

# ***1972 DODGE TRUCKS***

***Heavy-Duty  
Models***







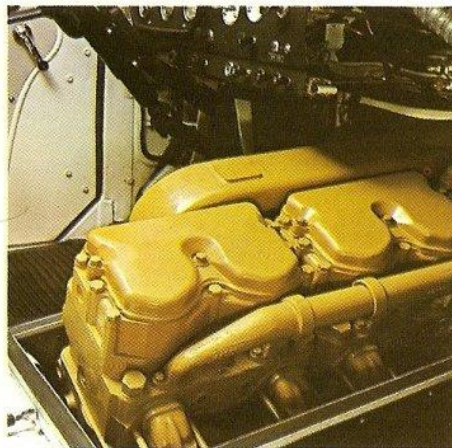
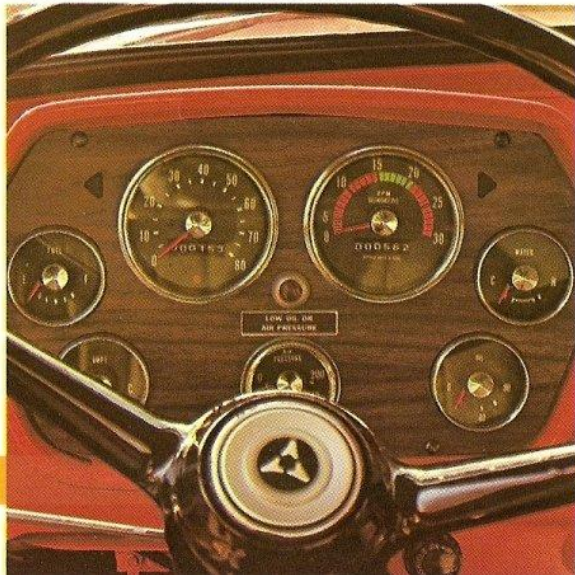


# DODGE DIESEL LCF

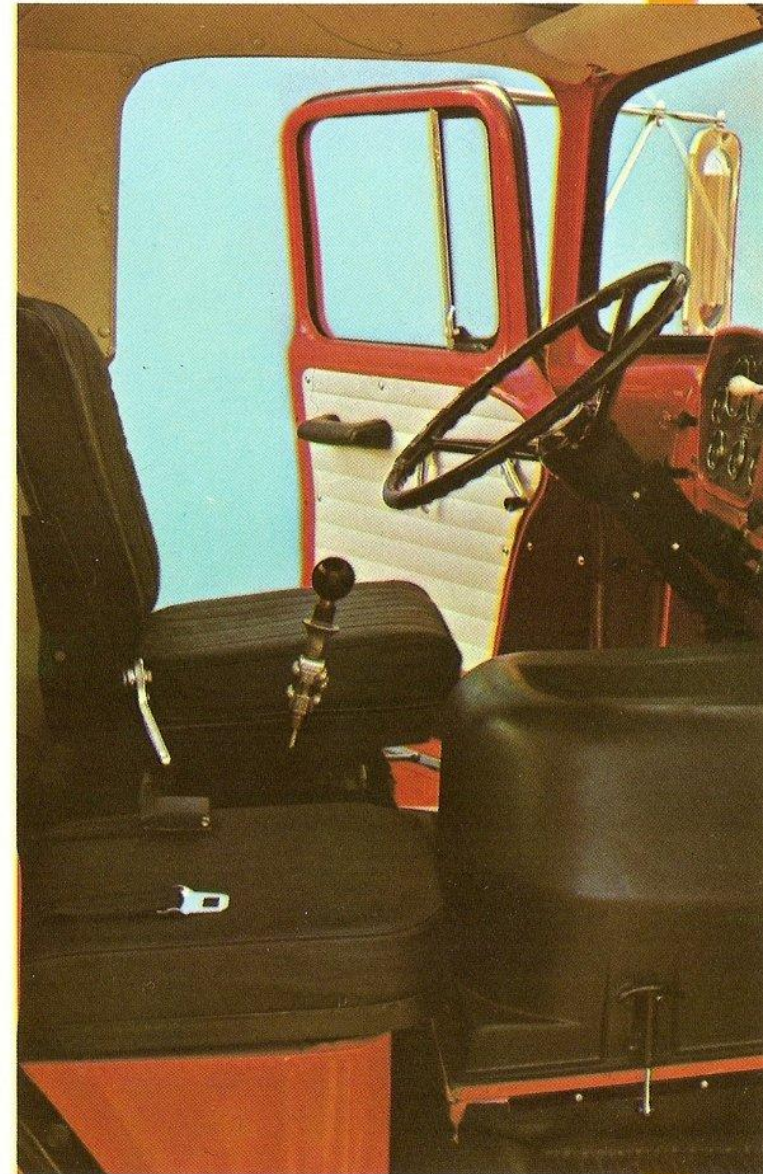
Outwardly, the cab for the two Dodge LCF diesel models is identical to that for gasoline models. Inside the cab is where the principal differences can be found. The driver's seat, for example, is the optional highly regarded Viking T-bar with shock absorbers that automatically adjust to the driver's weight. Other differences are dual sun visors, air-actuated windshield wipers, and a "low air/oil" warning light and buzzer. When an in-line diesel engine is installed in the truck, the rear of the engine protrudes into the cab. To hold noise and heat to a minimum, this part of the engine is concealed by an easily removed insulating cover. Here you see the engine with the cover removed. Notice how accessible it is to a mechanic.

Instruments are well laid out in a hooded, heavy-duty cluster. For quick reading, they have white numbers on a black background.

Standard LCF instrument panel.

