

1975 DODGE TRAILER-TOWING AND RV'S



TRAILER TOWING... THE WAY TO GO IS DODGE

It's no accident that Dodge Engineering leads the way in trailer-towing and recreational vehicles. People on the GO know that hauling the big loads requires the right combination of vehicle and equipment. Dodge engineers the right combinations—down to the smallest detail—in every one of its car and truck lines.

In 1975 the choices are as flexible as ever. You can match your needs from a wide selection of models and equipment options . . . plus know the security of exactly the right trailer-towing package you need to do the job.

There's a definite difference with Dodge trailer-towing packages. They're designed by the factory . . . factory packages that come ready to go. Just add the trailer. No worry about finding the right components from several sources.

With Dodge and the right Dodge trailer-towing package . . . you get it all: the proper suspension, electrical system, engine, transmission, rear axle, braking and cooling system PLUS the right load-carrying trailer hitch with ball or load-distributing hitch receiver (illustrated). Matching the right engine to the right size car for hauling the required load is a critical factor in trailer-towing. To find the best combination for you, see the individual sections of this booklet.

For heavy trailer towing, the load-distributing hitch receiver is recommended. It distributes the trailer tongue load between the front and rear suspensions of the passenger vehicle and the trailer's axle or axles. Thus—as long as the maximum loaded trailer weight is observed—the springs are not overloaded and the vehicle runs level.

Both light and heavy trailer-towing packages include a Variable-Load Turn-Signal Flasher to accommodate the trailer lights and a Seven-Pin Electrical Connector. This latter feature provides both ends needed to connect the trailer and vehicle electrical systems. No hunting necessary for a compatible rig.

New for 1975 are a *100-ampere high-capacity alternator* and a long-life battery. Check with your salesman as to availability and whether standard or optional on your choice of vehicle.

Economy in maintenance is a feature of 1975 Dodge cars and trucks. Recommended engine oil change intervals now are up to *six months or 5,000 miles*; oil filter changes are recommended

every second oil change. Spark plug replacement intervals are extended to *30,000 miles* (up from 18,000 miles) for vehicles using unleaded fuel. In addition, all 440 CID engines are now equipped with long-life spark plugs.

Greater fuel economy now is possible with the optional Fuel Pacer System, which alerts the driver by a signal light when he is wasting gasoline through excessive acceleration. Steel-belted radial tires standard on some models, optional on others . . . can also add to fuel economy.

For other specific new model features, please see the individual sections of this booklet.

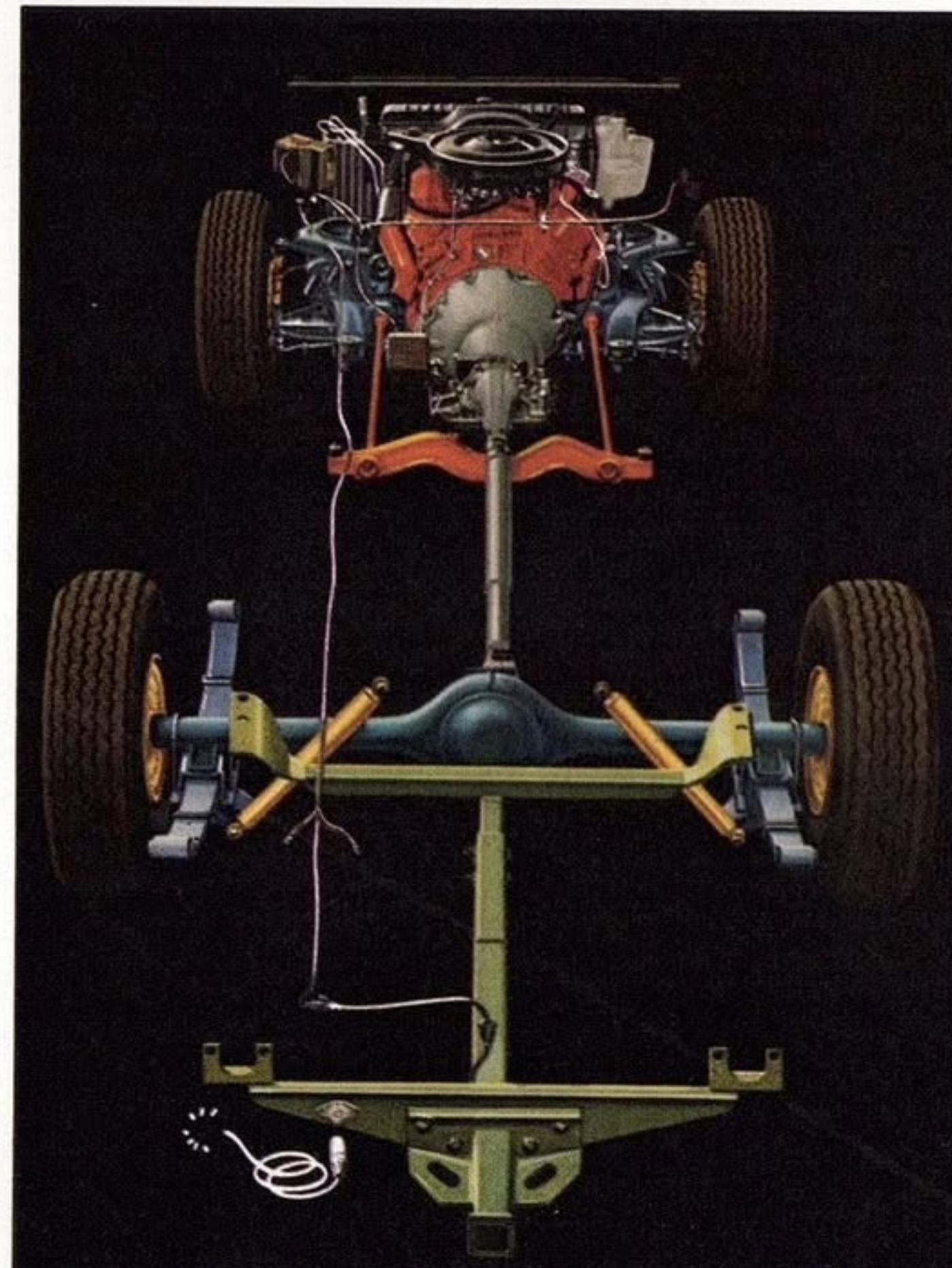
Extra Care in Engineering makes a difference in Dodge. Depend on it.

Of course, with every Dodge car and truck you get all the advantages of *Extra Care in Engineering*:

- Electronic ignition—for dependable starts and less costly tune-ups. No ignition points or condenser to wear out. No adjustments required.
- Electronic voltage regulator—for longer battery life. Replacement has been reduced by over 90 percent.
- Disc brakes—for sure stops.
- Torsion-bar suspension—for a comfortable ride and easy height adjustment.
- Unibody construction—for solid protection. Over 4,000 welds join body and frame into one solid unit.

Why take a chance? If trailer towing or a new recreational vehicle are part of your plans for '75, look to the leader. Go DODGE.

Heavy trailer-towing components





DART

Roughing it in stylish efficiency!

Heading out for a weekend camping trip? A small fishing expedition? Some trail-biking in the open country? A breath of fresh air? Don't forget your Dodge Dart in any one of five compact models!

Dart is an effective trailer-towing unit which can be equipped to handle up to 2000 pounds total loaded trailer weight with light trailer-towing package. You can take along a lightweight trailer to carry a small boat, a motorcycle, snowmobile or simply the basic necessities. All the camping gear you'll need to get out and rough it in stylish efficiency.

