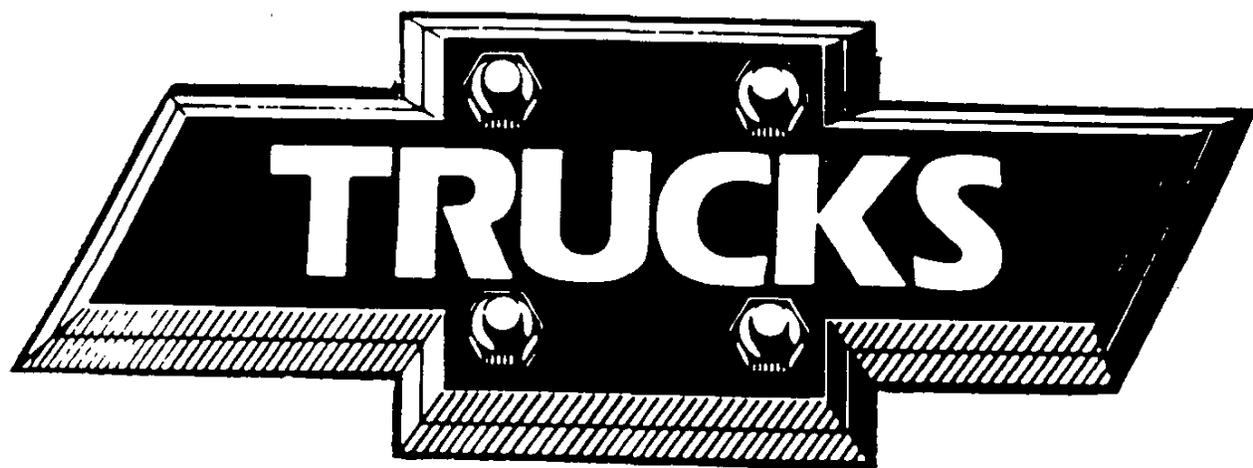


CHEVROLET



1959

TRUCK SPECIFICATIONS

ORIGINAL COPY

9-30-58

CHEVROLET 1959 TRUCK SPECIFICATIONS

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INTRODUCTION

TRUCK SPECIFICATIONS ...

In the automotive industry, a specification is defined as any item in a detailed description of a mechanism. Usually the description is composed of separate specifications in tabular question and answer form.

Specifications of this nature, however, are not required in the manufacture of trucks. All the information necessary for this process is given by the Engineering Department to the manufacturing and assembling plants in the forms of drawings and parts lists. But drawings and parts lists usually are not made available to other people who require information of the vehicle, since these records must be interpreted. Moreover, they and other engineering records are much too numerous or voluminous for convenient reference. Therefore, a special interpretation is made by the Engineering Department in the form of a specifications list or book, the contents of which are determined by the nature of questions people ask the Engineering Department concerning the vehicle.

As has been the experience of most manufacturers, originally the questions asked were few in number and were answered individually at the time they were asked. Through the years, however, many questions were asked quite frequently and, for convenience, the answers were recorded in the form of specifications. Others, which arose because of heightened interest and because of advancements in design, were added from time to time. As commercial vehicles grew into a necessary means of transporting cargo --- as their component units were advanced in design and as new ones were added --- and as manufacturers were forced to make more detailed comparisons of their vehicles with those of their competitors to satisfy an increasingly technically minded public --- more and more questions concerning the various characteristics of vehicles were answered in the form of specifications.

THE PURPOSE OF CHEVROLET SPECIFICATIONS ...

The Chevrolet Engineering Department has always been willing to answer questions of a technical nature concerning Chevrolet products and in the past years has endeavored to anticipate such questions by pre-

paring a specifications book each new model year.

This current book has been prepared to answer all the questions concerning the Chevrolet 1959 trucks that we believe may be asked.

It is intended primarily as a convenient and authoritative source of information for all Chevrolet executives, engineers, sales and service representatives, plant managers, and other personnel who must be in a position to answer such questions, and also as a common source of those Chevrolet specifications that are needed in advertisements, vehicle comparisons, trade publications, license applications and in correspondence with governments, firms, educational institutions, and individuals throughout the world who require a wide variety of information about Chevrolet products for diverse purposes.

VEHICLES AND EQUIPMENT SPECIFIED ...

The specifications are those of all standard left drive trucks, delivery cars, and school bus chassis which have been designed to be manufactured for the domestic (U.S.A.) open market. Included also are the specifications of the RPO (Regular Production Option) units which are intended for use with these vehicles. All data are for vehicles with regular equipment, except where noted as RPO.

No information is furnished concerning right drive vehicles or equipment manufactured for export, nor any vehicles or equipment built on COPO's (Central Office Production Orders) or any other special orders. Accessories released through the Parts and Accessories Department, however, are listed although specifications are not included.

This book incorporates a supplement which covers sedan delivery and sedan pickup models.

Except where noted, all information was derived directly from official Chevrolet Engineering Department drawings, parts lists, and test reports, or was calculated from these records.

ABBREVIATIONS ...

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

INTRODUCTION - Continued

DIMENSIONS ...

The dimensions shown are of three types:

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

Type #2. Those dimensions where accuracy of fit is of less importance, as in structural members such as frame parts, I-beam axles, or in fuel tanks; also, dimensions for the purpose of identification, such as cylinder bore, or diameter of the wheel cylinder piston, where dimensions are expressed in fractions or integers with fractions and to which fairly large tolerances ($+1/64$, $+1/32$, $+1/16$) are applied.

Type #3. Those dimensions, such as wheelbases, ground clearances, body size dimensions, and turning diameters, which are subject to large manufacturing variations.

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

Unless specified otherwise all dimensions are in inches.

LOCATION OR POSITION OF PARTS ...

When referring to the location or position of any engine part or vehicle unit, the practice throughout the automotive industry is that such reference is made from the driver seat position. Any views shown or references made, which are contrary to the above rule, are clearly labelled or explained in the text of the specifications.

ORGANIZATION OF BOOK ...

Every effort has been made to facilitate the finding of information. The sequence followed in presenting the information is that of the G. M. Uniform Parts Classification major groupings, modified to facilitate usage by the reading majority who are unacquainted with this classification. The table of contents lists the subjects in the order in which they occur. The subject headings are reprinted at the bottom of each page beside the page number. The index lists the details covered by the subject headings.

To provide for reorganizing or incorporating additional information without disturbing the page number sequence, the book has been divided into logical subject breakdowns.

REVISIONS ...

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

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

ADDRESS ALL INQUIRIES TO
ENGINEERING PRODUCT
INFORMATION DEPARTMENT
Room 3-312, Chevrolet
Engineering Center
Box 246 North End Station
Detroit 2, Michigan
Or Call
Jefferson 9-5000, Extension 3001

ABBREVIATIONS AND SYMBOLS

AC Spark Plug Division ----- AC
 Acting ----- Act
 Adjustment ----- Adj
 After Bottom Center ----- ABC
 After Top Center ----- ATC
 Aluminum ----- Al
 Ampere ----- Amp
 Approximately ----- Approx
 Assembly ----- Assem
 Automatic ----- Auto
 Auxiliary ----- Aux
 Average ----- Avg

Barometric ----- Bar
 Battery ----- Bat
 Bearing ----- Brg
 Before Bottom Center ----- BBC
 Before Top Center ----- BTC
 Bolt Circle ----- BC
 Bracket ----- Brkt
 Brake Horsepower ----- BHP
 Bushing ----- Bush

Cab-Over-Engine ----- COE
 Candle Power ----- CP
 Capacity ----- Cap
 Carburetor ----- Carb
 Cast Iron ----- CI
 Center of Gravity ----- CG
 Change ----- Chg
 Circumference ----- Circum
 Column ----- Col
 Commercial ----- Comm
 Compression ----- Comp
 Connecting ----- Conn
 Continue ----- Cont
 Conventional ----- Conv
 Central Office Production Order --
 ----- COPO
 Cubic Feet ----- Cu Ft
 Cubic Inches ----- Cu In
 Cylinder ----- Cyl

Daylight Opening ----- DLO
 Decalcomania ----- Decal
 Designation ----- Design
 Diameter ----- Dia
 Dimension ----- Dim
 Displacement ----- Displ
 Distributor ----- Distr
 Division ----- Div
 Double ----- Dbl
 Double Row ----- DR
 Drawing ----- Dwg

Each ----- Ea
 Effective ----- Eff
 Electric ----- Elect
 Engine ----- Eng
 Equipment ----- Equip
 Equivalent ----- Equiv
 Etcetera ----- Etc
 Exhaust ----- Exh
 Exterior ----- Ext

Factory Optional Accessory-FOA
 Fahrenheit ----- F
 Feet ----- Ft
 Feet Per Minute ----- Ft/Min
 Figure ----- Fig
 Foot Pounds ----- Ft-Lb
 Front ----- Fr

Gallon ----- Gal
 Gallons Per Minute ----- GPM
 General Motors ----- GM
 Generator ----- Gen
 Governor ----- Gov
 Gross Combination Weight --GCW
 Gross Vehicle Weight --- GVW

Heavy Duty ----- HD
 Horsepower ----- Hp
 Hot Rolled ----- HR
 Hour ----- Hr
 Hydraulic ----- Hyd

Identification ----- Id
 Ignition ----- Ign
 Inches ----- In
 Inches Cubed ----- In³
 Inches to the Fourth Power --In⁴
 Included ----- Incl
 Inside Diameter ----- ID
 Instrument ----- Inst
 Intermediate ----- Inter

Joint ----- Jt

Kilometer ----- Kilo

Laminated Safety Plate ----- LSP
 Left ----- L
 Left Hand ----- LH
 Limited Production Option -- LPO
 Low Cab Forward ----- LCF
 Lubricate ----- Lub

Material ----- Matl
 Maximum ----- Max
 Members ----- Mbrs
 Mercury ----- Hg
 Mile ----- Mi
 Miles Per Hour ----- MPH
 Minutes & Minimum ----- Min
 Miscellaneous ----- Misc
 Model, Modified & Modulus - Mod
 Mounting ----- Mtg

Negative ----- Neg
 New Departure ----- ND
 Nominal ----- Norm
 Number ----- No

Odometer ----- Odom
 Operation ----- Oper
 Opposite ----- Opp
 Optional ----- Opt
 Ounce ----- Oz
 Outside Diameter ----- OD
 Overdrive ----- Od

Page ----- P
 Pages ----- Pp
 Passenger ----- Pass
 Piece ----- Pc
 Pint ----- Pt
 Ply Rating ----- Pr
 Pound ----- Lb
 Pounds Per Square Inch ----- PSI
 Power ----- Pwr
 Powerglide ----- PG
 Preliminary ----- Prelim
 Pressure ----- Press
 Product or Production ----- Prod
 Projected ----- Proj
 Propeller ----- Prop

Quality ----- Qual
 Quantity ----- Quan
 Quart ----- Qt
 Quarter ----- Qtr

Radiator ----- Rad
 Radius & Roller ----- R
 Rear ----- Rr
 Reference ----- Ref
 Regular & Regulator ----- REG
 Regular Production Option --- RPO
 Reinforce & Reinforcement -- Reinf
 Required ----- Req'd
 Retaining ----- Ret
 Reverse & Revolutions ----- Rev
 Revolutions Per Mile --- Rev/Mi
 Revolutions Per Minute ----- RPM
 Right ----- Rt
 Rubber ----- Rub

Safety Solid Plate ----- SSP
 Saginaw ----- Sag
 Section ----- Sect
 Sheet ----- Sh
 Single ----- Sgl
 Single Row ----- SR
 Society of Automotive Engineers --
 ----- SAE
 Society of Fuse Engineers --- SFE
 Specification ----- Spec
 Speedometer ----- Speedo
 Spherical ----- Spher
 Spring ----- Spr
 Square ----- Sq
 Square Inches ----- Sq. In
 Standard ----- Std
 Steel ----- Stl
 Steering ----- Strg
 Suspension ----- Susp
 Symbol ----- Sym
 Symmetrical ----- Symm

ABBREVIATIONS AND SYMBOLS - Continued

Tachometer -----Tach
 Tandem ----- Tand
 Technical -----Tech
 Temperature ----- Temp
 Terminal -----Term
 That Is ----- ie
 Theoretical ----- Theo
 Thick or Thickness----- Thk
 Thread -----Thd
 Through ----- Thru
 Timken -----Tim
 Tolerance ----- Tol
 Transmission----- Trans

 Universal -----Univ

Vacuum -----Vac
 Various----- Var
 Velocity -----Vel
 Volt ----- V
 Volume ----- Vol

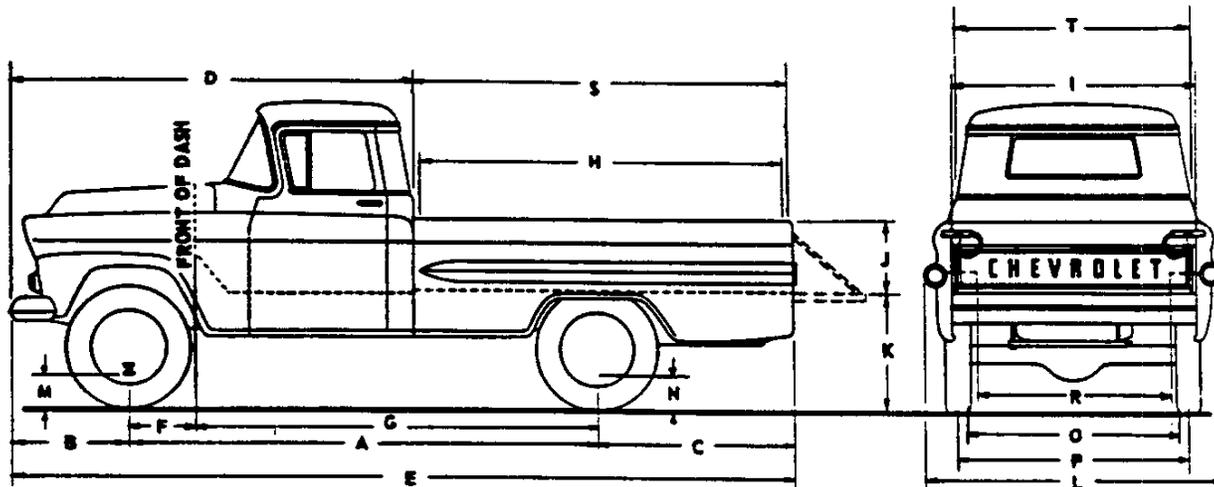
 Watt ----- W
 Weight----- Wt
 Windshield----- W/S
 Without----- W/O

 Yard----- Yd
 Year ----- Yr
 Yield Point -----YP

SYMBOLS

And ----- &
 At ----- @
 By, Times----- x
 Center Line ----- $\text{\textcircled{C}}$
 Degrees ----- °
 Divided By ----- ÷
 Inches or Seconds ----- ''
 Minus ----- -
 Minutes ----- '
 Number or Pounds----- #
 Per ----- /
 Per Cent ----- %
 Plus ----- +
 To (Range) ----- -
 To (Ratio) ----- :

CHASSIS AND BODY DIMENSIONS

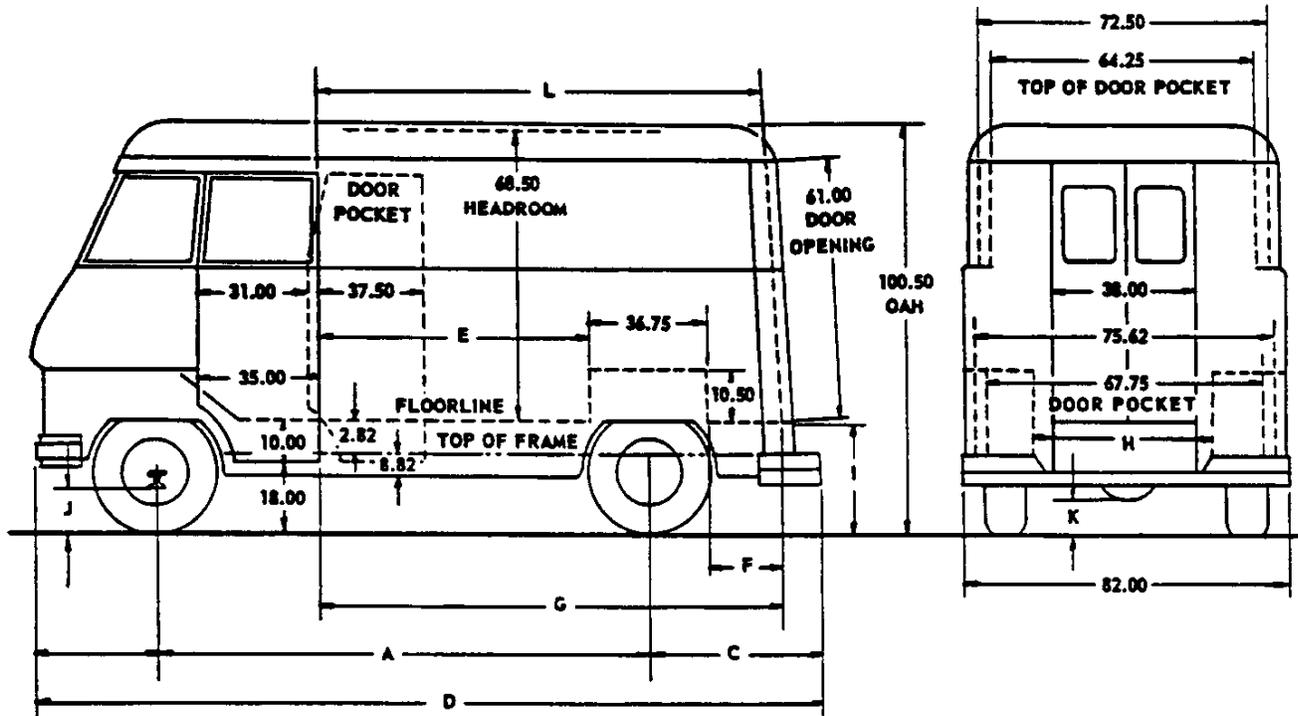


MODEL		3134	3184	3234	3634	3664
Base GVW		4000	4600	4000	5200	5600
Maximum GVW		5000	5600	5000	6900	7300
A Wheelbase		114.00	114.00	123.25	123.25	123.25
B Front Overhang		33.23	33.23	33.23	33.23	33.23
C Rear Overhang		42.49	42.49	53.12	53.12	53.12
D Bumper to back of cab		108.11	108.11	108.11	108.11	108.11
E Overall length		191.37	191.37	211.25	211.25	211.25
F $\frac{1}{2}$ Front Wheel to F. O. D.		15.75	15.75	15.75	15.75	15.75
G F. O. D. to $\frac{1}{2}$ of Rear Wheel		98.25	98.25	107.50	107.50	107.50
H Pickup box inside length		78.12	78.12	98.00	98.00	98.00
I Pickup box inside width		75.00	75.00	75.00	75.00	75.00
J Floor to top of tailgate		19.12	19.12	19.12	19.12	19.12
K Platform height base GVW	Unloaded	27.58	32.30	27.61	29.74	33.88
	Loaded	25.70	30.67	25.95	27.14	31.67
Platform height minimum equipment max. GVW	Unloaded	29.71	32.28	29.81	33.52	35.98
	Loaded	26.02	30.23	26.31	29.36	31.79
L Across rear fenders		78.12	78.12	78.12	78.12	78.12
M Ground clearance - base GVW	Front	8.04	7.68	8.04	9.05	7.68
	Rear	7.68	7.68	7.68	7.68	7.68
N Ground clearance, minimum equipment maximum GVW	Front	8.94	8.58	8.94	11.15	9.78
	Rear	8.58	8.58	8.58	9.78	9.78
O Front tread		60.75	60.75	60.75	61.89	61.89
P Rear tread		61.02	61.02	61.02	62.41	62.41
R Distance between wheel housing		50.00	50.00	50.00	50.00	50.00
S Overall length tailgate closed		82.44	82.44	102.31	102.31	102.31
T Inside width at floor		72.00	72.00	72.00	72.00	72.00
Cubic foot capacity		59.50	59.50	75.62	75.62	75.62
Tires for minimum GVW	Front	6.70-15-4	6.50-16-6	6.70-15-4	7-17.5-6	7-17.5-6
	Rear	6.70-15-4	6.50-16-6	6.70-15-4	7-17.5-6	7-17.5-6
Minimum tires for maximum GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6
	Rear	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6

-30-58 Data Revised 12-22-58
- PICKUPS

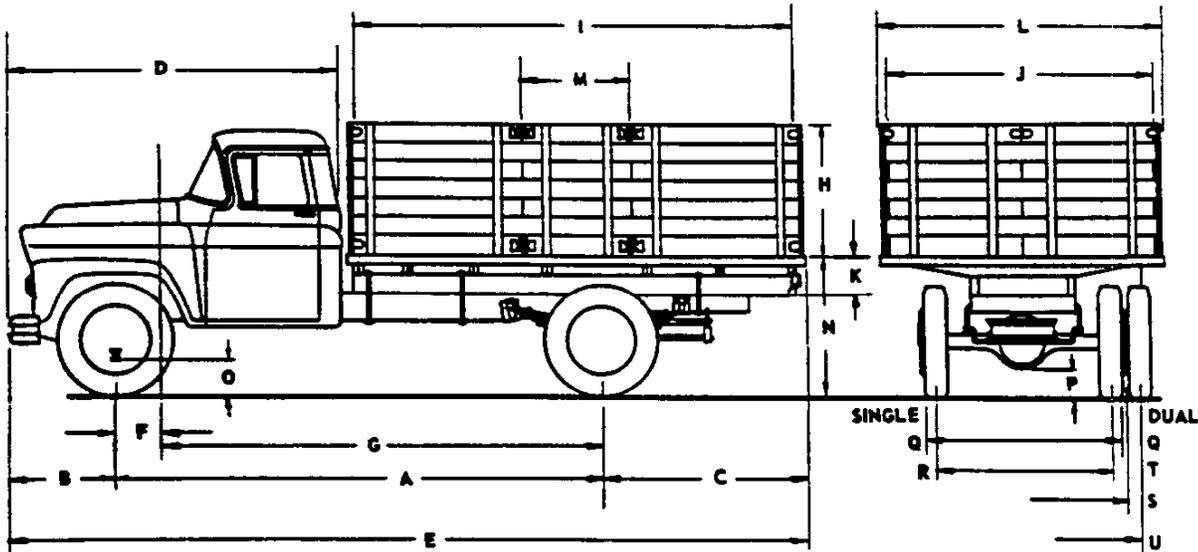
CHEVROLET 1959 TRUCK SPECIFICATIONS

CHASSIS AND BODY DIMENSIONS



MODEL		3445	3545	3745
Base GVW		5600	5600	5600
Maximum GVW		10000	10000	10000
A	Wheelbase	104.00	125.00	137.00
B	Front Overhang	35.75	35.75	35.75
C	Rear Overhang	53.38	53.38	60.38
D	Overall length	193.12	213.12	233.12
E	Door opening to front of wheelhouse	38.50	58.50	70.50
F	Rear of wheelhouse to end of load platform	23.75	23.75	31.75
G	Load area	99.00	119.00	139.00
H	Distance between wheel housings	Single	48.00	48.00
		Dual	42.00	42.00
I	Platform height, base GVW (unloaded)	27.53	27.48	27.49
	Platform height, base GVW (loaded)	29.65	28.17	28.09
	Platform height, minimum equipment for maximum GVW (unloaded)	26.63	25.84	26.68
	Platform height, minimum equipment for maximum GVW (loaded)	27.21	27.39	25.27
J	Ground clearance, base GVW	Front	8.62	8.62
		Rear	7.68	7.68
K	Ground clearance, minimum equipment for maximum GVW	Front	7.84	7.84
		Rear	9.78	9.78
L	Load space at header	94.62	114.62	134.62
	Cubic foot capacities	276	334	392
	Tires for base GVW	Front	7-17.5-6	7-17.5-6
		Rear	7-17.5-6D	7-17.5-6D
	Minimum tires for maximum GVW	Front	8-19.5-6	8-19.5-6
		Rear	8-19.5-6D	8-19.5-6D

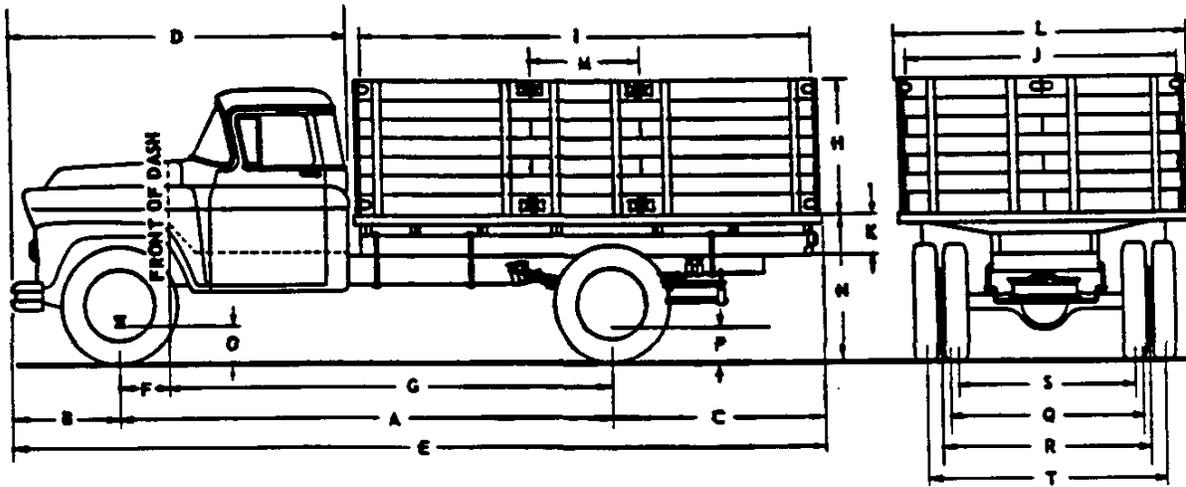
CHASSIS AND BODY DIMENSIONS



MODEL		3609	3659	3809	3859	4109	4409
Base GVW		5200	5600	6200	6600	10000	10000
Max. GVW		6900	7300	9600	7400	14000	14000
A Wheelbase		123.23	123.23	135	135	132.50	156.50
B Front Overhang		33.23	33.23	33.23	33.23	33.31	33.31
C Rear Overhang		57.68	57.68	57.94	57.94	57.94	69.94
D Bumper to back of cab		108.11	108.11	108.11	108.11	105.69	105.69
E Overall Length		214.54	214.54	225.17	225.17	222.75	257.75
F ϕ of Front Wheel to F. O. D.		15.75	15.75	15.75	15.75	13.25	13.25
G F. O. D. to ϕ of Rear Wheel		107.50	107.50	119.25	119.25	119.25	119.25
H Floor to top of tail gate		28.00	28.00	42.00	42.00	42.00	42.00
I Platform inside length		98.00	98.00	109.00	109.00	109.00	144.00
J Platform inside width		73.00	73.00	85.00	85.00	85.00	85.00
K T. O. F. to top of Platform		12.19	12.19	12.19	12.19	12.19	12.19
L Platform overall width		79.80	79.80	91.81	91.81	91.81	91.81
M Side Gate opening							35.00
N Platform height base GVW	Unloaded	38.44	42.80	39.72	44.26	43.86	43.88
	Loaded	36.20	41.13	37.10	41.82	41.42	41.74
N Platform height, minimum equipment maximum GVW	Unloaded	40.42	44.89	41.74	45.76	45.41	45.42
	Loaded	36.32	41.05	38.32	42.32	42.18	42.38
O Ground clearance-base GVW	Front	9.05	7.68	9.65	8.28	11.55	11.55
	Rear	7.68	7.68	8.28	8.28	9.18	9.18
O Ground clearance, minimum equipment maximum GVW	Front	9.05	9.78	11.15	9.78	11.12	11.12
	Rear	7.68	9.78	9.78	9.78	9.50	9.50
Q Front tread		61.89@	63.70	61.89*	63.70	59.75	59.75
R Rear tread		62.41	62.41	62.41	62.41		
S Dual mean tread		63.24		63.25		66.48	66.48
T Rear tread inner		54.32		53.63		56.86	56.86
U Rear tread outer		72.16		72.87		76.10	76.10
Tires for minimum GVW	Front	7-17.5-6	7-17.5-6	8-17.5-6	8-17.5-8	7-22.5-6	7-22.5-6
	Rear	7-17.5-6	7-17.5-6	8-17.5-8	8-17.5-8	7-22.5-6	7-22.5-6
Minimum tires for maximum GVW	Front	7-17.5-6	8-19.5-6	8-19.5-6	8-19.5-6	7-22.5-6	7-22.5-6
	Rear	7-17.5-6D	8-19.5-6	8-19.5-6D	8-19.5-6	8-22.5-8	8-22.5-8

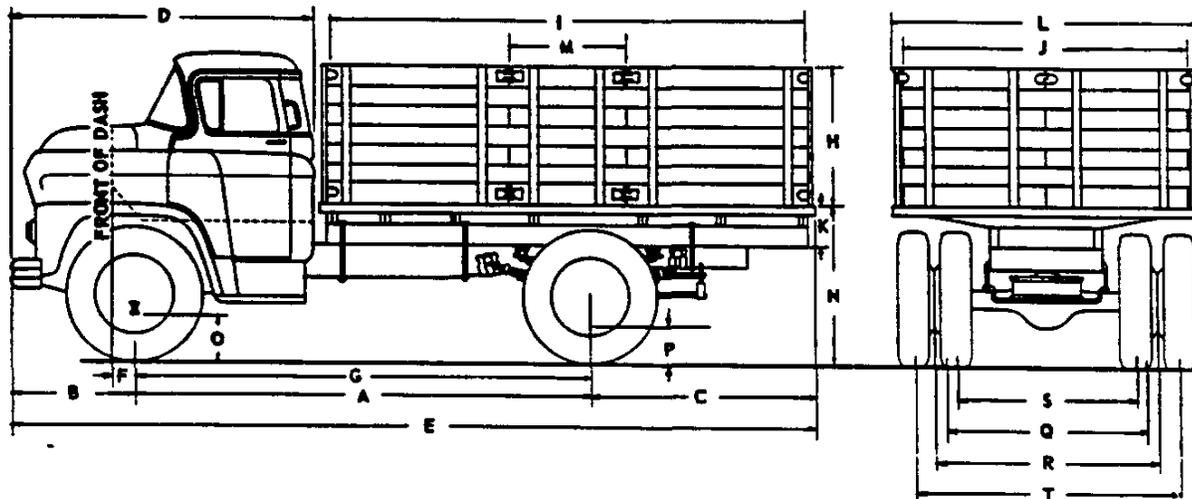
- 61.08 with dual rear wheels.
 @ - 61.85 with dual rear wheels
 -30-58 Data Revised 12-22-58
 - STAKES

CHASSIS AND BODY DIMENSIONS



MODEL		6109	6409	8109	8409
Base GVW		14000	14000	14000	14000
Maximum GVW		21000	21000	22000	22000
A Wheelbase		132.50	156.50	132.50	156.50
B Front Overhang		33.31	33.31	33.31	33.31
C Rear Overhang		57.94	69.94	57.94	69.94
D Bumper to back of cab		105.69	105.69	105.69	105.69
E Overall Length		222.75	257.75	222.75	257.75
F \mathcal{L} of Front Wheel to F.O.D.		13.25	13.25	13.25	13.25
G F.O.D. to \mathcal{L} of Rear Wheel		119.25	143.25	119.25	143.25
H Floor to top of tail gate		42.00	42.00	42.00	42.00
I Platform inside length		109.00	144.00	109.00	144.00
J Platform inside width		85.00	85.00	85.00	85.00
K T.O.F. to top of Platform		12.19	12.19	12.19	12.19
L Platform overall width		91.81	91.81	91.81	91.81
M Side gate opening			35.00		35.00
N Platform height, base GVW	Unloaded	45.91	45.93	45.06	45.01
	Loaded	42.71	43.00	42.61	42.34
Platform height, minimum equipment, maximum GVW	Unloaded	51.20	51.48	48.95	48.48
	Loaded	46.25	46.83	44.89	44.73
O Ground clearance, base GVW	Front	12.22	12.22	11.40	11.40
	Rear	9.50	9.50	9.50	9.50
P Ground clearance, minimum equipment, maximum GVW	Front	12.00	12.00	12.00	12.00
	Rear	9.99	9.99	9.99	9.99
Q Front tread		64.02	64.02	71.85	71.85
R Dual tread-mean		68.94	68.94	69.34	69.34
S Rear tread-inner		58.12	58.12	58.54	58.54
T Rear tread-outer		79.76	79.76	80.14	80.14
Tires for minimum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Rear	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
Minimum tires for maximum GVW	Front	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
	Rear	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10

CHASSIS AND BODY DIMENSIONS

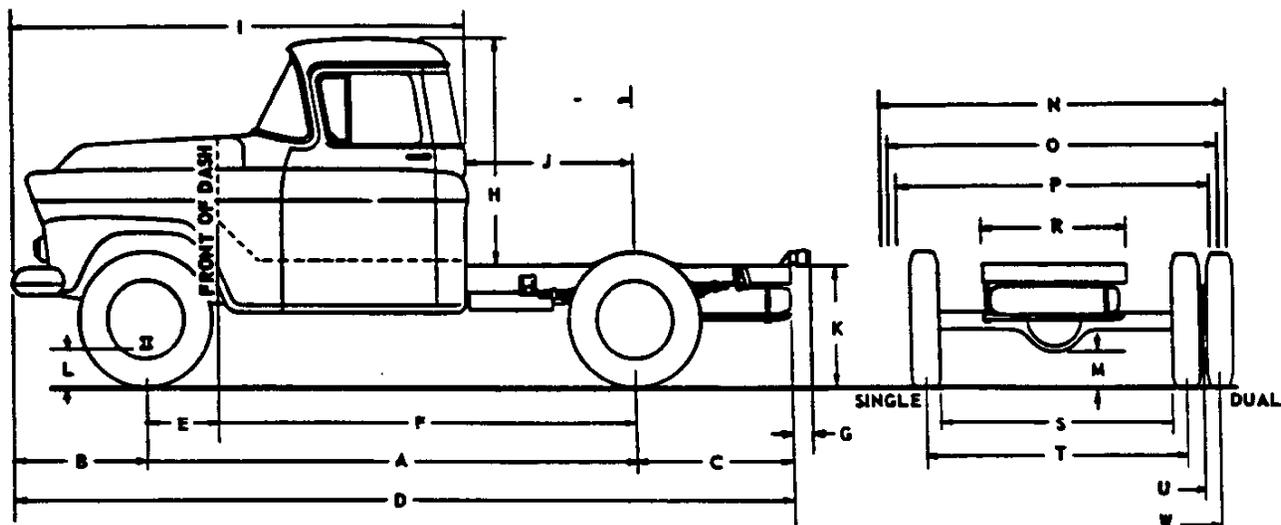


MODEL			5409	7109
Base GVW			14000	14000
Max. GVW			21000	22000
A	Wheelbase		136.62	112.62
B	Front Overhang		36.74	36.74
C	Rear Overhang		69.94	57.94
D	Bumper to back of cab		89.25	89.25
E	Overall Length		241.30	206.30
F	℄ of Front Wheel to F.O.D.		6.62	6.62
J	F.O.D. to ℄ of Rear Wheel		130.00	106.00
H	Floor to top of tail gate		42.00	42.00
I	Platform inside length		144.00	109.00
J	Platform inside width		85.00	85.00
K	T.O.F. to top of Platform		12.19	12.19
L	Platform overall width		91.81	91.81
M	Side gate opening		35.00	
N	Platform height base GVW	Unloaded	45.10	44.12
		Loaded	41.94	40.78
N	Platform height, minimum equipment maximum GVW	Unloaded	50.85	47.80
		Loaded	45.41	46.46
O	Ground clearance-base GVW	Front	12.22	11.40
		Rear	9.50	9.50
O	Ground clearance, minimum equipment maximum GVW	Front	12.00	12.00
		Rear	9.99	9.99
Q	Front tread		64.03	71.85
R	Dual tread-mean		68.94	69.34
S	Rear tread-inner		58.12	58.54
T	Rear tread-outer		79.76	80.14
	Tires for minimum GVW	Front	8-22.5-8	8-22.5-8
		Rear	8-22.5-8	8-22.5-8
	Minimum tires for maximum GVW	Front	9-22.5-10	9-22.5-10
		Rear	10-22.5-10	10-22.5-10

9-30-58 Data Revised 12-22-58
 8 - STAKES

CHEVROLET 1959 TRUCK SPECIFICATIONS

CHASSIS AND BODY DIMENSIONS



MODEL		3103	3153	3203	3603	3653	3803	3853
Base GVW		4000	4600	4000	5200	5600	6200	6600
Maximum GVW		5000	5600	5000	6900	7300	9600	7400
A Wheelbase		114	114	123.25	123.25	123.25	135	135
B Front Overhang		33.23	33.23	33.23	33.23	33.23	33.23	33.23
C Rear Overhang		36.56	36.56	47.31	47.31	47.31	45.69	45.69
D Overall length		183.79	183.79	203.79	203.79	203.79	213.92	213.92
E \bar{C} of front wheel to F. O. D.		15.75	15.75	15.75	15.75	15.75	15.75	15.75
F F. O. D. to \bar{C} of rear wheel		98.25	98.25	107.50	107.50	107.50	119.25	119.25
G Frame tail light dimension		4.45	4.45	4.45	4.45	4.45	5.30	5.30
H T. O. F. to top of cab		51.80	51.80	51.80	51.80	51.80	51.80	51.80
I Bumper to back of cab		108.11	108.11	108.11	108.11	108.11	108.11	108.11
J Cab axle dimension		39.12	39.12	48.37	48.37	48.37	60.12	60.12
K Frame height base CVW		25.61	30.08	25.94	26.46	31.38	28.42	32.85
Frame hgt. min. eqpt. max. GVW		27.36	30.17	27.49	30.84	33.48	31.21	34.35
L Ground clearance-base GVW	Front	8.04	7.68	8.04	9.05	7.68	9.65	8.28
M Ground clearance, minimum equipment maximum GVW	Rear	7.68	7.68	7.68	7.68	7.68	8.28	8.28
L Ground clearance, minimum equipment maximum GVW	Front	8.94	8.58	8.94	11.15	9.78	11.15	9.78
M equipment maximum GVW	Rear	8.58	8.58	8.58	9.78	9.78	9.78	9.78
N Over widest point of cab		75.03	75.03	75.03	75.03	75.03	75.03	75.03
O Across front bumper		75.32	75.32	75.32	75.32	75.32	75.32	75.32
P Across front fender		74.32	74.32	74.32	74.32	74.32	74.32	74.32
R Width over rails		34.00	34.00	34.00	34.00	34.00	34.00	34.00
S Front tread		60.75	62.28	60.75	61.89 [@]	62.80	61.89 [*]	63.68
T Rear tread		61.02	61.67	61.02	62.41	62.41	62.17	62.17
U Dual mean tread					63.24		63.25	
V Rear inner tread					54.32		53.63	
W Rear outer tread					72.16		72.87	
Tires for minimum GVW	Front	6.70-15-4	6.50-15-6	6.70-15-6	7-17.5-6	7-17.5-6	8-17.5-6	8-17.5-8
	Rear	6.70-15-4	6.50-16-6	6.70-15-6	7-17.5-6	7-17.5-6	8-17.5-8	8-17.5-8
Minimum tires for max. GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6
	Rear	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6D	7-17.5-6	8-19.5-6D	8-19.5-6

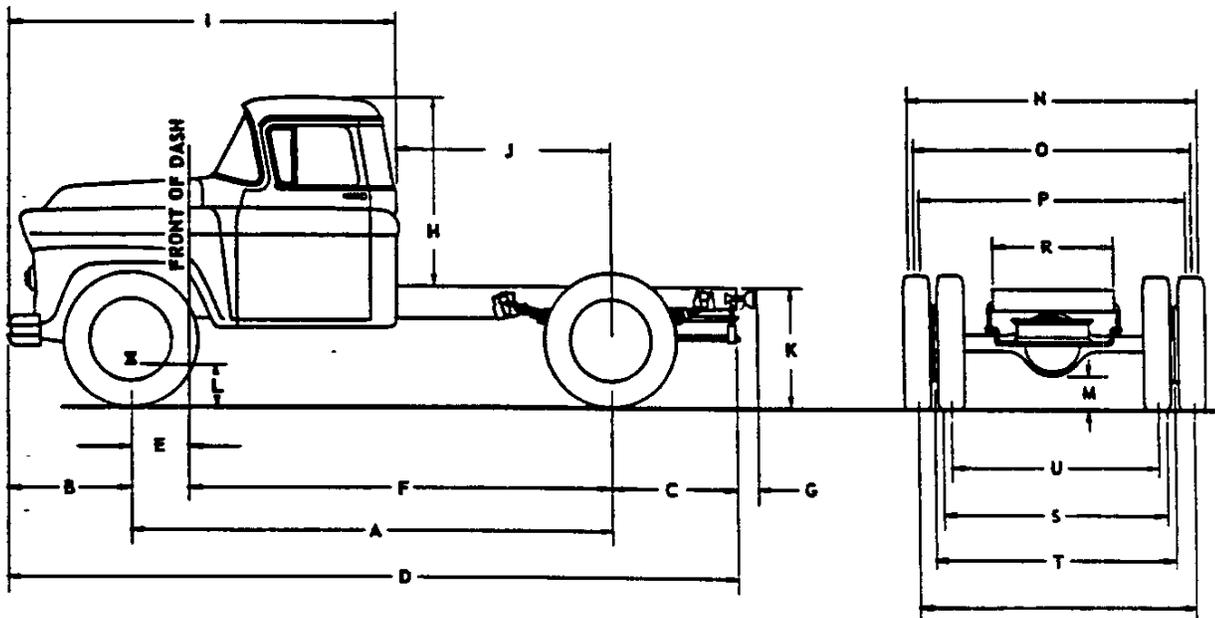
* - 61.08 with dual rear wheels.

