

# DODGE

## "Job-Rated" TRUCKS

MULVANEY MOTOR CO.  
MULVANEY BUILDING  
BILLINGS, MONTANA

**1½ TON**

**MODELS  
"F" AND "G"**

**2 TON**

**MODEL "H"**

**2½ TON**

**MODELS  
"J" AND "K"**



*The parade of champions!*

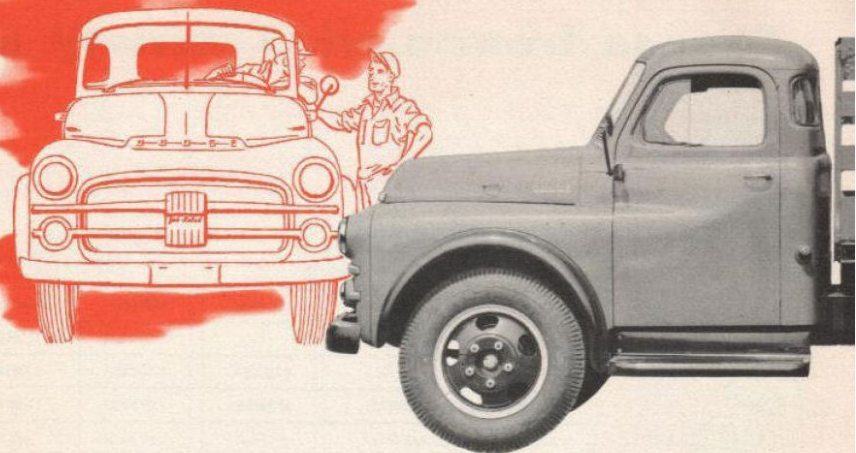


# Why a "Job-Rated" truck will serve you better

**Here's Why:** A "Job-Rated" TRUCK IS A TRUCK ENGINEERED AT THE FACTORY TO FIT THE JOB . . . SAVE YOU MONEY . . . LAST YOU LONGER!

EVERY UNIT FROM ENGINE TO REAR AXLE IS "Job-Rated"—FACTORY-ENGINEERED TO HAUL A SPECIFIC LOAD OVER THE ROADS YOU TRAVEL AND AT THE SPEEDS YOU REQUIRE! [www.dodge-semis.com](http://www.dodge-semis.com)

"The 'Job-Rated' idea pays off for me every day in the week! I get the economical hauling I want. I get the power and payloads I want. And a 'Job-Rated' truck lasts and lasts!"



if you go by value . . .

## go buy DODGE!

Year after year, Dodge continues to bring the very finest in advanced engineering to the truck industry. And certainly, this year's B-4 series presents the ultimate in extra value!

Ask any truck operator what the true measure of truck value is, and he'll simply tell you this: "Give me a truck that costs less to run . . . and one that performs more dependably day in day out. Above all, give me a truck that fits the job to a 'T'. That's my idea of value!"

You'll find a Dodge "Job-Rated" truck is exactly that kind of truck! Yes . . . if you go by value, you'll go buy DODGE!

Here are a few of the features that were introduced, developed or pioneered by Dodge:

- Hydraulic brakes
- Independent hand brake for complete line
- Downdraft carburetor
- Rustproofed sheet metal
- Water distributing tube in engine
- By-pass type thermostat
- One-piece rear axle housings
- Super-finish for precision parts
- Floating type oil intake
- Direct-acting shock absorbers
- Rotary-type oil pump
- Cyclebond brake linings





Choose from a wide variety of medium-tonnage models . . .

# Dodge "Job-Rated" 1½, 2 or 2½-ton model

CHASSIS SPECIFICATIONS AND RECOMMENDED "JOB-RATED" EQUIPMENT	F MODELS Engine 250.6 cu. in.—118 Gross Horsepower			G and GA MODELS Engine 250.6 cu. in. 118 Gross H.P.		H and HA MODELS 250.6 cu. in. 118 Gross H.P.		J and JA MODELS Engine 265.37 cu. in. 120 Gross H.P.		K and KA MODELS 265.37 cu. in. 135 Gross H.P.†
Maximum Gross Vehicle Weight	10,500 lbs.	12,000 lbs.	13,500 lbs.	13,500 lbs.	14,500 lbs.	14,000 lbs.	16,000 lbs.	10,500 lbs.	17,000 lbs.	19,000 lbs.
Maximum Gross Combination Weight	—	—	24,000 lbs.	—	26,000 lbs.	—	28,000 lbs.	—	32,000 lbs.	36,000 lbs.
Axle, Front—Capacity	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
Axle, Rear, Single-speed—Capacity	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	13,000 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	15,000 lbs.
Axle, Rear, 2-speed—Capacity	—	—	—	12,000 lbs.	12,000 lbs.	13,000 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	15,000 lbs.
Bodies, Standard	9' Platform, 9' Stake, 12' Platform, 12' Stake			9' Platform, 9' Stake, 12' Platform, 12' Stake, 14' Platform, 14' Stake						
Brakes, Front—Lining Area	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	180 sq. in.	180 sq. in.	180 sq. in.
Brakes, Rear—Lining Area	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	252 sq. in.	252 sq. in.	252 sq. in.
Brake Booster—Vacuum, 9½" dia.	—	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Clutch, Frictional Area—Std.	100.53 sq. in.	100.53 sq. in.	100.53 sq. in.	100.53 sq. in.	100.53 sq. in.	123.7 sq. in.	123.7 sq. in.	123.7 sq. in.	123.7 sq. in.	123.7 sq. in.
Springs, Front—Nominal Capacity per Spring	1,300 lbs.	1,300 lbs.	1,300 lbs.	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (2)
Springs, Rear—Nominal Capacity per Spring	3,300 lbs.*	4,500 lbs.	5,600 lbs.	5,600 lbs.	5,600 lbs.	5,600 lbs.	5,600 lbs.	5,000 lbs.*	6,500 lbs.	7,000 lbs.
Tires—Front	6.50/20-6PR*	7.00/20-8PR	7.50/20-8PR	6.50/20-6PR*	7.50/20-10PR	7.50/20-8PR	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR	8.25/20-10PR*
Tires—Rear (Dual)	6.50/20-6PR*	7.00/20-8PR	7.50/20-8PR	7.50/20-8PR	7.50/20-10PR	7.50/20-8PR	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR	9.00/20-10PR
Tires, Maximum, Front and Dual Rear	7.00/20-8PR	7.00/20-8PR	7.50/20-8PR	7.50/20-8PR	8.25/20-10PR	7.50/20-8PR	8.25/20-10PR	8.25/20-10PR	9.00/20-10PR	9.00/20-10PR
Transmission Type—Std.	4-speed Spur	4-speed Spur	4-speed Spur	4-speed Synchro-Shift	4-speed Synchro-Shift	4-speed Synchro-Shift	4-speed Synchro-Shift	5-speed Synchro-Shift	5-speed Synchro-Shift	5-speed Constant-Mesh
Wheelbases Available	128", 152" W.B.			128", 152", 170" W.B.		128", 152", 170", 192" W.B.		128", 152", 170" W.B.		128", 140", 152", 170" W.B.

\*To meet the demand and to expedite delivery, the following equipment will be installed unless otherwise specified.

F Models  
7.00/20-8PR Tires  
4,500 lbs. capacity rear springs

†With twin carburetors, manifolds and exhaust systems.

\*To meet the demand and to expedite delivery, the following equipment will be installed unless otherwise specified.

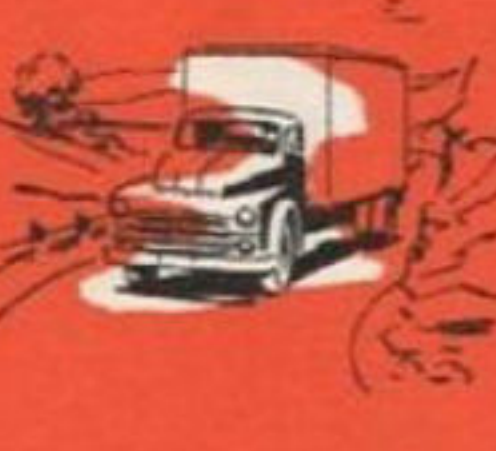
G and GA Models  
7.50/20-8PR Tires  
on 6.00 rims

J and JA Models  
8.25/20-10PR Tires on 6-stud wheels with 6.00 rims  
6,500 lbs. capacity rear springs  
Frame reinforcements

K and KA Models  
8.25/20-10PR Tires on 6.50 rims  
Twin carburetors, manifolds and  
exhaust systems

- (1) 1,300 lbs. on 128" W.B.  
(2) 1,900 lbs. on 170" W.B.

There's  
one that fits  
your job!





## Dodge offers the widest range of *Stake bodies*

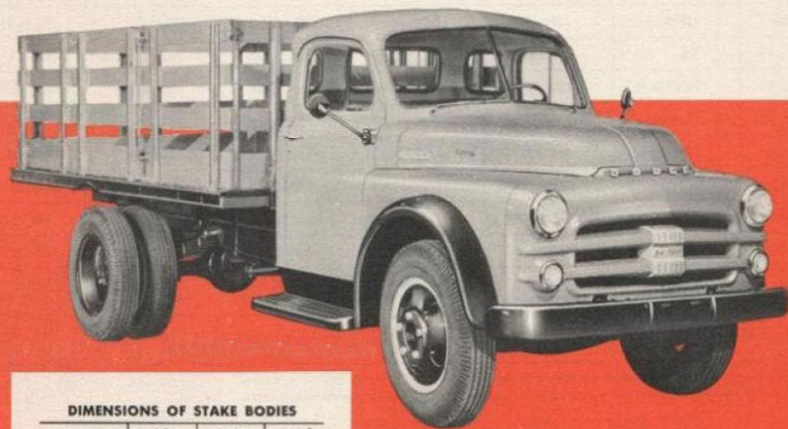
These stake bodies are "Job-Rated" to last on rugged jobs... and to make your loading and unloading easier!

Dodge "Job-Rated" stake and platform bodies are built in three lengths—9, 12, and 14 feet—to fit the hauling job. All are constructed of the most rugged materials... and all are designed to save you time and effort.

**Low loading heights**—Here's the big reason why it's so easy to load or unload a Dodge "Job-Rated" stake or platform model! Loading height is unusually low, because of such outstanding features as advanced rear spring design and cut-out sections over the rear wheels.

**All-steel sills**—Yes... these bodies are built to last! Two all-steel sills run the length of each Dodge "Job-Rated" stake or platform body. Cross sills are all-steel, too, and are reinforced by steel brackets. The tough select-wood floor is bolted to this rugged sub-floor construction.

**All-steel stakes**—Stakes are of all-steel construction to add to dependability and strength. These stakes can be depended upon to not wear loose. A steel channel rub rail encloses the platform, protecting the body and supporting the stake pockets.



**DIMENSIONS OF STAKE BODIES**

	9 ft.	12 ft.	14 ft."
Wheelbase	128 in.	152 in.	170 in.
Inside Length	106½ in.	142½ in.	166½ in.
Inside Width	82 in.	82 in.	82 in.
Height of Sides	40 in.	40 in.	40 in.
Inside Floor Area	60½ sq. ft.	81½ sq. ft.	94½ sq. ft.

\*Not available on "F" Models.

**Hinged center section**—To enable you to load and unload with the greatest of ease, the center stake section on either side of the body is hinged on a full-length pin. The center section can be swung back out of the way easily.

