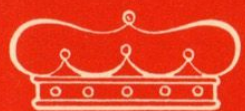
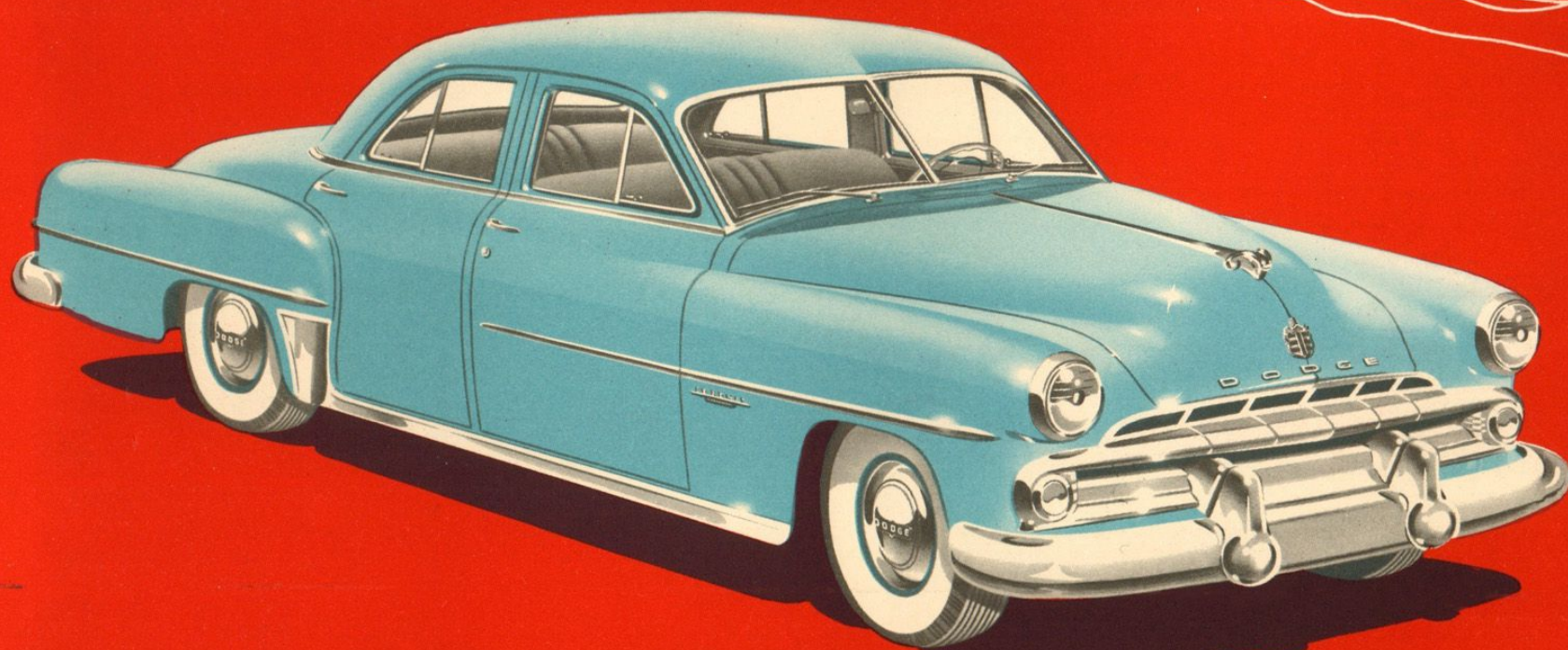


