



DODGE LUXURY LINER

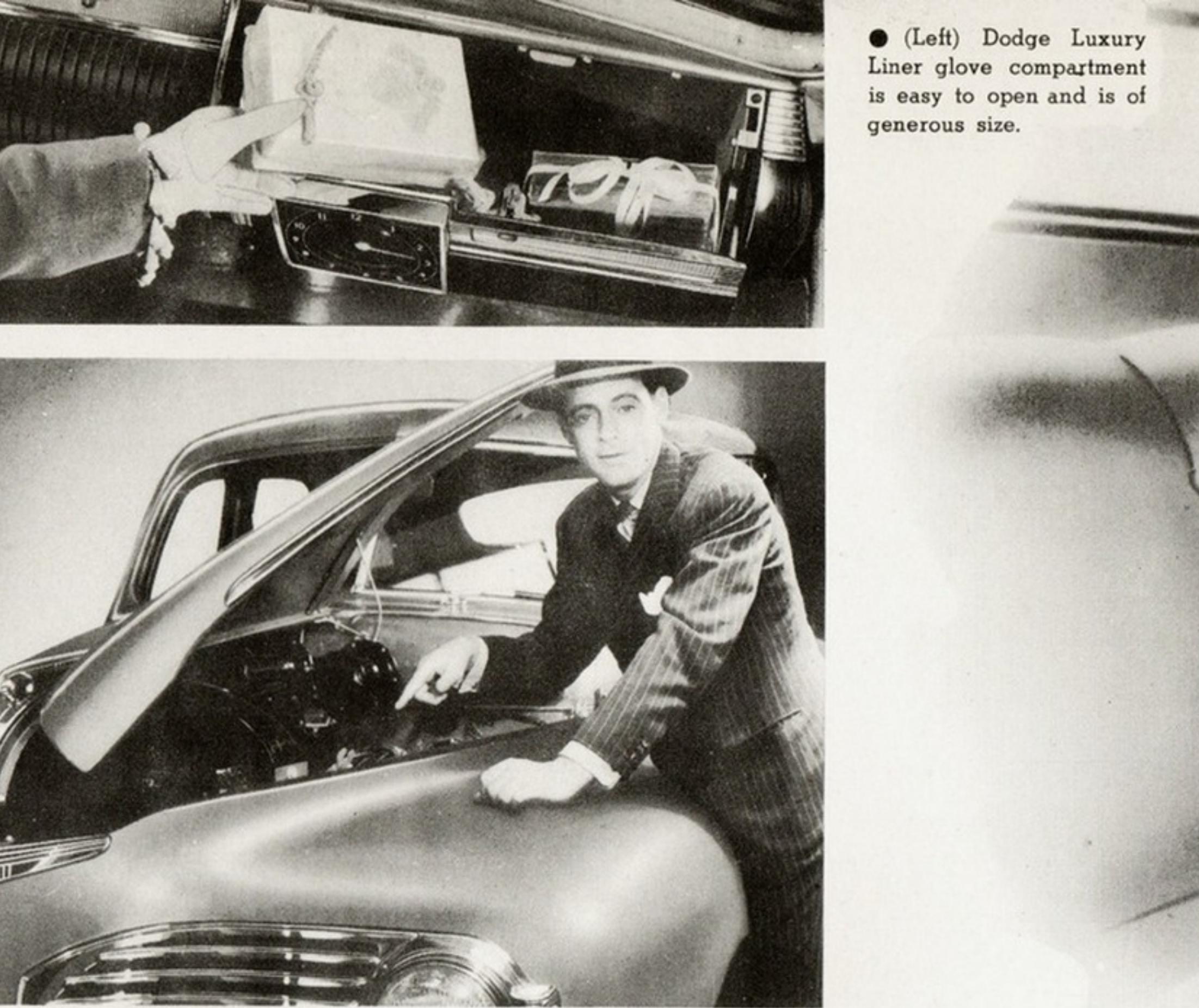
Special

ALSO LUXURY LINER FOR 1941.



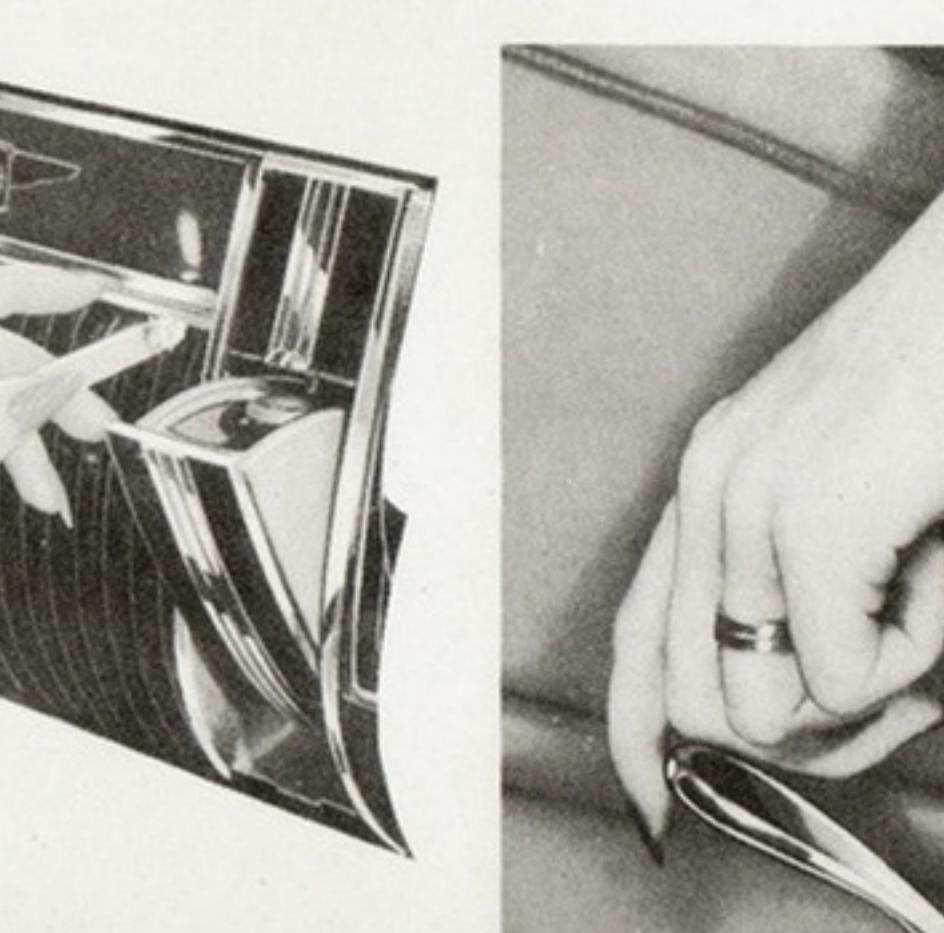
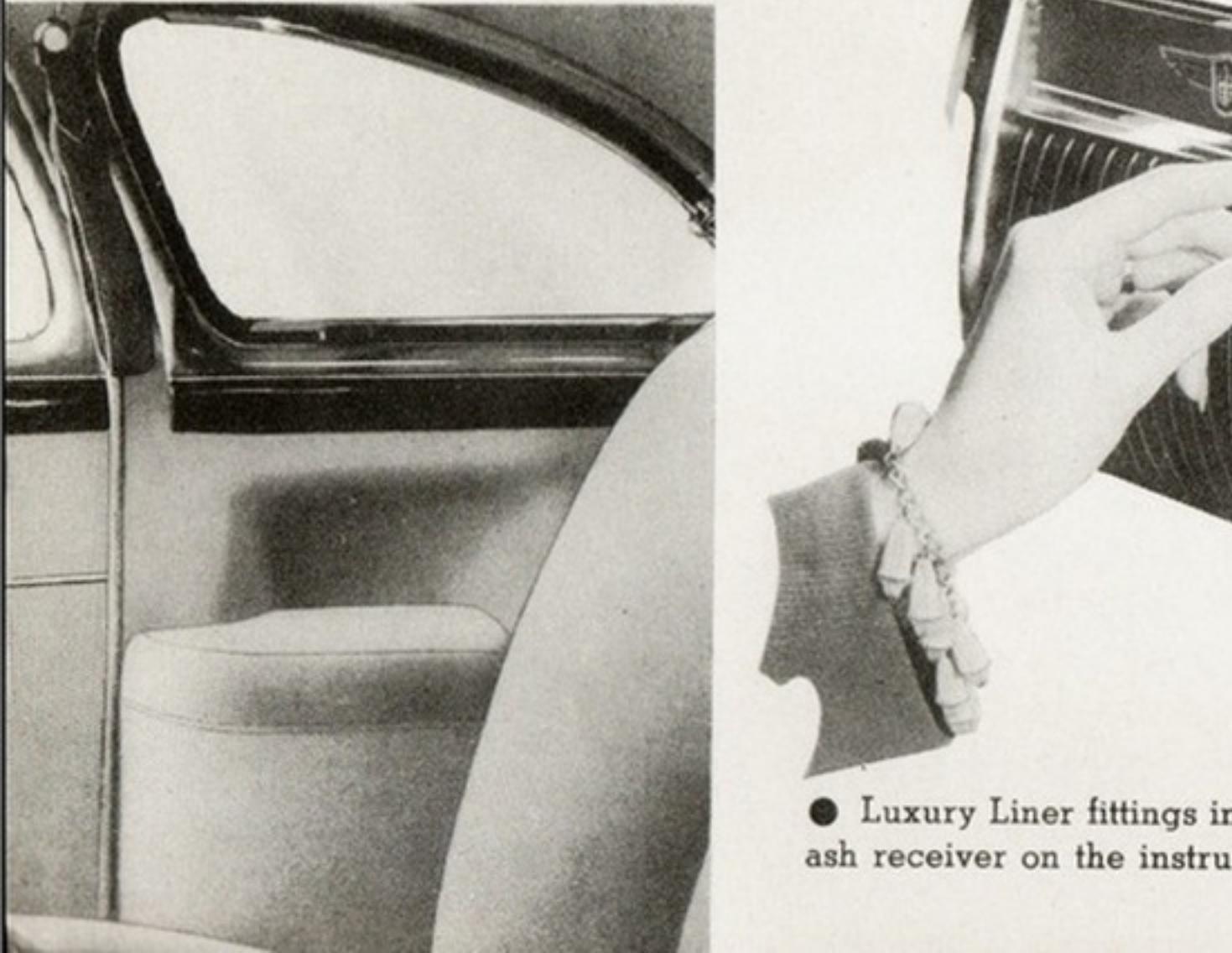
● The generous width of the rear door of the new 1941 Dodge Luxury Liner Town Sedan is shown above. This body type is a completely new addition to the Dodge line for 1941. A full view of this new body is shown in full colour on the back cover of this book.

