

1973 Dodge Campers





The 1973 Dodge camper lineup

Look over the Dodge lineup for 1973 and you'll find it's one of the most complete and well-rounded lines in the industry. And every model has all the traditional Dodge advantages of dependability and uniform high quality. There is the new and exclusive Dodge Club Cab, the Crew Cab and the Conventional Cab. There's two and four-wheel-drive. There are Sportsman wagons, and the front section compact models for chassis-mount bodies. Two-wheel-drive pickups and chassis-cab units as well as Sportsman wagon models offer the comfort and stability of coil spring independent front suspension and leaf spring rear suspension. Most important to the owner is the extra care in engineering . . . it makes the difference.





Motor homes

More motor homes are built on solid, secure Dodge motor home chassis than on all other makes combined. Standard Dodge motor home chassis include such features as power steering, power brakes, 3-speed automatic transmission, and V-8 engines. (For more motor home chassis information, see pages 24-25, 27)

D100 pickups

The ideal camping vehicle for many fishermen, hunters and outdoorsmen, this Dodge model comes on a 131" wheelbase to accommodate an eight-foot camper cap. The pickup itself has so many standard and optional comfort, convenience and performance features that driving it is as simple and effortless as driving a car. With little effort and expense, the D100 can be adapted to trailer towing.

(For more D100 pickup details, see pages 8-9)

D200 pickups

Popular, versatile, rugged. That's the D200, capable of handling most of the larger slide-on camper bodies—ones as big as an 11-foot cab-over. With the Camper 9000 Package and required equipment, this model has a maximum payload of 4645 pounds, high enough for most slide-on units, plus the passengers and their belongings.

(For more D200 pickup details, see pages 10-13)

D300 chassis-mounts

The D300 takes camper bodies up to 14 feet long that are permanently mounted to the frame. Because of this direct mounting and the absence of a pickup box, there is far more interior room than in a slide-on camper. Direct access from the cab into the camper body is provided by some body builders.

(For more D300 chassis-mount details, see pages 16-17)



W200 pickups

The 4-wheel-drive W200 is built to take the off-the-road knocks and come back for more. It's available with conventional cab and two body styles—Sweptline and Utlite. With Camper 7500 Package and required equipment, it can handle payloads up to 3045 pounds. Among the W200's options are front-locking hubs and an automatic or 4-speed manual transmission.

(For more W200 pickup details, see pages 12-13)

Sportsman conversions

Independent body builders have found many ingenious ways, beginning with a Sportsman, to build up or out in a large selection of styles. The result is a comfortable vehicle capable of sleeping several people. An added advantage of the Sportsman is that it can double as a second car for everyday use. The Sportsman comes on a 127" wheelbase.

(For more Sportsman details, see pages 6-7)

Front section compacts

Carrying the versatility of compact vehicles one step further are the two Dodge front section models. These units give the body builder complete freedom of action from the front doors rearward, with no metal to be cut away before building can start. For heavier motor home bodies, there is now a model with dual rear wheels and an increased G.V.W. rating.

(For more front section details, see pages 22-23, 26-27)

New Club Cab

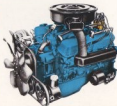
New for 1973 is the exclusive Club Cab available with Sweptline pickup body on D100 and D200 models. The Club Cab offers 18 inches of extra space behind the driver's seat. This space can be utilized for storage or can be fitted with two optional jump seats.

(For more Club Cab details, see pages 8-11)

Why you need heavy-duty components for your camper

Tires

The tires listed under each model's required minimum equipment are the right size and load-range for the loaded camper. Selection of these tires is absolutely essential to safety, ride, control and tire life. But keep in mind that overloading and incorrect weight distribution can damage even the right tires.

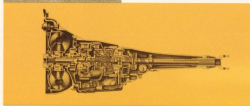


Engines

Standard Dodge engines are built to give dependable, long-life performance under all normal driving conditions. But for particularly severe operation, such as carrying heavy loads in hilly or mountainous terrain, you will probably be better off with one of the larger optional V-8 engines.

Transmissions

All B models, D100, D200 and W200 models have a 3-speed manual transmission as standard equipment. For camper operations, however, an optional transmission is required. The smooth, rugged LoadFlite 3-speed automatic transmission eliminates shifting completely. And for long climbs without the loss of road speed, our close-spaced 4-speed manual transmission is available on D100, D200, D300 and W200 models.



Springs

Check the specific spring requirements for each Dodge model, and specify springs strong enough for the load. Overloaded springs can cause swaying, wallowing, and difficult control.

Basic Dodge Sportsman wagons, pickups and chassis-cab units are built and equipped to do the jobs most of often required of them.

There are some applications, however, that call for extra-cost heavy-duty components to match the vehicle to the body or conversion. By using the proper components, vehicle overloading, difficult handling, premature wear can be prevented.

When you have decided on the type of camper unit to buy, talk to your Dodge dealer and go over the specifications with him. He'll tell you what vehicle Dodge recommends to carry that unit with full warranty protection. If you already have a Dodge wagon or truck, he'll recommend a camper that is neither too long nor too heavy for your Dodge as it is equipped.

Dodge's Camper Packages and required minimum equipment are designed to match various models to specific body lengths and maximum payload capacities. The equipment includes components that increase vehicle electrical, drive-train and mechanical capacities. A few of them are shown here, and are listed more fully on the model pages that follow.



Camper loading and weight distribution

An overloaded camper vehicle is difficult to control safely. Fortunately, your Dodge dealer can give you the facts on the Dodge of your choice that will help you stay on the safe side with your camper body and equipment.

You determine the capacity by using three figures. First is the Gross Vehicle Weight (G.V.W.R.) Rating of your unit as it is equipped. This figure is the maximum allowable weight of the complete vehicle (camper body), driver, passengers, fuel, water, everything.

The second figure is the Curb Weight of the truck. This includes the weight of the vehicle and its equipment plus filled radiator; fuel tank and crankcase. Do not include driver, passengers or camper body in this figure. Your Dodge dealer can give you both figures.

Now figure the difference between the two weights. This gives you the payload you can carry, and that is the third figure. If the actual loaded weight of your camper is less than this

figure, you're in the clear. But if it exceeds the difference, you're going to have to leave some things behind. The table on this page will help you to estimate cargo weights.

Your aim is to have a level-riding truck and

camper with proper balance and full control. Proper distribution of the camper body's weight on the truck is determined by the center of gravity of the loaded vehicle. This means the midpoint of the total load, or where that load falls.

Most camper bodies are designed with the center of gravity ahead of the carrying vehicle's rear axle. Remember, we said most are. So the rule is to place more of the load toward the front, evenly distributed left and right, and close to the camper floor. If you follow this rule, you can hardly go wrong.

You'll find that your vehicle's G.V.W. plate shows the maximum capacity of both front and rear axles. Proper weight distribution will help assure that these limits are not exceeded.

These are just highlights on camper loading and weight distribution. For more helpful information, ask your Dodge dealer for a copy of *Guidelines to Safe and Carefree Camping*.

