

NEW 1939

DODGE

1½-TON *Trucks*

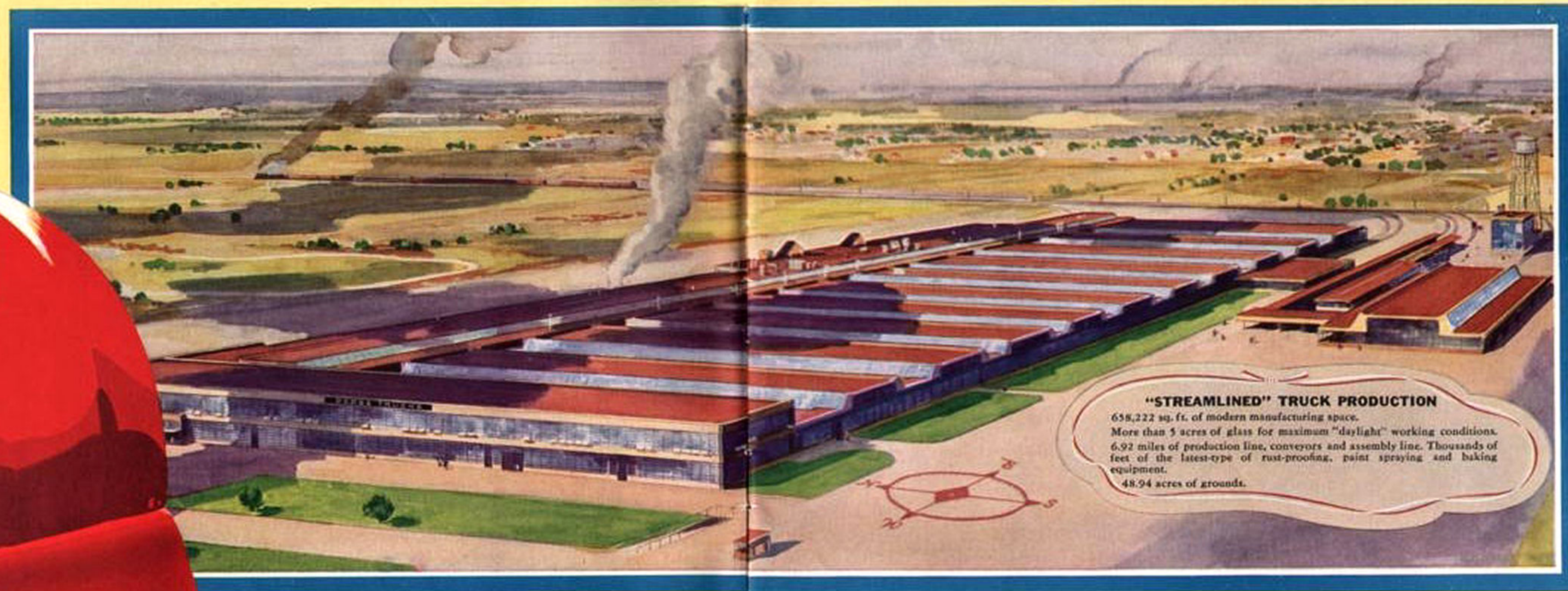
**PRICED WITH
THE LOWEST!**



**1½-TON STANDARD
AND
1½-TON HEAVY-DUTY**

HERE'S WHY DODGE SMASHES TRUCK VALUE RECORDS FOR 1939!

GIANT, NEW DODGE TRUCK PLANT BRINGS STARTLING ADVANCEMENTS IN TRUCK BUILDING
GIVES YOU DISTINGUISHED NEW STYLE...UNMATCHED RUGGEDNESS...AT SURPRISINGLY LOW PRICES!



"STREAMLINED" TRUCK PRODUCTION

658,222 sq. ft. of modern manufacturing space.
More than 5 acres of glass for maximum "daylight" working conditions.
6.92 miles of production line, conveyors and assembly line. Thousands of feet of the latest-type of rust-proofing, paint spraying and baking equipment.
48.94 acres of grounds.

BBETTER trucks, better built! 1939 Dodge trucks introduce new design, new features, important new advantages which will save money for truck owners. Stronger, sturdier construction, with new tougher steels fabricated with special tools of the most modern type. New precision and accuracy, made possible by use of the most advanced truck-making machinery and methods. New styling. New rust-proofing of all exposed sheet metal, employing *miles* of special processing equipment.

Dodge spent millions, equipped this mammoth truck plant with complete facilities of the most modern type to give you *everything* that can make a truck look better, run better, last longer, and cost less to own and operate. That is why you can get so much more for your money in Dodge trucks, designed and built by men who specialize exclusively in better truck-building.

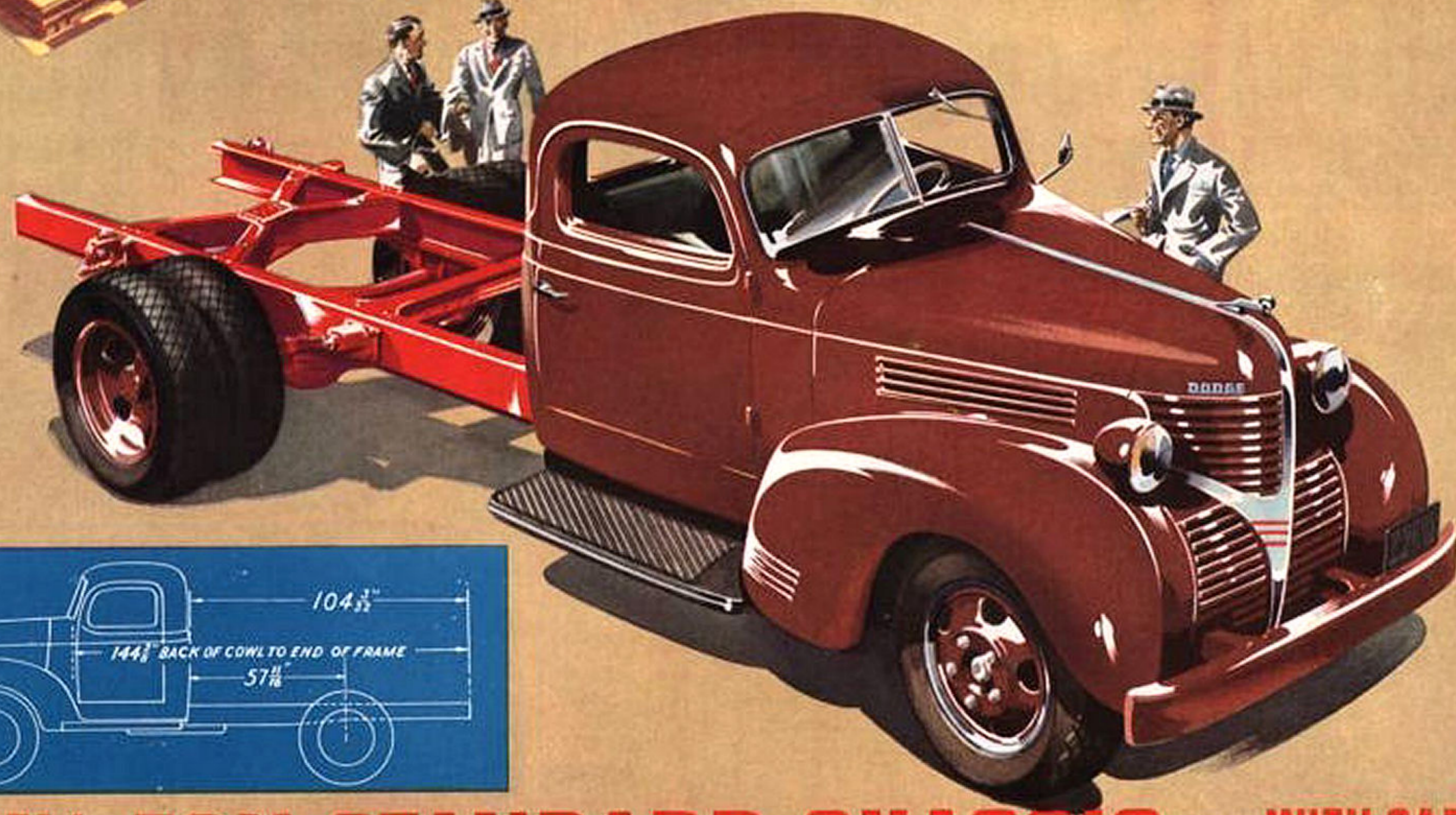


MOST MODERN FACILITIES

At left, a portion of the equipment where all cabs, panel and express bodies, and all other sheet metal on Dodge trucks are thoroughly rust-proofed for longer life.

BUILT IN
GIANT NEW
DODGE TRUCK PLANT

New Distinguished Styling... New Features For Extra Comfort... Sturdiness... Economy



1 1/2-TON STANDARD CHASSIS WITH CAB 133" WHEELBASE

Big-Truck features, yet priced with the lowest. "Truck-built" in every detail, in giant new Dodge truck plant. New, massive appearance. New larger, more comfortable cab. Better "safety vision" through broader, higher V-type windshield. Cab and all sheet metal rustproofed. Massive chassis frame, rigidly stiffened and braced. Sturdy axles. Rugged 4-speed transmission with anti-friction bearings throughout. Proved "truck-built" equal-pressure hydraulic brakes. Famous Dodge Economy.

Dodge better steels and skillful design to eliminate needless dead weight. Save with this finer quality Dodge truck—save on first cost, operating costs, on upkeep. More for your money every way.

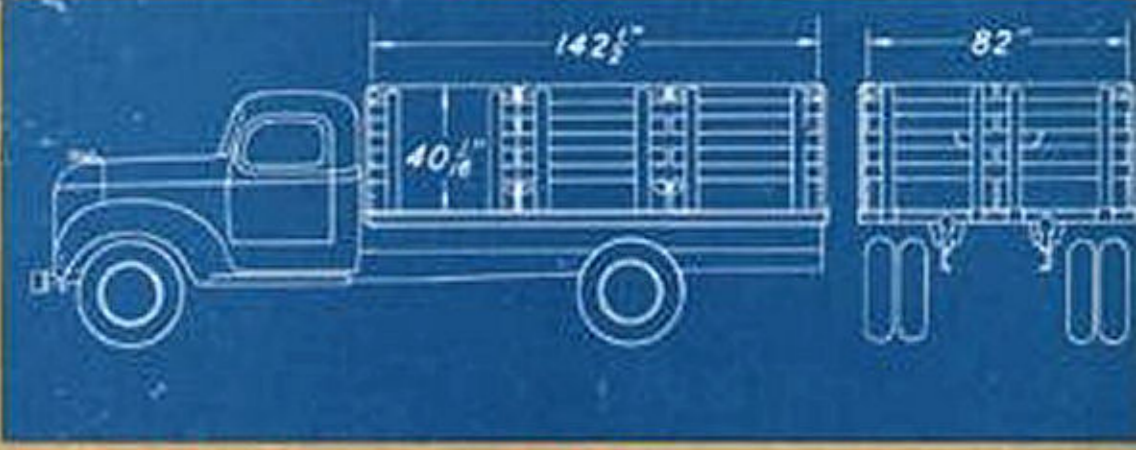
* Also available in 126 1/2" and 160" wheelbase chassis with following dimensions:

	126 1/2" W.B.	160" W.B.
Cab to Axle	51 1/2"	84 1/2"
Cab to End of Frame	93 1/2"	127 1/2"
Cowl to End of Frame	153 1/2"	167 1/2"

— PRICED WITH THE LOWEST —



133" W. B. 1 1/2-Ton Express, Body 108" x 48 1/2" (inside.)



1 1/2-TON STANDARD STAKE 160" WHEELBASE

Brilliant performance for all 'round service. Handles beautifully on the highway. Amazing power and stamina for heavy pulling and rough going. Designed by truck engineers, built in giant new Dodge plant especially engineered for quality truck manufacture. Gives you modern new advancements and costly truck features not found in any other low-priced truck of its size. Dependable 6-cylinder L-head, 218 cu. in. engine with full length water jackets around cylinders. Full-hydraulic

"truck-built" brakes with 191.4 square inches of braking area. Tough Amola steel in springs, axle shafts and other vital parts. Luxurious new wider all-steel cab, with higher driver's seat and broader, higher V-type windshield that opens. Rust-proofed cab and sheet metal throughout for lasting beauty. Dodge-built reinforced stake body of generous dimensions, with sturdy hinged side gates. Large name panel. An unmatched value.

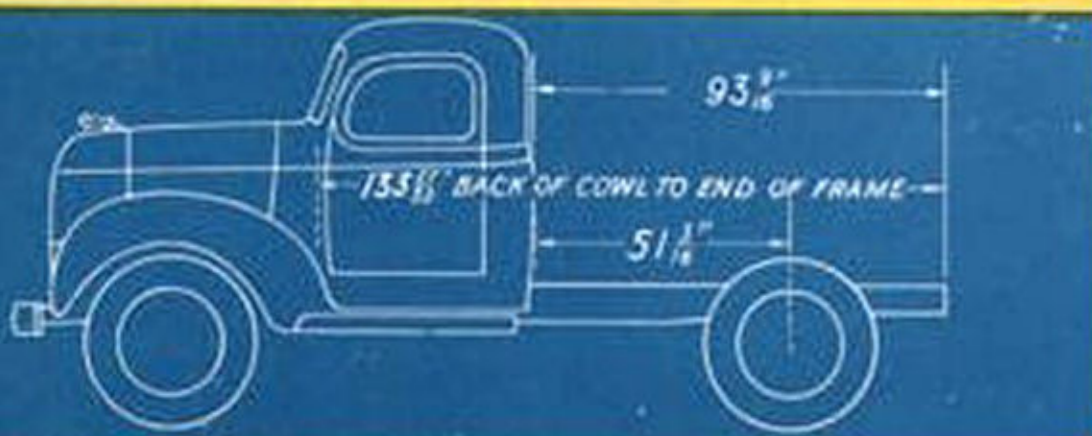
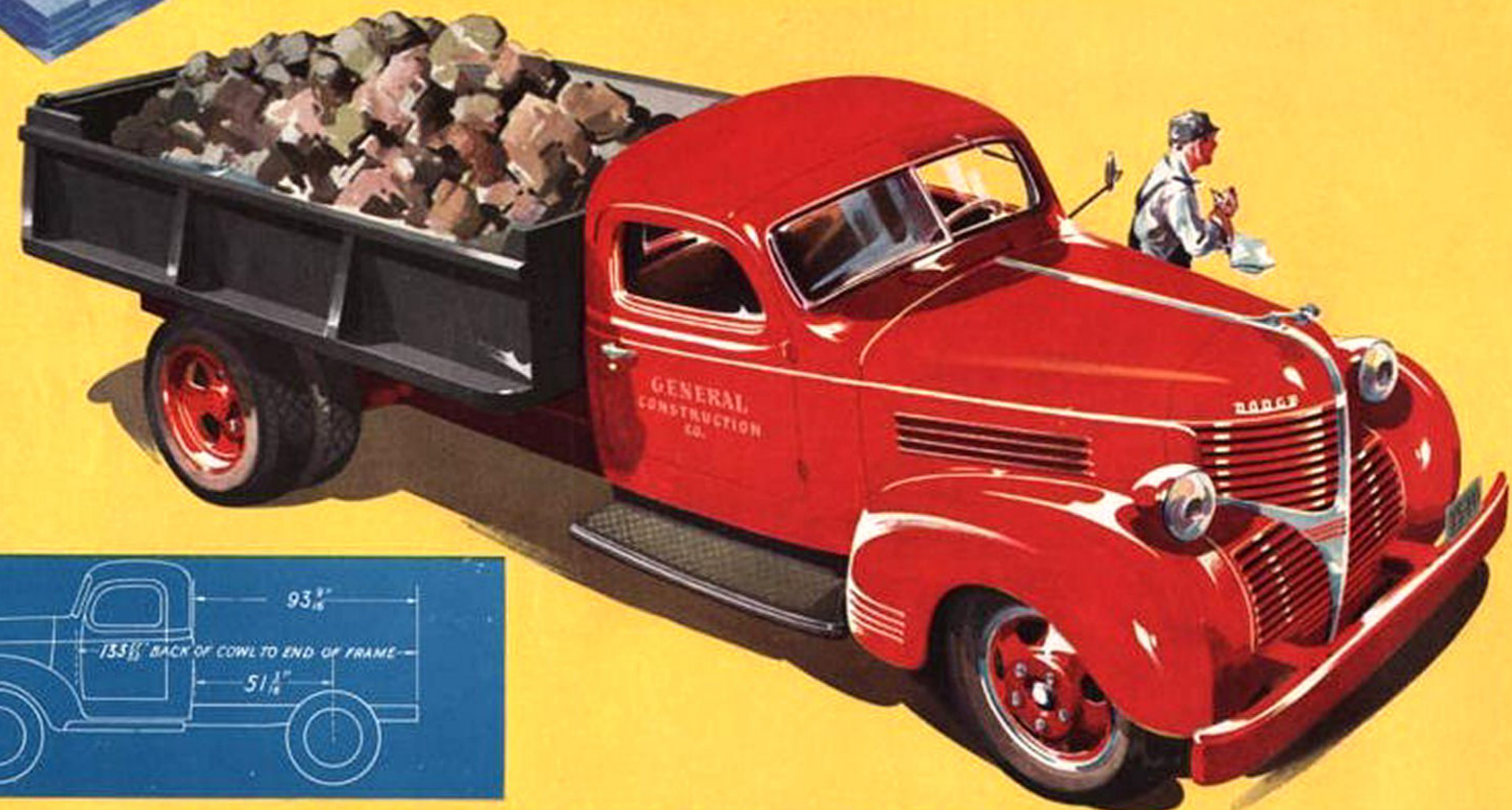


