

DODGE

DeLuxe 1937

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

**ENGINE**—Dodge 6-cylinder, L-head engine, 82 h. p., with Floating Power engine mountings. Bore,  $3\frac{1}{4}$ " (82.55 mm.); stroke,  $4\frac{3}{8}$ " (111.1 mm.). Piston displacement, (3.57 liters). 5.6:1 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, with graduated accelerator. 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, 105 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 gear idler. (Overdrive available at extra cost.)

**FINAL DRIVE**—Hotchkiss type. 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, without Overdrive, Sedans, 4.1:1; Coupes, 3.9:1; Seven-Place Sedans, 4.3:1. Semifloating type enclosed in steel-stamped banjo housing. Gears of nickel-chrome vanadium steel.

**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. Metal spring covers. 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.

**TIRES**—6.00 x 16, 4-ply nonskid, Airwheel type. (6.50 x 16 on Seven-Place Sedans.)

**WHEELBASE**—115"; Seven-Place Sedans, 132".

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

**VENTILATION**—Dodge perfected clear-vision ventilation system, including 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.**

**ERRATA: COMPRESSION RATIO: 6.5:1. OVERDRIVE: Not available. REAR AXLE RATIOS: Touring Sedan and Universal Coupe 4.1:1, 7 Passenger Sedan, 4.3:1. SPRINGS: Special Australian made with leaves tapered at ends. Metal Spring Covers. VENTILATION: Windshields are of special watertight non-opening design.**

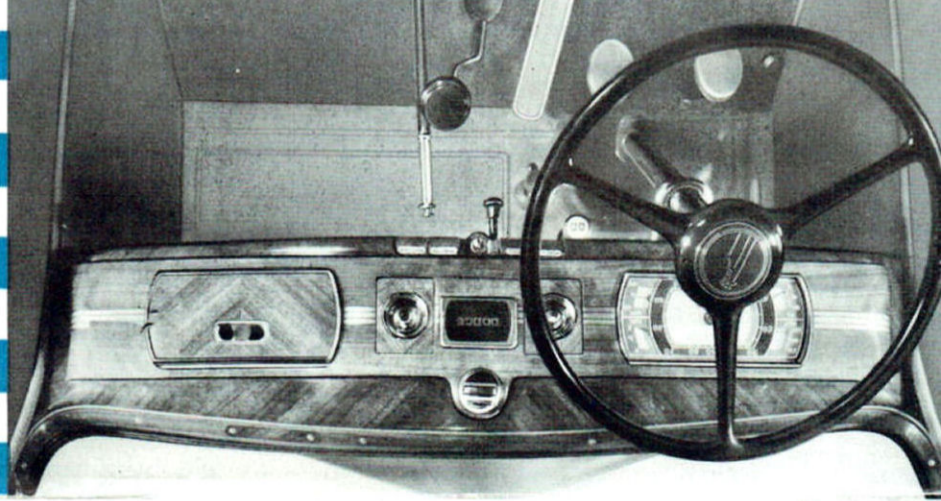
## CHRYSLER CORPORATION - - EXPORT DIVISION

Detroit, Michigan, U. S. A.

MODELS AVAILABLE: 4 DOOR TOURING SEDAN, 7 PASSENGER SEDAN, and UNIVERSAL COUPE.

