

DODGE 4 WHEEL DRIVE SWEPTLINE, TOWN WAGON AND TOWN PANEL

Axle and Spring Capacities

1964 MODEL	W100 & TW&TP	W200 & Crew Cab	W300
G.V.W.	5,100; 6,000lbs.	6,000; 8,000lbs.	8,500; 10,000lbs. w/dual wheels
EQUIPMENT CAPACITIES			
Springs, Front with Slant 6	1,100	1,100	1,450
Springs, Front with Slant 6 opt	1,350 (w/winch)	1,350 (w/winch)	1,750 (w/winch)
Springs, Front with 318 V8	1,350	1,350	1,450
Springs, Front with 318 V8 opt	1,550 (w/winch)	1,550 (w/winch)	1,750 (w/winch)
Springs, Rear	1,550	1,750	2,450
Springs, Rear opt	1,750 (w/winch)	2,600	3,250; 4,050 w/dual wheels ^
Axle, Front	3,000 Dana44 FFH	3,000 Dana FH	4,500 Dana 70 FFH
Axle, Front Crew Cab and some 1965-66 Town Wagons	3,500 Dana 44 FFH-LK	3,500 Dana 44 FFH large knuckle	
Available Ratios	4.09:1; 4.88:1	4.09:1; 4.88:1	4.88:1; 5.87:1 ^
Axle, Rear	4,500 Dana 60 FFH	5,500 Dana 60 FFH	7,500 Dana 70 FFH
Available Ratios	4.10:1*; 4.88:1	4.10:1*; 4.88:1	4.88:1*; 5.87:1 ^
Wheels - Type	8-stud disc	8-stud disc	6-stud Budd type
Tires / Wheels	6.50 X 16 - 6ply	6.50 X 16 - 6ply?	7.0 X 16 - 6ply?
Tires / Wheels opt	7 X 16 - 6ply 7 X 17.5 - 6ply	7 X 17.5 - 6ply 8 X 19.5 - 8ply	8 X 19.5 - 8ply 9 X 16 - 10ply

Boldface items indicate **optional or extra equipment**.

*Shuregrip antislip differential available, ^Not available with dual rear wheels

SFH = semi floating hypoid, FFH = full floating hypoid, LK = large knuckle

3,500 Dana 44 FFH large knuckle front axle may have had a Dana 60 knuckle

D200 MAXIMUM G.V.W. 7,500 LBS.

G.V.W.	5,200 lbs.	6,000 lbs.	7,500 lbs.
Required Equipment			
Axle, Front - Cap. (lbs.)	2,800	2,800	2,800
Axle, Front - Cap. (lbs.) - Crew Cab	3,800	3,800	3,800
Axle, Rear - Cap. (lbs.)	5,500	5,500	5,500
Springs, Front - Cap. (lbs.)	1,025	1,025	1,250
Springs, Front - Cap. (lbs.) Crew Cab	1,500	1,500	1,500
Springs, Rear - Cap. (lbs.)	1,500	1,950	2,600
Wheels - Type	8-stud disc	8-stud disc	8-stud disc
Suggested Equipment			
Tires, Front	6.50 - 16 - 6	8 - 17.5 - 6	8 - 19.5 - 8
Tires, Rear	6.50 - 16 - 6	8 - 17.5 - 8	8 - 19.5 - 8
Rim Size, Front and Rear (in.)	16 - 6.00	17.5 - 5.25	19.5 - 5.25

AXLE RATIOS AVAILABLE

D100 3.58:1; 3.91:1*; 4.56:1
D200 4.10:1*; 4.88:1*
D300 4.88:1*; 5.87:1 ^
W100, W200 4.10:1*; 4.88:1
W300 4.88:1*; 5.87:1 ^

*SHUREGRIP AVAIL.

^NOT AVAIL. WITH DUAL WHEELS

Boldface items indicate **extra equipment**.

