

*"Job-Rated"* To Fit the Job—To Last Longer!



**MODEL DG-5**  
MAX. G.V.W.—16,000 lbs.

**DODGE**  
*"Job-Rated"* TRUCKS

# You get the truck that fits your job DODGE "Job-Rated"

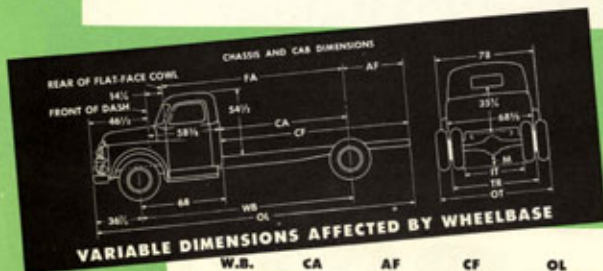
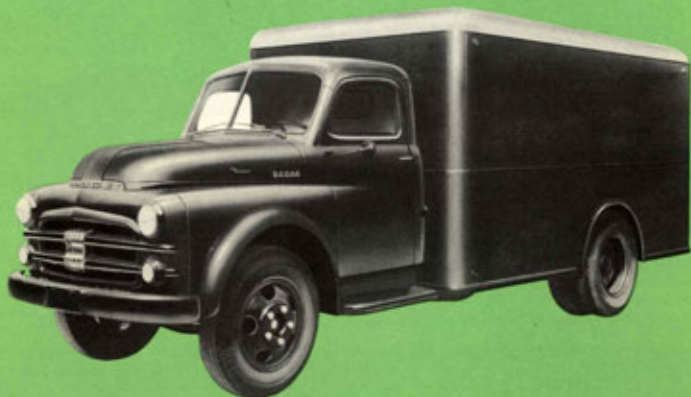
# when you get a TRUCK

HERE ARE A FEW TYPICAL  
APPLICATIONS OF THE  
DEPENDABLE DODGE DG-5  
MODELS

When you buy a Dodge "Job-Rated" truck, you get a truck built to perform with maximum economy and dependability . . . with each unit designed to fit its own particular job, and also to function smoothly with all other units. In a Dodge "Job-Rated" truck the engine furnishes the right amount of power . . . the clutch is the right size to transmit that power without undue strain . . . the frame is strong enough to carry a full load easily . . . the transmission, rear

axle, brakes and tires are all right for the job you wish them to do.

All these factors have been carefully considered in designing and building the many models which comprise the complete line of Dodge "Job-Rated" trucks. If your requirements call for a truck with a Max. G.V.W. of around 16,000 lbs. you will find much of interest in this folder. Your Dodge truck dealer will be happy to supply you with any further information which you may require.



W.B.	CA	AF	CF	OL	FA	NOMINAL FRAME WIDTH
152"	84"	43 1/2"	127 1/2"	222 1/2"	128 1/2"	34"
170"	102"	60 1/2"	142 1/2"	267 1/2"	146 1/2"	34"

#### VARIABLE DIMENSIONS AFFECTED BY TIRE SIZES

DIMENSIONS	7.50 x 20—8 ply Fst.	8.25 x 20—12 ply Fst.
	7.50 x 20—10 ply D.R.	8.25 x 20—12 ply D.R.
OT	87 1/2"	88 1/2"
IT	48 1/2"	48 1/2"
TR	68 1/2"	68 1/2"
M	91 1/2"	101 1/2"

# POWER·ECONOMY·PROFIT · with a **DODGE** "Job-Rated" TRUCK

The Dodge "Job-Rated" engine used in DG-5 models gives you 115 h.p. to pull your loads easier, more economically. You'll have power to spare . . . on the highway . . . in passing other vehicles . . . or in travelling uphill. Some of the new features of this tested and proved engine are listed below:

## MOISTUREPROOF IGNITION SYSTEM

For quick, sure starting in wet weather, new moulded synthetic spark plug covers are standard equipment on all Dodge "Job-Rated" trucks—keep spark plugs and terminals dry.

