

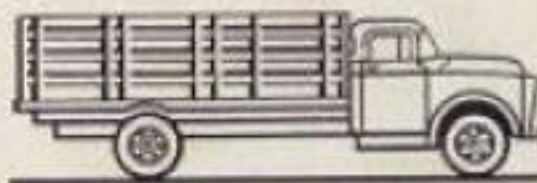
DODGE ***PowerGiants***

MODEL **600** MAX. G.V.W. 21,000 LBS.
MAX. G.C.W. 35,000 LBS.

MODEL **700** MAX. G.V.W. 23,000 LBS.
MAX. G.C.W. 45,000 LBS.

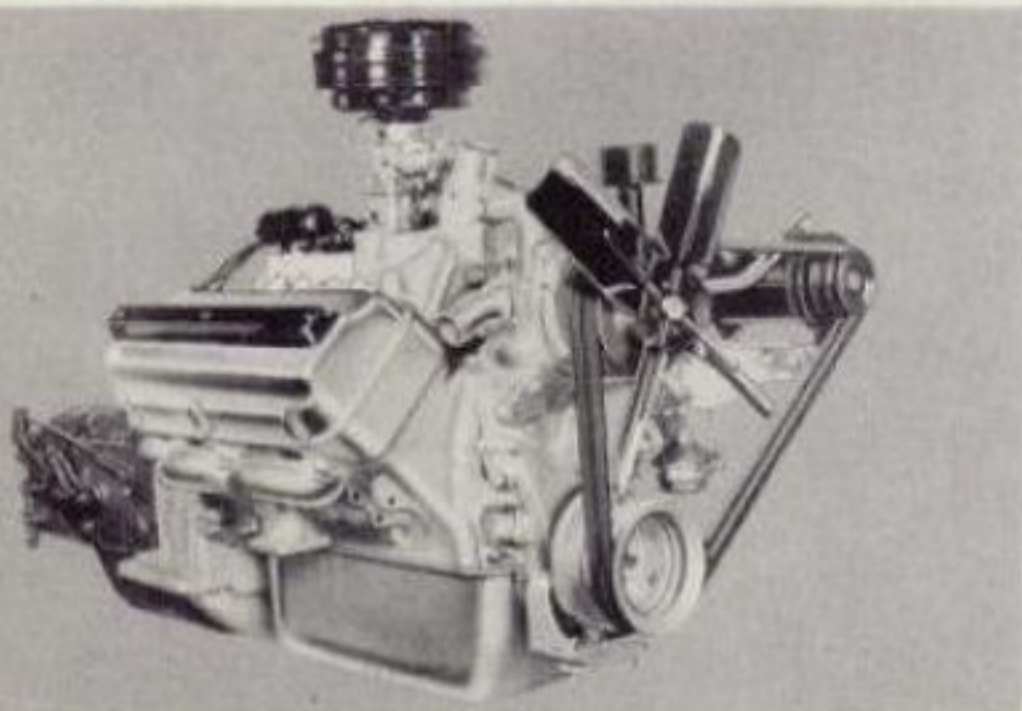


A product of Chrysler Corporation

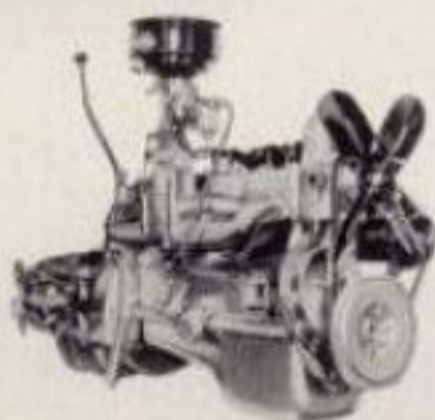


Top horsepower in the 15,500-23,000-lb. G.V.W. class!

Dodge *PowerGiants* offer three V-8's . . . up to 216 hp.!



