



1966 DODGE POLICE PURSUITS ★



DODGE IS NATIONWIDE

STATE POLICE USERS

Alaska
California
Mississippi
Missouri
Nevada
New Mexico
Pennsylvania
Tennessee
Wisconsin

LOCAL POLICE USERS

Fremont, Cal.
Modesto, Cal.
County of Orange, Cal.
Pomona, Cal.
Stockton, Cal.
County of Lake, Cal.
County of Riverside, Cal.
Colorado Springs, Col.
Waterbury, Conn.

Miami Beach, Fla.
St. Petersburg, Fla.
Tampa, Fla.
Savannah, Ga.
DeKalb, Ga.
Boise, Idaho
Evanston, Ill.
Peoria, Ill.
Rockford, Ill.

County of Lake, Ill.
Ft. Wayne, Ind.
Hammond, Ind.
Louisville, Ky.
Warren, Mich.
Elizabeth, N. J.
Binghamton, N. Y.
Charlotte, N.C.
Winston-Salem, N. C.

Tonawanda, N. Y.
Cleveland, Ohio
Dayton, Ohio
Springfield, Ohio
Tulsa, Okla.
Houston, Texas
Wichita Falls, Texas
County of Potter, Texas
Salt Lake City, Utah
County of Marathon, Wisc.

WHY IS *DODGE* THE CHOICE OF SO MANY LAW-ENFORCEMENT AGENCIES?

BECAUSE MANY LAW-ENFORCEMENT AGENCIES HAVE PROVED THAT DODGE GIVES THEM RUGGED SERVICE WITH TOP PERFORMANCE, LOW UPKEEP, AND LOW OPERATING COSTS. POLICE VEHICLES MUST BE READY TO GO TWENTY-FOUR HOURS A DAY, WINTER AND SUMMER. DODGE HAS PROVED THAT IT CAN HANDLE THIS GRUELING WORK.

DODGE HAS WON THIS ACCEPTANCE BECAUSE OF THE MANY HEAVY-DUTY ITEMS THAT ARE STANDARD EQUIPMENT IN ALL DODGE POLICE VEHICLES.

★ Torsion-Aire ride provides the maximum control, safety, and comfort on all kinds of roads—even at the pursuit speeds sometimes required of police vehicles. It takes the dive out of stopping and the squat out of acceleration for added control. The suspension system is heavy-duty throughout—front and rear shock absorbers, rear leaf springs, front torsion bars, and a sway bar on all except 6-cylinder sedans.

★ Brakes are heavy-duty, oversize, and fade-resistant to provide safe, sure stopping even under some of the extreme conditions met in police work. Optional disc brakes for the front wheels for Polara only add even surer and more fade-free stopping for police vehicles that will be operated at high speeds which might require repeated emergency stops.

★ Special Police Suspension for an extra measure of stability and control at high speeds is standard equipment on all 8-cylinder sedan models.

★ Seat construction is heavy-duty—built to provide the needed support and comfort and to stand up under the around-the-clock use to which many police vehicles are put.

★ Alternators are heavy-duty, 46 amp. to provide for the extra demands on the electrical system by a police vehicle.

★ The battery is heavy-duty also in order to handle easily the load of the special electrical equipment in a police vehicle.

No matter what the particular kind of police work—from routine patrol, to blazing performance for pursuit duty—Dodge has the exact model for every requirement.