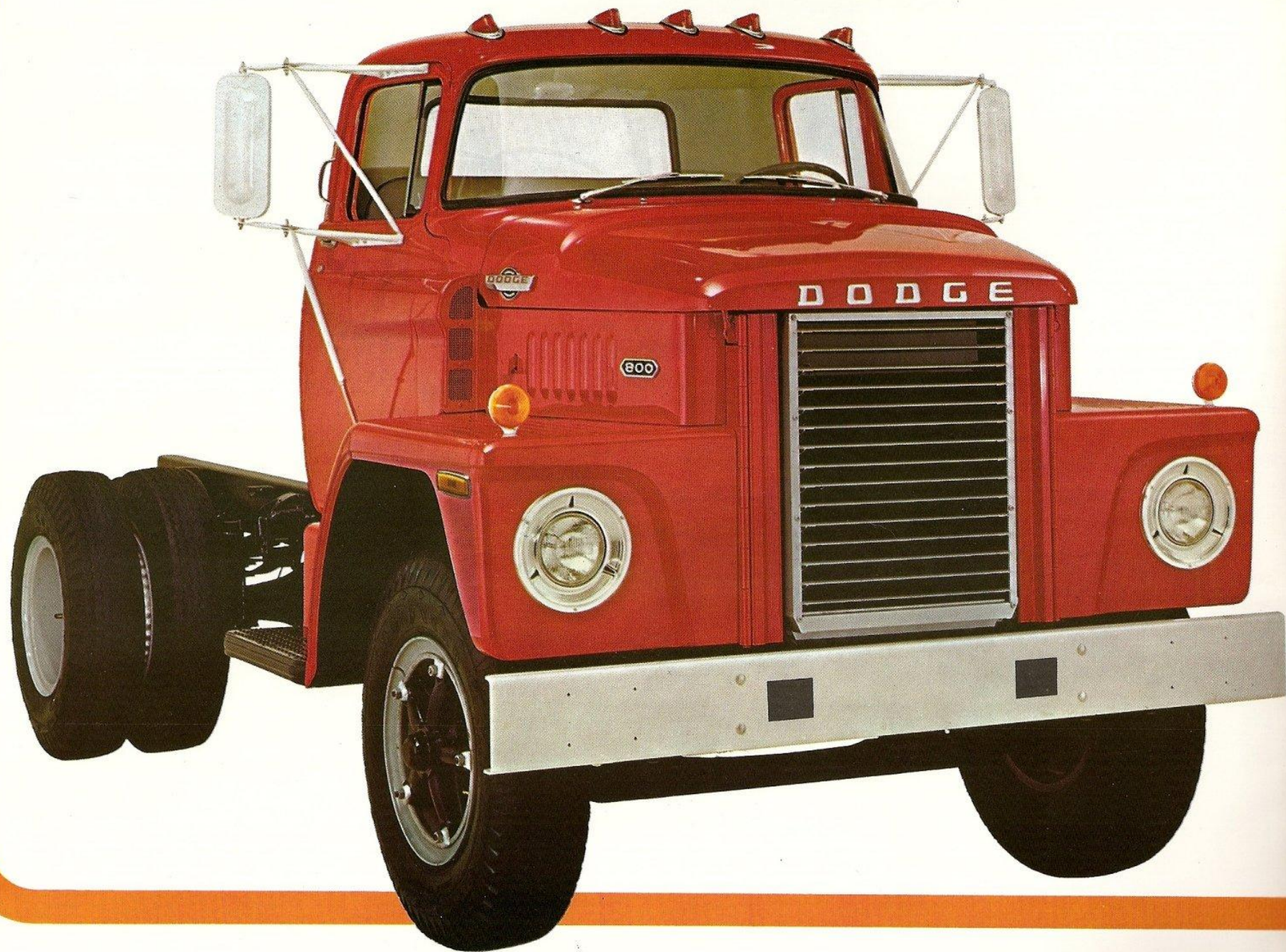


LCF diesel engine with cover removed.



The cab interior is spacious and comfortable, with thickly padded seats that give the driver excellent support.







# DODGE GASOLINE LCF

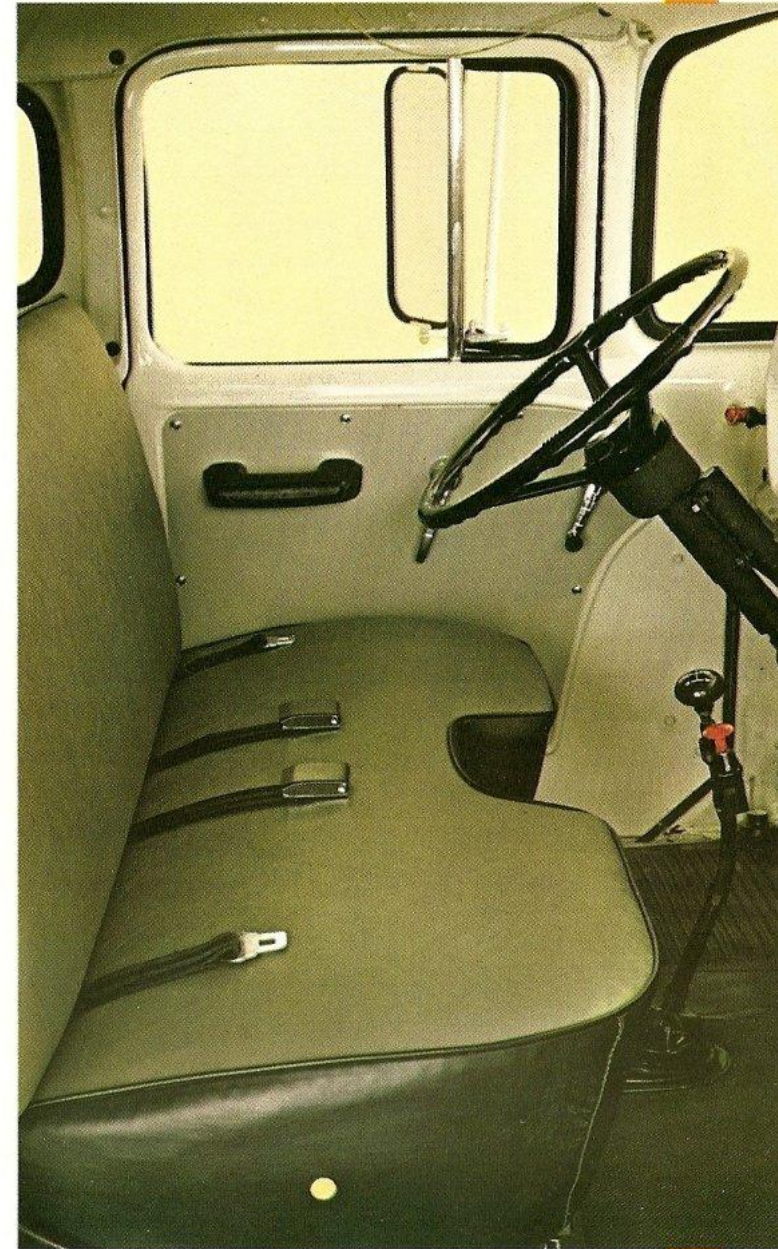
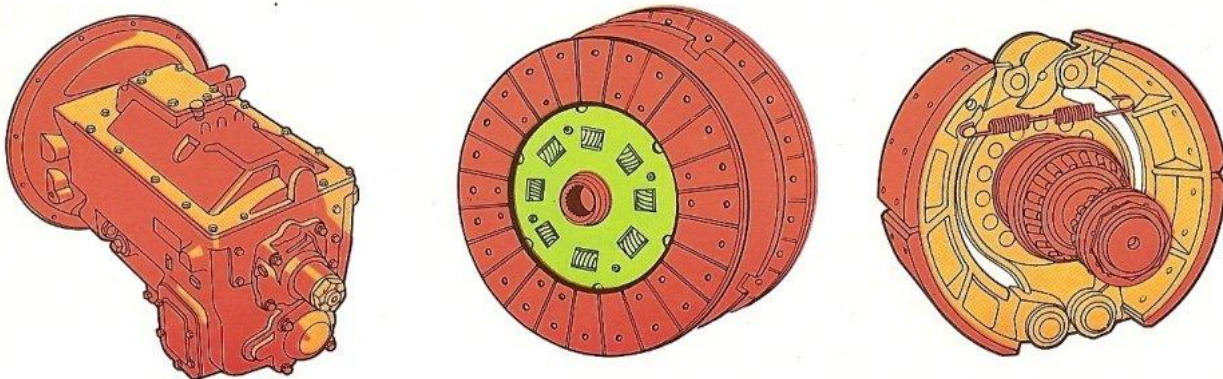
The four Dodge gasoline-powered LCF models have a cab built to take hard knocks. Roomy and comfortable, it is made of heavy-gauge steel and box-section beams. To hold noise and vibration to a minimum, the cab rides on rubber-insulated mounts, and the steering column is double jointed. These same features will be found on the cab for Dodge diesel-powered LCF models. The cab interior for gasoline-powered models is shown at the right. Its seat, with vinyl upholstery over 48 coil springs, is comfortable and long-lasting. This version of the Dodge LCF cab also includes a padded left-side sun visor, variable-speed windshield wipers, and a hand brake that is easily adjustable by the driver from his seat through an Orscheln lever.