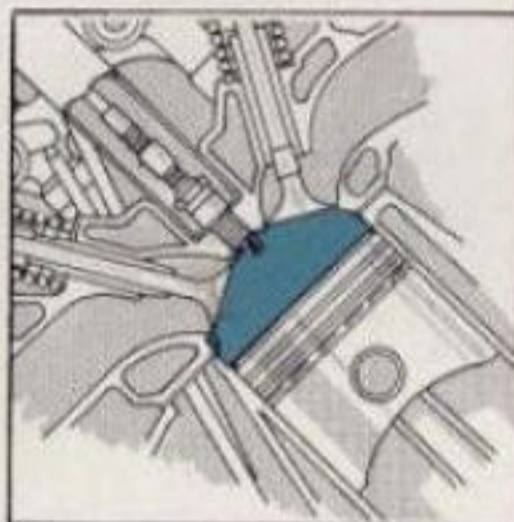
Famous Dodge Six



Dependable and economical, Dodge 6-cylinder engines are preferred by many owners. This 265.37-cu.-in. Six, 130 horsepower, is standard in 600 conv. models. Horsepower can be increased to 141 with dual carburetors and exhaust system (extra cost). Millions of miles of road service under all conditions are proof of outstanding performance. Simple L-head design, with a minimum number of moving parts. Valves have short, direct lifters. Other features are exhaust valves with sodium-filled stems, positive rotators and hardened seat inserts. Positive-pressure lubrication system with floating oil intake screen protects engine.

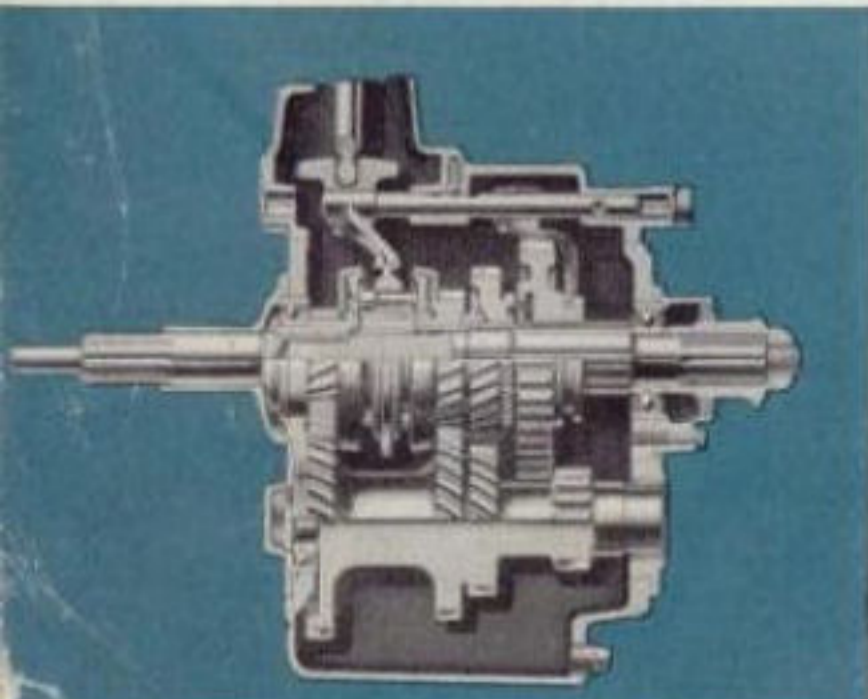
MODEL	600 Conv.—Std.	600 Conv.—Extra
Type	L-Head, 6-cyl.	L-Head, 6-cyl.
Bore and Stroke	3.437" x 4.766"	3.437" x 4.766"
Displacement—cu. in.	265.37	265.37 (twin carbs)
Max. Gross Horsepower	130 @ 3600 r.p.m.	141 @ 3600 r.p.m.
Max. Gross Torque—lb.-ft.	228 @ 1600 r.p.m.	233 @ 1600 r.p.m.
Compression Ratio	7.1 to 1	7.1 to 1

