

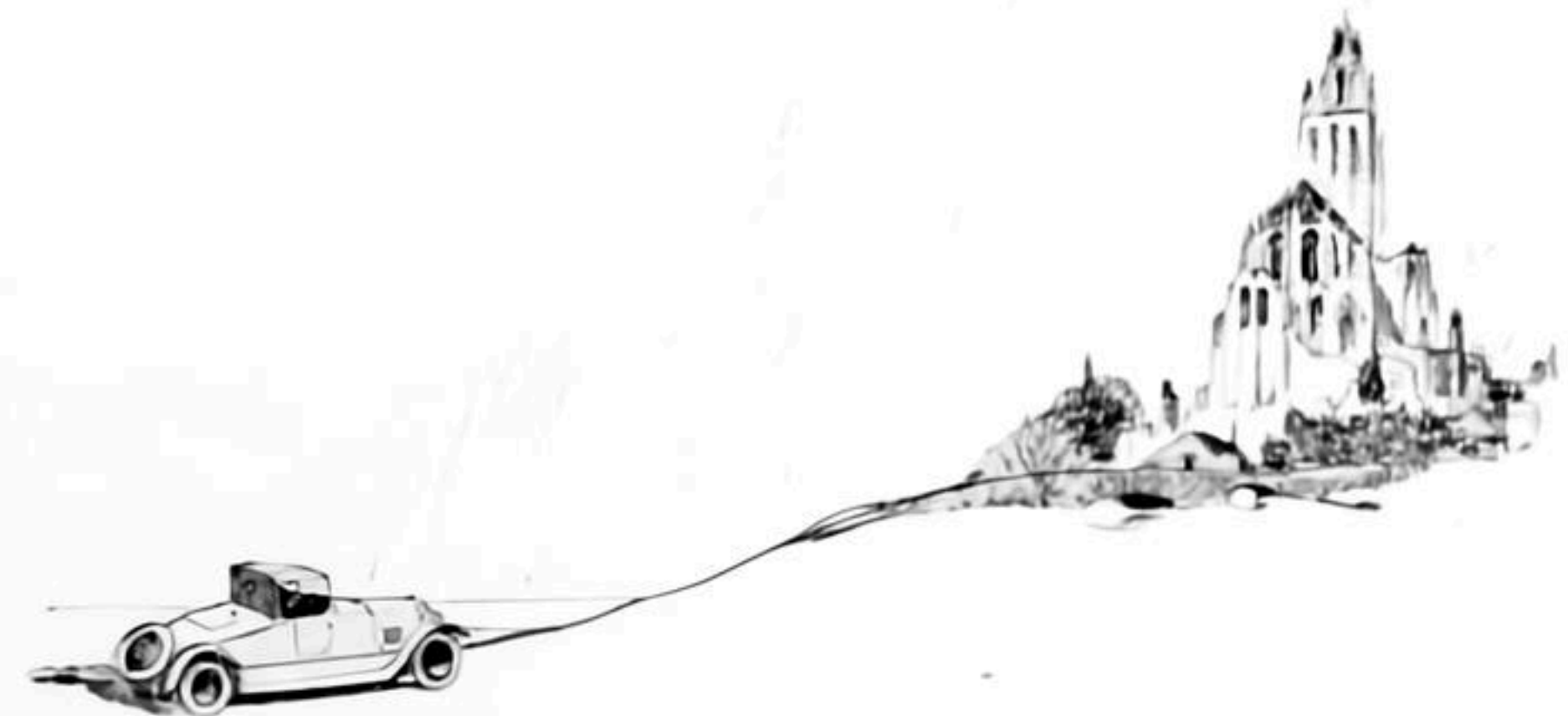


DUPONT MOTORS, INC.
WILMINGTON, DEL.

Copyright, 1921
DuPont Motors, Inc.
Wilmington, Del.

THE first objective of DuPont engineers has always been dependability. With that key-thought always in mind, the design and building practices represented by the leading automotive products of both Europe and America were investigated and analyzed. The unanimous verdict was for a four cylinder power plant, one in which Power and Economy, Speed and Flexibility would be properly balanced and combined.

Today after the DuPont automobile in the hands of DuPont owners has completed thousands of miles the judgment of DuPont engineers has been enthusiastically confirmed.

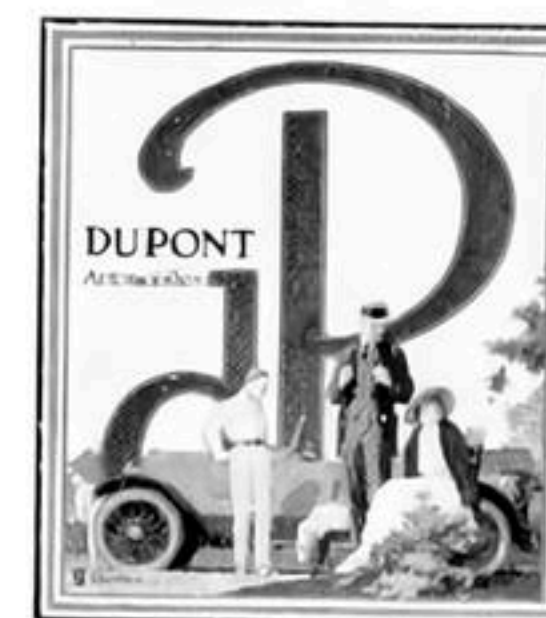
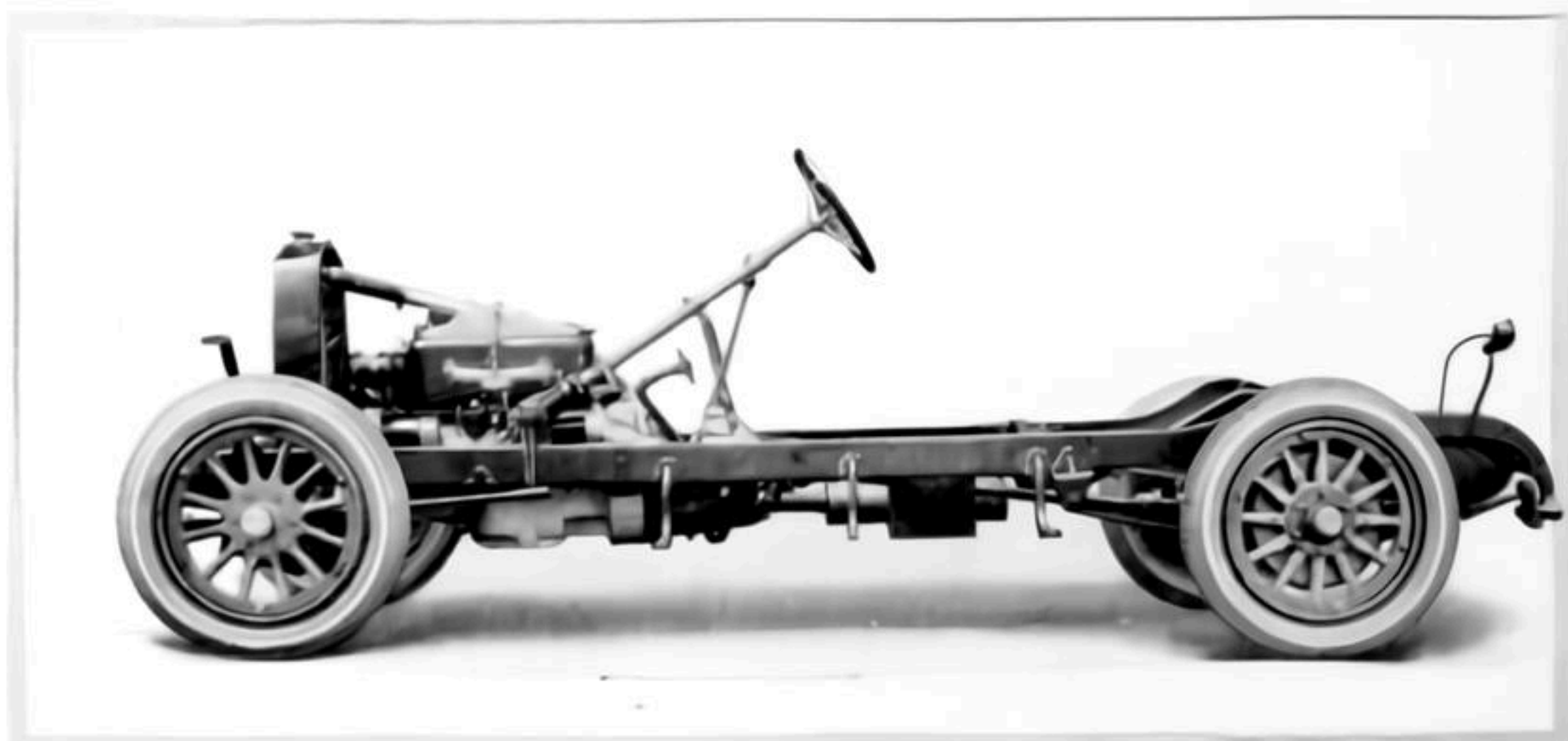




The same key-thought of dependability which prompted the selection of a four cylinder motor is readily apparent in every moving and static part of the DuPont chassis. Service is inbuilt into every detail of its construction.

The DuPont frame is made of the finest quality heat-treated steel and consists of two side rails, width five inches, three cross members and two cross tubes. Its sturdiness and rigidity of construction makes it a fitting foundation for a car which is so able to withstand hard knocks as is the DuPont.

