

*De Soto*

DELUXE 6

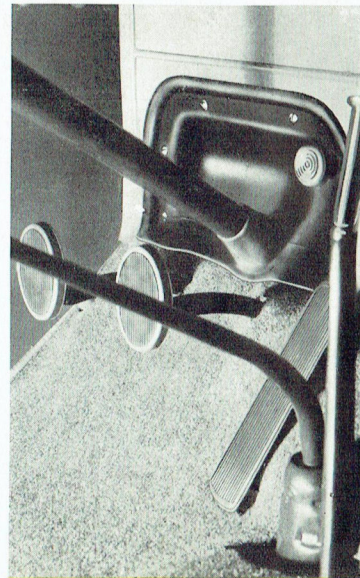
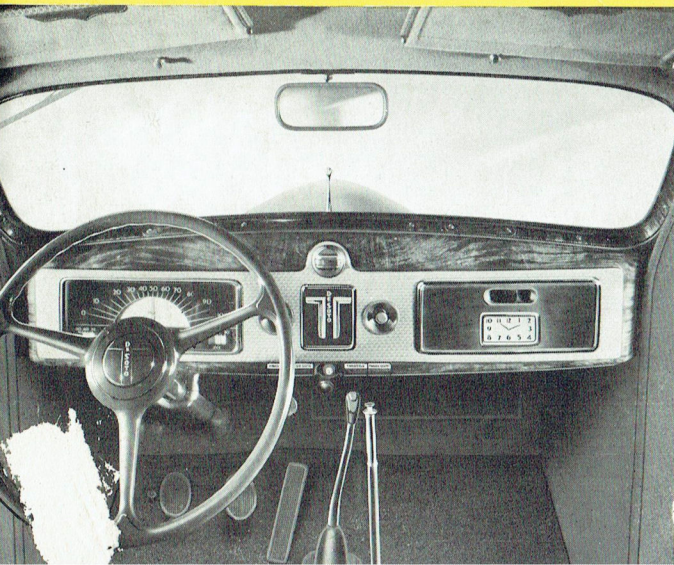


# DE SOTO DELUXE SIX

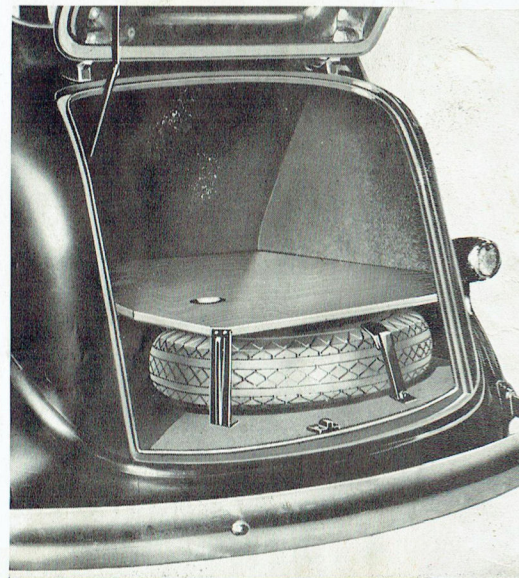
*The World's Ultra-Smart Motor Car*



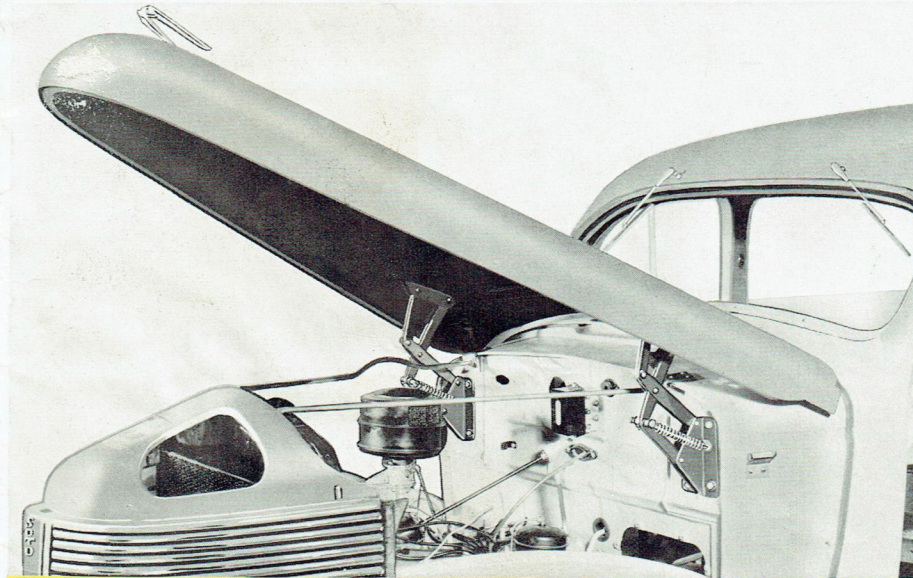
(Above) . . . The tool kits are unusually attractive and complete, with zipper-type fasteners and strong handles. (Below) . . . The distinctive Instrument Panels are a new triumph of beauty and utility.



