

You get the truck that fits your job when you get a

conventional Mo 13,500 lbs. Max. G.V	
46 @ 11	
conventional Mode 14,500 lbs. Max. G.V.V	9

tractor Models 24,000 lbs. Max. G.C.W.

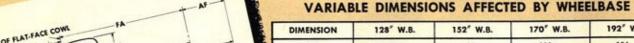
tractor Models 26,000 lbs. Max. G.C.W.

conventional Models 16,000 lbs. Max. G.V.W. tractor Models 28,000 lbs. Max. G.C.W.

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DODGE "F" MODELS		

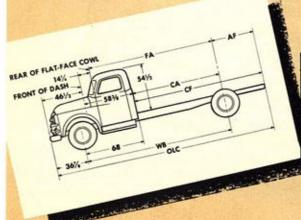


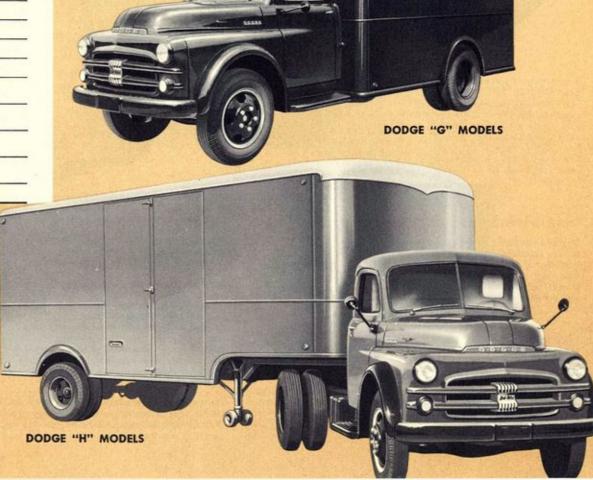
	"F" M			MODELS WITH DUAL REAR TIRES		"G" MODELS		"H" MODELS DUAL REAR TIRES	
Gross Vehicle Weight	7,000 lbs.	8,000 lbs.	9,000 lbs.	10,500 lbs.	12,000 lbs.	13,500 lbs.	13,500 lbs.	14,500 lbs.	16,000 lbs.
Maximum Gross Combination Weight.	_	-	-	-	_	24,000 lbs.	-	26,000 lbs.	28,000 lbs.
Tires—Front	6.00/20-6PR	7.00/20-8PR	7.00/20-8PR	6.50/20-6PR	6.50/20-6PR	6.50/20-6PR	6.50/20-6PR	6.50/20-8PR	7.50/20-10PR
Tires—Rear	6.50/20-8PR (Single)	7.50/20-8PR (Single)	7.50/20-10PR (Single)	6.50/20-6PR (Dual)	6.50/20-8PR (Dual)	7.50/20-8PR (Dual)	7.50/20-8PR (Dual)	7.50/20-10PR (Dual)	7.50/20-10PR (Dual)
Axle, Front—Capacity	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	3,750 lbs.	4,500 lbs.
Axle, Rear—Single-Speed—Capacity.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	13,000 lbs.
Axle, Rear—2-Speed—Capacity	-	-	-	12,000 lbs.	12,000 lbs.	12,000 lbs.	12,000 lbs.	12,000 lbs.	13,000 lbs.
Springs, Front—Nominal Capacity per Spring.	1,300 lbs.	1,300 lbs.	1,300 lbs.	1,600 lbs.	1,600 lbs.	1,600 lbs.	1,600 lbs.	1,600 lbs.	1,600 lbs.
Springs, Rear Main—Nominal Capacity per Spring	2,000 lbs.	3,300 lbs.	3,300 lbs.	3,300 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
Springs, Rear Auxiliary—Nominal Capacity per Spring		_	-	_	-	1,100 lbs.	1,100 lbs.	1,100 lbs.	1,100 lbs.
Frame Depth—Maximum	81/2"	83/2"	83/42"	83/2"	81/2"	83/2"	8%±"	8%2"	8%2"
Brakes, Front—Lining Area	120 sq. in.	120 sq. in	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.	120 sq. in.
Brakes, Rear—Lining Area	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.	216 sq. in.
Brake Booster—Vacuum	-	-	_	-	Yes	Yes	Yes	Yes	Yes
Transmission, Type—Standard	4-Speed Spur	4-Speed Spur	4-Speed Spur	4-Speed Spur	4-Speed Spur	4-Speed Spur	4-Speed Synchro-shift	4-Speed Synchro-shift	4-Speed Synchro-shift
Transmission, Type—Optional	4-Speed Synchro-shift	4-Speed Synchro-shift	4-Speed Synchro-shift	4-Speed Synchro-shift	4-Speed Synchro-shift	4-Speed Synchro-shift	5-Speed Synchro-shift	5-Speed Synchro-shift	5-Speed Synchro-shift
Maximum Tire Size Available	7.00/20-8PR (Single)	7.50/20-8PR (Single)	8.25/20-10PR (Single)	6.50/20-6PR (Dual)	7.00/20-8PR (Dual)	7.50/20-8PR (Dual)	7.50/20-8PR (Dual)	8.25/20-10PR (Dual)	8.25/20-12PR (Dual)
Available Wheelbases			V.B.)	(128"	(128" W.B., 152" W.B., 170" W.B.)		{128" W.B., 152" W.B.} 170" W.B., 192" W.B.}		{128" W.B., 152" W.B.} 170" W.B., 192" W.B.}
Standard Bodies	(9' Platform,	9' Stake, 12' Platfor	rm, 12' Stake)		(9' Platform, 9' S	take, 12' Platform,	12' Stake, 14' Platf	orm, 14' Stake)	