## "Job-Rated" *Tractors* provide many advantages



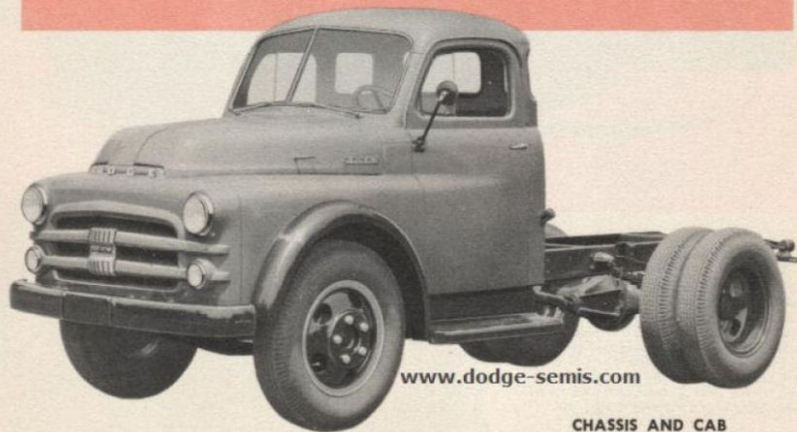
Here are tractor models that can be used to pull big and husky trailers—and they'll do the job with top dependability, economy and long life!

Dodge "Job-Rated" conventional tractor models come in two wheelbases, 128" and 140" (latter available in "K" models only) so that you can be certain of getting the tractor that best fits your hauling requirements.

### Frame ends tapered

Dodge "Job-Rated" 2½-ton tractor frames feature side rails with tapered ends. These

tapering ends make it extra easy for you to couple a trailer onto the tractor. In addition, full-section side rails extend past the rear axle for added strength, long life and extra dependability.



[www.dodge-semis.com](http://www.dodge-semis.com)

### CHASSIS AND CAB

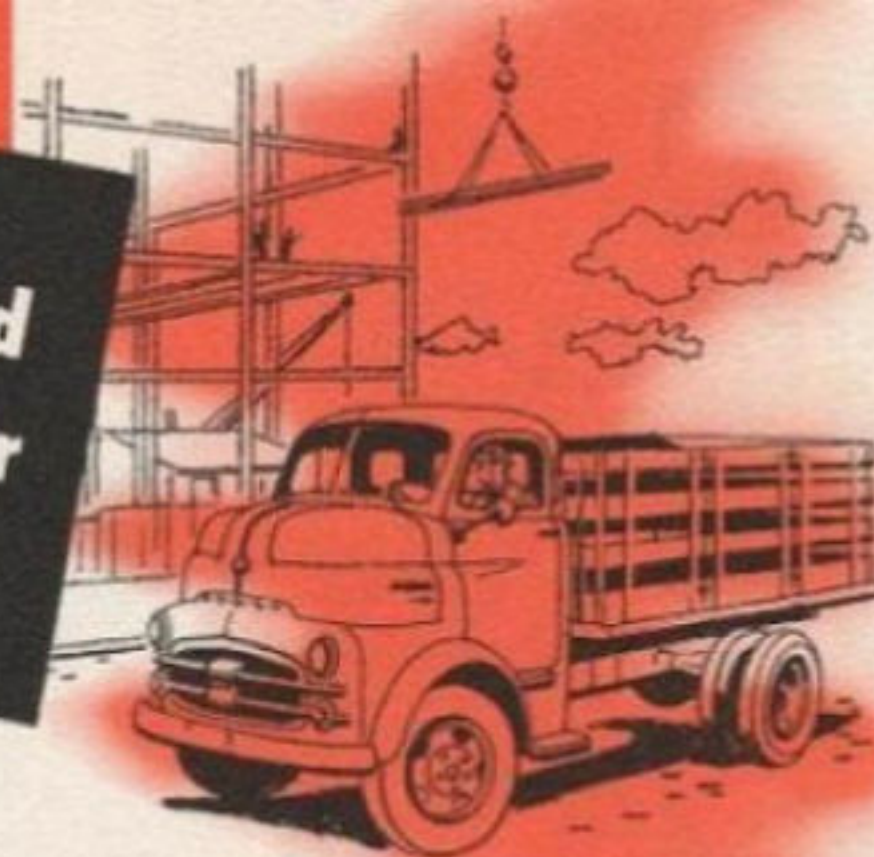
Available in 128" and 140" (latter available in "K" models only) wheelbase lengths.



# Dodge Cab-Over-Engine Models...

www.dodge-semis.com

Designed  
for easier  
hauling!



Dodge Cab-Over-Engine models are *more compact* than conventional trucks. For this reason, they require a much shorter wheelbase to accommodate a given body length. And because the hood area is much smaller, road visibility is greatly increased. You see *more* of the road!



**Easier to handle**—Drivers agree this is a big advantage of Dodge C.O.E. models. At loading docks, in narrow streets and alleys, in congested traffic, for curb parking—in fact, wherever movement is restricted—the easier handling provided by the short turning diameter of Cab-Over-Engine design will be much appreciated. Dodge C.O.E. models also require less garage space.

**Shortest turning diameter**—These Dodge "Job-Rated" Cab-Over-Engine models are *really* maneuverable!

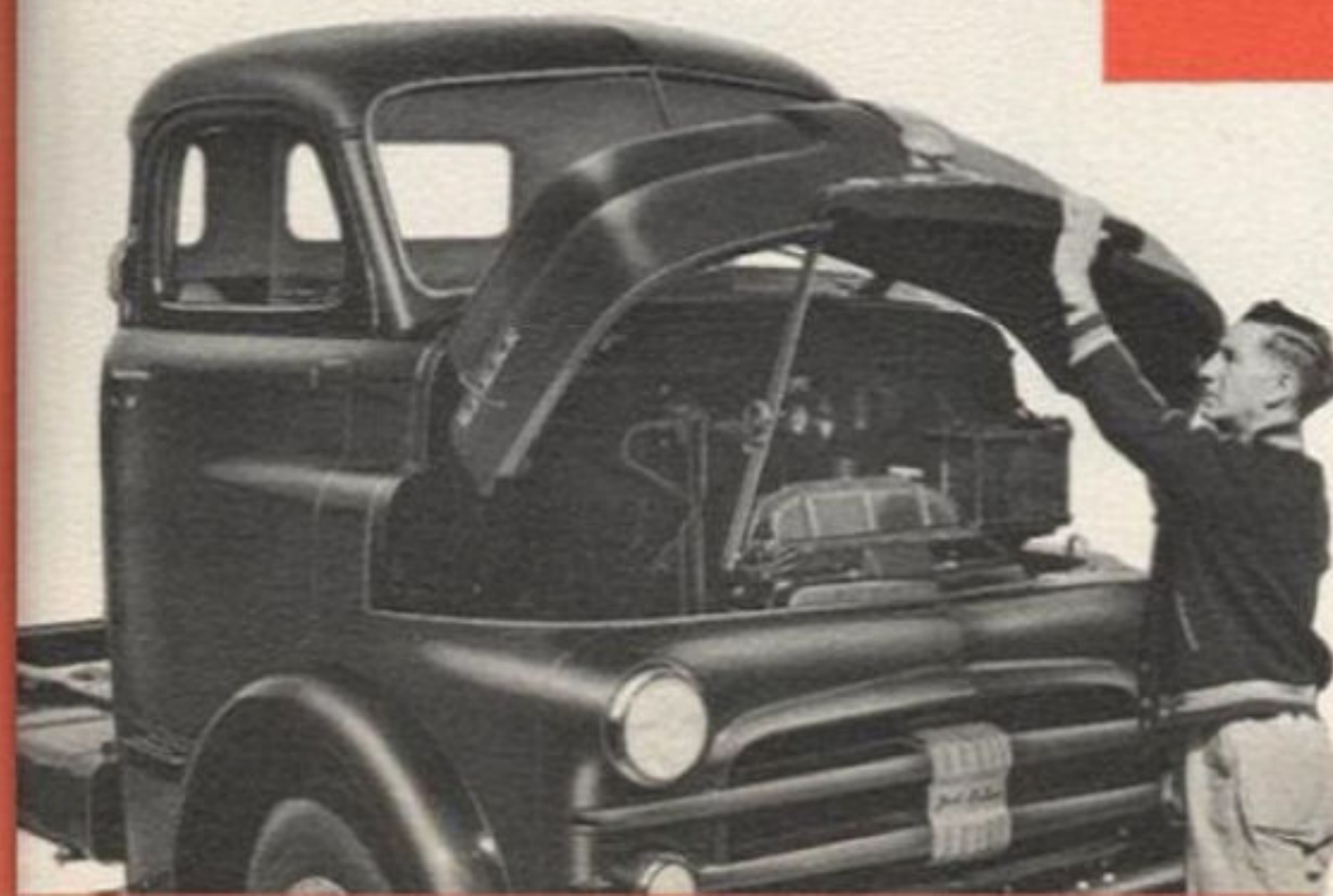
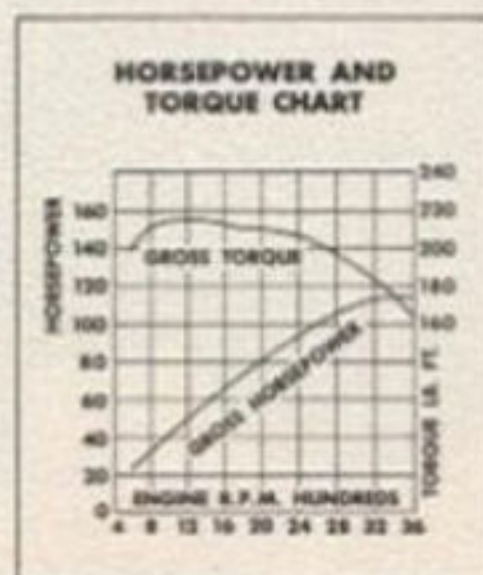
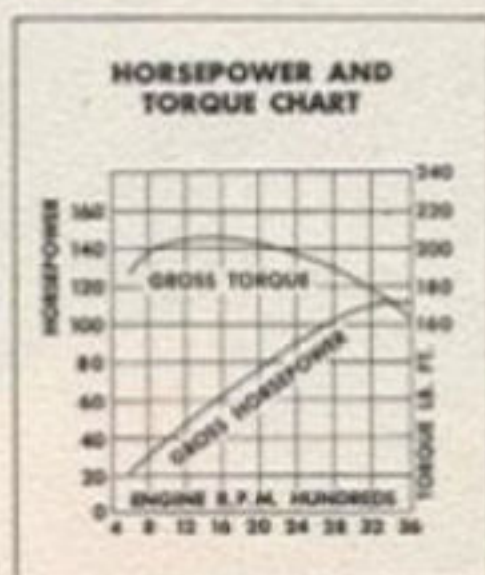
The 107" W.B. Cab-Over-Engine truck has a turning diameter of as short as 37½ feet while the 128" wheel-base conventional cab model (which accommodates the same length body) has a minimum turning diameter of 43 feet.