## LONG-LIFE INTAKE VALVES

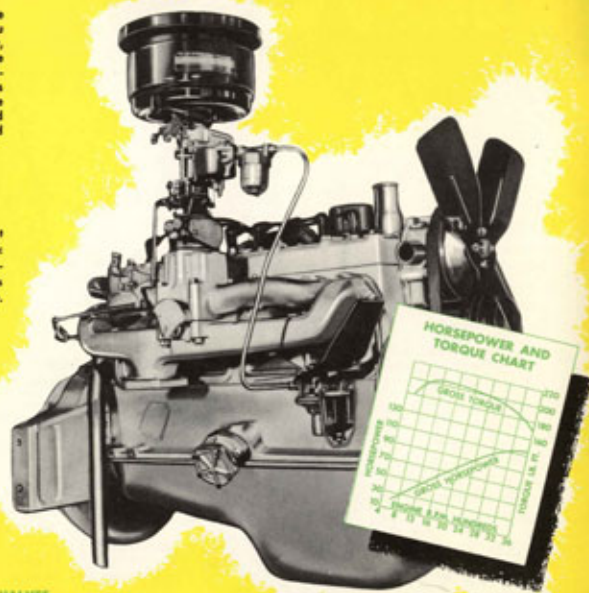
Intake valves are constructed of silchrome—an extremely hard and durable alloy. Valves last longer, engine repairs are less frequent so that you save time and money.

## SODIUM-COOLED EXHAUST VALVES

The utmost in exhaust valve life is accomplished by the use of stainless-faced, sodium-cooled exhaust valves. This results in longer engine life, greater dependability and economy.

## LARGE-CAPACITY FUEL PUMP

The new fuel pump has a greater capacity . . . is designed to prevent excessive pressure—to give freedom from carburetor flooding on starts.



**HORSEPOWER AND TORQUE CHART**

## HIGH-TORQUE STARTING MOTOR

Quicker starts—particularly in cold weather—are assured by a new type starting motor. It has improved windings and utilizes a spiral-splined type of engagement mechanism.

## LARGE 45-AMP. GENERATOR

To take care of a bigger accessory load with less drain on the battery, a new 45-amp. generator replaces the former 40-amp. generator. The battery is thus able to maintain a full charge under normal conditions. 50 and 55 amp. hr. generators are available for special installations.

## STURDY ENGINE COMPONENTS

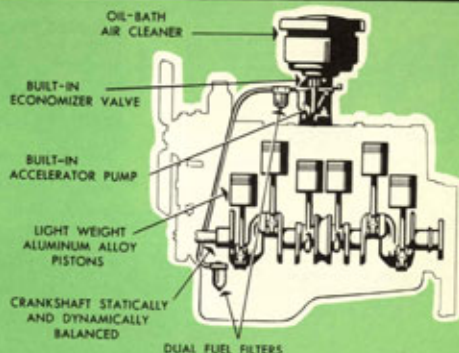
Each individual part of these rugged Dodge "Job-Rated" engines is designed to take all the punishment your job will give it. For instance, replaceable, precision-type, multiple-layer bearings last longer—are more easily serviced. Four big, multiple-layer, precision-type main bearings support the dynamically and statically balanced crankshaft. Journal surfaces are super-finished to reduce wear. Aluminum alloy pistons are tin coated for break-in protection. Some of the outstanding and proved Dodge truck engine features are detailed below.

**1. EXHAUST VALVE SEAT INSERTS** guard against pitting and burning of the valve seat and assure a tight valve seal for thousands of extra miles. The need for valve grinding is greatly reduced and they also contribute to greater economy and longer life.

**2. WATER DISTRIBUTOR TUBE** forces a jet of water on each exhaust valve seat for better cooling and therefore longer, more trouble-free valve and seat life. It assures that the hottest points of the Dodge truck engine are cooled effectively and equally.

**3. BY-PASS FOR WATER RECIRCULATION** assures uniform engine warm-up . . . safeguards exhaust valve seats and other fast-warming engine parts.

