



**DODGE**  
**BUILDS**  
**TOUGH**  
**TRUCKS**

# LOW TONNAGE MODELS

SWEPTLINES  
UTILINES  
STAKES  
CREW CAB  
TOWN WAGON  
TOWN PANEL



**DODGE SWEPTLINE PICKUPS.** With a 6½-foot box on 114" wheelbase, 8-foot box on 122" wheelbase. Six or V8 engine.



**DODGE UTILINE PICKUPS.** In 6½, 7½, and 9-foot box lengths. 140 hp Six, optional 200 hp V8 engine.



**DODGE STAKES.** Three models on two wheelbase lengths. GVW ratings go to 10,000 lbs. Hardwood flooring with steel sills.

# MEDIUM TONNAGE CONVENTIONAL MODELS

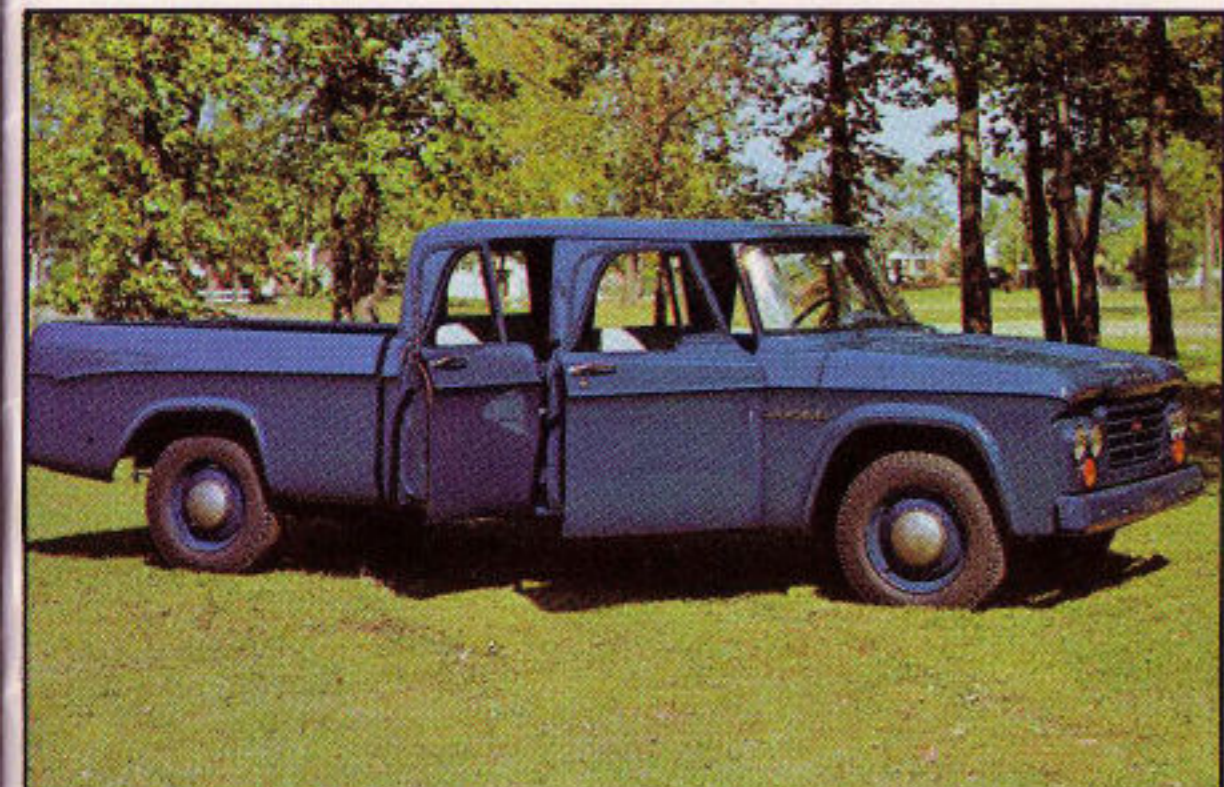
GVW ratings to 25,000 lbs.  
GCW ratings to 50,000 lbs.  
Crew Cab available on all models.



**DODGE D600.** Rated at 22,000 lbs. GVW, 36,000 lbs. GCW. Powered by a 318 cu. in. V8 engine, with a premium heavy-duty 361 cu. in. V8 engine optional. Full air brakes are optional equipment.



**DODGE D500.** With a GVW of 19,500 lbs., and a GCW of 34,000 lbs. Powered by the 140 hp Dodge 225-2 Slant Six; 318 cu. in. or 361 cu. in. V8 engines optional.