@ - 61.85 with dual rear wheels

• Data revised 6-22-59

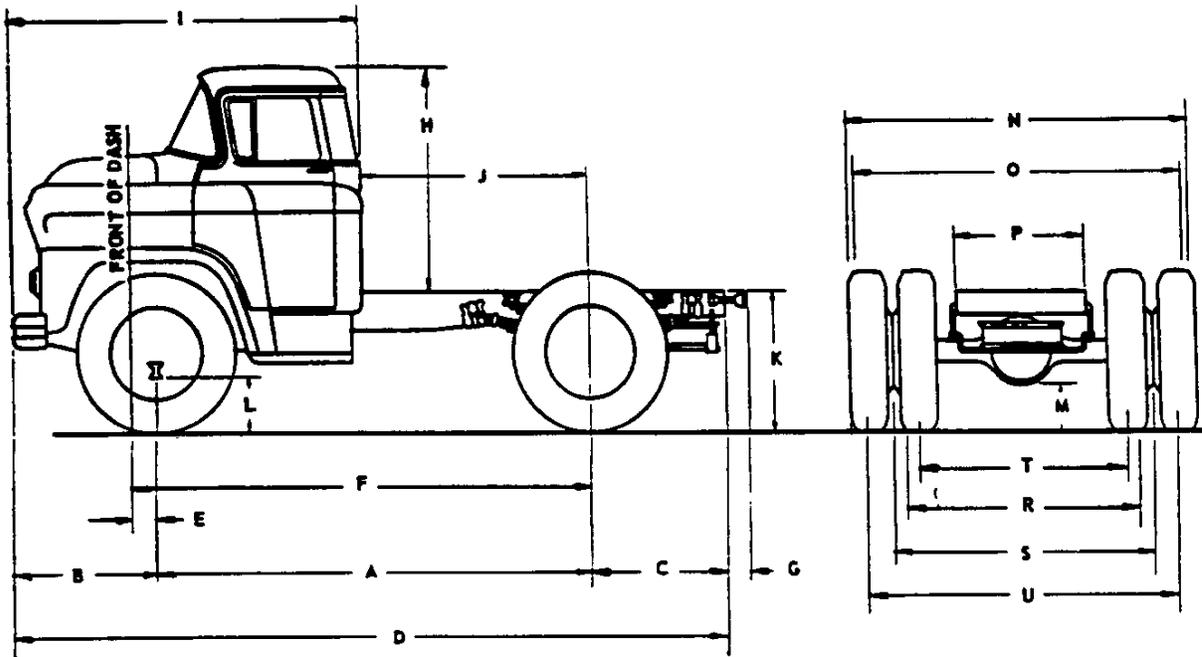
19-30-58 Data Revised 12-22-58

CHASSIS AND BODY DIMENSIONS



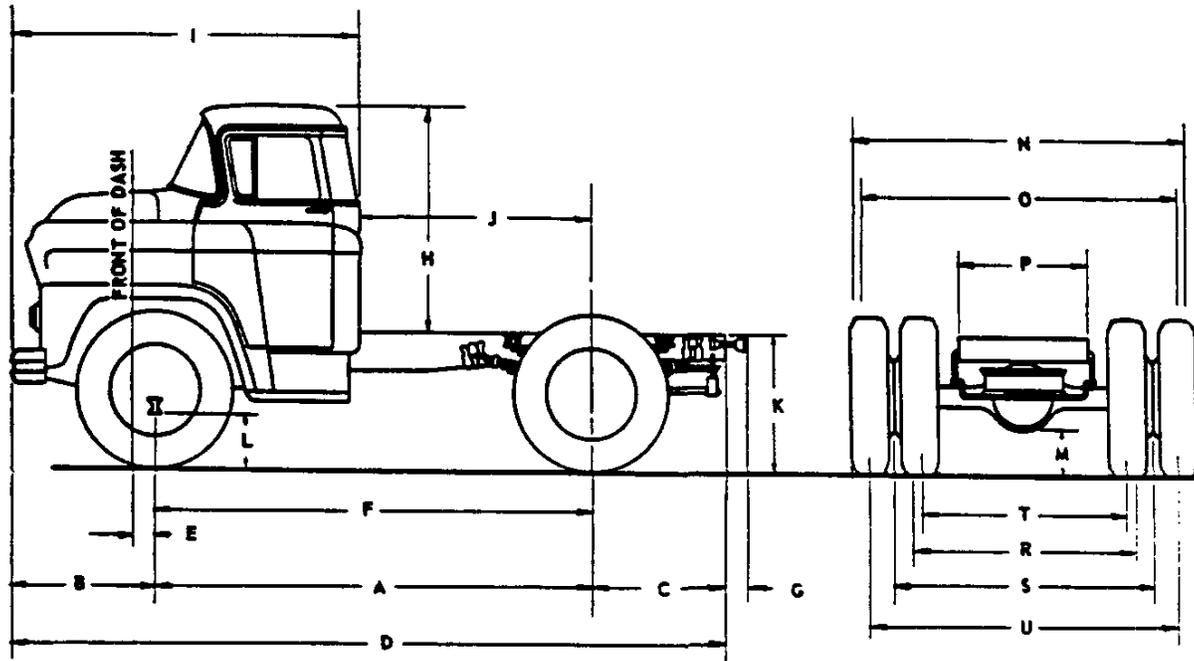
MODEL		4103	4403	6103	6303	6403	6503	6703
Base GVW		10000	10000	14000	14000	14000	14000	14000
Maximum GVW		14000	14000	21000	21000	21000	21000	19500
Wheelbase		132.50	156.50	132.50	144.50	156.50	174.50	196.50
Front Overhang		33.31	33.31	33.31	33.31	33.31	33.31	33.31
Rear Overhang		34.92	47.98	34.92	34.92	47.98	60.00	93.25
Overall length		200.73	237.79	200.73	212.73	237.79	267.81	323.06
C of front wheel to F. O. D.		13.25	13.25	13.25	13.25	13.25	13.25	13.25
F. O. D. to C of rear wheel		119.25	143.25	119.25	131.25	143.25	161.25	183.25
Frame tail light dimension		5.70	5.70	5.70	5.70	5.70	7.46	5.56
T. O. F. to top of cab		51.80	51.80	51.80	51.80	51.80	51.80	51.80
Bumper to back of cab		105.69	105.69	105.69	105.69	105.69	105.69	105.69
Cab axle dimension		60.12	84.12	60.12	72.12	84.12	102.12	124.12
Frame height-base GVW		31.65	31.78	33.55	33.57	33.69	33.82	34.22
Frame hgt. min. eqpt. -max.	GVW	33.02	33.16	38.34	38.33	38.80	39.10	36.47
Ground clearance-base GVW	Front	11.55	11.55	12.22	12.22	12.22	12.22	12.28
	Rear	9.18	9.18	9.50	9.50	9.50	9.50	9.50
Ground clearance, minimum equipment maximum GVW	Front	11.12	11.12	12.00	12.00	12.00	12.00	12.00
	Rear	9.50	9.50	9.99	9.99	9.99	9.99	11.00
Across front fenders		86.19	86.19	86.19	86.19	86.19	86.19	86.19
Across front bumpers		83.86	83.86	83.86	83.86	83.86	83.86	83.86
Over widest point of cab		75.03	75.03	75.03	75.03	75.03	75.03	75.03
Width over rails		33.94	34.00	34.00	34.00	34.00	34.00	34.00
Front tread		59.75	59.75	64.02	64.02	64.02	64.02	64.02
Dual mean tread		66.48	66.48	68.94	68.94	68.94	68.94	68.94
Rear inner tread		56.86	56.86	58.12	58.12	58.12	58.12	58.12
Rear outer tread		76.10	76.10	79.76	79.76	79.76	79.76	79.76
Tires for minimum GVW	Front	7-22.5-6	7-22.5-6	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Rear	7-22.5-6	7-22.5-6	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
Minimum tires for max. GVW	Front	7-22.5-6	7-22.5-6	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
	Rear	8-22.5-8	8-22.5-8	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10

CHASSIS AND BODY DIMENSIONS



MODEL	5103	5303	5403	5703
Base GVW	14000	14000	14000	14000
Maximum GVW	21000	21000	21000	21000
A Wheelbase	112.62	124.62	136.62	160.62
B Front Overhang	36.74	36.74	36.74	36.74
C Rear Overhang	34.93	34.93	48.01	60.01
D Overall length	184.29	196.29	221.37	257.37
E \bar{C} of front wheel to F. O. D.	6.62	6.62	6.62	6.62
F F. O. D. to \bar{C} of rear wheel	119.24	131.24	143.24	167.24
G Frame tail light dimension	5.67	5.67	5.63	5.63
H T. O. F. to top of cab	57.51	57.51	57.51	57.51
I Bumper to back of cab	89.25	89.25	89.25	89.25
J Cab axle dimension	60.15	72.15	84.15	108.15
K Frame height-base GVW	33.14	33.56	33.08	33.09
Frame height minimum eqpt. max. GVW	37.97	35.89	38.42	37.88
L Ground clearance-base GVW	Front 12.22 Rear 9.50	Front 12.22 Rear 9.50	Front 12.22 Rear 9.50	Front 12.22 Rear 9.50
M Ground clearance minimum equipment-maximum GVW	Front 12.00 Rear 9.99	Front 12.00 Rear 9.99	Front 12.00 Rear 9.99	Front 12.00 Rear 9.99
N Across front fender	86.22	86.22	86.22	86.22
O Across front bumper	83.86	83.86	83.86	83.86
P Width over rails	34.00	34.00	34.00	34.00
R Front tread	64.03	64.03	64.03	64.03
S Dual mean tread	68.94	68.94	68.94	68.94
T Rear inner tread	58.12	58.12	58.12	58.12
U Rear outer tread	79.76	79.76	79.76	79.76
Tires for minimum GVW	Front 8-22.5-8 Rear 8-22.5-8	Front 8-22.5-8 Rear 8-22.5-8	Front 8-22.5-8 Rear 8-22.5-8	Front 8-22.5-8 Rear 8-22.5-8
Minimum tires for maximum GVW	Front 9-22.5-10 Rear 10-22.5-10	Front 9-22.5-10 Rear 10-22.5-10	Front 9-22.5-10 Rear 10-22.5-10	Front 9-22.5-10 Rear 10-22.5-10

CHASSIS AND BODY DIMENSIONS

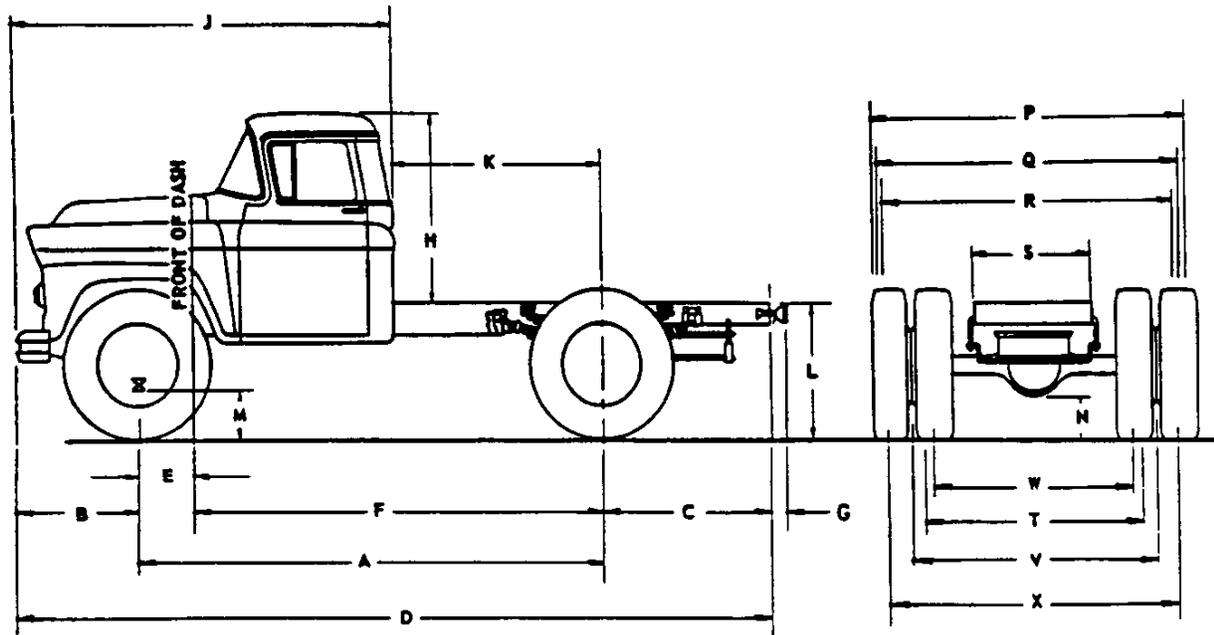


MODEL		7103	7203	7703	9103	9203	9703
Base GVW		14000	14000	14000	17000	17000	17000
Maximum GVW		22000	22000	22000	25000	25000	25000
A Wheelbase		112.62	124.62	172.62	112.62	124.62	172.62
B Front Overhang		36.74	36.74	36.74	36.74	36.74	36.74
C Rear Overhang		48.00	56.00	84.00	48.00	56.00	84.00
D Overall length		197.36	217.36	293.36	197.36	217.36	293.36
E C of front wheel to F. O. D.		6.62	6.62	6.62	6.62	6.62	6.62
F F. O. D. to C of rear wheel		119.24	131.24	179.24	119.24	131.24	179.24
G Frame tail light dimension		5.60	5.60	5.60	5.60	5.60	5.60
H T. O. F. to top of cab		57.51	57.51	57.51	57.51	57.51	57.51
I Bumper to back of cab		89.25	89.25	89.25	89.25	89.25	89.25
J Cab axle dimension		60.15	72.15	120.15	60.15	72.15	120.15
K Frame height - base GVW		32.35	32.35	33.32	33.79	33.79	33.77
	Frame height min. eqpt. -max. GVW	36.42	36.47	35.88	37.76	37.76	38.50
L Ground clearance-base GVW	Front	11.40	11.40	11.40	12.00	12.00	12.00
	Rear	9.50	9.50	9.50	8.38	8.38	8.38
M Ground clearance minimum	Front	12.00	12.00	12.00	12.27	12.27	12.27
	Rear	9.99	9.99	9.99	9.78	9.78	9.78
N Across front fenders		86.22	86.22	86.22	86.22	86.22	86.22
O Across front bumper		83.86	83.86	83.86	83.86	83.86	83.86
P Width over rails		34.12	34.12	34.12	34.12	34.12	34.12
R Front tread		71.85	71.85	71.85	70.74	70.74	70.74
S Dual mean tread		69.34	69.34	69.34	72.00	72.00	72.00
T Rear inner tread		58.54	58.54	58.54	60.20	60.20	60.20
U Rear outer tread		80.14	80.14	80.14	83.80	83.80	83.80
Tires for minimum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10	9-22.5-10	9-22.5-10
	Rear	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10	9-22.5-10	9-22.5-10
Minimum tires for maximum GVW	Front	9-22.5-10	9-22.5-10	9-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10
	Rear	10-22.5-10	10-22.5-10	10-22.5-10	11-22.5-12	11-22.5-12	11-22.5-12

1-30-58 Data Revised 12-22-58
2. CHASSIS - CAB

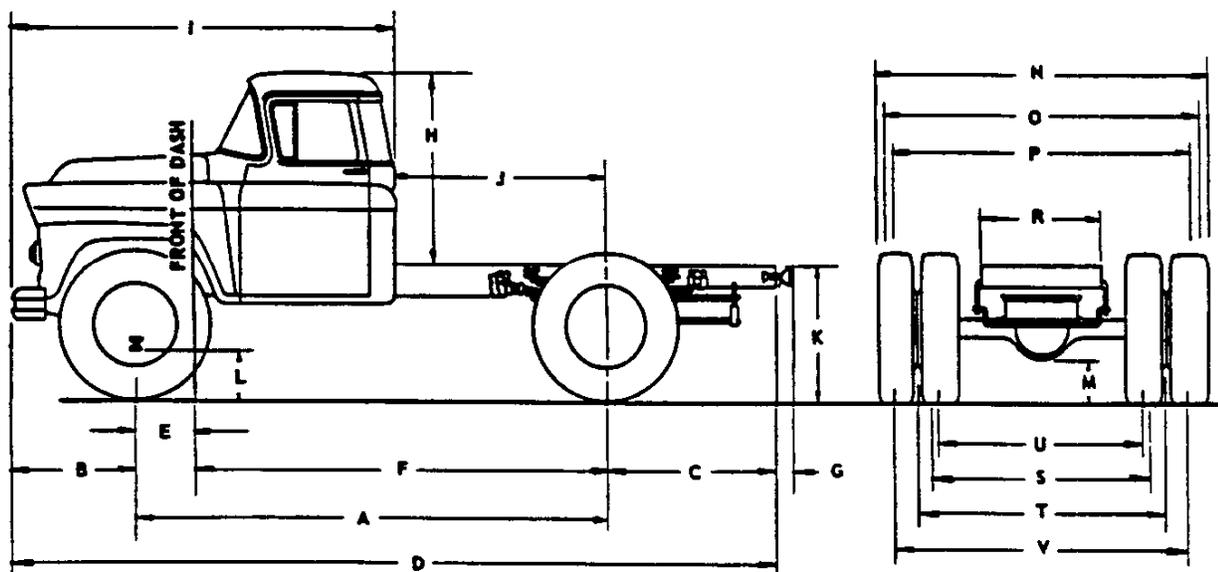
CHEVROLET 1959 TRUCK SPECIFICATIONS

CHASSIS AND BODY DIMENSIONS



MODEL		8103	8203	8403	8503	8703
Base GVW		14000	14000	14000	14000	14000
Maximum GVW		22000	22000	22000	22000	22000
A Wheelbase		132.50	144.50	156.50	174.50	192.50
B Front Overhang		33.31	33.31	33.31	33.31	33.31
C Rear Overhang		48.00	56.00	60.00	72.00	84.00
D Overall length		213.81	233.81	249.81	279.81	309.81
E \bar{C} front wheel to front of dash		13.26	13.26	13.26	13.26	13.26
F Front of dash to \bar{C} rear wheel		119.24	131.24	143.24	161.24	179.24
G Frame tail light dimension		5.60	5.60	5.60	5.60	5.60
H Top of frame to top of cab		51.80	51.80	51.80	51.80	51.80
J Bumper to back of cab		105.70	105.70	105.70	105.70	105.70
K Cab axle dimension		60.11	72.11	84.11	102.11	120.11
L Frame height, base GVW		33.11	33.15	33.13	33.17	33.19
	Frame height, maximum GVW	35.77	36.88	35.95	36.94	37.01
M	Ground clearance, base GVW	Front	11.40	11.40	11.40	11.40
N		Rear	9.50	9.50	9.50	9.50
M	Ground clearance, minimum equipment for maximum, GVW	Front	12.00	12.00	10.77	10.77
N		Rear	9.99	9.99	10.10	10.10
P	Across front fenders	86.19	86.19	86.19	86.19	86.19
Q	Across front bumper	83.86	83.86	83.86	83.86	83.86
R	Across widest point of cab	75.03	75.03	75.03	75.03	75.03
S	Width over rails	34.12	34.12	34.12	34.12	34.12
T	Front tread	71.85	71.85	71.85	71.85	71.85
V	Dual mean	69.34	69.34	69.34	69.34	69.34
W	Rear tread inner	58.54	58.54	58.54	58.54	58.54
X	Rear tread outer	80.14	80.14	80.14	80.14	80.14
	Tires for minimum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
		Rear	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Minimum tires for maximum GVW	Front	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
		Rear	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10

CHASSIS AND BODY DIMENSIONS



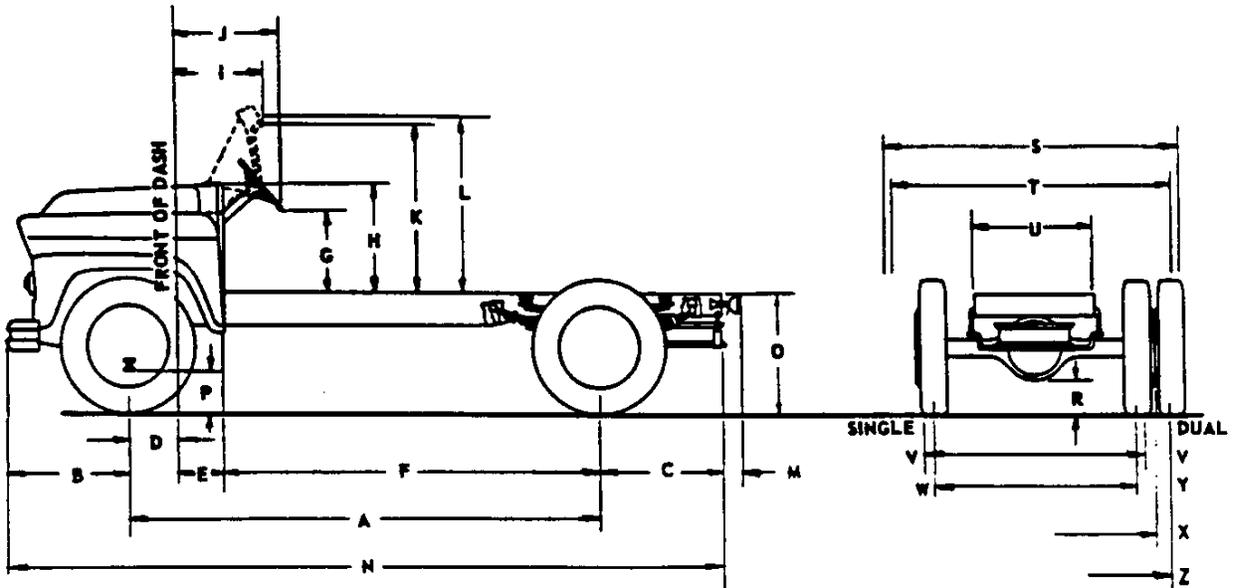
MODEL		10103	10203	10403	10503	10703
Base GVW		17000	17000	17000	17000	17000
Maximum GVW		25000	25000	25000	25000	25000
A Wheelbase		132.50	144.50	156.50	174.50	192.50
B Front Overhang		33.31	33.31	33.31	33.31	33.31
C Rear Overhang		48.00	56.00	60.00	72.00	84.00
D Overall length		213.81	233.81	249.81	279.81	309.81
E \bar{C} of front wheel to F. O. D.		13.26	13.26	13.26	13.26	13.26
F F. O. D. to \bar{C} of rear wheel		119.24	131.24	143.24	161.24	179.24
G Frame tail light dimension		5.60	5.60	5.60	5.60	5.60
H T. O. F. to top of cab		51.80	51.80	51.80	51.80	51.80
I Bumper to back of cab		105.70	105.70	105.70	105.70	105.70
J Cab axle dimension		60.11	72.11	84.11	102.11	120.11
K Frame height-base GVW		34.27	34.31	34.28	34.33	34.35
Frame height minimum eqpt. max. GVW		37.83	37.95	37.89	37.89	37.92
L Ground clearance-base GVW	Front	12.00	12.00	12.00	12.00	12.00
M	Rear	8.38	8.38	8.38	8.38	8.38
L Ground clearance minimum	Front	12.27	12.27	12.27	12.27	12.27
M equipment-maximum GVW	Rear	9.78	9.78	9.78	9.78	9.78
N Across front fenders		86.19	86.19	86.19	86.19	86.19
O Across front bumper		83.86	83.86	83.86	83.86	83.86
P Over widest point of cab		75.03	75.03	75.03	75.03	75.03
R Width over rails		34.12	34.12	34.12	34.12	34.12
S Front tread		70.74	70.74	70.74	70.74	70.74
T Dual mean tread		72.00	72.00	72.00	72.00	72.00
U Rear inner tread		60.20	60.20	60.20	60.20	60.20
V Rear outer tread		83.80	83.80	83.80	83.80	83.80
Tires for minimum GVW	Front	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
	Rear	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
Minimum tires for maximum GVW	Front	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10
	Rear	11-22.5-12	11-22.5-12	11-22.5-12	11-22.5-12	11-22.5-12

9-30-58

14 - CHASSIS - CAB

CHEVROLET 1959 TRUCK SPECIFICATIONS

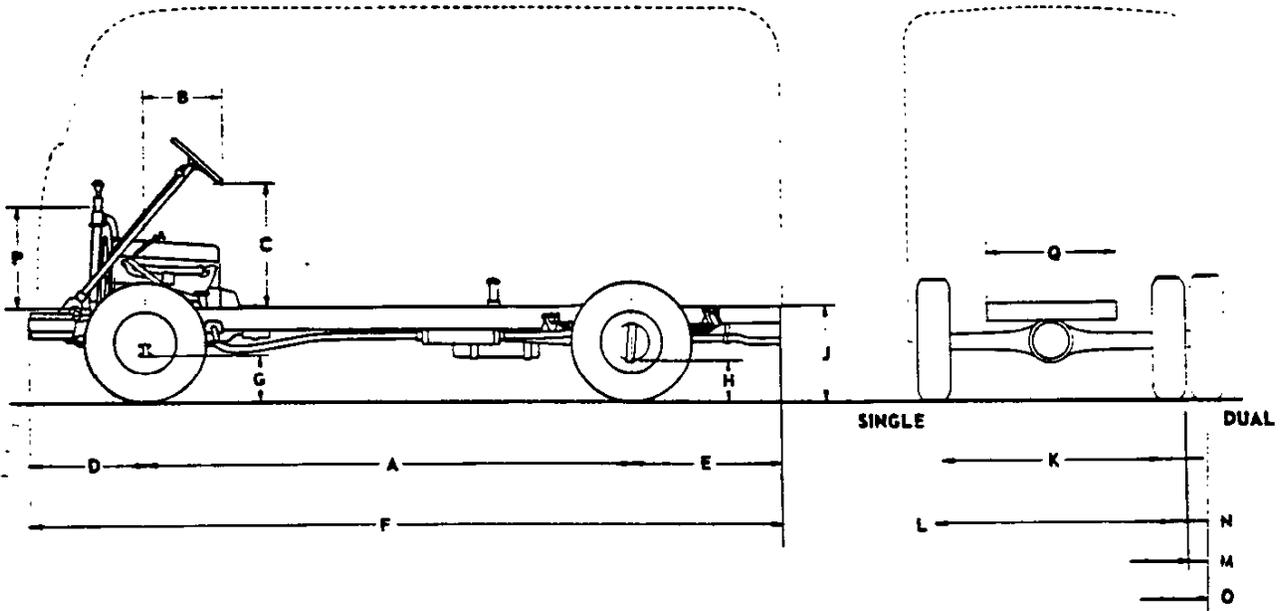
CHASSIS AND BODY DIMENSIONS



MODEL	3102	3112	3602	3612	3802	3812	
Base GVW	4000	4000	5200	5200	6200	6200	
Max. GVW	5000	5000	6900	6900	9600	9600	
A Wheelbase	114	114	123.25	123.25	135.00	135.00	
B Front Overhang	33.23	33.23	33.23	33.23	33.23	33.23	
C Rear Overhang	36.56	36.56	47.31	47.31	45.69	45.69	
D C of Front Wheel to F. O. D.	15.75	15.75	15.75	15.75	15.75	15.75	
E F. O. D. to front of cowl	15.00	15.00	15.00	15.00	15.00	15.00	
F Cowl to C of rear wheels	83.25	83.25	92.50	92.50	104.25	104.25	
G Bottom of steering wheel to T. O. F.	23.08	23.08	23.08	23.08	23.08	23.08	
H Top of cowl to T. O. F.	31.53	31.53	31.53	31.53	31.53	31.53	
I F. O. D. to rear of W/S header		23.25		23.25		23.25	
J F. O. D. to bottom of steering wheel	32.62	32.62	32.62	32.62	32.62	32.62	
K T. O. F. to top of door opening	44.87	44.87	44.87	44.87	44.87	44.87	
L Overall hgt. T. O. F. to top of door	45.32	45.32	45.32	45.32	45.32	45.32	
M Frame - tail light dimension	4.45	4.45	4.45	4.45	5.30	5.30	
N Overall Length	183.79	183.79	203.79	203.79	213.92	213.92	
O Frame height - base GVW	25.55	25.55	27.64	27.64	29.71	29.71	
O Frame hgt. min. eqpt. -max. GVW	27.29	27.29	30.84	30.84	31.24	31.24	
P Ground clearance base GVW	Front	8.04	8.04	9.05	9.05	9.65	9.65
R Ground clearance, minimum equipment maximum GVW	Rear	7.68	7.68	7.68	7.68	8.28	8.28
P Ground clearance, minimum equipment maximum GVW	Front	8.94	8.94	11.15	11.15	11.15	11.15
R Ground clearance, minimum equipment maximum GVW	Rear	8.58	8.58	9.78	9.78	9.78	9.78
S Across front bumper	75.32	75.32	75.32	75.32	75.32	75.32	
T Across front fenders	74.32	74.32	74.32	74.32	74.32	74.32	
U Width over rails	34.00	34.00	34.00	34.00	34.00	34.00	
V Front tread	60.75	60.75	61.89	61.89	61.89*	61.89*	
W Rear tread	61.02	61.02	62.40	62.40	62.40	62.40	
X Dual mean tread			63.24	63.24	63.25	63.25	
Y Rear tread inner			54.32	54.32	53.63	53.63	
Z Rear tread outer			72.16	72.16	72.87	72.87	
Tires for base GVW	Front	6.70-15-4	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-6	8-17.5-6
	Rear	6.70-15-4	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-8	8-17.5-8
Minimum tires for Maximum GVW	Front	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6
	Rear	7-17.5-6	7-17.5-6	7-17.5-6D	7-17.5-6D	8-19.5-6D	8-19.5-6D

* - 61.08 with rear duals.

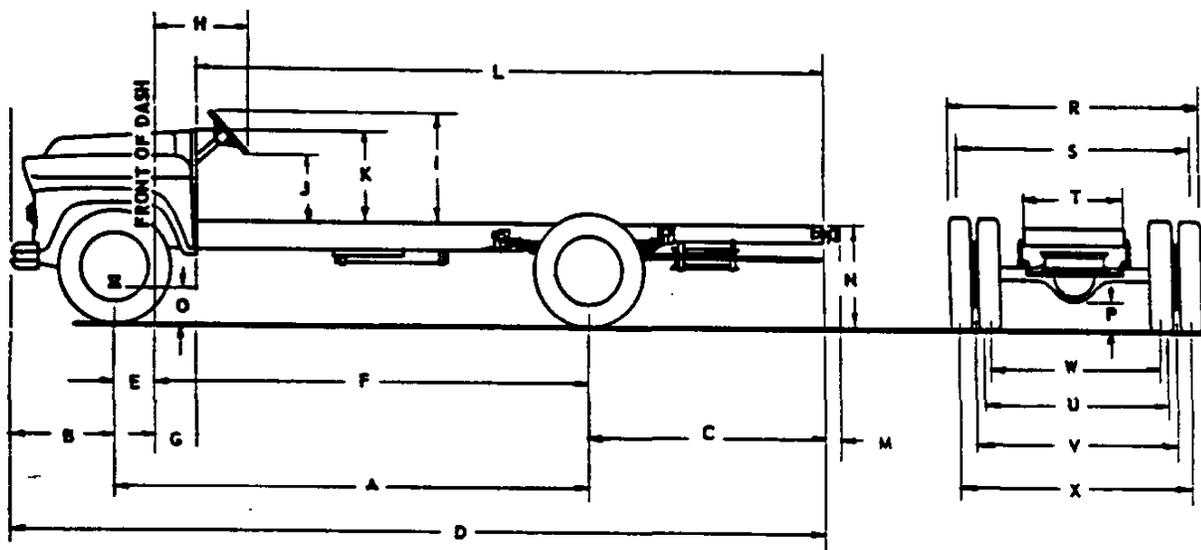
CHASSIS AND BODY DIMENSIONS



MODEL	3442	3542	3742	6242	6642
Base GVW	5600	5600	5600	14000	14000
Maximum GVW	10000	10000	10000	18000	18000
A Wheelbase	104.00	125.00	137.00	129.62	153.62
B ϕ front wheel to bottom of steering wheel	16.19	16.19	16.19	24.80	24.80
C Steering wheel to top of frame	36.51	36.51	36.51	37.50	37.50
D Front Overhang	36.17	36.17	36.17	36.98	36.98
E Rear Overhang	44.12	47.12	59.12	34.92	47.98
F Overall Length	184.29	208.29	232.29	201.37	238.43
G Ground clearance, base GVW	Front 8.62	8.62	8.62	12.22	12.22
H	Rear 7.68	7.68	7.68	9.50	9.50
G Ground clearance with	Front 7.84	7.84	7.84	11.40	11.40
H minimum equipment for max. GVW	Rear 7.98	7.98	7.98	10.10	10.10
J Frame height; base GVW	27.52	27.46	27.47	33.23	33.33
Frame height; maximum GVW	26.78	26.89	26.80	33.78	33.88
K Front tread	65.39*	65.39*	65.39*	64.02	64.02
L Rear tread	62.42	62.42	62.42		
M Dual mean	63.25	63.25	63.25	68.94	68.94
N Rear inner tread	53.63	53.63	53.63	58.12	58.12
O Rear outer tread	72.87	72.87	72.87	79.76	79.76
P Top of frame to top of radiator	22.86	22.86	22.86	22.50	22.50
Q Width over rails	34.00	34.00	34.00	34.00	34.00
Tires for minimum GVW	7-17.5-6	7-17.5-6	7-17.5-6	8-22.5-8	8-22.5-8
Minimum tires for maximum GVW	Front 8-19.5-6	8-19.5-6	8-19.5-6	8-22.5-8	8-22.5-8
	Rear 8-19.5-6D	8-19.5-6D	8-19.5-6D	9-22.5-10D	7-22.5-10D

* - 63.14 with rear duals.

