

HEAVY-DUTY DODGE TRUCKS





DODGE HIGH-TONNAGE DIESEL TILT CAB



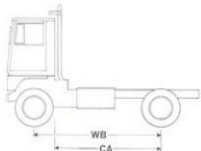
The interior view above gives an inkling of the quality built into this cab. The driver sits in a Unison-Action seat, one of the most comfortable available, with thick foam padding and a seatback designed to "float" with the driver. Instruments of the highest quality and switches are all conveniently grouped before the driver, with most of the switches handy to his right hand.

COMFORTABLE, QUIET, STRONG AND LIGHT, REMARKABLY EASY TO SERVICE

It takes an impressive array of features to live up to that headline, and this tilt has them.

- Excellent ventilation (roof-mounted)
- Powerful air heater/defroster
- Fiber glass, Ensolite, and Celotex insulation
- Box-section braced aluminum construction
- Cab which tilts hydraulically to 55°
- Large engine access area for plenty of working room
- Special access doors for effortless maintenance servicing
- Top-quality hoses, clamps, and electrical connections throughout.

Nowhere is the importance of driver comfort more obvious than on a big, long-distance rig like this. The cab is well-insulated with 3 different kinds of insulation to keep it cool and quiet. It's well-ventilated, too, through a two-way vent in the roof, large vent wings in the door windows, the high inlet for the heater (standard), and the special vent in the left door that provides a flow of air across the driver's feet. What's more, this big Dodge tilt includes items as standard that are optional on many other tilts, such as a tinted windshield. Other standard features are: dual West Coast mirrors, air-actuated windshield wipers, windshield washer, map light, cigar lighter, dual sun visors, dispatch case, turn signals, 4-way emergency flasher, coat hooks, plus a low air/oil warning light and buzzer, front side marker lights and reflectors, and front identification and clearance lights.



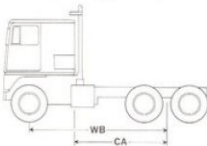
LN, LV1000, SINGLE AXLE

WB.....	104 ⁽¹⁾	112"	116"	122"	128"	134"	146 ⁽¹⁾⁽²⁾	158 ⁽¹⁾⁽²⁾
CA—Short Cab....	84"	92"	96"	102"	108"	114"	126"	138"
CA—24" Sleeper..	60"	68"	72"	78"	84"	90"	102"	114"
CA—30" Sleeper...	54"	62"	66"	72"	78"	84"	96"	108"

(1) LV1000 only.

(2) LN1000 only.

GVW from 31,000 to 35,000 lbs.
GCW from 65,000 to 76,800 lbs.



LNT, LVT1000 TANDEM AXLE

WB.....	122 ⁽¹⁾⁽²⁾	134 ⁽¹⁾⁽²⁾	136 ⁽¹⁾⁽²⁾	146"	150 ⁽¹⁾⁽²⁾	158"	182"	200"
CA—Short Cab.....	102"	114"	116"	126"	130"	138"	162"	180"
CA—24" Sleeper....	78"	90"	92"	102"	106"	114"	138"	156"
CA—30" Sleeper....	72"	84"	86"	96"	100"	108"	132"	150"

(1) LVT1000 only.

(2) LNT1000 only.

GVW from 43,000 to 50,000 lbs.
GCW from 65,000 to 76,800 lbs.



DODGE HIGH-TONNAGE

GASOLINE AND DIESEL CAB FORWARD

These Dodge LCFs are big and tough, reinforced with heavy-gauge steel and box-section beams, riding on rubber-insulated cab mounts to snub out noise and vibrations. Ahead of the driver, a big steering wheel with a double-jointed column also absorbs road shock. You can equip these LCFs virtually any way you want. Single or tandem axles, gasoline or diesel engines, Spicer, New Process, or Fuller transmissions, Allison automatic transmission, Rockwell or Eaton rear axles (single- or two-speed)—the combinations are practically infinite. In a sense, you can have one built to your specifications.