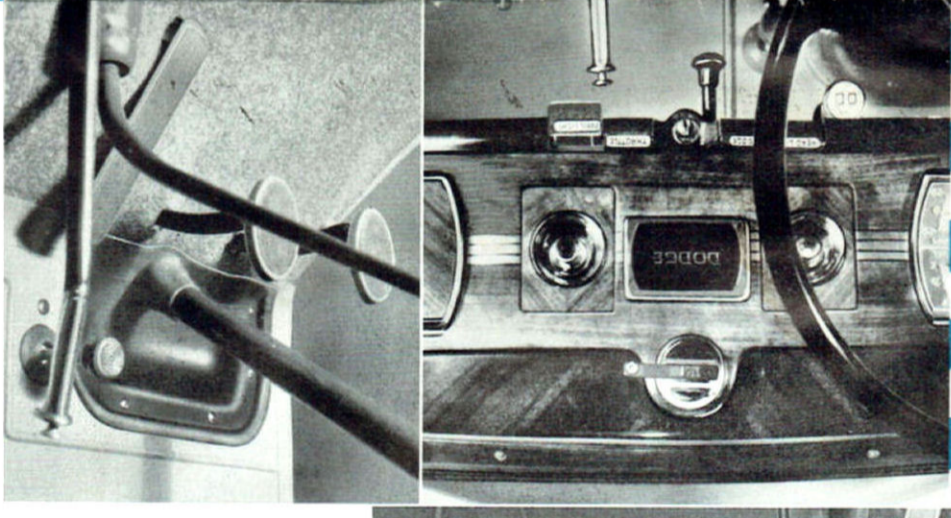
# FEATURES

of the Dodge Deluxe Six



The new, strikingly beautiful, grained finish Instrument Panel imparts an added tone of richness to the whole interior of the new Dodge Deluxe Six. All dials are grouped before the driver. A capacious glove and parcel compartment is at the opposite side.

All control buttons and handles rest flush with the face of the instrument panel when not in use and are easy to reach and to operate. . . . The recessed toe-board permits any driver to fully depress the clutch pedal.



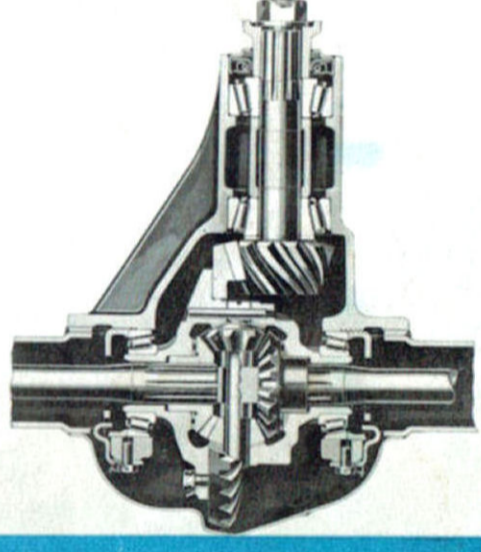
ENGINE—Dodge 6-cylinder, L-head engine, 82 h. p., with floating power engine mountings. Bore, 3 1/4" (82.55 mm.); stroke, 4 3/4" (111.1 mm.). Piston displacement, (3.57 liters), 5.6:1 compression ratio. Automatic manifold heat control. Alloy inserted exhaust valve seats.

GRANKSHAFT—Drop-forged from special high-carbon steel, balanced at rest and in motion. Seven counterweights. Four steel rings in each piston.