An extra-cost option for Models C800 and CT800 is a Cummins V8-210 diesel engine. The advantages of this engine are the exceptional long life and operating economy inherent in diesel engines.

In addition to the standard five-speed New Process or Spicer transmissions offered on gasoline LCF models, a wide range of optional transmissions is offered. Included are New Process, Spicer, Fuller five- to 10-speed mains with Spicer auxiliaries.

For easier control, the single-disc, 14-inch Borg & Beck clutch is hydraulically actuated.

Standard service brakes are hydraulic. Full air brakes are an option.



The seats are sturdy (with 48 coil springs) and comfortable, with excellent padding and long-lasting vinyl upholstery.



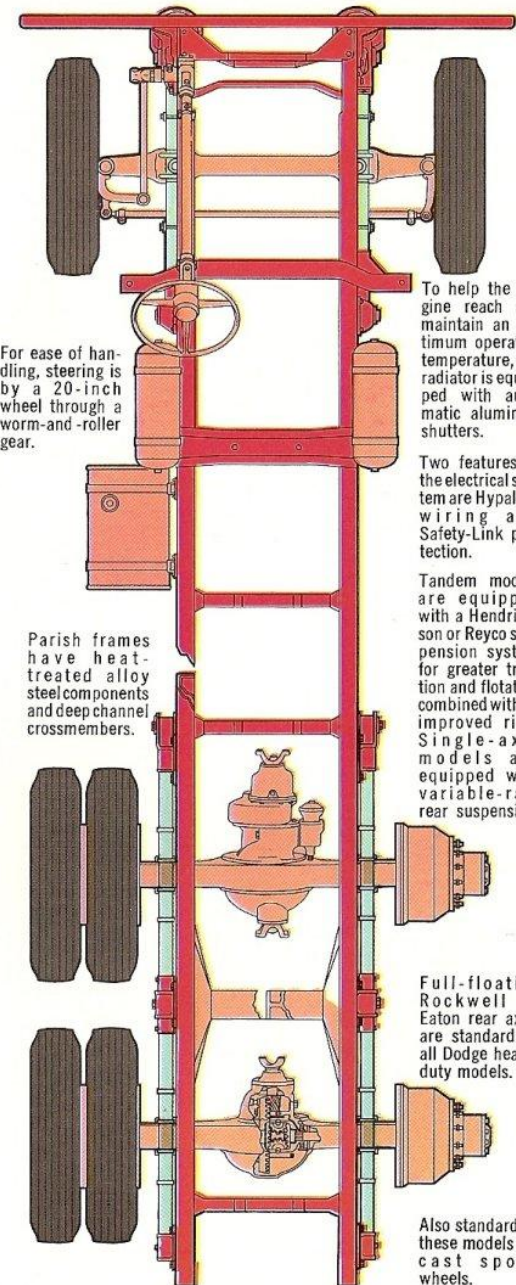
	C800	C1000	CT800	CT900	CN900
GVW RATINGS	23,000-34,000 LBS.	23,000-34,000 LBS.	35,000-52,000 LBS.	39,000-52,000 LBS.	28,000-34,000
GCW RATINGS	55,000 LBS. MAX.	65,000 LBS. MAX.	55,000 LBS. MAX.	65,000 LBS. MAX.	76,800 LBS.
BODY AND PAYLOAD ALLOWANCE	16,525-27,005 LBS.	15,640-28,000 LBS.	24,125-38,830 LBS.	28,200-39,785 LBS.	17,310-23,450
AIR CLEANER	1-QUART OIL-BATH		1-QUART OIL-BATH		
ALTERNATOR	12-VOLT,		50-AMP, 60-AMP OR 62-AMP (a)		12-VOLT, 62-AMP; 1
AXLE, FRONT—CAP.—LBS.	7,000 9,000, 12,000	7,000 9,000, 12,000	7,000 9,000, 12,000, 16,000	9,000 12,000, 16,000	9,000 12,000
AXLE, REAR—SINGLE-SPEED CAPACITY—LBS.	18,500 22,000, 23,000	18,500 22,000, 23,000		32,000, 38,000 34,000	23,000
AXLE, REAR—TWO-SPEED CAPACITY—LBS.	18,500, 22,000 23,000	18,500, 22,000 23,000			23,000
BATTERY	12-VOLT, 59-AMP-HR 70-AMP-HR, 90-AMP-HR, 160-AMP-HR	12-VOLT, 70-AMP-HR 12-VOLT, 90-AMP-HR	12-VOLT, 50-AMP-HR, 70-AMP-HR 70-AMP-HR, 90-AMP-HR, 160-AMP-HR	12-VOLT, 70-AMP-HR 12-VOLT, 90-AMP-HR	FOUR 6-VOLT, 1
BRAKES, SERVICE—FRONT AXLE CAP.—BRAKE SIZE (IN.)—AREA	HYDRAULIC SINGLE SYSTEM 7,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3—199.5 SQ. IN. 9,000-12,000 LBS.—15x3.5—232.6 SQ. IN.	HYDRAULIC SINGLE SYSTEM 7,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN.	HYDRAULIC SINGLE SYSTEM 7,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN.	HYDRAULIC SINGLE SYSTEM 9,000 LBS.—15x3—199.5 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN.	
BRAKES, SERVICE—REAR AXLE CAP.—BRAKE SIZE (IN.)—AREA	HYDRAULIC 18,500 LBS.—15x6—379.3 SQ. IN. 18,500 LBS.—15x7—442.5 SQ. IN.	HYDRAULIC 18,500 LBS.—15x6—379.3 SQ. IN. 18,500 LBS.—15x7—442.5 SQ. IN.	HYDRAULIC 32,000 LBS.—15x5—632.0 SQ. IN. 32,000 LBS.—15x6—758.6 SQ. IN.		
BRAKES, SERVICE—FRONT AXLE CAP.—BRAKE SIZE (IN.)—AREA	100% AIR 7,000 LBS.—15x3—199.4 SQ. IN. 7,000 LBS.—16x2.5—168.9 SQ. IN. 9,000 LBS.—15x3—199.4 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN.	100% AIR 7,000 LBS.—15x3—199.4 SQ. IN. 7,000 LBS.—16x2.5—168.9 SQ. IN. 9,000 LBS.—15x3—199.4 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN.	100% AIR 7,000 LBS.—15x3—199.4 SQ. IN. 7,000 LBS.—16x2.5—168.9 SQ. IN. 9,000 LBS.—15x3—199.4 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN. 16,000 LBS.—16.5x5—312.0 SQ. IN.	100% AIR 9,000 LBS.—15x3—199.4 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN. 16,000 LBS.—16.5x5—312.0 SQ. IN.	100% AIR 9,000 LBS.—15x3—199.4 SQ. IN. 9,000 LBS.—15x3.5—232.6 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—232.6 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN.