A WEALTH OF HIGH-QUALITY STANDARD EQUIPMENT

- Full-width, 6-way-adjustable seat (gas models)
- Driver's Viking T-bar suspension seat (diesel models)
- Heavy-duty instrument cluster
- Heater/defroster
- Windshield washers
- Dual long-arm mirrors
- Push-button door locks
- 5-way ventilation
- Turn signals (double-face up front)
- 4-way emergency flasher
- Side marker lights and reflectors (front only)
- Identification and clearance lights (front only)
- Backup lights

LCF MODELS

SINGLE AXLE

C800—GVW from 21,000 to 34,000 lbs.
GCW to 55,000 lbs.

C1000—GVW from 27,000 to 36,000 lbs.
GCW to 65,000 lbs.

CN900—GVW from 27,000 to 36,000 lbs.
GCW to 76,800 lbs.

DUAL-DRIVE TANDEM AXLE

CT700—GVW from 33,000 to 42,000 lbs.
GCW to 55,000 lbs.

CT800—GVW from 33,000 to 49,000 lbs.
GCW to 60,000 lbs.

CT900—GVW from 45,000 to 53,000 lbs.
GCW to 65,000 lbs.

CNT900—GVW from 41,000 to 53,000 lbs.
GCW to 76,800 lbs.



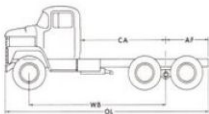
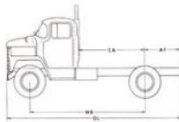
STANDARD GASOLINE LCF INTERIOR

Above is the comfortable, yet sturdy (48 coil springs), well-padded, vinyl-upholstered seat. Also included on the gasoline version LCF are padded left sun visor, variable-speed windshield wipers, and driver-adjustable hand brake.



HEAVY-DUTY LCF DIESEL INTERIOR

This is the excellent Viking T-bar suspension seat, with shock absorber (adjustable to driver's weight), of the Diesel LCF. Also standard on this model are dual sun visors, air-actuated windshield wipers, and low air/oil warning light and buzzer.



DIMENSIONS—SINGLE-AXLE MODELS

WB—Wheelbase	122 ⁽¹⁾	134 ⁽²⁾	146 ⁽³⁾	164 ⁽⁴⁾	182 ⁽⁵⁾	200 ⁽⁶⁾	212 ⁽⁷⁾
CA—Cab to Rear Axle	60"	72"	84"	102"	120"	138"	150"
AF—Rear Axle to End of Frame	44"	44"	62 ⁽¹⁾	60 ^{1/2} "	72 ^{1/2} "	96 ^{1/2} "	108 ^{1/2} "
OL—Overall Length	194"	206"	236 ⁽¹⁾	252 ^{1/2} "	282 ^{1/2} "	324 ^{1/2} "	348 ^{1/2} "

(1) N.A. on CN900.

(2) Tractor AF 44".

(3) Tractor OL 218".

(4) C1000 only.

DIMENSIONS—TANDEM-AXLE MODELS

WB—Wheelbase	134 ⁽¹⁾	146 ⁽²⁾	158 ⁽³⁾	164 ⁽⁴⁾	182 ⁽⁵⁾	200 ⁽⁶⁾	212 ⁽⁷⁾
CA—Cab to Rear Axle	72"	84"	96"	102"	120"	138"	150"
AF—Rear Axle to End of Frame	50"	62 ⁽¹⁾	50"	72 ^{1/2} "	84 ^{1/2} "	96 ^{1/2} "	108 ^{1/2} "
OL—Overall Length	212"	236 ⁽¹⁾	236"	264 ^{1/2} "	294 ^{1/2} "	324 ^{1/2} "	348 ^{1/2} "

(1) N.A. on CN700.

(2) Tractor AF 50".

(3) Tractor OL 224".