**NEW DODGE CREW CAB.** Available with 6½-foot Sweptline or Utiline pickup body on 146-inch wheelbase D200 chassis.



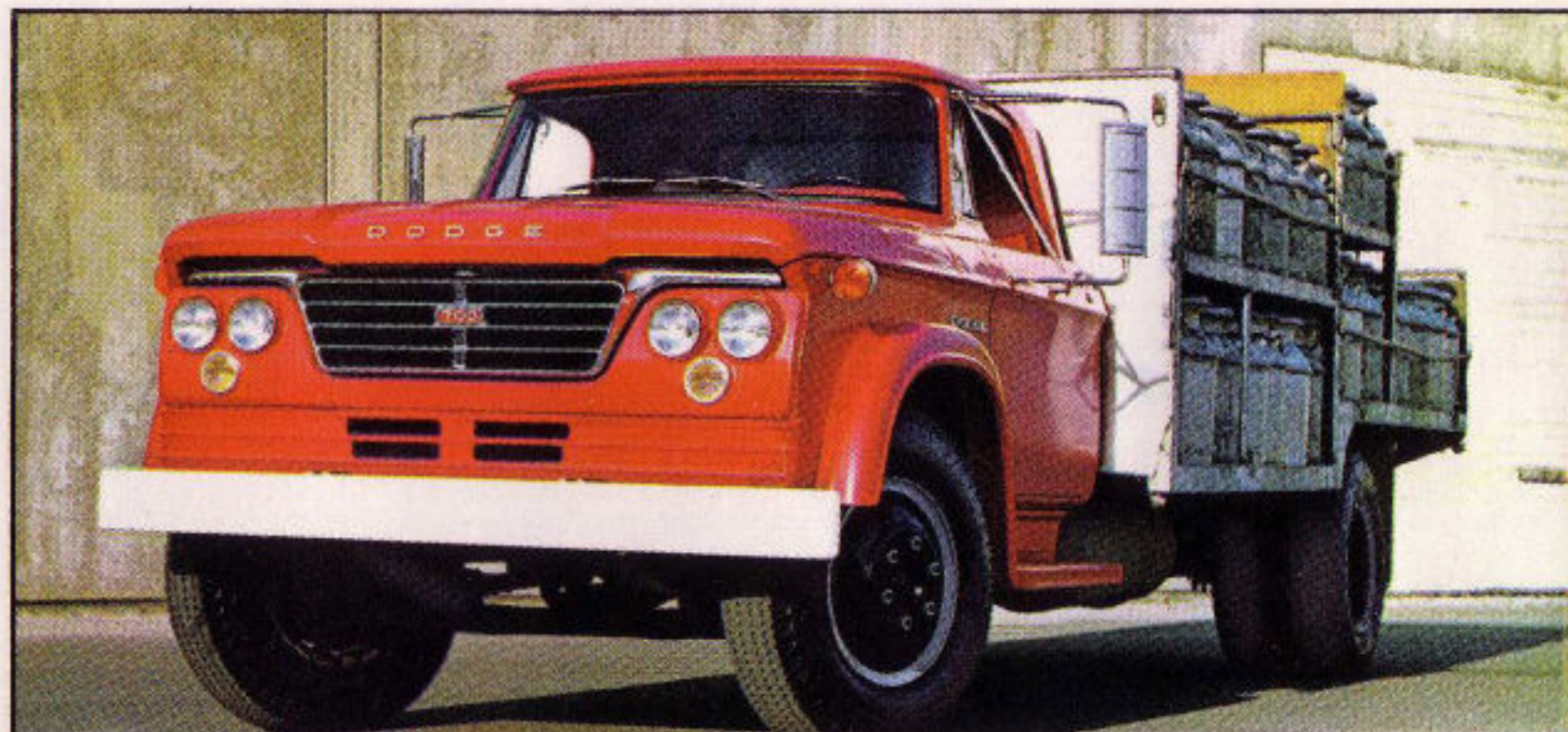
**DODGE TOWN WAGON.** A good-looking combination people-and-load carrier. Carries eight people or a good-size load.



**DODGE TOWN PANEL.** Where protection against pilferage, dirt and moisture is important. Carries up to 155 cubic feet of cargo.



**DODGE D400.** A thrifty worker in the 15,000 lb. GVW, 25,000 lb. GCW range. Powered by the 140 hp Dodge 225-2 premium Slant Six engine, with a 318 cu. in. V8 optional for maximum performance.



**DODGE D700.** With a 25,000 lb. GVW rating, and a 50,000 lb. GCW rating. Its standard power train is a premium heavy-duty 361 cu. in. V8 engine with a 5-speed transmission and 17,000 lb. rear axle.

# MEDIUM TONNAGE DIESEL MODELS

For outstanding economy  
in city and suburban pick-  
up and delivery service.



**DODGE DIESEL PD500.** A conventional cab model with a GVW of 19,500 lbs., a GCW of 34,000 lbs. Powered by a 354 cu. in. Dodge-Perkins diesel engine, with NP 433 4-speed transmission.



**DODGE DIESEL PD600.** Rated at 22,000 lbs. GVW and 36,000 lbs. GCW. Engine is a 354 cu. in. Dodge-Perkins diesel. Standard transmission is a 4-speed New Process Synchro-Shift model 433.

# HIGH TONNAGE DIESEL MODELS

GVW ratings to 53,000 lbs.  
GCW ratings to 76,800 lbs.  
All with a BBC of 89 $\frac{3}{4}$ "



**DODGE DIESEL NCT900.** Rated at 49,000 lbs. GVW, 70,000 lbs. GCW. Powered by a Cummins NH-180 diesel engine, with a 5-speed Spicer model 6452A transmission.



**DODGE DIESEL PC500.** With a BBC of 89 $\frac{3}{4}$ " , a GVW rating of 19,500 lbs., and a GCW rating of 34,000 lbs. Powered by the 354 cu. in. Dodge-Perkins diesel engine, with a New Process 433 4-speed transmission.



**DODGE DIESEL PC600.** Another 89 $\frac{3}{4}$ " BBC, with a GVW rating of 22,000 lbs., and a GCW rating of 36,000 lbs. Engine is a 354 cu. in. Dodge-Perkins diesel. Transmission is a 4-speed New Process 433.



