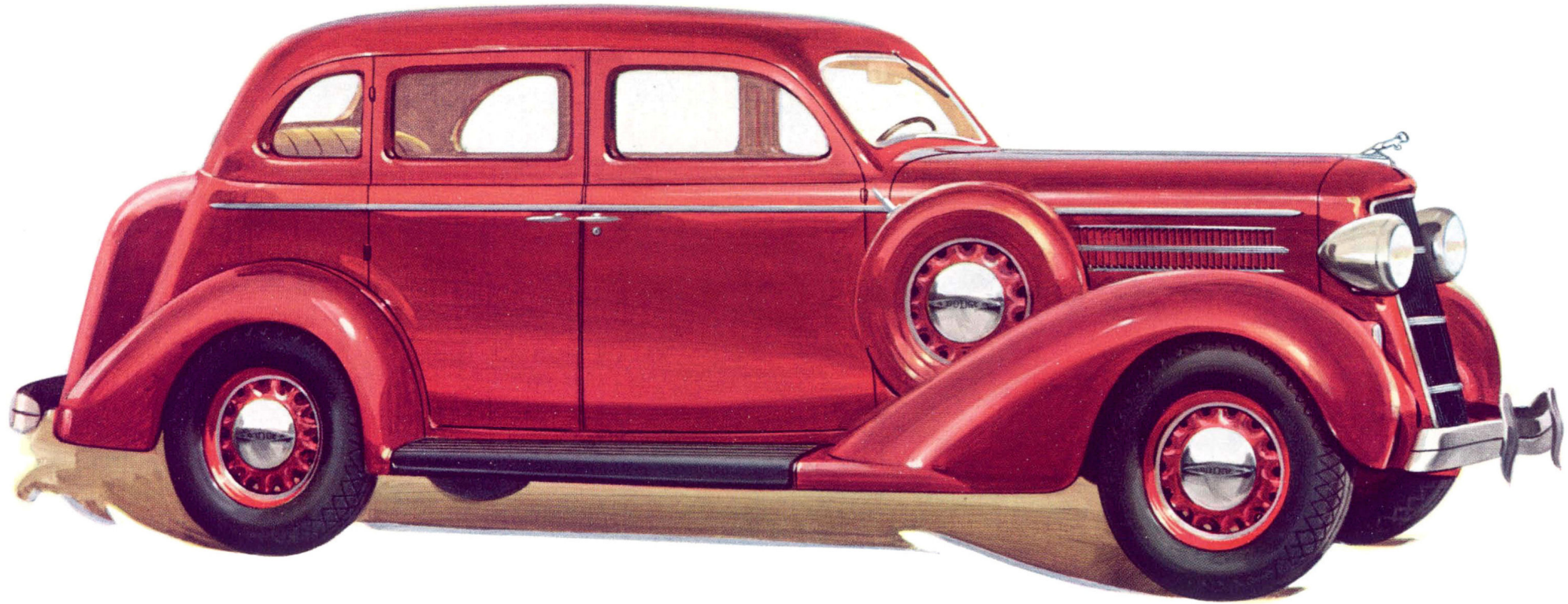


DODGE

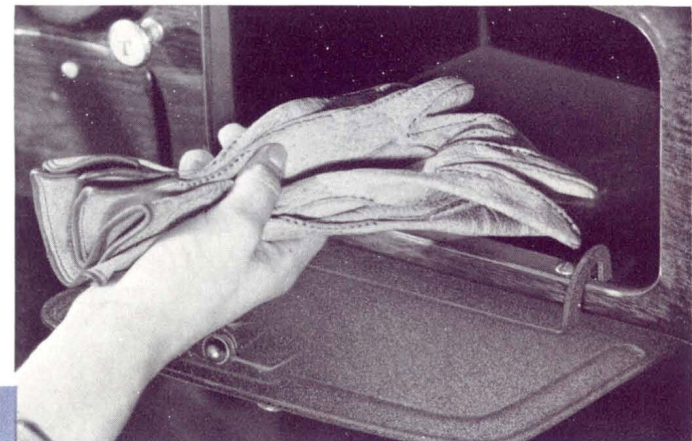


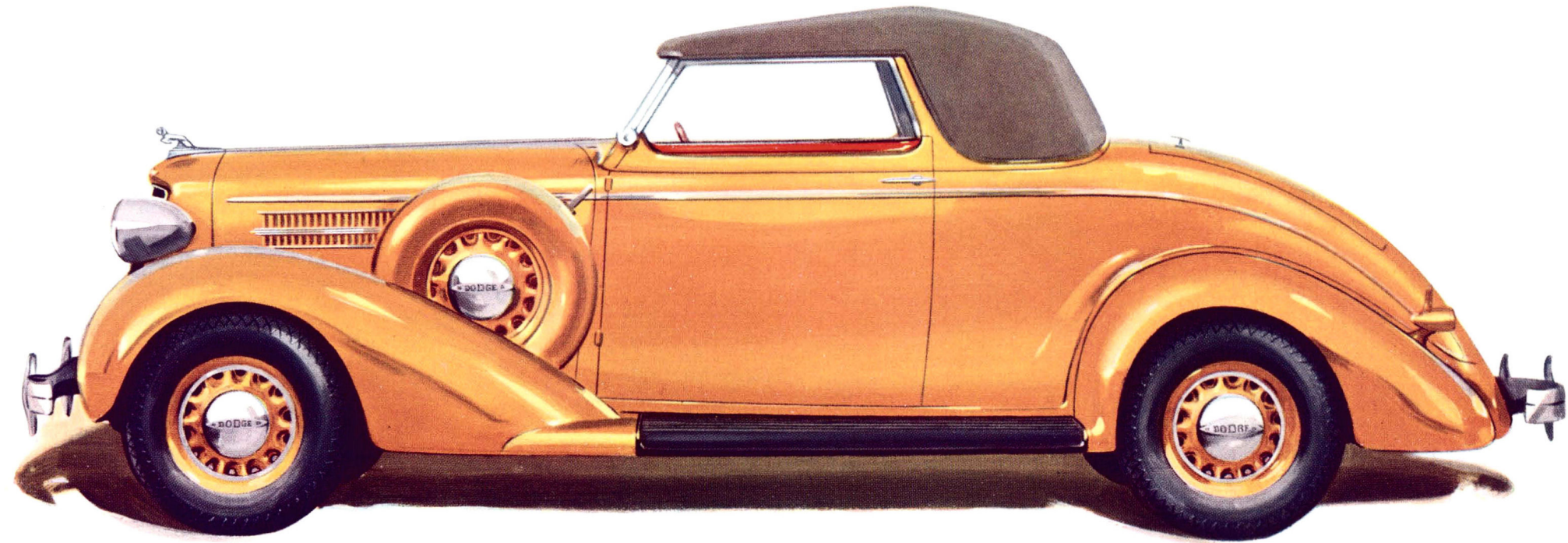


The Dodge Four-Door Touring Sedan

WITH BUILT-IN TRUNK

Nothing has been overlooked to make this year's Dodge as complete in appointments as it is smart in appearance. A handy glove compartment is generously large, and serves as a receptacle also for maps, cigarettes or small parcels.

