

FREE SAMPLE

The opening pages of

1960 Dodge Dart Restoration Guide

Read these pages exactly as they appear in the full guide.
Nothing here is rewritten or summarised — it is the product itself,
so you can judge the depth before you spend a dollar.

The full guide: <https://restoreessentials.com/product/RE-GD-1960-DODGE-DART>

RestorationEssentials — instant PDF download after checkout.



RESTORATIONESSENTIALS

1960 Dodge Dart

Factory-Correct Restoration Guide

Key facts at a glance

restorationessentials.polsia.app

Single-year coverage. Factory-correct specifications. No guesswork.

SAMPLE EXCERPT — full guide available at the link on the cover sheet



Manufacturer History

Dodge began in 1900 as the Dodge Brothers Machine Shop, supplying parts — and then complete cars — with a reputation for overbuilt durability. The first Dodge Brothers automobile appeared in 1914, and the brothers' obsession with quality made 'Dependability' the brand's watchword. After both brothers died in 1920, the company was sold to Chrysler in 1928, becoming the corporation's mainstream, slightly sportier division.

Dodge found its performance voice in the 1950s with the Red Ram Hemi V8 and Exner's Forward Look styling, then doubled down in the 1960s: the 1966 Charger invented the fastback muscle car, the Coronet put big-block power in a mid-size package, and the 1968 Super Bee answered Plymouth's Road Runner with Dodge's own budget brawler. The 1969 Charger Daytona and its Plymouth Superbird sibling took the aero wars to NASCAR's fastest tracks.

Like Plymouth, Dodge benefited from Chrysler's deep engineering bench: the LA small-block, B/RB big-block, and 426 Hemi engines; the A833 four-speed and TorqueFlite automatics; the 8-3/4-inch and Dana 60 rear axles; and torsion-bar front suspension that made Mopars handle. Dodge's muscle cars were typically a half-step more upscale than their Plymouth twins, which is why survivors in factory-correct condition are so prized today.

The muscle era ended with the 1971 model year for high compression, and Dodge pivoted to personal luxury (Charger), compacts (Dart, Colt), and eventually the minivan. But the 1967-1971 B-body performance cars — Coronet R/T, Super Bee, and Charger R/T — are cornerstone collector cars, and their restoration is supported by factory documentation, Galen Govier's decoding references, and a mature reproduction market.

2 — Model History

The Dart began in 1960 as a full-size Dodge on a 118-inch wheelbase - Seneca, Pioneer, and Phoenix trim levels - built to give Dodge a lower-priced entry against Ford and Chevrolet. It worked spectacularly: over 323,000 Darts sold in 1960, 87 percent of Dodge's total output. The new 225 Slant Six debuted here, alongside 318, 361, and 383 V8 options.

The 1961 Dart wore reverse fins and a concave grille that buyers rejected, and a midyear aluminum-block 225 option that racers loved. For 1962 Dodge downsized the Dart to a 116-inch-wheelbase mid-size line (Dart, 330, 440, Polara 500) just as Chevrolet kept its full-size - and the 413 Max Wedge versions became dragstrip legends despite the showroom confusion.

In 1963 the Dart name moved to the compact 111-inch-wheelbase A-body, replacing the Lancer. The early A-body Dart (1963-1966) sold on value and the Slant Six's reputation: the 170 and 225 were the only engines for 1963, the 273 V8 joined at midyear 1964, and the Charger 273 four-barrel gave the 1965 GT genuine performance credibility.

Terminology warning that this guide enforces throughout: the 1960-1962 Dart is a full-size/mid-size unit-body car, not the compact A-body the name later meant. Parts, trim, and restoration logic do not cross the 1963 divide - verify the platform before ordering anything.

3 — What Is Unique About This Model Year

1960 is the Dart's first year and its biggest sales year - a full-size car on a 118-inch wheelbase with unit-body construction, Chrysler's torsion-bar front suspension, and the debut of the 225 Slant Six.

The Slant Six was the engineering headline: inclined 30 degrees for a lower hood line, with a reputation for durability that became Mopar folklore. The V8 ladder ran from the 318 two-barrel through the 361 to the 383, with Ram Induction on the hottest 383s.

Transmissions spanned the era's full menu: three-speed manual, overdrive, two-speed PowerFlite, and three-speed TorqueFlite with pushbutton control.



are full-size cars - verify every part against full-size application, never against the later compact Dart. The 1960-1962 cars share more with the full-size Dodge line than with any later Dart.

Year-to-year changes

- Dart introduced as a full-size Dodge (118-inch wheelbase): Seneca/Pioneer/Phoenix
- 225 Slant Six debuts; 318/361/383 V8 ladder
- 323,000+ sold - 87% of Dodge's output
- Pushbutton TorqueFlite among four transmission choices

4 — VIN Decoding

1960-1962 Chrysler VINs used a shorter format than the 1966-up 13-digit VIN. The positional logic is the same - series, body style, engine, model year, assembly plant, sequence - but the digit count and code letters differ.

Decode a 1960 Dart VIN against the 1960 Dodge factory service manual or Chrysler Historical documentation. Do not apply 1966-up VIN charts to a 1960 car - the formats are not interchangeable.

The cowl/body plates and the VIN plate must agree with each other and with the title. Hidden VIN stampings on the body confirm the plate.

5 — Cowl / Fender-Tag Decoding

1960 body plates carry paint, trim, and build information in Chrysler's early-1960s format - simpler than the later IBM-card fender tags.

Paint and trim codes decode against the 1960 Dodge charts. The build date should fall within the 1960 model year; date-coded components cluster before it.

Reproduction plates exist for early Mopars - compare font, stamping depth, and attachment against survivor-car photos before accepting or condemning.

6 — Engines

Factory engine lineup

Engine

Compression

Horsepower

Torque

225 Slant Six

8.2:1

145 hp

215 lb-ft

318 2-barrel (A-series)

9.0:1

230 hp

340 lb-ft

361 4-barrel

10.0:1

295 hp

390 lb-ft

383 4-barrel

10.0:1

325/330 hp

445 lb-ft

225 Slant Six 225 cu in — bore 3.40 in × stroke 4.125 in, 8.2:1 compression, 145 hp, 215 lb-ft, 1bbl. Engine