

FREE SAMPLE

The opening pages of

1959 Plymouth Fury Restoration Guide

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Factory-Correct Restoration Reference

1959 Plymouth Fury Restoration Guide

Model Years 1959

Model year	1959
Engine	318 cu in V8 (Fury) / 318 or 361 Golden Commando (Sport Fury)
Output	230 hp Fury; 260 hp Sport Fury; 305 hp Golden Commando
Transmission	3-speed manual or pushbutton TorqueFlite automatic
Production	Fury line 65,250+; Sport Fury 17,867 hardtops and 5,990 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 1959 Plymouth Fury - 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 1959 Register below, and shared platform material is labeled as shared. Plymouth factory shop manuals 1957-1959; Hagerty Fury model histories; marque references on the Golden Commando and Bendix injection recall.

Scope. This guide covers the 1959 Plymouth Fury 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	1959
Engine (standard)	318 cu in V8 (Fury) / 318 or 361 Golden Commando (Sport Fury)
Output	230 hp Fury; 260 hp Sport Fury; 305 hp Golden Commando
Transmission	3-speed manual or pushbutton TorqueFlite automatic
Chassis	Body-on-frame (reskinned 1957-58 shell); Torsion-Aire front suspension
Original list price	Fury: second-from-top line; Sport Fury: flagship
Production	Fury line 65,250+; Sport Fury 17,867 hardtops and 5,990 convertibles

The 1959 Register - What Makes a 1959 a 1959

- The meaning of the name CHANGES this year - read this first. For 1959, 'Fury' stops being one limited hardtop and becomes a full model line (hardtop coupe, four-door sedan, four-door hardtop and wagons) sitting above the Belvedere. The limited flagship role moves to a NEW name: Sport Fury, offered only as a two-door hardtop and convertible.
- A 1959 Fury sedan or wagon is a genuine Fury - and it is not the same car, market or restoration as a 1957-58 Fury. A 1959 Sport Fury is the halo car's successor. This guide keeps the two lines separate in every table.
- The 1959 body is a reskin of the 1957-58 shell: stylish, recognizably Forward Look, but not an all-new structure - panel and glass interchange follows the reskin, not the styling.
- Sport Fury standard equipment includes swivel bucket seats - the year's signature interior feature.
- The 350 Golden Commando is gone; its bored-out successor is the 361, offered in the Sport Fury at 305 hp with carburetors only - the fuel-injection experiment does not return.



Engines - the 1959 Specification

Engine	Output	Notes
318 V8 (Fury line)	230 hp	Standard Fury engine for 1959
318 V8 (Sport Fury)	260 hp	Standard Sport Fury engine
361 Golden Commando V8 (Sport Fury option)	305 hp	Bored-out successor to the 350; carbureted only

Three ratings, three different cars' build sheets: 230 hp (Fury), 260 hp (Sport Fury 318) and 305 hp (Sport Fury 361 Golden Commando). The dual four-barrel 318 of 1957-58 was dropped for 1959 - its presence under a 1959 hood is a swap, however period it looks.

Torque, not just horsepower, is the 361's story: the marque record notes the 305-hp 361 out-torques the 350 it replaced.

Year-Correct Procedures

Identify the line FIRST (Fury vs Sport Fury) from the series badging and body style, then open the correct specification tables - 1959 is the year a generic 'Fury' parts order starts being wrong.

Sport Fury swivel seats: service the swivel mechanism and its stops as part of interior work; fixed-seat hardware is not a substitute.

Finishes and Trim - 1959 Only

- The single-color rule is DEAD: 1959 Furys wear the full Plymouth color line, in Fury-line and Sport Fury trim specifications respectively. Restoring a 1959 car to 'the Fury color' is restoring a rule that ended in 1958.
- Sport Fury identification is its own badging and trim specification - do not dress a Fury-line car in Sport Fury trim and call it original.

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 1959 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

- Plymouth 318 361 V8 engine rebuild gasket set
- 1957-1959 Plymouth weatherstrip kit
- Plymouth Golden Commando dual quad intake gasket

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