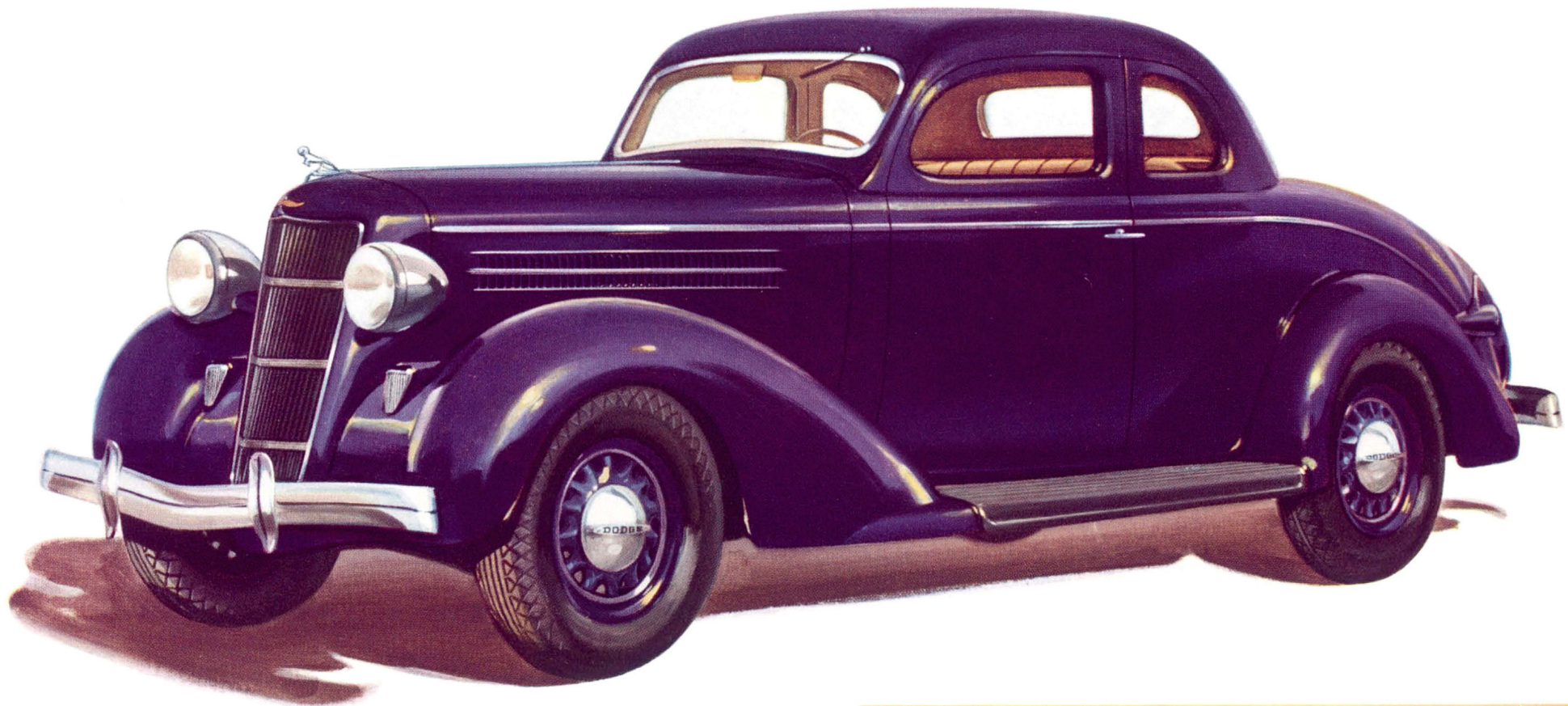




The Dodge Convertible Coupe

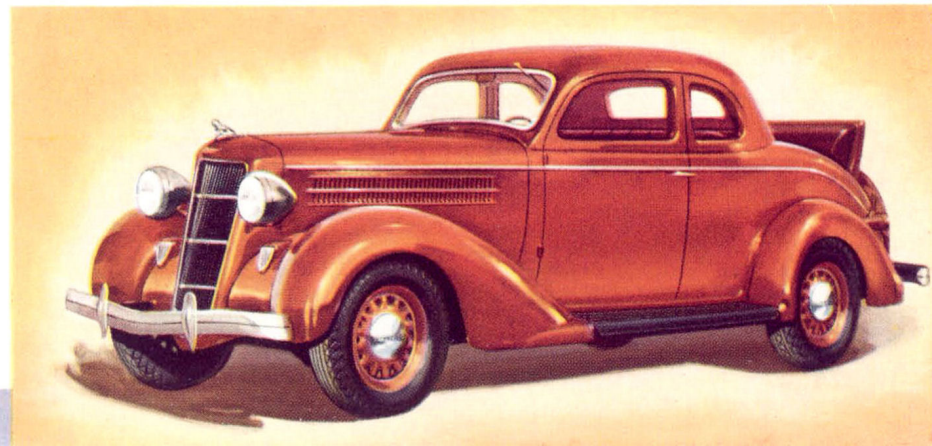
For a smart, dashing, youthful-looking motor car, the new Dodge Convertible Coupe is unexcelled. It has been carefully made to eliminate noise and rattles. The top is quickly and easily raised or lowered.