DODGE HIGH-TONNAGE

GASOLINE CONVENTIONAL CAB



STANDARD INTERIOR



OPTIONAL CUSTOM INTERIOR PACKAGE

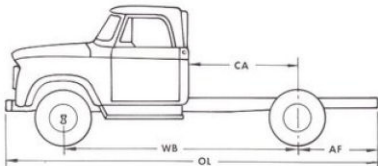
New, standard conventional cab interiors are color-keyed, complete with compatible headliner and door trim panels. Door handles are safely recessed in the fiber glass trim panels. Seats are of long-wearing heavy vinyl over superior coil spring construction. Other notable interior features included as standard equipment are listed below. An inside rearview mirror and padded instrument panel are optional, as is an underseat heater.

Immediately to the left, you see the optional Custom Interior Package. Your Dodge Truck Dealer will be pleased to demonstrate the many refinements included in this economical option. Ask about the handsome new Custom Exterior Package, too.

Here's the economical way to get a sturdy, high-ton hauler. The Dodge D800 conventional cab is one of the toughest and tightest in the business, with box-section strengtheners solidly backing welded construction. In addition, it has heavy-duty door hinges sunk deep into the doors, extensive treatment to protect against rust, thick rubber cab mounts insulating against road shock and noise, and a durable coil spring seat that keeps its shape year after year. GVWs on this Dodge high-tonner go from 20,000 to 29,000 lbs. with GCWs up to 55,000 lbs.

STANDARD EQUIPMENT

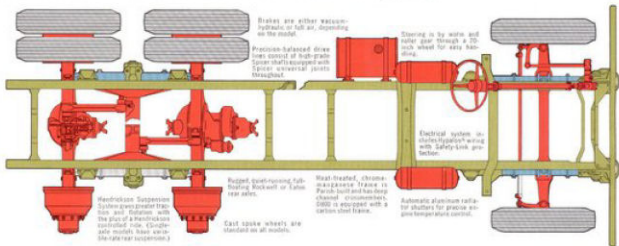
- 6-way-adjustable seat
- Vinyl seat upholstery
- Color-keyed interiors
- Two seat belts
- Padded left sun visor
- Left and right armrests
- Push-button door locks
- High-level ventilation
- Dome light
- Coat hook
- Rubber mat—cab floor
- Orscheln-lever hand brake
- Two-speed electric windshield wipers
- Windshield washers
- Fresh Air heater/defroster
- Front only, side marker lights
- Front only, side marker reflectors
- Front only, identification and clearance lights
- Backup lights
- Turn signals
- 4-way emergency flasher
- Tailights and stoplights
- Dual long-arm outside mirrors



DIMENSIONS—D800

WB—Wheelbase	133"	145"	157"
CA—Cab to rear axle	60"	72"	84"
AF—Rear axle to end of frame	44"	44"	61"
OL—Overall length	210 ¹ / ₄ "	222 ¹ / ₄ "	251 ¹ / ₄ "
WB—Wheelbase	175"	197"	
CA—Cab to rear axle	102"	124"	
AF—Rear axle to end of frame	61"	80"	
OL—Overall length	269 ¹ / ₄ "	310 ¹ / ₄ "	

DODGE HIGH-TONNAGE MECHANICAL ADVANTAGES



TRANSMISSIONS—Gasoline Models

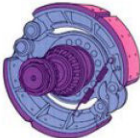
Standard 5-speed transmissions are New Process Model 541 or Spicer Model 5652A. Optional transmissions, depending on the model, are a short-fourth NP541 or 5-speed Spicer 6352A. Available on tandems and Model C1300 are 3-speed auxiliary Spicer 7221D and 4-speed auxiliary Spicer Model 6051. Also, a 4-speed Allison automatic is optional on C1800 only.

TRANSMISSIONS—Diesel Models

A Spicer 5-speed transmission with short-fourth (S642A) is standard on CN900, CNT900, LN1000, and LNT1000. A Fuller 5-speed transmission with short-fourth (T905B) is standard on the LVT1000 and LVT1000. The wide range of optional transmissions includes Fuller or Spicer 5-, 10-, 12-, or 16-speed transmissions for all models. In addition, a 4-speed Spicer 8341D auxiliary transmission is available as an extra cost option on CN900 and CNT900.