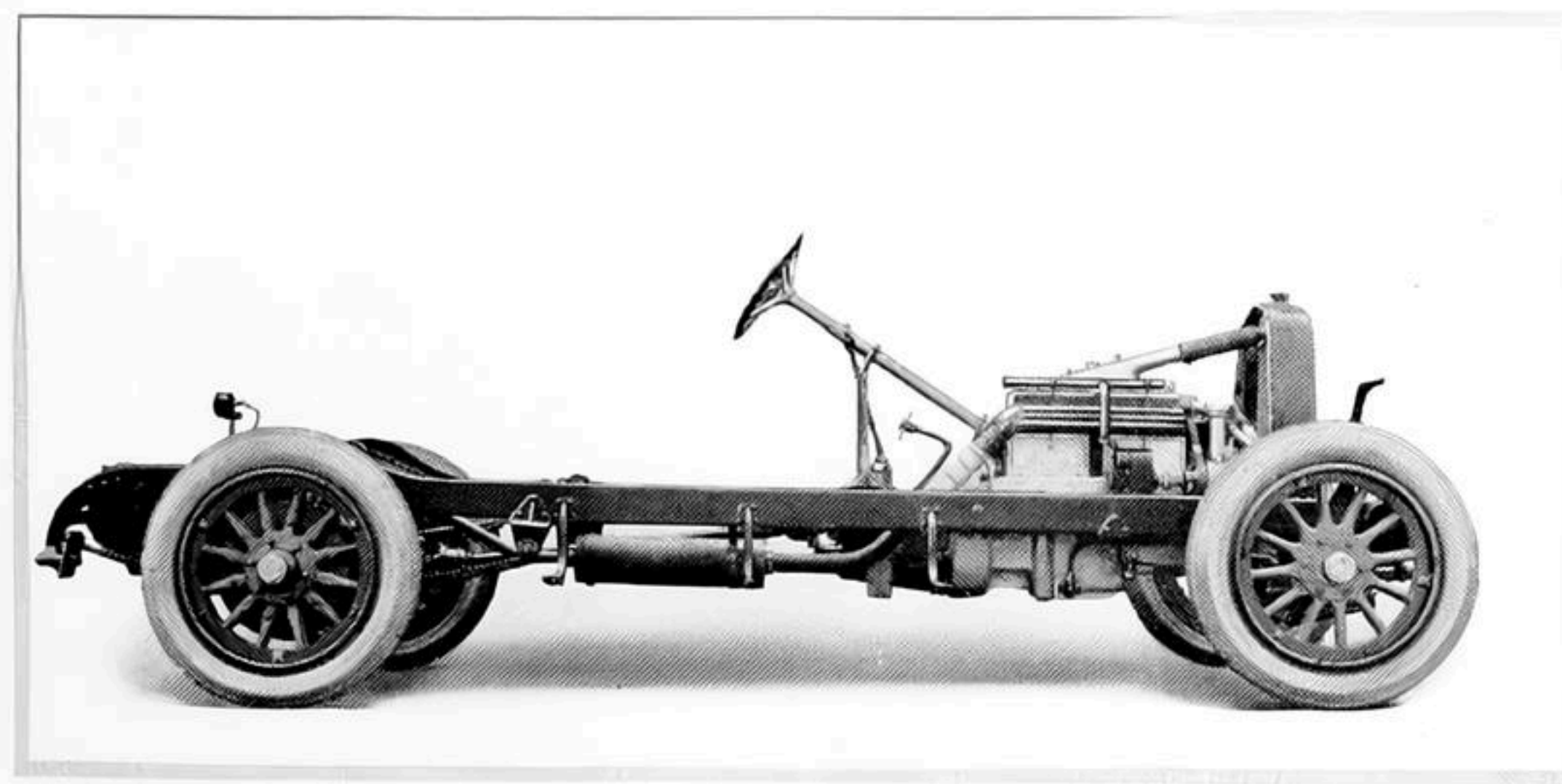
CHASSIS (left)



The front axle is of I-section drop-forged Elliot type, the rear axle full floating; strength to stand up under the rough driving and hard usage given a serviceable car is built into both.

The spring suspension and balanced weight of the DuPont has resulted in it being not only one of the easiest riding cars of the day, but also one of the safest to drive. Through the extraordinary length of the DuPont springs, it is a car which hugs the road at all speeds, gliding over the bumps rather than jolting over them. The front

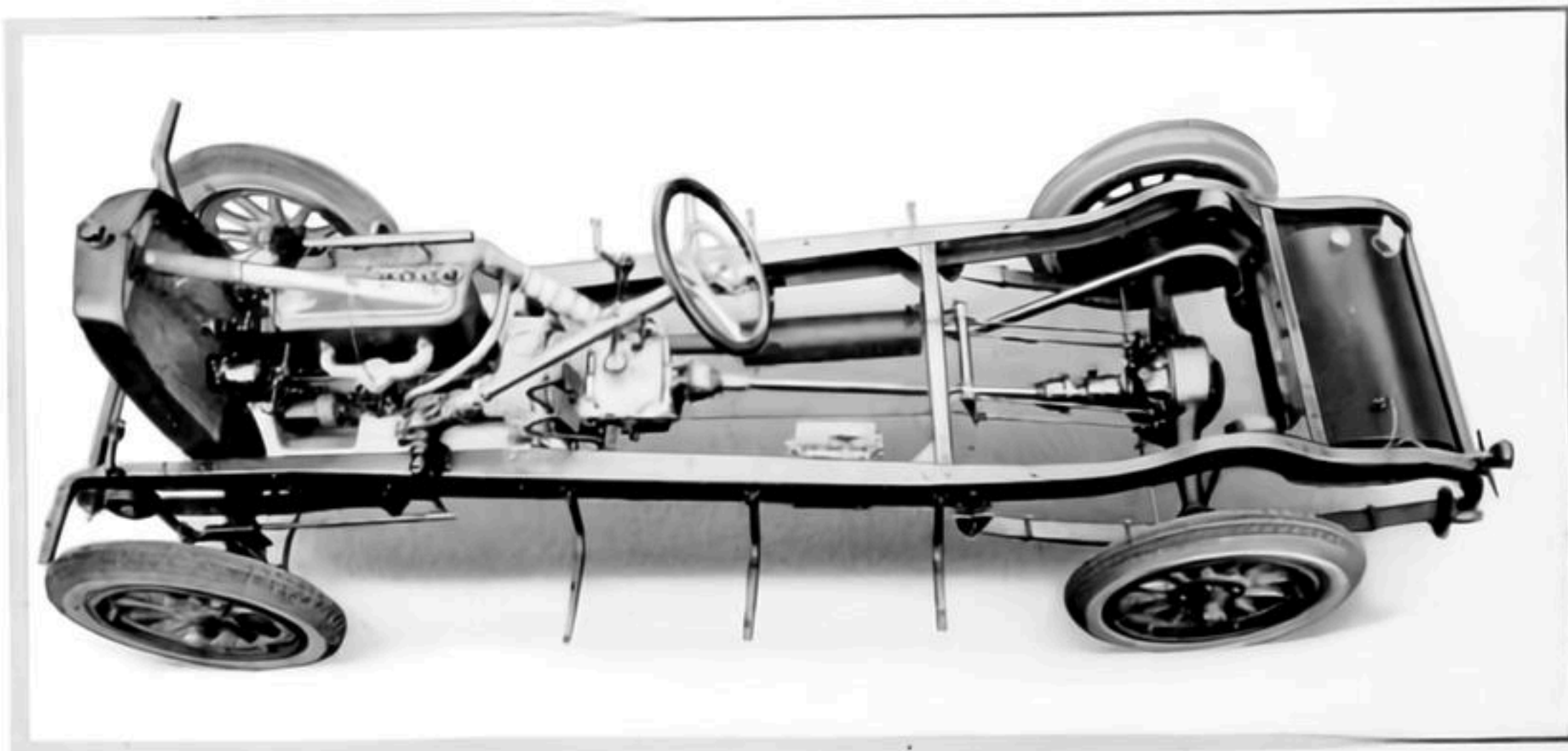
CHASSIS (right)





spring is thirty-nine inches long and two inches wide with underslung shackles. The rear spring is fifty-eight inches long by two and one-half inches wide, and hung by an entirely new underslung method. This exclusive DuPont design reduces the side jolt and sway on rough, rutty roads, relieves the chassis from strains, thereby adding to its life, and materially adds to the comfort of the passengers. Both springs are semi-elliptic type, nine-leaved and made of alloyed steel. So well constructed are they that the DuPont has the comfort of a car twice its weight.

