



**turn
here** *for the facts on
the newest, most
advanced line of
dependable*

Dodge
commercials

**turn
here**



*for the
new
Dodge
Power
Giants
24,500 lbs.
G.V.W.*

**turn
here**

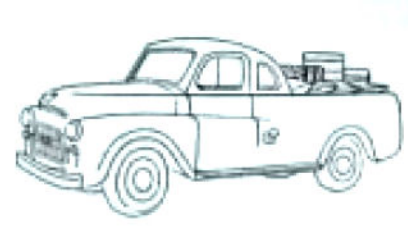
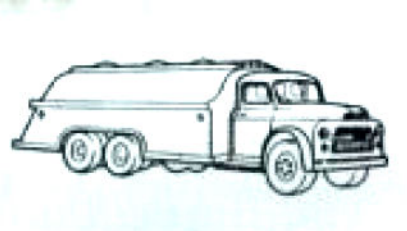
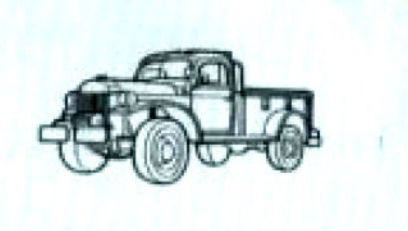
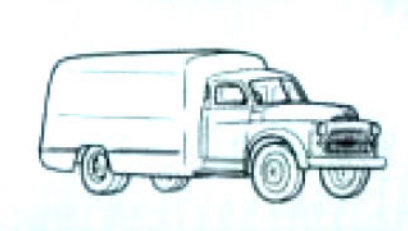


*for the
most
dependable
units of
12,500 lbs.
19,500 lbs.
21,500 lbs.
22,000 lbs.
G.V.W.*

**turn
here**



*for
everything
you need
in models
of
5,500 lbs.
7,500 lbs.
8,000 lbs.
G.V.W.*



THE FORWARD LOOK

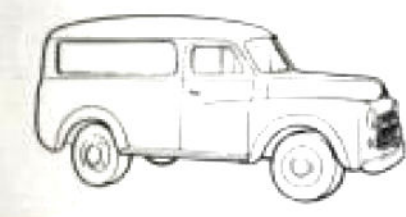
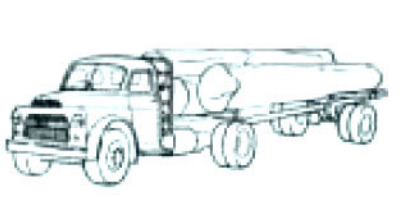
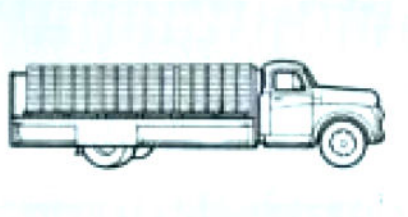
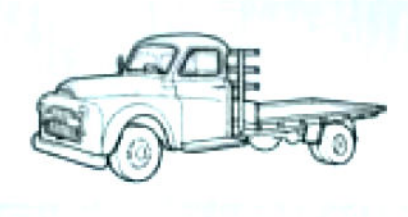


in commercial vehicles from

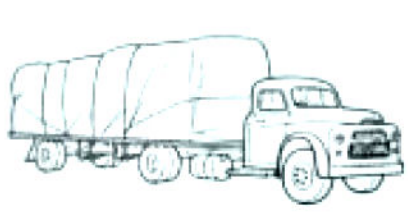
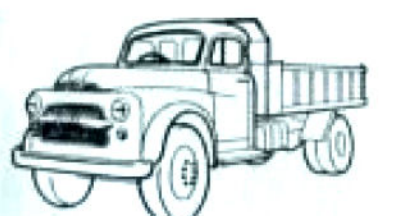
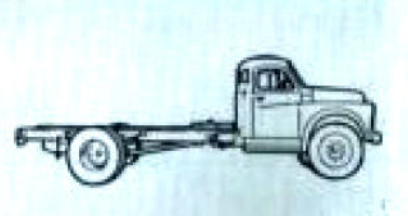
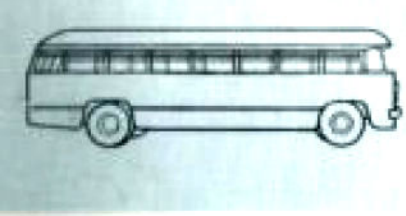
Chrysler Australia Limited



**turn
here**



**9 Wheelbases
G.V.W.'s from 5,500 lbs.
to 24,500 lbs**

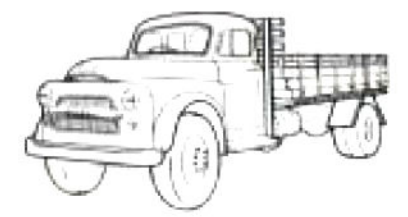


First came the Forward Look in passenger cars, with the introduction of the brilliant Chrysler Royal . . . Then came Australia's first, full-size, factory produced station wagon, Chrysler Plainsman.

*for the
new
**Dodge
Power
Giants**
24,500 lbs.
G.V.W.*

Now, Chrysler Australia again steps ahead with the Forward Look in commercial vehicles . . . a big line of modern Dodge trucks, which includes the completely new V-8 Power Giant series.

The new Dodge trucks are built better in so many practical ways . . . power, economy, dependability, payload - capacity, safety, handling ease and driver comfort. In all, the Forward Look in commercial vehicles adds up to a better deal all round for owners of all makes.



**mighty economy
mighty power!**



giants in dependable work-power with
Australia's newest **V8** truck engine

Heart of the Power Giants is a mighty O.H.V. V-8 motor, designed specifically for truck work and of heavy-duty construction throughout. Brilliant Chrysler engineering has achieved that sought-after, but hard-to-find combination of high power and high economy. The overall design plus a compression ratio of 7.5 to 1 provides this magnificent performance on standard or premium fuels. In the exclusive Chrysler V-8 design, intake and exhaust valves are on opposite sides of the combustion chamber. This allows the valves to be large (yet with plenty of room for water cooling), to open wide for better intake and full, fast exhaust. Hydraulic tappets also contribute to better engine performance. They aid in better engine "breathing" by minimising the overlap in valve operation. In addition, mechanical adjustment is not needed to maintain proper clearance between the tappet and valve stem. This is automatically taken up by the oil and constantly readjusted each time the valve opens and closes. They are also quieter, bring about smoother engine idling, add miles to valve life.