CHASSIS AND BODY DIMENSIONS

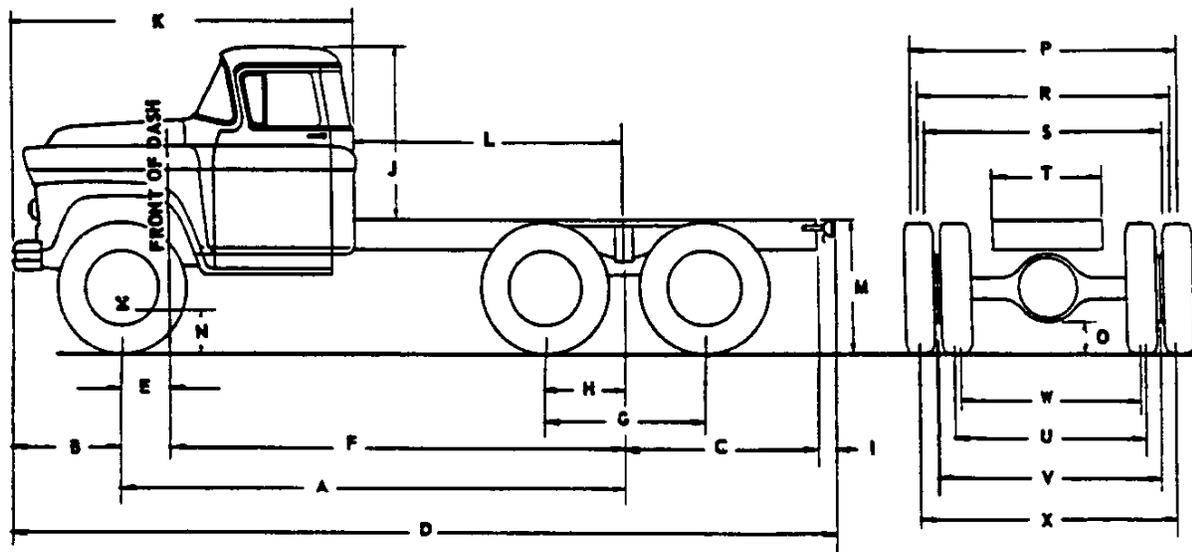


MODEL		4502	6702	6802	8802	10802	
Base GVW		10500	14000	14000	14000	17000	
Maximum GVW		13000	18000	18000	20000	22000	
A	Wheelbase	156.50	196.50	222.50	240.00	240.00	
B	Front-Overhang	33.31	33.31	33.31	33.91	33.91	
C	Rear Overhang	78.25	93.25	94.75	103.26	103.26	
D	Overall length	268.66	323.06	353.56	377.17	377.17	
E	℄ of front wheel to F.O.D.	13.25	13.25	13.25	13.26	13.26	
F	F.O.D. to ℄ of rear wheel	143.25	183.25	209.25	226.74	226.74	
G	F.O.D. to front of cowl	15.00	15.00	15.00	15.00	15.00	
H	F.O.D. to bottom of steering wheel	34.38	34.38	34.38	35.02	35.02	
I	Top of steering wheel to T.O.F.	37.87	37.84	37.84	38.18	38.18	
J	Bottom of steering wheel to T.O.F.	24.72	24.69	24.69	24.15	24.15	
K	Top of cowl to top of frame	31.53	31.53	31.53	31.53	31.53	
L	Cowl to end of frame	206.50	261.50	289.00	315.00	315.00	
M	Frame tail light dimension	5.58	5.56	5.56	5.60	5.60	
N	Frame height-base GVW	33.74	35.14	35.00	34.93	35.56	
	Frame height minimum eqpt. - max. GVW	35.25	36.83	36.34	36.41	38.90	
O	Ground clearance - base GVW	Front	11.12	12.22	12.22	11.40	12.00
P		Rear	9.18	9.50	9.50	9.50	10.10
O	Ground clearance minimum equipment - maximum GVW	Front	12.28	12.88	12.00	12.90	12.90
P		Rear	9.50	10.10	10.10	11.00	9.99
R	Across front fenders	86.22	86.22	86.22	86.22	86.22	
S	Across front bumper	83.86	83.86	83.86	83.86	83.86	
T	Width over rails	34.00	34.06	34.06	34.12	34.12	
U	Front tread	61.17	64.02	64.02	71.85	70.74	
V	Dual mean tread	66.48	68.94	68.94	69.34	69.34	
W	Rear inner tread	56.86	58.12	58.12	58.54	58.54	
X	Rear outer tread	76.10	79.74	79.74	80.14	80.14	
	Tires for minimum GVW	Front	7-22.5-6	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10
		Rear	7-22.5-6	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10
	Minimum tires for maximum GVW	Front	8-22.5-8	9-22.5-12	9-22.5-12	10-22.5-10	10-22.5-10
		Rear	8-22.5-8	9-22.5-12	9-22.5-12	10-22.5-10	10-22.5-10

9-30-58 Data Revised 12-22-58
18 - SCHOOL BUS

CHEVROLET 1959 TRUCK SPECIFICATIONS

CHASSIS AND BODY DIMENSIONS



MODEL	8413	8513	8713	10413	10513	10713
Base GVW	24000	24000	24000	24000	24000	24000
Maximum GVW	28000	28000	28000	36000	36000	36000
A Wheelbase	156.50	174.50	192.50	156.50	174.50	192.50
B Front Overhang	33.31	33.31	33.31	33.31	33.31	33.31
C Rear Overhang	60.00	72.00	84.00	60.00	72.00	84.00
D Overall length	249.81	279.81	309.81	249.81	279.81	309.81
E \bar{C} of front wheel to F.O.D.	13.26	13.26	13.26	13.26	13.26	13.26
F F.O.D. to \bar{C} of Bogie	143.24	161.24	179.24	143.24	161.24	179.24
G \bar{C} of rear axle to \bar{C} of rear axle	50.00	50.00	50.00	50.00	50.00	50.00
H \bar{C} of Bogie to \bar{C} of rear axle	25.00	25.00	25.00	25.00	25.00	25.00
I Frame tail light dimensions	5.60	5.60	5.60	5.60	5.60	5.60
J T.O.F. to top of cab	51.80	51.80	51.80	51.80	51.80	51.80
K Bumper to back of cab	105.70	105.70	105.70	105.70	105.70	105.70
L Cab axle dimension	84.11	102.11	120.11	84.11	102.11	120.11
M Frame height - base GVW	37.85	37.96	38.02	39.86	38.02	38.06
M Frame height minimum equip. max. GVW	38.61	38.96	39.84	38.95	39.75	40.02
N Ground clearance - base GVW	Front 11.40	11.40	11.40	11.40	11.40	11.40
O	Rear 9.50	9.50	9.50	9.50	9.50	9.50
N Ground clearance minimum	Front 10.77	10.77	10.77	11.37	11.37	11.37
O equipment-maximum GVW	Rear 10.10	10.10	10.10	11.00	11.00	11.00
P Across front fenders	86.22	86.22	86.22	86.22	86.22	86.22
R Across front bumper	83.86	83.86	83.86	83.86	83.86	83.86
S Over widest point of cab	75.03	75.03	75.03	75.03	75.03	75.03
T Width over rails	34.12	34.12	34.12	34.12	34.12	34.12
U Front tread	71.85	71.85	71.85	71.85	71.85	71.85
V Dual mean tread	69.34	69.34	69.34	69.34	69.34	69.34
W Rear inner tread	58.54	58.54	58.54	58.54	58.54	58.54
X Rear outer tread	80.14	80.14	80.14	80.14	80.14	80.14
Tires for minimum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Rear	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
Minimum tires for maximum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10	9-22.5-10
	Rear	9-22.5-10	9-22.5-10	9-22.5-10	10-22.5-10	10-22.5-10

VEHICLE WEIGHTS AND LOAD DISTRIBUTION

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	Shipping [Ⓢ]			Curb [Ⓢ]			Body &/or Payload	Payload Distribution		Body Length	
	Front	Rear	Total	Front	Rear	Total		Front	Rear		
1170	1834	1756	3590	1860	1870	3730	1200	0%	100%	90.50	
1270	1821	1779	3600	1849	1891	3740	1200	0%	100%	90.50	
1180	1967	1643	3610	1993	1757	3750	1250	0%	100%	78	
1280	1956	1664	3620	1982	1778	3760	1250	0%	100%	78	
3102	1661	759	2420	1714	821	2535	2350		@		
3103	1935	975	2910	2020	1035	3055	1850	1%	99%	72	
3104	1927	1333	3260	2010	1395	3405	1500	0%	100%	78	
3105	1840	1650	3490	1918	1712	3630	1250	5%	95%	98	
3106	1880	1900	3780	1956	1964	3920	950	4%	96%	94	
3112	1676	884	2560	1734	946	2680	2200		@		
3116	1880	1915	3795	1958	1977	3935	950	4%	96%	94	
3134	1927	1373	3000	2010	1440	3450	1450	0%	100%	78	
3153	2276	1164	3440	2362	1223	3585	1950	1%	99%	72	
3154	2273	1522	3795	2354	1581	3935	1600	0%	100%	78	
3155	2181	1849	4030	2258	1902	4160	1400	5%	95%	98	
3156	2220	2100	4320	2295	2160	4455	1100	4%	96%	94	
3166	2221	2114	4335	2295	2175	4470	1100	4%	96%	94	
3184	2273	1572	3845	2355	1625	3980	1550	0%	100%	78	
3203	1980	1010	2990	2067	1063	3130	1750	4%	96%	84	
3204	1990	1395	3385	2078	1452	3530	1350	0%	100%	98	
3234	1990	1460	3450	2078	1517	3595	1300	0%	100%	98	
3442	1754	946	2700	1767	1048	2815	6750		@		
3445	2535	2507	5045	2550	2610	5160	4400	7%	93%	99	
3542	1839	956	2795	1870	1055	2925	6600		@		
3545	2657	2593	5250	2688	2692	5380	4150	14%	86%	119	
3602	1785	995	2780	1828	1117	2935	3850		@		
3603	2088	1187	3275	2167	1288	3455	3350	5%	95%	84	
								1%	99%	90	
3604	2094	1576	3670	2173	1677	3850	2950	0%	100%	98	
3609	2075	1770	3845	2154	1871	4025	2750	0%	100%	91	
3612	1826	1094	2920	1875	1205	3080	3700		@		
3634	2094	1641	3735	2173	1742	3915	2900	0%	100%	98	
3653	2462	1348	3810	2542	1448	3990	3250	1%	99%	90	
3654	2468	1737	4205	2546	1838	4385	2850	0%	100%	98	
3659	2449	1931	4380	2528	2032	4560	2650	0%	100%	91	
3684	2468	1802	4270	2546	1904	4450	2750	0%	100%	98	
3742	1835	990	2825	1870	1085	2955	6600		@		
3745	2697	2718	5415	2732	2813	5545	4000	14%	86%	139	
3802	1937	1083	3020	1975	1205	3180	6050		@		
3803	2235	1265	3500	2320	1370	3690	5550	12%	88%	84	
								1%	99%	114	
3804	2223	1732	3955	2310	1835	4145	2800	4%	96%	108.25	
3805	2152	2118	4270	2215	2240	4455	2450	8%	92%	129	
3809	2268	2027	4295	2355	2130	4485	4750	1%	99%	109	
3812	2063	1092	3155	2105	1215	3320	5900		@		
3853	2533	1427	3960	2615	1529	4145	3200	1%	99%	114	
3854	2520	1890	4410	2605	1995	4600	2750	4%	96%	108.25	
3855	2450	2250	4700	2511	2374	4885	2450	8%	92%	129	
3859	2565	2185	4750	2650	2290	4940	2400	1%	99%	109	
4102	2165	1625	3790	2204	1746	3950	9900		@		
4103	2485	1790	4275	2572	1893	4465	9400	12%	88%	84	
								8%	82%	96	
								1%	99%	114	
4109	2495	2581	5075	2580	2685	5265	8600	1%	99%	109	
4112	2285	1635	3920	2334	1756	4090	9750		Determined by style, length and weight of body.		
4402	2215	1680	3895	2270	1790	4060	9800				
4403	2579	1841	4420	2675	1935	4610	9250	14%	86%	120	
								6%	94%	144	
								3%	97%	156	
4409	2680	2770	5450	2775	2865	5640	8200	5%	95%	144	

Ⓢ - Determined by style, length and weight of body.

● - Estimated weight.

VEHICLE WEIGHTS AND LOAD DISTRIBUTION

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW					
	Shipping [Ⓞ]			Curb [Ⓞ]			Body and Payload	Payload Distribution		Body Length		
	Front	Rear	Total	Front	Rear	Total		Front	Rear			
4412	2317	1713	4030	2378	1822	4200	9650	Determined by style, length and weight of body.				
4502	2295	1805	4100	2372	1963	4335	8550					
5103	2987	1953	4940	3082	2063	5145	15350	14%	86%	84		
								9%	91%	96		
								4%	96%	108		
								1%	99%	114		
5303	3005	1985	4990	3108	2087	5195	15300	8%	92%	120		
								6%	94%	132		
								3%	97%	138		
								1%	99%	144		
5403	3040	1995	5035	3145	2095	5240	15250	11%	89%	132		
								7%	93%	144		
								5%	95%	150		
5409	3145	2920	6065	3250	3020	6270	14200	1%	99%	162		
5703	3083	2037	5120	3192	2133	5325	15150	6%	94%	144		
								14%	86%	168		
								10%	90%	180		
								4%	96%	198		
6102	2362	2023	4385	2396	2164	4560	15900	1%	99%	210		
6103	2660	2140	4800	2738	2262	5000	15450	@				
								12%	88%	84		
								5%	95%	102		
								3%	97%	108		
6109	2668	2932	5600	2750	3055	5805	14650	1%	99%	114		
6112	2485	2035	4520	2527	2178	4705	15750	1%	99%	109		
6242	2365	2735	4100	2422	2828	4250	13500	Determined by style, length and weight of body.				
6303	2678	2172	4850	2762	2288	5050	15400	4%	96%	132		
								2%	98%	138		
								1%	99%	144		
6402	2373	2042	4415	2423	2172	4595	15900	@				
6403	2740	2180	4920	2828	2292	5120	15350	10%	90%	132		
								6%	94%	144		
								3%	97%	156		
6409	2825	3125	5950	2915	3240	6155	14300	5%	95%	144		
6412	2419	2131	4550	2475	2260	4735	15750	Determined by style, length and weight of body.				
6502	2425	2145	4570	2475	2275	4750	15700					
6503	2776	2239	5015	2865	2355	5220	15250	13%	87%	156		
								6%	94%	180		
								2%	98%	192		
6512	2470	2235	4705	2526	2364	4890	15600	Determined by style, length and weight of body.				
6642	2395	1780	4175	2453	1870	4325	13450					
6702	2531	2329	4860	2623	2492	5115	12700					
6702	2841	2349	5190	2933	2462	5395	13900	9%	91%	210		
								6%	94%	222		
								1%	99%	240		
6802	2551	2324	4875	2655	2475	5130	12700	@				
7103	3190	2215	5405	3310	2335	5645	16050	9%	91%	96		
								4%	96%	108		
								1%	99%	114		
7109	3200	3005	6205	3320	3125	6445	15250	1%	99%	109		
7203	3228	2207	5435	3355	2325	5680	16050	11%	89%	114		
								6%	94%	126		
								1%	99%	138		
7703	3365	2445	5810	3494	2556	6050	15650	9%	91%	204		
								6%	94%	216		
								2%	98%	228		

Ⓞ - Determined by style, length and weight of body.
 Ⓞ - Estimated weight.

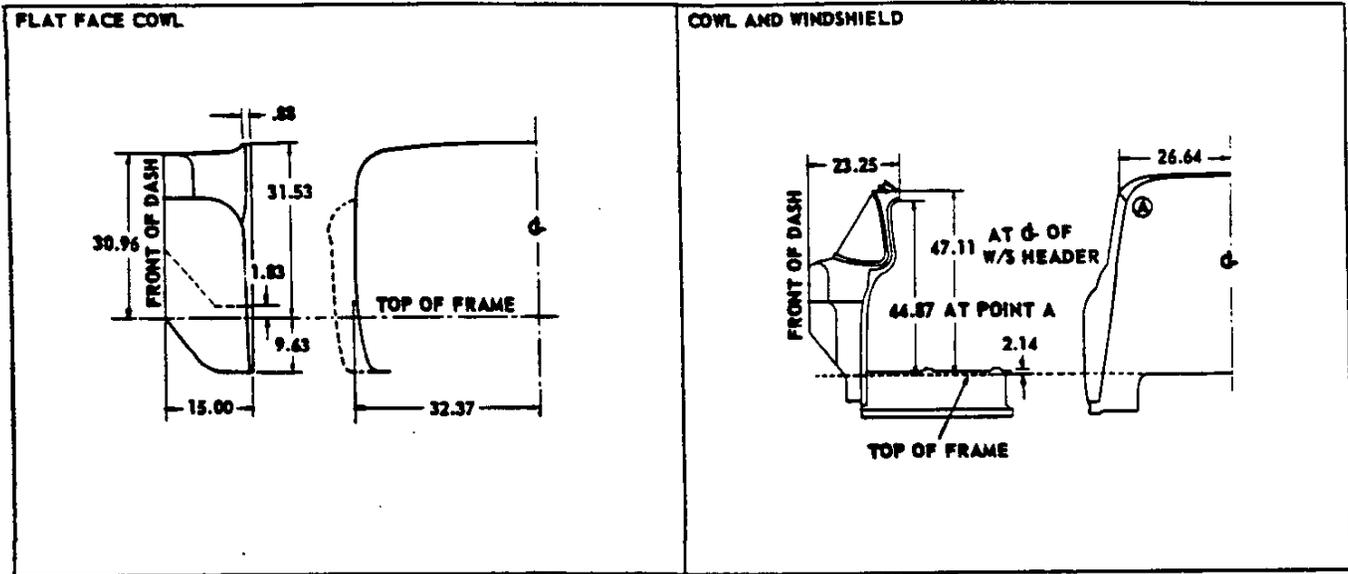
VEHICLE WEIGHTS AND LOAD DISTRIBUTION

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	Shipping [⊙]			Curb [⊙]			Body and Payload	Payload Distribution		Body Length	
	Front	Rear	Total	Front	Rear	Total		Front	Rear		
8103	2898	2407	5305	3002	2543	5545	16200	3%	97%	108	
8109	2910	3200	6110	3015	3335	6350	15400	1%	99%	114	
8203	2948	2477	5425	3058	2607	5665	16050	5%	95%	126	
8403	3005	2435	5440	3123	2557	5680	16050	1%	99%	138	
8409	3050	3420	6470	3165	3545	6710	15000	5%	95%	150	
8413	3342	4743	8085	3520	4805	8325	19550	1%	99%	162	
8503	3047	2578	5625	3162	2703	5865	15850	6%	94%	144	
8513	3395	4875	8270	3560	4950	8510	19400	3%	97%	156	
8703	3077	2663	5740	3195	2785	5980	15750	1%	99%	162	
8713	3439	4986	8425	3596	5069	8665	19200	7%	93%	174	
8802	2868	2622	5490	2994	2761	5755	14050	4%	96%	186	
9103	3492	2603	6095	3605	2750	6355	18350	1 1/2%	99-1 1/2%	198	
9203	3540	2745	6285	3650	2890	6540	18150	11%	89%	162	
9703	3575	2905	6480	3694	3046	6740	17800	4%	96%	186	
10103	3318	2762	6080	3440	2915	6355	18300	1 1/2%	99-1 1/2%	198	
10203	3335	2825	6160	3463	2972	6435	18250	8%	92%	204	
10403	3303	2937	6240	3435	3080	6515	18050	5%	95%	216	
10413	3643	4887	8530	3806	4999	8805	26900	1 1/2%	99-1 1/2%	234	
10503	3343	3017	6360	3467	3163	6630	17900	10%	90%	198	
10513	3690	4965	8655	3858	5067	8925	26750	4%	96%	222	
10703	3410	3010	6420	3535	3155	6690	17800	1 1/2%	99-1 1/2%	234	
10713	3750	4990	8740	3957	5053	9010	26700	10%	90%	198	
10802	2975	2845	5820	3093	3007	6100	15750	4%	96%	222	
								1 1/2%	99-1 1/2%	234	

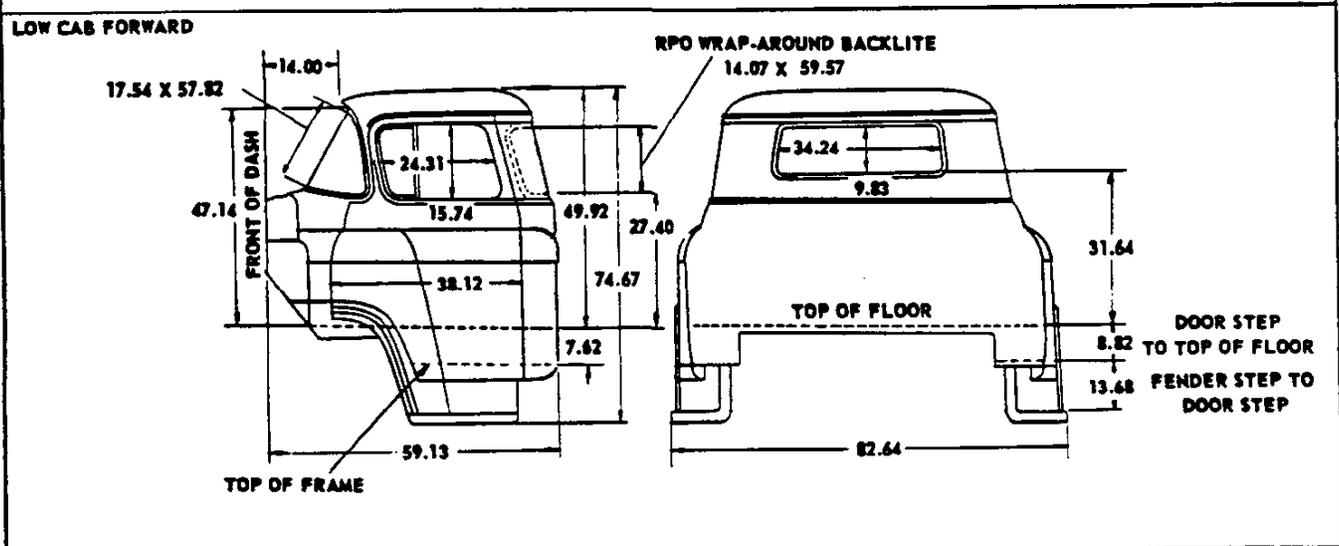
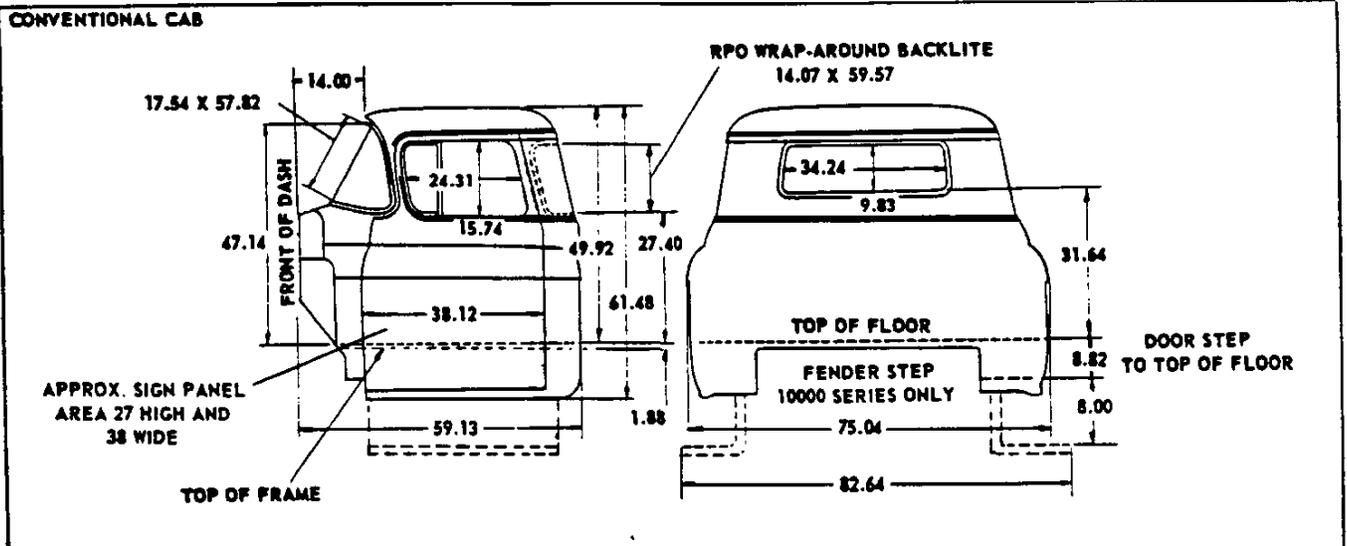
@ - Determined by style, length and weight of body.

⊙ - Estimated weight.

COWL DIMENSIONS

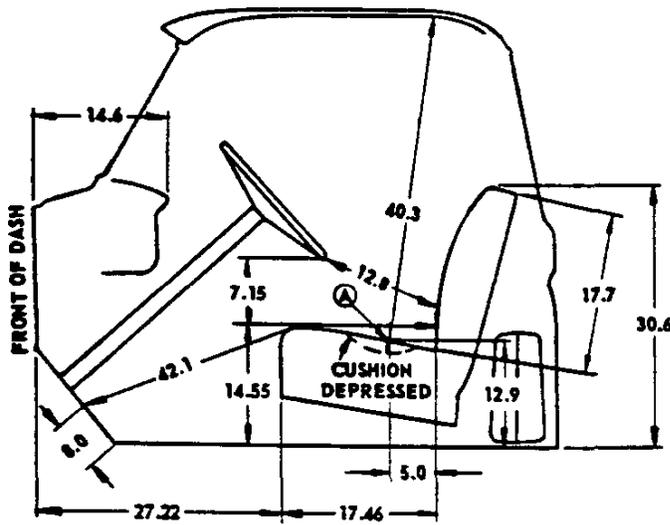


CAB EXTERIOR DIMENSIONS

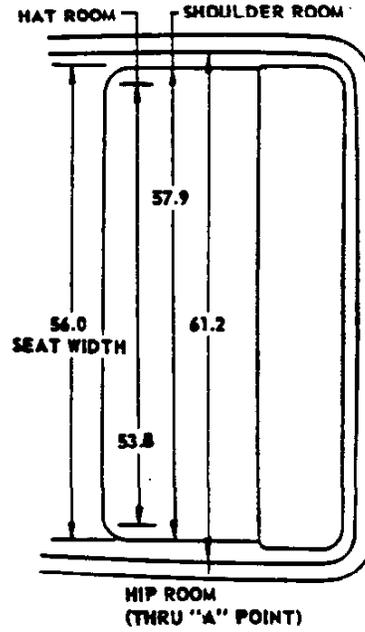


DRIVER COMPARTMENT AND SEAT DIMENSIONS

CONVENTIONAL AND LOW CAB FORWARD

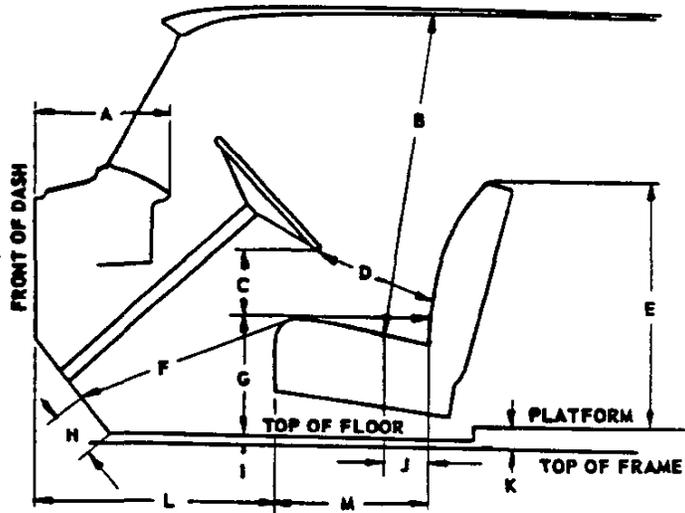
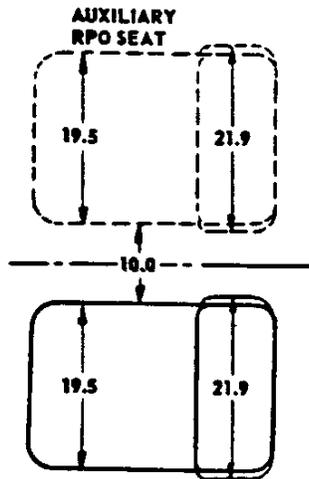


SEAT IN REAR POSITION
SEAT ADJUSTMENT: 3.75



PANEL AND SUBURBAN CARRYALL

PANEL		SUBURBAN CARRYALL
14.6	A	14.6
40.03	B	38.95
7.42	C	7.06
13.3	D	13.3
27.46	E	28.90
42.38	F	42.20
13.78	G	14.14
8.00	H	8.00
1.88	I	1.88
5.00	J	5.00
2.94	K	2.94
27.19	L	27.22
18.16	M	17.46



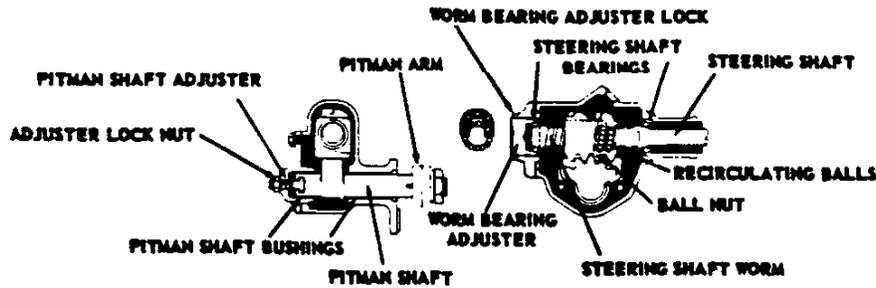
SEAT IN REAR POSITION
SEAT ADJUSTMENT: 3.56

MODELS

Type	Series	Wheel Base	Sedan Delivery	Sedan Pickup	Flat Face Cowl	School Bus Chassis	Chassis Cab	Step-side Pickup	Panel	Suburban Carryall	Stake	W/S Cowl	Fleet-side Pickup	Forward Control Chassis	
L I G H T D U T Y	11-1200	119	11-1270	11-1280											
	31	114			3102		3103	3104	3105	3106-16		3112	3134		
	31-4WD	114					3153	3154	3155	3156-66			3184		
	32	123-1/4					3203	3204					3234		
	34	104							3445					3442	
	35	125							3545					3542	
	36	123-1/4			3602		3603	3604			3609	3612	3634		
	36-4WD	123-1/4					3653	3654			3659		3684		
	37	137							3745					3742	
M E D I U M D U T Y	40	132-1/2			4102		4103				4109	4112			
		156-1/2			4402		4403				4409	4412			
		156-1/2				4502									
	50S	112-5/8						5103S							
		124-5/8						5303S							
		136-5/8						5403S			5409S				
	50	160-5/8						5703S							
		112-5/8						5103							
		124-5/8						5303							
50H	136-5/8						5403			5409					
	160-5/8						5703								
	112-5/8						5103H								
60S	124-5/8						5303H								
	136-5/8						5403H			5409H					
	160-5/8						5703H								
	132-1/2			6102S			6103S				6109S	6112S			
	144-1/2						6303S								
60	156-1/2				6402S		6403S				6409S	6412S			
	174-1/2				6502S		6503S					6512S			
	196-1/2						6703S								
	129-5/8													6242	
	132-1/2			6102			6103				6109	6112			
60H	144-1/2						6303								
	153-5/8													6642	
	156-1/4			6402			6403			6409	6412				
	174-1/2			6502			6503				6512				
	196-1/2					6702	6703								
70	222-1/2					6802									
	132-1/2			6102H			6103H				6109H	6112H			
	144-1/2						6303H								
	156-1/2			6402H			6403H			6409H	6412H				
	174-1/2			6502H			6503H				6512H				
80	196-1/2						6703H								
	112-5/8						7103			7109					
	124-5/8						7203								
	172-5/8						7703								
	132-1/2						8103			8109					
90	144-1/2						8203								
	156-1/2						8403*			8409					
	174-1/2						8503*								
	192-1/2						8703*								
	240					8802									
100	112-5/8						9103								
	124-5/8						9203								
	172-5/8						9703								
	132-1/2						10103								
	144-1/2						10203								
D U T Y	156-1/2						10403*								
	174-1/2						10503*								
	192-1/2						10703*								
	240					10802									

* - Also available as tandem axle models when equipped with RPO 476 or 682.

STEERING GEAR



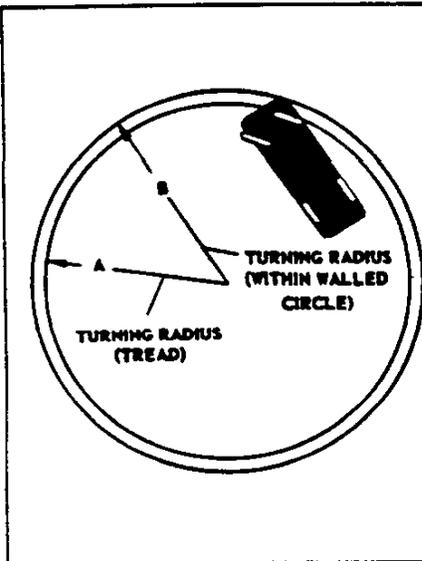
ITEM	3100-3200 3600-3800	34-35-37 5000-62-6642 (ex. 62-6600)	4000-6000	8000-10000	7000-9000	
Make and type	Saginaw Steering Gear, semi-reversible recirculating ball					
Ratio	21.3:1	27.76:1	23.6:1	28.14:1		
Mounting	On frame side member					
Pitman shaft bushings	Outer	Material	Cast bronze			
		Inside dia.	1.1245-1.1255	1.379-1.3795	1.3785-1.3795	1.379-1.3795
	Inner	Length	1.380	1.00	1.50	1.00
		Inside dia.	1.1255-1.1260			
Pitman shaft	Diameter	Outer end	1.1205-1.1215	1.3745-1.3755		
		Inner end	1.123-1.124			
	Location	Straddle mounted in steering gear housing assembly				
Worm and steering gear	Type	Worm welded to shaft				
	Shaft diameter	0.750	0.812	0.875		
Pitman arm type	One piece, drop forged steel					
Steering column diameter	1.75					
Gear adjustment (lash)	2 to 3-1/2 lb.		2 to 2-1/2 lb.*	2-3/4-3-1/4 lb.*		
Horn cable and contact	Cable lead attached to rubber imbedded contact ring at inside upper end of column					
Steering wheel	Type and material	3-spoke; hard rubber vulcanized to steel insert				
	Diameter	18		20		
Anti-friction bearings	See anti-friction bearing page P-143-144					

* - Adjustment of gear taken at center of rim on steering wheel.

