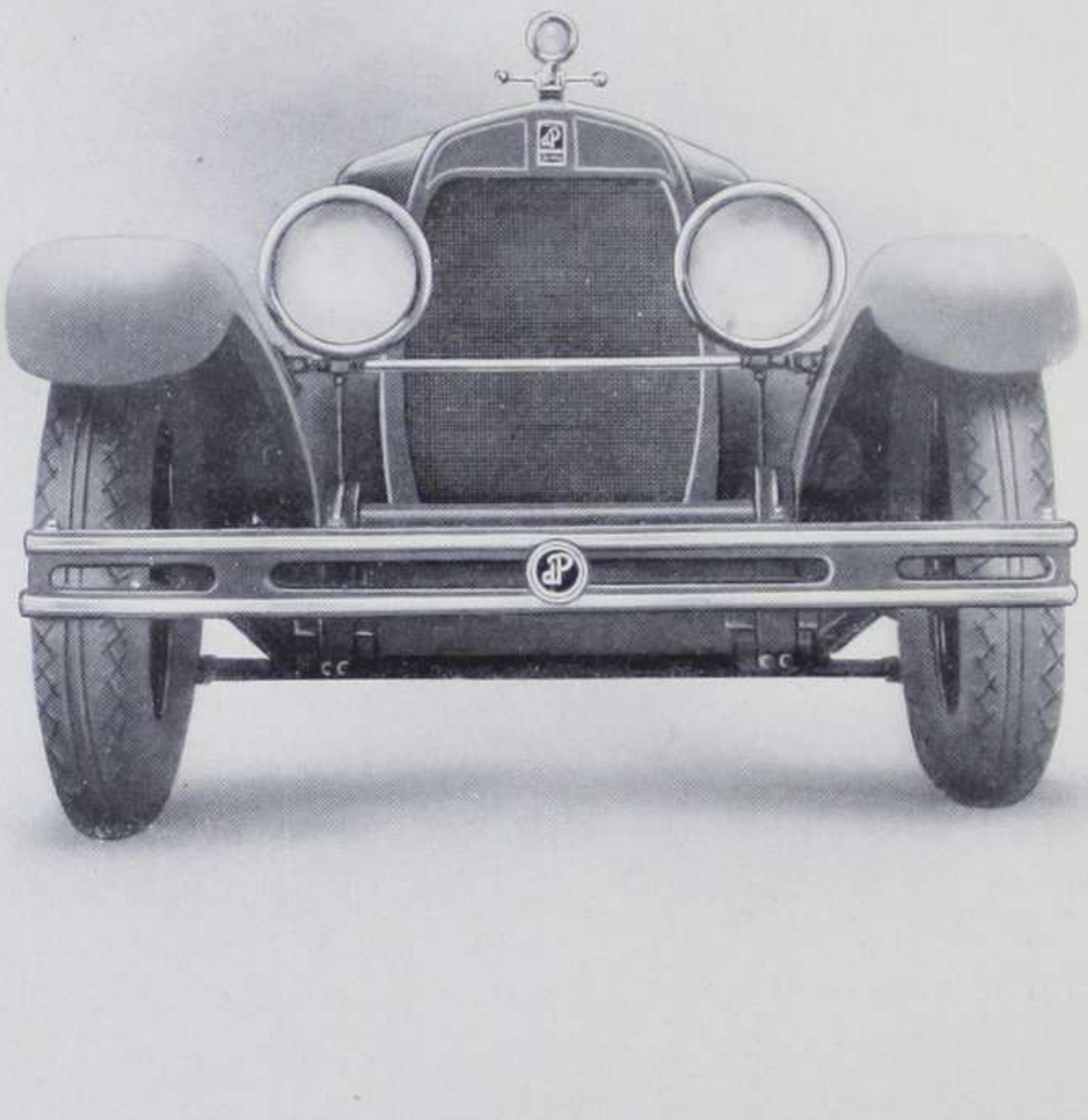
1919

DUPONT

MOTOR CARS

BEING A COMPREHENSIVE
DESCRIPTION OF MODELS
WITH PHOTOGRAPHIC
ILLUSTRATIONS

DUPONT MOTORS, INC.
WILMINGTON, DELAWARE
U. S. A.



DUPONT MOTOR CARS

MODEL "E"

DUPONT MOTORS, INC., is very mindful of the fact that its product would be unworthy of the name it bears if it did not strive constantly to produce a motor car of substantiality, combined with simplicity and good taste in design and a degree of performance, which appeals to the most exacting motorists, in either this country or abroad.

This has been an ideal adhered to since the first car was produced in 1919. Our policy is to build cars in limited quantities, carrying out the individual tastes of our customers as to colors and other details, thus giving an opportunity to duPont buyers to have motor cars different from the multitude.

The individuals sponsoring the manufacture of duPont motor cars have never allowed a compromise product to enter into any of their undertakings, and they have always had a high appreciation of the satisfaction that comes from the possession of better grade automobiles. As a logical consequence their efforts are the result of a practical knowledge of the needs of people demanding a superior product.

It is our belief that in many cases a distinctive automobile is the most intimate and useful article of personal property a man or woman, who appreciates the better things of life, owns. A good automobile, and a distinctive one, like a thoroughbred horse or a faithful dog, becomes a loved and respected companion. duPont motor cars have those attributes which justify pride of ownership.

Our range of models cover practically every motoring need.