Dome-shaped combustion chambers mean there are no pockets where carbon can collect. Chrysler V-8 engines keep their like-new performance. Each cylinder is supplied with fuel-air mixture from separate manifold sections—no combustion chambers are "starved". This means more power and efficiency.



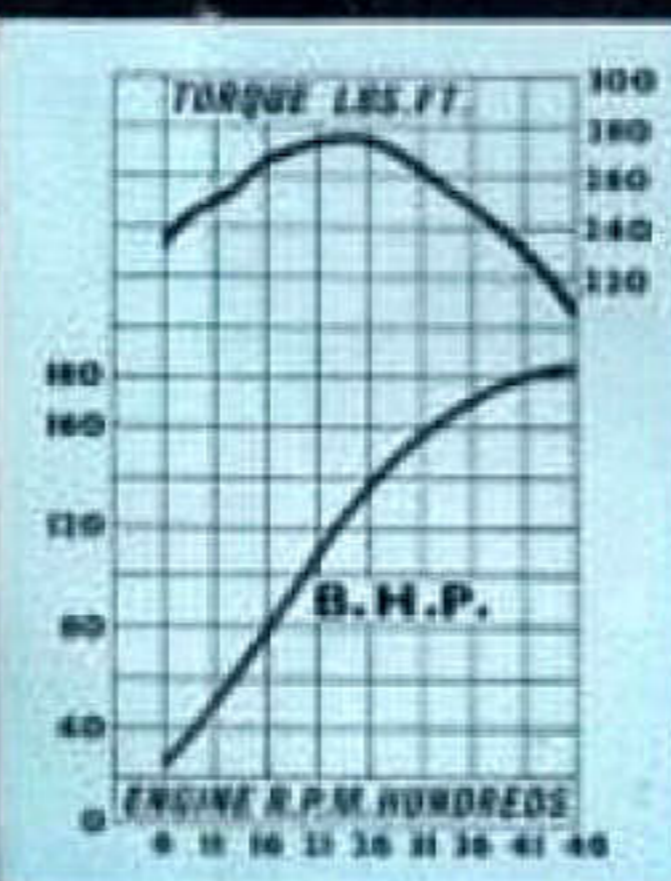
For V-8 performance that obsoletes all previous Australian standards, get a Dodge Power Giant to work on your job.

**V-8
POWER
at its best**

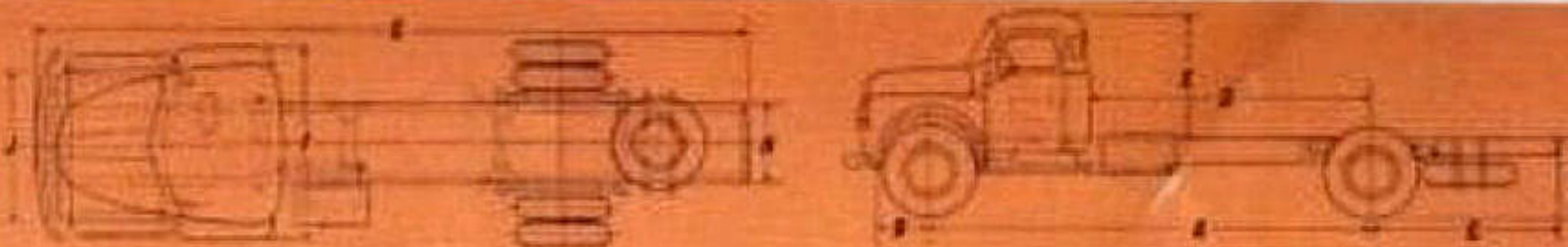
OVER-SQUARE DESIGN. Bore $3\frac{1}{8}$ ". Stroke $3\frac{1}{8}$ ". Displacement 303 cu. ins. **MIGHTY "WORK-POWER"**. B.H.P. 181 @ 4,400 rpm. Max. torque 276 lbs. ft. @ 2,400 rpm. Taxable H.P., 46.45.

ADEQUATE COOLING FOR ALL CONDITIONS. Centrifugal water pump driven by two V belts, 4 blade, 18" dia. fan. Radiator frontal area 503 sq. ins. Water jackets surround each cylinder and for their full length. Full cooling also for valves and combustion chambers. By-pass system speeds engine warm-up.

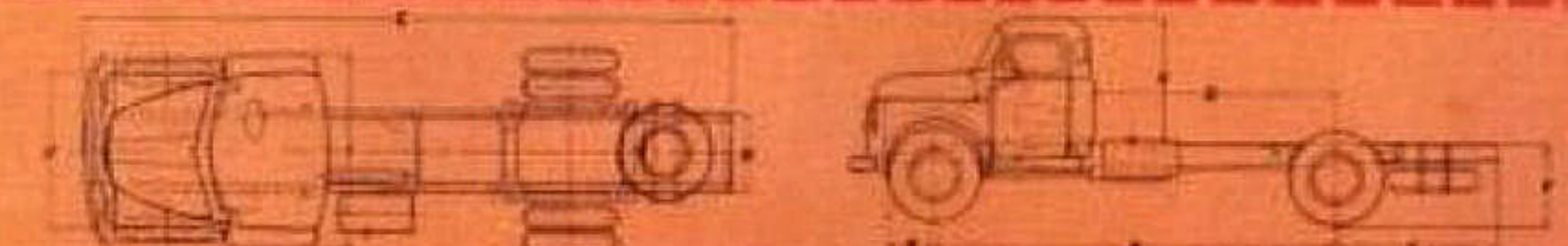
I-BEAM CONNECTING RODS, short and rigid, for extreme strength without excess weight. **PISTONS** of aluminium alloy reduce bearing load. **PISTON RINGS**, 2 compression, 1 oil control. Top ring chrome-plated for perfect seal.