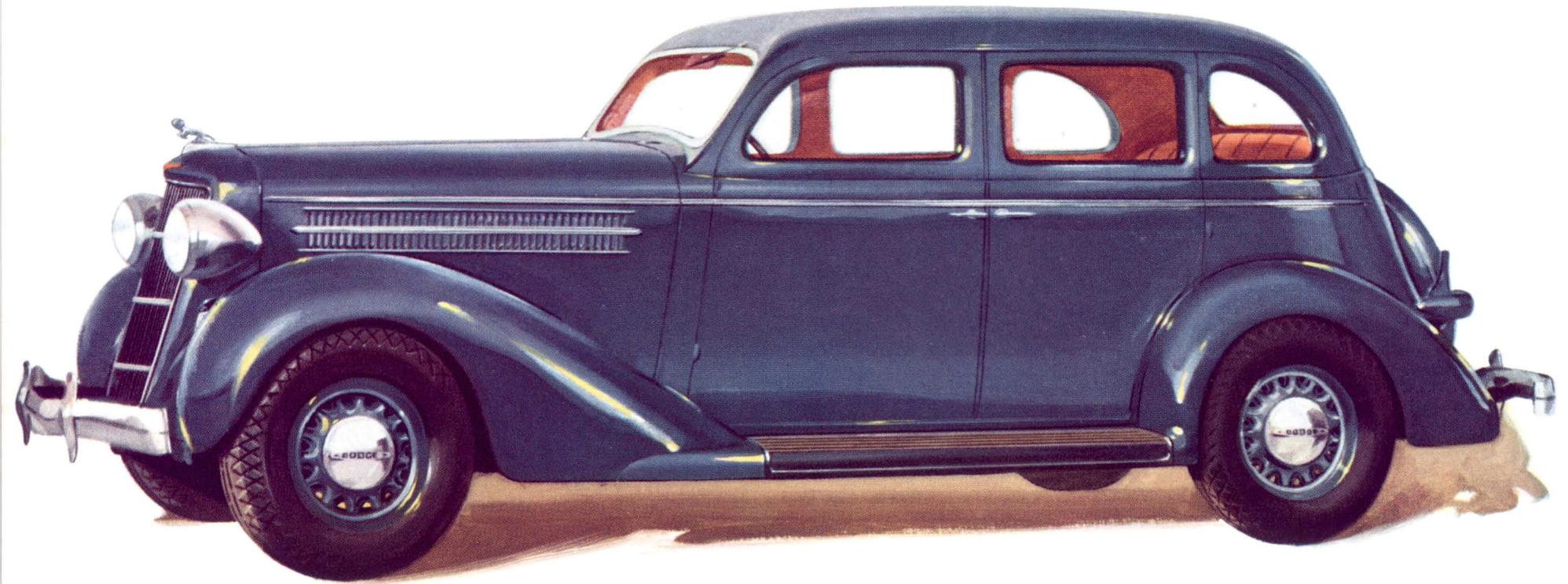




The Dodge Business Coupe

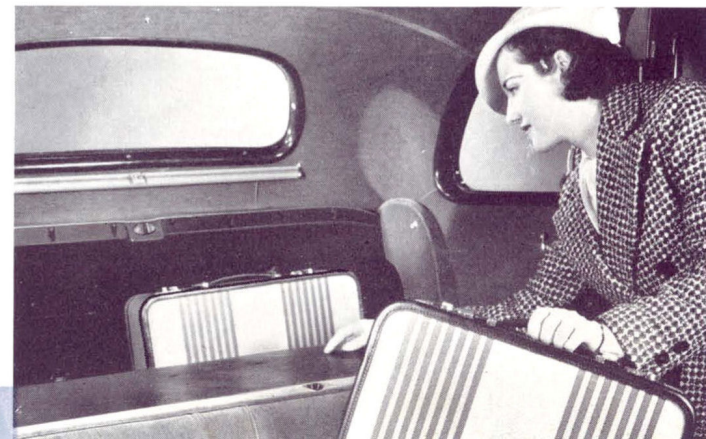
This model is also available with a commodious rumble seat. The Dodge Coupe is the sleekest, trimmest car in the field. For flash and dash and performance, this is the motor car for you.

