

DODGE BUILDS TOUGH PICKUP TRUCKS



DODGE SWEPTLINE PICKUPS

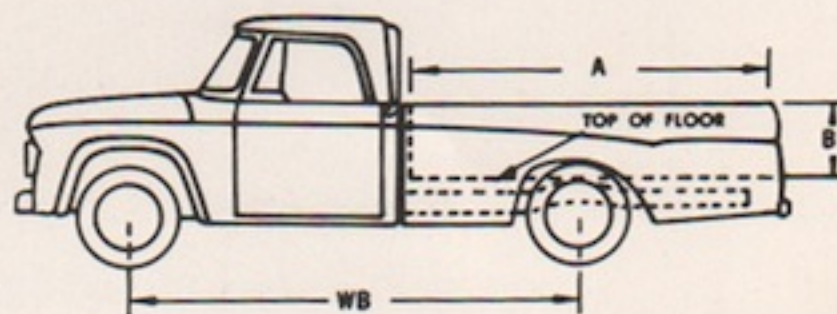
Beautiful way to load up and light out. With a big, smooth, double-wall pickup box that's extremely easy to load. But what really makes Dodge the smartest buy in a pickup is the extra stamina Dodge puts into every truck component—in the cab, in the cargo box, in the engine, and in the suspension. Dodge simply builds tough, long-lasting pickups. And at competitive prices. (For proof of how tough, see the back cover of this catalog.) The good-looking Sweptlines shown here are available in two models on two wheelbases, with GVWs from 4,300 to 7,500 lbs. and payloads up to 3,350 lbs.



D100 SWEPTLINE ON 128" WHEELBASE

STANDARD EQUIPMENT

- 140-hp, 225-cu.-in. Dodge Slant Six engine
- Oil filter
- 37-amp alternator
- 3-speed synchro-shift transmission, column-mounted
- Self-adjusting brakes with dual braking system and warning light
- Oriflow shock absorbers
- Painted front bumper
- Turn signals
- Backup lights
- 4-way emergency flasher
- Push-button door locks
- Padded instrument panel
- Padded dual sun visors
- Painted left-side and inside rearview mirrors
- 6-way adjustable seat
- Vinyl seat upholstery
- Two seat belts
- Rubber mat—cab floor
- Driver-adjusted hand brake
- High-level ventilation
- Variable-speed electric windshield wipers
- Windshield washers
- Mechanical jack and wheel wrench



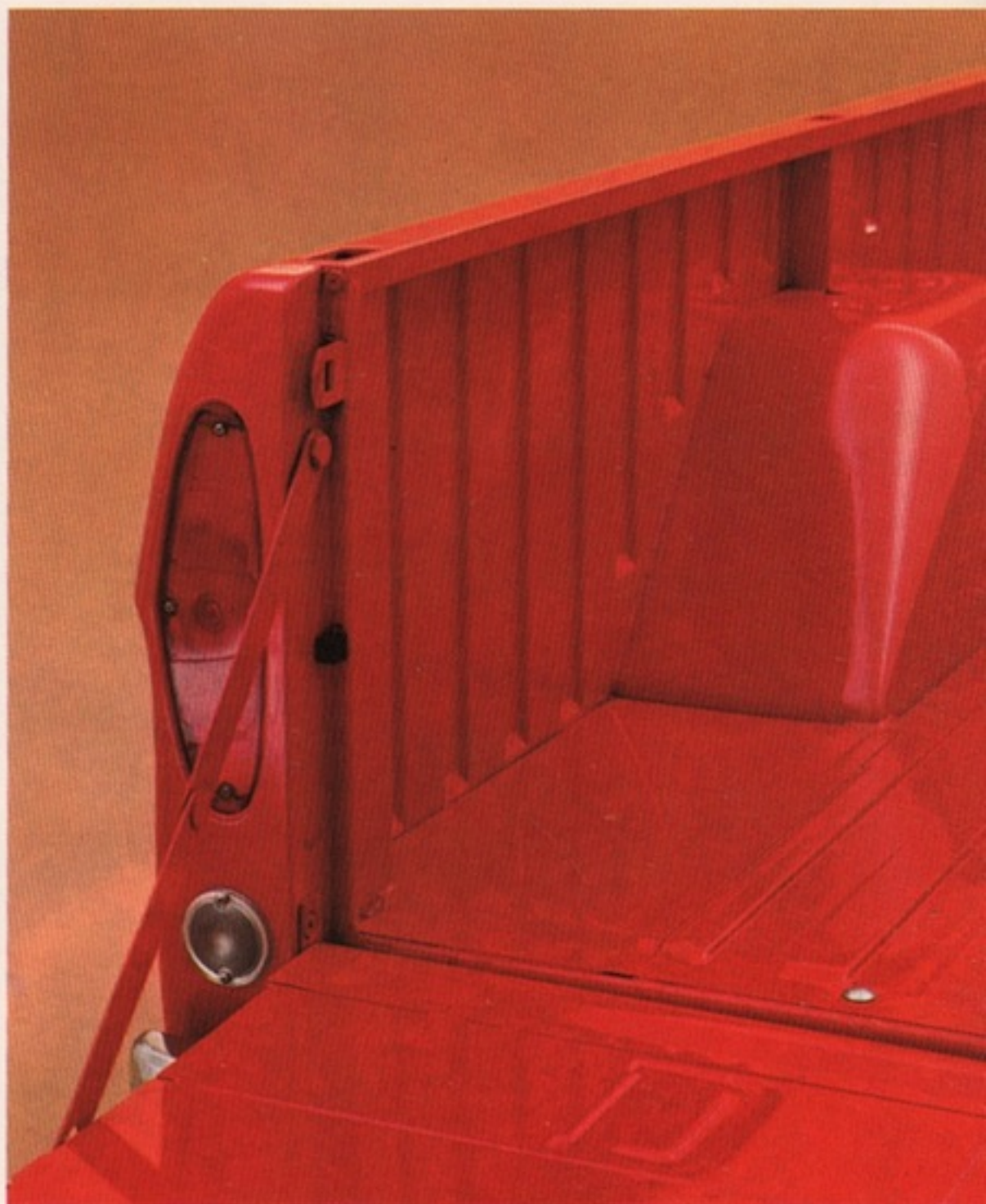
| MODEL | D100 | D200 | |
|--------------------------------------|---------|-----------|-----------|
| Wheelbase (WB) | 114" | 128" | 128" |
| Nominal inside length | 6½' | 8' | 8' |
| Inside length (A) | 78½" | 98½" | 98½" |
| Inside width (max.) | 70" | 70" | 70" |
| Width between wheel housings | 49" | 49" | 49" |
| Height—top of sides and tailgate (B) | 20" | 20" | 20" |
| Capacity—(water level) cu. ft. | 59.3 | 75 | 75 |
| Stake pockets—size (inches) | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ |
| —center to center, sides | 74½" | 51½"-43½" | 51½"-43½" |
| —center to center, back | 67½" | 67½" | 67½" |

SWEPTLINE BOX FEATURES—Never has a pickup box had so many good ideas to make it so easy to load and so durable. And only Dodge has all these features. The sides of the Dodge Sweptline box have full-depth double-wall construction—not just two-thirds of the way up as on other double-wall pickups. You can bang, bruise and dent the entire inside of the box with no show on the outside. Dodge full-depth double wall also permits a one-piece outer skin, with no horizontal joints to collect rust and make the truck look old before its time. (It's shown below with the optional side trim moulding.) The floor on the Sweptline box is all-

steel. The wheelhousings are flat on top to make them more practical for cargo space or as handy, out-of-the-way spots for toolboxes and such. The tailgate opening (65 inches wide) stretches all the way out to the sides of the box. And the tailgate has an extra-sturdy latching mechanism that lets you open the gate or slam it shut with one hand. Hinged steel straps support the gate (not chains). And the straps can be unhooked to drop the gate completely when there's no rear bumper on the truck. Finally, Sweptline gives you a choice of two roomy bodies—a 6½-foot box with 59.3 cubic feet of cargo space or an 8-foot box with 75 cubic feet.



6½- OR 8-FOOT BOX WITH FULL-WIDTH TAILGATE



FULL DOUBLE-WALL CONSTRUCTION—ALL THE WAY UP



ONE-PIECE OUTER SKIN WITH NO RUST-COLLECTING POCKETS



ONE-HAND TAILGATE LATCH

DODGE UTILINE PICKUPS

Dodge Utilines put the pickup box between the rear wheels for a straight, unobstructed load space and to provide running boards outside the box for the easiest side loading. The box comes in three lengths, 6½-, 8-, or 9-feet, and has a seasoned hardwood floor with steel skids. GVWs run from 4,300 lbs. all the way up to 10,000 lbs., with payloads up to 5,645 lbs. Engine choices are the Dodge 140-hp Slant Six or optional 210-hp V8 or 258-hp V8. D100 and D200 models have the same sturdy chassis components as the Sweptlines, including a drop-center frame that gives you a low-slung cab for easy ins and outs. The larger D300 Utiline has a straight truck frame, 4-speed transmission, and offers optional, dual rear wheels.