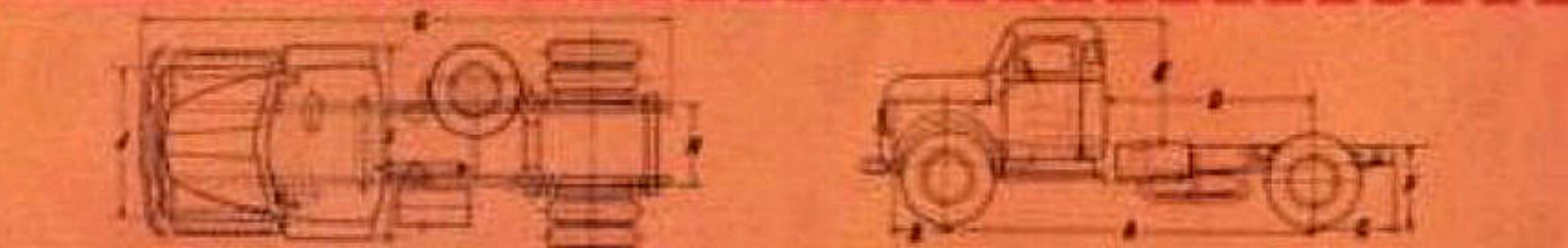
Look at the **work capacity** of the Dodge Power Giants



A (Wheelbase)	190"	D	120 $\frac{1}{2}$ "	G (Overall)	207 $\frac{1}{2}$ "
B (To C/L of front spring eye)	22 $\frac{1}{2}$ "	E	53 $\frac{1}{2}$ "	H	24 $\frac{1}{2}$ "
C	85 $\frac{1}{2}$ "	F (Normal loading height)	33 $\frac{1}{4}$ "	I	82 $\frac{1}{2}$ "
				J (Tread at ground)	47 $\frac{1}{2}$ "



A (Wheelbase)	175"	D	105 $\frac{1}{2}$ "	G (Overall)	202 $\frac{1}{2}$ "
B (To C/L of front spring eye)	22 $\frac{1}{2}$ "	E	55 $\frac{1}{2}$ "	H	24 $\frac{1}{2}$ "
C	72 $\frac{1}{2}$ "	F (Normal loading height)	33 $\frac{1}{4}$ "	I	82 $\frac{1}{2}$ "
				J (Tread at ground)	67 $\frac{1}{2}$ "



A (Wheelbase)	160"	D	90 $\frac{1}{2}$ "	G (Overall)	221"
B (To C/L of front spring eye)	22 $\frac{1}{2}$ "	E	52 $\frac{1}{2}$ "	H	24 $\frac{1}{2}$ "
C	34 $\frac{1}{2}$ "	F (Normal loading height)	33 $\frac{1}{4}$ "	I	82 $\frac{1}{2}$ "
				J (Tread at ground)	67 $\frac{1}{2}$ "

IMPORTANT SPECIFICATIONS

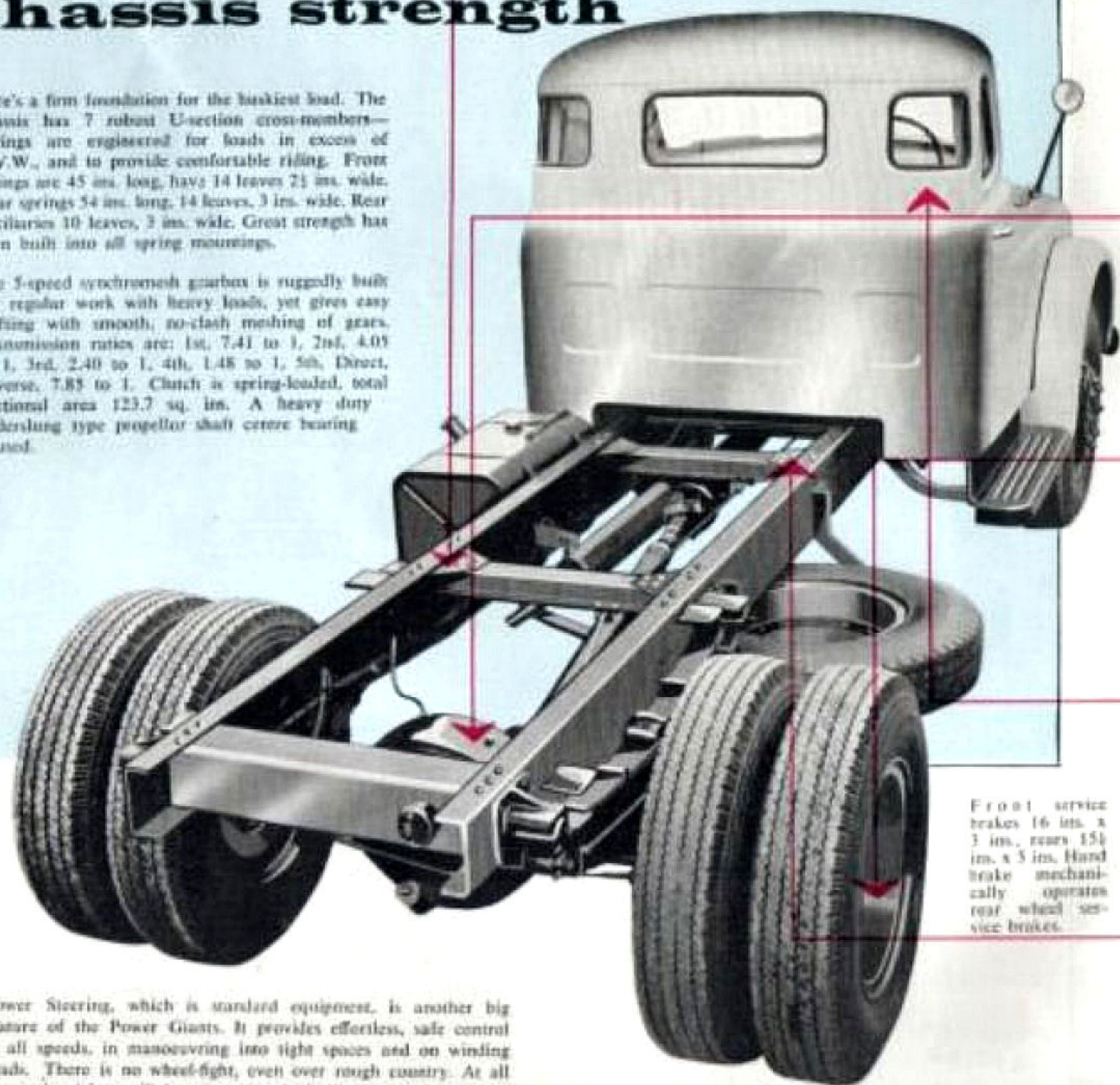
Model	W.B.	G.V.W. lbs.	Tare Weight lbs.	Allowable for Body & Payload lbs.	Axle Capacities lbs.		Standard Tyre Equipment
					F	R	
9-60	160"	24,500	7,250	17,250	7,280	18,500	6-9.00 x 20 x 12-ply Carrying capacity 25,680 lbs.
9-75	175"	24,500	7,320	17,180	7,280	18,500	
9-90	190"	24,500	7,390	17,110	7,280	18,500	