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 LPG tank, filled	50
Extra water tank (20 gals.)	200
Extra fuel tank (20 gals.)	160
Auxiliary storage battery	25
Aluminum boat, 5-hp. outboard	180
Golf bags, clubs, caddy carts (2)	100
Trail bike	150-250



Here are two of the many conversions available on the 127" wheelbase Dodge Sportsman wagon. Whatever conversion you choose, you'll get such Dodge features as coil spring independent front suspension, power brakes, big fuel tank, a passenger car steering wheel angle, and a clear view of the road ahead.

Required minimum equipment

If a B300 Sportsman wagon with 127" wheelbase is to be converted to a camper, certain minimum equipment is required to handle the added weight of the vehicle.

For 3190 lbs. (3210 for Maxiwagon) body builder conversion, equipment and passenger allowance (7700 lbs. maximum vehicle weight)

Tires—8.00-16.5-E (10 PR)

—8.75-16.5-E (10 PR) 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 B300 Sportsman wagon equipment, 127" wheelbase

Air cleaner—dry type

Alternator—41 amp.

Armrests—driver and front passenger

Ashtray—driver's compartment

Axle, front—capacity 3300 lbs.

Axle, rear—capacity 5500 lbs.—Ratios for V-8s 4.10

Battery—46-amp.-hr.

Brake booster—vacuum 9.0" dual diaphragm

Brakes, service—with dual master cylinder and warning light—Front Disc, 12.82" x 1.19"—Rear Drum, 12" x 2.5"

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

Door locks—all doors

Engine—Std. 318-cu.-in. V-8
Electronic ignition system

Fuel tank—25 gallons

Glove box door—push-button latch

Heater—fresh air w/defrosters

Horns—dual electric

Jack—axle type

Lights—Backup—Combined side marker and reflector—Dome, driver and passenger compartment

Mirror—interior

Oil filter—throwaway type

Oil pressure indicator light

Seats, driver and front passenger—bucket type with seat belts and retractors

Seats, intermediate bench—3-passenger, incl. 3 seat belts

Springs, front—coil

—For V-8, cap. @ pad/grd. 1475/1645 lbs.

Springs, rear—leaf cap. @ pad/grd. 1750/2020 lbs.

Sun visors—2 padded

Tires—tubeless 8.00-16.5-D (8 PR)

Traffic hazard warning switch

Transmission—for V-8, A230 manual 3-speed

Wheels—8 hole disc, 6.00" rims

Windshield washers—dual jet

Windshield wipers—2-speed

Sportsman wagons



Selected B300 Sportsman factory-installed extra-cost equipment

Air conditioning—includes increased cooling, 50-amp. alternator, insulation package, deluxe heater and padded dash. Available on 8-cylinder models. Requires tinted glass in all windows and HD front springs.

Alternator—50 amp. (included with A/C)—60 amp.

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

Axle, rear—anti-spin, 4.10 ratio

Axle, rear—ratio 3.54

Battery—59-amp.-hr., 70-amp.-hr.

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

Cigar lighter—(std. Custom and Royal)

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

Emission reduction—(Mandatory in California)

Engine—360-cu.-in. V-8

Glass, tinted—windshield only—windshield and all windows

Glass, vented—rear passenger doors

Grille—bright finish (std. Custom and Royal)

Heater

- Deluxe high output, requires min. 50-amp. alternator, included with air conditioning
- Auxiliary passenger 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°

factory-installed equipment—tires & wheels

Size and load range (Equip. ply rating)	Type
TUBELESS NYLON, 8-hole disc includes (5) 8.00" rims	
8.00-16.5-D (8 PR)	(1) Hwy. truck type
8.00-16.5-E (10 PR)	(1) (2) Hwy. truck type
8.75 x 16.5-E (10 PR)	(1) (2) Hwy. truck type
(1) Whitewall tires	(2) Blackwall tires

Mirror, exterior

- Dual 5" x 7" bright (std. on Royal)
- Dual Jr. West Coast type, 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

- Heavy-duty 1550/1720 lbs. cap. @ pad/grd. for 8-cyl.

Springs, rear—leaf

- Heavy-duty 2300/2570 lbs. cap. @ pad/grd.

Switches—dome light, door-operated, rear and right side passenger doors

Transmission—automatic, A727

Undercoating



As before, this Dodge pickup is available in two models: The high-style Sweepline as shown here (top) and the Utlined version with running boards and a wood-floor pickup box. And now, for 1973, there is something entirely new for the D100—the Club Cab (bottom). This cab has 16 inches of extra room behind the split seat that can be used for storage space, or can be equipped with two optional jump seats. When you're using the Club Cab Dodge without a slide-on or cap, the extra space becomes a place to store and lock things you don't want to leave in the open pickup

box. The Club Cab is available on two Sweepline models, the 133" wheelbase version with a 6 1/2-foot cargo box, and the 149" wheelbase version with an 8-foot cargo box. Either way, with conventional or Club Cab, a cargo cap can be quickly and easily installed to make the D100 a truly dual-purpose pickup. The Sweepline pickup box has double-wall construction on both side walls and tailgate to protect the outer sheet metal from damage by shifting cargo. The Sweepline tailgate can easily be opened and closed with only one hand. The Sweepline units also feature an easy-off tailgate.

Application recommendations: for pickup with 8-foot cargo box.

Cargo cap—8-foot maximum. Weight of cargo cap, driver, passengers and gear should not exceed 1910 pounds for conventional cab and 1770 pounds for club cab.

Required minimum equipment for

8' Sweptline	Conv. Cab, 131" wb.	Club Cab, 149" wb.
4800 lb. G.V.W. Rating 5000 lb. G.V.W. Rating	1035 lb. payload — Standard equipment	— 1175 lb. payload Standard equipment
5500 lb. G.V.W. Rating	1910 lb. payload H78-15-B (4PR) times* H.D. 1350 lb. rear springs	1655 lb. payload H78-15-B (4PR) times* H.D. 1350 lb. rear springs

*Requires optional power brakes.

Standard pickup equipment

Air cleaner—dry-type

Alternator—12-volt, 41-amp.

Asle, front—L.F.S. 3,000 lb. cap.

Asle, rear—3300 lb. cap.

6-cyl. ratios—3.55

8-cyl. ratios—3.2

Battery—12-volt, 46-amp.-hr.

Brakes—dual system, hydraulic

Disc front, 11.75" x 1.25"

Drum rear, 10" x 2.5"

Clutch—

10" for 6-cyl.

11" for 8-cyl.

Direction signals—front & rear

Engine—225-cu.-in. 6-cyl.

318-cu.-in. V-8

Fuel tank—25 gal. cap. Conv. Cab

—22 gal. cap. Club Cab

Heater—fresh air defroster

Mirrors—interior day/night and 5" x 7" head exterior left

Oil filter—throwaway-type

Shock absorbers—front and rear

Springs, front—cap. ea. @ pad/grd.

for 6-cyl. 1300/1440 lbs. 131" and 149" wb.

for 8-cyl. 1400/1540 lbs. 131" and 149" wb.