OUTSTANDING FEATURES
and REASONS *for* THEM

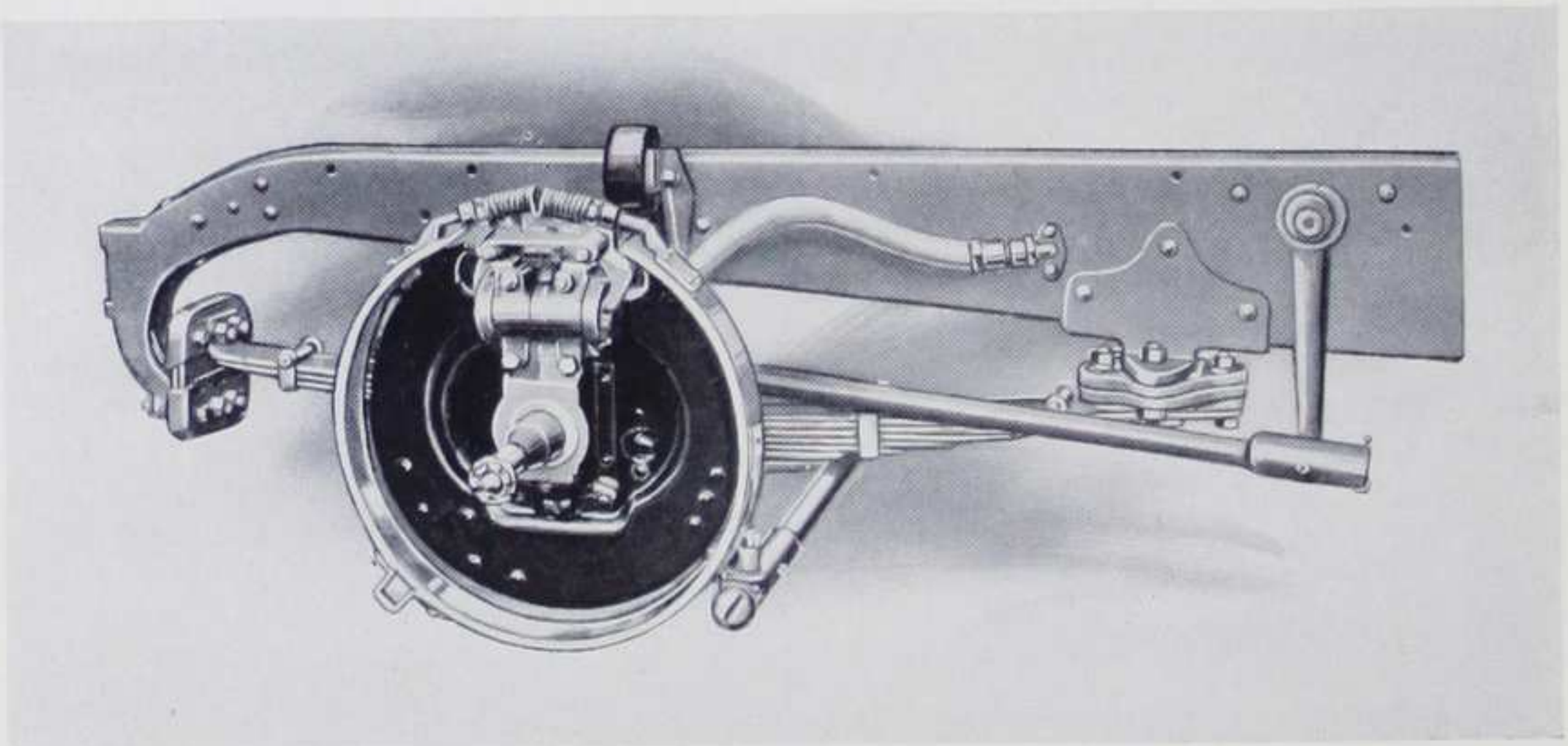
Motoring Comfort

In building duPont automobiles those things which produce motoring comfort are first considered. True motorcar comfort requires that there be no side sway; passengers must sit well down in the car on cushions of proper flexibility, so that they feel themselves part of the car; the car must be smooth-riding over cobblestones, small hard bumps, deep holes, thank-you-mams or ruts, car tracks and all road imperfections; the car must hold the road and never skid, be under perfect and easy control at all times, without giving a feeling of rushing or hard driving.

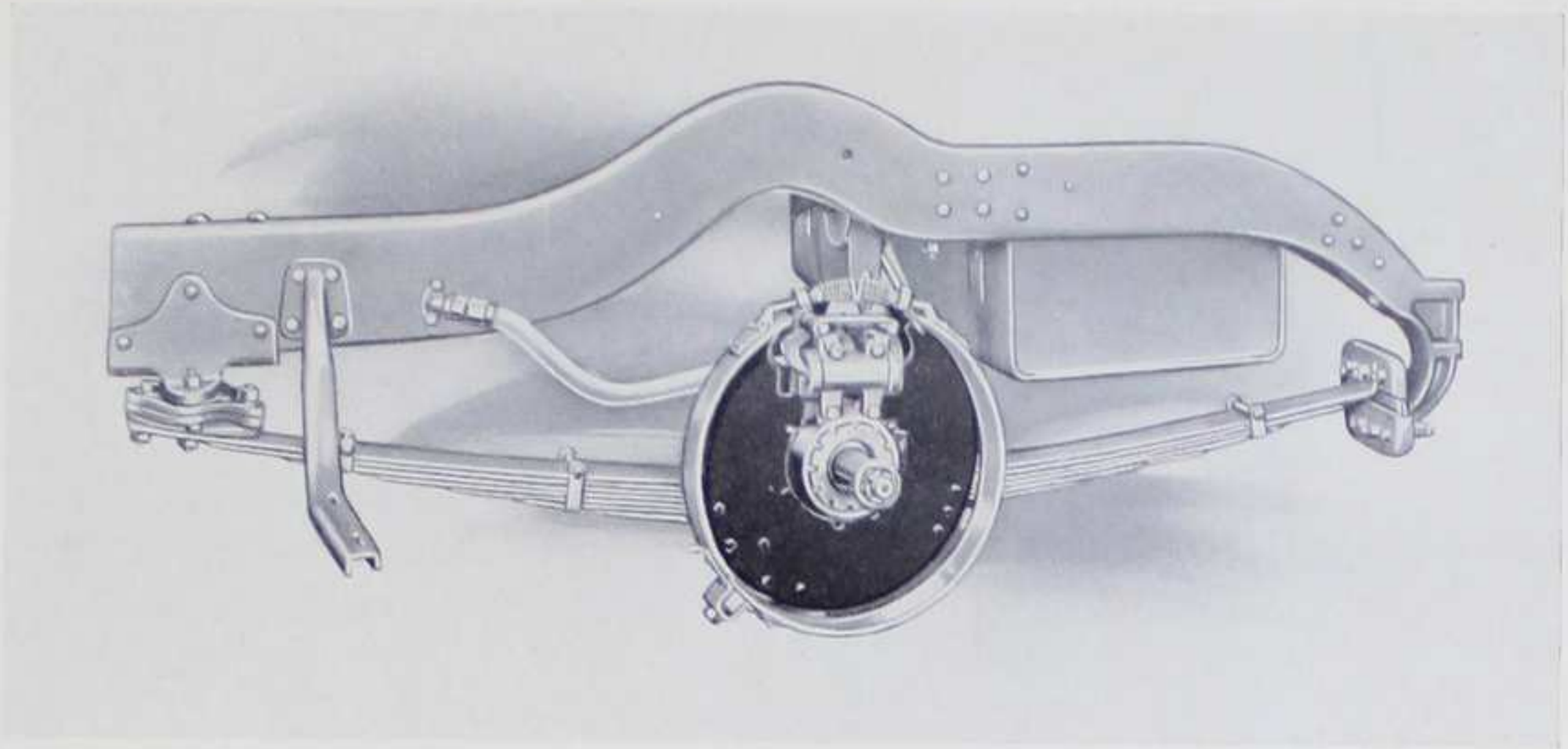
Furthermore the motorcar comfort we have in mind permits the passengers in the front or rear seats, to travel with less fatigue over the greatest number of miles day after day in mountains or on the level, city or country, over smooth concrete surfaces or rough dirt road detours, at all times having a feeling of physical and mental safety.

Perfect Balance

To have mental comfort while motoring, an owner must realize that his automobile possesses proper strength in the various parts. He also must recognize that his car as a whole, is in perfect balance. This is obtained by means of a low center of gravity, a wheelbase sufficiently long to accommodate comfortable body dimensions, and at the same time short enough to meet all city traffic conditions, and a mechanical design which permits the functioning of mechanical parts in such a manner as to produce a certain and uniform response of the car to the will of the driver.



FABRIC SHACKLE CONSTRUCTION *[Front End]*



FABRIC SHACKLE CONSTRUCTION *[Rear End]*

duPont Economy

Further satisfaction comes to a duPont owner with the feeling that his automobile is an economical one, and that the economy continues throughout the life of the car. This feature in duPont motorcars is brought about by a correctness of design which results in simplicity of upkeep, by the accessibility of functioning parts easy to get at when adjustments or repairs are necessary, and by the use of an engine giving the greatest possible mileage per gallon of fuel and oil, performance considered.

