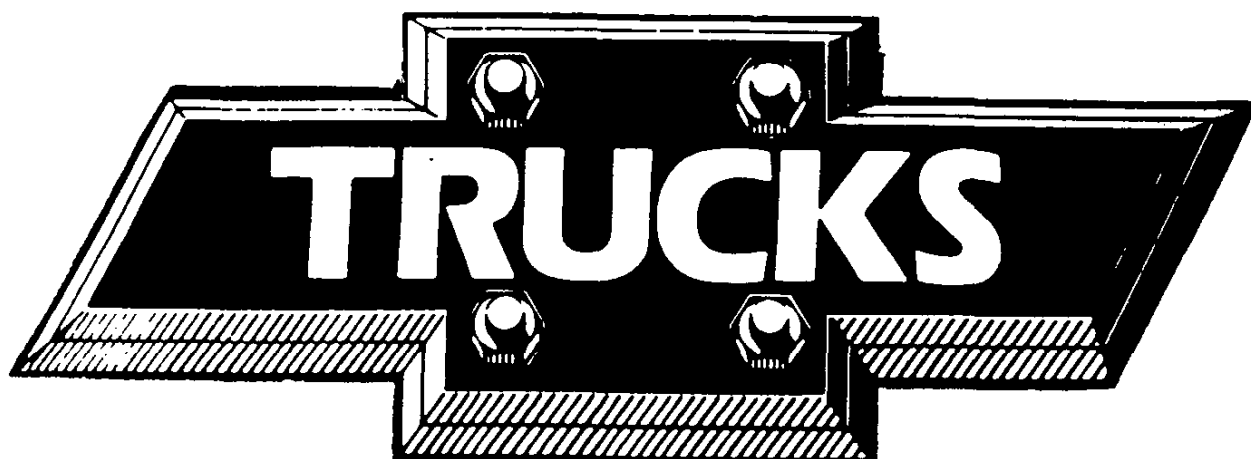




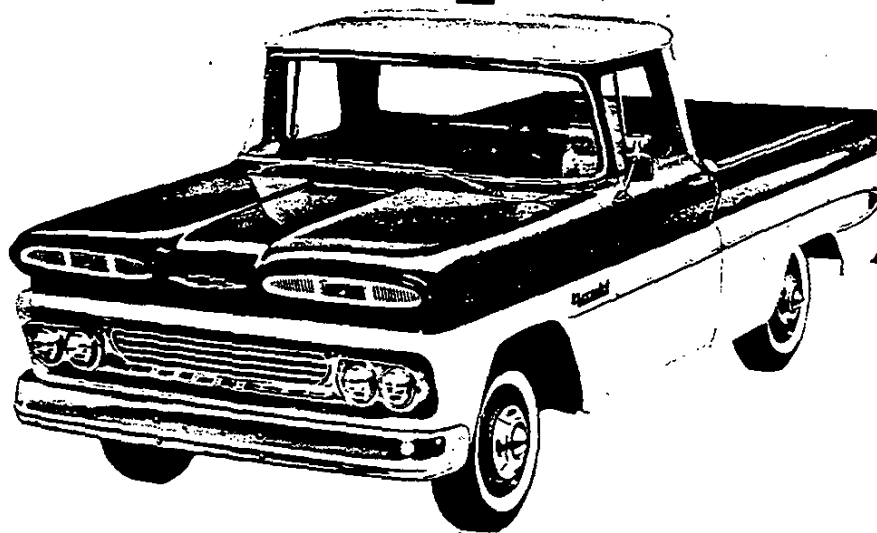
CHEVROLET



1960



GENERAL



MODEL LINEUP	3
POWER TRAINS	5
SERIAL NUMBERS AND IDENTIFICATIONS	6
VEHICLE WEIGHTS AND LOAD DISTRIBUTION	9
ACCESSORIES	22
REGULAR PRODUCTION OPTIONS	23
LOAD CAPACITY	24
SPEEDOMETER GEAR	26



POWER TRAINS

Model	Engine Displacement and Name	Transmission	Rear Axle	
			Capacity	Ratio
C14, 15	235 Thriftmaster	3-Speed 4-Speed	3500 lbs.	3.38:1
	283 Trademaster	3-Speed HD Powerglide	3500 lbs.	3.90:1
K10	235 Thriftmaster	4-Speed	3300 lbs.*	3.90:1
	283 Trademaster			
K20	235 Thriftmaster	4-Speed	3500 lbs.*	4.57:1
	283 Trademaster		5200 lbs.	
P23, P25, P26	235 Thriftmaster	3-Speed 4-Speed	5200 lbs.	5.14:1
	Special	3-Speed HD Hydramatic		
C25	235 Thriftmaster	3-Speed 4-Speed	5200 lbs.	4.57:1
	283 Trademaster	3-Speed HD Powerglide		
P33, P35, P36	235 Thriftmaster	4-Speed Hydramatic	7200 lbs.	5.14:1
	Special	3-Speed HD		
C36	235 Thriftmaster	4-Speed	7200 lbs.	5.14:1
	283 Trademaster	3-Speed HD		
C40	235 Thriftmaster	4-Speed	11000 lbs.	6.17:1
	283 Trademaster			
C50, L50, S50	235 Thriftmaster	4-Speed	13000 lbs.†	6.60:1
	283 Trademaster			
C60, L60, T60	261 Jobmaster	4-Speed	15000 lbs.	7.20:1
	283 Taskmaster	5-Speed New Process Powermatic§	15000 lbs.	6.40/8.72
CLT60H	261 Jobmaster 283 Taskmaster	4-Speed	16000 lbs.	7.17:1
		5-Speed New Process Powermatic§	16000 lbs.	6.50/9.04
			16000 lbs.	7.17/9.97
S62, S64	261 Jobmaster 283 Taskmaster	4-Speed	13000 lbs.	6.60:1
		5-Speed New Process Powermatic	15000 lbs.	7.20:1
			15000 lbs.	6.40/8.72
S67	261 Jobmaster 283 Taskmaster	4-Speed	15000 lbs.	7.20:1
		5-Speed New Process Powermatic	15000 lbs.	6.40/8.72
		348 Workmaster Special	15000 lbs.	7.20:1
C70, L70, T70	348 Workmaster Special	5-Speed Clark 265V	16000 lbs.	7.17:1
		5-Speed Clark 267V‡	16000 lbs.	6.50/9.04
		Powermatic	16000 lbs.	7.17/9.97
S77, S79	348 Workmaster Special	5-Speed Clark 265V Powermatic	15000 lbs.	7.20:1
			15000 lbs.	6.40/2.72
			16000 lbs.	7.17:1
			16000 lbs.	6.50/9.04
M70	348 Workmaster	5-Speed Spicer (3152)	16000 lbs.	7.17:1
		3-Speed Spicer Aux. Powermatic	Forward and rear	
C80, L80, T80	348 Workmaster	5-Speed Spicer (3152)	18500 lbs.▼	7.67:1**
		5-Speed Spicer (3152A)‡ Powermatic		6.50/8.87 7.17/9.77

* - Front axle capacity four wheel drive.

§ - Tilt models with Powermatic must use V-8 engine.

‡ - Close ratio transmission.

** - A 7.17:1 rear axle must be used with Powermatic.

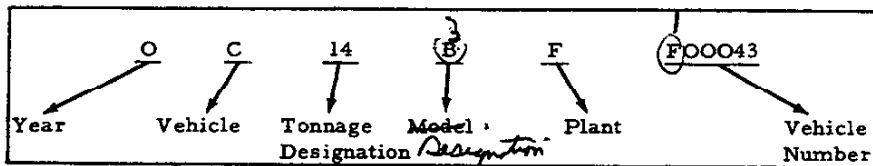
† - This axle is rated at 13500 pounds on "S53 Models".

▼ - This axle is rated at 18000 pounds for off-road operations.

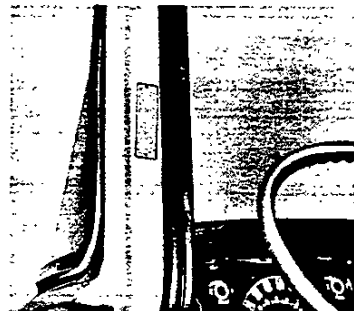
Note - A single speed rear axle must be used with Powermatic.

SERIAL NUMBERS AND IDENTIFICATION

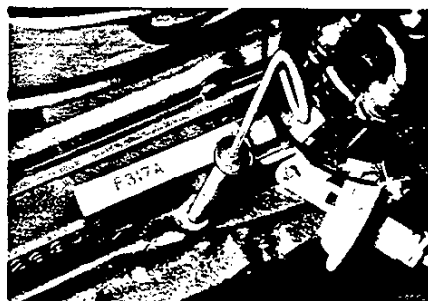
VEHICLE SERIAL NUMBERS



Series	Designation	Series	Designation	Series	Designation	Series	Designation	Series	Designation
C1402	OC142	C5112S	SOC512	C6103	OC613	C6112H	HOC612	M7303	OM733
C1403	OC143	C5202S	SOC522	C6112	OC612	C6203H	HOC623	T7303	OT733
C1404	OC144	C5203S	SOC523	L6103	OC613	L6203H	HOL623	C7503	OC753
C1405	OC145	C5212S	SOC522	C6203	OC623	T6203H	HOT623	M7503	OM753
C1406	OC146	L5203S	SOL523	L6203	OL623	C6302H	HOC632	L7603	OL763
C1412	OC142	C5302S	SOC532	T6203	OT623	C6303H	HOC633	T7603	OT763
C1416	OC146	C5303S	SOC533	C6302	OC632	L6303H	HOL633	S7702	OS772
C1434	OC144	C5309S	SOC539	C6303	OC633	T6303H	HOT633	C7803	OC783
K1403	OK143	C5312S	SOC532	C6312	OC632	C6312H	HOC632	M7803	OM783
K1404	OK144	L5303S	SOL533	L6303	OL633	C6502H	HOC652	T7803	OT783
K1405	OK145	L5309S	SOL539	T6303	OT633	C6503H	HOC653	S7902	OS792
K1406	OK146	C5502S	SOC552	S6403	OS643	C6512H	HOC652	C8103	OC813
K1416	OK146	C5503S	SOC553	C6502	OC652	L6603H	HOL663	L8103	OL813
K1434	OK144	C5512S	SOC552	C6503	OC653	T6603H	HOT663	C8203	OC823
C1503	OC153	L5603S	SOL563	C6512	OC652	C6803H	HOC683	L8203	OL823
C1504	OC154	L6102S	SOL612	L6603	OL663	T6803H	HOT683	T8203	OT823
C1534	OC154	C6103S	SOC613	T6603	OT663	L6903H	HOL693	C8303	OC833
P2342	OP232	C6112S	SOC612	S6702	OS672	C7103	OC713	L8303	OL833
P2345	OP235	L6103S	SOC613	C6803	OC683	L7103	OL713	T8303	OT833
C2502	OC252	C6203S	SOC623	S6202	OS622	C7203	OC723	C8503	OC853
C2503	OC253	L6203S	SOL623	T6803	OT683	L7203	OL723	L8603	OL863
C2504	OC254	T6203S	SOT623	L6903	OL693	T7203	OT723	T8603	OT863
C2509	OC259	C6302S	SOC632	C6102H	HOC612	C7303	OC733	C8803	OC883
C2512	OC252	C8303S	SOC633	C6103H	HOC613	L7303	OL733	T8803	OT883
C2534	OC254	C6312S	SOC632	L6103H	HOL613				
K2503	OK253	L6303S	SOL633						
K2504	OK254	T6303S	SOT633						
K2534	OK254	C6502S	SOC652						
P2542	OP252	C6503S	SOC653						
P2545	OP255	C6512S	SOC652						
P2642	OP262	L6603S	SOL663						
P2645	OP265	T6603S	SOT663						
P3342	OP332	C6803S	SOC683						
P3345	OP335	T6803S	SOT683						
P3542	OP352	L6903S	SOL693						
P3545	OP355	C5102	OC512						
C3602	OC362	C5103	OC513						
C3603	OC363	C5109	OC519						
C3604	OC364	C5112	OC512						
C3605	OC365	C5202	OC522						
C3609	OC369	C5203	OC523						
C3612	OC362	C5212	OC522						
P3642	OP362	L5203	OL523						
P3645	OP365	C5302	OC532						
C4102	OC412	C5303	OC533						
C4103	OC413	C5309	OC539						
C4109	OC419	C5312	OC532						
C4112	OC412	L5303	OL533						
C4302	OC432	L5309	OL539						
C4303	OC433	S5302	OS532						
C4309	OC439	C5502	OC552						
C4312	OC432	C5503	OC553						
C5102S	SOC512	C5512	OC552						
C5103S	SOC513	L5603	OL563						
C5109S	SOC519	C6102	OC612						



VEHICLE SERIAL NUMBER



V-8 ENGINE

6-CYL. ENGINE

ENGINE IDENTIFICATION

Example:

Assembly plant	F	0202	JC
		Month and Date produced	Type Designation
F-Flint		02=Feb 02=2nd	

J - Base engine on C10, 20, 30 LD
 JB - Engine used with RPO 311
 JC - Base engine on C40, K10, 20, (C10, 20, 30 with RPO 223)
 K - Base engine on P20, 30 models
 KA - Axle used with RPO 321 on P20, 30 models
 L - Base engine on C-L-S 50 models
 LB - Base engine on C-L-S 60 models
 LD - Engine used on C-L 60 models with RPO 413
 LE - Engine used on C-L-S 60 models with RPO 350
 LF - Base engine on T 60 models
 LG - Engine used on T 60 models with RPO 350
 LJ - Models C-L-S 60 with RPO 309
 LK - Models C-L-S 60 with RPO 350 and 309
 LM - Models C-L 60 with RPO 413 and 309
 LN - Model T 60 with RPO 309

LP - Model T 60 with RPO 350 and 309
 M - Models CK10, CK20, C30, 40 with RPO 408
 MA - Models C10, 20 with V-8 engine and RPO 311
 N - Models L50 with RPO 408
 NA - Models L60 with RPO 408
 NB - Models L60 with RPO 413 and V-8 engine
 NC - Models T60 with RPO 408
 NE - Models C-S 60 with RPO 309 and V-8 engine
 NF - Model C 60 with RPO 413, 309 and V-8 engine
 NG - Model L 60 with RPO 309 and V-8 engine
 NH - Model L60 with RPO 413, 309, and V-8 engine
 NJ - Model T60 with RPO 309 and V-8 engine
 P - Models C-S 50 with RPO 408
 PA - Models C-S 60 with RPO 408
 PD - Model C60 with V-8 engine and RPO 413
 T - Base engine on C-L-M-S 70 and C-L 80 series
 TA - Base engine on T70, 80 models
 TC - Models T70, 80 with RPO 585
 TD - Models C-L 70, 80 and M70 with RPO 309
 TE - Models T70, 80 with RPO 309

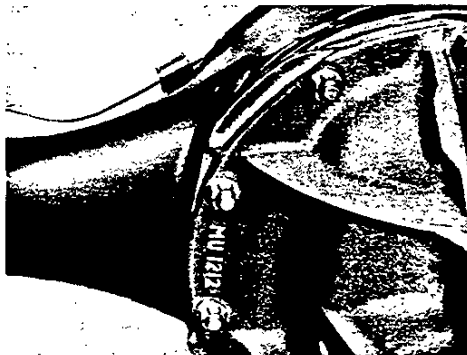
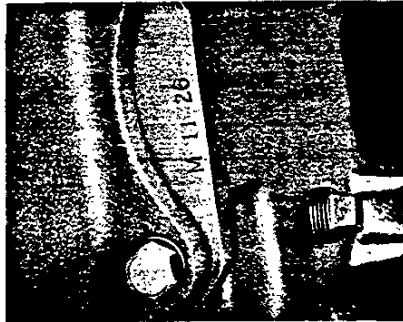
REAR AXLE IDENTIFICATION

Example:

	MA	02	10
		Day	Month
Type designation			

Type designation
 MA - Base axle on C14 models
 MB - RPO 215 and 371 axles on C14 models
 MC - RPO 680, Limited Slip axle on C14 models
 MD - Base axle on C15 models
 ME - RPO 215 and 371 axles on C15 models
 MF - RPO 680, Limited Slip axle of C15 models
 MG - Base axle on K10 models
 MH - Base axle on C20 models
 MJ - Axle used with RPO 316, 318 on C20 models
 MK - Base axle K20 models
 ML - Base axle on P20 models
 MN - Axle used with RPO 316, 318, 321 on P20 models
 PA - Base axle on C30 models
 PB - Axle used with RPO 285, 295, 454, 671 & 2 on C3602-3-9-12 with dual wheels and RPO's 295, 299 & 462 on P30 models with dual wheels
 PC - Base axle on P30 models
 PD - Base axle on C40 models
 PE - Base axle on C-L-S 50, S 62, 64 models
 PF - Base axle on C L-T60, S 67 (RPO 698 on S 62, 64)
 PG - RPO 201, 2-speed axle on C-L-S-T60 models
 PH - Base on S70 optional axle used with RPO 219 on models C-L-S-T60
 PJ - RPO 201, 2-speed rear axle on CLST60, S70 models
 PK - P30 models with RPO 299, 462 duals

3-SPEED TRANSMISSION



REAR AXLE

SERIAL NUMBERS AND IDENTIFICATION-Cont'd.

TRANSMISSION IDENTIFICATION

Three Speed Conventional and Overdrive

Example: SM 503
S - (Plant, Saginaw)
M - (Plant, Muncie)
5 - Month
03 - Day of month

Three Speed Heavy Duty

Example: WL 902
W - Manufacturer (Warner Gear, Division of Borg-Warner)
L - Month
9 - Day of month
0 - Year (1960)
2 - Shift (2nd)

Four Speed Synchromesh

Example: M503
M - Muncie
5 - Fifth month
03 - Third day

Four Speed Automatic

P-20, P30 models --- White plate

Five Speed Synchromesh (New Process)

Example: 10-2-0
10 - Month
2 - Day of month
0 - Year (1960)

Five Speed Clark

Example: CL 270
C - Clark Corporation
L - Month
27 - Day of month
0 - Year (1960)

Five Speed Synchromesh

Example: DL 250
D - Dana Corporation
L - Month
25 - Day of month
0 - Year

Three Speed Auxiliary (Spicer 5831F)

Example: DE 60
D - Dana Corporation
E - Month
60 - Year

Powerglide

Example: C706D
C - Cleveland
7 - Month
06 - Day of month
D - Day shift
N - Night shift

Turboglide

Example: B706D
B - Toledo
7 - Month
06 - Day of month
D - Day shift
N - Night shift

Six Speed Automatic (Powermatic)

These transmissions are identified by their plate color

MODEL	
MT30C-2	Brown
MT30C	Green
MT30C-3	Green

EATON REAR AXLE IDENTIFICATION

Series	Eaton Model	Description	Series	Eaton Model	Description
70	S1873	7.17:1, 16000#, w/hyd. brakes*	M70	S1899	7.17:1, 16000#, w/hyd. brakes *
	S1875	7.17:1, 16000#, w/air brakes *		S1903	7.17:1, 16000#, w/air brakes *
	S1872	7.17:1, 16000#, w/hyd. brakes §		S1897	7.17:1, 16000#, w/hyd. brakes §
	S1874	7.17:1, 16000#, w/air brakes §		S1901	7.17:1, 16000#, w/air brakes §
	S1878	6.5/9.04:1, 16000#, w/hyd. brakes *	80	S1885	7.67:1, 18000#, w/hyd. brakes *
	S1879	7.17/9.97:1, 16000#, w/hyd. brakes *		S1887	7.67:1, 18000#, w/air brakes *
	S1881	7.17/9.97:1, 16000#, w/air brakes §		S1884	7.67:1, 18000#, w/hyd. brakes §
	S1882	6.5/9.04:1, 16000#, w/air brakes *		S1886	7.67:1, 18000#, w/air brakes §
	S1883	7.17/9.97:1, 16000#, w/air brakes *		S1890	7.17/9.77:1, 18000#, w/hyd. brakes *
	S1886	6.5/9.04:1, 16000#, w/hyd. brakes §		S1894	7.17/9.77:1, 18000#, w/air brakes *
	S1887	7.17/9.97:1, 16000#, w/hyd. brakes §		S1888	7.17/9.77:1, 18000#, w/hyd. brakes §
	S1880	6.5/9.04:1, 16000#, w/air brakes §		S1893	7.17/9.77:1, 18000#, w/air brakes §
M70	S1898	7.17:1, 16000#, w/hyd. brakes *		S1891	6.5/8.87:1, 18000#, w/hyd. brakes *
	S1902	7.17:1, 16000#, w/air brakes *		S1895	6.5/8.87:1, 18000#, w/air brakes *
	S1896	7.17:1, 16000#, w/hyd. brakes §		S1889	6.5/8.87:1, 18000#, w/hyd. brakes §
	S1900	7.17:1, 16000#, w/air brakes §		S1893	6.5/8.87:1, 18000#, w/air brakes §

* - Cast wheels § - Disk wheels

November 1959

8 - GENERAL

1960 CHEVROLET TRUCK

VEHICLE WEIGHT AND LOAD DISTRIBUTION

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)	
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR		
1170	1767	1838	3605	1792	1953	3745	1,155	0%	100%	90.50	
1270	1769	1846	3615	1795	1960	3755	1,145	0%	100%	90.50	
1180	1858	1687	3545	1884	1801	3685	1,250	0%	100%	78.00	
1280	1856	1694	3550	1883	1807	3690	1,250	0%	100%	78.00	
C1402	1707	798	2505	1701	934	2635	2,450	\$			
C1403	2055	980	3035	2134	1041	3175	1,900	3%	97%	74.00	
								0%	100%	80.00	
C1404	2102	1293	3395	2181	1354	3535	1,550	1%	99%	78.12	
C1405	1991	1624	3615	2013	1762	3775	1,300	0%	100%	151.04	
C1406	1886	2074	3960	1909	2211	4120	950	17%	83%	144.00	
C1412	1835	820	2655	1834	956	2790	2,300	\$			
C1416	1890	2085	3975	1910	2220	4130	950	17%	83%	144.00	
C1434	2105	1320	3425	2184	1381	3565	1,500	1%	99%	78.12	
C1503	2112	978	3230	2196	1034	3230	1,850	7%	93%	86.00	
								5%	95%	92.00	
								2%	98%	98.00	
C1504	2130	1375	3505	2213	1432	3645	1,450	2%	98%	98.00	
C1534	2138	1427	3565	2222	1483	3705	1,400	2%	98%	98.00	
K1403	2332	1128	3460	2410	1190	3600	1,900	3%	97%	74.00	
								0%	100%	80.00	
K1404	2378	1442	3820	2456	1504	3960	1,550	1%	99%	78.12	
K1405	2293	1747	4040	2312	1883	4195	1,300	0%	100%	151.04	
K1406	2178	2187	4365	2200	2325	4525	1,000	17%	83%	144.00	
K1416	2164	2216	4380	2183	2352	4535	1,000	17%	83%	144.00	
K1434	2382	1468	3850	2460	1530	3990	1,500	1%	99%	78.12	
C2502	1858	927	2785	1854	1061	2915	4,200	\$			
C2503	2202	1168	3370	2325	1225	3550	3,550	7%	93%	86.00	
								5%	95%	92.00	
								2%	98%	98.00	
C2504	2225	1565	3790	2345	1620	3965	3,150	2%	98%	98.00	
C2509	2240	1760	4000	2360	1815	4175	2,950	0%	100%	98.00	
C2512	1986	949	2935	1987	1083	3070	4,050	\$			
C2534	2227	1618	3845	2350	1675	4025	3,100	2%	98%	98.00	
K2503	2460	1350	3810	2583	1407	3990	3,500	7%	93%	86.00	
								5%	95%	92.00	
								2%	98%	98.00	
K2504	2483	1747	4230	2603	1802	4405	3,100	2%	98%	98.00	
K2534	2485	1800	4285	2608	1857	4465	3,050	2%	98%	98.00	
P2342	1748	942	2690	1720	1020	2740	4,300	\$			
P2345	2530	2500	5030	2520	2580	5100	1,900	7%	93%	99.00	
P2542	1803	937	2740	1792	1013	2805	4,200	\$			
P2545	2690	2575	5265	2738	2862	5600	1,750	14%	86%	119.00	
P2642	1800	970	2770	1795	1040	2835	4,150	\$			
P2645	2672	2693	5365	2684	2761	5445	1,550	14%	86%	139.00	
C3602	2038	1057	3095	2078	1147	3225	6,550	\$			
C3603	2337	1288	3665	2508	1342	3850	5,950	9%	91%	92.00	
								7%	93%	98.00	
								5%	95%	104.00	
								2%	98%	110.00	
C3604	2414	1706	4120	2545	1760	4305	3,350	3%	97%	108.25	
C3605	2433	1972	4405	2545	2060	4605	3,050	0%	100%	185.03	
C3609	2446	2039	4485	2578	2092	4670	5,150	0%	100%	109.00	

* - Estimated weight.

§ - Determined by style, length and width of body.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	
C3612	2167	1078	3245	2216	1169	3385	6,400		\$	
P3342	1863	1002	2865	1830	1085	2915	6,800		\$	
P3345	2618	2587	5205	2606	2669	5275	4,450	7%	93%	99.00
P3542	1928	1002	2930	1914	1081	2995	6,700		\$	
P3545	2784	2591	5375	2788	2667	5455	4,250	14%	86%	119.00
P3642	1924	1036	2960	1915	1110	3025	6,700		\$	
P3645	2764	2786	5550	2778	2857	5635	4,050	14%	86%	139.00
C4102	2112	1538	3650	2155	1630	3785	10,100		\$	
C4103	2460	1720	4180	2546	1774	4320	9,550	9%	91%	92.00
								7%	93%	98.00
								5%	95%	104.00
								2%	98%	110.00
C4109	2503	2512	5015	2590	2565	5155	8,700	0%	100%	109.00
C4112	2252	1568	3820	2302	1658	3960	9,900		\$	
C4302	2200	1590	3790	2255	1665	3920	9,950		\$	
C4303	2570	1750	4320	2665	1795	4460	9,400	15%	85%	116.00
								13%	87%	124.00
								11%	89%	130.00
								9%	91%	136.00
								7%	93%	142.00
								5%	95%	148.00
								3%	97%	154.00
								1%	99%	160.00
C4309	2611	2819	5430	2706	2864	5570	8,300	5%	95%	144.00
C4312	2345	1615	3960	2409	1691	4100	9,750		\$	
C5102	2548	1877	4425	2589	1966	4555	11,400		\$	
C5103	2947	2078	5025	3033	2132	5165	10,750	7%	93%	96.25
								5%	95%	102.25
								3%	97%	108.25
								1%	99%	114.25
C5109†	2993	2867	5860	3079	2921	6000	9,950	1%	99%	109.00
C5112†	2683	1907	4590	2732	1998	4730	11,200		\$	
C5202	2567	1903	4470	2617	1988	4605	11,350		\$	
C5203	2983	2087	5070	3074	2136	5210	10,700	11%	89%	108.25
								9%	91%	114.25
								7%	93%	120.25
								5%	95%	126.25
								3%	97%	132.25
								1%	99%	138.25
C5212†	2705	1930	4635	2760	2015	4775	11,150		\$	
C5302†	2592	1888	4480	2646	1964	4610	11,300		\$	
C5503†	3022	2058	5080	3117	2103	5220	10,700	14%	86%	120.25
								12%	88%	126.25
								10%	90%	132.25
								8%	92%	138.25
								6%	94%	144.25
								4%	96%	150.25
								3%	97%	156.25
								1%	99%	162.25
C5309†	3077	3118	6195	3172	3163	6335	9,600	5%	95%	147.66
C5512†	2732	1913	4665	2792	1988	4780	11,150		\$	

* - Estimated weight.

‡ - Determined by style, length and width of body.

† - Information shown opposite these models is the same for the 50 "Special series".

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)	
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR		
C5502§	2462	2333	4695	2485	2340	4825	9,650			\$	
C5303§	2894	2391	5285	2945	2480	5425	10,500	18%	82%	138.25	
								16%	84%	144.25	
								14%	86%	150.25	
								13%	87%	156.25	
								11%	89%	162.25	
								9%	91%	168.25	
								8%	92%	174.25	
								6%	94%	180.25	
								4%	96%	186.25	
								2%	98%	192.25	
							1%	99%	198.25		
C5312§	2520	2335	4855	2552	2438	4990	10,950			\$	
S5302	2513	1982	4495	2566	2124	4690	11,050			\$	
C6102	2460	2105	4565	2470	2225	4695	14,650			\$	
C6103	2861	2304	5165	2907	2398	5305	14,000	7%	93%	96.25	
								5%	95%	102.25	
								3%	97%	108.25	
								1%	99%	114.25	
C6112	2602	4128	4730	2612	2253	4865	14,450			\$	
C6203	2865	2325	5190	2915	2415	5330	14,000	11%	89%	108.25	
								9%	91%	114.25	
								7%	93%	120.25	
								5%	95%	126.25	
								3%	97%	132.25	
								1%	99%	138.25	
C6302	2480	2130	4610	2498	2242	4740	14,600			\$	
C6303	2902	2308	5210	2953	2397	5350	14,000	14%	86%	120.25	
								12%	88%	126.25	
								10%	90%	132.25	
								8%	92%	138.25	
								6%	94%	144.25	
								4%	96%	150.25	
								3%	97%	156.25	
								1%	99%	162.25	
C6312	2540	2235	4775	2570	2345	4915	14,400			\$	
C6502	2570	2270	4840	2589	2381	4970	14,350			\$	
C6503	3012	2423	5435	3060	2515	5575	13,750	18%	82%	138.25	
								16%	84%	144.25	
								14%	86%	150.25	
								13%	87%	156.25	
								11%	89%	162.25	
								9%	91%	168.25	
								8%	92%	174.25	
								6%	94%	180.25	
								4%	96%	186.25	
								2%	98%	192.25	
								1%	99%	198.25	
								C6512	2627	2378	5005

* - Estimated weight.

§ - Information shown opposite these models is the same for the 50 "Special series".

§ - Determined by style, length and width of body.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	SHIPPING *			CURB *			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (In.)	
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR		
C6512	2627	2378	5005	2657	2483	5140	14200	\$			
C6803	3132	2593	5725	3190	2675	5865	13450	21%	79%	160.25	
								20%	80%	166.25	
								18%	82%	172.25	
								17%	83%	178.25	
								15%	85%	184.25	
								12%	88%	196.25	
								9%	91%	208.25	
								8%	92%	214.25	
								6%	94%	220.25	
								5%	95%	226.25	
								3%	97%	232.25	
C6102H	2706	2199	4905	2715	2320	5035	16850	\$			
C6103H	3107	2398	5505	3153	2492	5645	16250	7%	93%	96.25	
								5%	95%	102.25	
								3%	97%	108.25	
								1%	99%	114.25	
C6112H	2848	2223	5071	2860	2348	5210	16700	\$			
C6203H	3111	2419	5530	3161	2509	5670	16200	11%	89%	108.25	
								7%	93%	120.25	
								5%	95%	126.25	
								3%	97%	132.25	
								1%	99%	138.25	
C6302H	2728	2227	4955	2746	2334	5080	16800	\$			
C6303H	3140	2395	5435	3301	2494	5795	16200	14%	86%	120.25	
								10%	90%	132.25	
								6%	94%	144.25	
								3%	97%	156.25	
								1%	99%	162.25	
C6312H	2788	2232	5020	2817	2438	5255	16650	\$			
C6502H	2760	2345	5105	2779	2456	5245	16600	\$			
C6503H	3202	2503	5705	3250	2592	5842	15950	18%	82%	138.25	
								14%	86%	150.25	
								13%	87%	156.25	
								9%	91%	168.25	
								6%	94%	180.25	
								4%	96%	182.25	
								2%	98%	192.25	
								1%	99%	198.25	
C6512H	2817	2453	5270	2848	2567	5415	16400	\$			
C6803H	3320	2670	5990	3380	2750	6130	15200	21%	79%	160.25	
								20%	80%	166.25	
								18%	82%	172.25	
								17%	83%	178.25	
								15%	85%	184.25	
								14%	86%	190.25	
								12%	88%	196.25	
								11%	89%	202.25	
								9%	91%	208.25	
								8%	92%	214.25	
								6%	94%	220.25	
								5%	95%	226.25	
3%	97%	232.25									
2%	98%	238.25									

* - Estimated weight.

