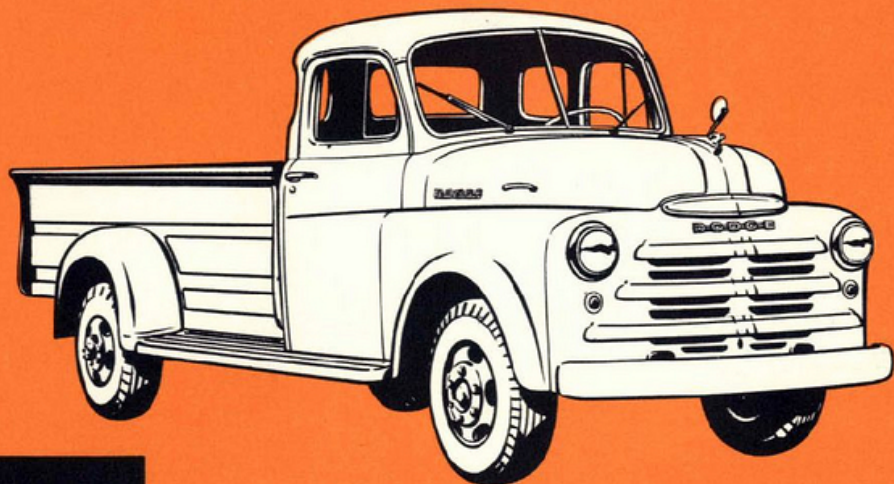


DODGE

"Job-Rated" TRANSPORTATION



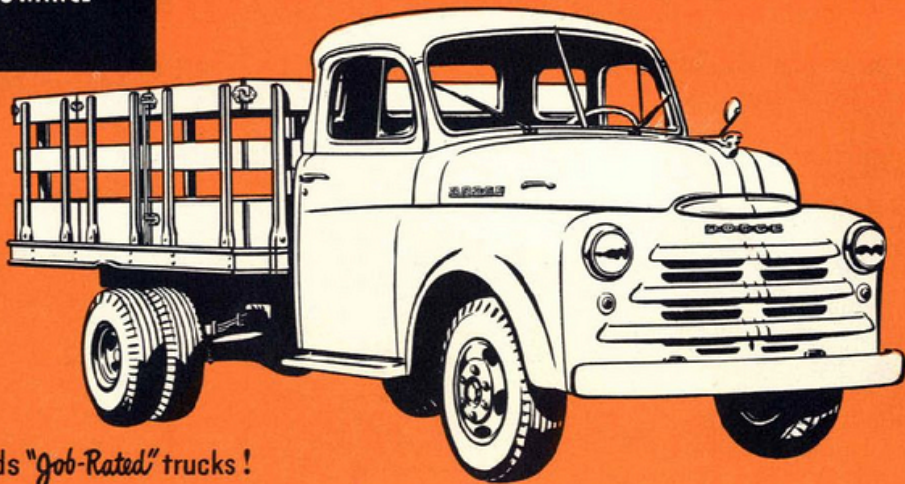
"D" MODELS

7,500 LBS. MAX. G. V. W.

3,975 LBS. BODY AND

PAYLOAD ALLOWANCE

NOMINALLY RATED **1** TON MODELS



Only DODGE builds *"Job-Rated"* trucks!

Profit from the QUALITY of DODGE

"Job-Rated" PICK-UPS and STAKES!

1 Interior measurements: 90" long for D-116; 103" for D-126. Width—54" maximum; 49" between wheel housings. Depth of side 22 1/2"; 56.07 cubic foot capacity for D-116—57.29 cubic foot capacity for D-126.

2 Steel running boards are long and unusually wide, providing ample space to stand on when loading or unloading the body from the side.

3 Rear fenders are low and wide, providing a convenient step to get into or out of the body from over the side. They're simple in shape; easily repaired, and inexpensive to replace.

4 Fenders are attached to body sides with special fast-head screws. This permits a flush surface, protecting loads from being scratched.

