

2½-ton

MODEL

J

JM

MODEL J

G.V.W. 18,000 lbs. G.C.W. 32,000 lbs.

MODEL JM

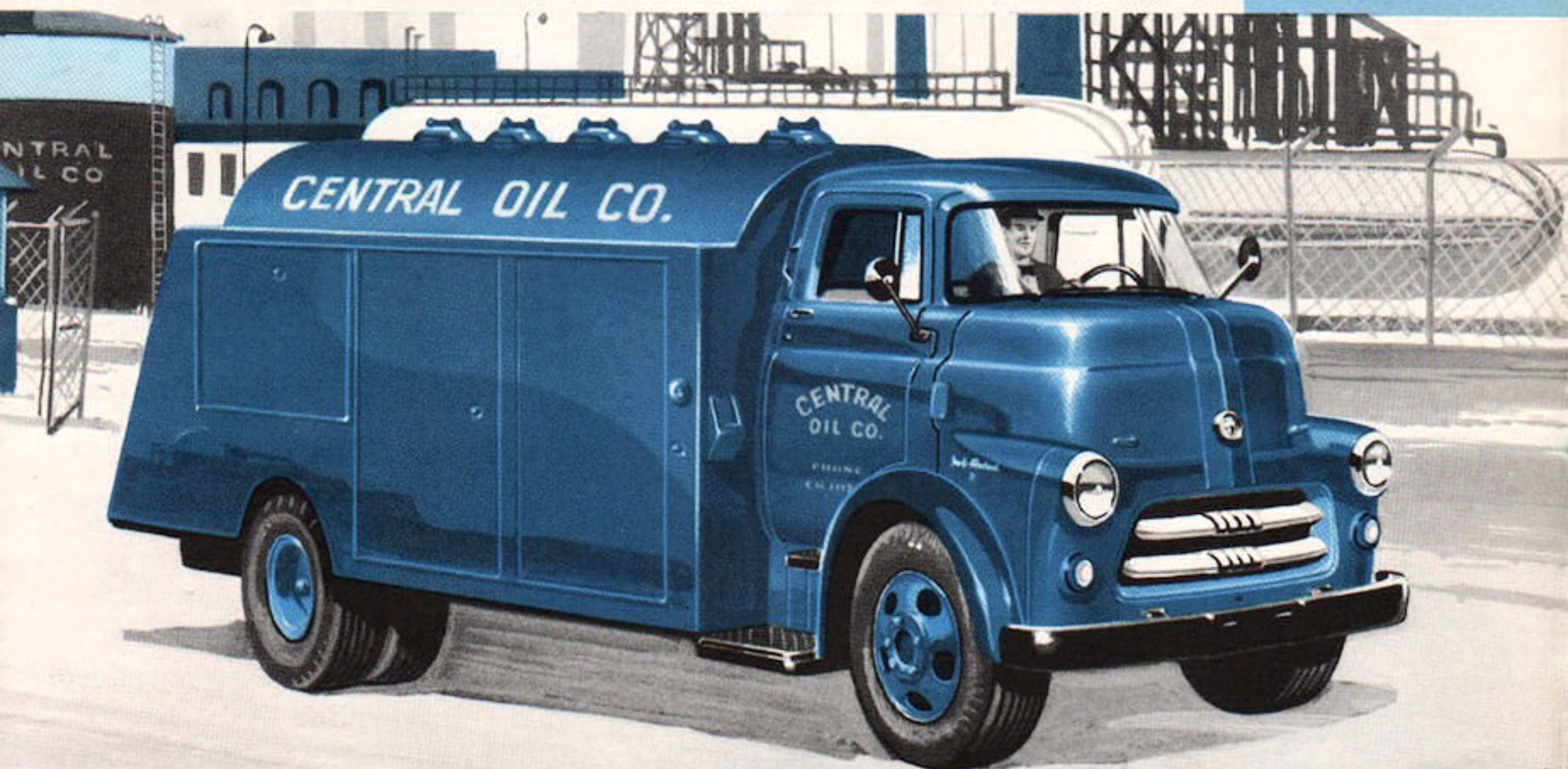
G.V.W. 18,250 lbs. G.C.W. 32,000 lbs.