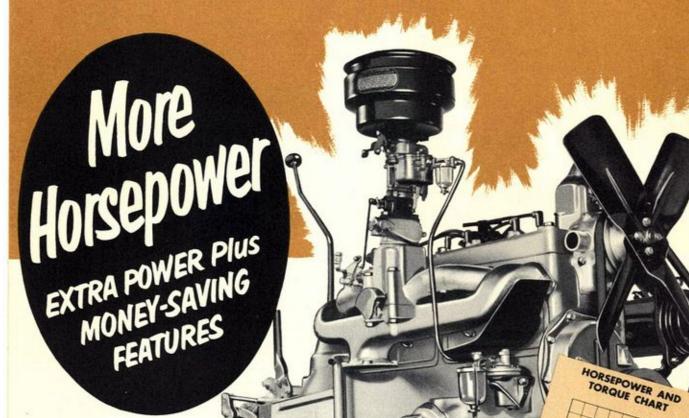
DIMENSION	128" W.B.	152" W.B.	170" W.B.	192" W.B.
CA	60	84	102	124
AF	421/2	431/4	60%	92%
CF	1021/2	127 1/2	162%	216%
FA	1041/8	1281/4	1461/6	1681/4
OLC	2073/6	2321/6	26734	32134

NOTE: F Models (single rear tires) 128" and 152" W.B. only. F Models (dual rear tires) 128", 152" and 170" W.B. only. G and H Models—128", 152", 170" and 192" W.B.





MORE POWER GREATER ECONOMY MORE PROFIT



The Dodge "Job-Rated" engine used in "F", "G" and "H" models provides 109 gross horsepower. This engine will pull your loads easily, economically. You'll have power to spare . . . on the highway, in passing other vehicles, or in traveling uphill.

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 more positive.

LONG-LIFE INTAKE AND EXHAUST VALVES!

Intake and exhaust valves in the engines of "F", "G" and "H" models are made of silicon-chromium steel. This alloy is extremely hard and durable, so that it successfully resists intense heat, warping and scaling. Valves last longer, engine repairs are less frequent . . . you save time and money.



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

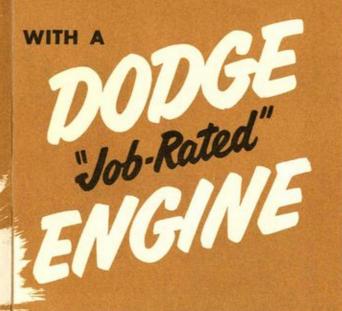
HIGH-TORQUE STARTING MOTOR!

The starting motor utilizes a spiralsplined type of engagement mechanism as well as improved windings. Its starting torque is therefore greater, which means more dependable service, particularly in cold weather.