Springs, rear—cap. ea. @ pad/grd.

1000/1170 lbs. 131" wb. 1350/1520 lbs. 149" wb.

Tires—G78-15-B (4 PR) blackwall

Transmissions—for 6-cyl. models—3-speed manual A250

for 8-cyl. models—3-speed manual A230

Wheels—5-shod disc, 15" x 5.50"

Windshield wipers, electric—2-speed

Windshield washer, electric—dual jet

Selected factory-installed extra-cost equipment

Air conditioning—includes 50-amp. alternator and increased cooling deluxe heater. Requires H.D. front and rear springs. Available on 8-cyl. models only.

Alternator—12-volt, 50- or 60-amp.

Anti-spin rear axle N/A w/2.94 ratio

Asle, rear—ratio to 1

—2.94, 318, 360 and 400 engines

—3.2 with 225 6-cyl. engine

—3.55, 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, power—vacuum booster 11" single diaphragm

Bumper guards—front bright rubber faced

Bumper, rear—bright finish

—painted step-type for Sweptline only

Clutch, electric

Clutch—11" for 225-cu.-in. 6-cyl. engine

Engine

—360-cu.-in. V-8

—400-cu.-in. V-8

Gauge, oil pressure (replacing std. warning light)

Glass, tinted—windshield or windshield and all windows

Heater, deluxe—(included with air conditioning)

Horns—dual electric

Hubcaps, bright finish—for Custom and Adventurer only

Lighter, cigar—for Custom cabs

Lights—2 front clearance lights and 3 front identification lights

Mirror, rear vision—exterior, bright finish

—short arm stationary, right side—5" x 7" head

—junior West Coast, bright finish or painted white right and left side with extension arm

—junior West Coast, bright finish or painted white right and left side with swing arm

Package, Adventurer

(See pages 18 & 19 for contents)

Package, Adventurer Sport

N/A Club Cab (See pages 18 & 19 for contents)

Package, Adventurer S.E.

N/A Club Cab (See pages 18 & 19 for contents)

Package, bucket seat

N/A Club Cab (See page 18 for content)

Radio—AM or AM/FM push-button type

Seat assembly—full-width, full-depth, foam padding, foam topper on seat back, std. upholstery for std. cab (N/A on Club Cab)

Auxiliary seats—

For Custom Club Cab, 2 flip-type seats with foam seat cushion

Shoulder belts—2 for full-width seat

Springs, front pad/grd. lbs. cap.

w/6-cyl. 225 engine

HD 1400/1540 131" and 149" wb.

w/V-8 318 or 360 engine

HD 1475/1615 131" and 149" wb.

w/V-8 400 engine

HD 1475/1615 131" and 149" wb.

Springs, rear pad/grd. lbs. cap.

HD 1350/1520 131" wb.

HD 1650/1820 149" wb.

Extra HD 1650/1820 131" wb.

Springs, rear, auxiliary—360-lb. cap.

Steering, power—integral type

Tachometer, electric—(not available w/clock)

Throttle control, hand—instrument panel mounted

(not available w/automatic transmission)

Tool storage box—131" and 149" wb. Sweptline models

Transmission

—4-speed New Process NP435 6.69 ratio (not available 360 or 400 engine. Requires 11" clutch w/225 engine)

—4-speed New Process NP445 4.56 ratio (not available w/400 engine. Requires 11" clutch w/225 engine)

—3-speed automatic LoadFlite A727

Undercoating

Wheel covers, for 15" wheels

Window—sliding, rear, lockable, available w/clear glass only

Tires and wheels

Tires: Tubeless passenger car type

G78-15-B (4 PR) whitewall

G78-16-D (8 PR)* blackwall or whitewall

H78-15-B (4 PR)* blackwall or whitewall

6.50-16-C (6 PR)* truck-type tubeless, includes

16" x 5.00" wheels

6.50-16-C (6 PR)* truck-type tubeless, includes

16" x 5.00"

*Requires brake booster.

D100 Club Cab and conventional pickups

CAMPER 7500 CAMPER 9000

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 • Sliding rear window • H.D. variable load flasher

required minimum equipment

FOR CAMPER 7500

Engine, V-8-318, 360 or 400

Transmission-3-speed automatic or 4-speed manual NP445

Springs, rear @ pad
Extra-heavy-duty main 2,500 lbs.
Auxiliary 585 lbs.

Shock absorbers-H.D. front and rear

Stabilizer bar-front

Alternator-60 amperes

Tires, front and rear-8.75-16.5-E (10 PR)
or 7.50-16-D (8 PR)

FOR CAMPER 9000

Engine, V-8-318, 360 or 400

Transmission-3-speed automatic or 4-speed manual NP445

Springs, front @ pad
Heavy-duty 1,500 lbs. w/318 or 360 engines
Heavy-duty 1,725 lbs. w/400 engine

Heavy-duty package

Shock absorbers-H.D. front and rear

Stabilizer bar-front

Alternator-60 amperes

Tires, front and rear-9.50-16.5-E (10 PR)

standard pickup equipment

318, V-8 MODEL

Air cleaner-dry type

Alternator-12 volt, 41 amp.

Axle, front-3,100 lbs. cap.

Axle, rear-5,500 lbs. cap. 4.10 ratio to T

Battery-12 volt, 46 amp.-hr.

Brakes, service-w/dual master cyl.-hydraulic
Front Disc-12.82" x 1.19"
Rear-12.12" x 2.0"

Brake booster-vacuum 9.0" O.D. dual diaphragm

Clutch-11"

Electronic ignition

Engine-318, V-8

Fuel tank-22 gals. frame mt'd.

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.
1400/1365-8-cyl. models

Springs, rear-leaf cap. ea. lbs. pad/grd.
1,650/1,075-8-cyl. models

Tires (4)-tubeless truck type
Front & rear-8.00-16.5-D (8 PR)

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 mt'd. incl. 50-amp. alternators, deluxe heater and increased cooling (Req'd H.D. Frt. Springs)

Alternator-60-ampere Chrysler

Anti-spin, rear axle-avail. with 4.10 ratio

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

Brakes-heavy-duty, rear 12" x 2.5"

Bumper-rear, bright finish

--rear, painted step type for Sweetline Pickups only

Clock, electric

Emission reduction control system-avail. on all engines, mandatory in state of California

Engine-360, 8-cyl.

--400, 8-cyl., incl. 12" clutch and 59-amp.-hr. battery

Fuel tank-auxiliary-25 gals.(N.A. w/flip seats)

Glass, tinted-windshield-windshield and all windows except rear quarter windows

Heater-Deluxe. Req'd 50-amp. alternator

Hood release lock, in-cab actuated

Mirrors, exterior-West Coast-painted white-duals

Package, Adventurer-see pages 18 and 19

Package, heavy-duty

Consists of: • Heavy-duty frame 5.46 section modulus • 3,800-lb. cap. front axle • Extra H.D. 2,500 lbs. cap. @ pad rear springs • 585-lb. auxiliary springs • 12" x 3.0" rear drum-type brakes • 6,200-lb. cap. rear axle available ratio 4.10 and 4,500-lb. cap. mechanical jack

Paint, two-tone

Power steering

Radio-AM or AM/TM push-button type

Seats-flip type auxiliary (N.A. w/aux. in cab fuel tank)

Shoulder belt-2 belts

Springs, front-lbs. cap. pad/grd.

