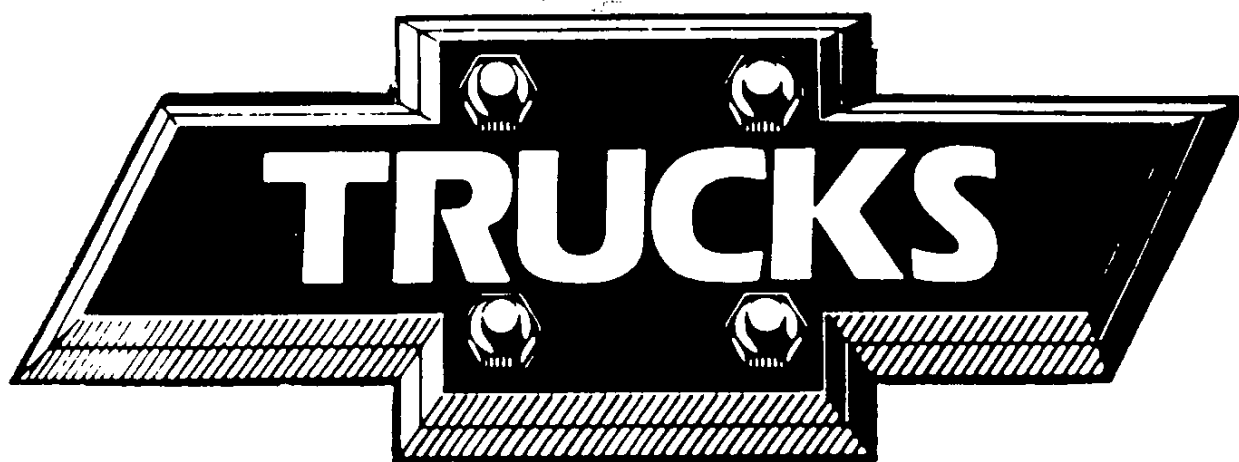


CHEVROLET



1946



9



TRUCKS

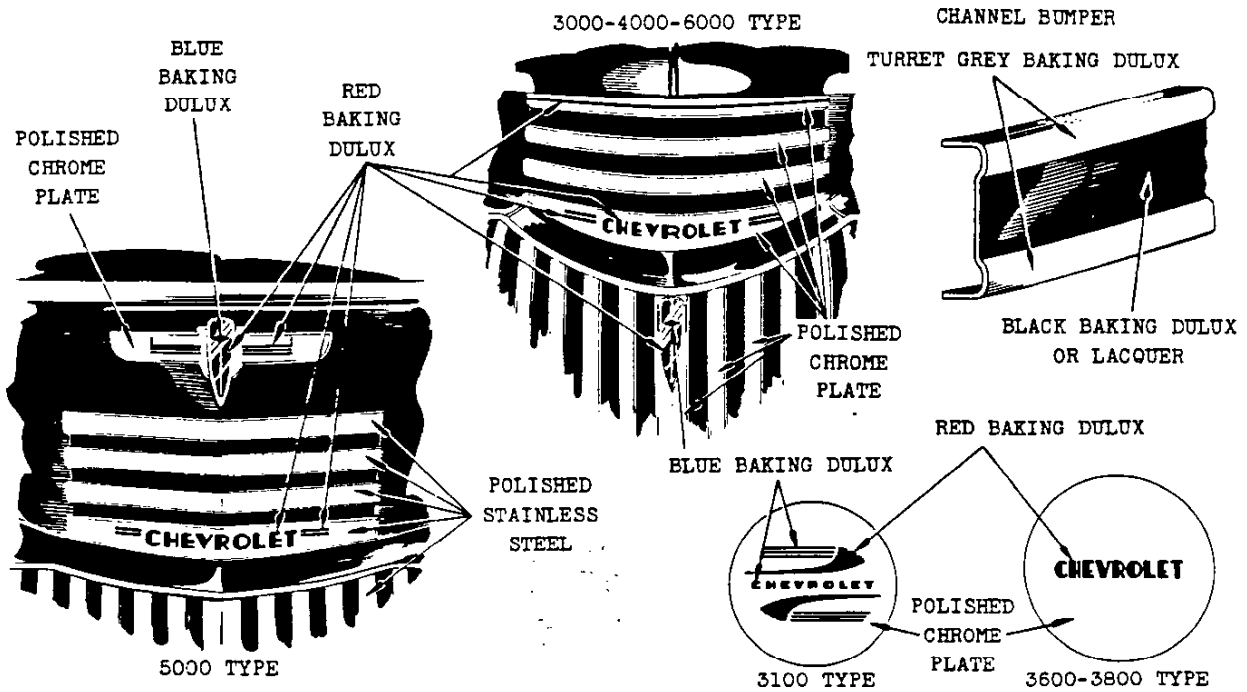
TRUCK EXTERIOR COLOR COMBINATIONS

PAINT COLOR COMBINATIONS			
RPO NUMBERS	BASIC COLORS	STRIPING COLORS	
		BODY, HOOD AND RADIATOR SHELL MOLDINGS.	BODY, HOOD AND RADIATOR SHELL MOLDING STRIPES.
Regular	Brewster Green	Kildare Green	Emerald Green
234C	Apple Green	Cream Medium	
234L	White	Kildare Green	White
234H	Airdale Brown (used only on side and rear window panels) and Circassian Brown. Combination used only on models 3106 and 3116.		
234F	Omaha Orange		
234G	Hollywood Tan (used only at Oakland).	Mayland Black	Gold Bronze
234J	Bordeaux Maroon (used only at Tarrytown and Baltimore).		
234A	Swift's Red		Argent Silver
234D	Cream Medium	Export Blue	Argent Silver
234B	Armour Yellow	Omaha Orange	Mayland Black
234E	Export Blue	Argent Silver	Totem Scarlet
234M	Boatswain Blue		
234K	Black (black is regular color on all fenders; body color when requested).	Emerald Green	Cream Medium

BASIC PAINT FINISHES									
ITEM	FINISH	MODELS ON WHICH USED							
		3000	4000	5000	6000				
Hood and hood handles	Baking Dulux	All	All	All	All				
Front fender extension									
Sill moldings									
Body panels									
Windshield frame									
Fenders (enamel at Oakland)									
Aprons (enamel at Oakland)									
Headlamps (enamel at Oakland)									
Radiator lower shell									
Radiator upper shell									
Advertising and rear window panels						3105; 3605; 3805	4105		
Side and rear window panels						3106-16			
Pickup box						3104; 3604; 3804	4104		
Stake rack, RPO401A-B-C-F-G						3608-09; 3808-09	4108-09; 4408-09-19	5108-09; 5408-09-19	6108-09; 6408-09-19
Stock rack, RPO401E							4408-09-19	5408-09-19	6408-09-19
Express rack, RPO401D-H		4418-29	5418-29	6418-29					
Sign panel, RPO351A-B	3608-09; 3808-09	4108-09; 4408-09-18-19-29	5108-09; 5408-09-18-19-29	6108-09; 6408-09-18-19-29					
Rub rail	Air Dry Dulux	3608-09; 3808-09	4108-09; 4408-09-18-19-29	5108-09; 5408-09-18-19-29	6108-09; 6408-09-18-19-29				
Platform skirt, RPO353A			4408-09-18-19-29		6408-09-18-19-29				
Radiator shell molding	Striping Ducco	All	All	All	All				
Body moldings									
Hood moldings									
Hood molding stripe									
Body molding stripe									
Radiator shell molding stripe				All					

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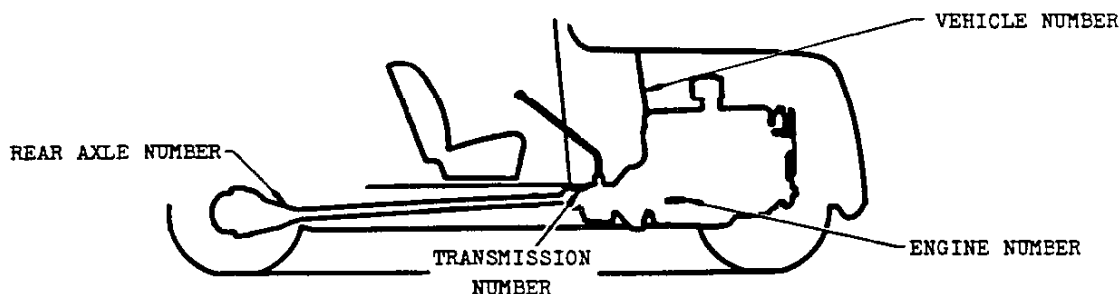
TRUCK EXTERIOR COLOR COMBINATIONS—Continued



DECORATIVE FINISHES

ITEM	FINISH	MODELS ON WHICH USED			
		3000	4000	5000	6000
Hood louver molding stripe	Swift's red Baking Dulux				
Running boards and wheels (body color when requested).	Black Baking Dulux (enamel at Oakland).	All	All		
Bumpers	Front Channel section			All	All
	Heavy Duty	3802-03-08 -09-12	4102-03-04 -08-09-12; All 4400		
	Flanges	Turret grey Baking Dulux			
	Front regular	All 3100; All 3600; 3804-05-07	4105-07		
	Rear Regular	All 3100; 3602-03-04 05-12; 3805-07			
	RPO 357A				
	RPO 213A				
Door outside handles	Polished chrome plate	All models except those without body.			
Windshield division molding		All models except those without windshield.			
Cab assist handles					
Headlamp lens rim and taillamp door				All	
Radiator lower grille		All	All		All
Radiator upper grille					
Front and rear hub caps		All except 3803-08-09			
Radiator emblem		All	All		All
Radiator name plate (separate molding on 5000; part of up- per grille on 3000-4000-6000.)		Polished stainless steel; red and blue Baking Dulux (see pictures above).			All
Hood louver molding		Polished stainless steel	All	All	All
Radiator grille moldings			All		

SERIAL NUMBERS



UNITS		3100	3600	3800	4100	4400	4502	6702	6100	6400	5100	5400	5700
VEHICLE	Prefix	DP	DR	DS	PJ	PK	PL	PX	PV *	PW *	PP	PR	PS
	Number	Includes symbols for assembly plant, model year, month assembled, and vehicle number. Example: 1DP-E-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.; 14-Baltimore, Md.; 20-Van Nuys, Cal.; 21-Janesville, Wis.). The first two letters indicate the model prefix; the third letter, the month. The end figures begin at 1001 at each assembly plant and continue in numerical sequence.											
	Location	Stamped on plate on right side of cowl under hood.									Stamped on plate on rear of dash.		
REAR AXLE	P r e f i x	Flint	Reg-ular	DE	DG	PA or PC **	PE		PG				
			RPO				PL (RPO 205)		PJ (RPO 202, 2 speed)				
	Tona-wanda	Reg-ular	DF	DH	PB or PD **	PF		PH					
		RPO				PM (RPO 205)		PK (RPO 202, 2 speed)					
		Number	Includes prefix letters and calendar day of production. Example: DE-1112. This indicates that axle was built in Detroit. "11" designates November; "12" designates the 12th calendar day.										
	Location	Stamped on front upper surface of differential carr.				Stamped on differential carrier. If single speed axle, on upper surface of horizontal rib. If 2 speed axle, on top.							
ENGINE	Pre-fix	Flint	Reg.	DBA	ADCA	DCA		DEA		DDA			
			RPO227	BDCA									
	Tona-wanda	Reg.	DBM	ADCM	DCM		DEM		DDM				
		RPO227	BDCM										
	Number	Starts at 1001 at each plant shown and continues in numerical sequence.											
	Location	Stamped on crankcase on right hand side of engine to rear of distributor.											
TRANS-MISSION	P r e f i x	Saginaw	Reg-ular	DN	DQ	PA		PD					
			RPO	PK (RPO 318)		PG (RPO348)							
	Muncie	Reg-ular	DO	DR	PB		PE						
		RPO	PL (RPO 318)		PH (RPO348)								
	Toledo	Reg-ular	DP	DS	PC		PF						
	RPO	PM (RPO 318)		PJ (RPO348)									
	Number	The 3100 and 3600 series are numbered in sequence starting with 1001 at each plant. The 3800, 4000, 5000 and 6000 series are numbered in sequence starting with 1001 at each plant.											
	Location	On case at rear edge of cover.				Stamped on rear left hand side of case.							

*-PVS on 6100S series and PWS on 6400S series.

**-PA and PB on models 3803-08-09. PC and PD on models 3802-04-05-07-12-22-32.

VEHICLE WEIGHT DEFINITIONS

SHIPPING WEIGHT: This weight is established by the Traffic Department; it is the basic weight of the vehicle with all regular equipment and with grease and oil wherever required. It does not include the weight of gasoline, water or spare tire

CURB WEIGHT: This is the weight of the empty vehicle ready to drive. It is the shipping weight plus the weights of the gasoline and water and spare tire.

FOR GROSS VEHICLE WEIGHTS: See page 91

LIGHT DUTY TRUCK WEIGHTS								
TRUCK RATING AND WHEELBASE	MODEL	TYPE	TOTAL		FRONT		REAR	
			SHIP.	CURB	SHIP.	CURB	SHIP.	CURB
1/2 Ton 115 Wheelbase	3102	Chassis with flat face cowl	2300	2460	1410	1465	890	995
	3103	Chassis with cab	2680	2850	1625	1710	1055	1140
	3104	Cab and pickup box	2925	3095	1590	1670	1335	1425
	3105	Panel	3145	3305	1560	1615	1585	1690
	3106	Carryall Suburban with panel door	3370	3530	1550	1605	1820	1925
	3107	Canopy express	3135	3295	1545	1600	1590	1695
	3112	Chassis with cowl and w/s	2350	2510	1460	1515	890	995
	3116	Carryall Suburban with end gate	3385	3545	1575	1630	1810	1915
	3122	Stripped chassis, flat face cowl						
	3132	Stripped chassis, cowl and w/s						
3/4 Ton 125-1/4 Wheelbase	3602	Chassis with flat face cowl	2495	2675	1460	1525	1035	1150
	3603	Chassis with cab	2890	3070	1680	1765	1210	1305
	3604	Cab and pickup box	3215	3395	1700	1785	1515	1610
	3605	Panel	3450	3630	1665	1730	1785	1900
	3608	Cab and platform	3300	3480	1715	1800	1585	1680
	3609	Cab, platform and stake rack	3450	3630	1675	1760	1775	1870
	3612	Chassis with cowl and w/s	2545	2725	1510	1575	1035	1150
	3622	Stripped chassis, flat face cowl	2270	2450	1415	1480	855	970
3632	Stripped chassis, cowl and w/s	2320	2500	1465	1530	855	970	

MEDIUM DUTY TRUCK WEIGHTS								
TRUCK RATING AND WHEELBASE	MODEL	TYPE	TOTAL		FRONT		REAR	
			SHIP.	CURB	SHIP.	CURB	SHIP.	CURB
1 Ton 134-1/2 Wheelbase	3802	Chassis with flat face cowl	2835	3020	1570	1660	1265	1360
	3803	Chassis with cab	3560	3750	1885	1975	1675	1775
	3804	Cab and pickup box	3865	4050	1895	1985	1970	2065
	3805	Panel	4080	4265	1950	2040	2130	2225
	3807	Canopy express	4095	4280	1925	2015	2170	2265
	3808	Cab and platform	4065	4255	1890	1980	2175	2275
	3809	Cab, platform and stake rack	4315	4505	1915	2005	2400	2500
	3812	Chassis with cowl and w/s	2885	3070	1620	1710	1265	1360
	3822	Stripped chassis, flat face cowl	2590	2775	1450	1540	1140	1235
	3832	Stripped chassis, cowl and w/s	2640	2825	1500	1590	1140	1235
1-1/2 Ton Conventional 134-1/2 Wheelbase	4102	Chassis with flat face cowl	3155	3350	1795	1885	1360	1465
	4103	Chassis with cab	3695	3880	2030	2120	1665	1760
	4104	Cab and pickup box	4125	4310	1960	2050	2165	2260
	4105	Panel	4340	4525	1970	2060	2370	2465
	4107	Canopy express	4355	4540	1990	2080	2365	2460
	4108	Cab and platform	4200	4385	2005	2095	2195	2290
	4109	Cab, platform and stake rack	4450	4635	2010	2100	2440	2535
	4112	Chassis with cowl and w/s	3205	3400	1845	1935	1360	1465
	4122	Stripped chassis, flat face cowl	2900	3095	1630	1720	1270	1375
	4132	Stripped chassis, cowl and w/s	2950	3145	1680	1770	1270	1375

CONTINUED

5-1-46. 10-21-46 Weights added and vehicle weight definitions revised.

MEDIUM DUTY TRUCK WEIGHTS —Continued

TRUCK RATING AND WHEELBASE	MODEL	TYPE	TOTAL		FRONT		REAR	
			SHIP.	CURB	SHIP.	CURB	SHIP.	CURB
1-1/2 Ton Conventional 160 Wheelbase	4402	Chassis with flat face cowl	3335	3530	1900	1990	1435	1540
	4403	Chassis with cab	3860	4045	2150	2240	1710	1805
	4408	Cab and platform	4475	4660	2120	2210	2355	2450
	4409	Cab, platform and stake rack	4780	4965	2105	2195	2675	2770
	4412	Chassis with cowl and w/s	3385	3580	1950	2040	1435	1540
	4418	Cab and express platform	4520	4705	2145	2235	2375	2470
	4419	Cab, platform and stock rack	5040	5225	2150	2240	2890	2985
	4422	Stripped chassis, flat face cowl	3150	3345	1780	1870	1370	1475
	4429	Cab, express platform and stake rack	4865	5050	2140	2230	2725	2820
4432	Stripped chassis, cowl and w/s	3200	3395	1830	1920	1370	1475	

HEAVY DUTY TRUCK WEIGHTS

TRUCK RATING AND WHEELBASE	MODEL	TYPE	TOTAL		FRONT		REAR	
			SHIP.	CURB	SHIP.	CURB	SHIP.	CURB
2 Ton 109 Wheelbase COE	5103	Chassis with cab	4130	4340	2310	2390	1820	1950
	5108	Cab and platform	4635	4845	2305	2385	2330	2460
	5109	Cab, platform and stake rack	4885	5095	2330	2410	2555	2685
	5112	Chassis with cowl and w/s	3915	4125	2135	2215	1780	1910
2 Ton 132-1/2 Wheelbase COE	5403	Chassis with cab	4350	4560	2445	2535	1905	2025
	5408	Cab and platform	5000	5210	2490	2580	2510	2630
	5409	Cab, platform and stake rack	5310	5520	2535	2625	2775	2895
	5412	Chassis with cowl and w/s	4135	4340	2315	2405	1820	1935
	5418	Cab and express platform	5010	5220	2490	2580	2520	2640
	5419	Cab, platform and stock rack	5605	5815	2690	2780	2915	3035
2 Ton COE 158 Wheelbase	5429	Cab, express platform and stake rack	5380	5590	2580	2670	2800	2920
	5703	Chassis with cab	4435	4640	2525	2620	1910	2020
2 Ton Conventional 134-1/2 Wheelbase	5712	Chassis with cowl and w/s	4220	4425	2385	2480	1835	1945
	6102*	Chassis with flat face cowl	3910	4120	1980	2070	1930	2050
	6103*	Chassis with cab	4265	4475	2220	2310	2045	2165
	6108*	Cab and platform	4840	5050	2230	2320	2610	2730
	6109*	Cab, platform and stake rack	5020	5230	2270	2360	2750	2870
	6112*	Chassis with cowl and w/s	3960	4170	2030	2120	1930	2050
	6122*	Stripped chassis, flat face cowl						
2 Ton Conventional 160 Wheelbase	6132*	Stripped chassis, cowl and w/s						
	6402*	Chassis with flat face cowl	4075	4285	2085	2180	1990	2105
	6403*	Chassis with cab	4430	4640	2350	2445	2080	2195
	6408*	Cab and platform	5045	5255	2305	2400	2740	2855
	6409*	Cab, platform and stake rack	5375	5585	2365	2460	3010	3125
	6412*	Chassis with cowl and w/s	4125	4335	2135	2230	1990	2105
	6418*	Cab and express platform	5090	5300	2325	2420	2765	2880
	6419*	Cab, platform and stock rack	5610	5820	2400	2495	3210	3325
	6422*	Stripped chassis, flat face cowl						
	6429*	Cab, express platform and stake rack	5435	5645	2320	2415	3115	3230
6432*	Stripped chassis, cowl and w/s							

* Shipping weight and curb weight is approximately the same for corresponding 6100S and 6400S models in the "1-1/2 Ton Special" series.

SCHOOL BUS CHASSIS WEIGHTS

TRUCK RATING AND WHEELBASE	MODEL	TYPE	TOTAL		FRONT		REAR	
			SHIP.	CURB	SHIP.	CURB	SHIP.	CURB
1-1/2 Ton 160 Wheelbase	4502	Chassis with flat face cowl	3595	3790	1940	2030	1655	1760
2 Ton 195 Wheelbase	6702	Chassis with flat face cowl	4295	4515	2155	2250	2140	2265

5-1-46. 10-21-46 Weights added.

TRUCK EQUIPMENT WEIGHTS *

<u>EQUIPMENT</u>	<u>WEIGHT</u>	<u>EQUIPMENT</u>	<u>WEIGHT</u>
Cab (including cowl) COE only -----	525	Canopy body screens:	
Cab (including cowl) Conventional -----	495	3107 -----	45
Flat face cowl -----	80	3807-4107 -----	80
Cowl and windshield -----	107	Rear bumper:	
Pickup box complete:		4105 -----	31
3104 -----	245		
3604 -----	265		
3804-4104 -----	460		
Panel body complete:			
3105 -----	921		
3605 -----	963		
3805-4105 -----	1096		
Carryall suburban body complete:			
3116 (with end gate) -----	1090		
3106 (with panel doors) -----	1080		
Canopy express body complete:			
3107 -----	904		
3807-4107 -----	1012		
Stake platform:			
3608-3609 -----	384		
3808-3809-4108-4109-5108-5109 -----	483		
4408-4409-4419-5408-5409-5419 -----	641		
6108-6109 -----	512		
6408-6409-6419 -----	675		
Express platform:			
4418-4429-5418-5429 -----	656		
6418-6429 -----	690		
Stake rack:			
3609 -----	180		
3809-4109-5109-6109 -----	258		
4409-5409-6409 -----	304		
High (stock) rack:			
4419-5419-6419 -----	554		
Frame extensions:			
8-1/2 inch -----	19		
12 inch -----	14		
50 inch -----	50		
Tru-Stop brake:			
4502-6702 -----	35		
Frame reinforcement side plates:			
4102-4103-4112 -----	160		
4108 -----	169		
Vacuum brake booster (hydraulic):			
4100 (except 4104-4105-4107) -----	18		
4400 -----	18		
4502 -----	18		

The following are added weight differentials over and above standard when the following equipment is used in place of regular equipment.

<u>EQUIPMENT</u>	<u>ADDED WEIGHT DIFFERENTIAL</u>
Four speed transmission:	
3100-3600 -----	50
Two speed rear axle:	
5100 -----	146
5400-5700-6100-6400 -----	160
Double action rear springs:	
6400 -----	37
Auxiliary rear springs:	
4100 (except 4104-4105-4107) -----	84
4400 -----	84

The following is the total weight of one wheel and one tire assembly complete for regular production or RPO use.

<u>TIRE AND WHEEL (COMPLETE)</u>	<u>WEIGHT</u>
6.00-16-6 ply rating -----	46.00
6.50-16-6 ply rating -----	
-15-6 ply rating -----	
-15-8 ply rating -----	63.75
7.00-17-6 ply rating -----	
7.00-17-8 ply rating -----	
7.00-18-8 ply rating -----	
7.50-17-8 ply rating -----	
6.50-20-6 ply rating -----	
6.50-20-8 ply rating -----	
7.00-20-8 ply rating -----	
7.00-20-10 ply rating -----	
7.50-20-8 ply rating -----	
7.50-20-10 ply rating -----	
8.25-20-10 ply rating -----	
8.25-20-12 ply rating -----	

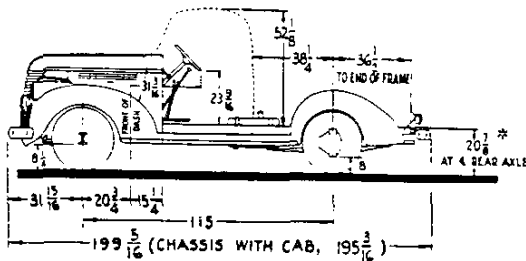
*-All weights shown are accurate or a close estimate, and may be used for all normal informational purposes. It has been found advisable, however, to recommend to those using these data in combinations other than shown above, that they should confirm their results with this or some other authoritative source, for the purpose of avoiding errors of misinterpretation.

