

FREE SAMPLE

The opening pages of

1957 Plymouth Fury Restoration Guide

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Factory-Correct Restoration Reference

1957 Plymouth Fury Restoration Guide

Model Years 1957

Model year	1957
Engine	318 cu in V8, dual four-barrel (V-800 Dual Fury)
Output	290 hp
Transmission	3-speed manual or pushbutton TorqueFlite automatic
Production	Limited production; single body style (see register)

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 1957 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 1957 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 1957 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	1957
Engine (standard)	318 cu in V8, dual four-barrel (V-800 Dual Fury)
Output	290 hp
Transmission	3-speed manual or pushbutton TorqueFlite automatic
Chassis	Body-on-frame; new Torsion-Aire torsion-bar front suspension
Original list price	Premium-priced halo model above Belvedere
Production	Limited production; single body style (see register)

The 1957 Register - What Makes a 1957 a 1957

- What a 1957 Fury IS: a limited-production sub-series of the Belvedere, sold ONLY as a two-door hardtop, ONLY in Sandstone White, with gold anodized aluminum side trim. Any other body style or color wearing Fury badges is not a 1957 Fury.
- The Forward Look restyle makes the 1957 car longer and wider with the tall vertical tailfins - and the Fury wears the full treatment as Plymouth's showroom halo.
- Torsion-Aire torsion-bar front suspension replaces coil springs for 1957 across Chrysler Corporation - the Fury's front-end parts and ride-height procedure are torsion-bar practice, not coil practice.
- Fury equipment is specific: special interior, bumper wing guards and the dual four-barrel 318 as standard - the engine is part of the model definition, not an option box.
- Period honesty note (factory record): the rushed 1957 launch hurt build quality across Chrysler's lines. A restorer should expect - and check for - the era's panel-fit and sealing issues rather than assuming them away.

Engines - the 1957 Specification

Engine	Output	Notes
318 V8 Dual Fury (V-800)	290 hp	Standard Fury engine; twin four-barrel carburetors

The Fury's 318 is the dual-quad 'Dual Fury' tune at 290 hp - the same engine family as the single-carburetor Plymouth 318s, but the induction and rating are Fury specification. A 1957 Fury with a two-barrel 318 is missing its defining engine equipment.

Set up the dual four-barrels as a pair to the 1957 manual; the linkage and synchronized operation are the service point.



Year-Correct Procedures

Torsion-bar ride height is set at the adjusters before alignment - the same discipline as the rest of the 1957 Chrysler line, and different from the coil-spring 1956 cars.

Gold anodized trim is anodized aluminum, not gold paint and not chrome: refinish it as anodizing or replace it with correct reproduction trim - polishing through it destroys the finish the year is identified by.

Finishes and Trim - 1957 Only

- Exterior: Sandstone White only, with gold anodized aluminum side trim. One color, one trim - that restriction is the 1957 Fury's identity.
- Interior: Fury-specific trim and upholstery specification above the Belvedere line - match the Fury pattern, not a Belvedere interior kit.

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 1957 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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Sources Consulted

Plymouth factory shop manuals 1957-1959; Hagerty Fury model histories; marque references on the Golden Commando and Bendix injection recall. 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 1957 Plymouth Fury the way it was built - one year at a time. - RestorationEssentials