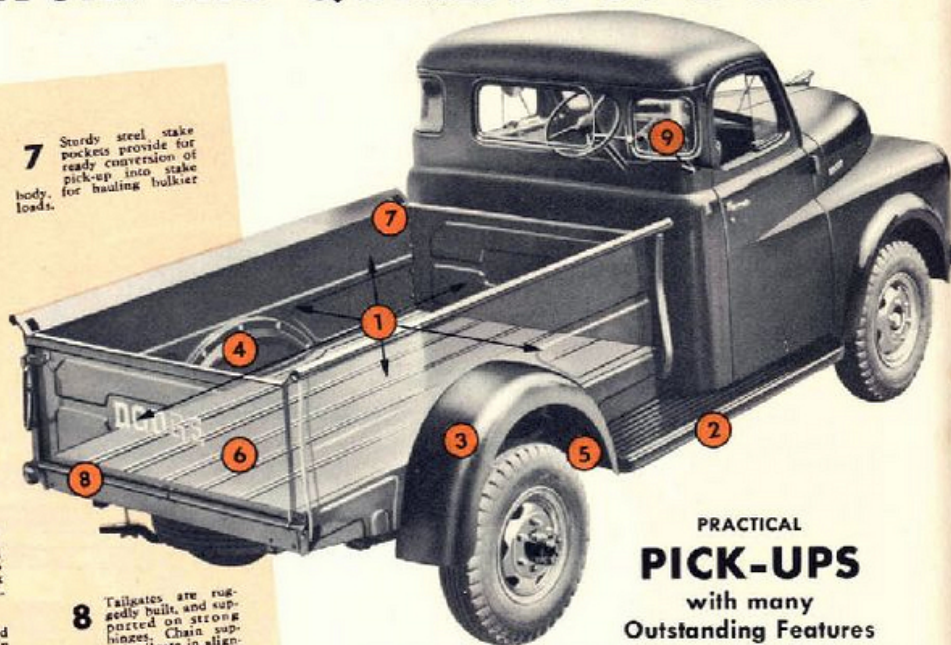
5 Dual rear wheels and tires are available in both 16" and 20" diameters. Smaller size gives low loading height; larger size provides greater road clearance for rural operation.

6 The pick-up floor is of carefully selected, full-seasoned hardwood, with steel skid strips bolted to the truck sub-floor.

7 Sturdy steel stake pockets provide for ready conversion of pick-up into stake body, for hauling bulkier loads.

8 Tailgates are ruggedly built, and supported on strong hinges. Chain supports hold tailgate in alignment with floor, when lowered.

9 Steering column gearshift, on all models with 3-speed transmissions, make driving easier and safer. A convenient, yet out-of-the-way hand parking brake is located under the dash on all models.



PRACTICAL PICK-UPS with many Outstanding Features

You'll like the way these Dodge "Job-Rated" Pick-ups cut your hauling costs. That's because they're "Job-Rated"!

Safety and comfort are outstanding features. Cab seats are 57 1/4" wide . . . ample room for three husky men.

These Pick-ups are remarkably easy to handle and to park. With shorter wheelbases, wider front axle tread, and a new type of cross-steering, you can turn much more sharply in narrow streets. In fact, you can turn the 116" wheelbase model in a 40-foot circle and the 126" wheelbase in a 42'-6" circle, either right or left.

Bodies are the biggest on the market today. Combining handsome appearance with practical utility, you'll find these Pick-ups the most economical and dependable that your money can buy!

1 Inside dimensions: Length—88 1/2" for D-116; 106 1/2" for D-126. 78" inside width. Dodge 9-foot stake especially designed for this capacity truck—not a 1 1/2-ton body, as used by most manufacturers.

2 Sturdy rack sections, with steel stakes, are firmly locked in place . . . yet easily removable to form a flat unobstructed platform.

