5"
Front headroom.....	34.4"	35.7"	35.7"	33.7"	35.0"
Rear headroom.....	34.5"	34.2"	34.2"	34.0"	35.2"
Car height—loaded.....	54.6"	56.6"	56.6"	54.0"	54.8"

ACCESSORIES. Many accessories have been engineered especially for the new Plymouth to make your driving easier and riding more enjoyable. Ask your dealer about these:

Push-Button PowerFlite (2-speed fully automatic transmission) • Push-Button TorqueFlite (3-speed fully automatic transmission) • Sure-Grip Differential • Overdrive • Safety-Sure Power Brakes • Constant Control Full-Time Power Steering • Power Windows • Airtemp Air Conditioner • Fresh-Aire Heating-Defrosting System • Instant gas heating system • Custom Push-Button Radio • Rear-Seat Speaker • Sweep-Second Electric Clock (standard on Fury models) • Chrome Bumper Wing-Guards • Rubber Bumper Protectors • Wheel Covers • Safety-Padded Instrument Panel • Safety Padded Sun Visors • Concealed Locked Luggage Compartment (6-passenger station wagons) • Power Tailgate Window • Solex-Tinted Glass • Undercoating • Whitewall Tires • Mirror-Matic Rear View Mirror • Remote Control Rear View Mirror • Prism Rear View Mirror • Automatic Beam Changer • Constant Level Torsion-Aire • Sport Deck • Swivel Seats.

For specifications of the new Plymouth STATION WAGONS, ask your dealer for the special STATION WAGON BOOKLET.

Cars illustrated are shown with items of optional equipment available at extra cost.

The policy of Plymouth Division 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.

you get all these features with every '59 Plymouth

Torsion-Aire suspension
Total Contact brakes
Separate parking brake
Electric windshield wipers
118-inch wheelbase
(Station Wagons 122-inch)
16-inch wiper blades
Dual headlights
Directional signals
Foam front seat cushion
Right and left sun visors
Front door arm rests
Dual horns
Safety-Rim wheels
Oriflow shock absorbers
Self-locking trunk lid
Safety-Guard door latches
35.6 cu.ft. trunk

CORRECTION NOTICE

In accordance with our policy of continual improvement in design and manufacture, refinements in equipment of certain 1959 Plymouth models have been accomplished since this catalog was printed.

To further enhance the beauty and value of all *Sport Fury*, *Fury* and *Sport Suburban* models, a gleaming sill molding will now be standard equipment. This sill molding is not shown in illustrations or specifications of these models in this catalog.

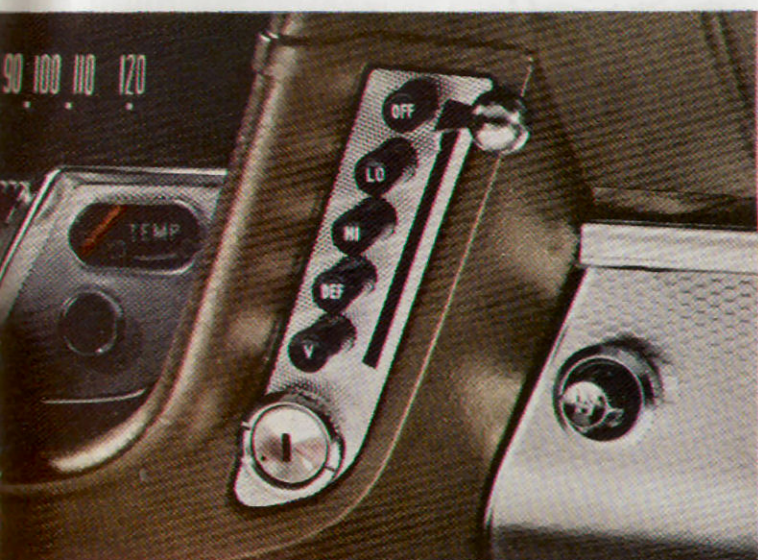
Also, the sparkling anodized aluminum Sportone trim, already standard on all *Sport Fury* models, will now be standard equipment on all *Fury* and *Sport Suburban* models as well.