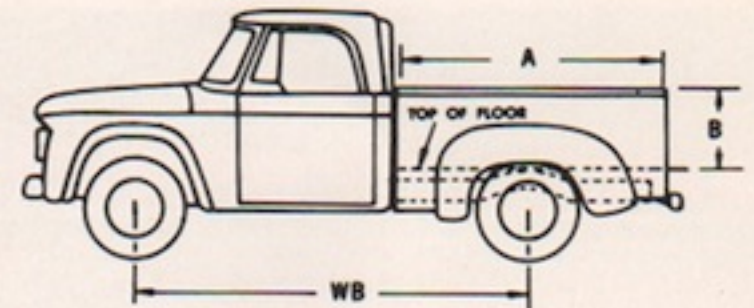
D100 UTILINE ON 114" WHEELBASE



6½-, 8-, OR 9-FOOT BOX

STANDARD EQUIPMENT

- 140-hp, 225-cu.-in. Dodge Slant Six engine
- Oil filter
- 37-amp alternator
- 3-speed synchro-shift transmission (4-speed on D300)
- Self-adjusting brakes (D100, D200)
- Dual braking system with warning light
- Oriflow shock absorbers (front only on D300)
- Painted front bumper
- Turn signals
- Backup lights
- 4-way emergency flasher
- Push-button door locks
- Padded instrument panel
- Padded dual sun visors
- Painted left-side and inside rearview mirrors
- 6-way adjustable seat
- Vinyl seat upholstery
- Two seat belts
- Rubber mat—cab floor
- Driver-adjusted hand brake
- Variable-speed electric windshield wipers
- Windshield washers
- Mechanical jack and wheel wrench



| MODEL | D100 | D200 | D300 | |
|--------------------------------------|---------|---------|---------|----------|
| Wheelbase (WB) | 114" | 128" | 128" | 133" |
| Nominal inside length | 6½' | 8' | 8' | 9' |
| Inside length (A) | 78½" | 96" | 96" | 108" |
| Inside width (max.) | 54" | 54" | 54" | 54" |
| Width between wheelhousings | 49" | 49" | 49" | 49" |
| Height—top of sides and tailgate (B) | 20" | 20" | 20" | 20" |
| Capacity—(water level) cu. ft. | 47.25 | 58.5 | 58.5 | 66.0 |
| Stake pockets—size (ins.) | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ |
| —center to center, sides | 74½" | 92½" | 92½" | 57"—50½" |
| —center to center, back | 57½" | 57½" | 57½" | 57½" |

SWEPTLINE AND UTILINE CAB FEATURES

You get more comfort, more durability from a Dodge pickup because Dodge puts more into its cab. The seat, for example, is adjustable six ways to perfectly fit the driver. It's built like a premium seat, too, has an extra-strong frame and forty-eight tough coil springs. And if you'd like to add even more comfort or a dressier look to the cab, Dodge offers a complete range of cab options at extra cost, including the packages described below. (Some of the photographs below illustrate optional equipment not included in the packages.)



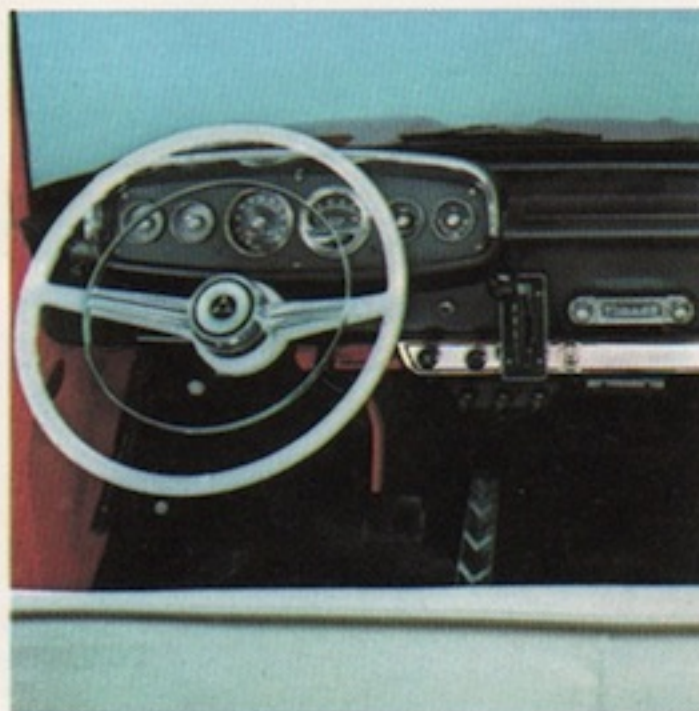
STANDARD CAB—Roomy. Comfortable. Easy to live with. And that handsome, black-and-white vinyl upholstery is standard. Also standard are two seat belts, padded instrument panel and sun visors, dome light, ashtray, dispatch box, keylock on both doors, coat hook, rubber floor mat, high-level ventilation, and an adjustable Orscheln-lever hand brake.



OPTIONAL COMFORT PACKAGE—Adds to the standard cab: a full-depth foam rubber seat and foam-padded seatback, fabric and vinyl seat upholstery, driver's armrest, cigar lighter, and extra cab insulation. The breathable fabric lets air circulate for more comfort. Available in red, beige, or blue-green, depending on the truck color.



OPTIONAL APPEARANCE PACKAGE—A dress-up package for both the outside and inside of the cab. Outside, it includes a chrome grille, bright drip mouldings, and mylar trim around the windshield and rear window, plus "Custom" nameplates and delta emblems on the cab. Inside the cab, it adds bright-metal trim to the instrument cluster and around the control knobs, plus textured metal trim panels on the doors. D100 and D200 also include a white steering wheel and chrome horn ring with this low extra-cost package.



OPTIONAL SWEPTLINE SIDE MOULDING—Adds a bolder, more distinctive look to the sides of Sweptline pickups. Full-length, bright-metal moulding is filled with your choice of white or black paint, with any truck color. (Not available on Crew Cabs or Utilines.)

CUSTOM SPORTS SPECIAL

Here's one that'll make the work rounds in style. Sports flavor with a solid Dodge heart. Regular truck buyers consider this a tough worker. Sport enthusiasts think it's something else. Inside, you get bucket seats, fully carpeted floor, between-the-seats console, and other niceties. Outside, it has bright-finish grille, bumper, and roof mouldings—plus a set of racing stripes over the roof and hood. It's available as a D100 or D200 Sweptline, Utiline, Stake, or Chassis-Cab (or W100, W200 4-wheel-drive). Engine choices are the standard 140-hp Slant Six, optional 210-hp 318 V8 or the big 258-hp 383 V8—the most powerful pickup engine on the road today.



STANDARD EQUIPMENT

- Black vinyl bucket seats with seat belts
- Fully carpeted cab floor
- Center console with cigarette lighter, ashtray, courtesy map light, and storage compartment
- Bright-finish grille, bumper, and roof mouldings
- Racing stripes on roof and hood
- White steering wheel with bright horn ring (D100, D200)
- Bright instrument panel trim
- Dual armrests
- Bright trim around windshield and rear window
- Custom nameplates and delta emblems on cab
- Padded instrument panel and sun visors
- 140-hp, 225-cu.-in. Dodge Slant Six engine
- 3-speed synchro-shift transmission, column-mounted

DODGE CREW CAB PICKUPS

Handiest way to transport a crew of six and a big load of materials in one sturdy vehicle. Perfect for farm families, campers, contractors, service crews. What's different about Dodge Crew Cabs is that they're offered as factory production models to save you money. With most other makes, you have to order a chassis-cowl and then custom-order a Crew Cab body. Dodge Crew Cab pickups with a 6½-foot box are available as either a Sweptline or Utiline with conventional drive (D200) or 4-wheel-drive (W200). Standard engine is the Dodge 140-hp Slant Six 225. Optional is a 210-hp 318 V8 or 258-hp 383 V8.