Power Giant Wheelbase and Available Bodies 1957 - 1960

Model '57-'60	WB	available Bodies	GVW	Frame Type
D100-200	108/116"	6 1/2'-7 1/2' Utiline*, 6 1/2' Sweptline^, Stake, Chassis Cab, Town Wagon/Panel† (108" WB)	6,000lbs.	drop frame°
W100	108/116"	6 1/2'-7 1/2' Utiline*, 6 1/2' Sweptline^, Stake, Chassis Cab, Town Wagon/Panel† (108" WB)	6,000lbs.	drop frame°
W200	116"	7 1/2' Utiline*, 8'3" Sweptline^ Stake, Chassis Cab, Platform	6,000lbs. 8,000lbs.	drop frame°
D300	126"	9' Utiline, 9' Stake, Chassis Cab, Platform	8,500lbs. 10,000lbs.	drop frame
W300 '58-'60	129"	9' Utiline, 9' Sweptline^ (rare), 9' Stake (rare), Chassis Cab, Platform	8,500lbs. 10,000lbs. Duals required for 10K	straight frame like D400 & larger~
WM300	126"	Pickup, Chassis Cab	7,600lbs. 9,500lbs.	
W500 '56-'60	157/175"	Chassis Cab, Platform ('56 was the HW500)	20,000lbs. (18K 1956)	straight frame~

*Utiline is a Stepside Box 4 1/2' wide with a wooden bottom. This same basic bed was used from 1954-1985. The fender lip is very similar to the Town Wagon / Town Panel rear fender lip and can be used to repair them.

^Sweptline (like a Chevy Fleetside) is a full width box 6' wide with a metal bottom, 1959-1960 only. There was a very rare 9' D/W300 bed. This beds toolings were sold to Studebaker and were used in a modified version on their trucks in 1961-1964. There was a new Sweptline bed, in 1961-1971.

°D100-200 frames, and W100-200 frames are all the same except in length.

~W300s had a straight frame like a D400 or bigger, and therefore many frame parts are not shared between the D300 and W300

†Town Wagons and Town Panels have a 155 cu.ft. cargo capacity. Town Wagons have 6 (90 cu.ft. cargo capacity) and 8 passenger seating.

Sweptline Era Wheelbase and Available Bodies 1961 - 1971

Model '61-'71	WB	Available Bodies	GVW	Frame Type
D100-200	114/122"	6 1/2'- 8' Utiline*, Sweptline^, 7 1/2' Stake**, Chassis Cab, Town Wagon/Panel† (114" WB)	5,200lbs. 6,000lbs. 7,500lbs.	drop frame°
W100	114"	6 1/2' Utiline*, Sweptline^, 7 1/2' Stake**, Chassis Cab, Town Wagon/Panel† (114" WB)	5,100lbs. 6,000lbs.	drop frame°
W200	122/128/146"	8' Utiline*, Sweptline^, 7 1/2' Stake**, Chas. Cab, Util. & Swept. Crew Cab (146"WB, 6 1/2' box)	6,000lbs. 8,000lbs.	drop frame°
D300	133" (156" Late 60s)	9' Utiline, 9' Stake**, Chassis Cab, Platform	8,500lbs. 10,000lbs.	straight frame
W300	133"	9' Utiline, 9' Stake (rare), Chassis Cab, Platform Crew Cab Available from Special Equip. Group	8,500lbs. 10,000lbs. Duals required for 10K	straight frame~
WM300	126"	Pickup, Chassis Cab	7,600lbs. 9,500lbs.	
W500	157/175"	Chassis Cab, Platform	20,000lbs.	straight frame~

*Utiline is a Stepside Box 4 1/2' wide with a wooden bottom. This same basic bed was used from 1954-1985. The fender lip is very similar to the Town Wagon / Town Panel rear fender lip and can be used to repair them.

^Sweptline is a full width box 6' wide with a metal bottom and full width (65") tail gate, new for 1961-1971. The 122" wheelbase was increased to 128" in 1965 on D100-200 and W200. The Sweptline name was used to describe the '59-'60 bed as well, but was a different bed.

°D100-200 frames, and W100-200 frames are all the same except in length.

~W300s had a straight frame like a D400 or bigger, and therefore many frame parts are not shared between the D300 and W300

**D100-200, W100-200 had 122" WB, 7 1/2' stake body with 30" high stake sides. D300, W300 had 9' stake body with 40" or 42" high stake sides.

†Town Wagons and Town Panels have a 155 cu.ft. cargo capacity. Town Wagons have 6 (90 cu.ft. cargo capacity) and 8 passenger seating. The front fender was redesigned moving the opening forward to accommodate the longer 114" wheelbase. D100 and W100 TWs and TPs had the same fenders. They used the same frames as the D100 and W100 pickups with the 114" wheelbase.