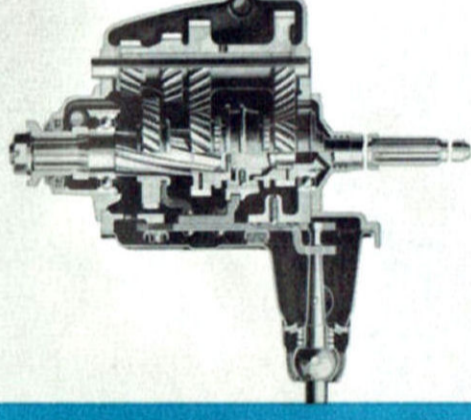
of the Dodge Deluxe Six

# MECHANICAL DETAILS

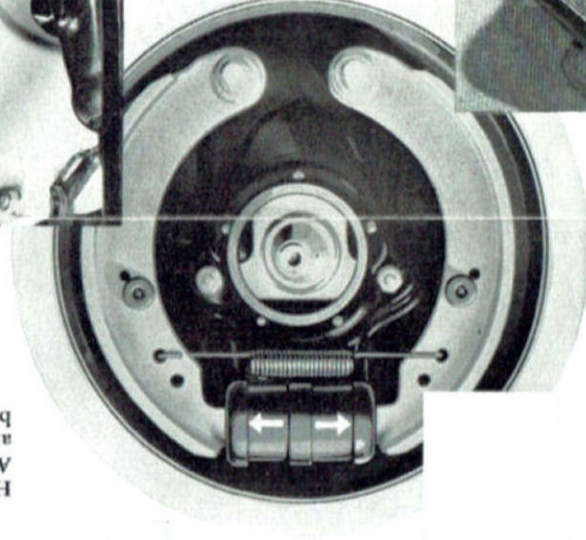
The incomparable performance, smoothness, long service and extra value of the Dodge Deluxe Six results from the superior engineering and design of each of its components.



The velvet-smooth Dodge four-wheel hydraulic brakes, proven by millions of miles and many years of usage, are the equal of pressure, safe, direct acting type.



Helical gear transmissions, of both ball and roller bearings, are generously equipped with facings and its springs.



The large, single-plate clutch is vented to assure long service from its facings and its springs.

Hypoid rear axles, surdier and quieter than ordinary bevel gear axles, are in all models.

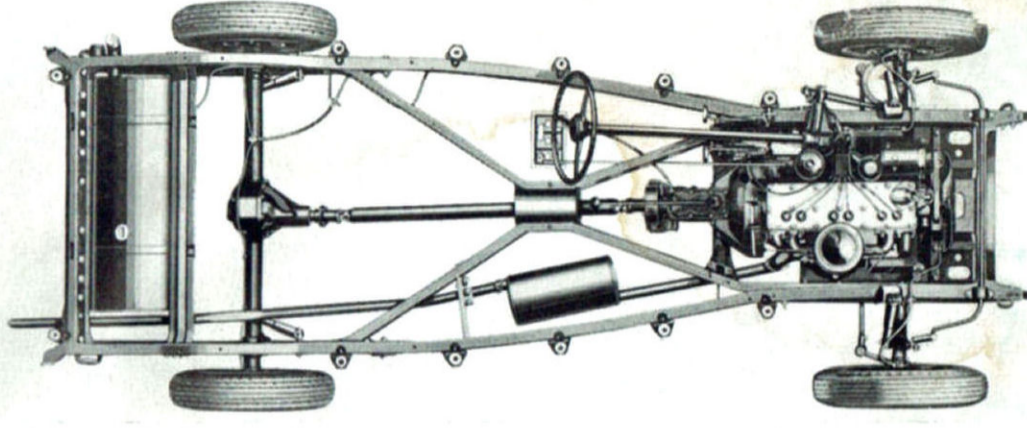
The Tool Kits are unusually attractive, compact and complete, with zipper fasteners and sturdy handles.



The Dodge X-type frame, the most rigid of all, has sturdy, new outrigger type body mountings which prevent road and tire noises from reaching the body.

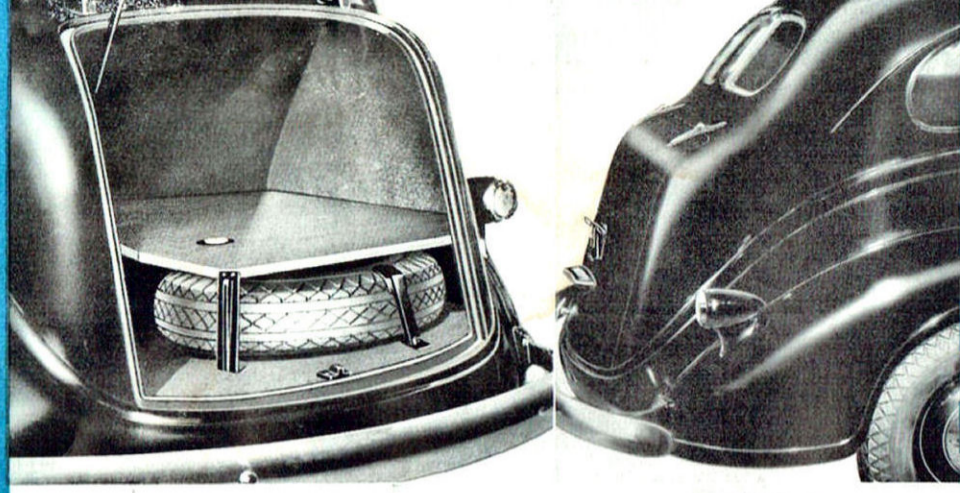


The large, single-plate clutch is vented to assure long service from its facings and its springs.

