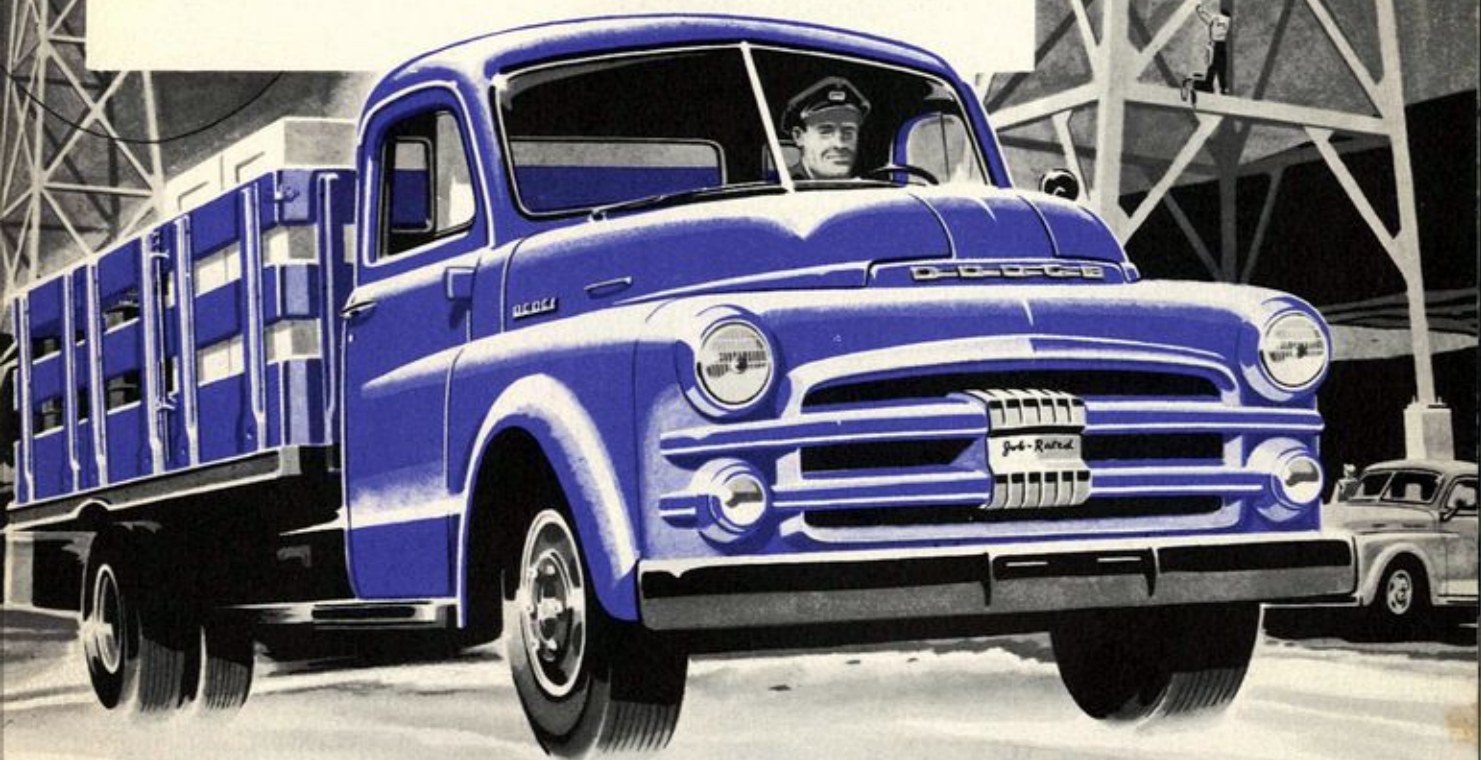


1 TON-D Models

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'51  
**DODGE**  
*"Job-Rated"* TRUCKS



# DODGE EXPRESSES AND STAKES ARE "Job-Rated" TO INCREASE YOUR PROFITS!

Certainly . . . you'll find that these Dodge "Job-Rated" Expresses and Stakes are "just what the doctor ordered" for reduced hauling costs and increased hauling profits!

That's because you get the *one* truck that's perfectly suited for the job *you* want it to do. What's more, you get a truck that's impressively good-looking . . . and with roomy comfort and maneuverability that make the driver's work more pleasant, more efficient.

These Dodge 1-ton models are extremely easy to handle because of cross-steering, wide front axle tread, and short wheelbases. Large windows and windshields make them unusually *safe* to drive.

These Dodge "Job-Rated" trucks welcome rigid comparison with any other trucks.

## STYLING That Means "Pride of Ownership"

These Dodge "Job-Rated" trucks present an appearance that is impressively massive . . . yet neat, trim and fleet. From the front, the look of low ruggedness is emphasized by the broad horizontal bars which extend across the radiator grille. The "Job-Rated" medallion, centered in the grille, lends an added note of sparkle. Notice, too, that the cab has been designed to look low, wide, and massively streamlined. The hood is low, also . . . for increased road visibility, and to add to the road-hugging appearance of the truck. Here, truly, is truck appearance that will lend an added note of prestige to your business!



## Expresses

Right for Your  
Toughest Jobs!

Because the bodies of these Dodge "Job-Rated" Expresses are *big* and *spacious*, they let you haul more. And, because they are "Job-Rated," Dodge Expresses haul these loads for *less*. You enjoy utmost truck comfort, too. Cab seats are a spacious 57 inches wide.

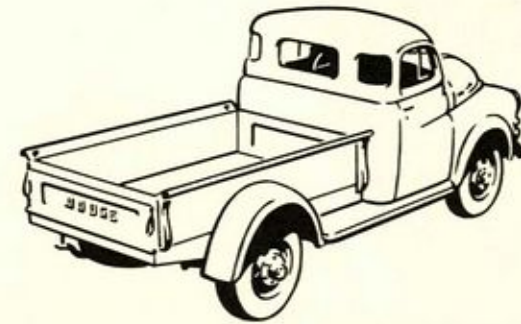
**1** Interior measurements—high-side express 90" long for D-116; 108" for D-126. Width—54" maximum; 49" between wheel housings. Depth of side, 22 $\frac{3}{8}$ ". 56.06 cu. ft. capacity for D-116—67.28 cu. ft. capacity for D-126 (to top of tailgate).

