

HARLEVOIX



SWEPT-WING '57

Dodge

Specifications

CHASSIS. Double-channel, box-section side rail frame. 14" Safety Rim wheels. Hydraulic, Total-Contact 11" Brakes with Cyclebond lining. Internal expanding brake. External contracting parking brake with standard transmission. Internal expanding parking brake with PowerFlite and TorqueFlite transmission.

TIRES. Tubeless tires, size 7.50 x 14 on all Coronets except Convertible. Tire size: 8.00 x 14 on Royals, Custom Royals, Station Wagons, Coronet Convertible—and optional on Coronet. Tire size: 8.50 x 14 optional on Coronet Convertible, Royals, Custom Royals and Station Wagons.

TRANSMISSIONS AND DRIVE TRAIN. TorqueFlite: Fully-automatic, 3-speed transmission with torque converter, optional at extra cost on all V-8 models. PowerFlite: Fully-automatic 2-speed transmission with torque converter, optional at extra cost on Coronet V-8 and Coronet 6. Standard: Easy-shift, 3-speed manual transmission. Hotchkiss Drive. Semi-floating rear axle.

STANDARD REAR AXLE RATIOS. 3-Speed Manual—V-8, 3.73:1; 6-cylinder, 3.91:1; Station Wagons, 3.91:1. TorqueFlite—V-8, 3.36:1; Station Wagons, 3.54:1. PowerFlite—V-8, 3.54:1; 6-cylinder, 3.73:1; Station Wagons, 3.73:1.

ELECTRICAL SYSTEM. 6-cell, 12-volt battery. High capacity 30-40 ampere generator. Follow-thru starter. Eight-cylinder cars have battery capacity of 53 ampere hours. Six cylinder cars have 50 ampere hour capacity. Single-speed electric windshield wipers. Variable-speed windshield wipers optional at extra cost.

SUSPENSION. Dodge Torsion-Aire Ride: Torsion springing in front suspension. Semi-elliptical rear springs, mounted outboard of frame. Rear axle clamped forward on rear springs to absorb torque. Symmetrical idler arm steering system. Direct-acting Oriflow shock absorbers. New ball joints. Anti-brake dip. Flexible-hanging front sway bar on Custom Royal, Sierra and Suburban Station Wagons. Full rubber insulation.

FUEL SYSTEM. Dry-type air cleaner and silencer. Automatic integral-type choke. Mechanical fuel pump. Plastic fuel filter in fuel tank. Eight-cylinder cars also equipped with ceramic fuel filter. Tank capacity, 20 gallons. (22 gallons on Station Wagons.)

GENERAL DIMENSIONS. Wheelbase, 122 inches. Overall length, 212.2 inches. Overall width, 77.9 inches.

SUPER D-500 ENGINE. Available at moderate extra cost on all models. Eight-cylinder, overhead valve, V-type. Full hemispherical combustion chamber with double rocker arms. Compression ratio, 9.25:1. Bore, 3.69 in. Stroke, 3.80 in. Piston displacement, 325 cu. in.

Horsepower, 310 @ 4800 rpm. Torque, 350 lbs. ft. @ 3200 rpm. Rotary oil pump. Shunt-type oil filter. Oil capacity, 5 qts. Coolant capacity, 20 qts. (with heater or air conditioning, 21 qts.) Dual exhausts and extensions. Special heavy-duty double breaker distributor. Heavy-duty dry-type air cleaner. Dual four-barrel large Venturi carburetors with matching intake manifold. Taxable horsepower, 43.3.

D-500 ENGINE. Available at little extra cost on all models. All specifications same as Super D-500 except: Horsepower, 285 @ 4800 rpm. Torque, 345 lbs. ft. @ 2800 rpm. Single 4-barrel carburetor.