To increase the initial economy of all *Savoy* models the front door arm rests, the right-hand sun visor, and the foam front seat cushion will now be available as optional equipment. Thus the listing on page 16 of these three items as standard equipment is incorrect as pertaining to *Savoy* models.

PLYMOUTH DIVISION
October 13, 1958

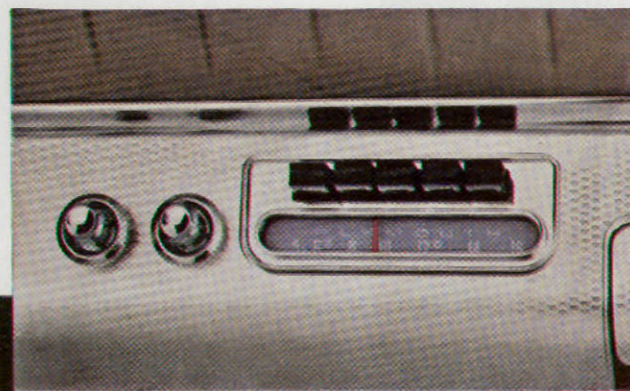


these comfort and convenience options at small extra cost



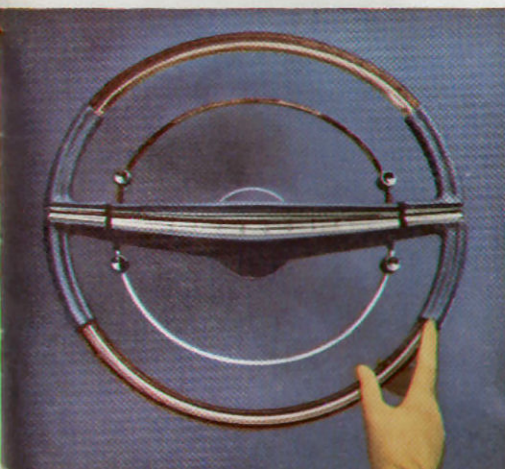
PUSH-BUTTON COMFORT CONTROLS, located just to the right of the steering wheel, regulate ventilation, windshield defrosting, car heating, and optional Airtemp Air Conditioning. New for '59 is Plymouth's optional *Instant Heater* that starts delivering hot air in just 30 seconds! Panel with Push-Button controls for PowerFlite or TorqueFlite automatic transmission is located at left of steering wheel, within easy fingertip reach.

MIRROR-MATIC electronic rear-view mirror automatically dims glare from headlights of cars following behind you.



TRANSISTORIZED RADIO, with Push-Button controls, has a rich, lifelike tone. Manual tuning knob and volume control is at right; at left is the on-off switch and new tone control knob.

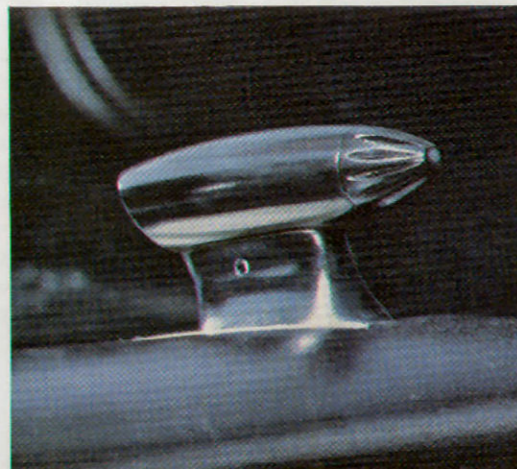
POWER STEERING, the Constant-Control, Full-Time type, reduces fatigue on long drives, makes hard parking easy.



POWER PEDAL operating Plymouth's Total-Contact Brakes, gives you faster, smoother, more positive stopping with minimum foot pressure.

