

**PREVIEW**  
of the  
**NEW**  
**DODGE**  
*"Job-Rated"*  
**TRUCKS**

# NEW *Styling...*



**y**ou are looking at the most attractive trucks ever designed. Both conventional and cab-over-engine models present an entirely new, massive "truck-like" appearance that is years ahead in design. Note, too, how expertly Dodge engineers and designers have wrought such perfect harmony of design between these two models—a "family resemblance" of great value to those who use both types.



# Features and Advantages of the New DODGE "Job-Rated" TRUCKS

When you actually see the new line of Dodge "Job-Rated" trucks the first thing you'll notice, of course, is their new, massive "truck-like" appearance.

But underneath you'll find a power-packed, long-life chassis, unmatched anywhere for performance, economy, dependability and long life.

Even the briefest examination of the major features of these trucks will convince you definitely that they're the first really new trucks introduced in the past eight years.

Certainly these new "B" Series Dodge "Job-Rated" trucks are a distinct departure from preceding models. Yet, they are not merely "changed" models—not even just "improved" models.

These new Dodge "Job-Rated" trucks are completely designed, engineered and built for the postwar transportation era. Brilliant new styling, improved maneuverability, better weight distribution, "Pilot House" vision and greatly improved comfort for the driver. These are plus values—over and above the dependability, economy and long life that have always characterized Dodge "Job-Rated" trucks.



## BRILLIANT NEW STYLING!



You will have no difficulty convincing any customer that these new trucks are the most attractive on the market today.

They possess a symmetry of line and design that extends from the massive radiator grille—along gracefully flowing lines—into the doors of the cab.

The brand new and appealing style treatment has been effected by a completely new design of radiator grille, front fenders, front bumper, hood and cab.

It's a design that imparts a massive, "truck-like" appearance long sought after, but never before achieved. It's a design completely divorced from any past or present truck or passenger car treatment. The new Dodge "looks" like a truck . . . and it is a TRUCK!

Truck operators are becoming more and more aware of the importance of attractive appearance in the trucks they operate. They know that trucks are travelling advertisements, seen by thousands of people every day—and they know, further, that many people form their opinion of a business through the appearance of its trucks.

A few years ago, any truck that could carry a load was considered satisfactory. This is no longer true. The discriminating truck operator of today demands a truck that will advertise his business while efficiently performing his hauling operations.

The eye-compelling attractiveness of Dodge trucks—which over many years has been an outstanding characteristic of our vehicles—reaches a new high in "B" Series trucks. Let's study just a few details of this greater attractiveness.

Headlights and parking lights are mounted flush in the radiator grille panel. This panel extends completely across the front fender housings. Chrome plated radiator ornaments and name plates add further to the trim front-end appearance.

The front fender housings blend harmoniously with the radiator grille, hood and cab. And fender lines flow gracefully into the cab doors, accentuating the streamline effect.

Deep, channel-section front bumpers, formed to follow closely the contour of the front grille and fenders also add substantially to front-end appearance. Of course, these bumpers are attached directly to the ends of the frame's side rails, thus serving as an additional frame cross-member, which is further reinforced by gussets from bumper to frame, making an even stronger and more rigid mounting.

By closely following the contour of the front grille and fenders, the danger of "hooking" when turning in close corners is minimized, if not eliminated.

Smart, distinctive, modern styling—designed and destined to win the instant approval of discriminating truck operators—is only one of the many outstanding features and advantages you will find in this new line of Dodge "Job-Rated" trucks.

## DRIVER COMFORT AND CONVENIENCE



Perhaps none of the numerous features and advantages of these new trucks will win such instant and long-lasting approval from the men who drive trucks, as will those embodied in the new cabs.

So vastly increased is the vision in these cabs—so greatly improved is their safety and comfort—that we wanted a name that would instantly identify them . . . setting their outstanding features and advantages apart from all other cabs.

That name came naturally . . . it's "Pilot House" Cabs!

In the design of these new cabs, VISION has been tremendously increased. Windshield and windows are much wider and higher. With the availability of new rear quarter windows, drivers get true "Pilot House" vision . . . in all directions.

These are the safest cabs ever built—with welded, all-steel construction.

The cabs are higher, wider, longer, and more fully weather-proofed than those on any preceding model.

In addition to "Pilot House" vision, these cabs have clear, unobstructed floor space—extra-large, fixed windshield—form-styled, adjustable "Air-O-Ride" seats, and extremely neat appearance. Controls are properly located for maximum comfort and convenience. Clutch and brake pedal pads are increased in size for greater ease of operation.

These new "Pilot House" cabs feature two of the most advanced safety and comfort features introduced in truck cabs in years—extra-wide, three-man, "Air-O-Ride" seats—and All-Weather ventilation. Let's discuss the seats first.

## NEW "AIR-O-RIDE" SEATS!

"Air-O-Ride" seats are an exclusive Dodge feature. No other trucks have them. They combine excellent coil springs with easily-regulated air pressure—which enables the driver to adjust the cushioning of "comfort" of the seat to his own personal weight and the condition of the road he's travelling.

Because this adjustment can be made with a very simple regulator—located beneath the center of the seat—and reached without taking the eyes from the road—this is a safety, as well as a comfort feature.



Further, these seats have a distinctly new adjustment feature. The seat itself can be set in one of three positions, providing a three-inch forward or backward adjustment. Then, with a lever also conveniently located at the bottom of the center of the seat, the seat can be further adjusted backward or forward, to exactly the right position for the size and comfort of the driver.

The total backward and forward adjustment is seven inches. And you'll note that the driver doesn't have to open the

doors, or fumble around between seats and doors to get at the adjusting levers. The seat back, moving with the seat, adjusts itself to provide maximum back support in all positions, materially reducing driving fatigue.

One thing you'll quickly notice is that there are no obstructing levers in these new cabs. Transmission gear shift and hand brake levers have been moved forward to provide more room between seat and levers. Drivers can slip easily in and out from either side.

Running boards are lower and cab doors are higher. Getting into and out of these cabs is remarkably easy. The new lower running boards also contribute substantially to ease of entering the cab and loading express bodies from the side.

## ALL-WEATHER VENTILATION!

And now to ventilation:

Truck drivers ride in comfort whether the thermometer is ten below zero or a hundred above. Rain, sleet, and fogged windshields no longer annoy them. That's because of a remarkable and ingenious combination of a new fresh air intake from behind the radiator grille, with heater, defroster vents, and cool ventilator.

This year, Dodge has, without question, the finest cab ventilation system on the market! Here's how it works.

On a clear, hot day, when the driver wants plenty of fresh air—he simply opens the vent wings and cowl ventilator—and drives in cool comfort. Should it start to rain—and he must fully close his cowl ventilator and windows, and partially close his vent wings, he simply starts the circulating fan, which immediately draws in cool air through the fresh air duct leading from the front radiator grille.

