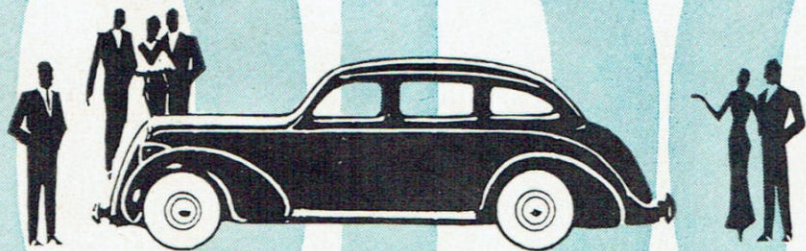


DOODLES



6

S P E C I F I C A T I O N S

DODGE

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

COMPRESSION RATIO: 6.7 to 1. OVERDRIVE: Not available. SPRINGS: Special Australian made with leaves tapered at ends. Metal Spring Covers. TIRES: Five 6.00 x 16. [3.25 x 20. Wheels and 5.25 x 20 Tires not available.] VENTILATION: Windshields are of special watertight non-opening design.

ENGINE—Dodge 6-cylinder, L-head engine, 78 h. p., with Floating Power engine mountings. Bore, $3\frac{1}{8}$ " (79.4 mm.) stroke, $4\frac{3}{8}$ " (111.1 mm.). Piston displacement, 3.3 liters. 6.07 to 1 compression ratio. Automatic manifold heat control. Alloy inserted exhaust valve seats.

CRANKSHAFT—Drop-forged from special high-carbon steel, balanced at rest and in motion. Seven counterweights. Four steel-backed main bearings. Aluminum alloy steel-strut pistons. Four rings in each piston.

CAMSHAFT—Driven by silent chain. Four camshaft bearings.

ENGINE LUBRICATION—Force-feed from gear-type oil pump, to front end drive chain, to main, connecting rod and camshaft bearings. Oil purifier, crank case ventilator.

CHASSIS LUBRICATION—Pressure grease system.

ENGINE COOLING—Water cooling by centrifugal pump. 18", 4-blade fan. Double action thermostatic water control. Water circulation full length of cylinder bores. Valve seats cooled by special water header in cylinder block. Cellular-type radiator.

FUEL SYSTEM—Plain-tube, downdraft carburetor. Aircleaner, oil-bath type combined with intake silencer.

ELECTRICAL SYSTEM—Six-volt battery ignition. Fully automatic spark advance with vacuum control. Ventilated generator. Battery capacity, 90 ampere-hours.

CLUTCH— $9\frac{7}{8}$ " dry, single plate; ventilated, with shock-absorbing center. Ball bearing release. Pilot bearing, Oilite bronze bushing.

TRANSMISSION—Dodge Synchro-Silent constant mesh, easy-shift type. All helical gears. Silent in all speeds, including reverse. Roller bearings in reverse idler gear. (Over-drive available at extra cost.)

FINAL DRIVE—Hotchkiss type. Two and three-quarter inch tubular propeller shaft, statically and dynamically balanced.

FRONT AXLE—Rigid tubular steel (I-beam, Ex-Canada), double-tapered roller bearings at wheels. Very flexible front spring action.

Controlled by direct, double-acting hydraulic shock absorbers and front mounted stabilizer.

REAR AXLE—Hypoid. Ratio 3.9:1. Semi-floating type enclosed in steel-stamped banjo housing. Gears of nickel-chrome vanadium steel. Six roller bearings.

STEERING—Worm and roller, semi-irreversible type.

CHASSIS FRAME—X-type, double drop. Bridge construction.

SPRINGS—Amola, semi-elliptic, mounted outside of frame side channels. Spring leaves tapered at ends to prevent squeaks. Direct, double-acting shock absorbers.

BRAKES—Dodge time-tested hydraulic, 4-wheel, internal expanding self-equalizing, weatherproof. Steel brake drums with cast-iron linings. Separate hand brake on transmission.

SHOCK ABSORBERS—Direct, double-acting, front and rear.

WHEELS—Five demountable, steel disc; 4.00 x 16, drop center rims. (3.25 x 20 available as special equipment.)

TIRES—5.50 x 16, 4-ply nonskid, Airwheel type. (5.25 x 20 available as special equipment.)

WHEELBASE—112".

BODIES—Safety all-steel, with steel top, rustproofed. Insulated against sound, heat and cold. Safety glass windshield.

