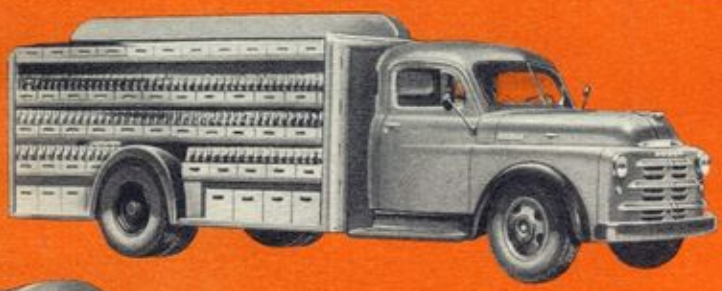
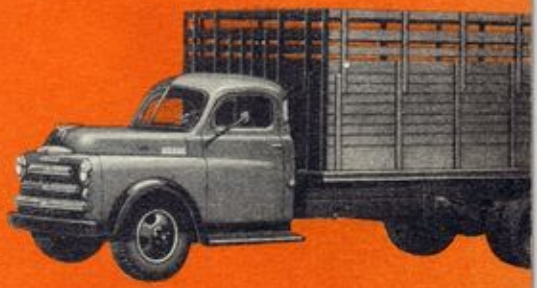
NEW Chassis and Cabs





DODGE "Job-Rated" TRUCKS

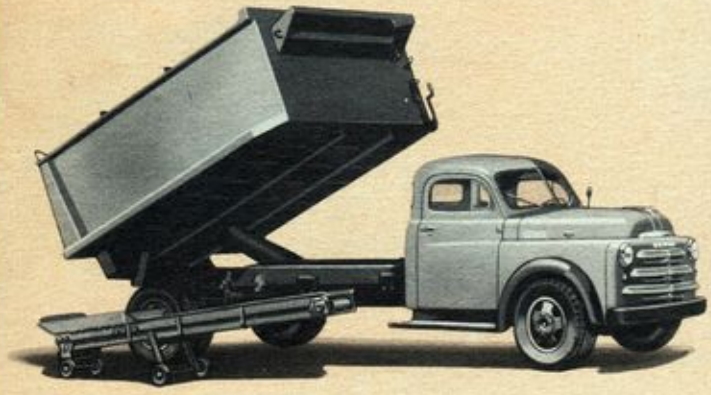
FIT THE JOB . . . SAVE MONEY . . . LAST LONGER

...only Dodge builds "Job-Rated" trucks

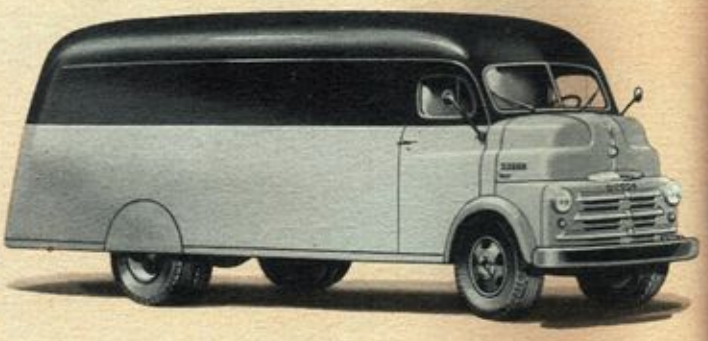
Beverage Trucks

Limespreaders

NEW Dodge "Job-Rated" Chassis Accomodate



Coal Delivery Trucks



Integral Vans

Tractors and Van Trailers

Tank Trucks

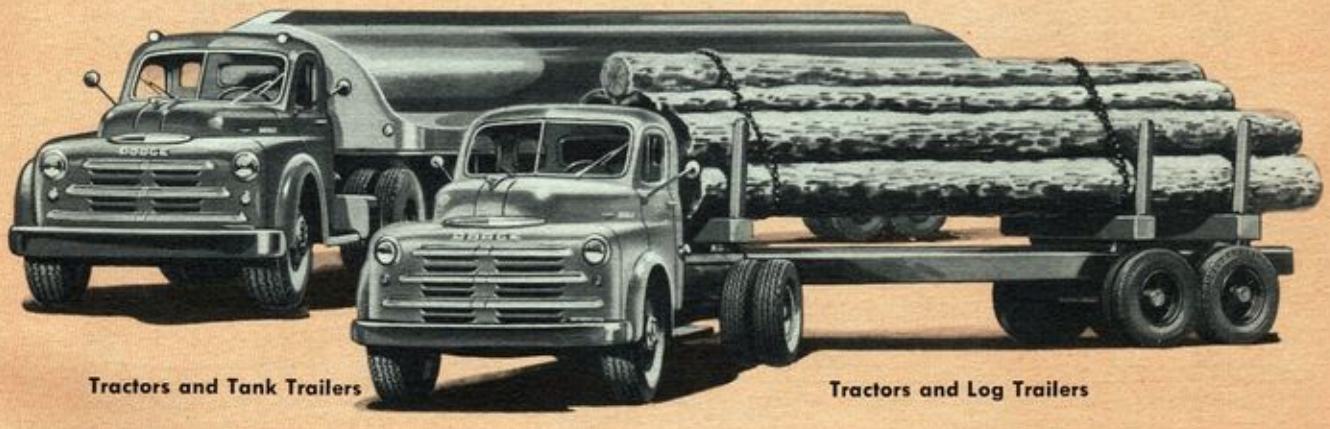
Wreckers

Refuse Trucks

a Wide Range of Special Body Installations

Vans

Refrigerated Trucks



Tractors and Tank Trailers

Tractors and Log Trailers

Here's the Complete Range of New Dodge "Job-Rated" Chassis and Cabs

Dodge chassis and cabs are available in 235 of the 248 different basic Dodge *"Job-Rated"* trucks. Listed below are descriptions of these models, with recommended body lengths. This wide range covers practically 97% of *all* hauling needs. Buy the truck *"Job-Rated"* to fit *your* job, and you'll have a truck that will save money, perform better, and last longer.

