

**VALIANT & DODGE UTES.
FOR ALL THE RIGHT REASONS.**



**"If you're a man who wants a ute,
you're a man who wants answers."**

"Here are the answers"

STIRLING MOSS



Stirling Moss has a way of cutting through to the core of things. As Consultant to Chrysler Australia, he knows a thing or two about vehicles – *and* people.

So this catalogue is designed to give you answers. (Actually, we call them Right Reasons.) All the facts about Valiant Wayfarer and Dodge utes. And why we've built them the way we have. For example:

Why do we offer two kinds of Utes?

Because there are two different kinds of ute users. Maybe you want a work-horse ute. (You don't intend to drive it to the Lord Mayor's Garden Party.) In that case, you want our burly Dodge utility. The styling is clean and business-like. And our engineers have stressed guts and reliability.

But maybe you want more style. A ute that can carry the family as well as a load of fence posts. That's where Valiant Wayfarer comes in. Like the Dodge, it revels in getting its hands dirty. (In fact, it has the largest load space in its class.) But, at the end of the day, it's ready to head out on the town.

What's so good about them?

Basically this: We build in more strength than we really have to. Our methods are something akin to setting a 'phone booth in 4 feet of concrete. More foundation than you need, but you can practically forget about future problems. We like that philosophy. Here are some examples.

Solid unitized construction. Our utes are assembled in a single unit. Thousands of individual welds bond the frame and skin together. So there are no body bolts to vibrate loose and rattle.

Heavy-duty chassis components. Again we believe in an extra margin of toughness. Both Dodge and Valiant have a heavy-duty rear axle. So you can carry more of whatever you want to carry. In the

rear, where all the weight goes, we mount heavy-duty asymmetrical 6-leaf springs. The axle is mounted forward of the centre of the springs, which controls hobby-horsing and sidesway on rugged roads.

Up front, we use chrome steel torsion bars. They twist, something like wringing out a wet towel. So road shock is absorbed *before* it can be transmitted to the load tray or cab.

For all we know, you have eggs to carry.

How about power?

Here's where Dodge and Valiant Wayfarer really shine. Stirling Moss sums up the new Hemi Six very well.

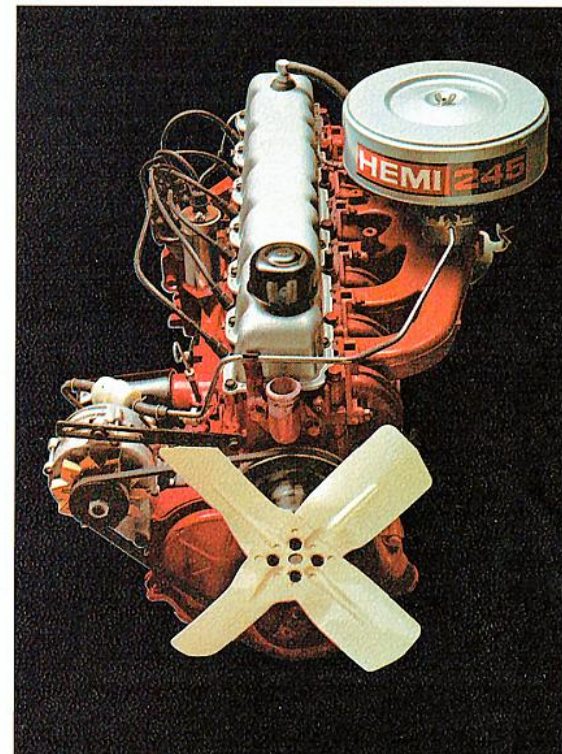
"The domed shape of the combustion chambers lets us use bigger intake and exhaust valves. So we get a free-breathing engine. And the air/fuel mixture swirls smoothly for more even, complete combustion. The results? Up to 20% more economy, plus the power of a V-8".

The new Hemi Six is standard on the Valiant Wayfarer, optional for the Dodge. And you can have it with either a one or two-barrel carburettor.

Standard engine for the Dodge is our long-proven 225 cu. in. Slant Six. It's legendary for durability and reliability, and delivers 215 lbs/ft. torque at 2400 rpm. (Either the Slant Six or optional Hemi would more than do justice to a 5-ton truck.)