In winter—the driver can open his vent wings—turn on his fan and heater—and be comfortable with fresh, warmed air. Should the weather be muggy, and the windshield tend to steam, the driver opens the fresh air duct from the front grille, turns on his defroster, and drives in a clear-vision, comfortably-heated cab.

## EASE OF HANDLING IMPROVED!

Driver fatigue is lessened in other ways for the fortunate operator of these new "B" Series trucks. The angle of the steering wheel has been flattened so that the driver sits more nearly in a natural position over the wheel, rather than behind it. An 18-inch diameter steering wheel is used on all models from the nominally-rated  $\frac{1}{2}$ -ton through the 2-ton, and a 20-inch wheel on the 2 $\frac{1}{2}$ - and 3-ton models. The steering wheel itself has a new and improved safety grip.

The seat cushion is approximately 1 $\frac{1}{2}$ -inches higher from the floor, bringing it more nearly to chair height for added comfort. We are sure you will find our new cabs the answer to the many driver requests you and we have received for a truly safer, convenient and comfortable cab. Take a ride and you'll feel that you're sitting on top of the world . . . with all the road years to command.



## IMPROVED MANEUVERABILITY!

Remember this: These new Dodge chassis are completely and entirely NEW—not merely "changed" or "re-designed." They've been engineered with new and exclusive functional advancements that result in many advantages.

What Dodge has done is to move the front axle back eight inches under the frame. At the same time, the engine is moved forward in the frame. It will quickly be seen that this arrangement not only contributes to improved maneuverability, but at the same time contributes to better weight distribution throughout the vehicle.

With these shorter wheelbases, Dodge retains the same C.A. dimensions as the older Dodge models and current competitive models with longer wheelbases. This not only permits the use of bodies of the same size, but throws more of the load up over the front axle—thus permitting heavier loads to be carried without imposing any additional weight on the rear axle.

Another advantage of this improved weight distribution is a more comfortable ride for the driver. Front springs have been lengthened, and because these springs carry more weight, the ride in the cab is improved.

In connection with this change, Dodge has also widened the tread of the front axle, and introduced a new type of cross-steering. This permits a full 30° turning angle to left or right, regardless of tire size. One resulting advantage is that these trucks can be turned in much narrower circles. Road shock and wheel "fight" are substantially reduced. Steering is much easier, and the trucks can be backed into parking places or up to loading platforms with much greater ease.

## OTHER DESIGN ADVANTAGES

Many other chassis advancements warrant your careful study and consideration. For instance, new high levels of riding quality and spring life have been obtained by rear-shackled front springs of super-tough Arnold steel, made longer and stronger than ever before.

The new trucks provide a much more substantial support of the drive line, because of multiple propeller shafts and sturdy, rubber-mounted center bearings. Vibration and "whipping" are practically nil.

Extra margins of strength and dependability are provided in all models because of sturdy rear axles of advanced design. Single-speed, two-speed, and double-reduction types, many with increased capacities, are available, along with an extremely wide selection of gear ratios. Extra margins of safety are provided by all Dodge brakes. Dual cylinder, rear-wheel brakes are new and exclusive on the  $\frac{1}{2}$ ,  $\frac{3}{4}$  and 1-ton models. You will find no safer brakes in the industry than are on these new Dodge "Job-Rated" trucks.

Maintenance men will be quick to see the advantages of the new side-opening hood on these new models. They're controlled by a single lever in the center, which actuates latches on both ends. The hood sides are supported by a prop and check strap. Further, with the new, side-opening hood design—there is much more space to work in between the engine and the sheet metal of the sides.



conventional model. Gas, oil, water and battery are all serviced within the view of the driver. And the gas tank filler cap is located on the side of the cab, not in the rear. Customers driving closely mounted vans or other short-coupled vehicles will be quick to appreciate that there is no need for an additional "goose neck" connection to the filler cap.

## "Job-Rated" TOO!

Of course these new trucks retain all the time-proved engineering features and advancements that for years have been far ahead of the field. This is particularly true with regard to the famous Dodge truck engines.

Again, Dodge offers 7 different truck engines. This fact alone enables you to sell your prospect a more economical, more dependable engine—an engine more suited to his hauling needs than he can get from competition. No other manufacturer in the Dodge gross vehicle weight range offers as many different engines.

You know these Dodge truck engines pretty well. For example, you're familiar, of course, with the many time-proved mechanical superiorities of Dodge "Job-Rated" engines, such as their simplified L-head design—their full-length water jacket cooling system—their rugged, counter-weighted, dynamically and statically balanced crank-shaft—and all the other features that contribute to their power, their dependability, and to their remarkable economy of operation.

But this year, several new and exclusive features have been added to Dodge truck engines. Usable power is increased on most models by a "straight-through"



type muffler. In heavy tonnage models, your customers get improved power, performance and economy because of sodium-coated valves, made of stellite and faced with stellite.

You can easily demonstrate to your customers how they can save gas, and reduce crankcase dilution, with these new Dodge engines. This is because the temperature of the incoming fuel mixture is regulated automatically by a thermostatically-controlled manifold heat control valve.

Of course, the wide range of Dodge engines is only one factor that enables Dodge to supply "Job-Rated" trucks—to give your customers exactly the right trucks to fit their job!

Dodge provides five different clutches—all extra-big and extra-strong, and designed for maximum smoothness of action in trucks of different capacities.

Dodge provides three basic types of transmissions—3-speed, 4-speed and 5-speed. Consequently, every one of these new Dodge "Job-Rated" trucks can be equipped with the right transmission to insure maximum flexibility, smoothness, dependability and long life.

Dodge provides 20 separate rear axles—in single-speed, 2-speed and double reduction types, ranging in capacities from 3,500 to 18,000 pounds. These axles are available with an extremely wide range of gear ratios—insuring maximum efficiency in the transmission of Dodge power to wheels. Front axles are "Job-Rated", too.

In addition, Dodge can equip its new trucks with the right one of 31 different frames—35 different springs, and spring combinations—13 brake combinations. And incidentally, there are no better brakes in the truck industry than those engineered for these new Dodge "Job-Rated" trucks.

All in all—Dodge offers you these new trucks in 248 basic chassis and body models—ranging up to 11,000 lbs. G.V.W., and up to 40,000 lbs. G.T.W.

In conclusion, we ask you to study carefully the material presented in this folder. Compare these great new Dodge "Job-Rated" trucks with previous models. Compare them—specification by specification. Do this—and we believe you will very quickly agree that these new "B" Series trucks are in truth and in fact... years ahead in design... the only really new trucks on the market this year!



# NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

## Condensed Table of Basic Gross Vehicle Weight Chassis Models

NOMINAL RATING	PREVIOUS MODEL	MODEL B-1	WHEELBASES AVAILABLE (In.)	GROSS VEHICLE WEIGHT CHASSIS MODELS (In.)	G.T.W. RATING (In.)	TOTAL G.V.W. MODELS
1/2 Ton	WC	B	108	4,250-4,500-4,850		3
3/4 Ton	WD-15	C	116	5,500		1
1 Ton	WD-20,21	D	116-126	5,500-6,000-6,800-7,500		8
1 Ton Power Wagon	WDX	PW	126	7,600-8,700		2
1 1/4 Ton	WF	F	128-152-170-192	7,000-8,000-9,000-10,500-12,000-13,500-14,500	26,000	22
1 1/4 Ton Dual Purpose	WFA	FA	128-152-170-192	10,500-12,000-13,500-14,500	26,000	16
1 1/4 Ton C.O.E.	WFM	FM	107-131-161	7,250-8,250-9,250-10,750-12,250-13,750-14,750	26,000	15
1 1/4 Ton C.O.E. Dual Purpose	WFMA	FMA	107-131-161	10,750-12,250-13,750-14,750	26,000	12
1 1/4 Ton	WFX	H	128-152-170-192	15,500	28,000	4
1 1/4 Ton Dual Purpose	WFAX	HA	128-152-170-192	15,500	28,000	4
1 1/4 Ton C.O.E.	WFMX	HM	107-131-161	15,750	28,000	3
1 1/4 Ton C.O.E. Dual Purpose	WFMAX	HMA	107-131-161	15,750	28,000	3
2 Ton	WH	J	128-140-152-170-212	10,500-13,500-15,500-16,500	29,000	20
2 Ton Dual Purpose	WHIA	JA	128-140-152-170-212	10,500-13,500-15,500-16,500	29,000	20
2 Ton C.O.E.	WHM	JM	107-131-161	10,750-13,750-15,750-16,750	29,000	12
2 Ton C.O.E. Dual Purpose	WHMA	JMA	107-131-161	10,750-13,750-15,750-16,750	29,000	12
2 Ton Dual Purpose	WHAX	KA	128-140-152-170-212	17,000	31,000	5
2 Ton C.O.E. Dual Purpose	WHMAX	KMA	107-131-161	17,250	31,000	3
2 1/2 Ton	WJ	R	130-136-154-172-229	13,500-17,500-18,500	34,000	15
2 1/2 Ton Dual Purpose	WJA	RA	130-136-154-172-229	13,500-17,500-18,500	34,000	15
3 Ton	WK	T	130-136-154-172-190	17,500-19,500-21,000	37,000	15
3 Ton Dual Purpose	WKA	TA	130-136-154-172-190	17,500-19,500-21,000	37,000	15
3 Ton	WR	V	130-136-154-172-190	23,000	40,000	8
3 Ton Dual Purpose	WRA	VA	130-136-154-172-190	23,000	40,000	8
<b>SCHOOL BUS CHASSIS</b>						
1 1/4 Ton School Bus	WF-S	FS	152-170-192	10,650-11,575-11,750-11,900-12,975-14,300-14,475-15,000		8
2 Ton School Bus	WH-S	JS	212	15,775-15,950-17,000		3
2 1/2 Ton School Bus	WJ-S	RS	229	18,300-19,000		2

**Total Number of Gross Vehicle Weight Chassis Models**

**248**

**Standard Production Cabs and Bodies Available as Follows:**

Cabs: All Models

Panel: 6 1/2 ft. on B-108

Pickups: 6 1/2 ft. on B-108

7 1/2 ft. on C-116, D-116, PW-126

9 ft. on D-125

Platforms & Stakes: 7 1/2 ft. on C-116, D-116

9 ft. on D-126, F-128, FA-128, FM-107, FMA-107, H-128, HA-128, HM-107, HMA-107, J-128, JA-128, JM-107, JMA-107, KA-128, KMA-107

12 ft. on F-152, FA-152, FM-131, FMA-131, H-152, HA-152, HM-131, HMA-131, J-152, JA-152, JM-131, JMA-131, KA-152, KMA-131

14 ft. on F-170, FA-170, H-170, HA-170, J-170, JA-170, KA-170

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

# NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 7,500 lbs.

MODEL	B-108	C-114	D-118	E-126
Previous Model	90	90-11	90-20	90-31
Nominal Rating Maximum G.V.W.	1/2 Ton 4,000 lbs.	3/4 Ton 5,000 lbs.	1 Ton 7,000 lbs.	1 Ton 7,000 lbs.
Wheelbase (in.)	108	114	118	125 1/2
Cabin-Rear Axle (in.)	48	48	48	57 1/2
Turning Diameter (ft.)	28	30	31	33 1/2
Tires (Full Wide Base Rims) Standard—Front, Single Rear and Spare Max.—Front, Single Rear and Spare  Front, Dual Rear and Spare	6.00-16—4 Ply 6.00-16—4 Ply 6.00-16—4 Ply or 6.00-20—4 Ply	7.00-15 (TA)—4 Ply 7.00-15 (TA)—4 Ply 7.00-15 (TA)—4 Ply	6.00-16—4 Ply 7.00-16—4 Ply 7.00-16—4 Ply	6.00-16—4 Ply 7.00-16—4 Ply 7.00-16—4 Ply
Axle, Front—Capacity	2,000 lbs.	2,000 lbs.	2,000 lbs.	2,000 lbs.
Axle, Rear—Capacity	2,000 lbs.	2,000 lbs.	2,500 lbs.	2,000 lbs.
Springs, Front—Capacity	900 lbs.	900 lbs.	1,000 lbs.	1,000 lbs.
Springs, Rear—Capacity	1,200 lbs. —	1,700 lbs. —	1,800 lbs. 2,000 lbs.	1,800 lbs. 2,000 lbs.
Front—Side Rail Dimensions (in.)	47 1/2 x 7 1/2 x 7/8	54 x 7 1/2 x 7/8	61 1/2 x 7 1/2 x 7/8	67 1/2 x 7 1/2 x 7/8
Brakes—Type Rear, Front Rear Total Area	Hydraulic 11" x 7" 11" x 7" 174.24 sq. in.	Hydraulic 11" x 7" 11" x 7" 184.56 sq. in.	Hydraulic 11" x 7" 14 1/2" x 7" 212.24 sq. in.	Hydraulic 11" x 7" 14 1/2" x 7" 212.24 sq. in.
Engine—Make Type Rear and Stroke Piston Displacement Max. Gross Horsepower Max. Gross Torque  Compression Ratio	Dodge Truck 4 Cyl. L-head 35 1/2" x 4 1/2" 207.76 cu. in. 95 at 3600 r.p.m. 153 lb.-ft. at 1200 r.p.m. 8.4 to 1	Dodge Truck 4 Cyl. L-head 35 1/2" x 4 1/2" 207.76 cu. in. 95 at 3600 r.p.m. 153 lb.-ft. at 1200 r.p.m. 8.4 to 1	Dodge Truck 4 Cyl. L-head 35 1/2" x 4 1/2" 207.76 cu. in. 100 at 3600 r.p.m. 164 lb.-ft. at 1200 r.p.m. 8.7 to 1	Dodge Truck 4 Cyl. L-head 35 1/2" x 4 1/2" 207.76 cu. in. 100 at 3600 r.p.m. 164 lb.-ft. at 1200 r.p.m. 8.7 to 1
Clutch—Rear and Area	10"—200.5 sq. in. 10"—121.14 sq. in.	10"—200.5 sq. in. 10"—121.14 sq. in.	10"—200.5 sq. in. 10"—121.14 sq. in.	10"—200.5 sq. in. 10"—121.14 sq. in.
Transmission	3-Speed Direct 4-Speed Direct	3-Speed Direct 4-Speed Direct	3-Speed Direct 4-Speed Direct	3-Speed Direct 4-Speed Direct
Rear Axle Gear Ratios	3.7, 4.3, 4.7	3.7, 4.3, 4.7	3.6, 4.3, 4.8	3.6, 4.3, 4.8
Standard Bodies	6 1/2' Pick-Up Panel —	7 1/2' Express 7 1/2' Platform 7 1/2' Stake	7 1/2' Express 7 1/2' Platform 7 1/2' Stake	8' Express 8' Platform 8' Stake
Fuel Tank Capacity Battery Steering Wheel Diameter	18 Gallons 15-Plate, 100 Amp.-Hr. 18 inches	18 Gallons 15-Plate, 100 Amp.-Hr. 18 inches	18 Gallons 15-Plate, 105 Amp.-Hr. 18 inches	18 Gallons 15-Plate, 105 Amp.-Hr. 18 inches

