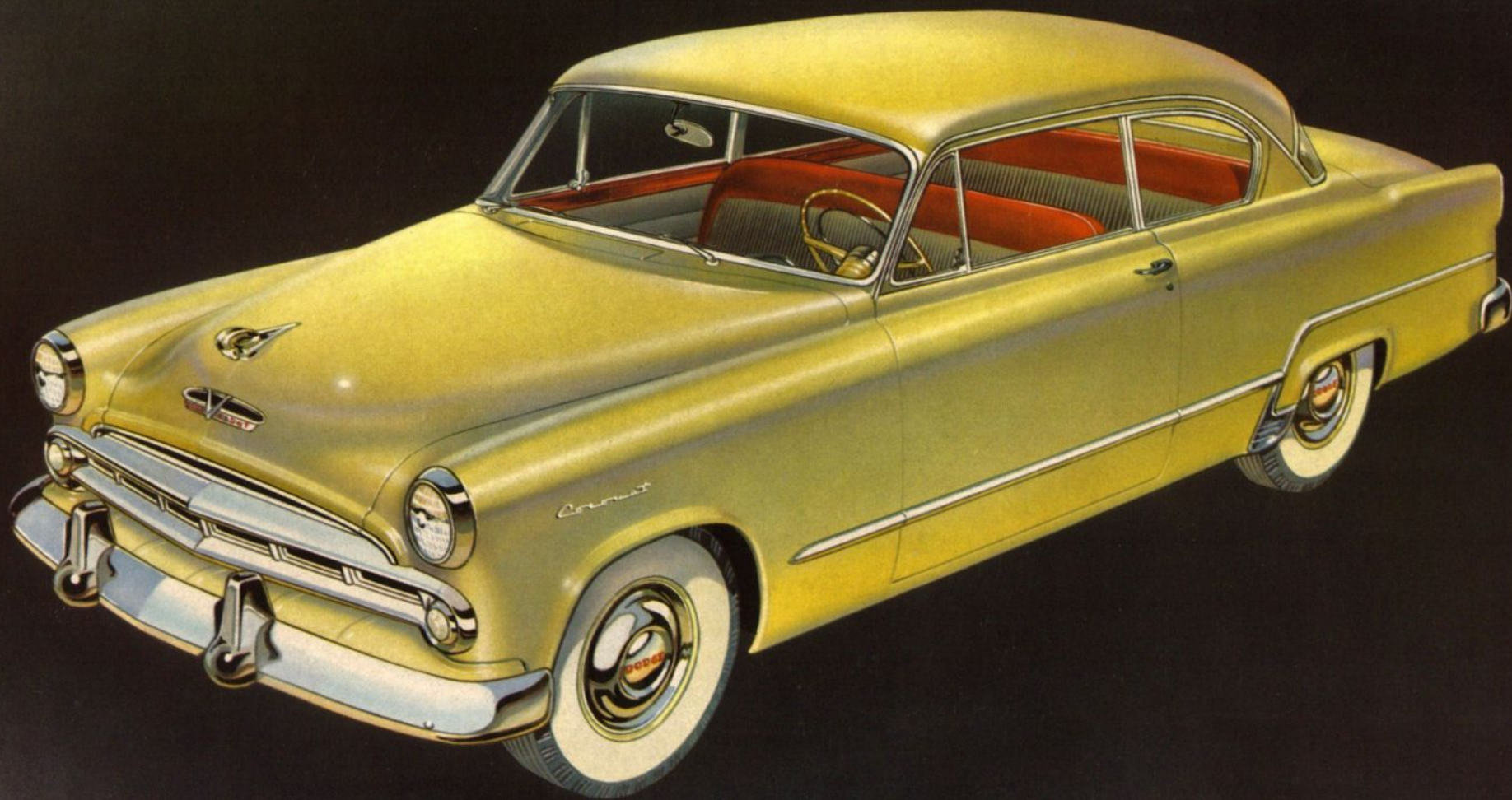


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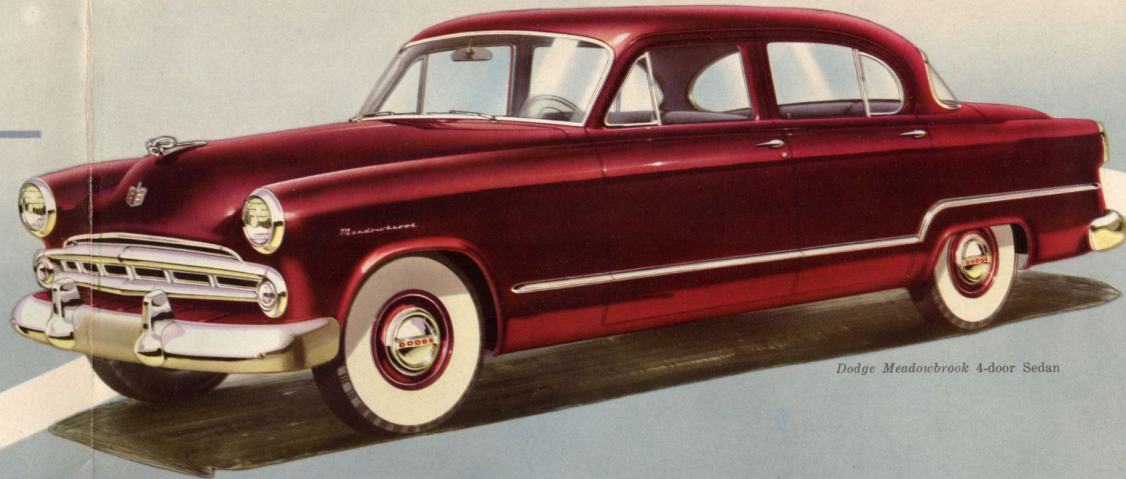
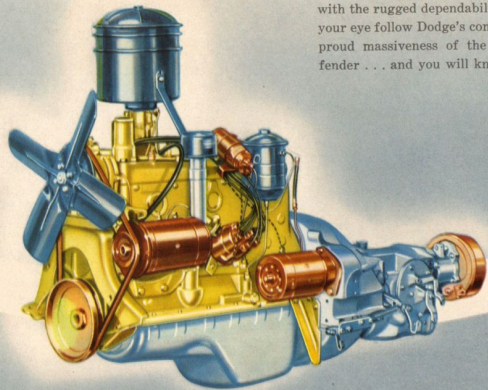
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**DODGE**

# Meadowbrook

The qualities you have always wanted in a motor car are here in the graceful new Dodge for 1953. It fits your personal pattern! For here is an *individual* car . . . one that Dodge is more than proud to display to the most discriminating owner . . . a car that combines dash and luxury with the rugged dependability for which Dodge will ever be famous. Let your eye follow Dodge's completely new and fluid style lines . . . from the proud massiveness of the new grille to the molded lift of the rear fender . . . and you will know that this is the car you have waited for!



*Dodge Meadowbrook 4-door Sedan*

**Here is breathtaking beauty . . . together with features of extra-value you cannot afford to ignore. Dodge is truly proud of this very smart, smooth-performing Meadowbrook. And this Dodge quality comes to you at a budget-designed cost which will leave you agreeably surprised.**

# SPECIFICATIONS

Dodge Coronet and Meadowbrook  