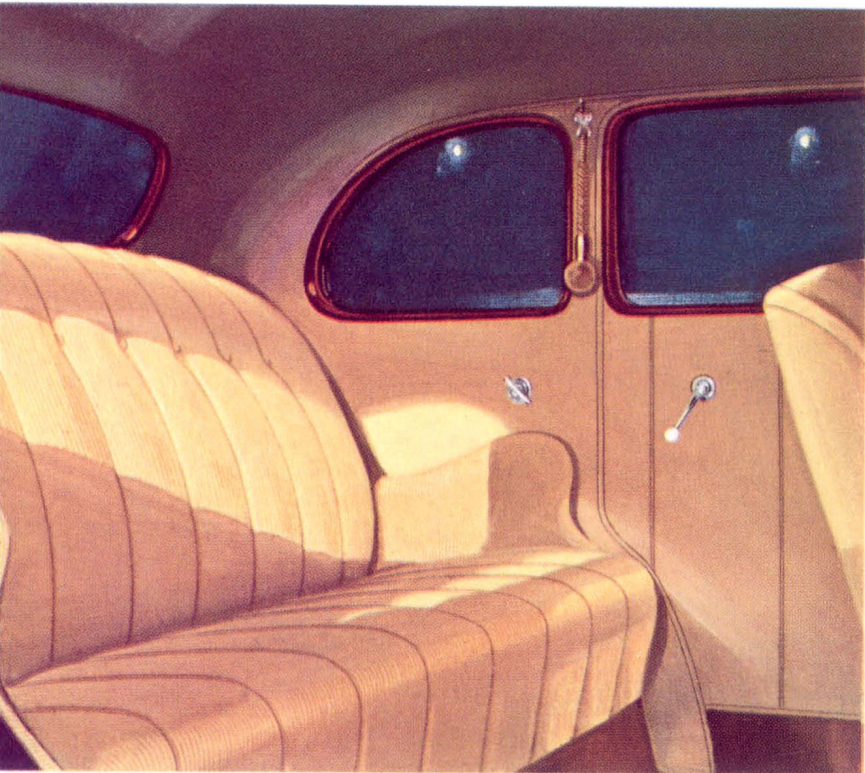




The Dodge Four-Door Sedan

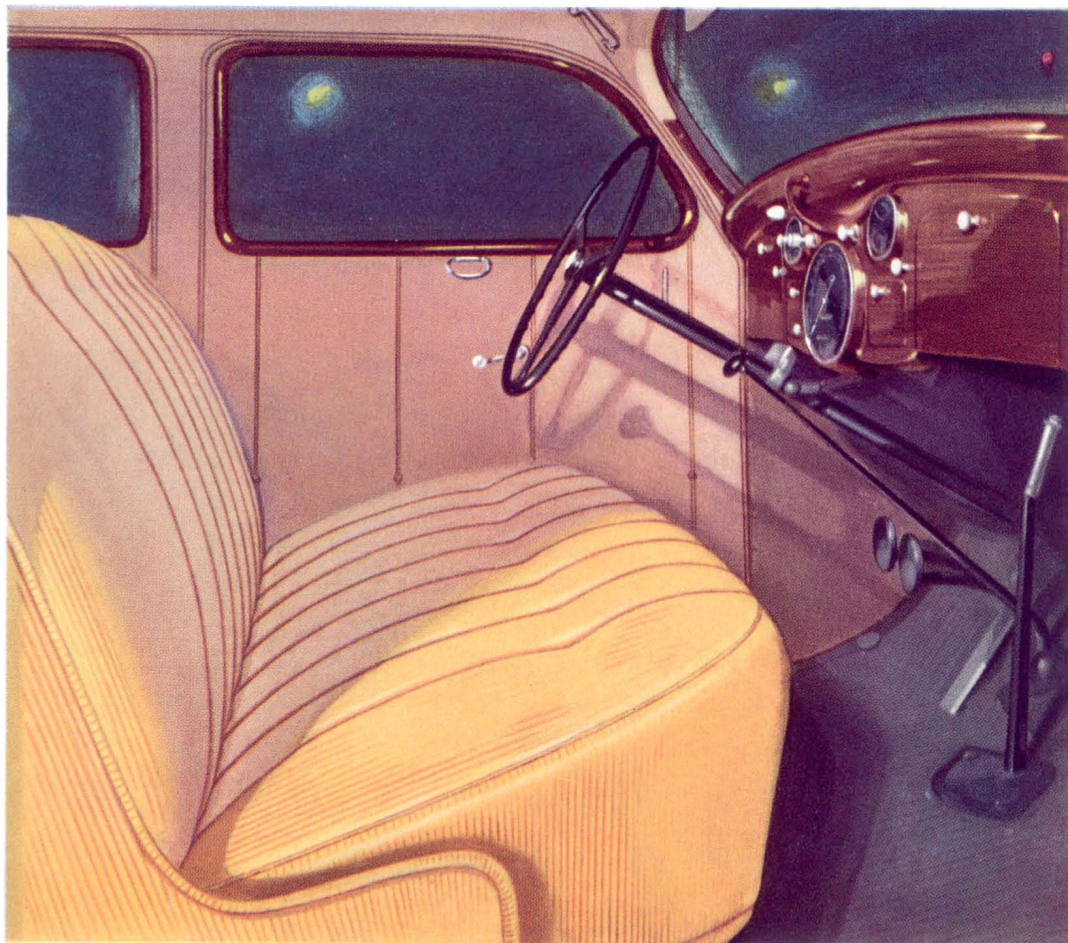
The new Dodge front end ensemble presents new swagger and smartness. New, narrow sloping radiator, smart two-beam headlamps, modish, streamlined louvers and grilled horns recessed in graceful fenders make this the smartest and the most fashionable Dodge ever built. A hinged seat-back gives access to a roomy luggage compartment.



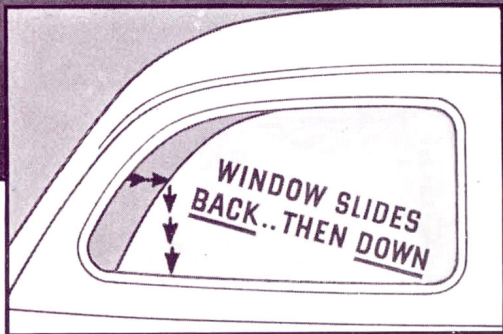
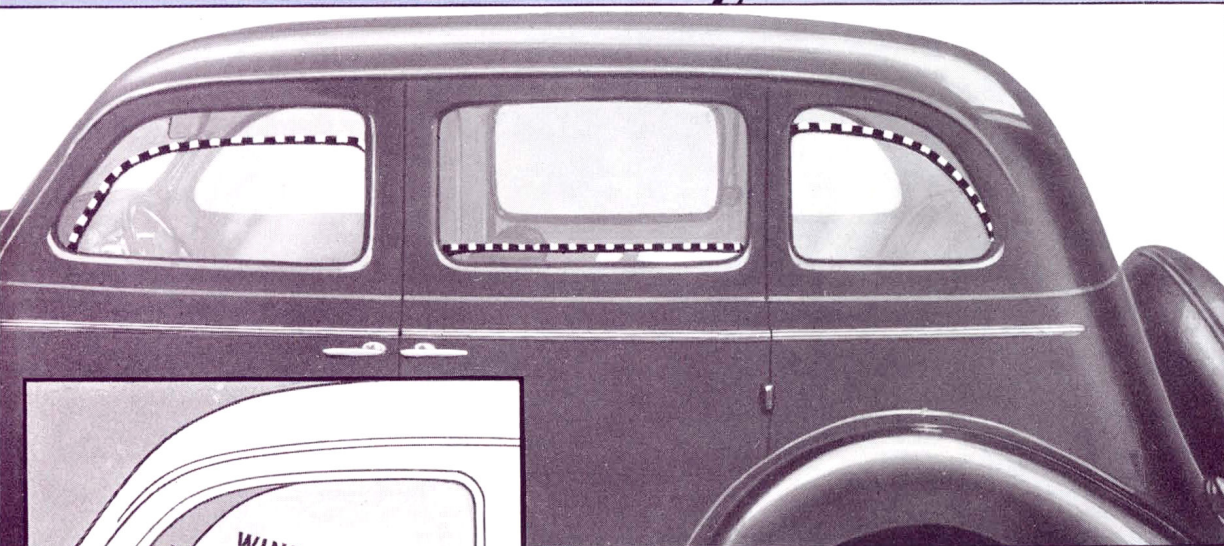