You can order the Valiant Wayfarer with a standard 3-speed manual transmission, or optional Torqueflite automatic. The Dodge ute is available with 3-speed manual only. The manual transmission has been improved with a new shift linkage for less shifting effort. And a new 9½" diaphragm spring clutch assures smoother gear engagement.

You'll find more Right Reasons common to Dodge and Valiant in the "X-ray" View at right.



Whether it's a Dodge or Valiant Wayfarer, the quality runs deep.

Our 2-position tail-gate. Dropped to the first position, it's like owning a ute that's 2 feet longer. Down all the way, you can back up close to load ramps, and there'll be fewer grunts and groans as you work.

The load area of a ute has to take a lot of abuse. Ours will — be it a Dodge or a Valiant. The double-wall steel tray has no wood ribs to splinter, rot or lift. A tonneau cover is standard for the Wayfarer, optional for the Dodge.

Tray measures 83" long x 57" wide x 15.85" deep, providing Valiant and Dodge with more load space than other utilities in their class.

Both of our "Right Reason" utes feature full-width vinyl bench seats with fold-down seat back. Behind the seat: the spare wheel and jack. (There's plenty of space for a second spare or tool chest — and it's lockable.)

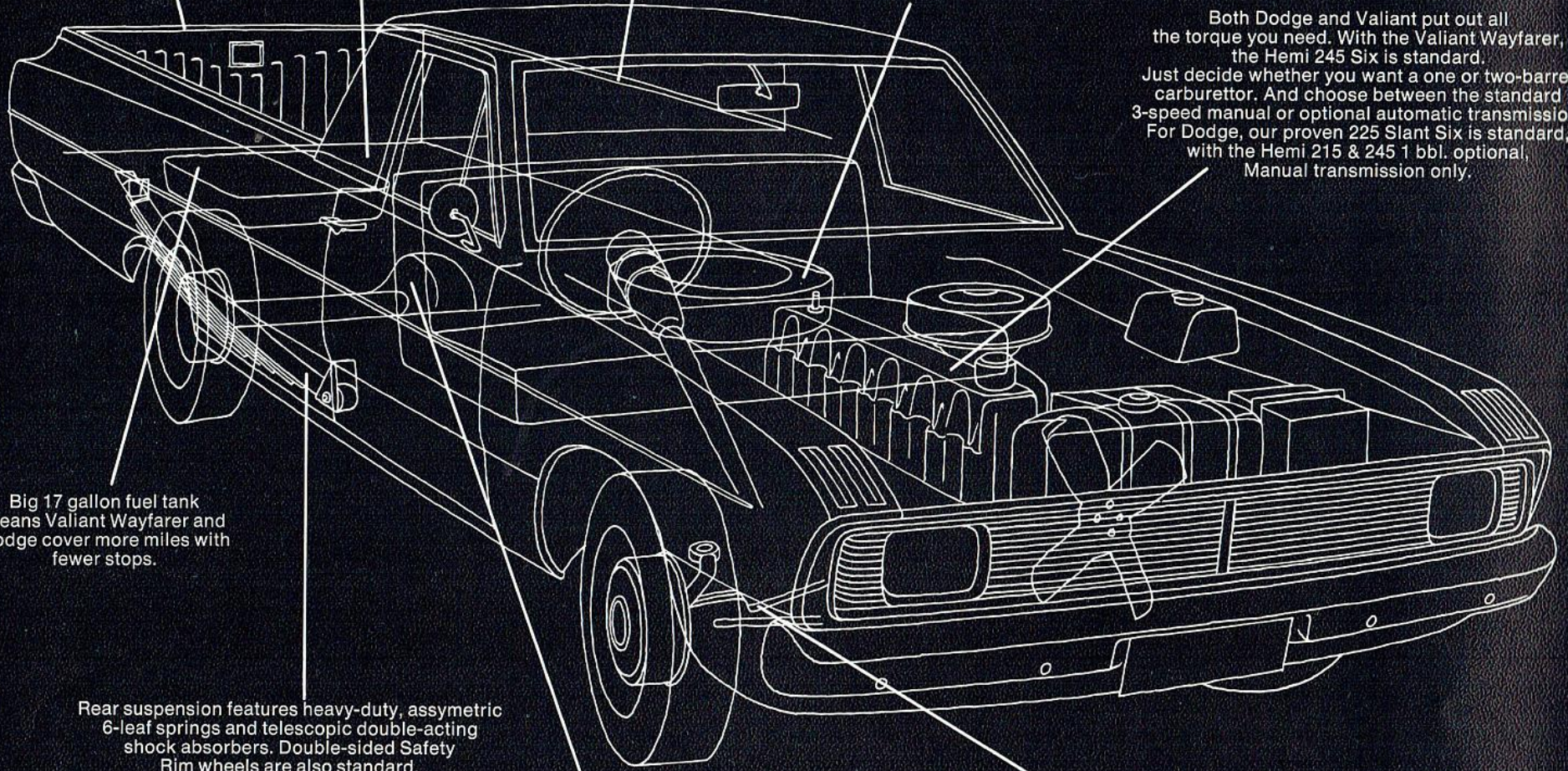
Both Dodge and Valiant put out all the torque you need. With the Valiant Wayfarer, the Hemi 245 Six is standard. Just decide whether you want a one or two-barrel carburettor. And choose between the standard 3-speed manual or optional automatic transmission. For Dodge, our proven 225 Slant Six is standard, with the Hemi 215 & 245 1 bbl. optional. Manual transmission only.