## 2 great C.O.E. engines

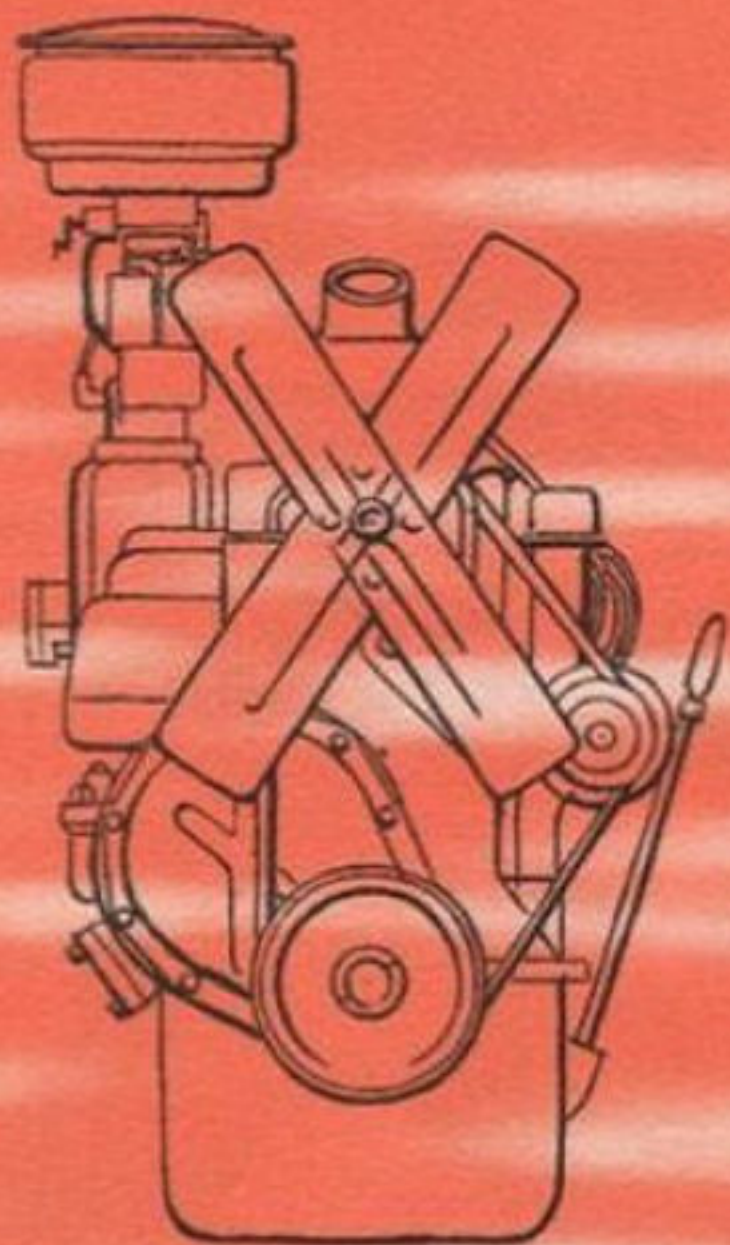
Horsepower and torque range of the two medium-tonnage C.O.E. engines are indicated by the charts at the right.

The engines used in 2-, and 2½-ton C.O.E. models differ from the engines used in 2-, and 2½-ton conventional models. For one thing, the C.O.E. engines utilize an updraft carburetor, rather than a downdraft carburetor. Manifolding is of a different design, too.



**Easier to Service**—Dodge "Job-Rated" C.O.E. models are exceptionally easy to service. The hood is of the front-opening type, hinged at the rear and held closed by two lock handles, one on each side of the hood. Simply releasing the lock handles and raising the hood provides full access to the engine compartment. There are no bolts to remove. The radiator filler, battery, dip stick and oil filler are easily accessible from the front.



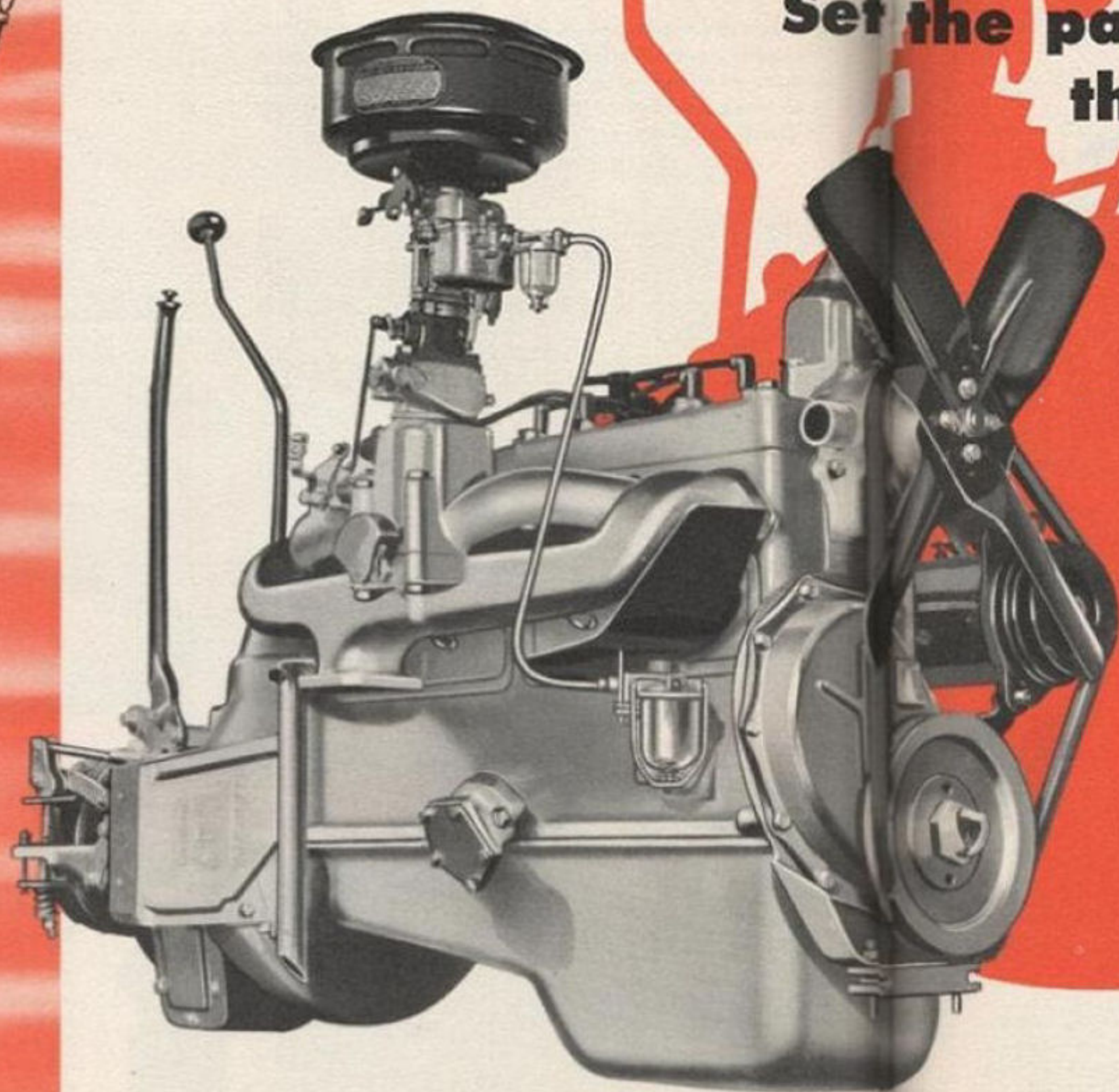


### Money-Saving Fuel System!

1. Diaphragm-Type Fuel Pump assures the proper supply of fuel . . . for any and all operating requirements.
2. Dual Fuel Filters make certain that carburetor receives clean fuel.
3. Carburetor is of advanced design that assures highly efficient air-fuel mixture.
4. Built-in Accelerator Pump assures you of extra-rapid acceleration.



5. Economizer Valve saves gasoline by adjusting fuel mixture to throttle demands—with "power step" for wide-open throttle.
6. Thermostatic Manifold Heat Control preheats fuel mixture for less choking, greater economy.
7. Oil-Both Air Cleaner safeguards engine against harmful abrasives.



# 2 Great New Engines...

Set the pace in power for the 1½-, 2-, and 2½-ton field!

Yes, here are two all-new engines . . . bringing new power to the medium-tonnage field!

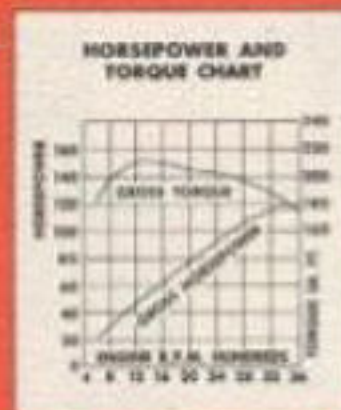
These engines afford the *right* power for their respective trucks. Furthermore, these engines are "Job-Rated" to fit the job the truck is to do! That's why engines such as these can be depended upon to cut your costs day after day . . . and to keep your truck

rolling reliably, year after year!

Here, truly, is the kind of power you want and need! It will enable you to maintain higher road speeds with maximum loads. It will let you start up smoothly with heavy loads. And it will assure you of power to spare when passing other vehicles . . . when traveling uphill . . . or when working off the road.

### 118 H.P. ENGINE

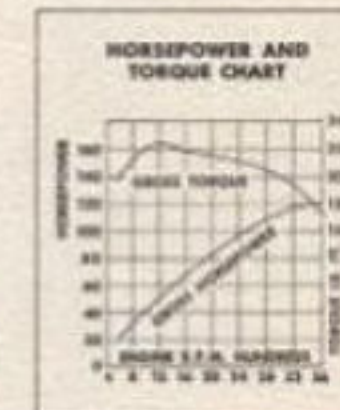
In 1½- and 2-ton models  
250.6 cu. in. displacement  
210 lb.-ft. maximum gross torque



Exhaust valves are Silicon-Chrome steel. Compression ratio is 6.8 to 1. Larger exhaust system, larger battery, more powerful starting motor are a few of the new features.

### 120 H.P. ENGINE

In 2½-ton models  
265.37 cu. in. displacement  
225 lb.-ft. maximum gross torque



Compression ratio is 6.8 to 1. Multiple-layer bearings, sodium-filled, stellite-faced exhaust valves, bronze exhaust valve guides, and new manifold are some of the features of this new engine.

### ALL THESE ADVANCED ENGINE FEATURES (and many more!)

**High-Compression L-Head Design** for easy-rolling power and reduced maintenance costs!

**Exhaust Valve Seat Inserts** are made of extremely hard alloy . . . to assure a perfect valve seal for thousands of extra miles!

**Water-Distributing Tube** directs water around exhaust valve seats to give better valve seat cooling . . . and longer engine life!

**Lightweight Aluminum-Alloy Pistons** reduce bearing load, reduce maintenance costs . . . give longer, more trouble-free service!

**Chrome-Plated Top Piston Ring** seats better and resists pitting to seal compression better, lasts longer.

**Four Rings Per Piston**—one of the reasons your gas and oil economy will be better in a Dodge truck!

**Four Main Bearings** provide big bearing area for rigid support and positive alignment of crankshaft.

**Statically and Dynamically Balanced Crankshaft**, super-finished journals to reduce friction, prolong life of bearings.

**Replaceable Precision-Type Connecting Rod Bearings** last longer, and may be replaced more easily. Upkeep costs are thus minimized.

**Pre-fitted, Replaceable-Type Main Bearings** are exceptionally easy to service.





Now available on 2½-ton K & KA models!

# Twin Carburetion and Exhaust System

for extra power and economy

Here is a new feature of Dodge "Job-Rated" 2½-ton K & KA models—formerly available only to Dodge high-tonnage users—that assures maximum power per gallon of fuel . . . under practically all operating conditions!

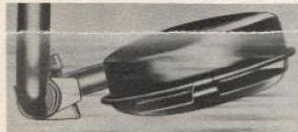
Twin carburetion consists of two down-draft carburetors which efficiently mix the higher volume of gasoline and air required for maximum power. Also, there are two intake manifolds and a fuel mixture equalizing tube to assure equalization of mixture to all cylinders, and to provide smooth, uniform operation.

There is a twin exhaust system to reduce back pressure and increase engine efficiency. This includes two separate, individual mufflers, exhaust pipes and tailpipes.

In addition, with twin carburetion, this Dodge "Job-Rated" engine provides three fuel filters, twin velocity-type governors, and twin oil-bath air cleaners.

Remember . . . no other major truck manufacturer offers twin carburetion as well as twin manifolds and exhaust systems.

