

**DODGE
BUILDS
TOUGH**

**MEDIUM-TONNAGE
CAB FORWARD
TRUCKS**





DODGE C700

The big boy in the Dodge medium Cab Forwards. GCW's up to 50,000 lbs. GVW's of 18,000, 25,000, 24,000, and 25,500 lbs. The six wheelbase choices go from 122" to 200". And the extra-rugged power train teams the long-life 194 hp Dodge 381-3 V8 with a 5-speed synchro-shift transmission and a Rockwell 17,000-lb. single-speed rear axle.

STANDARD EQUIPMENT

- 194 hp Dodge 381-3 V8 engine
- Oil filter
- 28-amp. alternator
- 5-speed synchro-shift transmission
- 75 section modulus frame
- 7,000-lb. front axle
- Cast spoke wheels
- Mechanical tachometer
- Rockwell 17,000-lb. rear axle
- Vacuum power brakes
- 500 sq. in. of brake lin.
- 13" x 4.50's
- 2,790-lb. front springs (at pad)
- 8,296-lb. variable-rate rear springs (at pad)
- Turn signals
- Seat belts, 2 pair
- Dual exterior mirrors
- Variable-speed wipers, rain-glass arms & blades
- Windshield washers

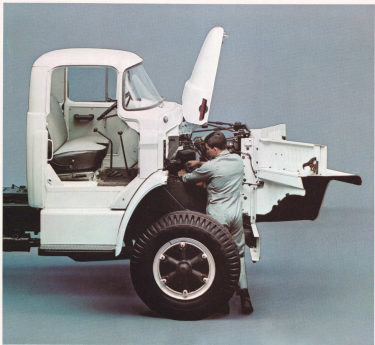
SELECTED OPTIONAL EQUIPMENT

- 5-speed heavy-duty synchro-shift transmission
- 5-speed short-throw, synchro-shift transmission
- Rockwell or Eaton 18,500 lb. single-speed or 5-speed rear axle
- Rockwell 17,000-lb. 2-speed rear axle
- Air brakes
- Power steering
- 8,000-lb. front axle
- 3,200-4,500-lb. rear springs (at pad)
- 9,400-12,800-lb. variable-rate rear springs (at pad)
- Heater (fresh air)
- Custom cab
- Front & rear hydraulic shock absorbers
- Frame reinforcements
- Radiator shutters
- Electric tachometer
- 18-4.50 disc wheels



WB	122"	134"	146"	154"	182"	200"
CA	80"	72"	84"	102"	129"	138"
AF	64"	64"	62 1/2"	66 1/4"	70 1/4"	90 1/4"
CL	39 1/2"	39"	33 1/2"	25 1/4"	26 1/4"	32 3/4"

CL Trailer 48"-60"
CL Trailer 61"-74"

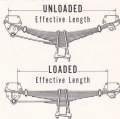


DODGE'S MODERN LCF—EASY TO LIVE WITH, EASY TO SERVICE

We've taken off one cab door to show you how modern and roomy this Dodge LCF is. It's big and tough, reinforced with heavy-gauge steel and box-section beams, and rides on rubber-insulated cab mounts. The driver sits nice and high with excellent visibility across the short hood. He sits relaxed, too, on a sturdy seat that has an extra-thick frame, 48 coil springs, thick cotton and foam padding, and heavy-duty vinyl upholstery. If he doesn't like the position of this full-width seat, he can change it—six different ways. Ahead of the driver is a big steering wheel with a double-jointed column to soak up road shock. And a hooded instrument cluster with all gauges pointing vertically to tell at a glance that all's well. Other standard features include: seat belts for driver and passenger, suspended brake and clutch pedals, interior grab handles, driver's sun visor, dome light, key lock in both doors, ashtray, dispatch box, five-way ventilation, rubber floor mat, variable-speed electric windshield wipers, and an adjustable Orscheln-lever hand brake. For even more comfort and convenience, a CUSTOM CAB option is available that adds a full-depth foam rubber seat and foam-padded seatback, driver's armrest, cigar lighter, right sun visor, and extra coil insulation.

