

go
camping
with
DODGE



Dodge Campers

Sportsman camper conversions

... are the most popular form of motor homes because of their relatively low cost. Many different kinds of conversions are made by leading independent manufacturers after the basic vehicle has been built by Dodge. A camper conversion can feed and sleep up to five people on week-end trips and vacations—and yet double as a second car for the rest of the year. (See pages 8 and 9 for more details.)

CONVERSION BY TURTLE TOP



D100 Pickups

... are available in both Sweptline and Utiline models. Camper body designs vary from a simple cargo cover of canvas or aluminum to stationary or collapsible slide-ons. Maximum payload—camper body, passengers and cargo—in the Dodge Sweptline pickup with 1,400-pound rear springs and G78-15-D(8PR) or 8.25-15-D(8PR) tubeless tires is 1,500 pounds. (See pages 10 and 11 for more details.)

CAMPER CAP BY WINNEBAGO



D200 Pickups

... are the most popular sized pickups used with slide-on campers because they are built to handle some of the larger units on the market. And the camper unit can be removed easily so that the D200 can go to work as a pickup truck. The D200 will take up to a 10½-foot, cab-over camper. With the Camper Special Package and required equipment, the D200 has a maximum payload capacity of 3,100 pounds—enough to handle most slide-on units, plus passengers and gear. (See pages 12 and 13 for more details.)

BODY BY AMERIGO



D300 Crew-Cabs

... offer all of the many advantages of the D200 pickup, plus they also offer the comfort and convenience of being able to carry six passengers in 4-door sedan-like style. The 8-foot pickup box can take up to a 10½-foot cab-over, slide-on unit. With the maximum Gross Vehicle Weight of 8,000 pounds, the D300 Crew-Cab will carry a payload—camper body, passengers, and cargo—of 3,295 pounds. Required extra-cost equipment includes 3,000-pound rear springs, and 8.75-16.5-E(10PR) tires. (See pages 14 and 15 for more details.)

BODY BY DREAMER





D300 Chassis-Mount (3-man Cab)

... offers all of the features and conveniences of the largest slide-on-type campers, but with more room. In fact, they provide the same kind of luxuriously permanent traveling vehicle as the motor home. The Dodge cab and chassis is sent to leading body builders where the camper body is mounted permanently on the chassis. The D300 with 133-inch wheelbase will take a camper up to 10½ feet long. The 159-inch wheelbase will take a camper 12 to 14 feet long. And the Special Equipment 165-inch wheelbase will take a camper from 12 to 16 feet long. (See pages 16 and 17 for more details.)

CAMPER BODY BY CAVE-MAN



W200 Pickups

... have all of the advantages of the D200 plus 4-wheel drive—ideal for camping enthusiasts who like to go beyond the end of the road. Available in both Sweptline and Utiline models, the rugged 4-wheel-drive W200 models will take 10½-foot cab-over, slide-on units, and have a maximum payload—camper body, passengers and cargo—of 3,100 pounds. The W200 can be equipped with an optional automatic transmission, front locking hubs, and a front winch with manual transmission to pull itself out of any trouble—on or off the road. (See pages 12 and 13 for more details.)

CAMPER BODY BY WARD MANUFACTURING



BODY BY GLASTRON



BODY BY McCOY MFG.

Motor Homes

... combine the best features of a travel trailer with the mobility of a passenger car. They have sufficient roominess, comfort and living conveniences to satisfy the most discriminating traveler. They are easy to drive and comfortable to ride in. Motor homes are built by the nation's leading body builders on chassis built by Dodge—chassis which are especially designed for Motor Homes. Motor Homes are available in a wide range of prices, styles, sizes, and interior design. Dodge chassis are available in five wheelbases: 104 inches, 125 inches, 137 inches, 159 inches, and 178 inches. Standard chassis features include power steering, power brakes, 3-speed automatic transmission, and a premium 318-cubic-inch V-8 engine. (See pages 18 and 19 for more details.)

Camper Interiors

Whatever a person wants or needs, whatever his taste, and whatever the size of his budget, there is a camper perfectly suited to him. The wide selection begins with the versatile Sportsman camper conversions. It continues with the really amazing space and livability of the many types of slide-on campers used with the D200 and W200 pickups, including slide-ons for D300 crew-cab models. Finally, for luxury, convenience and spaciousness virtually comparable to the motor homes, there are the chassis-mounts for the D300.

A100 INTERIOR

Sportsman camper conversions will sleep up to 5 people—and contain a range, icebox or refrigerator, sink, water tank, roll-up canvas bunks, storage space, attractive interior trim, and dinette table and seats that convert to a double bed.

D200 SLIDE-ON INTERIOR

Most 8- to 10½-foot cab-over slide-on campers contain a dinette, complete kitchen, storage space, water and electric systems—and will sleep five or more people.

D300 CHASSIS-MOUNT INTERIOR

Chassis-mount camper units are mounted directly on the truck frame. Units from 9 to 16 feet long are available. They provide more floor space than slide-on units, some have a pass-through from the driver's compartment into the camper, and most feature a side entrance door.



Motor home interiors

Shown here are just three of the many different motor homes. Virtually all of them contain a complete kitchen, including a refrigerator, range, oven, sinks, and kitchen cabinets. In many, the sinks are the double, stainless-steel type. At night the dinette converts to a double bed, couches convert to beds, and in some, there is a permanent bedroom with a choice of twin beds or a double bed. All have closets and storage facilities. Most contain a shower including hot and cold running water. Two of the many desirable options available in most motor homes are air conditioning and an electrical generator.





CAMPER BODY BY WINNEBAGO

Weighing your satisfaction

Your continued satisfaction and uninterrupted pleasure with your Dodge and your camper depend on making certain that you never overload your Dodge. Overloading can cause difficult handling, accelerated wear and premature and unnecessary breakdown. Weighed against the investment you have in your Dodge and your camper and the potential enjoyment you can have, the small amount of time and effort on your part to avoid overloading is a very worthwhile investment.

The overall rule is simple. Make certain that your Dodge truck and your camper are perfectly matched—that the camper is neither too heavy nor too long for your truck. If you already own the camper, then be certain you select the Dodge truck and the equipment capable of carrying your camper. If you already have your Dodge truck, then buy the camper that fits your truck and is not too heavy.

The two sets of needed facts are these. How much does your camper weigh when it is loaded with all of the people and equipment for a trip? What is the payload of your Dodge truck? If the payload of your Dodge is greater than the weight of your loaded camper, then you're in business. But, if it is the other way—the weight of your loaded camper is greater than the payload of your Dodge truck—you are in for trouble unless you lighten the load in your camper.

The next time you load your camper, take a piece of paper and write down the weight of the camper body empty. Then weigh everything you put into the camper—each person, all the clothing, food, water, LP tank, pots and pans, sporting gear—and add the total to the weight of the empty camper body. Check the grand total. It must not exceed the maximum payload of your Dodge. If it does and you do not remove the necessary weight, then you are running a severe risk of causing your truck to fail.

Aids in Estimating Loaded Camper Weight

Item	Approximate Weight (lbs.)
4 passengers (2 adults, 2 children)	600
Clothing—4 people	100
Food	200
Sports gear	250
Spare LP tank, filled	50
Extra water tank (20 gallons)	200
Extra fuel tank (20 gallons)	160
Spare storage battery	25
Aluminum boat, 5-hp. outboard	180
Golf bags, clubs, caddy carts (2)	100



tires

The tires shown under required minimum equipment are the right tires—the right size and the right load range—matched to the loaded weight of the vehicle, and essential to tire life, safety, ride and control. Tires that are not large enough will wear out much faster and will be far more likely to suffer road damage, or to blow out. Overloading and improper weight distribution can, however, damage even the right tires.



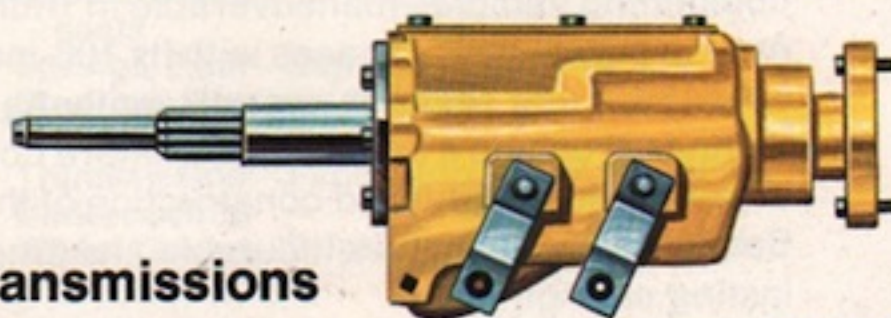
springs

Specific spring requirements are shown on the pages for each model. Using a spring that has less capacity would mean that the loaded unit would have a tendency to sway, wallow, and be difficult to control. An overloaded spring also is subject to failure. Overloading a spring to the point of failure might cause only inconvenience. But it might also cause an accident.



engines

The standard engine in the Sportsman six-cylinder model is the 198-cubic-inch Six. The 225-cubic-inch Six is standard in other six-cylinder models. The 318-cubic-inch V-8 is standard in V-8 models. For added power and performance, the 258-horsepower, 383-cubic-inch V-8 is optional at extra cost (not available on Sportsman or Motor Home models). The 413-cubic-inch V-8 is extra cost on all Motor Home models.



transmissions

The standard transmission with the six-cylinder A100, D100, and D200—except crew-cabs—is the A250 3-speed manual. Standard with the V-8 in A100, D100, and D200—and standard in W200, with either six or V-8—is the A230 3-speed manual. Standard in the D300 is the NP435 wide-spaced 4-speed manual. The NP445 close-spaced 4-speed manual is extra cost on all except A100 and Motor Homes. The automatic LoadFlite is standard in Motor Homes, and extra cost in all others.