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# NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weights up to 15,750 lbs.

MODEL SERIES	F and FA Conventional		FM and FMA Cab-Over-Engine				H and HA Conventional		HM and HMA Cab-Over-Engine					
	8' and 9'6"		10' and 11'6"		12' and 13'6"		14' and 15'6"		16' and 17'6"					
Normal Rating Maximum G.V.W. Maximum G.V.W. (Tractor)	10,000 lbs. 14,000 lbs. 16,000 lbs.		12,500 lbs. 14,750 lbs. 16,000 lbs.				15,000 lbs. 15,000 lbs. 16,000 lbs.		15,750 lbs. 15,750 lbs. 16,000 lbs.					
Wheelbase (in.) Curb-to-Rear-Axis (in.) Turning Diameter (ft.)	128	152	176	190	197	221	198	222	276	282	307	321	323	
	80	90	100	110	88	88	88	88	100	100	88	88	114	
	44	50½	55½	55½	39	41½	34	34	50½	54½	57½	57½	57	
Tires (Full Width Rear Wheel)	Single Rear Tire Models		Dual Rear Tire Models				7.00-20—8 ply		7.00-20—10 ply		7.00-20—10 ply		7.00-20—10 ply	
Standard—Front	5.00-20—8 ply		5.00-20—8 ply				7.00-20—10 ply		7.00-20—10 ply		7.00-20—10 ply		7.00-20—10 ply	
Standard—Rear	5.00-20—8 ply		5.00-20—8 ply				7.00-20—10 ply		7.00-20—10 ply		7.00-20—10 ply		7.00-20—10 ply	
Maximum—Front	7.00-20—10 ply		7.00-20—10 ply				8.25-20—10 ply		8.25-20—10 ply		8.25-20—10 ply		8.25-20—10 ply	
Maximum—Rear	8.00-20—10 ply		7.00-20—10 ply				8.25-20—10 ply		8.25-20—10 ply		8.25-20—10 ply		8.25-20—10 ply	
							(Dual Rear Tires Only)		(Dual Rear Tires Only)		(Dual Rear Tires Only)		(Dual Rear Tires Only)	
Axis, Front—Capacity	3,750 lbs. 4,500 lbs.		4,500 lbs. —				4,500 lbs. —		4,500 lbs. —		4,500 lbs. —		4,500 lbs. —	
Axis, Rear—Capacity, Single Speed, 2-speed	10,000 lbs. 11,000 lbs.		11,000 lbs. 11,000 lbs.				12,000 lbs. 12,000 lbs.		12,000 lbs. 12,000 lbs.		11,000 lbs. 11,000 lbs.		11,000 lbs. 11,000 lbs.	
Springs, Front—Capacity	1,000 lbs. 1,000 lbs. 1,000 lbs.		1,000 lbs. 1,000 lbs. 1,000 lbs.				1,000 lbs. 1,000 lbs. 1,000 lbs.		1,000 lbs. 1,000 lbs. 1,000 lbs.		1,000 lbs. 1,000 lbs. 1,000 lbs.		1,000 lbs. 1,000 lbs. 1,000 lbs.	
Springs, Rear—Capacity, Main	2,000 lbs. 2,000 lbs. 4,000 lbs.		2,000 lbs. 2,000 lbs. 4,000 lbs.				4,000 lbs. — —		4,000 lbs. — —		4,000 lbs. — —		4,000 lbs. — —	
Auxiliary	1,200 lbs.		1,200 lbs.				1,200 lbs.		1,200 lbs.		1,200 lbs.		1,200 lbs.	
Frame—Side Rail Dimensions (in.)	100" and 100" WB— 7 x 2½ x 20 100" and 100" WB— 7½ x 2½ x ½		107" WB— 7 x 2½ x ½ 107" WB— 7½ x 2½ x ½ 107" WB— 7½ x 2½ x ½				100" and 110" WB— 7 x 2½ x 21 100" and 100" WB— 7½ x 2½ x ½		107" WB— 7 x 2½ x ½ 110" WB— 7½ x 2½ x ½ 110" WB— 7½ x 2½ x ½		107" WB— 7 x 2½ x ½ 110" WB— 7½ x 2½ x ½ 110" WB— 7½ x 2½ x ½		107" WB— 7 x 2½ x ½ 110" WB— 7½ x 2½ x ½ 110" WB— 7½ x 2½ x ½	
Reinforcements, L-Type Section Members (Including Reinforcement)	Optional 100" and 100" WB— 9.00 100" and 100" WB— 10.00		Optional 107" WB— 9.00 107" WB— 10.00 107" WB— 10.00				Standard 100" and 100" WB— 9.00 100" and 100" WB— 10.00		Standard 107" WB— 9.00 110" WB— 10.00 110" WB— 10.00		Standard 107" WB— 9.00 110" WB— 10.00 110" WB— 10.00		Standard 107" WB— 9.00 110" WB— 10.00 110" WB— 10.00	
Brakes—Type (Std., Front, Rear) Total lining area Vacuum Booster	Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Optional		Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Optional				Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Standard		Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Standard		Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Standard		Hydraulic 147" x 2" 16" x 2" 306.24 sq. in. Standard	
Engine	Dodge Trucks, 6 Cylinders, L-Head, bore and stroke of 3½" x 4½", 105.4 cu. in. displacement, 104 BHP Gross (Maximum at 1800 r.p.m., 101 BHP gross torque at 1200 r.p.m., Compression ratio—6.6 to 1													
Chassis—Rear and Axle	10"—100.0 sq. in. 10"—100.24 sq. in.		10"—100.0 sq. in. 10"—101.24 sq. in.				11"—111.04 sq. in.		11"—111.04 sq. in.		11"—111.04 sq. in.		11"—111.04 sq. in.	
Transmission	4-Speed Down, Low gear ratio 6.1 to 1.													
Rear Axle Gear Ratios—Single Speed, 2-speed	5.5, 4.5, 3.4 5.8, 5.1		5.5, 4.5, 3.4 5.8, 5.1				5.5, 4.5, 3.4 5.8, 5.1		5.5, 4.5, 3.4 5.8, 5.1		5.5, 4.5, 3.4 5.8, 5.1		5.5, 4.5, 3.4 5.8, 5.1	
Standard Bodies—Conv. and C.O.E.	6' Platforms, 6' Beds, 12' Platforms, 12' Beds. Conventional only—14' Platforms, 14' Beds													
Fuel Tank Capacity Battery Steering Wheel Diameter	18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches		18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches				18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches		18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches		18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches		18 Gallons 17 Plates, 114 Amp.-Hr. 18 inches	