155" W. B. 1 1/2-Ton Standard Stake, Body 106 1/2" x 82" (inside.)

— PRICED WITH THE LOWEST —

BUILT IN
GIANT NEW
DODGE TRUCK PLANT

New Distinguished Styling... New Features For Extra Comfort... Sturdiness... Economy



1 1/2-TON HEAVY-DUTY CHASSIS WITH DUMP BODY

126 1/2" WHEELBASE*

Strong, sturdy, substantial. Extra strength and durability to meet grueling heavy-duty requirements. Heavy chassis frame, with massive cross-members. Sturdy rear-axle with strong one-piece tubular steel housing and 3-bearing pinion shaft. Large thrust-type roller bearings in wheels and axle. Big truck engine (228 cu. in. displacement) that develops maximum torque at usable speeds.

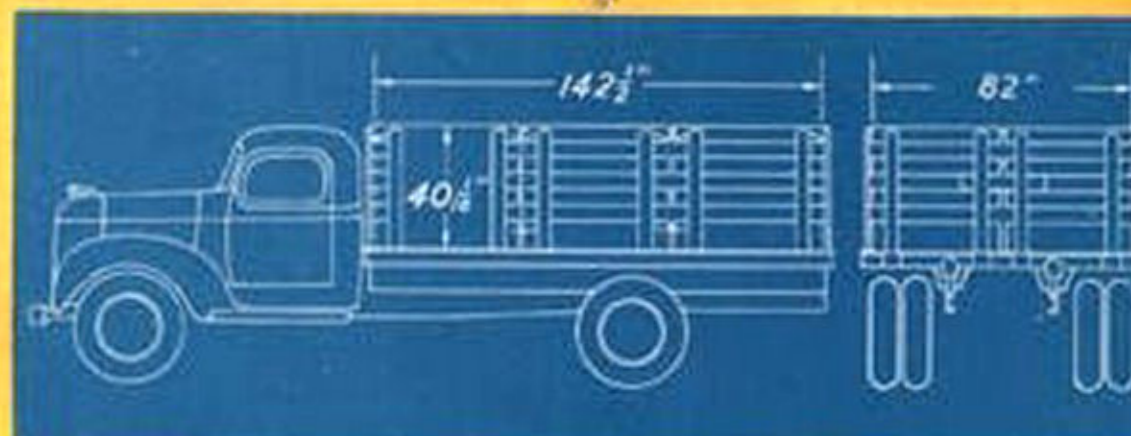
Larger, luxurious cab with higher seat and broader V-type windshield for better visibility. Massive new hood, radiator and fenders, unit-mounted to dampen vibration. A tough truck that can take it, engineered by men who build trucks for almost every hauling requirement. Bigger value for your dollar because it's manufactured in giant new Dodge truck plant equipped to give you costlier features and most modern advancements at Dodge low prices. Cab and all sheet metal rust-proofed to preserve its distinguished new beauty. Tough Amola

steel in springs, axle shafts and other vital parts for greater dependability. And dozens of other super-quality advantages to make this Dodge 1 1/2-Ton Heavy-Duty truck the biggest buy of the year.

*Also available in 135", 160" and 190" wheelbase chassis with following dimensions:

	135" W.B.	160" W.B.	190" W.B.
Cab to Axle	57 1/2"	84 1/2"	114 1/2"
Cab to End of Frame	100 1/2"	127 1/2"	192 1/2"
Cowl to End of Frame	140 1/2"	167 1/2"	232 1/2"

— PRICED WITH THE LOWEST —



1 1/2-TON HEAVY-DUTY STAKE 160" WHEELBASE

Built for hard work and heavy hauling. Engineered to save you money. Gas-saving Dodge 6-cylinder L-head truck engine. Exhaust valve-seat inserts and spray cooling that save valve grinding. 4-ring pistons and full-length water jackets give low engine oil consumption. "Fore-point" load distribution for longer equalized tire life. And a whole truck-load of other costlier Dodge truck advantages to cut your costs and keep your trucks out of the repair shop. You save on first cost, too. Dodge trucks are priced with the lowest. And Dodge gives you

super-value features you might expect to find only in the most expensive trucks. Rust-proofed cab and sheet metal throughout. Tough Amola steel, introduced in truck construction by Dodge. Thrust-type roller bearings exclusively in wheels and axle. 3-bearing pinion-shaft mounting. And many others. Luxury safety-steel cab of generous size. V-type windshield that opens. Full hydraulic truck brakes. Extra-strong, steel-stiffened bodies with sensible provisions for easy loading. Your dollar buys much more in a Dodge truck.



135" W.B. 1 1/2-Ton Heavy Duty Stake Body 106 1/2" x 82" (inside.)

— PRICED WITH THE LOWEST —

BUILT IN
GIANT NEW
DODGE TRUCK PLANT

New Distinguished Styling... New Features for Extra Comfort... Sturdiness... Economy



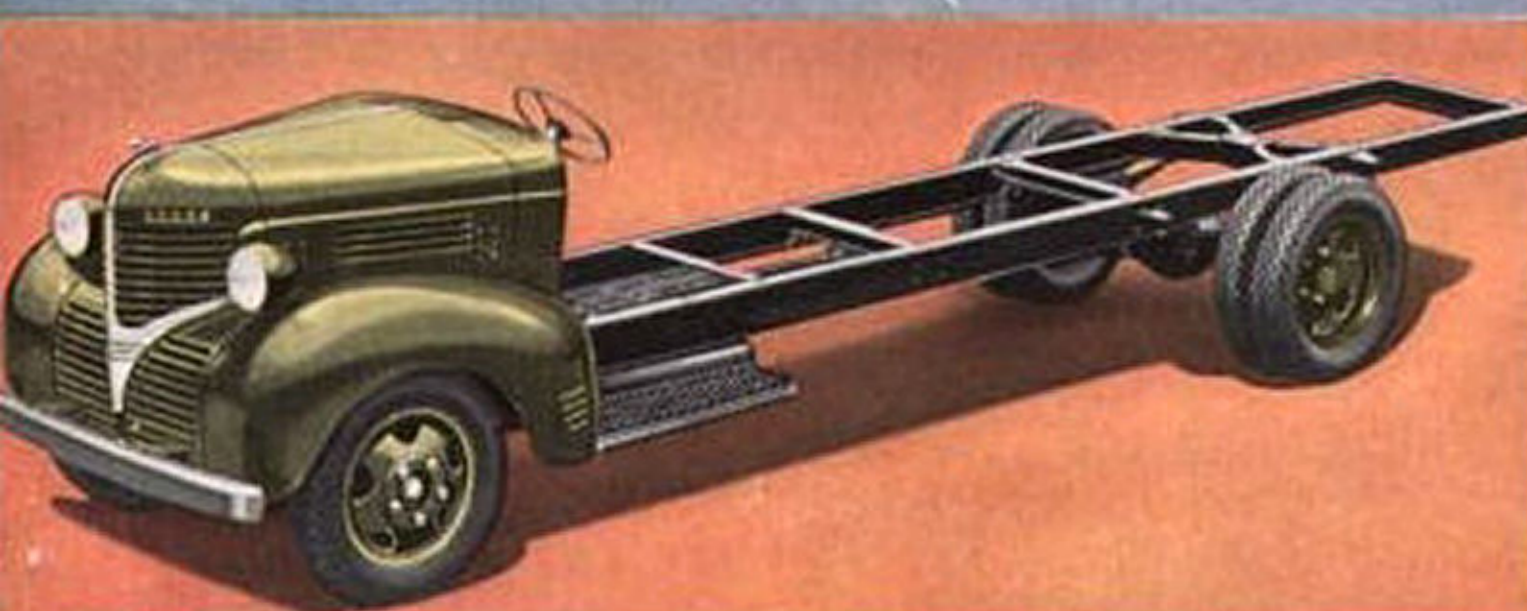
1½-TON HEAVY DUTY SCHOOL BUS CHASSIS

Stronger, safer, longer life for body as well as chassis because it is engineered especially for school bus service. Chassis frame side rails factory-built in one piece, *not spliced or welded*, with enough *extra length* behind the axle to support most school bus bodies way out to the end. Braced and double-braced for extra strength and rigidity. Special X-member at rear spring rear bracket. Tough Amola steel at vital points. Dodge full-floating rear axle with housing of one-piece seamless steel. Proved Dodge "truck-built" equal-pressure hydraulic brakes for quick, safe stops. Better safety-vision for driver over new-style hood. Famous Dodge Economy engine, extra capacity generator, and dozens of other costlier features offered only by Dodge in the *low price field*. A tremendous value from the giant new Dodge truck plant.

MODEL TF-38, 190" WHEELBASE—DIMENSIONS

Model	Wheelbase	Frame length back of Cowl	Suggested School Bus Body Lengths	App. Capacity
TF-38	190"	232 ¹ / ₂ "	19'-20'	56
ALSO AVAILABLE				
TF-36	133"	140 ¹ / ₂ "	11'-13'	36
TF-37	160"	167 ¹ / ₂ "	14'-17'	48
TH-49 (2 ton)	220"	269 ¹ / ₂ "	21'-23'	68

All dimensions are approximate due to variations in manufacturing.



1½-TON HEAVY DUTY CHASSIS WITH MONTPELIER* CAB-OVER-ENGINE

(ON HEAVY DUTY CHASSIS ONLY)

Approximately 28" additional loading space behind the cab, with load carried farther forward. An easy-handling truck exceptionally well suited for loading in close quarters and operating in narrow driveways or congested traffic. Driver rides higher, sees traffic easily. Maximum advantages of close-coupled cab-over-engine arrangement, plus proved Dodge economy and dependability. Famous Dodge gas-saving 6-cylinder L-head

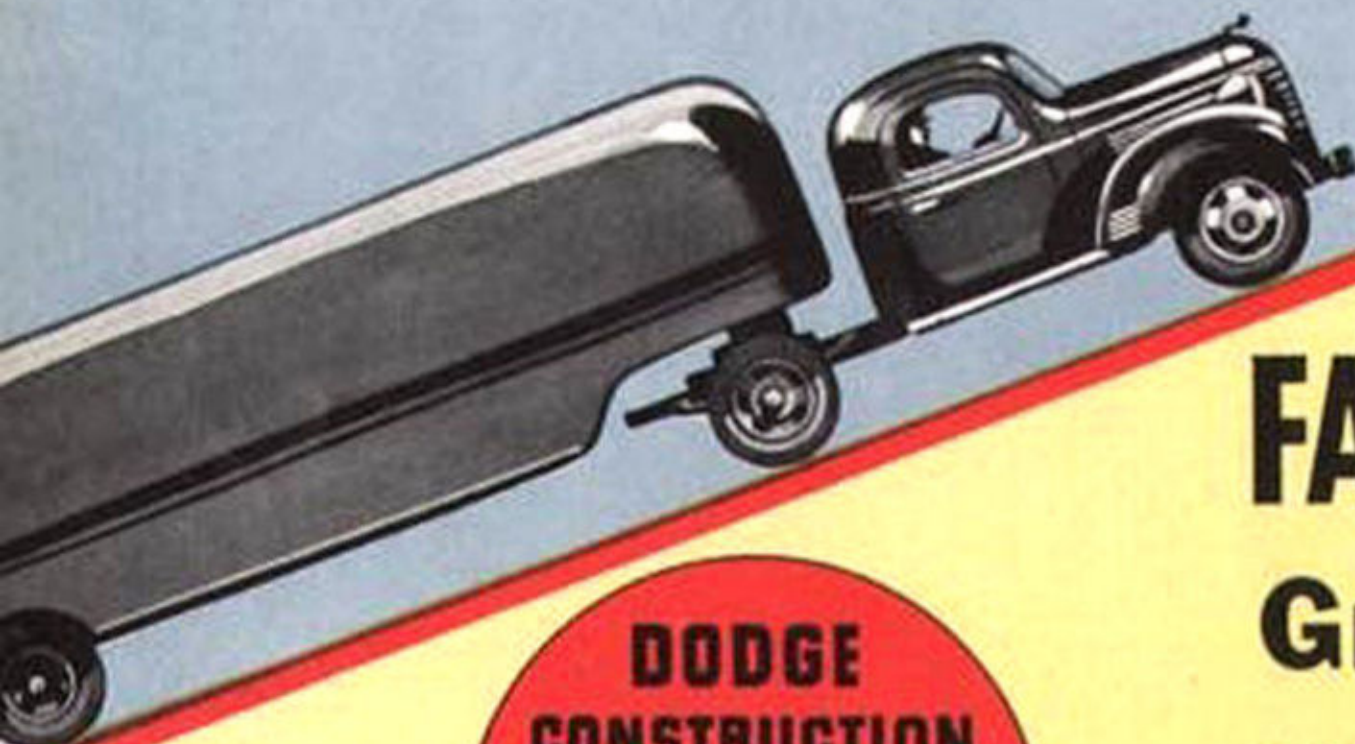
engine with full-pressure lubrication, full-length water jackets, and 4-ring pistons. Rugged Dodge easy shifting transmission with generous-sized roller and ball-bearings. Genuine Dodge "truck-built" equal-pressure hydraulic brakes. Special high-reduction steering gear. Sturdy Dodge full-floating rear axle with seamless steel housing. Roller-bearing universal joints. Tough Amola steel in springs, axle shafts, and other vital parts. Husky

Dodge chassis frame, rigidly stiffened and braced. Truck-built throughout—tremendous extra-quality value at Dodge money-saving prices. Available in 108", 133" and 160" wheelbase lengths.