Heavy-duty 1,475/1,640 lbs. w/318 or 360 engines
Heavy-duty 1,550/1,715 lbs. w/400 engines

Springs, front-lbs. cap. pad/grd.-With Camper 9000

Heavy-duty 1,500/1,650 lbs. w/318 or 360 engines
Extra-heavy-duty 1,725/1,915 lbs. w/318 or 360 engines
Extra-heavy-duty 1,725/1,915 lbs. w/400 engines

Springs, rear-lbs. cap. pad/grd.

Heavy-duty 1,950/2,175 lbs.
Extra-heavy-duty 2,500/2,725 lbs.

Springs, rear auxiliary-585 lbs.

Tachometer, electric (N.A. w/clock)

Tool storage box-right side of Sweetline body

Transmission-4-spd. New Process NP445-4, 4.56 ratio
-3-spd. Automatic LoadFlite A727

Undercoating

tires and wheels

Highway Tread Nylon Size & Load Range (Equal. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type	Q200
8.75-16.5-E (10PR)	Tubeless	16.5 x 6.75	8-hole disc	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

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

D200 Club Cab pickups



A whole new idea in pickups from Dodge. The D200 Club Cab Sweptline pickup comes on a 149" wheelbase with an 8-foot pickup box. The Club Cab provides 18 inches of space behind the split-back seat. The space can be used for the storage of valuables under lock and key. Or it can be equipped with two optional flip-type auxiliary seats with foam seat cushions. This Dodge pickup can be equipped with either the Camper 7500 or Camper 9000 Package to prepare it to handle even the large and heavy camper bodies economically and efficiently while retaining its good handling habits. The D200 Club Cab Sweptline is a great vehicle for both business uses and for family travel.

Application recommendations for D200 Club Cab

Pickup body length—8 feet
Camper body size up to 11 feet
Cab-over maximum

Camper 9000

D200 Club Cab maximum weight
Camper body, driver, passenger,
and gear
149" wb. 4595 lbs.

Camper 7500

D200 Club Cab maximum weight
Camper body, driver, passenger
and gear
149" wb. 3295 lbs.

Two popular models because they can do so much for their size. With a wheelbase of 131", the conventional drive D200 can be ordered with either the Camper 7500 or Camper 9000 Package. With its wheelbase and full eight-foot cargo box, the D200 is well able to take on and handle larger slide-on camper bodies up to an 11-foot cab-over. The four-wheel-drive W200 has the same 131" wheelbase as the D200 and is capable of operating off-the-road, in the roughest kinds of terrain. With the Camper 7500 Package, this model can be loaded to a maximum weight of over a ton and a half.

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. 3,400 lbs.

W200 maximum weight—camper body, driver, passengers and gear.

131" wb. 3,085 lbs.



Highway Tread Nylon Size & Load Range (Equip. 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	X
9.50-16.5-E (10PR)	Tubeless	16.5 x 6.75	8-hole disc	X	X
7.50-16-D (8PR)	Tubed	16 x 5.50	8-hole disc	X	—

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

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 • Sliding rear window • 4,500 lbs. cap. mechanical jack w/Camper 7500 on 131" wheel model only • H.D. variable load flasher

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—D200 & W200 models

Springs, front @ pad D200 models

Heavy-duty 1,475 lbs. w/318 or 360 engines D200 models

Springs, rear @ pad

Extra-heavy-duty main 2,500 lbs. D200 models

Auxiliary 585 lbs. D200 models

Heavy-duty 2,600 lbs. W200 models

Brakes: D200 models

Rear: 12" x 2.5" drum type D200 models

Shock absorbers—H.D. front & rear

Stabilizer bar—front D200 models

Alternator—60 amperes D200 and W200 models

Tires, front & rear—8.75-16.5-E (10 PR)

or 7.50-16-D (8 PR) D200 & W200 models

FOR CAMPER 9000

Engine, V-8—318, 360 or 400

Transmission—1-speed automatic or

—4-speed manual NP445

Springs, front @ pad

Heavy-duty 1,500 lbs. w/318 or 360 engines

Heavy-duty 1,500 lbs. w/400 engine

Heavy-duty package

Shock absorbers—H.D. front & rear

Stabilizer bar—front

Alternator—60 amperes

Tires, front & rear—9.50-16.5-E (10 PR)

standard pickup equipment—

318, V-8 MODEL

Air cleaner—dry type—D200—1-qt. oil-bath—W200

Alternator—12 volt, 41 amp.

Asle, front—3,300 lbs. cap. D200

3,500 lbs. cap. W200—Ratio to 1 4.10 (std.)

Asle, rear—5,500 lbs. cap.

—Ratio to 1 4.10 (std.) D200 & W200

3.54 ratio std. w/400 engine on D200

Battery—12-volt, 56 amp-hr.

Brakes, service—w/Dual master cyl.—hydraulic

Front Disc—12.82" x 1.19" D200

Front Drum—12.12" x 2.0" W200

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.

1,400/1,565—8-cyl. models D200

1,300/1,540—8-cyl. models W200

Springs, rear—leaf cap. ea. lbs. pad/grd.

1,650/1,875—8-cyl. models D200

1,750/2,010—8-cyl. models W200

Tires (4)—tubeless truck type

Front & rear—8.00-16.5-D (8 PR)

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.

alternators, dry type heater and increased cooling

(Req'd H.D. Frt. Springs)

Alternator—60-ampere Chrysler

Asle, front—4,500 lbs. cap., ratio 4.10 incl. 12" x 3.0"

frt. brakes and 1,750 lbs. frt. springs for W200 models

Anti-spin rear asle—avail. with std. ratio only

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

Brakes—heavy-duty, rear 12" x 2.5" D200 model

Bumper—rear, bright finish

—rear, painted step type for Sweepline Pickups only

Clock, electric

Emission reduction control system—Mandatory in state of California, available for all engines

Engine—360, 8-cyl.