§ - Determined by style, length and width of body.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (In.)
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	
L5203	2953	2102	5055	3015	2180	5195	10,750	12%	88%	108.00
								10%	90%	114.00
								7%	93%	120.00
								5%	95%	126.00
								3%	97%	132.00
								1%	99%	138.00
L5303	2956	2139	5095	3019	2216	5235	10,700	15%	85%	120.00
								13%	87%	126.00
								11%	89%	132.00
								9%	91%	138.00
								7%	93%	144.00
								5%	95%	150.00
L5309	2948	3257	6205	3047	3298	6345	9,550	3%	97%	156.00
L5603	3017	2278	5295	3087	2348	5435	10,500	1%	99%	162.00
								5%	95%	144.00
								21%	79%	150.00
								19%	81%	156.00
								18%	82%	162.00
								16%	84%	168.00
								14%	86%	174.00
								13%	87%	180.00
								11%	89%	186.00
								9%	91%	192.00
								7%	93%	198.00
								6%	94%	204.00
L6103	3125	2015	5140	3174	2106	5280	14,050	4%	96%	210.00
								2%	98%	216.00
								1%	99%	222.00
								8%	92%	96.00
								6%	94%	102.00
								3%	97%	108.00
L6203	3158	2027	5185	3216	2109	5325	14,000	1%	99%	114.00
								12%	88%	108.00
								10%	90%	114.00
								7%	93%	120.00
								5%	95%	126.00
								3%	97%	132.00
L6303	3137	2073	5210	3205	2145	5350	14,000	1%	99%	138.00
								15%	85%	120.00
								13%	87%	126.00
								11%	89%	132.00
								9%	91%	138.00
								7%	93%	144.00
L6603	3268	2152	5420	3333	2227	5560	13,750	5%	95%	150.00
								3%	97%	156.00
								1%	99%	162.00
								21%	79%	150.00
								19%	81%	156.00
								18%	82%	162.00
								16%	84%	168.00
								14%	86%	174.00
								13%	87%	180.00
								11%	89%	186.00
								9%	91%	192.00
								7%	93%	198.00
								6%	94%	204.00
								4%	96%	210.00
								2%	98%	216.00
								1%	99%	222.00

* - Estimated weight.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

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	
L6903	3450	2270	5720	3513	2347	5860	13450	24%	76%	172.00
								23%	77%	178.00
								21%	79%	184.00
								20%	80%	190.00
								18%	82%	196.00
								17%	83%	202.00
								15%	85%	208.00
								14%	86%	214.00
								12%	88%	220.00
								11%	89%	226.00
								9%	91%	232.00
								8%	92%	238.00
								6%	94%	244.00
								5%	95%	250.00
								3%	97%	256.00
								1%	99%	262.00
L6103H	3372	2103	5475	3420	2210	5630	16200	8%	92%	96.00
								6%	94%	102.00
								3%	97%	108.00
								1%	99%	114.00
L6203H	3406	2124	5530	3464	2201	5665	16150	12%	88%	108.00
								10%	90%	114.00
								7%	93%	120.00
								5%	95%	126.00
								3%	97%	132.00
L6303H	3385	2165	5550	3450	2240	5690	16150	1%	99%	138.00
								15%	85%	120.00
								13%	87%	126.00
								11%	89%	132.00
								9%	91%	138.00
								7%	93%	144.00
								5%	95%	150.00
								3%	97%	156.00
L6603H	3516	2244	5760	3580	2325	5905	15900	1%	99%	162.00
								21%	79%	150.00
								19%	81%	156.00
								16%	84%	168.00
								14%	86%	174.00
								13%	87%	180.00
								11%	89%	186.00
								9%	91%	192.00
								7%	93%	198.00
								6%	94%	204.00
								4%	96%	210.00
								2%	98%	216.00
L6903H	3640	2345	5985	3604	2421	6025	15700	24%	76%	172.00
								21%	79%	184.00
								18%	82%	196.00
								15%	85%	208.00
								12%	88%	220.00
								9%	91%	232.00
								5%	95%	250.00
								1%	99%	262.00
T6203	3157	2053	5210	3259	2171	5430	13900	19%	81%	113.00
								13%	87%	125.00
								10%	90%	131.00
								7%	93%	137.00
								4%	96%	143.00
								1%	99%	149.00

* - Estimated weight.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	
T6303	3182	2068	5250	3283	2187	5470	14,050	22%	78%	125.00
								20%	80%	131.00
								17%	83%	137.00
								14%	86%	143.00
								11%	89%	149.00
								9%	91%	155.00
								6%	94%	161.00
								3%	97%	167.00
								27%	73%	149.00
T6603	2986	2409	5395	3092	2523	5615	13,700	25%	75%	155.00
								23%	77%	161.00
								21%	79%	167.00
								18%	82%	173.00
								16%	84%	179.00
								14%	86%	185.00
								12%	88%	191.00
								9%	91%	197.00
								7%	93%	203.00
								5%	95%	209.00
								3%	97%	215.00
								29%	71%	161.00
								27%	73%	167.00
								25%	75%	173.00
T6803	2998	2437	5435	3088	2563	5650	13,450	23%	77%	179.00
								21%	79%	185.00
								19%	81%	191.00
								17%	83%	197.00
								15%	85%	203.00
								13%	87%	209.00
								11%	89%	215.00
								9%	91%	221.00
								7%	93%	227.00
								4%	96%	233.00
								2%	98%	239.00
								19%	81%	113.00
								16%	84%	119.00
								13%	87%	125.00
								10%	90%	131.00
T6203H	3406	2149	5555	3508	2262	5770	16,050	7%	93%	137.00
								4%	96%	143.00
								1%	99%	149.00
								22%	78%	125.00
								20%	80%	131.00
								17%	83%	137.00
								14%	86%	143.00
T6303H	3430	2165	5595	3526	2284	5810	16,000	11%	89%	149.00
								9%	91%	155.00
								6%	94%	161.00
								3%	97%	167.00
								27%	73%	149.00
								25%	75%	155.00
								23%	77%	161.00
T6603H	3234	2506	5740	3339	2616	5955	15,830	21%	79%	167.00
								18%	82%	173.00
								16%	84%	179.00

* - Estimated weight.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW											
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)								
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR									
T6603H (contd)	3234	2506	5740	3339	2616	5955	18, 850	14%	86%	185.00								
								12%	88%	191.00								
								9%	91%	197.00								
								7%	93%	203.00								
								5%	95%	209.00								
								3%	97%	215.00								
T6803H	3084	2536	5620	3345	2645	5990	15, 850	29%	71%	161.00								
								27%	73%	167.00								
								25%	75%	173.00								
								23%	77%	179.00								
								21%	79%	185.00								
								19%	81%	191.00								
								17%	83%	197.00								
								15%	85%	203.00								
								13%	87%	209.00								
								11%	89%	215.00								
								9%	91%	221.00								
								7%	93%	227.00								
								4%	96%	233.00								
								2%	98%	239.00								
								S6202	2582	2373	4955	2639	2506	5145	14, 050	\$		
								S6402	2706	2469	5175	2780	2585	5365	13, 650	\$		
S6702	2747	2618	5365	2817	2738	5555	15, 050	\$										
S7702	3000	2870	5870	3085	3000	6085	16, 450	\$										
S7902	3042	2943	5985	3128	3072	6200	16, 550	\$										
C7103	3115	2590	5705	3186	2704	5890	16, 900	7%	93%	96.25								
								5%	95%	102.25								
								3%	97%	108.25								
								1%	99%	114.25								
C7203	3119	2626	5745	3200	2725	5925	16, 850	11%	89%	108.25								
								9%	91%	114.25								
								7%	93%	120.25								
								5%	95%	126.25								
								3%	97%	132.25								
								1%	99%	138.25								
C7303	3268	2642	5910	3352	2743	6095	16, 700	14%	86%	120.25								
								12%	88%	126.25								
								10%	90%	132.25								
								8%	92%	138.25								
								6%	94%	144.25								
								4%	96%	150.25								
								3%	97%	156.25								
								1%	99%	162.25								
								C7503	3236	2734	5970	3315	2835	6150	16, 650	18%	82%	138.25
16%	84%	144.25																
14%	86%	150.25																
13%	87%	156.25																
11%	89%	162.25																
9%	91%	168.25																
8%	92%	174.25																
6%	94%	180.25																
4%	96%	186.25																
2%	98%	192.25																
1%	99%	198.25																

* - Estimated weight.

§ - Determined by style, length and width of body.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY	
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	LENGTH (in.)	
C7803	3358	2907	6265	3441	3004	6445	16, 150	21%	79%	160.25	
								20%	80%	166.25	
								18%	82%	172.25	
								17%	83%	178.25	
								15%	85%	184.25	
								14%	86%	190.25	
								12%	88%	196.25	
								11%	89%	202.25	
								9%	91%	208.25	
								8%	92%	214.25	
								6%	94%	220.25	
								5%	95%	226.25	
								3%	97%	232.25	
								2%	98%	238.25	
L7103	3314	2321	5635	3402	2413	5815	17, 000	8%	92%	96.00	
								6%	94%	102.00	
								3%	97%	108.00	
								1%	99%	114.00	
L7203	3358	2312	5670	3444	2411	5855	16, 950	12%	88%	108.00	
								10%	90%	114.00	
								7%	93%	120.00	
								5%	95%	126.00	
								3%	97%	132.00	
								1%	99%	138.00	
L7303	3358	2352	5710	3441	2449	5890	16, 900	15%	85%	120.00	
								13%	87%	126.00	
								11%	89%	132.00	
								9%	91%	138.00	
								7%	93%	144.00	
								5%	95%	150.00	
								3%	97%	156.00	
								1%	99%	162.00	
L7603	3420	2505	5925	3515	2595	6110	16, 700	21%	79%	150.00	
								19%	81%	156.00	
								18%	82%	162.00	
								16%	84%	168.00	
								14%	86%	174.00	
								13%	87%	180.00	
								11%	89%	186.00	
								9%	91%	192.00	
								7%	93%	198.00	
								6%	94%	204.00	
								4%	96%	210.00	
								2%	98%	216.00	
								1%	99%	222.00	
								T7203	3538	2302	5840
16%	84%	119.00									
13%	87%	125.00									
10%	90%	131.00									
7%	93%	137.00									
4%	96%	143.00									
1%	99%	149.00									

* - Estimated weight.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	
T7303	3545	2305	5850	3651	2434	6085	16,700	22%	78%	125.00
								20%	80%	131.00
								17%	83%	137.00
								14%	86%	143.00
								11%	89%	149.00
								9%	91%	155.00
								6%	94%	161.00
								3%	97%	167.00
								27%	73%	149.00
								25%	75%	155.00
T7603	3299	2726	6025	3396	2864	6260	16,550	23%	77%	161.00
								21%	79%	167.00
								18%	82%	173.00
								16%	84%	179.00
								14%	86%	185.00
								12%	88%	191.00
								9%	91%	197.00
								7%	93%	203.00
								5%	95%	209.00
								3%	97%	215.00
T7803	3456	2889	6345	3561	3019	6580	16,200	29%	71%	161.00
								27%	73%	167.00
								25%	75%	173.00
								23%	77%	179.00
								21%	79%	185.00
								19%	81%	191.00
								17%	83%	197.00
								15%	85%	203.00
								13%	87%	209.00
								11%	89%	215.00
C8103	3279	2726	6005	3349	2841	6190	18,350	9%	91%	221.00
								7%	93%	227.00
								4%	96%	233.00
								2%	98%	239.00
								7%	93%	96.25
								5%	95%	102.25
								3%	97%	108.25
								1%	99%	114.25
								11%	89%	108.25
								9%	91%	114.25
C8203	3267	2773	6040	3349	2876	6225	18,350	7%	93%	120.25
								5%	95%	126.25
								3%	97%	132.25
								1%	99%	138.25
								14%	86%	120.25
								12%	88%	126.25
								10%	90%	132.25
								8%	92%	138.25
								6%	94%	144.25
								4%	96%	150.25
C8303	3285	2930	6210	3368	3022	6390	18,150	3%	97%	156.25
								1%	99%	162.25
								18%	82%	138.25
								16%	84%	144.25
								14%	86%	150.25
								13%	87%	156.25
								11%	89%	162.25
								18%	82%	138.25
								16%	84%	144.25
								14%	86%	150.25
C8503	3295	2070	6265	3373	3077	6450	18,050	13%	87%	156.25
								11%	89%	162.25
								18%	82%	138.25
								16%	84%	144.25

* - Estimated weight.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW											
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)								
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR									
C8503 (contd)	3295	2070	6265	3373	3077	6450	18, 050	9%	91%	168.25								
								8%	92%	174.25								
								6%	94%	180.25								
								4%	96%	186.25								
								2%	98%	192.25								
								1%	99%	198.25								
C8803	3485	3080	6565	3561	3184	6745	17, 800	21%	79%	160.25								
								20%	80%	166.25								
								18%	82%	172.25								
								17%	83%	178.25								
								15%	85%	184.25								
								14%	86%	190.25								
								12%	88%	196.25								
								11%	89%	202.25								
								9%	91%	208.25								
								8%	92%	214.25								
								6%	94%	220.25								
								5%	95%	226.25								
								3%	97%	232.25								
								2%	98%	238.25								
L8103	3387	2558	5945	3456	2674	6130	18, 450	8%	92%	96.00								
								6%	94%	102.00								
								3%	97%	108.00								
								1%	99%	114.00								
L8203	3345	2630	5975	3415	2740	6155	18, 400	12%	88%	108.00								
								10%	90%	114.00								
								7%	93%	120.00								
								5%	95%	126.00								
								3%	97%	132.00								
								1%	99%	138.00								
L8303	3235	2770	6005	3312	2878	6190	18, 400	15%	85%	120.00								
								13%	87%	126.00								
								11%	89%	132.00								
								9%	91%	138.00								
								7%	93%	144.00								
								5%	95%	150.00								
								3%	97%	156.00								
								1%	99%	162.00								
L8603	3420	2810	6230	3493	2917	6410	18, 150	21%	79%	150.00								
								19%	81%	156.00								
								18%	82%	162.00								
								16%	84%	168.00								
								14%	86%	174.00								
								13%	87%	180.00								
								11%	89%	186.00								
								9%	91%	192.00								
								7%	93%	198.00								
								6%	94%	204.00								
								4%	96%	210.00								
								2%	98%	216.00								
								1%	99%	222.00								
								T8203	3731	2429	6160	3837	2558	6395	18, 150	19%	81%	113.00
																16%	84%	119.00
13%	87%	125.00																
10%	90%	131.00																
7%	93%	137.00																
4%	96%	143.00																
1%	99%	149.00																

* - Estimated weight.

VEHICLE WEIGHT AND LOAD DISTRIBUTION-Cont'd.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW				
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY LENGTH (in.)	
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR		
T8303	3755	2445	6200	3860	2575	6435	18, 150	22%	78%	125.00	
								20%	80%	131.00	
								17%	83%	137.00	
								14%	86%	143.00	
								11%	89%	149.00	
								9%	91%	155.00	
								6%	94%	161.00	
								3%	97%	167.00	
T8603	3484	2886	6370	3581	3024	6605	17, 950	27%	73%	149.00	
								25%	75%	155.00	
								23%	77%	161.00	
								21%	79%	167.00	
								18%	82%	173.00	
								16%	84%	179.00	
								14%	86%	185.00	
								12%	88%	191.00	
								9%	91%	197.00	
								7%	93%	203.00	
								5%	95%	209.00	
								3%	97%	215.00	
T8803	3533	2977	6510	3635	3110	6745	17, 800	29%	71%	161.00	
								27%	73%	167.00	
								25%	75%	173.00	
								23%	77%	179.00	
								21%	79%	185.00	
								19%	81%	191.00	
								17%	83%	197.00	
								15%	85%	203.00	
								13%	87%	209.00	
								11%	89%	215.00	
								9%	91%	221.00	
								7%	93%	227.00	
								4%	96%	233.00	
								2%	98%	239.00	
								14%	86%	120.00	
M7303	3939	5661	9600	4077	5708	9785	25, 900	12%	88%	126.00	
								10%	90%	132.00	
								8%	92%	138.00	
								6%	94%	144.00	
								4%	96%	150.00	
								3%	97%	156.00	
								1%	99%	162.00	
								M7503	4070	5725	9795
17%	83%	147.00									
15%	85%	153.00									
13%	87%	159.00									
12%	88%	165.00									
10%	90%	171.00									
8%	92%	177.00									
7%	93%	183.00									
5%	95%	189.00									
3%	97%	195.00									
1%	99%	201.00									

* - Estimated weight.

MODELS	WITH STANDARD EQUIPMENT						WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	SHIPPING*			CURB*			BODY &/OR PAYLOAD	PAYLOAD DISTRIBUTION		BODY
	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL		FRONT	REAR	LENGTH (in.)
M7803	4183	5787	9970	4330	5825	10,155	25,550	21%	79%	156.00
								19%	81%	162.00
								18%	82%	168.00
								16%	84%	174.00
								15%	85%	180.00
								13%	87%	186.00
								11%	89%	192.00
								10%	90%	198.00
								8%	92%	204.00
								7%	93%	210.00
								5%	95%	216.00
								4%	96%	222.00
								2%	98%	228.00
								1%	99%	234.00

* - Estimated weight.

§ - Determined by style, length and width of body.

DEALER INSTALLED ACCESSORIES

ITEM	SERIES APPLICATION
Alarm unit - parking brake	C10, 20 (exc. Cowl) C30 with RPO 316 (exc. Cowl)
Belt unit - seat	All except Cowl models
Block unit - wiring junction	All models
Brake unit - vacuum power	C10, 20, 30
Bumper unit - rear step	Pickup models
Cap unit - hub	C10
Cap unit - gasoline locking	All models
Cool-Pack unit - air conditioning	All cab models
Cover unit - seat	All cab models
Deflector unit - rain	All models except Cowl
Flap unit - mud	All models
Guard unit - bumper (painted or chrome)	C10, 20, 30, 40 K10, 20
Guard unit - bumper (painted)	50 thru 80 series
Guard unit - radiator grille	All models
Heater and defroster unit - (Recirculating)	All models except Cowl
Heater and defroster unit - (air flow)	All models except Cowl
Horn - vibrator (Hi-note)	60 thru 80 series
Horn - Air	CLT 60, 70, 80, M70
Lamp unit - traffic hazard	All series
Lamp unit - backing	CK10, 20, C30, P20, 30
Lamp unit - marker	All models
Lamp unit - underhood	All models
Lamp unit - spot	All models
Lamp unit - tail and stop RH	Pickup models
Lamp unit - directional signal	All (except Forward Control)
Lighter unit - cigarette	All models
Mat unit - floor	Cab models
Mirror unit - outside rear view	Cab models
Mirror unit - prismatic	Cab models
Mirror unit - west coast outside	Cab models
Paint unit - 6 pack	All models
Radio and antenna unit or units	All CKLM models
Rail unit - utility side	Pickup models
Rest unit - arm	Cab models except with deluxe equipment
Reflector unit - reflex (4-inch red)	All models
Safety step unit - front bumper	CL50, 60, 70, 80
Safety and emergency unit	All models
Screen unit - radiator insect	All CKLMS models
Spring unit - auxiliary	50-60-70 models
Sunshade unit - RH (gray, green, blue)	All CKLMT models except Flat Face Cowl
Flare unit - reflector	All models
Tool kit unit	All models
Washer unit - windshield	All CLKM models except Cowl

For individual equipment availability, please refer to the 1960 Service Parts List.

REGULAR PRODUCTION OPTIONS

FOA or RPO	DESCRIPTION	RPO	DESCRIPTION
105	Direction signal equipment 10-80 series	341	Side mounted wheel carrier equipment- Pickup models
112	Deluxe heater equipment 10-80 series	346	Vacuum gauge equipment - S50, 60, 70 models
115	Recirculating heater equipment 10-80 series	350	Hydraulic steering equipment- 60-80 series
130	Windshield washer equipment (exc. 02 models)	351	Generator equipment- 10 thru 80 series
201	Two-speed, 8.72/6.40, 15000 lb. rear axle equipment- CLTS 60, 70 series	352	Heavy duty battery equipment- 10-80 series
202	Two-speed, 7.17/9.97, 16000 lb. rear axle equipment- CLT 70 series	367	Front bumper equipment- P20, 30 series
204	Two-speed, 7.17/9.77, 18000 lb. rear axle equipment- CLT 80 series	371	Maximum economy equipment - C10 series
209	Parking brake equipment- P20, 30 series	373	Fuel and vacuum pump equipment- P20, P30, S50 and S60 models
210	Rear view mirror equipment- 10-80 series	386	Five speed close-ratio Clark transmission Equipment- CLT 70, 80 series
212	Brake booster equipment- Hydraulic P20, P30, C30, C40 series	389	Generator equipment- 50 ampere, low cut-in 10 through 80 series
213	Shock absorber equipment- 10-80 series	391	Auto jack equipment- C20, 30, 40, 50, 60, 70, 80 and Forward Control models
215	Rear axle, 3.38:1, equipment- C10 series	393	Chrome bumper equipment- C10, 20, 30 series
217	Engine positive ventilation- 10-80 series	394	Panoramic cab equipment
218	Rear bumper equipment 10, 20, 30 pickup models	395	Lock equipment- side door LH and spare wheel - 10 through 80 series
219	7000 pound front suspension CLT 60 Series	402	15000 pound GVW equipment plate- CLT 50, 60
221	9000 pound front suspension CLT 80, M70	404	22000 pound GVW equipment plate- CLT 60
223	Heavy duty clutch equipment C10, 20, 30	407	21000 pound GVW equipment plate- S60
229	Platform and stake rack equip. CLT 60, 70, 80	408	V-8 engine equipment- 10 thru 60 series
233	Heavy duty outer frame reinforcements 50 through 80 series	413	Air over hydraulic brake equipment- 60 through 80 series
239	Oil filter equipment, 1 quart-10 thru 50 series	423	Running board equipment- CK 1403, 1503 models
241	Governor equipment, 10 thru 60 with L-6 engine	431	Custom equipment- 10 through 80 series
254	Heavy rear spring equipment 10-80 series	439	Forward Control miscellaneous body equipment
255	Heavy front spring equipment P30 models	446	30 gallon gasoline tank equipment - P25, 26, 35 and 36 models
256	Heavy duty radiator equipment 10-80 series	467	16000 pound 7.17:1 Eaton rear axle
258	Custom seat equipment 10-80 cab models	472	20 gallon gasoline tank equipment - 10 through 60 cab chassis models
264	Auxiliary seat equipment - panels	475	16000 pound, 6.5/9.04, Eaton rear axle equipment- CLTS 70, 80 and 60H series
266	Tachometer equipment 70, 80, 60 with V-8 engine	479	18000 pound, 6.5/8.87, Eaton rear axle equipment - CLT 80 series
267	Auxiliary spring equipment P30 models	560	Cab equipment - 10 through 80 series
281	Vacuum power reserve tank equipment 50 through 80 series	562	Single unit body equipment- all Panels and Carryall models
310	Auxiliary transmission-Tandems	567	Custom cab equipment - 10 through 80 series
311	Powerglide transmission- C10, 20 series	585	Air brake equipment- CLT 70, 80 & 60 H series
316	Heavy duty 3-speed transmission equipment- C10, 20, 30, P20, P30	591	Air cleaner equipment (1 qt.) - 10 thru 50 series
318	Four speed transmission equipment C10, 20, P20, P30	592	Oil filter equipment (2 qt.) 10 thru 50 series
321	Hydramatic transmission equipment Forward Control models only	595	Special heavy duty rear spring equipment CLT 60, 70 and 80 series
322	Five speed, New Process, transmission equipment- CLST 60 series	680	Limited Slip rear axle - C10 series
327	Generator equipment- 40 amp-10-80 series	683	Front wheel locking hub- K10, K20 series
328	Special heavy duty torsion bar equipment- T76, 78, CLT 80	698	Single speed, 7.20:1 ratio, 15000 lb. rear axle equipment- S62, S64 series
329	Heavy duty torsion bar equipment 20 through 80 series	700 thru 746	Color options, single and two-tone
336	Direction signal switch equipment Flat Face Cows and School Buses		
339	Wheel carrier equipment - 20, 30, 40 Flat Face and Windshield Cows, 30, 40 series Stake models and Forward Controls		

Due to space limitations, RPO color and trim combinations will not be listed.

For Tire Options, see tire and wheel data chart.

Please refer to the 1960 Regular Production Options Parts List for individual model application.

LOAD CAPACITY CHART

GROSS VEHICLE WEIGHTS FOR 1960 CHEVROLET TRUCKS AND SCHOOL BUSES

Model	Wheel-base	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment				Recommended Tires		Mandatory Equipment Required for GVW Rating
				Front Suspension Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Front	Rear	
11-1270 11-1280	119	4400* 4900	---	2450	2190	3000	2630	8.00-14-4 8.50-14-4	8.00-14-4 8.50-14-4	
C14	115	4300*	---	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
		4600	---	2500	2500	3500	2500	6.70-15-6	6.70-15-6	
		5000	---	2500	2500	3500	4000	6.50-16-6	6.50-16-6	RPO 254 Rear Springs
		5200*	---	2500	2500	3500	4000	7.17-5-6	7.17-5-6	RPO 254 Rear Springs
K14 (4WD)	115	4900*	---	3300	3300	3300	3800	6.70-15-6	6.70-15-6	
		5300	---	3300	3300	3300	3800	6.50-16-6	6.50-16-6	
		5600*	---	3300	3300	3300	3800	7.17-5-6	7.17-5-6	
		5800	---	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
C15	127	4300*	---	2500	2500	3500	2500	6.70-15-6	6.70-15-6	
		4600	---	2500	2500	3500	2500	6.50-16-6	6.50-16-6	RPO 254 Rear Springs
		5000	---	2500	2500	3500	4000	7.17-5-6	7.17-5-6	RPO 254 Rear Springs
		5200*	---	2500	2500	3500	4000	7.17-5-6	7.17-5-6	
C20	127	5500*	---	3000	2500	5200	4000	7.17-5-6	7.17-5-6	
		6000	---	3000	2500	5200	4000	7.17-5-6	8.17-5-6	
		6700	---	3000	2500	5200	4000	7.17-5-6	8.17-5-8	
		7500*	---	3000	3000	5200	6000	8.19-5-6	8.19-5-8	RPO 329 Torsion Bar and RPO 254 Rear Springs
K25 (4WD)	127	5700*	---	3500	3500	5200	3800	7.17-5-6	7.17-5-6	
		6100	---	3500	3500	5200	6300	8.17-5-6	8.17-5-6	RPO 254 Rear Springs
		6800	---	3500	3500	5200	6300	8.17-5-8	8.17-5-8	RPO 254 Rear Springs
		7200	---	3500	3500	5200	6300	8.19-5-6	8.19-5-6	RPO 254 Rear Springs
P23	104	5600*	---	4000	4000	5200	4800	7.17-5-6	7.17-5-6	
P25	125	6200	---	4000	4000	5200	4800	7.17-5-6	8.17-5-6	
P26	137	7000*	---	4000	4000	5200	4800	8.17-5-6	8.17-5-8	
C30	133	6700*	---	3500	3000	7200	4800	8.17-5-6	8.17-5-8	
		7800	---	3500	3000	7200	8300	8.19-5-6	8.19-5-10	RPO 254 Rear Springs
		9000	---	3500	3000	7200	8300	7.17-5-6	7.17-5-6D	RPO 254 Rear Springs
		10000*	---	3500	3500	7200	8300	7.17-5-6	8.17-5-8D	RPO 329 Torsion Bar Equipment and RPO 254 Rear Springs
P33	104	7500*	---	4000	4000	7200	4800	8.19-5-6	8.19-5-6	
P35	125	10000*	---	4000	5000	7200	6900	8.19-5-6	8.19-5-6D	RPO 255 Front Springs, RPO 462 (Tire Equipment, Heavy-Duty Rear Springs)
P36	137	10000*	---	4000	5000	7200	6900	8.19-5-6	8.19-5-6D	
C41 C43	133 157	10000*	---	4000	3500	11000	10000	8.19-5-6	8.19-5-6D	
		12000	---	4000	3500	11000	12700	8.19-5-6	8.19-5-8D	RPO 254 Rear Springs and RPO 212 Brake Booster Equipment
		14000*	---	4000	4000	11000	12700	8.19-5-6	8.19-5-10D	RPO 329 Torsion Bar, RPO 254 Rear Spring, and RPO 212 Brake Booster
C515 C525 C535 C555	133 145 157 175	15000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-8D	
L525 L535 L565	133 145 175	15000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-8D	
C615 C625 C635 C655 C685	133 145 157 175 197	15000*	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
L615 L625 L635 L655 L665 L685	133 145 157 175 197	15000*	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
T625 T635 T645 T685	97 109 133 145	15000*	32000	5000	5000	15000	15000	8-22.5-8	8-22.5-8D	
C51 C52 C53 C55	133 145 157 175	14000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-8D	
		16000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-10D	
L52 L53 L56	133 145 175	14000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-8D	
		16000*	25000	5000	5000	13000	15000	8-22.5-8	8-22.5-10D	
C61 C62 C63 C65 C68	133 145 157 175 197	15000*	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000	32000	5000	6000	15000	18400	8-22.5-8	9-22.5-10D	RPO 319 Rear Springs
		19500*	32000	5000	6000	15000	18400	9-22.5-10	10-22.5-10D	RPO 319 Rear Springs
L61 L62 L63 L65 L66 L68	121 133 145 157 175 197	15000*	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000	32000	5000	6000	15000	18400	8-22.5-8	9-22.5-10D	RPO 319 Rear Springs
		19500*	32000	5000	6000	15000	18400	9-22.5-10	10-22.5-10D	RPO 319 Rear Springs
T62 T63 T64 T68	97 109 133 145	15000*	32000	5000	7000	15000	15000	8-22.5-8	8-22.5-8D	
		17000	32000	5000	7000	15000	18400	8-22.5-8	9-22.5-10D	RPO 319 Rear Springs
		19500*	32000	5000	8000	15000	18400	9-22.5-10	10-22.5-10D	RPO 332 Torsion Bars and RPO 319 Rear Springs
C61H C62H C63H C65H C68H	133 145 157 175 197	15000	32000	7000	6000	16000	20800	8-22.5-8	8-22.5-8D	RPO 404 Heavy-Duty Equipment Plate Option specifies that the following equipment must be used: RPO 219 (HD Front Suspension) RPO 467 (HD Rear Axle, HD Rear Springs and Midland Vacuum Brake Booster), and RPO 235 HD Frame Inner Reinforcements, V
		18500	32000	7000	6000	16000	20800	8-22.5-8	9-22.5-10D	Same as above plus RPO 332 Torsion Bar Equipment
		22000*	32000	7000	7000	16000	20800	9-22.5-10	10-22.5-10D	

GROSS VEHICLE WEIGHTS FOR 1960 CHEVROLET TRUCKS AND SCHOOL BUSES

Model	Wheel-base	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment x				Recommended Tires		Mandatory Equipment Required for GVW Rating
				Front Suspension Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Front	Rear	
L61H8 L62H8 L63H8 L65H L66H L69H	121 133 145 169-1/4 175 197	15000 18500 22000*	32000	7000	6000 7000	16000	20800	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 404 Heavy-Duty Equipment Plate. Option specifies that the following equipment must be used: RPO 219 (HD Front Suspension), RPO 467 (HD Rear Axle, HD Rear Springs and Midland Vacuum Brake Booster), and RPO 235 HD Frame Inner Reinforcements. V Same as above plus RPO 332 Torsion Bar Equipment
T62H T63H T66H T68H	97 109 133 145	15000 18500 22000*	32000	7000	8000	16000	20800	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 404 Heavy-Duty Equipment Plate. Option specifies that the following equipment must be used: RPO 219 (HD Front Suspension), RPO 332 Torsion Bar Equipment, RPO 467 (HD Rear Axle, HD Rear Springs and Midland Vacuum Brake Booster). V
S53	157	10500* 14000 16000*	—	5000 5000 5000	5000 5000 5000	13500 13500 13500	15000 15000 15000	7-22.5-6 8-22.5-8 8-22.5-10	7-22.5-6D 8-22.5-8D 8-22.5-10D	
S62 S64	197 225-1/2	15000* 17000 19500* 21000*	—	5500 5500 7000** 7000	5000 5000 6000** 6000	13000 13000 15000 15000	18400	8-22.5-8 8-22.5-8 10-22.5-10 10-22.5-10	8-22.5-8D 8-22.5-8D 10-22.5-10D 10-22.5-10D	RPO 319 Rear Springs RPO 219 Front Suspension, RPO 332 Torsion Bar Equipment, and RPO 698 or 201 HD Rear Axle and Springs RPO 219 Front Suspension, RPO 332 Torsion Bar Equipment, and RPO 698 or 201 HD Rear Axle and Springs
S67	243	15000* 17000 19500* 21000*	—	5500 5500 7000 7000	6000 6000 6000 6000	15000 15000 15000 15000	18400	8-22.5-8 8-22.5-8 10-22.5-10 10-22.5-10	8-22.5-8D 8-22.5-8D 10-22.5-10D 10-22.5-10D	RPO 219 Front Suspension RPO 219 Front Suspension
S77 S79	243 261-1/2	15000* 18000 19500 23000*	—	7000 7000 7000 7000	6000 6000 6000 7000	15000 15000 15000 16000	18400 18400 18400 20800	8-22.5-8 8-22.5-8 10-22.5-10 10-22.5-10	8-22.5-8D 8-22.5-8D 10-22.5-10D 10-22.5-10D	RPO 467 Rear Axle and Springs and RPO 332 Torsion Bar
C71 C72 C73 C75 C78	133 145 157 175 197	15000* 18500 23000*	42000	7000 7000 7000	6000 6000 7000	16000 16000 16000	18400 18400 20800	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 332 T-Bar, RPO 319 Rear Springs
L71 L72 L73 L75 L76	121 133 145 169-1/4 175	15000* 18500 23000*	42000	7000 7000 7000	6000 6000 7000	16000 16000 16000	18400 18400 20800	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 332 T-Bar, RPO 319 Rear Springs
T72 T73 T76 T78	97 109 133 145	15000* 18500 23000*	42000	7000 7000 7000	8000 8000 8000	16000 16000 16000	18400 18400 20800	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 319 Rear Springs
C81 C82 C83 C85 C88	133 145 157 175 197	18500* 22000 25000*	48000	7000 7000 7000	7000 7000 8000	18500 F 18500 F 18500 F	20800 20800 23000	9-22.5-10 9-22.5-10 10-22.5-10	9-22.5-10D 10-22.5-10D 11-22.5-12D	RPO 319 Rear Springs RPO 332 Torsion Bar RPO 603 HD Rear Springs, and RPO 233 HD Frame Reinforcements
L81 L82 L83 L85 L86	121 133 145 169-1/4 175	18500* 22000 25000*	48000	7000 7000 7000	7000 7000 8000	18500 F 18500 F 18500 F	18400 20800 23000	9-22.5-10 9-22.5-10 10-22.5-10	9-22.5-10D 10-22.5-10D 11-22.5-12D	RPO 319 Rear Springs RPO 332 Torsion Bar, RPO 603 HD Rear Springs and RPO 233 HD Frame Reinforcements.
T82 T83 T86 T88	97 109 133 145	18500* 22000 25000*	48000	7000 7000 7000	8000 8000 8000	18500 F 18500 F 18500 F	18400 20800 23000	9-22.5-10 9-22.5-10 10-22.5-10	9-22.5-10D 10-22.5-10D 11-22.5-12D	RPO 319 Rear Springs RPO 603 HD Rear Springs and RPO 233 HD Frame Reinforcements
M73 M75 M78	157 175 193	24000* 30000 36000*	50000	7000 7000 9000	8000 8000 9000	32000 32000 32000	32000 32000 32000	8-22.5-8 8-22.5-8 9-22.5-10	8-22.5-8D 9-22.5-10D 10-22.5-10D	RPO 221 Front Suspension Equipment

- * - Tires shown are included in base price.
 * - GVW shown on base plate, however, GVW ratings are reduced per the above table when tires and/or equipment of less capacity are used.
 x - Minimum equipment and tires shown for each GVW rating, extra ply rating and/or oversize tires and equipment are available.
 * - RPO GVW plate.
 ** - This equipment is not mandatory for the 19500 pound GVW rating on model S62, however, it is available optionally.
 * - RPO 235 HD Inner Frame Reinforcements are mandatory on these models only.
 V - Please refer to RPO 404 for other optional equipment available on 60H models.
 F - This axle is rated at 18000 pounds for off-road operations.

