

1/2-ton

MODEL

**B**

MAXIMUM  
G.V.W.  
5,100 LBS.



# DODGE TRUCKS

"Job-  
Rated"

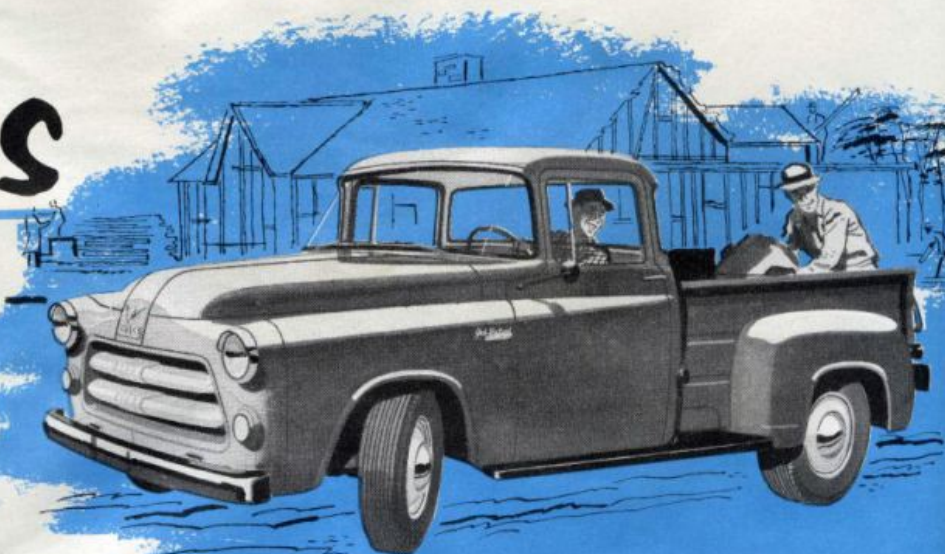
A PRODUCT OF CHRYSLER CORPORATION



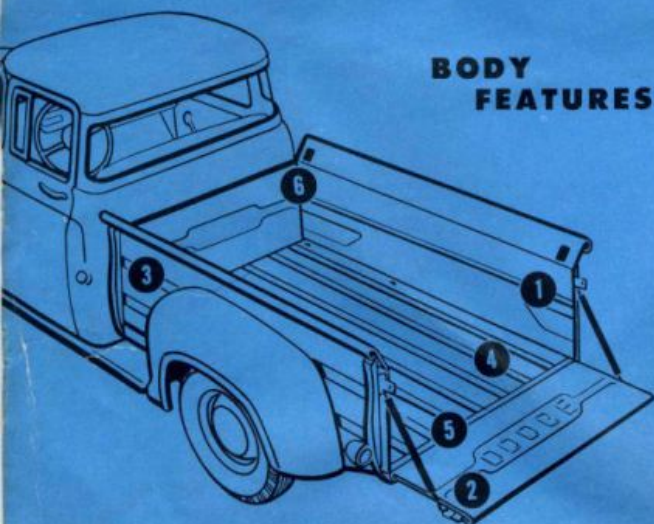
# Powerful Pick-ups and Expresses

The extra work you can do with versatile new Dodge "Job-Rated" pick-up and express trucks means an extra measure of profit for you. These new trucks let you see more with wrap-around windshield and wrap-around rear window. They let you haul more, with their unequalled payload. And they make sure you save more time and money with their new 169-hp. Power-Dome V-8 engines. Engineered throughout to streamline your trucking job, safety-designed for greater visibility, greater driver comfort, and with a low, handsome, power-poised look that's a real asset, these new pick-ups easily earn their reputation as the best trucks money can buy!

- ★ Streamlined design
- ★ Low to the ground
- ★ Quality built
- ★ Large-capacity bodies
- ★ Wide range of models



Plus a new budget buy in the low-price field . . . the all-new Dodge BL6 pick-up with big 6½-foot low-side body and 4,250 lbs. maximum G.V.W.!



## BODY FEATURES

1. Strongly embossed sides, with flare boards.
2. Tight-closing tailgate, with clamping flanges.
3. Side-mounted tire carrier available.
4. Insulated, "anti-squeak" body bolts.
5. All-steel floor sills, heavy-duty rear sill.
6. Welded and double-bolted corner construction.