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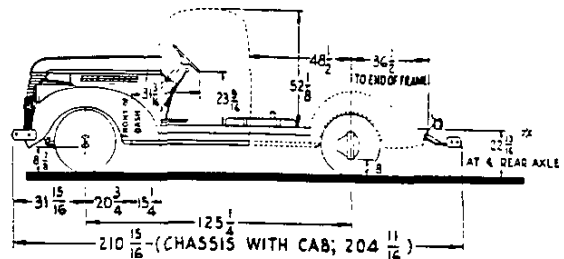
LIGHT DUTY TRUCK CHASSIS DIMENSIONS

3102 1/2 TON CHASSIS, FLAT FACE COWL
3103 1/2 TON CHASSIS, CAB



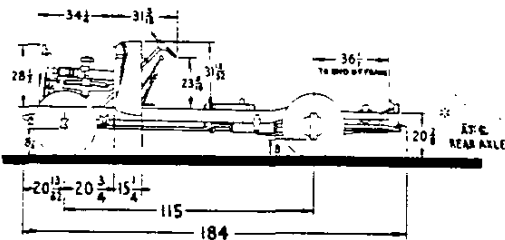
*-Loaded height with 6.00-16 6 ply rating tires

3602 3/4 TON CHASSIS, FLAT FACE COWL
3603 3/4 TON CHASSIS, CAB



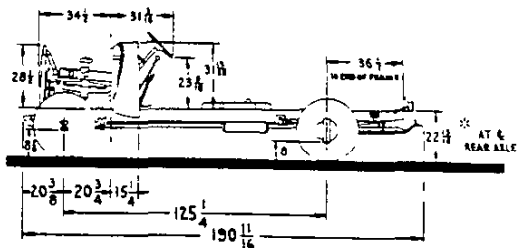
*-Loaded height with 15" 6 ply rating tires

3122 1/2 TON STRIPPED CHASSIS, FLAT FACE COWL



*-Loaded height with 6.00-16 6 ply rating tires

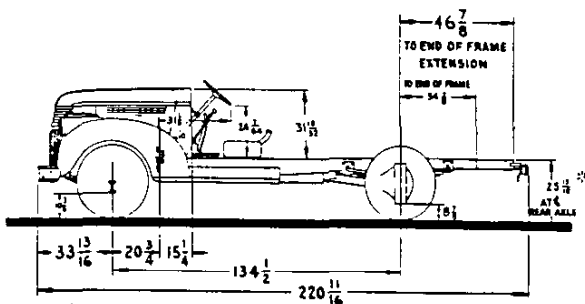
3622 3/4 TON STRIPPED CHASSIS, FLAT FACE COWL



*-Loaded height with 15" 6 ply rating tires

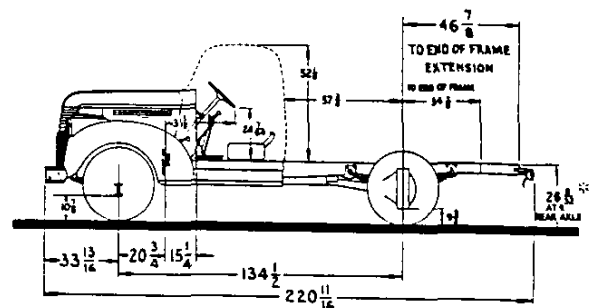
MEDIUM DUTY TRUCK CHASSIS DIMENSIONS

3802 1 TON CHASSIS, FLAT FACE COWL



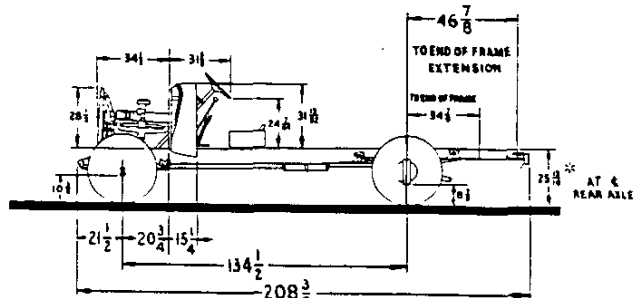
*-Loaded height with 7.00-17 6 ply rating tires

3803 1 TON CHASSIS, CAB



*-Loaded height with 7.00-18 8 ply rating dual tires

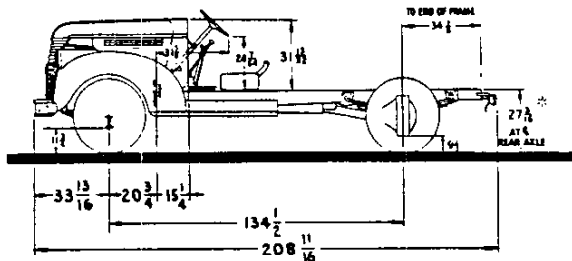
3822 1 TON STRIPPED CHASSIS, FLAT FACE COWL



*-Loaded height with 7.00-17 6 ply rating tires

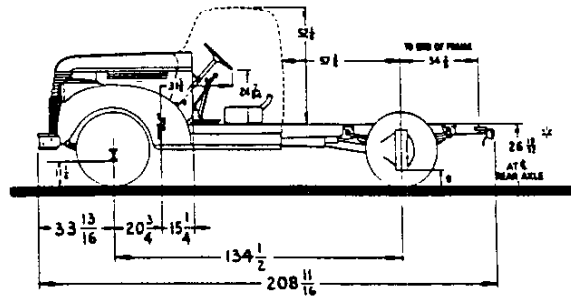
MEDIUM DUTY TRUCK CHASSIS DIMENSIONS—Continued

4102 1-1/2 TON CHASSIS, FLAT FACE COWL



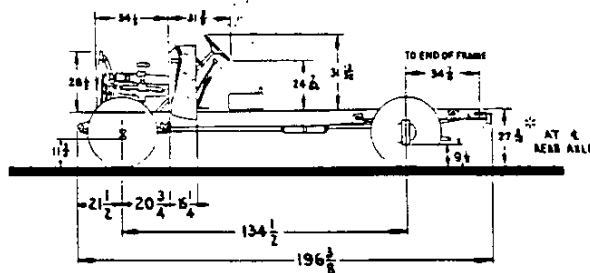
*-Loaded height with 7.00-20 8 ply rating tires

4103 1-1/2 TON CHASSIS, CAB



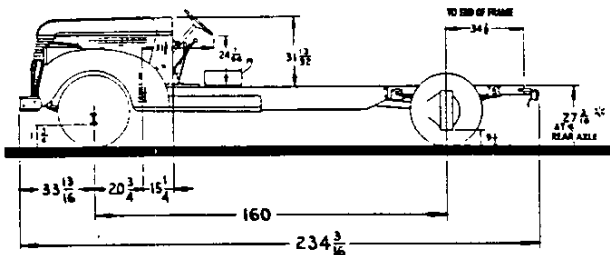
*-Loaded height with 6.50-20 6 ply rating dual tires

4122 1-1/2 TON STRIPPED CHASSIS, FLAT FACE COWL



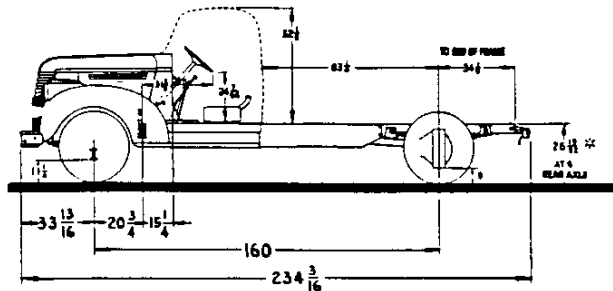
*-Loaded height with 7.00-20 8 ply rating tires

4402 1-1/2 TON CHASSIS, FLAT FACE COWL



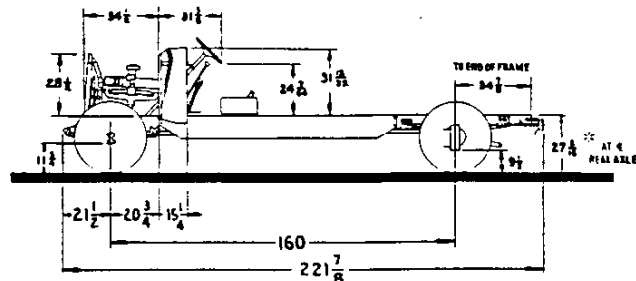
*-Loaded height with 7.00-20 8 ply rating tires

4403 1-1/2 TON CHASSIS, CAB



*-Loaded height with 6.50-20 6 ply rating dual tires

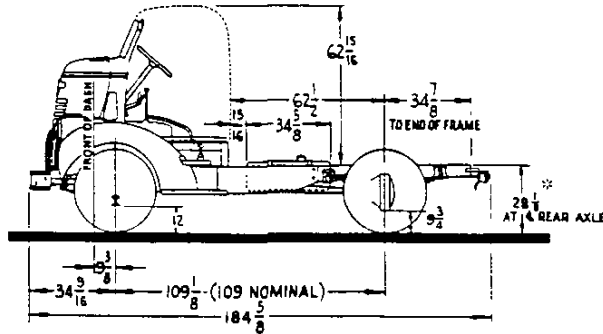
4422 1-1/2 TON STRIPPED CHASSIS, FLAT FACE COWL



*-Loaded height with 7.00-20 8 ply rating tires

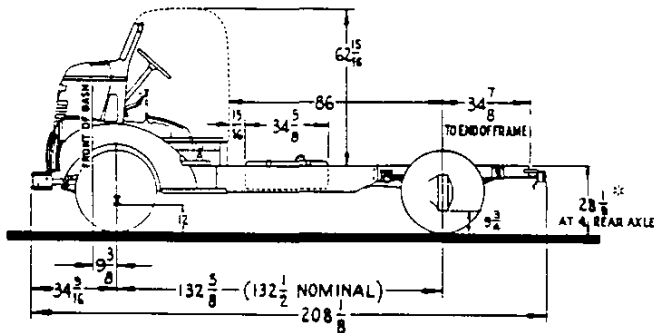
HEAVY DUTY TRUCK CHASSIS DIMENSIONS

5103 2 TON COE CHASSIS, CAB
 5112 2 TON COE CHASSIS, COWL AND WINDSHIELD



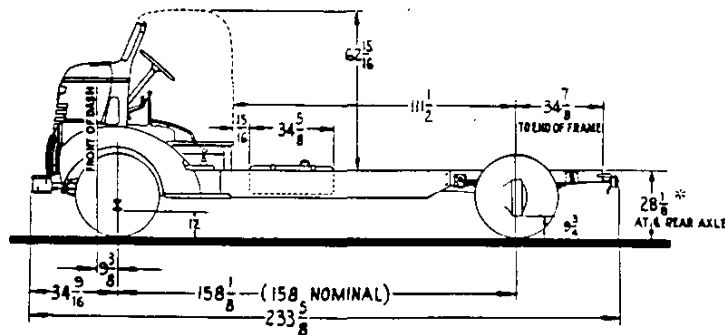
*-Loaded height with 7.50-20 8 ply rating dual tires

5403 2 TON COE CHASSIS, CAB
 5412 2 TON COE CHASSIS, COWL AND WINDSHIELD



*-Loaded height with 7.50-20 8 ply rating dual tires

5703 2 TON COE CHASSIS, CAB
 5712 2 TON COE CHASSIS, COWL AND WINDSHIELD

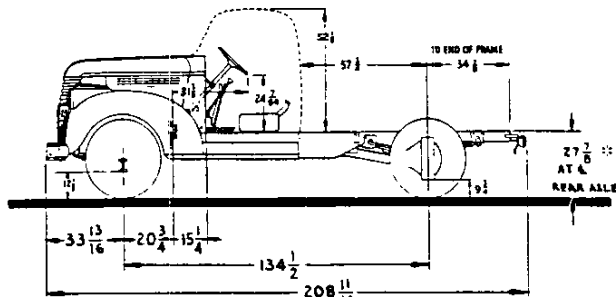


*-Loaded height with 7.50-20 8 ply rating dual tires

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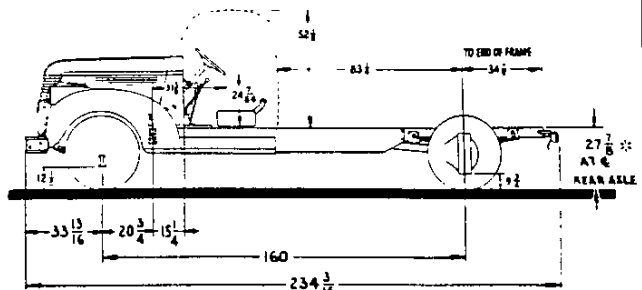
HEAVY DUTY TRUCK CHASSIS DIMENSIONS—Continued

6102 AND 6102S 2 TON CHASSIS, FLAT FACE COWL
6103 AND 6103S 2 TON CHASSIS, CAB

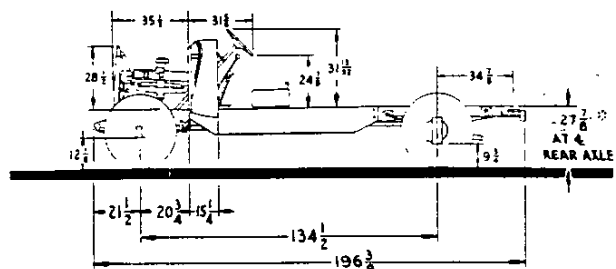


*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

6402 AND 6402S 2 TON CHASSIS, FLAT FACE COWL
6403 AND 6403S 2 TON CHASSIS, CAB

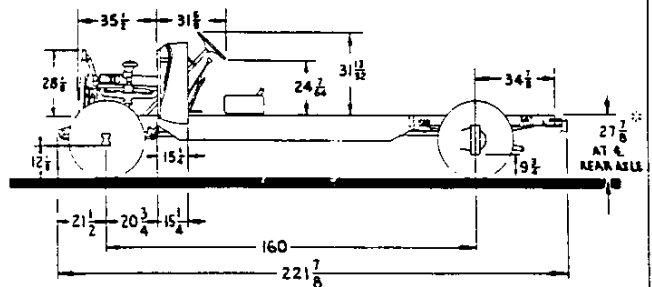


6122 AND 6122S 2 TON STRIPPED CHASSIS,
FLAT FACE COWL



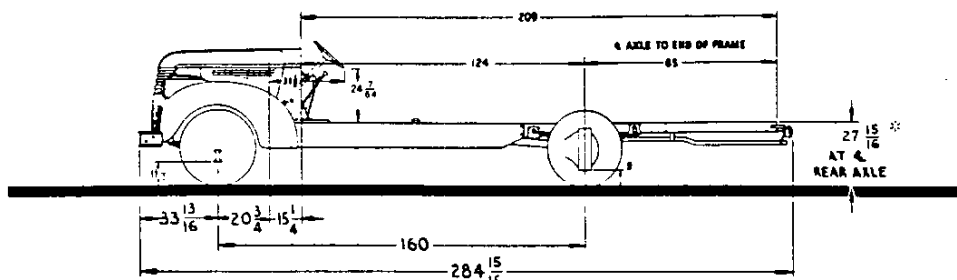
*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

6422 AND 6422S 2 TON STRIPPED CHASSIS,
FLAT FACE COWL



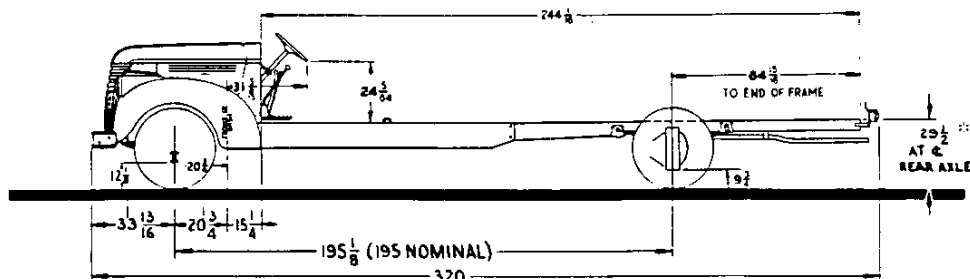
SCHOOL BUS CHASSIS DIMENSIONS

4502 1-1/2 TON SCHOOL BUS CHASSIS, FLAT FACE COWL



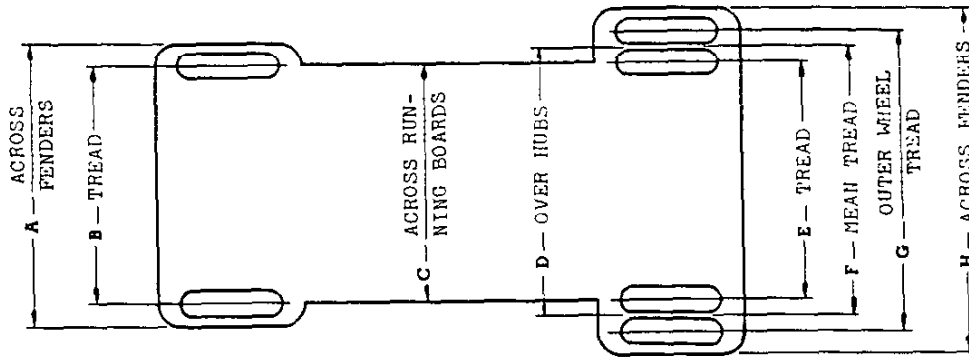
*-Loaded height with 6.50-20 6 ply rating dual tires

6702 2 TON SCHOOL BUS CHASSIS, FLAT FACE COWL



*-Loaded height with 7.50-20 8 ply rating dual tires

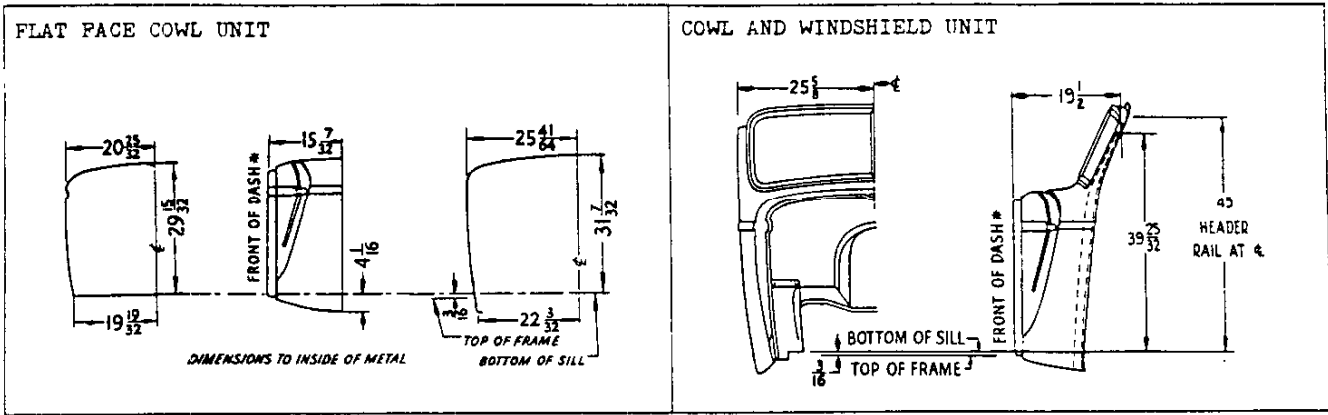
TRUCK CHASSIS TREADS AND OVERALL WIDTHS



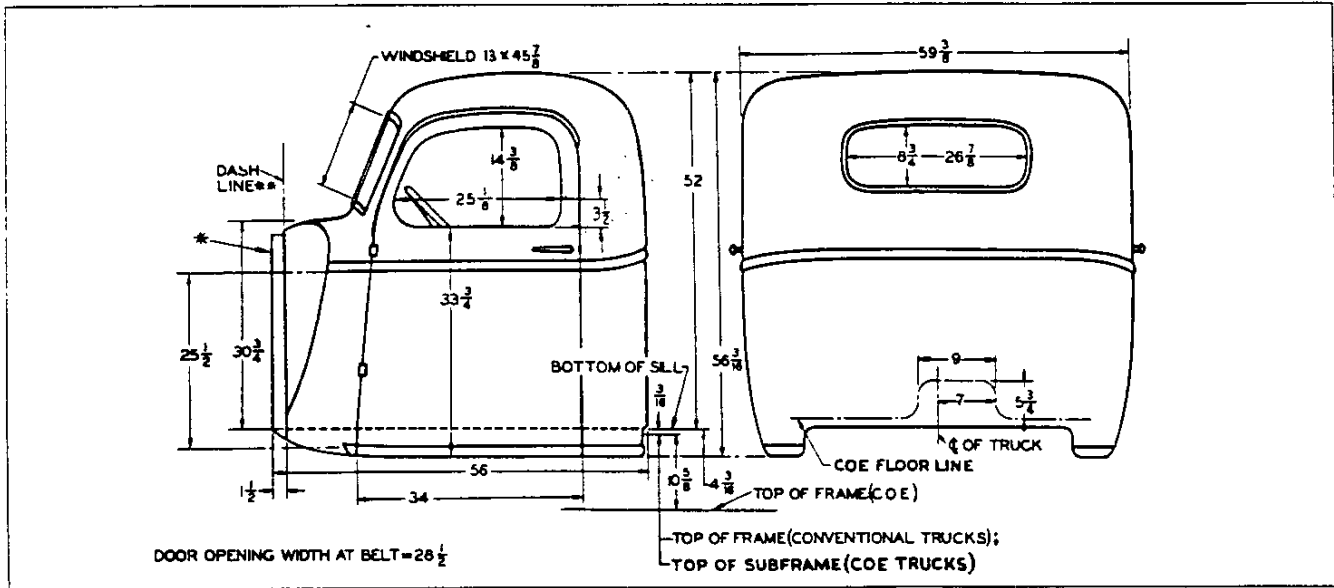
TIRES		MODELS	A	B	C	D	E	F	G	H
TYPE SIZE AND PLY RATING	RIO OR BASE *		ACROSS FRONT FENDERS	FRONT WHEEL TREAD	ACROSS RUNNING BOARDS	OVER WHEEL HUBS	INNER WHEEL TREAD	DW MEAN TREAD	OUTER WHEEL TREAD	ACROSS REAR FENDERS
15" -8	273A	All 3100	72-9/16	57-21/32		69-1/8	60-3/8			72
15" -8	273B			56-9/16		68-1/8	59-1/4			
6.50-16-6	282B									
6.00-16-6	Base	All 3600	72-9/16	55-23/32			59-3/4			72 on models 3604-05 only
7.00-17-6	277A									
7.00-17-8	278A									
15" -8	280A	3802-12-22 -32	72-9/16	56-59/64		72-3/32	60-27/32			
15" -8	Base									
7.00-17-6	Base									
7.00-17-8	278D	3803-08-09	72-9/16	55-3/4		72-1/16	59-3/4			
7.50-17-5	272A									
7.00-18-8	295A									
7.00-18-8	Base	3804-05-07	72-9/16	56-25/32	71-3/4 (none on 4502)	70-15/16	54-1/4	63-1/4	72-1/4	
7.00-17-6	Base									
7.00-17-8	278D									
7.50-17-8	272A	4102-12-22 -32; 4402-12-22 -32	72-3/8	55-3/4		72-1/16	59-3/4			70-5/8
6.50-20-6	289B									
6.50-20-8	286E									
7.00-20-8	300K	4103-08-09; 4403-08-09 -18-19	72-3/8	56 (58-1/2 on 4502)				66	75-1/2	
7.00-20-8	300D									
7.00-20-8	Base									
7.00-20-10	296D	4502	72-3/8	56 (58-1/2 on 4502)		75-7/8	56-1/2			
7.00-20-10	296C									
6.50-20-6	Base									
6.50-20-8	286B	4104-05-07	72-3/8	56 (58-1/2 on 4502)				66	75-1/2	85-15/16
7.00-20-8	300B									
7.00-20-8	300E									
7.00-20-10	296F	All 5000	72-3/8	56 (58-1/2 on 4502)						
6.50-20-6	Base									
6.50-20-8	286B									
7.50-20-8	Base	All 6000	72-3/8	56 (58-1/2 on 4502)						
7.50-20-10	305B									
7.50-20-10	343A									
8.25-20-10	344A	6100; 6400; 6702	72-3/8	56 (58-1/2 on 4502)		78-9/32	57-25/32	68-17/32	79-9/32	
8.25-20-12	344A									
7.50-20-8	Base									
7.50-20-10	305B	All 6000	72-3/8	56 (58-1/2 on 4502)						
7.50-20-10	343A									
8.25-20-12	344A									

* - RPO shown is for same size tires on front and rear wheels.

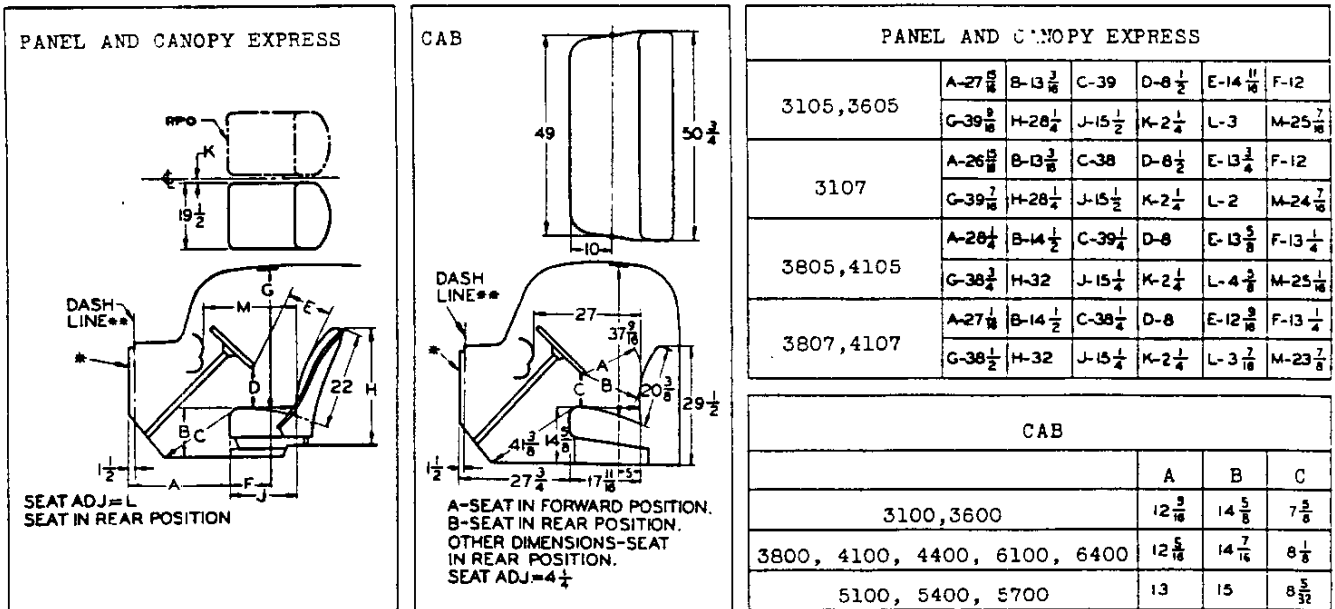
COWL DIMENSIONS



CAB EXTERIOR DIMENSIONS



SEAT DIMENSIONS

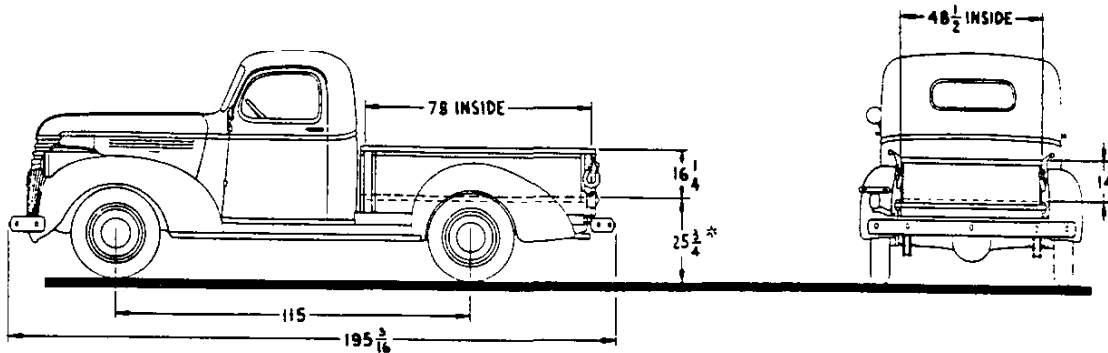


* - Physical "front of dash" as shown on drawings in this book.