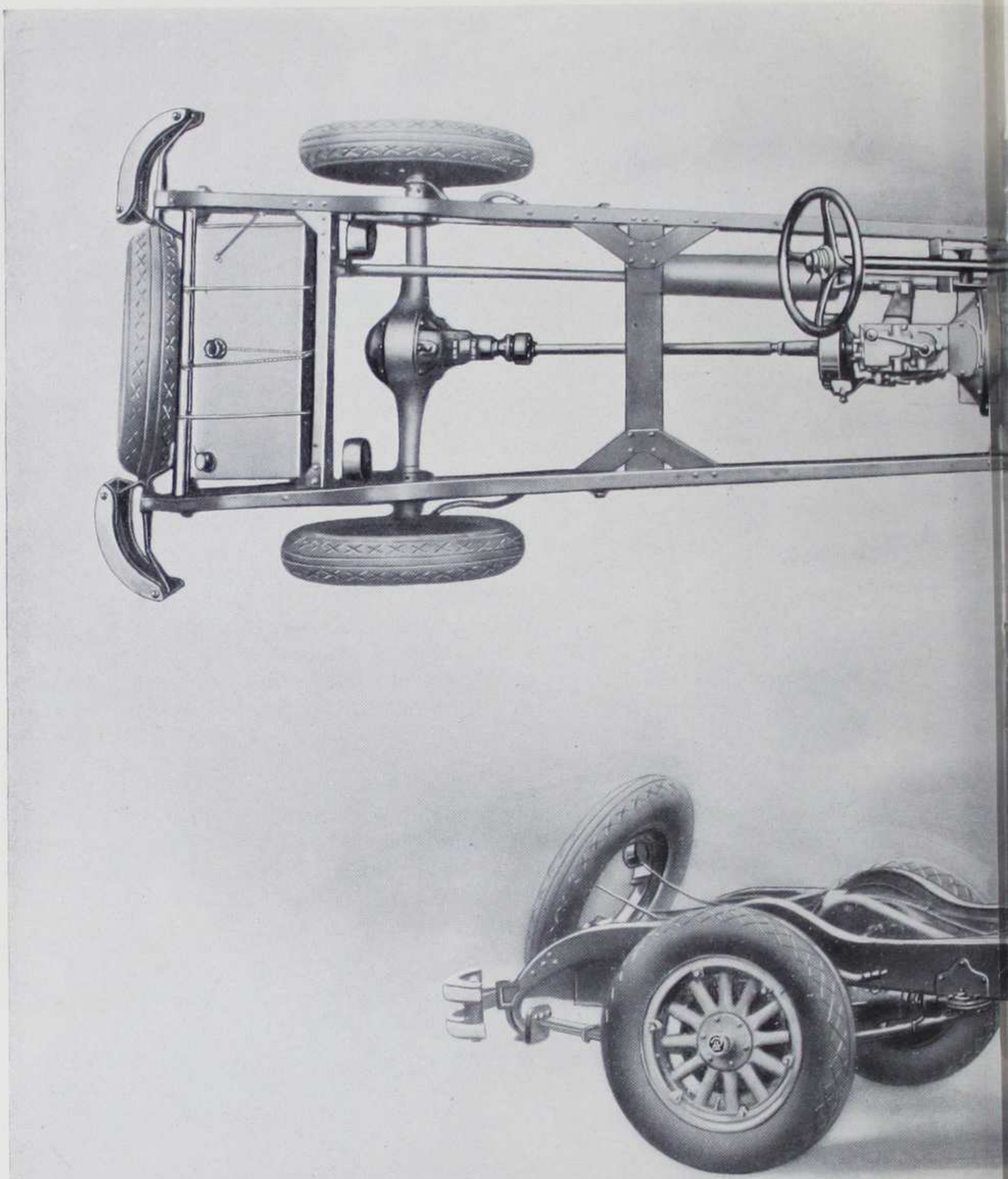
duPont Durability

Durability in duPont motorcars is the result of using proper material in the proper place, always of the best grade, and of such careful and painstaking workmanship that each of the many parts of the car is machined and fitted so that it will best do the work required of it.

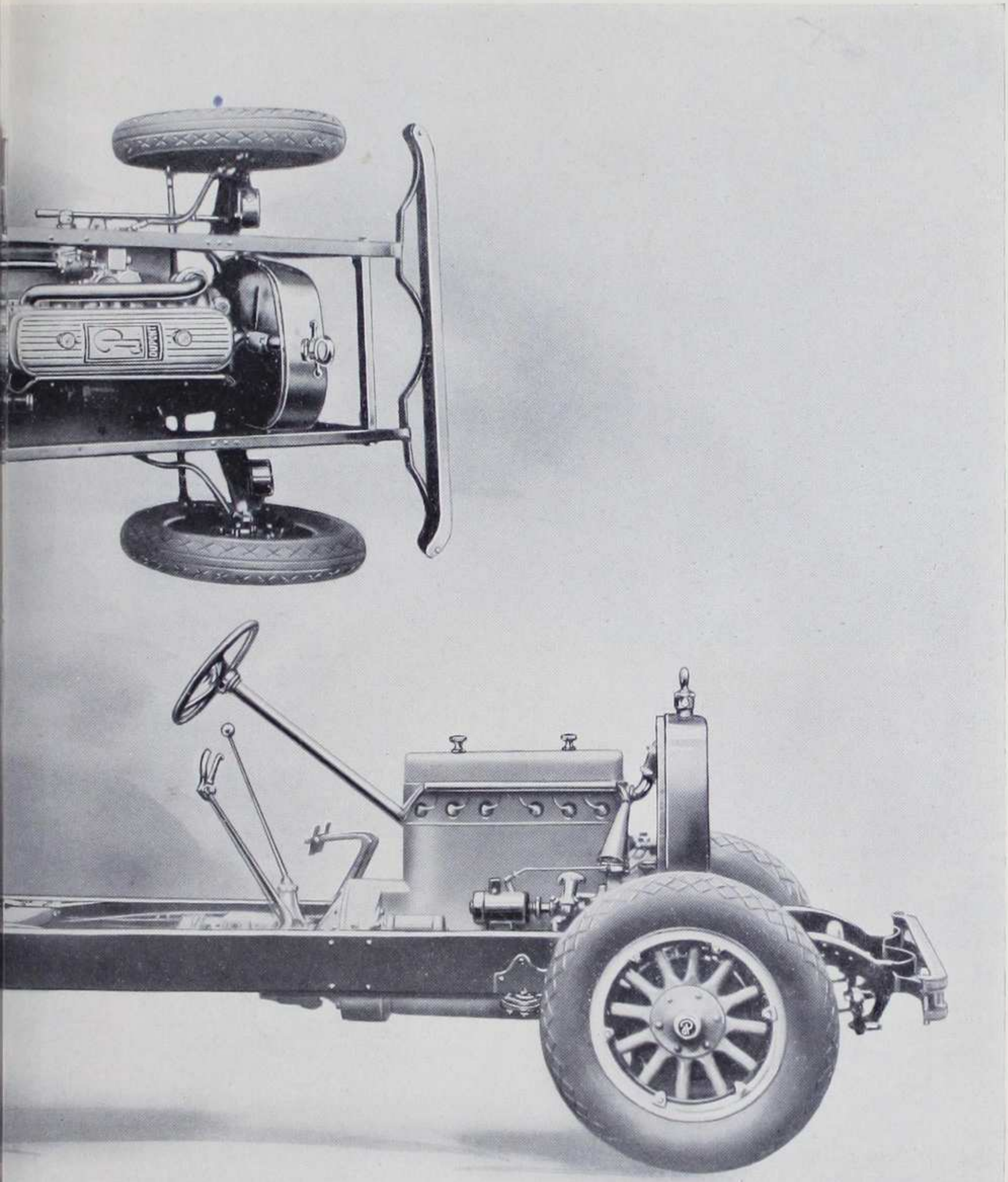
The Coachwork

The attractiveness and pleasant appearance of all our models is the result of absolute harmony in the working out of the body lines, starting from the radiator and going all the way to the back of the car, and including the fenders and side splashers. The door hinges and handles and hardware equipment throughout are the very finest obtainable, and as great care has been exercised in the construction of duPont bodies as has been exercised in the building of duPont chassis.