D44 and D46 119" Wheelbase—D48 114" Wheelbase

● **ENGINE**—Coronet Models—90° V-8 design. Floating Power mounted. Overhead, lateral inclined valves. Hydraulic valve tappets. Bore  $3\frac{1}{16}$ " (87.31 mm). Stroke  $3\frac{1}{4}$ " (82.55 mm). Piston displacement 241.4 cu. in. (3.96 liters). A.M.A. horsepower, 37.8. Developed brake horsepower, 140 at 4400 r.p.m. with 7.1:1 cylinder head. Lower compression ratio engine available.

● **ENGINE**—Meadowbrook Model—Six-cylinder, L-head type, Floating Power mounted. Bore  $3\frac{1}{4}$ " (82.55 mm). Stroke  $4\frac{1}{2}$ " (117.5 mm). Piston displacement 230.2 cu. in. (3.77 liters). Compression Ratio 7.0:1. Low compression cylinder head optional. A.M.A. horsepower 25.35. Developed brake horsepower 103 at 3600 r.p.m. with 7.0:1 cylinder head. Plated aluminum alloy, lightweight pistons with 4 piston rings each. Chemically treated cylinder walls. Four-bearing, counterweighted crankshaft. Damped, dynamic vibration absorber. Precision-type, heavy-duty crankshaft and connecting rod bearings. Silent chain driven camshaft. Four camshaft bearings.