** - Nominal "front of dash" as shown on engineering drawings.

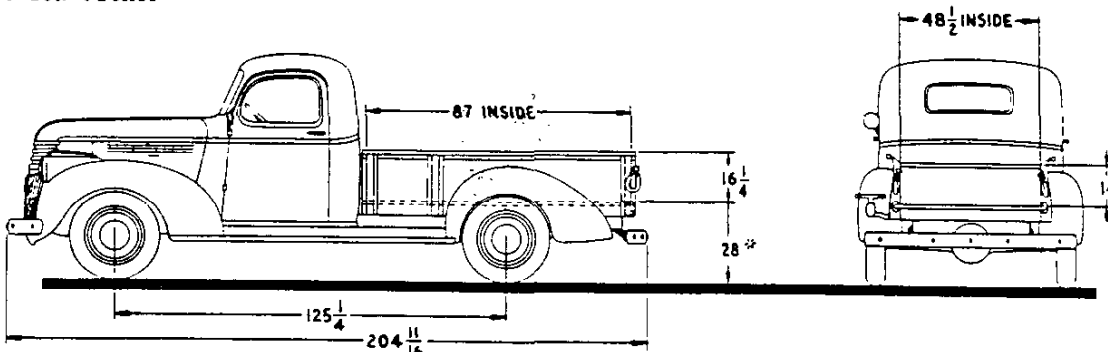
PICKUP TRUCK BODY DIMENSIONS

3104 1/2 TON PICKUP



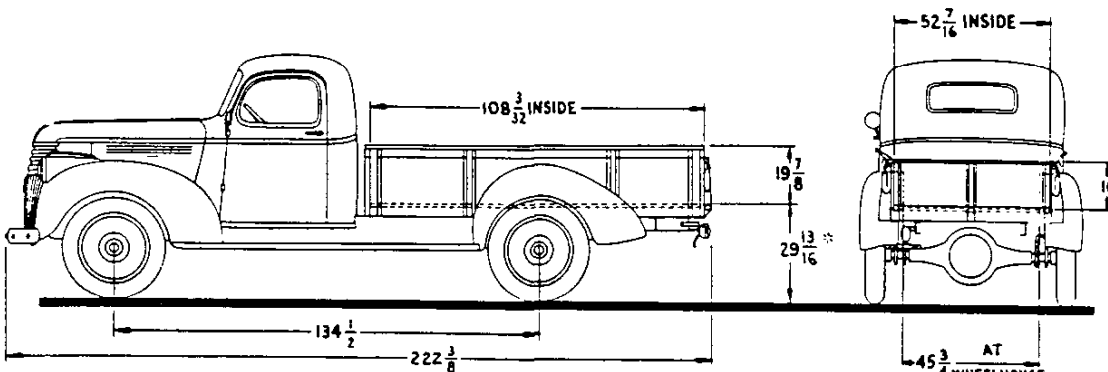
*-Loaded height with 6.00-16 6 ply rating tires

3604 3/4 TON PICKUP



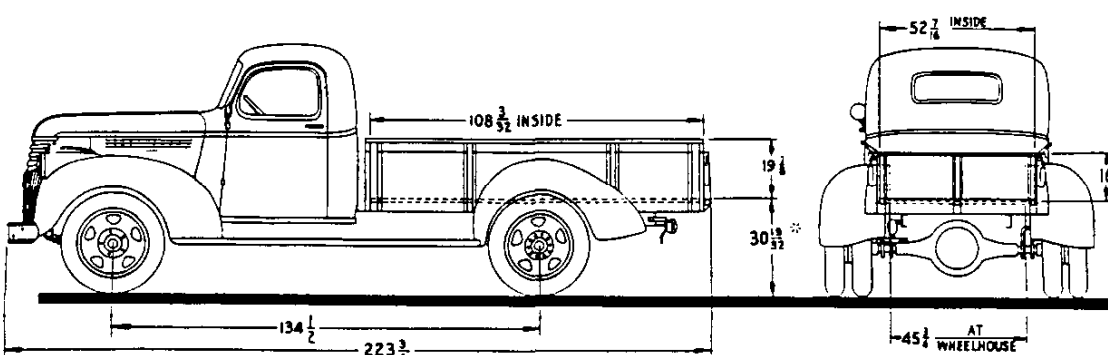
*-Loaded height with 15" 6 ply rating tires

3804 1 TON PICKUP



*-Loaded height with 7.00-17 6 ply rating tires

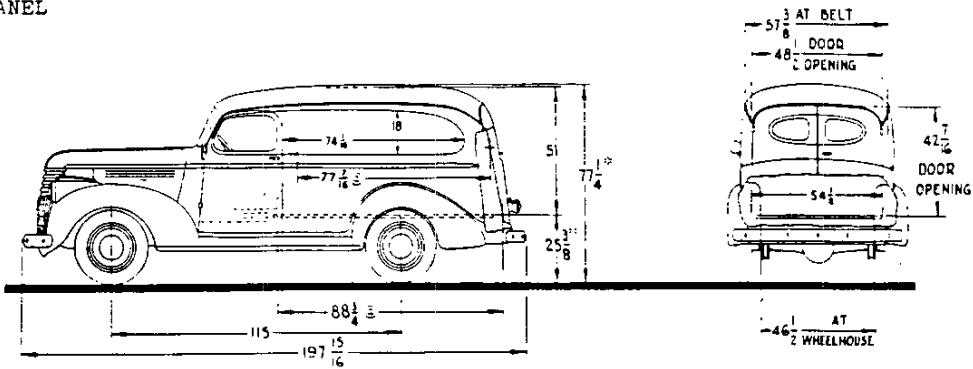
4104 1-1/2 TON PICKUP



*-Loaded height with 6.50-20 6 ply rating dual tires

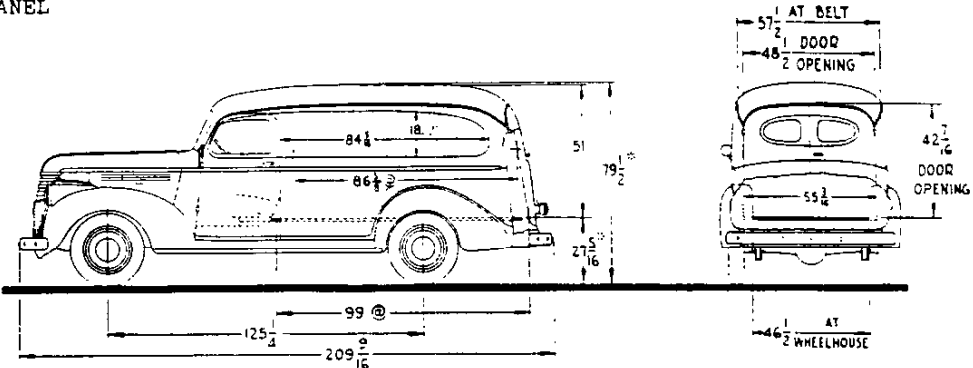
PANEL TRUCK BODY DIMENSIONS

3105 1/2 TON PANEL



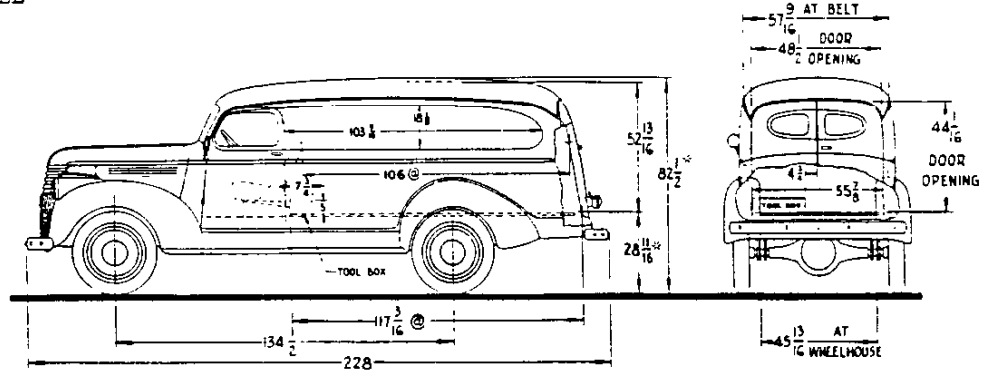
*-Loaded height with 6.00-16 6 ply rating tires @ - With seat in rear position

3605 3/4 TON PANEL



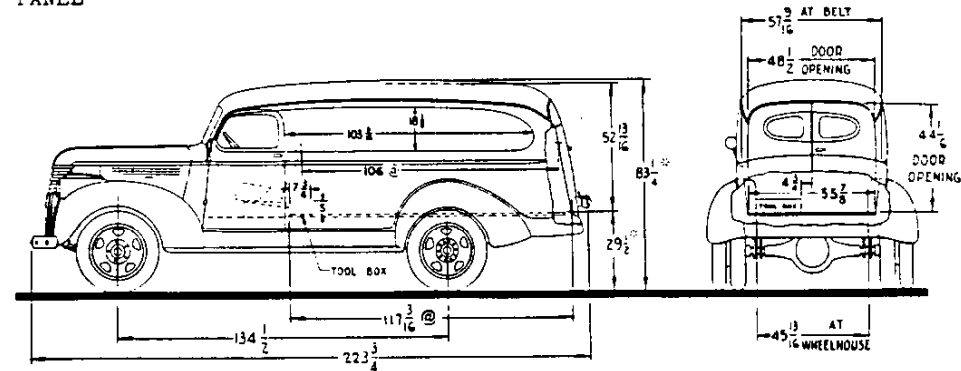
*-Loaded height with 15" 6 ply rating tires @ - With seat in rear position

3805 1 TON PANEL



*-Loaded height with 7.00-17 6 ply rating tires @ - With seat in rear position

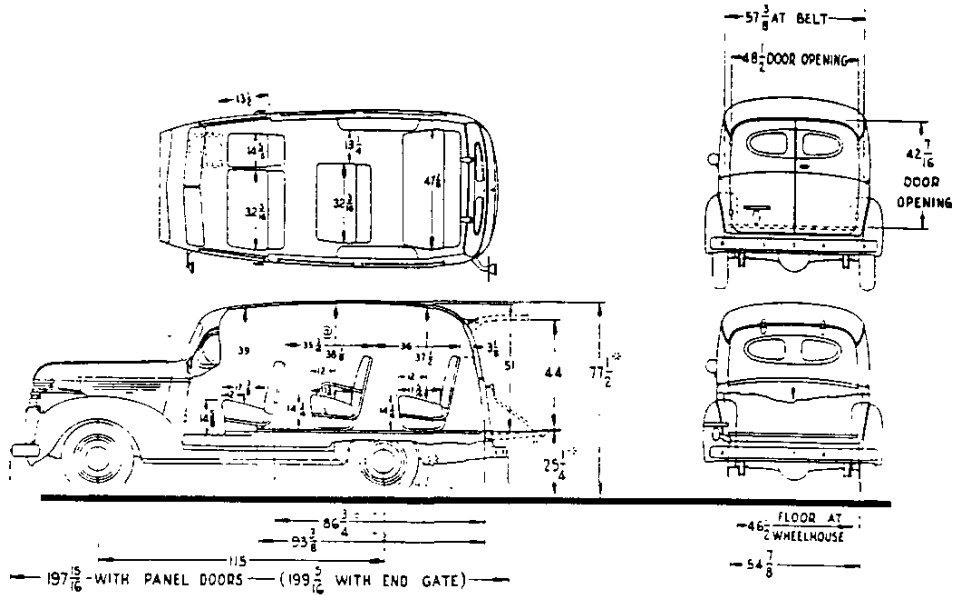
4105 1-1/2 TON PANEL



*-Loaded height with 6.50-20 6 ply rating dual tires @ - With seat in rear position

CARRYALL SUBURBAN TRUCK BODY DIMENSIONS

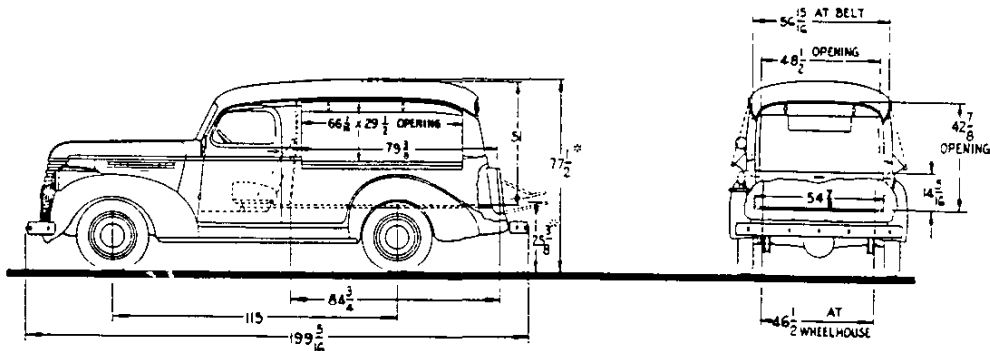
3106 1/2 TON CARRYALL SUBURBAN (PANEL DOORS)
 3116 1/2 TON CARRYALL SUBURBAN (END GATE)



*-Loaded height with 6.00-16 6 ply rating tires
 @-Load space measured with front seat in middle position. Seat adjustment 3/4" both ways.

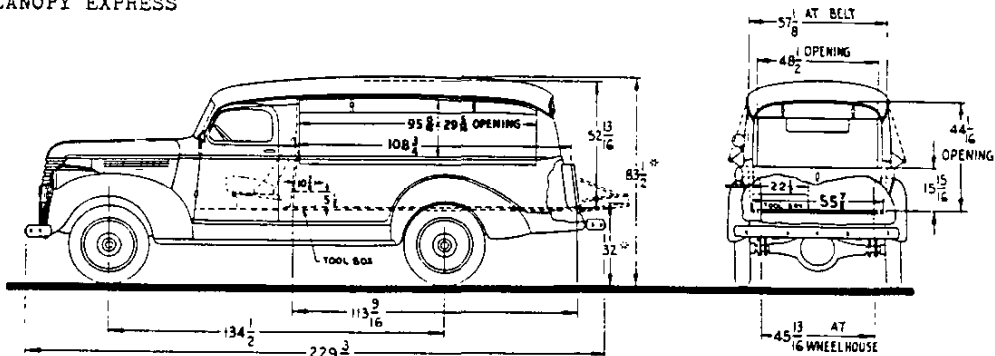
CANOPY EXPRESS TRUCK BODY DIMENSIONS

3107 1/2 TON CANOPY EXPRESS



*-Loaded height with 6.00-16 6 ply rating tires

3807 1 TON CANOPY EXPRESS

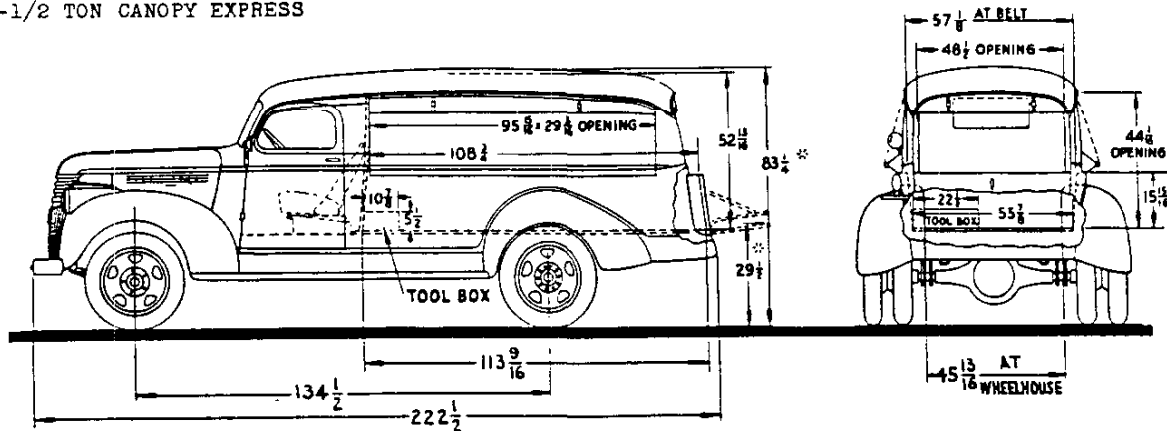


*-Loaded height with 7.00-17 6 ply rating tires

CONTINUED

CANOPY EXPRESS TRUCK BODY DIMENSIONS—Continued

4107 1-1/2 TON CANOPY EXPRESS

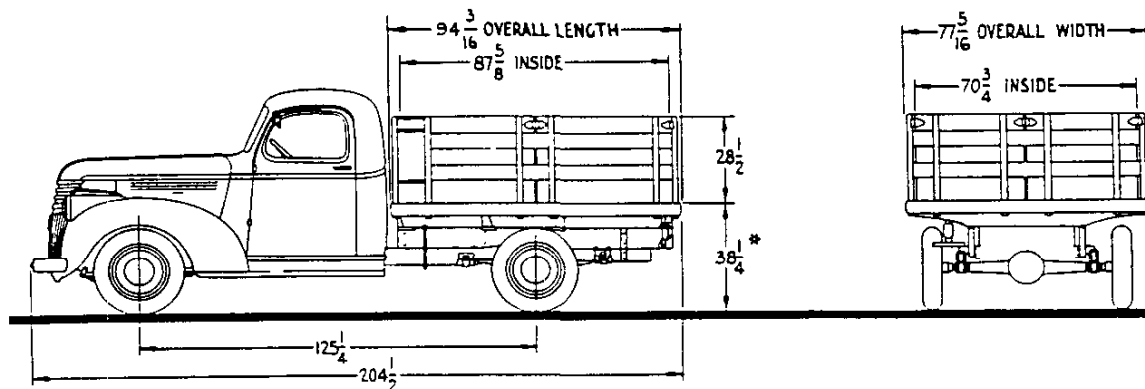


*-Loaded height with 6.50-20 6 ply rating dual tires

STAKE TRUCK BODY DIMENSIONS

3608 3/4 TON PLATFORM

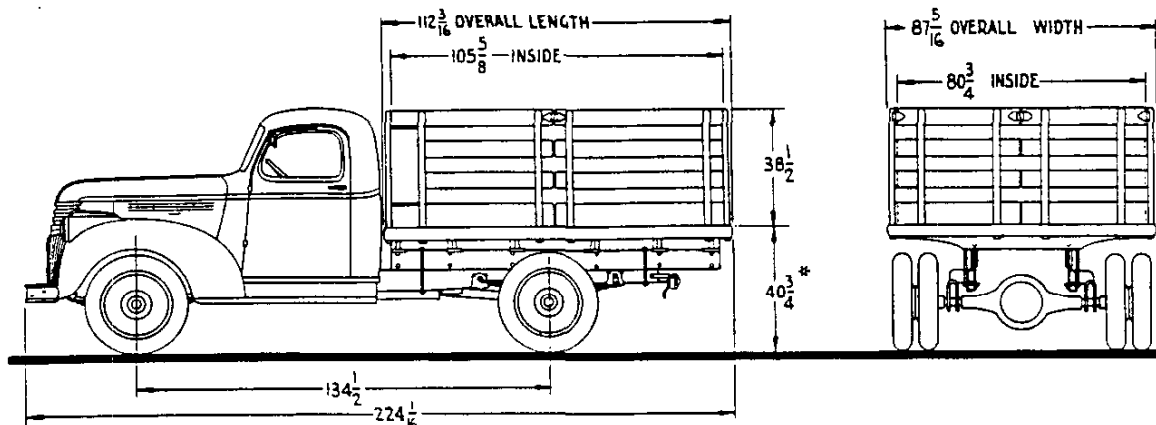
3609 3/4 TON PLATFORM AND STAKE RACK



*-Loaded height with 15" 6 ply rating tires

3808 1 TON PLATFORM

3809 1 TON PLATFORM AND STAKE RACK

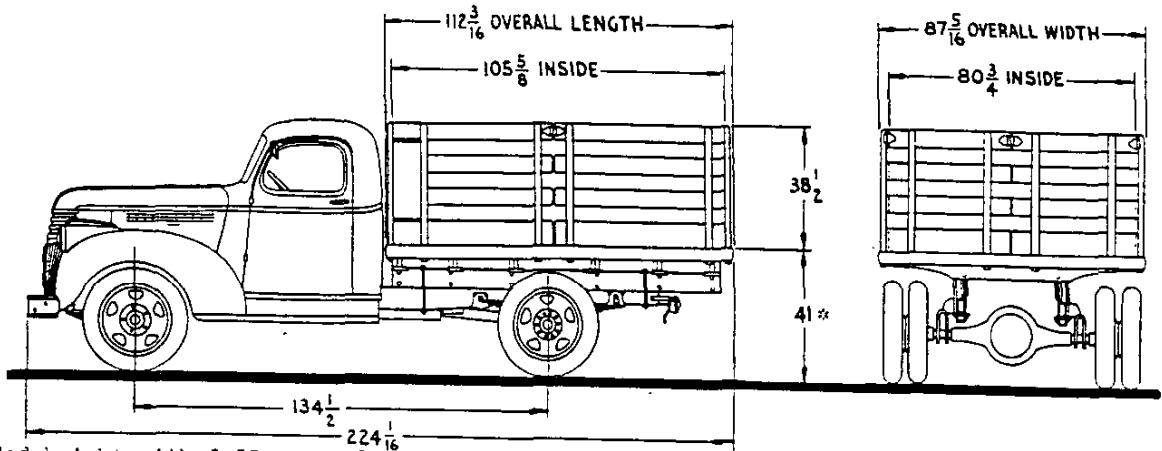


*-Loaded height with 7.00-18 8 ply rating dual tires

CONTINUED

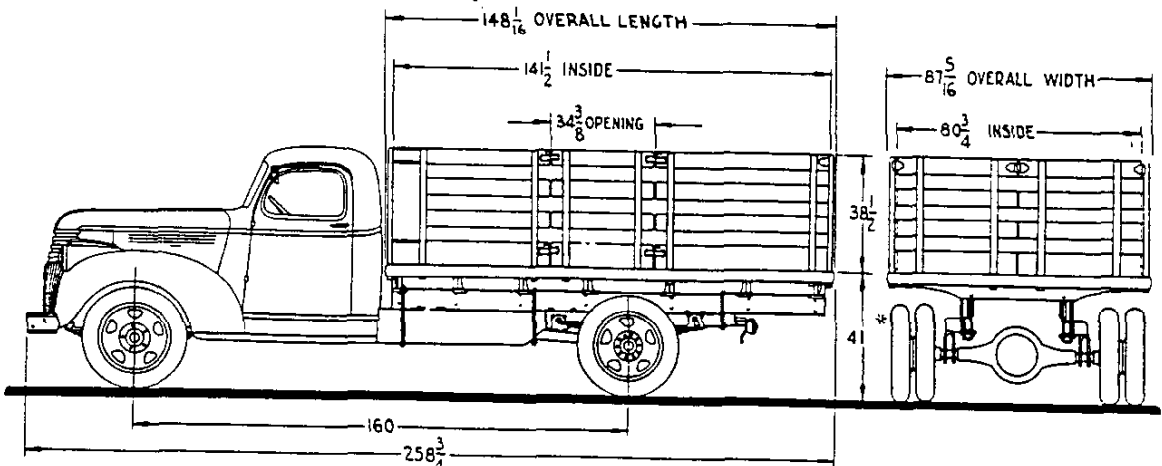
STAKE TRUCK BODY DIMENSIONS—Continued

4108 1-1/2 TON PLATFORM
4109 1-1/2 TON PLATFORM AND STAKE RACK



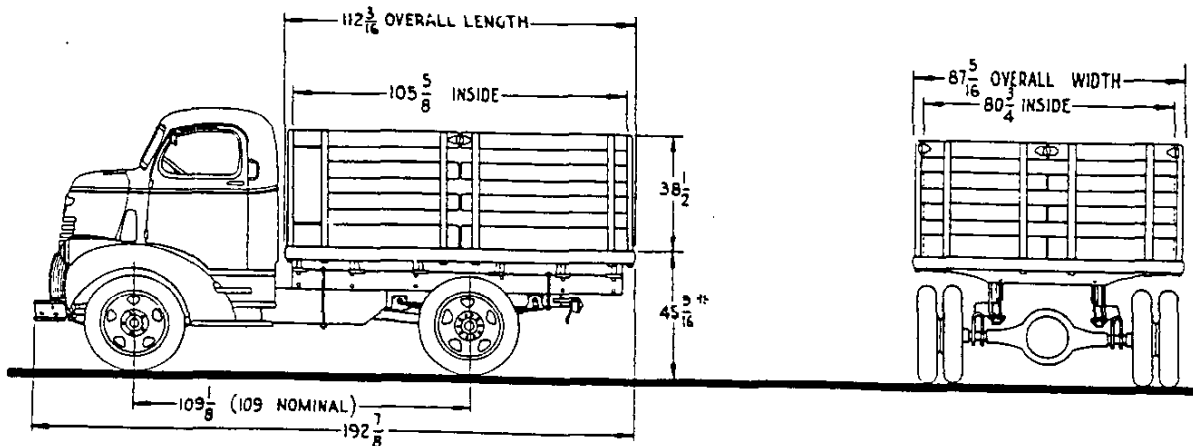
*-Loaded height with 6.50-20 6 ply rating dual tires