DODGE

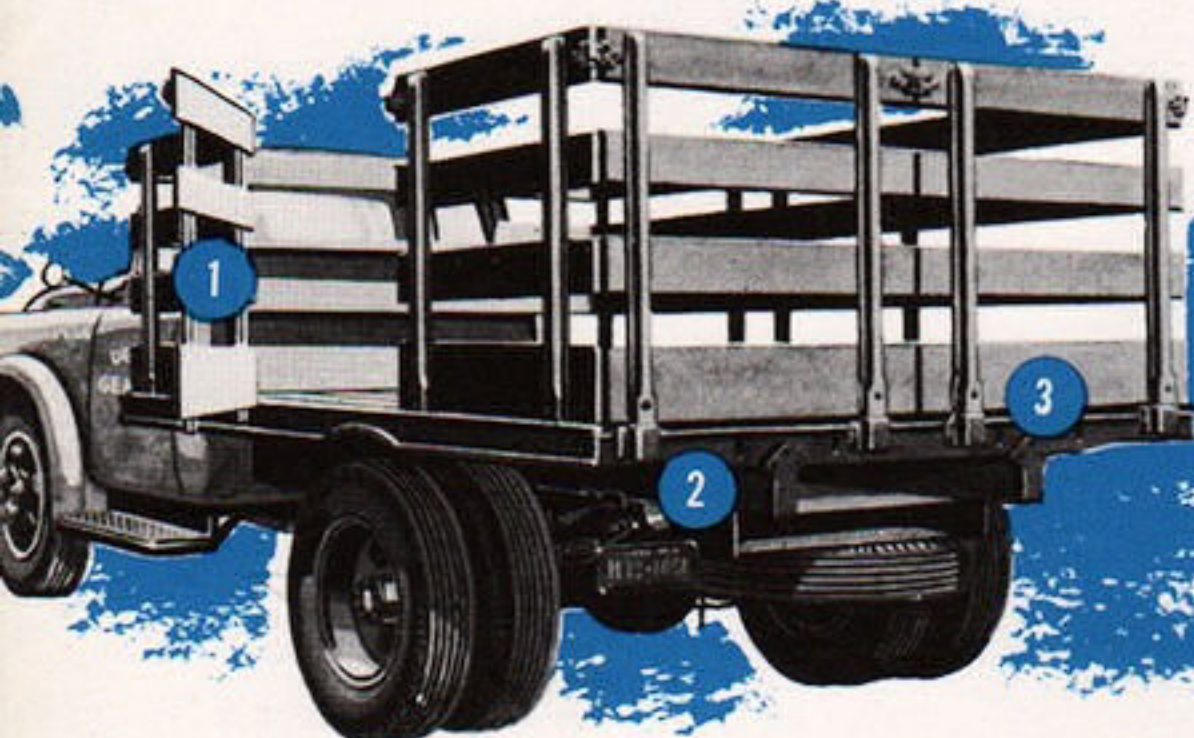
TRUCKS

"Job
Rated"

A PRODUCT OF CHRYSLER CORPORATION



"Job-Rated" to cut your costs, boost your profits!



Step ahead with **Dodge Stake**

**takes big, bulky
loads in stride**

Greater capacity for work . . . job simplification . . . valuable time saved — that's what you can expect with these heavy-duty Dodge stakes! There's one to fit your *exact* trucking needs, whether you choose a 9-, 12-, or 14-foot length body.

1. Hinged center section

Load and unload *faster* through either side as well as from the rear. Center side sections open on full-length hinge pins for maximum convenience.

2. All-steel underbody

Heavy, full-length main sills and deep, full-width cross sills, bolted and riveted together, form a strong, all-steel substructure that defies strain and wear.

3. Low loading height

Specially designed rear wheel housings permit lower mounting of body, low loading height — a time-saving, labor-saving convenience for any driver!

**Haul bigger semitrailers
with compact**

Dodge Tractors

**Only 102" from front
bumper to rear of cab**

Dodge compact tractor length — 102" — permits the use of a full-size, 35-ft. round-nose trailer, within the legal length limit of every state in the nation. Costly, special length "custom" trailers not required with Dodge tractors!



**Carry more
payload!**

Because of their compact design, Dodge tractors will take trailers providing up to 54 cu. ft. more load space than the trailers required by most competitive-make tractors!