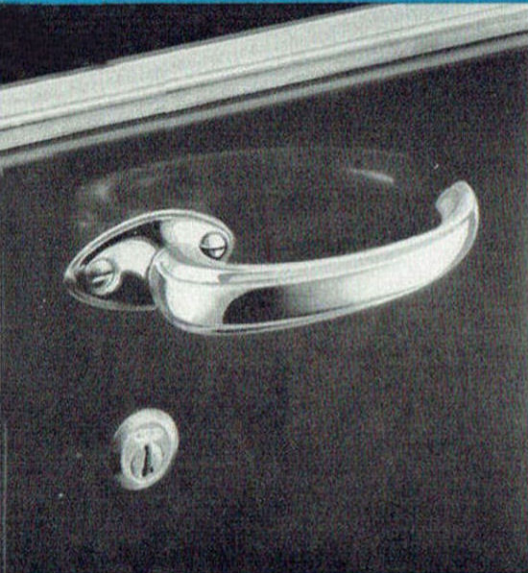
VENTILATION—Ventilating windshield and forward-opening cowl ventilator.

NOTE—Special equipment available at additional cost.

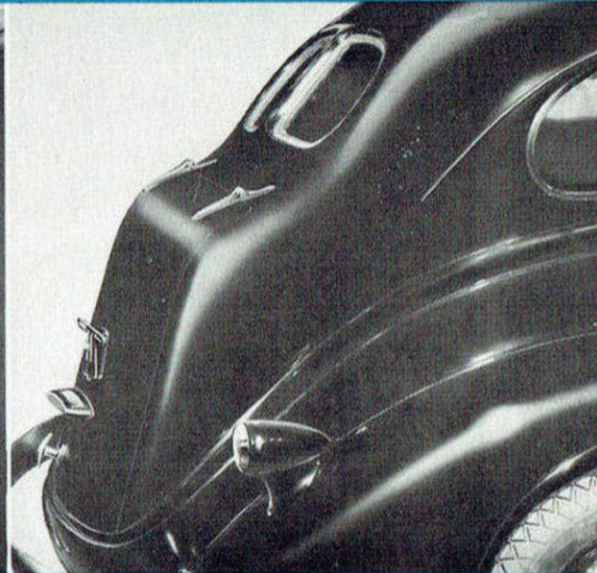
NOTE: ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE AND WITHOUT RESPONSIBILITY TO THE CHRYSLER CORPORATION, EXPORT DIVISION.

CHRYSLER CORPORATION . . . EXPORT DIVISION

Detroit, Michigan, U. S. A.



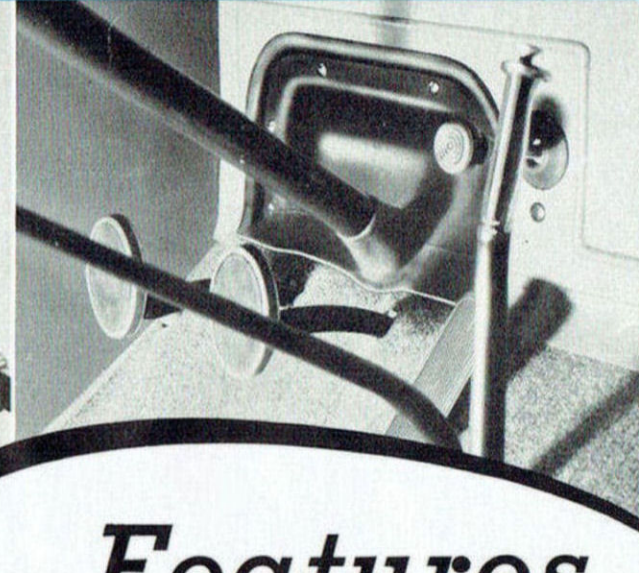
Every detail of the all-steel body, including the exquisitely designed, safety-curve door handles, reflects the handiwork of master designers.



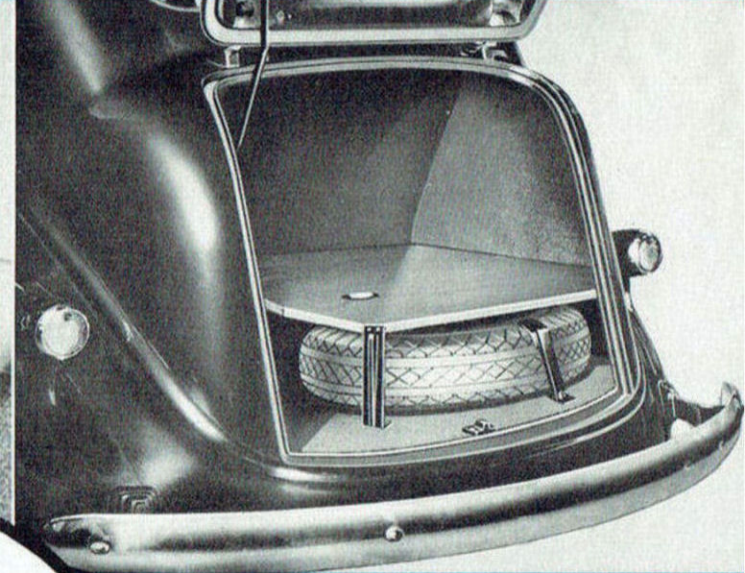
Roof drip mouldings, integral with the body, extend over all doors and well back of the windows in a graceful curve.



