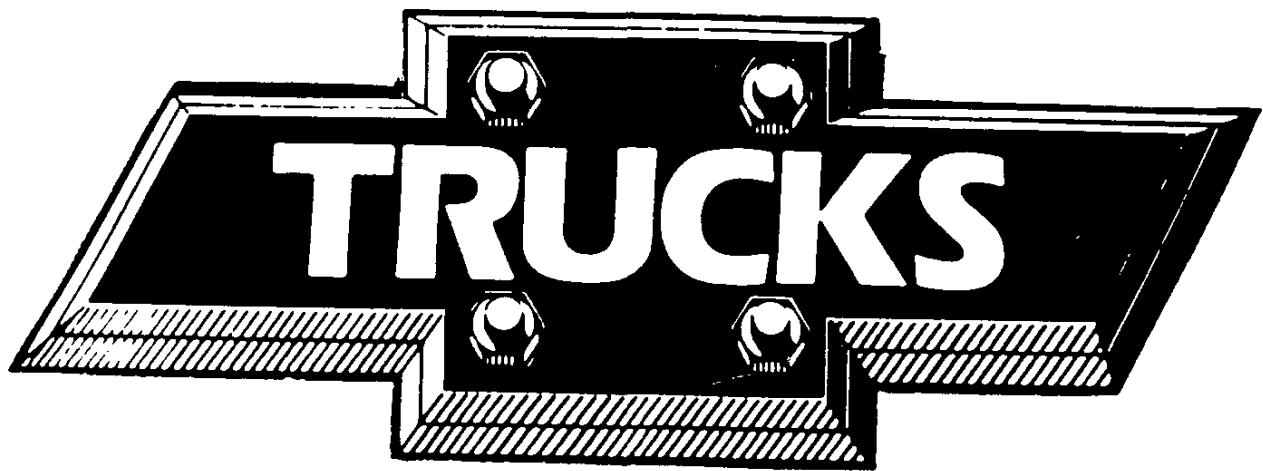


CHEVROLET



1942

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TRUCK

**CHEVROLET
1942
SPECIFICATIONS**

ISSUED TO

S. A. Northrop
Chevrolet Engineering

Prepared

by

**CHEVROLET—CENTRAL OFFICE
ENGINEERING DEPARTMENT**

Division of General Motors Sales Corporation

Detroit, Michigan

Lithographed in U. S. A.

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INTRODUCTION

PURPOSE OF BOOK

This book has been prepared to answer those questions which are most frequently asked concerning the specifications of Chevrolet products. If the information is not clear, or if you wish additional information, please write to the Engineering Department Technical Data Group, 3-114 General Motors Building, Detroit, Michigan. Your suggestions will be considered carefully.

SPECIFICATIONS INCLUDED

The specifications included in this book are those of all standard left drive passenger cars, commercial cars, trucks, and school bus chassis which are manufactured for the domestic (U.S.A.) open market. Included also are the specifications of the RPO (Regular Production Option) units which are available for use with these vehicles. Except where noted all data are for vehicles with regular equipment. RPO units are labelled RPO.

No information is furnished concerning right drive vehicles or equipment manufactured for export, nor any vehicles or equipment built on COPO's (Central Office Production Orders) or any other special orders, nor any special equipment (accessories) released through the Parts and Accessories Department.

DIMENSIONS

Unless noted otherwise, all dimensions are derived directly from official Engineering Department drawings and records, or are calculated from data obtained from those drawings or records.

These dimensions may be regarded as being in three categories or groups:

Group #1. Those dimensions where very accurate fits are essential in the parts concerned, such as bearing surfaces, and splines and where dimensions generally are expressed on drawings in decimals with very close limits.

Group #2. Those dimensions where accuracy of fit is not of great importance as in structural members such as frame parts, I-beam axles, or in fuel tanks, where dimensions are expressed in fractions or integers with fractions and to which fairly large tolerances ($\pm 1/64$, $\pm 1/32$, $\pm 1/16$) are applied.

Group #3. Those dimensions, such as wheelbases,

ground clearances, body size dimensions and turning diameters, which are subject to large manufacturing variations.

In this book, the dimensions in group #1 are quoted with limits exactly as on the drawings, while the dimensions in groups #2 and #3 are quoted without manufacturing tolerances.

Unless specified otherwise all dimensions are in inches.

ABBREVIATIONS

The condensed tabular form in which the data are presented necessitates the use of abbreviations or symbols in some cases. These are shown on a separate page.

FINDING INFORMATION

As you will notice, every effort has been made to facilitate the finding of information. The table of contents lists the subjects in the order in which they occur. And, again, the subject headings are reprinted at the lower right corner of each page beside the page number. The index at the rear of the book deals with the details covered by the general subject headings.

REVISIONS

The procedure of making revisions in this book is as follows:

All revisions and the dates on which they are made will be indicated at the bottom of the page on which they occur. Where it is necessary to indicate a change in an individual specification, a symbol will be placed in the proximity of the revised specification. This symbol also will be repeated at the bottom of the page with a description of the revision. The following symbols have been established for this purpose: ●, ■, ◆, ▼, ★, =. They may be used singly, in multiples, or in combinations.

Subsequent revisions on a revised page will be made in the same manner as described above. However, to emphasize and clarify the later changes, all symbols and descriptions pertaining to previous revisions will be removed from the page and a note including the previous date of change and the word "Revisions" will be added in the space for revision descriptions.

BASIC MODELS					
VEHICLE TYPE	MODEL NAME	NOMINAL RATING	WHEELBASE		SERIES SYMBOL
			ACTUAL	NOMINAL	
Passenger and commercial cars	Stylemaster		116		1500
	Fleetmaster (includes Fleetline)		116		2000
Light commercial trucks	Dubl-Duti Package Delivery*	1/2 ton	115		3000
	Light Delivery		115		
	3/4 Ton	3/4 ton	125-1/4		
	3/4 Ton with Heavy Duty Equipment*		125-1/4		
	3/4 Ton Special		134-1/2		
One ton truck	One Ton*	1 ton	134-1/2		4000
Conventional heavy duty trucks	Conventional Heavy Duty	1-1/2 ton	160		
School bus chassis	School Bus	30 to 36 pupils 42 to 48 pupils	195-1/8	195	
Cab-over-engine heavy duty trucks	Cab-Over-Engine	1-1/2 ton	109-1/8	109	5000
			132-5/8	132-1/2	
			158-1/8	158	

* - These models are Regular Production Options. They are considered models by the Sales Department but are not listed as basic models in the records of the Engineering Department.

CHASSIS AND BODY TYPES														
TYPE		PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS				ONE TON TRUCK	CONV. HEAVY DUTY TRUCKS	SCHOOL BUS CHASSIS	CAB-OVER-ENGINE HEAVY DUTY TRUCKS			
		STYLE-MASTER	FLEET-MASTER	DUBL-DUTI	LIGHT DELIV-ERY	3/4 TON					3/4T SPEC. TRUCK	134-1/2	160	195
						REG-ULAR	WITH HDE							
Sedan	Fleetline		X											
	Sportmaster		X											
	Sport	X	X											
	Town	X	X											
	Fleetline Aerosedan		X											
Coupe	Five-Pass.	X	X											
	Business	X	X											
	Cabriolet		X											
8 Pass. body	Station Wagon		X											
	G. Suburban				X									
Panel	Sedan Del.	X												
	Package Del.			X										
Canopy Express					X			X	X					
Pickup	Coupe	X						X	X					
	Cab type				X	X	X	X	X					
Stake	Stake Express								X				X	
	High Rack								X				X	
C	Stripped, F/F cowl				X	X	X		X	X	X			
	h Stripped, cowl & W/S				X	X	X		X	X	X			
a	Flat face cowl				X	X	X		X	X	X	X		
	s Cowl and windshield	X	X		X	X	X		X	X	X		X	X
s	With cab				X	X	X		X	X	X		X	X
t	Cab and platform						X		X	X	X		X	X
s	Cab & express plat.								X	X	X		X	X

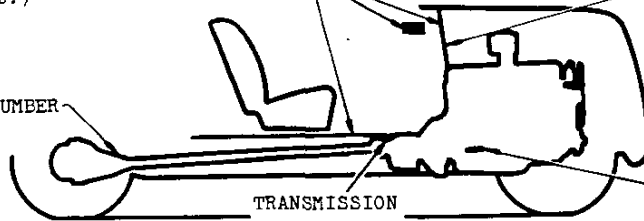
SERIAL NUMBERS

SERIAL NUMBER LOCATIONS
(See descriptions in chart.)

VEHICLE NUMBER

FISHER BODY NUMBER
Stamped on plate
on right side of
front of dash.

REAR AXLE NUMBER



TRANSMISSION
NUMBER

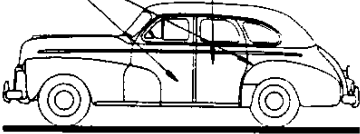
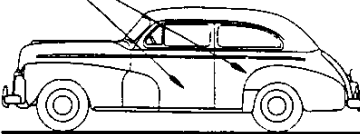
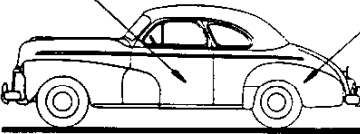
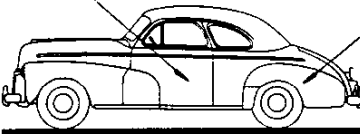
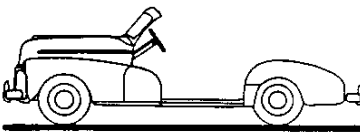
ENGINE NUMBER

NOTE: Serial numbers
were obtained from
Standards Department.

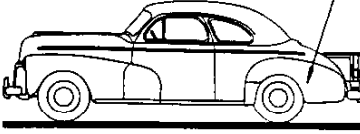
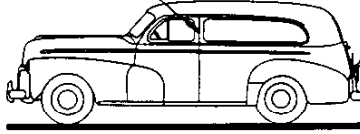
UNITS	PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS						ONE TON TRUCK	CONV. HEAVY DUTY TRUCKS	SCHOOL BUS CHASSIS	CAB-OVER-ENGINE HEAVY DUTY TRUCKS		
	STYLE-MASTER	FLEET-MASTER	DUBL-DUTI	LIGHT DELIV-ERY	3/4 TON REG-ULAR	3/4 TON WITH HDE	3/4 TON SPEC	134-1/2	160	195	109	132-1/2	158	
	BG	BH	BJ	BK	BL	EM	EN	MR	MS	MY	MT	MU	MV	MW
VEHICLE	Prefix	Includes symbols for assembly plant, model year, month assembled and vehicle number. Example: 1BG05-2322. The first figure indicates assembly plant (1 Flint, Mich., 2 Tarrytown; N.Y., 3 St.Louis, Mo., 5 Kansas City, Mo., 6 Oakland, Cal., 8 Atlanta, Ga., 9 Norwood, O., 12 Buffalo, N.Y., 14 Baltimore, Md., 21 Janesville, Wis.). The letters indicate the model, the second two figures, the month. The end figures start at 1001 at each assembly plant and continue in numerical sequence.												
	Location	Stamped on plate before right front seat on floor.	Stamped on plate on head-er panel	Stamped on plate on right side of cowl under hood.						Stamped on plate on rear of dash.				
BODY Number Location		See sketch	On inst. panel											
REAR AXLE	P r e f i x	Detroit	Reg-ular	2AGorBG	2AE orEE	2AK orBK	2AL orBL	2AM orBM	2AN orBN	2ARorBR (6.17:1)				
			RPO	2AHorBH						2ATorBT (5.43:1)*, 2ABorBV (2-speed)* BC (6.17:1 single speed heavy duty)@				
	Tona-wanda	Reg-	2AJ							2ASorBS (6.17:1)				
		RPO	2AP							2AW (5.43:1)				
		Number	Includes prefix letters and calendar day of production. Examples: 2AG-107, EG-107.											
	Location	Stamped on front upper sur-face of differential carrier.						Stamped on differential carrier. Conventional axles, on upper surface of horizontal rib. 2-speed axle, on top just ahead of shift lever.						
E N G I N E	Flint	Regular	216.5 cu.in.	2AA or BA	2AM orEM	2AD orBD	2AAF or ABF	2AF or BF				2AJ or BJ		
		Reg.(Heavy Duty clutch)		2AY or EY		2BAF orBBF								
		RPO	235.5 cu.in.							2AG or BG		2AL or BL		
	Tona-wanda	Regular	216.5 cu.in.	2AC		2AE	2AAN	2AN						
	Number	Numbers start at 1001 at each plant shown and continue in numerical sequence.												
	Location	Stamped on crankcase on right hand side of engine to rear of distributor.												
TRANS-MISSION	Num-ber	Toledo								9210635				
		Saginaw	1226730											
		Muncie	3633342		6215327						7213479			
		Starting numbers listed above. Each group continues in numerical sequence.												
	Location	Stamped on case at front edge of cover	Stamped on case. 3-speed, at rear edge of cover. 4-speed, on rear left side.	Stamped on rear left side of case.										

* - Not available for School Buses or Pickup trucks. @ - Not available for 160 WB School Bus or Pickup trucks.


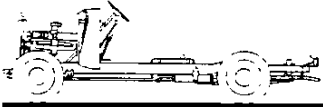
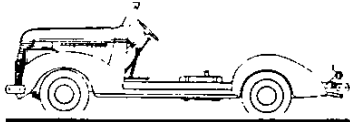
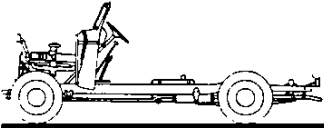
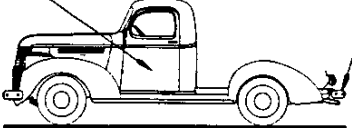
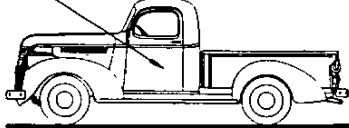
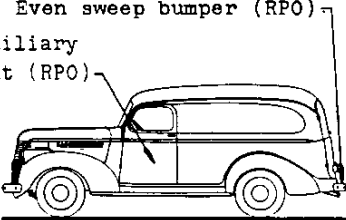
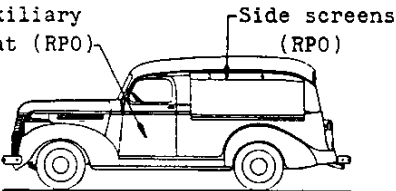
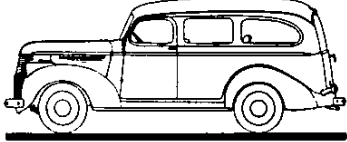
VEHICLE TYPES—STYLEMASTER PASSENGER CARS—116 WHEELBASE

<p style="text-align: center;">SPORT SEDAN</p> <p>5-pass., 4-door, 7-window sedan with built-in trunk.</p> <p>Taxicab seat springs (RPO) Right hand rear door-lock remote control (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1503, CSED</p>	<p style="text-align: center;">TOWN SEDAN</p> <p>5-pass., 2-door, 5-window coach with built-in trunk.</p> <p>Taxicab seat springs (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1502, TSED</p>
<p style="text-align: center;">COUPE 4 (FIVE-PASSENGER COUPE)</p> <p>5-passenger, 2-door, 5-window coupe with front and rear seats in passenger compartment and luggage compartment in rear.</p> <p>Taxicab seat springs (RPO) Sedan 8-leaf rear springs (with 18" wheels) (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1524, CPE4</p>	<p style="text-align: center;">COUPE 2 (BUSINESS COUPE)</p> <p>2-passenger, 2-door, 5-window coupe with luggage compartments in passenger compartment and in rear.</p> <p>Taxicab seat springs (RPO) Sedan 8-leaf rear springs (with 18" wheels) (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1504, CPE2</p>
<p style="text-align: center;">CHASSIS WITH COWL AND WINDSHIELD</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 1501, PCH</p>	<p>RPO EQUIPMENT: Sedan Delivery rear springs (with reg. 16" wheels), 3.73:1 rear axle (with reg. 16" wheels), 3.73:1 and 4.11:1 rear axles with carburized gears, economy engine, 16-1/4" fan (with 3.73:1 rear axle and 16" wheels), governor, low crown (truck) air cleaner, oil bath air cleaner, oil filter, 10-3/4" (truck) clutch, 6.00-16-6 ply tires on reg. wheels, 6.50-16-6 ply tires on 16x4.50E wheels, 5.50-18-4 ply tires on 18" wheels.</p>

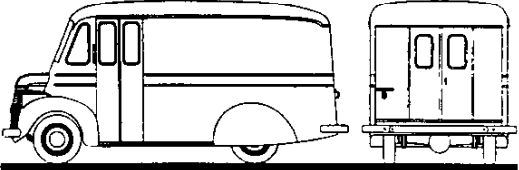
VEHICLE TYPES—STYLEMASTER COMMERCIAL CARS—116 WHEELBASE

<p style="text-align: center;">COUPE 2 WITH PICKUP BOX (COUPE PICKUP)</p> <p>NOTE: Regular Coupe rear deck door is furnished as a separate part so that Coupe Pickup may be converted into a Business Coupe.</p> <p>Sedan Delivery rear springs (with regular 16" wheels) (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1514, CPEB</p>	<p style="text-align: center;">SEDAN DELIVERY</p> <p>2-passenger, 3-door panel delivery</p> <p>Load space partition screen, rear window screen, ladder support, and full-width slatted shelf (RPO) Side mounted tail and stop lamps (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 1508, SDL</p>
<p>RPO EQUIPMENT: 3.73:1 rear axle (with reg. 16" wheels), 3.73:1 and 4.11:1 rear axles with carburized gears, economy engine, 16-1/4" fan (with 3.73:1 rear axle and 16" wheels), governor, low crown (truck) air cleaner, oil bath air cleaner, oil filter, 10-3/4" (truck) clutch, 6.00-16-6 ply tires on reg. wheels, 6.50-16-6 ply tires on 16x4.50E wheels, 5.50-18-4 ply tires on 18" wheels.</p>	

VEHICLE TYPES—LIGHT DELIVERY (1/2-TON) TRUCKS—115 WHEELBASE

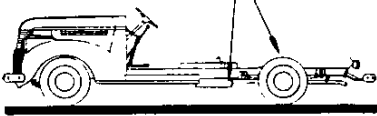
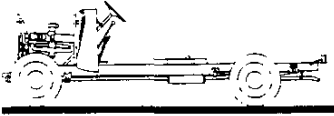
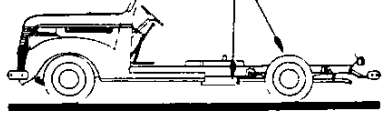
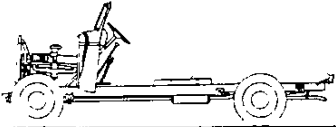
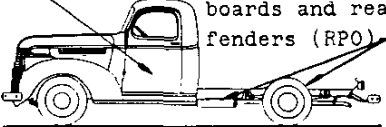
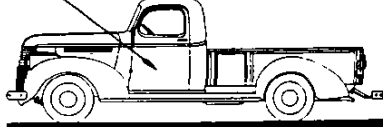
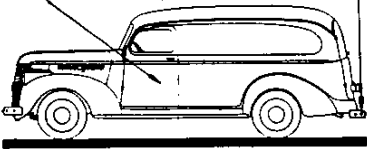
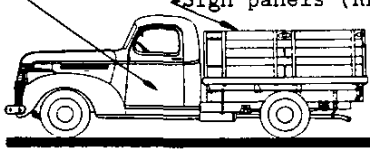
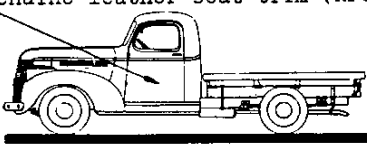
<p style="text-align: center;">CHASSIS WITH FLAT FACE COWL</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3102, CCH</p>	<p style="text-align: center;">STRIPPED CHASSIS WITH FLAT FACE COWL</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3122, CCHS</p>	<p style="text-align: center;">CHASSIS WITH COWL AND WINDSHIELD</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3112, CCHW</p>
<p style="text-align: center;">STRIPPED CHASSIS WITH COWL AND WINDSHIELD</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3132, CCHWS</p>	<p style="text-align: center;">CHASSIS WITH CAB</p> <p>For Chevrolet and other bodies.</p> <p>-Genuine leather seat trim (RPO) -Reversed curve bumper (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3103, CCAB</p>	<p style="text-align: center;">PICKUP TRUCK</p> <p>Chassis, cab and pickup box.</p> <p>-Genuine leather seat trim (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3104, CCBX</p>
<p style="text-align: center;">PANEL TRUCK</p> <p>Panel body with two rear doors.</p> <p>Even sweep bumper (RPO) Auxiliary seat (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3105, CPAN</p>	<p style="text-align: center;">CANOPY EXPRESS TRUCK</p> <p>Open side body with steel canopy roof and tail gate.</p> <p>Auxiliary seat (RPO) Side screens (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3107, CCAN</p>	<p style="text-align: center;">CARRYALL SUBURBAN</p> <p>8-passenger closed body.</p>  <p style="text-align: center;">Mfg. symbols: 3116, CSUBG (with tail gate and upper door). 3106, CSUBD (with panel doors).</p>
<p>RPO EQUIPMENT: double-acting shock absorbers, tires (6.00-16-6 ply on reg. wheels, 6.50-16-6 ply on 16x4.50E wheels, 15"-6 ply on 15x5.50F wheels, or 5.50-18-4 ply on 18x4.00F wheels), economy engine, oil bath air cleaner, governor, oil filter, 10-3/4" clutch, 4-speed transmission, rear view mirror brackets (RH and 19-3/4" LH), and RH and LH sunshades.</p>		

VEHICLE TYPES—DUBL-DUTI PACKAGE DELIVERY—115 WHEELBASE

 <p>BODY: designed and manufactured by Divco Twin Truck Company and mounted by them on a basic Chevrolet Light Delivery chassis (3102, CCH) having special equipment as indicated in the various unit specifications in this book.*</p> <p>DIVCO REGULAR EQUIPMENT: rear view mirror, windshield wiper, two ventilators in front of</p>	<p>body, spare tire rear support, frame extension, wiring harness, 3-piece rear bumper, hand brake lever and cables, fuel tank filler neck hose and reworked Chevrolet front fenders and hood.</p> <p>CHEVROLET RPO EQUIPMENT: double-acting shock absorbers, 6.50-16-6 ply tires on 16x4.50E wheels, 15"-6 ply tires on 15x5.50F wheels, 4-speed transmission, and full-width rear doors.</p> <p>DIVCO SPECIAL EQUIPMENT: (obtainable by Chevrolet COPO) right side rear view mirror bracket and three additional body rear end styles; (1) solid rear panel; (2) solid rear panel with two windows; (3) vertical lift rear door.</p>
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*- This chassis (without sheet metal) also is available for other manufacturers of this type body.

VEHICLE TYPES— $\frac{3}{4}$ -TON TRUCKS—125 $\frac{1}{4}$ WHEELBASE

<p style="text-align: center;">CHASSIS WITH FLAT FACE COWL</p> <p>For bodies other than Chevrolet.</p> <p>Long running boards and rear fenders (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3602, CLCH</p>	<p style="text-align: center;">STRIPPED CHASSIS WITH FLAT FACE COWL</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3622, CLCHS</p>	<p style="text-align: center;">CHASSIS WITH COWL AND WINDSHIELD</p> <p>For bodies other than Chevrolet.</p> <p>Long running boards and rear fenders (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3612, CLCHW</p>
<p style="text-align: center;">STRIPPED CHASSIS WITH COWL AND WINDSHIELD</p> <p>For bodies other than Chevrolet.</p>  <p style="text-align: center;">Mfg. symbols: 3632, CLCWS</p>	<p style="text-align: center;">CHASSIS WITH CAB</p> <p>For Chevrolet and other bodies.</p> <p>Genuine leather seat trim (RPO) Long running boards and rear fenders (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3603, CLCAB</p>	<p style="text-align: center;">PICKUP TRUCK</p> <p>Chassis, cab and pickup box.</p> <p>Genuine leather seat trim (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3604, CLBX</p>
<p style="text-align: center;">PANEL TRUCK</p> <p>Panel body with 2 rear doors. Even sweep bumper (RPO) Auxiliary seat (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3605, CLPAN</p>	<p style="text-align: center;">STAKE TRUCK</p> <p>Chassis, cab, platform, and stakes.</p> <p>Genuine leather seat trim (RPO) Sign panels (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3609, CLSTK</p>	<p style="text-align: center;">PLATFORM TRUCK</p> <p>Chassis, cab and platform.</p> <p>Genuine leather seat trim (RPO)</p>  <p style="text-align: center;">Mfg. symbols: 3608, CLPL</p>

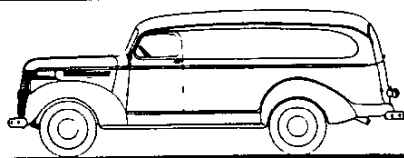
RPO EQUIPMENT: double-acting shock absorbers, economy engine, 16 quart radiator, oil bath air cleaner, governor, oil filter, 4-speed transmission, 19-3/4" long rear view mirror bracket for left side, rear view mirror bracket for right side, and right and left side sunshades.

VEHICLE TYPES— $\frac{3}{4}$ -TON TRUCKS WITH HEAVY DUTY EQUIPMENT—125 $\frac{1}{4}$ WHEELBASE

The above $\frac{3}{4}$ Ton Trucks may be obtained with a combination of RPO equipment which increases the gross allowable weight to 5800 pounds. This equipment consists of 7.00-17-6 ply tires on 17 x 6 (4.33R) wheels, 8-leaf rear springs, and 14" rear brakes.

RPO EQUIPMENT: same as for regular $\frac{3}{4}$ Ton truck, plus 7.50-17-8 ply tires.

VEHICLE TYPES— $\frac{3}{4}$ -TON SPECIAL PANEL TRUCK—134 $\frac{1}{2}$ WHEELBASE



Mfg. symbols: 3805, CTPAN

A COMBINATION OF THE 1-1/2 TON PANEL TRUCK
AND THE $\frac{3}{4}$ TON CHASSIS WITH HEAVY DUTY EQUIPMENT

1-1/2 TON UNITS: fr. springs, radiator, steering gear, frame, trans. U-joints, prop. shafts, fuel tank, fenders, running boards, body.

$\frac{3}{4}$ TON HEAVY DUTY EQUIPMENT: 7.00-17-6 ply tires on 17x6(4.33R) wheels, 8-leaf rear springs, 14" rear brakes.

OTHER UNITS: $\frac{3}{4}$ Ton, except where length is increased due to 134-1/2" wheelbase.


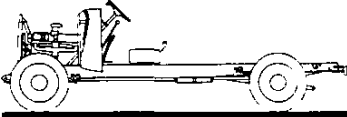
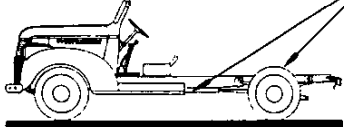
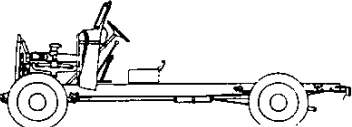
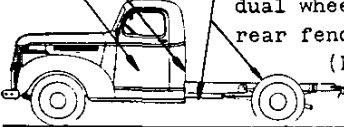
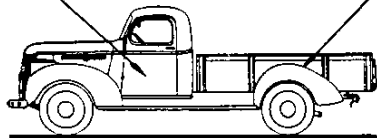
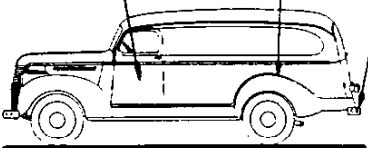

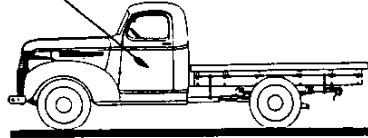
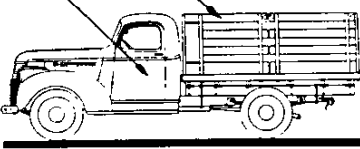
RPO equipment: 2-way shock abs., economy engine, 16 qt. radiator, oil bath air cleaner, governor, oil filter, rear view mirror brackets (RH & 19-3/4" LH), sunshades, 7.00-17 & 7.50-17-8 ply tires, RH seat.

VEHICLE TYPES—ONE TON TRUCKS—134½ WHEELBASE

The Conventional Heavy Duty (1-1/2 Ton) 134-1/2" Wheelbase Trucks shown below, when equipped with 8-leaf rear springs and 6.00-20-6 ply front and single rear tires, have a nominal rating of ONE TON.

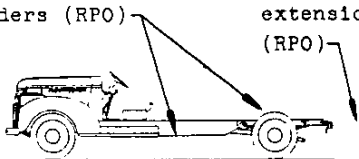

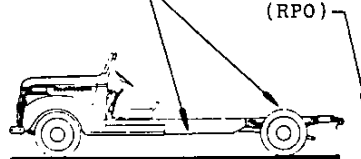
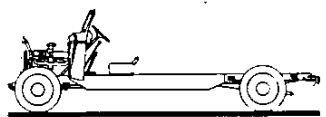

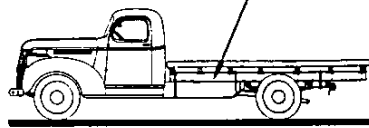
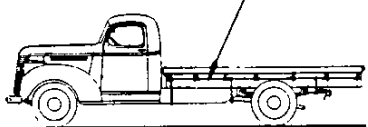
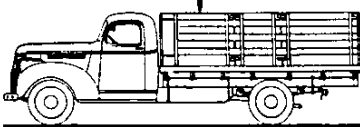
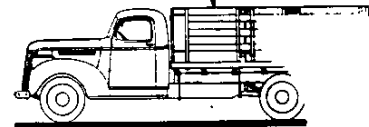
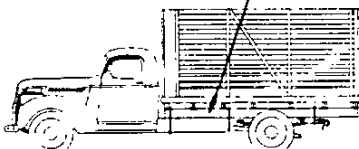
VEHICLE TYPES—CONVENTIONAL HEAVY DUTY (1½-TON) TRUCKS—134½ WHEELBASE

SINGLE REAR WHEELS ARE BASE EQUIPMENT FOR THE FOLLOWING TRUCKS. DUAL REAR WHEELS ARE RPO EQUIPMENT.

CHASSIS WITH FLAT FACE COWL For bodies other than Chevrolet.	STRIPPED CHASSIS WITH FLAT FACE COWL For bodies other than Chevrolet.	CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.
<p>Long running boards and single or dual wheel rear fenders (RPO)</p>  <p>Mfg. symbols: 4102, UCH</p>	 <p>Mfg. symbols: 4122, UCHS</p>	<p>Long running boards and single or dual wheel rear fenders (RPO)</p>  <p>Mfg. symbols: 4112, UCHW</p>
<p>STRIPPED CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.</p>  <p>Mfg. symbols: 4132, UCHWS</p>	<p>CHASSIS WITH CAB For Chevrolet and other bodies.</p>  <p>Mfg. symbols: 4103, UCAB</p>	<p>OPEN EXPRESS (PICKUP) TRUCK Chassis, cab and pickup box.</p>  <p>Mfg. symbols: 4104, UEXP</p>
<p>PANEL TRUCK Panel body with 2 rear doors.</p>  <p>Mfg. symbols: 4105, UPAN</p>	<p>CANOPY EXPRESS TRUCK Open side body with steel canopy roof and tail gate.</p>  <p>Mfg. symbols: 4107, UCAN</p>	<p>PLATFORM TRUCK Chassis, cab, and platform.</p>  <p>Mfg. symbols: 4108, UCPL</p>
<p>STAKE TRUCK Chassis, cab, platform, and stakes.</p>  <p>Mfg. symbols: 4109, USTK</p>	<p>RPO EQUIPMENT: 8-1/2" and 12" frame extensions, side member plates, prop. shaft guards, auxiliary and progressive-action rear springs, double-acting shock absorbers, stronger front axle, 5.43:1 rear axle, 2-speed and single speed heavy duty rear axles (with dual wheels), brake booster, 235.5 cu.in. and economy engines, 16 qt. radiator, oil bath air cleaner, oil filter, governor, front fenders for 7.50-20-8 ply and larger tires, rear view mirror brackets (RH and 19-3/4" LH), and RH & LH sun shades.</p> <p>RPO tires: 6.00-20-6 ply dual rear; 6.00-20(30x5)8 ply and 6.50-20(32x6)8 ply* front and dual rear; 6.50-20-6 ply, 7.00-20-8 ply*, 7.00-20(32x6)10 ply*, 7.50-20-8 ply* and 7.50-20(34x7)10 ply front, single or dual rear; 8.25-20-10 ply front and dual rear with 2-speed and single speed heavy duty axles only. Spare tires available in all sizes. Tires marked (*) also available with mud and snow treads.</p>	

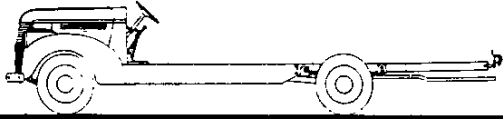
VEHICLE TYPES—CONVENTIONAL HEAVY DUTY (1½-TON) TRUCKS—160 WHEELBASE

SINGLE REAR WHEELS ARE BASE EQUIPMENT FOR THE FOLLOWING TRUCKS. DUAL REAR WHEELS ARE RPO EQUIPMENT.

<p align="center">CHASSIS WITH FLAT FACE COWL For bodies other than Chevrolet.</p> <p>Long running boards and dual wheel rear fenders (RPO)</p> <p>50" frame extension (RPO)</p>  <p>Mfg. symbols: 4402, ULCH</p>	<p align="center">STRIPPED CHASSIS WITH FLAT FACE COWL For bodies other than Chevrolet.</p>  <p>Mfg. symbols: 4422, ULCHS</p>	<p align="center">CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.</p> <p>Long running boards and dual wheel rear fenders (RPO)</p> <p>50" frame extension (RPO)</p>  <p>Mfg. symbols: 4412, ULCHW</p>
<p align="center">STRIPPED CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.</p>  <p>Mfg. symbols: 4432, ULCWS</p>	<p align="center">CHASSIS WITH CAB For Chevrolet and other bodies.</p> <p>Long running boards and dual wheel rear fenders (RPO)</p> <p>Back of cab wheel carrier (RPO)</p> <p>50" frame extension (RPO)</p>  <p>Mfg. symbols: 4403, ULCAB</p>	<p align="center">STAKE PLATFORM TRUCK Chassis, cab, and platform.</p> <p>Body side skirts (RPO)</p>  <p>Mfg. symbols: 4408, ULCPL</p>
<p align="center">STAKE EXPRESS PLATFORM TRUCK Chassis, cab and platform.</p> <p>Body side skirts (RPO)</p>  <p>Mfg. symbols: 4418, ULXP</p>	<p align="center">STAKE TRUCK Chassis, cab, platform and stakes.</p> <p>Sign panels and body side skirts (RPO)</p>  <p>Mfg. symbols: 4409, ULSTK</p>	<p align="center">STAKE EXPRESS TRUCK Chassis, cab, express platform, stakes and tail gate.</p> <p>Sign panels and body side skirts (RPO)</p>  <p>Mfg. symbols: 4429, U</p>
<p align="center">HIGH RACK (STOCK) TRUCK Chassis, cab, platform and high stakes.</p> <p>Body side skirts (RPO)</p>  <p>Mfg. symbols: 4419, ULSTO</p>	<p>RPO EQUIPMENT: 12" frame extension, propeller shaft guards, auxiliary and progressive-action rear springs, double-acting shock absorbers, stronger front axle, 5.43:1 ratio rear axle, 2-speed and single speed heavy duty rear axles (with dual wheels), brake booster, 235.5 cu.in. and economy engines, 16 qt. radiator, oil bath air cleaner, oil filter, governor, side-mounted fuel tank, front fenders for 7.50-20-8 ply and larger tires, rear view mirror brackets (RH and 19-3/4" LH), genuine leather cab seat trim, RH & LH sun shades, and various tire combinations. RPO tires: 6.00-20-6 ply dual rear; 6.00-20(30x5)8 ply and 6.50-20(32x6)8 ply* front and dual rear; 6.50-20-6 ply, 7.00-20-8 ply*, 7.00-20(32x6)10 ply*, 7.50-20-8 ply* and 7.50-20(34x7)10 ply front, single rear or dual rear; 8.25-20-10 ply front and dual rear with 2-speed and single speed heavy duty axles only. Spare tires available in all sizes. Tires marked (*) also available with mud and snow treads.</p>	

VEHICLE TYPES—SCHOOL BUS CHASSIS

160 WHEELBASE

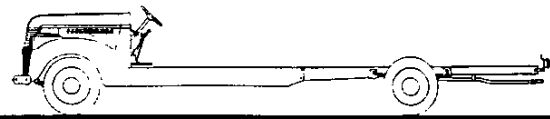


BASIC EQUIPMENT: This is the regular 160 WB Conventional Heavy Duty Truck chassis with flat face cowl revised for school bus work. Its equipment includes: 50" frame extension, propeller shaft guards, full length tail pipe, stronger front axle and front springs, progressive-action rear springs, 6.17:1 ratio rear axle, side-mounted fuel tank, governor (set not to exceed 35 MPH), 19 plate battery, and 6.50-20-6 ply front and dual rear tires. Running boards and step hangers are not included.