DODGE



CORONET

THE LUXURIOUS 1951

CORONET FOUR-DOOR SEDAN

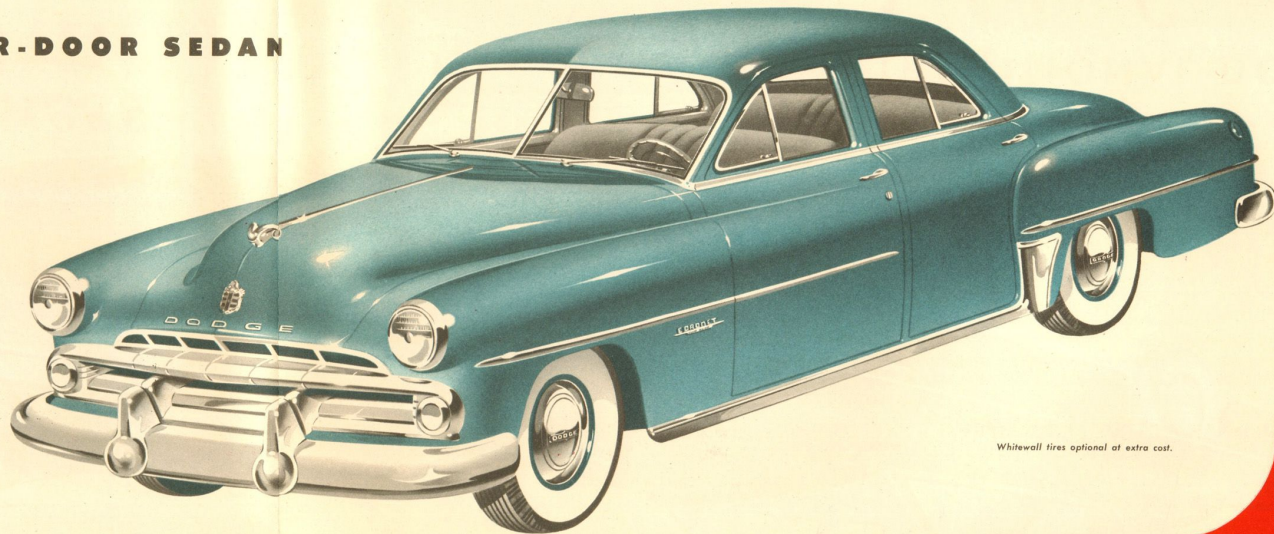


Here is Dodge at its matchless best . . . the new 1951 Coronet.

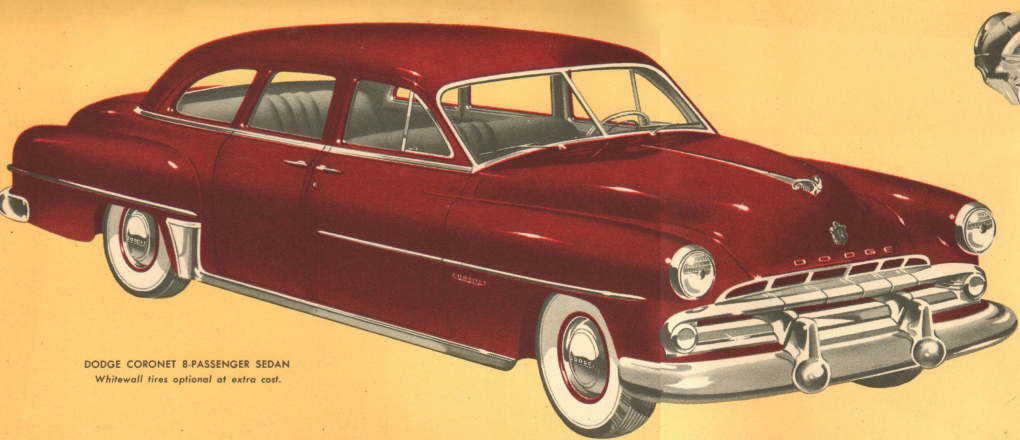
These exquisite, longer-wheelbase, Coronet models give you the ultimate in the s-m-o-o-t-h Dodge ride. Dodge Gyrol Fluid Drive (standard equipment on all Coronet models) reduces the jerks and jars of starting and stopping, and also gives you positive control when streets and highways are slippery or muddy.

You ride relaxed because Dodge gives you **MORE** head room, **MORE** elbow room, **MORE** leg room. Note, too, how the high, wide-opening doors, let you get in or out without ducking your head or having your hat knocked off.

