

Discover America in a Dodge



Dodge campers



Body by Coach

Motor homes

Dodge has long pioneered in designing and building chassis for Motor Homes. Working from the Dodge chassis up, leading body builders produce well-appointed Motor Homes in an attractive range of designs, sizes, interior styles, and prices. The standard Dodge chassis includes power steering, power brakes, 3-speed automatic transmission, and V-8 engine (size dependent on chassis model).

(See pages 20-21, 23 for more details.)

When you're miles away from home, there's a peace-of-mind premium on vehicle dependability, reliability, durability—quality. The new Dodge recreational vehicles deliver just that. All of the new conventional and crew-cab models are totally redesigned, with new features tailored for camper comfort and convenience. Sportsman wagons and conventional-drive pickups and chassis-cabs combine the riding comfort of a coil-spring, independent front suspension with a stability-enhancing, multi-leaf spring rear suspension. The tough, 4-wheel-drive models share the traditional dependable qualities of Dodge. In short, it's quality by Dodge!

D200 pickups ►

One of the most popular and versatile models in the recreational vehicle fleet, this pickup is designed to handle most of the larger slide-on campers—up to a whopping 11-foot, cab-over style. The camper unit removes easily when the D200 is to be used as a working pickup truck. With the Camper 9000 Package and required equipment, this pickup has a maximum payload capacity of 4,645 pounds—enough to take most slide-on units, plus passengers and gear.

(See pages 10-11 for more details.)



D200 crew-cabs ►

Ideal for many families, the crew-cab offers exceptionally roomy six-man seating with 4-door convenience. The large, 8-foot pickup box handles up to a 11-foot cab-over, slide-on camper body. Dodge is one of the few manufacturers to offer six-man seating in a standard model, rather than a "wait awhile" special factory order. The Camper 9000 Package and required equipment provide a hefty maximum payload capacity of 4,320 pounds.

(See pages 12-13 for more details.)



◀ D100 pickups

The ultra-convenient "starting package" for many campers, fishermen, hunters—the D100 has such a full range of comfort, convenience and performance standard features and options that it's a simple transition from passenger car driving. This dual-duty Dodge pickup comes in the new 131" wheelbase, to accommodate an 8-foot camper cap. More and more cargo cap designs are available—from canvas or aluminum covers to collapsible slide-ons. And this model is easily and inexpensively adaptable to trailer towing, too.

(See pages 8-9 for more details.)



◀ W200 pickups

When the road ends before you've found that perfect campsite or fishing spot—this 4-wheel-drive, take-on-any-terrain pickup is the answer. Available with the conventional cab, choice of two body styles. The W200 Sweptline will handle a maximum payload capacity of 3,045 pounds (with Camper 7500 Package and required equipment). Options include front locking hubs, a manual 4-speed transmission.

(See pages 10-11 for more details.)



Conversion by Chinook



Conversion by Kotorer

▲ D300 chassis-mounts

Another dimension in recreational vehicles—this Dodge model approaches the luxury and roominess of more expensive Motor Homes. A camper body, up to a maximum 14-foot long, is permanently mounted to the cab and chassis. There's more interior roominess, with the camper utilizing space normally taken up by the pickup box. Some body builders provide direct access from the vehicle cab into the camper body.

(See pages 14-15 for more details.)

▲ Sportsman, Tradesman conversions and MB300 chassis mounts

Dodge compact models provide many conversion possibilities for maxi-space at mini-cost. Leading independent body manufacturers take either the Sportsman wagon or Tradesman van and build up or out, in a variety of styles. In addition, there is the MB300 chassis mount. These units can sleep several people, and the Sportsman models do double duty as a smart second car while you're "between vacations". Sportsman is available in 127-inch wheelbase, with overall lengths of 194 or 212 inches.

(See page 7 for more details on Sportsman Model.)

(See page 22 for MB300 details.)

Why you need heavy-duty components for your camper



engines

The standard Dodge engines are designed to deliver dependably satisfactory performance under average-to-demanding operating conditions. But if you are going to push your vehicle and camper particularly hard, such as carrying heavy loads over mountainous terrain, one of the optional V-8's might be your ticket.



tires

The tires listed under each model's required minimum equipment are the right size and load-range for the loaded camper. Their selection is absolutely essential to safety, ride, control and tire life. However, even the right tires can be damaged by overloading and improper weight distribution.

Even lightweight conversions or camper bodies, like most 8-footers, put added demands on the carrying vehicle. After all, it's more weight and must be compensated by "building up" or Job-Rating the vehicle.

You might wonder why the 1972 Dodge Sportsman wagons, pickups and chassis-cabs don't come with all the heavier-duty components required for camper use already present, as "standard"?

That's a reasonable question. And the simplest answer is: If this were the case, a lot of buyers would be penalized by higher costs. People who don't add campers, or have a conversion. People who wish to add a smaller camper unit, and carry less payload.

So Dodge goes the route of making heavy-duty components available as extra-cost optional equipment. This does two things: Holds down the base cost of the Dodge vehicle, and encourages more exact matching of a properly equipped vehicle to the camper body you want. Without this careful matching, vehicle overload-

ing could easily result. And this can lead to difficult handling, accelerated wear, premature and unnecessary breakdown.

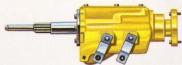
To assure your maximum satisfaction, we suggest you do this: Before completing the purchase of any type of camper unit, go over its specifications with your Dodge Truck Dealer. He'll tell you what vehicle model and equipment Dodge recommends to carry that camper with full warranty protection. Or if you already have your Dodge wagon or truck, he'll help you to select a camper that's not too long or heavy for your Dodge, as equipped.

Dodge has Camper Packages, and required minimum equipment, that match the various models to specific camper body lengths and maximum payload capacities. These include components that "build up" vehicle electrical, drive-train and mechanical systems. A few of these components are highlighted on this page. They are listed more fully in the following Model pages.



springs

Specific spring requirements are shown on the pages for each Model. Using a spring with less capacity would give the loaded unit a tendency to sway, wallow, and be difficult to control. An overloaded spring is also subject to failure—which might cause only inconvenience, but which could also lead to an accident.



transmissions

Standard transmission for all B models, and most D and W200's, is a 3-speed manual. But for camper applications, use of an optional transmission is required. The close-spaced 4-speed permits long climbs without loss of road speed. And, of course, the smooth, 3-speed LoadFite automatic transmission eliminates all need for manual shifting.

Camper loading and weight distribution

This page highlights certain key points about proper camper loading and weight distribution. For helpful further details, ask your Dodge Truck Dealer for a copy of the recent publication, *Guidelines to Safe and Carefree Camping*.

The dangers of overloading were mentioned in the preceding page. But even when your Dodge has been equipped to carry the projected maximum payload capacity of your camper, passengers and gear—you must take care not to exceed that capacity.

You begin by working with three weight figures. First, what is the Gross Vehicle Weight (G.V.W.) Rating of your truck, as equipped? This figure is the maximum allowable total weight of the vehicle, with cargo (including the loaded camper body), driver and passengers, fuel, water—the full shot. The second figure is the Truck Weight (or Curb Weight) of the vehicle itself with its equipment and filled radiator, crankcase and fuel tank—excluding weight of driver, passengers, and camper body.

Your Dodge Truck Dealer can supply both of these two figures. The difference between them tells you *how much payload* may be carried—the third weight figure. If the actual loaded weight of your camper is less than this difference—pull away. But if your actual loaded camper weight exceeds the difference—better repack, and leave enough behind. The table at the right will help you in estimating cargo weights.

Your objective is to have the truck and camper riding level, with a feeling of overall balance and control. Proper distribution of your camper body's weight on the truck is largely determined by the loaded camper's center of gravity—or midpoint of the total load, in terms of where that load falls.



Most campers are designed so that the body center of gravity is ahead of the carrying vehicle's rear axle. But some are not. So the basic rule is to load more of the cargo toward the front of the camper. You'll also want to distribute cargo weight evenly, right and left, along the camper body's length, to avoid a "lopsided" feeling. Keep most of the cargo weight close to the body floor, well forward of the vehicle's rear axle, and it's hard to go wrong.

The GVW plate shows the maximum weight the front and rear axles can carry. The payload weight must be properly distributed over both front and rear axles and on both sides of the centerline of the vehicle as equally as possible.