RPO EQUIPMENT: Rear bumper brackets, double-acting shock absorbers, auxiliary rear springs, brake booster, Tru-Stop brakes, 235.5 cu.in. engine, oil bath air cleaner, oil filter, 16 qt. radiator, front and dual rear and spare tires in the following sizes; 6.50-20(32x6)8 ply, 7.00-20-8 ply, 7.00-20(32x6)10 ply, 7.50-20-8 ply, and 7.50-20(34x7)10 ply.

Mfg. symbols: 4502, SSBCH

195 WHEELBASE



BASIC EQUIPMENT: Conventional Heavy Duty Truck front bumper and sheet metal (except fenders), flat face cowl, radiator, power plant, steering, 6.17:1 rear axle, and brakes. Special: front fenders (for 7.50-20 tires), frame, exhaust tail pipe, front axle and springs, progressive-action rear springs, 3 propeller shafts, propeller shaft guards, side-mounted fuel tank, governor (set not to exceed 35 MPH), 19 plate battery, and 7.50-20-8 ply front and dual rear tires.

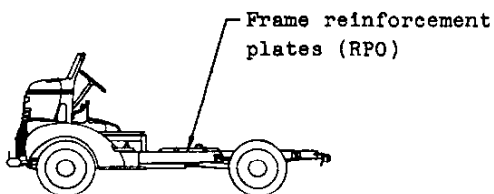
RPO EQUIPMENT: Rear bumper brackets, double-acting shock absorbers, auxiliary rear springs, brake booster, Tru-Stop brakes, 235.5 cu.in. engine, oil bath air cleaner, oil filter, 16 qt. radiator, single speed heavy duty rear axle with 8.25-20-10 ply front, dual rear and spare tires, 7.50-20-8 ply spare tire, 7.50-20(32x6) 10 ply, front, dual rear and spare tires.

Mfg. symbols: 4702, LSECH

VEHICLE TYPES—CAB-OVER-ENGINE (1½-TON) TRUCKS—109 WHEELBASE

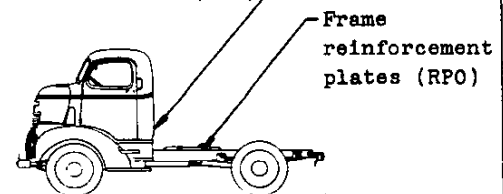
SINGLE REAR WHEELS ARE BASE EQUIPMENT FOR THE FOLLOWING TRUCKS. DUAL REAR WHEELS ARE RPO EQUIPMENT.

CHASSIS WITH COWL AND WINDSHIELD
For bodies other than Chevrolet.



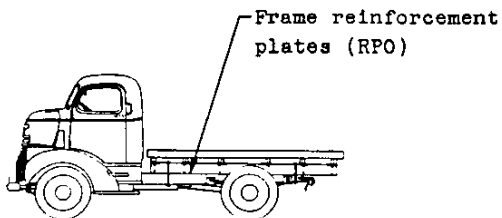
Mfg. symbols: 5112, FCHW

CHASSIS WITH CAB
For bodies other than Chevrolet.
Back of cab wheel carrier (RPO) →



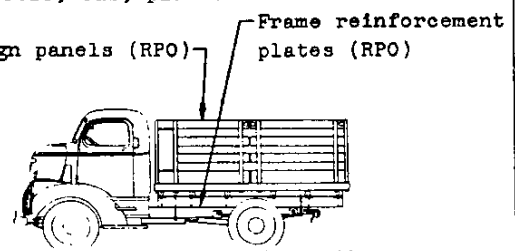
Mfg. symbols: 5103, FCAB

PLATFORM TRUCK
Chassis, cab and platform.



Mfg. symbols: 5108, FCPL

STAKE TRUCK
Chassis, cab, platform and stakes.

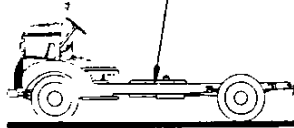
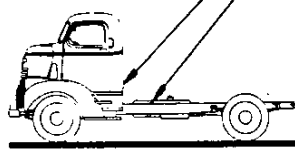
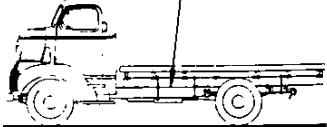
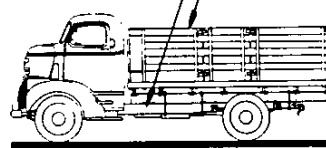
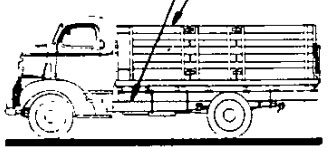
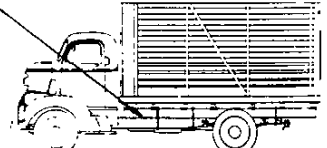


Mfg. symbols: 5109, FSTK

RPO EQUIPMENT: RPO equipment for all cab-over-engine trucks is listed on the next page.

VEHICLE TYPES—CAB-OVER-ENGINE (1½-TON) TRUCKS—132½ WHEELBASE

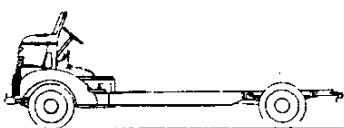
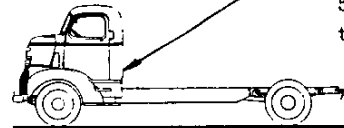
SINGLE REAR WHEELS ARE BASE EQUIPMENT FOR THE FOLLOWING TRUCKS. DUAL REAR WHEELS ARE RPO EQUIPMENT.

<p>CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.</p> <p>50" frame extension (RPO) Frame reinforcement plates (RPO)</p>  <p>Mfg. symbols: 5412, FLCHW</p>	<p>CHASSIS WITH CAB For Chevrolet and other bodies.</p> <p>50" frame extension (RPO) Frame reinforcement plates (RPO) Back of cab wheel carrier (RPO)</p>  <p>Mfg. symbols: 5403, FLCAB</p>	<p>PLATFORM TRUCK Chassis, cab and platform.</p> <p>Frame reinforcement plates (RPO)</p>  <p>Mfg. symbols: 5408, FLCPL - stake platform 5418, FLXPL - stake express plat.</p>
<p>STAKE TRUCK Chassis, cab, platform and stakes.</p> <p>Frame reinforcement plates (RPO) Sign panels (RPO)</p>  <p>Mfg. symbols: 5409, FLST</p>	<p>STAKE EXPRESS TRUCK Chassis, cab, platform, stakes and tail gate.</p> <p>Frame reinforcement plates (RPO) Sign panels (RPO)</p>  <p>Mfg. symbols: 5429, FLXST</p>	<p>HIGH RACK (STOCK) TRUCK Chassis, cab, platform and high stakes</p> <p>Frame reinforcement plates (RPO)</p>  <p>Mfg. symbols: 5419, FLSTO</p>

RPO EQUIPMENT: RPO equipment for all cab-over-engine trucks is listed at the bottom of this page.

VEHICLE TYPES—CAB-OVER-ENGINE (1½-TON) TRUCKS—158 WHEELBASE

SINGLE REAR WHEELS ARE BASE EQUIPMENT FOR THE FOLLOWING CHASSIS. DUAL REAR WHEELS ARE RPO EQUIPMENT.

<p>CHASSIS WITH COWL AND WINDSHIELD For bodies other than Chevrolet.</p> <p>50" frame extension (RPO)</p>  <p>Mfg. symbols: 5712, FVCHW</p>	<p>CHASSIS WITH CAB For bodies other than Chevrolet.</p> <p>Back of cab wheel carrier (RPO) 50" frame extension (RPO)</p>  <p>Mfg. symbols: 5703, FVCAB</p>
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RPO EQUIPMENT: RPO equipment for all cab-over-engine trucks is listed at the bottom of this page.

CAB-OVER-ENGINE RPO EQUIPMENT

Prop. shaft guards, front spring bumper retainer (with 7.50-20 and larger tires), auxiliary and progressive-action rear springs, double-acting shock absorbers, 5.43:1 ratio rear axle, 2-speed and single speed heavy duty rear axles (with dual wheels), brake booster, 235.5 cu.in. engine, oil filter, governor, genuine leather cab seat trim, sun shades, rear view mirror brackets (RH and 19-3/4" LH). RPO tires: 6.00-20-6 ply dual rear; 6.00-20(30x5)8 ply and 6.50-20(32x6)8 ply* front and dual rear; 6.50-20-6 ply, 7.00-20-8 ply*, 7.00-20(32x6)10 ply*, 7.50-20-8 ply* and 7.50-20(34x7)10 ply front, single rear or dual rear; 8.25-20-10 ply front and dual rear with 2-speed and single speed heavy duty axle. Spare tires available in all sizes. Tires marked (*) also available with mud and snow treads.



1
2



VEHICLE WEIGHT CONDITIONS

SHIPPING WEIGHT: This is the total weight of the basic vehicle with all regular equipment and with grease and oil wherever required. It does not include the weights of gasoline or water. Shipping weights are established by the Traffic Department.

* * * * *

CURB WEIGHT: This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of gasoline and water; plus also the weight of the spare tire on all One Ton and

Heavy Duty trucks and school buses. Spare tires are regular equipment on all other vehicles (except the Dubl-Duti truck) and are included in both the shipping weight and the curb weight.

* * * * *

TRUCK 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 weights of the driver, payload, gasoline, and water.

PASSENGER CAR WEIGHTS				
TYPE	STYLEMASTER		FLEETMASTER	
	Shipping	Curb	Shipping	Curb
Chassis, cowl and wind-shield, and underbody	2410	2540	2415	2545
On front wheels	1465	1480	1470	1485
On rear wheels	945	1060	945	1060
Sport Sedan	3110	3240	3145	3275
On front wheels	1635	1650	1650	1665
On rear wheels	1475	1590	1495	1610
Fleetline Sportmaster	/	/	3165	3295
On front wheels	/	/	1650	1665
On rear wheels	/	/	1515	1630
Town Sedan	3090	3220	3120	3250
On front wheels	1640	1655	1645	1660
On rear wheels	1450	1565	1475	1590
Fleetline Aerosedan	/	/	3105	3235
On front wheels	/	/	1625	1640
On rear wheels	/	/	1480	1595
Five-Passenger Coupe	3060	3185	3085	3215
On front wheels	1645	1660	1635	1650
On rear wheels	1415	1525	1450	1565
Business Coupe	3055	3180	3070	3200
On front wheels	1655	1705	1640	1655
On rear wheels	1400	1475	1430	1545
Cabriolet	/	/	3385	3515
On front wheels	/	/	1760	1775
On rear wheels	/	/	1625	1740
Station Wagon	/	/	3425	3555
On front wheels	/	/	1550	1565
On rear wheels	/	/	1875	1990

COMMERCIAL CAR WEIGHTS				
TYPE	STYLEMASTER		FLEETMASTER	
	Shipping	Curb	Shipping	Curb
Coupe Pickup	3230	3355	/	/
On front wheels	1645	1695	/	/
On rear wheels	1585	1660	/	/
Sedan Delivery	3080	3210	/	/
On front wheels	1640	1690	/	/
On rear wheels	1440	1520	/	/



1
2



LIGHT COMMERCIAL AND ONE TON TRUCK WEIGHTS

TYPE	LIGHT DELIVERY		DUBL-DUTI		3/4 TON				3/4 TON SPECIAL		ONE TON	
	Ship.	Curb	Ship.	Curb	REGULAR		WITH HDE		Ship.	Curb	Ship.	Curb
					Ship.	Curb	Ship.	Curb				
Chassis with flat face cowl	2235	2365			2400	2540	2585	2725			2915	3095
On front wheels	1375	1435			1460	1525	1480	1545			1690	1780
On rear wheels	860	930			940	1015	1105	1180			1225	1315
Stripped chassis; F/F cowl	1990	2120			2215	2355	2365	2505			2730	2870
On front wheels												
On rear wheels												
Chassis with cowl and W/S	2285	2415			2450	2590	2615	2755			2965	3145
On front wheels	1425	1485			1510	1575					1740	1830
On rear wheels	860	930			940	1015					1225	1315
Stripped chassis; cowl & W/S	2075	2205			2265	2405	2415	2555			2780	2920
On front wheels												
On rear wheels												
Chassis with cab	2630	2770			2795	2935	2975	3115			3310	3490
On front wheels	1595	1680			1680	1765	1690	1775			1920	2010
On rear wheels	1035	1090			1115	1170	1285	1340			1390	1480
Pickup	2870	3010			3120	3260	3265	3405			3750	3945
On front wheels	1560	1645			1700	1785	1725	1810				
On rear wheels	1310	1365			1420	1475	1540	1595				
Panel	3090	3220			3355	3495	3500	3640	3770	3910	3990	4185
On front wheels	1535	1595			1665	1730	1665	1730	1820	1910	1885	1975
On rear wheels	1555	1625			1690	1765	1835	1910	1950	2000	2105	2210
Package Delivery			3665	3795								
On front wheels			1745	1805								
On rear wheels			1920	1990								
Canopy Express	3085	3215									3945	4140
On front wheels	1525	1585									1885	1975
On rear wheels	1560	1630									2060	2165
Carryall Panel doors	3320	3450										
Suburban												
On front wheels	1515	1575										
On rear wheels	1805	1875										
End and lift gates	3330	3460										
On front wheels	1515	1575										
On rear wheels	1815	1885										
Stake					3355	3495	3535	3675			4105	4300
On front wheels					1675	1760	1745	1830				
On rear wheels					1680	1735	1790	1845				

HEAVY DUTY TRUCK WEIGHTS

TYPE	CONVENTIONAL TRUCKS				CAB-OVER-ENGINE TRUCKS					
	134-1/2		160		109		132-1/2		158	
	Ship.	Curb	Ship.	Curb	Ship.	Curb	Ship.	Curb	Ship.	Curb
Chassis with flat face cowl	2970	3165	3225	3420						
On front wheels	1680	1770	1830	1920						
On rear wheels	1290	1395	1395	1500						
Stripped chassis; F/F cowl	2850	2990	3095	3235						
On front wheels										
On rear wheels										
Chassis with cowl and W/S	3020	3215	3275	3470	3340	3540	3415	3615	3645	3845
On front wheels	1730	1820	1880	1970	2090	2170	2150	2240	2305	2400
On rear wheels	1290	1395	1395	1500	1250	1370	1265	1375	1340	1445
Stripped chassis; cowl & W/S	2900	3040	3145	3285						
On front wheels										
On rear wheels										

CONTINUED



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2



HEAVY DUTY TRUCK WEIGHTS—Continued										
TYPE	CONVENTIONAL TRUCKS				CAB-OVER-ENGINE TRUCKS					
	134-1/2		160		109		132-1/2		158	
	Ship.	Curb	Ship.	Curb	Ship.	Curb	Ship.	Curb	Ship.	Curb
Chassis with cab	3410	3605	3650	3845	3550	3750	3615	3815	3860	4060
On front wheels	1960	2050	2120	2210	2225	2305	2285	2375	2445	2540
On rear wheels	1450	1555	1530	1635	1325	1445	1330	1440	1415	1520
Pickup	3925	4120								
On front wheels	1945	2035								
On rear wheels	1980	2085								
Panel	4055	4275								
On front wheels	1910	2000								
On rear wheels	2145	2275								
Canopy Express	4065	4260								
On front wheels	1885	1975								
On rear wheels	2180	2285								
Stake	4230	4425	4665	4860	4370	4570	4630	4830		
On front wheels	1980	2070	2125	2215	2275	2355	2400	2490		
On rear wheels	2250	2355	2540	2645	2095	2215	2230	2340		
Stake Express			4710	4905			4675	4875		
On front wheels			2135	2225			2420	2510		
On rear wheels			2575	2680			2255	2365		
High Rack			4960	5155			4925	5125		
On front wheels			2185	2275			2545	2635		
On rear wheels			2775	2880			2380	2490		

SCHOOL BUS CHASSIS WEIGHTS				
TYPE	160		195	
	Ship.	Curb	Ship.	Curb
Chassis with flat face cowl	3525	3730	4070	4285
On front wheels	1910	2005	2060	2165
On rear wheels	1615	1725	2010	2130

TRUCK GROSS ALLOWABLE WEIGHTS									
TYPE	NOMINAL RATING	GROSS WEIGHT	MINIMUM TIRE EQUIPMENT			REQUIRED EQUIPMENT			
			SIZE AND PLY			REAR AXLE	REAR SPRINGS	GOVERNED SPEED	
			FRONT	SINGLE REAR	DUAL REAR				
Coupe Pickup		4000	6.00-16-4			regular 4.11, optional 3.73	8-leaf		
Sedan Delivery									
Light Delivery	1/2 ton	4400	6.00-16-6			4.11	9-leaf	30 MPH	
		4600*							
Dubl-Duti		5000*				4.55	7-leaf		
3/4 Ton Regular	3/4 ton	5200	15"-6						
With HDE			5800*	7.00-17-6			5.43	Light 8-leaf	
3/4 Ton Special									
One Ton	1 ton	6700	6.00-20-6			5.43	Heavy 10-leaf		
Heavy Duty Conventional and Cab-Over-Engine	1-1/2 ton	7700	7.00-20-8						
		8000	7.50-20-8						
		9500	6.00-20-6			6.17	Heavy 10-leaf and auxiliary	45 MPH	
		11500	7.50-20-8						
		13500*	6.50-20-6			2-speed 5.64 & 8.22, single speed HD 6.17		45 MPH	
		10000	7.00-20-8						
Heavy Duty Conv. & COE with 2-speed & single speed heavy duty axles		12000	8.25-20-10						
		14000*							
School Bus Chassis	160 WB	30 pass. 10200	6.50-20-6			6.17	2 stage heavy 11-leaf progressive	35 MPH	
		36 pass. 11700	7.00-20-8						
	195 WB	42 pass. 13500	7.50-20-8						
		48 pass. 14000*	7.50-20-8						

* - A plate which shows maximum gross rating is supplied with each vehicle, except Coupe Pickup and Sedan Delivery. This gross is reduced per above table when lighter equipment is used.

9-30-41



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2



TRUCK EQUIPMENT WEIGHTS

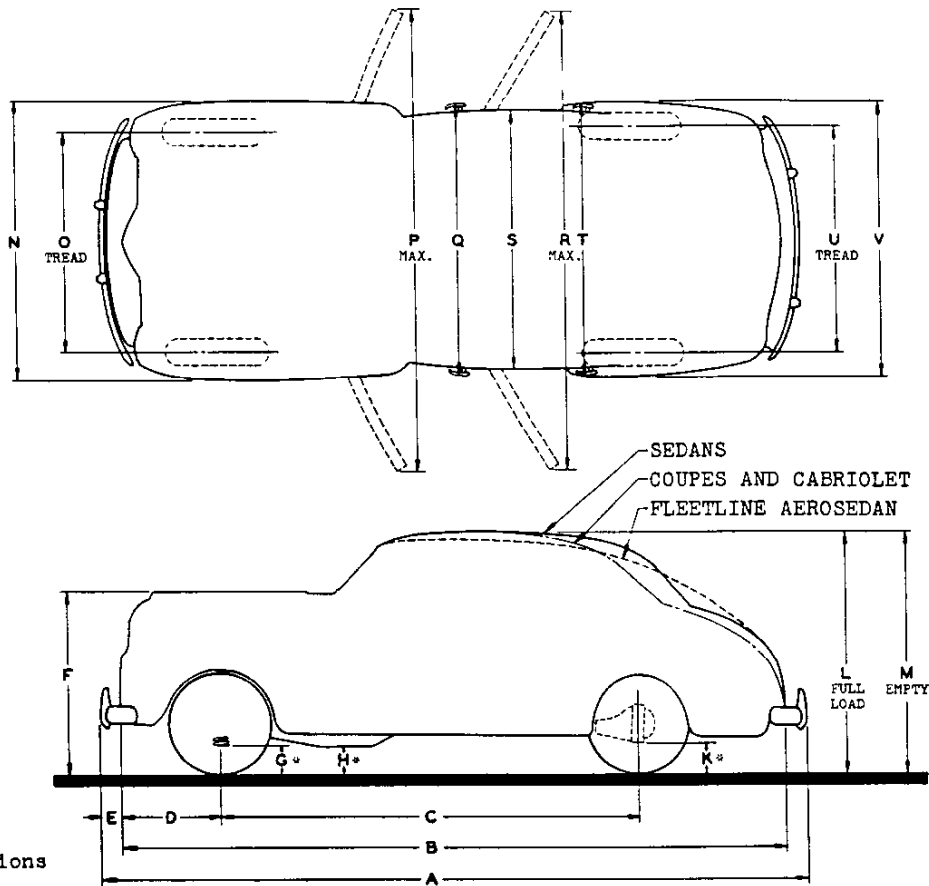
EQUIPMENT	LIGHT COMMERCIAL TRUCKS					ONE TON TRUCK	CONV. HEAVY DUTY TRUCKS	SCHOOL BUS CHASSIS	CAB-OVER-ENGINE HEAVY DUTY TRUCKS					
	DUBL-DUTI	LIGHT DELIV-ERY	3/4 TON		3/4 TON SPEC.				134-1/2	160	195	109	132-1/2	158
			REG-ULAR	WITH HDE										
Cab (including cowl)		495				495			525					
Flat face cowl		80				80								
Cowl and windshield		107				107								
Pickup box, complete		245	265			460								
Panel body complete		921	963			1096								
Carryall sub-urban body	End gate	1090												
	Panel doors	1080												
Canopy express body, complete		904				1012								
Stake platform			384			483	641		483	641				
Express platform							656			656				
Stake rack equipment			180			258	304		258	304				
High rack equipment							554			554				
Express rack and tail gate equipment							354			354				
Frame extensions	8-1/2-inch						19							
	12-inch						14							
	50-inch						70			70				
2-speed axle equipment	Add these						158	160		106	158	159		
2 progressive-action rear springs and equipment	amounts to the weight of the regular equipment.								37					
2 auxiliary rear springs and equipment									84					
Tru-Stop brake equip.									35					
Booster brake equipment							24	23		28				
4-speed transmission		49	51	52										
5.50-18-4 ply	Weight of the tire assembly plus the weight of the wheel.		51-1/2											
6.00-16-4 ply			42-1/4											
6.00-16-6 ply			46											
6.50-16-6 ply														
7.00-17-6 ply						83-1/2								
7.00-17-8 ply						89-1/2								
15"-6 ply			58-3/4											
7.50-17-8 ply						94-1/2								
6.00-20-6 ply									82-1/4					
6.00-20 (30x5)8 ply									87-1/2					
6.50-20 (32x6)8 ply									94-3/4					
6.50-20-6 ply									89					
7.00-20-8 ply									107					
7.00-20 (32x6)10 ply									120					
7.50-20-8 ply									124-1/2 (138-1/2 with 7/16 thick disc)					
7.50-20 (34x7)10 ply									141-3/4 (155-3/4 with 7/16 thick disc)					
8.25-20-10 ply								169-1/4						



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PASSENGER CAR EXTERIOR DIMENSIONS



NOTE: Dimensions P, Q, R, and T measured on actual cars.

LEGEND	SPORT SEDAN	TOWN SEDAN	FLEETLINE		FIVE-PASS. COUPE	BUSINESS COUPE	CABRIO-LET
			SPORT-MASTER	AERO-SEDAN			
A Overall length	195-7/8						
B Overall length, less bumpers	183-3/4						
C Wheelbase	116						
D Center of wheels to front of grille	27-1/8						
E Front of grille to front of bumper	5-1/2						
F Max. height over radiator ornament, loaded	48-7/8						
G Minimum "front axle" ground clearance*	8-1/4 (under coil spring seat)						
H Minimum exhaust pipe ground clearance*	7-1/4						
K Minimum rear axle ground clearance*	7-7/8						
L Maximum height of car, loaded	66-1/8	63-5/8	65-7/8	65-5/8			
M Maximum height of car, empty	69-3/8	66-7/8	68-5/8	67-1/4	68-3/8		
N Maximum width over front fenders	72-5/8						
O Front tread	57-5/8						
P Maximum width over front doors, opened	122	138	122	144	138		
Q Maximum width over front door handles	67-3/4	69-7/8	68-3/8	69-7/8			
R Maximum width over rear doors, opened	119		128				
S Maximum body width	70-7/8						
T Maximum width over rear door handles	69-7/8		70-1/8				
U Rear tread	60						
V Maximum width over rear fenders	72-3/4						

* - Ground clearances given are based on static conditions of tires and springs under 5-passenger design load. Actual clearances with car in operation when loaded are greater than those given.

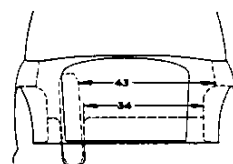
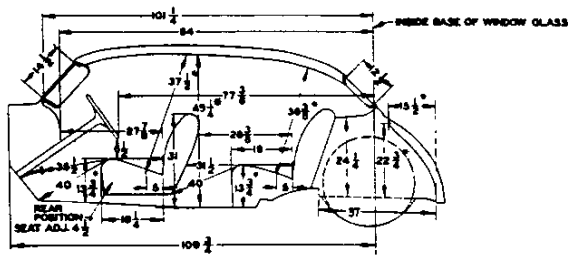
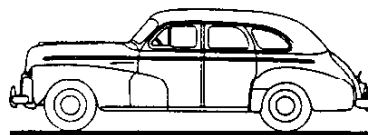
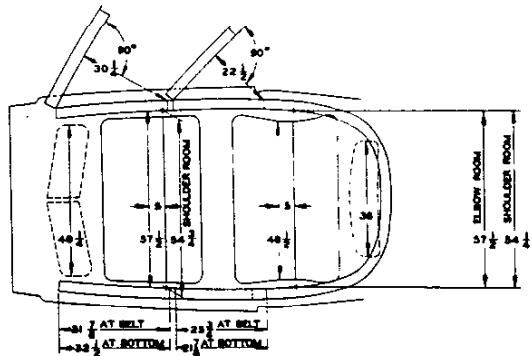


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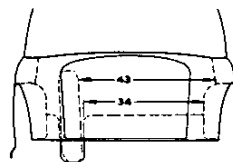
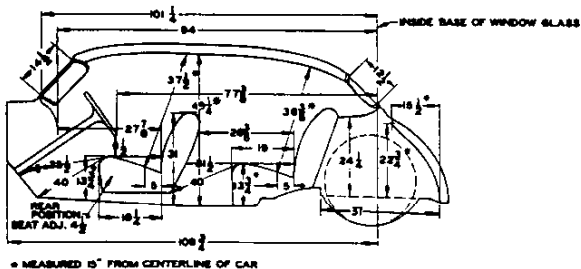
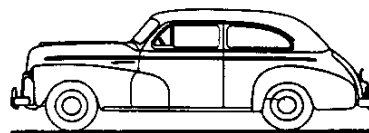
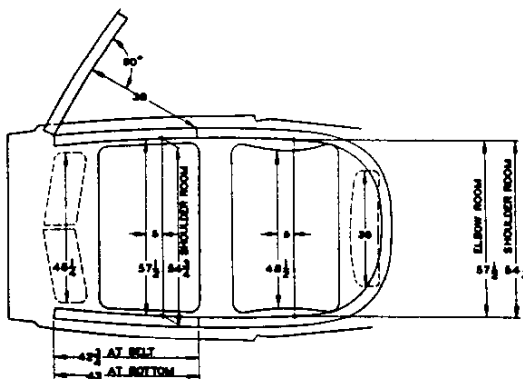


PASSENGER CAR BODY DIMENSIONS

SPORT SEDAN (Stylemaster and Fleetmaster)



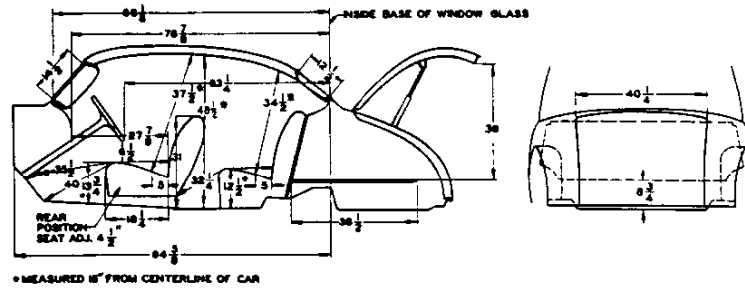
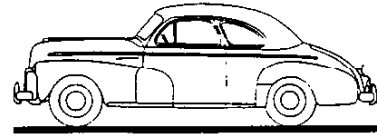
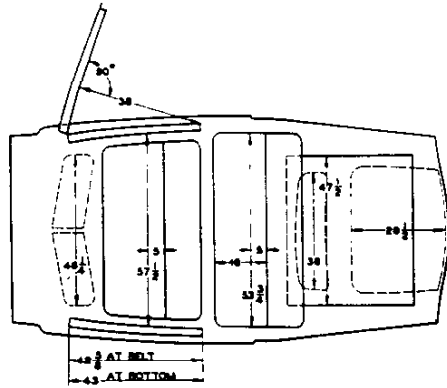
TOWN SEDAN (Stylemaster and Fleetmaster)



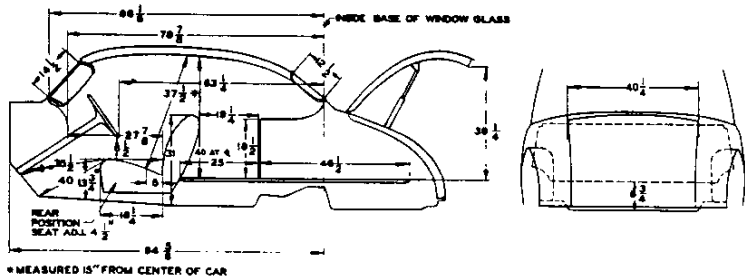
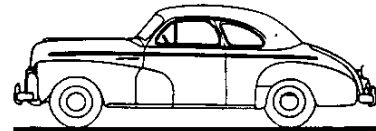
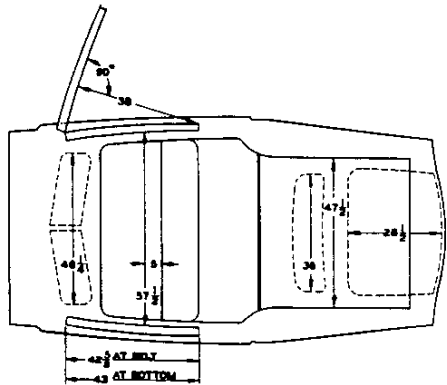
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PASSENGER CAR BODY DIMENSIONS—Continued

FIVE-PASSENGER COUPE (Stylemaster and Fleetmaster)



BUSINESS COUPE (Stylemaster and Fleetmaster)



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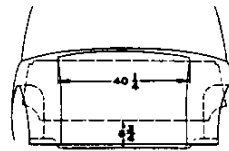
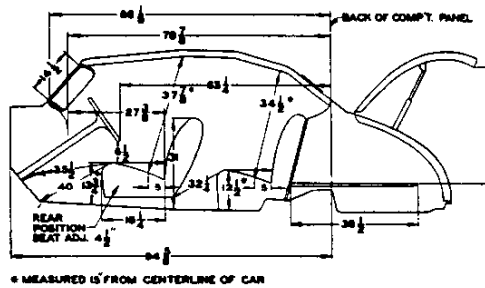
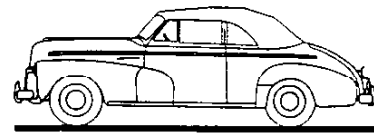
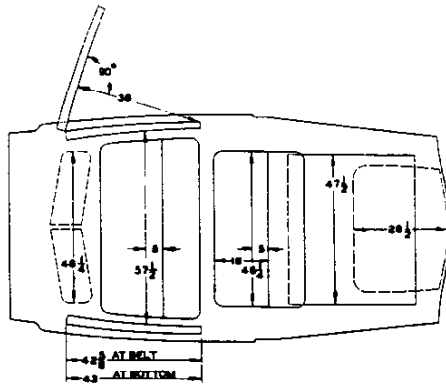


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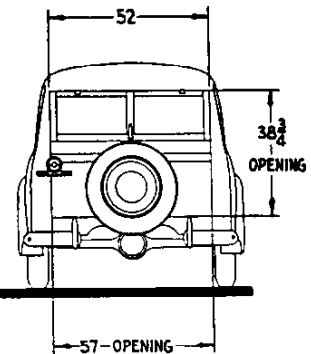
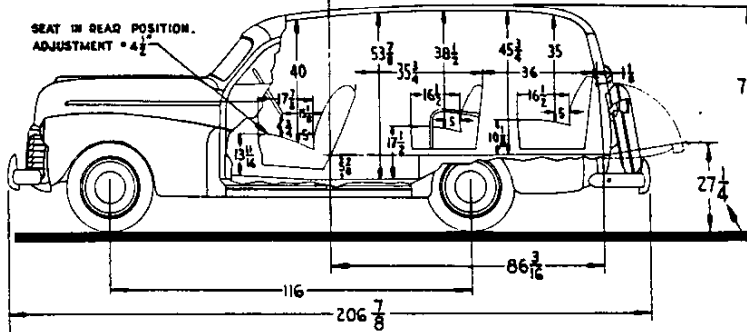
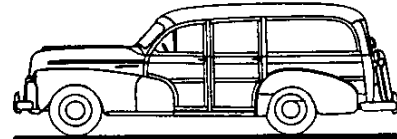
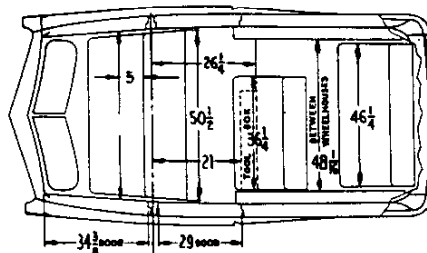
PASSENGER CAR BODY DIMENSIONS—Continued

CABRIOLET (Fleetmaster)



* MEASURED 15" FROM CENTERLINE OF CAR

STATION WAGON (Fleetmaster)



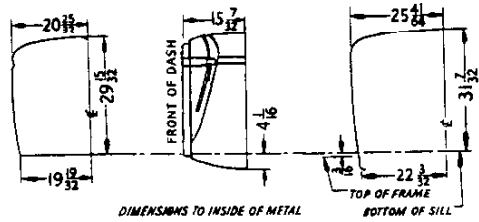
UNDER FULL LOAD WITH 6.00-16-4 PLY FRONT AND REAR TIRES.

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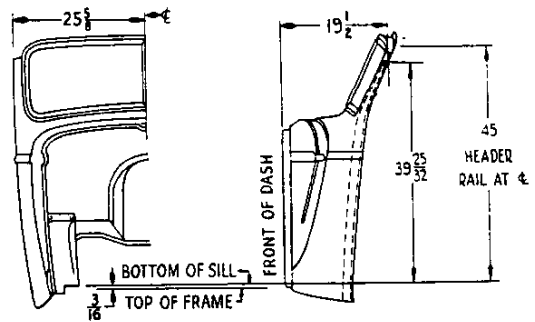
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CONVENTIONAL TRUCK COWL DIMENSIONS

FLAT FACE COWL UNIT



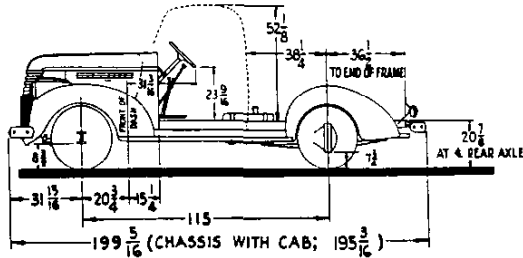
COWL AND WINDSHIELD UNIT



CONVENTIONAL TRUCK CHASSIS DIMENSIONS

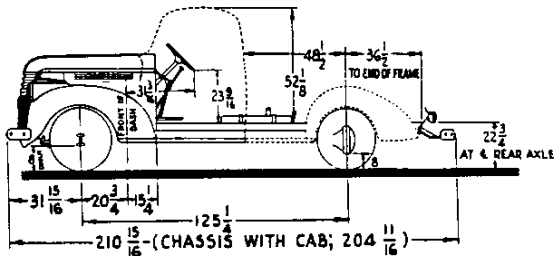
VERTICAL DIMENSIONS SHOW DESIGN HEIGHT WITH THE TIRES SPECIFIED BELOW.