**2** Fenders are attached to body sides with special flat-head screws, protecting loads from projecting surfaces.

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

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

**5** Rear fenders are low and wide, providing a convenient step to get into or out of the body from over the side.



### LOW-SIDED EXPRESS

Interior measurements—90" long for D-116; 108" for D-126. Width—48 $\frac{1}{4}$ ". Depth of side, 17". 36.12 cu. ft. capacity for D-116—43.34 cu. ft. capacity for D-126 (to top of tailgate).

## Stakes

"Job-Rated" for  
Value ALL-ways!

You'll find that there are *ten* G.V.W. Stake models in the 1-ton field. This is assurance that you'll be able to get the right Stake to fit *your* job. Wheelbase lengths of 116 and 126 inches are available, accommodating Stake bodies from 7 $\frac{1}{2}$  feet to 9 feet in length.

These Stake models, like *all* Dodge models, are "Job-Rated" for top performance, unusually long life, and exceptional economy. The features and dimensions shown at right are only a few of the reasons why these are *the finest 1-ton Stakes you can buy!*

**1** Inside dimensions: Length: 88 $\frac{1}{2}$ " for D-116; 106 $\frac{1}{2}$ " for D-126. 78" inside width. Dodge 9-ft. Stake especially designed for this capacity truck—not a 1 $\frac{1}{2}$ -ton body as used by most manufacturers.

**2** Sturdy rack sections, with steel stakes, are firmly locked in place. Yet, they are easily removed to form a flat, unobstructed platform.

**3** Steel main sills permit lower loading height . . . stand up better, too. Steel cross sills, attached to main sills by husky steel brackets, form a practically indestructible sub-floor.

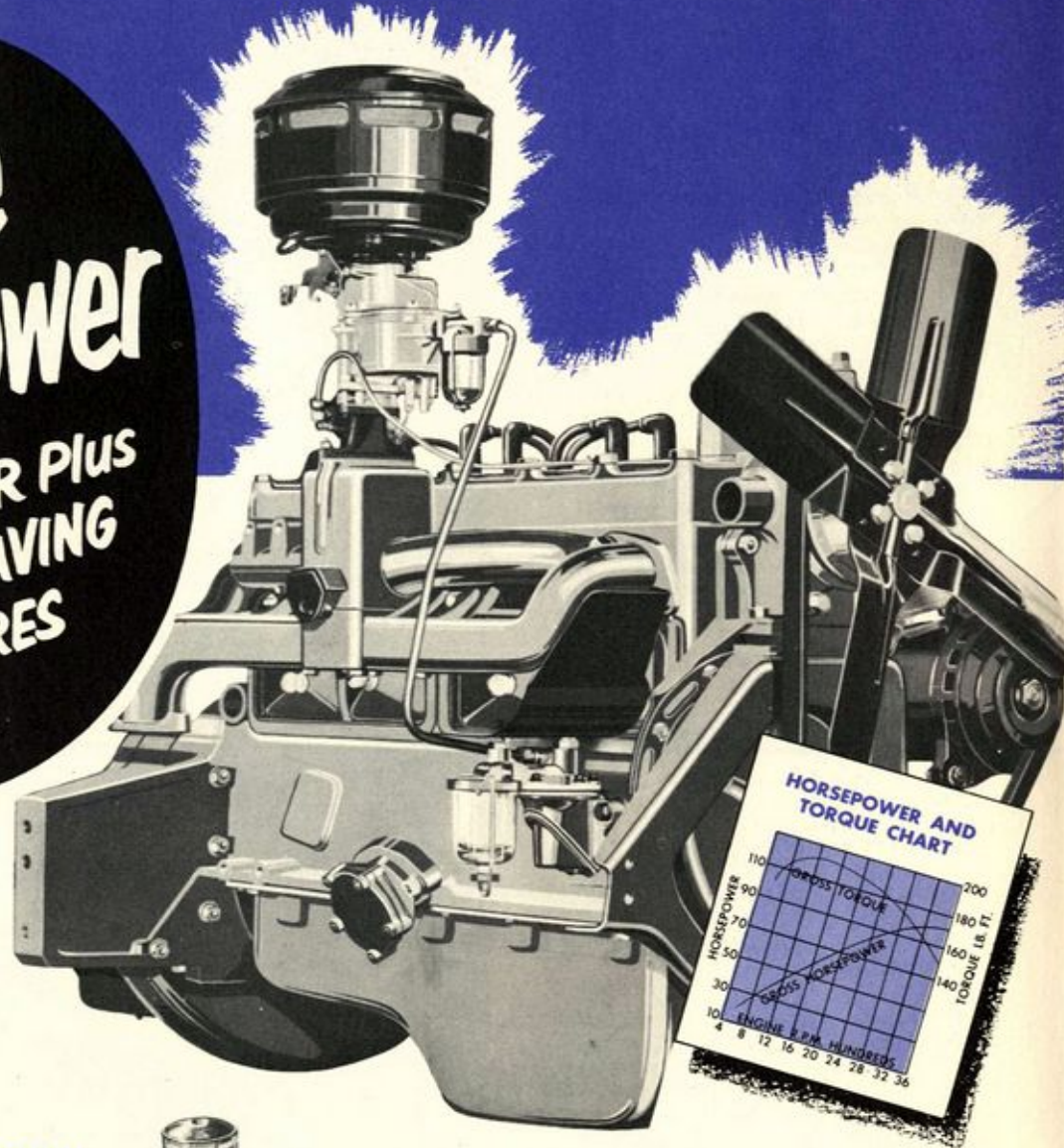
**4** Floors are of heavy, full-seasoned hardwood with steel skid strips bolted to the truck sub-floor.