What you don't put on the trailer, you can slip in the trunk. The flat trunk floor and optional fold-down rear seat on Dart Sport models provide plenty of room for vacation-size loads. Other options such as the Dart sun roof make perfect traveling companions for the out-of-doors. And, this year, you can equip your Dart with the automatic speed control. Then, sit back and relax as you head for the campground.

There is a wide range of exterior and interior trim appointments to choose from in 1975 and you can select from either a popular Dodge six- or eight-cylinder engine. No matter how you equip it, your Dart comes standard with compact six, maneuverability and low initial price. If you're traveling light, travel Dart. It's Dodge dependable...an efficient operator that takes to the road like a camper does to nature.

Dart trailer-towing package

	Items	All Models
TRAILER-TOWING PACKAGE CODE A34 Must have Disc Brakes and Automatic Transmission	Heavy-duty suspension Heavy-duty torsion bars Heavy-duty rear springs Front sway bar Heavy-duty shock absorbers	X
	Wide wheel rims*	X
	Trailer wiring harness (7 wire) and connector*	X
	Variable-load turn-signal flasher*	X
	Load-carrying hitch—includes 1 1/8" ball*	X
	8 1/4" axle 2.94 standard—3.21 optional*	X

*Available in package only.



CORONET

& CHARGER SPECIAL EDITION

Towing value for the intermediate-size getaway

There's no better way to move out up to 5000 pounds (4000 pounds with California emission package) total loaded trailer weight than with one of the 1975 model Dodge Coronets or the all-new Charger Special Edition with a 360 or larger V8 with heavy trailer-towing package (see front cover). Models with a 318 V8 are limited to a total loaded trailer weight of 2000 pounds. In size, power and performance, these intermediate-size models are fine towing values.

The Coronet lineup for 1975—including new, restyled 2-door hardtops—has plenty of get up and go. All models have important new features for the outdoor enthusiast including increased glass area in the hardtops for improved visibility. The Coronet Wagons offer needed space for camp-bound cargo such as boating accessories.

The all-new Charger Special Edition has all the pull you could ask for—with luxurious new trim and special appointments. Steel-belted radials are standard to make your trip safer than with conventional tires and with longer wear and comfort. And, as with the Coronet models, Charger Special Edition has optional air conditioning with increased cooling capacity for 1975.

Coronet and Charger Special Edition—1975's answer to the intermediate-size getaway!

Coronet & Charger Special Edition trailer-towing packages

ITEMS	Light Trailer Towing Code A34 TorqueFlite required	Heavy Trailer Towing Code A35 TorqueFlite and power disc brakes required. Not available 225 engine or with A57 Rallye Package
High-capacity radiator and fan*	—	X
Heavy-duty suspension		
Heavy-duty torsion bars	X	X
Heavy-duty rear springs		
Heavy-duty shock absorbers		
Wide wheel rims (standard wagons)*	X	X
Auxiliary transmission oil cooler*	—	X
Performance axle ratio 3.21	—	X
Trailer electric brake controller*	—	X
Heavy-duty 65-ampere alternator*	—	X
High-ampere battery (500 amperes)	—	X
Dual battery charging system*(100 amps)	—	X
Trailer wiring harness (7 wire) and connector*	X	X
Variable-load turn-signal flasher*	X	X
Load-distributing hitch receiver*	—	X
Load-carrying hitch (includes 1 1/8" ball)*	X	—

*Available in package only.



MONACO

Made to move mountains... closer to home

When it comes to the big loads—up to 7,000 pounds (6,000 pounds with wagons or with California emission package) (and heavy trailer-towing package) total loaded trailer weight—Monaco moves with ease. You get all the comforts and convenience of a full-size luxury passenger car *plus* the choice of many models to match your personal preference.

Elegance and excellence make Monaco the one when you want to go—and tow—with the best of them. Its expansive glass area provides great visibility all around the car as well as a sleek, contemporary appearance.

Standard features for 1975 include electronic ignition for dependable starting and less costly tune-ups, power front disc brakes for sure stops, power steering and automatic transmission for driving ease, steel-belted radial tires offering improved tread life, and a smoother ride at highway speeds.

Two Monaco trailer-towing packages are available as extra-cost options to suit individual needs. One includes a Dodge-designed and factory-approved hitch, the other a load-distributing hitch receiver—saving the inconvenience of buying either from a separate source and to help avoid the possibility of error in its selection. There is no mistake about the benefits of dealing with Dodge. Depend on it.

Monaco trailer-towing packages

Items	Light Trailer Code A34	Heavy Trailer Code A35
High-capacity radiator and fan*	—	X
Heavy-duty suspension	—	X
Heavy-duty torsion bars	—	—
Front anti-sway bar	—	—
Heavy-duty rear springs	—	—
Heavy-duty shock absorbers	—	—
Wide wheel rims (standard wagons)*	—	X
Auxiliary transmission oil cooler*	—	X
Performance axle ratio 3.21	—	X
Trailer electric brake controller*	—	X
Heavy-duty 65-ampere alternator*	—	X
High-ampere battery (500 amperes)*	—	X
Dual battery charging unit* (100 amps)	—	X
Trailer wiring harness (7 wire) and connector*	X	X
Variable-load turn-signal flasher*	X	X
Load-distributing hitch receiver*	—	X
Load-carrying hitch (includes 1 1/8" ball)*	X	—

*Available in package only.



SPORTSMAN

America's favorite compact wagon vacation-maker

To many thousands of campers, Dodge Sportsman means freedom from day-to-day living. Easy to drive. A recreational vehicle in itself. The Dodge Sportsman, America's largest selling compact wagon, will handle trailers with a total loaded weight of up to 6000 pounds. Year after year, it's been the choice of large families and groups for the trek to vacationland. In 1975, there are more reasons than ever before to go Sportsman.

How about the optional side door which slides instead of swinging out? Or, the new optional single rear door which can be opened and closed with one hand for quick and easy access? What about the 36-gallon fuel tank available on some models and the up to 15-passenger capacity of the Maxiwagon? The new heavy-duty trailer-towing package?

What about Sportsman? Just ask the thousands of campers who own one!

Items included in the trailer-towing packages: Increased cooling capacity, 55-ampere alternator, 70-ampere-hour battery, heavy-duty variable-rate load flasher, trailer wiring harness (Code YC4). Heavy-duty package includes all above items plus heavy-duty front and rear shock absorbers and 15 x 6.50 heavy-duty wheels on B200, AW100, AD100 and D100 models (Code YC3).

Special Note: Trailers over 1000 lbs. weight (trailer and load)—separate trailer brakes are recommended. Many of the available trailer brake systems are surge-type brakes which are activated when the towing vehicle's brakes are applied. However, Chrysler Corporation, Dodge Division, will not be responsible for proper braking performance of the vehicle, as modified, or the vehicle-trailer combination. In no case should a direct fluid connection of vehicle and trailer braking systems be made. Dodge does consider electric trailer brakes safe trailer braking systems, if properly installed and adjusted as recommended by the manufacturer.

