

FREE SAMPLE

The opening pages of

1958 Chrysler 300 Letter Series Restoration Guide

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Factory-Correct Restoration Reference

1958 Chrysler 300 Letter Series Restoration Guide

Model Years 1958

Model year	1958
Letter designation	300D
Engine	392 cu in FirePower Hemi V8
Output	380 hp (390 hp fuel-injected, 35 cars)
Transmission	3-speed TorqueFlite automatic; 3-speed manual
Production	809 total (618 hardtops; 191 convertibles)

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

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How This Guide Works

This is a **single-year restoration** guide for the 1958 Chrysler 300 Letter Series - one model year, given its own guide because the year changes are the restoration: specifications, finishes and procedures that differ from the year before and the year after are called out in the 1958 Register below, and shared platform material is labeled as shared. Chrysler 300 Club International letter-car specification table; Chrysler factory shop manuals 1955-1961; Hagerty marque model histories; period road-test references (Motor Trend).

Scope. This guide covers the 1958 Chrysler 300 Letter Series as built. Neighboring years appear only where a change boundary must be drawn - a part or procedure belonging to another year is named as such, never silently applied to this one.

Platform Snapshot

Fact	Detail
Model year	1958
Engine (standard)	392 cu in FirePower Hemi V8
Output	380 hp (390 hp fuel-injected, 35 cars)
Transmission	3-speed TorqueFlite automatic; 3-speed manual
Chassis	Body-on-frame; Torsion-Aire torsion-bar front suspension
Original list price	\$5,173 hardtop; \$5,603 convertible
Production	809 total (618 hardtops; 191 convertibles)

The 1958 Register - What Makes a 1958 a 1958

- The LAST Hemi letter car: after 1958 the FirePower Hemi leaves the 300 for good. A 1959-up letter car with a Hemi has had an engine swap.
- Thirty-five cars were built with the Bendix Electrojector electronic fuel injection at 390 hp. The system proved unreliable in service; the factory recalled the cars and retrofitted dual four-barrel carburetors. Original injection cars carried a special rear-fender badge with 'fuel injection' script.
- Production fell to 809 in the recession year - the scarcest letter year of this span after 1959.
- Auto-Pilot cruise control and the full New Yorker luxury equipment list (leather, power steering, brakes, windows and seat, Airtemp air conditioning) were part of the 300D specification.

Engines - the 1958 Specification

Engine	Output	Notes
392 FirePower Hemi V8	380 hp	Standard; dual four-barrel carburetors
392 FirePower Hemi V8 (Electrojector)	390 hp	Bendix electronic fuel injection; 35 built; factory-recalled and retrofitted to carburetors

Judge an Electrojector claim on paperwork, not hardware: because the factory itself converted the cars back, a carbureted 300D can still be a genuine original injection car. The badge and documentation carry the claim.

The 380-hp rating is a 300D-only tune of the 392 - do not carry the 1957 375-hp figure onto a 1958 build sheet.



Year-Correct Procedures

If an Electrojector system survives on a car, treat it as a museum artifact: the period failure mode was the primitive electronic control unit, and the factory fix was carburetor conversion. Document before disturbing anything.

All other engine, TorqueFlite and Torsion-Aire service follows the 1958 Chrysler shop manual.

Finishes and Trim - 1958 Only

- Exterior colors: Raven Black, Aztec Turquoise, Mesa Tan, Tahitian Coral, Matador Red and Ermine White. Tan leather standard.
- Injection cars: rear-fender 300D badge plus 'fuel injection' script - the only year that script is factory.

Restoration Sequence Notes

- Photograph and record the car's tags, casting numbers and as-found trim before teardown - on a single-year restoration the as-found evidence is what the finished car is judged against.
- Verify every year-locked item in the 1958 Register before ordering parts; the commonest defect in this model's restorations is a neighboring year's part fitted without malice and without record.
- Keep a build file: sources consulted, measurements taken, and every substitution made, however small.

Recommended for this restoration

Shop exact-fit supplies on Amazon

- Chrysler 300 letter series hemi engine rebuild gasket set
- 1955-1961 Chrysler 300 weatherstrip kit
- Chrysler cross ram intake gasket set

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Sources Consulted

Chrysler 300 Club International letter-car specification table; Chrysler factory shop manuals 1955-1961; Hagerty marque model histories; period road-test references (Motor Trend). Where sources disagreed, the disagreement is recorded in this guide's corrections file and the disputed figure is not asserted.

Thank you for restoring a 1958 Chrysler 300 Letter Series the way it was built - one year at a time. - RestorationEssentials