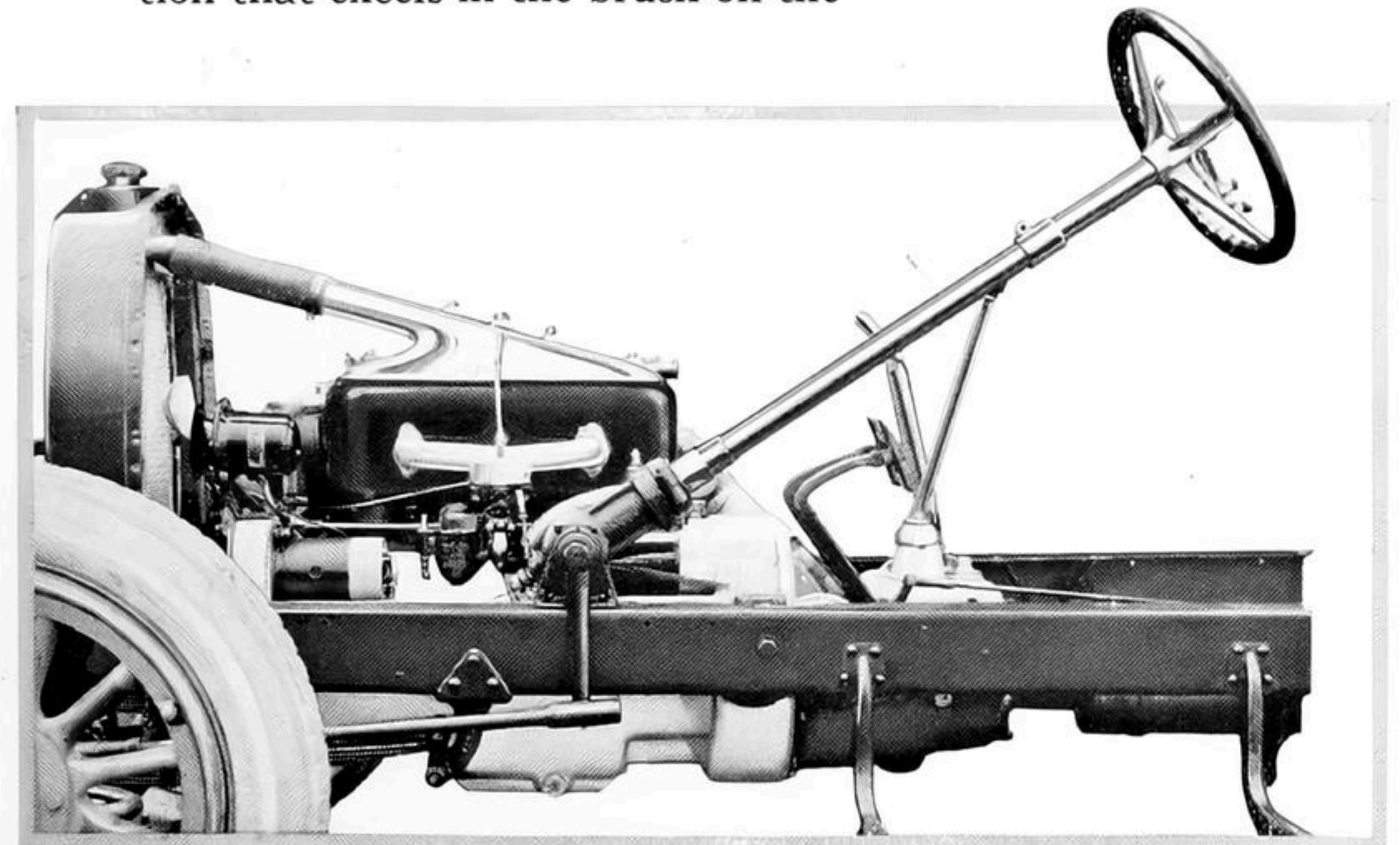
CHASSIS DETAIL



In making the DuPont power plant four cylindered we were greatly influenced by the fact that in such a motor fewer trouble points are to be found than in a six, eight or twelve cylinder motor. Reducing the number of moving parts reduces the number of danger spots common to all motors, where wear and trouble occur. The DuPont motor is built to be dependable. To four cylinder dependability has been added the flexibility any hill or traffic condition asks of a motor car—speed in abundance—economy of operation—quick acceleration that excels in the brush on the



CHASSIS DETAIL AND MOTOR



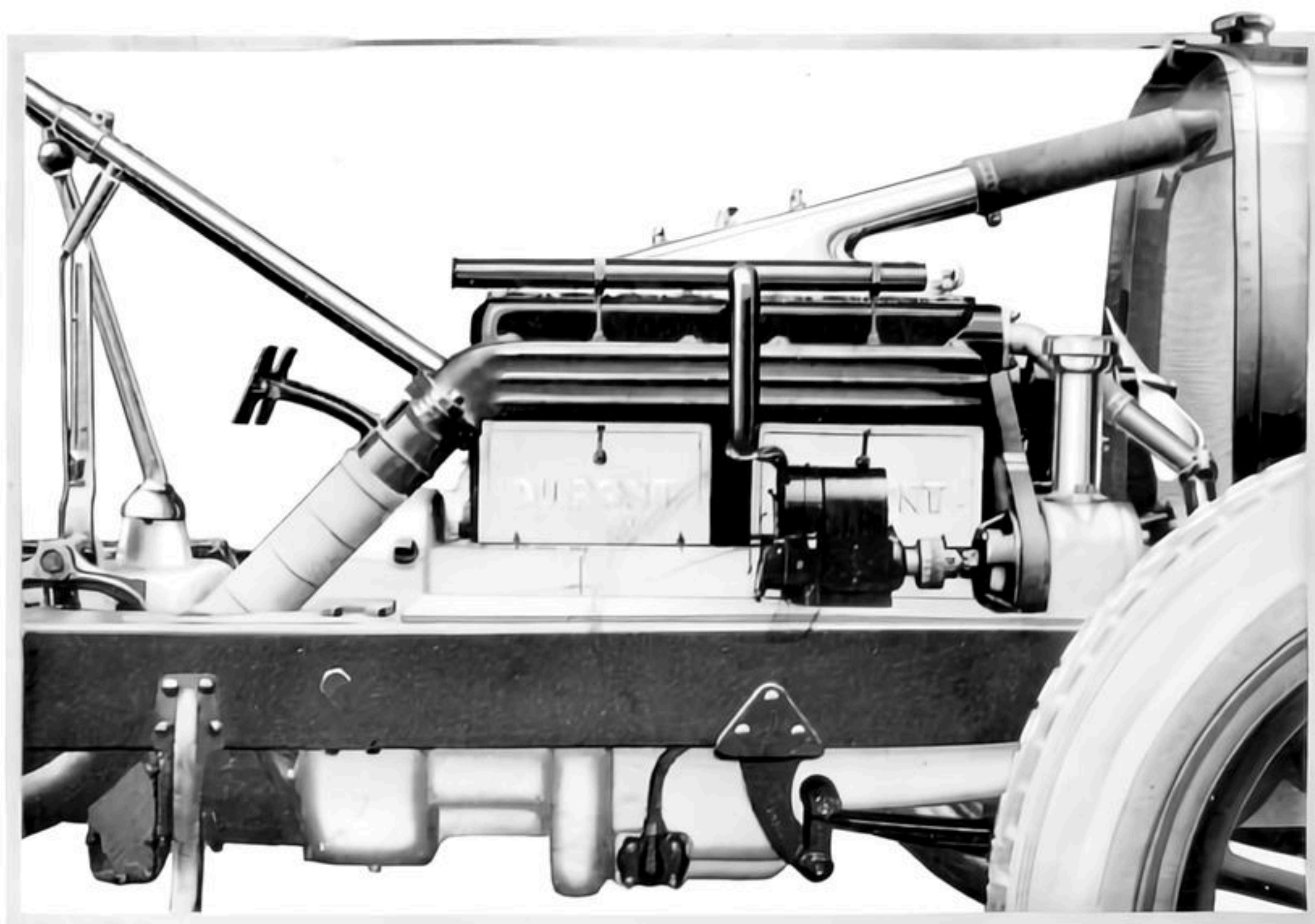


road or in the getaway with the policeman's whistle.

The DuPont motor is built completely in our own shops, of the highest grade, thoroughly tested material obtainable.

It is a four cylinder, L-head type, with cylinders cast en bloc. While the bore and stroke are not excessive, there are in this motor those refinements of design, those little things which are not much in themselves, but which all added to-