WHEELBASES AND CAPACITIES

Model Series	Wheelbases (Inches)	Total No. of G. V. W. Models	"Job-Rated" for Gross Vehicle Weights	Maximum Gross Tractor-Trailer Rating (Lbs.)	ENGINE	
					Piston Displacement (cu. in.)	Horsepower (Max. gross)
B	108	3	Up to 4,850 lbs.	——	217.76	95
C	116	1	Up to 5,500 lbs.	——	217.76	95
D	116-125¾	8	Up to 7,500 lbs.	——	230.2	102
Power Wagon	126	2	Up to 8,700 lbs.	——	230.2	94
F and FA	128-152-170-192	38	Up to 14,500 lbs.	26,000	236.6	109
FM and FMA	107-131-161	27	Up to 14,750 lbs.	26,000	236.6	109
H and HA	128-152-170-192	8	Up to 15,500 lbs.	28,000	236.6	109
HM and HMA	107-131-161	6	Up to 15,750 lbs.	28,000	236.6	109
J and JA	128-140-152-170-212	40	U pto 16,500 lbs.	29,000	250.6	114
JM and JMA	107-131-161	24	Up to 16,750 lbs.	29,000	250.6	114
KA	128-140-152-170-212	5	Up to 17,000 lbs.	31,000	250.6	114
KMA	107-131-161	3	Up to 17,250 lbs.	31,000	250.6	114
R and RA	130-136-154-172-229	30	Up to 18,500 lbs.	34,000	281.64	115
T and TA	130-136-154-172-190	30	Up to 21,000 lbs.	37,000	331.35	128
V and VA	130-136-154-172-190	10	Up to 23,000 lbs.	40,000	331.35	128

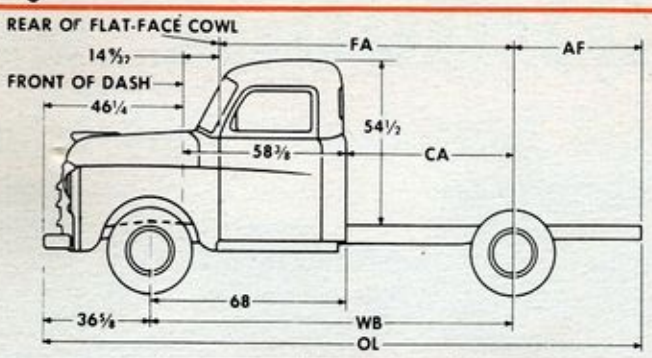
Letter "A" in above model symbols indicates Dual-Purpose Models. equipped with 2-speed rear axles; letter "M" indicates Cab-Over-Engine design.

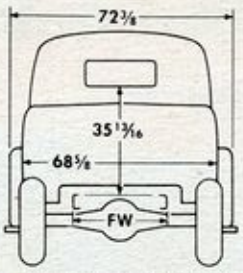
RECOMMENDED BODY LENGTHS

WHEELBASE		Cab-To-Axle Dimension	RECOMMENDED BODY LENGTH BEHIND CAB			
			General Use Bodies*		Dump Bodies	
Conventional	Cab-Over-Engine		Minimum	Maximum	Minimum	Maximum
108"	——	40"	6½'	6½'	——	——
116"	——	48"	7½	7½'	——	——
125¾"	——	57¾"	9'	9'	——	——
128", 130"	107"	60"	8'	9'	7½'	8'
136"	——	66"	9'	10'	8½'	9'
140"	——	72"	10'	11'	9'	9'
152", 154"	131"	84"	11½'	13'	10'	10'
170", 172"	——	102"	14'	15'	——	——
——	161"	114"	15½'	17'	——	——
190"	——	120"	16½'	18'	——	——
192"	——	124"	17'	18½'	——	——
212"	——	144"	20'	21½'	——	——
229"	——	159"	22'	24'	——	——

**Integral type bodies such as vans, panels, etc., where cab and body are combined in one unit may be approximately 3½' longer (measured from rear face of cowl) than body lengths listed above.*

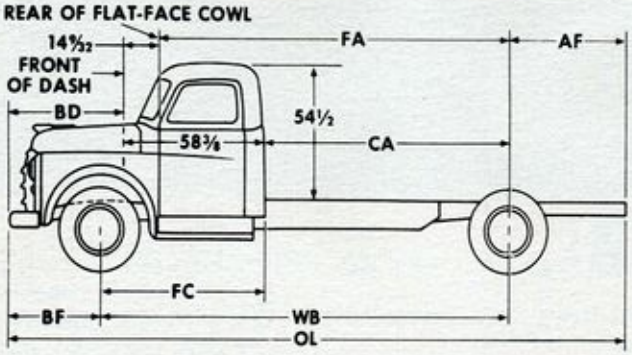
Dodge "Job-Rated" Trucks – *Chassis Dimensional Drawings*

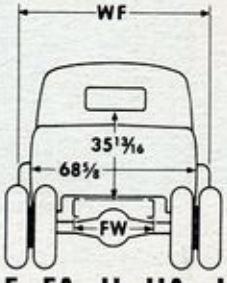




B, C AND D SERIES

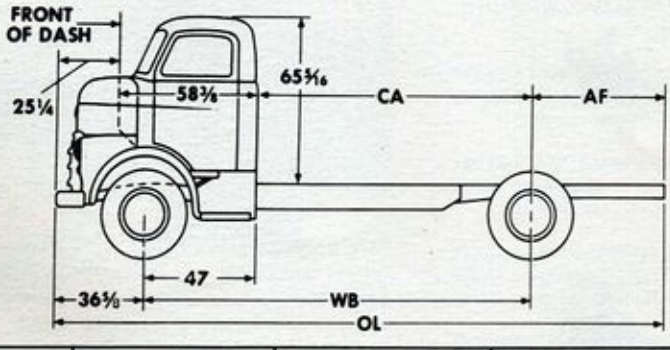
Model	WB	CA	AF	OL	FA	FW
B-108	108	40	35 29/32	180 17/32	84 5/32	40 1/32
C-116	116	48	40 11/32	193 11/32	92 5/32	40 1/16
D-116	116	48	40 11/32	192 31/32	92 5/32	40 1/8
D-126	125 3/4	57 3/4	44 5/32	206 17/32	101 27/32	40 1/8