Aids in estimating loaded camper weight

Item	Approximate weight, lbs.
4 passengers (2 adults, 2 children)	600
Clothing for 4	100
Food	200
General sports gear	250
Spare LP tank, filled	50
Extra water tank (20 gals.)	200
Extra fuel tank (20 gals.)	160
Spare storage battery	25
Aluminum boat, 5-hp. outboard	180
Golf bags, clubs, caddy carts (2)	100
Trail bike	150-250



Sportsman wagons

required minimum equipment

In order for a B300 Sportsman, 127"-wb. wagon to be converted to a camper, certain minimum equipment is required to handle the additional weight in the vehicle.

For 3390 lbs. (3210 lbs. for maxiwagon) body builder conversion, equipment and passenger allowance (7700 lbs. max. vehicle weight)

Tires—8.00-16.5-E(10PR)

—8.75-16.5-E(10PR) for maxiwagon

Springs, front heavy-duty—1550/1700 lbs. cap.

Springs, rear heavy-duty—2300/2570 lbs. cap.

Engine—318 or 360 V-8

Transmission—3-speed automatic

standard sportsman wagon equipment 127" wheelbase

Air cleaner—dry type

Alternator—41 amp.

Armrests—driver and front pass.

Ashtray—driver's compartment

Axle, front—capacity 3300 lbs.

Axle, rear—capacity 5500 lbs.

—Ratios for V-8's 3.54, 4.10 (Std.)

Battery—46-amp.-hr.

Brake booster

Brakes, service—with dual master cylinder and warning light

—Front 12" x 3"

—Rear 12" x 2.5"

Doors, passenger—double right side with vented glass, rear with fixed glass

Door locks—all doors

Engine—Std. V-8 318 cu. in.

Fuel tank—26 gallons

Glove box door—push-button latch

Heater—fresh air w/defrosters

Horns—dual electric

Jack—axle type

Lights—Backup

—Combined side marker light and reflector

—Dome, driver and passenger comp.

Mirror—interior

Oil filter—throwaway type

Oil pressure indicator light

Seats, driver and front pass.—adjustable bucket type with seat belts and retractors

Seats, intermediate bench—3 pass., includes 3 seat belts

Springs, front—coil

—For V-8, cap. @ pad/grd. 1475/1600 lbs.

Springs, rear—leaf

cap. @ pad/grd. 1700/1970 lbs.

Sun visors—2, padded

Tires—tubeless 8.00-16.5-D (8PR)

Traffic hazard warning switch

Transmission—For V-8 A230

Wheels—8-hole disc 8.00" rims

Windshield washers—dual jet

Windshield wipers—two speed

selected B300 sportsman factory-installed extra-cost equipment

Air conditioning—includes increased cooling, 50-amp. alternator, insulation package and padded instrument panel. Available on 8-cyl. models. Requires tinted glass all windows

Alternator—50 amp.—60 amp.

Automatic speed control—with V-8 and automatic transmission only

Axle, rear—anti-spin, 4.10 ratio

Battery—59 amp.-hr.—70 amp.-hr.

Brakes—front disc w/9.0" brake booster

Bumpers—bright, front and rear (Std. on Royal)

Cigar lighter (Std. Custom and Royal)

Cooling, increased

Door check arms—90° opening position, for side and rear pass. doors, replaces std. side pass. door check straps

Emission reduction (Mandatory in California)

Engine—360 C.I.D. V-8 (Avail. w/auto. trans. only)

Glass, tinted—Windshield only—Windshield and all windows

Glass, vented—rear pass. doors

Grille—bright finish (Std. Custom and Royal)

Heater

—Deluxe high output, requires min. 50-amp. alternator, included with A/C

—Auxiliary pass. compartment, requires min. 50-amp. alternator

—Engine block heater

Instrument panel—padded (Std. Custom and Royal Sportsman)

Insulation package (Std. Royal Sportsman)

Mirror, interior, day/night, 10"

Mirror, exterior

—Dual 5" x 7" bright (Std. on Royal)

—Dual junior West Coast, painted or bright finish

Molding packages, for Sportsman exterior

—Upper side exterior

—Lower side and rear exterior

—Upper and lower side and rear

Oil pressure gauge

Paint, two-tone—Procedure #1 or #2

Power steering

Radio—AM—AM/FM push-button type

Shock absorbers—heavy duty, 1½"

Springs, front—Coil

1550/1700 lbs. cap @ pad/grd.

Springs, rear—Leaf

2300/2570 lbs. cap @ pad/grd.

Switches—dome light, door operated, rear and right side pass. doors

Transmission—automatic, A272

Undercoating

factory-installed equipment—tire & wheels

Size and Load Range (Equiv. Ply Rating)	Type
TUBELESS NYLON—8-hole disc Includes (5) 5.00" Rims	
8.00-16.5-E (10 PR)	(2) Hwy. Truck Type
8.00-16.5-E (10 PR)	(1) Hwy. Truck Type
8.75 x 16.5-E (10 PR)	(2) Hwy. Truck Type
8.75 x 16.5-E (10 PR)	(1) Hwy. Truck Type

(1) Whitewall Tires (2) Blackwall Tires

D100 pickups

Application recommendations: Pickup body—8'. Cargo cap—8' max. The weight of the cargo cap, driver, passengers and gear not to exceed 1,624 pounds.

required minimum equipment for 8' Sweepline 131" wb.

For 936 lbs. Payload—4,500 lbs. G.V.W. Rating. Std. equipment only.
For 1,624 lbs. Payload—5,200 lbs. G.V.W. Rating. H.D. 1,350-lb. Rear Springs. H78-15-B- (4 PR) tires.

standard pickup equipment

Air cleaner—dry-type
Alternator—12-volt, 41-amp.
Axle, front—3,000 lbs. cap.
Axle, rear—3,300 lbs. cap.
6-cyl. ratios—3.23, 3.55 (Std), 3.91
8-cyl. ratios—2.94, 3.2 (Std), 3.55, 3.9
Battery—12-volt, 46 amp.-hr.
Brakes—Dual system, hydraulic
Total lining area—214.6 sq. in.
Clutch—10" dia. (1) 11" dia. (2)
Directional signals—front & rear
Engine—225 C.I.D., 6-cyl.
—318 C.I.D., V-8
Fuel tank—25 gals. cap.
Heater—fresh air w/defroster
Mirrors—interior day/night and 5" x 7" head exterior left side
Oil filter—Throw-away type
Shock absorbers—Front and rear
Springs, front, cap. ea. @ pad/grd.
—1,200/1,300 lbs. (1)
—1,300/1,400 lbs. (2)
Springs, rear, cap. ea. @ pad/grd.
—1,000/1,200 lbs.
Tires—size—G78-15-B(4PR), blackwall
Transmissions—for 6-cyl. models—3-spd. A250
—for 8-cyl. models—3-spd. A230
Wheels—5-hole disc 15" x 5.50"
Windshield wipers, electric—two-spd.
Windshield washer, electric—dual jet
(1) 6-cyl. models (2) 8-cyl. models

selected factory-installed extra-cost equipment

Air conditioning—inc. 50-amp. alt. & inc. cooling
Available on 8-cyl. models only
Alternator—12 volt, 50- or 60-amp.
Anti-Spin, rear axle
Ratio to 1—3.2 all engines
—3.5 318 and 360 engines
—3.9 225 and 318 engines
Automatic speed control—with V-8 and automatic transmission only
Battery—59 or 70 amp.-hr.
Brakes—front disc type w/brake booster
w/15" tires only
Brake booster
Bumper, rear—bright finish
—Step type painted for Sweepline only
Clock, electric
Clutch—11" for 225 6-cyl. engine
Engine
—360 C.I.D. V-8 (Avail. w/auto. trans. only)
—400 C.I.D. V-8 (Avail. w/auto. trans. only)
Gauge—Oil pressure (replacing std. warning light)
Glass—tinted, windshield or windshield and all windows
Heater, deluxe—(N.A. with Air Cond.)
Horns—dual electric
Hubcaps, bright finish—Set of 4 for Custom & Adv. only
Lighter, cigar—For Custom Cabs
Lights—(2) front clearance lights and (3) front identification lights
Mirror, rear vision—exterior—bright finish
—Short arm stat. right side—5" x 7" head
—Jr. West Coast right & left side w/ext. arm
—Jr. West Coast right & left side w/swing arm
New Truck Service—(Req'd w/retail delivery at factory)
Package, Adventurer
(See pages 16 & 17 for contents.)
Package, Adventurer Sport
(See pages 16 & 17 for contents.)
Package, Adventurer S.E.
(See pages 16 & 17 for contents.)
Package, bucket seat
(See page 16 for content)

Radio—AM or AM/FM push-button type

Seat assembly—incl. full-width full-depth foam padding, foam topper on seat-back, std. upholstery for std. cab

Shoulder belt—2 belts

Springs, front pad/grd. lbs. cap.
w/6-cyl. 225 engine
HD. 1,300/1,400 131" wb.
w/8-cyl. 318 or 360 engine
HD. 1,400/1,500 131" wb.
w/8-cyl. 400 engine
HD. 1,400/1,500 131" wb.
Extra HD. 1,475/1,600 131" wb.