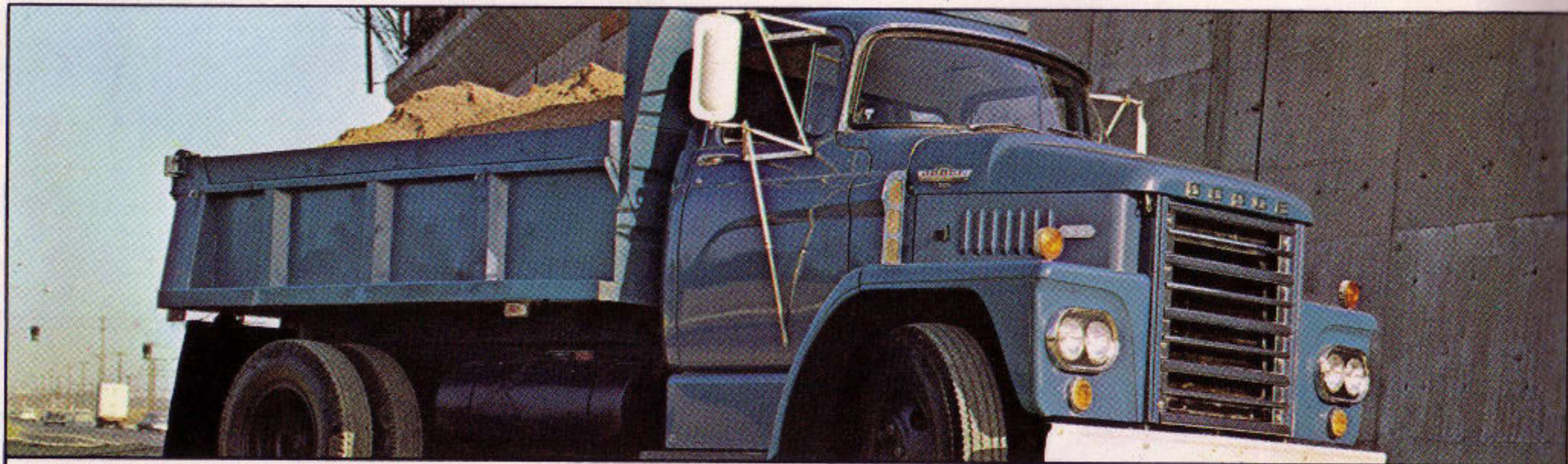
**DODGE DIESEL NC900.** Rated at 32,000 lbs. GVW, 65,000 lbs. GCW. Powered by a Cummins NH-180 diesel engine. One of two Dodge high-tonnage, two-axle diesels.



**DODGE DIESEL NCT1000.** 53,000 lbs. GVW, 76,800 lbs. GCW. Powered by a Cummins NH-220 diesel engine. Also tandem diesel model NCT800.

# MEDIUM TONNAGE CAB-FORWARD MODELS

GVW ratings to 25,000 lbs.  
GCW ratings to 50,000 lbs.  
All with a BBC of 89 $\frac{3}{4}$ "



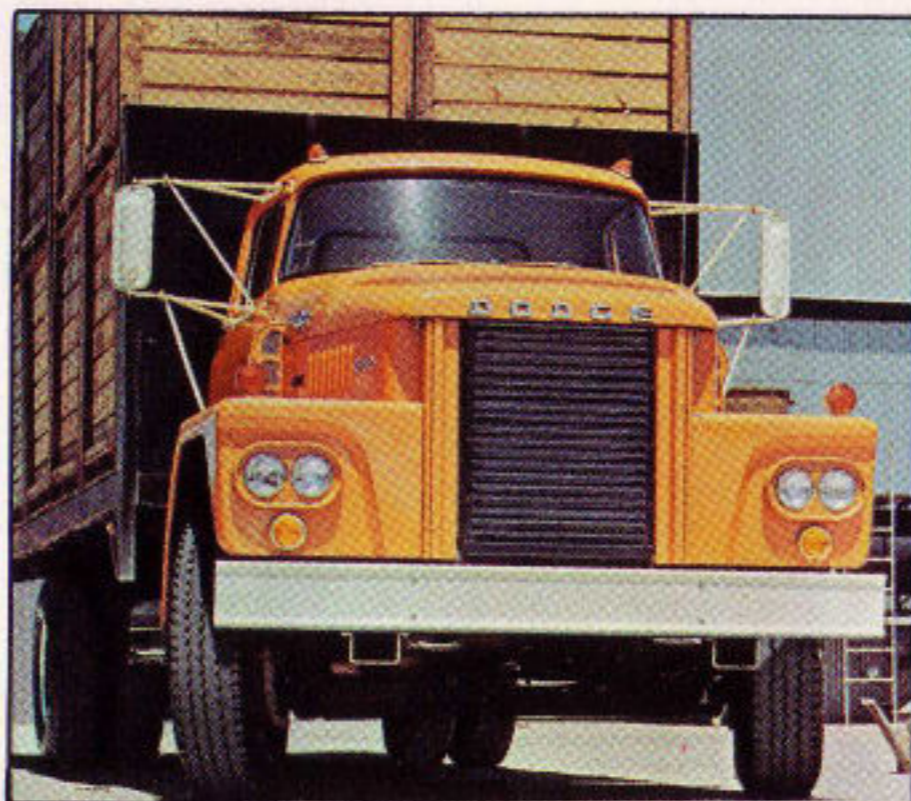
**DODGE C500.** With a GVW rating of 19,500 lbs., a GCW rating of 34,000 lbs. Engine is a 318 cu. in. V8, with a 361 cu. in. V8 optional for extra power and performance on toughest jobs.