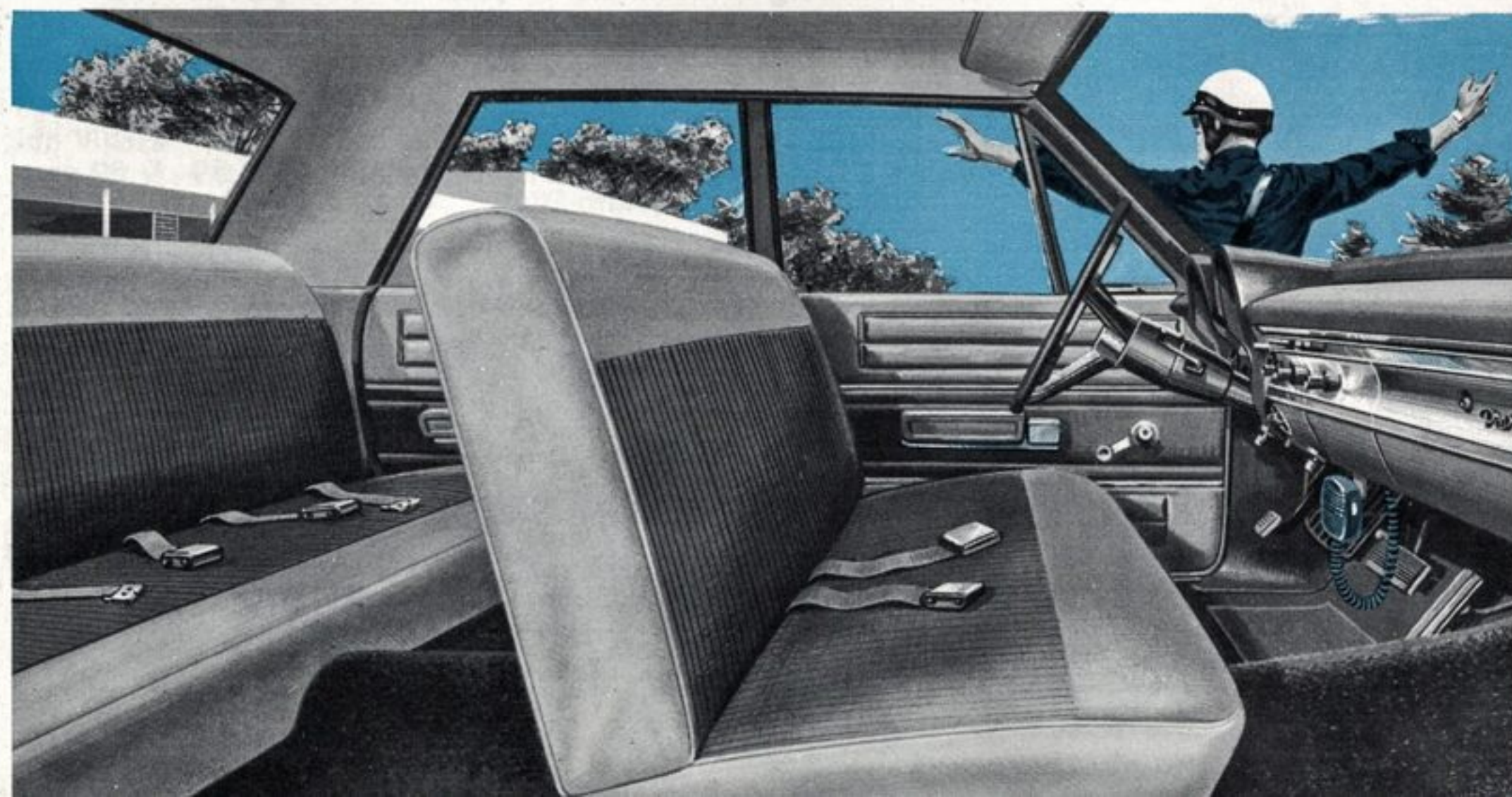
DODGE POLARA 4-DOOR POLICE PURSUIT

POLARA POLICE PURSUITS THE TOP OF THE DODGE POLICE LINE, POLARA POLICE PURSUITS PROVIDE THE ROOM AND COMFORT NEEDED FOR HOURS OF CRUISING IN METROPOLITAN AREAS, PLUS THE TOUGHNESS AND THE POWER FOR ANY KIND OF ACTION ON ANY KIND OF ROAD. FOR HIGH-SPEED PATROL DUTY ANYWHERE BLAZING ACTION IS NEEDED FOR LAW ENFORCEMENT, THEY CAN BE EQUIPPED WITH THE 440-CUBIC-INCH V-8.

FOR MOST POLICE WORK, SUCH AS PATROLLING, THE STANDARD ENGINE—383-CUBIC-INCH V-8 WITH TWO-BARREL CARBURETOR—IS MORE THAN ADEQUATE. FOR MORE POWER AND FASTER ACCELERATION, THIS ENGINE IS AVAILABLE IN A FOUR-BARREL CARBURETOR VERSION. ★

The standard upholstery in Polara police sedans is heavy-duty cloth and vinyl. Heavy-duty seat springs, padded with almost two inches of air foam cushioning, are used in front. This heavy-duty construction provides the needed comfort and support plus the toughness to stand up under the around-the-clock use to which police vehicles are put. Optional at extra cost is a heavy-duty, all-vinyl trim for even greater wear resistance and ease of maintenance.

To provide for a more natural posture and more comfort, the seats are chair-high. In addition, the front seat has a six-way manual adjustment over and above the driver-controlled fore-and-aft movement. The seat can be moved forward or backward, up or down, and tilted toward the steering wheel or away from it.



SAFETY DOOR LATCH

A new inside safety door latch is designed as an integral part of the armrests. Simple and easy to operate, they minimize the possibility of someone accidentally opening the door.

FLOOR MATS

Easy to clean, the Police floor mats are made of heavy-duty black rubber.

CURVED SIDE GLASS

The curved side glass adds to shoulder-room and to the ease of getting in and out.

OTHER FINE FEATURES

Parallel windshield wipers. Variable-speed electric windshield wipers and washers.

Special certified calibrated speedometer.

Reinforcement for roof-mounted siren and/or flasher unit.

DODGE POLARA STANDARD AND OPTIONAL EQUIPMENT

STANDARD EQUIPMENT

Air Cleaner

Dry, replaceable element—unsilenced

Alternator

46 amp., H.D., Chrysler w/60-amp. ammeter

Axle Ratios

3.23 std., 2.94 avail. w/TorqueFlite only

Backup Lights

Battery

70-amp.-hr. with rubber separators and battery heat shield

Brakes

11" x 3" front and rear with special police fade-resistant lining (manual-adjusting)

Speedometer

Calibrated Speedometer (Certified)

Closed-Crankcase Ventilation System

Cooling

High-capacity radiator, 16 p.s.i. radiator cap, hood to radiator seal and fan shroud

Door Armrests

Front and rear

Dual Horns

Electrical safety link in charging circuit

Engines

383 cu. in.—single 2-bbl.—w/10½" clutch—270 hp. @ 4400 r.p.m.—390 lb.-ft. of torque @ 2800 r.p.m.—9.2 to 1 comp. ratio—regular fuel

Heater

Fresh-air w/defrosters

Horn Ring-Full Circle

Interiors

H.D., Seat springs, front and rear
H.D., Cloth and vinyl trim (Gray) or std. Polara trims
H.D. Black rubber floor mats—front and rear
Sun Visors—right and left

Mirrors

Interior rear-view
Outside left manual

Oil Filter

Full-flow type

Padded Dash

Reinforcement, Roof

For siren and/or flasher unit

Seats

Foam seat cushion—front and rear

Seat Belts

2-front and 2-rear

Special Police Handling Package Includes:

H.D. sway bar
H.D. torsion bars
Ext. H.D. springs w/anti-corrosion zinc interleaves
H.D. shock absorbers (front and rear)

Tires

(Set of five) 8.25 x 14"—4 ply black rayon
14" x 6 JK extra-width wheels

Transmission

H.D., 3-speed manual—Steering-column-mtd. shift

W/Washers and Variable-Speed Wipers

OPTIONAL EQUIPMENT (Extra-Cost)

Air Conditioning

Alternators:

59-amp. Chrysler
60-amp. 7002 series Leece-Neville w/dual belts
Note: All alternators have built-in silicon rectifiers. 59- & 60-amp. alternators N.A. w/Auto-Pilot.

Brakes

H.D. front disc brakes with 11" x 2.5" drum-type rear self-adjusting (includes power brakes) (N.A. w/Auto-Pilot) (15" tires and wheels mandatory)

Differential

Sure-Grip, 3.23 ratio only

Emergency Flasher Warning Package

Engines

383 cu. in.—single 4-bbl.—single exhaust—330 hp. @ 4800 r.p.m.—425 lb.-ft. of torque @ 2800 r.p.m.—10.0 to 1 comp. ratio—premium fuel (Available w/3-spd. man. or TorqueFlite trans.)