Springs, rear pad/grd. lbs. cap.
HD. 1,350/1,550
Extra HD. 1,650/1,850

Springs, rear aux.—550 lbs. cap.

Steering, power—integral type

Tachometer, electric—(N.A. w/clock)

Throttle control—hand-instrument panel mtd. non-locking type (N.A. w/automatic trans.)

Tool storage box—131" wb. Sweepline models

Transmission
—4-spd. New Process NP435 6.69 ratio (N.A. w/400 engine)
—4-spd. New Process NP445B, 4.56 ratio (N.A. w/400 engine)
—3-spd. Automatic LoadFlite A727

Undercoating

Wheel covers—Set of 4 for 15" wheels

Window—sliding rear, lockable, available clear glass only

tires & wheels

Tires: Tubeless passenger car type
G78-15-B(4PR) whitewall
G78-15-D(8PR) blackwall or whitewall
H78-15-B(4PR) blackwall or whitewall
Req's brake booster
6.50-16-C(6PR) Truck type tubeless includes 16" x 4.50" wheels
Req's power brakes, N.A. w/front disc brakes
6.50-16-C(6PR) Truck type tube includes 16" x 4.50" wheels
Req's power brakes, N.A. w/front disc brakes



This versatile pickup is available in the stylish Sweptline model shown and in the Utlined version with wood floor pickup box. A cargo cap can be installed or removed quickly and easily, for double-duty use. Double-walled steel construction of the Sweptline pickup body sidewalls and tailgate protects the outer sheet metal from damage by shifting cargo when used as a working truck. And the Sweptline tailgate has easy one-hand operation.

Camper Cap by Winnebago

Increasingly popular for its size in relation to its payload carrying capacities, the D200 pickup has a wheelbase of 131 inches, and can be equipped with Camper 7500 or Camper 9000 Packages. It is newly designed to handle larger slide-on campers, with exceptional riding characteristics and economical operation. W200 models add 4-wheel drive, for off-the-road operation in the roughest terrain. The W200 is available only with the Camper 7500 Package.

**Application recommendations
for D200 & W200:**

Pickup Body Length—8 feet.
Camper Body Size—up to
11 feet cab-over maximum.

Camper 9000

D200 maximum weight—
camper body, driver,
passengers and gear.
131" wb. 4,645 lbs.

Camper 7500

D200 maximum weight—
camper body, driver,
passengers and gear.
131" wb. 3,450 lbs.

W200 maximum weight—
camper body, driver,
passengers and gear.
131" wb. 3,085 lbs.



Camper Body by Amerigo

D200 and W200 pickups

CAMPER 7500 FOR D200 AND W200 CAMPER 9000 FOR D200

Camper 7500 and Camper 9000 include the following equipment:

- Camper Emblem 7500 or 9000 • Camper wiring harness • 70-amp.-hr. battery • Increased cooling
- Dual electric horns • Oil pressure gauge • Dual Jr. West Coast Extended Arm Mirrors, bright finish
- Heavy-duty variable load flasher • Sliding rear window • 4,500 lbs. Cap. mechanical jack w/Camper 7500 on 131"-wb. model only

required minimum equipment

FOR CAMPER 7500—

Engine V-8—318, 360 or 400 D200 models
—318 or 360 W200 models
Transmission—3-speed automatic D200 & W200 models
or—4-speed manual NP445-4 D200 & W200 models
Springs, front @ pad 131" wb.
Heavy-duty 1,400 lbs. w/318 or 360 engines D200 models

Heavy-duty 1,475 lbs. w/400 engine D200 models
Springs, rear @ pad
Extra-heavy-duty main 2,500 lbs. D200 models
Auxiliary 550 lbs. D200 models
Heavy-duty 2,600 lbs. W200 models

Brakes: 131" wb.
Front: 12" x 2.5" Drum or Disc D200 models
Rear: 12" x 2.5" Drum Type D200 models
Stabilizer bar—front D200 models
Alternator—60 amperes D200 & W200 models
Tires, front & rear—8.75-16.5-E (10PR)
or 7.50-16-D (8 PR) D200 & W200 models

FOR CAMPER 9000

Engine V-8—318, 360 or 400
Transmission—3-speed automatic or
—4-speed manual NP445-4
Springs, front @ pad
Heavy-duty 1,350 lbs. w/318 or 360 engines
Heavy-duty 1,500 lbs. w/400 engine
Springs, rear @ pad D200 165" wb.
Extra Heavy-duty 2500 lbs.
Aux. 550 lbs.
Heavy-duty package 131" wb.
Stabilizer bar—
Alternator—60 amperes
Tires, front & rear—8.75-16.5-E (10 PR)

standard pickup equipment—131" wb.

318, V-8 MODEL
Air cleaner—dry type—D200
—1-qt. oil-bath—W200
Alternator—12 volt, 41 amp
Axle, front—3,300 lbs. cap. D200
3,500 lbs. cap. W200.—Ratio to 1 4.10 (Std.) 4.56
Axle, rear—5,500 lbs. cap.
—Ratio to 1
3.54 D200 models 4.10 (Std.) 4.56 D200 and W200
Battery—12 volt, 46 amp.-hr.

Brakes, service—w/Dual master cyl.—hydraulic
Front—12.12" x 2.0"
Rear—12.12" x 2.0" D200
Rear—12" x 2.5" W200
Brake booster—vacuum 9.0" O.D. dual diaphragm
Clutch—11"
Engine—318, V-8
Fuel tank—25 gals. mtd. behind seat
Mirrors, interior—day/night 10"
Mirrors, exterior—left side short arm 5" x 7"
head, bright finish
Oil filter—throwaway type
Shock absorbers—front & rear
Springs, front—coil cap. ea. lbs. pad/grd.
1,300/1,400—8-cyl. models D200
1,300/1,500—8-cyl. models W200
Springs, rear—leaf cap. ea. lbs. pad/grd.
1,650/1,850—8-cyl. models D200
1,750/2,000—8-cyl. models W200
Tires (4)—tubeless truck type
Front & rear—8.00-16.5-D (8PR)
Transmission—3-speed manual
Wheels (4)—16.5" x 6.00" 8-hole disc
Windshield washer, electric—dual jet
Windshield wipers, electric—two speed

selected factory-installed extra-cost equipment

Air conditioning—instrument panel mtd. incl. 50-amp. alternator and increased cooling (Req's H.D. Frt. Springs)
Alternator—50 ampere Chrysler
—60 ampere Chrysler
Axle, front—4,500 lbs. cap. ratios 4.10 or 4.56
W200 model
Anti-spin, rear axle—avail. with 4.10 ratio
Automatic speed control—with V-8 and automatic transmission only
Batteries—59 amp.-hr. (std. w/400 engine)
—70 amp.-hr. (incl. with Camper 7500 & 9000 Package)
Brakes—disc front. Req's H.D. rear brakes D200 model
—Heavy-duty, front 12" x 2.5" D200 model
—Heavy-duty, rear 12" x 2.5" D200 model
Bumper—rear, bright finish
—rear, painted step type for Sweepline Pickups only
Clock, electric
Cooling, increased—for all engines w/manual trans.
Engine—360, 8-cyl. (N.A. 3 Spd. Manual Trans.)
—400, 8-cyl., incl. 12" clutch and 59-amp.-hr. battery, D200 models
Fuel tank—auxiliary—25 gals. (N.A. Utility Pickups)
Glass, tinted—windshield—windshield and all windows
Heater—Deluxe. Req's 50-amp. alternator
Horns—dual electric
Hubs—front wheel locking type, W200 models
Lights—(2) front clearance lights and (3) front identification lights
Mirrors, exterior—West Coast—painted white—duals