December 1, 1959

State of Michigan
Oakland County, Mich.

On this 1st day of December, 1959 personally appeared before me, H. O. Flynn, known to me as such who makes oath that the data on this sheet are true as represented.

James G. Gough
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires Aug. 14, 1962

The data on this sheet are true as represented.
CHEVROLET MOTOR DIVISION
GENERAL MOTORS CORPORATION

H. O. Flynn
Assistant Chief Engineer

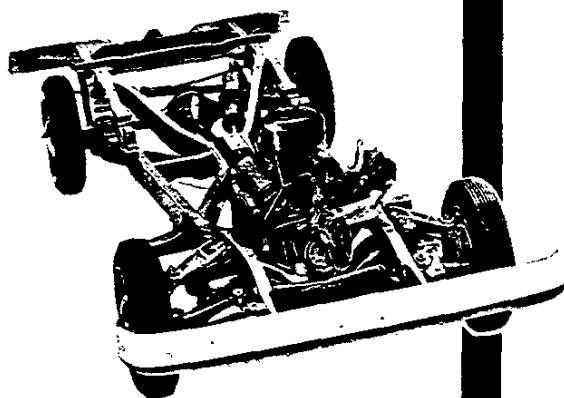
SPEEDOMETER GEARS

Series	C10 K10	C20 K10	P20	C30	P30	C40	C50 L50	S50
Rear Axle								

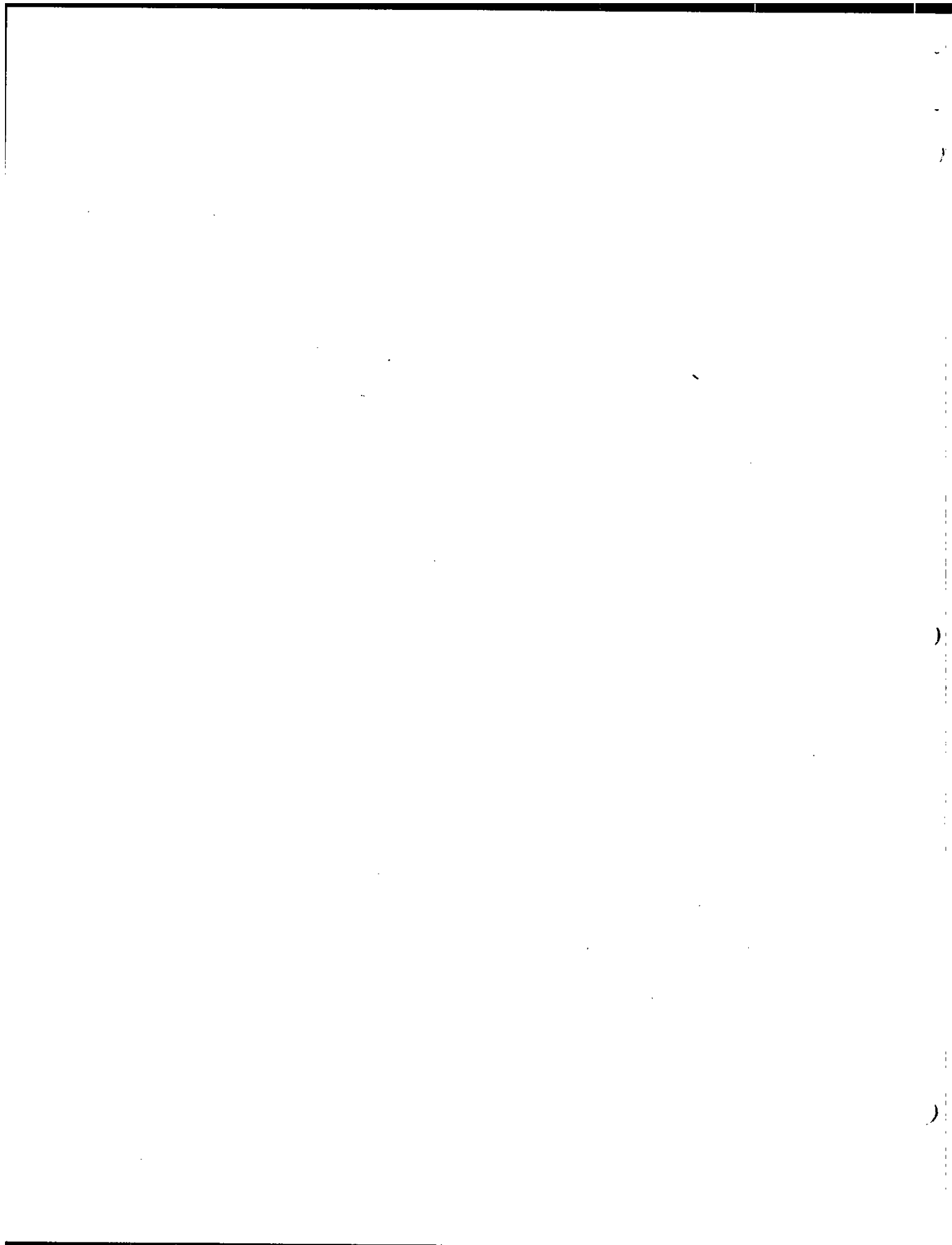
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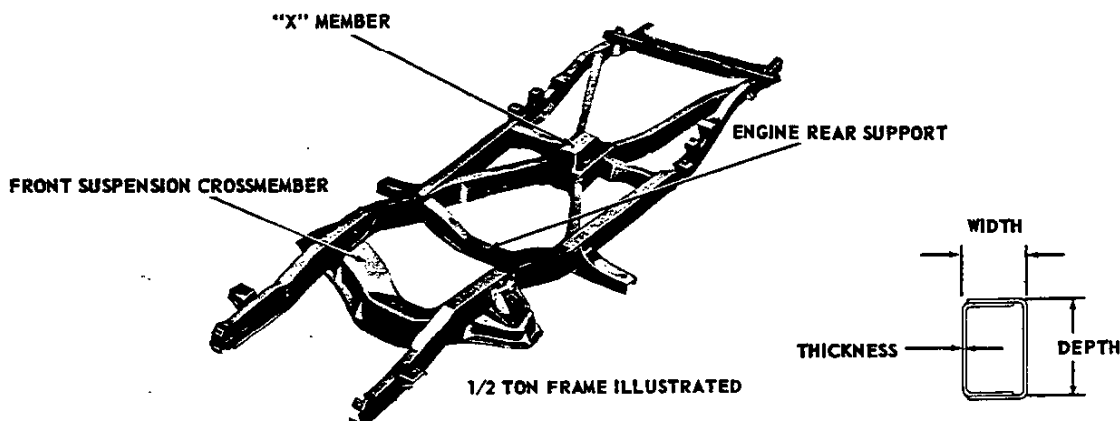
CHASSIS



FRAME	3
FRONT SUSPENSION	6
REAR SUSPENSION	11
UNIVERSAL JOINTS, PROPELLER SHAFT, SPLINES	26
BRAKES	29
STEERING	35
FORWARD CONTROL CHASSIS	39
FOUR WHEEL DRIVE MODELS	40
TANDEM MODELS	41
TIRES AND WHEELS	42



FRAME



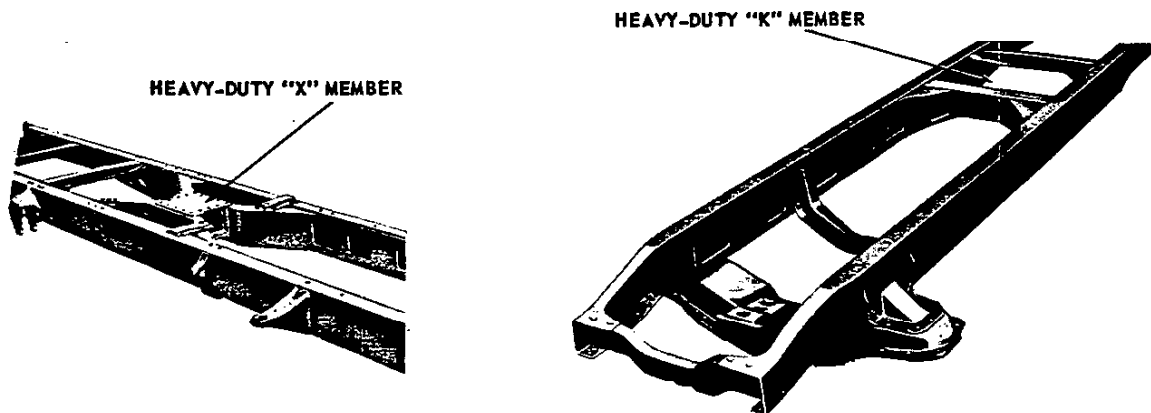
Material	Hot rolled steel, pickled
Yield point	39000 psi (minimum)
Elongation	25% in two inches

FRAME DIMENSIONS

Series	Number of Crossmembers	X-Member	Width over rails		Overall length		Kickup Height (At rear axle)	
			Front	Rear	Rail Only	With Extension	Front	Rear
C-14	4	Yes	28.24	41.72	180.00	198.00	5.30	5.48
K-10	7		28.24	34.00	179.97	197.97	6.28	5.16
C-15	4	Yes	28.30	42.00	200.03		5.30	5.48
C-25	4	Yes	28.30	42.00	200.03		5.30	5.48
K-20	7		28.24	34.00	197.97		6.28	5.16
C-30	5		28.24	34.00	211.47	231.57	6.28	5.16
C-41	5		28.28	34.00	199.50		6.28	7.10
C-43	6		28.28	34.00	235.50		6.28	7.10
P-23, 33	4			34.00	182.49			
P-25, 35	5			34.00	206.49			
P-26, 36	5			34.00	230.49			
C-51 thru 81	6			33.94	198.81			
L-52 thru 82	6			33.94	198.81			
C-52 thru 82	6			33.94	223.81			
L-53 thru 83	6			33.94	223.81			
C-53-63	7			34.00	200.39			
L-61 thru 81	6			34.00	200.39			
C-55 thru 85	5	Yes	34.00		265.81			
L-56 thru 86								
C-68, 78, 88-L69	7	Yes		34.06	321.06			
S-53	9			33.50	266.81			
S-62	10			34.06	321.06			
S-64	10			34.12	351.06			
S-67, S-70	11				377.06			
C-73, 83 *	5	Yes		34.00	230.39			
T-62, 72, 82	6		53.24	34.00	195.94			
T-63, 73, 83	6		53.24	34.00	207.94			
T-66, 76, 86	6		53.24	34.00	243.94			
T-68, 78, 88	6		53.24	34.00	255.94			
M-73	7			34.06	247.56			
M-75	8			34.06	277.56			
M-78	9			34.06	307.56			

* - This information also applies to C63H. Frame data for other CLT60H models is identical to that shown for the CLT60 models.

FRAME-Cont'd.



FRAME DIMENSIONS - Continued

Series	MAXIMUM SECTION DIMENSIONS							Section Modulus (in. cu.)		
	Depth		Flange Width		Box	Thickness		Max- imum	Behind Cab	
	Rail	Liner	Rail	Liner	Section Width	Rail	Liner			
C14	5.46	5.22	2.24	2.00	2.48	.119	.104		3.39	
C15	5.52		2.27		2.51	.149		.194		3.88
C25										3.91
C36		7.19		2.75			.224		.194	5.09
C41	8.13	2.94	6.28							
C43	8.18	2.97	7.29							
K10-20	7.19	7.24	2.75	.219		5.09				
P20-30	7.24		2.73			5.70				
C-L-51, 52, 53 C-L-61, 62, 63 S53	9.06		2.97		2.12	3.22	.219	.119	11.28	8.28 †
T62, T63 C61H, C62H L61H, 62H, 63H C71, 72, 81, 82 L71, 72, 73 L81, 82, 83 T72, T73		.179		12.96				8.28 †		
C55, 65, C63H L56, 66, L66H				14.79				9.41		
T66, 76	14.79		9.41							
C73, 75, 83, 85 L76, 86	14.79									
S62	9.12	8.60	3.00	2.62	3.25	.250	.179	15.21	10.36	
C68, L69, C68H L69H, C78, 88				2.12				15.91		
T68, 78, 88				2.62				15.91	10.36	
S64, 67 S77, 79	9.18	3.03	2.12	3.28	.281		15.91	15.91	10.36	
M70				3.31				16.43	11.79	
	9.24	3.06		3.53	.312			19.84*	16.49*	

† - 12.51 on C61, 62, 63, C71, 72, C81, C82.

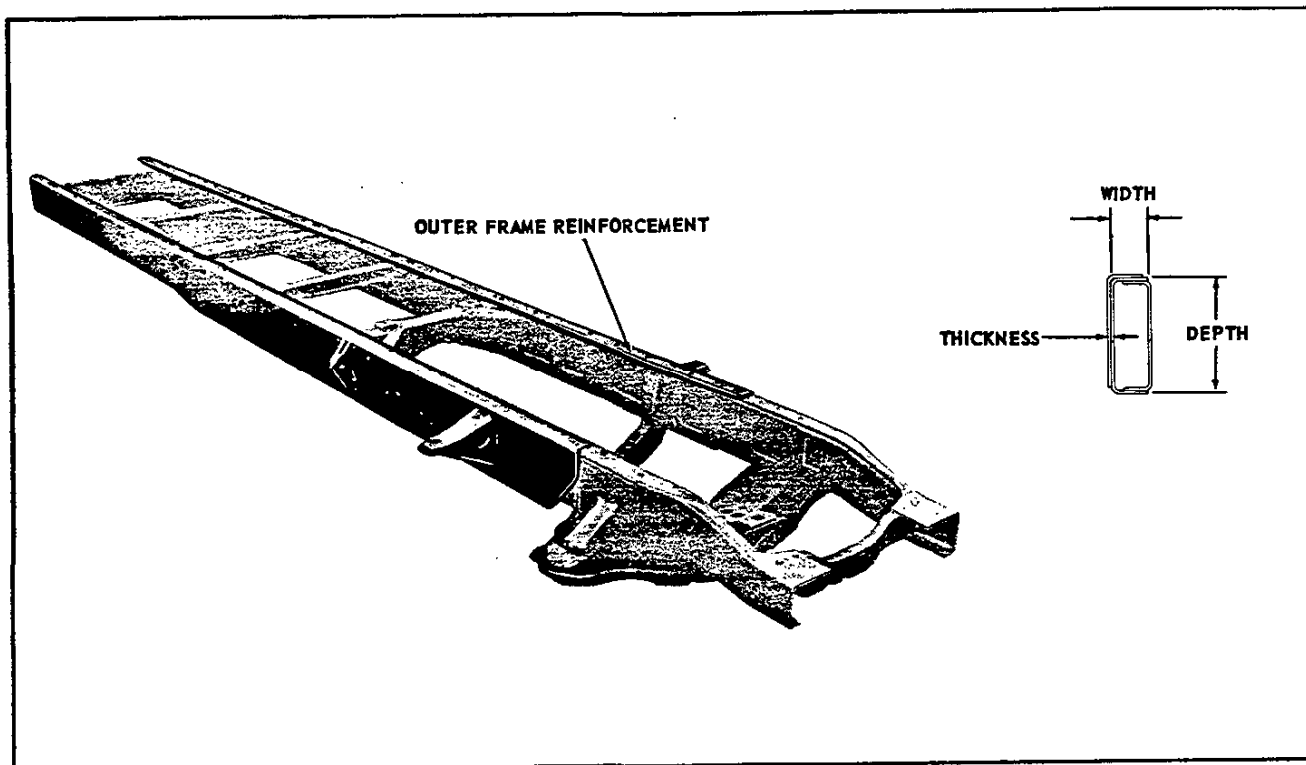
§ - 18.73 on C73, C83.

* - Includes outer reinforcement.

November 1959

4- CHASSIS

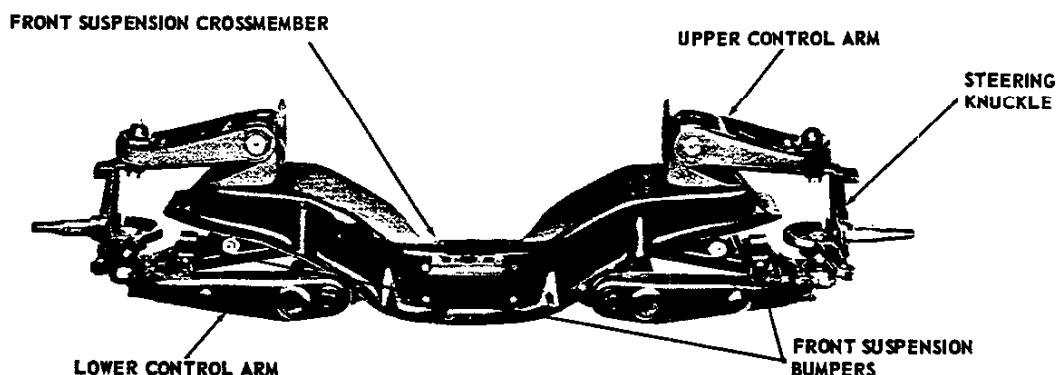
1960 CHEVROLET TRUCK



FRAME OUTER REINFORCEMENT DIMENSIONS

MODEL APPLICATION	MAXIMUM SECTION DIMENSIONS			COMBINED SECTION MODULUS (in ³)	
	DEPTH	FLANGE WIDTH	THICKNESS	MAXIMUM	BEHIND CAB
C-L-51, 52, 53, S53 C-L-61, 62, 63,	8.87	2.81	.250	15.96	12.51
T62, 63, C61H, C62H L61H, L62H, L63H C71, 72, 81, 82 L71, 72, 73, 81, 82, 83 T72, T73,				17.63	12.51
C55, 65, 73, 75, 83, 85 L56, 66, 76, 86, C63H, L66H				18.73	
T66, T76				18.73	13.71
C68, 78, 88, C68H L69, L69H T68, 78, 88				19.83	
M70	11.44	2.84	.218	19.84	16.49

FRONT SUSPENSION



FRONT SUSPENSION COMPONENTS

Capacity (lbs.)	2500	3000	3500	4000	3300	3500	4000
Series	C10	C20	C30	C40	K10	K20	P20-30
Make	Own				Spicer		Own
Type	Independent				Leaf spring and I-beam axle		

CONTROL ARMS

Material	H. R. Steel stamping	
----------	----------------------	--

UPPER CONTROL ARM PIVOT SHAFT

Material	Forged carbo-nitride steel	
Diameter	1.014	1.26
Length	9.74	9.88

UPPER CONTROL ARM BUSHING

Material	Forged carbo-nitride steel	
Type	Threaded	
Diameter	1.3505	1.602

LOWER CONTROL ARM PIVOT SHAFT

Material	Forged carbo-nitride steel	
Diameter	1.26	1.53
Length	15.64	16.12

LOWER CONTROL ARM BUSHING

Material	Forged carbo-nitride steel	
Type	Threaded	
Diameter	1.602	1.852

FRONT SUSPENSION BUMPERS

Material	Rubber		
Number used	One each arm		One each side
Location	Jounce	Upper side of lower control arm	Under side of side rail
	Rebound	Under side of upper control arm	Under side of side rail

SPHERICAL JOINTS

Type	Ball stud and socket, self adjusting		
Number	One each, upper and lower		
Ball stud bearing surface	Sintered iron		
Bearing seat surface	Upper	Forged carbo-nitride steel	
	Lower	Forged carbo-nitride steel insert	
Steering knuckle seal material	Rubber		
Lubrication	Grease (GM 4731)		

STEERING KNUCKLES

Material	Forged steel			Frg. stl.
Spindle dia.	At inner bearing	1.3740	1.4988	1.4988
	At outer bearing	.7492	.9054	.9054

FRONT SUSPENSION COMPONENTS - Continued

Capacity	2500	3000	3500	4000	3300	3500	4000
Series	C10	C20	C30	C40	K10	K20	P20-30

WHEEL BEARINGS - ANTI-FRICTION

Type	Inner	Single row ball		SR Roller	SR Ball
	Outer	Single row ball		SR Roller	SR Ball
Number	Inner	909066	909046	457235	909046
	Outer	909067	909047	457232	909045

WHEEL TRAVEL

Jounce	4.50
Rebound	3.75

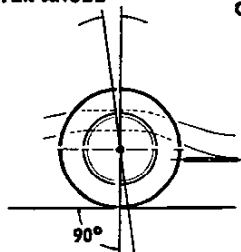
BASE SHOCK ABSORBERS

Make	Delco		
Type	Hydraulic, direct double acting		
Mounting	Integral eye with pre-stressed rubber grommet		*
Number used	2		
Model number	ND0830F	D0825W	D8355
Valve code	164C	C3.5H8/A2.5	4J8/CD25
Piston diameter	1.00		
Piston travel	5.00	8.75	7.75

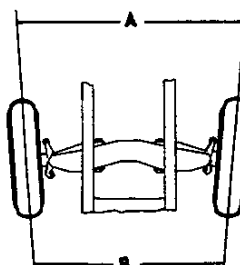
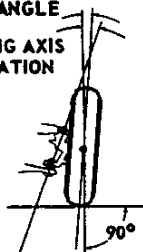
OPTIONAL SHOCK ABSORBERS

Make	Delco	
Type	Hydraulic, direct double acting	
Mounting	Integral eye with pre-stressed grommet	
Number used	2	
Model number	680H	
Valve code	4D10/D2	
Piston diameter	1.375	
Piston travel	4.75	

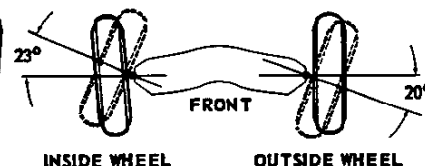
CASTER ANGLE



CAMBER ANGLE STEERING AXIS INCLINATION



$$\text{TOE-IN} = A - B$$



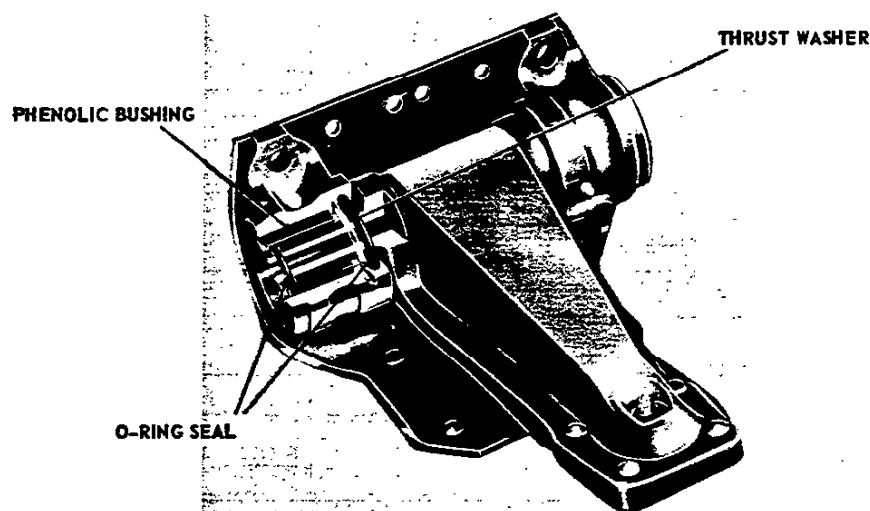
TOE-OUT ON TURNS

FRONT WHEEL ALIGNMENT

Model	Steering Axis Inclination	Camber	Caster		Toe-in	Toe-out on Turns	
			Design Load	Curb Load		Outside Wheel	Inside Wheel
C10	8°	0°30'	+4°	+1°	.13-.22	20°	22°
C20	7°30'	1°30'	+3°	-	.25-.31		22-1/2°-23-1/2°
P20	8°	0°30'	+4°	+1°	.13-.22		22°
C30	7°30'	1°30'	+3°	-	.25-.31		22-1/2°-23-1/2°
P30	8°	0°30'	+4°	+1°	.13-.22		22°

* - Upper end, integral eye with grommet, lower end, threaded pin type.

FRONT SUSPENSION-Cont'd.



Capacity	5000	5500	7000	9000
Series	CLS50-CLT60	S60	CLT70-80 M70 RPO-60	RPO M70-CLT80
Type	Independent			

CONTROL ARMS

Upper	Armasteel casting
Lower	Forged carbon steel

UPPER CONTROL ARM PIVOT SHAFT

Material	Integral with control arm
----------	---------------------------

UPPER CONTROL ARM BUSHING

Material	Reinforced Phenolic resin		
Type	Plain		
Diameter (nominal)	I. D.	2.6315	2.634
	O. D.	3.002	2.996

LOWER CONTROL ARM PIVOT SHAFT

Material	Forged carbo-nitride steel
Diameter	1.8575
Length	18.16

LOWER CONTROL ARM BUSHING

Material	The lower control arm incorporates hardened threads which accept the threaded control arm lower shaft, thus eliminating the use of bushings.
----------	--

FRONT SUSPENSION BUMPERS

Material		Rubber
Number used		One each arm
Location	Jounce	Top side of suspension crossmember
	Rebound	Upperside of lower control arm

SPHERICAL JOINTS

Type		Ball stud and socket, self adjusting
Number		One each, upper and lower
Ball stud bearing surface	Upper	Sintered iron
	Lower	Sintered iron
Bearing seat surfaces	Upper	Molded fiber phenolic with woven fiber backing
	Lower	Forged carbo-nitride steel insert
Steering knuckle seal material		Rubber
Lubrication		Grease

November 1959

Capacity	5000	5500	7000	9000
Series	CLS50-CLT60	S60	CLSTM70-CLT80 RPO-60	RPO M70-CLT80

STEERING KNUCKLES

Material	Forged heat treated steel			
Spindle diameter	At inner bearing	1.7451	1.9957	2.2457
	At outer bearing	1.0293	1.3744	1.4994

WHEEL BEARINGS - ANTI-FRICTION

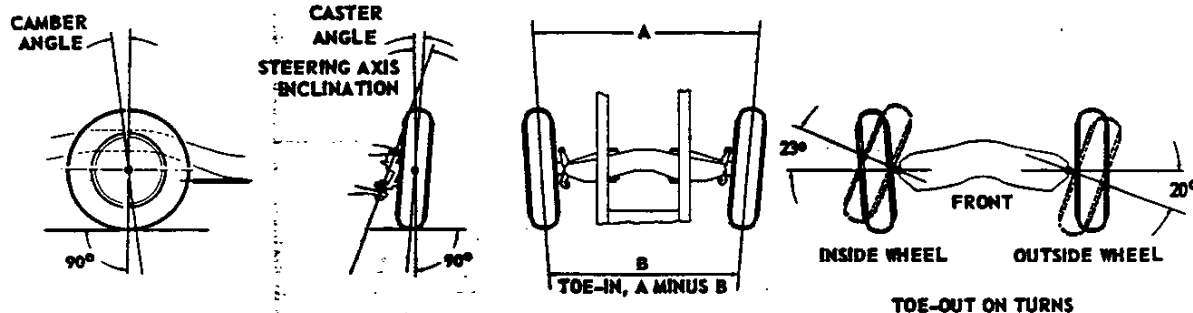
Type	Inner	SR Roller		
	Outer	SR Roller		
Part number	Inner	7451124	7451119	9412024
	Outer	7450036	136866	

WHEEL TRAVEL

Jounce	5.00
Rebound	5.00

BASE SHOCK ABSORBERS

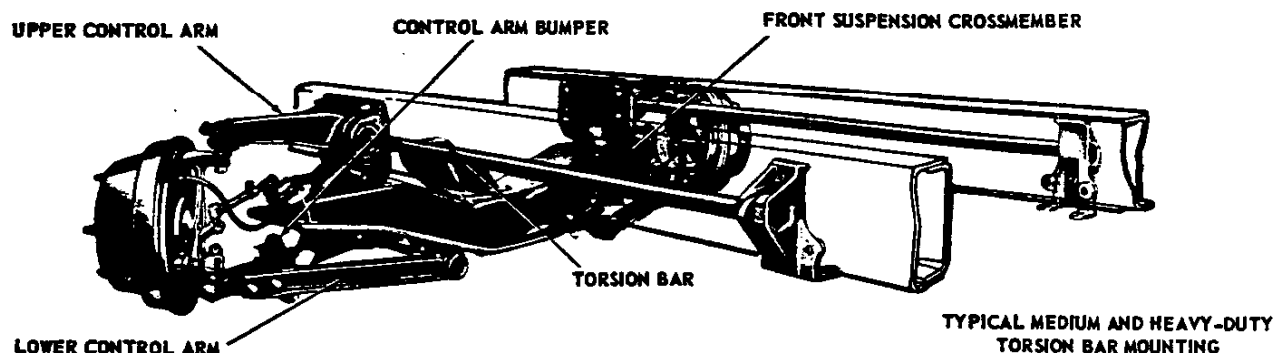
Make	Delco		
Type	Direct double acting		
Mounting	Integral eye with pre-stressed rubber grommet		
Number used	2		
Model number	659N	454C	
Valve code	04L10/C2	N. A.	
Piston diameter	1.375	1.750	
Piston travel	6.00	5.70	



FRONT SUSPENSION ALIGNMENT DATA

Model	Steering Axis Inclination	Camber	Caster		Toe-in	Toe-out on Turns	
			Design Load	Curb Load		Outside Wheel	Inside Wheel
50-80	6°53'	0°42'±0°30'	2°30'±0°30'	1°15'±0°30'	1/4±1/16	20°	23°15'

FRONT SUSPENSION - Cont'd.



TORSION SPRING DATA

MODEL	BASE	RPO	TYPE	OVERALL LENGTH	BAR DIAMETER	WIDTH ACROSS FLATS	WHEEL RATE(LB/IN)*	CAPACITY AT GROUND (LBS)
C14	x		Torsion Pre-stressed with Adjustable Anchors	45.70	1.140	1.50	140	1250
C15	x							
C20	x							
C30	x	x			1.200		170	1500
C40	x	x			1.320		230	1750
CL50	x		Torsion Pre-stressed	57.96	1.390	1.75	292	2000
	x	x			1.265		322	2500
	x	x			1.320		381	3000
	x	x			1.370		442	3500
S50	x			70.45	1.320		310	2200
	x	x		70.45	1.390		381	3000
CL60	x			57.96	1.320		442	3500
	x	x			1.370		548	4000
	x	x			1.447		548	4000
T60	x			70.45	1.370		442	3500
	x	x			1.447		548	4000
S62, S64	x			70.45	1.320		310	2200
S67	x	x			1.392		381	3000
CL70	x			57.96	1.447	Splined	442	3500
	x	x			1.320		381	3000
	x	x			1.370		442	3500
	x	x			1.447		548	4000
T70	x			70.45	1.475		588§	4500
	x	x			1.640		725§	4500
	x	x			1.392		381	3000
S70	x			57.96	1.447	1.75	442	3500
	x	x			1.370		548	4000
CL80	x			57.96	1.447	Splined	588§	4500
	x	x			1.475		725§	4500
	x	x			1.640		725§	4500
T80	x			57.96	1.447	1.75	548	4000
	x	x			1.475		588§	4000
M70	x			57.96	1.640	Splined	725§	4500
	x	x			1.447		548	4000
					1.640		725§	4500

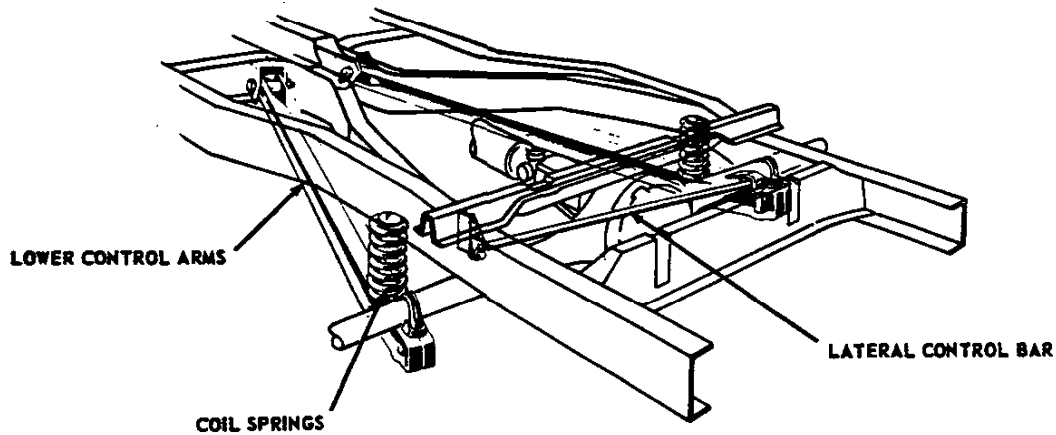
* - At road wheel.

§ - These bars are only used with the 9000 pound suspension. Bars rated at 548 are included in the 9000 pound front suspension option; 725 bar are available in a separate torsion bar option.

§ - This bar is not available on models T72 and T82.

REAR SUSPENSION

SERIES C10 AND C20 INSTALLATION



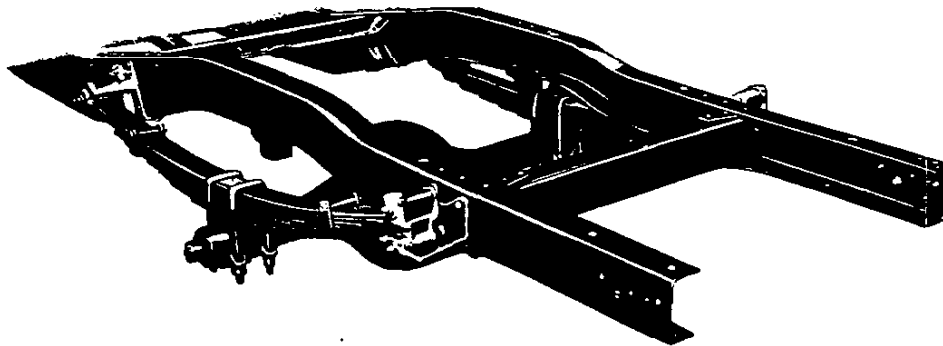
LIGHT-DUTY REAR COIL SPRINGS

Model		C-10		C-20	
Availability		Base	RPO	Base	RPO
Type		Coil, right hand helix			
Attachment		Between underside of frame and lower control arm			
Make		Chevrolet			
Material		High alloy steel			
Number of coils	Approximate	7.61	7.92	7.58	7.53
	Active	6.11	6.42	6.08	6.03
Wire diameter		.650	.710	.785	.855
Out side diameter		5.93	6.05	6.77	6.91
Height	Free	12.75	13.00	13.62	13.12
	Working	8.55@ 1220 lbs.	9.16@ 1470 lbs.	9.03@ 1970 lbs.	8.82@ 2675 lbs.
Deflection rate		286	376	430	617
Lbs per inch		199	261	299	425
Capacity at ground (lbs.)		1250	2000	2000	3000

LIGHT-DUTY REAR SUSPENSION COMPONENTS

Lower control arm mounting		Forward end, pivotally attached; rear, rigidly attached to the rear axle arms through the use of "U" bolts.
Number used		Two
Material		High alloy steel
Lower control arm bushings	I. D.	.755-.760
	O. D.	1.930-1.935
	Material	SAE 10 Rubber
Lateral control bar mounting		Bolted to a welded bracket on the LH frame side rail and to another welded bracket on the RH axle housing arm.
Bushing material		SAE 10 Rubber
Number used		One

REAR SUSPENSION-Cont'd.