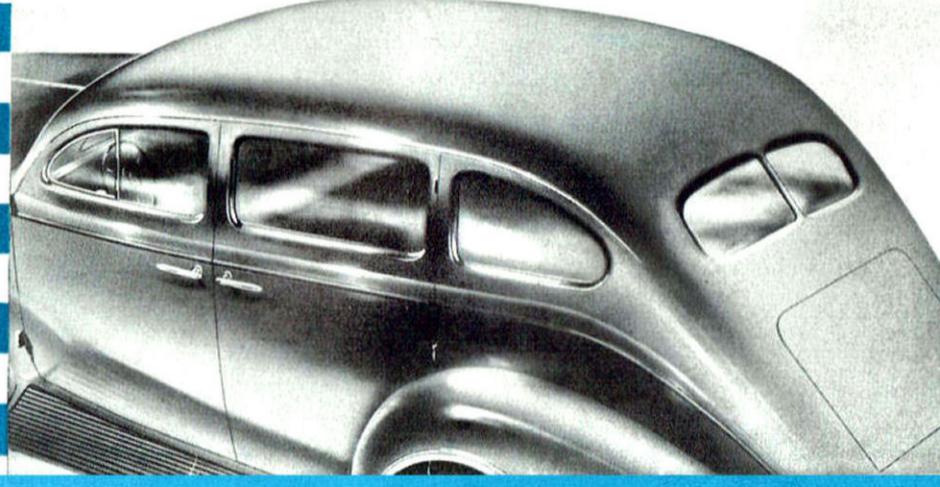


side channels, formed of the extended channels of the sturdy center X-section, side channels, formed of the extended channels of the sturdy center X-section, side channels, formed of the extended channels of the sturdy center X-section.

(Left)—A sturdy shelf above the single spare wheel and tire provides extra space for luggage and parcels in all sedan models. (Right)—Effective drip mouldings are formed integrally with the new Dodge steel top.



The new top of one-piece, seamless steel extends in unbroken lines from the cowl to the sweeping, rear panel, affording striking new beauty as well as new rigidity, strength and safety. It is thoroughly insulated against rumbling, heat and cold.



# Dodge DeLuxe Six

CHRYSLER CORPORATION - EXPORT DIVISION

Detroit, Michigan, U. S. A.

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Printed in U. S. A.

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

FRONT SPRINGS—Compression ratio, 6.5:1.

OVERDRIVE: Not available. REAR AXLE RATIOS: Touring Sedan and Universal Coupe 4.1:1; 7 Passenger Sedan, 4.5:1. SPECIAL AUSTRALIAN made with leaves tapered at ends. Metal Spring Covers. IDENTIFICATION: Windshields are of special waterproof non-opening design.

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

NOTE—Special equipment available at additional cost.

VENTILATION—Dodge perfected clear-vision ventilation system, including ventilating windshield and forward-opening cowl ventilator.

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

WHEELBASE—115 1/2" Seven-Place Sedans, 132".