Package, Adventurer—see pages 16 and 17
Package, Adventurer Sport—see pages 16 and 17
Package, Adventurer S.E.—see pages 16 and 17
Packages, bucket seat—see page 16
Package, heavy-duty
Consists of: • Heavy-duty frame 5.03 section modulus • 3,600-lb. Cap. front axle • Extra H.D. 2,500 lbs. Cap. @ pad rear springs • 550-lb. auxiliary springs • 12" x 3.0" frt. & rear drum type brakes • 6,200-lb. cap. rear axle available ratio 4.10 and 4.56 D200 model. Req'd w/camper 9000

Paint, two-tone
Power steering
Power take-off assembly (W200)
Radio—AM or AM/FM push-button type
Shoulder belt—2 belts for seat
Springs, front—lbs. cap. pad/grd.
Heavy-duty 1,400/1,500 lbs. D200 Models w/318 or 360 engines
Extra-heavy-duty 1,475/1,600 lbs. D200 Models w/318 or 360 engines
Heavy-duty 1,475/1,600 lbs. D200 Models w/400 engines
Extra-heavy-duty 1,550/1,700 with 400 engines
Heavy-duty 1,550/1,800 lbs. W200 Models w/318 or 360 engines
Springs, front—lbs. cap. pad/grd.—With Camper 9000
Heavy-duty 1,350/1,500 lbs. D200 models w/318 or 360 engines
Extra-heavy-duty 1,500/1,650 lbs. D200 models w/318 or 360 engines
Heavy-duty 1,500/1,650 lbs. D200 models w/400 engines
Extra-heavy-duty 1,725/1,900 D200 models w/400 engines
Springs, rear—lbs. cap. pad/grd.
Heavy-duty 1,950/2,200 lbs. D200 models
Extra-heavy-duty 2,500/2,750 lbs. D200 models
Heavy-duty 2,600/2,900 lbs. W200 models
Springs, rear auxiliary—550 lbs. D200 models only
Tachometer, electric (N.A. w/clock)
Throttle control—hand—instrument panel mtd. locking type (N.A. w/auto. trans.)
Tool storage box—right side of Sweepline body
Transmission—4-spd. New Process NP445-4, 4.56 ratio
—3-spd. Automatic LoadPilot A727

Undercoating

tires and wheels

Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type	D200	W200
8.75-16.5-E (10PR)	Tubeless	16.5 x 6.75	8-hole disc	X	X
9.50-16.5-D (8PR)	Tubeless	16.5 x 6.75	8-hole disc	—	X
9.50-16.5-E (10PR)	Tubeless	16.5 x 6.75	8-hole disc	X	—
7.50-16-D (8PR)	Tubed	16 x 5.50	8-hole disc	X	X

NOTE: Mud and snow-type tire available for rear and spare on D200. Mud and snow-type available on all W200 wheels.

D200 crew-cab

standard 165"-wb. crew-cab equipment

Alternator—12-volt, 41-amp.

Axle, front—cap. 3,800 lbs.

Axle, rear—cap. 6,200 lbs.

Ratio—4.1 Std., 4.56 to 1

Battery—12-volt, 46 amp.-hr.

Brakes, service—Dual system—Hydraulic

Front—12" x 3.0"

Rear—12" x 3.0"

Brake booster—vacuum 9.0" O.D. Dual diaphragm

Clutch—11" dia.

Engine—318, V-8

Fuel tank—cap. 25 gals.

Location—inside behind seat

Instruments—fuel, ammeter & temperature gauges, oil pressure light and speedometer

Mirrors, exterior—rear vision

For Pickups—short arm, 5" x 7" head, left side

For Chassis-Cab—long arm, 5" x 7" head

left and right

Mirrors, interior—rear vision

For Pickups—day/night rear-view mirror

Oil filter—throw-away type

Shock absorbers—front & rear

Springs, front—cap. ea. lbs. 1,500/1,650

Springs, rear—cap. ea. lbs. 1,700/2,050

Tires—tubeless-type

Size front & single rear—8.00-16.5-D (BPR)

Transmission—4-spd. NP435-4

Wheels & rims (5)—16.5 x 6.00 8-hole disc

Windshield washer—electric dual jet

Windshield wipers—electric, two speed

additional standard equipment

- Antifreeze
- Armrests—four
- Bumper, front bright finish
- Door lock (left and right side)
- Floor mat, rubber

- Heater, fresh air w/defrosters
- Horn, single electric
- Instrument panel, padded
- Lights and Reflectors
 - Directional signals, Class "A"
 - Dome light
 - Combination park and turn-signal lamp
 - Combined side marker lights and reflectors (2) ft.
 - Separate rear side marker lights (2) and reflectors (2) for Utility Pickups
 - Backup lights
- Traffic hazard warning switch
- Seat belts—Driver and five passengers
- Sun visor, padded left and right side
- Window, full-width rear

selected factory-installed extra equipment

Air cleaner—1-qt. oil-bath, 318 V-8

Air conditioning—inc. 50-amp. alt. & increased cooling (Req'd H.D. frt. springs)

Alternator—50-amp., 60-amp.

Automatic speed control—with V-8 and automatic transmission only.

Battery—59-amp.-hr., 70-amp.-hr.

Brakes, disc front

tires & wheels

TIRE, WHEEL AND RIM AVAILABILITY
8' CREW-CAB PICKUP
FOR USE WITH SINGLE REAR

Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type
8.75-16.5-E (10PR)†	Tubeless	16.5 x 6.75	8-hole disc
9.50-16.5-D (8PR)†	Tubeless	16.5 x 6.75	8-hole disc
9.50-16.5-E (10PR)†	Tubeless	16.5 x 6.75	8-hole disc
7.50-16-D (8PR)†	Tubed	16 x 5.50	8-hole disc

†Mud and snow-type tread available on rear only.

Bumper, rear

- Bright finish for Sweepline models
- Step type painted for Sweepline models

Cigar lighter

Clock, electric

Cooling, increased—with manual trans.

Engine—360 V-8 (N.A. 3 Spd. Manual Trans.)

400 V-8, incl. 59-amp.-hr. battery, with 12" clutch

(N.A. Utility)

Glass—tinted, windshield or windshield and all windows

Heater—deluxe (Req'd 50-amp. alternator)

Horns—dual electric

Hubcaps—bright finish

Lights—(2) front clearance lights and (3) front identification lights

Mirrors, rear vision—exterior West Coast type, left and right sides painted

New Truck Service—(Req'd with retail delivery at factory)

Package, Camper 7500—see page 11

Package, Camper 9000—see page 11

Package, Adventurer—see pages 16 and 17

Paint, two-tone

Radio—instrument-panel-mounted AM, AM/FM

Seat assembly, front and rear—full width w/full-depth foam padding incl. w/Adventurer Package

Shock absorbers—frt. and rear heavy-duty

Shoulder belts, 2 belts—front seat only

Springs, front

—1,725/1,900 lbs. cap. ea. w/318 or 360 engines

Springs, rear

—Extra H.D. 2,500/2,750 lbs. cap. ea.

Springs, rear auxiliary

—550 lbs. cap. ea.

Steering, power—integral type

Tachometer, electric (NA w/clock)

Throttle control—hand—instrument panel mtd.

Tool storage box—right side of Sweepline Body incl. keylock

Transmission—4-spd. NP445-4 4.56 close-spaced ratio —3-spd. Automatic LoadFlite A727

Undercoating



The D200 165"-wheelbase Crew-Cab is available as a Sweptline or Utlift pickup, with 8-foot box to accommodate slide-on campers, or as a cab and chassis for chassis-mounted campers. The Crew-Cab also gives you a choice of 7500 or 9000 Camper Package. New Crew-Cab roof is solid, double-walled steel, with a more flowingly unitized outer sheet-metal appearance.