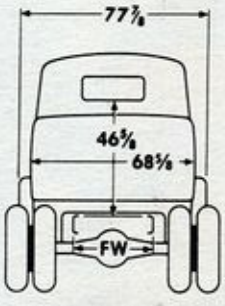




F, FA, H, HA, J, JA, KA, R, RA, T, TA, V AND VA SERIES

Series	WB	CA	AF	OL	FA	FW	BD	BF	FC	WF
F, FA, H, HA	128	60	42 15/32	207 5/32	104 5/32	34	46 1/4	36 5/8	68	78
F, FA, H, HA	152	84	43 5/32	231 29/32	128 5/32	34	46 1/4	36 5/8	68	78
F, FA, H, HA	170	102	60 29/32	267 17/32	146 5/32	34 1/16	46 1/4	36 5/8	68	78
F, FA, H, HA	192	124	92 29/32	321 17/32	168 5/32	34 1/16	46 1/4	36 5/8	68	78
J, JA, KA	128	60	44	208 5/8	104 5/32	34	46 1/4	36 5/8	68	78
J, JA, KA	140	72	61 3/32	237 29/32	116 5/32	34 1/16	46 1/4	36 5/8	68	78
J, JA, KA	152	84	61 5/32	249 29/32	128 5/32	34 1/16	46 1/4	36 5/8	68	78
J, JA, KA	170	102	61 5/32	267 29/32	146 5/32	34 1/16	46 1/4	36 5/8	68	78
J, JA, KA	212	144	99 29/32	348 17/32	188 5/32	34 3/16	46 1/4	36 5/8	68	78
R, RA	130	60	44	217 27/32	104 5/32	34	55 13/32	43 27/32	70	84 1/8
R, RA	136	66	44	223 27/32	110 5/32	34	55 13/32	43 27/32	70	84 1/8
R, RA	154	84	59 17/32	257 5/8	128 5/32	34	55 13/32	43 27/32	70	84 1/8
R, RA	172	102	59 17/32	275 5/8	146 5/32	34	55 13/32	43 27/32	70	84 1/8
R, RA	229	159	111 29/32	384 3/4	203 5/32	34	55 13/32	43 27/32	70	84 1/8
T, TA, V, VA	130	60	44	217 27/32	104 5/32	34 1/16	55 13/32	43 27/32	70	84 1/8
T, TA, V, VA	136	66	44	223 27/32	110 5/32	34 1/16	55 13/32	32 27/32	70	84 1/8
T, TA, V, VA	154	84	59 17/32	257 5/8	128 5/32	34 1/16	55 13/32	43 27/32	70	84 1/8
T, TA, V, VA	172	102	59 17/32	275 5/8	146 5/32	34 1/16	55 13/32	43 27/32	70	84 1/8
T, TA, V, VA	190	120	59 17/32	293 5/8	164 5/32	34 1/16	55 13/32	43 27/32	70	84 1/8





FM, FMA, HM, HMA, JM, JMA AND KMA SERIES

Series	WB	CA	AF	OL	FW
FM, FMA, HM, HMA	107	60	42 15/32	186 5/32	34
FM, FMA, HM, HMA	131	84	42 15/32	210 5/32	34 1/16
FM, FMA, HM, HMA	161	114	77 1/2	275 1/8	34 1/8
JM, JMA, KMA	107	60	44	187 3/8	34
JM, JMA, KMA	131	84	42 3/8	210	34 1/16
JM, JMA, KMA	161	114	77 1/2	275 1/8	34 1/16

NEW "PILOT-HOUSE" CABS

. . . with all-'round vision

Note the tremendously increased *vision* of these cabs. Windshields and windows are higher and wider. New rear quarter windows add still more to vision, and to safety. With this increased glass area throughout, you get "Pilot-House" vision . . . in *all* directions. They're the *safest* cabs ever built, with welded all-steel construction. It's like "sitting on top of the world" . . . with all the road yours to command.

NEW COMFORT

1. **PLENTY OF HEADROOM.**
2. **STEERING WHEEL** . . . right in the driver's lap.
3. **NATURAL BACK SUPPORT** . . . adjustable for maximum comfort.
4. **PROPER LEG SUPPORT** . . . under the knees where you need it.
5. **CHAIR-HEIGHT SEATS** . . . just like you have at home.
6. **7-INCH SEAT ADJUSTMENT** . . . with safe, convenient hand control.
7. **"AIR-O-RIDE" CUSHIONS** . . . adjustable to weight of driver and road conditions.

NEW All-Weather Ventilation

You drive in comfort at ten below or at a hundred above. Rain, fog and sleet need no longer affect you. Available is an ingenious combination of *truck* heater, defroster vents, vent windows, cowl ventilator, and a new fresh air intake from behind the front grille. It's the *finest* "All-Weather" heating and ventilating system ever installed in a truck cab.

Greatly Improved MANEUVERABILITY and Ease of Handling . . . Much Better Weight Distribution . . . Wonderful New "Cushioned Ride"

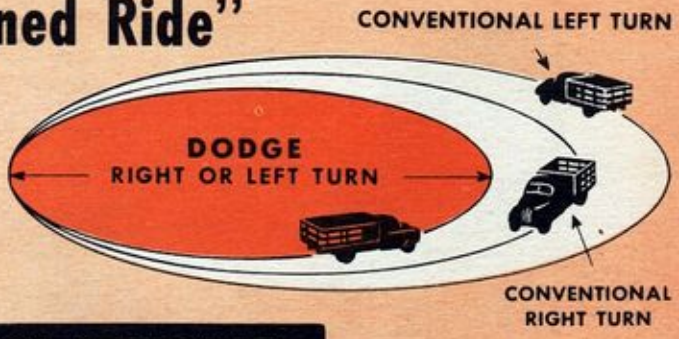
You enjoy many benefits as a result of new and *exclusive* functional advancements engineered into these new Dodge *"Job-Rated"* trucks.