* The cab and the change in the chassis for cab-over-engine mounting are made by the Montpelier Manufacturing Company, Montpelier, Ohio, and carry their guarantee.

NEW DODGE *DUAL-PURPOSE TRUCKS*... *Especially Engineered for Wide Range Performance*

LOW RATIO FOR EXTRA PULLING POWER



ECONOMY RATIO FOR EXTRA ECONOMY ON LEVEL ROADS



FASTER SCHEDULES...LOWER OPERATING COSTS

Greater Flexibility for Certain Types of Truck Service

DODGE CONSTRUCTION
Provides the Extra Strength Needed

Dodge Dual-Purpose Trucks with two-speed rear axles are especially desirable for service under widely varying load and road conditions. A power axle ratio that lets you run in transmission high gear more of the time when trucks

go out heavily-loaded—an economy axle-ratio that permits quicker running time when returning light. Correct axle-reduction for operation over hilly country—changeable, at the shift of a lever in the cab, to the most economical ratio for use on the level. Eight speeds, with the regular Dodge 4-speed transmission, for greater flexibility. Maximum pulling ability in "power ratio." Extreme flexibility and faster average speeds, important savings in gas, oil and engine-life when running on level roads in "economy ratio." A truck for heavy construction work, and a "highway" truck in the same vehicle. When operating requirements call for extreme flexibility, Dodge Dual-Purpose Trucks can readily repay their extra cost in savings of fuel and truck and driver time, as well as longer engine life and lower repair bills.

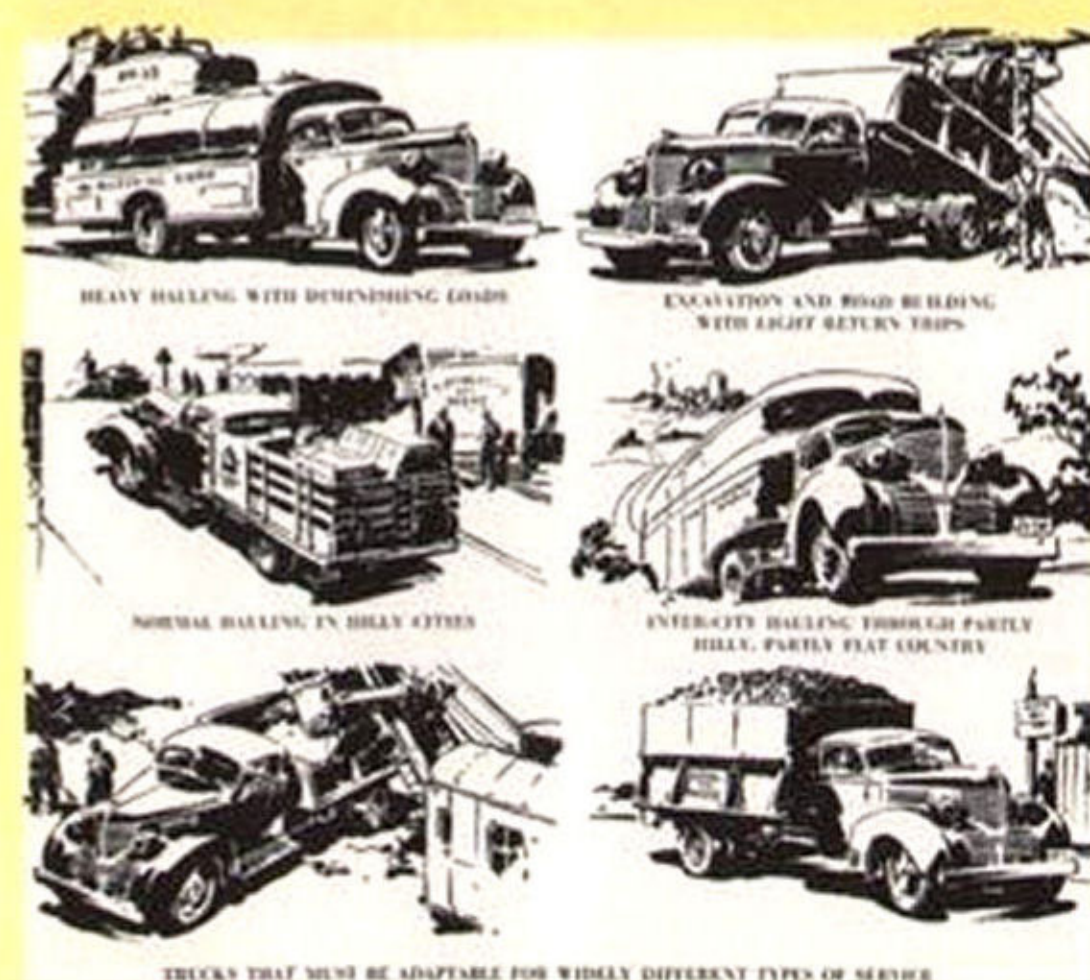
POWER AND SPEED COMBINED IN A SINGLE TRUCK

FULL LINE OF DODGE DUAL-PURPOSE TRUCKS

Dodge gives you a complete factory-built unit with all the rugged strength required to withstand the severe driving strains of *power ratio* work, all the sturdiness and dependability so important to safety in fast highway travel. The same dependable

Truck-Torque engine and 4-speed transmission as in the regular 1½-Ton Heavy Duty Dodge Truck. The same husky chassis frame. Tough Amola Steel in springs and other vital parts. Big luxurious Dodge

Safety-Steel cabs. Rust-proofed sheet metal throughout. And all other Dodge "Truck-Built" quality features. Dual-Purpose trucks provided in all 1939 Dodge 1½-Ton Heavy Duty Types and sizes.



LESS WEAR ON ENGINE IN ECONOMY RATIO



TRUCK SPEED

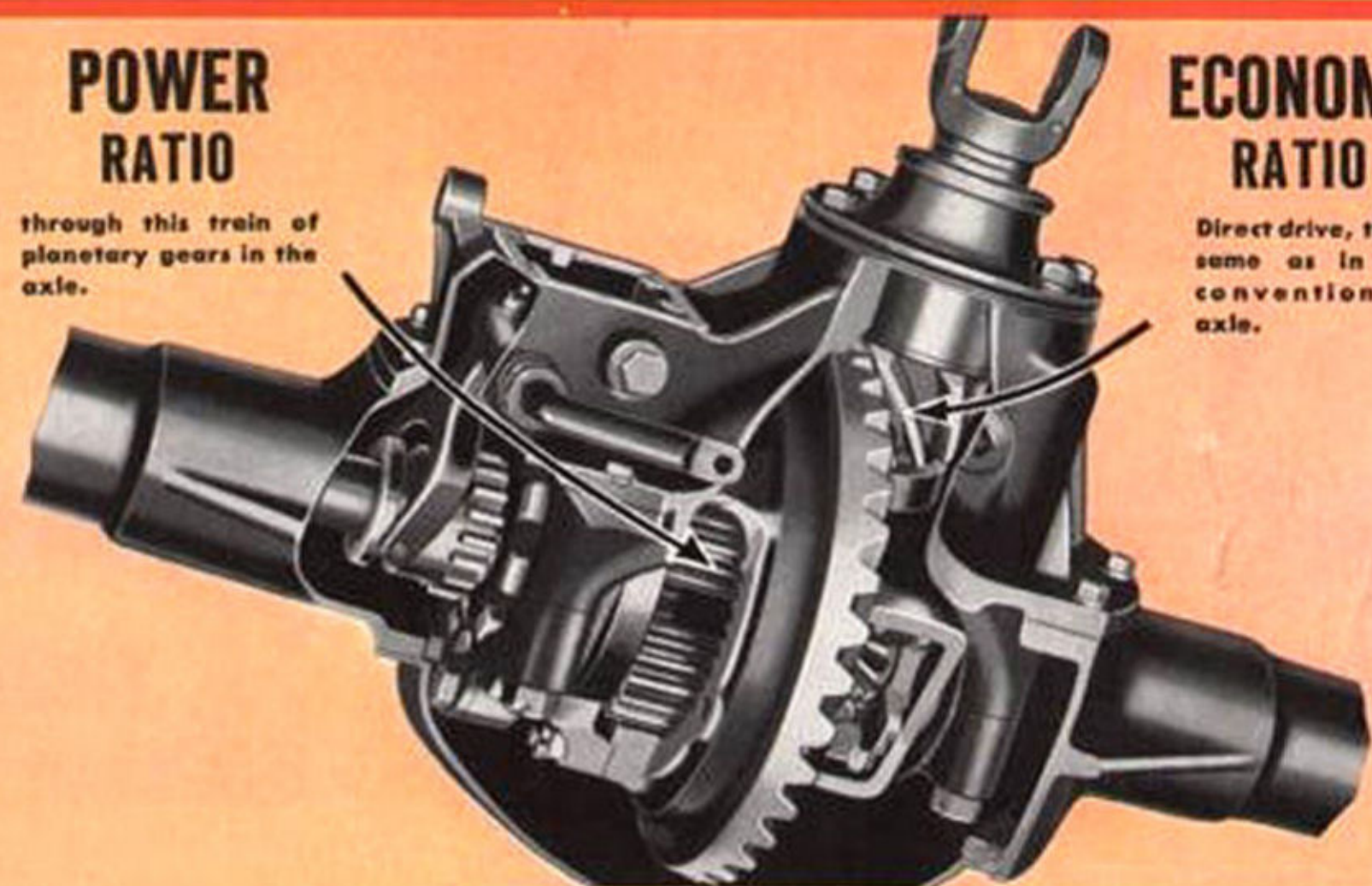


ENGINE SPEED

Fewer engine revolutions per mile of truck travel. 19 per cent slower engine speed in *Economy Ratio* (5.14 to 1) than in a conventional truck with 6.53 to 1 axle at the same highway speed. Less vibration—more comfort for the driver. Less wear and tear on all moving parts of the engine. More mileage from oil, spark plugs, piston rings, and valves. Owners of trucks equipped with 2-speed axles report important savings on engine maintenance where operating conditions permit frequent operation in *economy ratio*.

POWER RATIO

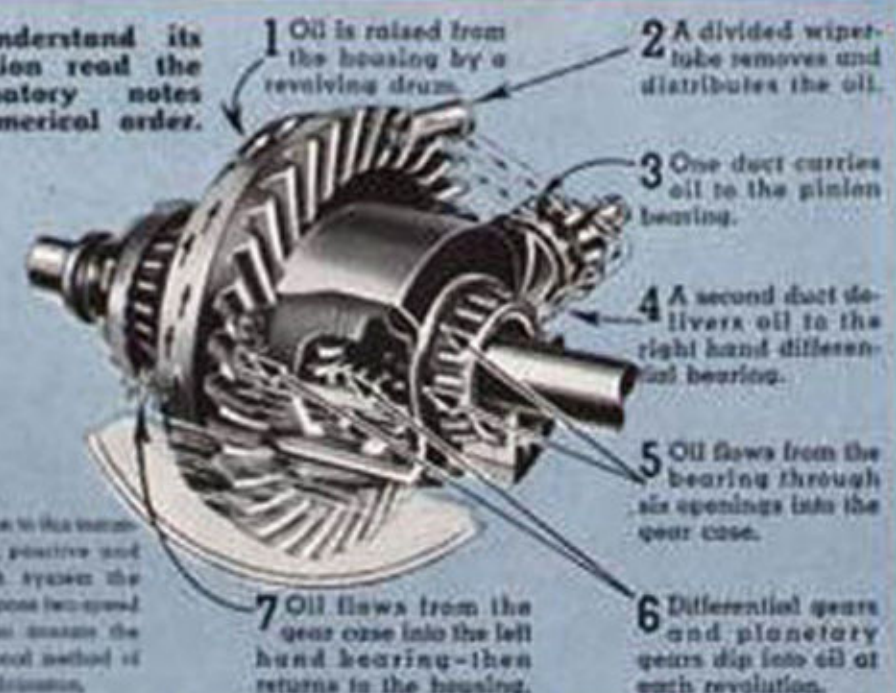
through this train of planetary gears in the axle.



ECONOMY RATIO

Direct drive, the same as in a conventional axle.

To understand its operation read the explanatory notes in numerical order.



In addition to the main-lubrication, positive and thorough system the Dual-Purpose two-speed axle also contains the conventional method of splash lubrication.