Application

recommendations:

Model—D200 Crew-Cab 165" wb. with 8' Sweptline Pickup Body. Length—Up to 11' Cab-over Camper. Maximum weight—Camper body, passengers and cargo—4,320 lbs. Model—D200 Crew-Cab Chassis Mount. Length—Up to 11' Chassis-mounted Cab-over camper. Maximum Weight—Camper body, passengers and cargo—4,775 lbs.

CAMPER	7500	9000
Max. Camper Body Driver, Pass. and Gear Lbs.	Sweptline 2850 lbs. Chassis-Mount 3310 lbs.	Sweptline 4320 lbs. Chassis-Mount 4775 lbs.
See Page 11 for contents of 7500 Package and 9000 Package. Equipment required not included in 7500 Package or 9000 Package		
Engine—V-8	318, 360 or 400	318, 360 or 400
Transmission	3-Speed Automatic or 4-Speed Manual NP445-4	3-Speed Automatic or 4-Speed Manual NP445-4
Springs, Rear—pad lbs. caps. Axle lbs.	Extra H.D. 2500 550	Extra H.D. 2500 550
Stabilizer Bar	Front	Front
Alternator	60 Amperes	60 Amperes
Tires, Front & Rear	8.75-16.5-E (10PR) or 7.50-16-D (8PR)	9.50-16.5-E (10PR)

required minimum equipment
D200 crew-cab
with 318-cubic-inch V-8



D300 cabs and chassis, available in three wheelbases, 135", 159" and 165" as crew-cab only, can be equipped with Camper 9000 or 10000 Packages. The basic Dodge unit can be sent to a leading camper body builder, where the camper body is permanently mounted. With more floor space than slide-in campers, these roomy bodies frequently include a pass-through into the driver's compartment, and a side entrance door.

application recommendations

D300	Camper Body Length	Up to 11 ft.	12 ft. to 14 ft.
Conventional Chassis-Cab	Wheelbase Cab-to-Axle	135" 60"	159" 84"
Crew-Cab	Wheelbase Cab-to-Axle	165" 56"	— —

Camper 9000 and 10000 consists of: • Camper emblem 9000 or 10000 • Camper wiring harness • 70-amp.-hr. battery • Increased cooling • Dual electric horns • Oil pressure gauge • Dual Jr. West Coast extended arm mirrors bright finish • Heavy-duty variable load flasher

required minimum equipment

CAMPER	9000	10000
Max. Weight-Camper	5,000 Lbs. 135" Wb. (1)	5,840 Lbs. 135" Wb. (2)
Body, Pass. and Gear	4,900 Lbs. 159" Wb. (1)	5,740 Lbs. 159" Wb. (2)
	4,175 Lbs. 165" Wb. (2)	5,160 Lbs. 165" Wb. (2)
Engine, V-8	318, 350 or 400	
Transmission	3-Speed Automatic 6-Speed Manual NP405-4	
Springs, Front	H.D. 3,125 Lbs. (w/318, 360 Engine 165" wb.)	
Springs, Rear	H.D. 2,500 Lbs. (135", 159" Wb.)	
Springs, Rear Axle	550 Lbs.	
Stabilizer Bar	Front	
Alternator	60 Amperes	
Tires	Front & Single Rear 9.50-16.5-E (10PR)	
	8.00-16.5-D (8PR)	
Front & Dual Rear	8.00-16.5-E (10PR) or 7.50-16-C (8PR)	

(1) Single rear wheels (2) Dual rear wheels

D300 conventional chassis-cab

standard chassis-cab equipment D300

Alternator—12-volt, 41-amp.

Axle, front—3,800 lbs. capacity

Axle, rear—7,500 lbs. capacity
Ratios to 1—4.1, 4.56 (std.), 4.88

Battery—12-volt, 46 amp.-hr.

Brakes—dual system, hydraulic
Front and Rear—12" x 3.0"

Brake booster—vacuum 9.0" Dia., Dual Diaph.

Clutch—11" dia.

Engine—318-cubic-inch V-8

Fuel tank—25 gals. capacity

Instrument panel padded

Mirror—Exterior 5" x 7" left and right side, long arm

Oil filter—throw-away type

Padded instrument panel and sun visors

Seat belts—three, conv. models
—six, crew-cab models

Shock absorbers—front

Springs, front—capacity ea. @ pad/grd.
—1,350/1,500 lbs. 135" wb.
—1,500/1,650 lbs. 159" & 165" wb.

Springs, rear—capacity ea. @ pad/grd.
—1,700/2,050 lbs. 135" & 159" wb.
—2,500/2,875 lbs. 165" wb.

Tires—8.00-16.5-D (8PR) front, single rear—135" & 159" wb.
—8.00-16.5-C (6PR) front, dual rear—165" wb.

Transmission—4-spd. 8.9 wide-ratio NP435

Windshield washer—electric dual jet

Windshield wipers—electric, two-spd.

selected factory-installed extra-cost equipment

Air cleaner—1-qt., oil-bath 318 V-8 only

Air conditioning (incl. 50-amp. alt. and inc. cooling)

Alternator—12-volt, 50, 60-amp.

Anti-Spin axle, rear—4.1, 4.56 or 4.88

Automatic speed control—with V-8 and automatic transmission only

Battery—59, 70 amp.-hr.

Brakes, disc front

Carrier, spare tire—underslung

Clock, electric

Cooling, increased

Engines

—360-cu.-in. V-8

—400-cu.-in. V-8 incl. 12" clutch & 59-amp.-hr. battery

Fuel tank—auxiliary

—25 gallons mtd. inboard left frame rail
in addition to standard tank

Gauge—oil pressure

(Replacing std. warning light)

Glass, tint—windshield or windshield and all windows

Heater—deluxe, high output (Req's 50-amp. alternator)

Horns—dual electric

Hubcaps—bright finished for single rear wheels only

Lights—(2) front clearance lights and (3) front identification lights

Mirrors, rear vision—exterior

Dual West Coast type 7" x 16" head

New Truck Service

(Req'd w/retail delivery at factory)

tires and wheels

TIRE, WHEEL AND RIM AVAILABILITY FOR USE WITH SINGLE REAR

Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type
9.50-16.5-E (10PR)#	Tubeless	16.5 x 6.75	8-stud disc

FOR USE WITH DUAL REAR

8.00-16.5-D (8PR)#	Tubeless	16.5 x 6.00	8-stud disc
8.00-16.5-E (10PR)#	Tubeless	16.5 x 6.00	8-stud disc
7.00-16-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-16-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-16-D (8PR)#	Tubed	16 x 5.50	8-stud disc

#Mud and snow-type tread available on rear only.

Package, Bucket Seat

(See page 16 for content)

Package, Adventurer (See pages 16 & 17 for content)

Package, Adventurer Sport (See pages 16 & 17 for content)

Package, Adventurer, S.E. (See pages 16 & 17 for content)

Package, Camper 9000 (See page 14 for content)

Package, Camper 10000 (See page 14 for content)

Package, convenience (See page 19 for content)

Paint, two-tone—Cap exterior

Radio—AM or AM/FM push-button type

Seat assembly—full-width w/full-depth foam padding w/foam topper on seat-back and std. upholstery

Shock absorbers H.D.—front and/or rear

Shoulder belts—2 belts, front

Springs, front

H.D. 1,500/1,650 lbs. for 135" wb. 318 & 360 engines

H.D. 1,725/1,900 lbs. for 159" & 165" wb. 318 & 360 engines

H.D. 1,725/1,900 lbs. for 135" wb. with 400 engine

Springs, Rear

H.D. 2,500/2,875 lbs. for 135" & 159" wb.

Extra H.D. 3,250/3,675 lbs. for 135", 159" & 165" wb.

Springs, rear—auxiliary

550 lbs. cap. ea.

Stabilizer bar—front only

Steering, power—linkage-type

Tachometer, electric

(N.A. w/clock)

Throttle—hand control (w/manual trans. only)

Transmission

—4-spd., NP445

—3-spd., A727 Automatic

Undercoating—all models

Wheel, spare—for all models

Window, rear—sliding type

Cab interiors



Adventurer S.E.