—400, 8-cyl., incl. 12" clutch and 59-amp-hr. battery D200 model

Fuel tank, auxiliary—25 gals. (N.A. Utiline Pickups)

Glass, tinted—windshield—windshield and all windows

Heater—Deluxe. Req'd 50-amp. alternator

Hubs—front wheel locking type, W200 models

Mirrors, exterior—West Coast—painted white—duals

Package, Adventurer—see pages 18 and 19

Package, Adventurer Sport—see pages 18 and 19

Package, Adventurer S.E. D200—only—see pages 18 and 19

Packages, bucket seat D200—only—see page 19

Package, heavy-duty

Consists of: • Heavy-duty frame 5.03 section modulus 3,800-lb. cap. front asle • Extra H.D. 2,500 lbs. cap. @ pad rear springs • 585-lb. auxiliary springs • 12" x 3.0" rear drum type brakes • 6,200-lb. cap. rear asle, available ratio 4.10 and 4,500-lb. cap. mechanical jack 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. with Camper 7500

Heavy-duty 1,475/1,640 lbs. D200 models w/318 or 360 engines

Extra-heavy-duty 1,550/1,715 lbs. D200 models w/318

or 360 engines

Heavy-duty 1,550/1,715 lbs. D200 models w/400 engines

Heavy-duty 1,550/1,790 lbs. W200 models w/318 or

360 engines

Extra-heavy-duty—1,750/1,990 lbs. W200—V-8 models

Springs, front—lbs. cap. pad/grd.—With Camper 9000

Heavy-duty 1,500/1,690 lbs. D200 models w/318 or

360 engines

Extra-heavy-duty 1,725/1,915 lbs. D200 models with 318

or 360 engines

Heavy-duty 1,500/1,690 lbs. D200 models w/400 engines

Extra-heavy-duty 1,725/1,915 D200 models w/400 engines

Springs, rear—lbs. cap. pad/grd.

Heavy-duty 1,950/2,175 lbs. D200 models

Extra-heavy-duty 2,500/2,725 lbs. D200 models

Heavy-duty 2,600/2,860 lbs. W200 models

Springs, rear auxiliary—585 lbs. D200 models only

Tachometer, electric (N.A. w/clock)

Tool storage box—right side of Sweepline body

Transmission—4-spd. New Process NP445, 4.36 ratio

—3-spd. Automatic Loadflite A727

Undercoating

D200 & W200 conventional pickups

The versatile D200 Crew Cab model can be had in several ways. It can be equipped with an 8-foot Sweptline or Utiline pickup body for slide-on camper bodies. Or you can order yours as a chassis-cab for a chassis-mounted camper body. The D200 Crew Cab has a wheelbase of 165", and can be equipped with either the Camper 7500 or Camper 9000 Package. The Crew Cab itself is distinguished by a new solid, double-wall steel roof and improved outer 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.



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

CAMPER Max. Camper Body Driver, Pass. and Gear, Lbs.

7500 Sweptline 2850 lbs. Chassis-Mount 3310 lbs.

9000 Sweptline 4320 lbs. Chassis-Mount 4775 lbs.

See Page 12 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	3-speed automatic or 4-speed manual NP445
Springs, Rear @ Pad lbs. caps	Extra H.D. 2500/2725	Extra H.D. 2500/2725
Aux. lbs.	585	585
Stabilizer Bar	Front	Front
Shock Absorbers H.D.	F & R	F & R
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)

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 to 1

Battery—12-volt, 46 amp.-hr.

Brakes, service—Dual system—Hydraulic

Front, Disc—12.82" x 1.19"

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. 1,500/1,690

Springs, rear—cap. ea. lbs. 1,700/1,925

Tires—tubeless-type

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

Transmission—4-speed NP435 manual

Wheels & rims (4)—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) frt.
 - 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 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.

Bumper, rear

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

Sizes & 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

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

Cigar lighter

Clock, electric

Cooling, increased—with manual trans.

Engine—360 V-8

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

Fuel tank—aux.—25 gals. in addition to Std. (N.A. Uline)

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

Lock, hood release in-cab—actuated

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 13

Package, Camper 9000—see page 13

Package, Adventure—see pages 18 and 19

Paint, two-tone

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

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

Shock absorbers—frt. and rear heavy-duty

Shoulder belts, 2 belts—front seat only

Springs, front

—1,725/1,915 lbs. cap. ea. w/318 or 360 engines

Springs, rear

Extra H.D. 2,500/2,725 lbs. cap. ea.

Springs, rear auxiliary

—585 lbs. cap. ea.

Steering, power

Tachometer, electric (N.A. w/clock)

Throttle control—hand—instrument panel mod.

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

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

Undercoating

D200 crew cab

standard chassis-cab equipment D300

Alternator—12-volt, 41-amp.

Axle, front—3,800 lbs. capacity

Axle, rear—7,300 lbs. capacity
Ratios to 1-4.56

Battery—12-volt, 46 amp.-hr.

Brakes—dual system, hydraulic
Front disc—12.82" x 1.19"
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.
—1,350/1,540 lbs. 135" wb.
—1,500/1,690 lbs. 159" & 165" wb.

Springs, rear—capacity ea. @ pad/grd.
—1,700/2,020 lbs. 135" & 159" wb.
—2,500/2,900 lbs. 165" wb.

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

Transmission—4-spd. 6.9 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 and deluxe heater)

Alternator—12-volt, 60-amp.

Anti-Spin axle, rear—Ratio 4.56 to 1

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

Battery—70-amp.-hr.

Carrier, spare tire—underslung

Clock, electric

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

Glass, tint—windshield or windshield and all windows

Heater—deluxe, high output (Req'd 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)

Package, Bucket Seat
(See page 18 for content)

Package, Adventurer (See pages 18 & 19 for content)

Package, Adventurer Sport (See pages 18 & 19 for content)

Package, Adventurer S.E. (See pages 18 & 19 for content)

Package, Camper 9000 (See page 17 for content)

Package, Camper 10000 (See page 17 for content)

Package, Convenience (See page 21 for content)

Paint, two-tone—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. 1,500/1,690 lbs. for 135" wb. 318 & 360 engines
H.D. 1,725/1,915 lbs. for 159" & 165" wb. 318 & 360 engines
H.D. 1,725/1,915 for 135" wb. with 400 engine

Springs, rear

H.D. 2,500/2,820 lbs. for 135" & 159" wb.
Extra H.D. 3,250/3,570 lbs. for 135", 159" & 165" wb.

Springs, rear—auxiliary
585 lbs. cap. ea.

Stabilizer bar—front only

Steering, power

Tachometer, electric
(N.A. w/clock)

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

Transmission

—4-spd., NP445 4.56 close spaced
—3 spd., A727 Automatic

Undercoating—all models

Wheel, spare—for all models

Window, rear—sliding type

tires and wheels

TIRE, WHEEL AND RIM AVAILABILITY FOR USE WITH SINGLE REAR

Highway Tread Type 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
7.00-14-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-14-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.