D200 SWEPTLINE ON 146" WHEELBASE

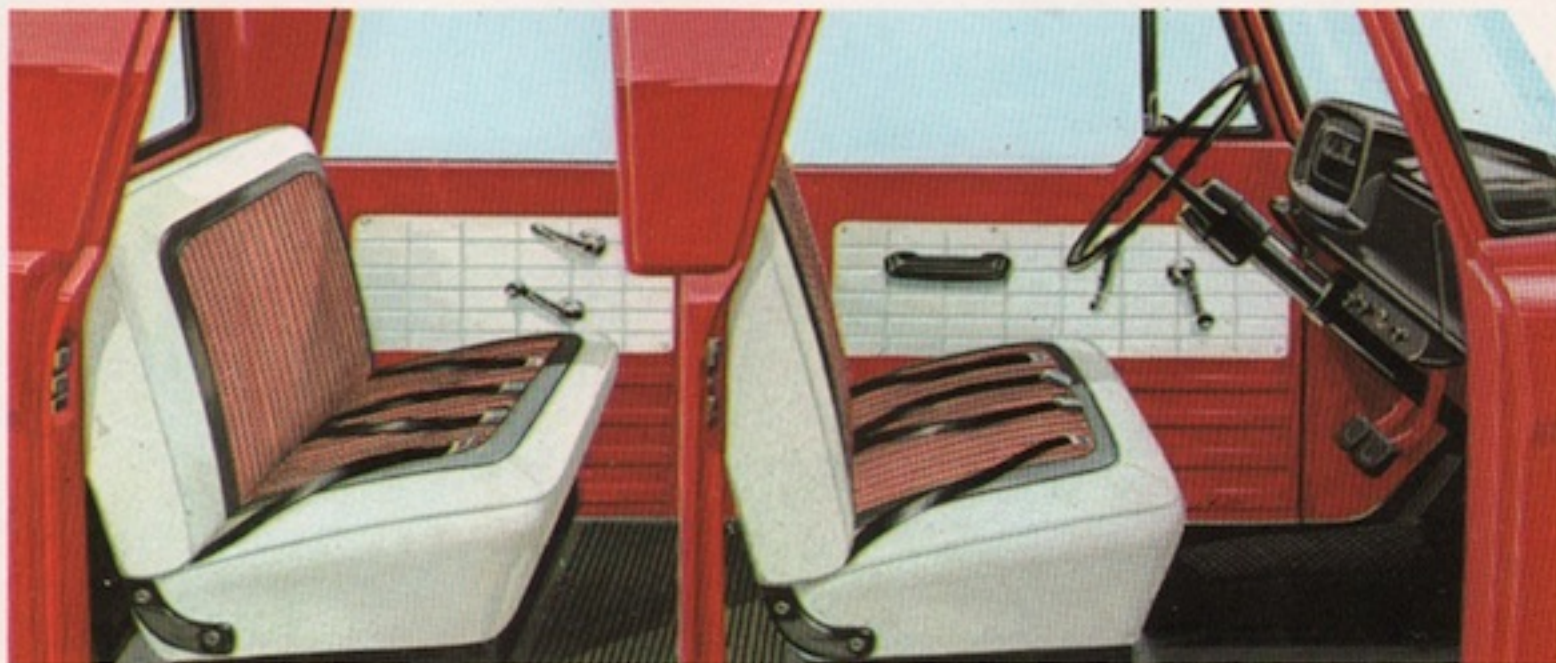
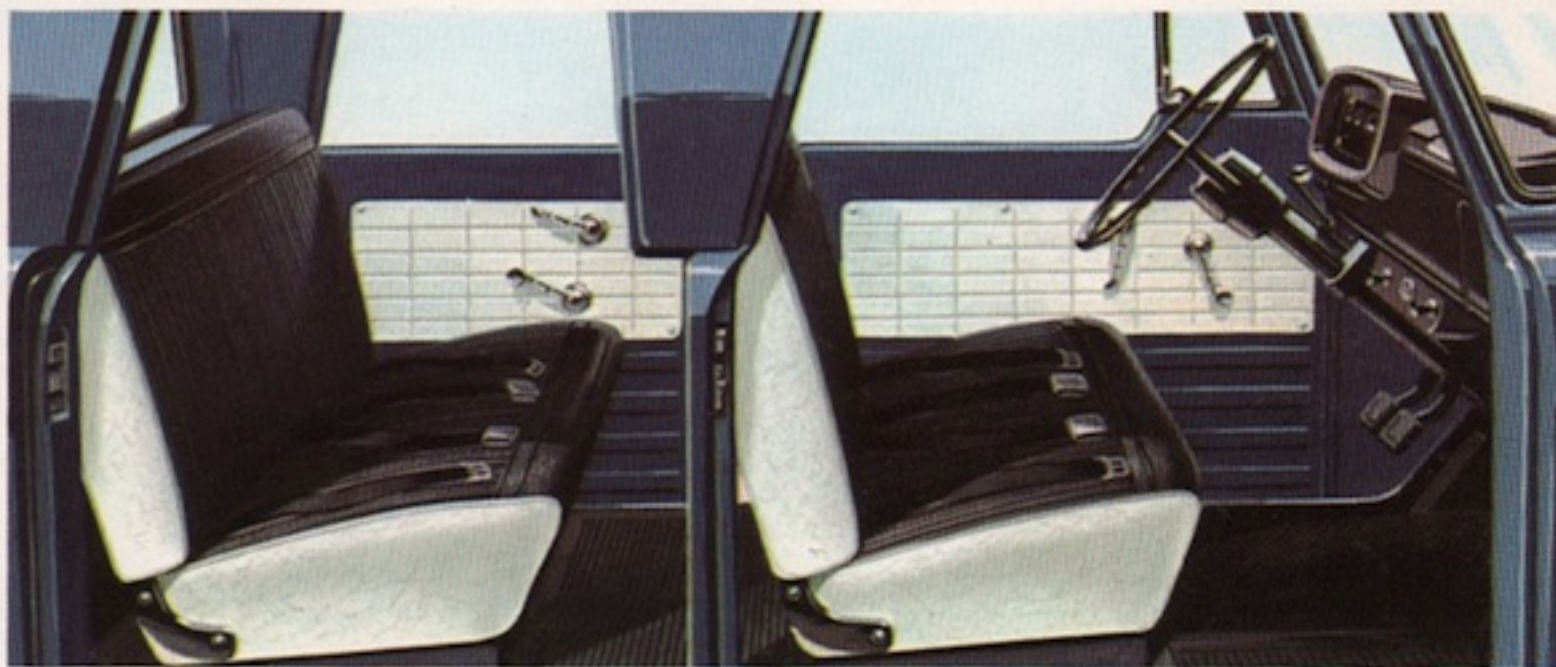
Painted left-side and inside rearview mirrors (not shown) are standard on pickups.

CAB FEATURES AND OPTIONS

The standard Crew Cab (top right) has plenty of room in all dimensions for six burly six-footers. The handsome two-tone vinyl upholstery and foam-padded, coil spring seats are standard, along with four seat belts. Other standard equipment is the same as for the conventional cab. In a pinch, the flat floor of the rear compartment can be used for cargo by simply removing the rear seat.

An optional COMFORT PACKAGE (bottom right) adds full-depth foam seats and the attractive fabric and vinyl upholstery and other items listed in the conventional Comfort Package on Page 5.

A CREW CAB APPEARANCE PACKAGE (not shown) is an option which dresses up both the inside and outside of the cab. The items in this package are the same as in the Appearance Package on Page 5, except that the Crew Cab version does not include bright drip mouldings or textured door trim panels.



CAMPER SPECIAL PICKUPS

Because Dodge pickups are built for rugged service, they make ideal mates for camper installations. The 128-inch wheelbase on these specially equipped Camper Special models gives you excellent weight distribution with a camper aboard. The wide 65-inch tailgate opening on Swept-lines accommodates virtually all camper bodies. World-famous Dodge 4-wheel-drive models give you off-the-road mobility. And Dodge Crew Cab pickups let you carry the entire family up front. Wide selection of models. Dodge's well-proved toughness. Great combination for plunging in and out of the wildest places.





CAMPER SPECIAL MODELS—Dodge offers you eight pickups specially engineered for the heavy weight of a slide-on camper coach. Each Camper Special adds to the standard equipment of the pickup the items that really count for safety, good handling

characteristics, and the best overall economy. All you need to select are the power team and the right springs, wheels, and tires for the weight of your camper coach. With the coach off, each model works beautifully as a dependable Dodge pickup.

| DODGE PICKUP TRUCK MODEL | D100 | D200 | D200 Crew Cab | W200 |
|--|-----------------|-----------------------|-----------------------|-----------------------|
| • Wheelbase | 128" | 128" | 160"† | 128" |
| • Sweptline or Utiline box | 8' | 8' | 8'† | 8' |
| • Camper body size | 8' | Up to 10' Cab-Over | Up to 10' Cab-Over | Up to 10' Cab-Over |
| • Maximum weight—(camper body, driver, passengers and gear) | 1,200 lbs. | 3,100 lbs. | 3,100 lbs. | 3,100 lbs. |
| REQUIRED MINIMUM EQUIPMENT <small>(not included in Camper Special)</small> | | | | |
| • Engine model and clutch size | | | | |
| 8' Camper body | 225—11" | 225—11" | 225—11" | 225—11" |
| 10' Camper body | Not Recommended | 318—11" | 318—11" | 318—11" |
| • Transmission | 3-speed | 4-speed or LoadFlite | 4-speed or LoadFlite | 4-speed |
| • Springs—front (at pad) | 1,250 lbs. | 1,500 lbs. | 1,500 lbs. | 1,550 lbs. |
| —rear (at pad) | 1,750 lbs. | 2,600 lbs. | 3,125 lbs. | 2,600 lbs. |
| • Tires—front | 6.50 x 16 6PR | 7.50 x 16 6PR | 7.50 x 16 6PR | 7.50 x 16 6PR |
| —single rear (& spare on D100) | 6.50 x 16 6PR | 7.50 x 16 8PR | 7.50 x 16 8PR | 7.50 x 16 8PR |
| • Wheels—five | 16 x 4.50 | 16 x 5.50 | 16 x 5.50 | 16 x 5.50 |

BASIC CAMPER SPECIAL (for all models in chart at left)

- Power brakes (except D100)
- 60-amp alternator
- 70-amp-hour battery
- Increased engine cooling
- Oil pressure gauge
- Dual western-type, painted mirrors
- "Camper Special" emblems

†Camper Special for D200 Crew Cab also includes special 160" wheelbase and 8' box.

