

## Introduction

The information, illustrations, specifications, and maintenance recommendations are those in effect when this manual was compiled and are subject to change without notice. Chrysler Corporation reserves the right to make changes in design and specifications, and/or to make additions to or improvements in its products without imposing any obligations upon itself to install them on products previously manufactured.

Since Dodge Trucks are built with a wide variety of axles, transmissions, brakes, and other components which may be standard on some models, optional (extra cost) on other models, or optional on all models, some equipment described in this manual is not identified as being either standard or optional.

Your Authorized Dealer will be happy to assist you with any further questions you may have regarding the operation of your vehicle.

Dodge Division  
Chrysler Corporation

### Important For Vehicles Sold In Canada

With respect to any vehicle sold in Canada, the name Chrysler Corporation, wherever the same appears in this book, shall be deemed to be deleted and the name Chrysler Canada Ltd. used in substitution therefore.

### IMPORTANT: FUEL USAGE

The use of quality gasoline from reputable suppliers will aid in maximum performance and life from your engine. The following types of fuel are recommended for use in 1977 Models.

#### Vehicles Equipped with Catalytic Converters

Use gasolines having a minimum anti-knock index (Octane value) of 87 (R + m)/2, or a gasoline classification number of 91. These designations are comparable to 91 Research Octane Number.

Unleaded - gasolines only must be used in vehicles equipped with catalyst emission control systems. All vehicles so equipped have labels located on the instrument panel and adjacent to the fuel filler cap that state "UNLEADED GASOLINE ONLY." These vehicles also have fuel filler tubes specially designed to accept only the smaller diameter unleaded gasoline dispensing nozzles.

#### Vehicles Not Equipped With Catalytic Converters

Use gasolines having a minimum anti-knock index (Octane value) of 87 (R + m)/2, or a gasoline classification number of leaded. These designations are comparable to 91 Research Octane Number.

The engines in these models are designed to be operated on leaded gasoline only.

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## Break-In Recommendations

For the first 500 miles (800 km) neither the engine speed nor the road speed should exceed the recommendations shown below. Work up to these speeds gradually during the first 200 miles (300 km). Vary your speed periodically instead of driving at a steady speed for long periods. Also, it is recommended that the load limit not exceed 75% of Gross Vehicle Weight during this period.

| Gasoline Engine | Speedometer      | Tachometer* |
|-----------------|------------------|-------------|
| 6-cylinder      | 45 mph (70 km/h) | 2800 rpm    |
| 8-cylinder      | 50 mph (80 km/h) | 3200 rpm    |

\*If not equipped with tachometer keep engine speed 15% to 25% below wide open throttle.

Operate at 50% to 75% throttle with occasional operation at wide-open throttle for five to ten minute intervals. Do not allow engine to idle for long periods. Reduce speeds when oil or water temperature gauges indicate maximum operational range. Avoid the build-up of abnormal temperatures.

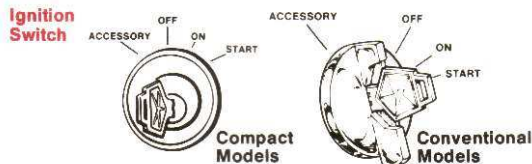
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### Ignition Switch

On conventional models the ignition switch is located on the right side of the steering column.

The ignition switch on other models is on the instrument panel.

The key-operated ignition switch has four positions.



When the key is turned left to the ACCESSORY position, all electrical equipment powered through the switch, except for the engine ignition system, can be operated. Turned to the right to the ON position, the switch activates the ignition system as well. To engage the starter and crank the engine, turn the key to the extreme right to START. When the engine starts, release pressure on the key and it will return to the ON position. To remove the key from the switch, turn the key to the OFF position.

During the next 200 miles (300 km) of operation, speeds may be gradually increased to complete the break-in process. If your engine is equipped with a governor, the truck should not be driven faster than governed engine speed. When going downgrade, do not permit the truck to over-run governed speed under any circumstances. Over-speeding the engine beyond the limits specified may result in engine damage. Use the brakes, or downshift to keep both truck and engine speed within limits. Your truck should never be loaded in excess of its gross vehicle weight rating.

After no more than the first 1,000 miles (1600 km) of operation, check the fluid level in the rear axle differential(s) and refill to the specified level if necessary.

## Off To A Good Start

### A Word About Your Keys

A Numbered metal tag is attached to each set of keys for your new vehicle. These numbers can be used to duplicate keys from your dealer or a locksmith. These numbers should also be recorded on a card and carried with you in your wallet. After recording the numbers the tags should be put in a safe place. If you did not receive tags with your keys, ask your dealer to give you the numbers.

### Starting Procedures

#### Automatic Transmission

Start the engine with the selector lever in Neutral or Park Position. Apply the service brake before shifting to any driving range.

#### Manual Transmission

Place the gearshift control lever in Neutral and depress clutch pedal to the floor.

**Note:** The starter should not be operated for longer than 15 second intervals. A waiting period of a few seconds between such intervals should be observed to protect the starter from overheating.

#### Caution

On vehicles equipped with automatic choke, do not place ignition switch in the ON position for any length of time before starting the engine, as this will reduce the amount of time the carburetor choke is on and thereby make the engine harder to start and warm up.

#### Automatic Choke

**Engine Cold** - Depress the accelerator pedal to the floor and release. Turn ignition key to START and release when engine starts. If the engine speed seems excessive and your vehicle is equipped with an automatic transmission, lightly depress the accelerator pedal to reduce fast idle speed after three to five seconds and before shifting to any driving range.

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**Engine Warm** - Hold accelerator pedal part way down while cranking.

**Extreme Cold Weather (Below Zero)** - Depress the accelerator pedal to the floor, then hold pedal part way down while starting. Allow the engine to run for approximately 30 seconds before engaging transmission. If temperature falls below -20°F. (-30°C), start vehicle only in neutral (automatic transmission).

**Flooded Engine** - Depress accelerator pedal fully to the floor and hold it while cranking.

**Pumping Accelerator Pedal** - Depressing the accelerator pedal to the floor several extra times can improve cold starts especially at temperatures below 10°F. (-10°C) and after the vehicle has been standing for several days. However, pedal pumping should not be used as a starting aid during restart of a warm engine.

## Seats - Seat Belts - Mirrors

### Seat Adjustment

**Adjustable D & W Models (Except Command Seats)** - The adjusting lever is located near the floor at the door side of the front seat. Push the lever back to release the seat so you can slide it forward or backward with your body weight to the position that's most suitable. The seat will lock in the new position when the lever is released.

**B, CB AND MB Models (Except Command Seats)** - The adjusting lever is located at the left side of the seat near the floor. Move lever handle forward to release seat. Move the seat with your



body weight to the desired position. The seat will lock in position when the lever is released.

### Command Seats

The adjusting lever is located under the front edge of the seat cushion. Push the lever to the right to release the seat enabling you to slide it forward or rearward to a suitable position.

### Swivel Seats

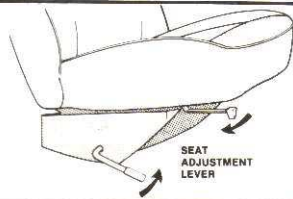
The swivel seats will rotate outward to allow the occupant to make an easy exit. The driver's seat will also rotate approximately 1/3 revolution inward and the passenger seat will rotate a complete revolution.

Both seats will latch in the forward facing position to provide safety while operating the vehicle. The seat should be in this position while the vehicle is in motion. The passenger seat will however move outward slightly to improve leg room.

The adjusting lever for forward or rearward movement is located under the front edge of the seat cushion. Push the lever to the right to release the seat enabling you to slide it forward or rearward to a suitable position.

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### Swivel Seat



To rotate either seat, adjust the seat to the full forward position. The rotational lever is located on the right side of the pedestal and must be lifted upward to allow the seat to rotate. The seat will automatically lock when returned to the forward facing position.

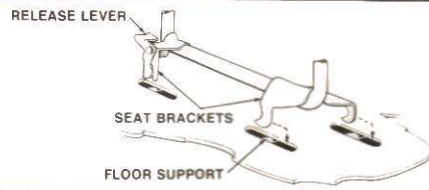
**Note:** If you wish to rotate the passenger seat clockwise to the rear facing position the seat must be first moved to the rearward adjustment position.

### Quick Release Bench Seats—B Models (If so equipped)

The quick release bench seat provides easy removal of the seat assembly. The release levers are located on the front left side of each leg assembly near the floor. To remove the seat lift the release levers up while pushing upward on the seat. This will unlatch the front portion of the seat assembly. While holding the seat up in front, push rearward to unlatch the rear supporting brackets. The seat assembly can now be lifted upward and removed.

To reinstall the seat assembly insert the rear seat brackets rear-

### Quick Release Bench Seat



ward of the floor supports. Push downward and then forward to latch (with the front portion of the seat held up slightly). The front supports will latch by pushing down on the front portion of the seat assembly.

### Caution

If the rear seats (with attaching bolts) are removed, reinstall the bolts to eliminate the possibility of exhaust fumes entering the vehicle through the open bolt holes.

After reinstalling the bench seat be sure all brackets are latched securely.

**Note:** 8 passenger models - Both bench seats are quick release and interchangeable (except 109 inch wheelbase models are only quick release). 12 passenger models - the first two bench seats are quick release and interchangeable the third bench seat is bolted to the floor. 15 passenger models - the first three bench seats are quick release but only the first two seats are interchangeable. The fourth bench seat is bolted to the floor.

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## Seat Belts

### Models D100-200-300, W100-200-300-400

Some models are equipped with a unbelt restraint system and others with single lap belts. Single lap belt models refer to Page 7. Unbelt system models, refer to the following information.

### Seat Belt Reminder Light and Buzzer

The FASTEN SEAT BELTS light will be illuminated for no more than 8 seconds when the ignition switch is turned ON. If the driver does not fasten his seat belt, the buzzer will also actuate during the same interval of time.

### Front Seat - Unibelt Restraint System

Vehicles equipped with a unbelt restraint system use only one retractor and a single loop of webbing for each of the front outboard occupants. The retractor is vehicle sensitive and locks (i.e. restricts belt travel) only during a very sudden stop or impact. It will not lock by pulling or jerking the webbing.

In normal driving, it will allow the shoulder belt to move freely with the seat occupant.

**To Fasten the Unibelt:** Slide the latch plate (metal tip) up the belt to the turning loop mounted on the center "B" post. Then pull the latch plate across your body and insert into the buckle until a click is heard.

Pull the shoulder belt portion of the webbing until the lap belt is snug. To relieve the shoulder belt tension, lean forward about

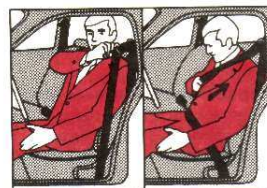
two inches and then sit back. This should cause the mechanism to set with the proper amount of slack. If the retractor does not set, pull out six to eight inches of webbing by hand, allow it to return to your chest and then repeat the leaning action.

The belts are released by pushing the button on the face of the buckle. Guide the belts all the way back to the turning loop so that the belt stows neatly, does not catch in the door, and is handy for reuse.

To return the belt to the stowed condition, when leaving the vehicle, it may be necessary to pull out six to eight inches of webbing in order to deactivate the tension mechanism and allow the belt to withdraw into the retractor.

### Unibelt System

Slide Metal Tip up Belt



Take up slack in lap belt

### Caution

When operating the folding front seat in a 3-man conventional cab, use care in repositioning seat to its normal position in order

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to prevent shoulder belt harness from being caught behind seat or tangled in the seat back latching mechanism.

### Front and Rear Lap Belts (All Models if so equipped)

The center front and rear seating positions are equipped with lap belts only. The lap belts should be worn with the upper edge of the belt drawn across the thighs and snug against the hips. To lengthen the belt, tilt the latch plate relative to the webbing and pull to the desired length. To reduce the risk of sliding under the belt in a collision, it should be adjusted as tight as comfort will allow WHILE SITTING WELL BACK AND ERECT IN THE SEAT.

The outboard rear seat positions are equipped with automatic locking retractors. Withdraw the belt from the retractor in a continuous motion, forward and upward away from the seat, until the belt is extended as far as possible. Bring the belt across the body and insert the latch plate in the buckle until a click is heard. To tighten the belt pull the webbing back toward, and into, the retractor until the belt fits snugly on the hips.

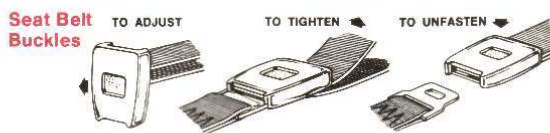
Never use the same lap belt on more than one person at a time.

## Seat Belts

### All Models (if so equipped)

Seat belts are installed in your truck for the protection of you and your passengers.

**To Unfasten** - Depress button in center of buckle and slide tip end out of buckle.



**Retractors** - A retractor coils the belt when not in use and prevents it from falling outside where it could become wet or soiled. When using, be sure that all of the webbing is unwound from the retractor. To prevent damage to the door panel, do not allow the belt to snap into the storage position.

**Shoulder Belts (if so equipped)** - The shoulder belt is worn in addition to the lap belt to restrain the upper part of the body. The shoulder belt should be adjusted with some slack for comfort. If necessary additional slack can be added to the driver's shoulder belt, so that essential operating controls can be reached.

### Warning

The shoulder belt is not to be used without a lap belt.

### Front Seat Belts (with swivel seats)

The outboard side of the swivel seat is equipped with automatic locking retractors.

## Instruments and Controls

The type, location, and operation of instruments and controls varies with the truck model and how the truck is equipped. Since several different instrument clusters and dash panel configurations are available, the function of each instrument and the operation of each control in the various assemblies will be illustrated and described. We recommend that you thoroughly familiarize yourself with the instruments and controls in your truck - as to purpose, function and operation - BEFORE YOU DRIVE IT! The instruments in your truck can keep you informed about what's happening in the engine compartment - and elsewhere. It's a good idea to check your gauges frequently as you drive. Location of the instruments and controls is indicated on the illustrations by number.

**Note: Hand Throttle (if so equipped)** - Depress the accelerator pedal to obtain desired R.P.M., then set the hand throttle. The hand throttle should only be used to increase engine speed above idle while the vehicle is stationary. It should not be used while the vehicle is in motion.

### Instrument Cluster

1. **High Beam Indicator** - Indicates that the headlights are on high beam.

2. **Turn Signal Indicators** - Lights in instrument cluster flash when outside turn signals are operating.

The following pages contain the recommended procedures for fastening, adjusting, and wearing seat belts for maximum comfort and safety.

Your truck is equipped with seat belts in the driver and passenger positions. Shoulder belts are optional for driver and passenger.

Driver and passengers should always fasten seat belts before the truck is put in motion.

### Lap Belts

The lap belt should be worn by a single occupant sitting well back and erect in the seat. It must be worn as low as possible on the abdomen and fitted snugly across the hipbones. The belt should be adjusted snugly to reduce the risk of sliding under it.

Slouching, sitting on the forward edge of the seat, or lying down should be avoided while wearing a lap belt, since there is the risk of sliding under the belt and incurring injury.

Never use a lap belt on more than one person at a time!

**To Adjust Size** - To lengthen belt, turn buckle perpendicular to belt, and pull to desired length. To shorten pull loose end of belt.

**To Fasten** - Be sure belt is not twisted. Push tongue end all the way into buckle. Tighten by pulling loose end away from buckle. When tightening, be sure belt is run all the way out of retractor (if so equipped).

**To Fasten** - Withdraw the belt from the retractor in a continuous motion, forward and upward away from the seat, until the belt is extended as far as possible. Bring the belt across the body and insert the latch plate in the buckle until a click is heard. To tighten the belt pull the webbing back toward, and into, the retractor until the belt fits snugly on the hips.

Never use the same lap belt on more than one person at a time. For safety be sure the front swivel seats are latched in the forward facing position when the vehicle is in motion.

**To Unfasten** - Depress button in center of buckle and slide tip end out of buckle.

**Retractors** - A retractor coils the belt when not in use and prevents it from falling outside where it could become wet or soiled. When using, be sure that all of the webbing is unwound from the retractor. To prevent damage to the door panel, do not allow the belt to snap into the storage position.

### Inside Rear View Mirror

The mirror should be adjusted to center on the view through the rear window. Annoying glare can be eliminated by moving the small control under the mirror to the night position. The mirror should be adjusted while set in the day position.

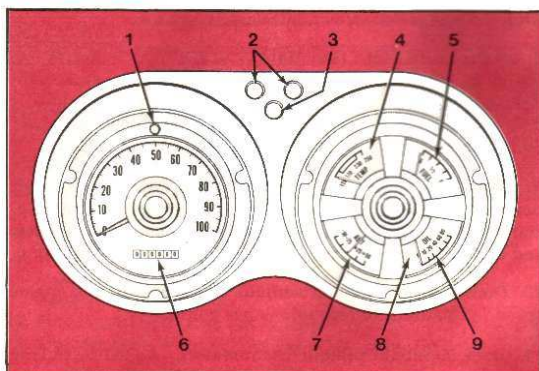
### Outside Mirrors

To receive maximum benefit, adjust the outside mirror(s) to center on the adjacent lane of traffic with a slight overlap of the view obtained on the inside mirror.

3. **Brake System Warning Light** - The operation of this light is explained on page 21.

4. **Temperature Gauge** - Indicates engine coolant temperature. If the temperature rises suddenly (except when restarting after a short stop) or the pointer remains near 250, stop the vehicle, turn off engine and do not operate vehicle until cause is located.

### Compact Models



**5. Fuel Gauge** - Indicates level of fuel in tank when ignition switch is in the "On" position.

**6. Odometer** - Indicates total distance driven.

**Note:** Vehicles sold in Canada will be equipped with a dual calibrated speedometer (km/h and mph) and a metric odometer that indicates kilometres traveled.

**7. Alternator Indicator** - Indicates whether the battery is being charged or discharged. Pointer will normally stay near center while driving if battery is fully charged.

**8. Oil Pressure Light (Standard)** - A red light indicates low engine oil pressure. The light should not be on except momentarily when the engine is first started or is operating at idle. **If light stays on while driving, stop vehicle, shut engine off, and do not drive until cause is corrected.**

**9. Oil Pressure Gauge (Optional)** - The oil pressure gauge pointer should always show some pressure when engine is operating. **If no pressure is indicated, stop engine immediately and do not drive until cause is corrected.**

**10. Tachometer (Optional without clock)** - Indicates engine speed in hundreds of revolutions per minute.

**11. Clock (Optional without Tachometer)** - Adjust by pulling out and turning reset knob.

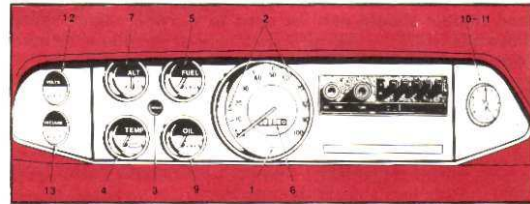
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**12. Battery Condition Gauge (Optional with Vacuum Gauge)** - This gauge is a voltmeter which provides a constant monitor of the operation of the charging system and the battery state of charge. When the charging system is operating properly, the gauge will read between 12.5 and 14.5 volts.

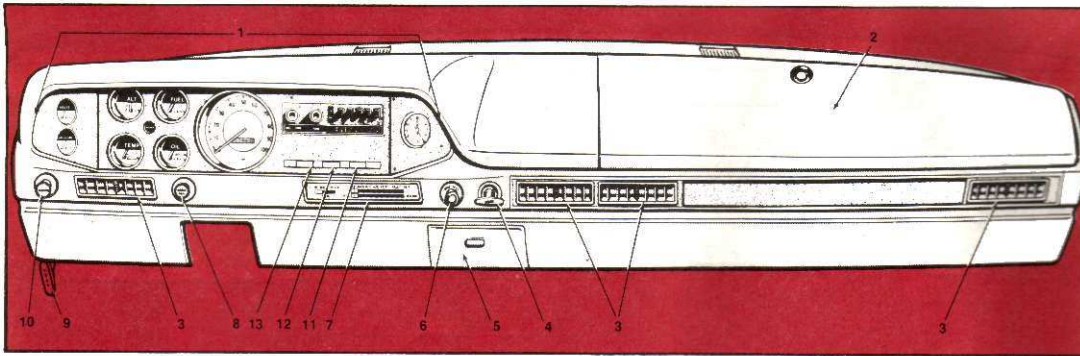
**13. Vacuum Gauge (Optional with Battery Condition Gauge)** - This instrument provides a valuable index to efficient engine operation. While it is impossible to specify hard-and-fast gauge readings, the following guidelines apply.

The vacuum level will be high at idle speed. As speed and load increases, the vacuum level will drop. Operate the vehicle in such a way as to keep vacuum level as high as possible under load. This will insure efficient engine operation and optimum fuel economy.