Minimum required equipment for trailer towing with Sportsman

B100 TRAILER-TOWING PACKAGE		Order Code YC4							
Trailer weight (maximum), pounds		2,000							
Trailer hitch type (Not included in package)		Frame mounted							
Maximum tongue load, pounds		200							
Required minimum equipment not included in Trailer-Towing Package									
• G.V.W. Package	5,200-lb.								
• Engines and axle ratios	See chart below								
• Transmission	3-Speed Automatic								
Recommended engine, rear axle ratio, and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
Engine—318—V-8	3.55								
B200 TRAILER-TOWING PACKAGE		Order Code YC4							
Trailer weight (maximum), lbs.		2,000							
Trailer hitch type (Not included in package)		Frame mounted							
Maximum tongue load, pounds		200							
Required minimum equipment not included in Trailer-Towing Package									
• G.V.W. Package	Standard		6,100 pounds						
• Engines	V-8		V-8						
• Transmission, 3-speed automatic	X								
Recommended engine rear axle ratio and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
Engine—318—V-8	3.55								
360—V-8	3.2	3.55							
B300 TRAILER-TOWING PACKAGE		Order Code YC4							
Trailer weight (maximum), lbs.		2,000							
Trailer hitch type (Not included in package)		Frame mounted							
Maximum tongue load, pounds		200							
Required minimum equipment not included in Trailer-Towing Package									
• G.V.W. Package	Standard		7,700-pound						
• Engines	V-8		V-8						
• Transmission, 3-speed automatic	X								
Recommended engine rear axle ratio and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
Engine—318—V-8	3.55 or 4.10								
360—V-8	3.55 or 410								



RAMCHARGER

The all-around power "go & tow" machine

Man's best friend might be his dog or his favorite pitching wedge, but, not if he has a Dodge Ramcharger—the power "go & tow" machine. Here's a sports-utility vehicle which, when properly equipped with package YC3, has a trailer-towing capacity of up to 5000 pounds total loaded trailer weight.

Don't let Ramcharger's up-to-the-minute styling fool you. Beneath the attractive exterior lies the brute strength of full-time four-wheel drive to carve through rough terrain. Conventional 2-wheel drive is also available. Either way, there are several powerful engines from which to choose.

Ramcharger is full of surprises. It can be gentle, too—a family fun vehicle that tackles the highways smoothly, providing the comfort you'd expect from Dodge. But, watch out! Ramcharger works hard and plays even harder.

With the 4-wheel-drive Ramcharger for 1975, you can take your family and gear to places you've never been before. Once you're there, let them set up camp while you turn loose your "go & tow" machine on nature's tough trails! Items included in Ramcharger trailer-towing packages are identical to those contained in Sportsman packages (see page 6 for contents). Also see special note on recommended braking systems—page 6.

Minimum required equipment for trailer towing with Ramcharger

DODGE MODEL	AD100 & AW100								
TRAILER-TOWING PACKAGE	Order Code YC4	Order Code Heavy-Duty YC3							
Trailer weight (maximum), lbs.	2,000	5,000							
Trailer hitch type (Not included in package)	Frame mounted	Load equalizer							
Maximum tongue load, pounds	200	700							
Required minimum equipment not included in Trailer-Towing Package									
• G.V.W. Package	5,200-pound with 318	6,100-pound							
• Front stabilizer bar	—	X							
• Engine	V-8	V-8							
• Transmissions									
3-speed automatic (1)	X	X							
4-speed manual (NP445)	X (AW100 only)	X (AW100 only)							
4-speed manual (NP435)	X (AW100 only)	X (AW100 only)							
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
AD100—G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
3-Speed Automatic									
AW100—G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
3-Speed Automatic									
4-Speed Manual									
Engine—clutch—AD100-AW100									
318 V-8—Standard	3.23	3.55	3.90						
360 V-8		3.23	3.55						
440 V-8—3-Speed Automatic (AW100 only)				3.23	3.55				

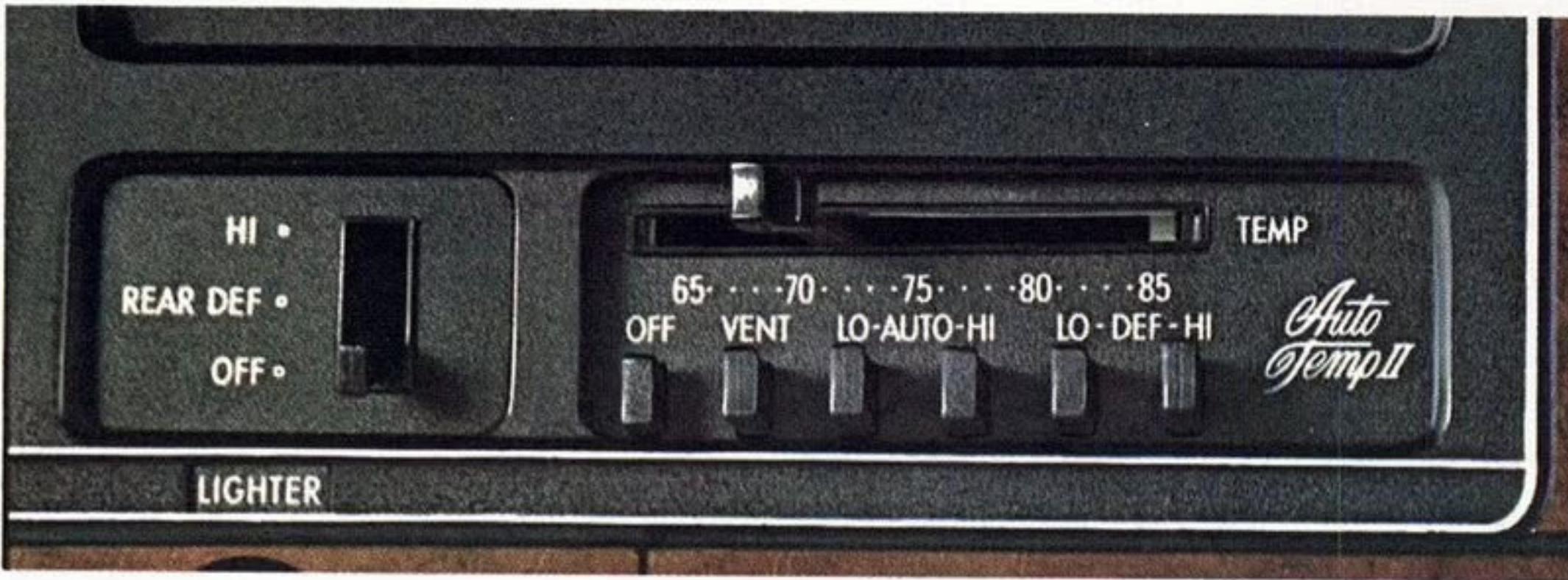
(1) Optional 3-Speed Automatic Transmission Aux. Oil to Air Cooler is recommended for use with Heavy-Duty Package YC3.

Dodge Passenger Car, Sportsman & Ramcharger

OPTIONS

Automatic height control on Monaco

A new option available on the full-size Dodge for 1975. The automatic height control maintains the normal 3-passenger rear height of the car—even when loaded to its full rated capacity—and it will return to normal curb height when the load is removed. This helps maintain headlight aim and takes added weight off the springs when your trunk is loaded for a trip.



Automatic speed control

Automatic speed control is available on all models for 1975. It's a great convenience on long trips where a steady speed must be maintained. The controls are easy to operate and there's a special "resume" feature which allows you to resume the pre-set speed. The automatic speed control can help maintain a constant speed that can help save fuel—and avoid inadvertent speeding.

Roof-top luggage rack

Available as an extra-cost option on all station wagons. Made of chrome-plated steel and extruded aluminum, the rack provides extra luggage room outside the vehicle and trailer. The rear crosspiece can be adjusted to suit the load.

AM/FM radio & 8-track tape deck

Solid-state optional AM/FM radio is operated by push buttons...has illuminated dial, knob controls and adjustable tone control. A rear-seat speaker option is available with this radio on all models except Sportsman and Ramcharger. For added musical enjoyment, an 8-track stereo tape player is also available on Coronet, Charger Special Edition and Monaco.