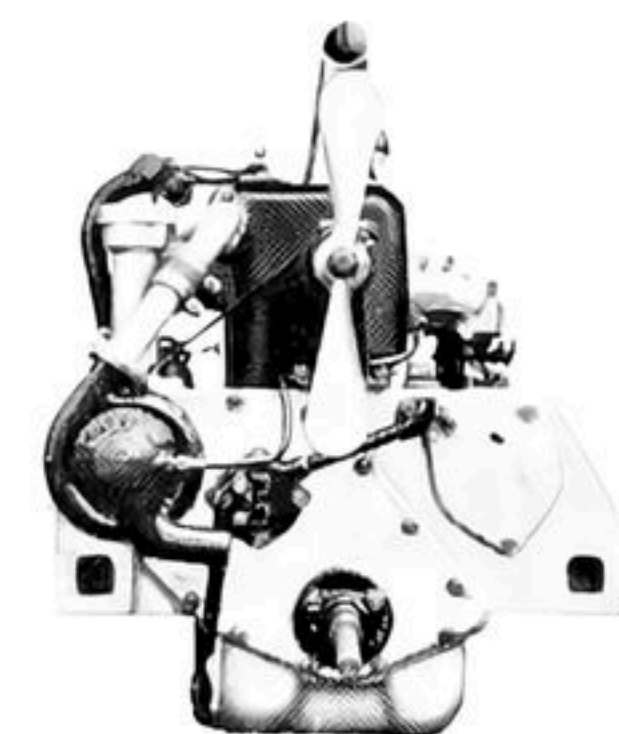
CHASSIS DETAIL
AND MOTOR



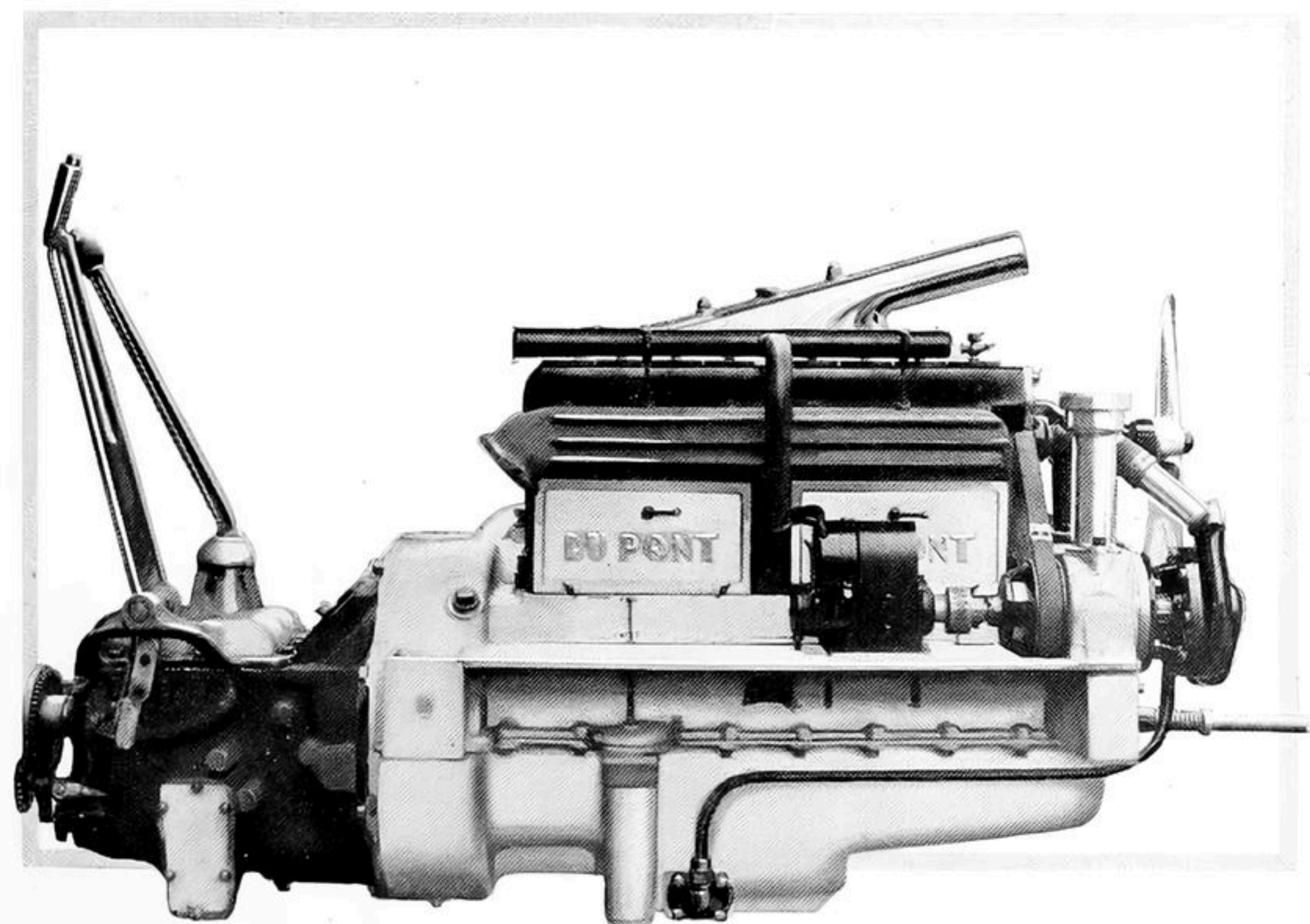
gether produce superiority. That this is no idle claim is shown when the DuPont performance is compared with cars of greater cylinder displacement. The DuPont motor is economical too, obtaining eighteen miles to a gallon of gasoline.

Here are some of the underlying features which make it a motor that will serve you well under all conditions:

A full-force feed oiling system, Eise-
mann magneto, Monel metal ex-



MOTOR (right)

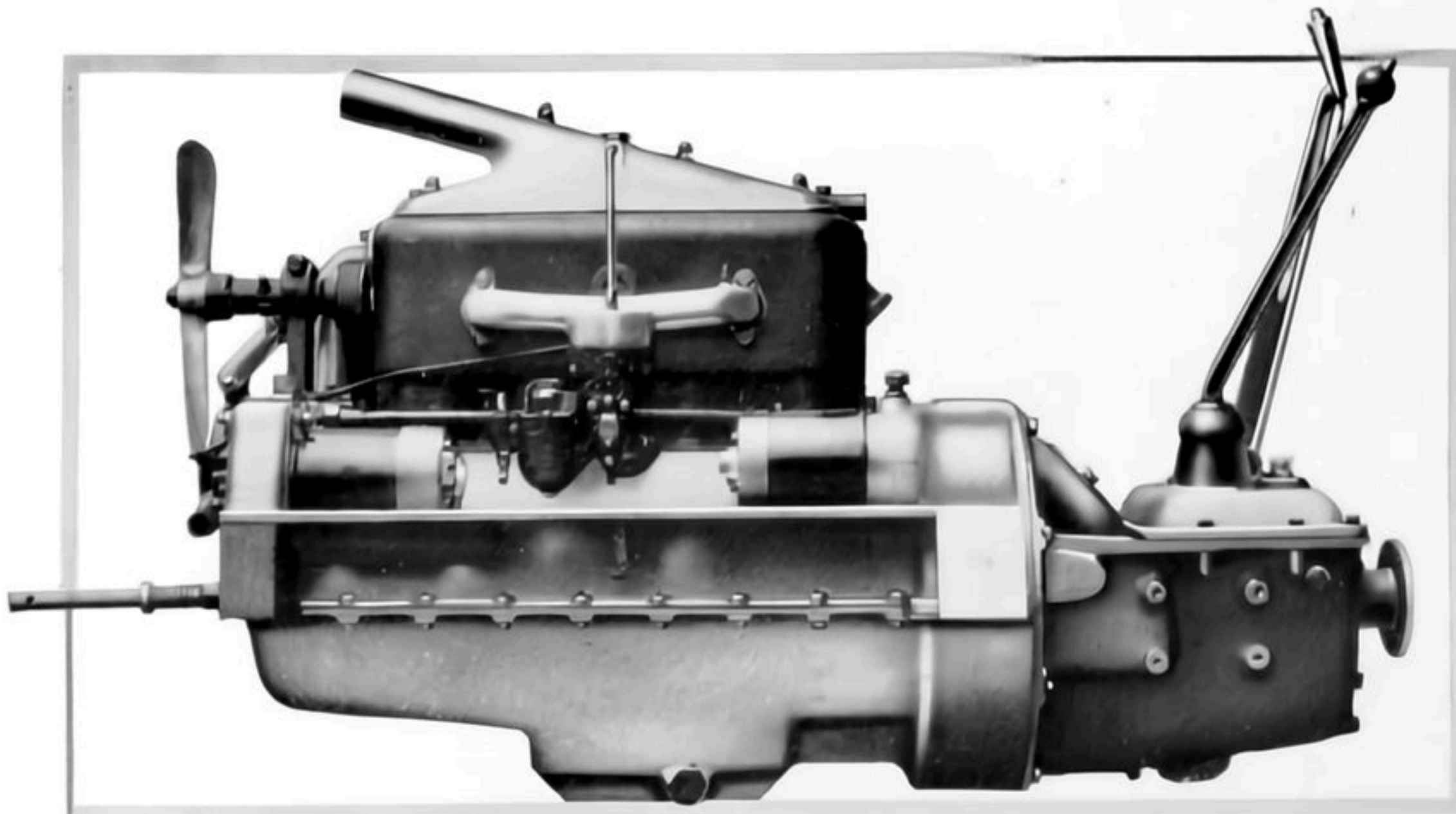




haust valves, which withstand the excessive heat of the burnt gases without pulling or warping, Yale & Towne carburetor, trouble-proof, gear-driven camshaft, a compact and accessible motor, easy to overhaul and simple to adjust.

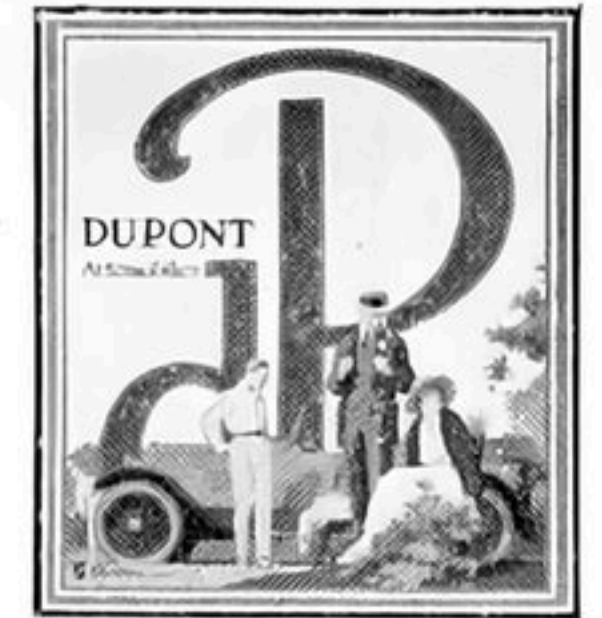
A multiple disc type clutch is used in the DuPont car, which allows it to gently glide into motion and eliminates the wear and tear on engine, tires or differential of a grabbing clutch, and the loss of power from a clutch that slips. The power is supplied through a selective type transmission, four speeds forward and one reverse.

