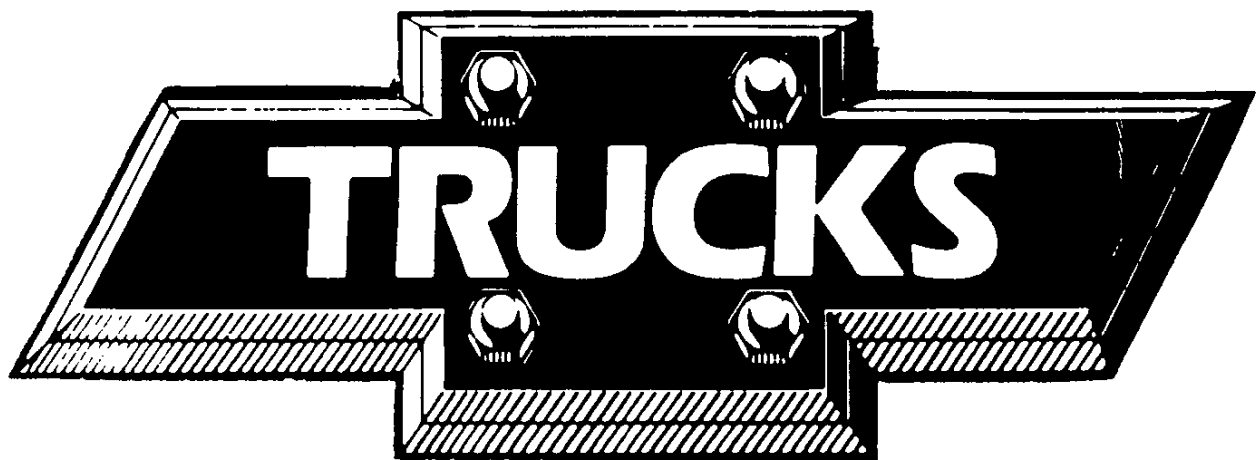




# CHEVROLET



1938



4



**CHEVROLET**  
**1938**  
**SPECIFICATIONS**

ISSUED TO

*A. E. Ball*  
*A-34*

Prepared  
by  
**CHEVROLET—CENTRAL OFFICE**  
**ENGINEERING DEPARTMENT**  
Division of General Motors Corporation  
Detroit, Michigan

Lithographed in U. S. A.

# CHEVROLET - CENTRAL OFFICE

DIVISION OF GENERAL MOTORS CORPORATION

DETROIT, MICHIGAN

GENERAL MOTORS BUILDING



October 15, 1937

Dear Sir:

The following specifications are prepared for your use. They pertain only to passenger cars and trucks manufactured for domestic service. No information is furnished concerning specially built cars or trucks or those exported to other countries. Except where noted, all data are for cars and trucks with regular equipment. As it is our practice to check these specifications regularly and to reissue sheets on which changes occur, you may be certain that these data are constantly correct.

This book has been prepared from our conception of your needs, and this conception is based on the types of questions concerning our products which we have been asked by you and others in the Chevrolet organization. If the information is not clear, or if you wish additional information, please write to the Engineering Department Data Group, A-8 General Motors Building, Detroit. We will be pleased to consider your suggestions.

As you will notice, every effort has been made to make the information easy to find. The table of contents on the next page lists the subjects in the order in which they occur. And, again, the subject headings are reprinted at the bottom of each page. The index at the rear of the book deals with the details covered by the general subject headings.

Very truly yours,



CHIEF ENGINEER

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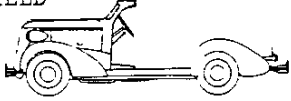
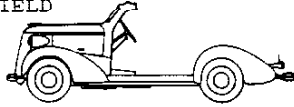
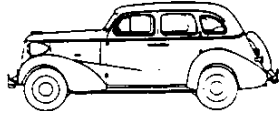
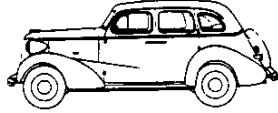
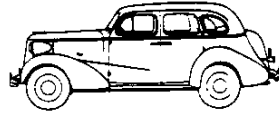
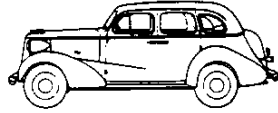
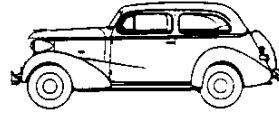
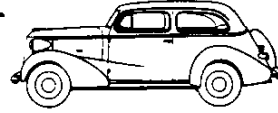
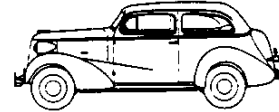
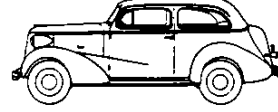
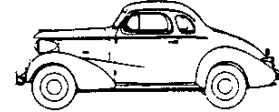
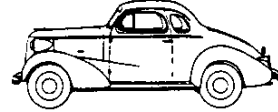
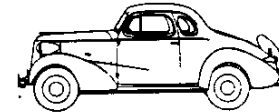
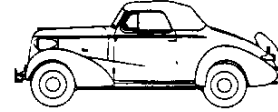
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10-15-37, 1-21-38 - Page revised to include Taxicab and School Bus Chassis.

| MODEL SYMBOLS                 |  |   |
|-------------------------------|--|---|
| VEHICLE TYPE                  | MODEL DESCRIPTIONS   | SYMBOLS   |
| Passenger Cars                | Master Deluxe<br>112-1/4" Wheelbase<br>DMAS - Abbreviation       | HA  |
|                               | Master<br>112-1/4" Wheelbase<br>MAS - Abbreviation               | HB  |
|                               | Taxicab<br>127" Wheelbase<br>TAXI - Abbreviation                 | O-18  |
| Commercial Type Trucks        | Half Ton<br>112" Wheelbase                                       | Master HC   |
|                               | 3/4 Ton<br>122-1/4" Wheelbase                                    | Master HD   |
|                               | One Ton<br>122-1/4" Wheelbase                                    | Master HE   |
| 1-1/2 Ton Utility Type Trucks | 131-1/2" Wheelbase<br>Regular tires<br>Single rear wheels        | Master TA   |
|                               | 131-1/2" Wheelbase<br>Regular tires<br>Dual rear wheels          | Master TB   |
|                               | 131-1/2" wheelbase<br>Extra heavy duty tires<br>Dual rear wheels | Master Special TB                                   |
|                               | 157" Wheelbase<br>Regular tires<br>Single rear wheels            | Master TC   |
|                               | 157" Wheelbase<br>Regular tires<br>Dual rear wheels              | Master TD   |
|                               | 157" Wheelbase<br>Extra heavy duty tires<br>Dual rear wheels     | Master Special TD                                   |
|                               | School Bus Chassis   | 201" Wheelbase<br>Regular tires<br>Dual rear wheels |

10-15-37, 1-21-38 - Taxicab and School Bus Chassis model symbols added.

## MODEL SYMBOLS

| TYPE SYMBOLS—PASSENGER CARS—112¼" WHEELBASE   |   |
|---|---|
| MASTER DELUXE   | MASTER  |
| CHASSIS WITH COWL & WINDSHIELD<br>Chassis Symbol PCH<br> | CHASSIS WITH COWL & WINDSHIELD<br>Chassis Symbol PCH<br> |
| For mounting bodies other than Chevrolet  | For mounting bodies other than Chevrolet  |
| SEDAN<br>Symbol SED<br>                                  | SEDAN<br>Symbol SED<br>                                  |
| 5 passenger, 4 door closed body   | 5 passenger, 4 door closed body   |
| CLUB SEDAN (SPORT SEDAN)<br>Symbol CSED<br>              | CLUB SEDAN (SPORT SEDAN)<br>Symbol CSED<br>              |
| 5 passenger, 4 door closed body with trunk  | 5 passenger, 4 door closed body with trunk  |
| COACH<br>Symbol COA<br>                                  | COACH<br>Symbol COA<br>                                  |
| 5 passenger, 2 door closed body   | 5 passenger, 2 door closed body   |
| TOWN SEDAN<br>Symbol TSED<br>                          | TOWN SEDAN<br>Symbol TSED<br>                          |
| 5 passenger, 2 door closed body with trunk  | 5 passenger, 2 door closed body with trunk  |
| COUPE 2 (BUSINESS COUPE)<br>Symbol CPE2<br>            | COUPE 2 (BUSINESS COUPE)<br>Symbol CPE2<br>            |
| 2 passenger closed body-5 windows   | 2 passenger closed body-5 windows   |
| SPORT COUPE<br>Symbol SCPE<br>                         | CABRIOLET<br>Symbol CCB<br>                            |
| 2 passenger closed body with rumble seat-5 windows  | 2 passenger convertible body with rumble seat   |

| TYPE SYMBOLS—TAXICABS—127" WHEELBASE  |   |
|---|---|
| PLAIN BACK TAXI<br>Symbol TACA<br> | TAXI WITH TRUNK<br>Symbol TCAT<br> |
| 6 passengers & driver - No trunk  | 3 passengers & driver - Built in trunk  |



10-15-37, 1-31-38 - Taxicab type symbols added.

## VEHICLE TYPE SYMBOLS


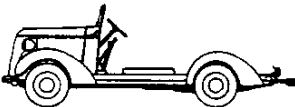
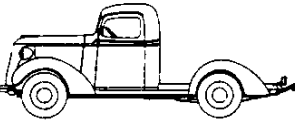
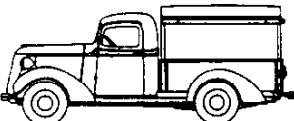

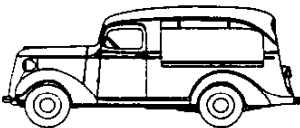
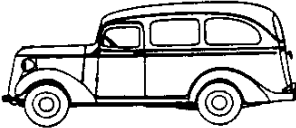


## TYPE SYMBOLS—COMMERCIAL CARS—112¼" WHEELBASE


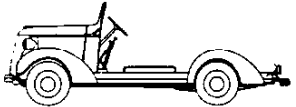
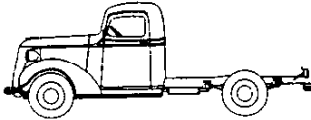
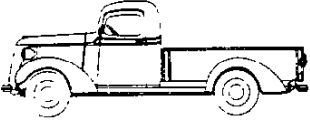

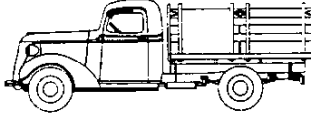
(ON MASTER PASSENGER CHASSIS)


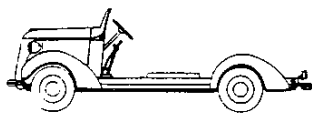
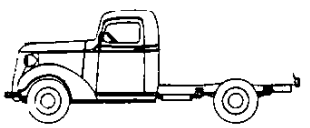
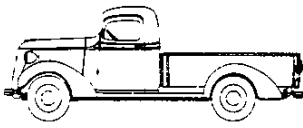
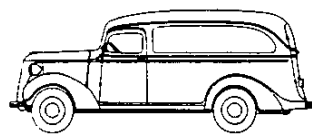
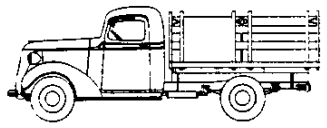
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| COUPE PICKUP BOX<br>Box Symbol CPE<br><br>For mounting in Business Coupe (CPE2) | SEDAN DELIVERY<br>Car Symbol SDL<br><br>3-door closed panel delivery body |
|--|--|

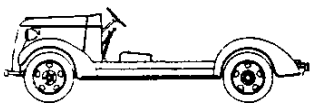
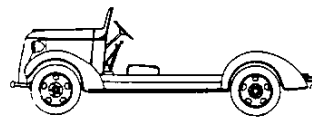
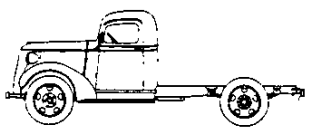
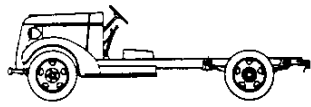

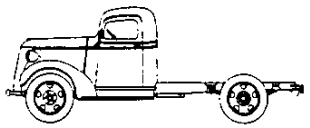
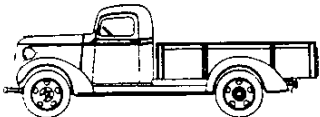
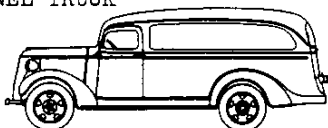

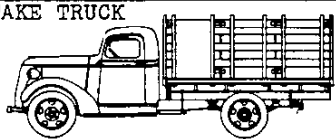
## TYPE SYMBOLS—HALF TON TRUCKS—112" WHEELBASE

|  |   |   |
|--|---|---|
| CHASSIS WITH<br>FLAT FACE COWL<br>Symbol OCH<br><br>For mounting bodies other than Chevrolet                                      | CHASSIS WITH<br>COWL & WINDSHIELD<br>Symbol-None<br><br>For mounting bodies other than Chevrolet   | CHASSIS WITH CAB<br>Symbol CCAB<br><br>2-door cab-for mounting bodies other than Chevrolet                               |
| PICKUP TRUCK<br>Truck Symbol CGBX<br>Body Symbol PUB<br>Top Symbol PUBT<br><br>2-door cab with pickup box (Top-special equipment) | PANEL TRUCK<br>Truck Symbol CPAN<br>Body Symbol CPN<br><br>Panel body with 2 rear doors   | CANOPY EXPRESS TRUCK<br>Truck Symbol CCAN<br>Body Symbol CXST<br><br>Open side body with steel canopy roof and tail gate |
|  | CLOSED (CARRYALL)<br>SUBURBAN<br>Truck Symbol CSUB<br>Body Symbol-Panel type<br>rear doors CCS<br>-Tail gate,<br>upper door CCSG<br><br>8-passenger closed body with 2 rear doors |   |

## TYPE SYMBOLS—¾-TON TRUCKS—122¼" WHEELBASE

|  |   |   |
|--|---|---|
| CHASSIS WITH<br>FLAT FACE COWL<br>Symbol CLCH<br><br>For mounting bodies other than Chevrolet | CHASSIS WITH<br>COWL & WINDSHIELD<br>Symbol-None<br><br>For mounting bodies other than Chevrolet | CHASSIS WITH CAB<br>Symbol CLCA<br><br>2 door cab-for mounting bodies other than Chevrolet                             |
| PICKUP TRUCK<br>Truck Symbol CLBX<br>Body Symbol CLPUB<br><br>2-door cab with pickup box      | PANEL TRUCK<br>Truck Symbol CLPAN<br>Body Symbol CLPN<br><br>Panel body with 2 rear doors        | STAKE TRUCK<br>Truck Symbol CLST<br>Platform Symbol CLPLA<br>Stakes Symbol CLSTA<br><br>2-door cab with stake platform |

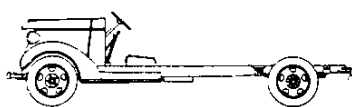
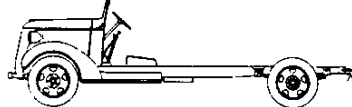
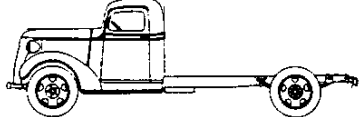

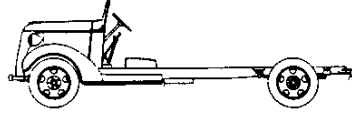
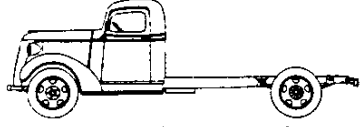
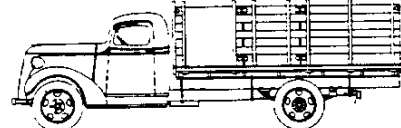
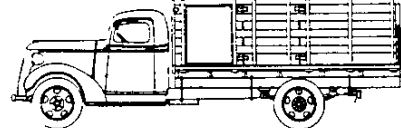
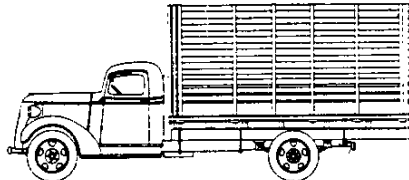
| TYPE SYMBOLS—ONE-TON TRUCKS—122¼" WHEELBASE                                       |  |  |  |   |   |
|---|--|--|--|---|---|
| CHASSIS WITH<br>FLAT FACE COWL  | Symbol CTCH                            | CHASSIS WITH<br>COWL AND WINDSHIELD  | Symbol-None                            | CHASSIS WITH CAB  | Symbol CTCA   |
|  |  |  |  |  |   |
| For mounting bodies other than Chevrolet  |  | For mounting bodies other than Chevrolet   |  | 2 door cab for mounting bodies other than Chevrolet                                 |   |
| PICKUP TRUCK  | Truck Symbol CTBX<br>Body Symbol CLPUB | PANEL TRUCK  | Truck Symbol CTPAN<br>Body Symbol CLPN | STAKE TRUCK   | Truck Symbol CTST<br>Platform Symbol CLPLA<br>Stakes Symbol CLSTA |
|  |  |  |  |  |   |
| 2 door cab with pickup box  |  | Panel body with 2 rear doors   |  | 2 door cab with platform & stakes   |   |

| TYPE SYMBOLS—1½-TON TRUCKS—131½" WHEELBASE  |                                       |  |  |   |             |
|---|---------------------------------------|--|--|---|-------------|
| CHASSIS WITH FLAT FACE COWL<br>SINGLE REAR WHEELS                                   | Symbol UCH                            | CHASSIS WITH COWL AND WINDSHIELD<br>SINGLE REAR WHEELS                               | Symbol-None  | CHASSIS WITH CAB<br>SINGLE REAR WHEELS  | Symbol UCAB |
|  |                                       |  |  |  |             |
| For mounting bodies other than Chevrolet  |                                       | For mounting bodies other than Chevrolet   |  | 2 door cab - for mounting bodies other than Chevrolet                                 |             |
| CHASSIS WITH FLAT FACE COWL<br>DUAL REAR WHEELS                                     | Symbol DCH                            | CHASSIS WITH COWL AND WINDSHIELD<br>DUAL REAR WHEELS                                 | Symbol-None  | CHASSIS WITH CAB<br>DUAL REAR WHEELS  | Symbol DCAB |
|  |                                       |  |  |  |             |
| For mounting bodies other than Chevrolet  |                                       | For mounting bodies other than Chevrolet   |  | 2 door cab - for mounting bodies other than Chevrolet                                 |             |
| PICKUP TRUCK  | Truck Symbol-None<br>Body Symbol UX   | PANEL TRUCK  | Truck Symbol UPAN<br>Body Symbol UPN                           |   |             |
|  |                                       |  |  |   |             |
| 2 door cab with open express body   |                                       | Panel body with 2 rear doors   |  |   |             |
| CANOPY EXPRESS TRUCK  | Truck Symbol UCAN<br>Body Symbol UXST | STAKE TRUCK  | Truck Symbol DST<br>Platform Symbol UPLA<br>Stakes Symbol USTA |   |             |
|  |                                       |  |  |   |             |
| Open side body with steel canopy roof and tail gate                                 |                                       | 2 door cab with platform & stakes  |  |   |             |

10-15-37, 1-21-38 - Page revised.

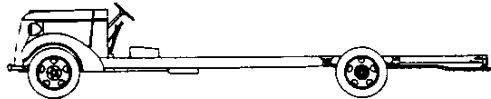
## VEHICLE TYPE SYMBOLS

## TYPE SYMBOLS—1½-TON TRUCKS—157" WHEELBASE

|  |  |   |
|--|--|---|
| <p>CHASSIS WITH FLAT FACE COWL<br/>SINGLE REAR WHEELS     Symbol ULCH</p>  <p>For mounting bodies other than Chevrolet</p>  | <p>CHASSIS WITH COWL AND WINDSHIELD<br/>SINGLE REAR WHEELS     Symbol-None</p>  <p>For mounting bodies other than Chevrolet</p>   | <p>CHASSIS WITH CAB<br/>SINGLE REAR WHEELS     Symbol ULGA</p>  <p>2 door cab - for mounting bodies other than Chevrolet</p>   |
| <p>CHASSIS WITH FLAT FACE COWL<br/>DUAL REAR WHEELS     Symbol DLCH</p>  <p>For mounting bodies other than Chevrolet</p>  | <p>CHASSIS WITH COWL AND WINDSHIELD<br/>DUAL REAR WHEELS     Symbol-None</p>  <p>For mounting bodies other than Chevrolet</p>   | <p>CHASSIS WITH CAB<br/>DUAL REAR WHEELS     Symbol DLCA</p>  <p>2 door cab - for mounting bodies other than Chevrolet</p>   |
| <p>STAKE                     Truck Symbol DLST<br/>TRUCK                     Platform Symbol DPLA<br/>                                  Stakes Symbol DSTA</p>  <p>2 door cab with stakes and platform</p> | <p>STAKE                     Truck Symbol-None<br/>EXPRESS                   Platform Symbol DPLX<br/>TRUCK                     Stakes Symbol DSTX</p>  <p>2 door cab with stakes, platform and tail gate</p> | <p>STOCK                     Truck Symbol-None<br/>RACK                     Platform Symbol DPLA<br/>TRUCK                     Stakes Symbol DSTO</p>  <p>2 door cab with high stakes and platform body</p> |

## TYPE SYMBOL — SCHOOL BUS CHASSIS 201' WHEELBASE

CHASSIS WITH FLAT FACE COWL                     Symbol SBUS  
DUAL REAR WHEELS



For mounting school bus bodies (No Chevrolet bodies)

10-15-37, 1-21-38 - School Bus chassis added.

## VEHICLE TYPE SYMBOLS

# CHEVROLET 1938 SPECIFICATIONS

| UNIT SERIAL NUMBERS |  |  |      |                        |               |         |   |
|---------------------|--|--|------|------------------------|---------------|---------|---|
| UNITS               | PASSENGER CARS   |  |      | COMMERCIAL TYPE TRUCKS |               |         | 1-1/2 TON TRUCKS & SCHOOL BUS CHASSIS   |
|                     | DELUXE   | MASTER   | TAXI | HALF TON               | 3/4 TON       | ONE TON |   |
| Vehicle             | Vehicle serial numbers for each model start at #1001 and continue in numerical sequence. The number is preceded by model letters as follows: HA 1001, HB 1001, TD 1001, etc. (Taxicab & School Bus serial numbers not announced) |  |      |                        |               |         |   |
| Engine              | Numbers  | Engine serial numbers start at #1187822 and continue in numerical sequence. The number is preceded by prefix letters designating the various models and plants as shown below.   |      |                        |               |         |   |
|                     | Flint  | No prefix  |      | K                      | AT            |         | T   |
|                     | Tonawanda  | B  |      | KB                     | ATB           |         | TB  |
| Transmission        | Numbers  | Transmission serial numbers start with #00001 and continue in numerical sequence up to #99999 for each model and plant as indicated by the prefix letters listed below. Each number is preceded by prefix letters indicating the model and plant. When the numbers reach #99999, the numbers start again with #00001 and are preceded by the next alphabetical prefix letter. Examples: SE changes to SF, MV to MW etc. The letters O and Q are omitted. |      |                        |               |         |   |
|                     | Toledo   | Not made here  |      |                        |               |         | TC  |
|                     | Saginaw  | SE   |      | SN                     | Not made here |         | Not made here   |
|                     | Muncie   | MV   |      | Not made               | Y             |         | N   |
| Rear Axle           | Numbers  | Rear axle serial numbers start at #1004705 at the Gear and Axle plant and at #1001 at Tonawanda, each number being preceded by identifying prefix letters as listed below.   |      |                        |               |         | The first axle numbers are TS #66938 at Gear and Axle and TSB 1001 at Tonawanda. When numbers reach TS 99999 and TSB 99999, they start again at TT 1001, TTB 1001, etc. |
|                     | Gear & Axle  | No Prefix  | C    | No Prefix<br>F (Opt.)  | No prefix     | T       | TS<br>HTS optional  |
|                     | Tonawanda  | B  | CB   | B<br>FB (Opt.)         | B             | TB      | TSB<br>HTSB optional  |

**SERIAL NUMBER LOCATIONS**

**VEHICLE SERIAL NUMBER**

Stamped on plate under hood on right side of cowl panel. (Taxicab-stamped on top of right side rail behind radiator shell. School Bus-not announced).

**TRANSMISSION SERIAL NUMBER**

Passenger cars & Commercial Type Trucks-Stamped on milled surface of case at rear edge of cover.

1-1/2 Ton, School Bus Chassis & Commercial Type Trucks with 4-speed transmission-Stamped on milled surface on back of case, left hand side.

**REAR AXLE SERIAL NUMBER**

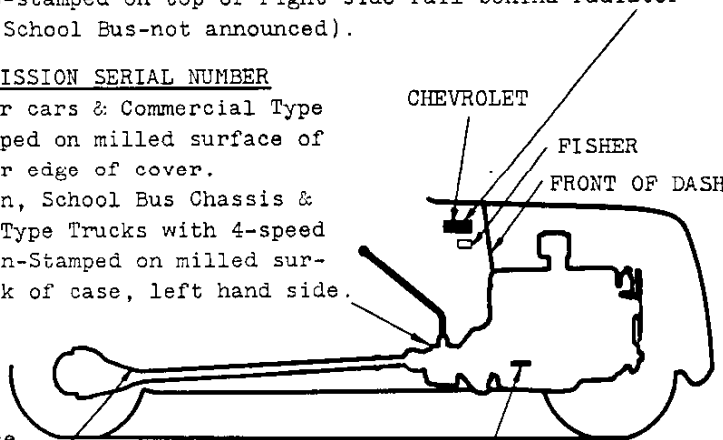
Passenger Cars & Commercial Type Trucks-Stamped on front upper surface (rough) of differential carrier.

1-1/2 Ton & School Bus Chassis-Stamped on center upper surface (rough) of differential carrier.

CHEVROLET

FISHER

FRONT OF DASH



**ENGINE SERIAL NUMBER**

Stamped on milled pad on crankcase to rear of distributor on right side of engine.

10-15-37, 1-21-38 - Taxicab and School Bus data added; Truck engine prefix letters revised.

**UNIT SERIAL NUMBERS**

## PASSENGER CAR WEIGHTS

| BODY TYPES                                      | MASTER DELUXE |        | MASTER   |       |
|---|---------------|--------|----------|-------|
|   | Shipping      | Curb   | Shipping | Curb  |
| Chassis with Cowl and<br>Windshield(Short Sill) | 2170#         | 2290#  | 2095#    | 2215# |
| On front wheels                                 | 1335#         | 1350#  | 1280#    | 1295# |
| On rear wheels                                  | 835#          | 940#   | 815#     | 920#  |
| Sedan   | 2915#         | 3035#  | 2840#    | 2960# |
| On front wheels                                 | 1480#         | 1495#* | 1425#    | 1440# |
| On rear wheels                                  | 1435#         | 1540#  | 1415#    | 1520# |
| Sport Sedan                                     | 2940#         | 3060#  | 2845#    | 2965# |
| On front wheels                                 | 1500#         | 1515#  | 1415#    | 1430# |
| On rear wheels                                  | 1440#         | 1545#  | 1430#    | 1535# |
| Coach   | 2900#         | 3020#  | 2795#    | 2915# |
| On front wheels                                 | 1490#         | 1505#  | 1410#    | 1425# |
| On rear wheels                                  | 1410#         | 1515#  | 1385#    | 1490# |
| Town Sedan                                      | 2915#         | 3025#  | 2825#    | 2945# |
| On front wheels                                 | 1490#         | 1505#  | 1410#    | 1425# |
| On rear wheels                                  | 1425#         | 1530#  | 1415#    | 1520# |
| Business Coupe                                  | 2840#         | 2980#  | 2770#    | 2910# |
| On front wheels                                 | 1520#         | 1570#  | 1445#    | 1495# |
| On rear wheels                                  | 1320#         | 1410#  | 1325#    | 1415# |
| Sport Coupe                                     | 2855#         | 2975#  |          |       |
| On front wheels                                 | 1495#         | 1510#  | - - -    | - - - |
| On rear wheels                                  | 1360#         | 1465#  |          |       |
| Cabriolet                                       |               |        | 2790#    | 2910# |
| On front wheels                                 | - - -         | - - -  | 1435#    | 1450# |
| On rear wheels                                  |               |        | 1355#    | 1460# |
| Coupe Pickup                                    |               |        | 2945#    | 3085# |
| On front wheels                                 | - - -         | - - -  | 1500#    | 1550# |
| On rear wheels                                  |               |        | 1445#    | 1535# |
| Sedan Delivery                                  |               |        | 2835#    | 2975# |
| On front wheels                                 | - - -         | - - -  | 1420#    | 1470# |
| On rear wheels                                  |               |        | 1415#    | 1505# |

| BODY TYPES         | TAXICAB<br>WITH DRIVER'S SEAT |       | CONVERSION TO<br>7-PASSENGER SEDAN |       |
|--------------------|-------------------------------|-------|------------------------------------|-------|
|                    | Shipping                      | Curb  | Shipping                           | Curb  |
| Sedan (Plain Back) | 3180#                         | 3315# | 3155#                              | 3290# |
| On front wheels    | 1580#                         | 1600# | 1615#                              | 1635# |
| On rear wheels     | 1600#                         | 1715# | 1540#                              | 1655# |
| Sedan (with Trunk) | 3205#                         | 3340# | 3180#                              | 3315# |
| On front wheels    | 1580#                         | 1600# | 1615#                              | 1635# |
| On rear wheels     | 1625#                         | 1740# | 1565#                              | 1680# |

### WEIGHT CONDITIONS

SHIPPING WEIGHT - Total weight of car with all regular equipment, which includes front and rear bumpers, bumper guards on all Master Deluxe cars and the Master Cabriolet, spare wheel and tire (see note), tools, and grease or oil in all units. Also on types with spare tire on out-

side of body, spare tire cover (none on Taxicab) is included.  
CURB WEIGHT - This is the weight of the empty car ready to drive. It is the shipping weight plus gasoline and water.  
NOTE: Spare tire is included in Curb Weight of Taxicab, but not in its Shipping Weight.

10-15-37. 1-21-38 - Production weights, including Taxicab, added. 4-20-38 - \* was 1995#.

# CHEVROLET 1938 SPECIFICATIONS

| COMMERCIAL TYPE TRUCK WEIGHTS |                 |       |                |       |                |       |
|-------------------------------|-----------------|-------|----------------|-------|----------------|-------|
| CHASSIS AND BODY TYPES        | HALF TON TRUCKS |       | 3/4 TON TRUCKS |       | ONE TON TRUCKS |       |
|                               | Shipping        | Curb  | Shipping       | Curb  | Shipping       | Curb  |
| Chassis with flat face cowl   | 2200#           | 2330# | 2420#          | 2560# | 2575#          | 2715# |
| On front wheels               | 1330#           | 1390# | 1425#          | 1490# | 1475#          | 1540# |
| On rear wheels                | 870#            | 940#  | 995#           | 1070# | 1100#          | 1175# |
| Chassis and cab               | 2580#           | 2720# | 2785#          | 2925# | 2950#          | 3090# |
| On front wheels               | 1540#           | 1625# | 1650#          | 1735# | 1700#          | 1785# |
| On rear wheels                | 1040#           | 1095# | 1135#          | 1190# | 1250#          | 1305# |
| Chassis, cab and pickup       | 2805#           | 2945# | 3035#          | 3175# | 3200#          | 3340# |
| On front wheels               | 1525#           | 1610# | 1645#          | 1730# | 1700#          | 1785# |
| On rear wheels                | 1280#           | 1335# | 1390#          | 1445# | 1500#          | 1555# |
| Panel truck                   | 3015#           | 3145# | 3280#          | 3420# | 3445#          | 3585# |
| On front wheels               | 1450#           | 1510# | 1605#          | 1670# | 1650#          | 1715# |
| On rear wheels                | 1565#           | 1635# | 1675#          | 1750# | 1795#          | 1870# |
| Single unit express           | 3030#           | 3160# | - - -          | - - - | - - -          | - - - |
| On front wheels               | 1495#           | 1555# | - - -          | - - - | - - -          | - - - |
| On rear wheels                | 1535#           | 1605# | - - -          | - - - | - - -          | - - - |
| Carryall Suburban             | 3295#           | 3425# | - - -          | - - - | - - -          | - - - |
| On front wheels               | 1480#           | 1540# | - - -          | - - - | - - -          | - - - |
| On rear wheels                | 1815#           | 1885# | - - -          | - - - | - - -          | - - - |
| Cab and Stake                 | - - -           | - - - | 3300#          | 3440# | 3440#          | 3580# |
| On front wheels               | - - -           | - - - | 1645#          | 1730# | 1710#          | 1795# |
| On rear wheels                | - - -           | - - - | 1655#          | 1710# | 1730#          | 1785# |

### WEIGHT CONDITIONS

SHIPPING WEIGHT - This is the total weight of the truck with all regular equipment which includes front and rear bumpers (except no rear bumper is provided with stake trucks), spare wheel and tire

and carrier, tools, grease or oil in all units. CURB WEIGHT - This is the weight of the empty truck ready to drive. It is the shipping weight plus gasoline and water.

| GROSS ALLOWABLE WEIGHTS |   |        |
|-------------------------|---|--------|
| TRUCK                   | TIRES   | WEIGHT |
| HALF TON                | 6.00-16-4 ply regular tires or 5.50-18-4 ply optional tires                               | 4400#  |
|                         | 6.00-16-6 ply optional tires or 15" - 6 ply optional tires                                | 4600#  |
| 3/4 TON                 | 15" - 6 ply regular tires   | 5200#  |
|                         | No optional tires   |        |
| ONE TON                 | 7.00-17-6 ply regular tires or regular front tires with optional 7.50-17-8 ply rear tires | 5800#  |

GROSS ALLOWABLE WEIGHT is the maximum weight of the loaded truck. It includes chassis, cab and body (or single unit body), driver, payload, gasoline and water.\*

NOTE: Only single rear wheel equipment is available on HALF, 3/4 and ONE TON trucks.

| EQUIPMENT WEIGHTS        |          |         |         |
|--------------------------|----------|---------|---------|
|                          | HALF TON | 3/4 TON | ONE TON |
| Cab                      |          | 460#    |         |
| Flat face cowl           |          | 78#     |         |
| Cowl and windshield      |          | 105#    |         |
| Pickup box body          | 230#     | 260#    |         |
| Pickup top and curtains  | 100#     | - -     | - -     |
| Carryall Suburban body   | 1046#    | - -     | - -     |
| Panel body               | 928#     | 943#    |         |
| Canopy Express body      | 890#     | - -     | - -     |
| Canopy Express screens   | 60#      | - -     | - -     |
| Stake platform           | - -      | 370#    |         |
| Stake racks              | - -      | 130#    |         |
| 6.00-16-4 tire and wheel | 43-1/4#  | - -     | - -     |
| 5.50-18-4 tire and wheel | 51-1/2#  | - -     | - -     |
| 6.00-16-6 tire and wheel | 49-3/4#  | - -     | - -     |
| 15" - 6 tire and wheel   | 61-1/4#  |         | - -     |
| 7.00-17-6 tire and wheel |          |         | 78#     |
| 7.50-17-8 tire and wheel |          |         | 90-1/2# |

| SCHOOL BUS CHASSIS WEIGHTS  |            |            |  |
|-----------------------------|------------|------------|--|
| CHASSIS TYPE                | SHIPPING   | CURB       | GROSS ALLOWABLE WEIGHTS                          |
| Chassis with flat face cowl | 3582# est. | 3787# est. |  |
| On front wheels             | 1841# est. | 1931# est. | 32 x 6-8 Tires (Dual Rear) . . . . . #           |
| On rear wheels              | 1741# est. | 1856# est. | 32 x 6-10 Optional Tires (Dual Rear) . . . . . # |

10-15-37. 1-21-38 - School Bus and Commercial truck weights added. 4-20-38 - \* Note revised.

### VEHICLE WEIGHTS

# CHEVROLET 1938 SPECIFICATIONS

12

| 1½-TON UTILITY TYPE TRUCK WEIGHTS         |                    |        |                  |        |                    |       |                  |        |
|---|--------------------|--------|------------------|--------|--------------------|-------|------------------|--------|
| CHASSIS AND BODY TYPES<br>(REGULAR TIRES) | 131-1/2" WHEELBASE |        |                  |        | 157" WHEELBASE     |       |                  |        |
|   | SINGLE REAR WHEELS |        | DUAL REAR WHEELS |        | SINGLE REAR WHEELS |       | DUAL REAR WHEELS |        |
|   | Shipping           | Curb   | Shipping         | Curb   | Shipping           | Curb  | Shipping         | Curb   |
| Chassis with flat face cowl               | 3035#              | 3230#  | 3120#            | 3300#  | 3055#              | 3250# | 3195#            | 3375#  |
| On front wheels                           | 1675#              | 1755#  | 1635#            | 1745#  | 1705#              | 1795# | 1735#            | 1825#  |
| On rear wheels                            | 1360#              | 1475#  | 1455#            | 1555#  | 1350#              | 1455# | 1460#            | 1550#  |
| Chassis with cab                          | 3410#              | 3605#  | 3485#            | 3635#  | 3415#              | 3610# | 3560#            | 3740#  |
| On front wheels                           | 1895#              | 1975#  | 1880#            | 1930#  | 1970#              | 2060# | 1960#            | 2050#  |
| On rear wheels                            | 1515#              | 1630#  | 1605#            | 1705#  | 1445#              | 1550# | 1600#            | 1690#  |
| Pickup truck                              | *3870#             | *4065# | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On front wheels                           | 1875#              | 1955#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On rear wheels                            | 1995#              | 2110#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| Panel truck                               | 4035#              | 4230#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On front wheels                           | 1860#              | 1940#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On rear wheels                            | 2175#              | 2290#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| Canopy Express truck                      | 4040#              | 4235#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On front wheels                           | 1865#              | 1945#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| On rear wheels                            | 2175#              | 2290#  | - - -            | - - -  | - - -              | - - - | - - -            | - - -  |
| Stake truck                               | - - -              | - - -  | *4060#           | *4440# | - - -              | - - - | *4535#           | *4715# |
| On front wheels                           | - - -              | - - -  | 1855#            | 1935#  | - - -              | - - - | 2020#            | 2110#  |
| On rear wheels                            | - - -              | - - -  | 2405#            | 2505#  | - - -              | - - - | 2515#            | 2605#  |
| Stock Rack truck                          | - - -              | - - -  | - - -            | - - -  | - - -              | - - - | *4845#           | *5025# |
| On front wheels                           | - - -              | - - -  | - - -            | - - -  | - - -              | - - - | 2075#            | 2165#  |
| On rear wheels                            | - - -              | - - -  | - - -            | - - -  | - - -              | - - - | 2770#            | 2860#  |

\* - These weights are estimated. They will be superseded by production weights when available.

SHIPPING WEIGHT - This is the total weight of the truck with all regular equipment which includes the front bumper, spare wheel and carrier, (No Spare Tire) tools and grease or oil in all units.

CURB WEIGHT - This is the weight of the empty truck ready to drive. It is the shipping weight plus gasoline, water and spare tire.

| 1½-TON TRUCKS GROSS ALLOWABLE WEIGHTS   |         |
|---|---------|
| TIRES   | WEIGHT  |
| 6.00-20-6 front tires with 32 x 6-8 single rear tires. Regular equipment.   | 7600#   |
| 6.00-20-6 front tires with 32 x 6-10 single rear tires. Maximum single rear equipment.*   | 7900#   |
| 6.00-20-6 front and dual rear tires. Regular equipment. Or 7.00-20-8 front and dual rear tires.   | 9300#   |
| 6.50-20-6 or larger front tires with 32 x 6-10 or 7.50-20-8 dual rear tires and auxiliary rear springs.   | 11,300# |
| 6.50-20-6 or larger front tires with 32 x 6-10 or 7.50-20-8 dual rear tires, auxiliary rear springs and governor. Governor set not to exceed 45 MPH.              | 13,300# |
| GROSS ALLOWABLE WEIGHT is the maximum weight of the loaded truck. It includes chassis, cab and body (or single unit body), driver, payload, gasoline and water.** |         |

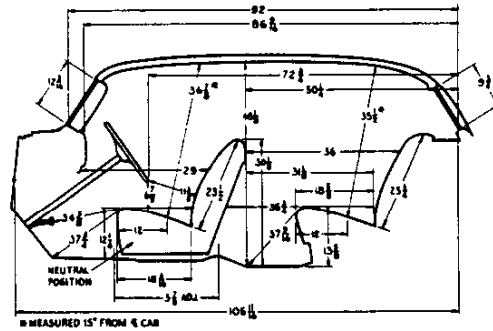
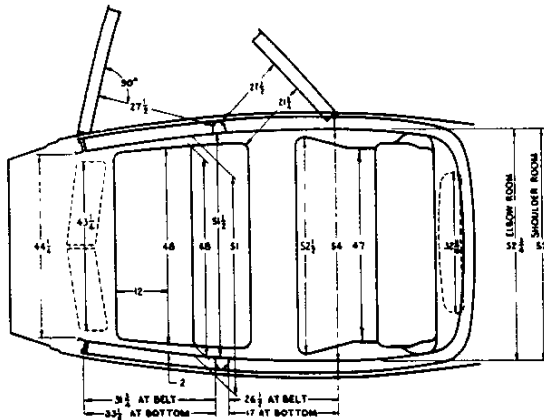
| 1½-TON TRUCKS EQUIPMENT WEIGHTS |          |      |
|---------------------------------|----------|------|
| EQUIPMENT                       | 131-1/2" | 157" |
| Cab                             | 460#     |      |
| Flat face cowl                  | 78#      |      |
| Cowl and windshield             | 105#     |      |
| Pickup box                      | 460#     | - -  |
| Panel body                      | 1077#    | - -  |
| Canopy Express body             | 1012#    | - -  |
| Canopy Express screens          | 75#      | - -  |
| Stake platform                  | 515#     | 694# |
| Stake racks                     | 290#     | 341# |
| Stock racks                     | - -      | 539# |
| Express platform                | - -      | 680# |
| Express racks                   | - -      | 376# |
| 2 aux. springs & attachments    | 75#      |      |
| 30 x 5-6 tire and wheel         | 85#      |      |
| 6.00-20-6 tire and wheel        | 85#      |      |
| 6.50-20-6 tire and wheel        | 90#      |      |
| 32 x 6-8 tire and wheel         | 100#     |      |
| 7.00-20-8 tire and wheel        | 110#     |      |
| 32 x 6-10 tire and wheel        | 125#     |      |
| 7.50-20-8 tire and wheel        | 125#     |      |

10-15-37. 1-21-38 - Production weights added. 4-20-38 - \* Was 32 x 6-10 front. \*\* Note revised.

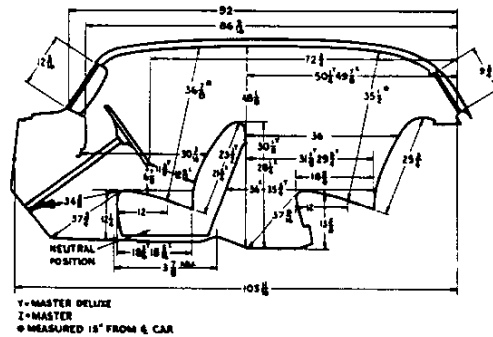
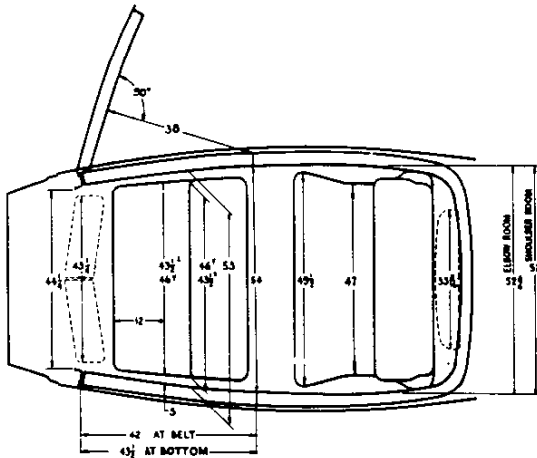
## VEHICLE WEIGHTS

## PASSENGER CAR BODY DIMENSIONS

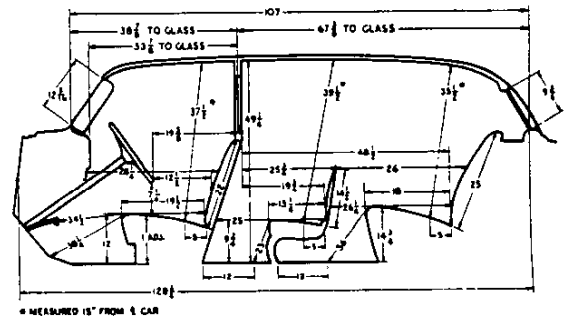
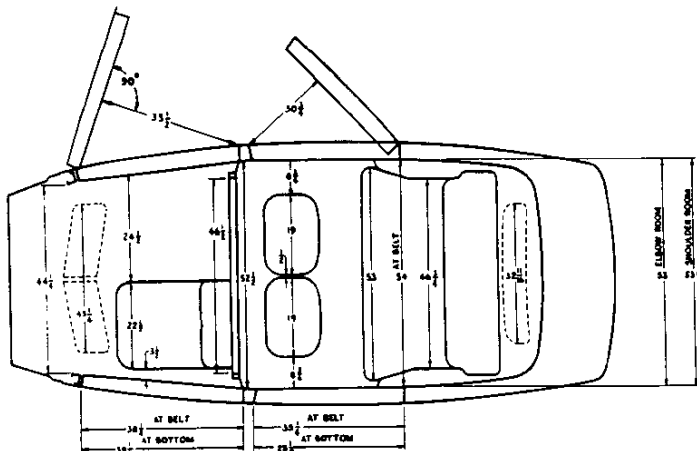
SEDAN & SPORT SEDAN



COACH & TOWN SEDAN



TAXICAB

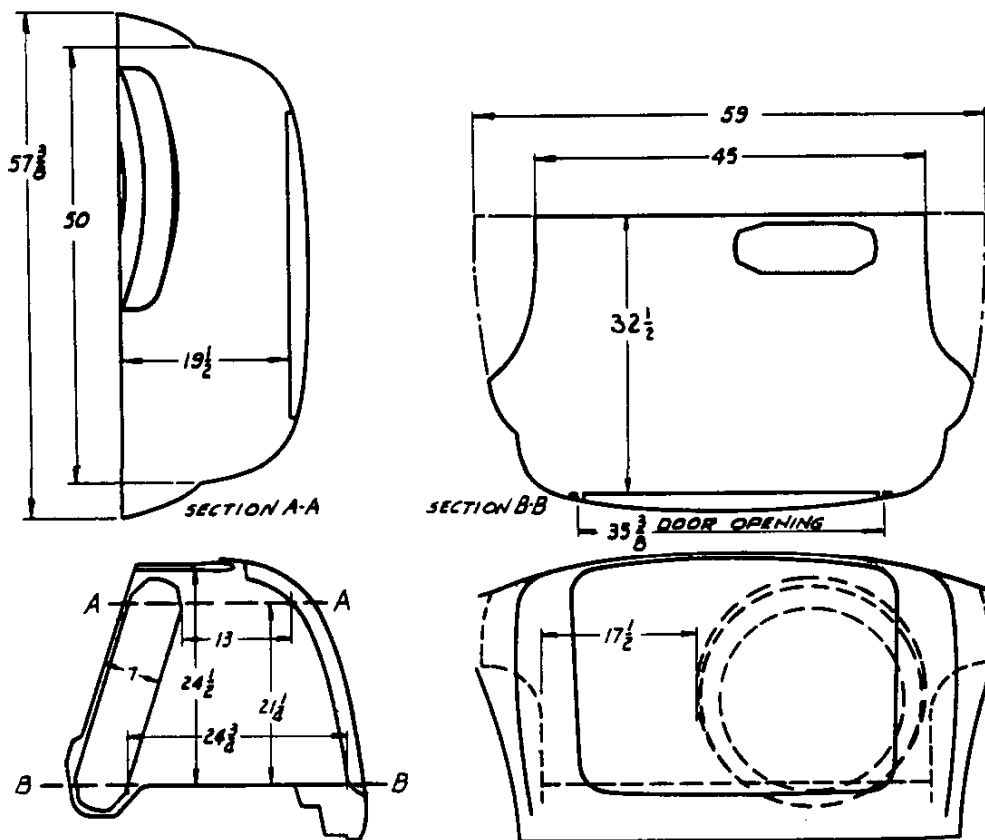


10-15-37, 1-21-38 - Page revised, Taxicab added.

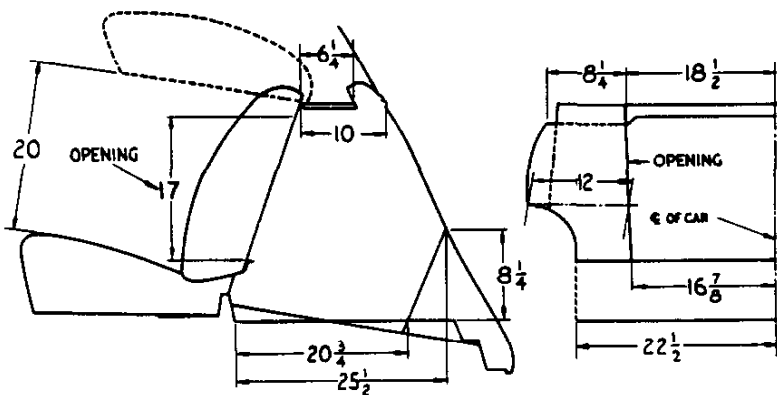


## PASSENGER CAR LUGGAGE SPACE

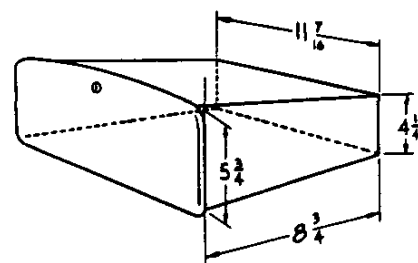
SPORT SEDAN, TOWN SEDAN & TAXICAB  
 TRUNK LUGGAGE SPACE  
 CAPACITY - 15 cubic feet



SEDAN, COACH & TAXICAB  
 LUGGAGE SPACE  
 CAPACITY - 13 cubic feet



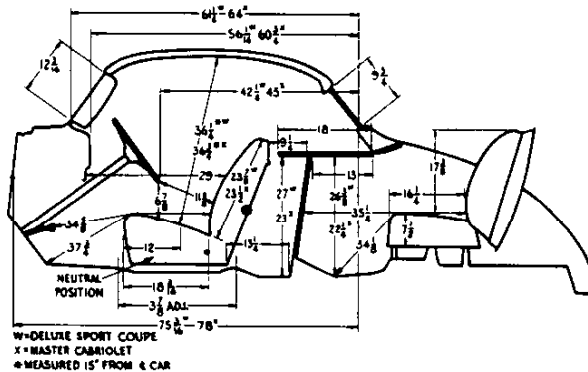
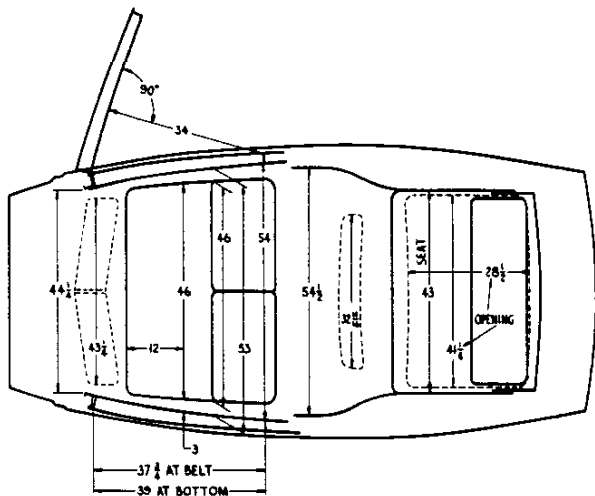
INSTRUMENT PANEL  
 GLOVE COMPARTMENT  
 PASSENGER CARS  
 AND TRUCKS



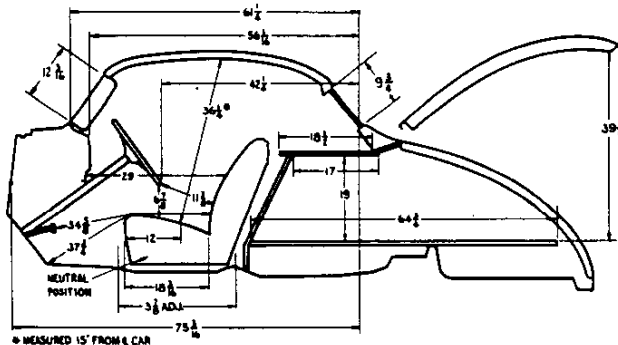
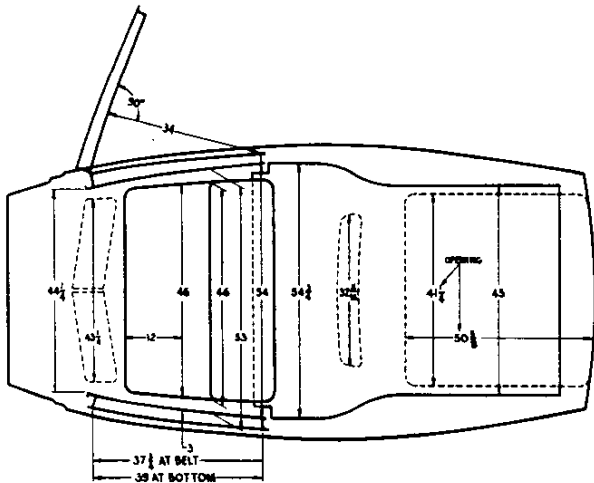
10-15-37, 1-21-38 - Taxicab added.

## PASSENGER CAR BODY DIMENSIONS

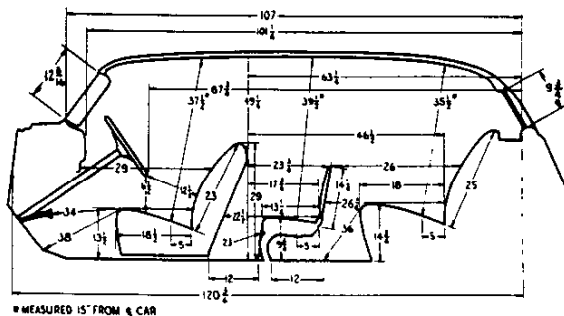
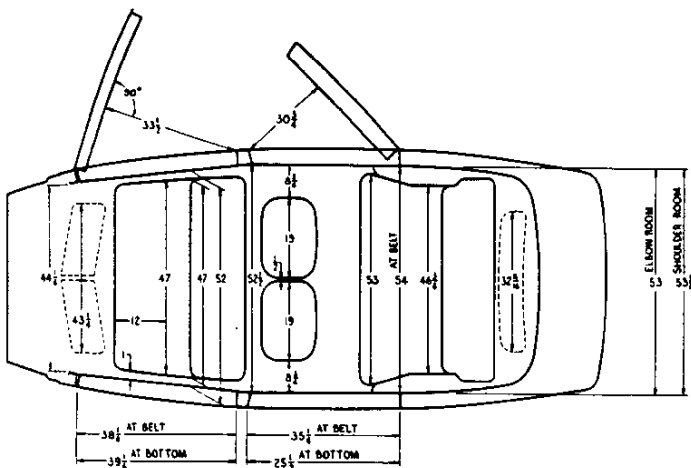
SPORT COUPE & MASTER CABRIOLET



BUSINESS COUPE



SEVEN-PASSENGER CONVERSION (TAXICAB)

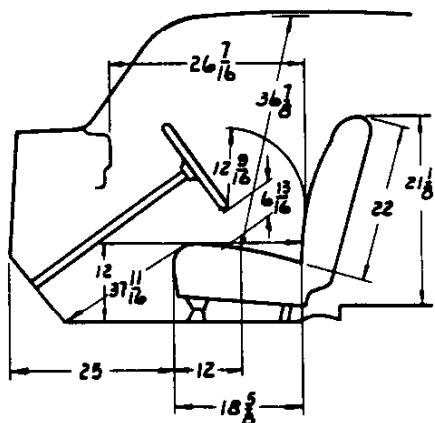
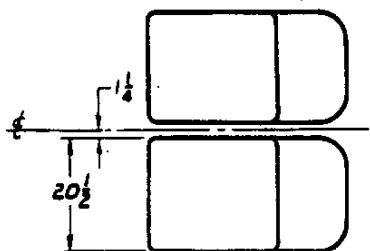


10-15-37, 1-21-38 - Page revised, Seven-Passenger Conversion (Taxicab) added.