Power-Dome V-8 engines in 600 and 700 models give you more horsepower to reduce trip time and boost hauling profits. A 314.61-cu.-in., heavy-duty V-8 in 600 models develops 197 horsepower; in 700 models a 331.1-cu.-in. V-8 develops 201 horsepower—or you can have the benefits of a 216-horsepower, 354.06-cu.-in. V-8. Economical Power-Dome V-8's give you full power and top mileage on *regular* gas, peak performance for thousands of extra maintenance-free miles. Short-stroke piston travel reduces internal friction, cuts wear on moving engine parts. Engine does less work per road-mile to deliver its maximum net horsepower to the rear wheels.



Exclusive with Dodge! Power-Dome V-8 engine takes its name from dome-shaped combustion chamber. This design gives longer like-new performance . . . no loss of power due to power-robbing carbon deposits as in conventional design. Spark plug in central location helps promote better gas mileage by burning fuel evenly, completely.

MODEL	600 C.O.E. Std. 600 Conv. Extra	700 Conv. & C.O.E. Std.	700 Conv. & C.O.E. Extra
Type	Valve-in-Head, V-8		
Bore and Stroke	3.63" x 3.80"	3.81" x 3.63"	3.94" x 3.63"
Displacement—cu. in.	314.61, H.D.	331.1	354.06
Max. Gross Horsepower	197 @ 4400 r.p.m.	201 @ 3900 r.p.m.	216 @ 3900 r.p.m.
Max. Gross Torque—lb.-ft.	284 @ 2400 r.p.m.	311 @ 2400 r.p.m.	316 @ 2600 r.p.m.
Compression Ratio	7.6 to 1	7.5 to 1	7.25 to 1



Transmissions

Dodge Synchro-Shift transmissions are *Job-Rated* to meet a wide range of load and road operating conditions. Synchro system gives smooth, easy, noiseless meshing of gears. Gear teeth are chemically treated for more resistance to shock and longer life. For normal duty in 600 models a 4-speed transmission is standard equipment. A 5-speed transmission, standard in 700 conventional and C.O.E. models, is available at extra cost in 600 models. A heavy-duty 5-speed transmission is also available at extra cost in 700 models.

Two-speed rear axles are available for all 600 and

700 models, to give extra pulling power in low, and high economy at highway speeds. Two-speed axles *double* the number of gear ratios available. Finger-tip control on transmission shift lever.

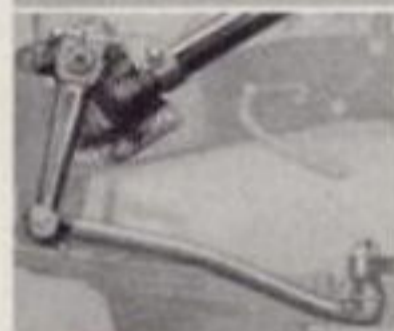
Auxiliary transmission—An auxiliary 3-speed transmission of the underdrive, direct and over-drive type is available for 700 conventional models. (C.O.E. 700 models cannot be equipped with an auxiliary transmission.) The 3-speed auxiliary, in combination with the main transmission, triples the number of speeds available with the main transmission alone.

Chassis components engineered to stay on the job!



Frame

Heavy side rails, reinforced by double-width front cross-member under engine. Double crossmembers at rear spring hangers. Channel-type front bumper, attached directly to side rails; serves as additional crossmember.



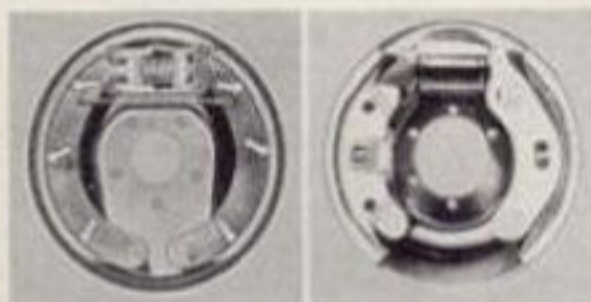
Steering

Fast-acting, sharp-turning. Gear-before-axle linkage stabilizes steering, reduces road shock transmitted to wheel. Worm-and-roller gear makes turning easy.