● (Below) Extra elbow room is provided by a recessed side wall in the rear seats of four-door sedans.

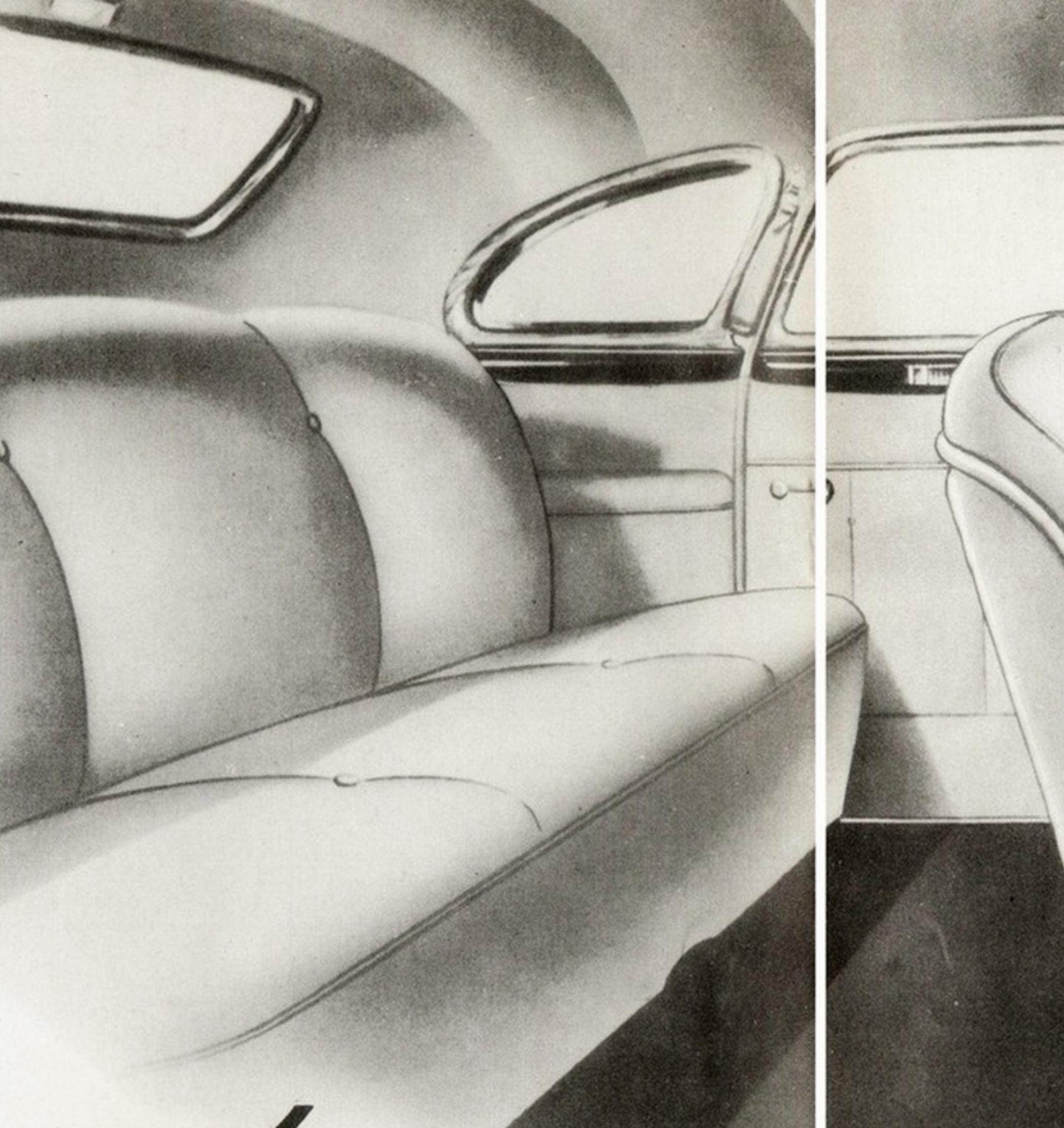


● Dodge Luxury Liner engines are easy to service through this wide-opening hood. The battery is under the hood in the fan blast where it will keep cool and where it is easy to check and fill. Less likely to be neglected.

● (Below) The new front seat mechanism is provided with a handy latch. It's easy to slide this seat forward and back.