D300 conventional chassis-cab



The D300 comes on three wheelbase lengths, 135" and 159" with the conventional cab, and 163" with the 6-passenger Crew Cab. All three can be equipped with the Camper 9000 or Camper 10000 Packages. Working with a D300 as a basis, a camper body builder can provide you with a camper body that is far roomier than a slide-on body because there is no pickup box to restrict its size. Among the features often found on these bodies are side entrance doors and passageways from body to cab.

application recommendations

D-300	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	163" 56"	— —

Camper 9000 and 10000 consist of: • Camper emblem 9000 or 10000 • Camper wiring harness • 7-amp-hr. battery • Increased cooling • Dual electric horns • Oil pressure gauge • Dual Jr. West Coast extended arm mirrors bright finish • H.D. variable load flasher

required minimum equipment

CAMPER	9000	10000
Max. Weight-Camper Body, Pass. and Gear	4,515 Lbs. 135" Wb. (1) 4,825 Lbs. 159" Wb. (1) 4,090 Lbs. 165" Wb. (2)	5,150 Lbs. 135" Wb. (2) 5,660 Lbs. 159" Wb. (2) 5,080 Lbs. 165" Wb. (2)
Engine, V-8	318, 360 or 400	
Transmission	3-Speed Automatic or 4-Speed Manual NP445	
Springs, Front	H.D. 1,725/1,515 Lbs. (w/318, 360 Engine 165" wb.)	
Springs, Rear	H.D. 2,500/2,820 (1) 2,500/2,900 (2) (135", 159" Wb.)	Extra H.D. 3,250/3,570 (1) 3,250/3,650 (2) 135", 159" Wb.
Springs, Rear Aux.	585 Lbs.	585 Lbs. (160" Wb.)
Stabilizer Bar	Front	Front
Shock Absorbers	H.D. F & R	F & R
Alternator	60 Amperes	60 Amperes
Tires		
Front & Single Rear	9.50-16.5-E (10PR) (1) 8.00-16.5-D (8PR) (2)	N.A. 8.00-16.5-E (10PR) or 7.00-16-C (6PR) (2)
Front & Dual Rear	9.50-16.5-E (10PR) (1) 8.00-16.5-D (8PR) (2)	7.50-16-C (6PR)

(1) Single rear wheels

(2) Dual rear wheels

Body by Casman

Cab interiors



Instrument panel

Standard instrumentation includes ammeter, fuel and temperature gauges, speedometer-odometer, and oil pressure warning light.

Instruments are grouped for easy, quick reading. With a 7500, 9000 or 10000 Camper Package, an oil pressure gauge replaces the warning light.

Glove box

The glove box door is padded and gives easy access to the fuse block and flasher units. For easy removal for servicing the heater and air conditioning controls, radio speaker, and defroster ducts, the molded glove box itself is attached with four screws.

Adventurer S.E.

Luxurious vinyl and nylon is the upholstery material for this interior. It is available in tan, green, blue or black with color-keyed carpeting, horn bar, and fiberglass trim panels with integral armrest, simulated woodgrain plaque, and lower storage pocket.



Adventurer Sport & Adventurer

These two models offer smooth and pleated vinyl upholstery in a choice of beige, green, blue or black. The rubber floor mat, horn bar and door trim panels are color-keyed. A cigar lighter is included with the standard equipment.



Club Cab interior

The newest addition to the Dodge pickup family. The Club Cab with 18 inches of extra space behind the split-back seat for storage, or for two optional flip-type auxiliary seats. The Club Cab is available in black and beige upholstery with two different trim levels: Custom and Adventurer. The auxiliary seats have foam seat cushions. These seats are not available on pickups equipped with in-cab auxiliary fuel tank or in-cab spare tire carrier.

See the description of the Adventurer and Custom interiors on this page.

Custom

This is the basic interior. It has handsome embossed vinyl upholstery in beige, green, blue or black. Horn button and steering wheel are color-keyed, while the rubber floor mat is black. Door trim panels are in the body color and the separate armrest is color-keyed.

Bucket seat package

All light-duty D model conventional cabs offer the individual comfort of bucket seats. A padded console separates the seats and provides a separate storage space. Carpeting is included. Upholstery colors beige or black.

NOTE: Have your Dodge Dealer check his sales manual for a complete list of items for each interior.

Cab exteriors & features

Adventurer S.E.

It doesn't look like a truck. It doesn't ride like one, either. But it works like a truck all the way. Cab and body sides are embellished by a full-length bright molding with a simulated woodgrain insert. The tailgate on the 131" wheelbase Sweptline pickup has a wood-grain center applique with a bright die-cast script "Dodge" nameplate. Other bright moldings are at the windshield, vent window division bars, drip rail, and rear window. Also standard on this model are bright hubcaps, taillamp bezels (on Sweptline models) and "Adventurer S.E." nameplate. This package can be ordered for D100-D200 131" wheelbase Sweptline and for the D300 135" and 159" wheelbase chassis-cab models.

Adventurer Sport

Available on the 131" wheelbase Sweptline pickup, and on the 135" and 159" wheelbase chassis-cab models. On the pickup, exterior trim includes a paint-filled bright body side molding and a bright paint-filled molding around the tailgate depression. The pickup is also distinguished by a bright "Adventurer SPORT" nameplate. Other bright moldings are at the windshield, vent window division bars, and rear window, bright taillamp bezels on pickup and bright hubcaps.

Adventurer

Available on all models, with bright windshield moldings, vent window division bars, body side moldings, and upper and lower tailgate moldings (Sweptline only). The model is identified by bright "Adventurer" nameplate, bright taillamp bezels on Sweptline pickup.

Custom

The standard exterior trim for all models. With bright grille, front bumper and 5" x 7" exterior left mirror. The hubcaps are painted, and the model is identified by bright "Custom" nameplates.



Independent front suspension

The independent front suspension standard on all B and D models is based on strut-controlled coil springs which enclose husky one-inch shock absorbers. Rubber insulators help further to dampen bumps and road shocks. The result is that road impacts are absorbed at the front wheel where they occur and are not passed on to the opposite wheel. Because of this Dodge truck suspension system, you can travel anywhere from paved thruway to rutted back trails in comfort and without fear of damage to your camper or its contents. This Dodge advantage helps greatly to make camper travel a much more pleasurable experience for you, your family and friends. An additional advantage of this system is that it can be adjusted on the same equipment used to align passenger car front wheels.



Leaf spring rear suspension

All models described in this catalog have multi-leaf rear suspension designed to work in conjunction with the front suspension. Rear axles are mounted off-center and the springs are widely spaced to increase rear-end stability and to adjust better and more readily to heavy loads.

Camper features

Double-wall construction

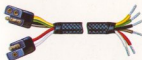
Extra strength of double-wall construction is everywhere in the Dodge Sweptline pickup. You'll find it in the pickup box sides and tailgate. And in the hood and cab roof as well. Double-wall construction goes everywhere it counts, and it's solid all the way.

25-gallon fuel tank (except Club Cab)

The large capacity of this tank is comforting when gas stations are few and far between. Dodge engines are uniformly consistent in giving good mileage. And the combination of gallons and mileage will take you a long way.

Camper wiring harness

Standard in every Dodge Camper Package. This electric wiring harness makes the plug-in connection a simple, one-step operation. The harness activates and controls camper interior lights and equipment; turn, stop and backup lights; side marker, clearance, identification, tail, and license plate lamps. This is just a sampling of what Dodge offers. Now look on the next page.



Easy-off tailgate

A standard feature on Sweptline models. The "easy-off" tailgate design permits quick and easy one-man removal or replacement. Retaining tailgate straps are clearly marked for proper positioning. The "easy-off" tailgate adds still more to the versatility of Dodge pickups on the job or on a trip.

