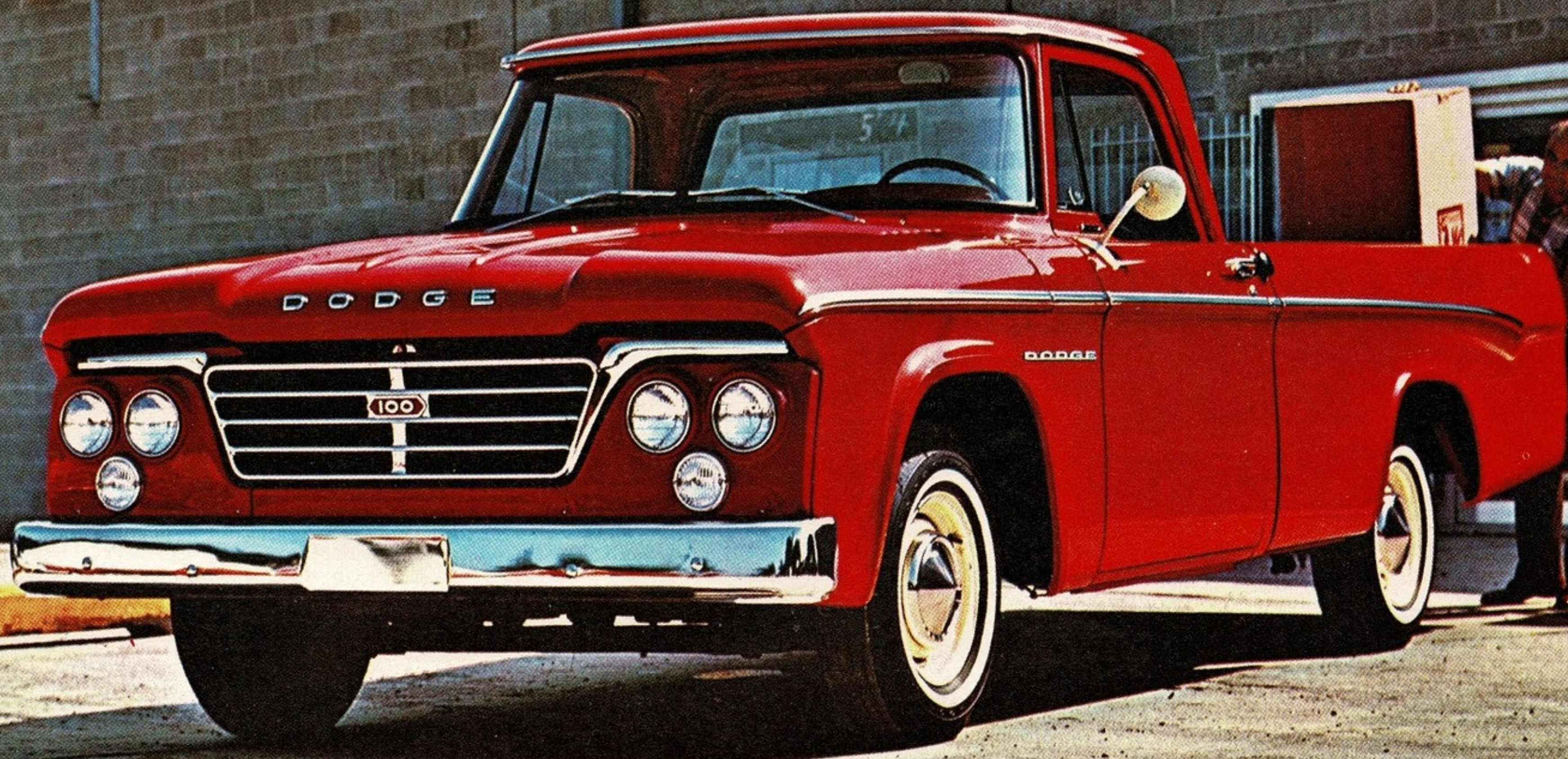


DODGE BUILDS TOUGH 1962 TRUCKS

LOW-TONNAGE MODELS

| | D-100 | D-200 | D-300 |
|-------------------|-------|-------|--------|
| MAX. GVW. LBS. | 5100 | 7500 | 10,000 |



THE TOUGH, TERRIFIC SWEPTLINE PICK-UP

Dodge

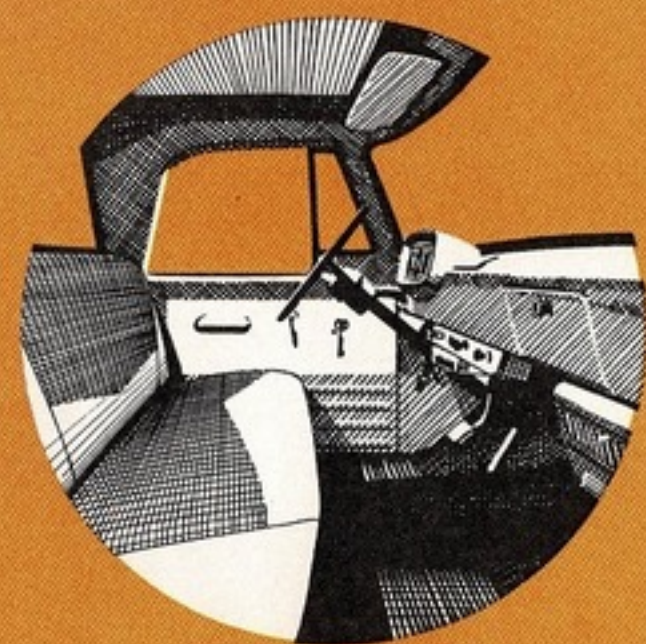
Here's the model that sets the pace for looks and load space. Smart styling that emphasizes a long, low look—drop-center frame that brings the cab close to the ground so you can step in and out almost as easily as with a passenger car. Yet, it's all truck, built to do a truck-size job around the clock. "Computer-engineered" construction tunes out vibration and body shake, to give you the quietest ride

you've ever known in a pick-up. Available with Slant Six engine to give you the benefits of compact-truck economy with the advantages of a full-size, 1962 truck—or the famous Dodge "318" V-8 engine for unmatched, over-the-road performance and power. G.V.W.'s up to 5,100 pounds in D100 model, up to 7,500 pounds in D200 model.