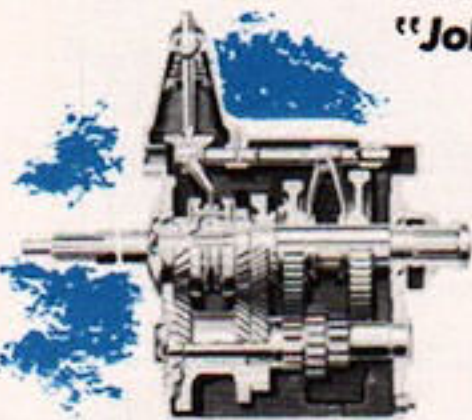
DODGE "Pilot-House" CABS

"Full-Circle" visibility . . . comfort unmatched
See special cab folder for details

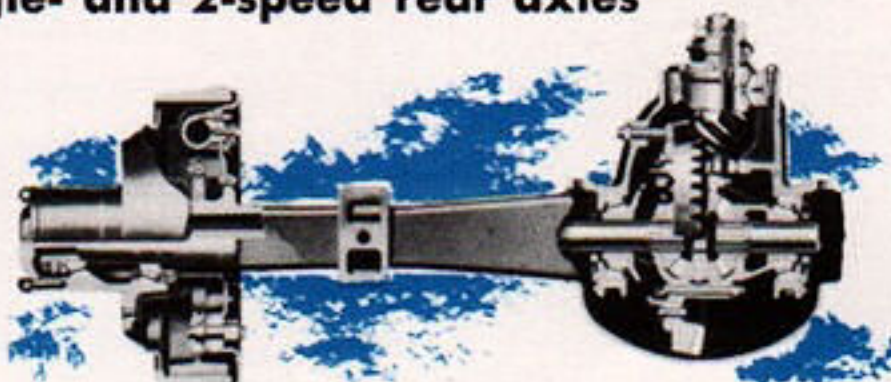
Engineered for Rugged duty, long life, extra dependability

"Job-Rated" transmissions

Dodge transmissions give rugged service — under all conditions! Wide-faced gears provide more contact area and greater strength. Anti-friction bearings contribute to long life, quiet operation. Clutch plate pressure increased for smoother operation.



Single- and 2-speed rear axles



Single-speed rear axle (Model J and JM) and 2-speed rear axle (Models JA and JMA) give you a choice of axle gear ratios "Job-Rated" for normal or for heavy hauling, for level or for hilly routes, for highway or for off-the-road work. Doubles the number of power ranges.

Duplex rear brakes

These advance-design brakes feature extremely high stopping ability with a minimum of pedal pressure. Front wheel brakes are of dependable "straight-through" design to assure quick, safe braking action.



Cyclebond brake linings

Entire length of brake lining is bonded to brake shoes, eliminating rivets. Utilization of virtually the full thickness of rivetless linings gives up to 50% longer lining life. A new, more efficient type of lining gives smoother stops, greater wear, for low maintenance costs.

Brake booster

Big, long-life 9½-inch vacuum brake booster reduces braking effort, provides added safety, added driving ease.



Power steering, too!

Positive, full-time power steering that absorbs approximately 75% of steering effort is available as extra equipment on conventional models. Simple, easy-to-service, foolproof system is designed to resist wheel deflection from severe bumps, to make driving easier and safer, even on rough ground and uneven roads.

