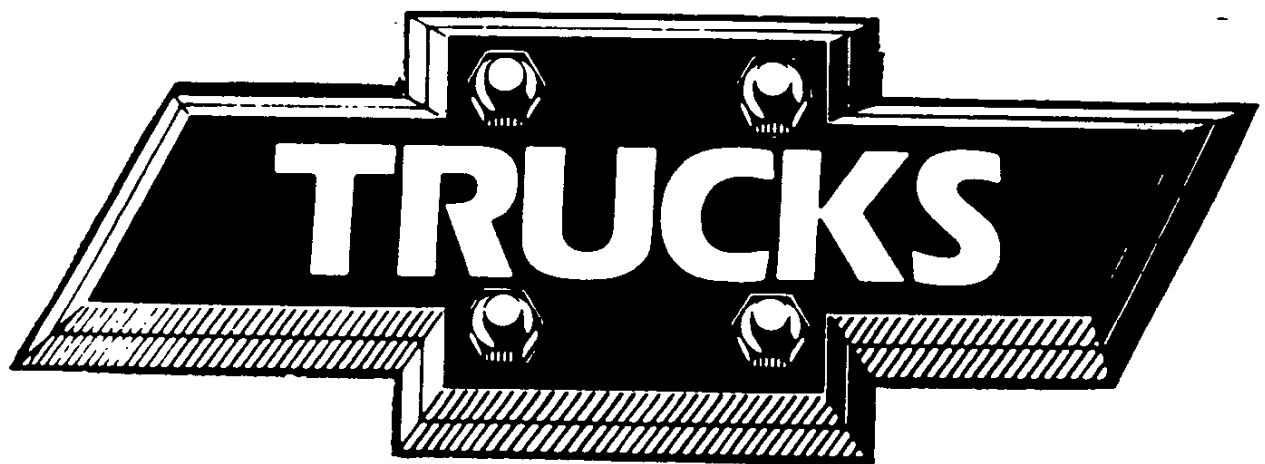




CHEVROLET



1939

ORIGINAL COPY

CHEVROLET
1939
SPECIFICATIONS

ISSUED TO

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



December 15, 1938

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 cars or trucks built on Central Office production orders or vehicles exported to other countries. Except where noted, all data are for cars and trucks with regular equipment. Regular production options are labelled RPO. 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 up-to-date.

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

CHEVROLET 1939 SPECIFICATIONS

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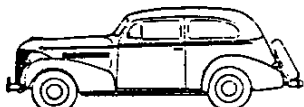

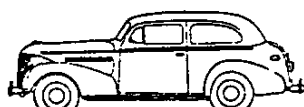




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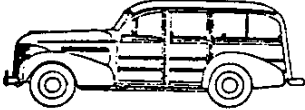
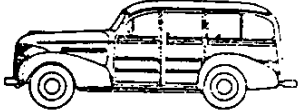


| REGULAR MODELS | | | | | | |
|---|---------------------|----------------|------------|----------|-------------|-------------------|
| VEHICLE TYPE | MODEL NAME | RATED CAPACITY | WHEEL BASE | TIRES | REAR WHEELS | MODEL SYMBOL |
| Passenger cars & commercial cars on pass. car chassis | Master Deluxe | None | 112-1/4" | Reg-ular | Single | JA |
| | Master B5 | | | | | JB |
| Commercial Type Trucks | Light Delivery | 1/2 Ton | 113-1/2" | RPO | Single | Master JC |
| | 3/4 Ton | 3/4 Ton | 113-3/4" | | | Master JD |
| | 3/4 Ton Special RPO | | | | | Master JE |
| Utility Type Conventional Trucks | Heavy Duty | 1-1/2 Ton | 135" | Reg-ular | Dual | Master VA |
| | | | | RPO | | Master VB |
| | | | | Reg-ular | Single | Master Special VB |
| | | | | RPO | | Master VC |
| | | | | Reg-ular | Dual | Master VD |
| | | | | RPO | | Master Special VD |
| Utility Type Cab-Over-Engine Trucks | Heavy Duty | 1-1/2 Ton | 137-5/8" | Reg-ular | Single | Master VE |
| | | | | RPO | | Master VF |
| | | | | Reg-ular | Dual | Master Special VF |
| | | | | RPO | | Master VG |
| | | | | Reg-ular | Dual | Master VH |
| | | | | RPO | | Master Special VH |
| Utility Type Cab-Over-Engine Trucks | Heavy Duty | 1-1/2 Ton | 141-1/8" | Reg-ular | Single | |
| | | | | RPO | | Dual |
| Utility Type Cab-Over-Engine Trucks | Heavy Duty | 1-1/2 Ton | 146-5/8" | Reg-ular | Single | |
| | | | | RPO | | Dual |

CHEVROLET 1939 SPECIFICATIONS







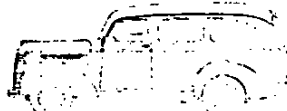
| VEHICLE TYPES—PASSENGER CARS—112¼" WHEELBASE (REGULAR PASSENGER CAR TYPES) | | | |
|---|-------------|--|-------------|
| MASTER DELUXE | | MASTER 85 | |
| CHASSIS WITH COWL AND WINDSHIELD | Symbol PCH | CHASSIS WITH COWL AND WINDSHIELD | Symbol PCH |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| SEDAN | Symbol SED | SEDAN | Symbol SED |
|  | |  | |
| 5 passenger, 4 door closed body. | | 5 passenger, 4 door closed body. | |
| CLUB SEDAN (SPORT SEDAN) | Symbol CSED | CLUB SEDAN (SPORT SEDAN) | Symbol CSED |
|  | |  | |
| 5 passenger, 4 door closed body with trunk. | | 5 passenger, 4 door closed body with trunk. | |
| COACH | Symbol COA | COACH | Symbol COA |
|  | |  | |
| 5 passenger, 2 door closed body. | | 5 passenger, 2 door closed body. | |
| TOWN SEDAN | Symbol TSED | TOWN SEDAN | Symbol TSED |
|  | |  | |
| 5 passenger, 2 door closed body with trunk. | | 5 passenger, 2 door closed body with trunk. | |
| COUPE 4 (FOUR PASSENGER COUPE) | Symbol CPE4 | | |
|  | | | |
| 4 passenger, 2 door closed body with 2 opera seats. Luggage compartment in rear deck. 5 windows. | | | |
| COUPE 2 (BUSINESS COUPE) | Symbol CPE2 | COUPE 2 (BUSINESS COUPE) | Symbol CPE2 |
|  | |  | |
| 2 passenger, 2 door closed body with luggage compartments in body and rear deck. 5 windows. | | 2 passenger, 2 door closed body with luggage compartments in body and rear deck. 5 windows. | |

CHEVROLET 1939 SPECIFICATIONS

VEHICLE TYPES—COMMERCIAL CARS—112¼" WHEELBASE (ON PASSENGER CAR CHASSIS)

| | |
|---|--|
| <p>STATION WAGON (Mounted on MASTER DELUXE chassis)</p> <p style="text-align: right;">Symbol STW</p>  <p>8 passenger, 4 door closed body with end gate.</p> | <p>STATION WAGON (Mounted on MASTER 85 chassis)</p> <p style="text-align: right;">Symbol STW</p>  <p>8 passenger, 4 door closed body with end gate.</p> |
| <p>COUPE PICKUP (Mounted on MASTER 85 chassis)</p> <p style="text-align: right;">Car symbol CPEB Body symbol CPB</p>  <p>2 passenger Business Coupe with Pickup box.</p> | <p>SEDAN DELIVERY (Mounted on MASTER 85 chassis)</p> <p style="text-align: right;">Symbol SDL</p>  <p>2 pass. panel body with 1 rear door. RPO equipment: Screen partition, rear window screen, parcel rack, & ladder support. Exterior rear view mirror.</p> |

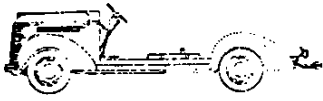

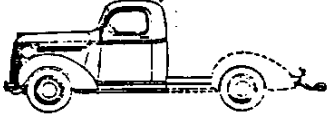
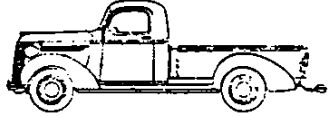
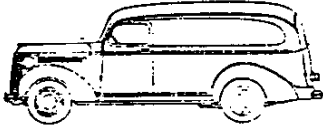
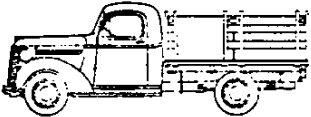
VEHICLE TYPES—LIGHT DELIVERY TRUCKS—113½" WHEELBASE (HALF-TON RATED CAPACITY)

| | | |
|--|---|---|
| <p>STRIPPED CHASSIS(RPO) No symbol</p> <p>Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire.</p> <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH FLAT FACE COWL Symbol CCH</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH COWL AND WINDSHIELD(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>CHASSIS WITH CAB Symbol CCAB</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>PICKUP TRUCK Truck symbol CCBX Body symbol PUB Top symbol PUBT</p>  <p>Chassis, cab, and pickup box. (Top - Special equipment)</p> | <p>PANEL TRUCK Truck symbol CCBX Body symbol CPN</p>  <p>Panel body with 2 rear doors.</p> |
| <p>CANOPY EXPRESS TRUCK No truck symbol Body symbol CXST No screen symbol</p>  <p>Open side body with steel canopy roof and tail gate. Screens are RPO equipment.</p> | <p>CLOSED (CARRYALL) SUBURBAN Truck symbol CCBX Symbol of body with tail gate & upper door CCSG Symbol of body with panel type rear doors CCS</p>  <p>8 passenger closed body with tail gate and upper rear door. Panel type rear doors are RPO equipment.</p> | |

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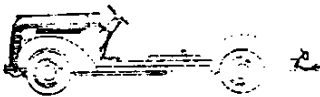

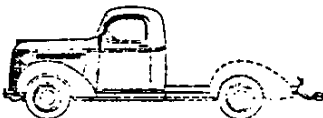
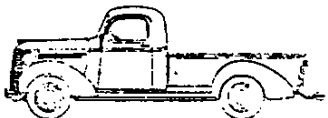


CHEVROLET 1939 SPECIFICATIONS

VEHICLE TYPES—3/4-TON TRUCKS—123 3/4" WHEELBASE.

| | | |
|---|--|---|
| <p>STRIPPED CHASSIS(RPO) No symbol</p> <p>Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire.</p> <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH FLAT FACE COWL Symbol CLCH</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH COWL AND WINDSHIELD(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>CHASSIS WITH CAB Symbol CLCA</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>PICKUP TRUCK Truck symbol CLPX Body symbol CLPUB</p>  <p>Chassis, cab, and pickup box.</p> | |
| <p>PANEL TRUCK Truck symbol CLPAN Body symbol CLPN</p>  <p>Panel body with 2 rear doors.</p> | <p>STAKE TRUCK Truck symbol CLST Platform symbol CLPLA Stakes symbol CLSTA</p>  <p>Chassis, cab, platform, and stakes. (Also available without stake equipment.)</p> | |

VEHICLE TYPES—3/4-TON SPECIAL TRUCKS—123 3/4" WHEELBASE.

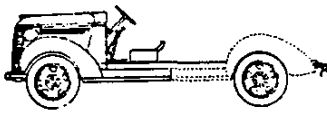
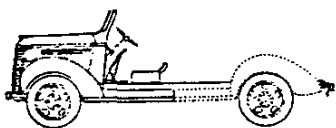
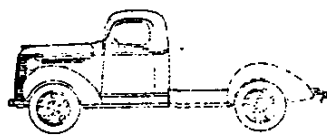
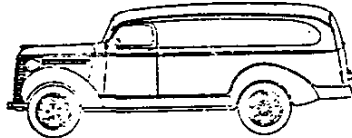
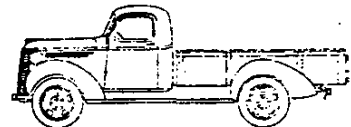
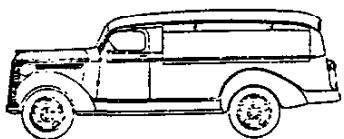
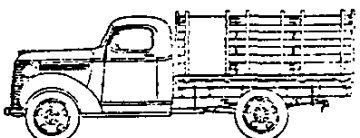
NOTE: These trucks are the same as the 3/4 TON TRUCKS except that heavier rear springs and tires, larger rear brakes and stronger wheels are used. This equipment is RPO equipment.

| | | |
|---|---|--|
| <p>CHASSIS WITH FLAT FACE COWL (RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH COWL AND WINDSHIELD (RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> | |
| <p>CHASSIS WITH CAB (RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>PICKUP TRUCK (RPO) No truck symbol Body symbol CLPUB</p>  <p>Chassis, cab, and pickup box.</p> | |
| <p>PANEL TRUCK (RPO) No truck symbol Body symbol CLPN</p>  <p>Panel body with 2 rear doors.</p> | <p>STAKE TRUCK (RPO) No truck symbol Platform symbol CLPLA Stakes symbol CLSTA</p>  <p>Chassis, cab, platform, and stakes. (Also available without stake equipment.)</p> | |

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VEHICLE TYPES—HEAVY DUTY CONVENTIONAL TRUCKS—133" WHEELBASE (ONE-TON RATED CAPACITY—SINGLE REAR WHEELS)

NOTE: These trucks are the same as the Heavy Duty Conventional 1-1/2 Ton Trucks with single rear wheels except that lighter rear springs are used.

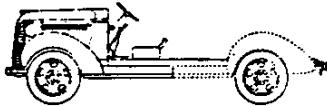
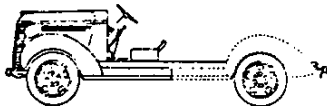
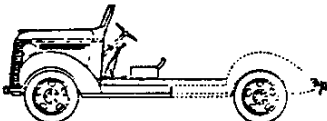
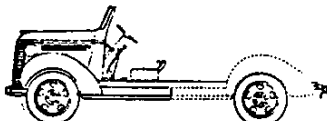


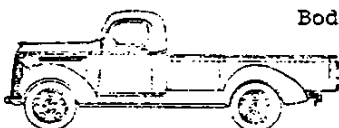

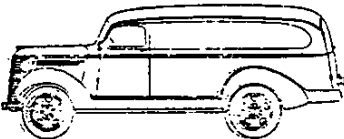
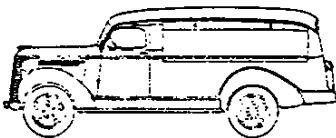
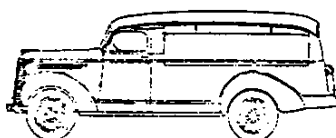
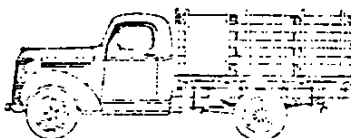

| | |
|--|---|
| <p>STRIPPED CHASSIS (RPO) No symbol</p> <p>Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire.</p> <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH FLAT FACE COWL (RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>CHASSIS WITH COWL AND WINDSHIELD(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH CAB(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>PANEL TRUCK Truck symbol UPAN Body symbol UPN</p>  <p>Panel body with 2 rear doors.</p> | <p>PICKUP TRUCK(RPO) No truck symbol Body symbol UX</p>  <p>Chassis, cab, and pickup box.</p> |
| <p>CANOPY EXPRESS TRUCK(RPO) No truck symbol Body symbol UXST No screen symbol</p>  <p>Open side body with steel canopy roof & tail gate. (Side screens available under RPO).</p> | <p>STAKE TRUCK(RPO) No truck symbol Platform symbol UPLA Stakes symbol USTA</p>  <p>Chassis, cab, platform, and stakes. (Also available without stake equipment).</p> |

VEHICLE TYPES—HEAVY DUTY CONVENTIONAL TRUCKS—133" WHEELBASE (1½-TON RATED CAPACITY)

| SINGLE REAR WHEELS | DUAL REAR WHEELS |
|---|---|
| <p>STRIPPED CHASSIS(RPO) No symbol</p> <p>Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire.</p> <p>For mounting bodies other than Chevrolet.</p> | <p>STRIPPED CHASSIS(RPO) No symbol</p> <p>Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire.</p> <p>For mounting bodies other than Chevrolet.</p> |

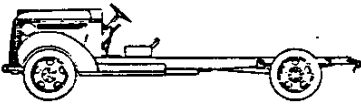
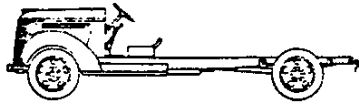
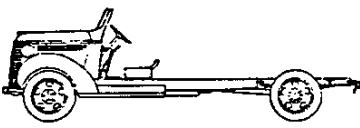
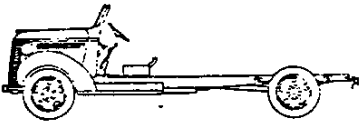
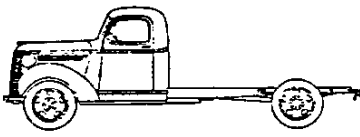
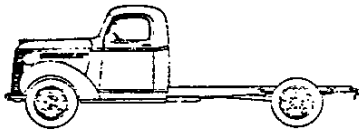
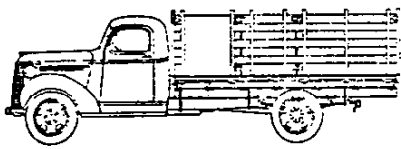
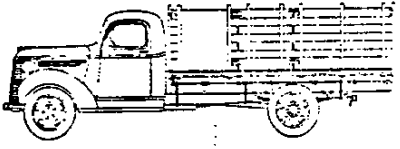
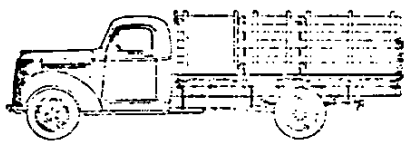
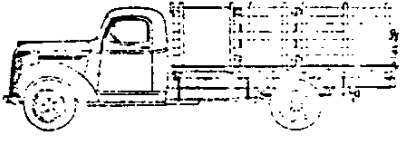
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CHEVROLET 1939 SPECIFICATIONS

| VEHICLE TYPES—HEAVY DUTY CONVENTIONAL TRUCKS— 133" WHEELBASE (Continued) (1½-TON RATED CAPACITY) | |
|---|---|
| SINGLE REAR WHEELS | DUAL REAR WHEELS |
| <p>CHASSIS WITH FLAT FACE COWL Symbol UCH</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH FLAT FACE COWL Symbol DCH</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>CHASSIS WITH COWL & WINDSHIELD(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH COWL & WINDSHIELD(RPO) No symbol</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>CHASSIS AND CAB Symbol UCAB</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS AND CAB Symbol DCAB</p>  <p>For mounting bodies other than Chevrolet.</p> |
| <p>PICKUP TRUCK No truck symbol Body symbol UX</p>  <p>Chassis, cab, and pickup box.</p> | <p>PICKUP TRUCK No truck symbol Body Symbol UX</p>  <p>Chassis, cab, and pickup box.</p> |
| | <p>PANEL TRUCK No truck symbol Body symbol UPN</p>  <p>Panel body with 2 rear doors.</p> |
| <p>CANOPY EXPRESS TRUCK No truck symbol Body symbol UXST</p>  <p>Open side body with steel canopy roof & tail gate.</p> | <p>CANOPY EXPRESS TRUCK No truck symbol Body symbol UXST</p>  <p>Open side body with steel canopy roof & tail gate.</p> |
| <p>STAKE TRUCK No truck symbol Platform symbol UPLA Stakes symbol USTA</p>  <p>Chassis, cab, platform, and stakes. (Also available without stake equipment).</p> | <p>STAKE TRUCK Truck symbol DST Platform symbol UPLA Stakes symbol USTA</p>  <p>Chassis, cab, platform, and stakes. (Also available without stake equipment).</p> |

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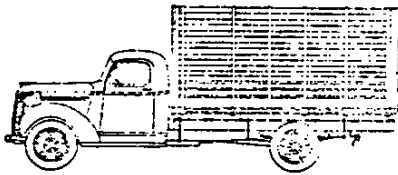
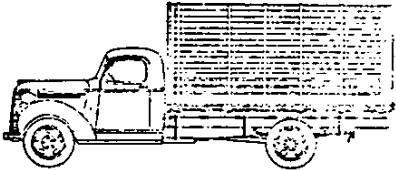
VEHICLE TYPES—HEAVY DUTY CONVENTIONAL TRUCKS— 158½" WHEELBASE (1½-TON RATED CAPACITY)

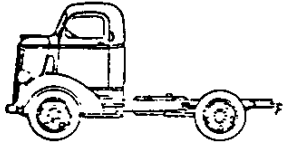
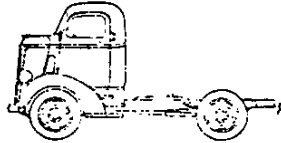
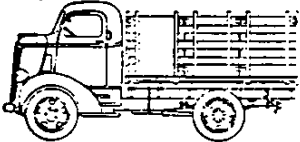
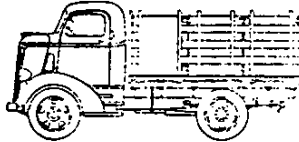
| SINGLE REAR WHEELS | | DUAL REAR WHEELS | |
|---|---|---|---|
| STRIPPED CHASSIS (RPO) | No symbol | STRIPPED CHASSIS (RPO) | No symbol |
| Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire. | | Less sheet metal, running boards, headlamps, fenders, bumpers, and spare tire. | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| CHASSIS WITH FLAT FACE COWL | Symbol ULCH | CHASSIS WITH FLAT FACE COWL | Symbol DLCH |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| CHASSIS WITH COWL & WINDSHIELD(RPO) | No symbol | CHASSIS WITH COWL & WINDSHIELD(RPO) | No symbol |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| CHASSIS AND CAB | Symbol ULCA | CHASSIS AND CAB | Symbol DLCA |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| STAKE TRUCK | No truck symbol Platform symbol DPLA Stakes symbol DSTA | STAKE TRUCK | Truck symbol DLSE Platform symbol DPLA Stakes symbol DSTA |
|  | |  | |
| Chassis, cab, platform, and stakes. (Also available without stake equipment). | | Chassis, cab, platform, and stakes. (Also available without stake equipment). | |
| STAKE EXPRESS TRUCK | No truck symbol Platform symbol DPLX Stakes symbol DSTX | STAKE EXPRESS TRUCK | No truck symbol Platform symbol DPLX Stakes symbol DSTX |
|  | |  | |
| Chassis, cab, platform, stakes, and tail gate. (Also available without stake equipment). | | Chassis, cab, platform, stakes, and tail gate. (Also available without stake equipment). | |

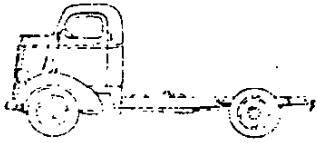
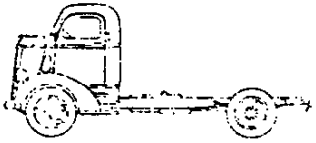
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CHEVROLET 1939 SPECIFICATIONS

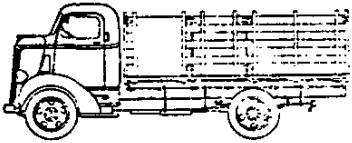
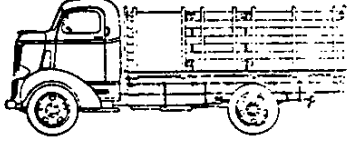
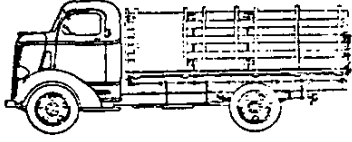
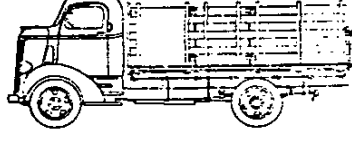
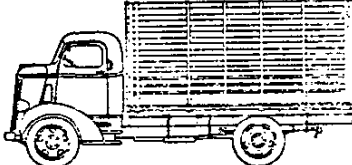
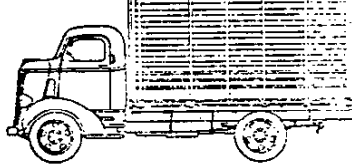
| VEHICLE TYPES—HEAVY DUTY CONVENTIONAL TRUCKS— 158½" WHEELBASE (Continued) (1½-TON RATED CAPACITY) | | | |
|--|---|---|---|
| SINGLE REAR WHEELS | | DUAL REAR WHEELS | |
| STOCK RACK (or HIGH RACK) TRUCK | No truck symbol Platform symbol DPLA Stakes symbol DSTO | STOCK RACK (or HIGH RACK) TRUCK | No truck symbol Platform symbol DPLA Stakes symbol DSTO |
|  | |  | |
| Chassis, cab, platform, and high stakes. | | Chassis, cab, platform, and high stakes. | |

| VEHICLE TYPES—HEAVY DUTY CAB-OVER-ENGINE TRUCK—107½" WHEELBASE. (1½-TON RATED CAPACITY) | | | |
|--|--|---|--|
| SINGLE REAR WHEELS | | DUAL REAR WHEELS | |
| CHASSIS WITH CAB | Symbol FCAB | CHASSIS WITH CAB | Symbol FDCA |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |
| STAKE TRUCK | No truck symbol Platform symbol FDPL Stakes symbol FUSTA | STAKE TRUCK | Truck symbol FDST Platform symbol FDPL Stakes symbol FUSTA |
|  | |  | |
| Chassis, cab, platform, and stakes. (Also available without stake equipment). | | Chassis, cab, platform, and stakes. (Also available without stake equipment). | |

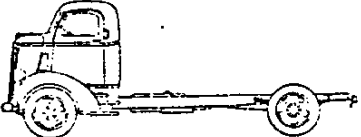

| VEHICLE TYPES—HEAVY DUTY CAB-OVER-ENGINE TRUCKS—131½" WHEELBASE (1½-TON RATED CAPACITY) | | | |
|--|-------------|---|--------------|
| SINGLE REAR WHEELS | | DUAL REAR WHEELS | |
| CHASSIS WITH CAB | Symbol FLCA | CHASSIS WITH CAB | Symbol FDLCA |
|  | |  | |
| For mounting bodies other than Chevrolet. | | For mounting bodies other than Chevrolet. | |

CONTINUED

VEHICLE TYPES—HEAVY DUTY CAB-OVER-ENGINE TRUCKS— 131½" WHEELBASE (Continued) (1½-TON RATED CAPACITY)

| SINGLE REAR WHEELS | DUAL REAR WHEELS |
|---|--|
| <p>STAKE TRUCK</p> <p>No truck symbol Platform symbol FDLPL Stakes symbol FDSTA</p>  <p>Chassis, cab, platform, and stakes (Also available without stake equipment).</p> | <p>STAKE TRUCK</p> <p>Truck symbol FDLST Platform symbol FDLPL Stakes symbol FDSTA</p>  <p>Chassis, cab, platform, and stakes (Also available without stake equipment).</p> |
| <p>STAKE EXPRESS TRUCK</p> <p>No truck symbol Platform symbol FDLPX Stakes symbol FDSTX</p>  <p>Chassis, cab, platform, stakes, and tail gate.</p> | <p>STAKE EXPRESS TRUCK</p> <p>No truck symbol Platform symbol FDLPX Stakes symbol FDSTX</p>  <p>Chassis, cab, platform, stakes, and tail gate.</p> |
| <p>STOCK RACK TRUCK</p> <p>No truck symbol Platform symbol FDLPL Stakes symbol FDSTO</p>  <p>Chassis, cab, platform, and high stakes.</p> | <p>STOCK RACK TRUCK</p> <p>No truck symbol Platform symbol FDLPL Stakes symbol FDSTO</p>  <p>Chassis, cab, platform, and high stakes.</p> |

VEHICLE TYPES—HEAVY DUTY CAB-OVER-ENGINE TRUCKS— 156½" WHEELBASE (1½-TON RATED CAPACITY)

| SINGLE REAR WHEELS | DUAL REAR WHEELS |
|---|---|
| <p>CHASSIS WITH CAB</p> <p>Symbol FVCA</p>  <p>For mounting bodies other than Chevrolet.</p> | <p>CHASSIS WITH CAB</p> <p>Symbol FVCA</p>  <p>For mounting bodies other than Chevrolet.</p> |

CHEVROLET 1939 SPECIFICATIONS

UNIT SERIAL NUMBERS

| UNITS | PASSENGER CARS | | CONVENTIONAL TRUCKS | | | | HEAVY DUTY COE TRUCKS | |
|--------------|----------------|--|---------------------|-----------|-----------------|------------|-----------------------|-------------------|
| | MASTER DELUXE | MASTER 85 | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPECIAL | HEAVY DUTY | | |
| Vehicle | Numbers | The first figure in the vehicle serial number indicates the location of the Assembly Plant: 1-Flint, Michigan; 2-Tarrytown, N.Y.; 3-St.Louis, Missouri; 4-Kansas City, Missouri; 6-Oakland, California; 8-Atlanta, Georgia; 9-Norwood, Ohio; 12-Buffalo, N.Y.; 14-Baltimore, Maryland; 21-Janesville, Wisconsin. The letter prefix indicates the year model and is followed by the month number. The concluding figures of the serial number start at 1001 at each Assembly plant and continue in numerical sequence. For example, 1JBO4-64262 is the serial number of the 64262nd 1939 Master 85 passenger car, and was made at Flint in April. | | | | | | |
| Engine | Numbers | Engine serial numbers start at 1915447 at Flint and at B-10503 at Tonawanda. The number is preceded by prefix letters designating the various models and plants as shown below. | | | | | | |
| | Flint | No prefix | K | AT | T | H | | |
| | Tonawanda | B | KB | ATB | TB | - - - | | |
| Transmission | Numbers | Transmission serial numbers start with the numbers listed below and continue in numerical sequence up to 99999 for each model and plant as indicated by the prefix letter. When the numbers reach 99999 they start over again with 00001 and are preceded by the next alphabetical prefix letter. Examples; SG changes to SH, TD changes to TE etc. The letters O and Q are omitted. | | | | | | |
| | Toledo | - - - - - | | | | TD-44272 | | |
| | Saginaw | SG-79135 | SK-36341 | - - - - - | | - - - - - | | |
| | Muncie | MY-28428 | - - - | Y-17135 | | N-37075 | | |
| Rear axle | Numbers | Rear axle serial numbers start at the numbers listed below with the prefix letters for the various plants and models as shown. | | | | | | |
| | Detroit | REG | 1583367 | C-1583367 | 1583367 | | T-1583367 | 1001 |
| | | RPO | - - - | - - - | F-1583367 | - - - | - - - | H-1001 (6.166 A.) |
| | | RPO | - - - - - | | | | 2H-1001 (2 Speed A.) | |
| | Tonawanda | REG | B-11499 | CB-11499 | B-11499 | | TB-11499 | B-1001 |
| RPO | | - - - | - - - | FB-11499 | - - - | - - - | HB-1001 (6.166 A.) | |

SERIAL NUMBER LOCATIONS

TRANSMISSION SERIAL NUMBER

3-Speed transmission-Stamped on milled surface of case at rear edge of cover.

4-Speed transmission-Stamped on milled surface on back of case left side.

VEHICLE SERIAL NUMBER

Stamped on plate under hood on right side of cowl panel

REAR AXLE SERIAL NUMBER

4.22, 4.111, 3.818 and 3.727 ratio axles-Stamped on upper front surface (rough) of differential carrier.

5.428 and 6.166 ratio axles-Stamped on center upper surface of differential carrier.

Two-speed axle-Stamped on top of differential carrier just forward of shift lever.

ENGINE SERIAL NUMBER

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

VEHICLE WEIGHT CONDITIONS

SHIPPING WEIGHT - Total weight of vehicle with all regular equipment. This includes front bumpers on all models, rear bumpers (except on stake trucks, 3/4 Ton and 3/4 Ton Special, and Heavy Duty Pickup trucks, and Heavy Duty Canopy Express truck) bumper guards on all Master Deluxe models (except rear bumper guards on Station Wagon) spare wheel, tire (except Heavy Duty), tool kit, and grease or oil in all units. On passenger body types where the

spare tire is carried outside the body, the shipping weight includes tire cover and lock.

CURB WEIGHT - This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weight of gasoline and water.