## PICK-UP AND EXPRESS BODY DIMENSIONS

Wheelbase	108"		116"	
	Low-Side	High-Side	Low-Side	High-Side
Body Type				
Inside length	78½"	78½"	90"	90"
Inside width, max.	48¼"	49"	48¼"	54"
Width between wheelhousings	—	—	—	49"
Height to top of tailgate	14½"	20"	14½"	20"
Height to top of sides	17"	22½"	17"	22½"
Capacity to top of tailgate	31¼ cu. ft.	44½ cu. ft.	36 cu. ft.	56¼ cu. ft.*
Payload capacity, model—max.	BL-1125 lbs. B-1925 lbs.	B-1875 lbs.	B-1875 lbs.	B-1825 lbs.

\*No allowance for wheelhousings.

## DODGE "Pilot-House" CABS

"Full-Circle" visibility . . . unmatched comfort

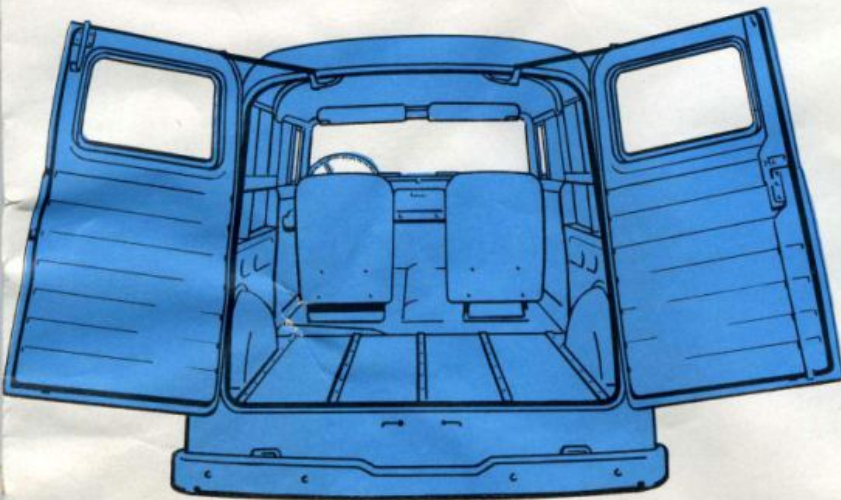
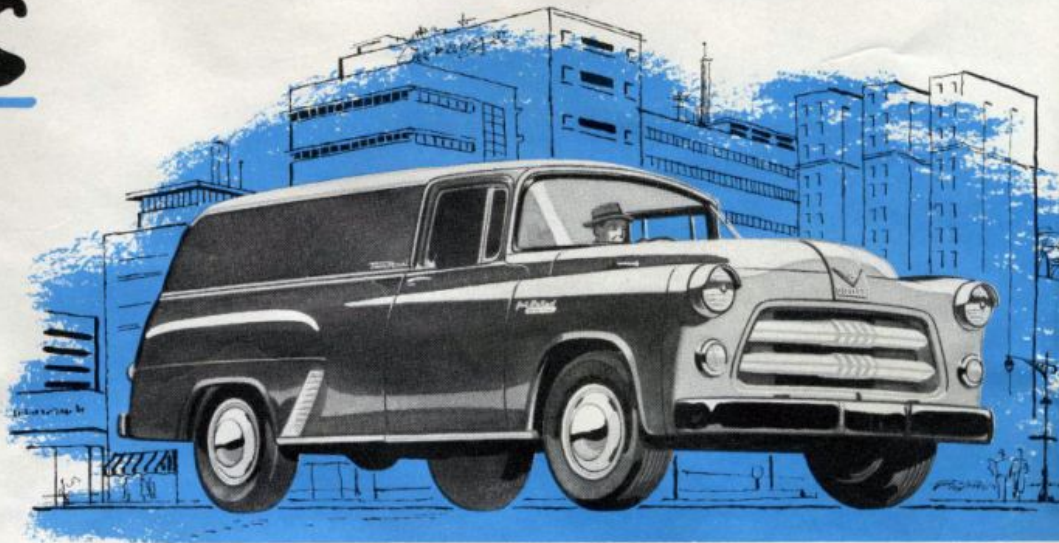
See special cab folder for details



# Smart Town Panels

Talk-of-the-town—that's the new Dodge Town Panel! And the talk about this new truck concerns not just its smarter appearance, its greater visibility, its superior roominess, but its tremendous capacity for saving time, making work easier, profits larger. Easy entry and exit through the wide cab doors, for example . . . low loading height . . . full opening rear doors . . . low, convenient step-type rear bumper . . . these are some of the features that add up to faster route coverage, the delivery of more goods. The Town Panel is a real business promoter, too, with a look of unmistakable quality that's a valuable asset to any business!