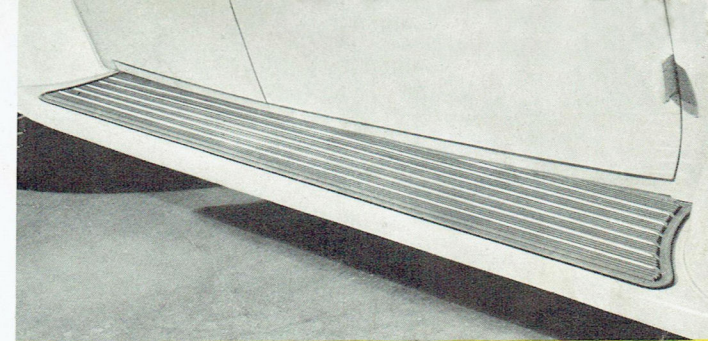
Recessed toe boards permit any driver to fully depress the clutch pedal, avoiding the clashing of gears.



The spare wheel and tire are carried in the spacious rear compartments of the Sedans and in the built-in trunks of the Touring Sedans, allowing much space for luggage.



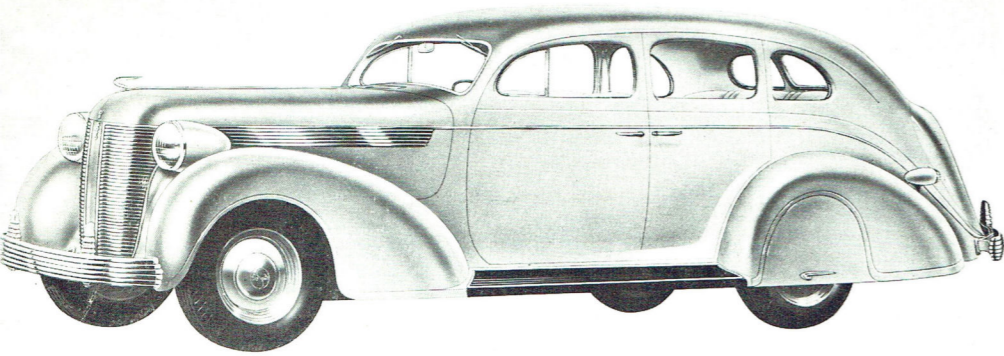
Hinged at the cowl, the front-opening hood of the DeSoto DeLuxe Six is held securely by non-collapsible brackets. Hood side panels having inside hook fasteners are removable when full access to the engine is desired. The hood ornament operates a latch that fastens the hood securely when lowered.



(Above) . . . Every detail of the graceful all-steel body, fenders and running board reflects the handiwork of master designers. (Below) . . . The one-piece seamless steel top extends from cowl to rear panel in unbroken contours.

