

the new

DODGE

4-wheel-drive

POWER-WAGON



POWER

... for every purpose!

the POWER-WAGON

..goes

Its development ranges from the battlefield to the fields of peace!

During World War II, the army needed an entirely new kind of truck . . . a truck that would have tremendous pulling power and stamina . . . a truck that would take water, sand and hub-deep mud in its stride . . . a truck that could winch itself out of the most difficult terrain.

Dodge designed and built such a truck. It was proved . . . first in tough army tests . . . then on battle fronts all over the world.

This was the truck that GI's wrote home about . . . the truck that just wouldn't quit!

When the war was over, Dodge redesigned its famed army truck for peacetime use. The result was the Dodge Power-Wagon—a rugged, "go-anywhere" powerhouse on wheels.

Today thousands of Dodge Power-Wagons are providing economical, dependable power on hundreds of different jobs.

Study this folder carefully. It may show you how you can do a difficult job more easily, more effectively and more profitably . . . with a sturdy Dodge Power-Wagon!



PULLING POWER

Engine power flows to all four wheels . . . when needed . . . to give tremendous traction. The Power-Wagon pulls through sand, mud, or newly plowed fields with amazing ease. For highway operation, the front-wheel drive can easily be disengaged from within the cab.



PORTABLE POWER

You take power wherever it's needed with a Power-Wagon! Dual power take-off . . . front and rear power shafts . . . provide power for a wide range of on-truck and off-truck equipment. Engagement and direction of rotation are controlled by a single lever inside the cab.



CARRYING POWER

You can pack plenty of load on a Power-Wagon! The vehicle's maximum G.V.W. rating is 7,600 lbs. with 7.50-16—8-ply tires; and 8,700 lbs. with 9.00-16—8-ply tires.

where other trucks can't go
...does what other trucks can't do!



Its usefulness
is restricted
only by the
ingenuity of
the owner!

"ALREADY, OWNERS HAVE FOUND HUNDREDS OF DIFFERENT USES FOR THE POWER-WAGON . . . AND NEW USES ARE BEING FOUND EVERY DAY!"

Power for farms and

The Dodge Power-Wagon is an all-around farm hand—a truck, tractor, and portable power plant all in one!

Its engine is larger than that of most farm tractors. And, with its 4-wheel-drive tractive ability, the Power-Wagon handles all kinds of field jobs quickly and economically.

Note the ease with which the Power-Wagon pulls a three-bottom 14-inch moldboard plow. It does the job faster, too—thanks to greater traction and power!

When operated by hydraulic lift (see below) you have finger-tip control of implements for easy maneuverability.



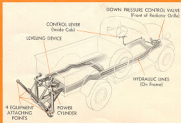
NEW hydraulic lift makes field work faster, easier

Available for use with field implements, the hydraulic lift gives you finger-tip control. You can raise or lower rear-mounted implements by moving a single lever inside the Power-Wagon cab.

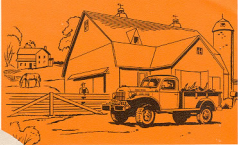
By turning a valve, you can control the operating weight of your implements, with down pressures up to 500 lb.

Using this lift, you take full advantage of the speed, traction, and maneuverability of the Power-Wagon. You get draw-bar horsepower greater than that of the average 3-plow tractor.

Most three-point hitch implements can be attached or detached from a Power-Wagon lift in about 60 seconds.



ranches...



The Power-Wagon pulls a bush-and-hog harrow through the toughest fields with remarkable speed and ease.

Pulling a spring-smooth harrow is quick work with the power and speed of the Power-Wagon.



The capable Power-Wagon pulls a double-disk harrow at a rate of twenty to thirty acres per day! The convenient hydraulic lift holds the disks at proper operating position in the ground.



When operated by the Power-Wagon with hydraulic lift, implements such as this disk harrow can be quickly lifted for transport to the field, for short turns, and for passing waterways.



The combination of a Power-Wagon with rotary hoe is tops for eradicating weeds in row crops like corn, cotton, and tobacco. The hydraulic lift gives you added maneuverability... saves valuable time.

4 Wheel traction

plus...

Portable power

... make the

The Power-Wagon makes short work of the toughest jobs on the farm.

At right, it pulls a fire plow through heavy soil with plenty of speed. The depth of cut is regulated by the hydraulic lift.

This combination is used for digging drainage ditches, fire lanes, and a thousand and one other vital farm jobs.



Power-Wagon, towing a grain drill, speeds up planting operations. A supply of seed can be carried right along on the job.

The Power-Wagon hauls this earth mover ... containing a full cubic yard of earth ... at speeds up to 25 miles per hour.



POWER-WAGON the "best in the field!"