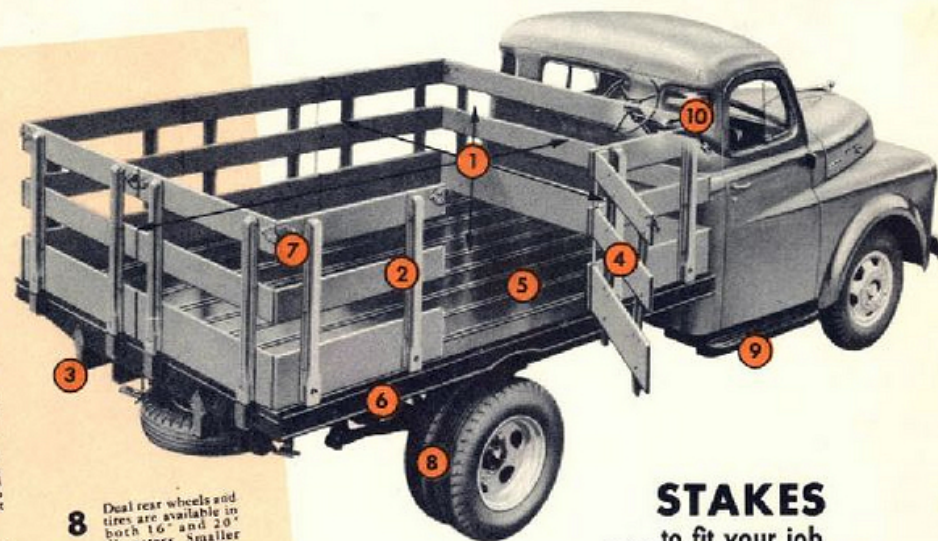
3 Steel main sills permit lower load height; stand up better. Steel cross sills, attached to main sills by husky steel brackets, form a practically indestructible sub-frame.

4 The Dodge Model D-126, 9-foot stake body has a hinged center section to facilitate side loading at curb.

5 The stake floor is of carefully selected, full-seasoned hardwood, with steel skid strips bolted to the truck sub-floor.

6 Steel channel rub rails on each side of the stake body protect the platform, and give added support to the stake pockets.

7 Interlocking steel brackets connect stake sections. They can readily be unlocked for stake removal.



STAKES . . . to fit your job . . . save you money!

8 Dual rear wheels and tires are available in both 16" and 20" diameters. Smaller size gives low loading height; larger size provides greater road clearance.

9 Wide, sturdy running boards of high quality steel are placed low for easy cab entrance.

10 Steering column gearshift, on all models with 3-speed transmissions, make driving easier and safer. A convenient, yet out-of-the-way hand parking brake is located under the dash.

You can choose the right stake to fit your job . . . from ten "Job-Rated" models in the 1-ton field. Wheelbase lengths of 116 and 126 inches are available, accommodating stake bodies from 7 1/2 feet to 9 feet in length.

Smart styling, combined with ruggedness and utility, insures permanently fine appearance . . . a Stake you can be proud to own.

Safety, comfort, and ease of handling are outstanding features. Dependable, long life service is assured by the high quality features listed at the left.

Compare these stakes carefully with any others. You will find them superior . . . and unquestionably the finest stakes Dodge has ever built.

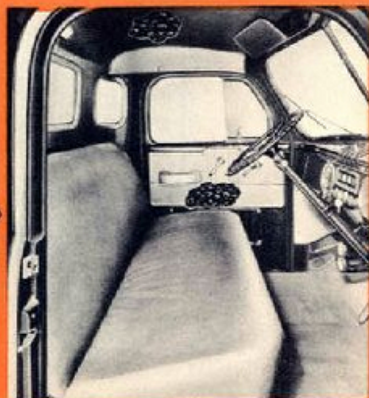
Enjoy the COMFORT, ROOMINESS and

ABUNDANT ROOMINESS

There's plenty of headroom and leg-room for big men to stretch out, or to operate foot controls without striking knees against the steering wheel. Note the unobstructed and undistorted vision . . . 1802 square inches of glass area. Rear quarter windows are available, and add still more to vision and to safety.

INSULATED AND SOUNDPROOFED

Cab windshield and rear windows are set in a heavy and effective rubber weatherseal, which facilitates glass replacement. Thick insulation on dash keeps out engine heat and noise. Floor and roof are insulated, and sound-deadening material on door panels guards against drumming. Doors effectively sealed by sponge rubber, extend below cab floor to keep out drafts.



SAFETY of DODGE "PILOT-HOUSE" CABS!