CONVERSION BY TRAVCO

Sportsman Wagon

A Sportsman camper conversion combines the versatility of a station wagon with the utility of a small or medium-size travel trailer. Even with the conversion, it remains an ideal family or commuting vehicle—maneuverable in traffic, and easy to park in small spaces with its 108-inch wheelbase and 189-inch overall length. As a camper, it can be a complete, miniature home on wheels. And the unitized construction of the Sportsman wagon gives it durable and long-lasting strength.

required minimum equipment

In order for a Sportsman wagon to be converted to a camper, certain minimum equipment is required to handle the additional weight in the vehicle.

Tires—G78-15-D(8PR) or 8.25-15-D(8PR) front, rear, spare, tubeless, blackwall, passenger-car type.

Wheels—15" x 5.50".

Engine—Standard Six—198-cubic-inch Six
—Standard V-8—318-cubic-inch V-8

Clutch—10-inch Heavy Duty (with 198 engine)

Transmission—A250 (synchronized in 2nd and 3rd) with Six

—A230 (synchronized in all forward speeds) with V-8

Axle, Rear—3,600 lbs. capacity

Rear Springs—1,410 lbs. capacity

standard sportsman wagon

equipment

108" wheelbase

Air Cleaner—dry type

Alternator—12-volt, 30-amp. (1)

—12-volt, 37-amp. (2)

Armrests—Driver's & front seat passenger

Axle, Front—2,500 lbs. cap.

Axle, Rear—3,000 lbs. cap.

Ratios to 1—3.23, 3.55, 3.91, 4.56

Note: 4.56 N.A. w/225 or 318; 3.23 N.A. w/198

Backup Lights

Battery—12-volt, 48 amp.-hr.

Brakes, Service—Dual system, hydraulic

Total Lining Area—214.6 sq. in.

Bumpers, Front and Rear—Painted

Cleaner Air System

Clutch—9.25" dia. (1)

—10" dia. (2)

Directional Signals—Combined in front parking and taillamps

(1) 6-cyl. models (2) 8-cyl. models



CONVERSION BY TRAVEL EQUIPMENT COMPANY

Electric Horns—Dual
Emergency Flasher System
Engine—198, 6-cyl., 120 hp.
 —318, V-8, 210 hp.
Fuel Tank—23 gals. cap.
Heater—Fresh-air w/defroster
Hubcaps—Painted
Instrument Panel—Safety padded
Mirror, Rear Vision—Interior
Mirror, Rear Vision—Exterior—5" x 7" painted, dual
Oil Filter—1-qt. throw-away
Radiator Sight Glass
Shock Absorbers—Front and rear
Springs, Front, Cap. ea.—1,200 lbs.
Springs, Rear, Cap. ea.—1,085 lbs.
Stabilizer Bar
Sun Visors—Padded
Tires—E78-14-B(4PR)
Transmission—3-spd. manual, A250 (1)
 —3-spd. manual, A230 (2)
Wheels—5-stud disc, 14" x 5.50"
Windshield Washers—Dual jet
Windshield Wipers—Dual elect., vari-spd.

Bumper Guards, Front—Painted
Bumper Guards, Front—Bright finish
Clutch—10" dia. for 198 engine
Directional Signal Flasher—Heavy-duty
Engine—225 Slant Six (w/10" clutch)
Engine Block Heater
Gauge—Oil pressure
Glass, Rear Doors w/vented glass
Glass, Tinted—Windshield only
 All-around—vent glass req'd in rear doors
Horn Ring—Bright finish
Hubcaps—Bright finish
Lighter, Cigar
Lock Package—1 key for ignition, driver & passenger front doors and 1 key for side and rear cargo doors
Mirror, Rear Vision—Exterior
 Non-adj., left and right side—Bright finish
 Dual Jr. West Coast—Painted, or bright
New Vehicle Service—(Req'd w/retail delivery at factory)
Oil Filter—Replaceable-element type, 1-qt. cap.
Paint, Two-Tone—Sportsman body painted in any std. A100 color with white in configured area around body
Radio—Transistor, manual operation
Rear Door Check Arms—90-degree door-opening position
Shoulder Belts—Driver and front passenger seats
Springs, Rear—Cap. ea.—1,410 lbs.
Steering, Power—(available with auto. trans. only)
Transmission—3-spd. auto., A727, LoadFlite
Undercoating
Wheel Covers—Bright finish for 15" wheels

selected sportsman factory-installed extra-cost equipment

Air Cleaner—Oil wetted type for 6-cyl. models
Air Conditioning—Roof-mtd. incl. 50-amp. alternator (N.A. w/power steering on 6-cyl. models)
Alternator—37- (1), 50- or 60-amp.
Axle, Rear—3,600 lbs. cap. 3.23, 3.55, 3.91, 4.56 ratio
 NOTE: 4.56 N.A. w/225 or 318:
 3.23 N.A. w/198 engine
 Anti-Spin 3,600 lbs. cap.—3.23, 3.55, 3.91 to 1 ratio; 3.23 N.A. w/198 engine
Battery—59 amp.-hr. cap.
 —70 amp.-hr. cap.
Bumper, Front—Bright finish

tires & wheels

Tires: Tubeless passenger car
 G78-15-D(8PR) blackwall or whitewall, includes 15" x 5.50" wheels
 8.25-15-D(8PR) blackwall or whitewall, includes 15" x 5.50" wheels

(1) 6-cyl. models (2) 8-cyl. models

D100 Pickup

Whenever the D100 is not being used with the cargo cap, the cargo cap can be removed, and the D100 can swing into action and work full time as a pickup truck. This means year-round double use. Double-wall construction of the Sweptline pickup body adds strength and protects the outer sheet metal from damage by shifting cargo when it is used as a pickup truck. The Sweptline offers one-hand operation of the tailgate.

Application Recommendations: Pickup body—8' Cargo Cap—8' max. The weight of the cargo cap, driver, passengers and gear not to exceed 1,500 pounds.



CAMPER CAP BY WINNEBAGO

required minimum equipment

For 655 lbs. Payload—4,300 lbs. G.V.W. Rating. Std. Equipment only.
For 1,500 lbs. Payload—5,200 lbs. G.V.W. Rating
• 1,400-lb. Rear Springs • 8.25-15-D (8PR) Tires or • G78-15-D (8PR) Tires

standard pickup equipment

Air Cleaner—Dry-type
Alternator—12-volt, 37-amp.
Axle, Front—2,500 lbs. cap.
Axle, Rear—3,600 lbs. cap.
Ratios to 1—3.23, 3.55, 3.91
Battery—12-volt, 48 amp.-hr.
Brakes—Dual system, hydraulic
Total Lining Area—199.4 sq. in.
Clutch—10" dia. (1) 11" dia. (2)
Directional Signals—Front & rear
Engine—225, 6-cyl., 140 hp. (1)
—318, V-8, 210 hp. (2)
Fuel Tank—25 gals. cap.
Heater—Fresh-air w/defroster
Mirrors—Interior day/night and 5" head exterior left side
Oil Filter—1 qt., throw-away
Shock Absorbers—Front and rear
Springs, Front, Cap. ea.—1,025 lbs. (1)
—1,250 lbs. (2)
Springs, Rear—1,100 lbs.
Tires—Size—G78-15-B(4PR), blackwall
Transmissions—For 6-cyl. models—3-spd. A250
—For 8-cyl. models—3-spd. A230
Wheels—5-stud disc 15" x 5.50"
Windshield Wipers—Dual elec., two-spd.
Windshield Washer—Dual jet
Additional Standard Equipment: Four hubcaps painted
• two seat belts • padded instrument panel and dual sun visors • four-way emergency flasher
• Cleaner Air System • dual armrests • full-width rear window • grille bright finish
(1) 6-cyl. models (2) 8-cyl. models

selected factory-installed extra-cost equipment

Air Conditioning—Inc. 50-amp. alt. & inc. cooling
Alternator—12 volt, 50- or 60-amp.
Battery—59 or 70 amp.-hr.
Brake Booster
Bumper, Front—Bright finish
Bumper, Rear—Painted or bright finish
—Step type for Sweptline only
Clutch—11" for 225 engine
Differential—Anti-Spin rear axle, 3.55, 3.91 to 1 ratio
w/225 or 318, 3.55 w/383 engine
Directional Signal Flasher—Heavy duty
Engine—383, V-8, 253 hp., w/12" clutch, dry-type
cleaner and 59-amp.-hr. battery
Gauge (replacing std. warning light)—Oil-pressure
Glass—Tinted, windshield or windshield and all windows
Governor, Engine—(w/manual trans.) (N.A. 383 engine)
Heater—Auxiliary under seat (N.A. with Air Cond.)
Horns—Dual electric
Hubcaps, Bright Finish—Set of 4
Instrument Cluster—Heavy duty (includes elec.
tachometer and graduated oil-pressure gauge)
Lighter, Cigar—For std. Cabs
Light Package—Two, cab-corner marker
—Three, front identification, ind.-mtd.
Mirror, Rear Vision—Exterior—painted
—Short arm stat. right side—5" head
—Long arm stat. right & left
side—5" head
—Braced long arm stat. right &
left side—5" head
—Jr. West Coast right & left side
Mirror, Rear Vision—Exterior—bright finish
—Short arm stat. right & left
side—5" head
—Jr. West Coast right & left side
New Truck Service—(Req'd w/retail delivery at factory)
Package, Adventurer (Sweptline only)
Consists of Adventurer nameplate on rear of
body side panel • bright finish front bumper
• bright finish hubcaps • bright drip rail molding

• bright windshield and back light trim • bright
wheel lip and sill molding • bright hood-mounted
turn signals • bright tailgate plaque • bright
taillamp bezel • bright gas tank cap • hood
ornament • paint stripe (color must be coded)
• full foam bench seat cushion and foam-padded
seat-back with vinyl and nylon trim • color-keyed
carpeting • cigar lighter • door trim panel with
soft trim on top of door w/Adventurer nameplate
• bright trim molding w/carpeting below fiber-
glass trim panel • horn bar • foamcore
headliner with bright trim molding • bright
instrument cluster trim with wood-grained
applique • bright door sill scuff plate
• additional cab insulation

Package, Bucket Seat for Adventurer Pkg. only
Consists of driver and passenger bucket seats
• center console • additional carpeting over
fuel tank (N.A. with Aux. heater.)