**Conventional Cab 100-400**



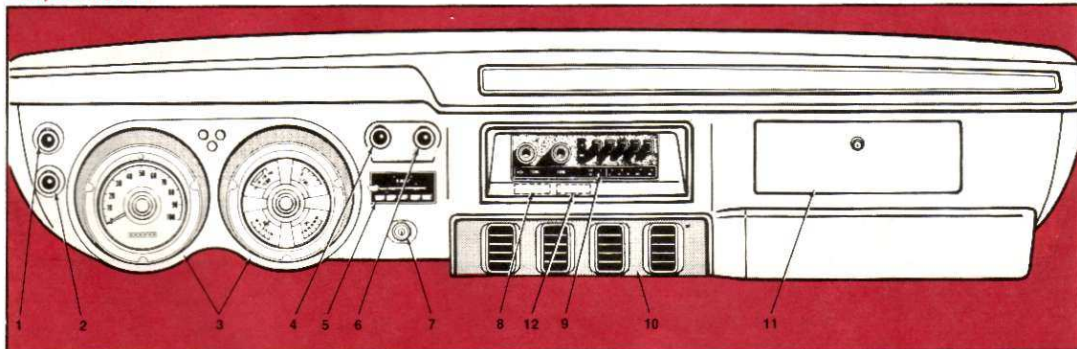
**Conventional Cab (Models 100-400)**



- 1. Instrument Cluster
- 2. Glove Box
- 3. A/C Outlets (If so equipped)
- 4. Manual Throttle (If so equipped)
- 5. Ash Tray/Lighter
- 6. Wiper/Washer Control
- 7. Heater A/C Control
- 8. Cargo Light Switch (If so equipped)
- 9. Inside Hood Release
- 10. Headlight Switch
- 11. Fasten Seat Belts Light
- 12. Fuel Pacer Light (If so equipped)
- 13. Transfer Case Warning Light (4 wheel drive models)

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**Compact Models**



- 1. Headlight Switch
- 2. Aux. Heater and/or A/C Switch (If so equipped)
- 3. Instrument Cluster
- 4. Windshield Wiper Switch
- 5. Heater A/C Controls (If so equipped)
- 6. Lighter
- 7. Ignition Switch
- 8. Automatic Transmission Warning Light
- 9. Radio
- 10. A/C Outlets (If so equipped)
- 11. Glove Compartment
- 12. Fuel Pacer Light (If so equipped)

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# Operation

## Glove Compartment

This compartment is handy for maps, sun glasses and other small items. A light for the glove box is available as optional equipment.

### Caution

As a safety precaution, the glove compartment door should not be left open when the vehicle is in motion.

## Ash Trays and Lighter

The front seat ash tray is located on the instrument panel (on engine cover compact models). To operate the lighter, push the knob "in" and release. Do not hold in position. When heated, the lighter will "pop-out" automatically.

On compact models equipped with the standard intermediate seat and the optional rear seat, ash trays are also located in the arm rests.

### Caution

It is recommended that only the lighter be inserted in the receptacle. Use of "plug-in" type accessories (spotlights-shavers, etc.) may damage the receptacle and result in poor retention of the lighter.

front wheels toward the curb, away from the curb on uphill grade.

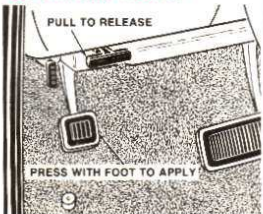
### Caution

Children left unattended in a vehicle should be warned not to touch the parking brake release lever or the gear selector lever.

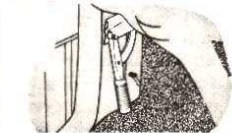
**B, CB and MB Models** - The parking brake handle is positioned below the lower left corner of the instrument panel. To release the parking brake, move the brake handle fully downward. Always check to be sure the brake is fully released before driving.

**D & W Models** - The foot operated parking brake is positioned below the lower left corner of the instrument panel. To release the parking brake, pull the parking brake release handle.

## Parking Brake Conventional Models



## Parking Brake Hand Brake Control Compact Models



Pull brake handle upward to apply. Move brake handle fully downward to release

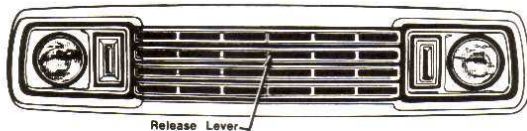
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to the safety catch position. Lift safety catch handle and hood will open.

An inside-the-cab release handle is available as extra equipment.

Full-width hood opens to a full 70 degrees for engine accessibility.

## Hood Release Conventional Cab



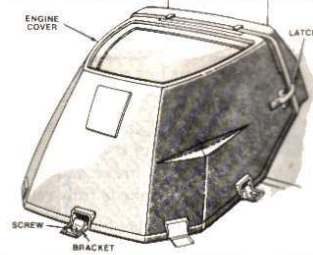
## SHIFTING

### Automatic Transmission 3-Speed

#### Column Mounted Selector

The pointer on the selector indicates the transmission gear range (selector is illuminated for night driving). The selector lever is mounted on the right side of the steering column. To drive, move the selector lever from Park or Neutral to the desired drive

## Engine Cover



## Engine Cover (Compact Models)

The cover for the engine, in the driver's compartment, is retained by two latches at the forward end and with screws at the floor area.

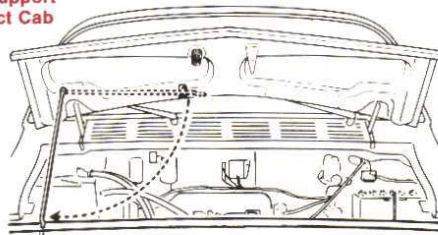
## Parking Brake

Be sure the parking brake is firmly set when parked and the gearshift lever is in Park position. When parking on a hill you should apply the Parking Brake before placing the gear shift lever in "Park". This prevents loading the parking brake pawl against the transmission gear. When this happens, it may be difficult to move the gear selector out of the Park position. As an added precaution, when parking on a downhill grade, turn the

## To Open Hood

**B, CB and MB Models** - Release lever is directly below the center section of the hood. Pull lever to left and hood will rise slightly. Then lift safety catch handle, located above grille to the right of center.

## Hood Support Compact Cab



Hold hood in fully open position and insert end of support rod in hole in upper cross-member. When closing, push hood down firmly to latch. An inside-the-cab release handle is available as extra equipment.

**Conventional Cab (100-400 Models)** - The release lever is in the lower grille opening on the left side of the grille center bar. Move release lever toward left side of truck and hood will raise

position. Pull selector lever toward you when shifting into Reverse, Second, First or Park, or when shifting out of Park.

## Column Mounted Gear Selector



## Automatic Transmission Fluid Level Warning Light

**B100, B200, B300, MB, CB Models (If so equipped)** - A transmission warning light is located on the instrument panel and is used as an aid in checking the fluid level. For fluid level check refer to page 56.

## Gear Ranges

DO NOT race the engine when shifting from Park or Neutral position into another gear range.

"P" Park - Supplements parking brake by locking the transmission. Engine can be started in this range. Never use Park while vehicle is in motion. Apply parking brake when leaving vehicle while in this range. Always apply parking brake first, then place in Park position. Be sure that the transfer case is in some drive gear on four-wheel drive vehicles!

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**"R" Reverse** - Shift into this range only after the vehicle has come to a complete stop.

**"N" Neutral** - Engine may be started in this range.

**"D" Drive** - For most city and highway driving.

**"2" Second** - For driving slowly in heavy city traffic or on mountain roads where more precise speed control is desirable. Use it also when climbing long grades, and for "engine braking" when descending moderately steep grades. **To prevent excessive engine speed do not exceed 45 miles per hour (72 km/h) in Second.**

**"1" First** - For driving up very steep hills and for maximum engine braking at low speeds of 25 miles per hour (40 km/h) or less when going down hill. **To prevent excessive engine speed do not exceed 25 miles per hour (40 km/h) in First.**

### Passing Acceleration

By depressing the accelerator to the floor, you automatically shift the transmission to a lower gear for passing at highway speeds. Within a limited vehicle speed range of approximately 10-40 mph (15 to 65 km/h), a drive-to-second downshift is automatically made when the accelerator pedal is partially depressed.

On vehicles towing a trailer, manually downshift the transmission and depress the accelerator to the floor. After the desired speed has been reached, manually shift the transmission into "Drive" range.

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(High) gears, making the shifts at speeds so that you can accelerate smoothly without overloading the engine. 1st to 2nd at 15 mph (24 km/h); from 2nd to 3rd at 25 mph (40 km/h); and from 3rd to 4th at 40 mph (64 km/h).

**Note:** When operating a truck with an 8-cylinder engine and a NP445 transmission, shifting from 1st to 2nd at 10 mph. (15 km/h); from 2nd to 3rd at 20 mph. (30 km/h); and from 3rd to 4th at 30 mph. (50 km/h) is recommended for smooth operation.

When shifting all models into Reverse, make sure vehicle is completely stopped and that the clutch pedal is fully depressed to minimize gear clash.

### Down Shifting

Down shifting from a high gear to a lower gear is recommended when going down a steep grade. Down shift to a gear speed that will allow desired truck speed without exceeding engine governed speed. This will usually be the same gear speed that would be used to climb the grade. Down shifting under these conditions also helps to preserve truck service brakes.

Down shifting at the right time also provides better acceleration when you desire to resume speed. For acceleration initiated at speeds less than 20 mph (30 km/h), second gear is recommended.

### A-833 Overdrive - 4 Speed

The use of overdrive will allow you to enjoy highway cruising at optimum economy thru reduced engine speed.

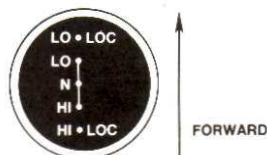
### Transfer Case Warning Light (If so equipped)

The transfer case warning light is located on the instrument panel. The light is used to alert the driver that the transfer case is in LO LOC or HI LOC position.

### Transfer Case (W100, 200, 300, 400)

The NP203 Transfer Case provides continuous four-wheel drive operation. No provision is made for two-wheel drive operation at any time. A differential assembly assures that no damage occurs to front-drive components during operation on dry, hard-surfaced roads. Lock-out hubs **cannot** be used with this system.

**Transfer Case Lever Positions**



Transfer case shift lever positions are as shown:  
N-Neutral - Both front and rear axles are disengaged.

HI (High) - Provides 4-wheel drive at the transmission gear ratio.

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### Rocking the Vehicle

If vehicle becomes stuck in snow, sand, or mud it can often be moved by a rocking motion. Move the gear selector rhythmically between "First" and "Reverse", while applying slight pressure to the accelerator.

**Avoid racing the engine or spinning the wheels. Prolonged efforts to free a stuck vehicle may result in overheating and transmission or axle failure.**

### Holding On An Upgrade

The vehicle should only be held on an upgrade by using the foot brake or parking brake and park position. Using a driving gear to hold on an upgrade can cause the engine or transmission to become overheated.

### Manual Transmissions

#### 3- and 4-Speed Transmissions

Always fully depress the clutch pedal before shifting gears.

Trucks equipped with 3-speed transmissions should always be started in FIRST gear.

Truck equipped with a 4-speed transmission with close-spaced ratios (NP445 and A833) should also be started in FIRST gear. Trucks equipped with 4-speed transmissions with geometric ratios (NP435) should be started in FIRST gear if under heavy load or during off-road operation.

Shift progressively through SECOND, THIRD, and FOURTH

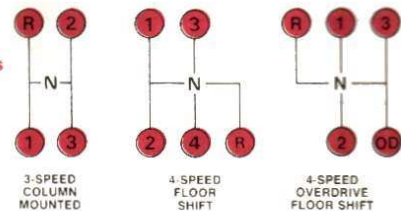
Following the shift pattern displayed on the knob, shift thru the first three gears as you would a standard three-speed floor shift manual transmission.

When cruising speed has been reached you can depress the clutch, shift into "OD" and release the clutch. You can shift from "OD" to 3rd at any speed if engine braking or more responsive acceleration is desired. Simply depress the clutch and downshift in the normal manner.

If, while in overdrive, heavy traffic or steep hills require you to slow to under 30 mph (50 km/h), or stop your vehicle completely, downshift to the appropriate gear range for better acceleration.

For most city driving, you will find it easier to use only the first three gear positions as you would a three-speed transmission.

### Manual Transmission Gear Shift Lever Positions



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HI LOC (High Lock) - Locks out transfer case differential to provide maximum high range traction.

**Note:** Vehicle should not be operated on hard or paved surfaces in the HI LOC position.

LO (Low) - Provides 4-wheel drive at 2:1 gear reduction over that provided by the transmission.

LO LOC (Low Lock) - Locks out transfer case differential to provide maximum low range traction.

**Note:** The engine will run at twice its normal speed for a given road speed when in LO. Take care not to overspeed the engine.

### Caution

When parking the 4 x 4 vehicle, be sure that the transfer case is left in gear and main transmission in park or gear position. Otherwise, the vehicle may roll since both axles are disengaged, regardless of the position of the transmission shift lever (or the Range Selector). Setting the parking brake is also recommended.

### Caution:

Before operating 4 x 4 vehicles in terrain which requires four wheel traction, the operator should be certain the engine oil level is above the add mark on the dipstick. Operating the vehicle below the add mark will result in engine damage.

### Shifting the NP203 Transfer Case

In changing the transfer case range from HI to LO or vice-versa, the transfer case shift lever must pass through Neutral. The vehicle should be stopped to make this shift. The transmission should be in Neutral (Automatic) or the clutch pedal should be fully depressed (Manual). Move the transfer case shift lever quickly through Neutral to the desired range.

**Note:** If the transfer case is left in Neutral on a vehicle equipped with an automatic transmission, it may not be possible to shift the transfer case into gear. If this occurs, shut the engine off and shift the vehicle, or, with the engine running, momentarily shift the automatic transmission into Reverse and then to Park before attempting to shift the transfer case.

### Transfer Case Differential Lock

The transfer case may be shifted into or out of either HI LOC or LO LOC with the transmission in any gear. The shift may also be made with the vehicle in motion.

**Note:** Disengagement of the lockout clutch may not occur immediately unless the vehicle is allowed to coast for a short distance.

### Lights

**Headlights and Parking Lights** - The parking lights, taillights, license plate lights, side marker lights, clearance lights, (when so equipped), and instrument panel lights all turn on when the

### Headlight Beam Selector

Push the foot-operated button to alternate the headlights between "bright" and "low" beam. A blue light in the instrument cluster indicates when the "bright" beam is on.

On curved sections of all highways, dim the lights if your beams are likely to intercept an oncoming vehicle.

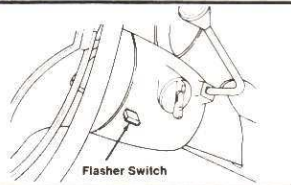
### Cargo Light

To make loading and unloading easier during the dark hours, an optional cargo light can be installed at the rear of the roof panel over the cab rear window.

### Hazard Warning Lights

In all models, the hazard warning switch is mounted on the right side of the steering column as shown in the illustration.

### Hazard Warning Flasher



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The full engaged position is for use when making a normal turn. The signal will remain on until the normal turn is completed or until the signal is returned to neutral by hand.

A light in the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective outside lamp bulb. If the indicator fails to light when the lever is moved it would suggest that the fuse or the indicator bulb is defective.

### Brake System Warning Light

**Dual Braking System** - The dual braking system provides emergency braking capability in the event of a failure to a portion of the hydraulic system. Failure of either half of the dual system is indicated by the brake warning light glowing when the service brake is depressed. The light will stay on after correcting the failure. A heavy brake pedal application is necessary to turn the light off.

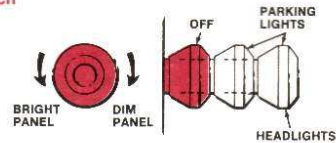
On conventional cab models, when the ignition switch is in the "on" position and the parking brake applied a red light on the instrument cluster will glow. The light will go out when the parking brake is released.

knob on the headlight switch is pulled out to the first position. The headlights turn on when the knob is pulled all the way out. Parking lights and other accessory lights **remain illuminated** when the headlights are on.

Pay as much attention to cleanliness of the **headlights as you do** to that of the windshield, since their **low forward position** subjects them to an even greater amount of road dirt.

**Panel Lighting** Illumination of the instrument panel can be regulated by turning the knob on the headlight switch to the right or the left. Bulbs are brightest when the knob is to the left, in the extreme counterclockwise position. Panel lights are dimmed when the knob is turned to the right (clockwise). Adjust the panel lights to the minimum illumination required to see the speedometer and other essential instruments to assure maximum night-time visibility.

### Headlight Switch



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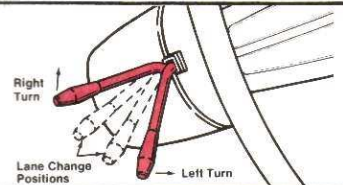
When the Hazard Warning Switch is activated, all directional turn signals will flash off and on to warn oncoming traffic of an emergency. Please note that the Hazard Warning Lights should not be regarded as a replacement for the requirement that flares be lit and emplaced to warn oncoming motorists of a disabled truck at the roadside.

When it is necessary to leave the truck to seek assistance, the Hazard Warning Lights will continue to operate even though the ignition switch is OFF.

### Turn Signal with Lane Change Feature

For changing lanes, or when making a gradual turn, the lever must be held in the "lane change" position. It will return to a neutral position when released.

### Turn Signal Lever



On compact models the light bulb is connected to the ignition switch and can be checked by starting the engine. The light will go on when the key is turned to the extreme right in the start position and will go off as soon as the engine starts.

### Hydraulic Brakes

Brake adjustment is necessary when excessive pedal travel is needed to start braking action.

The service brakes on all 100-400 models equipped with hydraulic brakes are self-adjusting. Self-adjusting brakes do not usually require manual adjustment, but in the event brakes are relined, it is advisable to make the initial adjustment manually to cut down adjustment time.

Power brakes associated with hydraulic brake systems are powered by engine vacuum and are controlled and actuated by the brake master cylinder without any external controls. If the vacuum boost malfunctions, the brake system will operate the same as though the truck were not equipped with a booster although more pedal effort will be required.

If the vacuum booster fails to operate properly, a series of tests will be required to isolate the source of the problem. If work is required on the power brake equipment, we recommend that your truck be taken to an Authorized Dodge Truck Dealer.

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The full engaged position is for use when making a normal turn. The signal will remain on until the normal turn is completed or until the signal is returned to neutral by hand.

A light in the instrument cluster flashes to indicate proper operation of the front and rear turn signal lamps. If the indicator lamp remains on and does not flash, check for a defective outside lamp bulb. If the indicator fails to light when the lever is moved it would suggest that the fuse or the indicator bulb is defective.

### Brake System Warning Light

**Dual Braking System** - The dual braking system provides emergency braking capability in the event of a failure to a portion of the hydraulic system. Failure of either half of the dual system is indicated by the brake warning light glowing when the service brake is depressed. The light will stay on after correcting the failure. A heavy brake pedal application is necessary to turn the light off.

On conventional cab models, when the ignition switch is in the "on" position and the parking brake applied a red light on the instrument cluster will glow. The light will go out when the parking brake is released.

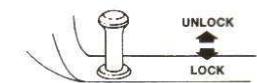
Both front doors may be locked by pressing the lock plungers down. Two separate operations are required to open the passenger door (and rear doors if so equipped) from the inside once they are locked. First the plunger must be raised and then the inside door handle pulled. The driver's door may be opened with the inside door handle without first lifting the plunger. Doors locked before closing will remain locked when closed.

The ignition key will unlock the front doors from the outside.

#### Outside Door Locks Passenger Door Shown



#### Inside Door Locks

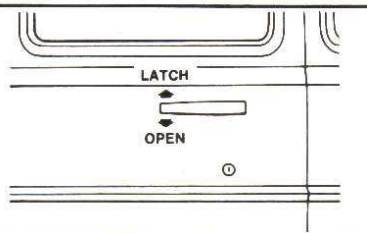


### Side Door and Rear Door Locks (Compact Vans)

When the dual side doors are closed and latched, they may be locked by pressing the lock plunger on the front side leading door down. Once the side doors are locked, the plunger must be

sure retention door check will hold the sliding door in the fully open position when the vehicle is parked on an incline.

#### Sliding Side Door



To close the door from the open position pull the outside handle down to release the door check. Slide the door to the closed position. Latch the door by pushing the outside door handle upward as shown or downward on the inside. Be sure that the sliding door is fully closed and latched before driving the vehicle.

### Exhaust Gas Warning (Carbon Monoxide) B100, B200, and B300 with Vented Rear Windows (optional)

Under some conditions, driving with the rear doors open can permit exhaust fumes to enter the vehicle. As a precaution against carbon monoxide gas, the rear doors should be closed whenever the vehicle is operated. If it is necessary to drive with

On compact models the light bulb is connected to the ignition switch and can be checked by starting the engine. The light will go on when the key is turned to the extreme right in the start position and will go off as soon as the engine starts.

### Hydraulic Brakes

Brake adjustment is necessary when excessive pedal travel is needed to start braking action.

The service brakes on all 100-400 models equipped with hydraulic brakes are self-adjusting. Self-adjusting brakes do not usually require manual adjustment, but in the event brakes are relined, it is advisable to make the initial adjustment manually to cut down adjustment time.

Power brakes associated with hydraulic brake systems are powered by engine vacuum and are controlled and actuated by the brake master cylinder without any external controls. If the vacuum boost malfunctions, the brake system will operate the same as though the truck were not equipped with a booster although more pedal effort will be required.