For example, by moving the front axle back under the frame, and at the same time moving the engine forward, Dodge has achieved not only greatly improved maneuverability—but also better weight distribution throughout the vehicle.

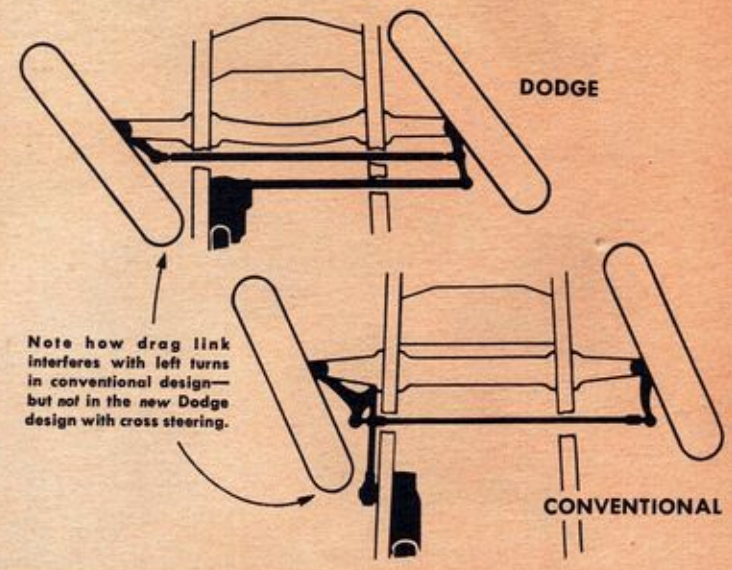
With shorter wheelbases, Dodge gives standard cab-to-axle dimensions to accommodate standard-size bodies . . . and even longer cabs. More of the load is placed over the front axle—permitting heavier loads to be carried without imposing any additional weight on the rear axle.

Dodge has also widened the tread of the front axle, and introduced a new type of cross steering. This permits a full 37° turning angle to left or right, regardless of tire size. These new Dodge *"Job-Rated"* trucks can therefor be turned in much smaller circles. Road shock and wheel "fight" are substantially reduced. Steering is much easier. Your truck can be backed into parking places and up to loading platforms with much greater ease.

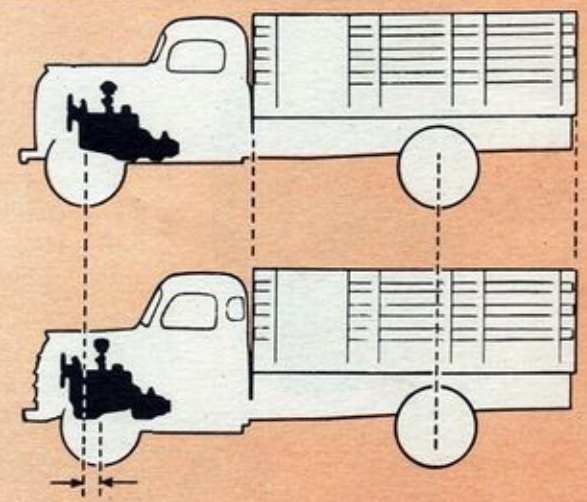
And *comfort?* Well—riding is believing! New and better weight distribution, wider tread axles and longer springs, give a marvelous new "cushioned ride." So take a ride . . . soon . . . for *riding* is *believing!*



CROSS-STEERING



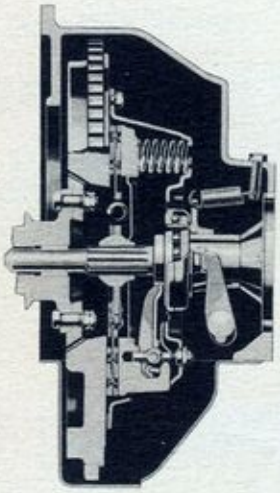
WEIGHT DISTRIBUTION



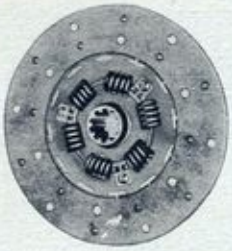
EASIER TO PARK

You can park in shorter spaces—and park more quickly and easily, too—because of the new smaller turning diameters engineered into these trucks.

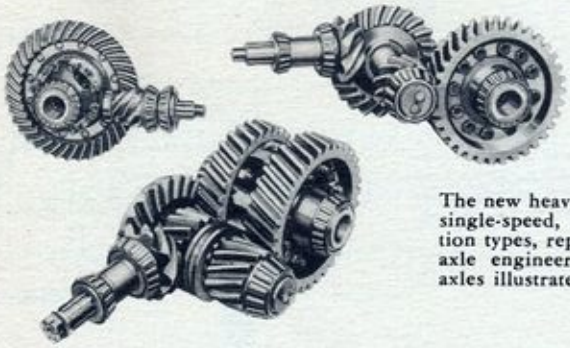
You get LONGER LIFE...More Dependable PERFORMANCE



Dodge gives you exactly the right one of five different clutches to meet your hauling needs. Ranging from 10" to 13" in diameter, these rugged clutches are "*Job-Rated*" for long wear under heavy usage.



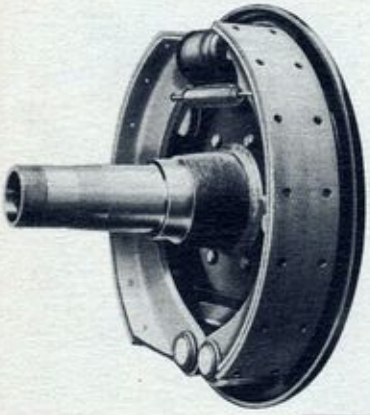
Dodge gives you exactly the right transmission for maximum economy and dependability on your job. These 3-, 4-, and 5-speed direct and 5-speed overdrive transmissions are "*Job-Rated*" to provide maximum flexibility, great durability, and long life.