Package, Bucket Seat for Conventional Std. Cab Models
Consists of driver and passenger bucket seats
• center console • carpeting incl. insulation
over floor area • additional carpeting over fuel
tank (N.A. with Aux. heater.)

Package, Custom
Includes cigar lighter, full foam seat cushion,
foam pad seat-back, custom seat trim, color-
keyed rubber floor mat, dash liner, foamcore
headliner w/bright trim mldg., underbody sound-
deadener insulation, sill scuff plates, custom
inst. panel face plate, bright door trim mldg.,
color-keyed horn bar, custom nameplate, bright
windshield molding, bright rear window molding,
exterior trim upper molding package and tail
lamp bezel

Package, Exterior Trim Body Side Molding—Upper
Consists of bright body side molding paint filled
extending along fender, cab door, cab side
panel and Sweptline box, bright taillamp bezels.
For use w/Sweptline Pickup std. models only

Package, Exterior Trim Wheel Lip & Sill

Molding—Lower—Consists of bright wheel lip and sill
molding extending along fender, sill, cab rear
panel, and Sweptline box, bright taillamp bezels.
For use w/Sweptline Pickup models only

Radio—Inst. panel-mounted push-button

Seat Assembly—Incl. full-width full-depth foam padding,
foam topper on seat-back, std. upholstery for
std. cab

Seat Belt—3rd belt

Shoulder Belt—2 belts

Springs, Front—1,250 lbs. cap. ea. for 6-cyl. models

Springs, Rear—1,400 lbs. cap. ea.
—1,750 lbs. cap. ea.
(Req's 1,250-lb. frt. spg.)

Steering, Power—Linkage-type

Throttle Control—Hand—Instrument panel mtd. non-
locking type (N.A. w/automatic trans.)

Transmission—4-spd. New Process NP435 6.69 ratio
(N.A. w/383 engine)
—4-spd. New Process NP445B, 4.56 ratio
—3-spd. Automatic LoadFiite A727

Undercoating

Wheel Covers—Set of 4 for 15" wheels

tires & wheels

Tires: Tubeless passenger car type

G78-15-D(8PR) blackwall or whitewall, includes
15" x 5.50" wheels

8.25-15-D(8PR) blackwall or whitewall, includes
15" x 5.50" wheels



CAMPER BODY BY WARD MANUFACTURING

D200 & W200 Pickup

The D200 and W200 are built to handle some of the larger camper units on the market—and all of the weight-carrying and weight-moving components are readily available as shown. This is why the D200 is our most popular pickup for handling slide-on camper units. The W200 has all of the advantages of the D200 plus 4-wheel drive for really rugged off-the-road exploring and camping.

Application Recommendations for D200 & W200: Pickup Body Length—8 feet.
Camper Body Size—up to 10½ feet cab-over maximum.
Weight—camper body, passengers and all gear—total of 3,100 pounds.

standard pickup equipment

Alternator—12 volt, 37 amp.
Axle, Front—D200, 2,800 lbs. cap.
 —W200, 3,000 lbs. cap.
 —Ratios 3.54, 4.10 or 4.88 to 1
Axle, Rear—Cap. 5,500 lbs.
 Ratio—3.54, 4.1, or 4.88 to 1
Battery—12 volt, 48 amp.-hr.
Brakes, Service—Dual system—Hydraulic
 Front—12.12" x 2"
 Rear—12.12" x 2"
 Lining Area—209.4 sq. in.
Clutch—D200 10" w/Six; 11" w/318
 —W200 11" w/Six and V-8
Engine—225, 6-cyl., 140 hp.
 —318, V-8, 210 hp.
 Air Cleaner—D200—Dry-type
 —W200—1-qt. oil-bath
 Oil Filter—1-qt. throwaway type
Fuel Tank—Cap. 25 gals. (23 gals. for Calif.)
Instruments—Fuel, ammeter, temperature gauges, oil-pressure light and speedometer
Mirror, Exterior—Rear vision—Short arm 5" head left side
Mirror, Interior—Rear vision—Day/night
Shock Absorbers—Front & rear
Springs, Front—Cap. ea. lbs.
 For D200 6-cyl. models—1,025
 For D200 V-8 models—1,250
 For W200 models—1,300
Springs, Rear—Cap. ea. lbs.
 For D200 models—1,650
 For W200 models—1,750
Tires (4)—Tubeless type
 Size Front & Rear—8.00-16.5-D (8PR)
Transmission—
 For D200 6-cyl. models—3-spd. A250
 For D200 V-8 & all W200 models—3-spd. A230
Wheels & Rims (5)—16.5 x 6.00 8-stud disc
Windshield Washer—Dual jet
Windshield Wipers—Electric, two speed

required minimum equipment

FOR 8-FT. CAMPER BODY

Tires—Front—7.50-16-C(6PR) or 8.00-16.5-D(8PR)
 —Rear—7.50-16-D(8PR) or 8.00-16.5-E(10PR)
Wheels—16" x 5.50", 16.5" x 6.0"
Engine—Standard Six—225 cubic inches
Clutch—11" (Opt. D200 Six, Std. 318)
Transmission—4-speed NP445 or
 —3-speed Automatic A727
Rear Axle—5,500 lbs. capacity (Std.)
Front Springs—D200—1,500 lbs.; W200—1,550 lbs.
Rear Springs—D200—2,600 lbs.; W200—2,600 lbs.

FOR 10½-FT. CAMPER BODY

Tires—Front—8.75-16.5-E (10PR)
 —Rear—8.75-16.5-E (10PR)
Wheels—16.5" x 6.75"
Engine—Standard V-8—318 cubic inches
Clutch—11" (Std.)
Transmission—4-speed NP445 or
 —3-speed Automatic A727
Rear Axle—5,500 lbs. capacity (Std.)
Front Springs—D200—1,500 lbs.; W200—1,550 lbs.
Rear Springs—D200—2,600 lbs.; W200—2,600 lbs.

CAMPER SPECIAL PACKAGE

Whenever a pickup is going to be used to carry a camper, it must be equipped with the Camper Special Package. For the 128-inch-wheelbase Utiline or Sweptline Pickup, that package includes the following equipment:

- 60-amp. alternator. This compensates for the extra electrical load of the camper or trailer or both and helps assure adequate charging.
- 70-amp.-hr. battery. Fast, easy starts even under severe electrical load conditions by providing ample reserve power.
- Increased cooling. Provides the additional cooling capacity needed to handle the increased load placed on the engine by the camper unit.
- Power brakes. Require far less pedal pressure and make for smooth, effortless stopping.
- Oil-pressure gauge. Provides an instant check on the state of the oil pressure in the engine.
- Easy-off tailgate. Available on Sweptline only, makes it an easy, one-man task to remove the tailgate when carrying a camper that extends beyond the rear of the body.
- Camping wiring harness. By simply plugging in the connectors, the following camper electrical systems are activated: camper interior lights and equipment, camper turn and stop lamps, camper backup, marker, clearance, identification, tail, and license lamps.
- Camper Special emblem.