MOTOR (left)

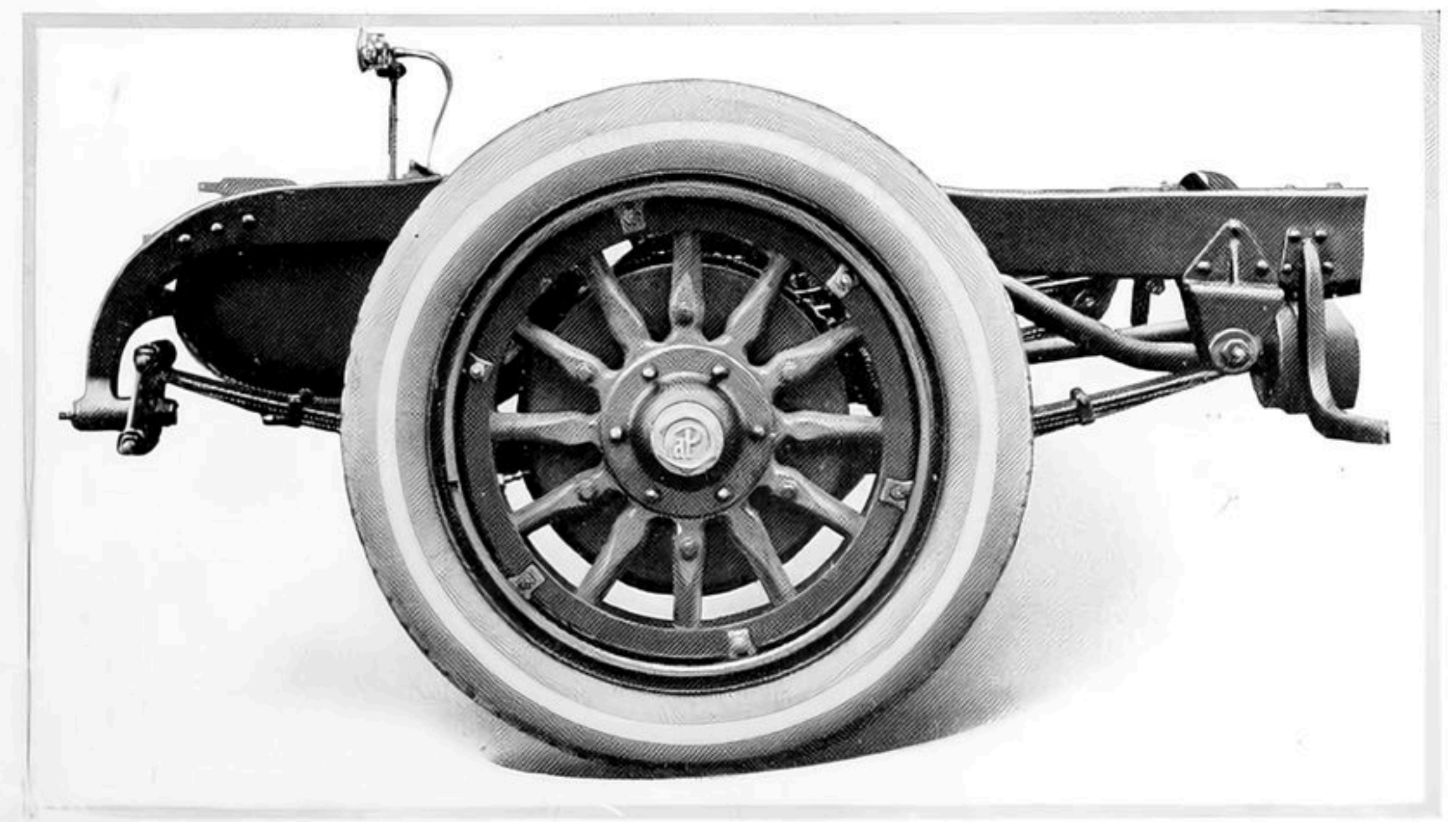


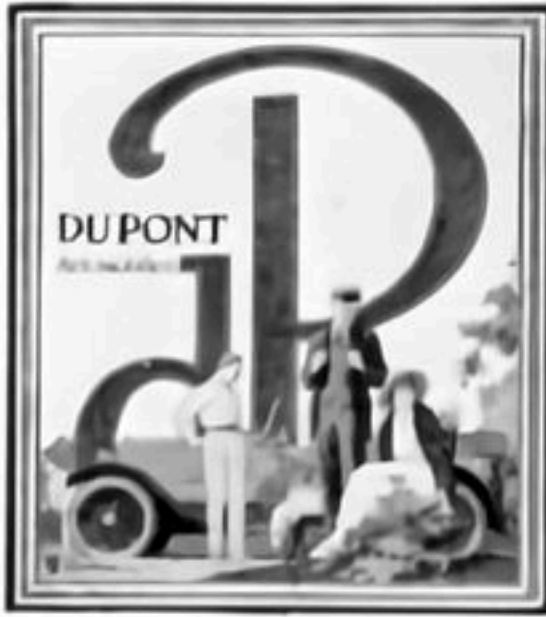
The fact that the DuPont has four speeds means more speed on the stretch, more power on the hills and at all times lower operation costs through economy of fuel consumed.

Realizing that reliable, quick acting brakes are a necessity for safe driving, we are building the DuPont motor cars with the highest braking capacity per pound of any car built by using 16-inch service brakes which are external contracting on a 2½-inch drum, and 16-inch emergency brakes which are internal expanding on a 2½-inch drum. The DuPont is quick stopping in an



SUSPENSION ARRANGEMENT (rear)





emergency, or can be made to hold any speed desired on the steepest hill.

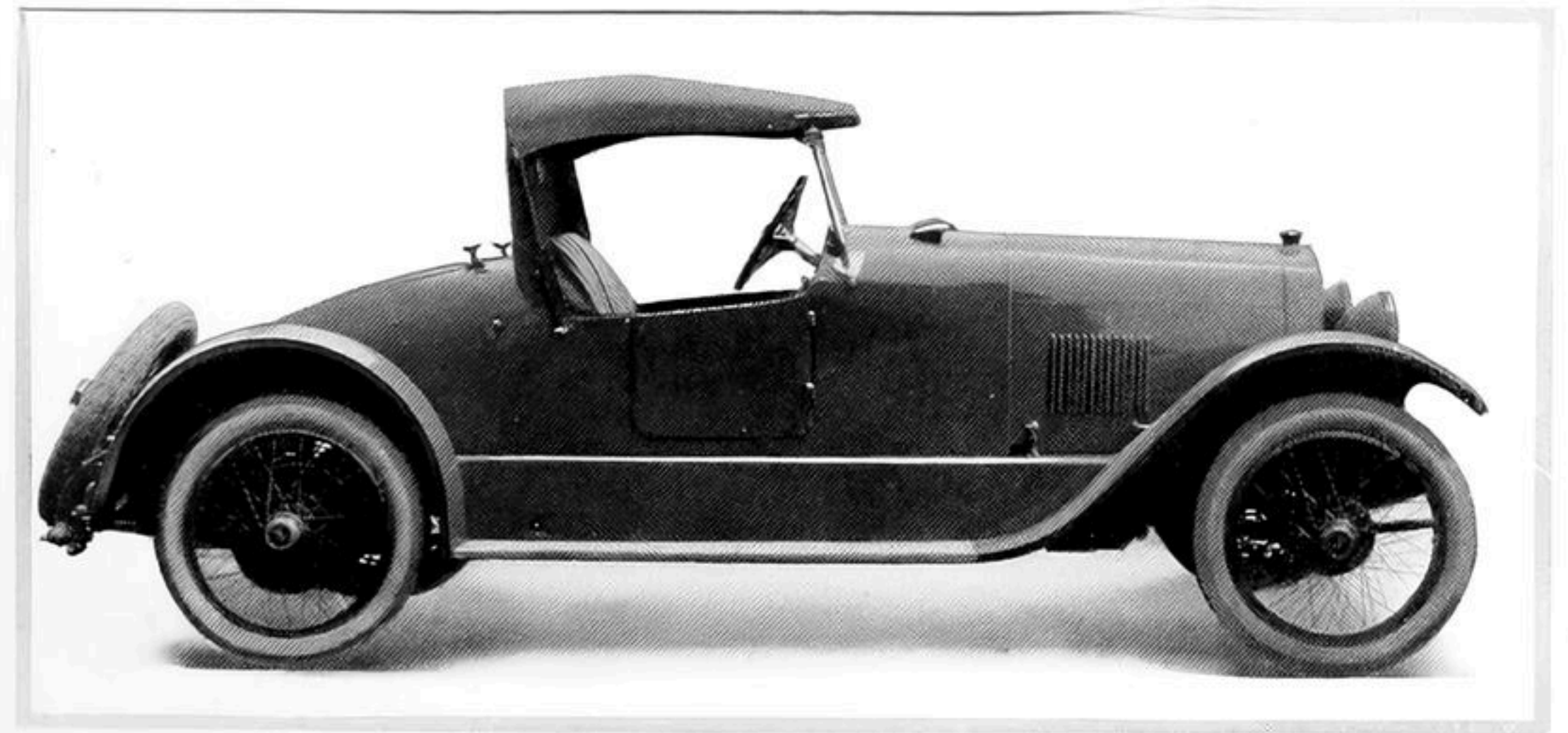
The entire DuPont chassis is free from flaws in workmanship and material. A microscopic examination would reveal not a single feature slighted. It has been built to stand its owner in good stead in every emergency and in every test. Its life is long. Far from a one-year car the DuPont becomes easier riding, smoother running with age. Each and every part of the DuPont motor and chassis must pass the most careful and strict inspection before it is released for assembly into the finished car.