LIGHT DELIVERY TRUCK CHASSIS



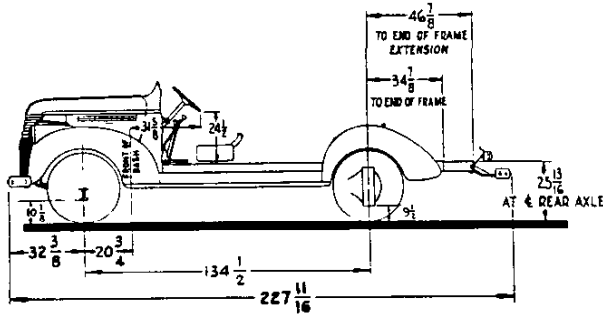
6.00-16-4 ply tires

3/4 TON TRUCK CHASSIS



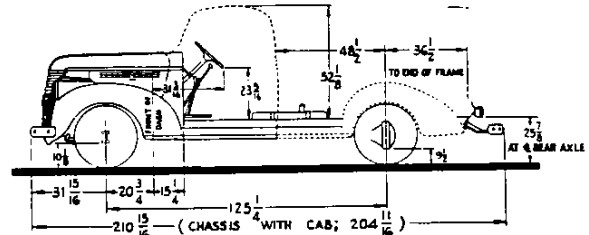
15"-6 ply tires

3/4 TON SPECIAL PANEL TRUCK CHASSIS



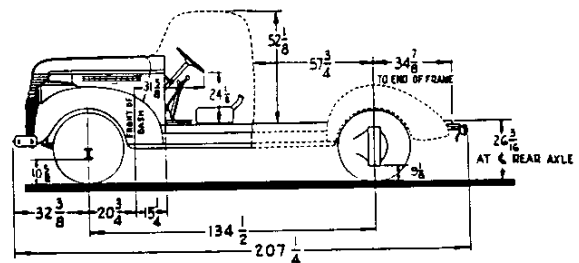
7.00-17-6 ply tires

3/4 TON TRUCK CHASSIS WITH HEAVY DUTY EQUIPMENT



7.00-17-6 ply tires

ONE TON TRUCK CHASSIS



6.00-20-6 ply tires

CONTINUED



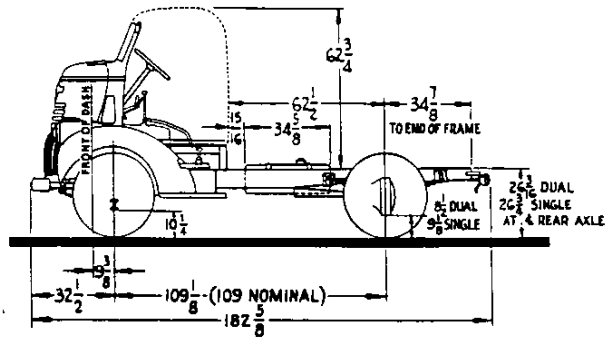
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CAB-OVER-ENGINE TRUCK CHASSIS DIMENSIONS

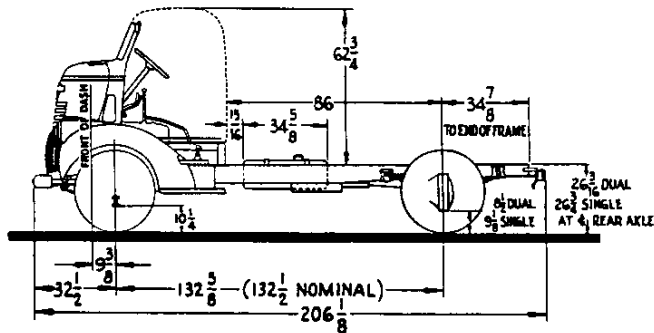
VERTICAL DIMENSIONS SHOW DESIGN HEIGHT WITH THE TIRES SPECIFIED BELOW.

109 WHEELBASE



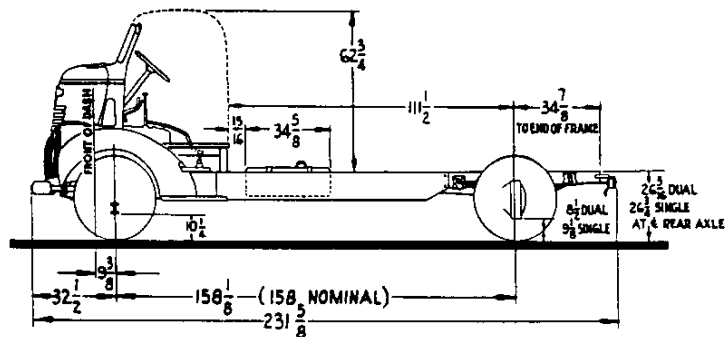
6.00-20-6 ply front tires. 6.50-20(32x6)8 ply single rear tires. 6.00-20-6 ply dual rear tires.

132-1/2 WHEELBASE



6.00-20-6 ply front tires. 6.50-20(32x6)8 ply single rear tires. 6.00-20-6 ply dual rear tires.

158 WHEELBASE



6.00-20-6 ply front tires. 6.50-20(32x6)8 ply single rear tires. 6.00-20-6 ply dual rear tires.

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CHEVROLET 1942 SPECIFICATIONS

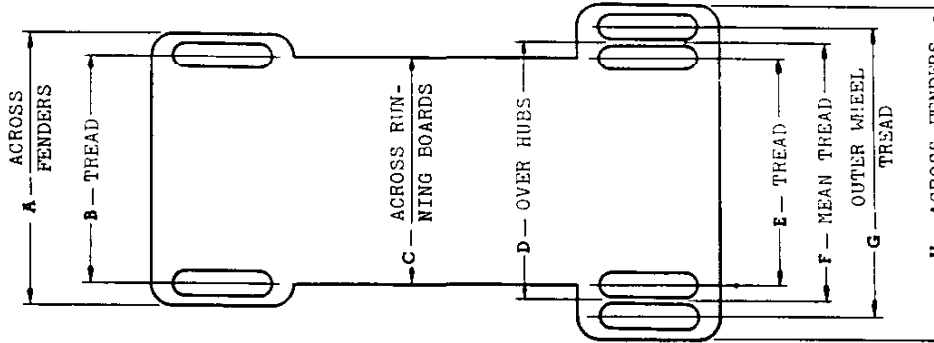
TRUCK CHASSIS DIMENSIONS — 27



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TRUCK CHASSIS TREADS AND OVERALL WIDTHS



MODEL	TIRE SIZE	A ACROSS FRONT FENDERS	B FRONT WHEEL TREAD	C ACROSS RUNNING BOARDS	D OVER HUBS	E INNER WHEEL TREAD	F DW MEAN TREAD	G OUTER WHEEL TREAD	H ACROSS REAR FENDERS
DUAL-DUTI	6.00-16-6 ply	/	56-1/2	78-5/8	68-1/8	59-1/4	/	/	/
	6.50-16-6 ply								
	15"-6 ply		57-5/8						
LIGHT DELIVERY TRUCKS	6.00-16-4 ply	72-9/16	56-1/2	71-3/4	69-1/8	59-5/16	/	/	72 single
	6.00-16-6 ply								
	6.50-16-6 ply								
	5.50-18-4 ply								
3/4 TON TRUCKS	15"-6 ply		57-5/8			60-3/8			
3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT	7.00-17-6 ply	72-3/8	56-3/8	71-3/4	75-7/8	57-3/4	66	74-1/4	70-5/8 single (on 134-1/2 wb only)
	7.00-17-8 ply								
	7.50-17-8 ply								
3/4 TON SPECIAL									
ONE TON TRUCKS	6.00-20-6 ply		57-5/16						
CONVEN- TIONAL HEAVY DUTY TRUCKS	6.00-20-6 ply	72-3/8	57-5/16	71-3/4	75-7/8	57-3/4	66	74-1/4	70-5/8 single (on 134-1/2 wb only)
	6.00-20(30x5)8 ply								
	6.50-20-6 ply		59-15/16*						
	6.50-20(32x6)8 ply								
	7.00-20-8 ply		56-9/16						
	7.00-20(32x6)10 ply		59-1/8*						
	7.50-20-8 ply		56-1/16						
7.50-20(34x7)10 ply	58-5/8*								
	57-7/8*@								
	55-5/16								
	57-7/8*@								
SCHOOL BUS CHAS- SIS	6.50-20-6 ply	72-3/8	59-15/16	/	75-7/8	57-3/4	66	74-1/4	/
	6.50-20(32x6)8 ply								
	7.00-20-8 ply								
	7.00-20(32x6)10 ply								
	7.50-20-8 ply	71-3/8	59-1/8	/	78-1/4@	57	66	75	/
	7.50-20(34x7)10 ply		58-5/8						
CAB OVER ENGINE HEAVY DUTY TRUCKS	6.00-20-6 ply	76-3/8		76-1/16	75-7/8	57-3/4	66	74-1/4	/
	6.00-20(30x5)8 ply		62-15/16						
	6.50-20-6 ply								
	6.50-20(32x6)8 ply								
	7.00-20-8 ply		62-3/16						
	7.00-20(32x6)10 ply								
	7.50-20-8 ply		61-11/16						
7.50-20(34x7)10 ply	60-15/16@								
	8.25-20-10 ply		60-15/16@			57	66	75	/
						59-3/8@		77-3/8@	/
						56-1/2		75-1/2	/
						56-1/2	66	75-1/2	/
						58-1/8@	68-5/8@	79-1/8@	/
						58-1/8@	68-5/8@	79-1/8@	/

* - With RPO front axle. @ - With RPO 2-speed and single speed heavy duty rear axle.

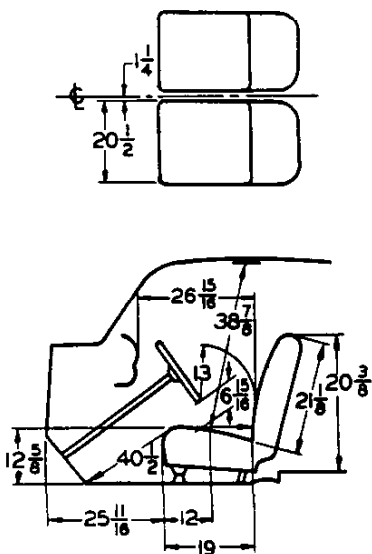


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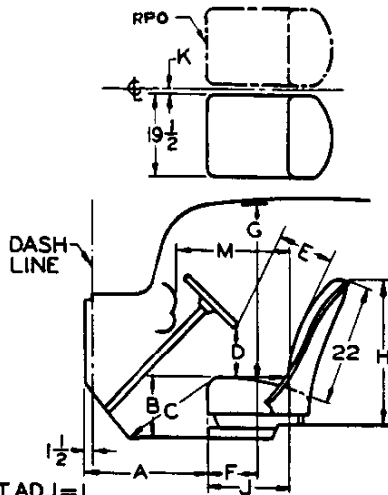
TRUCK SEAT DIMENSIONS

SEDAN DELIVERY



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

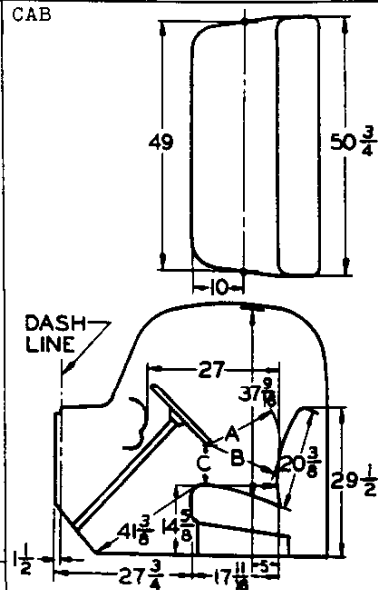
PANEL AND CANOPY EXPRESS



SEAT ADJ.=L
SEAT IN REAR POSITION

LIGHT DELIVERY, 3/4 TON AND 1 TON HDE PANELS	A-27 1/8	B-13 3/8	C-39	D-8 1/2	E-14 1/8	F-12	G-39 3/8	H-28 1/4	J-15 1/2	K-1 1/4	L-3	M-25 7/8
LIGHT DELIVERY CANOPY EXPRESS	A-28 3/8	B-13 3/8	C-38	D-8 1/2	E-13 3/4	F-12	G-39 7/8	H-28 1/4	J-15 1/2	K-1 1/4	L-2	M-24 7/8
3/4 TON SPECIAL, ONE TON AND 1 1/4 PANELS	A-28 1/8	B-14 1/2	C-39 1/2	D-8 3/4	E-13 5/8	F-13 1/4	G-38 1/2	H-32	J-15 1/4	K-1 1/4	L-4 3/8	M-25 1/8
ONE TON AND 1 1/4 CANOPY EXPRESS	A-27 1/8	B-14 1/2	C-38 1/2	D-8 3/4	E-12 3/8	F-13 1/4	G-38 1/2	H-32	J-15 1/4	K-1 1/4	L-3 7/8	M-23 7/8

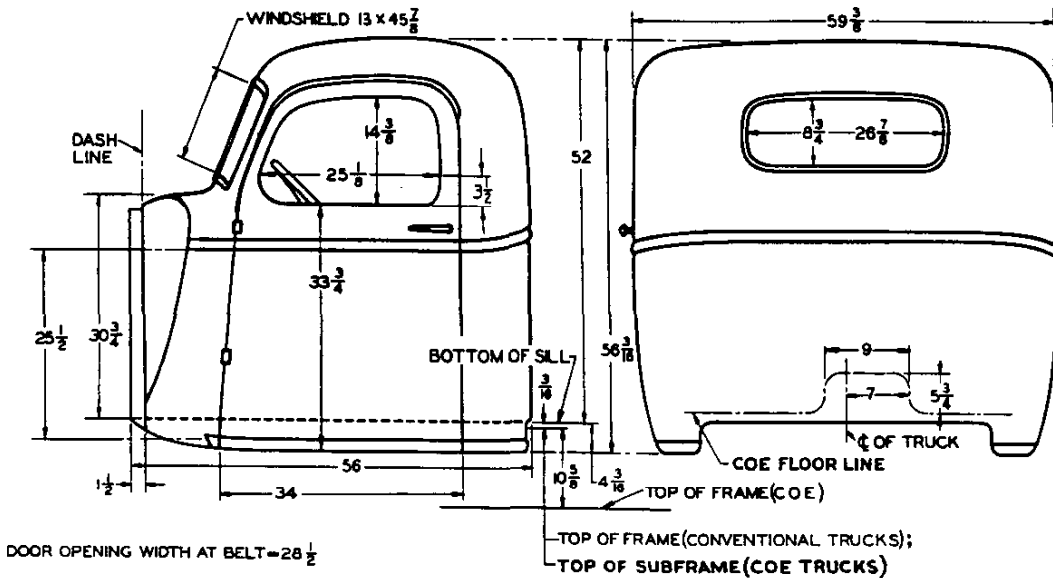
CAB



A-SEAT IN FORWARD POSITION.
B-SEAT IN REAR POSITION.
OTHER DIMENSIONS-SEAT
IN REAR POSITION.
SEAT ADJ.=4 1/4

	A	B	C
LIGHT DELIVERY, 1 TON AND 1 1/4 TON HOE	12 11/16	14 3/4	7 1/2
CONVENTIONAL HEAVY DUTY	12 11/16	14 1/4	8 1/2
CAB OVER ENGINE	13	15	8 1/2

TRUCK CAB EXTERIOR DIMENSIONS



DOOR OPENING WIDTH AT BELT=28 1/2

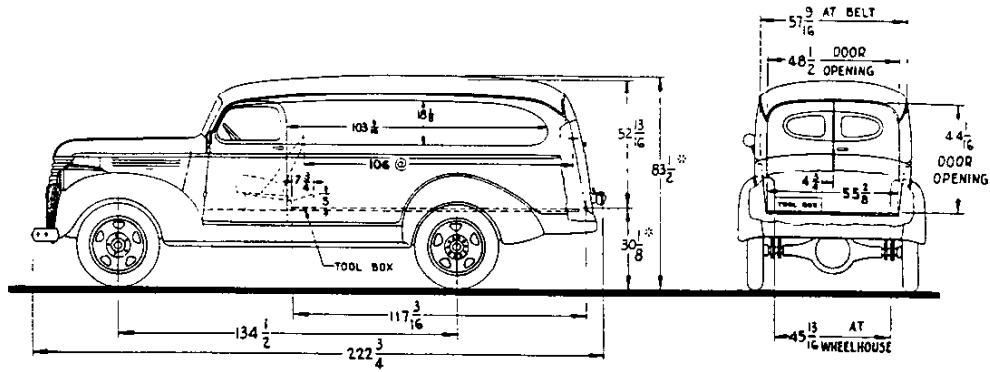


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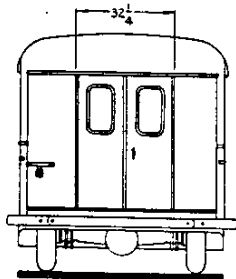
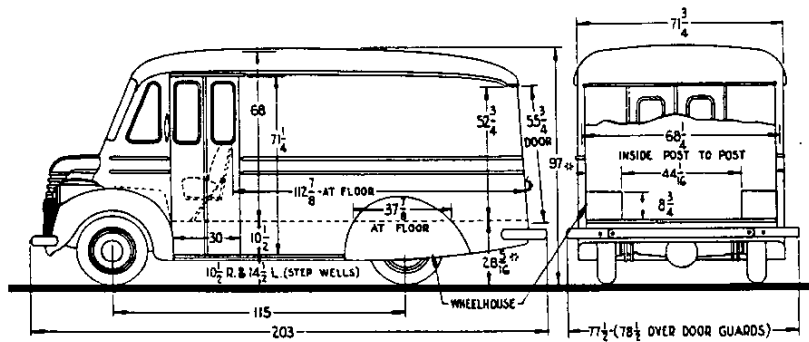
PANEL TRUCK BODY DIMENSIONS—Continued

1-1/2 TON PANEL TRUCK

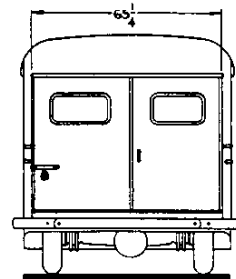


* - Loaded height with 6.50-20(32x6)8 ply rear tires. When One Ton Equipment with 6.00-20-6 ply tires is used, the dimensions are 29-3/8 and 82-7/8.
 @ - With seat in rear position.

DUBL-DUTI PACKAGE DELIVERY TRUCK BODY DIMENSIONS



REGULAR REAR PANEL
2 doors (half-width opening)



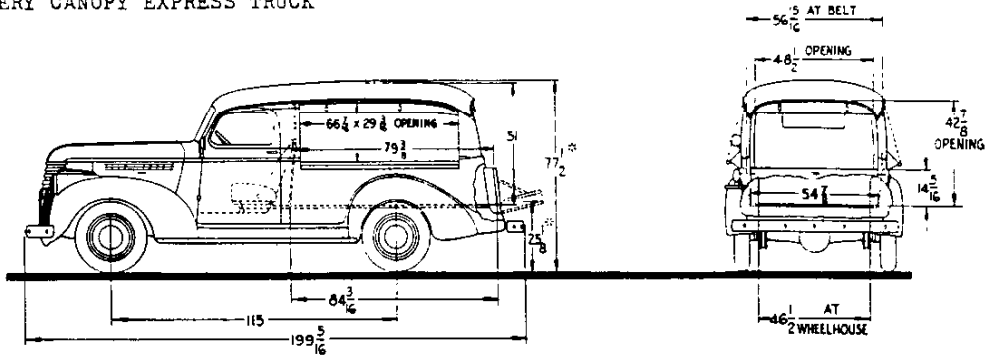
RPO REAR PANEL
2 doors (full-width opening)

* - Empty height with 6.00-16-6 ply tires.



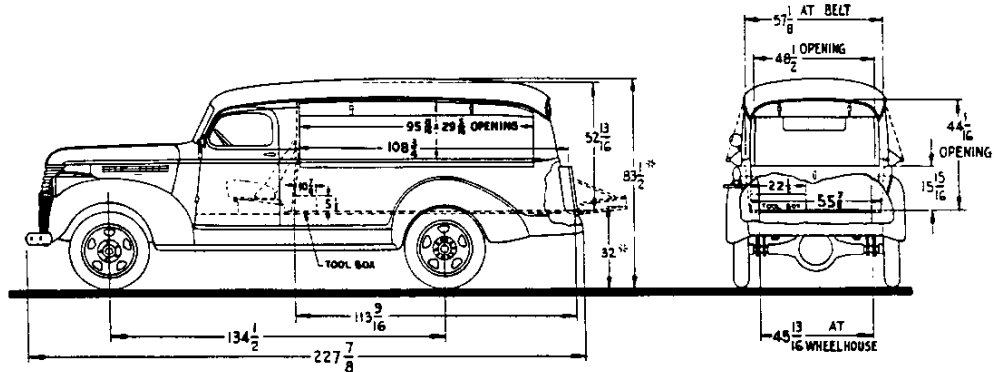
CANOPY EXPRESS TRUCK BODY DIMENSIONS

LIGHT DELIVERY CANOPY EXPRESS TRUCK



* - Loaded height with 6.00-16-4 ply tires.

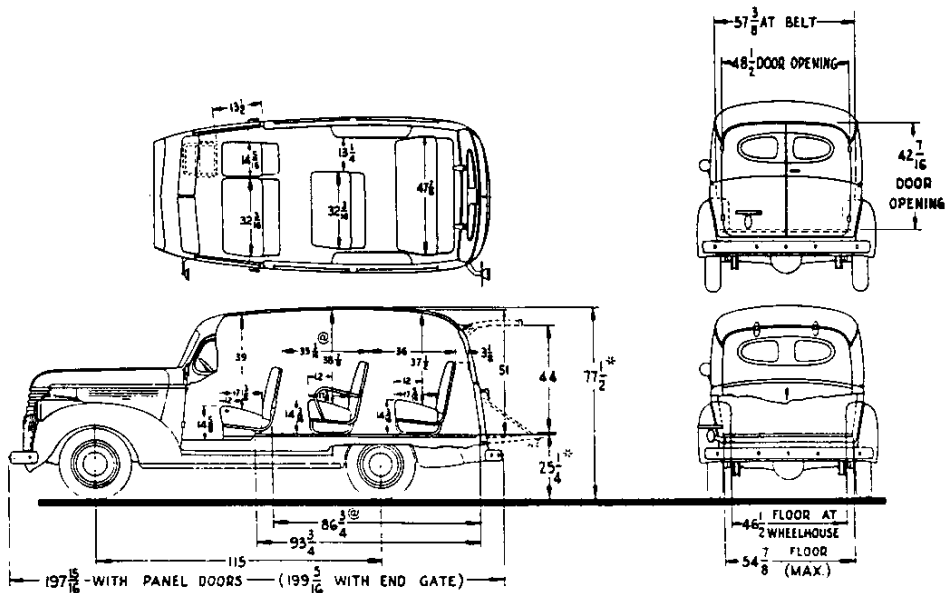
1-1/2 TON CANOPY EXPRESS TRUCK



* - Loaded height with 6.50-20(32x6)8 ply rear tires. When One Ton equipment with 6.00-20-6 ply tires is used, the dimensions are 31 and 82-7/8.

CARRYALL SUBURBAN BODY DIMENSIONS

LIGHT DELIVERY CARRYALL SUBURBAN



* - Loaded height with 6.00-16-4 ply tires.

@ - With front seat in middle position. Seat adjustment is 3/4" both ways.

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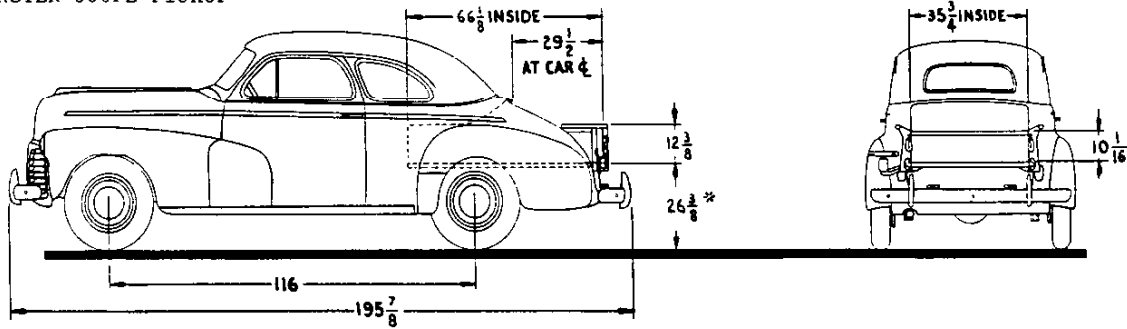


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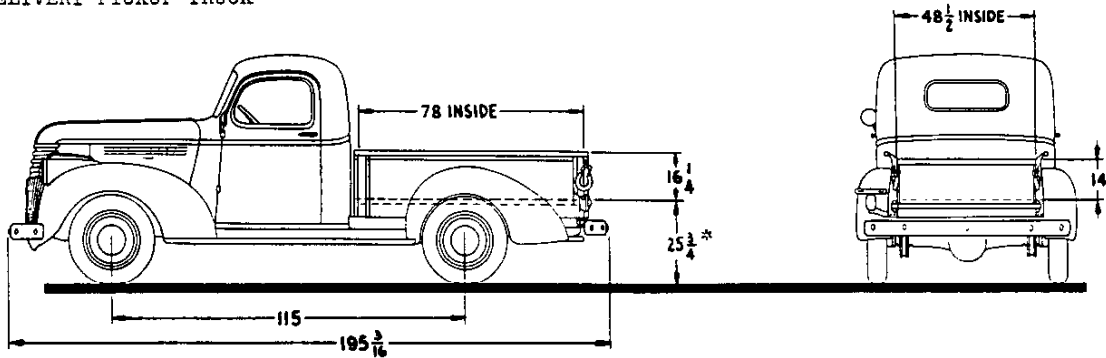
PICKUP TRUCK BODY DIMENSIONS

STYLEMASTER COUPE PICKUP



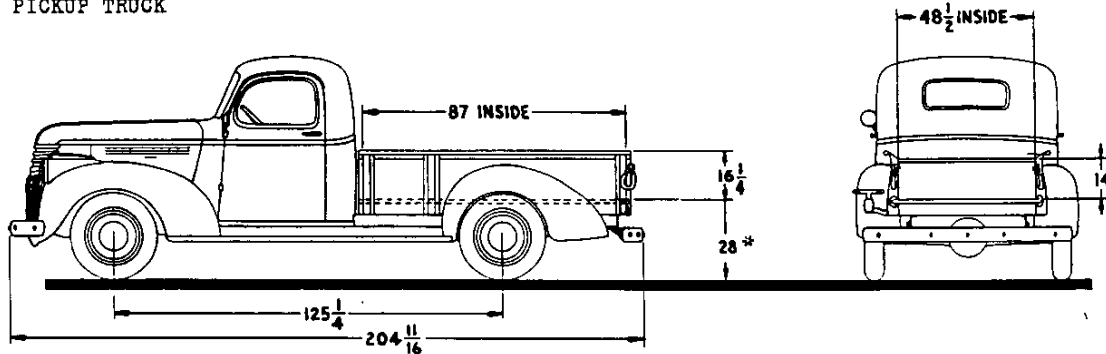
* - Loaded height with 6.00-16-4 ply tires.

LIGHT DELIVERY PICKUP TRUCK



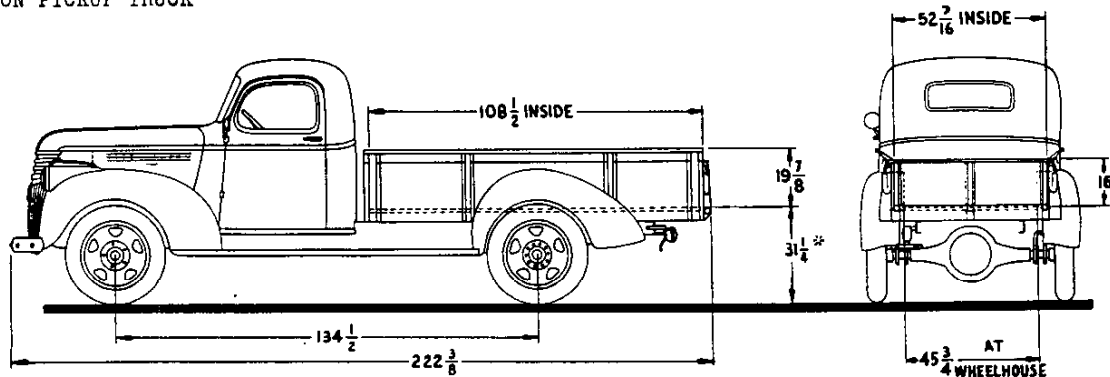
* - Loaded height with 6.00-16-4 ply tires.

3/4 TON PICKUP TRUCK



* - Loaded height with 15"-6 ply tires. When heavy duty equipment with 7.00-17-6 ply tires is used, the dimension is 31-3/4.

1-1/2 TON PICKUP TRUCK

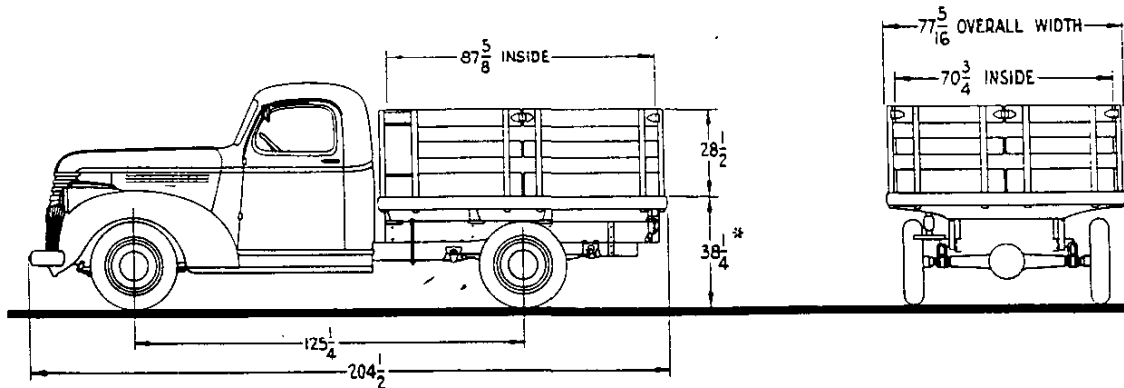


* - Loaded height with 6.50-20(32x6)8 ply rear tires. When One Ton equipment with 6.00-20-6 ply tires is used, the dimension is 30-1/2.

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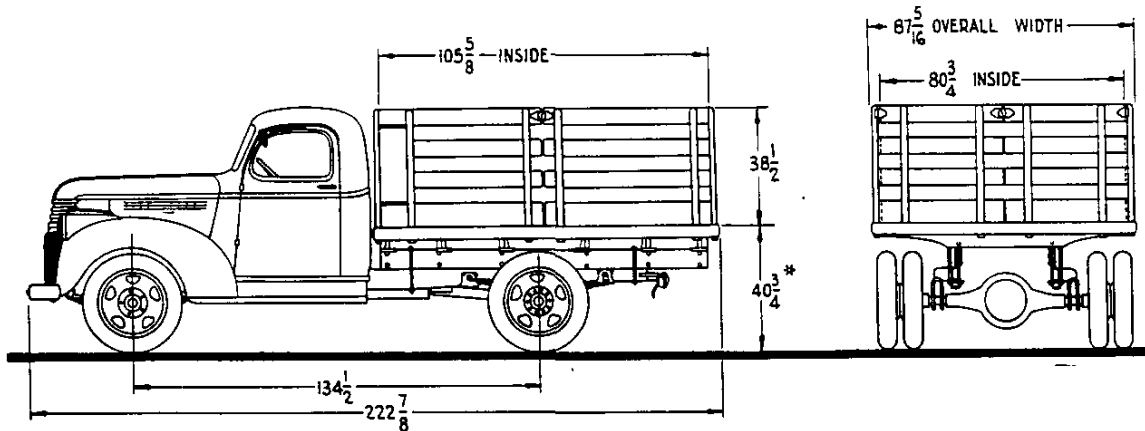
STAKE TRUCK BODY DIMENSIONS

3/4 TON STAKE TRUCK



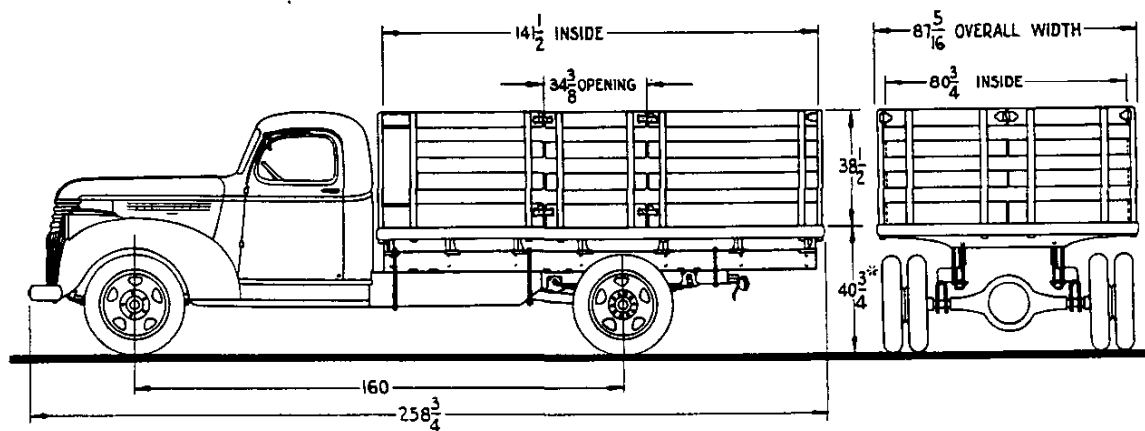
* - Loaded height with 15"-6 ply tires. When heavy duty equipment with 7.00-17-6 ply tires is used, the dimension is 42.

1-1/2 TON, 134-1/2 WB, CONVENTIONAL HEAVY DUTY STAKE TRUCK



* - Loaded height with 6.00-20-6 ply tires.

1-1/2 TON, 160 WB, CONVENTIONAL HEAVY DUTY STAKE TRUCK

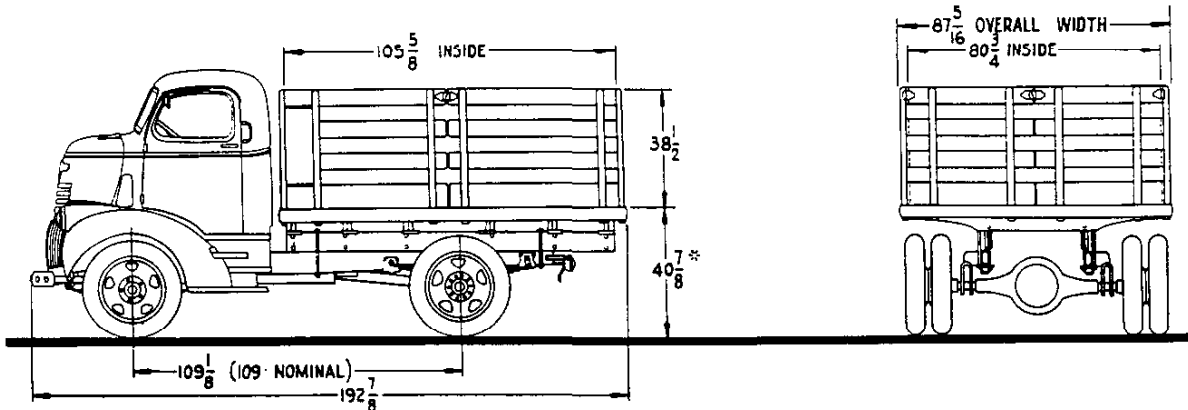


* - Loaded height with 6.00-20-6 ply tires.