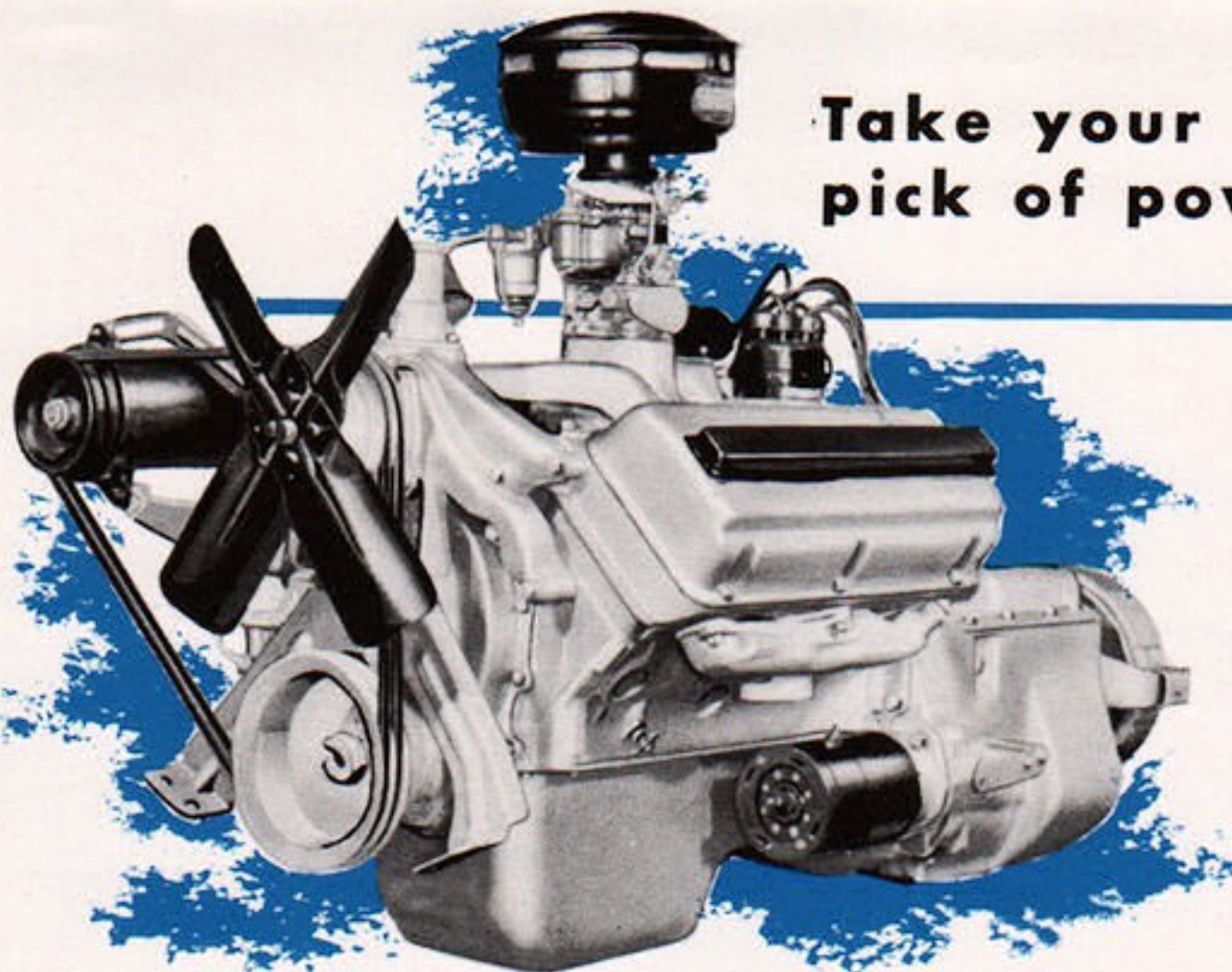
New, heavier frame



Made from carbon steel for durability, husky Dodge frames are now 9¾ inches deep . . . get added strength and ability to resist twist from extra-deep crossmembers. Front axle rating is now 4,700 lbs. G.V.W. now 18,000 lbs. on J models and 18,250 lbs. on JM models.

Turning Chart

MODEL	J			JM	
Wheelbase	129"	153"	171"	108"	162"
Right or left curb clearance	43½'	49¾'	54½'	38'	52¼'