ADJUSTABLE "AIR-O-RIDE" SEATS

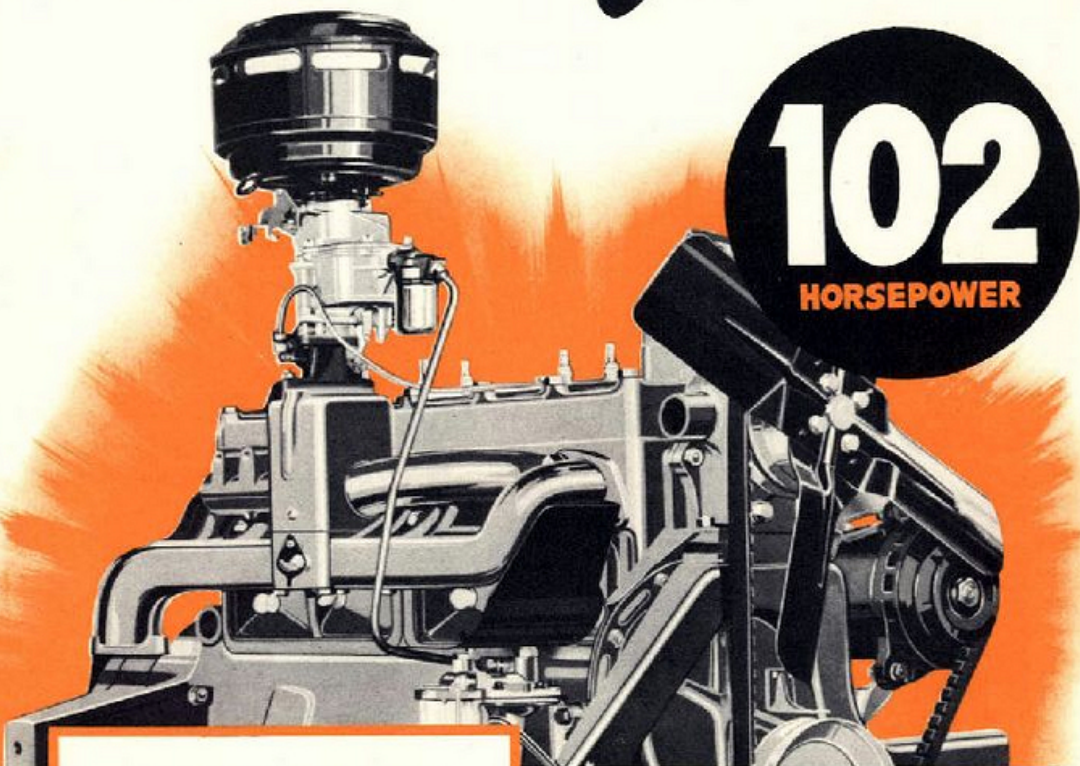
Dodge cab seats are designed to provide maximum comfort for each individual driver. Their famous "Air-O-Ride" seats are adjustable both to the weight of the driver and road conditions. They're "chair-height" . . . just like you have at home . . . with proper back and leg support. A safe, convenient hand lever provides a 4-inch seat adjustment. Three inches of additional adjustment are available by moving seat cushion.

SAFETY-STEEL CONSTRUCTION

Dodge cabs are steel welded to steel . . . top, floor and sides . . . to provide maximum driver protection, and to prolong cab life. Husky steel braces reinforce steel at every point of stress. Box section construction for door posts and other structural units adds additional strength and rigidity. The steel floor is an integral part of the cab body.

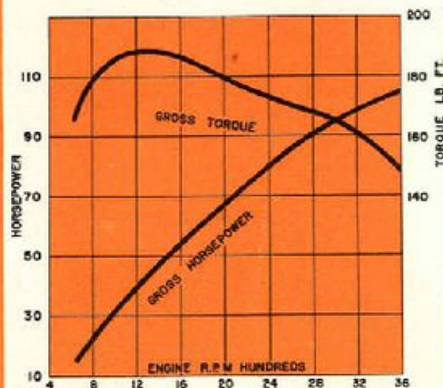


Profit from "Job-Rated" POWER and ECONOMY!



102
HORSEPOWER

HORSEPOWER AND TORQUE CHART

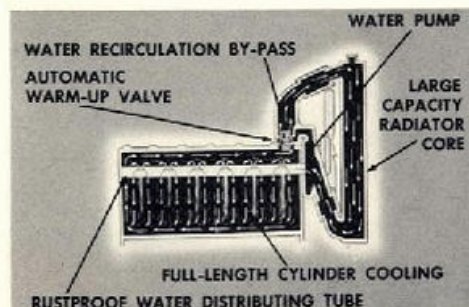


THESE POPULAR Dodge "D" Model trucks are powered with an engine "Job-Rated" for brilliant performance . . . with the economy for which Dodge truck engines are famous.