BRAKES, SERVICE—REAR AXLE CAP.—BRAKE SIZE (IN.)—AREA	100% AIR 18,500 LBS.—15x6—398.0 SQ. IN. 18,500 LBS.—15x7—465.0 SQ. IN. 18,500 LBS.—15x6—412.0 SQ. IN. 18,500 LBS.—16.5x7—480.0 SQ. IN. 22,000 LBS.—15x7—440.0 SQ. IN. 22,000 LBS.—16.5x7—480.0 SQ. IN. 23,000 LBS.—15x7—440.0 SQ. IN. 23,000 LBS.—16.5x7—480.0 SQ. IN.	100% AIR 18,500 LBS.—15x6—398.0 SQ. IN. 18,500 LBS.—15x7—465.0 SQ. IN. 18,500 LBS.—15x6—412.0 SQ. IN. 18,500 LBS.—16.5x7—480.0 SQ. IN. 22,000 LBS.—15x7—440.0 SQ. IN. 22,000 LBS.—16.5x7—480.0 SQ. IN. 23,000 LBS.—15x7—440.0 SQ. IN. 23,000 LBS.—16.5x7—480.0 SQ. IN.	100% AIR 32,000 LBS.—15x5—664.0 SQ. IN. 32,000 LBS.—15x6—796.0 SQ. IN. 32,000 LBS.—16.5x5—624.0 SQ. IN. 34,000 LBS.—15x6—796.0 SQ. IN. 34,000 LBS.—15x7—930.0 SQ. IN. 34,000 LBS.—16.5x6—824.0 SQ. IN. 34,000 LBS.—16.5x7—960.0 SQ. IN.	100% AIR 38,000 LBS.—15x7—880.0 SQ. IN. 38,000 LBS.—16.5x7—960.0 SQ. IN.	100% AIR 23,000 LBS.—15x7—440.0 SQ. IN. 23,000 LBS.—16.5x7—480.0 SQ. IN.
BRAKES, PARKING	INDEPENDENT, BY ORSCHELN LEVER		INDEPENDENT, BY ORSCHELN LEVER		
CLUTCH	HYDRAULIC		HYDRAULIC		AIR-HYDR
DIAMETER—IN.	14	14	14	14	14"
AREA—SQ. IN.	192.2	214.4	192.2	214.4	192.2 14" 2-PLA 86.4 SQ. IN.
ENGINE, 6-CYL.					NH-230, 219 NHP, NH-6-71N, 231
ENGINE, V8	361-3, 186 NHP, 361-4, 188 NHP 413-2, 202 NHP V8-210, 192 NHP DIESEL	413-3, 215 NHP 478, 205 NHP 549, 230 NHP	361-3, 186 NHP 361-4, 188 NHP 413-2, 202 NHP V8-210, 192 NHP DIESEL	413-3, 215 NHP 478, 205 NHP 549, 230 NHP	
FRAME—SECTION MODULUS	9.76 (EXCEPT 182", 200" WB) 17.66 (182", 200" WB) 17.66 (EXCEPT 182", 200" WB)	9.76 (122", 134", 146", 164" WB) 17.66 (182", 200" WB) 17.66 (122", 134", 146", 164" WB)	9.76 (134", 146", 158", 164" WB) 17.66 (182", 200", 212" WB) 17.66 (134", 146", 158", 164" WB)	9.76 (134", 146", 158", 164" WB) 17.66 (182", 200", 212" WB) 17.66 (134", 146", 158", 164" WB)	9.76, 17.66
FUEL TANK—CAPACITY	18-GAL.—OUTBOARD, LEFT SIDE		18-GAL.—OUTBOARD, LEFT SIDE		45-GALLON—60-GA
SHOCK ABSORBERS	FRONT AND REAR		FRONT ONLY		FRONT
SPRINGS, FRONT—CAP. (AT PAD/GRND)—LBS.	4,000/4,600 3,200/3,800 6,000/6,800 5,300/6,000	4,000/4,600 3,200/3,800 6,000/6,800 5,300/6,000	7,200/8,000 4,000/4,600 3,200/3,800 5,300/6,000	7,200/8,000 4,000/4,600 3,200/3,800 5,300/6,000	4,000/4,600 3,200/3,800 6,000/6,800 5,300/6,000
SPRINGS, REAR—CAP. (AT PAD/GRND)—LBS.	9,400/10,400	8,200/9,300	10,500/11,500	15,500/18,000	10,500/11,500 9,400/10,400
SUSPENSION	VARIABLE-RATE		HENDRICKSON		VARIABLE-RATE
TRANSMISSION	NP 5-SPD. SYN. (542) NP 5-SPD. SYN. (542SF) SPICER 5-SPD. SYN. (5652A) SPICER 5-SPD. SYN. (5756BSF) FULLER 10-SPD. (RT610)	SPICER 5-SPD. SYN. (5652A) SPICER 5-SPD. SYN. (5756BSF) SPICER 5-SPD. SYN. (6352B) SPICER 5-SPD. SYN. (5752) SPICER 5-SPD. SYN. (6852C) FULLER 10-SPD. (RT610)	NP 5-SPD. SYN. (542) NP 5-SPD. SYN. (542SF) 6-SPD. AUTOMATIC (MT40) SPICER 5-SPD. SYN. (5752) FULLER 10-SPD. (RT610)	SPICER 5-SPD. SYN. (5652A) SPICER 5-SPD. SYN. (6352B) SPICER 5-SPD. SYN. (5752) FULLER 10-SPD. (RT610)	SPICER 5-SPD. SYN. (542) FULLER 5-SPD. (RT610) FULLER 5-SPD. (RT610) SPICER 5-SPD. (5752) FULLER 10-SPD. (RT610) FULLER 10-SPD. (RT610) FULLER 13-SPD. (RT610) SPICER 16-SPD. (RT610) SPICER 16-SPD. (RT610)
AUXILIARY		SPICER 3-SPD. (7231D)	SPICER 3-SPD. (7231D); 4-SPD. (6041)	SPICER 3-SPD. (7231D); 4-SPD. (7041)	SPICER 4-SPD. (7041)
TIRES—SIZE MINIMUM RECOMMENDED FOR MAX. GVW	9.00/20/E (10PR) F&R 11.00/22/F (12PR) F&R	9.00/20/E (10PR) F&R 11.00/22/F (12PR) R	8.25/20/E (10PR) F&R 12.00/20/G (14PR) F 11.00/22/F (12PR) R	9.00/20/E (10PR) F&R 12.00/20/G (14PR) F 11.00/22/F (12PR) R	10.00/20/F (12) 11.00/22/F (12)
WHEELS, TYPE	4, CAST SPOKE 10-STUD DISC, 10-STUD HI-TENSILE DISC		6, CAST SPOKE, 10-STUD DISC 10-STUD HI-TENSILE DISC, 6-STUD DISC		4, CAST SPOKE 10-STUD DISC, 10-STUD HI-TENSILE DISC
EQUIPMENT IN RED—OPTIONAL AT EXTRA COST.	All have Cleaner Air System standard. (a) 62-AMP ALTERNATOR STANDARD ON C800 AND CT800 MODELS WITH DIESEL ENGINES.				