Dodge's tough LCF opens up completely when it's time for service—through three doors. One door is the hood, which opens straight up, a full 90° up out of the way. The other two doors are on each side of the engine. Pull a latch and the sheet metal on one side swings completely away—fender, side, headlights, everything. This lets a mechanic walk right up to the waist-high engine and get to work quickly. He doesn't have to hang by his heels to get at the engine. He doesn't have a cumbersome canopy to pull back over the radiator. Each swing-out side is on a firm axle, too. It pivots on a full-length piano hinge strong enough to support a man's weight. And the inside of the fender forms a handy shelf for the mechanic's tools and parts. The battery is conveniently located on the inside of the left fender. What little work a Dodge requires is also designed to be done quickly. Most front-end lubrication points can be reached from above. Distributor, spark plugs, and fuel pump are easy to get at. The electrical system includes Hypalon® wiring, convenient fuse block, premium connectors, and a unique, easy-to-replace Safety-Link. This Safety-Link provides additional protection to the main feed circuit by cutting off any short that threatens the circuit.

VARIABLE-RATE REAR SUSPENSION



Dodge's variable-rate rear suspension with cam brackets ingeniously tailors itself to the load. When the truck is traveling light, the full length of the spring is in operation for a soft ride. As the spring flattens under a heavier load, the cams come into play to shorten the working length of the spring. This stiffens the spring's resistance to both the weight of the load and to road shock. The heavier the load, the shorter and stiffer the spring. In effect, the spring rate is tailored for the smoothest, best-controlled ride under any load condition. What's more, the assembly has only one lubrication point, and has a separate radius leaf to absorb driving and braking forces, leaving the spring free to cushion the load.

CHASSIS FEATURES

BRAKES

Powerful vacuum-hydraulic brakes are standard on all models, with full air brakes optional on C600 and C700 models.

CLUTCHES

Long-wearing, smoothly operating, single-plate clutches are Job-Rated to the engine and power train of every Dodge model. In all cases, the clutch is hydraulically actuated.

TRANSMISSIONS

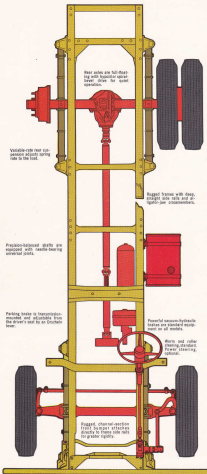
Standard transmission on model C500 and model C600 is a New Process model 435, a rugged 4-speed synchro-shift. Model C700 has a 5-speed New Process synchro-shift model 540. Other 5-speed New Process transmissions are optional.

REAR AXLES

Rugged medium-tonnage rear axles are full-floating, with hypoid or spiral-bevel drive for quiet operation. Standard axles include Rockwell and Eaton units. Two-speed axles available on all models.

WHEELS

Steel disc wheels are standard on C500 and C600, cast spoke on C700. Alternate types optional on C600 and C700.