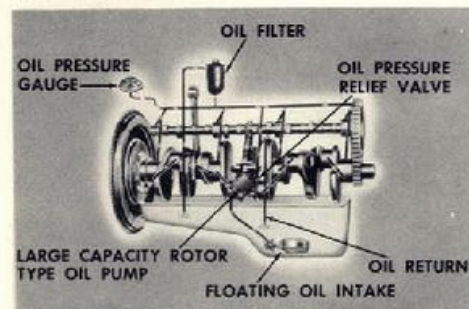
This engine is "Job-Rated" especially for the loads the trucks are built to haul. It's engineered to provide its maximum power at practical operating speeds.

Like all Dodge truck engines, it is designed and precision built to fit the job. You can be sure that your Dodge Model "D" will have the right power for satisfying, low-cost operation.

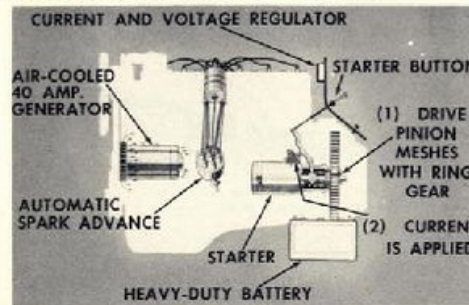
Study the engine features, the many examples of Dodge quality engineering . . . shown on the opposite page. They contribute much to the operating efficiency, the day-in-and-day-out dependability, the long life, and the exceptional economy of these Dodge "Job-Rated" trucks.



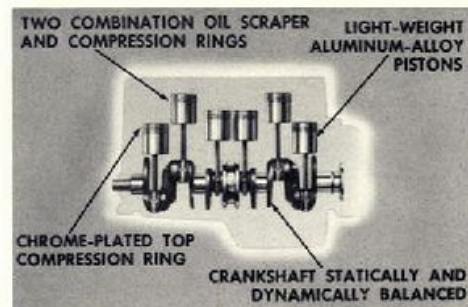
COOLING SYSTEM: Highly effective cooling system contributes greatly to efficient engine operation, and reduced wear on parts. Full-length water jackets provide uniform cooling. Water from radiator is recirculated around exhaust valve seats from an efficient distributing tube. Efficient pump assures high-volume flow. Thermostatically controlled by-pass gives quicker, even warm-ups, saves fuel, eliminates hot spots.



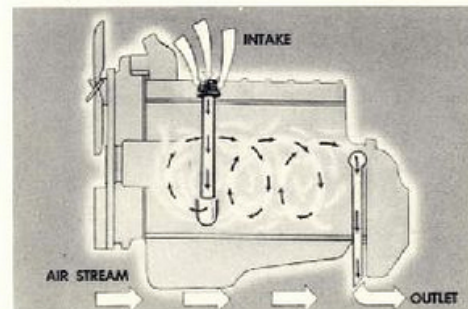
LUBRICATION SYSTEM: Your investment in these Dodge "Job-Rated" trucks is safeguarded by an efficient and dependable full-pressure lubrication system. Oil flow is clean, strained by a floating-type intake screen that avoids froth and sediment. Oil is forced to all main and connecting rod bearings through drilled passages and splashed to the cylinder walls. Pressure at all speeds is assured by a rotor-type oil pump.



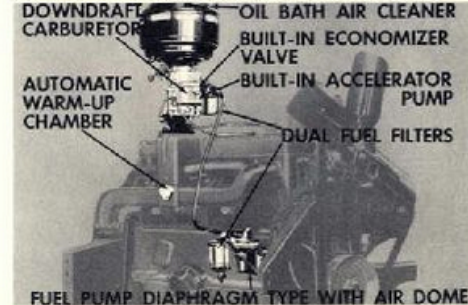
ELECTRICAL SYSTEM: This is a completely splash-proof and dust-proof electrical system, with resistor-type spark plugs. Features contributing to dependable long-life operation include a shunt-wound, air cooled 40-amp. generator, automatic spark advance, voltage-current regulator, and heavy-duty battery. Starter pinion teeth are safely meshed with the ring gear on the flywheel before electrical contact can be made.



ENGINE COMPONENTS: Replaceable precision-type, multiple-layer bearings save you money. Four big multiple-layer, precision-type main bearings support the rugged, dynamically and statically balanced crankshaft. Bearing surfaces are hardened by a special electrical induction process. Specially coated aluminum alloy pistons, with four rings, are cooler operating, closer fitting, easier on bearings; save gas and oil.