**5** Steel channel rub rail on each side protects the platform and reinforces the stake pockets.



**MORE POWER GREATER ECONOMY MORE PROFIT**

**More Horsepower**  
EXTRA POWER PLUS  
MONEY-SAVING  
FEATURES



This Dodge engine provides 103 gross horsepower to pull your loads easily, economically. You'll have power to spare on the highway . . . when passing other vehicles . . . when traveling uphill . . . or when working off the road in fields or yards.

**MOISTUREPROOF IGNITION SYSTEM!**

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



**RUGGED, LONG LIFE BELT!**

A narrow, wedge-type fan belt is a feature of "D" model Dodge "Job-Rated" trucks. This belt is exceptionally long-wearing and dependable.

**"HOTTER" SPARK PLUGS!**

New type hotter, resistor-type spark plugs with a more intense spark at low engine speeds are provided on Dodge "D" models. Because of this, engine idling is smoother, gas economy is greater.



**LARGE CAPACITY FUEL PUMP!**

The fuel pump on Dodge "D" models has greater capacity . . . and prevents excessive pressure. It is extremely dependable, long-lasting and economical.

**HIGH-TORQUE STARTING MOTOR!**

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

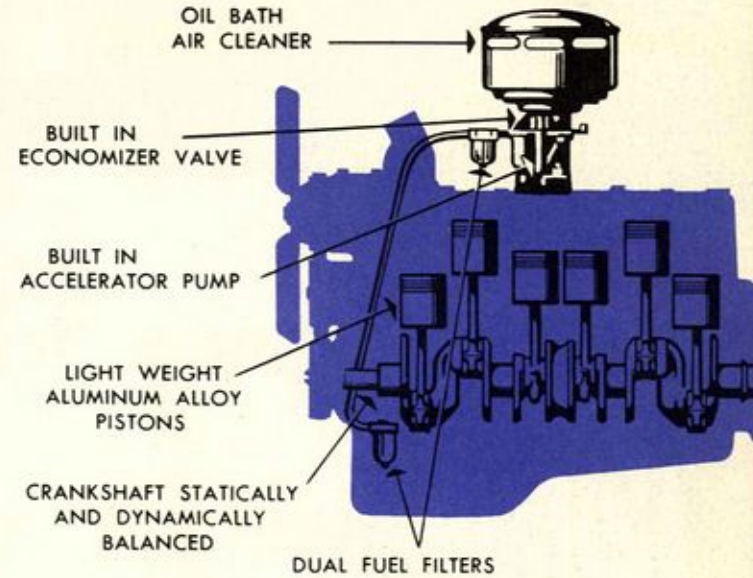


**LARGE 45 AMP. GENERATOR!**

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

WITH A

**DODGE "Job-Rated" ENGINE**



**STURDY ENGINE COMPONENTS**

Each individual part of these rugged Dodge "Job-Rated" engines is designed to take all the punishment your operation will give it! For instance, replaceable, precision-type bearings last longer—are more easily serviced. 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 Water Distributing Tube.** Better exhaust valve seat cooling—and hence longer, more trouble-free valve and seat life—is the outstanding benefit of this Dodge feature. Exhaust valve ports are cooled effectively and equally by a spray from the water distributing tube. Bubbles, which prevent thorough cooling in some truck engines, are washed away by positive water pressure.

**3 Four Rings per Piston** mean more oil and gasoline economy. Dodge pistons on the "D" model 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. And it reduces cylinder wall scuffing, too. Engine economy becomes greater. Engine overhauls become less frequent. Wear on cylinder walls during break-in period is greatly reduced.

**4 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.

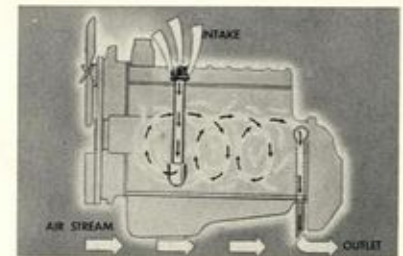
**A FUEL SYSTEM THAT'S "TOPS"**

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 contributes to this economy with such advanced features as dual fuel filters, large diaphragm-type fuel pump, downdraft carburetor, built-in accelerator pump, automatic warm-up chamber, and oil-bath air cleaner.

**FILTERED CRANKCASE VENTILATION**

The Dodge engine ventilating system provides full crankcase ventilation. In addition, 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 a Pressure Lubrication System**