SLANT SIX

Here's the engine that leads the field for power and economy. Individual-cylinder manifolding gets the most from every drop of fuel. High torque output to move full-size loads. It's the engine that makes Dodge pick-ups the only full-size trucks with compact-truck economy!



INTERIORS

Fully adjustable seat, plenty of room behind the wheel, and the seat cushion is only 32 inches from the ground so you just step in and sit down! Seat cushion and seat-back covered with heavy-duty solid vinyl that wears like iron. Hiproom is more than in any passenger car.



LOAD SPACE

Highest sides, widest floor (all steel for extra durability), and a double-walled tailgate make the Sweptline cargo box best for all-around utility. In cubic feet of cargo space, it leads comparable models of other makes. Note the large rear window, slanted to reduce glare.

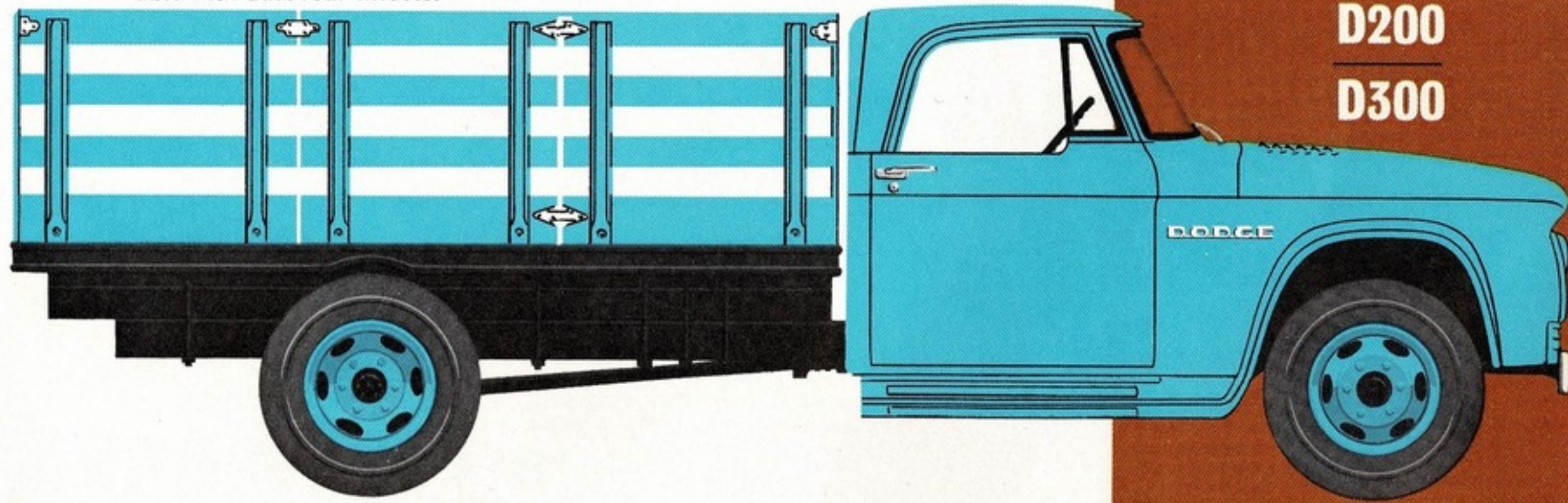
Wheelbases, 114 in. and 122 in.

D100

Wheelbase 122 in.

D200

DODGE STAKE—available in D100, D200 and D300 models, with 7½- or 9-foot body . . . 122- or 133-inch wheelbase . . . G.V.W. ratings up to 10,000 pounds. D300, shown, has truck-type straight frame and is available with dual rear wheels.