<b>CNT900</b>	
LBS.	41,000-52,000 LBS.
MAX. LBS.	76,800 LBS. MAX.
LBS.	27,595-38,225 LBS.
<b>DRY-TYPE</b>	
12-VOLT, 85-AMP	12-VOLT, 62-AMP; 12-VOLT, 85-AMP
	9,000
	12,000, 16,000
	34,000, 38,000
90-AMP-HR	FOUR 6-VOLT, 160-AMP-HR
RR	100% AIR
88.0 SQ. IN.	9,000 LBS.—15x3—188.0 SQ. IN.
232.6 SQ. IN.	9,000 LBS.—15x3.5—232.6 SQ. IN.
168.9 SQ. IN.	9,000 LBS.—16x2.5—168.9 SQ. IN.
232.6 SQ. IN.	12,000 LBS.—15x3.5—232.6 SQ. IN.
—241.2 SQ. IN.	12,000 LBS.—16.25x3.5—241.2 SQ. IN.
	16,000 LBS.—16.5x5—312.0 SQ. IN.
RR	100% AIR
440.0 SQ. IN.	34,000 LBS.—15x6—796.0 SQ. IN.
—480.0 SQ. IN.	34,000 LBS.—15x7—930.0 SQ. IN.
	34,000 LBS.—16.5x6—824.0 SQ. IN.
	34,000 LBS.—16.5x7—960.0 SQ. IN.
	38,000 LBS.—15x7—880.0 SQ. IN.
	38,000 LBS.—16.5x7—960.0 SQ. IN.
<b>SPRING-LOADED, AIR-ACTUATED</b>	
CLIC	AIR-HYDRAULIC
E	14" 2-PLATE
I.	86.4 SQ. IN.
C-250, 239 NHP	NH-230, 219 NHP, NHC-250, 239 NHP
NHP	6-71N, 231 NHP
66	9.76 (146", 158", 164" WB)
	17.66 (182", 200" WB)
	17.66 (146", 158", 164" WB)
FLON DUAL	45-GALLON—60-GALLON DUAL
<b>FRONT</b>	
00	7,200/8,000
6,000/6,800	5,300/5,000
500	15,500/18,000
00	4,000/4,600
6,000/6,800	
<b>RATE</b>	
<b>HENDRICKSON</b>	
I. (6452ASF)	SPICER 5-SPD. (6452ASF)
(T905BSF)	FULLER 10-SPD. (RT910)
(T905B)	FULLER 13-SPD. (RT09513)
(8553A)	SPICER 16-SPD. (8516-3A)
SH747SF)	SPICER 16-SPD. (8516-5B)
(RT910)	FULLER 5-SPD. (SH747SF)
(RT09513)	
(8516-3A)	
(8516-5B)	
(8341D)	SPICER 4-SPD. (8341D)
PR) F&R	9.00/20/E (10PR) F&R
PR) F&R	12.00/20/G (14PR) F
	11.00/22/F (12PR) R
<b>6, CAST SPOKE</b>	
HI-TENSILE DISC	10-STUD DISC, 10-STUD HI-TENSILE DISC



All Dodge LCF models, gasoline and diesel, have amazing engine accessibility. Simple operations, done in a minute or two, expose the engine for service. The hood opens straight up. The hood sides, including the fenders and headlights, swing open on piano hinges. If it's a gasoline or diesel V8, almost everything is there. If it's an in-line diesel, the engine is still well exposed. The hood sides can support the weight of a man, and on the inside of each fender there is a handy shelf for tools. On LCF models powered by in-line or large V8 diesels, the rear of the engine is inside the cab and is reached by removing the engine cover. An additional advantage of these models is that all front end lubrication points can be reached from above.



For ease of handling, steering is by a 20-inch wheel through a worm-and-roller gear.

To help the engine reach and maintain an optimum operating temperature, the radiator is equipped with automatic aluminum shutters.

Two features of the electrical system are Hypalon® wiring and Safety-Link protection.

Tandem models are equipped with a Hendrickson or Reycos suspension system for greater traction and flotation combined with an improved ride. Single-axle models are equipped with variable-rate rear suspension.

Parish frames have heat-treated alloy steel components and deep channel crossmembers.

Full-floating Rockwell or Eaton rear axles are standard on all Dodge heavy-duty models.

Also standard on these models are cast spoke wheels.