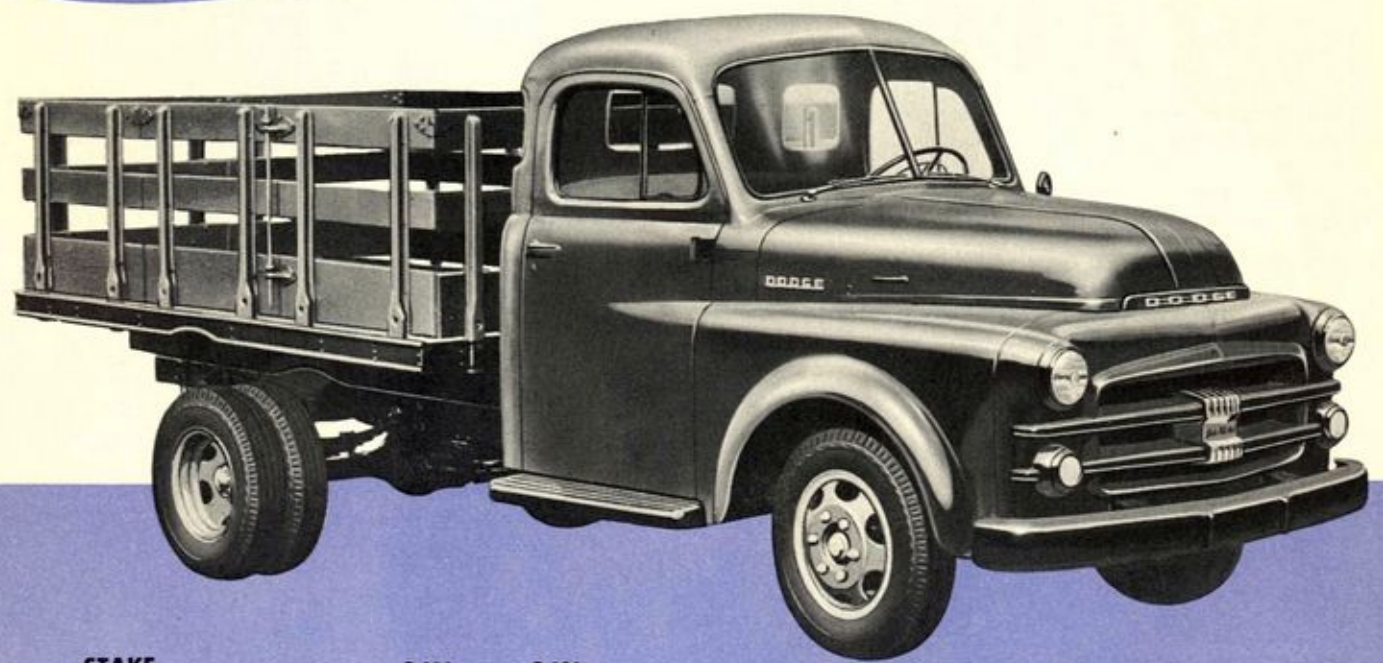
Oil flow is clean since it is strained by a floating-type intake screen that avoids froth and sediment. Oil is forced to all main and connecting rod bearings through drilled passages and splashed to the cylinder walls. Pressure at all speeds is assured by a rotary-type oil pump.

**PLUS Many Other Quality Features**

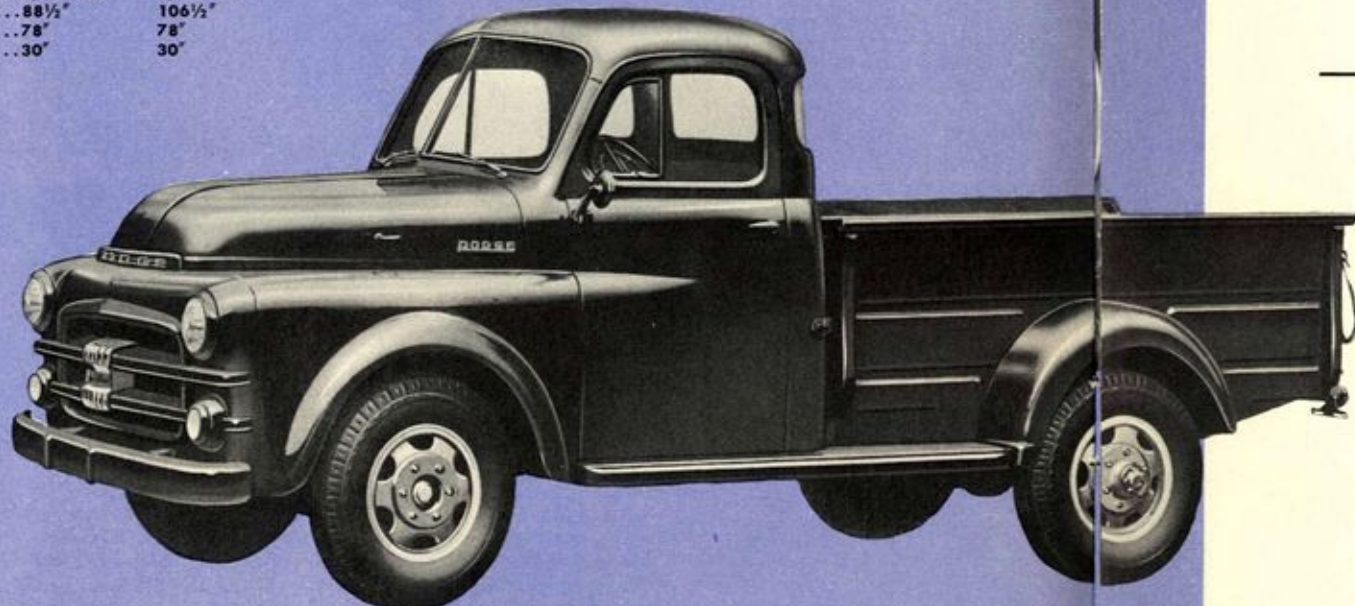
(Have your Dodge "Job-Rated" truck salesman show you the Dodge Truck Sales Manual.)

Whatever your needs in the 1-ton field ...

# here's a **DODGE "Job-Rated"** 1-ton model that's **RIGHT** for you!



STAKE	D-116	D-126
Loading Area.....	47.9 sq. ft.	57.7 sq. ft.
Payload Allowance, Max.....	3,925 lbs.	3,725 lbs.
Inside Length.....	88½"	106½"
Inside Width.....	78"	78"
Height of Stakes.....	30"	30"



EXPRESS (Low-Sided Body)	D-116	D-126	EXPRESS (High-Sided Body)	D-116	D-126
Express Body Floor Area.....	30.2 sq. ft.	36.2 sq. ft.	Express Body Floor Area*.....	33.75 sq. ft.	40.50 sq. ft.
Payload Allowance, Max.....	4,200 lbs.	4,025 lbs.	Payload Allowance, Max.....	4,100 lbs.	3,975 lbs.
Inside Length.....	90"	108"	Inside Length.....	90"	108"
Inside Width.....	48¼"	48¼"	Inside Width*.....	54"	54"
Height of Sides.....	17"	17"	Height of Sides.....	22½"	22½"

\*Wheelhouses not included.

