

1974 DODGE

Trailer-towing and RV's



PASSENGER-CAR TRAILER TOWING

Monaco

Monaco models are beautiful ways to tow . . . and practical, too. They can be equipped to handle trailers weighing up to 7,000 pounds total loaded weight. (For more details, see pages 6-7).



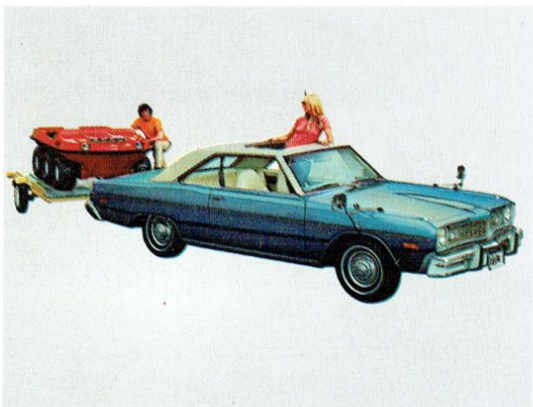
Coronet and Charger

Coronet and Charger — sedans, wagons, and hardtops — are great values for towing. Ten different models in all, that can be equipped to handle trailers weighing up to 6,000 pounds total loaded weight. (For more details, see pages 8-9.)



Dart

Dart models offer you a compact, economical trailer-towing unit . . . and a wide range of exterior and interior trim and appointments. Dart can be equipped to handle trailers weighing up to 2,000 pounds total loaded weight. (For more details, see page 10.)



TRUCK TRAILER TOWING

Light-duty pickups

Dodge "D" model light-duty pickups make handsome, hard-working tow vehicles. The D100, D200 and D300 each have four levels of interior and exterior trim. Depending on the hitch (load-carrying or load-equalizing hitch), these pickups handle trailer weights ranging from 2,000 to 10,000 pounds. (For more details, see page 14.)

D100 and D200 pickups can also be equipped with a fifth-wheel trailer mount for weights up to 7,000 pounds. (For more details, see pages 16-17.)



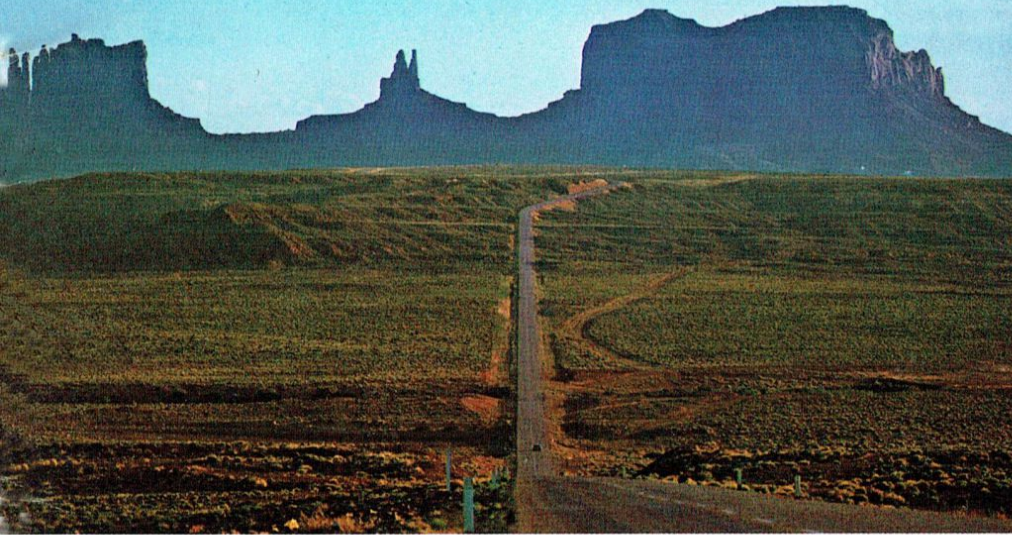
SPORTSMAN WAGONS FOR TRAILER TOWING

Sportsman wagons

Increasing numbers of RV enthusiasts find the compact Sportsman wagon a stylish, practical answer to their trailer-towing needs. The Sportsman can be equipped to handle trailers weighing up to 6,000 pounds. (For more details, see page 11.)



Choose the way you want to go from Dodge



SPORTSMAN CAMPER CONVERSIONS

The 127-inch-wheelbase Sportsman B300 can be converted by independent body builders into a commodious camper that sleeps several people and doubles as a second car for everyday use. Builders offer a large selection of styles. (For more details, see pages 22-23.)



LIGHT-DUTY TRUCKS FOR LIGHT AND MEDIUM WEIGHT CAMPERS



Light-duty pickups

D100 and D200 light-duty pickups offer amazing camper versatility and a wide range of cab styles. The dependable D models will accommodate the payload of the lightest cap cover right up to the D200 with Camper 9000 package—for an 11-foot slide-on camper body. (For more details, see pages 18-19 and 20-21.)



Mini-motor homes

Dodge offers two front section compacts comprised of the chassis and cab area only. Body builders can thus design a body with complete freedom... with no metal to be cut away before the building can start. For heavier motor home bodies, dual rear wheels are standard on the 145-inch wheelbase and extra-cost equipment on the 127-inch wheelbase. (For more details, see pages 24-25.)



Motor homes

More motor homes are built on the solid Dodge motor home chassis than all other makes combined. Power steering and brakes, a 3-speed automatic transmission and V-8 engines are standard features of this chassis. (For more details, see pages 26-27.)

Trailer-towing: why you need Dodge engineered

Dodge knows that a car, station wagon or light-duty truck ordered for trailer towing has a big job to do, especially when heavy trailers and payloads are involved. Accordingly, we make trailer-towing equipment packages available on cars that we feel, through long experience, match any reasonable added demands.

Also, Dodge *requires* that trailer-towing units be equipped with a certain number of components that (1) guard against possible failure in the towing vehicle and, (2) maintain acceptable performance under all normal driving conditions.

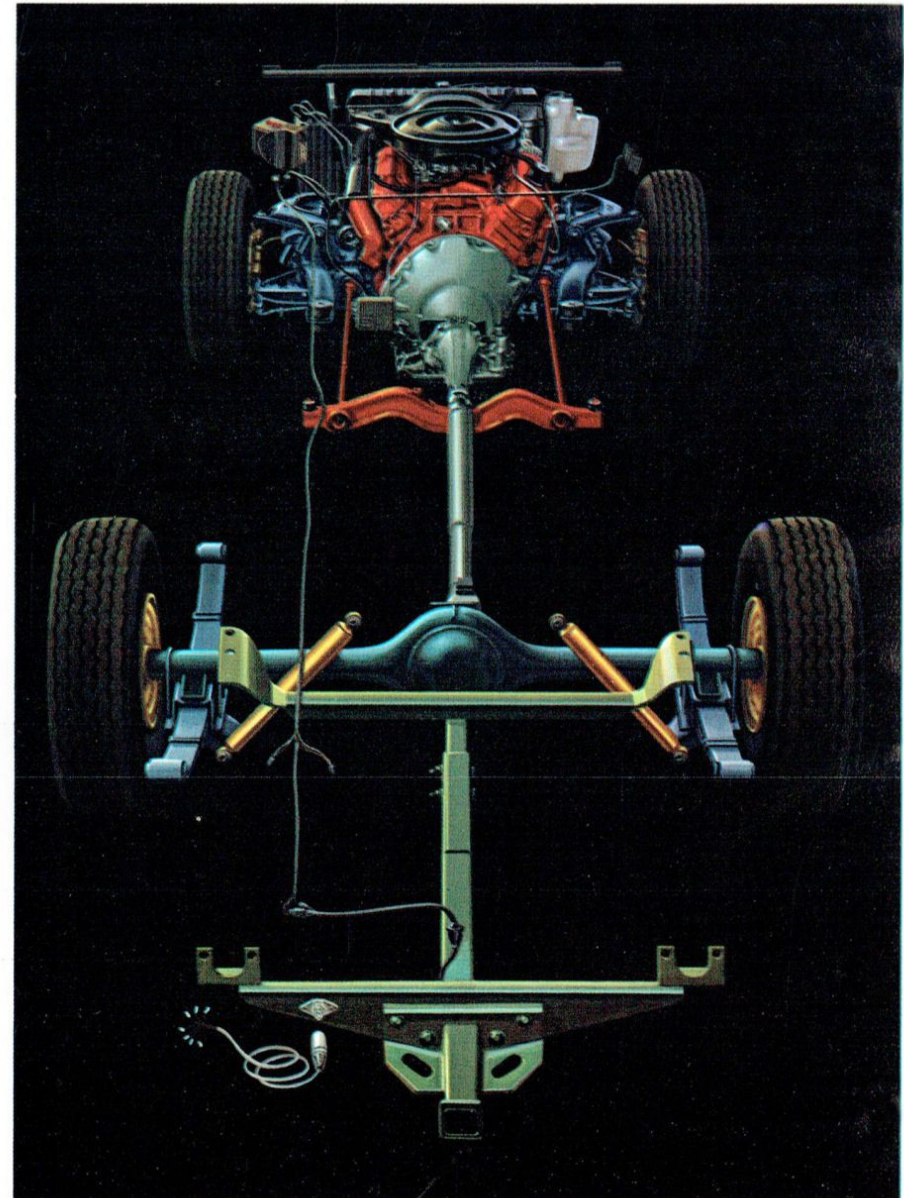
Both the items in the trailer-towing packages and the required equipment cover many operating demands peculiar to trailer towing. Demands including those on:

- Suspension
- Battery charging system
- Engine, including engine cooling
- Transmissions
- Rear axle
- Braking

The proper kind of load-carrying hitch or hitch platform should be matched with the correct suspension capacity so that good handling characteristics result, and so that the attached trailer (loaded or unloaded) is secure at all times. Hitch selection must also take into account the weight in the car trunk as well as the weight on the trailer tongue.

For 1974, Dodge passenger cars, including Sportsman wagons, trailer-towing packages include equipment designed for specific loads on specific models.

The large illustration here shown is the load-distributing



Heavy Trailer-Towing Components

equipment

hitch platform. With mating hitch parts, the trailer-tongue load is distributed between the car's front and rear suspensions and the trailer axle or axles. The results are that the front springs are not underloaded and the rear springs not overloaded, and the towing vehicle runs level. The load-distributing hitch platform is included in the heavy trailer-towing and RV7 packages for Monaco and the heavy trailer-towing packages for Coronet and Charger. (See pages 8 and 9.)

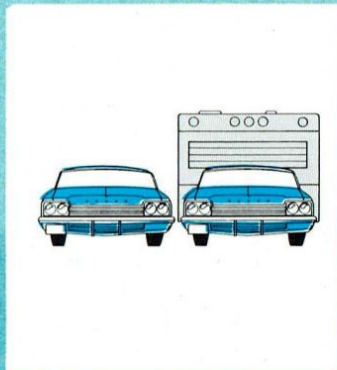
Engines must also be up to added performance demands, particularly when the trailer is large and heavy.

Dodge engines meet these demands with ease . . . up to specified trailer weights and sizes where larger displacement power plants are called for. (See pages on individual models for engine details.)

One important reason why larger engines *and* performance axles are often needed in trailer towing is illustrated here.

When you hitch certain size trailers to a car, compact wagon or light-duty truck—much greater air resistance is encountered from the front. The combination simply presents a larger "profile."