LARGE GENERATOR!

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



STURDY ENGINE COMPONENTS

Each individual part of these rugged Dodge "Job-Rated" engines is designed to take all the punishment your job will give it! For instance, replaceable, precision-type bearings save you money. 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!

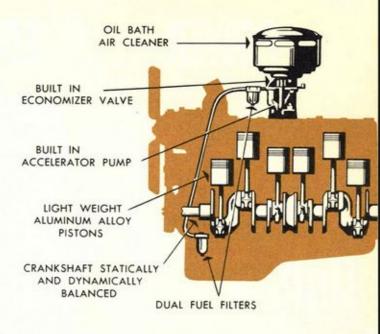
1. Exhaust Valve Seat Inserts.
This Dodge Feature will reduce your maintenance costs
... as well as contribute to greater engine economy and longer engine life. Dodge inserts are made of hard, heatresistant alloy. They guard against pitting and burning of the valve seat and assure a tight valve seat 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. It assures that the hottest points in the engine are cooled effectively and equally. Bubbles, which prevent thorough cooling in some truck engines, are washed away by positive water pressure.
- 3. Four Rings per Piston mean more oil economy. Dodge pistons—in 1½-ton models—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.

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 on Dodge "Job-Rated" trucks includes such advanced features as two fuel filters, large diaphragm-type fuel pump, downdraft carburetor, built-in accelerator pump, automatic warm-up chamber, and oilbath air cleaner. All are features you'll want in the truck you buy!

FILTERED CRANKCASE VENTILATION

The Dodge engine ventilating system provides full crankcase ventilation. What's more, air entering the Dodge engine's crankcase 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 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. A sealed type oil filter (standard on "H" models and available on "F" and "G" models) helps keep oil clean. Replaceable-type oil filter is available on all three models.

Whatever your needs in the 1½-ton field

you'll find a DODGE "Job-Rotted" 1/2-ton model that's RIGHT for you!

If your work calls for a 11/2-ton truck-you'll find one that fits your needs in the models shown on these two

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 is neat and trim appearing. Each provides the kind of "eye appeal" that is good advertising for you.

It's a fact, too, that Dodge 11/2-ton models have loadcarrying capacities that are unexcelled in their field. And they carry these bigger, more profitable payloads at lower cost . . . because the "Job-Rated" engine is right for the load. This, of course, results in more economical operation and less time out for repairs.

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.

Dodge "Job-Rated" 11/2-ton trucks are available with either stake or platform bodies. Chassis are offered with flat-face cowl, windshield cowl and cab as illustrated.





CHASSIS WITH FLAT-FACE



DUMP TRUCKS



CHASSIS WITH WINDSHIELD



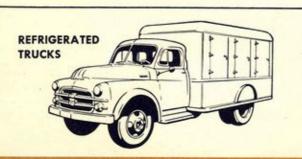
VAN TYPE BODIES



CHASSIS AND



HIGH RACK BODIES



Payload and Equipment Allowance....1,875 to 10,675

Body Size 9 ft. Platform Area**...60.6 sq. ft. 81.1 sq. ft. 94.8 sq. ft. Platform Length**. 1061/6" 14236" Platform Width**.. 82" Height of Stakes ... 40"

* Not available on single rear-wheel "F" models.

** Inside Stake Body Dimensions.

Chassis features are Job-Rated for

Most every operator wants a truck he can really depend on . . . under any operating conditions.

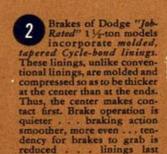
Further, he wants a truck that will last for years and give him plenty of driving safety and comfort.

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!





Notice that the Dodge engine is located in a forward position . . . while the front axle is located farther back. This not only improves maneuverability, but also provides better weight distribution throughout the truck.

Extra-long front springs are made of tough, special alloy spring steel for long life and resistance to breakage. The springs are "Job-Rated" for the load to





Cross-steering, in combination with short wheelbases and wide tread front axles, permits Dodge trucks to turn around in a much smaller circle than most competitive trucks.



Note how drag link interferes with left turns in

ordinary design—but not

in the Dodge design with

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

Husky front axles are of drop-forged, me-dium-carbon steel, giving long, trouble-free service.