If your work calls for a 1-ton truck—any type of 1-ton truck—you're sure to find just what you want in one of the models shown on these pages.

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 1-ton Expresses and Stakes 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. And you get your choice of either a high- or low-sided express body . . . whichever best answers the needs of your operation.

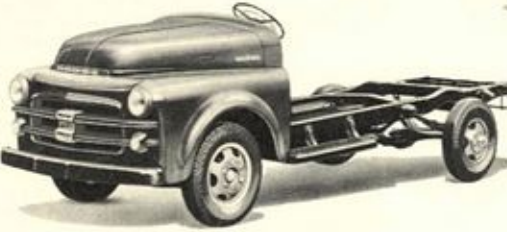
Add exceptional handling-ease and deep-seated cab comfort and you have some idea of exactly what these Dodge models can mean to you in your business.

The 1-ton chassis is available separately, either with flat-face cowl, windshield cowl, or cab, as illustrated below.


CHASSIS AND WINDSHIELD COWL




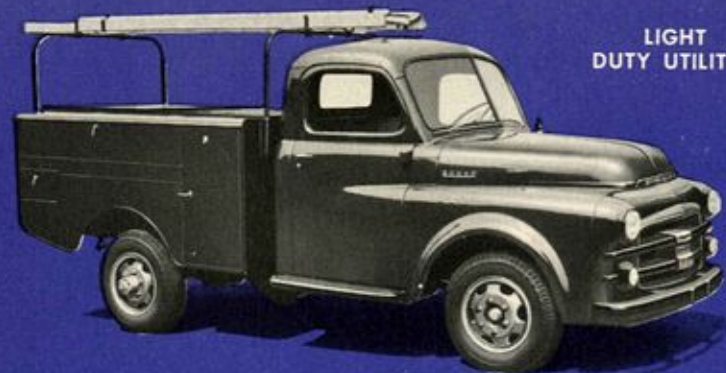
CHASSIS AND FLAT-FACE COWL



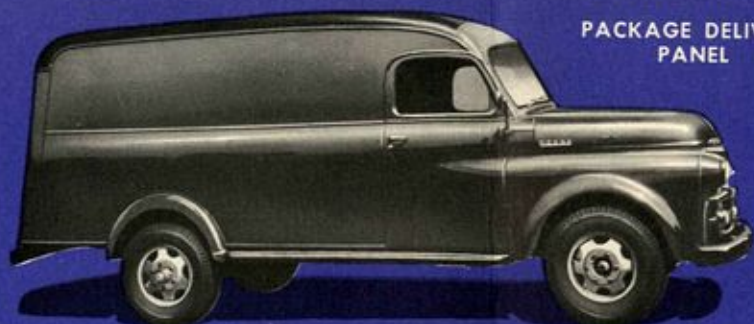
CHASSIS AND CAB



and... 



LIGHT DUTY UTILITIES



PACKAGE DELIVERY PANEL



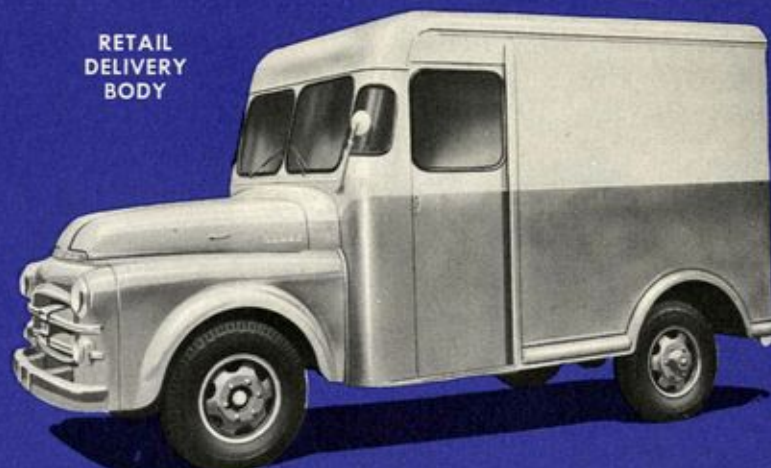
LIGHT DUTY VAN AND PANEL



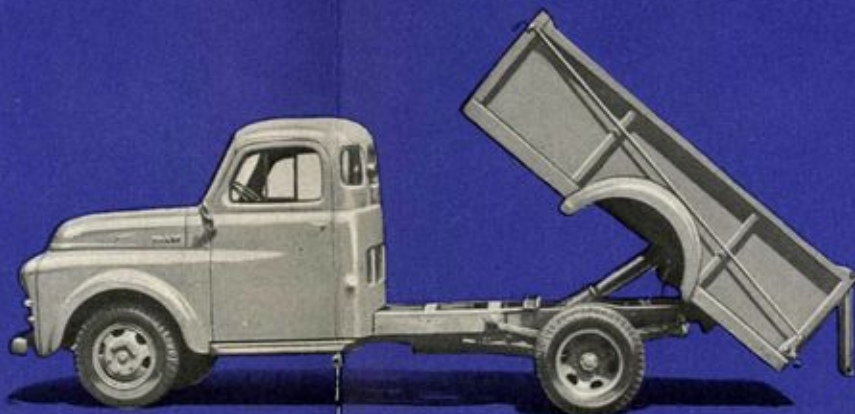
POLICE PATROL AND AMBULANCE BODY



SCHOOL BUS



RETAIL DELIVERY BODY



EXPRESS DUMP



WRECKER

A wide variety of body types are usable on **1-ton** models

Remember... only **DODGE** builds "Job-Rated" trucks!

# 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.

# Top Performance Longer Life Extra Dependability!

**1** Front springs, extra long for easy riding, are made of tough, yet flexible Amola steel—famous for long life and resistance to breakage. The springs are "Job-Rated" for the load to be carried.

**2** Powerful "equal pressure" hydraulic 4-wheel brakes insure safe, smooth stops. Braking area is 209 square inches. Cycle-bond linings give longer, more even lining wear, and better gripping.