Gross Combined Weights for Power Giants, 48,000 lbs.

a giant in chassis strength

Here's a firm foundation for the heaviest load. The chassis has 7 robust U-section cross-members—Springs are engineered for loads in excess of G.V.W., and to provide comfortable riding. Front springs are 45 ins. long, have 14 leaves 2½ ins. wide. Rear springs 54 ins. long, 14 leaves, 3 ins. wide. Rear auxiliaries 10 leaves, 3 ins. wide. Great strength has been built into all spring mountings.

The 5-speed synchromesh gearbox is ruggedly built for regular work with heavy loads, yet gives easy shifting with smooth, no-clash meshing of gears. Transmission ratios are: 1st, 7.41 to 1, 2nd, 4.05 to 1, 3rd, 2.40 to 1, 4th, 1.48 to 1, 5th, Direct, Reverse, 7.85 to 1. Clutch is spring-loaded, total frictional area 123.7 sq. ins. A heavy duty underslung type propeller shaft center bearing is used.



Front service brakes 16 ins. x 3 ins., rears 15½ ins. x 5 ins. Hand brake mechanically operates rear wheel service brakes.

Power Steering, which is standard equipment, is another big feature of the Power Giants. It provides effortless, safe control at all speeds, in manoeuvring into tight spaces and on winding roads. There is no wheel-fight, even over rough country. At all times, the driver still has the normal "feel" of control.



Heavy frame with coil roll 10" x 2" x .312" plus .187" reinforcement



18,500 lb. capacity Eaton 2-speed, electric shift, spiral hand, rear axle housing 6.50 and 8.87:1



Frontal locking. Total size 480 sq. ins. Tandem Hydraulic Booster. Standard equipment.



Power Steering makes light work of long distance haulage with heavy loads.



Eaton 5-speed synchromesh gearbox.

and for your toughest "off-the-road" problems

Dodge

4 wheel drive power wagon



A "go-anywhere," cross-country vehicle available with a wide range of special equipment to suit every need. The 126 in. w.b. Power Wagon is available as chassis and cab, or with an Express Pick-up body, inside dimensions 95 ins. x 64½ ins. x 22 ins. The 4-speed transmission and 2-speed transfer case provide, in 4-wheel drive, 8 forward, 2 reverse speeds, with final drive ratios ranging from 5.83 to 1 to 76.33 to 1 forward, 94.27 reverse. Power unit is the Dodge 6 cyl., 114 bhp. @ 3,600 rpm. Max. torque, 201 lbs. ft. @ 1,400 rpm. G.V.W. is 9,500 lbs. Frame of rugged, double-drop design—Hydraulic brakes have ample safety-margin.

EQUIPMENT TO MATCH SPECIAL NEEDS.



The picture (above) shows the Power Wagon fitted with some of this wide range of special equipment which is available at extra cost. The range includes POWER WINCH (photo left), of 7,500 lb. capacity; Power take-off; Front tow hooks; Rear pull hook; Canvas canopy, and steel bows; Variable speed mechanical governor; 32-gallon fuel tank; Aluminium tropical roof, incorporating sun visor; Heavy-duty springs, etc.