- ★ Handsome appearance
- ★ Driver comfort
- ★ Sturdy body construction
- ★ Roomy interiors
- ★ Worksaving design



## BODY FEATURES

**New dual taillights**, circular design, adaptable for turn signals, provide safe rear lighting.



**Large side panel areas** furnish ample room for billboard display of owner's name and business message.



**All-steel construction**, with sheet metal thoroughly rustproofed, assures long life, reduced maintenance.



**Step-type rear bumper** serves as convenient rear step, permits easy entry and exit, easy loading and unloading from the rear.



## TOWN PANEL DIMENSIONS

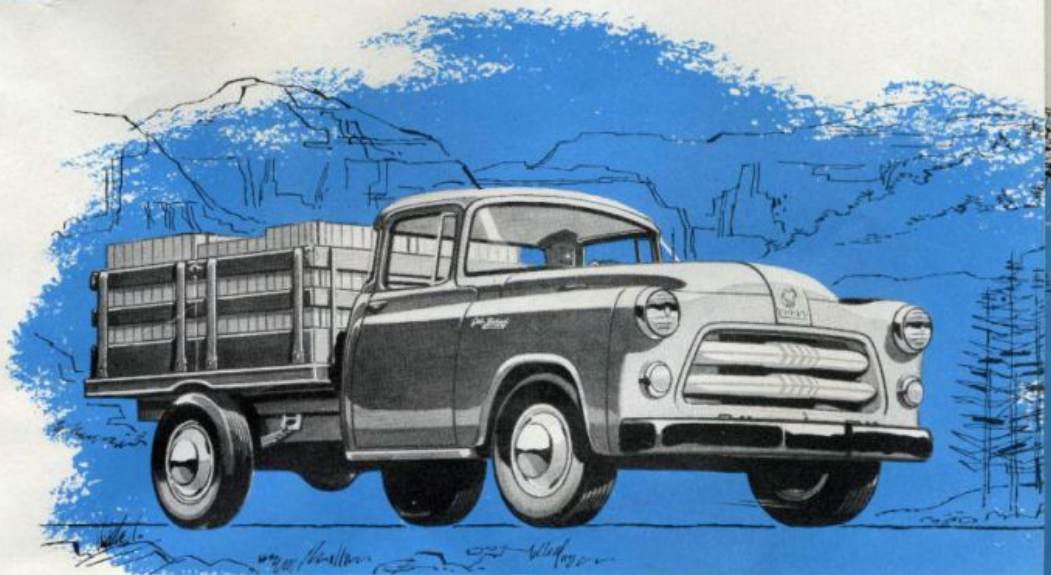
Wheel-base	Load length at floor	Interior height	Floor width, max.	Inside wheel housings	Rear door openings	Load space (cu. ft.)	Outside width (rear fenders)	Over-all height	Over-all length
108"	94 $\frac{1}{16}$ "	53"	65 $\frac{1}{4}$ "	50 $\frac{1}{8}$ "	50 $\frac{1}{4}$ "	155	75"	79 $\frac{1}{4}$ "*	197"

\*Empty with maximum code tires.

# Rugged Stakes

Just watch the easy way new Dodge ½-ton stake trucks shoulder your cargo, speed up trips, take tough work in stride! Compare the terrific payload volume . . . the amazingly low loading level . . . the rugged long-life construction. Check over that big 7½' stake body available on the 116-inch wheelbase! Test the unmatched maneuverability and high-powered performance that is setting the standard for the entire truck industry! These all-new Dodge "Job-Rated" stakes are truly the muscle-saving, moneysaving champs of their weight class!