SPECIFICATIONS

	C500	C600	C700
GWR Ratings	17,000-23,000 Lbs.	17,000-24,000 Lbs.	19,000-25,500 Lbs.
GVW Ratings	30,000 Lbs. Max.	30,000 Lbs. Max.	30,000 Lbs. Max.
Body & Payload Allowance	11,305-17,175 Lbs.	30,400-37,830 Lbs.	10,895-18,755 Lbs.
Air Cleaner	1-Quart Oil Bath		
Alternator—Std. (Extr.)	23 Belt—35 Amp. (30-Amp. or 35-Amp.)		
Axle, Front—Cap.—Std., Lbs. —Extr., Lbs.	3,000 7,000	3,000 7,000	7,000 9,000
Axle, Rear—Single-Speed	Full-Floating, Hypoid		
Capacity—Std. (Extr.), Lbs. Ratio—Std. (Extr.)	11,000 6.2, 6.8	(17,000) (C) (9.5, 7.17)	17,000 6.8, 7.27
Axle, Rear—Two-Speed	Planetary Spiral Bevel		
Capacity—Extr., Lbs.	15,000	17,000	17,000
Ratio—Extr.	5.03 (6.11, 6.33, 6.81)	6.14 (6.34, 6.5, 6.94)	7.17 (6.17, 6.50, 6.87)
Brakes, Hydraulic	30 x 2.5		
Size—Front, Std., in. —Rear, Std. (Extr.), in. Total Lining Area, Std. (Extr.), Sq. in.	15 x 4 434.1	(15 x 4) (C) (345.0) (C)	15 x 5 506.9
Brakes, 100% Air	30 x 2.5		
Size—Front, Extr., in. —Rear, Extr., in. Total Lining Area, Extr., Sq. in.	— — —	16 x 2.5 675.5	16 x 2.5 675.5
Brakes, Parking	Independent, Driver Adjustable by Stricken Lever		
Size, in.	9.5 x 2.5	9.5 x 2.5	9.5 x 2.5 (NP540), 10.5 x 2 (NP541)
Brakes, Visc. Power—Std.	1134"	1134"	1134"
Clutch, Cl. and Sq. in. Area— Std. (Extr.)	11" x 13.7 (12" x 15.0, 11.9" x 13.1) (C)	12" x 17.8 (13" x 19.1) (C)	12" x 17.8 (13" x 19.1) (C)
Engines—VE—Std. —Extr.	218 Premium 361-2—178 HP	361-2—178 HP —	361-3—194 HP —
Frame	Straight Channel		
Section Modulus	9.72 (C) 181" WB 12.35 (C), 181" WB 16.87 (C)	12.25 (C) 207" WB 14.87 (C)	9.76 (T)
Shock Absorbers	Front and rear shock absorbers available on all models. (Front shocks std. on C700 with 7000-lb. axle.)		
Springs, Front—Cap. (Std. Pad), Lbs. —Extr., Lbs.	2,100 2,800 3,800	2,100 2,800 3,800	2,700 3,200 4,800
Springs, Rear—Cap. (Std. Pad)—Std., Lbs. —Extr., Lbs.	8,800 8,200—9,400—10,500 9,100 (R)—10,500 (R) 11,700 (R)—12,800 (R)	8,300 8,400—9,500 10,500 (R)—11,700 (R) 12,800 (R)	8,300 8,400—9,500 10,500 (R)—11,700 (R) 12,800 (R)
Transmission—Std. —Extr.	4-Speed Synchro (NP540) 5-Speed Synchro (NP540) 5-Speed Synchro (NP540-SF) (C)	4-Speed Synchro (NP541) 5-Speed Synchro (NP540) 5-Speed Synchro (NP540-SF) (C)	5-Speed Synchro (NP540) 5-Speed Synchro (NP541-SF) (C)
Urethane—Std. Max. Available Recommended Max. GVW	8.25-10-8 F&D 9.00-10-10 F&D 8.25-10-10 F 9.00-10-10 D	7.50-10-8 F&D 8.25-10-10 F&D 8.25-10-10 F 9.00-10-10 D	8.25-10-10 F&D 10.00-10-10 F&D 9.00-10-10 F 9.00-10-10 D
Wheels, Type—Std. —Extr.	6-Stub Disc —	6-Stub Disc Cast Spoke	Cast Spoke 10-Stub Disc, 10-Stub 16-Tonible Disc
Wiring	Hypocyclon-insulated wiring, with terminal insulation, Safety-Lock, main fuse protection, fuse block, pressure connectors, and other improvements. (Optional Dupont 50).		

- (1) Recommended with 8.25-10 tires or larger.
(2) Standard with 361 cu. in. VE engine.
(3) Requires 10" x 17" tires.

- (4) Short-fourth transmission recommended for use with two-speed axle for high-speed, over-the-road service.
(5) Required with 9.00-10 tires and hydraulic brakes.
(6) Cast iron steel.

- (7) Chrome-manganese steel.
(8) Includes 2,300-lb. auxiliary.
(9) With 17,000-lb. axle only.
(10) Required with NP541 transmission.

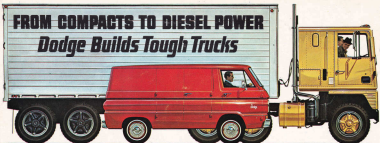
POWER PLANTS

318 PREMIUM	361-2 178 HP	361-3 194 HP
Bore & Stroke	3.87" x 3.117"	4.12" x 3.30"
Displacement	318.34 Cu. in.	360.5 Cu. in.
Maximum Horsepower	202 @ 2800 RPM	174 @ 2600 RPM
Maximum Torque—Lbs./ft.	288 @ 2400 RPM	300 @ 2400 RPM
Compression Ratio	7.5 to 1	7.5 to 1
Carburetor	2-Barrel	2-Barrel

All engines are equipped with replaceable element of filter as standard equipment.

318 Premium has closed crankcase ventilation. 361-2 and 361-3 have positive crankcase ventilation.

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Dodge Builds Tough Trucks

CODE DIVISION



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