**4. FOUR RINGS PER PISTON** mean more oil and gas economy. Dodge truck engine pistons utilize two wide-slat oil control rings instead of one. Thus, there is more "drain back" and less likelihood of clogged rings—a major cause of heavy oil consumption. Chrome plating on the top rings improves ring life and gives a better seal for a longer period.



**A FUEL SYSTEM YOU CAN DEPEND ON**—You can depend on continuous, high power output with exceptional fuel economy from your Dodge truck. That's because the fuel system includes such advanced features as dual filters, large diaphragm-type fuel pump, downdraft carburetor, built-in accelerator pump, automatic warm-up chamber and a quart-size oil-bath air cleaner.

**FILTERED CRANKCASE VENTILATION**—Convective action of crankcase fumes on engine parts is prevented by full crankcase ventilation. In addition, air entering the Dodge engine is filtered of all particles of abrasive foreign matter to prolong engine life still further. Injurious and corrosive gases caused by fuel combustion are drawn from the crankcase.



**PLUS A PRESSURE LUBRICATION SYSTEM**—Oil flow is clean since it is strained by a floating-type intake screen which avoids foam and sediment. Minute particles of harmful grit also are removed by an efficient Micronic replaceable element oil filter. Oil is forced to all main and connecting rod bearings through drilled passages and sprayed to the cylinder walls. Pressure at all speeds is assured by a rotor-type oil pump.

**PLUS MANY OTHER QUALITY FEATURES** (Have your Dodge "Job-Rated" truck salesman show you the Dodge Truck Sales Manual with all details).

**EXTRA POWER  
HIGH TORQUE** To Save You Money

# Chassis features are "Job-Rated" for

# Top Performance Longer Life Extra Dependability!

**1** Front springs, extra long and shackled at the rear for easy riding, are made from a tough, flexible, alloy steel. The springs are "Job-Rated" for the load to be carried.



**2** Powerful "equal pressure" hydraulic 4-wheel brakes insure smooth, safe stops. Brake linings are tapered-ground so that the thicker centre makes contact first. Brake operation is quieter than ever before . . . is smoother, more even.

**3** Notice that the Dodge engine is located in a forward position . . . while the axle is located farther back. This improves maneuverability . . . provides better weight distribution throughout the truck . . . and enables the truck to carry larger payloads.



**4** Smooth even starts and long life are built into this 11-inch heavy-duty clutch. Frictional area is more than 120 square inches.

**5** This heavy-duty, 4-speed, synchro-shift transmission provides quiet, easy gearshifting—and it's "Job-Rated" for dependability and long life. Gears are wide-spaced and precision-cut. This transmission provides extreme flexibility in operating the vehicle.



