

# DODGE RAM

CUMMINS TURBO DIESEL  
INTERCOOLED

ENGINE OIL FILL

ADVANTAGE: DODGE





# THE HARDEST-WORKING PICKUP AND CHASSIS CAB IN AMERICA

## The heavy-duty workhorse of the Dodge MAGNUM engine series...the 5.9-liter Cummins Intercooled Turbo Diesel.

The hardest-working pickup and chassis cab in America out-torques any comparable Ford or Chevy/GMC diesel model. Cranking out 400 pound-feet of torque at 1,750 rpm, the six-cylinder 5.9-liter Cummins Intercooled Turbo Diesel delivers the highest torque of any diesel engine available in a pickup or chassis cab. And behind that world-class torque is an intercooler and other big-rig features the competition doesn't offer.

**Out-toughs any comparable diesel.** The crankshaft, connecting rods and other critical components on competitive diesel engines are all smaller; Ford's Navistar diesel was converted from a gas engine built for non-turbo use. The Cummins diesel, however, was designed specifically for turbocharging and heavy-duty truck use by the world's largest independent manufacturer of diesels.

**Proven big-rig guts.** Cummins diesel engines power over 50 percent of all the big on-highway Class 8 trucks, including the heavy-duty 18 wheelers on the highway today. The same technology proven over billions of big-rig miles is ready to work for you in a Cummins Intercooled Turbo Diesel. This engine is built so tough, it's common for many to go beyond 250,000 miles without an overhaul. In fact, many have run more than 400,000 miles without one.

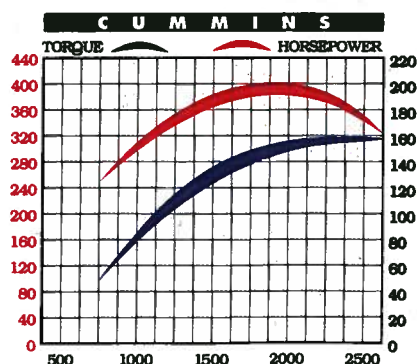
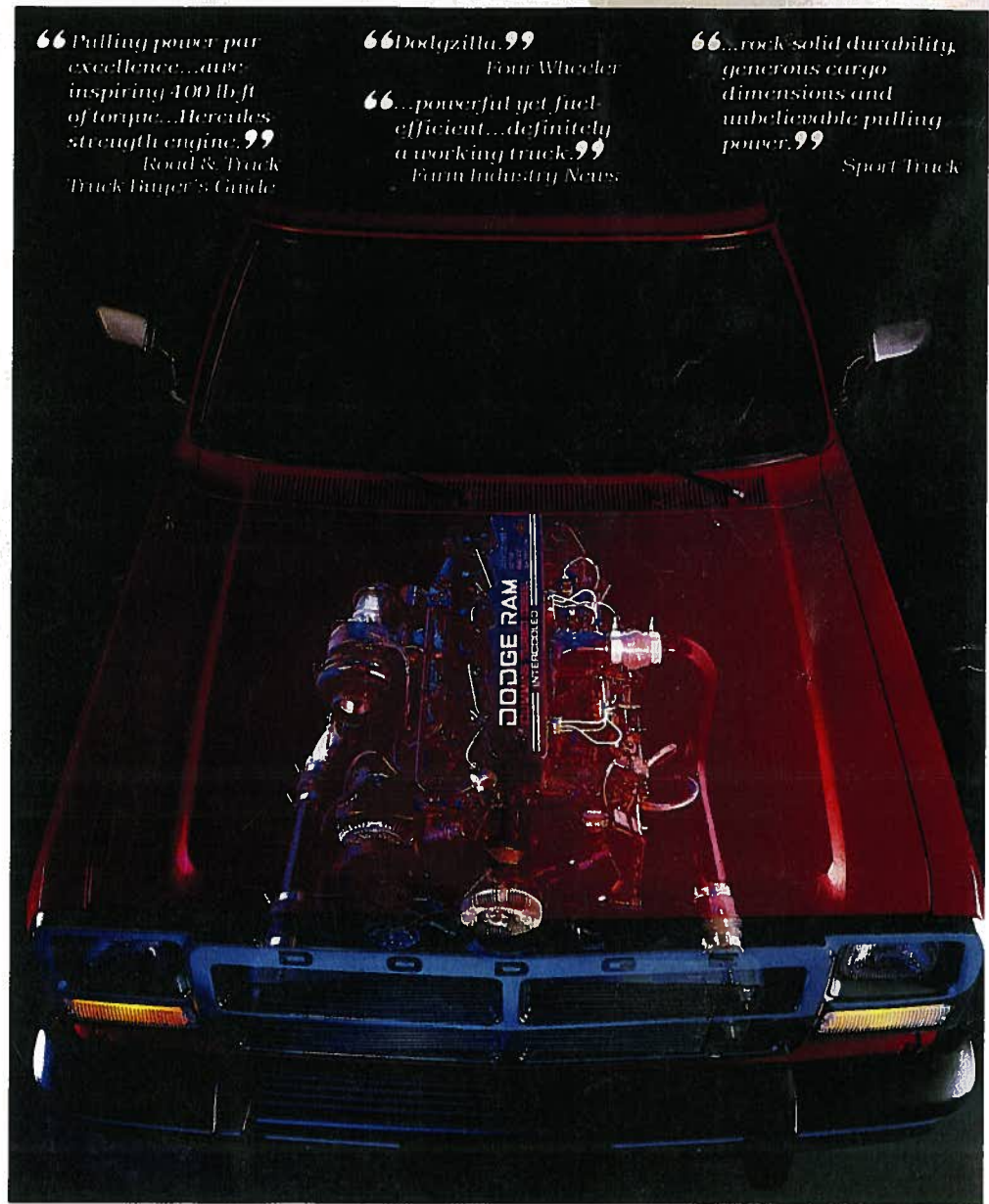
**Heavy-duty everything.** To handle your toughest jobs, a Dodge Ram Cummins Pickup or Chassis Cab is loaded with standard heavy-duty features:

- Five-speed manual Getrag heavy-duty transmission
- 13-inch clutch
- Dana 70 rear axle with capacities up to 7,500 pounds
- 120-amp alternator
- 1,025-amp battery
- Engine block heater
- Transistorized voltage regulator
- NP205 cast iron, gear-drive transfer case with Dana 60 front axle and manual locking hubs on 4x4
- Maximum engine cooling... and more.

"Pulling power par excellence...and inspiring 400 lb-ft of torque...Hercules strength engine."  
Road & Truck Truck Buyer's Guide

"Dodgezilla."  
Four Wheeler  
"...powerful yet fuel-efficient...definitely a working truck."  
Farm Industry News

"...rock-solid durability, generous cargo dimensions and unbelievable pulling power."  
Sport Truck



	DODGE/CUMMINS 5.9-liter	GM/DETROIT DIESEL 6.5-liter	FORD/NAVISTAR 7.3-liter
TORQUE (lb-ft)	400 @ 1,750 rpm	380 @ 1,700 rpm	345 @ 1,400 rpm
HORSEPOWER	180 @ 2,500 rpm	190 @ 3,400 rpm	180 @ 3,300 rpm
INDUCTION SYSTEM	TURBOCHARGED	TURBOCHARGED	NATURAL ASPIRATION
COMBUSTION CHAMBER	DIRECT INJECTION	INDIRECT INJECTION	INDIRECT INJECTION
DESIGNED FOR TURBOCHARGING	YES	YES	NO
INTERCOOLER	YES	NO	NO

MODEL	MAXIMUM TRAILER WEIGHT/GCW
Dodge	11,900 lbs/17,000 lbs
Ford	11,800/17,000 lbs
Chevy	11,000/17,000 lbs

About this brochure. Since the time of printing, some of the information in this brochure may have been updated. Ask your dealer for details.

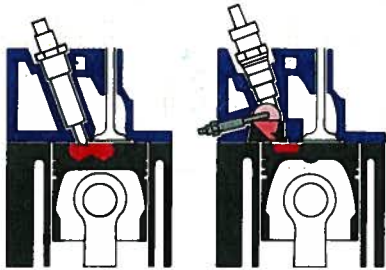


# CUMMINS 5.9-LITER INTERCOOLED TURBO

- **Proven turbocharger** made by a Cummins subsidiary, Holset Engineering Limited, for high-mileage service. Heavy-duty features include an oil line that directs filtered oil onto the bearings of the turbo blades for constant, positive lubrication.

When Cummins engineers disassembled a properly-maintained Holset turbo with 400,000 trouble-free miles, they found typical low wear on major components such as the bearings and impeller shaft. The turbo was within all tolerances and could be re-installed without replacing any parts for many more miles of service.

- **Durable gear-driven camshaft and front end** eliminates breakable front-end chains. Vane-type vacuum pump is more durable than Ford and Chevy diaphragm type.