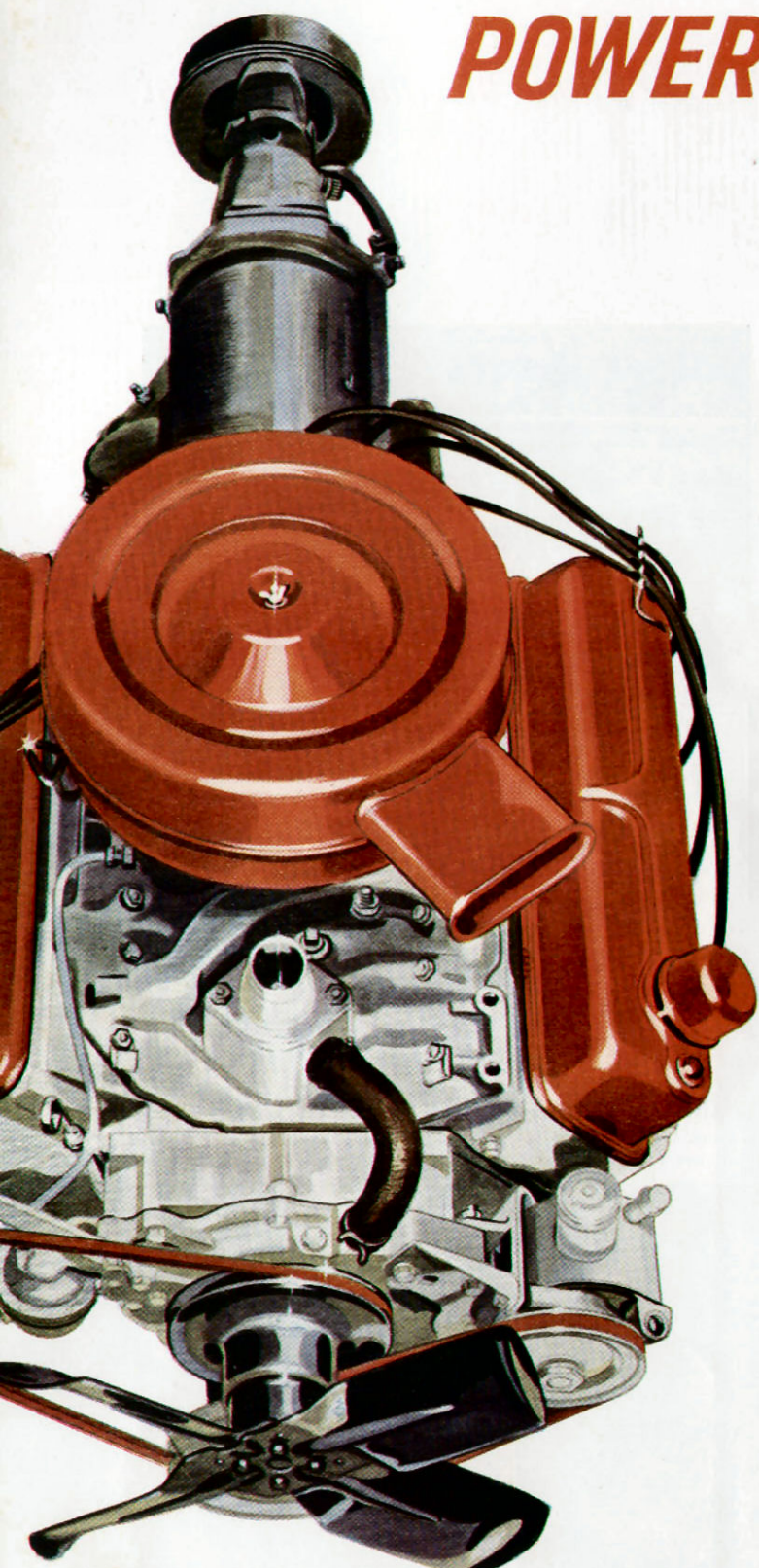


AUTOMATIC BEAM CHANGER low-beams your headlights for oncoming cars; also dims to prevent glare in rear mirrors of cars ahead.



POWER LIFTS raise and lower side windows; finger-tip Power Controls move front seat forward and up, back and down.





POWER *you'll be proud to command!*

NEW GOLDEN COMMANDO 395 (optional at very low cost). 361-cubic-inch displacement, 10-to-1 compression ratio. Delivering 395 ft/lbs. of torque at 3000 RPM, this all-new, advanced-design V-8 engine develops 305 horsepower at 4600 RPM.