440 cu. in.—single 4-bbl.—single exhaust—350 hp. @ 4400 r.p.m.—480 lb.-ft. of torque @ 2800 r.p.m.—10.1 to 1 comp. ratio—premium fuel (Available w/TorqueFlite only)
 440 cu. in.—single 4-bbl.—dual exhaust—365 hp. @ 4600 r.p.m.—480 lb.-ft. of torque @ 3200 r.p.m.—10.1 to 1 comp. ratio—premium fuel (Available w/TorqueFlite only)

Fan

High capacity w/slip fan drive (7 blades)

Fan

High capacity (7 blades)

Fast-Idle Throttle Control

Hand-operated

Interior

H.D., gray all-vinyl trim

Light Package

Glove box, map/courtesy, parking brake and truck light

Molding

Side—Delete

Power Brakes

Power Steering

Radio Suppression Package

Roof Light Wiring

Single 12-gauge wire (less hole)

Spotlights

5"—6" (Pillar mounted)

Sun Visors

Padded right and left

Tinted Glass

Windshield only or all windows

Tires:

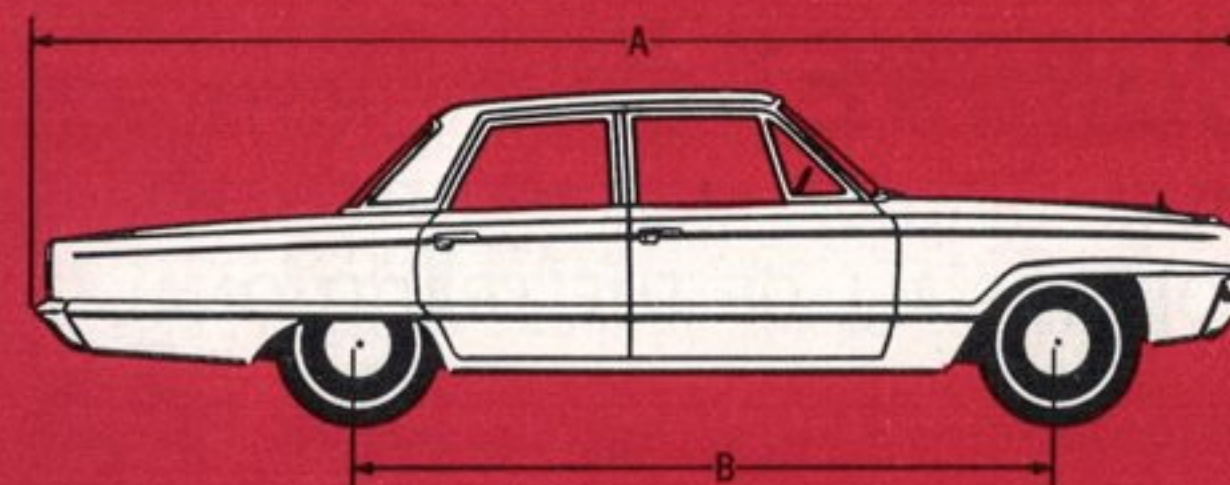
8.25 x 14"—4 ply Black Nylon—14 x 6 JK wheels
 8.55 x 14"—4 ply Black Rayon or Nylon—14 x 6 JK Wheels
 8.15 x 15"—4 ply Black Rayon or Nylon—15 x 6 K Wheels
 8.45 x 15"—4 ply Black Rayon or Nylon—15 x 6 K Wheels

Transmission

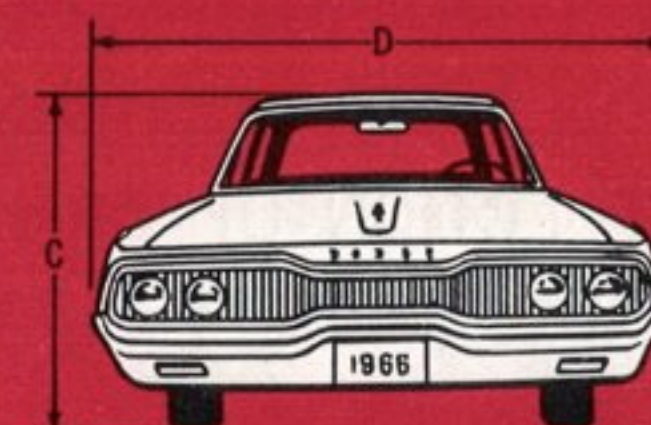
Police TorqueFlite—3-speed automatic

Universal Key Package

2-key system (all cars in Fleet have same keys)

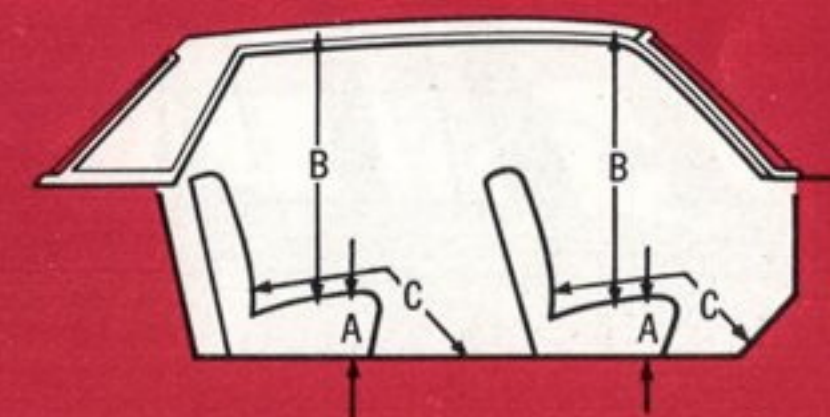


POLARA EXTERIOR DIMENSIONS

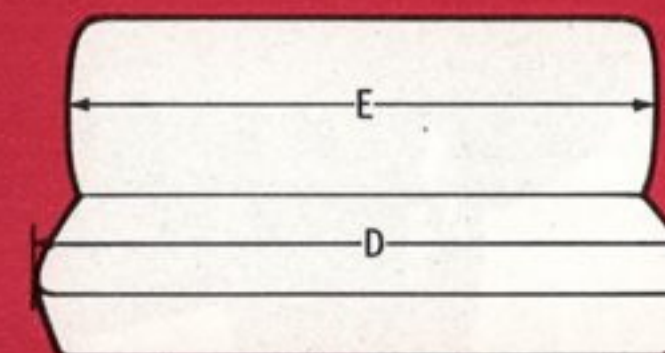


| | |
|----------------------------------|--------|
| A. Overall Length..... | 213.3" |
| B. Wheelbase..... | 122" |
| C. Overall Height (5 pass.)..... | 55.4" |
| D. Overall Width..... | 80.0" |