● **ENGINE LUBRICATION**—Pressure oiling from high capacity rotor-type oil pump, through rifle-drilled cylinder block passages to main, connecting rod and camshaft bearings. Pressure spray to pistons and piston pins. Camshaft drive chain lubricated by oil stream from camshaft. Crankcase ventilation. "Micronic Filtration" oil filter with replaceable radial-type element. Crankcase capacity, 5 quarts (4¾ liters). Oil pressure gauge on instrument panel.

● **FUEL SYSTEM**—Coronet Models—Dual down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic integral choke control. Oil bath air cleaner and silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U.S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning Oilite filter in fuel tank at outlet.

● **FUEL SYSTEM**—Meadowbrook Model—Plain-tube down-draft carburetor with idle adjustment and adjustable accelerating pump. Automatic manifold heat control. Automatic electric choke control. Oil bath air cleaner. Intake silencer. Mechanical diaphragm fuel pump driven from camshaft. Fuel tank capacity, 17 U.S. gallons (64 liters). Electric fuel gauge on instrument panel. Self-cleaning Oilite filter in fuel tank at outlet.

● **COOLING SYSTEM**—Coronet Models—Cellular radiator core. Centrifugal water pump. Metered circulation, uniform to all cylinders and valves. Full-length water jackets completely surround cylinders. Thermostat control. By-pass circulation. Water capacity 4¾ U.S. gallons (17.98 liters). Four-blade 18" fan.

● **COOLING SYSTEM**—Meadowbrook Model—Cellular radiator core. Centrifugal water pump. Directional circulation, uniform to all cylinders and valves. Full-length water jackets. Thermostat control. By-pass circulation. Water capacity 3½ U.S. gallons (13.25 liters). Six-blade 17" fan.

● **TRANSMISSION**—Silent, Constant Mesh, Easy Shift, 3 speed transmission with helical gears of carburized steel. Steering column control. Blocker-type synchronizer. Seven anti-friction bearings. **OVERDRIVE**—Automatic-shift, 2-speed Overdrive transmission, mounted directly behind standard transmission, available as special equipment with 3-speed manual-shift transmission only.

● **GYROMATIC TRANSMISSION**—Available as extra equipment. Hydraulically operated. Four speeds forward, one reverse. Built-in control unit.

● **FLUID DRIVE**—Thirteen inch (33 cm) diameter coupling. Ball type coupling hub bearing. Oilite bushings on coupling inner runner. Available in combination with Gyromatic transmission only.

● **TORQUE CONVERTER**—Coronet Models only. Four-element type consisting of impeller, turbine, front stator and rear stator, has maximum torque multiplication of 2.5:1. Forced air cooling. Optional equipment at extra cost.

● **CLUTCH**—Dry, single-plate, 10" (25.40 cm) diameter clutch with cushion center. Molded woven asbestos facings. Ball-thrust release bearing with lubricant sealed in. Forced ventilation.

● **REAR AXLE**—Semi-floating, Hypoid rear axle. Pressed-steel, banjo-type housing. Hypoid gears. 16-spline axle shafts. Tapered roller bearings. Standard ratio 3.9:1. Ratio, with overdrive, 4.3:1. Hotchkiss drive through springs.

● **SUSPENSION**—Independent front wheel springing with coil springs. Grooved, soft acting, Semi-Elliptic rear springs with wax-impregnated fabric interliners; length 53¾" (1.362 m), width 2" (5.08 cm). Splay mounted on chassis. Tapered-end leaves. Rubber cored bushings at front. Rubber cushioned shackles at rear. Hydraulic, telescopic type shock absorbers front and rear. Rear shock absorbers in "sea leg" position for greater stability. Steering gear ratio 18.2:1. Front end sway eliminator.

● **CHASSIS FRAME**—Super rigid double channel frame. Box-section steel side rails,  $\frac{3}{32}$ " (2.38 mm) thick. Maximum depth, 114" W.B., 5¾" (14.60 cm), 119" W.B., 6" (15.2 cm). Outside width at maximum depth, 114" W.B., 4½" (11.43 cm), 119" W.B., 5½" (13.97 cm).