4408 1-1/2 TON PLATFORM
4409 1-1/2 TON PLATFORM AND STAKE RACK



*-Loaded height with 6.50-20 6 ply rating dual tires

5108 2 TON COE PLATFORM
5109 2 TON COE PLATFORM AND STAKE RACK

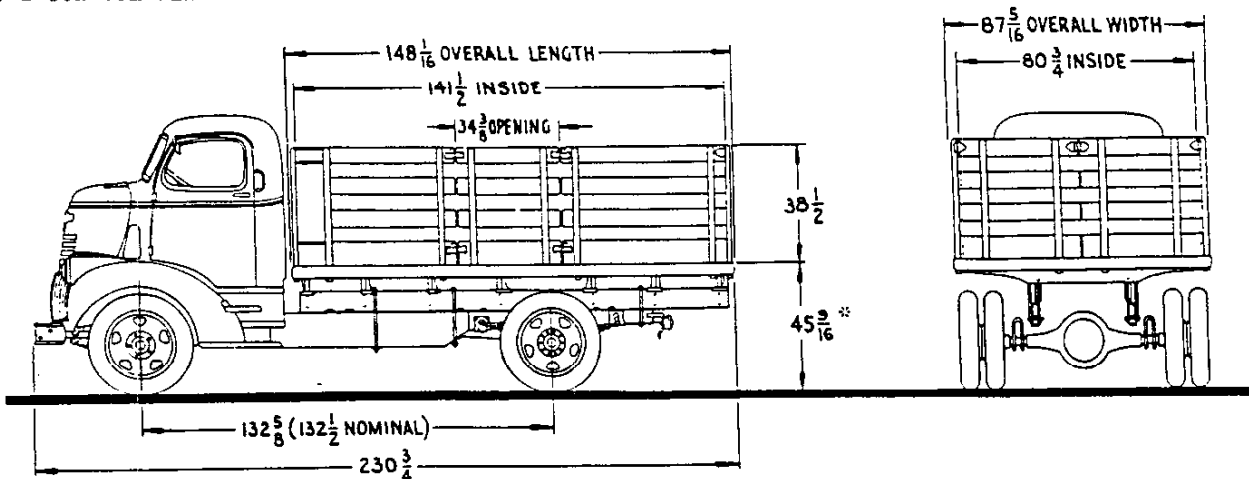


*-Loaded height with 7.50-20 8 ply rating dual tires

STAKE TRUCK BODY DIMENSIONS—Continued

5408 2 TON COE PLATFORM

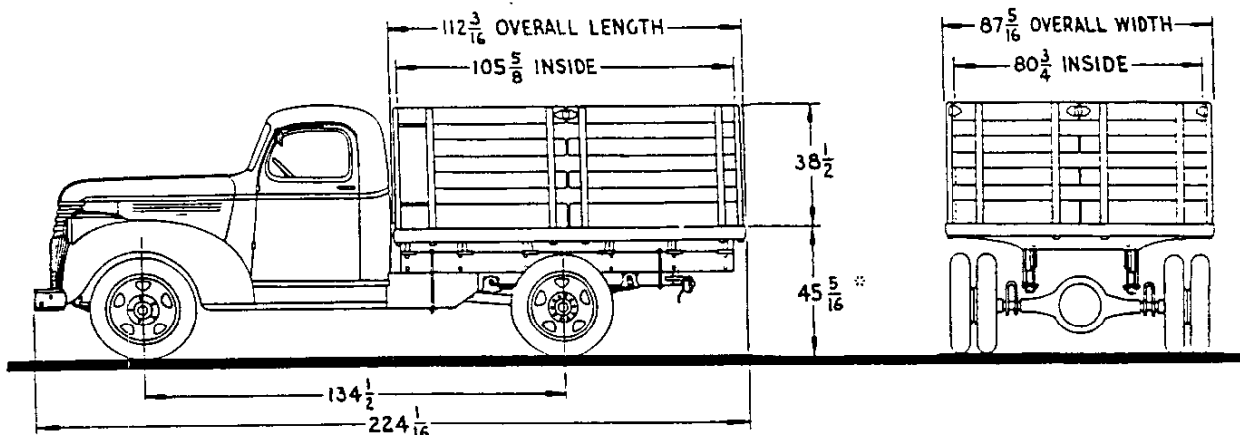
5409 2 TON COE PLATFORM AND STAKE RACK



*-Loaded height with 7.50-20 8 ply rating dual tires

6108 AND 6108S 2 TON PLATFORM

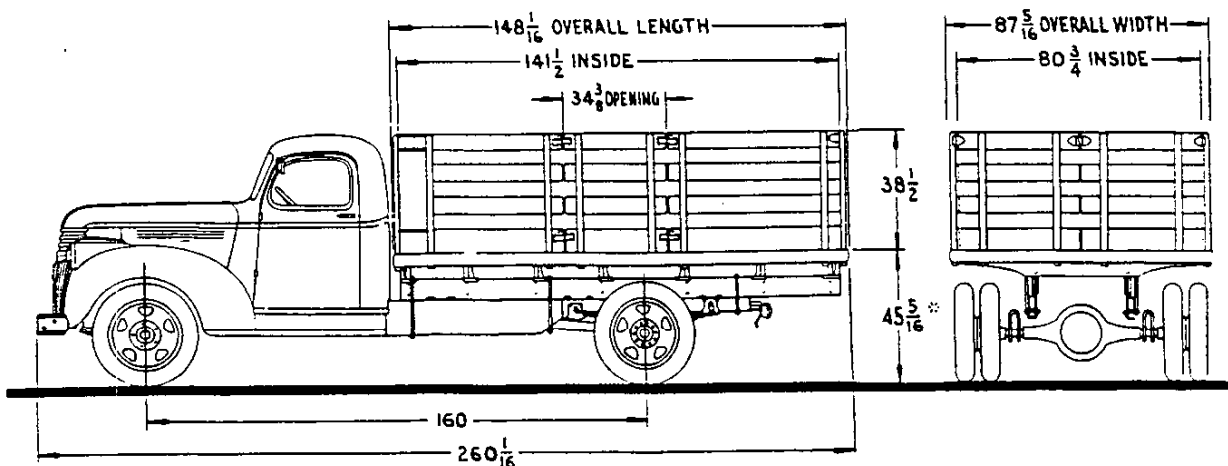
6109 AND 6109S 2 TON PLATFORM AND STAKE RACK



*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

6408 AND 6408S 2 TON PLATFORM

6409 AND 6409S 2 TON PLATFORM AND STAKE RACK

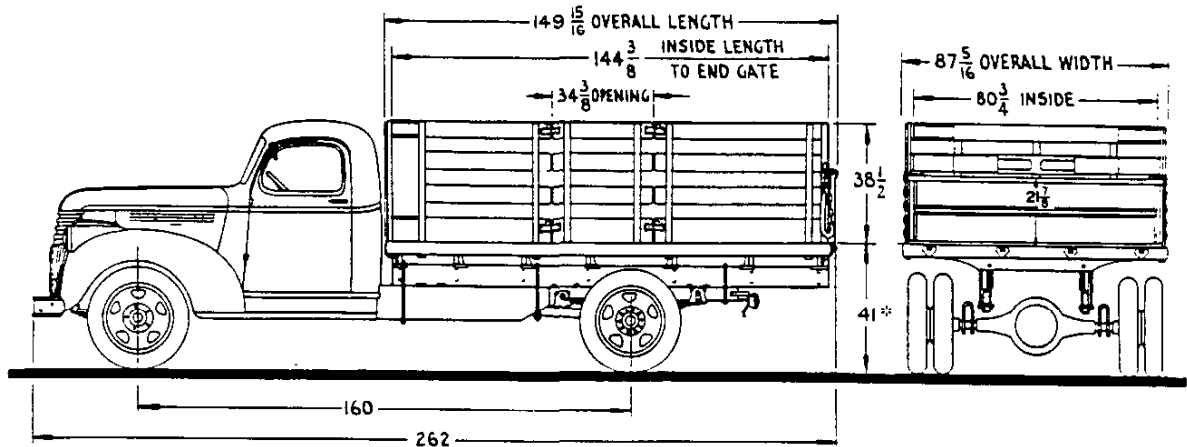


*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

EXPRESS STAKE TRUCK BODY DIMENSIONS

4418 1-1/2 TON EXPRESS PLATFORM

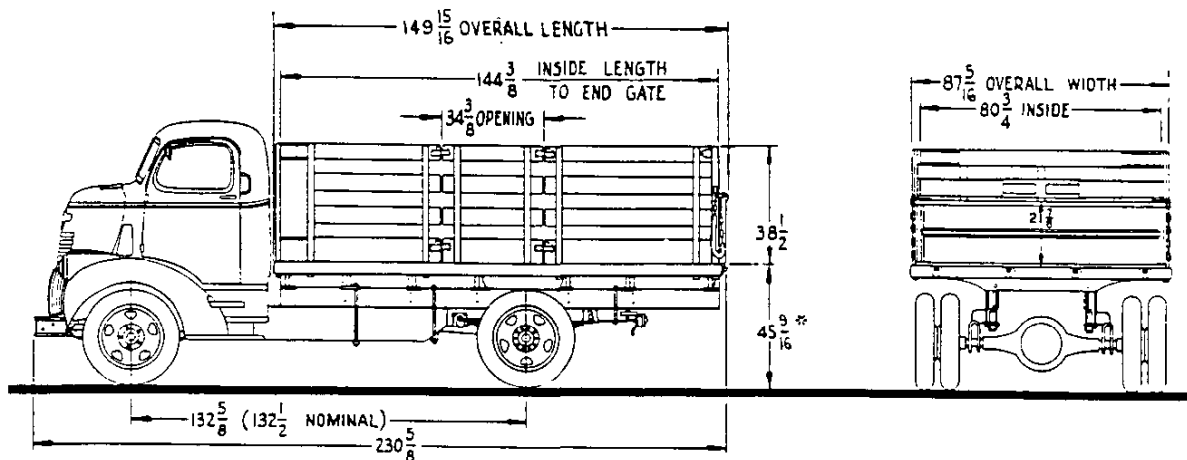
4429 1-1/2 TON EXPRESS PLATFORM AND STAKE RACK



*-Loaded height with 6.50-20 6 ply rating dual tires

5418 2 TON COE EXPRESS PLATFORM

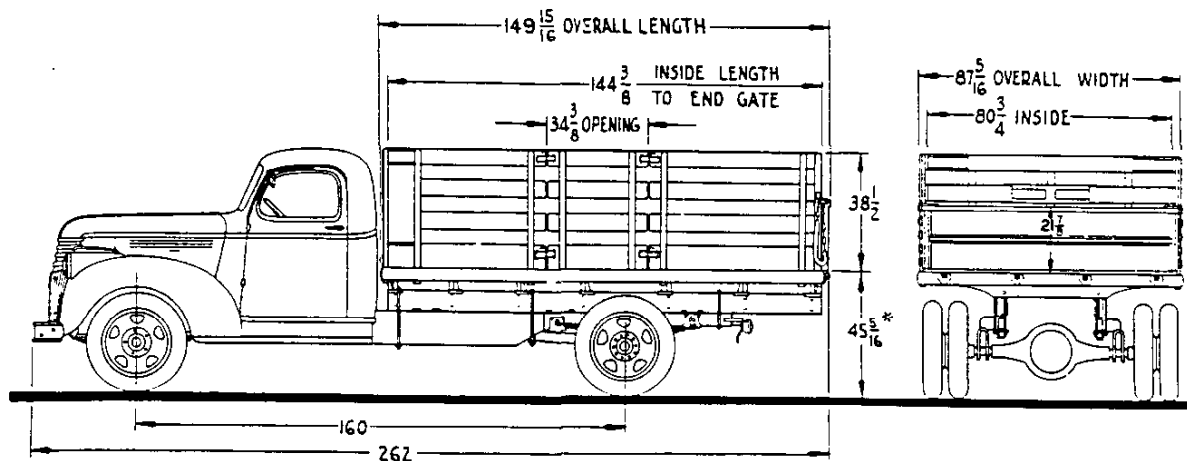
5429 2 TON COE EXPRESS PLATFORM AND STAKE RACK



*-Loaded height with 7.50-20 8 ply rating dual tires

6418 AND 6418S 2 TON EXPRESS PLATFORM

6429 AND 6429S 2 TON EXPRESS PLATFORM AND STAKE RACK



*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

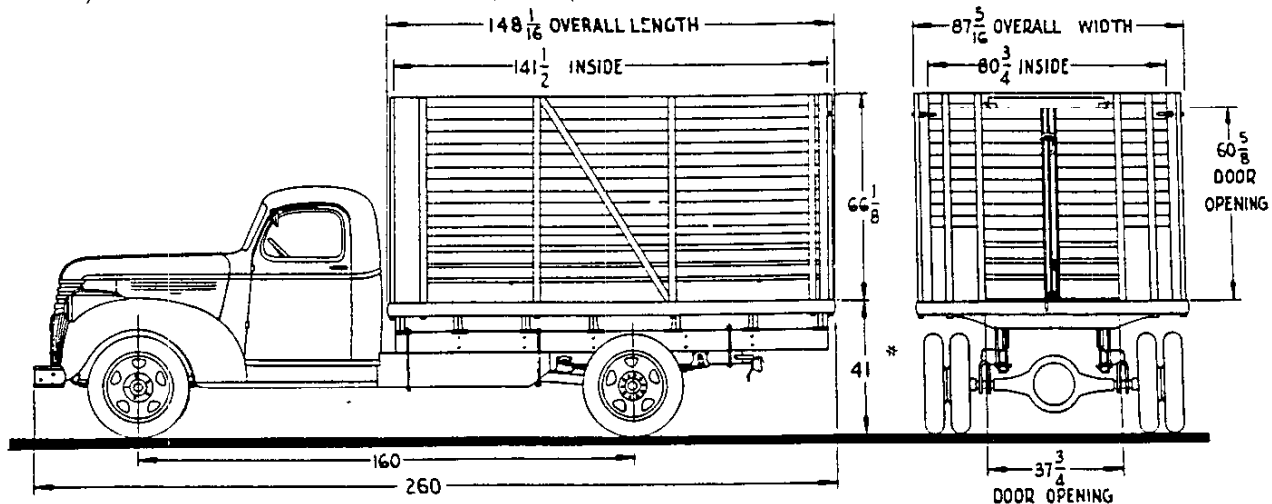
5-1-46

CHEVROLET 1946 SPECIFICATIONS—TRUCK

BODY DIMENSIONS—65

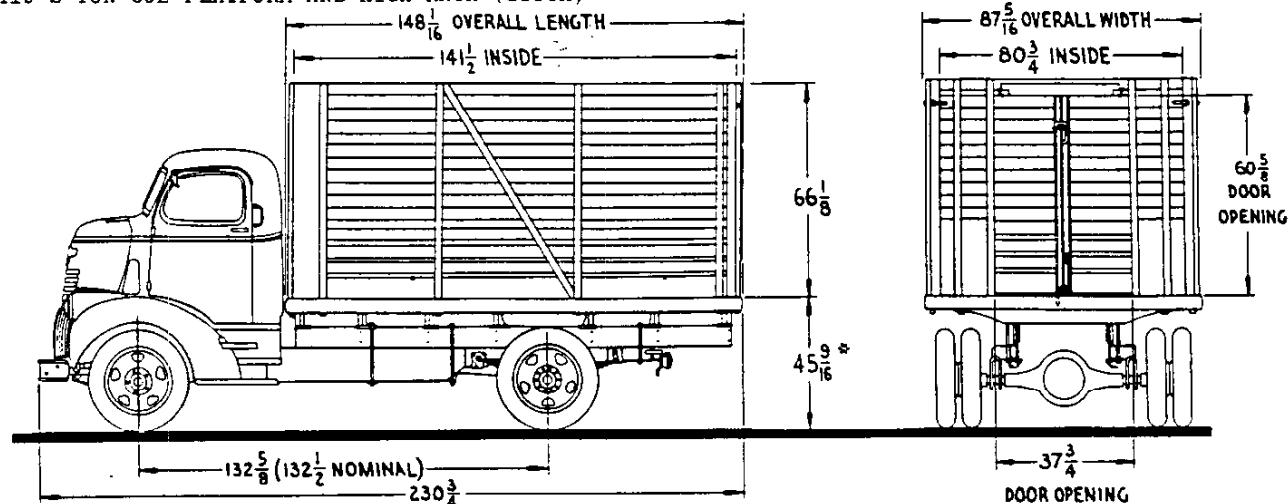
HIGH RACK (STOCK) TRUCK BODY DIMENSIONS

4419 1-1/2 TON PLATFORM AND HIGH RACK (STOCK)



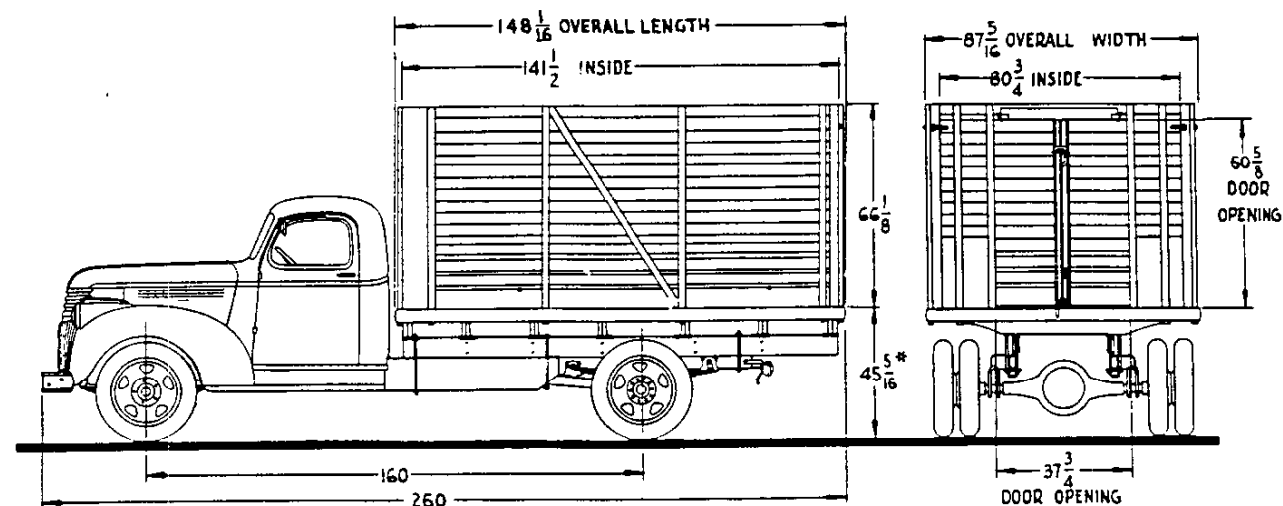
*-Loaded height with 6.50-20 6 ply rating dual tires

5419 2 TON COE PLATFORM AND HIGH RACK (STOCK)



*-Loaded height with 7.50-20 8 ply rating dual tires

6419 AND 6419S 2 TON PLATFORM AND HIGH RACK (STOCK)

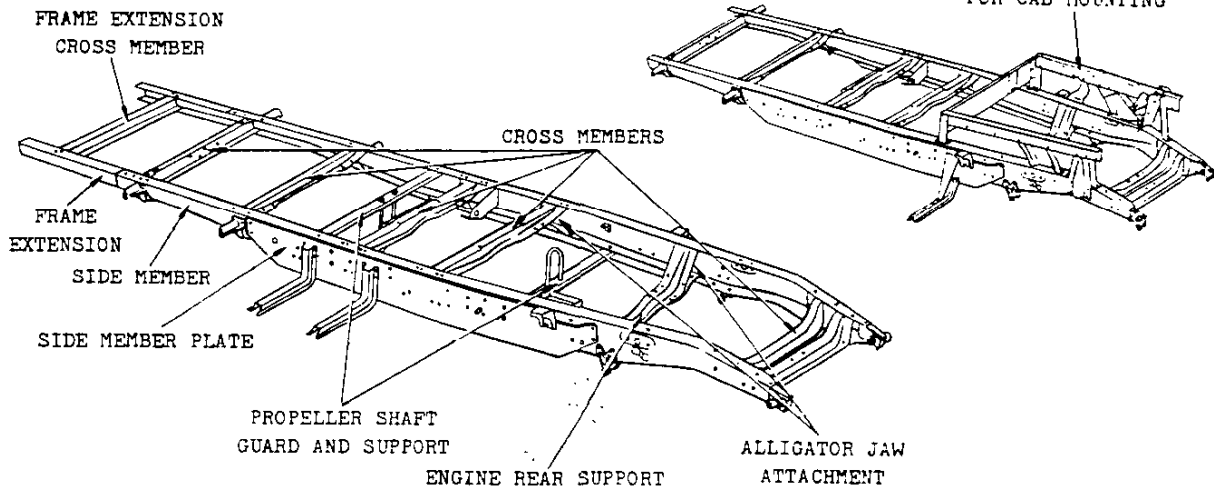


*-Loaded height with 7.50-20 8 or 10 ply rating dual tires

FRAME

CONVENTIONAL AND SCHOOL BUS TYPE FRAME

CAB-OVER-ENGINE TYPE FRAME SUB-FRAME FOR CAB MOUNTING



ITEM	CONVENTIONAL				CAB-OVER-ENGINE			SCHOOL BUSES			
	3100 115 WB	3600 125-1/4WB	3800 4100 134-1/2 WB	4400 6100 6400 160 WB	5100 109 WB	5400 132-1/2WB	5700 158 WB	4502 160 WB	6702 195 WB		
Type	Ladder										
Cross members*	5				6			5		6	
Overall length	171-7/8	182-1/8	190-7/8 @	216-3/8	166-7/16	189-13/16	215-7/16	266-1/2	301-9/16		
Maximum width over side members	46 at rear	36-1/16 on 6702; 36 on all other models (for load space length)									
Section type	Channel										
Rear kick-up	4	1-3/4									
Material	Hot rolled steel, pickled										
Yield point	39000 pounds per square inch (minimum)										
Elongation	25% in 2 inches										
Section modulus#	2.40	3.18	5.43	8.71			9.26				
Maximum section dimensions											
Side plates			RPO \$	Regular equipment							

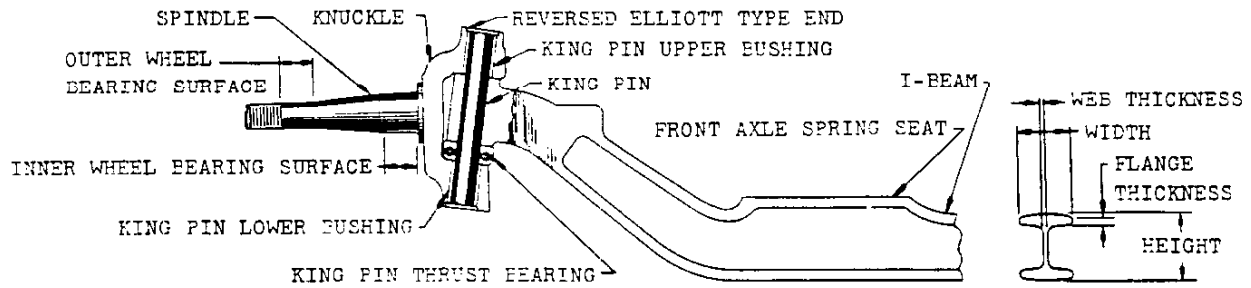
FRAME EXTENSIONS

8-1/2-INCH	12-INCH	50-INCH
RPO 232A for models: 4102-03-08-09-12-22-32.	RPO 232B, E, H, J for models: 4102-03-08-09-12-22-32 (J) All 4400 (H) All 6100 (E) All 6400 (B) Regular on 4105-07 and all 3800 except 3808.	RPO 232C, D, F, G, K for models: 4402-03-12-22-32 (F) 4408-09-18-19-29 (G) 5403-12 (K) 5703-12 (C) 6402-03-12-22-32 (C) 6408-09-19-18-29 (D) Regular on 4502.

* - Structural cross members - those which are so attached as to resist torsional frame stresses.
 @ - 202-7/8 when 12 inch frame extension is used. # - Section modulus per side (inches cubed).
 \$ - Used as RPO 257 with Heavy Duty Equipment on 4100 except 4104-05-07.