Luggage rack cover

Works with roof luggage rack to protect against weather and dusty driving conditions. Weather-proof reinforced vinyl with heavy-duty zipper.*



Ride levelers

Available on Monaco, Coronet, Charger Special Edition and Dart for 1975. Simply add air pressure to the rear shock absorbers to help maintain design height under heavy loads. Ride levelers help to keep the car level by reducing tail drag and also help to maintain headlight aim.*

Trailer-towing mirrors

The large-faced mirror is bracket-mounted well out from the side of the car to give a clear view alongside and behind the trailer.*

Sportsman rear heater

A desirable extra-cost option that will increase comfort in the passenger compartment during cold weather. (Requires optional 55-amp. alternator.)

Fuel-pacer system

An option for all Dodge cars that can help people drive in a manner that should achieve better fuel economy for most drivers. A fender-mounted, turn-signal indicator light on the driver's side is triggered when acceleration is too fast. Keeping the light off means you are driving more economically than when light is on and you should get better gas mileage.

Station wagon mattress

A seven-foot-long comfortable bed. Can be used by campers or sportsmen or as a play area for the children. Can be used with second seat up or down.*

* Available from Mopar division through your Dodge dealer.

PICKUPS

The "keep on truckin'" trailer-towing vehicles

Designed and engineered with traditional Dodge truck toughness, but, with driveability features that might make you think you were in a passenger car. That sums up the D100, D200 and D300 model light-duty pickups for 1975. For the camper, there's one more important fact...a trailer-towing capacity of up to 10,000 pounds total loaded trailer weight on the D300s.

These handsome, hard-working tow vehicles have smart styling inside and out with seat construction, steering wheel angle and comfort dimensions that are blended to rival passenger-car ride. And, there is a wide range of standard and optional power plants from which to choose. So, keep on truckin' and towin' with the Dodge light-duty pickups for 1975.

Items included in Dodge light-duty pickup trailer-towing packages are identical to those available on Sportsman models. Also see special note on braking system recommendations—page 6.



Trailer-towing packages

DODGE MODEL		D100							
TRAILER-TOWING PACKAGE	Order Code YC4	Order Code Heavy-Duty YC3							
Trailer weight (maximum), pounds	2,000	7,000							
Trailer hitch type (Not included in package)	Frame mounted	Load equalizer							
Maximum tongue load, pounds	200	700							
Required minimum equipment not included in Trailer-Towing Package.									
• G.V.W. Package	Standard	6,100-pound							
• Engine	V-8	V-8							
• Front stabilizer bar	—	X							
• Transmissions									
3-speed automatic	X	X							
4-speed manual (NP445)	X	X							
4-speed manual (NP435)	X	X							
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
3-Speed Automatic (1)									
4-Speed Manual									
Engine—clutch									
318—Standard	3.2	3.55	3.9						
360—Standard	2.71	3.2	3.5						
440—3-speed Automatic	2.71			3.23					

DODGE MODEL		D200							
TRAILER-TOWING PACKAGE	Order Code YC4	Order Code Heavy-Duty YC3							
Trailer weight (maximum), pounds	2,000	7,000							
Trailer hitch type (Not included in package)	Frame mounted	Load equalizer							
Maximum tongue load, pounds	200	800							
Required minimum equipment not included in Trailer-Towing Package.									
G.V.W. Package— Conventional and Club Cab	Standard	7,500-pound							
G.V.W. Package—Crew Cab	Standard	8,100-pound							
Front stabilizer bar	—	X							
• Engines and axle ratios	V-8 only	V-8 only							
• Transmissions									
3-speed automatic	X	X							
4-speed manual (NP435)	X	X							
4-speed manual (NP445)	X	X							
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.									
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
3-Speed Automatic (1)									
4-Speed Manual									
Engine—clutch									
318—Standard	3.54	4.10							
360—Standard	3.54	4.10							
440—Standard	3.54	4.10							

DODGE MODEL		D300												
TRAILER-TOWING PACKAGE	Order Code YC4	Order Code Heavy-Duty YC3												
Trailer weight (maximum), pounds	2,000	10,000												
Trailer hitch type (Not included in package)	Frame mounted	Load equalizer												
Maximum tongue load, pounds	200	10-15% of trailer weight												
Required minimum equipment not included in Trailer-Towing Package.														
• G.V.W. Package 131" and 149" wb.	Standard	Standard												
Front stabilizer bar	—	X												
• Engines and axle ratios	V-8 only	V-8 only												
• Transmissions														
3-speed automatic	X	X												
4-speed manual (NP435)	X	X												
4-speed manual (NP445)	X	X												
Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.														
G.C.W. (x1000)	5	6	7	8	9	10	11	12	13	14	15	16	17	
3-Speed Automatic (1)														
4-Speed Manual														
Engine—318	4.10													
360		4.10												
440			4.10											

(1) Optional 3-Speed Automatic Transmission Aux. Oil to Air Cooler recommended for use with Heavy-Duty Package YC3.



Dodge D100, D200 & D300

FIFTH-WHEEL PICKUPS

As opposed to a conventional trailer hitch, the fifth-wheel mount—available on Dodge light-duty pickup D100, D200 and D300 models—offers distinct advantages to the outdoorsman who owns or plans on buying a very large trailer.

While the conventional hitch makes it necessary to tow the entire trailer behind the truck, the fifth-wheel mount (supplied by the trailer manufacturer) makes it possible to carry part of the trailer over the truck—putting more of the trailer's weight over the rear axle and spring centers. This reduces the overall length of the pickup-plus-trailer, increasing stability through a more compact traveling unit. Weight distribution, maneuverability and handling are greatly improved. And the fifth wheel is easily removed when the truck must be used as a working unit.

The fifth wheel is a big deal if you're planning on using your light-duty pickup to tow a full-size trailer. It's big time truckin' and towin' at its best.

Recommended engine, clutch, rear axle ratio, transmission and G.C.W. (gross combined weight of loaded truck and trailer) for towing.

D100—G.C.W. (x1000)	5	6	7	8	9	10	11	12	13
3-Speed Automatic									
4-Speed Manual									
Engine—clutch									
318—Standard	3.2	3.55	3.9						
360—Standard	2.71	3.23		3.55					
440—3-speed Automatic	2.71				3.23				

D200—G.C.W. (x1000)	5	6	7	8	9	10	11	12	13	14
3-Speed Automatic										
4-Speed Manual										
Engine—clutch										
318—Standard	3.54		4.10							
360—Standard	3.54			4.10						
440—Standard	3.54				4.10					

Fifth-wheel trailer-towing packages

DODGE MODEL	D100	D200	D300
TRAILER-TOWING PACKAGE	Order Code YC3	Order Code YC3	Order Code YC3
Trailer Weight (maximum), pounds	7,000	8,000	10,000
Maximum fifth wheel weight (pounds)	1400-131" wb. 1200-149" wb.	2300	3500
Required minimum equipment not included in Trailer-Towing Package			
• G.V.W Package Conventional and Club	6,100-pound	7,500-pound	—
• G.V.W. Package 131" and 149" wb.	—	—	Standard
• G.V.W. Package 165" wb.	—	8,100-pound	—
• Front stabilizer bar	X	X	X
• Engines and axle ratios	See chart below V-8 Only		
• Transmissions	3-speed automatic (1) or 4-speed manual NP445 or NP435		

(1) Optional 3-Speed Automatic Transmission Aux. Oil to Air Cooler recommended for use with Heavy-Duty Package YC3.

