1½-, 2- and 2½-ton

F, G, HH, J and KA models

DODGE "Job-Rated" TRUCKS

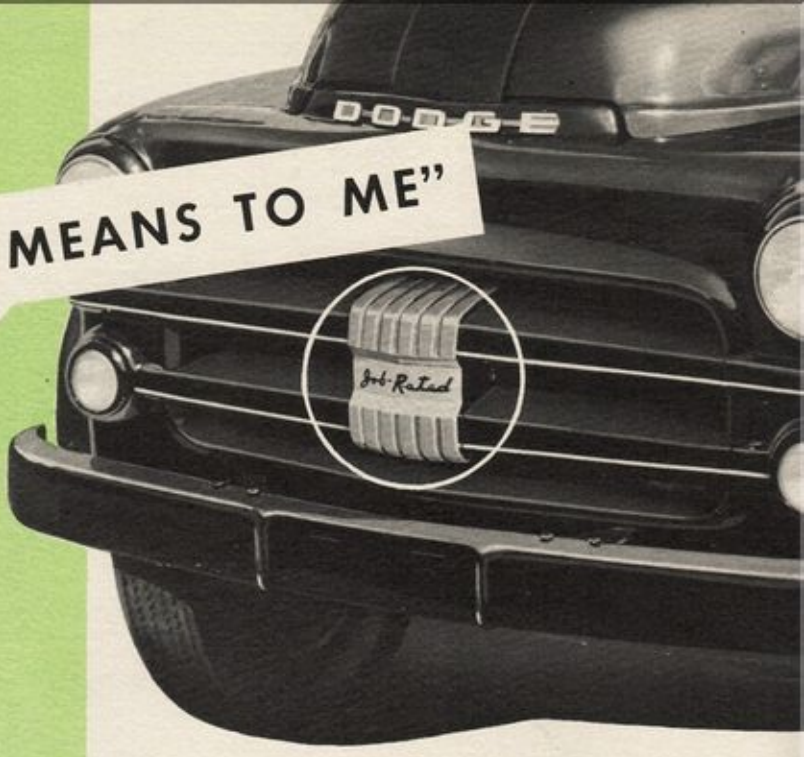
"WHAT "Job-Rated" MEANS TO ME"

"For my money, you can call a truck '*Job-Rated*' only when *every unit fits the work you want the truck to do.*

"The fact is, each unit *must* be designed not only to fit its own job, but also to function smoothly with all other units . . . if the truck is to perform with top *economy* and *dependability.*

"The engine has to furnish the right amount of power. The clutch has to be the *right* size to transmit that power without undue strain. The frame has to be strong enough to carry a full load easily. The transmission, axles, brakes, body, tires, *all* must be right for the truck's job."

These are the factors that Dodge engineers consider *first* in the designing and building of Dodge "*Job-Rated*" trucks. Every part of a complete Dodge truck fit its job perfectly . . . to give more dependable, economical performance.



"Job-Rated" means first in quality, too!

Through the years, Dodge has consistently been a pioneer in providing operators with a truck that incorporates the very latest and finest in advanced engineering. This year's B-3 models, we believe, are the final result of years of careful development . . . of engineering that has "dared to be first."

Following are just a few of the features that were introduced, developed or pioneered by Dodge to give the Dodge buyer a truck of unexcelled quality:

Hydraulic brakes
Independent hand brake for complete line
High-speed truck engines
Downdraft carburetor
Rustproofed sheet metal
Floating power type engine mountings
Water distributor tube in engine
Oilite bearings in water pump
By-pass type thermostat
One-piece rear axle housings
Super-finish for precision parts
Floating type oil intake
Direct-acting shock absorbers
Rotary-type oil pump
Fluid coupling
Cyclebond brake linings

PROFIT FROM THE RIGHT POWER FOR TOUGH JOBS

...plus Dependability!

No matter what kind of rugged jobs you do, you need a truck that *fits its job* . . . provides plenty of low-cost power . . . and performs *dependably,* day in and day out. You'll find a Dodge "*Job-Rated*" truck to be just such a truck!

Consider, for example, the *high horsepower ratings* of the engines provided in Dodge 1½-, 2-, and 2½-ton models. The engine used in 1½- and 2-ton conventional models affords 109 h.p. . . . while the engine used in 2½-ton conventional models affords 114 h.p. Certainly, these extra-husky power plants will pull your loads with minimum strain—and maximum long life and economy!

And, when it comes to dependability, such features as moistureproof ignition, high-torque capacity starting motor and extra-large battery capacity help to make Dodge a truck you can really count on, in any weather, season or locality.

You'll profit in many ways with power that fits your job ideally—power such as you'll find *only* in Dodge "*Job-Rated*" trucks.

PROFIT FROM EXCEPTIONAL "Eye-Appeal," TOO!

Yes, "eye-appeal" *is* important, even in a rugged work-horse!

A good-looking truck—one with sleek, hard-charging lines—adds to the prestige of your business and is actually good advertising for your business.

Dodge "*Job-Rated*" trucks, you'll agree, provide an appearance of broad-shouldered, road-hugging power that is truly impressive.

Get a medium-tonnage truck

DODGE "Job-Rated" 1½,

CHASSIS SPECIFICATIONS AND RECOMMENDED "*JOB-RATED*" EQUIPMENT	F MODELS		
Maximum Gross Vehicle Weight	10,500 lbs.	12,000 lbs.	13,500 lbs.
Maximum Gross Combination Weight	—	—	24,000 lbs.
Tires—Front	6.50/20-6PR*	7.00/20-8PR	7.50/20-8PR
Tires—Rear (Dual)	6.50/20-6PR*	7.00/20-8PR	7.50/20-8PR
Axle, Front—Capacity	3,750 lbs.	3,750 lbs.	3,750 lbs.
Axle, Rear, Single-speed—Capacity	11,500 lbs.	11,500 lbs.	11,500 lbs.
Axle, Rear, 2-speed—Capacity	—	—	—
Springs, Front—Nominal Capacity per Spring	1,300 lbs.	1,300 lbs.	1,600 lbs. (1)
Springs, Rear—Nominal Capacity per Spring	3,300 lbs.*	4,500 lbs.	5,600 lbs.
Frame Depth—Maximum	8 1/32"	8 3/32"	8 3/32"
Brakes, Front—Lining Area	120 sq. in.	120 sq. in.	120 sq. in.
Brakes, Rear—Lining Area	216 sq. in.	216 sq. in.	216 sq. in.
Brake Booster—Vacuum, 9½" dia.	—	Yes	Yes
Clutch, Frictional Area—Std.	100.53 sq. in.	100.53 sq. in.	100.53 sq. in.
Transmission Type—Std.	4-speed Spur	4-Speed Spur	4-Speed Spur
Maximum Tire Size Available	7.00/20-8PR	7.00/20-8PR	7.50/20-8PR
Available Wheelbases	128", 152" W.B.		
Standard Bodies	9' Platform, 9' Stake, 12' Platform, 12' Stake		

*To meet the demand and to expedite delivery, the following equipment will be installed at extra cost, unless otherwise specified.

F Models
7.00/20-8PR Tires
4,500 lbs. capacity rear springs

(1) 1,300 lbs. on 128" W.B.

(2) 1,600 lbs. on 140", 152" W.B.; 1,300 lbs. on 128" W.B.

that fits your job . . . choose a

2 or 2½-TON MODEL

G and GA MODELS		HH and HHA MODELS	J and JA MODELS		KA MODELS
13,500 lbs.	14,500 lbs.	16,000 lbs.	10,500 lbs.	17,000 lbs.	18,000 lbs.
—	26,000 lbs.	28,000 lbs.	—	30,000 lbs.	32,000 lbs.
6.50/20-6PR*	7.50/20-10PR	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR*	8.25/20-10PR*
7.50/20-8PR	7.50/20-10PR	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR*	9.00/20-10PR
3,750 lbs.	3,750 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
11,500 lbs.	11,500 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	—
12,000 lbs.	12,000 lbs.	13,000 lbs.	13,500 lbs.	13,500 lbs.	14,500 lbs.
1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,600 lbs. (1)	1,900 lbs. (2)
5,600 lbs.	5,600 lbs.	5,600 lbs.	5,000 lbs.*	6,500 lbs.	6,500 lbs.
8⅞2″	8⅞2″	8⅞2″	8⅞2″	8⅞2″	8⅞2″
120 sq. in.	120 sq. in.	120 sq. in.	180 sq. in.	180 sq. in.	180 sq. in.
216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.
Yes	Yes	Yes	Yes	Yes	Yes
100.53 sq. in.	100.53 sq. in.	123.7 sq. in.	123.7 sq. in.	123.7 sq. in.	123.7 sq. in.
4-Speed Synchro-Shift	4-Speed Synchro-shift	4-Speed Synchro-shift	5-Speed Synchro-shift	5-Speed Synchro-shift	5-Speed Synchro-shift
7.50/20-8PR	8.25/20-10PR	8.25/20-10PR	8.25/20-10PR	9.00/20-10PR	9.00/20-10PR
128″, 152″, 170″ W.B.		128″, 152″, 170″, 192″ W.B.	J-152″, 170″ W.B. JA-128″, 152″, 170″ W.B.		128″, 140″, 152″, 170″ W.B.
9′ Platform, 9′ Stake, 12′ Platform, 12′ Stake, 14′ Platform, 14′ Stake					

*To meet the demand and to expedite delivery, the following equipment will be installed at extra cost, unless otherwise specified.