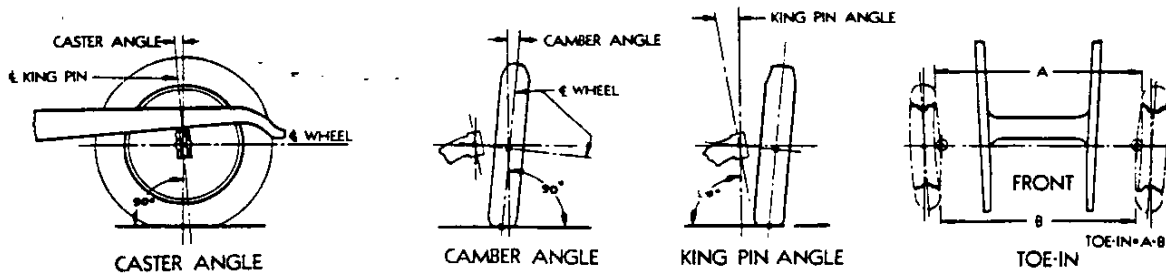
5-1-46

FRONT AXLE



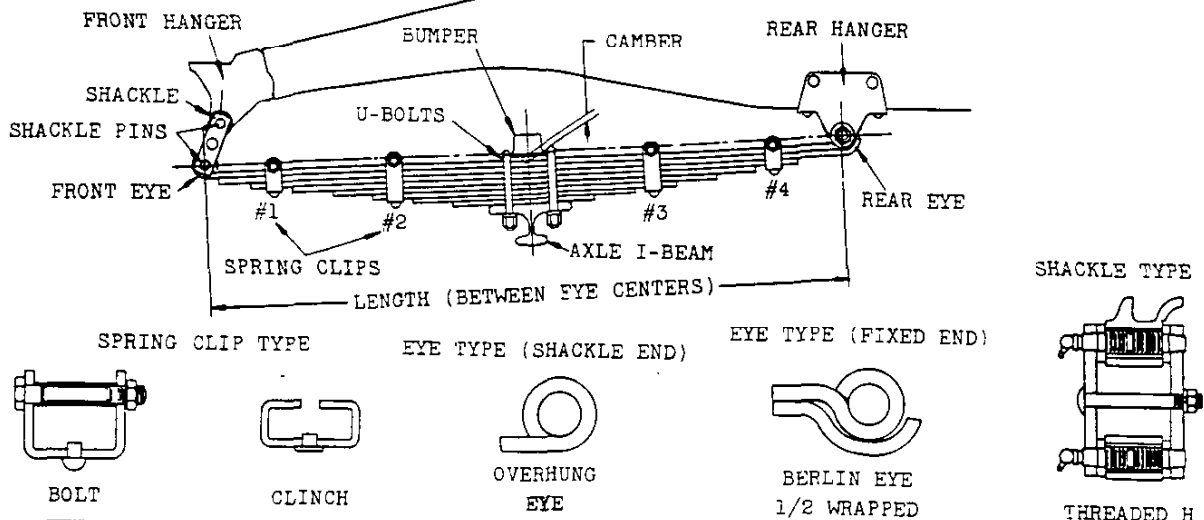
ITEM	3100	3600	3800	4100-4400	4502-6000	5000	
Type	Reversed Elliott (modified I-beam section)						
Rated capacity (pounds)	2200	2500	3500		4500		
I-beam average dimensions	Height	2-3/32	2-17/64		2-3/8	2-5/8	
	Width	1-23/32	2				
	Flange thickness	7/32	5/16		7/16		
	Web thickness	9/32	11/32		1/4	3/8	
	Section modulus	0.827 in. cubed	1.215 in. cubed		1.43 in. cu.	1.72 in. cu.	
King pin	Diameter	.8660-.8665	.9210-.9214		1.1090-1.1094		
	Bush- ing	Inside diameter	.867-.868	.922-.923		1.110-1.111	
		Length	1-5/16	1-17/64		1-25/64	
Front wheel bearings	Part number and type	Inner	N.D.909052, Cup & Cone	N.D.909026, Cup & Cone	Hy.173241, barrel roller		
		Outer	N.D.909001, Cup & Cone	N.D.909025, Cup & Cone	Hy.173238, barrel roller		
	Inside diameter	Inner	1.2810-1.2815	1.4060-1.4065		1.5625-1.5630	
		Outer	.7498-.7503	.8435-.8440		.9375-.9380	
	Outside diameter	Inner	2.9625-2.9635	3.1491-3.1501		3.1250-3.1256	
		Outer	2.0795-2.0805	2.2495-2.2505		2.3437-2.3443	
Width	Inner	1.135-1.550	1.216-1.236		1.230		
	Outer	.698-.718	.780-.800		.800		
King pin thrust bearing	Part number & type	373476, ball	365309, ball		3678172, ball		
	Inside diameter	Upper race	.868-.878	.9225-.9325		1.1105-1.1205	
		Lower race	.868-.893	.9225-.9475		1.1105-1.1355	
	Outside diameter	1-5/8 (upper & lower)	1-23/32 (upper & lower)		2-3/16 (upper & lower)		
Width (upper & lower)	.5575-.5675	.620-.630		.615-.625			
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	3100 - 3600	3800 - 4000 - 6000	5000
King pin angle	7° 10' ± 1°		8° ± 1°
Camber	1° ± 30'		
Caster	1° 45' ± 30'	2° 45' ± 30'	3° ± 30'
Toe-in	5/64 to 1/8	1/16 to 1/4	
Toe-out on turns	Outside wheel	20°	
	Inside wheel	23° ± 2°	

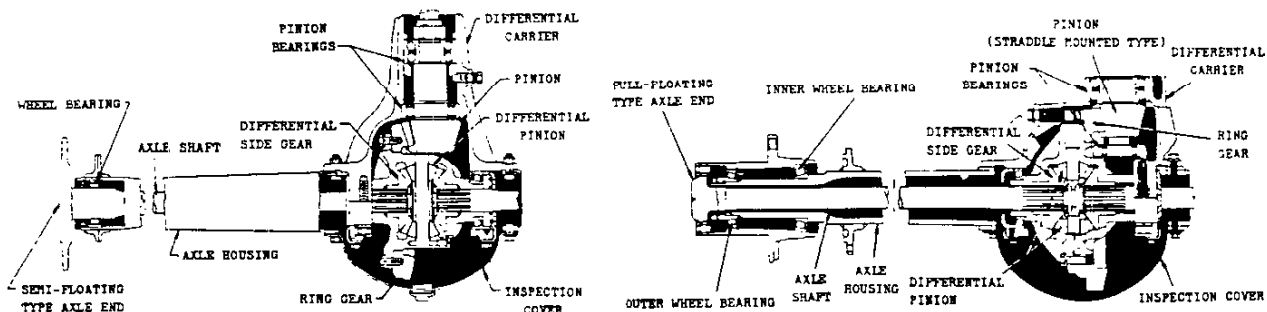
FRONT SPRINGS AND RELATED PARTS



ITFM		3100	3600	3800	4100-4400	4502-6000	5000
SPRINGS	Type	Semi-elliptic	Semi-elliptic two-stage	Semi-elliptic			
	Leaves	Material	Chrome carbon steel				
		Number	7	8 (5 & 3)	7	9	8
	Thickness	#1	.237	.237	.291		
		#2					
		#3					
		#4	.214				
		#5					
		#6	.194	.262			
		#7					
#8							
#9							
Total thickness	1.487	1.902	2.037	2.619	2.328		
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 lb.; 365 at 850-1150 lb.	475	640	575		
Length x width	36 x 1-3/4			40 x 2			
Spring clip type	#1	Clinch		Bolt			
	#2			Bolt			
	#3	Clinch	Bolt				
	#4	Clinch		Bolt			
SPRING MOUNTINGS	Shackle	Located at	Front				Rear
		Type	Threaded "H"				
	Bushing at fixed end	Plain					
	Spring to axle attachment	2 U-bolts to axle I-beam					
	U-bolt diameter	1/2	9/16			5/8	
	Spring bumper	Rubber on spring					
Spring mounting	8°-5' included angle		7°-50' included angle				
Spring center-to-center	26-13/16						
SHOCK ABSORBERS	Hydraulic	Single-acting	Regular equipment				
		Double-acting	RPO 200				
	Valve code number	Bumper	RPO 200, G2				
		Rebound	Regular, 4CG; RPO 200, 2R		RPO 200, 2R		
Piston diameter	1-1/2						
RIDE STABILIZER	On models 3102-05-06-12-16 only. Bolted to front spring.						

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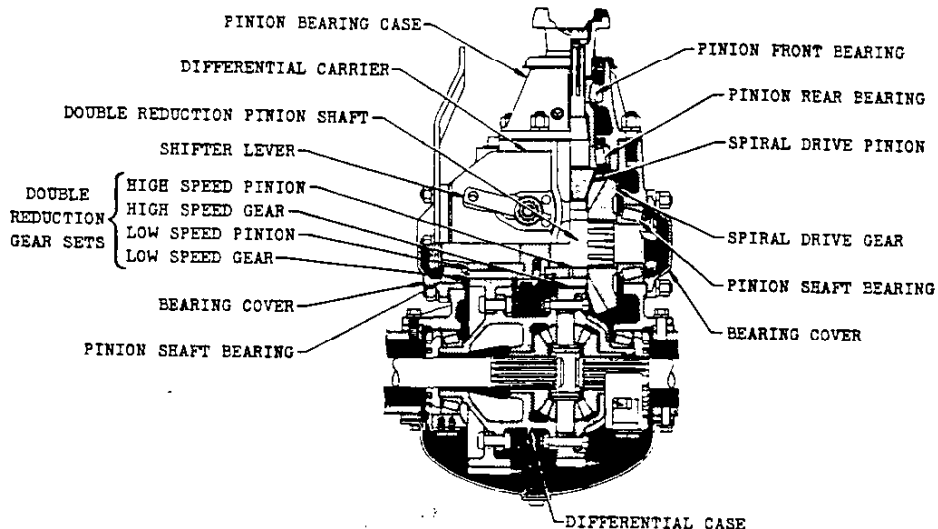
REAR AXLE



ITEM		3100		3600		3800		4000		5000		6000		
		REGULAR		REGULAR		REGULAR		RPO 205A		REGULAR		REGULAR		
Type		Semi-floating				Full-floating								
Rating (pounds)		3300				5000		7200		10500		12500		
Housing type		Pressed steel banjo. Two pieces welded together along seams				Banjo. One piece welded steel tube.						Banjo. Seamless tube		
Final gears	Type	Spiral hypoid												
	Ratio & teeth	4.11:1,37-9		4.57:1,32-7		5.14:1,36-7		5.43:1,38-7		6.17:1,37-6				
Gear back-lash		.005-.008												
Pinion	Mounting	Overhung				Straddle								
	Adjustment	Shims & tapered collar				Shim				None				
	Thrust	Against front pinion bearing												
Total gear reduction (axle ratio x transmission ratio)	Transmission	4-speed		3-speed, regular				4-speed						
	First	29.02	12.08	13.44	32.26	36.29	38.34	43.56						
	Second	14.30	6.90	7.68	15.90	17.89	18.90	21.47						
	Third	7.03			7.81	8.79	9.29	10.55						
	Direct drive	4.11	4.11	4.57	4.57	5.14	5.43	6.17						
Reverse	28.69	12.08	13.44	31.90	35.88	37.90	43.07							
Axle shaft torque (ft. lb.)*	First	4144	1725	1919	4607	5182	5475	6220	6630	6739				
	Second	2042	985	1097	2271	2555	2699	3066	3268	3321				
	Third	1004			1115	1255	1327	1507	1606	1632				
	Direct drive	615		683		769		812		923		1000		
	Reverse	4097	1725	1919	4555	5124	5412	6150	6555	6663				
Lubricant capacity		4-1/2 pints				6 pints				11 pints		12 pints		
Pinion bearings	Part number and type	Front	N.D. 905306 D.R. Ball				Hy. 213538 D.R. Taper				N.D. 954237 Double Row Ball			
		Rear	Hy. 125630 Roller				Hy. 189436 Roller				Hy. 144553 Roller			
	Inside diameter	Front	1.1807-1.1811				1.9680-1.9675				1.9680-1.9685			
		Rear	1.8287-1.8291				.9839-.9843				1.1807-1.1811			
	Outside diameter	Front	2.8341-2.8346				4.3302-4.3310				4.3299-4.3307			
		Rear	3.1246-3.1250				2.0466-2.0472				2.8340-2.8346			
	Width	Front	1.1825-1.1875				2.500				1.8710-1.8755			
		Rear	.743-.748				.8075-.8125				.8218-.8268			
Differential type		Two pinion				Four pinion								
Differential bearings	Part number & type		Hy. 187434 Barrel R.				Hy. 188930 Barrel R.				Hy. 148399 Barrel Roller			
	Inside diameter		1.7807-1.7812				2.2650-2.2655				2.4400-2.4405			
	Outside diameter		3.1490-3.1496				3.8750-3.8758				3.9362-3.9370			
	Width		.712				.8268				.826			
Axle shaft	Type		Drive flange at wheel end, forged integrally with shaft.											
	Minimum diameter		1-5/32				1-11/32				1-7/16		1-9/16	
Axle shaft bearings	Part number & type		Hy. 111121 Roller											
	Inside diameter		1.8772-1.8779											
	Outside diameter		2.7812-2.7818											
	Width		.867-.875											
Drive torque		Through torque tube				Through springs								
Rear wheel bearings	Part number and type	Inner					Hy. 188930 Barrel R.				Hy. 144527 Barrel Roller			
		Outer					Hy. 188932 Barrel R.				Hy. 144525 Barrel Roller			
	Inside diameter	Inner					2.2650-2.2655				2.6250-2.6255			
		Outer					2.0312-2.0317				2.2500-2.2505			
	Outside diameter	Inner					3.8750-3.8758				4.4680-4.4688			
		Outer					3.5425-3.5433				3.8750-3.8758			
	Width	Inner					.8268				.970-.975			
		Outer					.781				.895-.900			

* - Gear reduction x engine maximum net torque x efficiency factor (.89 in direct drive, .85 all others).

TWO-SPEED REAR AXLE (RPO 202 FOR ALL 5000-6100-6400 MODELS)



GENERAL DATA

Type ----- Double reduction, full-floating
 Rating (pounds) ----- 12,500
 Final gear ratio ----- 6.03:1 high; 7.99:1 low
 Drive torque ----- Through springs
 Housing --- Banjo, one piece seamless steel tube
 Axle shafts:
 Material ----- Forged steel
 Type ----- Wheel hub drive flange forged integral with shaft.
 Minimum diameter ----- 1-9/16

PRIMARY DRIVE GEARS

Type and ratio ----- Spiral bevel, 2.375:1 ratio
 Pinion ----- 8 teeth, overhung mounting
 Drive gear --- 19 teeth, tapered spline mounting
 Backlash ----- .006-.012
 Backlash adj. ----- Shims at pinion bearing cage

DOUBLE REDUCTION GEARS

Type ----- Helical spur
 Ratio-high speed ----- 2.538:1 (33-13 teeth)
 Ratio-low speed ----- 3.364:1 (37-11 teeth)

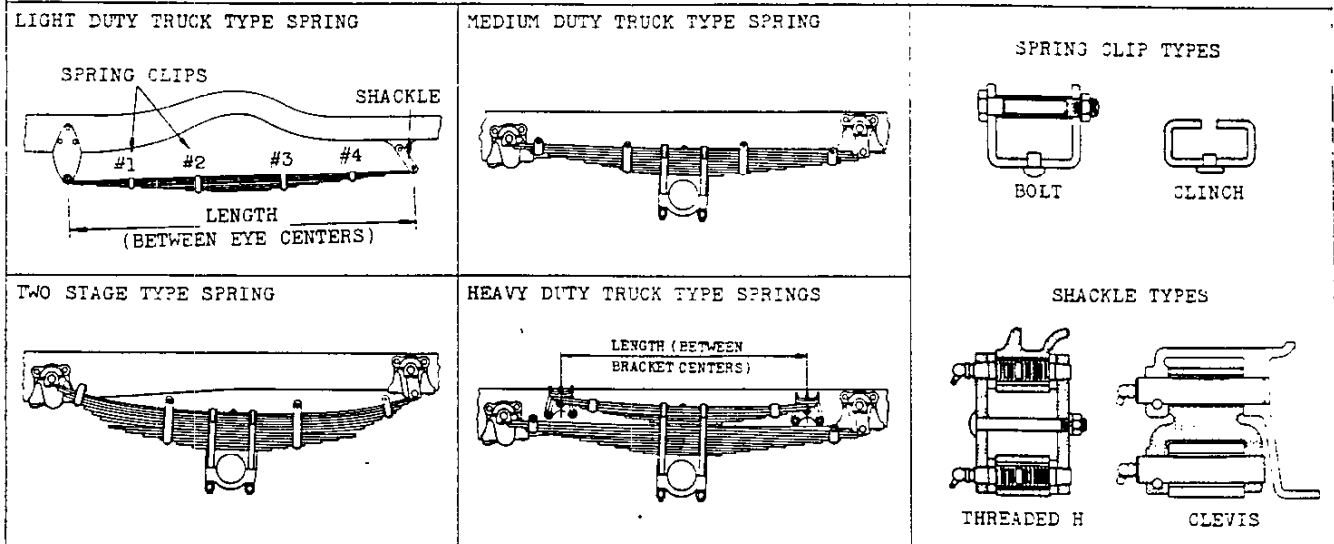
TRANSMISSION GEAR	TOTAL GEAR REDUCTIONS		MAXIMUM AXLE SHAFT TORQUE (FT. LB.)*			
	ALL 5000-6100-6400		ALL 5000		ALL 6100-6400	
	6.03:1 ratio	7.99:1 ratio	6.03:1 ratio	7.99:1 ratio	6.03:1 ratio	7.99:1 ratio
First	42.57	56.41	6479	8586	6586	8727
Second	20.98	27.81	3193	4233	3246	4302
Third	10.31	13.66	1569	2079	1595	2113
Direct drive	6.03	7.99	961	1273	977	1294
Reverse	42.09	55.77	6406	8485	6511	8628

*-Total gear reduction x eng. maximum net torque x efficiency factor (.89 high gear; .85 all others)

BEARING DATA AND SPECIFICATIONS

ITEM			Method of adjustment	Part number	Quantity	Type	Inside dia.	Outside dia.	Width
Spiral drive pinion bearings	Front	Inner race & roller	Lock nut adjustment,	147905	1	Taper roller	1.500		1.1875
		Outer race		128248	1			3.375	
	Rear	Inner race & roller	free rolling, no end play	115267	1		2.000		1.1875
		Outer race		111335	1			4.125	
Double reduction pinion shaft bearings	Left	Inner race & roller	Shims, slight drag	179339	1		2.000		1.4375
		Outer race		173105	1			4.125	
	Right	Inner race & roller		173106	1		2.000		1.4375
		Outer race		173105	1			4.125	
Differential bearings	Left,	Inner race & roller	Adjusting nut and lock	115231	2	2.625		1.1875	
	right	Outer race		135495	2		4.4375		
Shifter bushing		Material-Alloy steel, hardened		3651448	1	Bush.	.8115-.8125	1.125	1.625
Wheel bearings									Same as for regular single speed rear axle

REAR SPRINGS AND RELATED PARTS

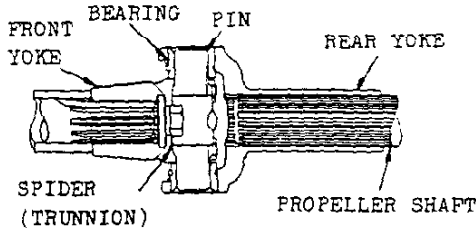


ITEM		3100	3803-08-09**	ALL 3800 EXCEPT 3803-08-09z	3600	4502, 6702\$	4100 4400	5900, 6100 6400%
Spring	Type	Semi-elliptic		Semi-elliptic - two stage		Semi-ellip.		Auxiliary
	Leaves	Chrome carbon steel		Silico-manganese steel				
	Number	8	12	8 (5 & 3)	7 (4 & 3)	11 (5 & 6)	10	6
	Thickness	.291		.323		.323		
	#1, 2, 3							
	#4							
	#5							
	#6							
	#7							
	#8							
	#9, 10							
	#11							
	#12							
	Total	2.328	3.780	2.424	2.133	3.775	3.230	1.938
	Average load (lb.) at average camber height	1150@	2953@	1650@	1400@	4000@	3250	2500@ Engages @
	Average deflection rate (lb. per inch)	5/64	0	1-11/32	0	13/16	7/32	1-5/32 2375-2625
	Length x width	190	684	315 at 250-750#; 435 at 1400-1800#	250 at 200-600#; 370 at 1200-1600#	550 at 1000-2000#; 1000 at 3500-4500#	770	1530
	Spring clips	54x1-3/4		46 x 2		46 x 2-1/2		31x2-1/2
	Spring clips (see figure)	Clinch 1-2-3-4	Bolt 1-2-3-4	1-3-4		1-2-3-4	1-4	1-4
Spring mountings	Shackle	Rear						
	Located at	Threaded H on 3100; Clevis on all other models						
	Type	Plain						
	Fixed end bushing	Two U-bolts to metal seat and cap on housing						
	Spring to axle attachment	Oscillating seat on 3100 series; fixed seat on all others.						
	U-bolt diameter	1/2	5/8	*	5/8	3/4		
	Spring bumper	Rubber on spring on 3100 series; on frame on all others.						
	Spring mounting	4° 26' included angle on 3100 series; parallel on all others.						
	Spring centers	42-1/2 on 3100 and 3600 series; 42 on all others (center-to-center)						
Hydraulic shock absorbers	Single-act.	1.5 piston	Regular		Regular			
	Double-act.	RPO 200	All except 4400, 4502 and 6702					
	Valve code	Bumper RPO200	G2		GO		None 6702-4105	
	Rebound	Regular RPO200	3CG		3CG		GO or G2	
	number		2R		1R		1R cr 2L	

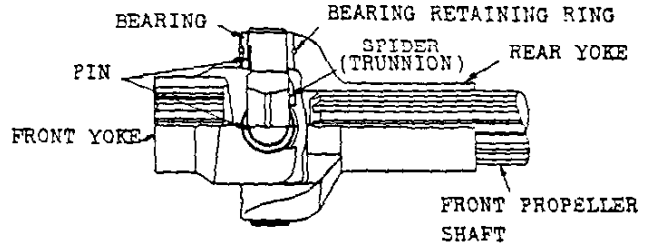
* - 5/8 on 4502 and 3/4 on 6702
 \$ - Regular equipment on 4502 and 6702; RPO 268A on all 6400 models.
 z - This spring also used on 3600 when RPO 277 or 278 tire equipment is specified.
 ** - This spring also used on 3802-12-22-32 when RPO 295 tire equipment is specified.
 % - Used as RPO 267 with Heavy Duty Equipment on 4400 and 4100 except 4104-05-07.