The rear seat compartment marks new heights of achievement for sheer luxury, beauty and roominess. An advance in seat construction allows passengers to sit more erect and as comfortably as in their favorite drawing-room chair. It is because seats are form-moulded and the lazy-back cushions invite complete relaxation. All hardware appointments are outstanding for smartness.

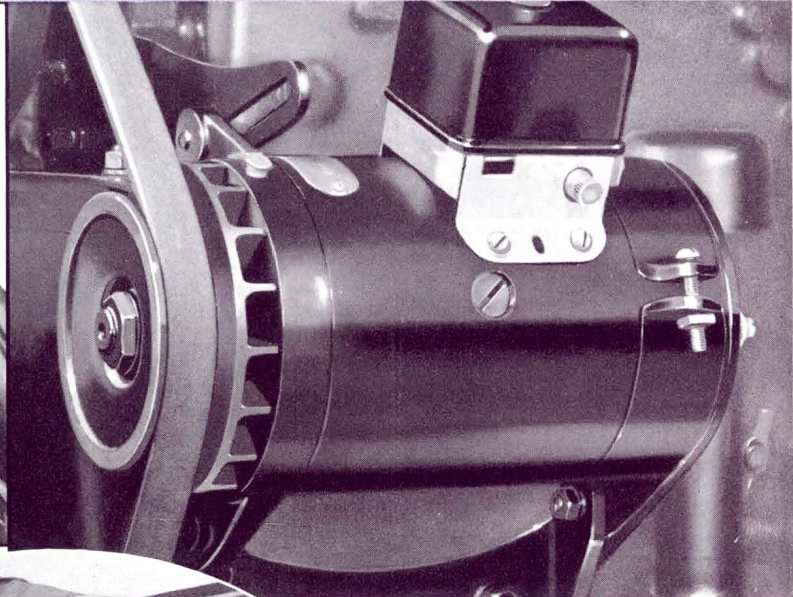
Everyone is enthused over the wide and roomy front compartment that distinguishes this year's smart new Dodge. Three inches more seat width have been provided. There is more than ample head and leg-room. Seats are deep and luxurious. The finely tailored side and roof trim is restful, durable and pleasing. All controls are within easy reach of the driver.



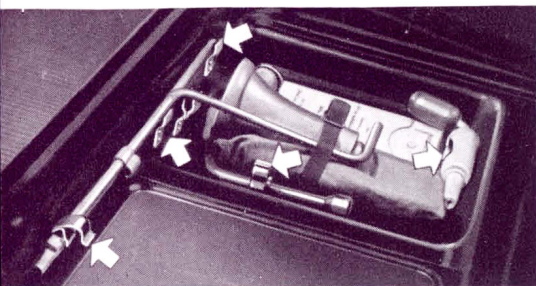
AND HERE ARE SOME SURPRISES *for 1935*



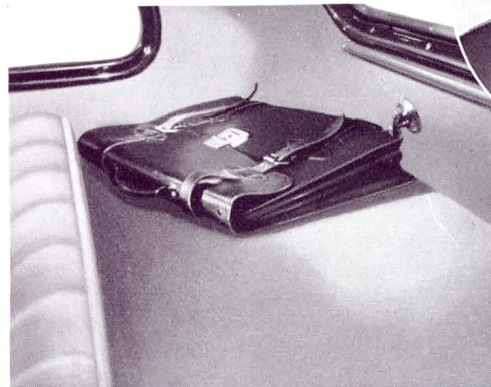
Dodge perfected, clear-vision ventilation. At a turn of the handle, the window slides back, opening slightly to allow a controlled circulation of air. Another turn, and the window goes down.



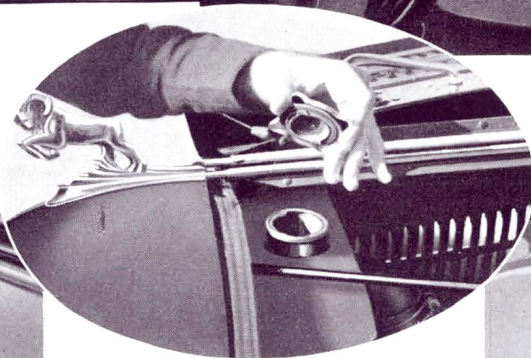
Completely ventilated by a special fan arrangement, the Dodge generator has increased capacity to permit the use of radios, hot water heaters, and other electrical accessories.



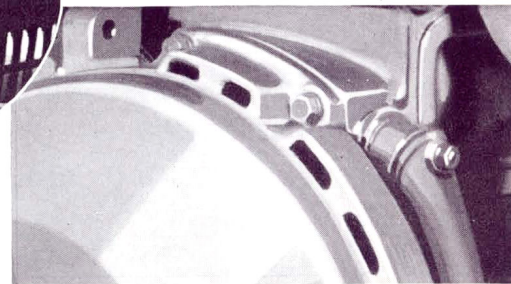
Special clips, under the front seat, hold tools in place and prevent them from rattling.