Engines

The 225-cubic-inch Slant Six is the standard 6-cylinder engine for all B, D and W models. The slanted, deep-skirt cylinder block, overhead valves, efficient intake manifold all help make this an exceptionally economical, quiet, well-performing engine.

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. Standard 8-cylinder engine for all B, D and W models. Design features include wedge-type combustion chamber design, aluminum alloy pistons, adjustment-free hydraulic tappets, 2-barrel carburetor with 3-stage metering rod all contribute to this engine's performance and economy of operation. The 318 V-8 is the minimum engine required for the 7500, 9000 or 10000 camper packages.

SPECIFICATIONS

Engine model	.....318
Cu. in. displ.	.....318.14
Bore & stroke	.....3.91" x 3.31"
Compression ratio	.....8.8

360-cubic-inch V-8. Optional for all B, D and W models. A smooth, quiet performer, with good low-speed torque. Large induction and exhaust passages and a high-volume rotary-type oil pump contribute to this engine's high efficiency. The 360 V-8 is mass balanced in production.

SPECIFICATIONS

Engine model	.....360
Cu. in. displ.	.....359.9
Bore & stroke	.....4.00" x 3.58"
Compression ratio	.....8.4

400-cubic-inch V-8. The top optional engine for all 8-cylinder D models. Specifications include a drop-forged crankshaft, silenced air cleaner, ball-bolt-type main and connecting-rod bearings, and a fast-acting choke.

SPECIFICATIONS

Engine model	.....400
Cu. in. displ.	.....400
Bore & stroke	.....4.342" x 3.38"
Compression ratio	.....8.2

Camper options



Air conditioning

Four air-conditioning outlets are integrated into the dash. With the heater, the air-conditioning system is efficient for clearing windows in cold, humid weather. The compressor and evaporator are mounted in the engine compartment, and the system includes increased

Cargo light

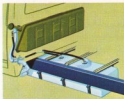
The exterior cargo light is located at the rear of the cab roof for added illumination during night loading and unloading. Standard with the Sweptline Adventure S.I., included as part of the extra-cost convenience package for all other pickup and chassis-cab models.



Sliding rear window

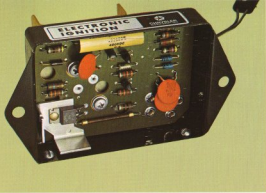
This window is a great convenience when a camper body with non-fixed front window is being carried. The four-section, sliding rear window for the cab is adjustable up to a 20-inch opening. It is included with Camper Packages on D300 and W200 models and is an extra-cost option for models D100 and D300.

cooling, and a 50-amp. alternator. A V-8 engine is required with air conditioning. Available on B300, D100, 200, 300, W200 models, and MBL300 and MBH300 front section compact chassis. D100-300 and W200 models also include a power vent system with the air-conditioning unit.



Auxiliary fuel tank

A 25-gallon auxiliary tank that doubles fuel capacity and driving range. Because it has a common fill with the main tank, you can fill both tanks at once and contents of both tanks are read on the same fuel gauge. An electric switch does the switching from one tank to the other, and also actuates the gauge to indicate contents of the tank being used.



Electronic ignition

Because it eliminates both ignition points and condenser, the electronic ignition system effectively reduces the causes of most ignition problems, increases spark-plug life, gives greatly efficient ignition performance

over the entire engine speed range and helps reduce pollution. The electronic ignition system is available on all Dodge-built engines.

Other options and accessories

- Automatic speed control (with V-8 engine and Load/ite)
- AM and AM/FM radios
- Electric clock or tachometer on D and W models
- Oil pressure gauge
- West Coast, Junior West Coast exterior mirrors
- Dual electric horns
- Tinted glass, windshield or all
- Spare tire carrier
- Step-type rear bumper
- Sweptline 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 mirror
- Glove box lock and light
- Ashtray light
- Exterior cargo light
- In-cab-actuated hood lock release.

Sweptline tool box

A large, metal-faced fiberglass compartment built into the right side of the Sweptline pickup box to provide added tool space. Placed beneath the body floor to conserve cargo space and lockable. Dimensions are approximately 31 x 15 x 9 inches in length, depth and height. An extra-cost option on 8-foot Sweptline models D100, D200 and W200.



Two models with all it takes to handle all that comes along from highway passing to long, steep grades. The MBL300 with a 318-cubic-inch V-8 engine standard. Model MBH300 with a 360-cubic-inch V-8. And now both models are available with dual rear wheels and a higher G.V.W. rating for heavier motor home bodies. Power steering and brakes and a 3-speed LoadFlite automatic transmission take most of the work out of driving. And independent front suspension and easy-riding full-foam front seats shorten every trip. Up-front servicing makes routine radiator, battery, oil and brake fluid checks a quick and easy job.

Standard equipment

Alternator—MBL 50 amp.

—MBH 60 amp.

Axle, Front—Cap. 3300 lb.

Axle, Rear—Cap. 5500 lb.

Battery—MBL 12-volt 59-amp-hr.

—MBH 12-volt 70-amp-hr.

Brakes, Service—Dual System Hyd.

Front—12" x 3" lining area 147.4 sq. in.

Rear—12" x 2.5" lining area 122.8 sq. in.

Engine—MBL 318-cu.-in. V-8

—MBH 360-cu.-in. V-8

Cooling, increased

Air cleaner—dry type

Oil filter—throwaway-type

Fuel tank—25 gal. cap.

Hubcaps—MBL painted

—MBH bright finish

Instruments—Fuel, ammeter, temperature, speedometer

—MBL oil pressure, warning light

—MBH oil pressure gauge

Mirror—Interior MBL regular type

Shock absorbers HD—Front and rear

Springs front, coil pad/gnd. 1550/1720

Springs rear, leaf pad/gnd. 2500/2770

Steering—MBL manual type

—MBH power integral

Tires (4) Tubeless B/W truck type

Front and rear 8.75-16.5-E (10 PR)

Transmission—3-speed automatic LoadFlite

Wheels and Rims (5)—16.5" x 6.75" 8-stud disc

Windshield washers—dual jet

Windshield wipers—2-speed

Additional standard equipment

Antifreeze

Armrests, driver and passenger

Body color, white

Brake warning light

Bumper, front

MBL paint finished

MBH bright finished

Cardboard back cab enclosure

Convenience package for MBH models

Incl. ignition time delay light, cigar lighter and light,

courtesy light front door and in-cab hood lock release

Door locks (all doors)

Extended tailpipe

Floor mat w/insulation—driver's comp.

Fuel filler tube, short and long

Glass, tinted—windshield and front doors on MBH models

Glove box door and light

Grille

MBL painted

MBH bright finish

Headliner, driver's comp.

Heater

MBL fresh air type

MBH deluxe high output

Horns

MBL single electric w/horn button

MBH dual electric w/horn bar

Instrument panel

MBL non-padded w/plain trim

MBH padded w/bright trim

Jack, axle type

Lights & reflectors

Directional signals, Class "A" combined in

parking & taillamps—front and rear

Dome light, driver comp.