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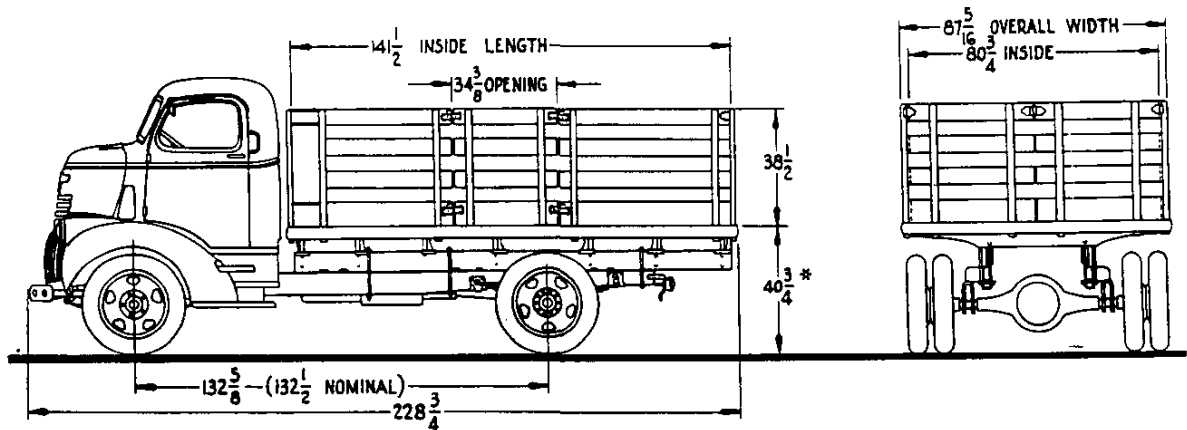
STAKE TRUCK BODY DIMENSIONS—Continued

1-1/2 TON, 109 WB, CAB-OVER-ENGINE STAKE TRUCK



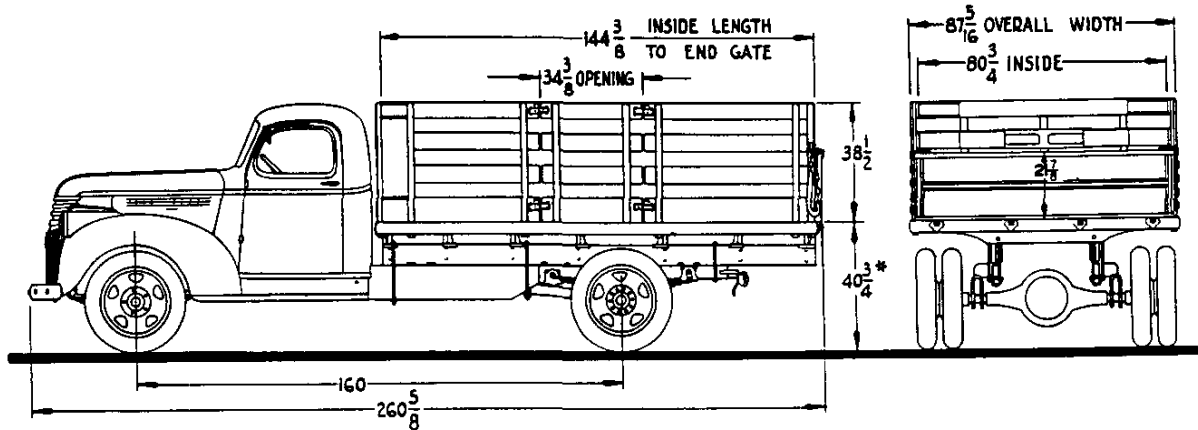
* - Loaded height with 6.00-20-6 ply tires

1-1/2 TON, 132-1/2 WB, CAB-OVER-ENGINE STAKE TRUCK



* - Loaded height with 6.00-20-6 ply tires

1-1/2 TON, 160 WB, CONVENTIONAL HEAVY DUTY STAKE EXPRESS TRUCK

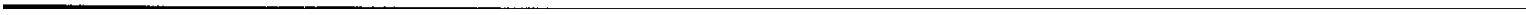


* - Loaded height with 6.00-20-6 ply tires

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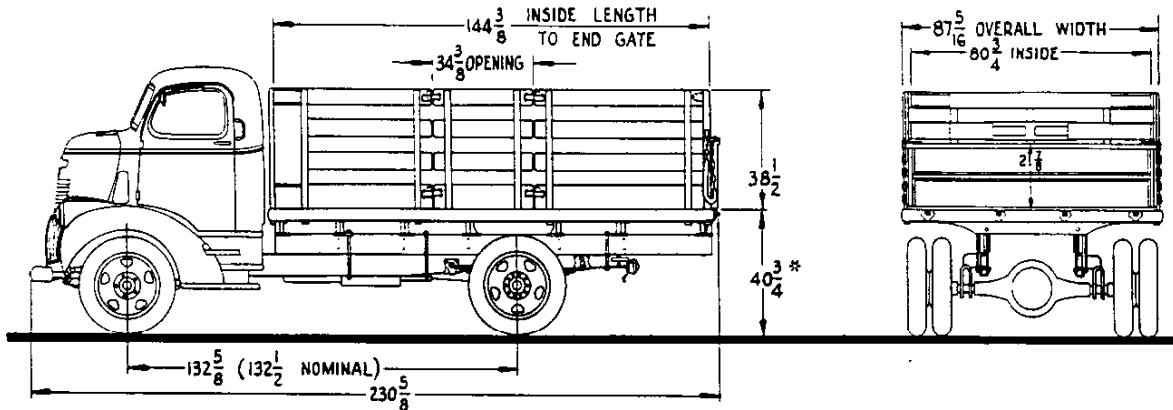


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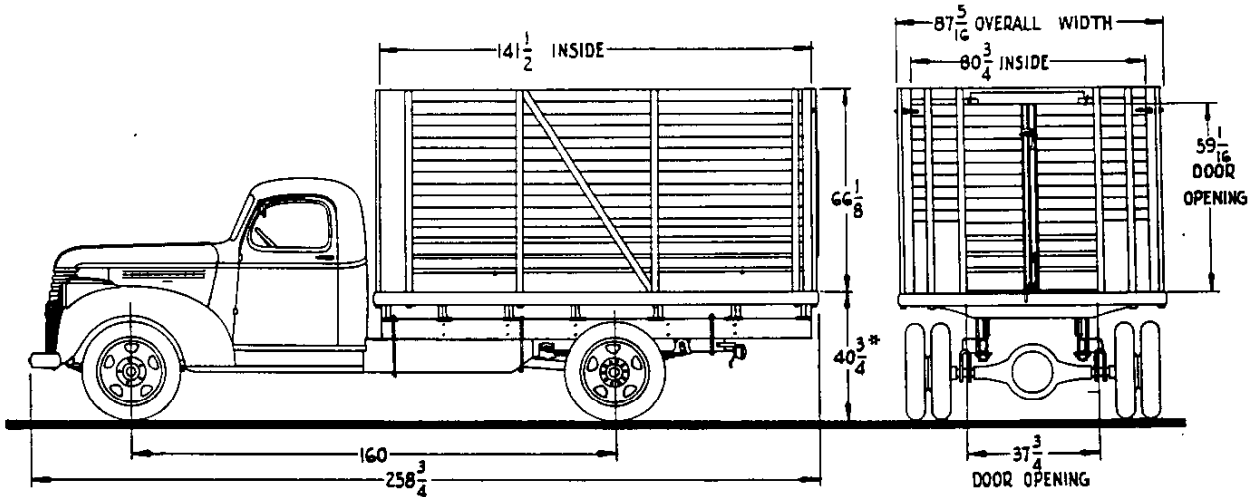
STAKE TRUCK BODY DIMENSIONS—Continued

1-1/2 TON, 132-1/2 WB, CAB-OVER-ENGINE STAKE EXPRESS TRUCK



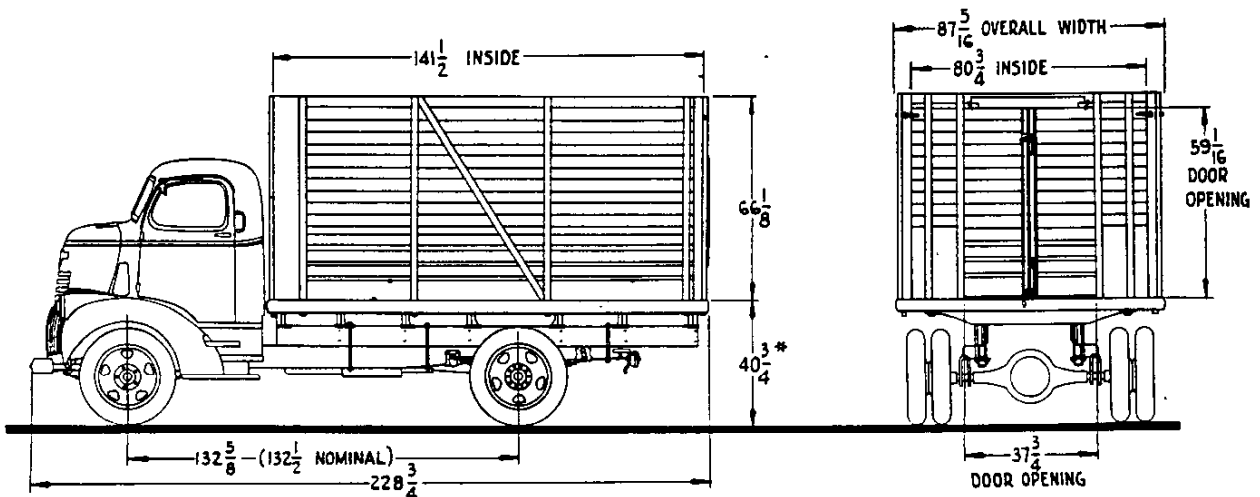
* - Loaded height with 6.00-20-6 ply tires

1-1/2 TON, 160 WB, CONVENTIONAL HEAVY DUTY HIGH RACK (STOCK) TRUCK



* - Loaded height with 6.00-20-6 ply tires

1-1/2 TON, 132-1/2 WB, CAB-OVER-ENGINE HIGH RACK (STOCK) TRUCK



* - Loaded height with 6.00-20-6 ply tires

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FRAME

ITEM	PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS				
	CABRIOLET	ALL OTHERS	LIGHT DELIVERY	DUBL-DUTI	3/4 TON		3/4 TON SPECIAL
					REGULAR	HDE	
Type	Box Girder		Ladder				
Structural cross members *	2 and VK	3	5				
Maximum overall length	169-9/16		171-7/8	184-3/4	182-1/8		202-7/8
Max. width over side members	49		46 at rear		36 (for load space length)		
S Section type	Box		Channel				
i Material	Hot rolled steel, pickled						
d Minimum yield point	41000 pounds per square inch						
e Elongation	35% to 40% in 2 inches						
m Section modulus per side (inches cubed)	1.716		2.40		3.18		5.43
e Maximum section dimensions							
Reinforcing plates	None						
ITEM	CONVENTIONAL TRUCKS		CAB-OVER-ENGINE TRUCKS		SCHOOL BUSES		
	134-1/2	160	109	132-1/2	158	160	195
Type	Ladder						
Structural cross members *	5	6	5		6	7	8
Maximum overall length	190-7/8 @	216-3/8	166-7/16	189-13/16	215-7/16	266-1/2	301-9/16
Max. width over side members	36 (for load space length)						
S Section type	Channel						
i Material	Hot rolled steel, pickled						
d Minimum yield point	41000 pounds per square inch						
e Elongation	35% to 40% in 2 inches						
m Section modulus per side (inches cubed)	5.43	8.71	5.43	8.71		9.26	
e Maximum section dimensions (plates on side members are side member reinforcements)							
Reinforcing plates	RPO	Regular	RPO	Regular			
RPO FRAME EXTENSIONS							
8-1/2-INCH TYPE		12-INCH TYPE		50-INCH TYPE			
RPO for 134-1/2 Heavy Duty Conventional trucks except Panel and Canopy Express trucks and trucks with the larger size tires.		RPO for Heavy Duty Conventional trucks except 134-1/2 Panel and Canopy Express trucks, where it is regular equipment.		RPO for 160 Heavy Duty Conventional, 132-1/2 and 158 Cab-over-engine except platform bodies. Regular equipment on 160 School Bus.			

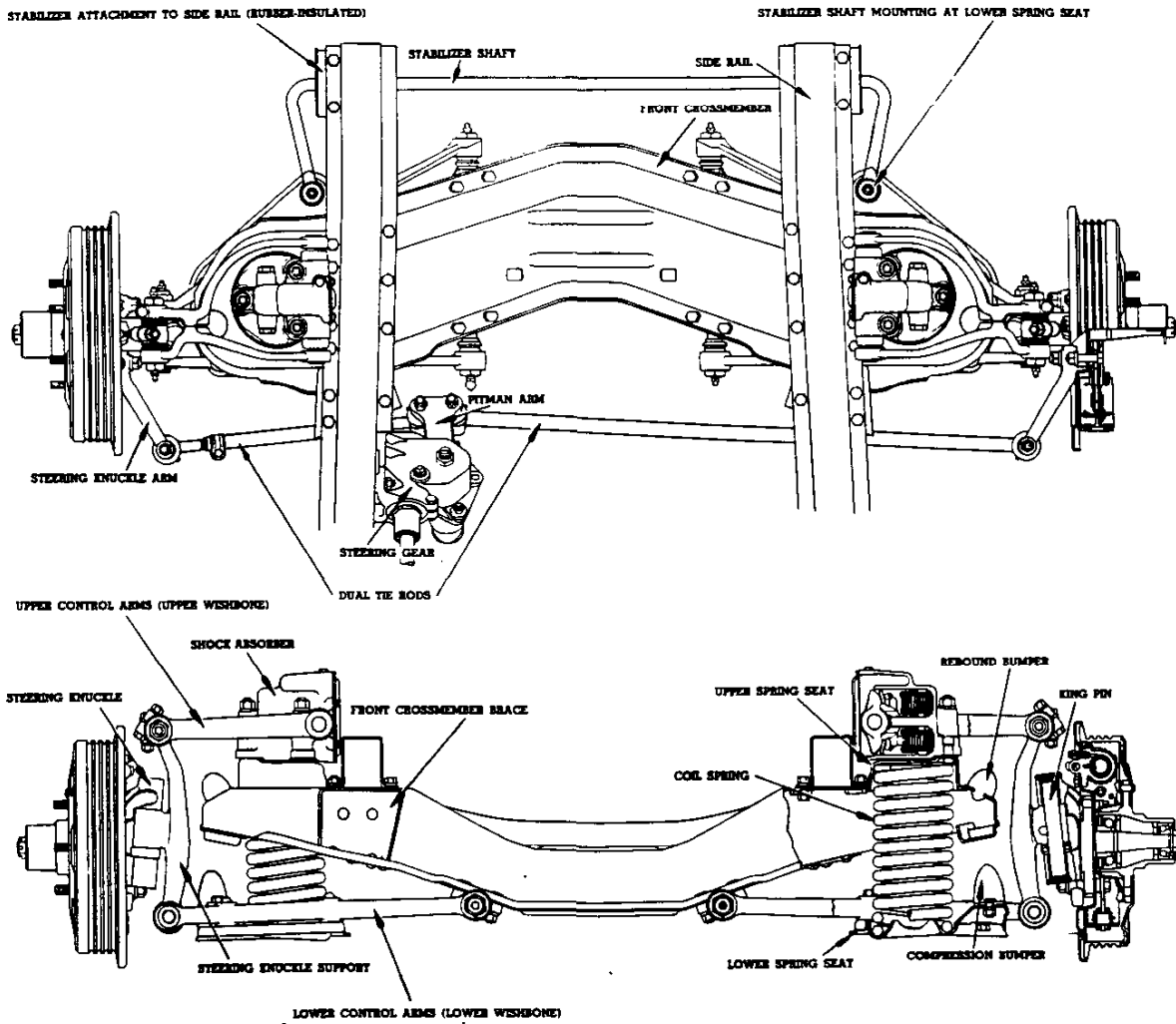
* - Structural cross members are those which are so attached as to resist torsional frame stresses.
 @ - 202-7/8 when single unit bodies are used.



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PASSENGER CAR FRONT SUSPENSION



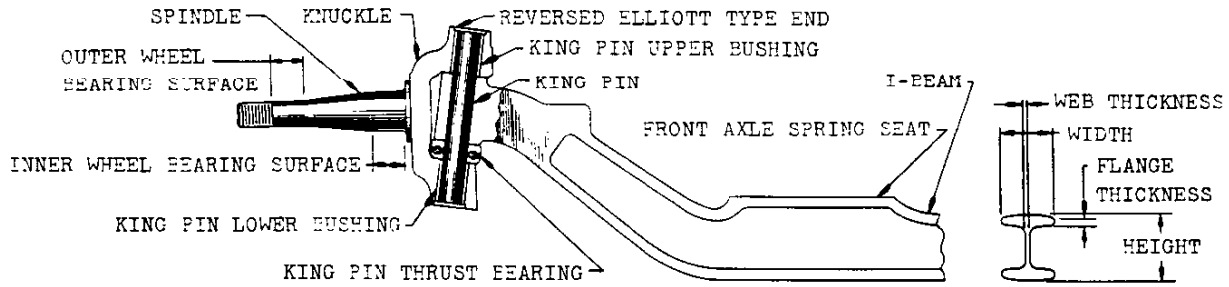
SPRING		WHEEL TRAVEL						
Type	Right hand helical coil	For steering	38° from neutral to stop					
Gauge (diameter)	.578-.582	Vertical	4" both up and down from normal setting of metal-to-metal position					
Number of coils	11-5/16	Ratio	1.64:1 (wheel to spring)					
Outside diameter	4-3/8	Comparative travel of wheel and spring	Wheel travels in vertical path 4" from normal setting position at rate of 111 pounds per inch		Spring travels 2-7/16" at rate of 300 pounds per inch			
Pitch diameter (theoretical)	3.791							
Free length	14-1/4							
Working length	9-5/8 at 1375 pounds							
Deflection rate	300 pounds per inch							
BEARINGS	UPPER CONTROL ARMS			LOWER CONTROL ARMS				
	Pivot Bolt	Front Bushing	Rear Bushing	Pivot Bolt	Bolt Bushing	Shaft Bushing	Shaft Ends	
Type	Threaded							
Threaded	Type	Ends 11 pitch, single	11 pitch, single					
		Center 14 pitch, double						
	Major diameter	Front	.644-.662	.694 minimum	.738-.756	.774 minimum	.889 minimum	.853-.859
		Center	.976-.980		.724-.742			
Rear		.644-.662	.714-.732					
Mounting	Clamp lock			Self locking			Bolted	
Seal	Synthetic rubber, self sealing							

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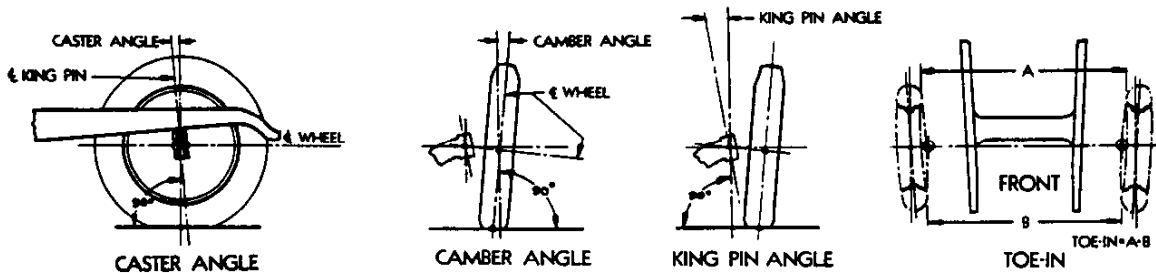
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FRONT AXLE



ITEM	PASSENGER AND COMMERCIAL CARS	LIGHT COMMERCIAL TRUCKS			CONVENTIONAL HEAVY DUTY TRUCKS		SCHOOL BUS CHASSIS	CAB-OVER-ENGINE TRUCKS
		LIGHT DELIVERY AND DUBL-DUTI	3/4 TON REG-ULAR	3/4 TON WITH HDE	3/4 TON SPECIAL	ONE TON		
Type	Reversed Elliott	Reversed Elliott (modified I-beam section)						
Rated capacity (pounds)	2000	2200	2500		3500	4500	4200	
I-beam (average dimensions)	Height		2-3/32		2-17/64		2-3/8	2-5/8
	Width		1-23/32	1-13/16		2		
	Flange thickness		7/32	1/4		5/16	7/16	
	Web thickness		9/32	11/32			1/4	3/8
	Section modulus (inches cubed)		0.827	1.085		1.215	1.43	1.72
King pin diameter		.8660-.8665			.9210-.9214	1.1085-1.1095		
King pin bushings	Inside diameter	.867-.868			.922-.923	1.1095-1.1105		
	Length	1-5/16			1-17/64	1-11/32		
King pin thrust bearings		See BEARINGS, page 78						
Wheel bearings		See BEARINGS, page 78						
Spindle diameter	At inner bearing	1.2801-1.2806			1.4051-1.4056	1.5618-1.5623		
	At outer bearing	.7490-.7495			.8427-.8432	.9368-.9373		

FRONT WHEEL ALIGNMENT (Service Dimensions)



ITEM	PASSENGER AND COMMERCIAL CARS	LIGHT DELIVERY TRUCKS, 3/4 TON TRUCKS, 3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL TRUCKS	ONE TON AND CONVENTIONAL HEAVY DUTY TRUCKS AND SCHOOL BUSES (REGULAR & RPO AXLES)	CAB-OVER-ENGINE TRUCKS
King pin angle	4-3/4° ± 30'	7°-10' ± 1°		8° ± 1°
Camber	-15° ± 30'	1° ± 30'		
Caster	0° ± 30'	1°-45' ± 30'	2°-45' ± 30'	
Toe-in	0 to 1/16	5/64 to 1/8		
Toe-out on turns	Outside wheel	20°		
	Inside wheel	24° ± 2°	23° ± 2°	

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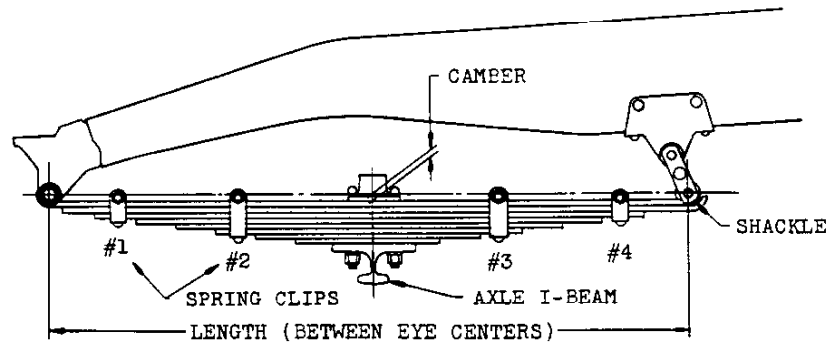
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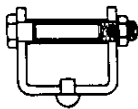


TRUCK FRONT SPRINGS

SEMI-ELLIPTIC TYPE SPRING



SPRING CLIP TYPES

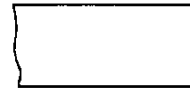


BOLT



CLINCH

LEAF END TYPE



FLAT
(square trim)

ITEM	LIGHT DELIVERY TRUCKS	DUBL-DUTI AND 3/4 TON TRUCKS AND 3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT	3/4 TON SPECIAL, ONE TON AND CONVENTIONAL HEAVY DUTY TRUCKS	SCHOOL BUSES AND RPO FOR CONVENTIONAL HEAVY DUTY TRUCKS	CAB OVER ENGINE TRUCKS	
Type	Semi-elliptic					
Number of leaves	7	8	7	9	8	
Thickness of leaves	#1	.237	.237	.291	.291	
	#2					
	#3					
	#4	.194	.214	.291	.291	
	#5					
	#6					
	#7	.262	/	/	/	
	#8					
	#9	/	/	/	/	
Total thickness	1.487	1.902	2.037	2.619	2.328	
Length x width	36 x 1-3/4		40 x 2			
Average camber	19/32	9/16	1-3/16	39/64	7/8	
Average load at camber height (pounds)	775	805	1000	1550	1275	
Average deflection rate (pounds per inch)	260	275 at 350-650 pounds; 365 at 850-1150 pounds	475	640	575	
Leaf end type	Flat (square trim)					
Spring clip type	#1	Clinch		Bolt		
	#2	/	/	/	Bolt	
	#3	Clinch	Bolt			/
	#4	Clinch		Bolt		



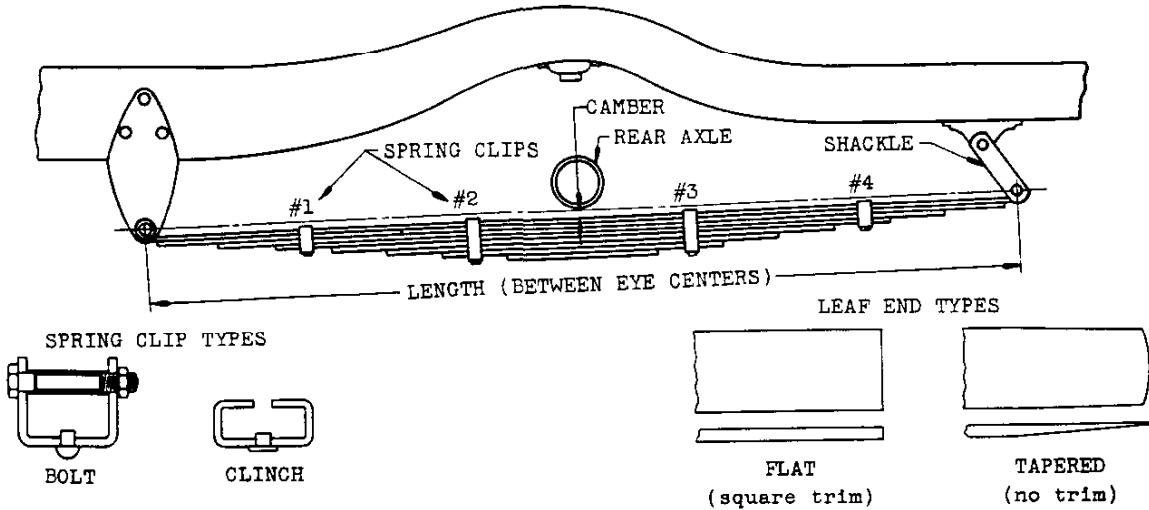
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REAR SPRINGS

SEMI-ELLIPTIC TYPE SPRING



ITEM	PASSENGER AND COMMERCIAL CARS				1/2 TON TRUCKS	
	Chassis, Town Sedan, Sport Sedan, Fleet-line Sport-master and Aerosedan and Coupe Pickup. RPO (with RPO 18" wheels) for Business Coupe, Five-Pass. Coupe and Cabriolet.	Business Coupe, Five-Passenger Coupe and Cabriolet.	Sedan Delivery. RPO (with regular wheels) for Chassis, Town Sedan, Sport Sedan, Fleet-line Sport-master and Aerosedan and Coupe Pickup.	Station Wagon	Light Delivery Trucks	Dubl-Duti Truck
Type	Semi-elliptic					
Number of leaves	8	7	8		9	
Thickness of leaves	#1	.237	.237	.237	.291	.291
	#2					
	#3					
	#4	.214	.214	.262	.291	.291
	#5					
	#6					
	#7					
	#8					
	#9	/		/		/
Total thickness	1.804	1.590	1.896	1.996	2.328	2.619
Length x width	49 x 1-3/4				54-1/8 x 1-3/4	
Average camber	5/8 negative				1/2	
Average load at camber height (pounds)	920	825	1050	1365	1150	1350
Average deflection rate (pounds per inch)	115	108	145	165	190	220
Leaf end type	Tapered (no trim)			Flat (square trim)		
Spring clip type	#1	Clinch				
	#2	/				Clinch
	#3	/				
	#4	Clinch				
Spring covers	Metal				/	

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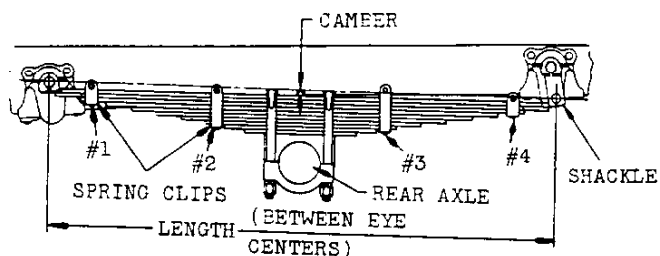
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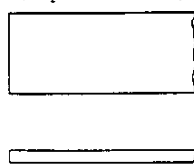


REAR SPRINGS—Continued

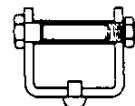
HEAVY DUTY TRUCK SPRING (semi-elliptic type)



FLAT TYPE LEAF END
(square trim)



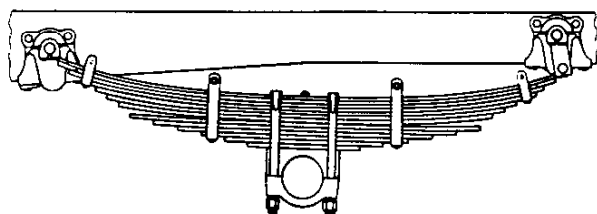
SPRING CLIP TYPES



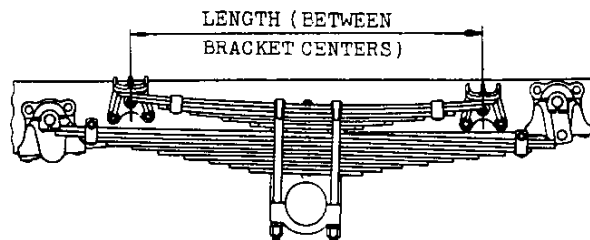
BOLT

CLINCH

PROGRESSIVE-ACTION TYPE TRUCK SPRING



TRUCK SPRING WITH AUXILIARY SPRING



ITEM	3/4 TON TRUCKS	3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL TRUCKS	ONE TON TRUCK AND CONVENTIONAL HEAVY DUTY PANEL TRUCK WITH SINGLE REAR WHEELS	CONVENTIONAL AND COE HEAVY DUTY TRUCKS (except panel trucks with single rear wheels)	PROGRESSIVE-ACTION SPRING FOR SCHOOL BUSES AND RPO FOR HEAVY DUTY TRUCKS	RPO AUXILIARY SPRING FOR HEAVY DUTY TRUCKS	
Type	Semi-elliptic						
Number of leaves	7	8	8	10	11	6	
Thickness of leaves	#1	.291	.291	.323	.323	.323	
	#2						
	#3						
	#4						
	#5	.323	.323	.323	.360	.323	
	#6						
	#7						
	#8						
	#9						
	#10						
	#11						
Total thickness	2.133	2.424	2.424	3.230	3.775	1.938	
Length x width	46 x 2		46 x 2-1/2		31 x 2-1/2		
Average camber	9/16	1-29/32	1-9/16	25/32	1-3/8		
Average load at camber height (pounds)	1400	1650	2250	3250	4000	Engages at 1900	
Average deflection rate (pounds per inch)	250 at 200 to 600 pounds; 370 at 1200 to 1600 pounds	315 at 250 to 750 pounds; 435 at 1400 to 1800 pounds	360 at 300 to 700 pounds; 525 at 2000 to 2500 pounds	770	550 at 1000 to 2000 pounds; 1000 at 3500 to 4500 pounds	1530	
Leaf end type	Flat (square trim)						
Spring clip type	#1	Bolt				Clinch	
	#2			Bolt			
	#3	Bolt				Bolt	
	#4	Bolt				Clinch	

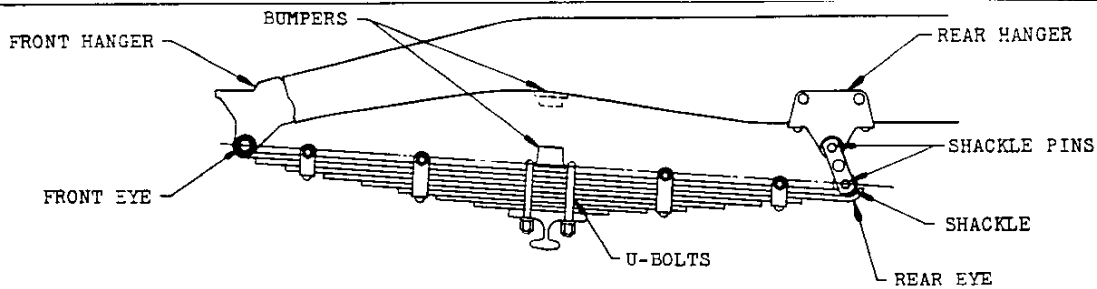


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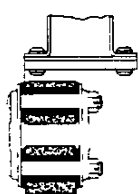
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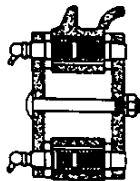
SPRING MOUNTINGS



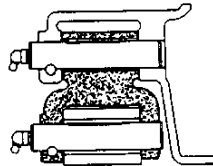
SHACKLE TYPES



RUBBER-BUSHED H



THREADED H



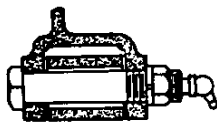
CLEVIS

EYE TYPE (SHACKLE END)

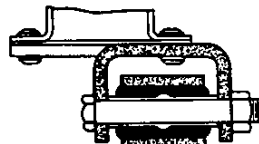


OVERHUNG EYE

FIXED END TYPES



PLAIN



RUBBER-BUSHED

EYE TYPE (FIXED END)



BERLIN EYE
1/2 WRAPPED

ITEM	PASSENGER AND COMMERCIAL CAR REAR SPRINGS	TRUCK FRONT SPRINGS		TRUCK REAR SPRINGS		
		DUBL-DUTI AND CAB-OVER-ENGINE TRUCKS	ALL OTHER TRUCKS AND SCHOOL BUSES	LIGHT DELIVERY AND DUBL-DUTI TRUCKS	3/4 TON, 3/4 TON HDE AND 3/4 TON SPECIAL TRUCKS	ONE TON AND HEAVY DUTY TRUCKS AND SCHOOL BUSES
Shackle	At rear		At front	At rear		
Location	Threaded H (with passenger and commercial car rear springs, rubber-bushed shackles also are used.)			Clevis		
Type						
Shackle pin diameter	.6215-.6245 P.D., 11 threads			.874-.875		
Bolt dia., fixed end	.500-.504		.681-.684			
Bushing at fixed end of spring	Type	Rubber-bushed		Plain		
ID	.505 minimum		.685-.689	.876-.880		
Length	2.400-2.410	1-15/16 (1-11/16*)	1-11/16	1-63/64	2-31/64	
Bushings at shackle end of spring	Type	Threaded for shackle pins		Plain (Two for upper pin)		
Diameter	.6295-.6325 P.D., 11 threads			Upper, .8755-.8765 ID Lower, .876-.880 ID		
Length	1-3/4	2 (1-3/4*)	1-3/4	Upper, 1-1/8 Lower, 1-63/64 Lower, 2-31/64		
Spring to axle attachment	2 U-bolts to rubber-bushed seat on housing	2 U-bolts to axle I-beam	2 U-bolts to metal seat and cap on housing			
			Oscillating seat	Fixed seat		
U-bolt diameter	1/2	5/8 (1/2*)	1/2	5/8		
Spring bumper	Rubber on frame	Rubber on spring		Rubber on frame		
Spring mounting	Parallel	70-49' (80-5'*) included	5° included	Parallel		
Spring centers	47-1/4	26-13/16		42-1/2	42	

* - For Light Delivery, Dubl-Duti and 3/4 Ton trucks and 3/4 Ton trucks with heavy duty equipment.