G and GA Models
7.50/20-8PR Tires

J and JA Models
8.25/20-10PR Tires on 6.50 rims
6,500 lbs. capacity rear springs
Frame reinforcements

KA Models
8.25/20-10PR Tires on 6.50 rims

You get extra advantages in

DODGE

DUAL-PURPOSE

GA, HHA, JA and KA

MODELS

with 2-speed rear axle

You'll save time . . . cut costs with Dodge dual-purpose models! They're especially well-suited for operations in which trucks "go out" full and return empty . . . for trucking on routes that are both level and hilly or for off-the-highway work.

Dual-Purpose models provide two axle ratios in one axle—economy ratio and a power ratio.

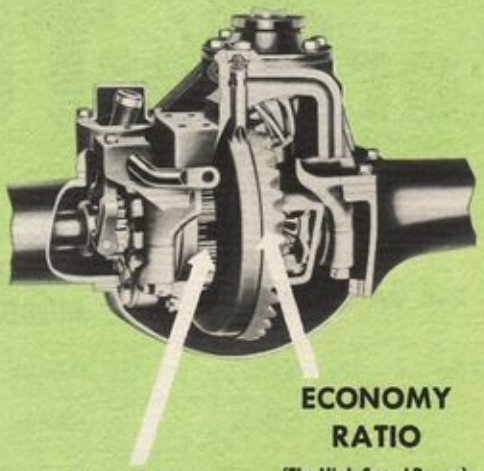
The economy ratio is used when operating with a light load on level roads or when the truck has reached "rolling" speed with a heavy load.

The power ratio offers an additional gear reduction for climbing grades, pulling through mud, accelerating with a load or whenever extra power is needed.

The 2-speed rear axle provides ten closely spaced forward speeds with the 5-speed transmission. Thus the driver can select the proper gear reduction to meet every load and road condition.

You Profit 4 Ways!

1. You get extra pulling power . . . ability to speed up steep grades with heavy loads in low axle range.
2. Gas and oil consumption are reduced . . . engine life is lengthened because of fewer revolutions per mile in high range.
3. Hauling schedules are faster with right gear ratio for all load conditions.
4. Ability to start smoothly with heavy loads saves wear and tear . . . cuts maintenance costs.



ECONOMY RATIO

(The High-Speed Range) for Faster Schedules and Greater Economy

POWER RATIO

(The Low-Speed Range) for Extra Pulling Ability

It's Extra-Easy to Operate!

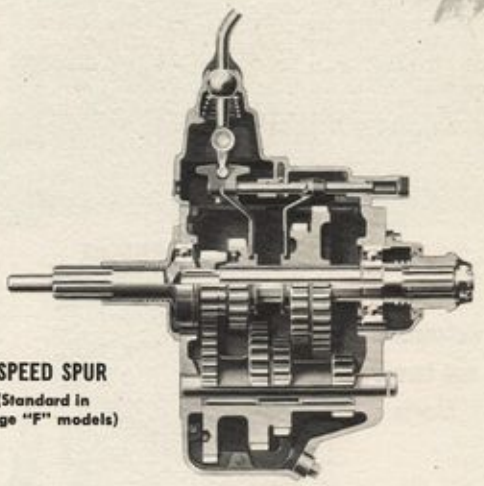
This convenient button on the gearshift lever operates the vacuum-actuated power shift. The driver can shift the axle alone or he can "split shift" so that both axle and transmission ratios are changed at the same time.

You get the one TRANSMISSION that fits your job!

To give the utmost in long, dependable service the *transmission* in your truck must be engineered right to meet the operating conditions of *your* job.

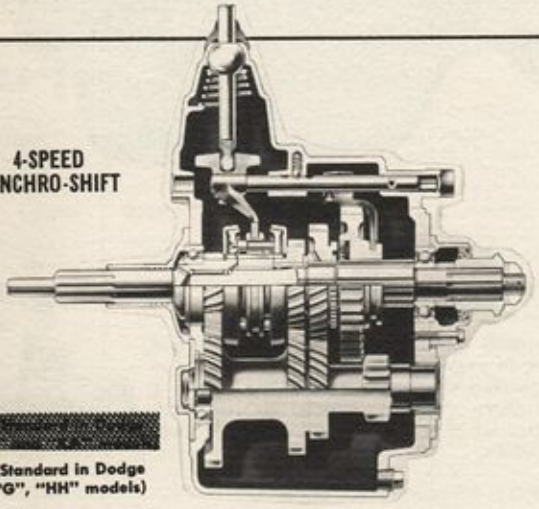
When you select a Dodge "*Job-Rated*" truck you can be *sure* you'll get the transmission that your operation calls for! That's because Dodge offers you a choice of several transmissions—each designed for a different type of operation.

Indicated below are the "*Job-Rated*" transmissions available in Dodge 1½-, 2-, and 2½-ton models.



4-SPEED SPUR
(Standard in Dodge "F" models)

5 antifriction bearings. First and second speed gears are cut from a one-piece forging for extra strength and rigidity. Convenient power take-off opening is on right side. All gears are specially "carburized" to have an extra-hard, long-lasting surface.



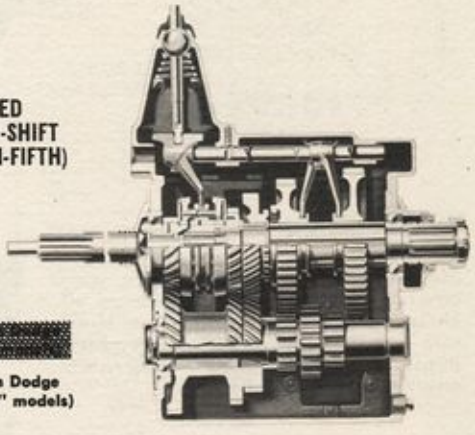
4-SPEED SYNCHRO-SHIFT

[redacted]

(Standard in Dodge "G", "HH" models)

6 antifriction bearings. Power take-off opening conveniently located on right side. Second and third speed gears are of the helical constant-mesh type for smooth shifting, quiet operation.

A 5-speed Synchro-Shift Transmission is available as extra equipment in Dodge "G" and "HH" models.



5-SPEED SYNCHRO-SHIFT (DIRECT-IN-FIFTH)

[redacted]

(Standard in Dodge "J" and "KA" models)

With this model, you get gear shifting that's superbly smooth, under all conditions. 7 antifriction bearings. Extra convenience afforded by power take-off opening on right side. Third and fourth gears are of the helical constant-mesh type.

A 5-speed Overdrive transmission is available as extra equipment for Dodge "J" and "KA" models.