TYPICAL C30 AND C40 SERIES INSTALLATION

LIGHT-DUTY REAR LEAF TYPE SPRING DATA

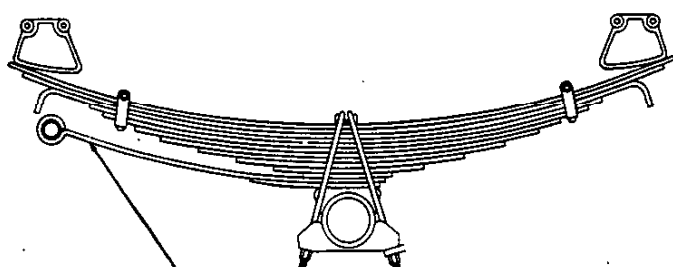
Model Application			K10, K20	P20, 30 RPO K20	RPO P30	C30	RPO C30	C40	RPO C40	
Type			Semi-elliptic							
			Single Stage		Main & Auxiliary	Single Stage	Two Stage			
Material			Chrome Carbon Steel							
Number of leaves			6	8	8 & 5	8	10	10	12	
L E A V E S	Thickness of leaves numbered from top to bottom	1								
		2								
		3								
		4								
		M 5	.291							
		A 6								
		I 7								
		N 8								
		9						.360		
		10								
		11								
		12								
		Total	1.810	2.550	2.550	2.550	3.450	3.540	4.60	
		A 1			.291					
		2								
		U 3								
		X 4								
		5								
Total					1.455					
Inches of positive camber at load (lbs.)			1300@ 1.81	1993@ 1.62	2580@ 2.62	1579@ .91	3322@ .56	4500@ .56	5450@ .56	
Average clamped rate of deflection			322	497	497/1290	496	550/790	146/934	934/1394	
Capacity at ground			1900 lbs.	2400 lbs. §	3450 lbs.	2400 lbs.	4150 lbs.	5000 lbs.	6350 lbs.	
Length & width			52x2.50	52x2.50	52x2.50	52x2.50	52x2.50	52x2.50	52x2.50	
Spring clip Type	Clinch				1, 4 Aux.					
	Bolt	1, 2, 3, 4	1, 4		1, 4 Main	1, 4	1, 3, 4	1, 3, 4	1, 2, 3, 4	
	Located									
Shackle end	Type				Rear					
	Pin type				Clevis					
Fixed end	Bushing	.867-.869ID			Plain, .874-.875 x 4.31					
	Pin type				.876-.880 I. D.					
Attachment to axle					Plain .874-.875 x 4.31					
U-Bolt diameter					Two-U-Bolts, spacer and plate					
Bumper					.625			.720		
Spring centers			41.50		40.00					

§ - 3150 pounds on K20 models

November 1959

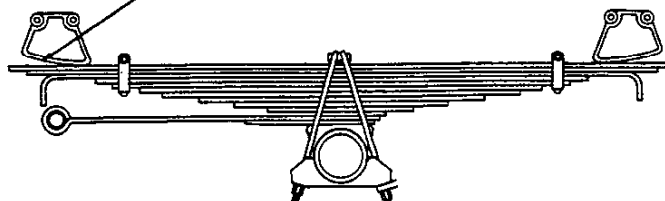
12-CHASSIS

1960 CHEVROLET TRUCK



RADIUS LEAF

CONTOURED CONTACT SURFACE



MEDIUM AND HEAVY-DUTY REAR VARIABLE RATE SPRINGS

Model Application		CLS50 CLT60 S62, S64		S67, CLST 70, 80, RPO CLS 50, CLT 60 S62, S64		RPO CL50, S67, S70, CLT60H, 70, 80		RPO CLT60, 70, 80		M70		RPO M70	
Type		Variable Rate								Hendrickson			
Material		Two-Stage								Single Stage			
Number of leaves		9		9		10		11		12		12	
L Thickness E of leaves A numbered V from E top to S bottom	1	.360		.401		.447		.499		.447		.499	
	2												
	3												
	4	.447		.499		.499		.499					
	5												
	6												
	7	.499		.499		.499		.499					
	8												
	9												
	10	.499		.499		.499		.499					
	11												
	12												
Total		3.588	3.903	4.304	4.705	5.364	5.710						
Inches of positive camber at load (lbs)		.50 @ 1920	.50 @ 2200	.50 @ 2720	.50 @ 3310	.75 @ 13260	.50 @ 16200						
Average clamped rate of deflection		420/2180	750/2500	900/3100	975/3750	8490	15624						
Capacity at ground		7500	9200	10400	11500	16000	18250						
Length and width §		59.25x3.00	59.25 x 3.00	59.25x3.00	59.25x3.00	46.25x4.00	37.34x4.00						
Spring clip type		Bolt											
Spring clip positions		1, 4											
Attachment		Two canted U-bolts & spacer mtd to axle arms						See note*					
Bumper		Rubber, mounted to underside of frame rail											
Spring centers		40.00						36.00					
Spring hanger		Cast malleable iron with contoured contact spring surfaces						Cast malleable iron					
Cont. arm leng & width		28.80 x 3.00											
Bushings	I. D.	1.245-1.247											
	O. D.	1.506-1.508											
	Mat'l	Copper Alloy											

* - Mounted to special spring saddle with saddle clamp and bolts

§ - Developed length.

November 1959

1960 CHEVROLET TRUCK

CHASSIS-13

REAR SUSPENSION-Cont'd.

SINGLE-SPEED REAR AXLES

Rated axle capacity (lbs)				3300	3500		5200	5200	5200	7200
Ratio				3.90:1§	3.90:1	3.38:1*	5.14:1	4.57:1	4.57:1§	5.14:1
Make				Chevrolet						
Model application				K10	C14, C15		P20	C20	K20	C30, P30
Type				Semi-Floating			Full Floating			
Brake size				11 x 2			12 x 2	11x2.75	12 x 2	13 x 2.50
Wheel Mounting	Type		6-bolt			8-bolt				
	Bolt size		7/16			1/2				
	Bolt circle		5-1/2			6-1/2				
Housing	Type		Banjo							
	Construction		3 piece §		2 piece §		1 or 2 piece §		3 piece §	1 or 2 pc. §
	Hsg. section OD & wall		2.75 x .375		3.10 x .233		3.25 x .281		2.75x.375	3.25x.281
Ring and pinion gears	Type		Hypoid							
	Number of teeth	Drive	10	10	13	7	7	7	7	
		Driven	39	39	44	36	32	32	36	
	Ring	Pitch dia.	8.500	9.375		10.125		8.500	10.125	
	Gear	Face	1.250	1.406		1.50		1.250	1.50	
Gear backlash				.003-.006		.005-.008		.003-.006		.005-.008
Drive Pinion	Mounting		Overhung				Straddle			
	Adjustment						Shims			
	Thrust		Against rear pinion bearing				Against front pinion bearing			
Differential type				Two pinion			Four pinion			
Axle Shaft	Type		Integral shaft and drive flange							
	Material		Hot rolled carbon steel							
	Hub attachment		Splined	Bolted				Splined	Bolted	
	Minimum diameter		1.125	1.156				1.125	1.340	
Lubricant capacity (pints)				4.5			6.5			
Max. gear reduction in low trans. gear §	3-Speed trans.			11.47	9.94	15.11	13.44			
	H. D. 3-Speed trans.			12.36	10.71	16.29	14.49		16.29	
	Powerglide trans.			14.90	12.91		17.59			
	Hydramatic trans.					24.21			24.21*	
	4-Speed trans.		27.53	27.53	23.86	36.29	32.26	32.26	36.29	
Actual axle shaft torque in low trans. gear ‡	3-Speed	235 Engine		1901	1648	2466	2228			
		283 Engine		2437	2112		2856			
	H. D. 3-Speed	235 Engine		2049	1775	2659	2402		2700-2659	
		283 Engine		2558	2276		3079		3462	
	Powerglide	235 Engine		2615	2656⊕		3087			
		283 Engine		2656⊕	2656⊕		3958			
	Hydramatic	235 Engine				4183			4183	
		235 Engine	2656⊕	2656⊕	2656⊕	5923	5347	5347	6015-5923	
4-Speed	283 Engine	2656⊕	2656⊕	2656⊕		6855		7712+		

⊕ - Maximum axle shaft capacity.

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

§ - Axle ratio x transmission ratio.

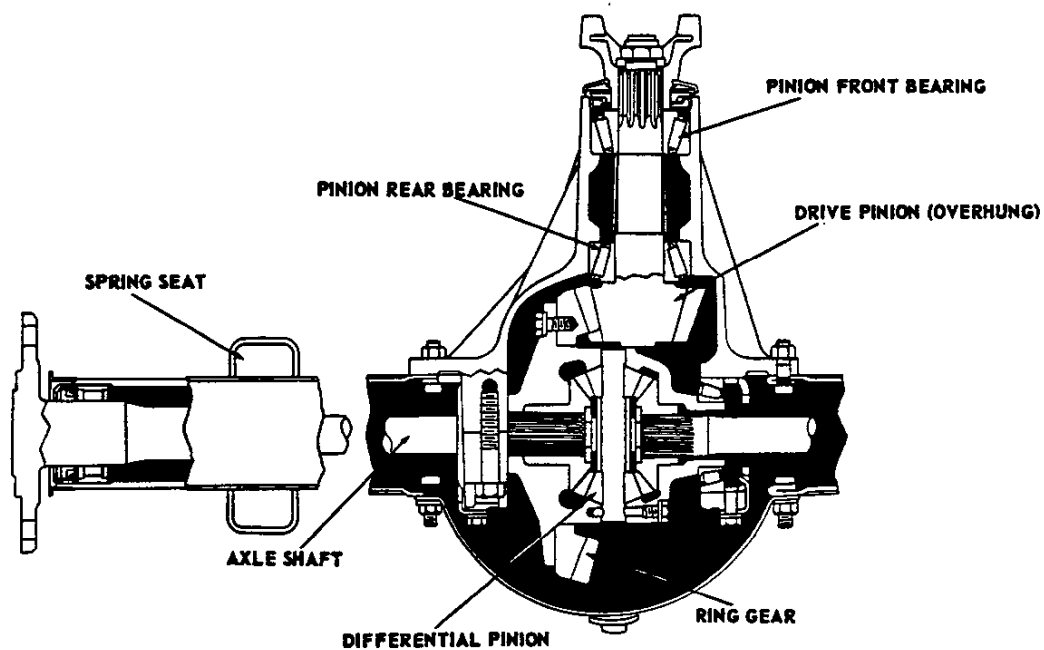
* - Also available with limited slip differential on C14, 15 models.

§ - Seamless tube on K models, welded tube on C & P models.

† - P30 only.

+ - C30 only.

8 - Front axle on K models



CHEVROLET 3500 POUND REAR AXLE ILLUSTRATED

REAR SUSPENSION-Cont'd.

SINGLE-SPEED REAR AXLES - Continued

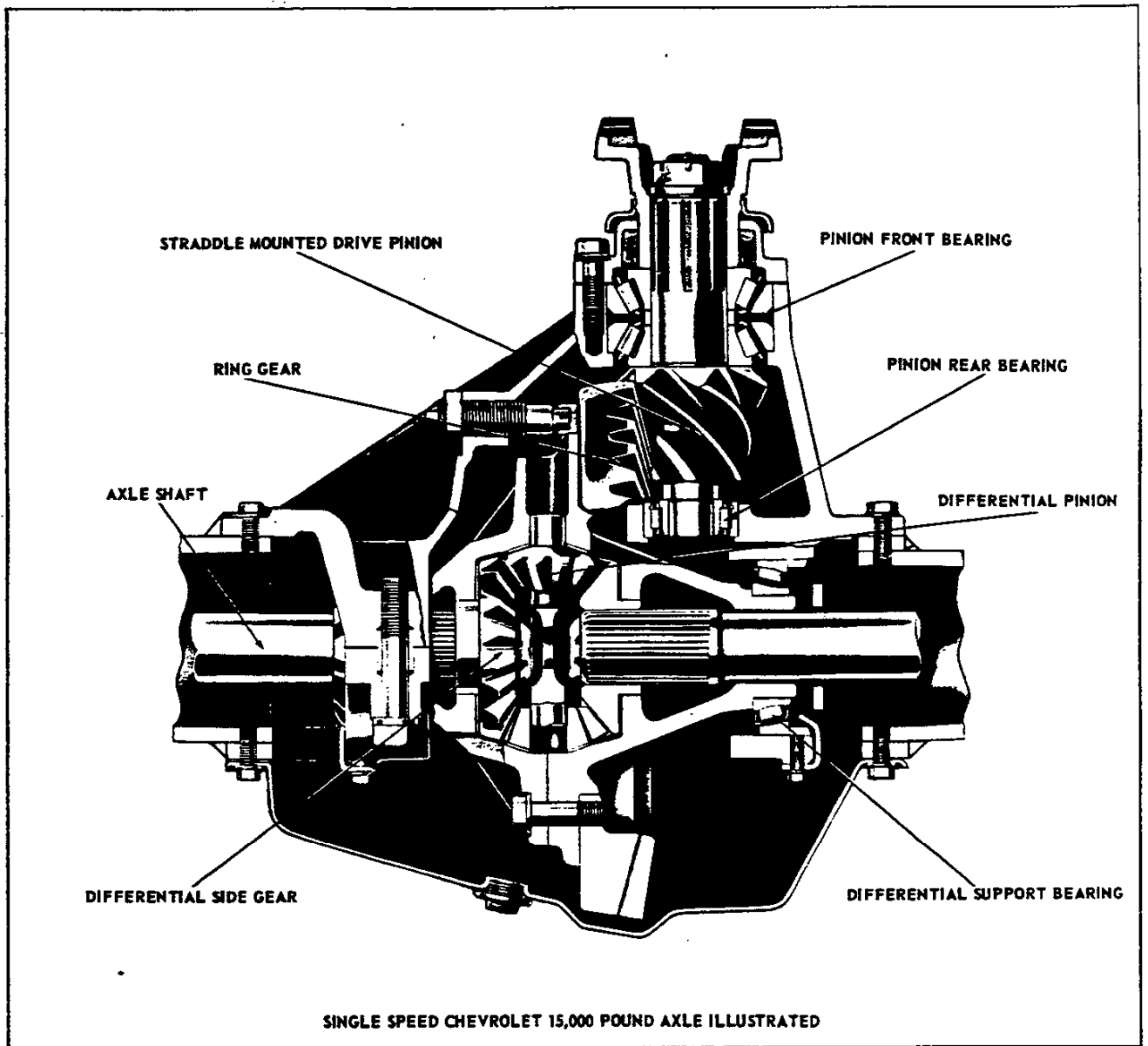
Axle rated capacity (lbs.)				11000	13000 ‡	15000	
Ratio				6.17:1	6.60:1	7.20:1	
Make				Chevrolet			
Model application				C40	CL 50, S53 S62, S64	CLT60, S67, S77, S79 (RPO S62, S64)	
Nominal rating				1-1/2 Ton	2-Ton	2-Ton	
Type				Full floating			
Brake size				15 x 4.00			
Wheel Mounting	Type			10-bolt			
	Bolt size			5/8	11/16	11/16	
	Bolt circle			7.25	8.75	8.75	
Housing	Type			Banjo			
	Construction			One or two-piece welded	One piece welded or seamless tube	One piece seamless or welded	
	Housing section			4.00 x .375	5.25 x .39	4.50 x .44	
Ring and Pinion Gear	Type			Hypoid			
	Pitch diameter			12.25	12.25	13.75	
	Face			1.52	1.86	2.12	
	Number of teeth	Drive		6	5	5	
		Driven		37	33	36	
Backlash				.005-.008			
Drive Pinion	Mounting			Straddle			
	Adjustment			None		Shims	
	Thrust			Against front pinion bearing			
Differential type				Four pinion			
Axle shaft	Type			Integral shaft and drive flange			
	Material			Hot rolled carbon steel			
	Hub attachment			Splined			
	Minimum diameter			1.44	1.56	1.58	
Lubrication capacity (pints)				14	18	19	
Model application				C40	CL50	S50, 60 S70 CLT60, S67 RPO S62, 64	
Max. gear reduction in Low trans. gear *	4-Speed Transmission			43.56	46.59	46.59	
	5-Speed New Process 540C					48.90	53.35
	5-Speed Clark 265V						54.57
	5-Speed Clark 267V						43.63
	6-Speed Automatic					34.91	38.08
Actual axle shaft torque in low transmission gear §	4-Speed Transmission	235 Engine	7220	7697	7697		
		283 LD Eng.	9257	9977	9977		
		283 HD Eng.			9977		
	5-Speed New Process 540C	261 Engine			8700		9886
		283 HD Eng.			9977		11337
	5-Sp. Clark 265V		348 Special			13219	
	5-Sp. Clark 267V		348 Special			10569	
	6-Speed Automatic Allison	261 Engine			6859 ‡		7471
		283 HD Eng.			7855 ‡		8568
		348 Special			9768		

* - Axle ratio x transmission ratio.

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

‡ - Except S53.

‡ - This axle is rated at 13500 pounds on "S53 Models".



REAR SUSPENSION-Cont'd.

SINGLE-SPEED REAR AXLES - Continued

Rated axle capacity (lbs.)				16000		18500 §§	
Ratio				7.17:1		7.67:1	7.17:1**
Model application				CLT 70 RPO S70	M70	CLT80	
Make				Eaton			
Eaton model number				1618	30 D	1790A	1741A
Type				Full Floating			
Brake size				15.00 x 6.00		15.00 x 7.00	
Wheel type				Cast Spoke §			
Housing	Type			Banjo			
	Construction			One piece, heat treated forged steel			
	Housing section			4.750 x .440	4.750 x .500	5.120 x .440	
Ring and Pinion gears	Type			Spiral Bevel			
	Hitch diameter			14.875		16.000	
	Face			2.500		2.500	
	Number of teeth		Drive	6	6	6	
			Driven	43	46	43	
Backlash				.005-.008			
Drive Pinion	Mounting			Straddle			
	Adjustment			Shims			
	Thrust			Against front pinion bearing			
Differential type				Four pinion			
Axle shaft	Type			Integral shaft and drive flange			
	Material			Chrome moly steel			
	Minimum diameter			1.680		1.810	
Lubrication capacity (pints)				19-1/2		19	
Maximum gear reduction in low trans. gear *	5-Speed Clark 265V			54.35			
	5-Speed Clark 267V			43.75			
	5-Speed Spicer 3152				54.13	57.90	
	5-Speed Spicer 3152A					45.94	
	6-Speed automatic Allison			37.93	37.93		37.93
Actual axle shaft torque in low trans. gear §	5-Speed Clark 265V		348 Spec.	13166			
	5-Speed Clark 267V		348 Spec.	10527			
	5-Speed Spicer 3152		348		13895	14863	
	5-Speed Spicer 3152A		348			11793	
	6-Speed automatic		348 Spec.	9729			
	Allison		348	10309	10309		10309

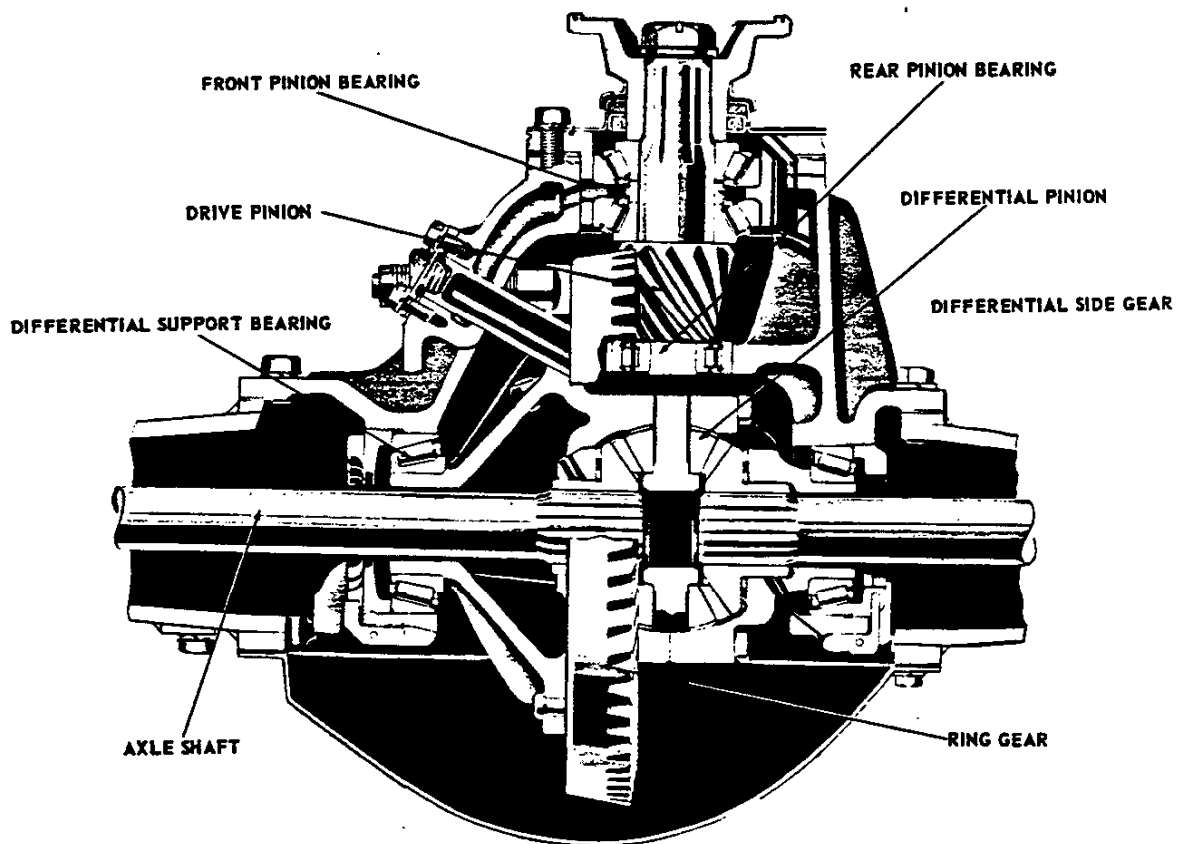
* - Axle ratio x transmission ratio.

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

§ - Disc wheels available optionally.

** - Used only with Powermatic transmission.

§§ - These axles are rated at 18000 pounds for off-road operations.



EATON 18,000 POUND REAR AXLE ILLUSTRATED

REAR SUSPENSION-Cont'd.

TWO-SPEED REAR AXLES

Axle rated capacity (lbs.)			15000	16000	16000		
Ratio			6.40/8.72:1	7.17/9.97:1 §§	6.50/9.04:1		
Make			Chevrolet	Eaton			
Model application			CLTS60, S70	CLTS70			
Model			Chevrolet 2-ton	16802			
Type			Full floating planetary reduction				
Brake size			15 x 4.00	15 x 6.00			
Wheel type			Disc *	Cast spoke §			
Housing	Type		Banjo				
	Construction		One-piece seamless steel ‡	One-piece forged steel, heat treated			
	Housing section		4.50 x .44				
Ring and Pinion Gears	Type		Hypoid	Spiral Bevel			
	Number of teeth	Drive	5	6	6		
		Driven	32	43	39		
	Drive	Pitch diameter	12.750	14.879			
	Gear	Face	1.66	2.25			
Gear backlash			.008-.005	.008-.015			
Gear Reduction	High speed		Through pinion and ring gear				
	Low speed		Pri., thru pinion and ring gear; Sec., thru planetary gears				
Pinion	Mounting		Straddle				
	Adjustment		Shims				
	Thrust		Against front pinion bearing				
Axle Shaft	Type		Integral shaft and drive shaft				
	Material		HR carbon steel	Chrome moly steel			
	Hub attachment		Splined	Bolted			
	Minimum diameter		1.69				
Range Selector	Control and type		Remote, vacuum	Remote, electromotive			
	Location		Knob on gearshift lever				
Lubrication capacity (pints)			20		19		
Speed range			High	Low	High	Low	
Max. gear reduction in Low trans. gear **	4-Speed Transmission		45.18	61.56			
	5-Speed Clark 265V		48.51	66.09	54.35	68.52	
	5-Speed Clark 267V		38.78	52.84	43.45	54.78	
	5-Speed New Process		47.42	64.61			
	6-Speed Automatic		33.86	46.13	37.93	47.82	
Actual axle shaft torque in low transmission gear §§	4-Speed Transmission	261 Engine	8372	11407			
		HD 283 Engine	9601	13082			
	5-Speed New Process	261 Engine	8787	11972			
		HD 283 Engine	10077	13730			
	5-Speed Clark 265V	348 Workmaster Special		13166	18307	11936	16599
	5-Speed Clark 267V	348 Workmaster Special		10526	14637	9542	13270
	6-Speed Automatic	348 Workmaster Special		9729	13528	8818	12266

* - S70 models use cast spoke wheels.

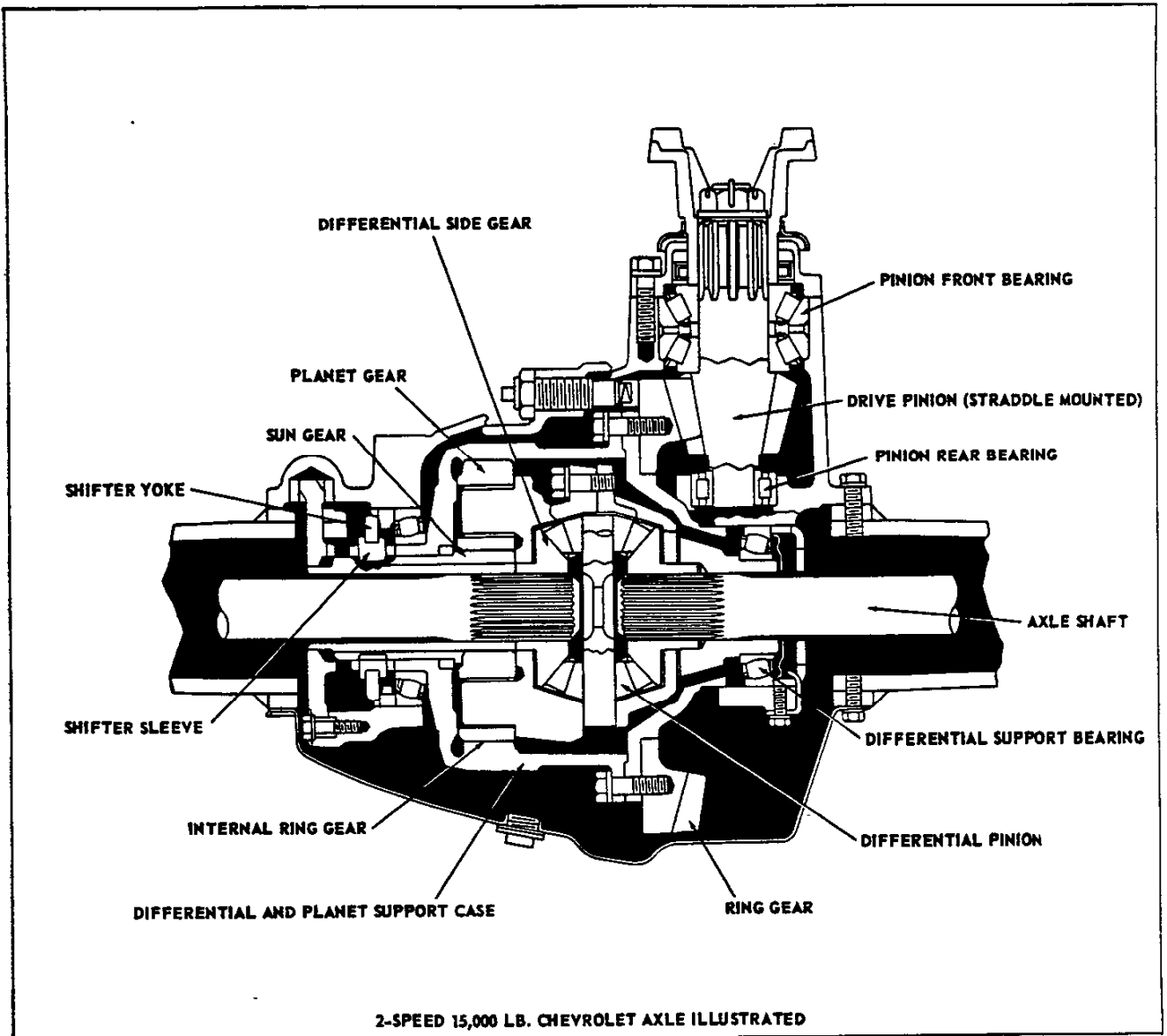
§ - Disc type wheels are available optionally.

‡ - Welded steel tubing optional construction 4.50 x .310.

** - Axle ratio x transmission ratio.

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

¶¶ - Not available on S70 models.



REAR SUSPENSION-Cont'd.

TWO-SPEED REAR AXLES - Continued

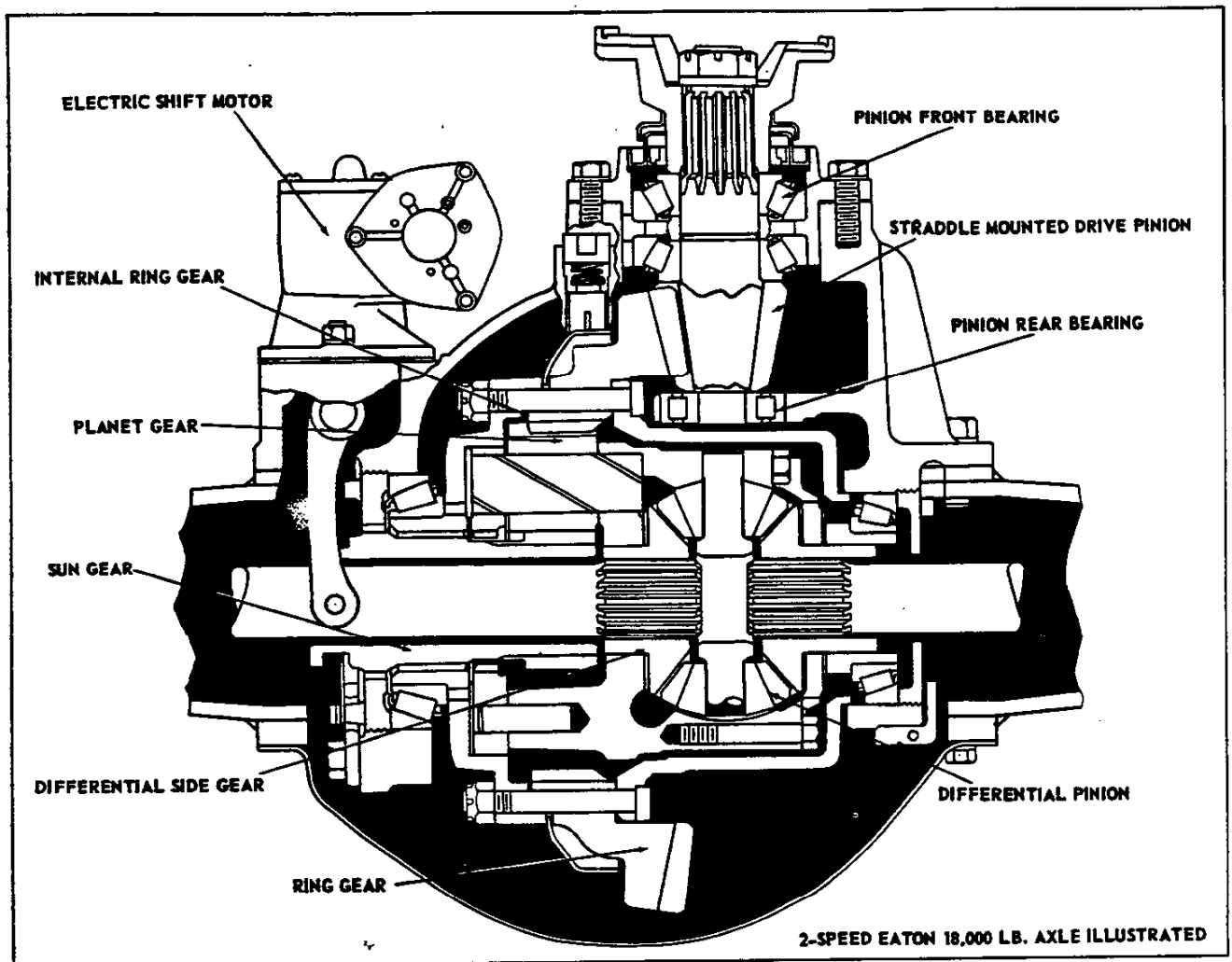
Rated axle capacity (lbs.)			18500 $\ddot{y}$			
Ratio			6.50/8.87:1			
Make			Eaton			
Model application			CLT80			
Model			17800			
Type			Full floating planetary reduction			
Brake size			15 x 7.00			
Wheel type			Cast spoke			
Housing	Type		Banjo			
	Construction		One piece forged steel, heat treated			
	Housing section		5.12 x.440			
Ring and pinion gear	Type		Spiral Bevel			
	Number of teeth	Drive	6	6		
		Driven	39	43		
	Drive gear	Pitch dia	16.00			
		Face	2.375			
Gear backlash			.008-.015			
Gear reduction	High speed		Through pinion and ring gear			
	Low speed		Pri., through pinion and ring gear, Sec., through planetary gears			
Pinion	Mounting		Straddle			
	Adjustment		Shims			
	Thrust		Against front pinion bearing			
Axle shaft	Type		Integral shaft and drive shaft			
	Material		Chrome moly steel			
	Hub attachment		Bolted			
	Minimum diameter		1.812			
Differential type			Four pinion			
Range selector	Control and type		Remote, electromotive			
	Location		Knob on gearshift lever			
Lubrication capacity (pints)			21			
Max. gear reduction in low trans. gear $\S$	Speed range		High	Low	High	Low
	5-Speed Spicer (3152)		49.01	66.96	54.13	73.76
	5-Speed Spicer (3152A)		38.94	53.13	42.95	58.52
	6-Speed automatic		34.39	46.92	37.93	51.68
Actual axle shaft torque in low trans gear $\S$	5-Speed Spicer 3152	348 Workmaster	12581	17189	13895	18934
		5-Speed Spicer 3152A Workmaster	9996	13638	11025	15022
	6-Speed Automatic	348 Workmaster	9347	12753	10309	14047

* - Disc wheels available optionally.