Standard are luxurious vinyl and nylon upholstery, in a choice of tan, green, blue or black, color-keyed carpeting, horn bar, and fiberglass trim panels with integral armrest, simulated woodgrain plaque, and lower storage pocket. Other "Special Edition" luxury touches include bright trim on pedals, foam core headlining, cigar lighter, glove box lock and light, ash-tray light and bright sill plates.



Adventurer Sport & Adventurer

The two mid-line models have smooth and pleated vinyl upholstery, available in choice of beige, green, blue or black. Rubber floor mat is color-keyed, as are horn bar and door trim panels. Cigar lighter is included. Adventurer Sport adds simulated woodgrain insert to door panels, instrument cluster face plate and trim molding, plus a foam core headlining.



Custom

Basic model has rich-looking embossed vinyl upholstery, in choice of beige, green, blue or black. Rubber floor mat is black. Horn button and steering wheel are color keyed; door trim panels are body color with separate, color-keyed armrest. Custom has all the roominess and basic comfort-convenience-construction features of the other conventional models.



Bucket seat package

The individual comfort of bucket seats is available for all D conventional cab models. Seats are separated by a padded console which provides separate storage. The hinged armrest, wide enough for two elbows, folds up flush with the seat-backs to allow three-passenger seating. Also included is carpeting. Seat color choices are beige or black.

Instrument panel

All instruments are functionally grouped for the driver's maximum convenience. Standard instrumentation includes ammeter, fuel and temperature gauges, speedometer-odometer, and oil pressure warning light. An oil pressure gauge is included with 7500, 9000 or 10000 Camper Packages. An AM/FM or AM radio, electric clock or tachometer are available as extra-cost options.



Glove box

Padded glove box door offers easy access to the fuse block and flashers. And the molded glove box itself has 4-screw removal for fast and easy servicing of heater and air-conditioning controls, radio speaker, and defroster ducts.

Cab exteriors and features



Adventurer S.E. "The truck that doesn't look it!" Cab and body sides are set off by a full-length bright molding with a simulated woodgrain insert. On the 131-inch-wheelbase Sweptline pickup, the tailgate has a woodgrain center applique with a bright, die-cast script "Dodge" nameplate! Additional bright moldings are at the windshield, vent window division bar, drip rail, and rear window. Bright hubcaps, taillamp bezels (Sweptline models) and "Adventurer S.E." nameplates are all standard in this package. This package is also available in the 135-inch and 159-inch-wheelbase D300 cab and chassis models.



Adventurer Sport. Is available on the 131" wb. Sweptline pickup. Exterior trim includes a paint-filled bright body side molding and a bright, paint-filled tailgate molding around the tailgate depression. Additional bright moldings are at the windshield, vent window division bars, and the rear window. The model is distinguished by bright "Adventurer SPORT" nameplates. The package is also available on the 135-inch and 159-inch-wheelbase D300 cab and chassis models.

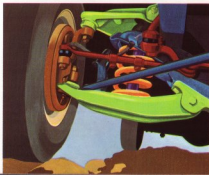
Adventurer. The Adventurer is available on all models. It has bright windshield moldings, bright vent window division bars, bright body side moldings, upper and lower tailgate moldings (Sweptline only.) Bright "Adventurer" nameplates identify the model.



Custom. This is the standard exterior on all models. It has a bright grille, bright front bumper, painted hubcaps, and bright 5" x 7" exterior left mirror. Identified by bright "Custom" nameplates.

Independent front suspension

Standard on all B and D models, this road-smoothing independent front suspension system is built around strut-controlled coil springs, which enclose husky one-inch shock absorbers. Road impacts are absorbed at the front wheels individually, not passed back and forth from wheel to wheel. Rubber insulators act to further damp out bumps and road shocks. Ride is quieter, smoother, more controlled. And this front suspension can be adjusted on same equipment used for passenger car front-end alignment.



Leaf spring rear suspension

B, D and W models have a multi-leaf spring rear suspension especially designed to complement the front suspension. Off-center mounting of the axle, and wide spacing of springs, increase stability at the rear and adjust better to heavier loads.

Camper features

Easy-off tailgate

An added standard feature for Sweepline models — "easy-off" tailgate design permits simple, speedy one-man removal or replacement when camper body slides on or off. The retaining tailgate straps are clearly marked for proper positioning. This easy-handling tailgate adds to Dodge pickups' double-duty versatility.

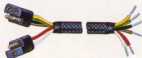
25-gallon fuel tank

Large-capacity gasoline tank takes you farther, with fewer pit stops — especially handy in more remote areas. Combined with Dodge trucks' uniformly good gas mileage, this takes you a long way. And that's not all — look under Options, on the next page.



Double-wall construction

Dodge provides you with the extra-strength of full double-walled steel construction — in the hood, cab roof — as well as the Sweepline pickup body side panels and tailgate. Solidly double-wall throughout, and all the way around.



Camper wiring harness

Again, standard with every Camper Package: An electrical wiring harness that gives simple, one-step plug-in connection to activate camper interior lights and equipment; turn, stop and backup lights; side marker, clearance, identification, tail and license lamps.



Engines

225-cubic-inch Slant Six is standard for all B, D and W six-cylinder models. Angled cylinder block, deep-skirt engine block, overhead valves, fuel-saving intake manifold all contribute to economy, performance, quiet operation.

SPECIFICATIONS

Engine Model	225
Cu. In. Displ.	224.7
Bore & Stroke	3.40" x 4.125"
Compression Ratio	8.4

318-cubic-inch V-8 is standard for all B, D and W 8-cylinder models. Full-power wedge-type combustion chambers, aluminum-alloy pistons, adjustment-free hydraulic tappets, 2-barrel carburetor with 3-stage metering rod combine performance and economy.

SPECIFICATIONS

Engine Model	318
Cu. In. Displ.	318.14
Bore & Stroke	3.91" x 3.31"
Compression Ratio	8.5

360-cubic-inch V-8 — optional for all B, D and W 8-cylinder models — delivers smooth, quiet performance with low-speed torque. Large induction and exhaust passages, high-volume rotary-type oil pump contribute to efficiency. Mass balanced in production.

SPECIFICATIONS

Engine Model	360
Cu. In. Displ.	359.9
Bore & Stroke	4.00" x 3.58"
Compression Ratio	8.8

400-cubic-inch V-8 is the top option for all D 8-cylinder models. Has drop-forged crankshaft, silenced air cleaner, babbit-type main and connecting-rod bearings, fast-acting choke.

SPECIFICATIONS

Engine Model	400
Cu. In. Displ.	400
Bore & Stroke	4.342" x 3.38"
Compression Ratio	8.2

Camper options

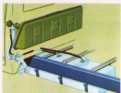
Cargo light

Handy added illumination for night loading-unloading—exterior cargo light is located at rear of cab roof. Standard with Sweepline Adventurer S.E., included with extra-cost Convenience Package on all other pickup and chassis-cab models.



Sliding rear window

This four-section, sliding rear window is adjustable for up to a 20-inch opening. Provides convenience of conversation, handling objects back and forth when camper has non-fixed front window. Included with Camper Packages on D and W200; available as separate, extra-cost option for D100 and 300.



Auxiliary fuel tank

Extends your operating range 100 percent—25-gallon auxiliary fuel tank, with a common fill. This means you can fill both tanks at once. Gasoline gauge will read contents of both tanks. An electric switch permit switching from the main tank to the auxiliary tank. This switch also causes the gauge to indicate the contents of the tank being used. Auxiliary is located under pickup box between left wheelhousing and cab back. N.A. Utility models.



Air conditioning

Air-conditioning outlets are integrated into the dash. The compressor and evaporator are mounted in the engine compartment. Four outlets provide cool-to-cold, clean air with maximum speed and efficiency. 3-speed blower switch. System is also excellent for clearing windows in cold, humid

weather, used in combination with heater. Includes increased cooling, 50-amp, alternator; requires V-8 engine. Available with B300, D100-200-300, W200 models, and MB300 front section compact chassis. The D100-300 and W200 also feature a power vent system in combination with air conditioning unit.