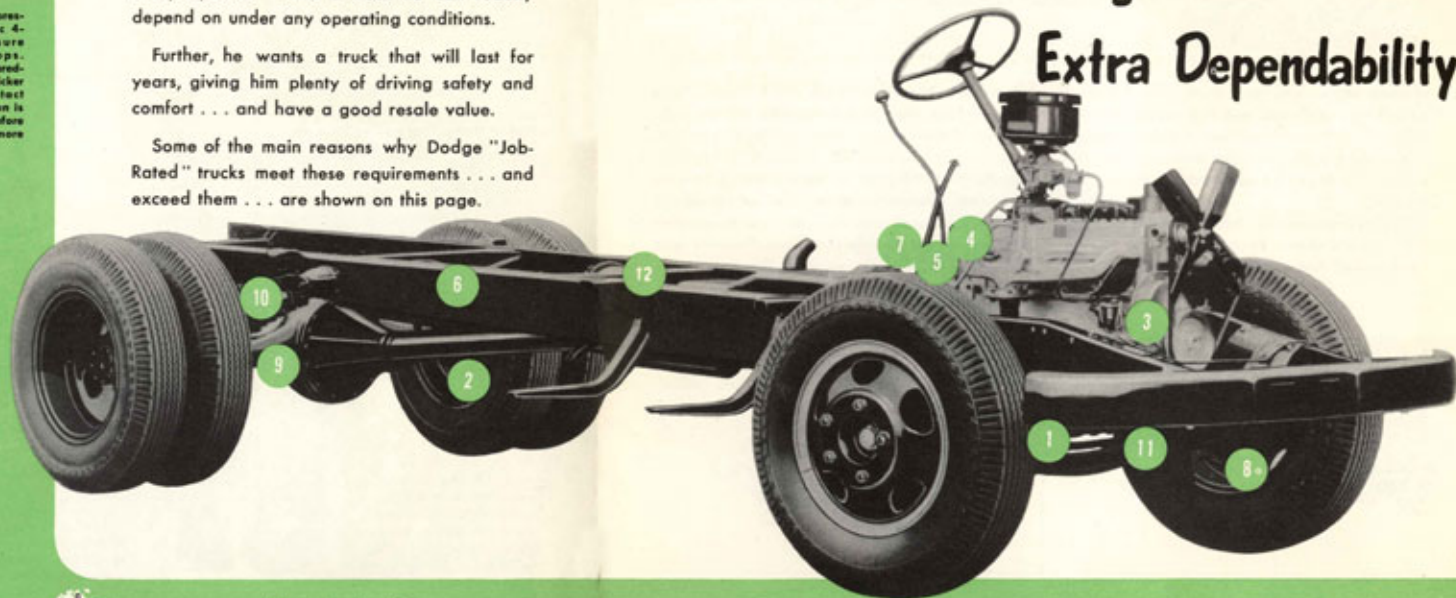
**8** Brake pistons are "anodized"—a process which prevents rusting and pitting to prolong brake cylinder and piston life.

**9** Full-floating rear axles combine strength with easy servicing. The pinion and differential assemblies are mounted on a center, are easily removed for simplified servicing.

Every operator wants a truck he can readily depend on under any operating conditions.

Further, he wants a truck that will last for years, giving him plenty of driving safety and comfort . . . and have a good resale value.

Some of the main reasons why Dodge "Job-Rated" trucks meet these requirements . . . and exceed them . . . are shown on this page.



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

**11** Husky front axles are of drop-forged, high-carbon steel—giving long, trouble-free service.

**12** An exclusive type of 9½ inch sealed vacuum brake booster substantially reduces driver fatigue and insures greater safety. Steel tubes and positive seal-type fittings, instead of rubber hoses and clamps, insure dependable operation.



## Cross-steering gives you SHORTER TURNING DIAMETERS EASIER HANDLING

**NOTE:** how drag link interferes with left turn in ordinary design—but not in the Dodge design with cross-steering.

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



**6** The husky "Job-Rated" frame is built to withstand the hardest use. Sturdy cross members provide greater rigidity and contribute to long, trouble-free life.

# There's a **DODGE** "Job-Rated"

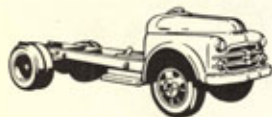
If your work calls for a truck with G.V.W. to 16,000 lbs., you'll find one that exactly fits your needs among the models shown on these two pages.

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 in appearance. Each provides the kind of "eye appeal" that is good advertising for you.

It's a fact, too, that Dodge DG-5 models have load-carrying capacities unexcelled in their field. 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.



CHASSIS AND  
FLAT-FACED  
COWL



DUMP  
TRUCKS



REFRIGERATOR  
TRUCK



VAN TYPE  
BODY



CHASSIS  
AND  
CAB



HIGH  
BACK

## Truck that's **RIGHT** for you!



### STANDARD BODIES MOUNT PERFECTLY

The Dodge DG-5 chassis is available with flat-face cowl, or with cab, as illustrated, either of which mounts standard bodies perfectly.

Special bodies to fit your delivery needs are built by many body builders. Your Dodge truck dealer will be happy to help you select the Dodge "Job-Rated" truck that fits your needs and the type of body you require.

## You get extra advantages in **DODGE** DUAL-PURPOSE TRUCKS

### with \*2-speed Rear Axle

You'll save time, and cut costs, with Dodge Dual-Purpose trucks! They're particularly well suited for operations in which trucks "go out" full and return empty . . . for trucking on routes with alternating hilly and level stretches . . . and for off-the-highway work.