Dodge Division of Chrysler Corporation reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

# NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 17,250 lbs.

MODEL SERIES	J and JA Conventional		JM and JMA Cab-Over-Engines			EA Conventional		EMA Cab-Over-Engines			
	20' and 22 1/2'		22' and 24 1/2'			22 1/2'		24'			
Maximal Rating Maximum G.W. (Front) Maximum G.W. (Rear)	3-Ton 15,000 lbs. 20,000 lbs.		3-Ton 15,750 lbs. 20,000 lbs.			3-Ton 17,000 lbs. 21,000 lbs.		3-Ton 17,250 lbs. 21,000 lbs.			
Wheelbase (in.) Cab-to-Rear Axle (in.) Turning Diameter (ft.)	120 1/2 50 1/2 64	131 54 67	170 1/2 100 3/4 74	183 104 87	197 53 59	214 54 43 1/2	128 50 64	140 54 67	170 1/2 104 74	187 53 59	194 54 44
Tires (Full Wide Rear Wheel) Standard—Front Dual Rear Maximum—Front Dual Rear	4.50-20—8 Ply 4.50-20—8 Ply 6.25-20—10 Ply 6.25-20—10 Ply		4.50-20—8 Ply 4.50-20—8 Ply 6.25-20—10 Ply 6.25-20—10 Ply			4.50-20—8 Ply 4.50-20—10 Ply 6.25-20—10 Ply 6.25-20—10 Ply		7.00-20—8 Ply 6.75-20—10 Ply 6.25-20—10 Ply 6.25-20—10 Ply			
Axle, Front—Capacity	4,000 lbs. 4,000 lbs.		4,500 lbs. 4,500 lbs.			4,500 lbs. 4,500 lbs.		4,500 lbs. 4,500 lbs.			
Axle, Rear—Capacity	12,000 lbs.		13,000 lbs.			13,000 lbs.		13,000 lbs.			
Springs, Front—Capacity	1,800 lbs. 1,800 lbs. 1,800 lbs.		1,800 lbs. 1,800 lbs.			1,800 lbs. 1,800 lbs. 1,800 lbs.		1,800 lbs. 1,800 lbs. 1,800 lbs.			
Springs, Rear—Capacity (Including Auxiliary)	4,000 lbs. 4,000 lbs.		4,500 lbs. 4,500 lbs.			4,500 lbs.		4,500 lbs.			
Frame—Side Rail Dimensions (in.)	10 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 10 1/2", 11 1/2", 13 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 11 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 13 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" Optional 12 1/2" W.B.—11.60 14 1/2", 15 1/2", 17 1/2" W.B.— 12.60 17 1/2" W.B.—13.60		10 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 11 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 13 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" Optional 12 1/2" W.B.—11.60 14 1/2", 15 1/2", 17 1/2" W.B.— 12.60 17 1/2" W.B.—13.60			10 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 11 1/2", 13 1/2", 15 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 13 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" Optional 12 1/2" W.B.—11.60 14 1/2", 15 1/2", 17 1/2" W.B.— 12.60 17 1/2" W.B.—13.60		10 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 11 1/2", 13 1/2", 15 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" 13 1/2" W.B.— 8 1/2" x 7 1/2" x 1/2" Optional 12 1/2" W.B.—11.60 14 1/2", 15 1/2", 17 1/2" W.B.— 12.60 17 1/2" W.B.—13.60			
Brakes—Type Max. Front Rear Total Area Vacuum Booster	Hydraulic 14 x 2 1/2" 14 x 2 200 sq. in. Single diaphragm		Hydraulic 14 x 2 1/2" 14 x 2 200 sq. in. Single diaphragm			Hydraulic 14 x 2 1/2" 14 x 2 200 sq. in. Single diaphragm		Hydraulic 14 x 2 1/2" 14 x 2 200 sq. in. Single diaphragm			
Engine	Dodge Truck, 4 Cylinder, L-Head, Iron and stroke 10 1/2" x 1 1/2", 206.4 cu. in. displacement, 110 Max. Gross Horsepower at 2600 r.p.m., 264 lb.-ft. gross torque at 1200 r.p.m., Compression ratio—8.8 to 1										
Chassis—Size and Area	112"—131.57 sq. in.										
Transmission	1-Speed Direct. Low gear ratio 7.38 to 1										
Rear Axle Gear Ratio—Single Speed 1-Speed	4.2:1 4.8:1		4.2:1 4.8:1			— 4.2:1		— 4.2:1			
Standard Bolts—Conv. and C.O.E.	9" Flange, 9" Brake, 12" Flange, 12" Brake. Conventional only—14" Flange, 14" Brake										
Full Tank Capacity Battery Steering Wheel Diameter	18 Gallons 17 Plats, 120 Amp.-hr. 18 inches		18 Gallons 17 Plats, 120 Amp.-hr. 18 inches			18 Gallons 17 Plats, 120 Amp.-hr. 18 inches		18 Gallons 17 Plats, 120 Amp.-hr. 18 inches			

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# NEW B-1 SERIES DODGE "Job-Rated" TRUCKS

For Gross Vehicle Weight up to 23,000 lbs.