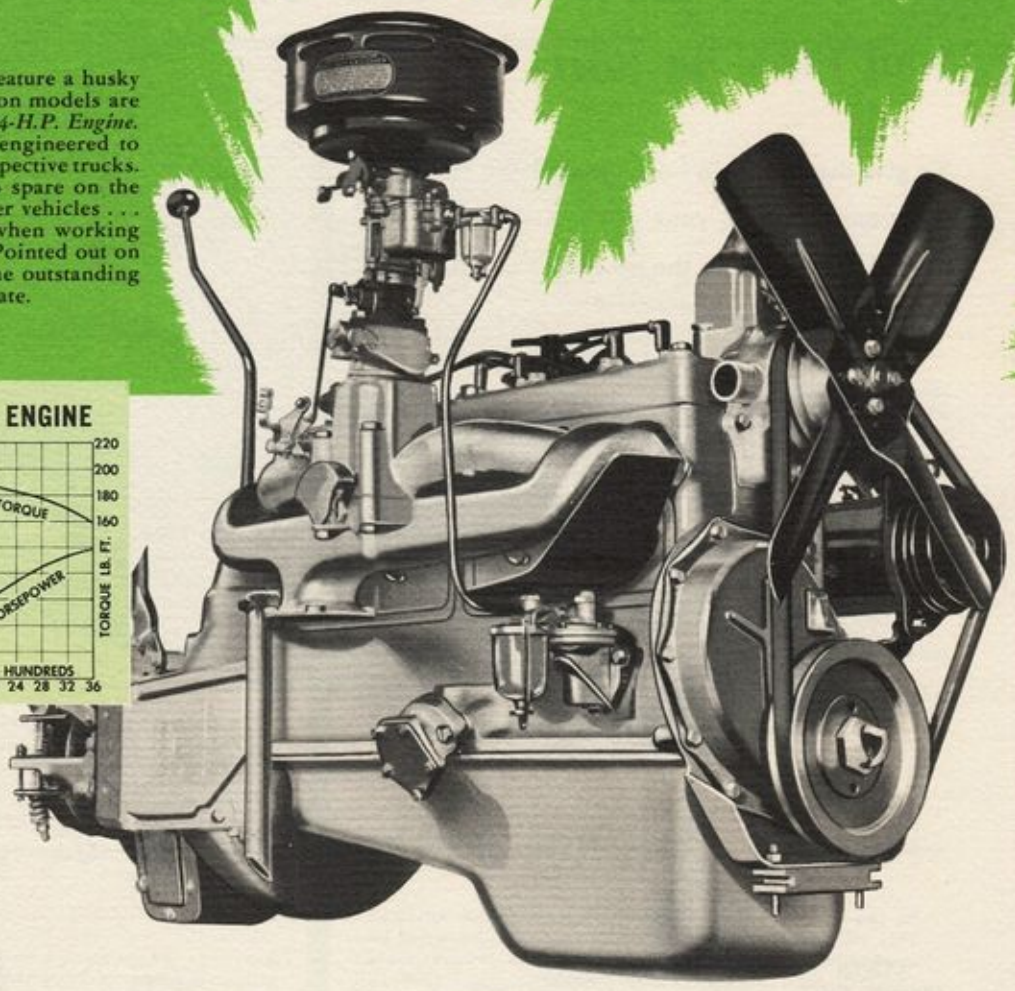
EXTRA POWER + TOP ECONOMY = MORE PROFIT

2 great engines power 1½-, 2-, 2½-ton conventional models

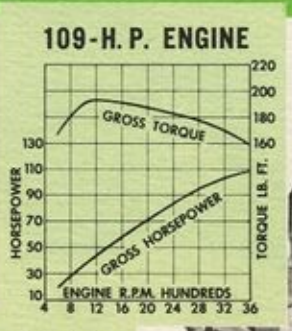
Dodge 1½- and 2-ton models feature a husky *109-H.P. Engine* . . . while 2½-ton models are powered by an extra-efficient *114-H.P. Engine.*

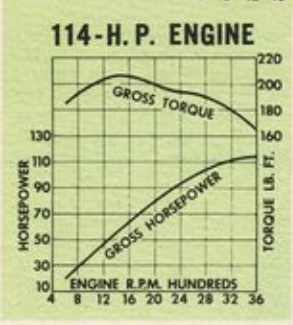
These engines are specially engineered to give the *right* power for their respective trucks.

They assure you of power to spare on the highway . . . when passing other vehicles . . . when traveling uphill . . . or when working off the road in fields or yards. Pointed out on these two pages are a few of the outstanding features these engines incorporate.



Horsepower and torque charts





MOISTUREPROOF IGNITION SYSTEM!

Molded synthetic rubber spark plug covers are standard equipment on all Dodge *"Job-Rated"* truck engines. Moisture is thus kept from the plugs and terminals . . . and quick, sure starting in wet weather is assured.

LONG-LIFE INTAKE VALVES!

Intake valves are made of silicon-chromium steel. This alloy is extremely hard and durable, so that it successfully resists intense heat, warping and scaling. Valves last longer, engine repairs are less frequent . . . so that you save time and money.

HIGH-TORQUE CAPACITY STARTING MOTOR!

Starting motor utilizes a spiral-splined type of engagement mechanism as well as improved windings. Its starting torque is therefore greater, which means more dependable service, particularly in cold weather.

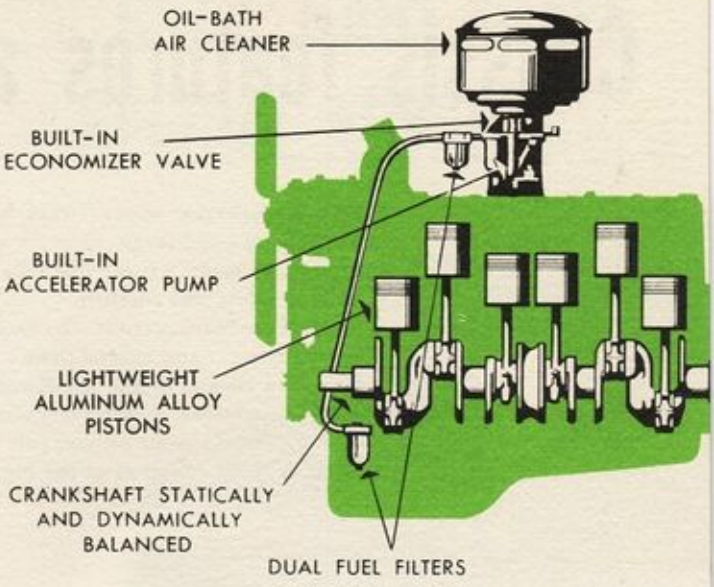
LARGE 45-AMP. GENERATOR!

Because the generator capacity is 45 amps., the battery is better able to maintain a full charge under all conditions. This is especially important when extra electrical equipment (such as heater, extra lights, etc.) is used.

LARGE-CAPACITY FUEL PUMP!

The fuel pump has greater capacity . . . and prevents excessive pressure. It is extremely dependable, long lasting and economical.

with DODGE "Job-Rated" ENGINES



STURDY ENGINE COMPONENTS

Each individual part of these rugged Dodge *"Job-Rated"* engines is designed to take all the punishment your job will give it! For instance, replaceable, precision-type bearings save you money. Four big precision-type main bearings support the dynamically and statically balanced crankshaft. Pistons are of specially coated aluminum alloy. *Extra quality* is the keynote in Dodge!

1. **Exhaust Valve Seat Inserts.** This Dodge feature will reduce your maintenance costs . . . as well as contribute to greater engine economy and longer engine life. Dodge inserts are made of hard, heat-resistant alloy. They guard against pitting and burning of the valve seat and assure a tight valve seal for thousands of extra miles. Thus, the need for valve grinding is greatly reduced.

2. **Long-Life Exhaust Valves.** Exhaust valves are made of silicon-chromium steel ("J" and "KA" Models—sodium-filled) to prevent warping and pitting . . . provide long life under extreme heat conditions.

3. **Water Distributing Tube.** Better exhaust valve seat cooling —and hence longer, more trouble-free valve and seat life— is one of the outstanding benefits of this Dodge feature. It assures that the hottest points in the engine are cooled effectively and equally. Bubbles, which prevent thorough cooling in some truck engines, are washed away by positive water pressure.

4. **Four Rings per Piston** mean more oil economy. Dodge pistons utilize *two* oil-control rings instead of one. Thus, there is a larger "drain back" and less likelihood of clogged rings— a major cause of heavy oil consumption.

Chrome-Plated Top Ring lasts 3 to 5 times longer than an ordinary top ring. It reduces cylinder wall scuffing, and engine economy becomes greater. Engine overhauls become less frequent.

5. **By-Pass for Water Recirculation** assures uniform engine warm-up. By-pass design safeguards exhaust valve seats and other fast-warming engine parts against destructive hot spots.

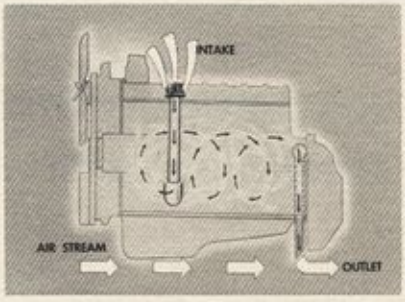
A FUEL SYSTEM THAT'S "TOPS"

When you can *depend* on continuous, high power output with exceptional fuel economy . . . you're sure to be *truly satisfied* with the truck you've purchased. And high power output with low fuel consumption is exactly what Dodge gives you! The fuel system on Dodge *"Job-Rated"* trucks includes such advanced features as two fuel filters, large diaphragm-type fuel pump, downdraft carburetor, built-in accelerator pump, automatic warm-up chamber, and oil-bath air cleaner. All are features you'll want in the truck you buy!

FILTERED CRANKCASE VENTILATION

The Dodge engine ventilating system provides full crankcase ventilation. What's more, air entering the Dodge engine is filtered to prolong engine life still further.

Incoming air is first cleaned by an oil-wetted filter. This effectively screens out particles of abrasive foreign matter. With these wear-producing elements kept *out* of the engine, your maintenance costs are reduced, and the life of the engine is lengthened.



PLUS Pressure Lubrication System

Oil flow is clean since it passes through a floating-type intake screen, that avoids froth and sediment. It is also filtered to remove the finest particles of dirt and grit. Oil is forced to all main and connecting rod bearings through drilled passages and splashed to the cylinder walls. Pressure at all speeds is assured by a rotary-type oil pump.

