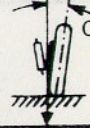
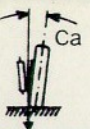
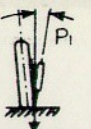


DODGE (AUS)									
Phoenix DD6-P-43 (1968)	-	2,38-3,96/ 0°24'-0°40'	0°15'±15'	0°45'±30'	9°				
Phoenix DE6-H-41 (1969)	-	1,57-4,74/ 0°16'-0°45'	0°15'±15'	0°45'±30'	9°				
Phoenix DE6-P-43 (1969)	-	1,59-4,74/ 0°16'-0°45'	0°15'±15'	0°45'±30'	9°				
Phoenix DF6-H-41 (1970)	-	3,17/0°30'	0°15'±15'	0°45'±30'	9°				
Phoenix DF6-P-43 (1970)	-	3,17/0°30'	0°15'±15'	0°45'±30'	9°				
Phoenix DG6-H-41 (1972)	-	3,17/0°30'	0°15'	0°45'	7°30'				
Phoenix DG6-P-43 (1972)	-	3,17/0°30'	0°15'	0°45'	7°30'				

Observations :

*1 - Carrossage roue droite = 0°30'±15'

*2 - Carrossage roue droite = 0°30'.

DODGE (USA)									
Dart/Aspen (1966)	-	1,6-6,4/ 0°15'-1°	0°30'±22'	-0°40'±40' ^{*1}	7°30'				
Dart 360 (1973-74)	-	1,6-6,4/ 0°15'-1°	0°30'±22'	-0°40'±40' ^{*1}	7°30'				
Dart Custom Sedan	-	1,6-6,4/ 0°15'-1°	0°30'±22'	-0°40'±40' ^{*1}	7°30'				
Dart Suringer	-	1,6-6,4/ 0°15'-1°	0°30'±22'	-0°40'±40' ^{*1}	7°30'				
Coronet 318	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Polara	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Monaco	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Coronet 6-225	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Charger	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Challenger 340	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Royal 318	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Royal 360	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Royal 400	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				
Royal 440	-	2,4-7,1/ 0°20'-1°10'	0°30'±22'	-0°30'±40' ^{*2}	7°30'				

Observations :

NOTA : Pour tous les véhicules = Carrossage roue droite = 0°15'±40'.

*1 - Avec Servo-direction = 0°40'±40'

*2 - Avec Servo-direction = 0°45'±40'