**3** Notice that the Dodge engine is located in a *forward* position . . . while the axle is located farther *back*. This improves maneuverability . . . provides better weight distribution throughout the truck . . . and enables the truck to carry larger payloads.

**4** Smooth, even starts and long life are built into this sturdy clutch. Frictional area is more than 100 square inches.

**5** This large, heavy-duty 3-speed transmission is "Job-Rated" for dependability and long life. It features a steering column gearshift for easy operation. Gears are wide-spaced and precision-cut. A rugged, 4-speed, Synchro-shift transmission, with floor-mounted gearshift, is available if you need lower gear ratios and more accelerating steps for heavy hauling.

**6** This husky "Job-Rated" frame is built to withstand hardest use. Sturdy cross-members provide greater rigidity and contribute to the truck's long, trouble-free life.

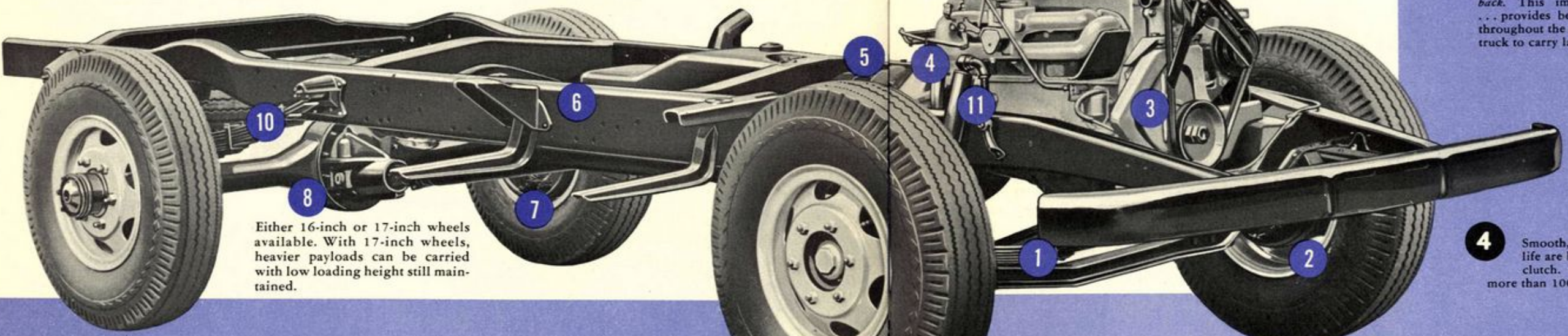
**7** Brake cylinders are "anodized"—a process that minimizes rusting and pitting.

**8** Full-floating rear axles in these Dodge "D" models combine strength with easy servicing.

**9** Steering column gearshift on Dodge "D" models with 3-speed transmission makes driving easier and safer.

**11** "Oriflow" shock absorbers control the ride better on rough roads . . . give a softer ride under normal conditions, too.

**10** Rear springs are "Job-Rated" for the loads they must carry. Built of Amola steel, they're extra tough, yet resilient.

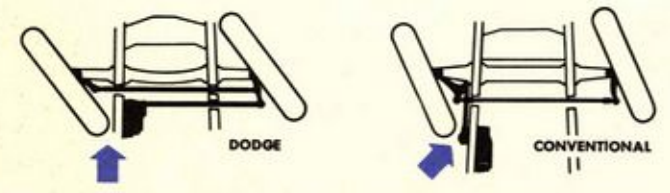


Either 16-inch or 17-inch wheels available. With 17-inch wheels, heavier payloads can be carried with low loading height still maintained.

## Cross-Steering Gives Shorter Turning Diameters . . . Easier Handling

Cross-steering, in combination with short wheel-bases and wide tread front axles with standard tires, lets you turn a Dodge D-116 truck completely around in a 39-foot circle (D-126, 41½'), either right or left.

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



# NEW SMOOTHNESS... NEW HANDLING EASE... LONGER TRUCK LIFE WITH **gyrol FLUID DRIVE**

Only Dodge offers *gyrol Fluid Drive* in commercial vehicles.

This great engineering advancement has proved an outstanding performer in thousands of Dodge "Job-Rated" trucks.

Certainly you'll want to consider carefully the benefits of *gyrol Fluid Drive* before you buy any truck in the 1-ton field.

In actual operation, it has been proved that the smooth, certain, cushioning action of Fluid Drive has definitely prolonged the life of giant shovels, huge cranes, power transmission machinery and many other types of equipment. In your Dodge "Job-Rated" truck, too, you'll find that *gyrol Fluid Drive* means smooth, easy operation such as you've never known in a truck before!

## Smoother, More Economical Performance!



Fluid Drive provides a "power cushion" between the engine and clutch. You can slow down without having to shift gears... start up with a minimum of jerking. Fluid Drive also helps to prevent wheel-spinning when you start up on a slippery pavement.

With Fluid Drive applying the power with unbelievable smoothness, driving is easier on the driver... easier on the truck. Service expense is lower, since the shocks that cause excessive wear are largely eliminated.

**Easier Handling!** One demonstration will serve to convince you how much easier—how much less tiring—it is to drive a truck that is equipped with Fluid Drive!

For one thing, a lot of tiresome gear shifting is completely eliminated. In a Dodge "Job-Rated" truck equipped with Fluid Drive, you can roll along in high... slow down in traffic... then speed up again, all without touching the gearshift lever or clutch.



**Longer Truck Life!** With Fluid Drive, more than 80 vital truck parts are protected against sudden shocks and strains. Thus, there is less wear on the engine, clutch and the entire power train... and your payload gets a more "gentle" ride.

Clutch facings last much longer, too. That's because clutch engagement is cushioned. Gears, universal joints and other drive-line parts are not subjected to sudden shocks. It's impossible, even with an inexperienced driver at the wheel, to cause undue strain on a power line that's cushioned and protected by Fluid Drive.