Chassis features are "Job-Rated" for

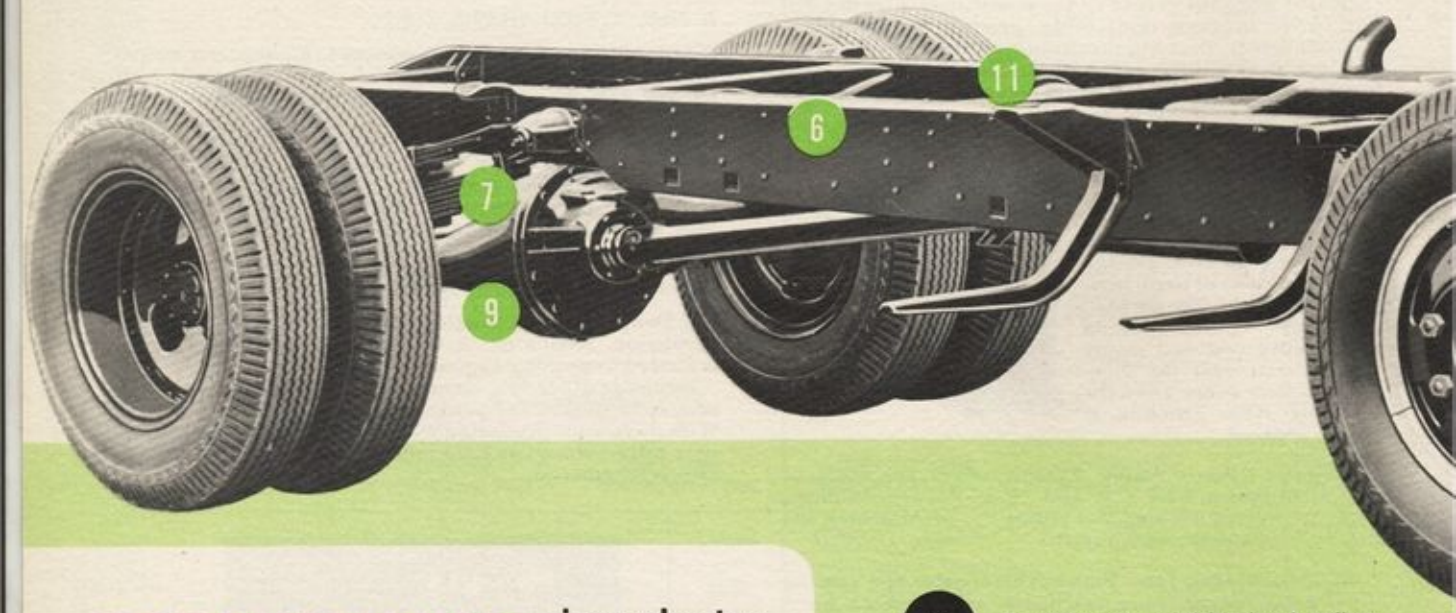
Most every operator wants a truck he can really depend on . . . under *any* operating conditions.

Further, he wants a truck that will last for years and give him plenty of driving safety and comfort.

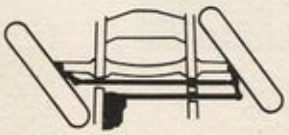
Some of the main reasons why Dodge "*Job-Rated*" trucks meet these requirements . . . and exceed them . . . are shown on these pages.

You get a chassis that's "*Job-Rated*" . . . built to fit your job. Frame, clutch, transmission, in fact, every unit in the Dodge chassis, is designed to save time and money on *your* job.

These features are some of the big reasons why Dodge "*Job-Rated*" *trucks can serve you best.*



CROSS-STEERING gives shorter turning diameters . . . easier handling

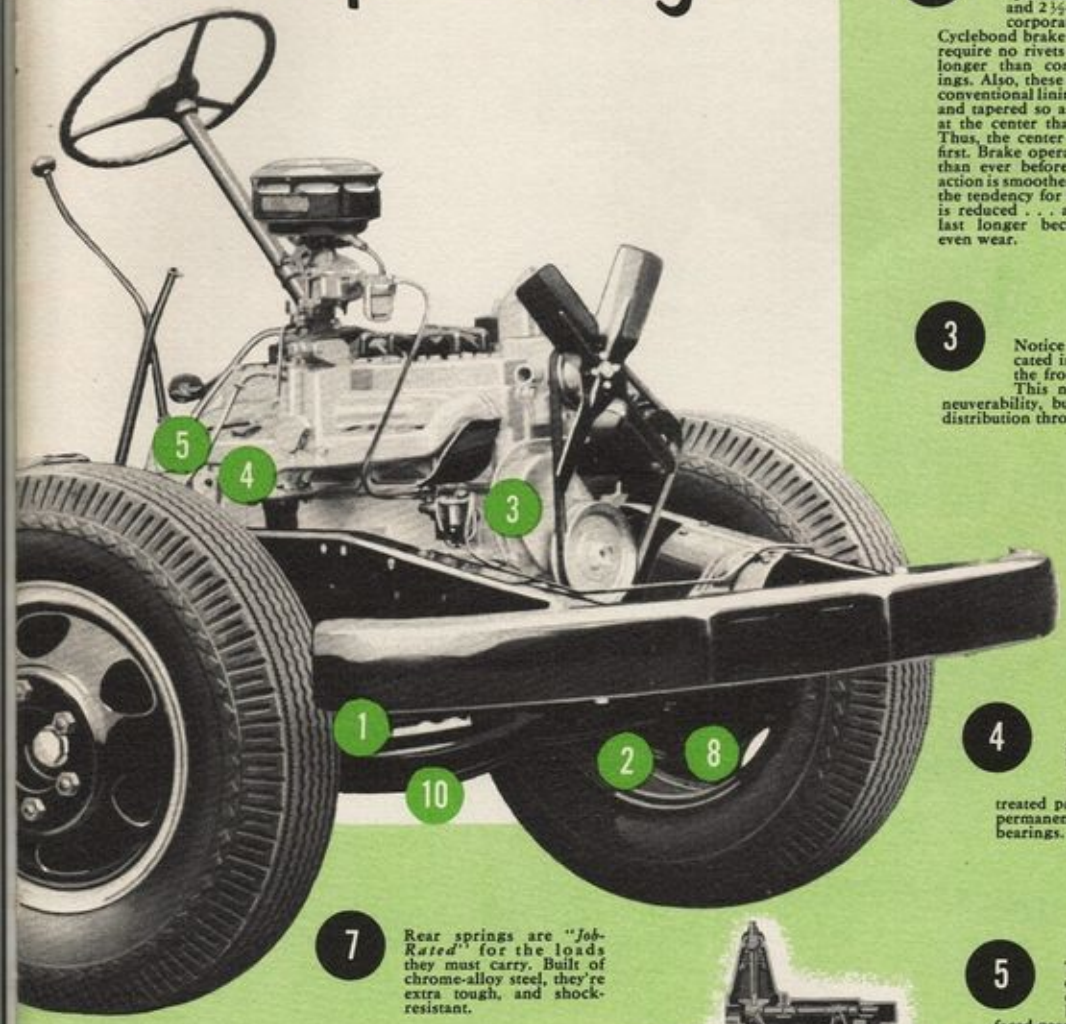


Cross-steering, in combination with short wheelbases and wide tread front axles, makes Dodge "*Job-Rated*" trucks extremely easy to maneuver in traffic, park, or "wheel" in and out of tight places.

10 Husky front axles are of drop-forged, medium-carbon steel giving long, trouble-free service.

11 A *sealed* type 9½-inch vacuum brake booster substantially reduces driver fatigue and insures greater safety. Steel tubes and positive seal-type fittings, instead of rubber hoses and clamps insure dependable, longer-life operation: guard against cylinder bore wear, bearing failure, burned valves, and clogged rings. An air cleaner located inside the cab supplies clean air to the booster. This unit is standard on all "HH," "J," "KA" models and available on "F" and "G" models.

Top Performance
Longer Life
Extra Dependability!



1 Extra-long front springs are made of tough chrome-alloy steel, famous for long life and resistance to breakage. The springs are "*Job-Rated*" for the load to be carried.

2 The brakes of Dodge "*Job-Rated*" 1½-, 2- and 2½-ton models incorporate the use of Cyclebond brake linings, which require no rivets and thus wear longer than conventional linings. Also, these linings, unlike conventional linings, are molded and tapered so as to be thicker at the center than at the ends. Thus, the center makes contact first. Brake operation is quieter than ever before . . . braking action is smoother, more even . . . the tendency for brakes to grab is reduced . . . and the linings last longer because of more even wear.

3 Notice that the Dodge engine is located in a *forward* position . . . while the front axle is located farther *back*. This not only greatly improves maneuverability, but also provides better weight distribution throughout the truck.

4 Smooth, even starts and long life are built into both the 10-and 11-inch diameter heavy-duty clutches. Features include heat-treated pressure and torsion springs and permanently lubricated ball-type release bearings.

7 Rear springs are "*Job-Rated*" for the loads they must carry. Built of chrome-alloy steel, they're extra tough, and shock-resistant.

5 Transmission provides extreme flexibility in operating the vehicle; contributes to greater durability and long life. Features include husky, integrally forged, precision-cut, wide-faced gears, and the liberal use of antifriction bearings. It is exceptionally quiet and easy to operate.