## PASSENGER CAR BODY DIMENSIONS

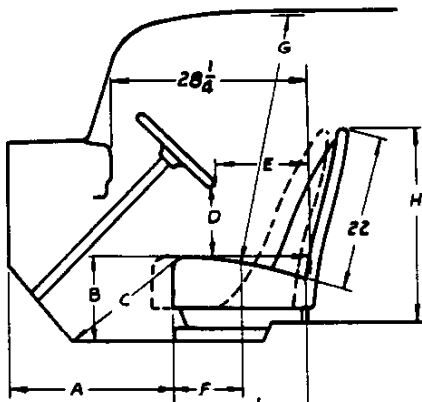
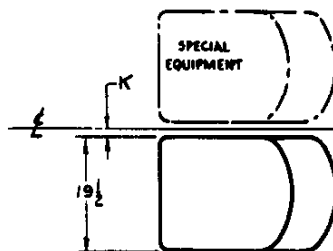
## COMMERCIAL CAR AND TRUCK SEAT DIMENSIONS

SEDAN DELIVERY



SEAT IN NEUTRAL POSITION.  
ADJ. = 2" FRONT OR REAR

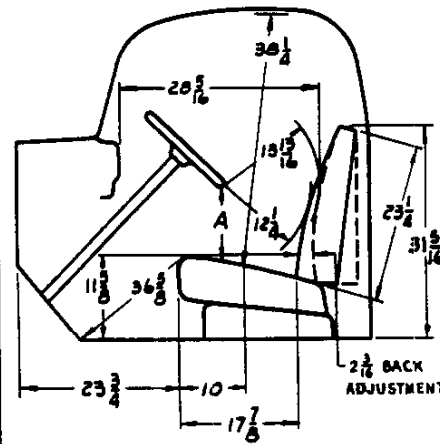
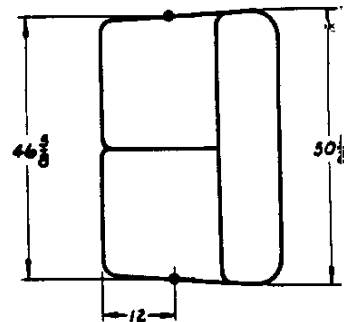
PANEL & CANOPY EXPRESS



SEAT ADJ. = 3"

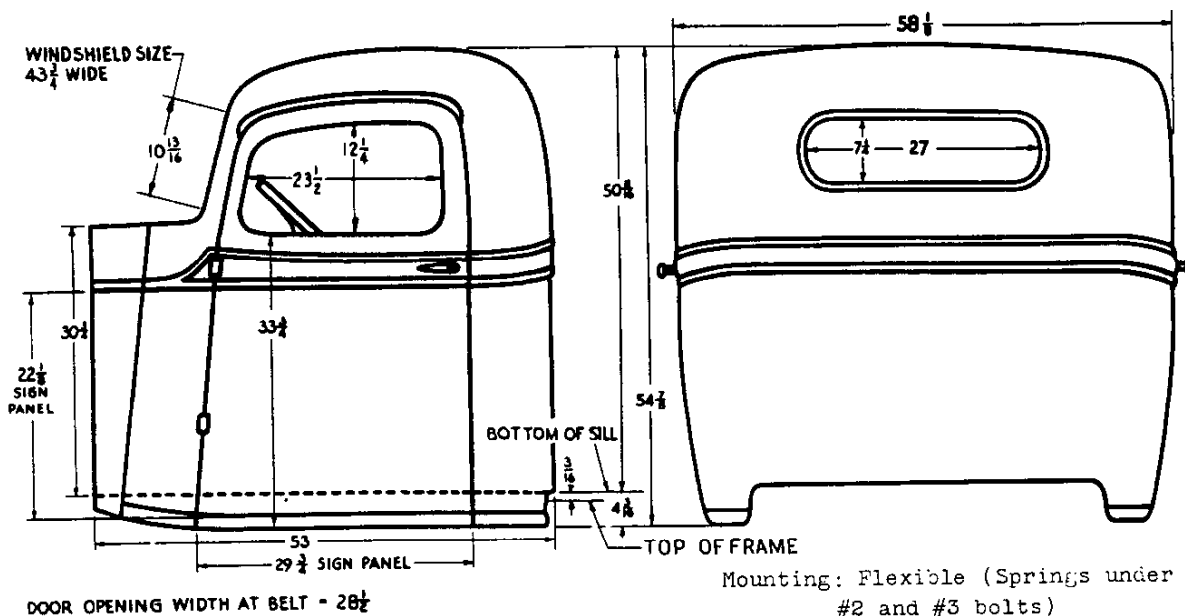
|               | A      | B      | C      | D     | E      | F      | G      | H      | J      | K     |
|---------------|--------|--------|--------|-------|--------|--------|--------|--------|--------|-------|
| 1/2-3/4-1 TON | 25 1/2 | 12 1/2 | 38 3/8 | 8 7/8 | 12 7/8 | 12     | 48 1/2 | 27 3/4 | 17 1/2 | 2 1/2 |
| 1 1/2 TON     | 29 3/4 | 13 1/2 | 35 1/2 | 8 7/8 | 12 7/8 | 13 1/4 | 39     | 29     | 18 1/2 | 2 3/4 |

CAB



A = 10 3/8 (1 1/2 TON 10 1/2)

## TRUCK CAB EXTERIOR DIMENSIONS



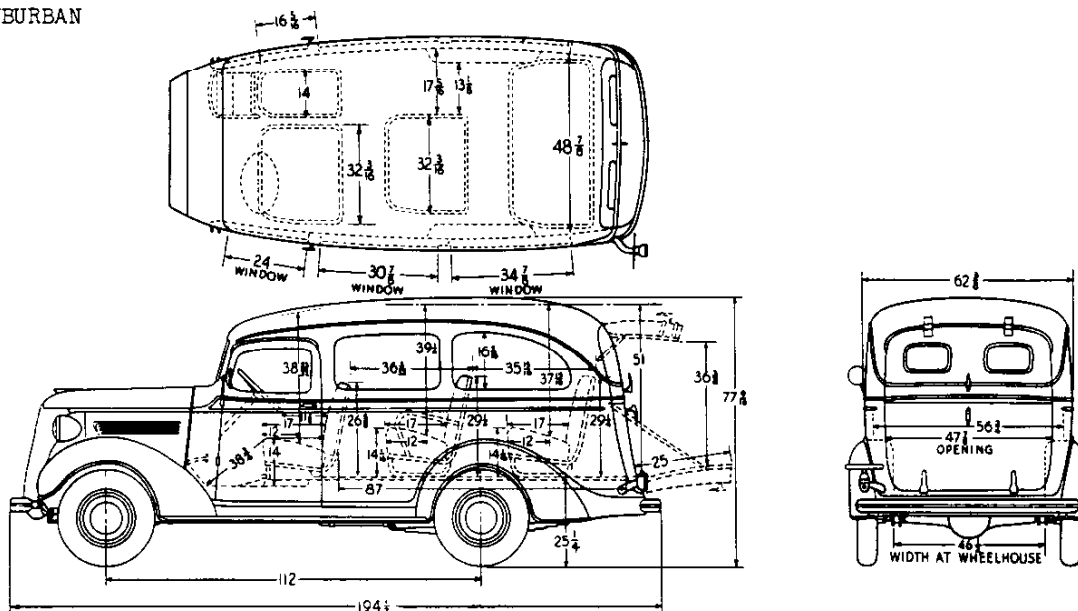
Mounting: Flexible (Springs under #2 and #3 bolts)

10-15-37, 1-21-38 - Windshield size added.

## TRUCK BODY DIMENSIONS

## CARRYALL SUBURBAN BODY DIMENSIONS

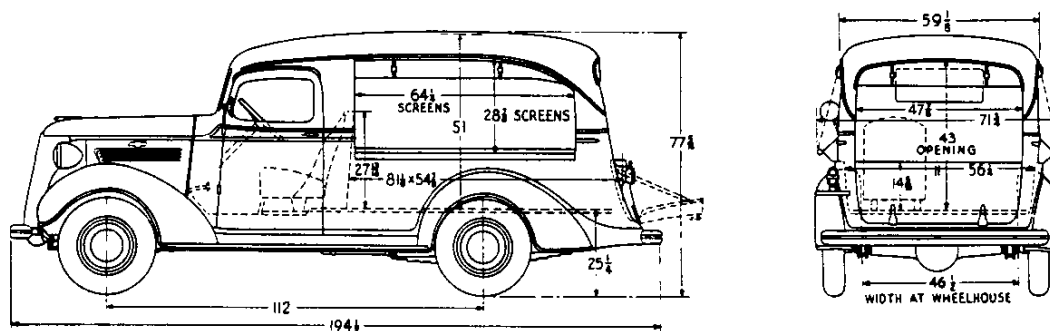
HALF TON  
CARRYALL SUBURBAN



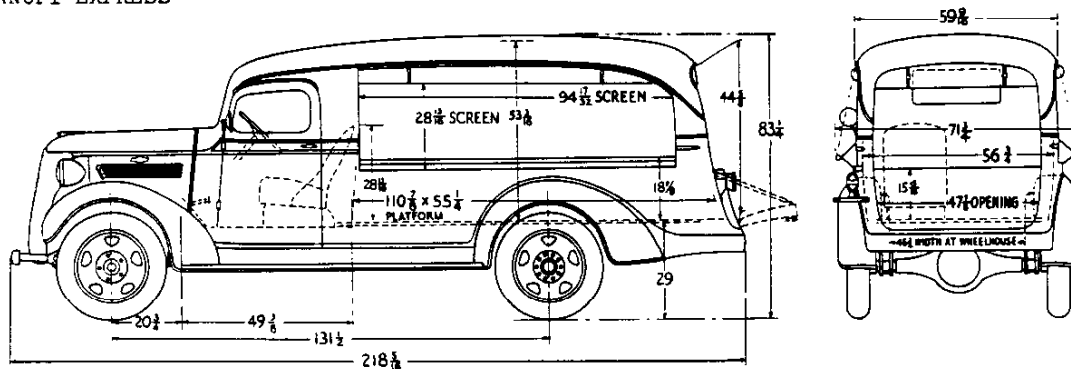
NOTE: Rear doors are optional as shown or as on Half Ton panel truck.

## CANOPY EXPRESS TRUCK BODY DIMENSIONS

HALF TON  
CANOPY  
EXPRESS



1-1/2 TON CANOPY EXPRESS



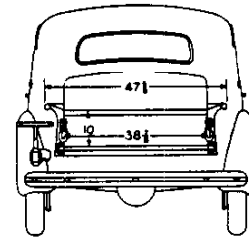
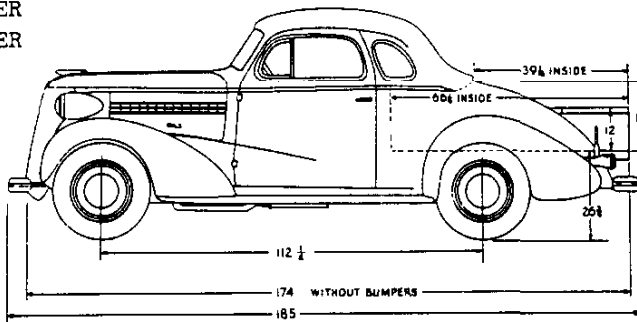
NOTE: Unless otherwise specified, all vertical dimensions are for design load conditions.

10-15-37, 1-21-38 - Half Ton Canopy Express platform redimensioned. Carryall Suburban note revised.

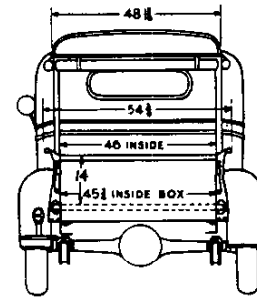
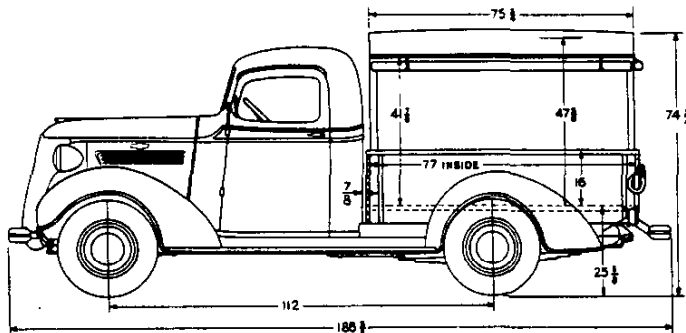
## TRUCK BODY DIMENSIONS

## PICKUP TRUCK BODY DIMENSIONS

COUPE PICKUP  
ON MASTER  
PASSENGER  
CHASSIS

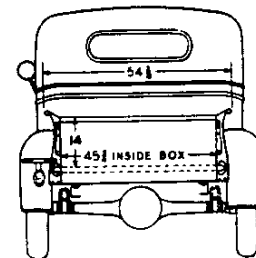
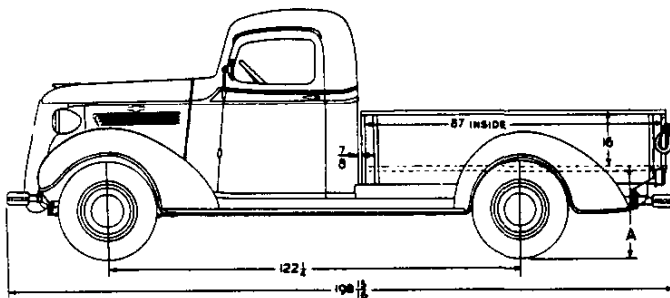


HALF TON  
PICKUP



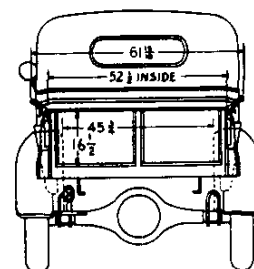
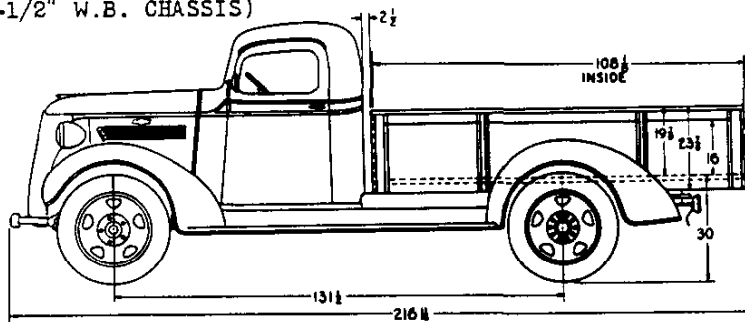
NOTE: Pickup top is special equipment available on this model only.

3/4 TON PICKUP  
ONE TON PICKUP



|     | 3/4 TON | ONE TON  |
|-----|---------|----------|
| A = | 27-7/8" | 29-9/16" |

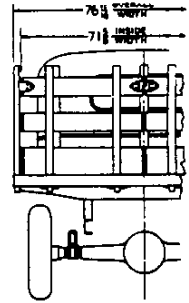
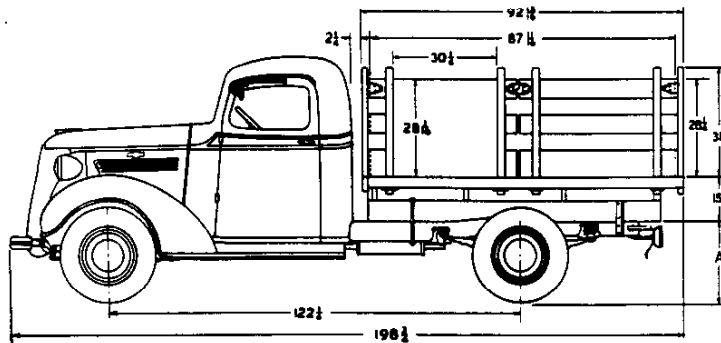
1-1/2 TON PICKUP  
(ON 131-1/2" W.B. CHASSIS)



NOTE: Unless otherwise specified, all vertical dimensions are for design load conditions.

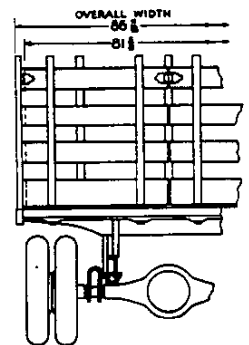
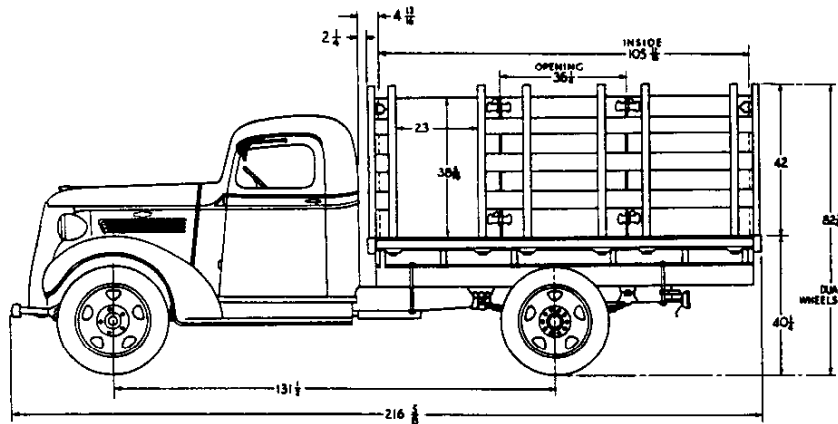
## STAKE TRUCK BODY DIMENSIONS

3/4 TON STAKE  
ONE TON STAKE

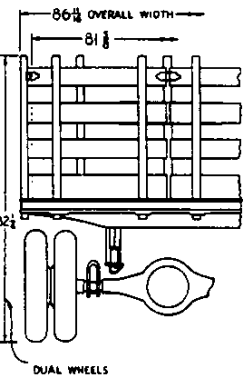
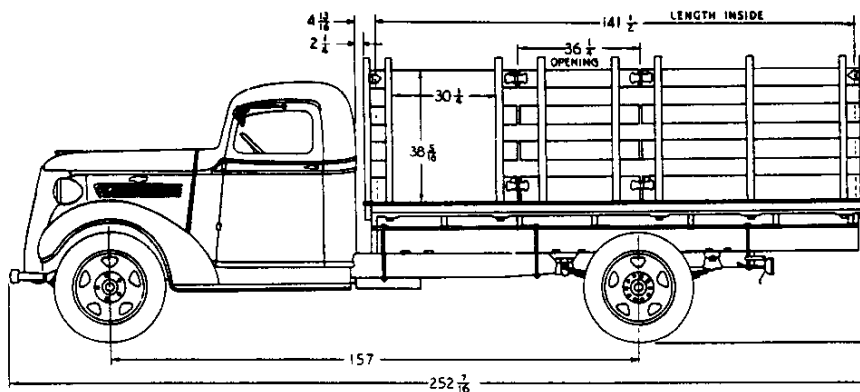


|   | 3/4 TON | ONE TON |
|---|---------|---------|
| A | 38-1/16 | 39-3/4  |

1-1/2 TON, 131-1/2" W.B. STAKE



1-1/2 TON, 157" W.B. STAKE



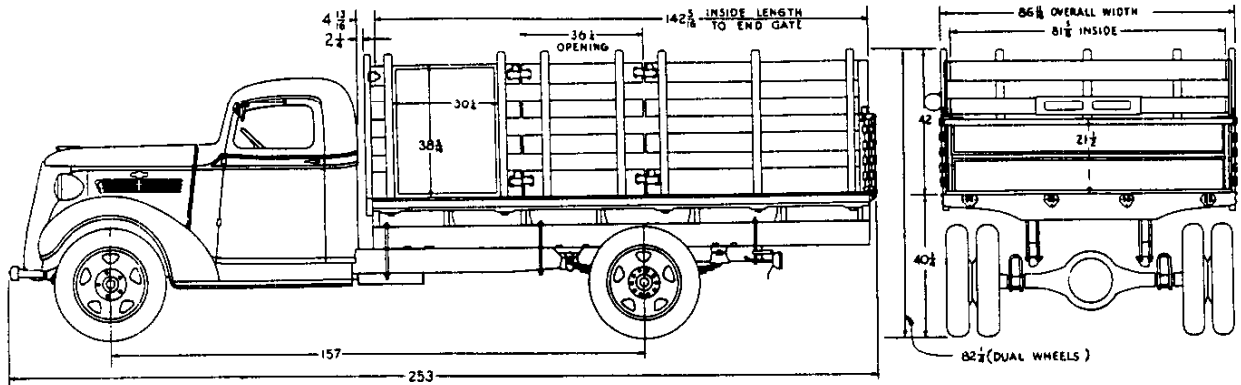
NOTE: Unless otherwise specified, all vertical dimensions are for design load conditions.

10-15-37, 1-21-38 - Illustrations corrected.

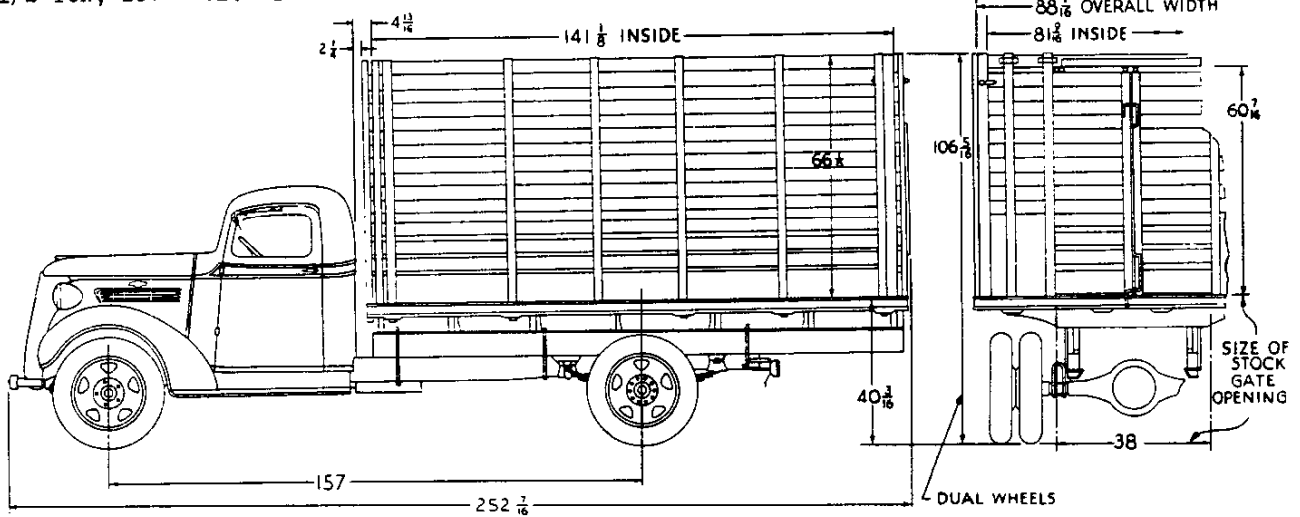
## TRUCK BODY DIMENSIONS

## STAKE TRUCK BODY DIMENSIONS—Continued

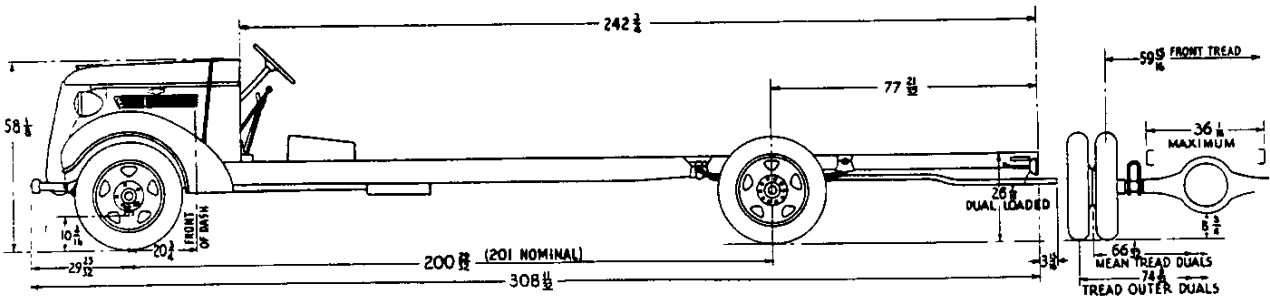
1-1/2 TON, 157" W.B. STAKE EXPRESS



1-1/2 TON, 157" W.B. STOCK



## SCHOOL BUS CHASSIS DIMENSIONS



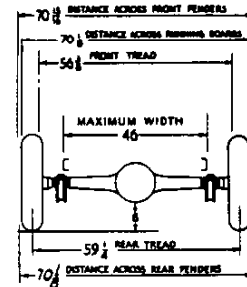
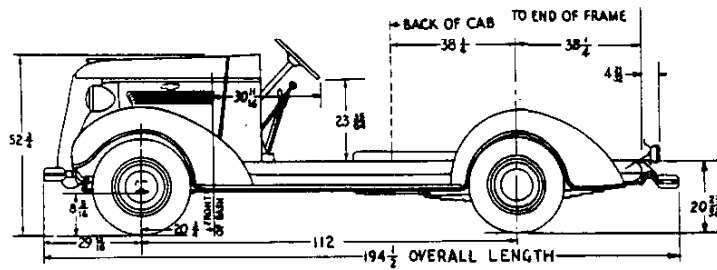
NOTE: Unless otherwise specified, all vertical dimensions are for design load conditions.

10-15-37, 1-21-38 - School Bus chassis added.

## TRUCK BODY DIMENSIONS

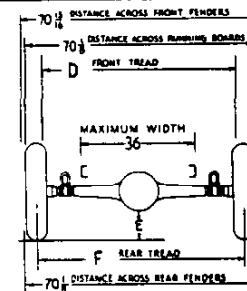
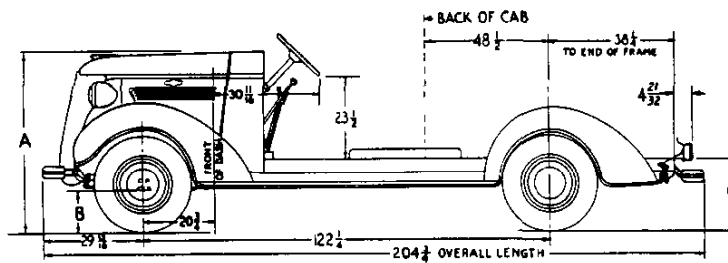
## TRUCK CHASSIS DIMENSIONS

### HALF TON TRUCK CHASSIS



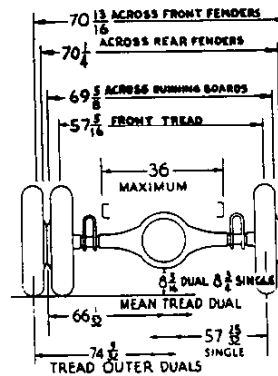
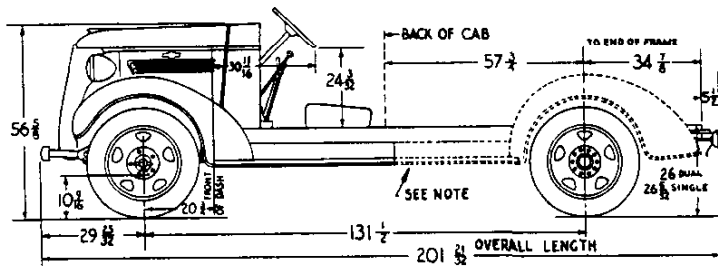
### 3/4 TON TRUCK CHASSIS ONE TON TRUCK CHASSIS

|         | A        | B      | C        | D        | E      | F       |
|---------|----------|--------|----------|----------|--------|---------|
| 3/4 TON | 53       | 8-9/16 | 22-13/16 | 57-13/32 | 8-3/32 | 60-7/16 |
| ONE TON | 54-11/16 | 10-1/4 | 24-1/2   | 56-1/4   | 9-5/8  | 59-9/32 |

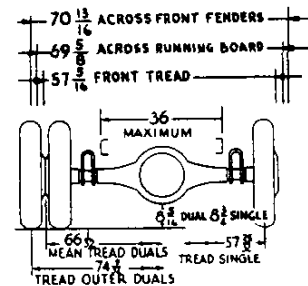
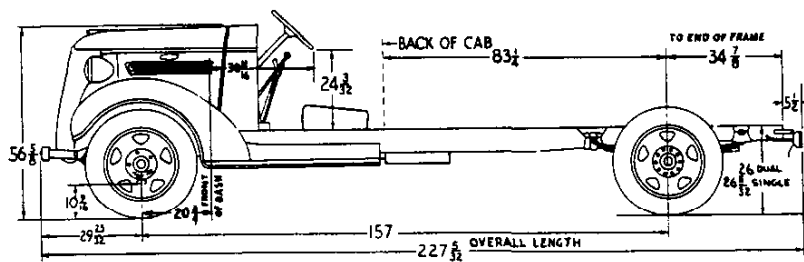


### 1-1/2 TON, 131-1/2" W.B. TRUCK CHASSIS

NOTE: Long running boards and rear fenders on single rear wheel chassis only.



### 1-1/2 TON, 157" W.B. TRUCK CHASSIS



NOTE: Unless otherwise specified, all vertical dimensions are for design load conditions.

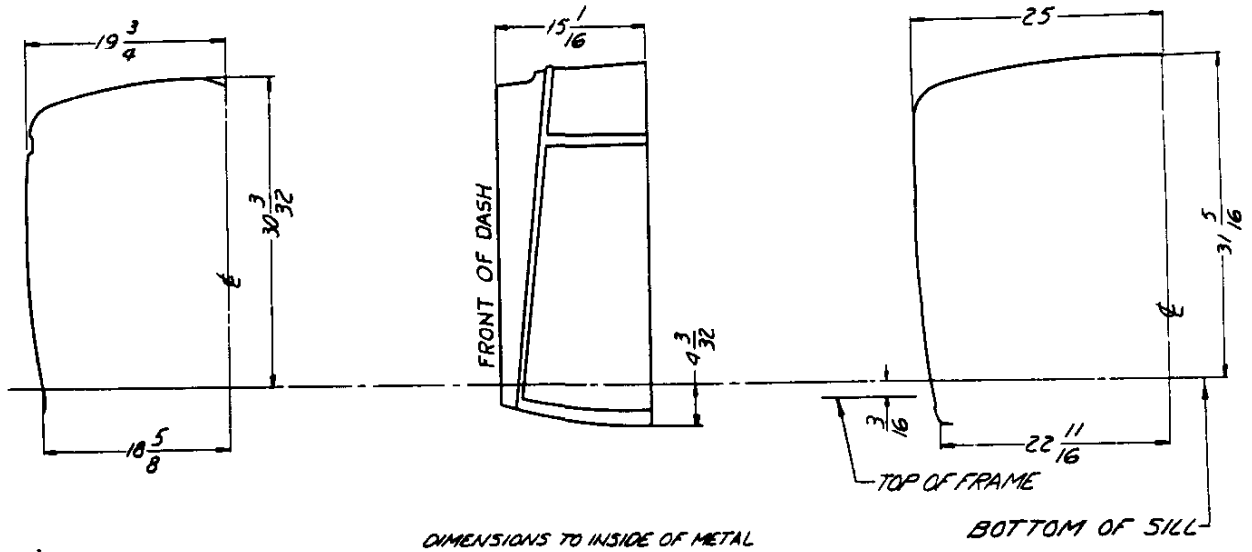
10-15-37, 1-21-38 - Chassis dimensions revised.

## TRUCK CHASSIS DIMENSIONS

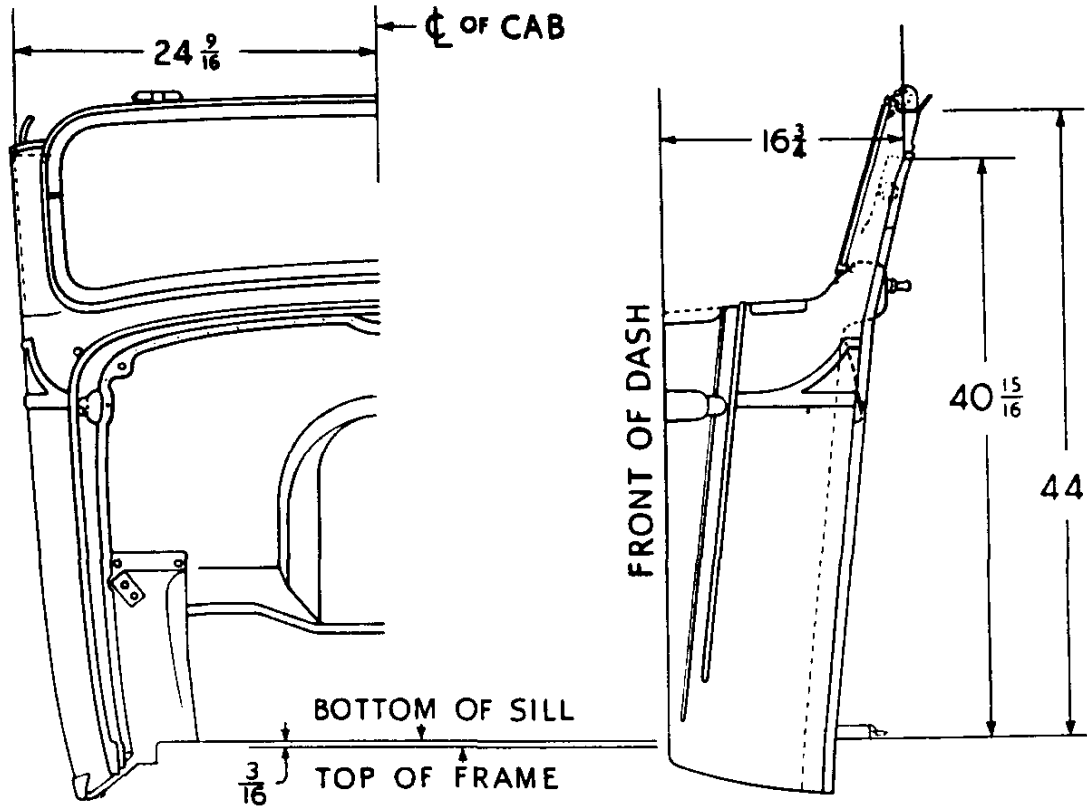


TRUCK COWL DIMENSIONS

FLAT FACE COWL UNIT



COWL AND WINDSHIELD UNIT

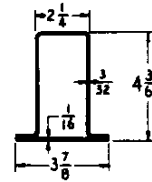
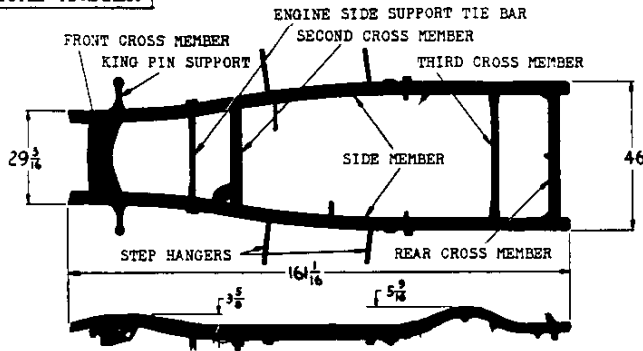


10-15-37

TRUCK COWL DIMENSIONS

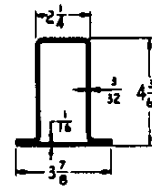
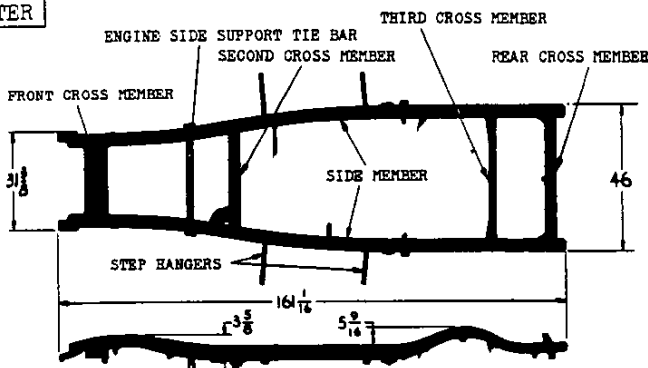
## FRAMES—PASSENGER CAR AND HALF-TON TRUCK

### DELUXE MASTER



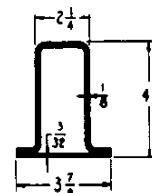
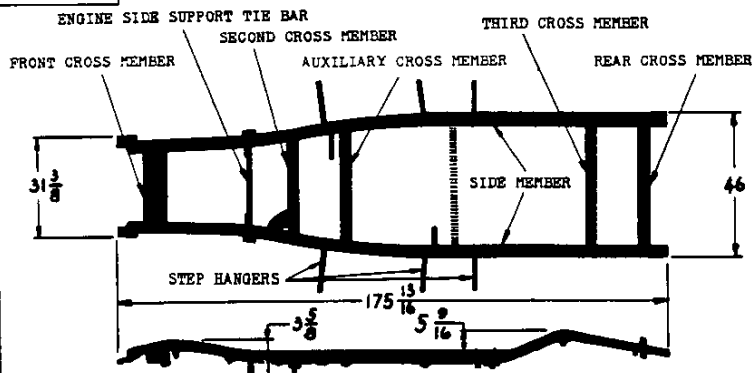
MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 1.597 CU. IN.  
FRAME TYPE "BOX GIRDER"  
MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 192# less K.P. support

### MASTER



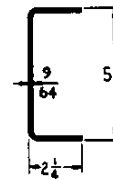
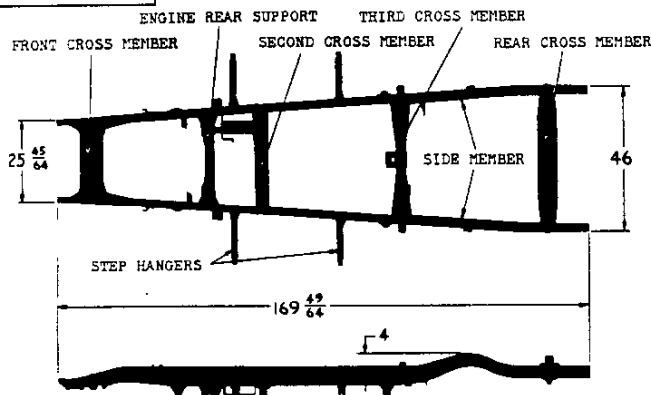
MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 1.597 CU. IN.  
FRAME TYPE "BOX GIRDER"  
MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 200#

### TAXICAB



MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 2.085 CU. IN.  
FRAME TYPE "BOX GIRDER"  
MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 249#

### HALF TON TRUCK

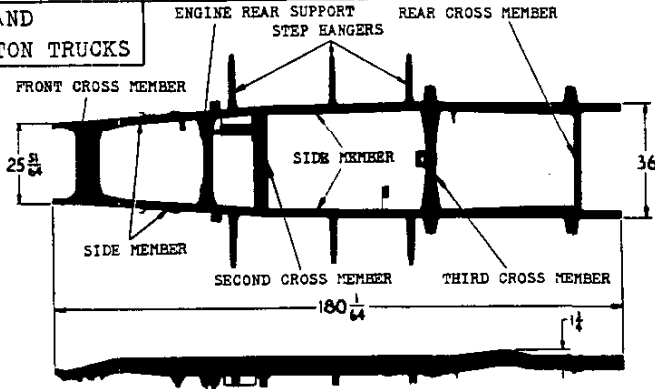


MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 2.40 CU. IN.  
FRAME TYPE "CONVENTIONAL"  
MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 240#

10-15-37, 1-21-38 - Taxicab frame added.

## FRAMES— $\frac{3}{4}$ , ONE, $1\frac{1}{2}$ TON TRUCKS AND SCHOOL BUS CHASSIS

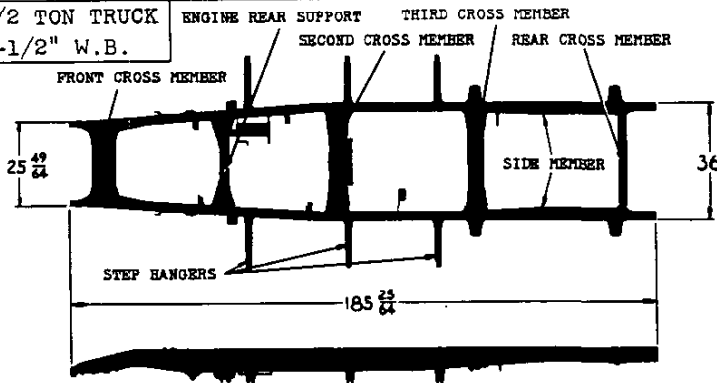
3/4 AND  
ONE TON TRUCKS



MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 3.18 CU. IN.  
FRAME TYPE "CONVENTIONAL"

MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 303#

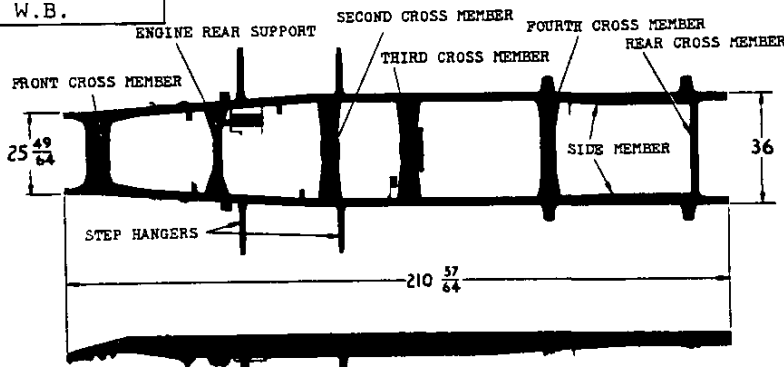
1-1/2 TON TRUCK  
131-1/2" W.B.



MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 4.87 CU. IN.  
FRAME TYPE "CONVENTIONAL"

MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 374#

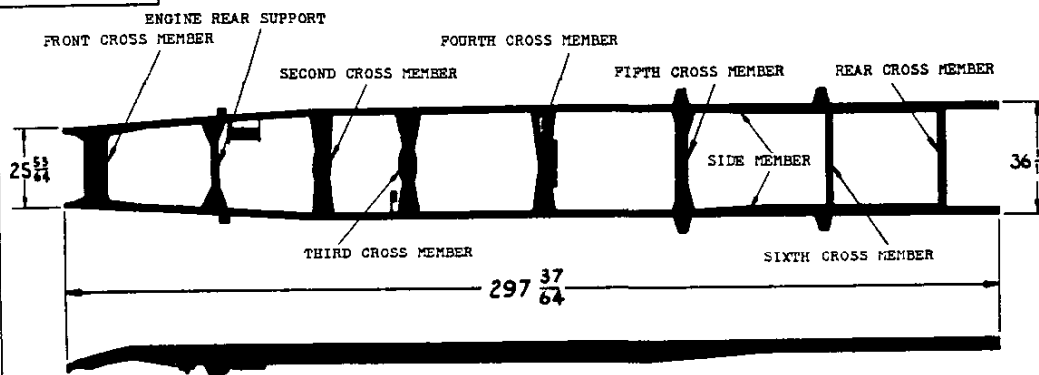
1-1/2 TON TRUCK  
157" W.B.



MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 4.87 CU. IN.  
FRAME TYPE "CONVENTIONAL"

MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 430#

SCHOOL BUS  
CHASSIS

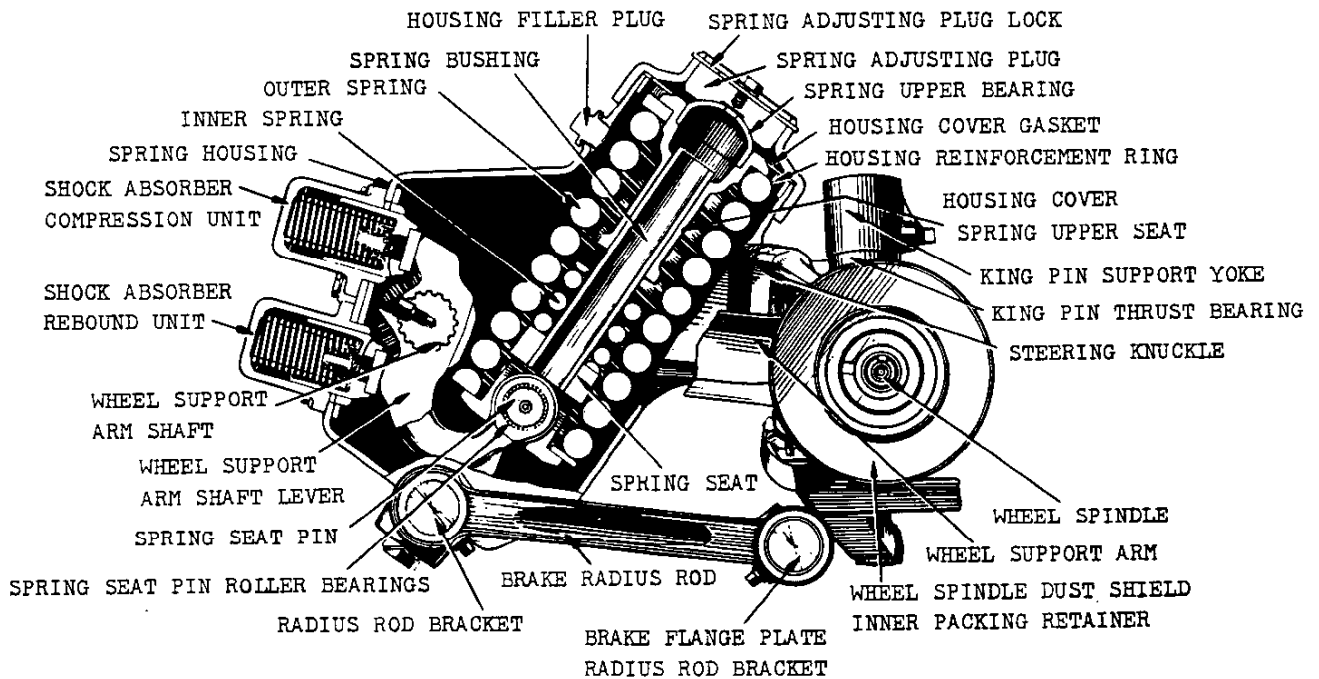


MAXIMUM SIDE MEMBER SECTION  
SECTION MODULUS 5.578 CU. IN.  
FRAME TYPE "CONVENTIONAL"

MATERIAL  
SPECIFICATION-GMC #1025  
HOT ROLLED PICKLED STEEL  
MINIMUM YIELD POINT 41,000  
POUNDS PER SQUARE INCH  
ELONGATION IN 2" = 35% to 40%  
WEIGHT 634#

10-15-37, 1-21-38 - School Bus chassis frame added.

## KNEE ACTION FRONT SUSPENSION—MASTER DELUXE



| SPRINGS         | OUTER                    | INNER                   |
|-----------------|--------------------------|-------------------------|
| Type            | Coil                     |                         |
| Material        | Silico - Manganese Steel |                         |
| Gauge (Dia.)    | 11/16"                   | 7/16"                   |
| Free length     | 9-11/16"                 | 1-27/32"                |
| Working length  | 8" at 2620# load.        | 1-21/32" at 1000# load. |
| Number of coils | 11                       | 4                       |
| Coils O.D.      | 3-19/32"                 | 1-31/32"                |
| Deflection rate | 1520#/inch               | 5300#/inch              |

| SPRING FREQUENCY  | AT CURB LOAD | AT FULL LOAD |
|-------------------|--------------|--------------|
| Cycles per minute | 79           | 76           |

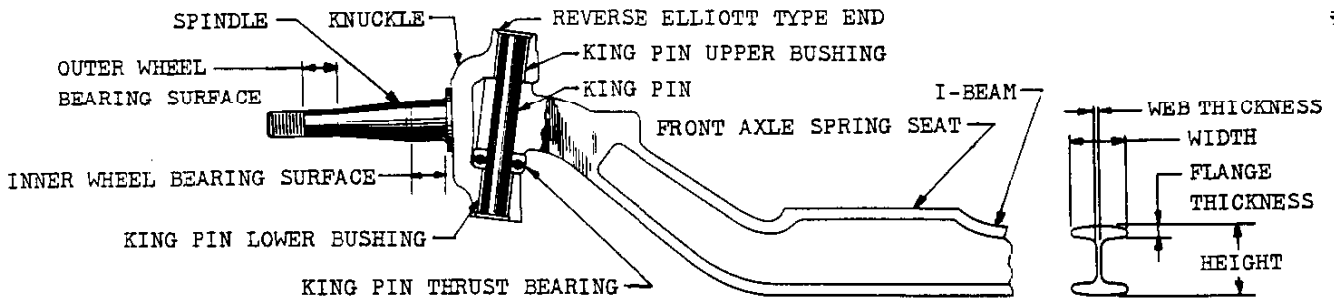
| WHEEL TRAVEL                                     |   |                           |
|--|---|---------------------------|
| For steering                                     | 37° from neutral to stop                                  |                           |
| Vertical   | 2-7/8" normal setting to bumper                           |                           |
| Ratio  | 3.52 to 1 (wheel to spring)                               |                           |
| Effect of wheel travel on spring pressure.       | Wheel travel  | Spring travel             |
|  | In vertical path  | Outer spring travels 5/8" |
|  | 2-1/8" from normal setting position at rate of 123#/inch. |                           |
| Wheel continues 23/32" more at rate of 550#/inch | Both springs travel 1/4" at 6820#/inch                    |                           |

| BEARINGS          | WHEEL SUPPORT ARM SHAFT LEVER |               | SPRING SEAT PIN | WHEEL BEARINGS | KING PIN BEARINGS | KING PIN THRUST BEARING |
|-------------------|-------------------------------|---------------|-----------------|----------------|-------------------|-------------------------|
|                   | OUTER BEARING                 | INNER BEARING |                 |                |                   |                         |
| Type              | Special rollers               |               |                 | See next page  |                   |                         |
| Number of rollers | 49                            | 42            | 32              |                |                   |                         |
| Roller diameter   | 3/32"                         |               |                 |                |                   |                         |
| Roller length     | 31/32"                        | 1-3/16"       | 31/32"          |                |                   |                         |
| Roller material   | Cold Drawn Steel - Hardened   |               |                 |                |                   |                         |

10-15-37, 1-21-38 - Part names transposed.

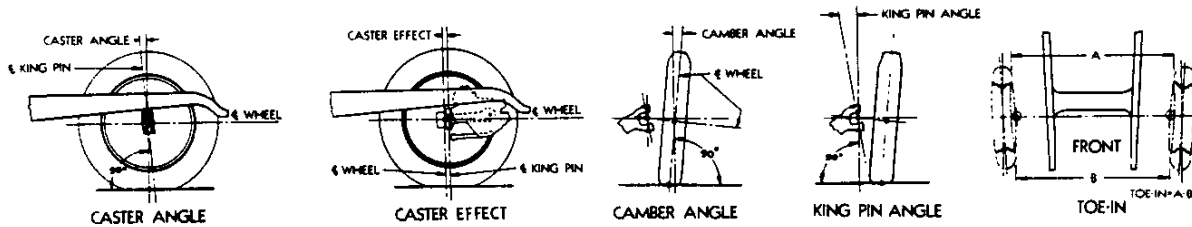
### SUSPENSION

## FRONT AXLE



| ITEM                 | PASSENGER CARS |                                 |                    |                    | TRUCKS                                   |                 |
|----------------------|----------------|---------------------------------|--------------------|--------------------|--|-----------------|
|                      | MASTER DELUXE  | MASTER TAXI                     | HALF, 3/4, ONE TON | 1-1/2 TON          | SCHOOL BUS                               |                 |
| Type                 | Elliott        |                                 |                    |                    | Reversed Elliott-Modified I-beam Section |                 |
| I-beam               | Height         | 2"                              | 2-1/8"             | 2-11/32"           | 2-3/8"                                   |                 |
|                      | Width          | 1-5/8"                          | 1-3/4"             | 2-1/16"            | 2"                                       |                 |
|                      | Flange thick.  | 1/4"                            | 7/32"              | 5/16"              | 7/16"                                    |                 |
|                      | Web thick.     | 7/32"                           | 1/4"               | 3/8"               | 1/4"                                     |                 |
| King pin             | Diameter       | .8660"-.8665"                   |                    | .7355"-.7339"      | .9210"-.9214"                            | 1.1085"-1.1095" |
|                      | Material       | Cold drawn steel, case hardened |                    |                    |  |                 |
| King pin bushings    | Type           | Cast Bronze                     |                    | Hard rolled Bronze |  | Brass           |
|                      | Inside dia.    | .867"-.868"                     |                    | .7345"-.7355"      | .922"-.923"                              | 1.1095"-1.1105" |
|                      | Length         | 1-5/16"                         |                    | 1-17/64"           |  | 1-11/32"        |
| King pin Thrust Brg. | Type           | Special Ball                    |                    |                    |  | Roller          |
|                      | Location       | Above Knuckle                   |                    | Below Axle         |  |                 |
| Wheel                | Inner          | N.D. #909002                    |                    | N.D. #909026       | Hy. #173241                              |                 |
| Bearings             | Outer          | N.D. #909001                    |                    | N.D. #909025       | Hy. #173238                              |                 |
| Spindle              | Inner Brg.     | 1.1890"-1.1895"                 |                    | 1.4051"-1.4056"    | 1.5618"-1.5623"                          |                 |
|                      | Outer Brg.     | .7490"-.7495"                   |                    | .8427"-.8432"      | .9368"-.9373"                            |                 |
| Rated Capacity       | 2000#          |                                 | 2200#              | 3500#              | 4500#                                    |                 |

## FRONT WHEEL ALIGNMENT (SERVICE DIMENSIONS)



| ITEM           | PASSENGER CARS  |                |                    |               | TRUCKS        |  |
|----------------|-----------------|----------------|--------------------|---------------|---------------|--|
|                | MASTER DELUXE   | MASTER TAXICAB | HALF, 3/4, ONE TON | 1-1/2 TON     | SCHOOL BUS    |  |
| King pin angle | 7°-45'@         |                | 7°-10' + 1°        |               |               |  |
| Camber         | 1/4°@           |                | 1° + 1/2°          |               |               |  |
| Caster         | 0°@             | 2°-15' + 1/2°  | 2° + 1/2°          | 1°-45' + 1/2° | 2°-45' + 1/2° |  |
| Toe-in         | 1/16" to 3/32"@ |                | 5/64" to 1/8"      |               |               |  |
| Wheel setting  | 4-7/8" + 1/8"@@ |                | In 23° - Out 20°   |               |               |  |

### MASTER DELUXE DATA

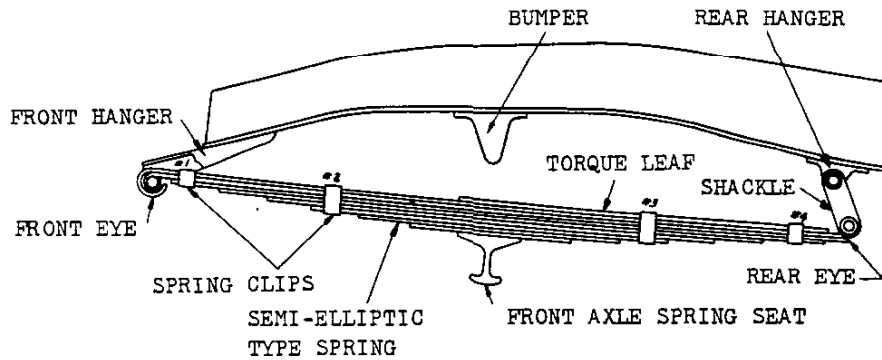
@ - Caster, king pin angle and camber are measured from the frame with approved Chevrolet gauge with the king pin support to the bottom of the brake flange plate under curb load.  
 @@ - Wheel setting is measured from the bottom of the curb weight on spindles.

10-15-37, 1-21-38 - Taxicab & School Bus added. Bushing dia. changed from outside to inside dimension.

## SUSPENSION

## FRONT SPRINGS

PASSENGER  
CAR TYPE



SPRING CLIP  
TYPES

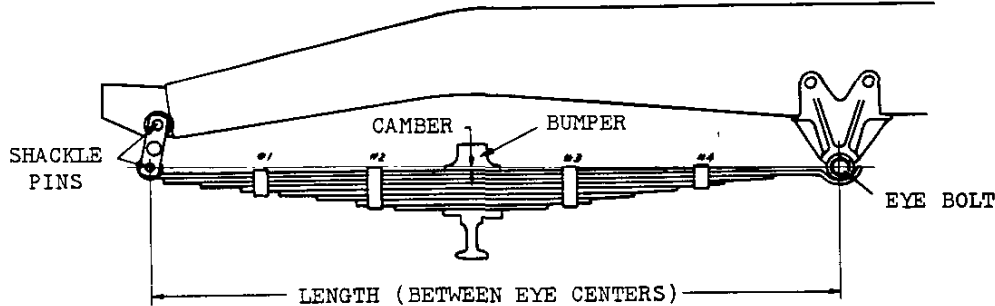


CLINCH



BOLT

TRUCK  
TYPE



SPRING LEAF  
END TYPES

TAPERED

CURLED  
DOWN

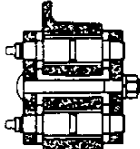

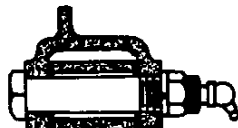
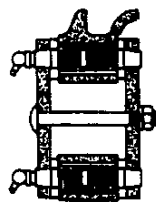

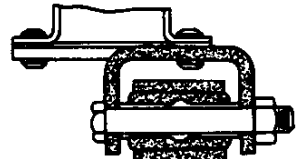
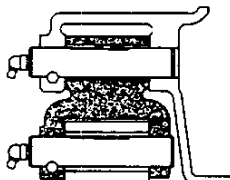

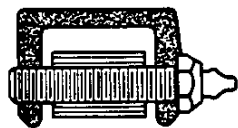

FLAT

| ITEM                        | PASSENGER CARS   |                      |              | TRUCKS   |                   |                   |            |
|-----------------------------|------------------|----------------------|--------------|----------|-------------------|-------------------|------------|
|                             | MASTER PASSENGER | MASTER SED. DELIVERY | TAXICAB      | HALF TON | 3/4 TON & ONE TON | 1-1/2 TON         | SCHOOL BUS |
| Type                        | Semi-Elliptic    |                      |              |          |                   |                   |            |
| Material-Steel              | Chromium         |                      | Sil-Man      | Chromium |                   | Chromium Vanadium |            |
| Number of Leaves            | 9                | 8                    | 9            | 8        |                   | 9                 | 11         |
| Thick-ness of leaves        | #1               | .203"                | .238"        | .284"    |                   | .340"             | .300"      |
|                             | #2               |                      |              |          |                   |                   |            |
|                             | #3               | .220"                | .194"        | .259"    |                   | .284"             | .284"      |
|                             | #4               |                      |              |          |                   |                   |            |
|                             | #5               | .203"                | None         | None     |                   | .259"             | .259"      |
|                             | #6,7,8           |                      |              |          |                   |                   |            |
| #9                          | .220"            |                      |              |          |                   |                   |            |
| #10,11                      | None             |                      |              |          |                   |                   |            |
| Total thickness             | 1.878"           | 1.814"               | 2.122"       |          | 2.487"            | 2.990"            |            |
| Length x Width              | 36" x 1-3/4"     |                      |              |          |                   |                   |            |
| Torque leaf                 | One              | None                 |              |          |                   |                   |            |
| Camber (Av.)                | 7/16"            | 1/2"                 | 1/2" Reverse | Flat     | 3/8"              | 23/32"            | 9/16"      |
| Load at camber height (Av.) | 610#             |                      | 770#         | 750#     | 785#              | 950#              | 1550#      |
| Deflection (Av.)            | 235#/"           | 310#/"               | 258#/"       | 475#/"   |                   | 645#/"            | 700#/"     |
| Leaf end type               | Tapered          | Curled down          |              |          |                   | Flat              |            |
| Spring clip types           | #1               | Clinch               |              |          |                   |                   | Bolt       |
|                             | #2               | Clinch               | Bolt         | None     |                   | Bolt              |            |
|                             | #3               | Clinch               | Bolt         | Clinch   |                   | Bolt              |            |
|                             | #4               | Bolt                 | Clinch       |          |                   |                   | Bolt       |

10-15-37, 1-21-38 - Taxicab and School Bus added.

