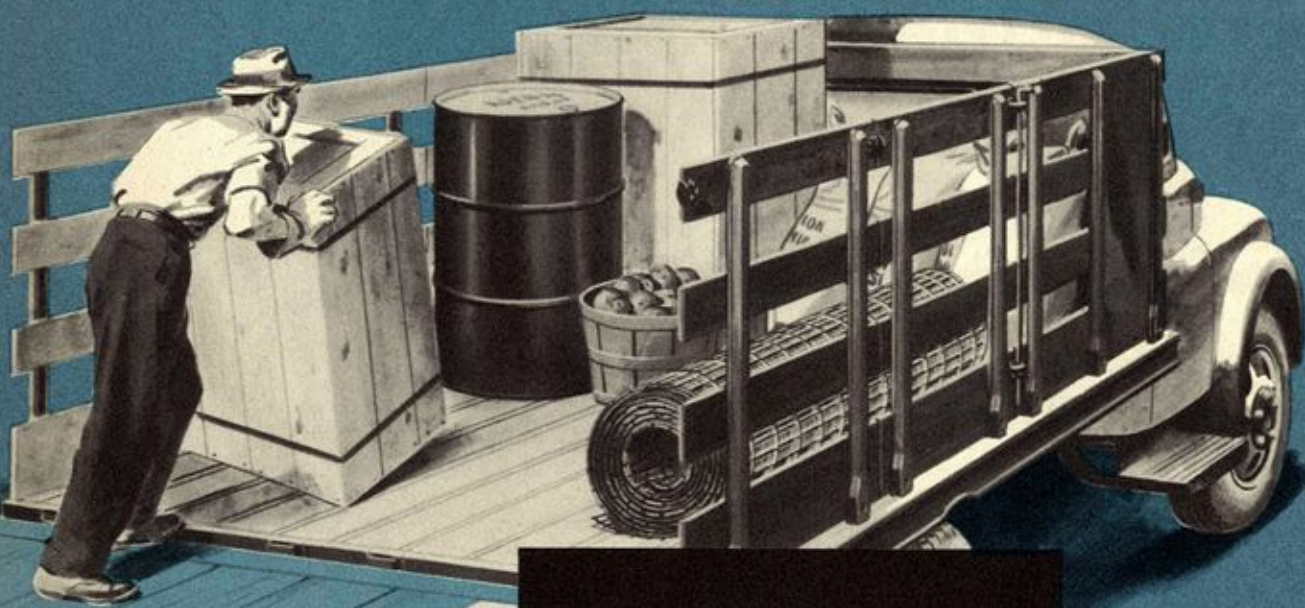


# NEW <sup>48</sup> Stakes



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

**FIT THE JOB  
SAVE MONEY  
LAST LONGER**

...only Dodge builds "Job-Rated" trucks!

# Dodge "Job-Rated" Stakes Feature NEW "PILOT-HOUSE" CABS

...with all-'round vision

Note the tremendously increased *vision* of these cabs. Windshields and windows are higher and wider. New rear quarter windows are available. They add still more to vision and to safety. With this increased glass area throughout, you get "Pilot-House" vision

... in *all* directions. They're the *safest* cabs ever built, with welded all-steel construction. It's like "sitting on top of the world" ... with all the road yours to command.

## NEW COMFORT



7 7-INCH SEAT ADJUSTMENT ... with safe, convenient hand control.

- 1 PLENTY OF HEAD-ROOM.
- 2 STEERING WHEEL ... right in the driver's lap.
- 3 NATURAL BACK SUPPORT ... adjustable for maximum comfort.
- 4 PROPER LEG SUPPORT ... under the knees where you need it.
- 5 CHAIR-HEIGHT SEATS ... just like you have at home.
- 6 "AIR-O-RIDE" CUSHIONS ... adjustable to weight of driver and road conditions.