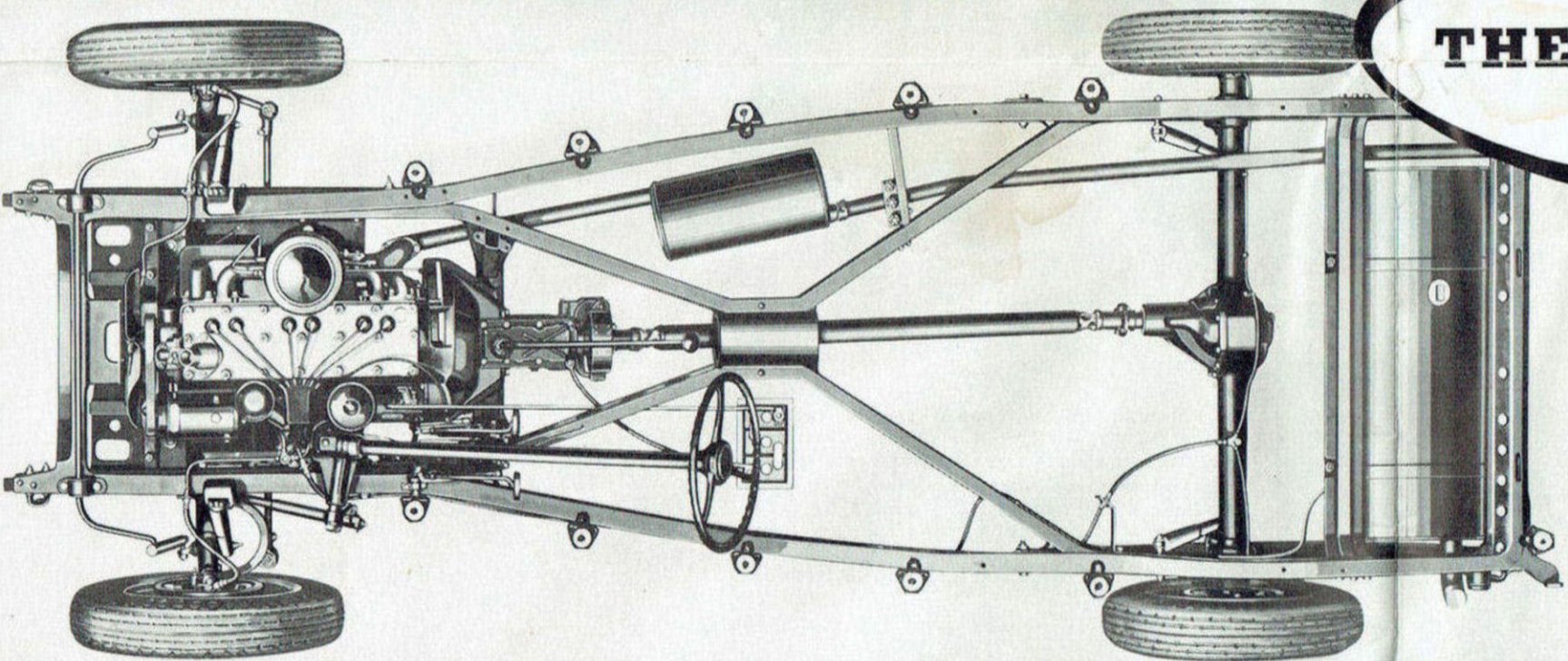
The rear license bracket and light are centrally mounted, imparting a balanced appearance.



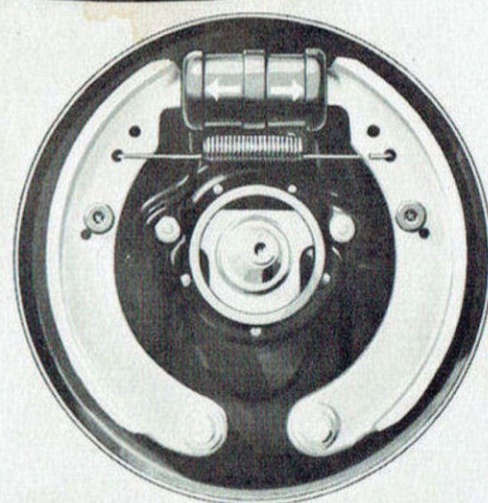
Recessed toe boards permit full clutch pedal depression... A sturdy shelf over Sedan spare wheels provides much extra space for luggage.