Finally, tires give longer mileage. Fluid Drive reduces wheel-spin... reduces tire wear on starting.

see your dealer about a demonstration...soon!

**HOW IT WORKS** Fluid Drive consists of two vaned discs separated by a cushion of oil. The engine turns one disc... to start the oil whirling. The "activated" oil then turns the other disc. Power from the engine to the rear wheels is transferred through this oil cushion. There is no metal-to-metal contact. You'll feel the smooth difference the minute you drive a new Dodge "Job-Rated" 1-ton truck with *gyrol Fluid Drive*!

**THE BASIC PRINCIPLE** Basic principle of Fluid Drive can be illustrated by placing two electric fans facing each other, one being plugged in, the other disconnected. The connected fan represents the disc turned by the engine. It transfers its power through the air to the disconnected fan, which represents the disc driving the rear wheels.



DRIVEN MEMBER  
DRIVING MEMBER  
TO TRANSMISSION  
FLUID FROM ENGINE

# 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 "Pilot-House" 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 1874 square inches of glass area!

In Dodge cabs you ride in a more restful, more comfortable atmosphere. That's because these cabs are effectively insulated and soundproofed at the windows, windshield, dash panel, floor, roof, and door panels. Also, doors extend below the cab floor to help prevent drafts.

## 6 Additional Features

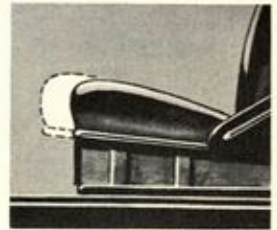
- 1 **Safety instrument panel**—Instruments are directly in front of the driver where they're easy to see. For easy servicing, instruments can be removed from the driver's side.
- 2 **Horn ring** is now provided as standard equipment on 1-ton models.
- 3 **Steering wheel** angle has been changed to give a more comfortable, more natural, driving position.
- 4 **The seat cushion** is thicker, more comfortable. It is soft, yet gives the proper support.
- 5 **Trim on door** is of simulated leather. It is brightly colored, washable; provides added insulation against cold.
- 6 **Door handles** and window regulators are large and easily operated.

**The Safety You Want!** You'll be safer in a Dodge "Pilot-House" cab. 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.



## Adjustable Seats!

Dodge cab seats offer maximum comfort, regardless of the driver's size or weight. A convenient hand lever provides a 4-inch seat adjustment. One and one-half inches of additional fore and aft adjustment is available by moving the seat cushion. Seats are "chair-height," too, for utmost comfort.

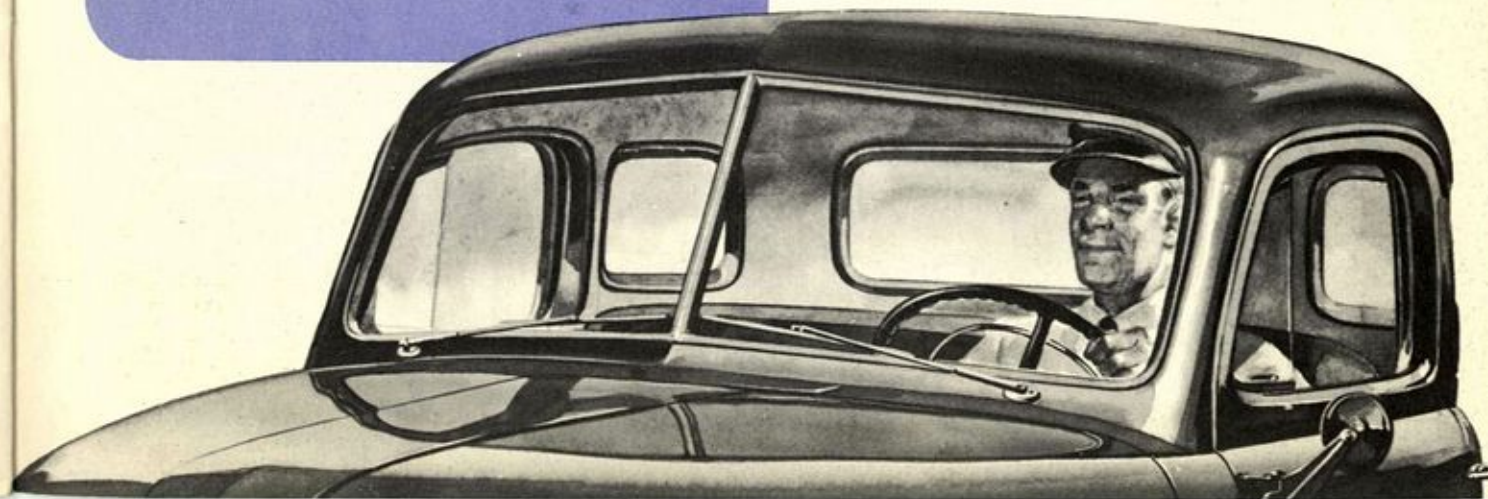


## Your Choice of Three Cabs!

Standard Dodge "Pilot-House" cab features include sun visor, dual vacuum windshield wipers, cowl ventilator.

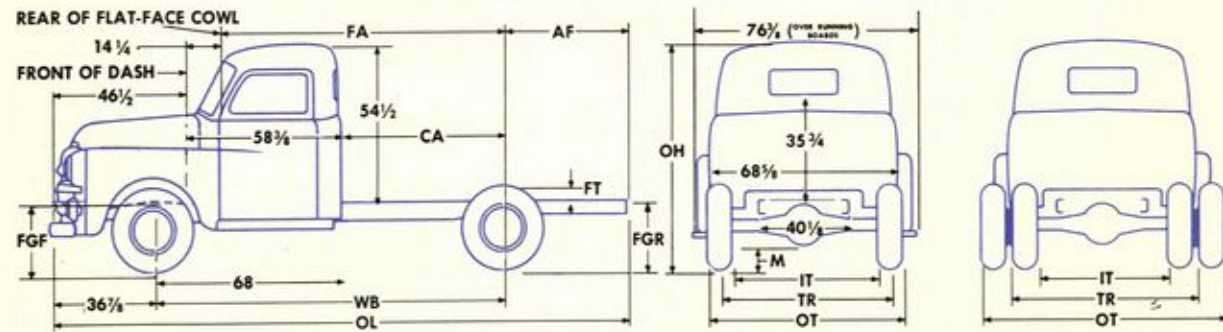
De Luxe Cab features include door vent wings, rear quarter windows, sun visor, cowl ventilator, dual vacuum windshield wipers.