CUSTOM CAMPER PACKAGE

(for Sweptlines only in chart at left)

Camper Special plus the following equipment:

- Comfort Package
- Heater/defroster (Custom Fresh Air)

- Appearance Package (on Crew Cab does not include bright drip mouldings or textured door trim panels)
- Dual electric horns
- Exterior side moulding (except Crew Cab)
- Bright-finish front bumper (except W200)



DODGE A100 COMPACT PICKUP

A sturdy pickup on a highly maneuverable 90-inch wheelbase. Has a unitized body and a 7-foot pickup box. With GVWs from 3,800 to 5,200 lbs. and payloads up to 2,160 lbs. And Dodge has added all the quality features and a competitive price that make this one of the best buys in the compact truck field. Things like two bucket seats. Heavy-duty rear axle. Large brakes. Fully-insulated engine compartment. Optional 14- or 15-inch wheels. Plus easy-breathing power from a 101-hp Slant Six, optional 140-hp Slant Six or 210-hp V8—the most powerful V8 offered in the compact truck field.



STANDARD EQUIPMENT

- 101-hp, 170-cu.-in. Dodge Slant Six engine
- 3-speed synchro-shift transmission, column-mounted
- 30-amp alternator
- Self-adjusting brakes with dual braking system and warning light
- Two full-foam bucket seats with seat belts
- Turn signals
- 4-way emergency flasher
- Backup lights
- Painted left-side and inside rearview mirrors
- Padded instrument panel
- Padded dual sun visors
- Rubber mat—cab floor
- Glove box with door
- Variable-speed electric windshield wipers
- Windshield washers
- Painted front bumper
- Spare wheel and tire



COMPACT PICKUP INTERIOR WITH TWO BUCKET SEATS STANDARD

DODGE PICKUP MODEL LINEUP (2-WHEEL-DRIVE)

| | WHEELBASE | BOX LENGTH | GVW | PAYLOAD ALLOWANCE | |
|-----------------------|----------------------|------------|---|--|--|
| | | | | SWEPTLINE | UTILINE |
| D100 | 114 in. | 6½ ft. | 4,300 lbs. 5,200 lbs. | 855 lbs. 1,695 lbs. | 905 lbs. 1,745 lbs. |
| | 128 in. | 8 ft. | 4,300 lbs. 5,200 lbs. | 715 lbs. 1,555 lbs. | 775 lbs. 1,615 lbs. |
| D200 | 128 in. | 8 ft. | 5,200 lbs. 6,000 lbs. 7,500 lbs. | 1,330 lbs. 2,020 lbs. 3,350 lbs. | 1,390 lbs. 2,080 lbs. 3,410 lbs. |
| D200 CREW CAB | 146 in. | 6½ ft. | 5,200 lbs. 6,000 lbs. 7,500 lbs. | 1,015 lbs. 1,740 lbs. 3,115 lbs. | 1,065 lbs. 1,790 lbs. 3,165 lbs. |
| D300 | 133 in. | 9 ft. | 6,300 lbs. 8,000 lbs. 9,000 lbs. 10,000 lbs. | | 2,115 lbs. 3,730 lbs. 4,730 lbs. 5,645 lbs. |
| CAMPER SPECIAL | D100 | 128 in. | 5,200 lbs. | 1,200 lbs.* | 1,200 lbs.* |
| | D200 | 128 in. | 7,500 lbs. | 3,100 lbs.* | 3,100 lbs.* |
| | D200 CREW CAB | 160 in. | 7,500 lbs. | 3,100 lbs.* | 3,100 lbs.* |
| | W200 (4-WHEEL-DRIVE) | 128 in. | 6,000 lbs. | 3,100 lbs.* | 3,100 lbs.* |
| A100 COMPACT | 90 in. | 7 ft. | 3,800 lbs. | 920 lbs. | |
| | | | 4,600 lbs. | 1,655 lbs. | |
| | | | 5,200 lbs. | 2,160 lbs. | |

*Includes weight of driver and passengers.

4-WHEEL-DRIVE PICKUPS

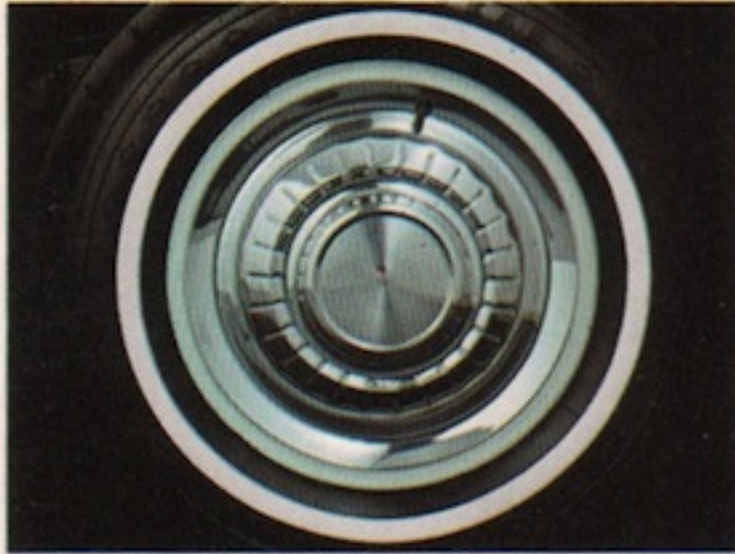
Dodge was a pioneer in developing 4-wheel-drive trucks. And its eight 4x4 pickup models are specially designed for sticky spots from the ground up. All have full-floating front and rear axles and extra-rugged frames, engines and transmissions to make them tough and dependable for grueling off-the-road service. Dodge 4-wheel-drive pickups are available in these models: W100 Sweptline or Utiline on 114" wheelbase. W200 Sweptline or Utiline on 128" wheelbase. W200 6-man Crew Cab Sweptline or Utiline on 146" wheelbase. W300 Utiline on 133" wheelbase. And WM300 military-type Utiline on 126" wheelbase. They're all covered in the Dodge 4-Wheel-Drive Catalog.

W300 UTILINE ON 133" WHEELBASE



DODGE OPTIONS AND ACCESSORIES

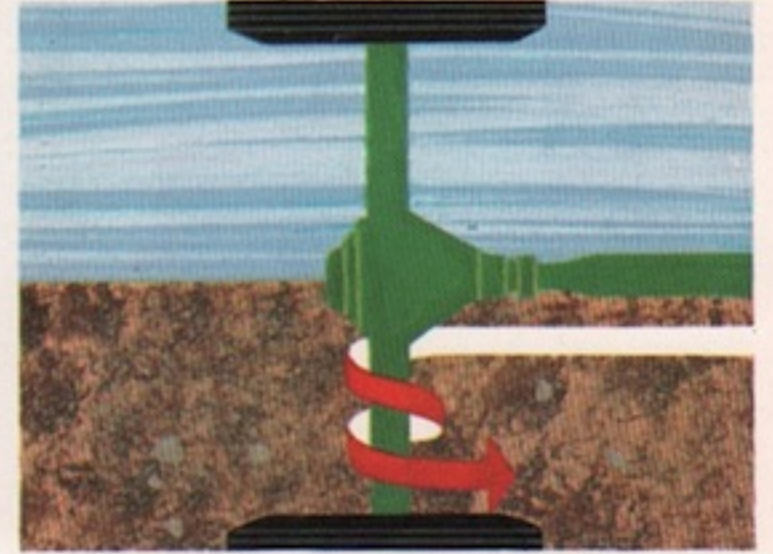
You'll find your Dodge pickup well-suited to the job just as it is. However, in case you'd like to add to your truck's performance and convenience, a complete range of optional, extra-cost equipment and accessories is available. Some of these items are shown here (in addition to the cab packages on Page 5). There are many more to choose from. For the complete list of options, see your Dodge Truck dealer.