Take your
pick of power... **V-8 or 6**

Heavy-duty Power-Dome

...world's finest
V-8 truck engines

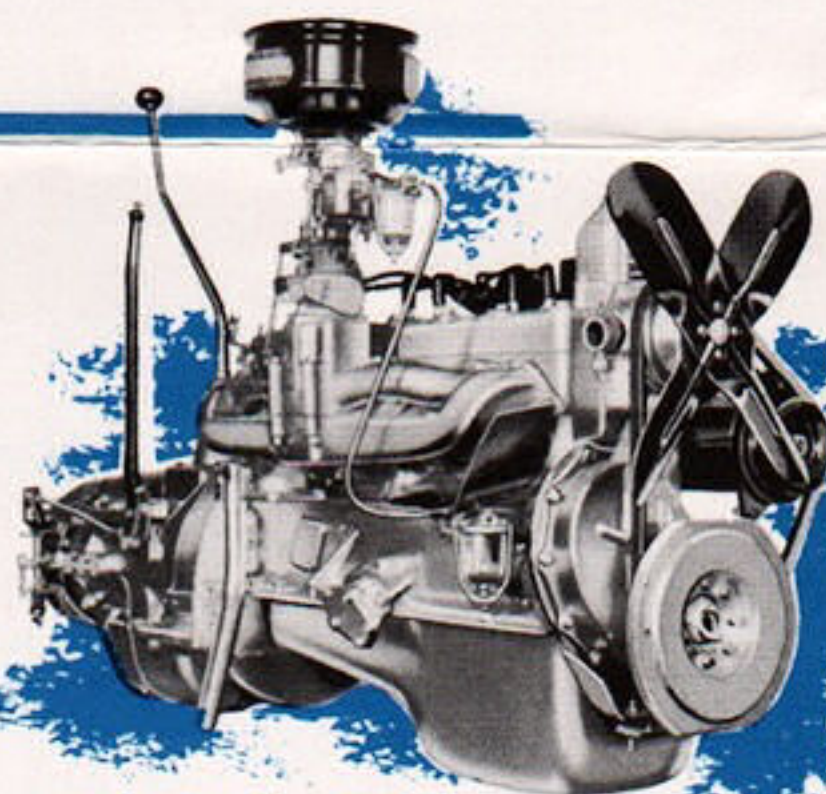
This 269.57 cu. in., 175-hp. Dodge Power-Dome V-8 delivers more power from regular fuel, more miles per gallon, smoother performance at all speeds. Longer engine life, too, thanks to such features as induction-hardened crankshaft, tri-metal connecting rod and main bearings, sodium-filled exhaust valve stems, positive exhaust valve rotators, exhaust valve seat inserts, hydraulic valve lifters, chrome-plated top piston ring, floating oil intake.

BASIC SPECIFICATIONS

Type.....	Overhead Valve, V-8
Bore and Stroke.....	3.63" x 3.256"
Displacement.....	269.57 cu. in.
Max. Gross Horsepower.....	175 @ 4400 r.p.m.
Max. Gross Torque, lbs.-ft.....	256 @ 2400 r.p.m.
Compression Ratio.....	7.6 to 1

Choose the thrifty **Dodge 6** for lowest operating costs

Pick the Dodge 125-hp. thrifty 6 for rock-bottom operating costs, and you've picked the all-time leader in its class! Simple L-head design, with valves operated directly by short lifters. Combustion chambers are contoured to help produce smooth, quiet power at all speeds.

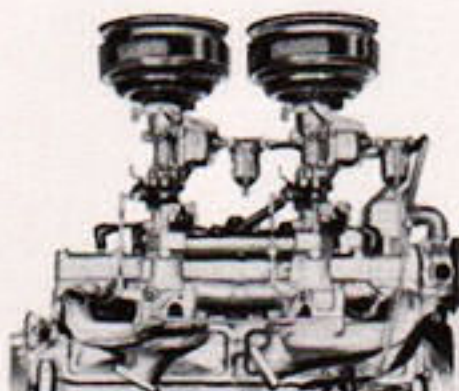


BASIC SPECIFICATIONS

Type.....	L-head, 6-cylinder
Bore and Stroke.....	3.437" x 4.766"
Displacement.....	265.37 cu. in.
Max. Gross Horsepower.....	125 @ 3600 r.p.m.
Max. Gross Torque, lbs.-ft.....	225 @ 1200 r.p.m.
Compression Ratio.....	7.0 to 1

Boost your POWER output with DODGE twin carburetion and exhaust system

To get top power with real economy this big Dodge Truck Six offers 136 hp. with twin carburetion for better engine breathing. Twin exhaust system with two straight-through-type mufflers reduces back pressure, keeps power high, and cuts engine noise to a minimum.