REAR AXLES AND TANDEM DRIVES

Rockwell or Eaton single-speed rear axles are standard with 2-speed rear axles available as an option on some models. All tandem models have either a Rockwell or Eaton bogie with two live rear axle axles and the Hendrickson Suspension System. Equalizing beams and torque rods on these tandems distribute the load evenly between the two rear axles. The same components transfer driving and braking torque reactions to the frame. Power is divided between the two rear axles by means of an interaxle differential. This lets one set of wheels travel faster than the other over uneven ground, compensates for differences in tire diameter, and protects tires against scuffing.



BRAKES

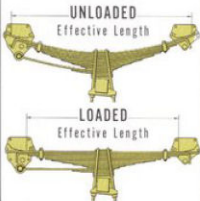
Powerful vacuum-hydraulic brakes are standard on Models C800, CT700, CT800 and DR00, with full air optional. Also standard on these models is a drive-shaft-mounted, Orscheln-lever parking brake. Full air brakes and a Berg-Shure parking and emergency brake are standard equipment on Models C1000 and CT900. On diesels, full air brakes with a 12-cubic foot compressor are standard. Also standard as a diesel feature is a Berg-Shure spring-loaded, air-actuated parking and emergency brake system.

CLUTCHES

On heavy-duty gasoline models, long-wearing, smoothly operating 13-inch double-plate and 14-inch single-plate clutches are Job-Rated to the engine and power train in every Dodge model. These clutches are hydraulically actuated for smooth, accurate control. On heavy-duty diesel models, long-wearing, double-plate, 14-inch Spicer clutch is standard... air-hydraulically actuated for smooth, easy control.

VARIABLE-RATE REAR SUSPENSION

Dodge's variable-rate suspension, with cam brackets on single-axle models, ingeniously tailors itself to the load. When the truck is traveling light, the full length of the spring is in operation for a soft ride. As the spring flattens under a heavier load, the cams come into play to shorten the working length of the spring. This stiffens the spring's resistance to both the weight of the load and road shock. The heavier the load, the shorter and stiffer the spring. In effect, the spring rate is tailored for the smooth ride under any load condition. The assembly also has only one lubrication point, and has a separate radius leaf to absorb driving and braking forces, leaving the spring free to cushion the load.

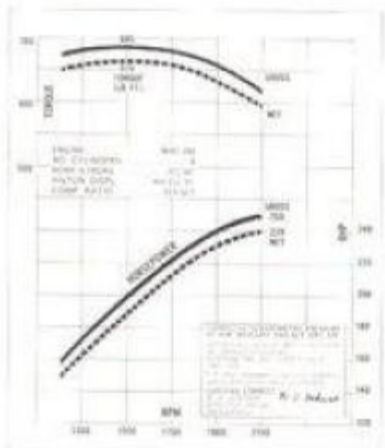


DODGE HIGH-TONNAGE ENGINES

Proven tough, and tailored to the demands they have to meet, the heavy-duty engines used on Dodge high-tonnage trucks power their loads smoothly and without strain. Four extra-husky gasoline Dodge V8s are available and a host of diesels from both Cummins and Detroit Diesel. Here are some of the premium features that go into their long-life design.

CUMMINS DIESEL ECONOMY AND LONG-LIFE DESIGN FEATURES

Dodge Truck factory-installs either of two Cummins heavy-duty diesel engines in your cab forward trucks; or any of four Cummins diesels in your high-tonnage rigs. These engines have direct injection fuel systems, eliminating carburetors and ignition systems. Their fuel-saving characteristics during "idle" are excellent. Other engine features include: Cast-iron cylinder block and head. Aluminum-alloy pistons. Chrome-plated top piston rings. Dual Silex steel intake valves. Dual Stellite-faced exhaust valves. Take advantage of the excellent choices available; check the complete engine lineup on the specifications page (page 10).