POLARA INTERIOR DIMENSIONS



| | |
|-----------------------------|-------|
| A. Seat Height—Front..... | 8.9" |
| Rear..... | 11.8" |
| B. Headroom—Front..... | 39.3" |
| Rear..... | 38.5" |
| C. Legroom—Front..... | 42.0" |
| Rear..... | 40.8" |
| D. Hiproom—Front..... | 63.3" |
| Rear..... | 63.4" |
| E. Shoulder-room—Front..... | 60.0" |
| Rear..... | 60.0" |



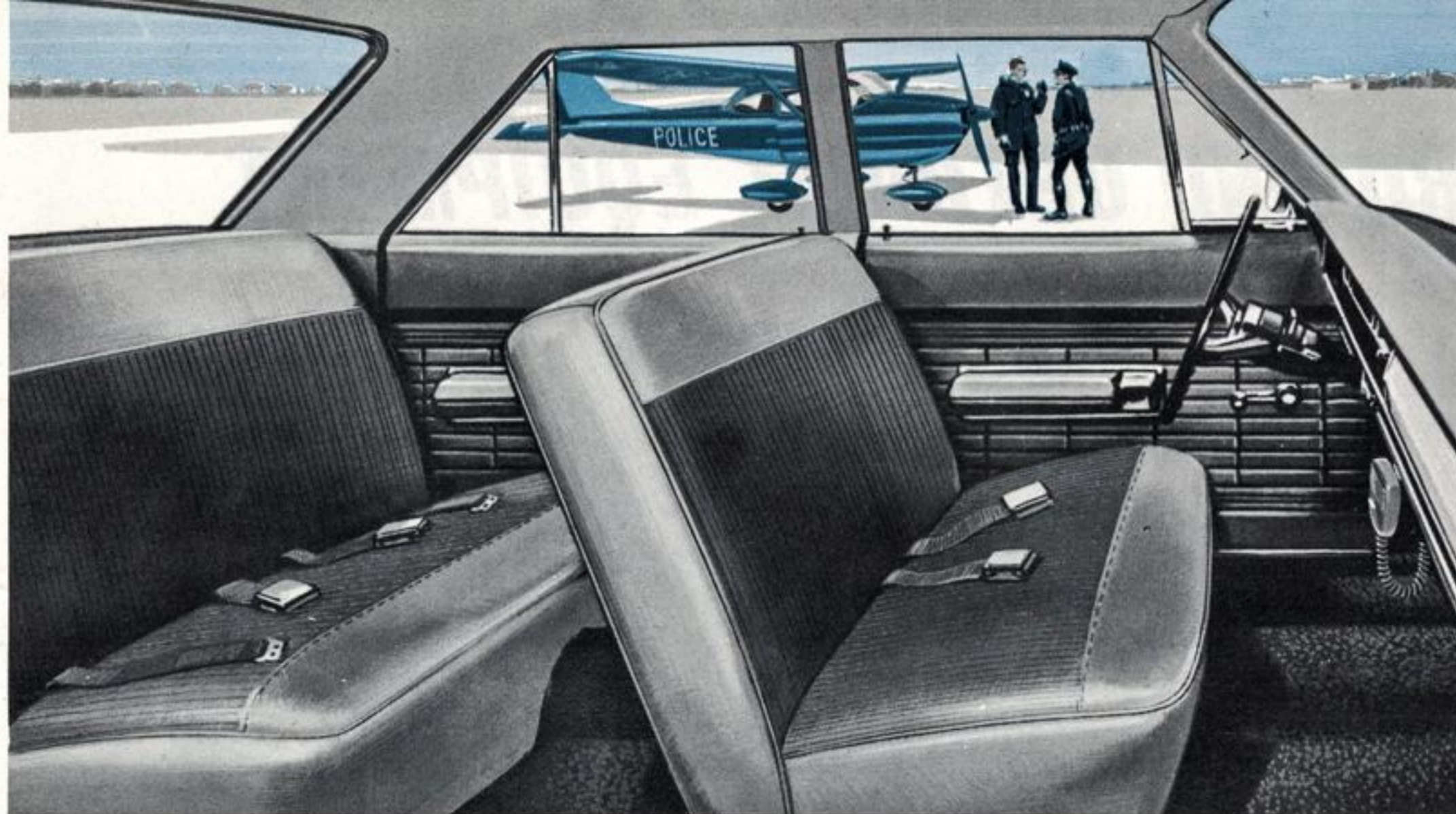
CORONET LOW IN INITIAL COST, AMAZINGLY ECONOMICAL TO OPERATE, WITH MINIMUM UPKEEP AND MAINTENANCE COSTS, THE DODGE CORONET POLICE PURSUIT INCORPORATES ALL OF THE TRADITIONAL DODGE QUALITY AND DEPENDABILITY.

THE PURSUIT IS PERFECT FOR PATROLLING IN TOWNS AND CITIES WHEN EQUIPPED WITH THE STANDARD CHARGER SLANT SIX ENGINE. THIS RUGGED AND EXTREMELY ECONOMICAL ENGINE IS ADEQUATE FOR ALL BUT HIGH-SPEED PURSUIT DUTY.

FOR DUTY REQUIRING FASTER ACCELERATION AND SUSTAINED HIGH SPEEDS, THERE IS A SELECTION OF V-8 ENGINES FROM WHICH TO CHOOSE THE ENGINE THAT WILL MOST PERFECTLY MEET YOUR NEEDS. ★



DODGE CORONET 4-DOOR POLICE PURSUIT



SAFETY DOOR LATCH

A new inside safety door latch is an integral part of the armrests. Simple and easy to operate, they minimize the possibility of accidentally opening the door.