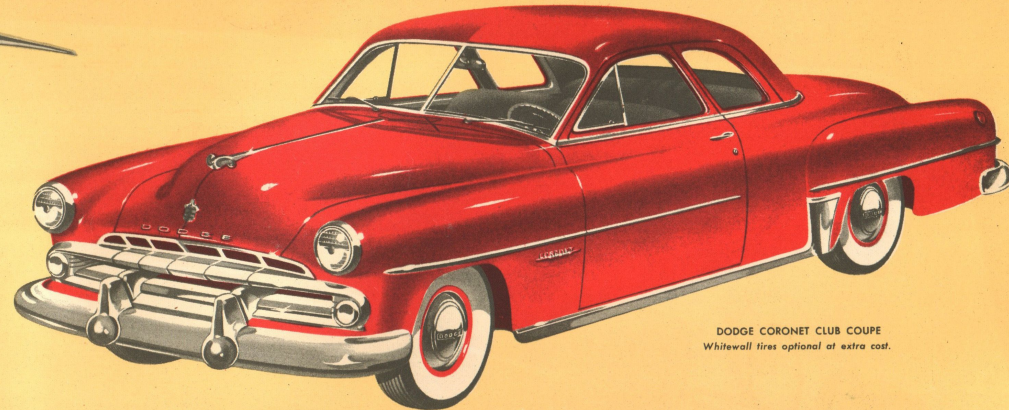
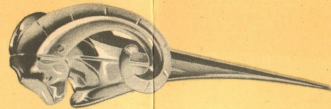
For the ultimate in driving ease, the Dodge Coronet can be equipped with Gyro-matic transmission at extra cost.



Whitewall tires optional at extra cost.



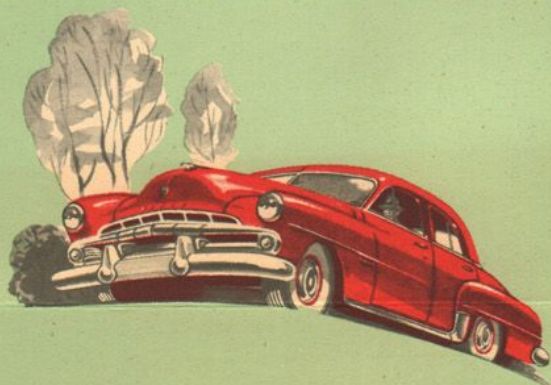
DODGE CORONET 8-PASSENGER SEDAN
Whitewall tires optional at extra cost.



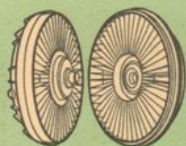
DODGE CORONET CLUB COUPE
Whitewall tires optional at extra cost.

GET THE *Extra Smoothness* OF DODGE FLUID DRIVE . . .

Dodge Gyrol Fluid Drive gives you smooth, even acceleration, without jerks or jolts, because engine power is transferred to the rear wheels through oil.



You have greater control on slippery surfaces



because the gradual, steady application of power through Fluid Drive helps prevent skidding and wheelspin.

The simplicity and sturdiness of Fluid Drive assures smooth operation for the life of the car. Dodge Coronet is the lowest-priced car with this quality feature as standard equipment.

... AND THE *Driving Ease* OF GYRO-MATIC TRANSMISSION



Dodge Gyro-matic transmission makes it possible to drive all day without shifting gears, if you wish. *Your toe does it all!*

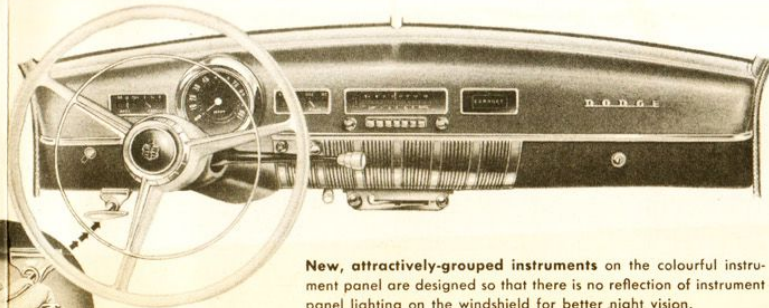
With the shift lever in cruising gear you start by pressing on the accelerator. When you've reached 14 miles per hour or more, you merely raise your toe and Gyro-matic shifts into high.