Post hole digger, attached to Power-Wagon lift, digs a hole a minute. And the Power-Wagon carries posts and fencing right to the job.

Feeding range cattle is easier . . . done faster by the use of the "truck that needs no roads."



Orchard spraying equipment, operating with Power-Wagon power, is moved close to the trees for fast, efficient spraying.



Ensilage cutting equipment . . . as well as other off-truck farm machinery . . . can be driven from the Power-Wagon power take-off.



← This scoop takes a six cubic-foot bite of earth. It's raised, lowered, and dumped from controls within the Power-Wagon cab.



This terracing blade . . . hitched to the Power-Wagon . . . moves plenty of earth in a hurry.



Power for public utilities . . .



Public utilities, oil producers, and similar operators profit from the sure-footed traction . . . dependable power of the Dodge Power-Wagon.

They profit, too, from the ability of the Power-Wagon to operate a wide range of power equipment.

Study the pictures on these pages. They show you just a few of the ways that Power-Wagons cut time and costs on the toughest jobs.

Pole placement is quick, easy work with a Power-Wagon. Poles are raised and placed in holes with power winch.

The Power-Wagon is ideal as a mobile repair unit for servicing substations.



Front-end mounted drill speeds hole drilling operations. Operator has clear vision . . . raises and lowers drill with power winch.

Power-Wagon, with winch and hoist, easily lowers concrete pipe into position . . . even in difficult-to-reach locations.



and oil fields



This Power-Wagon is used in a geological search for oil. Tower enables surveyors to conduct surveys over tops of bushes. It's raised and lowered by the power winch.

Power Wagons "go where other trucks can't go . . . do what other trucks can't do." This one drops dynamite charges to search rock formations for oil.

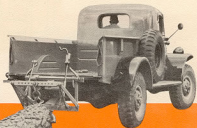
Rear-mounted winch on this Power-Wagon is used to lower explosives into oil wells. Winch is powered by power take-off.



Power for logging and forestry, mining

Dragging heavy timbers, lifting girders, fighting forest fires—it's all in a day's work for the Power-Wagon!

Study the pictures on these pages. You'll see why the uses for the Power-Wagon are virtually unlimited. You'll see why thousands of owners say, "There's no truck anywhere like the Dodge Power-Wagon!"



The Power-Wagon hauls away a log by means of tongs attached to the hydraulic lift.



The Power-Wagon goes into action in a forest fire! Its agility and sure traction make it tops for fire fighting.



Foresters use the Power-Wagon to patrol timber and brush for the first signs of fire.

and construction



Steel building sections are raised simply, easily with the power winch.



Here, the Power-Wagon spreads fill. Plenty of power for the toughest jobs with efficient, economical operation.



In construction work, the Power-Wagon is used for many moving, hoisting and pulling operations. It brings its own "power plant" right to the job.

Complete welding equipment and compressor can be mounted on the Power-Wagon. It can also carry an electric power plant for use at mines and other off-the-road locations.



Power for cities, towns, and a wide range of

More and more municipalities and businesses are finding the Power-Wagon the answer to dependable power for every purpose.

Take a look at these varied Power-Wagon uses. One of them might help you solve your power problems.

At left, snow blade is easily attached to the Power-Wagon. Four-wheel traction gives plenty of "push" for this job.



The Power-Wagon with a rotary sweeper makes a fast, efficient street cleaner.

Here's where speed and maneuverability really count. And the Power-Wagon fire truck has what it takes!



The Power-Wagon school bus provides safe, dependable transportation over the toughest roads.

other users!



Here's power . . . and then some! This Power-Wagon does a switch-engine job on private sidings.



For wrecker service . . . the Power-Wagon with hoist and winch equipment is unequalled.



The Power-Wagon takes well drilling equipment right up to the job . . . provides plenty of power for the drill.

Rugged Construction

...are features

Dependable Power

Radiator frontal area is 395 sq. inches; capacity—17 qts. Fan shroud assures efficient cooling even when engine is used for stationary power.



Rugged front shock absorbers are double-acting type... contribute appreciably to riding ease. Springs are "Job-Rated" for the load they carry.



2-speed transfer case, in combination with the Power-Wagon's 4-speed transmission, provides eight closely spaced forward speeds. The operator can choose the right speed for top performance and economy.



You get power aplenty for the toughest jobs in a Dodge Power-Wagon!

The Power-Wagon's efficient I-head engine provides ample power for off-the-road operation... for towing and hauling... and for operating a variety of power equipment. It's rated at 94 gross horsepower with a gross torque of 186 foot-pounds.

What's more, every chassis unit of the Power-Wagon is "Job-Rated"... "to stand up and take it!"

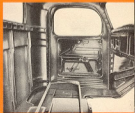
Both front and rear axles are of the full-floating type, insuring longer axle shaft life.