## Floating Oil Intake!



Here is an extra-value feature which serves as another example of how Dodge gives "quality beyond the price." The floating oil intake selects the best oil from the crankcase . . . and avoids the sediment on the bottom and the froth at the top. It thus provides better lubrication and longer engine life.

A. Twin Oil-Bath Type Air Cleaners

B. Twin Downdraft Carburetors

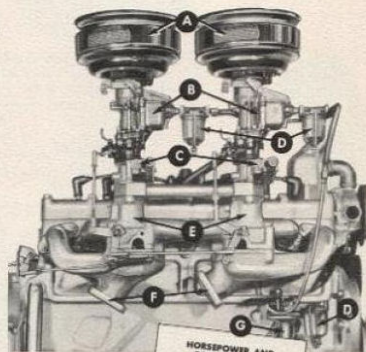
C. Two Velocity-Type Governors

D. Three Fuel Filters

E. Twin Intake Manifolds

F. Twin Exhaust System

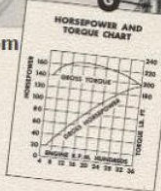
G. High-Capacity Fuel Pump



www.dodge-semis.com

## 135 H.P. ENGINE

(With twin carburetion and exhaust systems)  
In 2½-ton K and KA models  
265.37 cu. in. displacement  
226 lb.-ft. maximum gross torque



## Replaceable, pre-fitted type connecting rod bearings!



For longer, more efficient service, these bearings are constructed of bonded alloys which have exceptional ability to withstand heat and pressure. These bearings are exceptionally easy to service, too. They can be removed and replaced by merely dropping the oil pan and taking off the connecting rod caps.



# Outstanding New Brakes

—your assurance of safe, smooth stops

Definitely, there are no safer trucks on the road than these Dodge "Job-Rated" 1½-, 2-, and 2½-ton models!

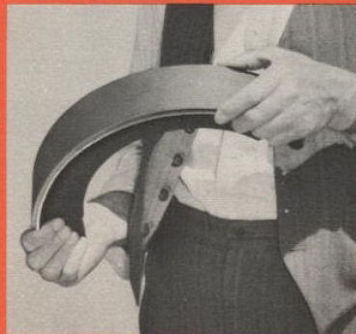
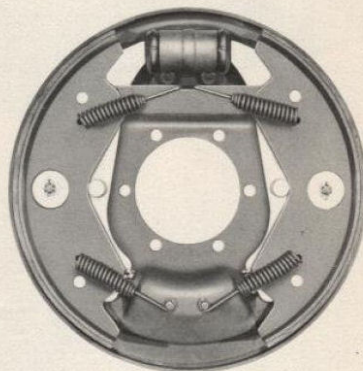
The brakes on these trucks are the result of years of meticulous engineering. You can count on them for sure, smooth, safe stops—always!

## New Dodge Rear Wheel Brakes on 1½-, 2-, and 2½-ton models

All Dodge medium-tonnage models provide new, extra powerful rear wheel brakes. When teamed with Dodge highly-efficient new front wheel brakes, they enable you to stop in shorter distances with less pedal pressure.

These new rear wheel hydraulic brakes are of the "dual primary" type, with two brake shoes that actually float, within controlled limits. This brake construction makes possible controlled equal self-energization of the shoes in both directions.

These advanced brakes enable you to enjoy the safest driving ever . . . and they're exceptionally easy to service, too. Reduced pedal pressure means less driver fatigue, increased driver comfort.



## Molded, tapered Cyclebond brake linings last longer . . . give smoother, more even wear!

Dodge brakes feature molded, tapered linings which are thicker in the center . . . and thinner and more dense at the ends. Thus, the center of the lining contacts the drum first! Brake operation is smoother, quieter, more even. And the linings last longer.

Also, Cyclebond brake linings are rivetless, providing more braking area and longer lining life. There are no rivet holes to collect dirt or grit which scores your brake drums. You get longer brake-drum life.



*There's a medium-tonnage*

# DODGE "Job-Rated" TRUCK

[www.dodge-semis.com](http://www.dodge-semis.com)

**to fit your job... save you money!**



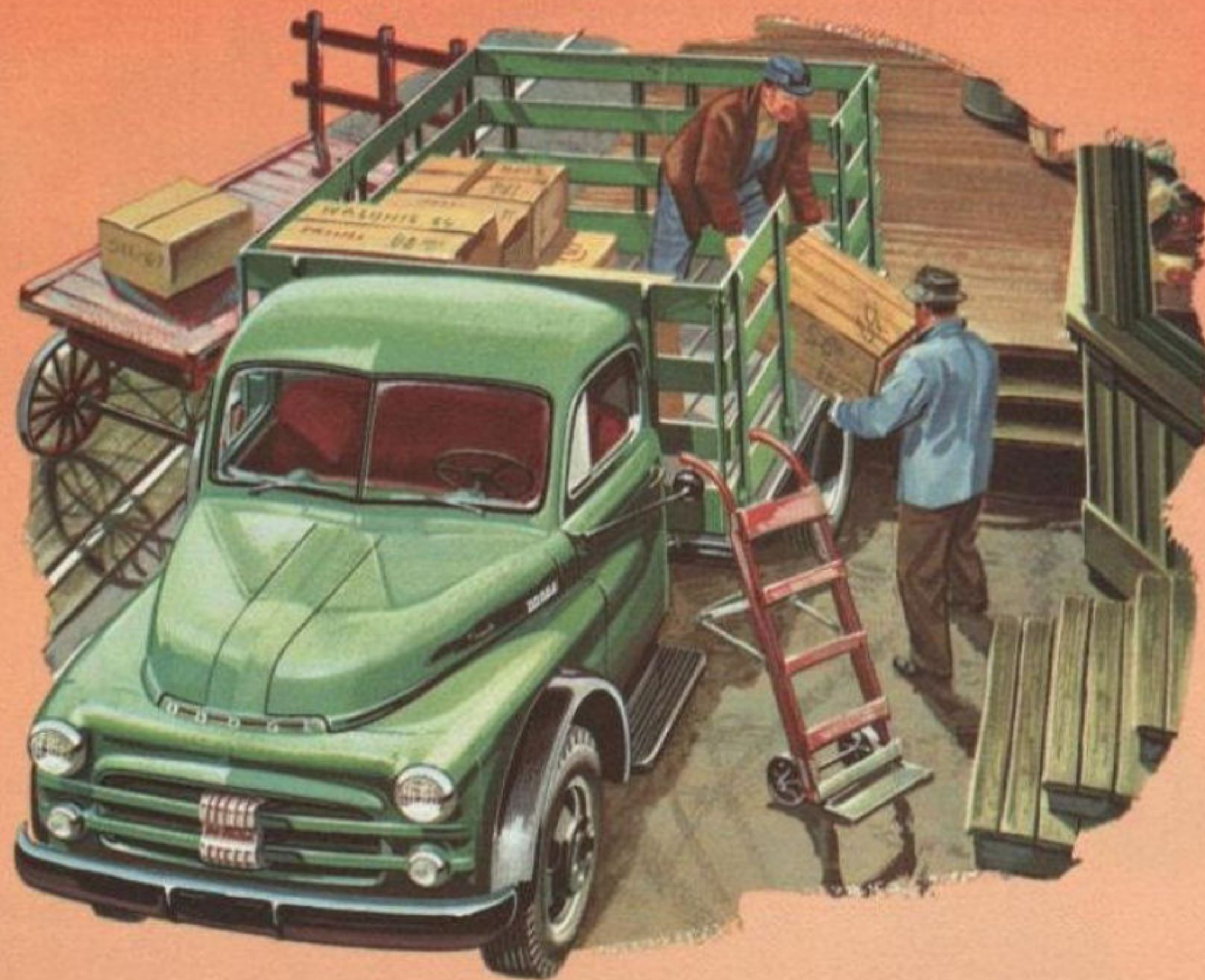
TANK TRUCK



C.O.E. VAN



BOTTLER'S TRUCK



*Remember... only Dodge builds "Job-Rated" trucks!*



# Chassis is "Job-Rated" to serve you better!

Whatever type of hauling your work calls for, you'll want a truck that will stand up better under the most severe operating conditions . . . one that will last for years and stay on the road and out of the repair shop. And you can depend on a Dodge "Job-Rated" truck to fill the bill on every count!

That's because the chassis of your Dodge truck is "Job-Rated" . . . built from engine to rear axle to fit the job! Every unit—frame, clutch, transmission, axles, and all the rest—is engineered to move your loads over the roads you travel in less time . . . with less effort . . . and at lower cost.

The features discussed on these pages are merely a few of many reasons why you can be sure of outstanding on-the-job service with a Dodge "Job-Rated" truck!



**2. Rear Axles**—Dodge "Job-Rated" rear axles provide several ratios so each truck may better fit its hauling job. Each rear axle has the right load-carrying capacity. These are really dependable axles . . . for any loads you carry and on any roads you travel.

**3. Distribution of Truck-Weight**—In Dodge, the engine is located in a forward position, while the front axle is located farther back. Because of this better distribution of truck weight, you can carry far bigger payloads in Dodge "Job-Rated" trucks.



**5. Vacuum brake booster**—Dodge provides a sealed type of 9½-inch vacuum brake booster that makes your hauling job safer . . . eliminates a lot of driver fatigue. Steel tubes and positive seal-type fittings, instead of rubber hoses and clamps, insure dependable, long-life operation. This unit is standard on all H, J, and K models; available on F and G models.

**4. "Job-Rated" Frame**—The Dodge frame is the husky foundation for heavy loads. Sturdy cross-members provide superior strength and protection against twist. Frame is made of hot-rolled, high-carbon steel for long, hard usage, 128- and 140-inch wheelbase tractors in the 2½-ton class have deep section frame side rails over rear axle, and tapered rear frame ends (trailer ramps).

**1. Heavy-Duty Transmission**—Rugged Dodge transmissions are "Job-Rated" to pull normal loads with extra dependable service. All gears are wide-faced to give more contact area, quieter operation, longer life. And to cut down friction-loss, antifriction bearings are used in liberal quantities. 1½-, 2-, and 2½-ton models offer a selection of six "Job-Rated" transmissions to handle every type of load and road condition.



**6. "Job-Rated" rear springs**—Rear springs are properly rated for the load to be carried. Like the front springs, they are made of chrome-alloy steel for tough wear and long life.

[www.dodge-semis.com](http://www.dodge-semis.com)

**7. Front springs**—Exceptionally long front springs are designed for easy, cushioned riding. They are made of chrome-alloy steel to assure long life . . . even in frequent stress-and-strain conditions. Front springs are shackled at the rear to eliminate extra stress and provide longer life. Each spring is properly rated for the load it must carry.

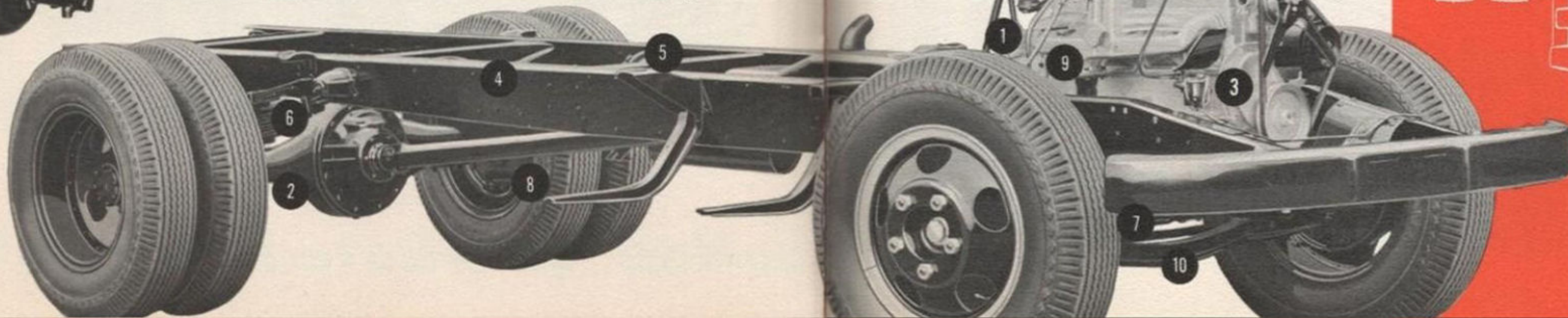


**8. Brakes**—All Dodge "Job-Rated" 1½-, 2-, and 2½-ton models have new rear wheel brakes—an advanced dual-primary type that assures shorter stopping distances with less pedal pressure. New front brake wheel cylinders are of "straight-through" design. All models provide molded, tapered Cycle-bond brake linings for smoother, quieter, more even braking action. And because these linings do not require rivets, they last far longer and wear better than conventional linings.