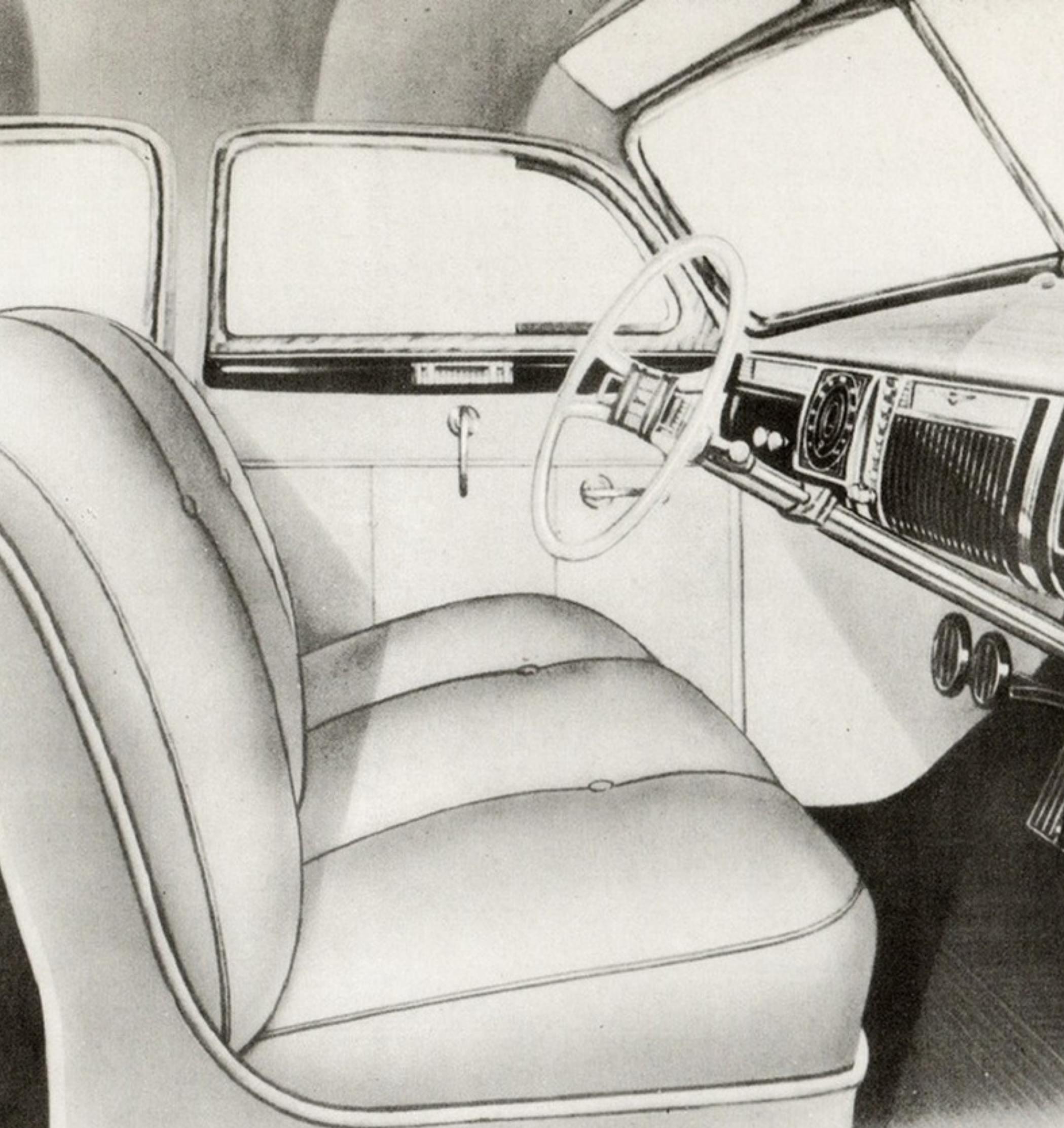


● Luxury Liner fittings include a convenient ash receiver on the instrument panel.



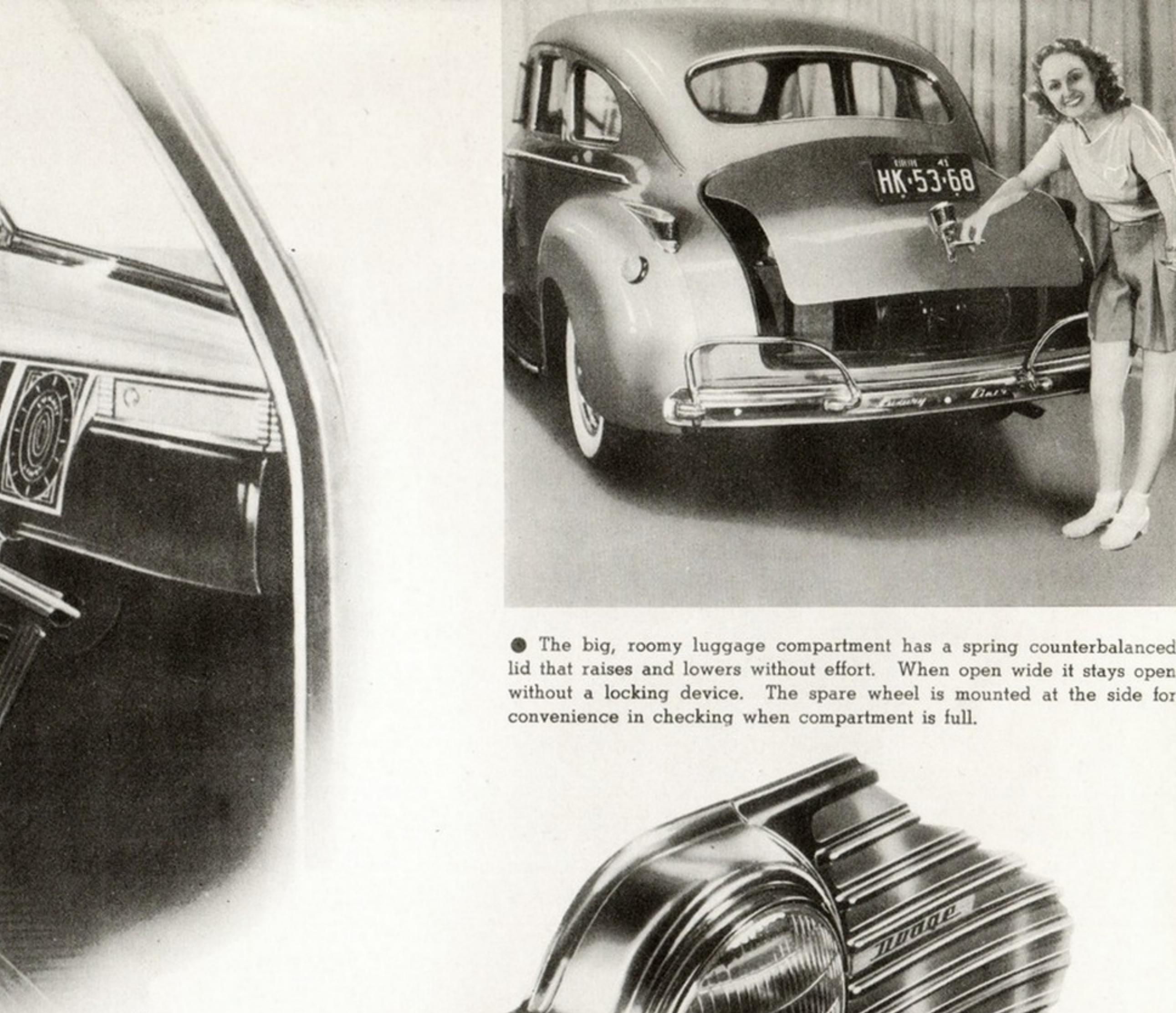
DODGE *Luxury*
AND
LUXURY LINER

● Dodge Luxury Liners are revelations in easy driving qualities. Steering has been made even easier than before. The Luxury Liner Special has a power gear shift that reduces the effort required to shift gears.