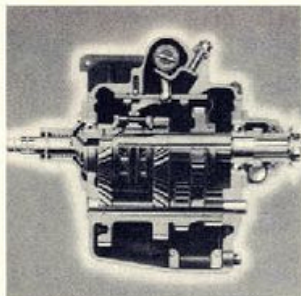
VENTILATION SYSTEM: For extra oil savings and engine protection, Dodge provides full crankcase ventilation. Air is drawn in through a copper mesh filter in the oil filler cap. Forward motion of vehicle causes rushing air to form a vacuum at the crankcase outlet pipe. Thus—water, vapors, and acid fumes are drawn from the engine, minimizing possibilities of sludge formation, oil dilution, and destructive etching.



FUEL SYSTEM: High power output with remarkable economy results from the simple, yet highly efficient fuel system that is an outstanding feature of Dodge "Job-Rated" trucks. Modern engineering advancements include large, diaphragm-type fuel pump, dual fuel filters, down-draft carburetor, built-in accelerator pump, automatic warm-up chamber, and oil-bath air cleaner.

Profit from the QUALITY and ECONOMY

of these "Job-Rated" Chassis Features!



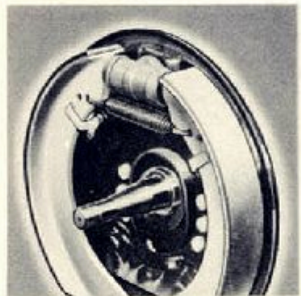
Noteworthy among features of these trucks is this large, heavy-duty, 3-speed transmission. It's "Job-Rated" for dependability, and long life. Gears are wide faced, and precision cut. A rugged 4 speed transmission is available when lower ratios and more accelerating steps are needed for heavy hauling.



Steering column gearshift, on all Dodge "D" models with 3-speed transmissions, makes driving easier and safer. 4-speed transmissions are equipped with the standard tower shift. A convenient, yet out-of-the-way hand parking brake is located under the dash on all models.



Smooth, positive starts, and long life, are built into this sturdy clutch. Friction area is more than 100 square inches. Features include heat-treated pressure and torsion springs, and permanently lubricated, ball-type release bearing. Permanently adjusted eyebolts automatically compensate for lining wear.



Powerful, "equal-pressure" hydraulic 4-wheel brakes, insure safe, sure, smooth stops. Braking area is 209 square inches. Stepped-cylinder rear brakes provide better equalization, and maximum efficiency. Linings are cyclebonded for longer, more even wear, and better holding.

It stands to reason that a chassis that's engineered and built to fit a definite hauling job . . . is safer, will operate more economically, is more dependable, and will last longer.

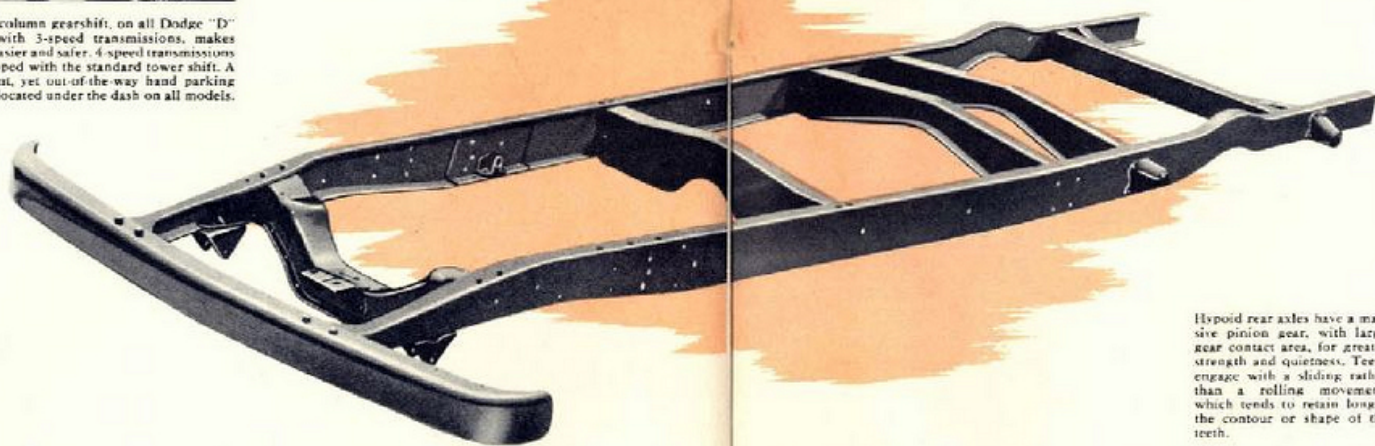
You get *all* these advantages in the 1-ton Dodge chassis, because they're "Job-Rated" . . . to fit the job.