## SUSPENSION

FRONT SPRING MOUNTING

| SHACKLE TYPES   | SPRING EYE TYPES   | EYE BOLT AND BUSHING TYPES   |
|---|--|--|
| <br>PLAIN H    | <br>BERLIN EYE - WRAPPED                    | <br>PLAIN         |
| <br>THREADED H | <br>OVERHUNG - SINGLE WRAPPED               | <br>RUBBER BUSHED |
| <br>CLEVIS     | <br>UNDERSLUNG (REVERSED)<br>SINGLE WRAPPED | <br>THREADED      |
|   | <br>UNDERSLUNG (PEVERSED)<br>DOUBLE WRAPPED |  |

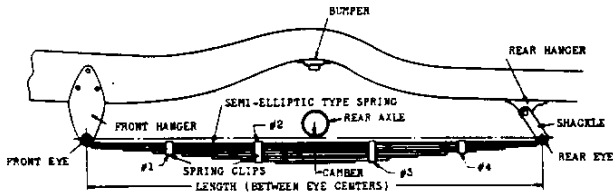
| ITEM                 | PASSENGER CARS             |   | TRUCKS                       |                           |           |            |  |
|----------------------|----------------------------|---|------------------------------|---------------------------|-----------|------------|--|
|                      | MAS. PASSENGER & TAXICAB   | MASTER SEDAN DELIVERY                                   | HALF TON                     | 3/4 TON & ONE TON         | 1-1/2 TON | SCHOOL BUS |  |
| Front eye type       | Underslung, double wrapped | Underslung, single wrapped                              | Overhung Single wrapped      |                           |           |            |  |
| Rear eye type        | Overhung, single wrapped   |   | Berlin eye, wrapped          |                           |           |            |  |
| Shackle              | Location                   | At rear   |                              | At front                  |           |            |  |
|                      | Type                       | Threaded H  |                              |                           |           |            |  |
| Shackle pins         | Material                   | Carbon steel, file hard case                            |                              |                           |           |            |  |
|                      | Diameter                   | .619" P.D., 11 threads per inch. Threads-cadmium plated |                              |                           |           |            |  |
| Eye bolt             | Material                   | Carbon steel, hardened                                  | Carbon steel, file hard case |                           |           |            |  |
|                      | Diameter                   | .616" P.D., 11 threads per inch                         | .683"                        |                           |           |            |  |
|                      | Type                       | Threaded for front bushing                              | Screwed into hanger          |                           |           |            |  |
| Front bushing        | Material                   | Carbon steel, file hard case                            |                              |                           |           |            |  |
|                      | Size                       | .630" P.D., 11 threads x 1-3/4"                         |                              |                           |           |            |  |
|                      | Type                       | Threaded for eye bolt                                   | Threaded for shackle pin     |                           |           |            |  |
| Rear bushing         | Material                   | Carbon steel, file hard case                            | Bronze                       |                           |           |            |  |
|                      | Size                       | .630" P.D., 11 threads x 1-3/4"                         | .860" I.D. x 1-11/16"        |                           |           |            |  |
|                      | Type                       | Threaded for shackle pin                                | Plain                        |                           |           |            |  |
| Spring-axle assembly | 2 U-bolts per spring       |   |                              |                           |           |            |  |
| Spring U-bolt        | Material                   | H.R. steel, hardened                                    |                              |                           |           |            |  |
|                      | Diameter                   | 1/2"  |                              |                           |           |            |  |
| Bumper material      | Spring bumper rubber       |   |                              |                           |           |            |  |
| Spring mounting      | Parallel                   | 8° - 4' (included angle)                                |                              | 7° - 49' (included angle) |           |            |  |
| Spring centers       | 28-1/8"                    | 26-11/16"   | 26-29/32"                    | 26-13/16"                 | 26-27/32" |            |  |

10-15-37, 1-21-38 - Taxicab and School Bus added.

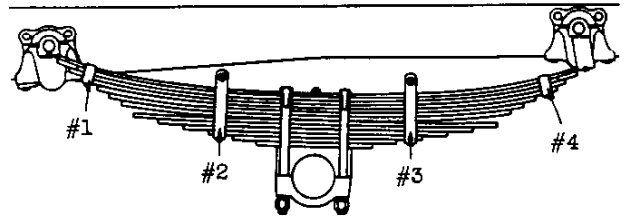
SUSPENSION

## REAR SPRINGS

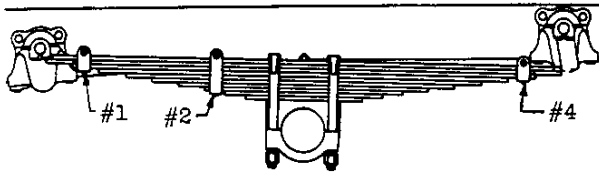
PASSENGER CAR AND  
HALF TON TRUCK  
TYPE REAR SPRING



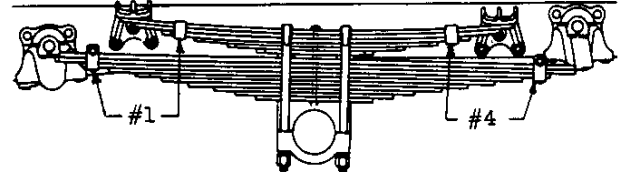
SCHOOL BUS SPRING  
(PROGRESSIVE TYPE)



3/4 TON, ONE TON AND 1-1/2 TON TRUCK TYPE REAR SPRING



1-1/2 TON TRUCK REAR SPRING WITH AUXILIARY SPRING



| ITEM                           | PASSENGER CARS  |  |                           |              |         | TRUCKS      |                   |            |                                |   |                 |               |
|--------------------------------|---|--|---------------------------|--------------|---------|-------------|-------------------|------------|--------------------------------|---|-----------------|---------------|
|                                | Spt.Sed.,<br>To.Sed.,<br>Sedan,<br>Coach,<br>C.Pickup | Bus.Cpe.,<br>Deluxe<br>Spt.Cpe.,<br>Master<br>Cabriol. | Master<br>Sedan<br>Deliv. | Taxi-<br>Cab |         | Half<br>Ton | 3/4<br>Ton        | One<br>Ton | 1-1/2<br>Ton<br>Panel<br>Truck | All other 1-1/2<br>Ton Trucks<br>Regu-<br>lar | Auxil-<br>iary* | School<br>Bus |
| Type                           | Semi-elliptic   |  |                           |              |         |             |                   |            |                                |   |                 |               |
| Material-Stl.                  | Chromium  |  |                           |              | Sil-Man | Chrome      | Silicon Manganese |            |                                |   |                 |               |
| Number leaves                  | 8   | 7  | 8                         | 9            | 8       | 9           | 8                 | 10         | 6                              | 13  |                 |               |
| Thick-<br>ness<br>of<br>leaves | #1  | .238"  | .238"                     | .259"        | .262"   | .237"       | .312"             | .340"      | .340"                          | .300"   | .312"           | .312"         |
|                                | #2  |  |                           |              |         |             |                   |            |                                |   |                 |               |
|                                | #3 & 4  |  |                           |              |         |             |                   |            |                                |   |                 |               |
|                                | #5  | .220"  | .220"                     | .238"        | .214"   | .300"       | .312"             | .312"      | .284"                          | .312"   | .300"           |               |
|                                | #6  |  |                           |              |         |             |                   |            |                                |   |                 |               |
|                                | #7  |  |                           |              |         |             |                   |            |                                |   |                 |               |
|                                | #8  | None   | None                      | None         | None    | None        | None              | None       | None                           | None  | None            |               |
| #9                             |   |  |                           |              |         |             |                   |            |                                |   |                 |               |
| #10                            |   |  |                           |              |         |             |                   |            |                                |   |                 |               |
| #11,12,13                      |   |  |                           |              |         |             |                   |            |                                |   |                 |               |
| Total thick.                   | 1.850"  | 1.576"   | 1.946"                    | 2.066"       | 2.400"  | 2.500"      | 2.812"            | 2.384"     | 3.290"                         | 2.040"  | 4.200"          |               |
| Length                         | 49"   |  |                           |              | 54-1/8" | 45"         |                   | 33-1/2"    | 45"                            |   |                 |               |
| Width                          | 1-3/4"  |  |                           |              | 2"      |             | 2-1/2"            |            |                                |   |                 |               |
| Camber (Av.)                   | 3/8" Reverse  |  |                           | 3/8"         | 7/16"   | 15/32"      | 5/32"             | 1"         | 7/16"                          | None  | .5" Rev.        |               |
| Load at Camber height (Av.)    | 950#  | 745#   | 1050#                     | 1150#        | 1400#   | 1650#       | 1500#             | 2950#      | at 1760#                       | Engage  | 3850#           |               |
| Deflect. (Av.)                 | 129#/"  | 105#/"   | 150#/"                    | 140#/"       | 200#/"  | 450#/"      | 505#/"            | 490#/"     | 840#/"                         | 1610#/"                                       | **              |               |
| Leaf end type                  | Curled down   |  |                           |              |         | Flat        |                   |            |                                |   |                 |               |
| Spring                         | #1  | Clinch   |                           |              |         | Bolt        |                   |            | Clinch                         |   |                 |               |
| Clip                           | #2  | Clinch (Master only)                                   |                           | Bolt         | Clinch  | Bolt        |                   | None       |                                | Bolt  |                 |               |
| Type                           | #3  | Clinch (Master only)                                   |                           | Bolt         | Clinch  | None        |                   |            |                                |   | Bolt            |               |
|                                | #4  | Clinch   |                           |              |         | Bolt        |                   |            | Clinch                         |   |                 |               |
| Spring covers                  | Metal - DMAS  |  |                           |              | None    |             |                   |            |                                |   |                 |               |

\* - Available at extra cost. \*\* - 550#/" up to 2800#; 1040#/" full spring contact.

10-15-37, 1-21-38 - Taxicab and School Bus added.

## SUSPENSION



| REAR SPRING MOUNTING   |                           |   |                  |                       |                          |                              |          |                     |         |                        |
|------------------------|---------------------------|---|------------------|-----------------------|--------------------------|------------------------------|----------|---------------------|---------|------------------------|
| ITEM                   | PASSENGER CARS            |   |                  |                       | TRUCKS                   |                              |          |                     |         |                        |
|                        | MASTER DELUXE             |   | MASTER           |                       | TAXICAB                  |                              | HALF TON | 3/4 TON             | ONE TON | 1-1/2 TON & SCHOOL BUS |
| Front eye type         | Overhung-single wrapped   |   |                  |                       |                          |                              |          |                     |         |                        |
| Rear eye type          | Underslung-Single wrapped |   |                  |                       | Overhung, single wrapped |                              |          |                     |         |                        |
| Shackle                | Location                  | At rear.  |                  |                       |                          |                              |          |                     |         |                        |
|                        | Type                      | Threaded H  |                  |                       |                          | Clevis, bronze bushed        |          |                     |         |                        |
| Shackle pins           | Material                  | Carbon steel, file hard case                              |                  |                       |                          |                              |          |                     |         |                        |
|                        | Diameter                  | .619" P.D., 11 threads per inch<br>Threads-Cadmium plated |                  |                       |                          | .875"                        |          |                     |         |                        |
| Eye bolt or pin        | Material                  | Carbon Steel, hardened                                    |                  |                       |                          | Carbon steel, file hard case |          |                     |         |                        |
|                        | Diameter                  | .502"   |                  | .683"                 |                          | .875"                        |          |                     |         |                        |
| Front bushing          | Type                      | Plain   |                  |                       |                          | Screws into hanger           |          | Plain               |         |                        |
|                        | Material                  | Rubber and steel  |                  | Bronze                |                          | Carbon steel                 |          |                     |         |                        |
|                        | Size                      | .505" min.I.D. x 2.405"                                   |                  | .687" I.D. x 1-11/16" |                          | .878" I.D. x 1.990"          |          | .878" I.D. x 2.490" |         |                        |
|                        | Housing                   | Stl.1-5/32" O.D. x 2"                                     |                  |                       |                          | None                         |          |                     |         |                        |
| Rear bushing           | Type                      | Rubber bushed   |                  |                       |                          | Metal-plain                  |          |                     |         |                        |
|                        | Material                  | Carbon Steel, file hard case                              |                  |                       |                          | Carbon steel                 |          |                     |         |                        |
| Spring-axle attachment | Size                      | .630" P.D., 11 threads x 1-3/4"                           |                  |                       |                          | .878" I.D. x 1.990"          |          | .878" I.D. x 2.490" |         |                        |
|                        | Type                      | Threaded for shackle pin                                  |                  |                       |                          | Plain                        |          |                     |         |                        |
| Spring U-bolt          | Material                  | Carbon steel, hardened                                    |                  |                       |                          | Carbon steel                 |          |                     |         |                        |
|                        | Diameter                  | 1/2"  |                  |                       |                          | 5/8"                         |          |                     |         |                        |
| Spring bumper          | Rubber on frame           |   | Rubber on spring |                       | Rubber on frame          |                              |          |                     |         |                        |
| Spring mounting        | Parallel                  |   | 8°-4' inc. angle |                       | Parallel                 |                              |          |                     |         |                        |
| Spring centers         | 44-11/16"                 |   | 42-25/64"        |                       | 42-1/2"                  |                              | 42"      |                     |         |                        |

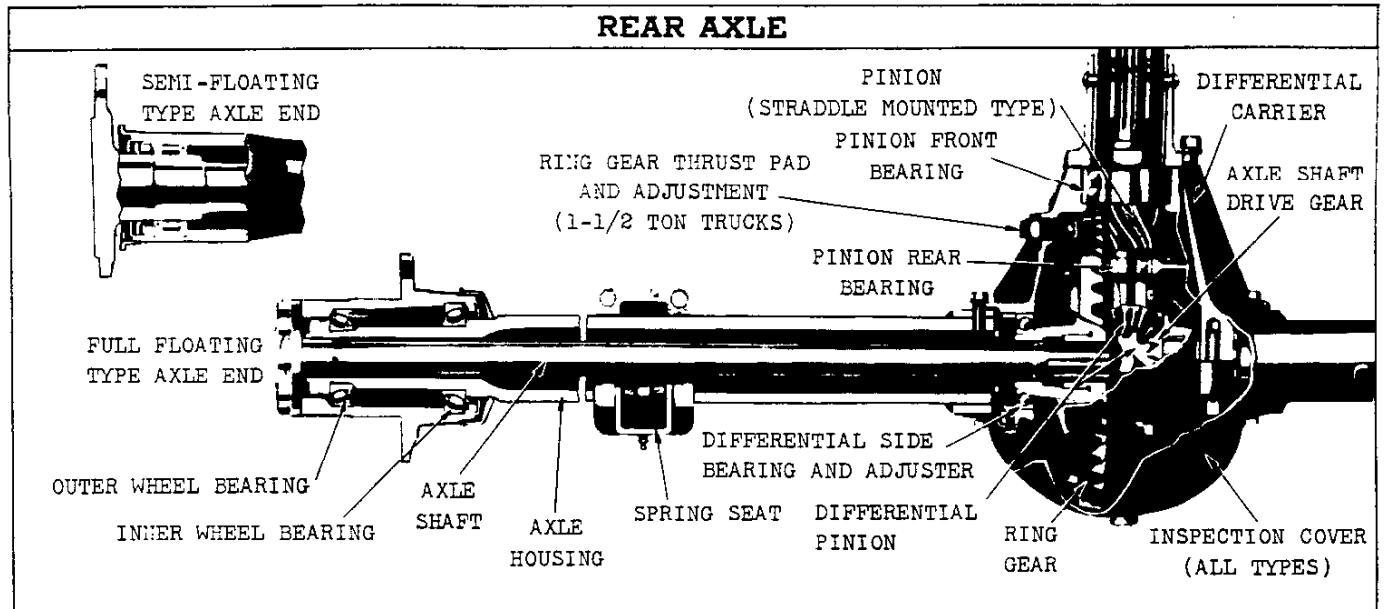
\* - 2 U-bolts to cap and offset metal seat around housing on the Taxicab.

| SHOCK ABSORBERS AND RIDE STABILIZER |                |                  |        |               |         |     |          |                                    |         |                        |     |      |  |  |
|-------------------------------------|----------------|------------------|--------|---------------|---------|-----|----------|------------------------------------|---------|------------------------|-----|------|--|--|
| ITEM                                | PASSENGER CARS |                  |        |               |         |     | TRUCKS   |                                    |         |                        |     |      |  |  |
|                                     | MASTER DELUXE  |                  | MASTER |               | TAXICAB |     | HALF TON | 3/4 TON                            | ONE TON | 1-1/2 TON & SCHOOL BUS |     |      |  |  |
| Shock Absorbers                     | Make           | Delco-Hydraulic  |        |               |         |     |          |                                    |         |                        |     |      |  |  |
|                                     | Type           | Double acting ** |        | Single acting |         |     |          |                                    |         |                        |     |      |  |  |
|                                     | Valve Code No. | 1BX(bumper)      | 2BE    | 5G            |         | 3BE | 4CG      | 3CG                                | 4CG     | 3CG                    | 4CG | None |  |  |
|                                     | Piston dia.    | 1-1/2"           |        | 1-1/4"        |         |     | 1-1/2"   |                                    |         |                        |     |      |  |  |
|                                     | Type           | None             |        |               |         |     |          | Torsion Bar                        |         | None                   |     |      |  |  |
| Ride Stabilizer                     | Mounting       | None             |        |               |         |     |          | Bolted to rear shock absorber arms |         | None                   |     |      |  |  |
|                                     | Material       |                  |        |               |         |     |          | H.R. Steel, hardened               |         |                        |     |      |  |  |

\*\* - See Knee-Action page 27.

10-15-37, 1-21-38 - Taxicab and School Bus added.

## SUSPENSION

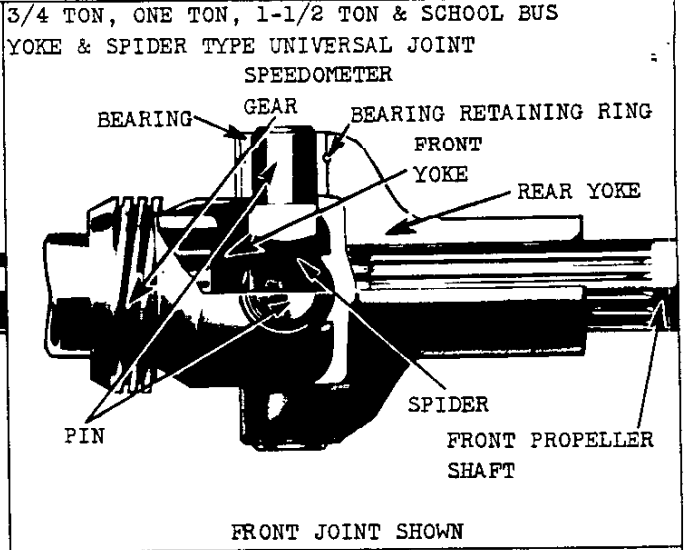
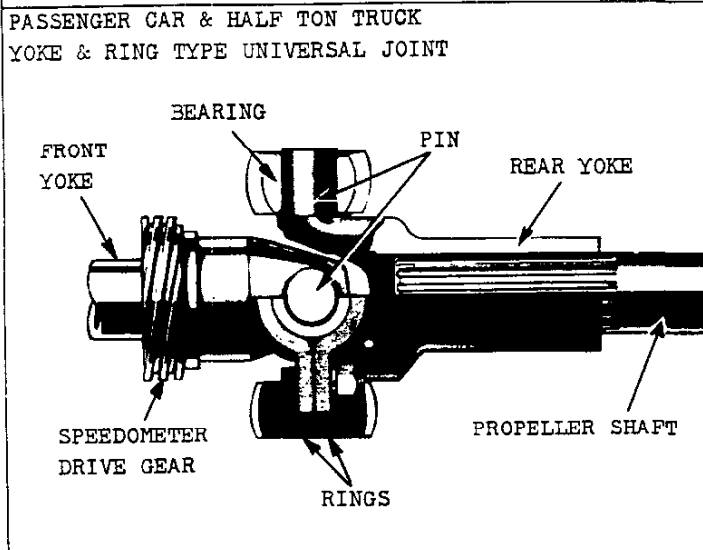


| ITEM                               | PASSENGER CARS  |  |          |              | TRUCKS       |             |  |                                      |  |             |            |
|------------------------------------|---|--|----------|--------------|--------------|-------------|--|--------------------------------------|--|-------------|------------|
|                                    | MASTER DELUXE   | MASTER   | TAXI-CAB | HALF TON     |              |             |  | 3/4 & ONE TON                        |  | **1-1/2 TON | SCHOOL BUS |
|                                    |   |  |          | 3 SPD. REG.  | TRANS. OPT.  | 4 SPD. REG. | TRANS. OPT.                            | 3 SPD. TRANS.                        | 4 SPD. TRANS.                            |             |            |
| Type                               | Semi-floating   |  |          |              |              |             |  |                                      | Full-floating                            |             |            |
| Gross rating                       | 3000#   |  |          | 3300#        |              |             |  | 3900#                                |  | 10,300#     |            |
| Housing type                       | Pressed steel banjo. Formed in two longitudinal pieces which are welded together along the seams. |  |          |              |              |             | Banjo. From 1 piece welded steel tube. |                                      | Banjo. From 1 piece seamless steel tube. |             |            |
| Final gears                        | Type  | Spiral hypoid  |          |              | Spiral bevel |             |  |                                      |  |             |            |
|                                    | Ratio   | 4.222  | 3.727    | 4.111        | 3.818        | 4.111       | 3.818                                  | 4.111                                | 5.428                                    | 6.166       |            |
|                                    | Teeth   | 38-9   | 41-11    | 37-9         | 42-11        | 37-9        | 42-11                                  | 37-9                                 | 38-7                                     | 37-6        |            |
| Gear back-lash                     | .005"-.007"   |  |          | .006"-.010"  |              |             |  |                                      |  |             |            |
| P<br>I<br>N<br>I<br>O<br>N         | Mounting  | Overhung   |          |              |              |             |  |                                      |  | Straddle    |            |
|                                    | Adjustment  | Shims and tapered collar                             |          |              |              |             |  |                                      |  | None        |            |
|                                    | Front brg.  | N.D. 905206  |          |              |              |             |  |                                      |  | N.D. 905309 |            |
|                                    | Rear brg.   | Hyatt 125630   |          |              |              |             |  |                                      |  | N.D. 901305 |            |
| N Thrust                           | Against front pinion bearing  |  |          |              |              |             |  |                                      |  |             |            |
| Diff. type                         | Two pinion  |  |          |              |              |             |  |                                      | Four pinion                              |             |            |
| Diff. side brg.                    | Hyatt 127861  |  |          | N.D. 902100  |              |             |  | N.D. 954186                          |  |             |            |
| Wheel bearing                      | Hyatt 111103  |  |          | Hyatt 111104 |              |             |  | Inner-Hy. 144527<br>Outer-Hy. 144525 |  |             |            |
| Axle Shaft                         | Type  | Drive flange at wheel end forged integral with shaft |          |              |              |             |  |                                      |  |             |            |
|                                    | Min.Dia.  | 63/64"   |          |              | 1-1/16"      |             |  |                                      | 1-7/16"                                  |             |            |
| Drive torque                       | Through torque tube   |  |          |              |              |             |  |                                      |  |             |            |
| Total @ gear reductions            | 1st.  | 12.407   | 10.966   | 12.083       | 11.225       | 29.706      | 27.589                                 | 12.083                               | 29.706                                   | 39.222      | 44.556     |
|                                    | 2nd.  | 7.089  | 6.266    | 6.905        | 6.414        | 14.298      | 13.279                                 | 6.905                                | 14.298                                   | 18.879      | 21.445     |
|                                    | 3rd.  | 4.222  | 3.727    | 4.111        | 3.818        | 7.034       | 6.533                                  | 4.111                                | 7.034                                    | 9.287       | 10.540     |
|                                    | 4th.  |  |          |              |              | 4.111       | 3.818                                  | None                                 | 4.111                                    | 5.428       | 6.166      |
|                                    | Reverse   | 12.407   | 10.966   | 12.083       | 11.225       | 29.385      | 27.291                                 | 12.083                               | 29.385                                   | 38.799      | 44.085     |
| Total@@ axle shaft torque (ft.lb.) | 1st.  | 1792   | 1585     | 1745         | 1621         | 2061*       | 2061*                                  | 1745                                 | 2061*                                    | 5665        | 6435       |
|                                    | 2nd.  | 1023   | 905      | 998          | 928          | 2061*       | 1915                                   | 998                                  | 2061*                                    | 2725        | 3098       |
|                                    | 3rd.  | 610  | 538      | 505          | 552          | 1015        | 944                                    | 595                                  | 1015                                     | 1341        | 1522       |
|                                    | 4th.  | None   |          |              |              | 595         | 552                                    | None                                 | 595                                      | 784         | 890        |
|                                    | Reverse   | 1792   | 1585     | 1745         | 1621         | 2061*       | 2061*                                  | 1745                                 | 2061*                                    | 5606        | 6370       |

@ - R.A. ratio x trans.ratio. @@ - Total gear reduction x max.engine torque x 85%. \* - Maximum.  
 \*\* - Rear Axle with 3.166 gear ratio is optional; data listed under School Bus.  
 10-15-37, 1-21-38 - Taxicab and School Bus added.

## REAR DRIVE SYSTEM

## UNIVERSAL JOINTS AND PROPELLER SHAFTS



| ITEM                 | PASSENGER CARS           |  |                              |                           | TRUCKS                          |                                    |                         |               |            |           |  |
|----------------------|--------------------------|--|------------------------------|---------------------------|---------------------------------|------------------------------------|-------------------------|---------------|------------|-----------|--|
|                      | MASTER DELUXE            | MASTER                                       | TAXI                         | HALF TON                  | 3/4 TON                         | ONE TON                            | 1-1/2 TON               |               | SCHOOL BUS |           |  |
|                      |                          |  |                              |                           |                                 |                                    | 131-1/2"                | 157"          |            |           |  |
| UNIVERSAL JOINTS     | Type                     | Yoke and ring                                |                              |                           |                                 | Yoke and spider                    |                         |               |            |           |  |
|                      | Number                   | One  |                              | Two                       | One                             | Two                                |                         |               | Three      |           |  |
|                      | Location of joints       | Front  | Transmission                 |                           |                                 |                                    |                         |               |            |           |  |
|                      |                          | Center                                       | None                         |                           |                                 |                                    |                         |               |            |           |  |
|                      | Rear                     | None   | Aux. cross member            | None                      | 2nd cross member                | 3rd cross member                   | 4th cross member        |               |            |           |  |
|                      |                          |  |                              |                           |                                 |                                    |                         |               |            |           |  |
|                      | Yoke material            | Drop forged steel, hardened                  |                              |                           |                                 |                                    |                         |               |            |           |  |
|                      | Pin diameter             | .6865"-.6875"                                |                              |                           |                                 | .716"-.717"                        |                         |               |            |           |  |
|                      | Bearing                  | Mat'l.                                       | Carbon steel, file hard case |                           |                                 |                                    |                         |               |            |           |  |
|                      |                          | Number                                       | Four                         |                           |                                 |                                    |                         |               |            |           |  |
| Size                 |                          | .6895"-.6915" I.D. x 5/8" long               |                              |                           |                                 | .718"-.719" I.D. x 7/8"-.728" long |                         |               |            |           |  |
| Centers              | 2-3/4"                   |  |                              |                           | 2-15/16"                        |                                    |                         |               |            |           |  |
|                      |                          |  |                              |                           |                                 |                                    |                         |               |            |           |  |
| Ball centers         | Front                    | None   | 14-3/4"                      | None                      | 10-1/4"                         | 24.425"                            | 49.861"                 | 49-29/32"     |            |           |  |
|                      | Center                   | None   |                              |                           |                                 |                                    |                         |               |            | 43-55/64" |  |
| SPEEDOMETER GEARS    | Material                 | Carb.stl.file hard surface                   |                              | Moly.steel case hard.     | Carbon steel, file hard surface |                                    |                         |               |            |           |  |
|                      | Pitch                    | 30   | 22                           | 20                        | 18.629                          | 22                                 | 22-Drive, 22.403-Driven |               |            |           |  |
|                      | Teeth                    | Drive  | 6                            | 5                         | 4                               |                                    | 5                       | 4             | 4          |           |  |
|                      |                          | Driven                                       | 19                           | 14                        | 12                              |                                    | 13                      | 13            | 15         |           |  |
| Driven gear mounting | Peened on shaft          |  | Pinned to shaft              | Peened on shaft           |                                 |                                    |                         |               |            |           |  |
| PROPELLER SHAFTS     | Type                     | Tubular                                      |                              | Solid front, tubular rear | Tubular                         | Solid front, tubular rear          | All-Solid               |               |            |           |  |
|                      | Number                   | One  |                              | Two                       | One                             | Two                                |                         | Three         |            |           |  |
| LENGTH               | O.D.                     | Front  | None                         | .960"-.970"               | None                            | 1.274"-1.284"                      |                         | 1.283"-1.284" |            |           |  |
|                      |                          | Center                                       | None                         |                           |                                 |                                    |                         |               |            |           |  |
|                      | Rear                     | 1.690"-1.700" x .094" ± .002" wall thickness |                              |                           |                                 | 1.283"-1.284"                      |                         |               |            |           |  |
| Type of ends         | 10 Splines (See splines) |  |                              |                           |                                 |                                    |                         |               |            |           |  |
| REAR                 | Length                   | Front  | None                         | 12-41-64"                 | None                            | 8-11/16"                           | 22-7/8"                 | 48-17/64"     |            |           |  |
|                      |                          | Center                                       | None                         |                           |                                 |                                    |                         |               |            |           |  |
|                      | Rear                     | 59-1/4"                                      |                              | 58-29/64"                 |                                 |                                    | 53-11/64"               |               |            |           |  |

\* - Specifications listed for regular equipment.

10-15-37, 1-21-38 - Taxicab and School Bus added.

### REAR DRIVE SYSTEM

# CHEVROLET 1938 SPECIFICATIONS

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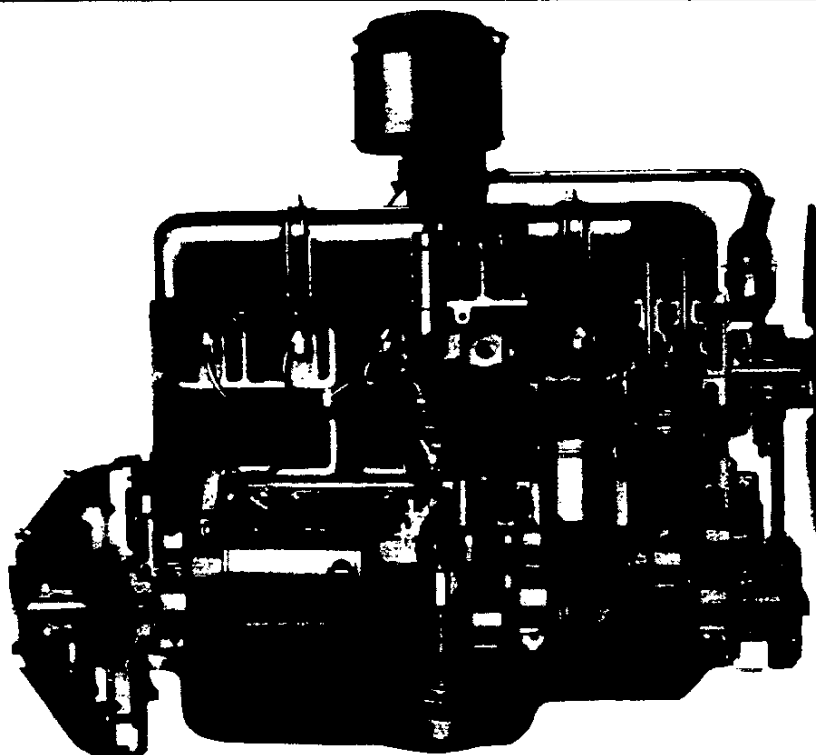
| BRAKES                        |  |  |  |                   |                |               |  |
|-------------------------------|--|--|--|-------------------|----------------|---------------|--|
| ITEM                          | PASSENGER  |  | TRUCKS   |                   |                |               |  |
|                               | CARS   | HALF TON   | 3/4 TON  | ONE TON           | SCHOOL BUS     | 1-1/2 TON     |  |
| Service brake type            | Hydraulic, 4 wheel, internal expanding, double articulated shoe  |  |  |                   |                |               |  |
| Hand brake type               | Cut-in system on two rear service brakes actuated mechanically and entirely separate from hydraulic system. Pull rods and cables operate two shoes in each brake through toggle linkage. |  |  |                   |                |               |  |
| Brake drum                    | Type   | Composite (Cast iron rim with cooling ribs, pressed steel web) |  |                   |                | Pressed steel |  |
|                               | Dia-meter  | Front  | 11"  |                   | 14"            |               |  |
|                               |  | Rear   | 11"  | 14"               | 16"            |               |  |
| Brake lining                  | Material   | Full-moulded   |  |                   |                | Semi-moulded  |  |
|                               | Width  | Front  | 1-3/4"   |                   |                | 2"            |  |
|                               |  | Rear   | 1-3/4"   | 2"                |                | 3"            |  |
|                               | Thick-ness   | Front  | .187"-.194"  |                   | .272"-.275"    | .243"-.250"   |  |
|                               |  | Rear   | .187"-.194"  | .265"-.272"       | .272"-.275"    | .243"-.250"   |  |
|                               | Clear-ance   | Front  | Adjust to slight drag. Back off 4 notches          |                   |                |               |  |
| Rear                          |  | Adjust to slight drag<br>Back off 4 notches                    | Adjust to slight drag<br>Back off 2/3 screw turn   |                   |                |               |  |
| Lining area (total effective) | Service brake  | 158-1/4 sq.in.   |  | 194-1/2 sq.in.    | 330-1/4 sq.in. |               |  |
|                               | Hand brake   | 79-1/8 sq.in.  |  | 115-3/8 sq.in.    | 214-3/4 sq.in. |               |  |
| Braking pressure              | Front  | 52-1/2%  |  | 45-1/4%           | 37-1/4%        | 41%           |  |
|                               | Rear   | 47-1/2%  |  | 54-3/4%           | 62-3/4%        | 59%           |  |
| Braking ratio                 | Pedal  | 4.78:1   | 5.15:1   | 5.25:1            |                |               |  |
|                               | Hydraulic  | 11.89:1  |  | 7.61:1            | 8.84:1         | 10.82:1       |  |
|                               | Av. overall (pedal to brake)   | 56.8:1   | 61.3:1   | 40.0:1            | 46.4:1         | 57.1:1        |  |
|                               |  | 6-11/32"   |  | 6-1/2"            | 7-3/4"         |               |  |
| Foot pedal                    | Travel   | 6-11/32"   |  | 6-1/2"            | 7-3/4"         |               |  |
|                               | Mounting   | With main cylinder to frame                                    | With main cylinder to trans. case & clutch housing | On clutch housing |                |               |  |
|                               | Pads, rubber   | Master Deluxe, Master Cabriolet & Taxicab only                 |  |                   |                |               |  |
| Hand brake lever mounting     | To frame   | To transmission  |  |                   |                |               |  |

| BRAKES HYDRAULIC DATA       |  |          |         |         |            |           |
|-----------------------------|--|----------|---------|---------|------------|-----------|
| ITEM                        | PASSENGER  |          | TRUCKS  |         |            |           |
|                             | CARS   | HALF TON | 3/4 TON | ONE TON | SCHOOL BUS | 1-1/2 TON |
| Wheel cylinder              | Diameter   | Front    | 1-1/4"  |         |            |           |
|                             |  | Rear     | 1-3/16" | 1-3/8"  | 1-5/8"     | 1-1/2"    |
|                             | Piston travel for full pedal stroke  | .110"    | .130"   | .125"   |            |           |
| Main cylinder               | Diameter   | 1"       |         | 1-1/4"  |            |           |
|                             | Piston travel for full pedal stroke  | 1-5/16"  | 1.27"   | .993"   | 1.225"     |           |
| Brake system fluid capacity | 3/4 pint approximately   |          |         |         |            |           |
| Brake fluid recommended     | Delco #5 for temperatures above zero to 10° below zero<br>Delco #4 for temperatures above zero to 20° below zero<br>Delco #3 for temperatures from 30° above zero to 30° below zero<br>Delco #1 for temperatures consistently below 10° below zero |          |         |         |            |           |

10-15-37, 1-21-38 - Data revised. Taxicab & School Bus added.

## BRAKES

## ENGINE GENERAL DATA



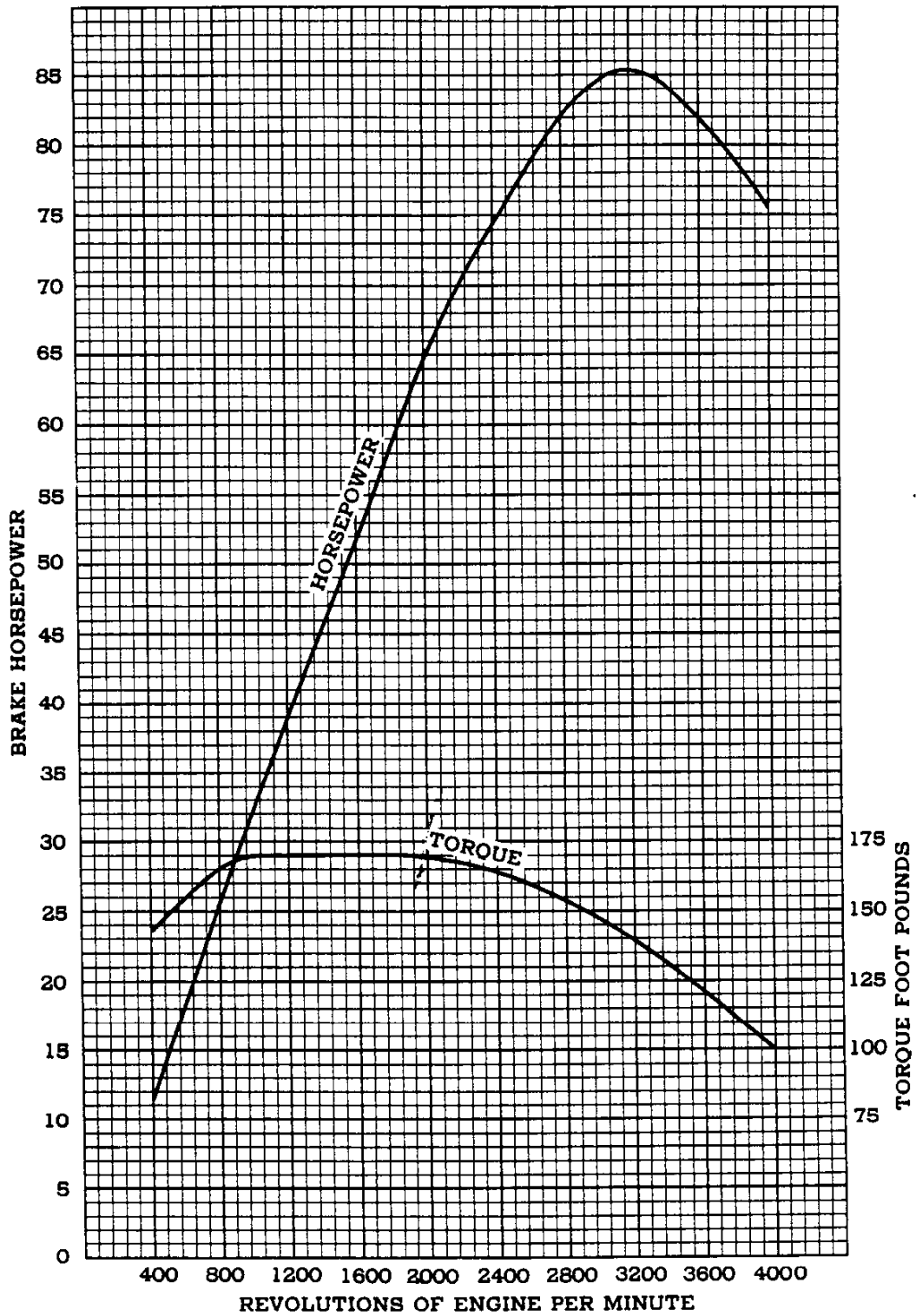
| ITEM                            | PASSENGER CARS                 |         |          | TRUCKS         |         |         |                           |       |            |       |
|---------------------------------|--------------------------------|---------|----------|----------------|---------|---------|---------------------------|-------|------------|-------|
|                                 | MASTER DELUXE                  | MASTER  | TAXI-CAB | HALF TON       | 3/4 TON | ONE TON | 1-1/2 TON<br>+ S.W. +D.W. |       | SCHOOL BUS |       |
| Type                            | Valve-in-head                  |         |          |                |         |         |                           |       |            |       |
| Cylinders                       | Six in line-Cast en bloc       |         |          |                |         |         |                           |       |            |       |
| Bore x Stroke                   | 3-1/2" x 3-3/4"                |         |          |                |         |         |                           |       |            |       |
| Compression ratio               | 6.25:1                         |         |          |                |         |         |                           |       |            |       |
| Horse-power                     | Taxable H.P. 29.4              |         |          |                |         |         |                           |       |            |       |
|                                 | Max. B.H.P. 85 at 3200 RPM     |         |          | 78 at 3200 RPM |         |         |                           |       |            |       |
|                                 | Max. B.H.P./cu.in. disp.* .393 |         |          | .360           |         |         |                           |       |            |       |
| Torque                          | Maximum * 170 ft.lbs.          |         |          |                |         |         |                           |       |            |       |
|                                 | RPM at Max. torque * 900-2000  |         |          | 850-1550       |         |         |                           |       |            |       |
| Engine Maximum speeds           | No governor                    |         |          | 4000 RPM       |         |         |                           |       |            |       |
| Max. B.M.E.P.*                  | 116 lbs./sq.in. at 1550 RPM    |         |          |                |         |         |                           |       |            |       |
| Piston displacement             | Total 216.5 cu.in.             |         |          |                |         |         |                           |       |            |       |
| place-ment                      | P.D./ton mile (cu.ft.)         | 113.27@ | 102.2@   | - - -          | 87.4    | 71.6    | 58.1                      | 56.0  | 47         | - - - |
|                                 | P.D./car mile (cu.ft.)         | 197.4@  | 174.3@   | - - -          | 192.2   | 186.3   | 168.6                     | 212.6 | 218.8      | - - - |
|                                 | Gross wgt. for computation     | 3485#@  | 3410#@   | - - -          | 4400#   | 5200#   | 5800#                     | 7600# | 9300#      | - - - |
|                                 | Car wgt./cu.in. disp. X        | 13.46#  | 13.12#   | - - -          | - - -   | - - -   | - - -                     | - - - | - - -      | - - - |
| Engine RPM/mile per hour        | 52.5                           | 46.33   | 51.11    | 49.60          | 44.82   | 56.55   | 58.17                     | 64.23 |            |       |
| Engine revs./mile in high       | 3150                           | 2780    | 3067     | 2976           | 2689    | 3393    | 3490                      | 3854  |            |       |
| Piston travel in high, ft./mile | 1969                           | 1737    | 1917     | 1860           | 1681    | 2121Y   | 2181Y                     | 24C9  |            |       |
| Weight (dry)                    | Engine complete                |         | 546.5#   | 554#           | 562.25# |         |                           |       |            |       |
|                                 | Power plant complete**         |         | 590#     | 600.5#         | 608.75# | 654#    |                           |       |            |       |

\* - Engine tests are made on the dynamometer less accessories at 60° F according to SAE standard tests.  
 X - Sedan shipping weight. Y - With 5.428 rear axle gear ratio. @ - Passenger car weights are based on Sedan curb weights plus 450# for passengers. +S:W. - Regular single wheels. D.W. - Regular dual wheels.  
 \*\* - Power plant weight includes engine, clutch and complete transmission.

10-15-37, 1-21-38 - Taxicab and School Bus added.

### ENGINE

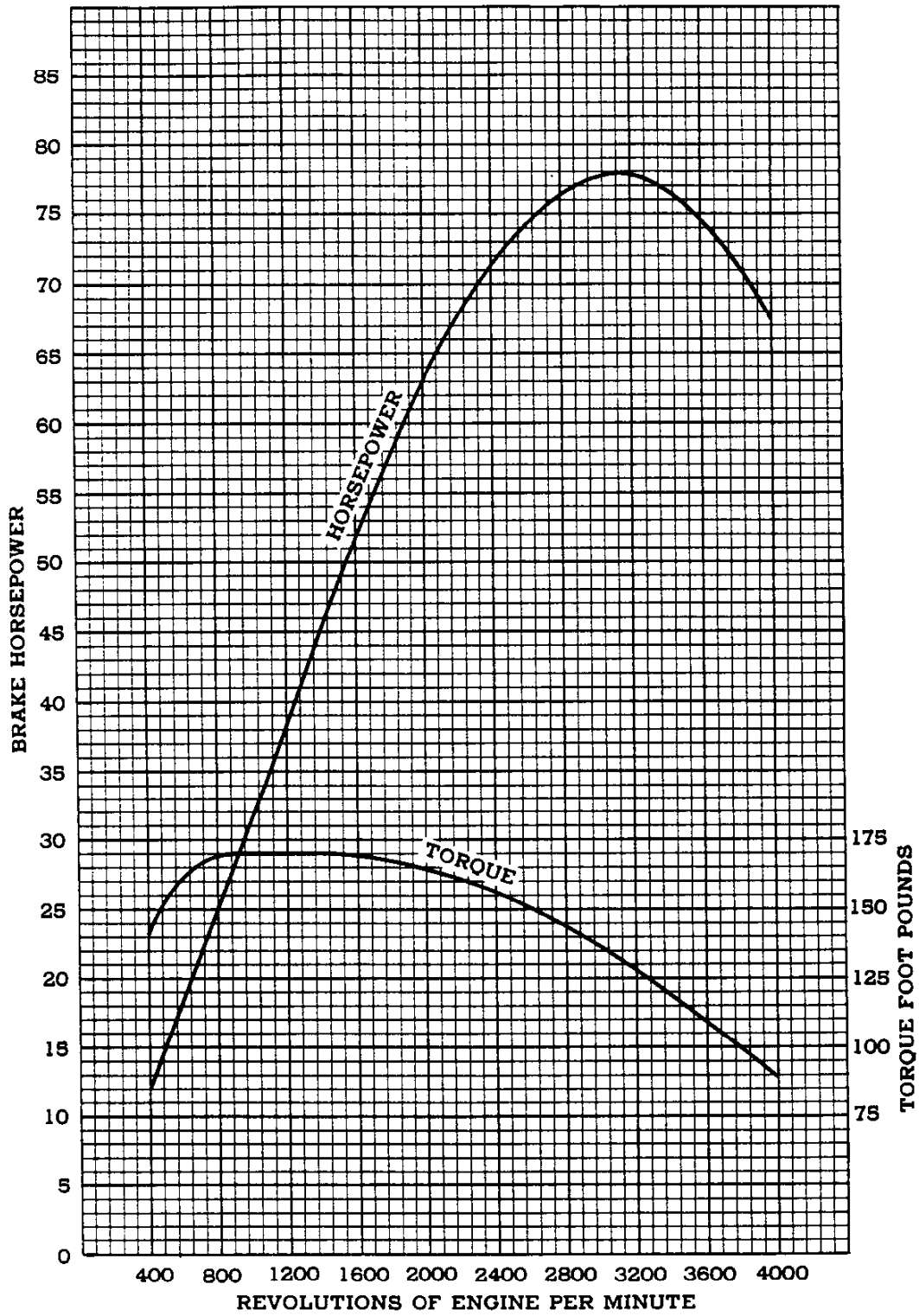
PASSENGER CAR POWER AND TORQUE



10-15-37

ENGINE

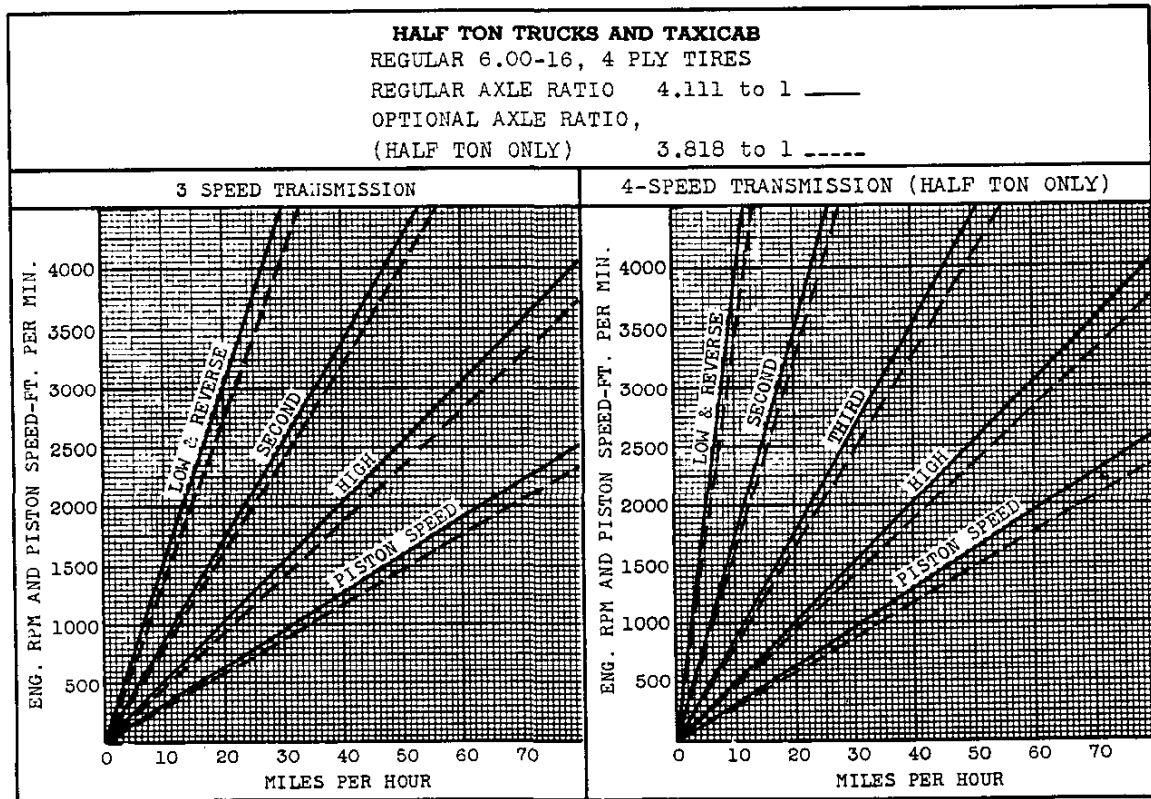
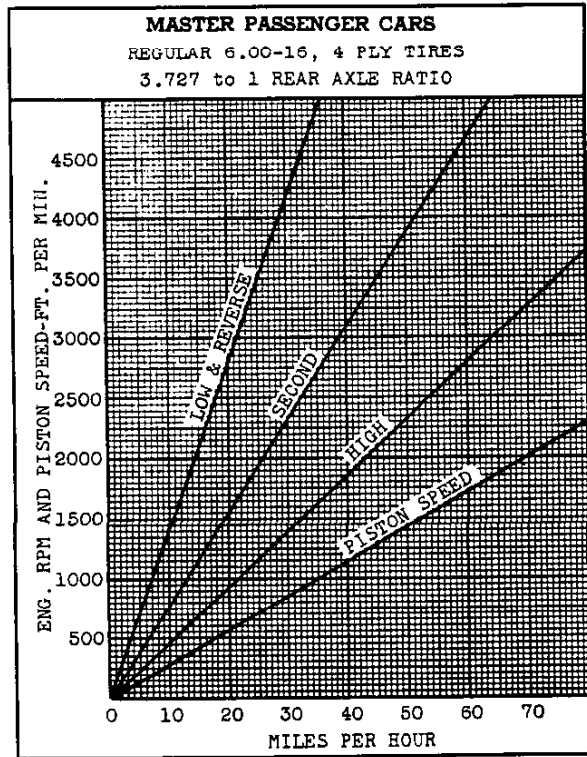
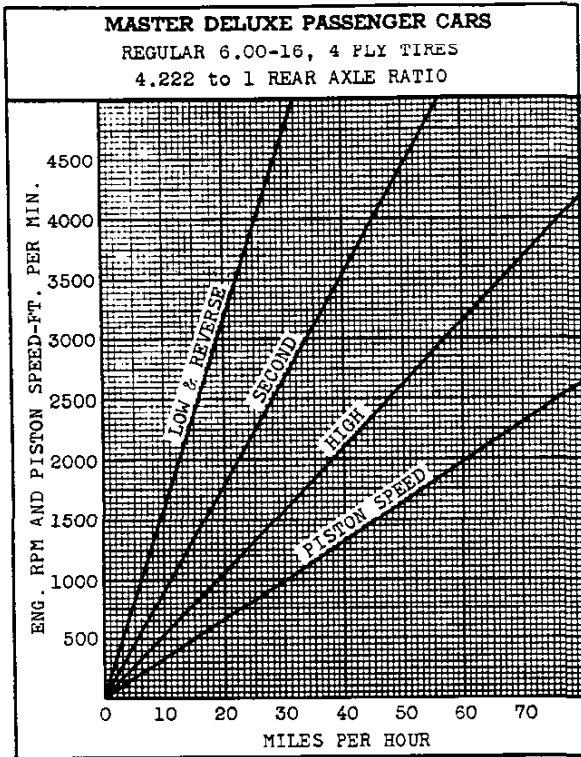
TRUCK POWER AND TORQUE



10-15-37

ENGINE

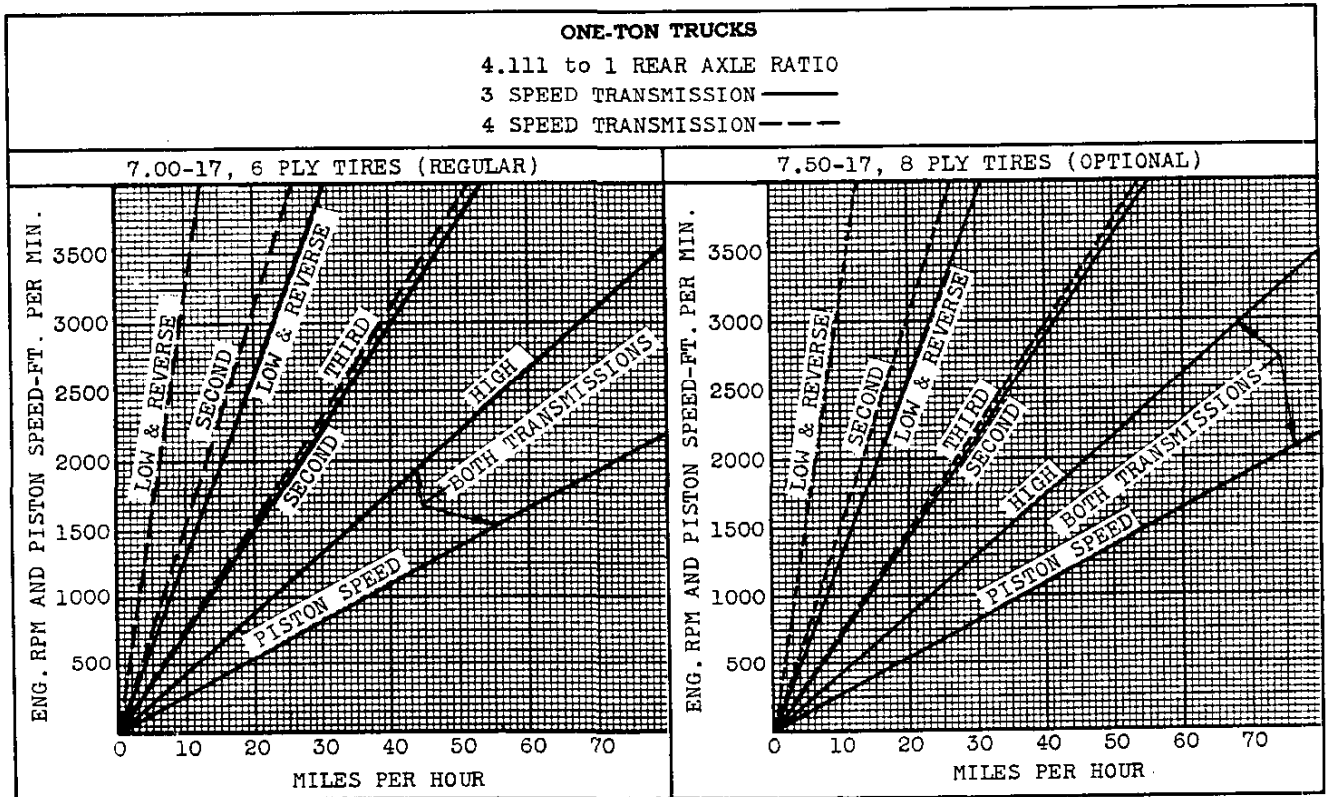
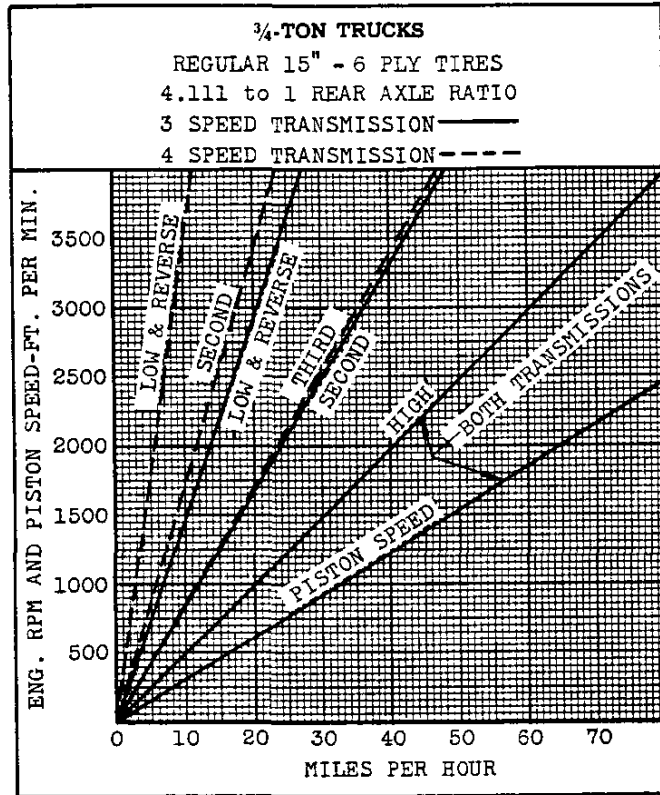
## ENGINE R.P.M. AND PISTON SPEED



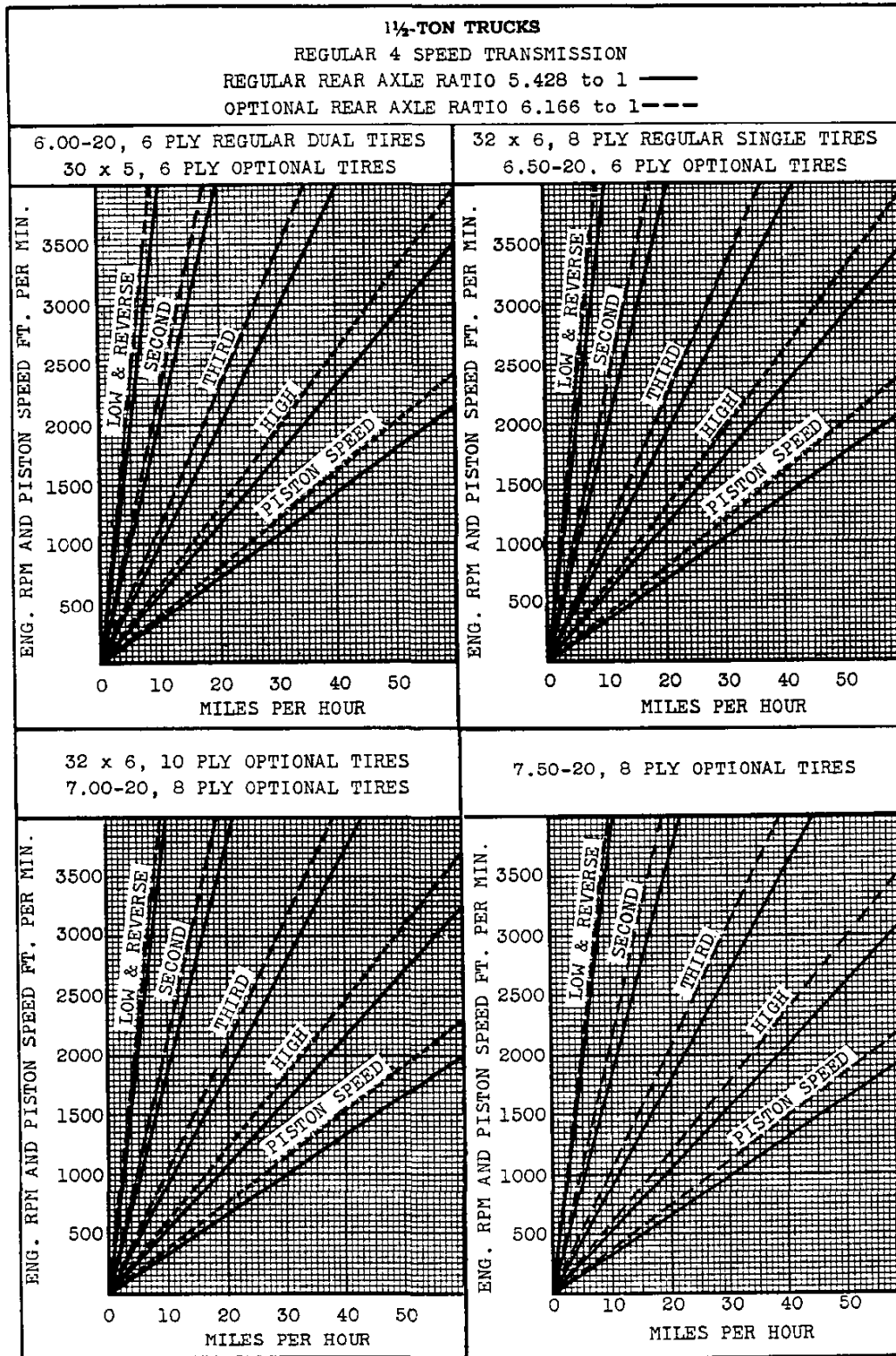
10-15-37 - 1-21-38 - Taxicab added.