3

4



SHOCK ABSORBERS											
ITEM	PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS						ONE TON TRUCKS, CONVENTIONAL AND CAB-OVER-ENGINE HEAVY DUTY TRUCKS AND SCHOOL BUSES		
			LIGHT DELIVERY AND DUBL-DUTI TRUCKS		3/4 TON TRUCKS		3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL TRUCKS				
			Front	Rear	Front	Rear	Front	Rear			Front
Make	Delco										
Type	Hydraulic, double-acting (end-to-end discharge)		Hydraulic, single-acting (conventional)								
Valve code number	Bumper	Ad-.5	D-.5	4CG	3CG	4CG	3CG	4CG			
	Rebound	1.5D	.7J								
Piston diameter	1-1/2										

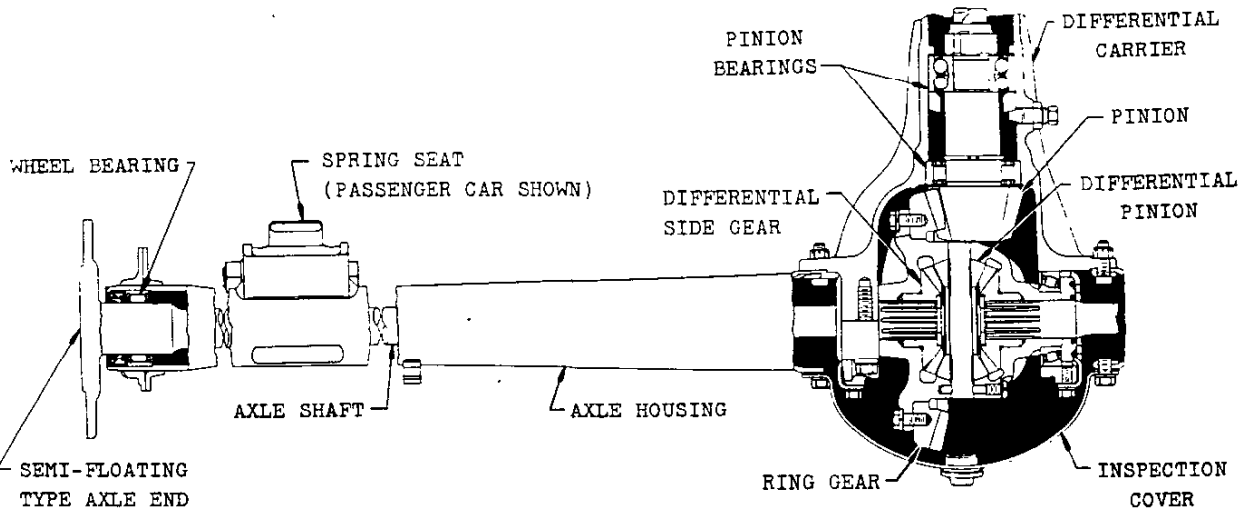
RPO SHOCK ABSORBERS											
ITEM	PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS						ONE TON TRUCKS, CONVENTIONAL AND CAB-OVER-ENGINE HEAVY DUTY TRUCKS AND SCHOOL BUSES		
			LIGHT DELIVERY AND DUBL-DUTI TRUCKS		3/4 TON TRUCKS		3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL TRUCKS				
			Front	Rear	Front	Rear	Front	Rear			Front
Make	Delco										
Type			Hydraulic, double-acting								
Valve code number	Bumper			G2		G0		G2		G0	
	Rebound			2R		1R		2R		1R	
Piston diameter			1-1/2								1-3/4

RIDE STABILIZER			
ITEM	PASSENGER AND COMMERCIAL CARS		ALL OTHER TRUCKS AND SCHOOL BUSES
	LIGHT DELIVERY CHASSIS WITH FLAT FACE COWL, CHASSIS WITH COWL AND WINDSHIELD, CARRYALL SUBURBAN AND PANEL TRUCKS AND DUBL-DUTI TRUCK		
Type	Torsion bar in rubber bushing		
Mounting	Bolted to lower front spring seat		Bolted to front spring

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REAR AXLE



ITEM	PASSENGER AND COMMERCIAL CARS		LIGHT COMMERCIAL TRUCKS						
			LIGHT DELIVERY		DUBL-DUTI PACKAGE DELIVERY		3/4 TON, 3/4 TON HDE AND 3/4 TON SPECIAL		
			3-speed trans- mission	4-speed trans- mission	3-speed trans- mission	4-speed trans- mission	3-speed trans- mission	4-speed trans- mission	
Reg. axle	RPO axle								
Type	Semi-floating								
Rating (pounds)	3000		3300				3900		
Housing type	Pressed steel banjo. Two pieces welded together along seams.						Banjo. One-piece welded steel tube		
Final gears	Spiral Hypoid								
	Type								
	Ratio	4.11:1	3.73:1	4.11:1		4.55:1			
Teeth	37 and 9	41 and 11	37 and 9		41 and 9				
Gear backlash	.005-.007		.005-.008						
Pinion	Mounting	Overhung							
	Adjust.	Shims and tapered collar							
	Bearings	See BEARINGS, page 78							
	Thrust	Against front pinion bearing							
Differential	Type	Two-pinion							
	Bearings	See BEARINGS, page 78							
Wheel bearings	See BEARINGS, page 78								
Axle shaft	Type	Drive flange at wheel end forged integrally with shaft.							
	Minimum diameter	63/64		1-5/32					
Drive torque	Through torque tube						Through springs		
Total gear reduction* (ratio)	First	12.09	10.97	12.09	29.02	13.38	32.12	13.38	32.12
	Second	6.91	6.27	6.91	14.30	7.64	15.83	7.64	15.83
	Third	4.11	3.73	4.11	7.03	4.55	7.78	4.55	7.78
	Fourth				4.11		4.55		4.55
	Reverse	12.09	10.97	12.09	28.69	13.38	31.76	13.38	31.76
Axle shaft torque @ (foot-pounds)	First	1726	1566	1726	2656\$	1911	2656\$	1911	2656\$
	Second	987	895	987	2042	1091	2260	1091	2260
	Third	614	558	614	1006	680	1111	680	1111
	Fourth				614		680		680
	Reverse	1726	1566	1726	2656\$	1911	2656\$	1911	2656\$
Lubricant capacity	3-1/2 pints			4-1/2 pints					

* - Rear axle ratio x transmission ratio. @ - Total gear reduction x engine maximum net torque x efficiency factor (.89 in high gear; .85, all others). \$ - Maximum capacity per shaft.

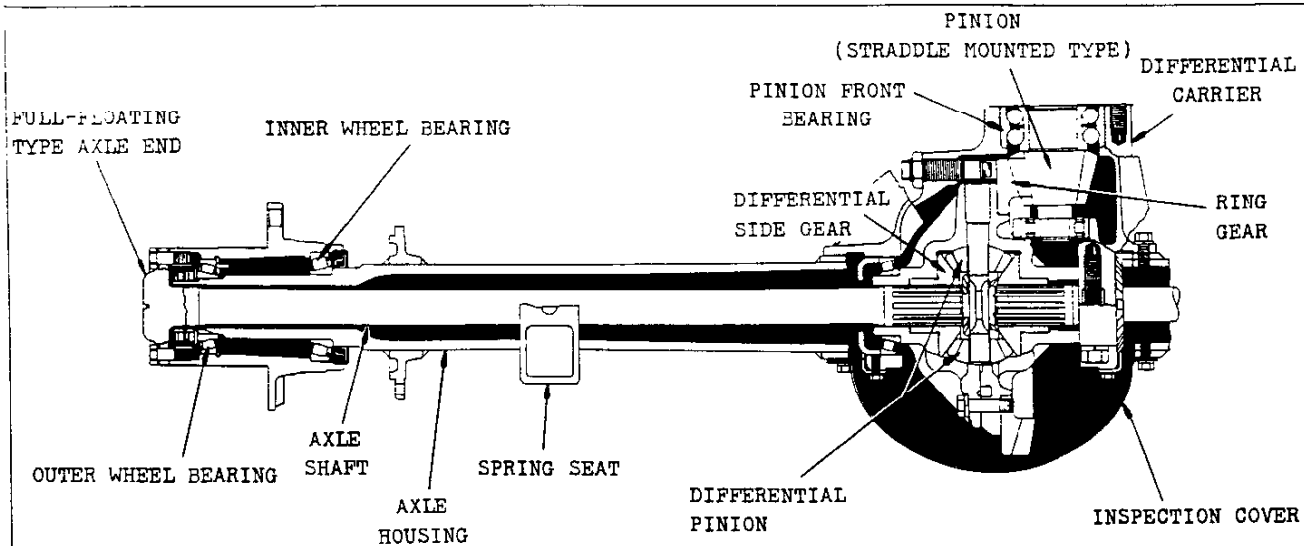
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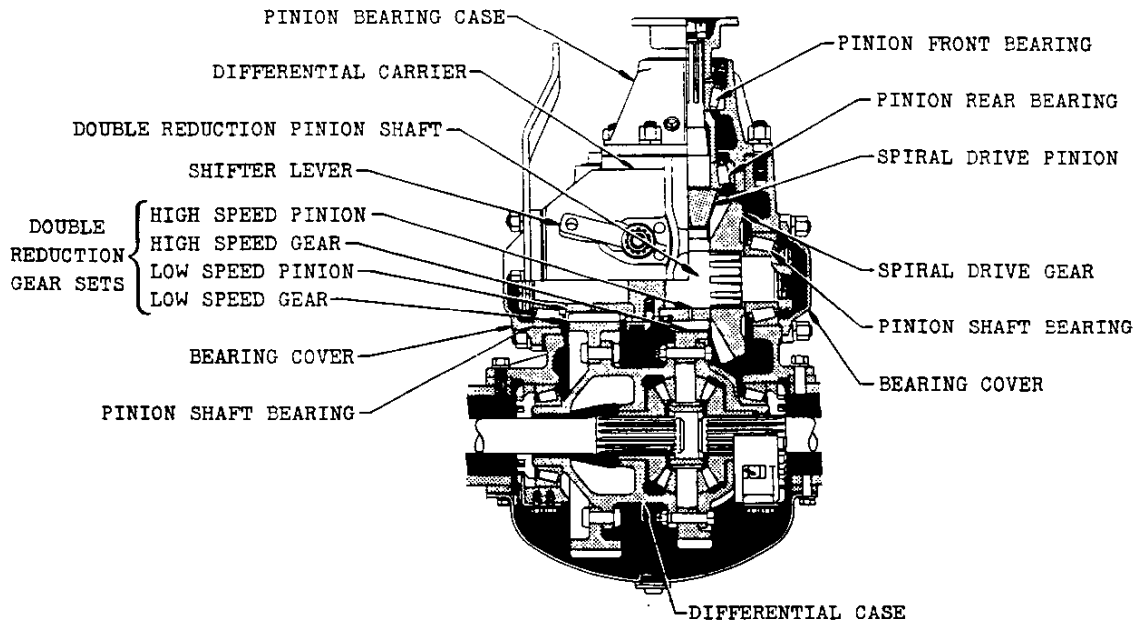
REAR AXLE—Continued



ITEM	ONE TON TRUCKS	CONVENTIONAL TRUCKS AND SCHOOL BUSES			CAB-OVER-ENGINE TRUCKS		
		Regular (6.17:1 ratio)	RPO ζ (5.43:1 ratio)	RPO** (6.17:1 with heavy housing)	Regular (6.17:1 ratio)	RPO (5.43:1 ratio)	RPO (6.17:1 with heavy housing)
Type	Full-floating						
Rating (pounds)	10500		11000		10500		11000
Housing type	Banjo. One-piece welded steel tube			Banjo. Seamless tube	Banjo. One-piece welded steel tube		Banjo. Seamless tube
Final gears	Type	Spiral Hypoid					
	Ratio	5.43:1	6.17:1	5.43:1	6.17:1	5.43:1	6.17:1
	Teeth	38 and 7	37 and 6	38 and 7	37 and 6	38 and 7	37 and 6
Gear backlash	.005-.008						
Pinion	Mounting	Straddle					
	Adjustment	None					
	Bearings	See BEARINGS, page 78					
	Thrust	Against front pinion bearing					
Differential	Type	Four pinion					
	Bearings	See BEARINGS, page 78					
Wheel bearings	See BEARINGS, page 78						
Axle shaft	Type	Drive flange at wheel end forged integrally with shaft.					
	Minimum diameter	1-7/16		1-9/16	1-7/16		1-9/16
Drive torque	Through springs						
Total gear reduction* (ratio)	First	38.34	43.56	38.34	43.56	38.34	43.56
	Second	18.89	21.47	18.89	21.47	18.89	21.47
	Third	9.28	10.55	9.28	10.55	9.28	10.55
	Fourth	5.43	6.17	5.43	6.17	5.43	6.17
	Reverse	37.90	43.07	37.90	43.07	37.90	43.07
Axle shaft torque $\$$ (foot-pounds)	First	5475	6226	5475	6226	6183	5442
	Second	2697	3067	2697	3067	3048	2681
	Third	1325	1506	1325	1506	1498	1317
	Fourth	812	922	812	922	917	807
	Reverse	5412	6150	5412	6150	6114	5379
Lubricant cap. (pints)	11		14		11		14

* - Rear axle ratio x transmission ratio. @ - Total gear reduction x engine maximum net torque x efficiency factor (.89 in high gear; .85, all others). \$ - When 235.5 cu.in. RPO engine is used, multiply by 1.08333 (1.07186 when used in COE trucks). ζ - Trucks only. ** - Trucks and 195 schoolbus only.

TWO-SPEED REAR AXLE (RPO HEAVY DUTY TRUCK EQUIPMENT)



GENERAL DATA

Type		Double reduction, full-floating			
Rating (pounds)		11,000			
Housing type		Banjo. One-piece seamless steel tube.			
Final gear ratios		5.64:1 high, 8.22:1 low			
Drive torque		Through springs			
Differential type		Four-pinion			
Differential bearings	Number	See BEARINGS, page 78			
	Adjust.	Adjusting nut and lock.			
Axle shafts	Type	Drive shaft at wheel end forged integral with shaft.			
	Minimum dia.	1-9/16			
Wheel bearings		See BEARINGS, page 78			
PRIMARY DRIVE GEARS			DOUBLE REDUCTION DRIVE GEARS		
Type	Spiral bevel		High speed	Type	Helical spur
Ratio	2.375:1		Teeth	38 and 16 (2.375:1 ratio)	
Backlash	.006-.012			Low speed	Type
Backlash adjustment	Shims at pinion bearing cage		Teeth		45 and 13 (3.462:1 ratio)
Pinion	Teeth	8		Pinion shaft bearings	Left and right Adjustment
	Mounting	Overhung			
	Bearings	See BEARINGS, page 78			
	Bearing adjustment	Lock nuts; free rolling, no end play.			
Gear	Teeth	19		Shifter bushing	Material
	Mounting	Tapered splines			
TOTAL GEAR REDUCTIONS			MAXIMUM AXLE SHAFT TORQUE (FT.LB.)*		
Transmission gears	5.64:1 ratio	8.22:1 ratio	Transmission gears	5.64:1 CONV.	8.22:1 COE
	First	39.82:1		58.03:1	5686@
Second	19.63:1	28.60:1	Second	2803@	2786@
Third	9.64:1	14.06:1	Third	1376@	1368@
Fourth	5.64:1	8.22:1	Fourth	843@	838@
Reverse	39.37:1	57.37:1	Reverse	5622@	5588@
				8277@	8237@
				4084@	4060@
				2008@	1996@
				1229@	1222@
				8192@	8144@

* - Total gear reduction x engine maximum net torque x efficiency factor (.89 in high gear; .95, all others). @ - When 235.5 cu.in. RPO engine is used, multiply by 1.08333 (1.07186 when used in COE trucks).



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BRAKES										
ITEM		PASSENGER AND COM- MERCIAL CARS	LIGHT COMMERCIAL TRUCKS				ONE TON AND CON- VENTIONAL HEAVY DUTY TRUCKS AND SCHOOL BUSES	CAB- OVER- ENGINE TRUCKS		
			LIGHT DELIVERY AND DUBL-DUTI	REGULAR	WITH HDE	3/4 TON SPECIAL				
Service brake type		Hydraulic, 4-wheel, internal expanding, double-articulated shoe								
Hand brake type		Mechanical pull rods and cables operate two shoes in each rear brake								
Brake drum	Type	Composite (Cast iron rim and cooling ribs; pressed steel web)								
	Dia- meter	Front	11				14		16	
		Rear	11		14		16			
Brake lining	Material	Full-moulded asbestos composition								
	Width	Front	1-3/4				2			
		Rear	1-3/4		2		3			
	Thick- ness	Front	.187-.194				.265-.272			
		Rear	.187-.194		.265-.272		.265-.272			
Clear- ance	Front	Adjust to slight drag. Back off 4 notches.								
	Rear	Adjust to slight drag. Back off 4 notches.				Adjust to slight drag. Back off 2/3 screw turn.				
Lining area (total eff.)	Serv. brake	161 square inches				195-1/2 sq.in.		329-1/2 square inches		
	Hand brake	80 square inches				115 sq.in.		214-1/2 square inches		
Braking pressure	Front	52-1/2%				45-1/4%		41%		
	Rear	47-1/2%				54-3/4%		59%		
Braking ratio (approx.)	Pedal	4.63:1	5.10:1	7.62:1		6.11:1		6.27:1		
	Hydraulic	11.9:1		7.61:1	8.84:1		9.75:1			
	Av. overall	55.1:1	60.6:1	57.9:1	67.4:1	54.0:1	59.6:1		61.1:1	
Foot pedal	Travel	6-9/32	6-1/2		7-3/4					
	Mounting	With main cylinder to frame	With main cyl. to trans. and clutch housing		On clutch housing				On sub-frame	
	Pad	Rubber		None						
Hand brake lever mounting		To cowl	To transmission					Sub-frame		
Wheel Cylinder	Diameter	Front	1-1/4							
		Rear	1-3/16				1-3/8		1-1/2	
	Piston travel	.113	.115	.197	.170		.154			
Main cylinder	Diameter	1				1-1/4				
	Piston travel	1-11/32 max.	1-3/8 min.		1-1/2 min.					
Brake system fluid cap.		Approximately 3/4 pint								
Brake fluid recommended		Delco Super #9								

BRAKES—VACUUM BOOSTER—RPO		
ITEM	ONE TON, HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE TRUCKS AND SCHOOL BUSES	
Type	Single line, vacuum suspended, reactionary valve	
Power distribution	Pedal	15%
	Booster	85%
*Pedal pressure required for 1000 pounds of hydraulic pressure.	228 pounds without booster 124 pounds with booster	

PROPELLER SHAFT HAND BRAKE—RPO	
ITEM	SCHOOL BUSES
Type	Double-face disc
Brake lining size	3-7/16 inside radius x 5-7/16 outside radius x 1/4 thick x 90° arc
Total lining area	27-7/8 square inches



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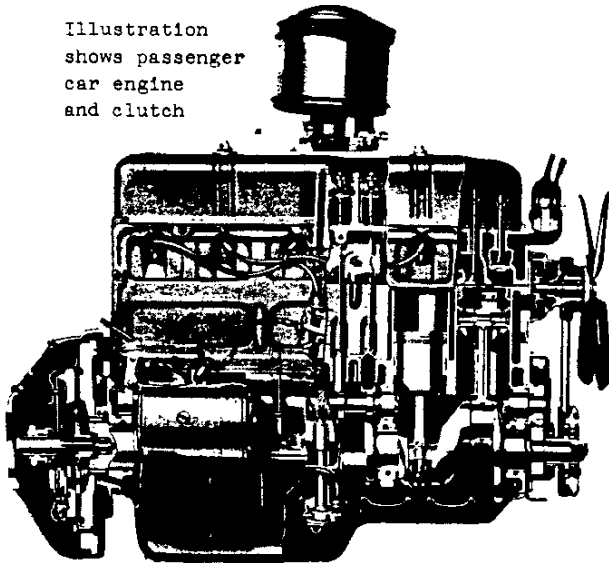
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ENGINE GENERAL DATA

Illustration shows passenger car engine and clutch



REGULAR ENGINE (ALL MODELS)

Type Valve-In-Head
 Cylinders Six, in line
 Bore 3-1/2 (nominal)
 Stroke 3-3/4 (nominal)
 Piston displacement 216.5 cubic inches
 Compression ratio 6.5:1
 Taxable horsepower 29.4

RPO "LOADMASTER" ENGINE

(ONE TON AND HEAVY DUTY TRUCKS AND SCHOOL BUSES)
 Type Valve-In-Head
 Cylinders Six, in line
 Bore 3-9/16 (nominal)
 Stroke 3-15/16 (nominal)
 Piston displacement 235.5 cubic inches
 Compression ratio 6.62:1
 Taxable horsepower 30.4

ENGINE PERFORMANCE AND WEIGHT DATA

ITEM	ENGINE	PASS- ENGER AND COM- MERCIAL CARS	LIGHT COMMERCIAL TRUCKS					ONE TON TRUCK	CONVENTIONAL HEAVY DUTY TRUCKS		SCHOOL BUSES		CAB-OVER- ENGINE TRUCKS	
			LIGHT DELI- VERY	DUBL DUTI	3/4 TON		3/4 TON SPEC- IAL		SINGLE REAR WHEELS	DUAL REAR WHEELS	160 WB	195 WB	SINGLE REAR WHEELS	DUAL REAR WHEELS
					REG- ULAR	WITH HDE								
Nominal maxi- mum GROSS horsepower	216.5	90 at 3300 RPM										87 at 3300 RPM		
	235.5											93 at 3100 RPM		90 at 3100 RPM
Nominal maxi- mum GROSS torque (foot pounds)	216.5	174 at 1200 to 2000 RPM										172 at 1200 to 2000 RPM		
	235.5											192 at 1000 to 1900 RPM		189 at 1000 to 1900 RPM
Nominal maxi- mum NET horsepower	216.5	83 at 3200RPM	81.5 at 3100 RPM										79 at 3100 RPM	
	235.5											83.5 at 3000 RPM		80 at 3000 RPM
Nominal maxi- mum NET torque (foot pounds)	216.5	168 at 1100 RPM										167 at 1100 RPM		
	235.5											192 at 1000 RPM		179 at 1000 RPM
Horsepower and torque charts	216.5	Page 50	Page 51					Page 52				Page 53		
	235.5											Page 54		
Eng. RPM/mile/hour*		51.1	56.6	54.7	49.4		62.7	65.1	62.7	60.5	62.7	65.1		
Eng. revs. per mile*		3066	3396	3280	2962		3764	3906	3764	3628	3764	3906		
Piston travel* (feet per mile)	216.5	1917	2117	2050	1851		2353	2441	2353	2267	2353	2441		
Weight Engine (dry) & clutch	216.5	558	563	576			2469	2563	2469	2375	2469	2563		
	235.5											568		585
in pounds plant@	216.5	608	612	625		615		658				677		
	235.5											574		591
								664				683		

* - In high gear with regular equipment. Values for dual wheel Conventional and COE Heavy Duty trucks are based on 6.00-20-6 ply tires. @ - Weight includes engine, clutch and transmission.

9-30-41



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CHEVROLET 1942 PASSENGER CAR ENGINE HORSEPOWER & TORQUE GRAPH

(216.5 CU. IN. DISPLACEMENT)

These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.

— GROSS POWER

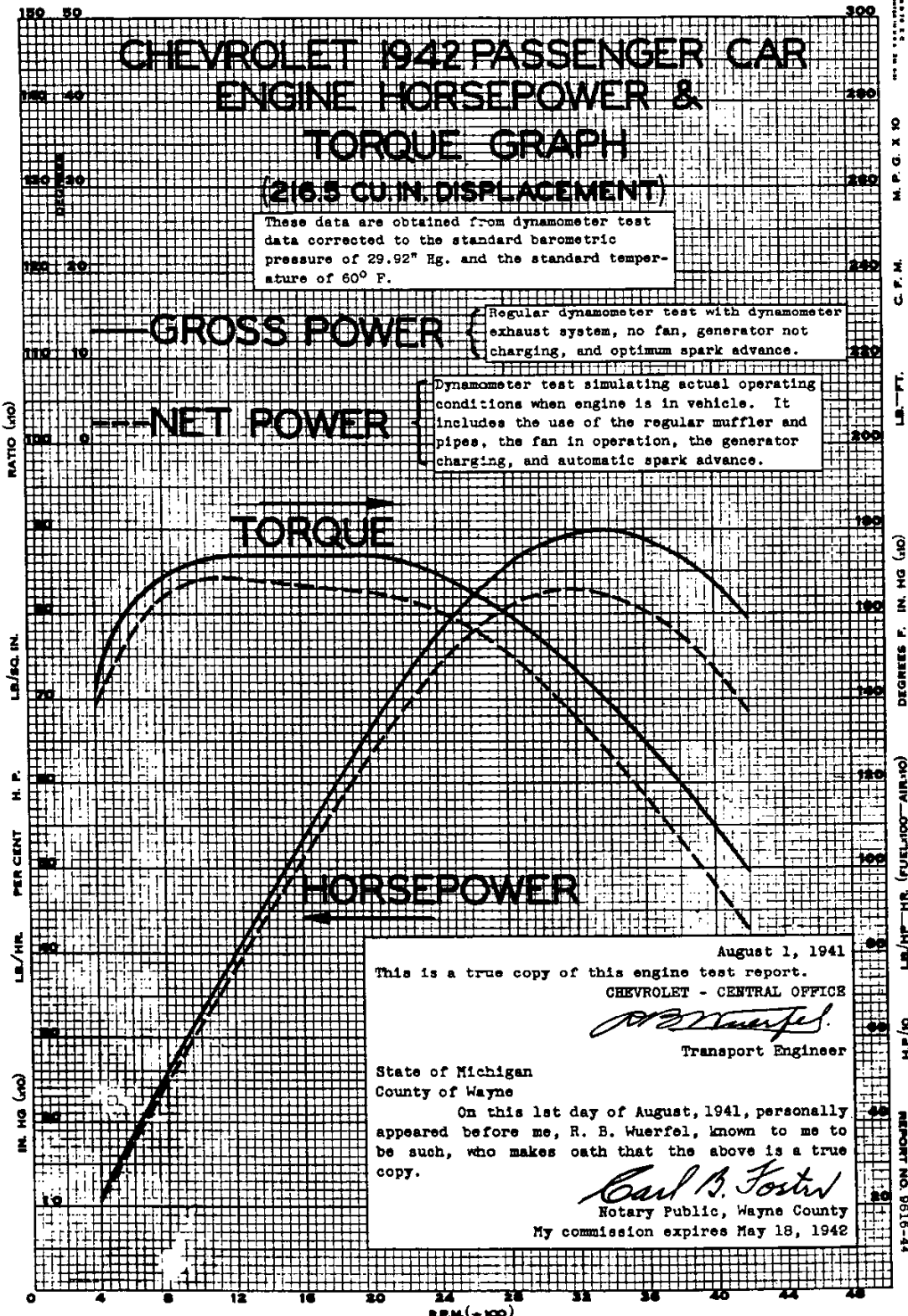
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

--- NET POWER

Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.

TORQUE

HORSEPOWER



August 1, 1941
This is a true copy of this engine test report.

CHEVROLET - CENTRAL OFFICE

R. B. Wuerfel
Transport Engineer

State of Michigan
County of Wayne

On this 1st day of August, 1941, personally appeared before me, R. B. Wuerfel, known to me to be such, who makes oath that the above is a true copy.

Carl B. Foster
Notary Public, Wayne County
My commission expires May 18, 1942

ENGINE PERFORMANCE

ENGINE 1942 Chevrolet
MOD. & SERIAL NO. Passenger Car

OMA Full Throttle Performance
TEST DATE

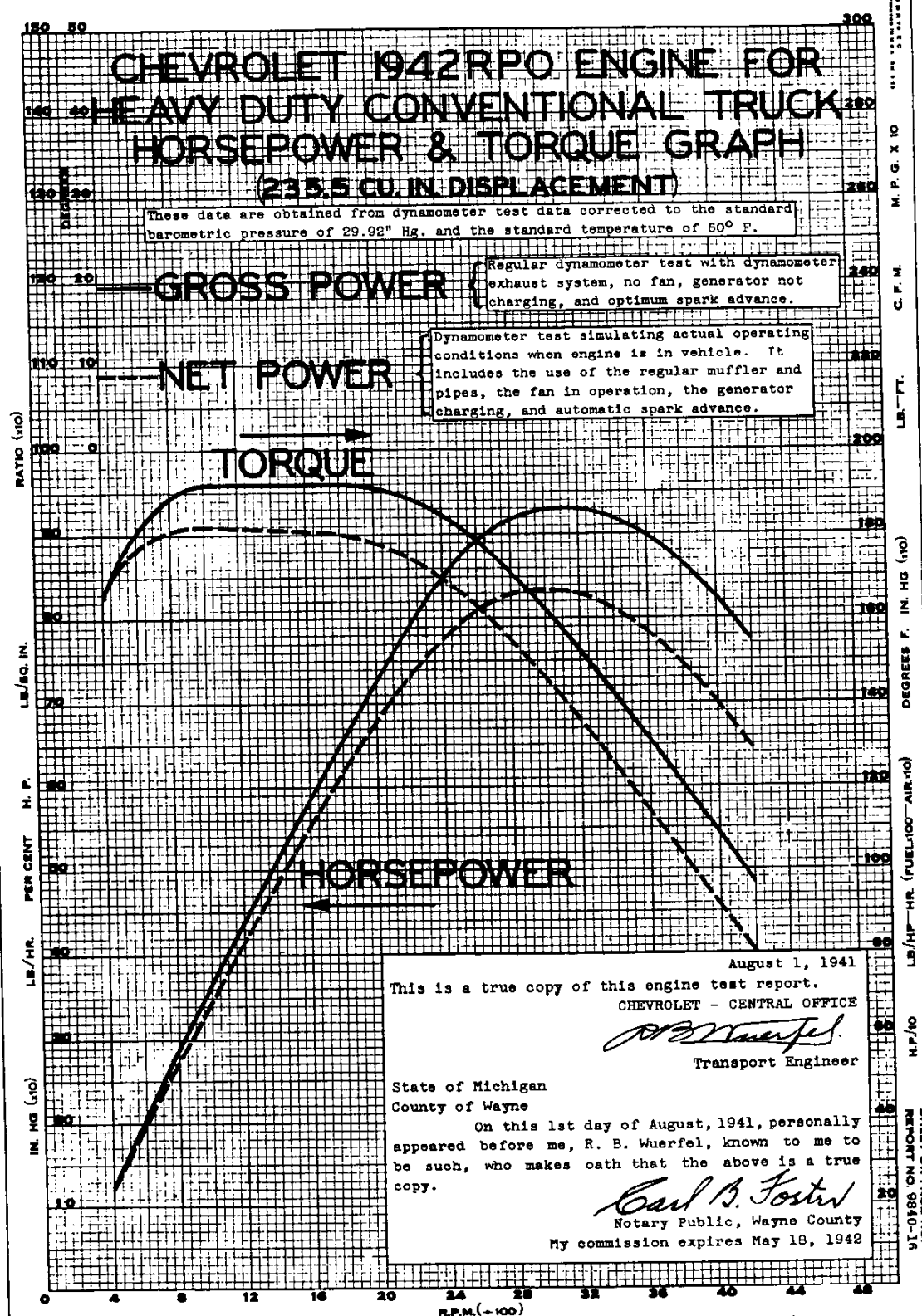


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CHEVROLET 1942 RPO ENGINE FOR HEAVY DUTY CONVENTIONAL TRUCK HORSEPOWER & TORQUE GRAPH (235.5 CU. IN. DISPLACEMENT)

These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.



Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.

August 1, 1941
This is a true copy of this engine test report.

CHEVROLET - CENTRAL OFFICE

R. B. Wuerfel
Transport Engineer

State of Michigan
County of Wayne

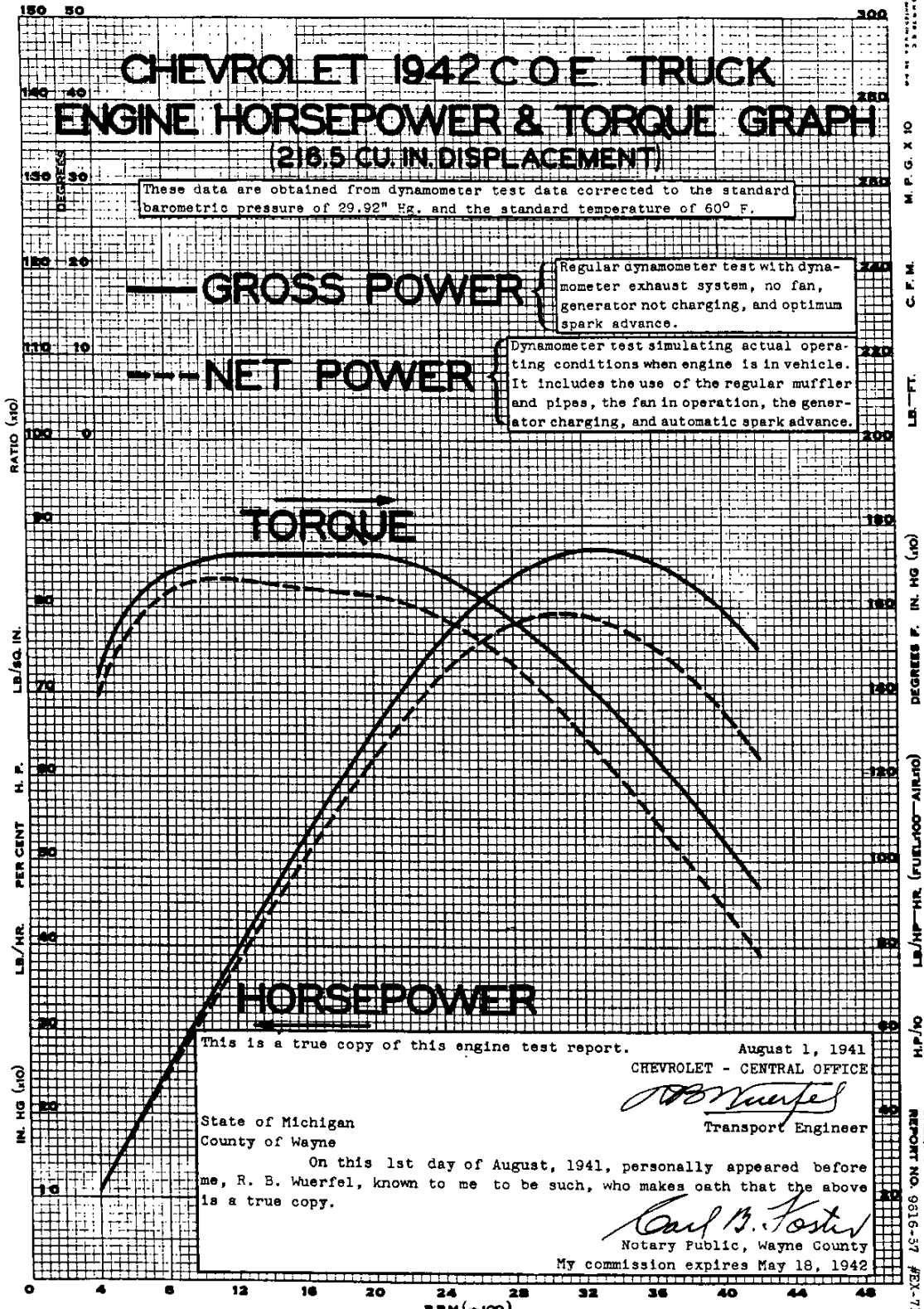
On this 1st day of August, 1941, personally appeared before me, R. B. Wuerfel, known to me to be such, who makes oath that the above is a true copy.

Carl B. Foster
Notary Public, Wayne County
My commission expires May 18, 1942

ENGINE PERFORMANCE ENGINE 1942 Chevrolet RPO O.S.I. Full Throttle Performance
MOD. & SERIAL NO. Heavy Duty Conv. Truck TEST DATE

CHEVROLET 1942 COE TRUCK ENGINE HORSEPOWER & TORQUE GRAPH (216.5 CU. IN. DISPLACEMENT)

These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.



This is a true copy of this engine test report. August 1, 1941

CHEVROLET - CENTRAL OFFICE

R. B. Wuerfel
Transport Engineer

State of Michigan
County of Wayne

On this 1st day of August, 1941, personally appeared before me, R. B. Wuerfel, known to me to be such, who makes oath that the above is a true copy.

Carl B. Foster
Notary Public, Wayne County
My commission expires May 18, 1942

ENGINE PERFORMANCE ENGINE 1942 Chevrolet
MOD. & SERIAL NO. Heavy Duty COE Truck O.B.I. Full Throttle Performance
TEST DATE

SHEET OR PAGE NO. REPORT NO. 9315-37 #EX-710

CHEVROLET 1942 RPO ENGINE FOR COE TRUCKS HORSEPOWER & TORQUE GRAPH (235.5 CU. IN. DISPLACEMENT)

These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.