GROSS ALLOWABLE WEIGHT - This is the total weight of the loaded truck. It is the weight of the chassis, cab, and body (or single unit body) plus the driver, payload, gasoline, and water.

| PASSENGER CAR WEIGHTS | | | | |
|--|-------------------------|-------------------------|-------------------------|-------------------------|
| | MASTER DELUXE | | MASTER 85 | |
| | Shipping | Curb | Shipping | Curb |
| Chassis with Cowl and Windshield (Short Sill) On front wheels On rear wheels | | | | |
| Sedan On front wheels On rear wheels | 2875# 1460# 1415# | 2990# 1475# 1515# | 2805# 1420# 1385# | 2915# 1435# 1485# |
| Sport Sedan On front wheels On rear wheels | 2910# 1470# 1440# | 3025# 1485# 1540# | 2845# 1435# 1410# | 2930# 1450# 1510# |
| Coach On front wheels On rear wheels | 2865# 1455# 1410# | 2920# 1470# 1510# | 2795# 1410# 1385# | 2910# 1425# 1485# |
| Town Sedan On front wheels On rear wheels | 2875# 1465# 1410# | 2990# 1480# 1510# | 2820# 1425# 1395# | 2935# 1440# 1495# |
| Business Coupe On front wheels On rear wheels | 2845# 1485# 1360# | 2965# 1535# 1450# | 2780# 1435# 1345# | 2920# 1485# 1435# |
| Four-Passenger Coupe On front wheels On rear wheels | 2845# 1450# 1395# | 2960# 1465# 1495# | - - - - - - - - - | - - - - - - - - - |
| Coupe Pickup On front wheels On rear wheels | - - - - - - - - - | - - - - - - - - - | | |
| Sedan Delivery On front wheels On rear wheels | - - - - - - - - - | - - - - - - - - - | 2825# 1415# 1410# | 2965# 1465# 1500# |
| Station Wagon On front wheels On rear wheels | 3085# 1460# 1585# | 3180# 1495# 1635# | 3025# 1450# 1575# | 3140# 1465# 1675# |

NOTE - When any of the above models are equipped with Vacuum Gearshift, add 20# to the weight shown.

CHEVROLET 1939 SPECIFICATIONS

| COMMERCIAL TYPE TRUCK WEIGHTS | | | | | | |
|---|----------------|-------|----------|-------|-----------------|-------|
| CHASSIS AND BODY TYPES (Regular equipment) | LIGHT DELIVERY | | 3/4 TON | | 3/4 TON SPECIAL | |
| | Shipping | Curb | Shipping | Curb | Shipping | Curb |
| Stripped Chassis | | | | | | |
| On front wheels | | | | | | |
| On rear wheels | | | | | | |
| Chassis with Flat Face Cowl | 2185# | 2315# | 2355# | 2495# | 2540# | 2650# |
| On front wheels | 1325# | 1385# | 1415# | 1480# | | |
| On rear wheels | 860# | 930# | 940# | 1015# | | |
| Chassis with Cowl and Windshield | | | | | | |
| On front wheels | | | | | | |
| On rear wheels | | | | | | |
| Chassis with Cab | 2560# | 2720# | 2745# | 2885# | 2930# | 3070# |
| On front wheels | 1540# | 1625# | 1625# | 1710# | | |
| On rear wheels | 1040# | 1095# | 1120# | 1175# | | |
| Pickup truck | 2785# | 2925# | 3035# | 3175# | 3200# | 3340# |
| On front wheels | 1510# | 1595# | 1645# | 1730# | | |
| On rear wheels | 1275# | 1330# | 1390# | 1445# | | |
| Panel truck | 3030# | 3160# | 3275# | 3415# | 3440# | 3590# |
| On front wheels | 1485# | 1545# | 1600# | 1665# | | |
| On rear wheels | 1545# | 1615# | 1675# | 1750# | | |
| Canopy Express truck | | | - - - | - - - | - - - | - - - |
| On front wheels | | | - - - | - - - | - - - | - - - |
| On rear wheels | | | - - - | - - - | - - - | - - - |
| Carryall Suburban truck | | | - - - | - - - | - - - | - - - |
| On front wheels | | | - - - | - - - | - - - | - - - |
| On rear wheels | | | - - - | - - - | - - - | - - - |
| Stake Rack truck | - - - | - - - | 3305# | 3445# | 3445# | 3585# |
| On front wheels | - - - | - - - | 1655# | 1740# | | |
| On rear wheels | - - - | - - - | 1650# | 1705# | | |

NOTE - For weight conditions see page 14; for Gross Allowable weights see page 17.

CHEVROLET 1939 SPECIFICATIONS

| HEAVY DUTY CONVENTIONAL TRUCK WEIGHTS | | | | | | | | | | | |
|---|----------------|-------|------------------|-------|-------------|-------|--------------------|-------|-------------|-------|--|
| CHASSIS AND BODY TYPES (REGULAR EQUIPMENT) | 133" WHEELBASE | | | | | | 153-1/2" WHEELBASE | | | | |
| | SINGLE WHEELS | | | | DUAL WHEELS | | SINGLE WHEELS | | DUAL WHEELS | | |
| | 1-ton rating | | 1-1/2 ton rating | | | | | | | | |
| | Ship. | Curb | Ship. | Curb | Ship. | Curb | Ship. | Curb | Ship. | Curb | |
| Stripped chassis | | | | | | | | | | | |
| On front wheels | | | | | | | | | | | |
| On rear wheels | | | | | | | | | | | |
| Chassis with flat face cowl | | | 2980# | 3175# | 3110# | 3290# | 3045# | 3240# | 3120# | 3320# | |
| On front wheels | | | 1660# | 1740# | 1655# | 1735# | 1725# | 1815# | 1725# | 1815# | |
| On rear wheels | | | 1320# | 1435# | 1455# | 1555# | 1320# | 1425# | 1455# | 1545# | |
| Chassis with cowl & windshield | | | | | | | | | | | |
| On front wheels | | | | | | | | | | | |
| On rear wheels | | | | | | | | | | | |
| Chassis with cab | | | 3355# | 3550# | 3490# | 3670# | 3420# | 3615# | 3575# | 3755# | |
| On front wheels | | | 1895# | 1975# | 1890# | 1970# | 1975# | 2065# | 1970# | 2060# | |
| On rear wheels | | | 1460# | 1575# | 1600# | 1700# | 1445# | 1550# | 1605# | 1695# | |
| Pickup truck | | | | | | | | | | | |
| On front wheels | | | | | | | | | | | |
| On rear wheels | | | | | | | | | | | |
| Panel truck | 4005# | 4200# | - - - | - - - | | | | | | | |
| On front wheels | 1855# | 1935# | - - - | - - - | | | | | | | |
| On rear wheels | 2150# | 2265# | - - - | - - - | | | | | | | |
| Canopy express truck | | | | | | | | | | | |
| On front wheels | | | | | | | | | | | |
| On rear wheels | | | | | | | | | | | |
| Stake rack truck | | | | | 4300# | 4460# | | | 4505# | 4755# | |
| On front wheels | | | | | 1890# | 1970# | | | 2025# | 2115# | |
| On rear wheels | | | | | 2410# | 2510# | | | 2530# | 2630# | |
| Stake express truck | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |
| On front wheels | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |
| On rear wheels | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |
| Stock rack truck | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |
| On front wheels | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |
| On rear wheels | - - - | - - - | - - - | - - - | - - - | - - - | | | | | |

| HEAVY DUTY CAB-OVER-ENGINE TRUCK WEIGHTS | | | | | | | | | | | | |
|---|--------------------|-------|-------------|-------|--------------------|------|-------------|-------|--------------------|-------|-------------|-------|
| CHASSIS AND BODY TYPES (REGULAR EQUIPMENT) | 107-5/8" WHEELBASE | | | | 131-1/8" WHEELBASE | | | | 156-5/8" WHEELBASE | | | |
| | SINGLE WHEELS | | DUAL WHEELS | | SINGLE WHEELS | | DUAL WHEELS | | SINGLE WHEELS | | DUAL WHEELS | |
| | Ship. | Curb | Ship. | Curb | Ship. | Curb | Ship. | Curb | Ship. | Curb | Ship. | Curb |
| Chassis and cab | | | | | | | 3755# | 3955# | | | | |
| On front wheels | | | | | | | 2280# | 2365# | | | | |
| On rear wheels | | | | | | | 1475# | 1570# | | | | |
| Stake rack truck | | | | | | | 4865# | 5045# | - - - | - - - | - - - | - - - |
| On front wheels | | | | | | | 2380# | 2465# | - - - | - - - | - - - | - - - |
| On rear wheels | | | | | | | 2495# | 2580# | - - - | - - - | - - - | - - - |
| Stake express truck | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |
| On front wheels | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |
| On rear wheels | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |
| Stock rack truck | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |
| On front wheels | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |
| On rear wheels | - - - | - - - | - - - | - - - | | | | | - - - | - - - | - - - | - - - |

NOTE - For weight conditions see page 14; for Gross Allowable Weights see page 17.

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CHEVROLET 1939 SPECIFICATIONS

| TRUCK GROSS ALLOWABLE WEIGHTS | | | | | |
|-------------------------------|---|-----------------|-----------------|--------------|-----------|
| MODEL | NOMINAL RATING | FRONT TIRES | REAR TIRES | GROSS WEIGHT | EQUIPMENT |
| LIGHT DELIVERY | 1/2 TON | 6.00 x 16-4 Ply | 6.00 x 16-4 Ply | 4400# | A |
| | | 8.00 x 16-6 Ply | 6.00 x 16-6 Ply | 4000# | |
| 3/4 TON | 3/4 TON | 15"-6 Ply | 15"-6 Ply | 5200# | B |
| | 3/4 TON SPECIAL | 7.00 x 17-6 Ply | 7.00 x 17-6 Ply | 5300# | B |
| HEAVY DUTY | * 1 TON (CONVENTIONAL) | 6.00 x 20-6 Ply | 6.00 x 20-6 Ply | 6700# | A |
| | 1-1/2 TON CONVENTIONAL AND CAB-OVER-ENGINE | 6.00 x 20-6 Ply | 32 x 6-8 Ply | 7700# | |
| | | 6.00 x 20-6 Ply | 32 x 6-10 Ply | 8000# | |
| | | 6.00 x 20-6 Ply | 6.00 x 20-6 Ply | 9500# | |
| | | 6.50 x 20-6 Ply | 32 x 6-10 Ply | 11,500# | |
| | | 6.50 x 20-6 Ply | 32 x 6-10 Ply | 13,500# | |
| | 1-1/2 TON CONVENTIONAL AND CAB-OVER-ENGINE WITH TWO-SPEED REAR AXLE | 6.50 x 20-6 Ply | 32 x 6-8 Ply | 9500# | |
| | | 32 x 6-8 Ply | 32 x 6-10 Ply | 11,500# | |
| | | 32 x 6-8 Ply | 32 x 6-10 Ply | 13,500# | |
| | | 32 x 6-8 Ply | 34 x 7-10 Ply | 12,000# | |
| 32 x 6-8 Ply | | 34 x 7-10 Ply | 14,000# | | |

EQUIPMENT DATA

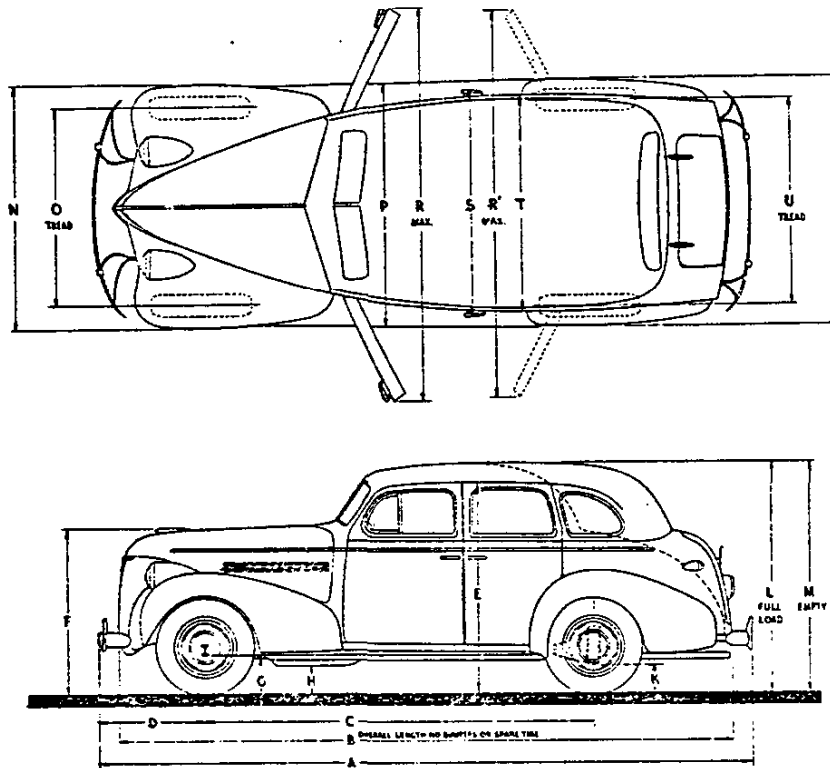
- A - Single rear tires only.
- B - Single rear tires, 9 leaf rear spring and 14 inch rear brakes.
- C - Dual rear tires only.
- D - Dual rear tires, auxiliary rear springs, and 6.17 rear axle.
- E - Dual rear tires, auxiliary rear springs, 6.17 axle, and governor set not to exceed 45 MPH.
- F - Dual rear tires and two-speed 5.64 and 8.22 axle.
- G - Dual rear tires, auxiliary rear springs, and two speed 5.64 and 8.22 rear axle.
- H - Dual rear tires, auxiliary rear springs, two speed 5.64 and 8.22 rear axle and governor set not to exceed 45 MPH.
- * - Light rear springs (8 leaves).

| TRUCK EQUIPMENT WEIGHTS | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPECIAL | R.D. 135" COE 107-5/8" | R.D.155-1/2" COE 131-1/8" | COE 155-5/8" |
|---------------------------------|------------------------|---------|---------------------|------------------------|---------------------------|--------------|
| Cab | Conventional truck cab | | Cab-Over-Engine cab | | | |
| Flat face cowl | 78 | | | | | |
| cowl and windshield | | | | | | |
| Pickup box body | 230 | 260 | | 460 | - - - | - - - |
| Pickup top and curtains | 100 | - - - | - - - | - - - | - - - | - - - |
| Carryall suburban body | | - - - | - - - | - - - | - - - | - - - |
| Panel body | 919 | - - - | - - - | 1093 | - - - | - - - |
| Canopy express body | | - - - | - - - | | - - - | - - - |
| Canopy express screens | | - - - | - - - | | - - - | - - - |
| Stake platform | - - - | 370 | | | | - - - |
| Stake racks | - - - | 180 | | | | - - - |
| Stock racks | - - - | - - - | - - - | - - - | | - - - |
| Express platform | - - - | - - - | - - - | - - - | | - - - |
| Express racks | - - - | - - - | - - - | - - - | | - - - |
| 5.50 x 18-4 Ply tire and wheel | 51-1/2 | - - - | - - - | - - - | - - - | - - - |
| 6.00 x 16-4 Ply tire and wheel | 43-1/4 | - - - | - - - | - - - | - - - | - - - |
| 6.00 x 16-6 Ply tire and wheel | 49-3/4 | - - - | - - - | - - - | - - - | - - - |
| 6.00 x 20-6 Ply tire and wheel | - - - | - - - | - - - | | 65 | |
| 6.50 x 20-6 Ply tire and wheel | - - - | - - - | - - - | | 90 | |
| 15" - 6 Ply tire and wheel | 61-1/4 | | - - - | - - - | - - - | - - - |
| 7.00 x 17-6 Ply tire and wheel | - - - | - - - | 76 | - - - | - - - | - - - |
| 30 x 5-6 Ply tire and wheel | - - - | - - - | - - - | | 65 | |
| 32 x 6-8 Ply tire and wheel | - - - | - - - | - - - | | 100 | |
| 32 x 6-10 Ply tire and wheel | - - - | - - - | - - - | | 125 | |
| 34 x 7-10 Ply tire and wheel | - - - | - - - | - - - | | | |
| Auxiliary rear spring equipment | - - - | - - - | - - - | | | |

12-15-39

VEHICLE WEIGHTS

PASSENGER CAR EXTERIOR DIMENSIONS

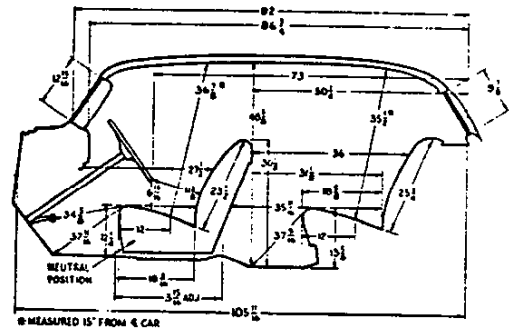
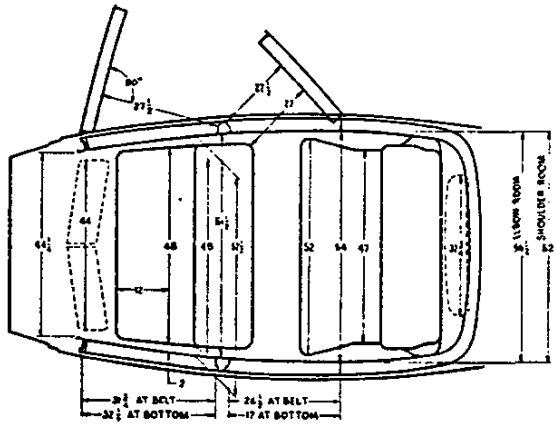


| | MASTER DELUXE | | | | | MASTER 85 | | | | | | |
|----|---------------|------------|-----------|-------|----------------|----------------------|-------------|-----------------|----------|-------|-----------|----------------|
| | SPORT SEDAN | TOWN SEDAN | SEDAN | COACH | BUSINESS COUPE | FOUR PASSENGER COUPE | SPORT SEDAN | TOWN SEDAN | SEDAN | COACH | | BUSINESS COUPE |
| A | 188" | | 190-1/4" | | | 188" | | 190-1/4" | | | 188" | A |
| B | | | | | | 176-1/8" | | | | | | B |
| C | | | | | | 112-1/4" | | | | | | C |
| D | | | | | | 30-3/4" | | | | | | D |
| E | | 60-1/2" | | | | 60" | | 60-1/2" | | | 60" | E |
| F | | | 48-7/32" | | | | | 49-15/32" | | | | F |
| G | | | 9-5/16" | | | | | 8-3/8" | | | | G |
| H | | | 8-1/4" | | | | | 8-7/8" | | | | H |
| K | | | | | | 8-1/2" | | | | | | K |
| L | | 68-15/16" | | | | 68-5/16" | | 68-11/16" | | | 68-5/16" | L |
| M | | 69-7/16" | | | | 68-13/16" | | 69-7/16" | | | 68-13/16" | M |
| N | | | | | | 70-1/4" | | | | | | N |
| O | | | 57-17/32" | | | | | 56-3/8" | | | | O |
| P | | | 72" | | | | | 71-1/2" | | | | P |
| R | 120-1/4" | 139" | 120-1/4" | 139" | | 131" | 120-1/4" | 139" | 120-1/4" | 139" | 131" | R |
| R' | 115" | None | 115" | None | | None | 115" | None | 115" | None | None | R' |
| S | | | | | | 67-1/4" | | (except coupes) | | | | S |
| T | | | | | | 62-1/2" | | (except coupes) | | | | T |
| U | | | | | | 59" | | | | | | U |
| V | | | | | | 71-5/16" | | | | | | V |

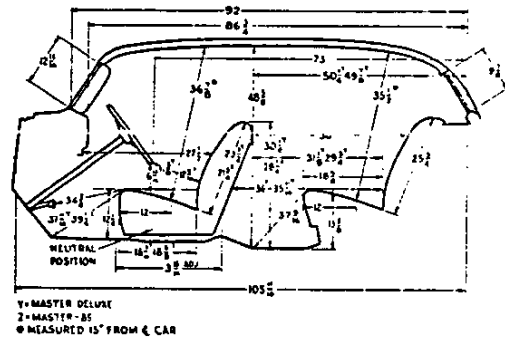
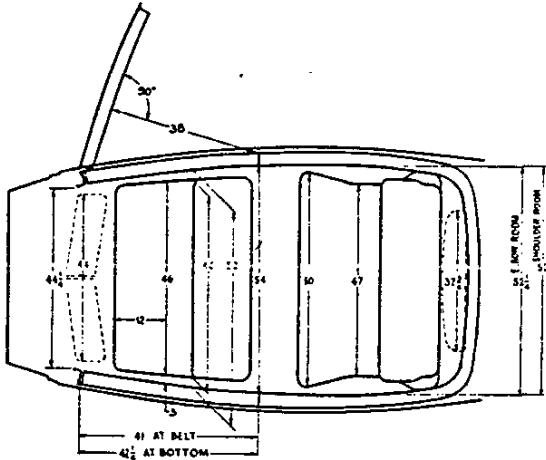
12-15-38

PASSENGER CAR BODY DIMENSIONS

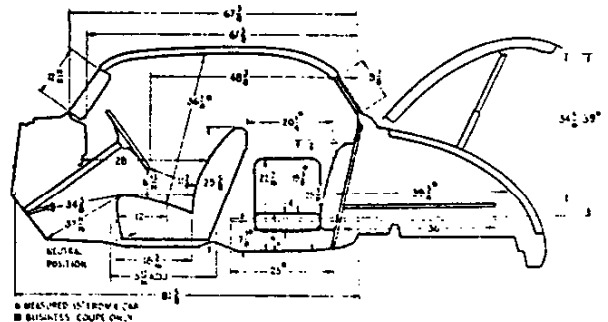
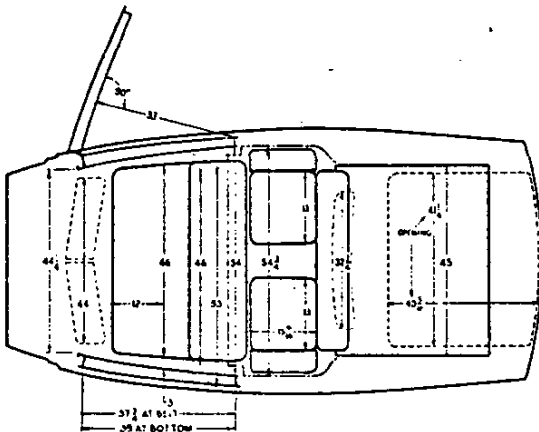
SEDAN & SPORT SEDAN



COACH & TOWN SEDAN

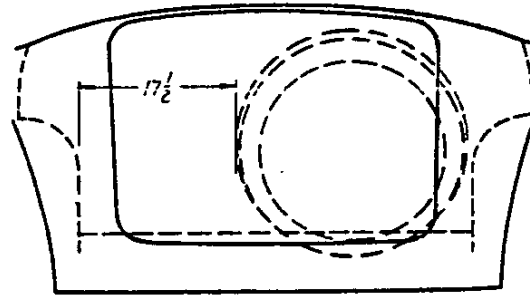
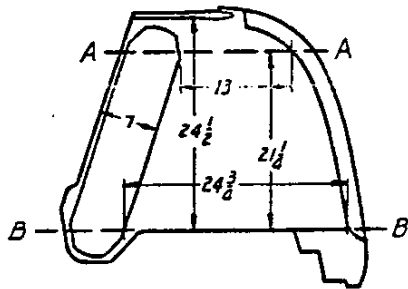
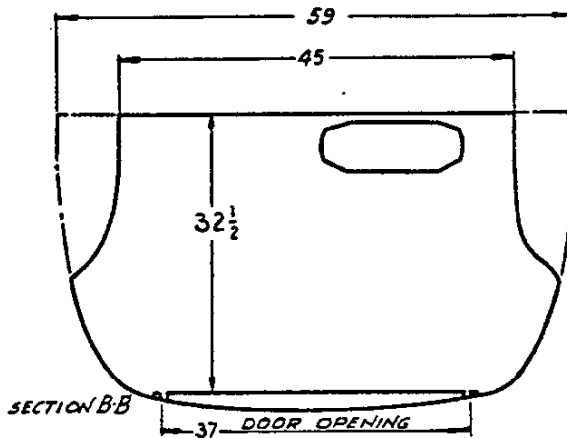
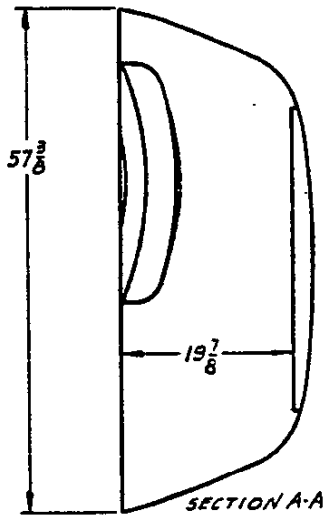


BUSINESS COUPE & FOUR PASSENGER COUPE

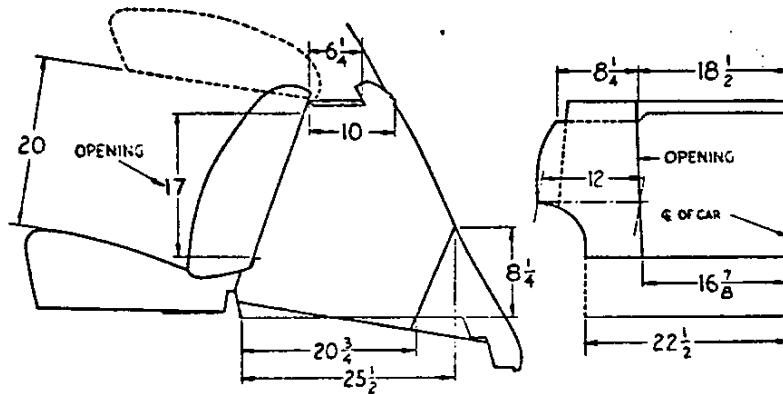


PASSENGER CAR LUGGAGE SPACE

SPORT SEDAN & TOWN SEDAN
 TRUNK LUGGAGE SPACE
 CAPACITY - 15 cubic feet
 (spare wheel & tire not included)

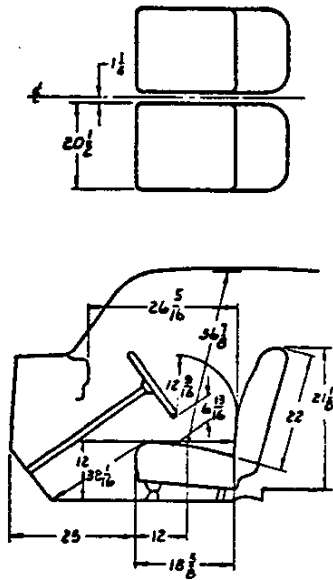


SEDAN & COACH
 LUGGAGE SPACE
 CAPACITY - 13 cubic feet



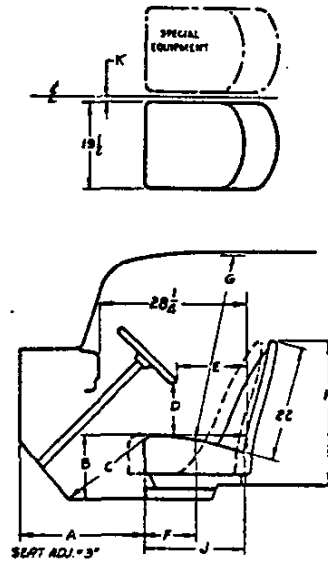
COMMERCIAL CAR AND TRUCK SEAT DIMENSIONS

SEDAN DELIVERY

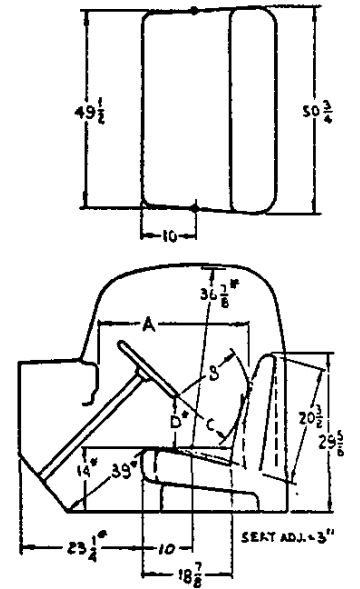


SEAT IN NEUTRAL POSITION.
ADJ. 2" FRONT OR REAR

PANEL & CANOPY EXPRESS



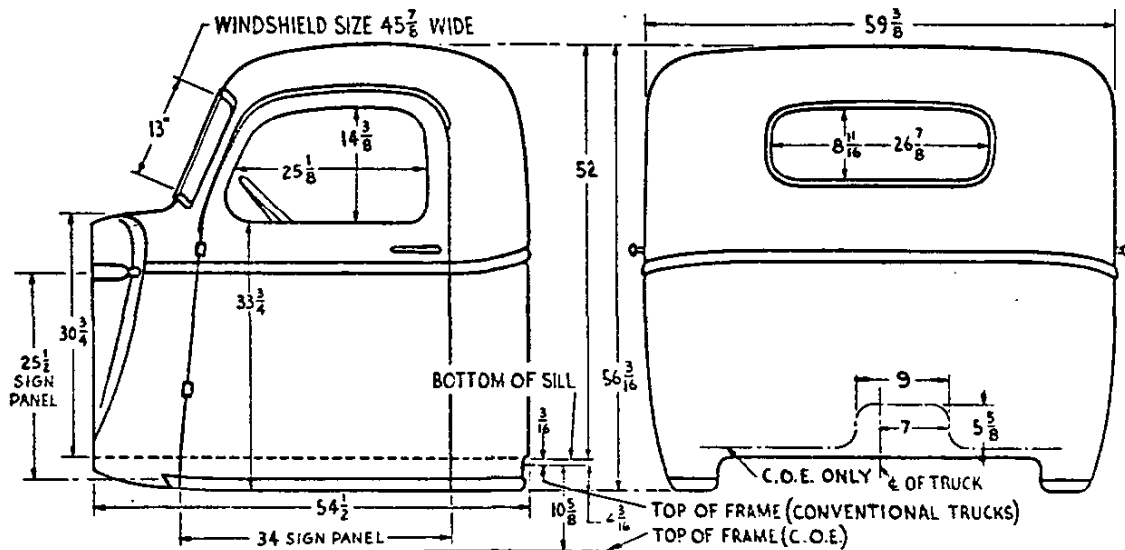
CAB



* SEAT IN FORWARD POSITION; 37 3/16" AT 5" FROM SEAT BACK WITH SEAT IN REAR POSITION.

| | | | | | | | | | | |
|----------------------------|----------|----------|----------|----------|----------|----------------------------|--------|--------|--------|-------|
| LIGHT DELIVERY AND 3/4 TON | A-25 1/2 | B-12 3/8 | C-39 | D-8 7/8 | E-12 7/8 | | | | | |
| HEAVY DUTY PANEL | F-12 | G-39 3/4 | H-28 | J-18 3/8 | K-1 1/4 | | | | | |
| HEAVY DUTY CANOPY EXPRESS | A-25 1/2 | B-15 1/8 | C-42 1/8 | D-7 1/8 | E-13 1/4 | | | | | |
| | F-13 1/4 | G-39 | H-30 | J-19 3/8 | K-1 1/4 | | | | | |
| | | | | | | LIGHT DELIVERY AND 3/4 TON | A | B | C | D |
| | | | | | | HEAVY DUTY | 26 7/8 | 13 7/8 | 12 1/2 | 7 1/8 |
| | | | | | | C. O. E. | 28 3/8 | 13 3/8 | 12 1/4 | 8 3/8 |

TRUCK CAB EXTERIOR DIMENSIONS

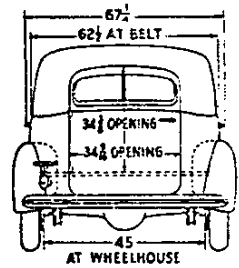
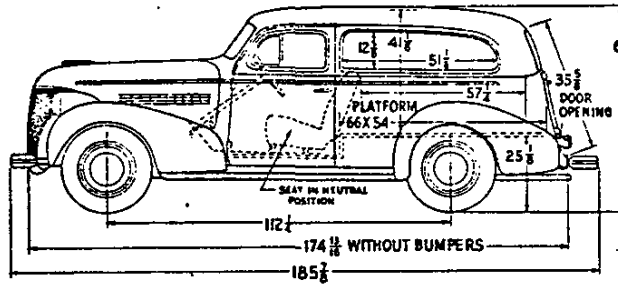


DOOR OPENING WIDTH AT BELT - 28 1/2

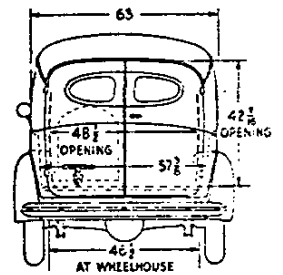
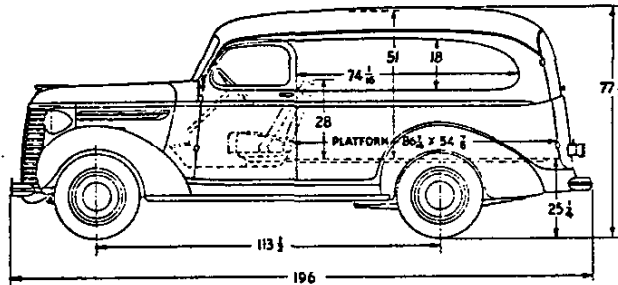
Mounting: Flexible (Springs under #2 and #3 bolts)

PANEL TYPE TRUCK BODY DIMENSIONS

SEDAN DELIVERY
(on MASTER 85 chassis)

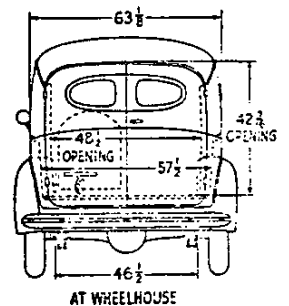
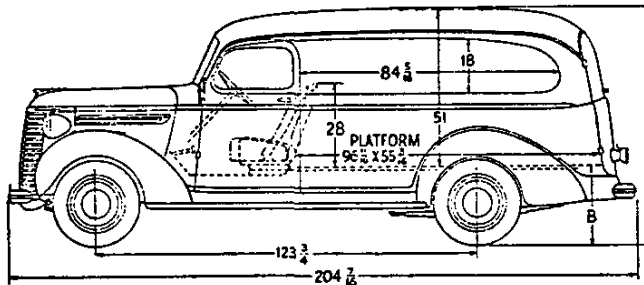