WHEEL COVERS



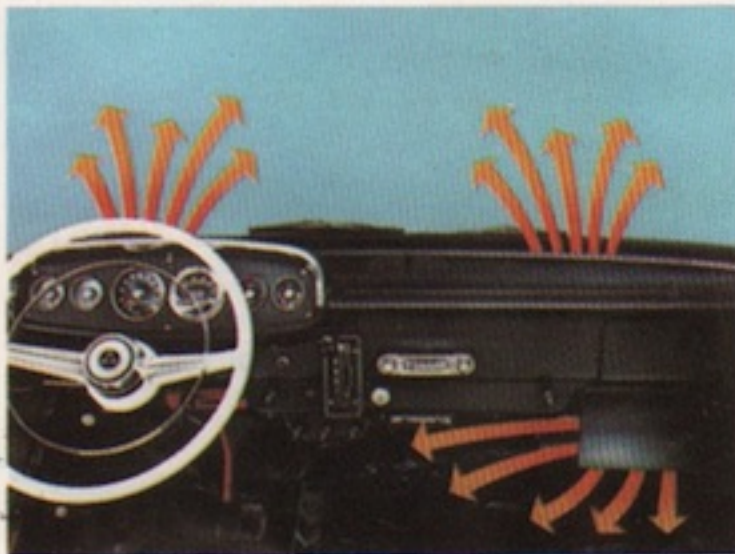
POWER BRAKES



ANTI-SPIN DIFFERENTIAL



TRANSISTOR RADIO



HEATER/DEFROSTER



PAINTED RIGHT-SIDE MIRROR



CHROME FRONT OR REAR BUMPER



POWER STEERING



HEAVY-DUTY INSTRUMENT CLUSTER



FULL-WIDTH REAR WINDOW

Other options include:

- 1-QUART OIL-BATH AIR CLEANER
- 46-AMP OR 60-AMP ALTERNATOR
- 70-AMP-HOUR BATTERY
- FULL-DEPTH FOAM SEAT IN STANDARD CAB
- DUAL ELECTRIC HORNS
- OIL PRESSURE GAUGE

- LONG-ARM ADJUSTABLE BRACED MIRRORS—DUAL OR LEFT-SIDE ONLY
- JUNIOR WESTERN-TYPE MIRRORS—DUAL OR LEFT-SIDE ONLY
- DOUBLE-FACE DIRECTIONAL SIGNALS
- SPARE TIRE (STD. ON D100)
- BOX-MOUNTED SPARE TIRE CARRIER

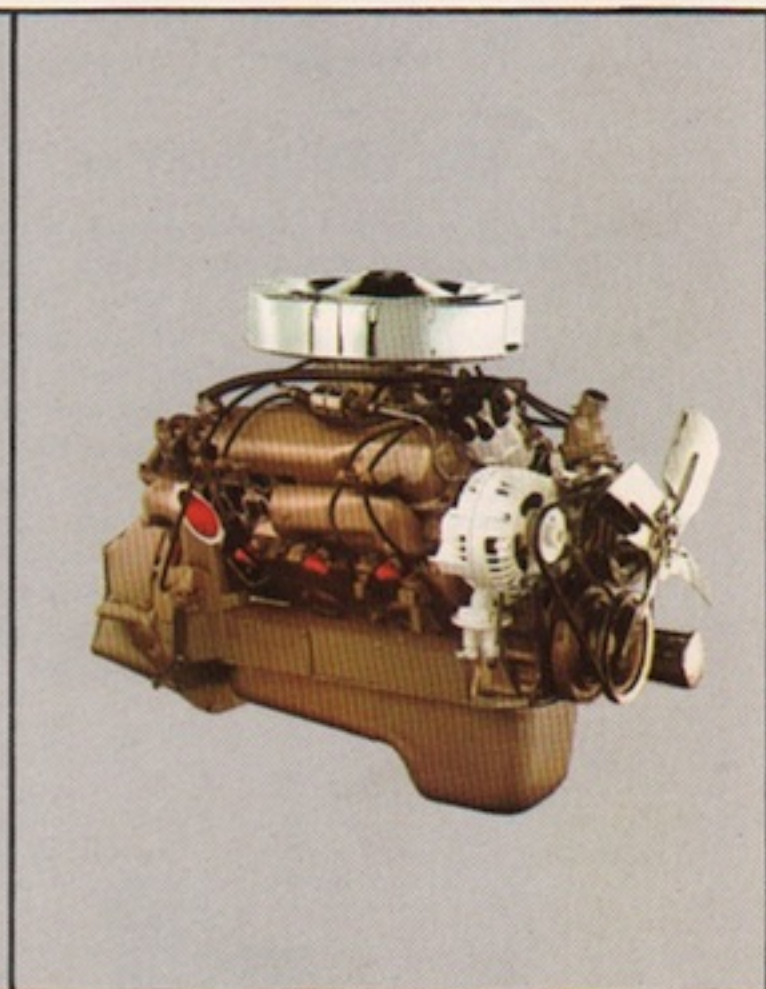
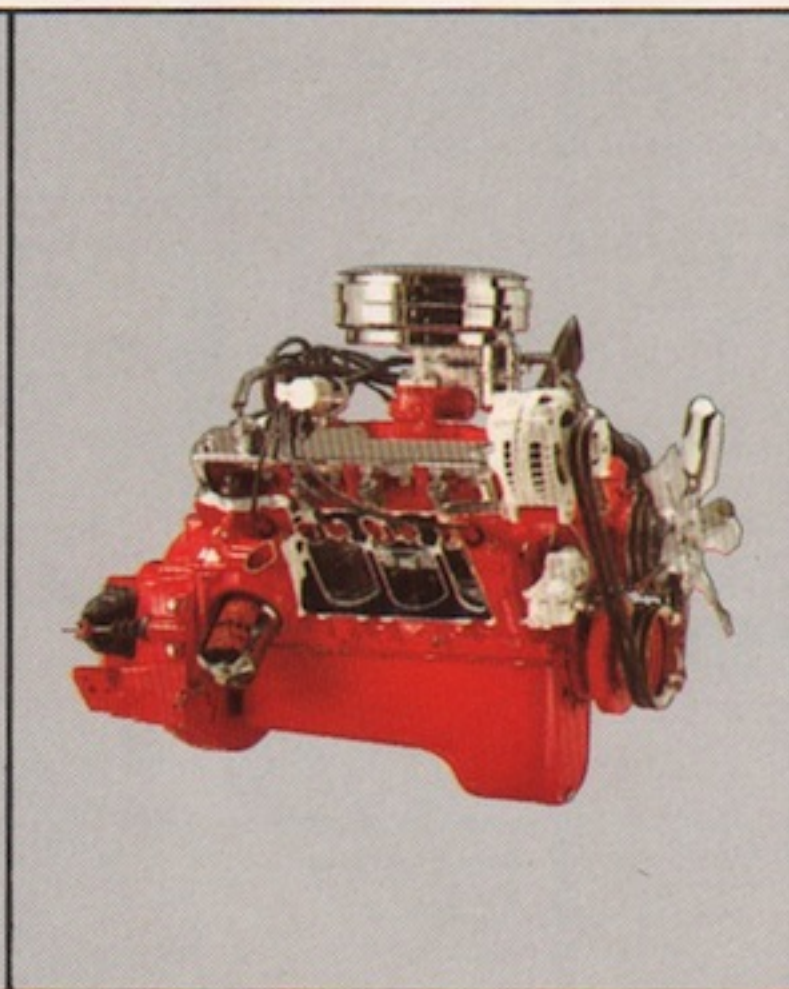
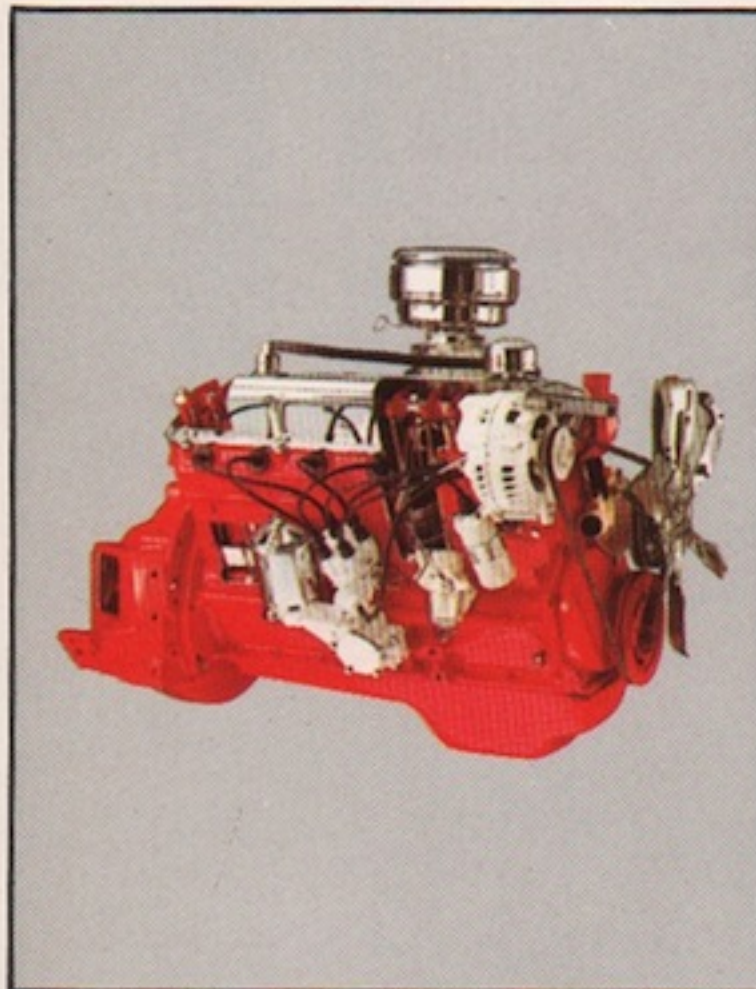
- THIRD SEAT BELT
- TINTED GLASS—WINDSHIELD AND REAR WINDOW
- HYDRAULIC JACK (3-TON)
- TWO-TONE PAINT
- UNDERCOATING
- BRIGHT FINISH HUBCAPS (D100, D200)