If the vacuum booster fails to operate properly, a series of tests will be required to isolate the source of the problem. If work is required on the power brake equipment, we recommend that your truck be taken to an Authorized Dodge Truck Dealer.

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The rear door will open when the manual latch lever is pulled. When closing the dual side door, be sure that the rear door is closed and latched before closing the front door.

When the dual rear doors are closed and latched, the right rear door will open only from the outside. The left door will open when the manual latch lever is pulled. When closing the rear doors, be sure that the left door is closed and latched before closing the right door.

To lock side door from the outside, press lock plunger down before closing.

A separate key for side and rear doors is available as an option. Otherwise, the ignition key fits all doors.

### Single Rear Door

The lock on the single rear door operates in the same manner as the passenger door lock.

### Sliding Side Door (Compact Vans)

The optional sliding side door may be locked by depressing the lock plunger when it is closed and latched. The lock plunger must be raised before the sliding side door can be opened from the inside with the door handle. The sliding side door may be opened from the outside by pulling the handle down. A pres-

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the rear vented windows and/or doors open, the following precautions should be observed:

- Close all other windows, and adjust heating or cooling systems to force outside air into the vehicle by setting the blower at high speed and by setting the controls in any position except "Off" or "Max. A/C".
- Or bring outside air into the vehicle by the side panel air inlets, or fully open door vent windows as far as they will go to force outside air into front of vehicle. A partially open vent window will increase possibility of entrance of exhaust fumes through rear vented window openings.

**Note: IF PASSENGERS ARE RIDING IN THE REAR AREA, THE REAR VENTED WINDOWS AND/OR DOORS SHOULD BE FULLY CLOSED AT ALL TIMES.**

### Exhaust Gas Warning (Carbon Monoxide)

#### All Models

Exhaust gases contain carbon monoxide; a potentially toxic gas that by itself is colorless and odorless. To avoid inhaling these gases the following precautions should be observed:

- Do not run the engine in a closed garage or in confined areas any longer than needed to move your vehicle in or out of the area.
- If it is necessary to sit in a parked vehicle with the engine running for more than a short period, adjust your heating or

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cooling system to force outside air into the vehicle. Set the fan at high speed and the controls in any position except "Off" or "Max. A/C".

- The best protection against carbon monoxide entry into the vehicle body is a properly maintained engine exhaust system.

Whenever a change is noticed in the sound of the exhaust system, when exhaust fumes can be detected inside the vehicle, or when the underside or rear of the vehicle is damaged, have a competent mechanic inspect the complete exhaust system and adjacent body areas for broken, damaged, deteriorated or mispositioned parts. Open seams or loose connections could permit exhaust fumes to seep into the passenger compartment. In addition, inspect the exhaust system each time the vehicle is raised for lubrication or oil change. Replace or adjust as required.

### Windshield Wipers

Turn the knob to right to operate wipers. Turn knob further right to increase speed.

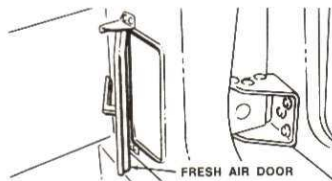
In cold weather always turn off the wiper motor and allow the wipers to return to the park position before turning off the engine. If the wiper switch is left on, and the wipers freeze to the windshield, damage to the wiper motor may occur when the engine is started.

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The vent knob should be pushed in (shutting off outside air) before operating the Heater or Air Conditioner.

Two "summer" doors, located below each end of the instrument panel, can be opened during warm weather for outside air ventilation. Make sure they are closed and latched before operating the heater or defroster.

### Fresh Air Door



### Heater Compact Models (Without Air Conditioning)

Three operating controls are located on the heater housing at lower edge of the instrument panel.

To Heat The Interior: When the needle on the engine temperature gauge reaches the first mark, pull the knob marked "Temp"

out "Fan" knob and turn fully right. Defrosting action can be lessened by turning the "Fan" knob left one position and pushing the "Temp" and "Def" knobs partially inward.

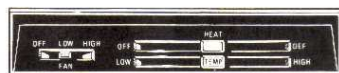
### Auxiliary Heater (Optional—with or without rear A/C)

An auxiliary rear heater is available as optional equipment on models w/o rear A/C. A two-position push-pull blower switch located on the left side of the instrument panel controls auxiliary heater blower speed. Pull out on the control to actuate blower. (Not available on MB or CB models).

### Heater

**Conventional Cab** - Operating controls for the heater-defroster system used in Conventional Cab models are mounted in the instrument panel.

### Heater Controls



**Temperature Control Lever (Lower Level)** - This lever keeps heater temperature at desired level by sliding right or left. Higher temperatures are obtained by moving lever to the right.

**Selector Lever (Upper Lever)** - This 3-position lever controls the direction of air flow.

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### Windshield Wiper/Washer Control



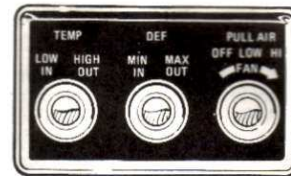
### Windshield Washer

The fluid reservoir is located behind the grille on the passenger side of B, CB and MB models and in the engine compartment of all other models, and should be checked for fluid level at regular intervals. When freezing weather is anticipated, flush out the water in the reservoir by operating the pump. **Fill the reservoir with windshield washer anti-freeze, (not radiator anti-freeze), and operate the system for a few seconds to flush out the residual water.**

### Warm-Weather Ventilation

**B, CB and MB Models** - While driving, outside air can be brought into the interior through an inlet under the instrument panel in front of the driver. The control knob is located under the left edge of the instrument panel. Pulling the control knob out allows outside air to enter.

### Heater Controls



all the way out. Pull the knob marked "Fan" and turn right to second position.

This operates the fan at high speed. The "Fan" knob has three rotary positions—off, low and high.

If less heat is desired push the "Temp" knob partially inward and turn the "Fan" knob left one position.

A ram-air feature forces heat into the interior without using the fan. For ram-air, shut fan off by turning "Fan" knob fully to left, and regulate the amount of heat desired with the "Temp" knob.

To eliminate frost on the outside of the windshield or fog on the inside, pull the "Temp" and "Def" knobs all the way out; pull

**OFF - Extreme Left** - Turns off entire heating system.

**HEAT - Middle Position** - When engine temperature pointer reaches the first mark on the temperature gauge the Selector Lever may be placed in the Heat position. This directs heated air into the truck cab.

Comfort may be maintained by adjusting the Temperature Control Lever and fan speed.

**DEF - Extreme Right** - With the Selector Lever in this position, air is directed to the windshield to defog or defrost it. When the Selector Lever is in the Heat position, a reduced volume of air flow to the windshield continues to prevent fogging.

**Fan Switch** - The fan switch moves horizontally to three positions: OFF, LOW and HIGH speeds.

**Note:** Be sure that the air intake, located outside the truck below the windshield, is free of snow and other obstructions.

**Defrosting and Defogging** - Move Selector Lever to DEF position and Temperature Control Lever to far right. Set Fan Switch on HIGH speed. It is not necessary to wait for the temperature to rise to defog windshield.

**Note:** A ram air feature forces heat into the vehicle without using the fan. This is especially effective during highway driving. For ram air, shut off fan by moving fan switch to the "Off" position, and regulate the amount of heat desired with the temperature control lever.

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## Optional Accessories

### Air Conditioner

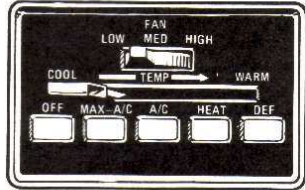
The factory installed unit in Compact and Conventional Cab Models combines air conditioning, heating, and defrosting into one efficient year-round system.

#### Compact Models

**Temperature Control Lever** - This lever controls the temperature of the air coming from the instrument panel outlets, the floor, or the windshield outlets. This control is operable when the A/C, Heat or Defrost buttons are depressed. Moving the temperature lever toward the right makes the air warmer.

**Fan Switch** - The fan can be operated at three speeds from low at the left switch position to high at the right position, to control the amount of air flowing through the vehicle.

#### Air Conditioning and Heater Controls



only when the outside temperatures are above 32°F (-0°C), and with the temperature control lever at the extreme right for at least ten minutes each week during the summer. This procedure reduces hose clogging by allowing the fluids to circulate and flush the system.

**Cooling Outlets** - Four adjustable outlets are positioned in the center of the instrument panel.

#### Conventional Models

**Selector Lever (Upper Lever)** - Slides right or left to any one of six positions.

**"Max. A/C"** - Provides maximum air conditioning for fast cool down and cooling under severe conditions.

#### Air Conditioner Conventional Cab



**"A/C"** - System employs outside air for normal cooling. Comfort can be maintained by adjusting fan speed, cooling outlets, and temperature control lever.

heated air. Also, controls temperature of cooled air when used with air conditioner.

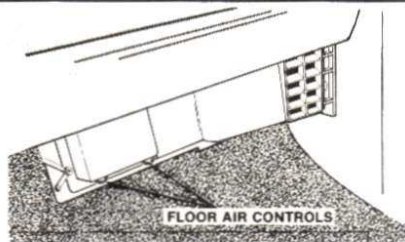
**Fan Switch** - Has three positions: Low, Medium and High speeds.

**Cooling Outlets** - Four outlets are positioned in the instrument panel. They are adjustable to direct air to the desired area.

#### Floor Air Controls

Cool air can be directed onto the feet of the driver and front passenger by means of the floor controls at the bottom of the distribution housing, on the left and right sides respectively.

#### Floor Air Controls



**Pushbuttons** - These buttons determine the operating mode of the system. The buttons are:

**Off** - This button shuts off the entire system.

**MAX. A/C** - When this button is pushed, air from inside the vehicle is circulated through the system and discharged through the A/C outlets. This mode should only be used to rapidly cool down the interior and for use in exceptionally hot and humid weather. Although the temperature control lever does not control the air temperature in this mode the lever should be placed in the full cool position for best results.

**A/C** - When the air conditioning button is pushed, air from outside the vehicle is circulated through the system and discharged through the A/C outlets. The Temperature Control lever can be adjusted to obtain comfort.

**Heat** - When this button is pushed, air from outside the vehicle is circulated through the system and discharged through the floor outlets with some lesser portion discharged through the windshield outlets. The discharge air temperature and fan speed can be adjusted as required.

**Def.** - In this mode, outside air is circulated through the system and discharged through the windshield outlets with some lesser portion going to the floor outlets. This operating mode is used to remove ice and fog from the windshield.

**Note:** Operate your air conditioning system in the A/C position for at least five minutes each week during the winter (do this

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**"Vent"** - With the selector lever in this position outside air enters through the four outlets on the instrument panel. The fan control may be used to increase the flow of air.

**"Off"** - Turns off entire system. Fan will not operate when system is off.

**"Heat"** - When the temperature gauge pointer reaches the first mark place the selector lever in the "Heat" position. This directs heated air into the passenger area, (some air is directed onto the windshield to prevent fogging). Comfort is maintained by adjusting the temperature control lever and fan speed.

Make sure the air intake, located outside the vehicle below the windshield, is free of snow or other obstructions and the warm weather ventilation controls are closed when operating the system.

**"Def."** - To defrost the windshield, slide the temperature control and selector levers to the extreme right and the fan switch to high speed.

To defog windshield, it is not necessary to wait for the engine temperature to rise.

**Temperature Control Lever** - Controls temperature by sliding to the right or to the left (maximum heat position is to the extreme right). Used when operating heater to control temperature of

#### Operating Tips All Models

**Note:** Be sure that the air intake, located outside the vehicle below the windshield, is free of snow and other obstructions.

**Note:** Operate your air conditioning system in the A/C position for at least five minutes each week during the winter (do this only when the outside temperatures are above 32°F -0°C), and with the temperature control lever at the extreme right for at least ten minutes each week during the summer. This procedure reduces hose clogging by allowing the fluids to circulate and flush the system.

**Fast Cooldown** - For a fast cooldown after the vehicle has been parked in the sun and the air inside has become very hot, move the selector lever to A/C and drive with the windows down for the first few minutes. If auxiliary rear A/C equipped turn rotary blower switch to high position. Once the hot air has been expelled, close the windows and move the selector lever to Max. A/C. When the interior is comfortably cool, move the lever back to A/C and adjust the temperature control lever and fan speed as necessary to maintain comfort.

**Window Fogging** - In mild but rainy or humid weather, windows tend to fog on the inside. Move the selector lever to A/C to clear fog off all the windows. Adjust the temperature control lever and fan speed to maintain comfort.

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## Summer Operation

Air conditioned vehicles must be protected with a high-quality anti-freeze coolant during summer to prevent the heater core from freezing. The anti-freeze coolant is also required to provide proper corrosion protection and to raise the boiling point for protection against overheating. A 50% concentration is recommended.

When using the air conditioner in extremely heavy traffic in hot weather, especially when towing a trailer, additional engine cooling may be required. If this situation is encountered, operate the transmission in a lower gear. When stopped in heavy traffic it may be necessary to shift into neutral and depress the accelerator slightly for fast idle operation.

## Radios

An understanding of some of the conditions that affect a properly operating radio may save you inconvenience and concern when certain reception problems are encountered.

### AM Reception

**Fading** - Fading is due to a significant decrease in signal strength under overpasses, on distant stations, and behind tall buildings in downtown areas.

**Static** - Static may be experienced under weak signal of off station conditions and is heard as a "crackling" or "popping" noise in the radio speaker. This is due to electrical disturbances, such as engine ignition, power lines, neon signs, thunderstorms, etc.

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radio may switch between stations and the signal becomes mixed or distorted.

If you have an FM receiver you will experience several important differences in the reception of AM and FM signals. FM can be received up to approximately 25 (40 km) miles from the station, as you reach the limits of a stations signal the volume remains constant but interference noise increases. FM gives a more faithful reproduction of sound and reject static from power lines, traffic lights, thunderstorms and other electrical sources.

### Tips For Obtaining Best Reception

Always fine tune your radio with the control knob after using a push button. Even a slight adjustment can eliminate unnecessary noise or distortion.

Turning the tone control to allow more bass tones will often reduce distortion.

FM in the vehicle is not entirely static free. If some stations are always noisy when driving in certain areas, then the noise must be expected. All FM radios will respond about the same way in these areas. Tune to a stronger station. Experience will indicate which stations are best in your area.

**To Set Push Buttons** - Permit radio to warm up for at least 1 or 2 minutes with the antenna extended. Pull a "push-button" all the way out and, using manual tuning knob, carefully tune in a

### AM/FM Radio

The operation of this radio is the same as previously described under AM Radio with the following exceptions.

**AM/FM Selector** - Slide the band selector up for AM operation and use the scale numbered 5.4 through 16. Slide the selector down and use the scale numbered 88 through 108 for FM.

### Caution

**Do not operate the band selector if any pushbutton is pulled out.**

### Auto Speed Control

When engaged, this device takes over the accelerator operation at speeds above 30 mph (50 km/h). The controls are located at the end of the turn signal lever and consist of a Speed Set Button and a Control Slide.

**To Activate** - With the control slide in the "On" position attain the desired speed. Now press and release the speed set button to establish memory and activate the system. Remove your foot from the accelerator. Pushing the control slide from "Off" to "On" while the vehicle is in motion establishes memory at that speed, but does not activate the system. The slide may be left in the "On" position when the vehicle is parked.

**To Deactivate** - A soft tap on the brake pedal, or normal brake pressure while slowing the vehicle will deactivate the auto

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**Night time "whistles" and loss of station** - AM radio waves travel several hundred miles further at night than during the day permitting you to listen to distant clear channel stations. However, these same waves also cause other than clear channel stations to compete for the same channel on your radio dial resulting in whistles and blocking of other stations.

**Crosstalk** - This is the reception of more than one station at a time. It is usually encountered when driving near a radio transmitting tower of a station.

### FM Reception

**FM Flutter** - Flutter can best be described as repeated pops and hissing in the speaker that interrupt otherwise good reception. This condition usually indicates you are travelling in the fringe or weak area of a stations signal. However, it can also exist when any large structure, such as a building, comes between your vehicle and the transmitting tower of a station.

**Cancellation** - Cancellation is the result of reflected radio waves cancelling the normal unreflected signal. This is similar to ripples in water running into each other and causing calm spots. Cancellation most often occurs in metropolitan areas, but can also be present in hilly terrain or on depressed roadways. The noises are similar to those caused by Flutter.

**FM Capture** - Capture usually occurs when your are tuned to a weak station and pass near the tower of a stronger signal. The

desired station. Press button firmly in to lock on station. This same procedure is used for setting the remaining buttons.

### AM Model

To operate the radio the ignition switch must be in the "On" or "Accessory" position.

### AM/FM Radio



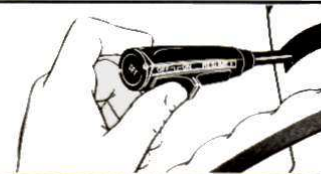
**On-Off Switch, Volume Control** - Turn the radio on by rotating the outer left knob clockwise. Continue rotating clockwise to increase volume.

**Tuning** - Station selection is controlled by five pushbuttons or by rotating the outer right knob manually.

**Tone Control** - Turn inner ring of the left knob clockwise to increase the treble tones and counterclockwise to increase the bass. The mid position provides a balance of both base and treble.

speed control without erasing memory. Pushing the control slide to the "Off" position or turning off the ignition erases the speed memory.

### Auto Speed Control



**To Resume Speed** - When you push the control slide to the Resume position you will return the vehicle to the previously memorized speed. When using the resume feature, do not allow the slide to "pop" back to On. It may over shoot and turn the unit off.

**To Vary the Speed Setting** - You can reset the control to any desired speed by accelerating, or slowing to that speed and pressing the set button.

When the system is activated, tapping the "Set" button may increase the speed setting by small increments.

**To Accelerate for Passing** - Depress the accelerator as you would normally. When the pedal is released your vehicle will return to the set speed.

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### Warning

The use of your Auto Speed Control is not recommended when driving conditions do not permit maintaining a constant speed, such as heavy traffic or on roads that are winding, icy, snow-covered or slippery.

### Auxiliary Fuel Tank (D100-200-300 & W100-200-300-400)

The auxiliary tank and standard tank are filled independently. The fuel lines from both tanks are connected to a solenoid valve that allows fuel to be used from either tank, but not both at the same time.

A selector switch mounted on the instrument panel controls the solenoid. When the switch is pulled out the auxiliary tank is being used. The fuel gauge indicates the fuel level of the tank in use.

### Sure-Grip Differential

The Sure-Grip differential provides additional traction on snow, ice, mud, sand and gravel, particularly when there is a difference between the traction characteristics of the surface under the right and left rear wheels. During normal driving and cornering the Sure-Grip unit performs similar to a conventional differential. On slippery surface, however, the differential delivers more of the driving effort to the wheel having the better traction.

ated periodically. Wheels must also be kept tight on their hubs. Front wheel alignment and proper balance of wheels and tires are essential to long tire life.

Pay particular attention to the condition of the tires on your truck. If given reasonable care, your tires will give you many miles (kilometers) of trouble-free service. If abused or overloaded, your tires may fail prematurely. Check tire pressures regularly - once a week is not too often. Keep tires inflated to pressures recommended in the Tire Charts. Always be sure that valve caps are tight.

### Caution

Demounting and mounting tires on multi-piece rims can be very dangerous. Truck owners and operators should not attempt to dismount a tire from a rim or remount it. Only experienced tire mechanics should service multi-piece truck rims.

Inspect tubeless tires at least once a month and remove any foreign objects caught in the treads.

An inflated truck tire and rim can be very dangerous. To avoid personal injury and possible damage to equipment, the following precautions should be noted and observed!

### During Truck Operation

Do not overload tires! Be sure that the combination of payload and truck weight does not exceed the rated load of the tires used. Rims are designed to sustain the maximum rated load of the largest tire recommended for that rim. During tire checks,

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### During Tire Mounting

Tires mounted on multi-piece rims should be assembled and inflated by experienced qualified personnel only.

Inflate tire in a safety cage to prevent personal injury during inflation! Use a clip-on type air chuck and stand to one side. A truck tire can blow rings loose during inflation with great force if the rings are improperly mounted.

Use properly matched parts only! Rim base and rings must be matched according to manufacturer, size, and type. This information is stamped on each part. Follow recommended mounting procedures.

Replace all damaged parts! Abuse during operation or in mounting the tire may cause dents, cracks, or distortion which may weaken and prevent safe assembly.

Remove all rust and other foreign matter! An accumulation of such material in the rim gutter may prevent proper ring fitting. Excessively corroded parts are weakened and should be replaced. Use of a rust preventive compound not containing water during mounting will minimize rusting.

Do not use oversize or overinflated tires! Use only recommended tire sizes and do not exceed recommended inflation pressures.

Check assemblies just prior to inflation, particularly if they have been rolled across the floor or have been subject to rough handling between mounting and inflation.

### Caution

On vehicles equipped with a Sure-Grip differential, never run the engine with one rear wheel off the ground, since the vehicle may drive through the rear wheel remaining on the ground.