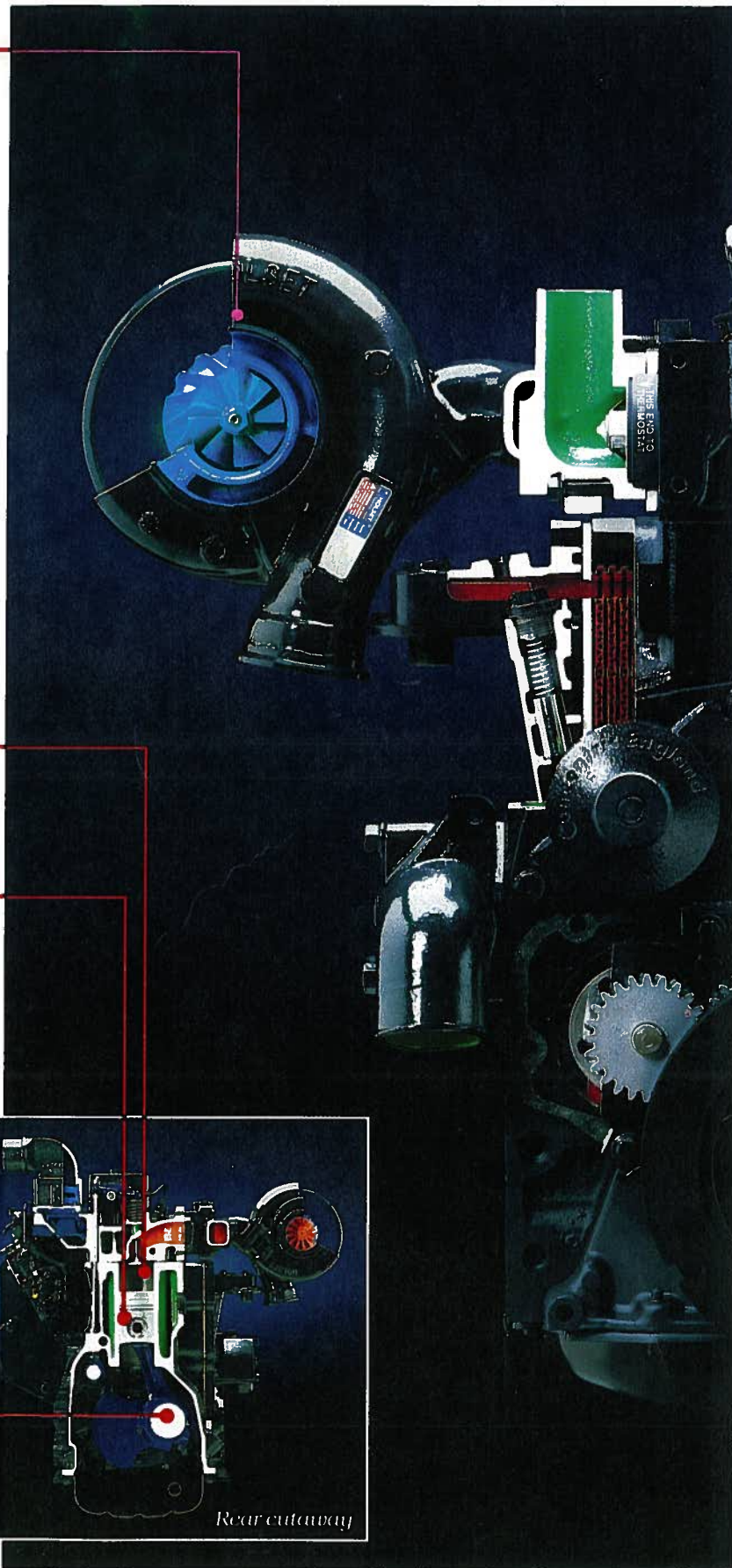
Cummins direct-chamber injection shown at left. Ford and Chevy/GMC indirect-injection, shown at right, requires pre-chamber (pink) and glow-plug (gray).

- **Open direct-chamber fuel injection** provides smooth, efficient combustion without the complexity of the swirl pre-chamber and glow plug used on indirect-injection systems. Note that the coolant passage on the injector side of the simpler direct-chamber injection system is much larger.
- **Pistons designed for one-million-mile life** with an extra-heavy-duty ring package and a hardened insert on top of each piston that acts as a cushion against the shock of combustion.
- **Lower piston speed** than competitive pickup diesels for less heat, low wear and long life.
- **The design simplicity** of the in-line six-cylinder engine eliminates the need for special maintenance tools, and has up to 40 percent fewer parts than gas or diesel V8s.