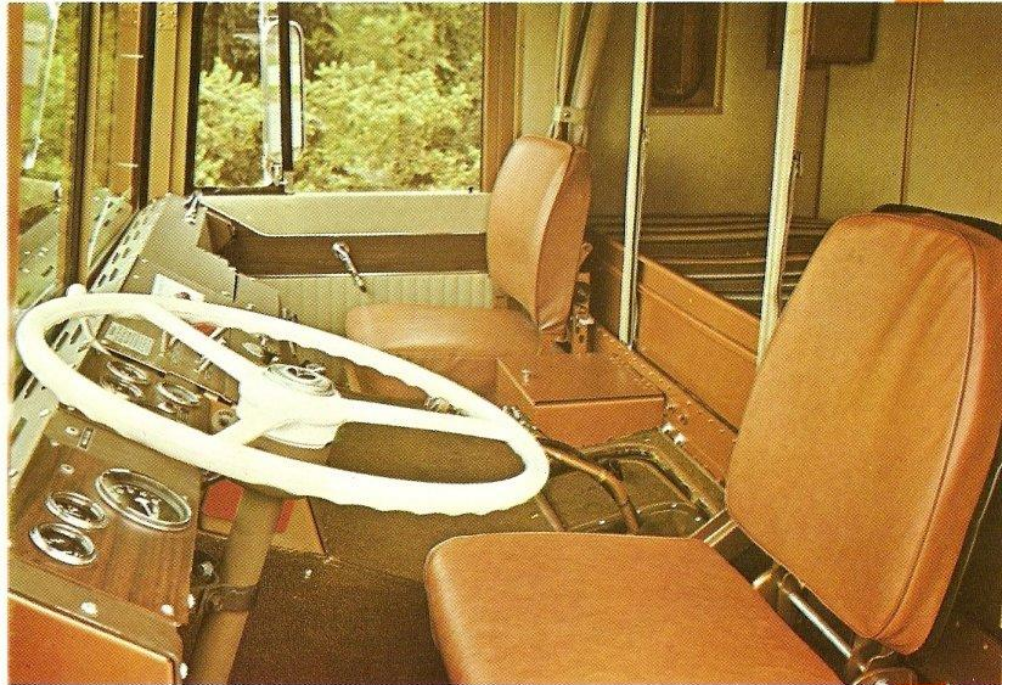




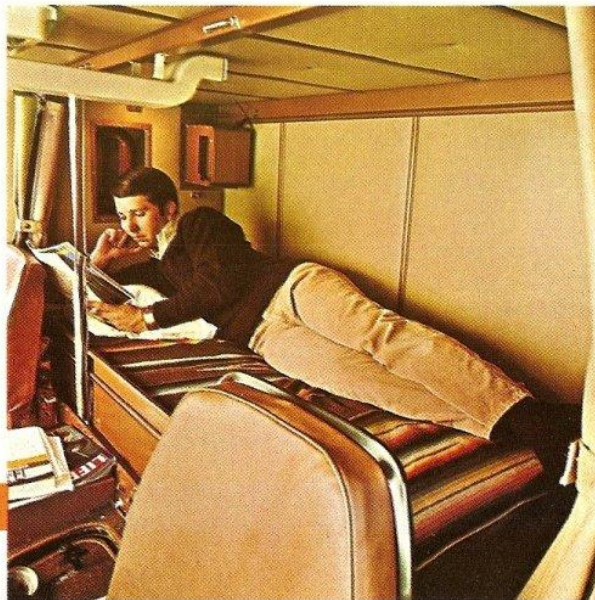


# DODGE DIESEL TILT

Dodge heavy-duty tilt models come with either a short cab or sleeper. Both models have these features in common: heater/defroster; insulation against engine heat and noise; box-section aluminum construction; a cab tilt angle of 55 degrees for easy engine access; access doors for routine engine servicing without tilting the cab; high-grade hoses, clamps and electrical components; Unison-Action seat for the driver; premium instruments, switches and controls, carefully grouped for easy seeing and using; and many other features.



The custom interior, shown above, offers full carpeting; door trim, roof, back and side panels that are color-keyed in tan and brown to match the seats; and a simulated wood-grained instrument panel for added beauty.



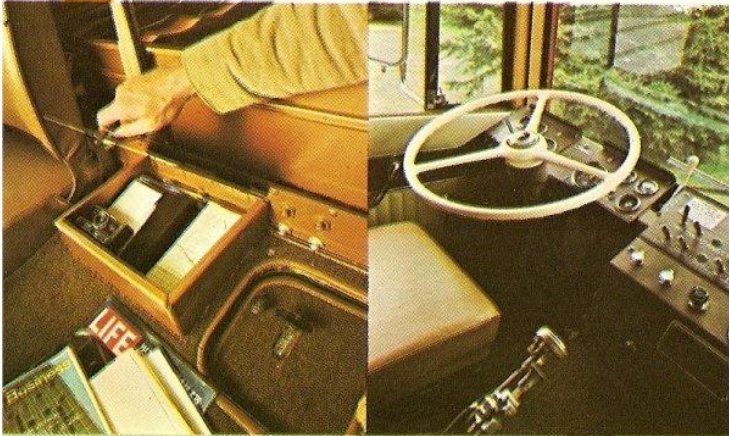
Sleeper area is roomy enough for a big, husky man, and the bed is comfortable to insure a good night's rest.



# TILT SPECIFICATIONS

A welcome feature is this handy storage compartment.

The custom interior is very roomy with wide comfortable seats.



There are three advantages in the all-aluminum construction of Dodge heavy-duty tilt cabs: lightness, durability, and corrosion resistance. Extruded members are cold-riveted into a solid frame with inherent resistance to shaking and vibration. To provide for an optional roof-mounted air-conditioning unit, the cab roof is heavily braced so it won't have to be strengthened later.



Easy engine accessibility makes servicing quick and simple.

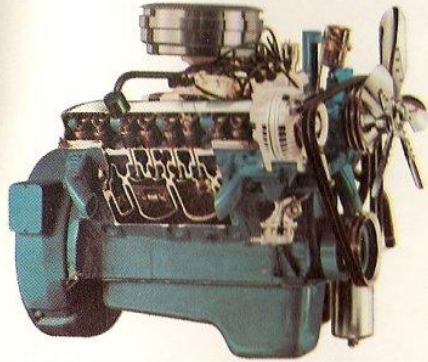


Quick-cooling air conditioning is optional at extra cost.

Ducting system for air conditioning has large vents for cooling efficiency.

	LS1000	LT1000
GVW RATINGS	28,000-34,000 LBS.	43,000-52,000 LBS.
GCW RATINGS	76,800 LBS. MAX.	76,800 LBS. MAX.
BODY AND PAYLOAD ALLOWANCE	17,095-22,965 LBS. 17,225-22,035 LBS.	29,245-38,225 LBS. 29,285-36,085 LBS.
AIR CLEANER	NH-230 & NHC-250 4-QUART OIL-BATH EXCEPT NH-230 & NHC-250 DRY-TYPE	
ALTERNATOR	12-VOLT, 62-AMP; 12-VOLT, 85-AMP	
AXLE, FRONT—CAP. LBS.	9,000 12,000, 16,000	
AXLE, REAR—SINGLE-SPEED CAPACITY—LBS.	23,000	34,000, 38,000
AXLE, REAR—TWO-SPEED CAPACITY—LBS.	23,000	
BATTERY	FOUR 6-VOLT, 160-AMP-HOUR	
BRAKES, 100% AIR—FRONT AXLE CAP.—BRAKE SIZE (IN.)—AREA	9,000 LBS.—15x3—198.0 SQ. IN. 9,000 LBS.—15x3.5—231.0 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—231.0 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN.	9,000 LBS.—15x3—198.0 SQ. IN. 9,000 LBS.—15x3.5—231.0 SQ. IN. 9,000 LBS.—16x2.5—168.9 SQ. IN. 12,000 LBS.—15x3.5—231.0 SQ. IN. 12,000 LBS.—16.25x3.5—241.2 SQ. IN. 16,000 LBS.—16.5x5—312.0 SQ. IN. 12,000 LBS.—LESS BRAKES
BRAKES, 100% AIR—REAR AXLE CAP.—BRAKE SIZE (IN.)—AREA	23,000 LBS.—15x7—440.0 SQ. IN. 23,000 LBS.—16.5x7—480.0 SQ. IN.	34,000 LBS.—15x6—796.0 SQ. IN. 34,000 LBS.—15x7—920.0 SQ. IN. 34,000 LBS.—16.5x6—824.0 SQ. IN. 34,000 LBS.—16.5x7—960.0 SQ. IN. 38,000 LBS.—15x7—880.0 SQ. IN. 38,000 LBS.—16.5x7—960.0 SQ. IN.
BRAKES, PARKING	SPRING-LOADED, AIR-ACTUATED	
CLUTCH DIAMETER AREA	AIR-HYDRAULIC 14" 2-PLATE 86.0 SQ. IN.	
ENGINE, 6-CYL.	NH-230, 219-NHP NHC-250, 239-NHP NTC-280, 268-NHP NTC-335, 323-NHP 6-71N, 231-NHP	
ENGINE, V8	8V-71NE, 251-NHP 8V-71N, 309-NHP V-903, 299-NHP	
FRAME—SECTION MODULUS	9.76 17.66	EXCEPT 182" & 200" 9.76, 17.66 182" & 200"—17.66
FUEL TANK—CAPACITY CAPACITY—MAXIMUM	50-GALLON 100-GALLON DUAL	
SHOCK ABSORBERS	FRONT	FRONT <sup>Ⓞ</sup>
SPRINGS, FRONT—CAP. (AT PAD/GRND)—LBS.	4,000/4,600, 5,300/6,000 6,000/6,800	4,000/4,600 5,300/6,000, 6,000/6,800, 7,200/8,000
SPRINGS, REAR—CAP. (AT PAD/GRND)—LBS.	10,500/11,500 9,400/10,400 2,300 AUX.	15,500/18,000
SUSPENSION	VARIABLE-RATE	REYCO 101 (HENDRICKSON)
TRANSMISSION	6452A—5-SPD. SPICER T905B—5-SPD. FULLER T905B—5-SPD. FULLER 8553A—5-SPD. SPICER RT910—10-SPD. FULLER RT09513—13-SPD. FULLER P8516-5B, P8516-3A—16-SPD. SPICER	6452A—5-SPD. SPICER RT910—10-SPD. FULLER RT09513—13-SPD. FULLER P8516—3A—16-SPD. SPICER P8516—5B—16-SPD. SPICER
TIRES—SIZE	10.00/20/F (12PR)-F & R	
MINIMUM RECOMMENDED FOR MAX. GVW	11.00/22/F (12PR)-F & R	12.00/20/G (14PR)-FRT. 10.00/20/F (12PR)-REAR
WHEELS, TYPE	CAST SPOKE 10-STUD DISC, 10-STUD HI-TENSILE DISC	
EQUIPMENT IN RED—OPTIONAL AT EXTRA COST.		
ⓄNOT USED W/16,000-LB. FRONT AXLE.		