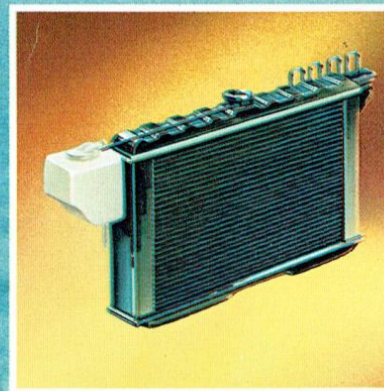
Dodge units, when equipped with the proper engine and rear axle ratio, are engineered to reach and maintain acceptable speeds.



The engine works harder in trailer towing and thus, generates more heat. Dodge heavy trailer-towing packages have a high-capacity cooling system to handle the extra engine heat.

A plus in choosing a 1974 Dodge passenger car as your towing vehicle is the fact that all models have a standard coolant reserve system. (Illustration shown.) Use of this system prevents loss of coolant during heavy load conditions and provides storage for the coolant. It's easy to check coolant level, by simply looking at the translucent coolant reserve tank.

Transmissions must meet the added demands of trailer towing in order to bring the vehicle up to cruising speeds quickly. In passenger cars, this calls for TorqueFlite 3-speed automatic, either as standard or optional equipment. To prevent overheating of the transmission oil, the Dodge heavy trailer-towing package includes an auxiliary transmission oil cooler. (See pages on individual models for transmission details.)



A trailer with its electrical system imposes a load on the vehicle charging system. To compensate for this, Dodge passenger car provides a heavy-duty alternator in the heavy trailer-towing package . . . to produce the needed extra charging . . . and a battery with extra storage capacity.

Monaco

A beautiful way to tow . . . and practical, too

For 1974, there are 13 models in the Monaco lineup, including 2- and 4-door hardtops, sedans, 2- and 3-seat wagons. All are completely restyled . . . front, rear, sides and roof . . . giving these full-size cars a new, luxurious look of quality and spaciousness. A lower beltline and larger glass area provide greater visibility and a sleek, contemporary appearance. Monaco and Monaco Custom include a standard 360-cubic-inch V-8 engine (Monaco Brougham and all Monaco wagons have a 400-cubic-inch two-barrel V-8 as standard), electronic ignition, power front-disc brakes, power steering, automatic transmission and a restraint system with starter interlock.

With the proper engine selection and the trailer-towing package, Monaco models can handle trailers weighing up to 7,000 pounds total loaded weight.



A "first" from Dodge

Now you can order your car ready to tow

Expanded trailer-towing packages are now available as extra-cost options on Dodge passenger cars, depending on the size of the car and weight of the trailer. Three packages are available on Monaco models.

A most important addition is a factory-designed hitch, which buyers previously had to purchase from various sources. By ordering the right package for your Monaco, you avoid this inconvenience—knowing also that you will automatically get the right hitch for your vehicle.

The heavy trailer-towing and RV7 equipment packages feature a load-distributing hitch platform that distributes the trailer tongue-load between the car's front and rear suspensions and that of the trailer. Front springs are not underloaded, and the rear springs are not overloaded—and the vehicle runs level when the hitch is properly adjusted.

Other important items, according to the job to be done, have been added to the individual packages:

An A.T.A. 7-pin electrical connector. This factory-provided feature includes both ends needed to connect together the electrical systems of the vehicle and the trailer. The connector can be wired to any make or age of trailer. This is part of both the light and heavy trailer-towing packages.

A trailer brake controller, included with the heavy trailer-towing package, has a brake-pedal-mounted control that operates the electrically powered trailer brakes in unison with the car's hydraulic brakes—or that can operate the trailer brakes first if the driver applies it properly. The electric brake controller can be adjusted to give the driver his personal prefer-

MONACO TRAILER-TOWING PACKAGES

Items	Light Trailer Code A34	Heavy Trailer Code A35	RV7 Package Code A32
High-capacity cooling system*	—	X	X
Heavy-duty suspension*			
Heavy-duty torsion bars	—	X	X
(Front anti-sway bar is standard)	—	X	X
Heavy-duty rear leaf springs	—	X	X
Wide 15" x 6½" wheels*	—	X	X
Auxiliary transmission oil cooler*	—	X	X
Performance axle ratio (3.23 to 1)	—	X	X
Trailer electric brake controller*	—	X	X
65-ampere heavy-duty alternator*	—	X	X
High-ampere battery*	—	X	X
Dual battery charging unit*	—	X	X
Seven-wire trailer wiring harness with seven-pin A.T.A. connectors*	X	X	X
Variable-load turn-signal flasher*	X	X	X
Load-distributing hitch platform*	—	X	X
Load-carrying trailer hitch with 1½" -dia. chrome-plated ball*	X	—	—
440 cubic-inch, 4-barrel V-8 engine	—	—	X
Engine temperature/oil pressure gauges**	—	—	X

*Available in package only.

**Replaces electric clock (J21) on Monaco Brougham models, and is not available with optional clocks (J21 and J22).

ence of braking "feel." Two resistors provide major and minor adjustment for adaptability to a wide range of trailer size and trailer brakes.

A dual battery charging system has a dual-diode battery separator that permits trailer battery charging on a circuit that is separate from the car battery. It also prevents the trailer accessories from drawing current from the car's battery when the ignition is off.

A high-ampere battery that has long life for the demands of heavy trailer towing.

Engine lineup

	360-cu.-in. 2-bbl. V-8	360-cu.-in. 4-bbl. V-8	400-cu.-in. 2-bbl. V-8	400-cu.-in. 4-bbl. V-8	440-cu.-in. 4-bbl. V-8
Monaco Brougham	Not Avail.	Not Avail.	Std. (a)	Opt. (b)	Opt.
Monaco Custom	Std. (a)	Opt. (b)	Std. Wagons (a)	Opt. (c)	Opt.
Monaco	Std. (a)	Opt. (b)	Std. Wagons (a)	Opt. (c)	Opt.

(a) Not available in California.

(b) Minimum size required in California. Requires California emission package.

(c) Requires California emission package.

On Monaco station wagons, either the standard 400 2-barrel or the optional 400 4-barrel V-8 will tow total loaded trailer weights up to 4,000 pounds.

The 360 2- or 4-barrel and the 400 2-barrel (standard Monaco Brougham) engines on sedans and hardtops will handle total loaded trailer weights up to 5,000 pounds.

Between 5,000 and 7,000 pounds on sedans and hardtops, the 440-cubic-inch 4-barrel V-8 is required—on station wagons the range is 4,000-7,000 pounds. For this reason, owners of larger trailers will find it convenient to order the new RV7 package . . . which has all the equipment included in the Heavy Trailer-Towing package . . . plus the 440 V-8 and gauges for engine temperature and oil pressure.

Coronet and Charger...



great values going for towing

Wagon, hardtop or sedan . . . the ten Coronet and Charger models in size, power, performance and economy are great trailer-towing values. Standard electronic ignition, front disc brakes, 318-cubic-inch V-8 engine. TorqueFlite automatic transmission is standard on all Coronet 3-seat station wagons.

Coronet and Charger models, properly equipped, will handle total loaded trailer weights up to 6,000 pounds.

The 1974 trailer-towing packages for Coronet and Charger have been expanded to include new equipment that adds to convenience.

The most important additions are a factory-designed load-carrying hitch and a load-distributing hitch platform.

No longer do you need to purchase the hitch in advance from a hitch supplier. You simply order the package . . . and you get the hitch that's right for your vehicle.

Engines

On Coronet station wagons, the standard 318 V-8 will tow total loaded trailer weights up to 2,000 pounds when equipped with the light trailer-towing package. The optional 360 4-barrel V-8 or 400 4-barrel V-8 engines are required to tow total loaded trailer weights from 2,000 to 6,000 pounds.

On Coronet sedans and Charger models, the standard 318 V-8 will tow total loaded trailer weights up to 3,000 pounds. The optional 360 4-barrel V-8 or 400 4-barrel V-8 engines are required on trailers weighing between 3,000 and 6,000 pounds.

TorqueFlite automatic transmission and power front disc brakes are required for towing trailers weighing more than 2,000 pounds.

ENGINE LINEUP

	225-cu.-in. Six	318-cu.-in. V-8	360-cu.-in. 4-bbl. V-8(2)(3)	400-cu.-in. 4-bbl. V-8(1)(2)(4)
Charger S.E.	Not Avail.	Std.	Opt.	Opt.
Charger	Std.(1)	Std.	Opt.	Opt.
Charger Coupe	Std.(1)	Std.	Opt.	Opt.
Crestwood Wagon	Not Avail.	Std.	Opt.	Opt.
Coronet Custom	Std.(1) (NA Wagon)	Std.	Opt.	Opt.
Coronet	Std.(1) (NA Wagon)	Std.	Opt.	Opt.

(1) Not available in California

(2) Single exhaust

(3) Requires California emission package

(4) Dual exhaust version available on 2-door models

CORONET AND CHARGER TRAILER-TOWING PACKAGES

Items	Light Trailer Code A34 (TorqueFlite required)	Heavy Trailer Code A35 (TorqueFlite and power disc brakes required. Not available with 225 Six or 440 V-8)
Heavy-duty suspension	X	X
Heavy-duty torsion bars (Front anti-sway bar is standard)		
Heavy-duty rear leaf springs	X	X
Wide 14" x 6.0" wheels*	X	X
High-capacity cooling system*	—	X
Auxiliary transmission oil cooler*	—	X
Performance axle ratio (3.23 to 1)	—	X
Seven-wire trailer wiring harness with seven-pin A.T.A. connectors*	X	X
Trailer electric brake controller*	—	X
Variable-load turn-signal flasher*	X	X
65-ampere heavy-duty alternator*	—	X
High-ampere battery	—	X
Dual battery charging unit*	—	X
Load-distributing hitch platform	—	X
Load-carrying hitch with 1½"-diameter chrome-plated ball	X	—

*Available in package only.

Dodge Dart

DART TRAILER-TOWING PACKAGE—Code A34

Available for towing trailers weighing less than 2,000 pounds. The 225 Six is the minimum required engine—disc brakes and TorqueFlite automatic transmission are required.

Heavy-duty suspension consisting of:

- Heavy-duty torsion bars
- Heavy-duty rear leaf springs
- Front anti-sway bar

Wide 14" x 5.5" wheels

Seven-wire trailer wiring harness with seven-pin A.T.A. connectors

Variable-load turn-signal flasher

Load-carrying trailer hitch with 1 7/8" diameter chrome-plated ball

Rear axle with 2.94 to 1 ratio standard; 3.21 to 1 optional



You can start with economy and go from there

Dart models can handle all types of light-weight trailers easily. And Dart's compact size, maneuverability, low purchase price and operating economy may be just what you're looking for. On all Dart models—sedans, 2-door hardtops and coupes—electronic ignition, electronic voltage regulator are standard.

The Dart trailer-towing package for 1974 has been expanded to include:

A factory-designed, load-carrying hitch.

No longer do you need to order the hitch separately. Just order the package and there it is—ready for use.

A.T.A. 7-pin electrical connectors. This feature provides you with both ends of the connector needed to wire together the factory-installed electrical system of the

towing vehicle to the system of the trailer. The connector can be wired to any make or age of trailer.

Engines

Towing trailers with the Dart 198-cubic-inch six-cylinder engine is not recommended—unless the trailer weighs less than 1,000 pounds.

However, a properly equipped Dart with the standard 225-cubic-inch, single-barrel six will handle a total loaded trailer weight of up to 2,000 pounds—if the frontal area of the trailer does not exceed 20 square feet.