● **ELECTRICAL SYSTEM**—6-volt ignition. Resistor type spark plugs. Fully automatic spark advance, speed and vacuum control. Shunt-type generator with voltage and current control. Generator ventilated by centrifugal fan. Ignition-key operated starter. 15-plate battery, capacity 105 ampere hours, located under hood in left fender shield. Sealed-beam headlights with foot control. Dual vibrator horns. Full-circle horn ring on steering wheel. Dual tail lights. Dual stop lights. Front parking lights. Rear license plate light. Directional signals available as special equipment. Electrically-operated windshield wipers are standard equipment.

● **BRAKES**—Hydraulic, 4-wheel internal expanding, utilizing an individual cylinder for each shoe in the front wheel brakes, self-equalized and weather-proofed. Cast iron brake drums. Drum diameter 11" (27.9 cm). "Cyclebond" molded asbestos brake linings 2" wide (5 cm) dispense with rivets and increase lining useful area and life. Separate external contracting hand brake at rear of standard transmission. Internal expanding self-energizing hand brake supplied with Gyromatic Transmission.

● **WHEELS AND TIRES**—Demountable steel disc wheels with Safety Rims. Goodyear Super-Cushion tires, black, 4-ply, are standard. Sizes: Meadowbrook, 15 x 6.70; Coronet Models 15 x 7.10. 4- and 6-ply white sidewall tires and 6-ply black tires available at extra cost.

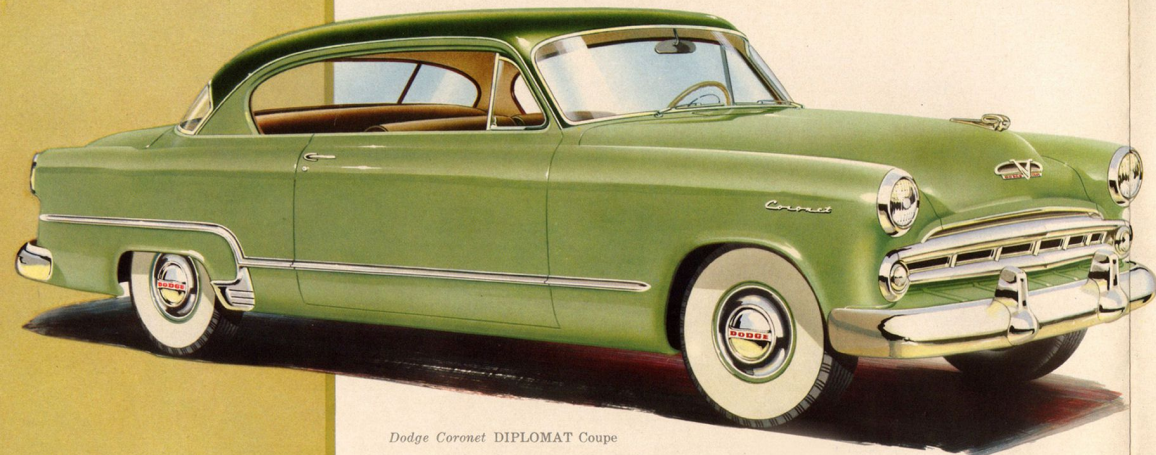
*All specifications, equipment, models, body types, ornamentation and design subject to change without notice and without responsibility to the Chrysler Corporation, Export Division.*



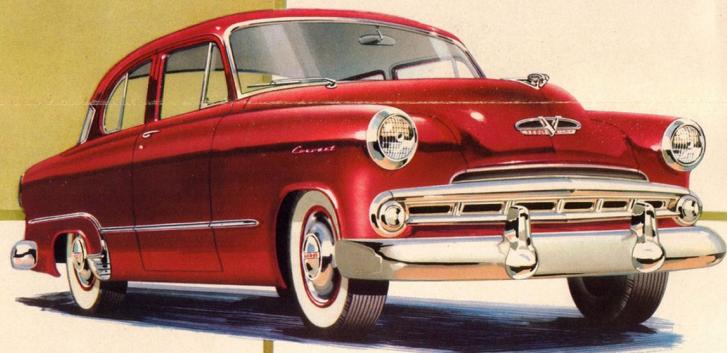
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# DODGE