§ - Axle ratio x transmission ratio.

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

§§ - These axles are rated at 18000 pounds for off-road operations.



REAR SUSPENSION -Cont'd.

REAR SHOCK ABSORBERS

Series application	C14	C15 & 20	K10 & 20	P20 & 30
Make	Delco			
Type	Hydraulic, direct double acting			
Mounting	Integral eye with pre-stressed grommet *			
Number used	2			
Model number	ND 0813 AA	NDO 0813 DD	NDO 8232	684 U
Valve code	C4.5 F10	C3.5 G10	C3.5J10/P2	O4n10/A1
Piston diameter	1.000	1.000	1.000	1.375
Piston travel	9.750	10.500	9.500	7.500

OPTIONAL REAR SHOCK ABSORBERS

Series application	C15 & 20	C30 & 40	CLS50, CLT60	CLTS70, CLT80
Make	Delco			
Type	Hydraulic, direct double acting			
Mounting	Integral eye with pre-stressed grommet			
Number used	2			
Model number	686 EE	651 BB	651 BB	651 BB
Valve code	03J10/C2	04N10/A1	3G10/J3	4N10/J3
Piston diameter	1.375	1.375	1.375	1.375
Piston travel	10.000	9.250	9.250	9.250

* - P20 & 30, top attachment is threaded pin with inserted rubber bushing. Bottom attachment is integral eye with inserted rubber bushing

SINGLE SPEED REAR AXLE ANTI-FRICTION BEARINGS

Models	Part number	Quantity	Type	Function
CK10	457270	1	Single row tapered roller	Pinion front bearing
	7450373	1	Single row tapered roller	Pinion front bearing
	9410898	1	Single row tapered roller	Pinion front bearing
	457273	1	Single row tapered roller	Pinion rear bearing
	7450371	1	Single row tapered roller	Pinion rear bearing
	9410895	1	Single row tapered roller	Pinion rear bearing
C20, K20, C30	7450745	2	Single row barrel	Differential bearing
	457125	2	Single row barrel	Differential bearing
	111121	2	Single row barrel	Rear wheel outer bearing
	442093	1	Double row tapered roller	Pinion front bearing
	189436	1	Single row barrel	Pinion rear bearing
	188930	2	Single row barrel	Differential bearing
	188932	2	Single row barrel	Rear wheel outer bearing
	188930	2	Single row barrel	Rear wheel inner bearing
P20, P30	442093	1	Double row tapered roller	Pinion front bearing
	189436	1	Single row barrel	Pinion rear bearing
	188930	2	Single row barrel	Differential bearing
	188930	2	Single row barrel	Rear wheel inner
	188932	2	Single row barrel	Rear wheel outer
C40	144553	2	Single row barrel	Pinion rear bearing
C40, C50, S50 S62, S64	144525	2	Single row barrel	Rear wheel outer
	148399	2	Single row barrel	Differential bearing
	954237	1	Double row ball	Pinion front bearing
	144527	2	Single row barrel	Rear wheel inner bearing
C60, S67	7450140	2	Single row barrel	Differential bearing
	442093	1	Double row taper	Pinion front bearing
	7450382	1	Single row roller	Pinion rear bearing
	7450323	2	Single row barrel	Rear wheel outer bearing
	7450320	2	Single row barrel	Rear wheel inner bearing
C50, S50, S62, S64	7451118	1	Single row roller	Pinion rear bearing

November 1959

24-CHASSIS

1960 CHEVROLET TRUCK

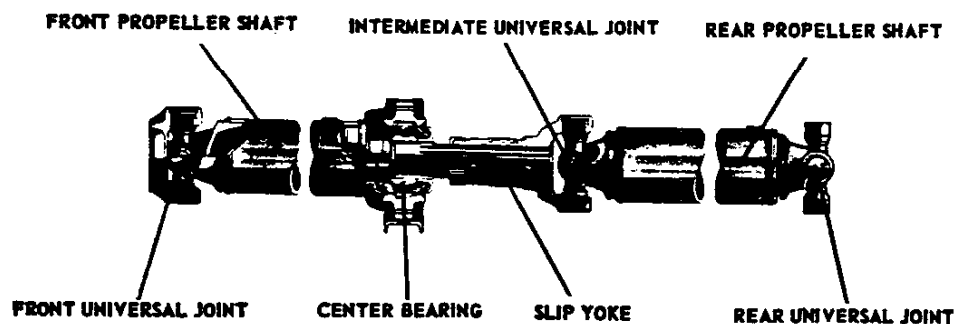
SINGLE SPEED REAR AXLE ANTI-FRICTION - Continued

Models	Part number	Quantity	Type	Function
S70, CLT60 (15000 lb. axle)	7450358	1	Single row barrel	Differential LH bearing
	7451040	1	Single row barrel	Differential RH bearing
	442093	1	Double row taper roller	Pinion front bearing
	7450382	1	Single row roller	Pinion rear bearing
	7450320	1	Single row barrel roller	Rear wheel inner bearing
	7450323	1	Single row barrel roller	Rear wheel outer bearing
CLT70 M70 (16000 lb. axle)	443860	1	Single row taper roller	Differential LH bearing
	455815	1	Single row taper roller	Differential RH bearing
	189826	1	Single row roller	Pinion rear bearing
	9414917	2	Single row taper roller	Pinion front bearing
	443697	2	Single row taper roller	Rear wheel inner & outer bearing
CLT80 (18000 lb. axle)	457360	1	Single row taper roller	Differential LH bearing
	457363	1	Single row taper roller	Differential RH bearing
	189826	1	Single row roller	Pinion rear bearing
	9414917	1	Single row taper roller	Pinion front bearing
	446051	1	Single row taper roller	Rear wheel inner bearing
	443697	1	Single row taper roller	Rear wheel outer bearing

2-SPEED REAR AXLE ANTI-FRICTION BEARINGS

Models	Part number	Quantity	Type	Function
CLT60 S60, S70 (15000 lb. axle)	7450358	1	Single row barrel	Differential LH bearing
	7451040	1	Single row barrel	Differential RH bearing
	442093	2	Single row taper roller	Pinion front bearing
	7450382	1	Single row roller	Pinion rear bearing
	7450320	1	Single row barrel roller	Rear wheel inner bearing
	7450323	1	Single row barrel roller	Rear wheel outer bearing
CLT70 (16000 lb. axle)	443860	1	Single row taper roller	Differential LH bearing
	455815	1	Single row taper roller	Differential RH bearing
	189826	1	Single row roller	Pinion rear bearing
	9414917	2	Single row taper roller	Pinion front bearing
	443697	2	Single row taper roller	Rear wheel inner & outer bearing
CLT80 (18000 lb. axle)	457395	1	Single row taper roller	Differential LH bearing
	9411866	1	Single row taper roller	Differential RH bearing
	189826	1	Single row roller	Pinion rear bearing
	9411293	2	Single row taper roller	Pinion front bearing
	446051	1	Single row taper roller	Rear wheel inner bearing
	443697	1	Single row taper roller	Rear wheel outer bearing

UNIVERSAL JOINTS, PROPELLER SHAFTS, SPLINES



Series	TRANSMISSION								PROPELLER SHAFT				UNIVERSAL JOINTS						
	3-Speed Conv.	3-Speed H.D.	4-Speed	5-Speed	5-Speed W/Aux.	Powerglide	Hydramatic	Powermatic	Number Used	Outside Diameter				Number Used	Rated Capacity (foot pounds)				
										Front or Single Shaft	Front Inter-mediate	Rear Inter-mediate	Rear		#1	#2	#3	#4	#5
C14	x					x			1	3.00				2	1250	1250			
		x	x						1	3.50				2	2080	2080			
C15	x								1	3.50				2	1250	1250			
		x	x						2	2.50			2.50	3	2080	1250	1250		
K10						x			2	2.50			2.50	3	1250	1250	1250		
			x						3	2.50	2.50§		2.50	4	2080	1500	1500	1500	
C20	x								1	3.50				2	2080	2080			
		x	x						2	2.50			2.50	3	2080	2080	2080		
K20						x			2	2.50			2.50	3	1250	2080	2080		
			x						3	2.50	2.50§		2.50	4	2080	1500	2080	2080	
P23	x	x	x				x		1	3.50				2	2080	2080			
P25	x								2	2.50			2.50	3	1250	2080	2080		
		x	x				x		2	2.50			2.50	3	2080	2080	2080		
P26	x								2	2.50			3.00	3	1250	2080	2080		
		x	x				x		2	2.50			3.00	3	2080	2080	2080		
C30		x	x						2	2.50			2.50	3	2080	2080	2080		
P33		x	x				x		1	3.50				2	2080	2080			
P35		x	x				x		2	2.50			2.50	3	2080	2080	2080		
P36		x	x				x		2	2.50			3.00	3	2080	2080	2080		
C41			x						2	2.50			2.50	3	2080	2080	2080		
C43			x						2	3.00			2.50	3	2080	2080	2080		
C51-C52-C53																			
L52-L53			x						2	2.50			2.50	3	2080	2080	2080		
C55-L56			x						3	2.50	2.50*		2.50	4	2080	2080	2080	2080	
S53			x						2	2.50			2.50	3	2080	2080	2080		
L61			x	x			x		1	3.50				2	2500	2500			
C61-L62-T66			x	x					2	3.00			3.00	3	2500	2500	2500		
							x		1	3.50				2	2500	2500			
C62-C63																			
L63-T68			x	x				x	2	3.00			3.00	3	2500	2500	2500		
C65-C68-L66			x	x			x		3	3.00	3.00*		3.00	4	2500	2500	2500	2500	
T62-T63			x	x			x		1	3.00				2	2500	2500			
S62			x						3	2.50	2.50*		2.50	4	2080	2080	2080	2080	
				x			x		3	3.00	3.00*		3.00	4	2500	2500	2500	2500	
S64			x						4	2.50	2.50	2.50	2.50	5	2080	2080	2080	2080	2080
				x			x		4	3.00	3.00	3.00	3.00	5	2500	2500	2500	2500	2500
S67			x	x			x		4	3.00	3.00	3.00	3.00	5	2500	2500	2500	2500	2500

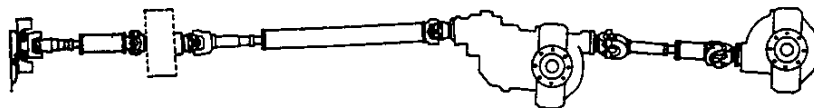
* - Center shaft.

§ - Front auxiliary shaft.

November 1959

26-CHASSIS

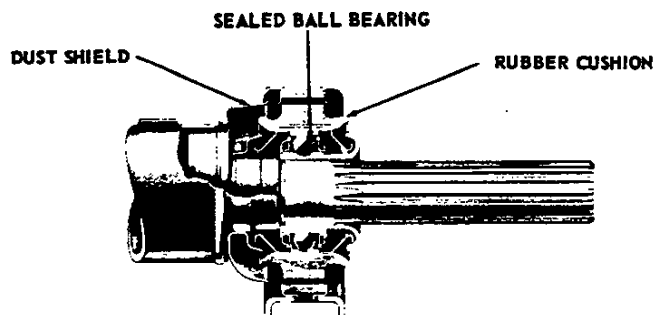
1960 CHEVROLET TRUCK



TANDEM DRIVELINE

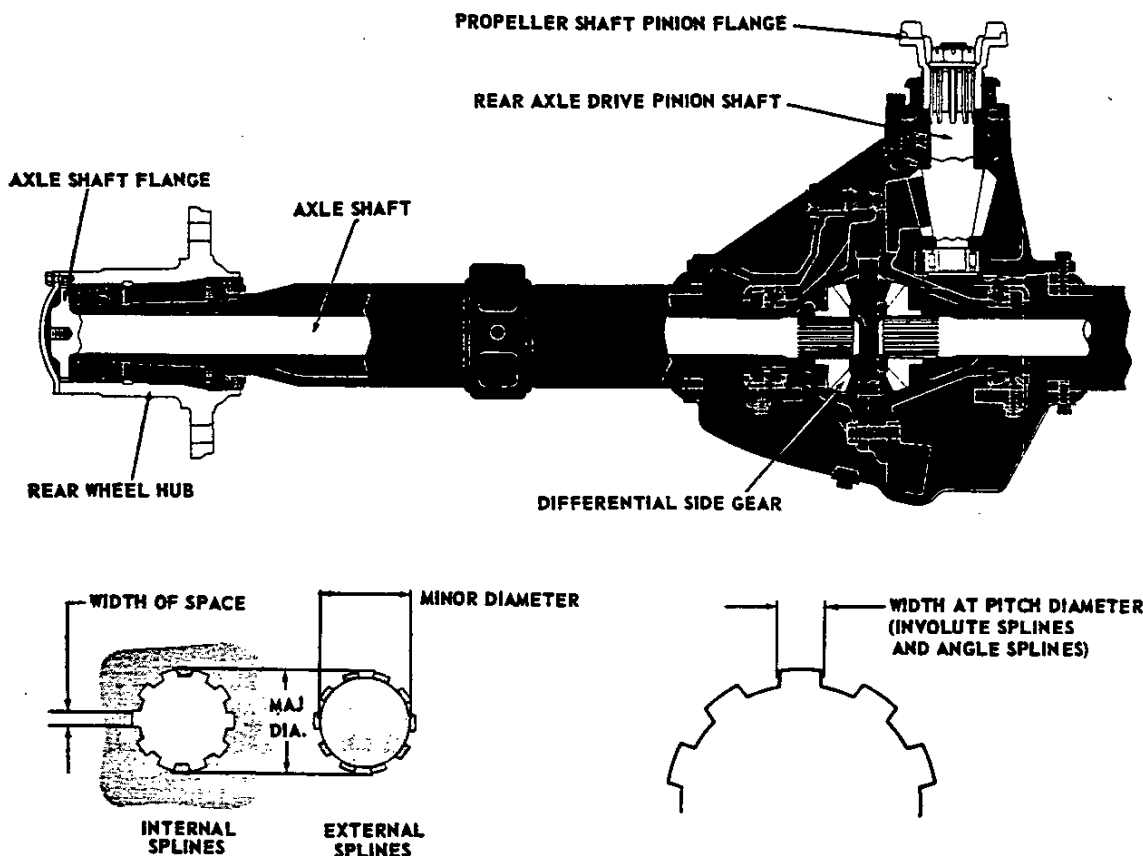
Series	TRANSMISSION							PROPELLER SHAFT				UNIVERSAL JOINTS							
	3-Speed Conv.	3-Speed H. D.	4-Speed	5-Speed	5-Speed W/Aux.	Powerglide	Hydramatic	Powermatic	Number Used	Outside Diameter				Number Used	Rated Capacity (foot pounds)				
										Front or Single Shaft	Front Intermediate	Rear Intermediate	Rear		#1	#2	#3	#4	#5
L71				x				x	1	3.50				2	2500	2500			
C71-C72-C73 L72-L73 T76-T78				x				x	2	3.00			3.00	3	2500	2500	2500		
C75-C78-L76				x				x	3	3.00	3.00*		3.00	4	2500	2500	2500	2500	
T72-T73				x				x	1	3.00				2	2500	2500			
S77-S79				x				x	4	3.00	3.00	3.00	3.00	5	2500	2500	2500	2500	2500
M73				x					2	3.50			3.50	3	3080	3080	3080		
					x				3	3.50	3.50*		3.50	4	3080	3080	3080	3080	
								x	1	3.50				2	3080	3080			
M75-M78				x	x			x	3	3.50	3.50*		3.50	4	3080	3080	3080	3080	
L81				x				x	1	3.50				2	3080	3080			
C81-C82-C83 L82-L83 T86-T88				x				x	2	3.50			3.50	3	3080	3080	3080		
C85-C88-L86				x				x	3	3.50	3.50*		3.50	4	3080	3080	3080	3080	
T82-T83				x				x	1	3.50				2	3080	3080			

* - Center shaft.



CENTER BEARING

UNIVERSAL JOINTS, PROPELLER SHAFTS, SPLINES-Cont'd.



DRIVE SYSTEM SPLINES

PROPELLER SHAFT PINION FLANGE AND PINION SHAFT

Series	Item	Internal	External
C10, K10	Width	.1144-.1154	.1124-.1144
	Minor Dia.	1.194-1.198	1.156-1.164
	Major Dia.	1.3117-1.3132	1.3092-1.3107
	Splines	17 (Involute)	
C20, K20 C30, C40 P20, P30 C50, C60 S50, 60, 70	Width	.302-.303	.300-.302
	Minor Dia.	1.694-1.702	1.637-1.647
	Major Dia.	1.9675-1.9775	1.941-1.942
	Splines	10 (Straight side)	
CLT70 M70 CLT80	Width	.2705-.2720	.2705-.2720
	Minor Dia.	1.530-1.535	1.467-1.477
	Major Dia.	1.749-1.752	1.743-1.746
	Splines	10 (Involute)	

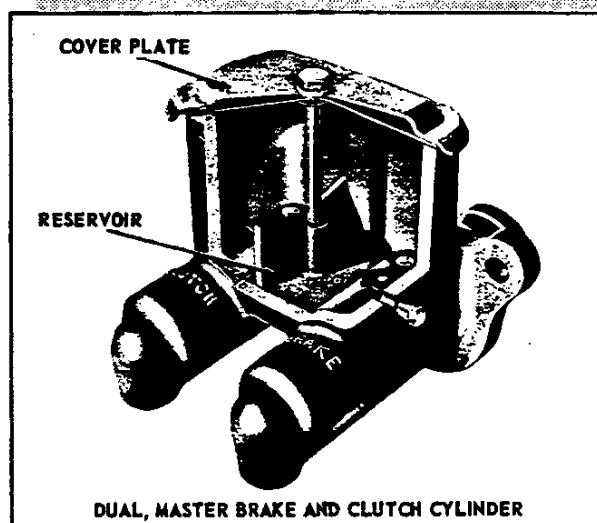
AXLE SHAFT FLANGE AND REAR WHEEL HUB

Series	Item	Internal	External
C40, C50 S50, S62 S64	Width	.3106-.3116	.3086-.3106
	Minor Dia.	3.295-3.305	3.245-3.255
	Major Dia.	3.795-3.805	3.765-3.775
	Splines	20 (Involute)	
CLT60 S67, S70	Width	.157-.158	.155-.157
	Minor Dia.	3.910-3.915	3.860-3.870
	Major Dia.	4.213-4.218	4.185-4.495
	Splines	40 (Involute)	

DIFFERENTIAL SIDE GEAR AND AXLE SHAFT

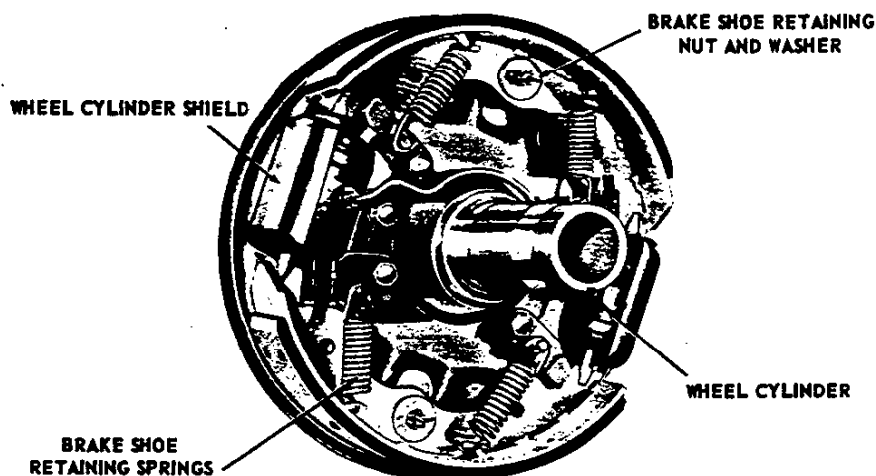
Series	Item	Internal	External
C10, K10	Width	.1144-.1154	.1124-.1144
	Minor Dia.	1.194-1.198	1.166-1.174
	Major Dia.	1.3005-1.3105	1.2795-1.2845
	Splines	17 (Involute)	
C20, C30 K20 P20, P30	Width	.1499-.1509	.1479-.1499
	Minor Dia.	1.4245-1.4285	1.399-1.407
	Major Dia.	1.5485-1.5595	1.5275-1.5325
	Splines	17 (Involute)	
C40, C50 S50 S62, S64	Width	.0942-.0952	.0981-.1001
	Minor Dia.	1.628-1.632	1.565-1.569
	Major Dia.	1.752-1.756	1.724-1.732
	Splines	27 (Involute)	
CLT60 S67, S70	Width	.1002-.1012	.0981-.1000
	Minor Dia.	1.752-1.756	1.689-1.693
	Major Dia.	1.876-1.880	1.848-1.856
	Splines	29 (Involute)	
CLT70 M70	Width	.183-.185	.179-.181
	Minor Dia.	1.755-1.762	1.690-1.700
	Major Dia.	1.905-1.925	1.870-1.875
	Splines	16 (Straight side)	
CLT80	Width	.193-.195	.189-.191
	Minor Dia.	1.888-1.895	1.830-1.840
	Major Dia.	2.010-2.030	1.975-1.980
	Splines	16 (Straight side)	

BRAKES



Brake Size		Front	11 x 2.00	11 x 2.00	11 x 2.75	11 x 2.75	12 x 2.00	12 x 2.00	12 x 2.00
		Rear	11 x 2.00	11 x 2.00	11 x 2.75	13 x 2.50	12 x 2.00	13 x 2.50	12 x 2.00
Series application			C10	K10	C20	C30	P20	P30	K20
Brake system type			Hydraulic						
Type			Servo, Single Anchor						
D R U M	Type		Composite; Cast Alloy Iron Rim, Pressed Steel Web						
	Diameter	Front	10.955	10.940	11.105	11.105	11.955	11.955	12.125
		Rear	11.002	11.002	11.152	12.958	11.955	12.955	11.995
	Effective Area (Sq. In.)	Front	137.664	137.476	191.880	191.880	150.231	150.231	152.364
		Rear	138.261	138.261	192.693	203.544	150.231	203.497	150.228
		Total	275.925	275.737	384.573	395.424	300.462	353.728	302.592
L I N G	Material		Moulded Asbestos Composition						
	Attachment		Bonded		Riveted				
	Width	Front	2.00	2.00	2.75	2.75	2.00	2.00	2.00
		Rear	2.00	2.00	2.75	2.50	2.00	2.50	2.00
	Thickness	Front	.165	.189	.249	.249	.249	.249	.246
		Rear	.165	.165	.249	.252	.249	.252	.249
	Area (Sq. In.)	Front	83.482	88.420	119.332	119.332	92.560	92.560	98.418
		Rear	83.482	83.482	119.332	132.597	92.560	132.715	92.528
		Total	166.964	171.902	238.665	251.929	185.120	225.275	190.946
Brake effort Distribution		Front	56%	50%	49%	41%	50%	48%	50%
		Rear	44%	50%	51%	59%	50%	52%	50%
Wheel Cylinder	Number Used	Front	2						
		Rear	2						
	Diameter	Front	1.125						
		Rear	1.00		1.125	1.250	1.125	1.250	1.125
Main Cylinder	Make		Moraine Products						
	Diameter		1.125						
	Piston Travel	Available	1.50						
		Used	1.15						
Pedal Ratio			6.85						
Pedal Travel			8.00						
Pedal Cover			Moulded Rubber						
Brake fluid capacity (pints)			1.05		1.16	1		1.16	
Brake Fluid recommended			Delco Super 11C						

BRAKES-Cont'd.



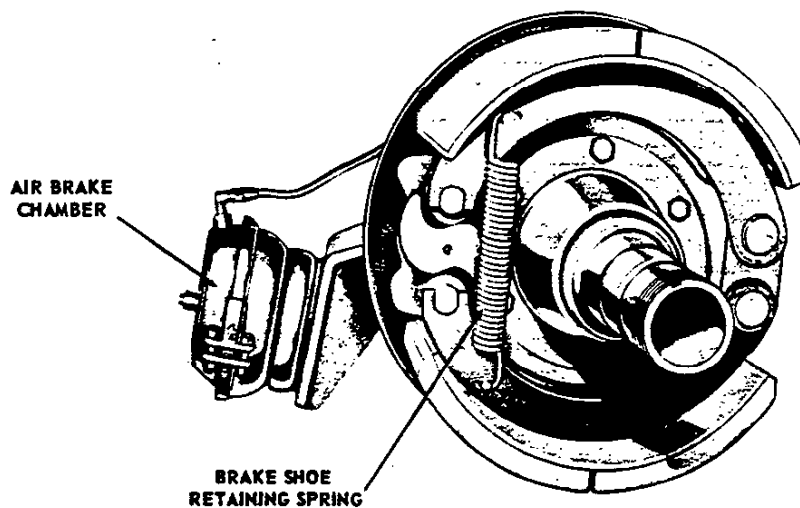
TYPICAL TWIN ACTION BRAKE

Brake Size		Front	11 x 2.75	14 x 2.50	14 x 2.50	15 x 3.00	15 x 3.00	
		Rear	15 x 4.00	15 x 4.00	15 x 4.00	15 x 4.00	15 x 6.00	
Series application			C40	CLS-50 S62-64	CLT-60 S67 Opt. S64-68	Optional CLT60 S60-S70	CLT70 Opt. 60H and S70	CLT70 Opt. 60H
Brake system type			Hydraulic					Air
Type		Front	Servo, Single Anchor			Balanced, two anchor		
		Rear	Balanced, four anchor					
D R U M	Type	Front	Cast iron rim, pressed steel web			One piece, cast alloy iron		
		Rear	One piece, cast alloy iron					
	Diameter	Front	11.105	13.955	13.955	15.000	15.000	15.000
		Rear	14.955	14.955	14.955	14.955	14.980	14.980
	Effective Area (Sq. In.)	Front	191.880	219.205	219.205	282.744	282.744	282.744
		Rear	375.860	375.860	375.860	375.860	564.733	564.733
		Total	567.740	595.065	595.065	658.604	847.477	847.477
L I N G	Material		Moulded Asbestos composition					
	Attachment		Riveted					
	Width	Front	2.75	2.50	2.50	3.00	3.00	3.00
		Rear	4.00	4.00	4.00	4.00	6.00	6.00
	Thickness	Front	.249	.250	.250	.310	.310	.435
		Rear	.375	.375	.375	.375	.501	.751
	Area (Sq. In.)	Front	119.332	136.155	136.155	199.186	199.186	189.776
		Rear	244.483	244.483	248.662	248.662	379.552	379.552
		Total	363.815	380.639	384.818	447.848	578.738	569.328
Brake effort		Front	29%	30%	30%	36%	32%	27%
Distribution		Rear	71%	70%	70%	64%	68%	73%
Wheel Cylinder	Number Used	Front	2	2	2	4	4	
		Rear	4	4	4	4	4	
	Diameter	Front	1.00	.875	.875	1.125	1.125	
		Rear	1.50	1.50	1.50	1.500	1.500	
Main Cylinder	Make		Moraine Products					
	Diameter		1.125				1.250	
	Piston Travel	Available	1.50					
		Used	1.15	1.24				
Pedal Ratio			6.85					
Pedal Travel			8.00					
Brake fluid capacity (pints)			1.16	1.40				
Brake fluid recommended			Delco Super 11C					
Pedal Cover			Moulded Rubber					

November 1959

30- CHASSIS

1960 CHEVROLET TRUCK



TYPICAL AIR BRAKE

Brake Size		Front	15 x 3.00		15 x 3.50		15 x 3.00		15 x 3.50		
		Rear	15 x 6.00		15 x 6.00		15 x 7.00		15 x 7.00		
Series application			M70				C-L-T80				
Brake system type			Hydraulic	Air	Airf	Hydraulic	Air	Airf			
Type			Front	Balanced, two anchor							
			Rear	Balanced, four anchor							
D R U M	Type	Front	One piece, cast alloy iron								
		Rear	One piece, cast alloy iron								
	Diameter	Front	15.000	15.000	15.000	15.000	15.000	15.000	15.000		
		Rear	14.980	14.980	14.980	14.980	14.980	14.980	14.980		
	Effective Area (Sq. In.)	Front	282.744	282.744	329.537	282.744	282.744	329.537	329.537		
		Rear	1129.466	1129.466	1129.466	658.859	658.859	658.859	658.859		
	Total	1412.210	1412.210	1459.003	941.603	941.603	988.396	988.396			
	L I N I N G	Material	Moulded Asbestos Composition								
Attachment		Riveted									
Width		Front	3.00	3.00	3.50	3.00	3.00	3.50	3.50		
		Rear	6.00	6.00	6.00	7.00	7.00	7.00	7.00		
Thickness		Front	.310	.435	.435	.310	.435	.435	.435		
		Rear	.501	.751	.751	.501	.751	.751	.751		
Area (Sq. In.)		Front	199.186	189.776	221.405	199.186	189.776	221.405	221.405		
		Rear	759.105	759.104	759.104	442.811	442.811	442.811	442.811		
	Total	958.291	948.880	980.509	641.997	632.587	664.216	664.216			
Brake effort Distribution		Front	19%	19%	16%	29%	29%	23%			
		Rear	81%	81%	84%	71%	71%	77%			
Wheel Cylinder	Number Used	Front	4					4			
		Rear	4					4			
	Diameter	Front	1.125					1.125			
		Rear	1.625					1.750			
Main Cylinder	Make		Moraine				Moraine				
	Diameter		1.25				1.25				
	Piston Travel	Available	1.50				1.50				
		Used	1.24				1.24				
Pedal Ratio			6.85								
Pedal Travel			8.00								
Pedal Cover			Moulded Rubber								
Brake fluid capacity (pints)			3.22					1.39			
Brake fluid recommended			**					**			

f - Available with the 9000 pound suspension only.

** - Delco Super 11C

November 1959

1960 CHEVROLET TRUCK

CHASSIS-31

BRAKES-Cont'd.

PARKING BRAKE LIGHT-DUTY MODELS

Model		C10, 20; P20	RPO C10, 20	K10, 20; RPO C10
Transmission	Make	Chevrolet		
	Type	3-Speed	Powerglide	4-Speed
Parking brake type		Pull type, cables to the rear wheels		
Parking brake lever location		Left hand side, below instrument panel *		
Drum	Size (inches)	See rear service brake data		
	Effective area (sq. in.)			
Lining	Material			
	Clearance			
	Area (sq. in.)			
	Thickness			

* RH side on P20 models

Model		RPO C10, 20, 30 RPO P20, 30	C30, 40; P30 RPO C20, P20	RPO P20, 30
Transmission	Make	Borg-Warner	Chevrolet	Detroit Transmission
	Type	3-Speed H.D.	4-Speed	Hydramatic
Parking brake type		Drum and band		
Parking brake lever location		Right hand side of gearshift lever on floor		
Drum	Size (inches)	8.00 x 2.50		
	Effective area (sq. in.)	62.83		
Lining	Material	Asbestos composition		
	Clearance	.010-.015		
	Area (sq. in.)	61.55		
	Thickness	.156		

PARKING BRAKE HEAVY AND MEDIUM-DUTY MODELS

Model		CLS 50 CLST 60	CLT 80 M 70 §	RPO M 70	RPO CLST 60	CLST 70§	RPO 60, 70, 80§
Transmission	Make	Chevrolet	Spicer		New Proc.	Clark	Allison
	Type	4-Speed	5-Speed	3-Spd. aux.	5-Speed	5-Speed	6-Speed
Parking brake type		Dual shoe	Band				
Parking brake lever location		Right hand side of gearshift lever on floor					
Drum	Size (inches)	**	9.50x3.00	12.00x5.00	9.50x2.50	9.00x3.00	
	Effective area (sq. in.)	137.82	89.53	188.49	74.61	89.53	89.53
Lining	Material	Asbestos composition					
	Clearance	.010-.015	.020				
	Area (sq. in.)	35.68	84.06	133.13	67.50	84.99	89.00
	Thickness	.250	.312	.237	.312		

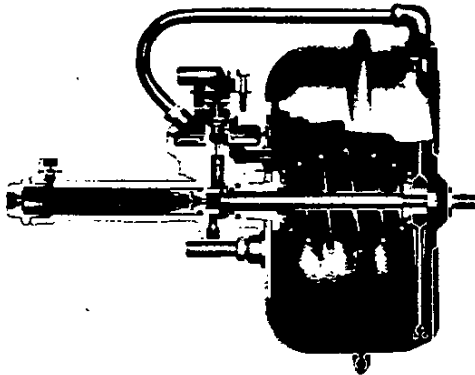
** - 9.5 I.D., 10.0 O.D. x 2.50

§ - Information remains the same when optional close ratio transmission is used.

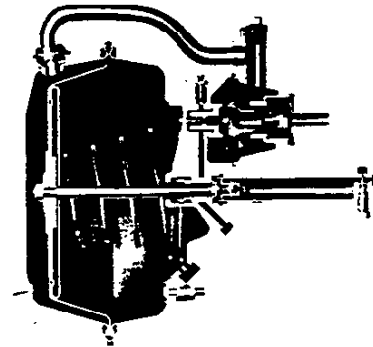
§ - Only available with V-8 engine on T60 models

⊖ - Inner & outer linings.

