

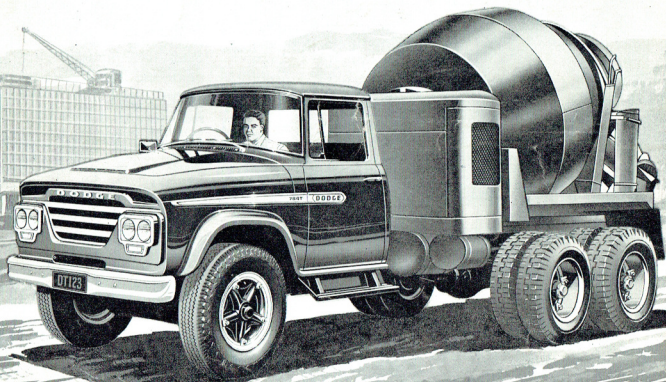
SERIES 7T

MODEL 784 T (Tandem)

NOM. PAYLOAD 12 TONS

G.V.W. 37,000 lbs. G.C.W. 55,000 lbs.

Dependable Dodge



Dodge Toughness . . . Dodge Dependability, now available in Tandem Drive Trucks . . . Ready mixed concrete units, sand, gravel cartage, tankers, logging trucks . . . You name it . . . Dodge can take it! Dodge Series 7T . . . Rugged in specifications but without excess chassis weight . . . Get more payload, greater profit from every trip.

YOU GET MORE PAYLOAD WITH DODGE TANDEM AXLE UNITS

HENDRICKSON RT-320 SUSPENSION:

This latest design steel spring suspension features the "equalising-beam" principle which reduces by 50% the effect of each bump or road irregularity and distributes the load equally between axles — the load cannot transfer from one axle to another, it is always divided equally regardless of road or load conditions.

Other features of importance to the truck operator are —

Rubber bushings used throughout to take all oscillating movements without friction or lubrication.

Torque Rod ball studs rubber bushed for flexibility and to eliminate chatter.

"Below-axle" Load Suspension provides increased leverage for torque rods to control axle torque; lowers the centre of gravity, absorbs road shocks before they reach the springs.

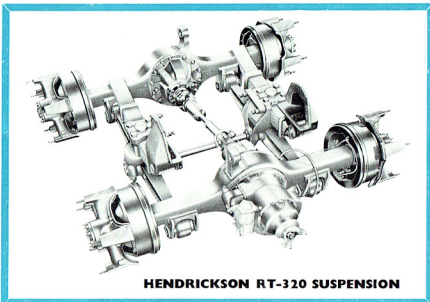
Short, relatively light-weight springs are possible because of the Equalising Beam and Below-axle Suspension designs.

4-Point chassis rail mounting for maximum stability.

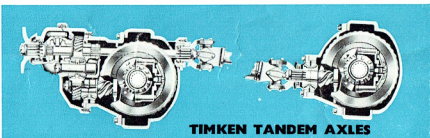
Compression-centering alignment. During turns, rubber bushings absorb normal tracking stresses, subsequent depression action assists quick recovery and realignment of both axles.

Cross tube connecting the two equalising beams assures true alignment of the tandem axle and avoids damaging load transfer.

**TO COMPARE IS TO
BUY DODGE
TANDEM**



HENDRICKSON RT-320 SUSPENSION



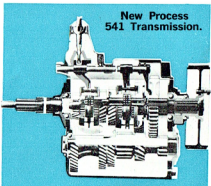
TIMKEN TANDEM AXLES

TIMKEN TANDEM AXLES WITH DRIVER CONTROLLED INTER-AXLE DIFFERENTIAL:

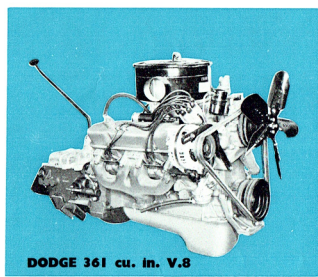
The Timken Detroit series S.H.H.D. Tandem axles comprise massive single reduction 7.2:1 ratio hypoid axles (30,000 lbs. rating), connected via a "thru-drive," incorporating a 3rd. differential, having an electrically controlled lock-out. Being a true differential, torque is thus equally divided between axles, eliminating axle fight. The result, working parts and tyres last longer. The inter-axle differential is always under the driver's control with a convenient cab-located switch. It can be engaged or disengaged at any speed.

AUXILIARY TRANSMISSION:

A Spicer model 5831B, three-speed auxiliary transmission is installed in series with the heavy duty New Process 541 transmission to provide a 15 speed ratio combination. Auxiliary ratios are 2.35:1 (under drive) for maximum pulling power, 1.00:1 (direct drive) for highway work and .85:1 (over-drive) for quick return trips when running unladen.