## Coronet



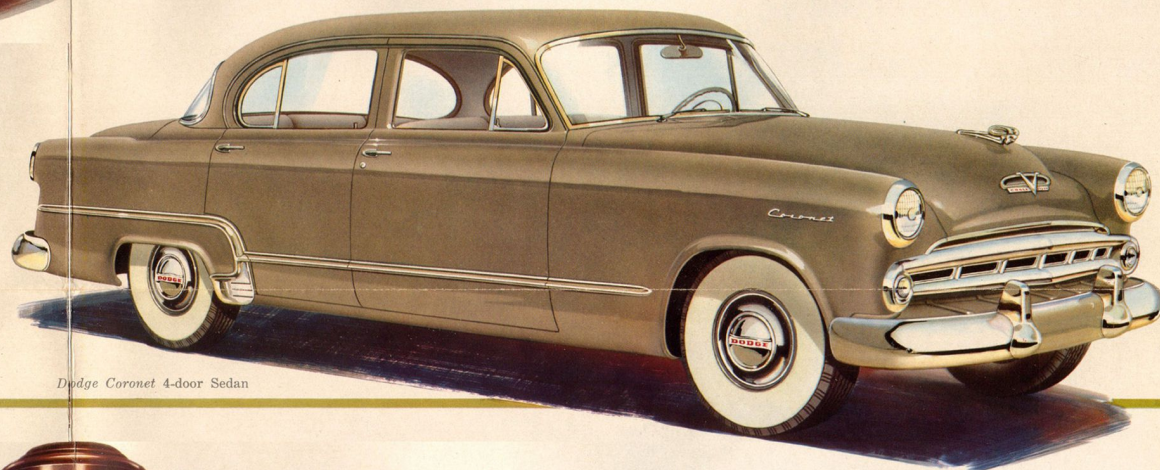
Dodge Coronet DIPLOMAT Coupe



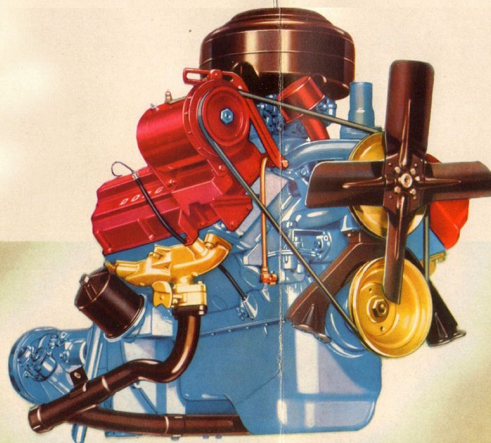
Dodge Coronet Club Coupe



Dodge Coronet Convertible Coupe

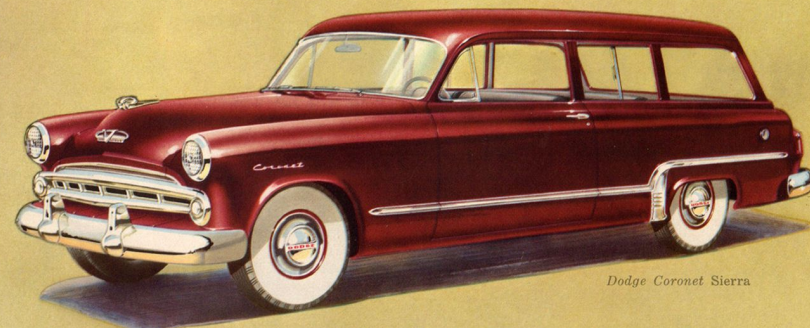


Dodge Coronet 4-door Sedan



"Red Ram" . . . a magic new word to the world's automotive public! Think of the performance so easily called upon . . . 140 horsepower from a mere 241.4 cubic inches of displacement. Here is the most compact, powerful production V-8 engine in the automotive industry due to the "Red Ram" engine's dome-shaped, racing-type combustion chamber . . . its "oversquare" bore-to-stroke ratio . . . its easy-breathing manifold design.

Brightest star on the automotive horizon . . . that's the long-awaited Dodge Coronet 8 for 1953! Thrill to this latest Dodge masterpiece with its lower, sleeker silhouette . . . its softly-molded, fully-contoured beauty. Thrill to the newest engine sensation of the automotive world . . . the 140 horsepower Dodge "Red Ram" V-8 . . . and feel the full surge of its compact power! For "Red Ram" power is a Dodge challenge to motoring performance which will meet your utmost demand. Don't postpone a talk with your nearest Dodge distributor about these fine new models . . . ask him about the "Red Ram" V-8 engine. A great new motoring experience awaits you in the new Dodge Coronet 8.



Dodge Coronet Sierra