LIGHT DELIVERY PANEL



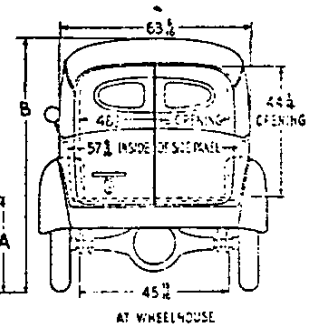
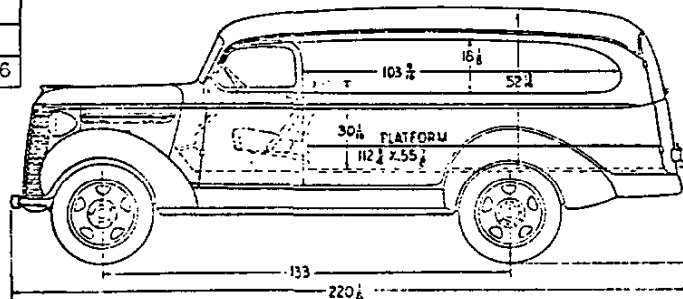
3/4 TON AND 3/4 TON
SPECIAL - PANEL

| | 3/4 TON | 3/4 TS |
|---|---------|---------|
| A | 79-1/2 | 81-3/16 |
| B | 27-5/16 | 29 |



HEAVY DUTY PANEL

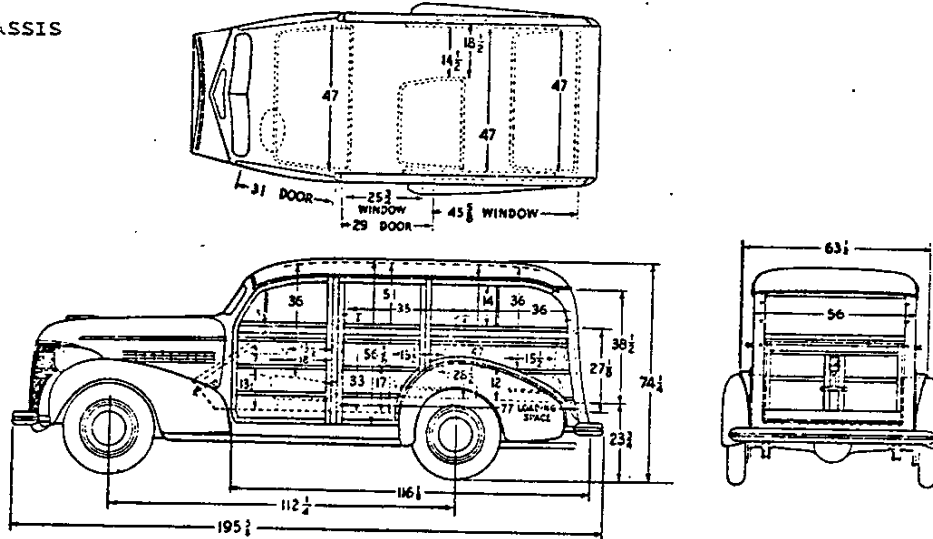
| | 1-1/2 TON | | 1 TON |
|---|-----------|----------|---------|
| | S.W. | D.W. | S.W. |
| A | None | 29 | 29-3/8 |
| B | None | 52-13/16 | 53-3/16 |



NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

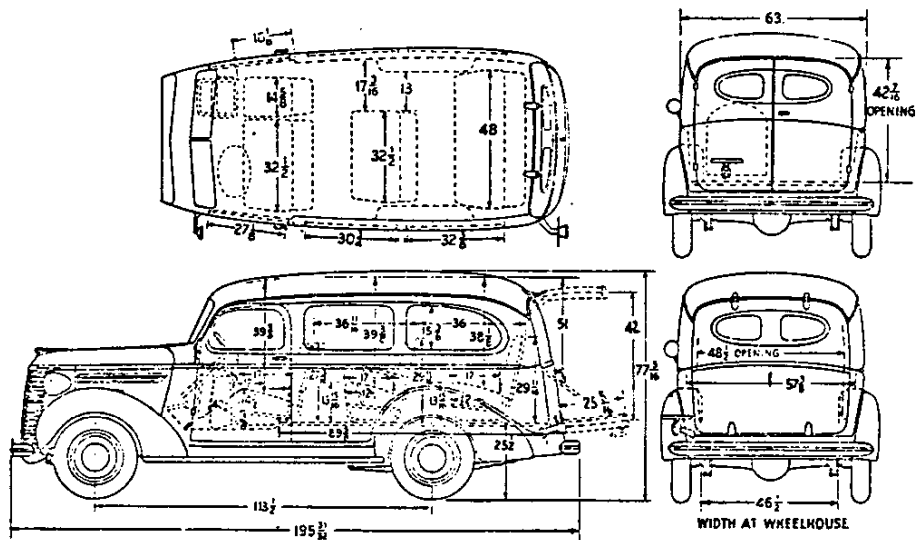
STATION WAGON BODY DIMENSIONS

STATION WAGON
ON PASSENGER CHASSIS



CARRYALL SUBURBAN BODY DIMENSIONS

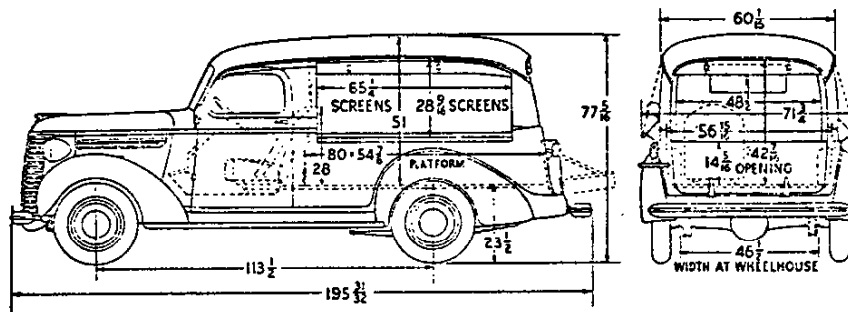
LIGHT DELIVERY
CARRYALL SUBURBAN



NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

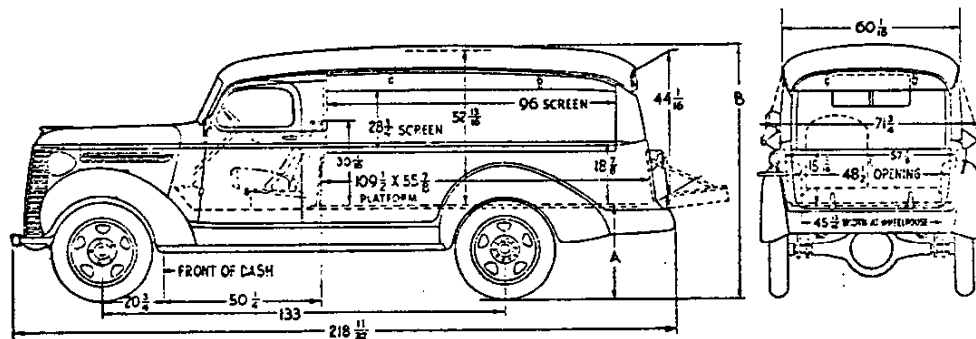
CANOPY EXPRESS TRUCK BODY DIMENSIONS

LIGHT DELIVERY
CANOPY EXPRESS



HEAVY DUTY CANOPY EXPRESS

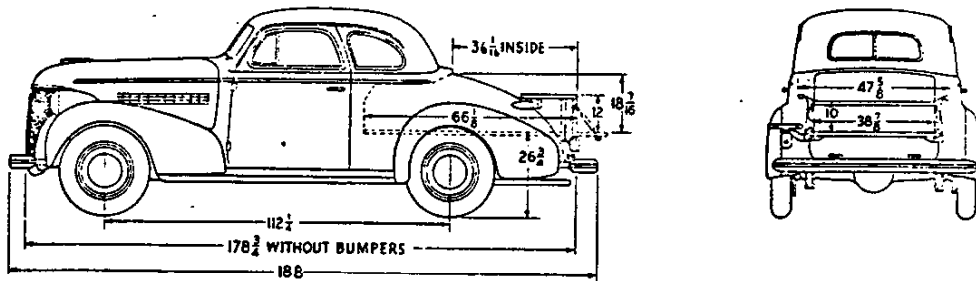
| | 1-1/2 TON | | 1 TON |
|---|-----------|----------|----------|
| | S.W. | D.W. | S.W. |
| A | 29-1/4 | 28-27/32 | 28-15/32 |
| B | 83-1/16 | 82-21/32 | 82-9/32 |



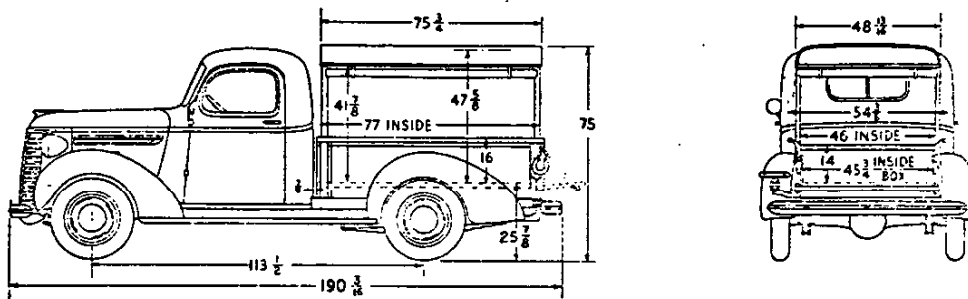
NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

PICKUP TRUCK BODY DIMENSIONS

COUPE PICKUP
(ON MASTER 85 CHASSIS)



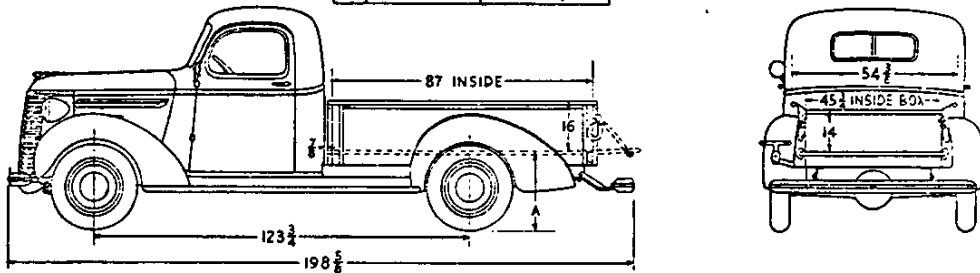
LIGHT DELIVERY PICKUP



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

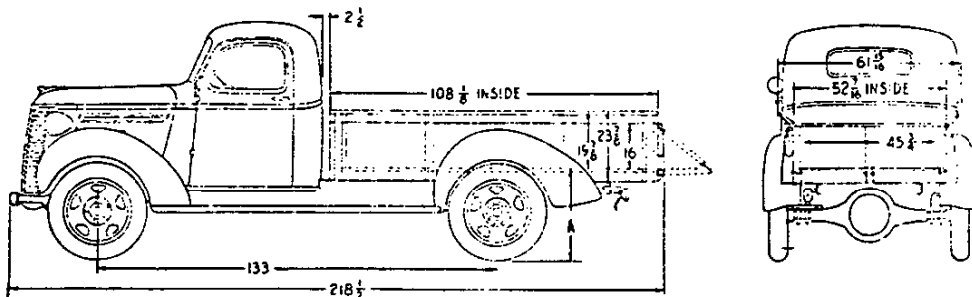
3/4 TON AND 3/4 TON
SPECIAL - PICKUP

| | 3/4 TON | 3/4 T.S. |
|---|---------|----------|
| A | 28 | 29-1/2 |



HEAVY DUTY PICKUP
(ON 133" W.B. CHASSIS)

| | 1-1/2 TON | | 1 TON |
|---|-----------|--------|--------|
| | S.W. | D.W. | S.W. |
| A | 30-9/16 | 30-1/8 | 29-3/4 |

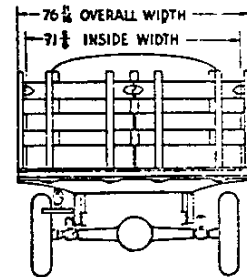
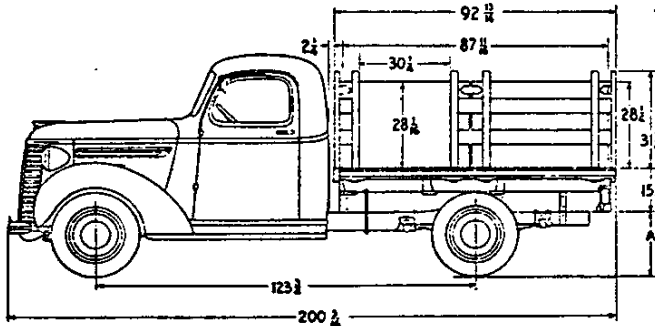


NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

STAKE TRUCK BODY DIMENSIONS

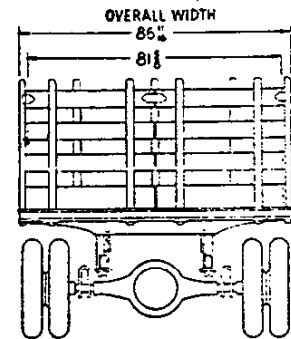
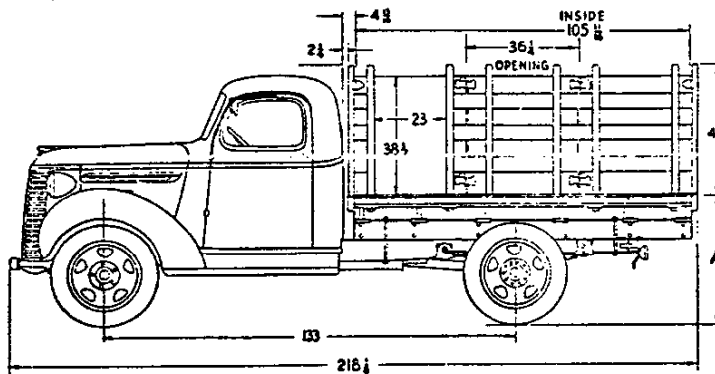
3/4 TON AND 3/4 TON
SPECIAL - STAKE

| | 3/4 TON | 3/4 T.S. |
|---|---------|----------|
| A | 23-3/16 | 24-11/16 |

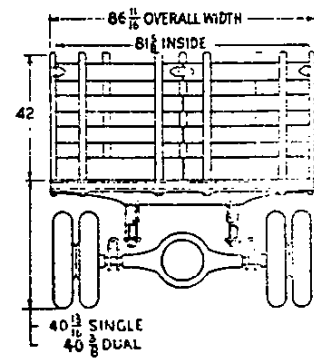
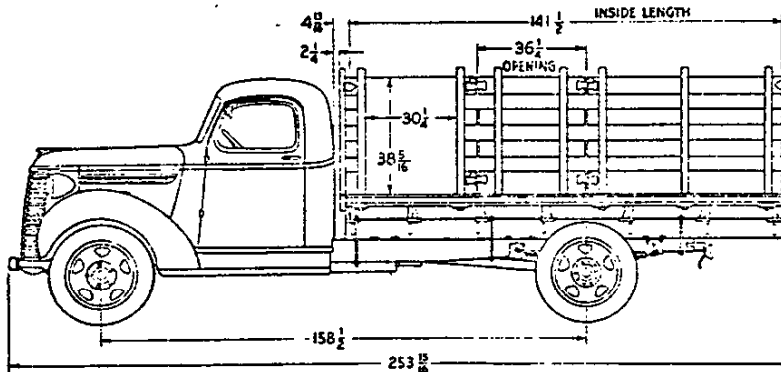


HEAVY DUTY STAKE
(ON 133" W.B. CHASSIS)

| | 1-1/2 TON | | 1 TON |
|---|-----------|--------|-------|
| | S.W. | D.W. | S.W. |
| A | 40-13/16 | 40-3/8 | 40 |



HEAVY DUTY STAKE
(ON 158-1/2" W.B. CHASSIS)

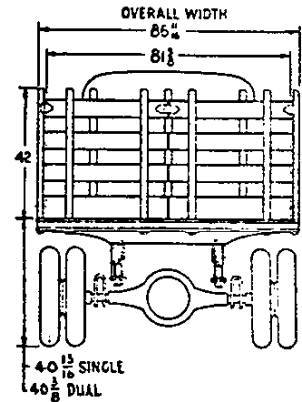
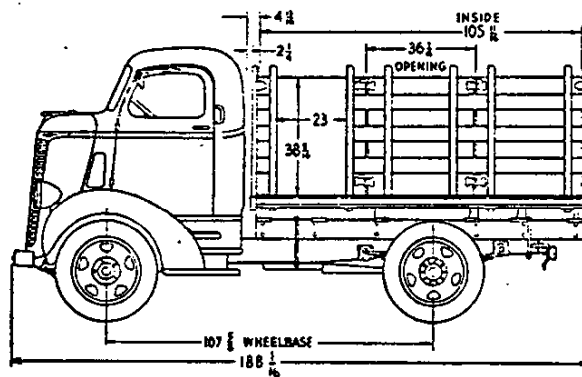


NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

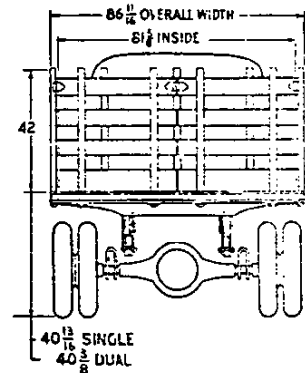
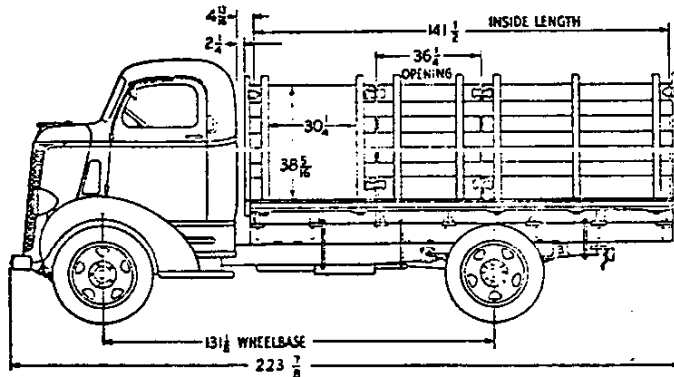
12-15-38

STAKE TRUCK BODY DIMENSIONS—Continued

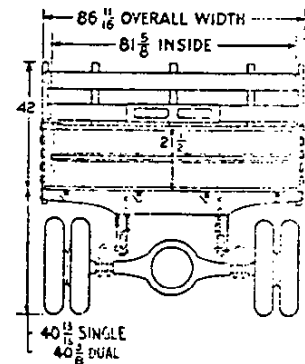
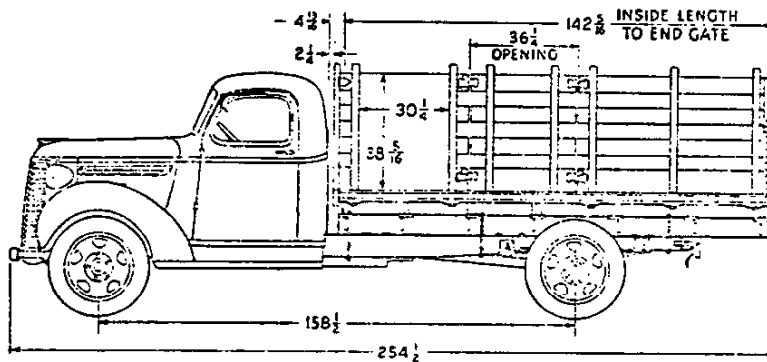
CAB-OVER-ENGINE STAKE
(ON 107-5/8 W.B. CHASSIS)



CAB-OVER-ENGINE STAKE
(ON 131-1/8" W.B. CHASSIS)



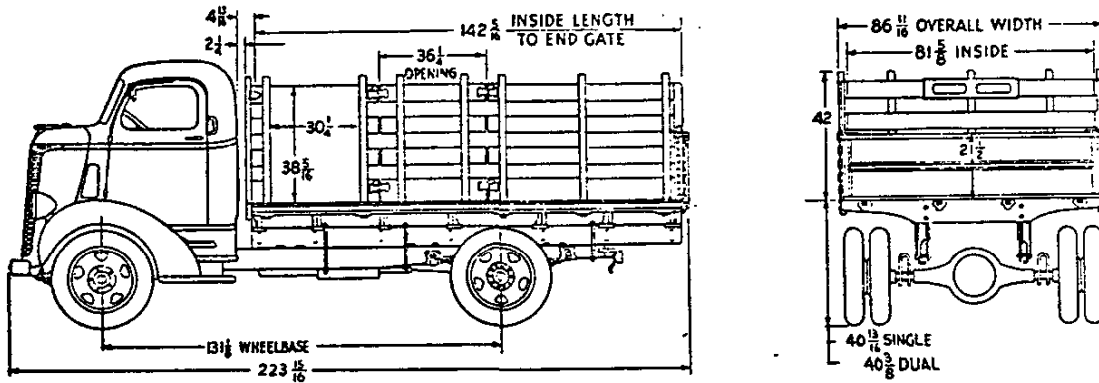
HEAVY DUTY STAKE EXPRESS
(ON 158-1/2" W.B. CHASSIS)



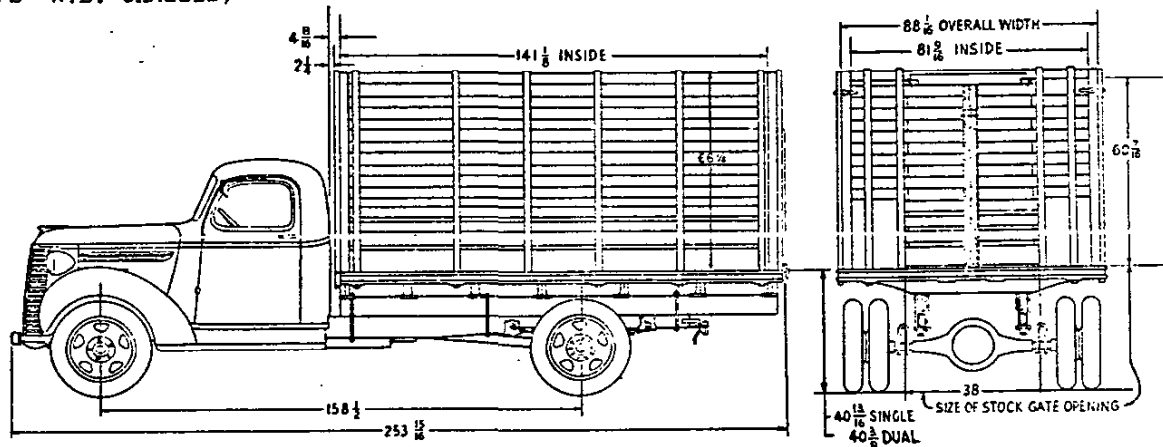
NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

STAKE TRUCK BODY DIMENSIONS - Continued

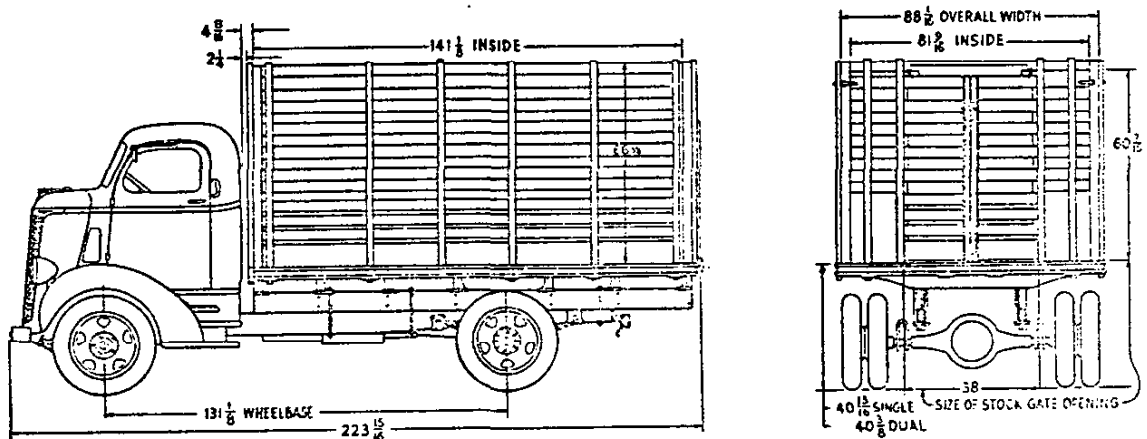
CAB-OVER-ENGINE STAKE EXPRESS
(ON 131-1/8" W.B. CHASSIS)



HEAVY DUTY STOCK RACK
(ON 158-1/2" W.B. CHASSIS)



CAB-OVER-ENGINE STOCK RACK
(ON 131-1/8" W.B. CHASSIS)



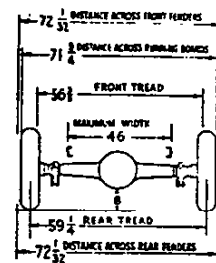
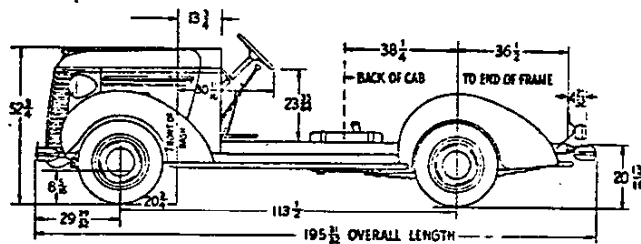
NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

12-15-38

CHEVROLET 1939 SPECIFICATIONS

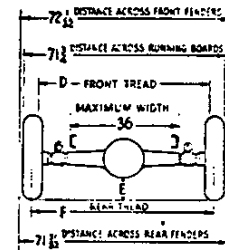
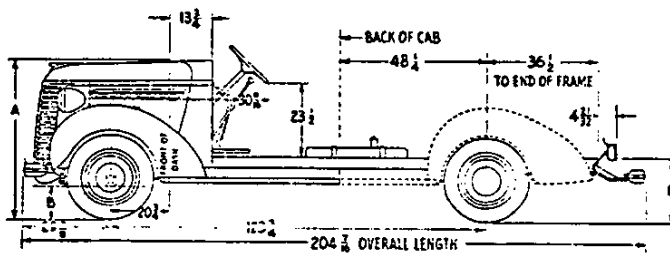
TRUCK CHASSIS DIMENSIONS

LIGHT DELIVERY CHASSIS



3/4 TON AND 3/4 TON SPECIAL CHASSIS

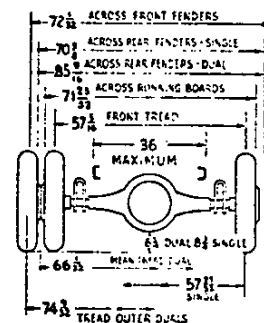
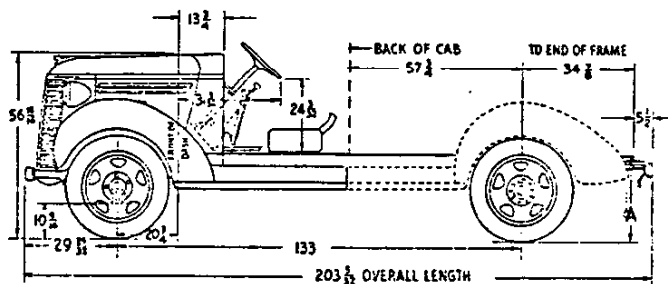
| | A | B | C | D | E | F |
|----------|----------|--------|--------|---------|--------|---------|
| 3/4 TON | 53 | 8-9/16 | 23 | 57-7/16 | 8-3/32 | 60-7/16 |
| 3/4 T.S. | 54-11/16 | 10-1/4 | 24-1/2 | 56-1/4 | 9-5/8 | 59-1/4 |



Long running boards and rear fenders R.P.O. equipment.

HEAVY DUTY TRUCK CHASSIS (133" W.B.)

| | 1-1/2 TON | 1 TON |
|---|-----------|----------|
| | S.W. | S.W. |
| A | 26-3/8 | 25-31/32 |



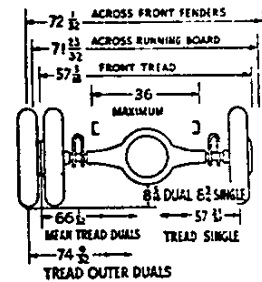
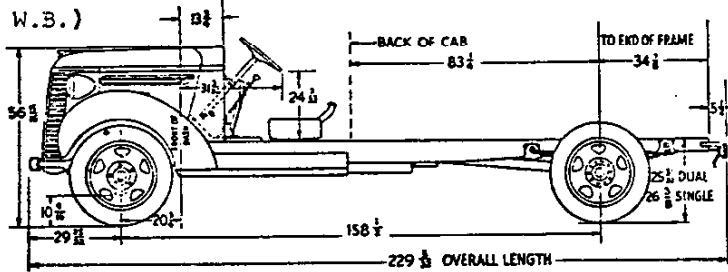
Long running boards and single rear wheel or dual rear wheel fenders R.P.O. equipment.

NOTE: Unless otherwise specified, vertical dimensions show design height with regular tire equipment.

TRUCK CHASSIS DIMENSIONS (Continued)

HEAVY DUTY TRUCK CHASSIS

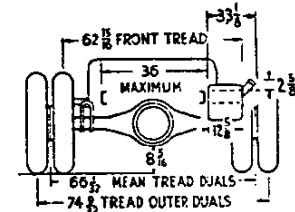
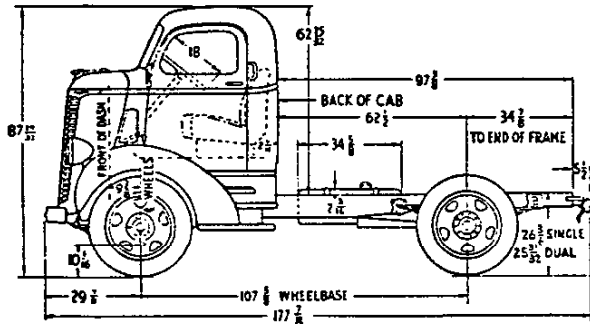
(158-1/2" W.B.)



Long running boards and dual rear fenders available as KPO equipment.

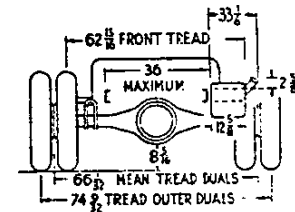
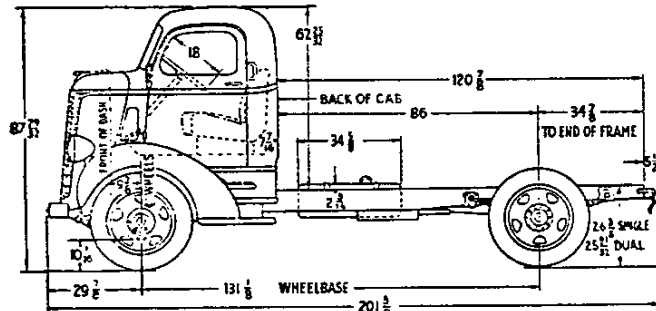
CAB-OVER-ENGINE TRUCK CHASSIS

(107-5/8" W.B.)



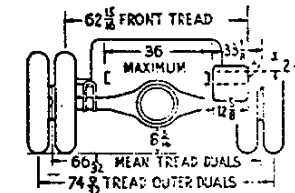
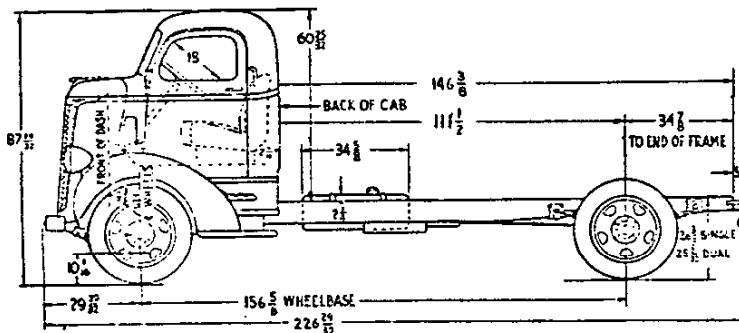
CAB-OVER-ENGINE TRUCK CHASSIS

(131-1/8" W.B.)



CAB-OVER-ENGINE TRUCK CHASSIS

(156-5/8" W.B.)