**9. Clutches**—Long-lasting Dodge clutches are built for smooth, uniform starts, 10-inch diameter heavy-duty clutch has 100.5 sq. in. frictional area—11-inch diameter heavy-duty clutch has 123.7 sq. in. frictional area. Other features are large, extra-thick linings, heat-treated pressure and torsion springs.



**10. Front axles**—Dodge super-strength front axles are made of drop-forged, medium-carbon steel for extra-long life and dependable service.



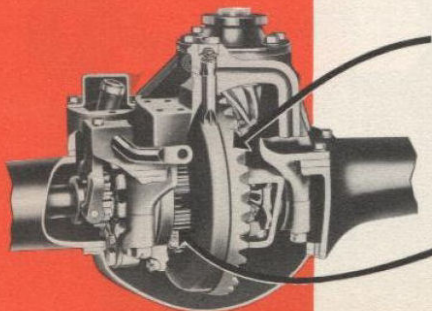


You'll save time . . . cut costs with



## FOUR BIG ADVANTAGES

1. Dual Purpose models give you extra pulling power . . . so that you can climb steeper grades with heavy loads in low-speed range.
2. Dual Purpose models reduce gas and oil consumption . . . and engine life is lengthened because of fewer revolutions per mile in high-speed range.
3. Dual Purpose models enable you to maintain faster hauling schedules . . . with the right gear ratio for all load conditions.
4. Dual Purpose models' ability to start smoothly with heavy loads saves wear and tear . . . cuts maintenance costs.



### 1. ECONOMY RATIO (High-speed range)

Provides faster speeds for trucks on level roads. Makes possible quicker return trips for empty trucks. Reduced gas and oil consumption—less engine wear.

### 2. POWER RATIO (Low-speed range)

Provides extra pulling ability to climb steeper grades with heavy loads. Power for quick pickup—and for bad roads and off-the-highway operations.



Shifting is exceptionally easy. Operating the vacuum-actuated power shift simply couldn't be easier! The driver merely presses the convenient button on the gearshift lever. The driver can shift the axle alone, or he can "split-shift" so that both axle and transmission ratios are changed at the same time.

# Dodge dual-purpose models

## with 2-speed rear axle

If you go out heavy and return light . . . or if you travel routes that are both level and hilly . . . or if you work off the highway . . . then you will find that a Dual Purpose 2-Speed Rear Axle Model is "just what the doctor ordered!"

A Dual Purpose model will save you time . . . and it will cut your costs. Here are *two* axle ratios in one axle—an economy ratio and a power ratio. The economy ratio is used when operating with a light load on level roads or when the truck has reached "rolling" speed with a heavy load.

The power ratio offers an additional gear reduction for climbing grades, pulling through mud, accelerating with a load or whenever extra power is needed.

The 2-speed rear axle provides ten closely spaced forward speeds with the 5-speed transmission. Thus, the driver can select the proper gear reduction to meet every load and road condition.

You can be sure you'll get

# The Right Transmission

## for your type of hauling job!

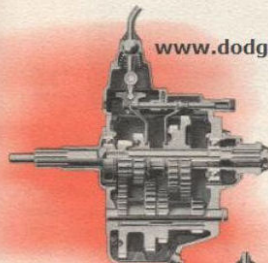
To make certain you get the right transmission—the one that meets the operating conditions of *your* job—Dodge makes available to you several different advanced-design transmissions.

These transmissions are "Job-Rated" especially for the job they are to do . . . which means that they can be depended upon to provide exceptionally long, dependable service.

Here are the "Job-Rated" transmissions available in Dodge 1½-, 2-, and 2½-ton models.

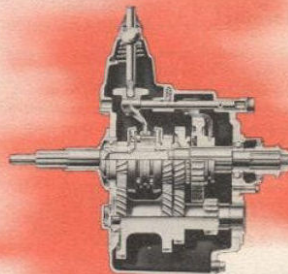


[www.dodge-semis.com](http://www.dodge-semis.com)



### 4-SPEED SPUR (Standard in Dodge "F" models.)

5 antifriction bearings. First and second speed gears are cut from a one-piece forging for extra strength and rigidity. Convenient power take-off opening is on right side. All gears are specially "carbide" to have an extra-hard, long-lasting surface.



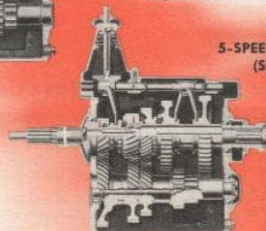
### 4-SPEED SYNCHRO-SHIFT (Standard in Dodge "G", "H" models.)

6 antifriction bearings. Power take-off opening conveniently located on right side. Second and third speed gears are of the helical constant-mesh type for smooth shifting, quiet operation.

A 5-speed Synchro-Shift (Direct-in-Fifth) transmission is available as extra equipment in Dodge "G" and "H" models. 5-speed overdrive available as extra on "H" models.

### 5-SPEED SYNCHRO-SHIFT (Direct-in-Fifth) (Standard in Dodge "J" models; extra on "G" and "H" models.)

With this model, you get gear shifting that's superbly smooth under all conditions. 7 antifriction bearings. Extra convenience afforded by power take-off opening on right side. Third and fourth gears are of the helical constant-mesh type. A 5-speed overdrive transmission is available as extra equipment for Dodge "H" and "J" models.



### 5-SPEED CONSTANT-MESH (Direct-in-Fifth) (Standard in Dodge "K" models.)

Five forward speeds provide flexibility to give the right combination for any operating conditions. It has precision-cut, wide-faced gears forged from tough alloy steel. 7 antifriction bearings. Power take-off openings on both sides.

A 5-speed overdrive transmission is available as extra equipment for Dodge "K" models.



# The Easiest-handling trucks on the road!

You'll like the way a Dodge "Job-Rated" truck handles... especially when you're maneuvering through traffic, parking, or attempting to wheel into or out of a tight spot! Ask any present Dodge owner what he likes most about his truck... and "easy handling" is sure to be one of his first answers!

Here are some of the reasons why:

## Easier to maneuver in traffic!



On a crowded street, the vehicle that *turns in less space* is naturally going to be the easiest vehicle to handle! Dodge trucks *do* turn in less space, and one of the big reasons is that Dodge trucks have *shorter wheelbases* than most competitive makes. [www.dodge-semis.com](http://www.dodge-semis.com)

## Tops in a tight spot!

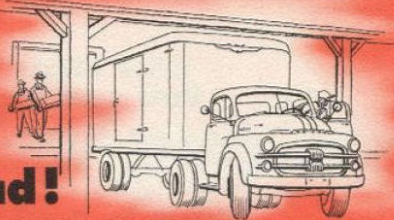


Drivers are amazed at the ease with which a Dodge truck may be wheeled into or out of a tight spot. This Dodge advantage may be attributed, to a large degree, to exceptionally *wide front axle tread* (the distance between the center-line of the front tires).

## A cinch to back up or park!



Here's a Dodge advantage you'll really be thankful for! Parking a truck can be hard work—but in a Dodge most of the drudgery is eliminated, thanks to features such as the shortest turning diameters of any popular truck, shorter over-all length, and a steering wheel that turns with maximum ease!



## Shortest Turning Diameters of Any Popular Truck!

Here is the *big story* of why Dodge "Job-Rated" trucks are the easiest-handling trucks on the road! Here is proof that Dodge trucks *turn in less space* than competitive trucks... and thus may be maneuvered with greater ease than competitive trucks. Dimensions shown are for comparable models and wheelbases in the 1½- through 2½-ton field.

### 1½-, 2-, and 2½-ton models



(Dodge 128" W.B. vs. competition)



(Dodge 140" W.B. vs. competition)



(Dodge 152" W.B. vs. competition)



(Dodge 170" W.B. vs. competition)



(Dodge 192" W.B. vs. competition)

# Dodge "Pilot-House" Cabs

make driving easier, safer,  
more comfortable



Here's how you or your drivers can operate a truck more *comfortably* and *efficiently* all day long—get a Dodge "Job-Rated" truck with a "Pilot-House" cab!

Dodge "Pilot-House" cabs are designed *around the driver*, to meet his needs for comfort and convenience. For instance, these cabs offer plenty of *headroom*, *shoulder-room*, and *legroom*. And they offer the very finest all-round visibility through as much as 1957 square inches of actual vision area.

And these cabs are thoroughly *soundproofed* and *insulated* to minimize annoying noises and vibrations.

Take a demonstration ride in a Dodge "Job-Rated" truck—sample the comfort of a "Pilot-House" cab for yourself!

**New "Dura-Lok" Construction**—These are *safe* cabs to ride in! They feature *Safety-Steel* construction, with steel welded to steel throughout—not bolted. The cab underbody is specially reinforced by a heavy, channel-type transverse member. Husky steel braces provide reinforcements at every point of stress. The steel floor is an integral part of the cab body.

**New Interiors**—You'll find the interiors of these cabs to be handsomely appointed—to add to your personal satisfaction and to the prestige of your business. Interiors are attractively trimmed in new two-tone colors of maroon and grey. Door trim panels are edged with a handsome plastic binding. Inside, as well as out, Dodge offers truck-styling at its best!

**4" Seat Adjustment**—Whether you or your drivers are big or small, you'll be comfortable on the seat of a Dodge cab! A convenient hand lever on the seat provides a 4-inch seat cushion and back adjustment. Seats are at comfortable "chair-height," too.

**Widest Seats**—Yes, Dodge trucks provide the widest seats of any popular truck! Seats are a *full 57" wide*—wide enough to seat three big men with maximum comfort!

**Biggest Windshield**—In a Dodge "Pilot-House" cab, you benefit from *vision* that's extra safe... extra convenient! The fact is, the Dodge windshield is the largest of any popular truck—over 880 sq. in. of actual area! "Dodge-Tint" Glass is available for all glass areas as extra equipment.

## THREE DIFFERENT CAB STYLES!

### 1 Standard Cab

Standard cab features include interior sun visor on left side, dual vacuum windshield wipers, cowl ventilator.

### 2 De Luxe Cab

De Luxe cab features include door vent wings, dome light, interior sun visor on left side, cowl ventilator, dual electric windshield wipers.