Big 17 gallon fuel tank means Valiant Wayfarer and Dodge cover more miles with fewer stops.

Rear suspension features heavy-duty, asymmetric 6-leaf springs and telescopic double-acting shock absorbers. Double-sided Safety Rim wheels are also standard.

On both the Dodge and Valiant Wayfarer we install a semi-floating hypoid rear axle for heavy-duty hauling. (Ratios: 3.23:1 with the 225 cu. in. Slant Six & 215 cu. in. Hemi Six; 2.92:1 with the 245 cu. in. Hemi Six.)

Front suspension is by chrome steel alloy torsion bars with manual height adjustment. The best in the business. They team with telescopic double-acting shock absorbers, and worm-and-ball-nut steering for superior handling.



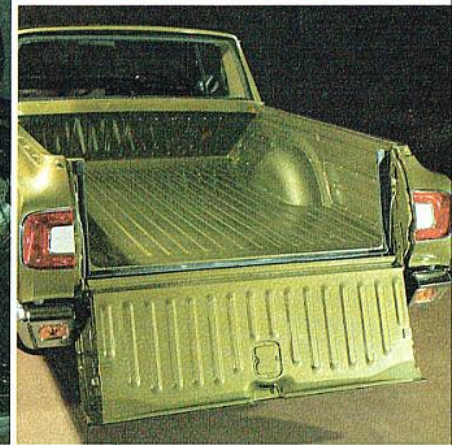
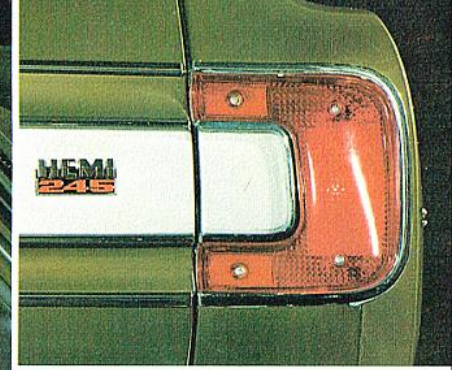
More right reasons— Inside and out.

Valiant. As we've said, Wayfarer is a dual-purpose ute. By day, give it all the work you can muster. By night, take it to the neighbour's party.

Styling for 1970 features new rectangular headlights, plus a tasteful, sculptured tail-light area. The diamond hard exterior finish is applied in a 7-step spray process to fight corrosion, and available in a wide variety of colours. (See back cover.)