# HIGH TONNAGE GASOLINE MODELS

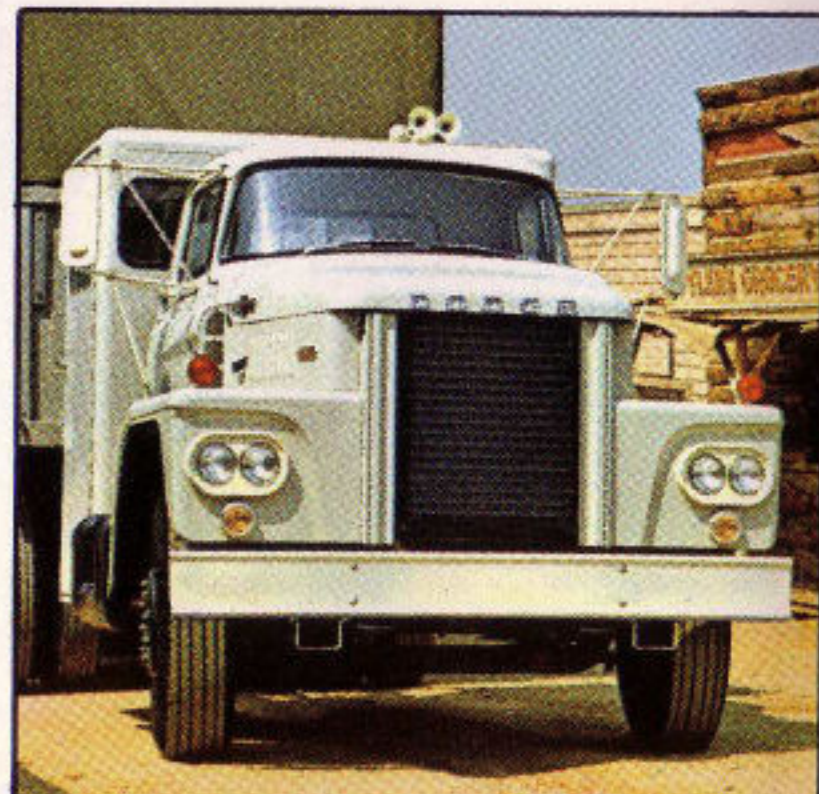
GVW ratings to 53,000 lbs.  
GCW ratings to 65,000 lbs.  
All with a BBC of 89 $\frac{3}{4}$ "



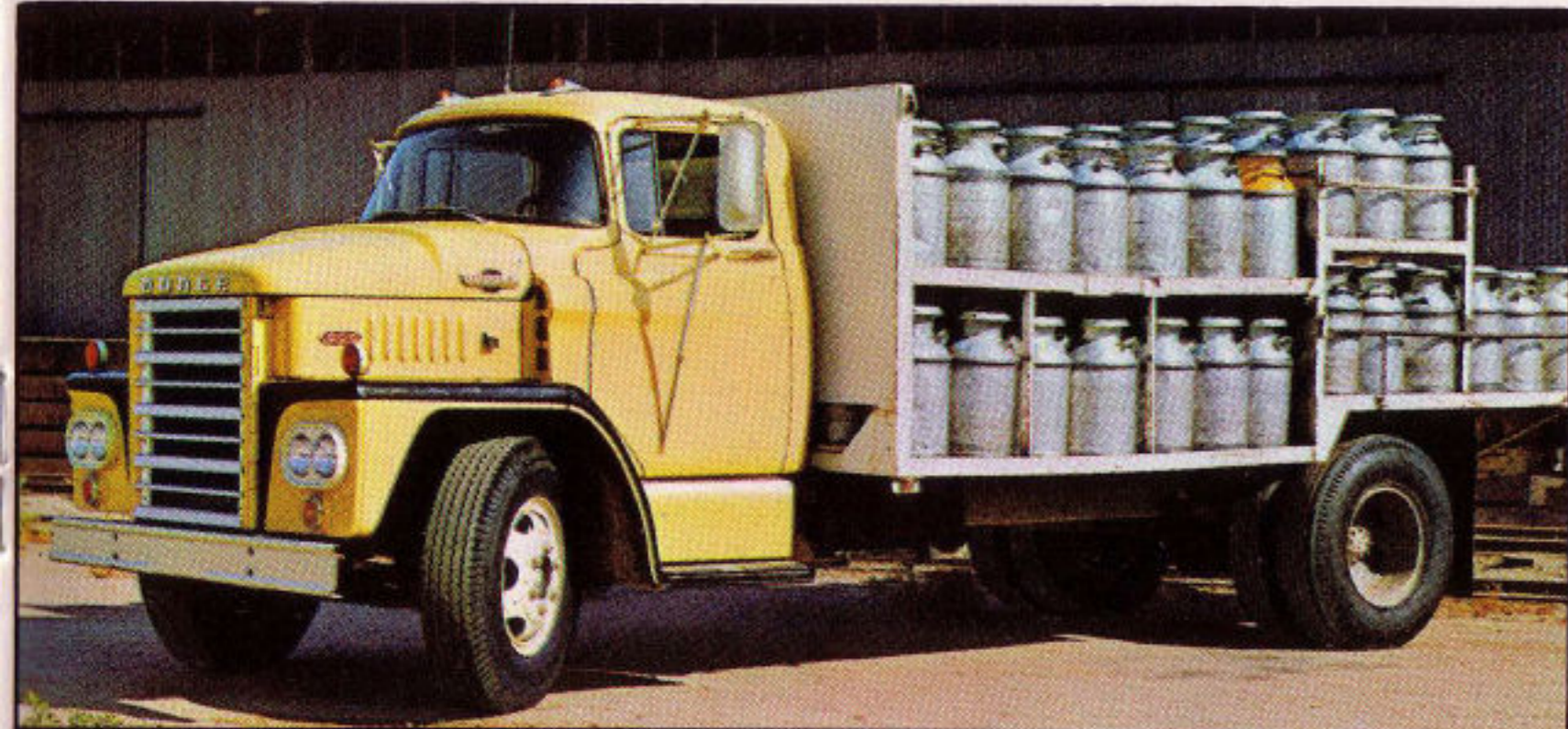
**DODGE C800.** With a GVW rating of 28,000 lbs., GCW rating of 55,000 lbs. Powered by a tough, economical 361 cu. in. V8 engine.