UNIVERSAL JOINTS AND PROPELLER SHAFTS

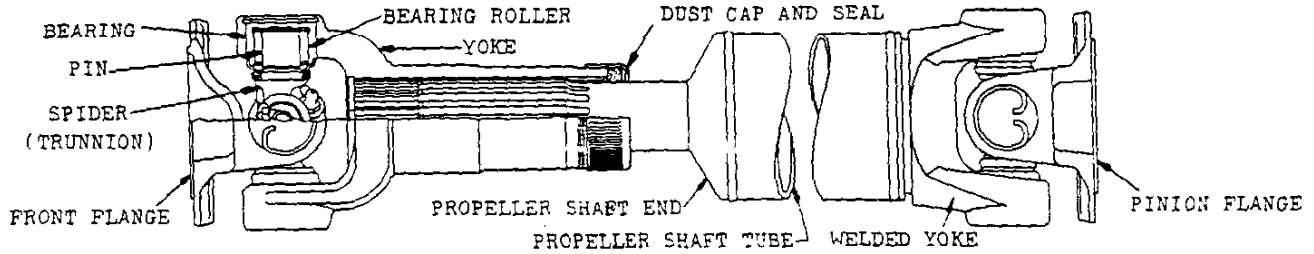
UNIVERSAL JOINT-3100 SERIES



FRONT UNIVERSAL JOINT-3600 SERIES

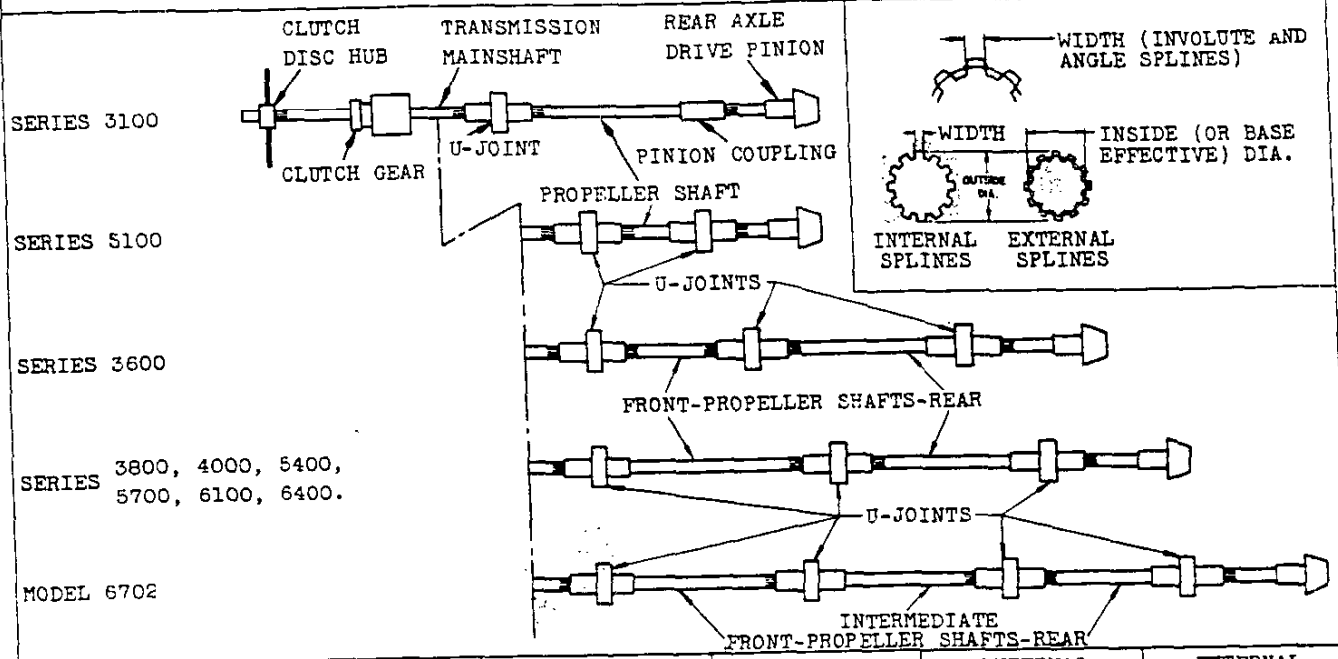


REAR PROPELLER SHAFT AND UNIVERSAL JOINTS (ALL TRUCKS OF 3600, 3800, 4000, 5000, 6000 SERIES)



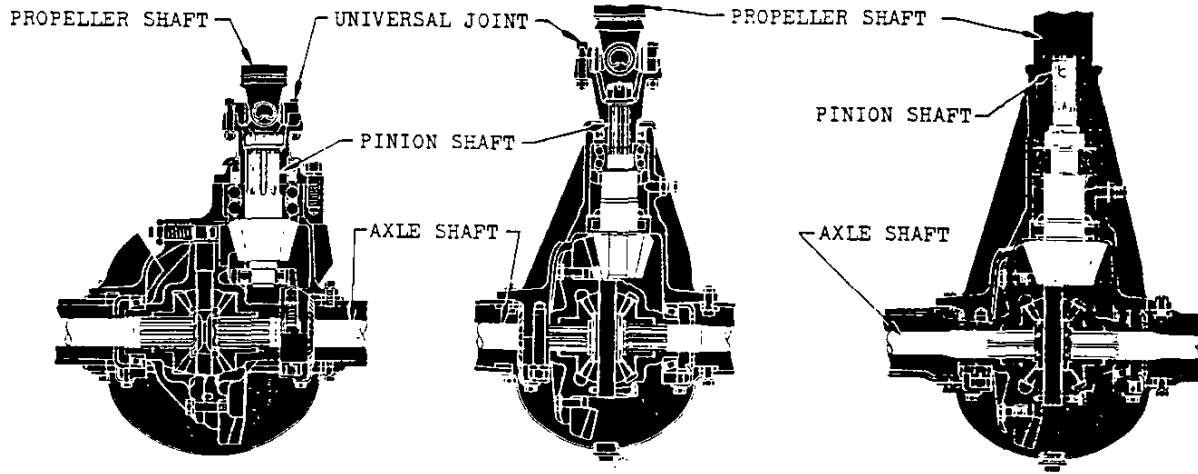
ITEM		3100	3600	5100	3800	5400 5700	4100 4400	6100 6400	4502	6702	
UNIVERSAL	Type and material	Yoke and spider, drop-forged steel; trunnion, case hardened									
	Quantity	1	3	2	3			4			
	Front	Pin diameter	.6835-.6845	.716-.717	.7385-.7390						
	Center & rear										
	Front	Bearings	Bushing		Needle bearing,						
	Center & rear		27 roller (Ch. 3680967)								
	Front		Dia-	.687-.688ID	.718-.719ID	.09550-.09575 (outside)					
	Center & rear		meter								
	Front	Effect.	17/32	21/32	.580 minimum						
	Center & rear		length								
PROPELLER SHAFTS	Quantity	1	2	1	2		3				
	Front	Type	Solid		Tubular						
	Center		Tubular								
	Rear		Tubular								
	Front	Outside diameter	1.25-1.375		2.495-2.500						
	Center		2.495-2.500								
	Rear		2.055-2.065	2.495-2.500	3.00	2.495-2.500					
	Front	Wall thickness	Solid		.080-.085						
	Center		.080-.085								
	Rear		.093-.097	.080-.085							
	Front	Ends type	Front	Splined		Welded yoke					
	Center		Rear	Splined							
	Rear		Front	Welded yoke							
			Rear	Splined							
	Support bearing		Quantity & type	One S.R.ball		One D.R.ball			Two D.R.ball		
Part number			N.D. 954257		N.D. 905207						
Inside diameter		1.3775-1.3780		1.3775-1.3780							
Outside diameter		2.8340-2.8346		2.8340-2.8346							
Width		.9795-.9843		1.0575-1.0625							
PROPELLER SHAFT GUARD	Regular or RPO				244C	244A	244B	244A	Regular		
	Type and material	U-bolt, steel, 5/8 round stock									
	Quantity				1	2			3		
	Location and mounting	Suspended from support near front end of propeller shaft. (See frame view, page 67.)									

DRIVE SYSTEM SPLINES—TRANSMISSION AND PROPELLER SHAFT



ITEM		INTERNAL	EXTERNAL	INTERNAL	EXTERNAL	
T R A N S M I S S I O N	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
	Transmission mainshaft and propeller shaft flange	Model	2			
Width		.2125 - .2135	.2120 - .2135			
Inside dia.		1.182 - 1.187	1.177 max.			
Outside dia.		1.374 - 1.377	1.355 - 1.365			
P R O P E L L E R S H A F T	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	1.280 - 1.284
	Splines	17 (involute)		10 (straight side)		
Front propeller shaft rear end and propeller shaft flange	Model	4		MODEL LEGEND		
	Width	.2130 - .2145	.2125 - .2140			
	Inside dia.	1.208 - 1.213	1.120 - 1.130	1-All 3100, 3600.		
	Outside dia.	1.374 - 1.375	1.372 - 1.373	2-All 3800, 4000, 5000, 5000.		
Intermediate propeller shaft rear end and propeller shaft flange	Model	6702 SCHOOL BUS		3-All 3100.		
	Width	.2130 - .2145	.2125 - .2140	4-All 3600, 3800, 4000, 5400, 5700, 6000.		
	Inside dia.	1.208 - 1.213	1.120 - 1.130	5-All 3600, 3800, 4000, 5000, 6000.		
	Outside dia.	1.374 - 1.375	1.372 - 1.373	6-All 3100, 3600 with RPO 318 4-speed transmission.		
Rear propeller shaft front end and U-joint sleeve yoke	Model	5		7-All 3600.		
	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)					

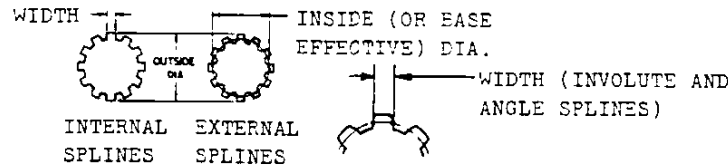
DRIVE SYSTEM SPLINES—REAR AXLE



SERIES 3800,
4000, 5000, 6000

SERIES 3600

SERIES 3100



ITEM		INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
Differential side gear and axle shaft	Model	1		5	
	Width	.1499 - .1509	.1479 - .1499	.1144 - .1154	.1124 - .1144
	Inside dia.	1.426 - 1.427	1.399 - 1.407	1.194 - 1.198	1.166 - 1.174
	Outside dia.	1.5485 - 1.5595	1.5275 - 1.5325	1.3005 - 1.3105	1.2795 - 1.2845
	Splines	17 (involute)		17 (involute)	
	Model	2		6	
	Width	.259 - .262	.257 - .259	.173 - .175	.170 - .172
	Inside dia.	1.472 - 1.477	1.440 - 1.450	1.612 - 1.617	1.562 - 1.572
	Outside dia.	1.6735 - 1.6785	1.6345 - 1.6446	1.774 - 1.784	1.722 - 1.730
	Splines	10 (straight side)		16 (angle side)	
Propeller shaft pinion flange and rear axle drive pinion shaft	Model	3		MODEL LEGEND 1-All 3600, 3800. 2-All 4000, regular (5.43:1) and RPO 205 (6.17:1) axles. 3-All 5000, 6100, 6400 with RPO 202 (2 speed rear axle). 4-All 3600, 3800, 5000, 6000. All 4000, regular (5.43:1) and RPO 205 (6.17:1) axles. 5-All 3100. 6-All 5000, 6000 with regular axle. All 5000, 6100, 6400 with RPO 202 (2 speed rear axle).	
	Width	.2325 - .2340	.232 - .234		
	Inside dia.	1.289 - 1.294	1.230 - 1.235		
	Outside dia.	1.499 - 1.502	1.4975 - 1.4985		
	Splines	10 (straight side)			
	Model	4			
	Width	.302 - .303	.300 - .302		
	Inside dia.	1.694 - 1.702	1.637 - 1.647		
	Outside dia.	1.9675 - 1.9755	1.941 - 1.942		
	Splines	10 (straight side)			
Propeller shaft rear end coupling and rear axle drive pinion shaft	Model	5			
	Width	.0951 - .0961	.0931 - .0951		
	Inside dia.	.985 - .989	.965 - .973		
	Outside dia.	1.0835 - 1.0935	1.068 - 1.074		
	Splines	17 (involute)			

BRAKES										
ITEM		3100	3600	3800	4100-4400	4502	5000	6000		
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								
Drum Type		Composite (cast alloy iron rim and cooling ribs; pressed steel web)								
Dia.	Front & rear	11	11 & 12	12 & 14	14 & 16					
	Total (sq. in.)	242	272	371	478					
Lining	Material	Full molded asbestos composition								
	Width	Front	1-3/4			2				
		Rear	1-3/4	2	2-1/2	3				
	Thick-ness	Front	.187-.194			.265-.272				
		Rear	.187-.194	.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.				
Attach-ment	Front	Riveted								
	Rear	Riveted								
Lining area (effective)	Service brake	159 sq. in.	178 sq. in.	243 sq. in.	330 sq. in.					
	Hand brake	79.5 sq. in.	98.5 sq. in.	144.5 sq. in.	215 sq. in.					
Braking pressure	Front	52-1/2%	45-1/4%	50%	41%					
	Rear	47-1/2%	54-3/4%	50%	59%					
Approximate braking ratio	Pedal	5.10:1	7.80:1	6.32:1			5.82:1	6.32:1		
	Hydraulic	11.89:1	8.84:1	9.68:1	9.76:1	17.96:1				
	Av. overall	60.6:1	69.0:1	61.2:1	61.7:1	104.5:1	113.5:1			
Foot pedal	Travel	6-1/2		7-3/4						
	Mounting	With main cyl. to trans. and clutch housing			On clutch housing			On sub-frame	On clutch housing	
	Pad	None								
Hand brake lever mounting		To transmission					Sub-frame	Transmission		
Wheel cylinder	Dia-meter	Front	1-1/4		1-3/8		1-1/4			
		Rear	1-3/16	1-3/8			1-1/2			
	Piston travel	.113	.170	.155	.154					
Main cylinder	Diameter	1		1-1/4						
	Piston travel	1-11/32		1-1/2 min.						
Brake fluid capacity		Approximately 3/4 pint			Approximately 1 pint					
Brake fluid recommended		Delco, Super #10								
Vacuum brake booster equipment (hydraulic)	Available as					RPO 212A *	RPO 212A	Regular equipment		
	Type					Single piston, vacuum suspended, reactionary valve				
	Power distribution					At 1000 PSI of hydraulic pressure, 54% by pedal and 46% by booster.				
	Pedal pressure needed for 1000 PSI of hydraulic pressure					228 lb. without booster 124 lb. with booster				

*-Available as RPO 212A with Heavy Duty Equipment on 4400 and 4100 except 4104-05-07.

RPO BRAKE EQUIPMENT AVAILABLE ONLY ON SCHOOL BUSES		
Propeller shaft hand brake	RPO	348D on model 4502; and 348C on model 6702
	Type	Double-face disc
Main cylinder reservoir	Brake lining size and total area	3-7/16 inside radius x 5-7/16 outside radius x 1/4 thick x 90° arc 27-7/8 square inches of area
	RPO	259A on models 4502 and 6702
Vacuum power reserve tank	Size	6-1/2 overall length x 3 diameter
	Location	Left side of dash, under hood
Vacuum power reserve tank	RPO	281A on models 4502 and 6702. On 4502, use with RPO 212A.
	Size	24 length x 7-1/2 inside diameter; nominal capacity 1000 cu. in.
	Location	Clamped to outside of left side rail between second and third cross members.

POWER PLANT GENERAL INFORMATION

ITEM	3000, 4100, 4400	4502	5000	6000	
Piston displacement	"THRIFT-MASTER" 216.5 cu.in.		"LOAD-MASTER" 235.5 cu. in.		
Bore x stroke (nominal)	3-1/2 x 3-3/4		3-9/16 x 3-15/16		
Type	6 cylinder, valve-in-head				
Compression ratio	6.5:1		6.62:1		
Taxable (SAE) horsepower	29.4		30.4		
Advertised maximum engine performance	Horsepower	Gross	90 @ 3300 RPM	90 @ 3100 RPM	93 @ 3100 RPM
		Net	81.5 @ 3100 RPM	80 @ 3000 RPM	83.5 @ 3000 RPM
	Torque	Gross	174 @ 1200-2000 RPM	189 @ 1000-1900 RPM	192 @ 1000-1900 RPM
		Net	168 @ 1100 RPM	179 @ 1000 RPM	182 @ 1000 RPM
Weight (dry)	Engine and clutch	569# (563#, 3100)	591#	574#	
	Eng., clutch, trans.	658# (615#, 3100, 3600)	683#	664#	
Governor	RPO 241A	Reg. (35 MPH)	Reg. (45 MPH; 35 MPH on 6702)		

ENGINE AND PISTON SPEEDS

SERIES	TIRE SIZE	AXLE RATIO	TRANS-MISSION TYPE	ENGINE RPM AT ONE MILE PER HOUR			PISTON SPEED AT ONE MILE PER HOUR (FT./MIN. IN HI. GEAR)	CRANKSHAFT REV. PER MILE
				LOW OR REVERSE	SECOND	THIRD		
1500	6.00-16	4.11:1	3 speed	150	86		31.9	3066
		3.73:1		136	78		29.0	2784
3100	6.00-16	4.11:1	3 speed	150	86		31.9	3066
			4 speed	361	178	87	51.1	3066
	6.50-16		3 speed	148	85		31.5	3024
			4 speed	356	175	86	50.4	3024
	15		3 speed	145	83		30.9	2964
			4 speed	349	172	85	49.4	2964
3600	15	4.57:1	3 speed	162	92		34.3	3294
			4 speed	388	191	94	54.9	3294
	7.00-17		3 speed	145	83		31.0	2970
3800	7.00-17	5.14:1	4 speed	350	173	85	49.5	2970
	7.50-17			394	194	95	55.8	3342
	7.00-18			386	190	93	54.6	3276
4000	6.50-20	5.43:1		381	188	92	54.0	3240
				392	193	95	55.6	3336
	7.00-20			383	189	93	54.3	3258
5000 and 6000	6.50-20	6.17:1		446	220	108	63.1	3786
				436	215	106	61.7	3702
	7.00-20			415	204	100	58.7	3522
	8.25-20		402	198	97	56.8	3408	
			405	200	98	57.4	3444	
	7.50-20		Two speed	537	265	130	76.0	4560
8.25-20	Two speed	6.03:1	392	193	95	55.6	3336	
		7.99:1	520	256	126	73.6	4416	

TO DETERMINE ENGINE RPM OR PISTON SPEED - Engine RPM or piston speed is determined by locating the figure for one mile per hour and multiplying by the desired miles per hour.

Example to find engine RPM:
 3800 series truck, 7.50-17 tires
 5.14:1 axle at 15 MPH in second gear
 Engine RPM = 190 x 15 = 2850

Example to find piston speed:
 4000 series truck, 7.00-20 tires
 5.43:1 axle at 15 MPH in high gear
 Piston speed = 33.9 x 15 = 508 ft. per min.

TO DETERMINE MPH AT A GIVEN ENGINE OR PISTON SPEED - MPH is determined by dividing the engine RPM or piston speed by the figure for one mile per hour. The figure for one MPH is found on the above chart.

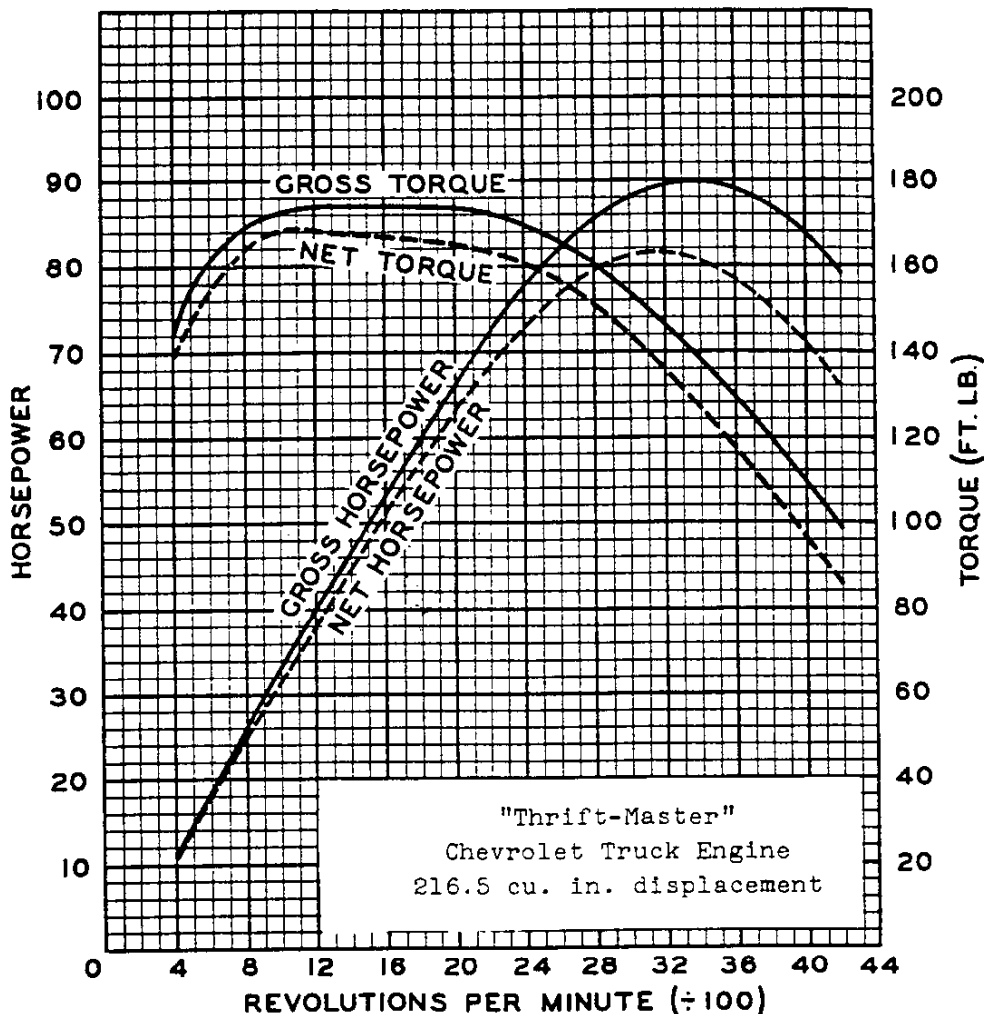
Example to find MPH:
 3100 series truck - 6.50-16 tires
 4.11:1 axle - 4 speed transmission
 3100 RPM in high gear

$$\text{MPH} = \frac{3100}{50.4} = 62$$

Example to find MPH:
 6000 series truck - 7.50-20 tires
 Two speed rear axle (7.99:1)
 4 speed transmission in high gear
 910 ft. per min. piston speed

$$\text{MPH} = \frac{910}{49.9} = 18$$

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9616-45. They represent the full throttle performance of a "Thrift-Master" Chevrolet truck engine (216.5 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging and automatic spark advance.

January 7, 1946

The data on this sheet are true as represented
 CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.
 DIVISION OF GENERAL MOTORS CORPORATION

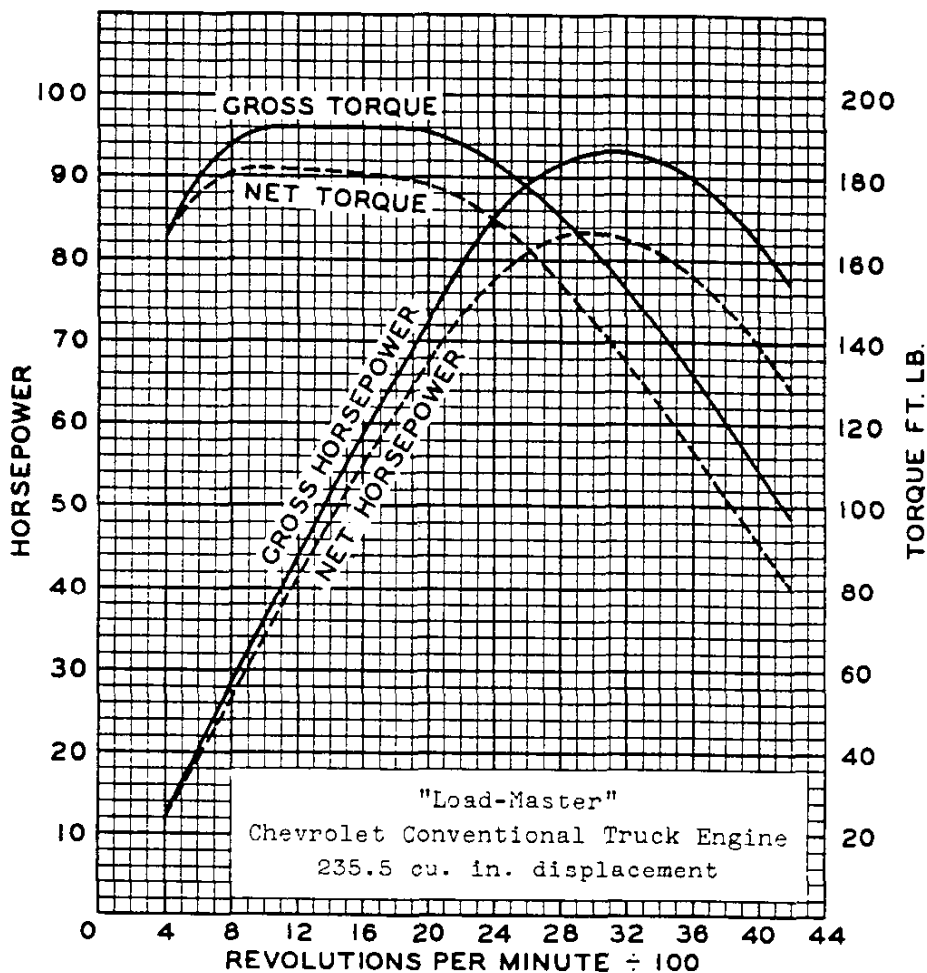
R. B. Wuerfel
 R. B. Wuerfel
 Transport Engineer

State of Michigan
 County of Wayne

On this 7th day of January 1946 personally appeared before me, R. E. Wuerfel, known to me to be such, who makes oath that the data on this sheet are true as represented.

Raymond N. Holmes
 Notary Public, Wayne County
 My commission expires August 8th, 1947

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9840-16. They represent the full throttle performance of a "Load-Master" Chevrolet conventional truck engine (235.5 cu.in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging and automatic spark advance.

January 7, 1946

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CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.
DIVISION OF GENERAL MOTORS CORPORATION

R. B. Wuerfel

R. B. Wuerfel
Transport Engineer

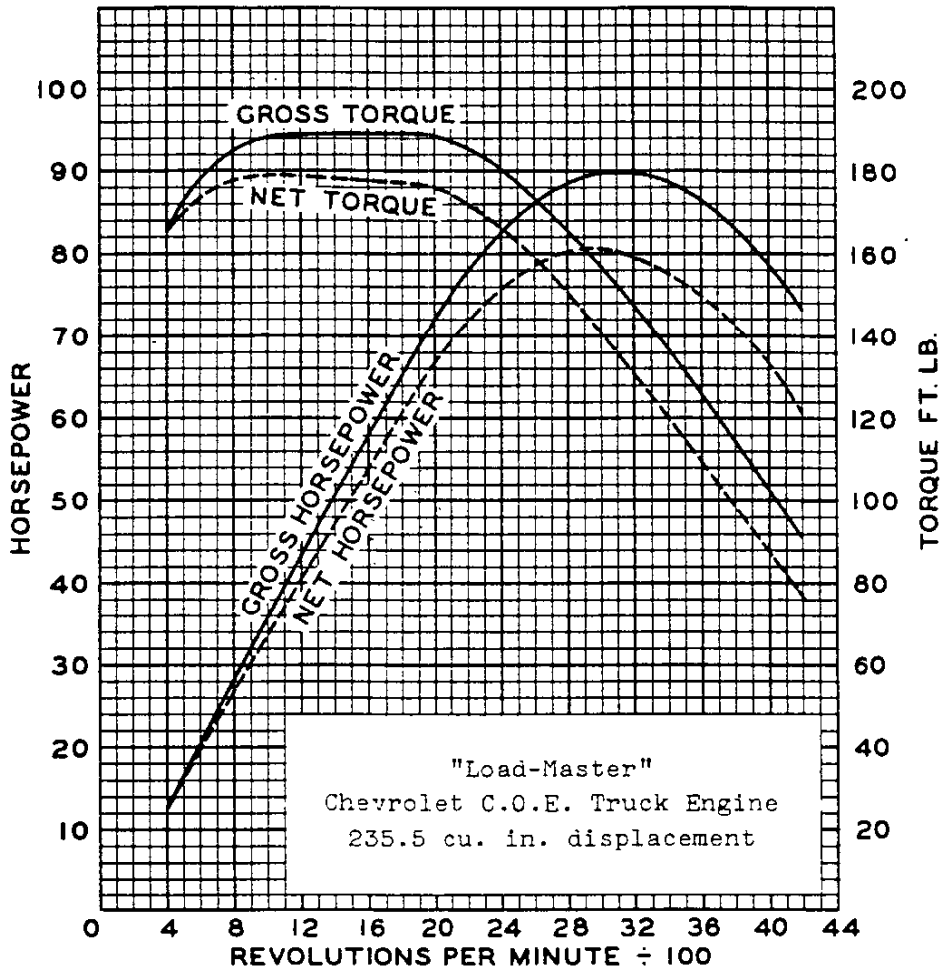
State of Michigan
County of Wayne

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Byron N. Holmes

Notary Public, Wayne County
My commission expires August 8th, 1947

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are true copies from Chevrolet engine test report 9840-35. They represent the full throttle performance of a "Load-Master" Chevrolet COE truck engine (235.5 cu. in. displacement) as obtained from dynamometer test data which were corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.

GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging and automatic spark advance.

January 7, 1946

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 CHEVROLET - CENTRAL OFFICE - ENGINEERING DEPT.
 DIVISION OF GENERAL MOTORS CORPORATION

R. B. Wuerfel
 R. B. Wuerfel
 Transport Engineer

State of Michigan
 County of Wayne

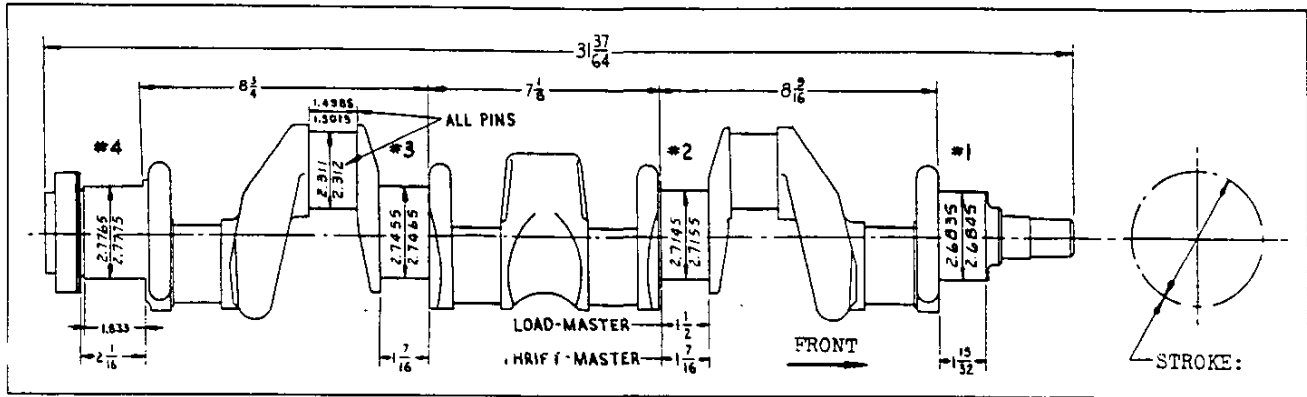
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Raymond N. Holmes
 Notary Public, Wayne County
 My commission expires August 8th, 1947

CYLINDER AND CASE AND HEAD

Material ----- Cast alloy iron Bore diameter:
 Offset ----- None "Thrift-Master" ----- 3.4995-3.5015
 Cyl. head bolt torque ----- 75-80 ft.lb. "Load-Master" ----- 3.5620-3.5640

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material ----- Drop-forged steel
 Weight ----- 68 lb.
 End play ----- .004-.007
 Counterweights ----- 7
 Stroke-"Thrift-Master" ----- 3-3/4 ± .005
 -"Load-Master" ----- 3-15/16 ± .005

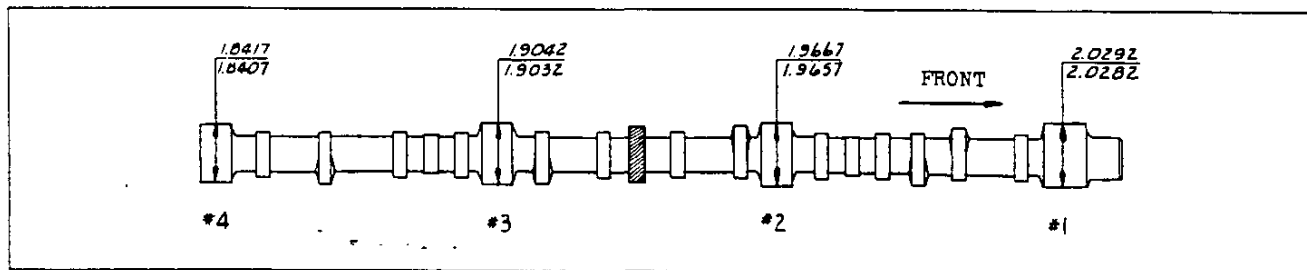
Removable ----- From below
 Material ----- Steel-backed babbitt
 Necessary to align ream ----- Yes
 Clearance ----- Selective fit
 End thrust taken on ----- Bearing #3
 Total bearing area:
 Projected ----- 13.41 sq.in.
 Circumferential ----- 42.13 sq.in.
 Shim type ----- Solid
 Bearing bolt torque ----- 100-110 ft.lb. with oiled threads.

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
 Type ----- Slip-in

HARMONIC BALANCER (Vibration dampener)
 Type ----- Oscillating (rubber-floated)
 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-inlet ----- .0111
 -exhaust ----- .014

BEARINGS

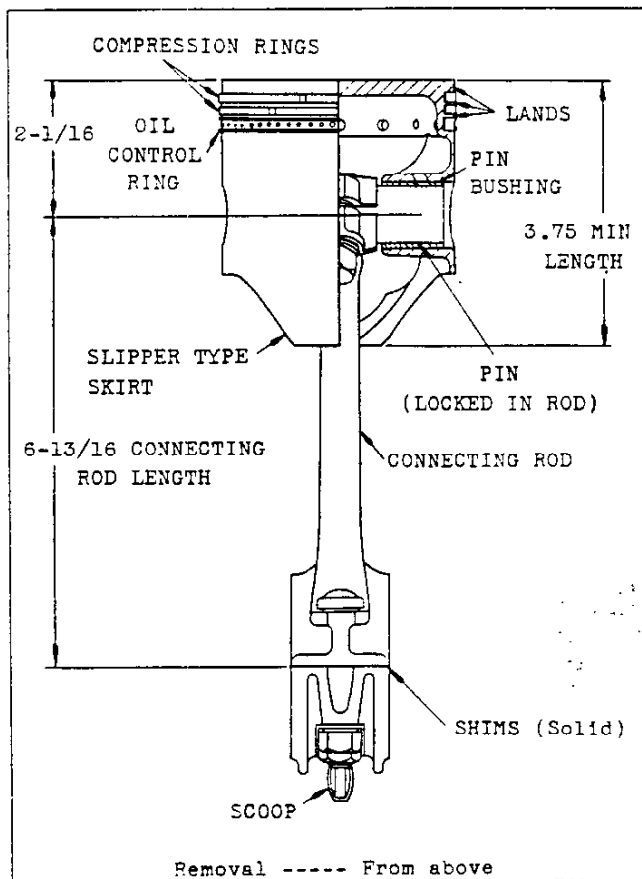
Inside diameter x length:
 #1 ----- 2.0307-2.0317 x 1-1/8
 #2 ----- 1.9682-1.9692 x 15/16
 #3 ----- 1.9057-1.9067 x 15/16
 #4 ----- 1.8432-1.8442 x 15/16
 Material ----- Steel-backed babbitt
 Clearance on diameter ----- .0015-.0035
 Thrust taken on ----- Bearing #1
 Total bearing area:
 Projected ----- 7.64 sq.in.
 Circumferential ----- 24.0 sq.in.

DRIVE

Make and type ----- Various, Gear
 Drive gear (on crankshaft) material ----- Steel
 Driven gear material ----- Bakelite and fabric composition.

5-1-46

PISTON-PIN-RINGS



Oil ring groove:

Depth ----- .170-.183
 Holes-number and size ----- 14, 5/32 drill

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 lb.

Weights:	Thrift-Master	Load-Master
Piston alone	1.70 lb.	1.77 lb.
Piston and bush.assy.	1.82 lb.	1.89 lb.
Piston, bushings, rings, pin & conn.rod upper end x 6	16.32 lb.	16.74 lb.

PISTON PIN

Material ----- Chromium Steel (file hard case)
 Diameter ----- .8645-.8650
 Length ----- 3.135-3.165
 Taper limit in full length ----- .0002
 Weight ----- .32 lb.
 Clearance in bushing ----- Slip fit

COMPRESSION RING

Material ----- Cast alloy iron, surface treated.
 Type ----- Plain
 Number per piston ----- 2
 Width ----- .1235-.1240
 Wall thickness ----- .155 maximum
 Gap clearance ----- .005-.015
 Ring clearance in groove ----- .0015-.003
 Weight (each) ----- .05 lb.

OIL CONTROL RING

Material ----- Cast alloy iron
 Type ----- Drilled
 Width ----- .1860-.1865
 Wall thickness { "Thrift-Master" engine -- .155 maximum
 "Load-Master" engine ---- .160 maximum
 Gap clearance ----- .005-.015
 Ring clearance in groove ----- .002-.0035
 Weight ----- .06 lb.

PISTON

Make ----- Own
 Size ----- { to fit 3-1/2 bore (216.5 engine)
 to fit 3-9/16 bore (235.5 engine)
 Features ----- Flat head, oval, slipper skirt
 Material ----- Cast alloy iron, surface treated
 Diameter clearance at lands ----- .0155-.0235
 Compression ring groove depth ----- .1490-.1645
 Diameter clearance at skirt { Pass on ----- .0015
 Hold on ----- .003
 Side wall minimum thickness ----- .040-.050
 Head thickness ----- .180-.190

CONNECTING RODS

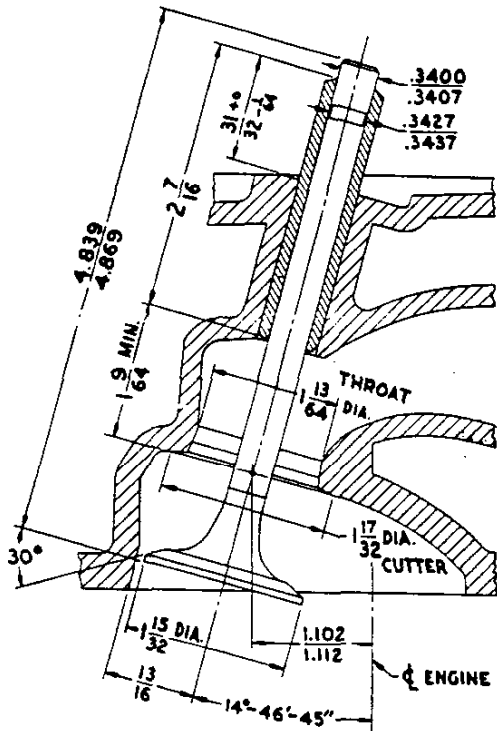
Type ----- Rod clamps piston pin
 Material ----- Drop-forged steel
 Assembly center of gravity -- 5.322 from wrist pin
 Rod width at piston pin ----- 1.125-1.127
 Rod width at crank pin ----- 1.490-1.494
 Crank pin bearings:
 Type ----- Spun (centrifugally cast)
 Diameter ----- 2.3135-2.3140
 Effective width (less chamf.) - 1.3037-1.3077
 Material ----- High lead babbitt
 Finish ----- Precision bored
 Clearance in diameter ----- Selective fit

Total crank pin bearing effective area:

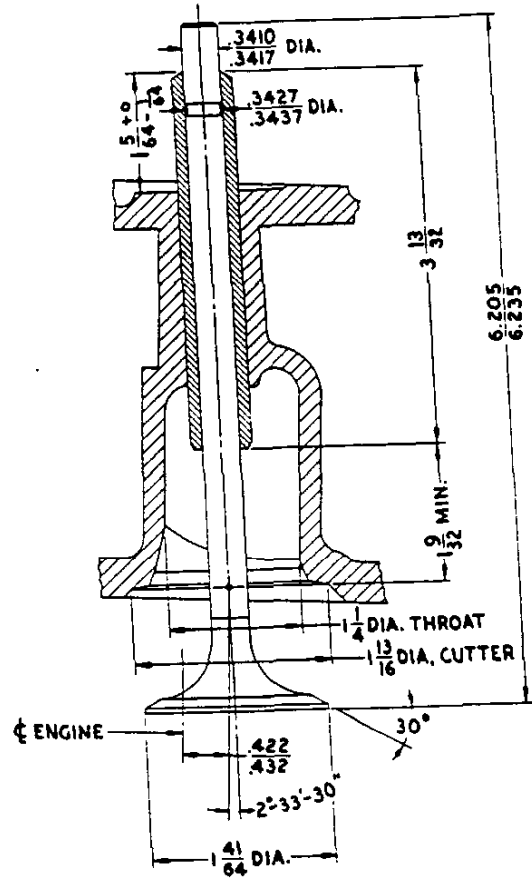
Projected (effective width x dia.) ----- 18.13 sq.in.
 Circumferential (projected x π) - 56.95 sq.in.
 Assembly weight ----- 1.92 lb.
 Upper end weight ----- .42 lb.
 Lower end weight ----- 1.50 lb.
 Total rotating weight -- (Weight of lower end x 6 connecting rods) ----- 9.00 lb.
 End play ----- .004-.012
 Recommended bolt nut torque ----- 40-45 ft.lb. with oiled threads.

VALVE TRAIN

EXHAUST



INLET



VALVES

Make ----- Own
 Material ----- Extruded steel
 Stem end style ----- Grooved for keys
 Lift-exhaust valve ----- .3118
 -inlet valve ----- .2941
 Operating tappet clearance for valve timing ----- See valve lash
 Lash (Regular engine):
 -exhaust valve ----- .013 hot
 -inlet valve ----- .006 hot
 Lash (RPO 224A engine with economy equipment):
 -exhaust valve ----- .016 hot
 -inlet valve ----- .010 hot
 Distance between valve centers --- 1-21/32 (measured along centerline of engine).

TAPPETS

Type ----- Cylindrical
 Material ----- Cast alloy iron
 Outside diameter ----- .989-.990
 Lift-exhaust valve ----- .2111
 -inlet valve ----- .1991
 Clearance ----- Selective fit
 Hydraulic valve lifters ----- None

VALVE STEM GUIDES

Type ----- Removable
 Clearance with stem-exhaust ----- .002-.0037
 -inlet ----- .001-.0027

VALVE ROCKER ARMS

Material ----- Malleable iron casting
 Ratio (cam lift to valve lift) ----- 1.477:1
 Torque of valve rocker shaft support bolts and nuts ----- 25-30 ft. lb.
 Bearing-type ----- Rocker arm I.D.
 -inside diameter ----- .7925-.7935
 -length ----- 15/16

VALVE SPRINGS-LENGTH AND PRESSURE

Valve closed ----- 1.821 at 54-62 lb.
 Valve open ----- 1.505 at 124-140 lb.
 Out of engine (free) length ----- 2-1/8

VALVE SEATS

Material ----- Cast alloy iron (cylinder head)
 Inserts ----- None
 Cooling ----- Jets of water under pressure
 Width in head-exhaust valve ----- .052-.093
 -inlet valve ----- .035-.060

ENGINE COOLING SYSTEM

Method of cooling cylinder walls ----- Full length water jacket with water around each cylinder.
 Method of cooling valve seats --- "Nozzle jet" system with water under pressure directed against seats.

ITEM		3100-3600	3800-4000	5000	6000		
Capacity (quarts)	Regular	14			16	16, with shroud	
	RPO 256	(none on 3100) 16, with shroud					
Radiator core	Make and type	Harrison, ribbed cellular					
	Material	All copper					
	Size	.25 x .560 x 2	RPO 256 .20 x .560 x 3	.20 x .560 x 2	.20 x .560 x 3		
	Frontal area	405 square inches					
Radiator overflow tank		RPO 271				RPO 271	
Radiator hose	Type	Reinforced rubber. Outlet consists of two hoses joined by steel tube.					
	Location and size	Inlet	From cylinder head to core. 1-1/4 I.D. x 6-3/4			Outlet	From core to water pump. 1-1/2 I.D. x 4-7/16
	Make and type	Harrison. Bellows operating poppet valve.					
Water thermostat	Location	In cylinder head outlet.					
	Regular	Valve action	Starts to open at 140-147°F. Fully open at 170°F.				
	RPO 224	at 29" Hg. bar. press.	Starts to open at 156-165°F. Fully open at 185°F. (3000, 4100, 4400 only)				
	Access-		Starts to open at 148-155°F. Fully open at 173°F. (for alcohol)				
	sory		Starts to open at 166-174°F. Fully open at 194°F. (for permanent anti-freeze)				
Engine fan	Make	Own					
	Type and size	4 staggered blades-18 diameter					
	Pulley size	28°V x 4-21/64 diameter					
	Fan to engine speed ratio	1.405:1					
	Fan belt	Material	One piece vulcanized fabric				
		Size	11/16 max. width x 42-7/8 around outside				
Water pump	Type and drive	Centrifugal, by fan belt					
	Location	On front of cylinder and case					
	Capacity	47 gallons per minute at 4000 engine RPM					
	Bearing & shaft	Make	New Departure No. 954252-Permanently lubricated ball type.				
		Size	1.1806-1.1811 O.D. x 1-21/32 width				
	Seal	Matl.	Molded rubber sealed with rubber cement				
		Adjust.	Automatic, by spring tension				

FUEL AND EXHAUST SYSTEMS

FUEL TANK

ITEM	3100		3600		3800-4100-4400-6100-6400		5000	4402-22	4502	
	Cab models	All others	Cab models	All others	Chassis and cowl	All others	All models	6402-22	6702	
	Regular equipment							RPO 358A	Reg. equip.	
Mounting	Clamped to floor under seat	Clamped inside right side rail	Clamped to floor under seat	Clamped inside right side rail	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.								Three pieces, with soldered seams.	
Capacity	18 gal.	16 gal.	18 gallons					20 gallons		
Filler Location	To rear of right side door location							At right side of chassis		
Fuel gauge	AC (electric)									

CONTINUED

FUEL AND EXHAUST SYSTEMS—Continued

CARBURETOR

ITEM	3000, 4100	4502	5000
	4400	6000	
Regular or RPO	RPO 224	Regular	
Make	Carter		
Model	W1-616S	W1-574S	BB1-517S
Type	Single adjustment, balanced		
	Down-draft		Up-draft
Idle adj. Number of turns open	1 to 2	1-1/4 to 2-1/4	1/2 to 1-1/4
Size (main venturi throat I.D.)	1-1/16	1-1/4	1-1/16
Float level when closed	Top of float is 1/2 below finished surface of cover.		Top of float is 1/32 to 1/16 below top of float chamber.
Choke	Manual (no automatic choke)		
Supercharger	None		
Manifold heat control	Automatic (thermostatic)		

FUEL PUMP

Make ----- AC
 Model ----- AF
 Type ----- Mechanical (diaphragm "high reserve")
 Drive ----- From camshaft
 Arm throw ----- 1/4 at camshaft
 Air dome ----- Yes (inlet and outlet)
 Filter ----- 120 mesh screen in dome

AIR CLEANER

ITEM	3000-4000	5000	5000
Make	AC		
Flame arrester type	Reg. equip.		
Oil bath and flame arrester type	1 lb. cap.	RPO 216D except 4502	
	2 lb. cap.	RPO 216E	Reg. equip.
	4 lb. cap.		Reg. equip.

Octane selector ----- Manual, 20° range

MUFFLER

Make ----- Various
 Type ----- Diffusion and resonance, reverse flow
 Size (outside) ----- 5-1/16 diameter x 21 long
 Mounting ----- Single point

EXHAUST PIPES

Exhaust pipe O.D. ----- 1-7/8
 Tail pipe I.D. ----- 1-11/16

ENGINE LUBRICATION SYSTEM

METHOD OF LUBRICATION

Type ----- Chevrolet "specialized" (pressure, pressure stream and splash).
 Main bearings ----- Direct pressure. Oil is pumped through drilled passages in the cylinder case to the bearings.
 Camshaft bearings ----- Direct pressure through passages from main bearings.
 Timing gears ----- Gravity feed
 Connecting rod bearings ----- Pressure streams directed against connecting rod scoops.
 Cylinder bores ----- Splash
 Piston pins ----- Splash
 Valve mechanism ----- Pressure. Oil is piped from oil distributor (high pressure side) past bleed hole (to regulate pressure) and through metering hole; then through water jacket (to condition temperature) and finally to rocker shaft and arms. Valve stems, springs, and push rod ends are gravity fed from rocker arms.

OIL PUMP

Type and drive ----- Gear from camshaft
 Normal oil pressure ----- 14 lb. at 2000 engine RPM
 Oil pressure relief valve opens at ----- 60 PSI

Oil cleaner type ----- Screen, with by-pass on intake side of oil pump.
 Screen size ----- 20 mesh .015 coated steel wire

MISCELLANEOUS

Oil filler and ventilator ----- Suction type
 Crankcase breather air cleaner assy. (6000 only):
 -make and type ----- AC, copper ribbon
 -location ----- Top of valve rocker cover
 Oil level gauge ----- Rod type
 Oil pressure gauge ----- See "Instrument panel"
 Oil filter-make ----- AC (RPO 237)
 -capacity (dry) ----- 2-1/2 qt.
 -flow ----- Approximately 20 gal./hr.

OIL PAN

Capacity ---- 5-1/2 qt., dry; 5 qt., for refill.
 Drain type ----- Plug in rear of pan
 Bolt torque: Corner, 12.5-15; Flange, 6-7.5 ft.lb.

LUBRICANT RECOMMENDED

Temperature	Grade
Not lower than 32° F.	20W or SAE 20
As low as plus 10° F.	20W
As low as minus 10° F.	10W
Below minus 10° F.	10W, plus 10% kerosene

ENGINE ELECTRICAL SYSTEM

GENERATOR

Make ----- Delco-Remy
 Model ----- 1102667
 Type ----- 2 brush, shunt wound
 Rated voltage ----- 6 to 8
 Ventilation ----- By fan in generator pulley
 Driven by ----- Fan belt
 Pulley size ----- 28^oV x 3-11/32 dia.
 Speed ratio (gen. to engine) ----- 1.83:1
 Maximum output (controlled charging rate) --- Hot:
 - amperes ----- 35
 - voltage ----- See voltage regulator
 - generator RPM ----- 2400 and up
 - engine RPM ----- 1311 and up
 Bearings: Commutator end Drive end
 - number ----- 812823 ----- N.D. 903203
 - type ----- Bronze bushing ----- Ball
 - I.D. ----- .562-.563 ----- .6690-.6693
 - O.D. ----- .783-.784 ----- 1.5743-1.5748
 - width ----- 51/64 ----- .4674-.4724
 Generator speed at cut-in ----- See cutout relay
 Engine RPM at cut-in ----- See cutout relay
 Brush spring tension ----- 25 oz.
 Rotation (drive end) ----- Clockwise

VOLTAGE AND CURRENT REGULATOR

Make and model ----- Delco-Remy 1118201
 Type ----- Vibrator
 Voltage regulator:
 - volts ----- 7.2 to 7.4
 - temperatures ----- Operating
 - average air gap ----- .070
 Current regulator:
 - amperes ----- 34 to 36
 - temperatures ----- Operating
 - average air gap ----- .080
 Cutout relay:
 - voltage at closing ----- 6.2 to 6.7
 - generator armature speed ----- 800 RPM
 - engine speed ----- 437 RPM
 - amperes to open (reverse current) ----- 0 to 4
 - average air gap ----- .020

BATTERY

ITEM	4502-6702	ALL OTHERS
Make and model	Delco, 19Q3W	Delco, 15X3W
Length	10-3/8	9
Width	7	
Height	8-11/16	8-5/8
Voltage	6	
Capacity at 20 hr.rate	125 amp. hr.	100 amp. hr.
Bench normal charging rate	7 amperes	
Cell arrangement	3, side-to-side	
Plates per cell	19	15
Terminal grounded	Negative	
Location	At right side on frame	

STARTING

Starting device ----- Mechanical
 over-running clutch actuated directly by pedal.
 Starting operation -----
 --- With ignition switch ON, depress starter pedal.
 Pinion meshes ----- From front of flywheel
 Pinion teeth ----- 9
 Flywheel teeth ----- 139, 1/2 wide, 13.9 P.D.
 Flywheel bolt recommended torque --- 50-65 ft.lb.
 Gear ratio (starter armature to flywheel) - 1:15.44
 Normal engine cranking RPM (60^oF. air) ----- 125

STARTING MOTOR

Make and model ----- Delco-Remy, 1107061
 Rotation (commutator end) ----- Counter-clockwise

Bushings	Commutator end		Drive end
	Regular. Cast iron end frame	Optional. Bushings with alum- inum end frame	
I.D.	.5625-.5635		.499-.501
O.D.		.6245-.6255	.5615-.5625
Width	15/16	.812	.779-.784

Testing: Lock test No load test
 - amperage draw ----- 525 ----- 65
 - volts ----- 3.4 ----- 5
 - torque ----- 12 ft.lb. -----
 - RPM ----- 5000
 Brush spring tension ----- 24 to 28 oz.

IGNITION SYSTEM

Type ----- Separate units,
 high tension distributor ground return system with
 centrifugal and vacuum spark advance, high intensity
 spark with automatic polarity reversing switch for
 breaker points, water-proof coil.
 Ignition cable make ----- Packard Electric
 Ignition lock-make ----- Rochester Products
 - type --- Key operated lock switch;
 armored cable from coil to switch.