CAMPER CUSTOM PACKAGE

Consists of all of the items in the Camper Special Pkg. plus dual electric horn, custom package, bright finish front bumper, exterior upper trim body side molding pkg.
 For use w/Sweptline Pickup models.

selected factory-installed extra-cost equipment

Air Conditioning—Instrument panel mtd. incl. 50-amp. alternator & increased cooling (N.A. w/auto. trans on W200)
Alternator—50 ampere Chrysler (incl'd w/air conditioning)
 —60 ampere Chrysler
Axle, Front—3,500 lbs. cap. (W200) ratios 4.10 or 4.88 (4.88 ratio N.A. w/383 engine)
Anti-Spin, Rear Axle—Avail. with 4.10 ratio
Batteries—59 amp.-hr. Mopar (std. w/383 engine)
 —70 amp.-hr. Mopar
Brake, Booster—8.8" O.D. vacuum, dual diaphragm
Bumper—Front, bright finish
 —Rear, painted step type for Sweptline Pickups only
Cooling, Increased—For all engines w/manual trans.
Directional Signals
 Group No. 5—Front, separate double-face lamps;
 Rear, converted dual taillamps
 Group No. 7—Front, separate double-face lamps;
 cowl-mtd.; Rear, converted dual taillamps, for use in Penn.
 Flasher, H.D. "Tung-Sol" variable for added lamp requirements
Engine—383 8-cyl., 258 hp., incl. 12" clutch and 59-amp.-hr. battery, dry-type air cleaner
Fuel Tank—Auxiliary—23 gals. in box for Sweptline Pickup
Glass, Tinted—Windshield—Windshield and all windows
Governor—High-speed, velocity-type for use w/225 and 318 engines w/manual trans.
Heater—Auxiliary underseat heater (N.A. w/air conditioning)
Horns—Dual electric
Hubs—Front wheel locking type, manual W200 models
Instrument Cluster—H.D. type includes electric tachometer and oil pressure gauge
Jack, Hydraulic—3-ton cap.
Lights—(2) front clearance lights and (3) front identification lights
Mirrors, Exterior—Braced Long Arm Adjustable—5" x 7" head
 Painted white—left side
 Painted white—duals
 West Coast—painted white or bright finish—Duals
 NOTE: Dual mirrors are required in the State of Michigan.
Package, Adventurer—(A)
Packages, Bucket Seat—(A)
Package, Custom—(A)
Package, Exterior Trim Body Side Molding—(A)
Package, Exterior Trim Wheel Lip & Sill Molding—(A)
Paint, Two-Tone
Power Steering—(D200 model only)
Power Take-Off Assembly (W200)—Take-off assembly only (N.A. w/automatic trans.)
Radio—Inst. panel mounted push-button type
Seat Assembly—Incl. full-width with full-depth foam padding, foam topper on seat-back, std. upholstery
Seat Belt—3rd belt for seat
Shoulder Belt—2 belts for seat
Springs, Front—1,500 lbs. cap. ea. for D200 models
 —1,550 lbs. cap. ea. for W200 models
Springs, Rear—2,600 lbs. cap. ea. for D200 and W200 models
 Auxiliary—525 lbs. cap. ea. D200 models
Throttle Control—Hand—Instrument panel mtd. locking type
Transmission—4-spd. New Process NP435, 6.69 ratio
 —4-spd. New Process NP445B, 4.56 ratio
 —3-spd. Automatic LoadFlite A727
Undercoating
Winch Assembly, Front (W200 model)—Req's power take-off assy. (N.A. with 3-spd. automatic LoadFlite A727)

(A) See D100 Section for contents.

Tires and wheels

Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type	D200	W200
8.75-16.5-E (10PR)	Tubeless	16.5 x 6.75	8-stud disc	X	X
9.50-16.5-D (8PR)	Tubeless	16.5 x 6.75	8-stud disc	X	X
7.50-16-C (6PR)	Tubed	16 x 5.50	8-stud disc	X	X
7.50-16-D (8PR)	Tubed	16 x 5.50	8-stud disc	X	X

NOTE: Mud and snow type tire available for rear and spare on D200. Mud and snow type available on all W200 wheels.



BODY BY DREAMER

D300 Crew-Cab

The D300 159-inch-wheelbase Crew-Cab is available as a cab and chassis for chassis-mounted campers, or it can be ordered as an 8-foot Utiline pickup for slide-on campers.

The D300 Crew-Cab has the comfort and convenience of being able to carry six passengers up front in sedan-like style. In campers used with the Crew-Cab, sleeping space for three instead of two can be provided in the longer cab-over portion of the camper. The D300 can accommodate up to a 10½-foot camper—chassis-mount or slide on.

The D300 Crew-Cab shown above is equipped with a chassis-mounted camper.

required minimum equipment

D300 Crew-Cab with 318 V-8	Chassis-Mount		8' Utiline
	Max. lbs. (camper body, driver, passengers and gear).....	3,150	3,200-4,550
Cooling.....	Increased	Increased	Increased
Transmission.....	NP445 or A727	NP445 or A727	NP445 or A727
Rear Axle Ratio.....	4.88	4.88	4.88
Brake, Booster (Power).....	8.8" O.D.	8.8" O.D.	8.8" O.D.
Springs—Front.....	1,500 lbs.	1,500 lbs.	1,500 lbs.
—Rear.....	3,000 lbs.	3,600 lbs.	3,000 lbs.
Shock Absorbers.....	Rear	Rear	Rear
Tires—Front.....	9.50-16.5-D (8PR)	7.50-16-C (6PR)	8.75-16.5-E (10PR)
—Rear.....	9.50-16.5-D (8PR)	7.50-16-C (6PR)	8.75-16.5-E (10PR)
Alternator.....	Sgl. R.	Dual R.	Sgl. R.
Battery.....	60 amp.	60 amp.	60 amp.
	70 amp.-hr.	70 amp.-hr.	70 amp.-hr.

Application Recommendations: Model—D300 Crew-Cab 159" wb. with 8' Utiline Pickup Body. Length—Up to 10½' Cab-over Camper. Maximum Weight—Camper body, passengers and cargo—3,295 lbs. Model—D300 Crew-Cab Chassis Mount. Length—up to 10½' Chassis-mounted Cab-over camper. Maximum Weight—Camper body, passengers and cargo—4,550 lbs.

standard crew-cab equipment

Alternator—12 volt, 37 amp.
Axle, Front—Cap. 3,800 lbs.
Axle, Rear—Cap. 7,500 lbs.
 Ratio—4.1, 4.56, 4.88 or 5.87 to 1
Battery—12 volt, 48 amp.-hr.
Brakes, Service—Dual system—Hydraulic
 Total lining area—237.9 sq. in.
Clutch—11" dia.
Engine—225, 6-cyl., 140 hp.
 —318, V-8, 210 hp.
Fuel Tank—Cap. 25 gals.
 Location—inside behind seat
Instruments—Fuel, ammeter & temperature gauges, oil pressure light and speedometer
Mirrors, Exterior—Rear vision
 For Pickups—Short arm, 5" head, left side
 For Chassis-Cab—Long arm, 5" head, left and right
Mirrors, Interior—Rear vision
 For Pickups—Day/nite rear-view mirror
Oil Filter—1-qt. throw-away type
Shock Absorbers—Front
Springs, Front—Cap. ea. lbs. 1,500
Springs, Rear—Cap. ea. lbs. 2,050
Tires—Tubeless-type
 Size Front & Single Rear—8.00-16-5-D (8PR)
Transmission—4 spd. NP435
Wheels & Rims (5)—16.5 x 6.00 8-stud disc
Windshield Washer—Dual jet
Windshield Wipers—Electric, two speed

additional standard equipment

- Antifreeze
- Armrests—four
- Bumper, front channel type
- Door lock (left & right side)
- Floor mat, rubber
- Heater, fresh air w/defrosters
- Horn, single electric
- Instrument panel, padded
- Lights and Reflectors
 Directional signals, Class "A" self-cancelling, flashing type w/steering column switch
- Dome light
- Combination park & turn-signal lamp
- Combined side marker lights & reflectors (2) frt.
- Separate rear side marker lights (2) and reflectors (2) for Pickups
- Identification & clearance lights (5) frt. and (5) rear on Pickups
- Backup lights
- Four-way emergency flasher
- Seat belts
 Driver & three passengers
- Sun visor, padded left & right side
- Window, full width rear
- Wheel wrench

selected factory-installed extra equipment

Air Cleaner—318, V-8, 1-qt. oil-bath
Air Conditioning—Inc. 50 amp. alt. & inc. cooling

Alternator—50-amp., 60-amp.
Axle, Rear—Anti-Spin differential, 4.56 or 4.88 ratio
Battery—59-amp.-hr., 70-amp.-hr.
Brake, Booster—Vacuum, 8.8" O.D.
Bumper, Rear—Painted
Cigar Lighter
Cooling, Increased—With manual transmission
Directional Signal Flasher—Heavy duty
Engine—383, V-8, 258 hp., incl. 59-amp.-hr. battery, with 12" clutch, avail. with 4.1, 4.56, 4.88 or 4.56, 4.88 Anti-Spin rear axle only
Glass—Tinted, windshield or windshield and all windows
Governor, Engine—High-speed, velocity-type (w/manual trans.) for 225 and 318 eng. only
Heater—Auxiliary under seat (N.A. with op. air. cond.)
Horns—Dual electric
Hubcaps—Bright finish (N.A. with dual rear wheels)
Instrument Cluster—Heavy-duty, includes elec. tachometer and graduated oil-pressure gauge
Jack, Hydraulic—3-ton capacity
Mirrors, Rear Vision—Exterior West Coast type, left and right sides
New Truck Service—(Req'd with retail delivery at factory)
Package, Custom Exterior—Includes bright grille, bright mylar w/s mldg., bright mylar rear window mldg., custom name plate
Package, Custom Interior—Includes cigar lighter, full foam seat cushion, foam pad seat-back, custom seat trim, padded floor mat, dash liner, underbody sound-deadener insulation, sill scuff plates, steering wheel horn pad, bright inst. cluster face plate, door trim mldg.
Paint, Two-Tone
Radio—Instrument-panel-mounted
Seat Assembly, Front and Rear—Full width w/full-depth foam padding w/foam topper on seat-back and standard upholstery
Seat Belt—3rd belt—Full-width cab seats front and rear
Shoulder Belts, 2 belts—Front seat only
Springs, Front—1,650 lbs. cap. ea.
Springs, Rear—Variable Rate
 3,000 lbs. cap. ea.
 3,600 lbs. cap. ea. (Incl. 900-lb. auxiliary spg.)
Steering, Power—Linkage type
Throttle Control—Hand—Instrument panel mtd. non-locking type
 (N.A. w/automatic trans.)
Transmission—4-spd. New Process NP445 4.56 close spaced ratio
 —3-spd. Automatic LoadFlite A727
Undercoating

tires & wheels

TIRE, WHEEL AND RIM AVAILABILITY 8' UTILINE CREW-CAB PICKUP FOR USE WITH SINGLE REAR			
Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type
8.75-16.5-E (10PR)#	Tubeless	16.5 x 6.75	8-stud disc
9.50-16.5-D (8PR)#	Tubeless	16.5 x 6.75	8-stud disc
7.50-16-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-16-D (8PR)#	Tubed	16 x 5.50	8-stud disc
CHASSIS CREW-CAB FOR USE WITH DUAL REAR			
8.00-16.5-D (8PR)#	Tubeless	16.5 x 6.00	8-stud disc
8.00-16.5-E (10PR)#	Tubeless	16.5 x 6.00	8-stud disc
7.50-16-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-16-D (8PR)#	Tubed	16 x 5.50	8-stud disc

Mud and snow type tread available on rear only.