POWER STEERING

ITEM	3100-3200-3600-3800	4000 thru 8000	9000-10000
Type	Linkage with open center valve		
Steering cylinder inside diameter	1.37	2.00	2.375
Pump	Type	Vane, hydraulic	
	Mounting	On rear of generator	
	Driven by	Splined extension of generator shaft	
	Maximum flow rate	1.0 to 1.3 GPM	1.7 to 3.0 GPM
Steering assistance provided	Up to 80%		

TURNING RADII



Series	Wheel Base	A (feet)	B (feet)	Series	Wheel Base	A (feet)	B (feet)
3100	114.00	20.72	22.10	6600	153.62	26.11	26.36
3100*	114.00	23.65	25.03	6700	196.50	31.49	34.99
3200	123.25	22.05	23.43	6800	222.50	35.07	38.57
3400	104.00	18.21	19.71	7100	112.62	20.79	23.29
3500	125.00	20.92	22.30	7200	124.62	22.47	24.97
3600	123.25	21.68	23.06	7700	172.62	26.96	29.46
3600*	123.25	25.24	26.62	8100	132.50	23.58	26.08
3700	137.00	22.58	23.96	8200	144.50	25.27	27.27
3800	135.00	23.34	25.03	8400	156.50	26.96	29.46
3800*	135.00	27.24	28.93	8500	174.50	29.50	32.00
4100	132.50	23.12	26.62	8700	192.50	32.34	34.53
4400	156.50	26.50	29.97	8800	240.50	38.74	41.24
4500	156.50	25.84	29.34	9100	112.62	20.79	23.29
5100	112.62	20.90	24.20	9200	124.62	22.43	24.93
5300	124.62	22.53	25.03	9700	172.62	29.19	31.69
5400	136.62	24.26	27.76	10100	132.50	23.39	25.89
5700	160.62	27.72	31.22	10200	144.50	25.22	27.72
6100	132.50	22.68	26.18	10400	156.50	26.91	29.41
6200	129.62	22.73	24.48	10500	174.50	29.45	31.95
6300	144.50	24.33	27.83	10700	192.50	31.99	34.49
6400	156.50	25.98	29.48	10800	240.00	38.70	41.20
6500	174.50	28.46	31.96				

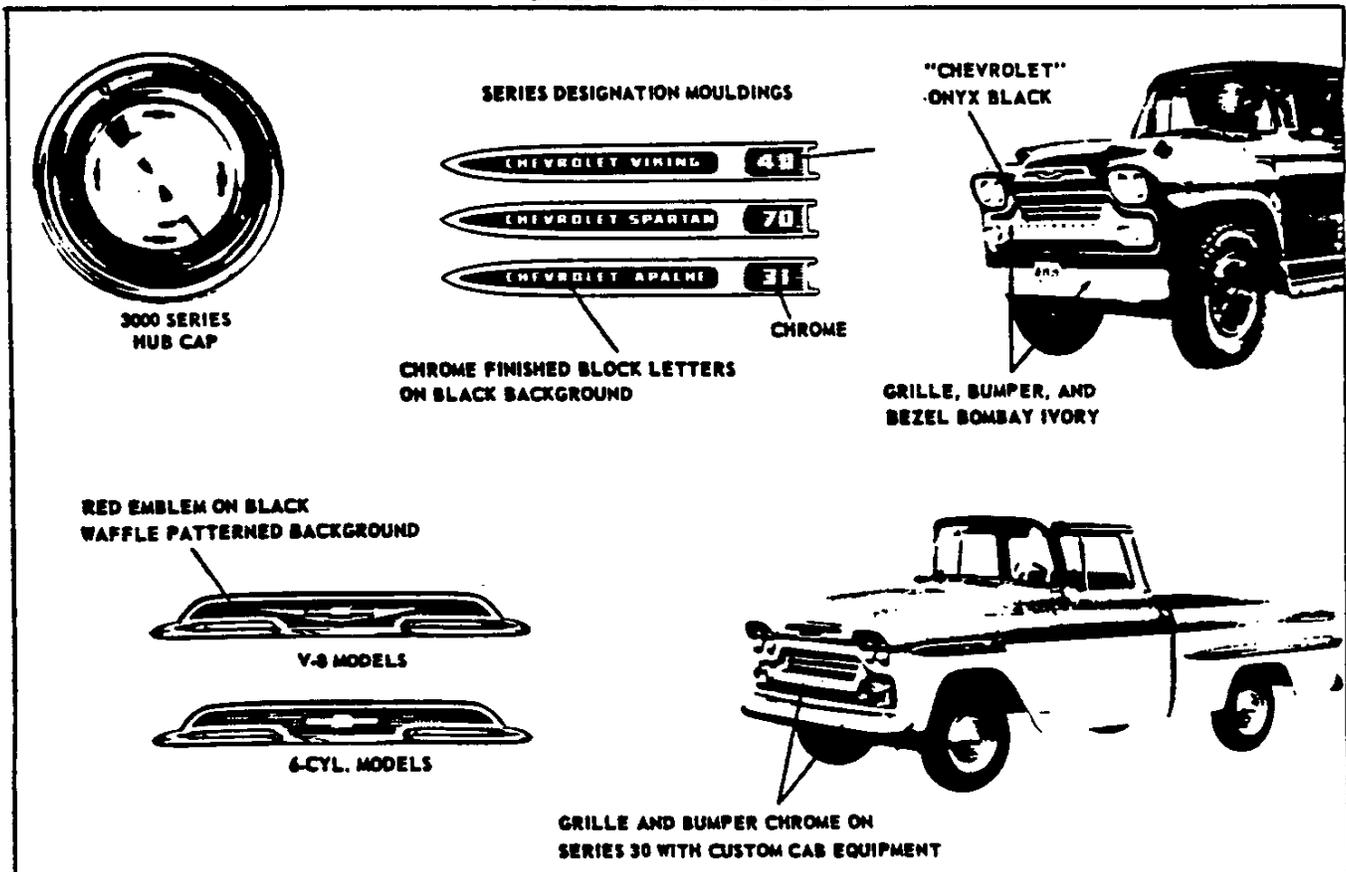
* - Four Wheel Drive Models

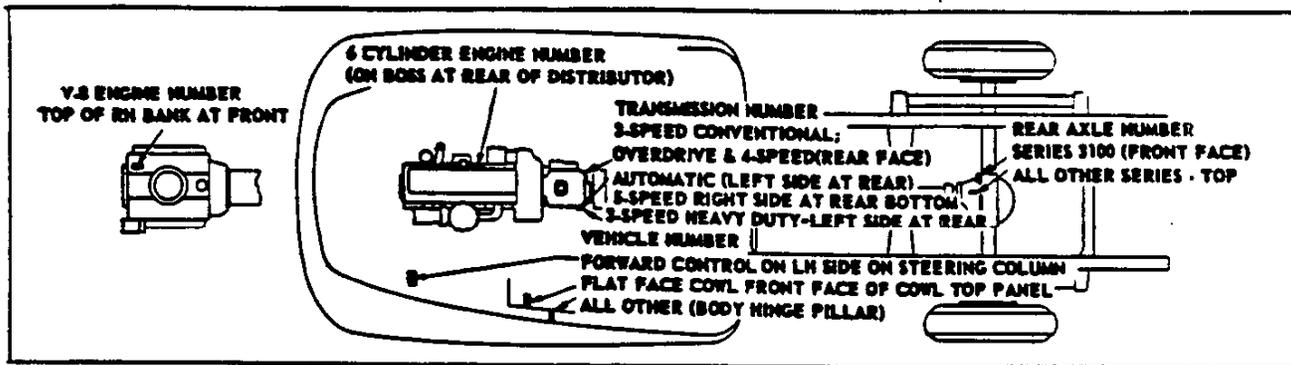
EXTERIOR APPEARANCE

SOLID COLOR AND MAIN COLOR IN TWO-TONING †	WHEEL COLOR ‡	TRIM COMBINATIONS	
		DELUXE	CUSTOM
Baltic Blue (New)	Baltic Blue	Beige & Charcoal	Blue & Charcoal
Dawn Blue	Dawn Blue	Beige & Charcoal	Blue & Charcoal
Glade Green	Glade Green	Beige & Charcoal	Green & Charcoal
Galway Green (New)	Galway Green	Beige & Charcoal	Green & Charcoal
Tartan Turquoise	Tartan Turquoise	Beige & Charcoal	Beige & Charcoal
Frontier Beige (New)	Frontier Beige	Beige & Charcoal	Beige & Charcoal
Sherwood Green (New)	Sherwood Green	Beige & Charcoal	Green & Charcoal
Golden Yellow	Golden Yellow	Beige & Charcoal	Beige & Charcoal
Omaha Orange	Omaha Orange	Beige & Charcoal	Beige & Charcoal
Jet Black	Jet Black	Beige & Charcoal	Beige & Charcoal
Cadet Gray (New)	Cadet Gray	Beige & Charcoal	Beige & Charcoal
Yukon Yellow	Yukon Yellow	Beige & Charcoal	Beige & Charcoal
Cardinal Red	Cardinal Red	Beige & Charcoal	Beige & Charcoal
Pure White *	Jet Black	Beige & Charcoal	Beige & Charcoal

1. Chrome grille, bumpers and hub caps are included in the custom cab option on series 30 models.
 2. Bombay Ivory is used on grille, bumpers of all series 40-50-60-70-80-90-100 models and series 30 deluxe cab models.
 3. Hub caps of series 30 deluxe cab models are Bombay Ivory.
 4. Suburban carryall models are not available with two-toning.
 5. All grille lettering is black. Stepside and deluxe Fleetside tailgate lettering is Bombay Ivory. Custom Fleetside tailgate lettering is body color.
- † - Bombay Ivory is used as the second color in all combinations.
 ‡ - Colored wheels on series 30 with two-toning: All others - black.
 * - Pure white is available as a solid color only.

EXTERIOR APPEARANCE ITEMS





VEHICLE SERIAL NUMBERS

Example: **3C 59T 100012**

Series Designation Year Assembly Plant Unit Number (Begin with 100001 at each plant regardless of series)

REAR AXLE IDENTIFICATION CHEVROLET AXLES

Example: **AF 2 12**

Type series and assembly plant designation Month Day of month

Series Designation:

3A	3100	5J	5700
3B	3200	6F	6100S
3C	3400	6R	6300S
3D	3500	6G	6400S
3E	3600	6H	6500S
3F	3700	6T	6700S
3G	3800	6L	6100H
4A	4100	6S	6300H
4B	4400	6M	6400H
4C	4500	6N	6500H
5A	5100	6U	6700
5K	5300	7A	7100
5B	5400	7B	7200
5C	5700	7C	7700
6A	6100	8A	8100
6J	6200	8B	8200
6P	6300	8C	8400
6B	6400	8D	8500
6C	6500	8E	8700
6K	6600	8F	8800
6D	6702	9A	9100
6V	6703	9B	9200
6E	6800	9C	9700
5D	5100S	10A	10100
5L	5300S	10B	10200
5E	5400S	10C	10400
5F	5700S	10D	10500
5G	5100H	10E	10700
5M	5300H	10F	10800
5H	5400H		

Type Designation:

AF	3100-3200 Regular Production
AJ	3100-3200 With RPO 208.
AR	3103-04-05-06-16 With RPO 690
CA	34-35-3700 Regular Production
CB	34-35-37-3800 With RPO's-295-299-462
CC	3600 Regular Production & RPO's-314-316-318
CD	3600 With RPO's - 282-285
CP	3603-04-09 With RPO 690
CE	34-35-3700 with RPO's-316-318-321
CF	3800(RPO on 34-35-3700) with RPO 205
CQ	3803-04-05-09 with RPO 690
CG	4000 Regular Production
CW	41-4400 With RPO 201
CN	4000 With RPO 201
CM	5-6-7-8-10800 reg. prod. RPO's 291-292-451-452%-477 5-6000 With RPO 201
CL	7-8000(exc. 8000) with RPO 291- 292-451-452%-477
CR	7-8000-10800 With 7. 20:1 axle
CS	7-8000(exc. 8800) With RPO 201
DA	84-85-8700 With RPO 682
DA	104-105-10700 With RPO 476
DB	84-85-8700 With RPO 682
DB	104-105-10700 With RPO 476
DC	84-85-8700-104-105-10700 With RPO 585
DD	84-85-8700-104-105-10700 With RPO 585

% = RPO 452 not available on 5-6-7-8000

Assembly Plant Designation:

- A-Atlanta
- B-Baltimore
- F-Flint
- J-Janesville
- K-Kansas City
- L-Los Angeles
- N-Norwood
- O-Oakland
- S-St. Louis
- T-Tarrytown
- G - GM Truck

EATON FRONT AXLE IDENTIFICATION

- S-9884-5000
- S-9885-6000
- S-9703-A-62-6600
- S-9893-7000-9000
- S-9734-7000-9000 full air
- S-9894-8-10000
- S-9733-8-10000 full air (7000⁴)

A "V" prefix to the series designation will identify models equipped with optional V-8 engine.
9-30-58 Data Revised 12-22-58

SERIAL NUMBERS AND IDENTIFICATION - Continued

ENGINE IDENTIFICATION

Example:

 F
|
Assembly plant
designation
F-Flint
T-Tonowanda

 102
|
Calendar month
and date produced
1=Jan; 2=Feb; etc.

 A
|
Type
designation

Type and Series Designation

- J - 3100-3200-3800 regular production
- JC - 4000(31-32-36-3800 with RPO 227)
- JF - 31-32-36-38-41-4400 with RPO's 314 & 321
- K - 34-35-3700
- KA - 34-35-3700 with RPO 321
- L - 6000
- LC - 6000 with RPO 309
- LD - 6000 with RPO 413
- LE - 6000 with RPO's 413 & 309
- M - 31-32-36-3800-4000 with RPO 408
- MA - 31-32-36-38-41-4400 with RPO's-314-321 & 408
- MB - 31-32-36-38-4000 with RPO's-227 & 408
- N - 5000 regular production
- NA - 5000 with RPO 309
- NC - 5000 with RPO 413
- ND - 5000 with RPO 413 & 309
- P - 6000 with RPO 408
- PA - 6000 with RPO's-309 & 408
- PC - 6000 with RPO's-413 & 408
- PD - 6000 with RPO's-413-408 & 309
- R - 7000 regular production (5000 with RPO 418)
- RA - 7000 with RPO 309 (5000 with RPO's-418 & 309)
- RC - 5-7000 with RPO's 413 & 585
- RD - 5-7000 with RPO's 413, 585 & 309
- S - 8000 regular production (6000 with RPO 418)
- SA - 8000 with RPO 309 (6000 with RPO's 418 & 309)
- SC - 6-8000 with RPO's 413, 585 & 309
- SD - 6-8000 with RPO's 413 & 585
- T - 9000 regular production (7000 with RPO 385)
- TA - 9000 with RPO 309
- U - 10000 regular production (exc. 10800)
- UA- 10000 (exc. 8800-10800) with RPO 309

LOAD MASTER ENGINE SERIAL NUMBER

CA 2

Source & type
designation

1001

Unit number to
be numbered in
sequence starting
with 1001.

SERIAL NUMBERS AND IDENTIFICATION - Continued

REAR AXLE IDENTIFICATION (EATON)

Axle Identification No.	Series	Description
S-9701	5-6000	7.17:1
S-9702	5-6000	6.50-9.04:1
S-9899	7-8-10800¢	7.17:1
S-9902	7-8000*	6.50-9.04:1
S-9974	7-8000*	7.17-9.97:1 (Hydraulic brake-cast wheel)
S-9900	7-8000*	7.17:1 (Full Air)
S-9975	7-8000*	7.17-9.97:1 (Hydraulic brake-disc wheel)
S-9976	7-8000*	7.17-9.97:1 (Air brake-cast wheel)
S-9977	7-8000*	7.17-9.97:1 (Air brake-disc wheel)
S-9906	9-10000%	7.67:1
S-9905	9-10000¢	7.17:1
S-9847	9-10000%	7.67:1 (Full Air)
S-9726	9-10000%	7.17:1 (Full Air)
S-9909	9-10000%	6.50-8.87:1
S-9727	9-10000%	6.50-8.87:1 (Full Air)
S-9978	9-10000%	7.17-9.77:1 (Hydraulic brake-cast wheel)
S-9972	9-10000%	7.17-9.77:1 (Hydraulic brake-disc wheel)
S-9980	9-10000%	7.17-9.77:1 (Air brake-cast wheel)
S-9981	9-10000%	7.17-9.77:1 (Air brake-disc wheel)

TRANSMISSION IDENTIFICATION

Three Speed Conventional And Overdrive

Example: M-(Plant Muncie) 2 28
 S-(Plant Saginaw) month day of month

Four Speed Synchromesh

Example: T 2 28
 (Plant Toledo) month day of month

Four Speed Automatic

- 31-3200 without oil cooler (L-6) - pink plate color
- 3600 without oil cooler (L-6) - yellow plate color
- 34-35-37-38-4000 with oil cooler (L-6) - white plate color
- 3800-4000 with V-8 & oil cooler - light green plate color
- 3600 without oil cooler & V-8 dark brown plate color

Three Speed Heavy Duty

Example: W B 28 1
 Manufacturer-# month\$ day of month shift

Five Speed Synchromesh (New Process)

Example: 2 28 9
 month day of month year

Six Speed Automatic (Powermatic)

- Series 5-6-7-8000 with V-8 engine (yellow I.D. plate)
- Series 6000 with L-6 engine (red I.D. plate)
- Series 9-10000 (green I.D. plate)

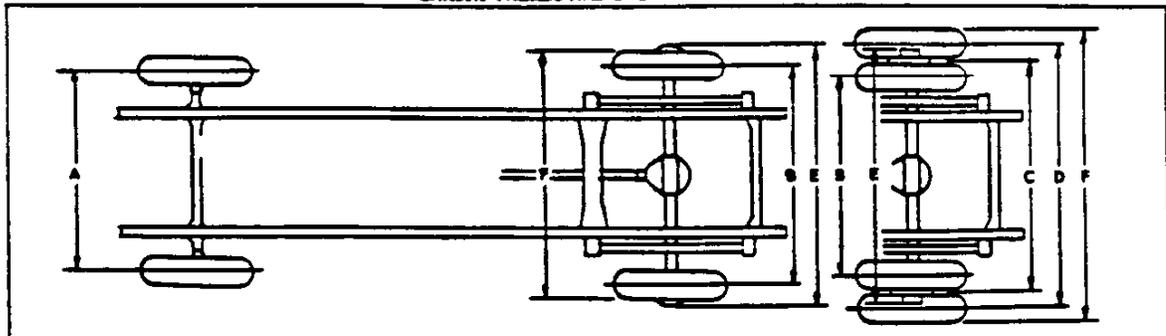
Five Speed Synchromesh Heavy Duty (Spicer)

Example: D 2 28 9
 Manufacturer Y month day of month year

- # - W-Borg Warner
- \$ - A-January, B-February etc.
- Y - Dana Corporation

- * - Except 8802 & Tandems
- % - Except 10800 & Tandems
- ¢ - Except Tandems

CHASSIS TREADS AND OVERALL WIDTHS

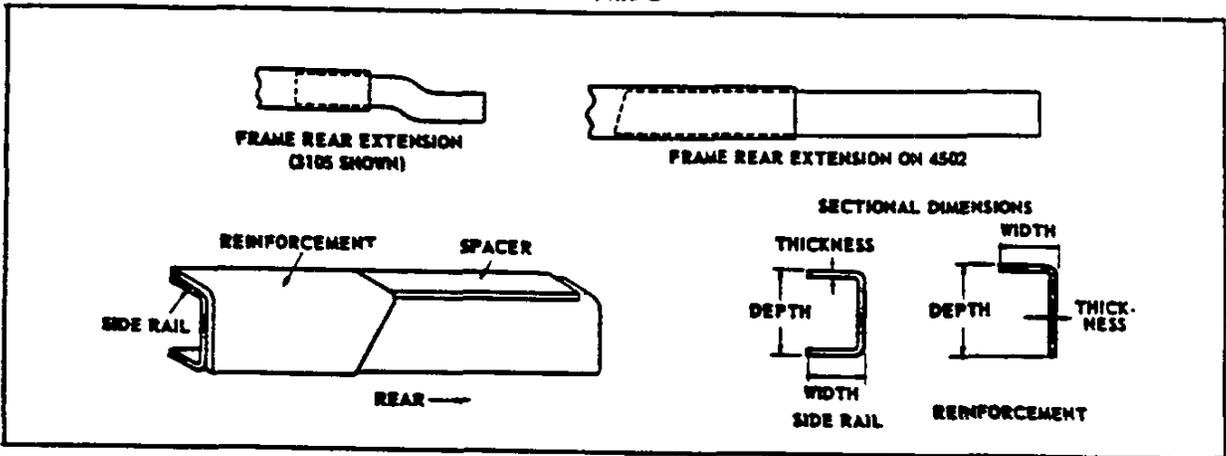


Series	Tire Size	A		B		C		D		E		F		Ground Clearance	
		Front Tread	Rear Tread Inner	Rear Tread Dual Mean	Rear Tread Outer	Width Over Rear Hubs	Width Over Rear Tires	Front Axle	Rear Axle						
3100 3200	6-70-15	60.7	61.0							67.9	8.04	7.68			
	6-50-16	61.0(62.7*)	61.3					70.3		68.3	8.34(7.98*)	8.08			
	7-17.5	61.8(63.5*)	62.1							69.5	8.94(8.58*)	8.58			
3400 3500 3700	7-17.5	65.4	62.4							69.8	8.62	7.68			
	8-17.5	65.4	62.4					72.4		70.1	9.22	8.28			
	8-19.5	63.2	61.8							69.7	7.84	9.78			
3600	8-19.5D	63.1	53.7	63.3	72.9	71.0				80.8					
	7-17.5	61.9(63.7*)	62.4							69.8	9.05(7.68*)	7.68			
	8-17.5	61.2(62.9*)	61.8			72.4				70.1	9.65(8.28*)	8.28			
3800	7-17.5D	61.9	54.3	63.2	72.1	71.0				69.7	11.15(9.78*)	9.78			
	8-17.5	61.9(63.7*)	62.4					72.4		70.1	9.65(8.28*)	8.28			
	8-19.5	61.2(62.9*)	61.8							69.7	11.15(9.78*)	9.78			
4000	8-19.5D	61.1	53.6	63.3	72.9	71.0				80.8	11.15	9.78			
	7-22.5D	59.8								83.3-85.7X	11.15(11.12S)	9.18			
	8-19.5D	59.8	56.9	66.5	76.1	77.0				84.0-86.4X	11.15(10.70S)	8.78			
5000 6000 †	8-22.5D	64.0	58.1							88.0	12.22	9.50			
	9-22.5D	71.4+	59.2‡							89.0‡	11.40+	8.49‡			
	9-22.5D@	63.0	57.1	68.9	79.7					88.5					
7000 8000 10800 and all Tndms	10-22.5D@	70.4+	58.2‡	70.0‡	80.8‡					89.5‡	12.80(12.00+)	10.10			
	8-22.5D	71.9	58.6	69.3	80.0					90.6		9.09‡			
	9-22.5D	70.8‡	59.8‡	70.5‡	81.2‡					90.8‡					
9000 10000 (exc. 10800)	10-22.5D‡	69.9‡	59.8‡	70.0‡	80.8‡	80.8				91.4	13.70(12.00+)	11.00			
	9-22.5D‡	70.7	57.5	49.3	81.1	85.8‡				91.6‡		9.99‡			
	10-22.5D‡	69.9‡	58.7‡	68.9‡	82.3‡					88.2	11.40	9.50			
9000 10000 (exc. 10800)	10-22.5D‡	70.0	56.7‡	70.5‡	81.9‡					87.9‡	10.70‡	8.49‡			
	11-22.5D‡	69.2‡	58.3‡	70.5‡	82.7‡					89.9‡	12.00	10.10			
	11-22.5D‡	69.2‡	59.6‡	70.1‡	82.3‡					89.5‡	11.37‡	9.09‡			

* - With Four Wheel Drive Equipment
 ‡ - With HD 4500 lb. front axle
 @ - With 22.5x6.75 wheels
 † - With disc wheels
 D - Dual rear wheels
 + - With 7000 lb. front axle (Eaton)
 ‡ - With 22.5 x 6.75 Rims
 9-30-5A Data Revised 12-22-58
 CHEVROLET 1959 TRUCK SPECIFICATIONS

‡ - With 16000 lb. rear axle
 ‡ - The Eaton 16000 lb. rear axle is not available on series 6200-6600-6700-6800
 ‡ - 9000 lb. front axle
 X - 15000 lb. rear axle
 ‡ - With 22.5x7.50 wheels (6 bolt)
 ‡ With 22.5 x 7.50 Rims

FRAME



FRAME DATA

Type	Ladder with stright thru channel side member
Material	Hot Rolled Steel, Pickled
Yield Point	39000 PSI (minimum)
Elongation	25% in two inches

SIDE RAIL DATA

Series	Number of Cross members ‡	Width over Rails	Maximum Sectional Dimensions			Section Modulus (in. cu.)	Overall Length	Overall leng. with extension	Kick up Height
			depth	width	thickness*				
3100	5	34.00	6.00	2.26	0.14	2.54	180.55	194.00@	1.82
3200-3600			6.10	2.25	0.19	3.37	200.55	214.00	1.72
3400	4	34.00	7.25	2.74	0.22	5.70	182.49		2.27
3500	206.49								
3700	5	34.00	9.06	2.97	0.22	8.28	230.49		
3800							210.68	225.00@	
4100							199.24		
4400-6400	6	34.00	9.12	3.00	0.25	9.41	236.30		
4500	8						266.55@		
5100	5	34.00	9.18	3.03	0.28	10.36	182.67		
5300	5						194.67		
5400	6	34.00	9.24	3.06	0.31	11.79	219.75		
5700							255.75		
6100	5	34.12	9.24	3.06	0.31	11.79	199.24		
6200							199.40		
6300	5	34.12	9.24	3.06	0.31	11.79	211.24		
6500	7						266.32		
6600	6	34.48	9.24	3.06	0.31	11.79	236.46		
6700	9						321.57		
6800							349.07		
7100-9100	5	34.12	9.24	3.06	0.31	11.79	195.74		
7200-9200	7						215.74		
7700-9700	7	34.12	9.24	3.06	0.31	11.79	291.74		
8100-10100	5						212.31		
8200-10200							232.31		
8400-10400	6	34.48	9.24	3.06	0.31	11.79	248.31		
8400-10400*							278.31		
8500-10500	7	34.12							
8500-10500*	6	34.48							
8700-10700	8	34.12							
8700-10700*	6	34.48							
8800-10800	9	34.12							

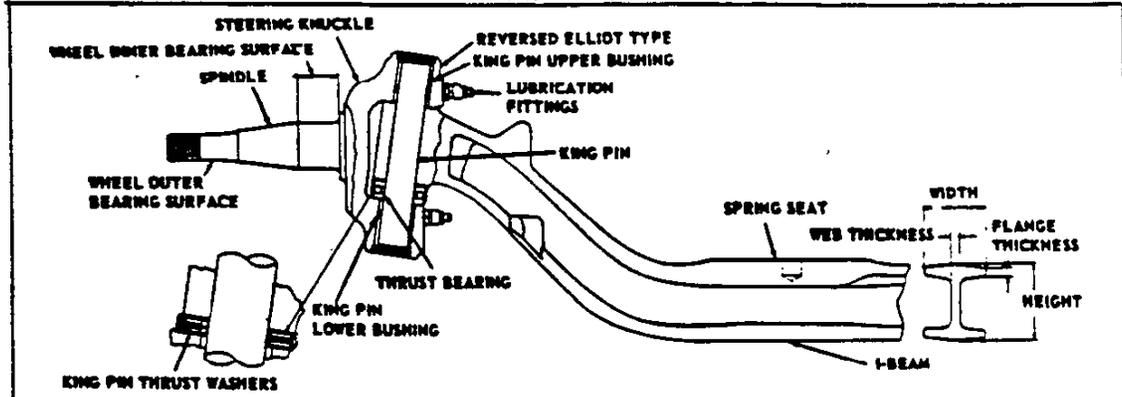
FRAME REINFORCEMENT DATA

Type	Inverted L
Material	Hot Rolled Steel, Pickled
Maximum section dimension	Depth, 8.82; Width, 3.24; Thickness, 0.18
Spacer	Attached to Frame Rail Top Flange
Combined section modulus ‡	15.82 inches cubed

- * - Model equipped with tandem axle equipment.
- @ - Includes regular production frame rear extension on models 3105, 3106, 3116, 3805 & 4502.
- ‡ - Structural crossmembers, those which are attached so as to resist torsional frame stresses; bumpers not included.
- # - Frame rail & reinforcement combined.

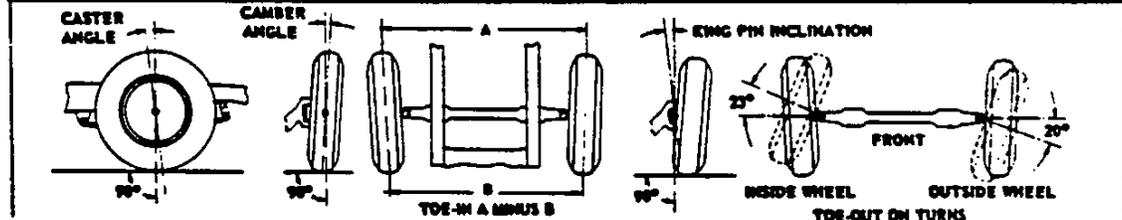
9-30-58
6-FRAME

FRONT AXLE



ITEM	3100 3200	3600	3800	4100 4400	3400 3500 3700	45-5000 61-62-63- 64-65-66- 67-6800 (RPO 41-4400)	7-8-9- 10000 (RPO 5-6)	RPO 9- 10000 8000 Tandems
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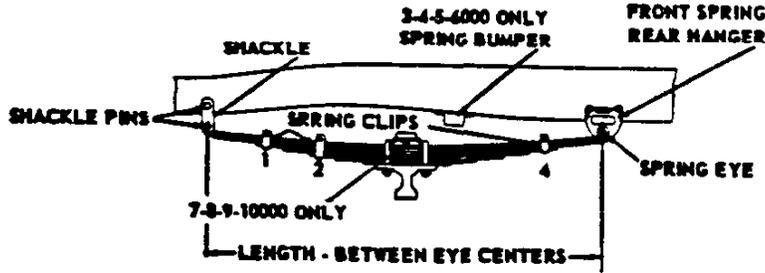
Type	Reverse Elliot (Modified I-Beam)							
Make	Chevrolet					Eaton	Timken	
Model	1/2 ton	3/4 ton	1-ton	1-1/2 Ton	2 ton	485Fc	%	
Rated Capacity(Lbs)	2200	3000	3500	4000	4500#	7000	9000	
I-Beam Dimensions	Height	2.12	2.26		2.51	3.25	3.62	
	Width	1.75	2.00		2.00	2.50	3.25	
	Flange Thickness	.20	.32		.44	.56		
	Web Thickness	.24	.25		.25	.50		
	Section Modulus(in. 3)	.72	.105		1.37	3.20	5.05	
King Pin	Diameter	.8662	.9210-.9214	.8662	1.1090-1.1094	1.1093	1.434	
	Type	+ Pressed Into Steering Knuckle						
	Bush- ing	Length	1.312	1.5156	1.375	1.375	1.8125	2.03
		I.D.	0.6875	.9095-.9125		1.0975-1.1005	1.1105-1.115	1.437
Thrust Bearing	Copper & steel washers						⊗	
Spindle Diameter	Inner	1.2803	1.4986-1.4991		1.7493	2.000	2.24	
	Outer	.7492	.9052-.9057		1.0293	1.375	1.625	
Steering Knuckle Stop	Adjustable nut and bolt type							
Wheel Bearings	⊗							



ITEM	3100 3200	3600	3800	34-35- 3700	4100 4400	4500	5000	5000H	6000	6242⊗ 6642⊗	6000H ⊗	7000 9000S	8000 10000S
King Pin Inclination	6.16° to 6.18°											4°	
Camber	1°-30'+ 15'											1°-30'	
Caster @ design load	3°	4.75°	3.25°	2.5°*	2.75°	2.75°	2.75°	3.25°	3.0°	3.0°	4.0°	2.5°*	3.0°
Caster curb weight	1.5°	3.0°	2.25°	2.0°	2.0°	2.0°	2.0°	2.5	2.25°	2.75°	3.0°	1.75°	2.5°
Toe in	.13- .22	.25 to .31											
Toe out on turns	Outside Wheel	20°											
	Inside Wheel	22.5° to 23.5°											

⊗ - See anti-friction bearing page ⊕ - 4750 lb. capacity on 67-6800
+ - Floating † - 486-F - with full air brakes
* - Do not use caster shims on these models
⊗ - King pin inclination and camber on 5-6000 H and 62-6642 when using optional Eaton axle are 4° and 1°-30' respectively.
‡ - King pin inclination on 9-10000 series when using optional Timken axle is 5.5°.
% - FD-901 HD-x 16 hydraulic brakes - 9000, FD-901-HD-x 13 10000 exc. 10802, FD-901-TW-x-60 (Full air brakes 8000 Tandems, 10000 exc. 10802.)
9-30-58 Data Revised 12-22-58

FRONT SPRINGS



Item	3100	3400	3800	4000	62-6600	RPO	RPO	
	3200	3500		6000	67-6800	6000		6200
	3600	3700		(Exc. 67-6802 62-6642)	RPO 34-35-3700 6000	(Exc. 62-6600)		6600

Springs	Type	Semi-Elliptic							
	Material	Chrome Carbon Steel							
	Number	6	8	7	8	10	12	12	
	L E A V E S	Thickness of Leaves (numbered from top to bottom)	1						
			2						
			3						
			4					.323	
			5						
			6						
			7				.291		
			8						
			9						
			10						
			11						
			12						
Total	1.746	2.328	2.101	2.456	3.070	3.684	3.652		
Load In Pounds At Opening Height	865 @1.70	1082-1196 @1.37	950 @1.74	1100 @1.93	1563-1713 @1.52	2800 @.43	2582 @.56		
Average rate of Deflection (lb./in.) (Clamped)	343	490	463	567	726	918	895		
Rated Capacity	At Pad	1000	1700	1100	1750	2200	2450	2580	
	At Ground	1170	2000	1300	2050	2500	2750	3030	
Length and Width	44x2								
Spring Clinch	1-2-4	1-4	1-4						
Clip type Bolt		2	2	1-2-4	1-2-4	1-2-4	1-2-4		
Spring Mountings	Shackle End	Location	Front	Rear	Front	Front	&	Front	Rear
	Type	Plain With Paper Seats For Threaded Pins							
		Threaded .6595-.6645 Diameter By 4.48#							
	Fixed End	Bushing	Plain Bronze; .873-.876 O.D.						
		Bolt size	.6825 Diameter By 3.43						
	"U" Bolt Diameter	1/2*	9/16	9/16	5/8	9/16	5/8	9/16	
	Bumper	Rubber On Frame Side Member Lower Flange							
Spring C. to C. ‡	31.88	32.80	31.88			32.80			
Ride Stabilizer	3100(except cabs) 3400-3500-3700 Frame To Front Springs								

* - On forward control models the spring shackle is located in the rear
Series 61-63-64-65 & 6703 have the spring shackle in front.

† - 9/16 on series 3600

‡ - Measured on axle I-Beam

1-30-58

1. FRONT SPRINGS

CHEVROLET 1959 TRUCK SPECIFICATIONS

FRONT SPRINGS - Continued

SPRING CLIP TYPES



BOLT



CLINCH

(SHACKLE END)



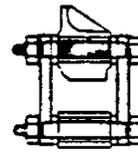
OVERHUNG EYE

(FIXED END)

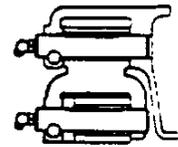


WRAPPED EYE

SPRING SHACKLE TYPES



PLAIN WITH TAPERED SEATS



CLEVIS TYPE

ITEM		5000	RPO 5000	RPO 5000	7000 8000	8800 9-10000 RPO 7000-8000	8&10000 Tandems RPO 90-100 (exc. 10800)	RPO 10000		
Springs	Type	SEMI-ELLIPTIC								
	Number	8	9	11	7	7	8	9		
	L E A V E S	Thickness of leaves (numbered from top to bottom)	1					.447		
			2							
			3							
			4							
			5	.360				.401		
			6							
			7							
			8							
			9							
			10							
			11							
	Total		2.880	3.240	3.96	2.643	2.899	3.300	3.701	
	Load in pounds at opening height		1800 @.94	2100 @.82	2850 @.43	2850-3150 @.56\$	2451-2709 @.56‡	3690 † @.56	4528 @.56	
Average rate of deflection (lbs./in.) (Clamped)		619	696	887	828	1100	1250	1392		
Rated Capacity	At Pad	2100	2300	2600	2550	3000	3650	3650		
	At Ground	2450	2600	2900	3000	3500	4250	4250		
Length & width		52x2.25			50x2.50					
Spring clip type	Clinch									
	Bolt	2-3-4	2-3-4	2-3-4	1-3-4*	1-3-4+	1-2-4	1-2-4		
Shackle end	Location	Rear			#	#	Front			
	Type	Plain with tapered seats for threaded pins‡								
Fixed end	Pin type & size	Threaded .6595-.6645 diameter by 4.72			‡					
	Bushing	Plain bronze: .873-.876 O.D.			Plain H.R. steel pickled 1.134-1.138 O.D.					
"U"-bolt diameter	Bolt size	.6825 Dia. by 3.82			.8745 Dia. x4.31 long					
					5/8					
Bumper		Rubber on frame side Member lower flange			Frame on spring between "U" bolts					
Spring center to center		32.80			32.19					

& - .8745 diameter x 4.31 long on 7-9000. Threaded .737-.740 diameter x 5.30 long

\$ - 1843-2037 @ .56

% - Clevis type shackle on 7-9000

- The front spring on the 7-9000 series are shackled at the rear

The front springs on the 8-10000 series are shackled at the front.

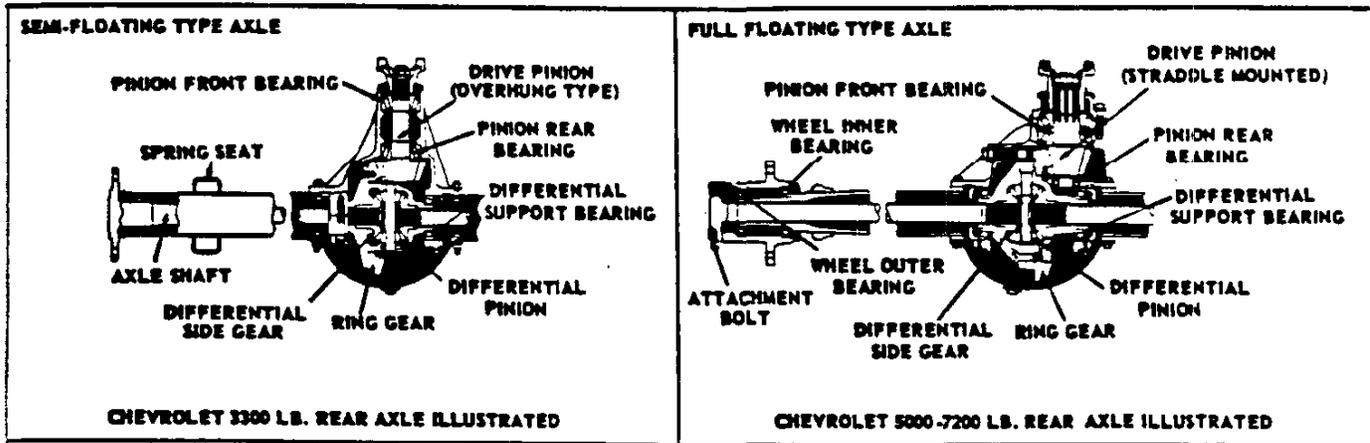
‡ - .56 @ 4761 on series 70-9000.

† - .56 @ 5376

+ - 1-2-4 on series 70-9000.

* - 1-2-4 on series 8000.

REAR AXLE



CHEVROLET 3300 LB. REAR AXLE ILLUSTRATED

CHEVROLET 5000-7200 LB. REAR AXLE ILLUSTRATED

ITEM	3100 3200	RPO 3100 3200			3400 3500 3700	3600	3800 RPO 34- 35-37		
Make	Chevrolet			Spicer	Chevrolet				
Model	1/2 Ton				3/4-Ton		1-Ton		
Type	Semi-floating			Full floating					
Ratio	3.90:1	3.70:1	3.38:1	3.92:1	5.14:1	4.57:1	5.14:1		
Rated Capacity (pounds)	3300			5000		7200			
Flange size	11 x 2			12 x 2		14x2.5			
Wheel Mounting	Type	6-Bolt			8-Bolt				
	Bolt size	7/16-20			1/2-20				
	Bolt circle	5-1/2			6-1/2				
Housing	Type	Banjo			⊕	Banjo			
	Construction	One or two piece welded; Round arm (Spicer axle three piece)							
	Housing section	3.07 O. D. x .233 wall			#	3.25 O. D. x .281 wall			
Gears	Type	Hypoid							
	Number of Teeth	Drive gear	10	10	13	12	7	7	7
		Driven gear	39	37	44	47	36	32	36
	Ring Gear	Pitch dia.	9.375			8.750	10.125		
Gear backlash	Face	1.406			1.312	1.500			
	Mounting	Overhung					Straddle		
Drive Pinion	Adjustment	Shims							
	Thrust	Against pinion rear bearing			Against pinion front bearing				
	Differential type	Two pinion			Four Pinion				
Axle Shaft	Type	Integral shaft and drive flange							
	Material	Chrome-moly steel-forged (Carbon steel-forged on Spicer axle)							
	Drive method	Bolted							
	Minimum diameter	1.156			1.25	1.344			
Lubricant capacity (pints)	4.5			6.5					
Anti-friction bearings	See anti-friction bearing chart								
Max. gear reduction in low trans. gear \ddagger	3-Speed transmission	11.47	10.88	9.94	11.52	15.11	13.44		
	H. D. 3-Speed trans.	12.36	11.73	10.71	12.43	16.29	14.49		
	Hydramatic transmission	14.90	14.13	12.91	14.97	24.21	21.52		
	4-Speed transmission	27.53	26.12	23.86	27.67	36.29	32.26		
Actual axle shaft torque in low trans. gear ⊕	3-Speed	235 engine	1901	1803	1648	1909	2466	2228	
		283 engine	2437	2312	2485	2448	2856		
	H. D.	235 engine	2049	1944	1775	2062	2659	2402	2700-2659
	3-Speed	283 engine	2627	2493	2276	2641	3079		3462 §
	Hydra.	235 engine	2470	2342	2140	2481	3951	3567	4013-3951
		283 engine	2656*	2656*	2656*	2656*	4573		5145 §
	4-Speed	235 engine	2656*	2656*	2656*	2656*	5923	5347	6015-5923
		283 engine	2656*	2656*	2656*	2656*	6855		7712 §

⊕ - Integral differential housing and carrier of cast malleable iron with pressed in and welded steel tubes.

f - 2.75 O. D. x .2187 wall

‡ - Axle ratio x transmission ratio

⊕ - Gear reduction x engine net torque x efficiency factor. (.90 in drive, .85 all others)

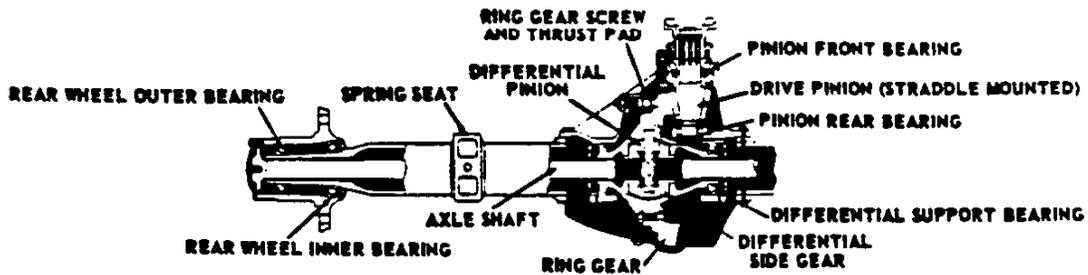
* - Maximum axle shaft capacity

§ - V-8 engines on 3800 series only.