COIL

Make and model ----- Delco-Remy 1115141
 Location ----- Engine right side
 Amperes drawn -- 4.5, engine stopped; 2.5, idling

SPARK PLUGS

Make ----- AC
 Model ----- 104
 Thread size ----- 10 mm.
 Recommended gap ----- .040
 Recommended torque ----- 12-15 ft.lb.

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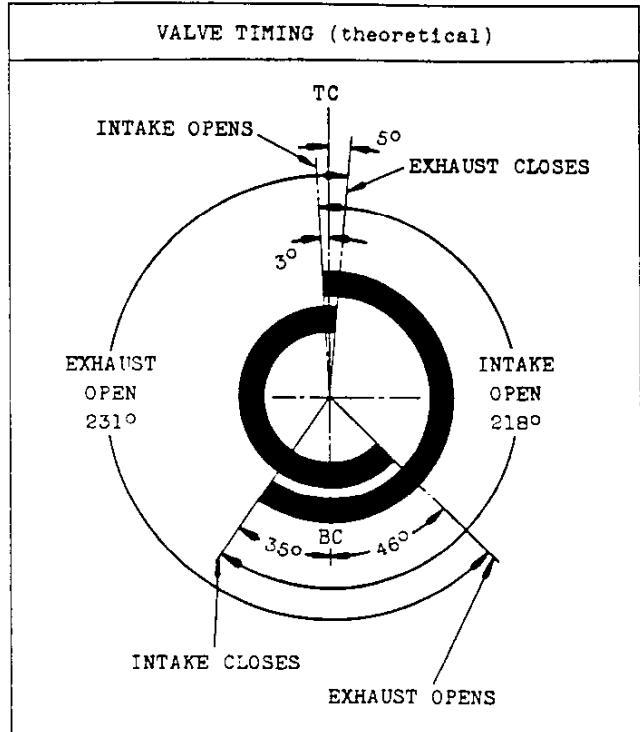
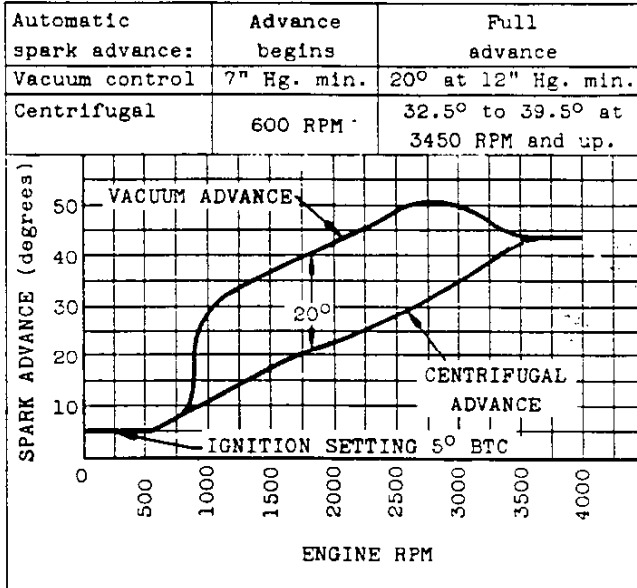
ENGINE ELECTRICAL SYSTEM—Continued

DISTRIBUTOR

Make and model ----- Delco-Remy, 1110090
 Current source ----- Generator or battery
 Polarity reversing switch -- On starting motor top
 Breaker-point opening ----- .018
 -arm tension ----- 17-21 oz.
 Cam angle (points closed) ----- 39°
 Vacuum control part number ----- 1116043
 Condenser (service) part number ----- 1908757

ENGINE TIMING

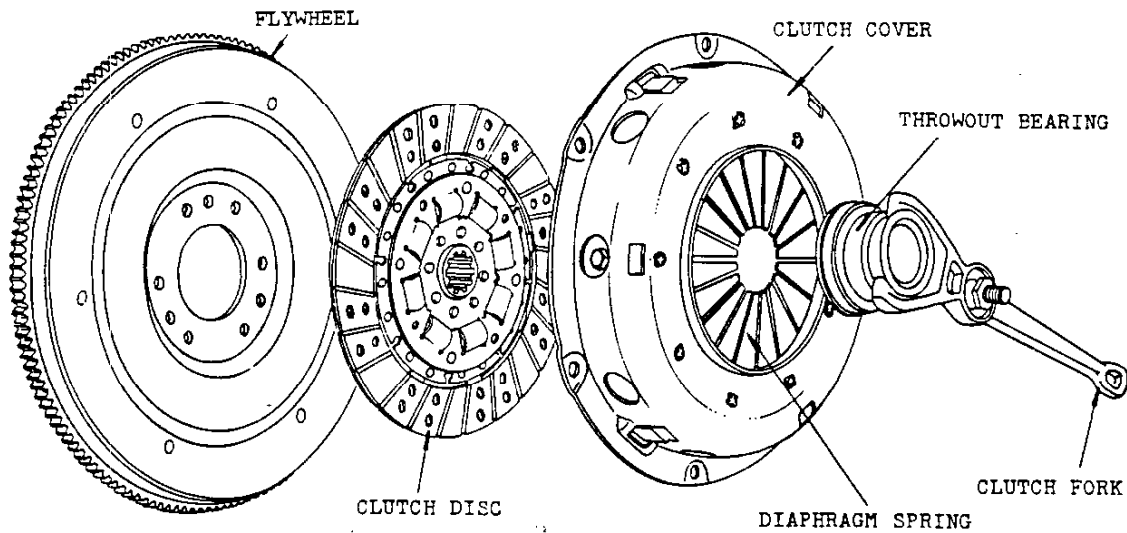
Timing spark advance ----- 5° BTC
 Timing marks location ----- On flywheel
 Firing order ----- 1-5-3-6-2-4



POWER PLANT MOUNTING

LIGHT DUTY TRUCKS (3100 only)	ALL OTHER TRUCKS AND SCHOOL BUSES
<p>Type: 4-point rubber (cushion balanced)</p> <p style="text-align: center;">Torque tube driving and, braking reaction support.</p>	<p>Type: 3-point rubber (cushion balanced)</p>

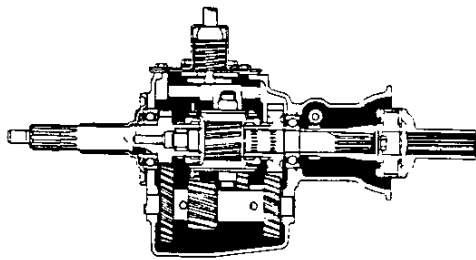
CLUTCH



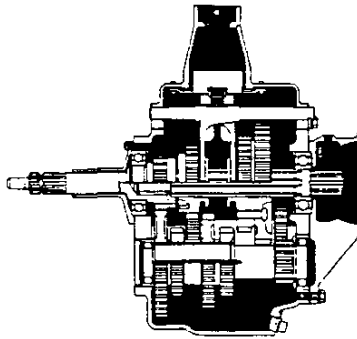
3100 SERIES CLUTCH ILLUSTRATED

ITEM	3100		3600, 3800, 4000, 5000, 6000	
	Regular clutch	RPO 227E	Regular clutch	
Type	Single dry plate			
Rated torque capacity	200 foot pounds			
Drive	Direct to flywheel face			
Ventilation	Vanes cast in pressure plate			
Diaphragm spring	Pressure in flat position	1100 to 1225 pounds	1175 to 1275 pounds	
	Material	Spring steel, heat treated		
	Pressure levers	18, integral with spring		
Discs	Driving	Two (flywheel and pressure plate)		
	Driven	One		
	Vibration insulation at hub	8 cushion springs	6 cushion springs	
	Facing	Material	Molded asbestos composition	
		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 (release)	Type, make, number	Special ball bearing; N.D. 909422	
		Lubrication	Packed for life	
	Pilot	Make and number	Hyatt 99004 (Chevrolet 142655)	
		Type	Roller	
		Inside diameter	.5895-.5900	
		Outside diameter	1.0910-1.0920	
		Width	.701-.721	
		Lubrication	Packed for life	
	Pilot (Used optionally with 142655)	Make and number	Chev. 412562	
		Type	Copper graphite bushing	
		Inside diameter	.5915-.5925	
		Outside diameter	1.0935-1.0945	
		Width	.740-.760	
Lubrication	Self			
Controls	Clutch fork type	Drop-forged (pivot mounted on ball)		
	Pedal mounting location	Brake main cylinder	Clutch housing (on sub-frame for 5000)	
Flywheel	Material	Cast alloy iron		
	Weight (with ring gear)	30 pounds		
	Ring gear type	Steel, shrunk on		
	Ring gear teeth	See STARTING MOTOR, page 86		
Attachment to flywheel	6 bolts		9 bolts	

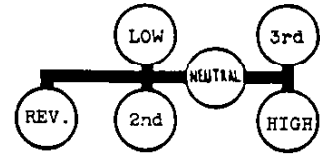
TRANSMISSION



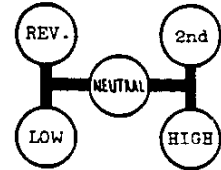
3-SPEED



4-SPEED



H TYPE

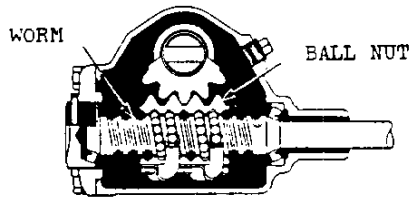


STANDARD H TYPE

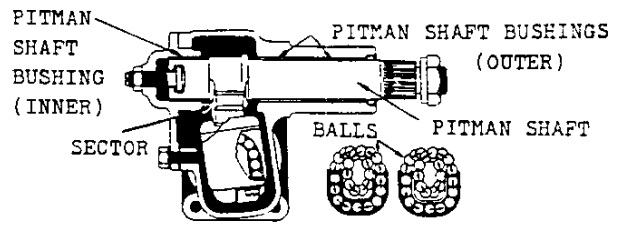
ITEM		All 3100 and 3600		All 3800-4000-5000-6000		
		Regular equipment	RPO 318	Regular equipment		
Number of speeds		3 forward, 1 reverse		4 forward, 1 reverse		
Transmission type		Selective synchro-mesh		Conventional		
Gears type		Helical		Spur		
Synchronous meshing gears		Second and third				
Transmission location		In unit with engine				
Shift		Standard H type, see diagram		H type, see diagram		
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	
		Number		2		
Bearings and bushings	Reverse idler bushing	Material	Bronze		Steel backed bronze	
		Size	.7515-.7525 I.D. x 3/4		.8772-.8782 I.D. x 1-1/2	
Main shaft bearings	Front	Part number	Chevrolet 590752		Hyatt 141854	
		Type		Roller		
		Inside diameter	(none - 14 rollers)		.8745-.8750	
		Outside diameter	.1873-.1875		1.250-1.251	
		Width	.512-.527		1-1/2 (operating space)	
	Rear	Part number	N.D. 954168		N.D. 903307	
		Type		Ball		
		Inside diameter	.9839-.9843		1.3775-1.3780	
		Outside diameter	2.4404-2.4409		3.1490-3.1496	
		Width	.6643-.6693		.8218-.8268	
	Counter-shaft bearings	Front	Part number	Chevrolet 591211		Hyatt 142260
			Type		Roller	
Inside diameter			(none - 25 rollers)		1.4989-1.4994	
Outside diameter			.1248-.1250		2.4409-2.4415	
		Width	.735-.750		.6249-.6299	
Rear		Part number	Chevrolet 591211		Hyatt 121856	
	Type		Roller			
	Inside diameter	(none - 25 rollers)		1.7318-1.7323		
	Outside diameter	.1248-.1250		2.8346-2.8352		
	Width	.735-.750		.6643-.6693		
Clutch gear bearing	Part number	N.D. 954141		N.D. 903209		
	Type		Ball			
	Inside diameter	1.3775-1.3780		1.7712-1.7717		
	Outside diameter	2.8341-2.8346		3.3457-3.3465		
	Width	.6643-.6693		.7430-.7480		
Second speed gear turns on main shaft	Material	Steel, hardened				
	Size	1.062-1.063 I.D. x 1-3/4				
Power take-off	Type of opening			6-bolt (SAE standard)		
	Location			On left side		
	Speed at 1000 engine RPM			425 RPM		
	Meshing gear teeth			33		
Lubricant capacity		1-1/2 pts.		5-1/2 pts.		

STEERING GEAR

SECTOR TYPE



SECTOR MOUNTING

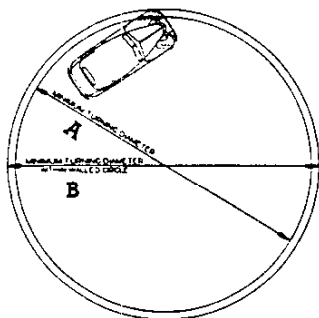


TYPE USED ON 3000-4000-6000 MODELS.
TYPE USED ON 5000 MODELS IS SIMILAR.

ITEM	MODELS	
	ALL 3000, 4000, AND 6000	ALL 5000
Type	Semi-reversible	
Ratio	19.8:1	23.6:1
Worm bearing	2 Hyatt 179291 barrel roller (Assy. 11 rollers .273 x .310)	2 Hyatt 178480 barrel roller (Assy. 12 rollers .300 x .350)
Roller sector bearing	60 recirculating ball bearings 9/32 diameter (Saginaw 266800)	106 recirculating ball bearings 9/32 diameter (Saginaw 266800)
Pitman shaft bushings	Bronze	
	Outer (2)	Inside diameter 1.1245-1.1250
		Length 1-3/8
	Inner (1)	Inside diameter 1.1255-1.1260
		Length 27/32
Pitman shaft diameter and location	1-1/8 - located above the worm.	1-1/4 - located below the worm.
Pitman arm type	One-piece	
Main shaft diameter	3/4	1
Column diameter	1-1/2	1-3/4
Steering wheel	Type	3-spoke
	Material	Hard rubber and steel
	Diameter	17
Steering column bearing	Special ball brg. (Sag. 264887)	Special ball brg. (Sag. 262288)

TURNING DIAMETERS

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



MODELS	WHEELBASE	A (feet)		B (feet)	
		RIGHT	LEFT	RIGHT	LEFT
3100	115	39	40	42	
3600	125-1/4	43		45	
3800	134-1/2	52		54	
4100					
4400	160	56	60	58	62
4502					
5100	109	40	41	43	44
5400	132-1/2	47	48	50	51
5700	158	55	57	58	59
6100	134-1/2	52		54	
6400	160	56	60	58	62
6702	195				

TIRE EQUIPMENT AND GROSS VEHICLE WEIGHT

TIRE SIZE AND PLY RATING	BASE PRICE EQUIP-MENT OR RPO	TIRE COMBINATIONS @			MODELS	GROSS VEHI-CLE WEIGHT **	REAR	TIRE AND RIM ASSOCIATION STANDARDS						
		I T E M	WHEN ITEM IS FRONT, REAR MUST BE	WHEN ITEM IS REAR, FRONT MUST BE				LOADED RADIUS ROLLED	LOAD -ED REV. PER MILE	RECOMMENDED		TUBE	VALVE	FLAP
										LOAD	INFLA -TION			
6.00-16-6	BASE	1	1	1	All 3100	4400	Single	13.52	746	1065	36	6.00	15	
6.50-16-6	282	2	2	2		4500		13.70	736	1215	36	6.50	15	
15-6	273A	3	3	3		4600		13.98	721	1410-1500	36-40	7.00	150	15L
15-8	273B	4	4	4		5200		14.04	716	1410-1670	36-48			
15-6	BASE	5	5	5		5400		13.98	721	1410-1500	36-40			
15-8	280	6	6	6		All 3600		14.04	716	1410-1670	36-48			
7.00-17-6	277	7	7	7	5200	3802-04-05-07 -12-22-32	15.50	651	1550	45	7.00W	177E-12	17M	
7.00-17-8	278	8	8	8	5800				1725	55				
7.00-17-6	BASE	9	9	9	6000				1550	45				
7.00-17-8	278	10	10, 11	9, 10	6300				1725	55				
7.50-17-8	272	11	11	9,10,11	6700	15.60	637	2000	55	7.50				
7.00-18-8	BASE 295	12	12	12	3803-08-09 3802-12-22-32	8800	16.00	630	1800	55	7.00W		18M	
6.50-20-6	BASE	13	13, 14	13	4103-04-05-07 -08-09	9500 (10500 on 4502)	Dual	16.40	614	1700	50	6.50W	76-E12	20K
	289				4403-08-09-18 -19-29-4502									
6.50-20-8	286	14	14	13, 14	4103-04-05-07 -08-09	11000 (12000 on 4502)	Dual	16.80	600	1950	55	7.00W	177E-12	20M
					4403-08-09-18 -19-29									
7.00-20-8	300¢	15	15, 16 (do not use mud grip tread on front)	15 (do not use mud grip tread on front)	4402-12-22-32	7700	Single	16.80	600	2250	70	7.50W	177E-12	20M
	BASE 300¢				4103-08-09 4403-08-09 -18-29-4502									
7.00-20-10	296	16	16	15, 16	4102-12-22-32 4402-12-22-32	13000¢ (12000 on 4502)	Dual	17.65	571	2700	75	7.50W	177E-12	20M
					All 5000									
7.50-20-8	BASE	17	17, 18, 19, 20	17	All 6000	13000*	Dual	17.65	571	2700	75	7.50W	177E-12	20M
7.50-20-10	305	18	18, 20	17, 18	Except 6000S* All 5000	14000								
8.25-20-10	343	19	19, 20	17, 19	6100,6400,6702 All 5000	15000 16000	Dual	18.20	553	2750	60	8.25W	175E-12	20M
8.25-20-12	344	20	20	17, 18, 19, 20	6100,6400,6702 All 5000	15000 16000								

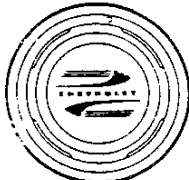
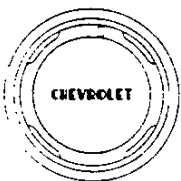
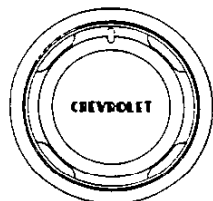
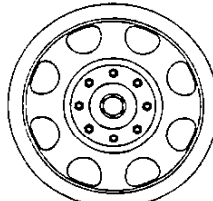
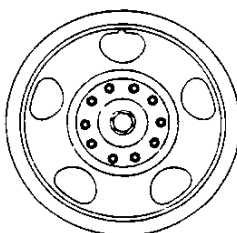
@ Base price equipment (regular) is with the same size front and rear tires. In some RPO specifications, it is possible for the rears to have more plies than the front or to be larger.

** Gross vehicle weight is the total weight of the loaded truck. It is the weight of the chassis, cab and body (or single unit body) plus the weight of the driver, payload, gasoline, and water. A plate is supplied with each vehicle which shows the chassis number and allowable gross vehicle weight rating with maximum tire equipment. This rating is reduced as shown when smaller capacity tires are used.

¢ Highway or mud grip tread. § Mud grip tread.

¢ 13000 GW can only be obtained by the use of all the following options: 267A, auxiliary springs; 212A, hydraulic brake booster equipment; 205A, 6.17:1 ratio rear axle; 7.00-20-10 ply dual rear tires and 7.00-20-8 or 10 ply front tires; 257, frame reinforcements (4100). Otherwise, no increase above 11,000 GW is allowed.

* 13500 on model 6702. 14000 on series 6100S, 6400S with 7.50-20-8 or 10 ply front and 7.50-20-10 ply dual rear tires; 13000 with 7.50-20-8 ply front and dual rear tires (no other combinations available).

WHEELS								
RIM SIZE	OFFSET	ATTACHMENT TO HUB	BOLT CIRCLE DIAMETER	TIRE SIZE	DISC THICKNESS AT HUB	MODELS	REGULAR EQUIPMENT OR RPO	APPEARANCE
16x4.00E	9/16	Six (7/16 -20) bolts	5-1/2	6.00-16		All 3100	Regular	
16x4.50E				6.50-16			RPO 262B	
	0			RPO 273A 273B				
15x5.50F-SD	7/8			15		All 3600	Regular	
17x5.0	1-7/16	Eight (1/2-20) bolts	6-1/2	7.00-17	5/32	3804-05 -07 3802-12 -22-32	Regular	
				7.50-17				
18x5.0	4-1/2			7.00-18	5/16	3802-12 -22-32	RPO 295A	
						3803-08 -09	Regular	
20x5.0	4-3/4	Five front and ten rear (5/8-18) bolts	7-1/4	6.50-20		All 4000	Regular	
	7.00-20							
20x5.0	5-3/8			7.50-20				
				8.25-20				

BUMPERS

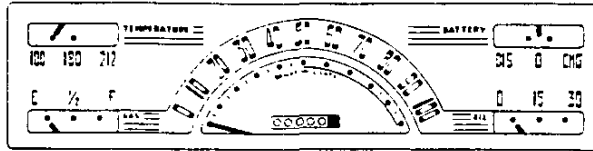
	CONVENTIONAL PANEL TRUCK CHANNEL	CHANNEL CONVENTIONAL AND PANEL TRUCK	
ITEM	CONVENTIONAL	PANEL TRUCK	CHANNEL
Part number	3656464	3658265	3681712
Location	Front	Rear	Front
Regular or RPO	Regular	RPO 357	RPO 213
Models	3804-05 -07 3807 4105-07	4105	3100 3600
Overall length	67-1/2		67-3/32
Overall height	4-23/32		6-31/32
Gauge	.238	.140	.238
Material	Spring steel		H.R. Steel
Decorative finish	See page 48		

LIGHTS AND HORN

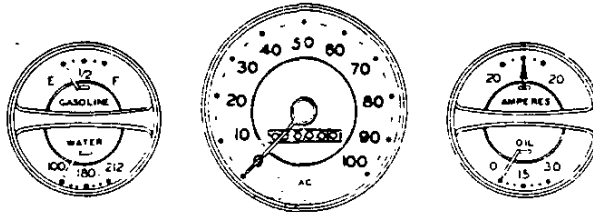
ITEM	3000-4100-4400-6100-6400	ALL 5000	4502 AND 6702
Head-lamps	Type and location		
	Sealed beam (on top of fender)		
	Sealed beam unit diameter		
	7.032 maximum, lens diameter 6-11/16		
Bulb	Type		
	2 filament		
	Watts		
45, upper beam; 35, lower beam (Guide)			
Dimmed by			
Depressed beam, controlled by foot switch			
Beam indicator	Size and candle power		
	#51,1		
Number used			
1 (none on models with flat face cowl.)			
Parking lamps	Location		
	On top of headlamps		
Tail and stop lamp	Bulb size and candle power		
	#55,2		
Rear license bulb size and candle power	Number of bulbs		
	2		
	Type and number used		
	1 combination on left side. RPO 249D on model 3104 (station wagon type).		
Instrument cluster	Bulb size and candle power		
	#63,3 (RPO 249D-#63,3 and #87,15)		
Speedometer	Stop lamp switch		
	Mechanical, on toe board		
Ignition lock lamp	Rear license bulb size and candle power		
	See "Tail and stop lamp"		
Dome lamp	Number of bulbs		
	2		
Fuse	Size and candle power		
	#55,2 (#51,1 on all models with flat face cowl, including 4502 and 6702)		
Horn	Number of bulbs		
	Size and candle power		
	See "Instrument cluster"		
Dome lamp	Bulb size and candle power		
	#55,2 (none on models with flat face cowl)		
Fuse	Used in		
	3106-16; 3105, 3605, 3805, 4105.		
Horn	Bulb size and candle power		
	#87,15 in models 3106-16		
Horn	Switch location		
	#81,6 in 3105, 3605, 3805, 4105.		
Horn	Rear of left door lock pillar		
	Type and amperes		
Horn	Location		
	SFE cartridge, glass enclosed, 30		
Horn	Make and type		
	On light switch		
Horn	Number used		
	1		
Horn	Ampere draw		
	10		
Horn	Location		
	Left side of engine on intake manifold		

INSTRUMENTS

MAKE: AC Spark Plug. TYPE: Fuel gauge and battery charge indicator are the electric type; heat indicator and oil gauge are the pressure type. The speedometer is driven by a flexible shaft.



FOR ALL MODELS EXCEPT FLAT FACE COWLS



FOR FLAT FACE COWL MODELS ONLY

SPEEDOMETER GEARS

Only regular equipment or RPO equipment which involves changing speedometer gears is listed.

ITEM		MODELS						
		3100 & 3600		3800	4000		5000 & 6000	
		With regular equipment	With RPO 318 four speed transmission	With regular equipment	With regular equipment	With RPO 205A 6.17:1 ratio rear axle	With regular equipment	With RPO 202 two speed rear axle *
Pitch	Drive	30.000	18.629	22				22
	Driven			22.403				22.403
Teeth	Drive	6	4					4
	Driven	19	12	13	15	14	14 or 13**	

* - Two speed rear axle option not available on model 6702 School Bus. Speedometer adapter (ratio 1:1, high; and 1:.750, low) used with this combination of speedometer gears. ** - 13 with 8.25-20 tires.

TOOLS

ITEM		MODELS				
		3100	3600	3800	4000	5000 & 6000
Jack	Capacity (lbs)	2500		3000	7000	
	Raised height	15-1/8		16	18-1/8	
	Lowered height	6-1/2		7-1/4	9	
Tire changing iron		With RPO273		All		
Starting crank and bracket		All				
Lock for spare tire		3102-03-04 07-12-22-32	3602-03-04-08 09-12-22-32	On 3807 only	Used with RPO 215 Back-of-Cab Wheel Carrier.	
Other tools		9" adjustable, open end, spark plug, and wheel wrenches; 6" roundshank screw driver; 6" combination pliers; 10 ounce ball peen hammer; jack handle (the tire changing iron serves this purpose for all 4000-5000-6000 models).				

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