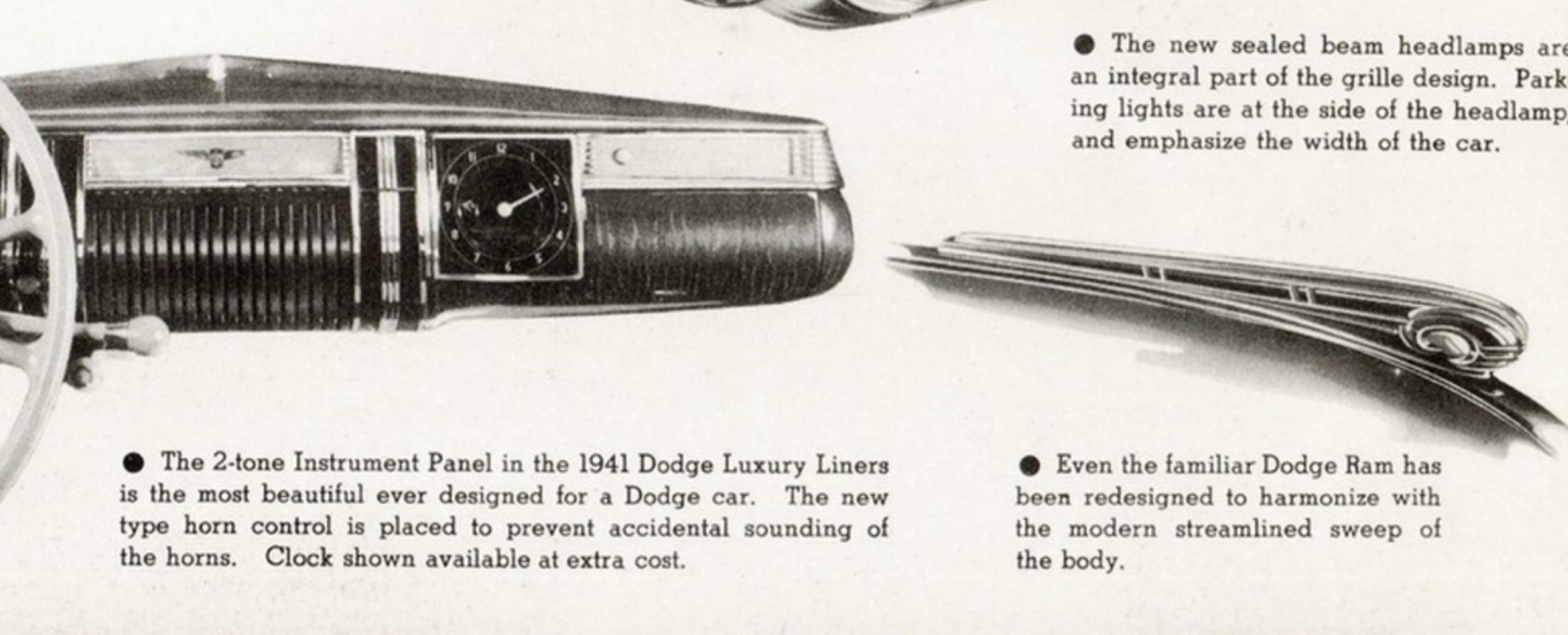
Liner *Special*
LUXURY LINER

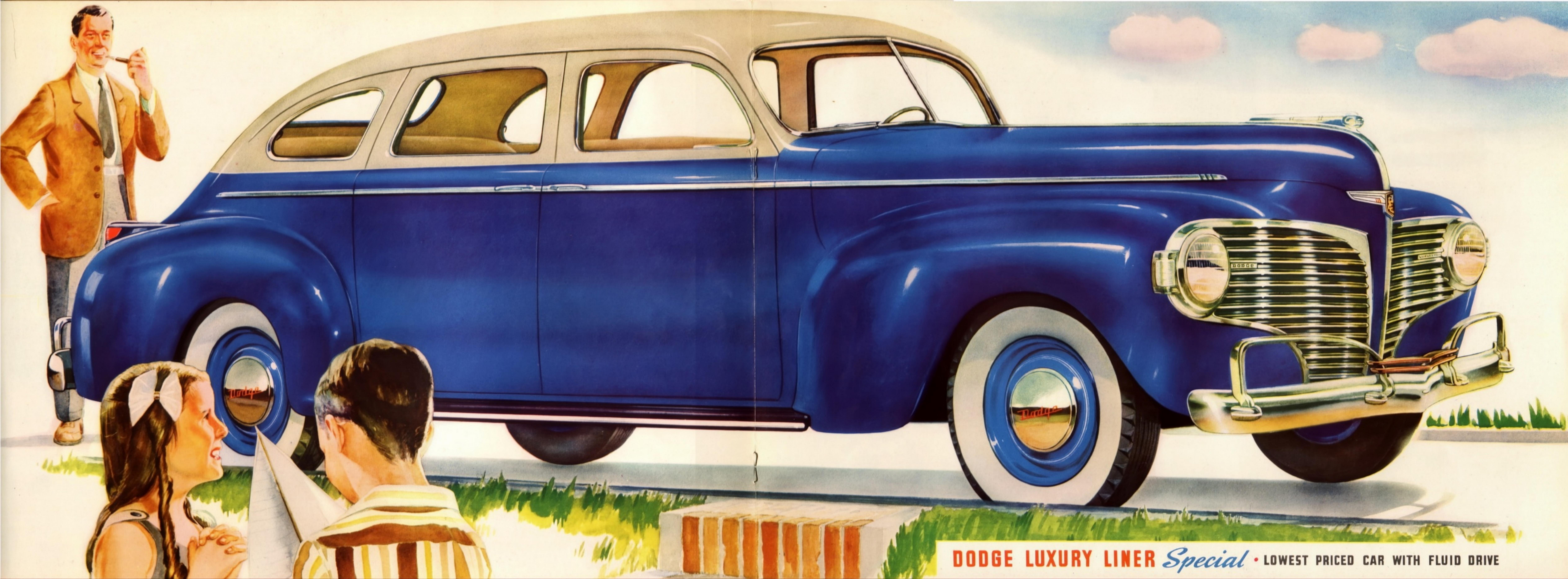
● Interiors of the Dodge Luxury Liner and the Luxury Liner Special are identical. New fabrics and pillow type upholstering make them models of comfort. Ornamentation with beautifully coloured plastics adds the beauty of a restful colour scheme. Famous Dodge chair-height seats are the enemy of driving fatigue—you sit as in your own armchair. The 1941 Luxury Liner bodies are entirely new—they are wider, longer and sit closer to the road—you must ride in them to appreciate their amazing comfort.



● The new sealed beam headlamps are an integral part of the grille design. Parking lights are at the side of the headlamps, and emphasize the width of the car.

● Even the familiar Dodge Ram has been redesigned to harmonize with the modern streamlined sweep of the body.

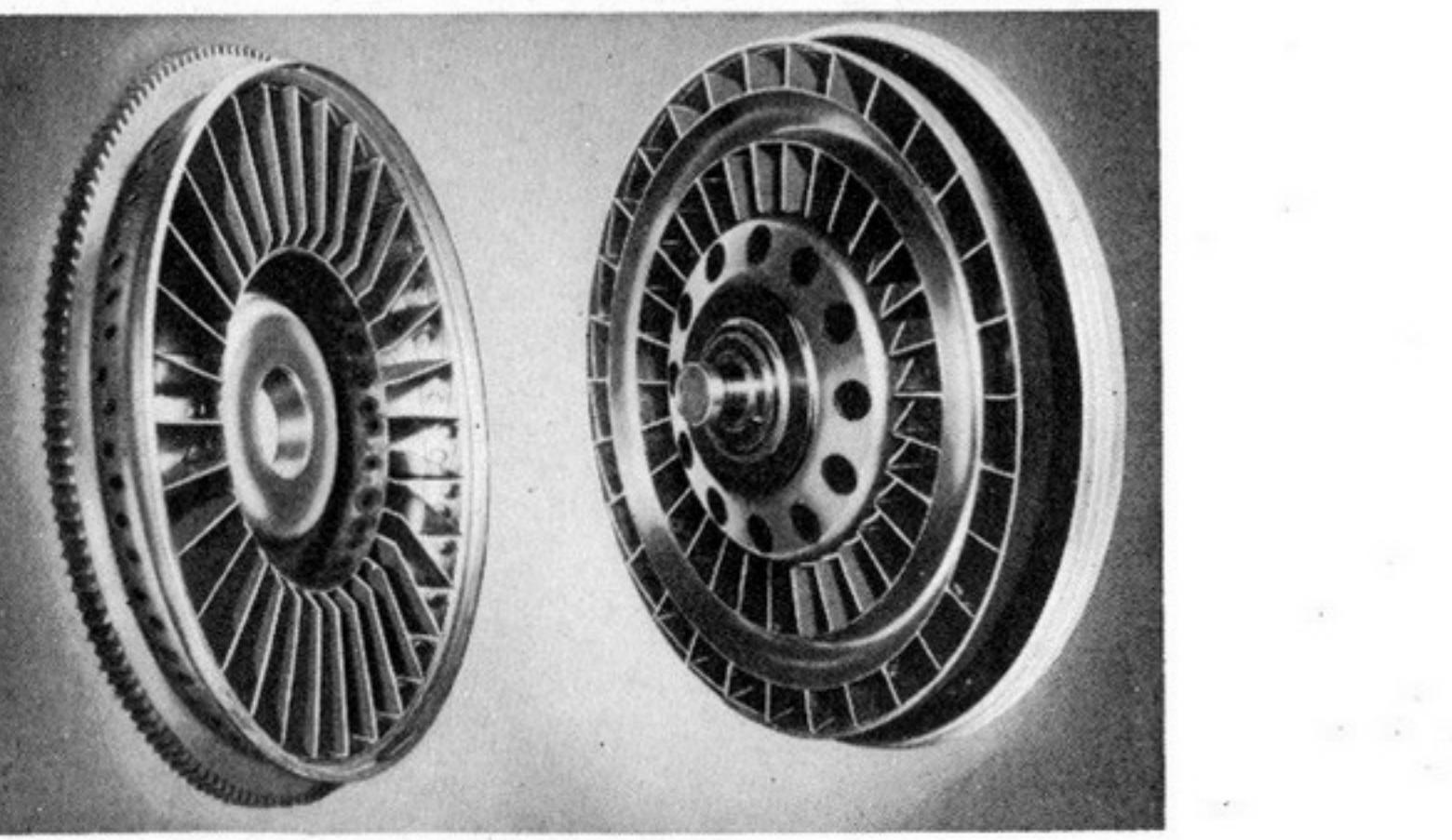




DODGE LUXURY LINER *Special* • LOWEST PRICED CAR WITH FLUID DRIVE

FLUID DRIVE WITH POWER GEAR SHIFT

(Standard Equipment on Dodge Luxury Liner Special)