AIRCRAFT-TYPE SUPER RED RAM V-8 ENGINE. Standard power plant on Custom Royal and available at slight extra cost on all other models. Eight-cylinder, overhead valve, V-type. Hemispherical combustion chamber with single rocker arms. Compression ratio, 8.5:1. Bore, 3.69 in. Stroke, 3.80 in. Piston displacement, 325 cu. in. Horsepower, 260 @ 4400 rpm. Torque, 335 lbs. ft. @ 2800 rpm. Rotary oil pump. Shunt-type oil filter. Oil capacity, 5 qts. Coolant capacity, 20 qts. (with heater or air conditioning, 21 qts.) Dual exhausts and extensions. Special heavy-duty single breaker distributor. Four-barrel carburetor with matching intake manifold. Taxable horsepower, 43.3.

AIRCRAFT-TYPE RED RAM V-8 ENGINE. Standard power plant on Royal, Coronet V-8, and all Station Wagons. Same design and specifications as Super Red Ram except: Horsepower, 245 @ 4400 rpm. Torque, 320 lbs. ft. @ 2400 rpm. Equipped with dual downdraft carburetor.

"GET-AWAY" SIX ENGINE. Standard equipment on Coronet Six. Six-cylinder, L-head, in-line type. Compression ratio, 8.0:1. Bore, 3.25 in. Stroke, 4.63 in. Piston displacement, 231 cubic inches. Rotary oil pump. By-pass oil filter. Oil capacity, 5 quarts. Coolant capacity, 13 quarts (with heater, 14 quarts). Dual downdraft carburetion. Taxable horsepower, 25.4.

TOTAL-CONTACT BRAKES. Standard equipment on every Dodge model. These new, floating-shoe brakes deliver smooth, uniform, predictable and highly effective braking action. Their design gives up to 30% longer lining life, requires 25% less pedal effort for any particular stop. These brakes deliver six successive high-speed stops without fading—twice as many as the conventional type of drum-and-shoe brake. These brakes are controlled by the widest brake pedal in the industry—8.36 inches of extra-safe width for split-second action in heavy traffic.

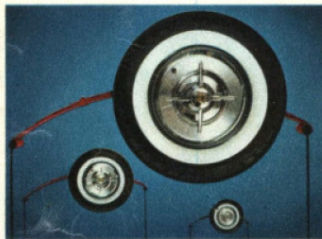
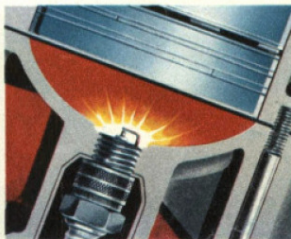
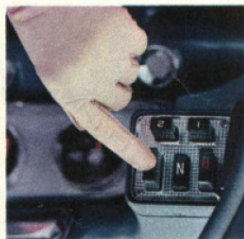
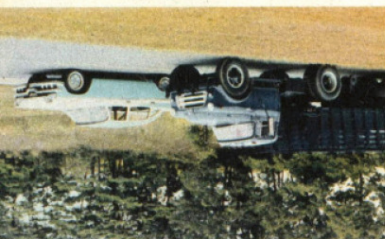
The policy of Dodge Division of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer car. Hence, specifications, equipment and prices are subject to change without notice.

DODGE DIVISION • CHRYSLER CORPORATION



*Step into the wonderful world of AUTODYNAMICS
at your friendly local Dodge Dealership*

Rear axle is mounted forward on outboard-mounted springs to absorb engine torque and insure a smooth ride in a realm of silence. The famous Dodge hemispherical combustion chamber discourages carbon deposits and keeps power intact. A touch of the finger on the TorqueFlite panel delivers blazing break-away.



On any kind of road, at any speed, the Sweep-Wing Dodge and standard road clearance is retained. Despite that lowness, there's more legroom, more headroom—center of gravity—this car is just four and one-half feet low! rubber on smaller wheels with bigger tires. And there's a lower system . . . new low-friction ball joints, more air and more harness. There's a great new rear suspension and springing. Dozens of "five rubber" mountings eliminate metal-to-metal suspension is only part of the story. And how this baby handles! New torsion bar front shock, isolates you from engine vibration, noise and road New Dodge TorqueFlite Ride sweeps you along in a realm of silence, isolates you from engine vibration, noise and road today's complex traffic!