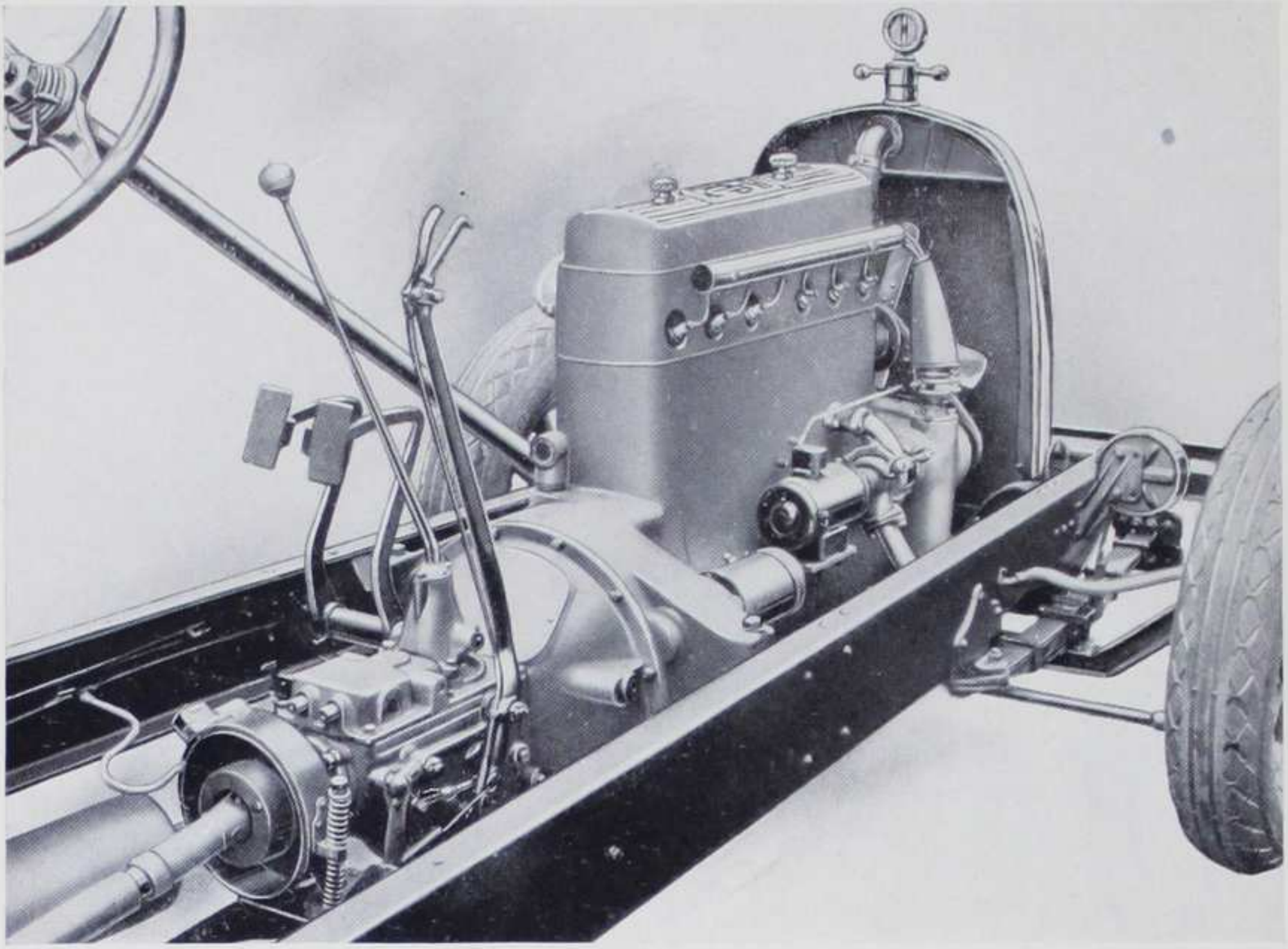
duPont models provide that kind of motoring satisfaction we have described. An examination of the duPont chassis will show these results are obtained largely by the use of a very high powered engine in conjunction with other units of amply substantial size, strength, etc.



DU PONT



CHASSIS



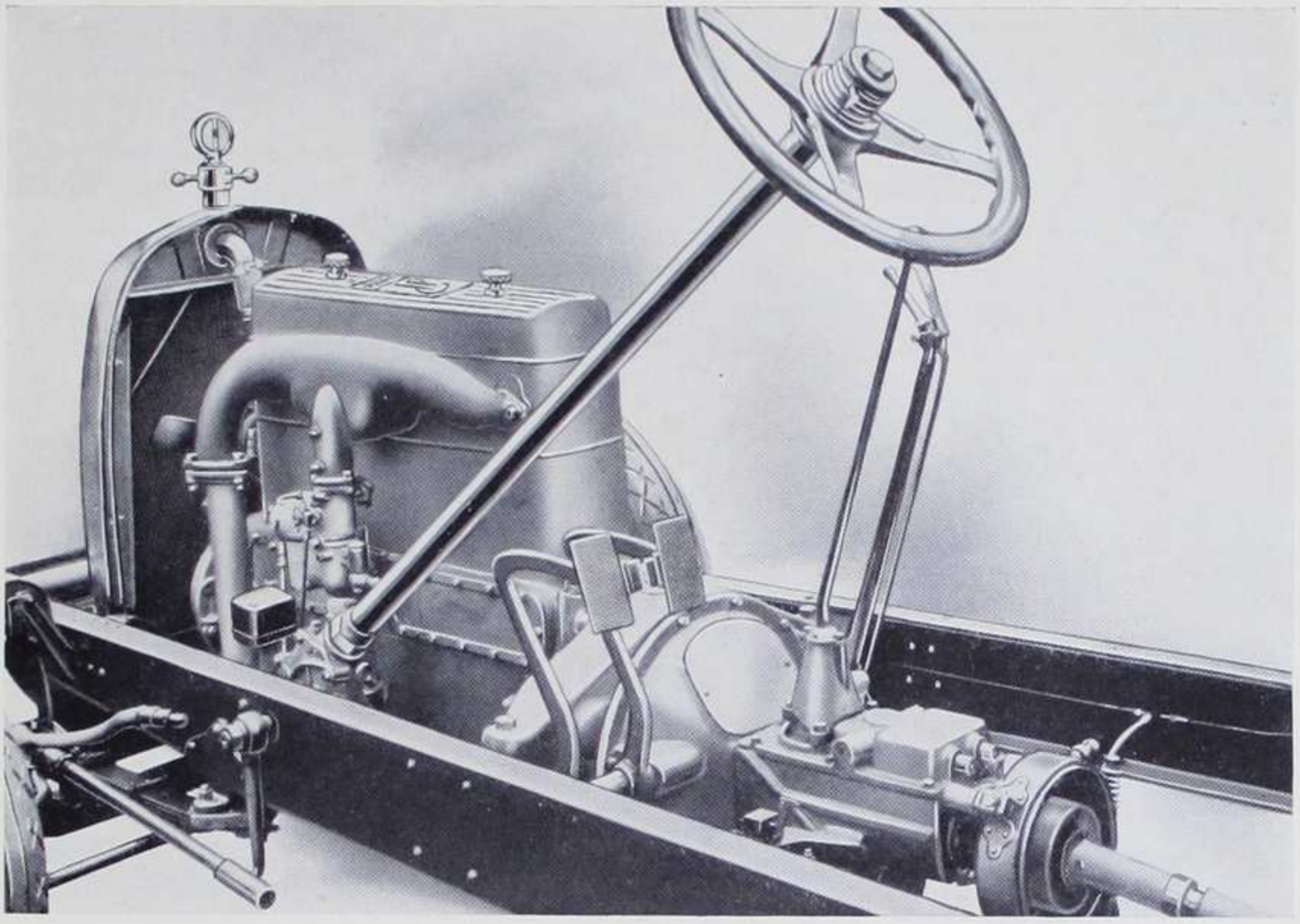
Overhead Valve Motor

The motor is an overhead valve type of 268 cubic inch piston displacement. It is essentially a high-speed motor, developing 75 h. p. at 3000 R.P.M. Unlike many overhead valve motors, the duPont motor is quiet, this being accomplished by means of a so-called ramp cam. This ramp takes up the clearance of the tappets very gradually so that when the valves open they do so without any part striking any other part. This permits the operating of valves with from eight to ten thousandths clearance, without the objectionable noise feature of overhead valve engines.

In addition, a rocker arm shaft of a very large diameter is used, and the rocker arms have bronze bushings. To prevent side slapping or wear of the rocker arms, heavy coil springs, bearing against the side of the rocker arms, have been installed.