MODEL SERIES	E and EA					T and TA					V and VA				
Factory Model Series	EV and WEA					WE and WEA					WE and WEA				
Maximal Rating Maximum G.V.W. Maximum G.V.W. (Distrib.)	3½ Ton 18,000 lbs. 24,000 lbs.					3 Ton 12,000 lbs. 17,000 lbs.					2 Ton 10,000 lbs. 16,000 lbs.				
Wheelbase (In.) (Job-to-Job) Axle (In.) Turning Diameter (In.)	100 90 41	126 98 40½	144 98 41½	173 102 40½	199 102 41	140 98 40	148 98 41½	158 98 42½	170 102 42½	198 102 42½	120 98 41½	138 98 41½	158 98 42½	173 102 42½	199 102 43½
Time (Full Wide Rear Kiosk) Standard—Front Dual Rear Maximum—Front Dual Rear	7:00—10—8 Pk. 7:00—10—8 Pk. 8:00—10—10 Pk. 8:00—10—10 Pk.					7:00—10—10 Pk. 8:00—10—10 Pk. 8:00—10—11 Pk. 8:00—10—11 Pk.					6:00—10—10 Pk. 6:00—10—10 Pk. 6:00—10—11 Pk. 6:00—10—11 Pk.				
Axle, Front—Capacity	1,000 lbs. (except 120" W.B.) 1,500 lbs. (except 120" W.B.) 2,000 lbs. (Std. 120" W.B. only)					1,000 lbs. 1,500 lbs.					1,000 lbs.				
Axle, Rear—Capacity	14,000 lbs.					10,000 lbs.					10,000 lbs.				
Springs, Front—Capacity	1,000 lbs. 1,500 lbs.					1,000 lbs. 1,500 lbs.					1,000 lbs. 1,500 lbs.				
Springs, Rear—Capacity (Including Auxiliary)	4,000 lbs. 7,000 lbs.					7,000 lbs.					6,000 lbs.				
Frame—Axle Rail Dimension (In.) Reinforcements, L-Type 140", 120", 120" W.B. 110", 120" W.B.	9½ x 9½ x ½					10 x 10 x ½					10 x 10 x ½				
Series Model No. (Including Reinforcement)	Optional Standard					Optional Standard					Optional Standard				
Brakes—Type Steer, Front Rear Total Area Vacuum Booster Air Brakes Available	Hydraulic 18 x 2½ 16½ x 2½ 280.2 sq. in. Single Diaphragm Yes					Hydraulic 18 x 2½ 16½ x 4 281.2 sq. in. Dual Diaphragm Yes					Hydraulic 18 x 2½ 16½ x 4 281.2 sq. in. Dual Diaphragm Yes				
Engine—Make Type Bore and Stroke Fuel Requirement Max. Gross Horsepower Max. Gross Torque Compression Ratio	Dodge Truck 4-Cyl. In-Line 2½ x 4½ 281.2 cu. in. 112 at 1800 r.p.m. 275 at 1200 r.p.m. 8.48 to 1					Dodge Truck 4-Cyl. In-Line 2½ x 4 281.2 cu. in. 112 at 1800 r.p.m. 275 at 1200 r.p.m. 8.48 to 1					Dodge Truck 4-Cyl. In-Line 2½ x 4 281.2 cu. in. 112 at 1800 r.p.m. 275 at 1200 r.p.m. 8.48 to 1				
Chassis—Size and Area	12" x 128.68 sq. in.					12" x 111.8 sq. in.					12" x 111.8 sq. in.				
Transmission	3-Speed Direct, Low Gear Ratio 7.58 to 1														
Rear Axle Gear Ratios, Single-Speed 2-Speed	6.8, 7.3, 8.1 6.1/8.1, 6.6/8.8					6.8, 7.6, 8.2 6.1/8.2, 6.6/8.1					6.8, 7.6, 8.1 6.2/8.2, 7.1/8.2				
Fuel Tank Capacity Battery Steering Wheel Diameter	21 Gallons 17 Plates, 120 Amp. Hr. 20 inches					21 Gallons 19 Plates, 121 Amp. Hr. 20 inches					21 Gallons 19 Plates, 121 Amp. Hr. 20 inches				

Dodge (Division of Chrysler Corporation) reserves the right to change prices without notice and to make changes in specifications without incurring obligations on vehicles previously sold.

## CONVENTIONAL CAB



### CONVENTIONAL CAB



### C.O.E. CAB

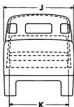
KEY	DESCRIPTION	IN SEERs	CHANGE FROM W SEERs
A	Headroom	36 1/2"	+ 1/2"
B	Seat Back Height	20"	0
C	Seat Cushion Depth	17 1/2"	- 1/2"
D	Steering Wheel to Seat Back	14 1/2"	+ 1/2"
E	Steering Wheel to Seat Cushion	7"	+ 1/2"
F	Seat Cushion to Floor	10 1/2"	+ 1/2"
G	Windshield Opening Height	10 1/2"	+ 1/2"
H	Cab Overall Length	38 1/2"	+ 1/2"
I	Door Overall Width	30 1/2"	0
J	Cab Overall Width	60 1/2"	+ 1"
K	Seat Cushion Width	17 1/2"	+ 1/2"
	Seat Frame Adjustment Travel	2"	+ 1"
	Seat Cushion and Back Adjustment	2"	- 1 1/2"
	Total Seat Adjustment	2"	+ 1 1/2"
	Total Glass Area—Wind and Cab	1800 1/2 sq. in.	+ 84 1/2 sq. in.
	Total Glass Area—Exterior or Custom Cab	1900 sq. in.	+ 100 1/2 sq. in.

All dimensions with seat in center of adjustment range.

KEY	DESCRIPTION	IN SEERs	CHANGE FROM W SEERs
A	Headroom	36 1/2"	+ 1/2"
B	Seat Back Height	20"	0
C	Seat Cushion Depth	17 1/2"	- 1/2"
D	Steering Wheel to Seat Back	14 1/2"	+ 1/2"
E	Steering Wheel to Seat Cushion	7"	+ 1/2"
F	Seat Cushion to Floor	10 1/2"	+ 1/2"
G	Windshield Opening Height	10 1/2"	+ 1/2"
H	Cab Overall Length	38 1/2"	+ 1/2"
I	Door Overall Width	30 1/2"	0
J	Cab Overall Width	60 1/2"	+ 1"
K	Seat Cushion Width	17 1/2"	+ 1/2"
	Seat Frame Adjustment Travel	2"	+ 1"
	Seat Cushion and Back Adjustment	2"	- 1 1/2"
	Total Seat Adjustment	2"	+ 1 1/2"
	Total Glass Area—Wind and Cab	1800 1/2 sq. in.	+ 100 1/2 sq. in.
	Total Glass Area—Exterior or Custom Cab	1900 sq. in.	+ 100 1/2 sq. in.

All dimensions with seat in center of adjustment range.