Inside, there's a completely new instrument panel. The emphasis is on order, with easy-to-read gauges and a safety-padded dash. Seats are done in a soft, expanded vinyl that you'd be proud to have in the family car. Other standard touches: A cigar lighter, door-operated courtesy lights, dual sun visors and an interior mirror.

The point is this. If you like the idea of a ute that plays as hard as it works, Valiant Wayfarer is right for you — for all the Right Reasons.



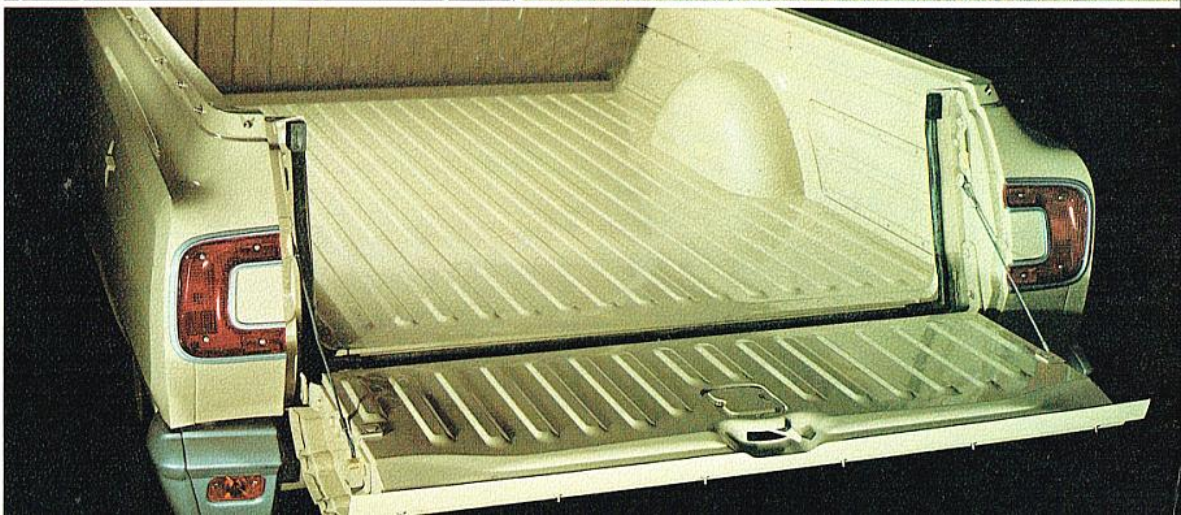
Dodge. In designing this ute, we kept one thing foremost in mind. A ute is a machine to help you make money. So we focused on function and durability.

The Dodge ute features solid quality. Things like an aluminium grille that can never rust. A long-wearing vinyl bench seat that stays clean looking. Heavy, safety-type door hinges and locks in both doors. Plus a long list of other safety features. (See back cover).

More Dodge Right Reasons: It has the largest fuel tank, load space and brake area in its price class.

For even more roadability, pick from our list of options. You can have disc brakes. 7.35 x 14" 6-ply-rating tyres. A Sure Grip differential is available. Even a tonneau cover for the tray.

Gear up your Dodge ute just the way you want it. You'll find it a willing and able worker.



Get a few answers for yourself. Test drive a Dodge or Valiant ute.



DODGE

CHH 456

All the facts. From Specs. to Safety.

Dimensions.

Wheelbase 108". Max. overall length 192.38".
Max. overall width 69.7". Height 55.0". Front track 57.9"
(58.3" with disc brakes). Rear track 56.3".

Engines.

Hemi 6 cylinder O.H.V. 245 c.i.d. Bore 3.76" x Stroke 3.68". Comp. ratio 9.5:1. Single barrel carburettor. Develops 165 b.h.p. @ 4400 r.p.m. and 235 lb/ft. torque @ 1800 r.p.m. Dodge and Wayfarer.
Optional engine—2-barrel carburettor. Develops 185 b.h.p. @ 4600 r.p.m. and 240 lb/ft. torque @ 2000 r.p.m. (Wayfarer only.)