Every chassis unit . . . clutch, transmission, rear axle, gear ratio, brakes, frame,

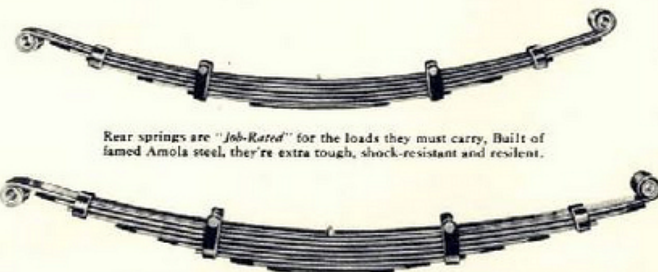
springs and tires . . . is "Job-Rated" to haul *your* loads over *your* roads . . . with time- and money-saving efficiency.

Take time . . . NOW . . . to read about and to study each of the many fine features and advantages of these Dodge "Job-Rated" chassis.

These are the units that contribute so directly to the fine performance, long life, and exceptional dependability of Dodge "Job-Rated" trucks.



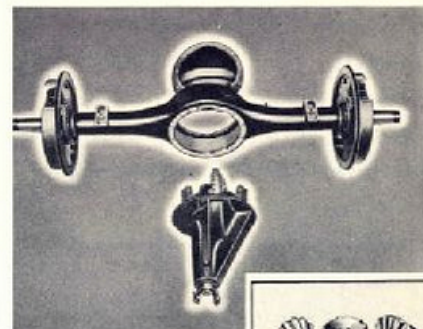
The foundation of this great 1-ton truck is its rugged "Job-Rated" frame—a frame engineered and built to stand rough and hard usage. Sturdy cross-members provide greater rigidity, and contribute to the truck's long, trouble-free life.



Rear springs are "Job-Rated" for the loads they must carry. Built of famed Amola steel, they're extra tough, shock-resistant and resilient.

Extra-long front springs are made of tough Amola steel, famous for long life, and resistance to breakage. They're shackled at the rear end to absorb road shock—and always "Job-Rated" for the load to be carried.

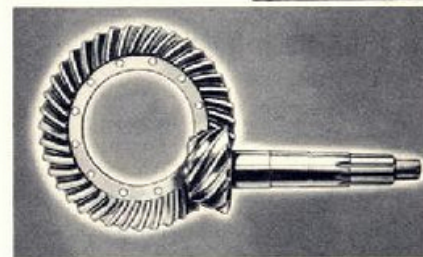
Full-floating rear axles combine strength with easy servicing. The pinion and differential assemblies are mounted on a carrier, and may easily be removed for servicing.



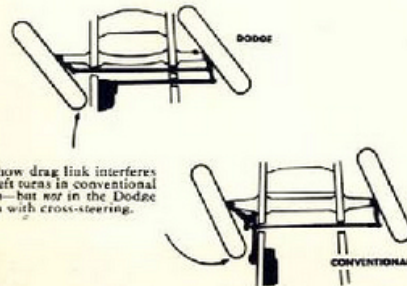
Four pinions in the differential distribute the load more evenly, resulting in longer life.



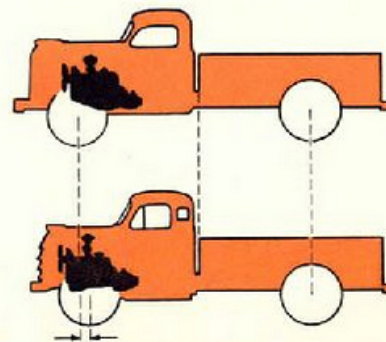
Hypoid rear axles have a massive pinion gear, with large rear contact area, for greater strength and quietness. Teeth engage with a sliding rather than a rolling movement, which tends to retain longer the contour or shape of the teeth.