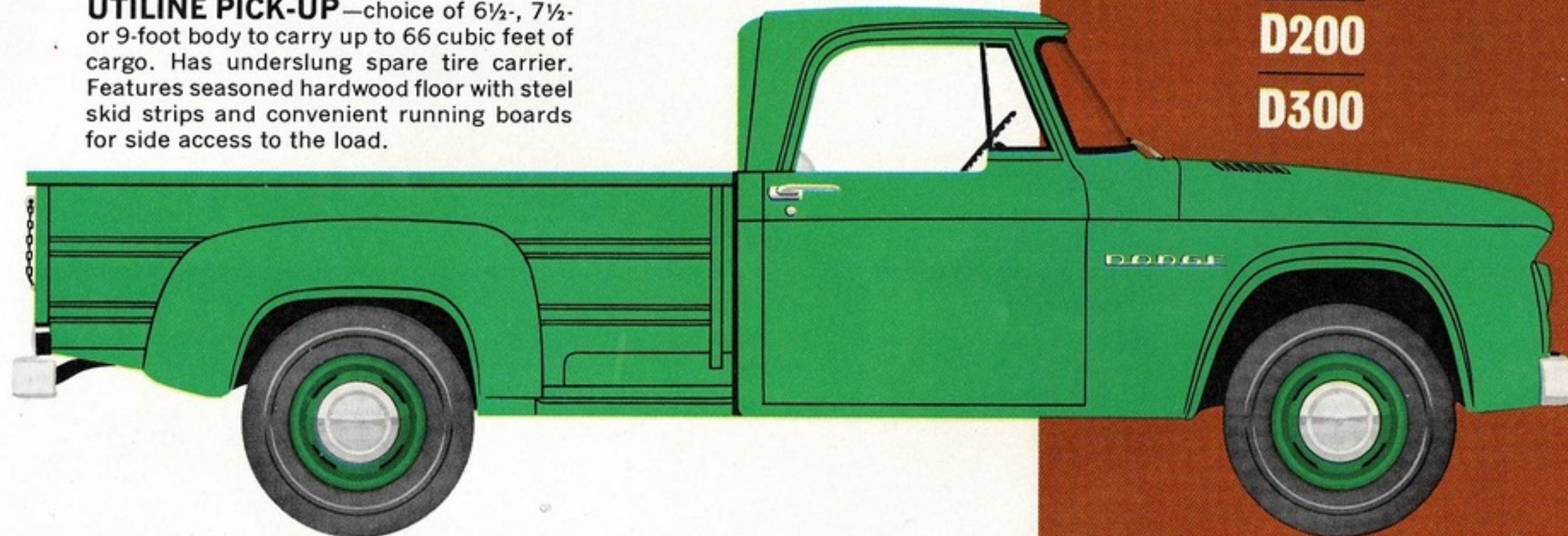


D100
D200
D300

PLUS ALL ★ ★
FIVE STAR
PERFORMERS
TO CUT HAULING COSTS

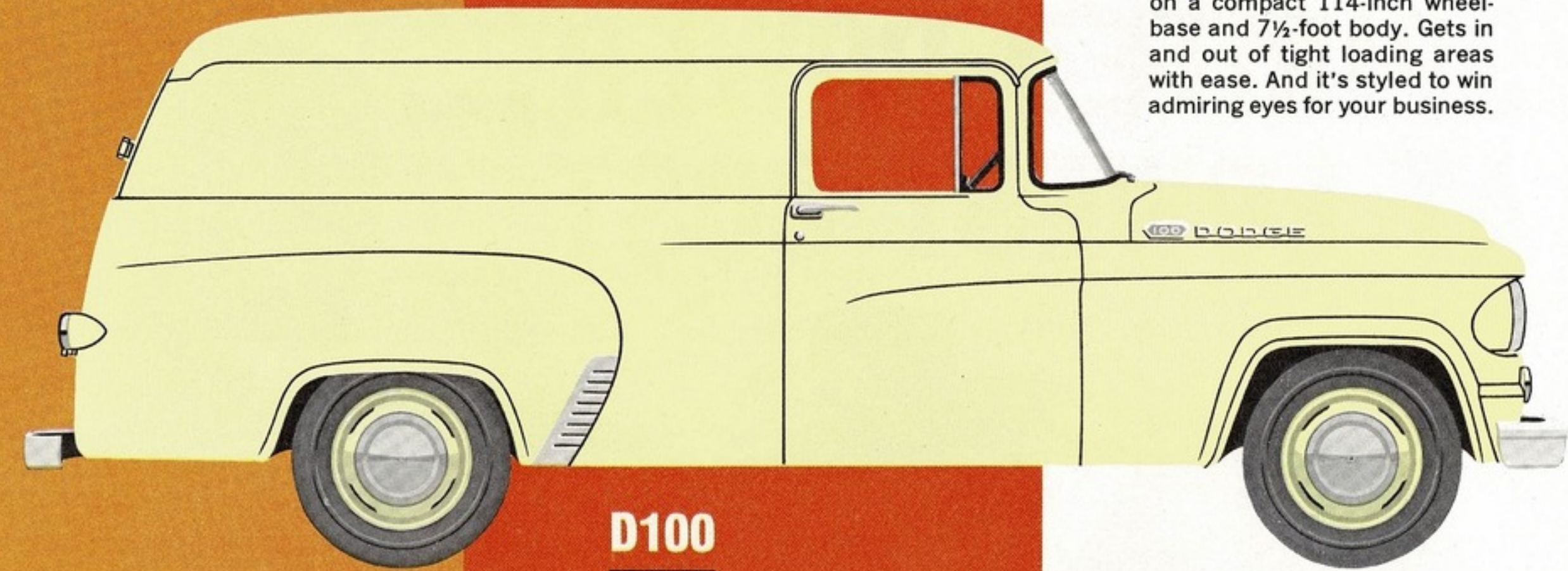
Take your pick from five Dodge low-tonnage workhorses (the Sweptline makes six)! Every one is built to do its job efficiently, economically, and to stand up and take the toughest assignments in stride. With all their utility, handsome looks and rugged construction, these all-star performers ride and handle with outstanding comfort and ease. You'll find that every one will bring you a revealing new concept of what you can expect from a 1962 low-tonnage truck when it's built by Dodge!

UTILINE PICK-UP—choice of 6½-, 7½- or 9-foot body to carry up to 66 cubic feet of cargo. Has underslung spare tire carrier. Features seasoned hardwood floor with steel skid strips and convenient running boards for side access to the load.



D100
D200
D300

DODGE TOWN PANEL—155 cubic feet of cargo space on a compact 114-inch wheelbase and 7½-foot body. Gets in and out of tight loading areas with ease. And it's styled to win admiring eyes for your business.