— GROSS POWER

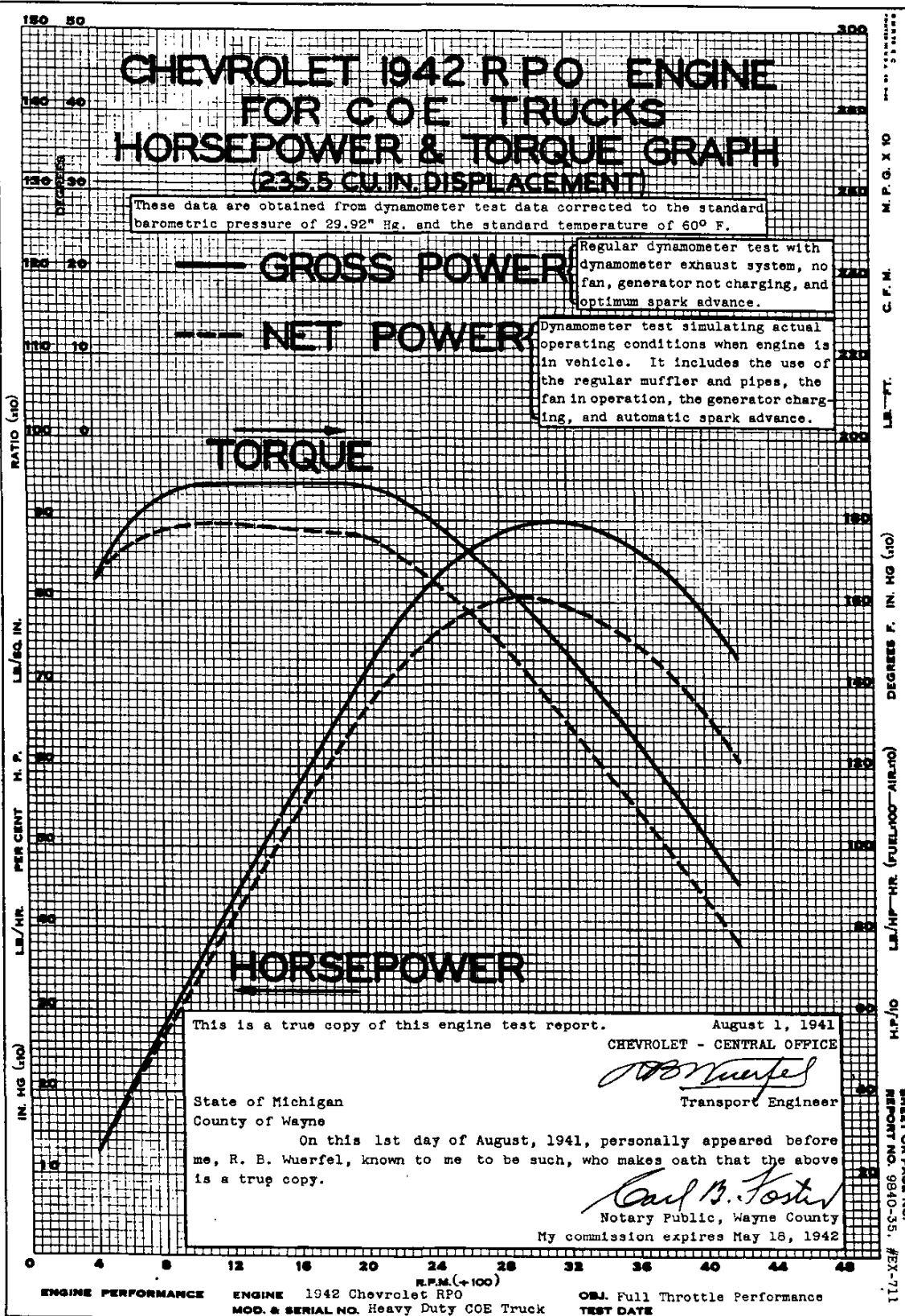
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

- - - NET POWER

Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.

TORQUE

HORSEPOWER



This is a true copy of this engine test report.

August 1, 1941

CHEVROLET - CENTRAL OFFICE

R. B. Wuerfel
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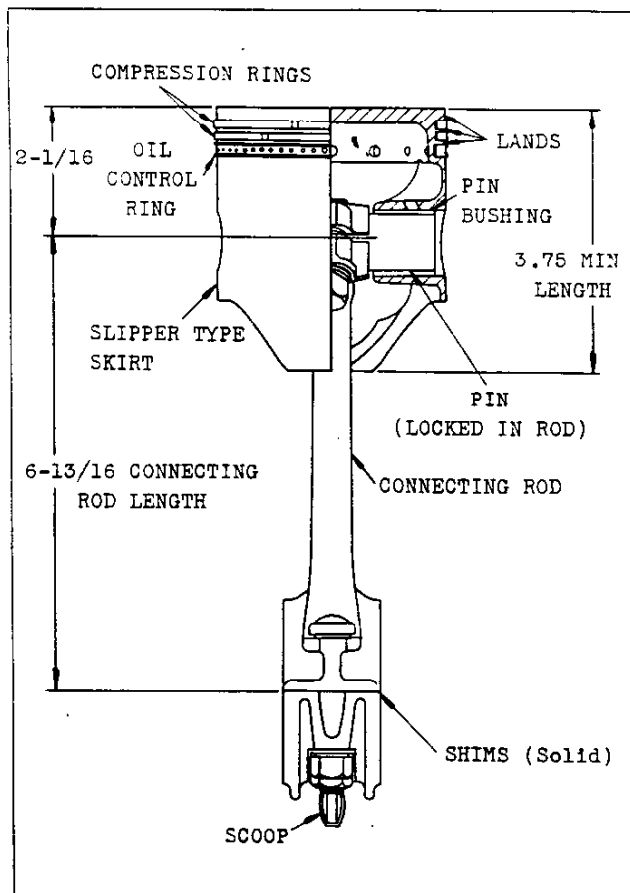
ENGINE PERFORMANCE

ENGINE 1942 Chevrolet RPO
MOD. & SERIAL NO. Heavy Duty COE Truck

OBJ. Full Throttle Performance
TEST DATE



PISTONS—PINS—RINGS



PISTON

Type Slipper skirt
 Material Cast alloy iron, surface treated
 Diameter clearance at lands0147-.0183
 Compression ring groove depth151-.166
 Diameter clearance at skirt Selective fit
 Oil ring groove:
 Depth172-.184
 Holes-number and size 14, 5/32 drill
 Side wall minimum thickness:
 Passenger and Commercial Cars .. .0347-.0447
 Trucks and School Buses040-.050
 Head thickness180-.190

Piston pin bushings:

Type Pressed in piston
 Material Cast bronze
 Inside diameter Slip fit on pin
 Length (each) 15/16
 Finish Diamond bored
 Weight (each)06 pound
 Weight of piston and bushing assembly:
 Passenger and Commercial Cars .. 1.68 pounds
 Trucks and) - 216.5 engine ... 1.82 pounds
 School Buses) - 235.5 engine ... 1.89 pounds
 Weight of piston, bushings, rings, pin and connection rod upper end x 6:
 Passenger and Commercial Cars .. 15.48 pounds
 Trucks and) - 216.5 engine ... 16.32 pounds
 School Buses) - 235.5 engine ... 16.74 pounds

PISTON PIN

Material Steel (file hard case)
 Diameter8645-.8650
 Length 3.135-3.165
 Taper limit in full length0002
 Weight32 pound
 Clearance in bushing Slip fit

COMPRESSION RINGS

Material Cast alloy iron
 Type Plain
 Number per piston 2
 Width1235-.1240
 Wall thickness155 maximum
 Gap clearance005-.015
 Ring clearance in groove0015-.003
 Weight (each)05 pound

OIL CONTROL RING

Material Cast alloy iron
 Type Drilled
 Width1860-.1865
 Wall thickness:
 216.5 engine155 maximum
 235.5 engine160 maximum
 Gap clearance005-.015
 Ring clearance in groove002-.0035
 Weight06 pound

CONNECTING RODS

Type Rod clamps piston pin
 Material Drop forged steel
 Rod width at piston pin 1-1/8
 Crank pin bearings:
 Type Centrifugally cast
 Diameter 2.3135-2.3140
 Length 1-1/2
 Material Babbitt
 Finish Precision bored
 Clearance on diameter Selective fit

Total crank pin bearing area:

 Projected 20.71 square inches
 Circumferential 65.06 square inches
 Assembly weight 1.92 pounds
 Upper end weight42 pound
 Lower end weight 1.50 pounds
 Total rotating weight (weight of lower end x 6 connecting rods) 9.00 pounds
 Assembly center of gravity .5322 from wrist pin
 End play004-.012



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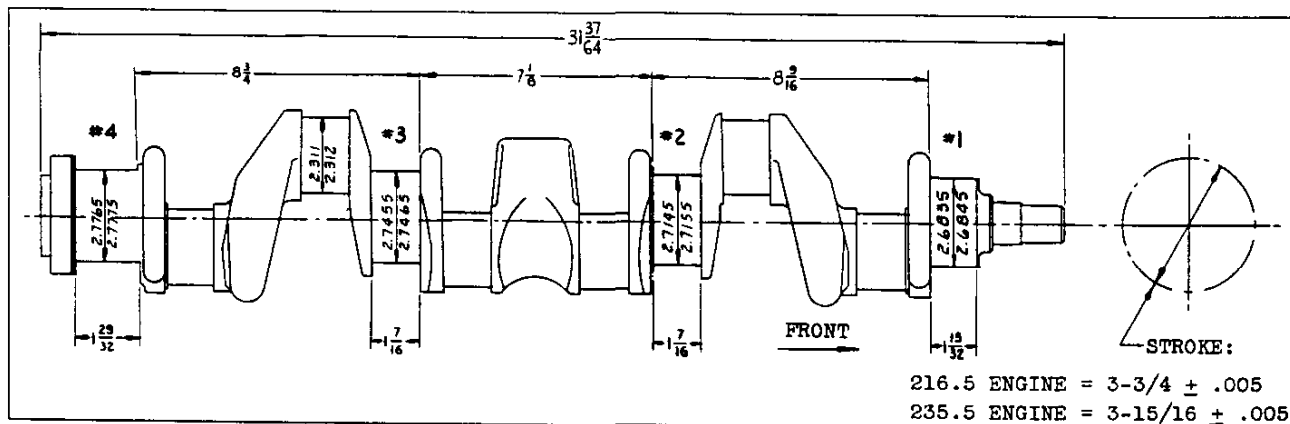
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CYLINDER AND CASE

Material Cast iron Bore diameter- 216.5 engine 3.4995-3.5015
 Offset None - 235.5 engine 3.562-3.564

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material Drop forged steel
 Weight 68 pounds
 End play004-.007
 Counterweights 7

Type Removable
 Material Steel-backed babbitt
 Clearance Selective fit
 Thrust taken on #3
 Total bearing area:
 Projected 13.41 square inches
 Circumferential 42.13 square inches
 Shim type Solid

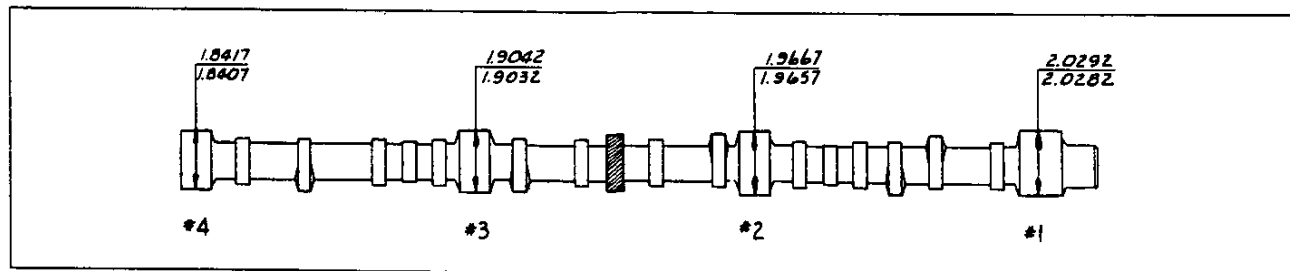
MAIN BEARINGS

Inside diameter x length:
 #1 2.6865-2.6875 x 1-3/16
 #2 2.7175-2.7185 x 1-3/16
 #3 2.7485-2.7495 x 1-7/16
 #4 2.7795-2.7805 x 1-5/8

HARMONIC BALANCER

Type Oscillating
 Pulley diameter 6-1/32

CAMSHAFT AND BEARINGS



CAMSHAFT

Material Drop-forged steel
 Minimum diameter 1-3/32
 End play Free to .003 maximum
 Ramp-inlet0111
 -exhaust014

DRIVE

Type Gear
 Drive gear (on crankshaft) material Steel
 Driven gear material Bakelite and fabric composition

BEARINGS

Inside diameter x length:
 #1 2.0307-2.0317 x 1-1/8
 #2 1.9682-1.9692 x 15/16
 #3 1.9057-1.9067 x 15/16
 #4 1.8432-1.8442 x 15/16
 Material Steel-backed babbitt
 Clearance on diameter0015-.0035
 Thrust taken on #1
 Total bearing area:
 Projected 7.64 square inches
 Circumferential 24.0 square inches

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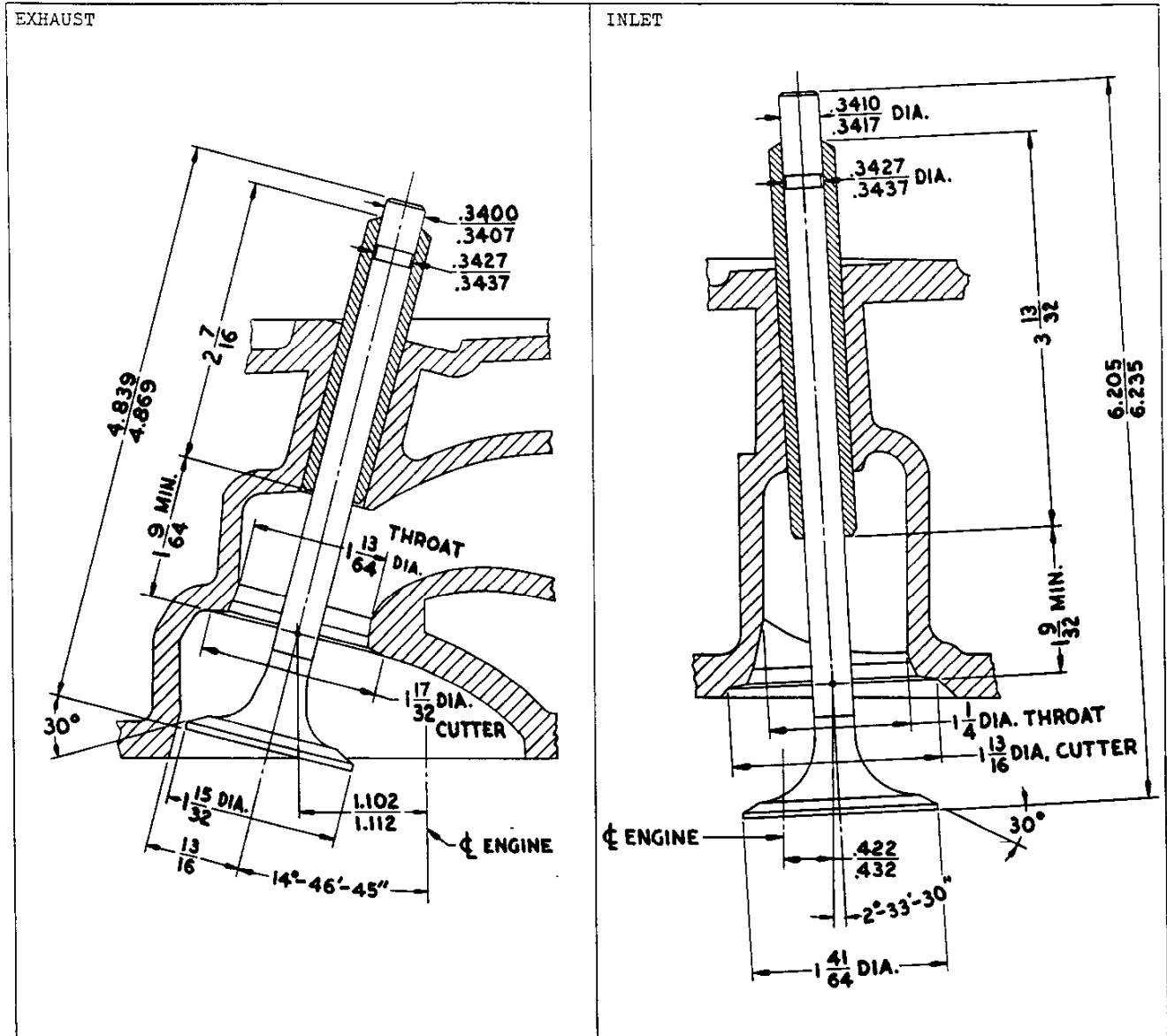


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VALVE TRAIN



VALVES

Material Extruded steel
 Stem end style Grooved for cup and cone
 Lift-exhaust valve3118
 -inlet valve2941
 Lash-exhaust valve013 hot
 -inlet valve006 hot
 Distance between valve centers (measured along
 centerline of engine) 1-21/32

TAPPETS

Type Cylindrical
 Material Cast alloy iron
 Outside diameter989-.990
 Lift-exhaust valve2111
 -inlet valve1991
 Clearance Selective fit

VALVE STEM GUIDES

Type Removable
 Clearance with stem Selective fit

VALVE ROCKER ARMS

Material Malleable iron casting
 Ratio 1.477:1

VALVE SPRINGS - LENGTH AND PRESSURE

Valve closed 1-13/16 at 55 pounds
 Valve open 1-1/2 at 128 pounds

VALVE SEATS

Material Cast alloy iron (cylinder head)
 Cooling Jets of water under pressure
 Width in head-exhaust valve062-.093
 -inlet valve035-.060

9-30-41



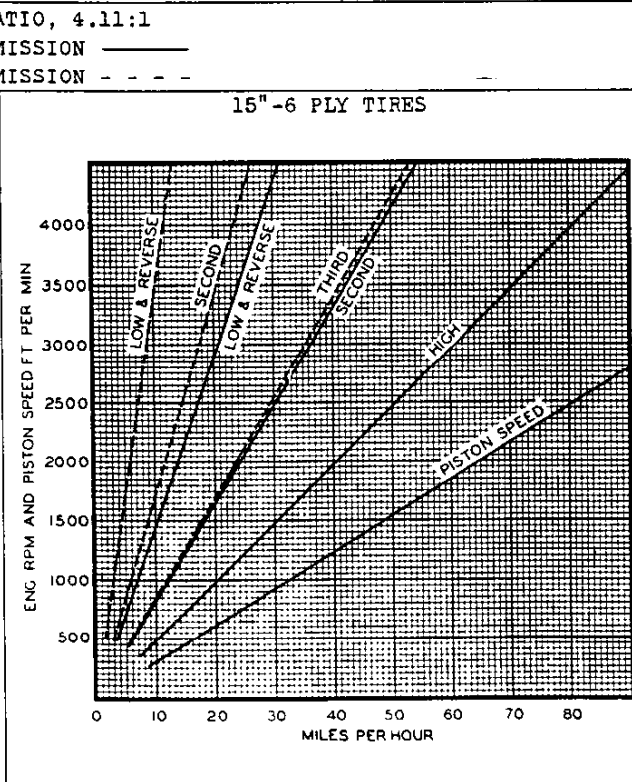
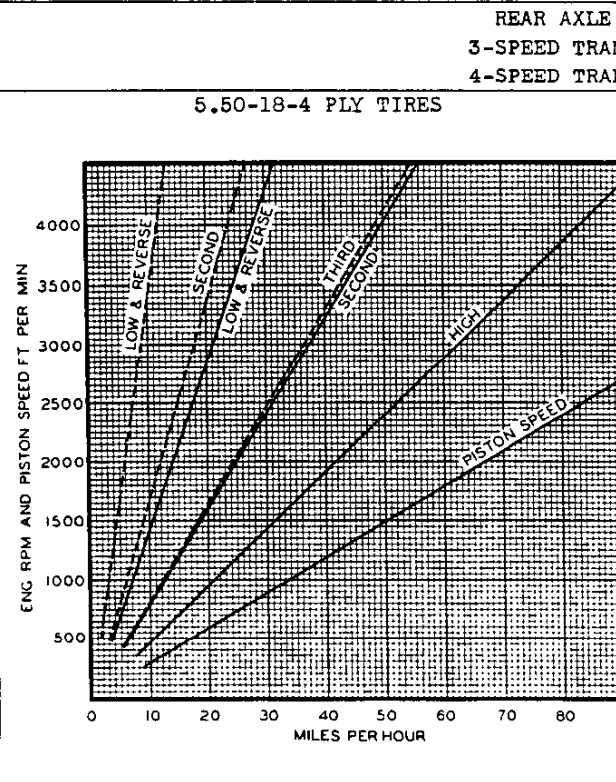
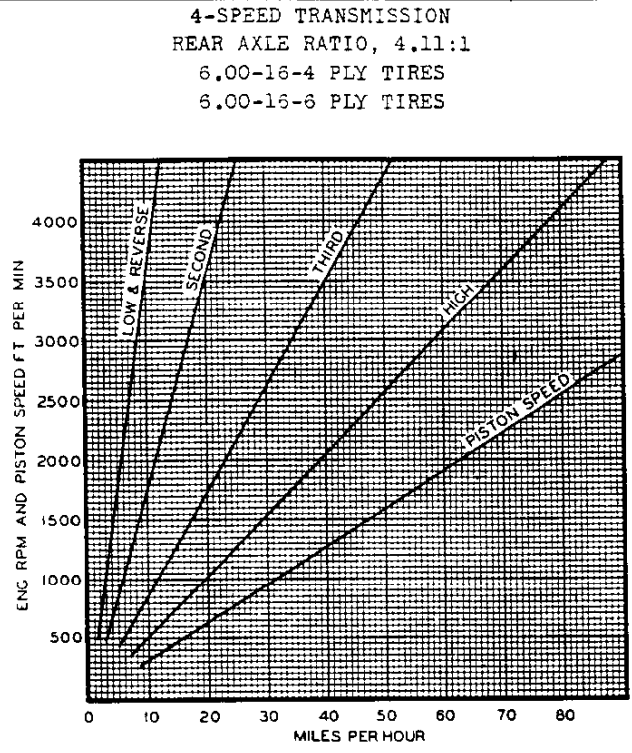
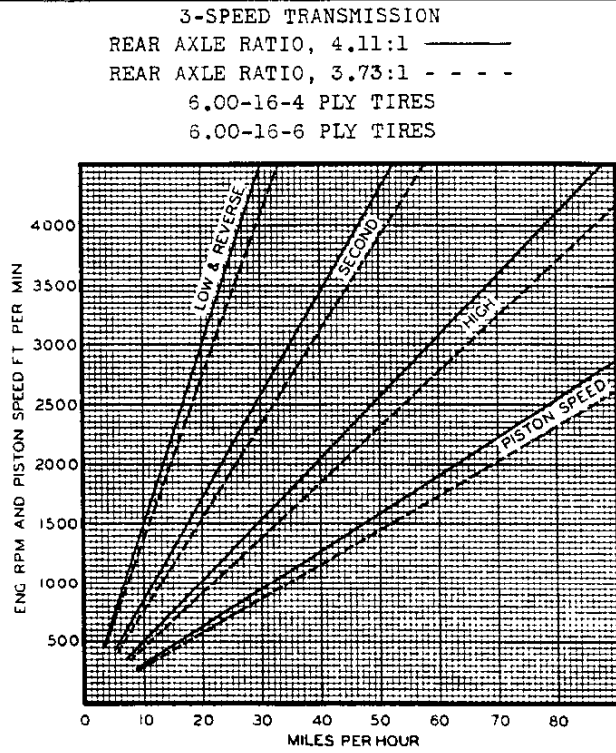
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ENGINE AND PISTON SPEEDS

PASSENGER AND COMMERCIAL CARS
AND LIGHT DELIVERY TRUCKS



CONTINUED



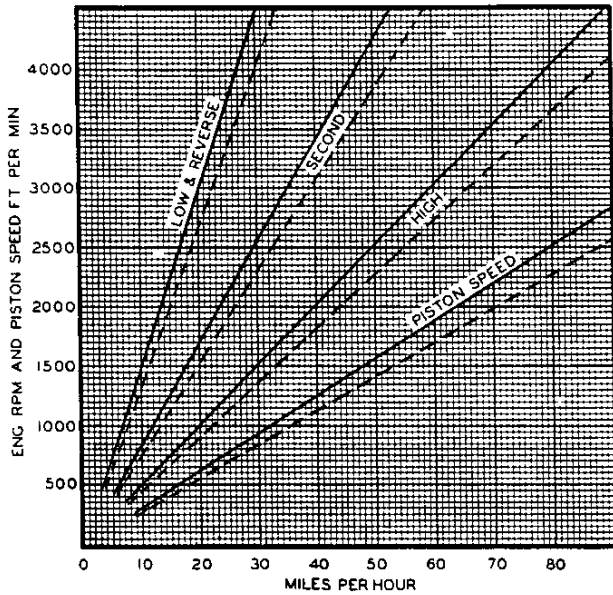
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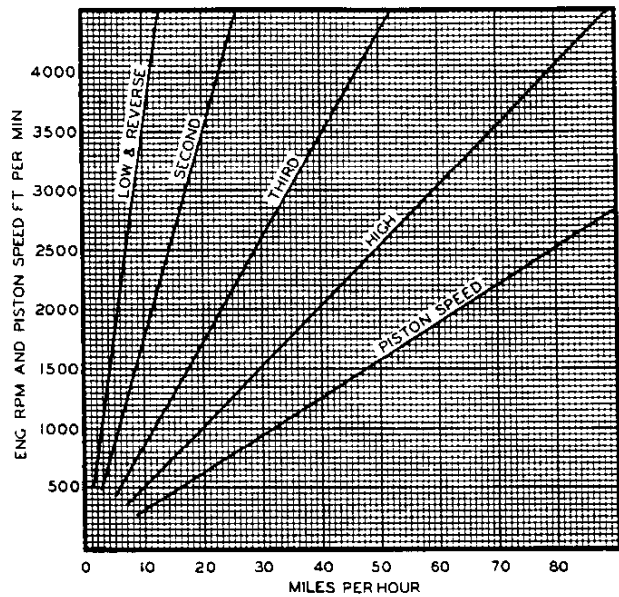
ENGINE AND PISTON SPEEDS—Continued

PASSENGER AND COMMERCIAL CARS
AND LIGHT DELIVERY TRUCKS

3-SPEED TRANSMISSION
REAR AXLE RATIO, 4.11:1 ———
REAR AXLE RATIO, 3.73:1 - - - - -
6.50-16-6 PLY TIRES

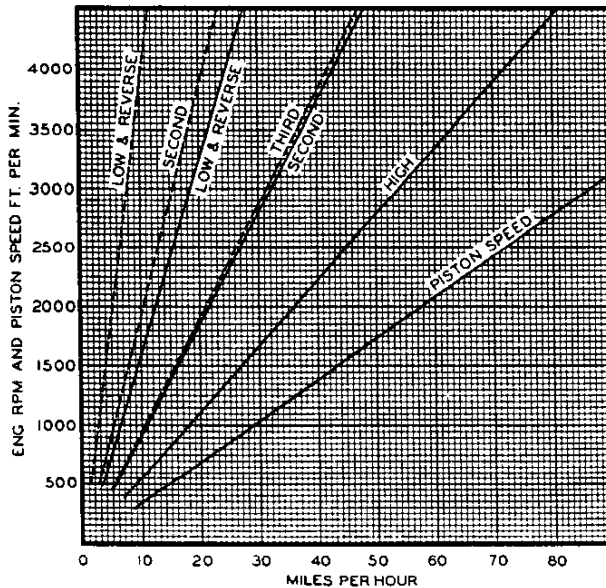


4-SPEED TRANSMISSION
REAR AXLE RATIO, 4.11:1
6.50-16-6 PLY TIRES



DUBL-DUTI PACKAGE DELIVERY

REAR AXLE RATIO, 4.55:1
3-SPEED TRANSMISSION ———
4-SPEED TRANSMISSION - - - - -
6.50-16-6 PLY TIRES



CONTINUED



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ENGINE AND PISTON SPEEDS—Continued

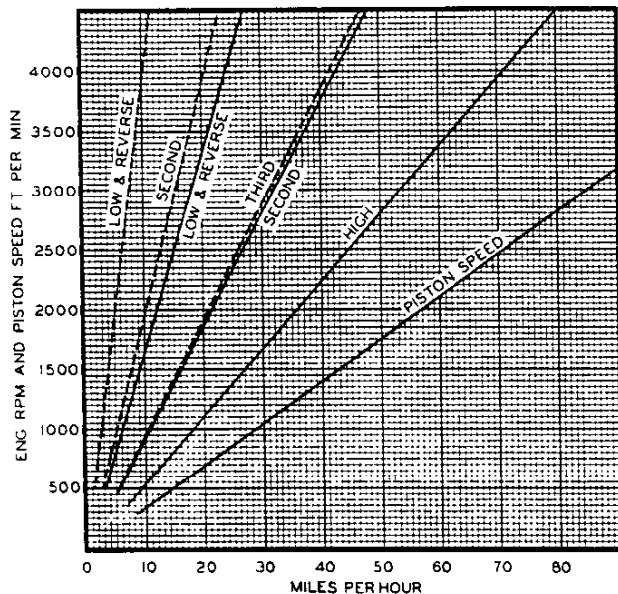
DUBL-DUTI PACKAGE DELIVERY AND ¾-TON TRUCKS

REAR AXLE RATIO, 4.55:1

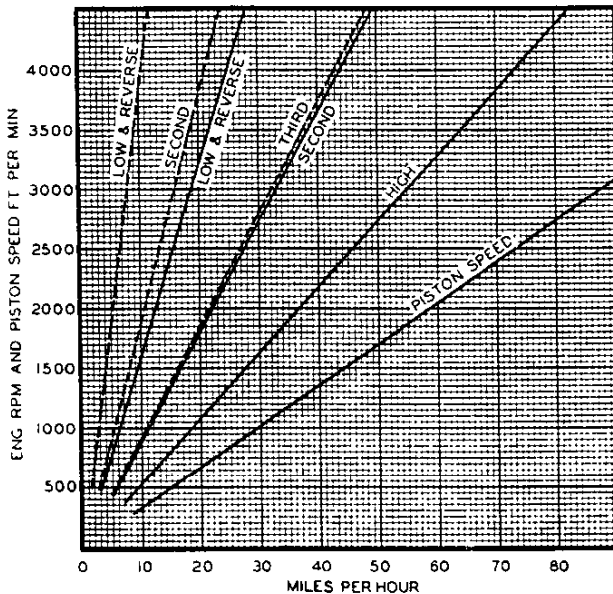
3-SPEED TRANSMISSION ———

4-SPEED TRANSMISSION - - -

6.00-16-6 PLY TIRES



15"-6 PLY TIRES



¾-TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND ¾-TON SPECIAL TRUCKS

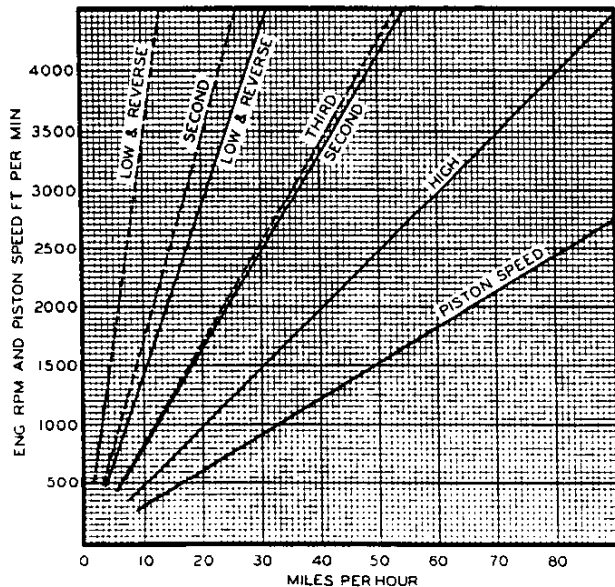
REAR AXLE RATIO, 4.55:1

3-SPEED TRANSMISSION ———

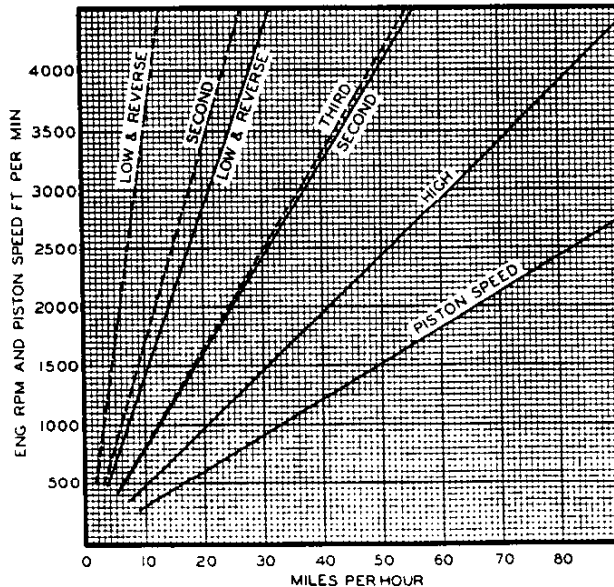
4-SPEED TRANSMISSION - - -

7.00-17-6 PLY TIRES

7.00-17-8 PLY TIRES



7.50-17-8 PLY TIRES



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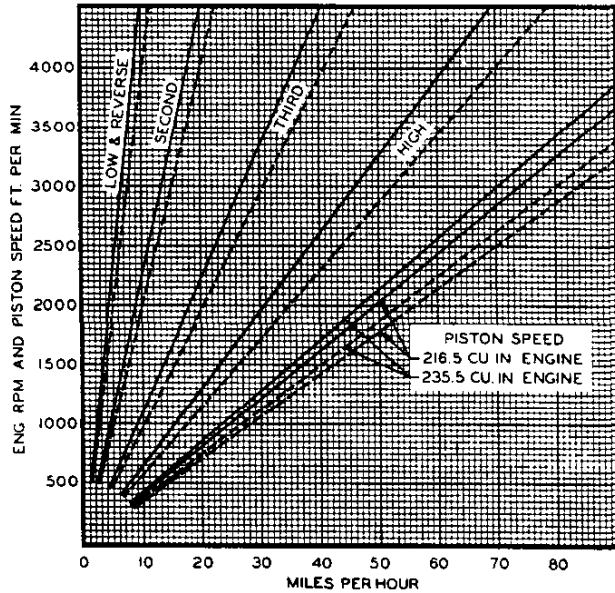
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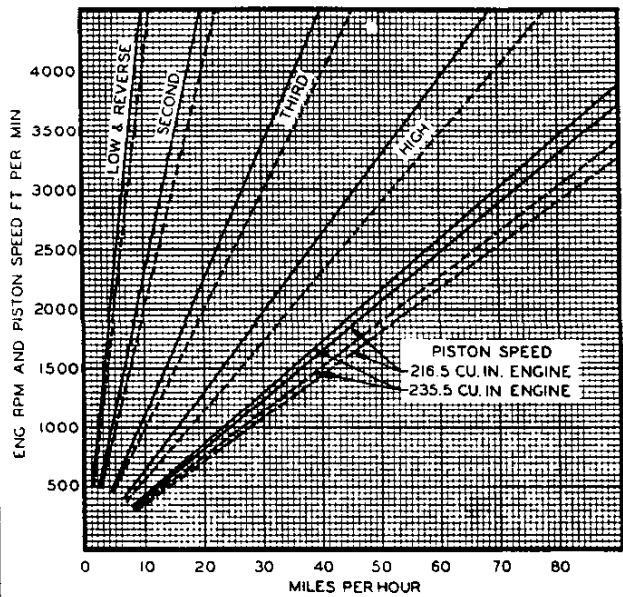
ENGINE AND PISTON SPEEDS—Continued

HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE TRUCKS
 4-SPEED TRANSMISSION WITH SINGLE-SPEED REAR AXLE
 REAR AXLE RATIO, 6.17:1 ————
 REAR AXLE RATIO, 5.43:1 - - - -