8 Brake pistons are "anodized"—a process that minimizes corrosion and pitting.

9 Full-floating rear axles in these Dodge models combine strength with easy servicing. The pinion and differential assemblies are mounted on a carrier; are easily removed for servicing.

6 This husky "*Job-Rated*" frame is built to withstand the roughest, and longest use. Sturdy cross members provide greater rigidity and contribute to the truck's long, trouble-free life. Frame reinforcements are available on all "J" models and standard on all "KA" models.

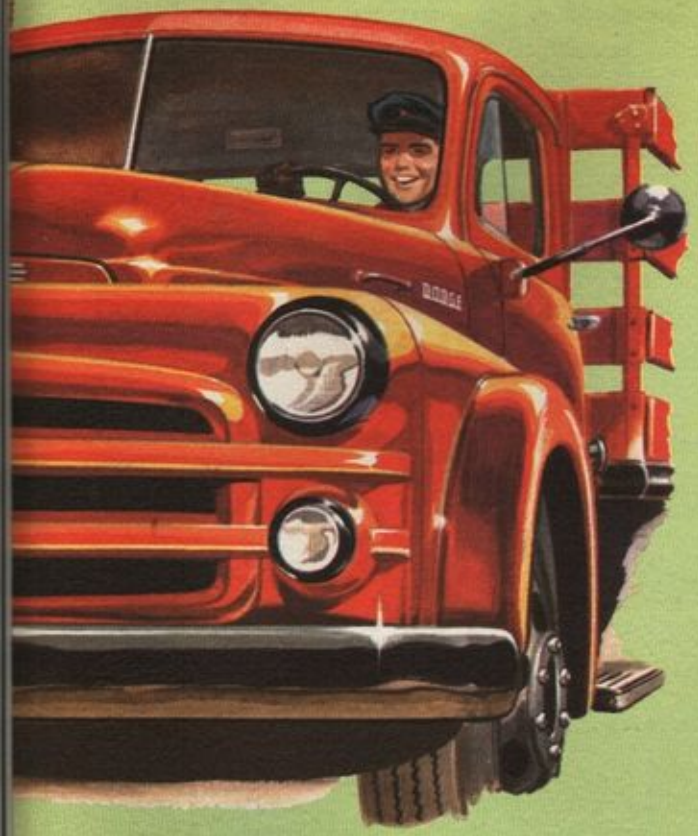
THEY'RE "Job-Rated" TO FIT Y

STAKE MODEL

VAN MODEL

TRACTOR-TRAILER MODEL

OUR JOB...SERVE YOU BETTER



If your work calls for a medium-tonnage truck—*any* type of medium-tonnage truck—you're sure to find a Dodge "*Job-Rated*" model that suits your needs ideally.

Here is a really complete line . . . one that enables you to get the *right* truck . . . the one that *fits your job!*

You'll notice that each Dodge model has fleet, attractive lines which provide impressive appearance that is good advertising for your business.

Dodge 1½-, 2-, and 2½-ton models carry bigger, more profitable payloads at lower cost, too . . . because the "*Job-Rated*" engine is *right* for the load. This, of course, results in more economical operation and less time out for repairs.

Add exceptional handling-ease and deep-seated cab comfort and you have some idea of exactly what a Dodge "*Job-Rated*" truck can mean to you in your business.

CAB-OVER-ENGINE MODEL
WITH COAL-DUMP BODY

Remember...only

DODGE

builds "Job-Rated" trucks

DRIVING IS MORE ENJOYABLE ...SAFER...IN A DODGE "PILOT-HOUSE" CAB

When it comes to spending long hours behind the wheel, you'll agree that a *more comfortable* driver is a *more efficient* driver. In designing Dodge cabs, Dodge engineers kept this fact in mind as a *prime consideration.*

As a result, you'll find plenty of *headroom* and *legroom* in a Dodge "Pilot-House" cab. What's more, you'll have better all-'round *vision* through as much as 1874 square inches of glass area.

On these pages you'll see many reasons why these cabs make *your* driving more enjoyable . . . and safer.

The Comfort You Want!

1. Plenty of headroom. **2.** Steering wheel . . . right where you want it. **3.** Natural back support. **4.** Proper leg support . . . under the knees where you need it. **5.** Chair-height seats . . . just like you have at home. **6.** 5½-inch total seat adjustment.

The Safety You Want!

The *Safety-Steel* construction of Dodge cabs provides maximum driver protection, as well as longer cab life. Steel is welded to steel throughout. Husky steel braces provide reinforcement at every point of stress. Box-section construction for door posts and other structural units gives additional strength and rigidity. The steel floor is an integral part of the cab body.

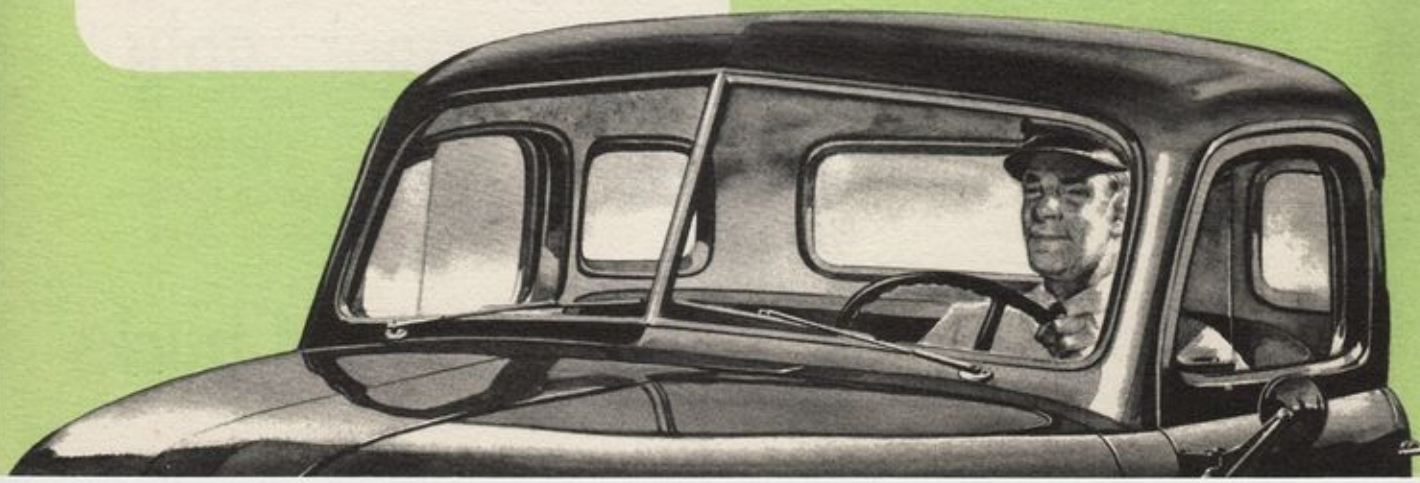
ADDITIONAL CAB FEATURES

Safety instrument panel—Instruments are more directly in front of the driver where they are easier to see. And they're front-mounted for easy servicing!

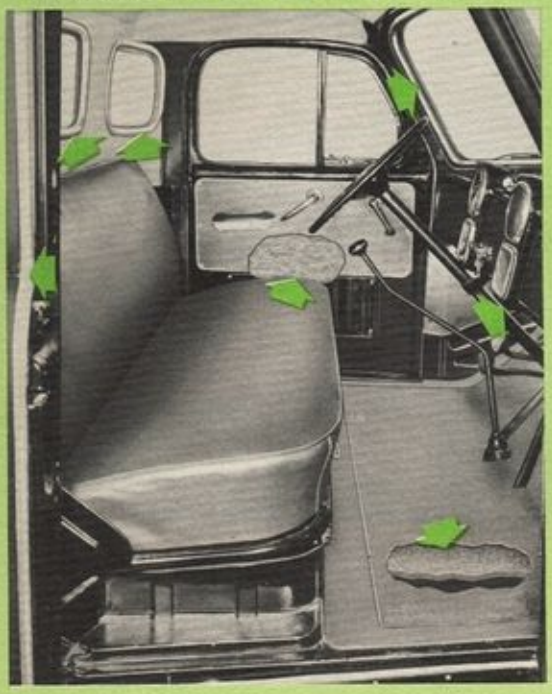
Door trim is of imitation leather. It is attractively styled, washable, and provides added insulation.

Seat cushion is designed for greater comfort. It is soft, yet gives proper body and leg support.

Door handles and window regulators are large and easy to operate!

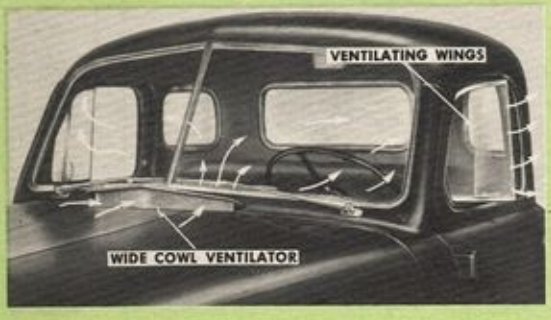


Insulated and Soundproofed!