**DODGE C900.** Rated at 30,000 lbs. GVW, 55,000 lbs. GCW. Powered by a 413 cu. in. V8 engine, with a Spicer transmission.



**DODGE C1000.** GVW rating of 32,000 lbs., GCW rating of 65,000 lbs. Powered by a 413 cu. in. V8 engine.



**DODGE C600.** GVW is 22,000 lbs., and the GCW rating is 36,000 lbs. Engine is a 361 cu. in. V8, with a 4-speed transmission and a 16,000 lb. rear axle as standard equipment.



**DODGE C700.** Rated at 25,000 lbs. GVW, 50,000 lbs. GCW. Powered by a heavy-duty 361 cu. in. V8 engine, with a 5-speed transmission and 17,000 lbs. rear axle standard equipment.



**DODGE CT700.** A tandem model with a GVW rating of 39,000 lbs., GCW rating of 55,000 lbs. Engine is a 361 cu. in. V8.



**DODGE CT800.** A tandem model with a GVW rating of 45,000 lbs., a GCW rating of 60,000 lbs. A 361 cu. in. V8 is standard.



**DODGE CT900.** A tandem model rated at 53,000 lbs. GVW, 65,000 lbs. GVW, 65,000 lbs. GCW. Powered by a rugged, heavy-duty 413 cu. in. V8.

# 4-WHEEL DRIVE MODELS

SWEPTLINES

CREW CAB

(on models W200 and W500)

UTILINES

TOWN WAGONS

STAKES

CHASSIS-CABS



**DODGE W100 SWEPTLINE.** With a 6½-foot box on a 114" wheelbase. Powered by 140 hp Six or 200 hp V8.



**NEW DODGE CREW CAB.** Available with 6½-foot Sweptline or Utiline pickup body on 146-inch wheelbase W200 chassis.



**DODGE W300 UTILINE.** With 9-foot box on a 133" wheelbase. Comes with either 8,500 or 10,000 lbs. GVW rating.

# FORWARD CONTROL MODELS

For maximum economy, performance and easy handling in tough-on-a-truck door-to-door delivery service.



**DODGE P100.** With a maximum GVW of 5100 lbs. on a 104" wheelbase. Standard engine is a 225-1 Slant Six. Options include a 170 cu. in. Six for use where economy is more important than performance.



**DODGE P200.** On two wheelbase lengths—104" and 122"—with GVW ratings to 7500 lbs. Standard engine is a 225-1 Slant Six. Options include a 170 cu. in. Slant Six.





**DODGE W100 TOWN WAGON.** Takes you, seven passengers, or a good-size load wherever you might want to go, on or off the road.



**DODGE W500 STAKE.** Model W500, with 84" and 102" cab-to-axle dimensions, can be fitted with a wide variety of bodies.



**DODGE WM300 MILITARY TYPE.** A famous model with an 8-foot Utiline body on a 126" wheelbase. Also available as chassis-cab.



**DODGE P300.** Available on 104", 125" and 137" wheelbase lengths, with GVW ratings to 10,000 lbs. Powered by a Dodge 225-1 Slant Six engine.

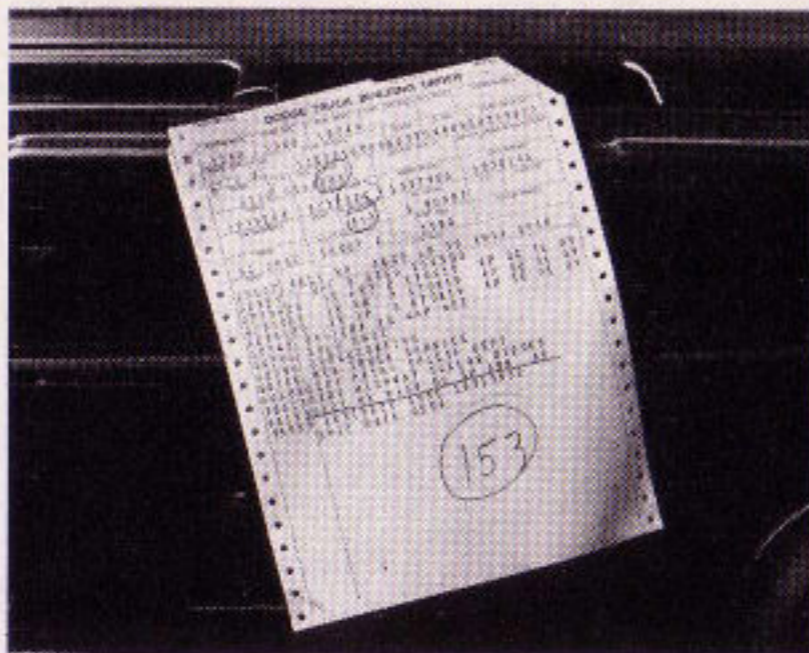
# DODGE MOTOR HOME

A revolutionary way to live on the move. Go where you want, do what you want, sleep and eat where you want.