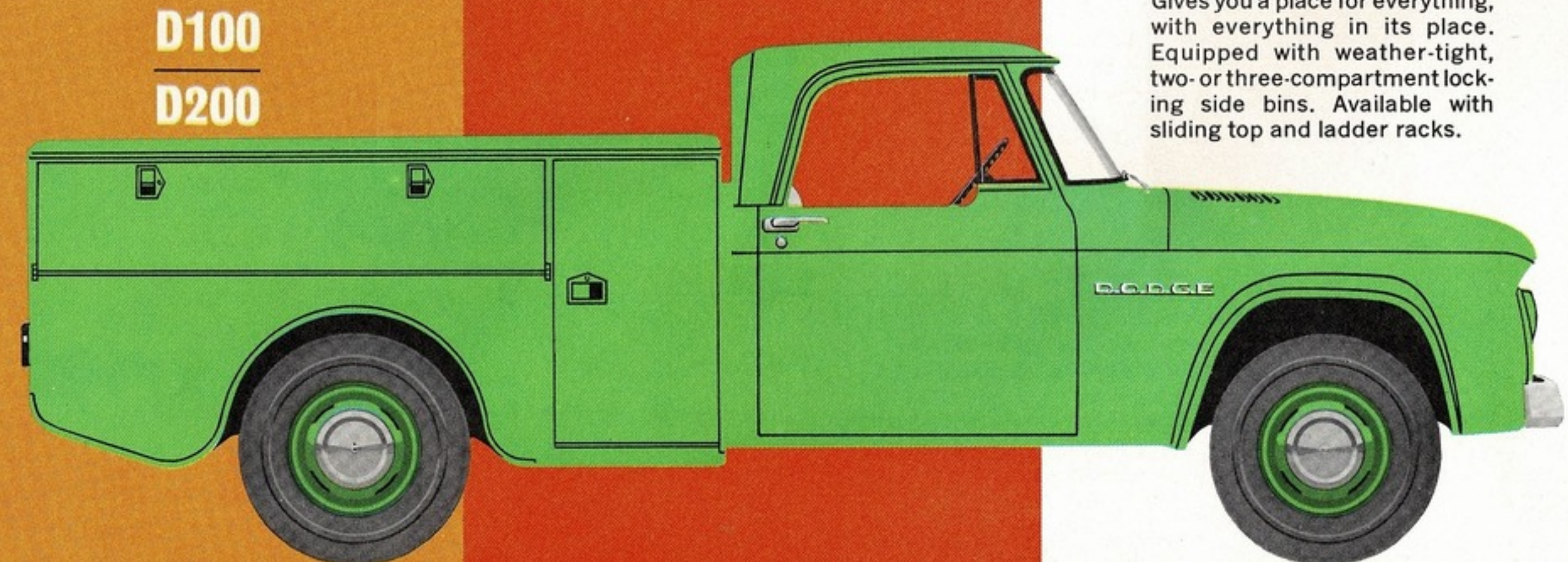
D100

DODGE TOWN WAGON—It's a working truck and a family wagon, all in one. Carries a big cargo (1,305 pounds)—seating for either 6 or 8 people. Combines all the durability and dependability of other Dodge low-tonnage models.



D100

DODGE TRADESMAN—Gives you a place for everything, with everything in its place. Equipped with weather-tight, two- or three-compartment locking side bins. Available with sliding top and ladder racks.



D100
D200

SPIRITED POWER... AT LOWEST COST



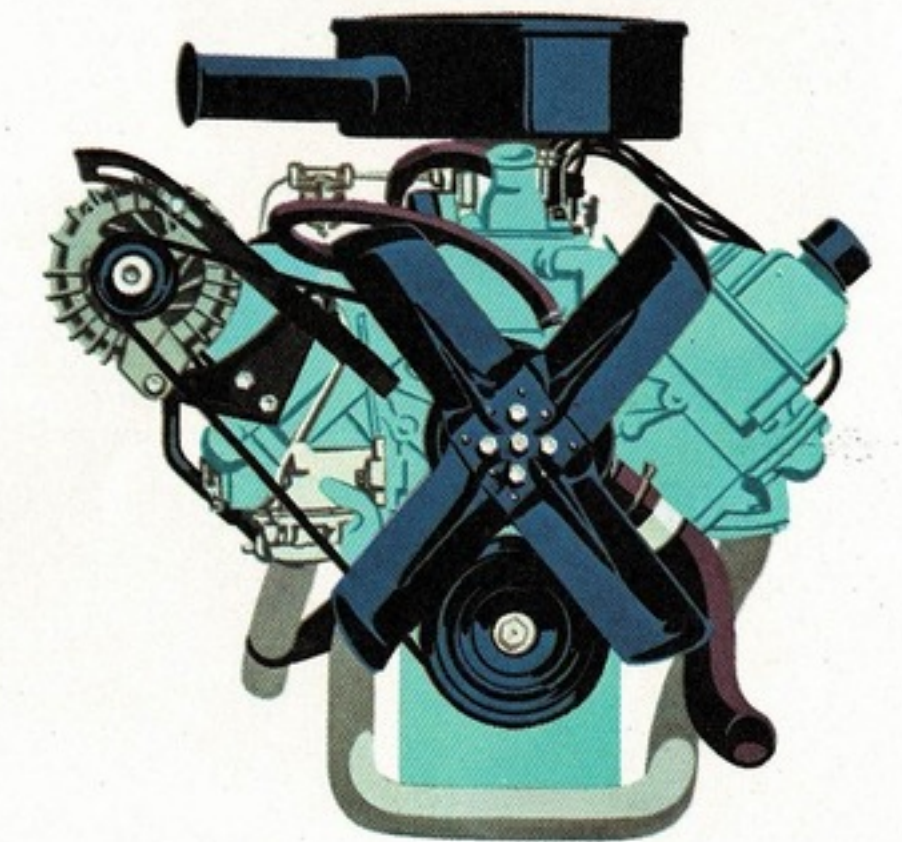
Long-branch manifolding . . . feeds the right gas-and-air mixture to each cylinder independently of the others. This eliminates the possibility of "starving" one cylinder while "overfeeding" another, increases gas mileage up to 18 percent. Gives maximum torque over wide engine speed range.

The Dodge Slant Six economy engine is unique in design, with its cylinder block inclined 30 degrees to provide room for a highly efficient long-branch manifolding system. This design also lets the engine sit low under the hood, for a low center of gravity. Modern casting methods cut dead weight. Pistons, oil- and water-pump housings, distributor, alternator and carburetor are of strong, lightweight aluminum—all of which result in a high horsepower-to-weight ratio. Accessibility of engine accessories makes servicing quick and easy.

For extra economy in light-load, stop-and-go service with high idling time, the 170-cu.-in. economy version of the Slant Six is available in D100 models.

HUSKY, 200-HP. V-8 ENGINE FOR PLUS PERFORMANCE

This rugged Dodge V-8 supplies all the power and performance you'll ever want in a low-tonnage truck. It turns out a lively 200 horsepower on regular gas, features high-compression combustion chambers to cut fuel consumption, and boasts such premium features as: rotary-type oil pump, silent-chain camshaft drive, free-turning exhaust valves and drop-forged crankshaft. This efficient V-8 is optional extra equipment for all low-tonnage models.