The rocker shaft has force feed oiling, which seeps out through the rocker arm, thus lubricating the ends of the push rods and valve stems. In addition to this oiling feature, the valve compartment is opened through to the crank case, and a certain amount of breather action of the motor keeps a continual mist of oil around the valve guides, springs, etc.

A crank shaft 2½" in diameter, supported on three very large main bearings is used. These main bearings are bronze backed, being very securely held into their bearing seats. The connecting rod bearings are babbitted into the rods, thus assuring a perfect bind between the rod and the bearing.



The engine cylinder block has a very generous degree of water jacketing, and this feature contributes in a large measure to the sustained high motor speeds of which duPont engines are capable.

The camshaft, water pump and generator are driven by a silent link belt chain. This chain is fitted with a self adjusting spring tension idler, which takes up any slack that may develop.

Constant Mesh Transmission

Ease of operation and safety of control are largely accomplished by the use of a constant mesh type transmission. This construction provides sliding keys in the main shaft, these keys locking the selected gear to the shaft for the final drive. The sliding keys make possible the shifting of gears without the clashing which is so often noticed in transmissions of the conventional sliding gear type, and these sliding keys also make it possible to shift into any gear at almost any speed, thus producing a pronounced factor of safety not found in other types of transmissions. This transmission is bound to appeal to anyone trying it, and it can be operated by man, woman or child without the usual fear of gear shifting, which overcomes many drivers who are just beginning.

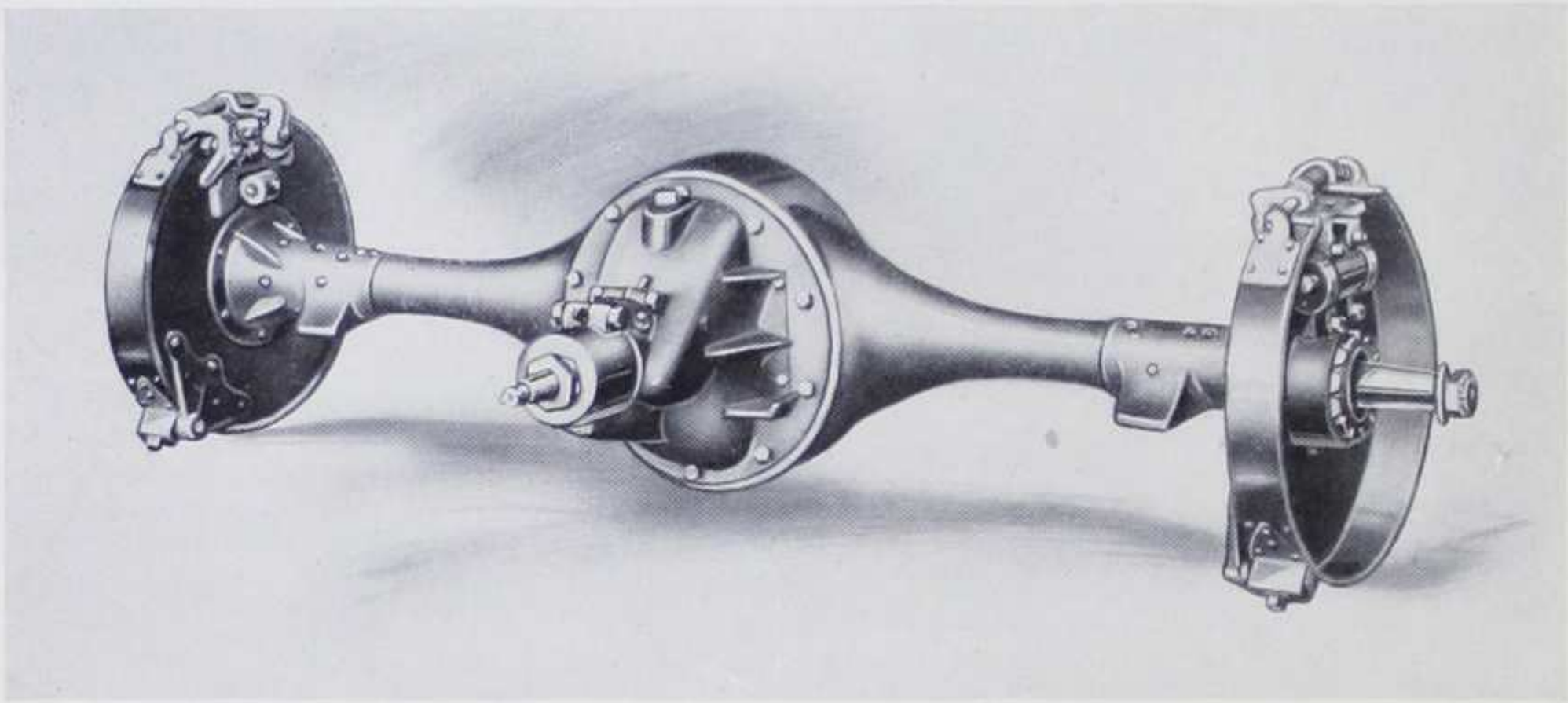
The clutch is of a very substantial two disc, dry plate type, designed so that it will release without any perceptible drag. The clutch has a ball thrust bearing for releasing.

Deep Frame

The duPont frame accounts to a very large degree for the feeling of solidity and safety experienced by passengers in the car. It has a depth of 7″ and is 2″ in width, the metal used being 5/32″ gauge. The frame is exceptionally rigid and prevents body weaving, which is often noticeable in cars having frames too light. Six substantial cross members are used, the sixth cross member being supplied by the rear supports of the engine. The cross members are thoroughly gussetted to the side rails and are all carefully riveted in place. The tubular cross members found at both the front and rear of the chassis present a very substantial appearance, and give support at points very often needing the greatest protection.

Front and Rear Axles

Both front and rear axles are very ruggedly constructed to withstand the severe road performance to which duPont cars are often subjected. They are, nevertheless, as light as is consistently possible, alloy heat-treated steel being used throughout. The rear axle is of the semi-floating type.



Long Flat Springs

A ride in a duPont car quickly convinces anyone that the ideal of motoring comfort has been very thoroughly realized. One of the outstanding features making this high degree of unusual performance possible is the construction of the springs and shackles. Long light springs supplemented by Watson stabilators both front and rear are used. The front springs are 40″ long by 2″ wide, and the rear springs are 60″ long by 2½″ wide. The camber is so designed that when the car is carrying full passenger load, the springs are practically flat, providing a soft and gentle action under any and all road conditions.

Special Shackles

In place of the conventional type of steel spring shackles which cause endless trouble and annoyance from side slap, loose bushings and worn pins, duPont springs are mounted on rubber impregnated fabric shackles, in such a way as to absolutely eliminate all rattles, and to practically do away with chassis lubrication.

SPECIFICATIONS

MODEL "E"

MOTOR: Valve in head. Six cylinders, cast en bloc; detachable head; bore, 3⅜"; stroke 5"; S. A. E. rating, 27.34 H. P.; develops 75 H. P. at 3000 R. P. M. Piston displacement 268 cubic inches.

VALVES: Special heat-resisting alloy; very quiet valve action.

PISTONS: Light weight special design for high engine speeds.

CONNECTING RODS: Drop-forged steel, specially heat-treated.

CRANKSHAFT: Drop-forged, heat-treated steel crankshaft, supported by 3 very large bearings. Dimensions of bearings, Front 2½ x 2 11/32"; center 2½ x 2¾"; rear 2½ x 2¾".

CAMSHAFT: 3 bearings of more than ample size, hardened and ground.

CAMSHAFT DRIVE: By link belt chain of large proportions, with automatic take-up. This insures freedom of adjustment for thousands of miles of operating, as well as absolute silence.

MOTOR OILING SYSTEM: Force feed pressure system by gear pump. Oil is fed by adjustable regulated pressure to crankshaft main and connecting rod bearings, and also to the overhead valve system. Ten quarts of oil carried in crankcase.