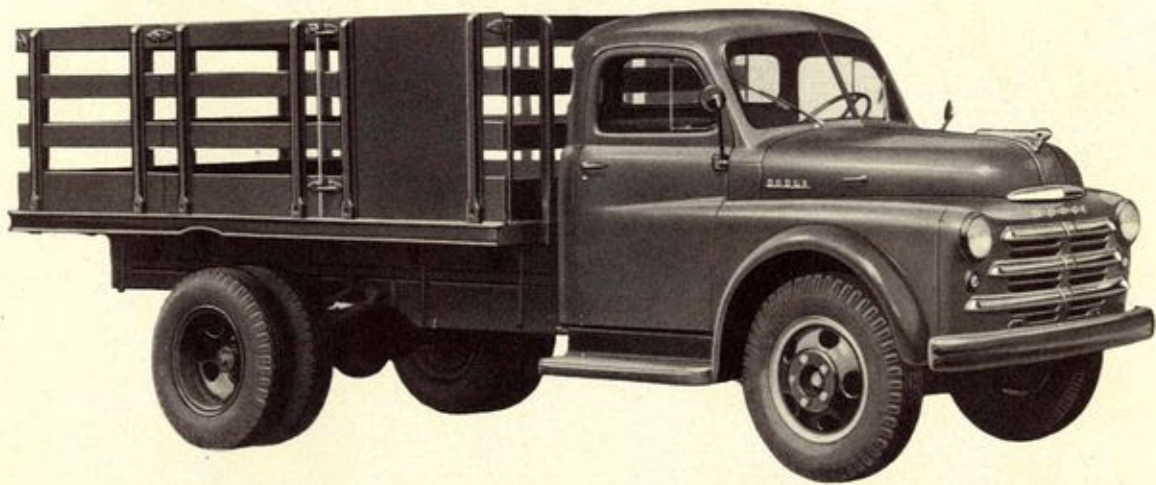
## NEW All-Weather Ventilation



You drive in comfort at ten below or at a hundred above. Rain, fog and sleet need no longer affect you. This comfort is available through an ingenious combination of *truck heater*, defroster vents,

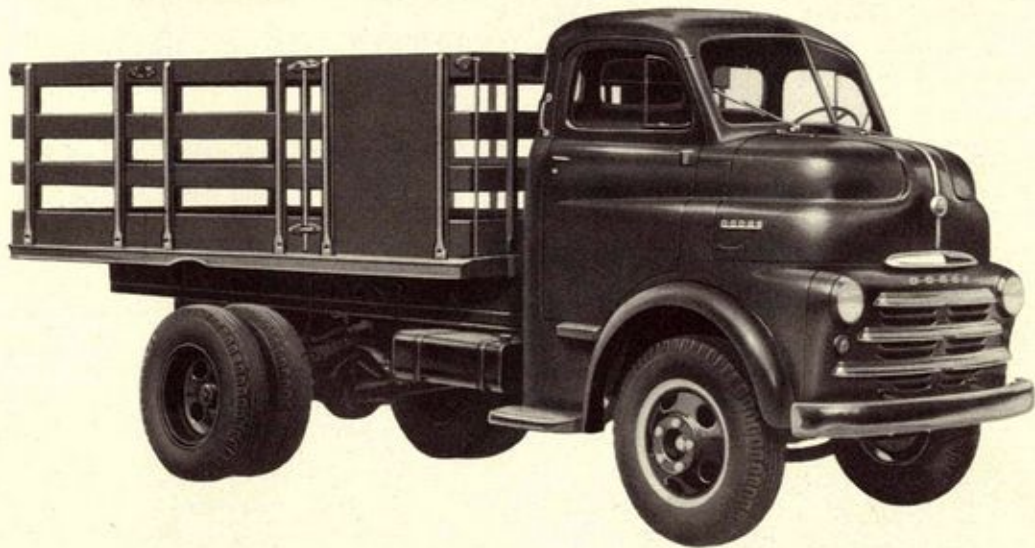
vent windows, cowl ventilator, and a new fresh air intake from behind the front grille. It's the *finest* "All-Weather" heating and ventilating system ever installed in a truck cab.