-30-58. Data Revised 12-22-58

0 - REAR AXLE

REAR AXLE - Continued



SINGLE SPEED 15000 LB. CHEVROLET AXLE ILLUSTRATED

ITEM	4000	5000 6000	7000 8000 10800	RPO 61-6300 64-6500 7-8000	RPO 7-8000 61-63-64 6500 & 10800	RPO Full Air Brake on 7- 8000 (exc. 8800 & Tandems)	
Make	Chevrolet			Eaton			
Model	1-1/2 Ton	2 Ton		1614	1615		
Type	Full Floating						
Ratio	6.17:1	7.20:1		7.17:1			
Rated capacity (lbs.)	11000	15000		16000			
Brake size	15 x 4			15 x 5	16-1/2 x 4-1/2		
Wheel Mounting	Type	10 Bolt	6 Bolt\$	Cast Spoke†	6 Bolt\$	Cast Spoke† wheel & hub integral	
	Bolt size	5/8-18	3/4	Wheel & Hub	3/4		
	Bolt circle	7.25	8.75	integral	8.75		
Housing	Type	Banjo					
	Construction	One or two piece welded		One piece forged steel heat treated			
	Housing section	4.0 x .375	4.50 x .44		4.50 x .437		
Gears	Type	Hypoid					
	Number of teeth	Drive	6	5	6		
		Driven	37	36	43		
	Driven gear	Pitch dia.	12.250	13.750		14.25	
Face		1.525	2.125		2.00		
Gear back lash					.005-.008		
Drive Pinion	Mounting	Straddle					
	Adjustment	None					
	Thrust	Against pinion front bearing					
Differential type	Four pinion						
Axle Shaft	Type	Integral shaft and drive flange					
	Material	Chrome moly steel, forged, shot peened					
	Hub attachment	Splined			Bolted		
	Minimum diameter	1.438			1.690		
Lubricant capacity (pts.)	14	19		19-1/2			
Anti-Friction Bearings	See Anti-Friction Bearing Chart						
Max. Gear* reduction in low trans. gear (ft. lb.)	Hydramatic	29.06+					
	4-Speed	43.56		50.83		50.62	
	5-Speed			53.35		53.13	
	5-Speed			43.63		43.45	
	6-Speed automatic			38.09		37.93	
Actual axle shaft torque in low trans. gear (lb. ft.) @	Hydramatic	235 Eng.	4817				
		283 Eng.	5009				
	4 Speed	235 Eng.	7220				
		261 Eng.		9419			9380
	5-Speed	283 Eng.	9257	10801	11017%	10972	
		261 Eng.		9886			9845
		283 Eng.		11337	11564%	11516	
		322 Eng.			12788	12735	
	5-Speed Clark	348 Eng. §			10569	10526	
	6-Speed Automatic	261 Eng.		7058			7028
		283 Eng.		8094	8256%	8221	
		322 Eng.			9130	9092	
348 Eng. §				9227	9189		

* - Super Taskmaster engine

• - Axle ratio & transmission ratio

@ - Gear reduction & engine max. net torque & efficiency factor (.90 indirect drive, .85 all others)

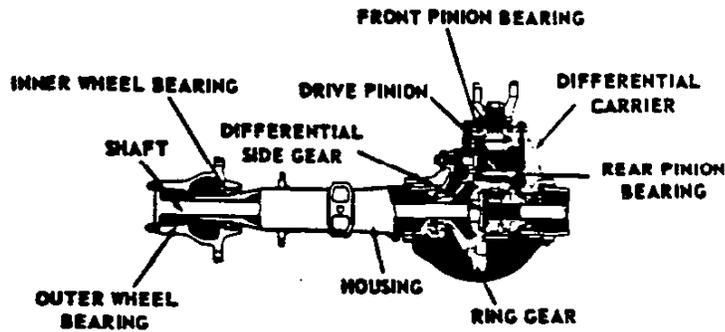
+ - 23.57 with V-8 engine

† - Available with disc wheels 3/4-16 bolts, 8.75 bolt circle

§ - Used on 7-8000 series

§ - Budd

REAR AXLE - Continued



EATON 18,000 LB. REAR AXLE ILLUSTRATED

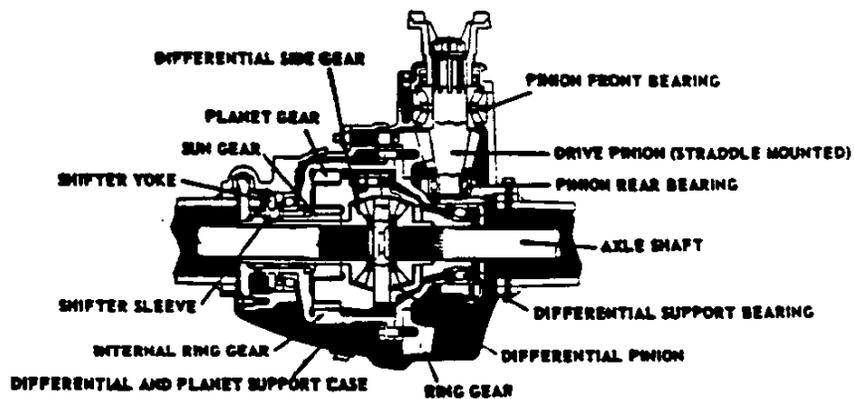
ITEM	9000 10000 (Exc. 10800 & Tandems)	RPO 9-10000 (Exc. 10800 & Tandems)	RPO 9-10000 With full Air Brakes (Exc. 10800 & Tandems)	RPO 9-10000 With full Air Brakes (Exc. 10800 & Tandems)		
Make	Eaton					
Model	1790A		1791	1791-A		
Type	Full Floating					
Ratio	7.67	7.17	7.67	7.17		
Rated Capacity	18000					
Brake Size	16x5		16-1/2 - 5-1/2			
Wheel Mounting	Type	Cast Spoke †				
	Bolt Size	Wheel & hub integral				
	Bolt Circle	No bolt circle				
Housing	Type	Banjo				
	Construction	One piece forged steel heat treated				
	Housing Section	5.12 x .437				
Gears	Type	Spiral Bevel				
	Number of Teeth	Drive	6	6	6	6
		Driven	46	43	46	43
	Driven	Pitch Dia.	14.250			
	Gear	Face	16.000			
Gear Backlash	2.375					
Drive Pinion	Mounting	Straddle				
	Adjustment	None				
	Thrust	Against pinion front bearing				
Differential Type	Four pinion					
Axle Shaft	Type	Integral shaft and drive flange				
	Material	Chrome moly steel, forged, shot peened				
	Hub Attachment	Bolted				
	Minimum Diameter	1.81				
Lubricant Capacity	19 Pints					
Anti Friction Bearings	See Anti-Friction Bearing Chart					
Max. Gear Reduction in Low Trans. Gear (lb. ft.)*	5-Speed H. D.	57.91	54.13	57.91	54.13	
	6-Speed Automatic	40.57	37.93	40.57	37.93	
Actual Axle Shaft Torque In Low Trans. Gear (lb. ft.)@	5-Speed H. D.	348 Eng.	14865	13895	14865	13895
	6-Speed Automatic	348 Eng.	10419	9737	10419	9737

* - Axle ratio x transmission ratio.

@ - Gear reduction x engine max. net torque x efficiency factor (.90 in direct drive, .85 all others).

† - Available with disc wheels 3/4-16 bolts - 11-1/4 inch bolt circle.

TWO-SPEED REAR AXLE



3-SPEED 1800 LB. CHEVROLET AXLE ILLUSTRATED

ITEM	4000-5000 6000-7000 8000 †	5000 6000-7000 8000 †	7000-8000 With Full Air Brakes ‡	7000-8000 ‡ With Full Air Brakes	7-8000 ‡			
Make	Chevrolet		Eaton					
Model	2-Ton		16600	16601	16600			
Type	Full Floating Planetary Reduction							
Ratio	6.40/8.72:1		6.50/9.04:1		7.17/9.97:1			
Rated Capacity(Lbs.)	15000		16000					
Brake Size	15x4		15x5	16-1/2x4-1/2	15x5			
Wheel Type	Disc Reg. Prod. on 4-5-6000 ‡ Cast Reg. Prod. on 7-8000; Disc. Opt.		Cast wheels are Reg. Prod. Disc wheels are optional ‡					
Housing	Type	Banjo						
	Construction	One piece forged steel, heat treated						
Housing Section	4.50x.437		4.50x.387					
Gear	Type	Hypoid						
	Number of Teeth	Drive	5		6			
		Driven	32		39			
	Drive Gear	Pitch Dia.	12.750		14.125			
Face		1.66		1.875				
Gear Backlash	.005-.008		.008-.015					
Gear Reduction	High Speed	Through pinion and ring gear						
	Low Speed	Through pinion & ring gear(Pri.)- Through planetary gears(Sec.)						
Pinion	Mounting	Straddle						
	Adjustment	Shims						
	Thrust	Against pinion front bearing						
Differential	Type	Four pinion						
Axle Shaft	Type	Integral shaft and drive flange						
	Material	Chrome moly steel, forged & shot peened						
	Hub Attachment	Splined		Bolted				
	Min. Diameter	1.69						
Range Selector	Control & Type	Remote, vacuum		Remote electromotive				
	Location	Knob on gear shift lever						
Lubricant Capacity(pints)	20		19					
Anti-Friction Bearings	See anti-friction bearing chart							
GEAR REDUCTIONS and AXLE SHAFT TORQUE DATA								
Max. Gear * Reduction in Low Trans. Gear	Speed Range	High	Low	High	Low	High	Low	
	4-Speed Trans.	45.18	61.56	45.89	63.82	50.62	70.39	
	5-Speed Trans.	47.42	64.61	48.17	66.99	53.13	73.88	
	3-Speed Clark	38.78	52.84	39.39	54.78	43.45	60.42	
Actual Axle Shaft Torque In Low Trans. Gear (lb. ft.)@	4-Speed Trans.	235 Eng.	7489	10204				
		261 Eng.	8372	11407	8503	11826	9380	13043
		283 Eng.	9601	13082	9752	13562	10757	14958
		283 Eng. ‡	9793	13343	9947	13833	10971	15257
	5-Speed Trans.	261 Eng.	8787	11972	8926	12413	9845	13690
		283 Eng.	10007	13730	10236	14235	11290	15700
		283 Eng. ‡	10278	14004	10441	14520	11516	16013
		3-Speed Clark	348 Eng.	9394	12800	9542	13270	10526

* - Rear axle ratio x transmission ratio.

@ - Maximum gear reduction x engine maximum net torque x efficiency factor (.90 in. direct drive, .85 all others).

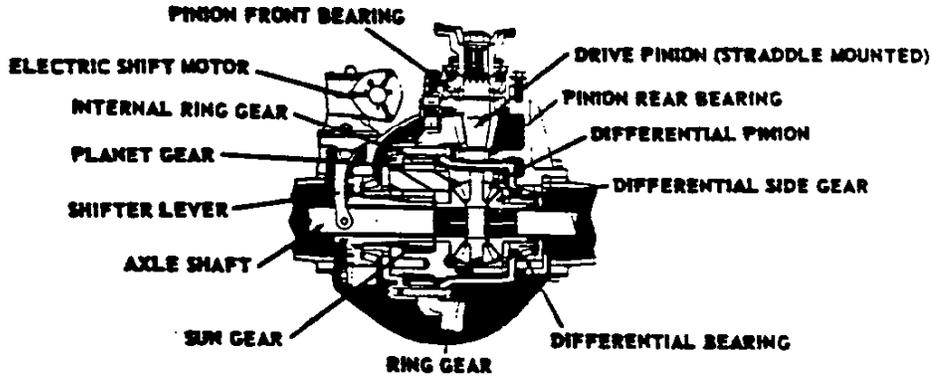
‡ - Wheel attachment bolts on 4000 series are 5/8-18; on 5-6-7-8000, 3/4-16; both form a 8-3/4" bolt circle on disc wheels. Vehicles equipped with cast spoke wheels have no bolt circle, due to the hub and drum being integral.

† - Except 6200-6600-8800.

‡ - Except 8800

§ = Super Taskmaster Engine

TWO-SPEED REAR AXLE - Continued



2-SPEED EATON 18000 LB. AXLE ILLUSTRATED

ITEM		9000-10000 (Exc. 10800 & Tandems)		
Brake System		Hydraulic	Full-Air	Hydraulic
Make		Eaton		
Model		17800	17801	17800
Type		Full Floating Planetary Reduction		
Ratio		6.50/8.87:1		7.17/9.77:1
Rated Capacity(Lbs.)		18000		
Brake		16x5	16-1/2x5-1/2	16x5
Wheel Type		Cast Spoke#		
Housing	Type	Banjo		
	Construction	Full Floating Planetary Reduction		
	Housing Section	5.12x.437		
Gear	Type	Spiral Bevel		
	Number of Teeth	Drive	6	6
		Driven	39	43
	Drive Gear	Pitch Dia.	16.000	
Face		2.375		
Gear Backlash		.008-.015		
Gear Reduction	High Speed	Through pinion and ring gear		
	Low Speed	Through pinion & ring gear(Pri.)-Through planetary gear(Sec.)		
Pinion	Mounting	Straddle		
	Adjustment	None		
	Thrust	Against pinion front bearing		
Differential Type		Four Pinion		
Axle Shaft	Type	Integral shaft and drive flange		
	Material	Chrome moly steel, forged & shot peened		
	Hub Attachment	Bolted		
	Min. Diameter	1.812		
Range Selector	Control & Type	Remote electromotive		
	Location	Knob on gear shift lever		
Lubricant Capacity(pints)		18		
Anti-Friction Bearings		See anti-friction bearing chart		

GEAR REDUCTIONS and AXLE SHAFT TORQUE DATA

Max. Gear* Reduction in Low Trans. Gear	Speed Range		High	Low	High	Low
		5-Speed H. D.		49.08	66.97	54.13
Actual Axle Shaft Torque In Low Trans. Gear (Lb. Ft.)@	5-Speed H. D. Trans.	348 Eng.	12599	17191	13895	18934

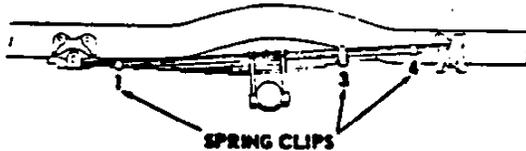
* - Disc type wheels are available optionally. The disc wheel uses ten 3/4 - 16 bolts, forming a 11-1/4 bolt circle.

* - Rear axle ratio x transmission ratio

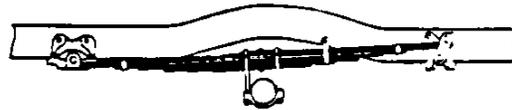
@ - Maximum gear reduction x engine maximum net torque x efficiency factor (.90 in direct drive, .85 all others).

REAR SPRINGS

SEM-ELLIPTIC, SINGLE STAGE



SEM-ELLIPTIC, TWO-STAGE



ITEM		3100-3200		3600		3800	34-3500 3700 (RPO 3800)	34-3500 37-3800			
		Regular Semi- elliptic two stage	RPO Semi- elliptic single stage	Regular Semi- elliptic two stage	RPO Semi- elliptic single stage	Regular Semi- elliptic two stage	Regular Semi- elliptic single stage	RPO Semi- elliptic main & auxiliary			
Springs	Type	Chrome Carbon Steel									
	Material	Chrome Carbon Steel									
	Number	7	8	9	10	8		8&5			
	L E A V E S	Thickness of leaves numbered from top to bottom	M	1&2	.291	.323	.291				
				3-5							
			A	6	.323						
				7							
			I	8				.360		.291	
				9							
			N	10				.291			
				total							2.069
			A	1-3							.291
				4&5							
	U	total							1.455		
X	total							1.455			
	Load in pounds at opening height	1150 @.44	1425 @.44	1380 @.44	2055 @.44	1575- 1725 @1.60	1993 @1.62	2580 @2.62			
	Average rate of deflection (pounds per inch) (Clamped)	1st stage 200@ 140-425 2nd stage 270@ 800- 1050	284	1st stage 290@ 200-600 2nd stage 436@ 1025- 1700	501	1st stage 365@ 250-750 2nd stage 495@ 1400- 1800	497	497 Main 1290 Aux.			
	Length and width	52x2.0				52x2.5					
	Spring clip type	Clinch	1,4					1,4 aux			
		Bolt	3					1,4 main			
	Rated capacity(lbs.)	On pad	1100	1350	1450	2100	2000	2050			
		At ground	1250	1550	1700	2400	2300	2400			
	Shackle end	Located	Rear								
		Type	Plain with tapered seats for threaded pins				Clevis type with plain pins				
		Pin type	Threaded .6595-.6645x4.48				Plain .874-.875x4.31				
	Fixed end	Bushing*	.687-.690 inside diameter				.876-.880 inside diameter				
		Bolt size	.681-.684 diameter x 3.88				.874-.875 diameter x 4.31				
	Attachment to axle	Two U-bolts, spacer and plate									
	U-bolt diameter	0.500			0.625						
	Bumper	Rubber mounted on frame side member									
	Spring centers @	41.52					40.00				

* - Pressed into spring eye.

@ - Measured on rear axle housing.

REAR SPRINGS - Continued

SPRING CLIP TYPES

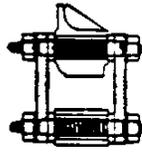


BOLT

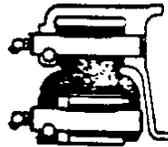


CLINCH

SPRING SHACKLE TYPES

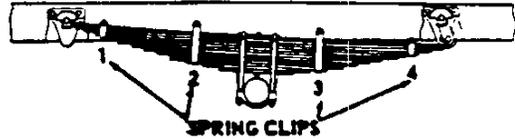


PLAIN WITH
TAPERED SEATS



CLEVIS
TYPE

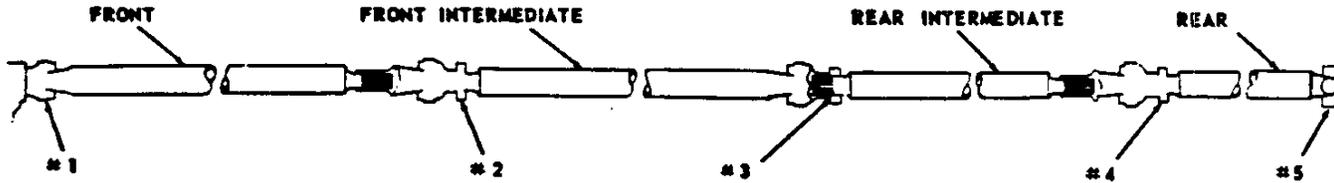
SEMI-ELLIPTIC, TWO-STAGE
SCHOOL BUS TYPE



SPRING CLIPS

ITEM		4100-4400		4500	50-61-63 64-65-62 6600	50-61-63 6400-6500	50-61-63 6400-6500	
		Regular	RPO	Regular	Regular	RPO	RPO	
Spring	Type	Semi-Elliptic Single Stage	Semi-Elliptic Main & Auxiliary	Semi-Elliptic Two-Stage	Semi-Elliptic Main & Auxiliary			
	Material	Chrome carbon steel						
	Number	10	10 & 5	12	11 & 5	13 & 6	14 & 6	
	LEAVES Thickness of leaves (Numbered from top to bottom)	M A I N	1-4					
			5-8		.360			
			9					
			10			.401		
			11					
			12					
			13					
			14					
			15					
			Total	4.010		4.484	4.411	5.213
	A U X	1-3		.401				
		4		.360		.401		
5						.360		
6								
Total		1.923		1.923	2.324			
Load in pounds at opening height	3720 @ 1.00	4380 @ 1.54 Main & Auxiliary	3520-3890 @ .88	4380 @ .56 Main 5700 @ 1.10 ♯	4760 @ .85 Main 6610 @ 1.00 ♯	8347-7553 @ .56 Main 9265-11323 @ .71 Main and Aux.		
Average rate of deflection (Pounds per inch) (Clamped)	1375	1375 Main 3408 Auxiliary	1st Stage 930@ 500-1000 2nd Stage 1283@ 3500-4500	1442 Main 3475 Auxiliary	1713 Main 4222 Auxiliary	1810 Main 4270 Aux.		
Length and width	52x2.5							
Spring clip type	Clinch	1-4 Aux.		1-4 Aux.				
	Bolt	1-3-4	1-3-4 ♯	1-2-3-4	1-3-4 Main			
Rated Capacity (lbs.)	On Pad	4400	5050	3750	5950	6800	8200	
	At Ground	5000	5700	4350	6750	7600	9100	
Spring Mountings	Shackle end	Located	Rear					
		Type	Clevis type with plain pin					
	Pin type	Plain .874-.875 Diameter x 4.31						
	Fix end	Bushing*	.876-.880 Inside Diameter					
		Bolt size	.874-.875 Diameter x 4.31					
Attachment to Axle	Two "U" bolts, spacer and plate							
"U"-Bolt Diameter	.750							
Bumper	Rubber mounted on Frame Side Member							
Spring centers	40.00							

UNIVERSAL JOINTS AND PROPELLER SHAFTS

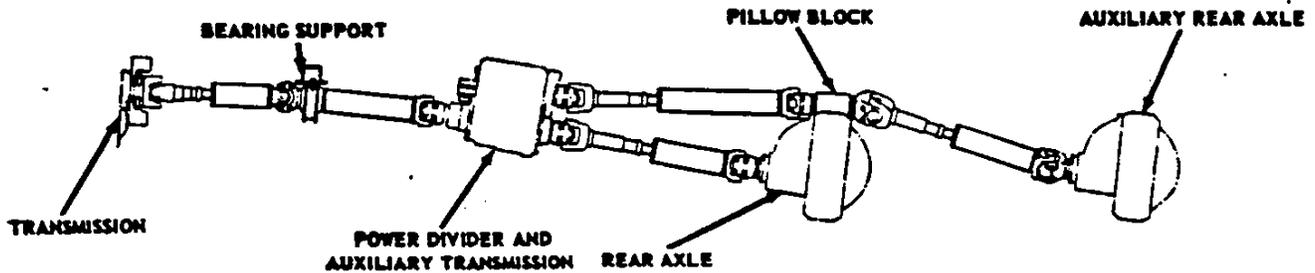


Propeller Shaft	Type	Tubular
	Material	Welded steel tubing - cold rolled
	Wall thickness	2.5 O.D. shaft, .080-.088-3.0 O.D. shaft .080-.088; 3.5 O.D. shaft, .080-.088
Propeller Shaft Guard (All School Bus Models)	Number used	One per propeller shaft
	Type & material	U-bolt, 0.625 round steel
	Location	At front of each shaft
Universal Joints	Type	Yoke and trunion
	Material	Forged steel, case hardened

Series	TRANSMISSION								AXLE				PROPELLER SHAFT				UNIVERSAL JOINTS					
	3-Speed Conventional	3-Speed Heavy Duty	Hydraulic	4-Speed	5-Speed	5-Speed Heavy Duty	Powermatic	Single speed light duty	Single or 2-speed 15000	Single or 2-speed 16000	Single or 2-speed 18000	Number Used	Outside Diameter				Number Used	Rated Capacity (foot pounds)				
													Front	Front Intermediate	Rear Intermediate	Rear		#1	#2	#3	#4	#5
3100	x						x				1				3.0	2	1250	1250				
		x					x				1				3.5	2	2080	1250				
3200	x						x				1				3.5	2	1250	1250				
		x					x				2	2.5			2.5	3	2080	2080	1250			
3400	x						x				1				3.5	2	1250	2080				
		x					x				1				3.5	2	2080	2080				
3500	x						x				2	2.5			2.5	3	1250	2080	2080			
		x					x				2	2.5			2.5	3	2080	2080	2080			
3600	x						x				1				3.5	2	1250	2080				
		x					x				1				3.5	2	2080	2080				
3700		x					x				2	2.5			3.0	3	1250	2080	2080			
		x					x				2	2.5			3.0	3	2080	2080	2080			
3800		x					x				2	2.5			2.5	3	2080	2080	2080			
		x					x				2	2.5			2.5	3	2080	2080	2080			
4100			x				x				2	3.0			3.0	3	2080	2080	2080			
			x				x				2	3.0			3.0	3	2500	2500	2500			
4400			x				x				2	3.0			2.5	3	2080	2080	2080			
			x				x				2	2.5			2.5	3	2080	2080	2080			
4500			x				x				2	3.0			3.0	3	2500	2500	2500			
			x				x				2	3.0			3.0	3	2080	2080	2080			
5100			x	x			x	x			2	3.0			3.0	3	2500	2500	2500			
5300			x	x			x	x			2	3.0			3.0	3	2500	2500	2500			
5400			x	x			x	x			2	3.0			3.0	3	2500	2500	2500			
5700			x	x			x	x			3	3.0		3.0	3.0	4	2500	2500	2500	2500		
			x	x			x	x			2	3.5			3.0	3	2500	2500	2500			
6100			x	x			x	x			2	3.0			3.0	3	2500	2500	2500			
6200			x	x			x	x			2	3.0			3.0	3	2500	2500	2500			

UNIVERSAL JOINTS AND PROPELLER SHAFTS - Continued

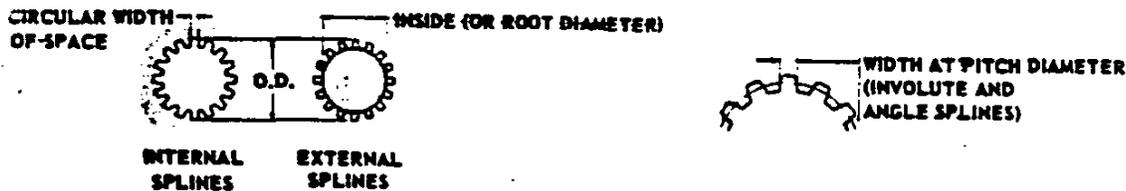
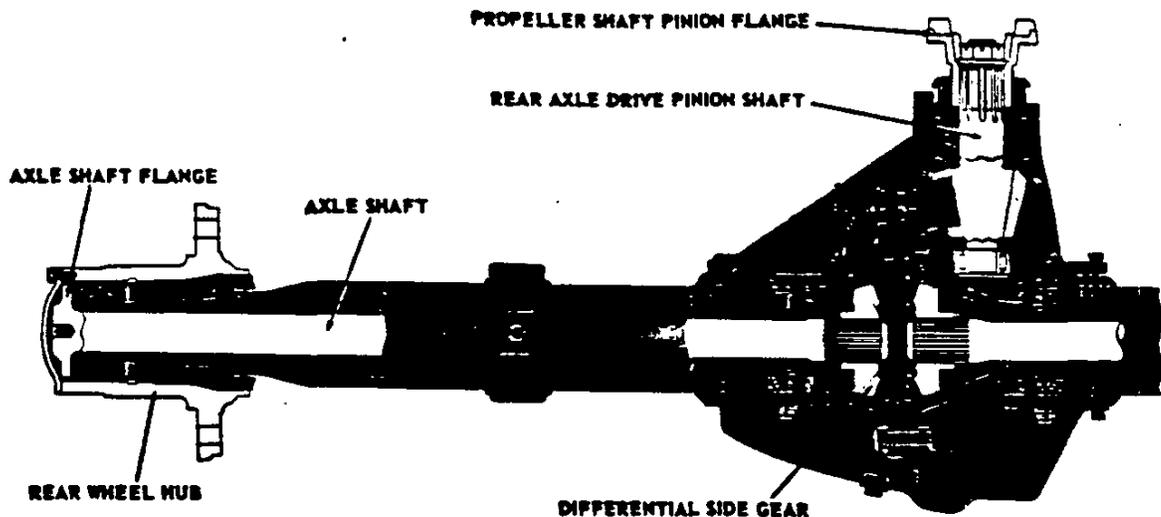
Series	TRANSMISSION AXLE								PROPELLER SHAFT				UNIVERSAL JOINTS									
	3-Speed Conventional	3-Speed Heavy Duty	Hydraulic	4-Speed	5-Speed	5-Speed Heavy Duty	Powermatic	Single Speed light duty	Single or 2-Speed 15000	Single or 2-Speed 16000	Single or 2-Speed 18000	Number Used	Outside Diameter				Number Used	Rated Capacity (foot pounds)				
													Front	Front Intermediate	Rear Intermediate	Rear		#1	#2	#3	#4	#5
6300				x	x		x				2	3.0			3.0	3	2500	2500	2500			
6400				x	x		x				2	3.0			3.0	3	2500	2500	2500			
6500				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
6600				x	x		x				2	3.5			3.0	3	2500	2500	2500			
6702				x	x		x				2	3.0		3.0	3.0	4	2500	2500	2500	2500		
6703				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
6802				x	x		x				2	3.5			3.0	3	2500	2500	2500			
6802				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
7100				x	x		x				2	3.0			3.0	3	2500	2500	2500			
7100							x				1				3.5	2	2500	2500				
7100							x				2	3.0			3.0	3	2500	2500	2500			
7200				x	x		x				2	3.0			3.0	3	2500	2500	2500			
7700				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
8100				x	x		x				2	3.0			3.0	3	2500	2500	2500			
8200				x	x		x				2	3.0			3.0	3	2500	2500	2500			
8400				x	x		x				2	3.0			3.0	3	2500	2500	2500			
8500				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
8500							x				2	3.5			3.0	3	2500	2500	2500			
8700				x	x		x				3	3.0		3.0	3.0	4	2500	2500	2500	2500		
8800				x	x		x				4	3.0	3.0	3.0	3.0	5	2500	2500	2500	2500	2500	
9100							x				2	3.5			3.5	3	3080	3080	3080			
9100							x				1				3.5	2	3080	3080				
9200							x				2	3.5			3.5	3	3080	3080	3080			
9700							x				3	3.5		3.5	3.5	4	3080	3080	3080	3080		
10100							x				2	3.5			3.5	3	3080	3080	3080			
10200							x				2	3.5			3.5	3	3080	3080	3080			
10400							x				2	3.5			3.5	3	3080	3080	3080			
10700							x				3	3.5		3.5	3.5	4	3080	3080	3080	3080		
10800				x	x		x				4	3.0	3.0	3.0	3.0	5	2500	2500	2500	2500	2500	



ITEM		8403-10403 Tandem	8503-8703-10503-10703 Tandem
Propeller Shaft	Number used	4	5
	Outside diameter	3.5	3.5
Universal Joints	Number used	8	9
	Rated capacity (lb. ft.)	3080	3080

9-30-58 Data Revised 12-22-58

DRIVE SYSTEM SPLINES - REAR AXLE



CHEVROLET 15,000 LB. SINGLE SPEED AXLE ILLUSTRATED

PROPELLER SHAFT PINION FLANGE AND REAR AXLE DRIVE PINION SHAFT

Series	Item	Internal	External
3100-3200	Width	.1144-.1154	.1124-.1144
	I. D.	1.194-1.198	1.156-1.164
	O. D.	1.3117-1.3132	1.3092-1.3107
	Splines	17 (Involute)	
3600	Width	.302-.303	.300-.302
	I. D.	1.694-1.702	1.637-1.647
5-6-7-8000	O. D.	1.9675-1.9755	1.941-1.942
	Splines	10 (Straight side)	
10802 *	Width	.2705-.2720	.2705-.2720
	I. D.	1.530-1.535	1.467-1.477
7000-8000-9000-10000	O. D.	1.749-1.752	1.743-1.746
	Splines	10 (Involute)	

DIFFERENTIAL SIDE GEAR AND AXLE SHAFT

Series	Item	Internal	External
3100-3200	Width	.1144-.1154	.1124-.1144
	I. D.	1.194-1.198	1.166-1.174
	O. D.	1.3005-1.3105	1.2795-1.2845
	Splines	17 (Involute)	
3400-3500	Width	.1499-.1509	.1479-.1499
	I. D.	1.4245-1.4285	1.399-1.407
3600-3700	O. D.	1.5485-1.5595	1.5275-1.5325
	Splines	17 (Involute)	
4000	Width	.0942-.0952	.098-.100
	I. D.	1.628-1.632	1.565-1.569
	O. D.	1.752-1.756	1.724-1.732
	Splines	27 (Involute)	
5-6-7-8000	Width	.1001-.1011	.0981-.1000
	I. D.	1.752-1.756	1.689-1.693
10800 (4000 with 2-spd axle) *	O. D.	1.876-1.880	1.848-1.856
	Splines	29 (Involute)	
7000-8000	Width	.183-.185	.179-.181
	I. D.	1.755-1.762	1.690-1.700
9-10000(Eaton 16000# axles)	O. D.	1.905-1.925	1.870-1.875
	Splines	16 (Straight side)	
9000-10000 (Eaton 18000# axles)	Width	.193-.195	.189-.191
	I. D.	1.888-1.895	1.830-1.840
18000#	O. D.	2.010-2.030	1.975-1.980
	Splines	16 (Straight side)	

AXLE SHAFT FLANGE AND REAR WHEEL HUB

Series	Item	Internal	External
4000	Width	.3106-.3116	.3086-.3106
	I. D.	3.295-3.305	3.245-3.255
	O. D.	3.795-3.805	3.765-3.775
	Splines	20 (Involute)	
5-6-7-8000	Width	.157-.158	.155-.157
	I. D.	3.910-3.915	3.860-3.870
0800 (4000 with 2-spd. axle) *	O. D.	4.213-4.218	4.185-4.195
	Splines	40 (Involute)	

- Chevrolet built axles
- Eaton built axles

SERVICE BRAKES

ITEM		31-32	34-35-36-37	38 RPO 34-35-37	40	50-60	
Brake size	Front	11x2	12x2	12x2	14x2-1/2	14x2-1/2	
	Rear	11x2	12x2	14x2-1/2	15x4	15x4	
Type	Front	Servo, single anchor					
	Rear	Servo, single anchor			Balanced, 4 anchor		
Drum	Type	Front	Composite; cast alloy iron rim, pressed steel web				
		Rear	Composite; cast alloy iron rim, pressed steel web			1-piece, cast alloy	
	Diameter	Front	11	12	14	14	
		Rear	11	12	14	15	15
	Effective Area (sq. in.)	Front	138	151	151	220	220
		Rear	138	151	220	377	377
Total		276	302	371	597	597	
Lining	Bonded or riveted	Bonded		Riveted			
	Material	Full molded asbestos composition					
	Width	Front	2	2	2	2-1/2	2-1/2
		Rear	2	2	2-1/2	4	4
	Thickness	Front	.164-.175		.248-.252		
		Rear	.164-.175		.248-.252		.373-.377
	Area (sq. in.)	Front	83.7	92	92	136	136
		Rear	83.7	92	136	245	249
		Total	167.0	184	228	381	385
	Wheel Cylinder	Number Used	Front	2			
Rear			2		4		
Diameter		Front	1.125		.875		
		Rear	1.00	1.125	1.250	1.50	
Main Cylinder	Make	Moraine products					
	Model	341-M(340-D on 34-35-37)			361-S@		
	Diameter	1.125			1.250		
	Piston travel	1.50					
Pedal ratio	6.35 on L. C. F. models; 6.28 all others						
Pedal travel	7.94						
Pedal pad cover	Molded rubber						
Braking effort	Front	56%	50%	41%	30%	30%	
	Rear	44%	50%	59%	70%	70%	
Brake fluid capacity	One pint #			1-1/2 pints#			
Brake fluid recommended	Delco Super number 11 S. A. E.						

PARKING BRAKES

ITEM		3100-3200-3400 3500-3600-3700	3100-3200	RPO 34 35-36-37 3800	3800-4000 RPO 31-32 34-35-36-37	5000-6000 7000-8000	3100-3200 3400-3500-3700 3600-3800-4000
Transmission type		3-Speed	Heavy Duty 3-Speed		4-Speed		Hydramatic
Make		Chevrolet	Borg Warner		Chevrolet		Det. Trans.
Parking brake type		Pull type, cables to rear wheels			Band %	Dual Shoe	Band %
Lever location		LH side below instrument panel*			RH side of gearshift lever on floor		
Drum	Size (in.)	See rear service brake data			8 x 2.5	9.5 I. D. 10.0 O. D. x2.25	8 x 2.5
	Effective Area (sq. in.)				63		138
Lining	Material	Asbestos composition					
	Clearance	.010-.015					
	Area (sq. in.)	See rear service brake data			62	35	62
	Thickness				.156	.25 Inner .156 Outer	

* - Lever location on 34-35-36-3700 & 3800 is on the right side of the gearshift control lever.