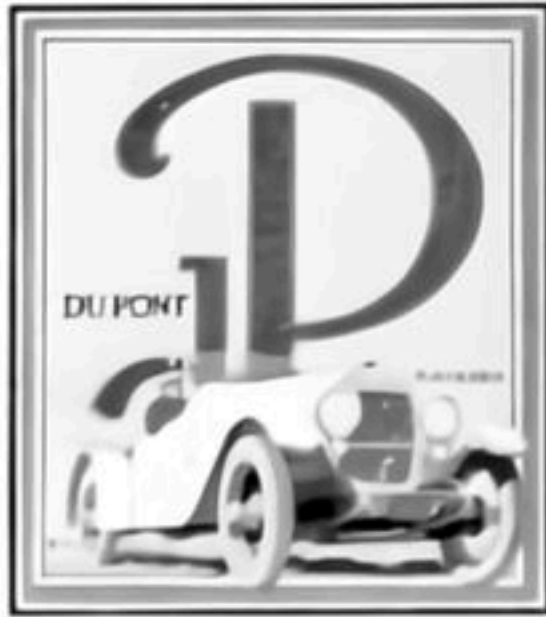
CHASSIS AND MOTOR



THE motorist who enjoys the exhilaration of a racy, sporty car finds his challenge answered in the DuPont roadster. Its lines convey the speed of its performance. Its low wide seats with their deep upholstery, its spacious amount of leg room, the proximity of its controls, add comfort and safety to the thrill of fast driving, yet every body detail and appointment has been built for beauty and long life. In accordance with the owner's preference the DuPont roadster is supplied with wire or wooden artillery type wheels.

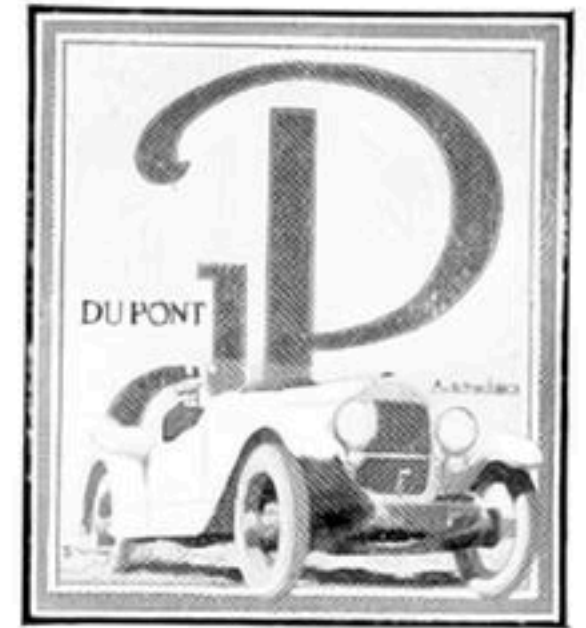
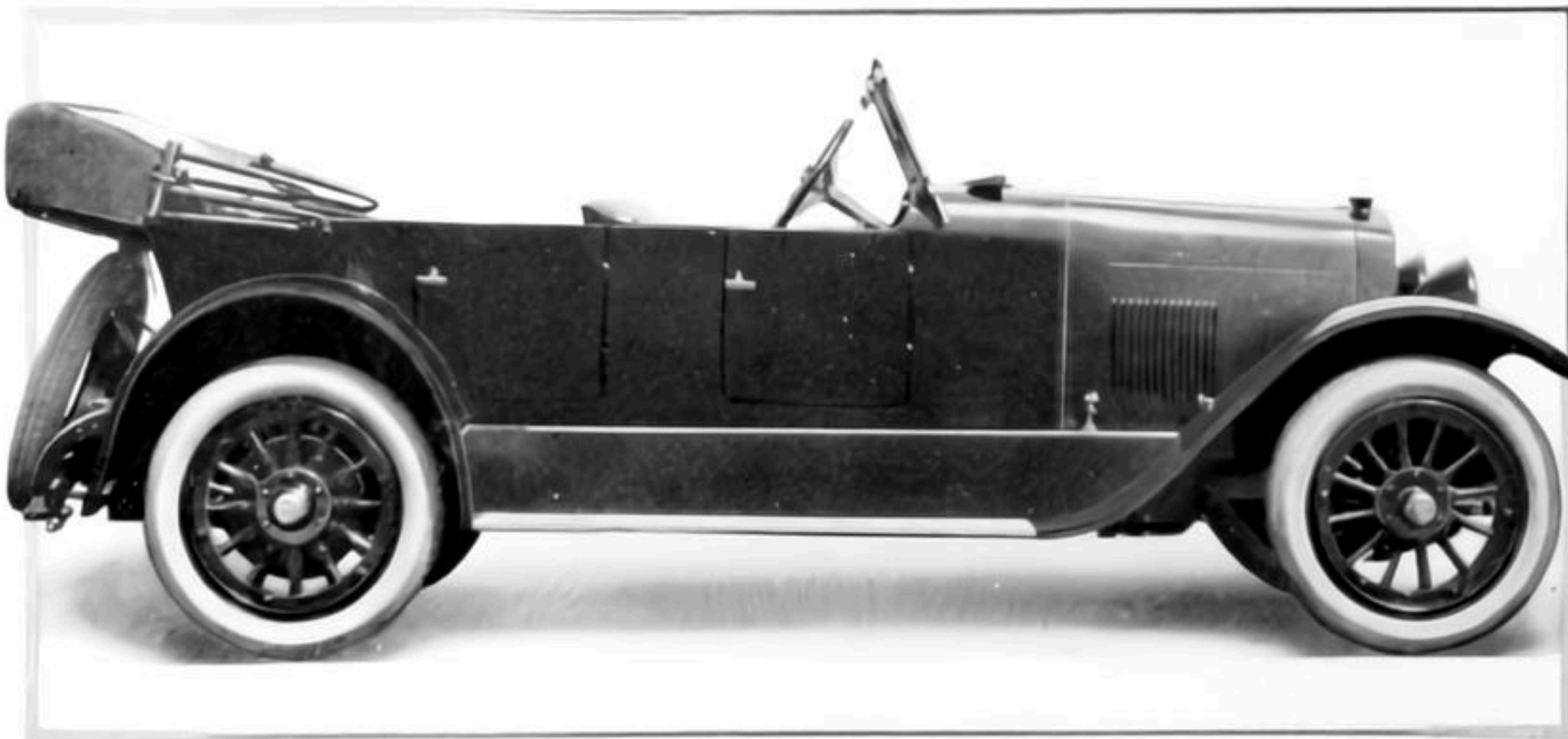
ROADSTER





THE design of the DuPont touring car embodies speed, endurance and style without sacrifice to the comfort of its passengers. Its lines are low and narrow—yet its tonneau is so constructed as to allow ample seat width and leg room for its occupants. Enveloping all there is a smartness of appearance about the DuPont touring car which can not but arouse in the experienced motorist the enthusiasm and appreciation that a good looking, well performing car commands.