The radiator ornament is permanently fixed to prevent accidental loss or theft.

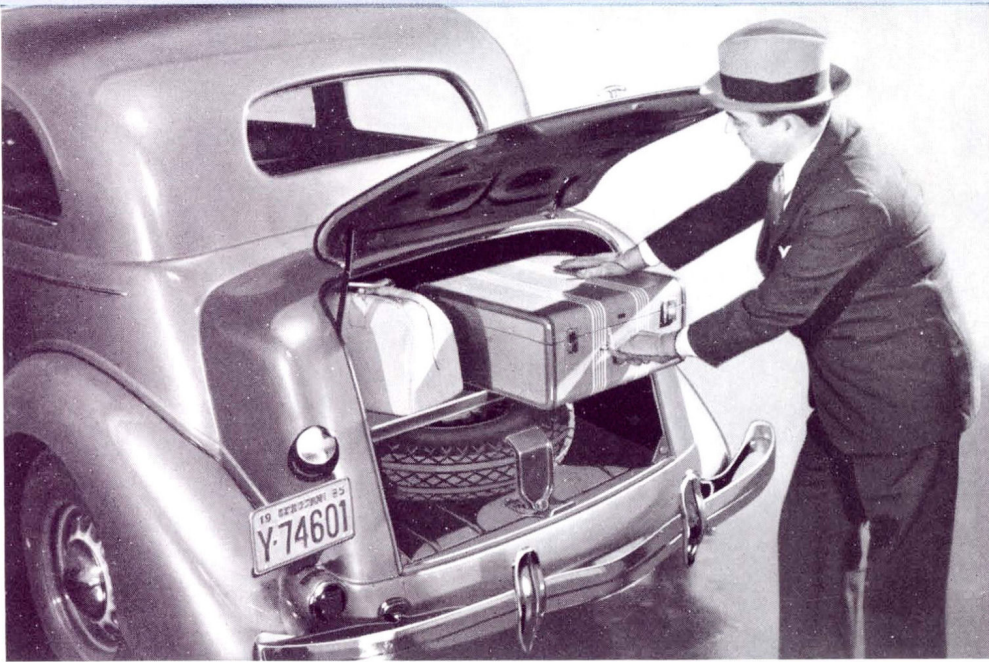


The shelf behind the seat in the Dodge Coupe is unusually wide and spacious.



The main pressure plate of the Dodge clutch is ribbed to ventilate the entire clutch mechanism. Pedal pressure has been lowered about thirty per cent.

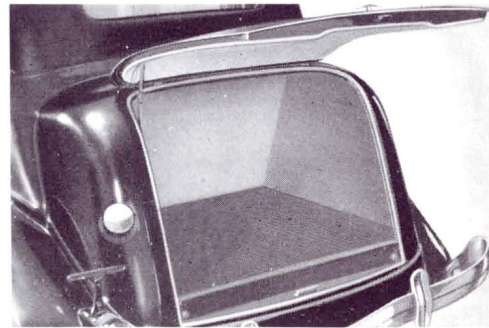
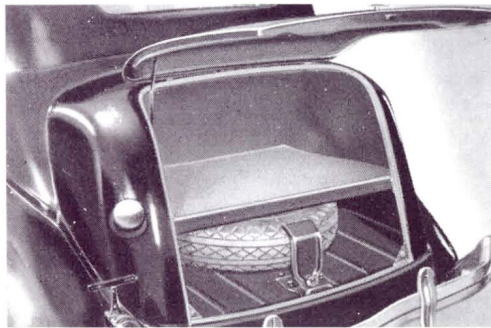
NEW BUILT-IN TRUNKS GIVE AMPLE LUGGAGE SPACE!



SPARE WHEEL CARRIED IN BUILT-IN TRUNK

When the spare wheel is carried inside the trunk, a shelf above the wheel has been provided to accommodate luggage.

The spare wheel is mounted on a track which slides out at a touch of the finger. The tire is away from dust and rain.