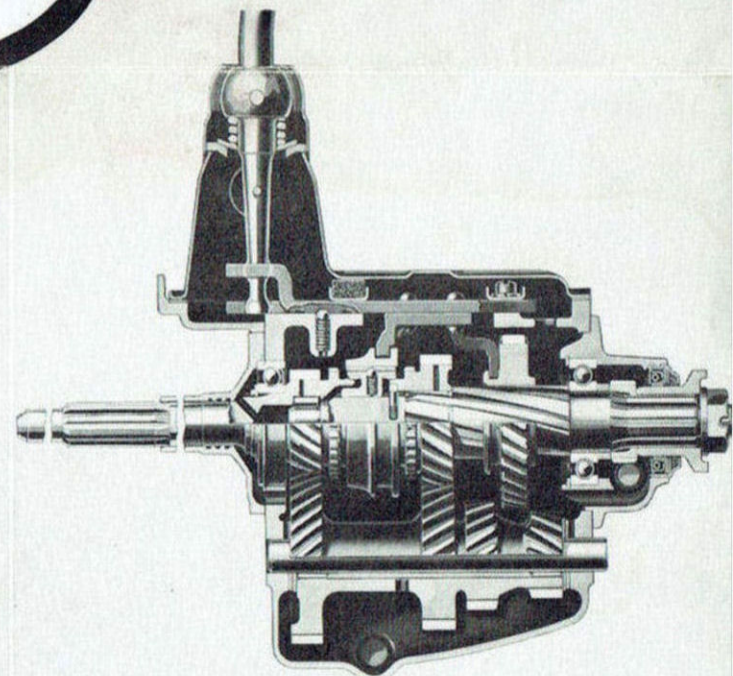
Features OF THE NEW DODGE



The Dodge Six X-type frame is one of the most rigid ever built, with steel box-sections reinforcing the deep, pressed steel side channels at both the front and rear. Extra strength is built in the frame where the body cowl rests. On each side are several sturdy outrigger-type mountings that rigidly anchor the all-steel bodies to the frame. Each outrigger mounting is insulated by live rubber cores to prevent road and tire noises from being transmitted to the body.