Shorter Turning Diameters . . . Easier Handling . . . result from New Type of Cross-Steering, and better Weight Distribution



Note how drag link interferes with left turns in conventional design—but not in the Dodge design with cross-steering.



With cross-type steering, in combination with shorter wheel-bases and wider tread front axles, you can turn the D-116 completely around in a 40-foot circle—the D-126 in a 42-foot, 6-inch circle—either right or left. Less road shock is transmitted to steering gear and wheel.

By moving the front axle back, and the engine forward, Dodge has achieved not only greatly improved maneuverability—but also better weight distribution throughout the vehicle.

GENERAL SPECIFICATIONS

ENGINE SPECIFICATIONS

Type and Number of Cylinders.....	L-Head, 6
Bore and Stroke.....	3 $\frac{3}{4}$ " x 4 $\frac{3}{8}$ "
Piston Displacement.....	230.2 cu. in.
Maximum Horsepower.....	102 @ 3600 RPM
Maximum Torque.....	187 ft.-lbs. @ 1200 RPM
Compression Ratio.....	6.7 to 1
Piston Material.....	Aluminum Alloy "U" Slot
Piston Rings, Number Per Piston....	4
Top Piston Ring Surface Coating....	Chrome-Plated
Lubrication	
Type.....	Pressure
Oil Pump—Type.....	Rotor
Oil Pump Intake, Type.....	Floating Screen
Crankcase Refill—Capacity.....	5 qts.
Valve Tappets.....	Adjustable
Exhaust Valves.....	Silchrome
Seat Inserts.....	Special Alloy
Cooling System	
Capacity.....	17 $\frac{1}{2}$ qts.
By-pass for Water Recirculation....	Yes
Water Distributing Tube.....	Yes
Main and Connecting Rod Bearings..	Replaceable Prefitted Type
Spark Plugs, Type.....	Resistor
Generator, Standard.....	40 amp.
Fuel System	
Number of Filters.....	2
Air Cleaner.....	Oil-bath-type
Carburetor.....	Plain Tube Downdraft

Specifications Subject to Change Without Notice

Chassis, with or without cab, available for wide range of special bodies



CHASSIS WITH FLAT-FACE COWL
Available in 116" and 126" Wheelbases
Single or Dual Rear wheels



CHASSIS AND CAB
Available in 116" and 126" Wheelbases
Single or Dual Rear wheels



CHASSIS WITH WINDSHIELD COWL
Available in 116" and 126" Wheelbases
Single or Dual Rear wheels

CHASSIS

Clutch		
Type and Size.....	Single Plate, 10-in.	
Total Facing Area.....	100.53 sq. in.	
Transmission		
Speeds.....	3 Forward, 1 Reverse	
Final Drive		
Type.....	Hotchkiss	
Front Axle		
Type.....	Reverse Elliott I-Beam	
Rear Axle		
Type.....	Full Floating Hypoid	
Standard Ratio.....	4.3 to 1	
Optional Ratios.....	3.9, 4.89 to 1	
Steering Gear		
Type.....	Worm and Roller	
Ratio.....	18.2 to 1	
Parking Brake		
Location.....	Rear of Transmission	
Total Braking Area.....	42.5 sq. in.	
Service Brake		
Type.....	Hydraulic Internal Expanding	
Total Braking Area.....	209 sq. in.	
	<hr/>	
	D-116 D-126	
Frame—Type.....	Straight with 1 $\frac{3}{4}$ " kick-up over rear axle	Straight with 1 $\frac{3}{4}$ " kick-up over rear axle
Max. depth of side rails... 6 $\frac{1}{8}$ "		6 $\frac{1}{8}$ "
No. of Crossmembers*... 5		6
Springs—Type.....	Semi-elliptic	Semi-elliptic
Front, Size..... 42" x 1 $\frac{3}{4}$ "		42" x 1 $\frac{3}{4}$ "
Nominal Capacity... 1000 lbs.		1000 lbs.
No. of Leaves.... 8		8
Rear, Size..... 52" x 1 $\frac{3}{4}$ "		52" x 1 $\frac{3}{4}$ "
Nominal Capacity... 1950 lbs.†		1950 lbs.†
No. of Leaves.... 10		10

*Includes front bumper.

†2300 lbs. nominal capacity rear springs available as extra equipment. 850 lbs. auxiliary springs also available.