Dual-Purpose trucks 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 (ten, with 5-speed transmission). Thus the driver can select the proper gear reduction to meet every load and road condition.

### You profit 4 ways

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

\*Available at extra cost.



**POWER RATIO**  
(The Low-Speed Range)  
For  
Extra Pulling Ability

**ECONOMY RATIO**  
(The High-Speed Range)  
For faster schedules  
and greater economy

### 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 only or he can "split-shift" so that both the axle and transmission ratios are changed at the same time.

## DRIVING IS SAFER AND MORE ENJOYABLE IN THE ROOMY, COMFORTABLE DODGE CAB

You'll find that these new Dodge cabs are designed for greater driving comfort, convenience and safety. Seat cushions are built up with full luxury-type coil springs and treated curled hair top pads. For added driving comfort the seat is adjustable for forward and back positions. The cab is mounted on rubber "biscuits" at four points to dampen out vibrations.

You'll find plenty of head, leg and elbow room in the new Dodge cabs. What's more you have unexcelled all-round vision through the high, wide windshield and side and rear windows.

In Dodge cabs you ride in a more restful, more comfortable atmosphere. That's because these cabs are effectively insulated and soundproofed at the dash panel, floor, roof and door panels. Also, doors extend below the cab floor to help prevent drafts.

### FIVE ADDITIONAL FEATURES

- 1 Safety Instrument Panel—Instruments are directly in front of the driver where they are easy to read. For ease in servicing, instruments can be removed from the front.
- 2 Trim on Doors is of simulated leather. It takes away the metallic coldness usual in commercial vehicles.
- 3 Lowered Front of Hood gives increased road visibility—particularly valuable in maneuvering in tight spots.
- 4 Clear Floor Area and Wide-Opening Doors make it easy for the driver to get in and out from either side.
- 5 Door Handles and Window Regulators are large and easy to operate.

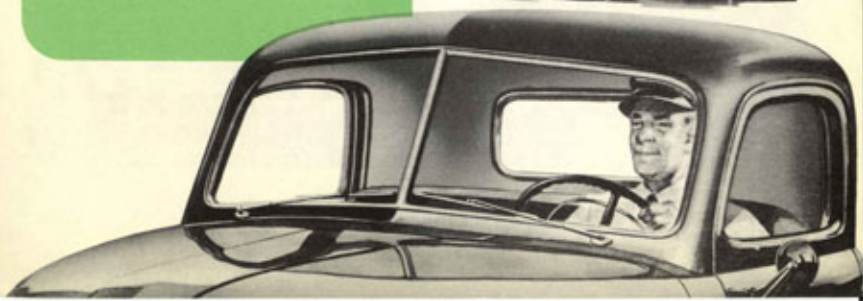
**BUILT FOR SAFETY**—You'll be safer in the new Dodge cab. The steel construction of Dodge cabs provides maximum driver protection as well as longer cab life. Steel is welded to steel throughout. Husky steel braces provide reinforcements at every point of stress. Box-section construction of door posts and other structural units gives additional strength and rigidity. The steel floor is an integral part of the cab body.



**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. Three inches of additional fore and aft adjustment are available by moving the seat cushion. Seats are "knee-level" too, for utmost comfort.



**EXTRA EQUIPMENT OPTIONS**—Other items that add to driver comfort and convenience are available at extra cost. They include window vent wings, door arm rests, Extra sun visor, foam-rubber full-depth seat cushion and dual electric windshield wipers.



# Specifications

## GENERAL

Max. Gross Vehicle Weight Rating (with recommended equipment).....	14,000 lbs.
Maximum G.C.W. Rating.....	28,000 lbs.
Tires and Rims— Front—Minimum.....	7.50/20 8 ply
—Maximum.....	8.25/20 12 ply

Dual Rear—Minimum.....	7.50/20 10 ply
—Maximum.....	8.25/20 12 ply
Wheels—Front and Rear.....	Ventilated Disc
—No. of Studs.....	8
Wheelbase.....	152" 170"
Cab to Rear Axle.....	84" 103"
Recommended Body Lengths.....	11'½" to 12' 14' to 15'

NOTE—Available on Chassis with Cab, or Chassis with Flat-Box Cowl.