Care should be taken to avoid sudden accelerations when both rear wheels are on a slippery surface. This could cause both rear wheels to spin, and allow the vehicle to slide sideways on the crowned surface of a road or in a turn.

### Fuel Pacer System

The Fuel Pacer lamp on the instrument panel will glow whenever the carburetor fuel enrichment system is activated because of increased engine power demand. This occurs most often in urban driving where frequent acceleration and varying driving speeds require more fuel. You will easily learn to accelerate and drive so as to conserve fuel when you become aware of the conditions that cause the light to go on. Under certain conditions, such as driving up a steep grade or pulling a trailer, the engine may require a richer fuel mixture. Under these heavy load conditions, it is normal for the light to be on for longer periods of time.

## Tires and Wheels

The tires and wheels on your truck require frequent attention to keep them in good condition. Wheel bearings must be lubri-

inspect rims and wheels for damage. Remove damaged parts and replace with new ones.

Do not operate truck on one tire of a dual assembly! When one tire in a dual assembly loses air, all of the load must be sustained by the other tire and rim. Be sure that both tires are inflated to recommended pressures before operation.

Never inflate a tire that has been run flat without thoroughly inspecting it and the rim and wheel assembly on which it is mounted first! Be sure that the lock ring is securely seated in the gutter and has not been damaged prior to re-inflating tire.

Periodically check tightness of the wheel nuts! Loose wheel nuts can cause dangerous wheel shimmy and loss of control over the truck.

Remember, excessive torque on wheel nuts can also be dangerous, since it can cause stud and ring breakage.

### During Tire Demounting

Deflate tire completely before starting demounting procedure! If the rim or the ring are damaged or the ring is unseated, deflate the tire completely prior to removing the tire and wheel assembly from the truck. Remove valve core to insure complete deflation.

Follow only recommended demounting procedures! Check for worn or damaged parts. Discard such parts or mark them for destruction to prevent their reuse.

### Jacking and Tire Changing Instructions

#### Caution

The jack is designed to use as a tool for changing tires only. It is not recommended that the jack be used to lift the truck for service purposes, unless suitable supports are placed under the truck as a safety measure.

Do not operate engine when vehicle is raised with a jack.

When changing a rear wheel on a truck equipped with a No-Spin or Full Traction Differential, block the diagonally opposite front wheel against both forward and rearward movement.

#### Bumper Jack - B100 and B200 Models

1. Position the truck on as level and firm a surface as possible. Shut off engine, set parking brake and place the transmission shift lever in "Park".

2. If you are on the side of a road activate hazard warning flasher.

3. Remove the spare wheel, jack, base and wrench. Block wheel diagonally opposite the one to be removed. (A wheel chock or brick can be carried in the truck for this purpose).

4. Assemble jack and position hook on bottom of bumper. Set finger control to "Up" position. Insert wrench in jack and "pump" until jack is seated firmly. Do not raise tire off of road surface.

5. Remove hub cap, or wheel cover, with flat end of lug wrench.

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6. Loosen wheel nuts by turning counterclockwise, but do not remove.
7. Operate jack until tire is off the road surface. Remove wheel nuts and pull wheel off of hub.
8. Before installing spare, remove all dirt, rust, grease and oil from stud threads. **Do not lubricate threads.**
9. Install spare and lightly tighten wheel nuts.
10. Inspect to insure full contact between the mounting surfaces of wheel and hub or brake drum.
11. Tighten the nuts alternately. Retighten nuts after 50 miles (80 km) and periodically thereafter.
12. Make certain tire is stored correctly after being repaired. Install tools in the same position as when removed.

#### Axle Jack

**B300, CB and MB Models** - When changing a front wheel, place jack under the front crossmember forward flange and inboard of the lower control arm pivot. On rear wheels, place the jack under the axle and next to the spring hanger.

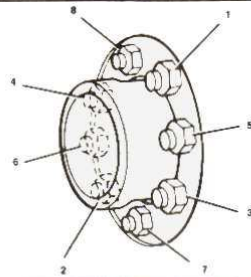
**D100-200-300 Models** - When changing a front wheel, place jack under the inner edge of the lower control arm pivot bolt mounting bracket. Make sure the jack is centered.

On rear wheels, place jack under the axle and next to the spring hanger.

verify that specific torque has been achieved. Retighten to specifications at 100 miles (160 km) after and 500 miles (800 km).

**It is recommended that wheel stud nuts be kept torqued to specifications at all times. It is recommended that wheel stud nuts be torqued to specifications at each lubrication interval.**

#### Tightening Sequence 8-Stud Disc Wheel

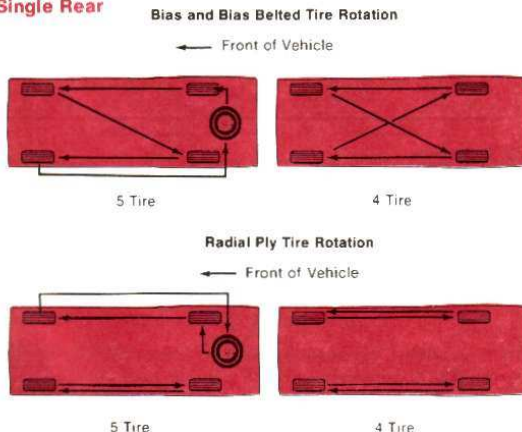


#### Wheel Nuts

All wheel nuts should be tightened frequently to eliminate the possibility of wheel studs being sheared or the bolt holes in the wheels becoming elongated. This is especially important during the first few hundred miles of operation to allow the wheel nuts to become properly set. All nuts should first be firmly seated against the wheel. The nuts should then be tightened to recom-

The tires used on dual wheel assemblies should be matched for wear to prevent overloading one tire in a set. To check if tires are even, lay a straight edge across all four tires. The straight edge should touch all the tires.

#### Tire Rotation Single Rear

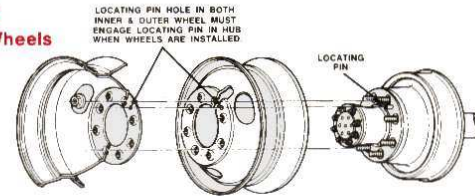


#### 8 Stud - Dual Rear Wheels with Flanged Type Wheel Nuts

**Models CB, MB, D300, W300, W400** - These wheels have 4 equally-spaced stud holes which are coined outward and 4 which are coined inward. The outer wheel must be installed so the coined stud holes match the coined stud holes of the inner wheel.

A locating pin in the hub will assist in properly orienting the inner and outer wheels. The tires of both dual wheels must be completely off the ground when tightening to insure wheel centering and maximum wheel clamping. These dual rear wheels should be tightened as follows:

#### 8 Stud Disc Wheels



1. Tighten the wheel nuts in the numbered sequence to a snug fit.
  2. Retighten the wheel nuts in the same sequence to a torque of 325 foot-pounds. Go through the sequence a second time to
- maintain torque. Tighten the nuts to final torque in increments. Progress around the bolt circle, tightening the nut opposite to the nut just previously tightened until final torque is achieved. Recommended torques are shown in the chart.

| Disc Wheels    | Type Nut | Stud Size | Torque Ft. Lbs. | Torque Newton Metres |
|----------------|----------|-----------|-----------------|----------------------|
| 100-400 Models | Cone     | 1/2-20    | 85-125          | 115-170              |
|                | Cone     | 5/8-18    | 175-225         | 250-300              |
|                | Flanged  | 5/8-18    | 300-350         | 400-475              |

#### Tire Rotation

Periodic tire rotation is the only known method of controlling certain types of tire wear. It is recommended that your tires be rotated as indicated in the diagram. This will help to insure longer service life by evening out the wear at the different wheel positions. In rotating tires, it is unnecessary to remove the tire from the wheel-just shift the complete tire and wheel assembly.

#### Caution

**Only tires of the same size, construction, ply rating or load range should be rotated.**

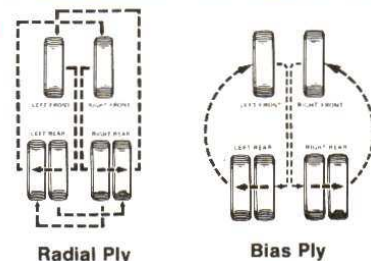
**Do not rotate by these patterns if front and rear tires are of different sizes. These tires may be repositioned by switching from side to side of the appropriate axle.**

**Under-inflation wear can be prevented by maintaining recommended tire pressure.**

**Periodic rotation of tires will also help correct other types of wear.**

**Make sure the tires run true to avoid excessive wear.**

#### Tire Rotation Dual Rear



#### Tire and Wheel Balance

Because of possible high operation speeds, proper tire and wheel balance has become an important factor in the correct and safe performance of the vehicle.

It is recommended you consult your dealer at the first sign of erratic wheel action or abnormal vibration, so the wheel and tire balance may be inspected and, if necessary, corrected.

### Wheel Alignment

To provide the desired steering qualities and long tire life, the front wheels must possess certain angularity in relation to each other and to the chassis. These angles are known as king pin angle, caster angle, camber angle, and toe-in angle. All of these angles are interrelated; however, each angle has an independent function. Adjustments are provided. But, inasmuch as these adjustments should be made with the proper aligning gauges, it is recommended that the work be done by your dealer.

### Radial Ply Tires

Radial ply tires provide improved road hazard resistance and smoother high speed ride. The radial ply tires available as optional equipment from Chrysler Corporation are identified by the letter "R" in their size description. That is: HR78-15 as compared with H78-15 for regular construction tires. They are of steel belted construction and are selected to complement the ride and handling characteristics of your truck. However, there are significant differences in the ride and handling characteristics of trucks equipped with radial ply tires: such as faster steering response. You may initially find these unfamiliar characteristics require some adjustment in your driving technique.

Radial ply tires have the same load carrying capacity as bias or bias-belted tires of the same letter size and use the same recommended inflation pressures.

Mixing of radial ply tires with bias or bias-belted tires is not recommended. Many combinations of radial ply and bias or bias-belted tires, when combined on vehicle, will deteriorate vehicle handling seriously. The best rule to follow is: Radial ply

Inflation pressures shown in the following charts are cold inflation pressures. COLD INFLATION PRESSURE CAN BE MEASURED AFTER THE VEHICLE HAS BEEN STATIONARY FOR AT LEAST 3 HOURS OR DRIVEN LESS THAN ONE MILE AFTER BEING INOPERATIVE FOR 3 HOURS.

The load at maximum inflation pressure stamped on the tire sidewall of passenger-type tires will differ from the load shown in the chart. This is in accordance with Tire and Rim Association standards requiring a reduced loading factor of approximately 91% for passenger-type tires used on trucks and multipurpose passenger vehicles.

For special operating conditions . . . such as campers or other high center of gravity loading vehicles . . . cold inflation pressures may be increased up to 10 PSI (69 kpa) with truck type tires.

**High Speed Pressures Pass. Car Type Tires** - Tire pressure adjustments are not necessary for operation up to 75 mph (110 km/h). While driving over the established speed limit is not advised or encouraged, those vehicles permitted to travel at high speed over 75 mph (120 km/h) must have the following adjustments:

For continuous high speed operation over 75 mph (120 km/h) increase tire inflation pressure 4 pounds per square inch over the recommended pressures but not over the maximum values molded into the tire side wall. These are: 32 PSI (221 kpa) for Load Range B, the most commonly used type; 36 PSI (284 kpa) for Load Range C, and 40 PSI (276 kpa) for Load Range D tires.

Continuous speeds above 75 mph (120 km/h) are not recom-

mended at vehicle loading conditions above that shown for "Reduced Load" in the vehicle capacities chart.

tires must always be used in sets of five and under no circumstances should they be used on the front only.

As longer wearing tires can be more susceptible to irregular tread wear, it is very important to follow the tire rotation interval shown in the section "Tire Rotation" to achieve the tread life potential in these tires.

### Snow Tires-Models 100-300

Snow tires must be of the same size and construction (bias, bias-belted, radial) as the front tires. They should not be operated at sustained speeds over 70 mph (110 km/h). These tires should always be maintained at Vehicle Maximum Capacity inflation pressures.

While studded snow tires improve performance on ice, skid and traction capability on wet or dry surfaces may be poorer than that of non-studded snow tires.

### Frames

See your Truck Dealer for detailed drilling and welding instructions when mounting bodies and fifth wheels.

### Tire Inflation Pressures

Proper tire inflation pressure is essential to the safe and satisfactory operation of your vehicle. These pressures should be checked and adjusted at least once per month. Tire pressures should be checked more often when weather temperatures vary widely because tire pressures vary with outdoor temperatures.

Tire inflation pressures may increase from 2 to 6 pounds per square inch (PSI) during operation. Do NOT reduce this normal pressure build-up.

If the vehicle must be driven at continuous speeds over 90 mph (140 km/h), special high speed tires, such as police pursuit types, must be used. Under these conditions, inflation pressures and vehicle loadings as recommended above for high speed operation should be observed.

**High Speed Pressures—Truck Type Tires** - For sustained high speed driving over 65 mph (100 km/h), with truck type tires cold inflation pressures must be increased 10 PSI (69 kpa) above those specified in the charts for the load being carried. The total increase in cold inflation pressures shall not exceed 10 PSI (69 kpa) above those specified in the chart for the load being carried.

**Cargo Loads** - Cargo loads should be distributed evenly in the cargo area. Front and rear GAWR loads must not be exceeded.

**Trailer Towing Requirements** - Vehicles equipped with Trailer Towing Package do NOT have a greater GVW rating greater than shown on the certification label. When towing a trailer, the additional load on the axle induced by the trailer tongue load must not exceed the GAWR load on the certification label.

**Tire Inflation Charts** - The following charts on pages 41 thru 43 are simplified charts showing recommended cold inflation pressures at light load and full load operation.

The charts on pages 44 thru 46 are reference charts compiled from the Tire and Rim Association yearbook. These charts show tire load capacities at various cold inflation pressures.

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**TIRE INFLATION CHART—RECOMMENDED COLD INFLATION PRESSURES—D100-300 MODELS**

| TIRE SIZE   | LOAD RANGE | LIGHT LOAD (1) |       |            |       | FULL LOAD (2) |       |            |       |
|-------------|------------|----------------|-------|------------|-------|---------------|-------|------------|-------|
|             |            | FRONT TIRES    |       | REAR TIRES |       | FRONT TIRES   |       | REAR TIRES |       |
|             |            | PSI            | (KPA) | PSI        | (KPA) | PSI           | (KPA) | PSI        | (KPA) |
| G78-15      | B          | 30             | (207) | 30         | (207) | 32            | (221) | 32         | (221) |
| G78-15      | D          | 30             | (207) | 30         | (207) | 36            | (248) | 38         | (262) |
| H78-15      | B          | 26             | (179) | 26         | (179) | 30            | (207) | 32         | (221) |
| HR78-15*    | B          | 26             | (179) | 26         | (179) | 30            | (207) | 32         | (221) |
| L78-15      | B          | 24             | (165) | 24         | (165) | 26            | (179) | 32         | (221) |
| LR78-15*    | B          | 24             | (165) | 24         | (165) | 26            | (179) | 32         | (221) |
| 6.50-16     | C          | 35             | (241) | 35         | (241) | 45            | (310) | 45         | (310) |
| 7.00-15     | C          | 35             | (241) | 35         | (241) | 40            | (276) | 40         | (276) |
| 750-16**    | C          | 30             | (207) | 30         | (207) | 40            | (276) | 45         | (310) |
| 750-16**    | D          | 30             | (207) | 30         | (207) | 40            | (276) | 60         | (414) |
| 800-16.5**  | D          | 35             | (241) | 35         | (241) | 45            | (310) | 60         | (414) |
| 800-16.5**  | E          | 35             | (241) | 35         | (241) | 45            | (310) | 75         | (517) |
| 875-16.5    | E          | 30             | (207) | 30         | (207) | 35            | (241) | 75         | (517) |
| 950-16.5    | D          | 30             | (207) | 30         | (207) | 30            | (207) | 60         | (414) |
| 950-16.5    | E          | 30             | (207) | 30         | (207) | 35            | (241) | 75         | (517) |
| 800-16.5*** | C          | 40             | (276) | 40         | (276) | 45            | (310) | 45         | (310) |
| 800-16.5*** | D          | 40             | (276) | 40         | (276) | 50            | (345) | 60         | (414) |
| 800-16.5*** | E          | 40             | (276) | 40         | (276) | 55            | (379) | 75         | (517) |
| 7.50-16***  | C          | 30             | (207) | 30         | (207) | 40            | (276) | 45         | (310) |
| 7.50-16***  | D          | 30             | (207) | 30         | (207) | 40            | (276) | 60         | (414) |

\*Radial Ply Tires \*\*Single Rear \*\*\*Dual Rear

(1) Light load—Includes up to 2 passengers plus 200 pounds (90 kg) cargo.

(2) Full Load—Includes up to full GVW load as shown on the certification label located on the drivers door pillar. Front and rear GAWR loads must not be exceeded.

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**TIRE INFLATION CHART—RECOMMENDED COLD INFLATION PRESSURES—W100-400 MODELS 4 x 4**

| TIRE SIZE   | LOAD RANGE | LIGHT LOAD (1) |       |            |       | FULL LOAD (2) |       |            |       |
|-------------|------------|----------------|-------|------------|-------|---------------|-------|------------|-------|
|             |            | FRONT TIRES    |       | REAR TIRES |       | FRONT TIRES   |       | REAR TIRES |       |
|             |            | PSI            | (KPA) | PSI        | (KPA) | PSI           | (KPA) | PSI        | (KPA) |
| G78-15      | B          | 32             | (221) | 32         | (221) | 32            | (221) | 32         | (221) |
| G78-15      | D          | 32             | (221) | 32         | (221) | 38            | (262) | 38         | (262) |
| H78-15      | B          | 30             | (207) | 30         | (207) | 32            | (221) | 32         | (221) |
| HR78-15*    | B          | 30             | (207) | 30         | (207) | 32            | (221) | 32         | (221) |
| L78-15      | B          | 28             | (193) | 28         | (193) | 32            | (221) | 32         | (221) |
| LR78-15*    | B          | 28             | (193) | 28         | (193) | 32            | (221) | 32         | (221) |
| 650-10      | C          | 40             | (276) | 40         | (276) | 45            | (310) | 45         | (310) |
| 700-15      | C          | 40             | (276) | 40         | (276) | 45            | (310) | 45         | (310) |
| 700-15 (3)  | D          | 40             | (276) | 40         | (276) | 45            | (310) | 45         | (310) |
| 700-15 (4)  | D          |                |       |            |       | 60            | (414) | 50         | (345) |
| 10-15LT     | B          | 25             | (172) | 25         | (172) | 30            | (207) | 30         | (207) |
| 800-16.5**  | D          | 45             | (310) | 45         | (310) | 50            | (345) | 60         | (414) |
| 900-16.5*** | E          | 45             | (310) | 45         | (310) | 50            | (345) | 75         | (517) |
| 875-16.5    | E          | 40             | (276) | 40         | (276) | 50            | (345) | 75         | (517) |
| 950-16.5    | D          | 35             | (241) | 35         | (241) | 45            | (310) | 60         | (414) |
| 950-16.5    | E          | 35             | (241) | 35         | (241) | 45            | (310) | 75         | (517) |
| 750-16 (3)  | C          | 35             | (241) | 35         | (241) | 45            | (310) | 45         | (310) |
| 750-16 (3)  | D          | 35             | (241) | 35         | (241) | 50            | (310) | 60         | (414) |
| 750-16 (4)  | C          |                |       |            |       | 45            | (310) | 45         | (310) |
| 750-16 (4)  | D          |                |       |            |       | 60            | (414) | 50         | (345) |
| 800-16.5*** | D          | 45             | (310) | 45         | (310) | 60            | (345) | 60         | (345) |
| 800-16.5*** | E          | 45             | (310) | 45         | (310) | 70            | (483) | 75         | (517) |
| 7.50-16***  | D          | 35             | (241) | 35         | (241) | 50            | (345) | 60         | (345) |

\*Radial Ply Tires \*\*Single Rear \*\*\*Dual Rear

(1) Light load—Includes up to 2 passengers plus 200 pounds (90 kg) cargo.

(2) Full Load—Includes up to full GVW load as shown on the certification label located on the drivers door pillar. Front and rear GAWR loads must not be exceeded.

(3) Equipped for snowplow service (not carrying plow blade).

(4) Equipped for snow plow service (carrying plow blade).