## CONVENTIONAL CAB MODELS



Wheelbases range from 108" to 229", accommodating stake bodies from 6½ ft. to 24 ft. in length. Dodge standard production bodies are offered in 7½, 9, 12 and 14-foot lengths.

## CAB-OVER-ENGINE MODELS

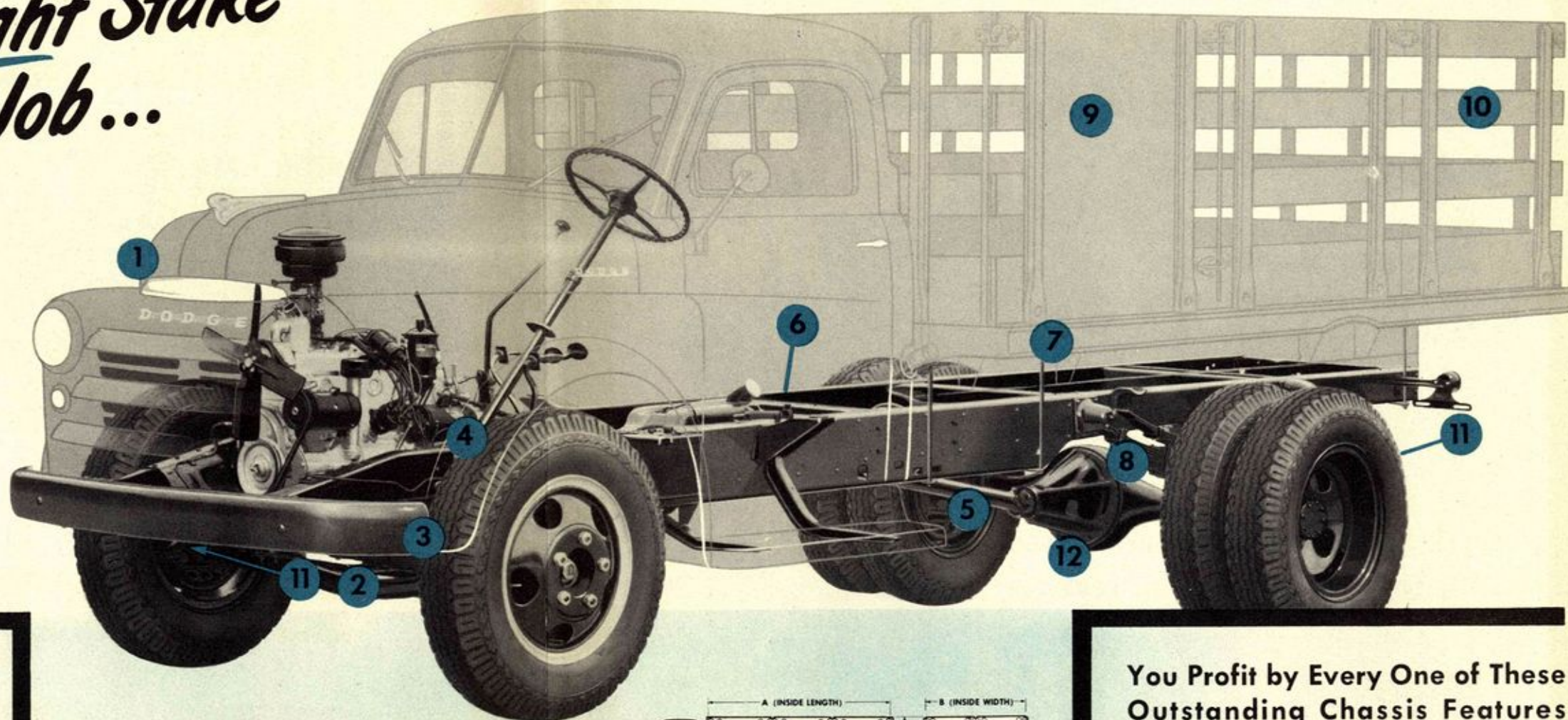


Wheelbases range from 107" to 161", accommodating stake bodies from 9 ft. to 16 ft. in length. Dodge standard production bodies are offered in 9 and 12-foot lengths.