D300—G.C.W. (x1000)	8	9	10	11	12	13	14	15	16	17
3-Speed Automatic										
4-Speed Manual										
Engine—clutch										
318—Standard	4.10									
360—Standard		4.10								
440—Standard			4.10							

Dodge 3/4-ton

PICKUPS

For medium-weight
campers



Step up to the medium-weight camper class with Dodge D200 pickups. Whether you select the 131-, 149-, or 165-inch wheelbase—depending on the cab style—your D200 will have an 8-foot body. Conventional, Club and Crew cabs can all be equipped to handle slide-on campers with a combination weight of body, people and gear from 4285 to 4780 pounds.

Choose from either the Camper 7500 or Camper 9000 Packages required for camper usage. Both packages provide just the equipment you'll need to make a safe and comfortable getaway to your favorite spot.

A D300, Camper 10,000 Package is also available in 1975 on both Conventional and Club Cab models. This package provides the added stability of dual rear wheels for larger campers on an 8-foot body.

Camper 7500 and Camper 9000 packages include the following equipment:

- Camper Emblem 7500 or 9000 for Conventional and Crew Cabs
- Camper wiring harness
- 70-ampere-hour battery (included with 440 engine)
- Increased cooling
- Dual electric horns
- Oil pressure gauge
- Dual 7½" x 10½" low-mount extended-arm mirrors, bright finish
- Sliding rear window (D200-W200)
- Heavy-duty variable-load flasher
- 4500 pounds capacity mechanical jack with Camper 7500 on 131" and 149" wheelbase.

Minimum required equipment

FOR CAMPER 7500

G.V.W. Code YW3 (7500 pounds) on 131" wheelbase Conventional Cab and 149" wheelbase Club Cab models YW4 (8100 pounds) on 165" wheelbase Crew Cab model

Engine, V-8—318, 360 or 440

Transmission—3-speed automatic or 4-speed manual, NP445 or NP435

Shock absorbers—H.D. front and rear

Stabilizer bar—front

Alternator—72 amperes (Chrysler 60)

FOR CAMPER 9000

G.V.W. Code YW5 (9000 pounds) also requires heavy-duty package for 131" wheelbase Conventional Cab and 149" wheelbase Club Cab models YW4 (8100 pounds) on 165" wheelbase Crew Cab model

Engine, V-8—318, 360 or 440

Transmission—3-speed automatic or 4-speed manual, NP445 or NP435

Shock absorbers—Auxiliary 585 lbs.

Shock absorbers—Heavy-duty front and rear

Stabilizer bar—front

Alternator—72 amperes (Chrysler 60)

COMPACT WAGONS

Tripshape camper conversions.

Dodge compact wagons—tripshape with a camper conversion—are offered on a 127-inch wheelbase...with a standard 318-cubic-inch V-8 or optional, extra-cost 360-cubic-inch V-8.

Conversion units, manufactured by independent companies, have fiberglass top sections which can provide standing height. Your compact wagon can be equipped with a stove, oven, refrigerator, table seating, sleeping area, etc. It can accommodate families of four to six. Conversion units are also available for Dodge's Maxiwagon whose body is 18 inches longer than the standard-size 127-inch-wheelbase model.

Dodge compact conversions are "tops" for trips!

Minimum required equipment for compact wagons.

If a B300 compact wagon with 127" wheelbase is to be converted to a camper, certain minimum equipment is required to handle the added weight of the conversion.

For 3531 pounds (3391 for Maxiwagon) body builder conversion, equipment and passenger allowance (7700 pounds maximum vehicle weight).

G.V.W. Code YW5 (7700 pounds). Engine—318 or 360 V-8. Transmission—3-speed automatic.





MOTOR HOMES

The ultimate escape machines begin with Dodge.

If you're in doubt about Dodge's commitment to the design and engineering of vehicles for recreational use, relax! You need look no further than the Dodge-manufactured compact chassis (front sections) for mini-motor homes plus the larger chassis for full-size motor homes. The ultimate escape machines begin with Dodge...the first and last word in recreational vehicles.

Two compact chassis models are available for mini-motor home bodies. The low line (MBL300) comes with a wheelbase of 127 inches and standard 318-cubic-inch V-8 engine. The high-line (MBH300) is available with a standard 360-cubic-inch engine in wheelbases of either 127 or 145 inches. This model has dual rear wheels for larger bodies in the mini-motor home class. Standard features on both models include: power brakes, a 3-speed LoadFlite automatic transmission, and independent front spring suspension. In addition, you can equip them with such travel-time, extra-cost options as air conditioning, AM/FM radio and automatic speed control.

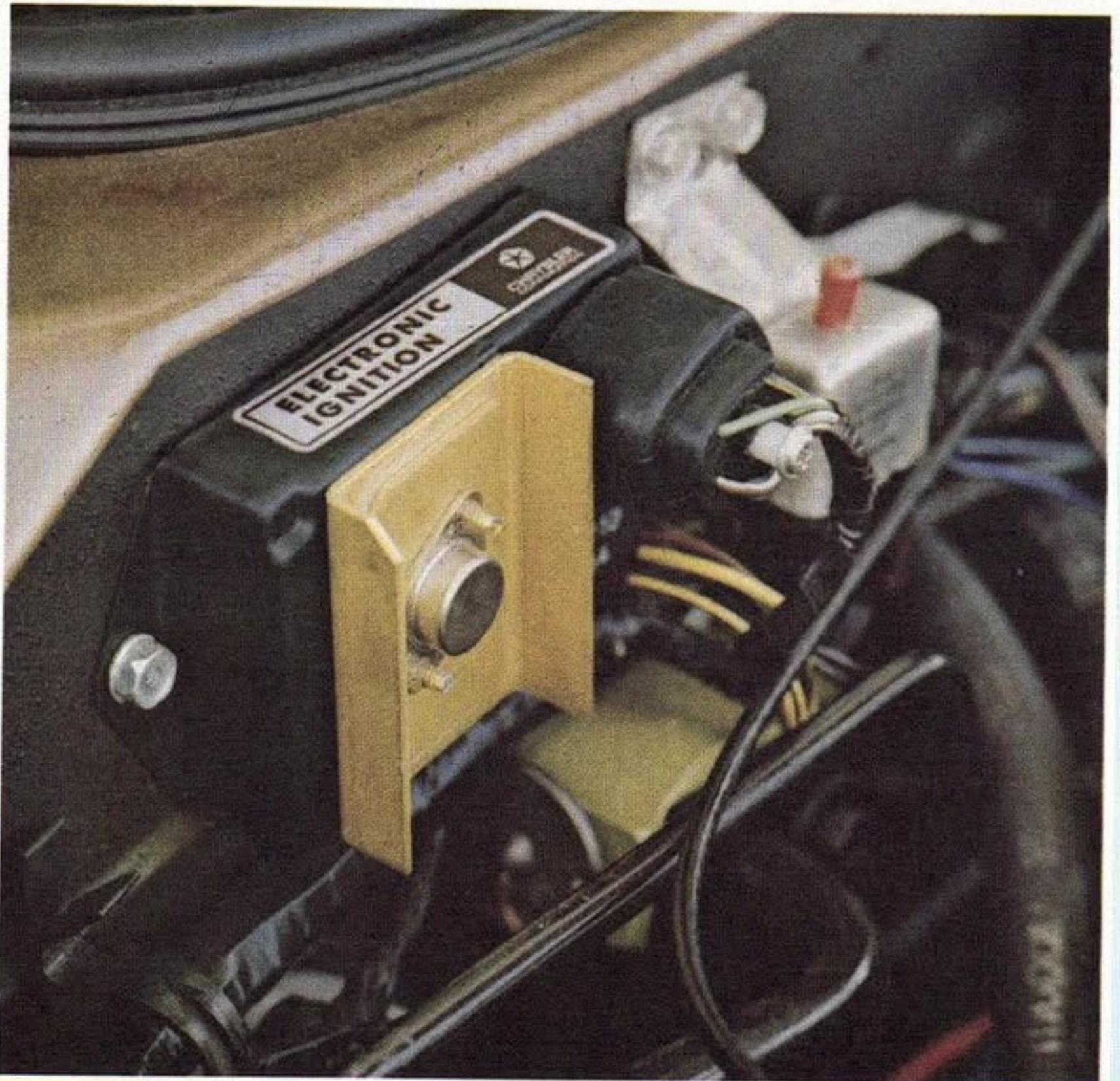
When it comes to full-size motor homes, there's not much that can be added to what recreational vehicle enthusiasts have been saying since the motor-home market began over a decade ago. Dodge motor chassis have easily outsold all other makes combined with innovations like the tilt steering column for driving comfort, specially designed RV tires and numerous other design and engineering features. It's easy to be number one when you've been in tune with the changing demands of recreational vehicle enthusiasts from the very beginning.