The standard Dart 318 V-8 or the standard 360 4-barrel V-8 in Dart 360 Sport models will handle total loaded trailer weights of up to 2,000 pounds—without the frontal area restriction.



Dodge Compact Wagons

Always room for more

The Sportsman wagon, because of its potentially large seating capacity, makes a wise choice for larger families or groups. Sportsman models have good visibility all around because of the large glass area and because the driver sits higher than in regular passenger cars.

Properly equipped, a Sportsman can handle trailers with a gross loaded weight of up to 6,000 pounds. This equipment requires a V-8 en-

gine and automatic transmission, and a trailer-towing package designed for the Sportsman model. Other required equipment is detailed in the chart on this page.

Items included in the trailer-towing package (Code YC4 for all Sportsman) are as follows: Increased cooling capacity; heavy-duty shock absorbers, front and rear; 50-ampere alternator; 70-ampere-hour battery; variable-rate load flasher, heavy duty; trailer wiring harness.

Special Note: Trailers over 1,000 lbs. weight (trailer & load)—recommend separate trailer brakes.

Many of the available trailer brake systems are controller-activated by fluid pressure from the hydraulic brake system of the towing vehicle. However, the Chrysler Corporation, Dodge Division, will not be responsible for proper braking performance of the truck as modified or the truck-trailer combination. In no case should a direct fluid connection of truck and trailer braking systems be made. Dodge does consider electric trailer brakes safe trailer braking systems, if properly installed and adjusted as recommended by the manufacturer.

SPORTSMAN MODELS—MINIMUM REQUIRED EQUIPMENT FOR TRAILER-TOWING

Dodge Model	B100									
Trailer-Towing Package	Order Code YC4									
Trailer weight (max.) lbs.	2,000					4,000				
Trailer hitch type	Load-carrying					Load-distributing				
Max. tongue load, lbs.	200					400				
Required minimum equipment not included in Trailer-Towing Package										
• Brakes—power	—									
• Front suspension	Standard									
• Rear suspension	1420-lb. springs @ grd.									
• Engines and axle ratios	See chart below									
• Transmission	3-speed automatic LoadFlite									
• Tires, minimum size	Standard									
Recommended engine, rear axle ratio, and G.C.W. (gross combined weight of loaded truck and trailer) for towing										
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13	
Engine—225—6 cyl.	3.9									
Engine—318—V-8	3.2	3.55								
Engine—360—V-8			3.23	3.55						

Dodge Model	B200									
Trailer-Towing Package	Order Code YC4									
Trailer weight (max.) lbs.	2,000					5,500				
Trailer hitch type	Load-carrying					Load-distributing				
Max. tongue load, lbs.	200					650				
Required minimum equipment not included in Trailer-Towing Package										
• Rear suspension springs @ grd.	1930-lb. on Tradesman—Std. on Sportsman									
• Engines and axle ratios	See chart below									
• Transmission	3-speed automatic LoadFlite									
• Tires, minimum size	H78-15-B									
Recommended engine rear axle ratio and G.C.W. (gross combined weight of loaded truck and trailer) for towing										
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13	
Engine—318—V-8	3.2	3.55								
Engine—360—V-8			3.23	3.55						

Dodge Model	B300									
Trailer-Towing Package	Order Code YC4									
Trailer weight (max.) lbs.	2,000					6,000				
Trailer hitch type	Load-carrying					Load-distributing				
Max. tongue load, lbs.	200					750				
Required minimum equipment not included in Trailer-Towing Package										
• Rear suspension springs @ grd.	2570-lb.									
• Engines & axle ratios	See chart below									
• Transmission	3-speed automatic LoadFlite									
• Tires, minimum size	8.00-16.5-E									
Recommended engine rear axle ratio and G.C.W. (gross combined weight of loaded truck and trailer) for towing										
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13	
Engine—318—V-8				3.73						
Engine—360—V-8					3.73					

Dodge passenger car & Sportsman Wagon features and options

Dodge passenger cars and Sportsman wagons offer a number of standard equipment items that make trailer towing a pleasant experience. Several such items are highlighted on these pages.

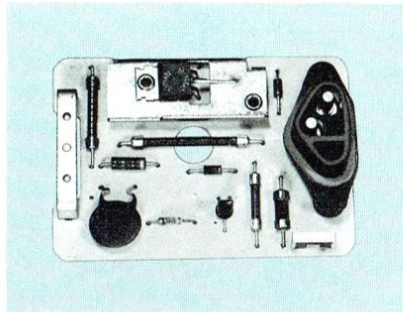
If you want additional special comforts and conveniences, you can order many extra-cost options that are either factory-installed . . . or available from MOPAR Division on order from your Dodge dealer.

Engine choices

Dodge offers a wide choice of engines for 1974 (standard or optional at extra cost)—that deliver the power and performance you need for the trailer you tow:

- 225-cubic-inch, 1-barrel, 6-cyl.
- 318-cubic-inch, 2-barrel, V-8
- 360-cubic-inch, 2-barrel, V-8
- 360-cubic-inch, 4-barrel, V-8
- 400-cubic-inch, 2-barrel, V-8
- 400-cubic-inch, 4-barrel, V-8
- 440-cubic-inch, 4-barrel, V-8

(See pages on individual models for engine application and options.)

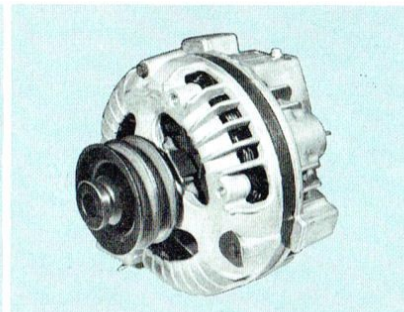


Electronic voltage regulator

All Dodge passenger cars and Sportsman models have an electronic voltage regulator as standard equipment. Helping to give longer battery life is one of its most outstanding benefits. Furthermore, the electronic design and the sealing of circuitry in tough epoxy has resulted in over 90 percent reduction of customer-paid voltage regulator replacement.

Disc brakes

Cool-running, fade-resistant disc brakes are available on all Dodge passenger cars and Sportsman models. Depending on the model of the towing vehicle and its required minimum equipment, disc brakes are either power or manually operated . . . either standard or optional equipment. (See pages on individual models for disc brake availability.)



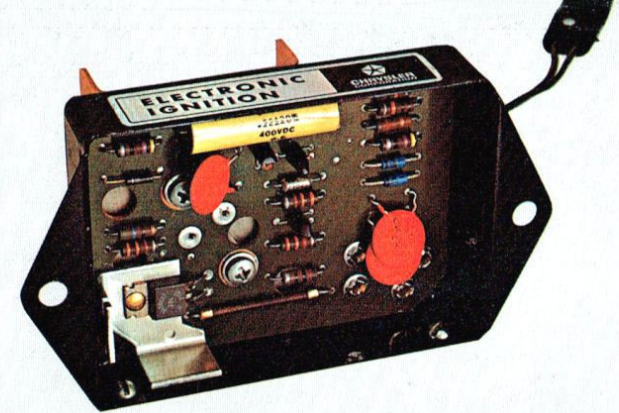
65-ampere alternator

The optional, extra-cost RV7 trailer-towing package on Monaco models . . . and the optional, extra-cost heavy trailer-towing packages for both full- and intermediate-size Dodge passenger cars . . . include a new 65-ampere alternator. Compared with the 60-ampere alternator of 1973, the new unit uses additional copper in the windings and better diode cooling. This accounts for an increase in output.

Electronic ignition

Here's why electronic ignition makes a big difference.

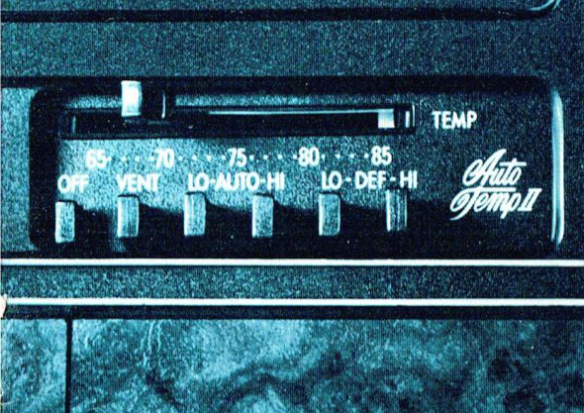
- Ignition points and condenser are eliminated from the distributor. High-voltage energy is produced for the spark plugs by highly reliable electronics.



- The major cause of ignition tune-ups is eliminated because there is no replacement of ignition points and condenser. Normally all you have to do is change spark plugs every 18,000 miles.
- Periodic timing and point adjustment are not required with electronic ignition because there are no points to wear or burn. There are no deviations that take place from initial factory settings. Therefore, ignition tune-up maintenance costs are reduced.

These particular maintenance costs are eliminated.

- Consistent high-voltage energy is transmitted to the spark plugs to help make more reliable starts possible and better highway performance. Up to 35% more voltage is available to the spark plugs during cold starting. In ignition systems with distributor points, the voltage drops off erratically during engine starting, and voltage is less consistent at highway speeds than it is in the electronic ignition system.
- Spark plugs normally last 18,000 miles or longer because of engine and ignition system design in which the consistently high voltage of electronic ignition plays an important part by reducing the incidence of mis-fire. In fact, the electronic ignition system will fire a marginal plug longer.



Air conditioning

On Monaco, Coronet and Charger models, the optional, extra-cost air-conditioning system lets you direct cooling air where you want it. You can also shut off the outlets individually. Two outlets are located at the center with spot coolers at the right and left of the instrument panel. Outlets under the instrument panel direct cool air to the floor area.

On Dart models, three air-conditioning outlets (located below the instrument panel) direct cool air to the floor area.

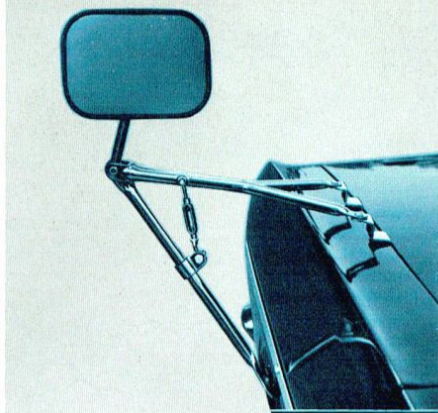
On Sportsman models, four cool-air outlets are integrated into the dash. The circular-framed outlets can be directed to the left and right—and up and down. (Requires a V-8 engine, increased cooling, 50-ampere alternator.)

Child guard door safety lock

Helps keep children from inadvertently opening a car door while the vehicle is moving.

Sliding door for Sportsman

New on Sportsman for 1974, this extra-cost option allows you to park close alongside a building entrance and still permit passengers to get in or out of the vehicle easily.



Trailer-towing mirrors

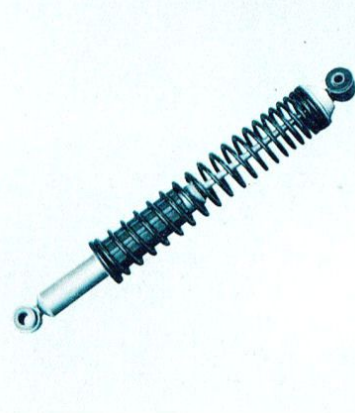
You can't see behind a full-size trailer without them. The large-faced mirror is bracket-mounted well out from the side of the car to give a clear view alongside and behind the trailer. On Sportsman models the mirror is of low-mount design . . . that is, made for mounting a little below the window.