G.V.W. CAPACITIES FROM 4,250 TO 23,000 LBS.

# Choose the Right Stake to Fit Your Job...

## FROM **235** NEW DODGE "Job-Rated" MODELS



### YES...235 Different Models...Each "Job-Rated" to Fit a Specific Job

THREE "B" MODELS. 108" W.B. 4,250 to 4,850 lbs. G.V.W. Special 6½ ft. body.

ONE "C" MODEL. 116" W.B. 5,500 lbs. G.V.W. Standard 7½ ft. body.

EIGHT "D" MODELS. 116" and 126" W.B. 5,500 to 7,500 lbs. G.V.W. Standard 7½ and 9 ft. bodies.

TWO "PW" MODELS (2 or 4-wheel drive). 126" W.B. 7,600 and 8,700 lbs. G.V.W. Special 8 ft. body.

38 "F" AND "FA" MODELS (single-speed or two-speed rear axles). 128", 152", 170" and 192" W.B. 7,000 to 14,500 lbs. G.V.W. Standard 9, 12, and 14 ft. bodies. Special bodies up to 18 ft.

27 "FM" AND "FMA" MODELS (cab-over-engine, single-speed or two-speed rear axles). 107", 131", 161" W.B. 7,250 to 14,750 lbs. G.V.W. Standard 9 and 12 ft. bodies. Special bodies up to 16 ft.

EIGHT "H" AND "HA" MODELS (single-speed or two-speed rear axles). 128", 152", 170" and 192" W.B. 15,500 lbs. G.V.W. Standard 9, 12 and 14 ft. bodies. Special bodies up to 18 ft.

SIX "HM" AND "HMA" MODELS (Cab-over-engine, single-speed or two-speed rear axles). 107", 131" and 161" W.B. 15,750 lbs. G.V.W. Standard 9 and 12 ft. bodies. Special bodies up to 16 ft.

48 "J" AND "JA" MODELS (single-speed or two-speed rear axles). 128", 140", 152", 170", 212" W.B. 10,500 to 16,500 lbs. G.V.W. Standard 9, 12 and 14 ft. bodies. Special bodies up to 21 ft.

24 "JM" AND "JMA" MODELS (cab-over-engine, single-speed or two-speed rear axles). 107", 131" and 161" W.B. 10,750 to 16,750 lbs. G.V.W. Standard 9 and 12 ft. bodies. Special bodies up to 16 ft.

FIVE "KA" MODELS (two-speed rear axles). 128", 140", 152", 170", 212" W.B. 17,000 lbs. G.V.W. Standard 9, 12 and 14 ft. bodies. Special bodies up to 21 ft.

THREE "KMA" MODELS (cab-over-engine, two-speed rear axles). 107", 131", 161", W.B. 17,250 lbs. G.V.W. Standard 9 and 12 ft. bodies. Special bodies up to 16 ft.

38 "R" AND "RA" MODELS (single-speed or two-speed rear axles). 130", 136", 154", 172", 229" W.B. 13,500 to 18,500 lbs. G.V.W. Special bodies from 9 ft. to 24 ft.

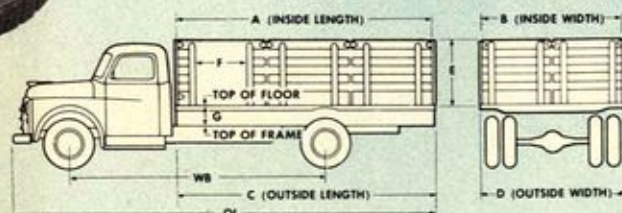
38 "T" AND "TA" MODELS (single-speed or two-speed rear axles). 130", 136", 154", 172", 190" W.B. 17,500 to 21,000 lbs. G.V.W. Special bodies from 9 ft. to 18 ft.

