

TAKE IT ANYWHERE ! TREAT IT ROUGH !



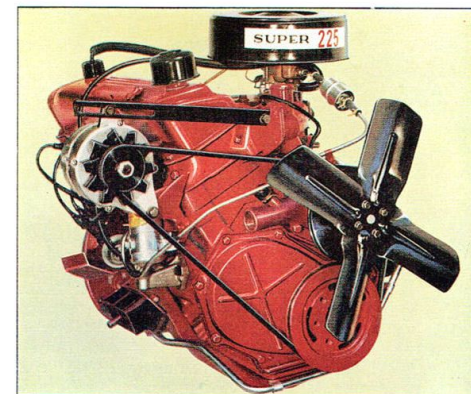
DODGE 106 *1500 lb capacity*
HEAVY DUTY UTILITY



THE HEAVY DUTY UTILITY THAT BUILDS YOUR PROFITS AND STILL LETS YOU TAKE IT EASY!



Even though the Dodge 106 is working under hard conditions, the driver and passengers don't have to "rough-it". Seating as comfortable as a sedan, upholstery is hard-wearing and in an attractive color. Equipment includes safety-dished steering wheel, roomy glove box, parcels shelf behind seat, exterior rear view mirror, etc., etc. You take it easy too with the way this Dodge performs and handles. It rides smoothly, laden or unladen. With its superior torsion-bar front suspension, the Dodge 106 is stable on or off the road. With the Slant-six engine you have smooth, flexible power that makes driving a pleasure, not a labour. Steering is precise and effortless.

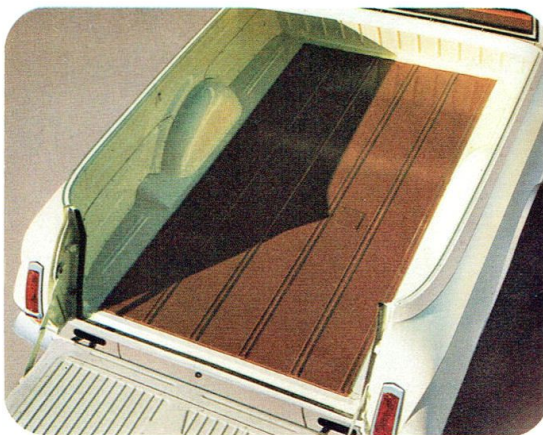


Incorporating many advanced design features, the Chrysler Slant-Six engine produces 215 lb. ft. torque at only 2,400 r.p.m. The engine is amazingly smooth and quiet. Crankshaft bearing area represents an exceptionally large total. A vibration damper is also fitted. Slanting the engine makes possible special manifolding that is a big factor in economy. The intake manifold has six large individual branches which feed an even fuel mixture to each cylinder. Other engine features which provide big benefits for commercial work include—large valve areas and exhaust valve rotators; positive crankcase ventilation, alternator which keeps charging the battery even when the engine is idling, etc., etc.

DODGE 106 HEAVY DUTY

THE "UTE" WITH THE BIGGER MEASURE OF RUGGED WORKPOWER

Take this rugged "ute" anywhere. Work it hard and long. Its dependability and 1,500 lb. capacity will put more "pay-off" into your payloads. Big and tough, it is engineered for a man-size job of work with hefty 6 leaf rear springs, 5.00 rim wheels and 7.00 x 14 x 6 ply tyres. It also has good ground clearance for "off-the-road" operation. Under the bonnet is Chrysler's famous 225 Slant-Six engine. Express performance that gives you more profit earning miles per day—and with economy. Added savings in running costs, too, because this engine works without stress or strain—Result: Less down-time for maintenance, more hours on the job making money for you. Self-adjusting brakes are big with ample stopping power for performance and load. Another safety factor is the fitment of Chrysler double-sided Safety-rim wheels. Available as manual transmission model with synchromesh in all forward ratios—a useful feature for all aspects of "ute" work. In every way, Dodge 106 has the "guts-and-go" to outwork, outlast, outearn any other at or near its attractive price.



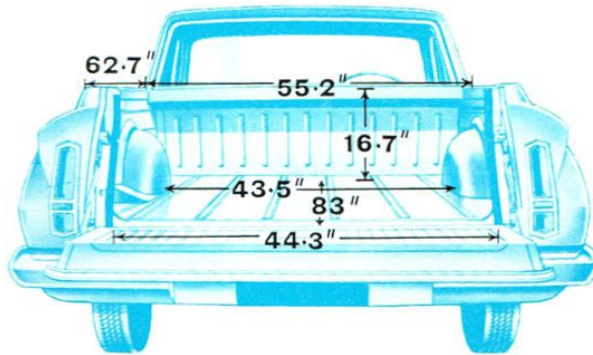
(at right) The rugged front-end styling of the Dodge 106 Heavy Duty Utility sets the pattern for the entire vehicle. Note the wide visibility front and rear; the deep, rugged wrap-around steel front bumper. Turning signal lights are fitted, too.



(at left) RUGGED, RIGID BODY of double-wall construction to take the thump and bump of the toughest jobs. Spare tyre housed in separate under-floor compartment, easily accessible.

DODGE 106

SPECIFICATIONS



DIMENSIONS: Wheelbase 106"; Max. overall length 188.6"; Max. overall width 69.0"; Height 55.7"; Track—front 55.9", rear 55.6" — Ground clearance (empty) 7.7" at rear axle.

ENGINE: O.H.V. 30° inclined, 6 in line; Bore 3.40"; Stroke 4.125"; Piston displacement 225 cu. ins.; Compression ratio 8.4 : 1; Taxable H.P. 27.7; Max. B.H.P. at r.p.m. 145 at 4,000; Max. torque at r.p.m. 215 at 2,400.

ENGINE (General): Combustion chambers are the in-line wedge-shaped type, with large valves for efficient engine breathing. Exhaust valves have four bead-keepers, helping valves rotate, distributing wear evenly. Pistons, lightweight, tough aluminium alloy with two compression and one oil control ring. Crankcase ventilating system is a closed type with flow-control valve which also gives backfire protection and eliminates air pollution. Single downdraft carburettor is calibrated to supply the exact fuel mixture for economical performance. Small diameter carburettor throat exercises better control of the fuel-air mixture. Automatic choke. Full-flow oil filter.

TRANSMISSION (Manual): 3-speed and reverse all forward gear synchromesh. Ratios—1st 2.95 : 1, 2nd 1.83 : 1, 3rd 1.00 : 1, Reverse 3.80 : 1.

BRAKES: Duo-servo, self-adjusting, hydraulic. Total effective area 153.5 sq. ins. Cast iron brake drums. Parking brake operated by "T" handle, under R.H. side of instrument panel; operates on rear wheels.

REAR AXLE: Hypoid-semi floating, 2 pinion differential. Gear Ratio 3.23 to 1.

SUSPENSION: Front—Independent, lateral, non-parallel control arms with torsion bars. Rear—Longitudinal leaf springs.

STEERING: Linkage—Parallel idler arms with equal length tie rods.

WHEELS AND TYRES: Wheels—Steel disc 14 x 5.00J Safety rims. Tyres—7.00 x 14 x 6 Ply rating.

CAPACITIES: Cooling system—18 pints; Fuel tank 14.3 gallons; Crankcase (less oil filter) 6.6 pints; Crankcase (inc. oil filter) 8.3 pints. Transmission—4.1 pints, Rear axle 2.2 pints.

WEIGHTS: Capacity 1,500 lbs.

SPECIALISED SERVICE AND GENUINE CHRYSLER PARTS AVAILABLE NATIONWIDE:

The policy of Chrysler Australia Limited 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.



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