Dodge Cummins Diesel      Ford Navistar Diesel      Chevy/GMC Detroit Diesel

- **Forged I-beam connecting rods** are the biggest in their class and were specifically engineered to handle the high torque of a low-rpm, turbocharged diesel. The competition uses smaller, lighter connecting rods originally designed for higher-revving, non-turbo gas engines.



Rear cutaway

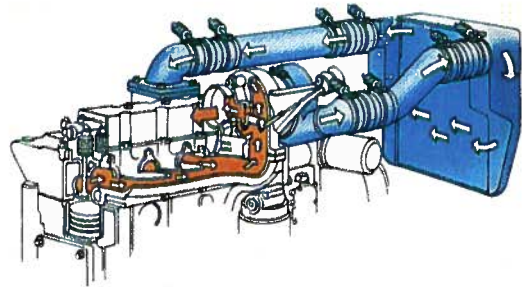


# RBO DIESEL



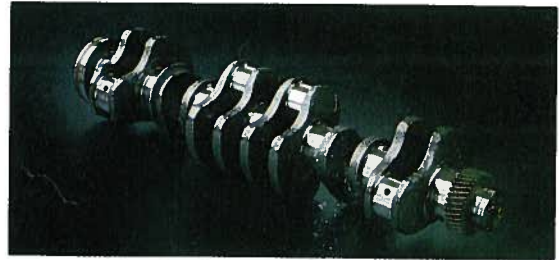
Front cutaway

- **No glow plugs to burn out, swell up or replace.** To remove a swelled glow plug from a competitive diesel engine, the entire cylinder head may have to be removed at substantial cost so the plug can be forced out. With a Cummins diesel, you'll **never** have to replace a glow plug or worry about one burning out when you're pulling a trailer up a mountain.
- **Instead of glow plugs, an electric heater grid** on the intake manifold heats air quickly for fast cold-weather starts.
- **More heat efficient.** Gasoline and indirect-injection diesels waste more energy to the exhaust and coolant than the Cummins direct-injection system. Ford and Chevy/GMC diesels have larger radiators to dissipate the heat of higher piston speeds and a less-efficient pre-chamber/glow plug system.



- **An exclusive intercooler** improves combustion efficiency and minimizes emissions by cooling the turbocharged air delivered to the engine; cooler, denser air requires less fuel for efficient combustion. This exclusive Dodge turbocharger-intercooler combination provides maximum fuel efficiency.

Mounted in front of the radiator, the weight-saving aluminum intercooler is a high-efficiency air-to-air heat exchanger with lowered cooling fins on the inside and outside of its air passages. **None of the diesel engines in Ford and Chevy/GMC pickups are both turbocharged and intercooled.**



- **Forged 150-pound crankshaft is the biggest in its class, with seven main bearings** for long-haul durability, compared to five in V8 diesel engines. This massive piece of induction-hardened steel has brute strength the competition doesn't offer.
- **6,000-mile recommended oil and filter change interval** for less maintenance than the 2,500-mile intervals on Ford and Chevy/GMC diesel pickups and chassis cabs.
- **Roomier, less cluttered engine compartment** than other diesel pickups and chassis cabs for easier servicing.





A new 350 Club Cab "Dually," shown above, is available with the Cummins Intercooled Turbo Diesel engine. This new dual-rear-wheel Club Cab offers available rear seats for two and—when the seats are folded—34 cubic feet of extra storage space in the cab.

The Regular Cab Dodge Ram 350 with dual rear-wheels and Cummins diesel power is shown at the right. In the words of *Sport Truck*, both trucks can "...pull stumps or tow an eight-stall horse trailer over the Rockies without breaking a sweat." Excellent diesel pickup fuel economy. Diesel fuel provides more usable energy than gasoline; at idle, a gas engine of comparable displacement uses five times more fuel than the Cummins diesel.

In independent testing conducted by *Mopar Muscle Magazine*, the Ram 250 diesel pickup averaged 22.6 mpg empty and 18.1 mpg while towing a 6,160-pound trailer (Gross Combination Weight: 11,210 pounds).

Out-pulls any Ford or Chevy diesel pickup. The Dodge Cummins Intercooled Turbo Diesel Pickup has the biggest towing capacity in its class: up to 11,900 pounds. As *Road & Track Truck Buyer's Guide* said, "...this truck has what it takes to climb near-vertical ascents...."