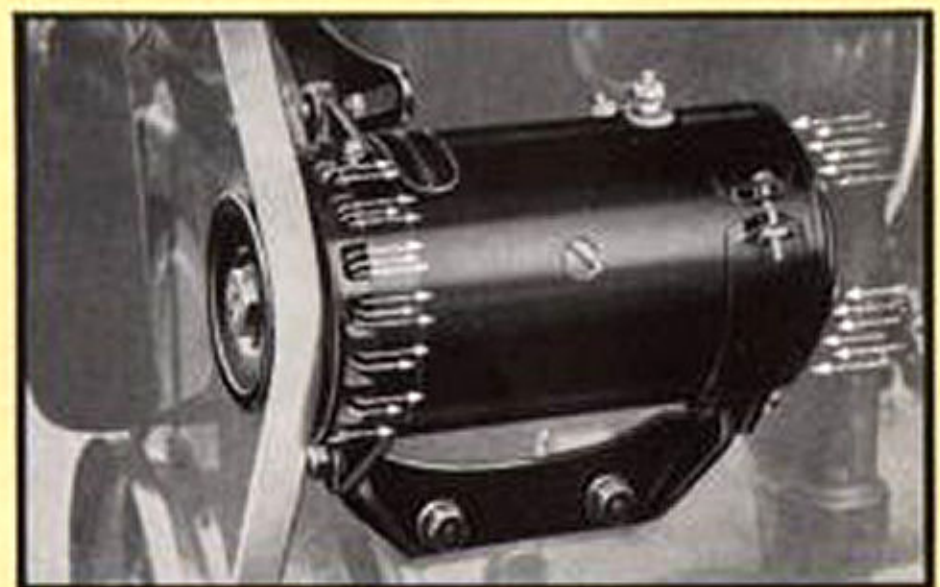
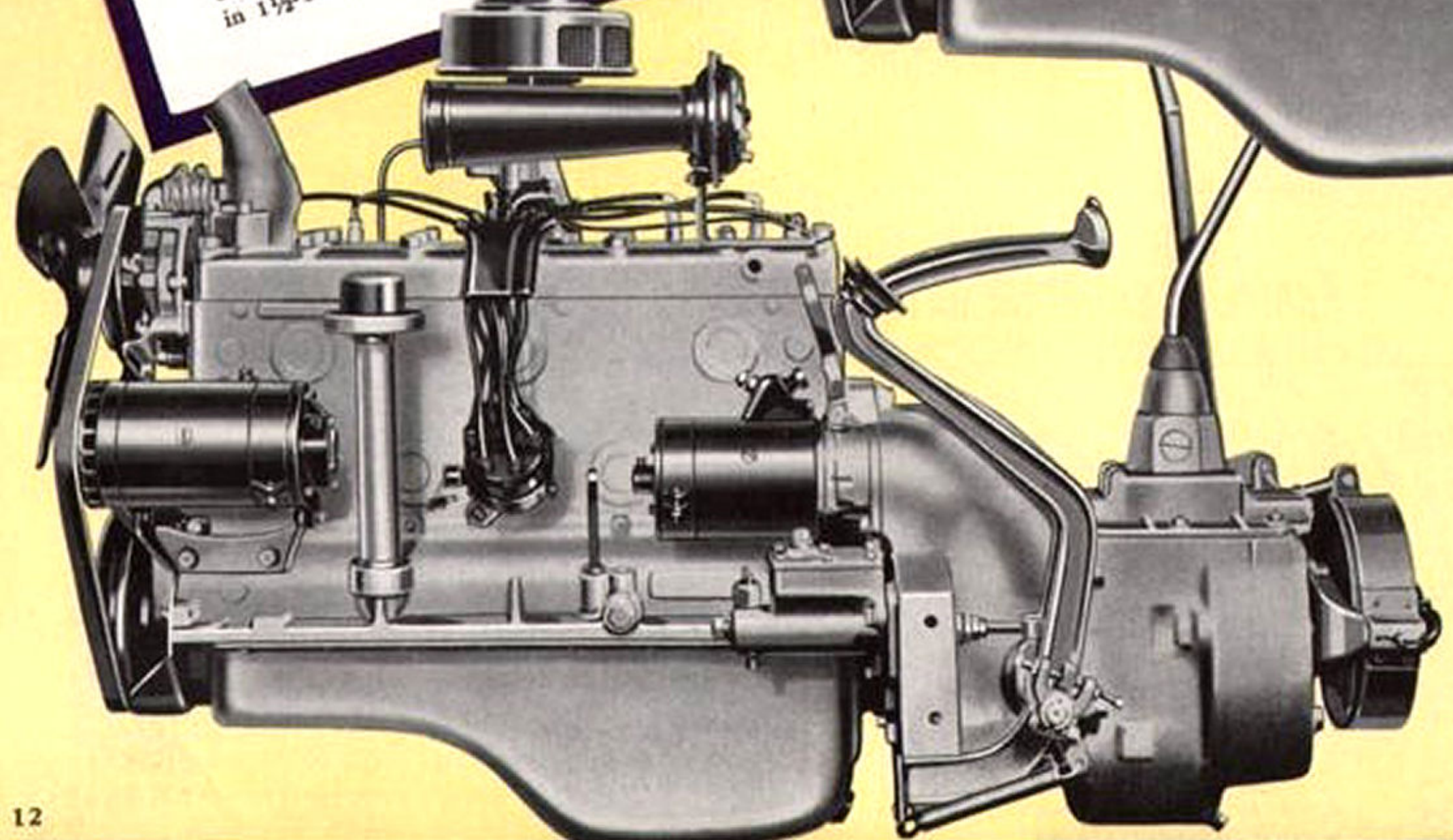
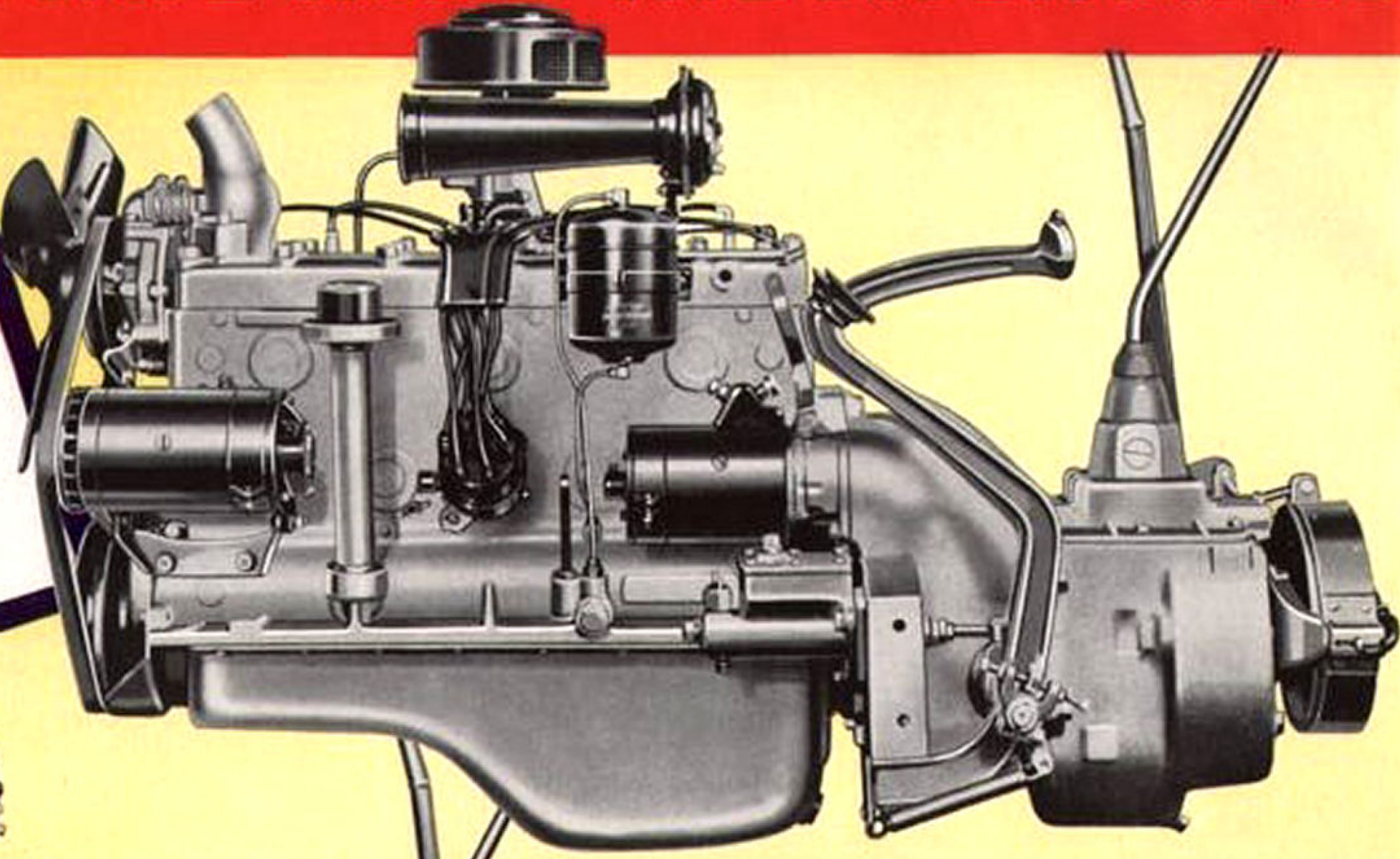
INSTANTANEOUS FORCED-FLOW LUBRICATION LENGTHENS GEAR LIFE

Oil is circulated to all friction points above the oil level the instant the axle turns. Positive lubrication even at low speeds.

THESE DODGE 6 CYL. "L" HEAD TRUCK ENGINES ARE BUILT ESPECIALLY FOR TRUCK SERVICE!

1½-TON STANDARD AND HEAVY-DUTY ENGINES

An array of money-saving features available only in Dodge Truck engines in the low-price field. Easier to service. Exclusive Dodge oil-saving features. Famous Dodge economy and long life. Designed expressly for truck service these engines deliver high torque at usable speeds, give you brilliant performance with less gear-shifting, and save money on gasoline all the while. 218 cu. in. engine in 1½-Ton Standard models, 228 cu. in. in 1½-Ton Heavy Duty series.



GENERATOR—Dodge gives you a 28-ampere air-cooled generator with full-automatic voltage regulation as regular equipment. This costlier large-capacity generator on Dodge trucks saves money for you by keeping your battery fully charged under heavier lighting and accessory loads, and the regulator prevents destructive over-charging. Special generators to meet unusual service conditions available at nominal extra cost.



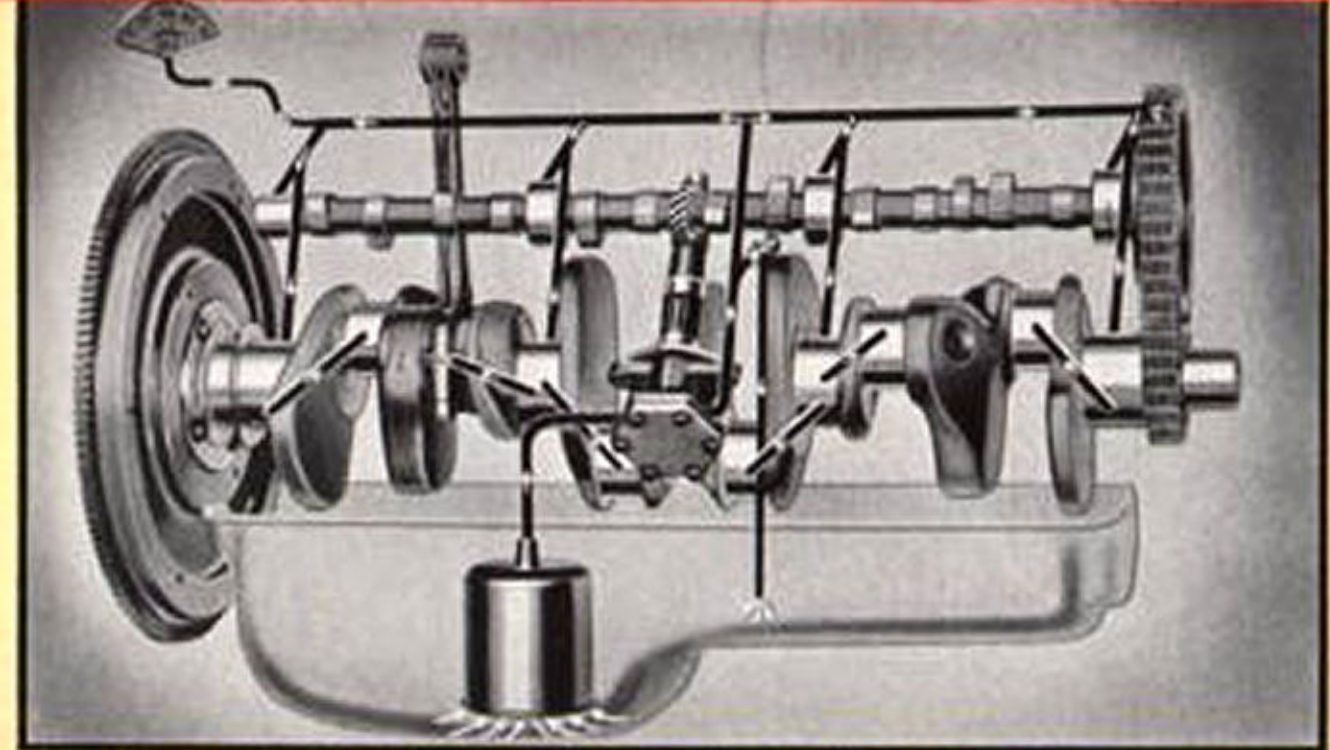
DODGE BY-PASS THERMOSTAT—Makes engine warm up quickly. Eliminates localized hot spots and cylinder distortion.



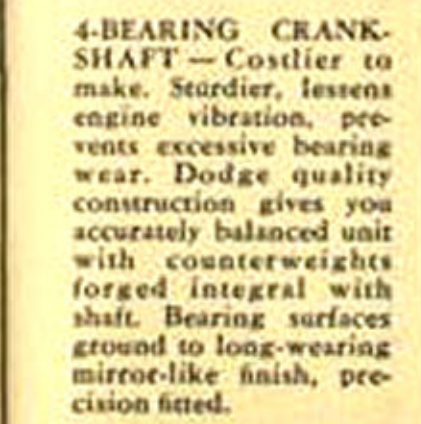
OIL FILTER—Dodge gives you an efficient oil filter on 1½-Ton Heavy-Duty Truck engines. Removes dirt and grit while engine is running. Available at slight extra cost on 1½-ton standard engines.



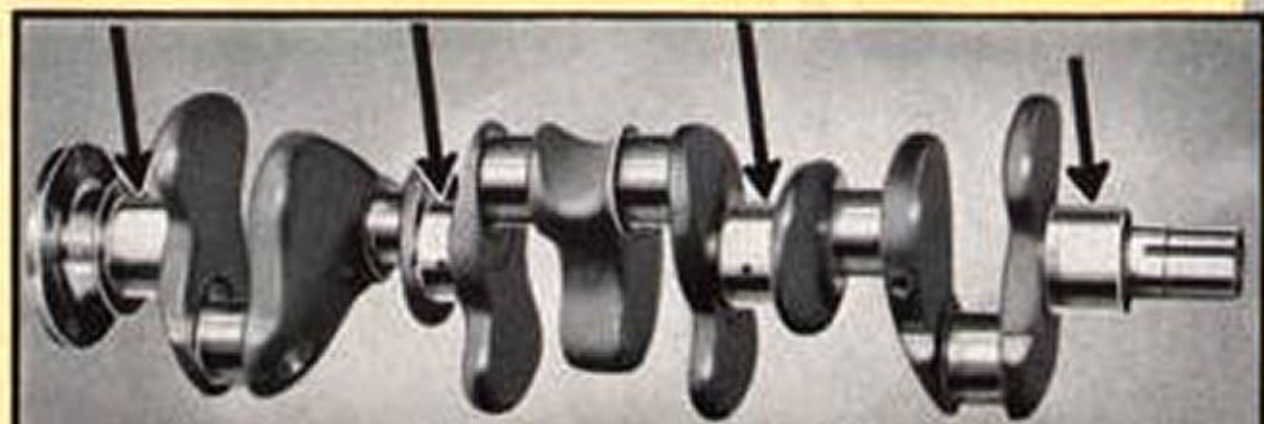
OIL-WETTED AIR CLEANER—Filters all air entering carburetor. Same principle used in large air conditioning systems. Prevents cylinder abrasion commonly caused by road dust and grit.