- ☆ King-size load space
- ☆ Distinctive styling
- ☆ Steel stakes and sills
- ☆ Extra easy to load
- ☆ Engineered for long life



## These outstanding chassis features are found in all Dodge ½-ton trucks!

**New higher maximum G.V.W.** rating of 5,100 lbs. means more load-carrying strength and increased stamina.

**Rear axles**, heavy-duty engineered throughout, are semi-floating type for longer life, and feature shot-peened shafts for resistance to metal fatigue. *Front axle* rating increased to 2,500 lbs.

**Safe, long-lasting brakes** are dual-cylinder type, rear and straight-through cylinder type, front, for maximum efficiency. No-riquet Cyclebond linings give better braking action, and up to 50% longer life than ordinary riveted linings.

**Shock-absorbing steering**, with gear-before-axle linkage assures comfortable driving control and easy maneuverability. Dodge trucks turn sharper, are more maneuverable, than any other leading trucks.

**Oriflow shock absorbers** smooth out the roughest roads, to provide increased driver comfort and driving ease. New 750-lb. easy-ride rear springs are available, too!

**Tubeless tires** standard for added safety, long life.

## "Job-Rated" TRANSMISSIONS

Dodge "Job-Rated" trucks are geared *right* for your job! Choose from *five* husky transmissions—all ruggedly built for long life, all carefully engineered for smooth operation and economical performance:

Standard: 3-speed Synchro-Shift, Normal-Duty

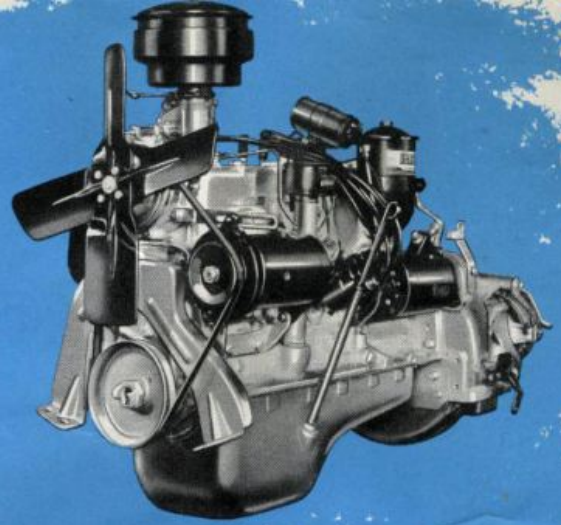
Available: 3-speed Synchro-Shift, N. D. with Overdrive  
3-speed Synchro-Shift, Heavy-Duty  
4-speed Synchro-Shift, with 11" clutch  
PowerFlite automatic transmission

### POWERFLITE

PowerFlite automatic transmission reduces driving effort to a minimum, with the elimination of manual gear shifting and clutch pedal operation. The mechanism consists of an efficient torque converter, and a simple, fully automatic two-speed planetary gear transmission—a combination which provides exceptional acceleration with smooth operation in all speed ranges for easy driving.

### OVERDRIVE

Gas-saving, engine-saving overdrive permits a reduction of engine speed by approximately ⅓ in normal driving *without a reduction in travel speed*. At 50 m.p.h. travel speed, for example, the engine turns over at a rate that would normally produce travel speed of 35 m.p.h. Thus the engine uses less fuel and operates at a speed which is conducive to long engine life.



# Power plus economy!

## Power Dome V-8

**powerful . . .  
economical . . . dependable**

This great new 169-hp. Power-Dome V-8 engine makes your Dodge "Job-Rated" pick-up the most powerful in the popular 1/2-ton field! This engine is a great successor to the Power-Dome V-8 that averaged 22 miles per gallon in AAA-supervised Economy Run. That's because unique Power-Dome combustion chambers squeeze more mileage from regular grade gas!



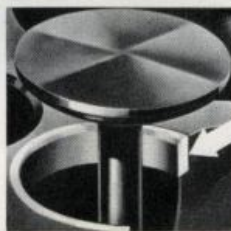
**More power output**—Power-Dome combustion chambers reduce heat loss, permit greater, more efficient expansion of gases to drive pistons.

**Longer engine life**—Rounded combustion chamber has no pockets for carbon build-up. Maintenance is reduced, valve life lengthened.