FLOOR MATS

Easy to clean, the police floor mats are made of heavy-duty black rubber.

CURVED SIDE GLASS

The curved side glass adds to shoulder-room and to the ease of getting in and out.

OTHER FINE FEATURES

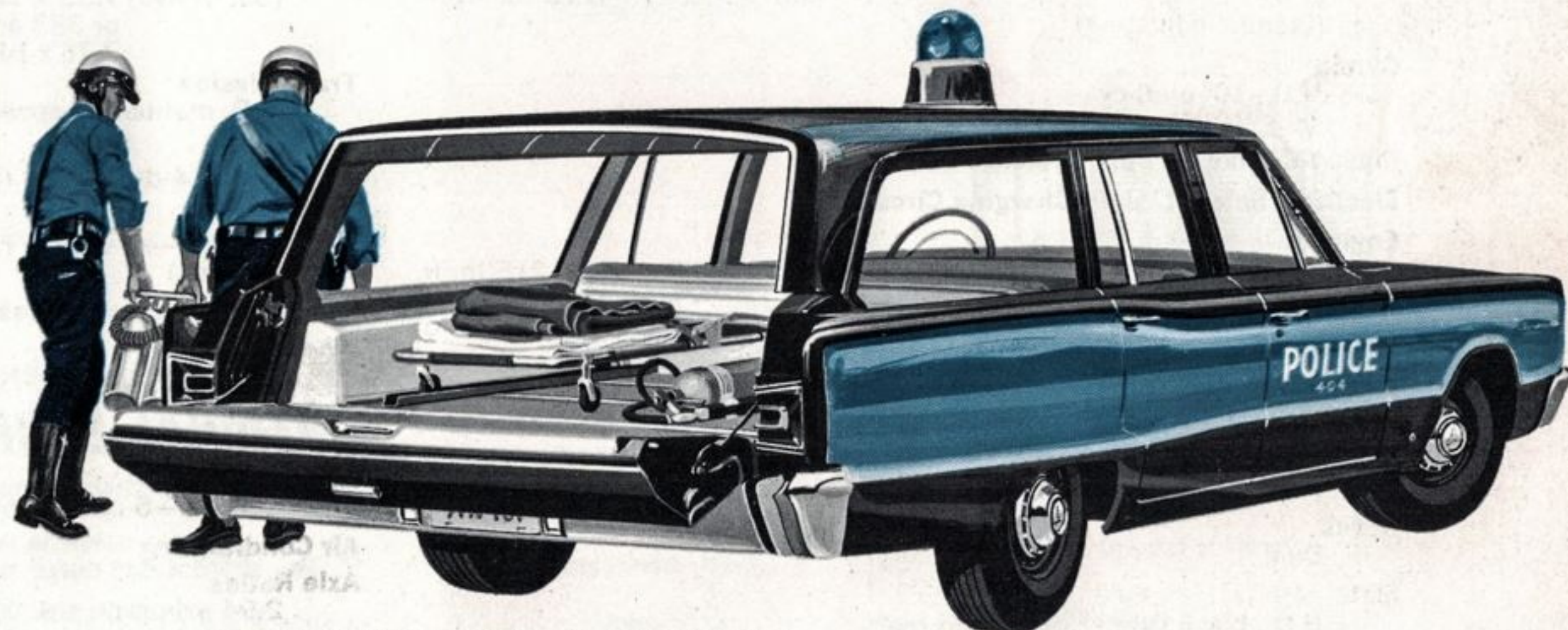
Parallel windshield wipers, variable-speed electric windshield wipers and washers.

Special certified calibrated speedometer.

Reinforcement for roof-mounted siren and/or flasher unit.

To provide the needed comfort and support plus the toughness to stand up under the around-the-clock use to which police vehicles are put, heavy-duty seat springs are used in the front and rear of Coronet police sedans. Front seats are padded with almost two inches of air foam cushioning. The standard upholstery in Coronet police sedans is heavy-duty, wear-resistant cloth and vinyl. For even greater wear resistance, there is a heavy-duty all-vinyl trim which is optional at extra cost on all Coronet police vehicles.

The seats in Coronet police vehicles are chair-high which means a more natural posture and more comfort. In addition to the driver-controlled, fore-and-aft movement, the front seat has a six-way manual adjustment—forward or backward, up or down, and it can be tilted toward the steering wheel or away from it.



DODGE CORONET EMERGENCY AND PATROL WAGON

Available with the slant six or a V-8 engine, this versatile vehicle is both a comfortable, top-performing patrol vehicle, and a very practical emergency ambulance. A matter of seconds converts it from six-passenger seating to an ambulance with room for two stretchers and other emergency equipment.

CORONET STANDARD AND OPTIONAL EQUIPMENT

STANDARD EQUIPMENT

Air Cleaner

Dry type replaceable element—unsilenced

Alternator

46-ampere. H.D. Chrysler

Ammeter

60-ampere

Armrests

Front and rear

Axle Ratio

6-cyl. man. trans. 3.55, opt. 3.23
6-cyl. TorqueFlite 3.23, opt. 2.94, 3.55
8-cyl. man. trans. 3.23, opt. 3.55
8-cyl. TorqueFlite 3.23, opt. 2.94

Backup Lights

Battery

70-amp.-hr. w/rubber separators and battery heat shield

Brakes

H.D., 11" x 3" front, 11" x 2.5" rear (Special Police lining)—
(manual-adjusting)

Clutch

H.D., 10" on 6-cyl.
10½" on 8-cyl.