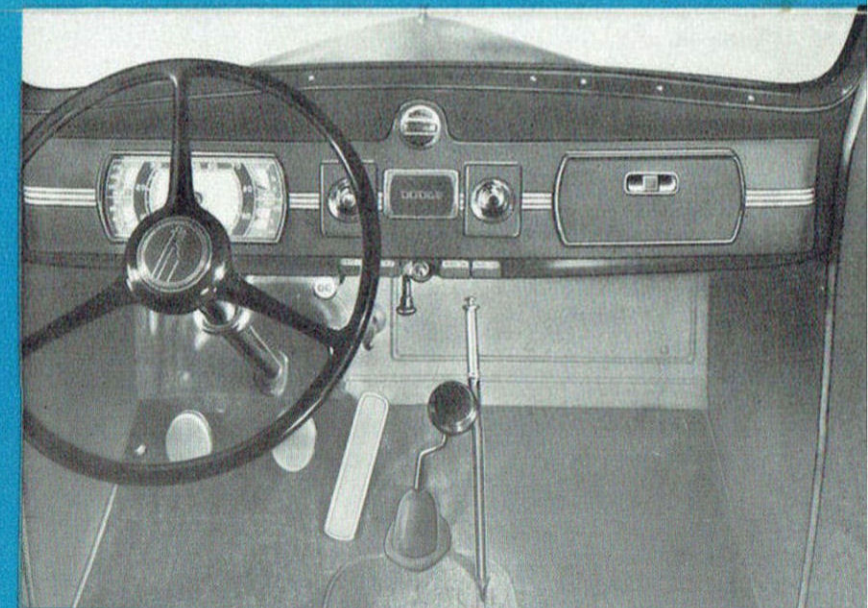
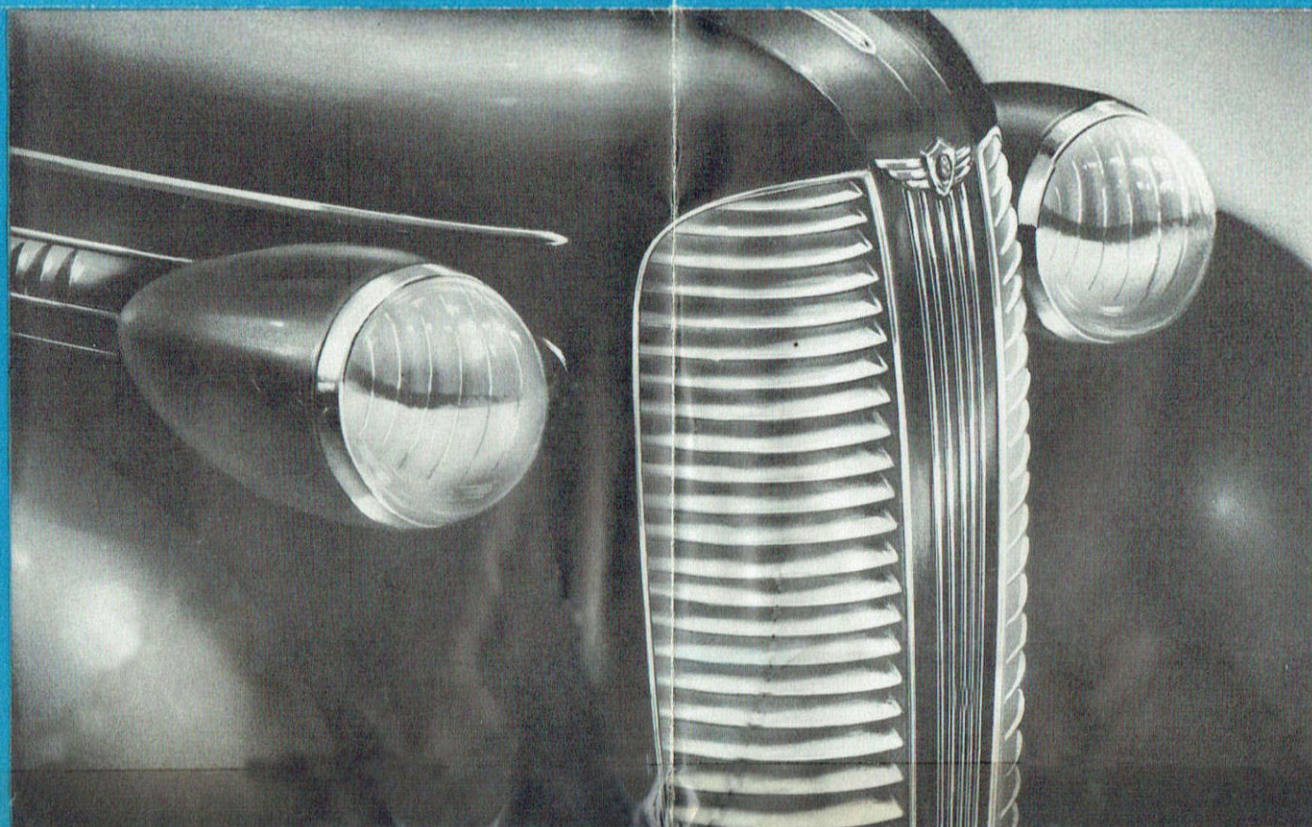
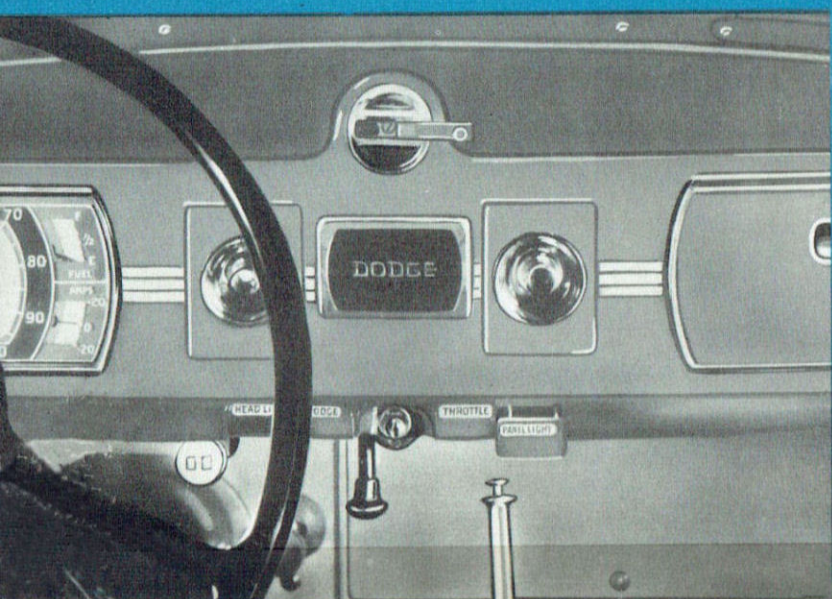


The velvet-smooth Dodge four-wheel hydraulic brakes are the simplified equal-pressure type that provide sure, safe stops.



Helical gear transmissions, silent in all speeds, are made of tough Amola steel and employ heavy-duty thrust washers for long service. Reverse idler gear equipped with roller bearings.