BRAKE BOOSTER EQUIPMENT



70 SERIES HY-POWER BOOSTER



40, 50, 60 SERIES HYDROVAC

BRAKE BOOSTER HYDROVAC

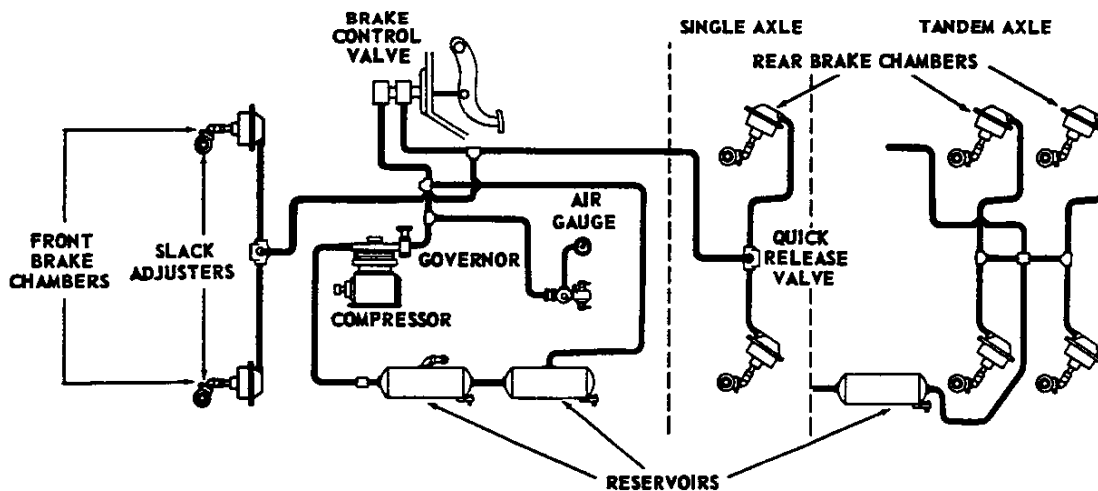
Model Application		RPO C30, P20, 30	CLS50, CLST60 RPO C40	CLST70	M70	CLT80
Type		Single piston	Diaphragm		Double Diaphragm	
Make		Bendix		Midland-Ross		
Effective diameter	Front	7.00	11.00	11.50	10.00	11.50
	Rear				11.50	
Slave cylinder diameter	Front	1.00	.718	.875	.718	1.06
	Rear				1.06	
Vacuum cylinder stroke		1.479	3.829	4.125	3.56	3.95
Displacement (cu. in.)	Front			2.36	1.00	3.20
	Rear				3.20	
Vacuum reserve tank *	Size	8.19 x 20.50				
	Capacity	1000 cubic inches				
	Location	Bolted to the outside of the left side rail				

* - Not available on C40 series.

AIR-OVER HYDRAULIC SYSTEM

Compressor	Item		RPO CL60	RPO CL70	RPO CL80
	Bendix-Westinghouse model		Tu-Flo 300	Tu-Flo 400	
	Location (engine mounted)		L-6 left side, V-8 right side	Right side	
	Bore and 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		V-belt on fan hub		
	Drive ratio		0.84:1 with L-6	0.75:1	
			0.75:1 with V-8		
	Weight (lbs.)		14.19	25.71	
	Lubrication		Engine lubricated		
	Cooling		Air cooled		
Governor		110 PSI			
Cut-in		125 PSI			
Cut-out					
Reservoir	Size (length and diameter)		20.00 x 8.18		
	Number		One		
	Capacity		900 cubic inches		
	Working pressure (Max. normal)		125		
	Safety valve release		150		
	Location		LH outside frame		
	Pressure gauge		AC-type-D-1, located on instrument cluster		
Power Cylinder	Effective diameter (air cyl.)		4.50		
	Slave cylinder diameter		1.125		
	Stroke-(hydraulic slave cyl.)		2.37	4.72	

FULL AIR BRAKE EQUIPMENT



Model application			CLT70	M70	CLT80
Service Brakes	Type	Front	Individually anchor shoes, flat cam actuated		
		Rear	Double anchor, S-cam actuated		
	Size	Front	15 x 3 *		
		Rear	15 x 6.00		15 x 7.00
Adjustment			Through adjusting screw on slack adjuster		
Compressor			Bendix-Westinghouse, Tu-Flo 400		
Brake Chamber §	Bendix - Westinghouse	Front	Type 12		
		Rear	Type 30		
	Number used		2 Front and 2 Rear	2 Front and 4 Rear	2 Front and 2 Rear
	Overall Diameter (inches)	Front	5-11/16		
		Rear	8-1/8		
	Effective area (square inches)	Front	12.00		
		Rear	30.00		
	Spring force at "O" stroke	Front	12.25		
		Rear	39.50		
	Spring force increase per inch of stroke	Front	2.50		
Slack Adjuster	Bendix - Westinghouse	Front	Type 18-2		
		Rear	Type 20-2		
	Description	Front	4.5 inch worm and gear lever type		
		Rear	6.0 inch worm and gear lever type		
Brake control valve	Make and type		Midland Ross, N2991-A, linked to air brake pedal rod		
	Location		Mounted on dash panel next to clutch cylinder		
Quick Release Valve	Number used		2	2	2
	Location		Front and Rear	Front & rear incorporated in relay valve	Front and Rear
	Air discharge		Front and rear valves		
Reservoir	Number used and size		Two, 20.00 x 8.18	Three §	Two, 20.00 x 8.18
	Capacity (cubic inches)		900 each	**	900 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		AC-Type-D-1, located on instrument cluster		

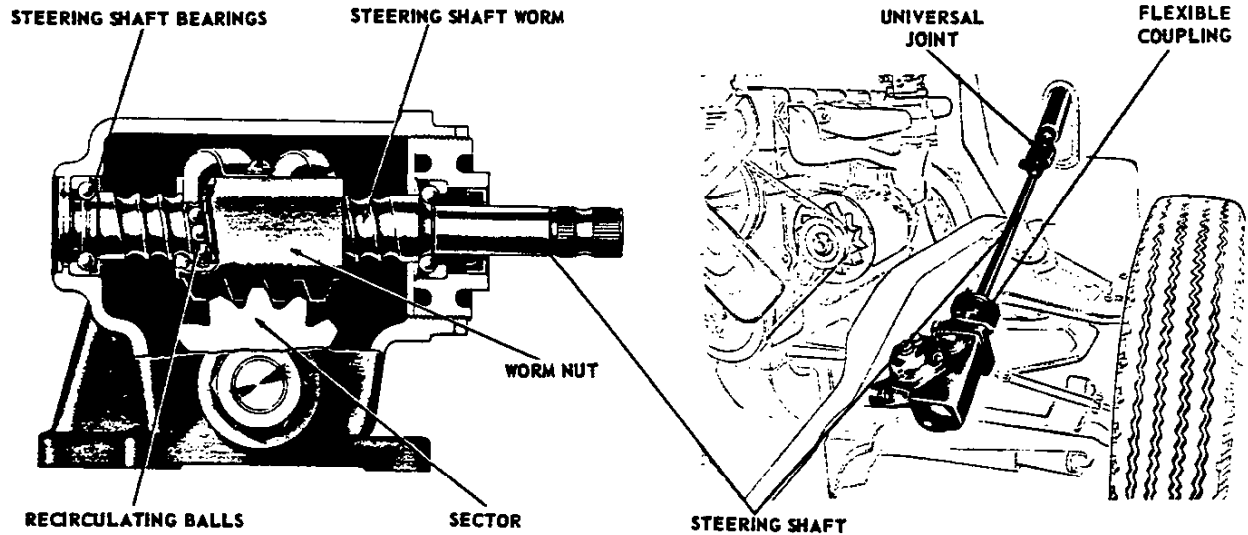
* - 15 x 3-1/2 on M70, CLT80 with 9000 lb. front suspension.

§ - Clamp ring type brake chamber.

§ - Two 20.00 x 8.18 and one 24.00 x 7.06.

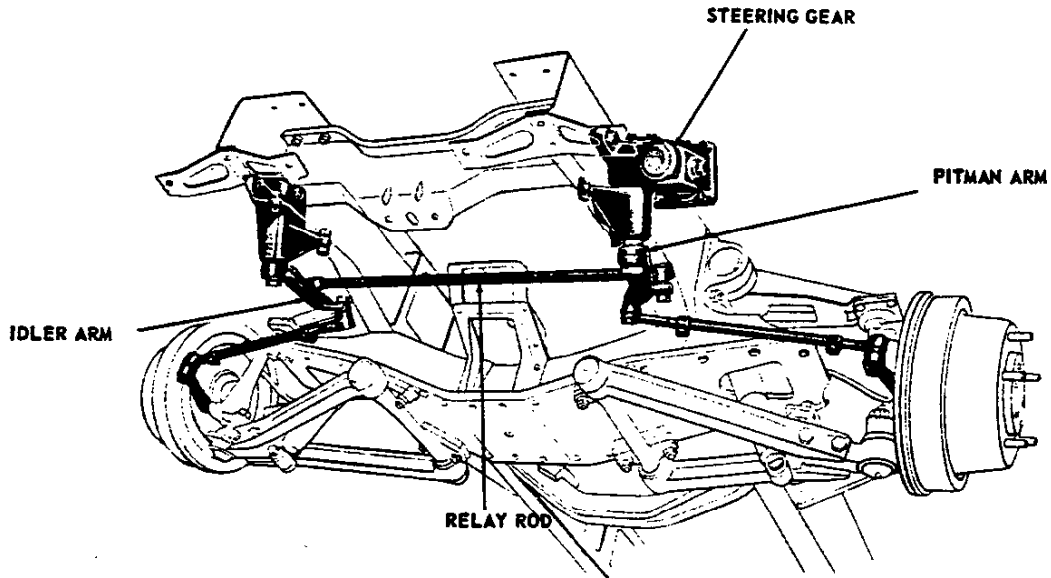
** - Two with 900 cubic inches each and one with 830 cubic inch capacity.

STEERING



Model Application			C10-20 C30-40	K10-20	P20-30	CLS50 CLS60	CLS70 CLS80	T60-70 T80	M70
Steering system type			Manual						Power
Make and type			Saginaw steering gear, semi reversible						
Ratio	Gear		24.00:1	26.10:1		28.14:1			
	Overall		28.70:1	26.10:1		32.60:1		42.61:1	32.60:1
Mounting			On frame side rail						
Number of steering shafts			Three		One	Three			
U-Joint type and no. used	Pot		One		Two				
	Flexible coupling		One						
Pitman Shaft Bushings	Material		Cast bronze						
	Outer	Inside dia.	1.1245-1.1255		1.3785-1.3795				
		Length	1.380		1.000	1.5000-1.5005			
	Inner	Inside dia.	1.1255-1.1260						
		Length	0.840						
Pitman Shaft	Diameter	Outer end	1.1205-1.1215		1.3745-1.3755				
		Inner end	1.1230-1.1240						
	Location		Straddle mounted in steering gear housing						
Worm and Steering Gear	Type		Worm welded to shaft						
	Shaft Diameter	Upper	0.750		0.812	0.873-0.877			
		Lower	0.750		0.812	0.873-0.877			

STEERING-Cont'd.



EQUAL LENGTH ADJUSTABLE TIE RODS

Model Application			C10-20 C30-40	K10-20	P20-30	CLS50 CLS60	CLS70 CLS80	T60-70 T80	M70
Linkage	Type		Parallel-ogram	Fore-aft and cross linkage		Parallelogram			
	Connecting rod			Yes				Yes	
	Tie Rods	Number	Two	One		Two			
		Type	Adjustable, equal length §						
		Inner attachment	To relay rod		To idler and Pitman arms		To idler arms		
	Relay rod		One	One					
	Idler arms		One			One	Two	One	
Bushings		Idler arm	Rubber backed nylon			Steel backed cast bronze			
		Pitman arm							
Gear adjustment (lbs. pull at steering wheel rim			7/8 to 1-1/2		2 to 2-1/2	2-3/4 to 3-1/4			
Steering column adjustment							±3/4 *		
Steering Wheel	Type		2-spoke		3-spoke	2-spoke			
	Material		Hard rubber vulcanized to steel insert						
	Diameter		17		18	19			
Steering column diameter			2.00		1.75	2.00			
Horn cable and contact			Cable lead attached to rubber imbedded contact ring at inside upper end of column						
Anti-friction bearings	Sector roller		5666693						
	Bushings	Upper	147481						
		Lower	5671965		5673692				

* - From normal position.

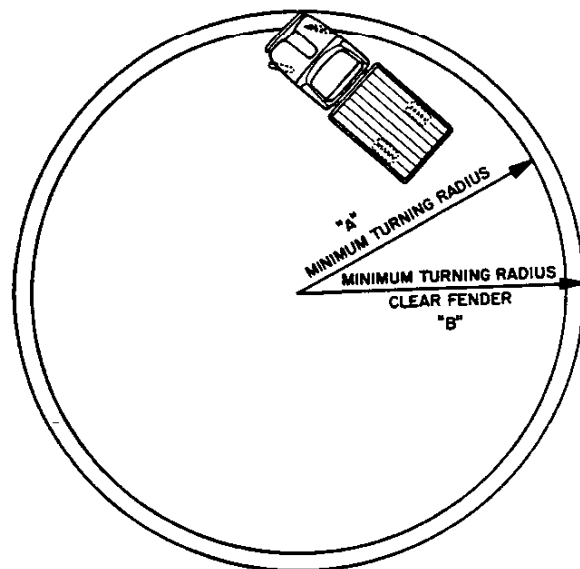
§ - Not applicable to K10-20, P20-30 models.

November 1959
36-CHASSIS

1960 CHEVROLET TRUCK

"A" DIMENSION = Measured to the edge of the front tire at the outside of the circle. This indicates radius clearance required at curb height.

"B" DIMENSION = Measured to outer extremity of truck (front bumper or fender) indicating required wall-to-wall radius clearance.

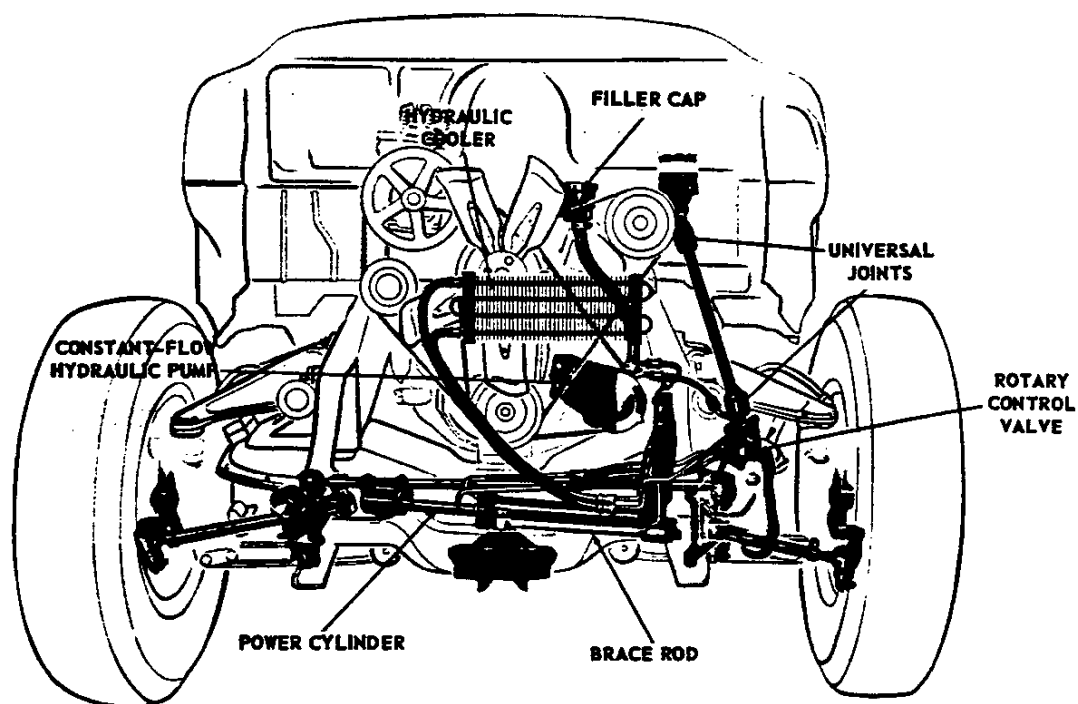


TRUCK TURNING RADII

Series	Wheelbase	"A" (Feet)	"B" (Feet)
C14	115	20.51	21.96
K14	115	23.87	25.31
C15	127	22.20	23.65
C25	127	22.15	23.65
K25	127	25.93	27.22
P23	104	18.31	19.81
P25	125	21.10	22.48
P26	137	22.70	24.08
C36	133	22.99	24.53
P33	104	18.22	21.31
P35	125	21.01	22.39
P36	137	22.61	23.99
C41	133	23.02	24.50
C43	157	26.40	27.88
C51	133	22.09	23.64
C52	145	23.66	25.21
C53	157	25.23	26.78
C55	175	28.00	29.60
L52	133	22.09	23.64
L53	145	23.66	25.21
L56	175	28.05	29.60
S53	157	25.69	27.24
C61	133	22.49	24.04
C62	145	24.06	25.61
C63	157	25.63	27.18
C65	175	28.00	29.55
C68	197	30.89	32.44
L61	121	20.92	22.47
L62	133	22.49	24.04
L63	145	24.06	25.61
L66	175	28.00	29.55
L69	197	30.49	32.04
S62	197	30.89	32.44
S64	225-1/2	34.58	36.13
S67	243	36.95	38.50

Series	Wheelbase	"A" (Feet)	"B" (Feet)
T62	97	17.80	19.35
T63	109	19.36	20.91
T66	133	22.49	24.04
T68	145	24.06	25.61
C71	133	22.54	24.05
C72	145	24.11	25.62
C73	157	25.68	27.19
C75	175	28.05	29.56
C78	197	30.94	32.45
L71	121	20.97	22.48
L72	133	22.54	24.05
L73	145	24.11	25.62
L76	175	28.05	29.56
M73	157	25.65	27.16
M75	175	28.01	29.52
M78	193	30.38	31.89
S77	243	37.00	38.51
S79	261-1/2	39.49	40.97
T72	97	17.84	19.35
T73	109	19.40	20.91
T76	133	22.54	24.05
T78	145	24.11	25.62
C81	133	22.49	24.09
C82	145	24.06	25.66
C83	157	25.64	27.24
C85	175	28.00	29.60
C88	197	30.89	32.49
L81	121	20.92	22.52
L82	133	22.49	24.09
L83	145	24.06	25.66
L86	175	28.00	29.60
T82	97	17.80	19.40
T83	109	19.36	20.96
T86	133	22.49	24.09
T88	145	24.11	25.71

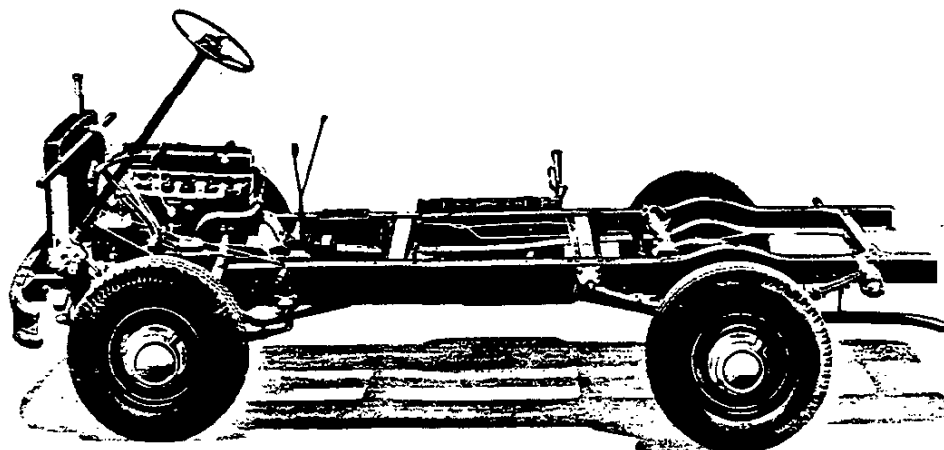
STEERING-Cont'd.



POWER STEERING

Model application		C-L-S-T60, 70, M70, CLT80
Type		Linkage
Steering cylinder inside diameter		2.3740-2.3775
Pump	Type	Rotary vane
	Mounting	LH side of cylinder block
	Driven by	Belt from crankshaft pulley
	Minimum flow rate	2.35 GPM @ 590 RPM
	Maximum flow rate	3.50 GPM @ 1500 RPM
Control valve type		Rotary, integral with steering gear
Oil cooler type		Tube and fin
Oil cooler location		Ahead of radiator
System capacity		NA

FORWARD CONTROL CHASSIS

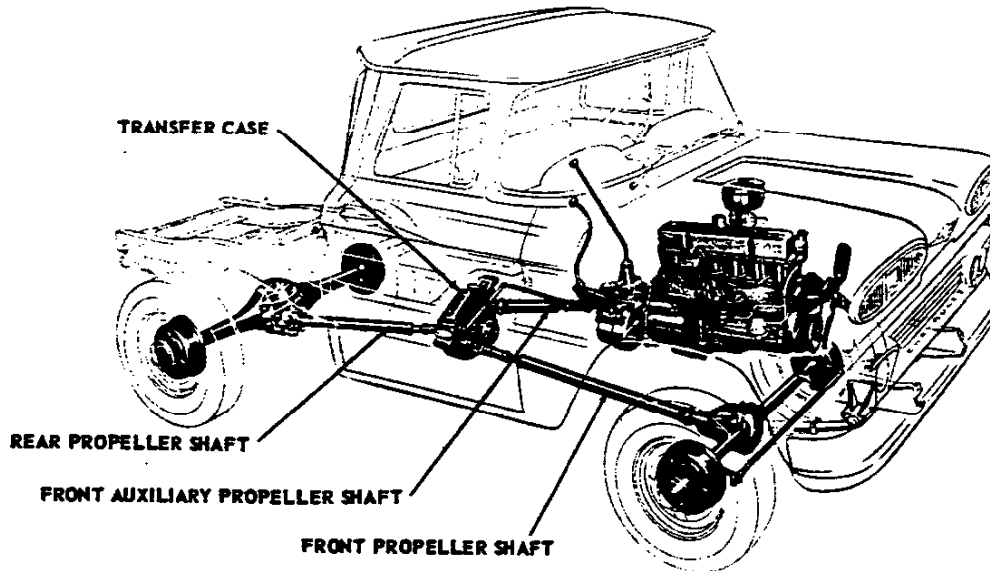


MODEL P3342 ILLUSTRATED

Models			P20	P30
GVW rating (lbs.)	Minimum		5600	7500
	Maximum		7000	10000
Frame	Type		Ladder, with straight thru channel side members	
	Section modulus (in. ³)		5.70	
Front Axle	Type		Reverse Elliot, modified I-beam	
	Make		Chevrolet	
	Rated capacity (lbs.)		4000	
I-Beam Dimensions	Height		2.510	
	Width		2.000	
	Flange thickness		.440	
	Web thickness		.250	
	Section modulus		1.370 (in. cu.)	
King Pin	Bushings	Type	Pressed into steering knuckle	
		Length	1.375	
		I.D.	1.0990	
	Thrust bearing		Copper and steel washers	
Spindle Diameter	Inner		1.498	
	Outer		.9053	
Steering knuckle stop			Adjustable nut and bolt type	
Front Springs	Type	Base	8-Leaf, Semi-elliptic	
		RPO	10-Leaf, Semi-elliptic	
	Length and width	Base	44.00 x 2.00	
		RPO	44.00 x 2.00	
	Deflection rate (clamped) *	Base	490 lbs./in.	
		RPO	726 lbs./in.	
	Capacity	Base	2000 lbs. at ground	
		RPO	2500 lbs. at ground	
Rear Axle	Make and type		Chevrolet, full floating	
	Ratio		5.14:1	
	Capacity @ ground		5200 lbs. at ground	7200 lbs. at ground
Rear Springs	Type	Base	8-Leaf, single stage, semi-elliptic	
		RPO	8 & 5 main & auxiliary	
	Length and width	Base	52.00 x 2.50	
		RPO	52.00 x 2.50	
	Deflection rate (clamped) *	Base	497 lbs./in.	
		RPO	497 Main, 1290 Aux.	
	Capacity	Base	2400 lbs. at ground	
		RPO	3450 lbs. at ground	

* - At road wheel

FOUR WHEEL DRIVE CHASSIS



ITEM		K10	K20
Base GVW		4900	5700
Maximum GVW		5600	7600
Front Axle *	Make and type	Spicer-445F, single reduction Hypoid gears	
	Ratio	3.92:1	4.55:1
	Capacity	3300	3500
	Axle Shaft	Minimum diameter	1.125
		U-Joint type	Yoke and Trunnion (Cardin type)
	Front End Alignment	Caster	3°
		Camber	1°30'
		Toe-in	Max. 0°-21', Min. 0°-6' each wheel
		King Pin inclination	7-1/2°
		Turning angle	29°+1° -0°
Front Springs	Lubricant capacity		5 pints
	Grease capacity		1/2 pint each-steering knuckle, universal joint
	Type		10 leaf semi-elliptic
	Length and width		44.00 x 2.00
	Deflection rate (clamped)		500 lbs./in.
Rear Springs	Type	Base	6-leaf, semi-elliptic, single stage
		RPO	8-leaf, single stage
	Length and width	Base	52.00" x 2.50"
		RPO	52.00" x 2.50"
	Deflection rate (clamped)	Base	322 lbs./in.
		RPO	497 lbs./in.
	Capacity at Ground	Base	1900 lbs.
		RPO	3150 lbs.
Rear Axle	Make and type		Chevrolet-Semi-floating Hypoid
	Ratio		3.90:1
	Capacity		3300
Engine	Availability		
Transmission	Standard Thriftmaster six; Optional Trademaster V-8		
Transfer Case	Make and model		4-Speed transmission only
	Type		Timken T-221
	Ratios	2-Speed (Direct and underdrive)	
		1.00:1 (Two or Four Wheel Drive)	
	PTO provisions	1.94:1 (Four Wheel Drive)	
		Single direct shaft-driven, at rear of transfer case	
	Shift lever		Located to the right of the transmission shaft lever
	Lever position		4 wheel underdrive neutral, 2 wheel direct, 4 wheel direct
	Number of speeds		Eight forward; Two reverse ‡

*-Front wheel lock out hub available as RPO equipment.

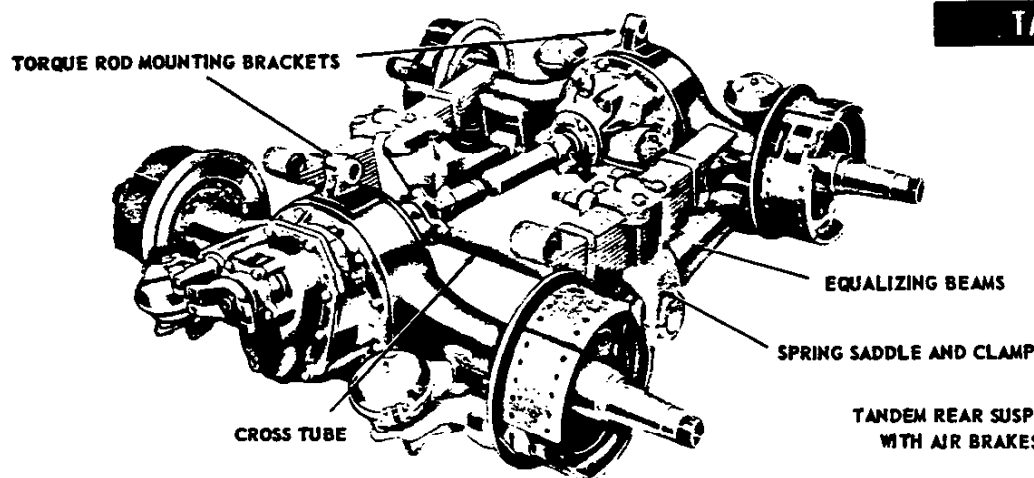
‡-Transfer case and 4-speed transmission speeds combined.

November 1959

40-CHASSIS

1960 CHEVROLET TRUCK

TANDEM



TANDEM REAR SUSPENSION EQUIPPED
WITH AIR BRAKES ILLUSTRATED

Model			M7303	M7503	M7803
GVW Rating	Minimum		24000		
	Maximum		36000		
Frame	Type		Ladder, with "K" type reinforcement		
	Section modulus (in. ³)		19.84		
Front Springs (Torsion)	Type	Base	Hes		
		RPO	Splined *		
	Deflection rate (lbs./in.)	Base	548*		
		RPO	725 *		
	Capacity at ground	Base	3675		
Front Suspension		RPO	4500 *		
	Type		Independent		
	Capacity (lbs.)	Base	7000		
Rear Axles		RPO	9000		
	Make & type		Eaton, Full floating		
	Ratio		7.17:1		
Rear Suspension	Capacity (lbs.)		32000		
	Make		Hendrickson		
	Type		12-Leaf variable rate		
	Deflection rate (lbs./in.)		8490		
Brakes ‡	Rated capacity (lbs.)		34500		
	Front		15.00x3.00 base; 15.00x3.50 optional §		
	Rear		15.00x6.00		
Transmission	Standard		5-Speed Spicer		
	Optional		5-Speed Spicer, close ratio		
	Optional		6-Speed, Powermatic		
Power divider and inter-axle differential			Integral with forward rear axle		
Optional Auxiliary Transmission (Spicer model# 5831-F)	Gears		Helical, alloy steel		
	Gear ratios	Puller (first)	2.00:1		
		Underdrive (second)	1.27:1		
		Direct (third)	1.00:1		
	Aux. trans. gearshift lever loc.		Single lever, located at cab floor centerline		
	Lubricant capacity (pints)		Four		
	PTO provision		2-Standard SAE 6-bolt		
Steering	Type		Power		
	Ratio	Gear	28.14:1		
		Overall	32.6:1		
Tires	Minimum GVW	Front	8-22.5-8 PR		
		Rear	8-22.5-8 PR		
	Maximum GVW	Front	9-22.5-10 PR		
		Rear	10-22.5-10 PR		

* - 9000 lb. front suspension.

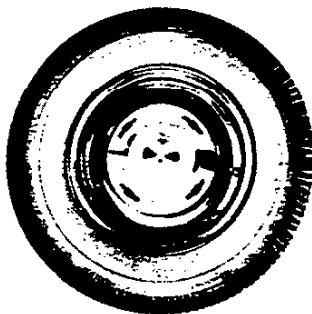
§ - Air brakes.

‡ - See brake data page for effective areas.

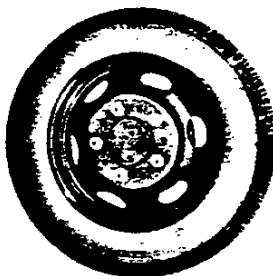
- See page 6 of the transmission section for anti-friction bearings used in the auxiliary transmission.

NOTE: Detailed specifications on all of the above items can be found on the specific component page.

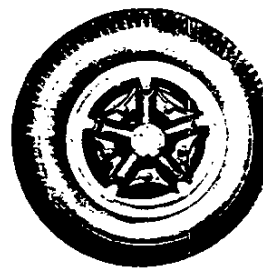
TIRES AND WHEELS



SHORT SPOKE TYPE



PIERCED DISC TYPE



CAST SPOKE TYPE

TIRE AND WHEEL COMBINATIONS

MODEL	BASE OR RPO	FRONT	BASE OR RPO	REAR	WHEEL		ATTACHMENT		
					SIZE	OFFSET	NO. OF STUDS	BOLT CIRCLE	STUD DIA.
C10	Base	6.70-15-4*	Base	6.70-15-4*	5K	.56	6	5.50	7/16
	Base	6.70-15-6§	Base	6.70-15-6§					
	290	6.70-15-4*§	290	6.70-15-4*§					
	286	6.70-15-6§	286	6.70-15-6§					
	288	6.70-15-6	288	6.70-15-6					
	282	6.50-16-6	282	6.50-16-6		.44			
	285	7-17.5-6	285	7-17.5-6	5.25	.81			
K10	Base	6.70-15-6	Base	6.70-15-6	5K	.56	6	5.50	7/16
	282	6.50-16-6	282	6.50-16-6		.44			
	285	7-17.5-6	285	7-17.5-6		5.25			
C20	Base	7-17.5-6	Base	7-17.5-6	5.25	1.62	8	6.50	1/2
	Base	7-17.5-6	298	8-17.5-6					
	298	8-17.5-6	298	8-17.5-6					
	Base	7-17.5-6	454	8-17.5-8					
	454	8-17.5-8	454	8-17.5-8					
	462	8-19.5-6	462	8-19.5-6					
	462	8-19.5-6	299	8-19.5-8					
	299	8-19.5-8	299	8-19.5-8					
298	8-17.5-6	454	8-17.5-8						
K20	Base	7-17.5-6	Base	7-17.5-6	5.25	.12	8	6.50	1/2
	298	8-17.5-6	298	8-17.5-6					
	454	8-17.5-8	454	8-17.5-8					
	462	8-19.5-6	462	8-19.5-6		.44			
	299	8-19.5-8	299	8-19.5-8					
C30	Base	8-17.5-6	Base	8-17.5-8	5.25	1.62	8	6.50	1/2
	454	8-17.5-8	Base	8-17.5-8					
	462	8-19.5-6	462	8-19.5-6					
	462	8-19.5-6	299	8-19.5-8					
	285	7-17.5-6D	285	7-17.5-6D					
	454	8-17.5-8D	454	8-17.5-8D					
	285	7-17.5-6D	454	8-17.5-8D					
	299	8-19.5-8	299	8-19.5-8					
	462	8-19.5-6	297	8-19.5-10					
	299	8-19.5-8	297	8-19.5-10					
	297	8-19.5-10	297	8-19.5-10		1.62			

* - Except C1406-16, which utilize a 6.70-15-6 ply tire as base equipment.

§ - White wall tires.

‡ - Base on C1406-16 models.

⊙ - Except Pickup and Panel models.