### 3 Custom Cab

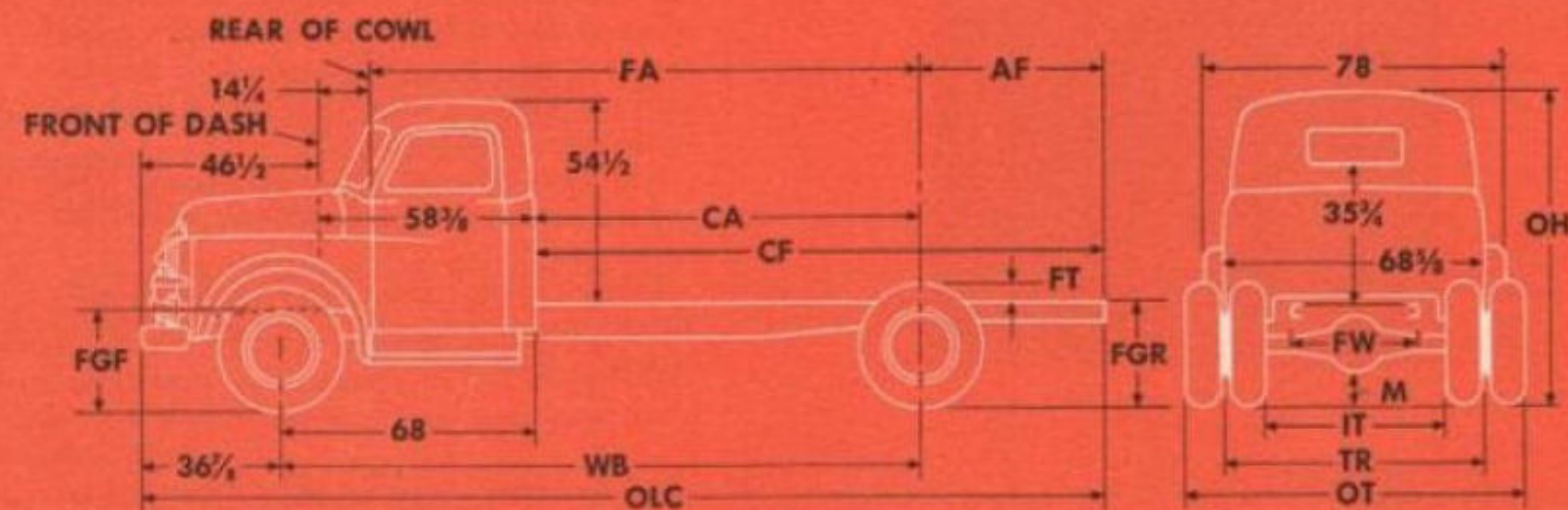
Custom cab features include door vent wings, rear quarter windows, dome light, armrest on left door, dual interior sun visors, foam rubber seat padding, de luxe seat back, cowl ventilator, dual electric windshield wipers. An ash tray is available as extra equipment.

*Extra equipment items on Standard and De Luxe cabs include rear quarter windows, ash tray, and foam rubber seat cushion.*



# Chassis Dimensions

**Dodge "Job-Rated"**  
**1½-, 2-, or 2½-ton trucks**



## Variable dimensions affected by wheelbase

**F, G, and H  
MODELS**

Dimensions	128" W.B.	152" W.B.	170" W.B.*	192" W.B.**
CA Cab to rear axle	60	84	102	124
AF Rear axle to end of frame	42½	43¼	60¾	92¾
CF Cab to end of frame	102½	127¼	162¾	216¾
FA Rear of cowl to rear axle	104¼	128¼	146¼	168¼
FW (F) Frame width	34	34	—	—
FW (G&H) Frame width	34	34¼	34¼	34¼
OLC Over-all length	207¾	232	257¾	321¾ *

\* G and H Models only

\*\* H Models only

**J and K  
MODELS**

Dimensions	128" W.B.	140" W.B.*	152" W.B.	170" W.B.
CA Cab to rear axle	60	72	84	102
AF Rear axle to end of frame	44	61¼	61¼	61¼
CF Cab to end of frame	104	133¼	145¼	163¼
FA Rear of cowl to rear axle	104¼	116¼	128¼	146¼
FW Frame width	34	34¼	34¼	34¼
OLC Over-all length	208¾	238¼	250¼	268¼

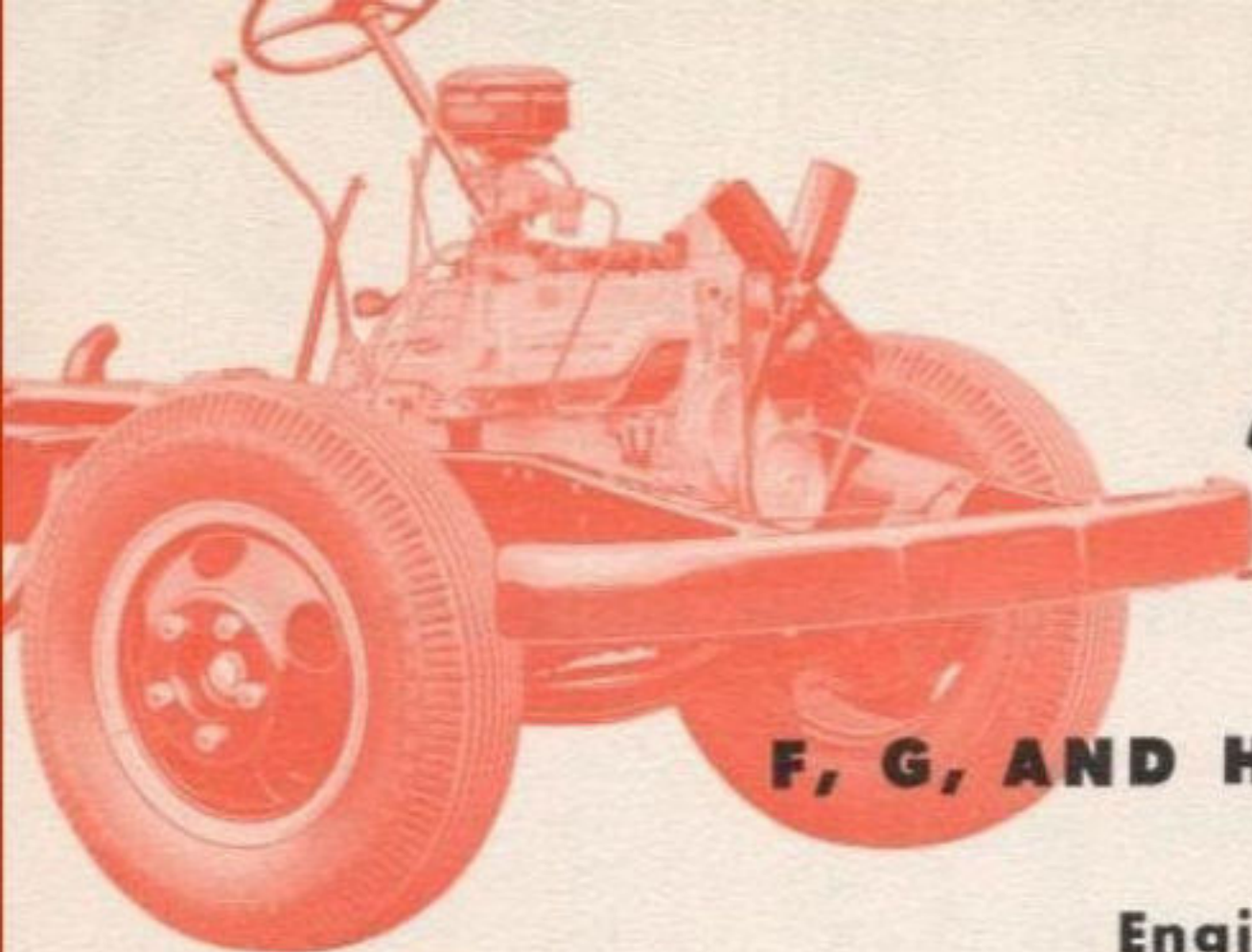
\* K Models only

## Variable dimensions affected by tire size

[www.dodge-semis.com](http://www.dodge-semis.com)

Dimension		F MODELS				G MODELS				H MODELS				J MODELS				K MODELS				Dimension	
		7.00/20-8PR Front and Dual Rear		7.50/20-8PR Front and Dual Rear		7.50/20-8 or 10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		7.50/20-8PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		9.00/20-10PR Front and Dual Rear		8.25/20-10PR Front 9.00/20-10PR Dual Rear		9.00/20-10PR Front and Dual Rear			
		Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded		
OH	Over-all height	84½	82½	84½	83½	83½	83½	84½	83½	84	83½	85½	84	85½	84½	86	84½	85½	84½	86½	85½	OH	Over-all height
FGF	Frame to ground—front	28½	27½	28½	28½	28½	28½	29¼	28½	29¼	28½	29½	29	30½	29¼	30½	29½	29½	29	31½	30½	FGF	Frame to ground—front
FGR	Frame to ground—rear	33½	29½	33½	30½	32½	30½	34¼	30½	34½	30¼	34½	30½	34¼	31	35½	31½	35½	31½	35½	31½	FGR	Frame to ground—rear
FT	Frame to top of rear tire	2½	5½	2	4½	3½	6½	4	6½	3½	6½	3½	6½	3	5½	4½	7½	4	7½	4½	7½	FT	Frame to top of rear tire
OT	Outside of rear tires	82½		84½		84½		85½		87½		88		87½		90½		90½		90½		OT	Outside of rear tires
IT	Inside of rear tires	48		45½		45½		45		45½		48½		49½		45½		46½		46½		IT	Inside of rear tires
TR	Tread of rear tires (mean)	65½		65½		65½		65½		68½		68½		68½		68½		68½		68½		TR	Tread of rear tires (mean)
M	Rear axle ground clearance	9		9½		9½		10½		9½		10½		10½		11½		9½		9½		M	Rear axle ground clearance





# Engine and Chassis Specifications

www.dodge-semis.com

## F, G, AND H MODELS

### Engine

Type and Number of Cylinders...	L-Head, 6	Exhaust Valve Seat Inserts, Material.....	Special Alloy
Bore and Stroke.....	3 1/4" x 4 1/2"	Cooling System Capacity.....	21 1/2 qts.
Piston Displacement.....	250.6 cu. in.	Recirculating By-Pass.....	Yes
Maximum Gross Horsepower—Conventional.....	118 @ 3600 RPM	Water Distributing Tube.....	Yes
C.O.E.....	112 @ 3600 RPM	Electrical System Spark Plugs—Type.....	Resistor
Maximum Gross Torque—Conventional.....	210 lb.-ft. @ 1200 RPM	Generator—Standard.....	45 Amps.
C.O.E.....	205 lb.-ft. @ 1200 RPM	Fuel System No. and Type of Filters.....	1-Screen at Pump
Compression Ratio.....	6.8 to 1	Air Cleaner.....	1-Ceramic at Carburetor
Piston Rings, No. per Piston.....	4	Carburetor—Conventional.....	Oil-Bath
Top Piston Ring.....	Chrome-Plated	C.O.E. (HM only).....	Plain Tube Downdraft
Main and Connecting Rod Bearings	Replaceable, Precision	Lubrication System Type.....	Positive Pressure
Valve Tappets.....	Adjustable	Oil Pump—Type.....	Rotary
Valves, Material.....	Silicon-Chrome Steel	Oil Pump Intake—Type.....	Floating
		Crankcase Refill Capacity.....	6 qts. with Filter
			5 qts. without Filter