MOTOR COOLING SYSTEM: Cooling is by centrifugal pump, circulating water through very large cylinder water passages, insuring adequate cooling under hottest climatic or trying traffic conditions. Large tubular type radiator with 5-gallon capacity.

CARBURETION: Provides high velocity at low speed, with high speed air and gas adjustment. Hot spot in manifold. Combination gives excellent gas distribution, economy of fuel, easy starting, motor flexibility and power.

ELECTRIC SYSTEM: 6-volt system; 113 ampere hour battery; separate unit starter and generator.

IGNITION SYSTEM: Coil and distributor.

WIRING: Fuses provided for all circuits, with two spare fuses in clips; fuse box conveniently located under hood.

CLUTH: Multiple disc, dry plate clutch.

TRANSMISSION: Constant mesh type with selective shift; unit with power plant; three speeds forward and one reverse. This transmission absolutely prevents any possibility of clashing of gears, and shifting from higher to lower gear possible without difficulty at almost any speed. A very pronounced feature of safety and ease of operation.

STEERING: Cam and lever type of steering gear, providing exceptionally easy steering especially designed for balloon tires; 18" corrugated wood steering wheel, with steering post fastened to adjustable bracket so that drivers of different stature can operate the car in comfort.

FRONT AXLE: Special design; large I-beam section of carefully heat-treated alloy steel.

REAR AXLE: Semi-floating type of special heat-treated alloy steel; spiral bevel ring and pinion gears; roller bearings throughout.

GEAR RATIOS: 4.7 to 1 for closed models; 4.45 to 1 for open models.

WHEELS: Natural wood of carefully selected spokes; artillery type; steel felloe bands; tapered roller bearings in both front and rear wheels.

TIRES: Full balloon cord tires, 32"x 6.20".

BRAKES: Easy acting, but exceptionally effective 4-wheel hydraulic brakes operated by foot pedal. Emergency hand-brake operating on propeller shaft directly in rear of transmission.

SPRINGS: Extra long, flexible flat type made of special chrome vanadium steel. Front springs 2" wide, 40" long, rear springs, 2½" wide, 60" long.

SPRING SHACKLES: Rubber impregnated fabric shackles forming a cushion between springs and frame. This construction is especially rugged and long-lived. It positively eliminates chassis rattles and reduces chassis lubrication to a minimum.

FRAME: Pressed steel channel, 7" deep; 5 rigid cross member supports give frame torsional stiffness and insure freedom from body weave.

GASOLINE SUPPLY: Vacuum tank system; 22-gallon tank with 2-gallon reserve supply, located at rear of frame.

WHEELBASE: 125 inches.

TREAD: 57 inches.

EQUIPMENT: Watson stabilators, extra tire and tube; heavy type front and rear bumpers, both having specially designed frame attachments; full tool equipment; electric vibrator horn; automatic windshield wiper; full set of instruments, including 8-day clock, mounted on instrument board, under glass; rear view mirror.

BODIES: Special custom bodies for all models; open car bodies upholstered in finest grade of hand buffed leather; closed bodies upholstered in imported cloth of textures and colors to match paint combinations selected; hardware fittings and appointments of best grade throughout.

TYPES:

5-Passenger Sedan 4-Passenger Rumble-seat Coupe	Prices on Request
4-5-Passenger Sport Phæton 4-Passenger Rumble-seat Sport Roadster	

(Other Special Models on Order)

Illustrations and additional specifications of various body styles are enclosed in the pocket at the back of this booklet

Standard Warranty

We warrant each new motor vehicle manufactured by us to be free from defects in material and workmanship under normal use and service, our obligation under this warranty being limited to making good at our factory any part or parts thereof which shall, within ninety (90) days after delivery of such vehicle to the original purchaser, be returned to us with transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective; this warranty being expressly in lieu of all other warranties expressed or implied and of all other obligations or liabilities on our part; and we neither assume nor authorize any other person to assume for us any other liability in connection with the sale of our vehicles.

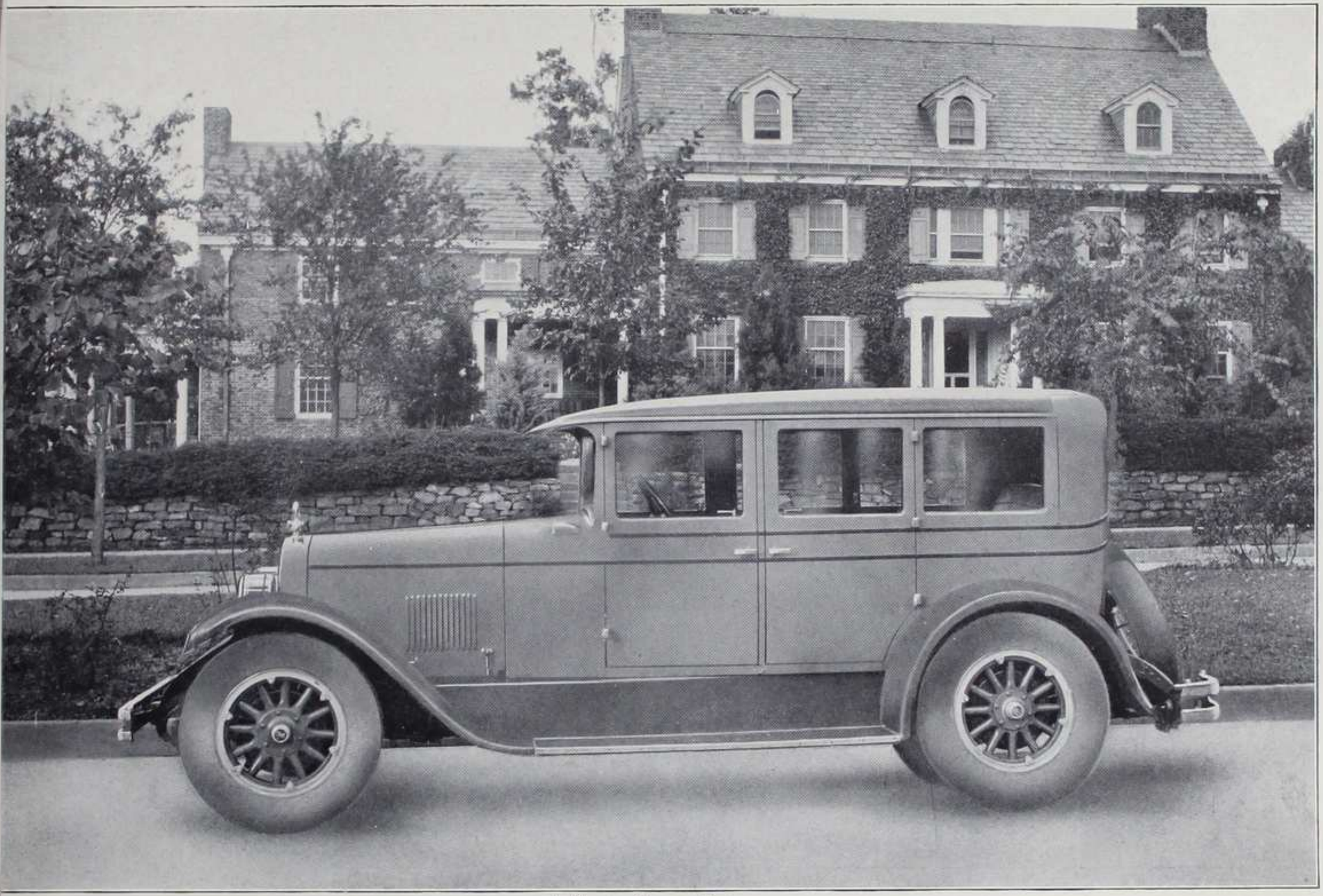
This warranty shall not apply to any vehicle which shall have been repaired or altered outside of our factory in any way so as, in our judgment, to affect its stability or reliability, nor which has been subject to misuse, negligence or accident.