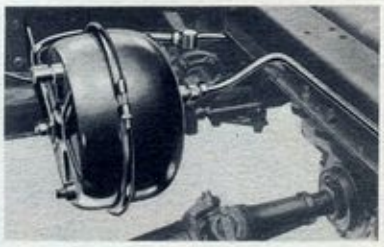
Rugged, Dependable Rear Axles

The new heavy-duty rear axles, available in single-speed, 2-speed, and double-reduction types, represent the very last word in axle engineering. The "High Tonnage" axles illustrated feature welded steel housings, of improved design, providing great strength without excessive weight. Large-diameter spindles and brake-mounting flanges, integrally forged, are welded to the husky rectangular sections of the housings.

You Get Maximum *Safety* with the finest



Dodge *"Job-Rated"* equal-pressure brakes are entirely under driver control, quickly responding to pedal pressure. Jerky stops due to *uncontrolled* self-energizing action are avoided. No shoe exerts pressure until all linings are in contact with the drum. Adjustments are easy to make.



The "stepped" design of the wheel cylinders (illustrated below) help compensate for the natural tendency of the front shoe to do most of the work. Note that the rear piston is larger than the front piston. Because wear is more evenly distributed, linings give much longer service.

from these "Job-Rated" Chassis Features!

2-Speed Axles Save 207,840 Engine Revolutions per 8-Hour Day

Why sacrifice economical speed with light loads for extreme ability with heavy loads. You can enjoy *both* with Dodge dual-purpose models, factory-equipped with 2-speed rear axles at no additional cost.

The economy range reduces engine revolutions approximately 14.7%. In a typical operation at 45 miles per hour, you save more than 200,000 engine revolutions in an 8-hour day.

Think what this means in lessened gas and oil consumption, lessened wear on *all* engine parts, longer life for the entire vehicle.

Savings mount rapidly for operators of trucks equipped with 2-speed axles when they must haul heavy loads one way, and return empty. Simply by shifting into the "speed range," engine revolutions are substantially reduced, and wear on the entire truck materially diminished.

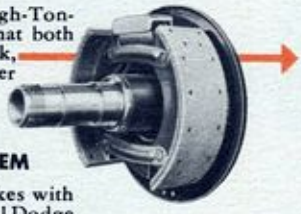
You get super-speed and super-power with this Dodge "dual-purpose" axle. The "economy" ratio gives higher speed with minimum engine wear. The "power" ratio gives an extra gear reduction for more pulling ability. A simple finger-type control to give easy power gear shifting is located on the gearshift lever.

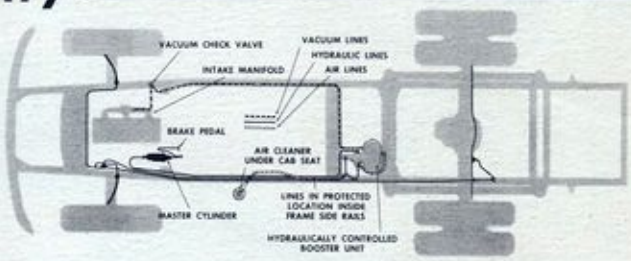
Truck owners hauling diminishing loads, also profit by use of the 2-speed axle. As heavily loaded newspaper, tank, and other trucks deliver part of their contents, full advantage can be taken of the need for lessened power simply by shifting into the speed ratio.

Brakes in the Trucking Industry

HEAVY-DUTY BRAKES

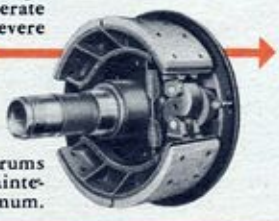
The rugged rear brakes on the "High-Tonage" models are designed so that both shoes do an equal amount of work, and are equally effective in either forward or reverse directions.

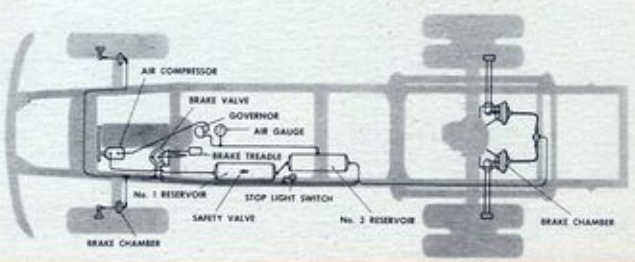




FULL AIR-BRAKE SYSTEM

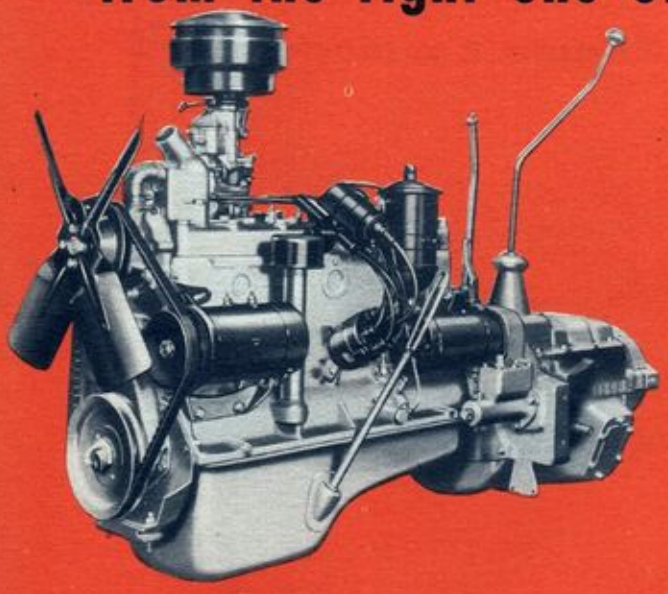
Factory-installed, 100% air brakes with treadle control are available on all Dodge "High-Tonnage" models at moderate cost. Particularly recommended for severe operating condition, these brakes give constant pre-determined stops, and reduce driver fatigue by relieving most of the physical burden of braking. Lining adjustments are made easily and quickly. Outside mounted rear brake drums facilitate lining replacements. Maintenance costs are reduced to a minimum.