Automatic transmission

Responsive 3-speed LoadFite automatic transmission delivers maximum, efficient up- and down-shifting for smooth, stop-and-go acceleration. Since transmission always starts in low gear, maximum multiplication of engine torque is always available for starting. Oil-filled torque converter provides a cushioning action to smooth the flow of power, protecting power-train parts from stress and saving maintenance costs. Standard on MB300, M300 and M375, extra cost all other models.



Disc brakes

The ultimate in stopping power—quick-acting, fade-resistant, floating caliper front disc brakes with power assist are available with all B and D100-200-300 models.

Power steering

Power steering does approximately four-fifths of the work. Simplifies parking a loaded camper, driving on high-crowned roads or in heavy crosswinds. Available all models.



Sweptline tool box

Added tool storage is provided by large, metal-faced fiberglass compartment built conveniently into right side of pickup body. Lockable, positioned beneath body floor to conserve cargo space. Approximately 31 inches long by 15 inches deep by 9 inches high. Available 6-foot Sweptline models D100, D200 and W200.



Other options and accessories

Check individual Model pages for applicability.

- Automatic Speed Control (with V-8 and LoadFite) • Power Assist for Drum-Type Brakes (D100) • AM/FM, AM Radios • Electric Clock or Tachometer "D" and "W" models • Oil Pressure Gauge • West Coast, Junior West Coast Exterior Mirrors • Vinyl Textured Top Conv. 3-man cab • Dual Electric Horns • Tinted Glass, Windshield or All • Spare Tire Carrier • Step-Type Rear Bumper, Sweepline only • Bright Finish Rear Bumper • Heavy-Duty Alternator • High-Output Deluxe Heater • Engine Block Heater • Cigar Lighter • Convenience Package: Conventional Models • 12-inch Day/Night Interior Rear Mirror • Glove Box Lock and Light • Ashtray Light • Exterior Cargo Light

Completely independent, self-contained long- or short-term residences on wheels, today's Motor Homes combine the most attractive features of a travel trailer with the mobility of a passenger car. Traveling families, retirees, campers, sportsmen—Motor Homes provide them all with roominess, living and operating conveniences, even luxuries. Not least—these superbly engineered vehicles are easy to drive, and comfortable to ride in.

Over ten years ago, Dodge built the first chassis model designed specifically for Motor Home body installation. And Dodge continues to develop and provide exclusive features that combine the ride, handling and comfort of a fine automobile with the performance,

reliability and durability of a rugged truck. Dodge chassis incorporate construction and mechanical advantages that allow tremendous flexibility and imagination in the building of Motor Home bodies. As a result, buyers today can select from among a constantly increasing variety of Motor Home sizes, designs and prices.

Dodge chassis are supplied to body builders in wheelbases of 104, 125, 137, 159 and 178 inches. And just last year, Dodge introduced a 127-inch wheelbase front section compact chassis, opening new horizons in body design and owner satisfaction.

(See pages 21 thru 23 for more details.)

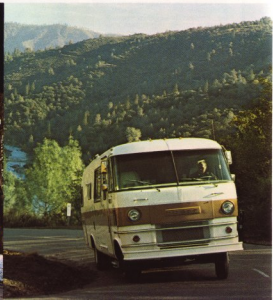
Body by Travco

Motor homes

Body by Winnebago



Body by Kayot



**selected standard chassis equipment
(supplied by Dodge)**

	M300	M375
Engine—V-8	318-1	413-1
C.I.D.	318	413
Transmission	3-Speed Automatic	3-Speed Automatic
Axle, Front Lbs. Cap.	4,500	4,500
Axle, Rear Lbs. Cap.	7,500	10,000
Ratio to 1	4.56, 4.88 (GM-1)	4.56
Springs, Front Pad/Grd.	1,700/2,850 lbs.	2,050/2,300 lbs.
Springs, Rear Pad/Grd.	3,100/3,450 lbs.	3,800/4,250 lbs.
Tires, 5 Tubeless	—	—
Tires, 6 Tube Type	7.50-16 C (SPR)	7.50-17.0 (SPR)
Brakes, Hyd.	Dual Master Cylinder w/Warning Light	
Front	12" x 3"	14" x 2.5"
Rear	12" x 3"	14.12" x 3"
Brake Booster	9.6" O.D. Dual Diaph.	12.8" O.D. (2) Sgl. Diaph.
Power Steering	Yes	Yes
Shock Absorbers	H.D. 1 1/4" F&R	H.D. 1 1/4" F&R
Alternator	60 Amps	60 Amps

Top—Body by Executive. Lower—by Superior Coach

**equipment
(supplied by most body builders)**

Heavy-duty windshield wipers
Windshield washers
Mirrors, two exterior, one interior
Safety glass, all windows
Rear wheel mud flaps
Front entrance door assist handle
Highway and clearance lights
Backup lights
12-volt and 110-volt individual lighting systems
Right and left sun visors
Seat belts—2 sets
Heater and defroster
Gas furnace, thermostatically controlled
Cabinetry
Refrigerator
Gas range
Sink
Draperies on all windows
Water heater
Disposal tank

Top—Body by SigMaeer. Lower—by Action Industries

**typical extra-cost equipment
(available from most body builders)**

Air conditioners
Shower enclosure
Toilet
Gas light (LP)
Radio
Stereo players
Stereo tape cartridges
Television set, antenna and plug-in
Electric power generator, various wattages
Chrome bumpers, front and rear
Carpeting with deluxe foam backing in variety of designs and colors
Luggage rack, roof-mounted, chrome, adjustable
Roof access ladder with steps
Trailer hitch, heavy-duty, with 12-volt light connector

Top—Body by Rectrans. Lower—by Banner Homes



MB300 front section compact



Conversion by El Dorado



Conversion by Explorer



Conversion by Balboa

With its powerful, efficient, 360-cubic-inch V-8 engine it has all the moxie it takes to handle highway passing situations and long pulls up steep grades—even with the camper's large frontal area. Easy-riding characteristics of independent front suspension and easy-sitting qualities of the Deluxe, full-foam front seats provide a brand of travel comfort that makes long trips seem short. Power steering and brakes, plus LoadFlite automatic three-speed transmission, make up a team that handles virtually all of the driver's musclework. Up-front servicing makes for quick and easy routine checks of the radiator, battery, oil and brake fluid.

standard features:

All chassis components, interior and exterior body components from front bumper to a point nine inches behind the "B" pillar. Roof panel, longitudinal floor sills and floor pan are included.

Engine—8-Cyl. Model¹—360 Cu. In.

Transmission—A727 Automatic

Axle, front—3,300 lbs. cap.

Axle, rear—5,500 lbs. cap., 4.10 ratio

Springs, front—coil 1,550 lbs. cap. @ pad/

1,700 lbs. cap. @ ground

Springs, rear—leaf 2,300 lbs. cap. @ pad/

2,570 lbs. cap. @ ground

Tires—(5) Tubeless B/W Truck Type
8.75-16.5-E (10PR)

Wheels—(5) 8-Hole Disc on 8.75" Rims

Brakes—Service w/Dual Master Cyl. and Warning Light

—Front 12" x 3.0"—Rear 12" x 2.5"

Brake booster—Vacuum 9.0" O. D. Dual Diaphragm

other components

Air cleaner—dry type

Alternator—12 Volts—60 Amp.

Antifreeze

Armrests—driver and front passenger

Ashtray—driver's compartment

Battery—70 Amp.-Hr.

Body color—White only

Bumper—front, bright finish

Cardboard back cab enclosure

Choke—automatic

Convenience package

- Ignition Time Delay Light

- Cigar Lighter and Light

- Courtesy Light Front Door

Cooling, increased

Directional signal flasher—heavy duty, variable load

Doors—driver and passenger w/door locks

Extended tailpipe

Fuel filler tube

Short—for Drive-Away Purpose

Long—(Packaged Loose)—for Body

Builder Installation

Fuel tank—26 Gals.

Glass, tinted—windshield and front doors

Glove box and door

Grille—bright finish

Headliner—driver's compartment

Heater, deluxe—high output

Horns, dual electric—with Horn Bar

Hubcaps—bright finish

Instrument, panel, padded

Jack—axle type

Lights—Combined Side Marker Light and Reflector:

—Front—Amber (2); Rear—Red (2) (Packaged Loose)

—Dome—Driver's Compartment

Mat, floor—Black—Driver and Pass. Comp.