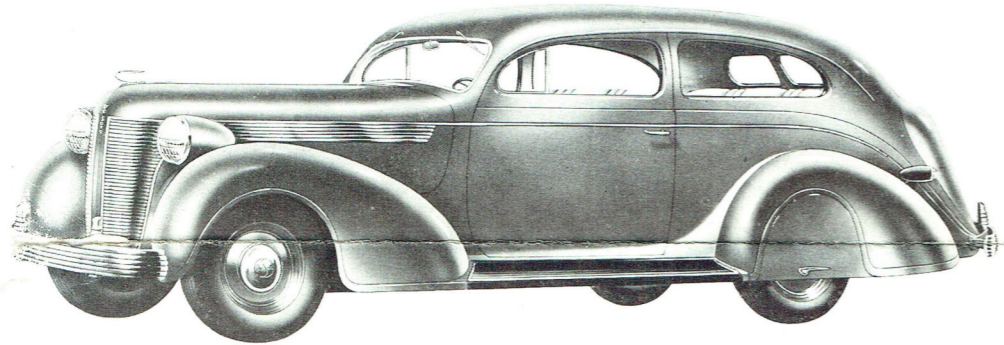
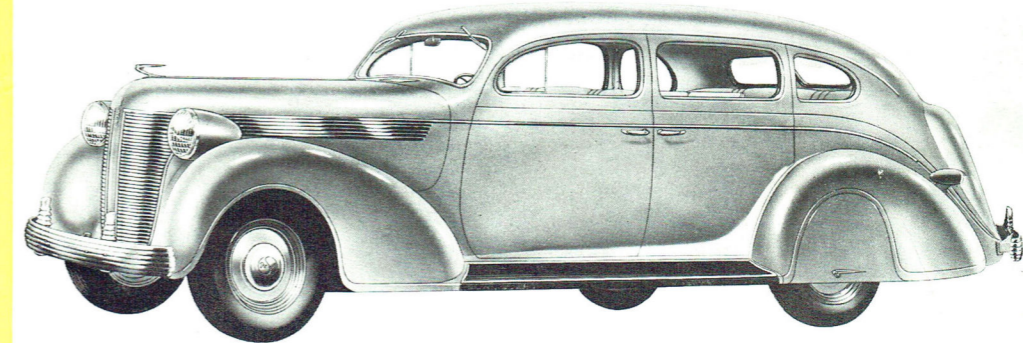


# NO OTHER CAR IN THE WORLD CAN EQUAL THIS STYLE



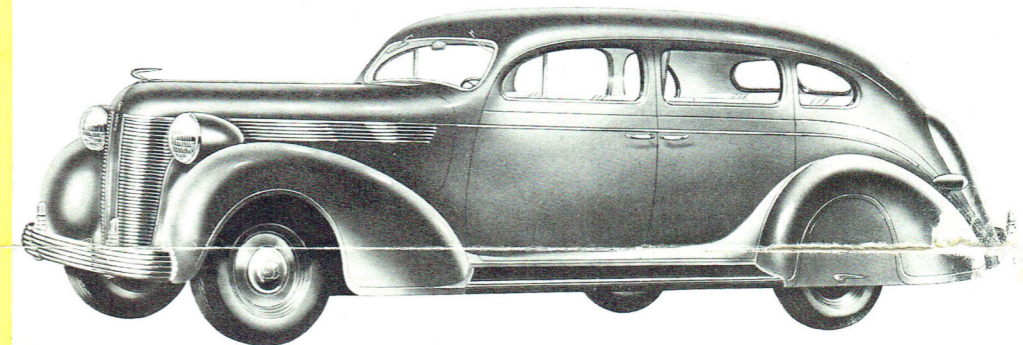
**FOUR - DOOR  
TOURING SEDAN**  
Dynamic action-line contours impart a feeling of swift, unretarded movement. A distinct departure from the commonplace in style.

**SEVEN - PLACE  
SEDAN**  
Imparting a new abundance to modern motoring life. The ultimate in comfort. Nine persons of average size can ride in comfort.



**TWO - DOOR  
TOURING SEDAN**  
Vibrant and alive with a distinguishing style. Luxuriously spacious. New and extremely interesting in treatment both inside and out.

**SEVEN - PLACE  
SEDAN with PARTITION**  
Contributing an exhilarating aura of motoring luxury that commands admiration. Extremely spacious throughout.