The control buttons, knobs and windshield regulator handle on the attractive new Dodge Six instrument panel rest flush with the panel face when not in use, contributing to safety and complementing the new and attractive design of this modern panel.



The gracefully moulded curves of the new Dodge Six instrument panel enhance its impressive modern design. All dials are grooved before the driver. A large glove and parcel compartment is at the opposite side. Ash receivers are conveniently centered.



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Detroit, Michigan, U. S. A.

CHRYSLER CORPORATION - EXPORT DIVISION

ENGINE—Dodge 6-cylinder, L-head engine, 78 h. p., with floating power engine mountings. Bore, 3 1/8" (79.4 mm.); stroke, 4 3/8" (111.1 mm.). Piston displacement, 3.5 liters, 6.07 to 1 compression ratio. Automatic manifold heat control. Alloy inserted exhaust valve seats.

CRANKSHAFT—Drop-forged from special high-carbon steel, balanced at rest and in motion. Seven counterweights. Four steel-backed main bearings. Aluminum alloy steel-struct pistons. Four rings in each piston.

CAMSHAFT—Driven by silent chain. Four camshaft bearings.

ENGINE LUBRICATION—Force-feed from gear-type oil pump, to front end drive chain, to main, connecting rod and camshaft bearings. Oil purifier, crank case ventilator.

CHASSIS LUBRICATION—Pressure grease system.

ENGINE COOLING—Water cooling by centrifugal pump, 18", 4-blade fan. Double action thermostat water control. Water circulation full length of cylinder bores. Valve seats cooled by special water header in cylinder block. Cellular-type radiator.

FUEL SYSTEM—Plain-tube, downward carburetor. Aircleaner, oil-bath type combined with intake silencer.

ELECTRICAL SYSTEM—Six-volt battery ignition. Fully automatic spark advance with vacuum control. Ventilated generator. Battery capacity, 90 ampere-hours.

CLUTCH—9 1/2" dry, single plate; ventilated, with shock-absorbing center. Ball bearing release. Pilot bearing. Oilite bronze bushing.

TRANSMISSION—Dodge Synchro-silent constant mesh, easy-shift type. All helical gears. Silent in all speeds, including reverse. Roller bearings in reverse idler gear. (Over-drive available at extra cost).

FINAL DRIVE—Hotchkiss type. Two and three-quarter inch tubular propeller shaft, statically and dynamically balanced.

FRONT AXLE—Rigid tubular steel (I-beam, Ex-Canada), double-tapered roller bearings at wheels. Very flexible front spring action.

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NOTE:—Special equipment available at additional cost.

WHEELBASE—112"

BODIES—Safety all-steel, with steel top, rustproofed. Insulated against sound, heat and cold. Safety glass windshield.

VENTILATION—Ventilating windshield and forward-opening cowl ventilator.

SHOCK ABSORBERS—Direct, double-acting, front and rear.

WHEELS—Five demountable, steel disc; 4.00 x 16, drop center rims. (3.25 x 20 available as special equipment.)

TIRES—5.50 x 16, 4-ply non-skid. Airwheel type. (5.25 x 20 available as special equipment.)

WHEELBASE—112"

CHASSIS FRAME—X-type, double drop. Bridge construction.

SPRINGS—Amola, semi-elliptic, mounted outside of frame side channels. Spring leaves tapered at ends to prevent squeaks. Direct, double-acting shock absorbers.

BRAKES—Dodge time-tested hydraulic, 4-wheel, internal expanding self-equalizing, weatherproof. Steel brake drums with cast-iron linings. Separate hand brake on transmission.

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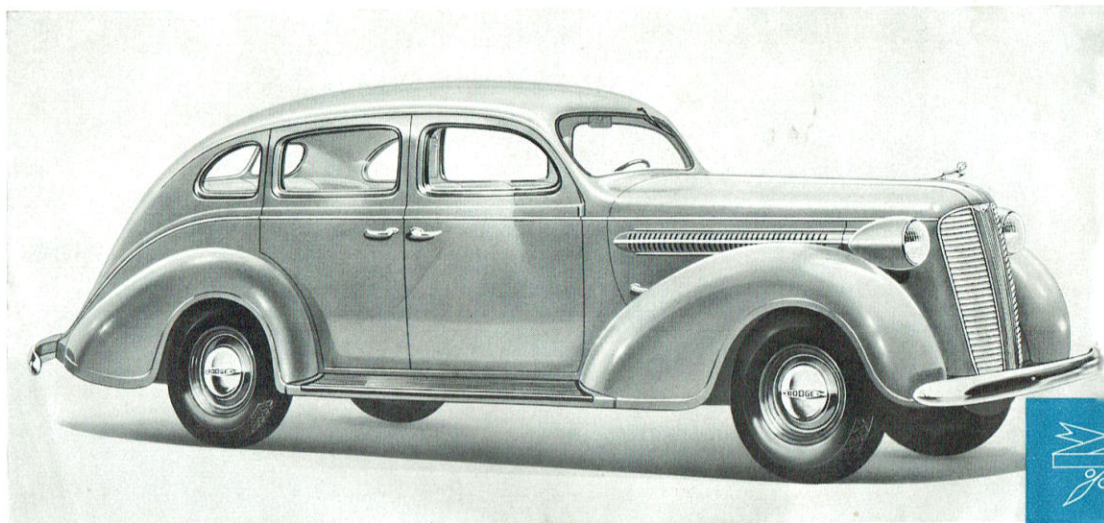
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THE NEW