New Process
541 Transmission.



DODGE 361 cu. in. V.8

DODGE 361 Cu. In. V8: AUSTRALIA'S FINEST, MOST POWERFUL V8 TRUCK ENGINE

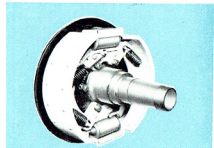
More and more truck operators are finding that this engine is unmatched for performance and dependability. This big V8 engine develops 183 b.h.p. at 3,600 r.p.m. and gives a massive 293 lbs. ft. torque at 2,400 r.p.m.

Features of particular interest are — Mechanical governor giving more precise control of maximum engine R.P.M. than do other types. This minimises performance fall-off as governed R.P.M. is approached; Sealed crankcase ventilation system, which is effective even when the engine is idling. Exhaust valves Stellite faced and sodium cooled for longer life; Roto-caps for positive controlled valve rotation; Hydraulic valve lifters for reduced maintenance. Special head design of the Dodge 361 permits use of standard fuel.



CAB DESIGNED FOR MAXIMUM COMFORT AND SAFETY:

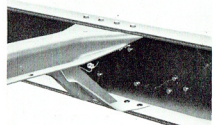
Full, bench-type, 3-man seat adjustable fore and aft, up and down. Squab lay-back angle also adjustable. Long-wearing "breathable" vinyl seat trim. Comfortable, "non-sag" seating, thick foam over springs. Easy-to-read instruments include fuel gauge, ammeter, temperature gauge, oil pressure gauge, speedometer and tachometer. Turn signal indicators. Interior light. "Safety-dished" steering wheel. Doors completely weather sealed. Quick release "Orscheln" hand-brake lever. Controlled cab ventilation with air intake screened and baffled. Pending clutch and brake pedals. Turn key starter. Roomy glove box. Safety door locks. Press-button door handles. Dual sun visors. Large rear-view mirror. Safety glass all round, 2-Speed windshield wiper.



BIG POWERFUL BRAKES:

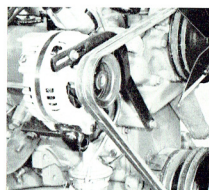
The Tandem rear axle axles are equipped with 15" x 4 1/2" brakes on all wheels. These, in conjunction with the 16" x 21 1/2" front brakes provide a total braking area of 762 sq. ins.

BRAKE BOOSTER. Bendix dual-piston vacuum hydraulic brake booster has a remote mounted vacuum reservoir tank of 1,000 cu. in. capacity to supply normal running requirements and ample reserve in case of engine stoppage.



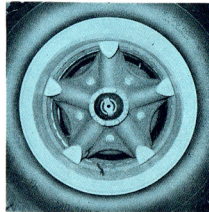
MIGHTY DOUBLE-SKIN FRAME FOR A MIGHTY TRUCK

Dimensions 10" x 3" x .312" PLUS a 9.38" x 2.69" x .187" reinforcement give a total 1/2" thick channel section. Here is strength, real strength for years of the roughest, toughest work.



HEAVY DUTY ALTERNATOR STANDARD

Alternator is standard equipment at no extra cost. Unlike the generator, the alternator keeps charging even when the engine is idling. Result — easier starting in cold weather, less battery trouble, longer battery life.



DODGE TOUGHNESS STARTS FROM THE GROUND UP:

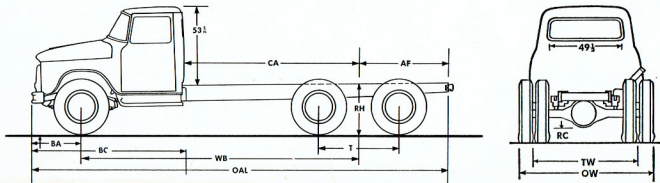
Heavy duty, cast-spoke wheels are used for maximum strength, better cooling—a typical example of Dodge quality, dependability—and value.

weight ratings

	MODEL 784T
Wheelbase	184"
Front axle, unladen weight	4,056 lbs.
Rear axle, unladen weight	5,819 lbs.
Total tare weight	9,855 lbs.
Available for body and payload	27,145 lbs.
G.V.W.	37,000 lbs.
G.C.W.	55,000 lbs.