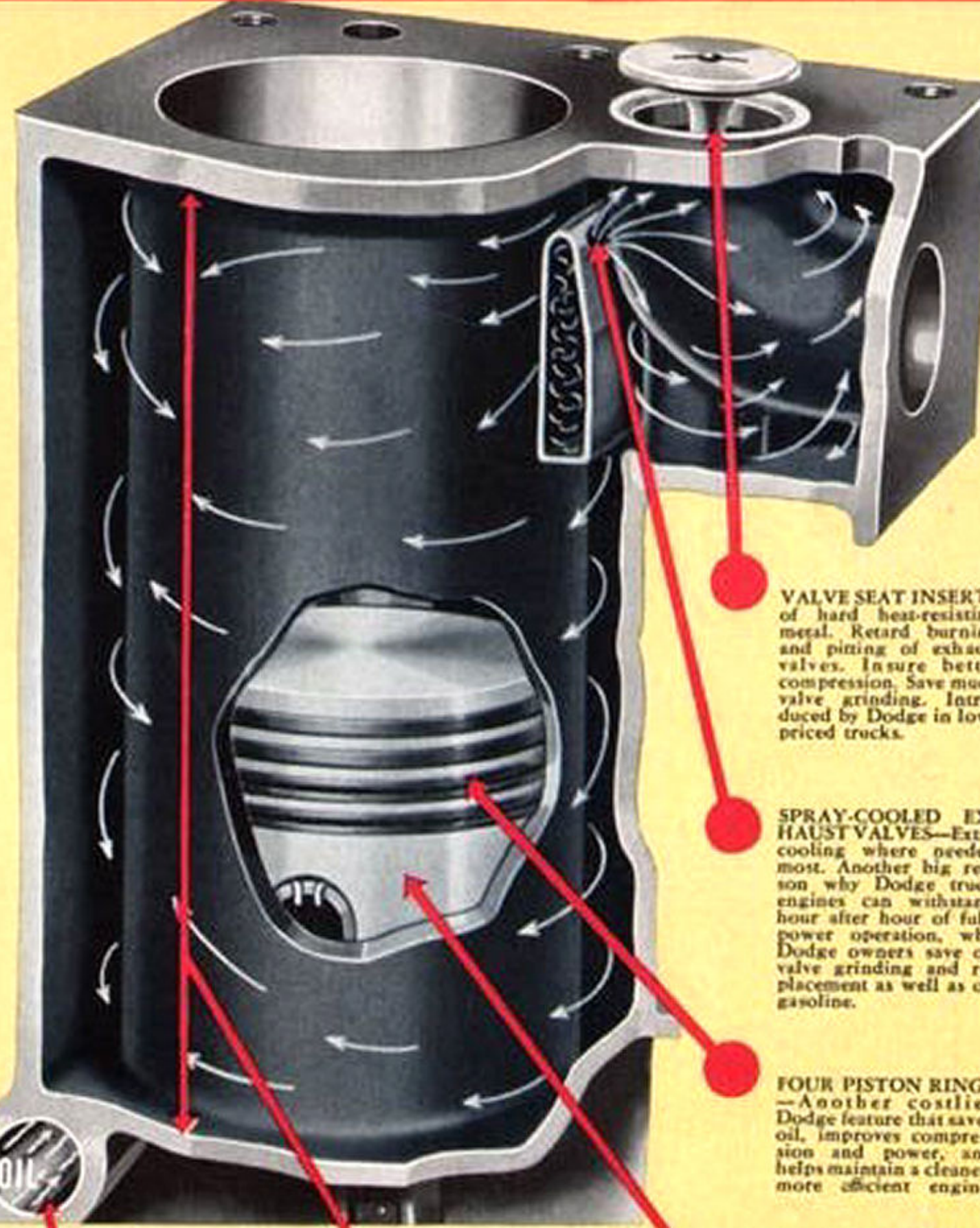
FULL-PRESSURE ENGINE LUBRICATION to crankshaft, main lower connecting rod, camshaft bearings, and timing chain. Most expensive type to build but most economical for owners. Introduced by Dodge in low-priced trucks. Saves bearings, preserves Dodge brilliant performance.



4-BEARING CRANKSHAFT—Costlier to make. Sturdier, lessens engine vibration, prevents excessive bearing wear. Dodge quality construction gives you accurately balanced unit with counterweights forged integral with shaft. Bearing surfaces ground to long-wearing mirror-like finish, precision fitted.



ALUMINUM ALLOY PISTONS—Lighter, easier on bearings. Make engine run smoother, accelerate better. 1939 Dodge 1½-ton truck pistons have U-slot design which prevents distortion, and wear-resisting anodic-plated surfaces to prevent piston and cylinder-wall wear.



OIL COOLING—Improves lubrication, prolongs engine life, saves oil.

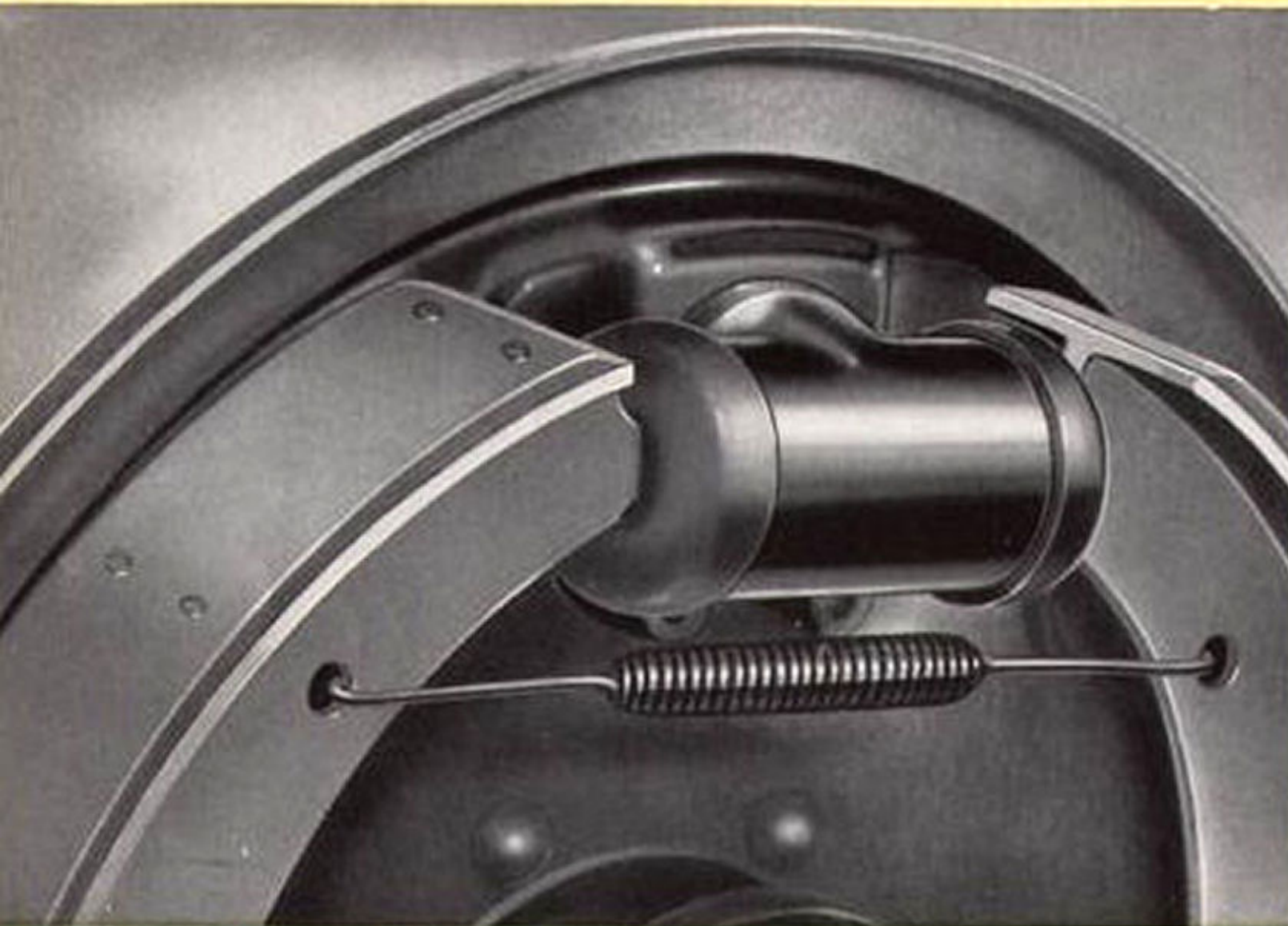
FULL-LENGTH WATER JACKETS—Cool entire length of the cylinder. Check distortion and wear.

VALVE SEAT INSERTS of hard heat-resisting metal. Retard burning and pitting of exhaust valves. Insure better compression. Save much valve grinding. Introduced by Dodge in low-priced trucks.

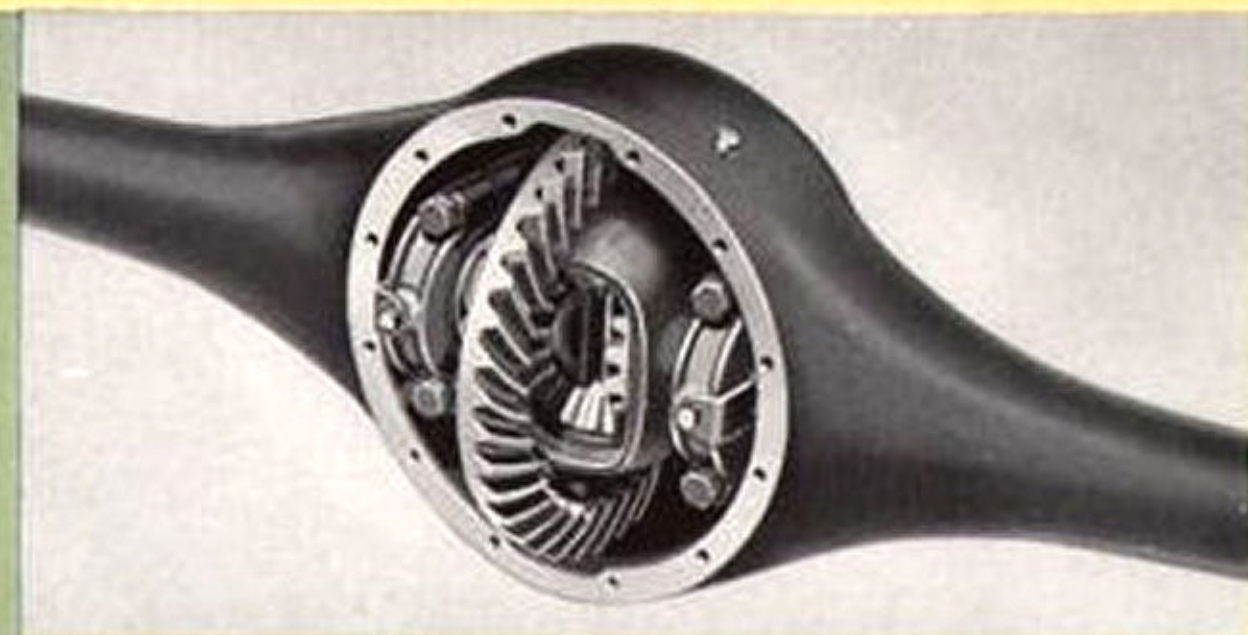
SPRAY-COOLED EXHAUST VALVES—Extra cooling where needed most. Another big reason why Dodge truck engines can withstand hour after hour of full-power operation, why Dodge owners save on valve grinding and replacement as well as on gasoline.

FOUR PISTON RINGS—Another costlier Dodge feature that saves oil, improves compression and power, and helps maintain a cleaner, more efficient engine.

DODGE GIVES YOU MORE OF THE ADVANCED ENGINEERING FEATURES THAT MEAN ECONOMY..STURDINESS..LONG LIFE



SAFER "TRUCK-BUILT" HYDRAULIC BRAKES that stay equalized, for quick, smooth, safe stopping. Proved Dodge truck design saves money on tires, brake re-lining, and adjusting. Braking effort 100 per cent controlled by pedal pressure. Large cast iron drums and simplified full-hydraulic mechanism insure easy application. Dodge pioneered hydraulic brakes in low-priced trucks, gives you today's finest brake backed by the broadest hydraulic brake experience in the industry.



REAR AXLE FOR 1 1/2-TON STANDARD—Stronger, safer one piece tubular steel rear axle housing. No seams, no rivets, no sleeves. Costlier to make, eliminates needless dead weight. Dodge design provides readily demountable third-member so entire differential and pinion assembly can be removed for adjustment or repairs without even jacking up the truck—an important typical Dodge provision for lower upkeep costs.



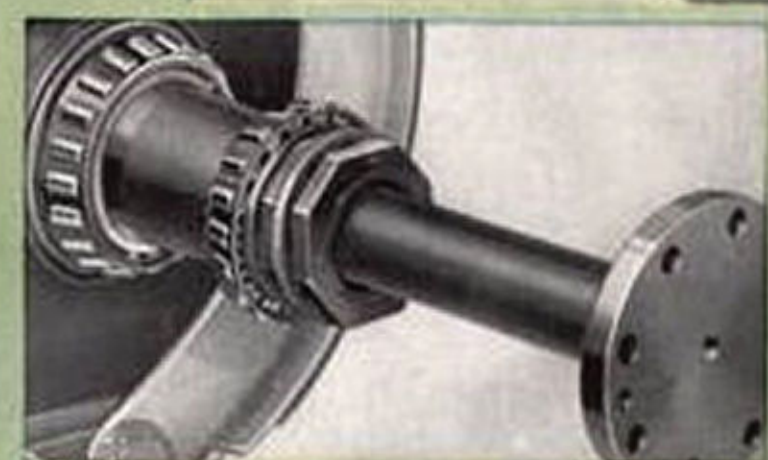
REAR AXLE FOR 1 1/2-TON HEAVY DUTY (above)—3 tapered roller bearings on heavy duty pinion prevent shaft distortion under heavy loads. Pinion-shaft housing is effectively stiffened by heavy steel ribs. Has one piece tubular steel housing, strong and rugged. Housing carries all load. Axle shafts have only to drive wheels. Better built Dodge trucks are full of extra-value, extra-life features.