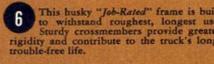
A 9½-inch sealed vac-uum brake booster substantially reduces substantially reduces driver fatigue and insures greater safety. Steel tubes and positive seal-type fittings, instead of rubber hoses and clamps, insure longer life; guard against cylinder bore wear, bearing failure, burned valves, clogged rings. Standard on "H" models and optional on "F" and "G" models.

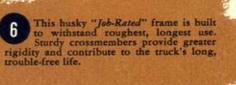


Wheel-brake pistons are "anodized"—a process that minimizes corrosion and pitting.

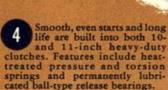


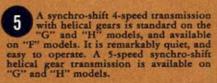
Full-floating rear axles in these Dodge 1½-ton models combine strength with easy servicing. The pinion and differential assemblies are ounted on a carrier; are easily removed











You get extra advantages in

DODGE

DUAL-PURPOSE MODELS

with 2-speed rear axle

You'll save time . . . cut costs with Dodge Dualpurpose (two-speed rear axle) models! They're especially well-suited for operations in which trucks "go out" full and return empty . . . for trucking on routes that are both level and hilly or for off-the-highway work.

Dual-purpose models provide two axle ratios in one axle—an economy ratio and a power ratio.

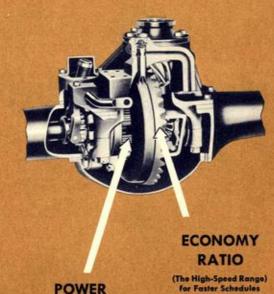
The economy ratio is used when operating with a light load on level roads or when the truck has reached "rolling" speed with a heavy load.

The power ratio offers an additional gear reduction for climbing grades, pulling through mud, accelerating with a load or whenever extra power is needed.

The 2-speed rear axle provides eight closely spaced forward speeds with the 4-speed transmission... ten with the 5-speed transmission. Thus, the driver can select the proper gear reduction to meet every load and road condition.

You profit 4 ways!

- You get extra pulling power . . . ability to climb steeper grades with heavy loads in low axle range.
- Gas and oil consumption is reduced . . . engine life is lengthened because of fewer revolutions per mile in high range.
- Hauling schedules are faster with the right gear ratio for all load conditions.
- 4 Ability to start smoothly with heavy loads saves wear and tear...cuts maintenance costs.



POWER

TIO

and Greater Economy

(The Low-Speed Range) for Extra Pulling Ability

It's extra easy to operate!



This convenient button on the gearshift lever operates the vacuum-actuated power shift. The driver can shift the axle alone or he can "split shift" so that both axle and transmission ratios are changed at the same time.

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 beadroom and legroom in a Dodge "Pilot-House" cab. What's more, you'll have better all-'round visibility through 1874 square inches of glass area. (Deluxe and Custom Cab.)

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. Doors extend below the cab floor and a weather strip at the floor line helps prevent drafts.

Four Additional Features

- Safety instrument panel—Instruments are more directly in front of the driver where they're easier to see. And they can be quickly removed for easy servicing!
- Door trlm is of imitation leather. It is brightly colored, washable, provides added insulation against cold.
- Seat cushion is thicker, more comfortable. It is soft, yet gives the proper support.
- Door hundles and window regulators are large and easy to operate!

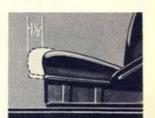
The Safety You Want! You'll be safer in a Dodge "Pilot-House" cab. The Safety-Steel construction of Dodge cabs provides maximum driver protection as well as longer cab life. Steel is welded to steel throughout. Husky steel braces provide reinforcement at every point



forcement at every point of stress. Box-section construction for door posts and other structural units give additional strength and rigidity. The steel floor is an integral part of the cab body. You benefit from the manufacturing experience gained by Dodge as the "pioneer" of the all-steel cab!

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. Additional fore-and-aft



adjustment of 1 ½ inches is available by moving the seat cushion. Seats are "chair-height," too, for utmost comfort.

Your Choice of Three Cabs

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





Job-Rated Cab-over-engine models



Dodge "GM" and "HM" cab-over-engine models are more compact than conventional cab models... and thus require a much shorter wheelbase to accommodate the right C. A. dimension for a given body length. In fact, with a C.O.E. model you can use a much longer body than would be possible on a conventional cab model of a comparable wheelbase.