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**TIRE INFLATION CHART—RECOMMENDED COLD INFLATION PRESSURES—B100-300 MODELS**

| TIRE SIZE                     | LOAD RANGE | LIGHT LOAD (1) |       |            |       | FULL LOAD (2) |       |            |       |
|-------------------------------|------------|----------------|-------|------------|-------|---------------|-------|------------|-------|
|                               |            | FRONT TIRES    |       | REAR TIRES |       | FRONT TIRES   |       | REAR TIRES |       |
|                               |            | PSI            | (KPA) | PSI        | (KPA) | PSI           | (KPA) | PSI        | (KPA) |
| E78-15                        | B          | 32             | (221) | 32         | (221) | 32            | (221) | 32         | (221) |
| F78-15                        | B          | 30             | (207) | 30         | (207) | 32            | (207) | 32         | (207) |
| G78-15                        | B          | 30             | (207) | 30         | (207) | 32            | (221) | 32         | (221) |
| G78-15                        | D          | 30             | (207) | 30         | (207) | 36            | (284) | 38         | (262) |
| H78-15                        | B          | 28             | (193) | 28         | (193) | 30            | (207) | 32         | (221) |
| HR78-15*                      | B          | 28             | (193) | 28         | (193) | 30            | (207) | 32         | (221) |
| L78-15                        | B          | 26             | (179) | 26         | (179) | 28            | (193) | 32         | (221) |
| LR78-15*                      | B          | 26             | (179) | 26         | (179) | 28            | (193) | 32         | (221) |
| L78-15                        | C          | 26             | (179) | 26         | (179) | 28            | (193) | 36         | (248) |
| LR78-15*                      | C          | 26             | (179) | 26         | (179) | 28            | (193) | 36         | (248) |
| 700-15                        | C          | 35             | (241) | 35         | (241) | 40            | (276) | 45         | (310) |
| 800-16.5                      | C          | 35             | (241) | 35         | (241) | 45            | (310) | 45         | (310) |
| 800-16.5                      | D          | 35             | (241) | 35         | (241) | 45            | (310) | 60         | (414) |
| 800-16.5                      | E          | 35             | (241) | 35         | (241) | 45            | (310) | 75         | (517) |
| 875-16.5                      | E          | 30             | (207) | 30         | (207) | 40            | (276) | 75         | (517) |
| CB300 and MB 300 & 400 Models |            |                |       |            |       |               |       |            |       |
| 875-16.5                      | E          | 30             | (207) | 30         | (207) | 40            | (276) | 75         | (517) |
| 800-16.5 (3)                  | D          | 45             | (310) | 45         | (310) | 50            | (345) | 60         | (414) |
| 800-16.5 (4)                  | D          |                |       |            |       | 50            | (345) | 60         | (414) |

\*Radial Ply Tires

(1) Light load—Includes up to 2 passengers plus 200 pounds (90 kg) cargo.

(2) Full Load—Includes up to full GVW load as shown on the certification label located on the drivers door pillar. Front and rear GAWR loads must not be exceeded.

(3) CB Models with Dual Rear.

(4) MB Models with Dual Rear.

**CAUTION**

(B300 Models equipped with Goodyear 8.75-16.5-E tires) Replacement tires having a profile larger than Goodyear 8.75-16.5-E tire are not recommended for use on the front wheels. Damage to larger profile type tires by contacting metal at the front and sides (when turning) may result.

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**TIRE INFLATION CHART—TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES  
PASSENGER CAR TYPE TIRES**

| TIRE SIZE | LOAD RANGE | MAX. CAP. (LBS.) | MAX. CAP. (kg) | MAX. TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES PSI & KILOPASCALS |       |      |       |      |       |      |       |      |       |      |       |      |       |
|-----------|------------|------------------|----------------|---|-------|------|-------|------|-------|------|-------|------|-------|------|-------|------|-------|
|           |            |                  |                | PSI   | kPa   | PSI  | kPa   | PSI  | kPa   | PSI  | kPa   | PSI  | kPa   | PSI  | kPa   | PSI  | kPa   |
|           |            |                  |                | 26  | (179) | 28   | (193) | 30   | (207) | 32   | (231) | 34   | (234) | 36   | (248) | 38   | (262) |
| E78-15    | B          | 1270             | (576)          | 1130  | (513) | 1180 | (535) | 1230 | (558) | 1270 | (576) | —    | —     | —    | —     | —    | —     |
| F78-15    | B          | 1370             | (621)          | 1220  | (553) | 1270 | (576) | 1320 | (599) | 1370 | (621) | —    | —     | —    | —     | —    | —     |
| G78-15    | B          | 1470             | (667)          | 1310  | (594) | 1370 | (621) | 1420 | (644) | 1470 | (667) | —    | —     | —    | —     | —    | —     |
| GR78-15*  | B          | 1470             | (667)          | 1310  | (594) | 1370 | (621) | 1420 | (644) | 1470 | (667) | 1530 | (694) | 1570 | (712) | 1620 | (735) |
| G78-15    | D          | 1670             | (758)          | 1310  | (594) | 1370 | (621) | 1420 | (644) | 1470 | (667) | 1530 | (694) | 1570 | (712) | 1620 | (735) |
| H78-15    | B          | 1610             | (730)          | 1440  | (653) | 1500 | (680) | 1560 | (708) | 1610 | (730) | —    | —     | —    | —     | —    | —     |
| HR78-15*  | B          | 1610             | (730)          | 1440  | (653) | 1500 | (680) | 1560 | (708) | 1610 | (730) | —    | —     | —    | —     | —    | —     |
| L78-15    | B          | 1790             | (812)          | 1590  | (721) | 1670 | (758) | 1730 | (785) | 1790 | (812) | —    | —     | —    | —     | —    | —     |
| LR78-15*  | B          | 1790             | (812)          | 1590  | (721) | 1670 | (758) | 1730 | (785) | 1790 | (812) | —    | —     | —    | —     | —    | —     |
| L78-15    | D          | 2030             | (921)          | 1590  | (721) | 1670 | (758) | 1730 | (785) | 1790 | (812) | 1860 | (844) | 1910 | (866) | 1970 | (894) |

\*Radial Ply Tires

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**TIRE INFLATION CHART—TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES**  
**TIRES USED AS SINGLES 100-400 MODELS—TRUCK TYPE TIRES**

| TIRE SIZE    | LOAD RANGE | MAX. CAP. (LBS.) | MAX. CAP. (kg) | MAX. TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES (LBS. PER SQUARE INCH & KILOPASCALS) |            |            |             |             |             |             |             |             |             |     |     |     |     |
|--------------|------------|------------------|----------------|--|------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-----|-----|-----|-----|
|              |            |                  |                | PSI  | kPa        | PSI        | kPa         | PSI         | kPa         | PSI         | kPa         | PSI         | kPa         | PSI | kPa | PSI | kPa |
|              |            |                  |                | 30 (207)   | 35 (241)   | 40 (276)   | 45 (310)    | 50 (345)    | 55 (379)    | 60 (414)    | 65 (448)    | 70 (483)    | 75 (517)    |     |     |     |     |
| 6.50 - 16    | C          | 1610 (730)       |                | 1270 (576)   | 1390 (631) | 1500 (680) | 1610 (730)  | —           | —           | —           | —           | —           | —           | —   | —   | —   | —   |
| 7.00 - 15    | C          | 1720 (780)       |                | 1350 (612)   | 1480 (671) | 1610 (730) | 1720 (780)  | —           | —           | —           | —           | —           | —           | —   | —   | —   | —   |
| 7.00 - 15    | D          | 2040 (925)       |                | —  | 1480 (671) | 1610 (730) | 1720 (780)  | 1830 (830)  | 1940 (880)  | 2040 (925)  | —           | —           | —           | —   | —   | —   | —   |
| 7.00 - 16    | C          | 1800 (816)       |                | 1430 (649)   | 1560 (708) | 1680 (762) | 1800 (816)  | —           | —           | —           | —           | —           | —           | —   | —   | —   | —   |
| 7.50 - 16    | C          | 2060 (934)       |                | 1620 (735)   | 1770 (803) | 1930 (875) | 2060 (934)  | —           | —           | —           | —           | —           | —           | —   | —   | —   | —   |
| 7.50 - 16    | D          | 2440 (1107)      |                | 1620 (735)   | 1770 (803) | 1930 (875) | 2060 (934)  | 2190 (993)  | 2310 (1048) | 2440 (1107) | —           | —           | —           | —   | —   | —   | —   |
| 8.00 - 16.5  | C          | 1730 (785)       |                | 1360 (617)   | 1490 (676) | 1610 (730) | 1730 (785)  | —           | —           | —           | —           | —           | —           | —   | —   | —   | —   |
| 8.00 - 16.5  | D          | 2045 (928)       |                | 1360 (617)   | 1490 (676) | 1610 (730) | 1730 (785)  | 1840 (835)  | 1945 (882)  | 2045 (928)  | —           | —           | —           | —   | —   | —   | —   |
| 8.00 - 16.5  | E          | 2330 (1057)      |                | 1360 (617)   | 1490 (676) | 1610 (730) | 1730 (785)  | 1840 (835)  | 1945 (882)  | 2045 (928)  | 2145 (973)  | 2240 (1016) | 2330 (1057) | —   | —   | —   | —   |
| 8.75 - 16.5* | E          | 2680 (1216)      |                | 1570 (712)   | 1720 (780) | 1850 (839) | 1990 (903)  | 2110 (957)  | 2240 (1016) | 2350 (1066) | 2470 (1120) | 2570 (1166) | 2680 (1216) | —   | —   | —   | —   |
| 9.50 - 16.5  | D          | 2780 (1261)      |                | 1860 (844)   | 2030 (921) | 2190 (993) | 2350 (1066) | 2500 (1134) | 2650 (1202) | 2780 (1261) | —           | —           | —           | —   | —   | —   | —   |
| 9.50 - 16.5  | E          | 3170 (1437)      |                | 1860 (844)   | 2030 (921) | 2190 (993) | 2350 (1066) | 2500 (1134) | 2650 (1202) | 2780 (1261) | 2920 (1324) | 3050 (1383) | 3170 (1437) | —   | —   | —   | —   |

NOTE: For special operating conditions, cold inflation pressures may be increased up to 10 psi—70 kPa (not to exceed 85 psi—586 kPa) above those indicated in the table with no increase in loads.

NOTE: For sustaining high speed driving over 60 mph (100 km/h), cold inflation pressures must be increased 10 psi—70 kPa above those specified by the table for the load being carried (but not to exceed 85 psi—586 kPa). Where the 10 psi (70 kPa) pressure adjustment for sustaining high speed is limited by the maximum of 85 psi (586 kPa), speed must be limited to 60 mph (100 km/h). (COLD INFLATION PRESSURES MUST NEVER EXCEED 85 PSI—586 kPa).

\* (B300 Models equipped with Goodyear 8.75-16.5-E tires) Replacement tires having a profile larger than Goodyear 8.75-16.5-E tire are not recommended for use on the front wheels. Damage to larger profile type tires by contacting metal at the front and sides (when turning) may result.

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**TIRES USED AS DUALS REAR AXLE 300 & 400 MODELS**

| TIRE SIZE   | TUBE-LESS | TUBE TYPE | LOAD RANGE | MAX. CAP. (LBS.) | MAX. CAP. (kg) | MAX. TIRE LOAD CAPACITY AT VARIOUS COLD INFLATION PRESSURES (LBS. PER SQUARE INCH & KILOPASCALS) |            |            |            |            |            |            |            |          |          |     |     |     |     |
|-------------|-----------|-----------|------------|------------------|----------------|--|------------|------------|------------|------------|------------|------------|------------|----------|----------|-----|-----|-----|-----|
|             |           |           |            |                  |                | PSI  | kPa        | PSI        | kPa        | PSI        | kPa        | PSI        | kPa        | PSI      | kPa      | PSI | kPa | PSI | kPa |
|             |           |           |            |                  |                | 30 (207)   | 35 (241)   | 40 (276)   | 45 (310)   | 50 (345)   | 55 (379)   | 60 (414)   | 65 (448)   | 70 (483) | 75 (517) |     |     |     |     |
| —           | 7.00 - 16 | C         | 1580 (717) | —                | 1365 (619)     | 1475 (669)   | 1580 (717) | —          | —          | —          | —          | —          | —          | —        | —        | —   | —   |     |     |
| —           | 7.50 - 16 | C         | 1815 (823) | —                | 1565 (710)     | 1690 (767)   | 1815 (823) | 1815 (823) | —          | —          | —          | —          | —          | —        | —        | —   | —   |     |     |
| —           | 7.50 - 16 | D         | 2140 (971) | —                | 1565 (710)     | 1690 (767)   | 1815 (823) | 1930 (875) | 2040 (925) | 2140 (971) | —          | —          | —          | —        | —        | —   | —   |     |     |
| 8.00 - 16.5 | —         | C         | 1520 (689) | 1195 (542)       | 1310 (594)     | 1415 (642)   | 1520 (689) | —          | —          | —          | —          | —          | —          | —        | —        | —   | —   |     |     |
| 8.00 - 16.5 | —         | D         | 1800 (816) | 1195 (542)       | 1310 (594)     | 1415 (642)   | 1520 (689) | 1620 (735) | 1710 (776) | 1800 (816) | —          | —          | —          | —        | —        | —   | —   |     |     |
| 8.00 - 16.5 | —         | E         | 2050 (930) | 1195 (542)       | 1310 (594)     | 1415 (642)   | 1520 (689) | 1620 (735) | 1710 (776) | 1800 (816) | 1885 (855) | 1970 (894) | 2050 (930) | —        | —        | —   | —   |     |     |

NOTE: For special operating conditions, cold inflation pressures may be increased up to 10 psi (70 kPa) above those indicated in the table with no increase in loads.

NOTE: For sustaining high speed driving over 60 mph (100 km/h), cold inflation pressures must be increased 10 psi (70 kPa) above those specified in the table for the load being carried.

## Appearance Care

Your Dodge Truck Dealer offers a complete line of products for cleaning vinyl upholstery, bright metal, white side walls and carpeting.

Your truck has received special treatment during manufacturing to protect the cab and sheet metal from corrosion. If road film and salt spray are permitted to remain on cab and sheet metal for

long periods of time, they will tend to break down this corrosion protection. Have your truck washed frequently.

To avoid scratching the paint; do not wipe off dust or dirt with a dry cloth, or use a combination cleaner and polish, without first washing the vehicle.

**Care of Seat Belts** - The nylon webbing used in belts may be cleaned with a hydrocarbon dry cleaner or with soap or deter-

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gents in water. Avoid getting dry cleaner or water solutions into the buckle mechanism where they may attack the lubricant or cause corrosion. Do not attempt to bleach or re-dye belts. Resulting color may rub off and webbing strength may be affected.

**Care of Chrome Wheels** - Frequent washing is recommended to reduce the possibility of a film build up or possible corrosion. **DO NOT USE STEEL WOOL OR ABRASIVE TYPE CLEANERS TO CLEAN THESE WHEELS.**

## Safety Tips

### Lock Your Vehicle

Always remove the keys from the ignition and lock all doors when leaving the vehicle unattended, even in your own driveway or garage. Try to park your vehicle in a well lighted area and never invite theft by leaving articles of value exposed.

### Catalytic Converter (if so equipped)

The catalytic converter requires the use of unleaded fuel only. Leaded gasoline will destroy the effectiveness of the catalyst as an emission control device. Under normal operating conditions, the catalytic converter will not require maintenance. However, it is important to keep the engine properly tuned to assure proper catalyst operation and prevent possible catalyst damage.

### Caution

Damage to the catalytic converter can result if your vehicle is not kept in proper operating condition. In the event of engine malfunction, particularly involving engine misfire or other apparent loss of performance, have your vehicle serviced promptly. Continued operation of your vehicle with a severe malfunction could cause the converter to overheat, resulting in possible damage to the converter and vehicle.

As with any vehicle, do not park or operate this vehicle in areas where combustible materials such as grass or leaves can come in contact with a hot exhaust system.

In unusual situations involving grossly malfunctioning engine operation, a scorching odor may indicate severe and abnormal catalyst overheating. If this occurs, the vehicle should be stopped, the engine shut off and the vehicle allowed to cool. Thereafter, service, including tune-up to manufacturer's specifications, should be obtained immediately.

To minimize the possibility of catalyst damage:

- Do not shut off the engine or interrupt the ignition when the transmission is in gear and the vehicle is in motion.
- Do not try to start the engine by pushing or towing the vehicle.
- Do not idle the engine with any spark plug wires disconnected or removed, such as when diagnostic testing.
- Do not idle the engine for prolonged periods during very rough idle or malfunctioning operating conditions.

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## Hoisting

A convenient floor jack may be used under the front crossmember, or under the rear axle housing. However, a floor jack or frame hoist must never be used on any other parts or the underbody.

### B, CB and MB Models

Do not attempt to raise one entire side of the truck by placing a floor jack midway between the front and rear wheels. This practice may result in permanent damage to the body.

A floor jack may be used to raise one side of the truck, provided it is placed on the underside of the underbody sill, not to exceed 12 inches from the rear end.

## Lubrication and Maintenance

### General Information

Establish a periodic lubrication and maintenance schedule for your truck. This section of your Operator's Manual contains details on maintenance procedures, specifies recommended materials and/or lubricants, and sets forth recommended maintenance intervals in handy chart form.

### Regular Preventive Maintenance Program

A program of regular preventive maintenance is required to keep your Dodge Truck in good operating condition. Your

truck's daily requirements must be supplemented with a comprehensive lubrication and maintenance program performed at periodic intervals to insure trouble-free operation with a minimum of preventable downtime.

Many Dodge Truck Dealers offer a Regular Preventive Maintenance program which can be tailor-made to your truck's requirements. It would be well worth your while to discuss the Regular Preventive Maintenance program with the Service Manager at your Dodge Truck Dealers.

### Severe Operating Conditions

Many trucks are employed under operating conditions more severe than are usually encountered by passenger cars. These trucks often require special maintenance and lubrication schedules.

Consult with your Dodge Truck Dealer's Service Department in case you cannot determine the proper maintenance interval.

### Daily Operating Costs

Operating any business at a profit depends upon its daily operating costs. To evaluate the costs of operating your truck, a daily record should be maintained. A "Operating Record For Motor Trucks" booklet is available to help you in this phase of your business. Check with your Dodge Truck Dealer, or fill out and mail the special order form in the back of this manual. The booklet contains space for entries for each day of the year, plus space for monthly and annual summary total. Maintaining an Operating Record will permit you to accurately assess the costs of truck operation.

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**RECOMMENDED MAINTENANCE SERVICES - LIGHT DUTY CONVENTIONAL CAB D100, 200, 300; W100, 200, 300, 400**  
The following maintenance services are recommended by the engineers who designed your vehicle to provide maximum operating efficiency.

|   | SERVICE                                  | TIME OR MILEAGE (KILOMETRES) INTERVAL  |
|---|--|--|
| CHASSIS GREASE FITTINGS                                       | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| FRONT WHEEL BEARINGS (W100, W200 WITH 44FBJ AXLE) (2)         | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| FRONT DRIVE AXLE U-JOINT (W200, 300 WITH SP/60 AXLE)          | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| POWER STEERING RESERVOIR                                      | INSPECT FLUID LEVEL                      | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| TRANSMISSION, REAR AXLE, TRANSFER CASE, BRAKE MASTER CYLINDER | INSPECT FLUID LEVELS                     | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| UNIVERSAL JOINTS (SEALED TYPE)                                | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| UNIVERSAL JOINTS (WITH FITTINGS)                              | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| WHEEL STUD NUTS, SPRING CLIP NUTS, STEERING LINKAGE NUTS      | CHECK TORQUE & TIGHTEN TO SPECIFICATIONS | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| WHEEL STOPS   | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| FRONT SUSPENSION BALL JOINTS (D100, 200, 300)                 | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| RUBBER AND PLASTIC COMPONENTS                                 | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| BODY MECHANISMS (HOOD LATCH, RELEASE, & CATCH)                | CLEAN & LUBRICATE                        | EVERY 6 MONTHS OR 6,000 MILES (9600 km)  |
| BRAKE LININGS   | INSPECT                                  | EVERY 12,000 MILES (19 000 km)   |
| TIRES   | ROTATE                                   | EVERY 12,000 MILES (19 000 km)   |
| RADIATOR HOSE CLAMPS (TWO-WIRE/SCREW TYPE)                    | TIGHTEN SCREW DRIVER TIGHT               | EVERY 12 MONTHS OR 18,000 MILES (29 000 km)  |
| FRONT WHEEL BEARINGS (1)                                      | CLEAN, INSPECT & LUBRICATE               | EVERY 24,000 MILES (38 000 km)   |
| FRONT SUSPENSION BALL JOINTS (D100, 200, 300)                 | LUBRICATE                                | EVERY 24 MONTHS OR 24,000 MILES (38 000 km)  |
| TRANSMISSION (MANUAL) & TRANSFER CASE                         | DRAIN & REFILL                           | EVERY 36,000 MILES (58 000 km)**   |
| TRANSMISSION (AUTOMATIC)                                      | DRAIN, ADJUST & REFILL                   | EVERY 36,000 MILES (58 000 km)**   |
| REAR AXLE DIFFERENTIAL & FRONT DRIVE AXLE                     | DRAIN & REFILL                           | EVERY 36,000 MILES (58 000 km)**   |
| COOLING SYSTEM  | DRAIN, FLUSH & REFILL                    | AT 24 MONTHS OR 36,000 MILES (58 000 km) AND THEN EVERY 12 MONTHS OR 18,000 MILES (29 000 km) THEREAFTER |

NOTE: Local driving conditions or severe applications may require more frequent maintenance service.

\*\*Severe service: every 18,000 miles (29 000 km).