Selected standard chassis equipment (supplied by Dodge)

	MB300—127" wb.	MB300—145" wb.	M300	M400	M500
Engine, V-8.....	318-1	360	318-3	318-3	440-3
C.I.D.	318	360	318	318	440
Electronic ignition.....	Yes	Yes	Yes	Yes	Yes
Heavy-duty exhaust emission control systems.....	Emission Control System	Emission Control System	Yes	Yes	Yes
Transmission, automatic.....	3-speed	3-speed	3-speed	3-speed	3-speed
Axle, front capacity.....	3,300 pounds	3,800 pounds	4,500 pounds	5,000 pounds	5,000 pounds
Axle, rear capacity.....	5,500 pounds	7,200 pounds	6,200 pounds (1)	7,500 pounds	10,000 pounds
Ratio to 1.....	4.10	4.10	4.88	4.88	4.56
Springs, front capacity @ ground.....	1,720 pounds	1,915 pounds	2,050 pounds	2,525 pounds	2,575 pounds
Springs, rear capacity @ ground.....	3,100 pounds	3,600 pounds	3,125 pounds (2)	3,800 pounds	5,000 pounds
Tires, tubeless RV, polyester type, Frt. and dual rear	8.75-16.5-E(10PR) Single rear	8.00-16.5-D(8PR) Dual rear	8-17.5-C(6PR)	8-17.5-D(8PR) Frt.	8-19.5-D(8PR)
Brakes, Front disc.....	12.82" x 1.19"	12.82" x 1.19"	12.82" x 1.19"	12.32" x 1.55"	13.36" x 1.55"
Brake booster.....	12" x 2.5"	12" x 3.0"	12" x 3"	12" x 3"	15" x 4"
Battery.....	9.0" O.D. dual diaphragm	9.0" O.D. dual diaphragm	8.81" O.D. dual diaphragm	11.0" O.D. two single diaphragm	11.0" O.D. two single diaphragm
Shock absorbers, heavy-duty.....	59 ampere-hour	70 ampere-hour	70 ampere-hour	90 ampere-hour	90 ampere-hour
Stabilizer bar.....	F & R	F & R	F & R	F & R	F & R
Steering column feature.....	No	—	Front	Front	Front
			Tilt	Tilt	Tilt

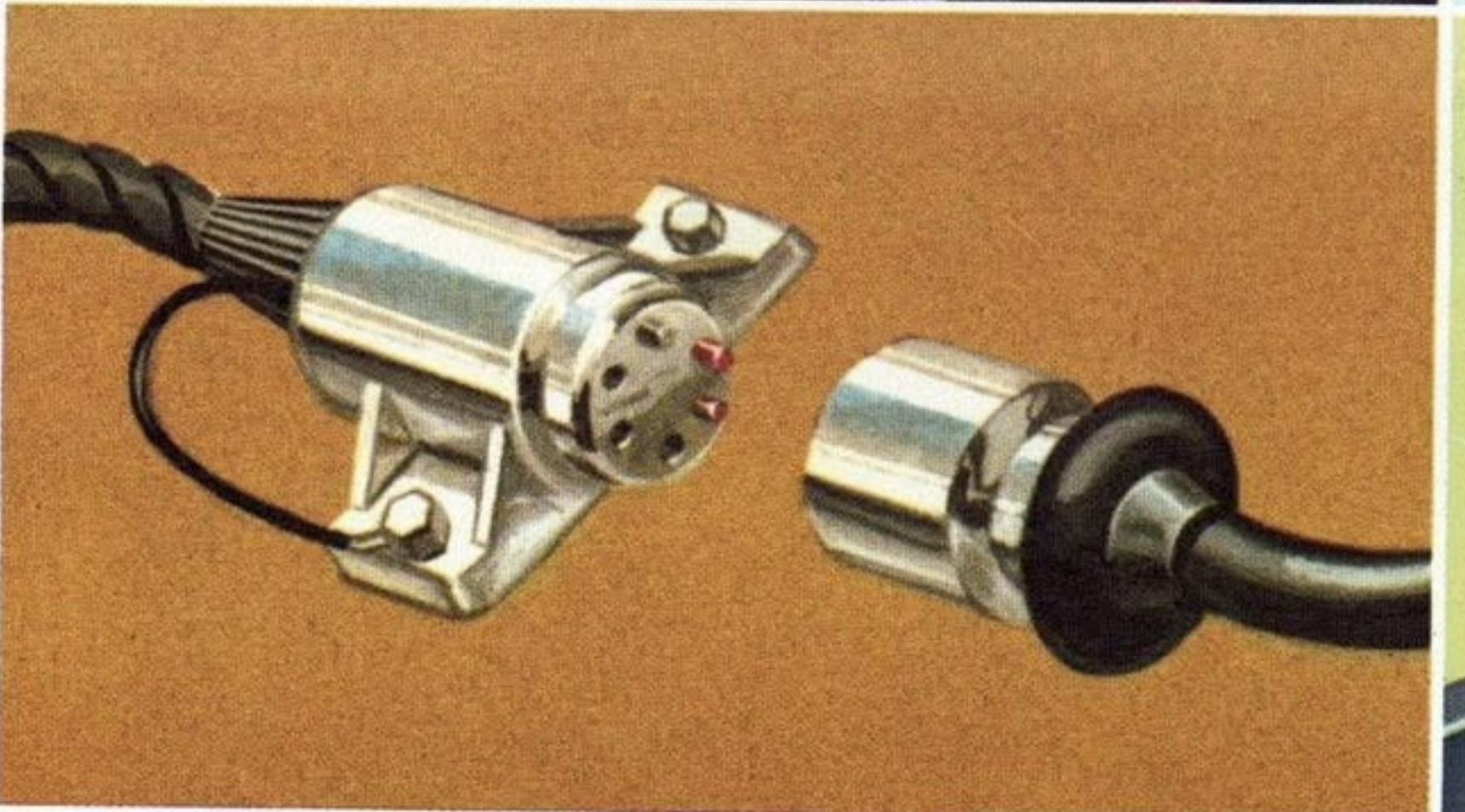
(1) 7,500 pounds on 125" wb. (2) 3,800 pounds on 125" wb.