Station wagon mattress

A seven-foot-long comfortable bed. Can be used by campers or sportsmen, or as a play area for the children. Not affected by the position of the second seat.

Automatic speed control

Automatic speed control is available on all models except Dart. To set the speed, slide the switch on the turn-signal lever to the "on" position. When the desired speed is reached, press the button on the end of the lever and release it. The vehicle will then maintain that speed automatically. If the brakes are used to slow down, the unit is deactivated unless the driver applies his foot carefully to the trailer brake controller—but a memory feature allows you to resume the preset speed by sliding the switch to the "resume" position. The switch also has an "off" position which deactivates the unit and erases the speed memory. Applying the brakes or turning off the ignition disengages the speed control.



Ride levelers

Great for the rear suspension when you're carrying heavy loads. The Ride Levelers keep the car level by reducing "tail drag" and keep the headlights properly aimed.

Steel-belted radial-ply tires

Available as an extra-cost option on Dodge cars and also on B100 and B200. Steel-belted radial-ply tires offer longer tread life, increased road hazard protection, and smooth high-speed ride characteristics. (Standard on Monaco Brougham.)

Inside hood release

With this feature, the hood must be released from inside the car by pulling on the lever mounted under the left side of the dash. Provides increased protection against underhood theft. Standard on Monaco models, optional at extra cost on Coronet/Charger and included in the extra-cost Protection Group on Dart. Available as a separate, extra-cost option or as part of the Convenience Package on Sportsman.

Two-stage door checks

Standard equipment for front doors on all models. This design helps protect your paint and sheet metal from minor damage in tight parking situations.



Roof-top luggage rack

Available as an extra-cost option on all station wagons. The roof-top luggage rack is made of long-lasting chrome-plated steel and extruded aluminum. It not only adds to the attractive appearance, but it also provides a lot of room for luggage outside the vehicle and trailer. The rear crosspiece can be adjusted to suit the load being carried.

Luggage rack cover

Works with the roof luggage rack to protect luggage against weather and dusty driving conditions. Weather-proof reinforced vinyl with heavy-duty zipper. Designed for easy loading.

Auxiliary rear heater for Sportsman models

A desirable, extra-cost option that will increase comfort in the passenger compartment during cold weather. The auxiliary heater requires the optional 50-ampere alternator.

AM/FM radio

Solid-state optional AM/FM radio is operated by push buttons . . . has illuminated dial, knob controls and adjustable tone control. A rear-seat speaker option is available with this radio on all models except Sportsman.

Ask your Dodge Dealer about these and other options and accessories available from MOPAR.

Dodge light-duty pickups

Handsome, hard-working tow vehicles

Dodge D100, D200 and D300 model light-duty pickups have great styling appeal. A sparkling all-new look has been given pickup models by a striking anodized aluminum grille. Cab interiors are equally handsome . . . and seat construction, steering wheel angle, comfort dimensions are all so well-designed and blended you might think you were inside a passenger car.

Standard features include electronic ignition system, an electronic voltage regulator and disc front brakes to save you money on maintenance.

The way the '74 pickup models ride tends to rival the ride of a passenger car. Underneath there's strut-controlled coil-spring front suspension combined with a wide tread, rear leaf springs and a long wheel-base.

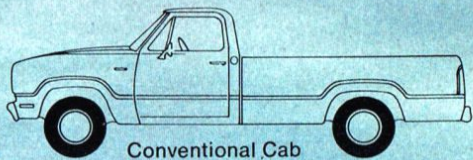
You can choose from a wide range of standard and optional power plants for added trailering demands—right up to the 440-cubic-inch, 4-barrel V-8.



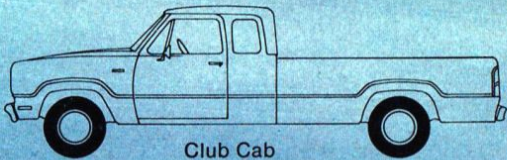
Trailer-towing packages	Order Code YC4	Order Code YC3
50-amp. alternator	X	X
70-amp.-hr. battery	X	X
Increased cooling	X	X
Heavy-duty variable-load flasher	X	X
Wiring harness	X	X
Heavy-duty front and rear shock absorbers	—	X

Special note: Trailers over 1,000 lbs. weight (trailer and load)—recommend separate trailer brakes.

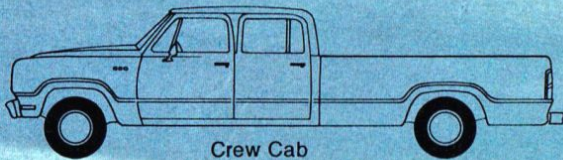
Many of the available trailer brake systems are controller-activated by fluid pressure from the hydraulic brake system of the towing vehicle. However, the Chrysler Corporation, Dodge Division, will not be responsible for proper braking performance of the truck as modified or the truck-trailer combination. In no case should the direct fluid connection of the truck and trailer braking system be made. Dodge does consider electric trailer brakes safe trailer braking systems, if properly installed and adjusted as recommended by the manufacturer.



Conventional Cab



Club Cab



Crew Cab

Three cab styles to choose from

Conventional cabs in Dodge pickup models have curved side glass to permit more inside width in the cab. Other features include double-wall construction for strength and protection; a low floor height—no step well—for easy access; and caliper door locks for smooth, quiet operation.

Club cabs in Dodge D100 and D200 models have a 149-inch wheelbase and a 8-foot express box. The Club Cab provides more than 34 cubic feet of space behind the split-back seat. The space can be used for the storage of valuables under lock and key. And it can be equipped with two optional flip-type auxiliary seats.

Crew cabs in Dodge D200 models are an ideal choice when you need the extra seating capacity of a passenger car *and* the rear cargo area of a pickup truck. Seats are upholstered in tough, durable vinyl. There's ample shoulder-room in both front and rear compartments. And the cab length offers plenty of leg-stretching room for driver and passengers.

DODGE MODEL	D100								
TRAILER-TOWING PKG.	Order Code YC4	Order Code H.D. YC3							
Trailer weight (max.) lbs.	2,000	6,000							
Trailer hitch type	Load-carrying	Load-distributing							
Max. tongue load, lbs.	200	700							
Required minimum equipment not included in Trailer-Towing Package.									
• Brakes—power	—	X							
• Transmissions									
3-speed manual	X	—							
3-speed automatic	X	X							
4-speed manual (NP445)	X	X							
• Tires, minimum size	Standard	H78-15-B							
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13
3-Speed Manual									
3-Speed Automatic									
4-Speed Manual									
Engine—clutch									
225—11"	3.55	3.9							
318—Std.		3.2	3.55	3.9					
360—Std.	2.94		3.23		3.55				
440—3-Spd. Auto.	2.94					3.23			

DODGE MODEL	D200								
TRAILER-TOWING PKG.	Order Code YC4	Order Code H.D. YC3							
Trailer weight (max.) lbs.	2,000	7,000							
Trailer hitch type	Load-carrying	Load-distributing							
Max. tongue load, lbs.	200	800							
Required minimum equipment not included in Trailer-Towing Package.									
• Rear suspension	Standard	2750-lb. springs @ grd.Ⓛ							
• Engines & axle ratios	See chart below	See chart below V-8 only							
• Transmissions									
3-speed manual	X	—							
3-speed automatic	X	X							
4-speed manual (NP445)	X	X							
• Tires, minimum size	Standard	8.75-16.5-E or 7.50-16-D							
Recommended engines, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13
3-Speed Manual									
3-Speed Automatic									
4-Speed Manual									
Engine—clutch									
225—11"		4.10							
318—std.		3.54	4.10						
360—std.			3.54	4.10					
440—std.				3.54		4.10			

Ⓛ Standard on 165" wheelbase Crew-Cab Models.

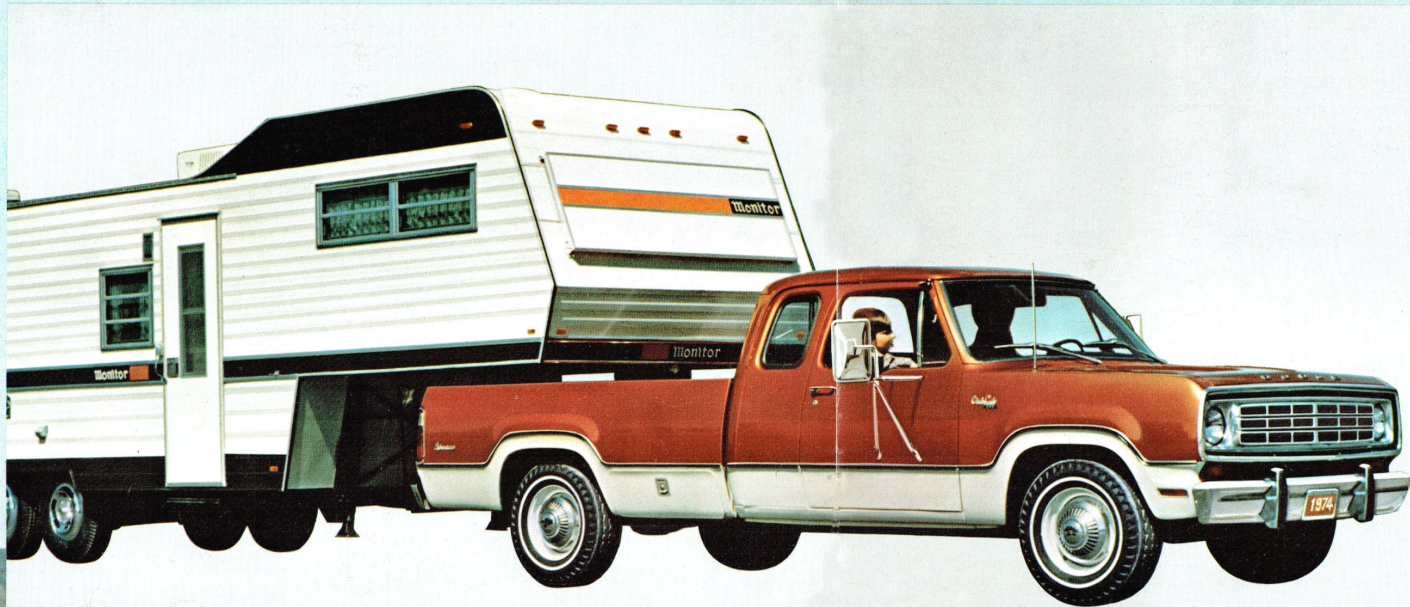
DODGE MODEL	D300												
TRAILER-TOWING PKG.	Order Code YC4	Order Code H.D. YC3											
Trailer weight (max.) lbs.	2,000	10,000											
Trailer hitch type	Load-carrying	Load-distributing											
Max. tongue load, lbs.	200	10-15% of Trailer wt.											
Required minimum equipment not included in Trailer-Towing Package.													
• Rear suspension	Standard	3570-lb. sprgs. @ grd. w/single rear wheels 3650-lb. sprgs. @ grd. w/dual rear wheels											
• Engines & axle ratios	See chart below	See chart below V-8 only											
• Transmissions													
3-speed automatic		X*											
4-speed manual (NP445)		X											
• Tires, minimum size	Standard	8.75-16.5-E or 7.50-16-D or 8.00-16.5-D (Duals)											
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.													
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13	14	15	16	17
3-Speed Automatic													
4-Speed Manual (NP445)													
Engine													
225		4.10											
318			4.10	4.56	4.88								
360				4.10	4.56	4.88							
440												4.10	

*Maximum allowable trailer weight of 7000 lbs. with 3-speed Automatic transmission.