@ - Model 362A is used on 62-6600; model 371C, the 1-1/2" dia. cylinder on 50 & 6000 with RPO 414 (exc. 62-6600)

- Approximate

% - Pull type, cables to rear wheels (on 31-3200)

SERVICE BRAKES - Continued

ITEM		70-80-108 (RPO 50-60)	RPO 50-60-70-80 & 108	90-100 except 108	70-80 Full Air	RPO 90-100 exc. 108 & Tandems Full Air	80-100 Tandems Full Air	
Brake Size	Front	15x2-1/4	15x2-1/4	15x2-1/4	16x2-1/4	16x2-1/4	16x2-1/4	
	Rear	15x4	15x5	16x5	16-1/2x4-1/2	16-1/2x5-1/2	16-1/2x4-1/2	
Type	Front	Balanced, two anchor			Single anchor			
	Rear	Balanced, four anchor			Single anchor			
Drum	Type	One piece cast alloy iron						
		One piece cast alloy iron						
	Diameter	Front	15		16			
		Rear	15		16-1/2			
	Effective Area (sq. in.)	Front	212	212	212	226	226	226
		Rear	377	471	503	467	570	933
Total		589	683	715	693	796	1159	
Lining	Bonded or riveted	Riveted			Riveted ‡			
	Material	Full moulded asbestos composition						
	Width	Front	2-1/4	2-1/4	2-1/4	2-1/4	2-1/4	2-1/4
		Rear	4	5	5	4-1/2	5-1/2	4-1/2
	Thickness	Front				.307-.311		
		Rear	.373-.377		.497-.506		.740-.760	
Area (sq. in.)	Front	150	150	150	150	150	150	
	Rear	249	316	338	308	376	615	
	Total	399	466	488	458	526	765	
Wheel Used	Front	4			None			
	Rear	4			None			
Cylinder Diameter	Front	1.125						
	Rear	1.50	1.625					
Main Cylinder	Make	Moraine Products						
	Model	371-C †						
	Diameter	1.50						
	Piston travel	1.34						
Pedal ratio	6.35 on LCF models; 6.28 others							
Pedal travel	7.94							
Pedal pad cover	Moulded rubber							
Braking effort	Front	36%	32%	31%	28%	24%	16%	
	Rear	64%	68%	69%	76%	76%	84%	
Brake fluid capacity	2-pints ‡							
Brake fluid recommended	Delco Super number 11 SAE							

PARKING BRAKES

ITEM	108 (RPO 50-60*-70-80-108)	RPO-70-80 (Exc. 88)	90-100 (Exc. 108)	RPO 50-60*-70-80-90-100	
Transmission name	New Process	Clark	Spicer	Allison	
Transmission model no.	540-C	267-V	3152 & 3152A	MT 20 & 30's	
Parking brake type	Band				
Lever location	Right side of gearshift control lever on floor				
Drum	Size	9.50 x 2.50	9.50 x 3.00		
	Effective area	75 sq. in.	90 sq. in.		
Lining	Material	Asbestos Composition			
	Clearance	.020			
	Area	68 sq. in.	85 sq. in.	84 sq. in.	89 sq. in.
	Thickness	.312			

* - Except Forward Control models.

BRAKE BOOSTER HYDROVAC

ITEM	RPO 34-35-37-38	Regular Production 50-60 RPO 40	Regular Production 70-80-90-100 RPO 50-60	RPO 80-100 Tandem models
Type	Single Piston Vacuum Suspended			
Power Cylinder Diameter	6.75		9.50	
Vacuum Cylinder Stroke	1.50	3.906	4.734	6.422
Control Valve	Reactionary Type			
Power Dist. @ 1000 PSI Line Pressure	Pedal 63%	35%	15%	12%
	Booster 37%	65%	85%	88%
Vacuum Reserve Tank (RPO 281)	Size	7-1/2x24		
	Capacity	1000 cu. in.		
	Location	Bolted to outside of left side rail		

† - Approximate.

‡ - Additional full air brake data tabulated on optional braking systems page.

§ - Model 361-S used with 50-60 series when 15x2-1/4 front and 15x4 rear brakes are used.

|| - Two linings per shoe.

-30-58 Data Revised 12-22-58

- SERVICE BRAKES

CHEVROLET 1959 TRUCK SPECIFICATIONS

AIR HYDRAULIC BRAKES

ITEM		5-6000 Exc. School Bus & F/C	7000-8000-9000-10000 Series	
Compressor	Bendix-Westinghouse Model	TU-FLO 300	TU-FLO 400	
	Location (Engine Mounted)	L-6 Left Side, V-8 Right Side	Right Side	
	Bore & Stroke	1-3/4 x 1-5/32	2-1/16 x 1-1/2	
	Capacity	4 cu. ft./min. @ 1250 RPM	7-1/4 cu. ft./min. @ 1250 RPM	
	Recommended Max. Speed	3000 RPM		
	Horsepower (Loaded)	2.0 @ 3000 RPM	3.2 @ 3000 RPM	
	Drive Method	Belt		
	Drive Ratio	0.84:1 with L-6		0.75:1 on 7000-8000
		0.75:1 with V-8		0.72:1 on 9000-10000
	Weight	14.19 Pounds	25.71 Pounds	
Lubrication	Engine Lubricated			
Cooling	Air Cooled			
Governor	Cut-in	85 PSI		
	Cut-out	105 PSI		
Reservoir	Size (Length & Diameter)	24.76x7.06	24.76x7.06(School Bus 27x8.18)	
	Number Used	One		
	Capacity	830 cu. in.	830 cu. in. (School Bus 1200 cu. in)	
	Working Pr. (Max. Normal)	105		
	Safety Valve Release	150		
	Location	RH outside Frame	RH outside Frame School Bus-LH outside Frame	
Pressure Gauge	AC type - D on steering column			
Power Cylinder	Effective Diameter	4.5		
	Slave Cylinder Diameter	5-13/16		
	Stroke	3.875		

FULL AIR BRAKES

ITEM		7000-8000 Series & Tandems	9000-10000 Series	
Service Brakes	Type	Front	Individually Anchored Shoes, Flat Cam Actuated	
		Rear	Single Anchor, S-Cam Actuated	
	Size	Front	16x2-1/4(for additional data see brake page)	
		Rear	16-1/2x4-1/2(as above)	16-1/2x5-1/2 (as above)
Adjustment	Through adjusting screw on slack adjuster Bendix-Westinghouse, TU-FLO 400@			
Compressor				
Brake Chamber	Bendix - Westinghouse	Front	Type 12	Type 12
		Rear	Type 20	Type 24
	Number used	Two Front & Two Rear(Tandem-Four Rear)		
	Diameter(overall)	Front	5-13/16	5-13/16
		Rear	6-15/16	7-1/4
	Effective Area(sq. in.)	Front	12 (each)	
		Rear	20(each)	24(each)
	Spring force @ "O" stroke	Front	12.25 Lb.	
		Rear	25.75 lb.	30.75 lb.
	Spring force increase per inch of stroke	Front	2.50 Lb.	
Rear		6.33 lb.	8.00 lb.	
Maximum stroke	Front	1-3/4		
	Rear	2-1/4		
Slack Adjuster	Bendix-Westinghouse	Front	Type 18-2	
		Rear	Type 20-2	
	Description	Front	4 inch Lever Type	
		Rear	6 inch Lever Type	
Brake Control Valve	Make & type	Bendix-Westinghouse, Type E-1		
	Location	LCF, L. frt. body mounting bracket; others L. frame side rail		
	Air discharge	Front and rear quick release valves		
Reservoir	Number used & size	Two, 24.76 long x 7.06 diameter (overall)		
	Capacity (cu. in.)	830 each		
	Working pressure	105 PSI		
	Safety valve pressure	150 PSI		
	Location	Wet tank, outside left side rail; dry tank, outside right side rail		
	Pressure Gauge	Make	AC, Type D	
Location		Mounted on steering column		

@ - Identical compressor used with air over hydraulic brakes.

‡ - Auxiliary reservoir tank located on LH side member ahead of front rear axle.

SHOCK ABSORBER DATA

FRONT SHOCK ABSORBERS - REGULAR PRODUCTION

Item	3100-3200 3600-3800	3400-3500 3700	8000-10000 7000-9000	5000
Type	Direct Double Acting			
Model Number	835U	835S	651CC	651Y
Valve Code	C3.5H8/A2.5L	4J8/C2.5	03J10/C2	04N10/D3
Piston Diameter	1"		1-3/8	
Piston Travel	8-1/4	7-3/4	9-1/2	8-1/2
Attachment	Top Bottom	Integral Eye with Pre-stressed Grommet		

REAR SHOCK ABSORBERS - REGULAR PRODUCTION

Item	3100	3200	3600	3400	3500	3700
Type	Direct Double Acting					
Model Number	835Y			684U		
Valve Code	C3.5J10P2L			04N10/A1D		
Piston Diameter	1"			1-3/8		
Piston Travel	9-1/2			7-1/2		
Attachment	Top Bottom	Integral Eye with Pre-stressed Grommet			¢ %	

FRONT SHOCK ABSORBERS - OPTIONAL EQUIPMENT

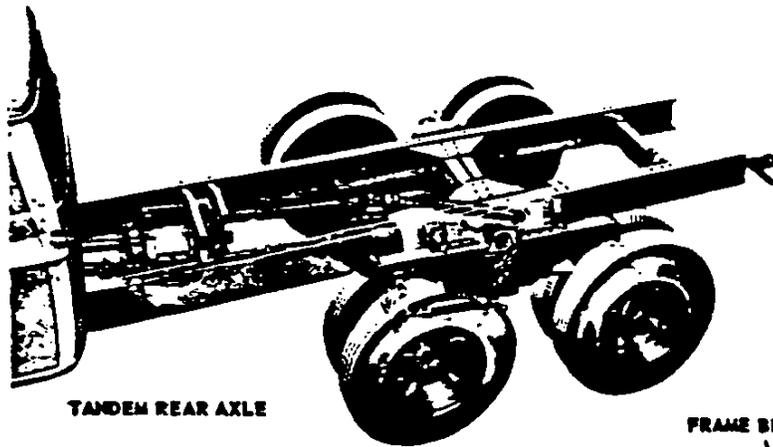
Item	4000	6100-6300-6400-6500	67-6800 Std. Front Axle	5000 Heavy-Duty Front Axle	61-6200 64-6500 66-6700 H. D. Fnt. Axle
Type	Direct Double Acting				
Model Number	651T		651T	651X	
Valve Code	03J10/C2		03D6/A3	04N10/D3	03J10/C2
Piston Diameter	1-3/8				
Piston Travel	7-1/4		8-1/4		
Attachment	Top Bottom	Integral Eye with Pre-stressed Grommet			

REAR SHOCK ABSORBERS - OPTIONAL EQUIPMENT

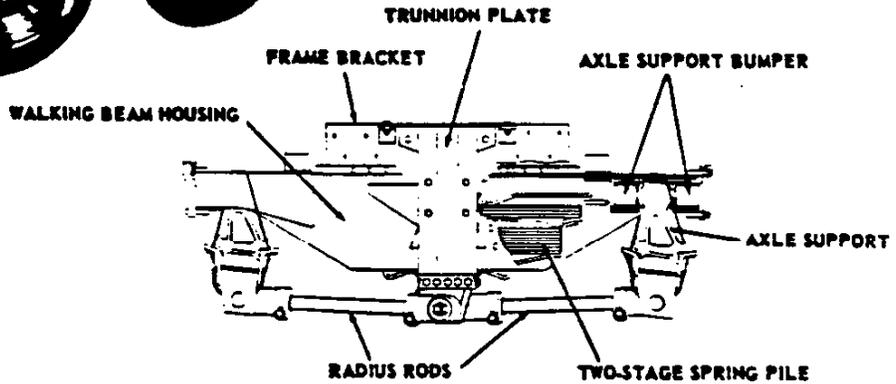
Item	3800@	4000	5000 61-62-63-64- 65-6600	6700 6800	8800	10800
Type	Direct Double Acting					
Model Number	684U	651CC			651EE	
Valve Code	04N10/A1D					
Piston Diameter	1-3/8	1-3/8			1-3/8	
Piston Travel	7-1/2	9-1/2			10"	
Attachment	Top Bottom	¢ %	\$		\$	

- @ - Data also applies to models 3803-04-09 equipment with four wheel drive.
- ¢ - Threaded pin type with inserted rubber bushing.
- % - Integral eye with inserted rubber bushing.
- \$ - Integral eye with pre-stressed grommet.

TANDEM AXLE



TANDEM REAR AXLE



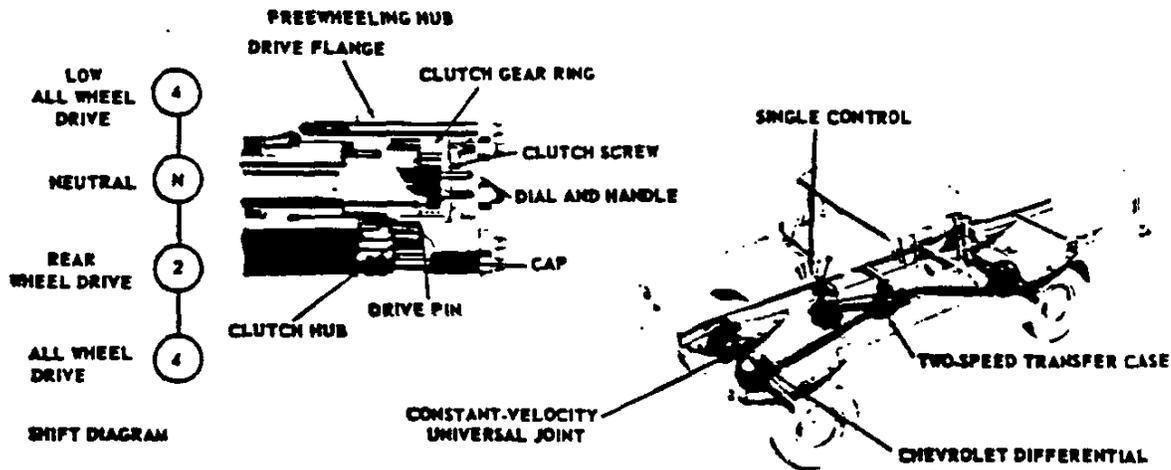
Tandem rear axle equipment is available as a RPO on the 8403, 8503, 8703, 10403, 10503, and 10703 models. The following tabulation reflects the changes in specifications for models equipped with this option.

ITEM		8403, 8503, 8703(RPO 682)	10403, 10503, 10703(RPO 476)
Gross vehicle weight (maximum)		28000 lb.	36000 lb.
Gross combination weight		45000 lb.	50000 lb.
Frame	Type	Ladder type with inverted "L" reinforcement	
	Section modulus (Comb.)	15.82 inches cubed	
Front Springs	Type	8 leaf, semi-elliptic	
	Length x width	50x2-1/2	
	Capacity	4250 lb. @ ground	
Rear Axle	Make and type	Chevrolet, full floating (two used)	
	Ratio	7.20:1	
	Capacity	15000 lb. each	
Rear Suspension Unit	Make and model	Truck Equipment Company, Tandem Trac model C	
	Type	14 leaf, 2 stage spring pile, encased in walking beam housing	
	Overall dimensions	60.25x11.12x4.00	
	Average	0-1548 lbs.	2010 lb. per inch per spring
	Rate of	1548-25,720 lbs	16090 lb. per inch per spring
	Deflection	25,720 - M/M	18500 lb. per inch per spring
	Housing, center to center	40.40	
Brakes	Rated capacity	15000 lb. @ pad; 17000 lb. @ ground (each)	
	Front	15x2-1/4	
	Rear	15x4	
	Effective area	Drum, 966 square inches; lining, 647 square inches	
Master cylinder		Model 381-A, 1-3/4 diameter	
Transmission		4-speed regular production	5-Speed Spicer trans.
Power divider		Truckstell, model 500 (see transmission page)	
Steering		Linkage type power steering, ratio 23.6:1	
Tires, front and rear		Minimum 8-22.5-8 pr; maximum 10-22.5-10 pr.	
Wheels, front and rear		22.5 x 6.00	

For detailed specifications on the above, refer to the component page (example, for detail brake data see "brakes" page)

Note: all equipment listed above is included in the tandem rear axle option (RPO 476 or 682) unless otherwise specified.

FOUR WHEEL DRIVE



Four Wheel Drive Equipment is available as a RPO on all 3100, 3600, 3800, chassis cab, pick-up, panel suburban carryall, and stake platform models. The following tabulation reflects the changes in specifications for models equipped with this option.

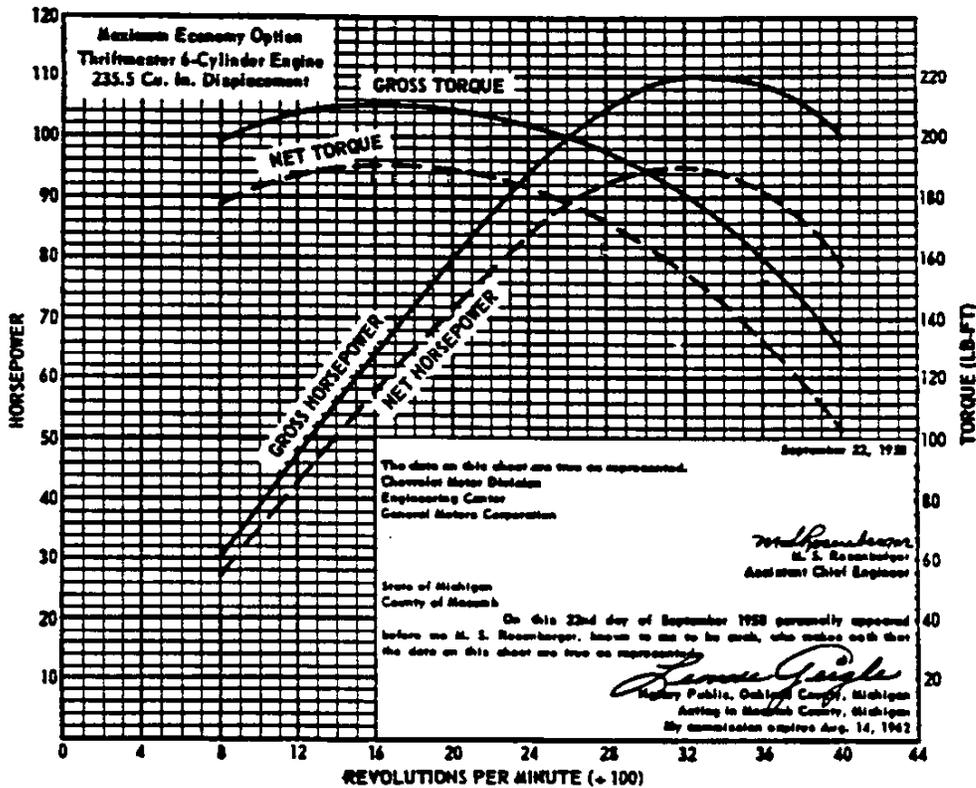
ITEM		3153, 3154, 3155, 3156, 3166, 3184	3653, 3654 3659, 3684	3853, 3804 3855, 3859	
Gross vehicle rating (maximum)		5600	7300	7400	
Front Axle ‡	Type	Full floating, hypoid gears			
	Ratio	3.90:1	4.57:1	5.14:1	
	Capacity	3000	3300	3500	
	Axle Shaft	Minimum diameter	1.156		
		U-joint type	Constant velocity (Rzeppa)		
	Front End Alignment	Caster	1-3/4°		
		Camber	1-1/2°		
		Toe-in	1/32 to 5/32		
		King pin inclination	8°		
		Turning angle	29° 30'		
Lubricant capacity	4-1/2 pints	6-1/2 pints			
Front Springs	Type	7 leaf semi-elliptic			
	Length and width	44.00x2.00			
	Capacity (lb.)	At pad	1100	1100	
At ground		1360	1430		
Rear Springs	Type	8 leaf, single stage	10 leaf, single stage	8 leaf, single stage	
	Length and width	52.00x2.00			
	Capacity (lb.)	At pad	1350	2100	2050
At ground		1570	2430	2400	
Shock Absorber (rear)	Piston diameter	1.00%			
	Model	835 Y †			
	Valve code	C 3.5 J10/P 2 †		04N10/A1D	
Engine †	Available with Thriftmaster only				
Transmission	Available with four-speed transmission only				
Transfer Case	Make and model	Spicer, model 23			
	Type	2-speed (direct and underdrive)			
	Ratios	Hi range	1.00:1 (two or four wheel drive)		
		Lo range	1.87:1 (four wheel drive) *		
	Location	Rear of transmission			
	PTO provision	Bottom side of transfer case			
	Shift lever	Single lever positioned to the right of transmission control			
	Decal shift diagram	Attached to top center of instrument panel			
Lubricant capacity	5 pints				
Fuel Tank	Location	Cab models, back of seat in cab; others outside of frame r. h. side			
	Capacity (gal.)	Cab models 17.5; others 15.5		Cabs, 17.5; others 18.0	
Tires, front and rear	Minimum	6.50-16-6 pr.	7-17.5-6 pr.	8-17.5-6 pr.	
	Maximum	7-17.5-6 pr.	8-19.5-8 pr. @	8-19.5-8 pr. @	

Note: Unless otherwise specified all components tabulated above are included as part of the Four Wheel Drive Equipment option (RPO 690)

- † - This equipment is not included in the Four Wheel Drive option.
- @ - Available with single rear tires only
- * - All four wheels automatically engage thru interlock device when shift is made to underdrive.
- ‡ - Freewheeling hub available as RPO equipment.

-30-58

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 18334-20. They represent the full throttle performance of a Chevrolet Maximum Economy Option Thriftmaster 6-cylinder, 235.5 cubic inch displacement truck engine, as obtained from dynamometer test data corrected to standard barometric pressure, 29.92 inches of mercury 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.

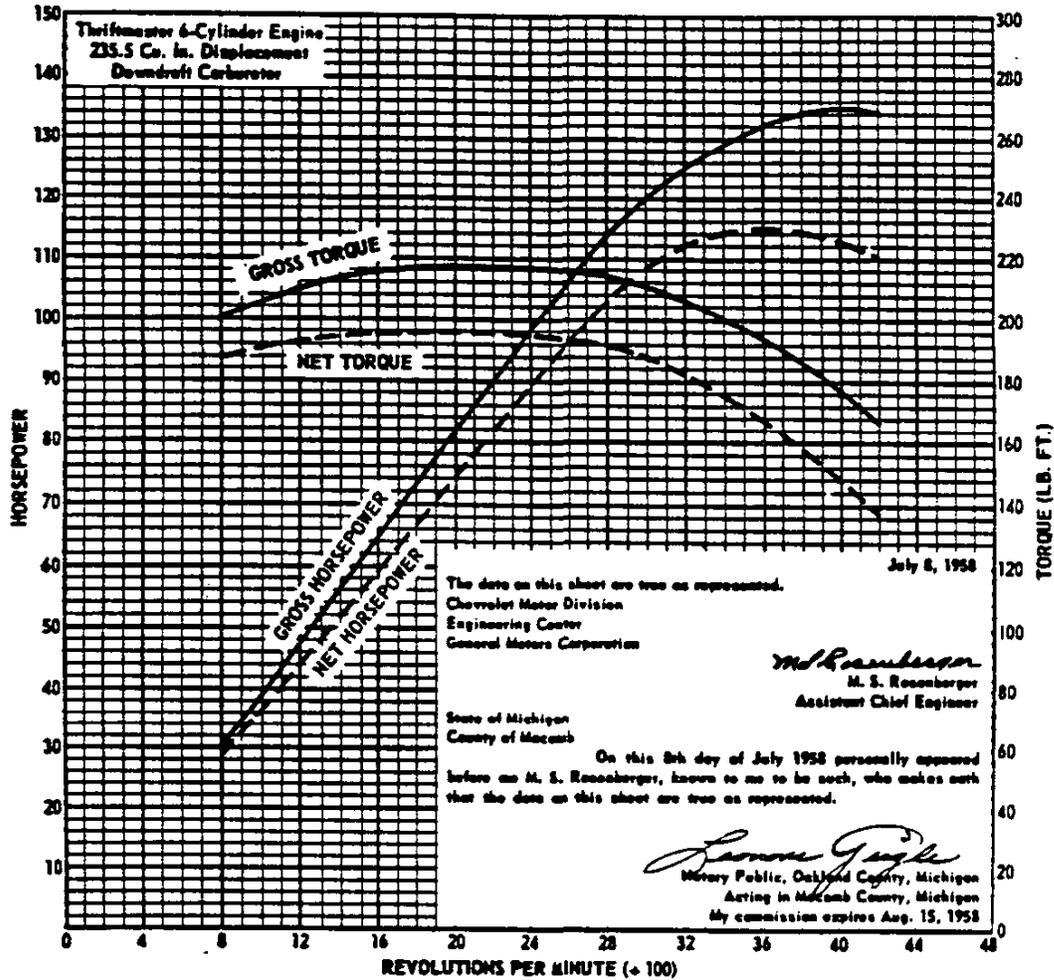
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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CHEVROLET 1959 TRUCK SPECIFICATIONS

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 and automatic spark advance. The generator is not charging.

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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 18334-20. They represent the full throttle performance of a Chevrolet Thriftmaster 6-cylinder, 235.5 cubic inch displacement truck engine, as obtained from dynamometer test data corrected to standard barometric pressure, 29.92 inches of mercury 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.

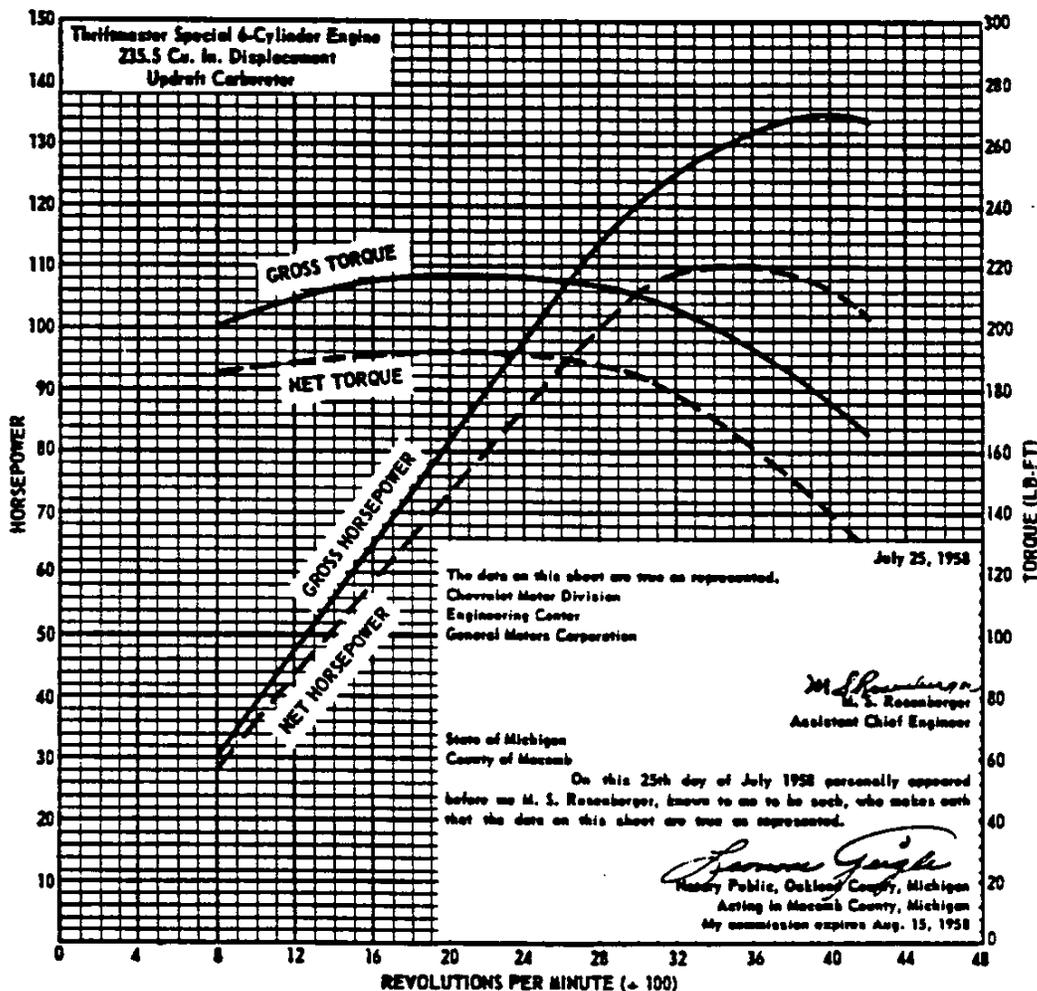
GROSS POWER and TORQUE were obtained in a regular dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

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 2 - ENGINE DATA

NET POWER and TORQUE were obtained in a regular 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 and automatic spark advance. The generator is not charging.

NET POWER and TORQUE were obtained in a regular 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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 18334-20. They represent the full throttle performance of a Chevrolet Thriftmaster Special 6-cylinder, 235.5 cubic inch displacement truck engine, as obtained from dynamometer test data corrected to standard barometric pressure, 29.92 inches of mercury and the standard temperature of 60°F.

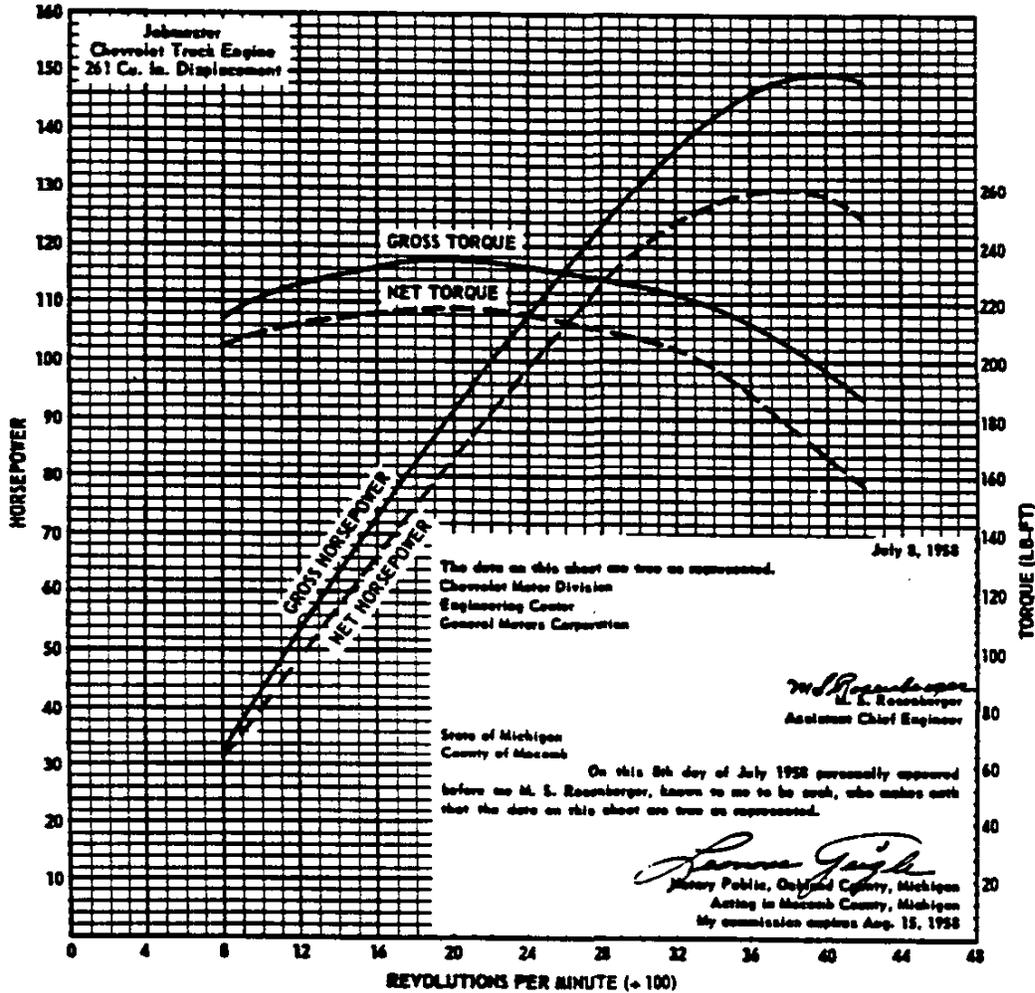
GROSS POWER and TORQUE were obtained in a regu-

9-30-58 Data Revised 12-22-58

lar 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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17943-8. They represent the full throttle performance of the Jobmaster, Chevrolet six cylinder truck engine 261 cubic inch displacement as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

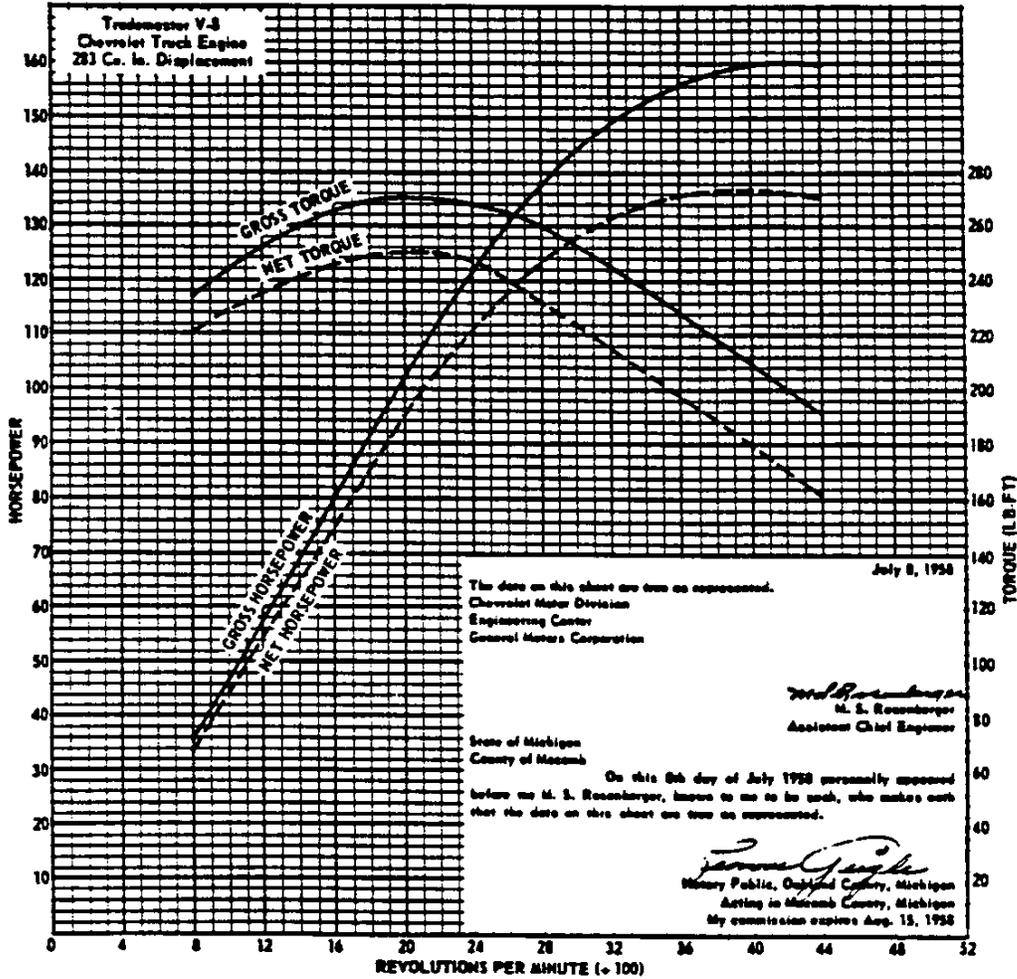
lar dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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 and automatic spark advance. The generator is not charging.