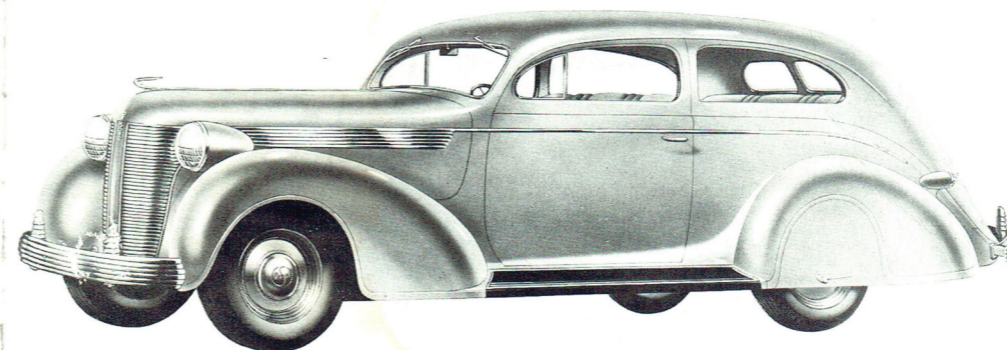
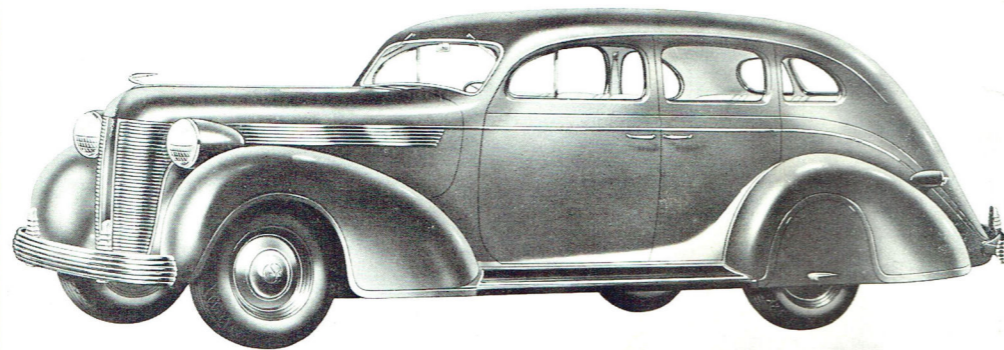


## DeSoto

Each of the ten body types of the 1937 line of DeSoto DeLuxe Six motor cars is an aggressive leader. Each represents the latest development in automotive engineering and styling and each has been built and designed to best serve individual preferences.

**FOUR - DOOR  
SEDAN**

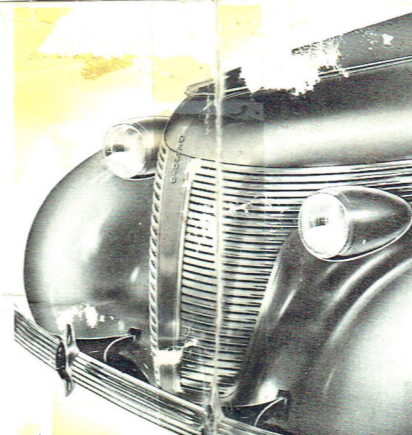
Rich in contours of flawless, modern beauty denoting unchallenged style leadership. Striking in every dynamic line.



**TWO - DOOR  
SEDAN**

Eager in appearance, instantly responsive in performance, a joy to drive. Practical advantages blend perfectly with the beautiful.

The New DeSoto DeLuxe Six for 1937 is the world's ultra-smart motor car! Smart in new, aerodynamic appearance . . . smart in luxury of interiors and appointments . . . smart in comfort, roominess and performance. The safety-steel body with the new, seamless, Super-Safety Steel "Unitop" is of more generous proportions throughout. The DeSoto body is five inches wider at the dash and three inches wider at the rear. This brings full, comfortable, six-place capacity to all sedans. The motor has been set



forward six inches, bringing extra leg room to passengers and providing even better weight distribution. Unique engineering changes have made it possible to eliminate the tunnel on the floor of the rear compartment. Greater luggage space has been provided by the increased width of the body and by mounting the spare tire on the extreme right side of the luggage compartment. No detail has been overlooked to bring you the latest developments in motor car luxury, comfort, roominess and performance.

# D E S O T O D E L U X E S I X

## Specifications

**SUSPENSION**—Front, individually-sprung wheels with coil springs.

**AXLE**—Rear, semi-floating type with hypoid gears. Ratio 4.1:1; 4.3:1 with overdrive. Seven-Place Sedans 4.3:1.

**BODY**—Safety-steel construction with one-piece, seamless steel top. Safety glass standard throughout. Swing type ventilating windows in all closed body types.