Powerful hydraulic brakes feature stepped cylinders and 210 sq. in. of braking area. Cycle-bond linings give longer, more even wear.

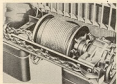
The parking brake is entirely independent, acting through an external drum at the rear of the transfer case... and braking power is multiplied by the axle gearing.

Welded steel cab is safe... comfortable

The Power-Wagon cab is of all-steel construction—welded for strength and durability. Cabs are rubber-mounted to the frame at four points to eliminate metal-to-metal contact for quiet operation on rough roads. A thick layer of insulation is used on the dash to keep out engine heat and noise. Both floor and roof are insulated.



of the Dodge Power-Wagon!



Power winch, available for front mounting, provides 7,500 lbs. pulling or hoisting capacity. Complete with 250 feet of $\frac{1}{8}$ " steel cable, automatic safety brake and throw-out clutch.



Rear-mounted pulley drive is available for operating circular saws, silo fillers, pumps and other belt-driven machinery. Pulley is nine inches in diameter by $6\frac{1}{4}$ inches wide . . . can be governed at standard belt speed.



Power take-off control lever is located conveniently inside the cab. The direction of rotation of pulley or winch is governed by the position of this lever.



This mechanical governor is available to keep the engine at constant speed under varying loads. It can be set for the correct engine speed to operate auxiliary equipment with the Power-Wagon.

Wide, high windshield and windows give unobstructed view. The Power-Wagon's three-man sized seat is adjustable for comfort.



Standard equipment on the Power-Wagon is a rugged, steel express body . . . with a capacity of 58 cubic feet. However, many different types of bodies may be mounted on the Power-Wagon chassis. The picture below shows the Power-Wagon with a 9-foot stake body.



SPECIFICATIONS AND EQUIPMENT

MAX. GROSS VEHICLE WEIGHT RATINGS—Including Accessories—1600 lbs. with 7.50/16 8-ply tires, 8700 lbs. with 9.00/16 8-ply tires.

STANDARD COLORS—1 Tone.

COLORS—Choice of Red, Dark Blue, Dark Green, Black, Yellow and Granite Gray.

FRONT AND REAR AXLES—Ball-bearing tapered type, 1 piece beam housing with spring-loaded maintenance-free Ford piston diameter supports by 5 tapered roller bearings, 4.80 to 1 and 5.83 to 1 gear ratios. Axle shafts are forged A-514 steel.

SPRINGS—Annular-plate type, made of A514 steel. Front—11 leaves, 35 in. long x 1 1/2 in. wide. Rear—14 leaves, 32 1/2 in. long x 1 1/2 in. wide. Handbars drive—springing take driving shaft and axle torque reaction.

TIRE AND WHEELS—Choice of 7.50/16 8-ply on 16 x 5.50 in. wheels or 9.00/16 8-ply on 16 x 5.50 in. wheels. Mud and snow all-terrain tread provides exceptionally high traction and durability. 5 steel vinyl-ether-ether type wheels, 64 1/2 in. overall width, frame and rear spare wheel and tire carrier mounted vertically on right side of body, immediately behind cab.

BRAKES—Hydraulic service brakes, 16 1/2 in. diameter x 1 1/2 in. wide, 218 sq. in. lining area. Composite frame with cast iron backing surface. Stepped diameter wheel cylinders. Hand brake with 48 sq. in. lining area operates on drum at rear of transfer case.

CLUTCH—Single-plate, 10-1/8 in. diameter dia., 109.55 sq. in. frictional area. Oilite bronze pilot bearing. Prefabricated ball-type release bearing.

TRANSMISSION AND TRANSFER CASE—Combination of 4-speed transmission and 2-speed transfer case provides 8 forward speeds and 2 reverse in four-wheel drive, with final drive ratios ranging from 4.80/1 to 7.12/1 forward—18.2/1 and 89.3/1 reverse, 4 forward speeds and 1 reverse when in conventional drive. Transmission and transfer case lubricated with capacity—
 Transmission Transfer Case
 5 pts. without P.T.O. 3 pts.
 6 pts. with P.T.O. 5 pts.

PROPELLER SHAFTS—1 1/2 in. diameter tubular shafts, front and rear. Solid splined shaft and slip joint drive transmission to transfer case. Cross and thrust universal joints with tapered roller bearings.

Auxiliary Equipment (Available at Extra Cost)

POWER TAKE-OFF—Mounted on left side of transmission. Power taken from transmission component and transmitted to witch drive shaft and oil shaft. Operates at 60 1/2% of engine speed when rotating in direction of engine rotation, 47 1/2% of engine speed when rotating in opposite direction. Disengagement and direction of rotation controlled by single lever inside cab.