It Breaks Through the Vibration Barrier! New Dodge TorqueFlite Ride sweeps you along in a realm of silence, isolates you from engine vibration, noise and road today's complex traffic! It can really move behind any one of a quarter of a horsepower. The goingest piece of live action on wheels—with horsepower surging all the way up to 310! That's the Sweep-Wing Dodge. Kam, the fabulous D-500 and the Super D-500, mightiest engine in all Dodge history. All of them feature the exclusive Dodge hemispherical combustion chamber, higher compression ratios and bigger cubic inch displacement. . . . new "dry" air cleaner and many other new performance factors. Simple translation: These power-laden Dodge engines are tigers for action!



AUTODYNAMICS

Step into the wonderful world of



Specifications

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SWEPT-WING '57

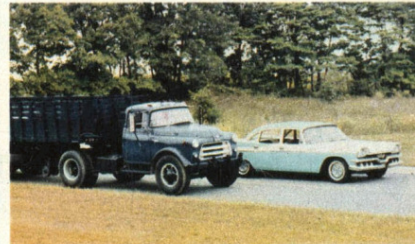
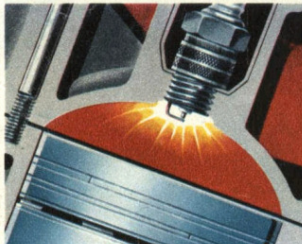
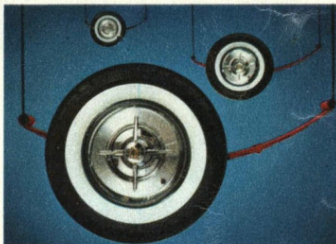
Dodge

CHASSIS. Double-channel, box-section side rail frame, 14" Searley Rim wheels. Hydraulic, Total-Cont 11" Brakes with Cyclobond lining, internal expanding brake. External contracting parking brake with standard transmission. Internal expanding parking brake with Powerflex and Torqueflex transmission.

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AUTODYNAMICS

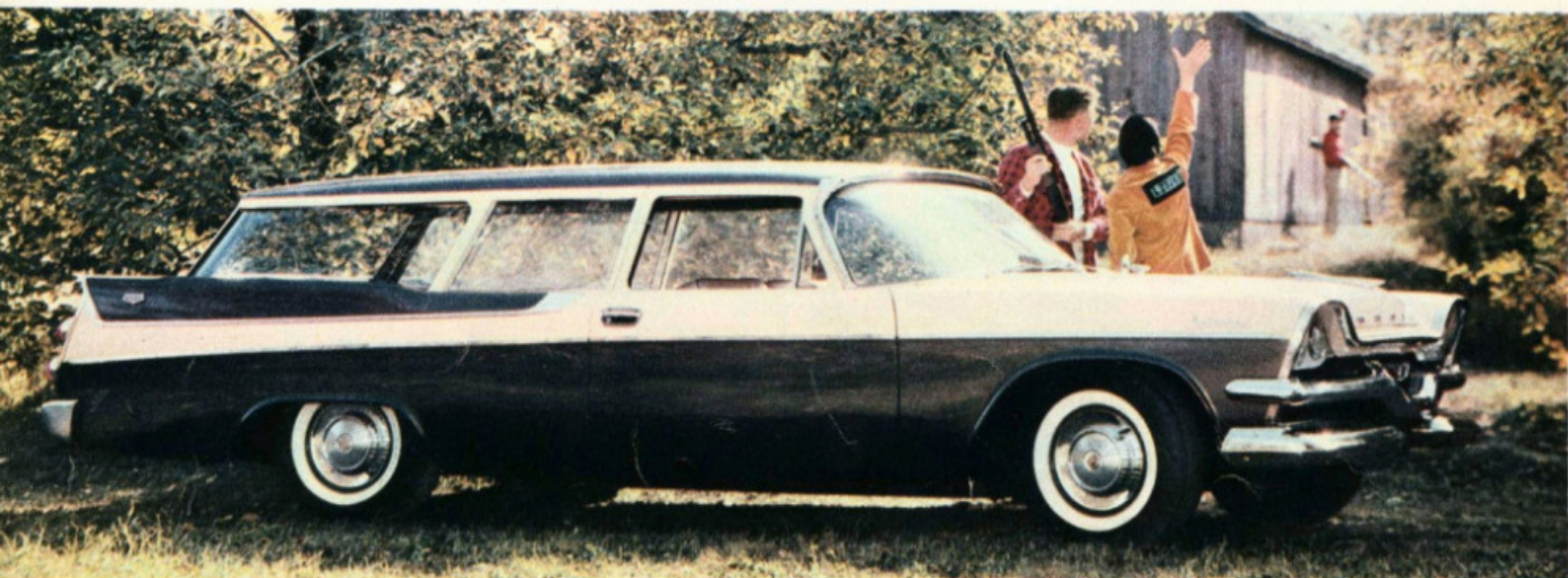
On any kind of road, at any speed, the Swept-Wing Dodge rides and handles like no other car you have ever driven.