For A100 Compact Pickup options, see Dodge Compact Truck Catalog.

ENGINES AND TRANSMISSIONS

Other pickup engines may give you as much power as Dodge, but few give you as much toughness. The crankshaft, for example, on all Dodge pickup engines is the same type used on the big trucks—a drop-forged crankshaft that's stronger than the cast crankshaft found in some pickups. All Dodge power plants reach their maximum torque or pulling power at a low rpm for less wear and tear. And Dodge engines are just as easy on fuel and maintenance costs, making them the smartest buys for the hard work you expect from a pickup.

Engines illustrated have been painted and chrome-plated for display purposes.



STANDARD 140-HP SLANT SIX 225. Highly efficient. Easy to service. Inclined at 30-degree angle for low center of gravity and individually ported, long-branch manifolds which permit superb engine "breathing." It also features a drop-forged crankshaft, weight-saving aluminum parts, deep-skirt block, rugged valve train and large radiator.

OPTIONAL 210-HP 318 V8. Husky Dodge V8 with plenty of pep and pulling power. 318-cubic-inch displacement. 8.5:1 compression ratio. Its premium features include a drop-forged crankshaft, free-turning exhaust valves, drop-forged I-beam connecting rods, rotary-type oil pump, oil filter element, and silent-chain camshaft drive.

OPTIONAL 258-HP 383 V8. Rugged V8 that's the most powerful engine in the pickup field. Ideal for heavily-loaded campers or wherever top performance is desired. Features big 383-cubic-inch displacement, hydraulic valve lifters, vibration damper, drop-forged crankshaft, 18-inch 7-blade fan, 12-inch clutch, and heavy-duty battery.

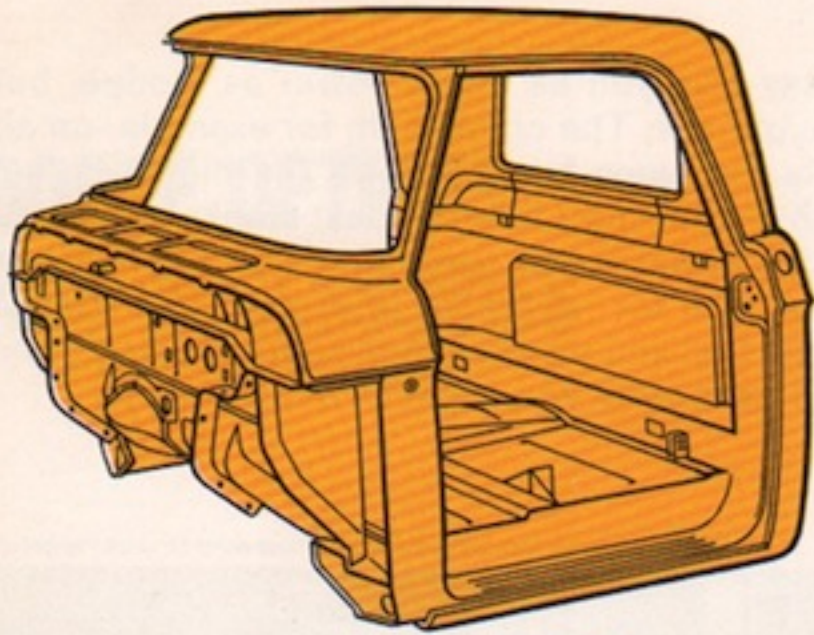


3-SPEED SYNCHRO-SHIFT, HEAVY-DUTY. Standard on D100 and D200. A true heavy-duty truck transmission with an unusually low 3.02 first-gear ratio for quick, easy starts.

4-SPEED SYNCHRO-SHIFT, EXTRA-HEAVY-DUTY. With close-spaced ratio. Standard on D300. Optional on D100 and D200. Exceptionally rugged. Has extra-large components for high capacity and long life.

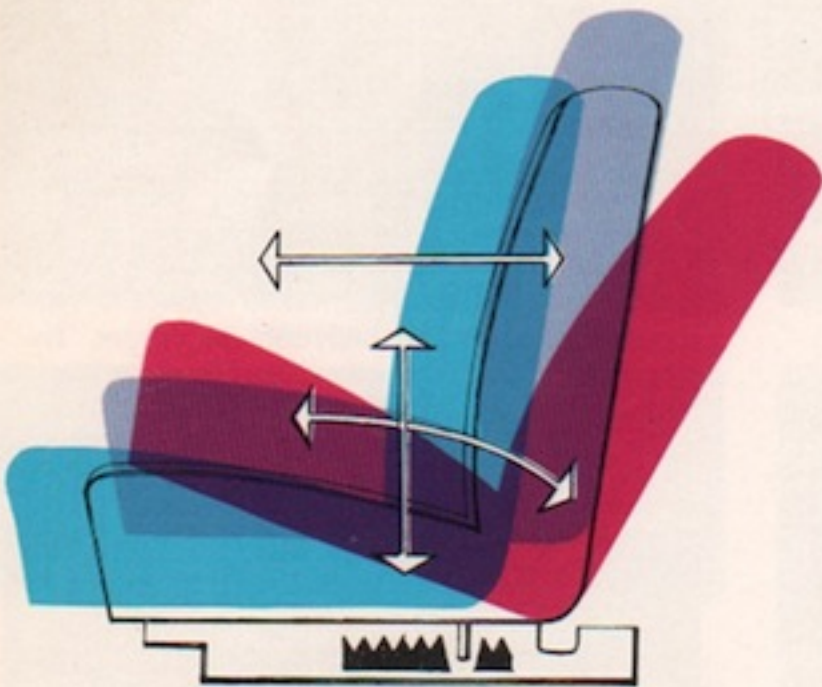
LOADFLITE 3-SPEED AUTOMATIC. Optional on all models. Tops in torque multiplication for starting. Highly efficient because its intermediate range provides an easy transition between low and direct drive.

A100 COMPACT ENGINES AND TRANSMISSIONS. Standard engine in the A100 compact pickup is a strong, tough 101-hp Slant Six. Optional are a 140-hp Slant Six and 210-hp V8. Transmission choices are two 3-speed manuals and the LoadFlite automatic.