Custom Cab features include door vent wings, rear quarter windows, dome light, armrest, dual sun visors, foam rubber seat padding, de luxe seat back, cowl ventilator, dual electrically operated windshield wipers.



# DODGE "Job-Rated" TRUCKS

5,600 lbs. to 8,000 lbs. G. V. W.



## Variable dimensions affected by wheelbase

MODEL	WB	CA	AF	OL	FA
D-116	116	48	40 <sup>3</sup> / <sub>8</sub>	193 <sup>1</sup> / <sub>4</sub>	92 <sup>1</sup> / <sub>8</sub>
D-126	125 <sup>3</sup> / <sub>4</sub>	57 <sup>3</sup> / <sub>4</sub>	44 <sup>1</sup> / <sub>8</sub>	206 <sup>3</sup> / <sub>4</sub>	101 <sup>7</sup> / <sub>8</sub>

When you select a Dodge "Job-Rated" truck

...You get the truck that fits your job!

## DODGE "D" MODELS

Variable dimensions affected by Tire Size

DIMENSION	6.00/16-6PR-Front 7.00/16-6PR-S. Rear		6.50/16-6PR-Front and Dual Rear		7.50/17-8PR-Front and Single Rear	
	Empty	Loaded	Empty	Loaded	Empty	Loaded
OH	78 <sup>3</sup> / <sub>8</sub>	77 <sup>7</sup> / <sub>8</sub>	78 <sup>3</sup> / <sub>4</sub>	78	80 <sup>1</sup> / <sub>8</sub>	79 <sup>1</sup> / <sub>2</sub>
FGF	23 <sup>7</sup> / <sub>8</sub>	23 <sup>1</sup> / <sub>4</sub>	24 <sup>1</sup> / <sub>4</sub>	23 <sup>1</sup> / <sub>2</sub>	25 <sup>5</sup> / <sub>8</sub>	25
FGR	26 <sup>1</sup> / <sub>4</sub>	24	27 <sup>1</sup> / <sub>4</sub>	23 <sup>1</sup> / <sub>2</sub>	28 <sup>5</sup> / <sub>8</sub>	25 <sup>5</sup> / <sub>8</sub>
FT	4 <sup>5</sup> / <sub>8</sub>	6 <sup>7</sup> / <sub>8</sub>	2 <sup>7</sup> / <sub>8</sub>	6 <sup>1</sup> / <sub>8</sub>	5	8 <sup>3</sup> / <sub>4</sub>
OT	69 <sup>3</sup> / <sub>8</sub>		75 <sup>3</sup> / <sub>4</sub>		70	
IT	54 <sup>1</sup> / <sub>8</sub>		61 <sup>7</sup> / <sub>8</sub>		53 <sup>1</sup> / <sub>2</sub>	
TR	61 <sup>3</sup> / <sub>4</sub>		68 <sup>1</sup> / <sub>16</sub>		61 <sup>3</sup> / <sub>4</sub>	
M	8 <sup>3</sup> / <sub>4</sub>		8		9 <sup>5</sup> / <sub>8</sub>	



# SPECIFICATIONS

## ENGINE

Type and Number of Cylinders.....L-Head, 6  
 Bore and Stroke..... $3\frac{1}{4}$ " x  $4\frac{5}{8}$ "  
 Piston Displacement.....230.2 cu. in.  
 Maximum Gross Horsepower... 103 @ 3,600 R.P.M.  
 Maximum Gross Torque . .190 lbs.-ft. @ 1,200 R.P.M.  
 Compression Ratio.....7.0 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.....Rotary  
 Oil Pump Intake—Type.....Floating Screen  
 Crankcase Refill—Capacity.....5 qts.—6 qts.  
 with oil filter

Valve Tappets.....Adjustable  
 Exhaust Valves, Material...Silicon and Chromium Steel  
 Seat Inserts, Material.....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.....45 amp.  
 Fuel System  
 Number of Filters.....2  
 Air Cleaner.....Oil-bath type  
 Carburetor.....Plain Tube Downdraft

## CHASSIS

Clutch  
 Type.....Single-Plate  
 Diameter and Area.....  
 .....10"—100.53 sq. in. (with 3-speed trans.)  
 .....11"—123.7 sq. in. (with 4-speed trans.)  
 Fluid Drive uses 10" clutch only.  
 Fluid Drive available.....Yes, with 3- or 4-speed  
 transmission  
 Transmission  
 Speeds, Standard.....3 Forward, 1 Reverse  
 Optional.....4 Forward, 1 Reverse  
 Final Drive  
 Type.....Hotchkiss  
 Front Axle  
 Type.....Reverse Elliott I-Beam  
 Rear Axle  
 Type.....Full-Floating, Hypoid  
 Ratios.....3.9, 4.3 or 4.89  
 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.

	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.....	1,000 lbs.	1,000 lbs.
No. of Leaves.....	8	8
Rear, Size.....	$52$ " x $1\frac{3}{4}$ "	$52$ " x $1\frac{3}{4}$ "
Nominal Capacity.....	1,950 lbs.†	1,950 lbs.†
No. of Leaves.....	10	10

\*Includes front bumper  
 † 2,300 lbs. and 2,600 lbs. nominal capacity rear springs  
 also available.

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 today!

Specifications Subject to Change Without Notice

DMA-7477-1-51