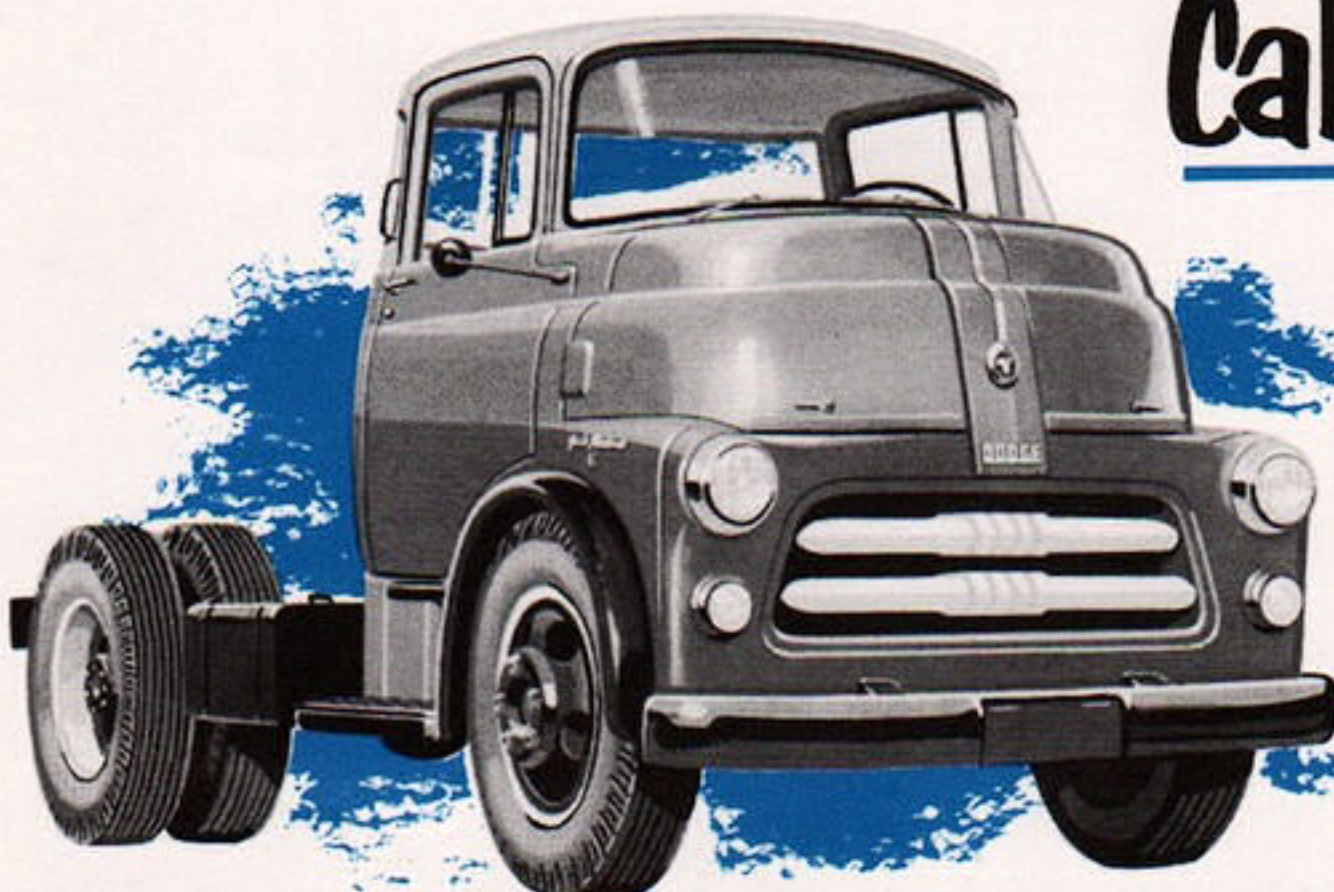


**Only Dodge gives you
power that's "Job-Rated"
to fit your hauling job!**

Dodge "Job-Rated" trucks give you

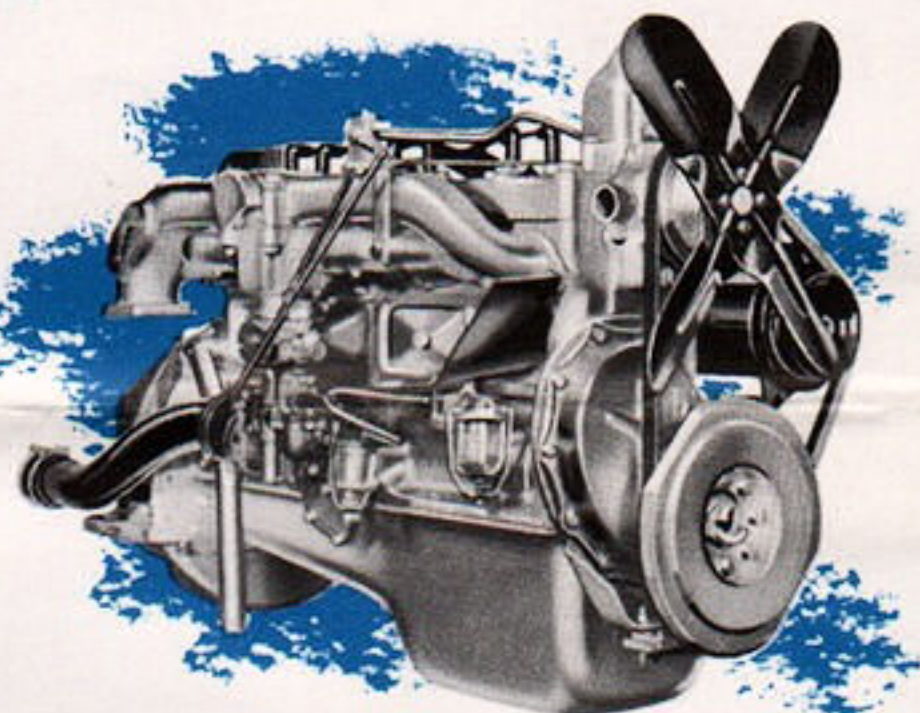
Cab-over-engine

design at its best



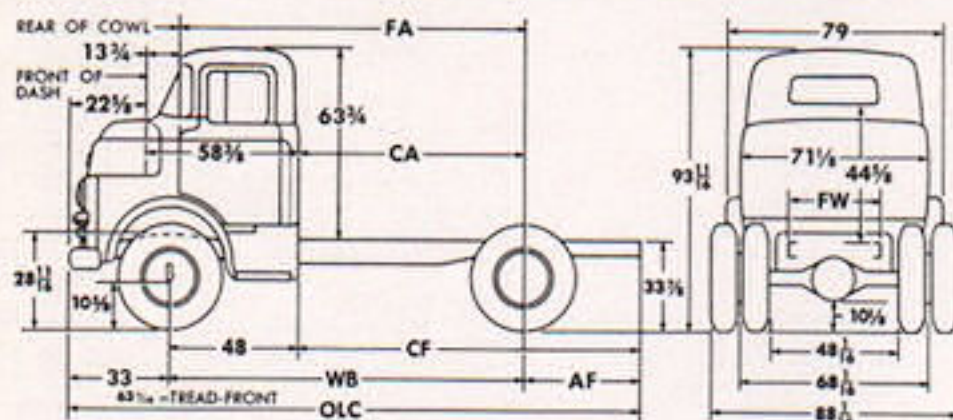
...with power to
match their efficient design!

The husky, 114-hp. Dodge high-torque thrifty 6 engine powers this fast-stepping, easy-going unit. It's a dependable, economical performer — designed *right* for the job you want done. Special manifolding and updraft carburetion correlated to C.O.E. design for efficiency.



Ignition-key starting