Springs

Extra-long springs, front and rear, smooth out the ride and protect load. Rear-shackled front springs increase ability to absorb road shocks.



Brakes

Fast response for quick, safe, straight-line stops. Front shoes independently anchored. Duo-servo type rear brakes are used on 600 models; for added stopping power all 700 models use dual primary type rear brakes. Independent parking brake, not connected to service brakes, operates on drive shaft.

Clutch

Heavy-duty, 11-inch clutch with 123.7 sq. in. of lining area, on 600 models; 13-inch clutch with 183.5 sq. in. lining area is standard on all 700 models.

Rear Axle

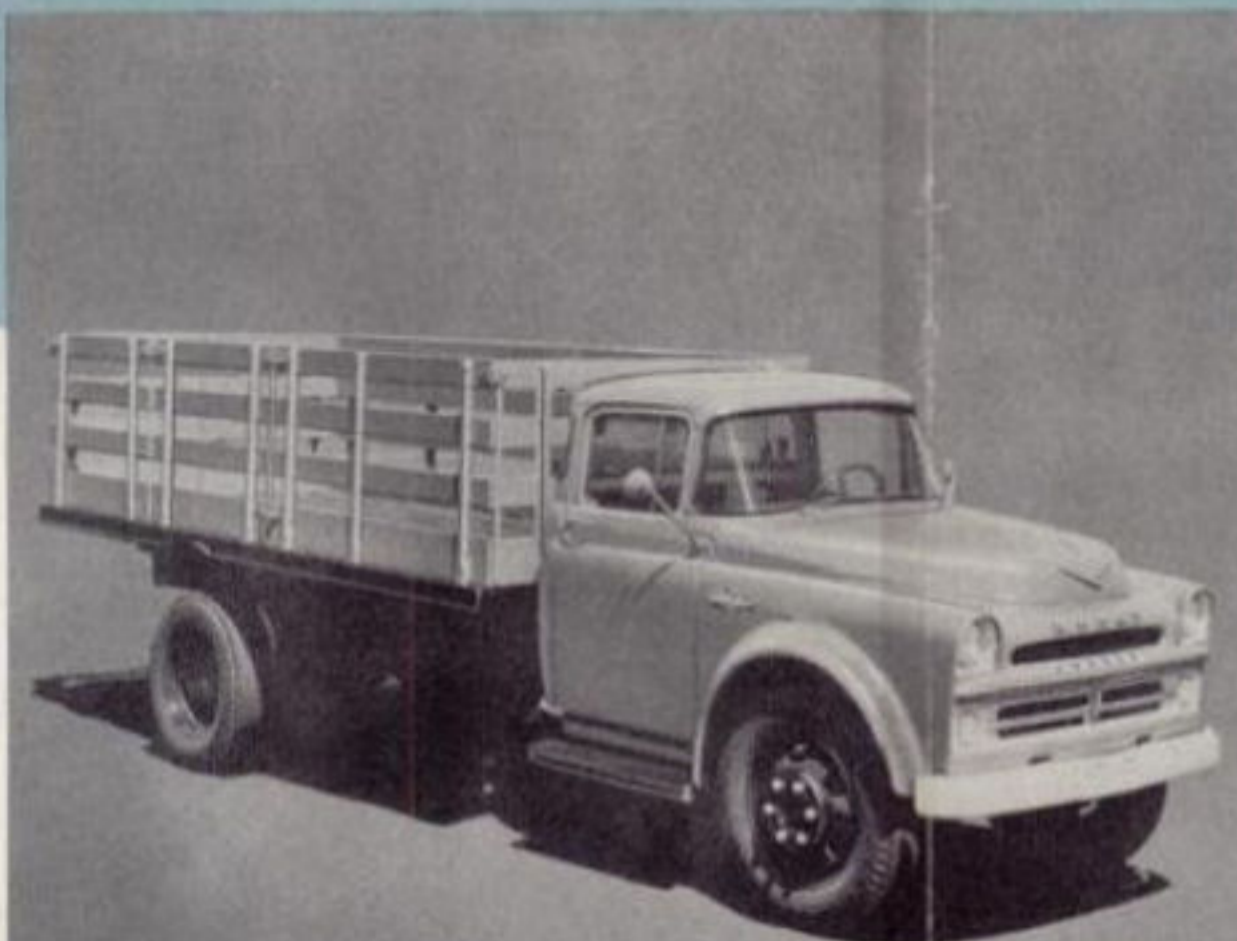
Heavy, one-piece welded housing with gear assembly in removable differential carrier for easy servicing. Shot-peened rear axle shafts last longer, have higher resistance to breakage.