Dodge D100 and D200 model pickups with a fifth wheel for a big deal

A recent truck trailer-towing development is the availability of a fifth-wheel mount as opposed to a conventional hitch. The RV enthusiast who owns or is going to buy a very large trailer will find that a fifth-wheel installation gives him distinct advantages.

The reason for this is that instead of towing the whole trailer *behind* the truck, a fifth wheel carries part of the trailer *over* the truck. It also puts more of the trailer's weight over the rear axle and spring centers. Overall length of the pickup-plus-trailer is reduced compared to conventional combinations. Weight distribution, maneuverability and handling are greatly improved. And the fifth wheel is easily removed whenever you want to make the truck a working unit.



Fifth-wheel trailer towing

DODGE MODEL	D100	D200	D300
TRAILER-TOWING PKG.	Order Code YC3	Order Code YC3	Order Code YC3
Trailer Weight (max.) lbs.	6000	7000	10,000
Max. fifth wheel weight (lbs.)	1200-131" wb. 1000-149" wb.	2300	3500

Required minimum equipment not included in Trailer-Towing Package

• Brakes—power	X	Std.	Std.
• Rear suspension @ grd.	1820 lbs.	2750 lbs.	3570 lbs. w/single wheels 3650 lbs. w/dual wheels

• Engines & axle ratios	See chart below V-8 Only		
• Transmissions	3-spd. automatic*	or 4-spd. manual (NP445)	
• Tires, minimum size	G78-15-D	8.75-16.5-E or 7.50-16-D	8.75-16.5-E 7.50-16-D or 8.00-16.5-D Duals

*Maximum allowable trailer weight of 7000 lbs. with 3-speed automatic.
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.

D100												
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13			
3-Speed Automatic	_____											
4-Speed Manual	_____											
Engine—clutch	_____											
318—std.			3.2	3.55	3.9							
360—std.	2.94	3.23	3.55									
440—3-spd. auto.	2.94			3.23								

D200												
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13			
3-Speed Automatic	_____											
4-Speed Manual	_____											
Engine—clutch	_____											
318—std.			3.54	4.10								
360—std.			3.54	4.10								
440—std.			3.54	4.10								

D300																
G.C.W. (x 1000)	5	6	7	8	9	10	11	12	13	14	15	16	17			
3-Speed Automatic	_____															
4-Speed Manual	_____															
Engine—clutch	_____															
318—std.			4.10	4.56	4.88											
360—std.			4.10	4.56	4.88											
440—std.			4.10	4.88												

Dodge D100 1/2-ton pickups for lightweight campers

If you prefer a camper to a trailer, and if your recreation interests are mainly short hunting or fishing trips, a Dodge D100 1/2-ton pickup is a wise buy.

With this model, you can carry payloads up to 1890 pounds . . . depending on the required equipment and gross vehicle weight rating of the unit. (See chart on page opposite.)

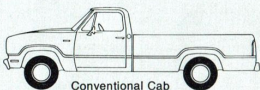
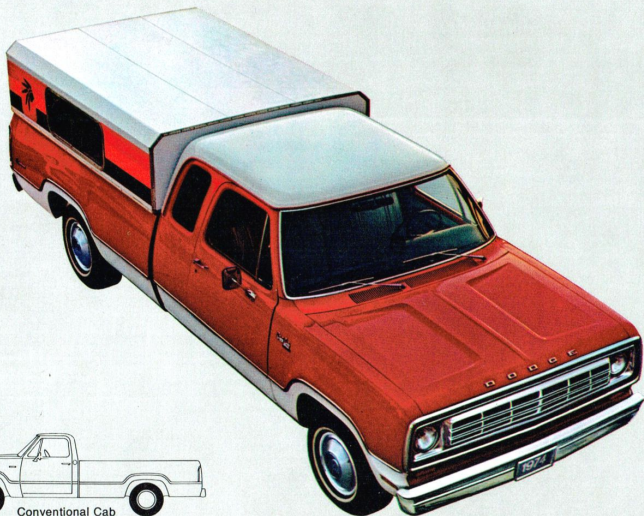
The D100 is available with either a Conventional or Club Cab.

Conventional Cabs with eight-foot express boxes have a 131-inch wheelbase . . . Club Cabs, a 149-inch wheelbase.

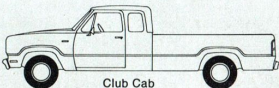
Illustrated here is a D100 with one of the popular camper cap covers.

Conventional Cabs may be ordered in either the Utliline or Sweptline series. Club Cabs are available in Sweptline only.

Application recommendations: For pickup with 8-foot cargo box. Cargo cap—8-foot maximum. Weight of cargo capacity driver, passengers and gear should not exceed 1890 pounds for conventional cab and 1670 pounds for club cab when equipped for maximum G.V.W.R.



Conventional Cab



Club Cab

Required minimum equipment

8' Sweptline	Conv. Cab 131" wb.	Club Cab 149" wb.
5000 lb. G.V.W. Rating	1405-lb. payload	1180-lb. payload
	Standard equipment	Standard equipment
5500 lb. G.V.W. Rating	1890-lb. payload H78-15-B (4PR) tires* H.D. 1650/1820-lb. rear springs	1670-lb. payload H78-15-B (4PR) tires* Standard rear springs

*Requires optional power brakes.

Standard pickup equipment

Air cleaner—dry-type
Alternator—12-volt, 41-ampere
Axle, front—independent front suspension 3,000-lb. capacity
Axle, rear—3300-lb. capacity
 6-cyl. ratios—3.55
 8-cyl. ratios—3.2
Battery—12-volt, 48 ampere-hour
Brakes—dual system, hydraulic
 Disc front, 11.75" x 1.25"
 Drum rear, 10" x 2.5"
Clutch—
 10" for 6-cylinder
 11" for 8-cylinder
Direction signals—front and rear
Engine—225-cu.-in. 6-cylinder
 318-cu.-in. V-8
Fuel tank—22-gal. capacity
Heater—fresh air with defroster
Mirrors—interior day/night and exterior
 5" x 7" head left, bright
Oil filter—throwaway-type
Shock absorbers—front and rear
Springs, front—capacity each @
 pad/ground
 for 6-cyl. 1300/1440 lb.
 131" and 149" wheelbase
 for 8-cyl. 1400/1540 lb.
 131" and 149" wheelbase

Springs, rear—capacity each @
 pad/ground
 1350/1520 lbs. all wheelbases
Tires—G78-15-B (4PR) blackwall
Wheels—5-stud 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-ampere alternator and increased cooling and deluxe heater. Requires H.D. front springs. Available on 8-cylinder models only.
Alternator—12-volt, 50- or 60-ampere
Anti-spin rear axle—not available with 2.94 ratio
Axle, rear—ratio to 1
 2.94, 318, 360 and 400 engines
 3.2 with 225 6-cylinder 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-ampere-hour
Brakes, power—vacuum booster 11" single diaphragm
Bumper guards—front bright rubber faced

Bumper, rear—bright finish (for Sweptline only)—painted step-type for Utliline and Sweptline
Clock, electric
Clutch—11" for 225-cu.-in. 6-cylinder engine
Engine—360-cu.-in. V-8
 440-cu.-in. V-8
Gauge, oil pressure (replacing standard warning light)
Glass, tinted—windshield or windshield and all windows

Heater, deluxe—Requires 50-amp. alternator (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
 —short arm stationary, bright finish, right side—5" x 7" head
 —7½" x 10½" bright finish right and left side with extension arm
 —West Coast, painted white right and left side

Package, Adventurer
 (Ask your dealer for contents)
Package, Adventurer Sport
 (Ask your dealer for contents)
Package, Adventurer S.E.
 (Ask your dealer for contents)
Package, bucket seat
 Not available Club Cab (Ask your dealer for contents)
Radio—AM or AM/FM push-button type

Auxiliary seats—
 For Club Cab, 2 flip-type seats with foam seat cushion and seat belts
Shoulder belts—2 for full-width seat

Springs, front pad/ground pounds/capacity with 6-cylinder 225 engine
 HD 1400/1540 131" and 149"
 HD 1475/1615 131" and 149"
 wheelbase with V-8 318, 360 or 440 engine

Springs, rear pad/ground pounds/capacity
 HD 1650/1820 all wheelbases
Steering, power—integral type
Tachometer, electric—(not available with clock)

Throttle control, hand—instrument panel mounted (not available with automatic transmission)
Tool storage box—131" and 149" wheelbase Sweptline models

Transmission
 —4-speed New Process NP435 6.69 ratio (not available 360 or 440 engine. Requires 11" clutch with 225 engine)
 —4-speed New Process NP445 4.56 ratio (not available with 440 engine. Requires 11" clutch with 225 engine)
 —3-speed automatic LoadFlite A727

Wheel covers, for 15" wheels
Window—sliding, rear, lockable, available with clear glass only

Tires and wheels
 Passenger-car-type tires on 15" x 5.50" wheels
 G78-15-B (4PR) tubeless bias-belted whitewall
 G78-15-D (8PR)* tubeless bias-belted black or whitewall
 H78-15-B (4PR)* tubeless bias-belted black or whitewall
 H78-15-B (4PR) tubeless steel-belted radial whitewall
 Truck-type tires on 16" x 5.00" wheels
 6.50-16-C (6PR)* tubeless nylon blackwall
 6.50-16-C (6PR)* tubed nylon blackwall

*Requires brake booster



Dodge D200 3/4-ton pickups for medium weight campers

Dodge D200 3/4-ton pickups can be equipped to handle slide-on campers with a combination weight of body, driver, passenger and gear up to 4740 pounds.

