

FREE SAMPLE

The opening pages of

1960 Chrysler 300 Letter Series Restoration Guide

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Factory-Correct Restoration Reference

1960 Chrysler 300 Letter Series Restoration Guide

Model Years 1960

Model year	1960
Letter designation	300F
Engine	413 cu in Golden Lion wedge V8, cross-ram
Output	375 hp (400 hp short-ram special)
Transmission	3-speed TorqueFlite automatic; Pont-a-Mousson 4-speed manual (specials)
Production	1,217 total (969 hardtops; 248 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 1960 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 1960 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 1960 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	1960
Engine (standard)	413 cu in Golden Lion wedge V8, cross-ram
Output	375 hp (400 hp short-ram special)
Transmission	3-speed TorqueFlite automatic; Pont-a-Mousson 4-speed manual (specials)
Chassis	Unibody (first year); Torsion-Aire front suspension
Original list price	\$5,411 hardtop; \$5,841 convertible
Production	1,217 total (969 hardtops; 248 convertibles)

The 1960 Register - What Makes a 1960 a 1960

- The structure break: Chrysler's lightweight unibody replaces the separate frame. Rust and structural inspection on a 300F is unibody inspection - a different map from the 1959 car.
- Cross-ram induction: two 30-inch tuned intake runners criss-cross the engine, each feeding the opposite bank, with carburetors and air cleaners out over the inner fenders. It is standard 300F equipment and the year's signature.
- The 400-hp 'short-ram' competition version (15 cars) paired a 15-inch tuned stack with the French Pont-a-Mousson 4-speed manual - the 'Special Gran Turismo' cars. About four are documented survivors.
- Four individual leather bucket seats with a full-length console, dash to rear seatback - bench seats were no longer available. AstraDome instrument cluster with Panelescent lighting arrives the same year.
- The 'Continental' spare-tire trunk lid is a 1960-only feature, shared with Imperial - it disappears for 1961, so its presence dates a decklid instantly.

Engines - the 1960 Specification

Engine	Output	Notes
413 Golden Lion, long cross-ram	375 hp	Standard; 30-inch tuned runners; dual four-barrel carburetors mounted outboard
413 Golden Lion, short-ram	400 hp	Competition option; 15 built; Pont-a-Mousson 4-speed manual



Long-ram tuning makes its torque low and in the midrange by design - do not 'fix' the power curve with a conventional manifold; the cross-ram IS the correct 300F induction, and its linkage and heat plumbing must be restored as a system.

Carburetors sit over the fender wells, so induction service starts with access and linkage routing unique to this year - photograph the as-found routing before teardown.

Year-Correct Procedures

Unibody structural checks come first: torque boxes, subframe rails and floor pans carry the loads a frame used to. The 1960 shop manual's body section is a structural document, not a trim document.

Front swivel seats are now mechanical, driver-initiated only (the door synchronization ended with 1959). Manual-transmission cars shift from the floor - the AstraDome layout leaves no column path.

Finishes and Trim - 1960 Only

- Exterior colors: Formal Black, Toreador Red metallic, Alaskan White and Terra Cotta metallic. Tan leather buckets and full-length console.
- Outward-tilting fins visually separated from the bodysides, and the one-year spare-tire decklid, are the 300F's exterior signatures - both are frequently lost to later-year panels.

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 1960 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.