Outstanding high-altitude diesel performance. A non-turbocharged diesel generally loses at least three percent of power for every 1,000 feet of altitude; at 10,000 feet, that's about a 30 percent drop in power. But thanks to its intercooled turbo, the Cummins Diesel engine does not lose any power up to 12,000 feet for consistent performance on mountain roads.

Exceptional resale value. Dodge Ram Cummins Turbo Diesel Pickup has the fastest growing sales of any full-size pickup.



New or used, it's in demand by truck buyers who want nothing less than the incredible Cummins performance and Ram toughness of the hardest-working pickup and chassis cab in America.

### HEAVY-DUTY TRANSMISSIONS

- An easy-shifting heavy-duty Getrag five-speed manual transmission with overdrive is standard. Synchronized forward gears and the precision of a direct-in, rail shifter help you make a smooth, quick shift every time. The cast-iron case of this rugged unit has six-bolt PTOs on both sides. The oversize 13-inch clutch is a single plate dry type with hydraulic actuation.
- A four-speed automatic transmission with overdrive and overdrive lockout switch is available. To deliver smooth, efficient performance, shift speeds on the four-speed automatic are calibrated for diesel torque. Heavy-duty features include an auxiliary transmission oil cooler, non-lock-up 12.2-inch torque converter, and extra-large oil pump and oil flow passages. A left-side PTO is standard on 4x4 models.



An overdrive lockout switch for the four-speed automatic lets you choose when to be in overdrive.



ENGINE SPECIFICATIONS	
Configuration	Cummins B-Series Inline 6-Cylinder OHV - 2 Valves/Cylinder
Displacement	5.9-Liter (360 CI)
Net Horsepower	160 @ 2,500 RPM
Net Torque	400 ft.-lbs @ 1,700 RPM
Aspiration	Turbocharged w/ Intercooler
Bearings	7 Main Bearings
Block	Skirted Cast Iron
Bore and Stroke	4.02 x 4.72
Camshaft	Gear Driven
Combustion/Fuel Delivery	Direct Injection - Bosch
Compression Ratio	17.5:1
Crankshaft	Forged Steel w/ Counterweights
Connecting Rod	Forged Steel I-Beam Construction
Cylinder Head	Single-Piece
Cylinder Lining	Non-Sleeved
Engine Coolant	17.1-Quart Capacity @ 190° F Temp.
Engine Dry Weight	880 lbs
Engine Oil	12-Quart Capacity - SAE 15W-40
Intercooler	Air-to-Air Heat Exchanger
Piston	Cast Aluminum 3-Ring
Starter	H.D. w/ Engine Block & Intake Air Heaters
Turbocharger	Holset Engineering Ltd.

AXLE RATIOS AND TOWING					
MODEL	TRANS.	CAB	RATIO	MAX.	
				TRAILER (lb)	GCW (lb)
250 4x2	Man. 5-spd.	Reg. & Club	3.07/3.54 4.10	10,900 11,900	16,000 17,000
	Auto. 4-spd.		3.54/4.10	7,000	12,000
350 4x2 (SRW/DRW)	Man. 5-spd.	Reg. & Club	3.07/3.54 4.10	10,900 11,900	16,000 17,000
	Auto. 4-spd.		3.54/4.10	7,000	12,000
250 4x4	Man. 5-spd.	Reg. & Club	3.07/3.54 4.10	10,900 11,900	16,000 17,000
	Auto. 4-spd.		3.54/4.10	7,000	12,000
350 4x4 (SRW/DRW)	Man. 5-spd.	Reg. & Club	3.07/3.54 4.10	10,900 11,900	16,000 17,000
	Auto. 4-spd.		3.54/4.10	7,000	12,000
250 4x2	Man. 5-spd.	Chassis	3.54 4.10	(1)	16,000 17,000
	Auto. 4-spd.		3.54		12,000
350 4x2 (SRW/DRW)	Man. 5-spd.	Chassis	3.54 4.10	(1)	16,000 17,000
	Auto. 4-spd.		4.10		12,000
250 4x4	Man. 5-spd.	Chassis	3.54 4.10	(1)	16,000 17,000
	Auto. 4-spd.		3.54		12,000
350 4x4 (SRW/DRW)	Man. 5-spd.	Chassis	3.54 4.10	(1)	16,000 17,000
	Auto. 4-spd.		4.10		12,000

<sup>(1)</sup>Due to large variations in the weight of body equipment installed on Chassis Cab models, no maximum trailer weights are shown. To determine allowable trailer weight, subtract actual truck weight, passenger and cargo weight from the Gross Combination Weight Rating.