**NEW DODGE MOTOR HOME.** The ultimate in luxury on wheels. The 26½-foot-long model sleeps up to eight. Choice of two standard floor plans and a wide selection of optional equipment. California Code Approved.

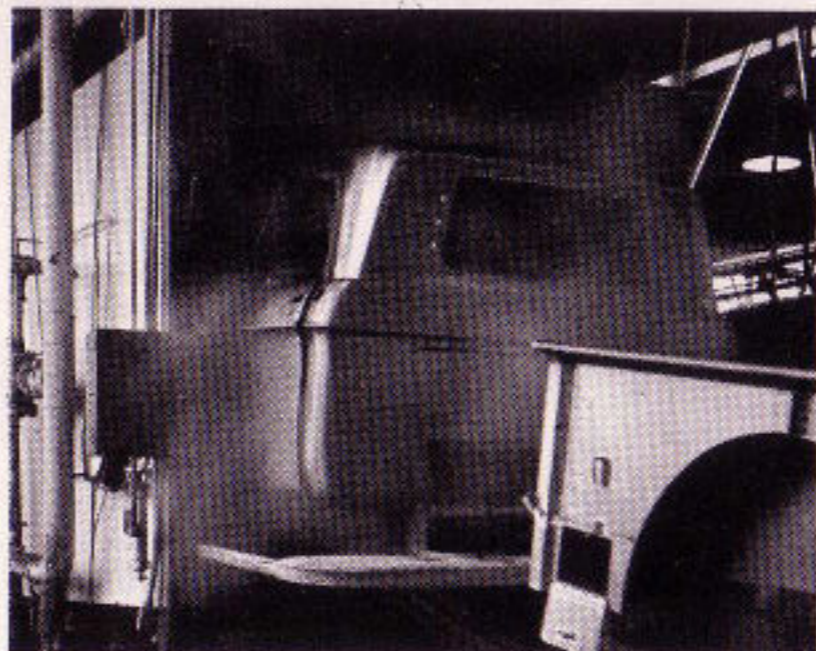
# THIS IS HOW DODGE BUILDS TOUGH TRUCKS



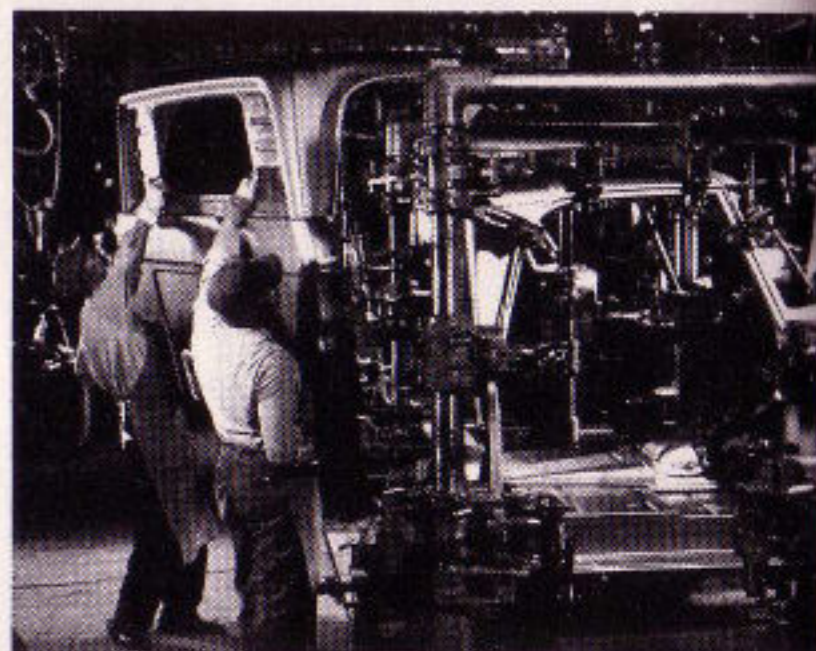
**A NEW DODGE TRUCK BEGINS HERE** With a "Dodge Truck Building Order." Teletyped from a central factory control point to stations in the plant, the Building Order lists the components and equipment that go into an individual truck: Engine transmission, axles, ratios, tires, special equipment, and others. A copy of the order is affixed to the cab (shown here) or body, engine, and frame during the first steps in the assembly process, and accompanies it until the truck is completely assembled.



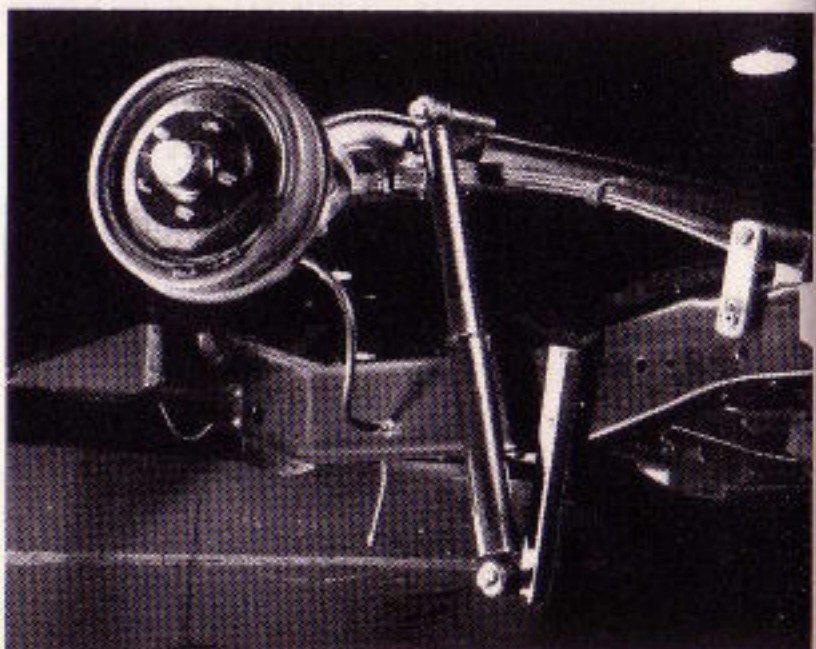
**CAB CONSTRUCTION.** Dodge cabs can't be beaten for strength and durability over the long haul. Here is why. To make the structure permanently rigid, roof rails, door posts, windshield posts, step wells, and cab back (at floor level and belt line) are of box section construction. To keep the doors from shaking and sagging, they are solidly hinged to the door posts. Then the completed cab is attached to the truck frame with thick rubber mounts that permanently "tune-out" vibration and noise.