Two rugged O.H.V. Sixes and a power-packed V-8

O.H.V. Six—170

Displacement . . . 170.2 cu. in.
Compression ratio 8.6 to 1
Bore and stroke . . . 3.4" x 3.125"
Gross horsepower 101 @ 4000 r.p.m.
Gross torque 145 lb.-ft. @ 1600 r.p.m.

O.H.V. SIX—225

Displacement . . . 224.7 cu. in.
Compression ratio 8.2 to 1
Bore and stroke . . . 3.4" x 4.125"
Gross horsepower 140 @ 3900 r.p.m.
Gross torque 215 lb.-ft. @ 1600 r.p.m.

O.H.V. V-8—318-1

Displacement . . . 318.14 cu. in.
Compression ratio 8.25 to 1
Bore and stroke . . . 3.91" x 3.312"
Gross horsepower 200 @ 3900 r.p.m.
Gross torque 286 lb.-ft. @ 2400 r.p.m.

Automatic and Heavy-duty Manual Transmissions

LoadFlite—Long on performance and convenience. Pushbutton selection of ranges; maximum torque multiplication of 5.5 times engine torque is always available for starting.

Three-speed Synchro-shift, Heavy-duty is standard on D100 and D200 models. Exceptionally strong, accommodates peak, low-tonnage operations. Features a 3.02 low-gear ratio; a true, heavy-duty truck transmission.

Three-speed Synchro-shift, Extra-heavy-duty Floor Shift is available on D300 models to satisfy heavy load requirements. Makes an excellent stop-and-go transmission.

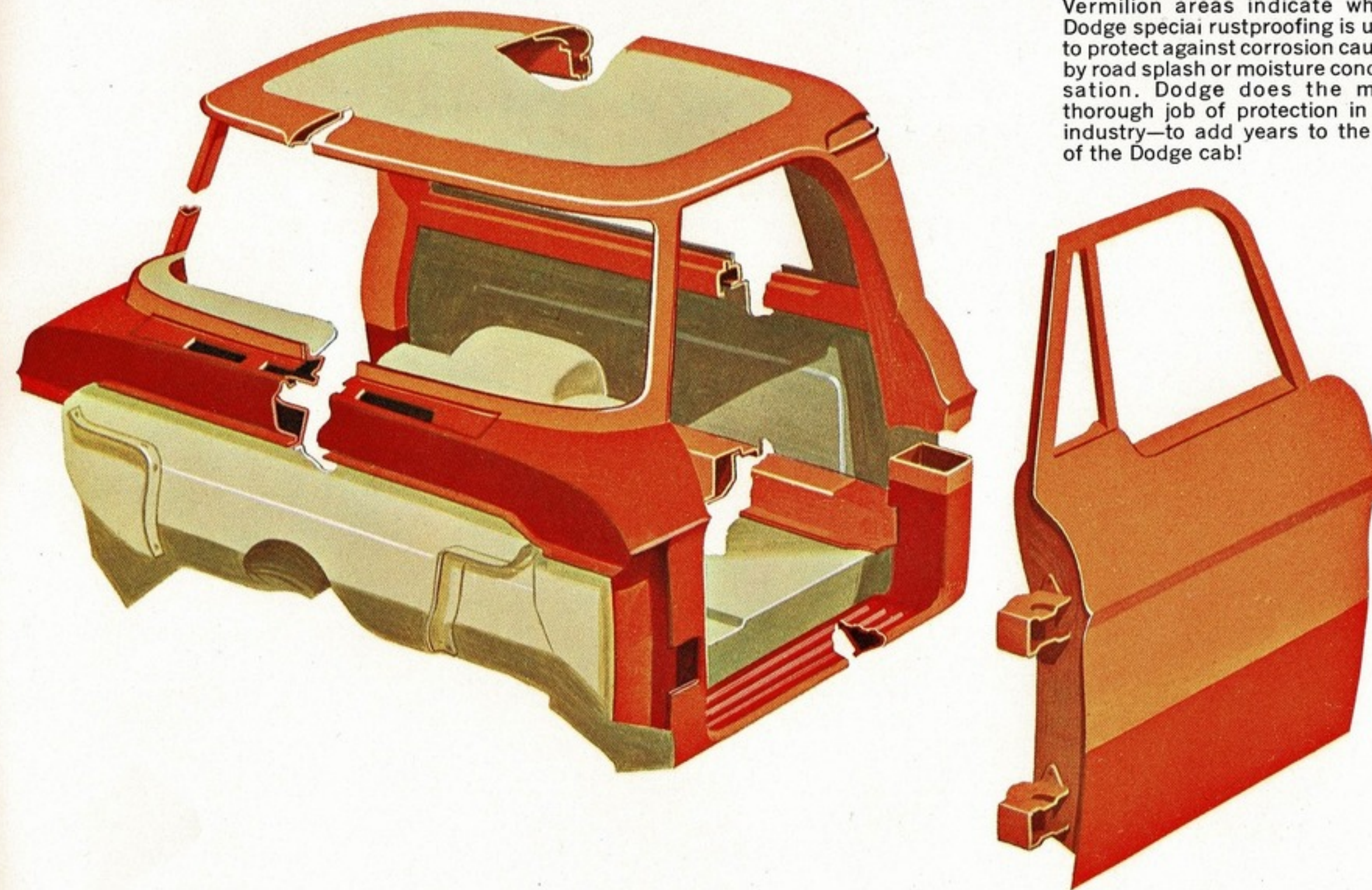
Four-speed Synchro-shift is standard on D300 models, available on D100 and D200 models. Features power-take-off on right side and floor-mounted shift lever.

ENGINE MOUNTINGS for Six or V-8 engines help "tune out" motor noises and vibrations before they reach the cab. Engine and chassis motion actually damp one another to effectively absorb both high- and low-frequency vibrations.

LASTING STRENGTH SOLID COMFORT...



