

FREE SAMPLE

The opening pages of

1957-1961 Plymouth Fury and Belvedere Buyer's Guide

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1957-1961 Plymouth Fury and Belvedere Buyer's Guide

Model Year 1957-1961

Coverage	Fury and Belvedere lines, 1957-1961
Engines	318 poly; Golden Commando 350/361; 383
Body styles	Hardtop, convertible (1959+), sedan, wagon
Key check	Series-code authentication; rust; gold trim
Market note	Clones are common — the VIN settles it

Every specification in this guide was checked against factory literature, marque references, period road tests, and documented survivor cars. Where sources disagree or the record is silent, this guide says so rather than guessing.

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Inside This Guide

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Chapter 1 - Why Buy a Forward-Look Plymouth

Virgil Exner's Forward Look made the 1957-61 Plymouth the most dramatically styled low-price car of its era — and the Fury, in white and gold, its halo. These cars deliver fins, pushbutton TorqueFlite, torsion-bar suspension, and genuine V8 performance at prices well below the Chevrolet and Ford equivalents, with a Mopar parts network that punches above the cars' prices. The catch, stated up front: Forward Look Plymouths are among the rust-prone significant American cars ever built, and the gold trim that makes a Fury a Fury is among the hardest brightwork in the hobby to restore.

This guide covers the Fury and Belvedere lines from 1957 through 1961: the limited-edition 1957-58 Furys, the 1959 full-line Fury and Sport Fury, and the 1960-61 Belvedere/Fury/Sport Fury range. The buying doctrine: authenticate the series, inspect the structure with pessimism, inventory the gold trim piece by piece, and never pay Fury money for a Belvedere in costume.

Chapter 2 - Model Guide 1957-1959

Year	Model	Built	Notes
1957	Fury (Belvedere sub-series)	7,438	Sand Dune White only; 318/290 hp
1958	Fury (Belvedere sub-series)	5,303	Golden Commando 350 option
1959	Sport Fury coupe	17,867	Top line; swivel buckets
1959	Sport Fury convertible	5,990	First open Fury
1959	Fury (full line)	~65,250	Above Belvedere
1959	Belvedere	volume	Mid-line; the clone donor



The 1957-58 Fury is a limited-edition Belvedere sub-series: two-door hardtop only, white and gold only, special interior, dual-quad 318 standard in '57-58 Fury tune. The 1959 reorganization makes the Fury a full line above the Belvedere with the Sport Fury as the new top line — coupe and convertible, swivel buckets standard, 361 Golden Commando optional. Buy the limited-edition cars for collectibility, the Sport Fury convertible for the open-air Forward Look, and the Belvedere for value — but never confuse one for another at the negotiating table.

Chapter 3 - Model Guide 1960-1961

1960 brings unitized body construction and a full restyle to the Plymouth line; the Belvedere, Fury, and Sport Fury continue with 318 and 361 power. 1961 pares the fins back in the famous 'plucked chicken' restyle, with 318, 361, and 383 engines. These are the value years of the Forward Look: the styling is less iconic than 1957-58, the market knows it, and solid drivers trade at prices that leave budget for the inevitable metalwork.

Buying notes: the 1960 unitized body changes the structural inspection (no separate frame — the body is the structure, like the later Mopars). Trim is one-year-only in both years; verify by year. The 1961's reduced fins mean less fin-base rust but the same floor and rocker story as every Forward Look car. These years make excellent drivers once sorted — buy structure, as always.

Chapter 4 - Engine Guide

Engine	Years	Rating	Notes
303 poly	1956 Fury	240 hp	First-year Fury engine
318 poly	1957-61	225-290 hp	Dual-quad 290 hp in Fury tune
350 Golden Commando	1958	305 hp (315 FI)	B-series wedge; FI vanishingly rare
361 Golden Commando	1959-61	305 hp	Optional across the line
383	1961	various	Late big-block option

The poly 318 is the workhorse: torquey, durable, and rebuildable with reasonable parts support. The Golden Commando wedge shares architecture with the later B-series big-blocks, so internal parts are available — the Fury-specific dual-quad setups are the valuable pieces, verified by casting number. A tired engine is a budget line, not a dealbreaker; a wrong engine presented as correct is a negotiation weapon. The 1958 fuel-injection option: treat every claim as a dual-quad car with a story unless the documentation is extraordinary.

Chapter 5 - Value Hierarchy

- **1958 Golden Commando Fury** — the fastest and rarest of the limited-edition cars.
- **1957 Fury** — the definitive Forward Look halo car.
- **1958 318 Fury** — the quad-lamp limited edition.
- **1959 Sport Fury convertible** — the first open Fury.
- **1959 Sport Fury coupe**, then **1959 Fury** by body and condition.
- **1960-61 Fury and Belvedere** — condition over year; the value play.
- **Sedans and wagons** — always the affordable entry, always priced accordingly.

Within every tier, completeness dominates: gold trim present and straight, correct engine, working pushbuttons, solid structure. A #2 Belvedere hardtop is worth more than a #4 '57 Fury missing its gold trim — and the trim hunt to close that gap costs more than the spread. Convertibles lead; documentation adds real money on the