The "Pilot-House" cab used on C.O.E. models is mounted higher than conventional cabs; thus, the driver gets a better view of traffic ahead. Also, the driver is above the glare of approaching headlights . . . and he can see more of the road close to the truck. Steps are at the right height for easy entering or leaving. You'll find, too, that these cabs seat three big men with maximum comfort.

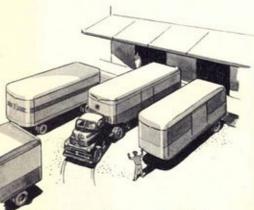
14 1/4 FRONT OF DASH 25 1/2 58 1/4 CA AF CF WB OLC

Variable dimensions affected by wheelbase

DIMENSION	107" W.B.	131" W.B.	161" W.B
CA	60	84	114
AF	421/2	421/2	771/2
CF	1021/2	1261/2	1911/2
FA	1041/8	1281/8	1581/8
OLC	1863/8	2103/8	2753/8

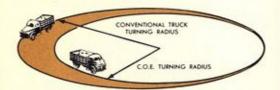
Updraft carburetor used on C.O.E. engines The engines used in 1½-ton C.O.E. models differ slightly from the engines used in 1½-ton conventional models. C.O.E. engines utilize an updraft carburetor, rather than a downdraft carburetor as used on conventional models. Horsepower and

torque ranges of the 1½-ton C.O.E. engine are indicated by the accompanying chart.



Easier handling . . . parking

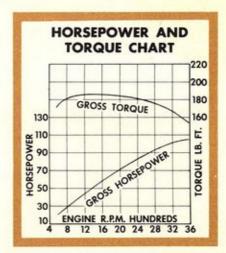
The compact design and increased drivervision of the C.O.E. make close maneuvering in heavy traffic much more effortless. Also, because of their shorter wheelbase, C.O.E. models are easy to park in small spaces . . . easy to back into narrow places.



Shorter turning diameter

The 107" wheelbase cab-over-engine model has a turning diameter of only 37 ½ feet, while the 128" wheelbase conventional cab model (which mounts the same length body) has a turning diameter of 43 feet.

The advantage of the Dodge C.O.E. design becomes even more pronounced when you consider that Dodge conventional cab models have substantially smaller turning diameters than most competitive trucks.



Chassis Specifications

		"HM" MODELS			
Gross Vehicle Weight	10,750 lbs.	12,250 lbs.	13,750 lbs.	14,750 lbs.	16,250 lbs.
Maximum Gross Combination Weight				26,000 lbs.	28,000 lbs.
Tires—Front	6.50/20-6PR	6.50/20-6PR	6.50/20-6PR	6.50/20-8PR	7.50/20-10PR
Tires—Rear	6.50/20-6PR (Dual)	6.50/20-8PR (Dual)	7.50/20-8PR (Dual)	7.50/20-10R (Dual)	7.50/20-10PR (Dual)
Axle, Front—Capacity	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
Axle, Rear—Single-Speed Capacity	11,500 lbs.	11,500 lbs.	11,500 lbs.	11,500 lbs.	13,000 lbs.
Axle, Rear—2-Speed Capacity	12,000 lbs.	12,000 lbs.	12,000 lbs.	12,000 lbs.	13,000 lbs.
Springs, Front—Nominal Capacity per Spring	1,600 lbs.	1,600 lbs.	1,600 lbs.	1,900 lbs.	1,900 lbs.
Springs, Rear—Nominal Capacity per Spring	3,300 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.	4,500 lbs.
Springs, Rear Auxiliary—Nominal Capacity per Spring			1,100 lbs.	1,100 lbs.	1,100 lbs.
Frame Depth—Maximum	81/2"	87/2"	81/2"	87/2"	876"
Maximum Tire Size Available	11111111	7.00/20-8PR (Dual)	7.50/20-8PR (Dual)	8.25/20-10PR (Dual)	8.25/20-12PF (Dual)

Note-Chassis specifications not shown are same as conventional models.