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.
 1-30-58 Data Revised 12-22-58
 ENGINE DATA

CHEVROLET 1959 TRUCK SPECIFICATIONS

ENGINE PERFORMANCE

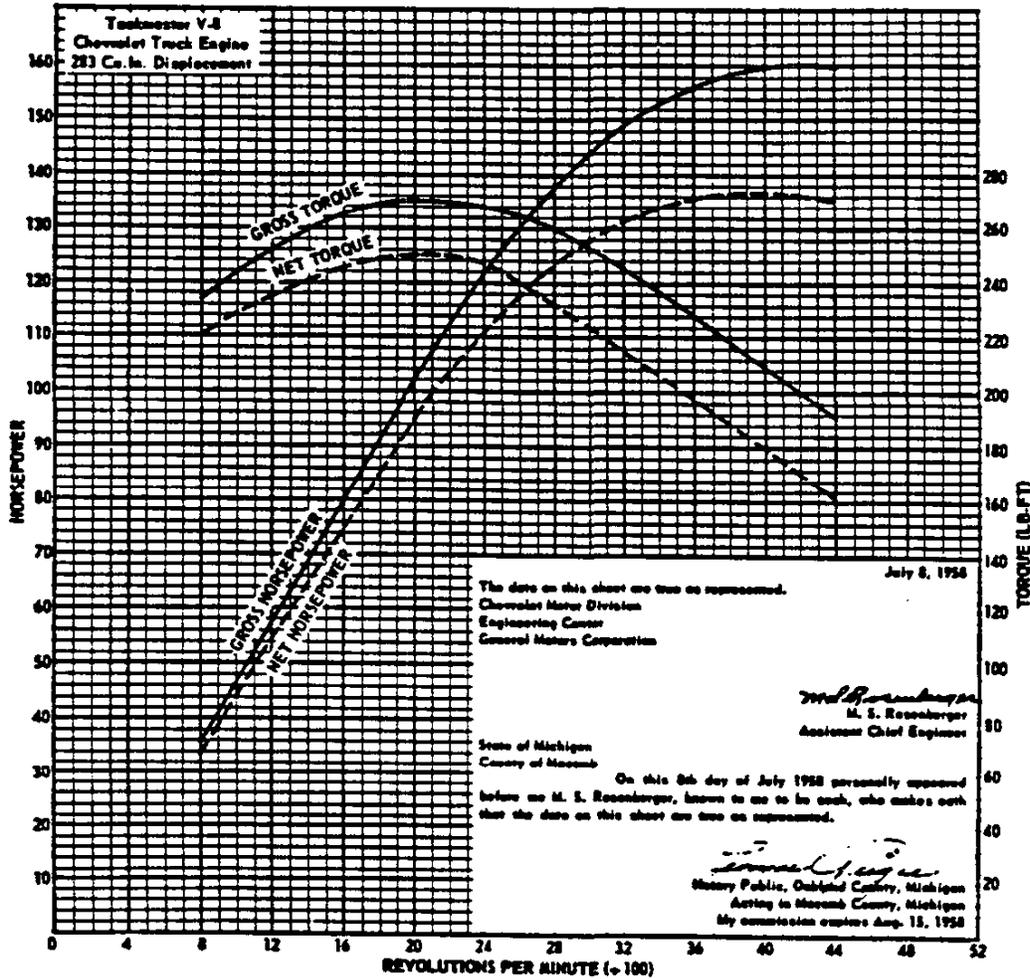


The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of the Trademaster 8 cylinder truck engine 283 cubic inch displacement as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

lar 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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of the Taskmaster 3 cylinder truck engine 283 cubic inch displacement as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

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

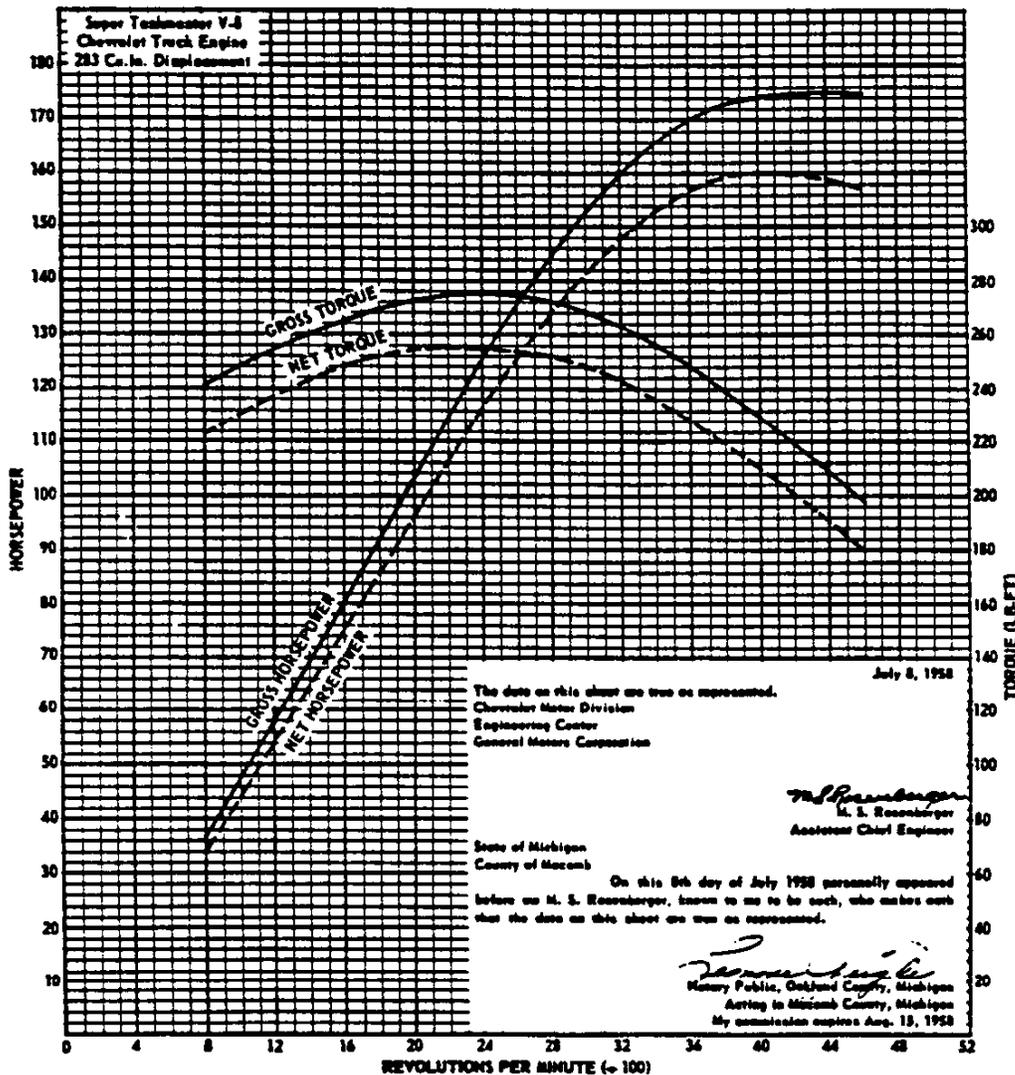
NET POWER and TORQUE were obtained from a dynamometer test simulating actual operating conditions when the engine is in its vehicle. It includes the use of the regular muffler and pipes, the fan in operation and automatic spark advance. The generator is not charging.

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.

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4 - ENGINE DATA

CHEVROLET 1959 TRUCK SPECIFICATIONS

ENGINE PERFORMANCE



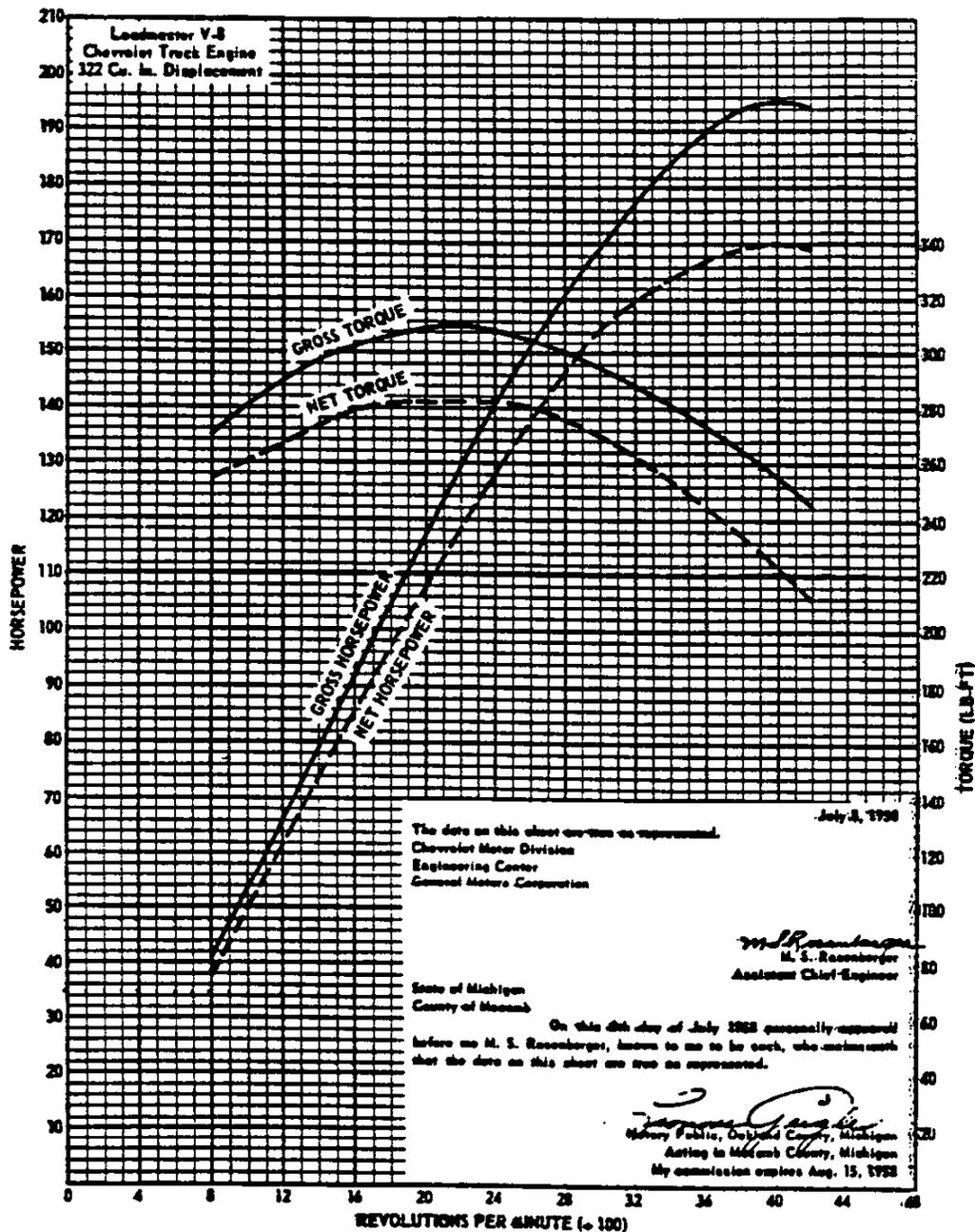
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17697-25. They represent the full throttle performance of the Super Taskmaster 8 cylinder truck engine 283 cubic inch displacement as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

GROSS POWER and TORQUE were obtained in a regu-
9-30-58 Data Revised 12-22-58

lar 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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17940-3. They represent the full throttle performance of a Chevrolet 8 cylinder truck engine 322 cubic inch displacement as obtained from dynamometer test data corrected to standard barometric pressure 29.92 inches of mercury and the standard temperature of 60° F.

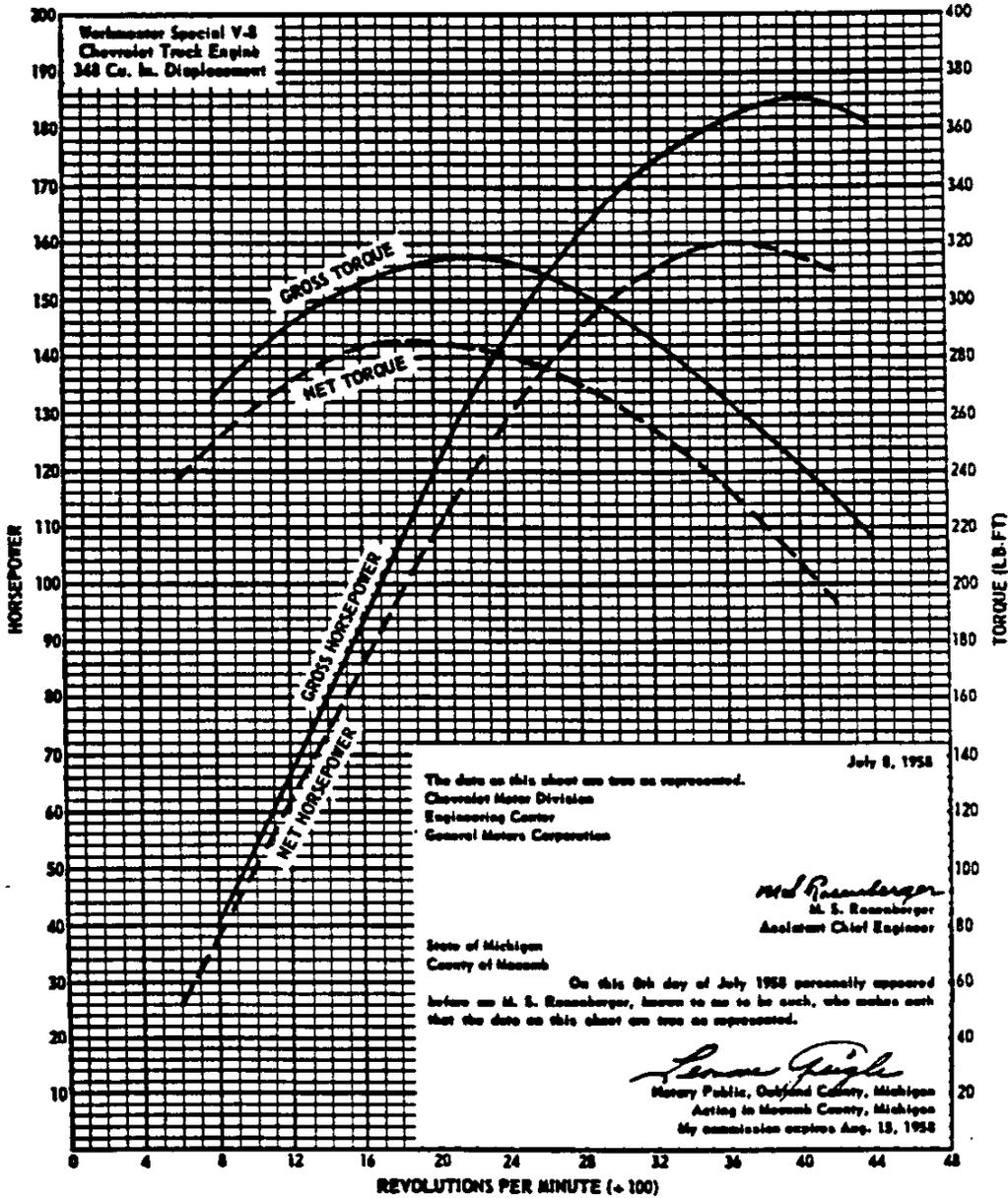
GROSS POWER and TORQUE were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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 and automatic spark advance. The generator is not charging.

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 and automatic spark advance. The generator is not charging.

CHEVROLET 1959 TRUCK SPECIFICATIONS

ENGINE PERFORMANCE



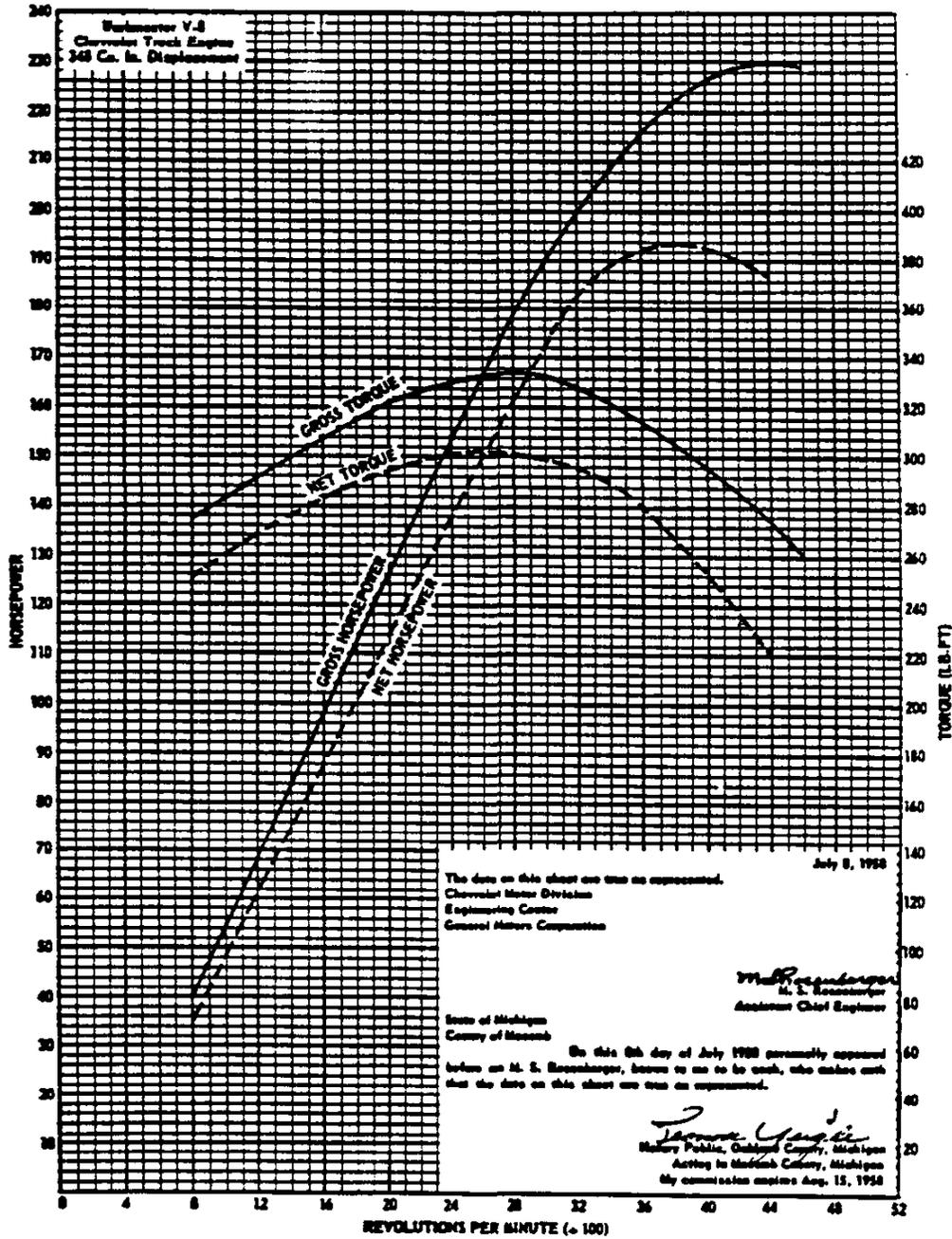
The engine performance curves shown on this sheet are taken from Chevrolet engine test report 17688-352. They represent the full throttle performance of a Chevrolet Workmaster Special 8-cylinder, 348 cubic inch displacement truck engine, as obtained from dynamometer test data corrected to standard barometric pressure, 29.92 inches of mercury and the standard temperature of 60°F.

GROSS POWER and TORQUE were obtained in a regu-

lar 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 and automatic spark advance. The generator is not charging.

ENGINE PERFORMANCE



The engine performance curves shown on this sheet are taken from Chevrolet engine test report number 17688-148. They represent the full throttle performance of the Workmaster 8 cylinder, 348 cubic inch displacement truck engine, as obtained from dynamometer test data corrected to standard barometric pressure, 29.92 inches of mercury and the standard temperature of 60°F.

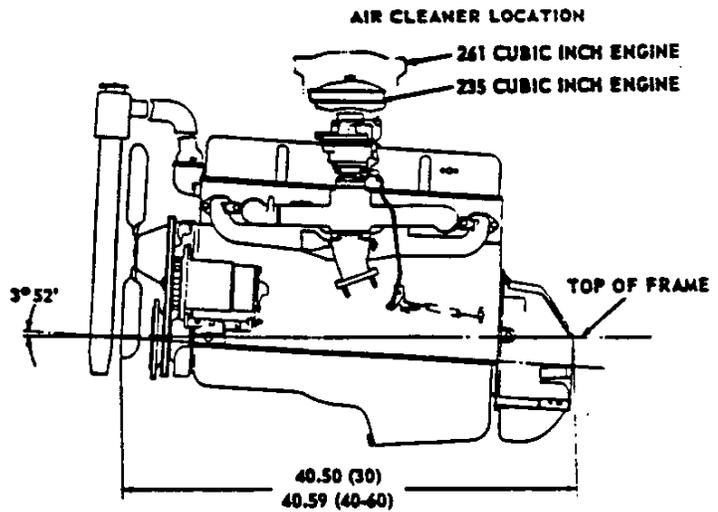
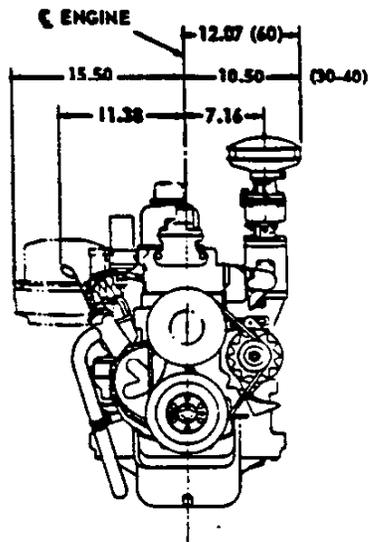
GROSS POWER and TORQUE were obtained in a reg-

ular 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 regular muffler and tail pipes, the engine fan in operation and automatic spark advance. The generator is not charging.

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10 - ENGINE DATA

CHEVROLET 1959 TRUCK SPECIFICATIONS



SIX CYLINDER 235-261 CUBIC INCH ENGINE DATA

ITEM	3000-4000 Series	6000 Series
Engine name	Thriftmaster	Jobmaster
Piston displacement (cubic inches)	235.5	261
Bore and stroke	3.563 x 3.938	3.750 x 3.938
Type	Valve-in-head	
Compression ratio	8.25:1	8.0:1
Taxable horsepower (SAE)	30.42	33.75
Idling speed (RPM)	Manual shift trans. 475 in neutral; Auto trans: 450 in drive	
Compression pressure (engine hot)	130	
Dry weight • (pounds)	Engine and clutch	618
	With transmission	727
Governor equipment (RPO)	Velocity type	

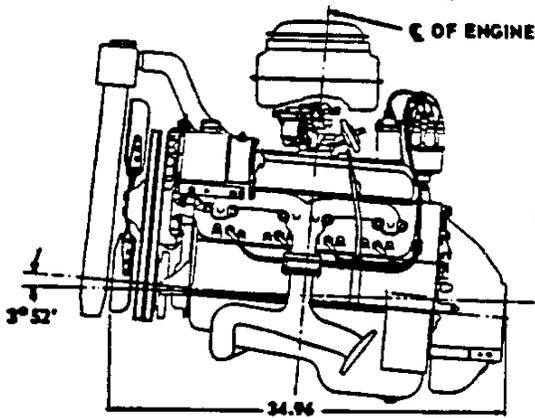
ADVERTISED MAXIMUM ENGINE PERFORMANCE-235-261 CUBIC INCH

ITEM	31-32-38-40			34-35-37	6000
	Thriftmasters			Special	
Engine name	Production			Special	Jobmaster
	Horsepower	Gross	135 @ 4000		
Net		115 @ 3600	95 @ 3200	110 @ 3000	130 @ 3800
Torque (ft. lbs.)	Gross	217 @ 2000	210 @ 1600	217 @ 2000	235 @ 2000
	Net	195 @ 2000	190 @ 1600	192 @ 2000	218 @ 2000

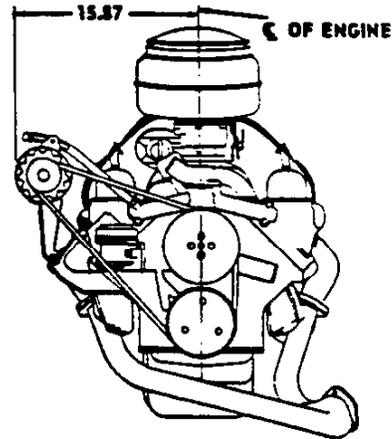
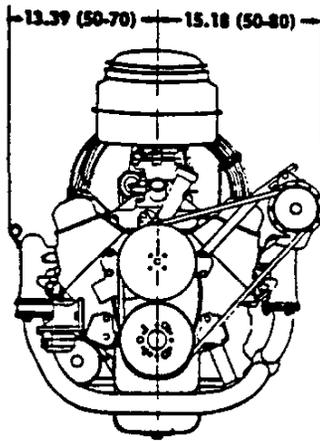
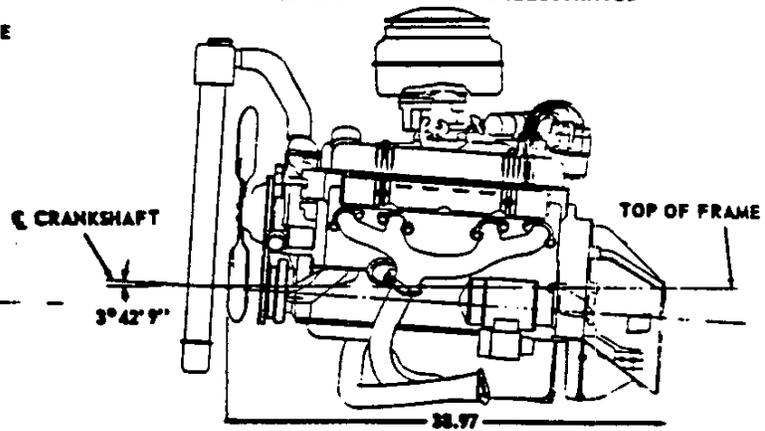
* - Available on 31-32 series only

• Estimated weights
9-30-58 Data Revised 12-22-58

283 CUBIC INCH ENGINE ILLUSTRATED



322 CUBIC INCH ENGINE ILLUSTRATED



EIGHT CYLINDER 283-322 CUBIC INCH ENGINE DATA

ITEM	30*-40	Std. 50; Opt. 60*	Std. 70-80; Opt. 50-60*	10802
Engine name	Trademaster	Taskmaster	Super Taskmaster	Loadmaster
Piston displacement (cu. in.)	283			322
Bore and stroke	3.875 x 3.0			4.0 x 3.2
Type	Valve-in-head			
Compression ratio	8.5:1	8.0:1		7.7:1
Taxable horsepower (SAE)	48.00			51.20
Idling speed (RPM)	Manual shift trans. 475 in neutral; Auto trans. 450 in drive			
Compression pressure (eng. hot)	140			
Dry weight	Engine and clutch	605	610	630
• (pounds)	With transmission	767	770	780
Governor equipment	Vacuum spinner			

ADVERTISED MAXIMUM ENGINE PERFORMANCE 283-322 CUBIC INCH

ITEM	30*-40	50-60*	Reg. 70-80; Opt. 50-60*	10802
Engine name	Trademaster	Taskmaster	Super Taskmaster	Loadmaster
Horsepower	Gross	160 @ 4200		175 @ 4400
	Net	137 @ 4000		160 @ 4000
Torque (ft. lbs.)	Gross	270 @ 2000		275 @ 2400
	Net	250 @ 2000		255 @ 2200
				195 @ 4000
				170 @ 4000
				310 @ 2200
				282 @ 18-2400

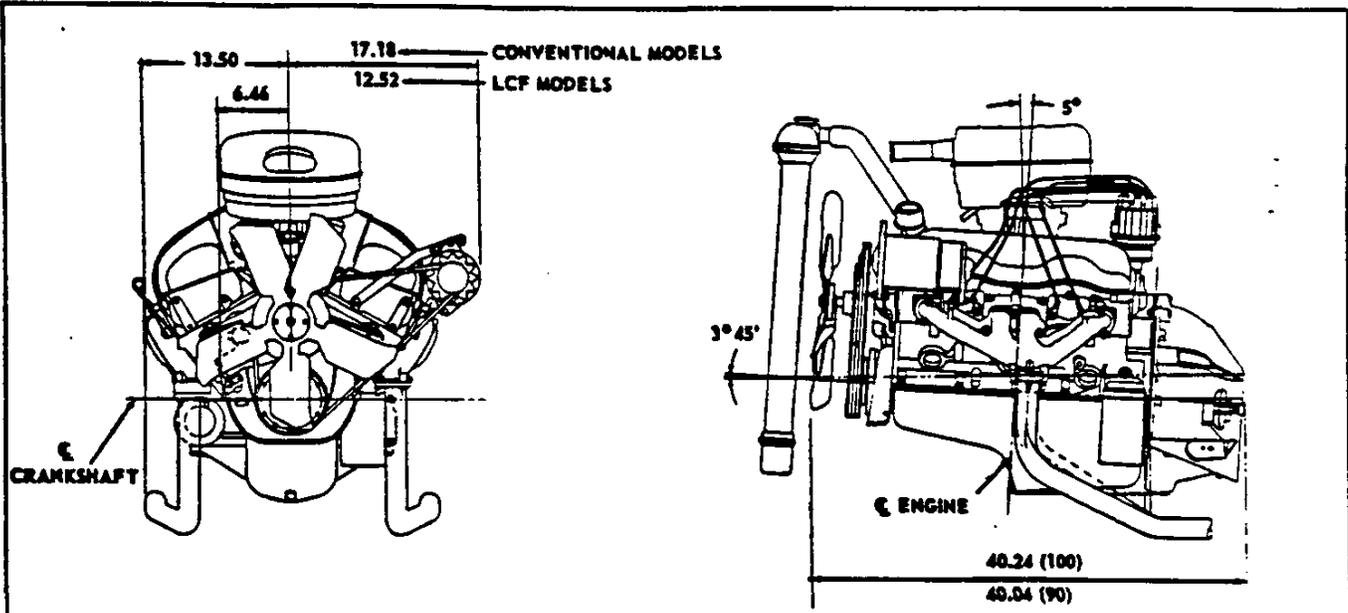
* Except Forward Control Models

• Estimated weights

7-30-58

12 - ENGINE DATA

CHEVROLET 1959 TRUCK SPECIFICATIONS



EIGHT CYLINDER 348 CUBIC INCH ENGINE DATA

ITEM	Standard Equipment 90-100¢	Optional Equipment 70-80¢
Engine name	Workmaster	Workmaster Special
Piston displacement (cu. in.)	348	
Bore and stroke	4.125 x 3.250	
Type	Valve-in-head	
Compression ratio	7.75:1	
Taxable horsepower (SAE)	54.50	
Idling speed RPM	450-475 RPM	
Dry weight	Engine with clutch	785
• (pounds)	With transmission	1025
Governor equipment	Vacuum spinner	
Compression pressure (engine hot)	140 PSI	

ADVERTISED MAXIMUM ENGINE PERFORMANCE - 348 CUBIC INCH

ITEM	Reg. 90-100¢	Opt. 70-80¢
Engine name	Workmaster	Workmaster Special
Horsepower	Gross	230 @ 4400
	Net	194 @ 3800
Torque (ft. lbs.)	Gross	335 @ 2800
	Net	302 @ 2600

¢ - Except School Bus models

• - Estimated weights

ENGINE COMPONENTS

CYLINDER CASE AND HEAD

Material ----- Cast alloy iron

Engine	Bore Diameter	Cyl. Hd. Bolt Torque	Number of Bolts
235	3.5630	90-95	18
261	3.749-3.752		
283	3.874-3.877	60-70	34
322	3.998-4.001	63-73	28
348	4.124-4.127	60-70	36

CRANKSHAFT

Material ----- Forged steel

Number of counter weights:

Six cylinder engines ----- 7

Eight cylinder engines ----- 6

Engine	Weight	End Play	Stroke	Jrl. Dia.
235	80 lbs.	.003-.009	3.93-3.94	2.7770
261				
283	48 lbs.	.002-.006	2.99-3.00	2.2983
322	56.8 lbs.	.004-.008	3.19-3.20	2.2495
348	59.5 lbs.	.002-.006	3.250	2.4985

Crank Pins

Engine	Width	Diameter
235	1.2485-1.2515	2.311-2.312
261		
283	1.898-1.902	1.999-2.000
322	1.997-2.000	2.249-2.250
348	1.998-2.002	2.199-2.200

HARMONIC BALANCER

Type ----- Inertia, rubber mounted

Crankshaft pulley diameter:

235-261-283-348 ----- 6.64

322 ----- 6.08

MAIN BEARINGS

Type ----- Precision, removable

Main Bearing Data

Engine	Bearing#	Bearing Clearance	Mat'l	Thrust taken against
235-261	1-2	.0008-.0023	M-100	#3
	3-4	.0010-.0026		
283 HD	1 to 4	.0008-.0034	M-400	#5
	5		M-100	
283 LD	1 to 5	.0008-.0034	M-100	
322	1 to 4	.0005-.0030	M-100	
	5	.0006-.0032		
348	1 to 4	.0006-.0032	M-400	
	5	.0018-.0034	M-100	

Bearing Dimensions

Bearing	Theoretical inside dia.*	Effective length †	Projected area (sq. in.) ‡
#1	2.6856	1.063	2.8547
#2	2.7166	0.907	2.4639
#3	2.7478	0.979	2.6904
#4	2.7788	1.189	3.3039

* - Journal diameter plus clearance

† - Overall length minus chamfers

‡ - Based on theoretical I.D. and effective length

Bearing Dimensions - 283 Engine

Bearing	Theoretical inside dia.	Effective length	Projected area (sq. in.)
1 thru 4	2.3004	0.762	1.753
5	2.3004	1.169	2.689

Bearing Dimensions - 322 Engine

Bearing	Theoretical inside dia.	Effective length	Projected area (sq. in.)
1 thru 4	2.5004	0.960	2.4004
5	2.5002	1.040	2.6002

Bearing Dimensions - 348 Engine

Bearing	Theoretical inside dia.	Effective length	Projected area (sq. in.)
1 thru 4	2.5017	1.017	2.5442
5	2.5039	1.300	2.5507

CAMSHAFTS

Material -----

End play:

235-261 ----- .003-.007

Eight cylinder engines ----- none

Thrust-235-261 ----- taken between driven timing gear and camshaft journal frt. face

CAMSHAFT DRIVE

235-261 ----- Helical gear

283 LD-322 ----- Link chain and sprocket

283 HD-348 ----- Roller chain and sprocket

Gear or sprocket material

235-261; Drive gear ----- Steel

Driven gear ----- Aluminum

283-322-348 ----- Cast alloy iron

Ramp Lift and Length

Valve Position	Engine	Ramp Lift	Ramp Length
Inlet	235	opening	.0015 54°
		closing	.0901 35°
Exh.	235	opening	.01400 57°45'
		closing	.1138 32°
Inlet	261	opening	.01070 62°
		closing	.00856 60°
Exh.	261	opening	.01481 62°
		closing	.01476 60°
Inlet	283	opening	.0030 7°30'
		closing	.0060 24°
Exh.	283	opening	.0040 10°
		closing	.0060 15°
Inlet	322	opening	.0027 10°
		closing	.0030 9°
Exh.	322	opening	.0032 8°30'
		closing	.0025 10°30'
Inlet	348	opening	.003420 64°
		closing	.004449 69°
Exh.	348	opening	.003420 66°
		closing	.004449 71°

ENGINE COMPONENTS - Continued

CAMSHAFT BEARINGS

Material -- all engines ----- Steel backed babbit
 Clearance on diameter -235 & 261 -- .0010-.0030
 -283 & 348 --- .0015-.0035
 322 ----- .0005-.0035

Bearing dimensions ----- 235 & 261

Bearing	Ream diameter	Overall length	Projected area (sq.in.)⊕
#1	2.1562	1.120	2.415
#2	2.0937	0.940	1.968
#3	2.0312	0.940	1.909
#4	1.9687	0.930	1.846

Bearing dimensions - 283.

Bearing	Ream diameter	Overall length	Projected area (sq.in.)⊕
1 thru 4	1.8712	0.740	1.384
5	1.8712	0.940	1.758

Bearing dimensions - 322

Bearing	Ream diameter	Overall length	Projected area (sq.in.)⊕
#1	1.6870	0.750	1.265
#2	1.6575	0.750	1.243
#3	1.6275	0.750	1.220
#4	1.5975	0.750	1.198
#5	1.5675	0.750	1.175

Bearing dimensions - 348

Bearing	Ream diameter	Overall length	Projected area (sq.in.)⊕
1 thru 4	1.8712	0.828	1.5494
5	1.8712	0.900	1.6990

⊕ - Based on ream diameter and overall length.

CONNECTING RODS

Material - all engines ----- Forged Steel

Rod width at Piston:

235-261 ----- 1.126-1.129
 283 ----- 1.007-1.011
 322 ----- 1.053
 348 ----- 1.058-1.062

Connecting Rod Width at Crankpin

235-261 ----- 1.2415-1.2435
 283 ----- 0.944-0.945
 322 ----- 0.994-0.996
 348 ----- 0.994-0.995

Connecting Rod End Play

235-261 ----- .005-.010
 283-348 ----- .008-.014
 322 ----- .005-.012

Crank Pin Bearings:

Type --- all eng. -- Precision, removeable insert

Material:

235-261-283 LD ----- Moraine 100
 283 HD - 322 - 348 ----- Moraine 400

Diameter:

235 ----- 2.3140
 261 ----- 2.3132
 283 ----- 1.999-2.000
 322 ----- 2.249-2.250
 348 ----- 2.199-2.200

CRANKPIN BEARINGS CONTINUED

Effective Length:

235-261 ----- 1.008
 283 ----- .817
 322 ----- .861
 348 ----- .857

Projected Area Per Bearing

235-261 ----- 2.332
 283 ----- 1.635
 322 ----- 1.937
 348 ----- 1.8773

Connecting Rod Length E to E

235-261 ----- 6.8125
 283 ----- 5.699-5.701
 322 ----- 5.998-6.002
 348 ----- 6.134-6.136

PISTON

Type ----- Cast aluminum alloy with steel insert for controlled thermal expansion

Skirt and Head:

235-261-283 LD ----- Open slipper flat head
 283 HD ----- Solid slipper, flat head
 322 ----- Full skirt flat head
 348 ----- Solid slipper, peaked head

Skirt Clearance:

235-261-283 ----- .0006-.0010
 322 ----- .0007-.0017
 348 ----- .0010-.0014

Top Land Clearance:

235-261 ----- .033-.043
 283 ----- .035-.043
 322 ----- .028-.036
 348 ----- .046

Compression Ring Groove Depth:

235 ----- .1985-.2050
 261 ----- .2080-.2195
 283 ----- .2153-.2217
 322 ----- .2212-.2277
 348 ----- .432

Oil Ring Groove Depth:

235 ----- .1985-.2050
 261 ----- .2040-.2105
 283 ----- .2093-.2157
 322 ----- .2212-.2277
 348 ----- .412

Weight:

235 ----- 18.72 oz.
 261 ----- 22.56 oz.
 283 ----- 20.40 oz.
 322 ----- 19.90 oz.
 348 ----- 27.37 oz.

ENGINE COMPONENTS - Continued

PISTON CONTINUED

Compression Ring Groove Diameter

235	-----	3.155-3.165
261	-----	3.323-3.333
283	-----	3.434-3.444
322	-----	3.546-3.556
348	-----	3.663

Oil Ring Groove Depth Diameter:

235	-----	3.155-3.165
261	-----	3.331-3.341
283	-----	3.446-3.456
322	-----	3.546-3.556
348	-----	3.683

PISTON PIN

Type - all engines ----- C. D. steel, shrunk fit

Diameter:

235	-----	.8660-.8665
261	-----	.9270-.9275
283	-----	.9270-.9273
322	-----	.9396-.9401
348	-----	.9895-.9898

Length:

235	-----	3.168-3.198
261	-----	3.355-3.385
283	-----	2.990-3.010
322	-----	3.400
348	-----	3.250-3.270

Taper Limit in Full Length:

235-261	-----	.0002
283-322-348	-----	.0001

Clearance in Piston:

235-261-283	-----	.00015-.00025
322-348	-----	.00025-.00035

Surface Finish:

All engines ----- 10-14 micro inches

COMPRESSION RINGS

No. per piston -- all engines ----- 2

Type -- 235-261	upper	Thickwall, inside bevel
	lower	Thickwall, taper faced
283	upper	Inside bevel
	lower	Inside bevel
322	upper	Inside bevel
	lower	Inside bevel or counterbore.
348	upper-lower	Tapered

Material:

235 ----- Cast iron with wear resistant coating on upper and lower rings
 261-283-322-348 ----- Cast iron with chrome plated O. D. on upper ring, and wear resistant coating on lower ring.