CAMPER BODY BY CAVE-MAN

D300 Conventional Chassis-Cab

Dodge D300 cabs and chassis are sent to the leading body builders where the camper body is mounted permanently on the chassis. Camper units from 10½-ft. to 16-ft. long are available. They provide more floor space than slide-on units, some have a pass-through from the driver's compartment into the camper, and most feature a side entrance door. They offer all of the features and conveniences of the largest slide-on-type campers, but with more room.

APPLICATION RECOMMENDATIONS

D300	Camper Body Length	Up to 10½ ft.	12 ft. to 14 ft.	12 to 16 ft.
Conventional Chassis-Cab	Wheelbase	133"	159"	165"*
	Cab-to-Axle	60"	86"	92"

*Special Equipment Model

D300 CONVENTIONAL CHASSIS-CAB WITH 318 V-8

required minimum equipment	D300 CONVENTIONAL CHASSIS-CAB WITH 318 V-8	
	Up to 10½ ft.	12 ft. to 14 ft.
Max. lbs. (camper body, driver, passengers and gear).....	3,600	3,650-5,000
Cooling.....	Increased	Increased
Transmission.....	NP445 or A727	NP445 or A727
Rear Axle Ratio.....	4.88	4.88
Brake, Booster (Power).....	8.8" O.D.	8.8" O.D.
Springs—Front.....	1,250 lbs.	1,500 lbs.
—Rear.....	3,000 lbs.	3,600 lbs.
Shock Absorbers.....	Rear	Rear
Tires—Front.....	9.50-16.5-D (8PR)	7.50-16-C (6PR)
—Rear.....	9.50-16.5-D (8PR) Sgl. R.	7.50-16-C (6PR) Dual R.
Alternator.....	60 amp.	60 amp.
Battery.....	70 amp.-hr.	70 amp.-hr.

standard conventional chassis-cab equipment D300

- Alternator**—12-volt, 37-amp.
- Axle, Front**—3,800 lbs. capacity
- Axle, Rear**—7,500 lbs. capacity
Ratios to 1—4.1, 4.56, 4.88, 5.87
- Battery**—12-volt, 48 amp.-hr.
- Brakes**—Dual system, hydraulic
Total lining area—237.9 sq. in.
- Clutch**—11" dia.
- Engine**—225, 6-cyl., 140 hp. (6-cyl. model)
—318, V-8, 210 hp. (8-cyl. model)
- Fuel Tank**—25 gals. capacity
- Mirror**—Exterior left and right side, long arm
- Oil Filter**—1-qt., throw-away
- Padded Instrument Panel and Sun Visors**
- Seat Belts**—Two
- Shock Absorbers**—Front
- Springs, Front**—Capacity ea.—1,250 lbs. 133" wb.
—1,500 lbs. 159" wb.
- Springs, Rear**—Capacity ea.—2,050 lbs.
- Tires**—8.00-16.5-D(8PR)front, single rear
- Transmission**—4-spd. 6.68 wide-ratio NP435
- Windshield Washer**—Dual jet
- Windshield Wipers**—Dual elec., two-spd.
- Additional Standard Equipment:**
- Single-note electric horn • four-way emergency flasher
 - dual armrests • full-width rear window • lights—cab corner marker (2), front identification (3), side marker (2)

selected factory-installed extra-cost equipment

- Air Cleaner**—1-qt., oil-bath 318 V-8 only
- Air Conditioning** (incl. 50-amp. alt. and inc. cooling)
(N.A. w/under-seat heater)
- Alternator**—12-volt, 50, 60-amp.
- Anti-Spin Diff. Axle, Rear**—4.56 or 4.88
- Battery**—59, 70 amp.-hr.
- Brakes, Vacuum Booster**—8.8" O.D.
- Bumper, Rear**—Painted
- Cooling, Increased**—With manual transmission
- Directional Signals**
Group No. 7—Front, separate dbl.-face lamps; cowl-mtd.; Rear, converted dual taillamps, required in Pennsylvania
Directional signal flasher, heavy duty (Cab Models)
- Engine**—383, V-8, 258 hp., incl. 59-amp.-hr. battery, 12" clutch
Avail. w/4.1, 4.56, 4.88
- Gauge**—Oil pressure
(Replacing std. warning light)
- Glass, Tint**—Windshield or windshield and all windows
- Governor, Engine**—High-speed, velocity-type (w/manual trans.) (N.A. 383 engine)
- Heater**—Auxiliary under seat
- Horns**—Dual electric

selected factory-installed equipment (continued)

- Hubcaps**—Painted or bright finished
- Instrument Cluster**—Heavy-duty, incl. elec. tachometer and graduated oil-pressure gauge
- Jack, Hydraulic**—3-ton capacity
- Mirrors, Rear Vision**—Exterior
Long arm adj., braced 5" x 7" left & right
West Coast type
- New Truck Service**
(Req'd w/retail delivery at factory)
- Package, Bucket Seat**
Incl. driver & passenger bucket seat, center console and carpeting over fuel tank. For use w/std. Conv. Cab models and w/custom interior pkg. on Conv. Cabs
(N.A. w/auxiliary underseat heater)
- Package, Custom Exterior**
Includes bright grille, bright mylar w/s mldg., bright mylar rear window mldg., custom name plate
- Package, Custom Interior**
Includes cigar lighter, full foam seat cushion, foam pad seat-back, custom seat trim, padded floor mat, dash liner, roof headlining panel & mldgs., underbody sound-deadener insulation, sill scuff plates, steering wheel horn pad, bright inst. cluster face plate, door trim mldg.
- Paint, Two-Tone**—Cab exterior
- Radio**—Instrument-panel-mounted
- Seat Assembly**—Full-width w/full-depth foam padding w/foam topper on seat-back and std. upholstery (Std. Cabs)
- Seat Belt**—3rd belt
- Shock Absorbers**—Rear
- Shoulder Belts**—2 belts
- Springs, Front**
Cap. ea.—1,500 lbs. 133" wb.
Cap. ea.—1,650 lbs. 159" wb.
- Springs, Rear**
Cap. ea.—3,000 lbs.
Cap. ea.—3,600 lbs.
- Steering, Power**—Linkage-type
- Throttle**—Hand-control (w/manual trans. only)
- Transmission**—4-spd., NP445
—3-spd., A727
(LoadFlite) w/increased cooling
- Undercoating**—All models
- Wheel, Spare**—For dual rear wheel models

tires and wheels

TIRE, WHEEL AND RIM AVAILABILITY FOR USE WITH SINGLE REAR			
Highway Tread Nylon Size & Load Range (Equiv. Ply Rating)	Tube or Tubeless	Rim Size	Wheel Type
9.50-16.5-D (8PR)#	Tubeless	16.5 x 6.75	8-stud disc
FOR USE WITH DUAL REAR			
8.00-16.5-D (8PR)#	Tubeless	16.5 x 6.00	8-stud disc
8.00-16.5-E (10PR)#	Tubeless	16.5 x 6.00	8-stud disc
7.50-16-C (6PR)#	Tubed	16 x 5.50	8-stud disc
7.50-16-D (8PR)#	Tubed	16 x 5.50	8-stud disc

Mud and snow type tread available on rear only.



BODY BY AVCO



BODY BY WINNEBAGO



BODY BY UNGER



BODY BY COACHMAN



BODY BY CHINOOK

Motor Homes

The unmatched luxury, comfort and convenience of Motor Home travel is now offered to more and more people through a greater variety of sizes, designs, and prices. These versatile Motor Homes are designed and built by the nation's leading manufacturers of Motor Homes on Dodge Chassis of 104", 125", 137", 159" and 178" wheelbase. Dodge pioneered the Motor Home chassis, and continues to provide exclusive features which combine to produce the ride, handling and comfort of a fine automobile—with the performance, reliability and proved endurance of a truck. These qualities continue to provide years of enjoyment and value for Motor Home enthusiasts. The 413-cubic-inch V-8 engine rated at 265 horsepower is now available as extra-cost equipment, for those who desire more power.