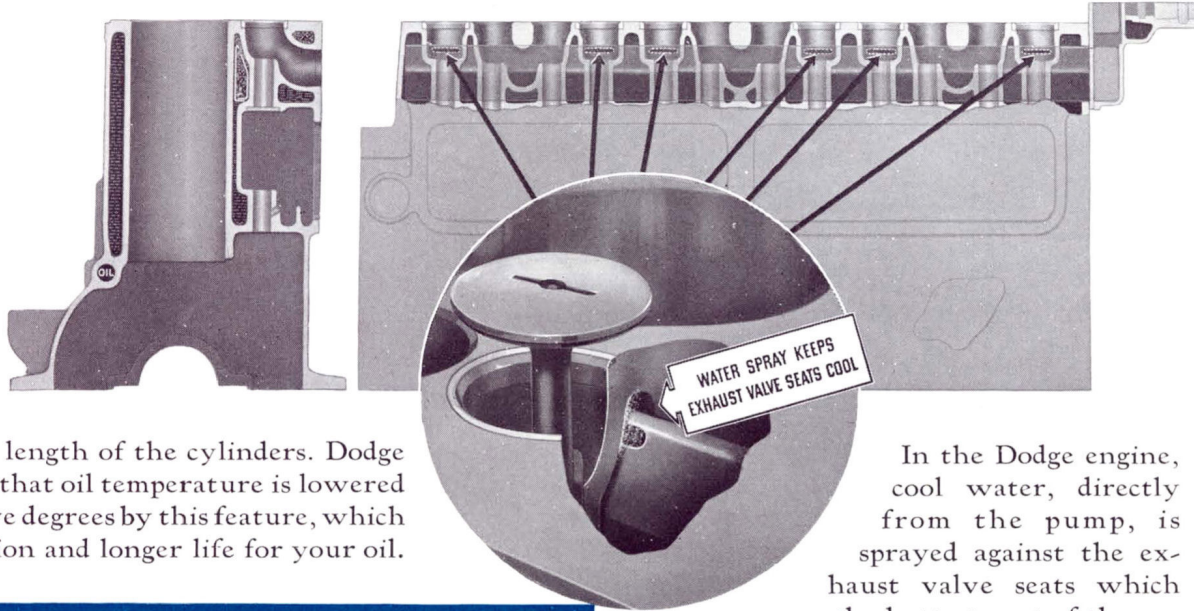


WITH SIDE MOUNTED SPARE WHEELS

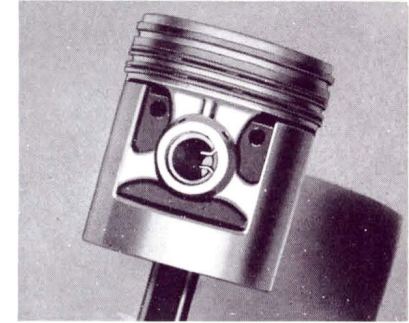
The capacity of the built-in luggage trunk is greatly increased when the spare wheel is carried in the fender well. The center shelf has been left out of the trunk to make it easy to arrange odd-sized luggage. The trunk is sturdy and closely follows the streamline of the body.

EXTRA POWER... SPEED... ECONOMY

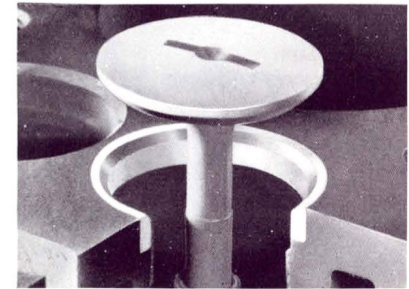
The Dodge engine is cooled by a powerful centrifugal pump which forces water through water jackets that now extend down the full length of the cylinders. Dodge engineers have found that oil temperature is lowered as much as seventy-five degrees by this feature, which means better lubrication and longer life for your oil.



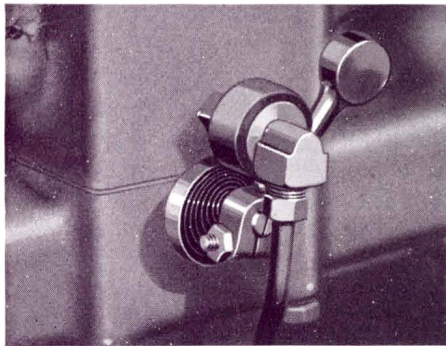
In the Dodge engine, cool water, directly from the pump, is sprayed against the exhaust valve seats which are the hottest part of the engine. From the exhaust valve seats, the water circulates around the intake valve seats, cylinders and combustion chambers.



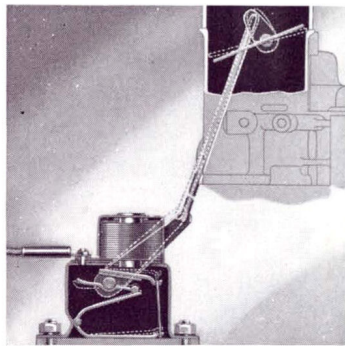
Aluminum alloy pistons with four rings instead of the usual three are used.



Tool steel exhaust valve seat inserts save fuel and defer valve grinding many miles.

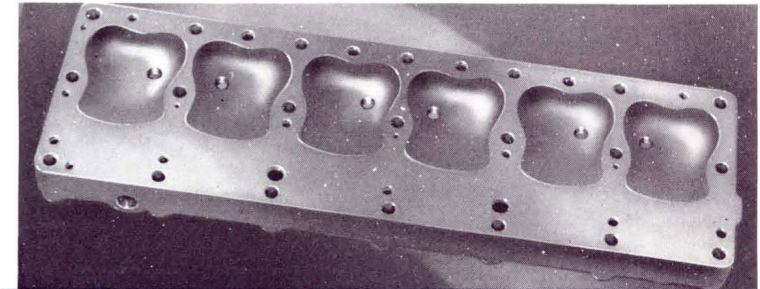


A manifold heat control heats the fuel for smoother operation when the engine is cold.

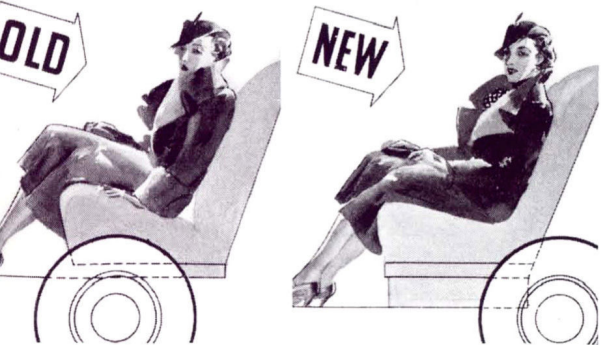


The dangers of over-choking are eliminated by the automatic choke.

With the Dodge cylinder head, it is not necessary to use premium fuels.