TEN "V" AND "VA" MODELS (single-speed or two-speed rear axles). 130", 136", 154", 172", 190" W.B. 23,000 lbs. G.V.W. Special bodies from 9 ft. to 18 ft.

Each of these new Stakes is powered by the *right* one of seven different truck engines to give the best combination of power and economy. Clutch, transmission, rear axle, brakes . . . *right down the line* . . . you'll find *every* unit engineered for the job. By all odds . . . they're unquestionably the *finest* Stakes Dodge has ever built!

#### RECOMMENDED STAKE BODY LENGTHS

Wheelbase	Nominal Cab-to-Axle Dimension	Body Length Behind Cab	
		Minimum	Maximum
Conventional	C.O.E.		
108"	40"	6½'	6½'
116"	48"	7½'	7½'
126"	53"	8'	8'
(Power-Wagon)	58"	9'	9'
(D Series)			
128, 130"	60"	8'	9'
136"	66"	9'	10'
140"	72"	10'	11'
152, 154"	84"	11½'	13'
170, 172"	102"	14'	15'
	114"	15½'	17'
	120"	16½'	18'
190"	124"	17'	18½'
192"	144"	20'	21½'
212"	159"	22'	24'



DIMENSION CHART

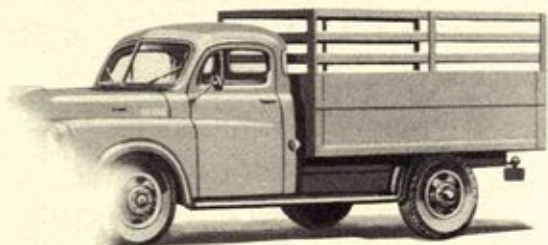
Model	WB	DL	A	B	C	D	E	F	G
	Wheel-base	Over-all Length	Inside Length	Inside Width	Platform Length	Platform Width	Stake Height	Sign Panel Width	Floor to Frame
C-116, D-116	116	196½	88½	78	90	84	30	24	11½
D-126	125¾	214½	106½	78	108	84	30	24	11½
F-128, FA-128, H-128, HA-128, J-128, JA-128, KA-128	128	214½	106½	82	108	88	40	18	11½
FM-107, FMA-107, HM-107, HMA-107	107	193½	106½	82	108	88	40	18	11½
JM-107, JMA-107, KMA-107	107	193½	106½	82	108	88	40	18	13½
F-152, FA-152, H-152, HA-152, J-152, JA-152, KA-152	152	250½	142½	82	144	88	40	30	11½
FM-131, FMA-131, HM-131, HMA-131	131	229½	142½	82	144	88	40	30	11½
JM-131, JMA-131, KMA-131	131	229½	142½	82	144	88	40	30	13½
F-170, FA-170, H-170, HA-170, J-170, JA-170, KA-170	170	274½	166½	82	168	88	40	30	11½