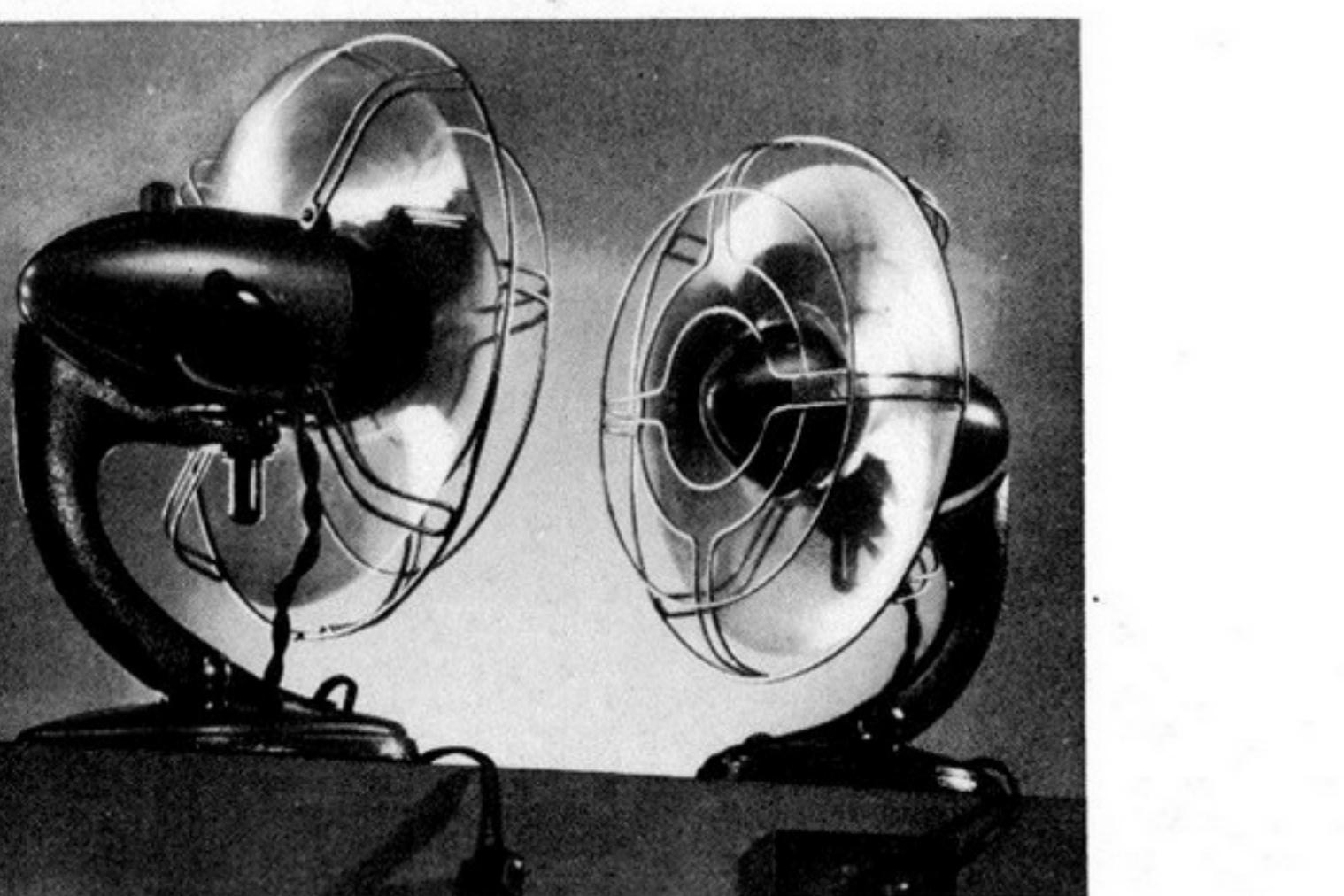


● The Dodge Luxury Liner Special is the lowest-priced car with Fluid Drive. Fluid Drive is one of the great motor car advancements of all time, ranking in fundamental importance with Hydraulic Brakes.

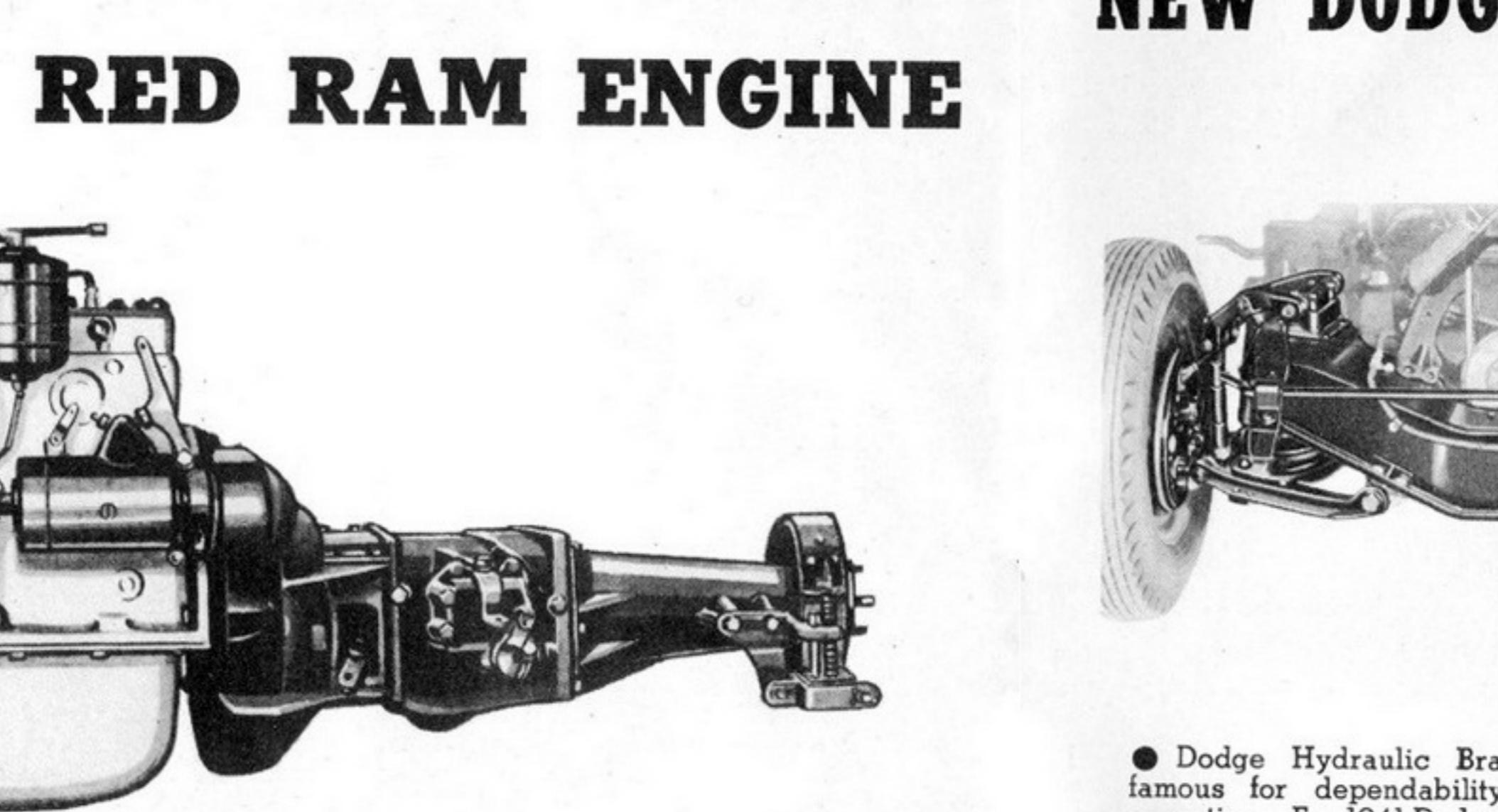
Like many great things, Fluid Drive is simplicity itself, both in design and operation, yet Fluid Driving is so different from ordinary driving that it is difficult to describe. It is a wholly new experience, and the only way to truly know its results is to experience them.