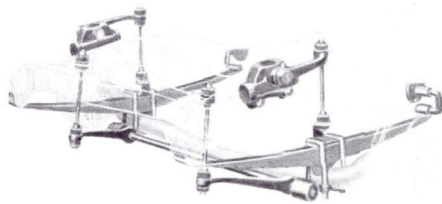


OUTSTANDING FEATURES OF THE NEW-VALUE DODGE

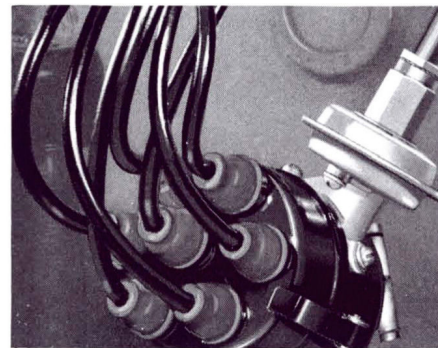
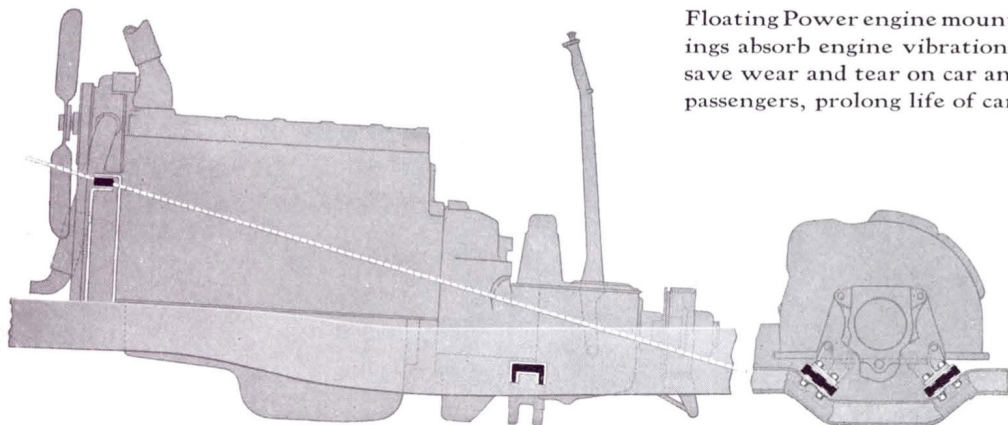


Old way (left) shows seat suspended directly over the axle. Every bump, every jolt reaches the passenger. The new Dodge way (right) shows seat moved forward. You ride cradled between axles.

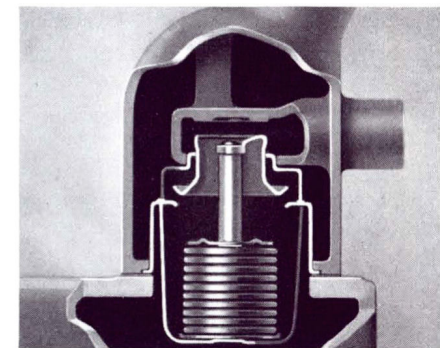
In the Dodge Airglide ride, the wheels glide over bumps without affecting the car, either horizontally or vertically. Double-acting hydraulic shock absorbers control vertical movement, and the ride stabilizer keeps the car on an even plane when rounding curves.



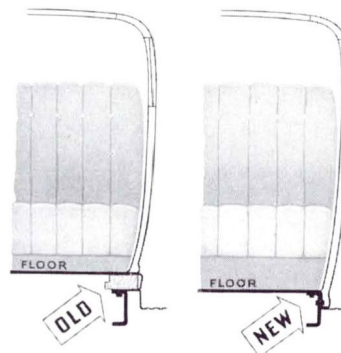
Floating Power engine mountings absorb engine vibrations, save wear and tear on car and passengers, prolong life of car.



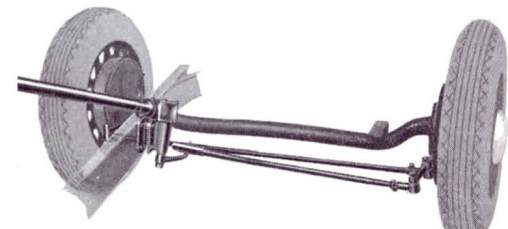
Automatic vacuum spark control advances or retards spark to synchronize with the speed of the engine. This feature prevents knocks, saves fuel, improves performance.



Automatic water temperature control maintains the temperature of the water, suitable for the most efficient operation.



The Dodge all-steel body fits down over frame instead of being mounted on top. More head-room without increasing over-all height.



Dodge cross-steering ends steering fatigue because it prevents road shocks from reaching the steering wheel. The steering arm is mounted parallel to the axle.

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

DE LUXE DODGE—TYPE "D.U."

ENGINE—Dodge 6-cylinder, L-head engine, 82 h.p., with Floating Power engine mountings. Bore, $3\frac{1}{4}$ " (8.25 cm.); stroke, $4\frac{3}{8}$ " (11.09 cm.). Piston displacement, 217.8 cu. in. (3596 c.c.). 5.6 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. Impulse neutralizer. 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, crankcase ventilator.

CHASSIS LUBRICATION—Pressure grease system.

ENGINE COOLING—Water cooling by centrifugal pump. 17", 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, down-draft carburetor. Air cleaner, oil-bath type combined with intake silencer.

ELECTRICAL SYSTEM—Six-volt battery ignition. Fully automatic spark advance with vacuum control. Automatic choke. Ventilated generator. Battery capacity, 90; 15 plates.

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.

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

FRONT AXLE—Rigid tubular steel, double-tapered roller bearings at wheels. Very flexible front spring action, controlled by double-acting hydraulic shock absorbers and Dodge ride levelator.

REAR AXLE—Semi-floating type enclosed in steel-stamped banjo housing. Spiral bevel gears of nickel-chrome-vanadium steel. Eight roller bearings.

STEERING—Dodge cross-steering system. Sector type.

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

SPRINGS—Semi-elliptic, mounted outside of frame side channels. Spring leaves tapered at ends to prevent squeaks.

BRAKES—Dodge time-tested hydraulic, 4-wheel, internal-expanding, self-equalizing, weather-proof. Cast-iron brake drums with cast-in steel backs. Separate hand brake on transmission.

SHOCK ABSORBERS—Front, two-way hydraulic; rear, single-acting hydraulic.

WHEELS—Five demountable, steel-spoke artillery; drop center rims.

TIRES—6.00 x 16, 4-ply nonskid, Airwheel type.

WHEELBASE—116" (3.09 meters); over-all length, 193" (4.9 meters).

BODIES—Safety all-steel, rustproofed. Insulated against sound, heat and cold. Safety glass windshield. Closed bodies wired for radio.

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

NOTE—Special equipment available at additional cost.

Chrysler Corporation, Export Division, reserves the right to change prices without notice and to make improvements in its cars without incurring obligations on cars sold previously.

ERRATA: — **BODIES:** All-Steel Bodies with ventilating windshield and hinged rear-seat are American bodies; luxurious "Safety-Steel" Australian Bodies are fitted (see price list for equipment). **TYRES:** Five 6.25 x 16 Air-Wheel Type standard; spare tyre on models equipped with in-built trunk carried in front mudguard. Convertible Coupe not available. Body lines of Roadster are very similar to this type.