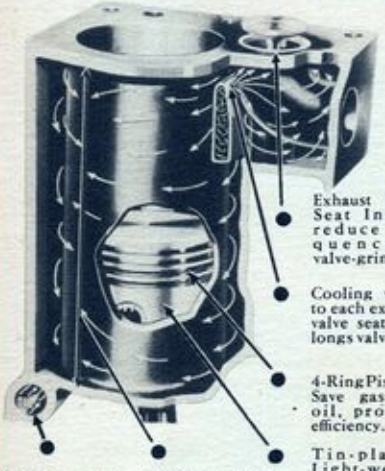
You Get More ECONOMY . . . Better PERFORMANCE

from the right one of 7 Great "Job-Rated" Truck Engines



Dodge *"Job-Rated"* engines are more *economical* . . . because each is designed and built to *fit* the truck it powers. If the engine is too large, it is wasteful. If it is too small, it can not give proper performance. That's why Dodge provides 7 separate truck engines . . . *all* engineered for maximum *economy, performance,* and *long life* on the job they're built to do.

Truck Operating Costs are lower, too, with these "Job-Rated" Money-Saving Features



Exhaust Valve Seat Inserts reduce frequency of valve-grinding.

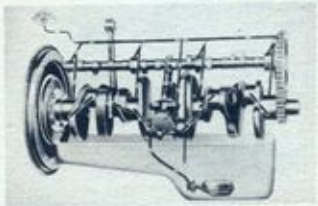
Cooling water to each exhaust valve seat prolongs valve life.

4-Ring Pistons. Save gas and oil, prolong efficiency.

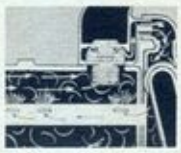
Tin-plated, Light-weight Alloy Pistons reduce bearing load, prevent excessive scuffing.

Oil-cooling. Saves oil, improves lubrication, prolongs engine life. Helps save you money.

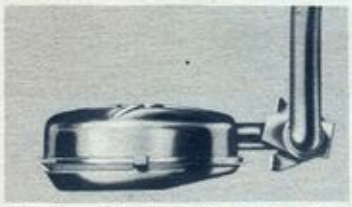
Full-length water jackets guard against cylinder distortion, piston seizing and excessive wear.



Full-pressure lubrication gives long bearing life to the *"Job-Rated"* engines that power these trucks. Positive pressure supplies oil to main, lower connecting rod, and camshaft bearings.



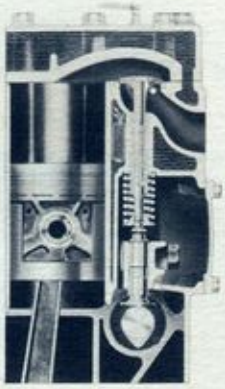
Automatic Warm-up Valve provides quicker, more uniform engine warm-up by restricting water circulation through radiator during warm-up period. The by-pass permits water to recirculate through engine.



This floating oil intake floats just below oil surface, avoiding crankcase sediment at the bottom and froth which rises to the surface, and selects the best oil for the bearings—gives longer bearing life.

This new-type, high-capacity, Rotor Oil Pump insures adequate oil pressure, particularly at low engine speeds.

Outstanding Features of Dodge Heavy-Duty Engines



Replaceable precision-type, multiple-layer bearings save you money.

All bearing surfaces are hardened by a special electrical induction process.

Specially coated aluminum-alloy pistons, with steel struts and four rings, are cooler operating, closer fitting, easier on bearings, and save gas and oil.

Highly effective cooling system has large shrouded fan and pressure-sealed radiator with large frontal area.

High power output with remarkable economy results from efficient full system, with such advancements as high-capacity fuel pump, disc-type fuel filter, and intake manifold serving six individual ports.

1. Stellite-faced exhaust valves and seat inserts. (All valves and valve seat inserts are of hard, durable silchrome.)
2. Sodium-cooled exhaust valves.
3. Rustproof water distributing tube for exhaust valve seat cooling.
4. Large water pockets surrounding valve stems for maximum heat dissipation.
5. Self-locking adjusting screws facilitate tappet adjustments.
6. Tappets lubricated by pressure feed for longer life.
7. High-test cast iron alloy camshaft supported by four large bearings.

Study These Features and Advantages of DODGE "Job-Rated" TRUCKS in Tractor-Trailer Service

It's easy to account for the rapidly growing popularity of Dodge *"Job-Rated"* trucks in tractor-trailer service.

Engineered into these rugged chassis are *"Job-Rated"* features and advantages which provide the maximum economy and dependability in maintaining schedules in high-mileage, high-speed, over-the-road service.

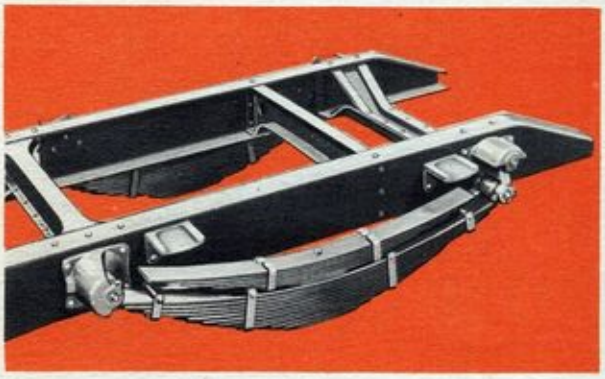
Their smart new appearance sets them apart and above all other trucks on the highway today. Read Page 6 of this folder again, and doubly appreciate the driver comfort and convenience built into these handsome vehicles. Re-read Page 7, and try to find any other truck that equals Dodge in ease of handling, maneuverability, or scientific weight distribution.