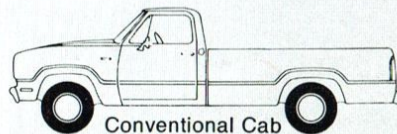
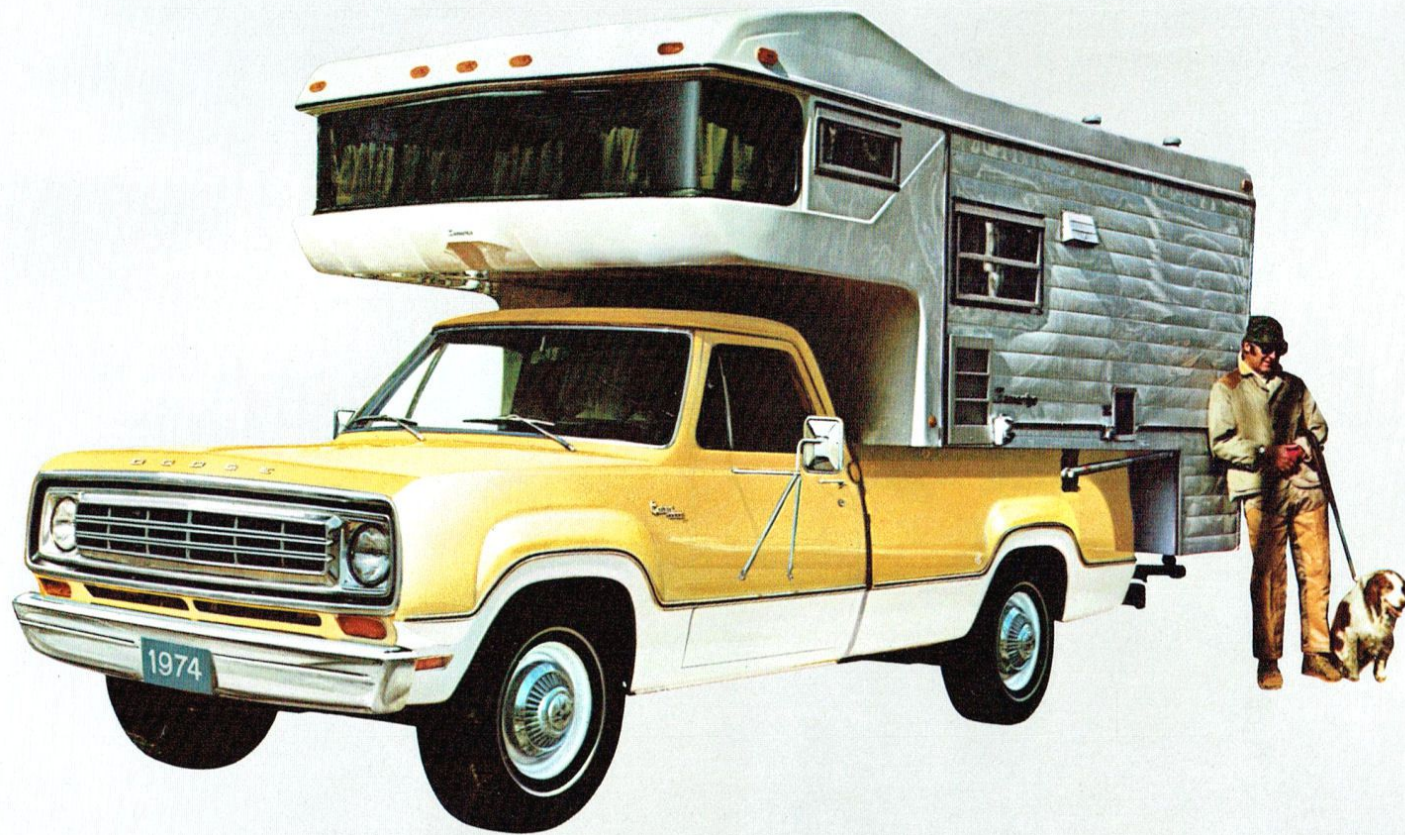
The D200 has a 131-, 149-, or 165-wheelbase depending on the cab style ordered — Conventional, Club or Crew. All have an 8-foot express box.

The Club Cab provides more than 34 cubic feet of space behind the split-back seat. The storage 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 and seat belts.

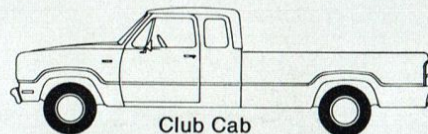
Either the Camper 7500 or Camper 9000 Package is required for camper usage. Detailed on the opposite page is required D200 minimum equipment and selected, factory-installed extra-cost equipment.

Camper 7500 and 9000

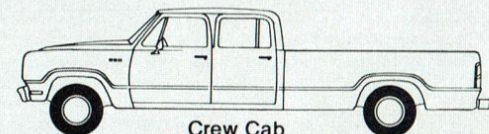
Camper 7500 and Camper 9000 include the following equipment: ■ Camper Emblem 7500 or 9000 for Conventional and Crew Cab ■ Camper wiring harness ■ 70-ampere-hour battery (included with 440 engine) ■ Increased cooling ■ Dual electric horns ■ Oil pressure gauge ■ Dual 7½" x 10½" low mount Extended arm mirrors, bright finish ■ Sliding rear window ■ H.D. variable-load flasher ■ 4500 pounds capacity mechanical jack with Camper 7500 on 131" and 149" wheelbase



Conventional Cab



Club Cab



Crew Cab

Required minimum equipment FOR CAMPER 7500

Engine, V-8—318, 360 or 440
Transmission—3-speed automatic or 4-speed manual NP445
Springs, front @ pad/ground
 Heavy-duty w/318 or 360 engine models
 1475/1645 lbs. (131" and 149" wb. models)
 1725/1915 lbs. 165" wb. models
Springs, rear @ pad/ground
 Extra-heavy-duty main 2,500/2,725 lbs. 131" and 149" wb. models
 Auxiliary 585 lbs.
Brakes, rear
 12" x 2.5" drum type 131" and 149" wb. models
Shock absorbers—H.D. front and rear
Stabilizer bar—front
Alternator—60 amperes
Tires, front & rear—8.75-16.5-E (10PR) or 7.50-16-D (8PR)

FOR CAMPER 9000

Engine, V-8—318, 360 or 440
Transmission—3-speed automatic or 4-speed manual, NP445
Springs, front @ pad/ground
 Heavy-duty:
 1500/1715 lbs. w/318 or 360 engines (131" and 149" wb. models)
 1500/1715 lbs. w/440 engine (131" wb. models)
 1725/1915 lbs. w/440 engine (149" wb. models)
 1725/1915 lbs. w/318 or 360 engines (165" wb. models)
Springs, rear—auxiliary
 585 lbs. (165" wb. models)
Heavy-duty package—(131" and 149" wb. models)
Shock absorbers—H.D. front and rear
Stabilizer bar—front
Alternator—60 amperes
Tires, front & rear—9.50-16.5-E (10PR)

Standard pickup equipment 318, V-8 MODEL

Air cleaner—dry type
Alternator—12-volt, 41-ampere
Axle, front—3,300 lbs. capacity
 131" and 149" wb. models
 3,800 lbs. capacity, 165" wb. model

Axle, rear—5,500 lbs. capacity
 4.10 ratio to 1, 131" and 149" wb. models
 6,200 lbs. capacity 4.10 ratio to 165" wb. models
Battery—12-volt, 48-ampere-hour
Brakes, service—w/dual master cylinder-hydraulic
 Front Disc—12.82" x 1.19"
 Rear—12.12" x 2.0" (131" and 149" wb. models)
 12.00" x 3.0" (165" wb. models)

Brake booster—vacuum 9.0" O.D. dual diaphragm
Clutch—11"
Electronic ignition
Engine—318, V-8
Fuel tank—22 gallons frame mounted
Mirrors, interior—day/nite 10"

Mirrors, exterior—left side short arm 5" x 7" head, bright finish
Oil filter—throwaway type

Shock absorbers—front and rear
Springs, front—coil capacity each pounds pad/ground
 1400/1565—8-cylinder models (131" and 149" wb. models)
 1500/1690—8-cylinder models (165" wb. models)

Springs, rear—leaf capacity each pounds pad/ground
 1950/2175—8-cylinder models (131" and 149" wb. models)
 2500/2820—8-cylinder models (165" wb. models)

Tires (4)—tubeless truck type
 Front and 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—2-speed

Selected factory-installed extra-cost equipment

Air conditioning—instrument panel mounted including 50-amp. alternators, deluxe heater and increased cooling (requires H.D. front springs)
Alternator—60-ampere
Anti-spin, rear axle
Automatic speed control—with V-8 and automatic transmission only
Brakes—heavy-duty, rear 12" x 2.5" (131" and 149" wb. models)

Bumper—rear, bright finish, Sweptline Pickups only
 —rear, painted step type for Utiline or Sweptline Pickups

Clock, electric
Fuel evaporative reduction control system—available on all engines, mandatory in state of California

Engine—360, 8-cylinder
 440, 8-cylinder including 12" clutch and 70 ampere-hour battery

Fuel tank—auxiliary—24 gallons (Not available w/flip seats or in-cab spare tire carrier)

Glass, tinted—windshield—windshield and all windows except rear quarter windows on Club Cabs

Heater—Deluxe. Required 50-ampere alternator

Hood release lock, in-cab actuated

Package, Adventurer—(Ask your dealer for contents)

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

Paint, two-tone

Power steering

Radio—AM or AM/FM push-button type

Seats—flip-type auxiliary with seat belts (Not available with auxiliary in-cab fuel tank or in-cab spare tire carrier)

Tires and wheels

Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type	D200
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.

Shoulder belt—2 belts

Springs, front—pounds capacity pad/ground
 Heavy-duty 1,475/1,640 w/318 & 360 engines (131" and 149" wb. models)
 1,550/1,715 w/440 engine (131" and 149" wb. models)
 1,725/1,915 w/318 & 360 engines (165" wb. models)
 Extra heavy-duty 1,550/1,715 w/318 & 360 engines (131" and 149" wb. models)

Springs, front—pounds capacity pad/ground—With Camper 9000
 Heavy-duty 1,500/1,715 w/318, 360 & 440 engines (131" wb. models), w/318 & 360 engines (149" wb. models)
 1,725/1,915 w/318 & 360 engines (165" wb. models)

Extra heavy-duty 1,725/1,915 w/318, 360 & 440 engines (131" & 149" wb. models)

Springs, rear—pounds capacity pad/ground
 Heavy-duty 2,500/2,725 pounds (131" and 149" wb. models)

Springs, rear auxiliary—585 pounds
Tachometer, electric (Not available with clock)

Tool storage box—right side of Sweptline body

Transmission—4-speed New Process NP445-4, 4.56 ratio—
 —3-speed Automatic LoadFlite A727

Sportsman wagons converted for camping



Travco Corporation
26750 23 Mile Road
Mt. Clemens, Michigan 48043

Dodge Sportsman Wagons, model B300 for camper conversions, are offered on a 127-inch wheelbase . . . with a standard 318-cubic-inch V-8 or optional, extra-cost 360-cubic-inch V-8.

The conversion units are manufactured by independent companies.

Fiberglass top sections can provide standing height. Inside, the manufacturer can equip the unit with stove, oven, refrigerator, table seating, sleeping area, etc. The conversion accommodates families of four to six.

Sportsman conversions are also available on a "Maxiwagon" whose body is eighteen inches longer than the standard-size model.

Whatever conversion you choose, you'll get such Dodge features as electronic ignition, coil spring independent front suspension, power brakes, a big fuel tank.

An important advantage of the Sportsman is that the large glass area and the height at which the driver sits . . . provide excellent visibility all around.