DODGE HIGH-TOUNAGE

DIESEL SPECIFICATIONS

	CN500	CN700	LN1000	LN1300	LV1000	LV1300
GWR RATINGS	37,000-36,000 LBS.	41,000-51,000 LBS.	31,000-35,000 LBS.	41,000-50,000 LBS.	31,000-35,000 LBS.	41,000-50,000 LBS.
GWR RATINGS	76,000 LBS. MAX.	76,000 LBS. MAX.	76,000 LBS. MAX.	76,000 LBS. MAX.	76,000 LBS. MAX.	76,000 LBS. MAX.
BODY AND PAYLOAD ALLOWANCE	15,200-24,900 LBS.	27,300-29,275 LBS.	20,000-23,900 LBS.	29,400-36,500 LBS.	20,225-24,000 LBS.	29,000-36,500 LBS.
AIR CLEANER	4-QUART DIE-BATTERY, DRY-TYPE(X60)				DRY-TYPE	
ALTERNATOR	12-VOLT, 52-AMP, 12-POS., 65-AMP					
AXLE, FRONT-CAP.-LBS.	9,000SD (11,000SDX, 15,000SDX)		9,000SD (11,000SDX, 15,000SDX)		9,000SD (11,000SDX, 15,000SDX)	
AXLE REAR-SINGLE-SPD CAPACITY-LBS.	23,000SD, 27,000SD	34,000SD, 34,000SD, 35,000SD	23,000SD, 27,000SD	34,000SD, 34,000SD, 35,000SD	23,000SD, 27,000SD	34,000SD, 34,000SD, 35,000SD
AXLE REAR-TWO-SPD CAPACITY-LBS.	23,000SDX, 23,000SDX		23,000SD		23,000SD	
BATTERY	4-6-VOLT, 260-AMP HOUR					
BRKES, SHOE AIR-FRONT/REAR AXLE CAP.-BRAKE DISC (IN.)-AREA	9,000 LBS.-15x7-10.0 3/4 SQ. IN. 9,000 LBS.-15x7-10.0 3/4 SQ. IN. 10,000 LBS.-15x7-10.0 3/4 SQ. IN. 12,000 LBS.-15x7-10.0 3/4 SQ. IN. 15,000 LBS.-17-25x15-20.0 SQ. IN.					
BRKES, SHOE AIR-REAR/REAR AXLE CAP.-BRAKE DISC (IN.)-AREA	23,000 LBS.-15x7-10.0 3/4 SQ. IN. 23,000 LBS.-15x7-10.0 3/4 SQ. IN.	34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN.	23,000 LBS.-15x7-10.0 3/4 SQ. IN. 23,000 LBS.-15x7-10.0 3/4 SQ. IN.	34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN.	23,000 LBS.-15x7-10.0 3/4 SQ. IN. 23,000 LBS.-15x7-10.0 3/4 SQ. IN.	34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 34,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN. 35,000 LBS.-15x7-10.0 3/4 SQ. IN.
BRKES, PARKING	SPRING-LOADED, AIR-ACTIVATED					
CLUTCH TORQUE AREA	AIR-HYDRAULIC 14" x 2-PLATE 424 SQ. IN.					
ENGINE, 6-CYL.	5M-230, 230-HP 9000-230, 230-HP		5M-230, 230-HP 9000-230, 230-HP 9111-230, 230-HP 9111-230, 230-HP			
ENGINE, 8V						8V-750, 260-HP 8V-750, 260-HP
FRAME-SECTION MODULUS	9.7K (1.0K)					
FUEL TANK-CAPACITY CAPACITY-MILKUM	40-GALLON-OUTBOARD (20-GALLON-OUTBOARD)			50-GALLON-OUTBOARD (20-GALLON-OUTBOARD)		
SHOCK ABSORBERS	FRONT, AIR RIDE	FRONT	FRONT, AIR RIDE	FRONT	FRONT, AIR RIDE	FRONT
SPRINGS, FRONT-CAP. (AT PAY)-LBS.	4,000, 5,000, 5,000	4,000, 5,000, 5,000	4,000, 5,000, 5,000	4,000, 5,000, 5,000	4,000, 5,000, 5,000	4,000, 5,000, 5,000
SPRINGS, REAR-CAP. (AT PAY)-LBS.	10,000, 5,000	15,000, 5,000	10,000, 5,000	15,000, 5,000	10,000, 5,000	15,000, 5,000
SUSPENSION	HENDRICKSON					
TRANSMISSION	SPICER, SHORT-FOURTH, 5-SPD		SPICER, SHORT-FOURTH, 5-SPD	SPICER, SHORT-FOURTH, 5-SPD	FULLER, SHORT-FOURTH, 5-SPD	FULLER, SHORT-FOURTH, 5-SPD
AUXILIARY	SPICER 6-12, 16-SPD FULLER 6-12, 16-SPD		SPICER 6-12, 16-SPD FULLER 6-12, 16-SPD	SPICER 6-12, 16-SPD FULLER 6-12, 16-SPD	SPICER 6-12, 16-SPD FULLER 6-12, 16-SPD	SPICER 6-12, 16-SPD FULLER 6-12, 16-SPD
WHEELS-SIZE	10.00/10.5/12 F&R 11.00/10.5/12 F 11.00/10.5/12 R		10.00/10.5/12 F&R 11.00/10.5/12 F&R 11.00/10.5/12 F&R			
MINIMUM RECOMMENDED FOR MAX. GWR	11.00/10.5/12 F 11.00/10.5/12 R		11.00/10.5/12 F&R 11.00/10.5/12 F&R 11.00/10.5/12 F&R			
WHEELS, TYPE	CAST SPKES 10-STD, 10-STD, 10-STD, 10-STD, 10-STD, 10-STD					