Sit in the driver's seat of the extra-wide

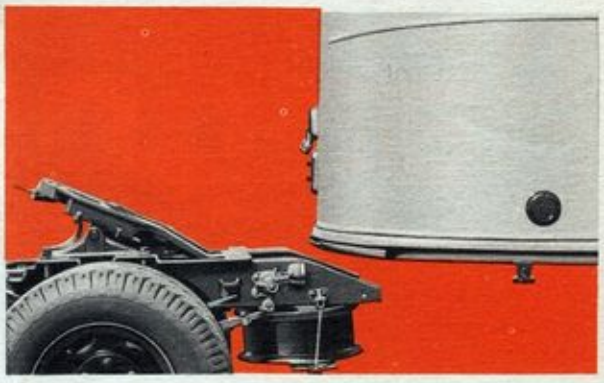
cabs. You'll feel as though you were "sitting on top of the world, with all the road yours to command."

Study the chassis in detail. Note the ingeniously-designed trailer ramp, which enables you to hook the tractor on to the trailer in a jiffy.

If yours is a tractor-trailer operation—by all means have a talk with your Dodge dealer before you buy.



Specially designed tractor frames on 130-in. and 136-in. wheelbase models . . . J and KA Series, and (shown above) R, T and V Series. Extra-deep side rails. Tapered ends. Double rear alligator-jaw cross members, inverted for king-pin clearance. Additional cross member gives maximum rigidity under fifth wheel.



All Dodge tractors are equipped with an ingeniously-designed trailer ramp, which enables you to hook the tractor on to the trailer in minimum time, and with minimum effort. Ask any driver of a Dodge tractor, and he'll tell you that this and other design advantages place Dodge tractors ahead of competition in things that really count.

SPECIFICATIONS

	B-108	C-116	D-116 and D-126
ENGINE (6-cylinder L-head)	3¼" bore x 4⅜" stroke, 217.76 cu. in. piston displacement. Horsepower, Max. Gross—95 @ 3600 RPM. Torque, Max. Gross—172 lb.-ft. @ 1200 RPM.	3¼" bore x 4⅜" stroke, 217.76 cu. in. piston displacement. Horsepower, Max. Gross—95 @ 3600 RPM. Torque, Max. Gross—172 lb.-ft. @ 1200 RPM.	3¼" bore x 4⅜" stroke, 230.2 cu. in. piston displacement. Horsepower, Max. Gross—102 @ 3600 RPM. Torque, Max. Gross—184 lb-ft. @ 1200 RPM.
CLUTCH	10" diameter, 100.53 sq. in. frictional area or 11" diameter, 131.14 sq. in. frictional area.		
TRANSMISSION	3-speed with 3.3 to 1 low gear ratio or 4-speed with 6.4 to 1 low gear ratio.		
REAR AXLE (Hotchkiss Drive)	Hypoid type, 3,300 lbs. capacity, 4.1 or 4.78 ratio.	Hypoid type, 3,500 lbs. capacity, 4.1 or 4.78 ratio.	Hypoid type, 5,500 lbs. capacity, 3.9, 4.3, or 4.89 ratio.
FRONT AXLE	2,200 lbs. capacity	2 500 lbs. capacity	2,500 lbs. capacity
BRAKES (Equal-Pressure Hydraulic)	Front—10" x 2"; Rear 11" x 2"; 174.5 sq. in. lining area. Parking brake at rear of transmission.	Front 11" x 2"; Rear 11" x 2"; 184.7 sq. in lining area. Parking brake at rear of transmission.	Front 11" x 2"; Rear 14⅛" x 2"; 212.2 sq. in. lining area. Parking brake at rear of transmission.
SPRINGS (Amola Steel)	Front—42" x 1¾", shackled at rear. Rear—52" x 1¾".		
STEERING	Worm and roller with 18.2 to 1 ratio. 18" wheel diameter; cross-type linkage.		
TIRES	Std.—6.00/16-4P front, single rear and spare. Max.—6.50/16-6P or 6.00/18-6P front, single rear and spare.	Std. — 7.00/15(TA)-6P front single rear and spare.	Std.—6.00 16-6P front; 7.00/16-6P single rear and spare. Max.—6.50 16-6P or 6.00 20-6P front, dual rear and spare.