We make no warranty whatever in respect to tires, rims, ignition apparatus, horns or other signaling devices, starting devices, generators, batteries, speedometers or other trade accessories, inasmuch as they are usually warranted separately by their respective manufacturers.

DUPONT MOTORS, INC.

MEMBER NATIONAL AUTOMOBILE
CHAMBER OF COMMERCE, INC.

As the duPont policy is to build automobiles in series rather than on the yearly model basis, we will put into immediate service any newly perfected device, rather than hold it for embodiment in a later model of our car. Along these lines of progressive advancement we reserve the right to make changes in the construction of duPont cars at any time and in such manner as in our judgment will result in the betterment of the car.



du Pont Sport Sedan

duPont Sport Sedan

MODEL "E"

THIS Model while being more or less conventional in that it is a five-passenger closed car, is never the less possessed of the characteristics of individual distinction which mark all other duPont models.

Its very flexible seats and back rests upholstered in the finest of fabric is very inviting and provides the sort of comfort and relaxation which the average person experiences in his favorite chair.

The appointments are in simple good taste, and are complete in every particular. This model is a town car of aristocratic smartness, and one that will prove decidedly efficient on rough roads as well as on city streets.

Length of car overall, including front and rear bumpers, 16′ 3″.
Width of car overall, 5′ 10″.
Height at highest point of roof, outside dimensions, 6′ 3″.
Width of front seat, 45″.
Depth of front seat cushion (from back of cushion to front), 21″.
Distance from front seat back cushion to toe board, 3′ 10″.
Width of rear seat, 48″.
Depth of rear seat cushion (from back of cushion to front), 24″.
Distance from rear seat back cushion to back of front seat, 3′ 6″.
Height of floor board to roof, inside dimensions, 48″.
Height of cushions from floor: back cushion, 14″; front cushion 11½″.
Weight, 4100 lbs.

Detailed chassis specifications given on Page No. 11 of booklet.

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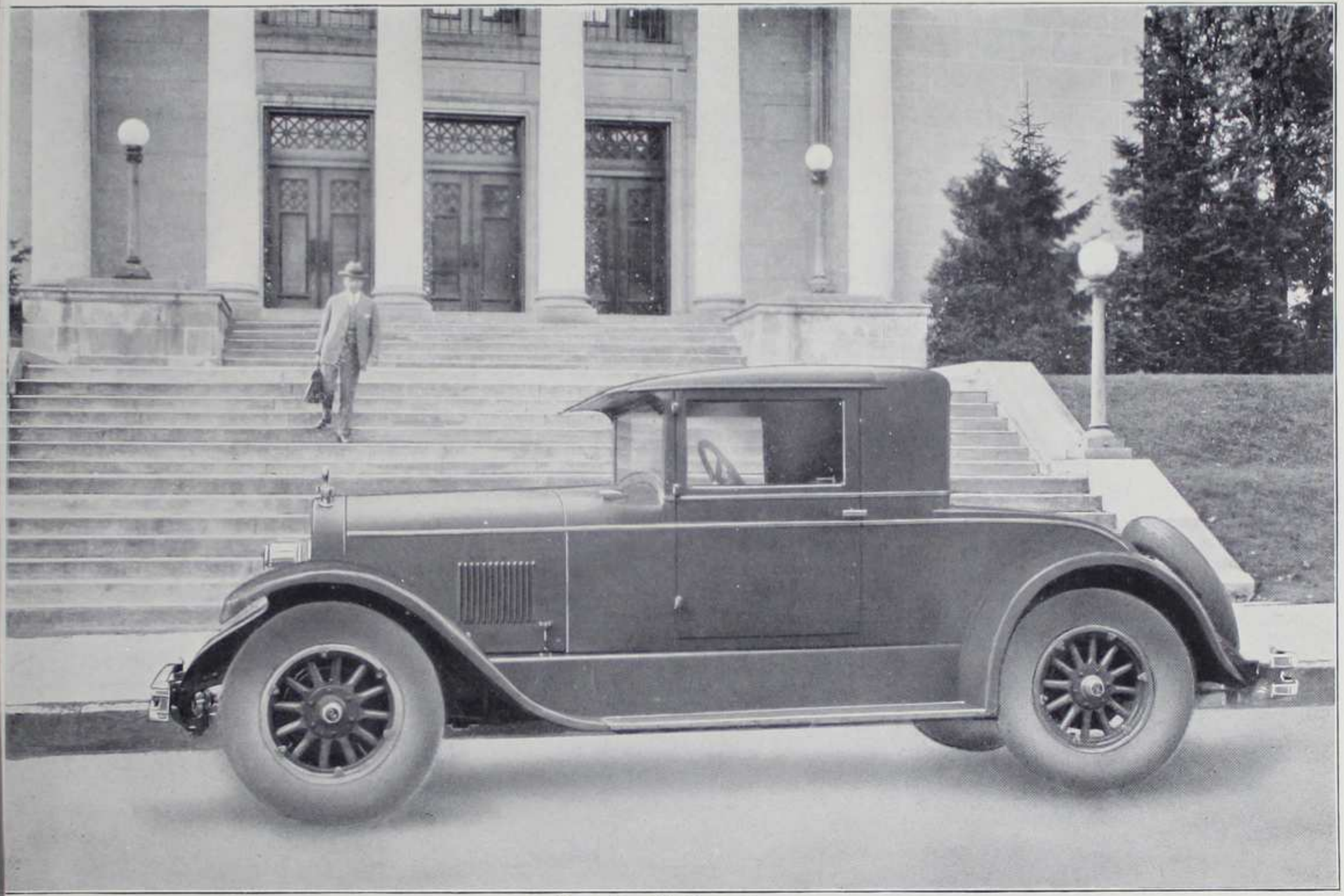

du Pont Rumble-Seat Coupe

duPont Rumble-Seat Coupe

MODEL "E"

THIS four-passenger Coupe Model is an all-around car for service in all that the word implies. This car is especially suitable for the business or professional man, who wants a car for town work, as well as for touring.

An extra wide front seat permits the carrying of three passengers if desired, and the up-to-date rumble-seat in the rear enables the carrying of two extra passengers in comfort, should the occasion demand. The rear window can be lowered so as to allow communication between the passengers of the front and rear seats.

Length of car overall, including front and rear bumpers, 16′ 3″.
Width of car overall, 5′ 10″.
Height at highest point of top, outside dimensions, 5′ 11½″.
Width of front seat, 43″.
Depth of front seat cushion (from back of cushion to front), 21″.
Distance from front seat back cushion to toe board, 45¼″.
Width of rear seat, 36″.
Weight, 3850 lbs.

Detailed chassis specifications given on Page No. 11 of booklet.