MODEL	BASE OR RPO	FRONT	BASE OR RPO	REAR	WHEEL		ATTACHMENT		
					SIZE	OFFSET	NO. OF STUDS	BOLT CIRCLE	STUD DIA.
P20	Base	7-17.5-6	Base	7-17.5-6	5.25	.12	8	6.50	1/2
	Base	7-17.5-6	298	8-17.5-6					
	298	8-17.5-6	298	8-17.5-6					
	Base	7-17.5-6	454	8-17.5-8					
	298	8-17.5-6	454	8-17.5-8					
	454	8-17.5-8	454	8-17.5-8					
P30	Base	8-19.5-6	Base	8-19.5-6	5.25	.44	8	6.50	1/2
	299	8-19.5-8	299	8-19.5-8					
	462	8-19.5-6	462	8-19.5-6D					
	462	8-19.5-6	299	8-19.5-8D					
	299	8-19.5-8	299	8-19.5-8D					
	Base	8-19.5-6	299	8-19.5-8D					
C40	Base	8-19.5-6	Base	8-19.5-6D	5.25	4.81	5 Front 10 Rear	7.25	5/8
	Base	8-19.5-6	299	8-19.5-8D					
	299	8-19.5-8	299	8-19.5-8D					
	299	8-19.5-8	297	8-19.5-10D					
	297	8-19.5-10	297	8-19.5-10D					
	Base	8-19.5-6	297	8-19.5-10D					
C50 L50 S50	Base*	7-22.5-6	Base*	7-22.5-6	5.25	4.81	5 Front 10 Rear	8.75	11/16
	Base§	8-22.5-8	Base§	8-22.5-8					
	455	8-22.5-8	464	8-22.5-10					
	464	8-22.5-10	464	8-22.5-10	6.00	5.41			
	455	8-22.5-8	228	9-22.5-10					
	464	8-22.5-10	228	9-22.5-10	6.75	5.91			
	228	9-22.5-10	228	9-22.5-10	6.00	5.53			
	304	7.50-20-8	304	7.50-20-8					
	304	7.50-20-8	305	7.50-20-10					
	304	7.50-20-8	343	8.25-20-10					
	305	7.50-20-10	305	7.50-20-10					
	305	7.50-20-10	343	8.25-20-10					
	343	8.25-20-10	343	8.25-20-10	6.50	6.00			
C60 L60 S60 T60	Base	8-22.5-8	Base	8-22.5-8D	6.00	5.41	5 Front 10 Rear	8.75	11/16
	Base	8-22.5-8	464	8-22.5-10D					
	Base	8-22.5-8	228	9-22.5-10D					
	464	8-22.5-10	464	8-22.5-10D					
	464	8-22.5-10	228	9-22.5-10D					
	228	9-22.5-10	228	9-22.5-10D	6.75	5.91			
	456	9-22.5-10	456	9-22.5-10D		5.90			
	228	9-22.5-10	238	10-22.5-10D		5.91	§	8.75	11/16
	456	9-22.5-10	457	10-22.5-10D		5.90			
	238	10-22.5-10	238	10-22.5-10D		5.91	§	8.75	11/16
	457	10-22.5-10	457	10-22.5-10D		5.90			

* - Base tires on S50 models.

§ - Base tires on CL50 models.

§ - 5 front, 10 rear.

NOTE: School bus models use the same size tires front and rear.

TIRES AND WHEELS-Cont'd.

MODEL	BASE OR RPO	FRONT	BASE OR RPO	REAR	WHEEL		ATTACHMENT		
					SIZE	OFFSET	NO. OF STUDS	BOLT CIRCLE	STUD DIA.
C60 L60 S60 T60 Cont'd.	304	7.50-20-8	304	7.50-20-8	6.00	5.53	5 Front 10 Rear	8.75	11/16
	304	7.50-20-8	305	7.50-20-10					
	304	7.50-20-8	343	8.25-20-10					
	304	7.50-20-8	344	8.25-20-12					
	305	7.50-20-10	305	7.50-20-10					
	305	7.50-20-10	343	8.25-20-10					
	305	7.50-20-10	344	8.25-20-12					
	343	8.25-20-10	343	8.25-20-10					
	343	8.25-20-10	344	8.25-20-12					
	344	8.25-20-12	344	8.25-20-12					
	343	8.25-20-10	344	8.25-20-12	6.50	6.00			
	344	8.25-20-12	344	8.25-20-12					
	343	8.25-20-10	343	8.25-20-10					
	343	8.25-20-10	312	9.00-20-10	6.50*	6.00			
	312	9.00-20-10	312	9.00-20-10					

C70 L70 S70 T70 ‡	Base	8-22.5-8	Base	8-22.5-8	6.00	5.40			
	Base	8-22.5-8	456	9-22.5-10					
	456	9-22.5-10	456	9-22.5-10					
	228	9-22.5-10	228	9-22.5-10	6.75	5.90			
	456	9-22.5-10	457	10-22.5-10		5.91	10	11.25	
	228	9-22.5-10	238	10-22.5-10		5.90			
	457	10-22.5-10	457	10-22.5-10		5.91	10	11.25	
	238	10-22.5-10	238	10-22.5-10		5.90			
	457	10-22.5-10	457	10-22.5-10		5.91	10	11.25	
	343	8.25-20-10	343	8.25-20-10	7.50	6.12			
	343	8.25-20-10	344	8.25-20-12	6.50*	6.00	10	11.25	
	344	8.25-20-12	344	8.25-20-12					
	343	8.25-20-10	312	9.00-20-10					
	312	9.00-20-10	312	9.00-20-10	7.00	6.50			

M70	Base	8-22.5-8	Base	8-22.5-8	6.00	5.40			
	Base	8-22.5-8	456	9-22.5-8					
	456	9-22.5-10	456	9-22.5-8					
	228	9-22.5-10	228	9-22.5-8	6.75	5.90			
	456	9-22.5-10	457	10-22.5-10		5.91	10	11.25	
	228	9-22.5-10	238	10-22.5-10		5.90			
	457	10-22.5-10	457	10-22.5-10		5.91	10	11.25	
	238	10-22.5-10	238	10-22.5-10		5.90			
	305	7.50-20-10	305	7.50-20-10	6.00	5.53			
	343	8.25-20-10	343	8.25-20-10	6.50*	6.00	10	11.25	
	343	8.25-20-10	344	8.25-20-12					
	343	8.25-20-10	312	9.00-20-10					
	344	8.25-20-12	344	8.25-20-12	7.00	6.50			
	312	9.00-20-10	312	9.00-20-10					
	460	10.00-20-10	460	10.00-20-10	7.50	6.51	10	11.25	
						6.75			

* - Also available with cast spoke wheel.

NOTE: School bus models use the same size tire front and rear.

Vehicles equipped with cast spoke wheels have no bolt circle due to the hub and drum being integral.

‡ - Tire combinations shown for 70 Series also apply to the 60H models with the exception of 8-22.5-8 tires which are included in RPO 219.

MODEL	BASE OR RPO	FRONT	BASE OR RPO	REAR	WHEEL		ATTACHMENT		
					SIZE	OFFSET	NO. OF STUDS	BOLT CIRCLE	STUD DIA.
C80 L80 T80	Base	9-22.5-10	Base	9-22.5-10	6.75	5.90			
	Base	9-22.5-10	457	10-22.5-10					
	457	10-22.5-10	457	10-22.5-10					
	238	10-22.5-10	238	10-22.5-10	7.50	5.91	10	11.25	
	457	10-22.5-10	457	10-22.5-10		6.50			
	238	10-22.5-10	238	10-22.5-10		6.51	10	11.25	
	457	10-22.5-10	458	11-22.5-12		6.50			
	238	10-22.5-10	323	11-22.5-12		6.51	10	11.25	
	458	11-22.5-12	458	11-22.5-12		6.50			
	323	11-22.5-12	323	11-22.5-12		6.51	10	11.25	
	343	8.25-20-10	343	8.25-20-10	6.50*	6.00	10	11.25	
	343	8.25-20-10	344	8.25-20-12					
	343	8.25-20-10	312	9.00-20-10					
	344	8.25-20-12	344	8.25-20-12					
	312	9.00-20-10	312	9.00-20-10	7.00*	6.50			
	312	9.00-20-10	312	9.00-20-10		6.51	10	11.25	
	312	9.00-20-10	460	10.00-20-12		6.50			
	460	10.00-20-12	460	10.00-20-12		6.51	10	11.25	
	460	10.00-20-12	460	10.00-20-12		6.51	10	11.25	
	460	10.00-20-12	460	10.00-20-12	7.50	6.75			

* - Also available with cast spoke wheel.

NOTE: Vehicles equipped with cast spoke wheels have no bolt circle due to the hub and drum being integral.

OPTIONAL SPARE WHEEL AVAILABILITY CHART

MODELS	WHEEL TYPE		TUBELESS	TUBE
	DISC	CAST		
C2502-12	x		17.5x5.25	
P20	x		17.5x5.25	
C3602-12	x		17.5x5.25	
CLS50	x		22.5x5.25	
	x		22.5x6.00	20x6.00
	x		22.5x6.75	20x6.50
CLST60	x		22.5x6.00	20x6.00
	x	x	22.5x6.75	20x6.50
CLST70		x	22.5x6.00	
	x	x	22.5x6.75	20x6.50
		x	22.5x7.50	20x7.00
M70		x	22.5x6.00	20x6.00
	x	x	22.5x6.75	20x6.50
		x	22.5x7.50	20x7.00
	x	x		20x7.50
CLT80	x	x	22.5x6.75	20x6.50
	x	x		20x7.00
	x	x	22.5x7.50	20x7.50

TIRES AND WHEELS-Cont'd.

TUBELESS TYPE TIRE DATA

LIGHT-DUTY AND COMMERCIAL TRUCK TIRES

Tire Size	Rim (in)	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
7.50-14-4	5.00J	1085	24	27.1	7.3	12.9	783
8.00-14-4	5.00J	1175	24	27.7	7.6	13.1	768
8.50-14-4	5.50K	1265	24	28.6	8.3	13.4	755
6.70-15-4	5.00K	1115	30	28.0	6.9	13.4	764
6.70-15-6	5.00K	1215	36	28.0	6.9	13.4	764
7.10-15-4	5.00K	1195	30	28.5	7.3	13.6	754
6.00-16-6	5.00K	1255	45	28.4	6.4	13.7	739
6.50-16-6	5.00K	1420	45	29.8	7.3	14.2	703
7-17.5-6	5.25	1520	45	29.8	7.4	14.3	704
7-17.5-8	5.25	1800	60	29.8	7.4	14.3	704
8-17.5-6	5.25	1735	45	31.0	7.7	14.9	679
8-17.5-8	5.25	2060	60	31.0	7.7	14.9	679

MEDIUM AND HEAVY-DUTY TRUCK TIRES

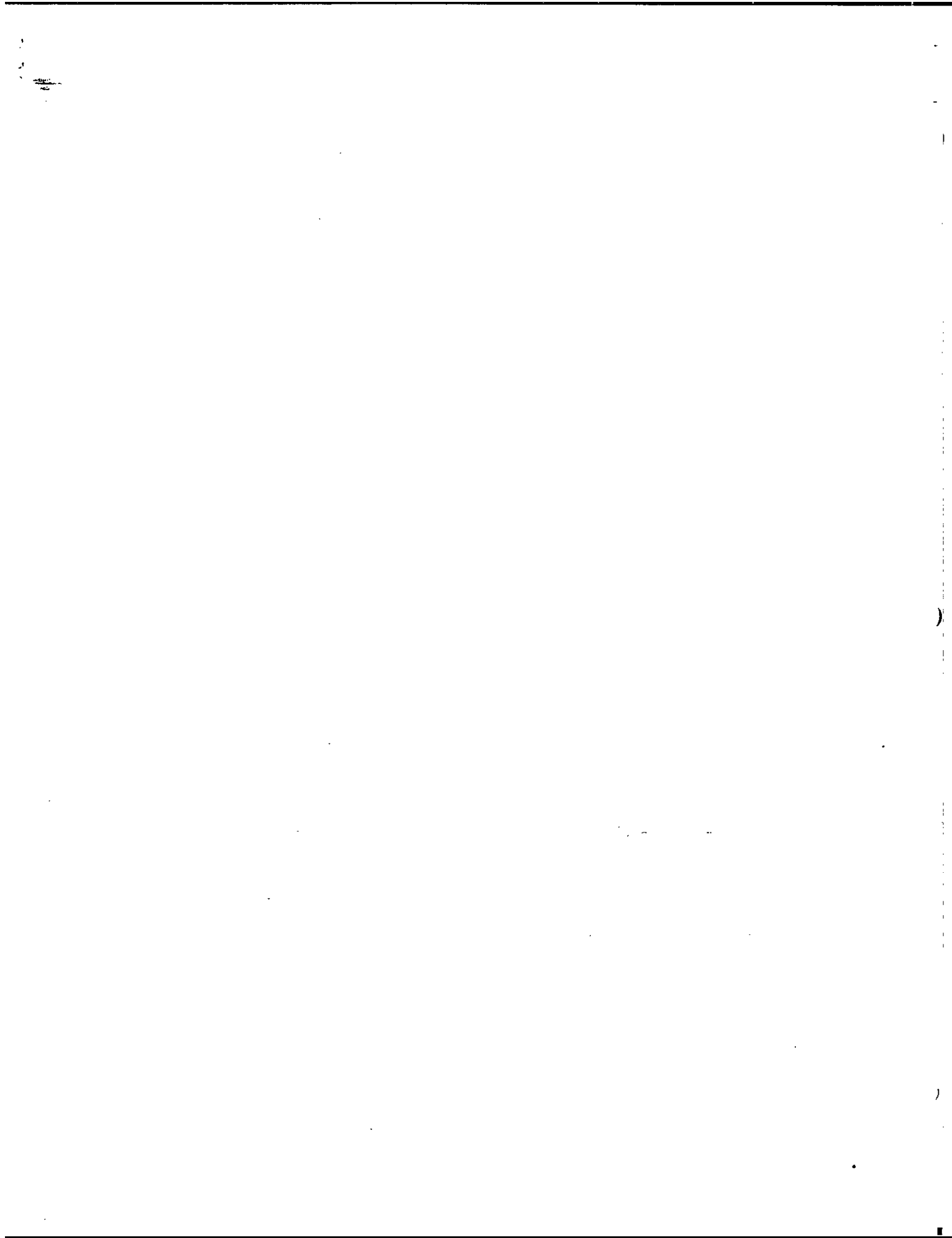
Tire Size	Rim (in)	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
8-19.5-6	5.25	2090	50	33.8	7.9	16.4	617
8-19.5-8	5.25	2440	65	33.8	7.9	16.4	617
8-19.5-10	5.25	2650	80	33.8	7.9	16.4	617
7-22.5-6	5.25	1870	50	34.6	7.2	16.8	591
7-22.5-8	5.25	2180	65	34.6	7.2	16.8	591
8-22.5-8	5.25	2740	65	36.8	7.9	17.9	565
	6.00				8.2		
8-22.5-10	5.25	3090	80	36.8	7.9	17.9	565
	6.00				8.2		
9-22.5-10	6.00	3330	70	38.4	8.7	18.5	543
	6.75				9.0		
9-22.5-12	6.00	3730	85	38.4	8.7	18.5	543
	6.75				9.0		
10-22.5-10	6.75	3960	70	40.2	9.8	19.4	521
	7.50				10.1		
10-22.5-12	6.75	4480	85	40.2	9.8	19.4	521
	7.50				10.1		
11-22.5-12	7.50	4580	75	41.5	10.9	19.9	506

LIGHT-DUTY AND COMMERCIAL TRUCK TIRES

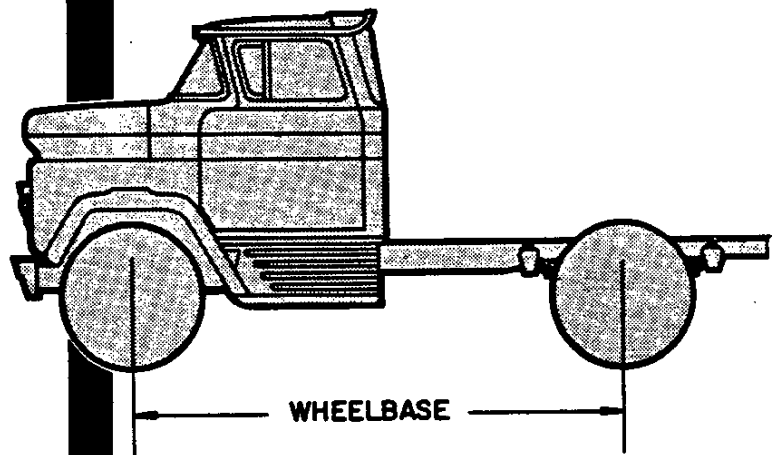
Tire Size	Rim (in)	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
7.50-14-4	5.00J	1085	24	27.1	7.3	12.9	783
8.00-14-4	5.00J	1175	24	27.7	7.6	13.1	768
8.50-14-4	5.50K	1265	24	28.6	8.3	13.4	755
6.70-15-4	5.00K	1115	30	28.0	6.9	13.4	764
6.70-15-6	5.00K	1215	36	28.0	6.9	13.4	764
7.10-15-4	5.00K	1195	30	28.4	7.61	13.5	754
6.00-16-6	5.00K	1255	45	28.5	7.07	13.6	724
6.50-16-6	5.00K	1420	45	28.9	7.44	13.7	703
7.00-15-6	5.25	1520	45	30.1	7.9	14.4	704
7.00-15-8	5.25	1800	60	30.1	7.9	14.4	704
7.00-17-6	5.25	1740	45	32.6	7.6	15.6	638
7.00-17-8	5.25	2060	60	32.6	7.6	15.6	638

MEDIUM AND HEAVY-DUTY TRUCK TIRES

Tire Size	Rim (in)	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
7.00-18-8		2140	60	33.5	7.6	16.2	618
7.50-17-8		2440	65	33.7	8.1	16.3	617
6.50-20-6	6.00	1870	50	34.5	7.9	16.8	600
6.50-20-8	6.00	2180	65	34.5	7.9	16.8	600
7.00-20-8	6.00	2310	60	35.6	7.6	17.2	591
7.00-20-10	6.00	2630	75	35.6	7.6	17.2	591
7.50-20-8	6.00	2740	65	36.8	8.5	17.8	565
7.50-20-10	6.00	3090	80	36.8	8.5	17.8	565
8.25-20-10	6.00	3330	70	38.2	9.0	18.5	543
	6.50				9.3		
8.25-20-12	6.00	3730	85	38.2	9.0	18.5	543
	6.50				9.3		
9.00-20-10	6.50	3960	70	40.0	10.0	19.3	521
	7.00				11.0		
9.00-20-12	6.50	4480	85	40.0	10.0	19.3	521
	7.00				11.0		
10.00-20-12	7.00	4580	75	41.4	10.7	19.9	506
	7.50				11.7		



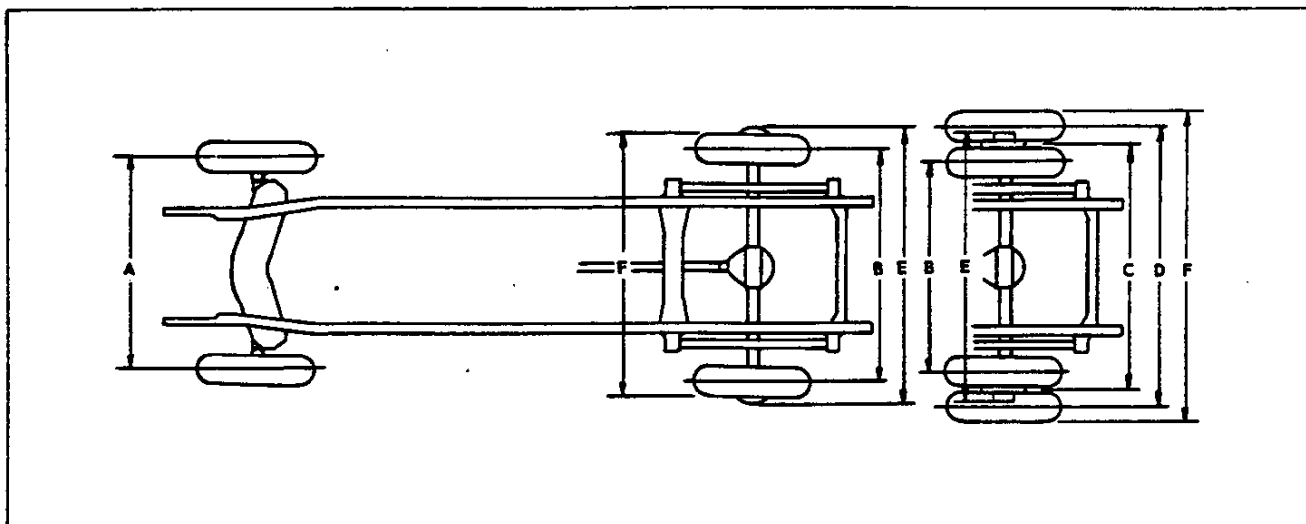
VEHICLE DIMENSIONS



TREADS AND OVERALL WIDTHS	3
PICKUP MODELS	7
PANEL MODELS	9
SUBURBAN CARRYALL MODELS	10
STEP-VAN MODELS	11
STAKE MODELS	12
CAB CHASSIS MODELS	14
FLAT FACE COWL AND WINDSHIELD MODELS	26
SCHOOL BUS MODELS	28
FORWARD CONTROL CHASSIS	29



TREADS AND OVERALL WIDTHS



Series	Tire Size	Wheel Rim Size	Offset	A	B	C	D	E	F	Ground Clearance				
				Front Tread	Rear Tread Inner	Rear Dual Mean Tread	Rear Outer Tread	Width Over Rear Hubs	Width Over Rear Tires	Front	Rear			
C10	6.70-15	5K	.56	63.14	61.02			70.30	67.92	10.04	7.68			
	6.50-16		.44	63.38	61.26				68.26	10.54	8.18			
	7-17.5	5.25	.81	62.64	60.52				67.92	10.93	8.58			
K10	6.70-15	5K	.56	63.32	61.02			70.30	67.92	7.97	7.68			
	6.50-15		.44	63.44	61.26				68.26	8.47	8.18			
	7-17.5	5.25	.81	62.56	60.52				67.92	8.87	8.58			
C20	7-17.5	5.25	1.62	62.00	61.74			72.40	69.14	10.93	7.68			
	8-17.5								69.44	11.53	8.28			
	8-19.5								69.64	13.00	9.78			
K20	7-17.5	5.25	.12	65.15	61.74			72.40	69.14	8.87	7.68			
	8-17.5			65.12					69.44	9.47	8.28			
	8-19.5			64.41					69.64	10.97	9.78			
P20	7-17.5	5.25	.12	65.39	62.42			72.40	69.82	8.62	7.68			
	8-17.5	5.00							70.12	9.22	8.28			
	7.00-17	.44	64.51	61.78					69.38	9.92	8.98			
	7.50-17								69.88	11.62	9.68			
P30	8-19.5	5.25	.44	63.24	61.78			71.00	69.68	11.84	9.78			
	8-19.5		4.81	63.14	53.63	63.25	72.87		80.77					
C30	8-17.5	5.25	1.62	62.00	61.74			72.40	69.44	11.44	8.28			
	8-17.5		4.81		53.57				80.51					
	7-17.5								80.21	10.85	7.68			
	8-19.5		1.62		61.74			71.00	69.64	12.95	9.78			

TREADS AND OVERALL WIDTHS-Cont'd.

Series	Tire Size	Wheel Rim Size	Offset	A	B	C	D	E	F	Ground Clearance	
				Front Tread	Rear Tread Inner	Rear Dual Mean Tread	Rear Outer Tread	Width Over Rear Hubs	Width Over Rear Tires	Front	Rear
C40	8-19.5	5.25	4.81	66.48	53.00	62.62	72.24	71.00	80.14	12.92	8.78

C50 L50 S50	7-22.5*	5.25	4.81	75.96	58.88	68.50	78.12	80.50	85.32	10.88	8.84
	8-22.5§			75.92					86.02	11.98	9.94
	9-22.5	6.00	5.41	74.70	57.68		79.32		88.02	13.18	10.54
	7.00-20	5.00	4.81	75.96	58.88		78.12		85.72	11.28	9.24
	7.50-20	6.00	5.53	74.48	57.44		79.56		88.06	11.88	9.84
	8.25-20			74.46					88.56	12.58	10.54

C60 L60 T60	8-22.5§	6.00	5.41	75.92	58.18	69.00	79.82	80.75	88.02	11.98;11.99¢	9.50
	8-22.5+		5.35	75.88	58.30		79.70		88.52	13.18;12.59¢	10.10
	9-22.5§		5.41	74.70	58.18		79.82				
	9-22.5+		5.35	75.88	58.30		79.70		89.82		
	9-22.5§	6.75	5.91	73.70	57.18		80.82		90.62	13.48;13.49¢	11.00
	9-22.5+		5.90	74.76	57.20		80.80				
	10-22.5§		5.91	73.67	57.18		80.82				
	10-22.5+		5.90	74.76	57.20		80.80				
	7.50-20§	6.00	5.53	74.48	57.94		80.06		85.56	11.88;12.09¢	9.40
	7.50-20+		5.18	76.20	58.64		79.36				
	8.25-20§		5.53	74.46	57.94		80.06		89.06	12.58;12.59¢	10.10
	8.25-20+		5.18	76.18	58.64		79.36				
	8.25-20§	6.50	6.00	73.52	57.00	81.00					
	8.25-20+			74.56							
	9.00-20§			73.49							
	9.00-20+			74.53							

S60	8-22.5§	6.00		5.41	75.92	58.18	69.00	80.75	88.02	11.98;11.99¢	9.94;9.50†
	8-22.5+			5.35	75.88	58.30			88.52	13.18;12.59¢	10.54;10.10†
	9-22.5§			5.41	74.70	58.18			89.82		
	9-22.5+			5.35	75.88	58.30			90.62	13.48;13.49¢	11.54;11.00†
	9-22.5§	6.75		5.91	73.70	57.18			85.56	11.88;12.09¢	9.84;9.40†
	9-22.5+			5.90	74.76	57.20			89.06	12.58;12.59¢	10.54;10.10†
	10-22.5§			5.91	73.67	57.18			90.30		
	10-22.5+			5.90	74.76	57.20			91.00	13.38;13.39¢	11.34;10.90†
	7.50-20§	6.00		5.53	74.48	57.94					
	7.50-20+			5.18	76.20	58.64					
	8.25-20§			5.53	74.46	57.94					
	8.25-20+			5.18	76.18	58.64					
	8.25-20§	6.50	6.00	73.52	57.00						
	8.25-20+			74.56							
	9.00-20§			73.49							
	9.00-20+			74.53							

* - Base tires on School Bus model, S53 only.

§ - Base tires on CL50 series.

‡ - With disc wheels.

+ - With cast-spoke wheels.

¢ - 7000 pound front suspension.

† - 15000 pound rear axle.

Series	Tire Size	Wheel Rim Size	Offset	A	B	C	D	E	F	Ground Clearance	
				Front Tread	Rear Tread Inner	Rear Dual Mean Tread	Rear Outer Tread	Width Over Rear Hubs	Width Over Rear Tires	Front	Rear
C70 L70 T70 **	8-22.5+	6.00	5.35	75.88	59.81	70.51	81.20	80.75	89.40	11.99	8.49
	9-22.5+			75.86			81.21		89.90	12.59	9.09
	9-22.5+			5.90			82.33		91.33		
	9-22.5†	6.75		5.91	75.12	58.49	70.31		91.13	13.49	9.99
	10-22.5+			5.90	74.73	58.69	70.51		92.13		
	10-22.5†			5.91	75.09	58.49	70.31		91.93		
	10-22.5+	7.50		6.50	73.53	57.51	70.51		93.61	13.39	9.89
	10-22.5†			6.51	73.89	57.29	70.31		93.43		
	8.25-20+	6.50	6.00	74.56	58.51	70.51	82.51		91.81	12.59	9.09
	8.25-20†			74.94	58.31	70.31	82.31		91.61		
	9.00-20+			74.53	58.51	70.51	82.51		92.51	13.39	9.89
	9.00-20†			74.96	58.31	70.31	82.31		92.31		

S70	8-22.5+	6.00	5.35	75.88	59.81	70.51	81.20	80.75	89.40	11.99	9.50 ; 8.49†
	9-22.5+			75.86			81.21		89.90	12.59	10.10 ; 9.09†
	9-22.5+			5.90			82.33		91.33		
	9-22.5†	6.75		5.91	75.12	58.49	70.31		91.13	13.49	11.00 ; 9.99†
	10-22.5+			5.90	74.73	58.69	70.51		92.13		
	10-22.5†			5.91	75.09	58.49	70.31		91.93		
	10-22.5+	7.50		6.50	73.53	57.51	70.51		93.61	12.59	10.10 ; 9.09†
	10-22.5†			6.51	73.89	57.29	70.31		93.43		
	8.25-20+	6.50	6.00	74.56	58.51	70.51	82.51		91.81	13.39	10.90 ; 9.89†
	8.25-20†			74.94	58.31	70.31	82.31		91.61		
	9.00-20+			74.53	58.51	70.51	82.51		92.51	13.39	10.90 ; 9.89†
	9.00-20†			74.96	58.31	70.31	82.31		92.31		

M70	8-22.5+	6.00	5.35	75.88	60.25	70.95	81.65	80.75	89.85	11.99-12.94*	8.49
	9-22.5+			75.86					90.35	12.59-13.54*	9.09
	9-22.5+			5.90			82.75		91.75		
	9-22.5†	6.75		5.91	75.12	58.93	70.75		91.47	13.49-14.44*	9.99
	10-22.5+			5.90	74.73	59.15	70.95		92.55		
	10-22.5†			5.91	75.09	58.93	70.75		92.29		
	7.50-20+	6.00		5.19	76.20	60.57	70.95		89.83	12.09-12.84*	8.39
	8.25-20+			74.56	58.95		82.95		92.25	12.59-13.54*	9.09
	8.25-20†	6.50	6.00	74.94	58.75	70.75	82.75		92.05		
	9.00-20+			74.53	58.95	70.95	82.95		92.95	13.39-14.34*	9.89
	9.00-20†			74.71	58.75	70.75	82.75		92.75		

+ - With cast-spoke wheels.

† - With disc wheels.

‡ - 7000 pound front suspension.

* - 16000 pound Eaton rear axle.

** - 9000 pound front suspension.

*** - Data shown for 70 series is also applicable to "60H" models.

TREADS AND OVERALL WIDTHS-Cont'd.

Series	Tire Size	Wheel Rim Size	Offset	A	B	C	D	E	F	Ground Clearance		
				Front Tread	Rear Tread Inner	Rear Dual Mean Tread	Rear Outer Tread	Width Over Rear Hubs	Width Over Rear Tires	Front	Rear	
C80 L80 T80	9-22.5+	6.75	5.90	74.76	59.84	71.64	83.44	85.68	92.44	12.59-13.50*	8.38	
	9-22.5‡		5.91	75.12	59.82		83.42		92.42			
	10-22.5+		5.90	74.73	59.84		83.44		93.24	13.49-14.44*	9.28	
	10-22.5‡		5.91	75.09	59.82		83.42		93.22			
	10-22.5+	7.50	6.50	73.53	58.64		84.64		94.74			
	10-22.5‡		6.51	73.89	58.62		84.62		94.72			
	11-22.5+		6.50	73.51	58.64		84.64		95.54	13.99-14.94*	9.78	
	11-22.5‡		6.51	73.87	58.62		84.62		85.52			
	8.25-20+	6.50	6.00	74.56	59.64		83.64		85.68	92.94	12.59-13.50*	8.38
	8.25-20‡			74.94						93.64		
	9.00-20+			74.53							13.39-14.34*	9.18
	9.00-20‡			74.91								
	9.00-20+	7.00	6.50	73.53	58.64		84.64					
	9.00-20‡			73.91						95.34		
	10.00-20+			73.51								
	10.00-20‡			73.89								
10.00-20‡	7.50		74.01			96.34						

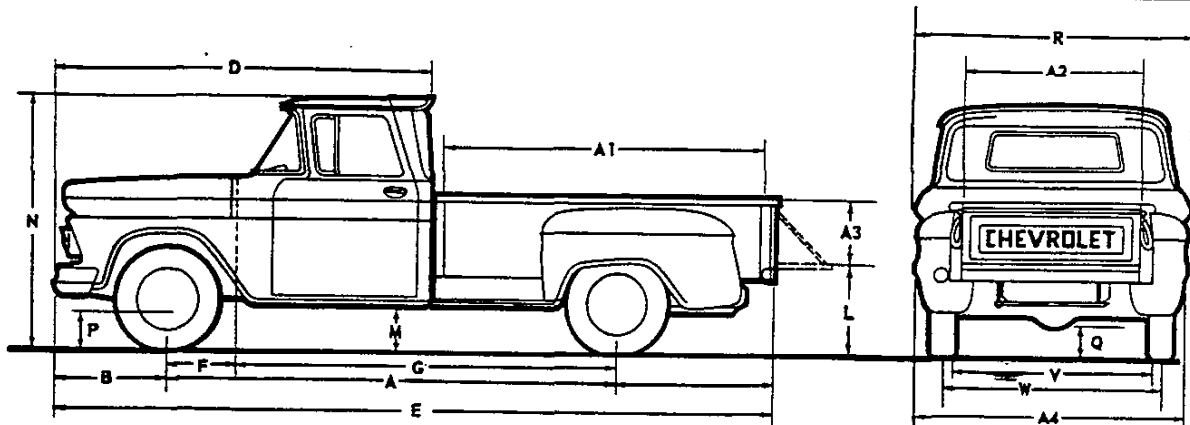
+ - With cast-spoke wheels.

‡ - With disc wheels.