(1) Except DANA 44FBJ Axle

(2) For severe service or off-highway, lubricate every 3 months or every 3,000 miles (4800 km)

**RECOMMENDED MAINTENANCE SERVICES - COMPACT VANS, MB & CB MODELS**

The following Certified Car Care maintenance services are recommended by the engineers who designed your vehicle to provide maximum operating efficiency.

|  | SERVICE                                  | TIME OR MILEAGE (KILOMETRES) INTERVAL   |
|--|--|---|
| CHASSIS GREASE FITTINGS                                  | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| POWER STEERING RESERVOIR                                 | INSPECT FLUID LEVEL                      | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| BRAKE BOOSTER BELL CRANK PIVOT                           | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| TRANSMISSION, REAR AXLE, BRAKE MASTER CYLINDER           | INSPECT FLUID LEVELS                     | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| UNIVERSAL JOINTS (SEALED TYPE)                           | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| UNIVERSAL JOINTS (WITH FITTINGS)                         | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| WHEEL STUD NUTS, SPRING CLIP NUTS, STEERING LINKAGE NUTS | CHECK TORQUE & TIGHTEN TO SPECIFICATIONS | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| WHEEL STOPS  | LUBRICATE                                | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| FRONT SUSPENSION BALL JOINTS & SEALS                     | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| RUBBER AND PLASTIC COMPONENTS                            | INSPECT                                  | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| BODY MECHANISMS (HOOD LATCH, RELEASE, & SAFETY CATCH)    | CLEAN & LUBRICATE                        | EVERY 6 MONTHS OR 6,000 MILES (9600 km)   |
| TIRES  | ROTATE                                   | EVERY 12,000 MILES (19 000 km)  |
| BRAKE LININGS  | INSPECT                                  | EVERY 12,000 MILES (19 000 km)  |
| RADIATOR HOSE CLAMPS (TWO-WIRE/SCREW TYPE)               | TIGHTEN SCREW DRIVER TIGHT               | EVERY 12 MONTHS OR 18,000 MILES (29 000 km)   |
| FRONT WHEEL BEARINGS                                     | CLEAN, INSPECT & LUBRICATE               | EVERY 24,000 MILES (38 000 km)  |
| FRONT SUSPENSION BALL JOINTS                             | LUBRICATE                                | EVERY 24 MONTHS OR 24,000 MILES (38 000 km)   |
| TRANSMISSION (MANUAL)                                    | DRAIN & REFILL                           | EVERY 36,000 MILES (58 000 km)**  |
| TRANSMISSION (AUTOMATIC) (1)                             | DRAIN, ADJUST & REFILL                   | EVERY 36,000 MILES (58 000 km)**  |
| REAR AXLE DIFFERENTIAL                                   | DRAIN & REFILL                           | EVERY 36,000 MILES (58 000 km)**  |
| REAR WHEEL BEARINGS (300 MODELS)                         | INSPECT, CLEAN & REPACK                  | EVERY 48,000 MILES (77 000 km) OR EVERY 12 MONTHS   |
| COOLING SYSTEM   | DRAIN, FLUSH & REFILL                    | AT 24 MONTHS OR 36,000 MILES (58 000 km) AND THEN EVERY 12 MONTHS OR 18,000 MILES (29 000 km) THEREAFTER. |

NOTE: Local driving conditions or severe applications may require more frequent maintenance services.

\*\*Severe service: every 18,000 miles (29 000 km).

(1) (Except MB- models: Normal service—every 18,000 miles (29 000 km)

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### Safety Checks You Should Make Inside The Vehicle

**Seat Belts** - Regularly check lap belt buckles and release mechanisms for positive action and secure connections.

If the seat belt webbing shows obvious cuts, fuzzing caused by protruding broken fibres, or severe fading, the seat belt should be replaced.

**Defrosters** - Check operation by pulling the "Def" knob all the way out and then turn the fan control to high speed. You should be able to feel the air directed against the windshield.

**Horn** - There is a possibility that the contact point that actuates your horn is not in the same location as on your previous model. Therefore, take a minute to be sure that you will reach for the correct pressure point automatically if the need occurs.

### Safety Checks You Should Make Outside The Vehicle

**Tires** - Examine tires for tread wear or uneven wear patterns. Check for stones, nails, glass or other objects lodged in the tread.

Inspect for tread cuts or side wall cracks. Check wheel nuts for tightness and tires for proper pressure.

**Lights** - Have someone observe the operation of all exterior lights as you turn them on. Check turn signal and high beam indicator lights on the instrument panel.

tery damage due to freezing. Battery should be clamped securely in the tray. Cable clamps should be tight on the terminal posts and free of corrosion. Neutralize corrosion by washing with a solution of baking soda and water.

#### Caution

**Before washing battery make sure vent caps are on securely to prevent baking soda solution from contaminating electrolyte. Rinse away with clear water.**

**It is essential when replacing the cables on the battery that the positive cable is attached to the positive post and the negative cable is attached to the negative post. Battery posts are marked (+) positive and negative (-) and identified on the battery case. Also, if a "fast charger" is used while battery is in vehicle, disconnect both vehicle battery cables before connecting the charger to battery. Do not use a "fast charger" to provide starting voltage.**

#### Lock Cylinders

When necessary, apply a thin film of Mopar Lubriplate or equivalent, directly to key. Insert key into lock and actuate several times. Wipe excess lubricant from key.

#### Windshield Wiper Blades

Periodic cleaning of the wiper blades is suggested to remove the accumulation of salt and road film. The wiper blades, arms, and windshield should be cleaned with a sponge or cloth and a mild detergent or non-abrasive cleaner.

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aids cleaning action, reduces freezing point to avoid line closing, and is not harmful to paint or trim.

#### Coolant Level

**Conventional System** - So long as the coolant temperature is satisfactory, the coolant level need be checked only once a month. Add a minimum of 50% ethylene glycol anti-freeze coolant and water to bring level about 1 1/4" (30 mm) below bottom of filler neck. Over filling will cause coolant loss through the overflow tube.

**Coolant Reserve System (If so equipped)** - The coolant reserve system provides a quick visual method of determining that the coolant level is adequate. With the engine idling, and warmed to the normal operating temperature, the level of the coolant in the overflow bottle should be between the maintain fluid level marks.

The radiator normally remains completely full, so there is no longer a need to remove the radiator cap except for checking coolant freeze point or replacement with new anti-freeze coolant. Your service station attendant should be advised of this. So long as the coolant temperature is satisfactory, the overflow bottle need be checked only once a month.

When additional coolant is needed to maintain the proper level a minimum of 50% concentration of ethylene glycol anti-freeze in water (-34°F. (-36°C) freeze point) should be added to the

**Door Latches** - Check for positive closing, latching and locking.

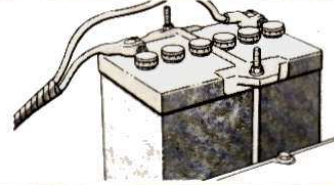
**Fluid Leaks** - Check area under vehicle after overnight parking for fuel, water, oil, or other fluid leaks. Also, if gasoline fumes are detected the cause should be located and corrected.

#### Battery Care

**Keep flame or sparks away from battery because explosive hydrogen gas may be present.**

Remove all caps and check fluid level every two months (more often in hot weather and on long trips). The fluid should be at the bottom of the filler hole. **Do not overfill.**

#### Battery



At least once a year check specific gravity. Clean and tighten cable clamps; apply grease to posts and clamps after tightening.

If water is added during freezing weather vehicle should be driven several miles to mix water and electrolyte to prevent bat-

tery damage due to freezing. Battery should be clamped securely in the tray. Cable clamps should be tight on the terminal posts and free of corrosion. Neutralize corrosion by washing with a solution of baking soda and water.

**Note: Do not operate wipers for long periods on dry glass. This accelerates deterioration of the rubber element.**

#### Windshield Washers

The fluid reservoir should be checked for fluid level at regular intervals. When freezing weather is anticipated, flush out the water in the reservoir by operating the pump. Fill the reservoir with windshield washer anti-freeze, (**not radiator anti-freeze**), and operate the system for a few seconds to flush out the residual water.

Some compact models are equipped with the washer nozzles attached to the wiper arms. They emit four streams per nozzle across the wiper pattern. No adjustment is required. If nozzle performance is unsatisfactory they should be replaced.

To replace, unsnap nozzle from wiper arm and disconnect hose. When installing make sure nozzle is securely snapped into position.

After the engine has warmed operate the defroster for a few minutes to reduce the possibility of smearing or freezing the fluid on the cold windshield. Mopar All Weather Windshield Washer Solution used with water as directed on the container,

overflow bottle. Do not overfill. A higher concentration (not to exceed 70%) should be used if a lower freeze point is required. Do not use additional rust inhibitors or anti-rust products, as they may not be compatible with the radiator coolant.

#### Caution

**Never add coolant to the radiator when the engine is overheated. Do not loosen or remove radiator cap to cool overheated engine!**

#### Caution

**Use caution in removing the radiator cap to avoid contact with hot coolant or steam! Place a cloth over the cap, turn left to first stop, pause to allow any pressure to release through overflow tube, then press down and turn left to remove cap.**

#### Coolant Reserve System



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## Every 6,000 Miles (9,600 km) or Every 6 Months

### Chassis Lubrication

The following components indicated below should be lubricated with Multipurpose Grease, NLGI, Grade 2, EP. Mopar Multi-Mileage Lubricant is a grease of this type and is recommended.

**Center Link** - B, CB & MB Models, 1 fitting. D models, 2 fittings.

**Clutch Bellcrank** - B & CB models, 1 fitting.

**Drag Link Ball Joint** - D, B, CB & MB models, 1 fitting. W models, 2 fittings.

**Tie Rod Ball Joints** - D, B, CB & MB models, 4 fittings. W models, 2 fittings.

**Clutch Torque Shaft** - All models—with manual transmissions, 1 fitting.

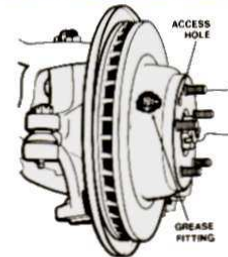
**Front Axle Universal Drive Joints and Pivot Bearings**  
Models W200 & W300 (With Spicer 60F front axle) - Lubricate the Pivot Bearings with a multipurpose grease E.P. #2.

**Front Wheel Bearings** - W100-200 models with the standard Dana 44F-BJ front driving axle.

These axles are equipped with grease fittings for lubricating the front wheel bearings. Recommended lubrication for both heavy duty and light duty cycle vehicles is every 6 months or 6,000 miles (9,600 km). Lubricate bearings until all the existing grease is flushed from the cavity and new grease appears. Use Multi-Purpose Grease NLGI Grade 2 EP. Mopar Multi-Mileage Lubricant is a grease of this type and is recommended.

The front tire and wheel assembly must be removed to permit access to the grease fitting as shown in drawing.

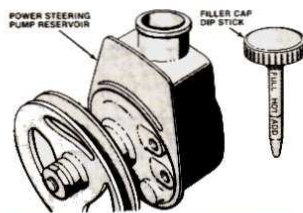
*\*If your vehicle is driven under severe or off-highway service lubricate every 3,000 miles (4,800 km) or 3 months whichever occurs first or more frequently if required.*



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### Power Steering Fluid Level

The power steering pump is equipped with a dipstick to indicate fluid level. If necessary add fluid to restore proper indicated level.



Clean all dirt from outside of reservoir before removing cover. Only petroleum fluids specially formulated for minimum effect on rubber hoses should be used. Mopar Power Steering Fluid, P/N 2084329, is recommended.

#### Caution

**Never add gear oil, automatic transmission fluid or hydroboost power steering fluid to the pump reservoir. Do not overfill.**

### Automatic Transmission - Fluid Level Check

The fluid level in the automatic transmission should be checked when the engine is fully warmed up and the fluid in the transmission is heated to its normal operating temperature. Operation of the transmission with an improper fluid level will greatly reduce the life of the transmission and of the fluid.

**Note:** Whenever the fluid level is checked, especially on vehicle used in severe service, the condition of the fluid should be noted. If the fluid is dark and has a strong odor, fluid and filter should be changed and the bands adjusted. The change in fluid condition may be caused by overheating resulting in fluid deterioration.

#### Procedure for Checking Fluid Level

**Note:** Use only fluids of the type labeled "DEXRON" Automatic Transmission Fluid. Mopar DEXRON Automatic Transmission Fluid is a material of this type and is recommended.

#### Compact Models (Equipped with Automatic Transmission Warning Light)

With the parking brake engaged and the engine idling, select each gear momentarily, ending with the selector lever in the "N" (Neutral) position. Idle the engine and observe the "Trans Warning Lamp" for 30 seconds. If the lamp remains off, it is not necessary to proceed further. If the lamp glows, remove the

**Manual Steering Gear** - is permanently lubricated at the factory and periodic lubrication is not required.

### Rear Axle Fluid Level

When delivered from the factory, the rear axle of your truck contains SAE 90. If the factory fill lubricant does not conform to the viscosity grade recommended for the prevailing temperature range, drain and refill with the proper lubricant before putting vehicle into service.

The rear axle filler plug must be removed to inspect the fluid level. This inspection should be made with the vehicle in a level position. The fluid level should be level with the bottom of the filler plug opening.

For lubricant selection see page 64.

### Front Driving Axle (W100-400)

Same lubrication recommendations as for Rear Axle Differential.

### Transfer Case (NP203 - W100-400)

Check lubricant level every 6,000 miles (9,600 km) or 6 months. Add oil if necessary to bring level to bottom of filler hole.

**Lubricant selection:** Use SE/CC 10W-30 type engine oils only.

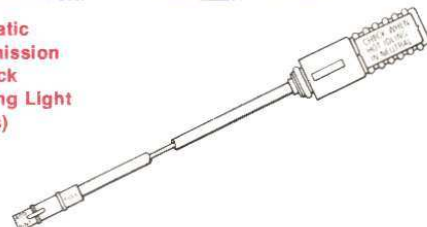
**Transfer Case Shifter Assy.** - Light engine oil or Mopar Penetrating Oil every 6,000 miles (9,600 km) or every 6 months (Models W100-400).

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engine cover and manually check the fluid level. Using the filler dip stick the fluid level should be between the FULL mark and the ADD 1 PINT mark with the engine idling in neutral and at normal operating temperature.

After checking fluid level be sure that the dipstick is resealed properly to prevent dirt and water from entering the transmission.

**Automatic Transmission Dip Stick (Warning Light Models)**



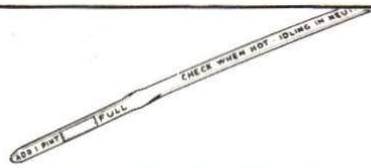
### Conventional Models (Not Equipped with Transmission Warning Light)

With parking brake on and engine idling, move the gear selector to each gear position momentarily, ending with the "N" (Neutral) position. With the engine idling and the transmission in

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Neutral, the fluid level on the indicator should be between the FULL mark and the ADD 1 PINT mark when the transmission is HOT. After checking fluid level be sure that the dipstick is re-seated properly to prevent dirt and water from entering the transmission.

**Automatic Transmission Dipstick**



**Manual Transmission - Fluid Level Check**

The fluid level in the manual transmission can be checked by removing the filler plug. The fluid level should be at the bottom of the filler plug hole. If it is necessary to add fluid, DEXRON Automatic Transmission Fluid should be used for the Chrysler A-230, A-390 and A-833 OD manual transmissions. Mopar Dexron automatic transmission fluid is a fluid of this type and should be used. Engine oils labeled for API Service SE/CC are recommended for use in all manual transmissions except the Chrysler A-230, A-390 and A-833 OD. SAE 50 engine oil should be used (SAE 90 Multi-Purpose Gear Lubricant may be used if SAE 50 engine oil is not available).

**Caution**

Do not allow petroleum base fluid to contaminate the brake fluid. Seal damage may result.

Brake Booster Bell Crank Pivot (B, CB, MB models lubricate with light engine oil every 6,000 miles (9,600 km) or 6 months.)

**Propeller Shaft Universal Joints**

**Cross Type - (No Fittings)** - Relubrication of this type of universal joint is not required. The seals should be inspected for external leaks or damage. If external leaks or damage is evident, the universal joint should be replaced.

**Propeller shaft universal joints and slip splines** - (equipped with grease fittings). Lubricate with a multipurpose grease, NLGI Grade 2 EP. Mopar Multi-Purpose Lubricant is a grease of this type and is recommended. For severe service or off-highway operation, lubricate every 3,000 miles (4,800 km) or 3 months (or more frequently if required). If the vehicle is operated in water lubricate daily.

**Front Suspension Ball Joints**

B, CB and MB, D100-300 - The ball joints and seals should be inspected every 6,000 miles (9,600 km) or 6 months or whenever the vehicle is serviced for other reasons. Damaged seals should be replaced to prevent leakage or contamination of the grease.

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Inspect all hose and tubing connections, clamps and couplings to be sure that they are tight and free from leaks.

Components should be replaced immediately if there is any evidence of deterioration which could result in failure.

**Brake Hoses** - Inspect brake hoses and tubing at recommended intervals and every time brakes are serviced.

Check hoses and tubing for correct length, surface cracks, abrasion, leaks at fittings, pulling, scuffing or worn spots. If the fabric casing of the hose is exposed by cracks in the rubber hose cover, the hose should be replaced. Eventually the hose will deteriorate and may burst.

**Engine Mounts** - Inspect surfaces for heat hardening, cracking, and checking. Inspect the rubber to metal bond by applying a slight load on the component. (Load may be applied to the engine mounts by prying the engine slightly upward.) Slight cracking due to weathering and ozone does not adversely affect performance. If, however, excessively deep localized cracks are present, component should be replaced.

**Caution**

Avoid continuous contamination with oil or gasoline. Such contaminants will result in reduced engine mount life.

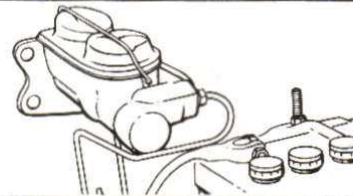
**Drive Belts** - Inspect all drive belts for evidence of cuts and cracks and replace if necessary. Check routing to make sure

**Brake Master Cylinders**

The fluid level in the master cylinder should be checked at each lubrication period. If necessary, add fluid to bring level to within 1/4 inch (6 mm) of the top of the reservoir.

Only brake fluid conforming to DOT 3 should be used. Mopar Hi-Temp Heavy Duty Type Fluid is a fluid of this quality and is recommended to provide best brake performance. HYDRAULIC FLUIDS NOT CONFORMING TO THESE SPECIFICATIONS SHOULD NEVER BE USED. USE OF A BRAKE FLUID THAT MAY HAVE A LOWER INITIAL BOILING POINT. SUCH AS FLUID IDENTIFIED AS 70R1 OR UNIDENTIFIED AS TO SPECIFICATION MAY RESULT IN SUDDEN BRAKE FAILURE DURING HARD, PROLONGED BRAKING.

**Brake Master Cylinder**



Use only brake fluid that has been in a tightly closed container to avoid contamination from foreign matter or moisture.

**Note:** For continuous "Off Road" or dusty road operation, lubricate every engine oil change. See lubrication procedure on page 62.

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**Wheel Stud Nuts, Spring Clip Nuts, & Steering Linkage Nuts**

Check torque on wheel stud nuts, spring clip nuts, and steering linkage nuts and retighten to specifications, if necessary.

**Wheel Stops**

B, D, CB & MB - Apply a film of Mopar Door-Ease (wax-type) Lubricant to the contact area between the steering knuckle arm wheel stop and the lower control arm jounce bracket.

If the vehicle is operated in water lubricate daily.

**Rubber & Plastic Components**

**Hoses** - Inspect surfaces of hoses and tubing for evidence of heat and mechanical damage. Hard and brittle rubber, or cracking, checking, tears, cuts abrasions, and excessive swelling indicate deterioration of the rubber. Pay particular attention to those hoses nearest to high heat sources such as the exhaust manifold. Inspect hose routing to be sure hoses do not come in contact with any heat source or moving component which may cause heat damage or mechanical wear.

there is no interference between the belt and other engine components. Check belts for proper tension. If necessary, tension should be adjusted so that the belt can be deflected about 3/8" (9 mm) while applying from 8 to 10 lbs. (35 to 45N) of pressure to the belt with the fingers about midway between pulleys. To adjust, loosen the alternator mounting bracket pivot bolts and the adjusting strap lock screw. Pull outward on the alternator until the belt is under proper tension, then retighten pivot bolts and lock screw. Do not tighten fan belt with a bar!

**CAUTION: Do not overtighten belts.**

**Upper and Lower Control Arm Bushings** - Inspect for off center condition of inner metal in relation to outer metal. Failure is evident by excessive movement within bushing and noise caused by metal to metal contact. Small cracks in other non-confined rubber does not constitute failure.

**Exhaust System Rubber Isolator and Loop-Type Hanger (If so Equipped)** - Inspect surfaces for rubber to metal separation or deep cracks. Slight cracking due to weathering does not adversely affect performance. If, however, excessively deep localized cracks are present, or any part of the exhaust system abnormally contacts the underbody or underbody hardware, the isolator and/or hanger should be replaced.