Power Giant & Sweptline Era Light Duty Wheelbase / Bed Type & Size

Power Giants Era ('57-'60) Wheelbase / **Utiline** Bed:

D100 - W100 1/2 Ton 108" / 6'6", 116" / 7'6"

D200 - W200 3/4 Ton 116" / 7'6"

D300 - W300 1 Ton 129" / 9'

The Utiline Bed was used from '54-'85

Utiline Bed: Dodge term for a Stepside Bed

Separate fenders with a narrow bed and wood floor.

Sweptline Bed: Dodge term for a Fleetside Bed

Full width bed with integrated fenders a metal floor.

See full bed descriptions below.

D100, D200, D300: Two Wheel Drive Trucks

W100, W200, W300: Four Wheel Drive Trucks

Power Giants Era ('59-'60) Wheelbase / **Sweptline** Bed:

D100 - W100 1/2 Ton 108" / 6'6", 116" / 8'3"

D200 - W200 3/4 Ton 116" / 8'3"

D300 - W300 1 Ton 129" / 9' (very rare)

The Sweptline Bed got the full width tailgate

Power Giant Stake Side (Flatbeds)

3/4 & 1 Ton were 7'6" & 9'

Sweptline Era ('61-'65.5) Wheelbase / Bed:

D100 - W100 1/2 Ton **Utiline**, 114" / 6'6", 122" / 7'6"

D100 - W100 1/2 Ton **Sweptline**, 114" / 6'6", 122" / 8'

D200 - W200 3/4 Ton **Utiline**, 122" / 7'6" W200 3/4 Ton **Sweptline**, 122" / 8'

D200 - W200 3/4 Ton Crew Cab, **Utiline** or **Sweptline**, 144" / 6'6"

D300 - W300 1 Ton **Utiline**, 133" / 9'

The Sweptline Bed got the full width tailgate, Dual Chains and round taillight.

Sweptline Era ('65.5-'71) Wheelbase / Bed:

D100 - W100 1/2 Ton **Utiline**, 114" / 6'6", 128" / 8'

D100 - W100 1/2 Ton **Sweptline**, 114" / 6'6", 128" / 8'

D200 - W200 3/4 Ton **Utiline**, 128" / 8'

D200 - W200 3/4 Ton **Sweptline**, 128" / 8'

D200 - W200 3/4 Ton Crew Cab, **Utiline** or **Sweptline**, 146" / 6'6"

D300 - W300 1 Ton **Utiline**, 133" / 9'

The Sweptline Bed got the full width tailgate, center latch and elongated taillight.

Power Giant & Sweptline Axles / Model (from Eric)

1957-1958 (early) W100s (to serial no. 21420) got the Dodge semi floating rear axle; Spicer (Dana) 44 front axle with 6 bolt Budd split rims.

1958 (late) W100s; Dodge full floating rear axle; Spicer (Dana) 44 front axle with 6 bolt Budd split rims.

1957-1960 W200s; Dodge full floating rear axle; Spicer (Dana) 44 front axle with 6 bolt Budd split rims.

1959-1960 W100s; Spicer (Dana) 60 rear axle; Spicer (Dana) 44 front axle with 8 bolt disc split ring rims.

1958-60 W300s; Spicer (Dana) 70 front & rear axle with 6 bolt Budd split rims.

1961-68 W100 & 1961-71 W200s; Spicer (Dana) 60 rear axle; Spicer (Dana) 44 front axle with 8 bolt disc split ring rims (and Town Wagons).

1969-71 W100s; semi floating rear axle; Spicer (Dana) 44 front axle with 5 bolt disc rims.

1961-68 W300s; Spicer (Dana) 70 front & rear axle with 6 bolt Budd split rims.

1969-71 W300s; Spicer (Dana) 70 front & rear axle with 8 bolt disc rims.

The rear axles that are 6 bolt are corporate unless they are a Dana 70 (W300 only). The front axle on all the 1957-71 W100-W200s is a Dana 44 regardless of bolt pattern. Some of the W200s in the 60s got a "Big Knuckle" 44 that the Dana/Spicer books call out as the 3500lb axle, instead of the standard 3000lb one. The most common place to find that axle is on the W200 Crew Cabs and some 1966 W100 Town Wagon Power Wagons. 1958-71 W300 front axle is a Dana 70. The D100-W100 108" WB trucks in 1957-58 got a narrow version of the 6 1/2 foot bed, which uses a narrow tailgate. Starting in 1959 all the Utiline tailgates are the same, and all the beds are the same width. In the 1957 and up era it is only the 1957-58 beds that are odd. The rear fenders are the same from 1953-85 (2wds only in the early years), 1948-52 2wd bedsides are the same as the 1953-55 2wd ones, but the rear fenders are different. Eric Bannerman

Power Giant and Sweptline Era Pick-Up Beds

Utiline Short Bed - 6 1/2'

6 1/2' long, 54-55" (4.5') wide for 1/2 ton. Outside step on the bottom of the bed in front of the fender. This same basic bed was used from about '54 to '85. Utiline beds had wood floors with metal strips and bolt together construction. No metal floors on the Utiline bed (stepsides).