## ENGINE R.P.M. AND PISTON SPEED—Continued



## ENGINE R.P.M. AND PISTON SPEED—Continued

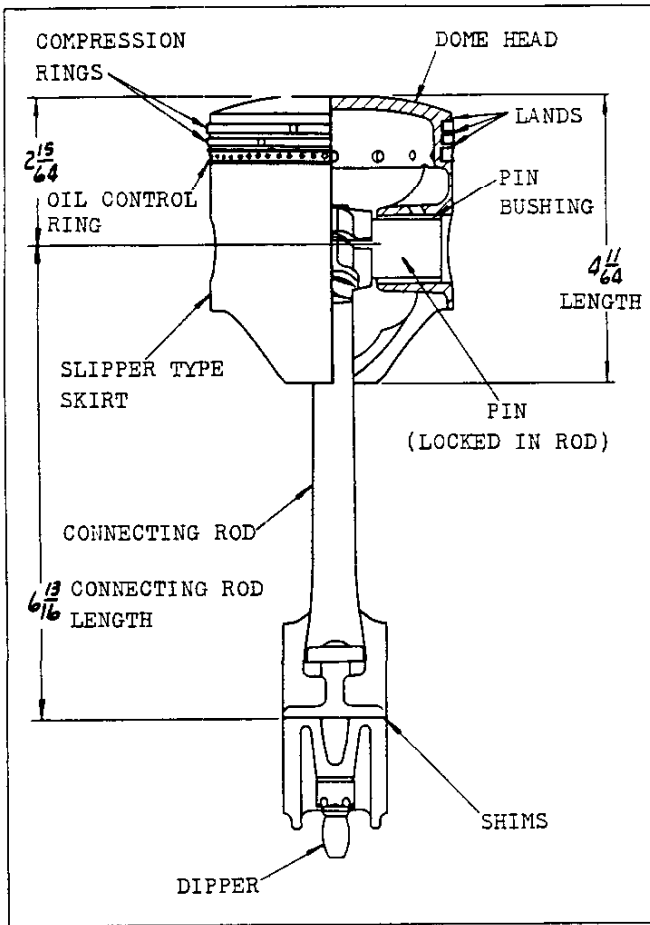


### SCHOOL BUS CHASSIS

Regular equipment includes 6.166 rear axle ratio and 32 x 6-8 ply tires (Dual Rear). Optional equipment - 32 x 6-10 ply tires (Dual Rear). See above charts for Engine R.P.M. and Piston Speed.

10-15-37, 1-21-38 - School Bus chassis added.

PISTONS



PISTONS

Type ..... Slipper skirt, dome head  
 Material ..... Cast iron tin plated  
 Dia. clearance at lands .... .0145"-.019" cold  
 Compression ring groove depth .... .150"-.162"  
 Dia. clearance at skirt .... .0015"-.003" cold  
 Oil ring groove depth ..... .173"-.183"  
 Oil ring groove holes ..... 14, 5/32" drill  
 Side wall thickness-Pass. .... .0347"-.0447"  
 -Truck ..... .040"-.050"  
 Head thickness ..... .161"-.171"  
 Pin bushings-type ..... Pressed in piston  
 -material ..... Bronze  
 -O.D. .... .983"-.984"  
 -length (each) ..... 15/16"  
 -finish ..... Diamond bore  
 -weight (each) ..... .050#  
 Piston wt. without bushings-Pass. .... 1.42#  
 -Truck ..... 1.56#  
 Weight of piston, bushings, rings, pin and conn.  
 rod upper end x 6 - Pass. .... 14.40#  
 - Truck ..... 15.24#

PISTON PINS

Diameter (chrome plated) ..... .8645" - .8650"  
 Length ..... 3.135"-3.165"  
 Taper limit in full length ..... .0002"  
 Weight (each) ..... .32#  
 Clearance in bushing ..... Slip fit

| PISTON RINGS             | COMPRESSION     | OIL CONTROL             |
|--------------------------|-----------------|-------------------------|
| Material                 | Cast iron       |                         |
| Type                     | Plain           | Drilled or slotted      |
| Number                   | 2               | 1                       |
| Arrangement              | Upper two rings | Under compression rings |
| Width                    | .1235"-.1240"   | .1860"-.1865"           |
| Wall thickness           | .155" max.      | .155" max.              |
| Gap clearance            | .005"-.015"     | .005"-.015"             |
| Ring clearance in groove | .0015"-.003"    | .002"-.0035"            |
| Weight (each)            | .05 lbs.        | .06 lbs.                |

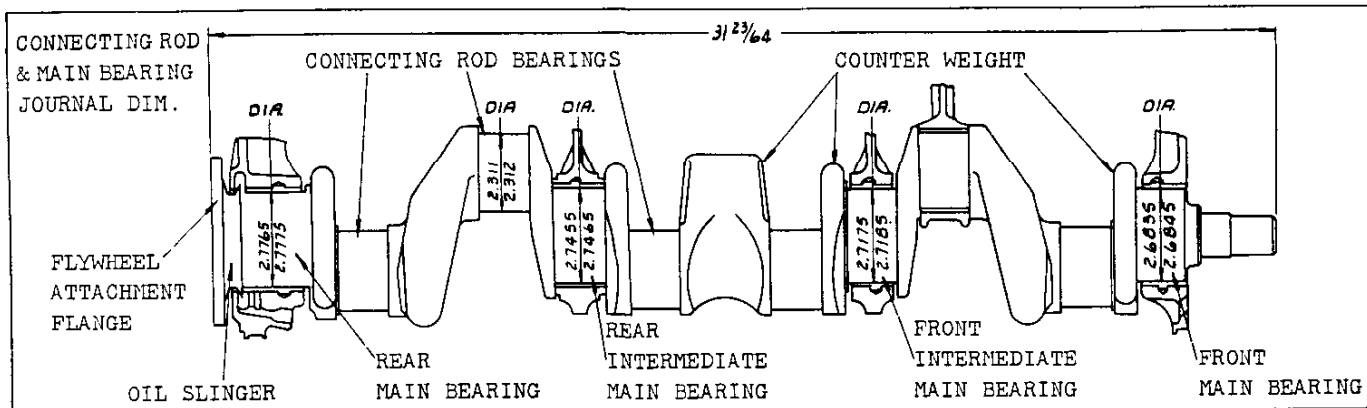
CONNECTING RODS

Type ..... Pin clamped in rod  
 Material ..... Drop forged steel  
 Crank pin diameter ..... 2.311"-2.312"  
 Crank pin length ..... 1.4985"-1.5015"  
 Width at piston pin ..... 1-1/8"  
 Lower end brg.-type ..... Centrifugally cast  
 -diameter ..... 2.3130"-2.3135"  
 -length ..... 1-5/16"  
 -material ..... Babbitt  
 -finish ..... Diamond bore  
 -clearance on dia. .... .001"-.0025"  
 Lower end bearing area-  
 Projected ..... 18.39 sq.in.  
 Circumferential ..... 57.7 sq.in.  
 Shims-type & material ..... Solid brass  
 Weight conn. rod assy. (each) ..... 1.77#  
 Upper end (each) ..... .4#  
 Lower end (each) ..... 1.37#  
 Total rotating weight (lower end x 6) .... 8.22#  
 Connecting rod assembly center of gravity from  
 wrist pin center ..... 5.273"  
 Connecting rod end play ..... .0065"-.0135"

10-15-37, 1-21-38 - Lower end bearing diameter revised.

ENGINE

## CRANKSHAFT



**CRANKSHAFT**

Type ..... 4 bearings, 7 counterweights

Material ..... Drop-forged steel

Weight ..... 68#

Offset ..... None

End play ..... .004"-.007"

Clearance between oil thrower groove in crankshaft and flange on cylinder block ..... .002"-.030"

Harmonic balancer type ..... Oscillating

Crankshaft pulley dia. .... 6-1/32"

**MAIN BEARINGS**

Number ..... 4

Type ..... Removable

Material ..... Steel-backed babbitt

Clearance ..... .002"-.004"

Thrust taken on ..... Rear intermediate bearing

Total effective bearing area:

    Projected ..... 13.41 sq.in.

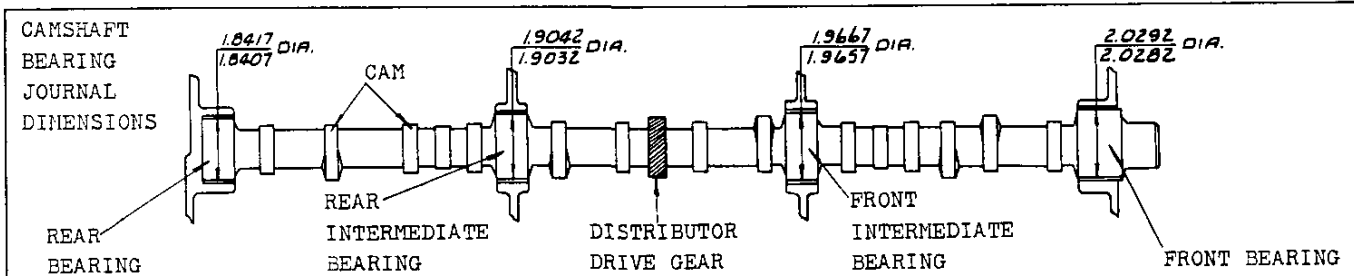
    Circumferential ..... 42.12 sq.in.

Shim-type ..... Solid

    -material ..... Alloy aluminum & brass

| MAIN BEARINGS    | FRONT           | FRONT INTERMEDIATE | REAR INTERMEDIATE | REAR            |
|------------------|-----------------|--------------------|-------------------|-----------------|
| Inside diameter  | 2.6865"-2.6875" | 2.7175"-2.7185"    | 2.7485"-2.7495"   | 2.7795"-2.7805" |
| Effective length | 1"              | 1"                 | 1"                | 1-11/32"        |
| Total length     | 1-3/16"         | 1-3/16"            | 1-7/16"           | 1-5/8"          |

## CAMSHAFT



**CAMSHAFT**

Material ..... Drop-forged steel

Drive type ..... Gear

Drive gear material .... Bakelite & fabric comp.

Crankshaft gear material ..... Steel

End play ..... Free - .003" max.

Camshaft ramp ..... .0111" inlet, .014" exh.

**CAMSHAFT BEARINGS**

Number ..... 4

Thrust taken on ..... Front bearing

Clearance on dia. .... .0015"-.0035"

Effective bearing area:

    Projected ..... 6.12 sq.in.

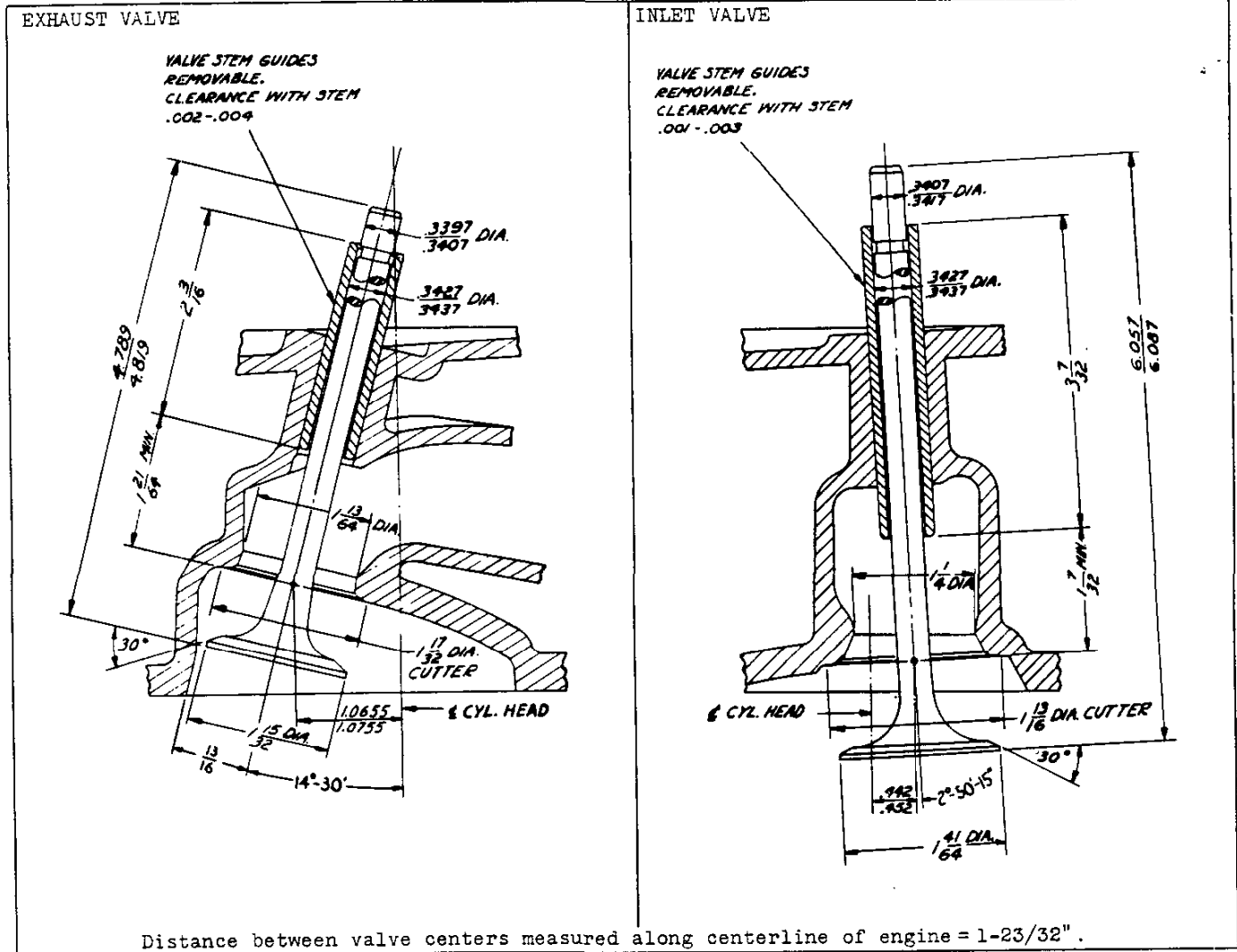
    Circumferential ..... 19.21 sq.in.

| CAMSHAFT BEARINGS | FRONT                | FRONT INTERMEDIATE | REAR INTERMEDIATE | REAR            |
|-------------------|----------------------|--------------------|-------------------|-----------------|
| Material          | Steel-backed babbitt |                    |                   |                 |
| Inside diameter   | 2.0307"-2.0317"      | 1.9682"-1.9692"    | 1.9057"-1.9067"   | 1.8432"-1.8442" |
| Effective length  | 1"                   | 13/16"             | 13/16"            | 13/16"          |
| Total length      | 1-1/8"               | 15/16"             | 15/16"            | 15/16"          |

10-15-37

## ENGINE

## VALVES



### VALVE DATA

Valve material ..... Extruded steel  
 Valve stem end style ..... Grooved for cup and cone  
 Valve lift-Exhaust ..... .3195"  
 -Inlet ..... .305"

### VALVE SPRING PRESSURE

Valve closed ..... 53#-59#  
 Valve open ..... 126#-134#

### VALVE SEAT

Material ..... Cast iron (cylinder head)  
 Cooling ..... Jets of water under pressure  
 Seat width in head -Exhaust ..... .069"- .093"  
 -Inlet ..... .035"- .060"

### VALVE ROCKER ARM

Ratio ..... 1.455 to 1  
 Bushing-Material ..... Cast bronze  
 -Opt. material ..... Steel-backed babbitt  
 -Diameter ..... .7925"- .7935"  
 -Length ..... 15/16"

### VALVE TAPPET

Type ..... Cylindrical  
 Material ..... Cast alloy iron  
 Outside diameter ..... .989"- .990"  
 Operating clearance -Exhaust ... .013"- .015" hot  
 -Inlet ..... .006"- .008" hot  
 Tappet lift-Exhaust ..... .2163"  
 -Inlet ..... .2062"

### CYLINDER HEAD

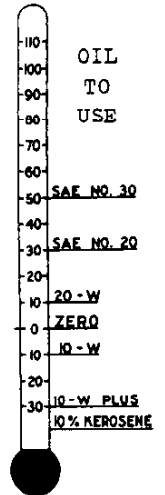
Type ..... Detachable Combustion chamber design ..... "Blue Flame"  
 Material ..... Cast alloy iron

10-15-37, 1-21-38 - Dimensions added to illustrations and valve spring pressures revised.

## LUBRICATION SYSTEM

Type ..... Pressure, pressure stream and splash.  
 MAIN BEARING lubrication ..... Direct pressure. Oil is pumped through drilled passages in cylinder case to main bearings.  
 CAMSHAFT BEARING lubrication ..... Direct pressure through passages from main brgs.  
 TIMING GEAR lubrication ..... Gravity feed from camshaft front bearing overflow.  
 CONN. ROD BRG. lubrication ..... By dippers at low speeds. By pressure streams at high.  
 CYLINDER BORE lubrication ..... Splash  
 PISTON PIN lubrication ..... Splash  
 VALVE MECHANISM lubrication ... Pressure.  
 Pipe from low pressure side of distributor carries oil to valve rocker arms, springs,

valve stems and push rod upper ends.  
 WATER PUMP lubrication ..... Permanently lubricated, sealed ball bearing.  
 Oil pump type ..... Gear  
 Oil pump drive ..... From camshaft  
 Normal oil pressure .... 13.5# @ 2621 RPM  
 Oil pressure relief valve opens at .... 75#  
 Oil cleaner type ..... Screen with by-pass on intake side of oil pump.  
 Oil drain type .... Plug in side of oil pan.  
 Crankcase ventilator type ..... Suction  
 Oil filler ..... Combined with ventilator  
 Oil screen area ..... 18.3 sq.in.  
 Oil level gauge type ..... Rod  
 Oil pan capacity (dry) ..... 5-1/2 quarts  
 Oil pan capacity (for refill) .... 5 quarts



## COOLING SYSTEM

| ITEM                    | PASSENGER CARS      |   | TRUCKS                      |                           | HEAVY DUTY CORE              |               |
|-------------------------|---------------------|---|-----------------------------|---------------------------|------------------------------|---------------|
|                         | MASTER DELUXE       | MASTER & TAXICAB  | HALF, 3/4 & ONE TON         | 1-1/2 TON & SCHOOL BUS    | 3/4, ONE, 1-1/2 & SCHOOL BUS |               |
| Cooling system capacity | 14 quarts           |   |                             |                           | 16                           |               |
| Radiator core           | Make and type       | Harrison, ribbed cellular   |                             |                           |                              |               |
|                         | Material            | All copper  |                             |                           |                              |               |
|                         | Size                | .222"x.556"x2"  | .25"x.556"x2"               | .25"x.560"x2"             | .20"x.560"x2"                | .20"x.560"x3" |
|                         | Exp. core area      | 368.5 sq.in.  |                             | 405 sq.in.                |                              |               |
|                         | Fan shroud          | None  |                             |                           | Yes                          |               |
| Radiator hose           | Type                | Conventional rubber. Outlet consists of two hose joined by steel tube.                          |                             |                           |                              |               |
|                         | Location            | Inlet   | From cylinder head to core  |                           |                              |               |
|                         |                     | Outlet  | From core to water pump     |                           |                              |               |
|                         | Size                | Inlet   | 1-1/4" I.D. x 5-5/8" long   | 1-1/4" I.D. x 6-1/4" long |                              |               |
| Outlet                  |                     | UPPERHOSE: 1-1/2" I.D. x 2-3/4". LOWERHOSE: 1-1/2" I.D. x 5".                                   |                             |                           |                              |               |
| Water thermostat        | Make and location   | Harrison - In cylinder head outlet.   |                             |                           |                              |               |
|                         | Type                | Bellows operating poppet valve  |                             |                           |                              |               |
|                         | Valve action        | Valve starts to open at 140°-145° F. and is fully open at 170° F., 29" Hg. barometric pressure. |                             |                           |                              |               |
| Engine fan              | Type                | Four staggered blades   |                             |                           |                              |               |
|                         | Diameter            | 15-3/4"   | 16-1/4"                     |                           |                              |               |
|                         | Fan pulley          | 28° V - 4-21/64" diameter   |                             |                           |                              |               |
|                         | Ratio to Eng. Speed | 1.393:1   |                             |                           |                              |               |
|                         | Core clearance      | 9/16"   |                             |                           |                              |               |
|                         | Fan belt            | Make  | Various                     |                           |                              |               |
|                         |                     | Material  | One piece vulcanized fabric |                           |                              |               |
| Size                    |                     | 11/16" max. width x 42-7/8" around outside  |                             |                           |                              |               |
| Water pump              | Type and drive      | Centrifugal - By fan belt   |                             |                           |                              |               |
|                         | Location            | On front of cylinder and case   |                             |                           |                              |               |
|                         | Capacity            | 47 gallons per minute @ 4000 engine RPM   |                             |                           |                              |               |
|                         | Impeller type       | Vane  |                             |                           |                              |               |
|                         | Bearing             | Type  | Double row ball, sealed     |                           |                              |               |
|                         |                     | O.D.  | 1.1806"-1.1811"             |                           |                              |               |
|                         |                     | Length  | 1-21/32"                    |                           |                              |               |
| Seal                    | Material            | Graphite impregnated bakelite and fabric composition  |                             |                           |                              |               |
|                         | Adj.                | Automatic - By spring tension   |                             |                           |                              |               |

10-16-37, 1-21-38 - Water Pump data revised. Taxicab and School Bus added.

## ENGINE

## FUEL SYSTEM

### FUEL PUMP

Make ..... AC  
 Model ..... AF  
 Type ..... Mechanical  
 Drive ..... From camshaft  
 Arm throw at camshaft ..... 1/4"  
 Inlet and outlet air dome ..... Yes  
 Fuel filter ..... Screw on dome

### AIR CLEANER

Make ..... AC  
 Type ..... Combined with silencer & flame arrester

### FUEL MIXTURE

Heated..... Yes. Passes through manifold heat chamber, automatically controlled by thermostat on manifold.

### CARBURETOR

Make and model ..... Carter W1  
 Type ..... Single adjustment, down-draft  
 Size ..... 1-1/4"  
 Accelerator pump ..... Yes  
 Float level .... When closed, top of float measures 3/8" below finished surface of cover.

### FUEL GAUGE

Make ..... AC  
 Type ..... Electric

### OCTANE SELECTOR

Type ..... Manual  
 Range ..... 20° Vernier

| FUEL TANK       | PASSENGER CARS  |   | TRUCKS   |  |   |  |   |   |
|-----------------|---|---|--|--|---|--|---|---|
|                 | Chassis, Spt. Sedan, Coa., Spt. Coupe, Sed., Town Sed., Taxi, Cabriolet | Business Coupe, Master Sedan Delivery             | HALF TON   |  | 3/4 TON & ONE TON                               |  | SCHOOL BUS & 1-1/2 TON                        | 1-1/2 Ton                                 |
| Location        |   |   | Chassis and Cowl, Panels, Canopy Exp., Carryall Suburban | Chassis and Cab, Pickup truck                | Chassis and Cowl, Panel truck                   | Chassis and Cab, Stake and Pickup truck      | School Bus & 1-1/2 Ton Chassis and Cowl       | Chassis & Cab, Pick-up, Panels, Stakes    |
| Location        |   |   |  |  |   |  |   |   |
| Mounting        | Suspended in chassis between two rear cross members.                    | Clamped to underbody below floor just behind seat | Clamped to right side rail ahead of rear fender          | Clamped to cab floor directly under cab seat | Clamped to right side rail ahead of rear fender | Clamped to cab floor directly under cab seat | 3-point mounting to frame below seat position | Clamped to body floor directly under seat |
| Type            | Two stamped pans, seam-welded together                                  |   |  |  |   |  |   |   |
| Capacity        | 14 gallons  | 18 gallons  | 16 gallons   | 18 gallons                                   |   |  |   |   |
| Filler Location | Outside on right rear fender  | Outside before right fender                       | Outside behind right side door                           | Outside at cab right rear corner             | Outside behind panel right door                 | Outside at right rear cab corner             | At right side of chassis                      | Outside at right rear cab corner          |

## EXHAUST SYSTEM

| ITEM                  | PASSENGER CARS                                | TRUCKS |
|-----------------------|---|--------|
| Muffler type          | Diffusion and resonance (5 tube reverse flow) |        |
| Diameter x length     | 6-1/16" x 18"                                 |        |
| Muffler mounting      | Single point rubber                           |        |
| Exhaust pipe diameter | 1-7/8"  |        |
| Tail pipe diameter    | 1-3/4"  | 1-1/2" |

10-15-37, 1-21-38 - Taxicab and School Bus added.

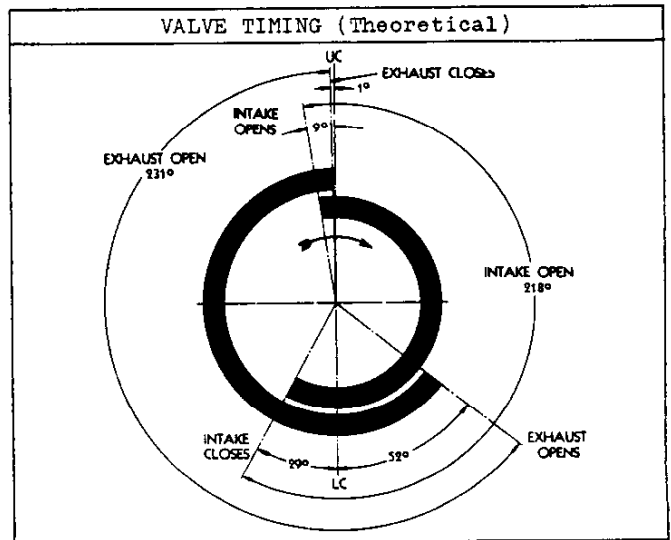
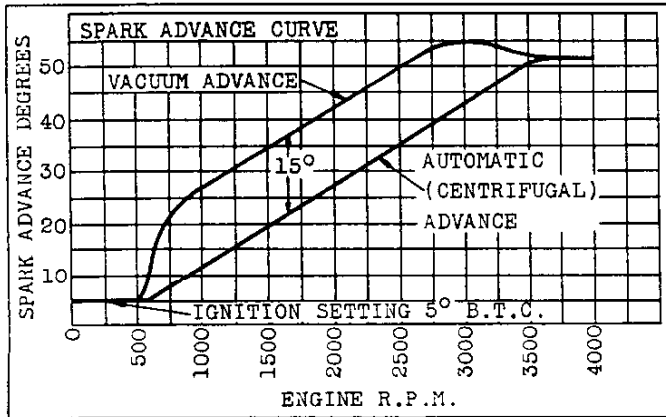
## ENGINE

| ENGINE ELECTRICAL SYSTEM        |                          |                                 |        |      |          |         |       |           |        |
|---------------------------------|--------------------------|---------------------------------|--------|------|----------|---------|-------|-----------|--------|
| GENERATOR                       |                          | PASSENGER CARS                  |        |      | TRUCKS   |         |       |           |        |
|                                 |                          | MAS. DELUXE                     | MASTER | TAXI | HALF TON | 3/4 TON | 1 TON | 1-1/2 TON | S. BUS |
| Make                            |                          | Delco-Remy                      |        |      |          |         |       |           |        |
| Model                           |                          | #1100004                        |        |      | #948-R   |         |       |           |        |
| Ventilated by                   |                          | Fan built into generator pulley |        |      |          |         |       |           |        |
| Driven by                       |                          | "V" belt                        |        |      |          |         |       |           |        |
| Generator pulley                | Type                     | 28° V                           |        |      |          |         |       |           |        |
|                                 | Diameter                 | 3-11/32"                        |        |      |          |         |       |           |        |
| Speed ratio-generator to engine |                          | 1.80:1                          |        |      |          |         |       |           |        |
| Amperes -cold                   | Lights off               | 26-30                           |        |      | 15       |         |       |           |        |
|                                 | Lights on                | 26-30                           |        |      | 18-21    |         |       |           |        |
| Maximum charging rate-cold      | Voltage                  | 8                               |        |      | 8.2      |         |       |           |        |
|                                 | RPM                      | 3400                            |        |      | 2600     |         |       |           |        |
| Amperes -hot                    | Lights off               | 36.0                            | 40.8   | 36.9 | 28.3     | 28.9    | 32.3  | 25.5      | 22.5   |
|                                 | Lights on                | 25-28                           |        |      | 14       |         |       |           |        |
| Maximum charging rate-hot       | Voltage                  | 8                               |        |      | 8.1      |         |       |           |        |
|                                 | RPM                      | 3600                            |        |      | 2800     |         |       |           |        |
| Thermostat                      | Lights off               | 38.1                            | 43.2   | 39.1 | 30.5     | 31.1    | 34.8  | 27.5      | 24.2   |
|                                 | Lights on                | 25-28                           |        |      | 15-18    |         |       |           |        |
| Thermostat                      |                          | None                            |        |      |          |         |       |           |        |
| Field fuse                      |                          | None                            |        |      |          |         |       |           |        |
| Voltage regulator type          |                          | Vibrator                        |        |      | None     |         |       |           |        |
| Rated voltage                   |                          | 6-8                             |        |      |          |         |       |           |        |
| Brush tension                   |                          | 14-18 oz.                       |        |      |          |         |       |           |        |
| Rotation (Drive end)            |                          | Clockwise                       |        |      |          |         |       |           |        |
| Bearings                        | Commutator end           | Bronze bushing                  |        |      |          |         |       |           |        |
|                                 | Drive end                | Ball                            |        |      |          |         |       |           |        |
| Cut-out                         | Voltage at closing       | 6.5-7.0                         |        |      | 7.2      |         |       |           |        |
|                                 | Armature speed           | 800 RPM                         |        |      |          |         |       |           |        |
|                                 | Car speed at closing MPH | 8.48                            | 9.60   | 8.69 | 8.71     | 8.89    | 9.94  | 7.86      | 6.92   |
|                                 | Amperes to open          | 0-3.0                           |        |      | 1.5      |         |       |           |        |

### IGNITION

Type ..... Separate units, high tension distributor ground return system  
 Make & Model ..... Delco-Remy #110008  
 Current source ..... Generator  
 Spark control type ..... Full automatic  
 Spark advance-vacuum ..... 15°  
 -automatic ..... 42° - 50°

Timing spark advance ..... 5° B.T.C.  
 Firing order ..... 1-5-3-6-2-4  
 Distributor interrupter point opening .018"-.024"  
 Distributor bearings material ..... Cast iron



10-15-37, 1-21-38 - Taxicab and School Bus added. Car speed MPH revised. New spark advance chart.

## ENGINE



## ENGINE ELECTRICAL SYSTEM—Continued

### IGNITION - Continued

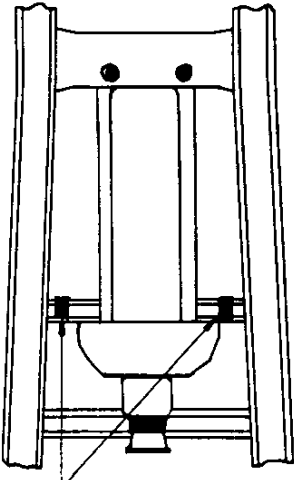
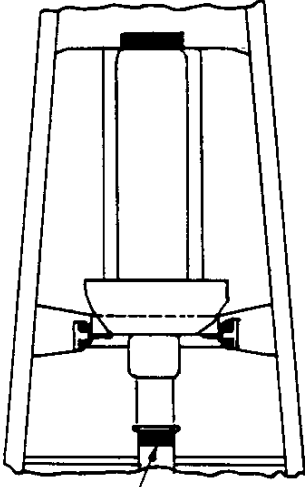
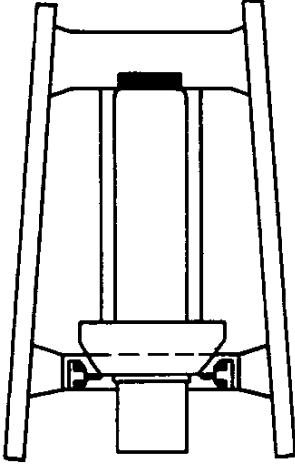
Ignition lock type ..... Armored cable  
 from coil to dash and lock switch  
 Condenser make ..... Delco-Remy  
 Coil location ..... On right side of engine  
 Coil Amps. drawn - Engine stopped ..... 4.8  
                                     - Engine idling ..... 2.5  
 Spark plug-make and size ..... AC 46  
     -thread size ..... 14 mm.  
     -recommended gap ..... .040"

Bearings-commutator end ..... Cast Iron  
     -drive end ... Graphite lubricated bushing  
 Lock test-amperage draw ..... 525  
     -volts ..... 3.4  
     -torque ..... 14 ft.lb.  
 No load test-amperage draw ..... 125  
     -volts ..... 5.4  
     -RPM ..... 2500  
 Pinion meshes ..... On front of flywheel  
 Pinion teeth ..... 9  
 Flywheel teeth ..... 139  
 Pinion to flywheel ratio ..... 15.44:1  
 Normal engine cranking speed ..... 65 RPM  
 Starter ..... Direct foot-actuated control  
 Starter to throttle connection ..... Lug on cross  
     shaft engages accelerator shaft. Pass. cars only.

### STARTING MOTOR

Make ..... Delco-Remy  
 Model ..... 1107001  
 Type of drive ..... Mechanical  
 Rotation (commutator end) .... Counter-clockwise

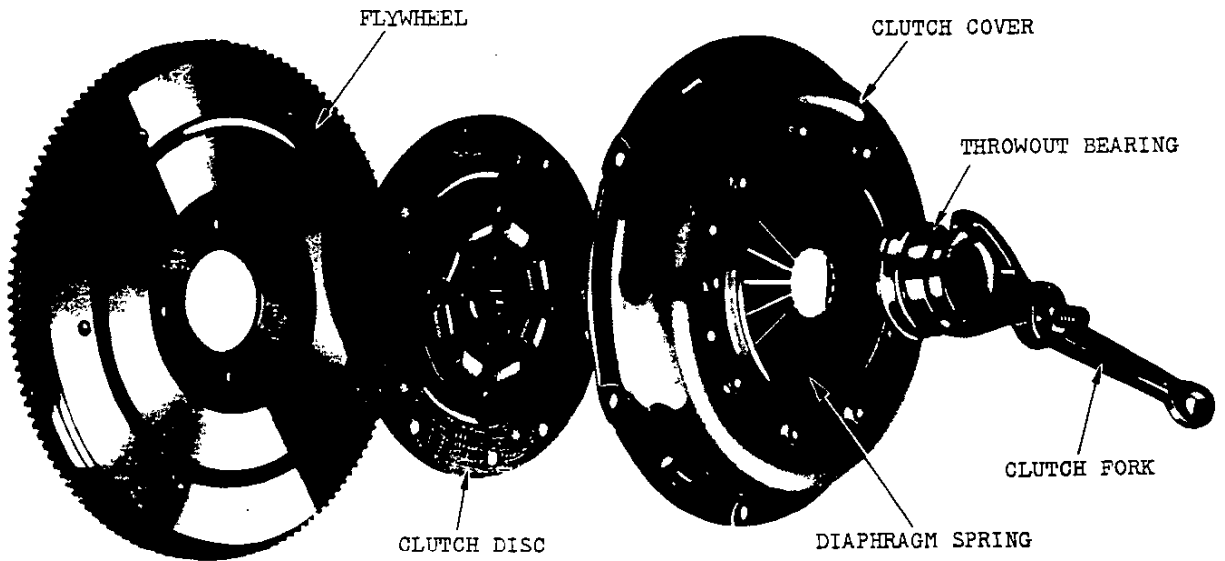
## POWER PLANT MOUNTINGS

| PASSENGER CARS  | HALF TON TRUCK   | 3/4, ONE, 1-1/2 T. & SCHOOL BUS   |
|---|--|---|
| TYPE - 5 POINT RUBBER<br>CUSHION BALANCED   | TYPE - 4 POINT RUBBER<br>CUSHION BALANCED  | TYPE - 3 POINT RUBBER<br>CUSHION BALANCED   |
|  |  |  |
| TORQUE REACTION SUPPORTS  | BRAKE & DRIVING TORQUE<br>REACTION SUPPORT   |   |

10-15-37, 1-21-38 - Taxicab and School Bus added.

## ENGINE

## CLUTCH

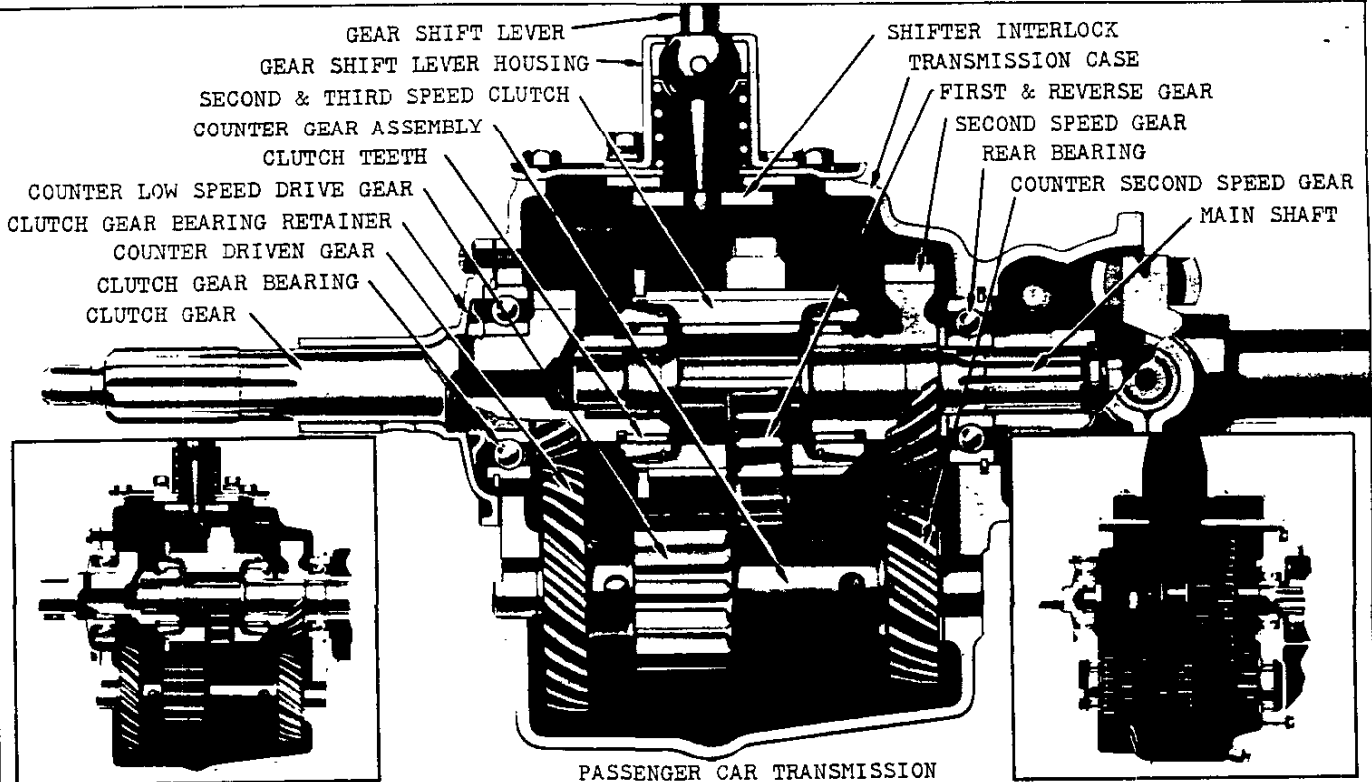


| ITEM                   |                         | PASSENGER CARS                    | TRUCKS                                  |                         |  |
|------------------------|-------------------------|-----------------------------------|---|-------------------------|--|
|                        |                         |                                   | HALF TON                                | 3/4, ONE, 1-1/2 & S.BUS |  |
| Type                   |                         | Single dry plate                  |   |                         |  |
| Rated torque capacity  |                         | 192 ft.lb.                        |   |                         |  |
| Spring                 | Number and type         | Single - Diaphragm                |   |                         |  |
|                        | Pressure                | 1070#-1310#                       |   |                         |  |
|                        | Material                | Spring steel - Heat treated       |   |                         |  |
|                        | Pressure levers         | 18 integral with spring           |   |                         |  |
| Drive                  |                         | Through radial lugs               |   |                         |  |
| Discs                  | Driving                 | Flywheel and pressure plate       |   |                         |  |
|                        | Driven - number         | One                               |   |                         |  |
|                        | Vibration insulation    |                                   | Cushion springs at hub                  |                         |  |
|                        | Facing                  | Material                          | Woven and formed - Asbestos composition |                         |  |
|                        |                         | O.D. & I.D.                       | 9" - 6-1/4"                             | 10-3/4" - 7"            |  |
|                        |                         | Area                              | 65.87 sq.in.                            | 104.6 sq.in.            |  |
| Thickness              |                         | .122"-.128"                       |   |                         |  |
| Bearings               | Throwout                | Type                              | Special ball - mounted on sleeve        |                         |  |
|                        |                         | Lubrication                       | Packed for life                         |                         |  |
|                        | Pilot                   | Type                              | Ball - New Departure - 907109           |                         |  |
|                        |                         | Lubrication                       | Packed for life                         |                         |  |
| Controls               | Clutch fork - type      | Drop forged-pivot mounted on ball |   |                         |  |
|                        | Pedal mounting          | On brake main cylinder            | On clutch housing                       |                         |  |
| Flywheel               | Material                | Cast Iron                         |   |                         |  |
|                        | Weight (with ring gear) | 31.5#                             |   |                         |  |
|                        | Ring gear type          | Steel-shrunk on                   |   |                         |  |
|                        | Ring gear teeth         | 139 teeth - 1/2" wide             |   |                         |  |
| Attachment to flywheel |                         | 6 bolts                           | 9 bolts                                 |                         |  |

10-15-37, 1-21-38 - Taxicab and School Bus added.

## CLUTCH

## TRANSMISSION



PASSENGER CAR TRANSMISSION

1/2 - 3/4 - 1 TON TRANSMISSION

1-1/2 TON, SCHOOL BUS TRANS.

| ITEM  |                               | PASSENGERS CARS, HALF, 3/4 & ONE TON  | 1-1/2 TON & SCHOOL BUS        |                               |                               |
|---|-------------------------------|---------------------------------------|-------------------------------|-------------------------------|-------------------------------|
| Transmission location                                   |                               | In unit with engine                   |                               |                               |                               |
| Type  |                               | Selective synchro-mesh, silent second | Conventional                  |                               |                               |
| Shift type  |                               | Standard                              |                               |                               |                               |
| Number of speeds  |                               | 3 forward, 1 reverse                  | 4 forward, 1 reverse          |                               |                               |
| Constant mesh gears type                                |                               | Helical                               | Spur                          |                               |                               |
| Synchronous meshing gears                               |                               | Second and third                      | None                          |                               |                               |
| Torque capacity   |                               | 192 ft.lb.                            |                               |                               |                               |
| Gear ratios & maximum torque of gear set at given ratio | First                         | 2.94 = 474 ft.lb. @                   | 7.226 = 1167 ft.lb. @         |                               |                               |
|   | Second                        | 1.68 = 271 ft.lb. @                   | 3.478 = 561 ft.lb. @          |                               |                               |
|   | Third                         | Direct = 170 ft.lb.                   | 1.711 = 276 ft.lb. @          |                               |                               |
|   | Fourth                        | None                                  | Direct = 170 ft.lb.           |                               |                               |
|   | Reverse                       | 2.94 = 474 ft.lb. @                   | 7.148 = 1152 ft.lb. @         |                               |                               |
| Bearings or Bushings                                    | Reverse idler bushing         | No. & Mat'l                           | Two-bronze                    | Two-brass                     |                               |
|   |                               | Size                                  | .7515"-.7525" I.D. x 1-1/16"* | .8772"-.8782" I.D. x 1-7/16"* |                               |
|   | Main shaft bearing            | Front                                 | Hyatt #590752                 | Hyatt #141854                 |                               |
|   |                               | Rear                                  | N.D. #954168                  | N.D. #903307                  |                               |
|   | Counter shaft brg. or bushing | Material                              | Bronze                        |                               | Steel                         |
|   |                               |                                       | Size or part no.              | Front                         | .8772"-.8782" I.D. x 1-3/16"* |
|   |                               | Rear                                  | .8772"-.8782" I.D. x 1-3/16"* | Hyatt #121856                 |                               |
| Clutch gear brg. part no.                               | N.D. #954141                  |                                       | N.D. #903209                  |                               |                               |
| Second speed gear bearing                               | Material                      | Chromium steel-hardened               |                               | None                          |                               |
|   | Size                          | 1.062"-1.063" I.D. x 1-3/4"*          |                               | None                          |                               |
| Power take-off  | Type                          | None                                  |                               | 6 bolt S.A.E. Standard        |                               |
|   | Location                      | None                                  |                               | On left side                  |                               |
|   | Speed at 1000 Engine RPM      | None                                  |                               | 425                           |                               |
|   | Meshing gear                  | None                                  |                               | 33 teeth                      |                               |

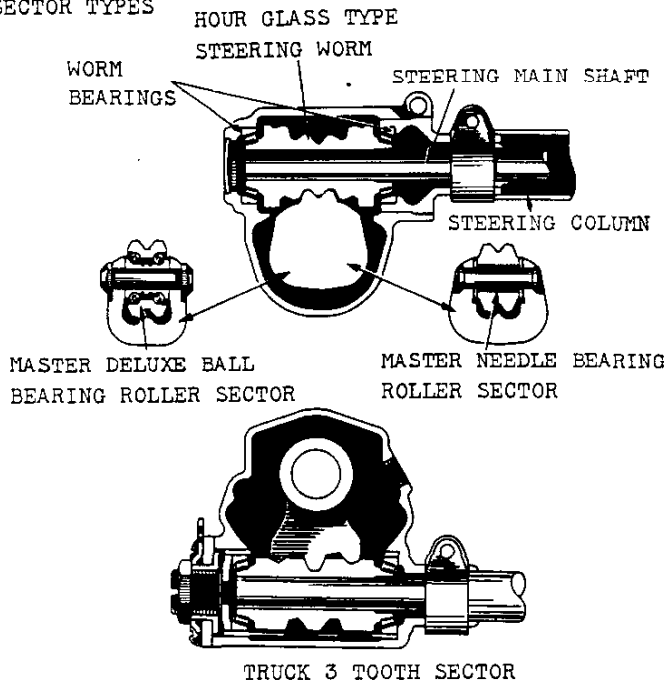
\* - Effective length. @ - 95% efficiency assumed.

10-15-37, 1-21-38 - Taxicab & School Bus added. Bushing dimensions revised.

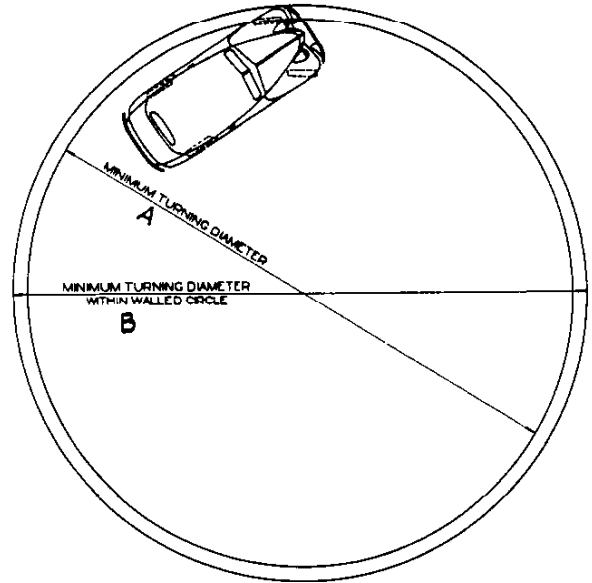
## TRANSMISSION

## STEERING

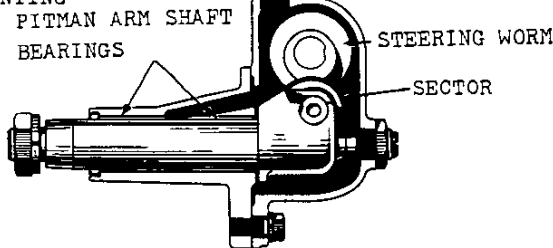
### SECTOR TYPES



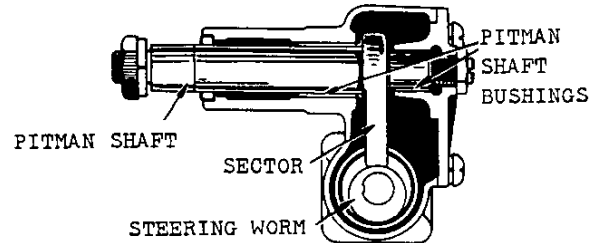
### TURNING DIAMETERS



### SECTOR MOUNTING



PASSENGER CAR OVERHUNG TYPE

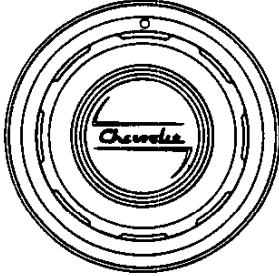
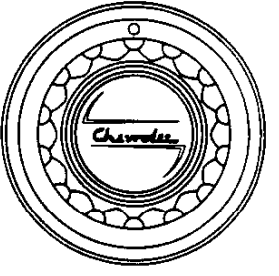
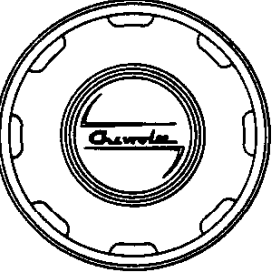
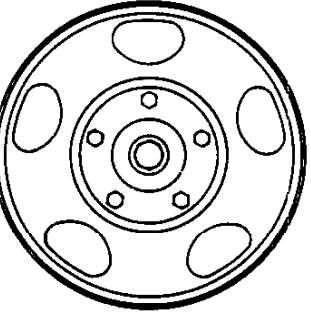


TRUCK STRADDLE MOUNTED TYPE

| ITEM                   | PASSENGER CARS                 |                        |        |          | TRUCKS  |         |               |           |            |  |
|------------------------|--------------------------------|------------------------|--------|----------|---|---------|---------------|-----------|------------|--|
|                        | MASTER DELUXE                  | MASTER                 | TAXI   | HALF TON | 3/4 TON   | ONE TON | 1-1/2 TON     |           | SCHOOL BUS |  |
|                        |                                |                        |        |          |   |         | 131-1/2" W.B. | 157" W.B. |            |  |
| Steering gear type     | Semi-reversible                |                        |        |          |   |         |               |           |            |  |
| Steering gear ratio    | 17-1/2:1                       | 19:1                   |        |          |   |         | 16:1          |           |            |  |
| Bearings & sector brg. | Special tapered roller #261866 |                        |        |          |   |         |               |           |            |  |
| Bushings               | Pitman Shaft                   | Material               |        |          | Bimetal   |         | Cast bronze   |           |            |  |
|                        | Bushings                       | Size                   |        |          | (Outer) 1.125"-1.256" I.D. x 1-3/8"<br>(Inner) .813"-.8135" I.D. x 7/8" |         |               |           |            |  |
| Turning diameter       | "A"                            | Right                  | 38.5'  | 44'      | 38.5'   | 42.5'   | 42'           | 49.0'     | 56.5'      |  |
|                        |                                | Left                   | 40'    | 44'      | 39.0'   | 44.5'   | 44'           | 51.0'     | 61.0'      |  |
|                        | "B"                            | Right                  | 40.75' |          | 41.0'   | 45.5'   | 45'           | 51.5'     | 59.0'      |  |
|                        |                                | Left                   | 42'    | 42.5'    | 41.5'   | 46.5'   | 46'           | 53.5'     | 63.5'      |  |
| Steering wheel         | Type                           | Three spoke, thin grip |        |          |   |         |               |           |            |  |
|                        | Material                       | Hard rubber and steel  |        |          |   |         |               |           |            |  |
|                        | Diameter                       | 17-5/16"               |        |          |   | 17"     |               |           |            |  |
|                        | Main shaft diameter            | 3/4"                   |        |          |   |         |               |           |            |  |
|                        | Column diameter                | 1-1/2"                 |        |          |   |         |               |           |            |  |
|                        | Pitman shaft diameter          | 1-1/8"                 |        |          |   |         |               |           |            |  |

10-15-37, 1-21-38 - Taxicab & School Bus added.