### You Profit by Every One of These Outstanding Chassis Features

- 1** New styling! Wide, massive... DESIGN with a PURPOSE! Smart appearance, combined with ruggedness and utility—insures permanently fine appearance—a Stake you can be proud to own.
- 2** Front axles are stronger, and have a wider tread. These features contribute to new safety, new comfort, new ease of handling, improved maneuverability, and shorter turning diameters.
- 3** Riding quality is improved, and greater spring life insured, by longer, rear-shackled front springs, made of Amola steel.
- 4** Remarkable new ease of handling promotes safety. An entire new design of "cross-type" steering, in combination with shorter wheelbases and wider front axle treads, insures a much greater degree of maneuverability—reduces driving strain and effort. You get a 37-degree turning angle, both right and left.
- 5** New, large diameter, "smooth-power," tubular propeller shafts practically eliminate vibration and whipping. A "smooth-power" flow is further insured, by a rubber-mounted center bearing of generous size on longer wheelbase trucks.
- 6** New-type straight-through muffler reduces back pressure, improves engine performance.
- 7** Unusually sturdy side rails of high-strength steel contribute to form one of the most rigid frames in the industry. Bumper attaches directly to front end of frame, forming additional cross member.
- 8** Smooth riding and long life are assured by heavy, yet resilient, springs made of famed Amola steel. Dodge engineers have provided exactly the right springs to meet the capacity requirements of each Stake.
- 9** Large sign panels for advertising your business are standard on all Dodge built stake bodies.
- 10** Sturdy rack sections, with steel stakes, a feature of Dodge Stakes, are firmly locked in place, yet easily removable to form a flat unobstructed platform. Rub rails, cross sills and longitudinal sills are also steel.
- 11** There are no better brakes than those engineered into these new Dodge "Job-Rated" Stakes. In Dodge "equal-pressure" hydraulic brakes is embodied the finest of modern brake construction.
- 12** New Dodge full-floating, heavy-duty rear axles of hypoid design represent the very latest word in axle engineering. A wide variety of rear axle gear ratios is available for maximum performance, with economy and long life.

Dodge Stake bodies feature sturdy hardwood floors with steel skid strips for long life.

# Wide Selection of Stake Bodies . . . and Special Equipment . . . to Serve Your Particular Trucking Needs



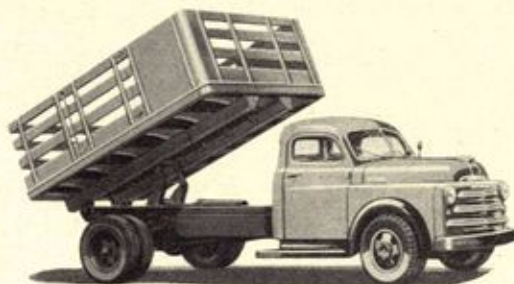
Several varieties of combination stock and grain bodies are available on most Dodge "Job-Rated" truck chassis.



High rack stake and combination bodies are also available in wide variety—on most Dodge "Job-Rated" truck chassis.



Elevating tail gates, operated hydraulically or mechanically, are available in several varieties to buyers of these trucks.



Dump stake bodies, in different designs, are available on Dodge "Job-Rated" chassis. Your dealer has full particulars.

## ADVANCED CHASSIS FEATURES THAT FIT YOUR DODGE "Job-Rated" STAKE TO YOUR JOB



Powerful, "equal-pressure" hydraulic 4-wheel brakes assure safe, sure, smooth stops.



Powerful vacuum brake boosters are available on many models. They reduce driver fatigue and assure greater safety.

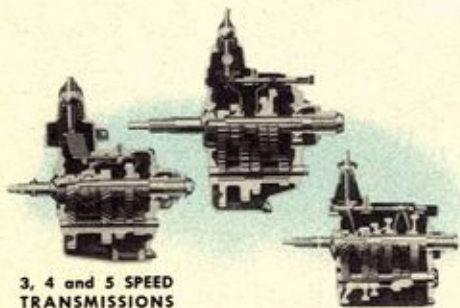


Wide Variety of Springs

Springs are available in an extremely wide variety to fit the job. They're extra tough and shock resistant.



"Dual-Purpose" 2-speed axle models give extra power and hauling ability—economy and fast operation too. With simple finger-tip control, you may pick the gear ratio to fit the load and road. Its economy ratio gives high speed with low engine revolutions. Power ratio gives real "lugging ability" for heavy hauling.



3, 4 and 5 SPEED TRANSMISSIONS

To accurately fit your hauling requirements, Dodge provides 3, 4 and 5-speed transmissions that provide extreme flexibility, greater durability, and long life.

**ALSO**

5 Clutches... 30 Frames  
 19 Rear Axles . . .  
 13 Brake Combinations

In all 235 "Job-Rated" Stake Models . . .  
 One to Fit Your Job... Save You Money!