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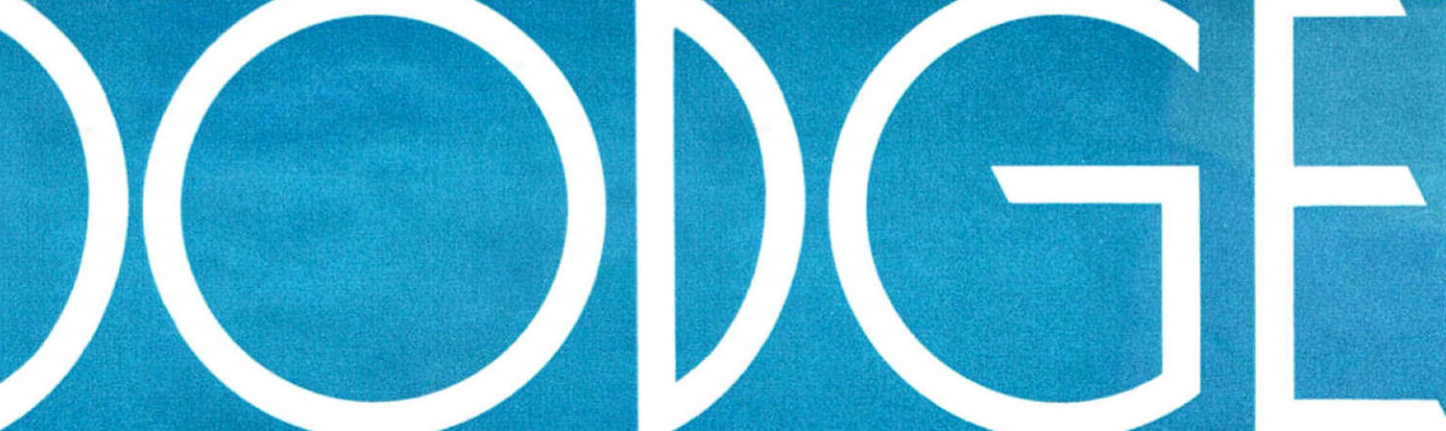
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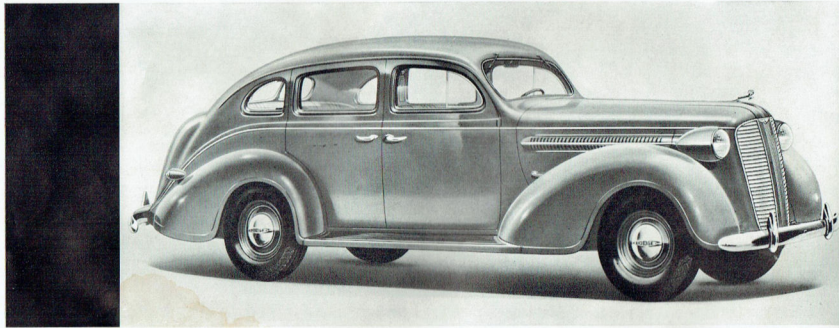
Controlled by direct, double-acting hydraulic shock absorbers and front mounted stabilizer.