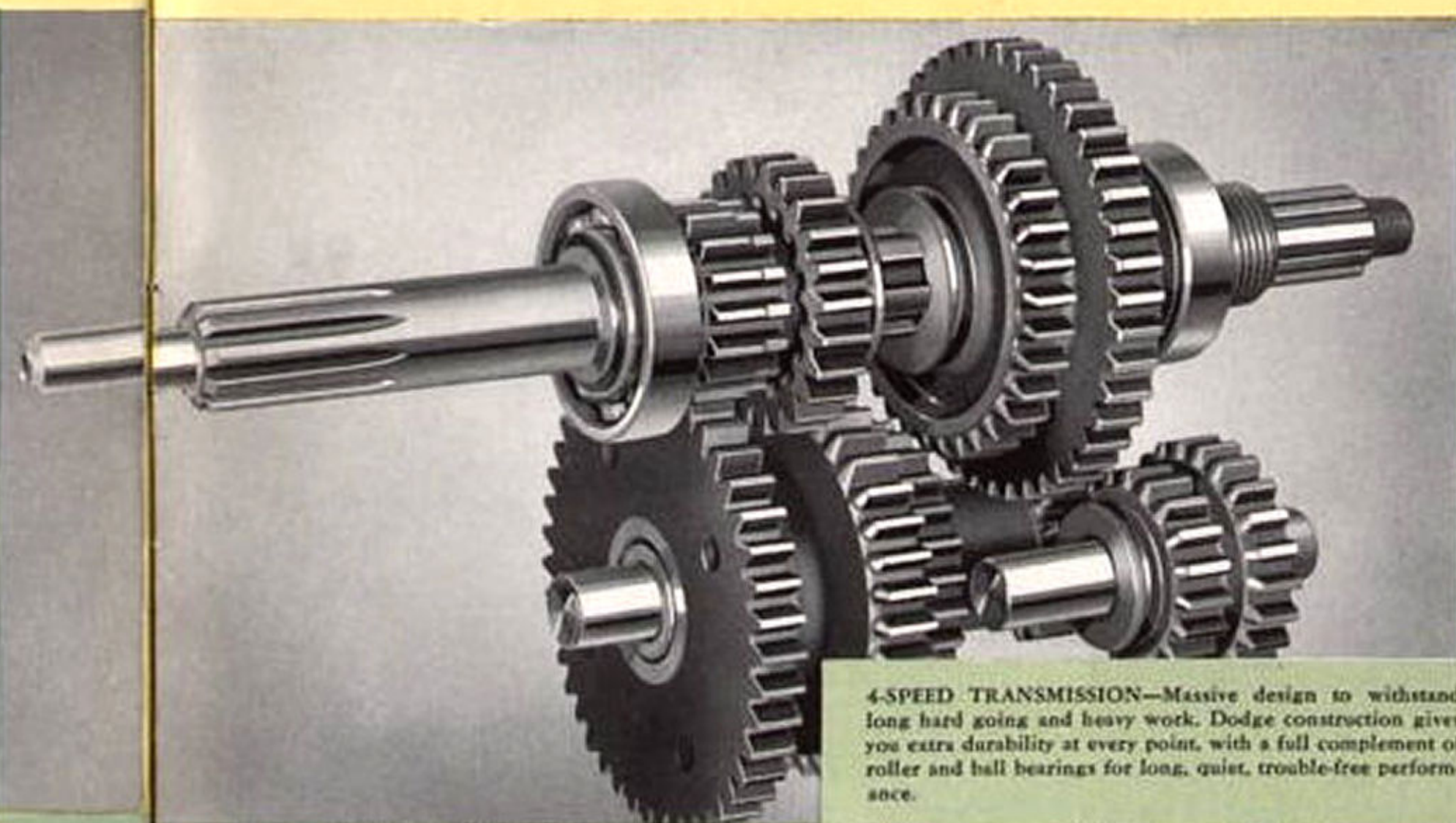
SPRING SHACKLE—New, stronger rear spring shackles in 1939 Dodge trucks. Shackle pins have been increased in diameter giving 16% larger bearing area for longer life.



ROLLER-BEARING UNIVERSALS—Pioneered by Dodge in low-price trucks. Reduces friction and wear. Sealed against dust and water or loss of lubricant.



FULL-FLOATING REAR AXLE—Entire load and all side thrust sustained by Dodge rigid one-piece axle housing. Relieves axle shafts of all bending strain.



4-SPEED TRANSMISSION—Massive design to withstand long hard going and heavy work. Dodge construction gives you extra durability at every point, with a full complement of roller and ball bearings for long, quiet, trouble-free performance.



NEW REAR WHEEL HUBS PERMIT EASY INTERCHANGE OF DUAL OR SINGLE REAR WHEELS
INTERCHANGEABLE DUAL WHEELS—Single or dual wheels without need for special hubs (excepting on 1 1/2-Ton Express). Easy change-over simply by taking off or putting on outside wheel. Generous chain clearance on all models.



DODGE TRUCK WHEELS are strong ventilated-disc type with 5 studs and 8" bolt circle. Single rear wheels only supplied on 1 1/2 Ton Express.

TOUGH "AMOLA" STEEL IN VITAL PARTS OF 1939 DODGE TRUCKS

Amazing new metallurgical development introduced in truck construction by Dodge truck engineers. So close-grained that finest razor blades can be made from it. So tough it withstands twisting and bending tests which ordinary alloy steels do not survive. Extra strength without extra weight. In repeated endurance tests Dodge Amola steel has maintained its strength long after ordinary steels have "tired" and broken down. Better steels, like tough Amola steel, throughout their construction help Dodge trucks last longer.

SPRING—Tough Amola steel makes better springs. Retain their true shape. Absorb millions of road shocks and strains without weakening. More effective cushioning—a smoother ride for load and driver. Rear springs have 4 retaining clips.

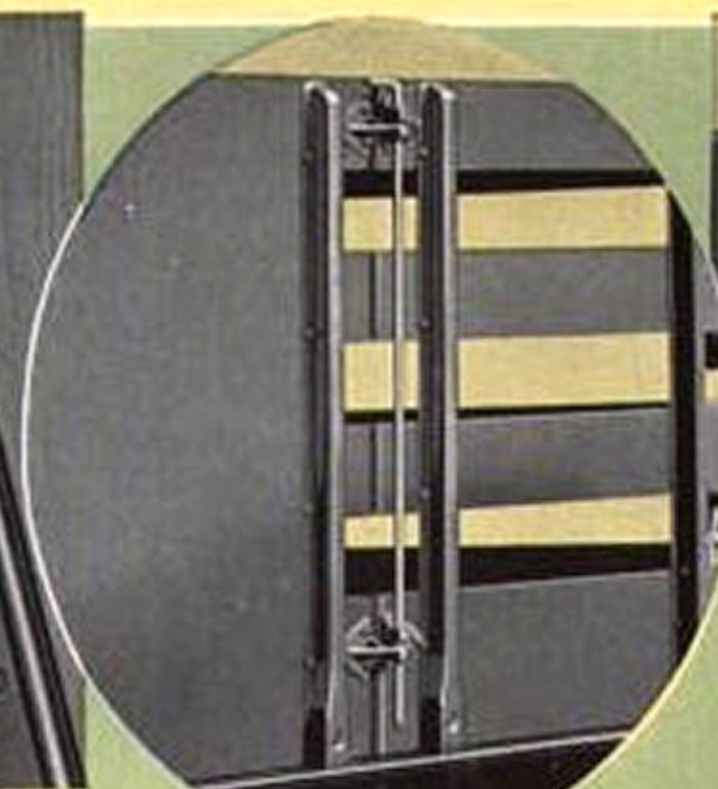


AXLE SHAFT—Dependable axle shafts of tough Amola steel. Proportioned to withstand heavy strains of sustained low-gear operation. Dodge axle shafts of Amola steel have been twisted, in giant testing machines, through fourteen complete revolutions.

FEATURES OF EXTRA QUALITY BUILT INTO DODGE CABS AND BODIES MAKE THEM LAST LONGER...CUT UPKEEP!



STAKE FLOOR—Typical Dodge extra-strength construction includes sturdy steel gusset re-inforcements on body sills, steel stake posts, heavy wood floors re-inforced with broad steel strips.



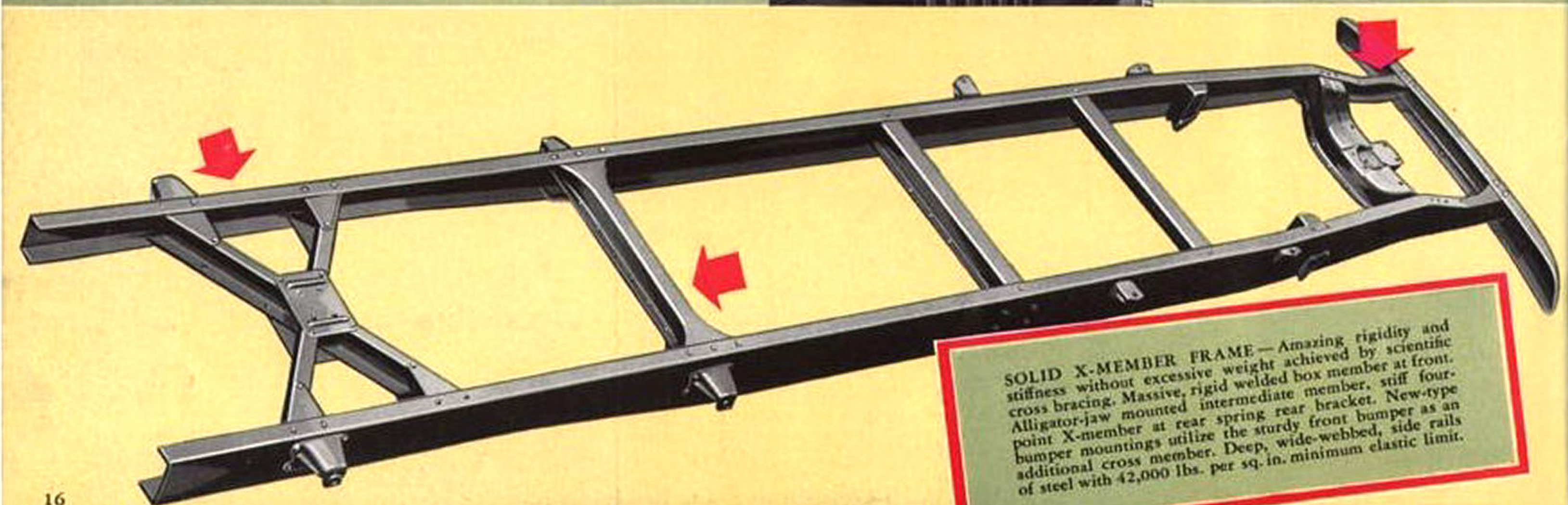
STAKE HINGE—Hinged center section for easy loading and unloading at side of Dodge stake trucks. Note sturdy, full height hinge pin, web re-inforced triangle hinge plates.



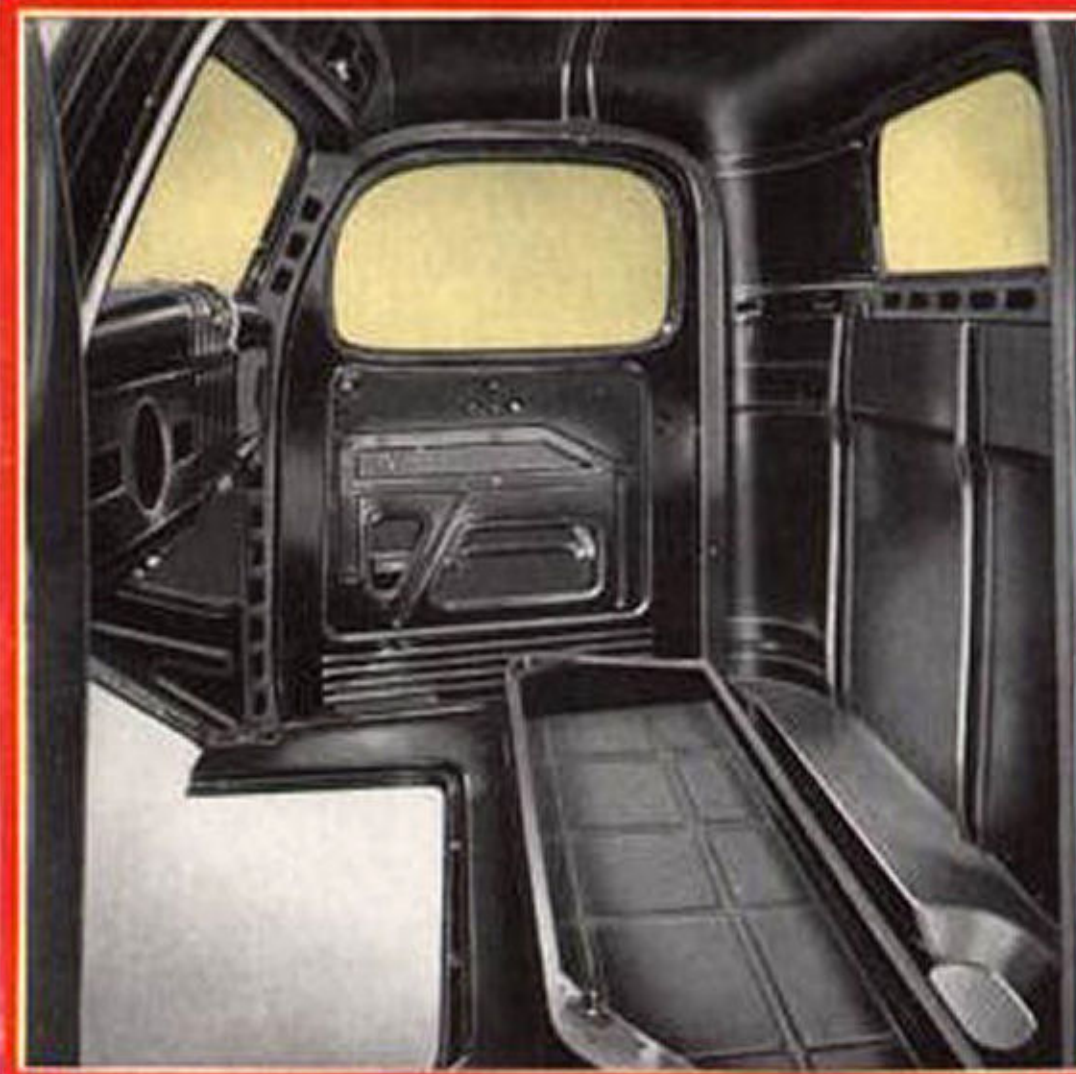
FUEL TANK—Spring-mounted, pressed steel 18-gallon gas tank, permanently welded into one piece.



BETTER VISION, BETTER VENTILATION
Wider, higher V-type windshield that opens plus wide cowl ventilator for maximum air circulation through cab. Defroster vents at windshield may be coupled with a heater for winter driving safety. Note higher driver seat position, high, broad door windows, narrow corner pillars, new-style instrument panel, extra-large package compartment.