# Greatly Improved Maneuverability and Ease of Handling . . . Much Better Weight Distribution . . . Wonderful New "Cushioned Ride"

You enjoy many benefits as a result of new and *exclusive* functional advancements engineered into these new Dodge "Job-Rated" trucks.

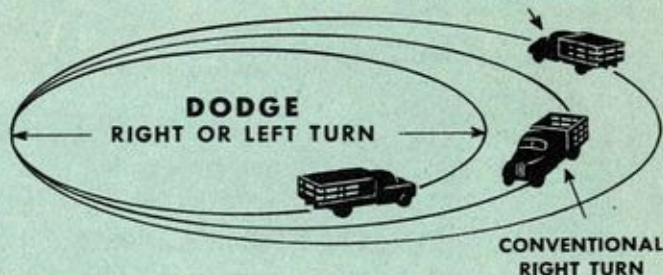
For example, by moving the front axle back as much as eight inches under the frame, and at the same time moving the engine forward, Dodge has achieved not only greatly improved maneuverability—but also better weight distribution throughout the vehicle.

With shorter wheelbases, Dodge gives standard cab-to-axle dimensions to accommodate standard-size bodies . . . and even longer cabs. More of the load is placed over the front axle—permitting heavier loads to be carried without imposing any additional weight on the rear axle.

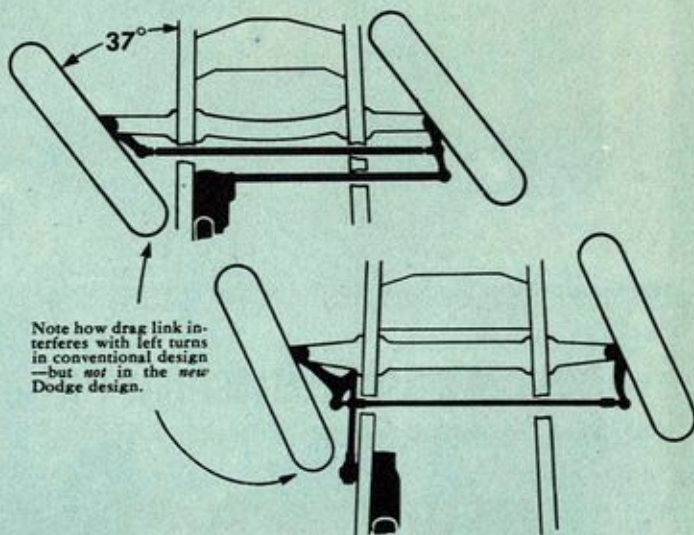
Dodge has also widened the tread of the front axle, and introduced a new type of cross steering. This permits a full 37° turning angle to left or right, regardless of tire size. These new Dodge "Job-Rated" trucks can therefore be turned in much smaller circles. Road shock and wheel "fight" are substantially reduced. Steering is much easier. Your truck can be backed into parking places and up to loading platforms with much greater ease.

And *comfort*? Well—riding is believing! New and better weight distribution, wider tread axles, longer springs and "Air-O-Ride" cushions give a marvelous new "cushioned ride." So take a ride . . . soon . . . for *riding is believing!*