FURY V-800 WITH SUPER-PAK is the standard engine in the *Sport Fury*, optional in all other models for very little extra. Dual exhaust system and special 4-barrel carburetor. Develops 260 horsepower at 4400 RPM. Torque 345 ft/lbs. at 2800 RPM.

FURY V-800 is the standard Plymouth V-8 for '59. A high-performance, 230-horsepower engine with 318-inch displacement, it is extremely economical to operate. Twice winner of the famed Mobilgas Economy Run, new refinements make it even more economical!

POWERFLOW 6 has been further refined, and develops 132 horsepower. This famous engine, with 230-inch displacement, is probably the most efficient, economical and most ruggedly dependable power plant of its size ever built.

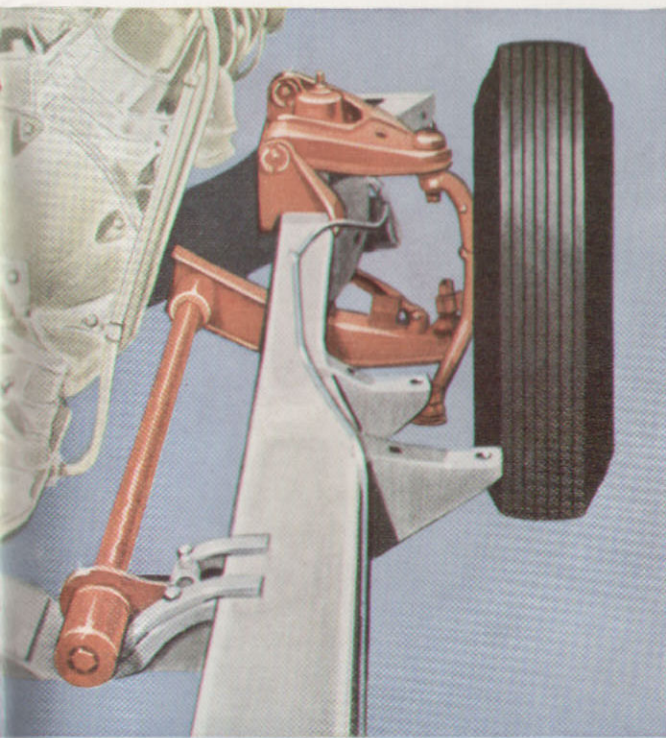
TORQUEFLITE automatic transmission (optional) is Push-Button controlled. Flexible and quiet, this great 3-speed drive uses torque action for automatic shifting. Instantaneous on get-away, it is particularly efficient and economical on hills and in middle speed ranges.

POWERFLITE automatic transmission (optional) employs a simple two-speed automatic shift, with far fewer moving parts than comparable shifts of other makes. Low in price and economical in operation, it has positive mechanical Push-Button controls of *proved* dependability.

PLYMOUTH'S SYNCHRO-SILENT manual transmission is standard on all models. A 3-speed transmission with exceptionally quiet and smooth-meshing gears. Plymouth's Manual is the shift highly favored by experienced automobile performance enthusiasts.

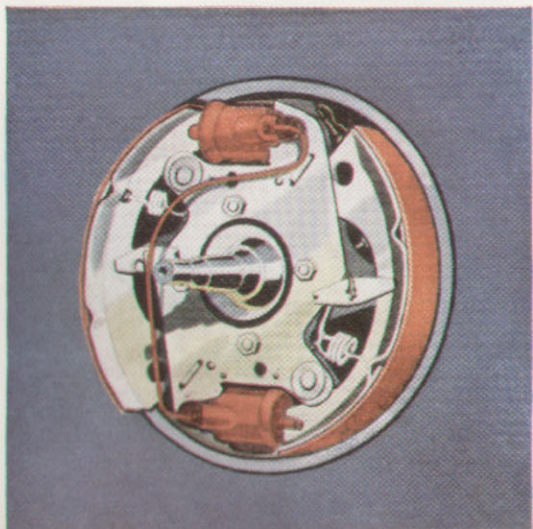
PLYMOUTH OVERDRIVE (optional equipment at minimum additional cost) is a famous gas saver. Coupled with Plymouth's new three-stage economy carburetor, it makes Plymouth one of the most economical full-size automobiles you can drive!