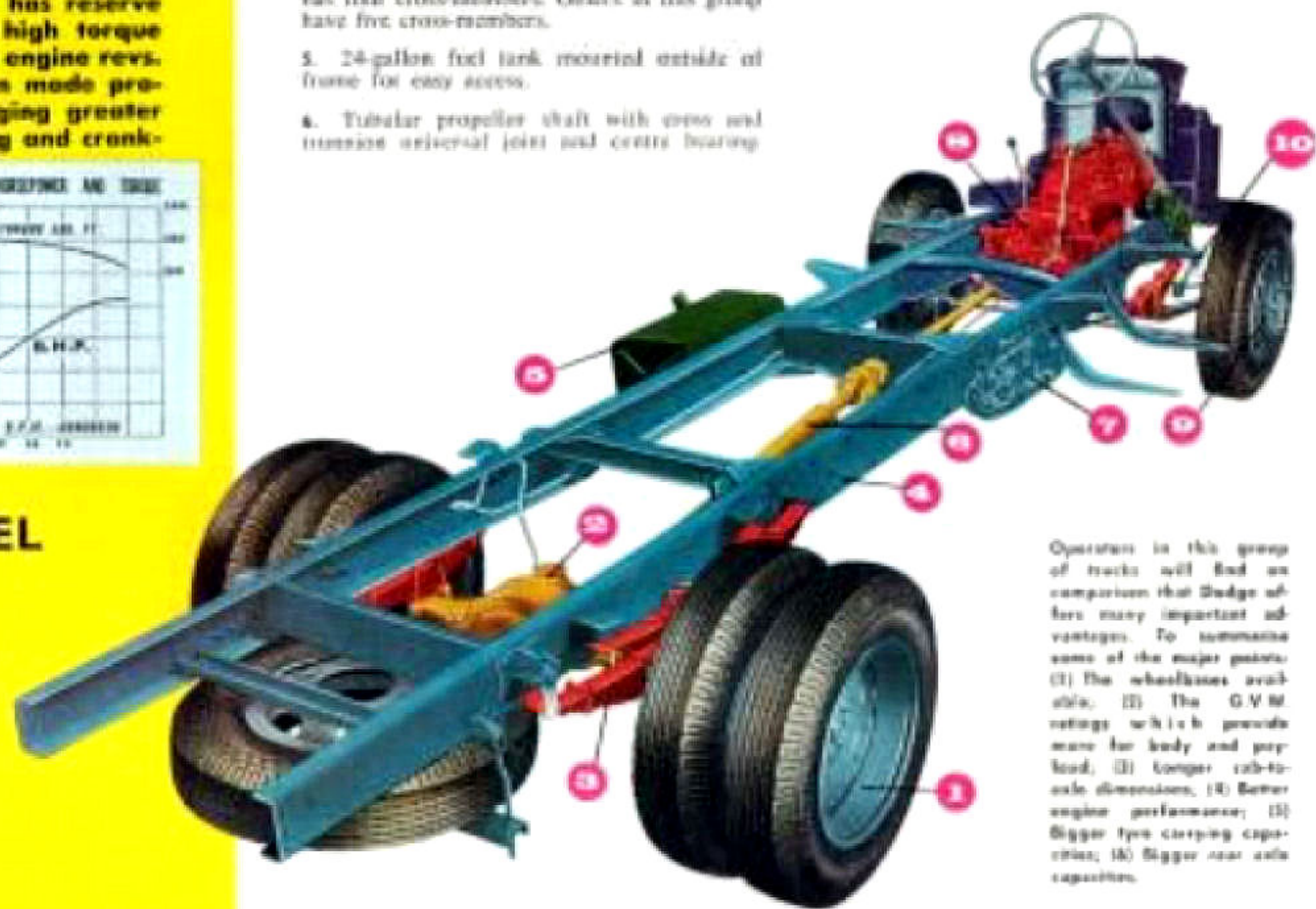
turn here



for the most dependable units of
12,500 lbs.
19,500 lbs.
21,500 lbs.
22,000 lbs.
G.V.W.

Australian job-rated *Dodge* trucks

1. Wide base 6.30 rims for longer tire life, greater stability when cornering.
2. 16,500 lb., 2-speed axle with electric shift mechanism and ratios 6.14 and 8.52:1 standard on Model 7-71AD. Optional extra for Models 7-65 and 7-71. Standard equipment for models 6-71, 7-65 and 7-71 is 16,500 lb. single speed, ratio 6.66:1, with optional 2-speed 5.83 and 8.1:1 for 6-71.
3. Spring capacities more than adequate for G.V.W.'s. Heavy-duty auxiliary springs standard all models. Spring mountings designed for ruggedness and durability.
4. Massive chassis frames with channel section reinforcements riveted and welded to both chassis side rails from front step bumper to rear spring front hanger. Model 3-59 frame has four cross-members. Others in this group have five cross-members.
5. 24-gallon fuel tank mounted outside of frame for easy access.
6. Tubular propeller shaft with cross and union universal joint and center bearing.
7. Tandem Hydraulic assistance for hydraulic brake operation. Reduces driver fatigue, gives greater safety.
8. Four-speed transmission for Models 3-59 and 6-71. Models 7-65, 7-71, 7-71AD equipped with 5-speed transmission.
9. Two leading shoes in both front and rear brakes provide safer, better stopping power.
10. Front springs double wrapped at front eye.



Operator in this group of trucks will find an comparison that Dodge offers many important advantages. To summarize some of the major points: (1) The wheelbases available. (2) The G.V.W. ratings which provide more for body and payload. (3) Longer cab-to-axle dimensions. (4) Better engine performance. (5) Bigger tire carrying capacities. (6) Bigger rear axle capacities.



MODEL 3-59 12,500 lbs. G.V.W. 159" W.B.



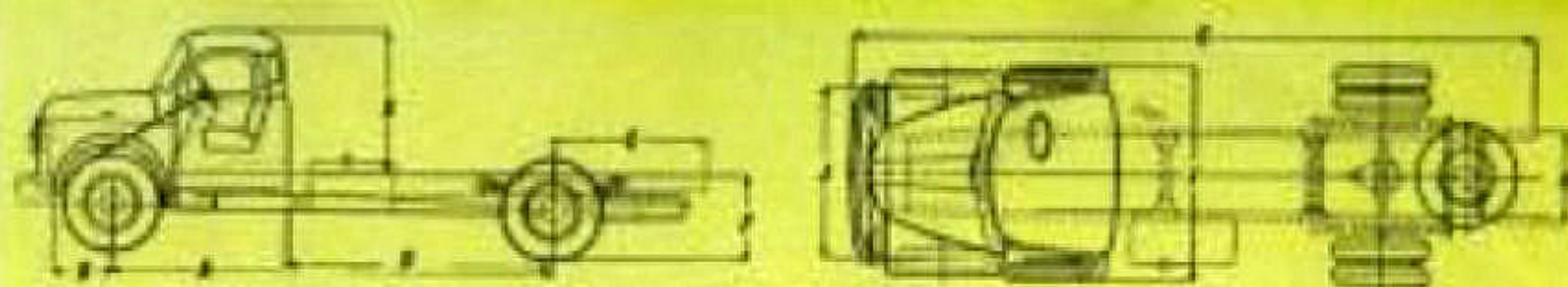
MODEL 6-71 19,500 lbs. G.V.W. 171 1/2" W.B.



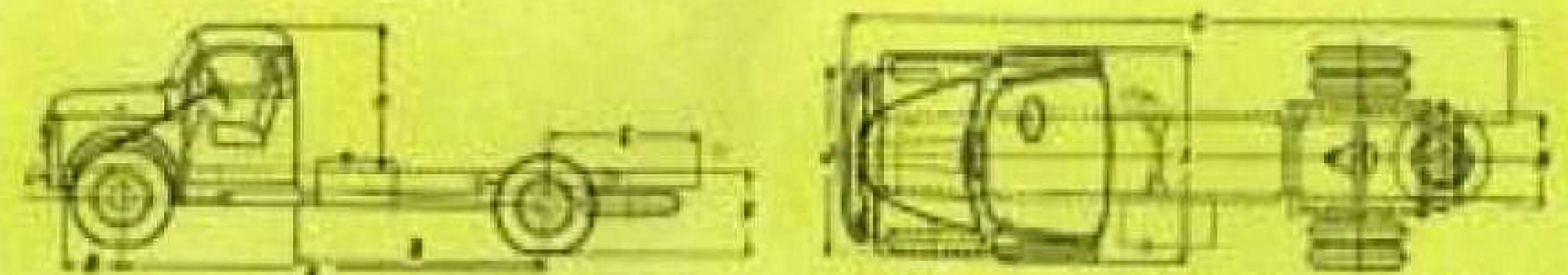
MODEL 7-65 21,500 lbs. G.V.W. 165" W.B.