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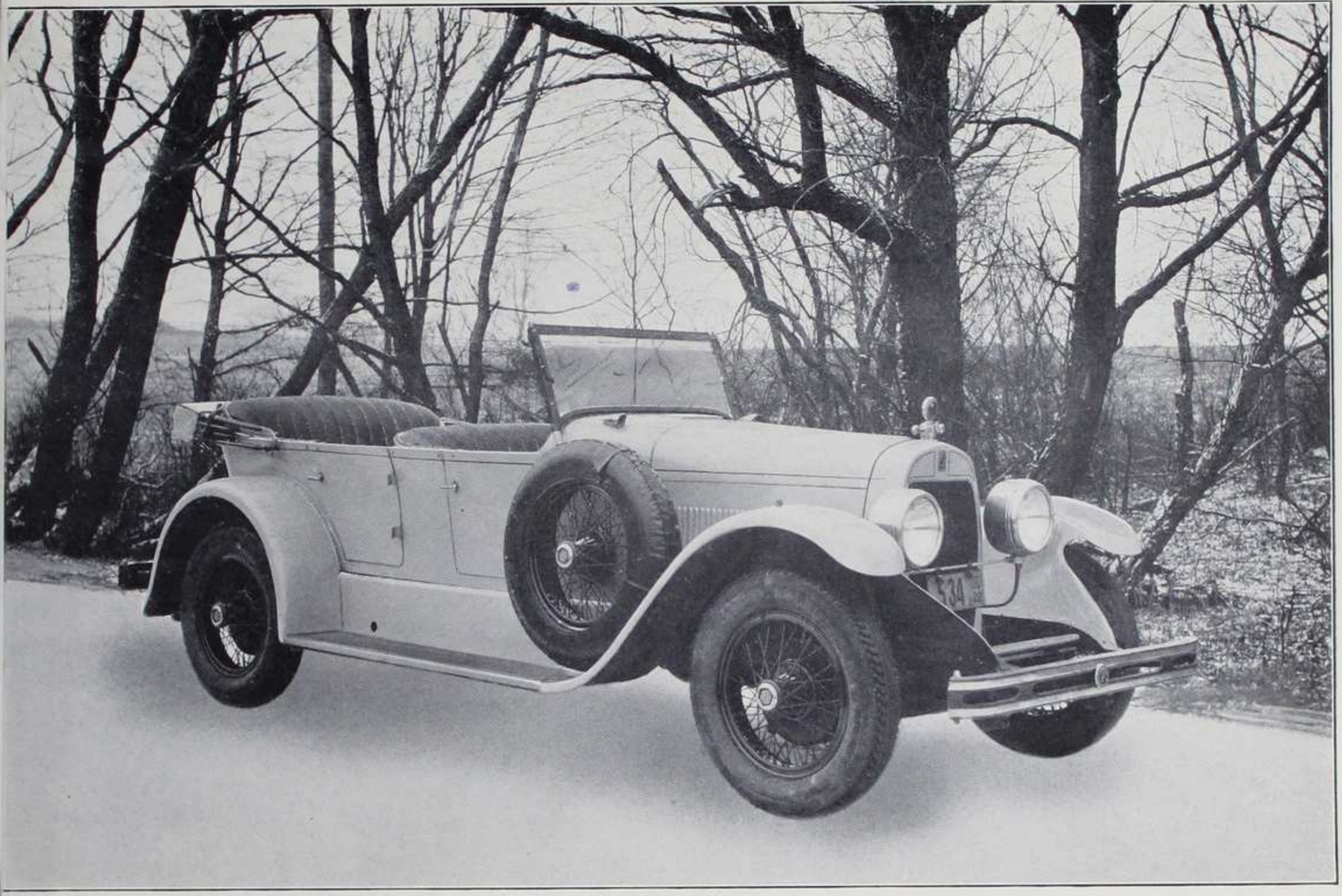

du Pont Sport Phaeton

duPont Sport Phaeton

MODEL "E"

THIS Model is designed primarily for the "outdoors" type of individual. The distinctiveness of its low lines and rackish appearance is matched by its comfort, and by performance much out of the ordinary.

This particular model is a great delight to the man or woman who likes to drive for long distances, and who appreciates the thrills and joys of touring.

Length of car overall, including front and rear bumpers, 16′ 3″.

Width of car overall, 5′ 10″.

Height at highest point of top, outside dimensions, 72″.

Width of front seat, 38″.

Distance from front seat back cushion to toe board, 40″.

Width of rear seat, 40″.

Distance from front of rear seat back cushion to back of front seat, 40″.

Weight, 3850 lbs.

Distance from floor to center of top, 47″.

Detailed chassis specifications given on Page No. 11 of booklet.

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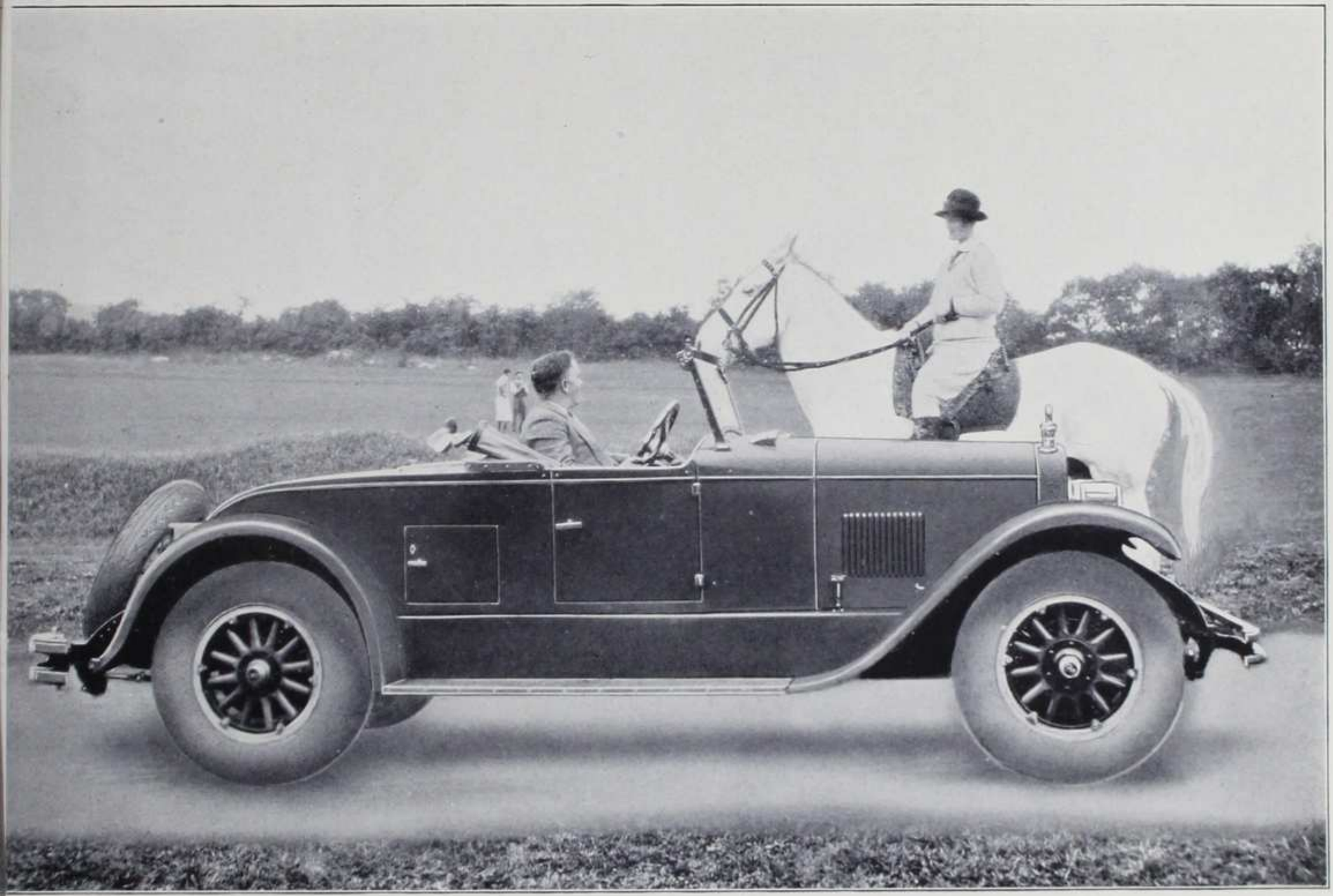

du Pont Sport Roadster

duPont Sport Roadster

MODEL "E"

THIS four-passenger rumble-seat Roadster is not only very smart in appearance, but its performance is such as to appeal to the club man, the outdoor girl, or anyone who is seeking a car out of the ordinary.

Its folding top is easily available for either rainy or stormy weather, and by lowering the top the car is quickly converted into a four-passenger open model, which will prove a delight to the man seeking pronounced power and speed performance.

Length of car overall, including front and rear bumpers, 16′ 3″.
Width of car overall, 5′ 10″.
Height of car at highest point of top, outside dimensions, 72″.
Width of front seat, 38″.
Width of rumble-seat, 34″.
Distance from front seat back cushion to toe board, 42″.
Weight, 3700 lbs.

Detailed chassis specifications given on Page No. 11 of booklet.

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