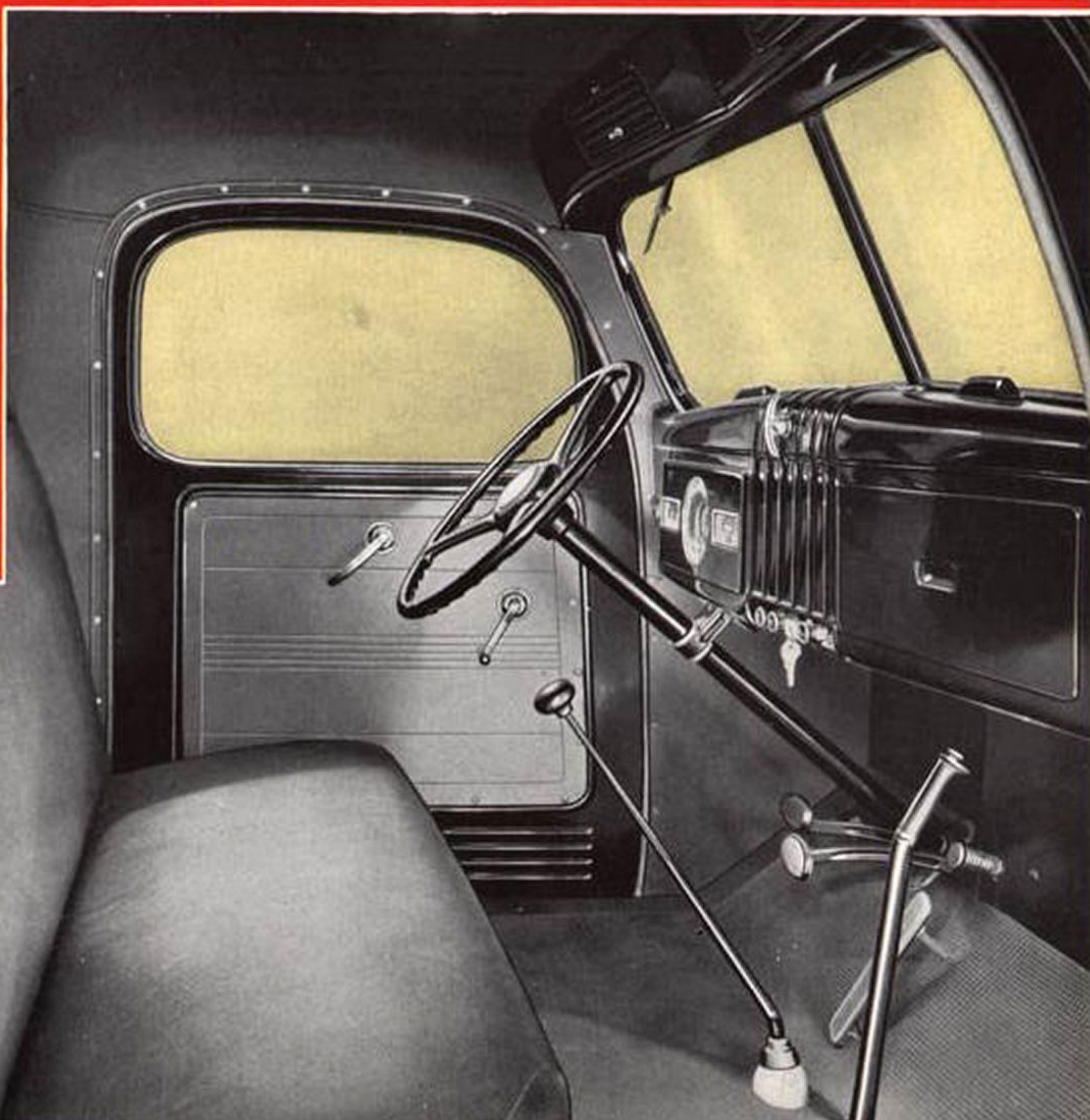


SOLID X-MEMBER FRAME—Amazing rigidity and stiffness without excessive weight achieved by scientific cross bracing. Massive, rigid welded box member at front. Alligator-jaw mounted intermediate member, stiff four-point X-member at rear spring rear bracket. New-type bumper mountings utilize the sturdy front bumper as an additional cross member. Deep, wide-webbed, side rails of steel with 42,000 lbs. per sq. in. minimum elastic limit.



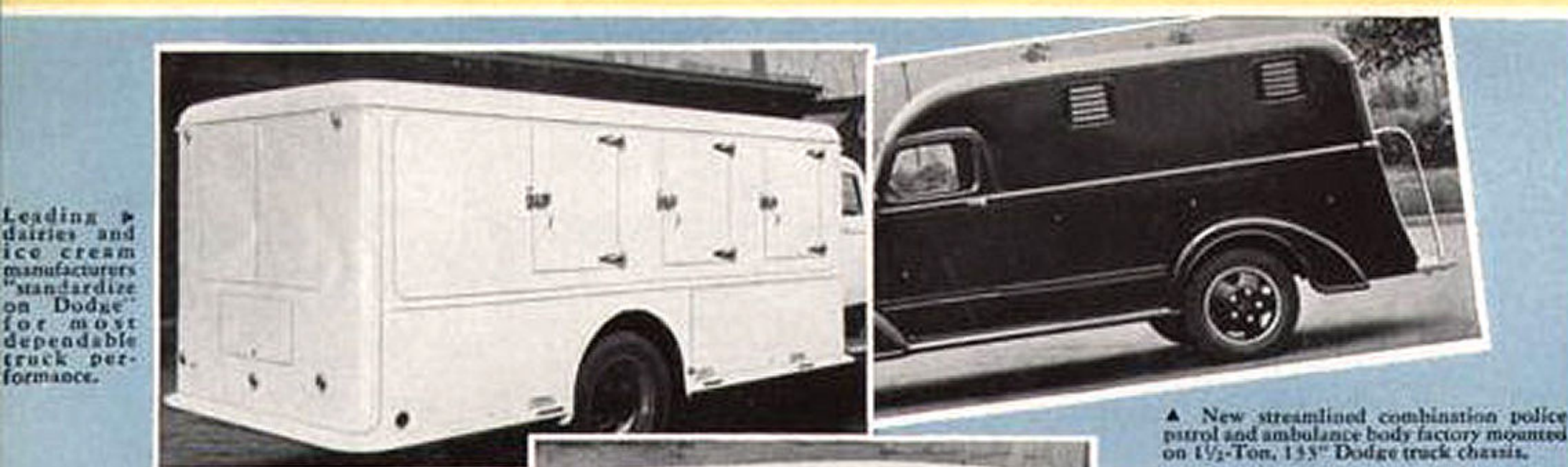
NEW LARGER CABS

SAFETY STEEL CABS—Wider, more comfortable, more luxurious. Higher, broader seat for better visibility. Easy to read speedometer and instruments directly in front of driver. Larger cowl ventilator. Doors thoroughly draft-sealed with special covered rubber tubing. Fully-insulated floor and dash. Silencing insulation in roof, doors and below the belt line at back. Welded, safety construction throughout. Box-section corner pillars securely welded to panels. Channel section reinforcing member at belt-line. Steel channel-section roof strainer. 3 steel strainers below the belt. 1-piece underbody. Removable floor and toe-boards all steel. Safety glass throughout. New double-arm window regulators. All sheet-metal thoroughly rust-proofed.



DODGE PROVIDES A COMPLETE LINE OF SPECIAL EQUIPMENT ENGINEERED FOR USE ON DODGE TRUCKS

DODGE TRUCKS COVER EVERY HAULING NEED 1/2-TON to 3-TON



Leading dairies and ice cream manufacturers standardize on Dodge for most dependable truck performance.



▲ New streamlined combination police patrol and ambulance body factory mounted on 1 1/2-Ton, 133" Dodge truck chassis.



▲ Frequent stop, slow-speed operation ideally met in special equipment on Dodge chassis as modified by reputable body builders, available through Dodge dealers.



▲ Dodge dependability for public utility erection and maintenance work. Sturdy Dodges go anywhere.



▲ Tough Dodge service trucks built to withstand tremendous strains, powered for dependable all-round performance.

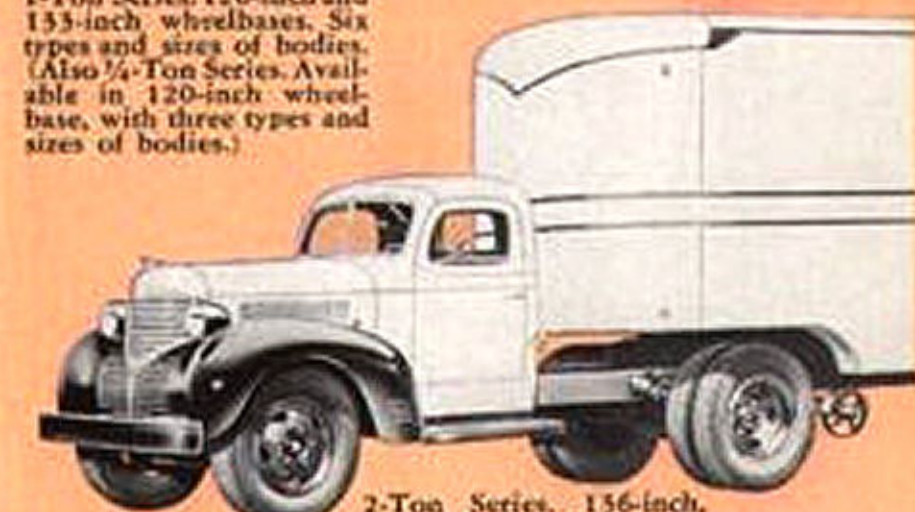
▲ Careful truck buyers standardize on Dodge for highway and city hauling. Dodge dependability means more ton-miles per dollar.



1/2-Ton Series, 116-inch wheelbase. Four standard body types.



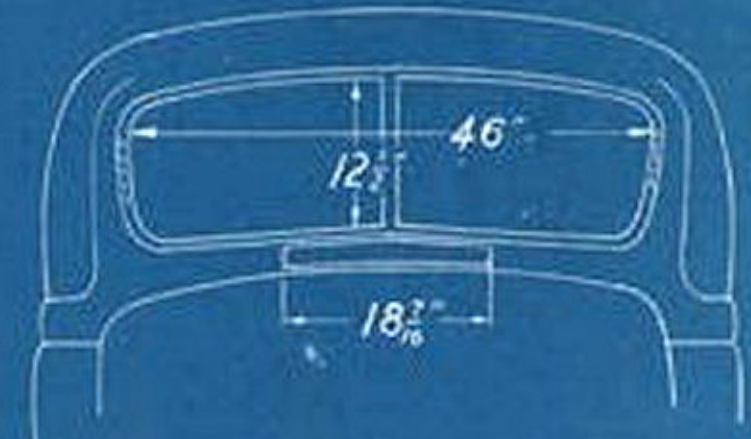
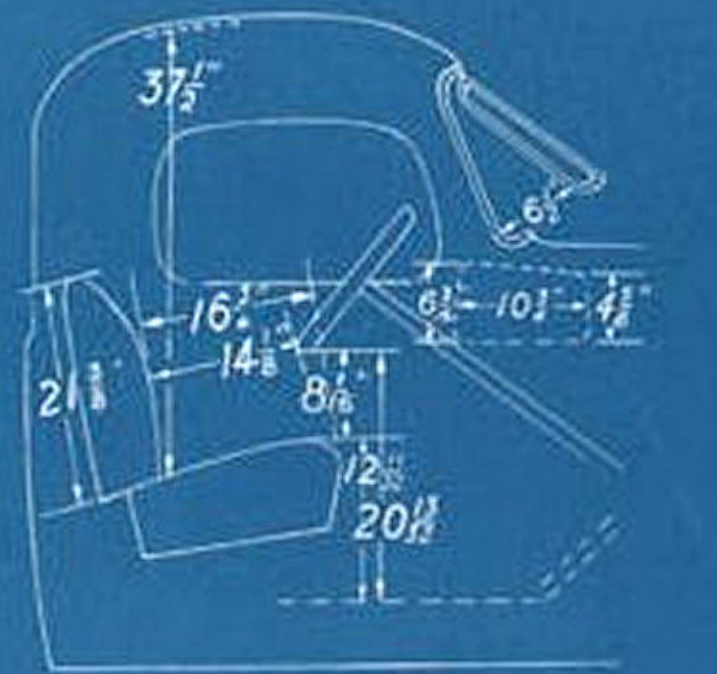
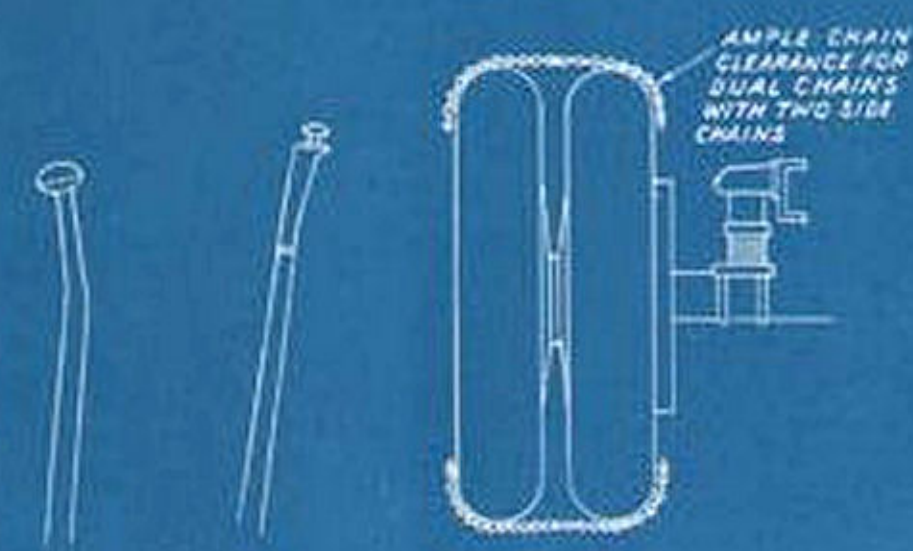
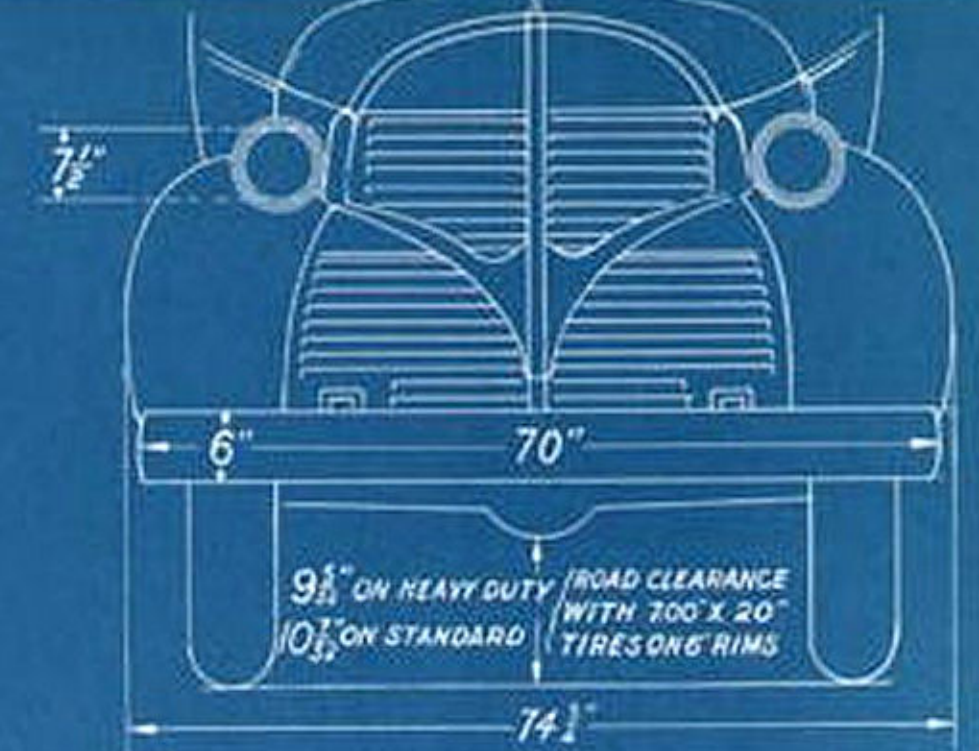
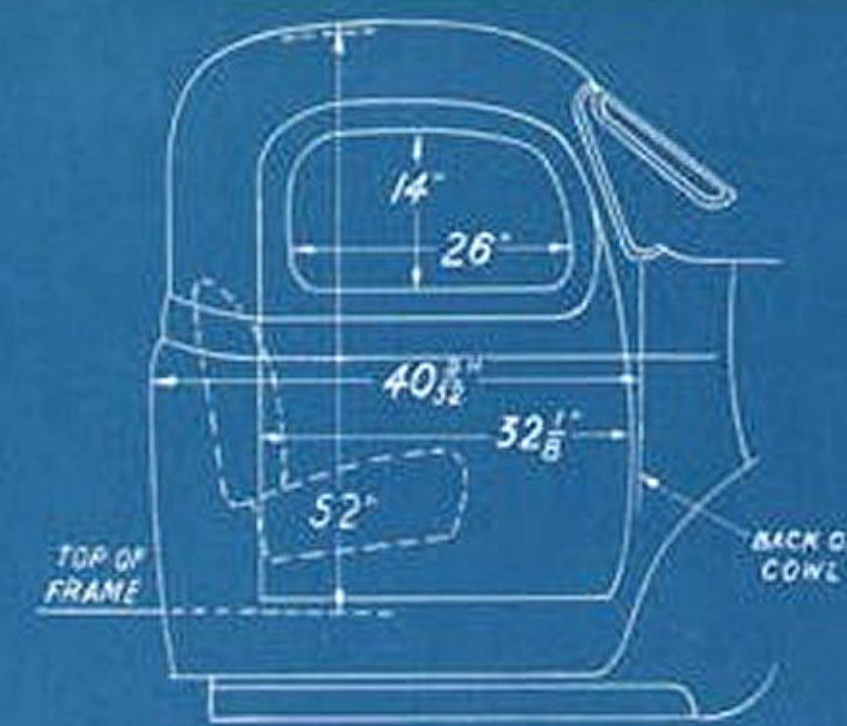
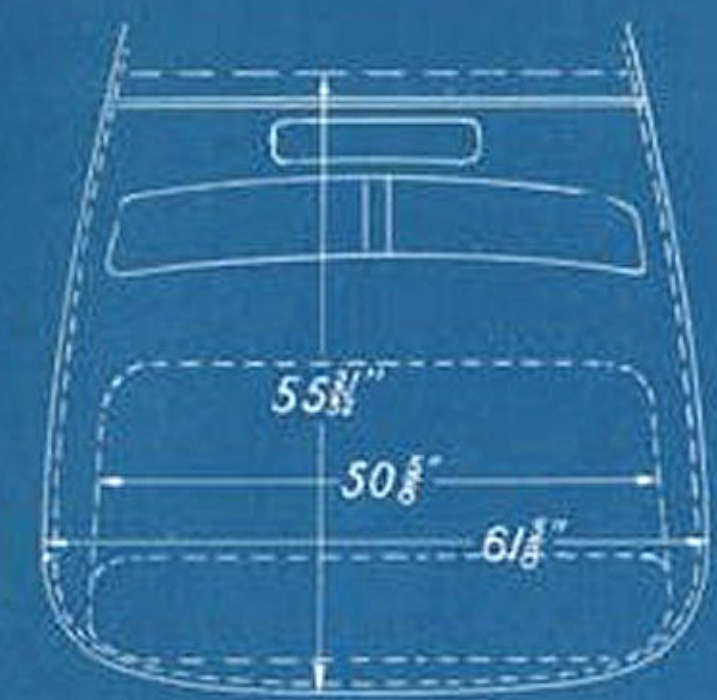
1-Ton Series, 120-inch and 133-inch wheelbases. Six types and sizes of bodies. (Also 1 1/2-Ton Series. Available in 120-inch wheelbase, with three types and sizes of bodies.)