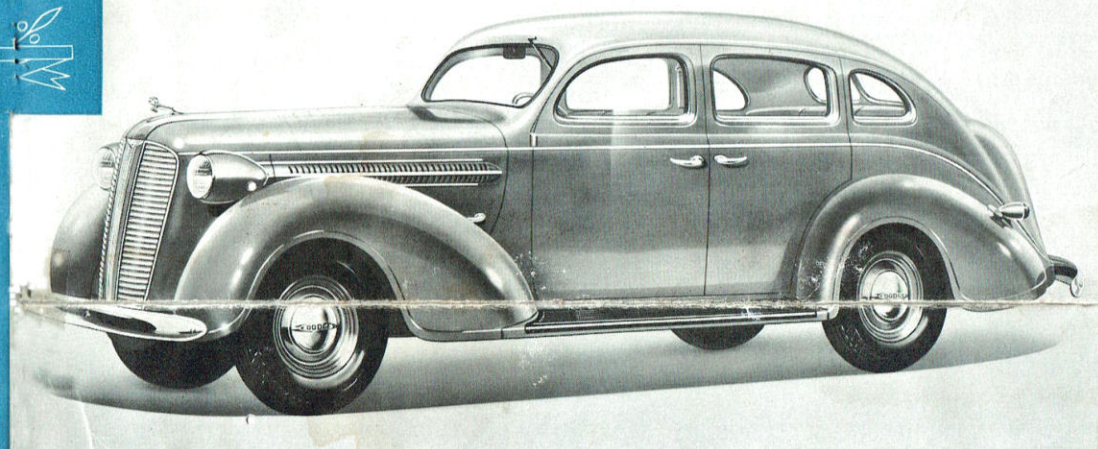
DODGE "6"

FOR 1937



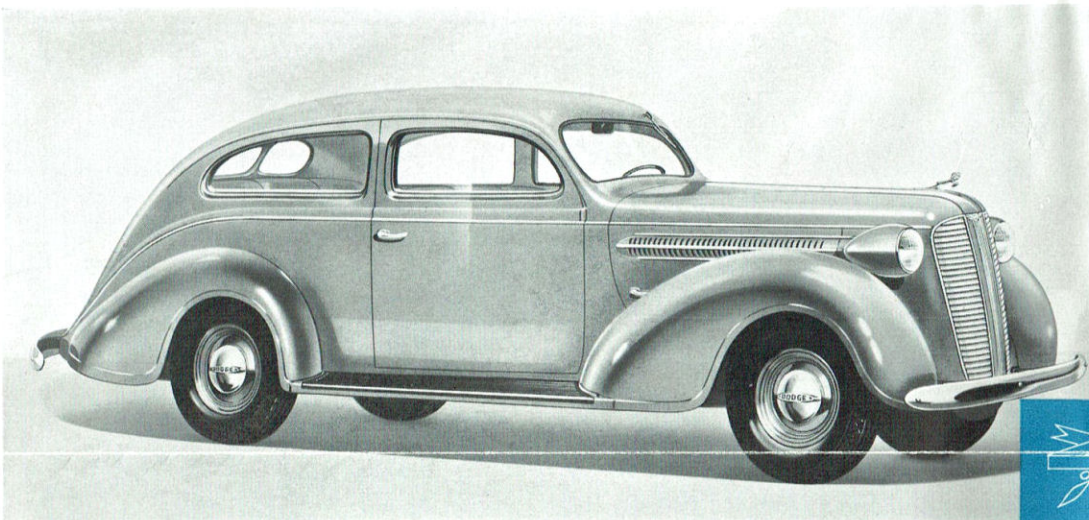
● FOUR-DOOR SEDAN

Larger, more powerful and speedy, the new Dodge Six Four-Door Sedan is the standard bearer for the complete line of the smartest, roomiest, most appealing Dodge Motor Cars that have ever been offered to the motorists of the world at comparatively moderate prices.