Easy, effortless ignition-key starting is a special convenience for the driver in Dodge C.O.E. models. Key is simply turned full right in ignition switch to start engine.



Drawing is for dimensions only and is not intended to show design of any particular model.

WB—Wheelbase.....	108"	162"
CA—Cab to rear axle.....	60"	114"
CF—Cab to end of frame.....	104"	191 1/2"
FA—Flat-face cowl to rear axle.....	104 1/4"	158 3/8"
AF—Rear axle to end of frame.....	44"	77 1/2"
FW—Frame width.....	34 1/4"	34 1/4"
OLC—Over-all length.....	185"	272 1/2"

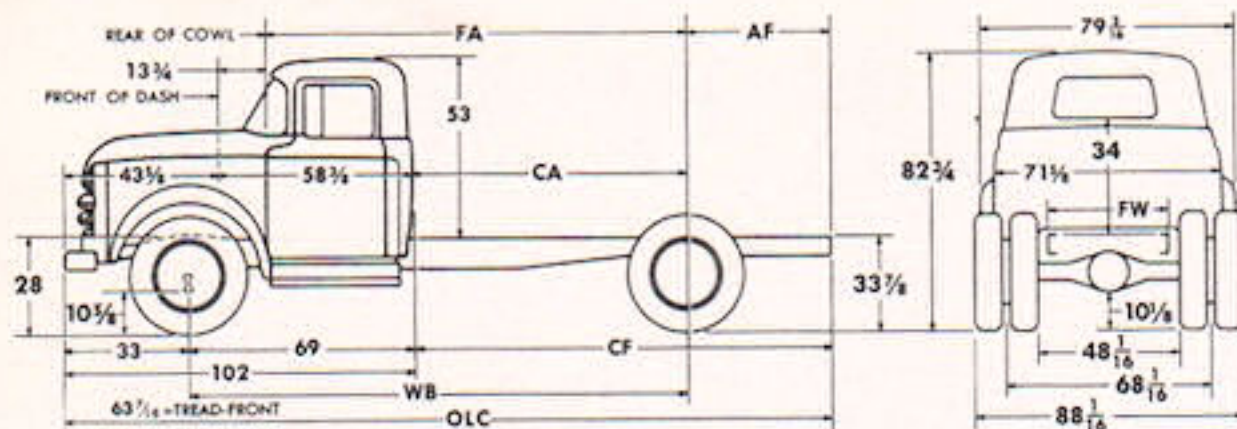
ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