## Thrifty Six

**money maker . . .  
money saver—on any job**

For real dependability, there's the tried-and-true L-head Dodge six—a 110-hp. glutton for punishment that *saves* you money in cost of operation and maintenance. Balanced high compression ratio (7.25 to 1) assures efficient operation on regular fuel. Heavy-duty cooling system contributes to peak performance with full protection for the engine under all conditions.

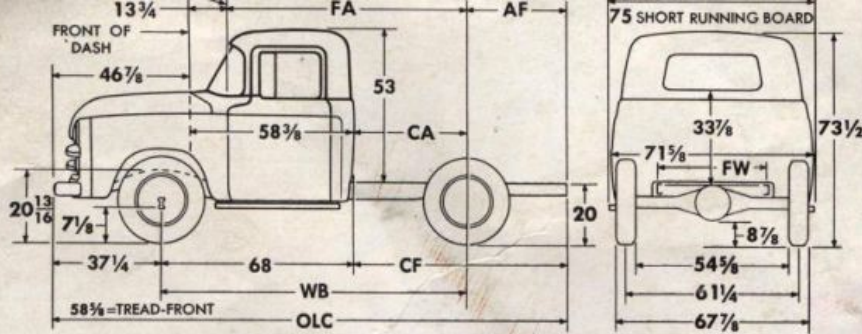


**Simple L-head design**—Use of a minimum number of parts in this rugged, dependable engine means trouble-free performance, low maintenance.

**Exhaust valve seat inserts**—Extra-hard inserts protect valve seats against wear, give better valve seating and help assure longer valve life.

Type.....	Overhead Valve, V-8
Bore and Stroke.....	3.563" x 3.25"
Displacement.....	259.2 cu. in.
Max. Gross Horsepower.....	169 @ 4400 r.p.m.
Max. Gross Torque, lbs.-ft.....	243 @ 2400 r.p.m.
Compression Ratio.....	7.6 to 1

Type.....	L-head, 6-cylinder
Bore and Stroke.....	3.25" x 4.625"
Displacement.....	230.2 cu. in.
Max. Gross Horsepower.....	110 @ 3600 r.p.m.
Max. Gross Torque, lbs.-ft.....	194 @ 1600 r.p.m.
Compression Ratio.....	7.25 to 1



All dimensions to ground are with 6.50/16-6PR tires loaded.

Drawing is for dimensions only and is not intended to show design for any particular model.

## CHASSIS DIMENSIONS AND SPECIFICATIONS

WB—Wheelbase.....	108"	116"
CA—Cab to rear axle.....	40"	48"
CF—Cab to end of frame.....	75 3/8"	88 3/8"
FA—Rear of cowl to rear axle.....	84 3/8"	92 3/8"
AF—Rear axle to end of frame.....	35 3/8"	40 3/8"
FW—Frame width.....	40 1/32"	40 1/32"
OLC—Over-all length.....	181 1/8"	193 3/8"

Axle, Front—Capacity.....	2,500 lbs.
Axle, Rear—Gear Type.....	Hypoid
Capacity.....	3,300 lbs.
Ratios.....	3.73, 4.1, 4.78 to 1
Brakes, Parking—Location.....	Rear of Transmission
Lining Area.....	42.5 sq. in.
Brakes, Service—Type.....	Hydraulic
Brake Lining.....	Cyclebond, Molded
Lining Area.....	174.56 sq. in.
Clutch—Diameter.....	10"
Frictional Area.....	100.53 sq. in.
Frame—Side Rail Dimensions.....	6.03" x 2.01" x .140"
Section Modulus.....	2.381
No. of Crossmembers.....	6
Shock Absorbers—Location.....	Front and Rear
Type.....	Oriflow
Springs, Front—Capacity.....	900 lbs.
Springs, Rear—Capacity.....	1,200 lbs.
Steering—Type.....	Worm and Roller
Linkage.....	Aff-type
Transmissions—Standard.....	3-spd. Synchro—N.D.
Available.....	3-spd. N.D. with Overdrive
	3-spd. Synchro—H.D.
	4-spd. Synchro-Shift
	PowerFlite, Automatic
Wheels—Type.....	5-Stud Disc

ALL SPECIFICATIONS SUBJECT TO CHANGE WITHOUT NOTICE

## DODGE <sup>"Job-Rated"</sup> TRUCKS

LET YOU...

See Haul Save  
More! More! More!

It's a better deal for  
the man at the wheel!

*Dan Jacobs*