### Chassis

Axle, Front Capacity, F & G Models, Standard.....	3,750 lbs.	Section Modulus F-128" W.B.....	5.7
G Models, Extra Equipment.....	4,500 lbs.	F-152" G and H-128" W.B., HM-107" W.B.....	6.44
H Models, Standard.....	4,500 lbs.	G and H-152" W.B., HM-131" W.B.....	7.68
Axle, Rear (Single-Speed) Capacity, F & G Models.....	11,500 lbs.	G and H-170" W.B., HM-161" W.B.....	8.69
H Models.....	13,000 lbs.	H-192" W.B.....	9.71 (with reinf. 15.01)
Ratios.....	5.625 (F only), 6.285 or 6.833 to 1	Springs, Front Capacity, F Models, Standard.....	1,300 lbs. per spring
Gear Type.....	Hypoid	Extra Equipment.....	1,600 per spring
Axle, Rear (Two-Speed) Capacity, GA Models.....	12,000 lbs.	Capacity, G and H Models, Standard.....	1,600 per spring*
HA Models.....	13,000 lbs.	Extra Equipment.....	1,900 per spring*
Ratios.....	5.83/8.11 or 6.33/8.81 to 1	Springs, Rear Capacity, F Models, Standard.....	3,300 lbs. per spring
Brakes, Parking Location.....	Rear of Trans.	Extra Equipment.....	4,500 lbs. per spring
Type.....	External Contracting	G and H Models, Standard.....	1,100 lbs. auxiliary
Lining Area, F and G Models.....	56.4 sq. in.	Capacity, H Models, Extra Equipment.....	5,000 lbs. per spring
H Models.....	67.5 sq. in.	Steering Gear Type.....	Worm and Roller
Brakes, Service Type.....	Hydraulic Internal Expanding	Ratio.....	22.3 to 1
Brake Lining Type.....	Cyclebond Tapered, Molded	Linkage—Conventional.....	Cross-type
Total Lining Area.....	336 sq. in.	C.O.E.....	Fore and Aft
Clutch, Diameter, Frictional Area F and G Models.....	10"—100.53 sq. in.	Transmission—Type F Models.....	Spur
H Models, Std.....	11"—123.7 sq. in.	G and H Models.....	Synchro-Shift
F and G Models, Extra.....	11"—123.7 sq. in.	No. of Speeds, Standard.....	4
Frame, Side-Rail Dimensions F-128" W.B.....	8 1/2" x 2 1/4" x 1/4"	Extra Equipment (G and H only).....	5
F-152" G and H-128" W.B.....	8 1/2" x 2 1/4" x 1/4"	Extra Equipment (H only).....	5 (Overdrive)
HM-107" W.B.....	8 1/2" x 2 1/4" x 1/4"	Wheels—Type.....	5-Stub Ventilated Disc
G and H-152" W.B.....	8 1/2" x 2 1/4" x 1/4"	*1,300 lb.—springs standard on conventional 128" W.B.	
HM-131" W.B.....	8 1/2" x 2 1/4" x 1/4"	C.O.E. 107" W.B.	
G and H-170" W.B.....	8 1/2" x 2 1/4" x 1/4"		
HM-161" W.B.....	8 1/2" x 2 1/4" x 1/4"		
H-192" W.B.....	8 1/2" x 2 1/4" x 1/4"		

All Specifications Subject to Change Without Notice

## J AND K MODELS

### Engine

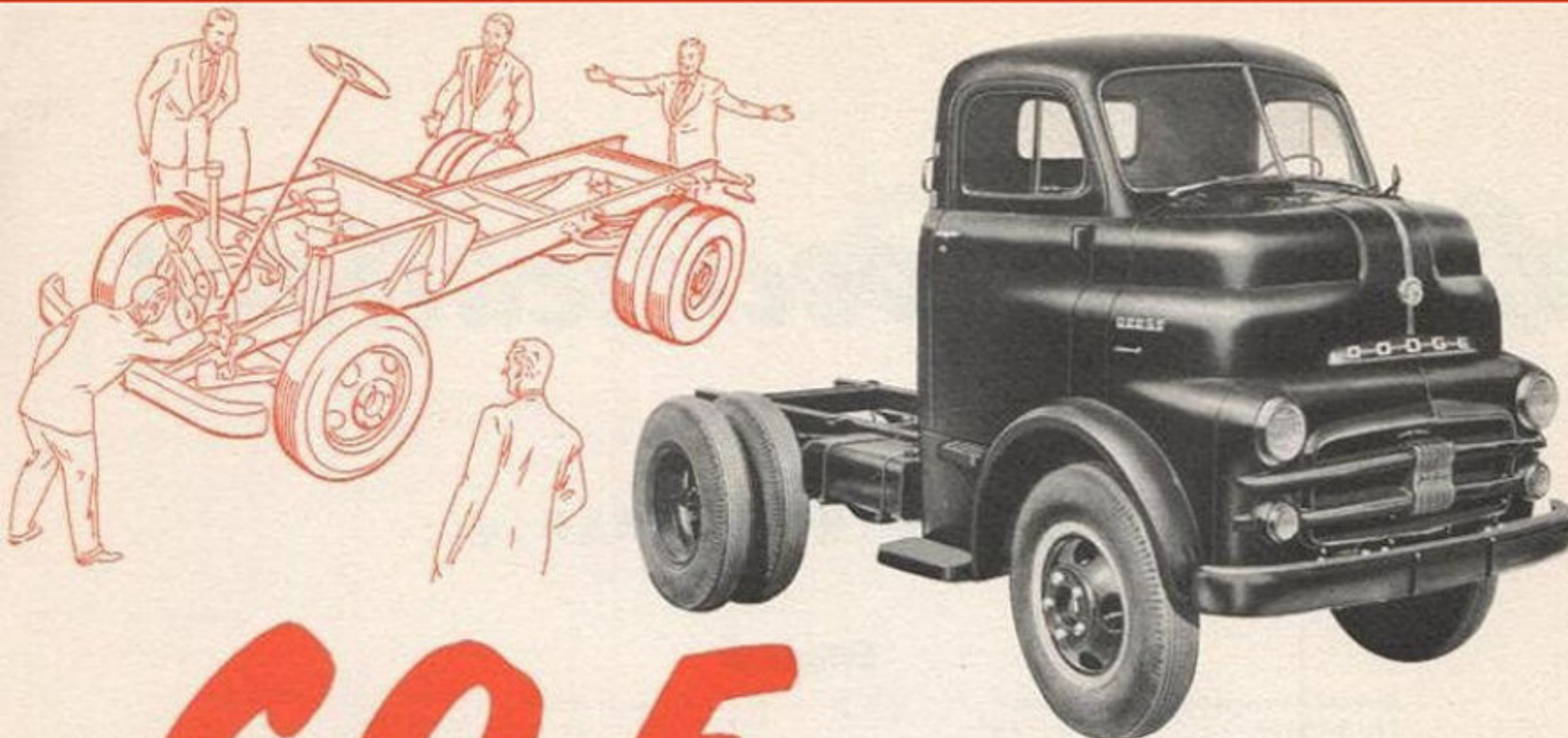
Type and Number of Cylinders...	L-Head, 6	Exhaust Valve Seat Inserts, Material.....	Special Alloy
Bore and Stroke.....	3 1/4" x 4 1/2"	Cooling System Capacity.....	22 1/2 qts.
Piston Displacement.....	265.37 cu. in.	Recirculating By-Pass.....	Yes
Maximum Gross Horsepower—Conv., Standard.....	120 @ 3600 RPM	Water Distributing Tube.....	Yes
With Twin Carb. (K & KA only).....	135 @ 3600 RPM	Electrical System Spark Plugs—Type.....	Resistor
C.O.E.....	114 @ 3600 RPM	Generator—Standard.....	45 Amps.
Maximum Gross Torque—Conv., Standard.....	225 lb.-ft. @ 1200 RPM	Fuel System No. and Type of Filters.....	1-Screen at Pump
With Twin Carb. (K & KA only).....	226 lb.-ft. @ 1200 RPM	No. and Type of Air Cleaners.....	1-Ceramic at Carburetor
C.O.E.....	216 lb.-ft. @ 1200 RPM	Conv.....	2 with Twin Carburetion
Compression Ratio.....	6.8 to 1	No. and Type of Carburetors, C.O.E.....	1-Plain Tube Downdraft
Piston Rings, No. per Piston.....	4		2 with Twin Carburetion
Top Piston Ring.....	Chrome-Plated	Lubrication System Type.....	Positive-Pressure
Main and Connecting Rod Bearings	Replaceable, Multiple-layer	Oil Pump—Type.....	Rotary
Valve Tappets.....	Adjustable	Oil Pump Intake—Type.....	Floating
Valves, Material—Intake.....	Silicon-Chrome Steel	Crankcase Refill Capacity.....	6 qts. with Filter
Exhaust.....	Silicon-Chrome Steel, Stellite-Faced, Sodium-Filled		5 qts. without Filter

### Chassis

Axle, Front Capacity, Standard, J, JM and K Models.....	4,500 lbs.	K—140" W.B.....	7.68
Standard, KMA Models Extra Equipment, J, JM and K Models.....	5,000 lbs.	J and K—152" W.B.....	8.69
Axle, Rear (Single-Speed) Capacity, J and JM Models.....	13,500 lbs.	J and K—170" W.B.....	8.69
K Models.....	15,000 lbs.	JM and KMA—161" W.B.....	9.715
Ratios, J and JM Models.....	6.285 or 6.833 to 1	Reinforcements, Outside L-Type (Standard on K, KA and KMA, extra on J, JA, JM and JMA) Dimensions.....	9 1/2" x 1 1/4" x .21"
K Models.....	6.8 or 7.2 to 1	Section Modulus.....	3.93
Gear Type.....	Hypoid	Springs, Front Capacity, Standard.....	1,600 lbs. per spring*
Axle, Rear (Two-Speed) Capacity, JA and JMA Models.....	13,500 lbs.	Extra Equipment.....	1,900 or 2,200 lbs. per spring
KA and KMA Models.....	15,000 lbs.	Material.....	Chrome-Alloy Steel
Ratios, JA and JMA Models.....	5.83/8.11 or 6.33/8.81 to 1	Length and Width.....	45" x 2"
KA and KMA Models.....	6.14/8.54 or 6.5/9.04 to 1	Springs, Rear Capacity, J Models, Standard.....	5,000 lbs. per spring
Gear Type.....	Spiral Bevel	Extra.....	6,500 or 7,500 lbs.
Brakes, Parking Location.....	Rear of Trans.	K Models, Standard.....	7,000 lbs. per spring
Type.....	External Contracting	Extra.....	7,500 lbs. per spring
Lining Area.....	67.5 sq. in.	Material.....	Chrome-Alloy Steel
Brakes, Service Type.....	Hydraulic Internal Expanding	Length and Width.....	52" x 2 1/2"
Brake Lining Type.....	Cyclebond, Tapered, Woven and Molded	Steering Gear Type.....	Worm and Roller
Total Lining Area.....	452 sq. in.	Ratio.....	22.3 to 1
Clutch—Diameter, Frictional Area *5,000 lbs. Standard on KMA.....	11"—123.7 sq. in.	Linkage, Conventional.....	Cross-type
Frame, Side Rail Dimensions J and K—128" W.B.....	8 1/2" x 2 1/4" x 1/4"	C.O.E.....	Fore and aft
JM and KMA—107" W.B.....	8 1/2" x 2 1/4" x 1/4"	Transmission Type, J Models.....	Synchro-Shift
K—140" W.B.....	8 1/2" x 2 1/4" x 1/4"	No. of Speeds, Standard.....	4
J and K—152" W.B.....	8 1/2" x 2 1/4" x 1/4"	Extra Equipment.....	5 (Overdrive)
J and K—170" W.B.....	8 1/2" x 2 1/4" x 1/4"	Type, K Models.....	Constant-Mesh
JM and KMA—161" W.B.....	8 1/2" x 2 1/4" x 1/4"	No. of Speeds, Standard.....	5
Section Modulus, J and K—128" W.B.....	6.7	Extra Equipment.....	5 (Overdrive)
JM and KMA—107" W.B.....	6.7	Wheels Type J Models, Standard.....	5-Stub Ventilated Disc
		Extra Equipment.....	6-Stub Ventilated Disc
		K Models.....	6-Stub Ventilated Disc
		*1,300 lb.—springs standard on J, JA—128" W.B.	
		1,000 lb.—springs standard on K, KA—170" W.B. and KMA models.....	