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

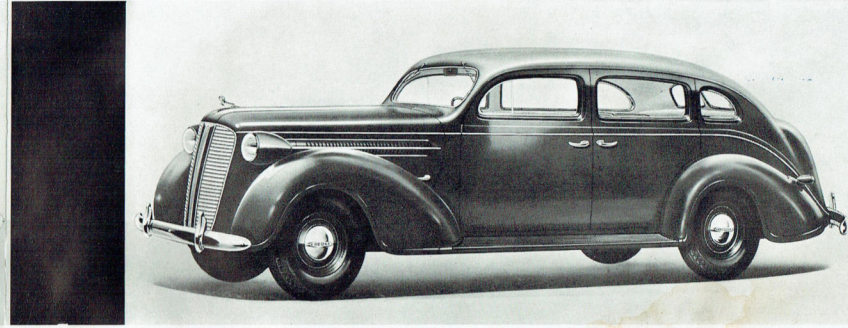


# Dodge DE LUXE 6

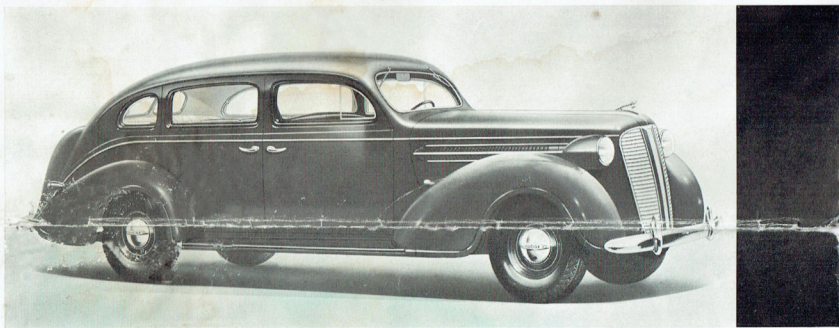
Presenting a new interpretation of aerodynamic designing in motor cars and embracing engineering refinements and developments wholly in keeping with traditional Dodge leadership.



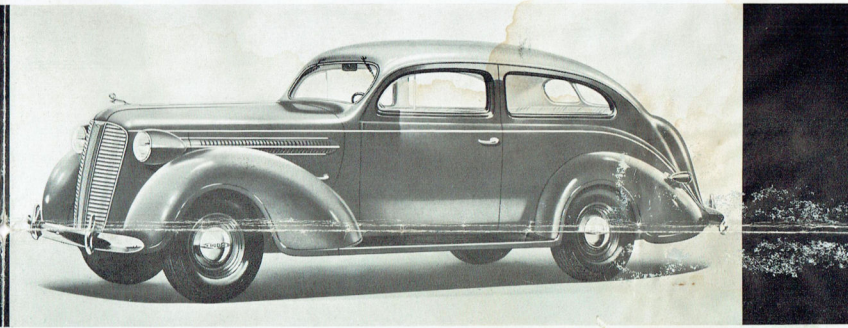
Dodge DeLuxe 6 Four-Door Touring Sedan



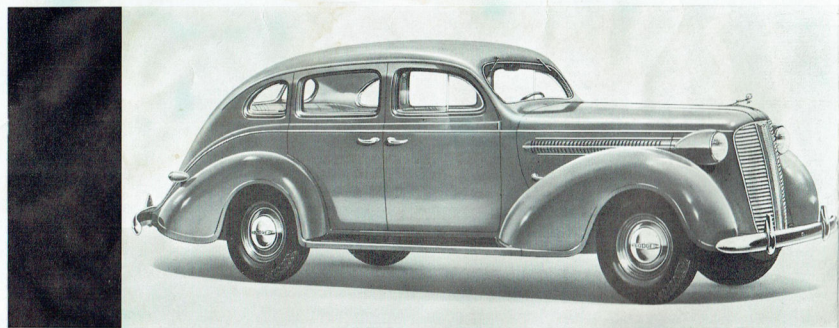
Dodge DeLuxe 6 Seven-Place Sedan



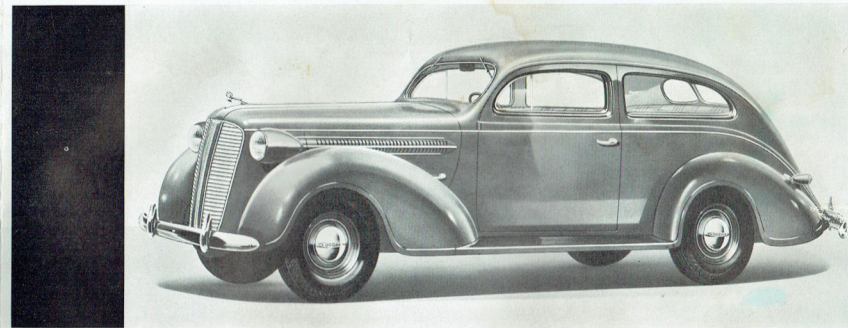
Dodge DeLuxe 6 Seven-Place Sedan with Partition