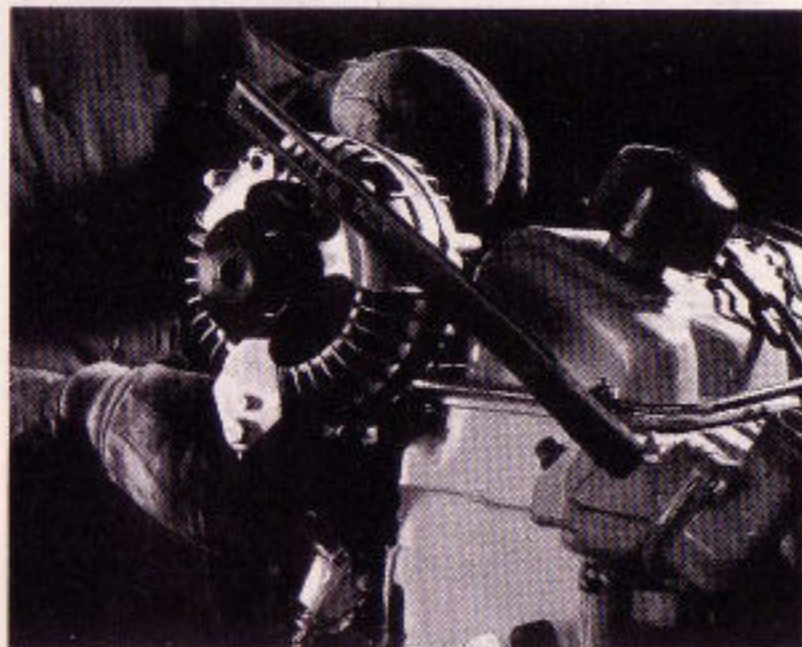
**... DOWN THE ASSEMBLY LINE** in a lengthwise, nose-first position. During its journey along the line toward completion, the slowly growing Dodge truck is inspected continually for quality. Nothing is left to chance anywhere in the manufacture of a Dodge truck, from the raw materials it begins with, to the finished product. Dodge builds tough trucks. It is the sole duty of a large number of hard-to-please inspectors to make sure that every Dodge truck we built is a tough truck all the way through.



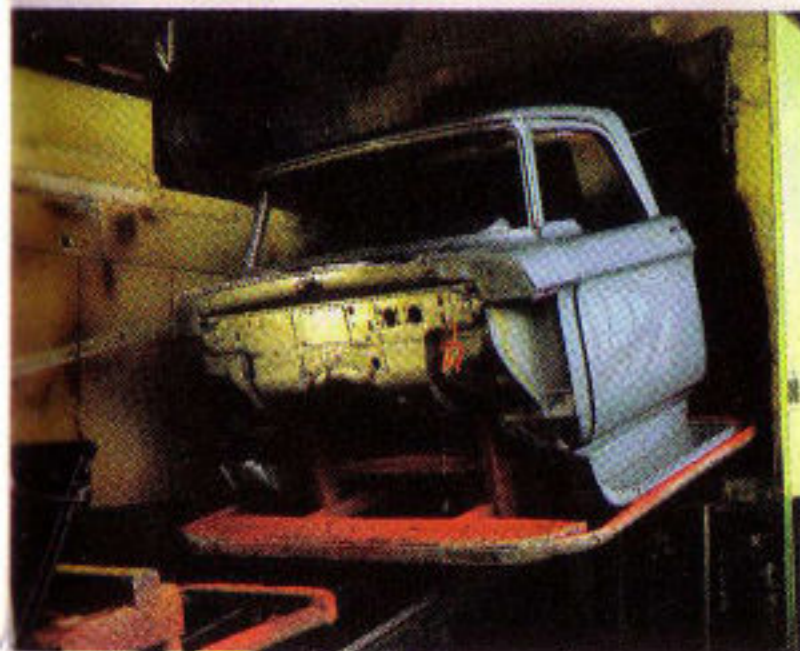
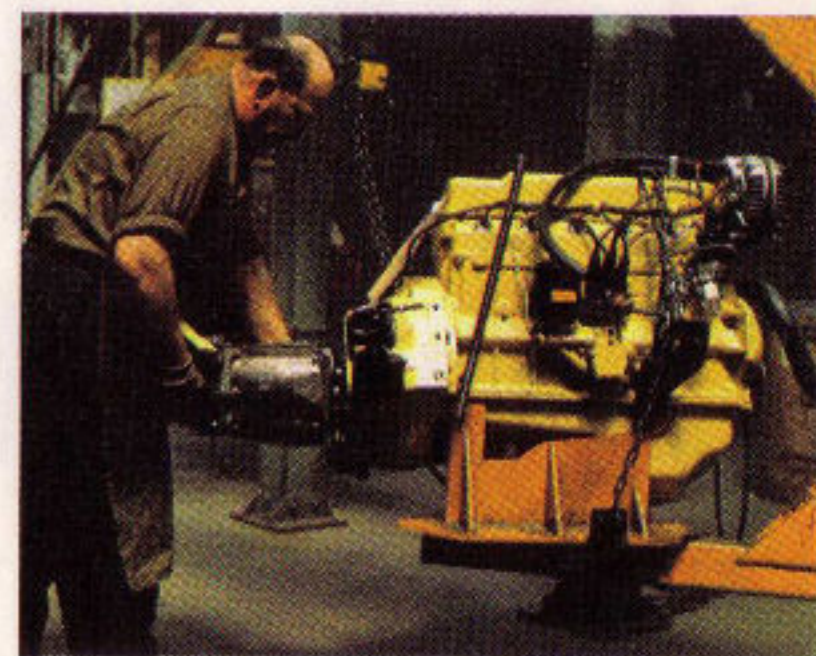
**RUST-PROOFING.** When you buy a Dodge truck you can be sure of years of freedom from rust and corrosion. Here you see why as (on the left) a Dodge cab enters the first of a multi-step dip and spray process that will give lasting protection to every area subject to road splash or water accumulation. Rocker-panel sills are double coated; door interiors are primed on the bottom 12 inches; all box sections have drain holes. On the right the same cab emerges from the booth.