Utiline Long Bed - 7 1/2' & 9'

54-55" (4.5') wide for 1/2 ton and 3/4 ton. 9' bed for 1 ton (rare). Outside step unless optional saddle tanks were ordered. Produced, at least til the mid 70s. Utiline beds had wood floors with metal strips and bolt together construction. No metal floors on the Utiline bed.

Flare top, flat top

The flared or angled top bed rails were made in the '54 and '55 years, with some '56s, and on all 3 length beds. In late '56 the bed rails were switched to a flat top. The flat top bed was standard up to end of production in mid 80s.

Low side, high side box / stake pockets

The low sides also ended in early '56, and were rare for that year. Most 1/2 and 3/4 tons had 2 stake pockets per side. 9' 1 ton models had 3 stake pockets. Some trucks had 3 or 4 stake pockets.

Fenders on stepsides

This same basic Utiline fender was used from 1953-1985. The fender lip is very similar to the Town Wagon / Town Panel rear fender lip and can be used to repair them. Dodge used the earlier pre '53 round fenders on some pre '58 beds. Didn't follow any particular pattern. They may have used pre '53 fenders on some trucks to get rid of an excessive inventory. Some pre '53 round fenders with extensions were used on D300 & W300 dually stepside beds into the 1960s.

Stake Side Beds - 7 1/2' and 9'

Flatbeds or stake side beds were 7 1/2' for 1/2 ton and 3/4 ton and 9' for 1 ton. All are rare, but especially the 9'. The stake sides were removable. Dodge stake side beds had a semi circular cut out over the rear wheel.

Tradesman

A utility box made for hauling tools etc. for contractors.

Sweptsides 1957-1959

All the Sweptsides models had wood floors. They were built by using the 7 1/2' Utiline bed, taking the outside fenders off and mounting and lengthening 2 door station wagon quarter panels on the outside of the box.

Sweptline Bed 1959-1960 - 6 1/2', 8'3" & 9'

Sweptline short wide bed was 6 1/2' long and approx. 6' wide for 1/2 ton. Sweptline long wide bed was 8'3" long for 1/2 ton and 3/4 ton. A 9' bed was for 1 ton (very rare). Was available in W series 4wd. All Sweptline beds had all metal floors and welded construction with round tail lights. The front of the bed did a slight rap around the cab on the sides.

The tooling was then sold to Studebaker. They shortened up the longer version of this bed about 6 or 9 inches in front of the wheel opening and used it for about 10-12 years. The front of the Studebaker bed was flat and had 'Studebaker' stamped into the tailgate. In '61, Dodge designed a new Sweptline bed but it was a different bed design (see below).

Sweptline Bed 1961-1971 - 6 1/2' & 8'

A newly designed bed was used from '61-'71 with 6 1/2' bed and approx. 6' wide for 1/2 ton with a 65" full width tailgate, welded construction, chain catches and round tail lights. For 3/4 ton they were 8' long on a 122" wheelbase. In mid 1965 the 3/4 ton wheelbase was increased to 128" on D200 and W200. At least one 9' bed was produced for a W300 and so is very rare. Other mid 1965 changes were a wider tailgate with integral center latch and elongated tail lights.

Most of this information on this page is from Dodge Classic Trucks web site: <http://dodgeclassictrucks.com/>



**DODGE
POWER
WAGON**

1964 TOWN WAGON 1/2 TON
ENGINE: 351 1901 V8 REAR AXLE: Dana 44 / 4.1:1
DRIVE: 4WD FRONT AXLE: Dana 44 / 4.1:1
HORSEPOWER: 204 HP WHEELS: 15" x 5.5" FORD
TRANSMISSION: NP 4350 4 SPEED TIRES: GOODYEAR EAGAR
TRANSFER CASE: NP 201 7" 1" HUB PTO: WINCH HITCH 10:2
SPRINGS: OPTIONAL HD WHEELBASE: 114"

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