## C.O.E. CAB





1/2-TON PANEL

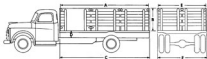
KEY	DESCRIPTION	D-1 INCHES	CONVERSION FROM M. METERS
A	Seat Cushion to Floor	15 1/2"	+452"
B	Seat Cushion to Steering Wheel	17"	+427"
C	Steering Wheel to Seat Back	18 1/2"	+465"
D	Headroom	20 1/2"	+515"
E	Height of Seat Back	21"	0
F	Depth of Seat Cushion	11 1/2"	+292"
G	Inside Height	30"	+762"
H	Floor Length to Seat Back	40 1/2"	+1027"
I	Floor Length to Seat Seat	40 1/2"	+1027"
J	Door Opening Height	43 1/2"	+1104"
K	Door Opening Width	44 1/2"	+1127"
L	Width at Floor forward of Wheel Spines	47 1/2"	+1202"
M	Width between Wheelhouses Seat Adjustment range	57"	+1447"

All dimensions with seat in center of adjustable range.



PICK-UP  
BODY

KEY	DESCRIPTION	D-100		D-150		D-200		P-150	
		D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS
A	Length	143 1/2"	0	90"	0	90"	0	90 1/2"	0
B	Height to top of Floor- boards	27 1/2"	+699"	17 1/2"	+439"	17 1/2"	+439"	23 1/2"	0
C	Width at top of Floor- boards	47 1/2"	+1202"	44 1/2"	+1127"	41 1/2"	+1052"	41 1/2"	0
D	Width between Wheel- Spines	40"	+1016"	40"	+1016"	40"	+1016"	44 1/2"	0
E	Inside Width	40"	+1016"	40"	+1016"	40"	+1016"	44 1/2"	0
F	Height to top of Tail Gate	19 1/2"	+493"	19 1/2"	+493"	19 1/2"	+493"	19 1/2"	0



STAKE  
BODY

KEY	DESCRIPTION	D-110 D-116		D-126		D-136 DA-132 DL-136 DL-136 DL-136 DL-136		D-146 DA-142 DL-146 DL-146 DL-146		D-156 DA-152 DL-156 DL-156 DL-156	
		D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS	D-1 INCHES	CONVERSION FROM M. METERS
A	Inside Length	80 1/2"	+2044"	100 1/2"	+2562"	100 1/2"	+2562"	111 1/2"	+2824"	122 1/2"	+3114"
B	Inside Height	30"	+762"	30"	+762"	30"	+762"	30"	+762"	30"	+762"
C	Platform Length	80"	+2032"	100"	+2540"	100"	+2540"	110"	+2794"	120"	+3048"
D	Frame to Top of Floor	11 1/2"	+292"	11 1/2"	+292"	11 1/2"	+292"	11 1/2"	+292"	11 1/2"	+292"
E	Inside Width	30"	+762"	30"	+762"	30"	+762"	30"	+762"	30"	+762"
F	Platform Width	30"	+762"	30"	+762"	30"	+762"	30"	+762"	30"	+762"

# DIMENSIONS AND DIMENSIONAL CHANGES

## Conventional Cab Models

### B AND C CHASSIS

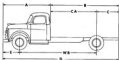


REV	DESCRIPTION	B-100		C-100	
		B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES
WB	Wheelbase	107"	-0"	107"	-0"
CA	Cab to Rear Axle	80"	-0"	80"	-0"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab to End of Frame	100 1/2"	+0"	100 1/2"	-0"
C	Rear Axle to End of Frame	107 1/2"	-1 1/2"	107 1/2"	-1 1/2"
D	Overall Length	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100"	+1 1/2"	100"	+1 1/2"

### B CHASSIS



REV	DESCRIPTION	B-100		B-100	
		B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES
WB	Wheelbase	107"	-0"	107 1/2"	-1 1/2"
CA	Cab to Rear Axle	80"	-0"	79 1/2"	-1/2"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab to End of Frame	100 1/2"	+0"	100 1/2"	-0"
C	Rear Axle to End of Frame	107 1/2"	-1 1/2"	107 1/2"	-1 1/2"
D	Overall Length	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100"	+1 1/2"	100"	+1 1/2"



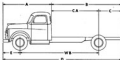
### F, FA, H, HA

REV	DESCRIPTION	F-100, FA-100 W-100, HW-100		F-100, FA-100 W-100, HW-100		F-100, FA-100 W-100, HW-100		F-100, FA-100 W-100, HW-100	
		B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES
WB	Wheelbase	107"	-1 1/2"	107"	-0"	107"	-0"	107"	-0"
CA	Cab to Rear Axle	80"	0	80"	-1 1/2"	80"	-1 1/2"	80"	-1 1/2"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab to End of Frame	100 1/2"	+0"	100 1/2"	+0"	100 1/2"	+0"	100 1/2"	+0"
C	Rear Axle to End of Frame	107 1/2"	+0"	107 1/2"	+0"	107 1/2"	+0"	107 1/2"	+0"
D	Overall Length	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100"	+1 1/2"	100"	+1 1/2"	100"	+1 1/2"	100"	+1 1/2"

### J, JA, KA

REV	DESCRIPTION	J-100, JA-100 KA-100		J-100, JA-100 KA-100		J-100, JA-100 KA-100		J-100, JA-100 KA-100	
		B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES	B-1 SERIES	CHANGES FROM W/ SERIES
WB	Wheelbase	107"	-0"	107"	-0"	107"	-0"	107"	-0"
CA	Cab to Rear Axle	80"	-1 1/2"	80"	-1 1/2"	80"	-1 1/2"	80"	-1 1/2"
A	Front Bumper to Back of Cab	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
B	Cab to End of Frame	100 1/2"	+0"	100 1/2"	+0"	100 1/2"	+0"	100 1/2"	+0"
C	Rear Axle to End of Frame	107 1/2"	+0"	107 1/2"	+0"	107 1/2"	+0"	107 1/2"	+0"
D	Overall Length	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"	100 1/2"	-1 1/2"
E	Front Axle to Front Bumper	100"	+1 1/2"	100"	+1 1/2"	100"	+1 1/2"	100"	+1 1/2"

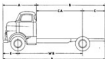



**E, EA**

KEY	DESCRIPTION	E-100, EA-100		E-100, EA-100		E-100, EA-100		E-170, EA-170		E-200, EA-200	
		S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS
WB	Wheelbase	100"	- 0"	100"	- 0"	104"	- 0"	117"	- 0"	127"	- 0"
CA	Cab to Rear Axle	60"	- 0"	60"	- 0"	64"	- 0"	70"	- 0"	77"	- 0"
A	Front Bumper to Back of Cab	110 1/2"	+ 4 3/4"	107 1/2"	- 0"	107 1/2"	- 0"	107 1/2"	+ 4 3/4"	112 1/2"	- 0"
B	Cab to End of Frame	104"	+ 0"	100"	- 0"	104 1/2"	- 0"	104 1/2"	+ 0"	110 1/2"	- 0"
C	Rear Axle to End of Frame	44"	0	44"	0	40 1/2"	+ 1/2"	39 1/2"	+ 4 3/4"	44 1/2"	- 0"
D	Overall Length	217 1/2"	+ 4 3/4"	212 1/2"	+ 4 3/4"	217 1/2"	+ 4 3/4"	217 1/2"	+ 4 3/4"	241 1/2"	+ 4 3/4"
E	Front Axle to Front Bumper	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"