Sportsman wagons 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 3525 pounds (3415 for Maxiwagon) body builder conversion, equipment and passenger allowance (7700 pounds maximum vehicle weight)

Tires—8.00-16.5-E (10PR)

Springs, front heavy-duty—1550/1720 pounds capacity

Springs, rear heavy-duty—2300/2570 pounds capacity

Engine—318 or 360 V-8

Transmission—3-speed automatic

Standard B300 Sportsman wagon equipment, 127" wheelbase

Air cleaner—dry type

Alternator—41 ampere

Armrests—driver and front passenger

Ashtray—driver's compartment

Axle, front—capacity 3300 pounds

Axle, rear—capacity 5500 pounds—Ratios for V-8s 3.73

Battery—48 ampere-hour

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—standard 318-cu.-in. V-8

Electronic ignition system and heavy-duty exhaust emission control system

Fuel tank—23 gallons

Glove box door—push-button latch

Heater—fresh air with 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 includes 3 seat belts

Springs, front—coil—For V-8, capacity @ pad/ground 1475/1645 pounds

Springs, rear—leaf capacity @ pad/ground 1750/2020 pounds

Sun visors—2 padded

Tires—tubeless 8.00-16.5-D (8 PR)

Traffic hazard warning switch

Transmission—for V-8, A727 3-speed automatic

Wheels—8 hole disc, 6.00" rims

Windshield washers—dual jet

Windshield wipers—2-speed

Selected B300 Sportsman factory-installed extra-cost equipment

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

Alternator—50 ampere (included with air conditioning)—60 ampere

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

Axle, rear—anti-spin 3.73 ratio

Axle, rear—ratio 3.54

Battery—59 ampere-hour, 70-ampere-hour

Bumpers—bright, front and rear (standard on Royal)

Cigar lighter—(standard Custom and Royal)

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

Door, sliding—right side with vented glass

Emission reduction—(Mandatory in California)

Engine—360-cu.-in. V-8 2-bbl. (Not available in California)—360-cu.-in. V-8 4-bbl. For California only

Factory-installed equipment—tires & wheels

Size and load range (Equivalent ply rating)	Type
TUBELESS NYLON, 8-hole disc includes (5) 6.00" rims	
8.00-16.5-D (8PR)	(1) Highway truck type
8.00-16.5-E (10PR)	(1)(2) Highway truck type
8.75 x 16.5-E (10PR)	(1)(2) Highway truck type
(1) Whitewall tires	(2) Blackwall tires

Glass, tinted—windshield only—windshield and all windows

Glass, vented—rear passenger doors

Heater

- Deluxe high output, requires minimum 50-ampere alternator, included with air conditioning
- Auxiliary passenger compartment, requires minimum 50-ampere alternator
- Engine block heater

Instrument panel—padded (standard Custom and Royal Sportsman)

Insulation package—(standard Royal Sportsman)

Mirror, interior—day/night, 10"

Mirror, exterior

- Dual 5" x 7" bright (standard on Royal)
- Dual 7½" x 10½" low mount type, painted or bright finish

Molding packages, for Sportsman exterior

- Upper front and side exterior
- Upper front, side and rear
- Lower side and rear exterior
- Upper front, side and rear: 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 1¾"

Springs, front—coil

- Heavy-duty 1550/1720 pounds capacity @ pad/ground for 8-cylinder

Springs, rear—leaf

- Heavy-duty 2300/2570 pounds capacity @ pad/ground

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

Mini-motor homes— camping selections in compact front sections

Dodge offers two compact front section models for mini-motor home bodies—the MBL300 with a wheelbase of 127 inches and standard 318-cubic-inch V-8 engine . . . and a high-line MBH300, with a standard 360-cubic-inch engine and wheelbases of either 127 or 145 inches. The larger wheelbase MBH300 has dual rear wheels. This model is designed for larger bodies in the mini-motor home class.

Compact front section, standard equipment includes: power brakes, a three-speed LoadFlite automatic transmission, electronic ignition and independent front spring suspension and power steering on the MBH300 models.

For even more enjoyable recreation vehicle travel, you can also order such popular, extra-cost options as air conditioning, AM/FM radio and automatic speed control . . . on both models.

Standard equipment

- Alternator**—MBL 50 ampere
—MBH 60 ampere
- Axle, Front**—Capacity 3300 pounds, 127" wheelbase
—Capacity 3800 pounds, 145" wheelbase
- Axle, Rear**—Capacity 5500 pounds, 3.73 ratio, 127" wheelbase
—Capacity 7200 pounds, 4.10 ratio, 145" wheelbase
- Battery**—MBL 12-volt 59-ampere-hour
—MBH 12-volt 70-ampere-hour

Brakes, Service—Dual System

- Hydraulic
- Front—Disc type—12.82" x 1.19"
- Rear—Drum type—12" x 2.5" 127" wheelbase
12" x 3.0" 145" wheelbase

- 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**—23-gallon capacity
- Hubcaps**—MBL painted
—MBH bright finish

- Instruments**—Fuel, ammeter, temperature, speedometer
—MBL oil pressure warning light
—MBH oil pressure gauge

- Mirror**—interior MBH regular type

Shock absorbers HD—Front and rear

- Springs, front coil pad/ground** 1550/1720 127" wheelbase, 1725/1915 145" wheelbase

- Springs, rear, leaf pad/ground** 2750/3100 127" wheelbase
pad/ground 3250/3600 145" wheelbase

- Steering**—MBL manual type
—MBH power integral

- Tires**—Tubeless RV polyester type
(4)—8.75-16.5-E (10PR) 127" wheelbase
(6)—8.00-16.5-D (8PR) 145" wheelbase

- Transmission**—3-speed automatic LoadFlite

- Wheels and Rims (5)**—16.5" x 6.75" 8-stud disc 127" wheelbase
(7)—16.5" x 6.00" 8-stud disc 145" wheelbase

- Windshield washers**—dual jet
- Windshield wipers**—2-speed

Additional standard equipment

- Antifreeze
- Armrests, driver and passenger
- Cab color, white
- Brake warning light
- Bumper, front
MBL . . . paint finished
MBH . . . bright finished
- Convenience package for MBH models
Including ignition time delay light, cigar lighter and light, courtesy light front door and in-cab hood lock release

- Door locks (front doors)
- Extended tailpipe
- Floor mat with insulation—driver's compt.
- Glass, tinted—windshield and front doors on MBH models
- Glove box door and light
- Grille—argent finish
- Headliner, driver's compartment
- Heater
MBL . . . fresh-air type
MBH . . . fresh-air deluxe high output
- Horns
MBL . . . single electric with horn button
MBH . . . dual electric with horn bar

- Instrument panel
MBL . . . non-padded
MBH . . . padded with bright trim
- Jack, axle type
- Lights & reflectors
Directional signals, Class "A" combined in parking and taillamps—front and rear
Dome light, driver compartment
Combined side marker lights and reflectors (2) front-amber (2) rear-red (packaged)
Backup lights
Traffic hazard warning switch
- Seats
—MBL . . . driver's adjustable bucket-type seat with standard trim including seat belt and retractor
—MBH . . . driver and passenger adjustable bucket-type seat with deluxe seat trim including seat belts and retractors
- Sportsman nameplate
- Sun visors—dual

Selected optional extra-cost items

For MBL Models

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

For MBL and MBH Models

- Heavy-duty package, 127" wheelbase • Air conditioning • Radio—AM or AM/FM • Speed control—automatic



MBH300, 145-inch wheelbase Compact Front Section with dual rear wheels.

Tioga Ind., Inc.
Sub. Fleetwood Enterprises
3125 Myers St.
P.O. Box 7638
Riverside, Ca. 92503



MBL300, 127-inch wheelbase Compact Front Section with dual rear wheels.

Swinger Wicks R.V.
3300 W. Franklin
Elkhart, Indiana 46514

Motor homes...



Winnebago Industries, Inc.
P.O. Box 152
Forest City, Iowa 50436

Pace-Arrow Ind., Inc.
Sub. Fleetwood Enterprises
3125 Myers St.
P.O. Box 7638
Riverside, Ca. 92503

where the Dodge chassis is the favorite by far

Dodge motor chassis from the very beginning of the motor home market over a decade ago, have easily outsold all other makes combined. You don't need to look far for the most important reason.

Each year Dodge has offered what was wanted by both motor home body builders and owners. Dodge anticipates changes in equipment and design called for by an ever-more-sophisticated comfort-seeking public.

A recent innovation, for instance, is a tilt steering column, with seven inches of travel, that allows you to move the steering column forward or aft to your most comfortable position. Another example is the selector lever on the LoadFlite automatic transmission. The lever is connected to the transmission by a flexible cable that allows the body builder to locate the selector within easy reach of the driver.

RV polyester tires, specially developed for recreational vehicles, are also part of the Dodge motor home chassis features. The tires do not develop flat spots when the vehicle has been parked for a while—a condition frequently common to conventional tires in RV use.

For 1974, service-saving electronic ignition is standard equipment on the Dodge motor home chassis.

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

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

Selected standard chassis equipment (supplied by Dodge)

	RM300	RM350	RM400
Engine, V-8	318-3	318-3	440-3
C.I.D.	318	318	440
Electronic Ignition	Yes	Yes	Yes
Heavy-Duty Exhaust Emission and Fuel Evaporation Control Systems	Yes	Yes	Yes
Transmission, Automatic	3-Speed	3-Speed	3-Speed
Axle, Front Capacity	4500 pounds	5000 pounds	5000 pounds
Axle, Rear Capacity	6200 pounds	7500 pounds	10,000 pounds
Ratio to 1	4.88	4.88	4.56
Springs, Front Capacity @ Ground	2050 pounds	2525 pounds	2575 pounds
Springs, Rear Capacity @ Ground	3125 pounds	3800 pounds	5000 pounds
Tires, Tubeless RV, Polyester Type, Frt. and Dual Rear	8-17.5-C (6PR)	8-17.5-D (8PR) Frt. 8-17.5-C (6PR) Dr.	8-19.5-D (8PR)
Brakes, Front Disc	12.82" x 1.19"	12.24" x 1.55"	13.36" x 1.55"
Rear Drum	12" x 3"	12" x 3"	15" x 4"
Brake Booster	8.81" O.D. Dual Diaphragm	11.0" O.D. (2) Single Diaphragm	11.0" O.D. (2) Single Diaphragm
Battery	70 Ampere-Hour	90 Ampere-Hour	90 Ampere-Hour
Shock Absorbers, Heavy-Duty	F & R	F & R	F & R
Stabilizer Bar	Front	Front	F & R
Steering Column Feature	Tilt	Tilt	Tilt

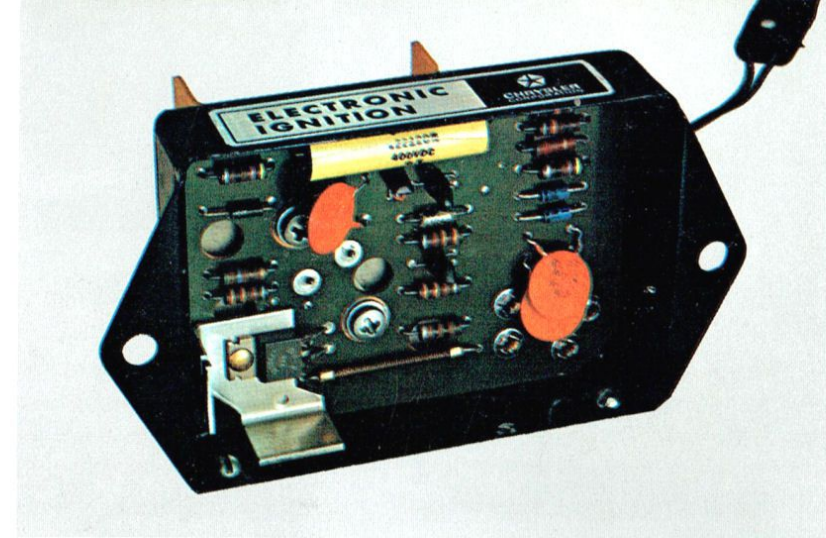
Dodge camper features

Easy-off tailgate

Removing or replacing the tailgate on Dodge Sweptline models is as easy as 1, 2, 3, without tools. It's a one-man job. And there's no worry about proper positioning, because retaining tailgate straps are clearly marked. The "easy-off" tailgate adds to the versatility of Dodge pickups on the job or on a trip.