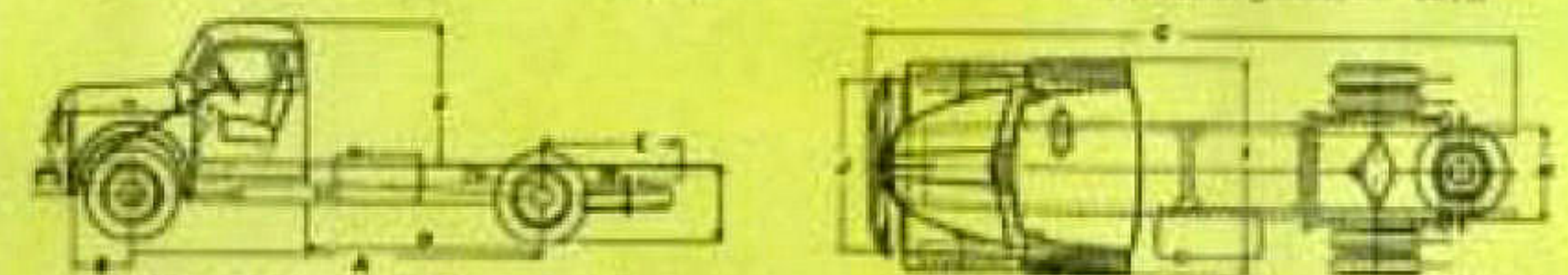
MODELS 7-71 (petrol) G.V.W. 21,500 lbs. 7-71 AD, G.V.W. 22,000 lbs. W.B. 171 1/2"



A (Wheelbase) — 171 1/2" E — 55 1/2" H — 39 1/2"
 B (to C/L of front spring eye) — 22 1/2" F (Normal load height) — 31 1/2" I — 62"
 C — 39 1/2" D (Overall) — 26 1/2" J (Tread at ground) — 64 1/2"



A (Wheelbase) — 165" E — 55" H — 39 1/2"
 B (to C/L of front spring eye) — 22 1/2" F (Normal load height) — 31 1/2" I — 62"
 C — 39 1/2" D (Overall) — 26 1/2" J (Tread at ground) — 64 1/2"

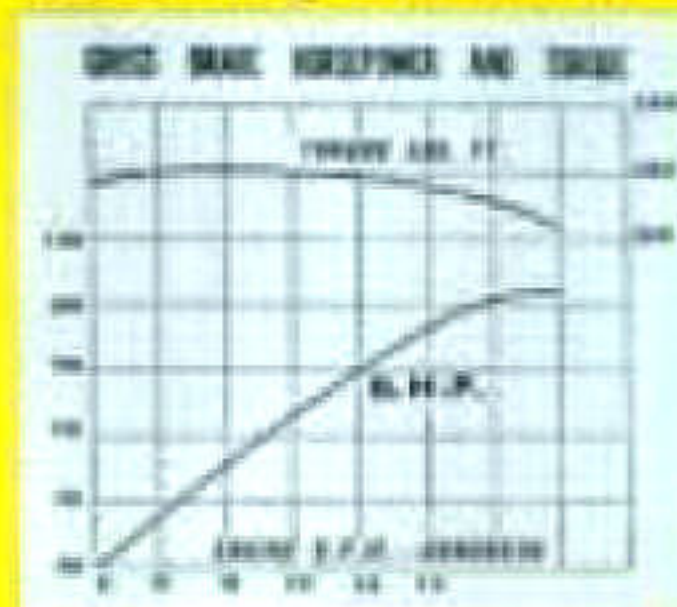


A (Wheelbase) — 165" E — 55" G (Overall) — 50 1/2"
 B (to C/L of front spring eye) — 22 1/2" F (Normal load height) — 28 1/2" H — 35 1/2"
 C — 34 1/2" I — 62" J (Tread at ground) — 60"

MODEL	W.B.	G.V.W. lbs.	Tare Weight lbs.	Available for body & payload lbs.	Axle Capacity lbs.		Standard Tyre equipment
					F	R	
3-59	159"	12,500	4,760	7,740	3,750	9,000	7.00 x 20 x 8-ply
6-71	171 1/2"	19,500	5,800 s/s axle 6,000 2-speed	13,700 s/s axle 13,500 2-speed	6,200	16,500 s/s axle 13,500 2-speed	8.25 x 20 x 10-ply
7-65	165"	21,500	5,880 s/s axle 6,120 2-speed	15,620 s/s axle 15,370 2-speed	6,000	16,500 single axle 13,500 2-speed	9.00 x 20 x 10-ply
7-71	171 1/2"	21,500	5,990 s/s axle 6,240 2-speed	15,510 s/s axle 15,260 2-speed	6,000	16,500 single axle 13,500 2-speed	9.00 x 20 x 10-ply
7-71AD	171 1/2"	22,000	6,630	15,370	6,900	16,500 2-speed	9.00 x 20 x 10-ply

Gross Combined Weights—Models 6-71, 22,000 lbs. 7-65 and 7-71, 24,000 lbs.; Model 7-71AD, 24,500 lbs.

The Dodge Torqueflow Super "6" engine provides everything you need for dependable, low cost operation in handling loads within this G.V.W. group. The engine has reserve power in all speeds, holding high torque over an unusually wide span of engine revs. Detail improvements have been made progressively to this engine, bringing greater efficiency in carburation, cooling and crankshaft operation. Bore 3.7/16", stroke 4 1/2", displacement 250.6 cu. ins., taxable H.P. 28.3, B.H.P. 114 @ 3,600 rpm. Torque 201 lbs. ft. @ 1,400 r.p.m. Compression ratio 6.83 to 1.



Perkins DIESEL

Optional power unit for 171 1/2" w.b. truck 6 cyl., bore 3 1/2", stroke 5", displacement 288.6 cu. ins. Taxable H.P. 29.4, max. B.H.P. 83 @ 2,400 rpm., max. torque 204 lbs. ft. @ 1,400 rpm. Compression ratio 16.8 to 1.

turn here



for everything you need in models of 5,500 lbs. 7,500 lbs. 8,000 lbs. G.V.W.