In Dodge cabs you ride in a *restful, comfortable* atmosphere. An important reason for this is that these cabs are effectively sealed, insulated, and soundproofed at the windows, windshield, dash panel, floor and door panels. Doors extend below the cab floor and a weather strip at the floor level helps prevent drafts.

All-Weather Ventilation!



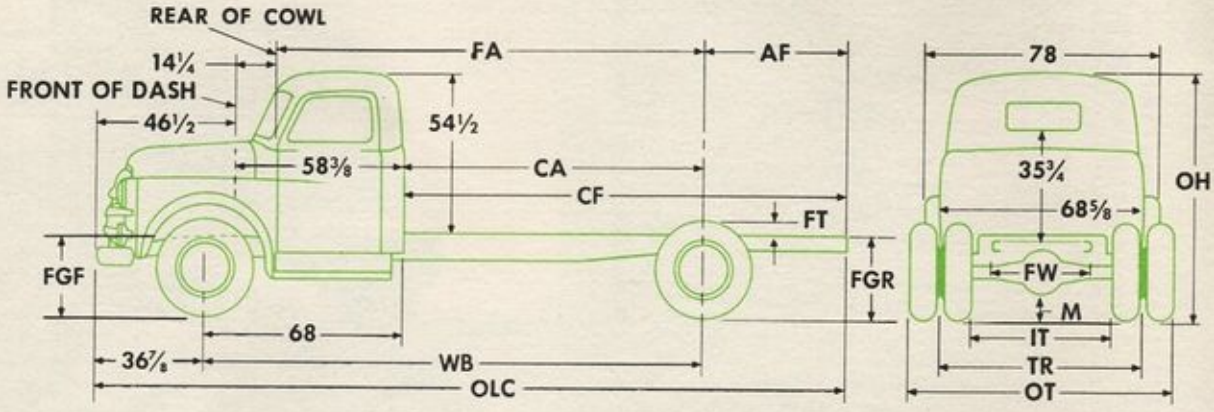
For maximum driving comfort . . . vent wings and an "all-weather" ventilating system are available. These features enable you to always have clear vision. You drive in comfort whether the thermometer goes way down or way up. Rain, fog and sleet need no longer affect you. A fresh-air heater and defrosters are available to make driving even safer and more comfortable.

C.O.E. CABS OFFER SPECIAL ADVANTAGES

In the cab of a Dodge Cab-Over-Engine model, you'll find that you not only enjoy extra-wide vision . . . but you also sit *high*, where you get an unobstructed view of traffic ahead. What's more, you sit above the glare of approaching headlights. And the short hood of the C.O.E. model enables you to see more of the road close to the truck. Certainly, these factors make for safer, easier driving.

It's easy to enter or leave a Dodge C.O.E. cab. Flat, well-braced steps are located at an easy-to-reach height. The cab seat is roomy and comfortable, extending full-width across the cab. Controls are in a natural, easily reached position, and are operated just as in a conventional model.

DODGE 1½-, 2-, 2½-TON CONVENTIONAL MODELS



VARIABLE DIMENSIONS

	F MODELS				G MODELS				HH	
	7.00/20-8PR Front and Dual Rear		7.50/20-8PR Front and Dual Rear		7.50/20-8 or 10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		7.50/20-10PR Front and Dual Rear	
Dimension	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded
OH	84 ¼	82⅝	84⅛	83⅜	83¾	83⅜	84⅛	83¾	84	83½
FGF	28½	27¾	28⅞	28½	28⅞	28½	29¼	28⅞	29⅛	28⅝
FGR	33⅛	29⅜	33⅜	30⅛	32½	30⅛	34¼	30¼	34½	30¼
FT	2¾	5⅝	2	4⅜	3½	6⅜	4	6⅞	3⅜	6¼
OT	82⅛		84⅝		84⅝		85⅛		87½	
IT	48		45½		45½		45		45⅝	
TR	65⅛		65⅛		65⅛		65⅛		68⅛	
M	9		9¾		9¾		10⅛		9¾	

IMENSIONS

VARIABLE DIMENSIONS AFFECTED BY WHEELBASE

F, G, and HH MODELS

DIMENSIONS	128" W.B.	152" W.B.	170" W.B.	192" W.B.
CA	60	84	102	124
AF	42 1/2	43 1/8	60 7/8	92 7/8
CF	102 1/2	127 1/8	162 7/8	216 7/8
FA	104 1/8	128 1/8	146 1/8	168 1/8
FW	34	34 1/16	34 1/8	34 3/16
OLC	207 3/8	232 1/8	267 3/4	321 3/4

NOTE: F Models—128" and 152" W.B. only.
G Models—128", 152" and 170" W.B. only.
HH Models—all W.B.

J and KA MODELS

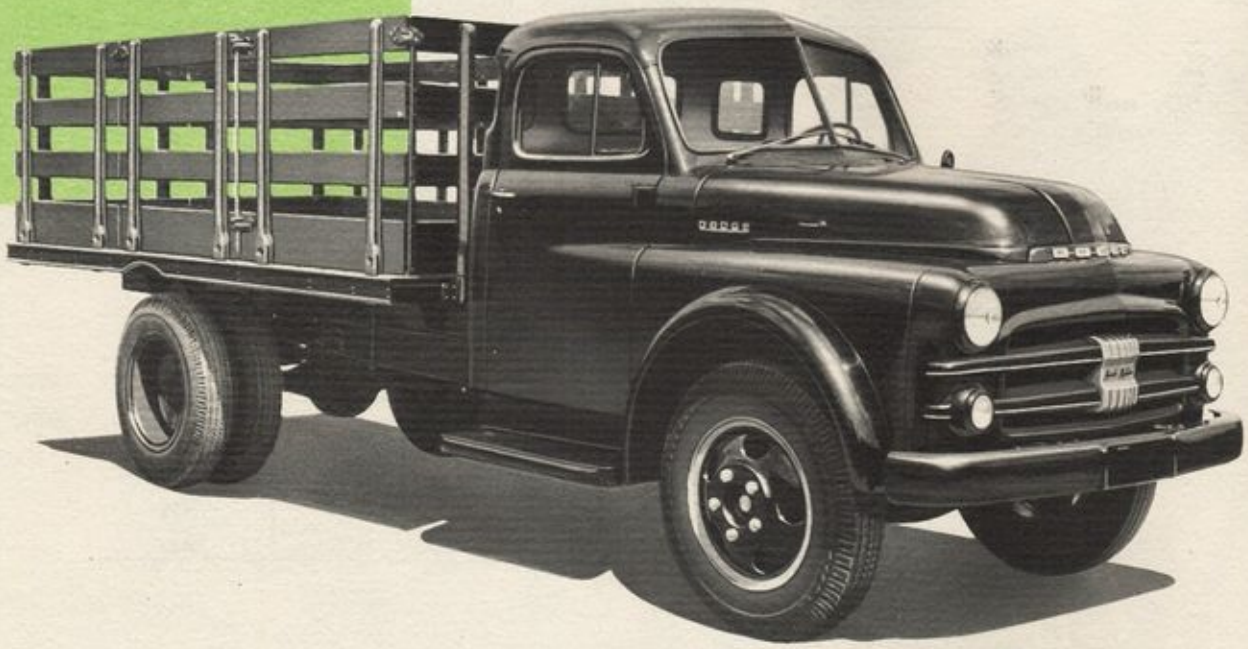
DIMENSIONS	128" W.B.	140" W.B.	152" W.B.	170" W.B.
CA	60	72	84	102
AF	44	61 1/4	61 1/4	61 1/4
CF	104	133 1/4	145 1/4	163 1/4
FA	104 1/8	116 1/8	128 1/8	146 1/8
FW	34	34 1/16	34 1/8	34 1/8
OLC	208 7/8	238 1/4	250 1/4	268 1/4

NOTE: J Models—152" and 170" W.B. only.
KA Models—All W.B.