## GASOLINE ENGINES

Dodge heavy-duty gasoline engines have displacements from 361 to 413 cubic inches. Mechanical features shared by the engines are these: sodium-cooled exhaust valves with Stellite facings and Eatonite seats; Roto-Caps on exhaust valves to prevent carbon buildup and extend valve life; free-turning Silichrome intake valves to resist wearing and pitting; dual exhaust valve springs to eliminate high-speed valve float; removable valve guides to facilitate servicing; hydraulic valve lifters for quieter operation; trimetal main and connecting rod bearings for long life; drop-forged, shot-peened crankshaft with flame-hardened journals and a vibration damper.

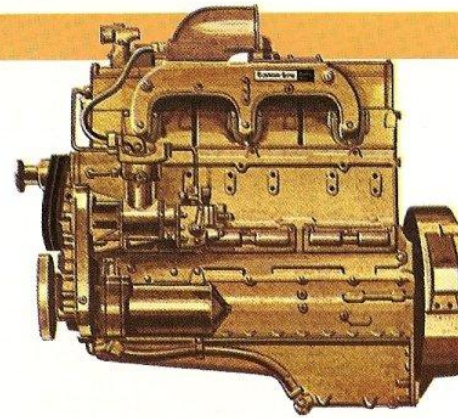
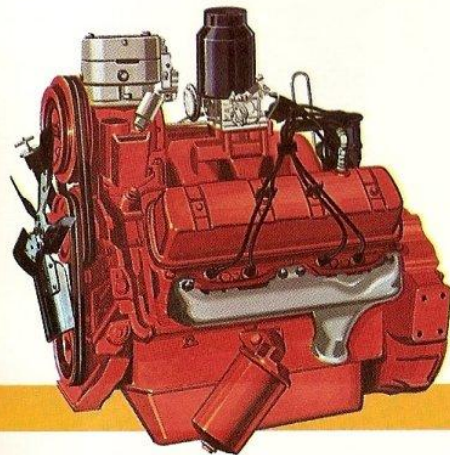
Supplementing the engines described above are two Dodge Power Giant V8s. They have displacements of 478 and 549 cubic inches. The two engines have these things in common: Silichrome #1-tipped, Stellite-faced exhaust valves; Roto-Caps on the exhaust valves; trimetal main and connecting rod bearings; drop-forged, Tocco-hardened crankshaft with vibration damper; gear-type, camshaft-driven oil pump; 5.2-pint oil bath air cleaner; two-quart capacity, full-flow oil filter; and electric fuel pump in the tank.

### DODGE HEAVY-DUTY ENGINES/GASOLINE

	361-3 V8	361-4 V8	413-2 V8
Bore	4.12"	4.12"	4.188"
Stroke	3.38"	3.38"	3.75"
Displacement	360.5 cu. in.	360.5 cu. in.	413.4 cu. in.
Net bhp @ rpm	186 4000	188 4000	202 3600
Net torque @ rpm	309 lbs.-ft. 2200	325 lbs.-ft. 2400	374 lbs.-ft. 2200
Carburetor	2-bbl.	2-bbl.	2-bbl.

### DODGE POWER GIANT ENGINES/GASOLINE

	413-3 V8	478 V8	549 V8
Bore	4.188"	4.5"	4.5"
Stroke	3.75"	3.75"	4.312"
Displacement	413.4 cu. in.	477.12 cu. in.	548.7 cu. in.
Net bhp @ rpm	215 3600	206 3400	230 3200
Net torque @ rpm	387 lbs.-ft. 2200	409 lbs.-ft. 1800	479 lbs.-ft. 1600
Carburetor	4-bbl.	2-bbl.	4-bbl.



## DIESEL ENGINES

Cummins NH230, NHC250, and V903 diesel engines are available this year in both Dodge LCF and tilt cab models. Additional Cummins diesel engines available in the tilt cab series are the NTC280 and NTC335. Also available in Dodge Models C800 and CT800 is the Cummins V8-210 diesel for short-haul operations. Cummins engines have these features that contribute to their long life, reliability, and economy of operation: direct-injection fuel system, cast-iron cylinder blocks and heads, aluminum-alloy pistons, chrome-plated top piston rings, dual Silichrome steel intake valves, and dual Stellite-faced exhaust valves.

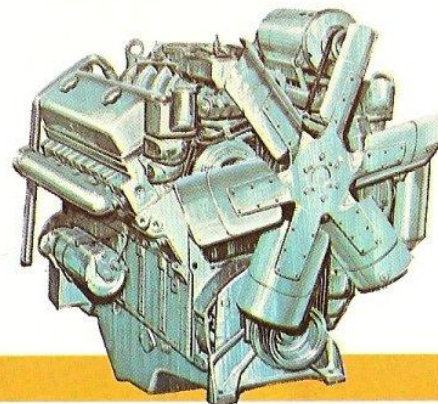
Several variations of the Detroit Diesel 71 Series engine are available in Dodge tilt cab and LCF models. Features of these two-stroke engines include alloy-cast-iron blocks and heads; a counter-balanced chrome-alloy steel crankshaft; malleable iron pistons; chrome-plated steel piston rings; 18 oval intake ports and four poppet exhaust valves in each cylinder for free breathing. Detroit Diesel Models 6-71N and 8V-71N are available. They share many interchangeable mechanical components and have many common design features, including the two-stroke principle.