Smoother riding . . . better control



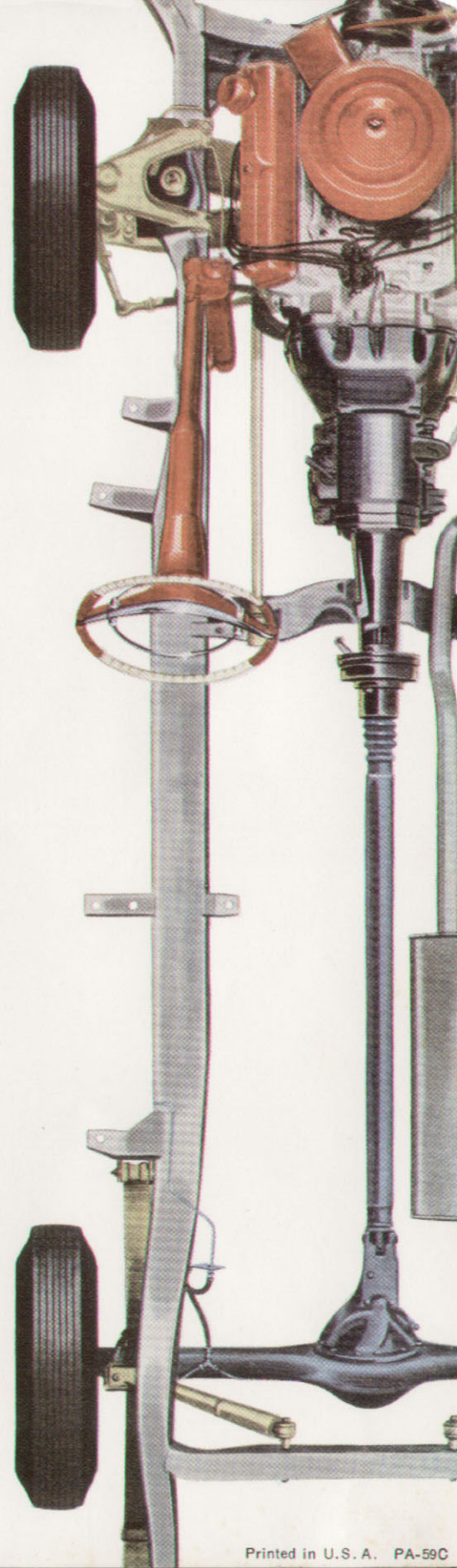
TORSION-AIRE, Plymouth's revolutionary suspension system, is standard equipment on all models of the '59 Plymouth, costs you nothing extra. This remarkable development utilizes front torsion bars, instead of conventional coil springs, to dissipate shock before it reaches the car. In back, outriggered, wide-leaf springs are asymmetrically mounted to provide extra stability, and exclusive Oriflow shock absorbers cushion against road bumps. Your Plymouth handles like a sports car, and its ride is uncanny in its smoothness, regardless of road conditions. There's no roll on curves, nor sway at high speeds. You stop without nose-dive, and corner *level* at all speeds.

TOTAL-CONTACT BRAKES have *two* cylinders in each front brake instead of one, exert pressure evenly over entire braking surface. Require less adjustment; brake linings last much longer. Stop you faster, safer!



CONSTANT LEVEL Torsion-Aire suspension, new optional advance, performs a near miracle of leveling your car. No matter how heavy the load or how it is distributed—no matter how uneven the road surface—air "bellows" at rear wheels *instantly* adjust car level to load and road. Your Plymouth remains on an even keel, handling characteristics are unchanged, ground clearance is maintained and your headlights always point straight ahead.

FOUNDATION of Plymouth's easy, graceful ride is this new arc-welded frame. Double-channel box-section side rails increase chassis strength and rigidity.





PLYMOUTH



STAR OF THE FORWARD LOOK