2-Ton Series, 156-inch, 148-inch, 160-inch, 178-inch and 220-inch wheelbase. 242 cu. in. engine. Five speed transmission.



3-Ton Series, 152-inch, 170-inch, 188-inch, 205-inch wheelbases. Five-speed transmission.

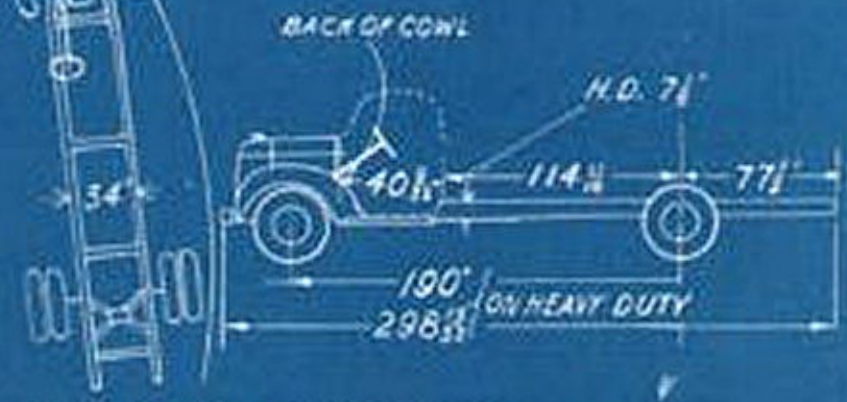
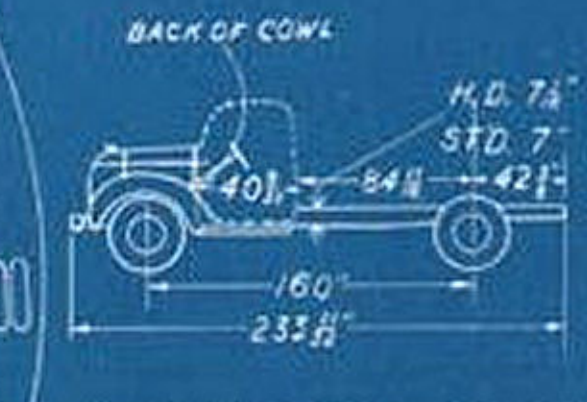
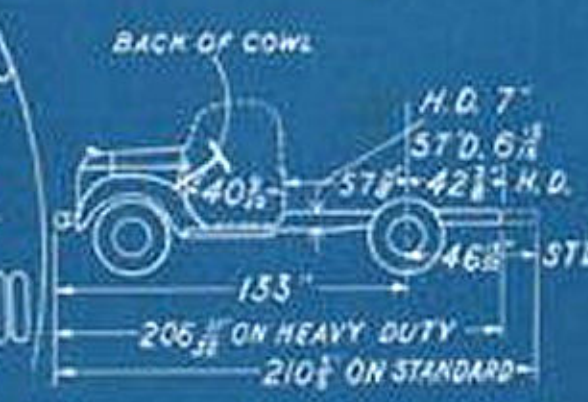
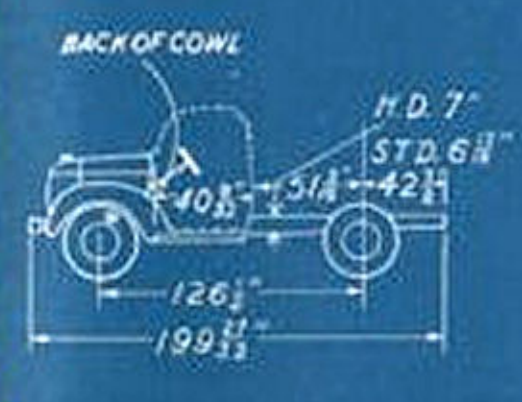


TURNING RADIUS LEFT 24' 3" RIGHT 22' 1"

TURNING RADIUS LEFT 25' 4" RIGHT 22' 11"

TURNING RADIUS LEFT 29' 6" RIGHT 26' 8"

TURNING RADIUS LEFT 34' 9" RIGHT 31' 3"



TURNING RADIUS FIGURES SHOWN FOR 7.00 X 20" SINGLE FRONT AND DUAL REAR TIRES ON 6" RIMS

1939 DODGE TRUCKS...EXTRA QUALITY...PRICED WITH THE LOWEST!

Take a Test—That's All Dodge Asks!

SPECIFICATIONS

TE SERIES, STANDARD 1 1/2-TON

TE-30, 126 1/2" W.B.	TE-31, 133" W.B.	TE-32, 160" W.B.
Max. Gross Rating (Dual Wheels)	10,000 Lbs.	
Max. Gross Rating (Tractor-Trailer)	17,500 Lbs.	

TF SERIES, HEAVY DUTY 1 1/2-TON

TF-35, 126 1/2" W.B.	TF-37, 160" W.B.
TF-36, 133" W.B.	TF-38, 190" W.B.
Max. Gross Rating	12,000 Lbs.
Max. Gross Rating (Tractor-Trailer)	20,000 Lbs.

TFA SERIES, HEAVY DUTY, DUAL PURPOSE 1 1/2-TON

TFA-35, 126 1/2" W.B.	TFA-37, 160" W.B.
TFA-36, 133" W.B.	TFA-38, 190" W.B.
Max. Gross Rating	12,000 Lbs.
Max. Gross Rating (Tractor-Trailer)	20,000 Lbs.

TFA Dual Purpose Series specifications are identical with TF Series except rear axle as indicated below.

Engines—Dodge Truck 6-cylinder, L-head type. Inserted exhaust valve seats, full-length water jackets, aluminum alloy pistons, 4 piston rings, full-pressure lubrication, crank case ventilation. Four-bearing crankshaft with seven integral counterweights balanced statically and dynamically. Main, connecting rod and all but rear camshaft bearings are replaceable, precision type. Oil filter standard on TF series.

	TE, 1 1/2-TON	TF, 1 1/2-TON
Bore and Stroke	3 3/8" x 4 1/16"	3 3/8" x 4 1/4"
Displacement	218.06 cu. in.	228.12 cu. in.
Taxable horsepower	27.34	27.34
Developed H. P. at 3000 r.p.m. or governed speed	73	78
Torque max. lbs. feet at 1200 r.p.m.	150	158
Compression Ratio	5.8 to 1	5.8 to 1

Fuel System—Plain tube, down-draft carburetor, pump feed. 18-gallon, two-piece welded gasoline tank with filler spout outside cab. Gasoline filter, air cleaner.

Cooling—Centrifugal water pump; thermostat with by-pass control; four-blade fan; cellular type radiator.

Electrical System—Battery, positive-shift starter. Air-cooled generator with voltage regulation. Maximum output 28 amps. Generators for special conditions available at small extra cost.

Clutch—Dry, single-plate with self-lubricated, ball-bearing release; molded and woven asbestos facings. Diameter 10 in.

Transmission—Selective, sliding gear type. Four speeds forward. Six-stud power take-off opening on right side. Ratios: 1st, 6.4:1; 2nd, 3.09:1; 3rd, 1.69:1; 4th, Direct; reverse, 7.82:1.

Steering Gear—Worm and sector type.

Frame—One-piece, channel section hot rolled steel. X-type cross member at rear spring rear bracket. TE-30 and TE-31, 6 15/16" x 2 21/64" x 3/16"; 6 cross members. TE-32, TF-35 and TF-36, 7" x 2 23/64" x 7/32"; 6 cross members on TF-35 and TF-36, 7 on TE-32. TF-37, 7 1/16" x 2 25/64" x 1/4"; 7 cross members. TF-38, 7 1/8" x 2 27/64" x 9/32"; 8 cross members. (Engine rear support and heavy channel front bumper bolted directly to frame are counted as cross members.)

EASY TERMS Consult your Dodge dealer about the low down payments and liberal terms he has available for your convenience. See how easily and economically you can switch to money-saving Dodge Trucks that fit your hauling job exactly.

Front Axles—Drop-forged, I-beam section. Ball bearings at steering pivots; 2 adjustable tapered roller bearings in each wheel.

Rear Axles—Full-floating, spiral bevel gear drive, enclosed in one-piece pressed steel housing. Axle shafts of Amola steel, heat-treated after machining; gears of nickel Molybdenum steel. Eight tapered roller bearings in TE, nine in TF axle. TF 1 1/2-ton series has 3-bearing pinion mounting.

REAR AXLE GEAR RATIOS:

Series	Standard Ratios	Optional Ratios
TE	4.875:1 (Single rear wheels)	5.428:1 and 5.857:1
TE	5.428:1 (Dual rear wheels)	4.875:1 and 5.857:1
TF	5.66:1	5.125:1 and 6.33:1
TFA (2 speed)	5.142:1—7.15:1	5.83:1—8.11:1

Brakes—Dodge truck genuine full hydraulic, internal expanding. Cast-iron brake drums. Front, 14 1/8" x 1 3/4" on TE and TF; rear, 14 1/8" x 1 3/4" on TE, 16" x 2 1/2" on TF. Parking brake, propeller shaft type, external contracting on cast iron drum. Size 7 13/16" x 2". Total service braking area 189.6 sq. in. on TE, 262.53 sq. in. on TF.

Drive—Tubular propeller shaft. Universal joints, roller-bearing, cross and trunnion type. Centrifugally oiled, dirt proof and water tight.

Springs—Amola steel; semi-elliptical. Front 39" x 1 3/4"; rear 52" x 2 1/4". 10 leaves front and 8 rear on TE with single tires; 9 rear with duals. (7 front on TE express). 11 leaves front on TF. 8 leaves rear on TF with single tires, 10 with dual.

Hydraulic double-acting shock absorbers and auxiliary springs extra.

Wheels—Ventilated steel disc type. Dual rear wheels optional equipment at extra cost.

Tires—Four tires standard. 6.00/20 6-ply front and 32 x 6 8-ply (single) rear. Other combinations available at extra cost.

TE SERIES		TF SERIES	
Front	Rear	Front	Rear
6.00/20 6-ply	6.00/20 6-ply (dual)	6.00/20 6-ply	6.00/20 6-ply (dual)
30 x 5 8-ply	30 x 5 8-ply (dual)	7.50/20 8-ply	7.50/20 8-ply (dual)
7.00/20 8-ply	7.00/20 8-ply (single or dual)	6.00/20 6-ply	32 x 6 10-ply (single)
32 x 6 8-ply	32 x 6 8-ply (single or dual)	32 x 6 8-ply	32 x 6 8-ply (dual)
6.50/20 6-ply	6.50/20 6-ply (dual)	6.00/20 6-ply	32 x 6 8-ply (dual)
6.50/20 6-ply	32 x 6 8-ply (dual)	6.50/20 6-ply	6.50/20 6-ply (dual)
32 x 6 10-ply	32 x 6 10-ply (single or dual)	7.00/20 8-ply	7.00/20 8-ply (dual)
32 x 6 8-ply	32 x 6 10-ply (dual)	32 x 6 10-ply	32 x 6 10-ply (dual)

Minimum Road Clearance—9 1/8" on TE with 6.00/20 6-ply tires. 8 1/16" on TF and TFA with 6.00/20 6-ply tires.

Color Specifications—Fenders, running boards and lower radiator grille are black. Upper radiator grille, radiator shell and hood are cab color. Color combinations shown in this catalog are not necessarily standard. Special paint combinations available at extra cost.

Equipment—All-steel, flat-faced cowl; instrument board, speedometer, ammeter, oil pressure gauge, engine heat indicator, fuel gauge, instrument panel light. Package compartment, cowl ventilator, electric horn, controlled-beam headlamps with signal light on switch when bright lights are on, foot-operated dimmer switch. Combination tail and stop light, locking ignition switch, choke, throttle control, license brackets, tool kit. Front bumper, channel type. Vacuum windshield wiper on all except cowl chassis units. Spare wheel and underslung tire carrier. Front fenders and short running boards. Long running boards and rear fenders standard with TE express body.

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on motor vehicles previously sold.

DODGE DIVISION OF CHRYSLER CORPORATION, DETROIT, MICHIGAN