Mirror, interior—Regular type

Oil filler—Throw-away type

Oil pressure gauge

Power steering

Seats—Driver & Front Pass. Adjustable; Bucket type

—Incl. Seat Belts and Retractors—Beige color only

Shock absorbers—Heavy duty, front and rear

Sun visors—Dual—Beige color only

Sportsman nameplate

Tire carrier—Spare

Traffic hazard warning switch

Windshield washers—Dual Jet

Windshield wipers—Two-speed

*Includes Cleaner Air System and Heavy-Duty Exhaust Emission Control System.

Motor home chassis

More than 80% of all motor home builders specify Dodge chassis. Here are some of the reasons:

Heavy-duty cooling system

Dodge's exclusive, thermostatically controlled variable-speed fan provides quiet operation with high-capacity cooling. Combination top and extended front-fill radiator gives operator more checking and filling convenience, gives body builders greater design flexibility.

Integral power steering, standard

Takes approximately four-fifths of the usual effort out of steering. Special positioning of steering gear and universal-jointed steering column allows steering wheel and driver's seat to be positioned for exceptional driver visibility.

Front springs (ground-rated)

Long semi-elliptic front springs contribute to smooth yet stable ride over all surfaces. Wide-spaced springs soak up bumps and potholes as only leaf springs can. Heavy-duty shock absorbers are standard.

Front axle

Rugged, forged Dodge I-beam front axle helps keep front wheels in proper alignment for longer tire life, improved driver feeling of control.

Heavy-duty electrical system

High-ampere alternator and battery give long-life, heavy-duty service—especially important for current-pulling auxiliary equipment use. Electronic voltage regulator is standard.

Fuel tank

High-capacity fuel tank 25 gallons on 104" wheelbase M300, 40 gallons on 125", 127" and 159" wheelbase and 50 gallons on the 178" wheelbase M375.

Straight side rail frame construction

Frames have straight side rails of heavy carbon steel, reinforced at all stress points, allowing uniformly flat floor. Also permits good arrangement of auxiliary equipment.

Power brakes, standard

Standard on every Dodge Motor Home chassis, power brakes take braking effort out, put more braking safety in. Brake booster is so mounted as to clear way for auxiliary equipment. Dual brake system is also standard.

Dual rear wheels

Standard with all Dodge chassis, dual rear wheels increase traction and load-carrying capacity, contribute to greater riding comfort and stability. Spare wheels and tire carriers available as extra-cost options.

Rear springs (ground-rated)

Long semi-elliptic rear leaf springs contribute to smooth yet stable ride. Heavy-duty rear shock absorbers are standard.

Rear axle

Rugged, quiet-running, full-floating hypoid rear axles. Available in various ratios on M300 models.

LoadLife automatic transmission, standard

This 3-speed transmission is one of smoothest shifting, most dependable automatics available. With flexible cable to transmission, the selector lever can be designed into any body builder's instrument control panel for maximum driver convenience.

Camper bodies and conversions are made by numerous independent companies throughout the country and Chrysler Corporation in no way guarantees any of the bodies or conversions described in this catalog.

All product illustrations and specifications are based on authorized information. Although all descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Equipment listed as "optional" or "extra" is extra-cost equipment; and some of the equipment shown on product illustrations is optional at extra cost. Dodge reserves the right to make changes from time to time, without notice or obligation, in prices, specifications, colors, and materials, and to change or discontinue models.

1972 Dodge Truck R/V Catalog—81-305-2552 6/72 Litho in U.S.A.

Conversion by Travco

Dodge



CHRYSLER
MOTORS CORPORATION



1972 DODGE TRUCK

Specification and Equipment Changes

DEAR PROSPECTIVE DODGE TRUCK OWNER:

In order to comply with the spirit of the President's 90-day wage-price freeze, Chrysler Motors Corporation has held the prices on its 1972 Dodge trucks to the 1971 price levels. In taking this action, some 1972 specifications have been changed in order to return the 1972 models as closely as possible to 1971 equipment levels. In some cases, standard equipment was made optional, and in other cases, proposed optional equipment was made standard. Unfortunately, this action was taken after the 1972 catalogs went to press. This correction sheet indicates the areas in which specification and equipment changes have been made. Please compare it carefully with your 1972 Dodge Truck Catalog. Dodge Division wants you to be aware of exactly what you get with your new Dodge truck.

LIGHT-DUTY MODELS CATALOG

- Dash liner insulation shown as standard on D100 and D200 Custom models is now optional.
- Painted hubcaps shown as standard on D300 models with single rear wheels are now optional.
- Cab clearance and identification lights shown as optional on D300 models are now standard.
- Body clearance and identification lights shown as optional on D300 Utiline models with outside spare tire carrier, stake, and platform bodies are now standard.
- D200 CREW CAB 165-INCH-WHEELBASE MODELS:
 - 1. Four-speed manual transmission (NP435) shown as standard is now optional.
 - Three-speed manual transmission (A230) is now standard.
 - 2. 6200-pound rear axle shown as standard is now optional.
 - 5500-pound rear axle is now standard.
 - 3. 6200-pound rear axle requires the optional NP435 or NP445 four-speed manual or A727 automatic transmission.
 - 4. 6200-pound rear axle is a required option when other than standard tires are specified.
 - 5. Standard rear brake size on 5500-pound rear axle is 12 inches x 2.5 inches. Rear brake size on 6200-pound optional rear axle is 12 inches x 3 inches.
- D300 CREW CAB 165-INCH-WHEELBASE MODELS:
 - 1. 8.00-16.5C tires and dual rear wheels shown as standard equipment are now optional.
 - 2. 8.00-16.5D tires and single rear wheels are now standard.
 - 3. 2500/2875-pound rear springs shown as standard are now optional.
 - 4. 1700/2025-pound rear springs are now standard.

**FOUR-WHEEL-DRIVE
POWER WAGON CATALOG**

- Dash liner insulation shown as standard on the W100 and W200 Custom models is now optional.
- Power brakes shown on W100 and W200 models as standard are now optional.
- Cab clearance and identification lights shown as optional on W300 models are now standard.
- Body clearance and identification lights shown as optional on W300 Utiline models with outside spare tire carrier, stake, and platform bodies are now standard.

TRADESMAN VAN CATALOG

- Power brakes shown on B200 and B300 vans as standard are now optional.
- The standard six-cylinder engine on B100 and B200 van models is now the 198-cubic-inch engine. The 198-cubic-inch engine is available only with the A250 three-speed manual transmission and a nine-and-a-quarter-inch clutch. This engine is not available in California. The 225-cubic-inch engine shown as standard is now optional on these models.

SPORTSMAN WAGON CATALOG

- Power brakes shown on B200 and B300 wagons as standard are now optional.

DISCOVER AMERICA IN A DODGE CATALOG

- Dash liner insulation shown as standard on the D100 and D200 Custom models is now optional.
- Painted hubcaps shown as standard on D300 models with single rear wheels are now optional.
- Cab clearance and identification lights shown as optional on D300 models are now standard.
- D200 CREW CAB 165-INCH-WHEELBASE MODELS:

1. Four-speed manual transmission (NP435) shown as standard is now optional.
Three-speed manual transmission (A230) is now standard.
2. 6200-pound rear axle shown as standard is now optional.
5500-pound rear axle is now standard.
3. 6200-pound rear axle requires the optional NP435 or NP445 four-speed manual or A727 automatic transmission.
4. 6200-pound rear axle is a required option when other than standard tires are specified.

5. Standard rear brake size on 5500-pound rear axle is 12 inches x 2.5 inches. Rear brake size on 6200-pound optional rear axle is 12 inches x 3 inches.

SPORTSMAN WAGON

- Power brakes shown on B300 Sportsman wagons as standard are now optional.

FOUR-WHEEL-DRIVE POWER WAGONS

- Dash liner insulation shown as standard on the W200 Custom model is now optional.
- Power brakes shown on W200 models as standard are now optional.
M300
- 60-amp alternator shown as standard equipment is now optional. 50-amp alternator is now standard.
- One-and-three-eighths-inch shock absorber shown as standard equipment is now optional. A one-inch shock absorber is now standard.
- Spare wheel shown as standard equipment is now optional.
M375
- Spare wheel shown as standard equipment is now optional.