Combined side marker lights and reflectors

(2) ft.-amber (2) rear-red (packaged)

Backup lights

Traffic hazard warning switch

Seats

—MBL driver's seat w/atd. trim including

seat belt and retractor

—MBH driver and passenger seat w/deluxe seat

trim including seat belts and retractors

Spare wheel carrier-temporary

Sportsman nameplate

Sun visors—dual

Selected optional extra-cost items

For MBL Models

Engine—360-cu.-in. V-8 • Convenience package • Alternator—60-amp. • Battery—70-amp.-hr. • Bumper, front—bright finish • Glass, tinted • Grille—bright finish • Heater—deluxe • Horn bar • Horns—dual electric • Hubcaps—bright finish • Instrument panel—padded • Lock hood release • Oil pressure gauge • Power steering

For MBL and MBH Models

Brakes—disc front, mandatory option • Heavy-duty package • Air conditioning • Electronic ignition system—mandatory option • Emission reduction control system HD—Mandatory state of California • Radio—AM or AM/FM • Speed control—automatic



Conversion by Coachman ▲



Conversion by Travelite ▲

Conversion by Tans ▼



MB300 front section compacts



Conversion by Cobra ▲



Conversion by Robinhood ▲



Conversion by Rulieu ▲



Conversion by Chinook ▼

Conversion by T.E.C. ▲



The most efficient self-contained way to travel yet developed. And Dodge is the leader in motor home chassis construction, and has been for over a decade. Motor homes appeal because they are completely self-contained, with roominess, living convenience and operating ease to spare. They are easy to drive. They provide a comfortable ride over any distance. Dodge motor home chassis combine passenger car style ride, handling and comfort with the reliability and durability expected of a truck chassis. And Dodge chassis continue to provide the superiority that has made them the leader.

Each year, there is a wider variety of motor home designs, sizes and prices available because Dodge chassis have the construction and mechanical features that allow the motor home body builder wide scope in the design of his creations.

Dodge chassis are delivered to motor home body builders in wheelbases of 104, 125, 137, 159 and 178 inches. The most recent addition to the lineup is the 127-inch wheelbase front section compact chassis that gives further scope to designer imagination and customer satisfaction.

(For more motor home chassis details, see pages 26 & 27)

selected standard chassis equipment (supplied by Dodge)

	M300	M375
Engine—V-8	318-3*	413-1*
C.I.D.	318	413
Transmission	3-Speed Automatic	3-Speed Automatic
Axle, Front Lbs. Cap.	4,500	5,000
Axle, Rear Lbs. Cap.	7,500	10,000
Ratio to 1	4.88	4.56
Springs, Front Pad/Gcd.	1,700/2,050 lbs.	2,500/2,750 lbs.
Springs, Rear Pad/Gcd.	3,100/3,450 lbs.	3,800/4,250 lbs.
Tires, 6 Tube Type	7.50-16-C (6PR)	7.50-17-D (8PR)
Brakes, Hyd.	12" x 3"	14" x 2.5"
Front	12" x 3"	14.12" x 3"
Rear	12" x 3"	12.8" O.D. (2) Sgl.
Brake Booster	9.0" O.D. Dual Diaph.	Yes
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

*Req's optional electronic ignition system.

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
Drapery on all windows
Water heater
Disposal tank

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

Air conditioners
Shower enclosures
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



Body by Pace Arrow

Body by Champion



Body by Travco



Motor homes



Body by Superior Coach ▲

Body by Banner ▼



Body by McNamee ▲



Body by Explorer ▲

Body by Wasselago ▼

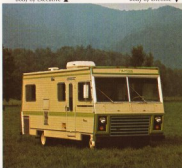


Body by Executive ▲

Body by Lifetime ▼

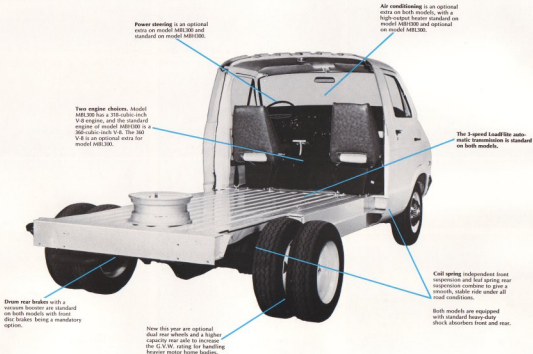


Body by Open Road ▼



Front-section compact chassis

Opening a whole new avenue to motor home builders and buyers.



Motor home chassis

More motor homes are built on Dodge chassis than on all other makes combined, because extra care in engineering has given Dodge some outstanding advantages:

Dual rear wheels

Standard on all Dodge motor home chassis. Traction is increased, load carrying capacity is increased, greater comfort and stability all result from the use of dual rear wheels. Spare wheel is also standard.

Straight side rail frame construction

To allow for a uniformly flat floor, frames are built of straight carbon steel side rails, reinforced at all stress points. In addition to a flat floor, this design permits an efficient arrangement of auxiliary equipment.

Front springs (ground rated)

A smooth, stable ride over all surfaces is provided by long semi-elliptic front springs. Wide spaced, the springs absorb bumps and jolts as only leaf springs can. Standard heavy-duty shock absorbers contribute further to a smooth ride.

Front axle

A rugged forging, the Dodge I-beam front axle helps maintain proper front wheel alignment for good handling and long tire life.

Heavy-duty cooling system

Quiet operation and high capacity cooling are provided by Dodge's exclusive thermostatically controlled, variable-speed fan. Another feature of the cooling system is the combination top and extended front-fill radiator. This gives more checking and filling convenience, allows the body builders greater design latitude.

Rear axle

Rear axles are rugged, quiet-running, of full-floating, hypoid construction. Axle ratios of 4.56 to 1 are used with the 318-3 engine and 4.56 to 1 with the 413-1 when ordered as extra cost on the M300 model.

Heavy-duty electrical system

A high-ampere alternator and battery give long life and assure an ample supply of current to meet the demands of electrical auxiliary equipment. An electronic voltage regulator is standard.

Rear springs (ground rated)

Long semi-elliptic rear leaf springs contribute further to a steady, smooth ride. Heavy-duty rear shock absorbers are standard.

Integral power steering, standard

Reduces steering effort by four-fifths. The steering gear and universal-jointed steering columns let the body builder place the driver's seat and steering wheel for exceptional driver visibility.

Loadlife automatic transmission, standard

The 3-speed Loadlife is a smooth-shifting, reliable automatic transmission. With a flexible cable selector-to-transmission connection, the selector lever can, within limits, be placed almost anywhere the body builder wants to put it.

Power brakes, standard

Every Dodge motor home chassis has standard power brakes to reduce braking effort and make driving easier. The power brake booster is mounted so it cannot interfere with auxiliary equipment. A dual brake system is also standard.



Camper bodies and conversions are made by numerous independent companies throughout the country and Chrysler 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 price, specifications, colors, and materials, and to change or discontinue models.

7073 Dodge Truck R/V Catalog—
81-305-0073 8-72 Litho in U.S.A.

Conversion by Travco

Dodge



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