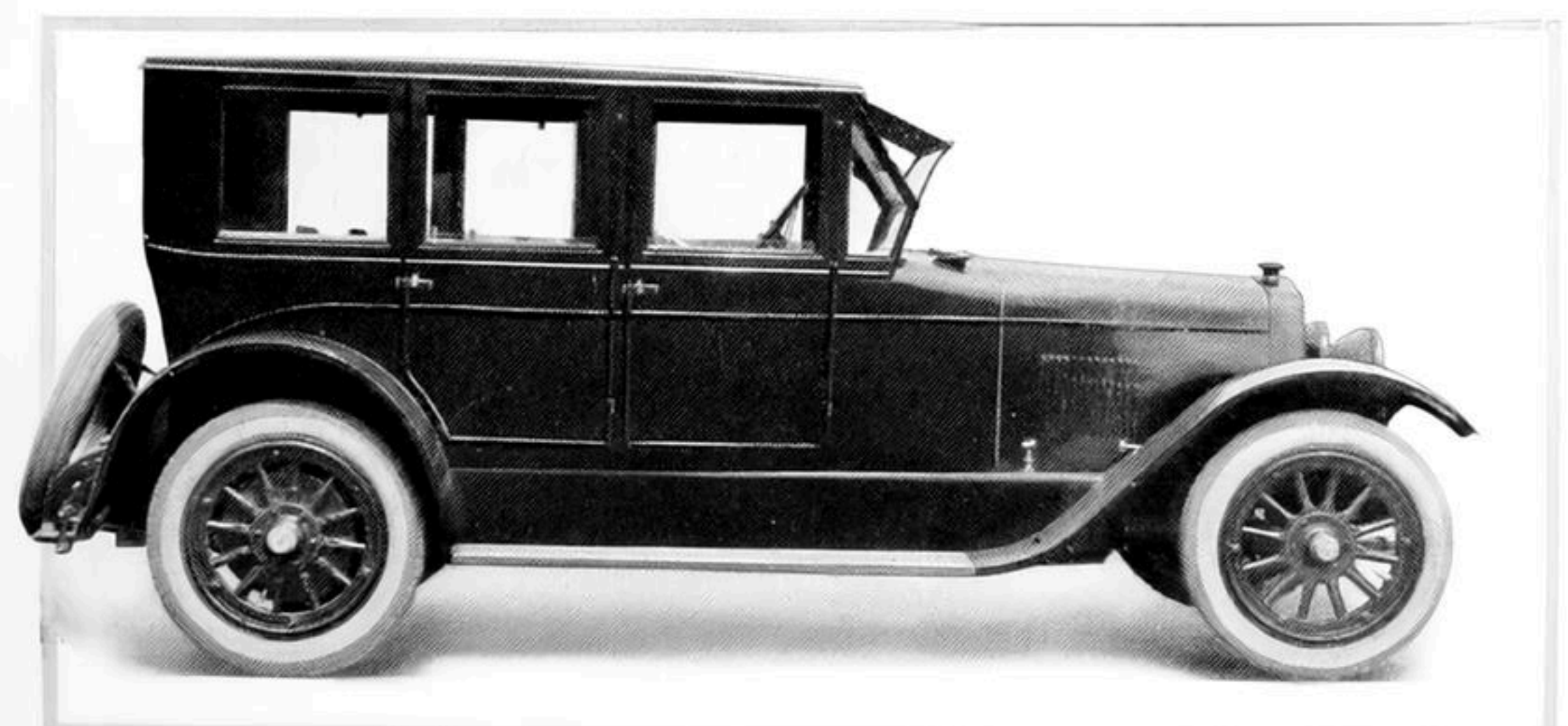
TOURING CAR



THE DuPont sedan is not alone a town car. A light but sturdy body on a chassis which has power, speed and flexibility makes it a closed car with which you can tour as dependably and as economically as with an open model. Yet the heavy upholstery, rich trimmings and large plate glass windows add the comforts and luxury of an enclosed body to a smooth running, easy riding car.

The lines of the DuPont sedan are low, clean cut and graceful. It is an aristocratic model, worthy of ownership by the most fastidious motorist.

SEDAN





THE DuPont body is worthy of the DuPont chassis. The same sturdiness of construction, the same keynote of dependability stands out as the eminent feature of the body design.

Its lines are clean cut and graceful and yet to obtain this smartness of appearance, comfort has not been sacrificed but in reality augmented.

There are two tests which prove the superiority of body design found in the DuPont. First, stand off and look at it from various

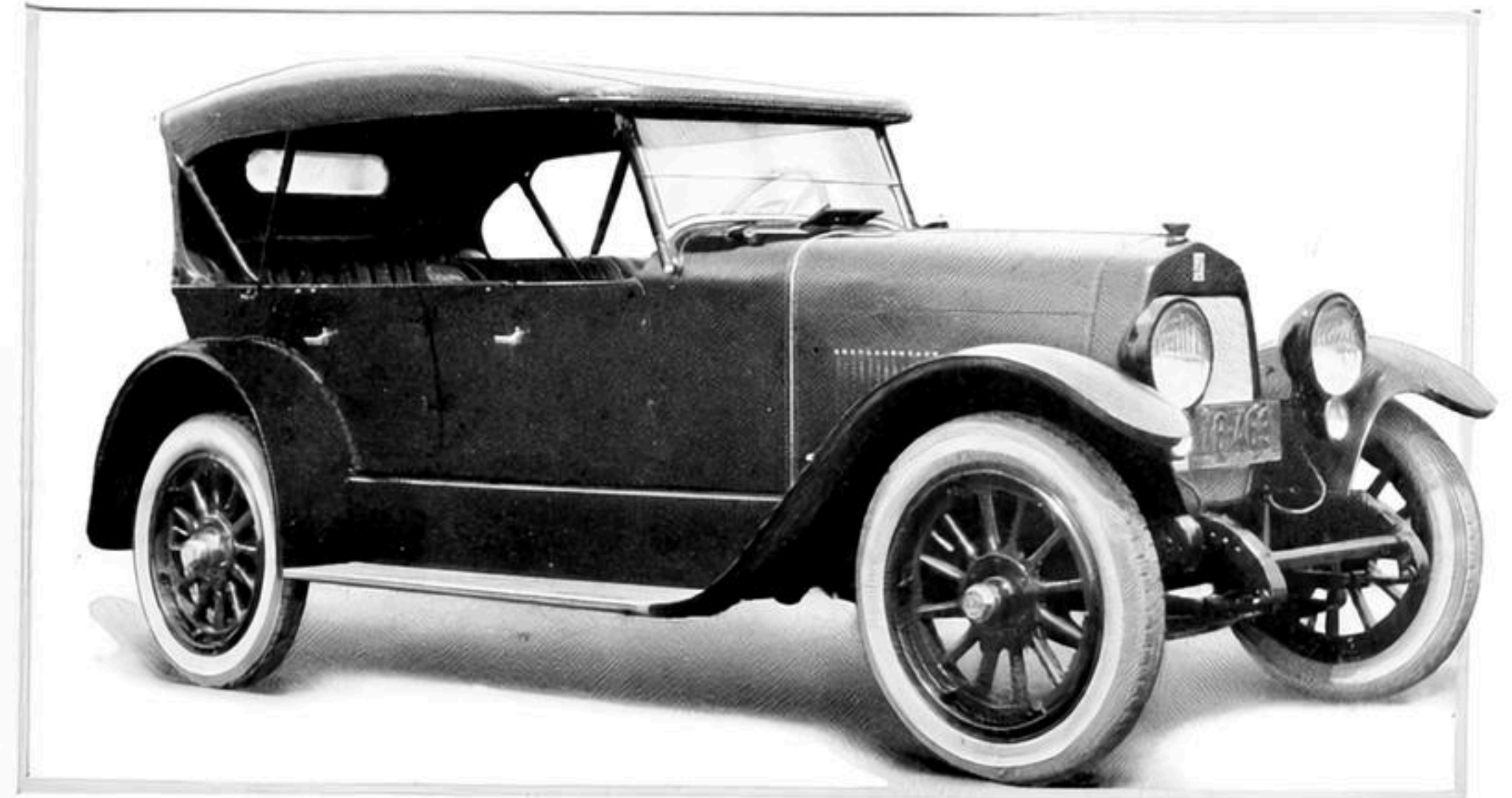
ROADSTER



viewpoints. Note its high radiator, its long cowl, its low seats, the angle at which its steering gear is set. View the beauty of its finish, both external and internal.

There is a unique raciness to each model. Roadster, touring car, sedan, each a lean, low powerful car, which like the greyhound of the seas has been stripped of all excess weight and bulk. Its appearance bespeaks its performance. It leaps away at the touch of the accelerator. Secondly, step into a DuPont. Note the leg room which is there,

TOURING CAR



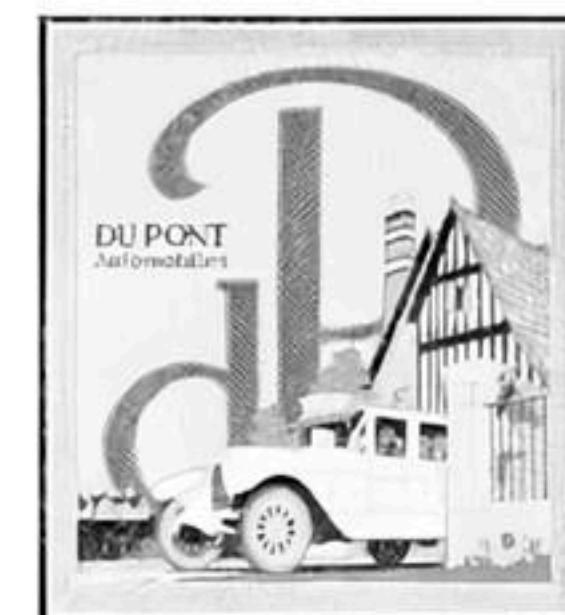


the free and comfortable driving position. See how conveniently located the controls are. Feel the luxury of the four-inch spiral spring cushions, upholstered in rich hand-buffed leather; the low seats with the high backs.

Upon alighting you will agree that passenger comfort has not been sacrificed to appearance.