1. With 10-STD and 10-STD engines only.

2. Standard axle.

3. Includes 10-STD front springs.

4. Includes 10-STD front springs and power steering.

5. 10-STD axle.

6. Standard 10-STD axle recommended for high speed use for most areas.

7. Includes with 10-STD engine only.

8. Standard with 10-STD front axle.

9. 10-STD axle.

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175. 10-STD

DODGE HIGH-TONNAGE GASOLINE SPECIFICATIONS

[illegible]

START WITH ANY ONE OF THESE TOUGH DODGE CABS. WE'LL BUILD IT FROM THERE ANY WAY YOU LIKE.

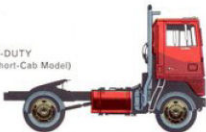
DODGE HIGH-TONNAGE
GASOLINE CONVENTIONAL CAB



DODGE HIGH-TONNAGE
CAB FORWARD (Gasoline or Diesel)



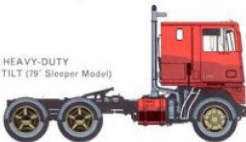
DODGE HEAVY-DUTY
DIESEL TILT (Short-Cab Model)



DODGE HEAVY-DUTY
DIESEL TILT (73" Sleeper Model)



DODGE HEAVY-DUTY
DIESEL TILT (79" Sleeper Model)



Whichever Dodge you choose for your heavy-duty operation—the Dodge LCF, tilt, or conventional cab—you start out with a cab that's strong and tough and easy to service. You know it won't create a lot of problems. From there on out, you can virtually write your own ticket as to how it is equipped. Within the limits of sound engineering, we'll be glad to build you a truck with whatever engine, wheelbase, gross weight rating, or chassis components you prefer. And we've got the sales engineers to help you come up with the most effective combination of components for the best service at the lowest possible cost. Take advantage of this Dodge Job-Rating service to develop any one of these basic Dodge models into a truck that's perfectly suited to your operation.

DODGE BUILDS TOUGH TRUCKS

Another reason why a Dodge truck is your best choice. The Dodge Truck Technical Training Program is a comprehensive plan, now training and updating the skills of 10,000 service technicians per year. So when you want service, you get it quickly and efficiently at scores of Dodge Truck Centers across the country.

Dodge Trucks



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