To pass safely round slower moving vehicles, press the accelerator to the floor and you automatically shift into a "sprint-away" gear. Releasing the accelerator puts you back into high.

For extreme road conditions and for ease in parking, there's a low range of two gears which operate in the same manner as the cruising range.

Gyro-matic is available as extra equipment on Coronet models only.

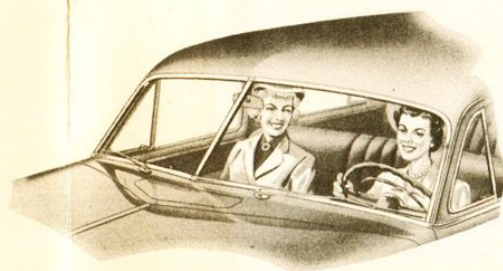
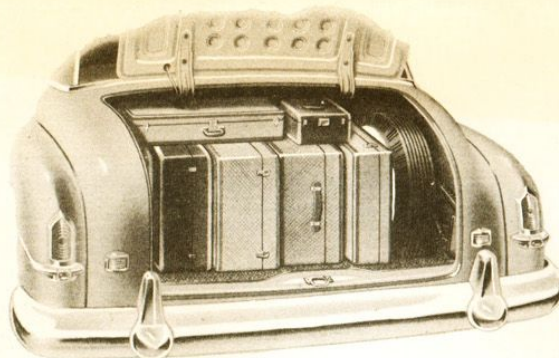
TRADITIONAL DODGE *Safety... Comfort... Convenience*



New, attractively-grouped instruments on the colourful instrument panel are designed so that there is no reflection of instrument panel lighting on the windshield for better night vision.

The efficient parking brake is easily operated by a cane-type lever and within easy reach. To apply, grasp and pull; to release, rotate to left or right, and let go.

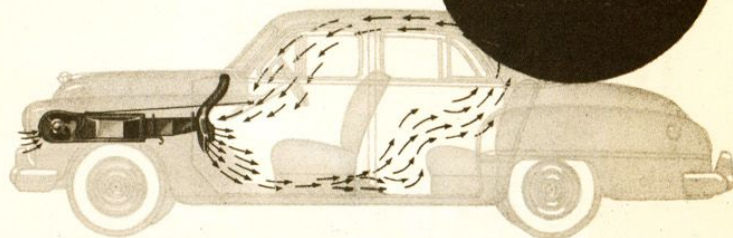
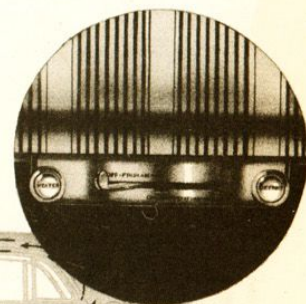
Big, roomy trunks easily take a load of luggage for a carload of people. As there's no ledge to lift over, luggage can easily be slid into the interior. The spare wheel is rigidly mounted at the side for convenience.



The front window is wider, and the corner posts are redesigned for better vision. The rear window also has been greatly extended. Drivers, in the comfortable chair-high seats have unsurpassed vision in all directions.

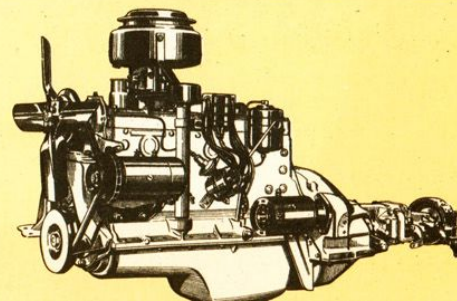
Wide, high doors let you get in and out easily without crouching. Inside you enjoy seat room that's really wide . . . loads of head room . . . and leg room galore, front and back. Best of all, you *don't have to slump*. You sit normally erect and comfortably relaxed on knee-level seats. Dodge Coronet front seats have a foam rubber pad for extra comfort.