With Fluid Drive—you will seldom have to use the gear shift and the clutch pedal. Only when starting and in the heaviest kind of roads is it necessary to change gears or use the clutch.

Just get into a Luxury Liner Special and shift directly into high gear. Step on the accelerator pedal and the car moves away as smoothly as a swan in still water. When

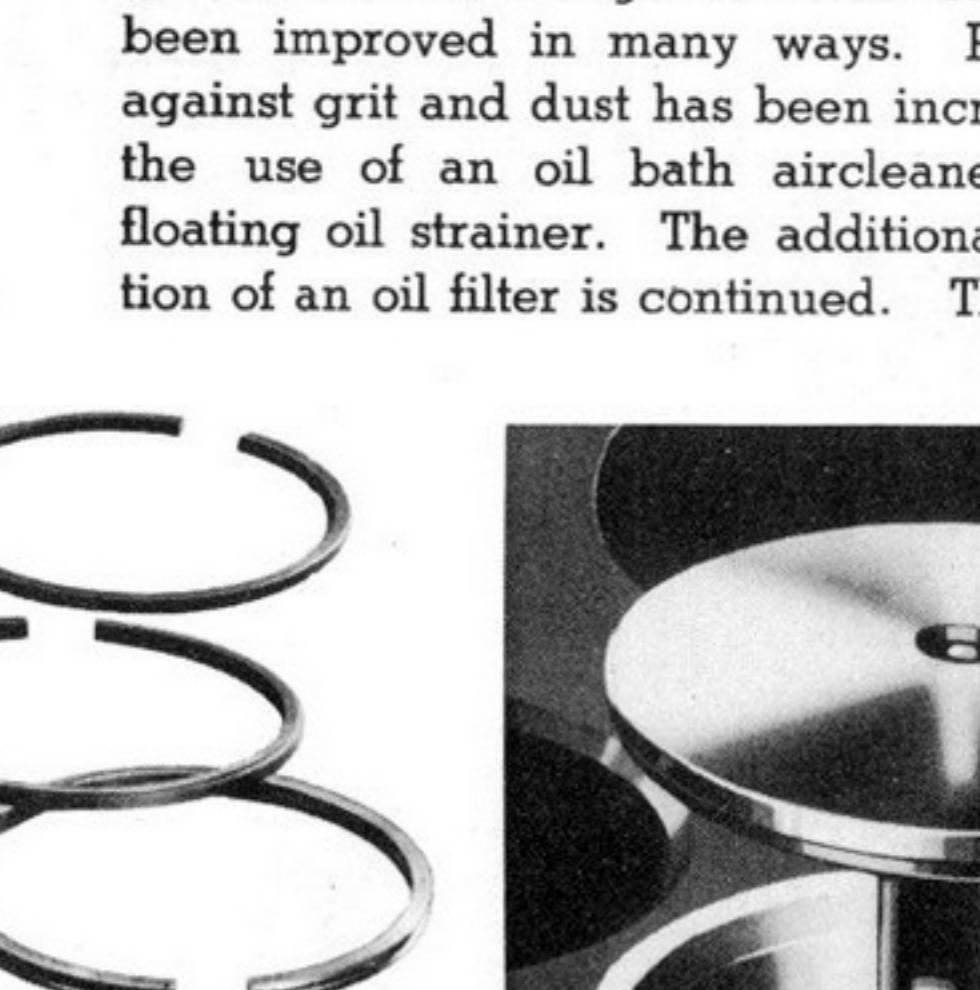


FAMOUS DODGE RED RAM ENGINE

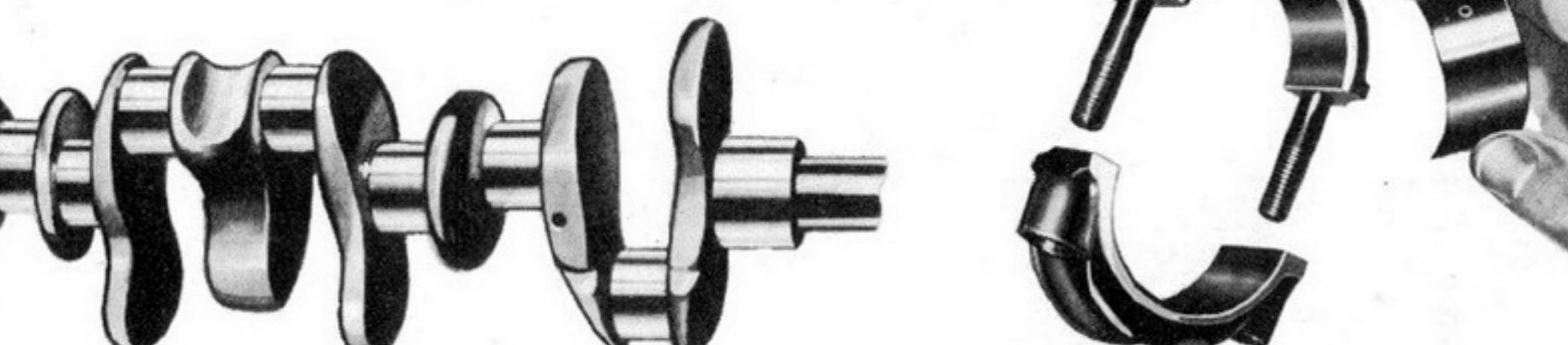


● The famous Dodge Red Ram engine has been improved in many ways. Protection against grit and dust has been increased by the use of an oil bath aircleaner and a quicker getaway and reduces the use of low gear. Gear shifting is easier due to the use of a trunnion-type shifting mechanism.

rating has been stepped up. The transmission has a new second gear which provides a much quicker getaway and reduces the use of low gear. Gear shifting is easier due to the use of a trunnion-type shifting mechanism.



● The Dodge aluminum alloy 4-ring pistons are equipped with a new $\frac{3}{16}$ " compression ring that affords a better compression seal and prevents "blow by." This is most marked at high speeds.