CAB CONSTRUCTION

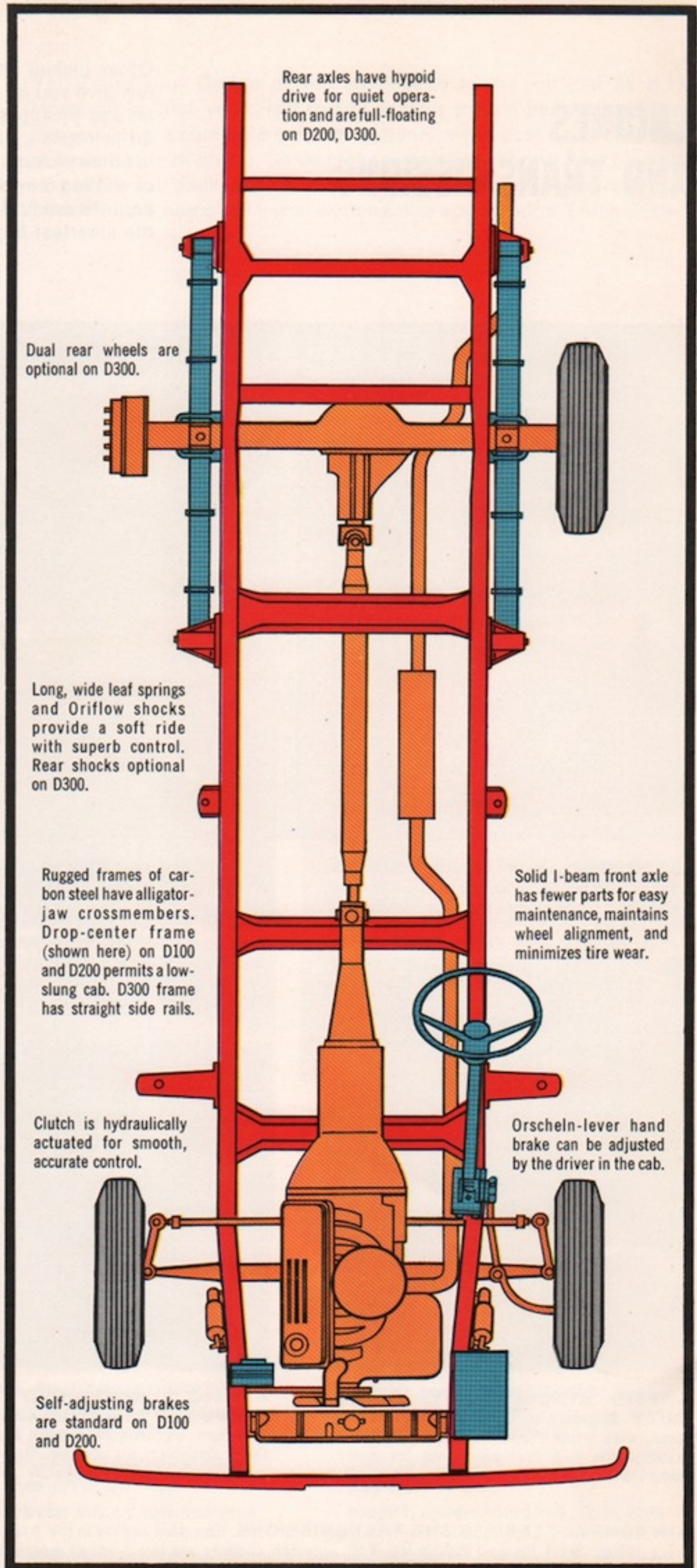
Climb in and out of it a thousand times a year. Pile up the miles in it over all kinds of roads. You'll find the Dodge conventional cab or Crew Cab just as tough as the rest of the truck. That's because of the extra details Dodge puts into it. Things like the solid, all-welded construction with box-section beams in the sills, pillars, cowl, roof rails, and the back of the cab. Or the big, husky door hinges with thick reinforcements that protrude deep into the doors. Or the extensive rustproofing applied to all critical areas. Or the thick rubber mounts that cushion the cab on the chassis. They all add up to one of the toughest and tightest cabs in the business.



SIX-WAY ADJUSTABLE SEAT

Another area where you get more in a Dodge is in the seat. It's extremely durable. Keeps its shape. (The standard seat has an extra-thick frame and 48 tough coil springs topped by cotton and foam pads.) The seat is adjustable six ways to custom-fit any driver. The fore-and-aft adjustment range of the seat on the track is, first of all, a full five inches—more than on any other truck. In addition, a special regulator at each end of the seat gives you one inch of vertical adjustment and lets you tilt the seat forward or backward. These last two adjustments can be quickly and easily made with nothing more than a hand wrench.

A100 COMPACT CONSTRUCTION. For details on the A100's unitized construction and its full-foam bucket seats, see the Dodge Compact Truck Catalog.



DODGE PICKUP SPECIFICATIONS

| | A100 | D100 | D200 | D300 |
|--|---|--|--|--|
| AIR CLEANER | DRY PAPER ELEMENT (6-CYL. & V8) 1-QUART OIL-BATH | 1-PINT OIL-BATH (6-CYL.) DRY PAPER ELEMENT (V8) 1-QUART OIL-BATH, 6-CYL. & 318 V8 | | |
| ALTERNATOR | 12-VOLT, 30-AMP (6-CYL.), 37-AMP (V8) (OPT.— 6-CYL.), 46-AMP OR 60-AMP (6-CYL. & V8) | 12-VOLT, 37-AMP 46-AMP OR 60-AMP | | |
| AXLE, FRONT | I-BEAM | | | |
| CAPACITY | 2,200 LBS. | 2,500 LBS. | 2,800 LBS. 3,800 LBS.(j) | 3,800 LBS. |
| AXLE, REAR | SEMIFLOATING, HYPOID | | FULL-FLOATING, HYPOID | |
| CAPACITY | 3,000 LBS.(a) | 3,600 LBS.(a) | 5,500 LBS.(a) | 7,500 LBS.(a) |
| RATIOS (TO 1) | 3.23, 3.55, 3.91(a)(f) | 3.23, 3.55(i), 3.91(a)(h) | 3.54, 4.1(a), 4.88(h) | 4.1, 4.88(a), 5.87(b)(h) |
| BATTERY | 12-VOLT—53-AMP-HOUR, 70-AMP-HOUR(i) | | | |
| BRAKES, SERVICE | HYDRAULIC WITH DUAL BRAKING SYSTEM (BRAKES ARE SELF-ADJUSTING ON ALL EXCEPT D300) | | | |
| SIZE—FRONT —REAR TOTAL LINING AREA | 10 IN. X 2.5 IN. 10 IN. X 2.5 IN. 195.2 SQ. IN. | 11 IN. X 2.25 IN. 11 IN. X 2 IN. 197.9 SQ. IN. | 12.12 IN. X 2 IN. 12.12 IN. X 2 IN. 211.6 SQ. IN. | 12.12 IN. X 2 IN. 13 IN. X 2.5 IN. 240.1 SQ. IN. |
| BRAKES, PARKING | REAR WHEELS, DRIVER-ADJUSTABLE | | | TRANSMISSION-MOUNTED, DRIVER-ADJUSTABLE |
| SIZE | 97.6 SQ. IN. | 95.4 SQ. IN. | 105.8 SQ. IN. | 8 IN. X 2.5 IN. (NP435 TRANS.) 7 IN. X 2 IN. (LOADFLITE TRANS.) |
| BRAKES, POWER | NOT AVAILABLE | | VACUUM, 8.8-IN. DIAMETER | |
| CLUTCH | SINGLE-PLATE, DRY DISC | | | |
| DIAMETER AND AREA ENGINE | 9.125 IN.—71.8 SQ. IN. 6-CYL. | 10 IN.—90.7 SQ. IN. 6-CYL. | 10 IN.—90.7 SQ. IN. 318 V8, OPT., 6-CYL. | 11 IN.—123.7 SQ. IN. 318 V8, OPT., 6-CYL. |
| COOLING SYSTEM—CAPACITY | 11.5 QTS. (170-6), 13.5 QTS. (225-6), 17.5 QTS. (318-V8) | 12 QTS. (6-CYL.), 16 QTS. (318 V8), 15 QTS. (383 V8) | | |
| ENGINES—6-CYL. —V8 | 101-HP, 170 210-HP, 318 | 140-HP, 225 | 140-HP, 225 210-HP, 318 258-HP, 383 | |
| FRAME | (UNITIZED CONSTRUCTION) | DROP-CENTER | | STRAIGHT |
| SECTION MODULUS | | 2.56 (114-IN. WB) 3.88 (128-IN. WB) | 3.88, 4.70(j) | 5.70 |
| FUEL TANK—CAPACITY | 21 GALLONS | 18 GALLONS | | |
| LOCATION | BEHIND REAR AXLE | INSIDE CAB, BEHIND SEAT | | |
| SHOCK ABSORBERS | ORIFLOW | | | |
| | FRONT AND REAR | | | FRONT, REAR |
| SPRINGS, FRONT—CAPACITY (AT PAD) | 940 LBS. 1,200 LBS. | 1,025 LBS. 1,250 LBS.(k) | 1,025 LBS., 1,500(j)(k) 1,250 LBS. | 1,250 LBS. 1,500 LBS.(k) |
| SPRINGS, REAR—CAPACITY (AT PAD) | 1,085 LBS. 1,410 LBS. | 1,100 LBS. 1,400 LBS.(k), 1,750 LBS. | 1,500 LBS.(d) 1,950 LBS.(d)(k), 2,600 LBS.(d) | 2,050 LBS. 3,000 LBS., 3,600 LBS.(e) |
| STEERING | WORM & ROLLER | RECIRCULATING BALL | | |
| | | POWER STEERING AVAILABLE WITH V8 | | |
| TRANSMISSION AUTOMATIC | 3-SPD. (A903) 3-SPD. SYN. (A745) 3-SPD. LOADFLITE | 3-SPD. SYN. (A745) 4-SPD. SYN. (NP435)(c) 3-SPD. LOADFLITE | 3-SPD. SYN. (A745) 4-SPD. SYN. (NP435)(c) 3-SPD. LOADFLITE | 4-SPD. SYN. (NP435)(c) 3-SPD. LOADFLITE |
| TIRES | TUBELESS | | | |
| FRONT AND SINGLE REAR MAX. AVAIL.—FRONT AND SINGLE REAR —FRONT AND DUAL REAR | 6.50-13-4PR 8.15-15-8PR | 8.15-15-4PR 6.50-16-6PR | 6.50-16-6PR 8-19.5-8PR | 8-17.5-6PR 8-19.5-8PR 8-17.5-8PR |
| WHEELS AND RIMS—NO. AND TYPE | 5, 5-STUD DISC | | 5, 8-STUD DISC | 5, 6-STUD DISC |
| WINDSHIELD WIPERS | DUAL ELECTRIC, VARIABLE-SPEED | | | |