chassis dimensions

	MODEL 784T
Overall length inc. bumper	(O.A.L.) 280"
Mean Wheelbases	(W.B.) 184"
Back of cab to rear axle	(C.A.) 115"
Rear axle to end of frame	(A.F.) 61"
Frame length from back of cab	(C.F.) 176"
Bumper to front axle	(B.A.) 35"
Bumper to back of cab	(B.C.) 104"
Height, top of chassis frame — Rear, loaded	(R.H.) 38"
Min. road clearance — Rear axle (loaded)	(R.C.) 10.4"
Max. width (fenders)	(F.W.) 80"
Overall width (rear axle)	(O.W.) 92"
Tread — Front wheels	(T.W.) 67"
Rear wheels	(T.W.) 70"
Between wheels	(T) 50"



standard specifications

FRAME—Pressed steel channel. Dimensions 10" x 3" x .312" with 9.38" x 2.69" x .187" reinforcement. Frame width: 34" SAE Standard.

ENGINE—O.H.V., V-8, Bore 4.12"; Stroke 3.38"; Displacement 360.5 cu. ins. Compression ratio 6.6; R.A.C. horsepower 54.3; B.H.P. 183 @ 3,600 r.p.m. Torque 293 lbs. ft. @ 2,400 r.p.m. Stellite faced, sodium filled exhaust valves. Valve rotators all valves.

LUBRICATION—Pressure feed to all bearings by rotary-type oil pump. Full-flow replaceable element type oil filter. Engine oil pan capacity 13.3 pints, less filter. Sealed crankcase ventilation.

COOLING SYSTEM—Fin and tube type radiator. Frontal area 585 sq. ins. Total cooling system capacity, 34 pints.

ELECTRICAL SYSTEM—Electrical supply by 35 amp. alternator, 12 volt, 60 amp. hr. battery. Turn signal lights front and rear. Four sealed beam headlights. Dual rear lights. Front parking lights. 2 speed windshield wipers.

FUEL SYSTEM—Dual throat downdraft Ball and Ball carburettor with hand throttle and choke controls. Paper element air cleaner. Paper element fuel line filter. Fuel tank capacity 18 gallons.

CLUTCH—Single plate dry disc incorporating spring centre hub vibration damper. Hydraulic actuation. Clutch diameter 13". Area 178 sq. ins.

TRANSMISSION—5 speed synchromesh. Ratios — 1st, 7.24; 2nd, 4.33; 3rd, 2.61; 4th, 1.59; 5th, 1.00; Reverse, 7.22; P.T.O. opening both sides.

AUXILIARY TRANSMISSION—3-speed; Ratios 2.35:1 (under drive), 1.00:1 (direct drive), .85:1 (over drive). Operation by separate lever in cab.

PROPELLOR SHAFTS—Single shaft, main transmission to auxiliary; Single shaft auxiliary trans. to first rear axle; Single shaft between tandem axles.

AXLE, FRONT—Capacity 7,000 lbs.

AXLE, REAR—Tandem drive with inter-axle differential; Capacity 30,000 lbs. Ratio 7.2:1 Full floating, single reduction hypoid; Inter-axle differential lock-out controlled by switch on instrument panel.

BRAKES, HAND—External, contracting on aux. transmission. Quick release "Orscheln" handbrake lever under R.H. side of instrument panel. Handbrake lining area 118 sq. ins.

BRAKES, SERVICE—Type-hydraulic. Front brake 16" dia., two piston, single cylinder. Rear 15" dia., two cylinder, floating shoe. Vacuum booster. Total lining area 762 sq. ins. 1,000 cu. in. Vacuum reservoir.

SUSPENSION, FRONT—Semi elliptic springs 48" x 3"; Capacity 3,100 lbs. REAR, Hendrickson equalizing beam, 34,000 lbs. capacity 34" x 4" leaf springs.

STEERING—Worm and 3-tooth roller. Ratio in gear 24.7:1. Safety dished 18" dia. steering wheel. Turning circle 65 feet.

TIRES—20 x 7.00 cast spoke.

STANDARD EQUIPMENT—Cab and chassis; front bumper; spare wheel; tool kit; jack; external steps.

OPTIONAL EQUIPMENT—Road lug tyres; Spare tyre and tube. FINISH—Frame external steps and wheels, black. Bumper, grille and headlight bezels, white.

INSTRUMENTS—Tachometer, speedometer, ammeter, oil pressure, temperature and fuel gauges.

WARRANTY

Dodge Truck Warranty 12 months OR 12,000 miles. Genuine Chrysler Parts and Accessories available Nationwide.

The policy of Chrysler Australia Limited is one of continual improvement in design and manufacture wherever possible to assure still finer cars and commercial vehicles. Hence, specifications, equipment and prices are subject to change without notice.



CHRYSLER
AUSTRALIA LTD.

Dodge
Builds
Tough
Trucks