AFFECTED BY TIRE SIZE

MODELS		J MODELS				KA MODELS				
8.25/20-10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		9.00/20-10PR Front and Dual Rear		8.25/20-10PR Front 9.00/20-10PR Dual Rear		9.00/20-10PR Front and Dual Rear		
Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Dimension
85 1/2	84	85 1/4	84 1/8	86	84 1/2	85 1/8	84 1/4	86 3/4	85 3/8	OH
29 1/2	29	30 3/8	29 1/8	30 1/2	29 1/2	29 1/2	29	31 1/8	30 3/4	FGF
34 7/8	30 5/8	34 1/8	31	35 1/8	31 5/8	35 3/4	31 7/8	35 3/4	31 1/4	FGR
3 1/2	6 3/4	3	5 3/4	4 3/4	7 5/8	4	7 5/8	4 1/4	7 5/8	FT
88		87 3/8		90 3/8		90 3/8		90 3/8		OT
48 1/8		49 1/4		45 1/4		46 1/4		46 1/4		IT
68 1/16		68 5/16		68 5/16		68 5/16		68 5/16		TR
10 1/8		10 1/4		11 1/8		9 7/8		9 7/8		M

STAKE BODIES ...for 1½-, 2-, 2½-ton models



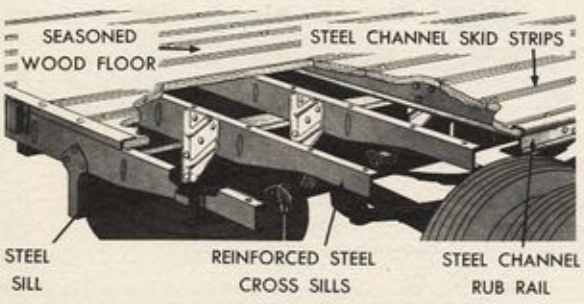
"Job-Rated" to last and make loading easier!

Dodge *"Job-Rated"* stake bodies are carefully constructed of the most rugged materials, so that they can be depended upon to last and *last!* Furthermore, they are specially designed to make your loading and unloading operations as *easy* as possible.

Stakes are of all-steel construction . . . and they do not wear loose. To facilitate side loading and unloading, the center stake section on either side of the body is *hinged,* so that it can be swung back out of the way.

Loading height is unusually low—due to the use of steel longitudinal sills and cut-out sections over the rear wheels. Floors are of heavy seasoned wood with steel skid strips and are bolted to the strong steel subfloor construction.

You can get Dodge *"Job-Rated"* stake bodies in 9-, 12-, or 14-foot lengths, depending upon what your job calls for. Assuredly, they're engineered to take your toughest jobs in stride!



DIMENSIONS OF STAKE BODIES

	9 ft.	12 ft.	14 ft.
Inside Length	106½ in.	142½ in.	166½ in.
Inside Width	82 in.	82 in.	82 in.
Height of Sides	40 in.	40 in.	40 in.
Inside Floor Area	60.6 sq. ft.	81.1 sq. ft.	94.8 sq. ft.

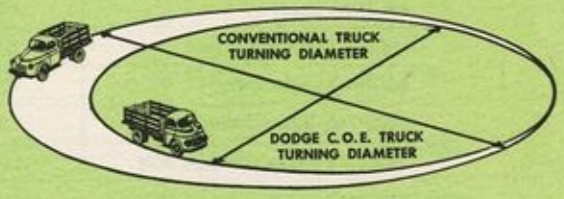
"Job-Rated"

Cab-over-engine models offer outstanding features!

Unusually Compact

Dodge Cab-Over-Engine models are *more compact* than conventional cab models . . . and thus require a much shorter wheelbase to accommodate the same C.A. dimension for a given body length.

In fact, with a C.O.E. model you can use a much longer body than would be possible on a conventional cab model of a comparable wheelbase.



Shorter Turning Diameter

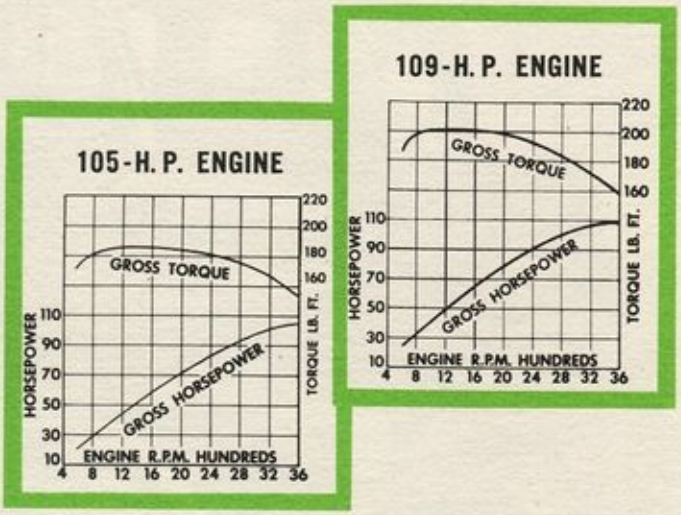
The 107″ wheelbase Cab-Over-Engine model has a turning diameter of *only 37½ feet,* while the 128″ wheelbase conventional cab model (which mounts the same length body) has a turning diameter of 43 feet.

The advantage of the Dodge C.O.E. design becomes even more pronounced when you consider that *Dodge conventional cab models have substantially smaller turning diameters than most competitive trucks.*

SELECT A DODGE "Job-Rated" C.

UPDRAFT CARBURETOR USED IN C.O.E. ENGINES

The engines used in 1½-, 2-, and 2½-ton C.O.E. models differ slightly from the engines used in 1½-, 2-, and 2½-ton conventional models. The C.O.E. engines utilize an updraft carburetor, rather than a downdraft carburetor. Horsepower and torque ranges of the two medium-tonnage C.O.E. engines are indicated by the accompanying charts.



C.O.E. CHASSIS SPECIFICATIONS

	HHM and HHMA MODELS	JM and JMA MODELS		KMA MODELS
Maximum Gross Vehicle Weight	16,250 lbs.	10,750 lbs.	17,250 lbs.	18,250 lbs.
Maximum Gross Combination Weight	28,000 lbs.	—	30,000 lbs.	32,000 lbs.
Tires—Front	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR*	8.25/20-10PR*
Tires—Rear (Dual)	7.50/20-10PR	6.50/20-6PR*	8.25/20-10PR*	9.00/20-10PR
Axle, Front—Capacity	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
Axle, Rear, Single-speed—Capacity	13,000 lbs.	13,500 lbs.	13,500 lbs.	—
Axle, Rear, 2-speed—Capacity	13,000 lbs.	13,500 lbs.	13,500 lbs.	14,500 lbs.
Springs, Front-Nominal Capacity per Spring	1,900 lbs. (1)	1,900 lbs. (2)	1,900 lbs. (2)	1,900 lbs. (2)
Springs, Rear-Nominal Capacity per Spring	5,600 lbs.	5,000 lbs.*	6,500 lbs.	6,500 lbs.
Frame Depth—Maximum	8 7/32"	8 9/32"	8 9/32"	8 9/32"
Maximum Tire Size Available	8.25/20-10PR	8.25/20-10PR	9.00/20-10PR	9.00/20-10PR
Available Wheelbases	HHM-107", 131", 161" W.B. HHMA-161" W.B.	JM-161" W.B.	JMA-107" W.B.	KMA-107", 161" W.B.

NOTE: Chassis specifications not shown are same as conventional models.

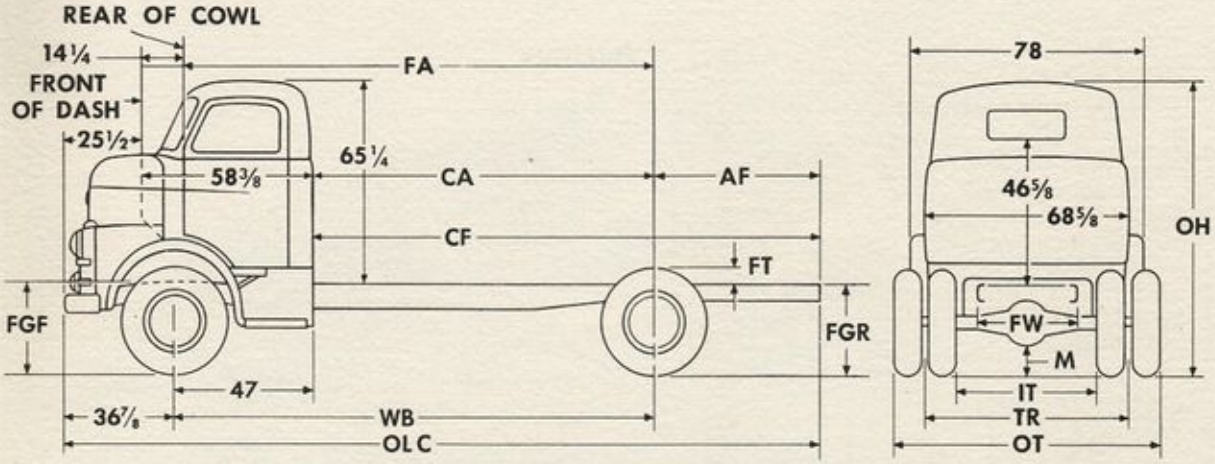
(1) 1,600 lbs. on 131" W.B.; 1,300 lbs. on 107" W.B.
(2) 1,600 lbs. on 107" W.B.

*To meet the demand and to expedite delivery, the following equipment will be installed at extra cost unless otherwise specified.

JM and JMA Models
8.25/20-10PR Tires, 6.50 rims and 6-stud wheels.
6,500-lb. capacity rear springs.
Frame reinforcements.

KMA Models
8.25/20-10PR Tires on 6.50 rims.

O.E. MODEL THAT FITS YOUR JOB!