Tubeless Tires

Tubeless tires run cooler than tires with inner tubes, give many more miles of trouble-free service. Tubeless construction has the added advantage of gripping puncturing object tightly, retaining air until object is removed. Repairs often made without dismounting tire from rim.

12-volt Ignition System

Gives superior starting and packs the extra power punch high-compression engines demand. The new 12-volt system meets all needs for lighting and auxiliary electric power. Maintains high electrical reserve capacity.



Model 600

- Three steel-reinforced stake bodies . . . 9', 12', 14'
- New Max. G.V.W. up to 21,000 lbs.

Model 700

- New Max. G.V.W. up to 23,000 lbs.
- 4 wheelbases . . . 129", 141", 153", 171"

Dodge 600 conventional and C.O.E. models may be factory-equipped with standard stake or platform bodies. Cab-and-chassis units in both 600 and 700 model line-up will take general or special-purpose bodies for any type of truck operation.

Stake Body Dimensions—600 Models

Wheelbase, Conv. (C.O.E.)	129" (108")	153" (132")	171"
Size	9'	12'	14'
Length inside	106½"	142½"	166½"
Width inside	82"	82"	82"
Stake rack height	40"	40"	40"
Inside floor area	60½ sq. ft.	81½ sq. ft.	94½ sq. ft.

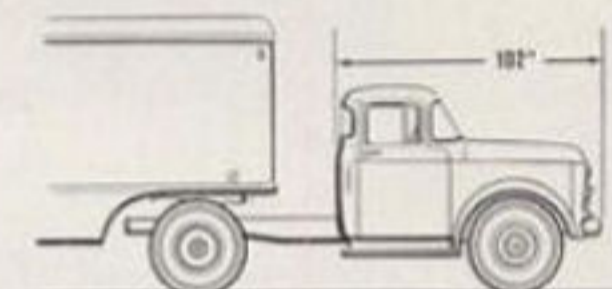
Model 600 and 700 C.O.E.'s

Maximum G.V.W. of 600 models is 21,000 lbs.; G.C.W., 35,000 lbs. Maximum G.V.W. of 700 models is 22,500 lbs.; G.C.W., 45,000 lbs. Both models are available on four wheelbases—108", 120", 132", 162". Comparison of conventional models with similar cab-to-rear-axle dimensions shows the C.O.E. gives you the advantage of shorter over-all length with load space equal to that of the longer conventional vehicle. The C.O.E. is first choice for hauling in congested areas, where a premium is placed on short over-all length.

More payload every trip with compact DODGE tractors!

- 600 models—up to 35,000 lbs. G.C.W.
- 700 models—up to 45,000 lbs. G.C.W.

Whether you operate one, two, or a fleet, Dodge tractors are built to make highway hauling more profitable for you! Compact design gives you the advantage of more payload every trip, plus maneuverability that helps keep trips on schedule.