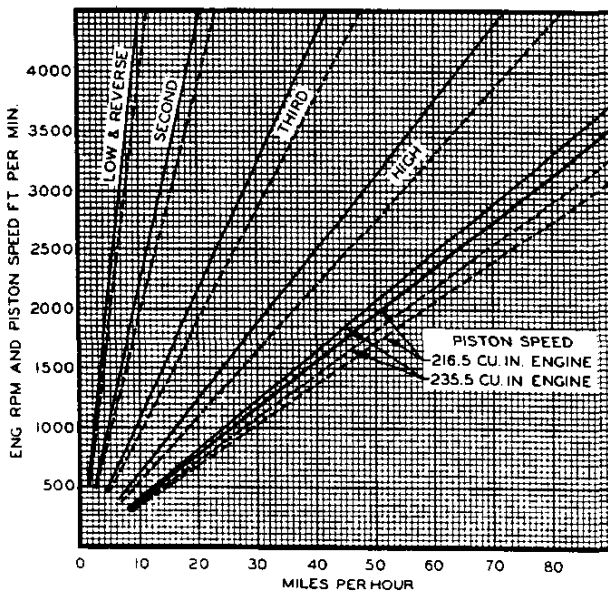
6.00-20-6 PLY TIRES



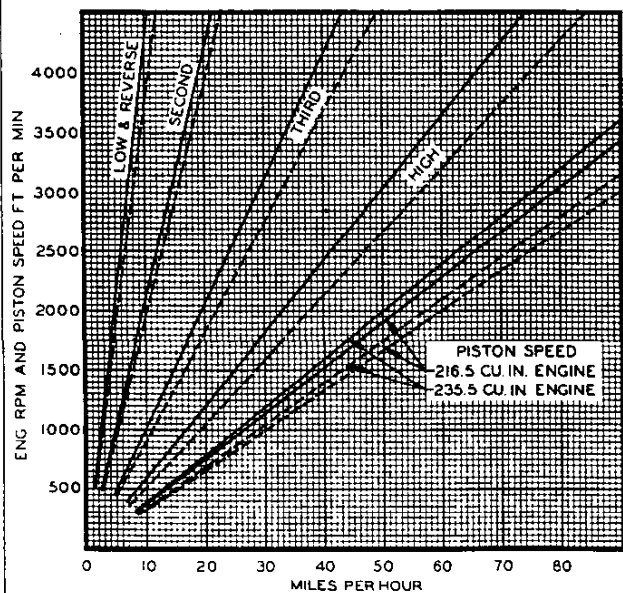
6.00-20(30x5)8 PLY TIRES



6.50-20-6 PLY TIRES
 6.50-20(32x6)8 PLY TIRES



7.00-20-8 PLY TIRES
 7.00-20(32x6)10 PLY TIRES



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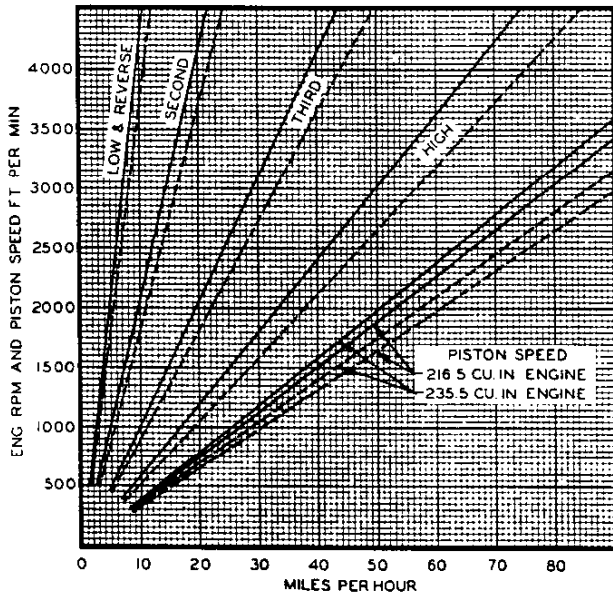
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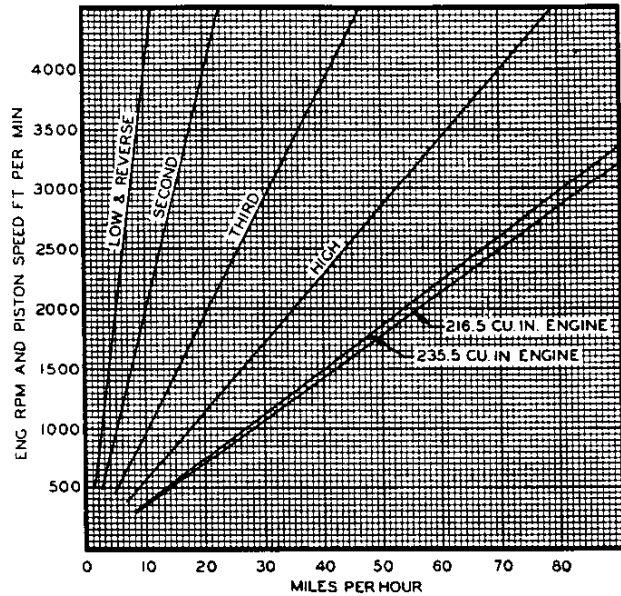
ENGINE AND PISTON SPEEDS—Continued

HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE TRUCKS

4-SPEED TRANSMISSION WITH SINGLE SPEED REAR AXLE
 REAR AXLE RATIO 6.17:1 ———
 REAR AXLE RATIO 5.43:1 - - - -
 7.50-20-8 PLY TIRES
 7.50-20(34x7)10 PLY TIRES

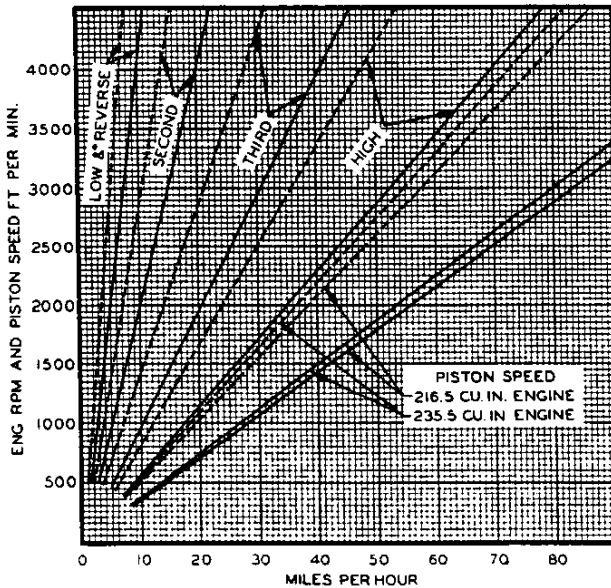


4-SPEED TRANSMISSION WITH SINGLE SPEED HEAVY DUTY REAR AXLE
 REAR AXLE RATIO 6.17:1 ———
 8.25-20-10 PLY TIRES

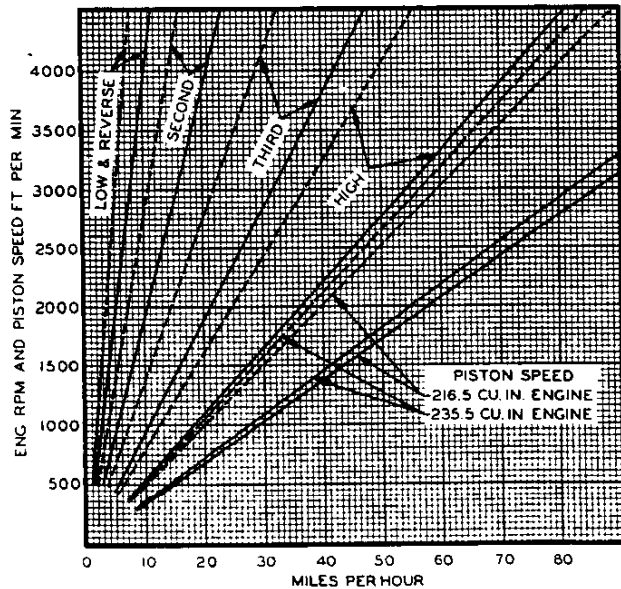


4-SPEED TRANSMISSION WITH RPO 2-SPEED REAR AXLE
 HIGH SPEED GEAR RATIO, 5.64:1 ———
 LOW SPEED GEAR RATIO, 8.22:1 - - - -

6.50-20(32x6)8 PLY TIRES



7.00-20-8 PLY TIRES -
 7.00-20(32x6)10 PLY TIRES



CONTINUED



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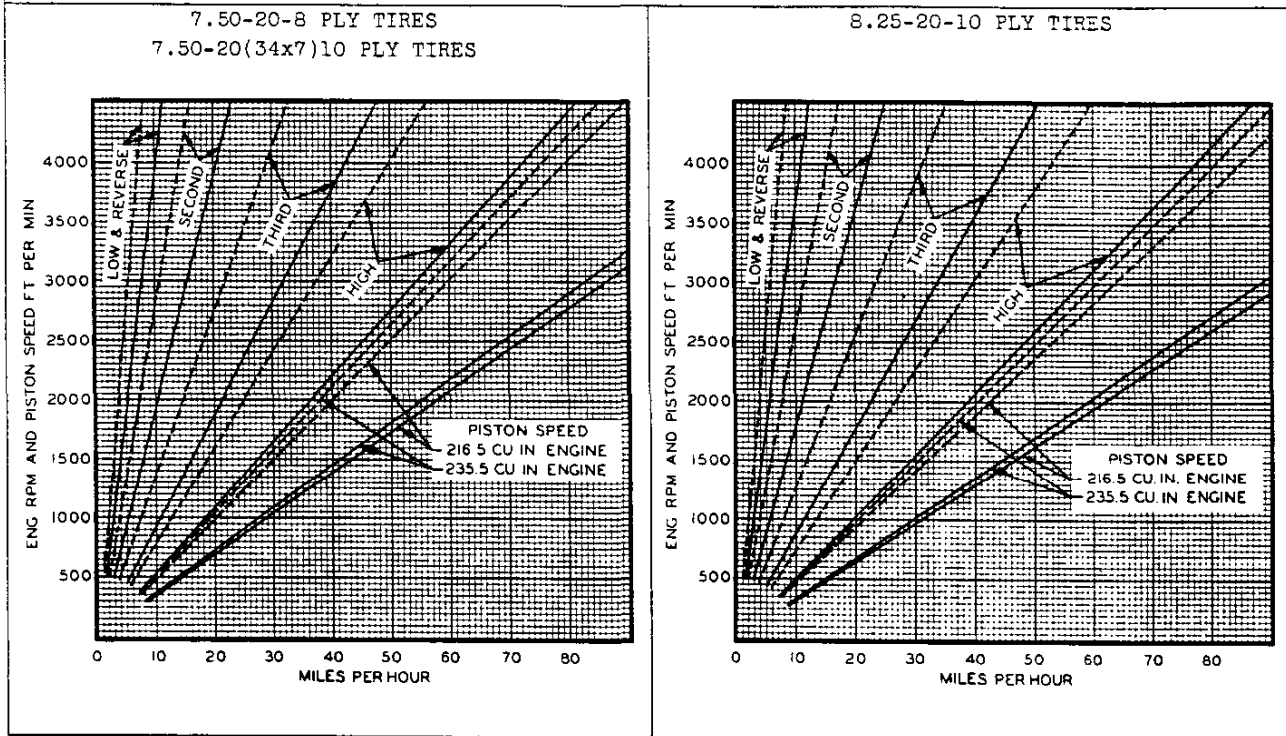
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ENGINE AND PISTON SPEEDS—Continued

HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE TRUCKS
4-SPEED TRANSMISSION WITH RPO 2-SPEED REAR AXLE

HIGH SPEED GEAR RATIO, 5.64:1 ———
LOW SPEED GEAR RATIO, 8.22:1 - - - -



ENGINE LUBRICATION SYSTEM

METHOD OF LUBRICATION

Type Pressure, pressure stream and splash.
Main bearings .. Direct pressure. Oil is pumped through drilled passages in cyl. case to bearings.
Camshaft bearings Direct pressure through passages from main bearings.
Timing gears Gravity feed
Connecting rod bearings Pressure streams
Cylinder bores Splash
Piston pins Splash
Valve mechanism Pressure. Pipe from high pressure side of distributor carries oil to valve rocker arms, springs, stems and push rod upper ends.
Water pump Permanently lubricated, sealed ball bearing.

OIL PUMP

Type Gear
Drive From camshaft

Normal pressure ... 14 pounds at 2000 engine RPM
Oil pressure relief valve opens at ... 15 pounds
Oil cleaner type Screen, with by-pass on intake side of oil pump.
Screen size 20 mesh x .015 terne steel wire

FILLER - GAUGE - VENTILATOR

Oil filler Combined with ventilator
Oil level gauge type Rod
Crankcase ventilator type Suction

OIL PAN

Capacity (dry) 5-1/2 quarts
Capacity (for refill) 5 quarts
Drain type Plug in rear of oil pan

RPO OIL FILTER

Capacity (dry) 2-1/2 quarts
Flow Approx. 20 gallons per hour

9-30-41



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FUEL SYSTEM

ITEM	PASSENGER AND COMMERCIAL CARS			DUBL-DUTI TRUCK	LIGHT DELIVERY TRUCKS		3/4 TON TRUCKS AND 3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT		3/4 TON SPECIAL, ONE TON AND CONVENTIONAL HEAVY DUTY TRUCKS		SCHOOL BUS CHASSIS	CAB-OVER-ENGINE TRUCKS
	Business Coupe, Coupe, Pickup, Sedan Delivery	All other types			Chassis and cab Pickup	All other types	Chassis and cowl Panel	All other types	Chassis and cowl	All other types		
Fuel tank	Mounting	Clamped to underside of underbody		Clamped inside right side rail	Clamped to floor under seat	Clamped inside right side rail		Clamped to cab floor under seat	3-point mounting to frame at seat position	Clamped to floor under seat	Clamped outside right side rail	
	Type	Two stamped pans, seam-welded together										
	Cap.	16 gallons			18 gal.	16 gal.	18 gallons*				20 gal.	18 gal.
	Filler location	Ahead of right rear fender	On right rear fender	Behind right side door	At cab right rear corner	Behind right side door		At cab right rear corner	At right side of chassis	Behind right side door	At right side of chassis	
Fuel pump	Make	AC Spark Plug										
	Model	AF										
	Type	Mechanical										
	Drive	From camshaft										
	Arm throw	1/4 at camshaft										
	Air dome	Yes (Inlet and outlet)										
	Filter	20 mesh screen on dome										
Carburetor	Make	Carter										
	Model	W1-483S	BBI-517S	W1-483S						BBI-517S		
	Type	Single adjustment down-draft	Single adj. up-draft	Single adjustment down-draft						Single adj. up-draft		
	Size	1-1/4										
	Float level	When closed, top of float measures 1/2" below finished surface of cover.										
Air cleaner	Make	AC Spark Plug										
	Regular	With silencer and flame arrester	Special 8-louver type	With flame arrester							Oil bath type	
	RPO	Reg. truck type		With flame arrester and oil bath (1 pound capacity)								
		With flame arrester, oil bath and silencer (1 pound capacity)		With flame arrester and oil bath (1 pound capacity)								
		With flame arrester and oil bath (2 pound capacity)		With flame arrester and oil bath (2 pound capacity)								
Fuel gauge		AC (electric)										
Octane selector		Manual type, 20° Vernier adjustment										

* - 20 gallon, side-mounted tank RPO for 160 WB Heavy Duty chassis with flat face cowl.



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2



EXHAUST SYSTEM			
ITEM		PASSENGER AND COMMERCIAL CARS	TRUCKS AND SCHOOL BUSES
Muffler	Type	Diffusion and resonance with reverse flow	
	Size	5-1/16 x 7-5/16 (oval) x 18 long	5-1/16 diameter x 21 long
	Mounting	Single point rubber	Single point
Exhaust pipe diameter		1-7/8	
Tail pipe diameter		1-3/4	

COOLING SYSTEM					
ITEM	PASSENGER AND COMMERCIAL CARS	LIGHT DELIVERY, DUBL-DUTI, AND 3/4 TON TRUCKS AND 3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT	3/4 TON SPECIAL, ONE TON AND CONVENTIONAL HEAVY DUTY TRUCKS AND SCHOOL BUSES	CAB-OVER-ENGINE TRUCKS	
Capacity (quarts)	15	14		16*	
Radiator core	Make and type	Harrison, ribbed cellular			
	Material	All copper			
	Size	.20 x .560 x 2	.25 x .560 x 2	.20 x .560 x 2	.20 x .560 x 3
	Frontal area	374 square inches	405 square inches		-
Radiator hose	Type	Reinforced 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	1/4 ID x 6-3/4 (Special molded hose for passenger and commercial cars)		
Outlet		Two hose: 1-1/2 ID x 4-7/16			
Water thermo-stat	Make and type	Harrison. Bellows operating poppet valve			
	Location	In cylinder head outlet			
	Valve action	Valve starts to open at 140° to 147° 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 with 3.73:1 axle)	18		
		Pulley size	28° V x 4-21/64 diameter		
	Fan to engine speed ratio	1.393:1			
	Fan belt	Material	One-piece vulcanized fabric		
		Size	11/16 maximum width x 42-7/8 around outside		
Water pump	Type and drive	Centrifugal, by fan belt			
	Location	On front of cylinder and case			
	Capacity	47 gallons per minute at 4000 engine RPM			
	Impeller type	Vane			
	Bearing	See BEARINGS, page 78			
	Seal	Material Molded rubber sealed with rubber cement			
	Adjust.	Automatic, by spring tension			

* - RPO (with a shroud) for all conventional trucks and school buses above 1-1/2 ton capacity.



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ENGINE ELECTRICAL SYSTEM

ITEM	PASS- ENGER AND COM- MERCIAL CARS		LIGHT COMMERCIAL TRUCKS			ONE TON AND CONVENTIONAL AND CDE HEAVY DUTY TRUCKS AND SCHOOL BUSES		
			LIGHT DELIVERY	DUBL- DUTI PACKAGE DELIVERY	3/4 TON	3/4 TON WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL		
Make and type	Delco Remy-Shunt							
Part number	#1102687							
Rated voltage	6 to 8							
Ventilated by	Fan built into generator pulley		Separate 12-blade fan	Fan built into generator pulley				
Driven by	"V" belt							
Generator pulley	Type	28° V						
	Diameter	3-11/32	2-27/32	3-11/32				
Speed ratio (generator to engine)	1.83:1	2.17:1	1.83:1					
Generator RPM per MPH	93.5	122.5	100.1	90.4	114.7			
Maximum charging rate-cold (72° F.)	Amperes	38 to 40		38 to 40				
	Voltage	7.3 to 7.7		7.3 to 7.7				
RPM (generator)	2400							
	Car speed (MPH)	25.5		24	26.5	21		
Maximum charging rate-hot (150° F.)	Amperes	34 to 36		34 to 36				
	Voltage	7.2 to 7.4		7.2 to 7.4				
RPM (generator)	2400							
	Car speed (MPH)	25.5	13	24	26.5	21		
Brush tension	25 ounces							
Rotation (drive end)	Clockwise							
Bearings	Commutator end	Bronze bushing						
	Drive end	See BEARINGS, page 78						
VOLTAGE AND CURRENT REGU- LATOR	Make and type	Delco Remy - Vibrator						
	Part number	#1118201	#1118233	#1118201				
	Cut out	Voltage at closing						6.2 to 6.7
	Armature speed	800 RPM		700 RPM		800 RPM		
		Car speed at closing RPM		8.5	5.7	8	9	7
Amperes to open	0 to 4							

IGNITION SYSTEM

Type Separate units,
high tension distributor ground return system
Ignition lock type Key operated lock
switch with armored cable from coil to switch.

STARTING MOTOR

Make Delco Remy
Model ... Pass. cars, #1107047; Trucks, #1107054
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 foot pounds
No load test-amperage draw 65
-volts 5
-RPM 5000
Pinion meshes On front of flywheel

Pinion teeth 9
Flywheel teeth 139 (1/2 wide,
13.9 pitch diameter)
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 (passenger and
commercial cars only).

COIL

Make Delco Remy
Part number #1115141
Location Engine right side
Amperes drawn-engine stopped 4.5
-engine idling 2.5

DISTRIBUTOR

Make Delco Remy
Part number #1110090

CONTINUED



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ENGINE ELECTRICAL SYSTEM—Continued

DISTRIBUTOR - Continued

Current source Generator or battery
 Spark control type Full automatic
 Spark advance-vacuum 20 degrees
 -automatic ... 32.5 to 39.5 degrees
 Vacuum control part number #1116033
 Breaker point opening018
 Cam angle 39 degrees
 Breaker point polarity reversing switch location

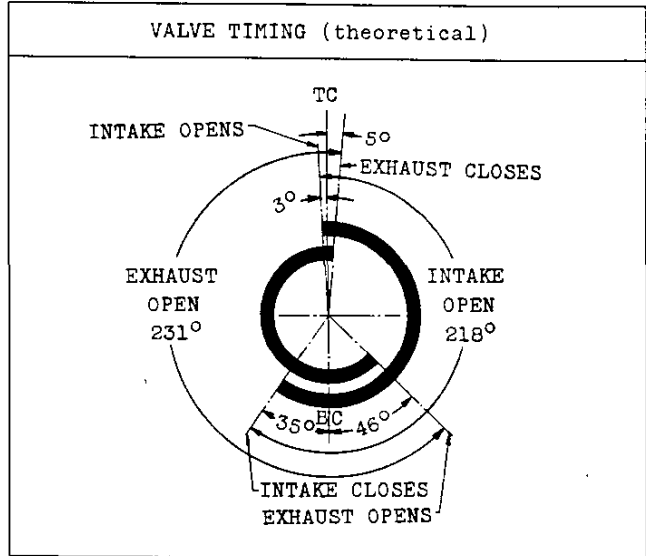
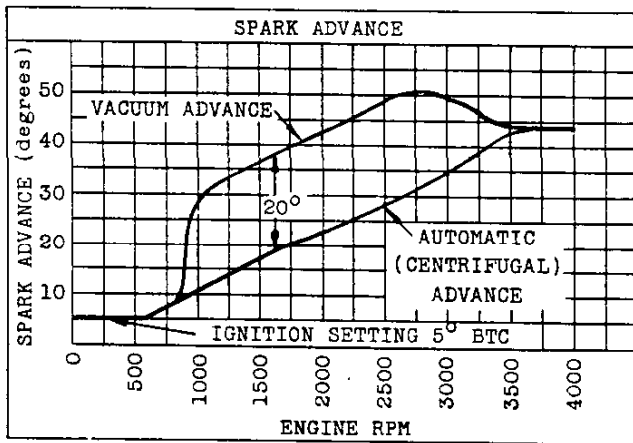
..... On top of starting motor
 Bearing material Cast iron
 Condenser (service) part number #1932239

SPARK PLUGS

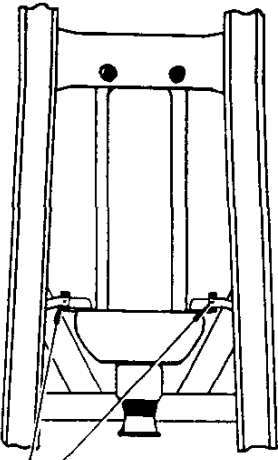
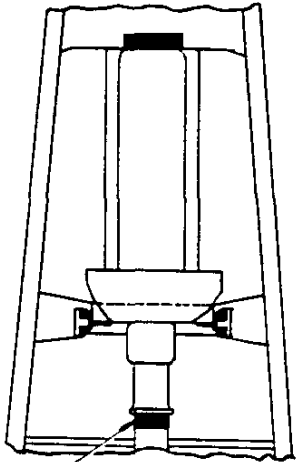
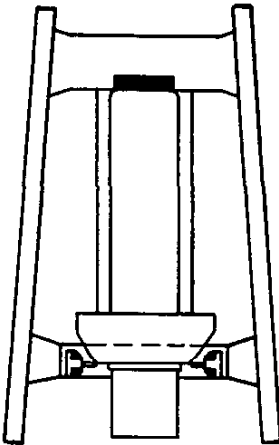
Make AC Spark Plug
 Size 104
 Thread size 10 millimeters
 Recommended gap040

ENGINE TIMING

Timing spark advance 5 degrees before top center
 Firing order 1-5-3-6-2-4



POWER PLANT MOUNTINGS

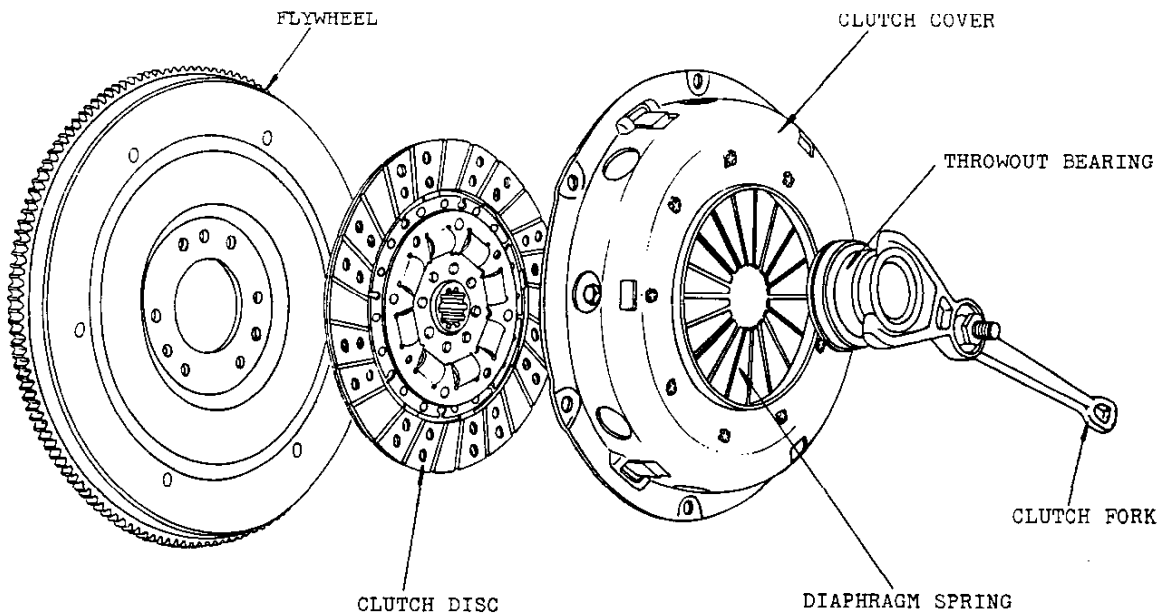
PASSENGER AND COMMERCIAL CARS	LIGHT DELIVERY AND DUBL-DUTI TRUCKS	ALL OTHER TRUCKS AND SCHOOL BUSES
Type: 5-point rubber, cushion balanced  <p style="text-align: center;">Torque reaction supports</p>	Type: 4-point rubber, cushion balanced  <p style="text-align: center;">Torque tube brake and driving reaction support</p>	Type: 3-point rubber, cushion balanced 



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CLUTCH



Passenger car clutch illustrated.

ITEM		PASSENGER AND COMMERCIAL CARS AND LIGHT DELIVERY AND DUBL-DUTI TRUCKS		ALL OTHER TRUCKS AND SCHOOL BUSES	
		REGULAR	RPO		
Type		Single dry plate			
Rated torque capacity		200 foot pounds			
Nominal size		9-1/8		10-3/4	
Drive		Through radial lugs			
Diaphragm spring	Pressure	1100 to 1225 pounds		1200 to 1250 pounds	
	Material	Spring steel, heat treated			
	Pressure levers	18, integral with spring			
Discs	Driving	Flywheel and pressure plate			
	Driven-number	One			
	Vibration insulation	8 cushion springs at hub		6 cushion springs at hub	
	Facing	Material	Asbestos composition (woven and formed)		
		Outside diameter	9-1/8		10-3/4
		Inside diameter	6-1/8		7
		Area	71.86 square inches		104.6 square inches
Thickness	.132-.138		.137-.143		
Bearings	Throwout	Type	Special ball - mounted on sleeve		
		Lubrication	Packed for life		
	Pilot	Type	See BEARINGS, page 78		
		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)	30 pounds			
	Ring gear type	Steel, shrunk on			
	Ring gear teeth	See STARTING MOTOR, page 66			
Attachment to flywheel		6 bolts		9 bolts	

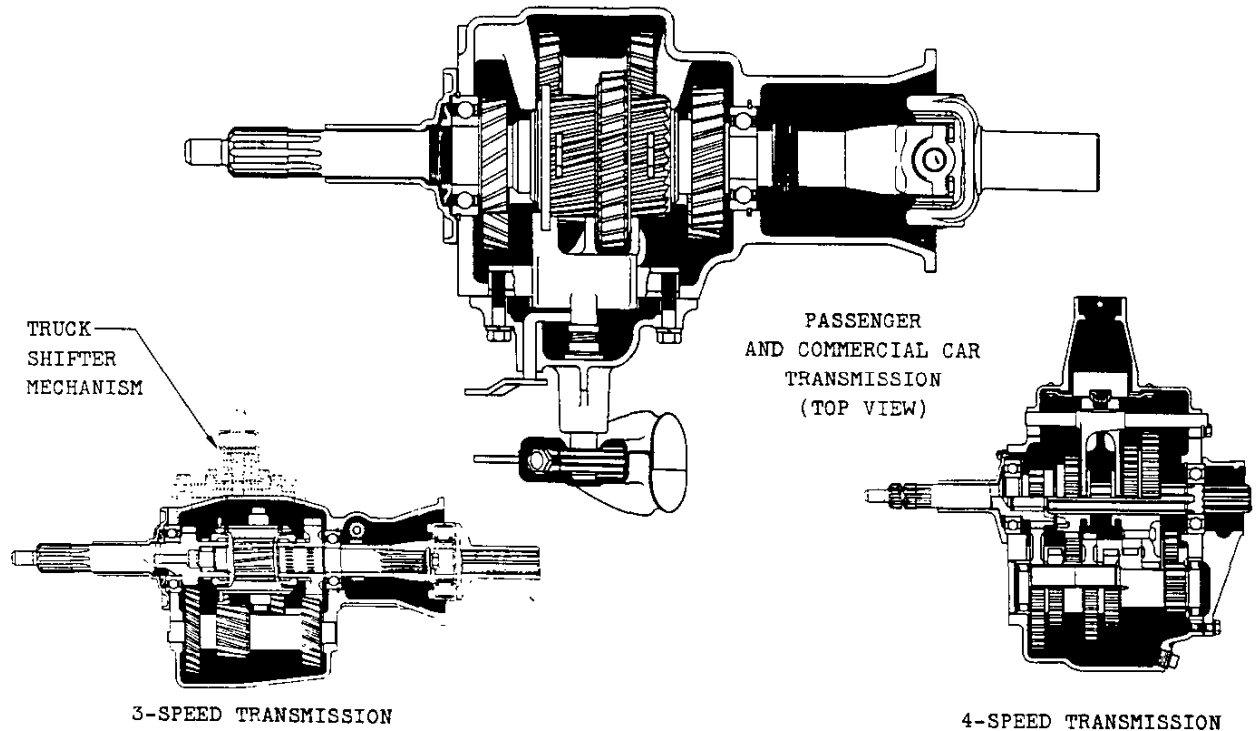
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TRANSMISSION



ITEM		PASSENGER AND COMMERCIAL CARS	LIGHT DELIVERY, DUBL-DUTI, 3/4 TON AND 3/4 TON HDE TRUCKS	3/4 TON SPECIAL, ONE TON HEAVY DUTY CONVENTIONAL AND CAB-OVER-ENGINE TRUCKS AND SCHOOL BUSES*	
Transmission location		In unit with engine			
Type		Selective synchro-mesh		Conventional	
Shift type		Standard H			
Number of speeds		3 forward, 1 reverse		4 forward, 1 reverse	
Gears type		Helical		Spur	
Synchronous meshing gears		Second and third		/	
Input torque capacity		200 foot pounds			
Gear ratios	First	2.94:1		7.06:1	
	Second	1.68:1		3.48:1	
	Third	Direct		1.71:1	
	Fourth	/		Direct	
	Reverse	2.94:1		6.98:1	
Bearings or bushings	Reverse idler bushing	Number	2		
		Material	Bronze		
		Size	.7515-.7525 ID x 3/4		
	Main shaft bearings	See BEARINGS, page 78			
		Counter shaft bearing or bushing	Material	Bronze	Steel
			Size	.8772-.8782 ID x 1-1/4	1/8 x 3/4 rollers
Clutch gear bearing		See BEARINGS, page 78			
Second speed gear turns on main shaft	Material	Steel, hardened		/	
	Size	1.062-1.063 ID x 1-3/4		/	
Power take-off	Type	/		6-bolt (SAE standard)	
	Location	/		On left side	
	Speed at 1000 engine RPM	/		425 RPM	
	Meshing gear teeth	/		33	
Lubricant capacity (pints)		1-1/2		5-1/2	

* - RPO for Light Delivery, Dubl-Duti, and 3/4 Ton trucks and 3/4 Ton trucks with heavy duty equipment.