## STEERING

| WHEELS  |   |  |   |
|---|---|--|---|
| PASSENGER CAR AND<br>HALF TON TRUCK WHEEL   | 3/4 TON TRUCK WHEEL   | ONE TON TRUCK WHEEL  | 1-1/2 TON TRUCK AND<br>SCHOOL BUS WHEEL   |
|  |  |    |  |
| TYPE: Steel, short spoke disc.<br>RIM TYPE: Drop center, integral with wheel.     | TYPE: Steel, short spoke disc.<br>RIM TYPE: Drop center, integral with wheel.     | TYPE: Steel, short spoke disc.<br>RIM TYPE: Integral with wheel; separate lock ring. | TYPE: Steel, pierced disc.<br>RIM TYPE: Integral with wheel; separate lock ring.    |

| TIRES AVAILABLE |                         |                      |         |               |               |                      |                       |                |                           |
|-----------------|-------------------------|----------------------|---------|---------------|---------------|----------------------|-----------------------|----------------|---------------------------|
| MODEL           | SIZE                    | RECOMMENDED PRESSURE |         | LOAD RATING   |               | LOADED RADIUS ROLLED | LOADED REVS. PER MILE | WHEEL RIM SIZE | MAKE                      |
|                 |                         | FRONT                | REAR    | FRONT         | REAR          |                      |                       |                |                           |
| MASTER          | 6.00-16-4 ply, Regular  | 26#                  | 28#     | 875#          | 915#          | 13.52"               | 746                   | 16 x 4.00E     | U.S. or                   |
| DELUXE,         | 6.00-16-6 ply, Optional | 28#                  | 30#     | 915#          | 955#          | 13.53"               | 745                   | 16 x 4.00E     | Good-                     |
| MASTER          | 5.50-18-4 ply, Optional | 28#                  | 30#     | 880#          | 940#          | 14.26"               | 707                   | 18 x 3.62F     | rich                      |
| TAXI-CAB        | 6.00-16-4 ply, Regular  | 26#                  | 32#     | 875#          | 990#          | 13.52"               | 746                   | 16 x 4.50E     | U.S. or<br>Fire-<br>stone |
|                 | 6.00-16-6 ply, Optional | 28#                  | 34#     | 915#          | 1030#         | 13.53"               | 745                   | 16 x 4.50E     |                           |
|                 | 6.25-16-4 ply, Optional | 23#                  | 28#     | 875#          | 985#          | 13.53"               | 745                   | 16 x 4.50E     |                           |
|                 | 6.25-16-6 ply, Optional | 25#                  | 30#     | 920#          | 1025#         | 13.53"               | 745                   | 16 x 4.50E     |                           |
|                 | 6.50-16-4 ply, Optional | 21#                  | 26#     | 885#          | 1005#         | 13.53"               | 745                   | 16 x 4.50E     |                           |
| HALF TON        | 6.50-16-6 ply, Optional | 23#                  | 28#     | 930#          | 1050#         | 13.53"               | 745                   | 16 x 4.50E     | U.S. or<br>Good-<br>rich  |
|                 | 6.00-16-4 ply, Regular  | 28#                  | 32#     | 915#          | 990#          | 13.52"               | 746                   | 16 x 4.00E     |                           |
|                 | 6.00-16-6 ply, Optional | 30#                  | 40#     | 955#          | 1130#         | 13.53"               | 745                   | 16 x 4.00E     |                           |
| 3/4 TON         | 15"-6 ply, Optional     | 15#-20#              | 15#-25# | 960# to 1300# | 960# to 1500# | 13.92"               | 724                   | 15 x 5.50F     |                           |
|                 | 5.50-18-4 ply, Optional | 28#                  | 32#     | 970#          | 1050#         | 14.26"               | 707                   | 18 x 3.62F     |                           |
| ONE TON         | 7.00-17-6 ply, Regular* | 45#                  |         | 1550#         |               | 15.41"               | 654                   | 17 x 6(4.33R)  |                           |
|                 | 7.50-17-8 ply, Opt.rear | None                 | 55#     | None          | 1950#         | 15.80"               | 638                   | 17 x 6(4.33R)  |                           |
| 1-1/2 T.        | See next page           |                      |         |               |               |                      |                       |                |                           |
| SCHOOL BUS      | 32 x 6-8 ply, Regular   | 75#                  |         | 1950#         |               | 16.14"               | 625                   | 20 x 5(3.75P)  |                           |
|                 | 32 x 6-10 ply, Optional | 80#                  |         | 2200#         |               | 16.82"               | 600                   | 20 x 6(4.33R)  |                           |

NOTE: Use of optional tires may necessitate changes in equipment such as wheels, speedometer gears, wheel carrier, springs, rear axle (for ratio), engine fan, and radiator core according to the various established Exception Groupings.

10-15-37. 1-21-38 - Taxicab & School Bus added. 4-20-38 - \* was 7.70-17, 6 ply.

## WHEELS AND TIRES

| TIRES AVAILABLE—1½-TON TRUCKS |   |  |   |   |   |  |   |
|-------------------------------|---|--|---|---|---|--|---|
| REAR                          |   | FRONT                                  |   |   |   |  |   |
|                               |   | 6.00-20-6<br>5" R, 4-1/8" O<br>Regular | 6.50-20-6<br>5" R, 4-1/8" O<br>Opt. 379 | 7.00-20-8<br>6" R, 4-1/2" O<br>Opt. 386 | 30 x 5-6<br>5" R, 4-1/8" O<br>Opt. 373  | 32 x 6-8<br>5" R, 4-1/8" O<br>Opt. 377 | 32 x 6-10<br>6" R, 4-1/2" O<br>Opt. 383 |
| S<br>I<br>N<br>G<br>L<br>E    | 32 x 6-8 ply<br>5" Rim, 4-1/8" Offset<br>Regular            | Regular                                |   |   | Opt. 373  | Opt. 377                               |   |
|                               | 32 x 6-10 ply<br>6" Rim, 4-1/2" Offset<br>Option 384        | Regular                                | Opt. 379                                | Opt. 386                                | Opt. 373  | Opt. 377                               | Opt. 383                                |
|                               | 6.50-20-6 ply<br>5" Rim, 4-1/8" Offset<br>Option 380        | Regular                                | Opt. 379                                |   |   |  |   |
|                               | 7.00-20-8 ply<br>6" Rim, 4-1/2" Offset<br>Option 387        | Regular                                | Opt. 379                                | Opt. 386                                |   |  |   |
| D<br>U<br>A<br>L              | 6.00-20-6 ply<br>5" Rim, 4-1/8" Offset<br>Regular           | Regular                                |   |   |   |  |   |
|                               | 30 x 5-6 ply<br>5" Rim, 4-1/8" Offset<br>Option 374         |  |   |   | Opt. 373  |  |   |
|                               | 32 x 6-8 ply<br>5" Rim, 4-1/8" Offset<br>Option 378         | Regular                                |   |   | Opt. 373  | Opt. 377                               |   |
|                               | 32 x 6-10 ply<br>6" Rim, 4-1/2" Offset<br>Option 385-350 @@ | Regular                                | Opt. 379                                | Opt. 386                                | Opt. 373  | Opt. 377                               | Opt. 383                                |
|                               | 6.50-20-6 ply<br>5" Rim, 4-1/8" Offset<br>Option 381        | Regular                                | Opt. 379                                |   | NOTES<br>R - Rim size<br>O - Wheel offset<br>@ - Panel with light rear springs<br>@@ - Auxiliary springs (Opt. 350)<br>used with Option 385 and 408<br>RIM SIZES: 5" = 3.75 P, 6" = 4.33 R<br>as per Tire and Rim Association<br>standards. |  |   |
|                               | 7.00-20-8 ply<br>6" Rim, 4-1/2" Offset<br>Option 388 @      | Regular                                | Opt. 379                                | Opt. 386                                |   |  |   |
|                               | 7.50-20-8 ply<br>6" Rim, 4-1/2" Offset<br>Option 408-350 @@ | Regular                                | Opt. 379                                | Opt. 386                                |   |  |   |

USE OF CHART

To determine the correct front tires for use with either single or dual rear tires, locate the size rear tire recommended for a given load. Then by reading across the page, locate the front tire options available with the particular rear tire

used. Select the correct size front tire based on the gross allowable weight and operating conditions. Never use a larger tire in front than in rear nor high pressure tires in front with balloon rear tires.

| TIRE RATINGS—1½-TON TRUCKS |          |             |                      |                       |
|----------------------------|----------|-------------|----------------------|-----------------------|
| Size                       | Pressure | Load Rating | Loaded Radius Rolled | Loaded revs. per mile |
| 6.00-20-6 ply              | 45#      | 1400#       | 15.68"               | 643                   |
| 30 x 5-6 ply               | 70#      | 1600#       | 15.68"               | 643                   |
| 6.50-20-6 ply              | 50#      | 1700#       | 16.14"               | 625                   |
| 32 x 6-8 ply               | 75#      | 1950#       | 16.14"               | 625                   |
| 7.00-20-8 ply              | 55#      | 1950#       | 16.32"               | 600                   |
| 32 x 6-10 ply              | 30#      | 2200#       | 16.32"               | 600                   |
| 7.50-20-8 ply              | 55#      | 2200#       | 17.33"               | 581                   |

# CHEVROLET 1938 SPECIFICATIONS

54

| BATTERY AND LIGHTS        |                       |   |  |        |
|---------------------------|-----------------------|---|--|--------|
| ITEM                      |                       | PASSENGER CARS                          |  | TRUCKS |
|                           |                       | MAS. DELUXE & MASTER                    | TAXICAB  |        |
| Battery                   | Make and model        |   | Delco, 17M-W, 17 plates  |        |
|                           | Size, l. x w. x h.    |   | 10-9/16" x 7" x 7-7/16"  |        |
|                           | Volts and capacity    |   | 6 volts, 100 amp. hrs.   |        |
|                           | Charging rate         |   | 6 volts start, 5 volts finish  |        |
|                           | Cell arrangement      |   | Three, side to side  |        |
|                           | Terminal grounded     |   | Negative   |        |
|                           | Battery mounted on    |   | Frame right side   |        |
| Head-lamps                | Type, dia., length    |   | Two beam, 7-15/16", 14-17/32"  |        |
|                           | Lens                  | Type & dia.                             | Guide, 6-1/2"  |        |
|                           | Bulb                  | Type & size                             | Two filament, #2320L   |        |
|                           |                       | Candle power                            | 32 upper beam - 21 lower beam  |        |
|                           | Reflector type        |   | Tiltray  |        |
|                           | Dimmed by             |   | Depressed beam operated by foot switch   |        |
| Parking light             | Location              |   | In each headlamp   |        |
|                           | Size and candle power |   | #55, 1-1/2   |        |
| Tail and stop lamp        | Number used           |   | One (Master and Taxicab)   |        |
|                           |                       |   | Two (Master Deluxe and Master Cabriolet)   |        |
|                           | Type                  |   | Combined in one assembly   |        |
|                           | Size                  | Tail light                              | #63, 3   |        |
|                           | & C.P.                | Stop light                              | #63, 3   |        |
| Stop light operation      |                       | Hydraulic switch on brake main cylinder |  |        |
| Instrument cluster        | Number of lights      |   | Two  |        |
|                           | Size & candle power   |   | #55, 1-1/2   |        |
| Ignition lock light       | Size                  |   | #51  |        |
|                           | Candle power          |   | 1  |        |
| Rear door tell-tale light | Location, number used |   | Instrument panel, one  |        |
|                           | Size & candle power   |   | None   |        |
|                           | Jewel color           |   | Red  |        |
|                           | Switch location       |   | Rear door  |        |
| Vacant lamp               | Location              |   | Front of roof  |        |
|                           | Number of lights      |   | Three  |        |
|                           | Size & candle power   |   | None   |        |
|                           | Switch location       |   | Instrument panel and Taximeter   |        |
| Dome light                | Used in               |   | All bodies except Cabriolet  |        |
|                           | Size                  |   | #81  |        |
|                           | Candle power          |   | #6   |        |
|                           | Switch location       |   | At right hand door pillar on all Master Deluxe except Coupes. On lamp on all Master and Coupes |        |
| Fuse                      | Type, volts & amps.   |   | #3A-6 volts-20 amps.   |        |
|                           | Location              |   | On back of ammeter   |        |
| Light switch make         |                       | Delco-Remy                              |  |        |
| Horn                      | Make and type         |   | Delco-Remy, vibrator   |        |
|                           | Tone adjustment       |   | Screw type   |        |
|                           | Location              |   | Left side of cylinder head   |        |

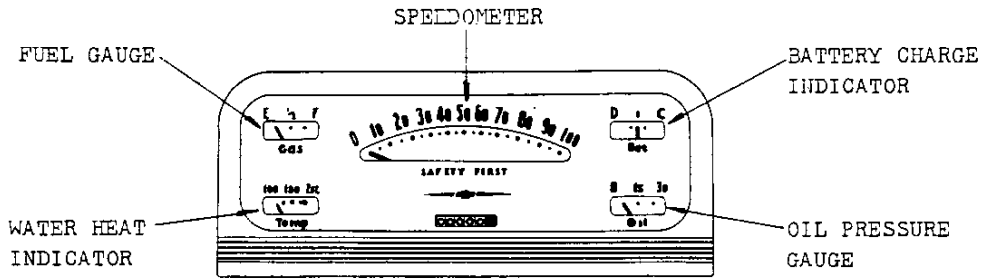
10-15-37. 1-21-38 - Taxicab & School Bus added. 4-20-38 - \* was #55, 1.

## BATTERY AND LIGHTS

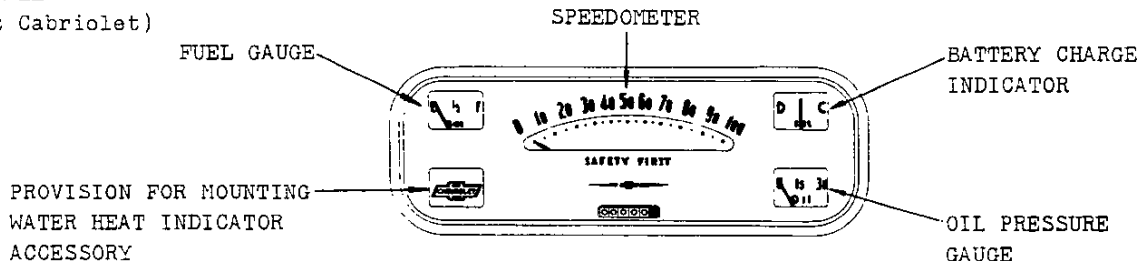
## INSTRUMENTS

INSTRUMENTS MAKE: AC \*\*\* TYPE: Electric, except speedometer which is driven by flexible shaft.

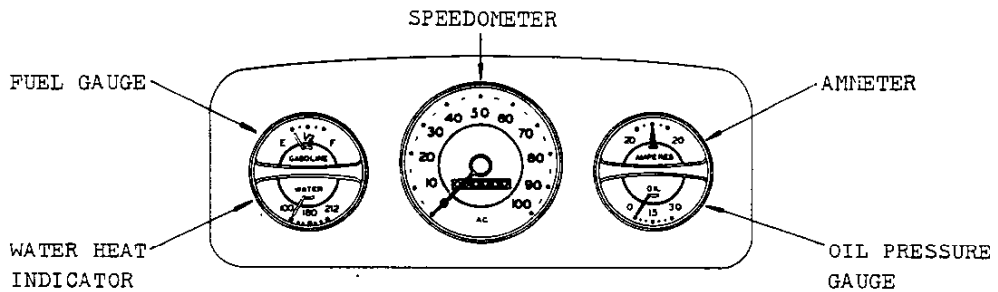
MASTER DELUXE-ALL  
MASTER-CABRIOLET  
TAXICAB



MASTER-ALL  
(Except Cabriolet)



ALL TRUCKS



NOTE: For speedometer gear ratios see UNIVERSAL JOINTS.

## TOOLS

|                                |                  | PASSENGER CARS     |          | TRUCKS   |         |         |                    |
|--------------------------------|------------------|--------------------|----------|----------|---------|---------|--------------------|
|                                |                  | MAS. DELUXE & MAS. | TAXICAB  | HALF TON | 3/4 TON | ONE TON | 1-1/2 TON & S. BUS |
| Jack                           | Type or capacity | Bumper - 1500#     |          | 2500#    | 2500#   | 3000#   | 3500#              |
|                                | Raised height    | Adjustable         | 15-1/16" | 14-1/16" | 15-1/8" | 16"     | 15-1/2"            |
|                                | Lowered height   | Adjustable         | 6-1/2"   | 8-1/16"  | 6-1/2"  | 7"      | 9-1/2"             |
| Starting crank and jack handle |                  |                    | Yes      |          |         |         |                    |
| 3-1/2" rd. shank screw driver  |                  |                    |          |          |         |         |                    |
| Wrenches                       | 9" adjustable    |                    | None     |          |         |         |                    |
|                                | Open end         | Yes                |          | Yes      | Yes     | Yes     | *Yes               |
|                                | Spark plug       |                    | Yes      |          |         |         |                    |
|                                | Wheel            |                    | None     |          |         |         |                    |
| 6" combination pliers          |                  |                    |          |          |         |         |                    |
| 10 oz. ball peen hammer        |                  |                    | None     |          |         |         |                    |
| Pressure lubrication gun       |                  |                    |          |          |         |         |                    |
| Tire iron **                   |                  |                    | None     |          |         |         |                    |

\* - Also 3-1/2" round shank cross recess head screw driver for School Bus only.

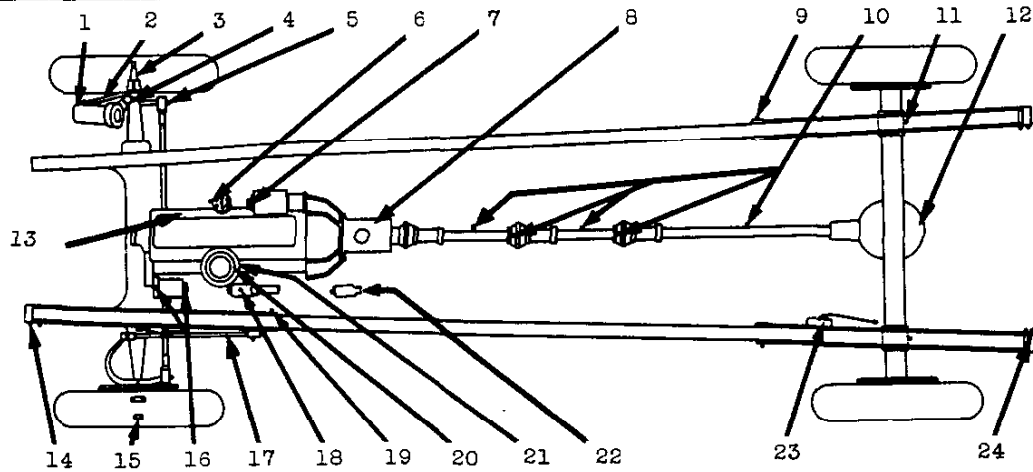
10-15-37. 1-21-38 - Taxicab & School Bus added. Tire pump and oil can removed.

4-20-38 - \*\* Was used on all models.

## INSTRUMENTS AND TOOLS



CHASSIS LUBRICATION

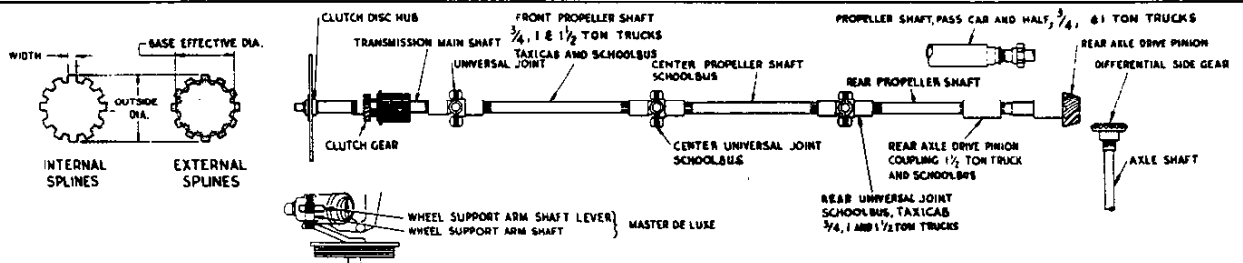


| NO. | UNIT  | OIL MILES | FILLERS      | PASSENGER CARS  |             |  | TRUCKS                |                |                      |      |
|-----|---|-----------|--------------|---|-------------|--|-----------------------|----------------|----------------------|------|
|     |   |           |              | MASTER DELUXE   | MASTER TAXI |  | HALF TON              | 3/4 & ONE      | 1-1/2 TON & SCH. BUS |      |
| 1   | Spring unit or shock abs.   | 1000      | 1 plug/side  | Keep filled. GM shock insulating fluid.   |             |  |                       |                |                      | None |
| 2   | Spring unit radius rod  | 1000      | 2 P.F./side  | Chassis lub.  |             |  | None                  |                |                      |      |
| 3   | Spr. unit spindle bushing   | 2000      | 1 plug/side  | Vaseline  |             |  | None                  |                |                      |      |
| 4   | Steering knuckle  | 2000      | 2 P.F./side  | Use chassis lubricant   |             |  |                       |                |                      |      |
| 5   | Tie-rod   | 1000      | 1 P.F./side  | Use chassis lubricant   |             |  |                       |                |                      |      |
| 6   | Distributor shaft   | 1000      | 1 grease cup | Fill and turn down cup. Soft smooth grease.   |             |  |                       |                |                      |      |
| 7   | Starting motor  | 1000      | 1 oil cup    | 2 - 3 drops light oil. Light oil on links.  |             |  |                       |                |                      |      |
| 8   | Transmission<br>*Check level periodically.<br>Drain twice/year or approx. 6000 - 10,000 mi. | *         | 1 plug       | 1-1/2 pints   |             |  | 6-1/2 pts.            |                |                      |      |
|     |   |           |              | SAE #90. For extremely low temperature SAE #40 or #90 plus 10%-20% kerosene. For 1-1/2 Ton in summer at heavy service #140 or #160 may be used. |             |  |                       |                |                      |      |
| 9   | Rear spring bolts   | 1000      | 1 P.F./side  | None - rubber bushed  |             |  | Use chassis lubricant |                |                      |      |
| 10  | Univ. joints & shafts   | 1000      | 1-4 P.F.     | None  |             |  | @                     | None           | Use trans. lub.      |      |
| 11  | Rear spring seat  | 1000      | 1 P.F./side  | None-rubber bushed  |             |  | Use chassis lubricant |                |                      |      |
| 12  | Rear axle differential  |           | 1 plug       | 3 pints   |             |  | 4-1/2 pints           |                | 9 pints              |      |
|     |   |           |              | SAE #90 hypoid gear lubricant. For extremely low temp. use SAE #80 or 2/3 SAE #90 plus 1/3 #10W eng. oil  |             |  | Use trans. lub.       | See pass. cars | Use trans. lub.      |      |
| 13  | Engine ** 2000 - 3000   | **        |              | See ENGINE lubrication - page #45   |             |  |                       |                |                      |      |
| 14  | Front spring shackles   | 1000      | 2 P.F./side  | None  |             |  | Use chassis lubricant |                |                      |      |
| 15  | Front wheel bearings  | 1000      | Remove wheel | Clean and repack with high melting point grease   |             |  |                       |                |                      |      |
| 16  | Generator   | 1000      | 2 oil cup    | 2 - 3 drops of light oil  |             |  |                       |                |                      |      |
| 17  | Steering connecting rod   | 1000      | 1 P.F./end   | Use chassis lubricant   |             |  |                       |                |                      |      |
| 18  | Steering gear   | 1000      | 1 plug       | Use steering gear lubricant   |             |  |                       |                |                      |      |
| 19  | Front spring bolt   | 1000      | 1 P.F./side  | None  |             |  | Use chassis lubricant |                |                      |      |
| 20  | Air cleaner - Regular   | 2000      |              | Remove and clean with gasoline. Dip screen in engine oil. Keep felt pad dry.  |             |  |                       |                |                      |      |
|     | Air cleaner - Oil bath<br>*** Maintain oil level  | ***       |              | Remove and clean with gasoline. Dry thoroughly. Fill with oil of not less than SAE #50 viscosity.   |             |  |                       |                |                      |      |
| 21  | Accelerator pump shaft  | 5000      | 1 screw hole | Remove cover. Fill hole with graphite grease  |             |  |                       |                |                      |      |
| 22  | Brake main cylinder   |           | 1 plug       | Keep filled with GM hyd. brake fluid - See BRAKES p-35  |             |  |                       |                |                      |      |
| 23  | Rear shock absorbers  |           | 1 plug/side  | Keep filled with GM shock insulating fluid  |             |  | None                  |                |                      |      |
| 24  | Rear spring shackles  | 1000      | 2 P.F./side  | Use chassis lubricant   |             |  |                       |                |                      |      |

@ - Use transmission lubricant. P.F. - Pressure fittings.  
10-15-37, 1-21-38 - Water pump removed. Taxicab and School Bus added.

CHASSIS LUBRICATION

## SPLINES



| UNIT   |              | INTERNAL                          | EXTERNAL        | INTERNAL                       | EXTERNAL        |
|--|--------------|-----------------------------------|-----------------|--------------------------------|-----------------|
| Clutch disc hub and transmission clutch gear shaft                 | 10 Splines   | DMAS, MAS, TAXI, 1/2, 3/4 & 1 TON |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .174 - .176                       | .1705 - .1725   | .174 - .176                    | .1705 - .1735   |
|  | Inside dia.  | .920 - .925                       | .918 max.       | .920 - .925                    | .918 max.       |
|  | Outside dia. | 1.134 - 1.144                     | 1.110 - 1.121   | 1.134 - 1.144                  | 1.110 - 1.121   |
| Transmission mainshaft and front U joint front yoke                | 10 Splines   | DMAS, MAS, TAXI, 1/2, 3/4 & 1 TON |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .152 - .154                       | .151 - .152     | .214 - .215                    | .2120 - .2135   |
|  | Inside dia.  | .849 - .857                       | .844 max.       | 1.184 - 1.186                  | 1.177 max.      |
|  | Outside dia. | .985 - .993                       | .960 - .970     | 1.380 - 1.388                  | 1.355 - 1.365   |
| Front propeller shaft front end and front U joint rear yoke        | 10 Splines   | DMAS, MAS, TAXI & 1/2 TON         |                 | 3/4, 1, 1-1/2 TON & SCHOOL BUS |                 |
|  | Width        | .160 - .162                       | .156 - .159     | .1990 - .2015                  | .196 - .198     |
|  | Inside dia.  | .907 - .915                       | .847 - .863     | 1.1145 - 1.1195                | 1.0515 - 1.0605 |
|  | Outside dia. | 1.057 - 1.065                     | 1.030 - 1.032   | 1.306 - 1.321                  | 1.283 - 1.284   |
| Front propeller shaft rear end and center U joint front yoke       | 10 Splines   | TAXICAB                           |                 | 3/4, 1, 1-1/2 TON & SCHOOL BUS |                 |
|  | Width        | .152 - .154                       | .151 - .152     | .214 - .215                    | .2120 - .2135   |
|  | Inside dia.  | .849 - .857                       | .844 max.       | 1.184 - 1.186                  | 1.177 max.      |
|  | Outside dia. | .985 - .993                       | .960 - .970     | 1.380 - 1.388                  | 1.355 - 1.363   |
| Center and rear prop. shaft front end and center U joint rear yoke | 10 Splines   | TAXI, 3/4 & 1 TON                 |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .160 - .162                       | .156 - .159     | .1990 - .2015                  | .196 - .198     |
|  | Inside dia.  | .907 - .915                       | .847 - .863     | 1.1145 - 1.1195                | 1.0515 - 1.0605 |
|  | Outside dia. | 1.057 - 1.065                     | 1.030 - 1.032   | 1.306 - 1.321                  | 1.283 - 1.284   |
| Center propeller shaft rear end and rear U joint front yoke        | 10 Splines   |                                   |                 | SCHOOL BUS                     |                 |
|  | Width        | - - -                             | - - -           | .214 - .215                    | .2120 - .2135   |
|  | Inside dia.  | - - -                             | - - -           | 1.184 - 1.186                  | 1.177 max.      |
|  | Outside dia. | - - -                             | - - -           | 1.380 - 1.388                  | 1.355 - 1.365   |
| Rear propeller shaft front end and rear U-joint rear yoke          | 10 Splines   |                                   |                 | SCHOOL BUS                     |                 |
|  | Width        | - - -                             | - - -           | .1990 - .2015                  | .196 - .198     |
|  | Inside dia.  | - - -                             | - - -           | 1.1145 - 1.1195                | 1.0515 - 1.0605 |
|  | Outside dia. | - - -                             | - - -           | 1.306 - 1.321                  | 1.283 - 1.284   |
| Prop. shaft rear end coupling and rear axle drive pinion shaft     | 10 Splines   | DMAS, MAS, TAXI, 1/2, 3/4 & 1 TON |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .1605 - .1615                     | .1585 - .1605   | .1995 - .2005                  | .201 - .2035    |
|  | Inside dia.  | .907 - .915                       | .847 - .863     | 1.1115 - 1.1195                | 1.0535 - 1.0625 |
|  | Outside dia. | 1.057 - 1.065                     | 1.027 - 1.035   | 1.306 - 1.321                  | 1.280 - 1.282*  |
| Diff. side gear and axle shaft                                     | 10 Splines   | DMAS, MAS, TAXI, 1/2, 3/4 & 1 TON |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .180 - .183                       | .170 - .180     | - - -                          | - - -           |
|  | Inside dia.  | 1.039 - 1.044                     | 1.004 - 1.014   | - - -                          | - - -           |
|  | Outside dia. | 1.186 - 1.193                     | 1.1525 - 1.1575 | - - -                          | - - -           |
| Diff. side gear and axle shaft                                     | 10 Splines   | TAXI, 1/2, 3/4 & 1 TON            |                 | 1-1/2 TON & SCHOOL BUS         |                 |
|  | Width        | .189 - .192                       | .187 - .189     | .259 - .262                    | .257 - .259     |
|  | Inside dia.  | 1.095 - 1.100                     | 1.060 - 1.070   | 1.472 - 1.477                  | 1.440 - 1.450   |
|  | Outside dia. | 1.2555 - 1.2625                   | 1.222 - 1.227   | 1.6735 - 1.6785                | 1.6345 - 1.6445 |
| Wheel support arm shaft lever and shaft                            | 16 Splines   | DELUXE MASTER                     |                 |                                |                 |
|  | Width        | .133 - .134                       | .133 - .134     | - - -                          | - - -           |
|  | Inside dia.  | 1.249 - 1.251                     | 1.245 max.      | - - -                          | - - -           |
|  | Outside dia. | 1.3815 - 1.3865                   | 1.3575 - 1.3625 | - - -                          | - - -           |

\* - Propeller shaft spline dimensions are the same except O.D. which is 1.278-1.284.  
10-15-37, 1-21-38 - Data retabulated. Taxicab & School Bus added.

# CHEVROLET 1938 SPECIFICATIONS

58

| BEARINGS   |                 |             |               |               |                |               |    |    |    |    |    |    |   |
|--|-----------------|-------------|---------------|---------------|----------------|---------------|----|----|----|----|----|----|---|
| ITEM   | PART #          | TYPE        | INSIDE DIA.   | OUTSIDE DIA.  | WIDTH          | A             | B  | C  | D  | E  | F  | G  |   |
| FRONT WHEEL  | Inner           | N.D. 909002 | Cup-Cone      | 1.1899-1.1904 | 2.9625-2.9635  | 1.135 - 1.155 | 2  | 2  | 2  | 2  | 2  | 0  | 0 |
|  |                 | N.D. 909026 | Cup-Cone      | 1.4060-1.4065 | 3.1491-3.1501  | 1.216 - 1.236 | 0  | 0  | 0  | 0  | 0  | 2  | 0 |
|  |                 | Hy. 17241   | Bar'l.R.      | 1.5625-1.5630 | 3.1250-3.1256  | 1.230         | 0  | 0  | 0  | 0  | 0  | 0  | 2 |
|  | Outer           | N.D. 909001 | Cup-Cone      | .7498 - .7503 | 2.0794-2.0805  | .698 - .718   | 2  | 2  | 2  | 2  | 2  | 0  | 0 |
|  |                 | N.D. 909025 | Cup-Cone      | .8435 - .8440 | 2.2495-2.2505  | .780 - .800   | 0  | 0  | 0  | 0  | 0  | 2  | 0 |
|  |                 | Hy. 17238   | Bar'l.R.      | .9370 - 9375  | 2.3437-2.3443  | .800          | 0  | 0  | 0  | 0  | 0  | 0  | 2 |
|  | Arm Shaft       | Chev.373467 | Short R.      | 49 rollers    | .0938          | .955 - .975   | 2  | 0  | 0  | 0  | 0  | 0  | 0 |
| Chev.377368  |                 | Long R.     | 42 rollers    | .0938         | 1.167 - 1.187  | 2             | 0  | 0  | 0  | 0  | 0  | 0  |   |
| Chev.373467  |                 | Short R.    | 32 rollers    | .0938         | .955 - .975    | 2             | 0  | 0  | 0  | 0  | 0  | 0  |   |
| KING PIN THRUST                                    | Chev.352569     | Ball        | .735 - .760   | 1-9/16        | 9/16           | 0             | 2  | 2  | 2  | 2  | 0  | 0  |   |
|  | Chev.373476     | Ball        | .868 - .893   | 1-5/8         | 9/16           | 2             | 0  | 0  | 0  | 0  | 0  | 0  |   |
|  | Chev.365309     | Ball        | .9225 - .9475 | 1-23/32       | 5/8            | 0             | 0  | 0  | 0  | 0  | 2  | 0  |   |
|  | Chev.121461     | Roller      | 1.135         | 2.1875        | 5/8            | 0             | 0  | 0  | 0  | 0  | 0  | 2  |   |
| STEERING GEAR                                      | Worm            | Chev.261866 | Taper R.      |               | 1.750 - 1.7505 | .373 - .377   | 2  | 2  | 2  | 2  | 2  | 2  |   |
|  |                 | Chev.262605 | Ball          | .4370 - .4375 |                | 1.030 - 1.034 | 1  | 0  | 0  | 0  | 0  | 0  |   |
|  | Roller          | Chev.264340 | Roller        | 21 rollers    | .077           | .940 - .955   | 0  | 1  | 1  | 0  | 0  | 0  |   |
| GENERATOR  | N.D. 903203     | Ball        | .6689 - .6693 | 1.5743-1.5748 | .4724          | 1             | 1  | 1  | 1  | 1  | 1  | 1  |   |
| WATER PUMP   | Chev.598311     | D.R.Ball    | .6262-.6267*  | 1.1806-1.1811 | 1-21/32        | 1             | 1  | 1  | 1  | 1  | 1  | 1  |   |
| CLUTCH   | Release         | Chev.598088 | Ball          | 1.691 - 1.692 | 2-13/16        | .6775 - .6975 | 1  | 1  | 1  | 1  | 1  | 1  |   |
|  | Pilot           | N.D. 907109 | Ball          | .5901 - .5906 | 1.3774-1.3780  | .349 - .354   | 1  | 1  | 1  | 1  | 1  | 1  |   |
| TRANS-MISSION                                      | Clutch Gear     | N.D. 954141 | Ball          | 1.3775-1.3780 | 2.8340-2.8346  | .6643 - .6693 | 1  | 1  | 1  | 1  | 1  | 0  |   |
|  |                 | N.D. 903209 | Ball          | 1.7712-1.7717 | 3.3457-3.3465  | .7430 - .7480 | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Fr. Main Shaft  | Hy. 141854  | Roller        | 12 rollers    | .1870 - .1875  |               | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Rr. Main Shaft  | N.D. 954168 | Ball          | .9839 - .9843 | 2.4403-2.4409  | .6643 - .6693 | 1  | 1  | 1  | 1  | 1  | 0  | 0 |
|  | Fr.Center Shaft | N.D. 903307 | Ball          | 1.3775-1.3780 | 3.1490-3.1496  | .8218 - .8268 | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Rr.Center Shaft | Hy. 142260  | Roller        | 1.4989-1.4994 | 2.4409-2.4415  | .6249 - .6299 | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Hy. 121856      | Roller      | 1.7318-1.7323 | 2.8346-2.8352 | .6643 - .6693  | 0             | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
| PROPELLER SHAFT                                    | N.D. 903207     | Ball        | 1.3775-1.3780 | 2.8340-2.8346 | .6643 - .6693  | 0             | 0  | 0  | 0  | 1  | 1  | 2  |   |
|  | N.D. 908507     | Ball        | 1.3775-1.3780 | 2.8340-2.8346 | .824 - .827    | 0             | 0  | 1  | 0  | 0  | 0  | 0  |   |
| REAR AXLE  | Pinion Front    | N.D. 905306 | D.R.Ball      | 1.1807-1.1811 | 2.8340-2.8346  | 1.1825-1.1875 | 1  | 1  | 0  | 0  | 0  | 0  |   |
|  |                 | N.D. 905206 | D.R.Ball      | 1.1807-1.1811 | 2.4403-2.4409  | .9345 - .9375 | 0  | 0  | 1  | 1  | 1  | 0  | 0 |
|  |                 | N.D. 905309 | D.R.Ball      | 1.7712-1.7717 | 3.9362-3.9370  | 1.5595-1.5625 | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Pinion Rear     | Hy. 125630  | Roller        | 1.8287-1.8291 | 3.1246-3.1250  | .743 - .748   | 1  | 1  | 1  | 1  | 1  | 0  | 0 |
|  |                 | N.D. 901305 | Ball          | .9839 - .9843 | 2.4403-2.4409  | .6643 - .6693 | 0  | 0  | 0  | 0  | 0  | 1  | 1 |
|  | Diff. Bearing   | Hy. 127861  | Bar'l.R.      | 1.6924-1.6929 | 2.9523-2.9528  | .659 - .679   | 2  | 2  | 0  | 0  | 0  | 0  | 0 |
|  |                 | N.D. 902100 | Ball          | 1.6924-1.6929 | 3.1490-3.1496  | .7057 - .7117 | 0  | 0  | 2  | 2  | 2  | 0  | 0 |
|  |                 | N.D. 954186 | Ball          | 2.4403-2.4409 | 3.9362-3.9370  | .8218 - .8268 | 0  | 0  | 0  | 0  | 0  | 2  | 2 |
|  | Axle Shaft      | Hy. 111103  | Roller        | 1.2949-1.2957 | 2.4056-2.4062  | 1.209 - 1.219 | 2  | 2  | 0  | 0  | 0  | 0  | 0 |
|  |                 | Hy. 111104  | Roller        | 1.5302-1.5308 | 2.7812-2.7818  | 1.334 - 1.344 | 0  | 0  | 2  | 2  | 2  | 0  | 0 |
| REAR WHEEL   | Inner           | Hy. 144527  | Bar'l.R.      | 2.6250-2.6255 | 4.4680-4.4688  | .970 - .975   | 0  | 0  | 0  | 0  | 0  | 2  | 2 |
|  | Outer           | Hy. 144525  | Bar'l.R.      | 2.2500-2.2505 | 3.8750-3.8758  | .695 - .900   | 0  | 0  | 0  | 0  | 0  | 2  | 2 |
| TOTAL NUMBER OF ANTI-FRICTION BEARINGS PER VEHICLE |                 |             |               |               |                | 28            | 22 | 23 | 21 | 22 | 26 | 27 |   |

A = MASTER DELUXE    B = MASTER    C = TAXICAB    D = HALF TON    E = 3/4 & ONE TON    F = 1-1/2 TON  
 G = SCHOOL BUS    R = ROLLER    D.R. = DOUBLE ROW    \* - Outside diameter of shaft

10-15-37, 1-21-38 - Taxicab, School Bus, water pump bearings added.

## BEARINGS

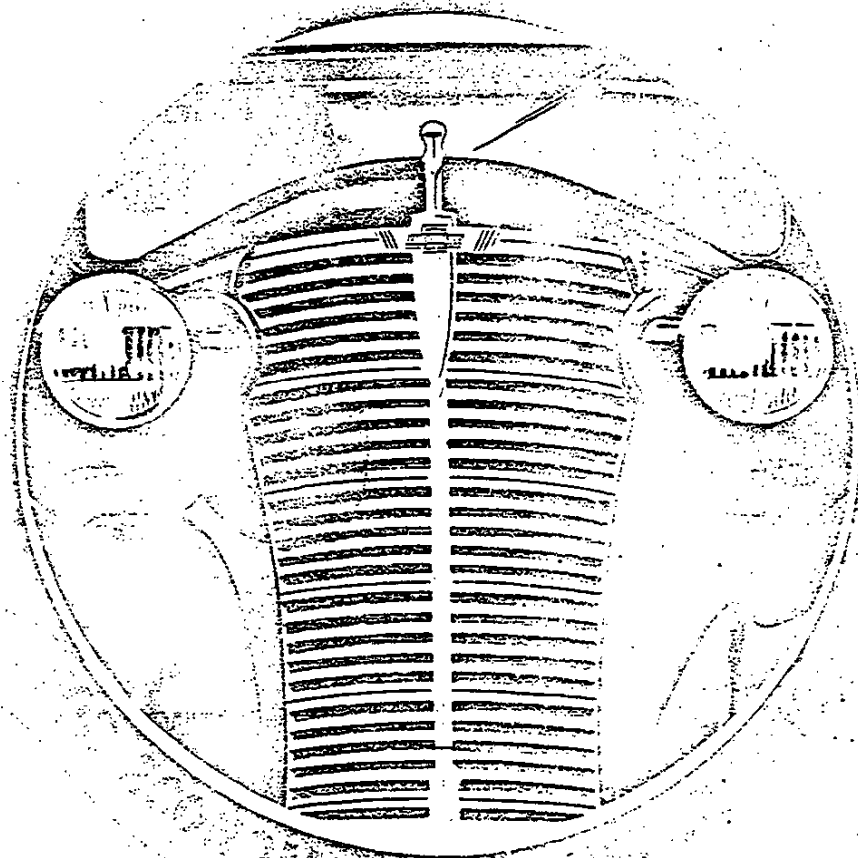
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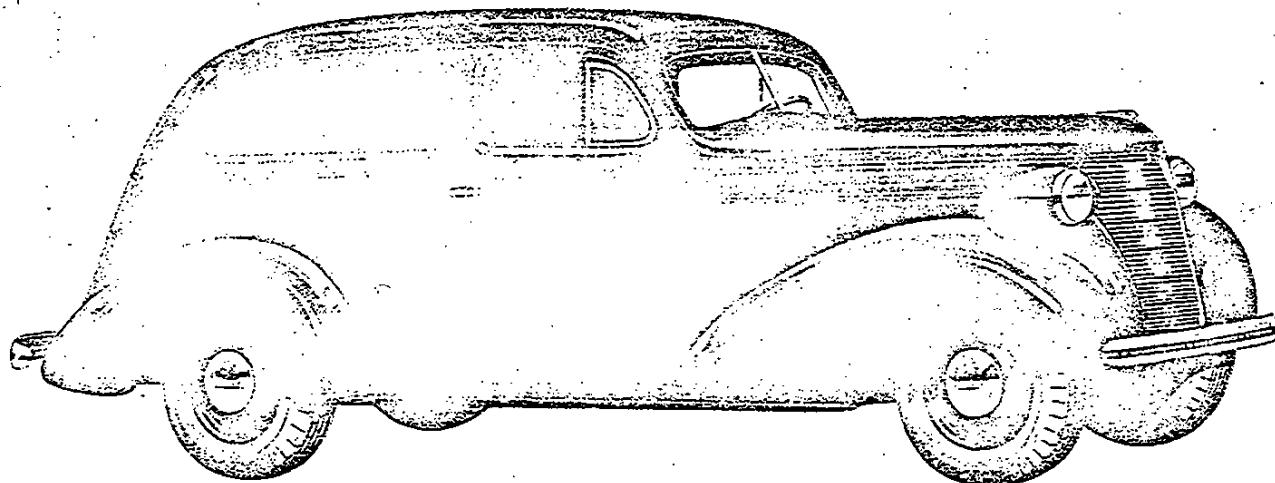
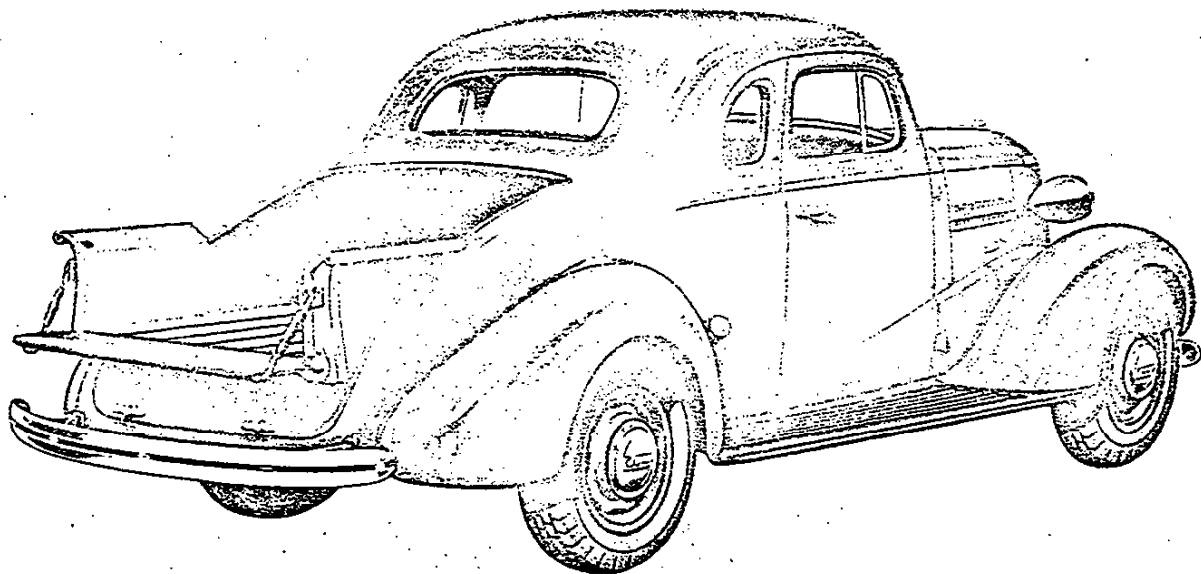
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# CHEVROLET



# TRUCKS 38



#### **COUPE PICK-UP**

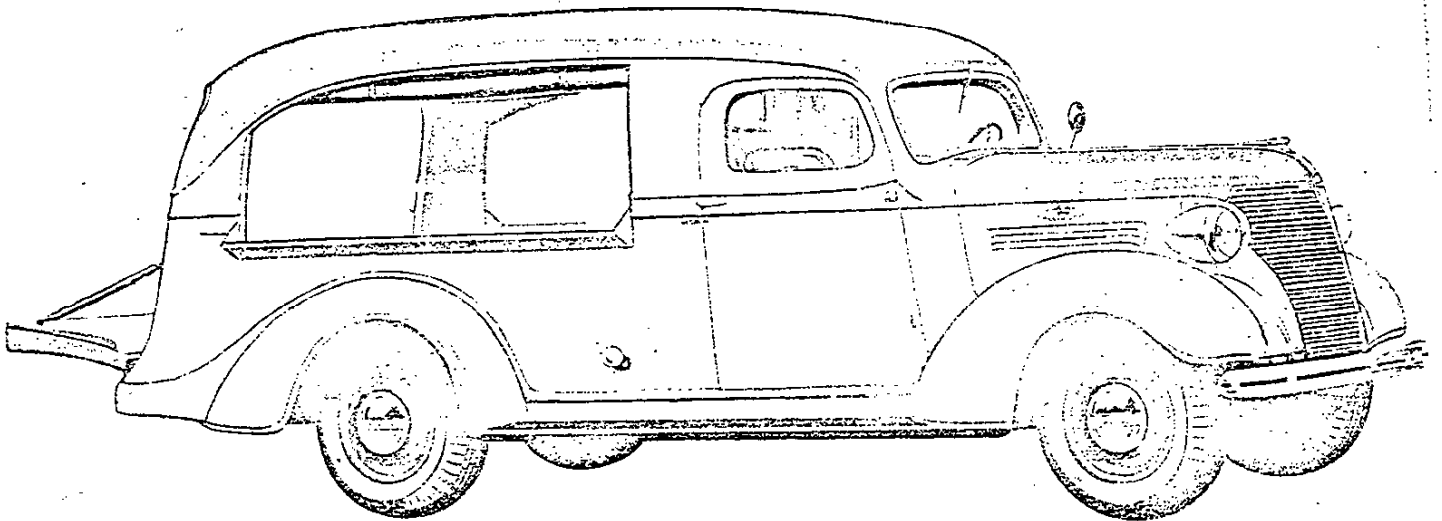
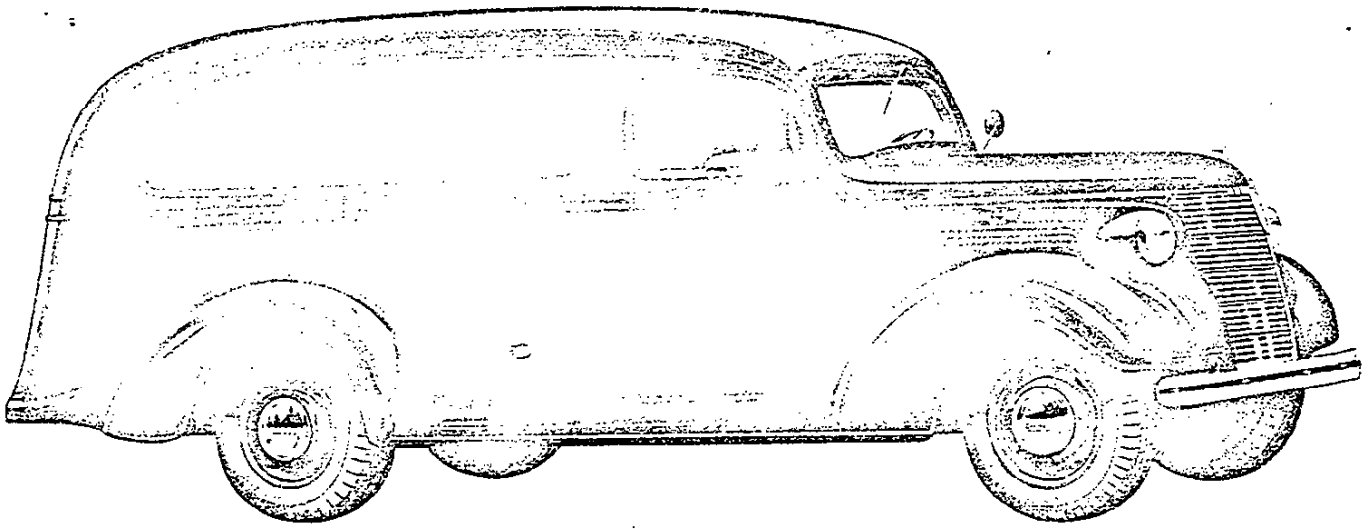
112 $\frac{1}{4}$ -inch wheelbase

This most useful unit is a Master passenger car business coupe with a pick-up box in the rear. A rear deck lid, by which the truck can be converted into a coupe when the pick-up box is removed, is furnished. The load space is 66 $\frac{1}{8}$  inches long, 38 $\frac{3}{8}$  inches wide, and 12 inches high to the top of the flare-boards.

#### **SEDAN DELIVERY**

112 $\frac{1}{4}$ -inch wheelbase

This strikingly good-looking body is mounted on the Master passenger car chassis, assuring easy riding, economy and speedy action. The body is all-steel. Load space measures 66 inches long, 54 inches wide, 41 $\frac{1}{8}$  inches high.



**HALF-TON PANEL**

112-inch wheelbase

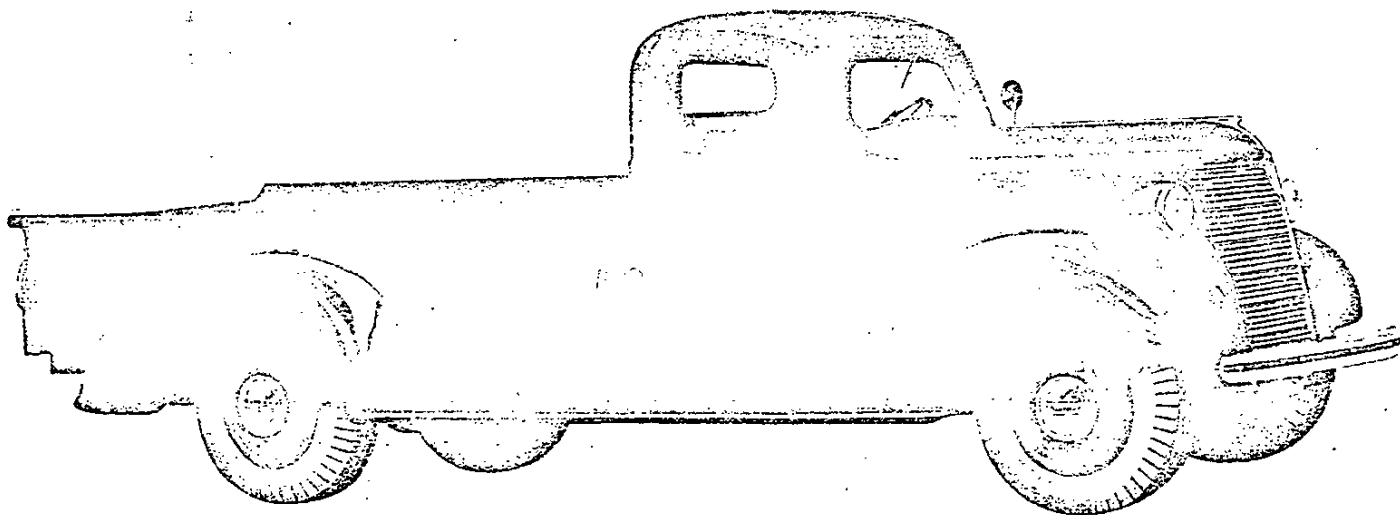
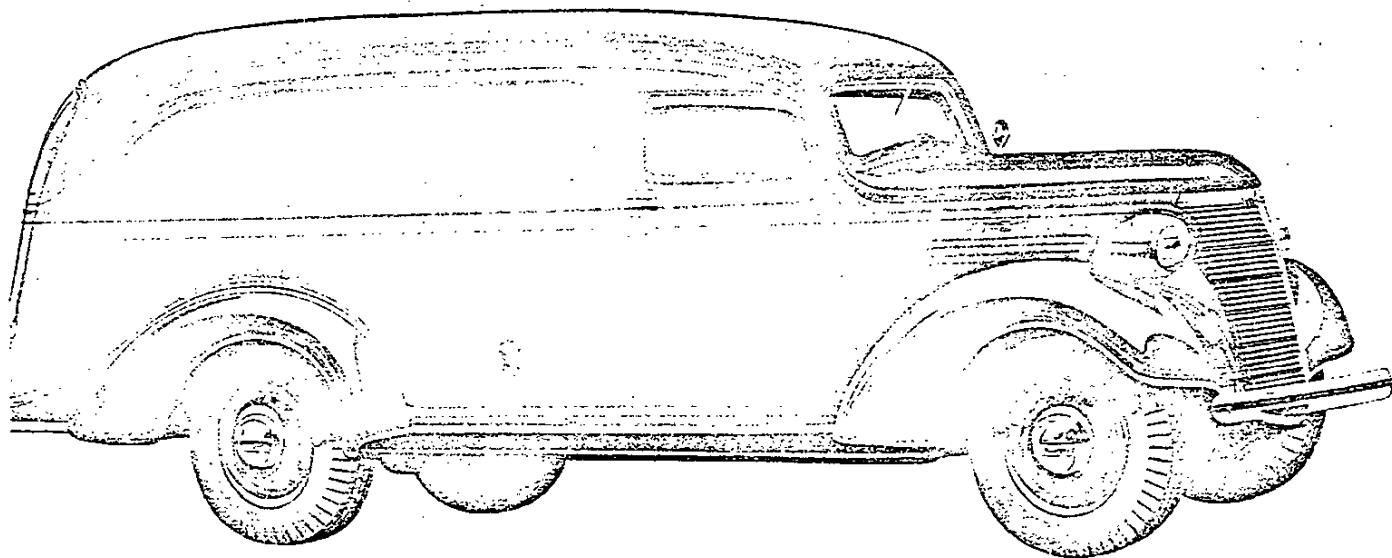
The fully streamlined body is all-steel construction, with one-piece steel roof. Steel skid-strips protect the heavy wood floor. The loading platform is 86 $\frac{1}{4}$  inches long. The load space is 56 $\frac{1}{4}$  inches wide and 51 inches high; rear door opening, 47 $\frac{1}{8}$  inches wide by 43 inches high. Shock absorbers are standard equipment.