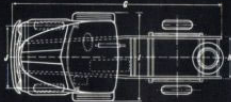
Dodge 2-26

A speedy, versatile, easy-to-handle unit equally at home in city or country work. Like the 2-23, this model incorporates many new and better features in design. The 2-26 now offers a choice of a 4.1 or 4.89:1 rear axle. Three-speed gearbox is standard, with 4-speed optional. Both models now have added safety through the use of brakes with two leading shoes at the front wheels and leading-trailing shoes at rear. In both units, spring capacities are increased, and front springs have rubber-mounted spring shackles for longer life, quieter operation, easier maintenance. New type 5 in. rims replace the 4.5 in. rims previously fitted. Both models are very manoeuvrable with short turning circles.



G.V.W. lbs.	Tare Weight lbs.	Available for Body and Payload lbs.	Axle Capacities lbs.		Standard tyre equipment
			F	R	
7,500	3,500	4,000	2,800	6,500	7.50 x 16—8-ply Cap. 8,560 lbs.

A... 126"
B... 21½"
C... 44½"
D... 57½"
E... 54½"
F... 24"
G... 200"
H... 40"
I... 68"
J... 59"



Dodge 2-33

Long wheelbase, low loading height, and perfect load distribution give this model important advantages for the handling of bulky merchandise. Four-speed gearbox, fully floating hypoid rear axle of 4.89:1 ratio standard equipment (4.1 optional). Doubl-acting hydraulic shock absorbers which tailor the ride according to the road, are fitted at the front for both the 2-26 and 2-33 units.

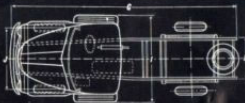
Engine cooling is enhanced by the use of a bigger radiator (frontal area now 468 sq. ins.), and more efficient air flow provided by the new radiator grille. Both the 2-26 and 2-33 chassis frames are particularly sturdy. Auxiliary springs which become effective when load reaches 2/3rds. of G.V.W. are fitted to the 2-33 as standard equipment.

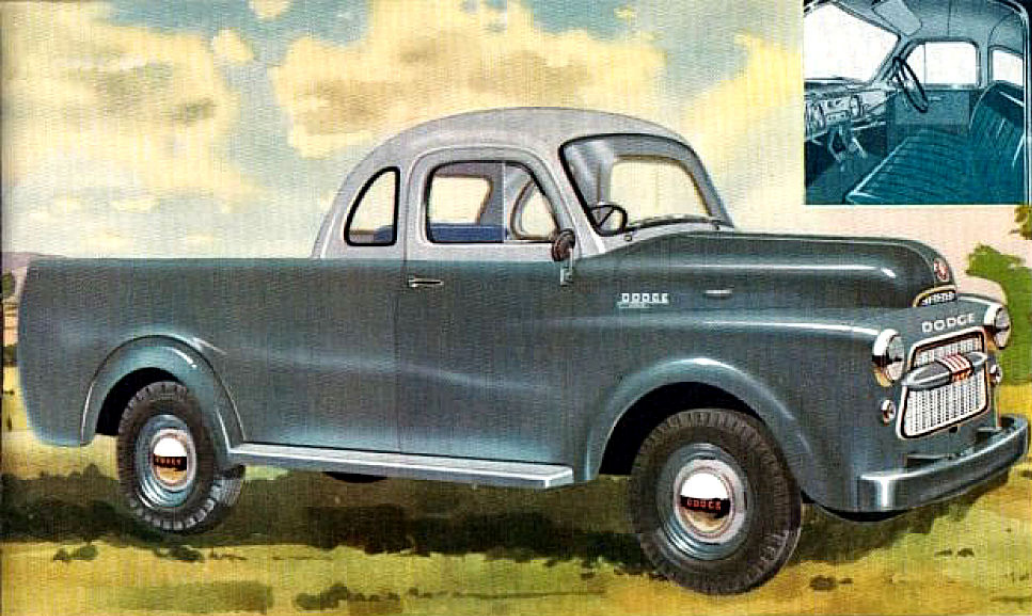
Page 10



G.V.W. lbs.	Tare Weight lbs.	Available for Body and Payload lbs.	Axle Capacities lbs.		Standard tyre equipment
			F	R	
8,000	3,752	4,248	2,800	6,500	6.50 x 16—8-ply Duals, rear

A... 132½"
B... 21½"
C... 44½"
D... 64½"
E... 54½"
F... 26½"
G... 213½"
H... 40"
I... 68"
J... 55"



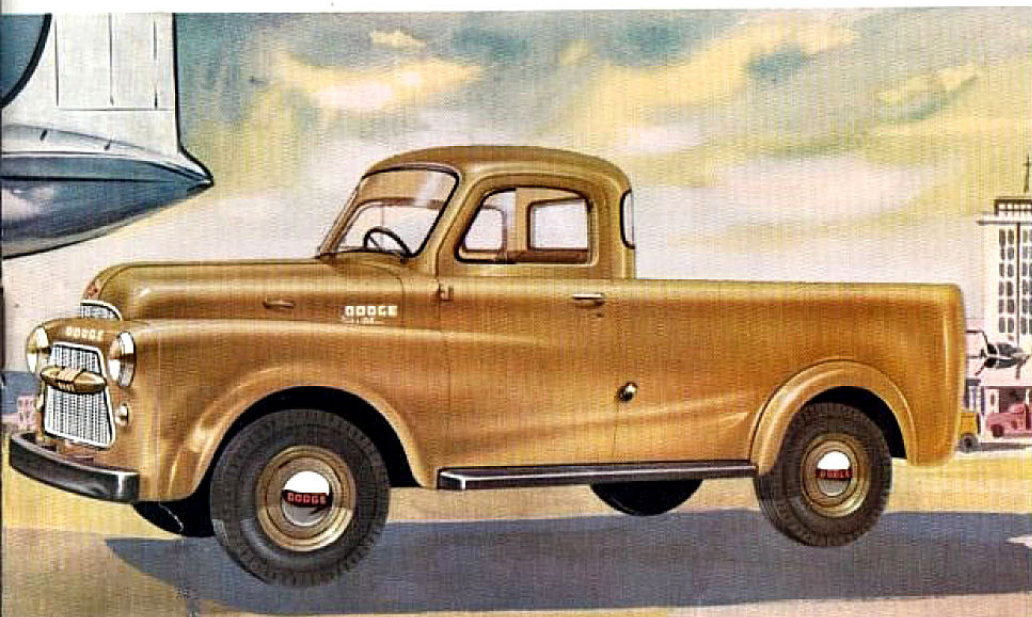
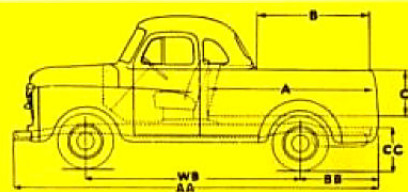