CAMPER FEATURES



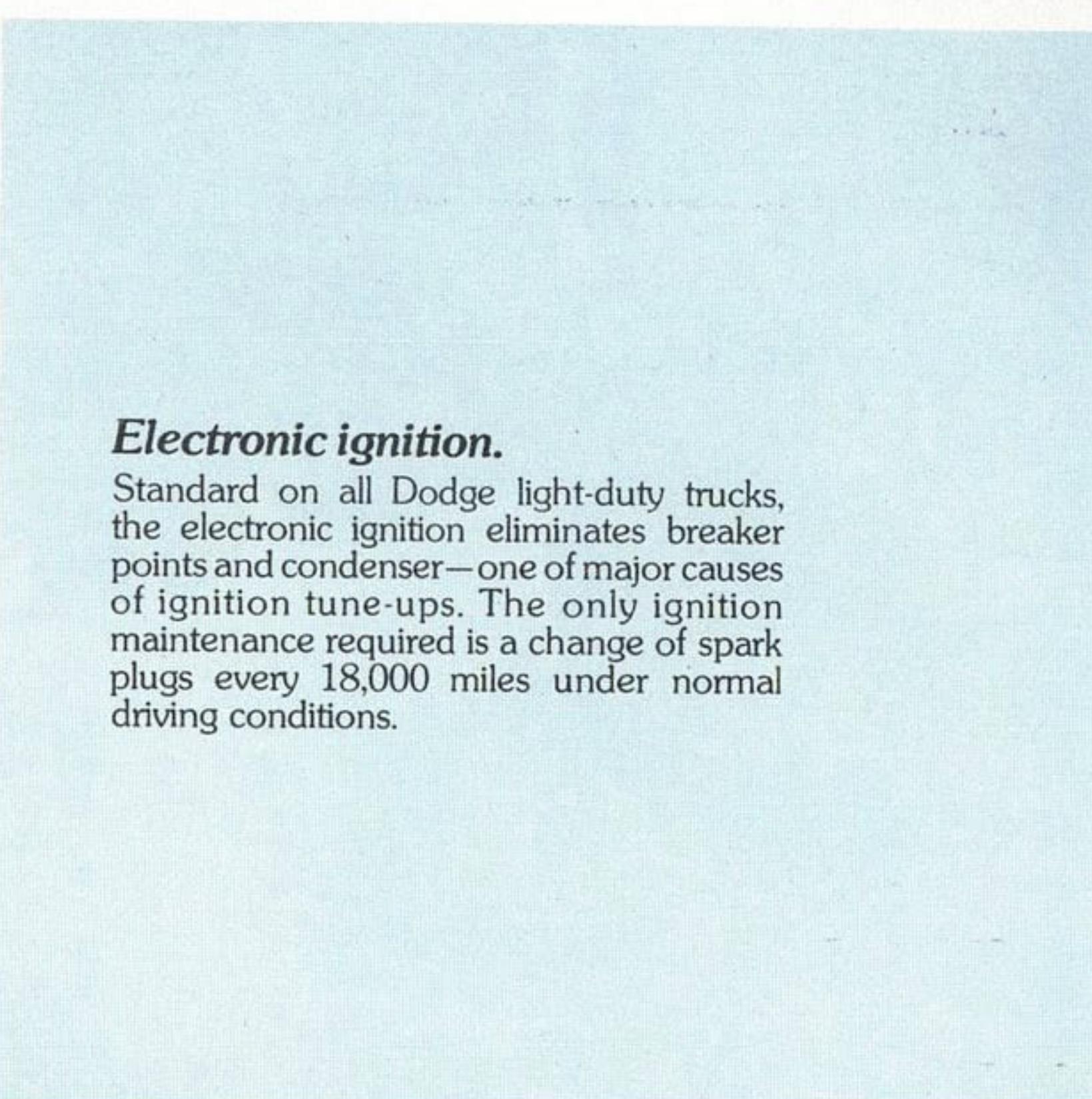
Electronic ignition.

Standard on all Dodge light-duty trucks, the electronic ignition eliminates breaker points and condenser—one of major causes of ignition tune-ups. The only ignition maintenance required is a change of spark plugs every 18,000 miles under normal driving conditions.



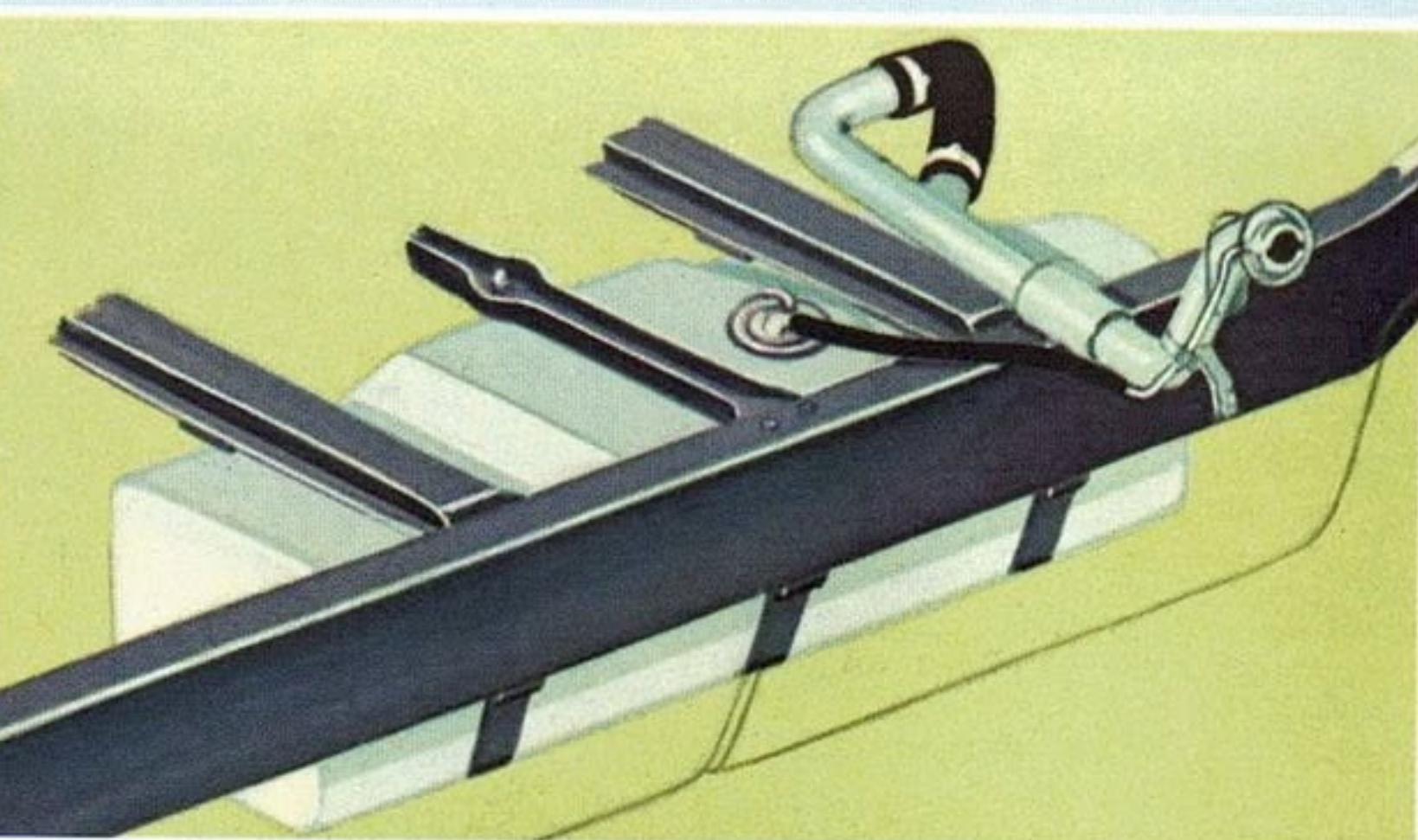
Camper wiring harness.