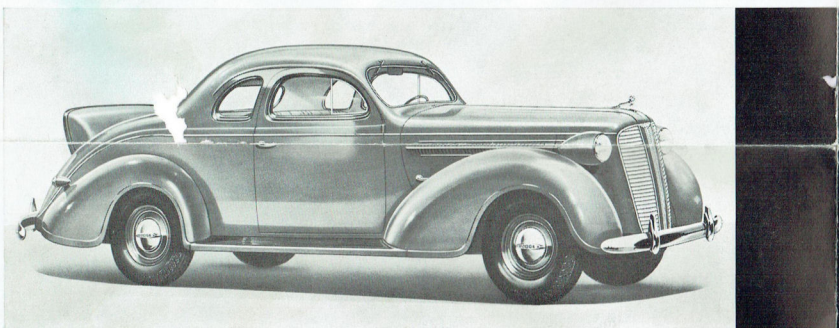
Dodge DeLuxe 6 Two-Door Touring Sedan



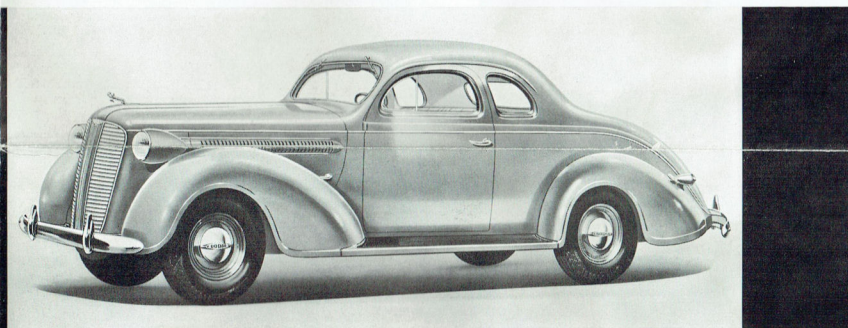
Dodge DeLuxe 6 Four-Door Sedan



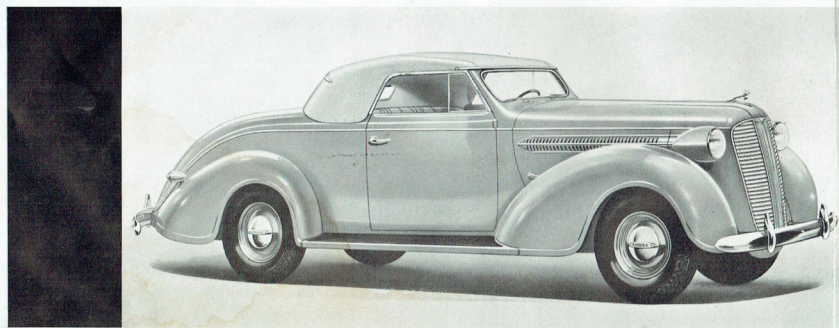
Dodge DeLuxe 6 Two-Door Sedan



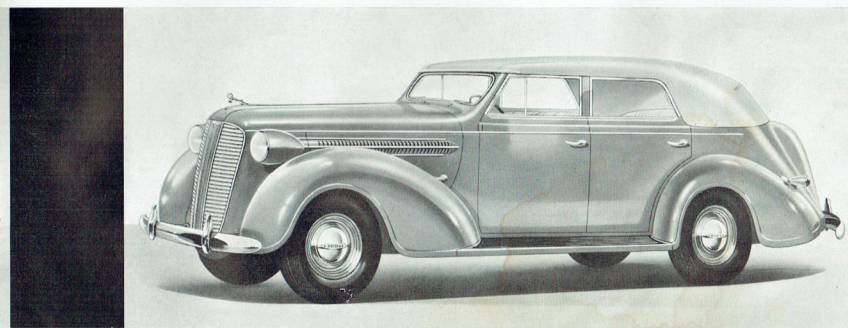
Dodge DeLuxe 6 Coupe with Rumble Seat



Dodge DeLuxe 6 Business Coupe



Dodge DeLuxe 6 Convertible Coupe



Dodge DeLuxe 6 Convertible Sedan