Only 102 inches from bumper to back of cab! A Dodge tractor coupled to a 35-foot oval-nose semitrailer is within the 45-foot legal combination limit. The Dodge contour cab, special equipment, is even more compact, with an effective dimension of 96 inches from bumper to back of cab.



New full-opening hood

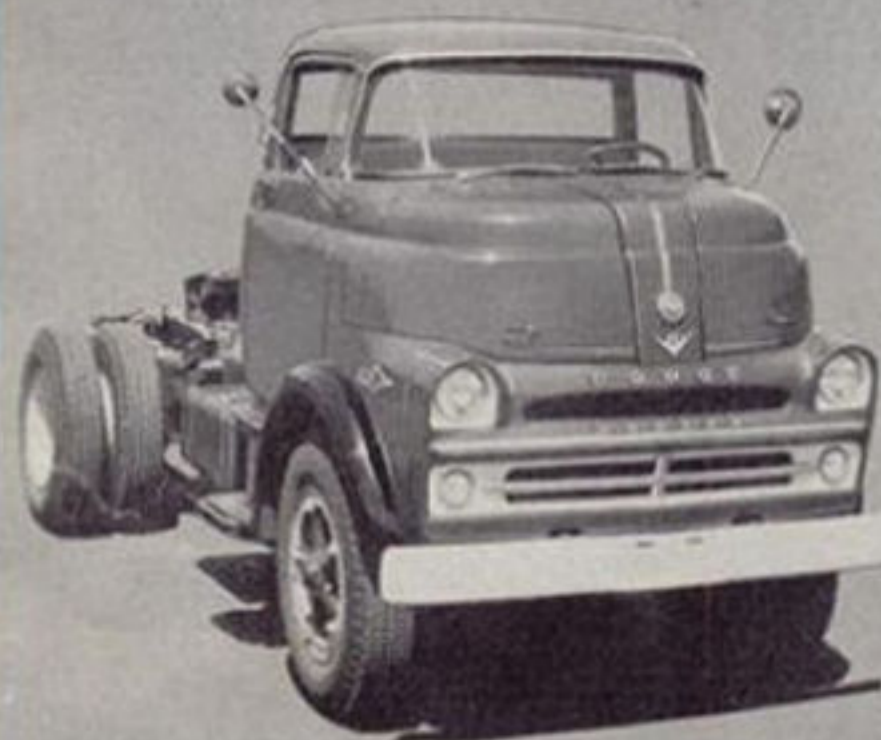
Opens straight up to a full 90-degree position, a new Dodge exclusive! Makes it possible to service any part of engine without taking hood off. Also opens to 48-degree position for normal servicing.

Power steering

Reduces driver fatigue because it cuts steering effort as much as 75%. Easy, positive steering on any kind of road. Linkage type. Available as extra equipment.

Power brakes

Reduce braking effort and increase braking power. Vacuum-operated brake booster, 9½" diaphragm type, insures extra-safe stops. Standard on all 600 and 700 models.