BASIC SPECIFICATIONS

Type.....	L-head, 6-cylinder
Bore and Stroke.....	3.437" x 4.766"
Displacement.....	265.37 cu. in.
Max. Gross Horsepower.....	114 @ 3600 r.p.m.
Max. Gross Torque, lbs.-ft.....	216 @ 1200 r.p.m.
Compression Ratio.....	7.0 to 1

CHASSIS SPECIFICATIONS

Axle, Front—Capacity.....	4,700 lbs.
Axle, Rear—Gear Type.....	Hypoid
Capacity.....	14,000 lbs.
Ratios.....	6.285 or 6.833 to 1
Brakes, Parking—Location.....	Rear of Transmission
Type.....	External Contracting
Lining Area.....	67.5 sq. in.
Brakes, Service—Type.....	Hydraulic
Brake Lining.....	Cyclebond
Lining Area.....	432 sq. in.
Clutch—Diameter.....	11"
Frictional Area.....	123.7 sq. in.
Frame—Side Rail Dimensions.....	9.375" x 2.84" x .281"
Section Modulus.....	10.46
No. of Crossmembers.....	108" WB—6
	162" WB—9
Springs, Front—Capacity.....	1,900 lbs.
Springs, Rear—Combined Capacity.....	5,000 lbs.
Steering—Type.....	Worm and Roller
Linkage.....	Aft-type
Transmission—Standard.....	5-spd. Synchro—Direct-in-Fifth
Available.....	5-spd. Synchro—Overdrive-in-Fifth
Wheels—Type.....	5-Stub Ventilated Disc



Dimensions are for 7.50/20-8PR front and 8.25/20-10PR rear tires—loaded.

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CHASSIS DIMENSIONS AND SPECIFICATIONS

WB—Wheelbase	129"	153"	171"
CA—Cab to rear axle	60"	84"	102"
CF—Cab to end of frame	104"	145 1/4"	163 1/4"
FA—Flat-face cowl to rear axle	104 3/8"	128 3/8"	148 3/8"
AF—Rear axle to end of frame	44"	61 1/4"	61 1/4"
FW—Frame width	34 1/8"	34 1/8"	34 1/8"
OLC—Over-all length	206"	247 1/4"	265 1/4"

Axle, Front—Capacity	4,700 lbs.
Axle, Rear—Gear Type	Hypoid
Capacity	14,000 lbs.
Ratios	6.285 or 6.833 to 1
Brakes, Parking—Location	Rear of Transmission
Type	External Contracting
Lining Area	67.5 sq. in.
Brakes, Service—Type	Hydraulic
Brake Lining	Cyclebond
Lining Area	432 sq. in.
Clutch—Diameter	11"
Frictional Area	123.7 sq. in.
Frame—Side Rail Dimensions	9.375" x 2.843" x .281"
Section Modulus	10.46
No. of Crossmembers	129" WB—7 153", 171" WB's—8
Springs, Front—Capacity	1,600 lbs.
Springs, Rear—Capacity	5,000 lbs.
Steering—Type	Worm and Roller
Linkage	Aft-type
Transmission—Standard	5-spd. Synchro-Shift
Available	5-spd. Synchro—Overdrive-in-Fifth
Wheels—Type	5-Stud Wide-Base Disc

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

DODGE ^{"Job-rated"} TRUCKS

LET YOU . . .

See Haul Save
More! More! More!

"A Better Deal for
the Man at the Wheel"