The Dodge heating and cooling system which is under the hood (can be installed in production at extra cost or be obtained from your Dodge dealer), gives you driving comfort in any weather. The front compartment is freed of all bulky units. Fresh air heat or cooling ventilation flows from outlets entirely concealed behind the instrument panel, passing under the seat to circulate uniformly throughout the whole car. By flipping a few convenient controls, you can bring in fresh outside air during the heaviest down-pour — keep windshield from fogging; or heat the entire car, front and back, during the severest cold.



**...WITH THE FAMOUS,
DEPENDABLE
DODGE ENGINE**

The powerful 105 h.p. engine of the Dodge Coronet has all the fine features pioneered and proved by the Chrysler Corporation, such as: Four rings per piston for greater efficiency and economy; oil bath air cleaner; exhaust valve seat inserts for long-life efficiency; weatherproofed distributor and ignition system; pressure cartridge-type oil filter; permanent by-pass thermostat; and, of course, the famous Floating Power engine mountings.



DODGE CORONET ENGINEERING FACTS

DIMENSIONS

	4-Door	Club Coupe	8-Pass.
Overall length	206 $\frac{7}{8}$ "	206 $\frac{7}{8}$ "	222 $\frac{1}{2}$ "
Overall width	74 $\frac{1}{4}$ "	74 $\frac{1}{4}$ "	74 $\frac{1}{4}$ "
Height without load	65 $\frac{1}{8}$ "	65 $\frac{1}{8}$ "	68 $\frac{9}{16}$ "
Wheelbase — Standard 123 $\frac{1}{2}$ "			
8-passenger 137 $\frac{1}{2}$ "			
Wheels and Tires — 5 per unit.			
Wheels — demountable steel disc.			
Air-wheel type with safety rim.			

	Standard	8-Passenger
Wheel size	15" x 5 $\frac{1}{2}$ " K	15" x 6" L
Tire size	7.10" x 15"	8.20" x 15"

SPRINGS and SUSPENSION

Front — Independent coil springs, wishbone-type action.
 Rear — Tough Amola steel, semi-elliptical with grooved plates and tapered ends. Protected by metal covers for improved lubrication. Rubber silent block at front ends of rear springs.
 Shock Absorbers — Direct, double-acting, telescopic. Rear shock absorbers set in ride stabilizing "sea-leg" mounting.

STEERING

Worm and roller, semi-irreversible gear.
 Ratios, Standard, 18.2 to 1; 8-passenger, 20.4 to 1.

LUBRICATION

Chassis — Pressure grease system.
 Engine — Crankshaft, connecting rod and camshaft, bearings force fed from Rotax-type oil pump. Positive spray under pressure from metered holes in each connecting rod bearing lubricates all other working parts. Direct oil lead lubricates timing chain.
 — Oil filter standard.
 — Crankcase fully ventilated.
 — Oil capacity, 4 Imperial quarts.

ELECTRICAL SYSTEM

Battery — 15-plate, 6-volt, 105 ampere hour capacity.
 Generator — 45 ampere, belt-driven, ventilated. Automatic current and voltage regulation.

Ignition and distributor timing fully automatic, controlled by centrifugal weights and manifold vacuum.
 Spark Plugs — Resistor-type.
 Cables — All heat resistant and waterproof.
 Coil — Mounted on engine to reduce radio interference.
 Starting Motor — Simple hand control with switch on instrument panel.

FUEL SYSTEM

Fuel Pump — Positive camshaft drive.
 Fuel Tank — Located at rear of car, fitted with sediment collecting sump and self-cleaning filter in fuel tank. — Capacity 12.95 Imperial gallons.
 Carburetor — Down-draft with oil-bath air cleaner, intake silencer and accelerator pump; automatic choke to simplify cold weather starting.

COOLING SYSTEM

Capacity — 3 Imperial gallons.
 Water jacket full length of block, water distributing tube cools all valve seats with direct water flow.
 By-pass cooling system speeds engine warm-up by closing off radiator circulation in warm-up period; means longer engine life, more fuel mileage and oil economy.
 Radiator core, cellular-tubular construction; fan, four-blade, driven by endless V belt.