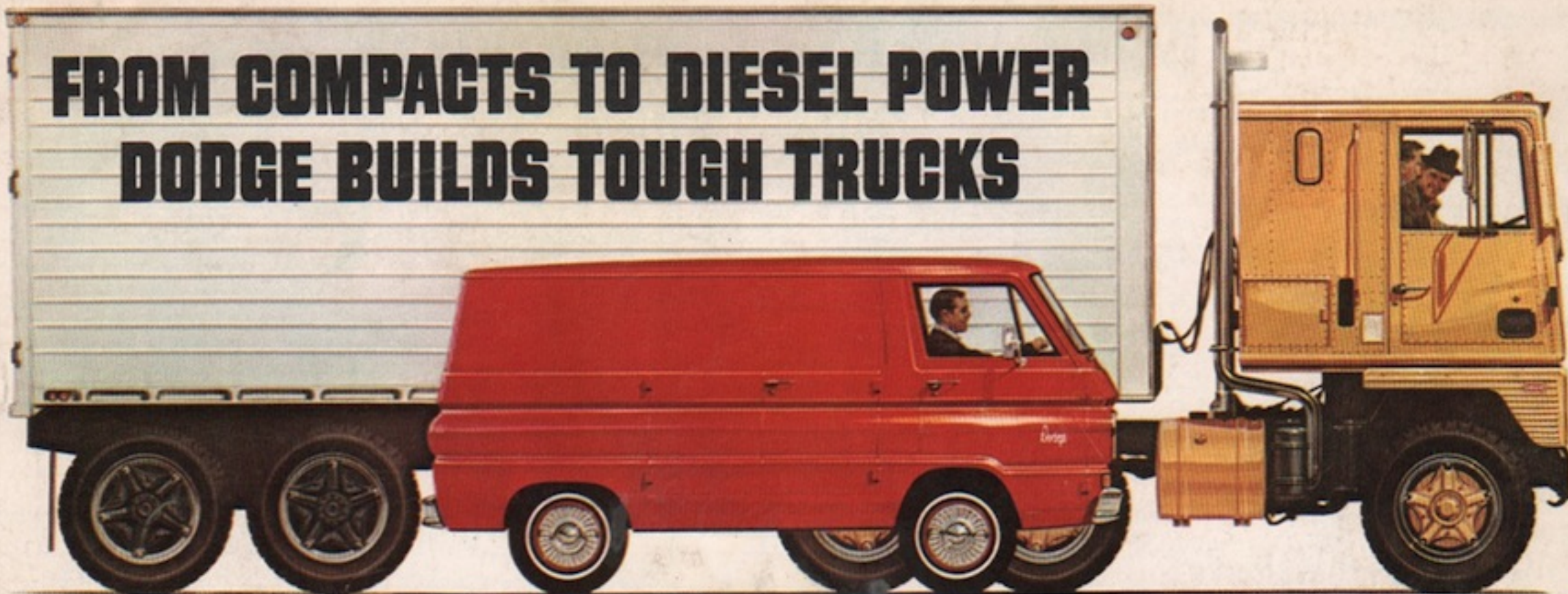
(a) Also available with optional anti-spin differential. (b) 5.87 ratio N.A. w/wide tread dual wheel axle. (c) Close-spaced ratio. (d) Also available with additional 525-lb. auxiliary spring at extra cost. (e) Includes 600-lb. auxiliary. (f) 5,200-lb. GVW package includes 3.91 ratio unless otherwise ordered (g) Requires A745 transmission. (h) Not available on 383 V8. (i) Also available with optional anti-spin differential on 383 V8 only. (j) Standard on Crew Cab. (k) Required with 383 V8. (l) Standard with 383 V8.

EQUIPMENT IN RED—OPTIONAL AT EXTRA COST

ENGINES

| | 170 SLANT SIX STANDARD ON A100 | 225 SLANT SIX STANDARD ON D100, D200, D300 OPTIONAL ON A100 | 318 V8 OPTIONAL ON ALL PICKUPS | 383 V8 OPTIONAL ON D100, D200, D300 |
|--|--|--|---|---|
| BORE AND STROKE DISPLACEMENT MAXIMUM HORSEPOWER MAXIMUM TORQUE (LBS.-FT.) COMPRESSION RATIO (TO 1) CARBURETOR | 3.40 IN. X 3.125 IN. 170.2 CU. IN. 101 @ 4,000 RPM 145 @ 1,600 RPM 8.5 1-BARREL | 3.40 IN. X 4.125 IN. 224.7 CU. IN. 140 @ 3,900 RPM 215 @ 1,600 RPM 8.4 1-BARREL | 3.91 IN. X 3.312 IN. 318.14 CU. IN. 210 @ 4,000 RPM 318 @ 2,800 RPM 8.5 2-BARREL | 4.25 IN. X 3.38 IN. 383 CU. IN. 258 @ 4,400 RPM 375 @ 2,800 RPM 9.2 2-BARREL |

FROM COMPACTS TO DIESEL POWER DODGE BUILDS TOUGH TRUCKS



**DODGE
TRUCK
5-YEAR/
50,000-MILE
ENGINE AND DRIVE TRAIN
WARRANTY**

HERE'S HOW THIS WARRANTY COVERAGE PROTECTS YOU:

Chrysler Corporation warrants for 5 years or 50,000 miles or 1500 hours of operation, whichever comes first, against defects in materials and workmanship and will replace or repair at an authorized Dodge Truck Dealer's (or other Dodge, Plymouth or Chrysler authorized Dealer's) place of business gasoline and Perkins diesel engines (i.e., block, heads, and internal parts), intake manifold, water pump, flywheel, flywheel housing, clutch housing, torque converter, transmission (i.e., case and internal parts, excluding manual clutch), transfer case and all internal parts, drive shafts, center bearings, universal joints, driving axles and differentials, and drive wheel bearings of its new Dodge trucks, provided the owner has (1) the engine oil changed and universal joints (except sealed-type) lubricated and the oil-bath-type carburetor air filter cleaned every 3 months or 4000 miles (every 2 months or 2000 miles on models 400 through 1000), whichever comes first, (2) the engine oil filter replaced and dry-type carburetor air filter cleaned every second oil change, and dry-type carburetor air filter element replaced every 24,000 miles, (3) the crankcase ventilation system cleaned and serviced every 4000 miles, and (4) the transmission, transfer case and driving axle lubricants changed every 32,000 miles (every 20,000 miles on models 400 through 1000). The foregoing services must be performed more often when reasonably required due to severe dust or regular "stop and go" operation. Every 6 months the owner must furnish to such a Dealer evidence of performance of the required service and request the Dealer to certify (1) receipt of such evidence and (2) the truck's then current mileage.

Chrysler Corporation's warranty against defects in materials and workmanship on gasoline engines of 800, 900, and 1000 Series new Dodge trucks is for 5 years, 100,000 miles or 3000 hours of operation, whichever comes first, and provides for repairing or replacing parts at a Chrysler Motors Corporation authorized Dealer's place of business at no charge for parts and after 50,000 miles or 1500 hours of operation, at a prorated labor charge based on 25% up to 60,000 miles or 1800 hours of operation, 50% up to 75,000 miles or 2250 hours of operation, and 75% up to 100,000 miles or 3000 hours of operation, in each instance whichever comes first. This warranty covers the engine (i.e., block, heads and all internal parts), intake and exhaust manifolds, timing gears, water pump, flywheel, flywheel housing and clutch housing, provided the engine maintenance services required are performed and certified as specified above.

**DODGE
TRUCK
5-YEAR/
100,000-MILE
HEAVY-DUTY GASOLINE ENGINE
WARRANTY**

DOWNTOWN DODGE
118 North 6th
La Crosse, Wis.

Dodge Trucks

DODGE DIVISION



**CHRYSLER
MOTORS CORPORATION**