TRUCK SPECIFICATIONS		250 4x2	350 4x2	350 4x2 DRW	250 4x4	350 4x4	350 4x4 DRW
Models:	Regular Cab Pickup	131"	131"	131"	131"	131"	131" <sup>(1)</sup>
(wb)	Club Cab Pickup	149"	-	149"	149"	-	149" <sup>(1)</sup>
	Chassis Cab	131"	131"	135/159"	131"	131"	135"
GVWR:	Standard	8,510#	8,700#	10,100#	8,510#	8,700#	10,100#
Payload:	Regular Cab <sup>(2)</sup>	3,630#	3,805#	4,960#	3,045#	3,150#	4,325#
	Club Cab <sup>(2)</sup>	3,330#	-	4,565#	2,795#	-	4,075#
	Chassis Cab	3,945#	4,120#	5,290# <sup>(3)</sup>	3,460#	3,560#	5,580#
Axles:	Front - 4x2 IFS/4x4 Dana 60F	4,000#	4,000#	4,000#	4,500#	4,500#	4,500#
	Rear - Dana 70	6,500#	6,500#	6,900# <sup>(4)</sup>	6,500#	6,500#	6,900#
Brakes:	Power Front Disc - Size	12.82x1.25	12.82x1.25	12.82x1.25	12.82x1.54	12.82x1.54	12.82x1.54
	Rear Antilock Drum - Size	12.0x3.0	12.0x3.0	12.0x3.0	12.0x3.0	12.0x3.0	12.0x3.0
Clutch:	H.D. Hydraulic	13"	13"	13"	13"	13"	13"
Cooling:	Maximum Capacity Engine	Std	Std	Std	Std	Std	Std
	Auxiliary Auto Trans. Oil	Std	Std	Std	Std	Std	Std
Electrical:	Battery - 1025-Amp	Std	Std	Std	Std	Std	Std
	Alternator - 120-Amp	Std	Std	Std	Std	Std	Std
Frame:	Rail Depth, Width, Thickness	8.20x2.73x.194	8.20x2.73x.194 <sup>(5)</sup>	8.20x2.73x.194	8.20x2.73x.194	8.20x2.73x.194 <sup>(5)</sup>	8.20x2.73x.194
Fuel Tank:	30-Gallon	Std	Std	Std	Std	Std	Std
PTO:	6-Bolt Both Sides w/Manual	Std	Std	Std	Std	Std	Std
	6-Bolt Left Side on T-Case				Std	Std	Std
Shocks:	H.D. 1-3/16" Gas-charged	Std	Std	Std	Std	Std	Std
Springs:	Front - Pound Capacity	4,000	4,000	4,000	4,500 <sup>(6)</sup>	4,500 <sup>(6)</sup>	4,500 <sup>(6)</sup>
	Rear - Pound Capacity	5,450	7,300	7,300	7,300	7,300	7,300 <sup>(7)</sup>
Steering:	Power	Std	Std	Std	Std	Std	Std
Tires:	Standard	LT235/85R16-E	LT235/85R16-E	LT215/85R16-C	LT235/85R16-E	LT235/85R16-E	LT215/85R16-C
Trans:	Getrag Heavy-Duty 5-Speed Manual	Std	Std	Std	Std	Std	Std
	Chrysler Heavy-Duty 4-Speed Automatic	Option	Option	Option	Option	Option	Option
Wheels:	8-Bolt Pattern 16.0x6.0"	Single Rear	Single Rear	Dual Rear	Single Rear	Single Rear	Dual Rear
4x4 Transfer Case:	NP-205 H.D. Cast Iron 2-Speed with Solid Live Front Axle & Manual Hubs				Std	Std	Std

<sup>(1)</sup>Late availability. <sup>(2)</sup>Payload indicated is base truck less any optional equipment, fuel and occupants. <sup>(3)</sup>5,290-lb payload on 135". 5,130-lb payload on 159". <sup>(4)</sup>7,500-lb rear axle on Chassis Cab. <sup>(5)</sup>Frame 6.17 x 2.32 x .210 on Chassis Cab. <sup>(6)</sup>5,000-lb front spring on Chassis Cab. <sup>(7)</sup>7,600-lb rear spring on Chassis Cab.

**Chrysler Corporation Limited Warranty Protection.** Every Dodge Truck comes with the protection of a Chrysler Corporation Limited Warranty. See your dealer for details.