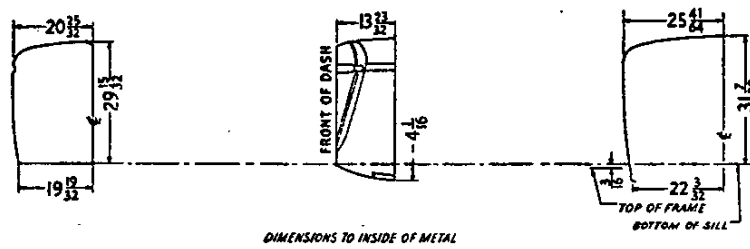


NOTE: Unless otherwise specified, vertical dimensions show design load height with regular tire equipment.

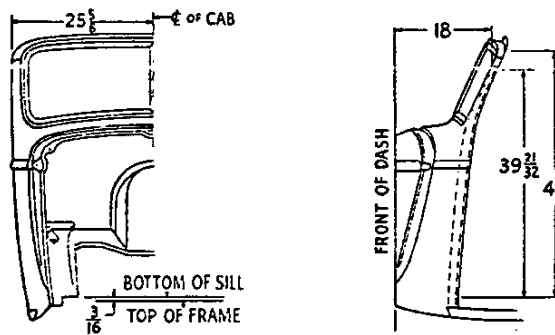
12-15-38

CONVENTIONAL TRUCK COWL DIMENSIONS

FLAT FACE COWL UNIT

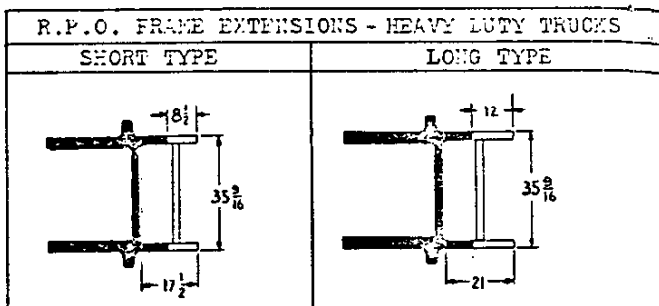


COWL AND WINDSHIELD UNIT



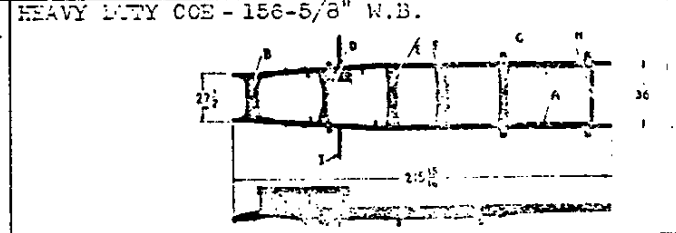
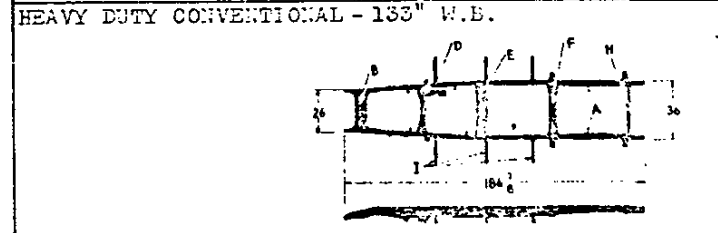
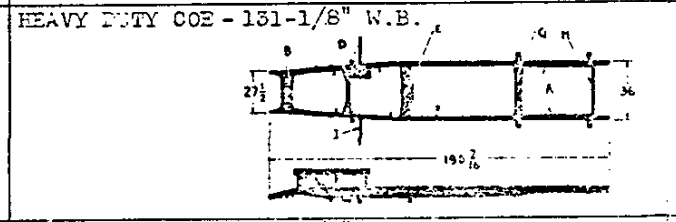
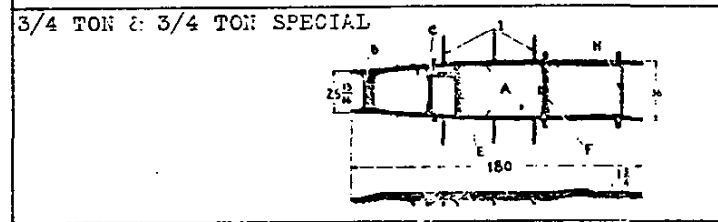
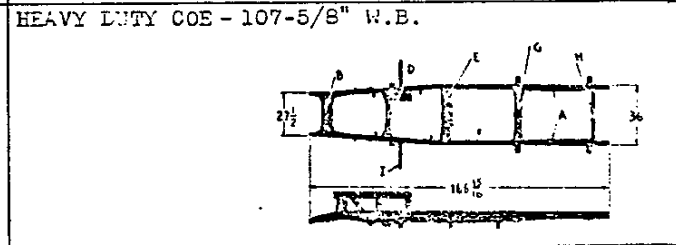
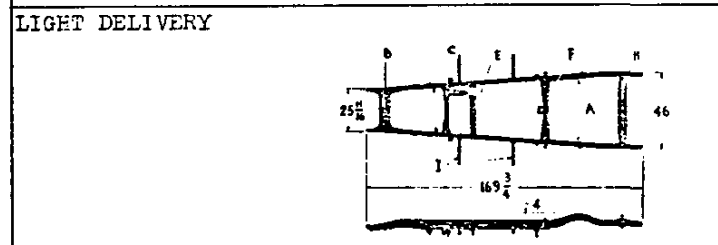
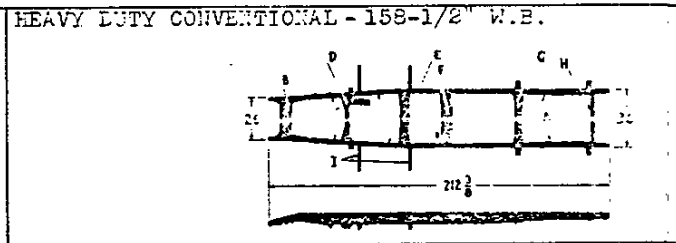
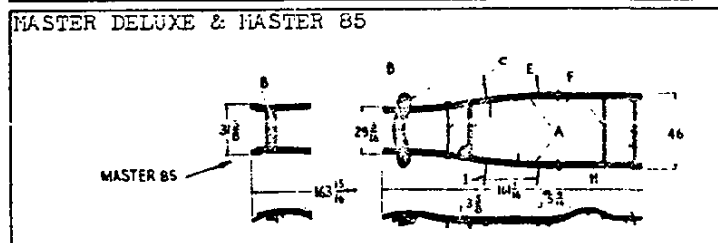
FRAMES

| ITEM | PASS. CARS | TRUCKS |
|------------------|--------------------|--------------|
| Frame type | Box girder | Conventional |
| Section type | Box | Channel |
| Material | H.R. pickled steel | |
| Min. yield point | 41000 lbs./sq.in. | |
| Elongation in 2" | 35% to 40% | |



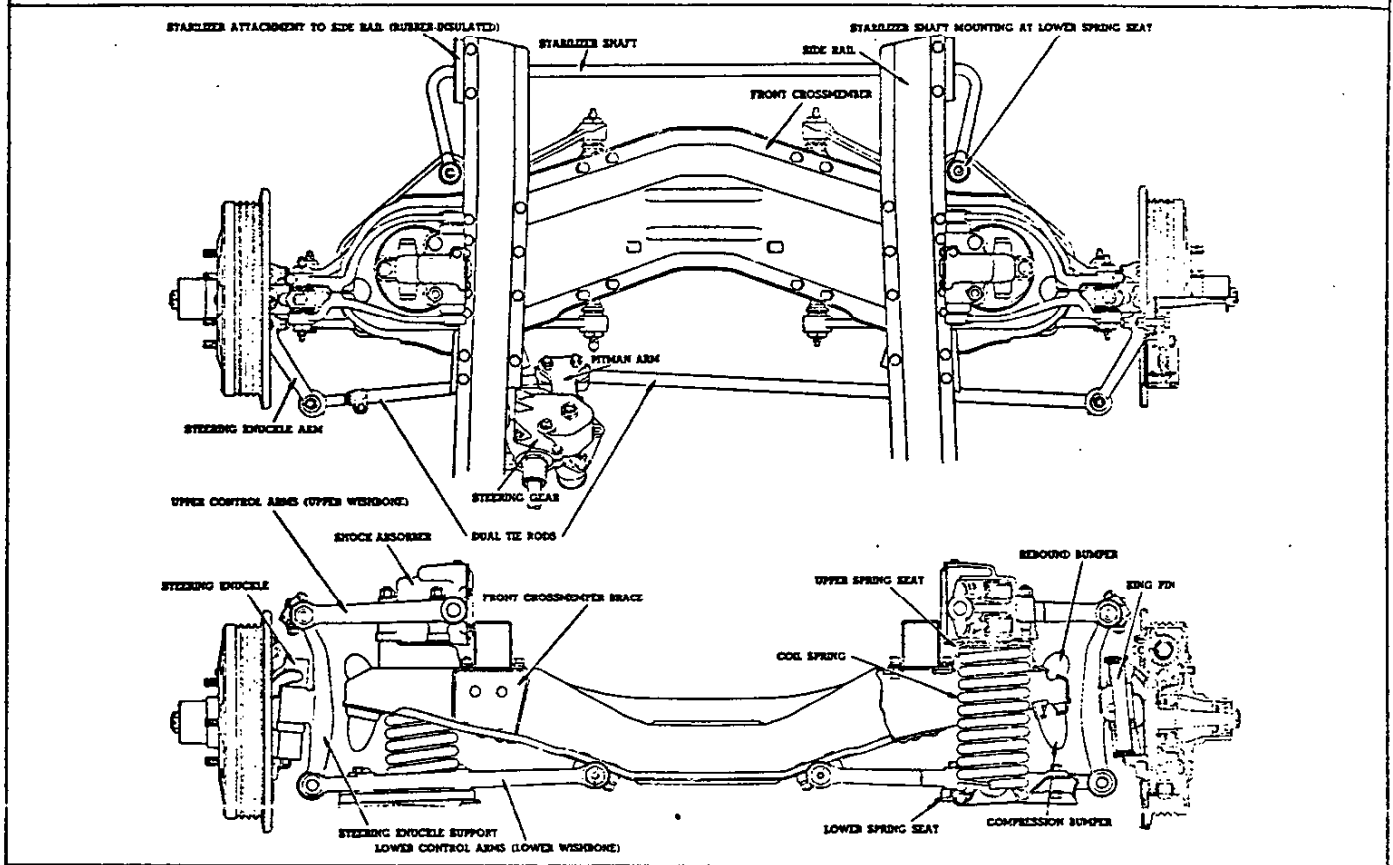
| SIDE MEMBER MAXIMUM SECTION | | | | | |
|---|----------|--|----------|---------------|--------|
| P A S S E N G E R | | ITEM | PASS | | TRUCKS |
| | | A | 2-1/4" | | |
| | | B | 3-7/8" | | |
| | | C | 1/8" | 1/16" | |
| | | D | 3/32" | | |
| E | 4-35/64" | 4-31/64" | | | |
| Sect. modulus per side, in. ³ | | 1.716 | 1.597 | | |
| T R U C K S | | ITEM | LT. DEL. | 3/4 T, 3/4 TS | H.D. |
| | | A | 2-1/4" | | 2-3/8" |
| | | B | 5-3/4" | 5-27/32" | 7" |
| | | C | 9/64" | 3/16" | 7/32" |
| | | Sect. modulus per side, in. ³ | | 2.40 | 3.18 |

| FRAME PART NAMES | |
|------------------|-----------------------------|
| KEY LETTER | PART NAME |
| A | Side member |
| B | Front cross member |
| C | Engine side support tie bar |
| D | Engine rear support |
| E | Second cross member |
| F | Third cross member |
| G | Fourth cross member |
| H | Rear cross member |
| I | Step hangers |
| J | Sub-frame |



* - R.P.O. Side Member Plates available for Heavy Duty Truck frames.
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KNEE ACTION FRONT SUSPENSION—MASTER DELUXE

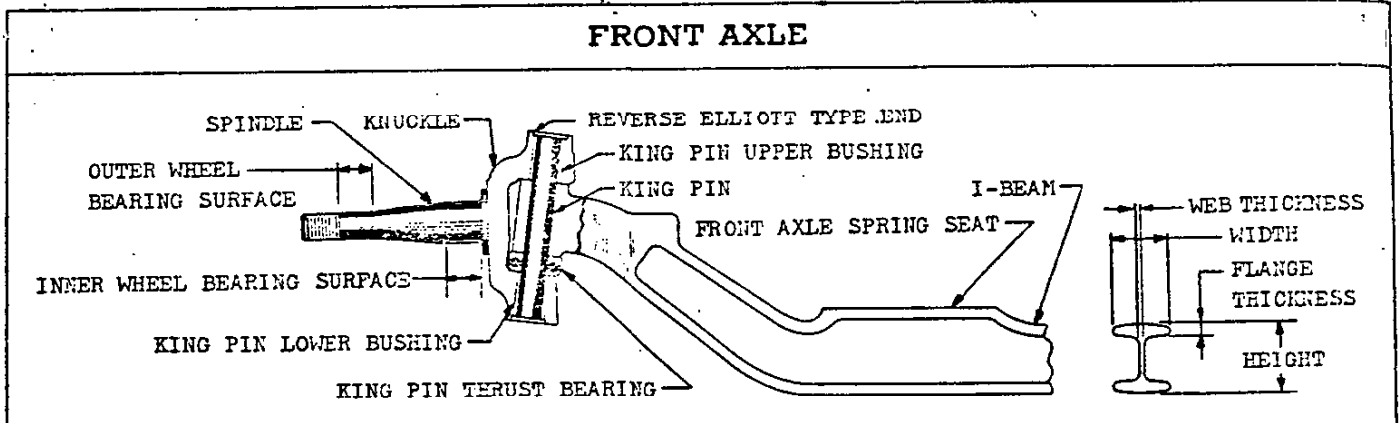


| SPRING | |
|------------------------|-------------------------|
| Type | R.H. Helical Coil |
| Material | Silicon-Manganese Steel |
| Gauge (Dia.) | .571"-.573" |
| Number of coils | 11-1/3 |
| Outside diameter | 4-3/8" |
| Pitch diameter (theo.) | 3.775" |
| Free length | 13-7/8" |
| Working length | 9-17/32" at 1230# |
| Deflection rate | 285#/inch |
| Frequency | Curb load 77 |
| Cycles/min. | Full load 78 |

| WHEEL TRAVEL | | |
|--|---|---|
| For steering | 38° from neutral to stop | |
| Vertical | 4" from normal setting to metal-to-metal position | |
| Ratio | 1.64 to 1 (wheel to spring) | |
| Comparative travel of wheel and spring | Wheel Travel | Spring Travel |
| | In vertical path 4" from normal setting position at rate of 106#/inch | Spring travels 2-7/16" at rate of 285#/inch |

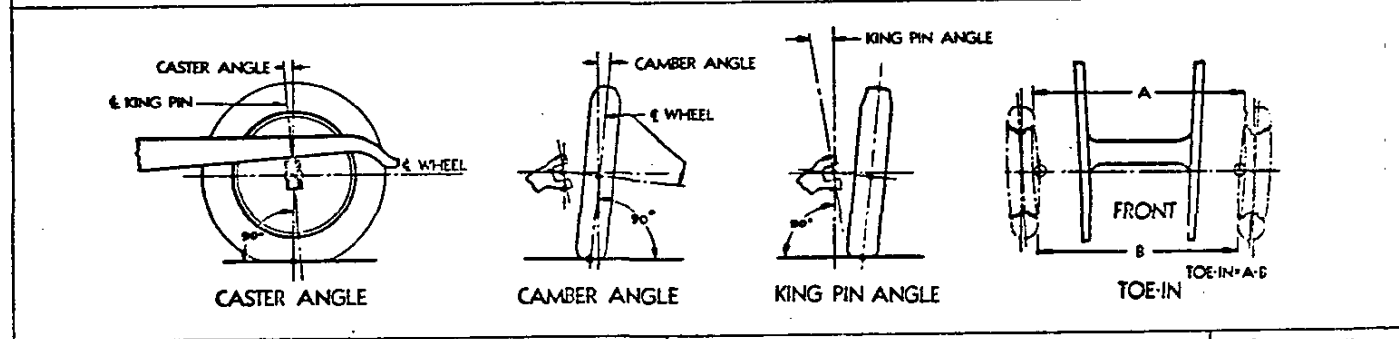
| BEARINGS | | UPPER CONTROL ARMS | | | LOWER CONTROL ARMS | | | |
|-----------------------|------------|--------------------------------|-------------------|--------------|--------------------|-------------------|-------------|-------------|
| | | PIVOT BOLT | Pt. BUSH. | Rt. BUSH. | PIVOT BOLT | BOLT BUSH. | SHAFT BUSH. | SHAFT ENDS |
| Type | | Threaded | | | | | | |
| Material-Carbon steel | | Hardened | File hard surface | | Hardened | File hard surface | | Hardened |
| Threads | Type | Ends | 11 Pitch, Single | | | | | |
| | | Center | | | | | | |
| | Major Dia. | Front | .644"-.652" | .694" min. | .738"-.756" | .774" min. | .689" min. | .853"-.869" |
| | | Center | .967"-.971" | | .724"-.742" | | | |
| | Rear | .644"-.652" | | .714"-.732" | | | | |
| Mounting | | Clamp lock | | Self locking | | | Bolted | |
| Seal | | Synthetic rubber, self sealing | | | | | | |

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| ITEM | PASSENGER CARS | | CONVENTIONAL TRUCKS | | CAB OVER ENGINE TRUCKS | |
|-------------------|------------------|----------------------------------|--|-----------------|------------------------|--------|
| | MASTER DELUXE | MASTER 85 | LT. DEL., 3/4 T. & 3/4 T.S. | HEAVY DUTY | | |
| Type | Reversed Elliott | | Reversed Elliott-Modified I-beam Section | | | |
| I-beam | Height | Steering Knuckle Support | 2" | 2-1/8" | 2-11/32" | 2-5/8" |
| | Width | | 1-11/16" | 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" | 3/8" |
| King pin | Diameter | .8660"-.8665" | .7335"-.7339" | .9210"-.9214" | 1.1065"-1.1095" | |
| | Material | Cold drawn steel - case hardened | | | | |
| King pin bushings | Type | Cast Bronze | Hard Rolled Bronze | | Brass | |
| | Inside dia. | .867"-.868" | .7345"-.7355" | | 1.1095"-1.1105" | |
| | Length | 1-5/16" | 1-17/64" | | 1-11/32" | |
| King pin | Type | Special Ball | | | Special Roller | |
| Thrust brg. | Location | 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" | .9338"-.9373" | |
| Diameter | | | | | | |
| Rated Capacity | 2000# | | 2200# | 3500# | 4200# | |

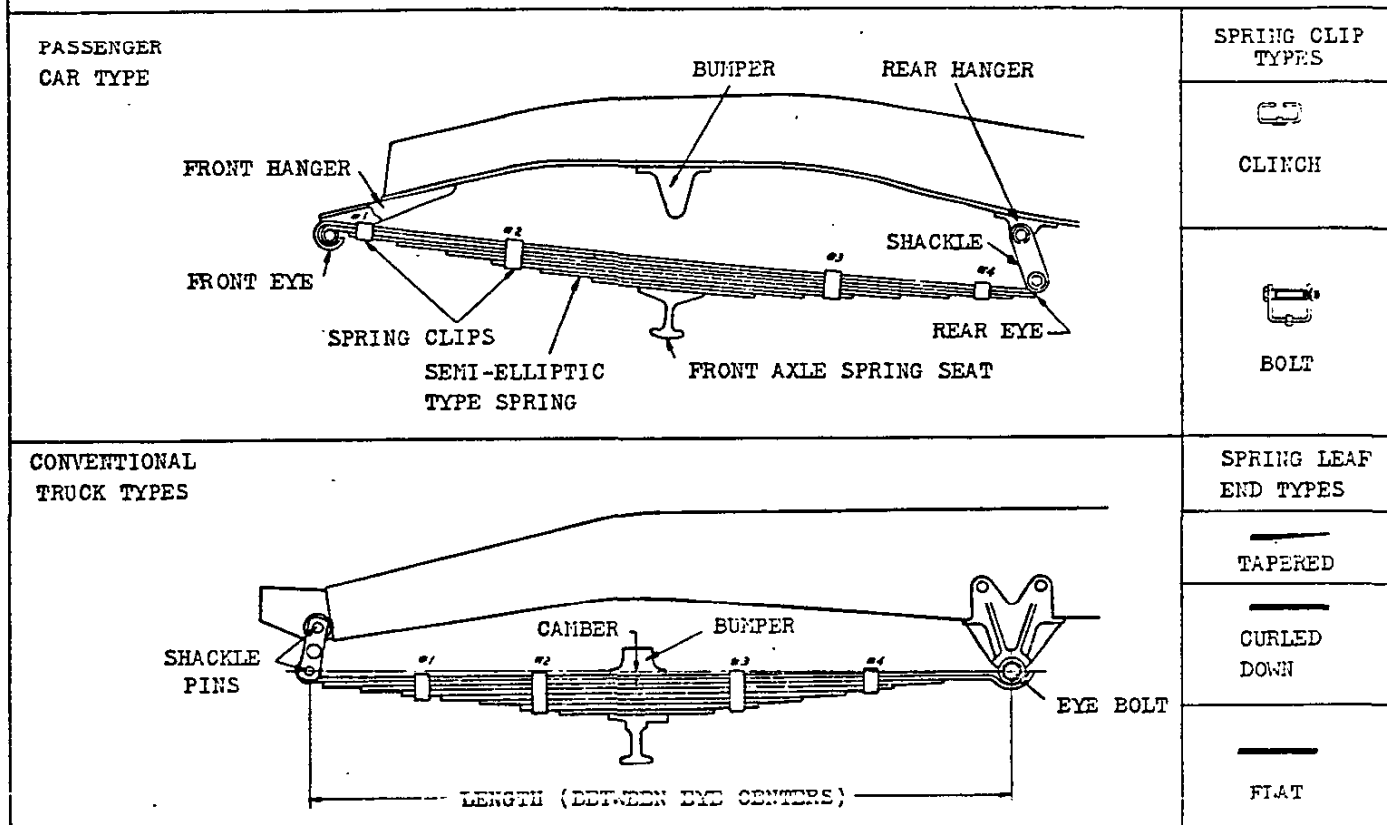
FRONT WHEEL ALIGNMENT (SERVICE DIMENSIONS)



| ITEM | PASSENGER CARS | | CONVENTIONAL TRUCKS | | CAB OVER ENGINE TRUCKS |
|----------------|----------------|--------------|-----------------------------|--------------|------------------------|
| | MASTER DELUXE | MASTER 85 | LT. DEL., 3/4 T. & 3/4 T.S. | HEAVY DUTY | |
| King pin angle | 4-3/4° ± 1/2° | | 7°-10' ± 1' | | 8° |
| Camber | -15' ± 30' | | 1° ± 30' | | |
| Caster | 0° ± 30' | 2°-15' ± 30' | 1°-45' ± 30' | 2°-45' ± 30' | 3° ± 30' |
| Toe-in | 0 to 1/16" | | 5/64" to 1/8" | | |

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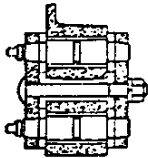

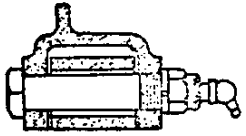
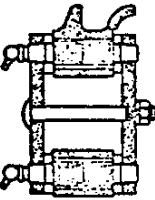

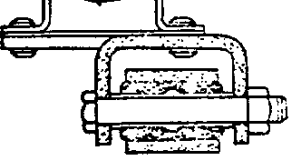
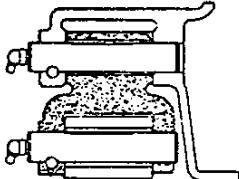

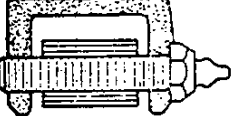
FRONT SPRINGS



| ITEM | PASSENGER CARS | | CONVENTIONAL TRUCKS | | CAB OVER ENGINE TRUCKS |
|-----------------------------|-----------------|----------------|-----------------------------|-----------------|------------------------|
| | MASTER 85 | LIGHT DELIVERY | 3/4 TON AND 3/4 TON SPECIAL | HEAVY DUTY | |
| Type | Semi-Elliptic | | | | |
| Material-Steel | Chromium | | | Chrome Vanadium | |
| Number of Leaves | 8 | 7 | 8 | 9 | 8 |
| Thick-ness of leaves | #1 | .194" | .237" | .291" | .323" |
| | #2 | | | .291" | |
| | #3 | | .194" | .262" | .262" |
| | #4 | | | | |
| | #5 | .176" | | None | |
| | #6, #7 | | | | |
| | #8 | None | None | None | |
| | #9 | None | None | None | |
| | Total thickness | 1.430" | 1.487" | 2.050" | 2.448" |
| Length x Width | 36" x 1-3/4" | | | | 40" x 2" |
| Camber (Av.) | 9/16" | 5/8" | 7/16" | 3/4" | 7/16" |
| Load at camber height (Av.) | 675# | 775# | 785# | 950# | 1235# |
| Deflection (Av.) | 175#/" | 260#/" | 475#/" | 645#/" | 575#/" |
| Leaf end type | Tapered | Curled Down | | Flat | |
| Spring clip type | #1 | Clinch | | | Bolt |
| | #2 | Clinch | None | | Bolt |
| | #3 | Clinch | | | Bolt |
| | #4 | Clinch | | | Bolt |

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FRONT SPRING MOUNTING

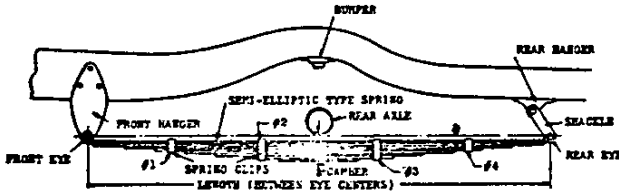
| SHACKLE TYPES | SPRING EYE TYPES | EYE BOLT AND BUSHING TYPES |
|---|--|--|
|  PLAIN H |  BERLIN EYE 1/2 WRAPPED |  PLAIN |
|  THREADED H |  OVERHUNG |  RUBBER BUSHED |
|  CLEVIS |  UNDERSLUNG (REVERSED) FULL WRAPPED |  THREADED |

| ITEM | PASSENGER CARS | | CONVENTIONAL TRUCKS | | | CAB OVER ENGINE TRUCKS |
|----------------------|-------------------------|--|-----------------------------|---------------------------|------------|-----------------------------------|
| | MASTER 85 | | LIGHT DELIVERY | 3/4 TON AND 3/4 TON SPEC. | HEAVY DUTY | |
| Front eye type | Underslung full wrapped | | Overhung | | | Overhung 1/8 wrapped |
| Front eye type | Overhung | | Berlin eye 1/2 wrapped | | | Overhung 1/4 wrapped |
| Shackle | Location | At rear | At front | | | At rear |
| | Type | | Threaded H | | | |
| Shackle pins | Material | Carbon steel-file hard case | | | | |
| | Diameter | .619" P.D. 11 threads per inch Threads cadmium plated | | | | Thds. .625" P.D. Copper plated |
| Eye bolt | Material | Carbon steel-hardened | Carbon steel-file hard case | | | |
| | Diameter | .616" P.D. 11 Thds./" | .693" | | | |
| | Type | Thread. for bushing | Screwed into hanger | | | |
| Front bushing | Material | Carbon steel-file hard case | | | | Bronze |
| | Size | .630" P.D. 11 threads x 1-3/4" | | | | .697" x 1-15/16" |
| | Type | Thread. for eye bolt | Threaded for shackle pin | | | Plain |
| Rear bushing | Material | Car. steel-file hard | Bronze | | | Car. steel-file hard |
| | Size | .630" P.D. x 1-3/4" | .860" I.D. x 1-11/16" | | | .631" P.D. x 2" |
| | Type | Thd. for shackle pin | Plain | | | Thd. for shackle pin |
| Spring-axle assembly | Two U-bolts per spring | | | | | |
| Spring U-bolt | Material | H.K. Steel-hardened | | | | |
| | Diameter | 1/2" | | | | 5/8" |
| Bumper material | Spring bumper rubber | | | | | |
| Spring mounting | Parallel | 6°-4' (included angle) | | 7°-49' (included angle) | | |
| Spring centers | 28-1/8" | 26-13/16" | | | | |

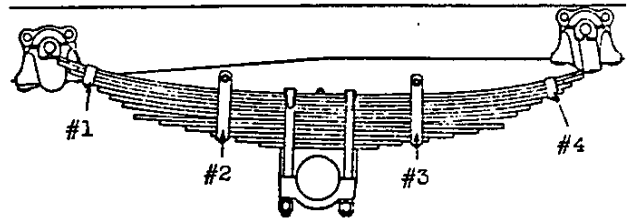
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REAR SPRINGS

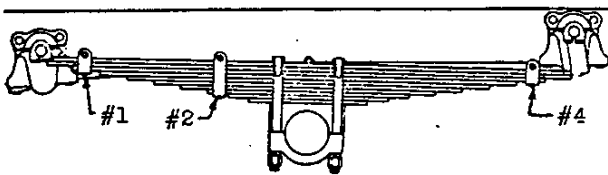
PASSENGER CAR & LIGHT DELIVERY TRUCK SPRING.



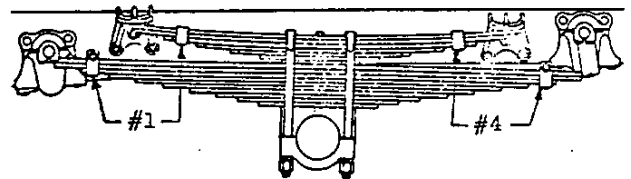
RPO PROGRESSIVE ACTION SPRING FOR HEAVY DUTY TRUCKS



3/4 TON, 3/4 TON SPEC. & HEAVY DUTY TRUCK SPRING.



HEAVY DUTY TRUCK SPRING WITH RPO AUXILIARY SPRING



| ITEM | PASSENGER CARS | | | | TRUCKS | | | | | |
|--------------------------------|---|--|--|------------------------|------------|-----------------------|-----------------------------|-------------------------------------|-----------------------|------------------------|
| | Sport Sed., Town Sedan, Sedan, Coach, Cpe. Pickup | Business Coupe, Deluxe 4 Pass. Coupe | Station Wagon, Master Sedan Delivery | Light Deli- very | 3/4 Ton | 3/4 Ton Special | One Ton Heavy Duty | HEAVY DUTY CONVENTIONAL & C.O.E. | | |
| | | | | | | | | Reg- ular | RPO Auxil- iary | RPO Prog. Action |
| Type | Semi-elliptic | | | | | | | | | |
| Material-Steel | Chromium | | | | | Silicon-Manganese | | | | |
| Number leaves | 8 | 7 | 8 | 8 | 9 | 8 | 10 | 6 | 11 | |
| Thick- ness of leaves | #1 | .237" | .237" | .237" | .291" | .291" | .291" | .291" | .323" | .323" |
| | #2 | | | | | | | | | |
| | #3 & 4 | .214" | .214" | .237" | .291" | .291" | .291" | .291" | .323" | .323" |
| | #5 | | | | | | | | | |
| | #6 | .214" | .214" | .237" | .291" | .291" | .291" | .291" | .323" | .323" |
| | #7 | | | | | | | | | |
| | #8 | None | None | None | None | None | None | None | None | .360" |
| | #9 | | | | | | | | | |
| | #10 | None | None | None | None | None | None | None | None | .360" |
| | #11 | | | | | | | | | |
| | Total thick. | 1.804" | 1.521" | 1.896" | 2.328" | 2.392" | 2.633" | 2.328" | 3.230" | 1.935" |
| Length | 49" | | | 54-1/8" | 45" | | | 31-1/4"* | | 45" |
| Width | 1-3/4" | | | 2" | | | 2-1/2" | | | |
| Camber (Av.) | 1/16" | | | 1/2" | 37/64" | 19/64" | 1-1/16" | 1/2" | None | 1-1/64" |
| Load at Camber height (Av.) | 950# | 745# | 1050# | 1150# | 1400# | 1650# | 1500# | 2950# | Engage at 190# | 4000# |
| Deflect. (Av.) | 120#/" | 105#/" | 150#/" | 190#/" | 450#/" | 505#/" | 490#/" | 840#/" | 1530#/" | ** |
| Leaf end type | Tapered | | Curled | Flat | | | | | | |
| Spring | #1 | Clinch | | | Bolt | | | Clinch | | Bolt |
| Clip | #2 | Clinch (None for Master Deluxe) | | | Bolt | | | None | | Bolt |
| Type | #3 | Clinch (None for Master Deluxe) | | | None | | | | | Bolt |
| | #4 | Clinch | | | Bolt | | | Clinch | | Bolt |
| Spring covers | Metal - DMS only | | | | None | | | | | |

* - Between bracket centers. ** - 550#/" between 500# & 1100#; 1100#/" between 2500# & 3000#.