	F, FA, FM, FMA, H, HA, HM, HMA SERIES			J, JA, JM, JMA, KA, KMA SERIES		
ENGINE (6-cylinder L-head)	3⅞" bore x 4¼" stroke, 236.6 cu. in. piston displacement. Horsepower, Max. Gross—109 @ 3600 RPM. Torque, Max. Gross—192 lb.-ft. at 1200 RPM.			3⅞" bore x 4½" stroke, 250.6 cu. in. piston displacement. Horsepower, Max. Gross—114 @ 3600 RPM. Torque, Max. Gross—204 lb.-ft. @ 1200 RPM.		
CLUTCH	"F" models only—10" diam., 100.53 sq. in. frictional area. "H" models only. Extra on "F" models. 11" diam., 131.14 sq. in. frictional area.			11" diameter, 131.14 sq. in. frictional area.		
TRANSMISSION	4-speed with 6.4 to 1 low gear ratio.			Standard: 5-speed direct; Optional: 5-speed overdrive.		
REAR AXLE (Hotchkiss Drive)	**F and FM** Single-speed hypoid, 11,500 lbs. capacity 5.625, 6.285 or 6.833 to 1 ratio	**H and HM** Single-speed hypoid 12,500 lbs. capacity	**FA, FMA, HA, HMA** 2-speed spiral-bevel, 12,500 lbs. capacity 5.83/8.11 to 1 ratios.	**J and JM** Single-speed hypoid, 13,000 lbs. capacity. 6.285 or 7.166 to 1 ratio.	**JA and JMA** 2-speed spiral-bevel, 13,000 lbs. capacity. 5.83/8.11 to 1 ratio.	**KA and KMA** 2-speed spiral-bevel, 13,500 lbs. capacity. 6.143/8.545 to 1 ratio.
FRONT AXLE	**F and FA** 3,750 or 4,500 lbs. capacity	**FM, FMA, H, HA, HM, HMA** 4,500 lbs. capacity		4,500 or 5,000 lbs. capacity.		
BRAKES (Equal-Pressure Hydraulic)	Front—14⅛" x 2"; Rear—16" x 3". 336.2 sq. in. lining area. Vacuum booster with 9½" diaphragm (Optional on "F" models) Parking brake at rear of transmission.			Front—16" x 2½"; Rear—16" x 3". 396 sq. in. lining area. Vacuum booster with 9½" diaphragm. Parking brake at rear of transmission.		
SPRINGS (Amola Steel)	Front—45" x 2", shackled at rear. Rear—52" x 2¼". Auxiliary rear springs (optional on "F" models).			Front—45" x 2", shackled at rear. Rear—52" x 2½". Auxiliary rear springs.		
STEERING	Worm and sector with 23.2 to 1 ratio, 18" wheel diameter, cross-type linkage.					
TIRES (Full Wide-base Rims)	**F, FA, FM, FMA** Std.—6.00/20-6P front; 6.50/20-8P single rear. Max.—7.50/20-10P front and dual rear.	**H, HA, HM, HMA** Std.—7.00/20-8P front; 7.50/20-10P dual rear. Max.—8.25/20-10P front and dual rear.		**J, JA, JM, JMA** Std.—6.50/20-6P front; 6.50/20-6P dual rear. Max. — 8.25/20-10P front and dual rear.		**K and KMA** Std.—7.50/20-8P front; 8.25/20-12P dual rear. Max. — 8.25/20-10P front; 9.20/20-10P dual rear.

	R and RA SERIES		T and TA SERIES		V and VA SERIES	
ENGINE (6-cylinder L-head)	3¾" bore x 4¼" stroke, 281.64 cu. in. piston displacement. Horsepower, Max. Gross—115 @ 3200 RPM. Torque, Max. Gross—225 lb.-ft. @ 1200 RPM.		3¾" bore x 5" stroke, 331.35 cu. in. piston displacement. Horsepower, Max. Gross—128 @ 3000 RPM. Torque, Max. Gross—270 lb-ft. @ 1200 RPM.		3¾" bore x 5" stroke, 331.35 cu. in. piston displacement. Horsepower, Max. Gross—128 @ 3000 RPM. Torque, Max. Gross—270 lb.-ft. @ 1200 RPM.	
CLUTCH	12" Nominal size, 138.98 sq. in. area.		13" Nominal size, 177.8 sq. in. frictional area.			
TRANSMISSION	Standard: 5-speed direct; Optional: 5-speed overdrive.					
REAR AXLE (Hotchkiss Drive)	**R Series** Single-speed hypoid, 14,000 lbs. capacity, 6.8 or 7.2 to 1 ratio or 8.15 to 1 double-reduction.	**RA Series** 2-speed hypoid, 14,000 lbs. capacity, 6.14/8.15 or 6.67/8.85 to 1 ratios.	**T Series** Single-speed hypoid, 16,000 lbs. capacity, 6.83 or 7.4 to 1 ratio or 8.2 to 1 double-reduction.	**TA Series** 2-speed hypoid, 16,000 lbs. capacity, 6.32/8.2 or 6.64/9.18 to 1 ratios.	**V Series** Single-speed hypoid, 18,000 lbs. capacity, 7.8 to 1 ratio or 8.53 to 1 double reduction.	**VA Series** 2-speed hypoid, 18,000 lbs. capacity, 6.53/8.53 or 7.13/9.55 to 1 ratios.
FRONT AXLE	All WB—5,000 or 5,500 lbs. 229" WB only—6,000 lbs.*		6,000 lbs. or 7,500 lbs.		130", 136" WB—6,000 or 7,500 lbs. 154", 172", 190" WB—7,500 lbs.	
BRAKES	**Hydraulic** Front—16" x 2½" Rear—16¼"x3½" 396.3 sq. in. lining area.	**100% Air** Front—16" x 2¼" Rear—16½" x 4" 415 sq. in. lining area.	**Hydraulic** Front—16" x 2½" Rear—16½" x 4" 424.3 sq. in. lining area.	**100% Air** Front—16" x 2¼" Rear—16½" x 5" 473 sq. in. lining area.	**Hydraulic** Front—16" x 2½" Rear—16½" x 5" 485.5 sq. in. lining area.	**100% Air** Front—16" x 2¼" Rear—16½" x 6" 531 sq. in. lining area.
	Vacuum booster with 9½" diaphragm. Parking brake at rear of transmission.		Vacuum booster with 9½" dual diaphragm. Parking brake at rear of transmission.		Vacuum booster with 9½" dual diaphragm. Parking brake at rear of transmission.	
SPRINGS (Amola Steel)	Front—48" x 2", shackled at rear. Rear—52" x 2½", Auxiliary rear springs.		Front—48" x 3", shackled at rear. Rear—52" x 3", Auxiliary rear springs.		Front—48" x 3", shackled at rear. Rear—52" x 3". Auxiliary rear spring.	
STEERING	Worm and sector with 23.2 to 1 ratio. 20" wheel diameter. Cross-type linkage.		Cam and twin lever with 19.5—23.4 to 1 variable ratio. 20" wheel diameter. Cross-type linkage.			
TIRES (Full Wide-Base Rims)	Standard—7.50/20-8P front and dual rear. Maximum—9.00/20-10P front and dual rear.		Standard—7.50/20-10P front; 8.25/20-10P dual rear. Maximum 10.00/20-12P front and dual rear.		Standard— 9.00/20-10P front; 10.00/20-12P dual rear. Maximum — 11.00/20-12P front and dual rear.	

*Includes cam and twin lever type steering gear.

All Specifications Subject to Change Without Notice.

DMA—6541—6-48—LITHO IN U.S.A.