**HALF-TON CANOPY EXPRESS**

112-inch wheelbase

This practical model has the same general lines as the Panel body, but with open sides. Roll curtains protect the load in case of need. The body is finished with substantial steel flare-boards on the sides. The heavy, slam-type tail-gate can be operated with one hand. The load space is 81 $\frac{1}{8}$  inches long, 56 $\frac{1}{4}$  inches wide, 51 inches high.





### **3/4-TON PANEL**

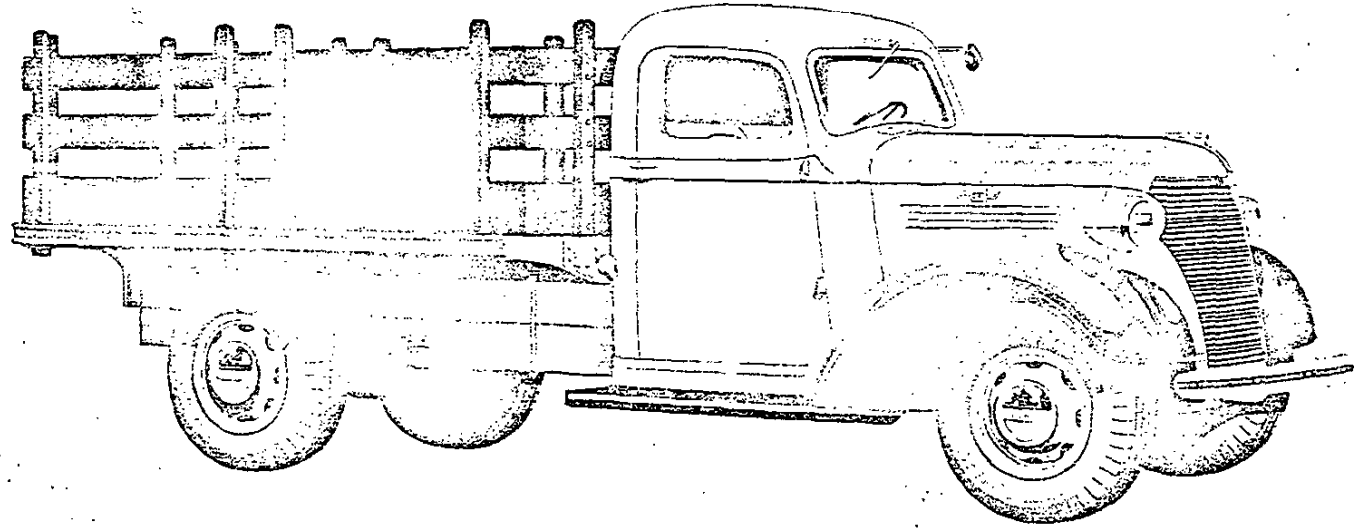
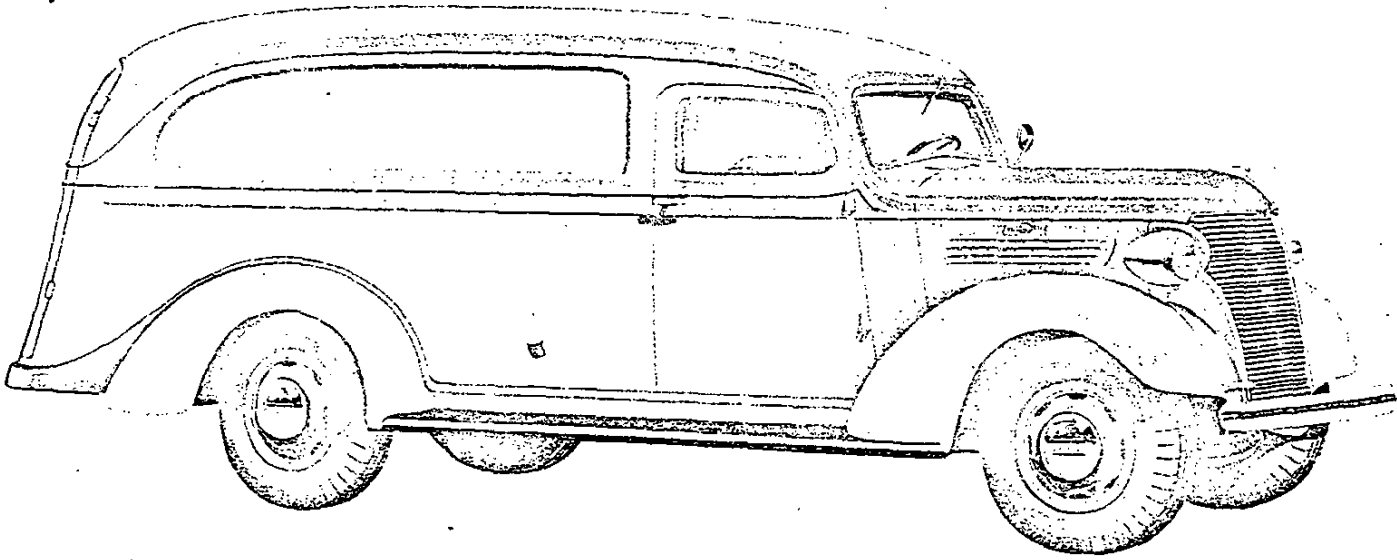
122 $\frac{1}{4}$ -inch wheelbase

The style and distinctive appearance of the light delivery vehicle are made available for use with heavier loads in this modernly styled, all-steel body (wood floor with steel skid-strips). The load platform measures 97 $\frac{1}{2}$  inches long, 54 $\frac{1}{2}$  inches wide; the maximum width of the load space is 56 $\frac{1}{2}$  inches; the height, 51 inches; capacity is 158 cubic feet.

### **3/4-TON PICK-UP**

122 $\frac{1}{4}$ -inch wheelbase

Its unusually large load space, combined with its speed and flexibility, provides a vehicle of wide application—offering truck capacity with delivery car economy. The load space measures 87 inches long, 45 $\frac{3}{4}$  inches wide, 16 inches high.



**1-TON PANEL**

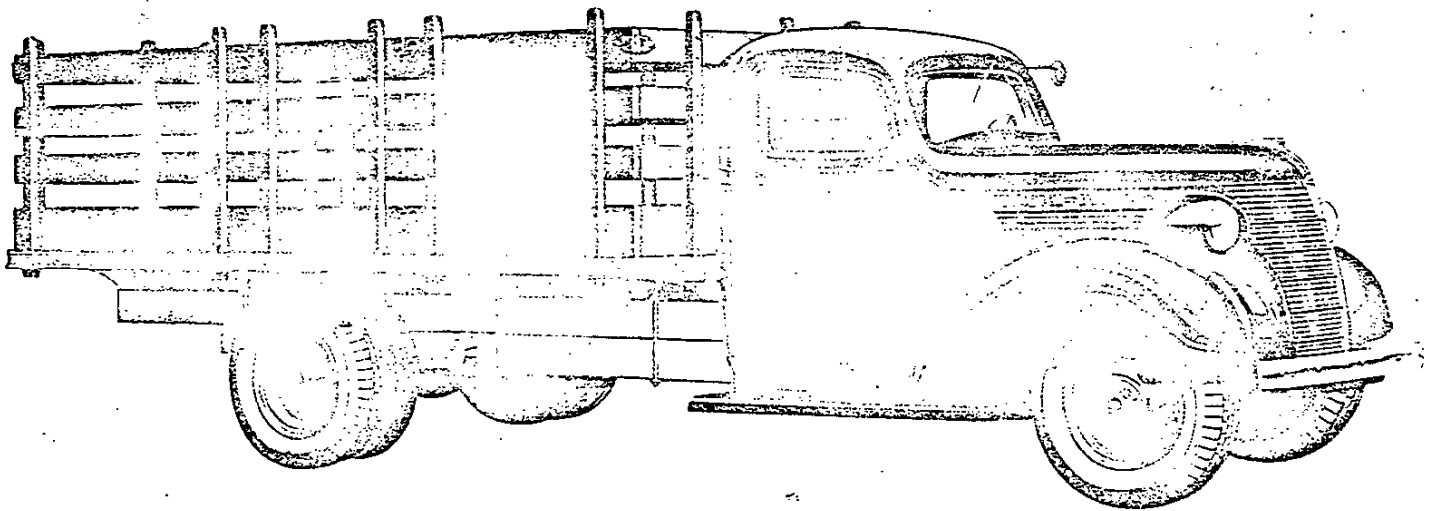
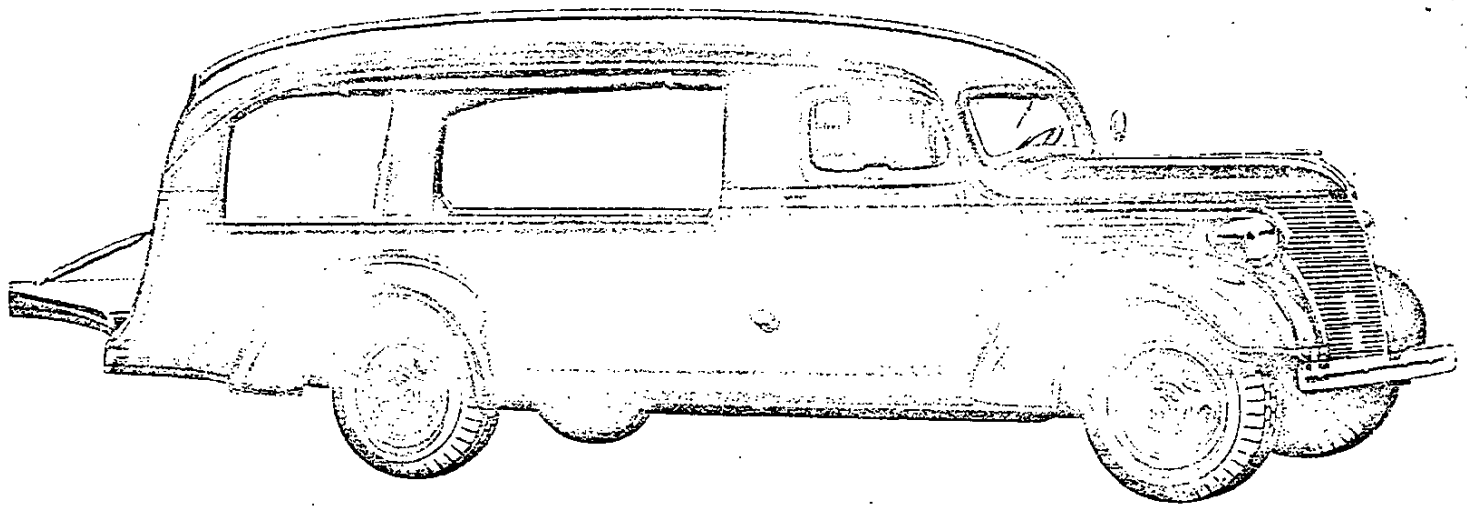
122¼-inch wheelbase

The body is identical with that of the ¾-ton Panel truck, having the same capacity (158 cubic feet). The payload center is 9 inches ahead of the rear axle. Larger chassis units provide for additional payload weight.

**1-TON STAKE**

122¼-inch wheelbase

The body is the same as that of the ¾-ton model. Greater capacity in springs and brakes, with larger wheels and tires, fits this model to handle still greater loads with efficiency and economy. The load space is 87½ inches long, 71½ inches wide, 28¼ inches high to the top of the slats.



**1½-TON CANOPY EXPRESS**

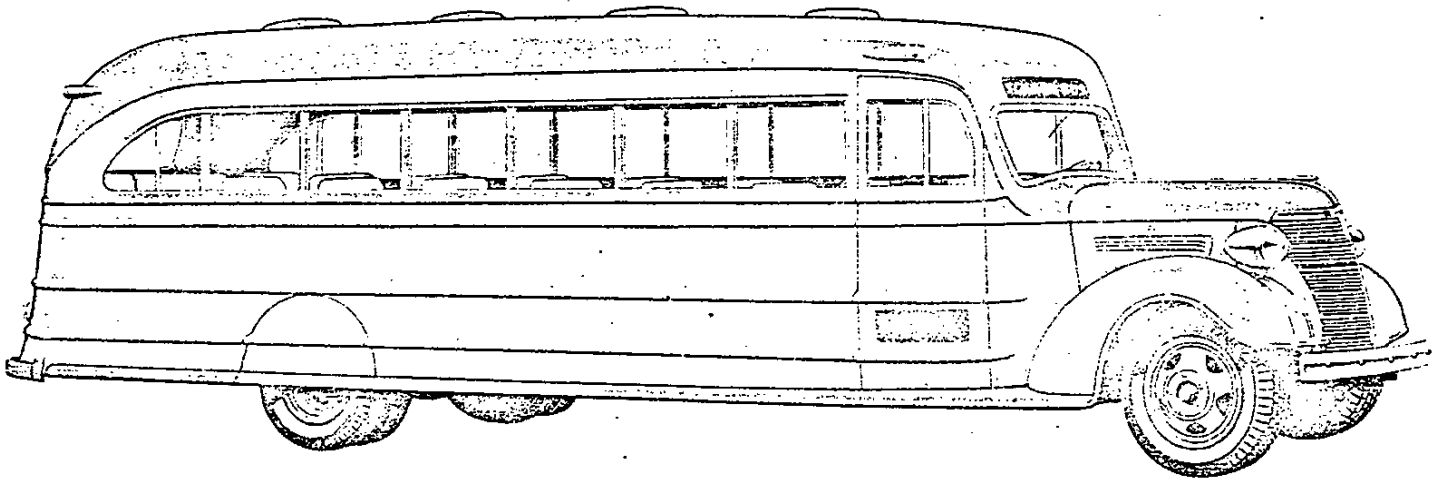
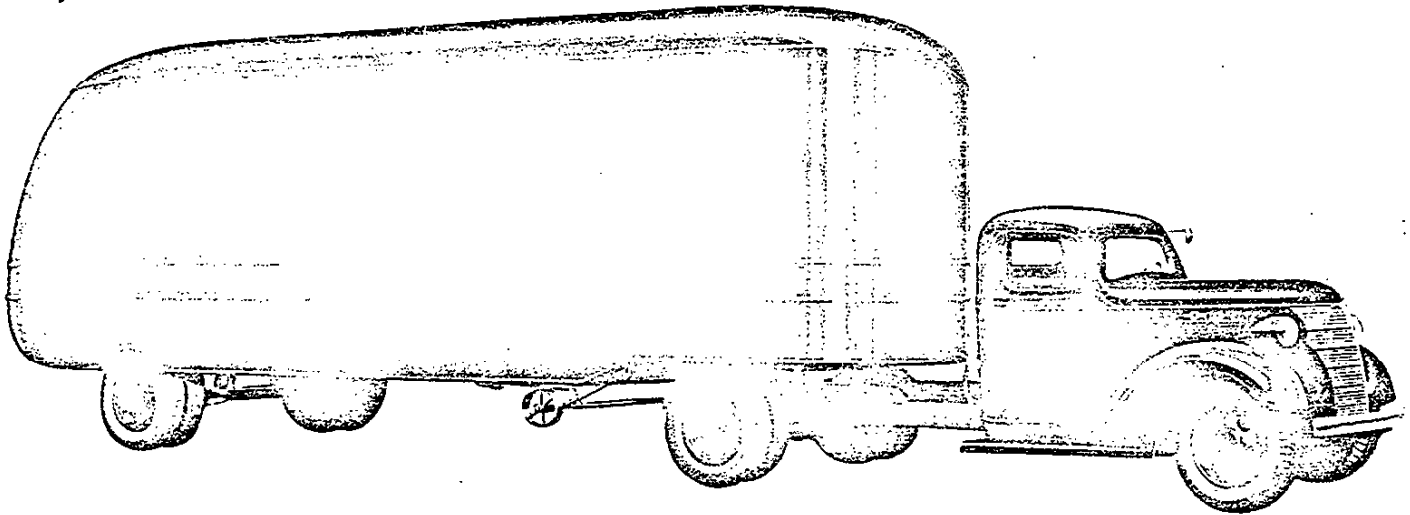
131½-inch wheelbase

This model combines fine appearance with rugged construction and money-making load capacity. Roll curtains protect the load in bad weather. Screen sides are available at small additional cost. The load space is 110⅞ inches long, 56¼ inches wide, 53⅞ inches high.

**1½-TON STAKE**

131½-inch wheelbase

Special construction features of the platform and the stakes assure extra durability and promote ease of loading, from either the sides or the rear. The body is 105⅞ inches long, 81⅞ inches wide, 38⅞ inches high to the top of the slats.

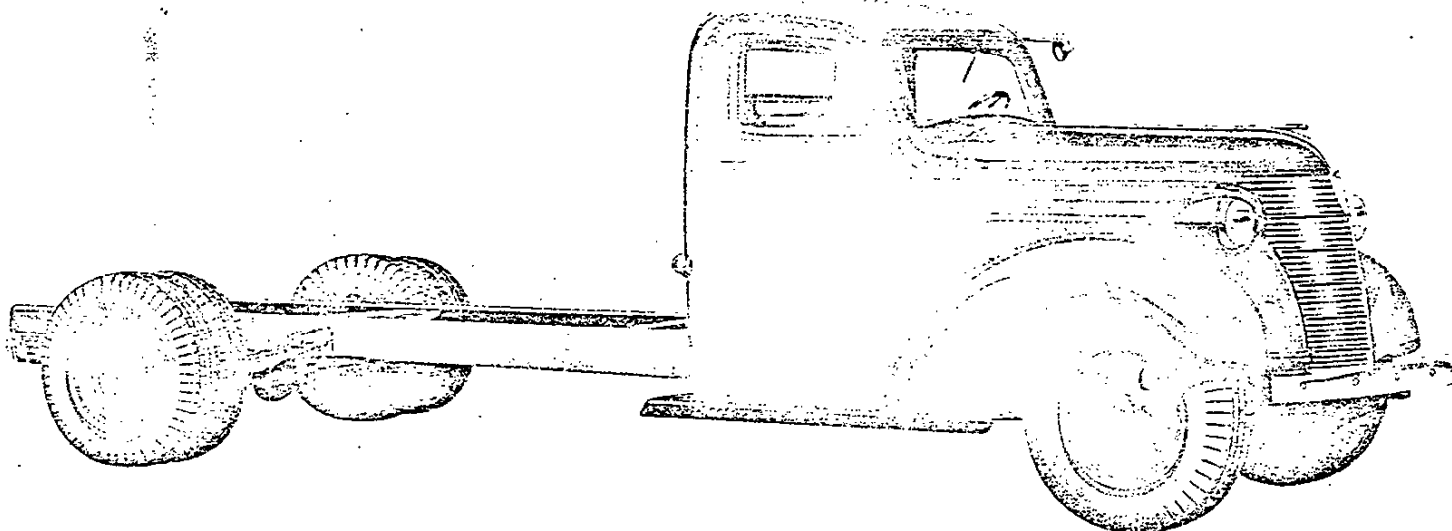
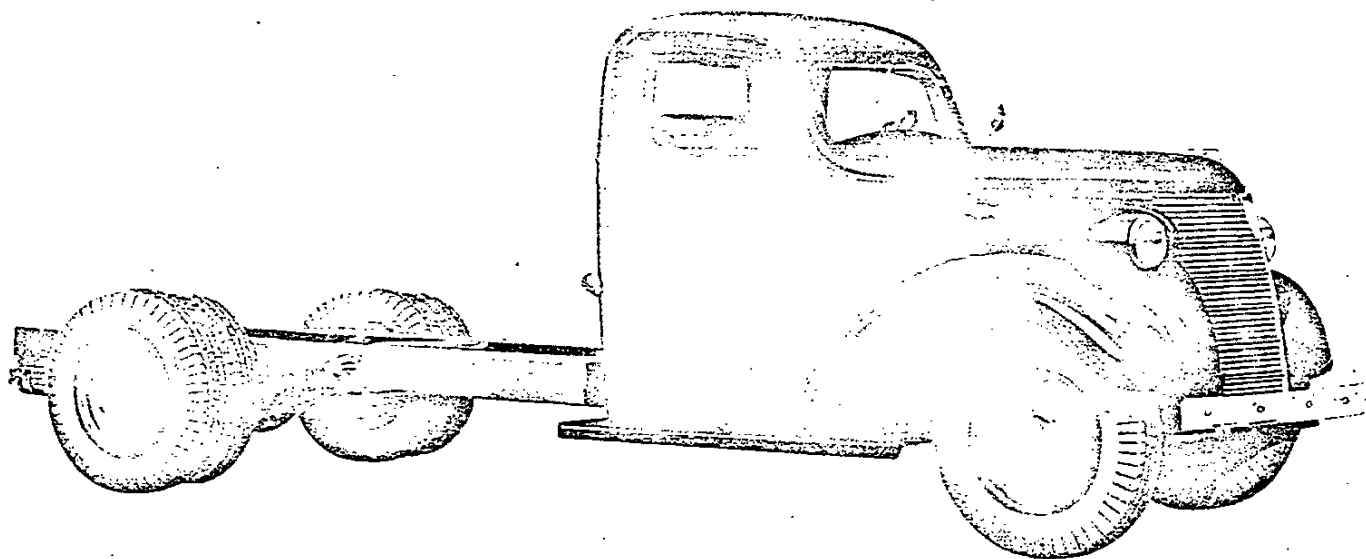


### **1½-TON POWER UNIT FOR TRAILER**

The Chevrolet 1½-ton chassis, because of its high power and its unusual ability to maintain full pulling power over a wide range of speeds, is especially well fitted for use with a semi-trailer. Its short wheelbase, 131½ inches, greatly facilitates ease of handling.

### **201-INCH CHASSIS FOR SCHOOL BUS**

This newly designed chassis for school bus operation incorporates special features to add to the safety and riding qualities that are so highly important in this particular field. The frame is specially constructed of one-piece channels with eight cross-members. The front axle is an extra-heavy I-beam. Hydraulic brakes have special 14-inch front and 16-inch rear drums. Progressive-type rear springs take care of light and full loads. The flat-face cowl permits easy mounting of bodies. Distance from cowl rear face to end of frame is 212¾ inches.



### 1½-TON CHASSIS

131½-inch wheelbase

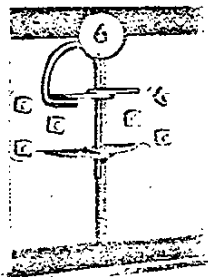
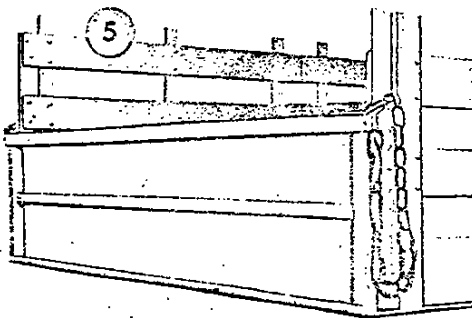
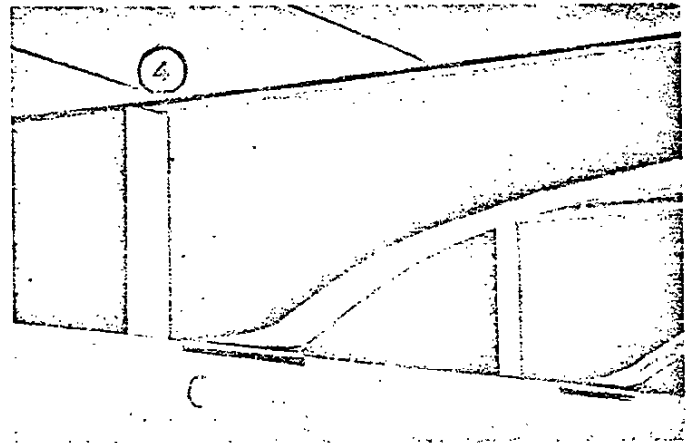
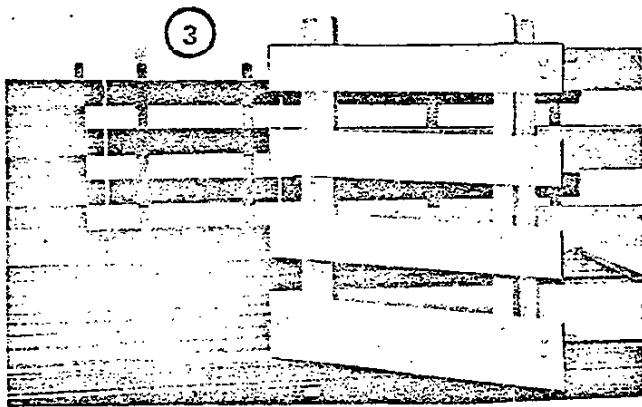
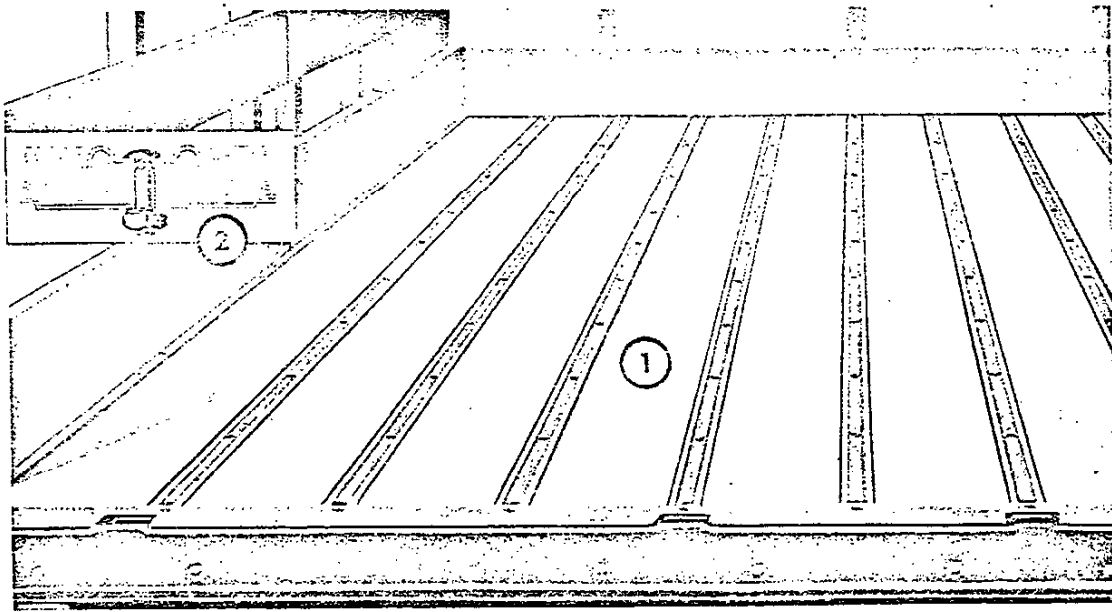
May be equipped with either single wheels or dual rear wheels. Shipping weight with cab, 3,390 pounds, s.w.: 3,490 pounds, d.w. Back of cab to center line of rear axle, 57¾ inches; back of cab to end of frame, 92¾ inches. Turning radius, 25½ feet. Transmission, four speeds, with opening for power take-off. Rear axle gear ratio, 5.43 to 1, or 6.17 to 1.

### 1½-TON CHASSIS

157-inch wheelbase

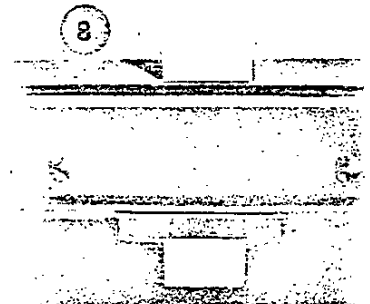
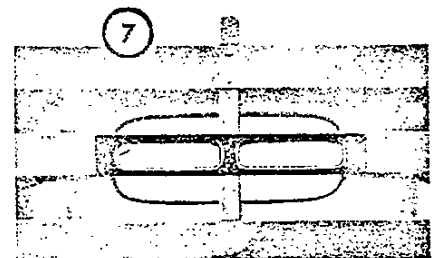
May be equipped with either single wheels or dual rear wheels. Shipping weight with cab, 3,435 pounds, s.w.: 3,560 pounds, d.w. Back of cab to center line of rear axle, 83¼ inches; back of cab to end of frame, 118½ inches. Turning radius, 30½ feet. Transmission, four speeds, with opening for power take-off. Rear axle gear ratio, 5.43 to 1, or 6.17 to 1.

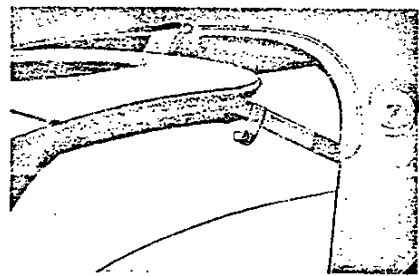
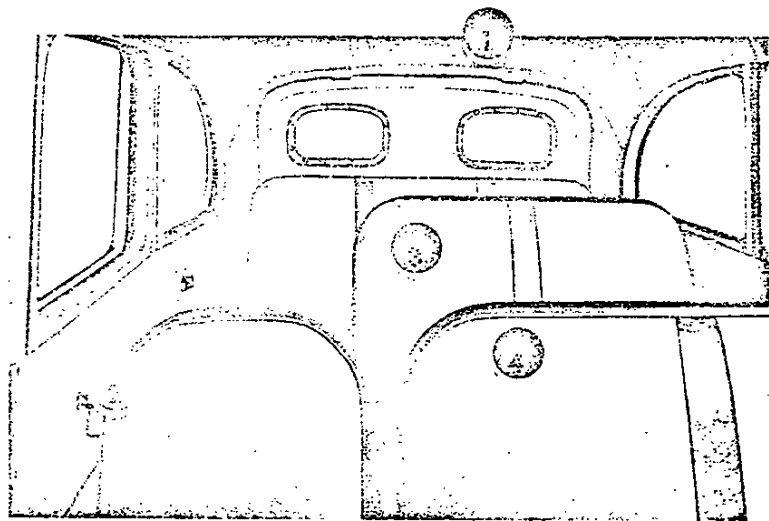
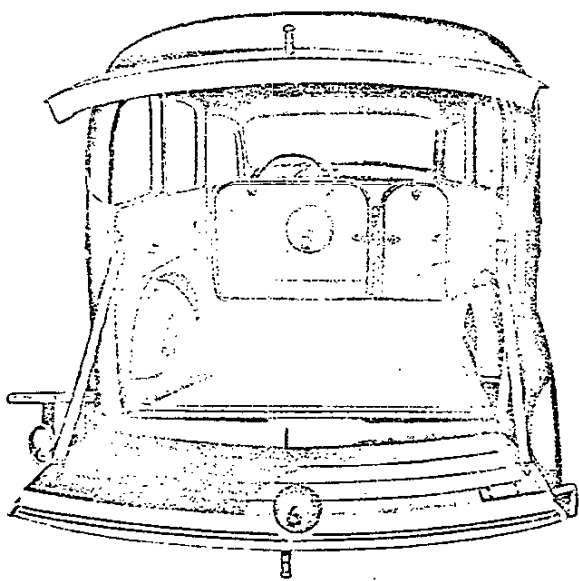
with cab (as illustrated)  
of body installation, these  
with front pillar posts  
small additional charge.



### STAKE BODY FEATURES

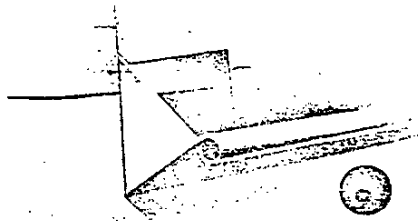
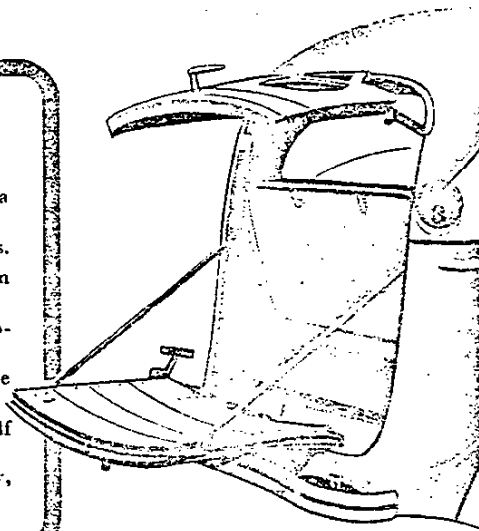
1. **PLATFORM CONSTRUCTION**—Heavy wood floor-boards are securely anchored by steel skid-strips.
2. **RECESSED FLOOR BOLTS**—Only the skid-strips project above the floor level.
3. **SWINGING SIDE-GATES**—Center stake section may be swung open or removed. (1½-ton trucks.)
4. **STEEL CROSS-SILLS**—Platform supported on strong, rigid cross-members.
5. **EXPRESS END-GATE**—The 157-inch wheelbase stake body may be fitted with a steel end-gate at a small extra charge.
6. **HINGE PINS**—Positive fastening, yet may be removed easily. (1½-ton trucks.)
7. **REAR-VISION PLATE**—Steel stamping through which the driver can see to the rear.
8. **STAKE POCKETS AND RUB-RAIL**—Stake pockets have strong braces. Steel rub-rail protects stakes and pockets.





**CARRYALL SUBURBAN  
BODY FEATURES**

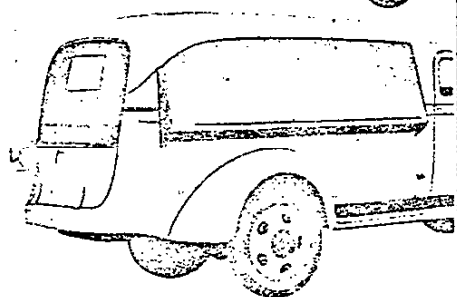
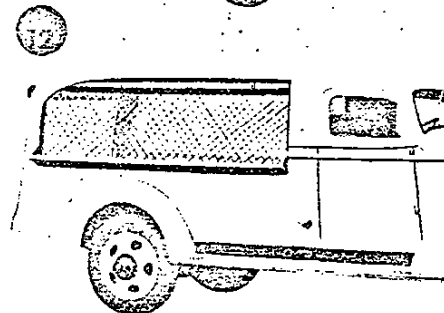
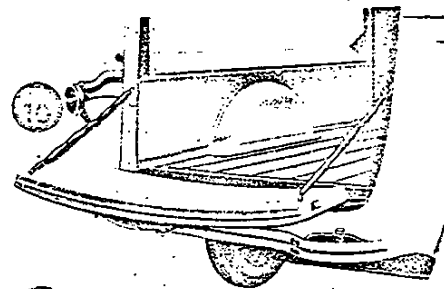
1. Entire interior is trimmed to give a passenger car finish.
2. Windows are equipped with crank lifts.
3. The wide, deep seats are trimmed in leather-type upholstery.
4. Tubular seat frames enhance the appearance and promote long life.
- 5-6. Seats are easily removed to provide space for dead loads.
7. A safety latch secures the upper half of the inner door when open.
8. The rear closure is divided horizontally, opening up and down.

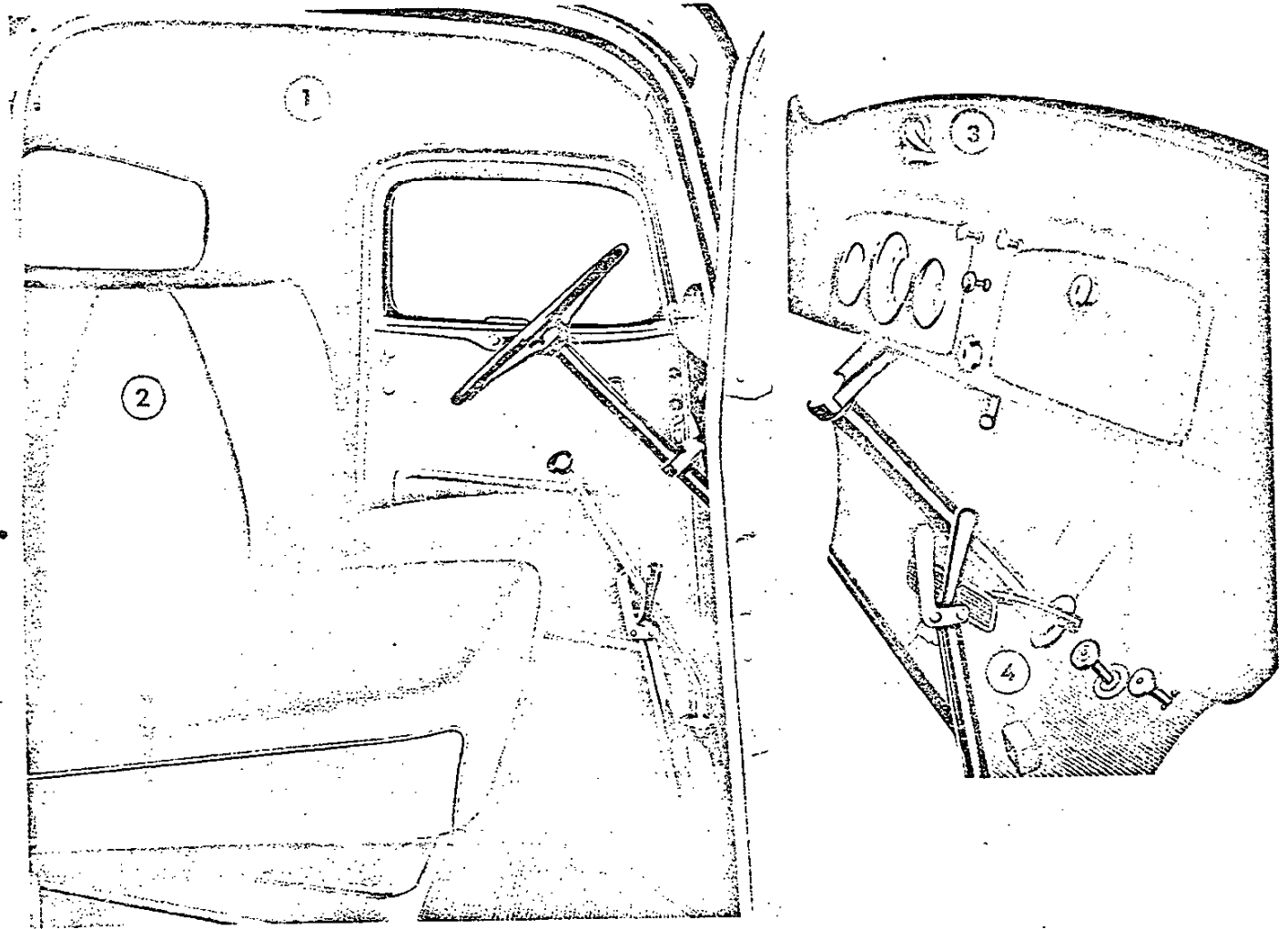


**CANOPY EXPRESS BODY  
FEATURES**

**STEEL BODY CONSTRUCTION**—Sides are braced and reinforced throughout. The seamless steel roof is reinforced with steel bows.

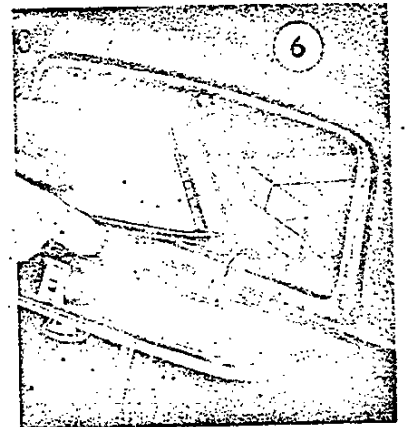
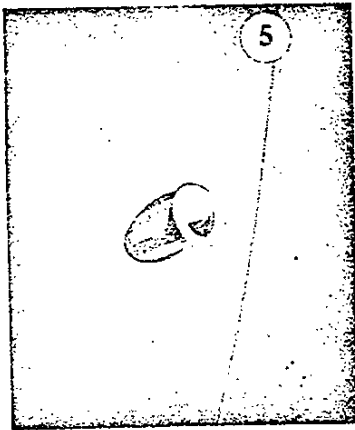
9. **FLARE-BOARDS**—Edges are tubular, for stiffness and durability.
10. **SLAM-TYPE END-GATE**—All-steel; latches automatically when closed.
11. **OILED DUCK CURTAINS**—Standard equipment for side and rear openings.
12. **SCREEN SIDES**—These protective screens are obtainable at a slight extra cost.





### ALL-STEEL CAB FEATURES

1. **TOP**—The smooth steel roof, strong and silent, is thoroughly insulated.
2. **DRIVER'S SEAT**—Inside the durable rubberized fabric upholstery are a latex-bound hair pad and resilient springs.
3. **INSTRUMENT DIALS**—The clear-vision indicators are directly before the driver.
4. **CONTROLS**—Pedals and control levers are grouped for accessibility and easy operation.
5. **GAS TANK FILLER**—The occupants of the cab may remain seated as the gas tank is filled from outside the cab.
6. **PACKAGE COMPARTMENT**—A spacious compartment with locking cover adds much to the driver's convenience.





# F THE MPRESSION RUCK ENGINE

**VALVE-IN-HEAD**—The valve mechanism is top of the cylinder head, readily accessible for adjustment. Extra power and maximum economy are attained by the compact arrangement of the valves directly over the piston.

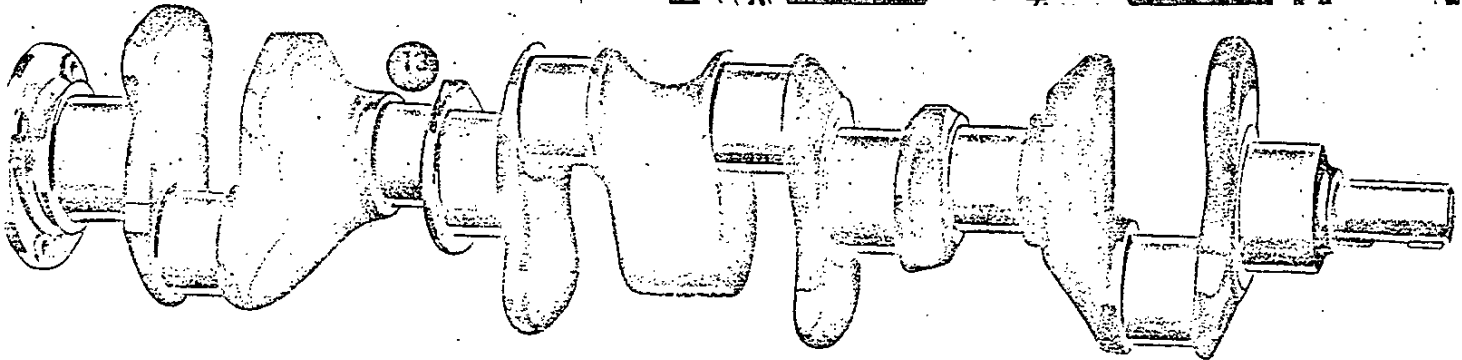
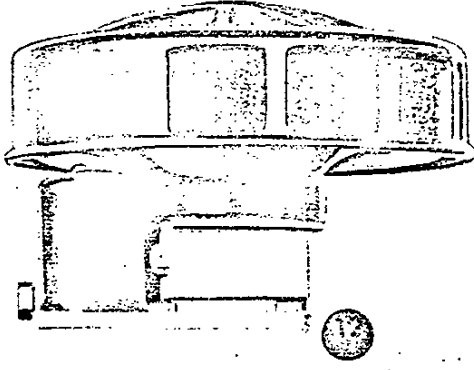
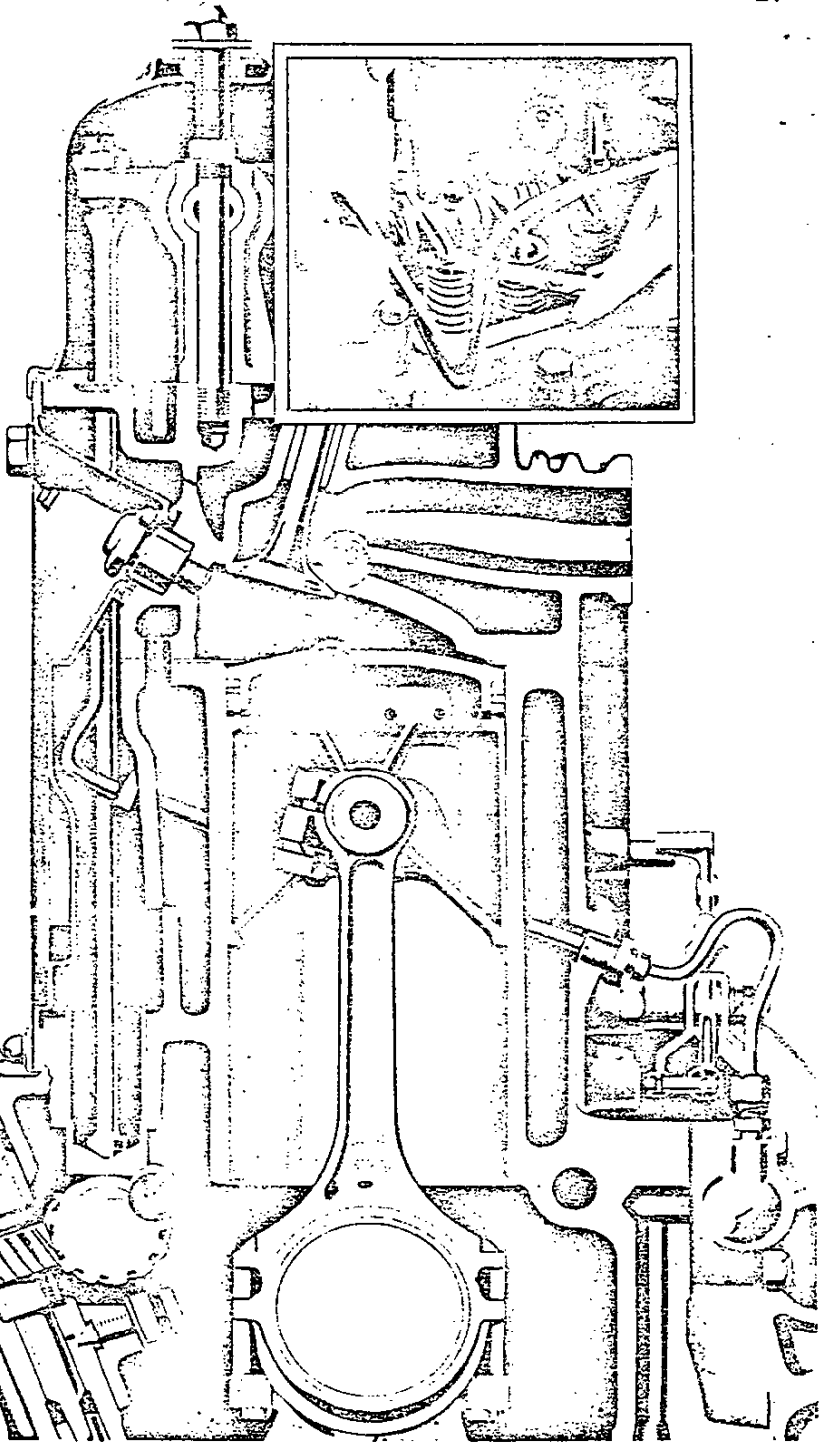
**BLUE-FLAME COMBUSTION**—The combustion chamber, of exclusive design, insures economical utilization of fuel, which burns with a blue flame—indicating freedom from waste or detonation (roughness).

**DOME-HEAD PISTONS**—Chevrolet truck pistons are especially designed for strength and durability. Electroplating helps maintain their perfect fit.

**AIR CLEANER**—Mounted above the down-draft carburetor, the air cleaner safeguards the engine from undue wear. The filtering element is readily removable for cleaning.

**FOUR-BEARING CRANKSHAFT**—This 68-inch crankshaft is forged with integral counterweights. Bearings are above the crank in size.

**FOUR-BEARING CAMSHAFT**—Efficient operation and long life are assured by the support of the sturdy camshaft on four bearings.



## ASSIS FEATURES

—the drive-shafts have no other duty  
to turn the rear wheels.

**PERFECTED HYDRAULIC BRAKES**—Chevrolet's braking system combines the many advantages of hydraulic brake actuation with the extra advantages that result from its exclusive design of brake shoe mechanism within the drums. Brakes vary in size according to vehicle capacity (see specifications).

**11. STRADDLE-MOUNTED PINION (1½-TON)**—Correct alignment of the drive pinion is maintained by two ball bearings, one of them mounted to the rear of the pinion.

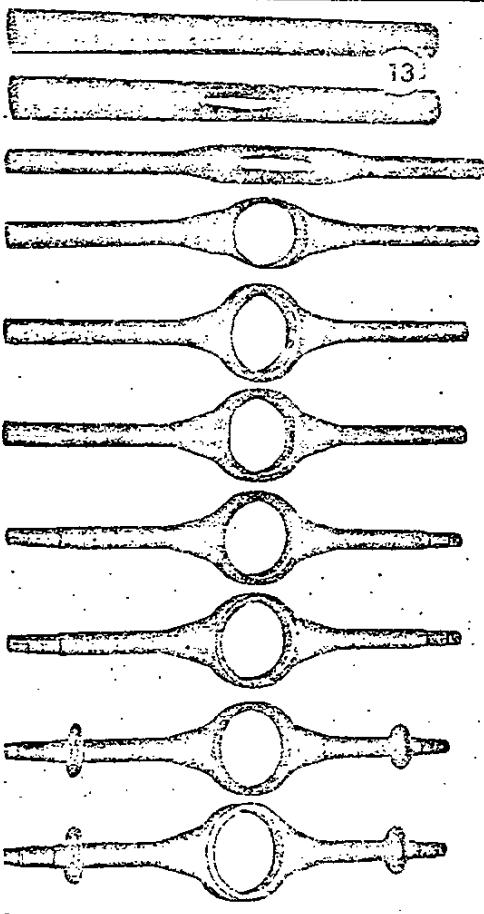
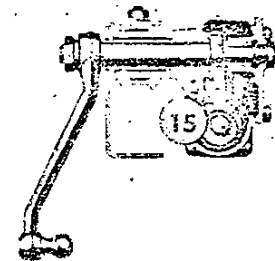
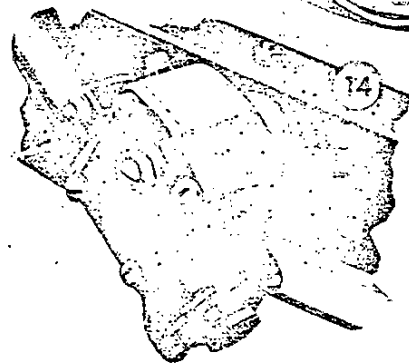
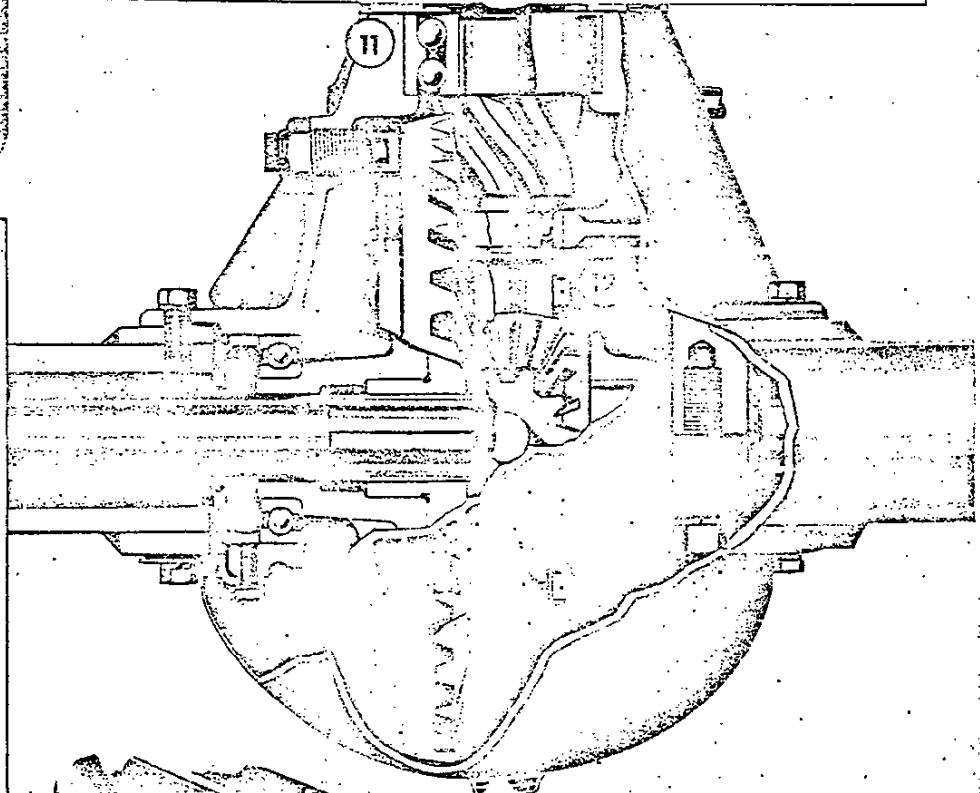
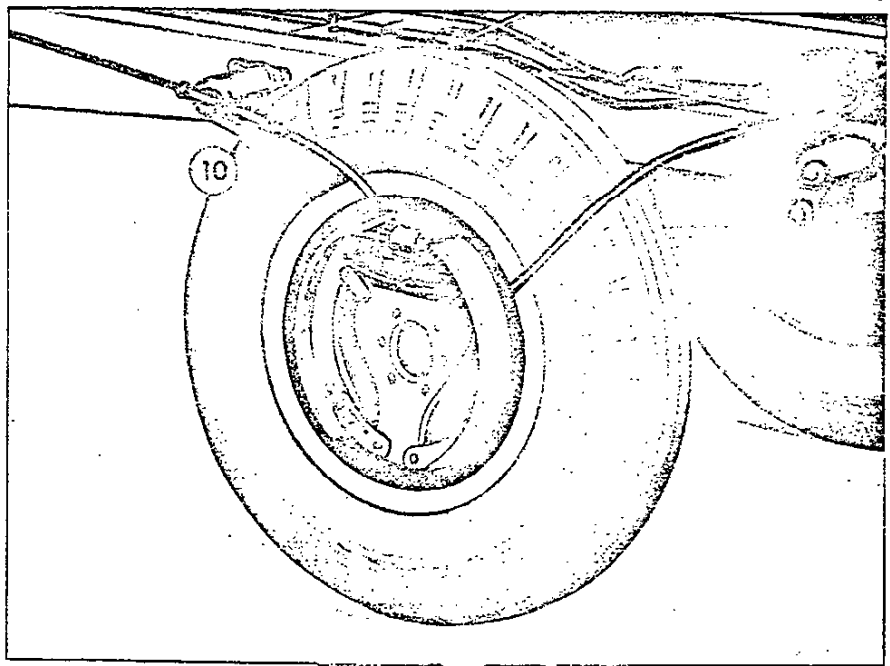
**12. FOUR-PINION DIFFERENTIAL (1½-TON)**—The heavy load delivered by the drive-shaft is transmitted through four differential pinions.

**13. ONE-PIECE HOUSING (1½-TON)**—This unit, noted for its strength, is formed from seamless heavy-wall tubing of alloy steel.

**14. STEERING GEAR**—The underslung worm-and-sector steering gear is securely bracketed inside the chassis side-rail flanges.

**15. STRADDLE-MOUNTED SECTOR**—Accurate alignment results from mounting the steering-gear sector between large bearings.