12-15-33

CHEVROLET 1939 SPECIFICATIONS

REAR SPRINGS MOUNTING

| ITEM | PASSENGER CARS | | TRUCKS | | | |
|------------------------|--|---|--|-------------------------|---------------------|--|
| | CARS | | LIGHT DELIVERY | 3/4 TON & 3/4 TON SPEC. | HEAVY DUTY | |
| Front eye type | Overhung | | | | | |
| Rear eye type | Underslung | | Overhung | | | |
| 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. Threads-Cadmium plated. | | .875" | | |
| Eye bolt or pin | Material | Carbon steel, hardened | Carbon steel, file hard case | | | |
| | Diameter | .502" | .683" | .875" | | |
| | Type | Plain | Screws into hanger | Plain | | |
| Front bushing | 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 | | | |
| | Type | Rubber bushed | Metal-plain | | | |
| Rear bushing | Material | Carbon steel-file hard case | | Carbon steel | | |
| | 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-axle attachment | 2 U-bolts to rubber bushed seat on housing | | 2 U-bolts to metal seat and cap around housing | | | |
| Spring U-bolt | Material | Carbon steel-hardened | | | | |
| | Diameter | 1/2" | | | 5/8" | |
| Spring bumper | Rubber on frame | | Rubber on spring | Rubber on frame | | |
| Spring mounting | Parallel | | 5° included angle | Parallel | | |
| Spring centers | 44-11/16" | | 42-1/2" | | 42" | |

* - Hardened on 107-5/8" Wheelbase C.O.E., also when progressive action spring is used.

SHOCK ABSORBERS

| ITEM | PASSENGER CARS | | | | TRUCKS | | | | | | | | |
|-------------------------|----------------|--|-----------|------|---------|----------------------|----------|-------------------------------|-----|-----|--------|------|--|
| | MASTER DELUXE | | MASTER 85 | | LT.DEL. | 3/4 TON | 3/4 T.S. | HEAVY DUTY | | | | | |
| | Front | Rear | Front | Rear | Ft. Rr. | Ft. kr. | Ft. | Rr. | Ft. | Rr. | Rear | | |
| Regular Shock Absorbers | Make | Delco-Hydraulic | | | | | | | | | | | |
| | Type | Double acting* End-to-end discharge | | | | Dbl.act. airplane | | Single acting Conventional | | | | None | |
| | Valve Code # | D-.5 | | A 1 | | | | | | | | | |
| | Bumper Rebound | 2E | 5F | 4E6 | 5G | 40G | 30G | 40G | 30G | 40G | | | |
| Piston dia. | 1-1/2" | | 1" | | 1-1/4" | | 1-1/2" | | | | | | |
| RPO Shock Absorbers | Make | Delco Hydraulic | | | | | | | | | | | |
| | Type | Double acting | | | | | | | | | | | |
| | Valve Code # | G2 | | G2 | | G2 | G0 | G2 | G0 | G2 | G0 | G2 | |
| | Bumper Rebound | 2J | | 2G | | 2J | 1J | 2J | 1J | 2J | 1J | 2E | |
| Piston dia. | 1-1/2" | | | | | | | | | | 1-3/4" | | |

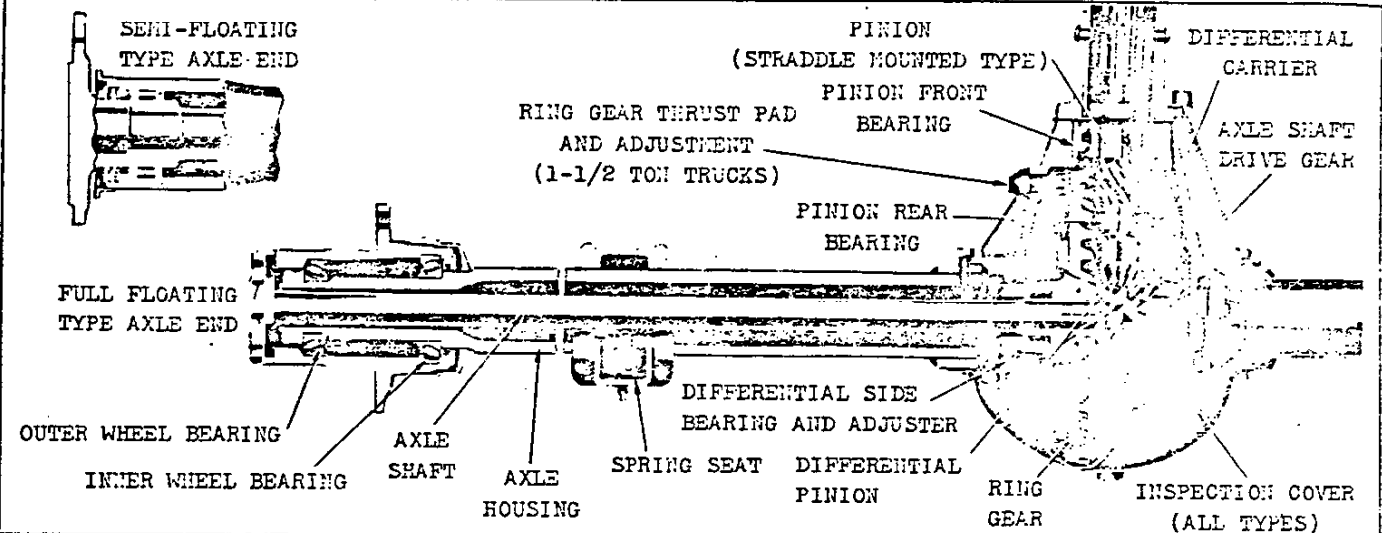
RIDE STABILIZER

| ITEM | PASSENGER CARS | | | | TRUCKS | | | |
|-----------------|------------------------------------|--|-----------|------------------------|---------|---------|----------|------------|
| | MASTER DELUXE | | MASTER 85 | | LT.DEL. | 3/4 TON | 3/4 T.S. | HEAVY DUTY |
| Ride Stabilizer | Torsion bar in rubber bushing | | | | | | | |
| Mounting | Bolted to lower front spring seat. | | | Bolted to front spring | | | | |
| ** | Material Carbon steel - tempered | | | | | | | |

** - See Knee-Action page 12. ** - On Light Delivery trucks with suburban and panel bodies only.

CHEVROLET 1939 SPECIFICATIONS

REAR AXLE



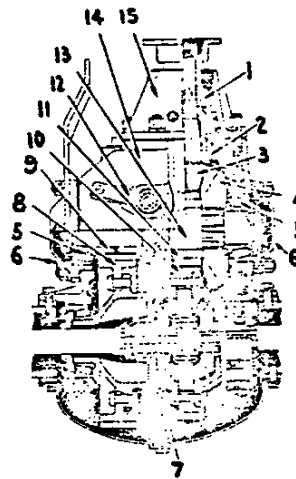
| ITEM | PASSENGER CARS | | | | TRUCKS | | | | | | |
|-----------------------------------|--|--|--------------------|--------------------|-----------------------|---|--------------------------------------|--------------------|---------------|--------|--------|
| | MASTER DELUXE | MASTER 85 | LIGHT DELIVERY | | 3/4 T. & 3/4 T. SPEC. | | HEAVY DUTY* | | | | |
| | | | 3-SPD. TRANS. REG. | 4 SPD. TRANS. OPT. | 3-SPD. TRANS. | 4-SPD. TRANS. | 4-SPD. TRANS. REG. | 4-SPD. TRANS. OPT. | | | |
| Type | Semi-floating | | | | | | | | Full-floating | | |
| Gross rating | 3000# | | 3300# | | | 3900# | | 10,300# | | | |
| Housing type | Pressed steel banjo. Formed in two longitudinal pieces that are welded together along the seams. | | | | | Banjo. Formed from one-piece welded steel tube. | | | | | |
| Final gears | Type | Spiral hypoid | | | Spiral bevel | | | | | | |
| | Ratio | 4.222 | 3.727 | 4.111 | 3.818 | 4.111 | | 4.111 | 5.428 | 6.166 | |
| | Teeth | 38-9 | 41-11 | 37-9 | 42-11 | 37-9 | | 37-9 | 33-7 | 37-6 | |
| Gear back-lash | .005"-.007" | | | | .006"-.010" | | | | | | |
| P I N I O 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 ♦ | | |
| 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 Outer-Hy. 144528 | | | | |
| 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 | 10.936 | 12.033 | 11.225 | 29.703 | | 12.033 | 29.703 | 39.212 | 44.552 |
| | 2nd. | 7.089 | 8.266 | 6.905 | 6.414 | 14.293 | | 6.905 | 14.293 | 18.973 | 21.445 |
| | 3rd. | 4.222 | 3.727 | 4.111 | 3.818 | 7.034 | | 4.111 | 7.034 | 9.267 | 10.540 |
| | 4th. | | None | | | 4.111 | | None | 4.111 | 6.421 | 8.109 |
| | Reverse | 12.407 | 10.936 | 12.033 | 11.225 | 29.385 | | 12.033 | 29.385 | 38.788 | 44.038 |
| Total axle shaft torque (ft. lb.) | 1st. | 1792 | 1595 | 1745 | 1621 | 2031* | | 1745 | 2031* | 5035 | 6435 |
| | 2nd. | 1023 | 905 | 901 | 923 | 2031* | | 993 | 2031* | 2726 | 3092 |
| | 3rd. | 510 | 555 | 505 | 552 | 1015 | | 595 | 1015 | 1341 | 1422 |
| | 4th. | | None | | | 535 | | None | 595 | 764 | 840 |
| | Reverse | 1792 | 1595 | 1745 | 1621 | 2031* | | 1745 | 2031* | 5003 | 6370 |

3 - H.A. ratio x trans. ratio. 39 - Total gear reduction x max. engine torque x 85%. * - Maximum.
 ♦ - Hy. 144543 with 3.105 rear axle.
 - Two-speed rear axle data on next page. ▲ - Through rear springs on 107-5/8" wheelbase C.P.E. truck.

CHEVROLET 1939 SPECIFICATIONS

TWO-SPEED REAR AXLE-R.P.O. HEAVY DUTY TRUCK EQUIPMENT

| GENERAL DATA | | | |
|--------------|---|--|--|
| Type | Double reduction, full-floating | | |
| Gross rating | 11,000# | | |
| Housing type | Banjo. From one-piece seamless steel tube | | |
| Final ratios | Low | 5.641 to 1 | |
| | High | 8.221 to 1 | |
| Drive torque | Through torque tube* | | |
| Diff. type | Four pinion | | |
| Diff. brgs. | No. | Chev. 3651552 | |
| | Adj. | Adjusting nut & lock | |
| Axle Shaft | Type | Drive flange at wheel end forged integral with shaft | |
| | Min. dia. | 1-9/16" | |
| | Splines | 16 - 1-3/4" O.D. | |
| Wheel brgs. | Inner | Hy. 144527 | |
| | Outer | Hy. 144525 | |
| Wheels | Type | Dual | |
| | Offsets | 4-1/8", 4-1/2", 5-1/4" | |
| | Tread | 68-21/32" mean tread | |



| |
|----------------------------------|
| 1-Pinion Front Bearing |
| 2-Pinion Rear Bearing |
| 3-Spiral Drive Pinion |
| 4-Spiral Drive Gear |
| 5-Pinion Shaft Bearings |
| 6-Bearing covers |
| 7-Differential Case |
| 8-Low Speed Gear * |
| 9-Low Speed Pinion * |
| 10-High Speed Gear * |
| 11-High Speed Pinion * |
| 12-Shifter Lever |
| 13-Double Reduction Pinion Shaft |
| 14-Differential Carrier |
| 15-Pinion Bearing Case |
| * - Double Reduction Gear Sets |

| TRANS. GEAR | TOTAL GEAR REDUCTIONS | | MAX. AXLE SHAFT TORQUE (FT.LB.) | |
|-------------|-----------------------|-------------|---------------------------------|-------------|
| | 5.641 ratio | 8.221 ratio | 5.641 ratio | 8.221 ratio |
| 1st. | 40.750 | 53.403 | 5000 | 3898 |
| 2nd. | 19.618 | 28.593 | 2835 | 4132 |
| 3rd. | 9.651 | 14.066 | 1395 | 2033 |
| 4th. | 5.641 | 8.221 | 815 | 1188 |
| Rev. | 40.319 | 58.766 | 5826 | 8492 |

| DOUBLE REDUCTION DRIVE GEARS | | |
|------------------------------|-------|--------------------|
| High speed | Type | Helical spur |
| | Teeth | 16-38(2.375 to 1) |
| Low speed | Type | Helical spur |
| | Teeth | 13-45(3.462 to 1) |
| Pinion shaft brgs. | Left | Chev. 3651553 |
| | Right | Chev. 3651554 |
| Shifter bushing | Adj. | Shims; slight drag |
| | Mat'l | Alloy steel, hard. |
| | I.D. | .8115"-.8125" |

| PRIMARY DRIVE GEARS | | |
|----------------------|------------------------------|--------------------------------------|
| Type | Spiral bevel | |
| Ratio | 2.375 to 1 | |
| Back-lash | .006" to .012" | |
| Back-lash Adjustment | Shims at pinion bearing cage | |
| P i n i o n | Teeth | 8 |
| | Mounting | Overhung |
| o n | Ft. brg. | Chev. 3651519* |
| | Rr. brg. | Chev. 3651551 |
| B e a r i n g | Adj. | Lock nuts; free rolling, no end play |
| | Teeth | 19 |
| Mounting | Tapered splines | |

*-107-5/8" C.O.E. truck: Drive torque through rear springs; pinion ft. brg., Chev. 3651518. ■-65% Eff.

SPEEDOMETER GEARS

| REGULAR EQUIPMENT | PASSENGER CARS | | | TRUCKS | | | |
|-------------------|---------------------------------|-----------|--------|----------------|---------|-----------------|------------|
| | MASTER DELUXE | MASTER 85 | 18"Ⓢ | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPECIAL | HEAVY DUTY |
| Material | Carbon steel, file hard surface | | | | | | |
| Pitch | Drive | 30 | 22 | 18.629 | 22 | 22.403 | 22 |
| | Driven | | 22.403 | | | | 22.403 |
| Teeth | Drive | 6 | 5 | 4 | 5 | 4 | |
| | Driven | 19 | 14 | 12 | 13 | 15 | |

| R.P.O. v EQUIPMENT | PASSENGER CARS | | TRUCKS | | | | | |
|--------------------|---------------------------------|-------------|---------------------------|----------------|------------------------|-------------------------|-----------------------|-----------------|
| | MASTER DELUXE 3.727 R.A.* | 18"Ⓢ WHEELS | LIGHT DELIVERY 3.918 R.A. | 4-SPEED TRANS. | 3/4 TON 4-SPEED TRANS. | 3/4 T.S. 4-SPEED TRANS. | HEAVY DUTY 6.166 R.A. | TWO-SPEED* R.A. |
| Material | Carbon steel, file hard surface | | | | | | | |
| Pitch | Drive | 22 | 18.629 | 22 | 22.403 | 18.629 | 22.403 | 22 |
| | Driven | 22.403 | | 22.403 | | | | 22.403 |
| Teeth | Drive | 5 | 4 | 5 | 4 | 5 | 4 | |
| | Driven | 14 | 12 | 14 | 12 | 13 | 15 | 15 |

* - With Economy engine or governor. Ⓢ - 4.222 R.A. on Master 85. ◆ - With 2-speed adapter.

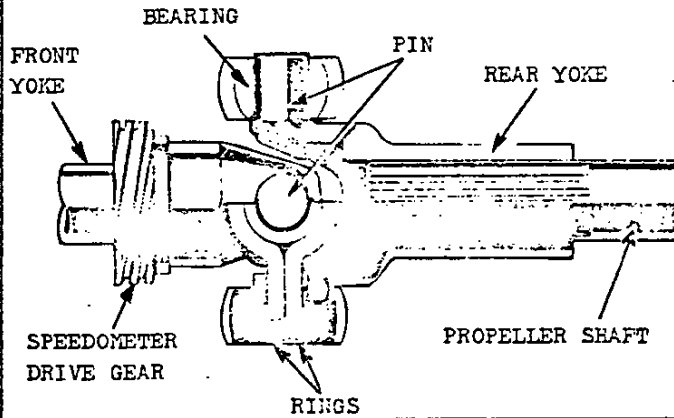
v - Only options involving changes in speedometer gears listed.

12-15-38

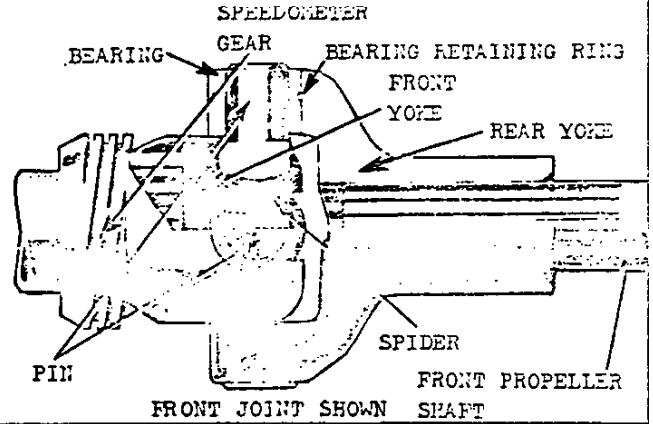
REAR DRIVE SYSTEM

UNIVERSAL JOINTS AND PROPELLER SHAFTS

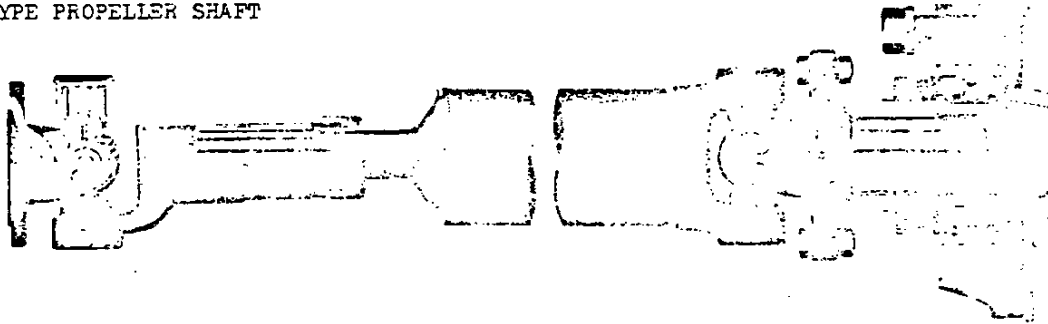
PASSENGER CAR AND LIGHT DELIVERY TRUCK YOKE AND RING TYPE UNIVERSAL JOINT.



3/4 TON, 3/4 TON SPECIAL AND HEAVY DUTY TRUCKS YOKE AND SPIDER TYPE UNIVERSAL JOINT.



CAB-OVER-ENGINE TRUCK-107-5/8" WHEELBASE HOTCHKISS TYPE PROPELLER SHAFT



| ITEM | TRUCKS | | | | | |
|-----------------|--------------------|--|--------------------------|---------------------------|-------------------------|-----------------------------|
| | PASSENGER CARS | LIGHT DELIVERY | 3/4 TON, 3/4 TON SPEC. | 131-1/8" COE | 133" CONV. 156-5/8" COE | 158-1/2" CONV. 107-5/8" COE |
| UNION | Type | Yoke and ring | | Yoke and spider | | |
| | Number | One | | Two | | |
| JOINTS | Location of joints | Transmission | | | | |
| | | None | 2nd. cross member | 3rd cross member | Rear axle | |
| VO | Yoke material | Drop forged steel, hardened | | | | |
| EL | Pin diameter | .6385"-.6875" | | .716"-.717" | | .6800"-.6805" |
| BUSHINGS | Type | Spherical bushing | | Self-centering bushing | | Needle rollers |
| | | Mat'l. Carbon steel, file hard surface | | | | |
| | Number | Four | | | | |
| | I.D. | .6595"-.6915" | | .716"-.719" | | .6812"-.6880" |
| Length | 57/64" (Effective) | | .659"-.688" (Effective) | | 9/16" (Effective) | |
| BALL CENTERS | Type | None | | 10-13/64" | 28.925" | 51.361" |
| | | | | | | 54-7/8" |
| PROPELLER SHAFT | Type | Tubular | | Solid front, tubular rear | All-solid | |
| | Number | One | | Two | | One |
| C.D. | Front | None | | 1.274"-1.284" | 1.233"-1.264" | |
| | Rear | 1.680"-1.700" x .094" ± .002" wall | | 1.278"-1.284" | | 3" x .088" wall |
| LENGTH | Front | None | | 8-11/16" | 34-3/8" | 49-49/64" |
| | Rear | 58-1/4" | | 58-51/64" | 53-11/34"* | 68-5/16" ** |
| TYPE OF ENDS | | | 10 splines (See Splines) | | | 10 splines, 31... |

* - 45-7/34" with two-speed rear axle. ** - 48-13/16" with two-speed rear axle.
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REAR DRIVE SYSTEM

CHEVROLET 1939 SPECIFICATIONS

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| BRAKES | | | | | | | |
|---------------------------|--|--|--|-------------------|-------------------|---------------|-------------|
| ITEM | PASSENGER CARS | COMMERCIAL TRUCKS | | | HEAVY DUTY TRUCKS | | |
| | | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPEC. | CONVENTIONAL | C.O.E. | |
| Service brake type | Hydraulic, 4 wheel, internal expanding, double articulated shoe | | | | | | |
| Hand brake type | Mechanical pull rods and cables operate 2 shoes in each rear brake through toggle linkage. | | | | | | |
| Brake drum | Type | Composite (C.I. rim & cooling ribs, pressed steel web) | | | Pressed stl. | Same as Pass. | |
| | Dia-meter | Front | 11" | | | 14" | |
| | | Rear | 11" | 14" | | 16" | |
| Brake lining | Material | Full-moulded | | | | | |
| | Width | Front | 1-3/4" | | | 2" | |
| | | Rear | 1-3/4" | 2" | | 3" | |
| | Thick-ness | Front | .187"-.194" | | | .243"-.250" | .265"-.272" |
| | | Rear | .187"-.194" | .265"-.272" | | .243"-.250" | .265"-.272" |
| Clear-ance | Front | Adjust to slight drag. Back off 4 notches | | | | | |
| | Rear | Same as front | Adjust to slight drag. Back off 2/3 screw turn | | | | |
| Lining area (total eff.) | Serv. 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% | 41% | | |
| | Rear | 47-1/2% | | 54-3/4% | 59% | | |
| Braking ratio | Pedal | 4.78:1 | 5.15:1 | 5.25:1 | | | |
| | Hydraulic | 11.89:1 | | 7.61:1 | 8.84:1 | 9.75:1 | |
| | Av. overall | 56.8:1 | 61.3:1 | 40.0:1 | 46.4:1 | 51.2:1 | |
| Foot pedal | Travel | 6-11/32" | 6-1/2" | 7-3/4" | | | |
| | Mounting | With main cylinder to frame | With main cyl. to trans. & clutch housing | On clutch housing | | On sub-frame | |
| | Pads, rubber | Yes | None | | | | |
| Hand brake lever mounting | To frame | To transmission | | | To sub-frame | | |

| BRAKES HYDRAULIC DATA | | | | | | |
|-------------------------------------|--|-------------------|---------|---------------|-------------------|--------|
| ITEM | PASSENGER CARS | COMMERCIAL TRUCKS | | | HEAVY DUTY TRUCKS | |
| | | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPEC. | CONVENTIONAL | C.O.E. |
| Wheel cyl. | Front | 1-1/4" | | | | |
| | Rear | 1-3/16" | | 1-3/8" | 1-1/2" | |
| Piston travel for full pedal stroke | | .110" | .130" | .125" | | |
| Main cyl. Diameter | | 1" | | | 1-1/4" | |
| Piston travel for full pedal stroke | 1-5/16" | 1.27" | .993" | 1.225" | | |
| Brake system fluid cap. | 3/4 pint approximately | | | | | |
| Brake fluid recommended | Delco #5, above zero to 10° below; Delco #4, above zero to 30° below; Delco #3 30° above zero to 30° below; Delco #1, consistently under 10° below zero. | | | | | |

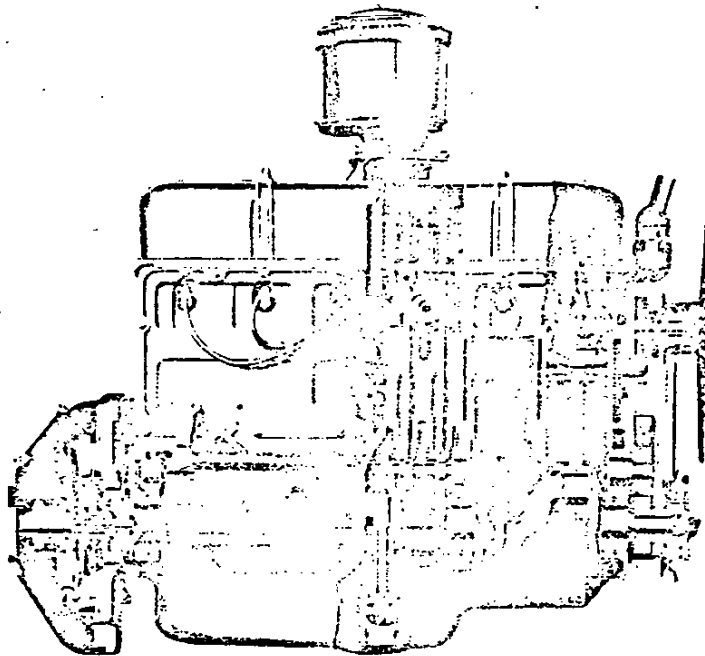
| BRAKES VACUUM BOOSTER-R.P.O. | | | |
|---|---------|--|-----------------|
| ITEM | | HEAVY DUTY TRUCKS | |
| | | CONVENTIONAL | CAB-OVER-ENGINE |
| Type | Pedal | Single line, vacuum suspended, re-actionary valve. | |
| Power distribution | Pedal | 33% | |
| | Booster | 57% | |
| Pedal pressure @ 1000# hydraulic pressure (without booster) | | 22# | |
| Pedal pressure @ 1000# hydraulic pressure (with booster) | | 14# | |

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BRAKES

CHEVROLET 1939 SPECIFICATIONS

ENGINE GENERAL DATA

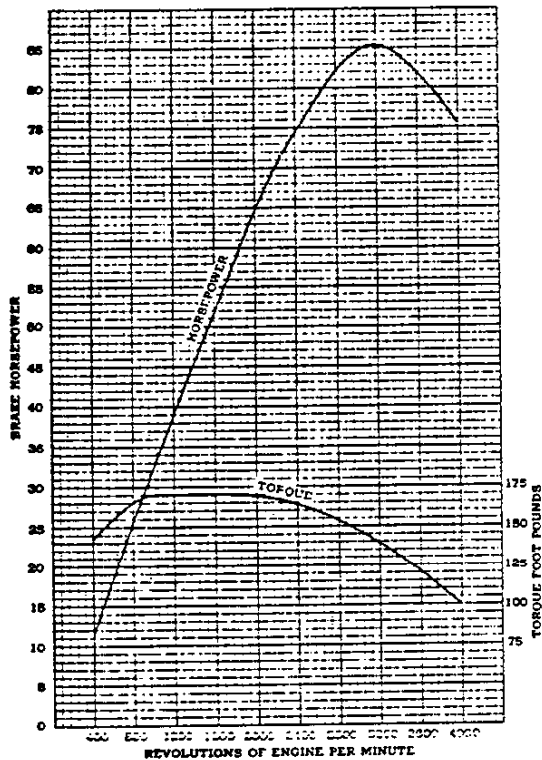


| ITEM | PASSENGER CARS | | TRUCKS | | | | | |
|-----------------------------------|--------------------------|-----------------|----------------|---------|-----------------|-----------------|-------|-----------------|
| | MASTER DELUXE | MASTER 85 | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPECIAL | HEAVY DUTY | | |
| | | | | | | S.W. | L.W. | |
| Type | Valve-in-head | | | | | | | |
| Cylinders | Six in line-Cast en bloc | | | | | | | |
| Bore x Stroke | 3-1/2 x 3-3/4" | | | | | | | |
| Piston displacement | 216.5 cu.in. | | | | | | | |
| Compression ratio | 6.25:1 | | | | | | | |
| Taxable H.P. | 29.4 | | | | | | | |
| Maximum B.H.P. * | Regular | 85 at 3200 RPM | 78 at 3200 RPM | | | | | |
| | Economy | | 53 at 2900 RPM | | | | | |
| Max. B.H.P./cu.in. disp.* | Regular | .393 | .360 | | | | | |
| | Economy | | .245 | | | | | |
| Maximum torque* | Regular | 170 ft.lbs. | | | | | | |
| | Economy | 142 ft.lbs. | | | | | | |
| R.P.M. at max. torque* | Regular | 900-2000 | 850-1550 | | | | | |
| | Economy | 500-1000 | | | | | | |
| Maximum B.M.E.P.* | Regular | 118 lbs./sq.in. | | | | | | |
| | Economy | 99 lbs./sq.in. | | | | | | |
| Engine speeds | Maximum | 4000 RPM | | | | | | |
| | Max. with RPO governor | 1400-3000 RPM | | | | | | |
| Engine RPM/mile per hour ° | | 52.5 | 46.33 | 51.11 | 49.60 | 44.82 | 58.55 | 59.16 |
| Engine revs./mile in high ° | | 3150 | 2780 | 3067 | 2976 | 2689 | 3393 | 3490 |
| Piston travel in high, ft./mile ° | | 1939 | 1737 | 1917 | 1860 | 1681 | 2121 | 2131 |
| Weight ° | Engine complete | 551# | | 556# | | 565# (576#-COE) | | |
| (dry) | Power plant complete+ | 595# | | 606# | | 615# | | 656# (667#-COE) |

* - For engine test conditions, see page 44. ° - With regular equipment. + - Power plant weight includes engine, clutch and complete transmission.