Dodge driverized cabs give equal billing to solid comfort and lasting strength. As you step in and sit down, you find room to spare, seats designed for all-day driving or riding comfort, instruments designed and arranged for fast, easy reading. The fully adjustable seat can be positioned to suit your height and build. Visibility is excellent in all directions. Steering wheel attitude is designed for a natural position—with plenty of kneeroom under it. And notice the extra-wide door opening and built-in step—for natural movement in and out of the cab. Dodge has thought of everything—planned everything so that both driver and passengers will enjoy the maximum possible comfort. And as for lasting strength—read the details on the next page.



Rugged and Rustproofed! Orange-colored areas show where box-section beams are used—welded together into one solid integral unit. Vermilion areas indicate where Dodge special rustproofing is used to protect against corrosion caused by road splash or moisture condensation. Dodge does the most thorough job of protection in the industry—to add years to the life of the Dodge cab!



"TUNED" CAB MOUNTS

Thick rubber cab mounts are used by Dodge to minimize road shock and vibration. These are located by electronic analysis of the quiet points to "tune out" vibration, help provide an amazingly quiet, easy ride.

Dodge Conventional Cabs are of all-welded, box-section construction—the strongest type known. Actual, on-the-road tests by Dodge engineers show the present Conventional Cab to have three times the service life of the previous cab. In the diagram, orange- and vermilion-colored areas on the cab show the extent of box-section structural members in roof rails, door posts, windshield posts, step well, and across the rear at both floor level and belt line. It's really solid and shakeproof. And doors can't sag with those husky hinges bolted to massive, box-section door pillars. Outside mirror is anchored to the door hinge box—no dancing rear view from this mounting.

The cowl section, built as a box section, functions as a plenum chamber for heating and ventilating. It's primed inside to prevent rust. So are the insides of both doors, twelve inches up from the bottom. The inside surface of the rocker panel gets a coat of rustproof primer, too, and extra protection with a coat of hot wax.

Expandable sealing compound at weld joints seals these joints effectively against air, dust and water. So effective is this sealing that you enjoy warm comfort in cold weather with the heater just loafing along.

... AND
HERE ARE
COMFORT
ADVANTAGES
YOU CAN
MEASURE

ADJUSTABLE SEAT

Seat has five inches of fore-and-aft adjustment, vertical adjustment of one inch, and forward-and-backward tilt positions—to give just-right comfort for all.



LOW CAB

Floor and seat cushion are nearer the ground than with any comparable truck, for easiest entry and exit. Plenty of headroom, without sacrifice in ground clearance.



WIDE AXLES

All Dodge low-tonnage models feature wide axles to provide exceptional stability on all roads; easy maneuverability, even when carrying a full-capacity payload.





ALTERNATOR

Provides charging current for the battery, even with the engine idling. Lighter in weight than a generator, needs less maintenance, lasts up to three times longer than a generator. Batteries last longer, too.



EASY BRAKING

Large brake lining areas, large brake pedal make your Dodge low-tonnage truck easy to stop. Pedals are suspended, too, for more mechanical leverage and better cab sealing against drafts and dust at the toeboard.



RIGID, DEEP-SECTION FRAME

Viewed from above, side rails are straight. Top and bottom flanges are extra wide. Six crossmembers provide exceptional rigidity. Drop-section under cab lowers cab to provide ease of entry and exit. D300 uses straight truck-type frame for easy and inexpensive mounting of special bodies.



DUAL REAR WHEELS

Available on model D300, for good traction, flotation, and maximum load-carrying capacity. Permit lower loading height because of smaller tires. Improve stability, especially with high-van bodies.



EASY CLUTCH ACTION

Suspended-pedal design, over-center spring, and a long-stroke, hydraulic master cylinder combine to provide easier clutch operation than in most passenger cars. Clutch facing is long-wearing asbestos.



SEPARATE PARKING BRAKE

The Dodge parking brake is entirely separate from service brakes. The driver may turn the knob on set-release lever to take up cable slack—keep parking brake in perfect adjustment at all times.



SHOCK ABSORBERS

Oriflow design adjusts automatically to the control required... little control on smooth roads to let springs give a floating ride and lots of control on rough washboard roads to keep truck and cargo from bouncing.

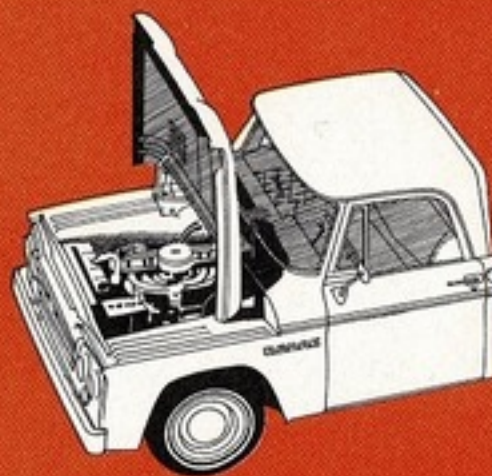


SOFT-RIDE SPRINGS

Front and rear springs are extra wide, extra long—with low deflection rate, provide a softer ride. D100 and D200 rear springs are of the progressive type and provide outstanding ride, loaded or unloaded.

ONLY DODGE

BUILDS ALL THESE GREAT FEATURES INTO ITS 1962 LOW-TONNAGE TRUCKS!



EASY SERVICING

The Dodge hood opens to 45° or straight up to expose the entire engine compartment up to the firewall—no head-bumping nor neck-cranning. Handy tool shelf along both sides of the engine compartment.

STANDARD CAB EQUIPMENT—Ash tray • Domelight • Woven fiber headlining with latex backing (Mead-board headlining on Town Wagon and Town Panel) • Embossed metal door panels • Fiberboard door panels (Town Wagon and Town Panel) • Gray and Black vinyl seat upholstery • Cotton-sisal seat and seat-back padding • Rubber floor mat • Sun visor on driver's side • Fully adjustable seat • Concealed step • Suspended clutch and brake pedals • 1064-sq.-in. windshield area • 1023-sq.-in. windshield area (Town Wagon and Town Panel) • Pull-type exterior door handles • Key lock in right door (Key lock left and right door Town Wagon and Panel) • Safety door latch • Outside-mounted rear-view mirror • Windshield wipers, dual, single-speed electric (Town Wagon and Panel variable speed) • Driver-adjustable handbrake lever • Sound-deadener on cab floor, cowl sides • Rustproofed body • Hooded instrument cluster • Deep-center steering wheel • Roomy dispatch box • High-level fresh-air intake.