**F, FA, V, VA**

KEY	DESCRIPTION	F-100, FA-100 V-100, VA-100		F-100, FA-100 V-100, VA-100		F-100, FA-100 V-100, VA-100		F-170, FA-170 V-170, VA-170		F-200, FA-200 V-200, VA-200	
		S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS
WB	Wheelbase	100"	- 0"	100"	- 0"	114"	- 0"	117"	- 0"	127"	- 0"
CA	Cab to Rear Axle	60"	- 0"	60"	- 0"	64"	- 0"	70"	- 0"	77"	- 0"
A	Front Bumper to Back of Cab	110 1/2"	+ 4 3/4"	107 1/2"	- 0"	110 1/2"	+ 4 3/4"	107 1/2"	+ 4 3/4"	112 1/2"	- 0"
B	Cab to End of Frame	104"	+ 0"	100"	- 0"	104 1/2"	- 0"	104 1/2"	+ 0"	110 1/2"	- 0"
C	Rear Axle to End of Frame	44"	0	44"	0	40 1/2"	+ 1/2"	39 1/2"	+ 4 3/4"	44 1/2"	- 0"
D	Overall Length	217 1/2"	+ 4 3/4"	212 1/2"	+ 4 3/4"	217 1/2"	+ 4 3/4"	217 1/2"	+ 4 3/4"	241 1/2"	+ 4 3/4"
E	Front Axle to Front Bumper	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"	10 1/2"	+ 10 1/2"

**CAB-OVER-ENGINE  
MODELS**

**FM, FMA, FM, FMA**

KEY	DESCRIPTION	FM-100, FMA-100 FM-100, FMA-100		FM-100, FMA-100 FM-100, FMA-100		FM-100, FMA-100 FM-100, FMA-100		FM-100, FMA-100 FM-100, FMA-100	
		S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS
WB	Wheelbase	101"	+ 1"	101"	+ 1"	111"	+ 1"	111"	+ 1"
CA	Cab to Rear Axle	61"	- 0"	61"	- 0"	61"	- 0"	61"	- 0"
A	Front Bumper to Back of Cab	101 1/2"	+ 4 1/2"	101 1/2"	+ 4 1/2"	101 1/2"	+ 4 1/2"	101 1/2"	+ 4 1/2"
B	Cab to End of Frame	101 1/2"	+ 1/2"	101 1/2"	+ 1/2"	101 1/2"	+ 1/2"	101 1/2"	+ 1/2"
C	Rear Axle to End of Frame	41"	0	41"	0	37"	+ 1/2"	37"	+ 1/2"
D	Overall Length	183 1/2"	+ 1 1/2"	183 1/2"	+ 1 1/2"	183 1/2"	+ 1 1/2"	183 1/2"	+ 1 1/2"
E	Front Axle to Front Bumper	10 1/2"	+ 4 1/2"	10 1/2"	+ 4 1/2"	10 1/2"	+ 4 1/2"	10 1/2"	+ 4 1/2"

**FM, FMA, FMA**

KEY	DESCRIPTION	FM-100, FMA-100 FMA-100		FM-100, FMA-100 FMA-100		FM-100, FMA-100 FMA-100	
		S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS	S-I SEERIS	CHANGES FROM W SEERIS
WB	Wheelbase	101"	+ 1"	101"	+ 1"	111"	+ 1"
CA	Cab to Rear Axle	61"	- 0"	61"	- 0"	61"	- 0"
A	Front Bumper to Back of Cab	101 1/2"	+ 4 1/2"	101 1/2"	+ 4 1/2"	101 1/2"	+ 4 1/2"
B	Cab to End of Frame	101 1/2"	+ 1/2"	101 1/2"	+ 1/2"	101 1/2"	+ 1/2"
C	Rear Axle to End of Frame	41"	0	41"	0	37"	+ 1/2"
D	Overall Length	183 1/2"	+ 1 1/2"	183 1/2"	+ 1 1/2"	183 1/2"	+ 1 1/2"
E	Front Axle to Front Bumper	10 1/2"	+ 4 1/2"	10 1/2"	+ 4 1/2"	10 1/2"	+ 4 1/2"

# NEW "Pilot House" Cabs

... WITH ALL 'ROUND VISION!



## 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-HIGHT SEATS . . . just like you have at home.
- 6 "A-B-O-BIDE" CUSHIONS . . . adjustable to weight of driver and road conditions.
- 7 7-INCH SEAT ADJUSTMENT . . . safe, convenient hand control.



# **NEW** *All-Weather Ventilation*



You drive in perfect comfort, with clear, all-round vision whether the thermometer is ten below or a hundred above. That's because of a remarkable and ingenious combination of heater, defroster vents, vent windows, cool ventilator, and a new fresh air intake from behind the radiator grille. This combination gives you the finest "All-Weather" heating and ventilating system ever installed in a truck cab.

# **NEW** *Ease of Handling*

**Less Turning Space Needed . . . Right or Left  
Better Weight Distribution**

Remarkable new ease of handling and driving is yours in these new "Job-Mated" trucks. You can turn them in much smaller circles . . . the same size circle either right or left. You can park, back into alleys or up to loading platforms, with much greater ease.

You get all this with a new type of steering and wider front wheel treads, in combination



with shorter wheelbases that accommodate full-size bodies, and the roomier, longer cabs.

You get much better weight distribution, too, with this new design. Front axles have been moved back, and engines forward. This places more of the engine and cab weight on the front axle. Loads are more evenly distributed.

## NEW Panels!



There's nothing as close as beautiful, there's none offered. It's a truck and van in the same old world with the new. It's a truck and van in the same old world with the new. It's a truck and van in the same old world with the new. It's a truck and van in the same old world with the new.

## NEW Pick-ups!



For the most complete range of Chevrolet trucks, Pick-ups, and trailers, call Chevrolet Sales Office, 1000 North Dearborn, Detroit, Michigan. For more information, call Chevrolet Sales Office, 1000 North Dearborn, Detroit, Michigan. For more information, call Chevrolet Sales Office, 1000 North Dearborn, Detroit, Michigan.

## NEW Stakes!



More Stakes "Just-Right" models are available in both one and two wheel drive. Call Chevrolet Sales Office, 1000 North Dearborn, Detroit, Michigan. For more information, call Chevrolet Sales Office, 1000 North Dearborn, Detroit, Michigan.

There's only one selling the Chevrolet trucks of these new stakes—they're really "built for the ground!"