Closed-Crankcase Vent System

Electrical Safety Link In Charging Circuit

Engines:

225-cu.-in. 6-cyl—single 1-bbl.—145 hp. @ 4000 r.p.m.—215 lb.-ft. of torque @ 2400 r.p.m.—8.4 to 1 comp. ratio—regular fuel
318-cu.-in. V-8—single 2-bbl.—230 hp. @ 4400 r.p.m.—340 lb.-ft. of torque @ 2400 r.p.m.—9.0 to 1 comp. ratio—regular fuel

Oil Filter

Replaceable element (throw-away type on 361- or 383-cu.-in. engines)

Heater

Fresh air w/defrosters

Horns

Dual

Mat

H.D., black rubber, front and rear

Mirrors

Interior rear-view
Outside left, manual

Padded Dash

Roof Reinforcement Plate

Seats

Foam cushion front—Seat and Seat-Back Springs—H.D. (Front seat only on wagon) Seat-Back Surface—Front—supp. by hardboard backing

Seat Belts

2 front and 2 rear

Springs and Shock Absorbers

Chassis—H.D., front and rear (Special Police Handling Pkg. Std. on 8-cyl. Sedan)

Speedometer

Certified calibrated

Steering Wheel

With full horn ring

Sway Bar

Std. on 8-cyl. models and 6-cyl. wagons (Special Police Handling Pkg. Std. on 8-cyl. Sedan)

Sun Visors

Right and left

Tires:

(Set of five) 7.35 x 14"—4 ply black rayon—sedans only (N.A. w/361 or 383 eng.)
7.75 x 14"—4 ply blk. ray.—wag. (N.A. w/361 or 383 eng.)

Transmission

H.D. manual—3-speed column shift

Trim

2- and 4-dr. sedans (H.D. cloth and vinyl—tan)

Trim

Wagons—all vinyl—(Trim design and color same as on Coronet Deluxe Wagons)

Windshield Wipers—Variable Speed and Windshield Washers

Wheels

Extra width, 14" x 5½ K

OPTIONAL EQUIPMENT

Air Cleaner

Oil-bath—6-cyl. without A.C. and 318 engines only

Air Conditioning

Axle Ratios

2.94 axle ratio std. w/383

Alternators

59-ampere Chrysler
60-ampere 7002 series Leece-Neville with dual belt drive (N.A. w/pwr. strg. or A.C. on 6-cyl.)

Note: All alternators have built-in silicon rectifiers

Differential

Sure-Grip with 3.23 ratio only

Emergency Flasher Warning Package**Engines:**

361-cu.-in. V-8—single 2-bbl.—265 hp. @ 4440 r.p.m.—380 lb.-ft. of torque @ 2400 r.p.m.—9.0 to 1 comp. ratio—regular fuel (Available w/TorqueFlite only)

383-cu.-in. V-8—single 4-bbl.—330 hp. @ 4800 r.p.m.—425 lb.-ft. of torque @ 2800 r.p.m.—10.0 to 1 comp. ratio—premium fuel (Available w/TorqueFlite only)

Fast-Idle Throttle Control**Fan**

High Capacity (7-blade on all 8-cyl. models, 7-blade w/slip fan drive on 361 & 383 eng., 6-blade on 6-cyl. models w/high-cap. rad. only) Fan Shroud w/16 p.s.i. Rad. Cap & Air Seals—(Std. w/361 or 383 engs., available on 6-cyl. w/high-cap. rad. only)

Keys

Universal 2-key systems (N.A. w/power tail-gate window) (Keys same on all cars in fleet)

Moldings

Body Side and Drip Rail—delete

Radiator

High capacity (Std. w/318 and 383 eng.)

Radio Suppression Package**Roof Light Wiring**

(Single 12-gauge wire—less hole)

Sway Bar

(Std. on V-8 Police and 6-cyl. Police wagon)

Sun Visors

Padded, right and left

Spotlight

5"—6" (Pillar mounted)

Tires

(Set of Five) 7.75 x 14" blk. ray. (std. on wag. except w/361 or 383 eng.)

7.75 x 14"—4 ply—black nylon (except wag. w/361 or 383 eng.)

*8.25 x 14"—4 ply—black rayon or nylon

*7.75 x 15"—4 ply—blk. ray. or nylon (15 x 5½ K whls.) (except wag. w/361 or 383 eng.)

*8.15 x 15"—4 ply—blk. rayon or nylon (15 x 5½ K whls.)

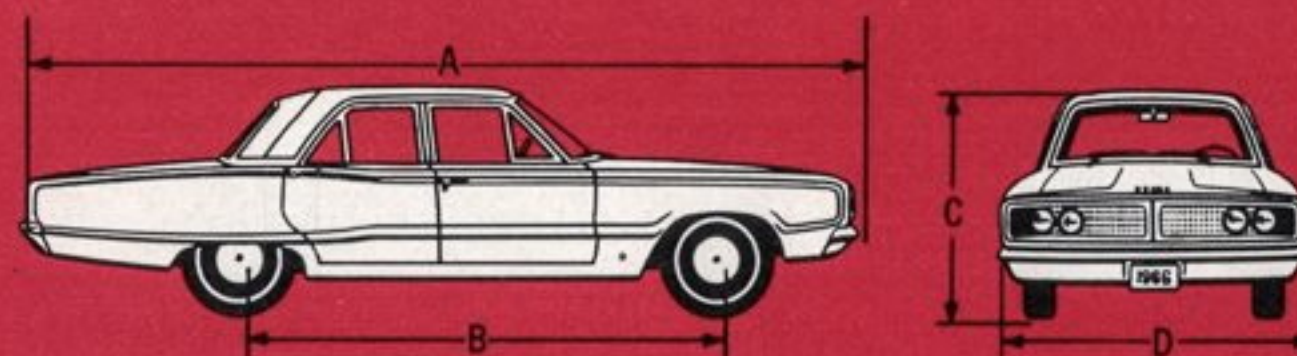
Transmission

Auto. H.D. TorqueFlite—col. shift lever

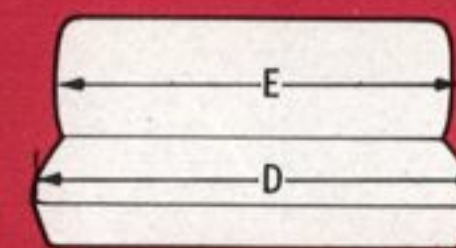
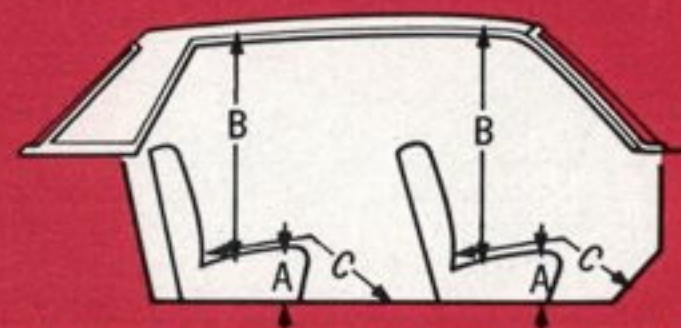
Trim