BODY BY BEECHWOOD



BODY BY EXPLORER



BODY BY OPEN ROAD



BODY BY ISLANDER

selected standard chassis equipment

(supplied by Dodge)

- Axle, Front—3,800 lbs. (4,000 lbs. on 178" wb.)
- Wheelbase—104", 125", 137", 159" and 178"
- Engine—Dodge 318.3, V-8, 212 hp.
- Transmission—Dodge 3-spd. automatic LoadFlite
- Brakes—Heavy-duty dual system, vacuum hydraulic power brakes (single system on 178" wb.)
- Rear Axle—7,500 lbs. (10,000 lbs. on 178" wb.)
- Power Steering—Garrison link-type
- Tires—7.00-16-C(6PR), front and dual rear (for 104", 125", 137" and 159" wb.)
7.50-17-D(8PR), front and dual rear (for 178" wb.)
- Alternator—50 amperes
- Shock Absorbers—Heavy-duty, front and rear
- Gasoline Tank—25-gal. Outboard right 104", 125", 137", and 159" wb.
—35-gal. Rear mount 178" wb.

equipment

(Supplied by most Body Builders)

- Heavy-duty windshield wipers
- Windshield washers
- Mirrors, two exterior, one interior
- All windows safety glass
- Rear wheel mud flaps
- Front entrance door assist handle
- Highway and clearance lights
- Backup lights
- 12-volt and 110-volt individual lighting systems
- Right and left sun visors
- Seat belts—2 sets
- Heater and defroster
- Gas furnace, thermostatically controlled
- Refrigerator
- Gas range
- Draperies on all windows
- Water heater
- Disposal tank

typical extra-cost equipment

(Available from Body Builders)

- Air conditioners
- Gas light (uses LP gas)
- Stereo players
- Stereo tape cartridges
- Television set
- Electric power generator, 110 volts AC, 5000 watts
- Electric power generator, 110 volts AC, 6500 watts
- Television antenna and plug-in
- Chrome bumpers, front and rear
- Carpeting with deluxe foam backing in a variety of colors
- Radio
- Luggage rack, roof-mounted, chromed, adjustable
- Roof access ladder with steps
- Trailer hitch, heavy-duty, with 12-volt light connector

motor homes

Motor Homes vary in design, equipment, and size . . . but they all have one thing in common—a tough, dependable chassis, especially engineered to make driving easy and trouble-free. All Dodge Motor Home chassis include Power Steering, Power Brakes, Automatic Transmission, a 318-cubic-inch premium V-8 Engine, and heavy-duty Cooling and Electrical Systems as standard equipment. The 413-cubic-inch V-8 Engine is offered as extra-cost equipment.

Cab interiors and features



Standard interior. The standard upholstery is all-vinyl and is available in four handsome colors — beige, blue, green, and black. The interior colors are keyed to the standard exterior colors. Beige and black interiors may be had with all exterior colors. Blue interior can be had with black, medium blue, light blue, white, and grey. Green interior goes with black, dark green, medium green, white and grey.



Custom interior. The optional at extra-cost Custom Package includes deluxe, three-tone upholstery in attractive, grained vinyl and nylon with full-foam seat cushion and foam back pad, extra insulation in the cowl, dash and floor, color-keyed horn bar, cigar lighter, instrument panel face plate, color-keyed floor mat (except D300) with jute padding, foamcore headliner and molding, bright door molding.

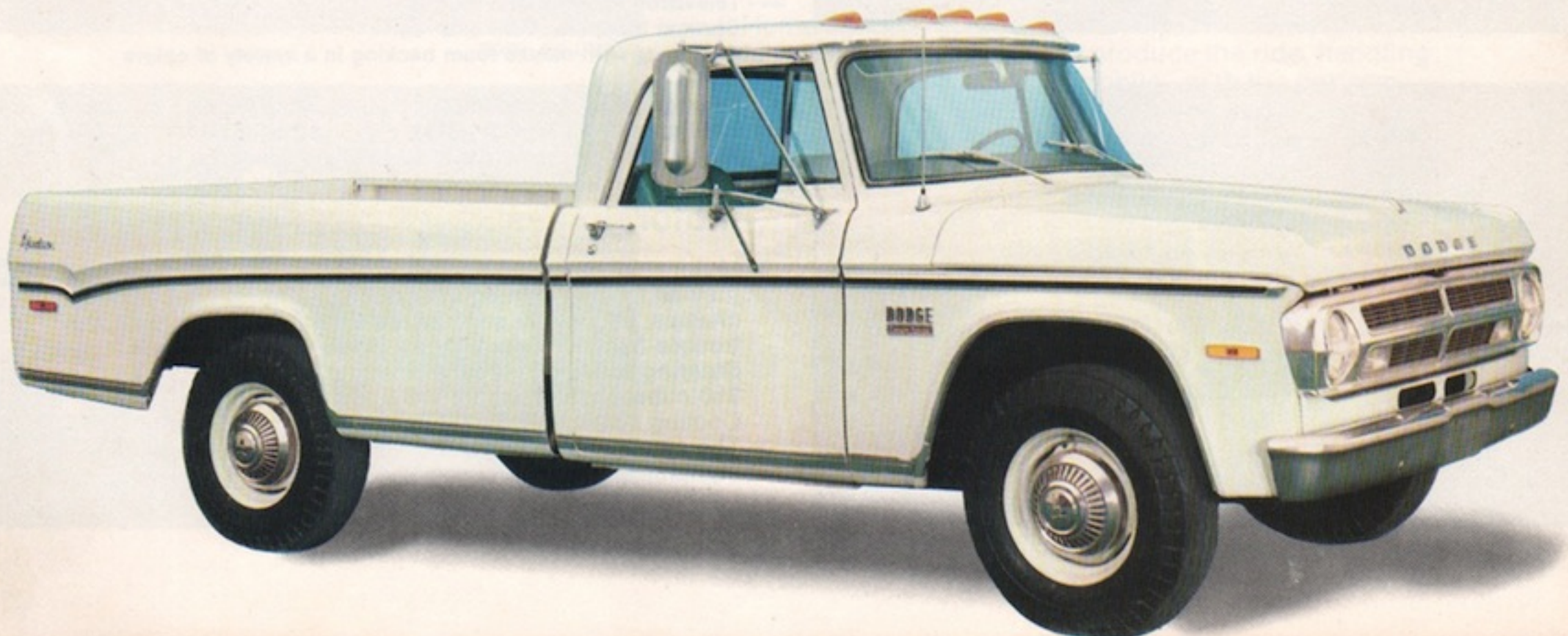


Adventurer interior. The optional at extra cost interior of the Adventurer is fully comparable to that of a fine passenger car. Carpeting is color-keyed, and seat cushions are full-foam. Color-keyed horn bar and the instrument panel is dressed up with wood-grain applique. Other features include cigar lighter, bright door sill scuff plates, foamcore headliner with bright frame molding, door trim panel with soft trim on top of door w/ Adventurer nameplate.

Exterior trim packages

Upper body side molding package. This includes a bright body side molding with paint fill which extends along the fender, cab door, cab side panel and Sweptline box, and bright taillamp bezels. For Sweptline pickups only. This package is part of the Custom Package for D100, D200 or W200 Sweptline models or may be purchased as a separate option with the standard cab.

Wheel lip and sill molding package. This consists of bright wheel lip and sill molding which extends along the fender, sill, cab rear panel, and Sweptline box, and bright taillamp bezels. This Package is included with the Adventurer Package or may be purchased as a separate option on the standard cab model. Both packages can be ordered on your Sweptline pickup.



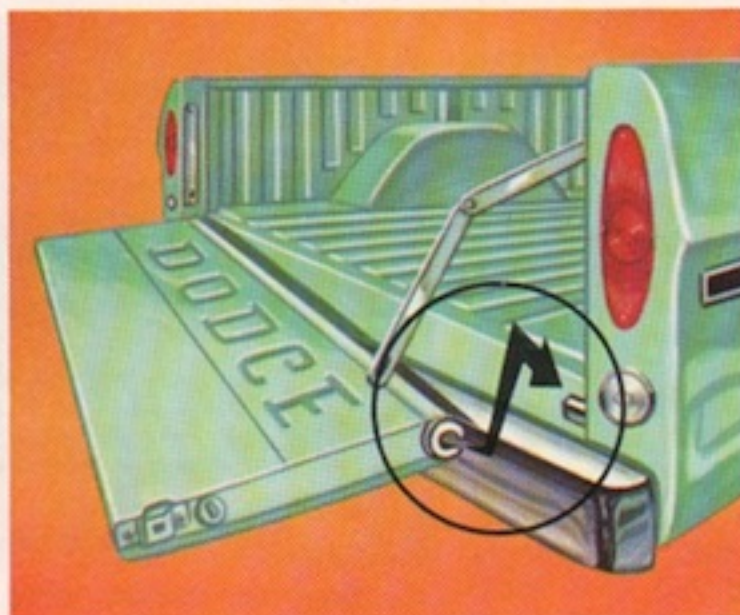


Bucket seat interior. For the Adventurer or other D100, D200 and D300 Conventional Cab buyers who want sporty stylishness, the optional, extra-cost Bucket Seat Package is made to order. The individual, full-foam bucket seats are separated by a padded console that covers a useful storage compartment. The wide, hinged armrest serves both the driver and passenger. The upholstery is rich-looking grained vinyl. Carpeting over the fuel tank area for the Standard Cab D100, D200 and D300 is included in the Bucket Seat Package.