Width:

235-261	-----	.0930-.0935
283-348	-----	.0770-.0780
322	-----	.0775-.0780

Gap:

235	-----	.007-.017
261	upper	.010-.020
	lower	.007-.017
283	-----	.010-.020
322	-----	.013-.025
348	-----	.015-.025

Ring Clearance in Groove:

235	-----	.002-.004
261	-----	.002-.0035
283	-----	.0012-.0032
322	-----	.0035-.0095
348	upper	.0012-.0027
	lower	.0012-.0032

Wall Thickness:

235	-----	.168-.178
261	upper	.168-.178
	lower	.177-.187
283	-----	.184-.194
322	-----	.190-.200
348	-----	.196-.206

OIL CONTROL RINGS

Type --- All engines --- Multipiece (2 rails & spacer)

Material all engines:

Rails ----- Flat sprg. steel with chrome pltd O. D.
 Spacer ----- Stainless Steel
 Gap clearance (on rails) -- All eng. ----- .015-.055
 No. per piston ----- One

Ring Clearance in Groove:

235-261	-----	.000-.008
283	-----	.0006-.0084
322	-----	.0035-.0095
348	-----	.0005

Spacer Width -- All engines ----- .177-.182

Segment Width -- All engines ----- .0235-.0245

Wall Thickness:

235	-----	.150-.156
261-283	-----	.154-.160
322	-----	.133-.138
348	-----	.169-.175

Total Oil Ring Width:

All engines ----- .184-.188

VALVES, INLET

Inlet material -- All engines ----- High alloy steel

Overall Length:

235-261	-----	6.376-6.396
283	-----	4.9024-4.9224
322	-----	4.7485-4.7835
348	-----	5.095-5.115

ENGINE COMPONENTS - Continued

VALVES INLET: CONTINUED

Overall Head Diameter:

235-261	1.870-1.880
283	1.715-1.725
322	1.745-1.755
348	1.810-1.820

Stem Diameter:

235-261	.3410-.3411
283	.3415-.3422
322	.3715-.3725
348	.3715-.3722

Stem to Guide Clearance:

235-261-283	.0010-.0027
322	.002-.004
348	.0008-.0023

Valve Lift

235	.3105
261	.4051
283	.3336
322	.3775
348	.4005

Angle of Seat

235-261	30°
283-322-348	45°

Face Coating

235	None
261	Aldipped
283 LD	None
283 HD	Aldipped
322-348	Aldipped

VALVES EXHAUST

Type -- all engines ----- Solid stem, hi-alloy steel

Overall Length

235-261 & 283LD	4.913-4.933
283 HD	4.918-4.928
322	4.956-4.782
348	5.067-5.087

Overall Head Diameter

235-261-283	1.495-1.505
322	1.370-1.380
348	1.530-1.540

Stem Diameter:

235, 261 & 283	.3410-.3417
322	0.370-0.371
348	.3710-.3717

Stem to Guide Clearance:

235, 261 & 283	.0010-.0027
322	.004-.006
348	.0025-.0042

Valve Lift:

235	.3325
261	.4143
283	.3336
322	.3772
348	.4119

Angle of Valve Seat:

235	45°
261 & 283 HD	46°
322 & 283 LD	45°
348	46°

Face Coating:

235 & 283LD	Aluminized
261 & 283HD-322-348	Stellite

Material:

235-283 LD	21-4N Steel
261-283 HD - body	21-4N Steel
tip	Silichrome #1
322 - body	High alloy steel
face	Stellite
348 - body	XB steel
tip	Silichrome #1
stem	Chrome plated

Valve Rotator:

235 & 283LD	None
261 & 283HD-322-348	Roto coil type

VALVE SPRINGS

Spring Pressure and Length (Inlet & Exhaust)

235-Valve closed	62-68lb. @ 1.858
Valve opened	158-168lb. @ 1.528
Valve spring dampers	None

261-Valve closed	78lb. @ 1.858
Valve opened	192lb. @ 1.462
Valve spring dampers	None

283-Valve closed	76-84lb. @ 1.696
Valve opened	155-165lb. @ 1.366
Valve spring dampers	Taskmaster only

322 -Inlet closed	43-48lb. @ 1.50
opened	91-97lb. @ 1.12
Exhaust closed	58-66lb. @ 1.34
opened	139-149lb. @ .960

348-Valves closed	78-86lb. @ 1.626
Valves opened	184-196lb. @ 1.230
Valve spring dampers	Yes

VALVE TAPPETS

Type:

235&261	Mechanical
283, 322 & 348	Hydraulic

Rocker Arm Ratio:

235 & 261	1.477:1
283	1.500:1
322	1.500:1
348	1.750:1

Valve Lash

Thriftmaster	Inlet	.006-.011
	Exhaust	.013-.018
Thriftmaster Special	Inlet	.006-.011
Jobmaster	Exhaust	.019-.024
283, 322 & 348		Zero

ENGINE COMPONENTS - Continued

VALVE SEATS

Material: --All engines except 348-- Cast alloy iron
 Taskmaster: -----Exh. only, ind. hrdn. seats
 Insert: ----- 348 exhaust only, replaceable
 Material ----- Silichrome XB

Seat Angle in Head:

235 - Inlet -----	31°
Exhaust -----	46°
261 - Inlet -----	31°
Exhaust -----	46°
283 - Inlet & Exhaust -----	46°
322 - Inlet & Exhaust -----	46°
348 - Inlet & Exhaust -----	46° ▽

VALVE TIMING

235 - Inlet opens -----	ATC	-----	1°
closes -----	ABC	-----	39°
Exhaust opens -----	BBC	-----	42°
closes -----	ATC	-----	9°
261 - Inlet opens -----	BTC	-----	11°30'
closes -----	ABC	-----	52°30'
Exhaust opens -----	BBC	-----	51°
closes -----	ATC	-----	13°
283 - Inlet opens -----	BTC	-----	18°
closes -----	ABC	-----	54°
Exhaust opens -----	BBC	-----	52°
closes -----	ATC	-----	20°
322 - Inlet opens -----	BTC	-----	25°
closes -----	ABC	-----	77°
Exhaust opens -----	BBC	-----	75°
closes -----	ATC	-----	42°
348 - Inlet opens -----	BTDC	-----	29°42'
closes -----	ABDC	-----	78°52'
Exhaust opens -----	BBDC	-----	79°42'
closes -----	ATDC	-----	36°52'

LUBRICATION SYSTEM

Type ----- Full pressure
 Method of Lubrication:
 Main Bearings ----- Direct pressure
 Camshaft Bearings ----- Direct pressure
 Timing Gear:
 235 & 261 ----- Sprayed by nozzle
 283, 322 & 348 ----- Centrifugally sprayed
 Connecting Rod Bearings ----- Direct pressure
 Valve Mechanism ----- Pressure and gravity
 Cylinder Walls & Piston Pins ----- Cross
 sprayed by pressurized jets
 Hydraulic Valve Lifters ----- Direct pressure

FILLER LOCATION

235 & 261 ----- Center of valve rocker cover
 283, 322 & 348 ----- Top of engine at front
 -30-58 Data Revised 12-22-58 X - Data added 4-15-59

1 - ENGINE DATA ▽ Data Corrected 6-22-59

OIL FILTERS

Make -----	AC
Model : (RPO 237) 235 -----	S6
(RPO 592) 235 -----	S2
261 -----	PM 16-1
283 -----	OF-201
322 -----	PM-9C
348 -----	PM-16

Type: (RPO 237 & 592)- 235 ----- Bypass
 261, 283, 322 & 348 ----- Full flow

Capacity (quarts):

(RPO 237) 235 -----	1
(RPO 592) 235 -----	2
261 -----	1
283 -----	1
322 -----	1
348 -----	1

Replaceable Element Number:

(RPO 237) 235 -----	P-115
(RPO 592) 235 -----	PC-117
261 & 283 -----	PF-141
322 -----	PF-122
348 -----	PF-131

CRANKCASE VENTILATION

235 Thriftmaster ----- Roaddraft
 235 Thriftmaster Special ----- Positive
 261 Jobmaster ----- Positive
 283 Trademaster ----- Road draft
 283 (Taskmaster), 322 & 348 ----- Positive

OIL PUMP

Type ----- Spur gear
 Oil Intake Type ----- Stationary
 Oil Pressure Gauge Type ----- Electric

Capacity (GPM hot oil):

235, 261, 283 & 348 -- 4.01-4.22 @ 1170-1200 RPM*
 322 ----- 3.25 @ 1600 RPM
 * - Oil pump revolutions per minute

Normal Oil Pressure (hot):

235, 261 & 283 ----- 30PSI @ 1170-1200 RPM
 322 ----- 35 PSI @ 1600 RPM
 348 ----- 35 PSI @ 2000RPM

Refill Capacity With and Without Filter:

235 -----	with filter -----	6
	without -----	5
261 & 283 Taskmaster -	with filter -----	6
	without -----	5
283 (Trademaster) with	filter -----	5
	without -----	4
322 & 348 -----	with filter -----	7
	without -----	6

OIL PAN DATA

Drain Plug Location ----- Lower center oil pan
 Drain Plug Thread Size (exc. 322) -- 1/2"-20 UNF-2A
 322 ----- 18MM x 1.5 MM

Hex Head Size (exc. 322) ----- .860-.875
 322 ----- 1.000

ENGINE SPEED AND PISTON TRAVEL - Continued*

Transmission			Axle Ratio	Tire Size	Engine RPM @ 1 MPH						
					First	Second	Third	Fourth	Fifth	Sixth	
4-Speed Synchromesh	Auxiliary Trans.	Low	7.20:1	8-22.5	1063	539	258	151			
				9-22.5	1023	519	249	144			
				10-22.5	979	497	238	140			
		Inter-mediate		8-22.5	584	296	142	83			
				9-22.5	562	285	137	79			
				10-22.5	538	273	131	77			
		Direct		8-22.5	479	243	116	68			
				9-22.5	461	234	112	65			
				10-22.5	441	224	107	63			
4-Speed Hydramatic			3.70:1	6.70-15	178	122	67	47			
				3.90:1	6.50-16	170	117	65	45		
					7-17.5	167	115	63	44		
			4.57:1	6.70-15	187	129	71	49			
				6.50-16	180	124	68	47			
			5.14:1	7-17.5	176	121	67	46			
				7-17.5	254	163	84	54			
			6.17:1	8-17.5	244	157	81	52			
				8-19.5	221	142	73	47			
			7.17:1	7-17.5	286	184	95	61			
				8-17.5	274	176	91	58			
				8-19.5	249	160	82	53			
		7.20:1	7-22.5	291	187	96	62				
			8-19.5	299	192	99	63				
			8-22.5	274	176	91	58				
5-Speed Synchromesh (New Process)			7.17:1	8-22.5	500	273	162	100	68		
				9-22.5	482	263	156	96	65		
				10-22.5	461	252	149	92	62		
			7.20:1	8-22.5	502	275	163	100	68		
				9-22.5	484	264	157	97	65		
				10-22.5	463	253	150	93	63		
			2-Speed 6.40:1 Hi 8.72:1 Lo	Hi	447	244	145	89	60		
				Lo	608	333	197	122	82		
			2-Speed 6.50:1 Hi 9.04:1 Lo	Hi	430	235	139	86	58		
				Lo	586	320	190	117	79		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	412	225	133	82	56		
				Lo	561	307	182	112	76		
			2-Speed 6.50:1 Hi 9.04:1 Lo	Hi	453	248	147	91	61		
				Lo	631	345	204	126	85		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	437	239	141	87	59		
				Lo	607	332	197	121	82		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	418	229	135	84	56		
				Lo	582	318	188	116	78		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	500	273	162	100	68		
				Lo	696	380	225	139	94		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	482	263	156	96	65		
				Lo	670	366	217	134	90		
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	461	252	149	92	62		
				Lo	641	351	208	128	87		
5-Speed Synchromesh (Clark 267V)	Auxiliary Trans.	Low	7.20:1	8-22.5	1114	611	362	222	151		
				9-22.5	1074	586	349	215	144		
				10-22.5	1028	562	333	206	140		
		Inter-mediate		8-22.5	612	336	199	122	83		
				9-22.5	590	322	192	118	79		
				10-22.5	565	309	183	113	77		
		Direct		8-22.5	502	275	163	100	68		
				9-22.5	484	264	157	97	65		
				10-22.5	463	253	150	93	63		
5-Speed Synchromesh (New Process)			7.17:1	8-22.5	409	236	121	80	67		
				9-22.5	394	228	117	77	65		
				10-22.5	377	217	112	73	62		
			7.20:1	8-22.5	411	237	122	80	68		
				9-22.5	396	228	117	77	65		
				10-22.5	379	219	113	74	63		
			2-Speed 6.40:1 Hi 8.72:1 Lo	Hi	365	211	108	71	60		
				Lo	498	287	148	97	82		
			2-Speed 6.40:1 Hi 8.72:1 Lo	Hi	351	203	104	68	58		
				Lo	479	277	142	93	79		
			2-Speed 6.40:1 Hi 8.72:1 Lo	Hi	337	194	100	66	56		
				Lo	459	265	136	89	76		

ENGINE SPEED AND PISTON TRAVEL - Continued*

Transmission			Axle Ratio	Tire Size	Engine RPM @ 1 MPH									
					First	Second	Third	Fourth	Fifth	Sixth				
5-Speed Synchronesh Clark 267V (Contd.)			2-Speed 6.50:1 Hi 9.04:1 Lo	Hi	8-22.5	371	214	110	72	61				
				Lo		516	298	153	100	85				
				Hi	9-22.5	357	206	106	70	59				
				Lo		497	287	148	97	82				
				Hi	10-22.5	342	198	102	67	56				
				Lo		476	275	141	93	78				
			2-Speed 7.17:1 Hi 9.97:1 Lo	Hi	8-22.5	409	236	122	80	68				
				Lo		569	329	169	111	94				
				Hi	9-22.5	394	228	117	77	65				
				Lo		548	316	163	107	90				
				Hi	10-22.5	377	218	112	73	62				
				Lo		525	303	156	102	87				
				5-Speed Synchronesh Clark 267V			7.20:1	8-22.5	912	527	271	178	150	
								9-22.5	878	507	261	171	145	
10-22.5	841	486	250					164	139					
8-22.5	501	289	149					98	83					
9-22.5	482	279	143					94	80					
10-22.5	462	267	137					90	76					
Direct	8-22.5	411	237				122	80	68					
	9-22.5	396	228				117	77	65					
	10-22.5	379	219				113	74	63					
	9-22.5	491	271				159	94	65					
	10-22.5	470	260				153	90	62					
	11-22.5	456	252				148	88	60					
5-Speed Synchronesh (Spicer)			7.17:1	9-22.5	525	290	170	101	70					
				10-22.5	503	278	163	97	66					
				11-22.5	486	269	158	93	64					
			7.67:1	Hi	9-22.5	445	246	144	85	59				
				Lo		607	335	197	117	80				
				Hi	10-22.5	426	235	138	82	56				
				Lo		581	321	189	112	77				
				Hi	11-22.5	414	229	134	79	55				
				Lo		562	311	183	108	75				
			2-Speed 6.50:1 Hi 8.87:1 Lo	Hi	9-22.5	491	271	159	94	65				
				Lo		669	369	217	128	89				
				Hi	10-22.5	470	260	153	90	62				
				Lo		640	354	208	123	85				
				Hi	11-22.5	456	252	148	88	60				
Lo		620		342	201	119	82							
5-Speed Synchronesh (Spicer)				7.20:1	8-22.5	1136	628	369	218	151				
					9-22.5	1094	604	355	210	145				
			10-22.5		1048	579	340	201	139					
			8-22.5		624	345	203	120	83					
			9-22.5		601	332	195	115	80					
			10-22.5		576	318	187	111	76					
			Direct	8-22.5	512	283	166	98	68					
				9-22.5	493	272	160	95	65					
				10-22.5	472	261	153	91	63					
				8-22.5	357	257	182	131	94	68				
				9-22.5	344	248	175	126	90	65				
				10-22.5	329	237	167	121	87	62				
Powermatic (Converter locked)			7.17:1	8-22.5	359	258	182	132	94	68				
				9-22.5	345	249	176	127	91	65				
				10-22.5	331	238	168	121	87	63				
			7.20:1	9-22.5	368	265	187	135	97	70				
				10-22.5	352	254	179	129	93	67				
				11-22.5	341	245	173	125	90	64				
			Powermatic (Converter locked)			7.20:1	8-22.5	796	573	405	292	209	151	
							9-22.5	767	552	390	281	201	145	
							10-22.5	734	529	373	269	193	139	
8-22.5	438	315					222	160	115	83				
9-22.5	421	303					214	154	111	80				
10-22.5	403	291					205	148	106	76				
Direct	8-22.5	359				258	182	132	94	68				
	9-22.5	345				249	176	127	91	65				
	10-22.5	331				238	168	121	87	63				

* - For piston travel in feet per minute, multiply engine RPM by .656 for 6 cylinder engines; by .500 for 283 cubic inch V-8 engines; by .541 for 348 cubic inch V-8 engine.

9-30-58 Data Revised 12-22-58

FUEL SYSTEM

CARBURETOR

Type:
 235 Thriftmaster ----- Downdraft
 235 Thriftmaster Special ----- Updraft
 261 Jobmaster ----- Downdraft
 All V-8's ----- Downdraft

Make
 235 Thriftmaster ----- Rochester
 235 Thriftmaster Special ----- Carter
 261 Jobmaster ----- Rochester
 All V-8's ----- Rochester

Model
 235 Thriftmaster ----- 7004468
 235 Thriftmaster Special ----- 3705500
 261 Jobmaster ----- 7005140
 283 Trademaster ----- 7012453
 Taskmaster ----- 7012457
 Super Taskmaster ----- 7012303
 322 Loadmaster ----- 7011155
 348 Workmaster Special ----- 7013353
 Workmaster ----- 7012145

Engine	Venturi Throat I.D.		Throttle Body I.D.	S.A.E. Flg. Size
	Prim.	Sec.		
235 +	1.34		1.56	1.50
235 @	1.18		1.56	1.50
261	1.46		1.68	1.50
283	1.09		1.43	1.25
283 (4 bbl)	1.00	1.06	1.31	1.25
322	1.18		1.43	1.25
348 (2 bbl)	1.09		1.43	1.25
348 (4 bbl)	1.12	1.25	1.31 %	1.25

@ - Thriftmaster Special V
 % - Secondary throttle body I.D. 1.43
 + - RPO 371 venturi throat I.D. 1.06

Fuel Filter Data

Type - 235, 261, 283LD, 322 ----- 40 Mesh metal cloth filter tube mtd. on end riser pipe in tank
 235 - Thriftmaster ----- Screen in carburetor
 283 LD ----- Porous bronze in carburetor
 283 HD - 348 ----- Frame mtd. filter & Screen in carburetor
 322 ----- Filter mtd. ahead of carburetor

Fuel Filter Element

283 HD - 348 ----- Replaceable paper element
 322 ----- Replaceable accreted paper

Make & Model Fuel Filter

283 LD --- Rochester Products ----- 7009520
 283 HD --- Purolator ----- 3753309
 322 ----- AC ----- 854391
 348 ----- AC ----- 854451

FUEL PUMP

Type ---235 engines ----- Comb. fuel & vacuum
 261-283-322-348 ----- Diaphragm Drive ----- From camshaft

9-30-58 Data Revised 12-22-58 V - Data corrected 4-15-59
 20 - ENGINE DATA

FUEL PUMP

Make ----- AC
 Model -- 235 Thriftmasters ----- EL
 261 Jobmaster ----- EM
 283 Trademaster ----- EN
 283 Taskmasters ----- GR
 322 Loadmaster ----- FH
 348 Workmasters ----- GR

Arm Movement at Camshaft

Six cylinders ----- .25V
 Eight cylinders ----- .34V

Pressure at Carburetor (PSI)

Six cylinders ----- 3-1/2-4-1/2
 V-8's (except 322) ----- 5-1/4-6-1/2
 322 engine ----- 4-6-1/2

OCTANE SELECTOR

Available on ----- Six cylinders only
 Location ----- Clamped on distributor Shaft with 20° range manual adjustment.

AIR CLEANER

Make ----- AC V
 Type ----- Oil Bath
 Capacity (235 Production) ----- One Pint
 (RPO 235) ----- Two Pints
 261 ----- Two Pints
 283 Trademaster ----- One Pint
 283 Taskmaster ----- Two Pints
 322 & 348 ----- Two Pints

Filter Element Material

Six cylinders ----- Cactus fiber
 283 Trademaster ----- Pita fiber
 Taskmaster ----- Cactus fiber
 322 Loadmaster ----- Pita fiber
 348 Workmaster ----- Cactus fiber

FUEL TANK

Location:

Cab models ----- Behind seat in cab
 Single unit bodies ----- RH side, inside frame
 Chassis models ----- RH side, outside frame

Construction Type

All exc. school bus ----- 2-pc., seam welded
 School Bus ----- 3-piece, seam welded

Fuel Tank Capacity in Gallons

1/2, 3/4, . & 1-ton, Panels, Suburbans,
 and Cowl models ----- 17
 Forward Control - 3400 ----- 15-1/2
 Forward Control - 35-3700 ----- 18
 1/2-ton, Four-Wheel Drive Panels
 and Suburbans ----- 15-1/2
 1-ton, Four-Wheel Drive Panels ----- 18
 1-1/2 & 2-ton Cows ----- 18
 Chassis Cab Models, 1/2, 3/4, 1, 1-1/2, 2-ton 17-1/2
 Chassis Cab Models, 2-1/2 ton ----- 21-1/2
 School Buses ----- 30
 2-ton Forward Control Chassis ----- 30

EXHAUST SYSTEM

Six cyl. ----- Single, resonance, straight thru flow
 Trademaster and Taskmaster V-8's ----- Single, resonance straight thru flow.
 Loadmaster V-8 ----- Dual, resonance, straight thru flow.
 Super Taskmasters and Workmasters ----- Dual, resonance reverse flow.

Engine	Exhaust Pipe O. D.	Tail Pipe O. D.
Six Cyls.	2.00	1.82
V-8's (exc. 283)	1.99	
283 V-8's	2.57	1.809

ELECTRICAL SYSTEM

GENERATOR REG. PRODUCTION

Make ----- Delco Remy
 Amperes ----- 30
 Model ----- 1102096
 Type ----- Two brush, shunt wound
 Voltage rating ----- 12
 Ventilation ----- By pulley fan
 Driven by ----- Fan belt
 Brush spring tension:
 All engines ----- 28 oz.
 "V" Angle ----- 36°
 Armature rotation ----- Clockwise

Generator Data

Series	Generator Pulley P. D.	Gen. to Eng. ratio	Max. Gen. output at eng. RPM
30	3.62	1.83:1	1340
40-100	5.00	1.33:1	1840

RPO Generator Equipment

Make-35-Amp ----- Delco Remy
 Model - Conv. Steering ----- 1102114
 Hyd. Steering ----- 1102115
 Regulator number ----- 1119002
 Make 40 amp ----- Delco-Remy
 Model (conv. strg.) ----- 1105123
 (hyd. strg.) ----- 1105124
 Regulator model no. ----- 1109610
 Make - 50 - Amp H. D. ----- Delco Remy
 Model ----- 1106985
 Regulator number ----- 1119619
 Make-50-Amp low-cut-in ----- Delco Remy
 Model ----- 1106985
 Regulator number ----- 1119619

VOLTAGE AND CURRENT REGULATOR

Make ----- Delco Remy
 Model -- all engines ----- 1119001
 9-30-58 Data Revised 12-22-58

CHEVROLET 1959 TRUCK SPECIFICATIONS

Type ----- Vibrator, single contact
 Location ----- Engine compartment LH side of dash

Voltage Regulator
 Volts ----- 13.8-14.8
 Temperature ----- Operating
 Armature air gap ----- .075

Current Regulator
 Amperes ----- 27-33
 Temperature ----- Operating
 Average air gap ----- .095
 Cut-out relay closing volts ----- 11.8-13.5
 Average air & point gap ----- .020

IGNITION SWITCHES

Six Cylinders:
 Type ----- Fwd Controls & models equipped with automatic transmission ----- 3-Position
 All others ----- 2-Positions

Eight Cylinder:
 Type ----- 3-Position

STARTER SWITCHES

Six Cylinders:
 Type ----- Fwd Controls and models equipped with automatic transmissions ----- Solenoid
 All others ----- Direct contact

Eight Cylinders:
 Type ----- Solenoid

STARTING MOTORS

Six Cylinder 235 cubic inch:
 Make ----- Delco Remy
 Model -- Fwd. Controls ----- 1107652
 All others ----- 1107634
 Models with Auto Trans. ----- 1107677

Six Cylinder 261 cubic inch:
 Model ----- 1107634
 Make ----- Delco Remy
 Models with Auto Trans. ----- 1107652
 No. of starter pinion teeth ----- 9
 Pinion meshes ----- With front of flywheel
 Number flywheel teeth ----- 168

Eight Cylinders:
 Make ----- Delco Remy
 Model ----- 283 ----- 1107664
 283 with Auto. Trans. ----- 1107688
 322-- All Trans. ----- 1107646
 348 ----- 1107686
 348-with Auto Trans. ----- 1107688
 No. starter pinion teeth ----- 9
 Pinion mesh ----- With front of flywheel
 No. flywheel teeth all exc. 322 ----- 197
 322 ----- 180

ELECTRICAL SYSTEM - Continued

TEST DATA

Starter	Engine	Volts	Amperes	RPM (min.)
1107652	235-261	10.6	76	6200
1107634	235-261	10.3	75	6900
1107664	283	10.6	75	6900
1107688	283	10.6	75	6200
1107646	322	10.1	95	3500
1107348	348	10.3	75	6900

BATTERY

Make ----- Delco Remy
 Model (exc. school buses) ----- 2 SMR 53
 Model - Buses & RPO HD battery ----- 668
 Model - Fwd. Control Chassis RPO ----- 3SMR 72

Capacities:

2SMR 53 @ 20 hour rate ----- 53 amp hours
 668 @ 20 hour rate ----- 70 amp hours
 3 SMR 72 @ 20 hour rate ----- 72 amp hours
 Volts all batteries ----- 12
 Number of cells - all ----- 6
 Plates per cell:
 2 SMR 53 ----- 9
 3SMR 72 ----- 11
 668 ----- 11
 Ground -- all ----- Negative terminal
 Location -- all ----- RH side of dash under hood

DIMENSIONS

Model	Length @ top	Width @ top	Overall hgt.
2 SMR 53	10.19	6.75	8.75
2 SMR 72	11.87		9.68
668	10.19		

SPARK PLUG

Make ----- AC
 Model -- 235 ----- AC-44
 261 ----- AC-C42-1
 283 (4 bbl) ----- AC-C42-1
 283 (2 bbl) ----- AC-44
 322 ----- AC-C42-1
 348 ----- AC-C42-N

Recommended Gap:

All engines ----- .033-.038

Recommended Torque:

235-261 ----- 20-25 lbs.
 283-348 ----- 20-25 lbs.
 322 ----- 22-28 lbs.

ENGINE TIMING

Timing spark advance (initial setting)
 235 ----- 5° BTDC
 261 ----- TDC
 283-322-348 ----- 4° BTDC
 Timing mark location
 235-261 ----- Steel ball in flywheel
 283-322-348 ----- On harmonic balancer

Firing Order:

235-261 ----- 1-5-3-6-2-4
 283-348 ----- 1-8-4-3-6-5-7-2
 322 ----- 1-2-7-8-4-5-6-3

COIL

Make ----- Delco
 Model -- 235-261 ----- 1115085
 283 ----- 1115083
 322 ----- 1115081
 348-7-8-100 ----- 1115083
 348-- 90 ----- 1115087

Location:

235-261 ----- RH side of engine
 283-322-348 ----- At rear of intake manifold
 Amperes drawn ----- 4.0 engine stopped
 ----- 1.5 engine idling

DISTRIBUTOR

Eng.	Trans	Model	Breaker pt. gap	Breaker arm tens.	Nom Cam Angle
235	Std	1112403	.016-.021	19-23 oz	26°-33°
261		1110920			
283		1112725			
283		1112726			28°-32°
322		1112343			
348		Std* 1112726			
	Auto* 1112721				
	Std 1112728				
	Auto 1112729				

§ - Trademaster
 † - Taskmaster
 ‡ - Super Taskmaster
 * - Workmaster Special

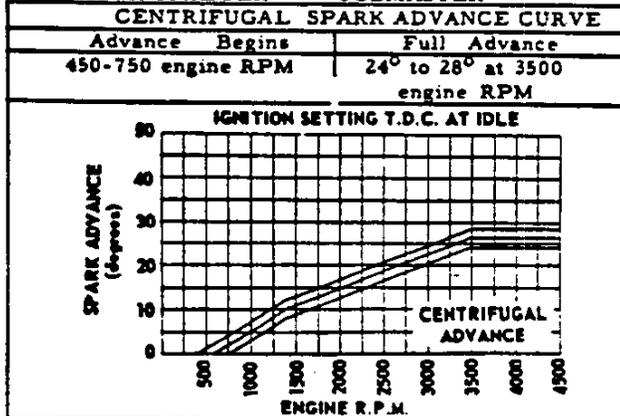
Type of advance ----- Centrifugal and vacuum
 Condenser Capacity ----- 18-28 micro farad

GOVERNORS

Engine	Governor Type	RPM Engine Speed - No load
235	Velocity - RPO*	1850-3000 2600-3600
261	Velocity - RPO*	1900-2900 2700-3600
283 HD 322 & 348	Vacuum Spinner %	3700 - Synchronesh 4000 - Powermatic

* - Not available on Hydramatic, Powermatic
 % - Vacuum spinner governors are rated at full load.

THRIFTMASTER - JOBMASTER

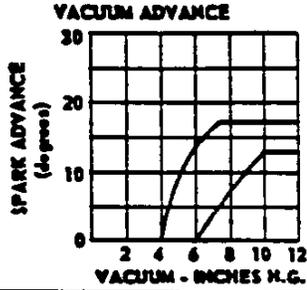


ELECTRICAL SYSTEM - Continued

THRIFTMASTER

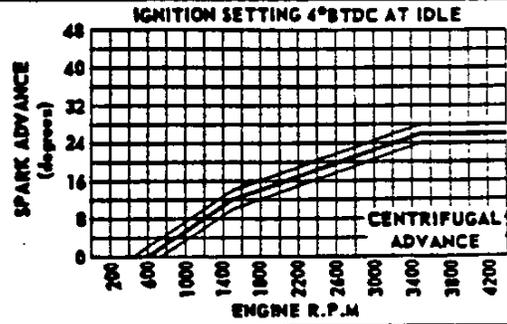
VACUUM ADVANCE CURVE

Advance Begins 0° at 5 inches of mercury	Full Advance 15° at 8.5 inches of mercury (nom)
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TASKMASTER

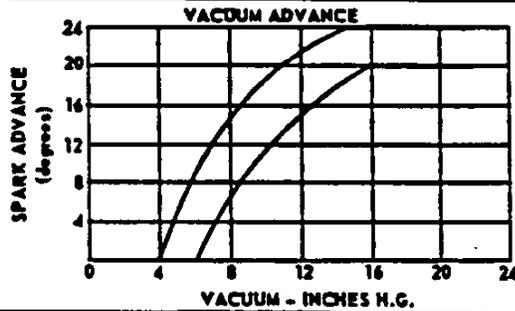
Advance Begins 450 to 750 engine RPM	Full Advance 24° to 28° at 3500 RPM
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THRIFTMASTER SPECIAL

VACUUM ADVANCE CURVE

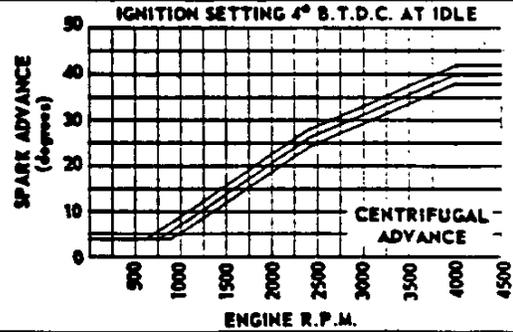
Advance Begins 0° at 5 inches of mercury	Full Advance 22° at 15.5 inches of mercury (nom)
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LOADMASTER

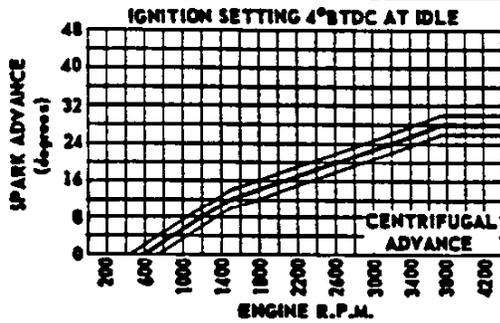
CENTRIFUGAL SPARK ADVANCE CURVE

Advance Begins	Full Advance
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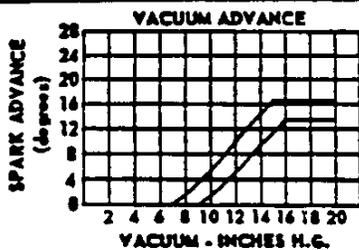
TRADEMASTER

Advance begins 450 to 750 engine RPM	Full advance 26° to 30° at 3750 RPM
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TRADEMASTER

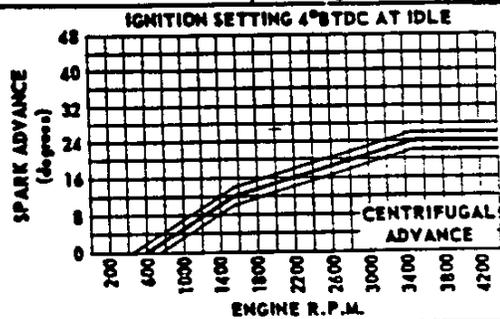
Advance Begins 7 to 9 inches of mercury	Full Advance 14.50 to 16.50 at 15.00 inches of mercury
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WORKMASTER

CENTRIFUGAL SPARK ADVANCE CURVE

Advance Begins 450-750 Engine RPM	Full Advance 24°-28° @ 3500 Engine RPM and up
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ENGINE SPEED AND PISTON TRAVEL*

Transmission	Axle Ratio	Tire Size	Engine RPM @ 1 MPH					
			First	Second	Third	Fourth	Fifth	Sixth
3-Speed Synchromesh Sedan Delivery (V-8)	3.85:1	7.50-14	115	71	46			
		8.00-14	112	70	46			
3-Speed Synchromesh	3.08:1	6.70-15	114	65	39			
		6.50-16	109	62	37			
		7-17.5	107	68	36			
		6.70-15	125	71	43			
	3.38:1	6.50-16	120	69	41			
		7-17.5	117	67	40			
		6.70-15	137	78	47			
	3.70:1	6.50-16	131	75	45			
		7-17.5	128	73	44			
		6.70-15	144	82	49			
	3.90:1	6.50-16	137	79	47			
		7-17.5	135	77	46			
		6.70-15	145	83	49			
	3.92:1	6.50-16	139	79	47			
		7-17.5	136	78	46			
		7-17.5	158	90	54			
	4.57:1	8-17.5	151	86	51			
		8-19.5	138	79	47			
		7-17.5	178	102	61			
	5.14:1	8-17.5	170	97	58			
8-19.5		155	89	53				
7.50-14		80		44				
Powerglide	3.36:1	8.00-14	78		43			
Turboglide		7.50-14	189		44			
3-Speed with Overdrive	Overdrive Locked in Overdrive Locked out	4.11:1	8.00-14	186		43		
			7.50-14	110	63	38		
			8.00-14	108	62	37		
			7.50-14	156	90	54		
Heavy-Duty 3-Speed Synchromesh	3.70:1	8.00-14	155	88	53			
		6.70-15	147	81	47			
		6.50-16	141	78	45			
	3.90:1	7-17.5	138	76	44			
		6.70-15	156	86	49			
		6.50-16	149	82	47			
	4.57:1	7-17.5	146	80	46			
		7-17.5	171	94	54			
		8-17.5	163	90	51			
	5.14:1	8-19.5	149	82	47			
		7-17.5	192	103	61			
		8-17.5	183	101	58			
4-Speed Synchromesh	3.70:1	8-19.5	168	93	53			
		6.70-15	329	167	80	47		
		6.50-16	315	160	76	45		
	3.90:1	7-17.5	308	156	75	44		
		6.70-15	346	176	84	49		
		6.50-16	332	168	80	47		
	4.57:1	7-17.5	324	165	79	46		
		7-17.5	380	193	92	54		
		8-17.5	363	184	88	51		
	5.14:1	8-19.5	332	168	80	47		
		7-17.5	428	217	104	61		
		8-17.5	408	207	99	58		
	6.17:1	8-19.5	373	189	90	53		
		7-22.5	436	221	106	62		
		8-19.5	448	227	108	63		
	7.17:1	8-22.5	410	208	99	58		
		8-22.5	477	242	115	68		
		9-22.5	459	233	111	65		
	7.20:1	10-22.5	440	223	106	62		
		8-22.5	479	243	116	68		
		9-22.5	461	234	112	65		
	2-Speed 6.40:1 HI 8.72:1 Lo	Hi	8-22.5	441	224	107	63	
				425	216	103	60	
		Lo	8-22.5	580	294	140	82	
				410	208	99	58	
		Hi	9-22.5	558	283	135	79	
				392	199	95	56	
	Lo	10-22.5	535	271	129	76		
			432	219	105	61		
	2-Speed 6.50:1 HI 9.04:1 Lo	Hi	8-22.5	601	305	146	85	
				416	211	101	59	
		Lo	9-22.5	578	293	143	82	
				398	202	97	56	
		Hi	10-22.5	554	281	134	78	
				477	242	115	68	
	Lo	8-22.5	663	336	160	94		
459			233	111	65			
2-Speed 7.17:1 HI 9.97:1 Lo	Hi	9-22.5	638	324	154	90		
			440	223	106	62		
	Lo	10-22.5	611	310	148	87		

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