THE UNITS ILLUSTRATED ON THIS PAGE





11  
12



**Sheet No. 1 - Chassis Equipment**

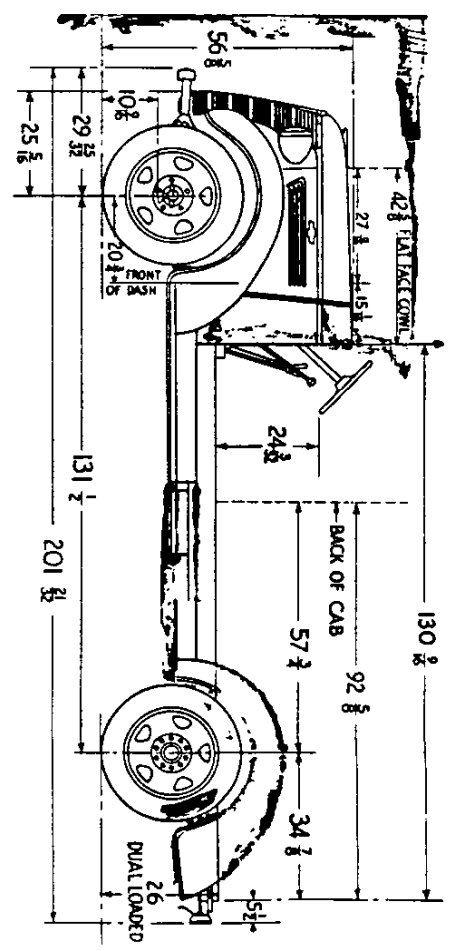
MAKE Chevrolet 1-1/2 Ton Trucks

NAME OF MAKER Chevrolet - Division

of General Motors Corporation

ADDRESS Detroit, Michigan

DATE September 30, 1937



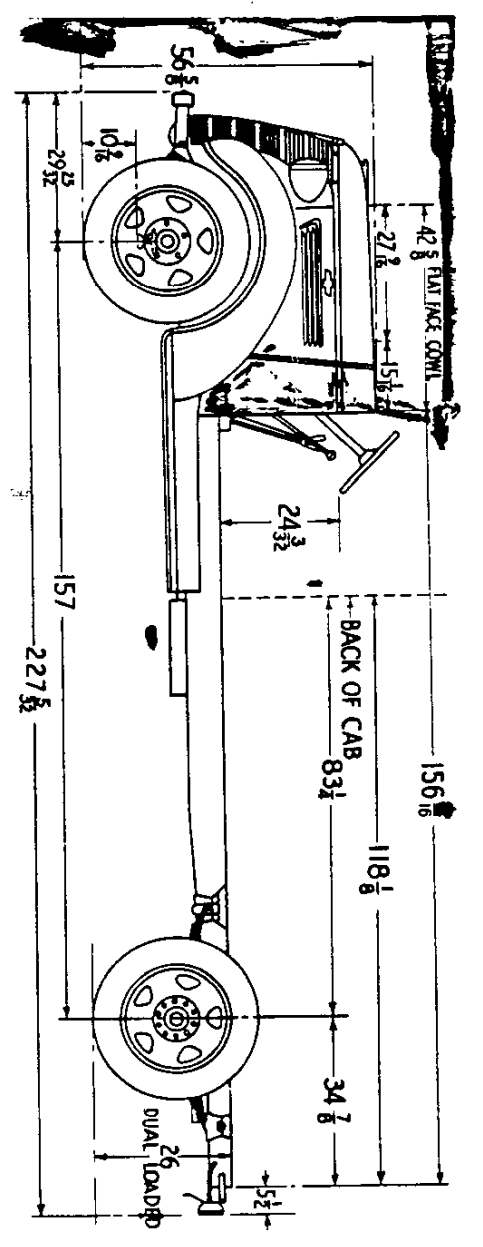
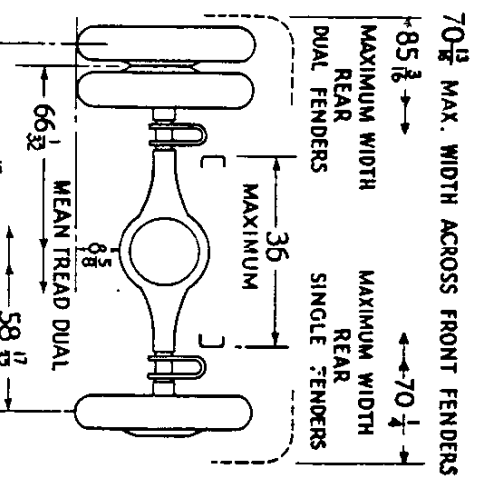
| NAME AND MODEL    | Ascending Price Scale | Factory Delivered Price Including Federal Tax and Handling Charge | Wheel base | Shipping Weight | With Standard Tires | Standard Tires Furnished |            | With Maximum Tires | Maximum Tires Furnished |      |
|-------------------|-----------------------|---|------------|-----------------|---------------------|--------------------------|------------|--------------------|-------------------------|------|
|                   |                       |   |            |                 |                     | Front                    | Rear       |                    | Front                   | Rear |
| Master TA         | Chassis & Cowl @      | 131 1/2   | 3030       | 7000#           | 6.00-20-6           | 32 x 6-8 S               | 7900#      | 32 x 6-10          | 32 x 6-10 S             |      |
| Master IC         | Chassis & Cab @       | 157"  | 3075       | 9300#           |                     | 6.00-20-6 D              | 9300#      | 7.00-20-8          | 7.00-20-8 D             |      |
| Master TB         | Chassis & Cab @       | 157"  | 3120       |                 |                     |                          |            |                    |                         |      |
| Master TD         | Chassis & Cab @       | 157"  | 3200       |                 |                     |                          |            |                    |                         |      |
| Master Special TB | Chassis & Cowl @      | 157"  | 3560       |                 |                     |                          |            |                    |                         |      |
| Master Special TD | Chassis & Cab @       | 157"  | 4030       | 11,300# **      | 6.50-20-5           | 32 x 6-10 D †            | 11,300# ** | 32 x 6-10 ††       | 32 x 6-10 D ††          |      |
| Master Special TD | Chassis & Cab @       | 157"  | 4130       |                 |                     |                          |            |                    |                         |      |

**Notes:** Chassis are rounded on ascending gross weight scale instead of ascending price scale. \*\* = With auxiliary springs.  
 † = Total of Chassis, Cab, Body, Driver and Payload weights. †† = Flat-face cowl. LOP = Libby-Owens-Ford.  
 S = Single rear wheels. D = Dual Rear wheels. AC = AC S. R. Truck. DR = Delco Remy. † = Optional 7.50-20-8D.  
 \* = Gross Allowable Weights



7  
4





| Year Ratio  | Standard Compression Ratio | Speedometer Make | Make | GASOLINE GAUGE |              |            | Thermometer Make | CAR LOCK      |      | SAFETY CLASS |            | Number of Visors | Number of Horns | WINDSHIELD CLEANER |      | Bumper Make | STANDARD WHEELS |      |      | Spare Wheel Location | Number of Spare Tires |                 |
|-------------|----------------------------|------------------|------|----------------|--------------|------------|------------------|---------------|------|--------------|------------|------------------|-----------------|--------------------|------|-------------|-----------------|------|------|----------------------|-----------------------|-----------------|
|             |                            |                  |      | Type           | 1 Mechanical | 2 Electric |                  | 3 Hydrostatic | Type | 1 Ignition   | 2 Steering |                  |                 | Location           | Make |             | Number Included | Make | Type |                      |                       | Number Included |
| 1 or 6.17:1 | 6.25:1                     | AC               | AC   | 2              |              |            | AC               | DR            | 1    | None         | None       | None             | 1               | None               | None | ***         | Own             | Stl. | 5    | 3                    | None                  |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | L-O-F        | 2          | None             |                 | Trico              | 1    |             |                 |      |      |                      |                       |                 |
|             |                            |                  |      |                |              |            |                  |               |      | None         | None       | None             |                 | None               | None |             |                 |      |      |                      |                       |                 |

With auxiliary springs and governor. Governor set not to exceed 45 M.P.H.  
 Own. Front bumper only provided.  
 20-8 front with 7.50-20-8 D rear.

at extra cost.



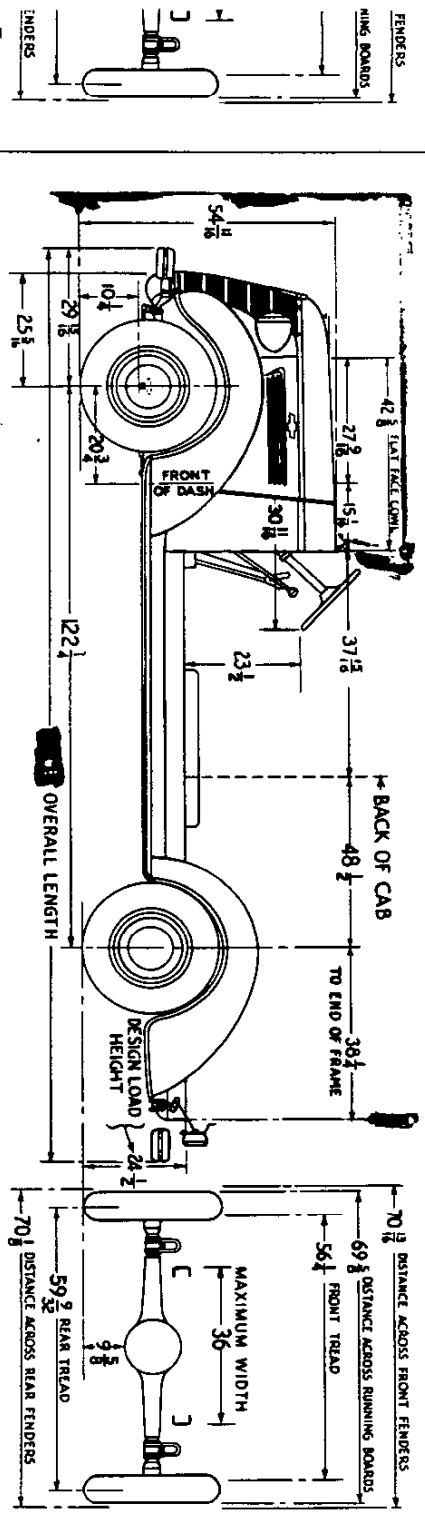






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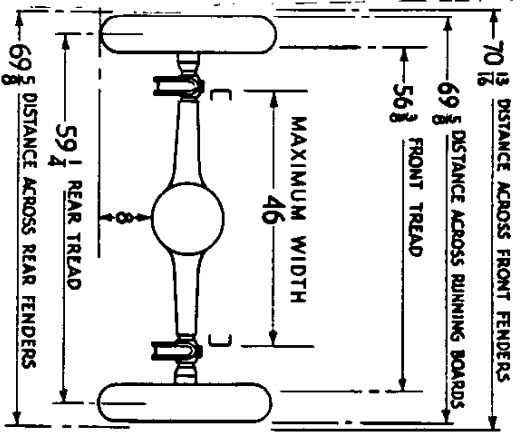
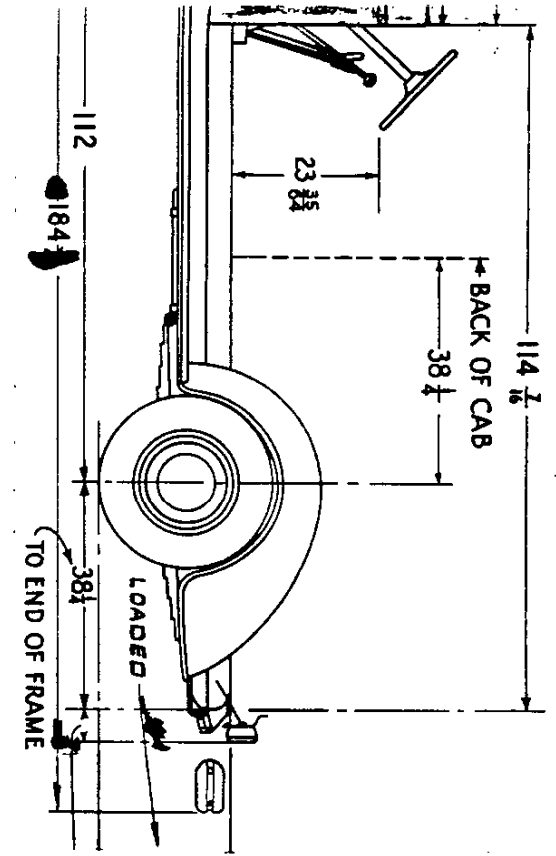
| Gear Ratio | Standard Compression Ratio | Speedometer Make | GASOLINE GAUGE |      |      | CAR LOCK |       |          | SAFETY GLASS |           |      | WINDSHIELD CLEANERS |             | STANDARD WHEELS |      |        | SPARE WHEEL |        |   |
|------------|----------------------------|------------------|----------------|------|------|----------|-------|----------|--------------|-----------|------|---------------------|-------------|-----------------|------|--------|-------------|--------|---|
|            |                            |                  | Type           | Make | Make | Type     | Make  | Location | Number of    | Number of | Make | Number              | Bumper Make | Make            | Type | Number | Location    | Number |   |
| 4.11:1     | 9.25:1                     | AC               | 2              | AC   | D.R. | 1        | None  | None     | 1            | None      | None | 1                   | None        | Own             | Own  | Steel  | 5           | 3      | 1 |
| 4.11:1     | 9.25:1                     | AC               | 2              | AC   | D.R. | 1        | T-O-F | 2        | 1            | Trico     | 1    | Own                 | Own         | Steel           | 5    | 3      | 1           |        |   |
| 4.11:1     | 6.25:1                     | AC               | 2              | AC   | D.R. | 1        | None  | None     | 1            | None      | None | 1                   | None        | Own             | Own  | Steel  | 5           | 3      | 1 |
| 4.11:1     | 6.25:1                     | AC               | 2              | AC   | D.R. | 1        | T-O-F | 2        | 1            | Trico     | 1    | Own                 | Own         | Steel           | 5    | 3      | 1           |        |   |

L-O-F = Libby-Owens-Ford. AC = AC Spark Plug.



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12





| Gear Ratio | Standard Com-pression Ratio | Speed-ometer Make | GASOLINE GAUGE                         |                   |      | CAR LOCK                     |   | SAFETY GLASS               |                          | WINDSHIELD CLEANER |                 | STANDARD WHEELS |      | SPARE WHEEL LOCATION: 1 Seat, 2 Internal, 3 External, 4 Fender | Number of Spare Tires Included |       |                 |   |   |   |  |
|------------|-----------------------------|-------------------|--|-------------------|------|------------------------------|---|----------------------------|--------------------------|--------------------|-----------------|-----------------|------|--|--------------------------------|-------|-----------------|---|---|---|--|
|            |                             |                   | TYPE: 1 Mech., 2 Elec., 3 Hydro-static | Thermo-meter Make | Make | TYPE: 1 Ignition, 2 Steering | LOCATION: 1 Windshield Through Windshield and Venturi | Number of Visions Included | Number of Horns Included | Make               | Number Included | Bumper Make     | Make |  |                                | Type  | Number Included |   |   |   |  |
| 4.11:1     | 6.25:1                      | AC                | AC                                     | 2                 | AC   | D.R.                         | 1   | None                       | None                     | None               | 1               | None            | None | Own  | Own                            | Steel | 5               | 3 | 1 |   |  |
| 4.11:1     | 6.25:1                      | AC                | AC                                     | 2                 | AC   | D.R.                         | 1   | L-O-F                      | 2                        | None               | 1               | None            | 1    | Trico  | None                           | Own   | Steel           | 5 | 3 | 1 |  |
|            |                             |                   |  |                   |      |                              |   |                            |                          |                    |                 |                 |      |  |                                |       |                 |   |   |   |  |
|            |                             |                   |  |                   |      |                              |   |                            |                          |                    |                 |                 |      |  |                                |       |                 |   |   |   |  |

O-F = Libby-Owens-Ford.



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12



**Sheet No. 1 - Chassis Equipment**

MAKE Chevrolet-Half Ton Truck

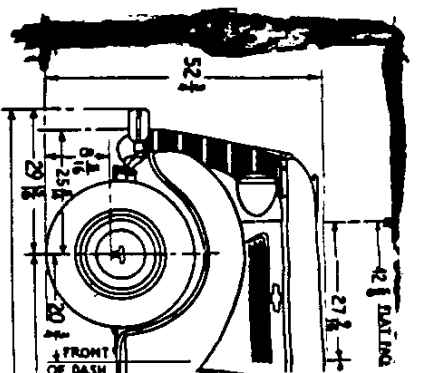
NAME OF MAKER Chevrolet

Division of General Motors Corporation

ADDRESS Detroit, Michigan

DATE September 20, 1937

HALF TON TRUCK  
CHASSIS DIMENSIONS.



GROSS ALLOWABLE WEIGHTS \*

| MAKE AND MODEL | CHASSIS TYPE   | Factory Delivered Price including Federal Tax and Handling Charge | Wheel-base | Shipping Weight | With Standard Tires |       | Standard Tires furnished |           | With Maximum Tires | Maximum Tires furnished |           |
|----------------|----------------|---|------------|-----------------|---------------------|-------|--------------------------|-----------|--------------------|-------------------------|-----------|
|                |                |   |            |                 | Front               | Rear  | Front                    | Rear      |                    | Front                   | Rear      |
| MASTER - HC    | Chassis & Cowl |   | 112"       | 2190#           | 4400#               | 4400# | 6.00-16-4                | 6.00-16-4 | 4600#              | 6.00-16-6               | 6.00-16-6 |
| MASTER - HC    | Chassis & Cab  |   | 112"       | 2575#           |                     |       | 6.00-16-4                | 6.00-16-4 | 4600#              | 6.00-16-6               | 6.00-16-6 |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |
|                |                |   |            |                 |                     |       |                          |           |                    |                         |           |

\* - Gross allowable weight = Total of Chassis, Cab, Body, Driver and Payload weights.    ● = Flat-face cowl.    D.R. = Delco-Beny.



**Automobile Manufacturers Association**  
**\* Consolidated Specification Questionnaire**  
**For 1938 Models**  
**Mechanical Details**

Make Chevrolet Truck Model Half Ton Chassis  
 Name of Maker Chevrolet-Division of General Motors Corporation Address Detroit, Michigan  
 Date September 20, 1937

**NOTE—Only standard equipment included in Factory Delivered price should be included in this questionnaire**

**ENGINE**

No. of cylinders ..... 6  
 Valve arrangement ..... In head  
 Bore ..... 3-1/2" Stroke ..... 3-3/4"  
 Engine mounted on springs, bolts through rubber or vulcanized rubber and no bolts ..... Rubber  
 Rubber mountings—Used at front, rear, or both ..... Both  
 Number of ..... 4  
 Engine—make and model ..... Own  
 Cylinder arrangement (angle of Vee in degrees) ..... Cast in line  
 Cylinder head, cast iron or aluminum ..... Cast Iron  
 Piston displacement ..... 216.5 cu. in.  
 Taxable horsepower ..... 29.4  
 Maximum brake horsepower at R.P.M. .... 78 @ 3200  
 Maximum torque (ft.-lbs.) at R.P.M. .... 170 @ 850 to 1550  
 R.P.M. with standard rear axle and tires ..... 3063  
 Compression Ratio—  
 Standard ..... 6.25-1  
 Standard compression pressure—pounds—  
 At what R.P.M. ....  
 At cranking speed .....

**PISTONS and RINGS**

Piston  
 Make ..... Own  
 Material ..... Cast Iron  
 Features— ~~Dome head-slipper skirt-plated~~  
 Weight—ounces—without rings, pin or bushing ..... 25  
 Length ..... 4-11/64"  
 Clearance—  
 Top ..... .006" to .0135"  
 Bottom ..... .0015" to .003"  
 No. of grooves in piston ..... 3  
 Piston ring groove depth—  
 Oil .173" - .183" Compression .150" - .162"  
 No. of oil rings used per piston ..... 1  
 Width of oil rings ..... .1860" - .1865"  
 Width of oil ring gap ..... .005" - .015"  
 No. of compression rings used per piston ..... 2  
 Width of compression rings ..... .1235" - .1240"  
 Width of compression ring gap ..... .005" - .015"  
 Maximum wall thickness of oil rings ..... .155"  
 Maximum wall thickness of compression rings ..... .155"

**RODS and PINS**

Wristpin—  
 Length 3.125" - 3.165" Diameter .8645" - .8650"  
 Locked in rod, piston or floating ..... Locked in rod  
 Clearance ..... Slip fit  
 Hole finish—ream, diamond bore, broach or ground ..... D.B.  
 Connecting rod—  
 Length—center to center ..... 6-13/16"  
 Material ..... Drop forged steel  
 Weight—ounces ..... 28.3  
 Crankpin journal—  
 Diameter 2-5/16" Length 1-1/2"  
 Lower bearing—  
 Material ..... Babbitt  
 Make ..... Own  
 Clearance ..... .001" to .0025"  
 End play ..... .0065" to .0135"  
 Shim—solid, laminated or none ..... Solid  
 Spun or separate ..... Centrifugally cast  
 Rods and pistons removed from above or below ..... Above

**CRANKSHAFT**

Front flywheel used ..... No  
 Vibration dampener used—yes or no ..... Yes  
 Type ..... Oscillating  
 Crankshaft counterweights used, number of ..... 7  
 Which main bearing takes thrust ..... Rear Intermediate  
 Crankshaft end play ..... .004" - .007"  
 Main bearing—  
 Material ..... Steel backed babbitt  
 Clearance ..... .002" - .004"  
 Slip-in type or integral  
 with cap & case ..... Slip-in type  
 Shim—solid, laminated or none ..... Solid  
 Main bearing journal diameter x length—  
 No. 1 ..... 2-11/16" x 1-3/16"  
 No. 2 ..... 2-23/32" x 1-3/16"  
 No. 3 ..... 2-3/4" x 1-7/16"  
 No. 4 ..... 2-25/32" x 1-5/8"  
 No. 5 .....  
 No. 6 .....  
 No. 7 .....  
 No. 8 .....  
 No. 9 .....

\* - All data given in this questionnaire is based on MANUFACTURING dimensions.





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Make Chevrolet Truck Model Half Ton Chassis Date September 20, 1937

**CRANKSHAFT (cont'd)**

Crankshaft gear—  
 Make Own  
 Material Steel

**CAMSHAFT**

Camshaft gear—  
 Make Various  
 Material Bakelite and Fabric composition  
 Generator gear—  
 Make None-Belt driven  
 Material  
 Timing chain—  
 Make None  
 Number of links  
 Width  
 Pitch  
 Adjustment—none, automatic or manual

**VALVES**

Intake valve—  
 Make Own  
 Head—  
 Material Extruded steel  
 Actual overall diameter 1-41/64"  
 Angle of seat 30°  
 Stem—  
 Material Extruded steel  
 Length (Full valve length) 6-5/64"  
 Diameter .3407" - .3417"  
 End style Grooved for cup and cone  
 Stem to guide clearance .001" to .003"  
 Lift .305"  
 Spring pressure and length—  
 With valve closed 1-7/8" @ 42-48#  
 With valve open 1-9/16" @ 111-119#  
 Out of engine 2-7/32"

Exhaust valve—  
 Make Own  
 Head—  
 Material Extruded steel  
 Actual overall diameter 1-15/32"  
 Angle of seat 30°  
 Is valve seat an insert No  
 Stem—  
 Material Extruded steel  
 Length (Full valve length) 4-13/16"  
 Diameter .3397" - .3407"  
 End style Grooved for cup and cone  
 Stem to guide clearance .002" to .004"  
 Lift .3195"  
 Spring pressure and length—  
 With valve closed 1-7/8" @ 42-48#  
 With valve open 1-9/16" @ 111-119#  
 Out of engine 2-7/32"

**VALVES (cont'd)**

Operating tappet clearance—intake .006" Hot  
 Tappet clearance for valve timing—intake .006" Hot  
 Operating tappet clearance—exhaust .013" Hot  
 Tappet clearance for valve timing—exhaust .013" Hot  
 Is valve tappet clearance automatically adjusted No  
 Valve timing—  
 Intake opens 9 degrees BTC piston travel  
 Intake closes 29 " ABC " "  
 Exhaust opens 52 " BBC " "  
 Exhaust closes 1 " BTC " "

**LUBRICATION** Pressure, pressure stream & Lubricating system type—pressure or splash splash

Oil pressure to—  
 Main bearings—yes or no Yes  
 Connecting rods—yes or no Pressure stream  
 Wristpins—yes or no No  
 Camshaft bearings—yes or no Yes  
 Rocker arm—yes or no Yes  
 Timing gear or chain lubrication—positive or splash Positive  
 Oil pump type Gear  
 Oil grade recommended—SAE viscosity  
 Summer 20, 30, 20W Winter 10W or 20W  
 (30 for high speeds)  
 Normal oil pressure—lbs. at M.P.H. 13.5 @ 50  
 Pressure at which relief valve opens 75#  
 Capacity of oil reservoir—quarts, dry 5-1/2 refill 5  
 Oil pressure gauge make AC  
 Type of oil drain Plug in bottom of oil pan  
 Oil reservoir gauge type Rod  
 External oil filter make None  
 Oil cooler make None  
 Chassis lubrication—  
 Type High Pressure Gun  
 Make

**FUEL**

Gasoline tank—capacity 16 gallons  
 Fuel feed—  
 Type—vacuum tank, electric pump, vacuum  
 pump or camshaft pump Camshaft pump  
 Make AC Model AF  
 Carburetor—  
 Make Carter Model W-1  
 Size 1-1/4"  
 Type—  
 Up or down draft Down Single or dual Single  
 Supercharger—  
 Make None Type  
 How driven  
 Intake manifold heat control—manual, automatic or none Automatic  
 Automatic choke, make None



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Make Chevrolet Truck Model Half Ton Chassis Date September 20, 1938

**FUEL (Cont'd)**

Air cleaner—intake silencer make AC  
 Exhaust pipe diameter 1-7/8"  
 Muffler make Own

**COOLING**

Water pump—  
 Type Centrifugal  
 Drive V-Belt  
 Water circulation thermostat make Harrison  
 By-pass for recirculation—yes or no NO  
 Radiator shutter—  
 Make None  
 Control—manual or automatic  
 Radiator core—  
 Type Ribbed cellular  
 Make Harrison  
 Cooling system—capacity, quarts 14  
 Water jackets full length of cylinders—yes or no Yes  
 Lower radiator hose—  
 Inside diameter 1-1/2" Length 2-3/4" & 5"  
 Upper radiator hose—  
 Inside diameter 1-1/4" Length 6-1/4"  
 Fan belt—  
 Number used One  
 Type—flat, vee (give angle of vee) Vee-32°  
 Make Various  
 Length, outside 42-7/8" Width, maximum 11/16"  
 Fan—  
 Make Own

**IGNITION**

Ignition unit—  
 Make Delco-Remy Model 1110008  
 Manual advance, degrees None  
 Maximum automatic advance, degrees 42-50  
 Vacuum advance, degrees 17  
 Breaker gap .018"-.024"  
 Cam angle  
 Timing—breaker points open 5° BTC deg. or inches  
 piston travel (after or before) top center with spark control  
 lever in the position.  
 Timing marks on flywheel, vibration dampener or none Flywheel  
 Firing order 1-5-3-6-2-4  
 Ignition coil make Delco-Remy  
 Amperage draw of coil—  
 With engine stopped 4.8  
 With engine idling 2.5  
 Ignition switch make Delco-Remy  
 Spark plug—  
 Thread—7/8 standard, 10 m.m., 14 m.m. or 18 m.m. 14 M.M.  
 Make AC Model 46  
 Gap .040"  
 Ignition cable make Delco-Remy

**BATTERY**

Make Delco  
 Capacity—ampere hours 94 @ 20 hour rate  
 Number of plates per cell 15  
 Bench charging rate—  
 Start 6 Finish 5  
 Which battery terminal is grounded Negative

**STARTING MOTOR**

Make Delco-Remy Model 1107001  
 Normal engine cranking speed 65  
 Lock test—  
 Amperage draw 525  
 Volts 3.4  
 Torque in foot pounds 14  
 No load test—  
 Amperage draw 125  
 Volts 5.4 R.P.M. 2500  
 Type of drive—Bendix, manual gear,  
 overrunning clutch or chain Overrunning clutch  
 Automatic starting device—  
 Make None  
 Type  
 Starting motor pinion meshes front or rear Front  
 No. of teeth in flywheel 139  
 Face width of flywheel teeth 1/2"  
 Flywheel teeth integral or steel ring Steel ring  
 Gear ratio between starter armature and flywheel 15.44

**GENERATOR**

Make Delco-Remy Model 948-R  
 Driven by V-Belt  
 How ventilated Suction Fan  
 Field fuse capacity None  
 Type—third brush, shunt, etc. Third brush  
 Current regulator, voltage regulator or current and  
 voltage control unit None  
 Cutout relay—  
 Voltage at closing 7.2  
 Armature speed at closing 800  
 Car speed at closing 8-9 MPH  
 Amperes to open 1.5  
 Maximum charging rate cold—  
 Temperature 70° F.  
 Amperes 18-21  
 Voltage 8.2  
 R.P.M. 2600  
 Maximum charging rate hot—  
 Temperature 120° F.  
 Amperes 15-18  
 Voltage 8.1  
 R.P.M. 2800  
 Car speed for maximum charging rate 27.8 MPH  
 Ammeter make AC



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Make Chevrolet Truck Model Half Ton Chassis Date September 20, 1938

**LAMPS**

Lighting switch make Delco-Remy  
 Are tail and dash lights in series No  
 Headlight—  
 Make Guide  
 Beam indicator None  
 Parking light make Guide (In head lamp)  
 Tail and stop light make Guide  
 Backing light make None  
 Horn—  
 Type—vibrator or motor Vibrator  
 Make Delco-Remy  
 No. used One  
 Amperage draw of each 10

**CLUTCH**

Make Own-Diaphragm spring type  
 Centrifugal or semi-centrifugal Neither  
 How ventilated By holes in clutch cover  
 Power operated unit—make None  
 Vibration insulation or neutralizer—fabric,  
 rubber blocks or springs Springs  
 No. of clutch driving discs One  
 No. of clutch driven discs One  
 Clutch facing—  
 Material—woven or moulded asbestos Asbestos comp.  
 Inside diameter 6-1/4"  
 Outside diameter 9"  
 Thickness 1/8"  
 No. required Two

**TRANSMISSION**

Transmission—  
 Make Own Model 3 speed truck  
 No. of forward speeds 3, (4 speed optional)  
 Automatic or auxiliary shifting mechanism—  
 Make None  
 Type—centrifugal, vacuum, electric or hydraulic  
 Automatic overdrive—  
 Make None  
 Oil capacity—pints  
 Grade recommended—S.A.E. viscosity  
 Summer Winter  
 Gear ratio in high— See rear axle  
 Transmission ratio—  
 In overdrive None In second 1.68:1  
 In low 2.94:1 In reverse 2.94:1  
 Constant mesh gears on second Yes  
 Spur or helical gears—  
 For second speed Helical  
 For first speed Spur  
 For reverse speed Spur  
 Synchronous meshing second and third gears Yes

**TRANSMISSION (Cont'd)**

Transmission oil—  
 Capacity—pints 1-1/2  
 Grade recommended—S.A.E. viscosity  
 Summer 90 Winter 90\*  
 Universal joints—  
 Make Own  
 Number used One  
 Type—fabric, rubber, metal with anti-friction  
 bearing or metal with plain bearing Metal Plain brg  
 Lubricated Self-from transmission  
 Drive taken through springs, torque arm, torque tube or  
 radius rods Springs  
 Torque taken through springs, torque arm, torque  
 tube or radius rods Torque tube

**REAR AXLE**

Rear axle—  
 Make Own Model Half Ton  
 Type—semi, full or three-quarter floating Semi-floating  
 Minimum road clearance under center of rear  
 axle—tires inflated 8"  
 Rear axle oil—  
 Capacity—pints 4-1/2  
 Grade and type recommended—S.A.E. viscosity  
 Summer 160 Winter 90\*  
 Type of bearing—spiral bevel, worm, hypoid Spiral bevel  
 Gear ratio— 4.11:1  
 Optional gear ratios 3.82:1  
 Number of teeth—37 regular 9 regular  
 In ring gear 40 optional In pinion 11 optional  
 How is pinion adjusted— Shims & tapered collar  
 How is pinion bearing adjusted—screw or shims Fixed type  
 Are pinion bearings in sleeve No  
 Backlash between pinion and ring gear .006" to .010"  
 Are pinion bearings preloaded No

**TIRES and WHEELS**

Tires—  
 Make Various  
 Size 6.00-16 No. of plies 4  
 Inflation pressure—Front 28-32# Rear 28-32#  
 Axle clearance for jack—tires inflated  
 Front 9-1/4" min. Rear 11"  
 Wheels—  
 Type Short spoke disc  
 Make Own  
 Rim—Diameter 16" Width 4"

**SPRINGS**

Front spring—  
 Independent or conventional suspension Conventional  
 If conventional, are special radius rods  
 or sway eliminators employed No

\* - 90° + 10% kerosene below zero.



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Make **Chevrolet Truck** Model **Half Ton Chassis** Date **September 20, 1937**

**SPRINGS (Cont'd)**

Type—coil, semi-elliptic or transverse **Semi-elliptic**  
 Make **Own**  
 Material **Chrome carbon steel**  
 If leaf—  
 Length **36"** Width **1-3/4"**  
 Number of leaves **8**

Rate for above **475 pounds per inch**  
 Shackled front or rear **At front**  
 Anti-shock shackle location **None**  
 Rear spring—

Independent or conventional suspension **Conventional**  
 Type—coil, semi-elliptic or transverse **Semi-elliptic**  
 Make **Own**  
 Material **Chrome carbon steel**  
 If leaf—  
 Length **54-1/8"** Width **1-3/4"**  
 Number of leaves **8**

Rate for above **200 pounds per inch**  
 Spring leaves lubricated with **Graphite grease**  
 Spring cover make **None**

Spring shackles—  
 Front—Type **Threaded** Make **Own**  
 Rear—Type **Threaded** Make **Own**

Spring bolts—  
 Type **Plain**

Shock absorbers—  
 Make **Delco**  
 Type—*one way, two way or direct-acting* **One way**

**STEERING**

Steering gear—  
 Type **Worm and Sector**  
 Make **Own**  
 Ratio **16:1**  
 Type of linkage—*double tie-rod, single tie-rod, cross or conventional* **Conventional**

Car turning radius—feet—right, left or both **19.2'R, 19.7'L**  
 \* Caster—degrees **1°-15'** to **2°-15'**  
 \* Camber—degrees **1/2** to **1-1/2 inches** to  
 \* Toe-in—*inches* **5/64** to **1/8**  
 Crosswise inclination of kingpin—degrees **7° 10' ± 1°**

Steering wheel—  
 Make **Own**  
 Diameter **17"**

\* - Service dimensions.

**STEERING (Cont'd)**

Front axle—  
 Make **Own** Model **Half Ton**  
 Section type—*l-beam or tubular* **I-beam**  
 End type—*Elliott or reverse Elliott* **Reverse Elliott**  
 Minimum road clearance—*tires inflated* **8"**

**BRAKES**

Foot brakes—  
 Make **Own**  
 Type of mechanism, hydraulic or mechanical **Hydraulic**  
 If vacuum booster is standard, state make **None**  
 Brake lining moulded, semi-moulded or woven **Spec. moulded**  
 Drum—

Material **C.I. rim** Diameter **11"**  
 Lining—**steel web**  
 Length per wheel **22-5/8"**  
 Width **1-3/4"** Thickness **3/16"**

Clearance **1-1/8"**  
 Total foot braking area **158-1/4 sq. in.**  
 Percent braking power on rear wheels **69.32%**  
 Hand brake location **Lever mounted on trans.**

Hand lever operates on—*transmission, separate rear brakes, rear service brakes or all four service brakes* **Rear service brakes**

Hand brake—  
 Internal or external **Internal**  
 Drum diameter **11"**

Lining—  
 Length per drum **22-5/8"**  
 Width **1-3/4"** Thickness **3/16"**  
 Clearance **Same as service brakes**

**FRAME**

Frame—  
 Make **Own** Type **Truck "Ladder" type.** **Channel side rails**  
 Depth—*maximum* **5-3/4"**  
 Thickness—*maximum* **9/64"**  
 Flange width—*maximum* **2-1/4"**  
 Wheelbase **112"**

Tread—  
 Front **56-3/8"**  
 Rear **59-1/4"**

Weight of standard chassis and cowl  
 Shipping **2190#**  
 Per cent on front axle **61**  
 Curb **2320#**

Price of standard chassis and cowl  
 First serial number, this series **HC 1001**  
 Serial number location **On plate on right side of cowl panel under hood**

Overall length of chassis  
 Without bumpers **180-1/4"**  
 With bumpers **188-11/16"**





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Make ~~1938~~ Chevrolet Truck ..... Model Half Ton Chassis ..... Date September 20, 1938

NOTE—In giving bearing dimensions, kindly use the following order: inside diameter, outside diameter and width. Where cup and cone bearings are used, give both cup and cone numbers.

**BEARINGS**

Starting motor commutator end bearing—  
 Make or type Bears in housing end  
 Size or number 1/2" I.D. x 15/16" long

Starting motor drive end bearing—  
 Make or type None  
 Size or number .....

Starting motor outboard bearing—  
 Make or type .....  
 Size or number .....

Generator commutator end bearing—  
 Make or type Bronze Bushing  
 Size or number 35/64" x 25/32" x 51/64"

Generator drive end bearing—  
 Make or type New Departure  
 Size or number 3203

Super-charger—  
 Make or type None  
 Size or number .....

Clutch throwout bearing—  
 Make or type Various-Thrust Ball Bearing  
 Size or number 1-11/16" I.D. x 11/16" wide

Clutch pilot bearing—  
 Make or type New Departure  
 Size or number 7109

Transmission pocket or spigot bearing—  
 Make or type Rollers  
 Size or number 3/16" x 33/64" (14 req'd.)

Transmission reverse idler bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 3/4" x 7/8" x 3/4" (2 req'd.)

Transmission main shaft front bearing—  
 Make or type New Departure  
 Size or number 954141

Transmission main shaft rear bearing—  
 Make or type New Departure  
 Size or number 954168

Transmission countershaft front bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 7/8" x 1" x 1-1/4"

Transmission countershaft rear bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 7/8" x 1" x 1-1/4"

Free wheel unit rear bearing—  
 Make or type None  
 Size or number .....

Free wheel unit front bearing—  
 Make or type None  
 Size or number .....

Rear axle pinion or worm shaft front bearing—  
 Make or type New Departure (D.R.)  
 Size or number 5206

Rear axle pinion or worm shaft rear bearing—  
 Make or type Hyatt  
 Size or number C-1506

Differential right bearing—  
 Make or type New Departure  
 Size or number 2100

Differential left bearing—  
 Make or type New Departure  
 Size or number 2100

Rear wheel inner bearing—  
 Make or type None  
 Size or number .....

Rear wheel outer bearing—  
 Make or type Hyatt  
 Size or number 1502

Front wheel inner bearing—  
 Make or type New Departure  
 Size or number 9002

Front wheel outer bearing—  
 Make or type New Departure  
 Size or number 9001

Kingpin upper bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 23/32" x 55/64" x 1-17/64"

Kingpin lower bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 23/32" x 55/64" x 1-17/64"

Kingpin thrust bearing—  
 Make or type New Departure-Special  
 Size or number 3/4" I.D. x 9/16" wide

Front spring—  
 Bolt—  
 Front Bushing size 7/8" x 1-3/4" Spec. Threaded  
 Rear Bushing 11/16" x 7/8" x 1-3/4"  
 Shackles—  
 Upper end Tapered pins  
 Lower end Tapered pins

Rear spring—  
 Bolt—  
 Front Bushing size 11/16" x 7/8" x 1-3/4"  
 Rear Bushing 7/8" x 1-3/4" Spec. Threaded  
 Shackles—  
 Upper end Tapered pins  
 Lower end Tapered pins



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Sheet No. 1 - Chassis Equipment

MAKE Chevrolet-Half Ton Truck

NAME OF MAKER Chevrolet

DIVISION OF GENERAL MOTORS CORPORATION

ADDRESS Detroit, Michigan

DATE September 20, 1937



| NAME AND MODEL | CHASSIS TYPE     | Factory Delivered Price including Federal Tax and Handling Charge | Wheel-base | Shipping Weight | With Standard Tires | Standard Tires Furnished  |           | With Maximum Tires | Maximum Furnish. |
|----------------|------------------|---|------------|-----------------|---------------------|---------------------------|-----------|--------------------|------------------|
|                |                  |   |            |                 |                     | GROSS ALLOWABLE WEIGHTS * |           |                    |                  |
|                |                  |   |            |                 |                     | Front                     | Rear      |                    |                  |
| MASTER - H0    | Chassis & Cowl @ |   | 112"       | 2190#           | 4400#               | 6.00-16-4                 | 6.00-16-4 | 4600#              | 6.00-16-6        |
| MASTER - H2    | Chassis & Cab    |   | 112"       | 2575#           | 4400#               | 6.00-16-4                 | 6.00-16-4 | 4600#              | 6.00-16-6        |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |
|                |                  |   |            |                 |                     |                           |           |                    |                  |

\* - Gross allowable weight = Total of Chassis, Cab, Body, Driver and Payload Weights. @ = Flat-face cowl. D.R. = Delco-Re.



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Equipment

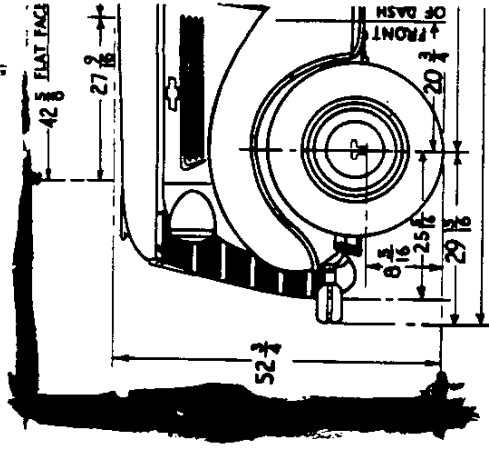
Truck

let

Motors Corporation

Michigan

September 20, 1937



GROSS ALLOWABLE WEIGHTS \*

|                     | Factory Delivered Price including Federal Tax and Handling Charge | Wheel-base | Shipping Weight | With Standard Tires | Standard Tires Furnished |           | With Maximum Tires | Maximum Tires Furnished |           |
|---------------------|---|------------|-----------------|---------------------|--------------------------|-----------|--------------------|-------------------------|-----------|
|                     |   |            |                 |                     | Front                    | Rear      |                    | Front                   | Rear      |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
| <b>CHASSIS TYPE</b> |   |            |                 |                     |                          |           |                    |                         |           |
| Chassis & Cowl @    |   | 112"       | 2190#           | 4400#               | 6.00-16-4                | 6.00-16-4 | 4600#              | 6.00-16-6               | 6.00-16-6 |
| Chassis & Cab       |   | 112"       | 2575#           | 4400#               | 6.00-16-4                | 6.00-16-4 | 4600#              | 6.00-16-6               | 6.00-16-6 |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |
|                     |   |            |                 |                     |                          |           |                    |                         |           |

weight = Total of Chassis, Cab, Body, Driver and Payload Weights. @ = Flat-face cowl. D.R. = Delco-Remy.

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**Automobile Manufacturers Association**  
**\*Consolidated Specification Questionnaire**  
**For 1938 Models**  
**Mechanical Details**

Make Chevrolet Truck Model 3/4 Ton and One Ton Chassis  
 Name of Maker Chevrolet-Division of General Motors Corporation Address Detroit, Michigan  
 Date September 20, 1937

**NOTE—Only standard equipment included in Factory Delivered price should be included in this questionnaire**

**ENGINE**

No. of cylinders ..... 6  
 Valve arrangement ..... In head  
 Bore ..... 3-1/2" Stroke ..... 3-3/4"  
 Engine mounted on springs, bolts through rubber or vulcanized rubber and no bolts ..... Rubber  
 Rubber mountings—Used at front, rear, or both ..... Both  
 Number of ..... 3  
 Engine—make and model ..... Own  
 Cylinder arrangement (angle of Vee in degrees) ..... Cast in line  
 Cylinder head, cast iron or aluminum ..... Cast iron  
 Piston displacement ..... 216.5 cu. in.  
 Taxable horsepower ..... 29.4  
 Maximum brake horsepower at R.P.M. ..... 78 @ 3200  
 Maximum torque (ft.-lbs.) at R.P.M. ..... 170 @ 850 to 1550  
 R.P.M. with standard rear axle and tires ..... 3005-3/4 Ton  
 Compression Ratio—  
 Standard ..... 6.25-1 2682-1 Ton  
 Standard compression pressure—pounds—  
 At what R.P.M. ....  
 At cranking speed .....

**PISTONS and RINGS**

Piston  
 Make ..... Own  
 Material ..... Cast Iron  
 Features .....  
 Weight—ounces—without rings, pin or bushing ..... 25  
 Length ..... 4-11/64"  
 Clearance—  
 Top ..... .006" to .0135"  
 Bottom ..... .0015" to .003"  
 No. of grooves in piston ..... 3  
 Piston ring groove depth—  
 Oil ..... .173"-.183" Compression ..... .150"-.162"  
 No. of oil rings used per piston ..... 1  
 Width of oil rings ..... .1860"-.1885"  
 Width of oil ring gap ..... .005"-.015"  
 No. of compression rings used per piston ..... 2  
 Width of compression rings ..... .1235"-.1240"  
 Width of compression ring gap ..... .005"-.015"  
 Maximum wall thickness of oil rings ..... .155"  
 Maximum wall thickness of compression rings ..... .155"

**RODS and PINS**

Wristpin—  
 Length ..... 3.135"-.3.165" Diameter ..... .8645"-.8650"  
 Locked in rod, piston or floating ..... Locked in rod  
 Clearance ..... Slip fit  
 Hole finish—ream, diamond bore, broach or ground ..... D.B.  
 Connecting rod—  
 Length—center to center ..... 6-13/16"  
 Material ..... Drop forged steel  
 Weight—ounces ..... 28.3  
 Crankpin journal—  
 Diameter ..... 2-5/16" Length ..... 1-1/2"  
 Lower bearing—  
 Material ..... Babbitt  
 Make ..... Own  
 Clearance ..... .001" to .0025"  
 End play ..... .0065" to .0135"  
 Shim—solid, laminated or none ..... Solid  
 Spun or separate ..... Centrifugally cast  
 Rods and pistons removed from above or below ..... Above

**CRANKSHAFT**

Front flywheel used ..... No  
 Vibration dampener used—yes or no ..... Yes  
 Type ..... Oscillating  
 Crankshaft counterweights used, number of ..... 7  
 Which main bearing takes thrust ..... Rear intermediate  
 Crankshaft end play ..... .004"-.007"  
 Main bearing—  
 Material ..... Steel backed babbitt  
 Clearance ..... .002"-.004"  
 Slip-in type or integral  
 with cap & case ..... Slip-in type  
 Shim—solid, laminated or none ..... Solid  
 Main bearing journal diameter x length—  
 No. 1 ..... 2-11/16" x 1-3/16"  
 No. 2 ..... 2-23/32" x 1-3/16"  
 No. 3 ..... 2-3/4" x 1-7/16"  
 No. 4 ..... 2-25/32" x 1-5/8"  
 No. 5 .....  
 No. 6 .....  
 No. 7 .....  
 No. 8 .....  
 No. 9 .....

\* - All data given in this questionnaire is based on MANUFACTURING dimensions.



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Make of Car Chevrolet Truck Model 3/4 Ton & One Ton Date September 20, 1937  
Chassis

**CRANKSHAFT (cont'd)**

Crankshaft gear—  
Make Own  
Material Steel

**CAMSHAFT**

Camshaft gear—  
Make Various  
Material Bakelite and Fabric composition  
Generator gear—  
Make None-Belt driven  
Material  
Timing chain—  
Make None  
Number of links  
Width  
Pitch  
Adjustment—none, automatic or manual

**VALVES**

Intake valve—  
Make Own  
Head—  
Material Extruded steel  
Actual overall diameter 1-41/64"  
Angle of seat 30°  
Stem—  
Material Extruded steel  
Length (Full valve length) 6-5/64"  
Diameter .3407" - .3417"  
End style Grooved for cup and cone  
Stem to guide clearance .001" to .003"  
Lift .305"  
Spring pressure and length—  
With valve closed 1-7/8" @ 42-48#  
With valve open 1-9/16" @ 111-119#  
Out of engine 2-7/32"

Exhaust valve—  
Make Own  
Head—  
Material Extruded steel  
Actual overall diameter 1-15/32"  
Angle of seat 30°  
Is valve seat an insert No  
Stem—  
Material Extruded steel  
Length (Full valve length) 4-13/16"  
Diameter .3397" - .3407"  
End style Grooved for cup and cone  
Stem to guide clearance .002" to .004"  
Lift .3195"  
Spring pressure and length—  
With valve closed 1-7/8" @ 42-48#  
With valve open 1-9/16" @ 111-119#  
Out of engine 2-7/32"

**VALVES (cont'd)**

Operating tappet clearance—intake .006" Hot  
Tappet clearance for valve timing—intake .006" Hot  
Operating tappet clearance—exhaust .013" Hot  
Tappet clearance for valve timing—exhaust .013" Hot  
Is valve tappet clearance automatically adjusted No  
Valve timing—  
Intake opens 9 degrees BTC piston travel  
Intake closes 29 " ABC " "  
Exhaust opens 52 " BBC " "  
Exhaust closes 1 " BTC " "

**LUBRICATION Pressure, pressure stream & Lubricating system type—pressure or splash splash**

Oil pressure to—  
Main bearings—yes or no Yes  
Connecting rods—yes or no Pressure stream  
Wristpins—yes or no No  
Camshaft bearings—yes or no Yes  
Rocker arm—yes or no Yes  
Timing gear or chain lubrication—positive or splash Positive  
Oil pump type Gear  
Oil grade recommended—SAE viscosity  
Summer 20, 30, 20W Winter 10W or 20W  
(30 for high speeds)  
Normal oil pressure—lbs. at M.P.H. 13.5 @ 50  
Pressure at which relief valve opens 75#  
Capacity of oil reservoir—quarts, dry 5-1/2 refill 5  
Oil pressure gauge make AC  
Type of oil drain Plug in bottom of oil pan  
Oil reservoir gauge type Rod  
External oil filter make None  
Oil cooler make None  
Chassis lubrication—  
Type High pressure gun  
Make

**FUEL**

Gasoline tank—capacity 18 gallons  
Fuel feed—  
Type—vacuum tank, electric pump, vacuum pump or camshaft pump Camshaft pump  
Make AC Model AF  
Carburetor—  
Make Carter Model W-1  
Size 1-1/4"  
Type—  
Up or down draft Down Single or dual Single  
Supercharger—  
Make None Type  
How driven  
Intake manifold heat control—manual, automatic or none Automatic  
Automatic choke, make None



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Make ~~Delco~~ Chevrolet Truck Model 3/4 Ton & One Ton Chassis Date September 20, 1937

**FUEL (Cont'd)**

Air cleaner—intake silencer make AC  
 Exhaust pipe diameter 1-7/8"  
 Muffler make Own

**COOLING**

Water pump—  
 Type Centrifugal  
 Drive V-Belt  
 Water circulation thermostat make Harrison  
 By-pass for recirculation—yes or no No  
 Radiator shutter—  
 Make None  
 Control—manual or automatic  
 Radiator core—  
 Type Ribbed cellular  
 Make Harrison  
 Cooling system—capacity, quarts 14  
 Water jackets full length of cylinders—yes or no Yes  
 Lower radiator hose—  
 Inside diameter 1-1/2" Length 2-3/4" & 5"  
 Upper radiator hose—  
 Inside diameter 1-1/4" Length 6-1/4"  
 Fan belt—  
 Number used One  
 Type—flat, vee (give angle of vee) Vee 32°  
 Make Various  
 Length, outside 42-7/8" Width, maximum 11/16"  
 Fan—  
 Make Own

**IGNITION**

Ignition unit—  
 Make Delco-Remy Model 1110008  
 Manual advance, degrees None  
 Maximum automatic advance, degrees 42-50  
 Vacuum advance, degrees 17  
 Breaker gap .018"-.024"  
 Cam angle  
 Timing—breaker points open 5° BTC deg. or inches  
 piston travel (after or before) top center with spark control  
 lever in the position.  
 Timing marks on flywheel, vibration dampener or none Flywheel  
 Firing order 1-5-3-6-2-4  
 Ignition coil make Delco-Remy  
 Amperage draw of coil—  
 With engine stopped 4.8  
 With engine idling 2.5  
 Ignition switch make Delco-Remy  
 Spark plug—  
 Thread—7/8 standard, 10 m.m., 14 m.m. or 18 m.m. 14 M.M.  
 Make AC Model 46  
 Gap .040"  
 Ignition cable make Delco-Remy

**BATTERY**

Make Delco  
 Capacity—ampere hours 94 @ 20 hour rate  
 Number of plates per cell 15  
 Bench charging rate—  
 Start 6 Finish 5  
 Which battery terminal is grounded Negative

**STARTING MOTOR**

Make Delco-Remy Model 1107001  
 Normal engine cranking speed 65  
 Lock test—  
 Amperage draw 525  
 Volts 3.4  
 Torque in foot pounds 14  
 No load test—  
 Amperage draw 125  
 Volts 5.4 R.P.M. 2500  
 Type of drive—Bendix, manual gear,  
 overrunning clutch or chain Overrunning clutch  
 Automatic starting device—  
 Make None  
 Type  
 Starting motor pinion meshes front or rear Front  
 No. of teeth in flywheel 139  
 Face width of flywheel teeth 1/2"  
 Flywheel teeth integral or steel ring Steel ring  
 Gear ratio between starter armature and flywheel 15.44

**GENERATOR**

Make Delco-Remy Model 948-R  
 Driven by V-Belt  
 How ventilated Suction-Fan  
 Field fuse capacity None  
 Type—third brush, shunt, etc. Third brush  
 Current regulator, voltage regulator or current and  
 voltage control unit None  
 Cutout relay—  
 Voltage at closing 7.2  
 Armature speed at closing 800  
 Car speed at closing 8.5(3/4), 9.52(One)  
 Amperes to open 1.5  
 Maximum charging rate cold—  
 Temperature 70° F.  
 Amperes 18-21  
 Voltage 8.2  
 R.P.M. 2600  
 Maximum charging rate hot—  
 Temperature 120° F.  
 Amperes 15-18  
 Voltage 8.1  
 R.P.M. 2800  
 Car speed for maximum charging rate 27.8(3/4), 34.1(One)  
 Ammeter make AC



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Make Chevrolet Truck Model 3/4 Ton & One Ton Date September 20, 1937  
 Chassis

**LAMPS**

Lighting switch make Delco-Remy  
 Are tail and dash lights in series No  
 Headlight—  
 Make Guide  
 Beam indicator None  
 Parking light make Guide (In head lamp)  
 Tail and stop light make Guide  
 Backing light make None  
 Horn—  
 Type—vibrator or motor Vibrator  
 Make Delco-Remy  
 No. used One  
 Amperage draw of each 10

**CLUTCH**

Make Own-Diaphragm spring type  
 Centrifugal or semi-centrifugal Neither  
 How ventilated By holes in clutch cover  
 Power operated unit—make None  
 Vibration insulation or neutralizer—fabric,  
rubber blocks or springs. Springs  
 No. of clutch driving discs One  
 No. of clutch driven discs One  
 Clutch facing—  
 Material—woven or moulded asbestos. Asbestos comp.  
 Inside diameter 7"  
 Outside diameter 10-3/4"  
 Thickness 1/8"  
 No. required Two

**TRANSMISSION**

Transmission—  
 Make Own Model 3 speed truck  
 No. of forward speeds 3, (4 speed optional)  
 Automatic or auxiliary shifting mechanism—  
 Make None  
 Type—centrifugal, vacuum, electric or hydraulic.  
 Automatic overdrive—  
 Make None  
 Oil capacity—pints  
 Grade recommended—S.A.E. viscosity  
 Summer None Winter None  
 Gear ratio in high—  
See rear axle  
 Transmission ratio—  
 In overdrive None In second 1.68:1  
 In low 2.94:1 In reverse 2.94:1  
 Constant mesh gears on second Yes  
 Spur or helical gears—  
 For second speed Helical  
 For first speed Spur  
 For reverse speed Spur  
 Synchronous meshing second and third gears Yes

**TRANSMISSION (Cont'd)**

Transmission oil—  
 Capacity—pints 1-1/2  
 Grade recommended—S.A.E. viscosity  
 Summer 90 Winter 90\*  
 Universal joints—  
 Make Own  
 Number used Two  
 Type—fabric, rubber, metal with anti-friction  
bearing or metal with plain bearing. Metal-Plain brg  
 Lubricated from trans. & by press. gun  
 Drive taken through springs, torque arm, torque tube or  
 radius rods Springs  
 Torque taken through springs, torque arm, torque  
 tube or radius rods Torque tube

**REAR AXLE**

Rear axle—  
 Make Own Model 3/4 & One Ton  
 Type—semi, full or three-quarter floating Semi-floating  
 Minimum road clearance under center of rear 3/4 Ton-7-15/16"  
axle-tires inflated One Ton-9-5/8"  
 Rear axle oil—  
 Capacity—pints 4-1/2  
 Grade and type recommended—S.A.E. viscosity  
 Summer 160 Winter 90\*  
 Type of bearing—spiral bevel, worm, hypoid. Spiral bevel  
 Gear ratio—4, 11:1  
 Optional gear ratios None  
 Number of teeth—  
 In ring gear 37 In pinion 9  
 How is pinion adjusted—Shims & tapered collar  
 How is pinion bearing adjusted—screw or shims. Fixed type  
 Are pinion bearings in sleeve No  
 Backlash between pinion and ring gear .006" to .010"  
 Are pinion bearings preloaded No

**TIRES and WHEELS**

Tires—  
 Make Various  
 Size 3/4 Ton 15"-6, One Ton 7.00-17-6"  
 Inflation pressure—Front 3/4, 15-20# Rear 35"  
One, 45# 45"  
 Axle clearance for jack—  
 Front 9-1/4", 10-7/8" Rear 11", 14-1/4"  
 Wheels—Short spoke disc type, own make  
3/4 Ton - Drop center rim  
One Ton - Separate lock ring  
 Rim—Diameter 3/4 Ton 15" width 3/4 Ton 5.50"  
One Ton 17" One Ton, 6"

**SPRINGS**

Front spring—  
 Independent or conventional suspension Conventional  
 If conventional, are special radius rods  
 or sway eliminators employed No

\* - 90° + 10% kerosene below zero.