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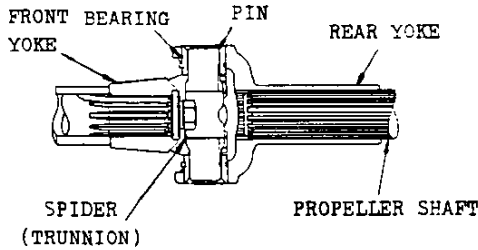
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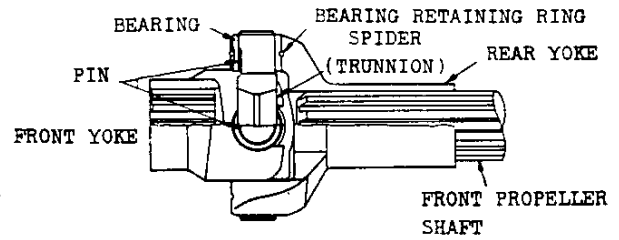
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UNIVERSAL JOINTS AND PROPELLER SHAFTS

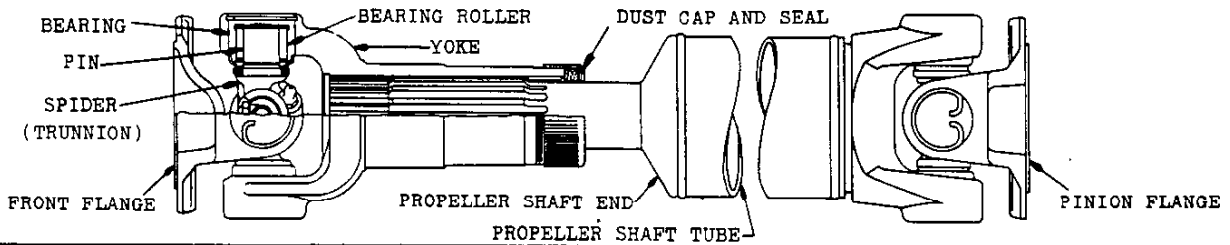
UNIVERSAL JOINT - PASSENGER AND COMMERCIAL CARS, AND LIGHT DELIVERY AND DUBL-DUTI TRUCKS



FRONT UNIVERSAL JOINT - 3/4 TON TRUCKS AND 3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT



REAR PROPELLER SHAFT AND UNIVERSAL JOINTS
(ALL TRUCKS OF 3/4 TON CAPACITY AND ABOVE, AND SCHOOL BUSES)



ITEM	PASSENGER AND COMMERCIAL CARS	LIGHT DELIVERY AND DUBL-DUTI TRUCKS	3/4 TON AND 3/4 TON HDE TRUCKS	109 COE	3/4 TON SPECIAL, ONE TON, 134-1/2 COE AND 132-1/2 COE TRUCKS	160 CHD AND 158 COE TRUCKS AND 160 SB	195 SCHOOL BUS	
UNIVERSALS	Type	Yoke and spider						
	Number	1		3		4		
	Trunnion matl.	Drop-forged steel, hardened						
	Pin diameter	Front	.684-.685		.716-.717		.7385-.7390	
		Center						
		Rear						
	Bushing	Front	Bushing					
		Center						
		Rear	Needle bearing					
	Diameter	Front	.687-.688 (inside)		.718-.719ID		.09550-.09575 (outside)	
Center								
Rear								
Effective length	Front	17/32		21/32		.580 minimum		
	Center							
	Rear							
PROPELLERS	Number	1		2		3		
	Type	Front			Solid		Tubular	
		Center						
		Rear	Tubular					
	Outside diameter	Front			1-1/4-1-3/8		2.495-2.500	
		Center						
		Rear	1.995-2.005	2.055-2.065	2.995-3.000		2.495-2.500	
	Wall thickness	Front			Solid		.080-.085	
		Center						
		Rear	.063-.067	.093-.097			.080-.085	
Ends type	Front	Front			Splined		Universal joint	
		Rear					Splined	
	Center	Front						
		Rear						
	Rear	Front					U-joint	
		Rear	Splined				Splined	
		Splined		Universal joint		Splined		

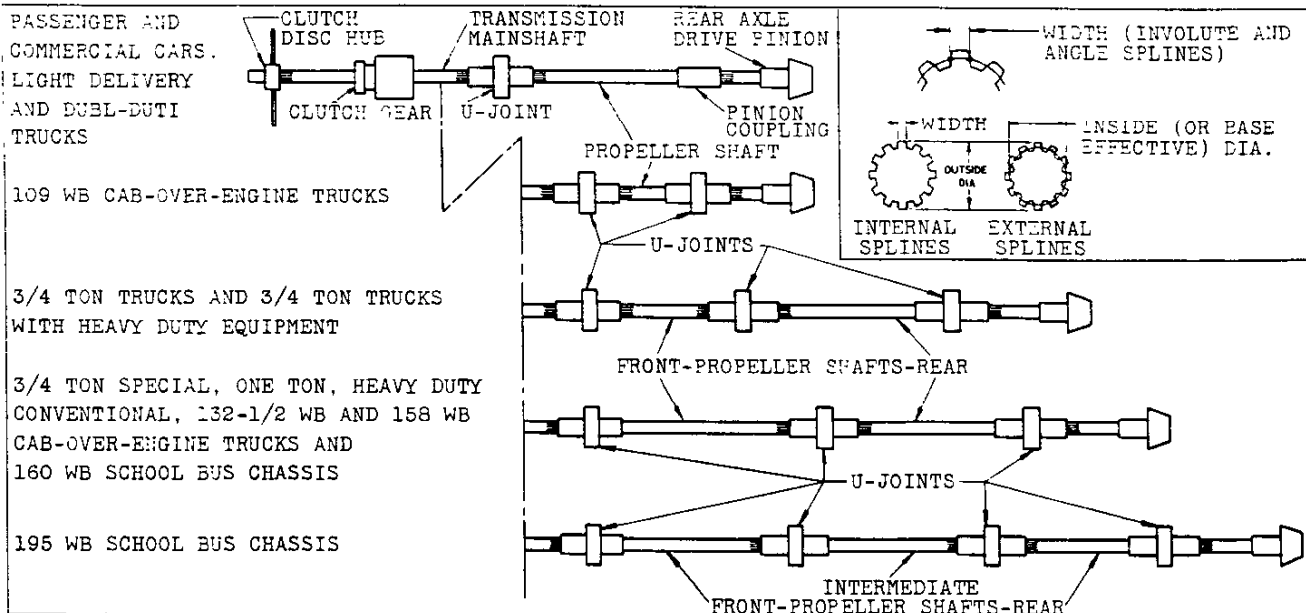


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DRIVE SYSTEM SPLINES—TRANSMISSION AND PROPELLER SHAFT



ITEM		INTERNAL	EXTERNAL	INTERNAL	EXTERNAL	
TRANSMISSION	Clutch disc hub and transmission clutch gear shaft	Model	1		2	
		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
	Splines	10 (straight side)		10 (straight side)		
	Transmission mainshaft and front U-joint front yoke	Model	1		6	
		Width	.1473 - .1483	.1458 - .1473	.214 - .215	.2120 - .2135
		Inside dia.	.890 - .891	.853 - .860	1.184 - 1.186	1.177 max.
		Outside dia.	1.003 - 1.017	.973 - .980	1.380 - 1.388	1.355 - 1.365
	Splines	10 (involute)		10 (straight side)		
Transmission mainshaft and propeller shaft flange	Model	2		7		
	Width	.2125 - .2135	.2120 - .2135			
	Inside dia.	1.182 - 1.187	1.177 max.			
	Outside dia.	1.374 - 1.377	1.355 - 1.365			
Splines	10 (straight side)					
PROPELLER SHAFT	Propeller shaft front end and front U-joint rear yoke	Model	3		7	
		Width	.0951 - .0961	.0921 - .0941	.1990 - .2015	.196 - .198
		Inside dia.	.993 - .997	.962 - .970	1.1145 - 1.1195	1.0515 - 1.0605
		Outside dia.	1.0835 - 1.0935	1.0642 - 1.0657	1.306 - 1.321	1.274 - 1.284
	Splines	17 (involute)		10 (straight side)		
	Front propeller shaft rear end and propeller shaft flange	Model	4		LEGEND 1 - Pass. and commercial cars, Light Delivery, Dubl-Duti, 3/4 Ton trucks, and 3/4 Ton trucks with HDE. 2 - 3/4 Ton Special, One Ton, Heavy Duty Conv. and COE trucks and School Buses. 3 - Pass. and commercial cars, Light Delivery and Dubl-Duti trucks. 4 - 3/4 Ton, 3/4 Ton with HDE, 3/4 Ton Spec., One Ton, Heavy Duty Conv. and 132-1/2 WB and 158 WB COE trucks. 5 - 3/4 Ton, 3/4 Ton with HDE, 3/4 Ton Spec., One Ton, Heavy Duty Conv. and COE trucks and School Buses. 6 - Light Delivery, Dubl-Duti, 3/4 Ton and 3/4 Ton with HDE with 4-speed trans. 7 - 3/4 Ton and 3/4 Ton with HDE trucks.	
		Width	.2130 - .2145	.2125 - .2140		
		Inside dia.	1.208 - 1.213	1.120 - 1.130		
		Outside dia.	1.374 - 1.375	1.372 - 1.373		
	Splines	10 (straight side)				
Intermediate propeller shaft rear end and propeller shaft flange	Model	195 wb SCHOOL BUS				
	Width	.2130 - .2145	.2125 - .2140			
	Inside dia.	1.208 - 1.213	1.120 - 1.130			
	Outside dia.	1.374 - 1.375	1.372 - 1.373			
Splines	10 (straight side)					
Rear propeller shaft front end and U-joint sleeve yoke	Model	5				
	Width	.1455 - .1470	.1435 - .1450			
	Inside dia.	1.295 - 1.300	1.281 - 1.288			
	Outside dia.	1.499 - 1.500	1.497 - 1.498			
Splines	16 (straight side)					

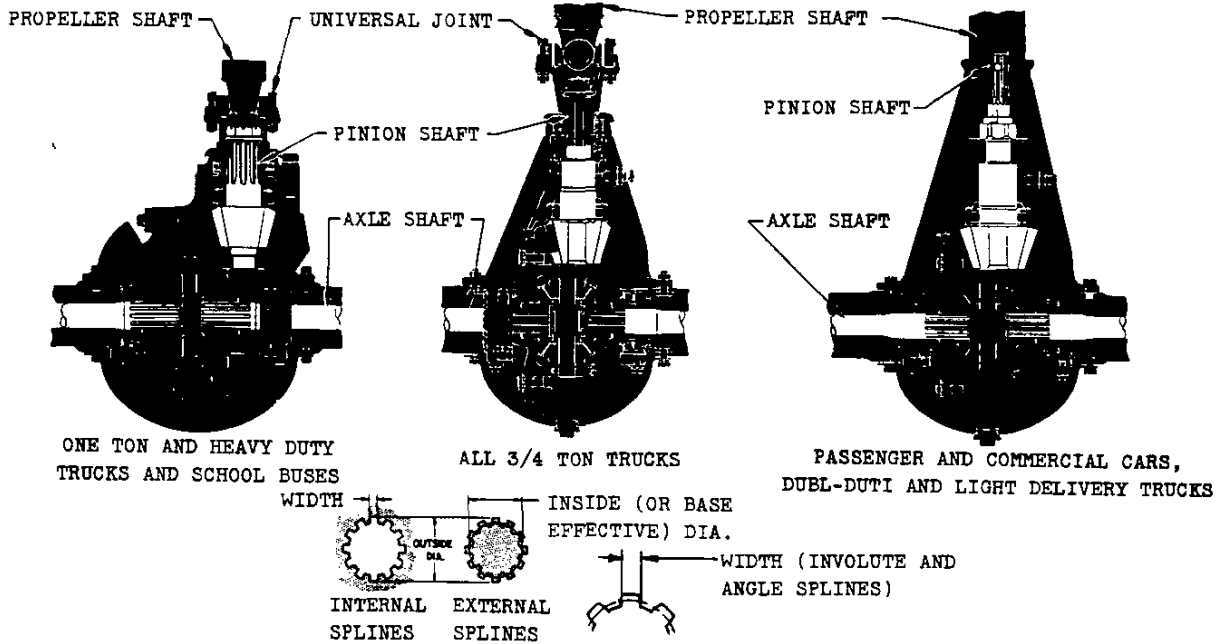
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DRIVE SYSTEM SPLINES—REAR AXLE



ITEM	INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
Propeller shaft rear end coupling and rear axle drive pinion shaft	Model 1			
	Width	.0951 - .0961	.0931 - .0951	
	Inside dia.	.985 - .989	.965 - .973	
	Outside dia.	1.0835-1.0935	1.068 - 1.074	
	Splines	17 (involute)		
Propeller shaft pinion flange and rear axle drive pinion shaft	Model 2		7	
	Width	.1165 - .1175	.1145 - .1165	.302 - .303
	Inside dia.	1.090 - 1.094	1.070 - 1.078	1.694 - 1.702
	Outside dia.	1.192 - 1.202	1.173 - 1.179	1.9675-1.9755
	Splines	17 (involute)		10 (straight side)
Differential side gear and axle shaft	Model 3		8	
	Width	.180 - .183	.178 - .180	.1144 - .1154
	Inside dia.	1.039 - 1.044	1.004 - 1.014	1.194 - 1.198
	Outside dia.	1.186 - 1.193	1.1525-1.1575	1.3005-1.3105
	Splines	10 (straight side)		17 (involute)
	Model 4		LEGEND	
	Width	.259 - .262	.257 - .259	1 - Passenger and commercial cars, Light Delivery and Dubl-Duti trucks.
	Inside dia.	1.472 - 1.477	1.440 - 1.450	2 - 3/4 Ton, 3/4 Ton with HDE and 3/4 Ton Special trucks.
	Outside dia.	1.6735-1.6785	1.6345-1.6445	3 - Passenger and commercial cars.
	Splines	10 (straight side)		4 - One Ton, Heavy Duty Conv. and COE trucks and School Buses.
Propeller shaft pinion flange and rear axle drive pinion shaft	Model 5			5 - One Ton, Heavy Duty Conv. and COE trucks (with 2-speed axle).
	Width	.2325 - .2340	.232 - .234	6 - One Ton, Heavy Duty Conv. and COE trucks (with single speed heavy duty and 2-speed axles).
	Inside dia.	1.289 - 1.294	1.230 - 1.235	7 - One Ton, Heavy Duty Conv. and COE trucks (with single speed heavy duty axle) and School Buses.
	Outside dia.	1.499 - 1.502	1.4975-1.4985	8 - Light Delivery, Dubl-Duti, 3/4 Ton with HDE and 3/4 Ton Special trucks.
	Splines	10 (straight side)		
Differential side gear and axle shaft	Model 6			
	Width	.173 - .175	.170 - .172	
	Inside dia.	1.612 - 1.617	1.562 - 1.572	
	Outside dia.	1.774 - 1.784	1.722 - 1.730	
	Splines	16 (angle side)		

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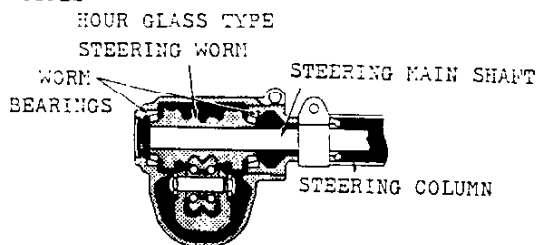
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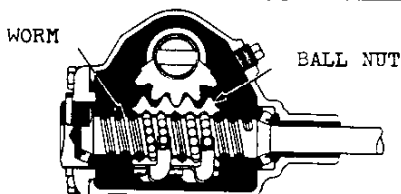


STEERING GEAR

SECTOR TYPES

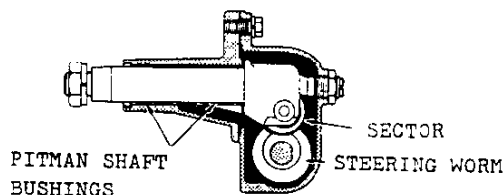


PASSENGER AND COMMERCIAL CAR TYPE

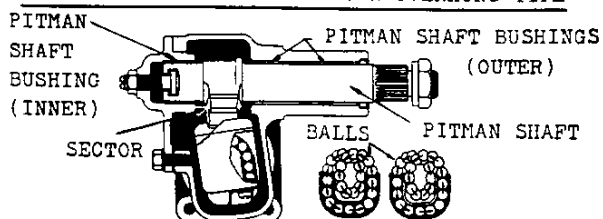


TRUCK AND SCHOOL BUS TYPE

SECTOR MOUNTING



PASSENGER AND COMMERCIAL CAR OVERHUNG TYPE



TRUCK AND SCHOOL BUS STRADDLE-MOUNTED TYPE

ITEM	PASSENGER AND COMMERCIAL CARS		ALL CONVENTIONAL TYPE TRUCKS AND SCHOOL BUSES		CAB-OVER-ENGINE TRUCKS
	FLEET-MASTER	STYLE-MASTER	Semi-reversible		
Type	Semi-reversible				
Ratio	17.5:1		19.8:1		23.6:1
Worm bearing	See BEARINGS, page 78				
Roller sector bearing	See BEARINGS, page 78				
Pitman shaft bushings	Material		Bimetal		Bronze
	Outer	Inside diameter	1.125-1.126 (2)		1.1245-1.1250 (2)
		Length	1-1/2 (2)		1-3/8 (2)
	Inner	Inside diameter	1.1255-1.1260		1-1/2 (2)
Length		27/32			
Pitman shaft diameter	1-1/8		1-1/4		
Pitman arm type	2-piece, rubber-insulated		1-piece		
Main shaft diameter	3/4		1		
Column diameter	1-1/2		1-3/4		
Steering wheel	Type		2-spoke		3-spoke
	Material		Hard rubber and steel		
	Diameter		17-1/4		17
	17-1/4		17		18

TURNING DIAMETERS

Nominal figures based on tests made at General Motors Proving Ground.

	MODEL	A (feet)		B (feet)	
		RIGHT	LEFT	RIGHT	LEFT
	Passenger and Commercial Cars	41	39	43	41
	Light Delivery and Dubl-Duti Trucks	39	40	42	
	Light 3/4 Ton	43		45	
	Commercial Trucks 3/4 Ton with Heavy Duty Equipment	47		49	
	Commercial Trucks 3/4 Ton Special	52		54	
	134-1/2 WB One Ton and Conv. Heavy Duty Trucks	56	60	58	62
	School Buses 160 WB				
	School Buses 195 WB				
	Cab-Over-Engine Trucks 109 WB	40	41	43	44
	Cab-Over-Engine Trucks 132-1/2 WB	47	48	50	51
Cab-Over-Engine Trucks 158 WB	55	57	58	59	

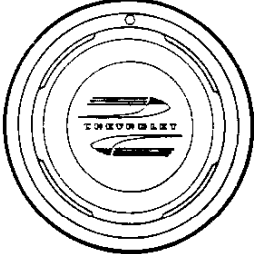
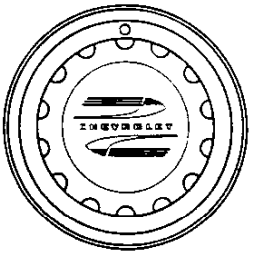
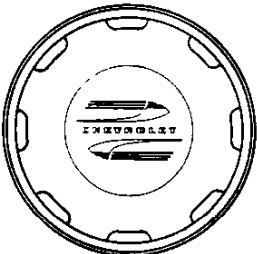
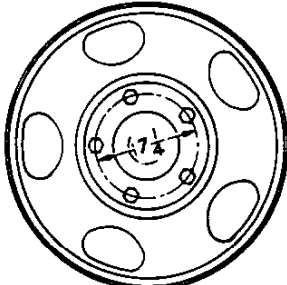


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WHEELS

PASSENGER AND COMMERCIAL CARS, LIGHT DELIVERY AND DUBL-DUTI TRUCKS	3/4 TON TRUCKS	3/4 TON TRUCKS WITH HEAVY DUTY EQUIPMENT AND 3/4 TON SPECIAL TRUCKS	ONE TON AND HEAVY DUTY TRUCKS AND SCHOOL BUSES
			
Attachment to hub: 6 (7/16-20) bolts. Bolt circle diameter, 5-1/2.			Attachment to hub: 9/16-18 bolts (5 front, 10 rear)

TIRES

Tire make: U.S., Goodrich, or Firestone. Tire specifications are based on U.S. Rubber Co. standards.

MODEL	TIRE SIZE	FRONT TIRES		REAR TIRES			WHEEL RIM SIZE	WHEEL OFFSET	DISC THICKNESS AT HUB
		LOAD PER TIRE AT MINIMUM PRESSURE (pounds)	LOAD PER TIRE (pounds)	RECOM-MENDED PRESSURE (pounds)	LOADED RADIUS ROLLED	LOADED REVS. PER MILE			
Passenger and Commercial Cars	6.00-16-4 ply Reg.	875 at 26	915	28	13.52	746	16x4.00E	9/16	
	6.00-16-6 ply RPO	915 at 28	955	30	13.70	736	16x4.50E		
	6.50-16-6 ply RPO	1050 at 28	1095		14.37	702	18x4.00F		
	5.50-18-4 ply RPO	880 at 28	940	13.52	746	16x4.00E			
Light Delivery Trucks	6.00-16-4 ply Reg.	915 at 28	990	32	13.70	736	16x4.50E	9/16	
	6.00-16-6 ply RPO	955 at 30	1130	40					
	6.50-16-6 ply RPO	1095 at 30	1290		32	14.37	702		
	5.50-18-4 ply RPO	880 at 28	1000						
	15"-6 ply RPO	1200 at 20	1200-1500	20-35	13.98	721	15x5.50F		
Dubl-Duti Package Delivery	6.00-16-6 ply Reg.	955 at 30	1130	40	13.52	746	16x4.00E	9/16	
	6.50-16-6 ply RPO	1095 at 30	1290		13.70	736	16x4.50E		
	15"-6 ply RPO	1200 at 20	1200-1500	20-35	13.98	721	15x5.50F		
3/4 Ton Trucks with HDE	7.00-17-6 ply Reg.	1425 at 40	1550	45	15.49	651	17x6 (4.33R)	9/16	
	7.50-17-8 ply RPO	1650 at 40	2000	55	15.83	637			
3/4 Ton Special Trucks	7.00-17-6 ply Reg.	1425 at 40	1550	45	15.49	651	17x6 (4.33R)	9/16	
	7.00-17-8 ply RPO		1725	55					
	7.50-17-8 ply RPO	1650 at 40	2000	55	15.83	637			
One Ton and Heavy Duty Trucks and School Buses (See next page for tire combinations)	6.00-20-6 ply	1225 at 40	1400	50	15.92	633	20x5 (3.75P)	4-1/8	
	6.50-20-6 ply	1500 at 40	1700	50	16.52	610			
	6.50-20(32x6)8 ply	1700 at 50	1950	65	17.03	592	20x6 (4.33R)	4-1/2	
	7.00-20-8 ply	1625 at 40		55					
	7.00-20(32x6)10 ply	1950 at 55	2250	70	17.15	588	20x7 (5.00S)	4-3/4*	
	7.50-20-8 ply	1875 at 40		55					
	7.50-20(34x7)10 ply	2250 at 55	2700	75	17.15	588	20x7 (5.00S)	4-3/4*	
	8.25-20-10 ply	2175 at 40	2750	60	18.27	552			

* - 5-1/4 offset with 2-speed and single speed heavy duty rear axles.

@ - 5-1/4 offset used only with 2-speed and single speed heavy duty rear axles.

‡ - 7/16 for 5-1/4 offset wheel.



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**TIRE COMBINATIONS—FOR HEAVY DUTY TRUCKS
AND SCHOOL BUSES WITH REGULAR REAR AXLES**

REAR TIRES		FRONT TIRES						
		6.00-20 6 ply Regular	6.00-20 (30x5) 8 ply (RPO)	6.50-20 6 ply (RPO)*	6.50-20 (32x6) 8 ply (RPO)	7.00-20 8 ply (RPO)	7.00-20 (32x6) 10 ply (RPO)	7.50-20 8 ply (RPO)@
S I N G L E	6.50-20-6 ply (RPO)	X		X				
	6.50-20(32x6) 8 ply Regular	X	X		X			
	7.00-20-8 ply (RPO)	X		X		X		
	7.00-20(32x6) 10 ply (RPO)	X	X	X	X	X	X	
	7.50-20-8 ply (RPO)	X		X		X		X
	7.50-20(34x7) 10 ply (RPO)	X	X	X	X	X	X	X
D U A L	6.00-20-6 ply (RPO)	X						
	6.00-20(30x5) 8 ply (RPO)		X					
	6.50-20-6 ply (RPO)*	X		X				
	6.50-20(32x6) 8 ply (RPO)	X	X	X	X	X		
	7.00-20-8 ply (RPO)	X		X		X		
	7.00-20(32x6) 10 ply (RPO)	X	X	X	X	X	X	
	7.50-20-8 ply (RPO)@	X		X		X		X
7.50-20(34x7) 10 ply (RPO)	X	X	X	X	X	X	X-	

* - Regular on 160 WB School Bus. @ - Regular on 195 WB School Bus.

**TIRE COMBINATIONS—FOR HEAVY DUTY TRUCKS WITH RPO
TWO-SPEED AND SINGLE SPEED HEAVY DUTY REAR AXLES**

DUAL REAR TIRES	FRONT TIRES						
	6.50-20 6 ply (RPO)	6.50-20 (32x6) 8 ply (RPO)	7.00-20 8 ply (RPO)	7.00-20 (32x6) 10 ply (RPO)	7.50-20 8 ply (RPO)	7.50-20 (34x7) 10 ply (RPO)	8.25-20 10 ply (RPO)
6.50-20(32x6) 8 ply (RPO)	X	X					
7.00-20-8 ply (RPO)	X		X				
7.00-20(32x6) 10 ply (RPO)	X	X	X	X			
7.50-20-8 ply (RPO)	X		X		X		
7.50-20(34x7) 10 ply (RPO)	X	X	X	X	X	X	
8.25-20-10 ply (RPO)			X		X		X

NOTE - In the above charts, the front tire sizes available for use with a particular rear tire size are indicated by X's in line with each rear tire. Minimum tire equipment, front and rear, for various gross allowable weights is given on page 17.



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BATTERY AND LIGHTS

ITEM		PASSENGER AND COMMERCIAL CARS	TRUCKS		SCHOOL BUSES	
			CONVENTIONAL	COE		
Battery	Make and model	Delco 15X3			Delco 19Q3	
	Length	9			10-3/8	
	Width	7				
	Height	8-5/8			8-11/16	
	Volts and ampere hour capacity	6, 100			6, 125	
	Charging rate (bench)	5.25 amperes constant current rate				
	Cell arrangement	3, side to side				
	Plates per cell	15			19	
	Terminal grounded	Negative				
	Location	At right side, under hood	At right side, on frame			
Head-lamps	Type and location	Sealed beam (in fender)	Sealed beam (on top of fender)			
	Sealed beam unit diameter	7.032 maximum. Lens diameter 6-11/16				
	Bulb	Type	2 filament			
		Watts	45, upper beam; 35, lower beam			
	Dimmed by	Depressed beam, operated by foot switch				
	Beam	Size and candle power	#51, 1			
	Indicator	Number used	1 (None on flat face cowl)			
Parking lamps	Location	In fenders	On top of headlamps			
	Bulb size and candle power	#63, 3				
Tail and stop lamp	Number used	2 (1 on Station Wagon and Sedan Delivery)	1			
	Type	Combination				
	Bulb size and candle power	Tail lamp*	#1154, 3; Station Wagon and Sedan Delivery #63, 3	#63, 3		
		Stop lamp*	#1154, 3; Station Wagon and Sedan Delivery #87, 15			
	Stop lamp switch	Mechanical, on toe board	Hydraulic, on brake main cylinder			
Rear license bulb size and candle power @	#63, 3		See "Tail lamp"			
Instrument cluster	Number of bulbs	2				
	Size and candle power	#55, 1-1/2	#55, 1-1/2 (flat face cowl #51, 1)			
Speedometer	Number of bulbs	2				
	Size and candle power	#55, 1-1/2	See "Instrument cluster"			
Ignition lock lamp	Bulb size and candle power	#51, 1	#55, 1-1/2 (None on flat face cowl)			
Glove compartment and clock	bulb size and candle power	#55, 1-1/2				
Dome lamp	Used in	All	Carrlyall and Panels			
	Bulb size and candle power	#82, 6; Station Wagon #87, 15	Carrlyall Suburban #87, 15; Panels #82, 6			
	Switch locations	Manual	In right door pillar. (In lamp on Station Wagon. At rear seat on Cabriolet.)	To rear of left door pillar. On instrument panel for Dubl-Duti.		
		Automatic	In left door pillar on Fleetmaster except Station Wagon			
Fuse	Type and amperes	SFE cartridge, glass enclosed, 30				
	Location	On light switch				
Horn	Make and type	Delco-Remy, vibrator				
	Number used	2	1			
	Ampere draw	Fleetmaster 40 per pair. Sportmaster and Commercial Cars 20 per pair	10			
	Location	Behind radiator grille	Left side of engine on intake manifold. On top of right side member for Dubl-Duti			

* - Coupe Pickup has additional tail and stop lamp combination with #1154, 3 c.p. tail lamp bulb and #87, 15 c.p. stop lamp bulb. @ - License illuminated by tail lamp on Station Wagon, Sedan Delivery and Coupe Pickup.
9-30-41

BEARINGS

ITEM		PART NUMBER	TYPE	INSIDE DIAMETER	OUTSIDE DIAMETER	WIDTH	A	B	C	D	E	F	G	H
Front Wheel	Inner	N.D. 909052	Cup and cone	1.2810-1.2815	2.9625-2.9635	1.135 - 1.155	2	2	2	2				
		N.D. 909026		1.4060-1.4065	3.1491-3.1501	1.216 - 1.236					2			
	@ Hy. 173241	Bar'l R.	1.5625-1.5630	3.1250-3.1256	1.230							2	2	2
	Outer	N.D. 909001	Cup and cone	.7498 - .7503	2.0795-2.0805	.598 - .718	2	2	2	2				
		N.D. 909025		.8435 - .8440	2.2495-2.2505	.780 - .800					2			
	@ Hy. 173238	Bar'l R.	.9370 - .9375	2.3437-2.3443	.800							2	2	2
King Pin Thrust	Ch. 373476	365309	Ball	.868 - .893	1-5/8	.5575 - .5675	2	2	2	2				
					.9225 - .9475	1-23/32	.620 - .630					2		
	@ Tim. 121461	Roller	1.1310-1.1390	2.1875-2.1885								2	2	2
Steering Gear	Worm thrust	Sag. 261866	Taper R.		1.7500-1.7505	.373 - .377	2							
		Hy. 179290	Barrel			.390		2	2	2	2			2
		Hy. 178479	Roller		2.1875-2.1880	.420							2	2
	Sector roller	Sag. 262605	Ball	.4370 - .4375		1.030 - 1.034	1							
		Sag. 266800	Recirculating Ball Bearing - 9/32 diameter ball						1	1	1	1	1	1
	Steering column	Sag. 264887	Special Ball Bearing						1	1	1	1		
	Sag. 262288											1	1	
Generator	N.D. 903203	Ball		.6689 - .6693	1.5743-1.5748	.4724	1	1	1	1	1	1	1	1
Water Pump	N.D. 954252					1.1806-1.1811	1-21/32	1	1	1	1	1	1	1
Clutch	Release	N.D. 909422	Special Double Row Ball Bearing and Sleeve				1	1	1	1	1	1	1	1
	Pilot	Hy. 142655	Roller	.5895 - .5900	1.0910-1.0920	.701 - .721	1	1	1	1	1	1	1	1
Transmission	Clutch gear	N.D. 954141	Ball	1.3775-1.3780	2.8340-2.8346	.6643 - .6693	1	1	1					
		N.D. 903209		1.7712-1.7717	3.3457-3.3465	.7430 - .7480				1	1	1	1	1
	Mainshaft, front	Ch. 590752	Roller	14 rollers	.1873 - .1875	.512 - .527	1	1	1					
		Hy. 141854		12 rollers	.1870 - .1875					1	1	1	1	1
	Mainshaft, rear	N.D. 954168	Ball	.9839 - .9843	2.4403-2.4409	.6643 - .6693	1	1	1					
		N.D. 903307		1.3775-1.3780	3.1490-3.1496	.8218 - .8268				1	1	1	1	1
	Counter-shaft, front	Ch. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1					
		Hy. 142260		1.4989-1.4994	2.4409-2.4415	.6249 - .6299				1	1	1	1	1
Counter-shaft, rear	Ch. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1						
	Hy. 121856		1.7318-1.7323	2.8346-2.8352	.6643 - .6693				1	1	1	1	1	
Propeller Shaft	N.D. 954257	Ball	1.3775-1.3780	2.8340-2.8346	.9793 - .9843			1	1	1	1	1	1	
Universal Joint	Ch. 3660967	Roller	27 rollers	.09550-.09575	.625			8	12	12	12	8	12	
Rear Axle	Pinion, front	N.D. 905306	Double	1.1807-1.1811	2.8340-2.8346	1.1825-1.1875	1	1	1	1				
		N.D. 954237	Row Ball	1.9680-1.9685	4.3299-4.3307	1.8710-1.8755					1	1	1	1
		* Ch. 3651518	Taper R.	1.5000-1.5005	3.375 - 3.376	1.1875					1	1	1	
	Pinion, rear	Hy. 125630	Roller	1.8287-1.8291	3.1246-3.1250	.743 - .748	1	1	1	1				
		Hy. 144553		1.1807-1.1811	2.8340-2.8346	.8218 - .8268					1	1	1	1
	2-speed pinion	* Ch. 3651551	Taper Roller	2.0000-2.0005	4.125 - 4.126	1.1875					1	1	1	
		* Ch. 3651553					1.4375					1	1	1
	Differential	Hy. 127861	Barrel	1.6924-1.6929	2.9523-2.9528	.669	2							
		Hy. 187434	Roller	1.7807-1.7812	3.1490-3.1496	.712		2	2	2				
	Axle shaft	Hy. 148399	Roller	2.4400-2.4405	3.9362-3.9370	.8268					2	2	2	2
		* Ch. 3651552	Taper R.	2.6250-2.6255	4.4375-4.4385	1.1875						2	2	2
Hy. 111119		Roller	1.5769-1.5774	2.4056-2.4062	.742-.750	2								
Hy. 111121	1.8772-1.8779		2.7812-2.7818	.867-.875		2								
Hy. 178298	.992 - 1.000						2	2						
Rear Wheel	Inner	Hy. 144527	Barrel	2.6250-2.6255	4.4680-4.4688	.970 - .975					2	2	2	2
	Outer	Hy. 144625	Roller	2.2500-2.2505	3.8750-3.8758	.895 - .900					2	2	2	2
Total number of anti-friction bearings per vehicle (less 2-speed axle)							23	25	34	38	40	40	35	40

A = Passenger and Commercial Cars. B = Light Delivery and Dubl-Duti trucks. C = 3/4 Ton trucks and 3/4 Ton trucks with HDE. D = 3/4 Ton Special trucks. E = One Ton and Heavy Duty Conventional trucks. F = 132-1/2 and 158 WB Heavy Duty COE trucks. G = 109 WB Heavy Duty COE trucks. H = School Buses. * - For RPO 2-Speed rear axle. @ - Also for RPO Conventional Heavy Duty front axle. \$ - One additional on 195 WB School Bus. ™ - Four additional on 195 WB School Bus.

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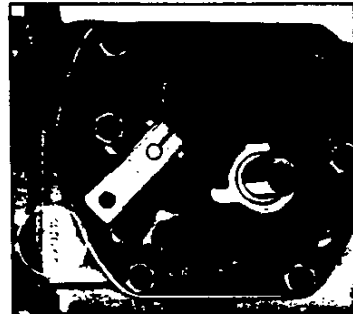


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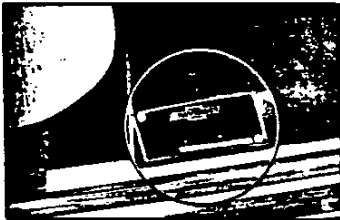
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UNIT SERIAL NUMBERS

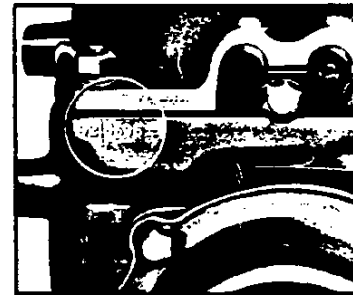
For the convenience of service men when writing up certain business papers such as Application for Policy Adjustment, Product Information Reports, or reporting product failures in any way, we are showing below the location of the various Unit Numbers. These Unit Numbers and their prefixes are necessary on these papers for various reasons—such as, accounting, follow-up on production, etc. The prefixes on certain units identify the plant in which the unit was manufactured, and thereby permits proper follow-up of the plant involved to get corrections made when necessary. **ALWAYS INCLUDE THE PREFIX IN THE SERIAL NUMBER.**



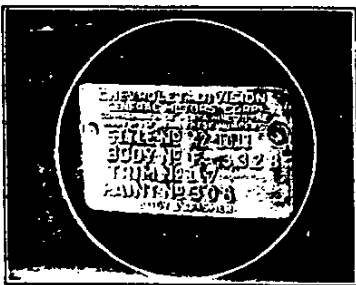
Transmission Number (Synchromesh)—Located on the left side of the transmission case, just forward of the cover.



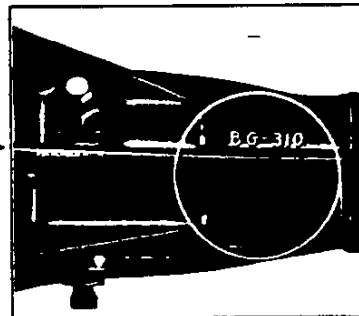
Car Serial Number—Located under the floor mat on the right side.



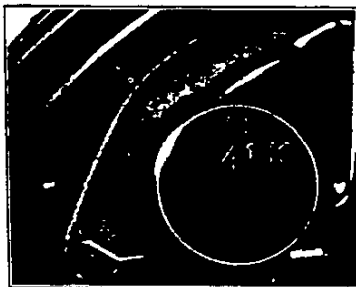
Transmission Number (Four Speed)—Located on the rear of the case just below the cover on the left side.



Body Style Number, Serial Number, Trim Number and Paint Combination Number—Located on the front of the dash on the right side.



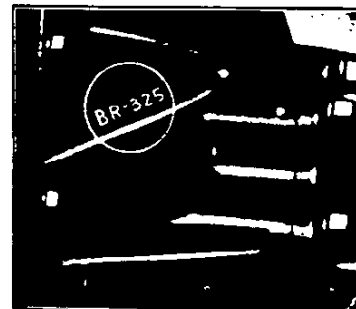
Rear Axle Number (Passenger Cars, 1/2 and 3/4-Ton Models)—Located on top of the differential carrier casting on the right side of the center rib.



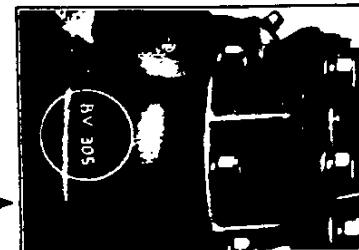
Radiator Code and Number—Located on the left side on the rear of the top tank.



Engine Serial Number—Located on the right side of the engine on a boss just to the rear of the ignition distributor.



Rear Axle Number (Heavy-Duty 1 1/2-Ton Truck)—Located on the top of the top rib on the right side of the differential carrier casting.



Rear Axle Number (Two-Speed Axle)—Located on top of the differential carrier casting, to the rear of where the pinion cage is bolted on.



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