● FOUR-DOOR TOURING SEDAN

A car of most engaging beauty. Its extra utility is enhanced by new, roomier compartments, wider seats, greater head-room, leg-room and elbow-room. The built-in trunk, most graceful in contour, has a new unobstructed floor and shelf-room for luggage. Front seats are adjustable.

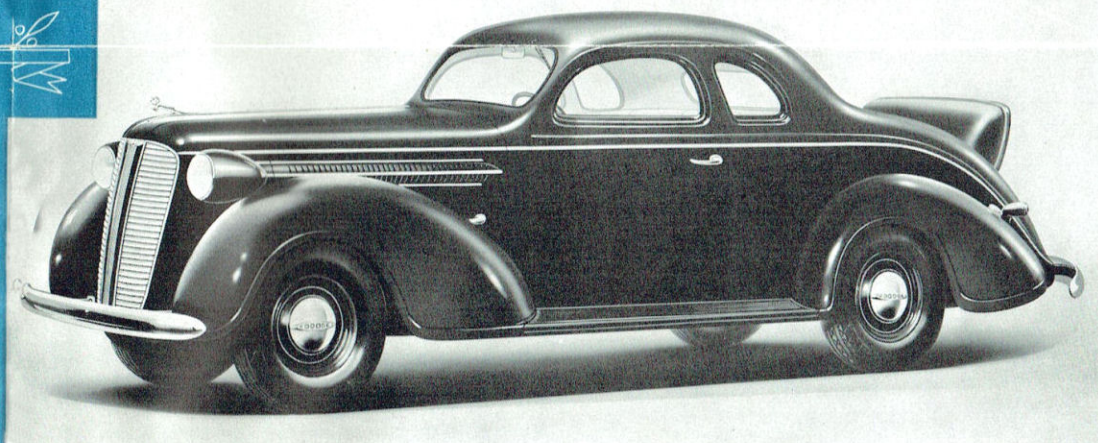


● COUPE WITH RUMBLE SEAT

It would be difficult to design a car more splendidly suited to personal service than the Dodge Six Coupe with Rumble Seat. New upholstering design makes it a thrilling car to enter. Once inside, the new beauty, style, roominess, convenience and the comfort become deeply impressive.

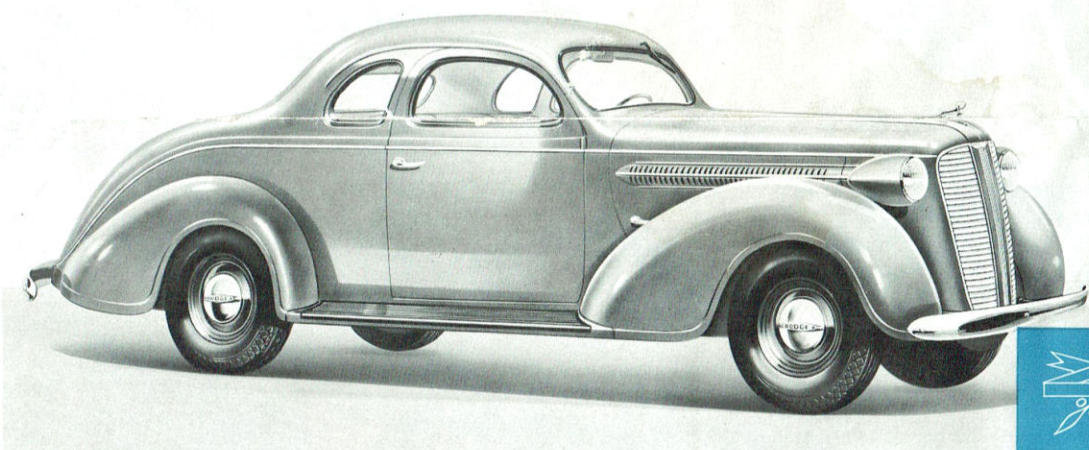
● TWO-DOOR SEDAN

Distinguished by its unusually wide doors and its comfortable seating arrangement. Affords many motorists an opportunity to enjoy fine car ownership without the penalty of high prices. The wide doors give easy access to both of the spacious, beautifully tailored compartments.



● BUSINESS COUPE

Dictated by the requirements of modern business and professional men, the Dodge Six Business Coupe combines attractive appearance with such practical considerations as exceptional roominess and a readily accessible rear storage compartment of almost incredible capacity.



● TOPS OF SEAMLESS STEEL

Extending in unbroken lines from the cowl to the sweeping rear panel, the new Dodge Six enclosed car tops of seamless steel offer striking new beauty as well as new rigidity, new strength and new safety. Like the bodies, the new tops are perfectly insulated against noise, heat and cold.