CUSTOM CAB EQUIPMENT—Following items replace, or are in addition to STANDARD CAB EQUIPMENT. Dual armrests • Dual sun visors • Cigar lighter • Insulated dash liner • Foam-rubber seat and seat-back pads • Roof insulation • Sound-deadener under seat • Insulated floor mat • Bright-metal drip moldings (except Town Wagon and Panel) • Chrome-plated grille • Left and right door key locks • Custom seat upholstery • Custom Cab emblem.

TOWN WAGON AVAILABLE ONLY WITH CUSTOM CAB EQUIPMENT. TOWN PANEL AVAILABLE ONLY WITH STANDARD CAB EQUIPMENT.

DODGE DIVISION OF CHRYSLER CORPORATION

The policy of Dodge Division of Chrysler Corporation is one of continual improvement in design and manufacture wherever possible to assure a still finer truck. Hence, specifications, equipment and prices are subject to change without notice.

| MODEL | D100 | D200 | D300 |
|----------------------------------|---|---------------------------------------|--------------------------|
| Air Cleaner— | 1 pint, oil-bath (6-cyl.) dry paper element (V-8) | | |
| Alternator— | 12-volt, 35 amps. | | |
| Axle, Front | I-Beam | | |
| Capacity | 2,500 lbs. | 2,800 lbs. | 3,800 lbs. |
| Axle, Rear | Single-speed Semi-floating, hypoid | Single-speed Full-floating, hypoid | |
| Capacity | 3,600 lbs. (3) | 5,500 lbs. (3) | 7,500 lbs. (3) |
| Ratios (to 1) | 3.58, 3.91 (3), 4.56 | 4.1 (3), 4.88 | 4.88 (3), 5.87 (6) |
| Battery— | 12-volt—48 amp.-hour | | |
| Brakes, Service— | Hydraulic | | |
| Size—Front | 11" x 2.25" | 12.12" x 2" | 12.12" x 2" |
| —Rear | 11" x 2" | 12.12" x 2" | 13" x 2.5" |
| Total Lining Area—sq. in. | 191.8 | 199.8 | 234.2 |
| Brakes, Parking | Independent, driver-adjustable | | |
| Size | 7" x 2" (LoadFlite or A745 trans.) 8" x 2.5" (T87E or NP420 trans.) | | |
| Brakes, Power—Extra | None | Vacuum | |
| Size | — | 6.125" diaphragm | |
| Clutch— | Single-plate, dry disc | | |
| Diameter & Area | 10"—100.5 sq. in. (6-cyl.) | 11"—123.7 sq. in. (V-8) | 11"—123.7 sq. in. |
| Cooling System—Capacity | 13 qts. (6-cyl.) 20 qts. (V-8) | | |
| Engines—6-cyl.—Std. | 140-hp., 225-cu.-in. displ. | | |
| —6-cyl.—Extra | 101-hp., 170-cu.-in. displ. (4) | — | — |
| —V-8—Extra | 200-hp., 318.14-cu.-in. displ. | | |
| Frame— | Drop-center | | |
| Section Modulus | 2.56 (114" wb.) 2.84 (122" wb.) | 3.43 | Straight |
| Fuel Tank—Capacity | 18 gals. (17 gals. T. Wagon, T. Panel) | | 18 gallons |
| Location | Inside cab, behind seat (5) | | |
| Shock Absorbers— | Chrysler Oriflow | | |
| Springs, Front—Capacity—Std. | 1,025 lbs. | 1,025 lbs. | 1,250 lbs. |
| —Extra | 1,250 lbs. | 1,250 lbs. | 1,500 lbs. |
| Springs, Rear—Capacity—Std. | 1,100 lbs. | 1,500 lbs. | 2,050 lbs. |
| —Extra | 1,400 lbs. (1), 1,750 lbs. | 1,950 lbs., 2,600 lbs. | 3,000 lbs., 3,600 lbs. |
| Steering— | Recirculating ball | | |
| Power Steering | Available as extra equipment (V-8) | | |
| Transmission—Std. | 3-spd. syn. (A745) | 3-spd. syn. (A745) | 4-spd. syn. (NP420) |
| —Extra | 4-spd. syn. (NP420) | 4-spd. syn. (NP420) | 3-spd. syn., H.D. (T87E) |
| Automatic—Extra | 3-spd. "LoadFlite" | 3-spd. "LoadFlite" | 3-spd. "LoadFlite" |
| Tires— | Tubeless | | |
| Std.—Front & Single Rear | 6.70-15-4 (2) | 6.50-16-6 | 8-17.5-6 |
| Max. available—Front & Sgl. Rear | 6.50-16-6 | 8-19.5-8 | 8-19.5-8 |
| —Frt. & Dual Rear | — | — | 8-17.5-8 |
| Wheels & Rims—No. & Type | 5, 5-stud disc | 5, 8-stud disc | 5, 6-stud disc |
| Windshield Wipers— | Dual electric | | |
| Std. | Single-speed | | |
| Extra | Variable-speed | | |

(1) Standard on Town Panel or Town Wagon. (2) 7.10-15-4 is the minimum tire recommended and available for Town Panel or Town Wagon. (3) Anti-spin differential available. (4) For light loads and prolonged idling operation, 4,300-lb. G.V.W. only. (5) Alt of rear axle on Town Wagon and Town Panel. (6) 5.87 ratio N.A. w./Utiline w./dual rear wheels.