With a Dodge chassis supporting your motor home, you will enjoy a controlled and comfortable ride, and a tough, durable, long-lasting foundation underneath your "home away from home." Wheelbases of 104 to 178 inches permit handling motor home body lengths, up to 27 feet overall.

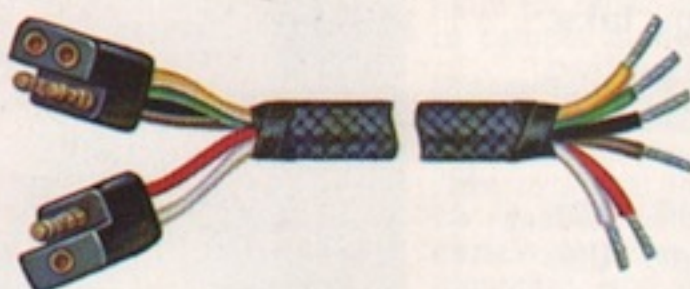
The specially engineered motor home chassis includes power steering, power brakes, automatic transmission, special springs, shock absorbers front and rear, heavy-duty axles, and a V-8 engine with many premium features—all are standard.

A rugged, carbon steel frame provides a solid foundation for mounting a motor home. Straight side rails are deep, of heavy-gauge metal, and reinforced at points carrying extra stresses. The electrical system is heavy-duty because of the need for extra electrical power in a motor home. Dual rear wheels are standard on all Dodge motor home chassis.



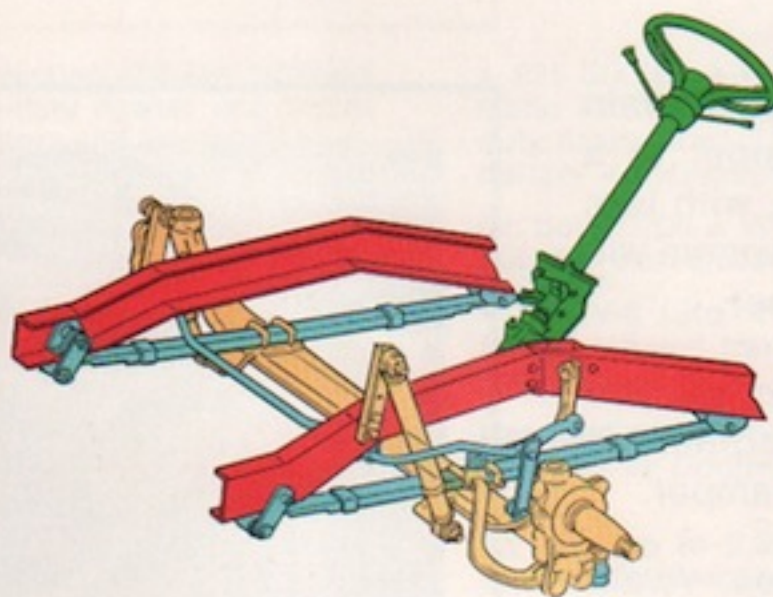
easy-off tailgate

Standard with every Camper Special Package for Sweptline units, the easy-off tailgate feature makes it an easy, one-man task to remove the tailgate when carrying a camper that extends beyond the rear of the pickup. When the camper is removed, it is equally simple for one man to replace the tailgate so that the pickup can get back to work again as a truck. This feature adds to the ease of double use of a Dodge Sweptline.



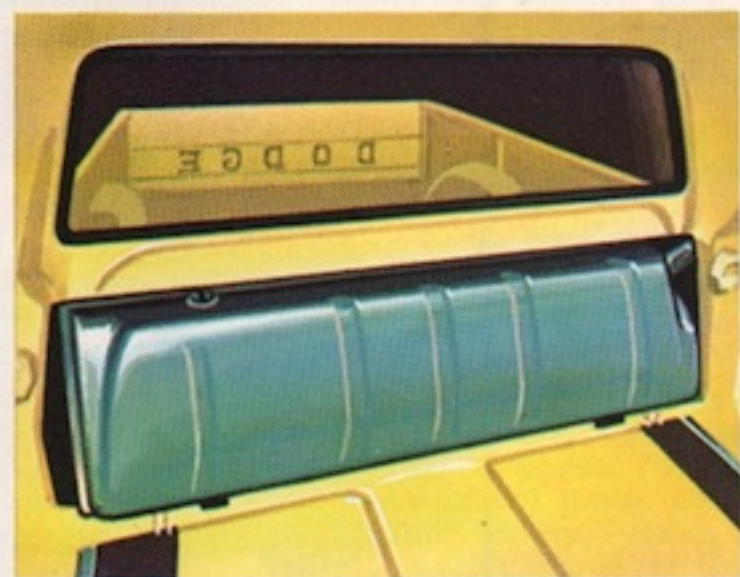
camper wiring harness

The wiring harness is standard with every Camper Special Package. By simply plugging in the connectors, all of the following camper electrical systems are activated: camper interior lights and equipment, camper turn and stop lamps, camper back-up marker, clearance, identification, tail, and license lamps. The auxiliary harness is shipped in the glove box.



"cushioned beam" suspension

With the cushioned-beam suspension system, D100 and D200 models have excellent ride and handling characteristics. The components of the system damp out road harshness and create a ride that is smoother and quieter than ever before—a ride that is stable even on wavy or undulating roads. There is improved steering ease and improved resistance to leaning on curves because of the front stabilizer bar. In addition, the system has fewer moving parts and is simple and uncomplicated for greater resistance to being knocked out of alignment.



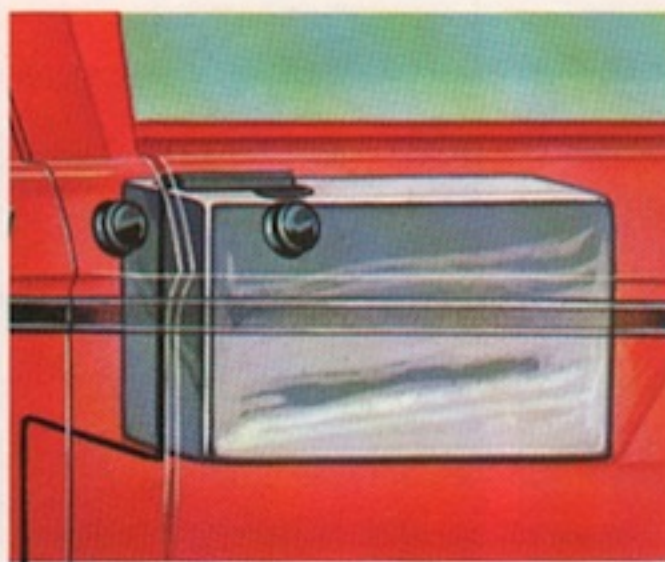
standard 25-gallon gas tank (23 gal. for Calif.)

The standard gasoline tank holds 25 gallons—larger than some other pickups. This large capacity means that more time can be spent on the road and less time in service stations. It also means that you don't have to worry about whether you will be able to make it to the next service station. Those 25 gallons will get you to the next one.

Optional features

Whichever Dodge fills your needs best as a camper-type vehicle, it can be made even better by the addition of optional equipment selected to add to the comfort, ease, convenience and pleasure of every trip you take. With all the right options, you can make getting there as pleasurable as it is to be there!!

- **Power Steering.** Particularly desirable when you are parking your loaded camper. Also makes it far easier to drive on crowned roads or in high crosswinds. With power steering, women find it easy and pleasant to take a turn at the wheel.
- **Power Brakes.** Takes the effort and strain out of bringing your loaded camper to a stop from any road speed. Again, with less pressure required to stop safely, women will find it pleasant to drive the camper.
- **Radio.** The push-button, AM radio lets you relax and listen to your favorite programs as you roll up the miles under your camper.
- **LoadFlite Automatic Transmission.** Available as an option on all the Dodge trucks covered — even the 4-wheel-drive units — it not only makes driving effortless, it reduces the strain on the engine by automatically selecting the right gear for conditions.



auxiliary gas tank

Optional at extra cost, the 23-gallon auxiliary gasoline tank provides the extra operating range for driving far from civilization. The tank is located in the pickup box between the left wheelhouse and the cab. A selector valve under the right side switches from the regular tank to the auxiliary. Through the use of a toggle switch, the gasoline gauge will read the contents of both tanks.