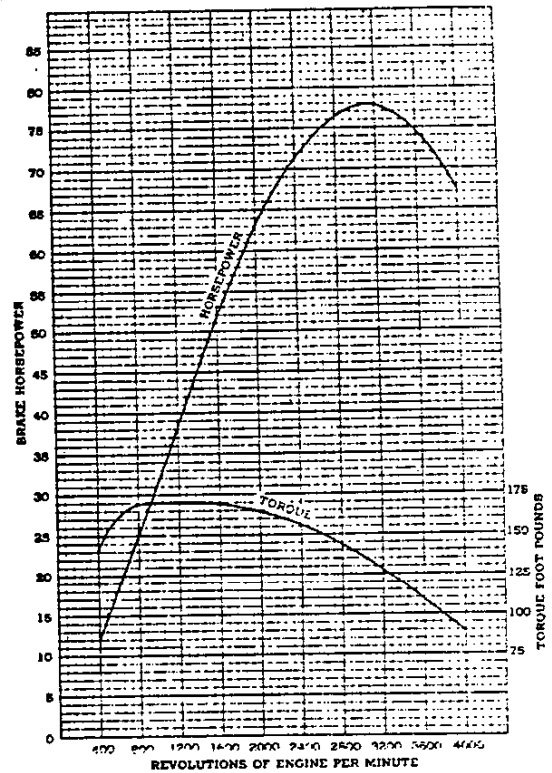
ENGINE GROSS PERFORMANCE

PASSENGER CAR ENGINE



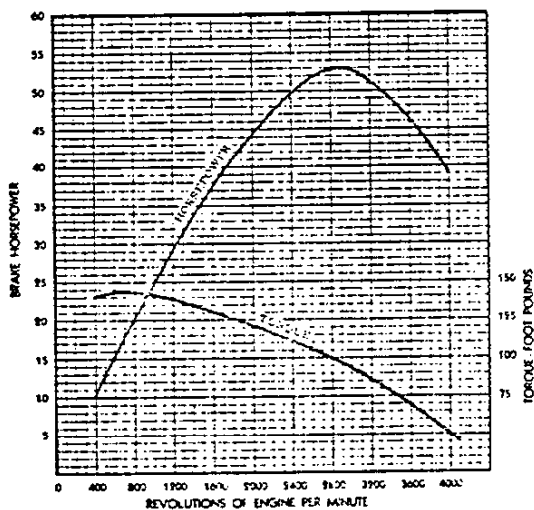
POWER AND TORQUE

TRUCK ENGINE



POWER AND TORQUE

R.P.O. ECONOMY ENGINE



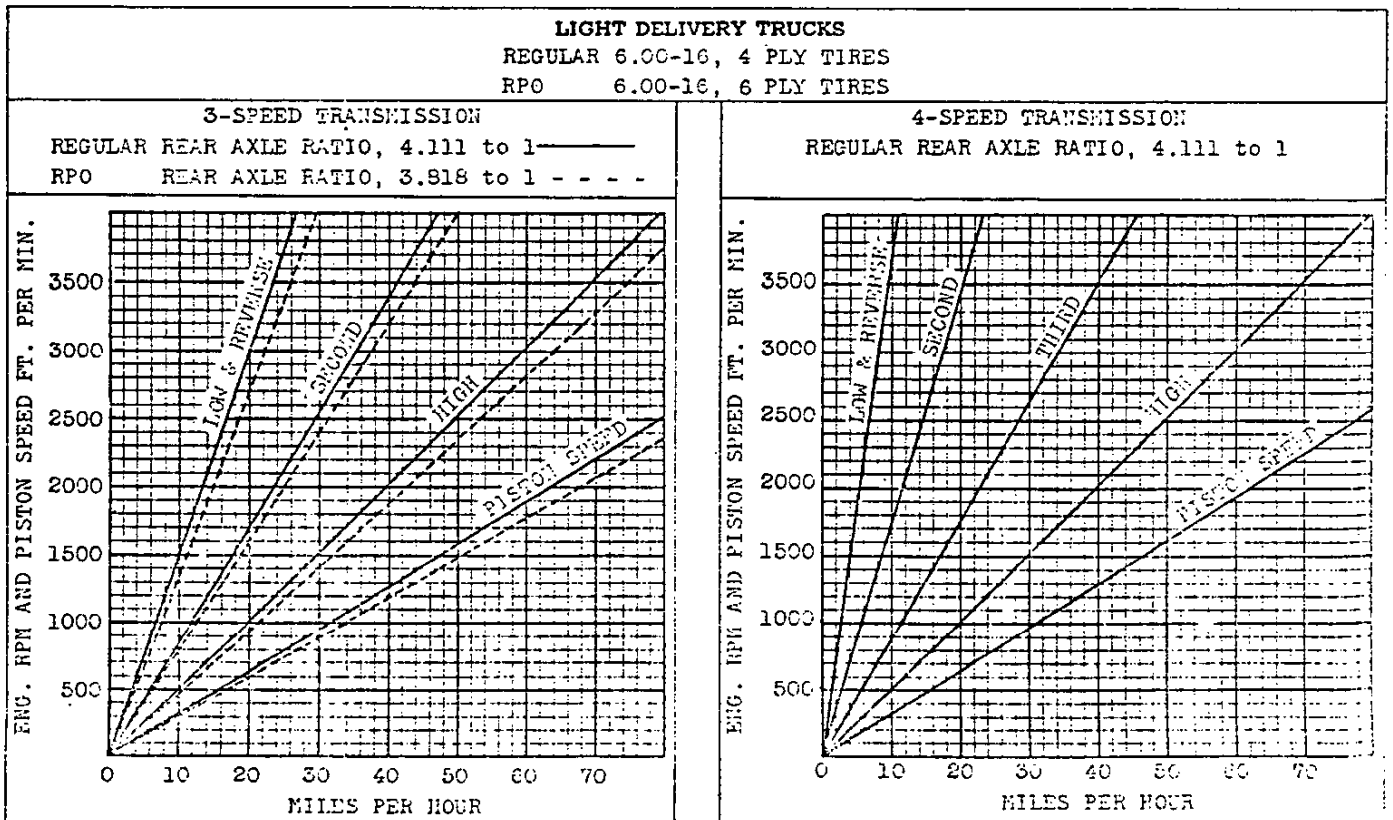
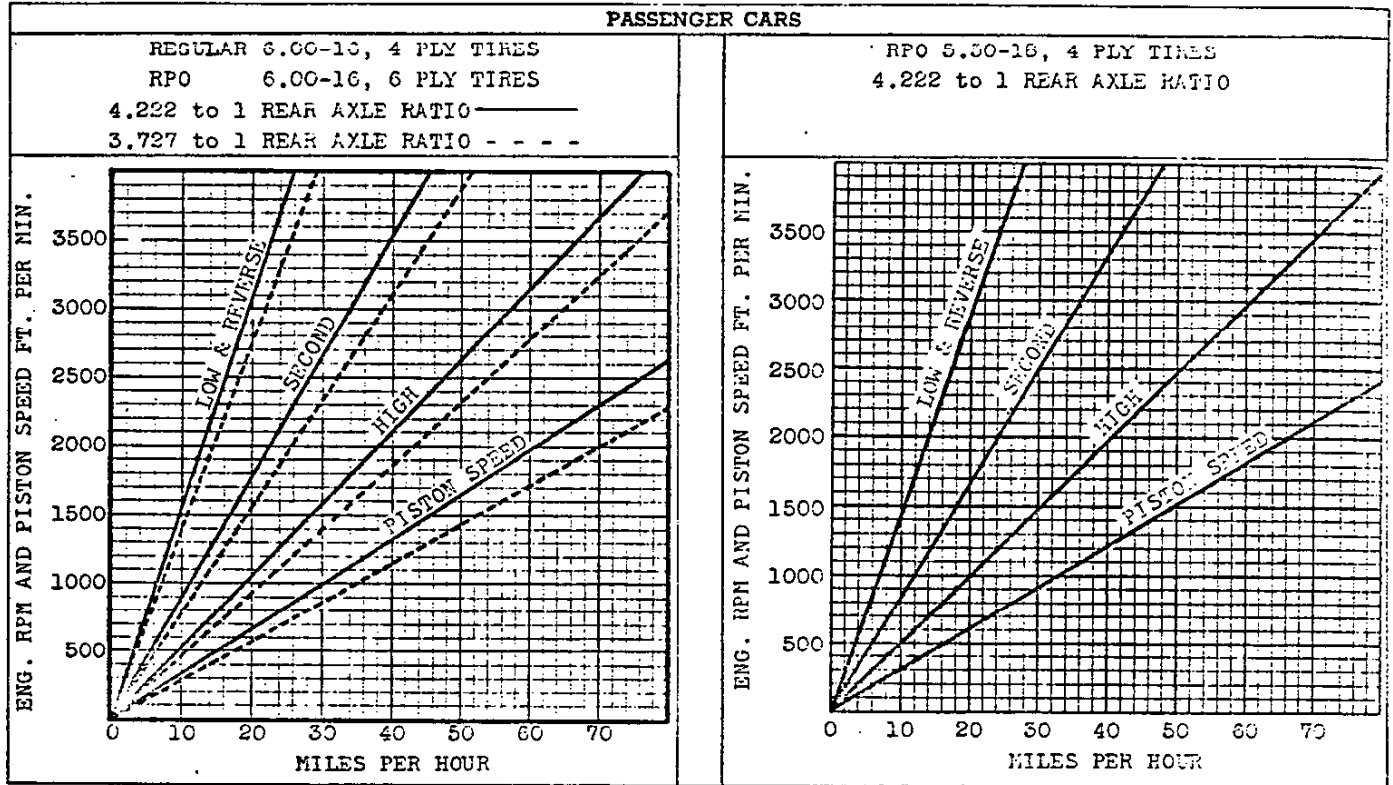
ENGINE TEST CONDITIONS

These curves represent the maximum power output of the 1939 Chevrolet engines at 29.92 inches Hg. and 60° F.

All dynamometer tests were conducted with the engine generator grounded and without fan, muffler and tail pipe.

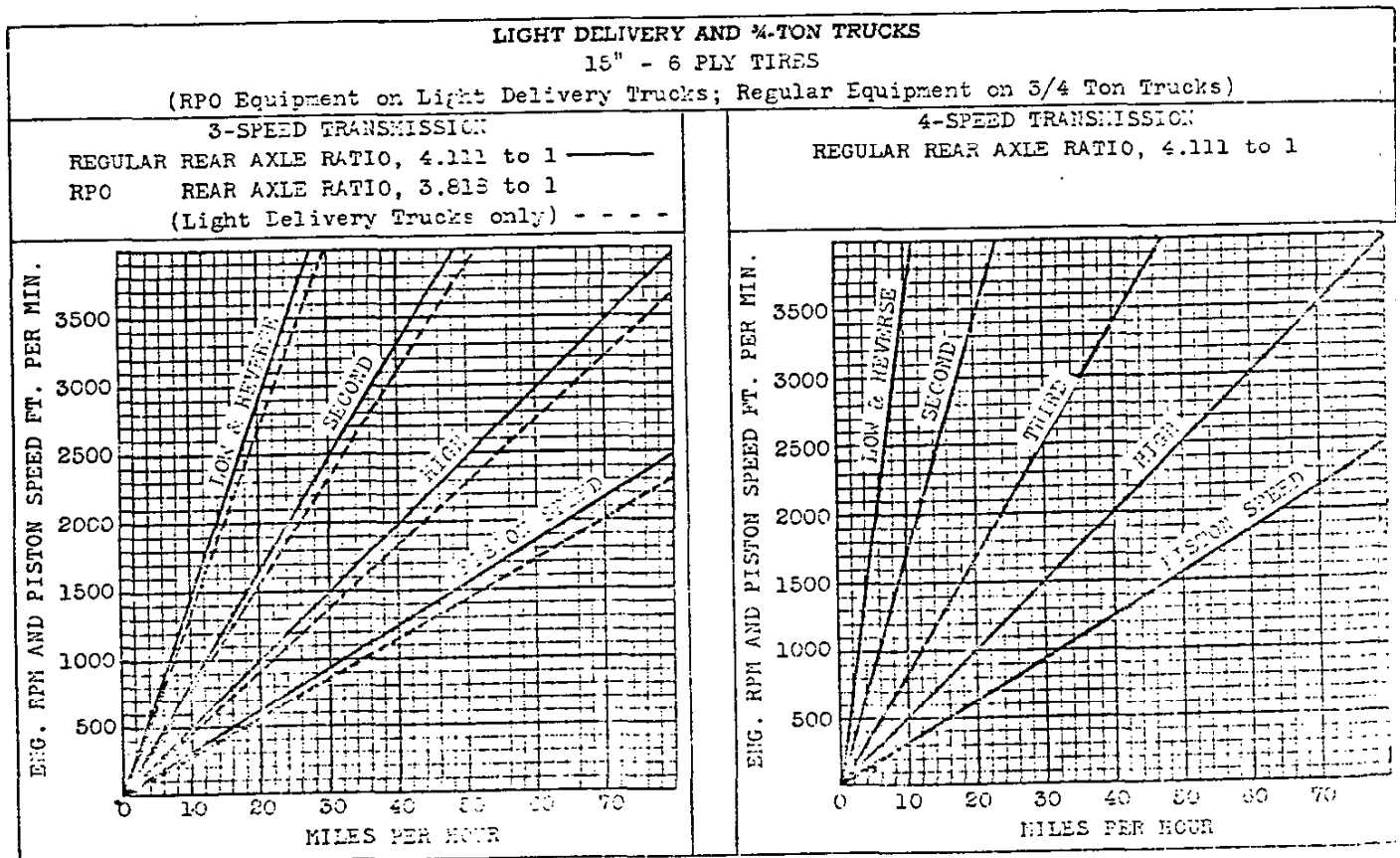
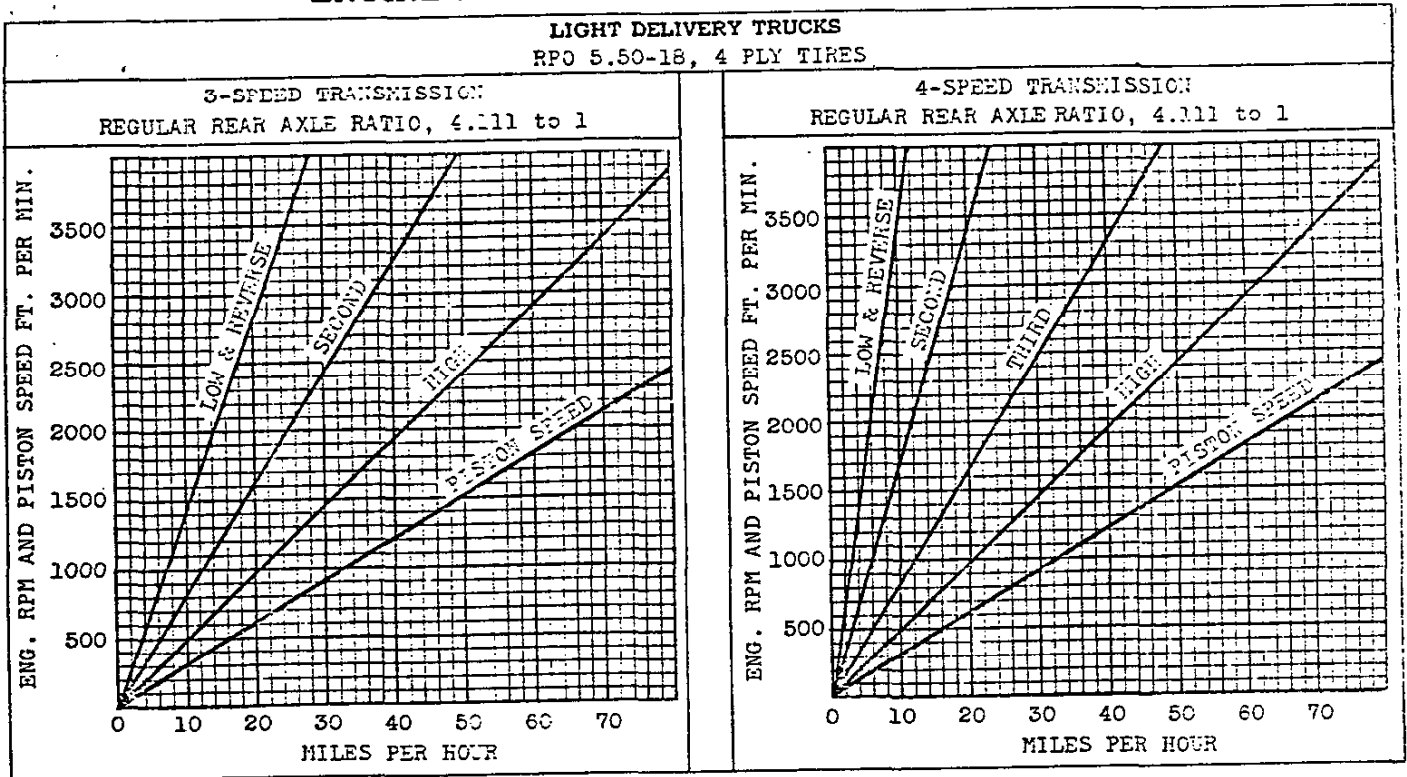
The passenger car and truck engines were tested at full throttle; the R.P.O. Economy engine with the throttle stop on the carburetor set at approximately half throttle as installed in pass. cars or trucks.

ENGINE R.P.M. AND PISTON SPEED



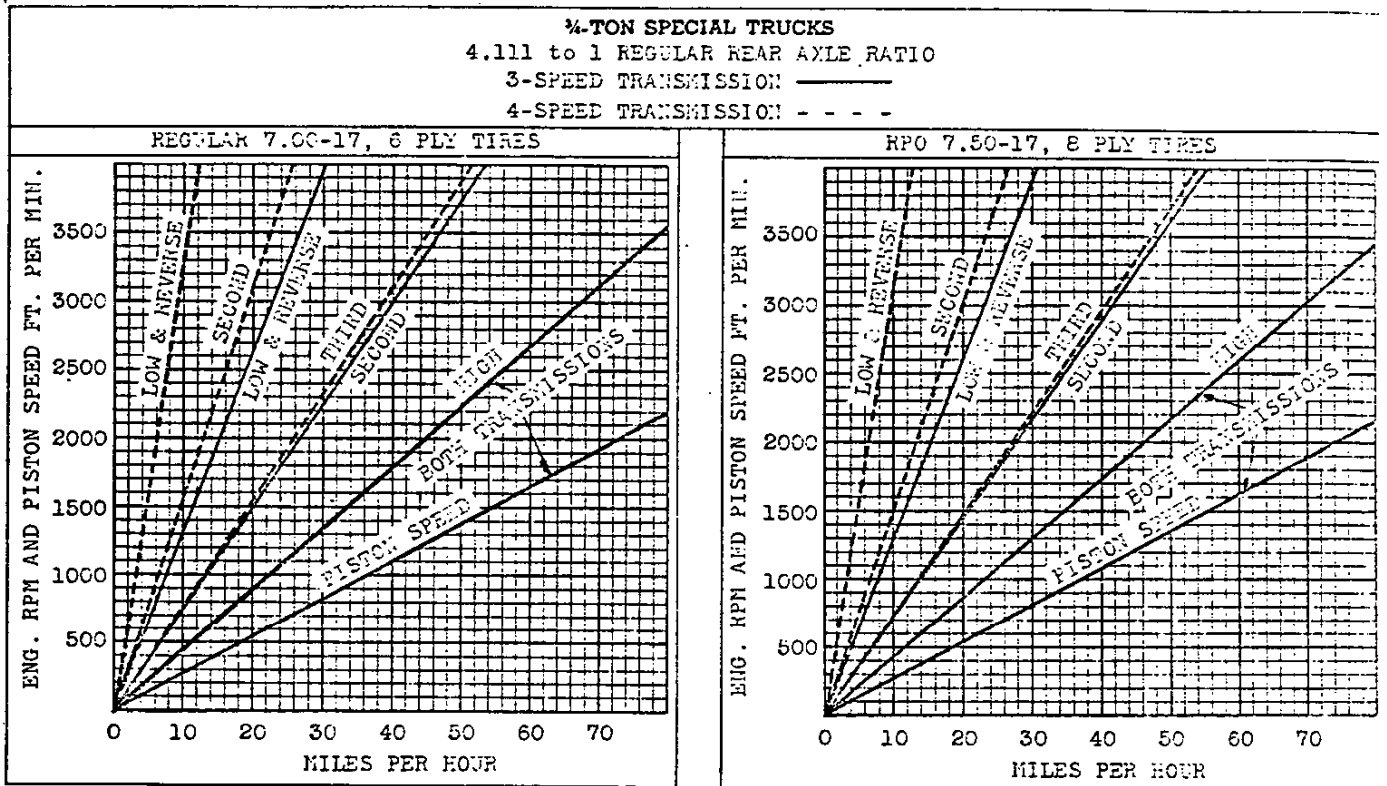
12-15-38

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

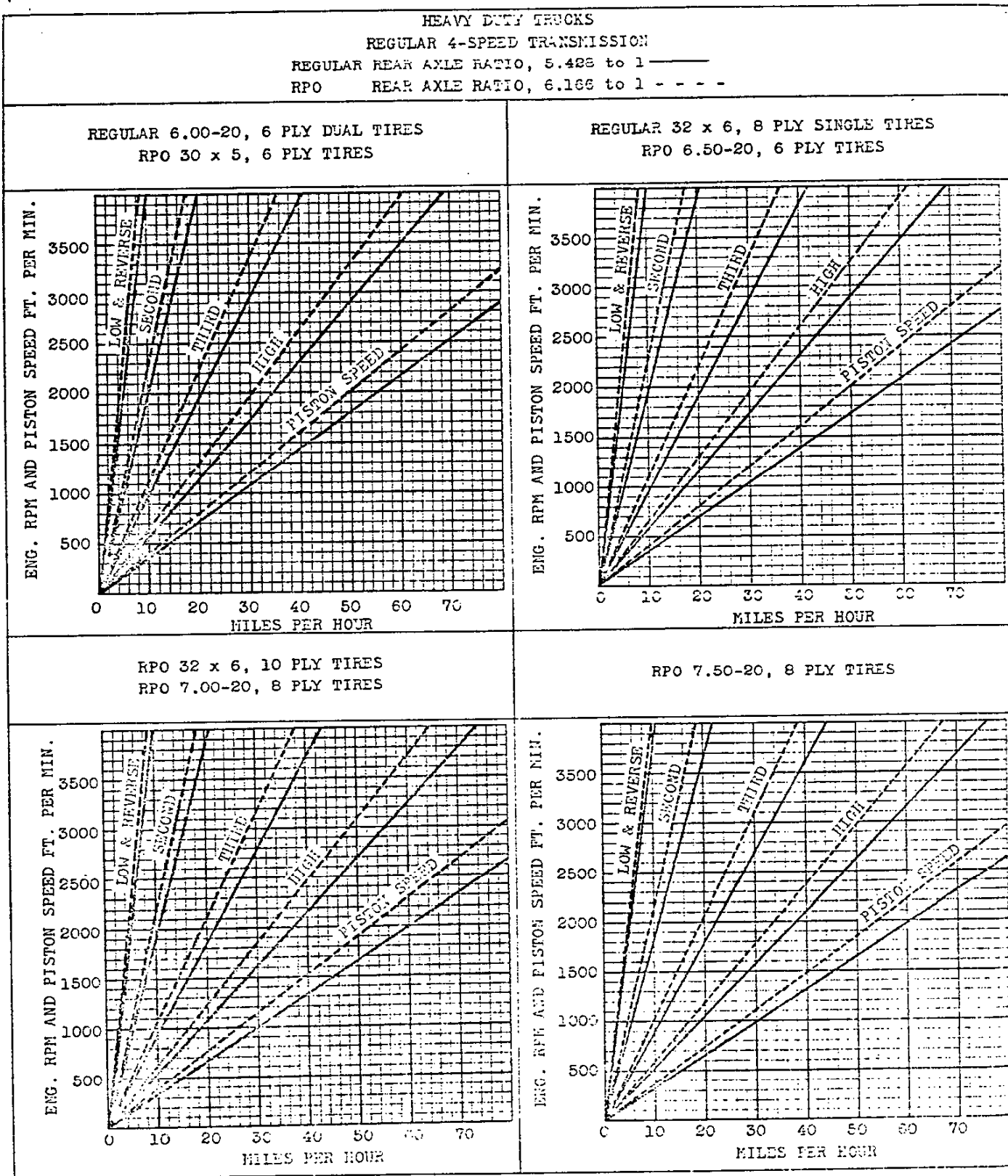


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ENGINE R.P.M. AND PISTON SPEED-(Continued)



ENGINE R.P.M. AND PISTON SPEED—(Continued)



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ENGINE R.P.M. AND PISTON SPEED--(Continued)

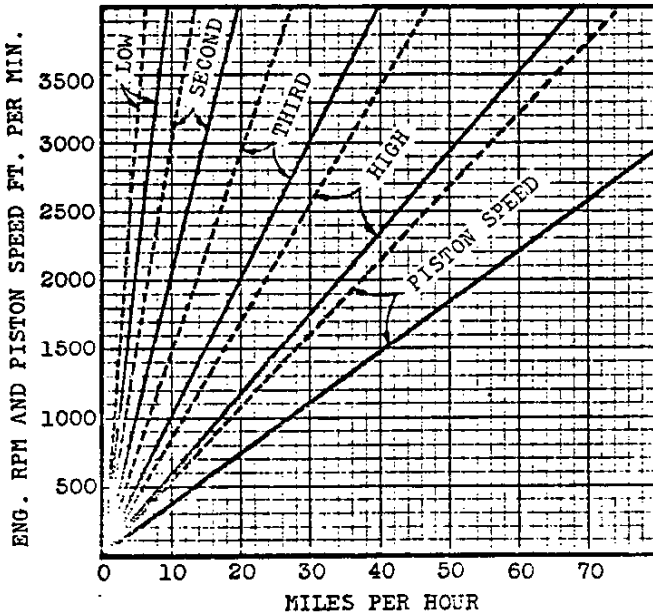
TWO-SPEED REAR AXLE-R.P.O. HEAVY DUTY TRUCK EQUIPMENT

REGULAR 4-SPEED TRANSMISSION

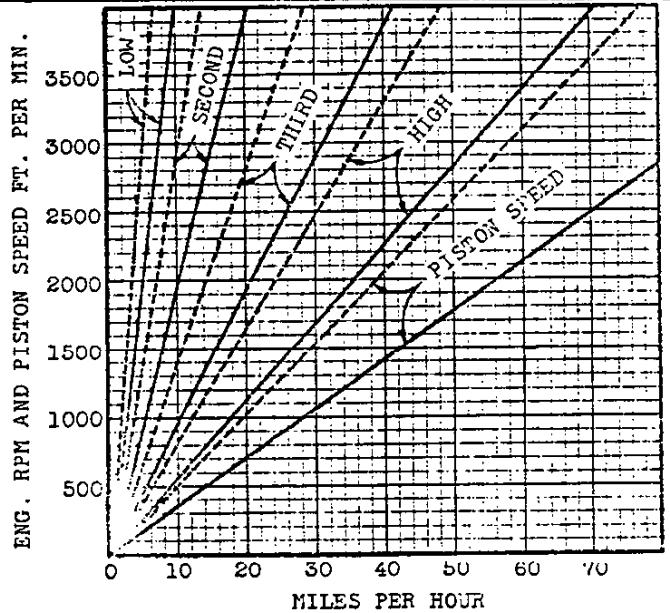
HIGH SPEED GEAR RATIO, 5.641 to 1

LOW SPEED GEAR RATIO, 8.221 to 1 - - - - -

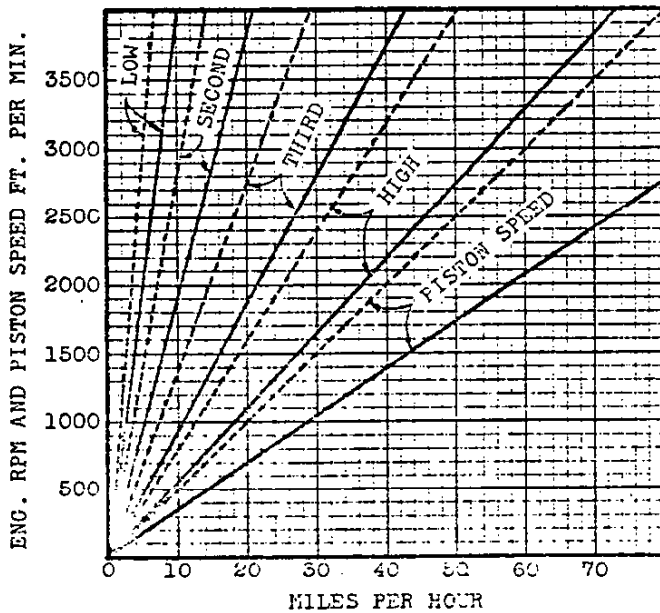
32 x 6, 8 PLY TIRES



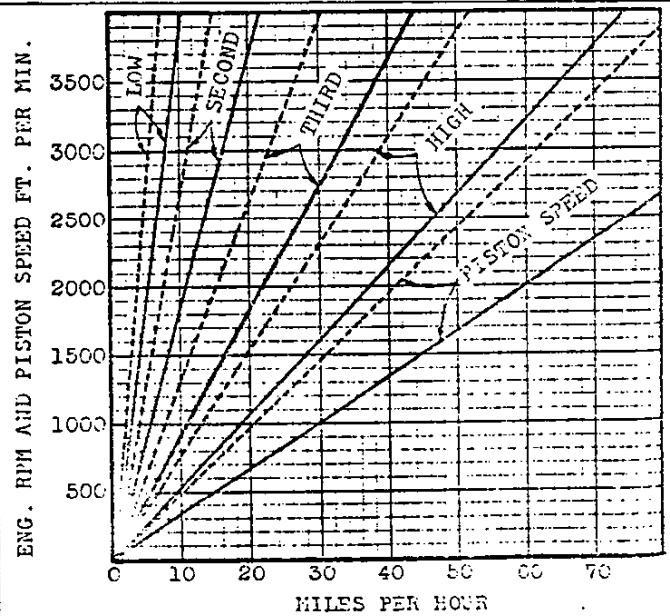
32 x 6, 10 PLY TIRES
7.00-20, 8 PLY TIRES



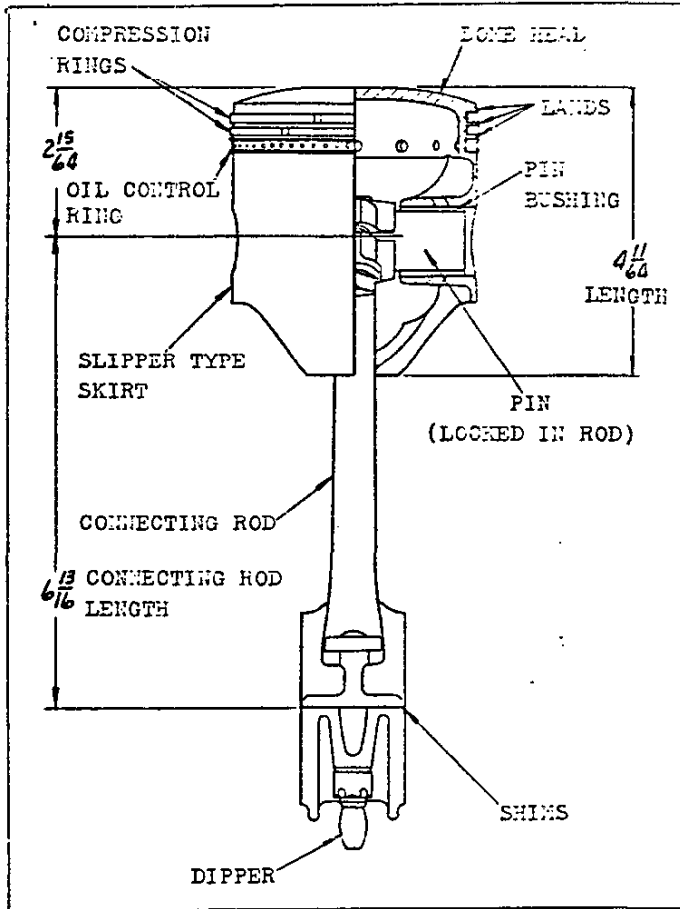
7.50-20, 8 PLY TIRES



34 x 7, 10 PLY TIRES



PISTONS



PISTONS

Type Slipper skirt, dome head
 Material Cast iron, tin plated
 Dia. clearance at lands0147"-.0163"
 Compression ring groove depth151"-.157"
 Dia. clearance at skirt0017"-.0023"
 Oil ring groove depth172"-.184"
 Oil ring groove holes 14, 5/32" drill
 Side wall min. thickness-Pass.0347"-.0447"
 -Truck040"-.056"
 Head thickness161"-.171"
 Pin bushings-type Pressed in piston
 -material Bronze
 -O.D.933"-.934"
 -length (each) 15/16"
 -finish Diamond bore
 -weight (each)056#
 Weight of piston & bushing assy.-Pass. ... 1.56#
 -Truck ... 1.03#
 Weight of piston, bushings, rings, pin and conn.
 rod upper end x 6 - Pass. 14.40#
 - Truck 15.24#

PISTON PINS

Material Chromium steel-file hard case
 Diameter8345"-.8650"
 Length 3.135"-3.165"
 Taper limit in full length0002"
 Weight (each)52#
 Clearance in bushing Slip fit

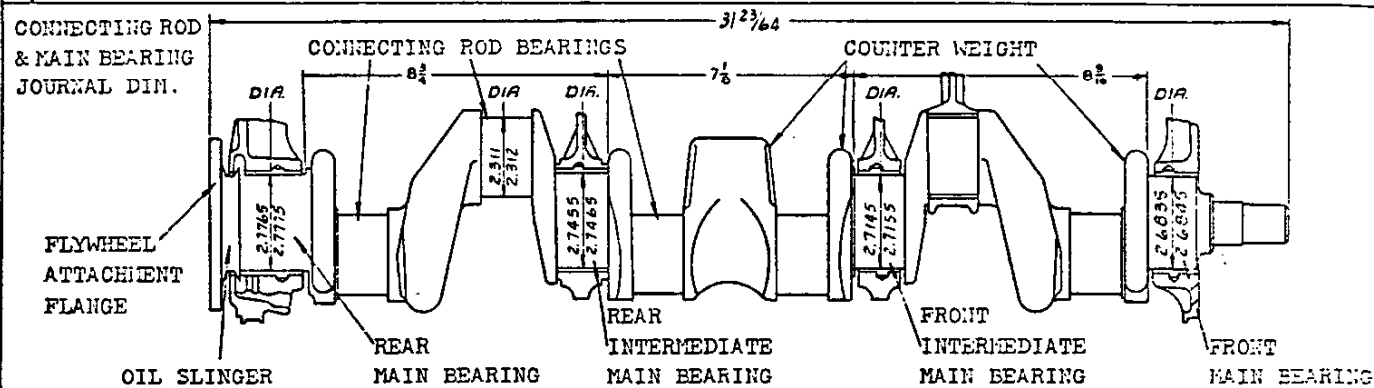
| PISTON RINGS | COMPRESSION | OIL CONTROL |
|--------------------------|-----------------|-------------------------|
| Material | Cast iron | |
| Type | Plain | Drilled or slotted |
| Number | 2 | 1 |
| Arrangement | Upper two rings | Under compression rings |
| Width | .1235"-.1240" | .1830"-.1835" |
| 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 1.4935"-1.5015"
 Width at piston pin 1-1/8"
 Lower end brg.-type Centrifugally cast
 -diameter 2.3130"-2.3135"
 -length 1-8/16"
 -material Bathitt
 -finish Diamond bore
 -clearance on dia.001"-.0025"

Lower end bearing area-
 Projected 15.00"
 Circumferential 57.18"
 Shims-type & material Solid aluminum alloy
 Weight conn.rod assy. (each) 1.50#
 Upper end (each)64#
 Lower end (each) 1.85#
 Total rotating weight (lower end x 3) 6.54#
 Connecting rod assembly center of gravity fr.
 wrist pin center 3.77"
 Connecting rod end play0045"-.0115"