Safety-Recessed Door Handle



ABOVE: Custom Royal Lancer 2-Door



ABOVE: Suburban 2-Door 6-Passenger Station Wagon—BELOW: Royal 4-Door Sedan



ABOVE: Custom Royal Lancer 4-Door—BELOW: Custom Royal Lancer Convertible



It is swept-wing mastery of motion!



Custom Royal Lancer 4-Door



Royal Lancer 4-Door



Coronet Lancer 4-Door



Custom Royal Lancer 2-Door



Royal Lancer 2-Door



Coronet Lancer 2-Door



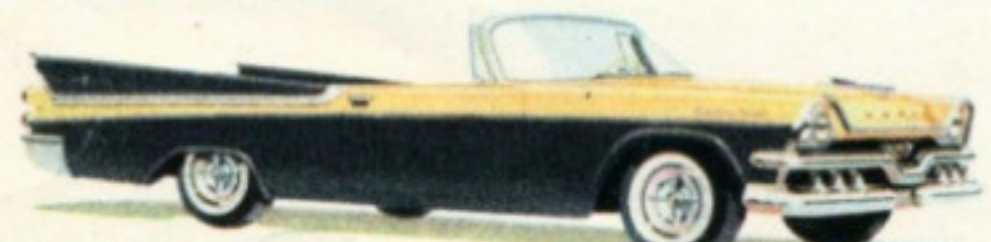
Custom Royal 4-Door Sedan



Royal 4-Door Sedan



Coronet 4-Door Sedan
(available in V-8 or 6-cylinder)



Custom Royal Lancer Convertible



Coronet Lancer Convertible



Coronet Club Sedan
(available in V-8 or 6-cylinder)



Custom Sierra 4-Door—Available in 9-passenger with rear-facing "Spectator" seat or in 6-passenger with conventional seating



Sierra 4-Door—Available in 9-passenger with rear-facing "Spectator" seat or in 6-passenger with conventional seating



Suburban 2-Door—6-Passenger Station Wagon

Your eyes immediately tell you that this new Swept-Wing Dodge is a thing of real beauty: Daring in concept, low in silhouette, sleek and rakish of line! And it's completely new from road to roof!

It begins on a bold note of excitement with a crisp, clean Mono-Grille that's smartly massive. Then, hooded, Twin-Set Driving and Parking Lights—in distinctive side-by-side "foreign car" arrangement. A flat, taut hood that eloquently suggests the blazing power beneath it. A shimmering expanse of glass capped with a slim roofline.

The graceful, classic lines sweep back, back, then flair up with a dramatic flourish of soaring swept-wings. It ends with the sculptured beauty of jewel-like twin-jet taillights.

Truly it is swept-wing mastery of motion!

SWEPT-WING

'57 *Dodge*