No effort has been spared to make the DuPont motor car complete in every detail to serve with beauty and utility. It is equipped with three sets of lights, two sets of

SEDAN

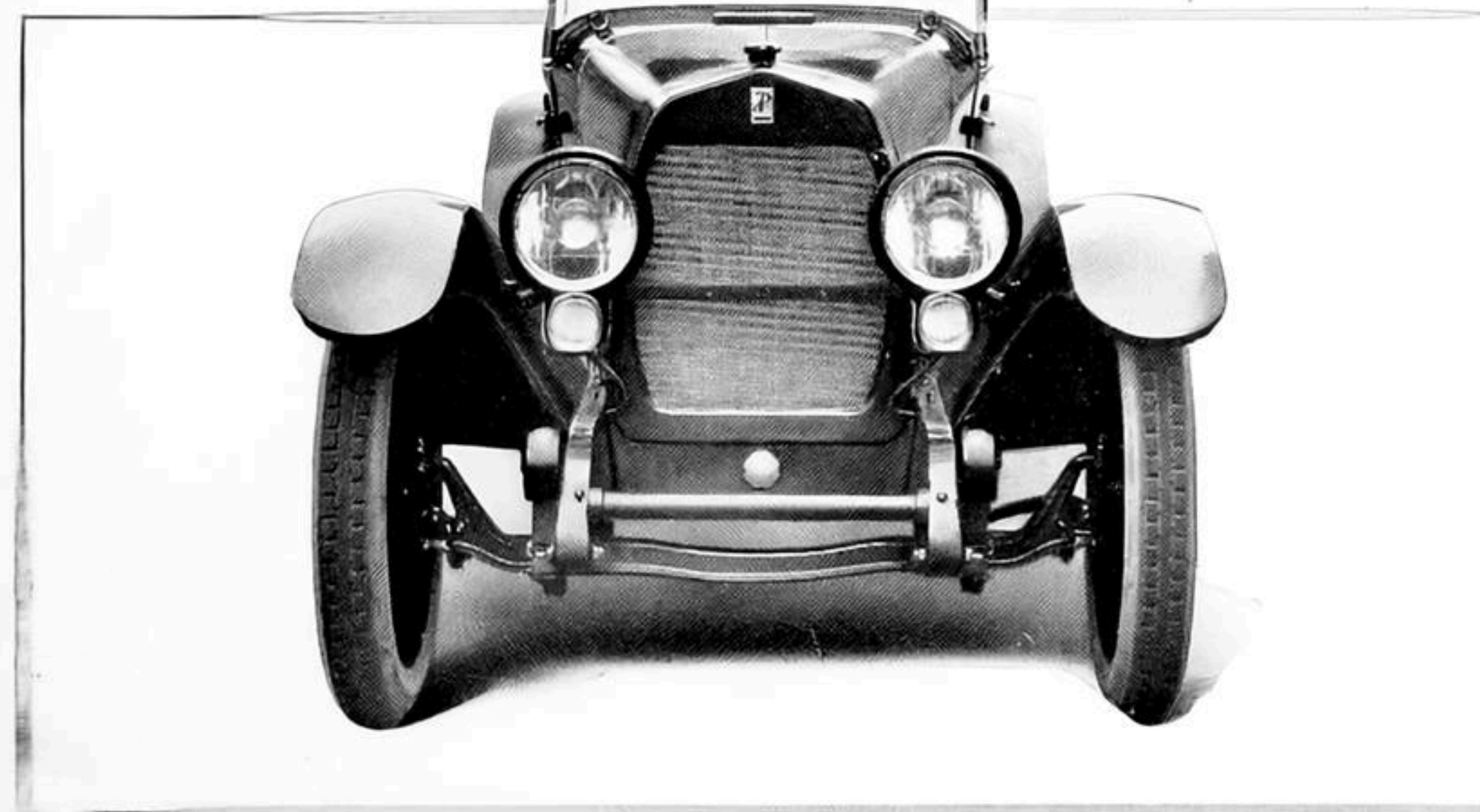


head lights, and one set of dash lights, a feature which makes night driving in the DuPont a pleasure rather than an irksome task.

The beautiful, lasting finish of the DuPont is accounted for by the fact it is entirely hand-painted and oven-dried—not dipped. Any color combination can be had upon request.

It is upholstered with the finest full-grain, hand-buffed leather in color schemes to conform uniformly

HEAD-ON VIEW





or to contrast harmoniously with the body design.

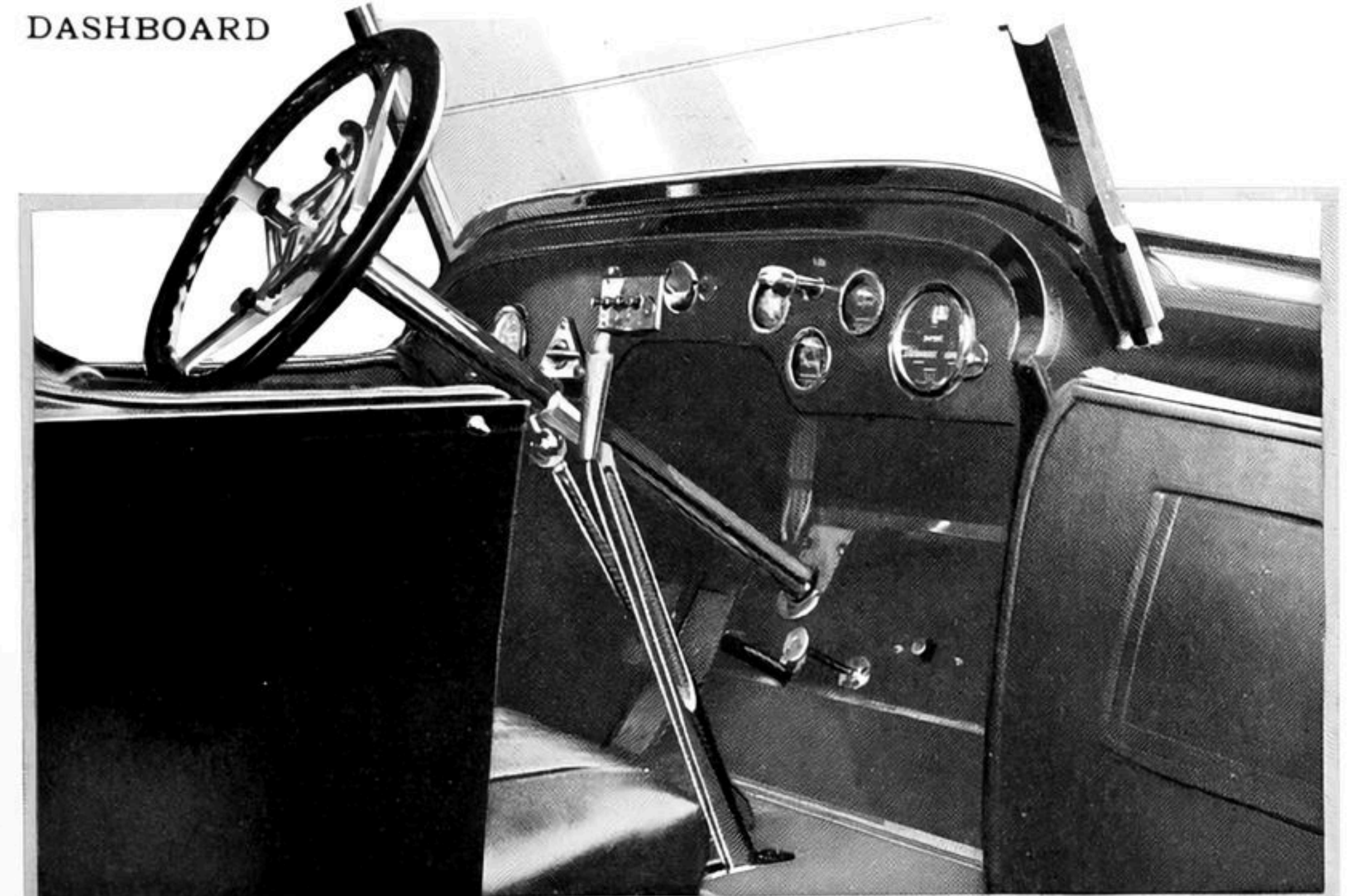
How the completeness in design of the DuPont touring car is carried to a fitting close is shown by the rear view. The back slopes gradually from both the top and bottom and meets at an apex approximately sixteen inches from the top. The spare shoe carrier is set at a graceful angle to the car. The large gasoline tank is conveniently hung underneath the rear of the frame.

REAR VIEW



THE instrument board of the DuPont is equipped with every instrument necessary for convenience and motor safety: clock, speedometer, ammeter, oil pressure gauge, and radiometer which eliminates the danger of overheating.

DASHBOARD



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

Models—Five-passenger touring, two-passenger roadster, suburban and touring sedans.

Wheelbase—124 inches.

Bore and Stroke— $3\frac{15}{16}$ inches x $5\frac{1}{8}$ inches.

Cylinders—Four, cast en bloc.

Pistons—Long-wearing, close-grained cast iron, carefully balanced.

Connecting Rods—Drop-forged, heat-treated and balanced by accurately weighing either end separately.

Crankshaft—Drop-forged, accurately machined and hand-processed for both running and static balance. After the flywheel, which has been previously checked, is attached, the assembly is again carefully balanced to run as true as the best measuring instruments can register.

Lubricating System—Full-force feed from gear pump driven direct from camshaft.

Crankcase—Aluminum.

Camshaft—Hardened steel, gear-driven.

Valves—Inlet, steel; exhaust, Monel metal.

Electrical Equipment—Westinghouse two-unit starter with Exide battery—Eisemann high-tension magneto ignition.

Carburetor—Yale & Towne.

Clutch—Disc type.

Transmission—Four-speed selective.

Front Axle—I-beam type, heat-treated.

Rear Axle—Full floating.

Brakes—Extra large and easily adjusted.

Springs—Alloy steel.

Wheels—Wood on touring and sedan models—regular equipment. Wire or disc, optional at additional cost. Wire regular equipment on roadsters.

Tires—Cord, 32 x $4\frac{1}{2}$ on touring and sedan models, and 32 x 4 on roadsters.

Body—Hand-made. Finest grade springs, hair and hand-buffed leather, and best grade hardware and fittings used throughout.

Paint—Finest grade paint and varnish, hand-applied, giving a beautiful lasting finish.

Equipment—Head lamps with dimmers, cowl parking lamps, tail lamp, spare rim or wheel, tools, jack, etc. Speedometer, clock and all necessary instrument board equipment.



Planned and Executed by
FRANK SEAMAN
INCORPORATED
New York



DU PONT MOTOR SALES CO.
725 North Broad St., Philadelphia, Pa.