POWER WINDSHIELD—74-in. capacity. Mounted vertically on frame in front of release. Drives from power take-off by 1 1/2 in. diameter solid steel shaft. Power application controlled inside cab. Provided with 150 lb. oil 1/2 in. steel shaft. Automatic safety locks on worm shaft prevent slip-back under load. Hand-operated throw-out clutch permits disengagement of cable drive from drum shaft. Lubricant capacity, 1 qt.

TAIL SHAFT—Driving members consist of 2 tubular drive shafts and 2 pillow block shaft, inter-connected by cross and thrust universal joints with tapered roller bearings. Universal joints lubricated with grease on frame and rear axle propeller shafts. Front drive shaft supported at rear by large ball bearing, bolted to frame crossmember. Pillow block, attached to center of frame rear crossmember supports pillow block shaft through 2 tapered

STEERING BEAR—Worm-and-sector-type, 23.2:1 ratio for easy steering, 17 in. diameter steering wheel.

FRAMES—Rugged, double-deck design. Side rail reinforcements, (double type) 12 1/2 in. long x 3/4 in. thick, provide additional strength and stability.

ELECTRICAL—Buckley system, 12-volt, 95 ampere battery, located under hood on left side. Mechanical shaft starting motor drive, 40 amp air-cooled generator with full current and voltage regulation. Centralized automatic advance distributor. Ignition timing order, 1-3-4-2-6-5.

GENERAL—1-head, 6-cylinder, 3 1/2 in. bore x 3 1/2 in. stroke, 216.2 cu. in. gross displacement, 6.7 to 1 compression ratio.

PERFORMANCE—Stake horsepower—gross, 94 at 3200 r.p.m. Taxable horsepower, 21.35. Torque—gross, 185 ft.-lbs. at 1200 r.p.m.

LUBRICATION—Pressure system. Flushing oil inside. Heavy-pressure oil pump provides maximum oil pressure at low engine speeds. Integral oil filter, standard. Polyethylene oil-drain pipe, extra equipment. Positive crankcase ventilation. Oil seal capacity, 1 quart.

CRANKSHAFT—Statically and dynamically balanced. 7 integral counterweights. 4 replaceable precision-type semi-locked ball-bearing bearings.

CONNECTING RODS—Drop-forged I-beam section. Replaceable precision-type semi-locked ball-bearing bearings.

PISTONS—Lightweight aluminum- alloy, 4 rings per piston, above pin.

CRANKPINS—Hi-test cast iron. Main chain drive, 4 bearings.

VALVES—Removable guides. Hardened special-alloy inserts for exhaust valve seats. Mushroom-type tappets, with self-locking adjusting screws.

COOLING—17 gal. capacity. Forward-choke-type radiator core with 105 sq. in. frontal area. Centrifugal-type water pump. Automatic water-up valve, water recirculation 30-tons, water distributing tubes, full-length water inlets. 4-Made, 18 in. dia. fan shroud with cooling during standard and low-speed operation. Radiator overflow tank (extra equipment) for extremely hot climates or exceptionally severe conditions.

FUEL—18-gallon tank. Main valve down-draft capnut with integral fuel filter and restrictor-type governor, 1 qt. heavy-duty oil-bath air cleaner. Mechanical distributor-type fuel pump with integral fuel filter. Main fuel restriction and fuel control.

roller bearings. Power is transmitted from power take-off to pillow block shaft, and can be governed at ASAE standard speed of 535 r.p.m.

PULLER DRIVE—Mounted on pillow block at center of frame rear crossmember. Power taken from pillow block shaft and delivered to pulley through 9/16 driver gear arrangement. Pulley is 9 in. diameter x 0.91 in. wide, and can be governed at ASAE standard belt speed of 1300 ft. per minute.

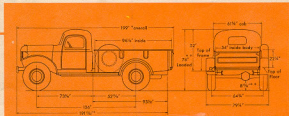
MECHANICAL GOVERNOR—Mounted on bracket attached to right front corner of cylinder head, belt-drive from extra pulley on water pump shaft. Mainstay (sensitive engine speed) stop. Speed setting control inside cab. Recommended for use in conjunction with tail shaft on rear pulley drive.

RAW BAR—Mounted at rear. Adjustable for height and advance setting. Does not interfere with tail shaft or rear pulley.

PULLER HOUSING—Mounted on frame rear crossmember. Not towing equipment with towing bar, chain or cable. Non-adjustable. Not adaptable to jacks equipped with tail shaft drive.

FRONT TOW HOOKS—Mounted on front of frame. Useful in making proper attachment to vehicle for pulling purposes.

SPECIFIC DIMENSIONS SUBJECT TO CHANGE WITHOUT NOTICE



*Add 9 1/2\"/>

See your Dodge Dealer today!