## CHASSIS

CLUTCH—Type.....	Single plate
—Size.....	11"
—Facing Area.....	123.7 sq. in.
TRANSMISSION—No. of speeds.....	4 forward, 1 reverse
FINAL DRIVE—Type.....	Hatchless
FRAME—Type.....	Straight
—Max. Depth of Side Rail— —152" W.B.....	8½"
—170" W.B.....	8½"
—No. of Crossmembers*—152" W.B.....	7
—170" W.B.....	8
FRONT SPRINGS—Type.....	Semi-elliptic
—Size.....	45" x 3"
—Nominal Capacity per Spring.....	1,600 lbs.
—No. of Leaves.....	9
REAR SPRINGS—Type.....	Semi-elliptic
—Size.....	52" x 2½"

REAR SPRINGS**—Nominal Capacity per Spring (Cowl) Including Auxiliary.....	5,600 lbs.
—No. of Leaves—Main.....	10
—Auxiliary.....	7
FRONT AXLE—Type.....	Elliot "T" Beam
—Capacity.....	4,500 lbs.
REAR AXLE—Type.....	Full Floating Hypoid
—Capacity.....	13,000 lbs.
—Ratio.....	6.33 or 6.833 to 1
STEERING GEAR—Type.....	Worm and roller
—Ratio.....	22.3 to 1
PARKING BRAKE—Location.....	Rear of Transmission
—Total Braking Area.....	67.5 sq. in.
SERVICE BRAKES—Type.....	Hydraulic Internal Expanding
—Total Braking Area.....	336 sq. in.
—9½" Vacuum Brake Booster.....	Standard equipment

\*Includes front bumper and engine rear support.  
\*\*Larger capacity springs available as extra equipment.

## ENGINE

Type and No. of Cylinders.....	L-Head—6
Bore and Stroke.....	3½" x 4½"
Piston Displacement.....	250.6 cu. in.
Max. Brake Horsepower.....	115 at 3,600 r.p.m.
S.A.E. Horsepower rating.....	28.35
Maximum Gross Torque.....	204 ft. lbs. at 1,400 r.p.m.
Compression Ratio.....	6.6 to 1
Crankshaft—Type of Drive.....	Chain
—No. of Bearings.....	4
Crankshaft—Material.....	Deep forged high carbon steel
How Balanced.....	Statically and dynamically
No. of Counterweights.....	9
No. of Bearings.....	4
Lubrication—Type.....	Pressure
Oil Pump—Type.....	Rotor
Oil Capacity.....	4 imp. qts.
Crankcase Ventilation.....	Yes
Oil Pump Intake, Type.....	Floating screen

Pistons—Material.....	Aluminum Alloy
Exhaust Valves.....	Sodium coated, Stellite faced
Seat Inserts.....	Special Alloy
Intake Valves.....	Stichrome
Electrical System—Voltage.....	6
Battery—Capacity.....	130 amp. hrs.
No. of Plates.....	17 per cell
Distributor—Type of Automatic Advance.....	Centrifugal
Generator—Max. Charging Rate.....	43 amps.
Carburetor—Type.....	Plain tube draft
Air Cleaner—Type.....	Oil-bath
Oil Capacity.....	1 Oil
Governor—Velocity Type.....	Standard equipment
Fuel Tank—Capacity.....	15 imp. gals.
By-pass Cooling.....	Yes

The Dodge-DeSoto Divisions of Chrysler Corporation of Canada, Limited, reserve the right to change prices, specifications and standard equipment without notice and without incurring obligations on vehicles previously sold.

Certain models illustrated are shown with extra equipment.

LITINGO IN CANADA

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SEE YOUR  
DODGE  
DEALER TODAY!