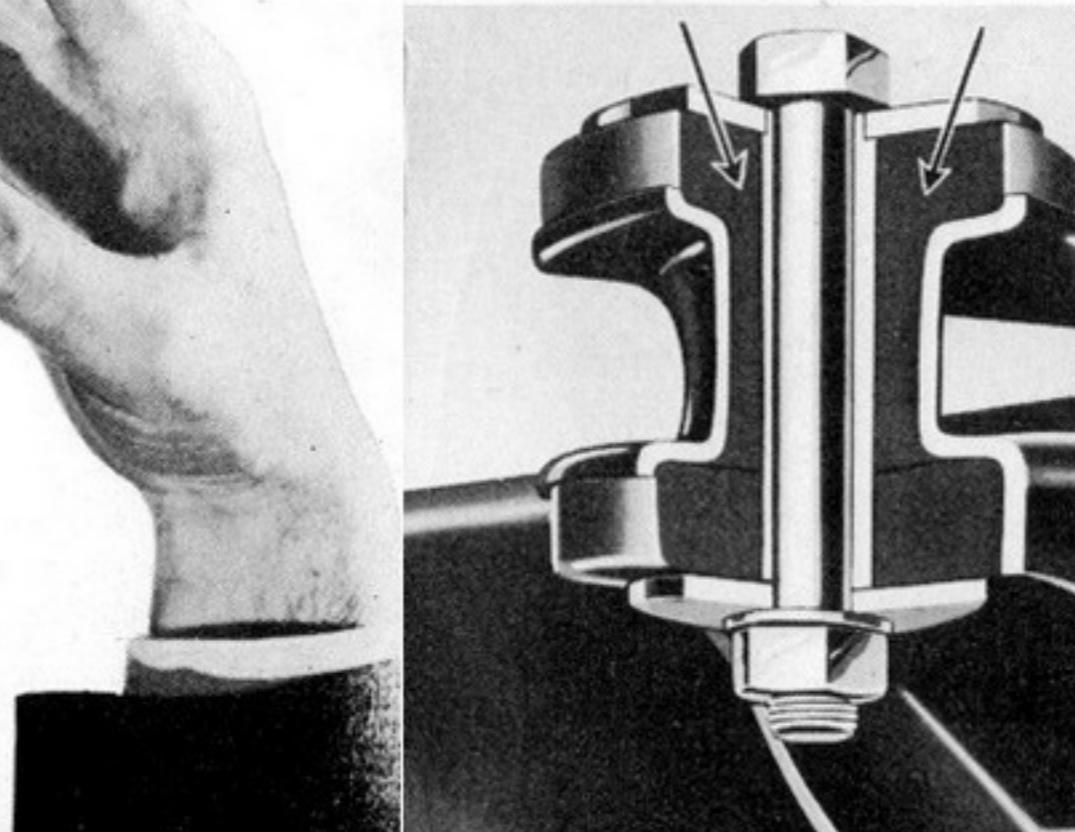
● All bearings on the Dodge crankshaft and camshaft are Superfinished. This means longer life, smoother operation and lower oil consumption. The crankshaft is the heart of a motor and nowhere is Dodge genius for honest, thorough craftsmanship more evident than in the making of this important part.

● Dodge hardened steel valve seats are kept cool by a direct spray of cool water.

● Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● Rubber insulated body mountings fasten the body to the frame and absorb road noises and shocks before they reach the body and passengers.

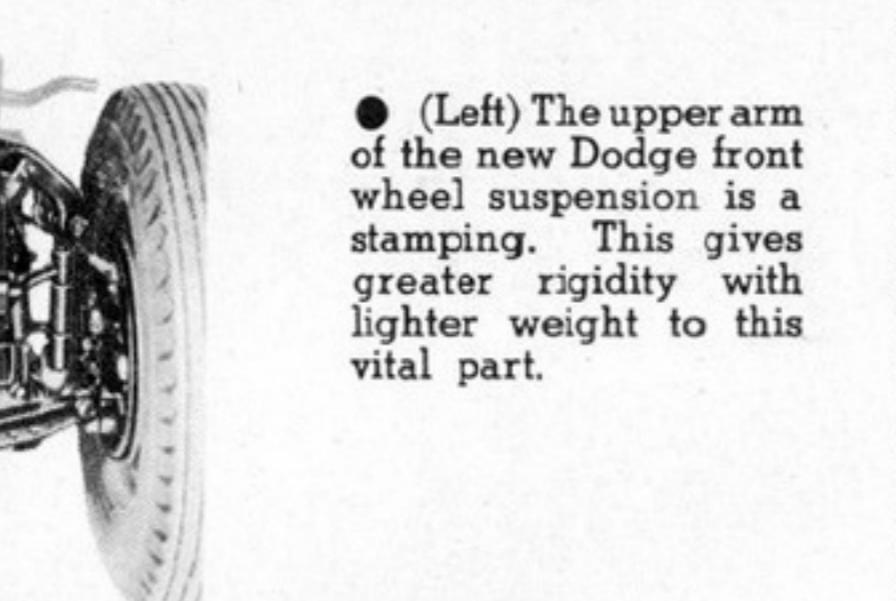
● (Above) Hypoid rear axles are quiet and long-lasting. They permit low-slung bodies.



(Right) Both brake and clutch pedals have been moved further to the left. This removes the "offset" in the brake pedal and gives a firmer thrust on the brake.

NEW DODGE TUBULAR BOX-SECTION CHASSIS FRAME

Lowers body $1\frac{1}{2}$ " without loss of road clearance



● (Left) The upper arm of the new Dodge front wheel suspension is a stamping. This gives greater rigidity with lighter weight to this vital part.

● Dodge Hydraulic Brakes are justly famous for dependability and smooth operation. For 1941 Dodge brake linings are "contour ground" as additional assurance against brake noises.

● (Above, right) The chassis frame of the new Dodge Luxury Liners is of tubular, box-section construction. This permits the body to be lowered one and one-half inches, thus lowering the centre of gravity and giving increased steadiness to the car on curves.

● (Above) A new rubber insulated shackle is used on the rear spring. It's quieter and steadier. New garnish moulding harmonizes with the 2-tone treatment of the instrument panel and steering wheel. The instrument panel, of a new design, is the most attractive ever built into a Dodge car. The steering wheel is of 2-spoke design with a new method of remote horn control which makes it practically impossible to sound the horns by accident.

There has been a liberal use of gleaming chrome and stainless steel on the exteriors of these Luxury Liners—wide chrome belt mouldings, wide chrome running-board mouldings, chrome head around windshield and rear window, chrome reveals on side windows.