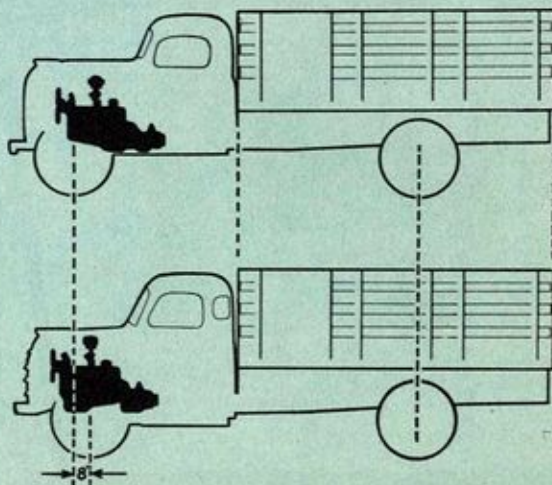
CONVENTIONAL LEFT TURN



## CROSS-STEERING



## WEIGHT DISTRIBUTION



## EASIER TO PARK

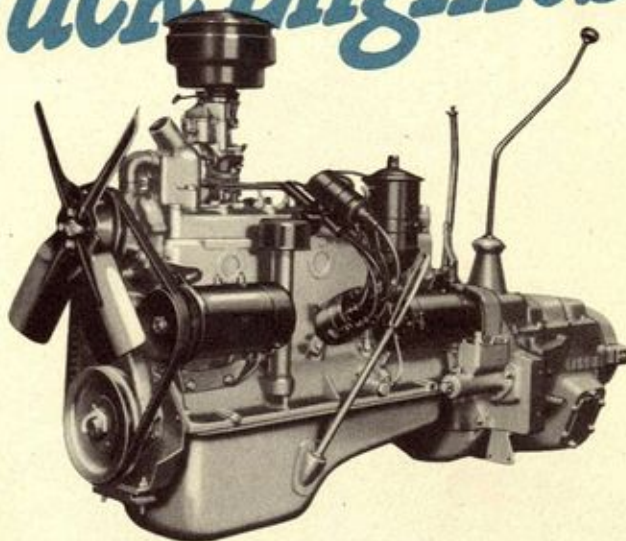


You can park in shorter spaces—and park more quickly and easily, too—because of the new shorter turning diameters engineered into these trucks.

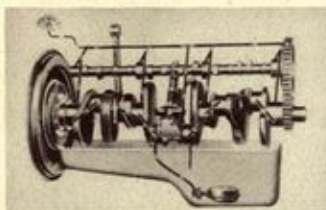
# 7 Great Truck Engines

**You Get Top ECONOMY and PERFORMANCE from the Right Power to fit Your Specific Hauling Needs**

Whichever Dodge Stake you buy, you get exactly the right one of 7 great truck engines for maximum performance and most economical operation. Each of these engines is designed, built and "Job-Rated" to fit the chassis it powers. It stands to reason that a single engine cannot efficiently meet the entire hauling range of these models. If the engine is too large, it will be wasteful. If it is too small, it can not give proper performance. That's why Dodge provides 7 separate engines—all engineered for maximum economy, performance, and long life on the job they're built to do.



## Truck Operating Costs are Lower with These Money-Saving Features



Full-pressure lubrication gives long bearing life to the "Job-Rated" engines that power these trucks. Positive pressure supplies oil to main, lower connecting rod, and camshaft bearings.



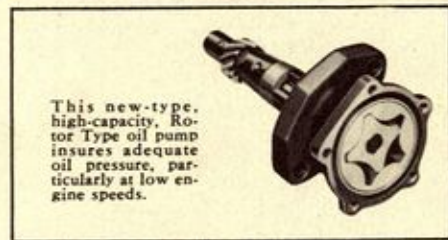
Automatic Warm-up Valve provides quicker, more uniform engine warm-up by preventing water circulation through radiator during warm-up. The by-pass permits water to recirculate through engine only. You will appreciate this faster engine warm-up, particularly during cold weather.



Bearings of precision-type are used exclusively. The bearing surfaces are highly polished, and steel-backed for long, trouble-free performance. These bearings are replaceable without expensive disassembly and fitting—a time-saver and money-saver.



This floating oil intake floats just below oil surface, avoiding crankcase sediment at the bottom and froth which rises to the surface, and selects the best oil for the bearings—gives longer bearing life.



**SEE YOUR DODGE DEALER FOR COMPLETE ENGINE, CHASSIS, BODY & EQUIPMENT SPECIFICATIONS**

Specifications Subject to Change Without Notice