Hemi 6 cylinder O.H.V. 215 c.i.d. Bore 3.52" x stroke 3.68". Comp. ratio 8.0:1. Single barrel carburettor. Develops 140 b.h.p. @ 4400 r.p.m. and 200 lb/ft. torque @ 1800 r.p.m. (Dodge Utility only.)
6 cylinder O.H.V. 225 c.i.d. 30° inclined. Bore 3.40" x 4.125" Stroke. Comp. ratio 8.4:1. Single barrel carburettor. Develops 145 b.h.p. @ 4000 r.p.m. and 215 lb/ft. torque @ 2400 r.p.m. (Dodge only).

Transmission.

(Manual) 3-speed and reverse, all forward gears synchromesh.
Shift lever column-mounted. Ratios: 1st 2.95:1; 2nd 1.69:1; 3rd 1.00:1; Reverse 3.67:1. (Torqueflite). Available on Valiant Wayfarer only.
Gear selector with manual over-ride column-mounted. Ratios: 1st 2.39:1; 2nd 1.45:1; 3rd 1.00:1; Reverse 2.08:1.

Rear Axle.

Type—Semi floating Hypoid. Ratios: 3.23:1 (225 Slant Six, 215 c.i.d. Hemi engine), 2.92:1 245 c.i.d. Hemi engine).

Brakes.

Duo-Servo drum (9" diameter) front and rear; dual master cylinder with separate front and rear circuits; lining area 157.9 sq. in. Optional 11" diameter front disc brakes with ventilated floating head caliper; rear drum 9" diameter; swept area 481.8 sq. in.

Steering.

Manual Worm and Ball Nut. Steering gear ratio 20.0:1.

Suspension.

Front, chromium steel alloy torsion bars with telescopic double acting shock absorbers. Rear, semi elliptic asymmetrical 6-leaf springs, with telescopic double acting shock absorbers. Anti Dive and Anti Squat characteristics provided.

Wheels and Tyres.

Wheels—Steel disc 14 x 5.00 double sided safety rims.
Tyres—6.95 x 14 x 6-ply rating (standard), 7.35 x 14 x 6-ply rating (optional).

Weights.

GVW with 6.95 x 14 x 6-ply rating tyres, 4346 lbs.
GVW with 7.35 x 14 x 6-ply rating tyres, 4400 lbs.

Curb Weight.

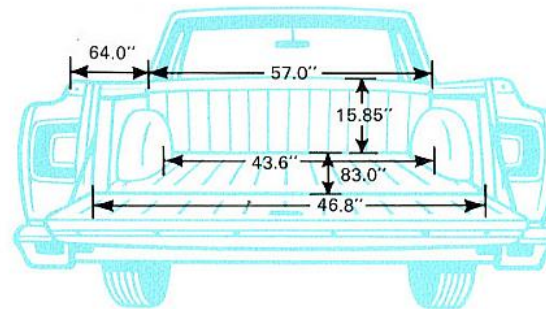
From 2830 lbs.

Fuel Tank.

17 Gallons.

Options

Non Power Disc Brakes
Sure Grip 3.23:1 Ratio
Tonneau Cover (Standard on Wayfarer)
7.35 x 14 x 6-ply tyres (13½ cwt. capacity)



Safety Features

- Front lap and sash seat belts
- Energy-absorbing steering column
- Padded steering wheel hub
- Dual master cylinder braking system
- Power-operated windscreen washers
- 2-speed windscreen wipers
- Non-glare windscreen wiper arms and blades
- Safety padded sunvisors
- Swing-away interior rear-view mirror (Wayfarer)
- Full-width instrument panel padding (Wayfarer)
- Recessed instrument panel
- Exterior rear-view mirror
- Safety flush-fitting door handles
- Double-sided safety rim wheels
- "Up top, up front" park and turn indicators
- Safety zone windscreen
- Panoramic rear window
- New "big beam" headlights
- Anti-burst door locks
- Reversing Lights (Wayfarer)
- Fusible link wiring
- 2-speed heater/demister

The Policy of Chrysler Australia Ltd. is one of continual improvement in design and manufacture, wherever possible, to assure a still finer vehicle. Hence specifications, equipment and prices are subject to change without notice.

Specialised service and genuine parts available nationwide.