C.O.E. TRACTOR

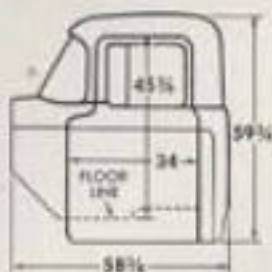
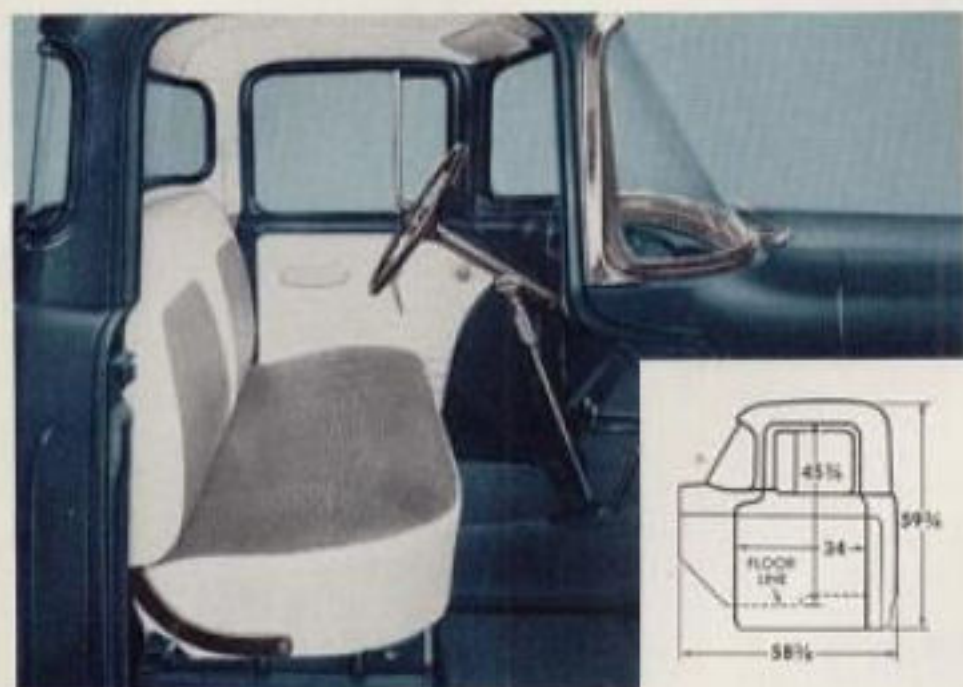
. . . 21" shorter than conventional models!

Dodge C.O.E. tractors, without sacrificing cab comfort, are a full 21 inches shorter from bumper to back of cab than conventional models.



Comfort, convenience and safety for the driver

... in today's roomiest cabs!



Good looks tell only part of the story about Dodge cabs! They're big, roomy and comfortable. Adjustable, chair-high seats give drivers the stretch-out legroom they need. Seat-backs are adjustable also, to meet individual position preferences. Storage space behind seat holds tools, flares and other small items. New pull-type door handles and locks in both doors are standard.



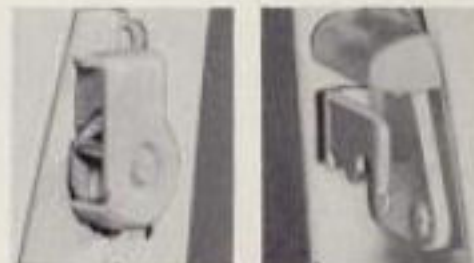
Instrument panel

Driver's-eye view of instruments. Cluster is in line of forward vision, for quick scanning. Dispatch box in center location and key-starting are additional convenience features.



Biggest wrap-around windshield

Dodge gives you the big, wide view with the biggest wrap-around truck windshield on the road today! Driving is safer—you have better visibility ahead and to each side. Glass area is approximately 1023 sq. in.



New safety door latch

New safety door latch helps keep doors shut in case of accident. Drivers stay inside, protected by steel cab.



Adjustable hand brake

Hand brake can be adjusted from inside the cab. Knob mounted in lever-handle turns to take up cable slack. Hand brake is independent of service brakes. Over-center lever action makes it easy to set and release.

Standard Cab: dual electric windshield wipers, ash tray, dome light, armrest on driver's side, locks on both doors, sound-deadened door panels, rubber floor mat, chrome radiator grille lower bars and upper strips, single air-note horn, outside rear view mirror for driver, 5-way adjustable seat, Saran seat covering, sound deadener on floor and cab back, sun visor on driver's side, two-tone interior trim. Standard equipment on all conventional 600 models.