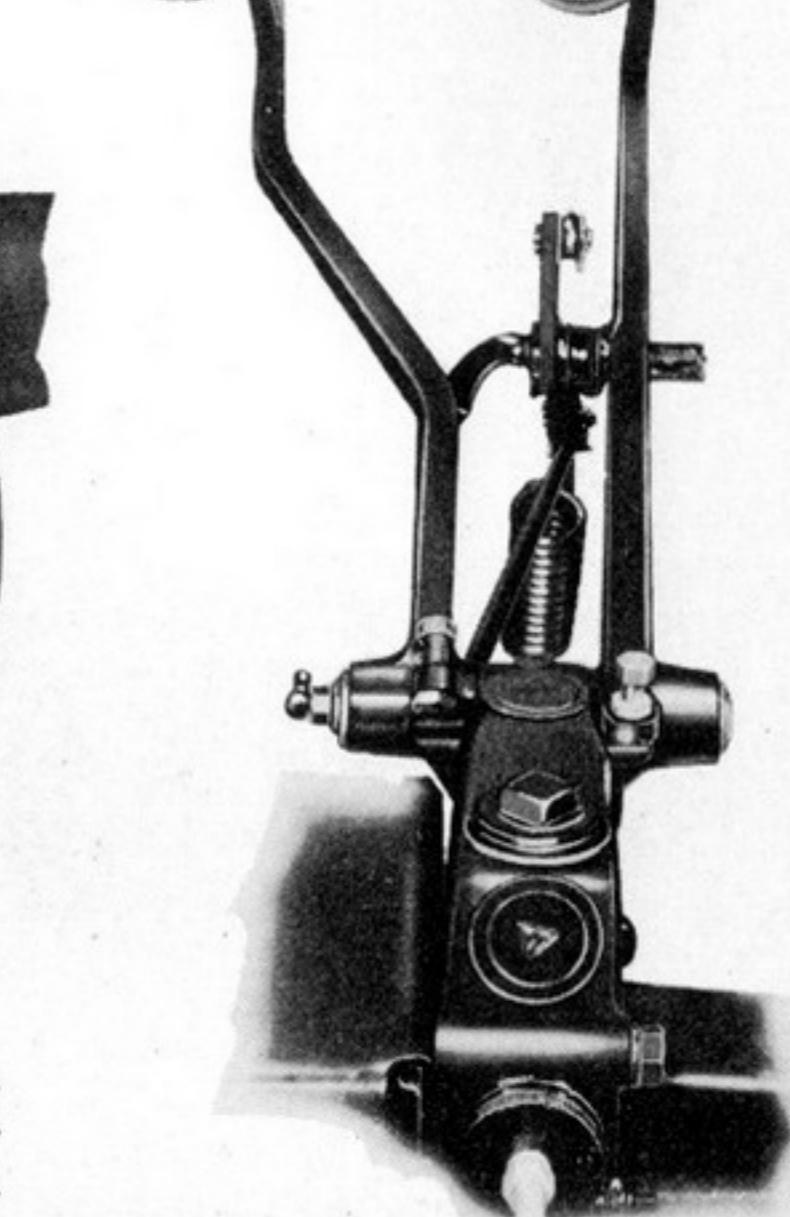
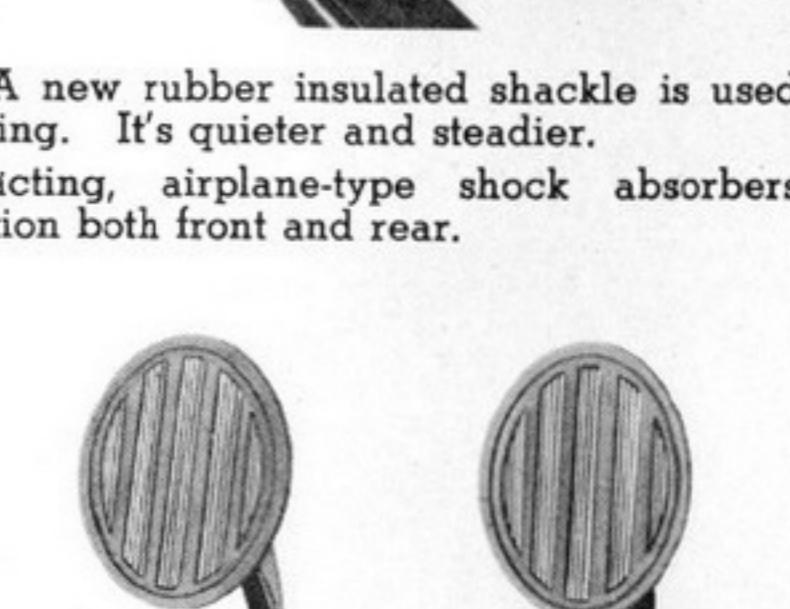
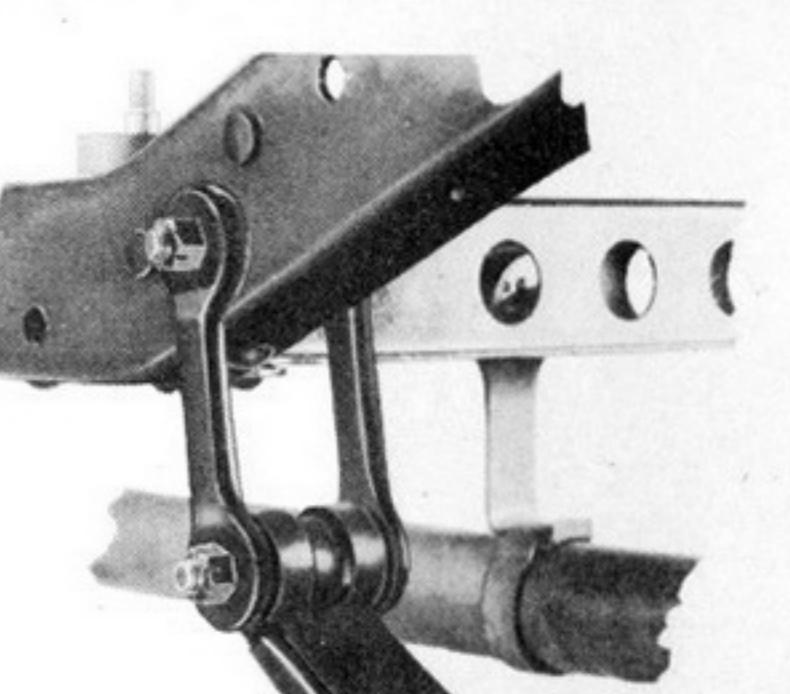
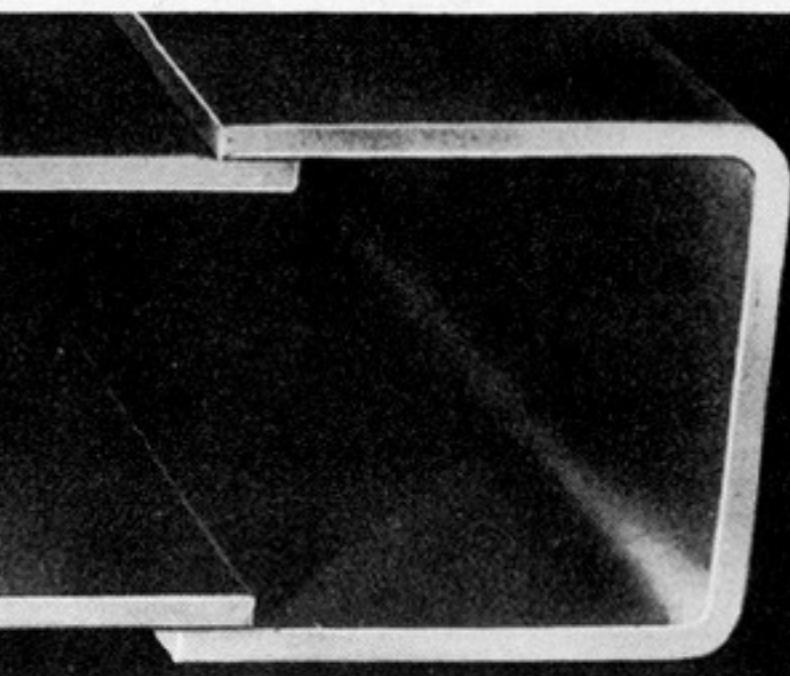
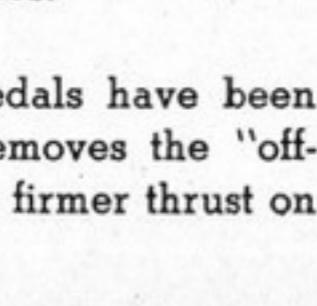
Sedans and the Club Coupe have a new spring counterbalanced luggage compartment lid. This lid requires no effort to raise and lower, and when fully opened stays there without a locking device.

The new stop light is built into the rear license light group in the centre of the trunk lid. Rear windows of 2-door sedans, and rear doors of the Town Sedan have a swing-type ventilator.

New front seat adjustment is easier and much easier to operate.

Front doors have a holding check that keeps doors from swinging shut when opened. Heat and sound insulation has been improved in all bodies.

● (Above) Both brake and clutch pedals have been moved further to the left. This removes the "offset" in the brake pedal and gives a firmer thrust on the brake.



1941 DODGE LUXURY LINER SPECIAL and LUXURY LINER

front rear axles having to the body on the opposite side makes the rear seat steadier. Body mountings are of rubber, so vibration-absorbing type, except at the dash where a rigid mounting is used to reduce body shake at this point. There is no increase in road noise in the body on this account.

Weight has been shifted further toward the rear with slighter softer springs, the rear has been a further improvement in the "full floating" rear.

EXTERIOR

The modern trend toward wider lower automobiles is perfectly expressed in the design of the radiator grille and front ensemble of the new Dodge Luxury Liners for 1941. Even the parking lights have been set at the side of the headlight to carry the eye the full width of the car. The massive new bumper group harmonizes perfectly with the grille design.

The Dodge Luxury Liner body for 1941 is completely new in design and appearance. It is $2\frac{1}{2}$ inches wider and $1\frac{1}{2}$ inches longer. The rear window is $4\frac{1}{2}$ inches larger. Due to the new tubular box-section frame the body rides $1\frac{1}{2}$ inches lower without sacrifice of either road clearance or headroom. Seats are wider, due to increased flare of the body at the belt-line. In the rear seats of 4-door sedans a recess in the side wall provides still further elbow room.

The battery is now under the hood and in the fairing for greater convenience and cooling. The hood locks from inside the car. Universal joint boot is made of a new synthetic material that is more resistant to damage from oil heat and cold, and because the joint is positively seated will not be continued use of the trunnion type of joint which is the best for performance with modern chassis design.

The safety-type wheel is standard equipment, with a rim design that prevents coming off in case of blowouts.

The transmission has a trunnion-type shift mechanism. Gear shifting is easier due to less friction. Second gear ratio is now 1.83 instead of 1.5. This results in greater acceleration in this gear and should reduce the use of low gear.

Fluid Drive will be standard equipment on the Luxury Liner Special. Elsewhere on the cars for special.

● (Left) Double-acting, airplane-type shock absorbers control spring action both front and rear.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

● (Left) Dodge introduces for 1941 a new type of removable connecting-rod bearing, also main bearings, which increase bearing life three times.

DODGE LUXURY LINER

Special

ALSO LUXURY LINER FOR 1941