### CUMMINS DIESEL

	NH-230	NHC-250	NTC-280	NTC-335	V8-210	V903
Bore	5.5"	5.5"	5.5"	5.5"	4.625"	5.5"
Stroke	6"	6"	6"	6"	3.75"	4.75"
Displacement	855 cu. in.	855 cu. in.	855 cu. in.	855 cu. in.	504 cu. in.	903 cu. in.
Net bhp @ rpm	219 2100	239 2100	268 2100	323 2100	192 3300	299 2600
Net torque @ rpm	620 lbs.-ft. 1550	674 lbs.-ft. 1450	786 lbs.-ft. 1475	908 lbs.-ft. 1600	397 lbs.-ft. 1900	683 lbs.-ft. 1800

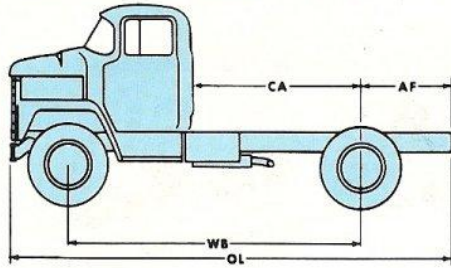
### DETROIT DIESEL

	8V-71NE	8V-71N	6-71N
Bore	4.25"	4.25"	4.25"
Stroke	5.00"	5.00"	5.00"
Displacement	568 cu. in.	568 cu. in.	425.6 cu. in.
Net bhp @ rpm	251 1950	309 2100	227 2100
Net torque @ rpm	751 lbs.-ft. 1200	857 lbs.-ft. 1400	639 lbs.-ft. 1400





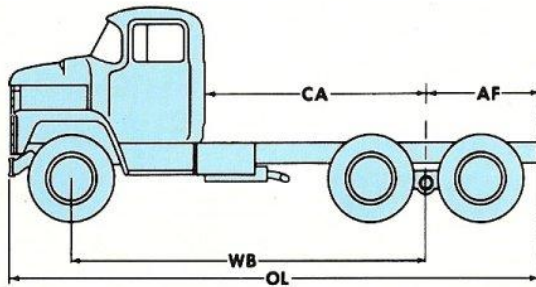
# MODEL SELECTOR



## GASOLINE-POWERED LCF

WB—Wheelbase	122"	134"	146"	164"	182"	200"
CA—Cab to Rear Axle	60"	72"	84"	102"	120"	138"
AF—Rear Axle to End of Frame	44"	44"	62"	60½"	72½"	96½"
OL—Overall Length	194"	206"	236"	252½"	282½"	324½"

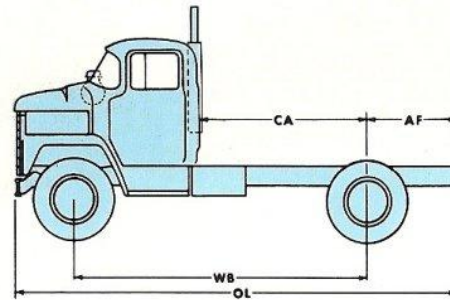
C800.....GVW from 23,000 to 34,000 lbs.  
GCW to 50,000 lbs.  
C1000.....GVW from 23,000 to 34,000 lbs.  
GCW to 65,000 lbs.



## DUAL-DRIVE TANDEM AXLE

WB—Wheelbase	134"	146"	158"	164"	182"	200"	212"
CA—Cab to Rear Axle	72"	84"	96"	102"	120"	138"	150"
AF—Rear Axle to End of Frame	50"	62"	50"	72½"	84½"	96½"	108½"
OL—Overall Length	212"	236"	236"	264½"	294½"	324½"	348½"

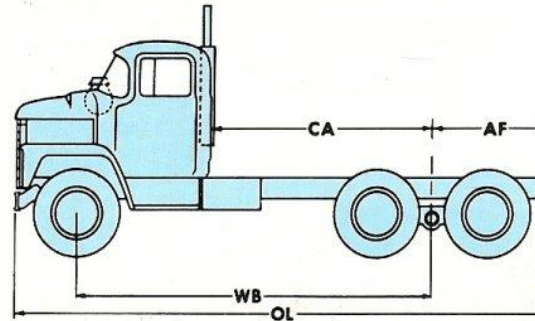
CT800.....GVW from 35,000 to 52,000 lbs.  
GCW to 50,000 lbs.  
CT900.....GVW from 39,000 to 52,000 lbs.  
GCW to 65,000 lbs.



## DIESEL-POWERED LCF

WB—Wheelbase	134"	146"	164"	182"
CA—Cab to Rear Axle	72"	84"	102"	120"
AF—Rear Axle to End of Frame	44"	62"	60½"	72½"
OL—Overall Length	206"	236"	252½"	282½"

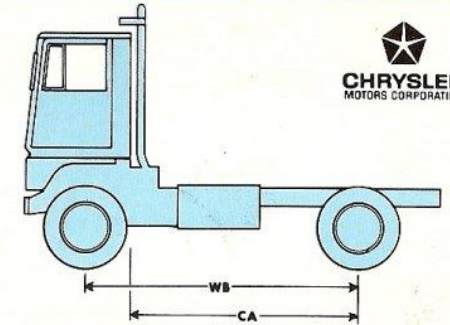
CN900.....GVW from 28,000 to 34,000 lbs.  
GCW to 76,800 lbs.  
C800.....GVW from 23,000 to 34,000 lbs.  
GCW to 55,000 lbs.



## DUAL-DRIVE TANDEM AXLE

WB—Wheelbase	146"	158"	164"	182"	200"
CA—Cab to Rear Axle	84"	96"	102"	120"	138"
AF—Rear Axle to End of Frame	62"	50"	72½"	84½"	96½"
OL—Overall Length	236"	236"	264½"	294½"	324½"

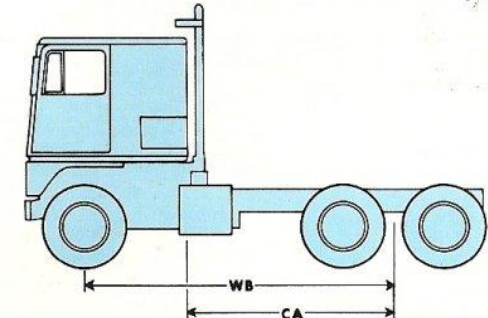
CNT900.....GVW from 41,000 to 52,000 lbs.  
GCW to 76,800 lbs.  
CT800.....GVW from 35,000 to 52,000 lbs.  
GCW to 55,000 lbs.



## DIESEL TILT CAB

WB	112"	116"	122"	128"	134"	146"	158"
CA—Short Cab	92"	96"	102"	108"	114"	126"	138"
CA—30" Sleeper	62"	66"	72"	78"	84"	96"	108"

LS1000.....GVW from 28,000 to 34,000 lbs.  
GCW to 76,800 lbs.



## DUAL-DRIVE TANDEM AXLE

WB	134"	146"	150"	158"	182"	200"
CA—Short Cab	114"	126"	130"	138"	162"	180"
CA—30" Sleeper	84"	96"	100"	108"	132"	150"

LT1000

GVW from 43,000 to 52,000 lbs.  
GCW to 76,800 lbs.