PICK-UP BODY DIMENSIONS

| Body Type | UTILINE | | | | SWEPTLINE | | |
|--------------------------------|---------|---------|---------|----------|-------------|-------------|--|
| | D100 | D200 | D300 | D100 | D200 | D300 | |
| Wheelbase | 114" | 122" | 122" | 114" | 122" | 122" | |
| Nominal inside length (ft.) | 6½ | 7½ | 7½ | 6½ | 8 | 8 | |
| Inside length | 78½" | 90" | 90" | 78½" | 98½" | 98½" | |
| Inside width (max.) | 54" | 54" | 54" | 77¾" (1) | 77¾" (1) | 77¾" (1) | |
| Width between wheelhousings | 49" | 49" | 49" | 49" | 49" | 49" | |
| Height-top of sides & tailgate | 20" | 20" | 20" | 20" | 20" | 20" | |
| Capacity—(water level) cu. ft. | 47.25 | 54.75 | 54.7 | 66.12 | 84 | 84 | |
| Stake pockets—size (inches) | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ | 2½ x 1½ (2) | 2½ x 1½ (2) | |
| —center to center, sides | 75" | 87" | 87" | 75½" | 44½"—50½" | 44½"—50½" | |
| —center to center, back | 57½" | 57½" | 57½" | 67½" | 67½" | 67½" | |

(1) Maximum inside width measured at the floor. (2) Six stake pockets on 122" wb. models. Center pockets are 2 21/32" x 1 1/16".

TOWN PANEL DIMENSIONS

| | |
|--|-------|
| Wheelbase | 114" |
| Load length at floor (seat in center pos.) | 94½" |
| Interior height | 52¾" |
| Floor width, maximum | 65¾" |
| Inside wheelhousings | 50¾" |
| Rear doors, width (max. @ floor) | 50¾" |
| Load space (cubic feet) | 155 |
| Outside width (rear fenders) | 75½" |
| Maximum over-all length | 197½" |

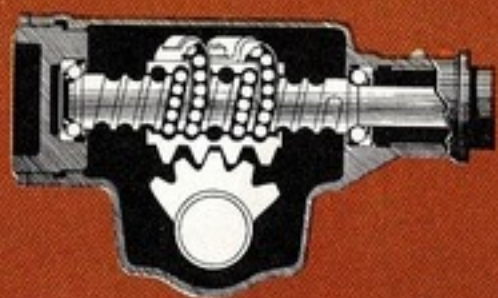
STAKE BODY DIMENSIONS

| Model | D100 | D200 | D300 |
|-----------------------------|--------|--------|--------|
| Wheelbase | 122" | 122" | 133" |
| Nominal body length | 7½' | 7½' | 9' |
| Outside length | 90" | 90" | 108" |
| Inside length | 88½" | 88½" | 106½" |
| Inside width | 78" | 78" | 82" |
| Height of sides | 30" | 30" | 40" |
| Inside floor area (sq. ft.) | 48 | 48 | 60½ |
| Stake pockets—size (in.) | 1½ x 3 | 1½ x 3 | 1½ x 3 |
| Stake rack lengths—Sec. 1 | 44¾" | 44¾" | 35½" |
| —Sec. 2 | 44¾" | 44¾" | 35½" |
| —Sec. 3 | — | — | 35½" |

TOWN WAGON DIMENSIONS

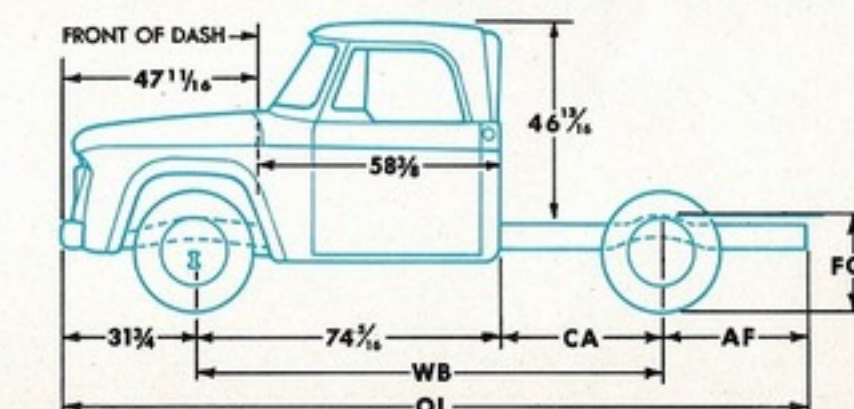
| | |
|---|---------------|
| Wheelbase | 114" |
| Seating capacity | 6- or 8-pass. |
| Seat height—driver's seat | 15½" |
| —center and rear seat | 14½" |
| Seat width—driver's seat | 36½" |
| —aux. folding pass. seat | 18" |
| —center seat | 36½" |
| —rear seat | 51" |
| Load space—center and rear seat removed | 94½" |
| —rear seat only removed | 58½" |

All other interior dimensions are the same as the Town Panel dimensions.



EASY STEERING

Ball-bearing-type steering gear with high ratio provides unmatched steering ease. Flexible coupling in steering-gear column permits ideal steering-column alignment, insulates wheel shock from the driver's hands.



CHASSIS-CAB DIMENSIONS

| MODEL | D100 | D200 | D300 |
|-------------------------------|-------|-------|-------|
| WB—Wheelbase | 114" | 122" | 122" |
| CA—Cab-to-axle | 40" | 48" | 60" |
| AF—Rear axle to end of frame | 39¾" | 51¾" | 46¾" |
| OL—Over-all length | 185½" | 205½" | 212½" |
| FGR—Frame to ground, rear (1) | 20¾" | 23¾" | 25¾" |
| TF—Tread, front (1) | 63¾" | 64¾" | 65¾" |
| TR—Tread, rear (1) | 62¾" | 63¾" | 64" |
| OH—Over-all height (1) | 67¾" | 69¾" | 75½" |

(1) Dimensions based on Chassis-Cab model, shortest wheelbase equipped for max. G.V.W. rating and loaded to that rating.

D100 D200 D300

SPECIFICATIONS