C.O.E. Advantages for Better Maneuverability

	107* W.B.	131" W.B.	161" W.B.
Cab-to-Axle	60"	84"	114*
Body Models	9-Foot Stake	12-Foot Stake	
Over-All Lengths (Chassis Only)	186%*	210%*	2751/4"
Over-All Lengths (Including Std. Body)	194%*	230%"	
Turning Diameter—Right or Left (Curb Clearance) minimum	37½ ft.	44 ft.	50½ ft.

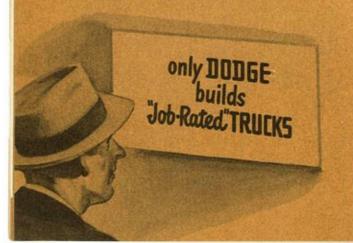
WHAT "Job-Rated" MEANS TO YOU

A truck can be considered "Job-Rated" only when every unit fits the work for which the owner has purchased the truck.

If a truck is to perform with maximum economy and dependability, each unit must be designed not only to fit its own individual job ... but also to function smoothly with all other units. The engine must furnish the right amount of power. The clutch must be of the right size to transmit that power without undue strain. The frame must be strong enough to carry a full load easily. The transmission, rear axle, brakes, body, tires, all must be right for the truck's job.

These are the factors that have been considered *first* in the designing and building of the many models that comprise the complete line of Dodge "Job-Rated" trucks.

Every part of a complete truck must fit its job perfectly . . . to give dependable, economical performance.



"Job-Roted" means first in quality, too!

Through the years, Dodge has consistently been a pioneer in providing operators with a truck that incorporates the very latest and finest in advanced engineering. This year's B-3 series, we believe, are the final result of years of careful development . . . of engineering that has "dared to be first."

Following are just a few of the features that were introduced, developed or pioneered by Dodge to give the Dodge buyer a truck of unexcelled quality:

- Hydraulic brakes
- Independent hand brake for complete line
- High-speed truck engines
- Downdraft carburetor
- Rustproofed sheet metal
- Floating power type engine mountings
- · Water distributing tube in engine
- · Oilite bearings in water pump
- By-pass type thermostat
- One-piece axle housings
- Super-finish for precision parts
- · Floating type oil intake
- · Direct-acting shock absorbers
- Rotary-type oil pump
- · Fluid coupling
- Cyclebond brake linings

Specifications F, G, AND H MODELS

EN	GINE
Type and Number of CylindersL-Head, 6	Valve TappetsAdjustable
Bore and Stroke	Exhaust ValvesSilicon-Chromium Steel
Piston Displacement	Seat InsertsSpecial Alloy
Maximum Horsepower (Conv.)109 @ 3600 RPM (C.O.E.)105 @ 3600 RPM	Cooling System
Maximum Torque (Conv.)193 @ 1200 RPM (C.O.E.)186 @ 1200 RPM	Capacity
Compression Ratio	Water Distributing TubeYes
Piston MaterialAluminum-alloy	Main and Connecting
Piston Rings, Number per Piston4	Rod BearingsReplaceable Precision Type
Top Piston Ring Surface CoatingChrome Plated	Spark Plugs, TypeResistor Generator, Standard45 Amp.
Lubrication Type	Fuel System Number of Filters
CHA	ASSIS
Service Brakes	Steering Gear
Parking Brake	Front Axle
Springs	Transmission
Clutch	truck under various condi- tions. (Std.) F-extra equip- ment. 5-speed Synchro- Shift—G, GM — H, HM (extra equip- ment.)
Two-Speed Axle	Wheels 20-inch diameter. 5-StudStandard

Specifications Subject to Change Without Notice

..F, G, GM-5.625,

6.285 or 6.833 to 1

H, HM-6.285 or

6.833 to 1

Rated" truck. Control lo-

cated on gearshift lever.

Easier to "split gears"-to

shift axle and transmission

Single-Speed Axle.....

Dodge provides several sin-

gle-speed ratios so each truck

may better fit its hauling

at same time.

Disc (wide base) type.

duced by use of 4 needle

bearings for each joint.

Large-diameter, light-

weight, tubular propeller

shafts provide great strength,

and resistance to whipping

at high speeds.

Friction and backlash re-.....Standard

Drive Line

With all their extra value

DODGE TRUCKS

are priced with the lowest