**Parking Brake Control Lever Pivots** - Lubricate with light engine oil.

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### Manual Transmission Gearshift Controls

**Column Mounted** - Linkage at the lower end of the steering column should be lubricated with Multi-Purpose Grease NLGI Grade 2EP if the operation of the gearshift becomes noisy or the shift effort is objectionable.

**Floor Mounted** - The gearshift control mechanism should be lubricated every 6 months or 12,000 miles (19 000 km), or more frequently if high shift effort or mechanical rattling is apparent.

The 4-speed overdrive manual transmission gearshift control mechanism is equipped with a grease fitting. Using a high pressure grease gun, apply Multi-Purpose Grease NLGI Grade 2EP into the control mechanism until the grease is visible on the operating levers.

**Note:** To lubricate the mechanism the vehicle must be in reverse gear with the engine off.

### Body Mechanisms

Body and other operating mechanisms and linkages should be inspected, cleaned, and lubricated to maintain ease of operation and to provide protection against rust and wear. Prior to the application of any lubricant, parts concerned should be wiped clean to remove dust and grit. After lubrication, remove excess oil and grease. Particular attention should be given to external lock cylinders during the Fall and Winter months to insure protection from water and ice.

## Every 12,000 Miles (19 000 km)

### Tires

Tires should be rotated every 12,000 miles (19 000 km) in accordance with instructions in the Tire Rotation section of this manual, page 37.

### Brake Linings (Mileage Interval Only)

Your vehicle is equipped with self-adjusting brakes. This feature eliminates the need for manual adjustment. A few brake applications while moving in reverse will maintain your brakes at the specified adjustment. Adjustment will continue until the brake linings are worn. To avoid brake failure, brake pull, or damage to drums, inspect the brake linings every 12,000 miles (19 000 km). If worn the brake linings must be replaced.

## Every 12 Months or 18,000 Miles (29 000 km)

### Radiator Hose Clamps (Two-Wire/Screw Type)

If inspection of the cooling system reveals that radiator hoses are secured with wire/screw type hose clamps, retighten clamps screw-driver tight.

**Rear Wheel Bearings - Semi-Floating Rear Axles (B100-200, D100, W100 models only)** - These bearings are normally considered permanently lubricated. Cleaning and repacking is required only when axle shafts are removed or in case of extreme water or dust contamination.

## Every 24,000 Miles (38 000 km) or Every 24 Months

### Front Suspension Ball Joints

When lubricating control arm ball joints, use only special long life grease, such as Multi-Mileage Lubricant, P/N 2525035, or equivalent.

### Procedure

- Clean accumulated dirt and grease from the outside surface of the seal to permit complete inspection.
- Wipe off the outside surface of the grease fitting to remove accumulated dirt from the grease inlet area to avoid subsequent grease contamination.
- Fill and flush the joints with lubricant. Stop filling when grease begins to flow freely from the bleed areas at the base of the seal, or if the seals begin to balloon.

The following mechanisms should be lubricated with Light Engine Oil as required:

Door hinges, tailgate hinges, sliding door-open position catch pivot.

The following mechanisms should be lubricated with Multi-Purpose Grease NLGI Grade 2EP every 6 months:

Hood latch release mechanism and safety catch.  
Sliding door-upper hinge and swing lock stricker.  
Sliding door-open position stricker.  
Sliding door-upper hinge retaining spring ends.  
Sliding door-lower track.  
Hood hinges (lubricate as required).

The following mechanisms should be lubricated with Smooth White Body Hardware Lubricant as required:

Door latches & rotors, seat regulator & truck adjusters, window system components - regulators, links and channel areas.

The following mechanisms should be lubricated with Stainless Wax Lubricant as required:

Sliding door-rear latch stricker shaft and wedge.

**External Lock Cylinders** - Apply Mopar Lubriplate as follows: Place a small amount of Mopar Lubriplate on notched edge of key. Rotate cylinder with key several times, until key comes out of cylinder clean.

Failure to keep these clamps tight may result in loss of coolant at radiator hose connections.

## Every 24,000 Miles (38 000 km)

### Wheel Bearings

The condition of the grease in the hub and bearing area should be inspected at the intervals specified or whenever the drums (or rotors) are removed. The presence of water, rust or dirt may indicate the necessity of seal replacement. If the grease is found to be contaminated, low in quantity, or if the truck has been operated under severe dusty conditions, all lubricant should be thoroughly cleaned from bearings, wheel hubs, dust caps, and/or wheel covers. After cleaning, carefully check for evidence of spalling of cups, cones, and cone inner races. Replace bearings if any defects are found. Repack the bearings with new Multi-Purpose Grease, NLGI Grade 2 EP. Apply grease to the hub, annulus area, and dust caps. **To avoid mixing different types of grease which may be incompatible, NEVER ADD GREASE—RELUBRICATE COMPLETELY!**

**Front Wheel Bearing** - (All except W100-200 models with Dana 44 FB) front wheel driving axle, the bearings should be cleaned and repacked every 24,000 miles (38 000 km).

D. Wipe off any excess grease from exterior surfaces of ball joints and adjacent component surfaces.

**Note:** Front suspension ball joints on vehicles used for off-highway operation should be regreased every engine oil change.

## Every 36,000 Miles (58 000 km)

### Automatic Transmissions Fluid & Filter Change Chrysler A727 (3-Speed)

To obtain best performance and long life for automatic transmissions, Chrysler Corporation recommends that they be given regularly scheduled maintenance service by an Authorized Dodge Truck Dealer or Service Center. It is important that the transmission be adjusted periodically, the fluid maintained at the correct level, and that it be drained and refilled as specified.

Use only automatic transmission fluids of the type labeled DEXRON Automatic Transmission Fluid for all anticipated temperature ranges. Mopar DEXRON Automatic Transmission Fluid is a material of this type and is recommended. Available in pints, P/N 3549659; quarts (0.91) P/N 3549660.

**Special Additives** - Chrysler Corporation does not recommend the addition of any fluids to the transmission. Exceptions to this policy are the uses of special dyes to aid in detecting fluid leaks, and the use of Chrysler Automatic Transmission Sealer.

Owners of MB models should change the fluid, filter and adjust the bands every 18,000 miles (29 000 km). On all other 100-400 models the fluid and filter should be changed, and the bands adjusted as follows:

|              |                                |
|--------------|--------------------------------|
| Normal usage | Every 36,000 miles (58 000 km) |
| Severe usage | Every 18,000 miles (29 000 km) |

Severe usage consists of:

- Prolonged operation with heavy loading, especially in hot weather.
- Vehicle used for off the highway operations.
- Vehicle used for towing trailers.

When the factory fluid is changed as recommended above, only fluids of the type labeled "DEXRON" Automatic Transmission Fluid should be used. A band adjustment and filter change should be made at the time of the oil change.

If the transmission is disassembled for any reason, the fluid filter should be changed, and the bands adjusted.

SAE 140 Multi-Purpose Gear Lubricant should be used when atmospheric temperatures are consistently above 90°F. (30°C.).

#### Transfer Case

The transfer case should be drained and refilled at the same time the transmission is drained and refilled.

**Lubricant Selection:** - Use SE/CC SAE 10W-30 type engine oils only.

#### Rear Axles

Under normal use and service, rear axle differentials should be drained and refilled every 36,000 miles (58 000 km). If the vehicle is used in severe service, rear axles should be drained and refilled every 18,000 miles (29 000 km). Multipurpose gear oils meeting specification API GL-5 are recommended for all axles with conventional differentials. Rear axles on most models are not equipped with a drain plug; remove lubricant with a suction pump.

Only Mopar Hypoid Lubricant, P/N 3744994 (Qts) (0.91), should be used in rear axles equipped with an anti-spin limited slip differential. This lubricant contains additives to extend axle life with special friction modifiers to eliminate axle chatter. In addition, Sure-Grip differentials require the use of Mopar Hypoid Gear Oil Additive-Friction Modifier, part no. 4057100. This

#### 64 Conventional System (If so equipped)

Drain 8-cylinder cooling system by removing drain plugs in sides of cylinder block and opening drain cock in lower radiator tank. On 6-cylinder systems, remove single drain plug in right side of block and open drain cock in lower radiator tank. If equipped with air conditioning, drain heater lines by moving Temperature Control Lever to "Warm". Discard old solution. Flush system thoroughly. Close radiator drain cock and reinstall cylinder block plug(s). Fill radiator with recommended solution.

Higher concentrations of anti-freeze than the 50% solution is recommended if temperatures below -34°F. (-36°C.) are anticipated, but not to exceed 70%. Use only anti-freeze coolants formulated to prevent corrosion of all cooling system metals. Mopar Anti-Freeze (P/N 2932530 - quarts (0.9 l), or P/N 2932531 - gallons) (3.8l) is recommended. Addition of 4 ounces (118.ml) of Mopar Rust Resistor, P/N 2421778, is recommended.

Do not use plain water or alcohol-based anti-freeze products.

#### Coolant Reserve System (If so equipped)

Drain cooling system as recommended above except that the radiator cap should not be removed until after coolant reserve

#### Manual Transmission

Manual transmissions on vehicles used under normal operating conditions should be drained and refilled with the specified fluid every 36,000 miles (58 000 km). Manual transmissions on vehicles used under severe operating conditions should be drained and refilled every 18,000 miles (29 000 km).

#### Manual Transmission Lubricant Selection

Chrysler A-230, A390 and A833 O.D. Manual Transmissions - Automatic transmission fluids of the type labeled DEXRON Automatic Transmission Fluid should be used for all anticipated temperature ranges. However, SAE 90 Multi-Purpose Gear Lubricant may be used if objectionable gear rattle at idle or during direct gear acceleration is apparent.

**Note:** A 390 does not have a drain plug. Remove bottom extension mounting bolt to drain.

Engine oils labeled for API Service SE/CC are recommended for use in all manual transmissions except Chrysler A230, A390 and A8330D.

SAE 50 engine oil should be used when atmospheric temperatures are consistently above +32°F (0°C). (SAE 90 Multi-Purpose Gear Lubricant may be used if SAE 50 engine oil is not available). When atmospheric temperatures are consistently below +32°F. (0°C.) SAE 30 engine oil should be used. (SAE 80 Multi-Purpose Gear Lubricant may be used if SAE 30 engine oil is not

should be added to Mopar Hypoid Lubricant whenever a fluid change is made.

The following viscosity grades are recommended for temperature ranges as shown:

| Temperature Range       | Viscosity   |
|-------------------------|-------------|
| Above 90°F (30°C)       | SAE 140     |
| As low as -10°F (-25°C) | SAE 90      |
|                         | SAE 85W-90  |
| Below -10°F (-25°C)     | SAE 80.     |
|                         | SAE 75W-85W |
|                         | SAE 80W-85W |

#### Front Driving Axle

Same lubrication recommendations as for Rear Axle Differential.

#### Cooling System

(At 24 months or 36,000 miles (58 000 km) and every 12 months or 18,000 miles (29 000 km) thereafter)

**Drain and Refill** - Drain, flush with a reliable cooling system cleaner, and refill with a minimum of 50% solution of ethylene glycol anti-freeze in water solution (not to exceed 70%).

tank is emptied. If vehicle is equipped with air conditioning, drain heater lines by moving Temperature Control Lever to "Warm". Flush system thoroughly.

Close drain cock and reinstall drain plugs. Fill radiator with the recommended solution. Higher concentrations of anti-freeze than the 50% solution is recommended if temperatures below -34°F. (-35°C.) are anticipated, but not to exceed 70%.

Reinstall radiator cap. Start engine and operate until upper radiator hose is hot to the touch. Stop engine and add more solution to the radiator if necessary to completely fill it. Fill reserve tank to the maintain fluid level marks with solution.

#### Caution

Failure to follow anti-freeze concentration and replacement recommendations, or failure to use anti-freeze formulated to prevent corrosion of all cooling system metals, may result in radiator plugging and consequent engine overheating or in cooling system leaks as in core hole plugs and loss of coolant.

When additional coolant is needed to maintain the proper level, a 50% concentration of ethylene glycol anti-freeze in water (-34°F. (-36°C.) freeze point) should be added to the overflow bottle. Do not overfill. A higher concentration (not to exceed 1

pt.) should be used if a lower freeze point is required. Do not use additional rust inhibitors or anti-rust products as they may not be compatible with the radiator coolant.

**Points To Remember  
(Coolant Reserve System)**

- A. Do not overfill reserve tank or (bottle).
- B. Insure that reserve tank hose is always at the bottom of the tank under coolant level.
- C. Insure overflow hose is not kinked or obstructed.
- D. A special 16 psi (110 kpa) radiator cap is used to insure sealing and to allow coolant to return from the reserve tank to the radiator when the engine cools. If cap replacement is necessary, use proper cap.
- E. Check freeze point in radiator. If anti-freeze is added, contents of reserve tank must also be protected against freezing.
- F. Cooling system leaks may prevent the reserve system from functioning properly. If frequent coolant additions are required, or if the level in the reserve tank does not drop when the engine cools, the system should be pressure-tested for leaks. Check

radiator cap by opening radiator drain cocks. This should empty the reserve tank if the cap is sealing properly.

G. When draining cooling system, leave radiator cap in place until reserve tank is emptied.

**Thermostats** - All Light Duty Cycle 225 (3.7 l), 318 (5.2 l), 360 (5.9 l) and Heavy Duty Cycle 225-1 (3.7 l) engines use a 195°F. (91°C.) thermostat. All other models use 185°F. (85°C.) thermostats. Only ethylene glycol anti-freeze should be used. Do not use plain water or alcohol-base anti-freeze products because of their low boiling points. **Do not use a 160°F. (71°C.) thermostat!**

**Radiator Cap**

The radiator cap must be fully tightened to prevent loss of coolant and possible resultant engine damage.

**Every 48,000 Miles  
(77 000 km) Or  
Every 12 Months**

**Rear Wheel Bearings On Full Floating Rear Axle (B300, CB and MB, D200, W200, D300, W300)** - Inspect once a year or 48,000 miles (77 000 km). Clean and repack as required or when brake linings are replaced or drums resurfaced.

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**Capacities and Specifications**

**CAPACITIES**

| ENGINE OIL (QTS.)           | U.S. Measure | Imp. Measure | Litres |
|-----------------------------|--------------|--------------|--------|
| 225, 318-1, 360, 400, 440-1 | 5            | 4½           | 4.7    |

Add 1 quart (0.9 Litre) for filter change (¾ Imp. qt.).

**COOLING SYSTEM (Std.) \*\* (Qts.)**

|                      |       |     |      |
|----------------------|-------|-----|------|
| 225 (3.7 l) Engine   | 13**  | 10¾ | 12.3 |
| 318 (5.2 l) Engine   | 17**  | 14¼ | 16.1 |
| 360 (5.9 l) Engine   | 15½** | 13  | 14.7 |
| 440-1 (7.2 l) Engine | 15½** | 13  | 14.7 |

\*\*Add 1 quart (0.9 Litre) with air conditioning or increased cooling.

**TRANSMISSION (Pints)**

|                                    |     |     |     |
|------------------------------------|-----|-----|-----|
| Automatic: Chrysler A727 Loadflite | 16¾ | 13½ | 7.7 |
|------------------------------------|-----|-----|-----|

| TRANSMISSION (Pints)  | U.S. Measure | Imp. Measure | Litres |
|---|--------------|--------------|--------|
| Manual: 3-Speed Chrysler A-230 (Short Extension) (D1, D2) (4 x 4 Extension) | 5            | 4            | 2.4    |
| A-230 (Long Extension) (8-cyl.)   | 4¼           | 3½           | 2.0    |
| A-390 (Long Extension)  | 3.6          | 3            | 1.7    |
| Manual: 4-Speed New Process 435   | 7            | 5¾           | 3.3    |
| New Process 445   | 7½           | 6¼           | 3.5    |
| A-833 Overdrive   | 7½           | 6¼           | 3.5    |

**TRANSFER CASE (Pints)**

|                              |   |    |     |
|------------------------------|---|----|-----|
| W100, W200, and W300 (NP203) | 9 | 7½ | 4.3 |
|------------------------------|---|----|-----|

**FRONT AXLE (Pints)**

|               |     |   |     |
|---------------|-----|---|-----|
| Spicer 44F-BJ | 3.5 | 3 | 1.6 |
| Spicer 60F    | 6   | 5 | 2.8 |

**REAR AXLE (Pints)**

|                                 |    |    |     |
|---------------------------------|----|----|-----|
| Chrysler B100, D100 (8¾ axle)   | 4½ | 3¾ | 2.1 |
| B100, 200, D100, W100 (9¼ axle) | 4½ | 3¾ | 2.1 |
| Spicer 60, 60HD                 | 6  | 5  | 2.8 |
| Spicer 70                       | 6½ | 5½ | 3.3 |

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| Engine Specifications    | 225-1 CID (3.7 litre)  | 318-1 CID (5.2 litre) | 360-1 CID (5.9 litre) | 400-1 CID (6.6 litre) | 440-1 CID (7.2 litre) |
|--------------------------|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Bore (In.)               | 3.40 (86.4 mm)   | 3.91 (99.3 mm)        | 4.00 (101.6 mm)       | 4.34 (110.2 mm)       | 4.32 (109.7 mm)       |
| Stroke (In.)             | 4.12 (104.6 mm)  | 3.31 (84.1 mm)        | 3.58 (90.9 mm)        | 3.38 (85.9 mm)        | 3.75 (95.3 mm)        |
| Compression Ratio (To 1) | 8.4  | 8.0                   | 8.7                   | 8.2                   | 8.2                   |
| Spark Plug*              | BL15Y**  | N11Y                  | N12Y                  | J11Y                  | J11Y                  |
| Resistor Type*           | RBL15Y**   | RN11Y                 | RN12Y                 | RJ11Y                 | RJ11Y                 |
| Ignition Timing          | Refer to "Vehicle Emission Control information" label in engine compartment for timing, RPM, Air-Fuel Mixture specification. |                       |                       |                       |                       |
| Spark Plug Gap (In.)     | .035 (0.9 mm)  | .035 (0.9 mm)         | .035 (0.9 mm)         | .035 (0.9 mm)         | .035 (0.9 mm)         |
| Firing Order             | 1-5-3-6-2-4  | 1-8-4-3-6-5-7-2       | 1-8-4-3-6-5-7-2       | 1-8-4-3-6-5-7-2       | 1-8-4-3-6-5-7-2       |
| Tappets - Intake (In.)   | .010 (.254 mm)   | Hydraulic             | Hydraulic             | Hydraulic             | Hydraulic             |
| Exhaust (In.)            | .020 (.508 mm)   |                       |                       |                       |                       |

\*No Gasket

\*\*Light Duty Cycle (Heavy Duty Cycle BL11Y Resistor type RBL11Y).

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**Selection of Crankcase Lubricant**

For best performance and to provide for maximum protection for all engines under all types of operation, only those lubricants should be selected which:

1. Conform to the requirements of the API Classification "For Service SE/CC."
2. Have the appropriate SAE grade number for the expected ambient temperature range, as indicated in the following chart.

**Material Added to Engine Oils**

It is not necessary to add any materials to crankcase oils for most types of service. In some instances, such as infrequent operation, short trips driving, and during break-in after a major overhaul, addition of special materials containing anti-rust and anti-scuff additives are beneficial. A suitable product for this purpose is available under Mopar Part No. 3419130, Engine Oil Supplement.

**Oil Filters**

| Engine                          | Filter                       |
|---------------------------------|------------------------------|
| 225-1, 318-1, 360, *400, *440-1 | Short Full-Flow (Throw-Away) |

\*On B1, B2, B3, CB3 & MB3-4 models, the short filter is mandatory with 400 and 440 engine.