Dodge 1-08 DE LUXE UTILITY

A G.V.W. of 5,500 lbs. and tare weight 3,710 lbs., allows the worthwhile payload of 16 cwt. The vehicle is built on a sturdy truck-type frame, but with splendid springing and Oriflow shock absorbers front and rear, the De Luxe utility gives a "passenger car" ride. The big capacity engine (114 bhp. @ 3,600 rpm.) and the 4.1:1 rear axle combine to give spirited, sustained performance.

The de luxe cab has passenger car type seating. Doors are wide for easy entry, there is a clear, all-round expanse of glass area. Steering column gearshift lever is fitted, and the steering wheel is set as in a passenger car. 6.50 x 16 tyres fitted on Safety-rim wheels.

W.B.	108"
A	84"
B	551"
C	231"
AA	1833"
BB	391"
CC	23"
Body width	64"
Width between wheel arches	48 1/2"
Tailgate Opening	50"

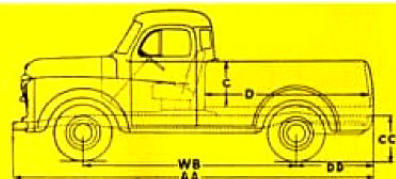


Dodge 1-08 STANDARD UTILITY

In G.V.W. and load capacity, this unit is identical to the De Luxe utility. The Pilot-house cab, as against the coupe cab in the De Luxe utility, provides owners with an alternative so they can match their utility to their particular jobs and needs. The compact 108-in. wheel base of these units makes them particularly easy to handle—yet with this compact design comes really big loadspace, with a correct distribution of the load that means longer tyre life, and easier steering. The three-speed gearbox has an unusually low ratio in "first" (3.31:1) for fast, smooth get-away. Third gear is direct drive! Spring capacities are 970 lbs. front, 1,360 lbs. rear.

Page 11

W.B.	108"
C	231"
D	84"
CC	23"
DD	391"
AA	1833"
Body width	64"
Width between wheel arches	48 1/2"
Tailgate opening	50"

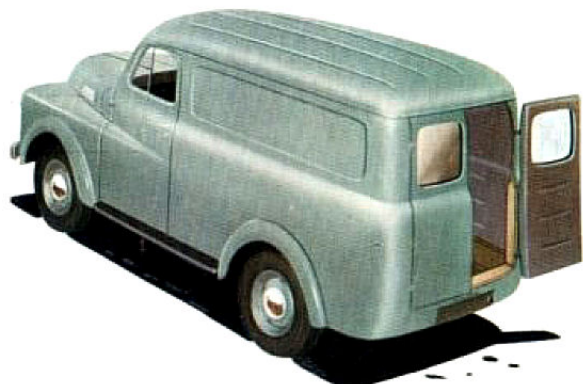
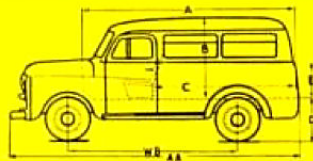


* Dodge special purpose units.



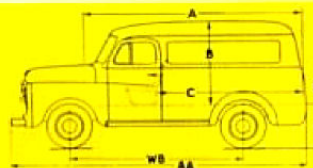
DODGE SUBURBAN. A standard unit with a multiplicity of uses. Can be fitted with tubular frame chairs or bench-type longitudinal folding seats. It can therefore serve as a passenger vehicle—a goods carrier, or as a combination for both passengers and goods. The unit has the smooth riding and easy handling qualities of the 108 De Luxe Utility. As such, it is an ideal investment for guest houses, as a factory pick-up, or school bus.

A—136½" B—56½"
C—91" D—26½"
E—23½" W.B.—109"
AA—185½"
Door opening 50"
floor width (max.) 64"
width between wheel arches 48½"; height of door opening 45½"



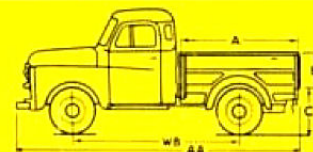
DODGE PANEL VAN. Smooth body styling, attractive paint finish and harmonised interior trim, embodies all the features demanded by the efficient business owner: distinctive appearance, excellent load dimensions and speedy economical deliveries. The capacious 155 cu. ft. body gives perfect protection to the goods from sun, wind and rain, and at the same time, provides a smooth exterior surface for the application of advertising signs.

A—136½" B—56½"
C—91" D—26½"
E—23½" W.B.—108"
AA—185½"
Door opening 50"
floor width (max.) 64"
width between wheel arches 48½"; height of door opening 45½"



DODGE EXPRESS. This unit is the answer for operators who need a utility body of exceptional ruggedness. The Express body is a separate unit from the cab. It is made of heavy-gauge steel, swaged for extra strength. Pockets are integral with the vertical steel supports formed at each corner of the framework to take stake sides or a canopy. The express body is also available on the 126 in. truck chassis. Tailgate is full width, and of great strength.

A—76½" B—20"
C—28½" W.B.—108"
AA—185½"
Max. body width 64"
width between wheel arches 48½"; tailgate opening 64"



CONVERSIONS OF Dodge 1-08 SUBURBAN



AMBULANCE

Body is all-steel construction, with a hardwood floor and a sheathed wooden bulkhead separating driver and passenger compartments. Stretchers for two patients, and folding seat for eight sitting can be provided, plus an attendant's fold-up seat fixed to the bulkhead. Equipment storage cupboards are built in. Oxygen cylinder cradle and Transfusion jar holders can also be fitted. The ambulance, of course, can be equipped to meet any special needs.



PROVOST OR SECURITY VAN

A ready-made vehicle for Police Departments, which can be easily adapted for payroll and bank deliveries. Outstanding characteristics are simplicity, security and strength.