The camper wiring harness—standard in all Dodge camper packages—has a one-step, plug-in operation. The harness activates and controls camper interior lights and equipment: Turn, stop and backup lights; side marker, clearance, identification, tail and license plate lamps.



22-gallon fuel tank.

Fuel tank placement is important in a recreational vehicle. A 22-gallon fuel tank is standard on all Dodge D model light-duty pickups. The tank is frame-mounted and located in such a way that there is greater room inside the cab.



Double-wall construction.

Extra-tough Dodge Sweptline pickups have double-wall construction in the express box sides, tailgate, hood, fender and cab. So, whether you use a Dodge Sweptline as a truck or camper, you get extra sheet-metal strength everywhere it matters.

Easy-off tailgate.

Removing or replacing the tailgate on Dodge Sweptline models is as easy as 1, 2, 3. It's a one-man job which requires no tools. And there's no worry about proper positioning, because retaining tailgate straps are clearly marked. The "easy-off" tailgate adds to the versatility of Dodge pickups.



CAMPER OPTIONS



Air conditioning.

Available on all Sportsman Wagons, all D model light-duty pickups and front-section compact chassis.

Four cool-air outlets are integrated into the dash. The outlets can be directed to the left or right—and up and down. The system includes a 55-ampere alternator and increased cooling. A V-8 engine is required. D model light-duty pickups also include a power vent system with the air-conditioning unit.

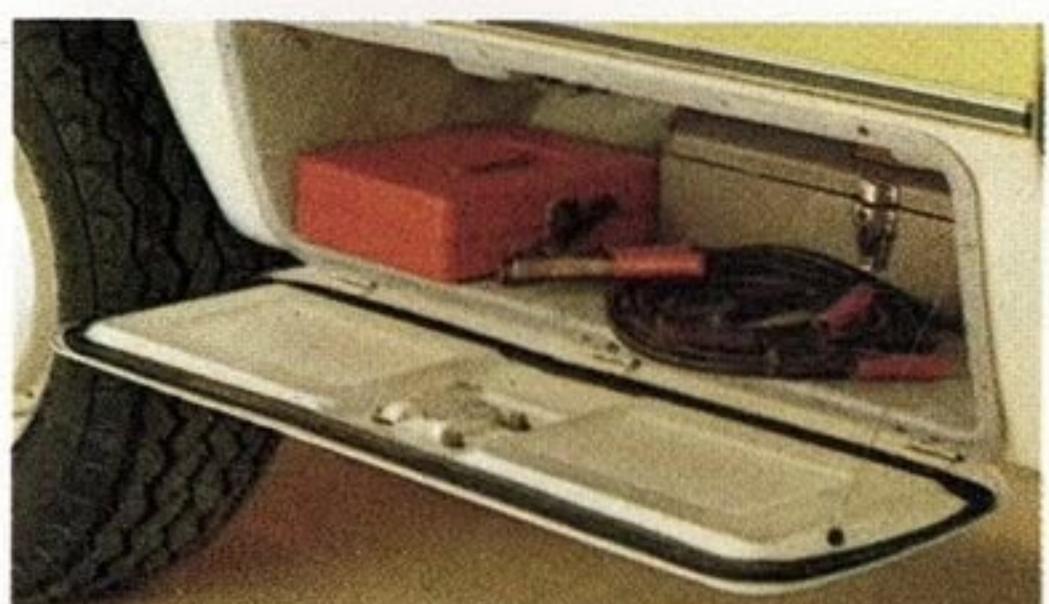
Sliding rear window.

This window is a great convenience when a camper body with non-fixed front window is being carried. The four-section, sliding rear window for the cab is adjustable up to a 20-inch opening. It is included with Camper packages on D200 models and is an extra-cost option for D100 and D300 models.



Sweptline tool box.

A large, metal-faced fiberglass compartment built into the right side of the Sweptline pickup box provides added tool space. Placed beneath the body floor, it conserves cargo space and is lockable. Dimensions are approximately 31 x 15 x 9 inches in length, depth and height. An extra-cost option on 8-foot Sweptline models D100, D200 and D300.



Convenience options

Add to your driving convenience with automatic speed control (requires V-8 and automatic transmission), and electric clock and tachometer (on D models). Increase your enjoyment with an AM/FM radio. The simulated wood-grained instrument cluster shown is included with the Adventurer Sport and S.E. Packages.

Auxiliary fuel tank.

The twenty-four-gallon auxiliary fuel tank provides a fuel reserve for extended trips. The filler pipe is separate from the standard fuel tank. An electric switch controls the shift of fuel from the auxiliary tank to the standard tank...and it also actuates a gauge on the instrument panel which indicates the level of fuel in the tank that is in use.

Automatic transmission.

The smooth, responsive, reliable 3-speed LoadFlite automatic transmission always starts in low gear, gives maximum multiplication of engine torque for starting. The oil-filled torque converter cushions the flow of power and protects the drive-train parts from shock and stress, saving on maintenance expenses. Standard on B300, MBL300, MBH300, M300, M400 and M500 models. An extra-cost option on all other models.

Cargo light.

The exterior cargo light is located at the rear of the cab roof for added illumination during night loading and unloading. Standard with the Sweptline Adventurer S. E., included as part of the extra-cost convenience package for all other pickups.

Other options & accessories.

Dual electric horns • 7½" x 10" low-mount exterior mirrors with extended arm • Tinted glass, windshield or all windows • Step-type rear bumper • Bright finish rear bumper, Sweptline only • Heavy-duty alternators • High-output deluxe heater • Engine block heater • Cigar lighter • Convenience Package: Conventional models includes 12-inch day/night interior mirror • Glove box lock and light • Ashtray light • Exterior cargo light • In-cab-actuated hood lock release.

ENGINES

The 225-cubic-inch Slant Six has the slanted, deep-skirt cylinder block, overhead valves, and efficient intake manifold which all help to make this an exceptionally quiet, well-performing engine.

SPECIFICATIONS

Engine model	225
Cubic-inch displacement	224.85
Bore & stroke	3.40" x 4.125"
Compression ratio	8.4 to 1

318-cubic-inch V-8. Design features include wedge-type combustion chamber design, aluminum-alloy pistons, adjustment-free hydraulic tappets, 2-barrel carburetor with 3-stage metering rod all contribute to this engine's performance. The 318 V-8 is the minimum engine required for the 7500, 9000 or 10,000 camper package.

SPECIFICATIONS

Engine model	318
Cubic-inch displacement	318.14
Bore & stroke	3.91" x 3.31"
Compression ratio	8.58 to 1

360-cubic-inch V-8. A smooth, quiet performer, with good low-speed torque. Large induction and exhaust passages and a high-volume, rotary-type oil pump contribute to this engine's high efficiency. The 360 V-8 is mass balanced in production.

SPECIFICATIONS

Engine model	360
Cubic-inch displacement	360.08
Bore & stroke	4.00" x 3.58"
Compression ratio	8.4 to 1

440-cubic-inch V-8. The top optional 8-cylinder engine. Specifications include a drop-forged crankshaft, silenced air cleaner, Tri-metal main and connecting-rod bearings, and a fast-acting choke.

SPECIFICATIONS

Engine model	440
Cubic-inch displacement	440
Bore & stroke	4.32" x 3.75"
Compression ratio	8.2 to 1

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

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

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