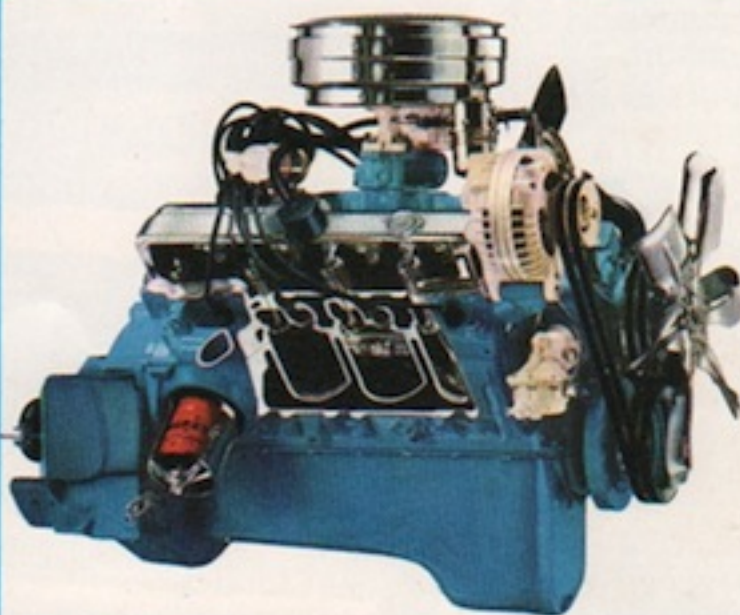
camper compartments

The Dodge special metal storage containers attached on the outside of the Utiline pickup box—give you back the cargo space taken up by the camper in the pickup box. Easily accessible with the camper on or off. The camper compartments are available with Utiline pickup only. The weight of these cabinets is approximately 350 lbs.



air conditioning

Air conditioning with instrument panel outlets is an extra-cost option that is available on D100 through D300, and W200 models. With adjustable outlets in the center and at left end of the instrument panel, comfort is just the touch of a finger away. In other models, the air-conditioner is mounted on the roof.



engines

Dodge offers a wide choice of engines. The 198 is standard in Sportsman 6-cylinder models. The 225 is standard in D100, D200, D300, and W200 6-cylinder models — optional in Sportsman. V-8 models are equipped with the 318. The 383 V-8 is optional at extra cost in V-8 models of D100 through D300 and W200 models. The 413 is extra-cost on M300 and M375.

Towing trailers

There are a number of marked differences between driving your Dodge camper, and towing a trailer behind. Most of these differences are not difficult to master. But some do require practice.

Backing a Trailer. No amount of words can teach you how to back a trailer. It requires practice. The fundamental difference is that to back the trailer in one direction, you must turn the steering wheel in the opposite direction you would turn it to back your truck alone. Time spent in an empty parking lot will more than pay in terms of ease and confidence.

Turning with a Trailer. Common sense indicates that you have to make a wider turn with a trailer behind. However, the shorter the tongue of your trailer, the wider that turn must be. And, of course, the longer the tongue of the trailer, the sharper the turn can be. Turning too sharply can cause the trailer to ram into the rear of your unit.

Braking with a Trailer. Some boat-type and other trailers are sold without brakes. Check your state laws to determine if and when brakes are required on trailers. From a practical viewpoint, if the trailer plus its cargo weighs 1,200 pounds or more, you should have trailer brakes. There are two basic kinds of trailer brakes. The surge-type trailer brakes require no electric or hydraulic connections. When the towing vehicle is braked, the action of the trailer tongue automatically applies the trailer brakes. Then there are electric trailer brakes that are applied by the brake pedal or with a hand switch located in the driver's compartment. With electric brakes it is absolutely essential that the trailer brakes be applied first. This helps to prevent skidding or jack-knifing caused by the trailer moving faster than the towing vehicle.

Using the Transmission. It is essential that the transmission, manual or automatic, be used more often when towing a trailer. For example, when descending a hill the transmission should be shifted to a lower gear to reduce the wear on the brakes. It should also be shifted to a lower gear when going up a hill to reduce the strain on the engine and transmission. The Dodge 3-speed automatic transmission, with its heavy-duty construction and high torque multiplication, is ideally suited

sportsman

A 108-inch-wheelbase Sportsman Camper Conversion with the required equipment spelled out on page 8, plus heavy-duty flasher and signal light switch, 50-amp. alternator, 70-amp.-hr. battery and increased cooling is qualified to haul a trailer weighing up to 2,000 pounds. If the trailer weight exceeds 2,000 lbs., but is less than 4,000 lbs., the following additional equipment is required:

- 318 V-8 (std. in V-8 models)
- 3-speed automatic A727
- 3.55 axle ratio

Use load-equalizing hitch if trailer tongue load exceeds 200 lbs. (Not supplied by Dodge.)

To haul up to a 2,000-lb. trailer, the D100 requires the following minimum equipment:

- 225 Six (Std.) • 11" clutch • 1,400-lb. rear springs (Required for 5,200-lb. G.V.W.) • 3.91 axle ratio with 225 Six • 3.55 axle ratio with V-8 • G78-15-D (8PR) or 8.25-15-D (8PR) tires (Required for 5,200-lb. G.V.W.) • Heavy-duty flasher and signal light switch • 50-amp. alternator • 70-amp.-hr. battery • Increased cooling

If the trailer weight exceeds 2,000 lbs., but less than 4,000 lbs., the following additional equipment is required:

- 318 V-8 (std. V-8 models) • 3-speed automatic A727 or 4-speed NP445 manual transmission • H.D. rear shock absorbers

Use equalizing hitch if trailer tongue load exceeds 200 lbs. (Not supplied by Dodge.)

To haul up to a 2,500-lb. trailer, the D200 requires the following equipment:

- 225 Six (Std.) • 11" clutch (Required minimum equipment for camper) • 4.10 rear axle ratio (Opt.) • 8.00-16.5-D (8PR) tires • Heavy-duty flasher and signal switch • 50-amp. alternator • 70-amp.-hr. battery • Increased cooling

The requirements for the W200 are slightly different from those for the D200.

To haul up to a 2,500-lb. trailer, the W200 requires the following equipment:

to towing trailers. It removes the need to shift gears under most circumstances—but it, too, can be shifted to a lower gear to facilitate going up and down hills.

Avoid Overheating. The proper use of the transmission will do much to avoid this problem. Downshifting on hills permits the engine to run faster, making the fan turn faster, and thus driving more cooling air through the radiator. CAUTION: If the engine seems to be overheating—especially at higher altitudes—do not remove the radiator cap. Removing the radiator cap under these conditions will permit the coolant to boil away. This could be extremely inconvenient if there is no water readily available. Instead, stop, shift into neutral and continue to run the engine at fast idle until it cools off.

Speed. Here, again, be certain to check your state laws regarding speed limits for vehicles pulling trailers of your type. Also, before taking a trip, check the laws of the states you plan to travel through. These laws vary from state to state. Become familiar with the handling characteristics of your trailer at various speeds. Some of them may develop difficult handling traits at high speed or in high winds. Knowing these characteristics ahead of time will help you avoid getting into difficult or dangerous situations.

Signalling. It is important that you signal all of your intentions to other motorists. You constitute a good-size vehicle with your camper plus your trailer. Any unexpected move on your part can be far more difficult for other motorists to avoid than if you were simply driving a car or camper alone.

Precautions. Don't overlook the need for a spare tire for your trailer. It can have a flat, too. Be certain you have a jack and a lug wrench that will work on the trailer. Have flares or a battery-operated flashing red light to signal trouble at night. Have a fire extinguisher where it can be reached quickly and easily. Check your outside mirrors to make certain they are properly adjusted on both sides. Check the hitch, the mounting, and the safety chain. Check all of your lights and brakes regularly to make certain everything is working properly. And fasten your lap belts every time you get into your camper.

- 225 Six (Std.) • 4-spd. NP445 manual transmission or 3-speed automatic A727 • 4.88 rear axle ratio • 8.00-16.5-D (8PR) tires • Heavy-duty flasher and signal light switch • 50-amp. alternator • 70-amp.-hr. battery • Increased cooling

On both D200 & W200 models, if the trailer weight exceeds 2,500 lbs., but less than 5,500 lbs., the following additional equipment is required:

- 318 V-8 (Std. V-8 models) • 3-speed automatic A727 or 4-speed NP445 manual transmission • H.D. rear shock absorbers • 2,600-lb. rear springs • 4.1 axle ratio • 9.50-16.5-D (8PR) tires

Use load-equalizing hitch if trailer tongue weight exceeds 250 lbs. (Not supplied by Dodge.)

To haul up to 2,500-lb. trailers, the D300 uses standard equipment plus the following required equipment:

- H.D. flashers, etc. • 50-amp. alternator • 70-amp.-hr. battery • H.D. rear shock absorbers • Increased cooling

If the trailer weight exceeds 2,500 lbs., but less than 5,500 lbs., the following additional equipment is required:

- 318 V-8 (Std. V-8 models) • 3-speed automatic A727 or 4-speed NP445 manual transmission • 3,600-lb. rear springs • 4.56 axle ratio • 9.50-16.5-D (8PR) singles

Use equalizing hitch if trailer tongue weights exceed 250 lbs. (Not supplied by Dodge.)

To haul up to a 7,000-lb. trailer, use equipment as specified for 5,500-lb. trailer except for:

- 4.88 axle ratio

Bumper hitches may be used for only occasional towing of trailers having a total weight of up to 2,000 lbs. and a maximum tongue load of 80 lbs. For more frequent or continuous towing of up to 3,500 lbs. total trailer weight, a frame-mounted, non-equalizing hitch is satisfactory. Hitches for towing trailer weights of from 3,500 to 7,000 lbs. should be of the load-equalizing type and properly mounted to distribute the trailer tongue load. The trailer tongue load for this application should not exceed hitch manufacturers' recommendations.

Dodge Trucks



Camper bodies and conversions are made by numerous independent companies throughout the country and Chrysler Corporation in no way guarantees any of the bodies of conversions described in this catalog.

All product illustrations and specifications are based on authorized information. Although all descriptions are believed correct at publication approval, accuracy cannot be guaranteed. Equipment listed as "optional" or "extra" is extra-cost equipment; and some of the equipment shown on product illustrations is optional at extra cost. Dodge reserves the right to make changes from time to time, without notice or obligation, in price, specifications, colors and materials, and to change or discontinue models.

Dodge Recreational Vehicles

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