VARIABLE DIMENSIONS AFFECTED BY WHEELBASE

Dimension	HHM Models 107" W.B.	HHM Models 131" W.B.	HHM and HHMA Models 161" W.B.	JMA and KMA Models 107" W.B.	JM and KMA Models 161" W.B.
CA	60	84	114	60	114
AF	42½	42½	77½	44	77½
CF	102½	126½	191½	104	191½
FA	104⅛	128⅛	158⅛	104⅛	158⅛
FW	34	34 1/16	34⅛	34	34 3/16
OLC	186⅜	210⅜	275⅜	187⅞	275⅜

VARIABLE DIMENSIONS AFFECTED BY TIRE SIZE

	HHM MODELS				JM MODELS				KMA MODELS			
	7.50/20-10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		8.25/20-10PR Front and Dual Rear		9.00/20-10PR Front and Dual Rear		8.25/20-10PR Front 9.00/20-10PR Dual Rear		9.00/20-10PR Front and Dual Rear	
Dimension	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded	Empty	Loaded
OH	95⅞	94⅜	97½	95⅜	96	94⅞	96¾	95⅜	96⅝	95⅛	97⅛	96⅛
FGF	29	28⅜	30⅛	29¾	30⅜	29⅛	30½	29½	29⅜	29⅛	30⅛	30½
FGR	35⅜	30⅞	34¾	30½	34⅛	31	35⅛	31⅜	36½	31⅞	34¾	31⅜
FT	2⅞	6¼	3¼	6¼	3	5¾	4¾	7⅜	4	7⅜	5	7⅜
OT	87⅜		88⅛		87⅛		90⅜		90⅜		90⅜	
IT	48⅜		48⅛		49⅛		46¼		46¼		46¼	
TR	68 1/16		68 1/16		68 1/16		68 5/16		68 5/16		68 5/16	
M	9¾		10⅛		10¼		11⅛		9⅞		9⅞	

SPECIFI

F, G, AND HH MODELS

ENGINE

Type and Number of Cylinders	L-Head, 6
Bore and Stroke	3⅛" x 4¼"
Piston Displacement	236.6 cu. in.
Maximum Horsepower—Conv.	109 @ 3600 RPM
—C.O.E.	105 @ 3600 RPM
Maximum Torque—Conv.	193 lb.-ft. @ 1200 RPM
—C.O.E.	186 lb.-ft. @ 1200 RPM
Compression Ratio	6.6 to 1
Piston Material	Aluminum-alloy
Piston Rings, Number per Piston	4
Top Piston Ring Surface Coating	Chrome-Plated
Lubrication	
Type	Pressure
Oil Pump, Type	Rotary
Oil Pump Intake, Type	Floating
Crankcase Refill—capacity	6 qts. with Filter 5 qts. without Filter
Valve Tappets	Adjustable
Exhaust Valves	Silicon-Chromium Steel
Seat Inserts	Special Alloy
Cooling System	
Capacity	19¼ qts.
By-Pass for Water Recirculation	Yes
Water Distributing Tube	Yes
Main and Connecting Rod Bearings	Replaceable Precision Type
Spark Plugs, Type	Resistor
Generator, Standard	45 Amp.
Fuel System	
Number of Filters	2
Air Cleaner	Oil-Bath
Carburetor—Conventional	Plain Tube Downdraft
C.O.E.	Plain Tube Updraft

CHASSIS

Service Brakes "Stepped Design" brake wheel cylinders. Cyclebond brake lining.	336 sq. in. Lining Area
Parking Brake Drive shaft type. Entirely separated from and independent of the service brakes.	56.4 sq. in. Lining Area (F and G) 67.5 sq. in. Lining Area (HH)
Springs Long front and rear chrome-alloy steel springs. Rear-shackled front springs.	Front, 45" x 2" Rear, 52" x 2¼"
Clutch Large heavy-duty clutch provides greater area for increased capacity and longer life.	F, G—100.53 sq. in. H—123.7 sq. in. Frictional Area
Single-Speed Axle Dodge provides several single-speed ratios so each truck may better fit its hauling job.	5.625, (F Models only) 6.285 or 6.833 to 1
Two-Speed Axle Choice of many ratios to insure a more efficiently *"Job-Rated"* truck.	GA and HHA Models— 5.83/8.11 or 6.33/8.81 to 1.
Steering Gear Worm and roller type.	22.3 to 1 ratio, 18" diameter steering wheel
Front Axle "I" Beam. Medium-carbon drop-forged steel on conventional models.	F, G—3,750 lbs. Capacity; HH—4,500 lbs. Capacity.
Transmission Choice of Transmissions to insure a better *"Job-Rated"* truck under various conditions.	4-speed Spur, F only 4-speed Synchro-Shift—G, HH 5-speed Synchro-Shift. Extra Equipment on G, HH.
Wheels 20-inch diameter, 5 stud—Disc (wide base) type.	Standard
Drive Line Friction and backlash reduced by use of 4 needle bearings for each joint. Large-diameter, light-weight, tubular propeller shafts provide great strength, and resistance to whipping at high speeds.	Standard

All Specifications Subject to Change Without Notice

CATIONS

J AND KA MODELS

ENGINE

Type and Number of Cylinders	L-Head, 6
Bore and Stroke	3 1/16" x 4 1/2"
Piston Displacement	250.6 cu. in.
Maximum Horsepower—Conv.	114 @ 3600 RPM
C.O.E.	109 @ 3600 RPM
Maximum Torque—Conv.	206 lb.-ft. @ 1400 RPM
C.O.E.	200 lb.-ft. @ 1200 RPM
Compression Ratio	6.6 to 1
Piston Material	Aluminum Alloy
Piston Rings, Number Per Piston	4
Top Piston Ring Surface Coating	Chrome-Plated
Lubrication	
Type	Pressure
Oil Pump, Type	Rotary
Oil Pump Intake, Type	Floating
Crankcase refill—capacity	6 qts. with Filter 5 qts. without Filter
Valve Tappets	Adjustable
Exhaust Valves	Silicon-Chromium Steel with Stellite Face, Sodium-Filled
Seat Inserts	Special Alloy Steel
Cooling System	
Capacity	21 1/2 qts.
By-pass for water recirculation	Yes
Water distributing tube	Yes
Main and Connecting Rod Bearings	Replaceable, Precision Type
Spark Plugs, Type	Resistor
Generator, Standard	45 Amp.
Fuel System	
Number of Filters	2
Air Cleaner	Oil-Bath
Carburetor—Conventional	Plain Tube Downdraft
C.O.E.	Plain Tube Updraft

CHASSIS

Service Brakes "Stepped Design" brake wheel cylinders. Cyclebond brake lining.	396 sq. in. Lining Area
Parking Brake Drive shaft type. Entirely separated from, and independent of the service brakes.	67.5 sq. in. Lining Area
Springs Long front and rear chrome-alloy steel springs. Rear-shackled front springs.	Front 45" x 2" Rear 52" x 2 1/2"
Clutch Large heavy-duty clutch provides greater area for increased capacity and longer life.	123.7 sq. in. Frictional area
Single-Speed Axle Hypoid design contributes to greater strength.	6.285 or 7.166 to 1 (J Model only)
Two-Speed Axle Choice of many ratios to insure a more efficient "*Job-Rated*" truck. Control located on gearshift lever. Easier to "split gears"—to shift axle and transmission at the same time.	JA Models—5.83/8.11 or 6.33/8.81 to 1 KA Models—6.143/8.545 or 6.5/9.04 to 1.
Steering Gear Worm and roller type with 22.3 to 1 ratio, 18" diameter steering wheel.	Standard
Front Axle "I" Beam, Medium-carbon drop-forged steel.	4,500 lbs. cap.-std.
Transmission Choice of transmissions to insure a better "*Job-Rated*" truck under various conditions.	5-Speed Synchro-shift direct-in-fifth Standard or 5-Speed Synchro-shift overdrive in fifth Extra equipment.
Wheels 20-inch diameter, 5-stud—Disc. (wide base) type. 20-inch diameter, 6-stud—Disc. (wide base) type.	Standard on J Models Standard on KA Models Extra Equipment on J Models
Drive Line Friction and backlash reduced by use of 4 needle bearings for each joint. Large-diameter, lightweight, tubular propeller shafts provide greater strength, and resistance to whipping at high speeds.	Standard

All Specifications Subject to Change Without Notice

In every corner of America, you'll find new Dodge *"Job-Rated"* trucks serving their owners with top efficiency and dependability.

They are truly the most powerful . . . most comfortable . . . most maneuverable . . . best looking . . . and safest trucks Dodge has ever built.

These husky haulers are designed to meet the needs of all concerned—the driver, the owner, and the public. They give the *driver* the safety and comfort he needs. They enable the *owner* to haul more at lowest cost. And they give the *public* the utmost in dependable service.

Why not make your next truck one that's engineered *at the factory* to fit the job . . . save you money . . . last longer. Make it a Dodge *"Job-Rated"* truck!

DMA 7926—4-52

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