CLUTCH, TRANSMISSION and FINAL DRIVE

Fluid Drive with ventilated clutch housing.
 Single dry-disc clutch for simple, complete control of power flow.
 Clutch disc size — 9 $\frac{1}{4}$ "
 Transmission Type — All-quiet automesh with helical gears throughout. Blocker and synchronizer between second and third, mechanism supported by six ball and roller bearings. Handy gear shift on steering column.
 Gyro-matic transmission optional at extra cost.
 Final Drive — Hotchkiss type; tubular propeller shaft balanced statically and dynamically to reduce vibration.
 Universal Joints — Cross-type design with needle bearings protected by full enclosure.
 Rear Axle — Semi-floating with one-piece, two-pinion differential case, tough Amola steel axle shaft and long lasting Nickel Molybdenum hypoid gears, one-piece forged for uniform strength. Fully adjustable tapered roller bearings throughout.
 Rear Axle Ratio — 4.1 to 1.

BODY and CHASSIS

Body Construction — Safety steel, rigidly braced, ribbed and welded into single unit design with seamless top and integral drip mouldings. Thoroughly weather and sound insulated; safety glass throughout; front door-locks, both sides, deep foam rubber seat pad, front seat; clear vision ventilating system with swing-type vents on all front and rear doors; effective forward opening cowl ventilator with protective screen on all models.

Frame — Features sturdy box-section construction with 6" side members following body contour. Design offers high rigidity in both beam and torsional strength.

BRAKES

Service Brakes — High-efficiency, self-equalizing hydraulic, on all four wheels; weatherproof cast-iron drums with cast-in steel backs and moulded brake shoe facings; six-cylinder arrangement provides dual cylinders on each front wheel for full braking efficiency; aluminum anodized wheel-cylinder pistons and improved, tight-fitting wheel-cylinder boots throughout.
 Drum Diameter — Standard 11"; 8-passenger 12".
 Hand Brake — Independent in operation. External contracting type, equalized through differential gear, located at rear of transmission.
 Size — 6" x 2".

ENGINE

Horsepower Rating — 105. Displacement 228.12 cubic inches.
 Compression Ratio — 7 to 1.
 Type — L-head.
 Manifold heat control automatic for full efficiency. Alloy-steel exhaust valve seat inserts for longer engine life. Hard silichrome exhaust valves throughout. Rugged crankshaft drop-forged from special high-carbon steel; seven counterweight design balanced statically and dynamically for extra smoothness.
 Durable aluminum alloy, cam-ground pistons of U-slot, four-ring design with protective stannic coating. Piston rings wear-protected by stannic coating. Vibration damper for smoother operation and longer engine life.

EQUIPMENT AS SHIPPED

Sealed beam headlamps with bull's-eye lens.
 Two sun visors.
 Dual tail lights.
 Dual airtone horns.
 Remote control horn ring.
 Dual chrome electric windshield wipers.
 Chrome swing-type ventilator, front and rear door windows.
 Textile leather scuff pads on bottom of doors.
 Textile leather on rear seat cushion heel kick.
 Foot rest, sedans only.
 Glove compartment and lock.
 Ash receivers —
 1 front, 1 rear, 4-door sedans;
 1 front, 2 rear, club coupes;
 1 front, 3 rear, 8-passenger sedans.

Radio grille.
 Foam rubber seat pad, front seat.
 Luxury seat pad, rear seat.
 Full luxury selecto-seat cushion springs.
 Automatic door switches, right front and rear doors, and both rear doors, 8-passenger sedan.
 Locks, both front doors.
 Arm rests, both front doors and two in rear.
 Cigar lighter.
 Dome light, two on 8-passenger sedan.
 Chrome coat-hooks.
 Chrome rear fender stone shields.
 Sway eliminator.
 Chrome bead around windshield and around rear window.
 Luggage compartment floor insulation.
 Starting switch on instrument panel.

Four stainless steel wheel covers.
 Central license plates lamp and bracket.
 Bumper and buffer plates, front and rear.
 Auto jack.
 Rubber weatherstrip around doors.
 Oil bath air cleaner and intake silencer.
 Oil filter.
 Vibration damper.

The Dodge-De Soto Divisions of Chrysler Corporation of Canada, Limited, reserve the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold. Certain models illustrated are shown with extra equipment.

DC512

LITH'D IN CANADA