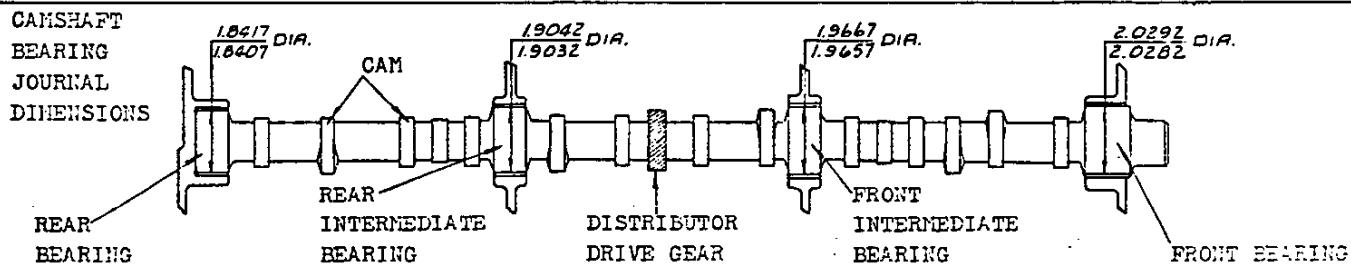
CRANKSHAFT



| CRANKSHAFT | | MAIN BEARINGS | |
|---|------------------------------|---------------------|----------------------------------|
| Type | 4 bearings, 7 counterweights | Number | 4 |
| Material | Drop-forged steel | Type | Removable |
| Weight | 69# | Material | Steel-backed babbitt |
| Offset | None | Clearance | .002"-.004" |
| End play | .004"-.007" | Thrust taken on | Rear intermediate bearing |
| Clearance between oil thrower groove in crankshaft and flange on cylinder block | .002"-.030" | Total bearing area: | |
| Harmonic balancer type | Oscillating | Projected | 13.41 sq.in. (11.89 sq.in. eff.) |
| Crankshaft pulley dia. | 6-1/32" | Circumfer'1 | 42.13 sq.in. (37.35 sq.in. eff.) |
| Crank pin journal width | 1-1/2" | 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 (brg.) | 1" | 1" | 1" | 1-11/32" |
| Total length (brg.) | 1-3/16" | 1-3/16" | 1-7/16" | 1-5/8" |
| Total length (shaft) | 1-15/32" | 1-7/16" | 1-7/16" | 1-59/64" |

CAMSHAFT

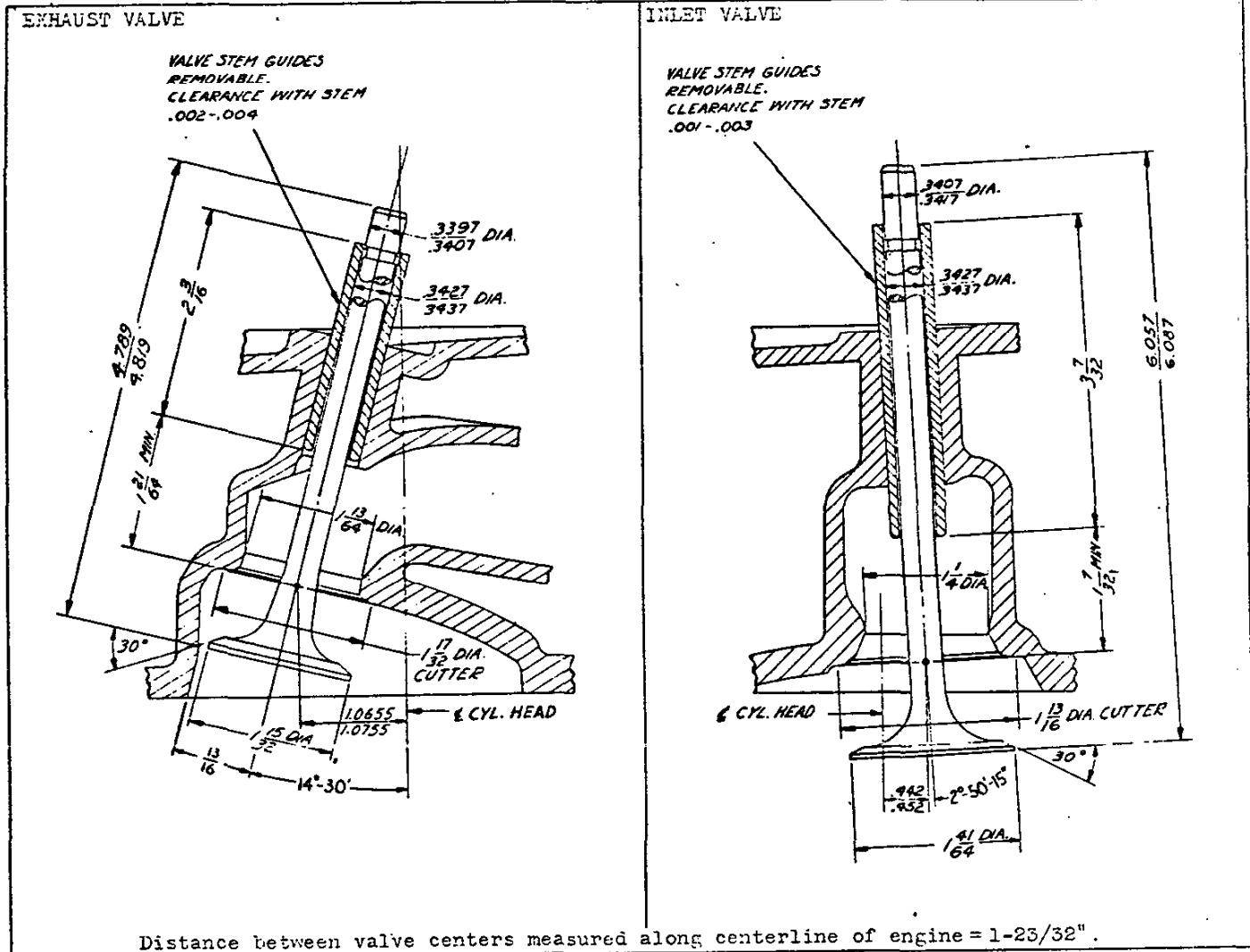


| CAMSHAFT | | CAMSHAFT BEARINGS | |
|--------------------------|-------------------------|------------------------------|---------------|
| Material | Drop-forged steel | Number | 4 |
| Drive type | Gear | Thrust taken on | Front bearing |
| Drive gear material | Bakelite & fabric comp. | Clearance on dia. | .0015"-.003" |
| Crankshaft gear material | Steel | Total bearing area-Projected | 7.64 sq.in. |
| End play | Free-.003" max. | -Circumferential | 24.0 sq.in. |
| Camshaft ramp | .011" inlet, .014" exh. | Minimum diameter of shaft | 1-3/32" |

| CAMSHAFT BEARINGS | FRONT | FRONT INTERMEDIATE | REAR INTERMEDIATE | REAR |
|-------------------|----------------------|--------------------|-------------------|-----------------|
| Material | Steel-backed babbitt | | | |
| Inside diameter | 2.0307"-2.0317" | 1.9652"-1.9662" | 1.9057"-1.9067" | 1.8482"-1.8492" |
| Total length | 1-1/8" | 15/16" | 15/16" | 15/16" |

12-15-36

VALVES



VALVE DATA

Valve material Extruded steel
 Valve stem end style Grooved for cup and cone
 Valve lift-Exhaust3118"
 -Inlet2947"

VALVE SPRING PRESSURE

Valve closed 49#-56#
 Valve open 121#-133#

VALVE SEAT

Material Cast iron (cylinder head)
 Cooling Jets of water under pressure
 Seat width in head-Exhaust082"-.095"
 -Inlet035"-.060"

VALVE ROCKER ARM

Ratio 1.477 to 1
 Bushing-Material Cast bronze
 -Opt. material Steel backed babbit
 -Diameter7825"-.7885"
 -Length 15/16"

VALVE TAPPET

Type Cylindrical
 Material Cast alloy iron
 Outside diameter929"-.943"
 Operating clearance-Exhaust013"-.015" 1st
 -Inlet006"-.008" 1st
 Tappet lift-Exhaust811"
 -Inlet194"

CYLINDER HEAD

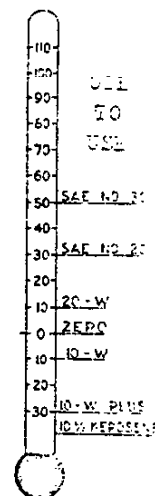
Type Detachable
 Material Cast alloy iron
 Combustion chamber design "Plus Flow"

CHEVROLET 1939 SPECIFICATIONS

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 high 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# @ 2021 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 | | CONVENTIONAL TRUCKS | | | |
|---|--|---|-------------------------|---------------------------|----------------|---------------|
| | MASTER DELUXE | MASTER 85 | LT. DEL. 3/4 & 3/4 T.S. | HEAVY DUTY | C.O.E.* TRUCKS | |
| Cooling system capacity | 14 quarts | | | | 10-1/2 qts. | |
| 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"x2" |
| | Exp. core area 388.5 sq.in. | | 405 sq.in. | | | |
| | Fan shroud None | | | | | |
| 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 UPPER: 1-1/2" I.D. x 2-3/4" | | LOWER: 1-1/2" I.D. x 5" (4-7/16" for C.O.E.) | | | | |
| 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" | | 18" | |
| | Fan pulley 25° V - 4-21/64" diameter | | | | | |
| | Ratio to Eng. Speed 1.393:1 | | | | | |
| | Core clearance 11/16" | | | | | |
| | Fan belt | Make Various | | | | |
| | | Material One piece vulcanized fabric | | | | |
| Size 11/16" max. width x 40-7/8" around outside | | | | | | |
| Water pump | Type and Drive Centrifugal - By fan belt | | | | | |
| | Location On front of cylinder and case | | | | | |
| | Capacity 47 gallons per minute @ 4300 engine RPM | | | | | |
| | Impeller type Vane | | | | | |
| | Bearing | Type Double row ball, sealed | | | | |
| | | O.D. 1.1800"-1.1811" | | | | |
| | | Length 1-01/32" | | | | |
| | Seal | Material Graphite impregnated bakelite and fabric composition | | | | |
| Adj. Automatic - by spring tension | | | | | | |

* - K.F.O. core for 3/4 Ton, 3/4 T.S., and Heavy Duty models with shroud. Water capacity 17 qts.
 12-15-33

CHEVROLET 1939 SPECIFICATIONS

FUEL SYSTEM

FUEL PUMP

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

FUEL GAUGE

Make AC
 Type Electric

CARBURETOR

Make and model ... Carter W1-42QS for all models except COE. Carter BE1-412S for COE models.
 Type Single adjustment, down-draft for all models except COE. Up-draft for COE models.
 Size 1-1/4"
 Accelerator pump Yes
 Float level .. When closed, top of float measures 1/2" below finished surface of cover.

FUEL MIXTURE

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

OCTANE SELECTOR

Type and range Manual, 20° Vernier

AIR CLEANER

Make AC
 Type ... Combined with silencer & flame arrester for passenger cars. Combined with flame arrester for truck models.

| R.P.O. AIR CLEANERS | | |
|---------------------|--|--------------|
| | PASSENGER CARS | CONV. TRUCKS |
| Make | AC | |
| Type | Combined with flame arrester | None |
| | Combined with flame arrester and oil bath. | |
| | Combined with flame arrester, oil bath and silencer. | None |

| FUEL TANK | PASSENGER CARS | | TRUCKS | | | | HEAVY DUTY | | |
|-----------------|---|--|--|---|--|---|--|--|--|
| | Chassis, Spt. Sedan, Coa., 4 Pass. Cpe., Sed., Town Sed., Station Wagon | Business Coupe, Master 85 Sedan Delivery | LIGHT DELIVERY | | 3/4 & 3/4 TON SPECIAL | Chassis and Cab, Stake and Pickup | Conventional Chassis and Cowl | Conventional Chassis and Cab, Pickup, Panels, Stakes | COE Chassis and Cab and 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. | Clamped to right side rail to rear of cab. |
| TYPE | Two stamped pans, seam-welded together | | | | | | | | |
| CAPACITY | 14 gallons | 18 gallons | 15 gallons | 15 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. | At right side of chassis. |

EXHAUST SYSTEM

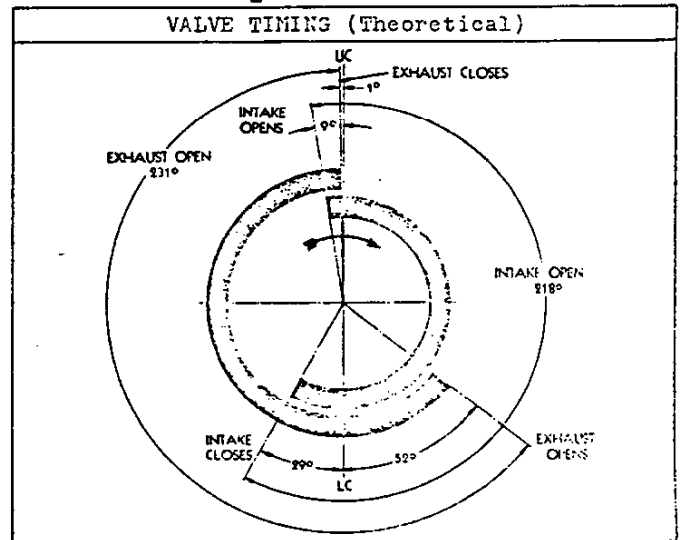
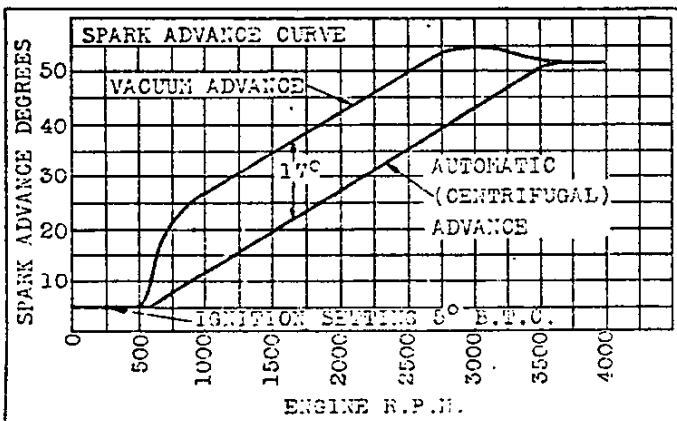
| ITEM | PASSENGER CARS | TRUCKS |
|-----------------------|---|--------|
| Muffler type | Diffusion and resonance (5 tube reverse flow) | |
| Diameter x length | 3-1/2" x 15" | |
| Muffler mounting | Single point rubber | |
| Exhaust pipe diameter | 1-7/8" | 1-7/8" |
| Tail pipe diameter | 1-3/4" | 1-1/2" |

| ENGINE ELECTRICAL SYSTEM | | | | | | | | | |
|---------------------------------|---------------------------------|----------------|----------------|----------|-----------------|--------------------------|-----------|-----------------|----------|
| GENERATOR | PASSENGER CARS | | | | TRUCKS | | | | |
| | MASTER DELUXE | MASTER 85 | LIGHT DELIVERY | 3/4 TON | 3/4 TON SPECIAL | HEAVY DUTY CONV. REGULAR | R.P.O. | CAB-OVER-ENGINE | |
| Make | Delco-Remy | | | | | | | | |
| Model | #1100004 | | | #948R | | | #934F | #1100004 | |
| Ventilated by | Fan built into generator pulley | | | | | | | | |
| Driven by | "V" belt | | | | | | | | |
| Generator pulley | Type | 28° V | | | | | | | |
| | Diameter | 3-11/32" | | | | | 4-13/32" | 3-11/32" | |
| Speed ratio-generator to engine | 1.80:1 | | | | | | | | |
| Amperes -cold | Lights off | 26-30 | | 16.5 | | | 26-28 | 26-30 | |
| | Lights on | 26-30 | | 19-23 | | | 26-28 | 26-30 | |
| Maximum charging rate-cold | Voltage | 8 | | 8.4-8.8 | | | 8 | | |
| | RPM | 3400 | | 2800 | | | 1400 up | 3200 | |
| | Car speed MPH | 35.6 | 40.9 | 30.8 | 31.4 | 34.5 | 26.6 | 17.9 | 32.2 |
| Amperes -hot | Lights off | 25-28 | | 15.5 | | | 26-28 | 25-28 | |
| | Lights on | 25-28 | | 16-20 | | | 26-28 | 25-28 | |
| Maximum charging rate-hot | Voltage | 8 | | 8.1-8.5 | | | 8 | | |
| | RPM | 3600 | | 3100 | | | 1700 up | 3000 | |
| | Car speed MPH | 37.8 | 43.3 | 34.1 | 34.8 | 38.2 | 29.5 | 21.7 | 34.2 |
| Thermostat | None | | | | | | | | |
| Field fuse | None | | | | | | | | |
| Voltage regulator type | Vibrator | | | None | | | | * | Vibrator |
| Rated voltage | 6-8 | | | | | | | | |
| Brush tension | 14-18 oz. | | | | | | 22-26 oz. | 14-18 oz. | |
| Rotation (Drive end) | Clockwise | | | | | | | | |
| Bearings | Commutator end | Bronze bushing | | | | | | | |
| | Drive end | Ball | | | | | | | |
| Cut-out | Voltage at closing | 6.5-7.0 | | 6.75-7.5 | | | 6.9-7.6 | 6.5-7.0 | |
| | Armature speed | 800 RPM | | | | | | | |
| | Car speed at closing MPH | 8.42 | 9.63 | 8.68 | 8.98 | 9.86 | 7.61 | 6.0 | 7.61 |
| | Amperes to open | 0-3 | | 0-2.5 | | | 0-4 | 0-3 | |

IGNITION

Type Separate units, high tension distributor ground return system
 Make & Model Delco-Remy #1100008
 Current source Generator
 Spark control type Full automatic
 Spark advance-vacuum 17°
 -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



* - Vibrator type voltage regulator with current control.
 12-15-33

ENGINE ELECTRICAL SYSTEM—Continued

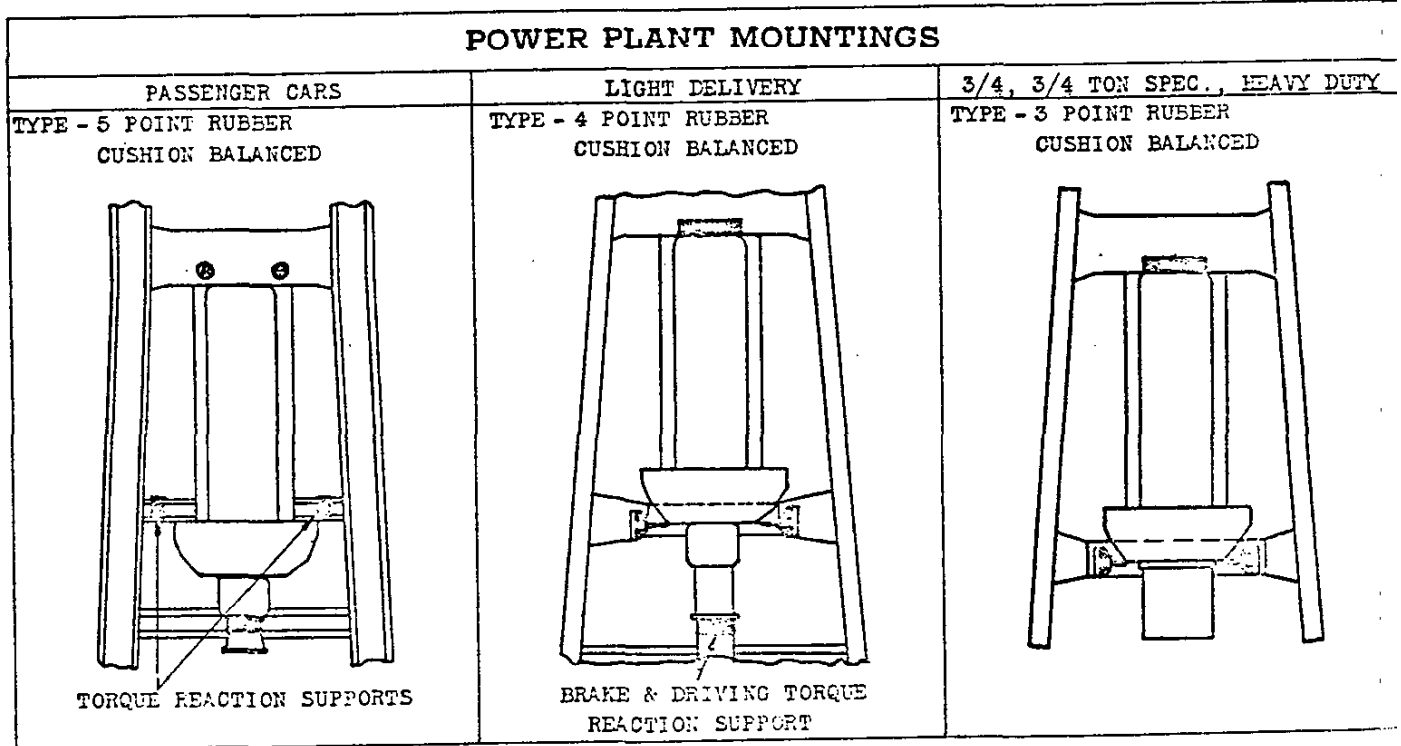
IGNITION - Continued

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 gap040"

STARTING MOTOR

Make Delco-Remy
Model 1107009
Type of drive Mechanical
Rotation (commutator end) Counter-clockwise

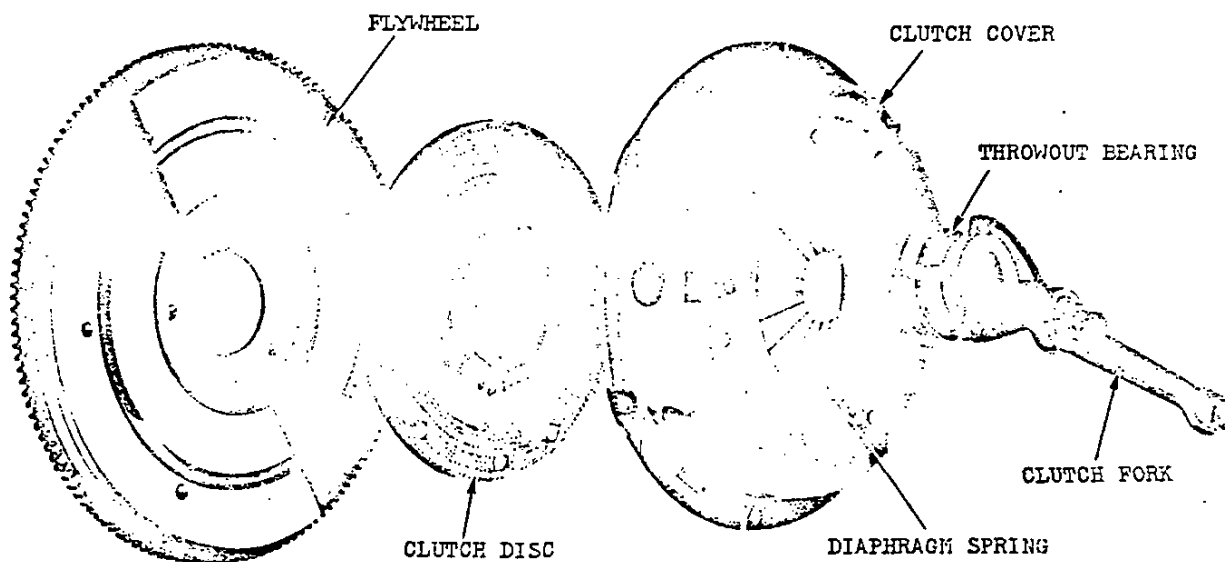
Bearings-commutator end Cast Iron
 -drive end ... Graphite lubricated bushing
Lock test-amperage draw 525
 -volts 3.4
 -torque 12 ft.lb.
No load test-amperage draw 125
 -volts 5.4
 -RPM 2500
Pinion meshes On front of flywheel
Pinion teeth 9
Flywheel teeth 139
Pinion to flywheel ratio 15.44:1
Normal engine cranking speed 65 RPM
Starter Direct foot-actuated control
Starter to throttle connection Lug on cross
shaft engages accelerator shaft. Pass. cars only.



12-15-38

ENGINE

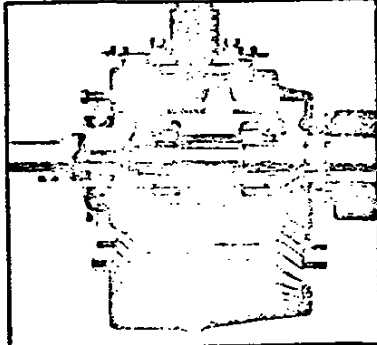
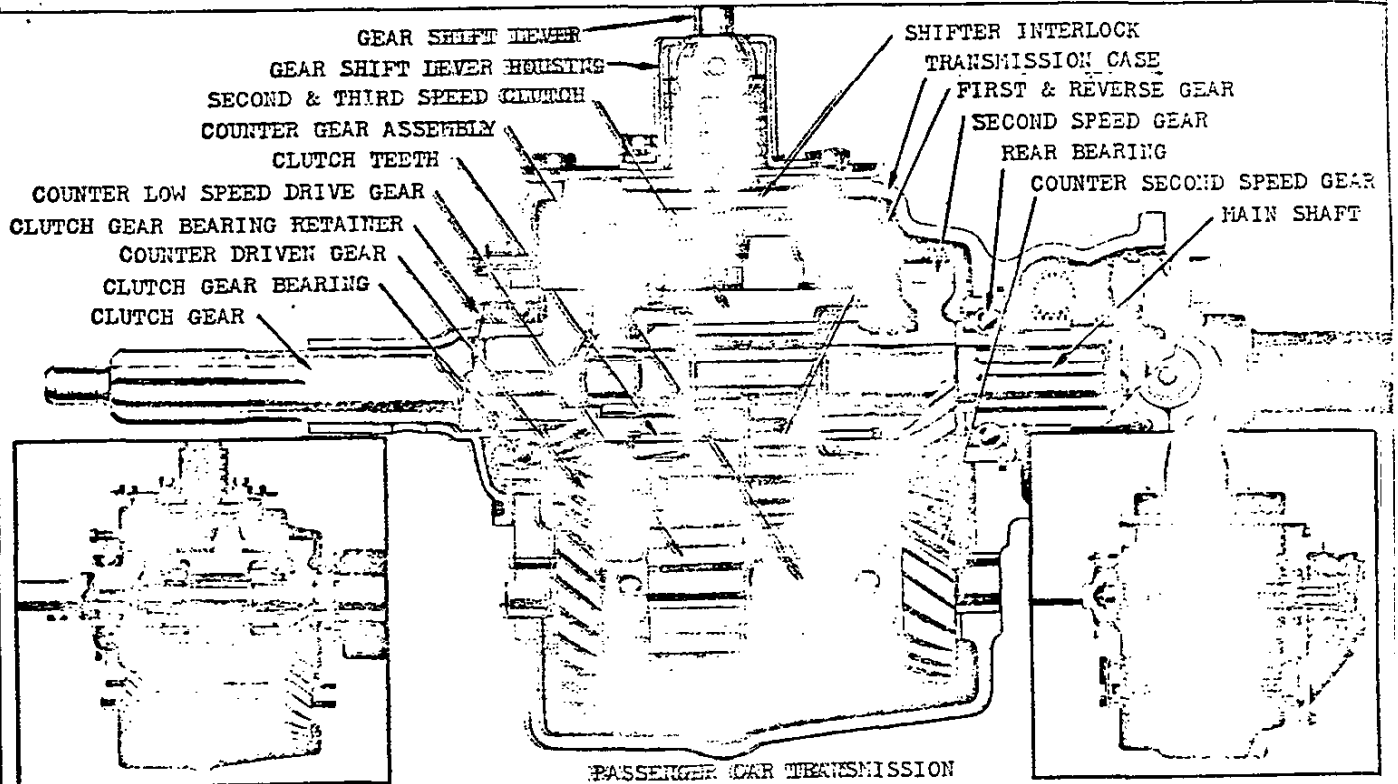
CLUTCH



| ITEM | PASSENGER CARS | TRUCKS | | |
|------------------------|-------------------------|---------------------------------------|---|--------------|
| | | LIGHT DELIVERY | 3/4 T., 3/4 T.S. & HEAVY DUTY | |
| 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 | .132"-.138" | .122"-.128" | | |
| Bearings | Throwout | Type | Special ball - mounted on sleeve | |
| | | Lubrication | Packed for life | |
| | Pilot | Type | Hyatt Roller 142655 | |
| | | 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 13.9 Pitch Dia. | | |
| Attachment to flywheel | 6 bolts | 9 bolts | | |

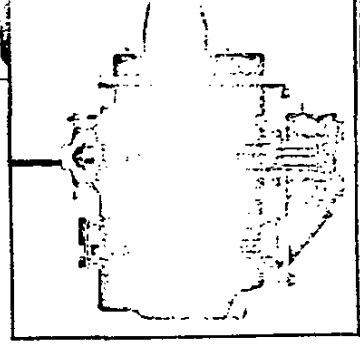
12-15-38

TRANSMISSION



TRUCK 3-SPEED TRANS.

PASSENGER CAR TRANSMISSION



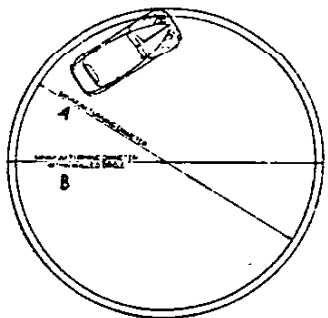
TRUCK 4-SPEED TRANS.

| ITEM | | PASS. CARS, IM. DEL., 3/4 T & 3/4 TS | HEAVY DUTY |
|---|--------------------------|---------------------------------------|--------------------------------|
| 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-brass |
| | | Size | .8772" - .8732" I.D. x 1-7/16" |
| Main shaft bearing make and part no. | Front | Hyatt #580752 | Hyatt #141654 |
| | Rear | I.D. #954168 | N.D. #903307 |
| Counter shaft brg. or bushing part no. | Material | Bronze | Steel |
| | Size or Front | .8772" - .8732" I.D. x 1-3/16" | Hyatt #142260 |
| Clutch gear brg. part no. | Rear | .8772" - .8732" I.D. x 1-3/16" | Hyatt #121656 |
| | Material | N.D. #954161 | N.D. #903209 |
| Second speed (Main) gear bearing (shaft) | Material | Chromium steel-hardened | None |
| | Size | 1.022" - 1.065" 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.