A FEATURE OF ALL DODGE GASOLINE-powered trucks is a 35-amp alternator standard equipment on all gasoline powered Dodge Trucks built since 1961. The alternator offers you two big advantages. It keeps the battery more fully charged at all times. You get faster, surer starts in all kinds of weather. And, because the battery is more fully charged always it will last far longer than usual. A larger capacity 40-amp alternator is optional equipment on all Dodge gasoline-powered truck models.



STANDARD ENGINE AND TRANSMISSION in Dodge low-tonnage models are a 140 hp Slant Six with a heavy-duty 3- or 4-speed manual transmission. The Six, and optional 200 hp V8, both with standard closed crankcase ventilating system, are the most modern truck engines you can buy. The standard transmission, with wider gear teeth for longer life, is the equal of heavy-duty transmissions you'd pay a premium for on comparable trucks. The clutch, with hydraulic actuation, is very easy to operate.



PICKUP CAB AND BODY are kept together during the painting process. They went through rust-proofing together. Now they go through the paint line together so their finishes will be perfectly matched. Here, near the end of the assembly line, they are being lowered onto the chassis. The cab will be attached to the frame with thick rubber mounts that "tune-out" vibration, provide an amazingly quiet ride. Just a few hundred feet more down the assembly line and this Dodge truck will be complete and ready for inspection.



DODGE TRUCKS ARE PRICED lower than most of the competition, right in line with the rest. Your Dodge dealer can prove that to you quickly and easily. Since January, 1962, when our new policy of running improvements was put into effect, a great many significant engineering changes have been incorporated in Dodge trucks to make them tougher, more economical, tight-fisted than ever. Now, more so than at any other time in Dodge's years of building trucks, it's true that . . . **DODGE BUILDS TOUGH TRUCKS.**

FINAL ASSEMBLY begins with the bare frame. Models D100 and D200 have a drop frame to lower the cab and body. Model D300 has a frame with straight side rails. With either kind of frame, it begins its trip down the line in a cross-wise and upside down position. As it travels along the line, the frame is fitted with Job-Rated components to do the best job for the new owner. Springs, shock absorbers, axles, other parts go on. Then the frame is turned over to finish its trip along the assembly line.



END OF THE ASSEMBLY LINE. From the minute the first two parts of this Dodge truck were put together, back when cab assembly began, the inspection began. It has been going on continuously ever since. Welds, door fit, paint, trim, everything has been carefully checked. Now the Dodge is ready to roll off the line and head for the toughest test of all, the exhaustive, probing final inspection. After passing inspection, it goes into a shipping lot and then on to its new owner to give years of dependable service.



# SEND THIS COUPON FOR MORE INFORMATION ON DODGE TRUCKS FOR YOUR JOB!

DODGE TRUCK  
Sales Promotion Dept.  
P.O. Box 2088  
Detroit 31, Michigan

I want to know more about the Tough Dodge Trucks that can do a better job for me. Please send the catalogs I've checked below.

- |   |   |
|---|---|
| <input type="checkbox"/> Low-tonnage models                 | <input type="checkbox"/> High-tonnage diesel models |
| <input type="checkbox"/> Medium-tonnage conventional models | <input type="checkbox"/> Forward control models     |
| <input type="checkbox"/> Medium-tonnage cab forward models  | <input type="checkbox"/> Four-wheel-drive models    |
| <input type="checkbox"/> Medium-tonnage diesel models       | <input type="checkbox"/> School bus chassis         |
| <input type="checkbox"/> High-tonnage gasoline models       | <input type="checkbox"/> Crew Cab models            |
|   | <input type="checkbox"/> Dodge Motor Home           |

Name \_\_\_\_\_

Name of Company \_\_\_\_\_

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City \_\_\_\_\_ Zone \_\_\_\_\_ State \_\_\_\_\_



The policy of Dodge Division of Chrysler Motors Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer truck. Hence, specifications, equipment and prices are subject to change without notice. LITHO IN U.S.A. 1/63