All Specifications Subject to Change Without Notice





# C.O.E.

## Chassis Specifications

AND RECOMMENDED "JOB-RATED" EQUIPMENT

www.dodge-semis.com	HM and HMA MODELS 250.6 cu. in. 112 Gross H.P.		JM and JMA MODELS 265.37 cu. in. 114 Gross H.P.		KMA MODELS 265.37 cu. in. 114 Gross
Maximum Gross Vehicle Weight	14,250 lbs.	16,250 lbs.	10,750 lbs.	17,250 lbs.	19,000 lbs.
Maximum Gross Combination Weight	—	28,000 lbs.	—	32,000 lbs.	36,000 lbs.
Axle, Front—Capacity	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	5,000 lbs.
Axle, Rear, Single-Speed—Capacity	13,000 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	—
Axle, Rear, 2-Speed—Capacity	13,000 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	15,000 lbs.
Springs, Front-Nominal Capacity per Spring	1,600 lbs. (1)	1,600 lbs. (1)	1,900 lbs. (2)	1,900 lbs. (2)	1,900 lbs.
Springs, Rear-Nominal Capacity per Spring	5,600 lbs.	5,600 lbs.	5,000 lbs.*	6,500 lbs.	7,000 lbs.
Tires—Front	7.50/20—8PR	7.50/20—10PR	6.50/20—6PR*	8.25/20—10PR	8.25/20—10PR*
Tires—Rear (Dual)	7.50/20—8PR	7.50/20—10PR	6.50/20—6PR*	8.25/20—10PR	9.00/20—10PR
Tires Maximum Size Available	7.50/20—8PR	8.25/20—10PR	8.25/20—10PR	9.00/20—10PR	9.00/20—10PR
Available Wheelbases	107", 131", 161" W.B.		107", 161" W.B.		107", 161" W.B.

NOTE: Chassis specifications not shown are same as conventional models.

(1) 1,900 lbs. on 161" W.B.; 1,300 lbs. on 107" W.B.

(2) 1,600 lbs. on 107" W.B.

\* To meet the demand and to expedite delivery, the following equipment will be installed, unless otherwise specified.

JM and JMA Models  
8.25/20-10PR Tires on 6-stud  
wheels with 6.00 rims.  
6,500-lb. capacity rear springs.  
Frame reinforcements.

KMA Models  
8.25/20-10PR Tires on 6.50 rims.

### VARIABLE DIMENSIONS AFFECTED BY TIRE SIZE

#### HM MODELS

Dimension	7.50/20—8PR Front and Dual Rear		8.25/20—10PR Front and Dual Rear	
	Empty	Loaded	Empty	Loaded
OH Over-all height	95%	94%	97½	95%
FGF Frame to ground—front	29	28%	30%	28%
FGR Frame to ground—rear	35%	30%	34%	30½
FT Frame to top of rear tire	2%	6%	3½	6%
OT Outside of rear tires		87%		88%
IT Inside of rear tires		48%		48%
TR Tread of rear tires (mean)		68½%		68%
M Rear axle ground clearance		9%		10%

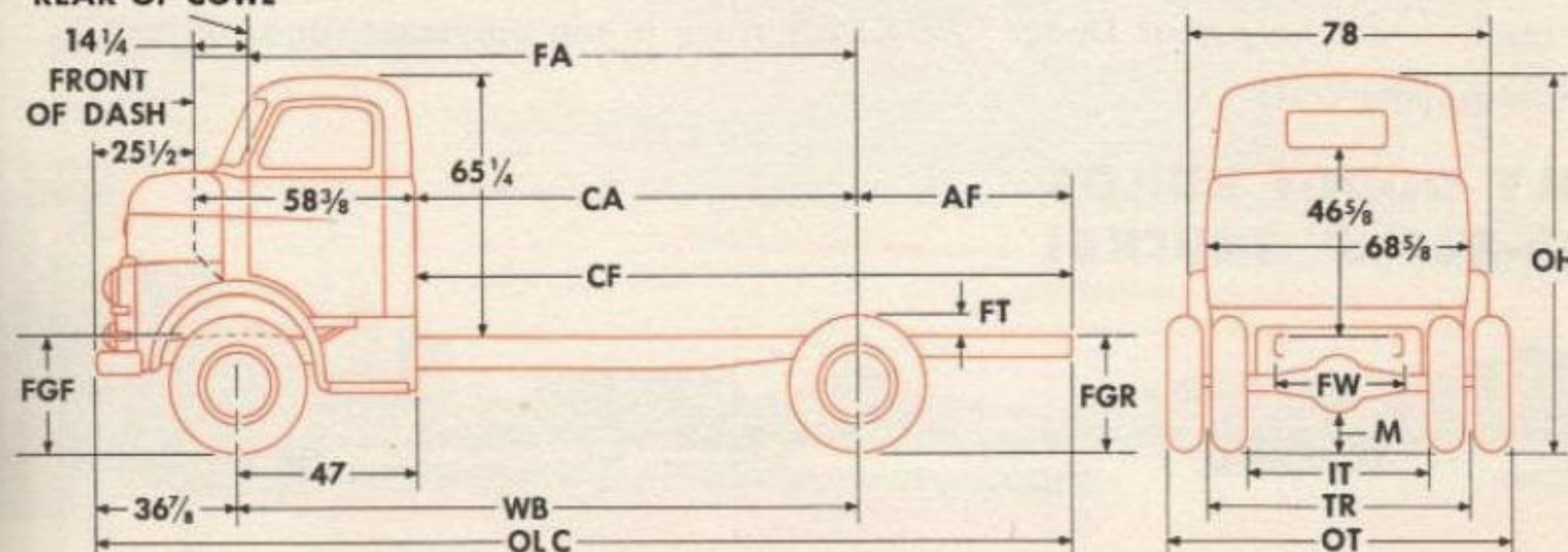
#### JM MODELS

Dimension	8.25/20—10PR Front and Rear Dual		9.00/20—10PR Front and Dual Rear	
	Empty	Loaded	Empty	Loaded
OH Over-all height	96	94%	96½	95%
FGF Frame to ground—front	30%	29%	30½	29½
FGR Frame to ground—rear	34%	31	35%	31%
FT Frame to top of rear tire	3	5%	4%	7%
OT Outside of rear tires		87%		90%
IT Inside of rear tires		48%		48½
TR Tread of rear tires (mean)		68½%		68%
M Rear axle ground clearance		10%		11%

#### KMA MODELS

Dimension	8.25/20—10PR Front 9.00/20—10PR Rear		9.00/20—10PR Front and Dual Rear	
	Empty	Loaded	Empty	Loaded
OH Over-all height	96%	95%	97½	96½
FGF Frame to ground—front	29%	29%	30%	30%
FGR Frame to ground—rear	36%	31%	34%	31%
FT Frame to top of rear tire	4	7%	5	7%
OT Outside of rear tires		90%		90%
IT Inside of rear tires		46%		46½
TR Tread of rear tires (mean)		68%		68½
M Rear axle ground clearance		9%		9%

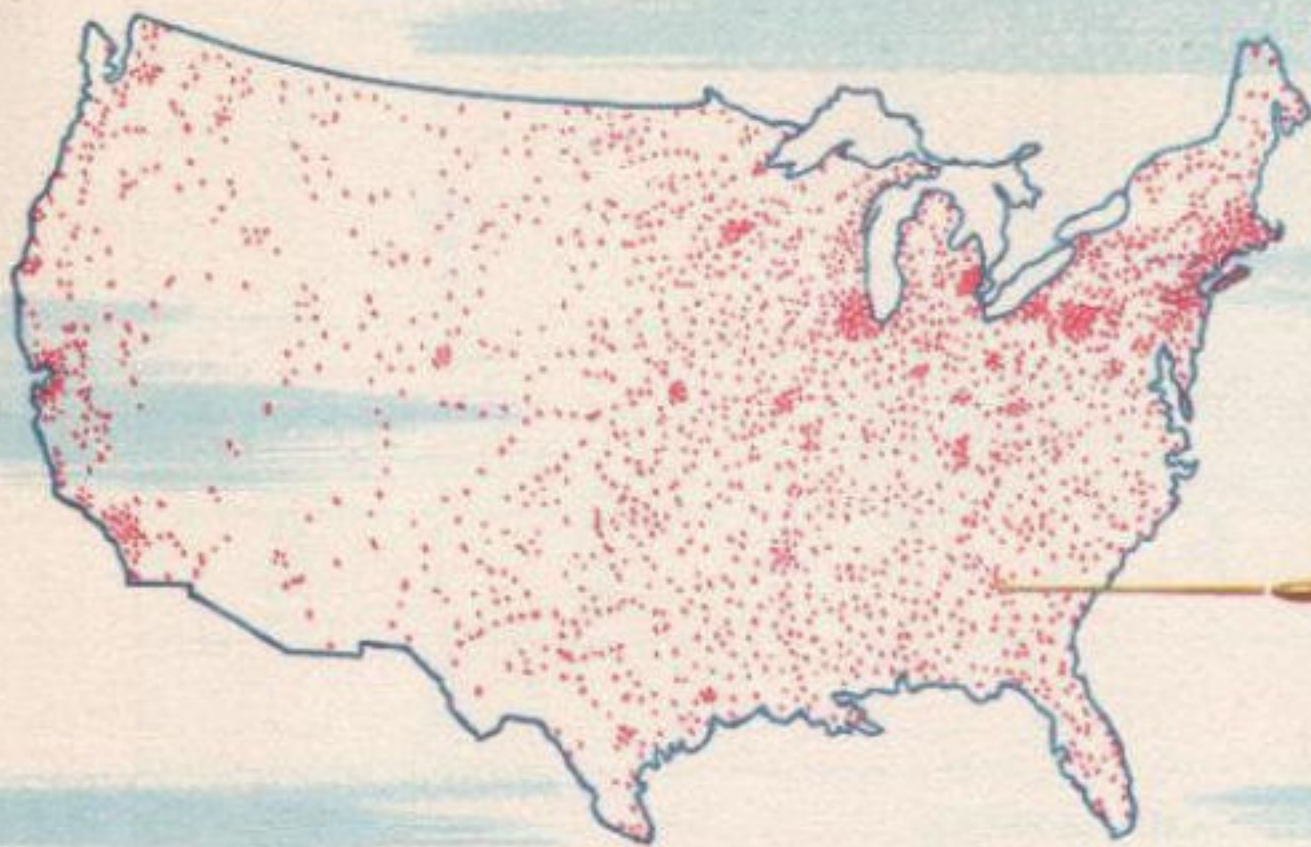
### REAR OF COWL



### VARIABLE DIMENSIONS AFFECTED BY WHEELBASE

Model	HM			JM and KMA	
	107" W.B.	131" W.B.	161" W.B.	107" W.B.	161" W.B.
C.A.—Cab to rear axle	60	84	114	60	114
A.F.—Rear axle to end of frame	42½	42½	77½	44	77½
C.F.—Cab to end of frame	102½	126½	191½	104	191½
F.A.—Rear of cowl to rear axle	104½	128½	158½	104½	158½
F.W.—Frame width	34	34½	34½	34	34½
OLC—Over-all length	186%	210%	275%	187%	275%





**W**HEREVER YOU ARE, you're never far from friendly service for your Dodge "Job-Rated" truck. More than 4,000 Dodge dealers from coast to coast—in every city, town and hamlet—are constantly ready to serve you with skilled help and complete stocks of genuine parts. You can haul *anywhere*, confident that competent service is always within easy reach . . . to keep your Dodge "Job-Rated" truck in top operating condition and help keep down your costs. [www.dodge-semis.com](http://www.dodge-semis.com)

**ONLY DODGE BUILDS  
"Job-Rated" TRUCKS!**