12-15-38

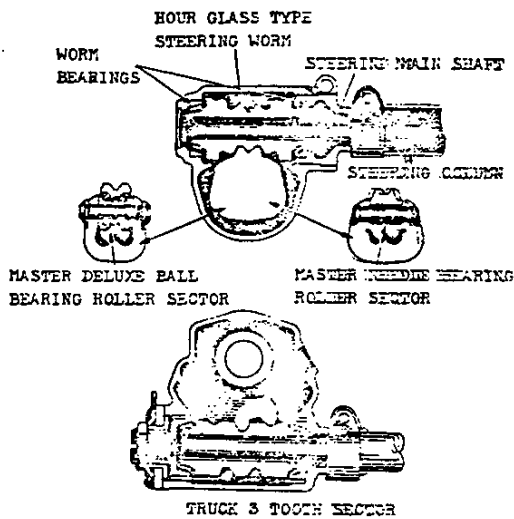
TURNING DIAMETERS



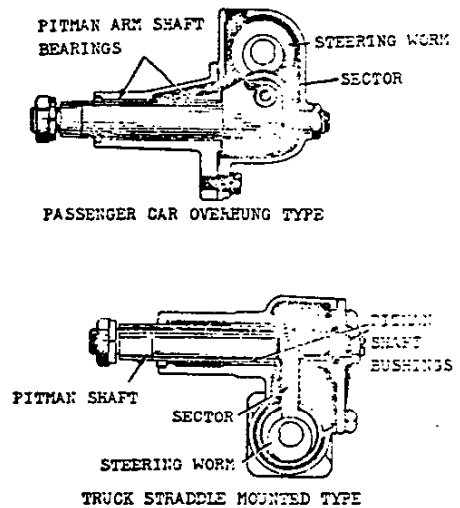
| | | MODEL | "A" | | "B" | |
|------------|-----------------|---------------|-------|-------|-------|-------|
| | | | RIGHT | LEFT | RIGHT | LEFT |
| Pass. cars | Master Deluxe | 38.7' | 39.5' | 41' | 41.6' | |
| | Master 85 | 38.8' | 39' | 41.1' | 41.3' | |
| Trucks | Light Delivery | 39.6' | 40.1' | 41.8' | 42.3' | |
| | 3/4 Ton | | | | | |
| | 3/4 Ton Special | | | | | |
| | H.D. | 133" W.B. | 49' | 53.3' | 51.5' | 55.7' |
| | Conv. | 158-1/2" W.B. | | | | |
| | H.D. | 107-5/8" W.B. | | | | |
| | COE | 131-1/8" W.B. | 47.4' | 46.9' | | |
| | | 156-5/8" W.B. | | | | |

STEERING GEARS

SECTOR TYPES



SECTOR MOUNTING



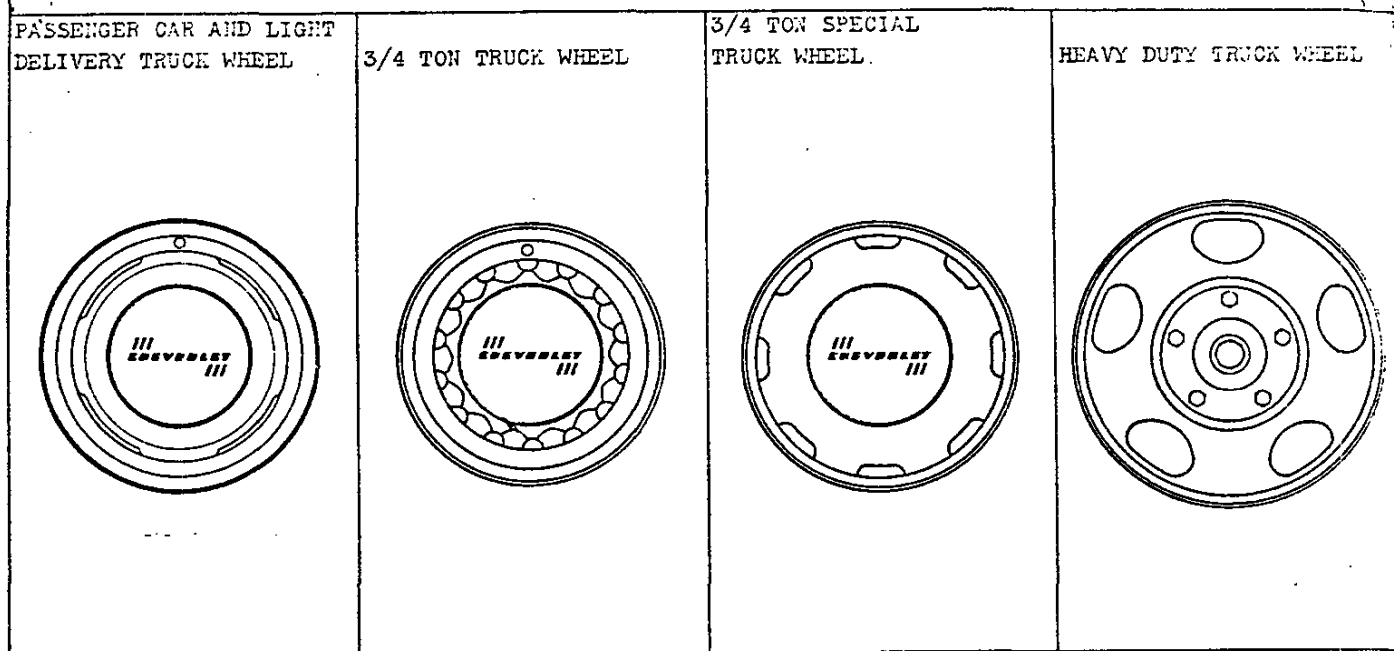
| ITEM | | PASSENGER CARS | | TRUCKS | |
|-----------------------|-----------------------|--------------------------------|-----------|---|----------------|
| | | MASTER DELUXE | MASTER 85 | LT. DEL., 3/4 TON, 3/4 TON SPECIAL & H.D. CONV. | HEAVY DUTY COE |
| Steering gear type | | Semi-reversible | | | |
| Steering gear ratio | | 17-1/2:1 | 19:1 | 16:1 | 17:1 |
| Bearings & Bushings | Steering worm bearing | Special tapered roller #261266 | | | |
| | Roller sector brg. | Type | Ball | Needle | None |
| Bushings | Pitman shaft bushings | Size or No. | #262605 | .007" x .947" | None |
| | | Material | Bimetal | | |
| Steering wheel | Type | Three spoke, thin grip | | | Four spoke |
| | Material | Hard rubber and steel | | | |
| Diameter | | 17-5/16" | | 17" | 16" |
| Main shaft diameter | | 3/4" | | | 1" |
| Column diameter | | 1-1/2" | | | 1-3/4" |
| Pitman shaft diameter | | 1-1/8" | | | 1-1/4" |

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CHEVROLET 1939 SPECIFICATIONS

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WHEELS



TIRES AVAILABLE

| MODEL | SIZE | FRONT | REAR | | | | WHEEL RIM SIZE | WHEEL OFFSET |
|-----------------|-------------------------|-----------------------------|----------------|----------------------|----------------------|--------------------|----------------|--------------|
| | | LOAD PER TIRE AT MIN. PRES. | LOAD PER TIRE | RECOMMENDED PRESSURE | LOADED RADIUS ROLLED | LOADED REVS. /MILE | | |
| DMAS | 6.00-16-4 Ply, Regular | 875#-28# | 950# | 28# | 13.52" | 746 | 16 x 4.00E | 9/16" |
| MAS 85 | 6.00-16-6 Ply, Optional | 915#-28# | 955# | 30# | 13.53" | 745 | 16 x 4.00E | |
| | 5.50-18-4 Ply, Optional | 820#-28# | 940# | 30# | 14.26" | 707 | 18 x 3.62F | |
| LIGHT DELIV-ERY | 6.00-16-4 Ply, Regular | 915#-28# | 990# | 32# | 13.52" | 746 | 16 x 4.00E | 0 |
| | 6.00-18-6 Ply, Optional | 955#-30# | 1130# | 40# | 13.53" | 745 | 16 x 4.00E | |
| | 5.50-18-4 Ply, Optional | 970#-28# | 1050# | 32# | 14.26" | 707 | 18 x 3.62F | |
| 3/4 TON | 15"-6 Ply, Optional | 1200#-20# | 1200# to 1500# | 20# min. to 35# | 13.95" | 724 | 15 x 5.50F | 0 |
| | 15"-6 Ply, Regular | 1200#-20# | 1200# to 1500# | 20# min. to 35# | 13.95" | 724 | 15 x 5.50F | |
| 3/4 TON SPEC. | 7.00-17-6 Ply, Regular | 1000#-35# | 1550# | 45# | 15.41" | 654 | 17 x 6 (4.33R) | 9/16" |
| | 7.50-17-8 Ply, Optional | 1000#-35# | 1950# | 55# | 15.80" | 636 | 17 x 6 (4.33R) | |
| HEAVY DUTY | 6.00-20-6 Ply, Regular | 1000#-40# | 1400# | 45# | 15.65" | 643 | 20 x 5 (3.75P) | -1/8" |
| | 30 x 5-6 Ply, Optional | 1200#-55# | 1600# | 70# | 15.68" | 643 | 20 x 5 (3.75P) | |
| | 6.50-20-6 Ply, Optional | 1100#-40# | 1700# | 50# | 16.14" | 625 | 20 x 5 (3.75P) | |
| | 32 x 6-8 Ply, Optional | 1300#-60# | 1950# | 75# | 16.14" | 625 | 20 x 5 (3.75P) | |
| | 7.00-20-8 Ply, Optional | 1200#-45# | 1950# | 55# | 16.82" | 600 | 20 x 6 (4.33R) | |
| | 32 x 6-10 Ply, Optional | 1800#-45# | 2200# | 80# | 16.82" | 600 | 20 x 6 (4.33R) | |
| | 7.50-20-8 Ply, Optional | 1400#-45# | 2200# | 55# | 17.33" | 581 | 20 x 6 (4.33R) | |
| | 34 x 7-10 Ply, Optional | Not used | 2800# | 85# | 17.65" | 565 | 20 x 7 (5.00S) | |

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 Regular Production Options.

Tire make - United States or Goodrich.

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CHEVROLET 1939 SPECIFICATIONS

| TIRE COMBINATIONS-HEAVY DUTY TRUCKS | | | | | | | | |
|-------------------------------------|--------------------------|----------------------|---------------------|---------------------|---------------------|--------------------|--------------------|---------------------|
| REAR | | FRONT | | | | | | |
| | | 6.00-20-6 Regular | 6.50-20-6 R.P.O. | 7.00-20-8 R.P.O. | 7.50-20-8 R.P.O. | 30 x 5-6 R.P.O. | 32 x 6-8 R.P.O. | 32 x 6-10 R.P.O. |
| S I N G L E | 32 x 6-8 ply Regular | Regular | | | | R.P.O. | R.P.O. | |
| | 6.00-20-6 ply R.P.O. | Regular | | | | | | |
| | 32 x 6-10 ply R.P.O. | Regular | R.P.O. | R.P.O. | | R.P.O. | R.P.O. | R.P.O. |
| | 6.50-20-6 ply R.P.O. | Regular | R.P.O. | | | | | |
| | 7.00-20-8 ply R.P.O. | Regular | R.P.O. | R.P.O. | | | | |
| | 7.50-20-8 ply R.P.O. | Regular | R.P.O. | R.P.O. | R.P.O. | | | |
| D U A L | 6.00-20-6 ply Regular | Regular | | | | | | |
| | 6.50-20-6 ply R.P.O. | Regular | R.P.O. | | | | | |
| | 7.00-20-8 ply R.P.O. | Regular | R.P.O. | R.P.O. | | | | |
| | 7.50-20-8 ply R.P.O. | Regular | R.P.O. | R.P.O. | R.P.O. | | | |
| | 30 x 5-6 ply R.P.O. | | | | | R.P.O. | | |
| | 32 x 6-8 ply R.P.O. | Regular | R.P.O. | | | R.P.O. | R.P.O. | |
| | 32 x 6-10 ply R.P.O. | Regular | R.P.O. | R.P.O. | | R.P.O. | R.P.O. | R.P.O. |

| TIRE COMBINATIONS-R.P.O. TWO-SPEED REAR AXLE | | | | | |
|--|---------------------|---------------------|---------------------|--------------------|---------------------|
| DUAL REAR | FRONT | | | | |
| | 6.50-20-6 R.P.O. | 7.00-20-8 R.P.O. | 7.50-20-8 R.P.O. | 32 x 6-8 R.P.O. | 32 x 6-10 R.P.O. |
| 7.00-20-8 ply R.P.O. | R.P.O. | R.P.O. | | | |
| 7.50-20-8 ply R.P.O. | | R.P.O. | R.P.O. | | |
| 32 x 6-8 ply R.P.O. | R.P.O. | | | R.P.O. | |
| 32 x 6-10 ply R.P.O. | | R.P.O. | | R.P.O. | R.P.O. |
| 34 x 7-10 ply R.P.O. | | R.P.O. | R.P.O. | R.P.O. | R.P.O. |

USE OF CHART

In the above charts, the front tire sizes available for use with a particular rear tire size are listed across the page in line with each rear tire. Minimum tire equipment, front and rear, for various gross allowable weights is given on page 17.

CHEVROLET 1939 SPECIFICATIONS

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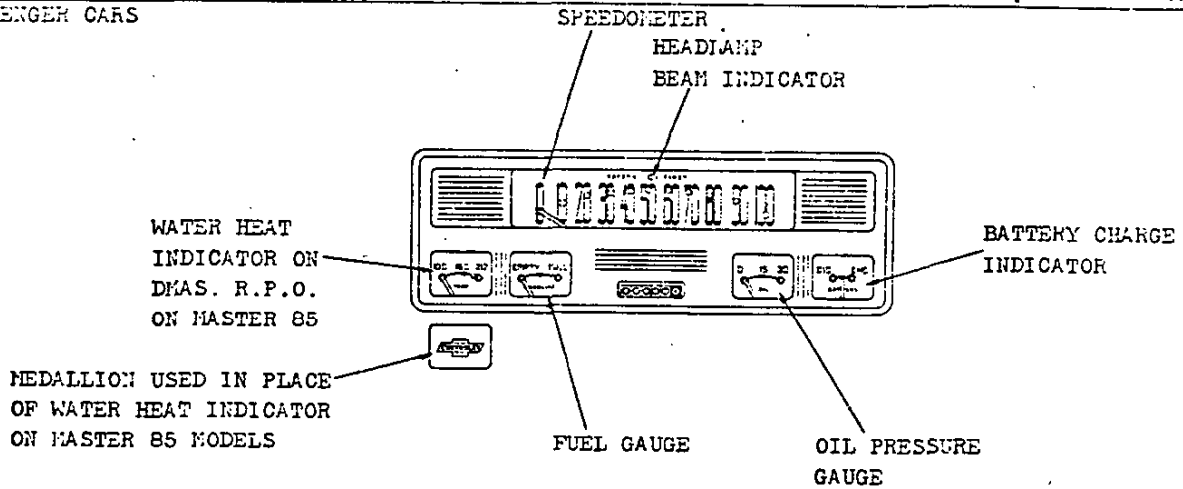
| ITEM | | PASSENGER CARS | | TRUCKS | | | | |
|---------------------------------|------------------------|---|--|-----------------------------------|----------|------------|----------|--|
| | | MAS. DELUXE & MAS. 85 | LT. DEL. | 3/4 TON | 3/4 T.S. | H.D. CONV. | H.D. CCB | |
| Battery | Make and model | Delco, 17K-W | | Delco, 15X-W | | | | |
| | Size, l. x w. x h. | 10-9/16"x7"x7-7/16" | | 8-15/16"x7"x3-9/16" | | | | |
| | Volts and capacity | 6, 100 amp. hrs. | | 6, 94 amp. hrs. | | | | |
| | Charging rate | 7 amps. | | | | | | |
| | Cell arrangement | Three, side to side | | | | | | |
| | No. of plates per cell | 17 | | 15 | | | | |
| | Terminal grounded | Negative | | | | | | |
| | Battery mounted on | Frame right side | | | | | | |
| Head-lamps | Type | Two beam | | | | | | |
| | Diameter | 8-7/16" | | 8-3/16" | | 9-1/8" | | |
| | Length | 15-7/16" | | 9-7/8" | | 9" | | |
| | Lens | 7" | | | | | | |
| | Bulb | Type | Two filament | | | | | |
| | | Size | #2320L | | | | #1116L | |
| | | Candle power | 32 upper beam-21 lower beam | | | | | |
| | Reflector type | Tiltray | | | | | | |
| | Dimmed by | Depressed beam operated by foot switch | | | | | | |
| | Beam indicator | Size & C.P. | #51, 1 | | None | | | |
| | | No. used | One | | | | | |
| Parking light | Location | In each headlamp | | | | | | |
| | Size and candle power | #55, 1-1/2 | | | | #63, 3 | | |
| Tail and stop lamp | Number used | Two on all body types except Stw, Mas. 85 Sed, Coa, & Sdl., which have one | | One | | | | |
| | Type | Combined in one assembly | | | | | | |
| | Size & C.P. | Tail light | Trunk & Cpe. models #1154, 3; all others #63, 3 | | #63, 3 | | | |
| | | Stop light | Trunk & Cpe. models #1154, 21; all others #63, 3 | | #87, 15 | | | |
| | Stop light operation | Hydraulic switch on brake main cylinder | | | | | | |
| License lamp bulb size and C.P. | #63, 3 | | | | | | | |
| Instrument cluster | Number of lights | Two | | | | | | |
| | Size and candle power | #55, 1-1/2 | | #51, 1 | | | | |
| Ignition lock light | Size | #51 | | None | | | | |
| | Candle power | 1 | | | | | | |
| Dome light | Used in | All except Stw. | | All closed bodies except cab | | | | |
| | Size | #81 | | #87-Carryall Suburban; #61-Panels | | | | |
| | Candle power | 6 | | 15-Carryall Suburban; 6-Panels | | | | |
| | Switch location | At right hand door pillar on all Mas. Deluxe except Cpes. On lamp on all Mas. 85 and Coupes | | To rear of left hand door pillar | | | | |
| Fuse | Type and amps. | SFE-30 | | | | | | |
| | Location | On light switch | | | | | | |
| Light switch make | Delco-Remy | | | | | | | |
| Horn | Make and type | Delco-Remy, vibrator | | | | | | |
| | Tone adjustment | Screw type | | | | | | |
| | Location | Left side of cylinder head | | | | | | |

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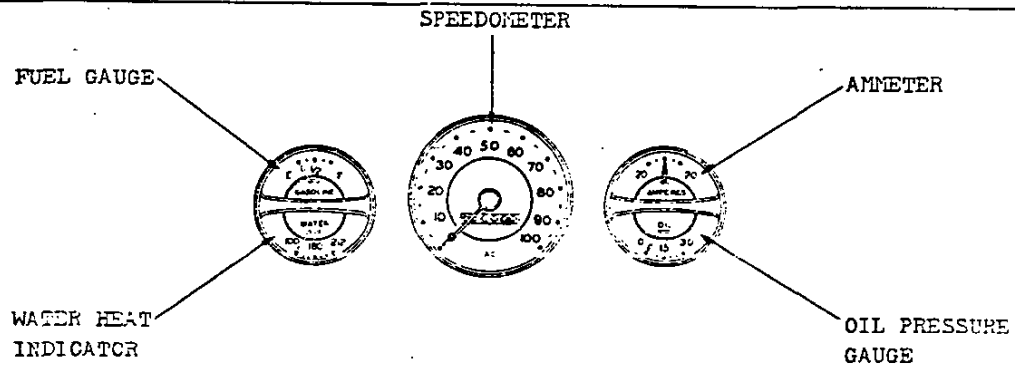
BATTERY AND LIGHTS

INSTRUMENTS.

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



TRUCKS



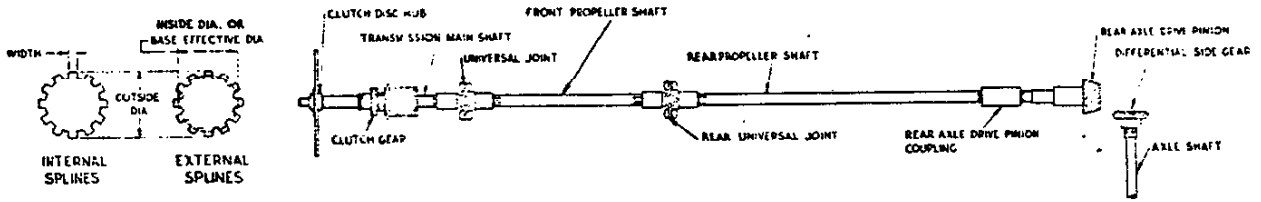
TOOLS

| ITEM | | PASSENGER CARS | | TRUCKS | | |
|--------------------------------|------------------|-------------------------|----------|---------|---------------|------------|
| | | MASTER DELUXE & MAS. 85 | LT. DEL. | 3/4 TON | 3/4 TON SPEC. | HEAVY DUTY |
| Jack | Type or capacity | Bumper-1500# | 2500# | | 3000# | 3500# |
| | Raised height | Adjustable | 14-1/16" | 15-1/8" | 16" | 15-1/2" |
| | Lowered height | Adjustable | 8-1/16" | 6-1/2" | 7" | 9-1/2" |
| Tire iron | | None | | | Yes | |
| Starting crank and jack handle | | Yes | | | | |
| 3-1/2" rd. shank screw driver | | | | | | |
| Wrenches | 9" adjustable | | | | | |
| | Open end | | | | | |
| | Spark plug Wheel | | | | | |
| 6" combination pliers | | | | | | |
| 10 oz. ballpeen hammer | | | | | | |

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CHEVROLET 1939 SPECIFICATIONS

SPLINES



NOTE: All couplings listed on this sheet have 10 splines.

| UNIT | | INTERNAL | EXTERNAL | INTERNAL | EXTERNAL |
|--|--------------|------------------------------------|-----------------|-------------------------------------|-----------------|
| Clutch disc hub and transmission clutch gear shaft | USED IN | DMAS, MAS, LT.DEL., 3/4 T & 3/4 TS | | HEAVY DUTY | |
| | 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 | USED IN | DMAS, MAS, LT.DEL., 3/4 T & 3/4 TS | | HEAVY DUTY EXCEPT 107-5/8" W.B. COE | |
| | 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 |
| Transmission mainshaft and front U joint front yoke | USED IN | 107-5/8" W.B. HEAVY DUTY COE | | | |
| | Width | .2120 - .2135 | .2120 - .2135 | | |
| | Inside dia. | 1.182 - 1.187 | 1.177 max. | | |
| | Outside dia. | 1.374 - 1.377 | 1.355 - 1.365 | | |
| Front propeller shaft front end and front U joint rear yoke | USED IN | DMAS, MAS, & LT. DEL. | | 3/4 T, 3/4 TS & HEAVY DUTY | |
| | Width | .160 - .162 | .156 - .159 | .1990 - .2015 | .198 - .198 |
| | Inside dia. | .907 - .915 | .847 - .863 | 1.1145 - 1.1195 | 1.0815 - 1.0808 |
| | Outside dia. | 1.057 - 1.065 | 1.030 - 1.032 | 1.306 - 1.321 | 1.283 - 1.284 |
| Front propeller shaft front end and front U joint rear yoke | USED IN | 107-5/8" W.B. HEAVY DUTY COE | | | |
| | Width | .1455 - .1470 | .1430 - .1445 | | |
| | Inside dia. | 1.295 - 1.300 | 1.281 - 1.268 | | |
| | Outside dia. | 1.499 - 1.500 | 1.497 - 1.498 | | |
| Front propeller shaft rear end and rear U joint front yoke | USED IN | 3/4 T, 3/4 TS, & ALL HEAVY DUTY | | | |
| | 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 | USED IN | 3/4 T & 3/4 TS | | HEAVY DUTY EXCEPT 107-5/8" W.B. | |
| | Width | .160 - .162 | .156 - .159 | .1990 - .2015 | .198 - .198 |
| | Inside dia. | .907 - .915 | .847 - .863 | 1.1145 - 1.1195 | 1.0815 - 1.0808 |
| | Outside dia. | 1.057 - 1.065 | 1.030 - 1.032 | 1.306 - 1.321 | 1.283 - 1.284 |
| Prop. shaft rear end coupling and rear axle drive pinion shaft | USED IN | DMAS, MAS, LT.DEL., 3/4 T & 3/4 TS | | HEAVY DUTY EXCEPT 107-5/8" W.B. | |
| | Width | .1605 - .1615 | .1585 - .1605 | .1995 - .2005 | .201 - .2035 |
| | Inside dia. | .907 - .915 | .847 - .863 | 1.1115 - 1.1195 | 1.0835 - 1.0828 |
| | Outside dia. | 1.057 - 1.065 | 1.027 - 1.035 | 1.306 - 1.321 | 1.280 - 1.282* |
| Prop. shaft rear end coupling and rear axle drive pinion shaft | USED IN | 107-5/8" W.B. HEAVY DUTY COE | | 107-5/8" W.B. H.D. COE-2 SPD. AXLE | |
| | Width | .271 - .272 | .269 - .271 | .233 - .234 | .261 - .263 |
| | Inside dia. | 1.524 - 1.532 | 1.467 - 1.477 | 1.289 - 1.294 | 1.281 - 1.283 |
| | Outside dia. | 1.7735 - 1.7755 | 1.744 - 1.745 | 1.499 - 1.502 | 1.482 - 1.477 |
| Diff. side gear and axle shaft | USED IN | DMAS & MAS | | HEAVY DUTY - 2 SPEED AXLE | |
| | Width | .180 - .183 | .170 - .180 | .173 - .175 | .170 - .172 |
| | Inside dia. | 1.039 - 1.044 | 1.004 - 1.014 | 1.312 - 1.317 | 1.302 - 1.302 |
| | Outside dia. | 1.188 - 1.193 | 1.1525 - 1.1575 | 1.774 - 1.784 | 1.754 - 1.758 |
| Diff. side gear and axle shaft | USED IN | LT.DEL., 3/4 T & 3/4 TS | | HEAVY DUTY | |
| | Width | .188 - .192 | .187 - .189 | .258 - .262 | .260 - .260 |
| | Inside dia. | 1.098 - 1.100 | 1.070 - 1.070 | 1.472 - 1.477 | 1.460 - 1.460 |
| | Outside dia. | 1.2535 - 1.2525 | 1.222 - 1.227 | 1.5755 - 1.5765 | 1.5535 - 1.5545 |

* - Propeller shaft spline dimensions are the same except O.D. which is 1.278 - 1.281.

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CHEVROLET 1939 SPECIFICATIONS

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| -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 | 2.9025-2.9635 | 1.135 - 1.155 | 2 | 2 | 2 | 2 | | |
| | | N.D. 909028 | Cup-Cone | 1.4080-1.4085 | 3.1491-3.1501 | 1.216 - 1.236 | | | | | 2 | |
| | | Hy. 17241 | Bar'l.R. | 1.5625-1.5630 | 3.1250-3.1266 | 1.230 | | | | | | 2 |
| | Outer | N.D. 909001 | Cup-Cone | .7498 - .7503 | 2.0794-2.0805 | .698 - .718 | 2 | 2 | 2 | 2 | | |
| | | N.D. 909025 | Cup-Cone | .8435 - .8440 | 2.2495-2.2505 | .780 - .800 | | | | | 2 | |
| | Hy. 17238 | Bar'l.R. | .9370 - .9375 | 2.3437-2.3443 | .800 | | | | | | 2 | 2 |
| KING PIN THRUST | Chev.373476 | Ball | .868 - .893 | 1-5/8 | 9/16 | 2 | | | | | | |
| | Chev.352569 | Ball | .735 - .760 | 1-9/16 | 9/16 | | 2 | 2 | 2 | | | |
| | Chev.365309 | Ball | .9225 - .9475 | 1-23/32 | 5/8 | | | | | 2 | | |
| | Chev.121461 | Roller | 1.135 | 2.1875 | 5/8 | | | | | | 2 | 2 |
| STEERING GEAR | Worm | Chev.261686 | Taper R. | | 1.750 - 1.7505 | .373 - .377 | 2 | 2 | 2 | 2 | 2 | 2 |
| | Roller | Chev.262605 | Ball | .4370 - .4375 | | 1.030 - 1.034 | 1 | | | | | |
| | | Chev.264340 | Roller | 21 rollers | .077 | .940 - .955 | | 1 | | | | |
| GENERATOR | N.D. 903203 | Ball | .6699 - .6693 | 1.5743-1.5748 | .4724 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| WATER PUMP | N.D. 954214 | SPECIAL DOUBLE ROW BALL BEARING | | | | | 1 | 1 | 1 | 1 | 1 | 1 |
| CLUTCH | Release | N.D. 909422 | SPECIAL SINGLE ROW BALL BEARING AND SLEEVE | | | | 1 | 1 | 1 | 1 | 1 | 1 |
| | Pilot | Hy. 142655 | SPECIAL HYATT ROLLER BEARING | | | | 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 | | |
| | Main Shaft, Ft. | N.D. 903209 | Ball | 1.7712-1.7717 | 3.3457-3.3465 | .7430 - .7480 | | | | | 1 | 1 |
| | Main Shaft, Ft. | Hy. 590752 | Roller | 14 rollers | .1873 - .1875 | .512 - .527 | 1 | 1 | 1 | 1 | | |
| | Main Shaft, Rr. | Hy. 141854 | Roller | 12 rollers | .1870 - .1875 | | | | | | 1 | 1 |
| | Counter Shaft, Ft. | N.D. 954166 | Ball | .9839 - .9843 | 2.4403-2.4409 | .6643 - .6693 | 1 | 1 | 1 | 1 | | |
| | Counter Shaft, Rr. | N.D. 903307 | Ball | 1.3775-1.3780 | 3.1490-3.1496 | .8218 - .8268 | | | | | 1 | 1 |
| | Counter Shaft, Ft. | Hy. 142260 | Roller | 1.4969-1.4994 | 2.4409-2.4415 | .6249 - .6299 | | | | | 1 | 1 |
| | Counter Shaft, Rr. | Hy. 121856 | Roller | 1.7318-1.7323 | 2.8346-2.8352 | .6643 - .6693 | | | | | 1 | 1 |
| PROPELLER SHAFT | N.D. 903207 | Ball | 1.3775-1.3780 | 2.8340-2.8346 | .6643 - .6693 | | | | 1 | 1 | 1 | |
| UNIVERSAL JOINT | GMT 080383 | Roller | .6812 - .6830 | 1.1880-1.1883 | .922 - .942 | | | | | | 1 | |
| REAR AXLE | Pinion Front | N.D. 905306 | D.R. Ball | 1.1807-1.1811 | 2.8340-2.8346 | 1.1825-1.1875 | 1 | 1 | | | | |
| | | N.D. 905206 | D.R. Ball | 1.1807-1.1811 | 2.4403-2.4409 | .9345 - .9375 | | | 1 | 1 | | |
| | | N.D. 905309 | D.R. Ball | 1.7712-1.7717 | 3.9362-3.9370 | 1.5595-1.5625 | | | | | 1 | 1 |
| | | * Ch. 3651519 | Roller | 1.6250-1.6255 | 3.375 - 3.376 | 1.1875 | | | | | 1 | 1 |
| | Pinion Rear | * Ch. 3651518 | Roller | 1.5000-1.5005 | 3.375 - 3.376 | 1.1875 | | | | | | 1 |
| | | Hy. 125630 | Roller | 1.8287-1.8291 | 3.1246-3.1250 | .743 - .748 | 1 | 1 | 1 | 1 | | |
| | 2 Speed* Pinion * | N.D. 901305 | Ball | .9839 - .9843 | 2.4403-2.4409 | .6643 - .6693 | | | | | 1 | 1 |
| | | * Ch. 3651551 | Roller | 2.0000-2.0005 | 4.125 - 4.126 | 1.1875 | | | | | 1 | 1 |
| | Diff. Bearing | * Ch. 3651553 | Roller | 2.0005 max. | 4.125 - 4.126 | 1.4375 | | | | | 1 | 1 |
| | | * Ch. 3651554 | Roller | 2.0000-2.0005 | 4.125 - 4.126 | 1.4375 | | | | | 1 | 1 |
| | | Hy. 127861 | Bar'l.R. | 1.6924-1.6929 | 2.9523-2.9528 | .659 - .679 | 2 | 2 | | | | |
| | | N.D. 902100 | Ball | 1.6924-1.6929 | 3.1490-3.1496 | .7057 - .7117 | | | 2 | 2 | | |
| Axle Shaft | N.D. 954186 | Ball | 2.4403-2.4409 | 3.9362-3.9370 | .8218 - .8268 | | | | | 2 | 2 | |
| | * Ch. 3651552 | Roller | 2.6250-2.6255 | 4.4375-4.4385 | 1.1875 | | | | | 2 | 2 | |
| Inner | Hy. 111105 | Roller | 1.2949-1.2957 | 2.4056-2.4062 | 1.209 - 1.219 | 2 | 2 | | | | | |
| | Hy. 111104 | Roller | 1.5302-1.5308 | 2.7612-2.7618 | 1.334 - 1.344 | | | 2 | 2 | | | |
| Outer | Hy. 144827 | Bar'l.R. | 2.0250-2.0255 | 4.4660-4.4665 | .970 - .975 | | | | | 2 | 2 | |
| | Hy. 144825 | Bar'l.R. | 2.2800-2.2805 | 3.9750-3.9756 | .895 - .900 | | | | | 2 | 2 | |
| TOTAL NUMBER OF ANTI-FRICTION BEARINGS PER VEHICLE (LESS 2 SPEED AXLE) | | | | | | 22 | 22 | 21 | 22 | 23 | 26 | 23 |

A = MASTER DELUXE B = MASTER 85 C = LIGHT DELIVERY D = 3/4 TON & 3/4 TON SPECIAL E = HEAVY DUTY CONVENTIONAL F = 131-1/8" and 156-5/8" W.B. COE G = 107-5/8" W.B. COE R = ROLLER DR = DOUBLE ROW * - For RPO 2 SPEED AXLE • - Hyatt Roller Bearing #145443 with Heavy Duty R.P.O. 6.166 axle.

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ABBREVIATIONS

| | | | |
|--------------------------|--------------------------|--------------------------|--------------------------|
| Act. Acting | Dbl. Double | Hi. Mean | Rr. Rear |
| Amp. Ampere | Deflect. Deflection | Max. Maximum | Sect. Section |
| Av. Average | Diff. Differential | Min. Minute or Minimum | Ser. Service |
| B.H.P. Brake Horsepower | Disp. Displacement | Mm. Millimeter | Ship. Shipping |
| B.K.E.P. Brake Mean | D.M. Deluxe Master | Mn. Manganese | Si. Silicon |
| Effective Pressure | D.W. Dual Wheels | MPH. Miles Per Hour | Spec. Special |
| Brg. Bearing | Eff. Effective | N.D. New Departure | Spd. Speed |
| B.T.C. Before Top Center | F. Fahrenheit | O.D. .. Outside Diameter | Sq.In. ... Square Inches |
| Bush. Bushing | Ft.Lb. Foot Pound | Oz. Ounces | Stl. Steel |
| Cap. Capacity | H.D. Heavy Duty | P. Pitch | S.W. Single Wheel |
| Car. Carbon | Hg. Mercury | P.D. Pitch Diameter | Thd. Threaded |
| C.I. Cast Iron | H.P. Horsepower | Pres. Pressure | Thds. Threads |
| Coa. Coach | Hrs. Hours | R.A. Rear Axle | Theo. Theoretical |
| COE Cab-over-engine | Hy. Hyatt | Rd. Round | Thick. Thickness |
| Conv. Conventional | I.D. ... Inside Diameter | R.H. Right Hand | Trd. Tread |
| C.P. Candlepower | Lb. Pounds | R.P.M. Revolutions | U.C. Upper Center |
| Cu.In. Cubic inch | L.C. Lower Center | per minute | W.B. Wheelbase |
| Cyl. Cylinder | L.H. Left Hand | R.P.O. Regular | 3/4 T. 3/4 Ton |
| D. Diameter | Lt.Del. Light Delivery | Production Option | 3/4 T.S. 3/4 Ton Special |

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