**BRAKES**—Service, DeSoto four-wheel, equal action, hydraulic, internal banding, with Centrifuge brake drums. Stepped wheel cylinders to give dualized braking action in front and rear brake shoes.

**WHAKE**—Parking, operates on drive shaft. Cast-iron drum.

**CAMSHAFT**—Supported on four bearings and driven by a silent chain.

**CLUTCH**—Ventilated single dry plate type. Torsion springs in clutch disc cushion the flow of power. Ball bearing release.

**COOLING SYSTEM**—Full-length water jackets and water-distributing tube in combination with the by-pass thermostat and centrifugal pump give a uniform temperature throughout the engine. This contributes to long engine life, greater fuel mileage and greater oil economy. Cooling system capacity, 5 gallons.

**CRANKSHAFT**—Supported on four babbit-lined steel main bearings. Balanced and counterweighted. Impulse neutralizer on front end.

**ENGINE**—Six-cylinder L-head type with Floating Power engine mountings. Bore,  $3\frac{3}{4}$ " (85.73 mm.); stroke,  $4\frac{1}{4}$ " (107.95 mm.); A. M. A. horsepower, 27.34; piston displacement, 3.74 liters; maximum brake horsepower, 93 at 3600 r.p.m. Compression ratio, 6.5:1. Cast-iron cylinder head standard equipment. Firing order 1-5-3-6-2-4.

**ENGINE LUBRICATION**—Full pressure to all crankshaft, connecting rod, and camshaft bearings. All other working parts lubricated by positive spray under pressure from small metered hole in each connecting rod bearing, also from crankshaft and camshaft. Timing chain lubricated by direct oil leads. Oil capacity, 6 quarts (5.67 liters).

**ELECTRICAL SYSTEM**—Air-cooled generator with voltage limit control.

Distributor, automatic advance with vacuum control. Starter, six-volt. Battery, six-volt, 105 ampere-hour capacity.

**FRAME**—Double-drop, X-girder type with box section channels, frame channels  $5\frac{1}{2}$ " deep. Side channels follow contour of body.

**FUEL SYSTEM**—Carburetor, plain tube downdraft type, equipped with accelerator pump, oil-bath type aircleaner and intake silencer. Automatic choke, automatic idling control and automatic manifold heat control. Fuel pump, driven from camshaft, equipped with visible sediment trap. Fuel tank capacity,  $16\frac{1}{2}$  gallons with water collecting sump.

**PISTONS**—Anodic-coated aluminum alloy U-slot type. Four rings per piston, two oil control and two compression.

**PROPELLER SHAFT**—Tubular with roller bearing universal joints. Hotchkiss drive, in which rear springs take driving torque.

**SHOCK ABSORBERS**—Hydraulic, direct, double action front and rear.

**SPRINGS**—Front, coil. Rear, Arnola, tapered leaf semi-elliptic. Rubber-cored shackles on the inner ends of the rear springs and silent threaded U-type on the outer ends. Metal covers on rear springs. Ride stabilizer on front end. Direct, double-acting shock absorbers.

**STEERING**—Shockless, center controlled steering. Worm-and-roller steering gear with ratio of 18.2 to 1.

**TIRES**—6.00 x 16 Airwheel, nonskid tread. 6.50 x 16 on Seven-Place Sedans.

**TRANSMISSION**—Synchro-Silent type with quiet helical gears throughout. Overdrive transmission available at extra cost.

**VENTILATION**—Special draftless ventilation system, front and rear. Cowl ventilator.

**WHEELS**—Five, steel disc, 4.25 x 16, (4.50 x 16 on Seven-Place Sedans).

**WHEELBASE**—116"; Seven-Place Sedans, 133".

**NOTE: ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE AND WITHOUT RESPONSIBILITY TO THE CHRYSLER CORPORATION, EXPORT DIVISION.**

**CHRYSLER CORPORATION . . . EXPORT DIVISION**

**Detroit, Michigan, U. S. A.**

Code: YAJOH

**ERRATA: MODELS AVAILABLE: 4 DOOR TOURING SEDAN, and UNIVERSAL COUPE.**

**FUEL TANK CAPACITY: 13½ Imp. Gallons. SPRINGS: Special Australian made with leaves tapered at ends. Metal Spring Covers on Rear. TIRES: Five 16 x 6.25 6 ply. REAR WHEEL SHIELDS: Not available.**

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