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Make **Chevrolet Truck** Model **3/4 Ton & One Ton** Date **September 20, 1937**  
 Chassis

**SPRINGS (Cont'd)**

Type—coil, semi-elliptic or transverse... **Semi-elliptic**  
 Make **Own**  
 Material **Chrome-Carbon steel**  
 If leaf—  
 Length **36"** Width **1-3/4"**  
 Number of leaves **8**  
 If coil—  
 Free length **Inside diameter**  
 Diameter of wire  
 Rate for above **475 pounds per inch**  
 Shackled front or rear **At front**  
 Anti-shock shackle location **None**  
 Rear spring—  
 Independent or conventional suspension... **Conventional**  
 Type—coil, semi-elliptic or transverse... **Semi-elliptic**  
 Make **Own**  
 Material **Silico-manganese steel**  
 If leaf—  
 Length **45"** Width **2"**  
 Number of leaves **9 - One Ton**  
 If coil—  
 Free length **Inside diameter**  
 Diameter of wire  
 Rate for above **450(3/4), 505(One) pounds per inch**  
 Spring leaves lubricated with **Graphite-grease**  
 Spring cover make **None**  
 Spring shackles—  
 Front—Type **Threaded** Make **Own**  
 Rear—Type **Plain** Make **Own**  
 Spring bolts—  
 Type **Plain**  
 Shock absorbers—  
 Make **Delco**  
 Type—*one way, two way or direct-acting*... **One way**

**STEERING**

Steering gear—  
 Type **Worm and Sector**  
 Make **Own**  
 Ratio **16:1**  
 Type of linkage—*double tie-rod, single tie-rod, cross or conventional*... **Conventional**  
 Number of turns of steering wheel for full left to right swing of wheels  
 Car turning radius—*feet—right, left or both*... **21' both**  
 \*Caster—*degrees* **1° - 15'** to **2° - 15'**  
 \*Camber—*degrees* **1/2** to **1-1/2 inches** to  
 Toe-in—*inches* **5/64** to **1/8**  
 Crosswise inclination of kingpin—*degrees*... **7° 10' ± 1°**  
 Steering wheel—  
 Make **Own**  
 Diameter **17"**

\* - Service dimensions.

**STEERING (Cont'd)**

Front axle—  
 Make **One Model 3/4 & One Ton**  
 Section type—*I-beam or tubular*... **I-beam**  
 End type—*Elliott or reverse Elliott*... **Reverse-Elliott**  
 Minimum road clearance—*tires inflated*... **8" (3/4), 9-5/8" (One)**

**BRAKES**

Foot brakes—  
 Make **Own**  
 Type of mechanism, *hydraulic or mechanical*... **Hydraulic**  
 If vacuum booster is standard, state make **None**  
 Brake lining moulded, semi-moulded or woven... **Spec. moulded**  
 Drum—  
 Material **C.I., stl, web** Diameter **11"-Front & 3/4 Ton rear, 14"-One Ton Rear**  
 Lining—  
 Length per wheel  
 Width  
 Clearance—**See hand brake clearance**  
 Total foot braking area **158-1/4" (3/4), 194-1/2" (One)**  
 Percent braking power on rear wheels **47-1/2 (3/4), 54.8 (One)**  
 Hand brake location **Lever mounted on trans.**  
 Hand lever operates on—*transmission, separate rear brakes, rear service brakes or all four service brakes*... **Rear service brakes**  
 Hand brake—  
 Internal or external **Internal**  
 Drum diameter **11" (3/4), 14" (One)**  
 Lining—  
 Length per drum **22-5/8" (3/4), 38-1/2" (One)**  
 Width **1-3/4" (3/4), Thick, 3/16"**  
 Clearance **Adjust to slight drag... Back off 4 notches**

**FRAME**


Frame—  
 Make **Own Type Truck-"Ladder"**  
 Type type **Channel side rails**  
 Depth—*maximum*... **5-27/32"**  
 Thickness—*maximum*... **3/16"**  
 Flange width—*maximum*... **2-1/4"**  
 Wheelbase **122-1/4"**  
 Tread—  
 Front **57-13/32" (3/4), 56-1/4" (One)**  
 Rear **60-7/16" (3/4), 59-9/32 (One)**  
 Weight of standard  
 Shipping **2410# (3/4), 2580# (One)**  
 Per cent on front axle **59.5 (3/4), 57.2 (One)**  
 Curb **2550# (3/4), 2720# (One)**  
 Price of standard  
 First serial number, this series **HD-1001 (3/4), HE-1001 (One)**  
 Serial number location **On plate on right side of cowl panel under hood**  
 Overall length of car—  
 Without bumpers **204-3/4"**  
 With bumpers **190-1/2"**



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Make  Chevrolet Truck Model 3/4 Ton & One Ton Date September 20, 1938  
Chassis

NOTE—In giving bearing dimensions, kindly use the following order: inside diameter, outside diameter and width. Where cup and cone bearings are used, give both cup and cone numbers.

**BEARINGS**

Starting motor commutator end bearing—  
Make or type Bears in housing end  
Size or number 1/2" I.D. x 15/16" long

Starting motor drive end bearing—  
Make or type None  
Size or number

Starting motor outboard bearing—  
Make or type Rolled Bronze Bushing  
Size or number 1/2" x 9/16" x 25/32"

Generator commutator end bearing—  
Make or type Bronze Bushing  
Size or number 35/64" x 25/32" x 51/64"

Generator drive end bearing—  
Make or type New Departure  
Size or number 32Q3

Super-charger—  
Make or type None  
Size or number

Clutch throwout bearing—  
Make or type Various-Thrust Ball Bearing  
Size or number 1-11/16" I.D. x 11/16" wide

Clutch pilot bearing—  
Make or type New Departure  
Size or number 7109

Transmission pocket or spigot bearing—  
Make or type Rollers  
Size or number 3/16" x 33/64" (14 req'd.)

Transmission reverse idler bearing—  
Make or type Rolled Bronze Bushing  
Size or number 3/4" x 7/8" x 3/4" (2 req'd.)

Transmission main shaft front bearing—  
Make or type New Departure  
Size or number 954141

Transmission main shaft rear bearing—  
Make or type New Departure  
Size or number 954168

Transmission countershaft front bearing—  
Make or type Rolled Bronze Bushing  
Size or number 7/8" x 1" x 1-1/4"

Transmission countershaft rear bearing—  
Make or type Rolled Bronze Bushing  
Size or number 7/8" x 1" x 1-1/4"

Free wheel unit rear bearing—  
Make or type None  
Size or number

Free wheel unit front bearing—  
Make or type None  
Size or number

Rear axle pinion or worm shaft front bearing—  
Make or type New Departure (D.R.)  
Size or number 5206

Rear axle pinion or worm shaft rear bearing—  
Make or type Hyatt  
Size or number C-1506

Differential right bearing—  
Make or type New Departure  
Size or number 2100

Differential left bearing—  
Make or type New Departure  
Size or number 2100

Rear wheel inner bearing—  
Make or type None  
Size or number

Rear wheel outer bearing—  
Make or type Hyatt  
Size or number 1502


Front wheel inner bearing—  
Make or type New Departure  
Size or number 9002


Front wheel outer bearing—  
Make or type New Departure  
Size or number 9001

Kingpin upper bearing—  
Make or type Rolled Bronze Bushing  
Size or number 23/32" x 55/64" x 1-17/64"

Kingpin lower bearing—  
Make or type Rolled Bronze Bushing  
Size or number 23/32" x 55/64" x 1-17/64"

Kingpin thrust bearing—  
Make or type New Departure-Special  
Size or number 3/4" I.D. x 9/16" wide

Front spring—  
Bolt—  
Front Bushing size 7/8" x 1-3/4" Spec. Threaded  
Rear Bushing  11/16" x 7/8" x 1-3/4"  
Shackles—  
Upper end Tapered pins  
Lower end Tapered pins

Rear spring—  
Bolt—  
Front Bushing size 7/8" x 2-1/2"  
Rear Bushing  7/8" x 2-1/2"  
Shackles—  
Upper end 7/8" x 2-1/2"  
Lower end 7/8" x 2-1/2"



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**Sheet No. 1 - Chassis Equipment**

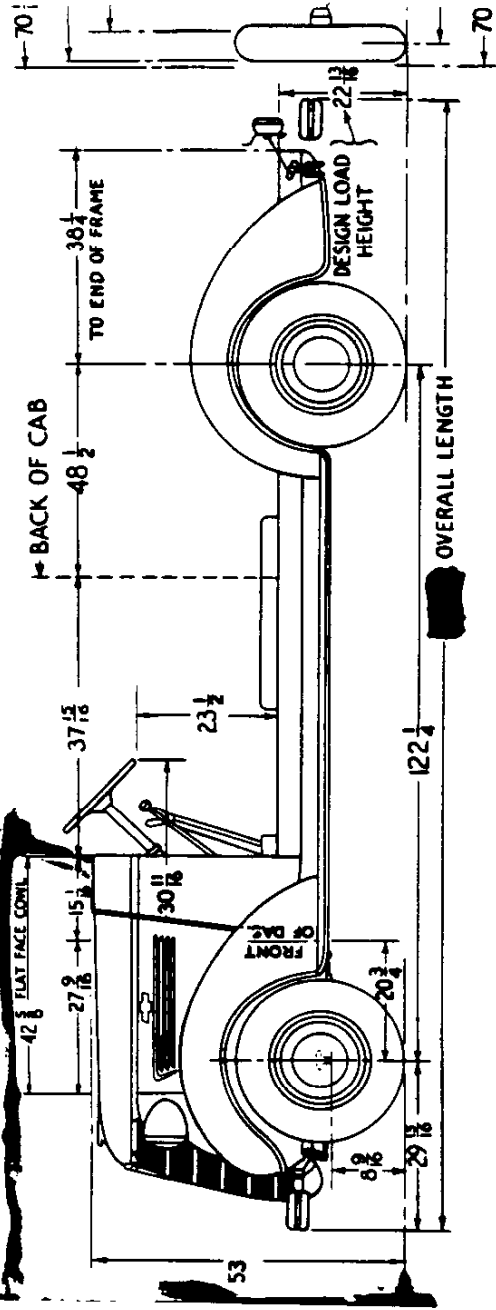
**MAKE** Chevrolet - 3/4 & One Ton Trucks

**NAME OF MAKER** Chevrolet

**DIVISION OF** General Motors Corporation

**ADDRESS** Detroit, Michigan

**DATE** September 20, 1937



GROSS-ALLOWABLE WEIGHTS \*

| MAKE AND MODEL                           | CHASSIS TYPE                      | Factory Delivered Price Including Federal Tax and Handling Charge | Wheel-base         | Shipping Weight | With Standard Tires |      | Standard Tires Furnished |                        | With Maximum Tires | Maximum Furnish         |
|--|-----------------------------------|---|--------------------|-----------------|---------------------|------|--------------------------|------------------------|--------------------|-------------------------|
|  |                                   |   |                    |                 | Front               | Rear | Front                    | Rear                   |                    |                         |
| 3/4 Ton. Master HD<br>3/4 Ton. Master HD | Chassis & Cowl @<br>Chassis & Cab |   | 122 1/4<br>122 1/4 | 2410#<br>2780#  | 5200<br>5200        |      | 15"-6<br>15"-6           | 15"-6<br>15"-6         | 5200<br>5200       | Front<br>15"-6<br>15"-6 |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
| One Ton-Master HE<br>One Ton-Master HE   | Chassis & Cowl @<br>Chassis & Cab |   | 122 1/4<br>122 1/4 | 2580#<br>2950#  | 5800<br>5800        |      | 7.00-17-6<br>7.00-17-6   | 7.00-17-6<br>7.00-17-6 | 5800<br>5800       | 7.00-17-6<br>7.00-17-6  |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |
|  |                                   |   |                    |                 |                     |      |                          |                        |                    |                         |

\* - Gross allowable weight = Total of Chassis, Cab, Body, Driver and Payload Weights. @ = Flat face cowl. D.R. = Delco-R



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Chassis Equipment

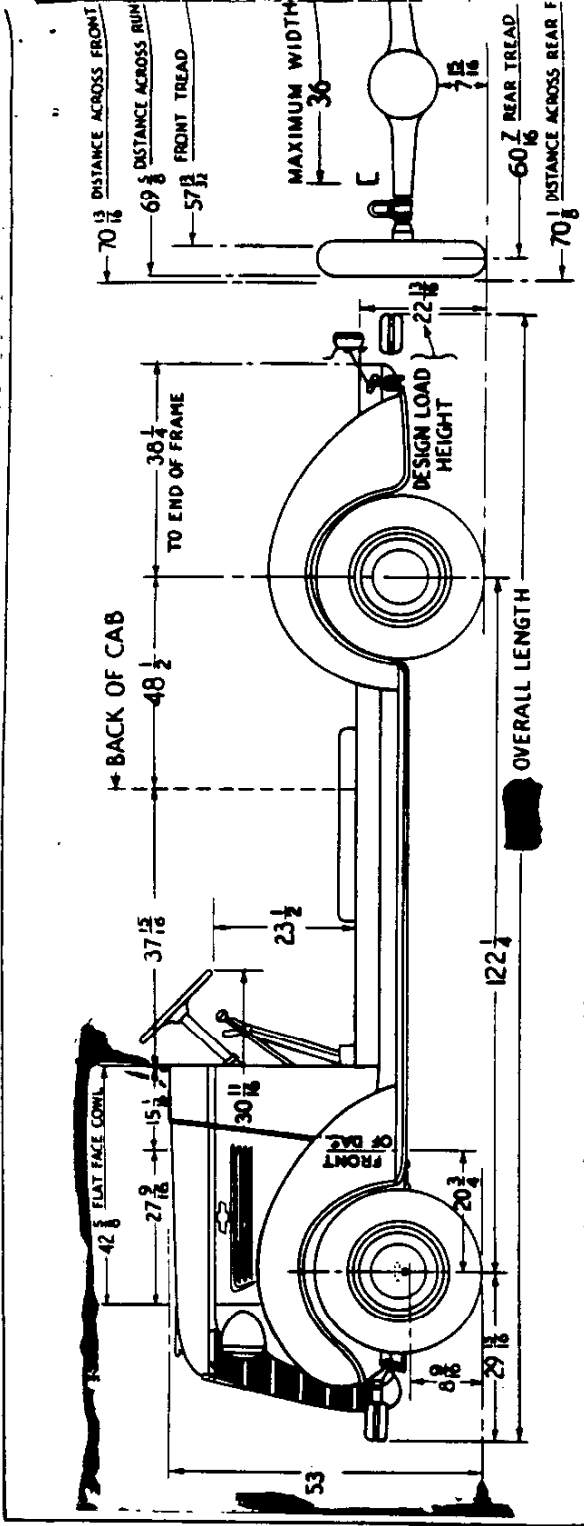
3/4 & One Ton Trucks

Chevrolet

General Motors Corporation

Michigan

DATE September 20, 1937



| CHASSIS TYPE        | Factory Delivered Price Including Federal Tax and Handling Charge | Wheel base | Shipping Weight | With Standard Tires |           | Standard Tires Furnished |      | With Maximum Tires |           | Maximum Tires Furnished |      |
|---------------------|---|------------|-----------------|---------------------|-----------|--------------------------|------|--------------------|-----------|-------------------------|------|
|                     |   |            |                 | Tires               |           | Tires                    |      | Tires              |           | Tires                   |      |
|                     |   |            |                 | Front               | Rear      | Front                    | Rear | Front              | Rear      | Front                   | Rear |
| FD Chassis & Cowl @ |   | 122 1/4    | 2410#           | 5200                | 15"-6     | 15"-6                    | 5200 | 15"-6              | 15"-6     |                         |      |
| FD Chassis & Cab    |   | 122 1/4    | 2780#           | 5200                | 15"-6     | 15"-6                    | 5200 | 15"-6              | 15"-6     |                         |      |
| FD Chassis & Cowl @ |   | 122 1/4    | 2580#           | 5800                | 7.00-17-6 | 7.00-17-6                | 5800 | 7.00-17-6          | 7.50-17-8 |                         |      |
| FD Chassis & Cab    |   | 122 1/4    | 2950#           | 5800                | 7.00-17-6 | 7.00-17-6                | 5800 | 7.00-17-6          | 7.50-17-8 |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |
|                     |   |            |                 |                     |           |                          |      |                    |           |                         |      |

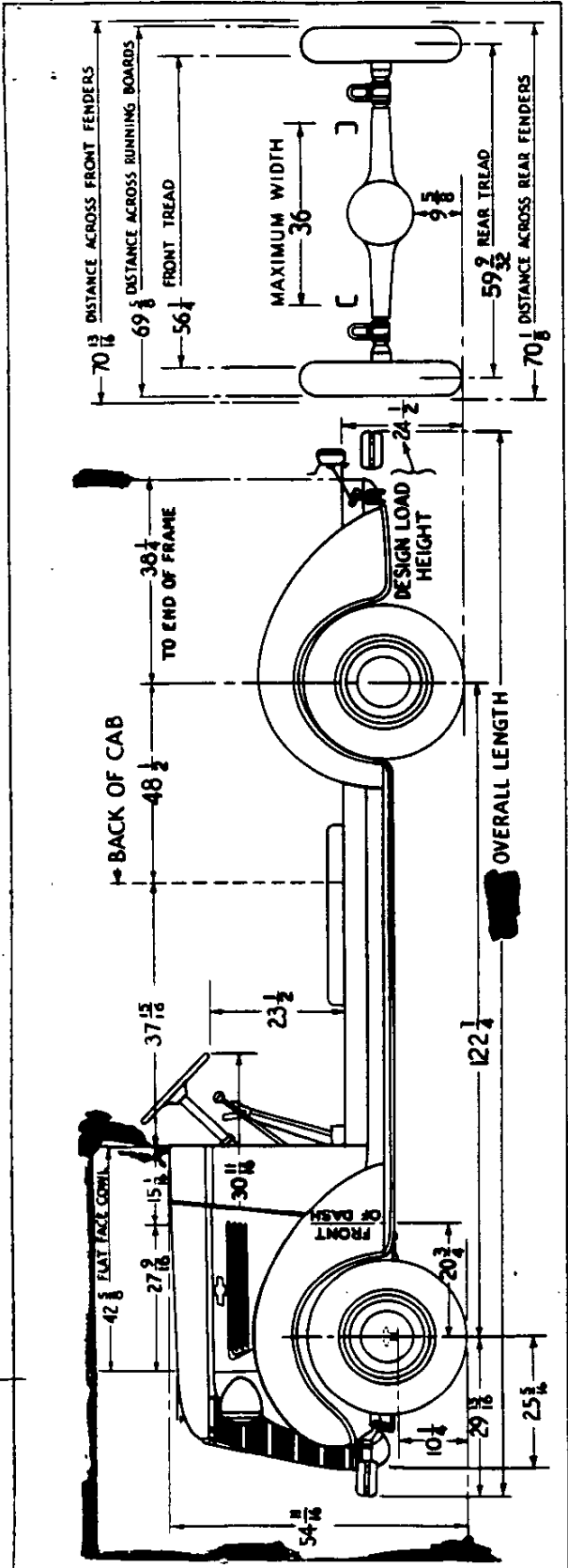
able weight = Total of Chassis, Cab, Body, Driver and Payload Weights. @ = Flat face cowl. D.R. = Delco-Remy.





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| Gear Ratio | Standard Compression Ratio | Speedometer Make | Gasoline Gauge |      |              | Thermometer Make | Car Lock     |               | Safety Glass |      | Number of Visors Included | Number of Horns Included | Windshield Cleaner |                    | Standard Wheels |                | Spare Wheel Location | Number of Spare Tires Included |      |
|------------|----------------------------|------------------|----------------|------|--------------|------------------|--------------|---------------|--------------|------|---------------------------|--------------------------|--------------------|--------------------|-----------------|----------------|----------------------|--------------------------------|------|
|            |                            |                  | Make           | Type | 1 Mechanical |                  | 2 Electrical | 3 Hydrostatic | Make         | Type |                           |                          | 1 Back of Seat     | 2 In front of Seat | 3 External      | 4 Fender-mount |                      |                                | Make |
| 4.11:1     | 6.25:1                     | AC               | AC             | 2    | AC           | D.R.             | 1            | None          | None         | None | 1                         | None                     | None               | None               | Own             | Steel          | 5                    | 3                              | 1    |
| 4.11:1     | 6.25:1                     | AC               | AC             | 2    | AC           | D.R.             | 1            | L-O-F         | 2            | None | 1                         | Trico                    | 1                  | None               | Own             | Steel          | 5                    | 3                              | 1    |
| 4.11:1     | 6.25:1                     | AC               | AC             | 2    | AC           | D.R.             | 1            | None          | None         | None | 1                         | None                     | None               | None               | Own             | Steel          | 5                    | 3                              | 1    |
| 4.11:1     | 6.25:1                     | AC               | AC             | 2    | AC           | D.R.             | 1            | L-O-F         | 2            | None | 1                         | Trico                    | 1                  | None               | Own             | Steel          | 5                    | 3                              | 1    |

L-O-F = Libby-Owens-Ford.



6

8



**Automobile Manufacturers Association**  
**\* Consolidated Specification Questionnaire**  
**For 1938 Models**  
**Mechanical Details**

Make Chevrolet Truck Model 1-1/2 Ton Chassis  
 Name of Maker Chevrolet-Division of General Motors Corporation Address Detroit, Michigan  
 Date September 20, 1937

**NOTE—Only standard equipment included in Factory Delivered price should be included in this questionnaire**

**ENGINE**

No. of cylinders ..... 6  
 Valve arrangement ..... In head  
 Bore ..... 3-1/2" Stroke ..... 3-3/4"  
 Engine mounted on springs, bolts through rubber or vulcanized rubber and no bolts. .... Rubber  
 Rubber mountings—Used at front, rear, or both. .... Both  
 Number of ..... 3  
 Engine—make and model ..... Own  
 Cylinder arrangement (angle of Vee in degrees) ..... Cast in line  
 Cylinder head, cast iron or aluminum ..... Cast Iron  
 Piston displacement ..... 216.5 cu. in.  
 Taxable horsepower ..... 29.4  
 Maximum brake horsepower at R.P.M. .... 78 @ 3200  
 Maximum torque (ft.-lbs.) at R.P.M. .... 170 @ 850 to 1550  
 R.P.M. with standard rear axle and tires. .... 3393  
 Compression Ratio—  
 Standard ..... 6.25-1  
 Standard compression pressure—pounds—  
 At what R.P.M. ....  
 At cranking speed .....

**PISTONS and RINGS**

Piston ..... Own  
 Make ..... Cast Iron  
 Material .....  
 Features—  
 Weight—ounces—without rings, pin or bushing. .... 25  
 Length ..... 4-11/64"  
 Clearance—  
 Top ..... .006" to .0135"  
 Bottom ..... .0015" to .003"  
 No. of grooves in piston ..... 3  
 Piston ring groove depth—  
 Oil ..... .173"-.183" Compression ..... .150"-.162"  
 No. of oil rings used per piston ..... 1  
 Width of oil rings ..... .1860"-.1865"  
 Width of oil ring gap ..... .005"-.015"  
 No. of compression rings used per piston ..... 2  
 Width of compression rings ..... .1235"-.1240"  
 Width of compression ring gap ..... .005"-.015"  
 Maximum wall thickness of oil rings ..... .155"  
 Maximum wall thickness of compression rings ..... .155"

**RODS and PINS**

Wristpin—  
 Length ..... 3.135"-3.165" Diameter ..... 8645"-.8650"  
 Locked in rod, piston or floating ..... Locked in rod  
 Clearance ..... Slip fit  
 Hole finish—ream, diamond bore, broach or ground. .... D.B.  
 Connecting rod—  
 Length—center to center ..... 6-13/16"  
 Material ..... Drop forged steel  
 Weight—ounces ..... 28.3  
 Crankpin journal—  
 Diameter ..... 2-5/16" Length ..... 1-1/2"  
 Lower bearing—  
 Material ..... Babbitt  
 Make ..... Own  
 Clearance ..... .001" to .0025"  
 End play ..... .0065" to .0135"  
 Shim—solid, laminated or none ..... Solid  
 Spun or separate ..... Centrifugally cast  
 Rods and pistons removed from above or below ..... Above

**CRANKSHAFT**

Front flywheel used ..... No  
 Vibration dampener used—yes or no ..... Yes  
 Type ..... Oscillating  
 Crankshaft counterweights used, number of ..... 7  
 Which main bearing takes thrust ..... Rear intermediate  
 Crankshaft end play ..... .004"-.007"  
 Main bearing—  
 Material ..... Steel backed babbitt  
 Clearance ..... .002"-.004"  
 Slip-in type or integral with cap & case ..... Slip-in type  
 Shim—solid, laminated or none ..... Solid  
 Main bearing journal diameter x length—  
 No. 1 ..... 2-11/16" x 1-3/16"  
 No. 2 ..... 2-23/32" x 1-3/16"  
 No. 3 ..... 2-3/4" x 1-7/16"  
 No. 4 ..... 2-25/32" x 1-5/8"  
 No. 5 .....  
 No. 6 .....  
 No. 7 .....  
 No. 8 .....  
 No. 9 .....

\* - All data given in this questionnaire is based on MANUFACTURING dimensions



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Make Chevrolet Truck Model 1-1/2 Ton Chassis Date September 20, 1937

**CRANKSHAFT (cont'd)**

Crankshaft gear—  
 Make Own  
 Material Steel

**CAMSHAFT**

Camshaft gear—  
 Make Various  
 Material Bakelite and Fabric composition  
 Generator gear—  
 Make None-Belt driven  
 Material  
 Timing chain—  
 Make None  
 Number of links  
 Width  
 Pitch  
 Adjustment—none, automatic or manual

**VALVES**

Intake valve—  
 Make Own  
 Head—  
 Material Extruded steel  
 Actual overall diameter 1-41/64"  
 Angle of seat 30°  
 Stem—  
 Material Extruded steel  
 Length (Full valve length) 6-5/64"  
 Diameter .3407"-.3417"  
 End style Grooved for cup and cone  
 Stem to guide clearance .001" to .003"  
 Lift .305"  
 Spring pressure and length—  
 With valve closed 1-7/8" @ 42-48#  
 With valve open 1-9/16" @ 111-119#  
 Out of engine 2-7/32"  
 Exhaust valve—  
 Make Own  
 Head—  
 Material Extruded steel  
 Actual overall diameter 1-15/32"  
 Angle of seat 30°  
 Is valve seat on insert No  
 Stem—  
 Material Extruded steel  
 Length (Full valve length) 4-13/16"  
 Diameter .3397"-.3407"  
 End style Grooved for cup and cone  
 Stem to guide clearance .002" to .004"  
 Lift .3195"  
 Spring pressure and length—  
 With valve closed 1-7/8" @ 42-48#  
 With valve open 1-9/16" @ 111-119#  
 Out of engine 2-7/32"

**VALVES (cont'd)**

Operating tappet clearance—intake .006" Hot  
 Tappet clearance for valve timing—intake .006" Hot  
 Operating tappet clearance—exhaust .013" Hot  
 Tappet clearance for valve timing—exhaust .013" Hot  
 Is valve tappet clearance automatically adjusted No  
 Valve timing—  
 Intake opens 9 degrees BTC piston travel  
 Intake closes 29 " ABC " "  
 Exhaust opens 52 " BBC " "  
 Exhaust closes 1 " BTC " "

**LUBRICATION Pressure, pressure stream & Lubricating system type—pressure or splash splash**

Oil pressure to—  
 Main bearings—yes or no Yes  
 Connecting rods—yes or no Pressure stream  
 Wristpins—yes or no No  
 Camshaft bearings—yes or no Yes  
 Rocker arm—yes or no Yes  
 Timing gear or chain lubrication—positive or splash Positive  
 Oil pump type Gear  
 Oil grade recommended—SAE viscosity  
 Summer 20, 30, 20W Winter 10W or 20W  
 (30 for high speeds)  
 Normal oil pressure—lbs. at M.P.H. 13.5 @ 50  
 Pressure at which relief valve opens 75#  
 Capacity of oil reservoir—quarts, dry 5-1/2 refill 5  
 Oil pressure gauge make AC  
 Type of oil drain Plug in bottom of oil pan  
 Oil reservoir gauge type Rod  
 External oil filter make None  
 Oil cooler make None  
 Chassis lubrication—  
 Type High pressure gun  
 Make

**FUEL**

Gasoline tank—capacity 18 gallons  
 Fuel feed—  
 Type—vacuum tank, electric pump, vacuum  
 pump or camshaft pump Camshaft pump  
 Make AC Model AF  
 Carburetor—  
 Make Carter Model W-1  
 Size 1-1/4"  
 Type—  
 Up or down draft Down Single or dual Single  
 Supercharger—  
 Make None Type  
 How driven  
 Intake manifold heat control—manual, automatic or none Automatic  
 Automatic choke, make None



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Make ~~AC~~ Chevrolet Truck Model 1-1/2 Ton Chassis Date September 20, 1937

**FUEL (Cont'd)**

Air cleaner—intake silencer make AC  
 Exhaust pipe diameter 1-7/8"  
 Muffler make Own

**COOLING**

Water pump—  
 Type Centrifugal  
 Drive V-Belt  
 Water circulation thermostat make Harrison  
 By-pass for recirculation—yes or no No  
 Radiator shutter—  
 Make None  
 Control—manual or automatic  
 Radiator core—  
 Type Ribbed cellular  
 Make Harrison  
 Cooling system—capacity, quarts 14  
 Water jackets full length of cylinders—yes or no Yes  
 Lower radiator hose—  
 Inside diameter 1-1/2" Length 2-3/4" & 5"  
 Upper radiator hose—  
 Inside diameter 1-1/4" Length 6-1/4"  
 Fan belt—  
 Number used One  
 Type—flat, vee (give angle of vee) Vee 32°  
 Make Various  
 Length, outside 42-7/8" Width, maximum 11/16"  
 Fan—  
 Make Own

**IGNITION**

Ignition unit—  
 Make Delco-Remy Model 1110008  
 Manual advance, degrees None  
 Maximum automatic advance, degrees 42-50  
 Vacuum advance, degrees 17  
 Breaker gap .018" - .024"  
 Cam angle  
 Timing—breaker points open 5° BTC deg. or inches  
 piston travel (after or before) top center with spark control  
 lever in the position.  
 Timing marks on flywheel, vibration dampener or none Flywheel  
 Firing order 1-5-3-6-2-4  
 Ignition coil make Delco-Remy  
 Amperage draw of coil—  
 With engine stopped 4.8  
 With engine idling 2.5  
 Ignition switch make Delco-Remy  
 Spark plug—  
 Thread—3/8 standard, 10 m.m., 14 m.m. or 18 m.m. 14 M.M.  
 Make AC Model 46  
 Gap .040"  
 Ignition cable make Delco Remy

**BATTERY**

Make Delco  
 Capacity—ampere hours 94 @ 20 hour rate  
 Number of plates per cell 15  
 Bench charging rate—  
 Start 6 Finish 5  
 Which battery terminal is grounded Negative

**STARTING MOTOR**

Make Delco-Remy Model 1107001  
 Normal engine cranking speed 65  
 Lock test—  
 Amperage draw 525  
 Volts 3.4  
 Torque in foot pounds 14  
 No load test—  
 Amperage draw 125  
 Volts 5.4 R.P.M. 2500  
 Type of drive—Bendix, manual gear,  
 overrunning clutch or chain Overrunning clutch  
 Automatic starting device—  
 Make None  
 Type  
 Starting motor pinion meshes front or rear Front  
 No. of teeth in flywheel 139  
 Face width of flywheel teeth 1/2"  
 Flywheel teeth integral or steel ring Steel ring  
 Gear ratio between starter armature and flywheel 15.44

**GENERATOR**

Make Delco-Remy Model 948-R  
 Driven by V-Belt  
 How ventilated Suction Fan  
 Field fuse capacity None  
 Type—third brush, shunt, etc. Third Brush  
 Current regulator, voltage regulator or current and  
 voltage control unit None  
 Cutout relay—  
 Voltage at closing 7.2  
 Armature speed at closing 800  
 Car speed at closing 8-9 MPH  
 Amperes to open 1.5  
 Maximum charging rate cold—  
 Temperature 70° F.  
 Amperes 18-21  
 Voltage 8.2  
 R.P.M. 2600  
 Maximum charging rate hot—  
 Temperature 120° F.  
 Amperes 15-18  
 Voltage 8.1  
 R.P.M. 2800  
 Car speed for maximum charging rate 24.1 MPH  
 Ammeter make AC





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Make Chevrolet Truck Model 1-1/2 Ton Chassis Date September 20, 1938

LAMPS

Lighting switch make Delco-Remy  
 Are tail and dash lights in series No  
 Headlight—  
 Make Guide  
 Beam indicator None  
 Parking light make Guide (In head lamp)  
 Tail and stop light make Guide  
 Backing light make None  
 Horn—  
 Type—vibrator or motor Vibrator  
 Make Delco-Remy  
 No. used One  
 Amperage draw of each 10

CLUTCH

Make Own-Diaphragm spring type  
 Centrifugal or semi-centrifugal Neither  
 How ventilated By holes in clutch cover  
 Power operated unit—make None  
 Vibration insulation or neutralizer—fabric,  
 rubber blocks or springs Springs  
 No. of clutch driving discs One  
 No. of clutch driven discs One  
 Clutch facing—  
 Material—woven or moulded asbestos Asbestos comp.  
 Inside diameter 7  
 Outside diameter 10-3/4"  
 Thickness 1/8"  
 No. required Two

TRANSMISSION

Transmission—  
 Make Own Model 1-1/2 Ton Truck  
 No. of forward speeds 4  
 Automatic or auxiliary shifting mechanism—  
 Make None  
 Type—centrifugal, vacuum, electric or hydraulic  
 Automatic overdrive—  
 Make None  
 Oil capacity—pints  
 Grade recommended—S.A.E. viscosity  
 Summer Winter  
 Gear ratio in high—  
 See rear axle  
 Transmission ratio—  
 In third 1.711:1 In second 3.478:1  
 In low 7.226:1 In reverse 7.148:1  
 Constant mesh gears on second Spur  
 Spur or helical gears—  
 For second speed Spur  
 For first speed Spur  
 For reverse speed Spur  
 Synchronous meshing second and third gears None

TRANSMISSION (Cont'd)

Transmission oil—  
 Capacity—pints 6-1/2  
 Grade recommended—S.A.E. viscosity  
 Summer 160 Winter 90\*  
 Universal joints—  
 Make Own  
 Number used Two  
 Type—fabric, rubber, metal with anti-friction  
 bearing or metal with plain bearing Metal-Plain Brg  
 Lubricated from trans. & by press. gun  
 Drive taken through springs, torque arm, torque tube or  
 radius rods Springs  
 Torque taken through springs, torque arm, torque  
 tube or radius rods Torque Tube

REAR AXLE

Rear axle—(front axle if front drive)  
 Make Own Model 1-1/2 Ton Truck  
 Type—semi, full or three-quarter floating Full floating  
 Minimum road clearance under center of rear  
 axle—tires inflated 8-5/8"  
 Rear axle oil—  
 Capacity—pints 9  
 Grade and type recommended—S.A.E. viscosity  
 Summer 160 Winter 90\*  
 Type of bearing—spiral bevel, worm, hypoid Spiral bevel  
 Gear ratio—standard 5.428:1  
 Optional gear ratios 6.166:1  
 Number of teeth—38 regular 7 regular  
 In ring gear 37 optional In pinion 6 optional  
 How is pinion adjusted—screw or shims Shims  
 How is pinion bearing adjusted—screw or shims Shims  
 Are pinion bearings in sleeve No  
 Backlash between pinion and ring gear .006" to .010"  
 Are pinion bearings preloaded No

TIRES and WHEELS

Tires—  
 Make Various  
 Size \*\* No. of plies \*\*  
 Inflation pressure—Front \*\* Rear \*\*  
 Axle clearance for jack—tires inflated  
 Front 10 Rear 13-1/2 Dual  
 13-3/4 Single  
 Wheels—  
 Type Ventilated disc  
 Make Own  
 Rim—Diameter 20" Width 5"

SPRINGS

Front spring—  
 Independent or conventional suspension Conventional  
 If conventional, are special radius rods  
 or sway eliminators employed No

\*\* - Front - 6.00-20-6 ply; pressure 45#  
 Dual rear - 6.00-20-6 ply; pressure 45#  
 Single rear - 32x6-8 ply; pressure 75#

\* - 90° + 10% kerosene below zero.



Make Chevrolet Truck Model 1-1/2 Ton Chassis Date September 20, 1937

**SPRINGS (Cont'd)**

Type—coil, semi-elliptic or transverse... Semi-elliptic  
 Make ..... Own  
 Material ..... Chrome carbon steel  
 If leaf—  
 Length ..... 36" Width ..... 1-3/4"  
 Number of leaves— ..... 9

Rate for above ..... 645 pounds per inch  
 Shackled front or rear ..... At front  
 Anti-shock shackle location ..... None  
 Rear spring—

Independent or conventional suspension... Conventional  
 Type—coil, semi-elliptic or transverse... Semi-elliptic  
 Make ..... Own  
 Material ..... Silicon Manganese Steel  
 If leaf—  
 Length ..... 45" Width ..... 2-1/2"  
 Number of leaves— ..... 10

Rate for above ..... 840 pounds per inch  
 Spring leaves lubricated with ..... Graphite grease  
 Spring cover make ..... None

Spring shackles—  
 Front—Type Threaded Make ..... Own  
 Rear—Type Plain Make ..... Own

Spring bolts—  
 Type ..... Plain

Shock absorbers—  
 Make ..... None  
 Type—one way, two way or direct-acting..... None

**STEERING**

Steering gear—  
 Type ..... Worm and Sector  
 Make ..... Own  
 Ratio ..... 16:1

Type of linkage—double tie-rod, single tie-rod,  
 cross or conventional ..... Conventional  
 Right 131-1/2" W.B. 157" W.B.  
 Left 24.5' 28.2'  
 Car turning radius—feet— 25.4' 30.4'

\* Caster—degrees 2° - 15' to 3° - 15'  
 \* Camber—degrees 1/2° to 1-1/2° inches to 1/8"  
 \* Toe-in—inches 5/64" to 1/8"  
 Crosswise inclination of kingpin—degrees 7° - 10' ± 1°

Steering wheel— \* - Service dimensions  
 Make ..... Own  
 Diameter ..... 17"

"A" - Adjust to slight drag, back front off 4 notches and rear 2/3 screw turn.  
 "B" - 131-1/2" W.B. Single wheels TA-1001  
 131-1/2" W.B. Dual wheels TB-1001

**STEERING (Cont'd)**

Front axle—  
 Make ..... Own Model 1-1/2 Ton Truck  
 Section type—I-beam or tubular ..... I-Beam  
 End type—Elliott or reverse Elliott Reverse-Elliott  
 Minimum road clearance—tires inflated ..... 10-9/16"

**BRAKES**

Foot brakes—  
 Make ..... Own  
 Type of mechanism, hydraulic or mechanical ..... Hydraulic  
 If vacuum booster is standard, state make ..... None  
 Brake lining moulded, semi-moulded or woven. Spec. .... moulded  
 Drum—  
 Material Pressed steel Diameter 14" F. - 16" R  
 Lining—  
 Length per wheel Front 28-7/8" - Rear 35-13/16"  
 Width F 2" - R 3" Thickness ..... 1/4"  
 Clearance— See note A  
 Total foot braking area ..... 330.2 sq. in.  
 Percent braking power on rear wheels ..... 69-1/2  
 Hand brake location ..... Lever mounted on trans.

Hand lever operates on—transmission, separate  
 rear brakes, rear service brakes or all  
 four service brakes ..... Rear service brakes

Hand brake—  
 Internal or external ..... Internal  
 Drum diameter ..... 16"

Lining—  
 Length per drum ..... 35-13/16"  
 Width ..... 3" Thickness ..... 1/4"  
 Clearance Same as rear service brakes

**FRAME**

Frame—  
 Make ..... Own Type Truck "Ladder"  
 type, Channel side rails, 7"  
 Depth—maximum ..... 7"  
 Thickness—maximum ..... 7/32"  
 Flange width—maximum ..... 2-3/8"  
 Wheelbase ..... 131-1/2" and 157"

Tread—  
 Front ..... 58-1/16"  
 Rear 58-17/32" Single-66-1/32" D.R. mean

Weight of chassis and cowl  
 Shipping 3030#(131-1/2"), 3075#(157")  
 Per cent on front axle 55(131-1/2"), 57(157")  
 Curb 3225#(131-1/2"), 3270#(157")

Price of standard chassis and cowl ..... " "  
 First serial number, this series ..... See note "B"  
 Serial number location ..... on plate under hood on  
 right side of cowl

Overall length With front bumpers only.  
 201-5/8"(131-1/2")  
 227-1/8"(157")

157" W.B. Single wheels TC-1001.  
 157" W.B. Dual wheels to TD-1001.



Make ~~Chevrolet~~ Chevrolet Truck Model 1-1/2 Ton Chassis Date September 20, 193

NOTE—In giving bearing dimensions, kindly use the following order: inside diameter, outside diameter and width. Where cup and cone bearings are used, give both cup and cone numbers.

BEARINGS

Starting motor commutator end bearing—  
 Make or type Bears in housing end  
 Size or number 1/2" I.D. x 15/16" long

Starting motor drive end bearing—  
 Make or type None  
 Size or number

Starting motor outboard bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 1/2" x 9/16" x 25/32"

Generator commutator end bearing—  
 Make or type Bronze Bushing  
 Size or number 35/64" x 25/32" x 51/64"

Generator drive end bearing—  
 Make or type New Departure  
 Size or number 3203

Super-charger—  
 Make or type None  
 Size or number

Clutch throwout bearing—  
 Make or type Various-Thrust Ball Bearing  
 Size or number 1-11/16" I.D. x 11/16" wide

Clutch pilot bearing—  
 Make or type New Departure  
 Size or number 7109

Transmission pocket or spigot bearing—  
 Make or type Rollers  
 Size or number 3/16" x 1-1/2" (12 req'd.)

Transmission reverse idler bearing—  
 Make or type Rolled Brass Bushing  
 Size or number 7/8" x 1" x 1-1/2" (2 req'd.)

Transmission main shaft front bearing—  
 Make or type New Departure  
 Size or number 3209

Transmission main shaft rear bearing—  
 Make or type New Departure  
 Size or number 3307

Transmission countershaft front bearing—  
 Make or type Hyatt  
 Size or number 142260

Transmission countershaft rear bearing—  
 Make or type Hyatt  
 Size or number 121856

Free wheel unit rear bearing—  
 Make or type None  
 Size or number

Free wheel unit front bearing—  
 Make or type None  
 Size or number

Rear axle pinion or worm shaft front bearing—  
 Make or type New Departure (D.R.)  
 Size or number 5309

Rear axle pinion or worm shaft rear bearing—  
 Make or type New Departure  
 Size or number 1305

Differential right bearing—  
 Make or type New Departure  
 Size or number 954186

Differential left bearing—  
 Make or type New Departure  
 Size or number 954186

Rear wheel inner bearing—  
 Make or type Hyatt  
 Size or number 144527

Rear wheel outer bearing—  
 Make or type Hyatt  
 Size or number 144525

Front wheel inner bearing—  
 Make or type New Departure  
 Size or number 9026

Front wheel outer bearing—  
 Make or type New Departure  
 Size or number 9025

Kingpin upper bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 29/32" x 1-3/64" x 1-17/64"

Kingpin lower bearing—  
 Make or type Rolled Bronze Bushing  
 Size or number 29/32" x 1-3/64" x 1-17/64"

Kingpin thrust bearing—  
 Make or type New Departure-Special  
 Size or number 59/64" I.D. x 5/8" wide

Front spring—  
 Bolt—  
 Front Bushing size 7/8" x 1-3/4" Spec. Thd. for :  
 Rear Bushing 11/16" x 1-11/16"

Shackles—  
 Upper end Tapered pins  
 Lower end Tapered pins

Rear spring—  
 Bolt—  
 Front Bushing size 7/8" x 2-1/2"  
 Rear Bushing 7/8" x 2-1/2"

Shackles—  
 Upper end 7/8" x 2-1/2"  
 Lower end 7/8" x 2-1/2"



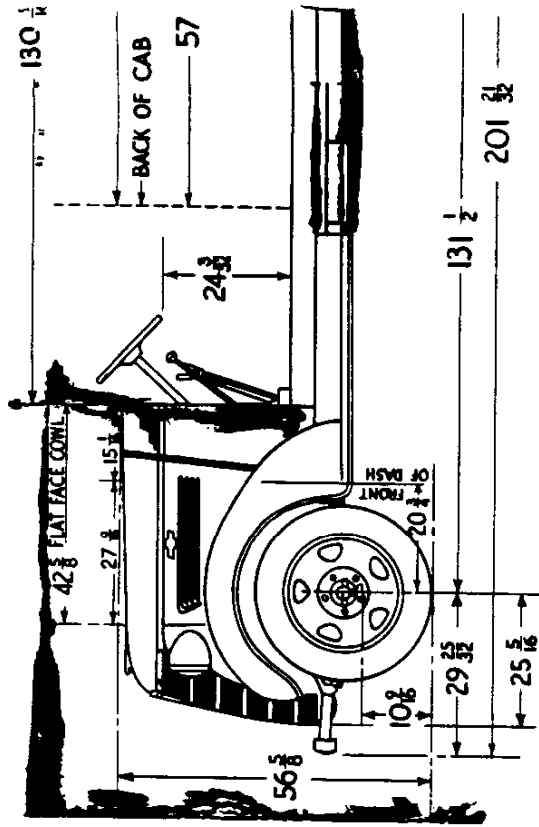
**Sheet No. 1 - Chassis Equipment**

MAKE Chevrolet 1-1/2 Ton Trucks  
 NAME OF MAKER Chevrolet - Division

of General Motors Corporation

ADDRESS Detroit, Michigan

DATE September 20, 1937



| MAKE AND MODEL    | Shipping Weight | Wheel-base | Factory Delivered Price Including Federal Tax and Handling Charge | Chassis & Cowl @<br>Ascending Price Scale | GROSS ALLOWABLE WEIGHTS * |                          |           |                    |
|-------------------|-----------------|------------|---|---|---------------------------|--------------------------|-----------|--------------------|
|                   |                 |            |   |   | With Standard Tires       | Standard Tires Furnished |           | With Maximum Tires |
|                   |                 |            |   |   |                           | Front                    | Rear      |                    |
| Master TA         | 3030            | 1 31/2"    |   | Chassis & Cowl @                          | 6.00-20-6                 | 32 x 6-8 S               | 7900#     | 32 x 6-1           |
| Master TC         | 3390            | 1 31/2"    |   | Chassis & Cab                             |                           |                          |           |                    |
| Master TB         | 3075            | 1 57"      |   | Chassis & Cowl @                          |                           |                          |           |                    |
| Master TD         | 3435            | 1 57"      |   | Chassis & Cab                             |                           |                          |           |                    |
| Master Special TB | 3120            | 1 31/2"    |   | Chassis & Cowl @                          | 6.00-20-6                 | 6.00-20-6 D              | 9300#     | 7.00-20-           |
| Master Special TD | 3490            | 1 31/2"    |   | Chassis & Cab                             |                           |                          |           |                    |
|                   | 3200            | 1 57"      |   | Chassis & Cowl @                          |                           |                          |           |                    |
|                   | 3560            | 1 57"      |   | Chassis & Cab                             |                           |                          |           |                    |
|                   | 3670            | 1 31/2"    |   | Chassis & Cowl @                          | 6.50-20-6                 | 32 x 6-10 D †            | 13,300# @ | 32 x 6-1           |
|                   | 4030            | 1 31/2"    |   | Chassis & Cab                             |                           |                          |           |                    |
|                   | 3770            | 1 57"      |   | Chassis & Cowl @                          |                           |                          |           |                    |
|                   | 4130            | 1 57"      |   | Chassis & Cab                             |                           |                          |           |                    |

Note: Chassis are grouped on ascending gross weight scale instead of ascending price scale. \*\* = With auxiliary springs.  
 \* = Total of Chassis, Cab, Body, Driver and Payload weights. @ = Flat-face cowl. LOF = Libby-Owens-Ford.  
 S = Single rear wheels. D = Dual rear wheels. AC = AC Spark Plug. DR = Delco Remy. † = Optional 7.50-20-8D.

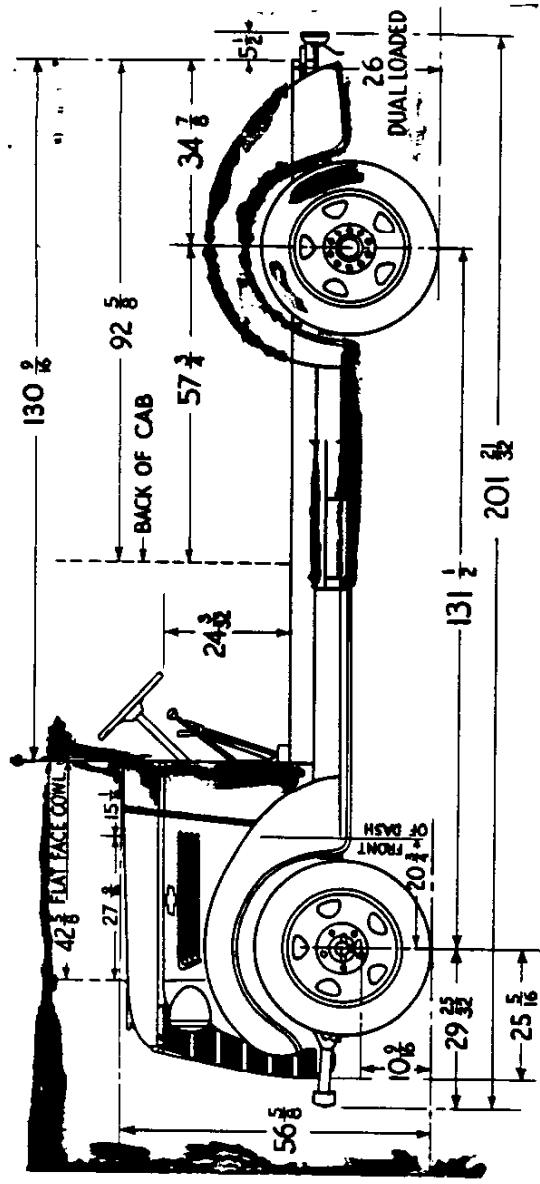




Chassis Equipment

2 Ton Trucks  
 Chevrolet - Division  
 Corporation  
 Chicago

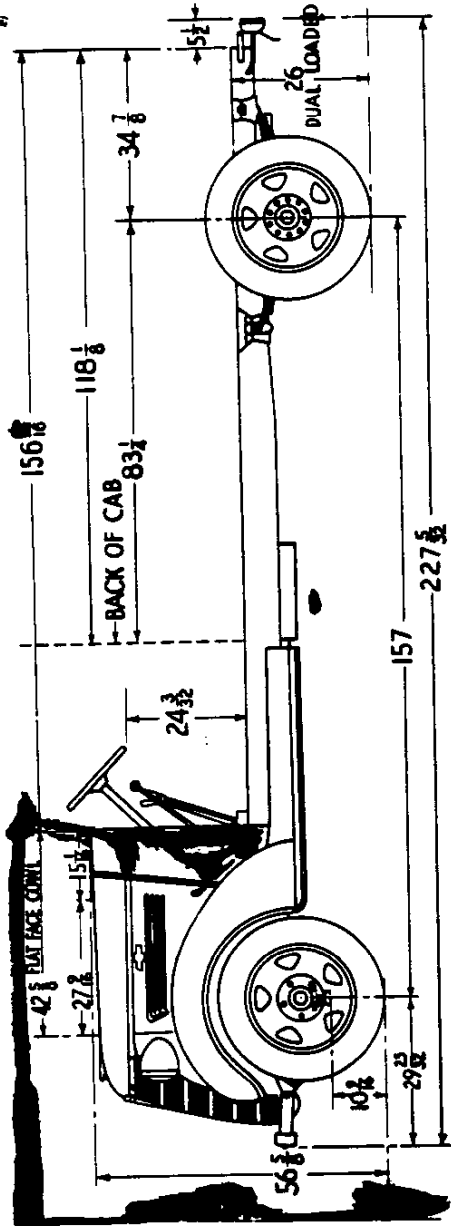
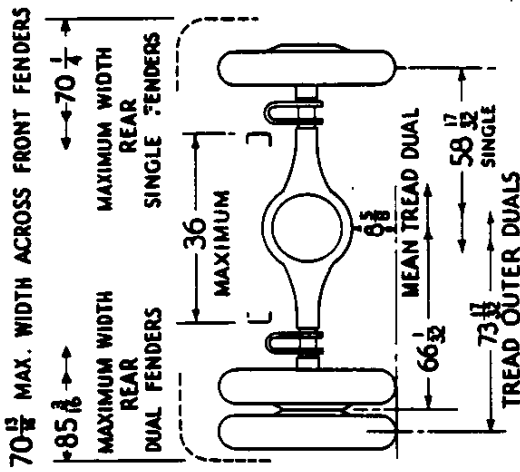
September 20, 1937



| Factory Delivered Price Including Federal Tax and Handling Charge | Wheel-base | Shipping Weight | GROSS ALLOWABLE WEIGHTS * |                    | Standard Tires Furnished |               | With Maximum Tires | Maximum Tires Furnished |                |
|---|------------|-----------------|---------------------------|--------------------|--------------------------|---------------|--------------------|-------------------------|----------------|
|   |            |                 | With Standard Tires       | With Maximum Tires | Front                    | Rear          |                    | Front                   | Rear           |
| Chassis & Cowl @  | 13 1/2     | 3030            | 7600#                     | 7900#              | 6.00-20-6                | 32 x 6-8 S    | 7900#              | 32 x 6-10               | 32 x 6-10 S    |
| Chassis & Cab   | 13 1/2     | 3390            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cowl @  | 15 1/2     | 3075            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cab   | 15 1/2     | 3435            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cowl @  | 13 1/2     | 3120            | 9300#                     | 9300#              |                          | 6.00-20-6 D   |                    |                         |                |
| Chassis & Cab   | 13 1/2     | 3490            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cowl @  | 15 1/2     | 3200            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cab   | 15 1/2     | 3560            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cowl @  | 13 1/2     | 3670            | 11,300# **                | 13,300# @          | 6.50-20-6                | 32 x 6-10 D † |                    | 32 x 6-10 ††            | 32 x 6-10 D †† |
| Chassis & Cab   | 13 1/2     | 4030            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cowl @  | 15 1/2     | 3770            |                           |                    |                          |               |                    |                         |                |
| Chassis & Cab   | 15 1/2     | 4130            |                           |                    |                          |               |                    |                         |                |

rounded on ascending gross weight scale instead of ascending price scale. \*\* = With auxiliary springs.  
 s, Cab, Body, Driver and Payload weights. @ = Flat-face cowl. LOF = Libby-Owens-Ford.  
 s, Cab, Body, Driver and Payload weights. AC = AC Spark Plug. DR = Delco Remy. † = Optional 7.50-20-8D.  
 †† = Dual rear wheels. ††† = Dual rear wheels. †††† = Dual rear wheels.





| Gear Ratio    | Standard Compression Ratio | Speedometer |       | Gasoline Gauge |      | Thermometer Make | Car Lock |      | Safety Glass |      | Number of Visors Included | Number of Horns Included | Windshield Cleaner |      | Bumper |      | Standard Wheels |      | Spare Wheel Location | Number of Spare Tires Included |
|---------------|----------------------------|-------------|-------|----------------|------|------------------|----------|------|--------------|------|---------------------------|--------------------------|--------------------|------|--------|------|-----------------|------|----------------------|--------------------------------|
|               |                            | Make        | Model | Type           | Make |                  | Model    | Make | Model        | Make |                           |                          | Model              | Make | Model  | Make | Model           | Make |                      |                                |
| 3:1 or 6.17:1 | 6.25:1                     | AC          | AC    | 2              | AC   | AC               | DR       | 1    | None         | None | None                      | 1                        | None               | None | None   | ***  | Own             | Stl. | 3                    | None                           |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      | Disc            |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | None         | None |                           |                          | None               | None |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | None         | None |                           |                          | None               | None |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | None         | None |                           |                          | None               | None |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | None         | None |                           |                          | None               | None |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | None         | None |                           |                          | None               | None |        |      |                 |      |                      |                                |
|               |                            |             |       |                |      |                  |          |      | L-O-F        | 2    |                           |                          | Trico              | 1    |        |      |                 |      |                      |                                |

= With auxiliary springs and governor. Governor set not to exceed 45 M.P.H.  
 = Own. Front bumper only provided.  
 = 7.00-20-8 front with 7.50-20-8 D rear.



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