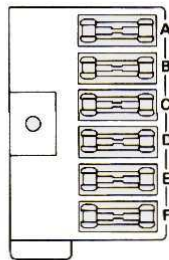
| Fuel Tank - Refill Capacities       | U.S. Standard (Gals.) | Litres | Capacities Auxiliary Tank (Gals.) |        |
|-------------------------------------|-----------------------|--------|-----------------------------------|--------|
|                                     |                       |        | (Gals.)                           | Litres |
| <b>D1, 2, 3; W1, 2, Except Club</b> |                       |        |                                   |        |
| Sweptline                           | 20                    | 76     | 24                                | 91     |
| Utiline                             | 20                    | 76     | N/A                               |        |
| Cab & Chassis                       | 24                    | 91     | N/A                               |        |
| <b>115 W.B.</b>                     |                       |        |                                   |        |
| Sweptline                           | 18                    | 68     | 24                                | 91     |
| Utiline                             | 18                    | 68     | N/A                               |        |
| Cab & Chassis                       | 24                    | 91     | N/A                               |        |
| <b>D1, 2, 3; W1, 2 Club Cab</b>     |                       |        |                                   |        |
| Sweptline                           | 20                    | 76     | 21                                | 79     |
| Cab & Chassis                       | 20                    | 76     | N/A                               |        |
| <b>D2, W2 Crew-149 W.B. and W3</b>  |                       |        |                                   |        |
| Sweptline                           | 24                    | 91     | N/A                               |        |
| Utiline                             | 24                    | 91     | N/A                               |        |
| Cab & Chassis                       | 24                    | 91     | N/A                               |        |

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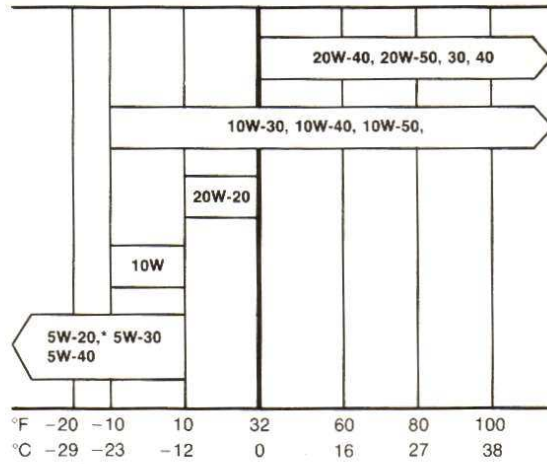
**B, CB and MB Models**

| Circuit   | Fuse (Amp) |
|---|------------|
| A. Radio - Back-up Lts. - Horn                      | AGC 20     |
| B. Acc. - Aux. heater - A.C. clutch - Speed control | AGC 20     |
| C. Heater - A/C                                     | AGC 20     |
| D. Cigar Lighter - Dome Lights                      | AGC 20     |
| E. Exterior Lights                                  | AGC 20     |
| F. Instrument Lights                                | AGC 2      |

**Fuse Block  
B - CB - MB  
Models**



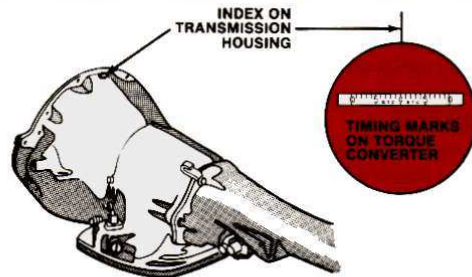
**Recommended SAE Viscosity Grades**



Temperature range anticipated before next oil change

\*SAE 5W-20 Not recommended for sustained high speed vehicle operation.

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LOCATION OF TIMING MARKS FOR REAR OF ENGINE TIMING

**Fuses**

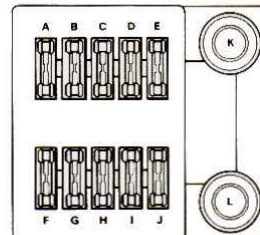
Fuses for the radio, cigarette lighter, heater, instrument panel, tail-stop-dome lights and accessories are retained in a box located at the bottom edge of the instrument panel, far left and to the right of the steering wheel on B, CB and MB models. On Conventional models the fuse box is behind the glove box door. The circuit each fuse protects is indicated on the box.

Headlight and windshield electric wiper circuit is protected by a circuit breaker (no fuse required).

**D100-200-300; W100-200-300-400**

| Circuit                                      | Fuse (Amp)   |
|--|--------------|
| A. Horn - Back-up Lights                     | AGC 20       |
| B. Ign. Acc.                                 | AGC 20       |
| C. Heater - Air Cond.                        | AGC 20       |
| D. Radio                                     | AGC 7½       |
| E. Brake Warning Light - Turn Signal & Gauge | AGC 20       |
| F. Tail - Park - Lic. - Side Marker Lights   | AGC 20       |
| G. Batt. Acc.                                | AGC 20       |
| H. Ignition - Dome Lights                    | AGC 20       |
| I. Stop - Warning Lights                     | AGC 20       |
| J. Instrument Panel Lights                   | AGC 4        |
| K. Turn Signal Flasher                       | AGC 20       |
| L. Warning Flasher                           | Fusible Link |

**Fuse Block**



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| LIGHT BULBS  | D-W100-400<br>L. D. Conv. | B, MB, CB, 100-400<br>Compact |
|--|---------------------------|-------------------------------|
| Park & Turn Signal                                     | (2) 1157NA                | (2) 1157NA                    |
| Park & Turn Signal<br>(Sno-Fiter)                      | (2) 1157                  | —                             |
| Headlamps  | (2) 6014                  | (2) 6014                      |
| Aux. Headlamps<br>(Sno-Fiter)                          | (2) 6015                  | —                             |
| Back-Up (All except<br>Sweptline)                      | (2) 1156                  | (2) 1156                      |
| Back-Up (Sweptline)                                    | (2) 93                    | —                             |
| Separate License Plate Lp.<br>(All except rear bumper) | (1) 1155                  | (1) 1155                      |
| Rear Bumper License<br>Plate Lp. (Step)                | (2) 1155                  | (2) 1155                      |
| Rear Bumper Lic. Pl. Lp.<br>(Chrome)                   | (1) 67                    | —                             |
| Tail and Stop  | (2) 1157                  | (2) 1157                      |
| Front Side Marker                                      | (2) 194                   | (2) 194                       |
| Rear Side Marker                                       | (2) 194                   | (2) 194                       |
| Rear Id. & Clear Lp.                                   | (5) 194                   | —                             |
| Front Id. & Clear Lp.                                  | (5) 194                   | —                             |
| Dome   | (1) 1004                  | (2) 1004                      |
| Cargo  | (2) 1003                  | —                             |

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the maximum Gross Vehicle Weight (GVW) rating for the truck model.

### Equipment Identification Plate

| EQUIPMENT IDENTIFICATION |             |          |             |
|--------------------------|-------------|----------|-------------|
| MODEL                    | MODEL INFO  | V.I.N.   | T.O.N.      |
| CODE NO.                 | RESCRIPTION | CODE NO. | RESCRIPTION |

IF SPECIAL EQUIPMENT IDENTIFIED BY A DIGIT CODE NO. AFFECTS RESCRIPTION, PARTS, ACCESSORIES & EQUIPMENT GROUP, AND SPECIAL EQUIPMENT CODE NO. ON PARTS ORDER.

IMPORTANT - RETAIN THIS PLATE AS A PERMANENT RECORD.

### Vehicle Identification Plate

| Dodge Fargo                         |       | Plymouth DeSOTO |  |
|-------------------------------------|-------|-----------------|--|
| MARCAS REG. TMS REG. U.S. PAT. OFF. |       |                 |  |
| MAKE                                | MODEL | VIN             |  |
| MAX. GVW                            |       | T.O.N.          |  |

GROSS VEHICLE WEIGHT (GVW) IS TOTAL WEIGHT OF THE VEHICLE INCLUDING OPTIONS, DRIVER, PASSENGERS, BODY & PAYLOAD. SEE OPERATOR'S MANUAL, PMS FOR SPECIFIC EQUIPMENT REQUIRED FOR A GIVEN GVW RATING. WARRANTY VOID IF ANY RATINGS ARE EXCEEDED. FOR THE ACTUAL GVW & GAWR RATINGS OF THIS VEHICLE SEE THE SAFETY CERTIFICATION LABEL.

manufacturer or the selling dealer. The 'Incomplete Vehicle' itself does not have a model year designation.

The sixth digit of your incomplete vehicle's Vehicle Identification Number (VIN) which ordinarily indicates model year for other types of vehicles is for internal record keeping purposes and does not refer to model year.

### Certification Label All Except MB300 & 400

By requirement of National Highway Traffic Safety Administration Regulations, your vehicle has a certification label affixed to the driver's side door pillar giving the date of the vehicle's manufacture. Also the sixth character of the vehicle identification number located on the certification label represents the model year.

### Safety Certification Label

|  |                      |         |              |
|--|----------------------|---------|--------------|
| MFG. BY  | CHRYSLER CORPORATION | GAWR    | FRONT        |
| DATE OF MFG.   |                      | GAWR    | INTERMEDIATE |
| GVWR   |                      | GAWR    | REAR         |
| THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE. |                      |         |              |
| VEHICLE NUMBER   |                      | 3731907 |              |
| VEHICLE TYPE   |                      | MOH     |              |

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**Equipment Identification Plate** - The following information relative to the truck is displayed on the Equipment Identification Plate: Model, Wheelbase, V.I.N., T.O.N., and code numbers and descriptions of all production and special equipment on the truck as shipped from the factory.

ALWAYS REFER TO THE EQUIPMENT IDENTIFICATION PLATE WHEN ORDERING PARTS!

The Equipment Identification Plate is located on the various truck models as described below:

| Model             | Location                     |
|-------------------|------------------------------|
| Conventional Cab  | Hood Inner Surface           |
| Conventional Cowl | Hood Inner Surface           |
| Compact Van       | Hood Inner Surface           |
| Forward Compact   | Refer to Body Builder's Data |

### License Data

**Vehicle Identification Plate** - The Vehicle Identification Plate and Safety Certification Label are attached to the lock pillar ("B" post) of the driver's door on most truck models.

The following information relative to your truck is displayed on the Vehicle Identification Plate: Make, Model, Vehicle Identification Number (V.I.N.), Truck Order Number (T.O.N.), and

**Engine Identification** - All Chrysler-built gasoline engines used in 100-400 truck models have serial numbers located as indicated in chart below:

| No. Cyl. | Displacement (Cu. In.) | Litre    | Serial No. Location                               |
|----------|------------------------|----------|---|
| 6        | 225-1                  | 3.7      | Right side of block below No. 1 spark plug        |
| 8        | 318-1, 360-1           | 5.2, 5.9 | Left front of block below cylinder head.          |
| 8        | 400-1                  | 6.6      | Stamped on base under distributor.                |
| 8        | 440-1                  | 7.2      | Left side of block adjacent to front tappet rail. |

### Vehicle Certification Label "MB300 & 400 Front Section Motor Homes Only"

Your Motor Home was manufactured in more than one stage. This label includes both the date the 'Incomplete Vehicle Manufacturer'—in this case Chrysler Corporation—finished its work on the Dodge chassis or front section and the date the 'Final-Stage Manufacturer'—in this case the Motor Home manufacturer—completed its work. Refer to the Motor Home manufacturer's instructions for location of the label.

Any model year designation applicable to your Motor Home would be noted separately, either by the Motor Home manu-

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The GVW for the truck as manufactured, maximum front capacity as manufactured (front Gross Axle Weight Rating), and maximum rear capacity as manufactured (rear Gross Axle Weight Rating) appear on the Safety Certification Label.

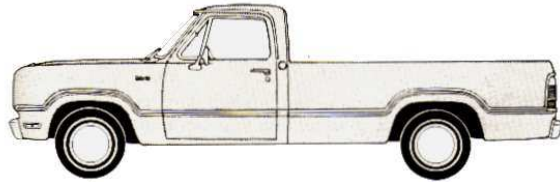
**Gross Vehicle Weight** - The GVW rating of your truck as manufactured is shown on the Safety Certification Label. The GVW rating is the total permissible weight of your truck, including driver, passengers, body and payload. The Safety Certification Label also specifies the maximum capacities of the front and rear of your truck. Payload must be limited so that the GVW rating of your truck is not exceeded; it must also be distributed over front and rear axles so that the maximum weights specified on the Safety Certification Label for front and rear are not exceeded either. These maximum capacities are usually referred to as Gross Axle Weight Rating (GAWR). The GAWR of front and rear axle systems are determined by the components in the axle system (axles, springs, tires, or wheels) which has the lowest load-carrying capacity.

**Overloading** - The load-carrying components of your truck are designed to provide satisfactory service as long as they are not loaded in excess of the GVW rating or the specified GAWR of front and rear axles. The actual overall weight and the weight of front and rear of your truck at the ground can best be determined by weighing the vehicle when it is loaded and ready for operation. The truck should first be weighed on a commercial scale to insure that the GVW rating has not been exceeded. The

weight on the front and rear of the truck should then be determined separately to be sure that the load is properly distributed over front and rear axles.

A loaded truck is shown in the illustration. Note that neither the GVW rating nor GAWR capacities are exceeded. Overloading your truck can cause potential safety hazards and shorten your truck's useful service life. Heavier axles or suspension components sometimes specified by truck operators for increased durability do not necessarily increase the truck's GVW rating, since the GAWR of each axle is determined by the components within the axle system with the lowest load-carrying capacity.

TOTAL LOADED WEIGHT 5500 LBS (2495 kg) (GVW RATING)



|              |                  |             |                  |
|--------------|------------------|-------------|------------------|
| FRONT CURB   | — 2153 (977 kg)  | REAR CURB   | — 1458 (611 kg)  |
| FRONT CURB   | — 423 (192 kg)   | REAR CURB   | — 1466 (665 kg)  |
|              | 2576 (1168 kg)   |             | 2924 (1326 kg)   |
| GAWR (FRONT) | — 2880 (1306 kg) | GAWR (REAR) | — 3040 (1379 kg) |

## Trailer Towing Requirements

The Manufacturer's Warranty will apply to vehicles used to tow trailers for non-commercial use, if the following conditions are met:

- Equip the vehicle with factory installed minimum optional equipment (or equivalent equipment) see minimum optional equipment requirements.
- If the loaded tongue weight exceeds 200 pounds (90 kg), equip the vehicle with a properly installed frame-type load equalizing hitch.
- In addition to the normal maintenance services:
  - A. Change transmission oil and filter every 18,000 miles (29 000 km) and,
  - B. Change rear axle lubricant every 18,000 miles (29 000 km).

### Minimum Optional Equipment Requirements - General

- Increase cooling capacity.
- Trailers over 1,200 pounds (550 kg) should be equipped with brakes.
- Trailer weight should not exceed approximately 75% of the loaded truck weight.

\*Trailer weight is total weight of trailer and includes food, clothing, water, etc.

## Snow Plow

### W100-200

#### Connecting To Vehicle

- Place lift control in float position and push arm completely down.
- Connect "A-Frame" to vehicle using hinge pins and spring clips.
- Hook chain onto lift arm with enough slack to allow the moldboard to follow the ground contour.

**Note:** When equipped with Power Angling, the following steps are required.

- With the engine shut off, operate the power angling control through positions several times to release all trapped pressure.
- Pull sleeve back on each "quick coupler" half and insert its mating male half.
- Release the sleeve to lock the halves together.

#### Operation

Engine must be running to have hydraulic power.

- To raise the snow plow, pull lift control and hold until the desired position is reached, then release to the "Hold" position.

Prolonged holding of the lift control in the "Raise" position with the snow plow all the way up may result in hydraulic system damage due to overheating.

## Camper Models

### (Conventional Cab W100-200-300-400, D100-200-300)

The Chrysler Corporation Warranty does not apply to body modifications and special equipment, such as, camper unit, heaters, stoves, refrigerators, etc., supplied by manufacturers other than Chrysler Corporation. For warranty coverage and service on these items, contact the applicable manufacturer.

#### Sliding Rear Window

With a camper unit installed, the driver or front passenger can communicate with the camper passengers by simply sliding the optional rear cab window open.

#### Easy-Off Tailgate

To simplify mounting of a camper unit with an overhang, the tailgate can be removed quickly. Unlatch tailgate and remove support arms from the retainer pins. Raise right side of tailgate, until the lower right side pivot clears the hanger bracket. Then slide the tailgate to the right to remove.

#### Carbon Monoxide Warning

##### Vehicles Equipped With "Cap or Slide-In Campers"

As a precaution against carbon monoxide gas, the exhaust system on vehicles equipped with "Cap or Slide-In Campers" should extend beyond the overhanging camper compartment and be free of leaks.

If you regularly pull a trailer, regardless of the trailer size, stop and turn signals on the trailer are recommended for motoring safety. To handle the additional electrical load of the trailer lights and assure their proper functioning a heavy duty flasher can be installed as separate equipment item by your dealer.

A heavy duty flasher, unlike the standard flasher, does not provide an indication of outside lamp bulb failure. Therefore an occasional visual check around the vehicle is recommended.

The direct connection of hydraulic brake lines from vehicle brake system to trailer system is not acceptable. When a hydraulic actuated electric trailer brake controller is installed, it is mandatory to take the hydraulic pressure for the controller actuation from the line which controls the vehicle's rear wheel brakes. The connection should be at the master cylinder or at the warning light switch.

#### Overheating

In any of the following situations you can reduce the cause of overheating:

- On the highways - Reduce the road speed.
- Up steep hills - Select a lower transmission gear.
- In city traffic - While stopped, put transmission in neutral and idle engine at higher speed.

- To lower the snow plow, move the lift control to the "Lower-Float" position.

- The lift control will stay in the "Lower-Float" position until manually repositioned. When plowing, leave the lift control in the "Lower-Float" position to insure that the moldboard follows ground contour.

#### Plow Angle

##### Manual Adjustment

- Raise snow plow off of ground.
- Rotate sector-shear pin until the end is pointing straight up to unlock and remove sector-shear pin.
- Rotate moldboard-sector assembly to desired position and reinsert sector-shear pin.
- Rotate sector-shear pin 90° to the right to lock.

##### Power Angling

- Raise snow plow off ground.
- To angle snow plow to right, pull the power angling control.
- To angle snow plow to left, push the power angling control.
- To hold the snow plow in any desired position, return the power angling control to the "Hold" position.

Should the snow plow impact with a curb or other immovable object, the Power Angling Cross-Over Relief is activated allowing the impact to change the snow plow position. Should this occur, simply reposition the snow plow.

### Over the Road Operation - Snow Plow Attached

When operating the Sno-Fiter over the road with Snow Plow attached, it is important to remember that the moldboard restricts air flow to the radiator. This causes the engine to operate at higher than normal temperatures. Therefore, precautions should be taken to protect the vehicle cooling system against overheating.

**Short Trips** - During most cold weather operating below 32°F. (0°C) you can make short trips (less than 15 miles - 25 km) at speeds up to 40 mph (65 km/h) without special attention to the position of the snow plow moldboard. However, it is always recommended that the moldboard be angled when traveling.

**Extended Over the Road Operation - All Temperatures** - Operation at expressway speeds for prolonged periods of time requires that the moldboard be placed in the most favorable position to allow sufficient air flow to the radiator.

**Moldboard Height** - To place the moldboard in the most favorable position for maximum air flow to the radiator:

- Raise the moldboard as far as it will go.
- Position a 14" (350 mm) wooden block at the midpoint under the moldboard.
- Lower the moldboard onto the block and completely retract the lift cylinder.
- Adjust the chain at the lift arm to remove all slack.

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Proceed with the following steps:

1. Turn off the lights, heater, and other electrical loads. Place transmission of disabled vehicle in Neutral to lighten cranking load.
2. Remove the vent caps from the booster and discharged battery. Lay a cloth over the vent wells of each battery.
3. Make sure electrolyte is at proper level. If electrolyte is not visible, or appears to be frozen, **DO NOT ATTEMPT ASSIST STARTING!** A battery might rupture or explode if the temperature is below the freezing point or the battery is not filled to the proper level.
4. Connect one end of a jumper cable to the positive terminal of the booster battery. Connect the other end to the positive terminal of the discharged battery.
5. Connect the other cable to the negative terminal of the booster battery and then to the alternator mounting bracket of your vehicle. Make sure you have a good ground contact to the bracket.
6. Start your vehicle.
7. Reverse the above sequence exactly when removing the jumper cables.

**To avoid personal injury or damage to your clothing, do not allow battery fluid to contact eyes, skin, or fabric. Don't lean**

- Raise the moldboard, remove the block and lower the moldboard.
- Carry the wooden block in the vehicle to aid in lowering the moldboard when required.

**Moldboard Angle** - For maximum air flow to the radiator, the moldboard should be angled full right or left. Refer to Operating Instructions for angling procedure.

## Assist Starting

**Manual Transmission** - You can get an assist start from borrowed battery power, or by pushing. When pushing make sure the bumpers on both vehicles align properly. Turn the ignition key to "On", shift to "2nd" gear then depress the clutch pedal and hold it there. When a speed of about 10 mph (16 km/h) is reached, depress the accelerator pedal and slowly release the clutch pedal and engine should start.

Do not get an assist start by having the vehicle towed as it could collide with the tow vehicle when the engine starts.

### Caution

**Do not push-start vehicles with catalytic converter, this may cause overheating of the catalyst.**

**Automatic Transmission** - Trucks equipped with automatic transmissions cannot be started by pushing or towing. Use a booster battery or jumper cables from the battery of another vehicle.

**over battery when attaching clamps or allow the clamps to touch each other!**

**Keep flame or sparks away from the filler holes!**

### Towing (100-400 Models)

Proper towing or lifting equipment is required to prevent damage to your vehicle. Use only tow bars and other equipment designed for the purpose, following equipment manufacturer's instructions. Use of safety chains is recommended. **Attach tow bar or other towing device to main structural members of the vehicle—not to bumpers or associated brackets. STATE (Provincial in Canada) and local laws applying to vehicles under tow must be observed.**

Tow only in Neutral with the parking brake released and at speeds not to exceed 30 mph (50 km/h) and distances not over 15 miles (25 km). If the transmission is not operating properly, or the vehicle is to be towed more than 15 miles (25 km), the propeller shaft should be disconnected, or the vehicle towed with the rear wheels off the ground.

**Exception:** The four-wheel drive model may be towed with all four wheels on the road at speeds up to 40 miles per hour (65 km/h) as long as the driveline, axles, transmission, transfer case, and steering are otherwise normally operable. Place the Transfer Case in Neutral and the Selector Lever on an automatic transmission in Park—in any gear on a manual transmission.

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