Custom Cab: standard equipment on 700 conventional and all C.O.E. models, extra on 600 conventional model. The following items are in addition to, or replace, standard cab items. Armrest on both sides, dash-panel liner, dispatch-box door lock, sound-deadening headlining, Saran and rayon seat covering, Latex-treated-hair seat-back padding, foam rubber seat-cushion padding, sun visors on both sides, wrap-around rear window (extra equipment on 700 conventional, 600 and 700 C.O.E. models), two-speed dual electric windshield wipers.

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Dimensions—600 and 700 Conventional Models

MODEL	600 700	600 700	600 700	600 700	600
WB—Wheelbase	129"	141"	153"	171"	193"
CA—Cab to rear axle	60"	72"	84"	102"	124"
AF—Rear axle to end of frame	44"	44"	61 1/4"	61 1/4"	80"
OL—Over-all length	206"	218"	247 1/4"	265 1/4"	306"
FGR—Frame to ground, rear	32 1/8"				
TF—Tread, front	63 1/8"				
TR—Tread, rear	68 1/8"				
OH—Over-all height	84 1/8"				

Dimensions—600 and 700 C.O.E. Models

MODEL	600-700	600-700	600-700	600-700
WB—Wheelbase	108"	120"	132"	162"
CA—Cab to rear axle	60"	72"	84"	114"
AF—Rear axle to end of frame	44"	44"	60 1/4"	77 1/4"
OL—Over-all length	185"	197"	225 1/4"	272 1/4"
FGR—Frame to ground, rear	32 3/8"			
TF—Tread, front	63 1/8"			
TR—Tread, rear	68 1/8"			
OH—Over-all height	96"			

All dimensions based on max. G.V.W. springs and tires, and truck under full load.

Specifications—600 and 700 Models

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MODEL	600 Conventional & C.O.E.	700 Conventional & C.O.E.
Axle, Front—capacity—lbs.	5,000 (6,000)	
Rear, sgl. spd.—cap. lbs. std. (extra)	16,000	16,000 (18,500)
—ratios std. (extra)	6.5 or 7.17 to 1	6.8 to 1 (7.2 to 1)
2-speed—capacity—lbs.	16,000	16,000 18,500
—ratios	6.17/8.58 or 6.5/9.04	6.16/7.66 or 6.63/8.16 or 6.61/8.22 7.53/9.103
Brakes, Parking	Independent; driver-adjustable	
Brakes, Service (hyd.)—size, front	16" x 2½"	16" x 2½"
rear—std. axle (extra axle)	15" x 4"	16" x 3½" (16½" x 4")
total lining area—std. axle (extra axle)	425 sq. in.	432 sq. in. (426 sq. in.)
Brakes, Service (air)—size, front	16" x 2¼"	16" x 2¼"
rear—std. axle (extra axle)	16" x 4"	16" x 4" (16½" x 5")
total lining area—std. axle (extra axle)	418.8 sq. in.	418.8 sq. in. (462.8 sq. in.)
Brake, Booster	9½" vacuum diaphragm	
Clutch, diameter & area	11", 123.7 sq. in.	13", 183.5 sq. in.
Electrical, 12-volt—battery	60 amp.-hr. (50 amp.-hr. for V-8's)	70 amp.-hr.
—generator	450 watts, 30 amp.	
Frame	9.43" x 2.87" x .312"	
Springs, Front—Std. (extra)—lbs.	2,000 (2,500)	
Rear—Std. (extra)—lbs.	7,000 (8,000)	
Transmission—Std.	4-speed synchro	5-speed synchro
—Extra	5-speed synchro	5-speed synchro H.D. 3-spd. aux. (Conv. only)
Tires, Tubeless—Std.—front	8-22.5-8PR	9-22.5-10PR
—dual rear	8-22.5-8PR	9-22.5-10PR
max. avail.—front	10-22.5-12PR	10-22.5-12PR
—dual rear	10-22.5-12PR	11-22.5-12PR

The policy of Dodge Division of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer truck. Hence, specifications, equipment and prices are subject to change without notice.

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DODGE

PowerGiants

WITH THE FORWARD LOOK