H.D., all vinyl—Tan (sedans only)

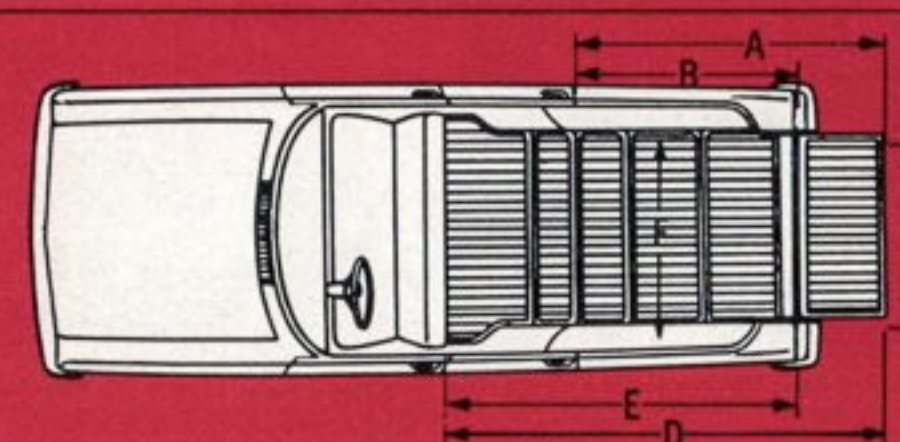
*These sizes require special spare stowage

**CORONET EXTERIOR DIMENSIONS**

| | | | |
|------------------------|--------|-----------------------|--------------|
| A. Overall Length..... | 203.0" | C. Overall Height | |
| B. Wheelbase..... | 117.0" | (5 pass.)..... | 53.7"—6-cyl. |
| | | | 54.0"—8-cyl. |
| | | D. Overall Width..... | 75.3" |

**CORONET INTERIOR DIMENSIONS**

| | | | |
|---------------------------|-------|-----------------------------|-------|
| A. Seat Height—Front..... | 8.6" | D. Hiproom—Front..... | 60.4" |
| Rear..... | 11.0" | Rear..... | 60.4" |
| B. Headroom—Front..... | 38.8" | E. Shoulder-room—Front..... | 58.0" |
| Rear..... | 37.8" | Rear..... | 58.0" |
| C. Legroom—Front..... | 42.0" | | |
| Rear..... | 36.5" | | |

CORONET WAGON DIMENSIONS**EXTERIOR DIMENSIONS**

| | |
|---------------------|--------|
| Overall Length..... | 207.9" |
| Wheelbase..... | 117.0" |
| Overall Height..... | 55.0" |
| Overall Width..... | 75.3" |

INTERIOR DIMENSIONS

| | |
|--------------------------|-------|
| Seat Height—Front..... | 8.6" |
| Rear..... | 11.0" |
| Headroom—Front..... | 39.4" |
| Rear..... | 39.0" |
| Legroom—Front..... | 42.0" |
| Rear..... | 36.5" |
| Hiproom—Front..... | 60.4" |
| Rear..... | 60.4" |
| Shoulder-room—Front..... | 58.0" |
| Rear..... | 58.0" |

CARGO DIMENSIONS

| | |
|---|--------|
| A. Length, Back of Second Seat to End of Tail Gate..... | 88.1" |
| B. Length, Back of Second Seat to Closed Tail Gate..... | 58.9" |
| C. Width of Opening at Floor..... | 51.5" |
| D. Length, Back of Front Seat to End of Tail Gate..... | 121.4" |
| E. Length, Back of Front Seat to Closed Tail Gate..... | 92.2" |
| F. Width Between Wheelhousings at Floor..... | 45.3" |
| Maximum Height Rear Opening | 30.4" |
| Capacity (Cu. Ft.) Usable..... | 88.0 |



DODGE PERFORMANCE AND ECONOMY

Each of the many Dodge engines has been developed and manufactured by the most modern engineering, design, and manufacturing techniques available today.

Circuit Breakers. To make certain that the lights and wipers will continue to operate, these circuits are equipped with circuit breakers. In case of an intermittent short, these circuit breakers reset themselves.

Printed Circuit. For more reliable and accurate wiring, and for greater freedom from trouble and for easier maintenance, the instrument panel uses a printed circuit board. The instruments and lamps are hooked into the board by multi-pin plugs which assure a positive engagement.

Central Fuse Block. With the fuses centrally

located, and with each of the fuses clearly labeled, it is a simple matter to replace a fuse.

Electrical Safety Link. To protect the main electrical circuits from damage that could be caused by a short circuit, a fusible wire link will destroy itself and protect the main circuits.

High-tension Wiring. For superior protection against wet-weather shorting, both the cable and the spark-plug insulator are enclosed by a spark-plug cover. A spring-pressure grip prevents the spark-plug terminal from opening up when the cable is pulled off the spark plug. For superior insulation and for greater resistance to heat, spark-plug cables are sheathed in high-quality neoprene rubber.

Alternator. Extending battery life in stop-and-go city driving by providing electrical current to the battery even when the engine is idling, the Dodge police alternator is a heavy-duty, 6-diode, 46-amp. unit. And for long life and trouble-free operation the ball-and-needle bearings are permanently lubricated.

High-torque Starter. For more reliable cold-weather starting, more turning power at low cranking speeds is produced by a special reduction gear. Also, the starter uses less battery current, which means that more voltage is available to the ignition system. A conventional starter is used on 6-cylinder models with the automatic transmission.

TRANSMISSIONS

Standard. 3-speed manual—Heavy-duty transmission with the shift lever mounted on the steering column—is standard on all models.