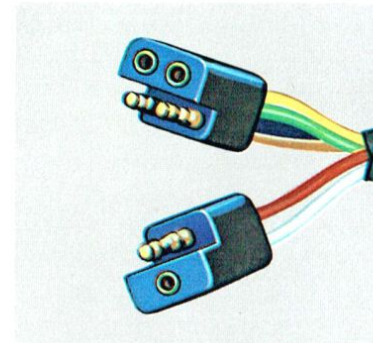
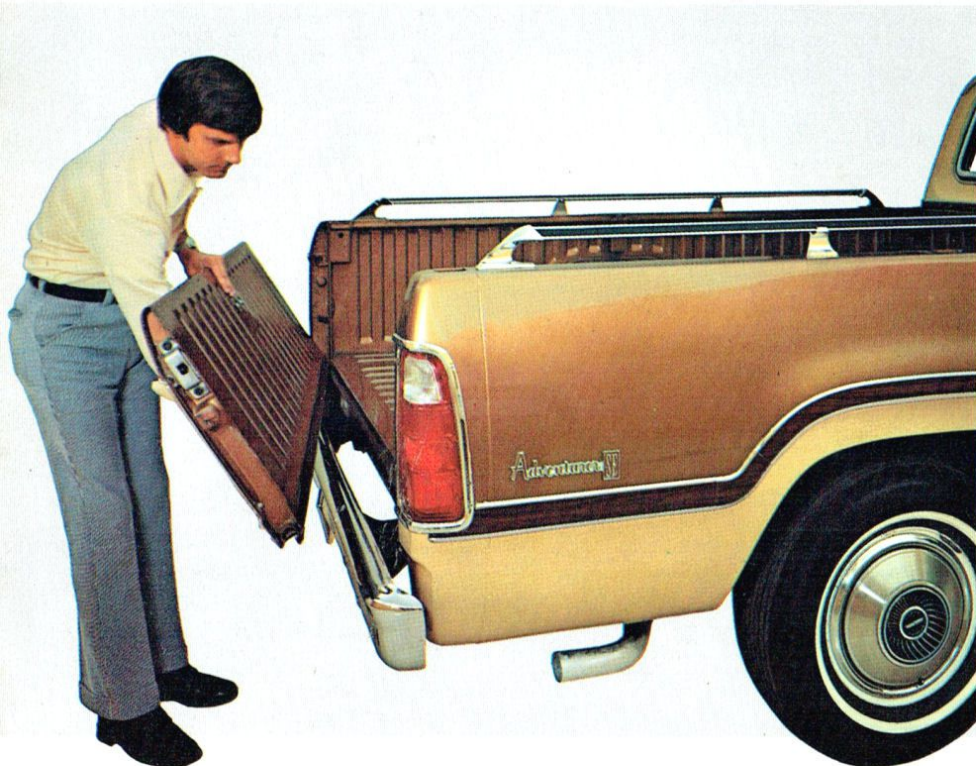
Double-wall construction

Dodge Sweptline pickups have double-wall construction in the express box sides, tailgate, hood and cab. So whether you use a Dodge Sweptline as a truck or camper, you get extra sheet metal strength everywhere it matters.



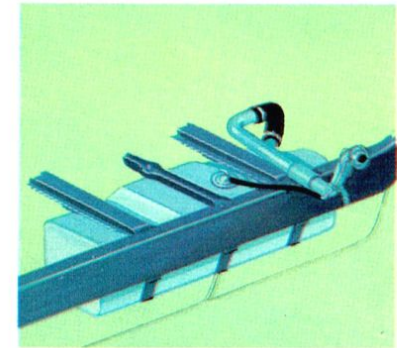
Electronic ignition

Standard on all Dodge light-duty trucks, the electronic ignition system eliminates breaker points and condenser which are the major cause of ignition tune-ups. The system functions like new even after 50,000 miles. The only maintenance required is a change of spark plugs every 18,000 miles under normal driving conditions.



Camper wiring harness

A great convenience item, the camper wiring harness is standard in all Dodge camper packages. Plug-in connection of the harness is a 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.



22-gallon fuel tank

For 1974, all Dodge D model light-duty pickups have a frame-mounted, 22-gallon fuel tank. The new location of the tank provides more room inside the cab.

Engines

The 225-cubic-inch Slant Six is the standard 6-cylinder engine for all D 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
Cubic-inch displacement 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 and D 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 10,000 camper package.

SPECIFICATIONS

Engine model 318
Cubic-inch displacement 318.14
Bore & stroke 3.91" x 3.31"
Compression ratio 8.8

360-cubic-inch V-8. Optional for all B and D 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

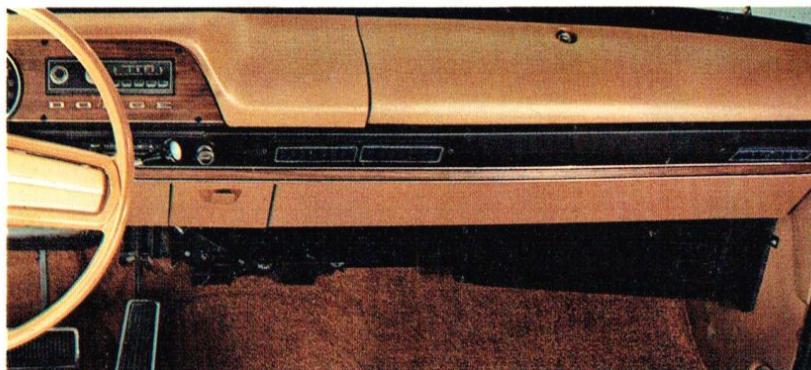
Engine model 360
Cubic-inch displacement 359.9
Bore & stroke 4.00" x 3.58"
Compression ratio 8.4

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

SPECIFICATIONS

Engine model 440
Cubic-inch displacement 440
Bore & stroke 4.32" x 3.75"
Compression ratio 8.12 to 1

Camper options



Air conditioning

Available on the B300 Sportsman Wagon, all D model light-duty pickups and front section compact chassis.

Four cool air outlets are integrated into the dash. The outlets can be directed to the left or right—and up and down. The system includes a 50-ampere alternator, increased cooling. A V-8 engine is required. D model light-duty pickups also include a power vent system with the air-conditioning unit.

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 D200 models and is an extra-cost option for D100 and D300 models.

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.



Auxiliary fuel tank

The twenty-four-gallon auxiliary fuel tank inside the cab provides a fuel reserve for extended trips. The fill is separate from the standard fuel tank. An electric switch controls the shift of fuel from the auxiliary tank to the standard tank . . . and it also actuates a gauge on the instrument panel which indicates the contents of the tank that is in use.

Automatic transmission

The smooth, responsive, reliable 3-speed LoadFlite automatic transmission always starts in low gear, gives maximum multiplication of engine torque for starting. The oil-filled torque converter cushions the flow of power, protects the drive-train parts from shock and stress, saving on maintenance expenses. Standard on B300, MBL300, MBH300, RM300, RM350 and RM400 models. An extra-cost option on all other models.

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 Adventurer S.E., included as part of the extra-cost convenience package for all other pickups.

Other options and accessories

- Automatic speed control (with V-8 engine and LoadFlite) • AM and AM/FM radios • Electric clock or tachometer on D models • Oil pressure gauge • 7½" x 10" low-mount exterior mirrors with extended arm • Dual electric horns • Tinted glass, windshield or all windows • Spare tire carrier • Step-type rear bumper • Bright finish rear bumper, Sweptline only • Heavy-duty alternator • High-output deluxe heater • Engine block heater • Cigar lighter • Convenience Package: Conventional models includes • 12-inch day/night interior mirror • Glove box lock and light • Ashtray light • Exterior cargo light • In-cab-actuated hood lock release.

Camper operating tips

You may be a seasoned driver of a light-duty truck. However, if you're getting into a camper or motor home for the first time, you may be surprised by the difference which weight, added length, width, etc., make in the operation of the vehicle. For instance:

Backing. You back up a truck with a camper body (and also motor homes) just as you would ordinarily. However, to do so safely, you should practice backing before you go on the road.

Except for a pickup truck with cap, the unit will be longer and thus reduce room for maneuvering. Furthermore, you can't sight from the inside rearview mirror to see what's behind you. You must use the extended outside rearview mirror that is required equipment on all camper combinations.

Turning: Added length widens the turn that is safe to make. The camper's higher center of gravity affects the stability of the unit in a tight, high-speed turn.

Braking. From the smallest to the largest campers, added weight becomes an additional forward force . . . increasing safe braking and stopping distance. So braking practice is also essential for the new camper owner.

Climbing. Unless your house is on the top of a hill, it's unlikely you'll be able to practice this one. The thing to remember is to shift into low gear for both a steep climb and descent. Going up, you have greater weight to carry or pull. Going down, you have greater weight to control.



Camper loading and weight distribution

Know the right way before you go

A camper body is mounted in the express box of a light-duty pickup truck. So before you load a camper body it's important to be familiar with some key truck dimensions that have an effect on safe weight distribution, and therefore more carefree camping.

These dimensions are referred to in a sort of alphabetical shorthand, as follows:

OL is Overall Length, the distance between the front bumper to the rearmost point of a unit.

BBC or Bumper to Back of Cab is the distance from the front bumper to the back of the truck cab.

CA is Cab-Axle, the distance from the back of the cab to the center point of the rear axle.

CG is the Center of Gravity . . . the midpoint of a load in terms of where the weight falls. The center of a roll of steel is a good example.

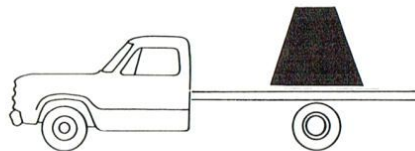
WB is Wheelbase, the distance from the centerline of the front wheel to the centerline of the rear wheel. The longer the

WB, the longer the load the truck can carry.

A truck should never be burdened above its designed capacity, which means that when loaded for the road with everyone and everything aboard, the weight of the whole works should be so distributed that the front and rear gross axle ratings are not exceeded. Also, weight should not exceed your pickup's maximum Gross Vehicle Weight Rating.

Be especially careful about the "center of gravity"

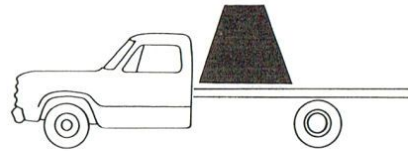
Proper distribution of your camper body's weight is determined by its center of gravity, or midpoint of a load where the weight falls.



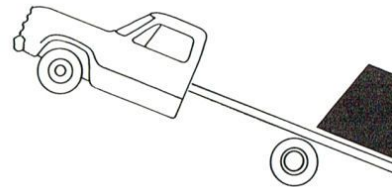
These "heavyweight" examples show why:

This type of load is called "uniform" because it weighs the same on each side of the

centerline of the weight. A block of stone, a stack of bricks, sand or gravel or cartons of groceries would also be uniform loads if evenly piled. Note that the load is positioned exactly over the rear axle, so the weight is supported by the rear axle. However . . .

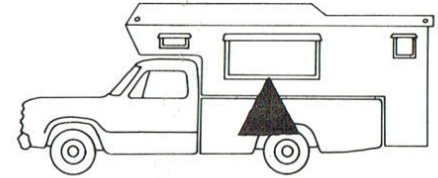


. . . with the load placed between the rear axle and cab, front and rear axles share the burden. But if this load should slide too far back . . .



. . . the entire weight of the load would act as a lever on the truck. This weight could very well raise the truck's front wheels up into the air.

Federal Motor Vehicle Safety Standard #126 requires the



pickup truck and camper body manufacturer to adhere to a specified location for the CG (Center of Gravity) . . . as shown. Buyers will find a similar illustration plus additional loading information in a document placed in the glove compartment of all pickup/camper body units sold in the United States.

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 prices, specifications, colors, and materials, and to change or discontinue models.

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Extra care in engineering makes a difference in Dodge. Depend on it.

Dodge