Optional. 3-speed Automatic—Heavy-duty TorqueFlite Transmission—is available as an extra-cost option. For fast breakaway

performance, it provides high torque multiplication. Three forward gear ratios, plus a torque converter, assure complete flexibility and economy—smoothly matching engine power to every driving situation.

All police cars use the heavy-duty version of TorqueFlite.

DODGE TORSION-AIRE SUSPENSION

Experts who test and evaluate cars have labeled Torsion-Aire the best of all suspension systems. Torsion-Aire delivers a smooth, comfortable ride over all surfaces. It keeps the car level no matter how severe the acceleration or sudden the stop.

Special Police Suspension Package for extra stability and control at high speeds is standard equipment on all 8-cylinder sedan models.

Torsion-bar Front Springs. The spring action is provided by tough, tempered steel bars as they twist and untwist. The springs take up little space, providing room for a lower engine mounting, and making possible a lower center of gravity. The extra space allows for a better steering linkage location and makes for easier steering.

Shock Absorbers. These level the car quickly after severe bumps. They also pro-

vide a wide range of control by absorbing any small jolts.

Diagonal Struts. These brace the front suspension against impacts. To absorb road shocks, thick rubber biscuits are placed at the front attachment points.

Angled Upper Control Arms. To minimize brake dive, these exert a lifting force when the weight shifts forward during braking.

Rear Leaf Springs. To provide soft spring action for a comfortable ride, yet stiff enough to assure good stability, these springs have a long, flexible rear section, and a short, stiff front section.

Wide-spaced Springs. For bracing against body lean, the springs are spaced wide apart. This spacing is far more important to good stability than the "wide-track" of competitive cars.

Angled Shock Absorbers. Braced against

body tilt, the angled shock absorbers help keep the car level over rough, rolling roads.

Heavy-duty Brakes. The manually adjustable brakes are special police type to handle high-speed stops without fading. For longer wear, the linings are bonded to the brake shoes. Coronet provides 229.3 square inches, and Polara 250.1 square inches. Front-wheel disc brakes are optional on Polara.

Steering. Dodge manual steering is made easy through the use of a recirculating-ball steering gear. Coronet uses a special heavy-duty coupling in the steering shaft to absorb heavy road shocks and vibrations.

Safety-Rim Wheels. Safety-Rim wheels enable the driver to bring the car to a safe, controlled stop after a blowout. Retaining beads help hold the tire securely on the rim in case of a flat.

DODGE UNIBODY

SAFE—Tests have proved that Unibody is better able to resist twisting and bending forces than the separate body and frame construction used by some other car manufacturers. Passengers are literally surrounded by a web of box-section steel girders that combine with the other steel parts of the car to form a single, rigid unit.

STRONG—There are more than 5,400 welds in the rigid, all-welded Unibody. The channeled steel beams, used as pillars and roof supports, use steel 50% heavier than some competitive makes. The sills, girder-type in construction, are integrated with the floor and other body structure. More exact door fits are made possible.

DEPENDABLE — Unibody is the modern, dependable way to build an automobile that will ride more quietly. In other cars, there is noise caused by the body and frame being bolted together. Unibody is silent because the body and frame are one. Unibody makes for a far more comfortable ride and for better handling.



LOW MAINTENANCE

These are just some of the many reasons why Dodge has the reputation for low maintenance, while delivering day-in and day-out performance and dependability:

Dodge Rust Protection. Every Dodge Uni-body passes through seven huge tanks. With automated precision, each body is thoroughly cleaned, bonderized, and coated—inside and out—with corrosion-resistant primer. But even before the bodies are brought to the tanks, great pains are taken to remove soil and drawing compounds. In addition, every Dodge has galvanized sills, double-nickel chrome trim, nylon molding clips, stainless-steel and aluminum body trim moldings, and aluminized tailpipe and muffler.

Acrylic Enamel. Extremely durable and chip-resistant acrylic enamel is used on all Dodges. It offers a brilliantly smooth gloss in the beginning—a finish that is simply maintained—and a finish that is amazingly easy to buff back to its original gloss—even after years of use.

Outstanding Features. As an example of the kind of low maintenance you can expect from Dodge, the following are points that *should not* be lubricated:

Accelerator pedal pivot ■ All rubber bushings ■ Alternator bearings ■ Brake linkages (passenger side of dash) ■ Clutch adjustment rod ends ■ Clutch pedal push-rod

ends ■ Clutch release bearings ■ Drive belts ■ Fan belt idler pulleys ■ Rear springs ■ Rear wheel bearings ■ Starter bearings ■ Upper and lower control arm bearings ■ Water pump bearings

More Features. Other features which add up to low operating cost with Dodge include the following:

Lifetime filter in automatic transmission ■ Full-flow oil filter ■ Special bonded police brake linings ■ Heavy-duty alternator ■ Regular gas with standard engines ■ 36,000 miles or 3 years, whichever occurs first, between major lubrications

5/50,000 WARRANTY

Chrysler Corporation warrants for 5 years or 50,000 miles, whichever comes first, against defects in materials and workmanship and will replace or repair at a Chrysler Motors Corporation Authorized Dealer's place of business, the engine block, head and internal parts, intake manifold, water pump, transmission case and internal parts (excluding manual clutch), torque con-

verter, drive shaft, universal joints, rear axle and differential, and rear wheel bearings of its 1966 automobiles, provided the owner has the engine oil changed every 3 months or 4,000 miles, whichever comes first, the oil filter replaced every second oil change and the carburetor air filter cleaned every 6 months and replaced every 2 years, and every 6 months furnishes to such a

dealer evidence of performance of the required service, and requests the dealer to certify (1) receipt of such evidence and (2) the car's then current mileage. The warranty on all other parts manufactured or supplied by Chrysler Corporation is for 12 months or 12,000 miles, whichever comes first, excluding only tires and normal maintenance services such as replacing spark plugs, condensers, ignition points, filters, etc.

DODGE DIVISION



CHRYSLER
MOTORS CORPORATION

The policy of Dodge Division of Chrysler Corporation 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. Roof Light, Bumper Guards, optional extra-cost.