* - With 9000 pound suspension

STEPSIDE PICKUPS

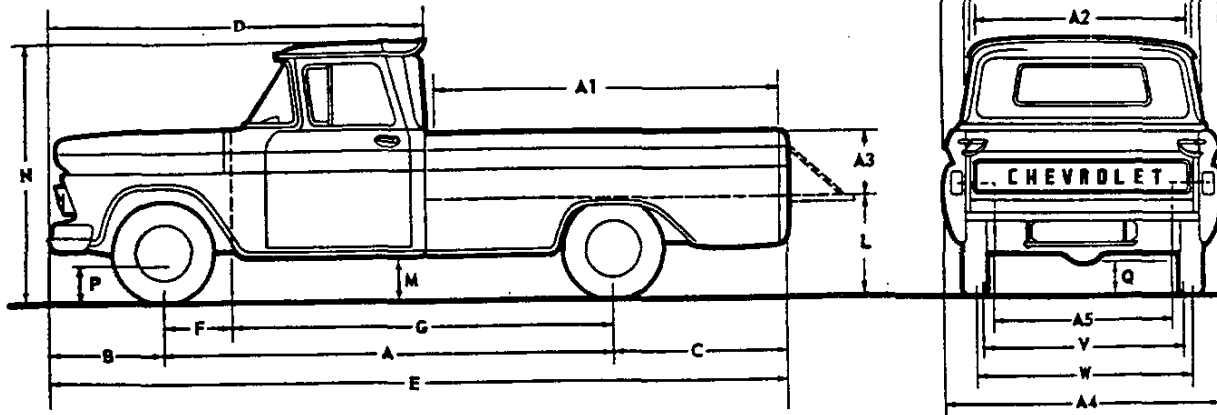
CK10, 20, C30



Model			C1404	K1404	C1504	C2504	K2504	C3604
Base GVW			4300	4900	4300	5500	5700	6700
Maximum GVW			5200	5600	5200	7500	7600	10000
A	Wheelbase		115.00	115.00	127.00	127.00	127.00	133.00
A 1	Load area, inside length		78.12	78.12	98.00	98.00	98.00	108.25
A 2	Load area, inside width		50.00	50.00	50.00	50.00	50.00	50.00
A 3	Floor to top of tailgate		17.56	17.56	17.56	17.56	17.56	17.56
A 4	Across rear fenders		76.00	76.00	76.00	76.00	76.00	76.00
B	Front overhang		31.75	31.75	31.75	31.75	31.75	31.75
C	Rear overhang		40.00	40.00	47.31	47.31	47.31	51.56
D	Bumper to back of cab		104.75	104.75	104.75	104.75	104.75	104.75
E	Overall length		186.68	186.68	206.06	206.06	206.06	216.31
F	℄ Front wheel to F.O.D.		14.87	14.87	14.87	14.87	14.87	14.87
G	F.O.D. to ℄ of rear wheel		100.13	100.13	112.13	112.13	112.13	118.13
L	Loading height, Base GVW	Curb	27.71	33.17	27.52	31.55	33.98	29.73
		Loaded	25.11	31.23	24.88	28.04	31.24	26.59
	Loading height, Max. GVW	Curb	30.55	34.07	30.48	33.63	37.20	33.15
		Loaded	26.44	30.88	26.54	28.07	33.00	28.16
M	Step height, Base GVW	Curb	17.78	24.19	17.53	20.03	24.86	19.21
		Loaded	16.71	23.33	16.63	18.71	23.82	18.05
	Step height, Max. GVW	Curb	19.54	25.09	19.19	20.20	27.39	19.66
		Loaded	17.71	23.60	17.75	20.06	25.72	17.47
N	Overall height, Base GVW	Curb	70.77	77.13	70.49	73.10	77.78	72.19
		Loaded	69.57	76.17	69.49	71.62	76.62	70.89
	Overall height, Max. GVW	Curb	72.63	78.03	72.24	75.18	80.39	73.32
		Loaded	70.65	76.39	70.62	72.87	78.54	71.01
P	Ground clearance, Base GVW	Front	10.04	7.97	10.04	10.93	8.87	11.44
Q		Rear	7.68	7.68	7.68	7.68	7.68	8.28
P	Ground clearance, Max. GVW	Front	10.93	8.87	10.93	13.00	10.97	10.85
Q		Rear	8.58	8.58	8.58	9.78	9.78	8.28
R	Across widest point of cab		78.74	78.74	78.74	78.74	78.74	78.74
V	Front tread		63.14	63.32	63.14	62.00	65.15	62.00
W	Rear tread		61.02	61.02	61.02	61.74	61.74	61.74
A 1	Load area, inside length		78.12	78.12	98.00	98.00	98.00	108.25
A 2	Load area, inside width		50.00	50.00	50.00	50.00	50.00	50.00
A 3	Floor to top of tailgate		17.56	17.56	17.56	17.56	17.56	17.56
A 4	Across rear fenders		76.00	76.00	76.00	76.00	76.00	76.00
Cubic foot capacity			39.70	39.70	49.80	49.80	49.80	55.00
Tires, Base GVW		Front	6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-6
		Rear	6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-8
Tires, Maximum GVW		Front	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6	8-19.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-8	8-19.5-8	8-19.5-10

FLEETSIDE PICKUPS

CK10, 20



Model	C1434	K1434	C1534	C2534	K2534
Base GVW	4300	4900	4300	5500	5700
Maximum GVW	5200	5600	5200	7500	7600
A Wheelbase	115.00	115.00	127.00	127.00	127.00
A ₁ Load area inside length	78.12	78.12	98.00	98.00	98.00
A ₂ Load area inside width	76.62	76.62	76.62	76.62	76.62
A ₃ Floor to top of tailgate	19.12	19.12	19.12	19.12	19.12
A ₄ Across rear fenders	77.68	77.68	77.68	77.68	77.68
A ₅ Distance between wheel housings	50.00	50.00	50.00	50.00	50.00
A ₆ Load area width at floor	72.00	72.00	72.00	72.00	72.00
B Front overhang	31.75	31.75	31.75	31.75	31.75
C Rear overhang	40.05	40.05	47.23	47.23	47.23
D Bumper to back of cab	104.75	104.75	104.75	104.75	104.75
E Overall length	186.80	186.80	205.98	205.98	205.98
E ₈ Tailgate opening	65.00	65.00	65.00	65.00	65.00
F ϕ front wheel to F.O.D.	14.87	14.87	14.87	14.87	14.87
G F.O.D. to ϕ rear wheel	100.13	100.13	112.13	112.13	112.13
L Loading height, Base GVW	Curb	27.61	33.12	27.35	31.46
	Loaded	25.13	31.26	25.33	28.03
L Loading height, Max. GVW	Curb	30.50	34.02	30.34	33.57
	Loaded	26.44	30.94	26.59	28.12
M Step height, Base GVW	Curb	17.97	24.14	17.51	19.94
	Loaded	16.73	23.36	16.65	18.70
M Step height, Max. GVW	Curb	17.59	25.04	19.16	22.05
	Loaded	17.77	23.67	17.70	19.99
N Overall height, Base GVW	Curb	70.75	77.08	70.42	73.01
	Loaded	69.59	76.20	69.51	71.61
N Overall height, Max. GVW	Curb	72.58	77.98	72.21	75.12
	Loaded	70.65	76.98	70.58	72.81
P Ground clearance, Base GVW	Curb	10.04	7.97	10.04	10.93
Q Ground clearance, Base GVW	Loaded	7.68	7.68	7.68	7.68
P Ground clearance, Max. GVW	Curb	10.93	8.87	10.93	13.00
Q Ground clearance, Max. GVW	Loaded	8.58	8.58	8.58	9.78
R Across widest point of cab		78.74	78.74	78.74	78.74
V Front tread		63.14	63.32	63.14	62.00
W Rear tread		61.02	61.02	61.02	61.74
Cubic foot capacity		60.29	60.29	76.41	76.41
Tires, Base GVW	Front	6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6
	Rear	6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6
Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-8
	Rear	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-8

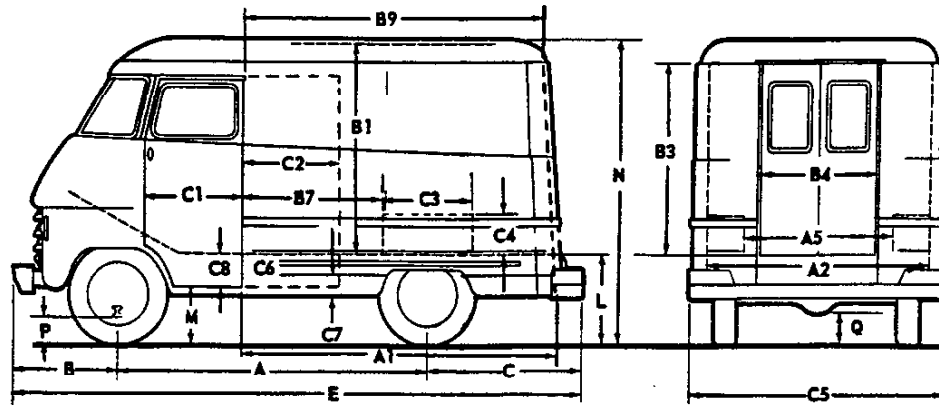
per 1959

E DIMENSIONS

1960 CHEVROLET TRUCK

STEP VANS

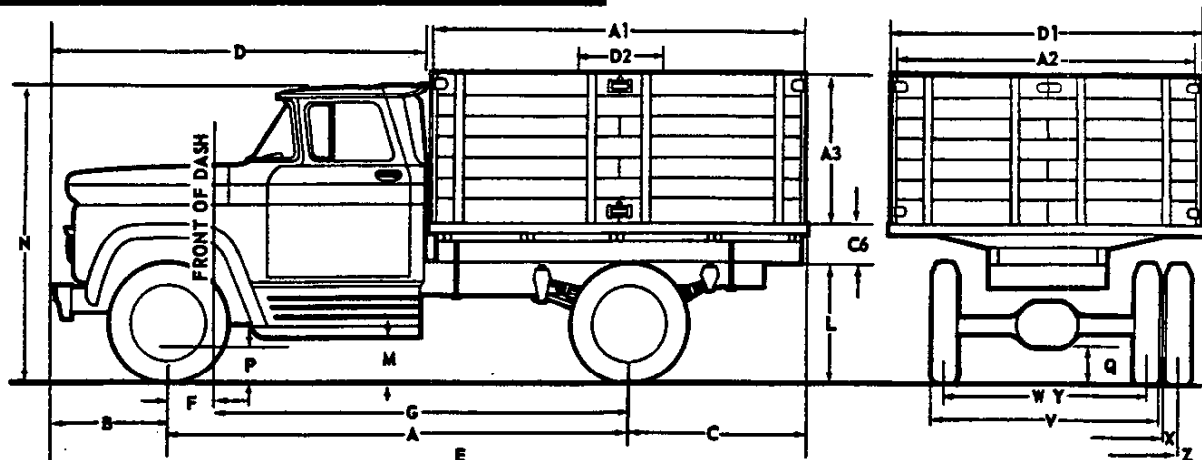
P20, 30



	Model		P2345	P2545	P2645	P3345	P3545	P3645
	Base GVW		5600	5600	5600	7500	7500	7500
	Maximum GVW		7000	7000	7000	10000	10000	10000
A	Wheelbase		104.00	125.00	137.00	104.00	125.00	137.00
A ₁	Load area inside length		99.00	119.00	139.00	99.00	119.00	139.00
A ₂	Load area inside width		75.62	75.62	75.62	75.62	75.62	75.62
A ₅	Distance between wheel housings	Single wheels	48.00	48.00	48.00	48.00	48.00	48.00
		Dual wheels	42.00	42.00	42.00	42.00	42.00	42.00
B	Front overhang		35.75	35.75	35.75	35.75	35.75	35.75
B ₁	Floor to roof inside		68.50	68.50	68.50	68.50	68.50	68.50
B ₃	Door opening height		61.00	61.00	61.00	61.00	61.00	61.00
B ₄	Door Opening width	Standard	38.00	38.00	38.00	38.00	38.00	38.00
		Optional	60.00	60.00	60.00	60.00	60.00	60.00
		Optional	72.00	72.00	72.00	72.00	72.00	72.00
B ₇	Door opening to front of wheel house		38.50	58.00	70.50	38.50	58.00	70.50
B ₈	Rear of wheelhouse to end of platform		23.75	23.75	31.75	23.75	23.75	31.75
B ₉	Load space at header		94.62	114.62	134.62	94.62	114.62	134.62
C	Rear overhang		53.38	53.38	60.38	53.38	53.38	60.38
C ₁	Door width at belt		35.00	35.00	35.00	35.00	35.00	35.00
C ₂	Door pocket depth		37.50	37.50	37.50	37.50	37.50	37.50
C ₃	Wheelhouse depth		36.75	36.75	36.75	36.75	36.75	36.75
C ₄	Wheelhouse height		10.50	10.50	10.50	10.50	10.50	10.50
C ₅	Across rear bumper		82.00	82.00	82.00	82.00	82.00	82.00
C ₆	T.O.F. to top of floor		2.82	2.82	2.82	2.82	2.82	2.82
C ₇	T.O.F. to bottom side of panel		8.82	8.82	8.82	8.82	8.82	8.82
C ₈	Top of floor to bottom of door		10.00	10.00	10.00	10.00	10.00	10.00
E	Overall length		193.12	213.12	233.12	233.12	213.12	233.12
L	Loading height, Base GVW	Curb	28.90	29.22	28.81	29.70	29.60	29.33
		Loaded	29.35	28.82	28.68	26.67	27.24	27.18
	Loading height, Max GVW	Curb	30.24	30.03	29.71	28.90	28.96	28.67
		Loaded	27.95	26.01	27.67	26.61	25.98	25.95
M	Step height, Base GVW	Curb	17.91	18.05	17.96	17.86	17.56	17.33
		Loaded	17.88	17.90	17.94	17.35	16.72	16.71
	Step height Max. GVW	Curb	18.72	18.25	18.41	18.66	18.52	18.49
		Loaded	17.73	15.61	17.39	18.89	18.56	17.55
N	Overall height, Base GVW	Curb	98.41	98.55	98.46	98.36	98.06	97.83
		Loaded	98.38	98.40	98.44	97.85	97.22	97.21
	Overall height, Max. GVW	Curb	99.22	98.75	98.91	99.16	99.02	98.99
		Loaded	98.23	96.11	97.89	99.39	99.06	98.05
P	Ground clearance, Base GVW	Curb	8.62	8.62	8.62	9.22	9.22	9.22
Q		Loaded	7.68	7.68	7.68	8.28	8.28	8.28
P		Curb	8.62	8.62	8.62	9.22	9.22	9.22
Q		Loaded	8.28	8.28	8.28	8.28	8.28	8.28
	Cubic foot capacities		276.00	334.00	392.00	276.00	334.00	392.00
	Tires, Base GVW (front and rear)		7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-6	8-19.5-6
	Tires, Maximum GVW	Front	8-17.5-6	8-17.5-6	8-17.5-6	8-19.5-6	8-19.5-6	8-19.5-6
		Rear	8-17.5-8	8-17.5-8	8-17.5-8	8-19.5-6	8-19.5-6	8-19.5-6

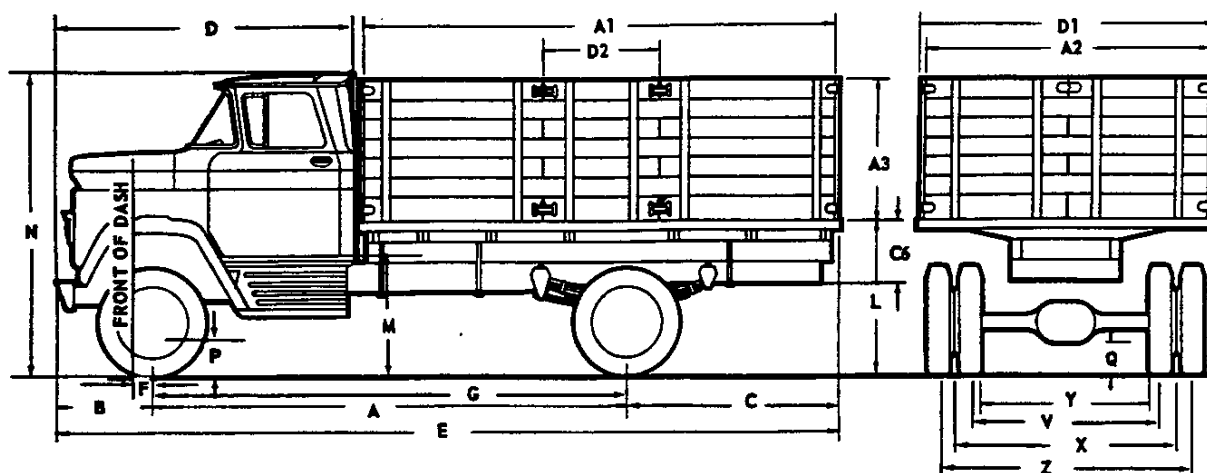
STAKES

C20 30 40



Model			C2509	C3609	C4109	C4309
Base GVW			5500	6700	10000	10000
Maximum GVW			7500	10000	14000	14000
A	Wheelbase		127.00	133.00	133.00	157.00
A1	Load area inside length		98.00	109.00	109.00	144.00
A2	Load area inside width		73.00	85.00	85.00	85.00
A3	Floor to top of tailgate		28.00	42.00	42.00	42.00
B	Front overhang		31.75	31.75	31.75	31.75
C	Rear overhang		52.05	56.65	56.65	67.77
C6	T.O.F. to top of platform		11.77*	13.58	11.69	12.19
D	Bumper to back of cab		104.75	104.75	104.75	104.75
D1	Platform overall width		79.80	91.81	91.81	91.81
D2	Side gate opening					35.00
E	Overall length		210.80	221.40	221.40	256.62
F	Front wheel to F.O.D.		14.87	14.87	14.87	14.87
G	F.O.D. to rear wheel		112.13	118.13	118.13	142.13
L	Loading height, Base GVW	Curb	42.12	41.56	44.73	44.56
		Loaded	39.02	38.66	40.73	41.48
	Loading height, Maximum GVW	Curb	44.39	45.25	46.67	45.94
		Loaded	39.04	40.44	40.71	42.57
M	Step height, Base GVW	Curb	19.83	19.40	20.59	20.55
		Loaded	18.66	18.32	19.96	19.42
	Step height, Maximum GVW	Curb	21.97	19.51	21.69	21.01
		Loaded	20.04	17.81	19.88	19.25
N	Overall height, Base GVW	Curb	72.88	72.21	73.63	73.55
		Loaded	71.58	71.08	72.77	72.28
	Overall height Maximum GVW	Curb	75.03	73.22	74.71	74.01
		Loaded	72.86	71.32	72.70	72.12
P	Ground clearance, Base GVW	Front	10.93	11.44	12.92	12.92
Q		Rear	7.68	8.28	8.78	8.78
P	Ground clearance, Max. GVW	Front	13.00	10.85	12.92	12.92
Q		Rear	9.78	8.28	8.78	8.78
V	Front tread		62.00	62.00	62.62	62.62
W	Rear tread		61.74	61.74		
X	Dual mean tread			63.19	66.48	66.48
Y	Rear tread inner			53.57	56.86	56.86
Z	Rear tread outer			72.81	76.10	76.10
	Tires, Base GVW	Front	7-17.5-6	8-17.5-6	8-19.5-6	8-19.5-6
		Rear	7-17.5-6	8-17.5-8	8-19.5-6D	8-19.5-6D
	Tires, Maximum GVW	Front	8-19.5-6	7-17.5-6	8-19.5-6	8-19.5-6
		Rear	8-19.5-8	8-17.5-8D	8-19.5-10D	8-19.5-10D

* - At center of rear wheel.

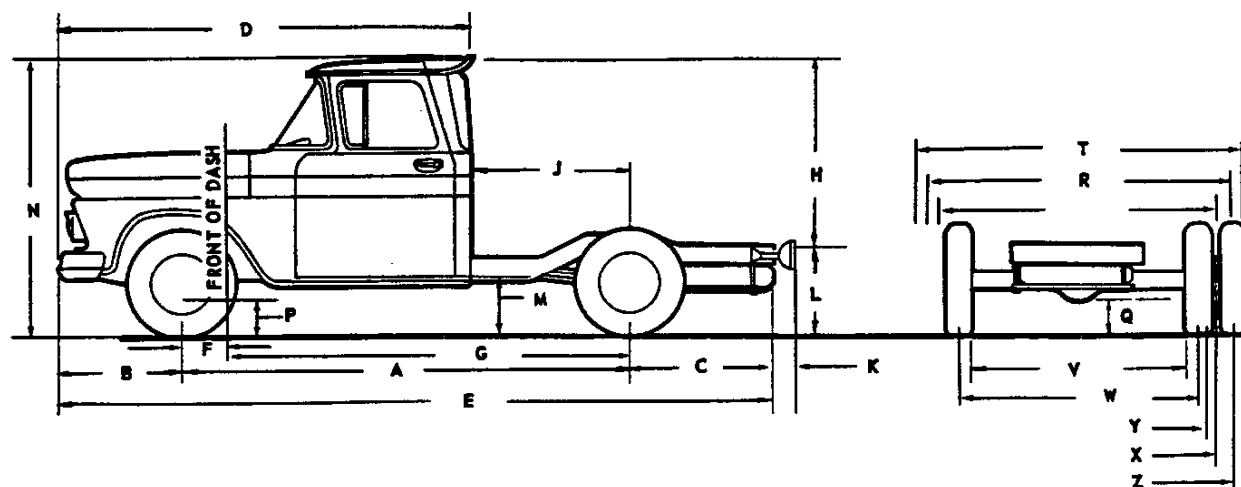


Model			C5109	C5309	L5309
Base GVW			14000	14000	14000
Maximum GVW			16000	16000	16000
A	Wheelbase		133.00	157.00	145.00
A1	Load area, inside length		109.00	144.00	144.00
A2	Load area, inside width		85.00	85.00	85.00
A3	Floor to top of tailgate		42.00	42.00	42.00
B	Front overhang		32.25	32.25	28.67
C	Rear overhang		56.40	67.91	79.74
C6	T.O.F. to top of platform		12.26	12.19	12.19
D	Bumper to back of cab		105.00	105.00	89.75
D1	Platform overall width		91.81	91.81	91.81
D2	Side gate opening			35.00	35.00
E	Overall length		221.65	257.16	244.99
F	℄ front wheel to F.O.D.		14.62	14.62	2.95
G	F.O.D. to ℄ of rear wheel		118.38	142.38	142.05
L	Loading height, Base GVW	Curb	47.91	47.59	47.56
		Loaded	43.73	43.00	42.98
	Loading height, Maximum GVW	Curb	47.91	47.59	47.56
		Loaded	43.05	42.27	41.48
M	Step height, Base GVW	Curb	18.53	18.12	20.45
		Loaded	15.83	15.85	18.22
	Step height, Maximum GVW	Curb	18.53	18.12	20.45
		Loaded	15.12	15.04	17.49
N	Overall height, Base GVW	Curb	85.16	84.73	91.09
		Loaded	82.35	82.36	88.77
	Overall height, Maximum GVW	Curb	85.16	84.73	91.09
		Loaded	81.66	82.00	88.06
P	Ground clearance *	Front	11.98	11.98	11.98
Q		Rear	9.94	9.94	9.94
V	Front tread		75.92	75.92	75.92
X	Dual mean tread		68.50	68.50	68.50
Y	Rear inner tread		58.88	58.88	58.88
Z	Rear outer tread		78.12	78.12	78.12
	Tires, Base GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8
		Rear	8-22.5-8D	8-22.5-8D	8-22.5-8D
	Tires, Maximum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8
		Rear	8-22.5-10D	8-22.5-10D	8-22.5-10D

* - 8-22.5 tires used for base and maximum GVW's.

CAB CHASSIS

CK10, 20, C30

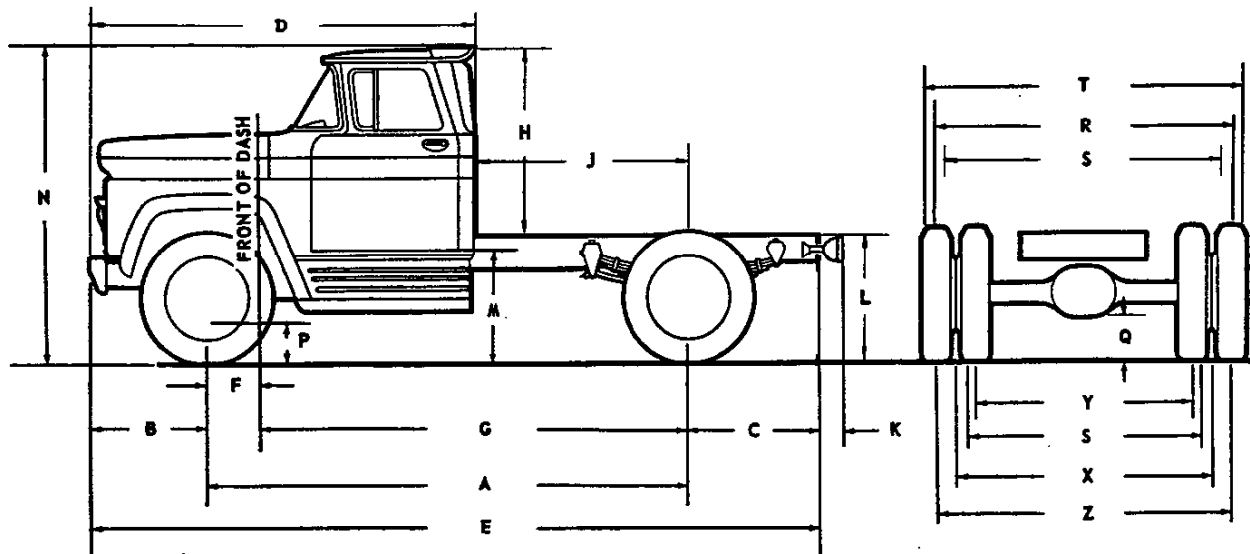


Model	C1403	K1403	C1503	C2503	K2503	C3603
Base GVW	4300	4900	4300	5500	5700	6700
Maximum GVW	5200	5600	5200	7500	7600	10000
A Wheelbase	115.00	115.00	127.00	127.00	127.00	133.00
B Front overhang	31.75	31.75	31.75	31.75	31.75	31.75
C Rear overhang	33.50	33.50	41.50	41.50	41.50	47.00
D Bumper to back of cab	104.75	104.75	104.75	104.75	104.75	104.75
E Overall length	180.25	180.25	200.25	200.25	200.25	211.75
F Front wheel to F.O.D.	14.87	14.87	14.87	14.87	14.87	14.87
G F.O.D. to center of rear wheel	100.13	100.13	112.13	112.13	112.13	118.13
H T.O.F. to top of cab	51.60	51.60	51.60	51.60	51.60	51.60
J Cab to center of rear axle	42.00	42.00	54.00	54.00	54.00	60.00
K Frame to tail light	4.05	3.87	4.05	4.05	3.87	4.05
L Frame height, Base GVW	25.43	30.95	26.56	30.08	31.93	27.08
Frame height, Maximum GVW	27.99	31.85	29.14	31.88	34.87	30.37
M Step height, Base GVW	18.32	24.47	18.11	20.38	25.53	19.57
Step height, Maximum GVW	19.96	25.37	19.66	22.40	27.63	21.77
N Overall height, Base GVW	71.35	77.44	70.12	73.49	78.18	72.55
Overall height, Maximum GVW	73.08	78.34	72.75	75.49	80.62	73.49
P Ground clearance, Base GVW	Front 10.04	7.97	10.04	10.93	8.87	11.44
Q Ground clearance, Max. GVW	Rear 7.68	7.68	7.68	7.68	7.68	8.28
P Ground clearance, Base GVW	Front 10.93	8.87	10.93	13.00	10.97	10.85
Q Ground clearance, Max. GVW	Rear 8.58	8.58	8.58	9.78	9.78	8.28
R Across widest point of cab	78.74	78.74	78.74	78.74	78.74	78.74
S Across front bumper	78.56	78.56	78.56	78.56	78.56	78.56
T Across front fender	79.32	79.32	79.32	79.32	79.32	79.32
V Front tread	63.14	63.32	63.14	62.00	65.15	62.00
W Rear tread	61.02	61.02	61.02	61.74	61.74	61.74
X Dual mean tread						63.19
Y Rear inner tread						53.57
Z Rear outer tread						72.81
Tires, Base GVW	Front 6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-6
Rear 6.70-15-4	6.70-15-6	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-8	
Tires, Maximum GVW	Front 7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-8	7-17.5-6
Rear 7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-8	8-19.5-8	8-17.5-8D	

November 1959

14—VEHICLE DIMENSIONS

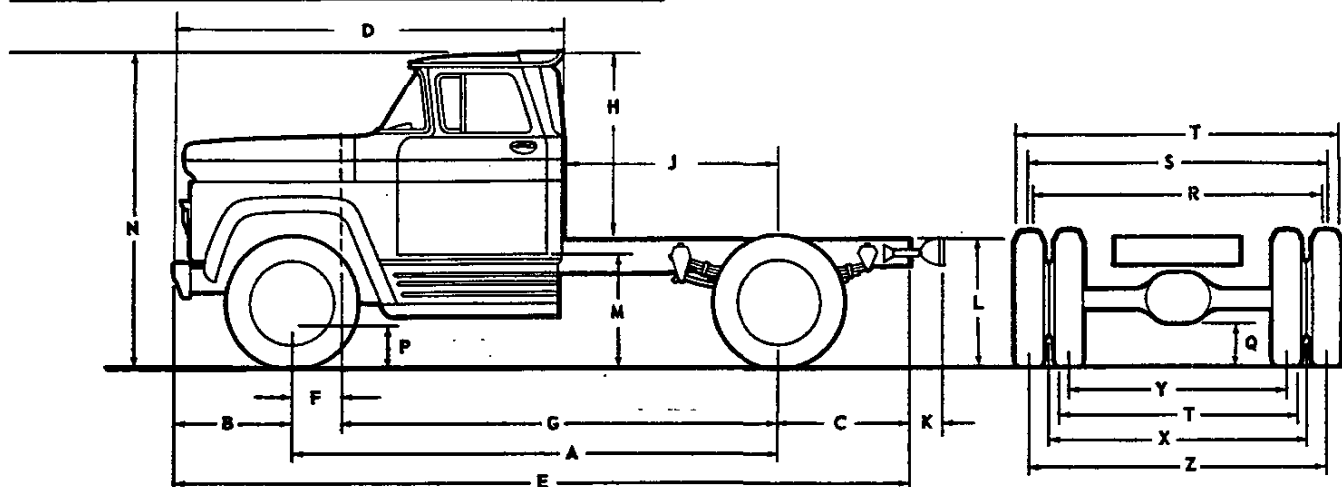
1960 CHEVROLET TRUCK



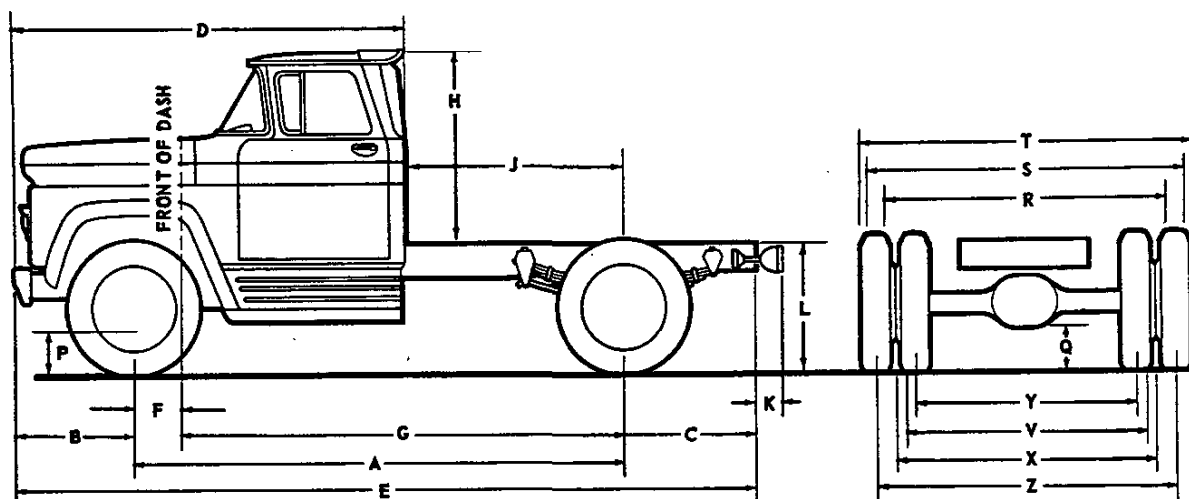
Model	C4103	C4303	C5103	C5203	C5303	C5503
Base GVW	10000	10000	14000	14000	14000	14000
Maximum GVW	14000	14000	16000	16000	16000	16000
A Wheelbase	133.00	157.00	133.00	145.00	157.00	175.00
B Front overhang	31.75	31.75	32.25	32.25	32.25	32.25
C Rear overhang	35.00	47.00	35.00	48.00	48.00	60.00
D Bumper to back of cab	104.75	104.75	105.00	105.00	105.00	105.00
E Overall length	199.75	235.75	200.25	225.25	237.25	267.25
F $\varnothing$ front wheel to F.O.D.	14.87	14.87	14.62	14.62	14.62	14.62
G F.O.D. to $\varnothing$ of rear wheel	118.13	142.13	118.38	130.38	142.38	160.38
H T.O.F. to top of cab	51.60	51.60	51.60	51.60	51.60	51.60
J Cab to $\varnothing$ of rear axle	60.00	84.00	60.25	72.25	84.25	102.25
K Frame to tail light	3.45	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	32.53	32.76	35.51	36.56	36.55	35.97
Frame height, Maximum GVW	33.57	33.86	35.51	36.56	36.55	35.97
M Step height, Base GVW	21.58	21.13	18.99	18.86	18.73	18.70
Step height, Maximum GVW	21.89	21.53	18.99	18.86	18.73	18.70
N Overall height, Base GVW	74.56	74.10	85.37	84.79	85.39	85.30
Overall height, Maximum GVW	74.94	74.54	85.37	84.79	85.39	85.30
P Ground clearance, Base GVW	Front	12.92	12.92	11.98	11.98	11.98
Q Rear	8.78	8.78	9.94	9.94	9.94	9.94
P Ground clearance, Max. GVW	Front	12.92	12.92	11.98	11.98	11.98
Q Rear	8.78	8.78	9.94	9.94	9.94	9.94
R Across widest point of cab	78.74	78.74	78.74	78.74	78.74	78.74
S Across front bumper	78.56	78.56	88.48	88.48	88.48	88.48
T Across front fenders	79.32	79.32	92.64	92.64	92.64	92.64
V Front tread	62.62	62.62	75.92	75.92	75.92	75.92
X Dual mean tread	66.48	66.48	68.50	68.50	68.50	68.50
Y Rear inner tread	56.86	56.86	57.68	57.68	57.68	57.68
Z Rear outer tread	76.10	76.10	79.32	79.32	79.32	79.32
Tires, Base GVW	Front	8-19.5-6	8-19.5-6	8-22.5-8	8-22.5-8	8-22.5-8
Rear	8-19.5-6	8-19.5-6	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
Tires, Maximum GVW	Front	8-19.5-6	8-19.5-6	8-22.5-8	8-22.5-8	8-22.5-8
Rear	8-19.5-10	8-19.5-10	8-22.5-10	8-22.5-10	8-22.5-10	8-22.5-10

CAB CHASSIS-Cont'd.

C60



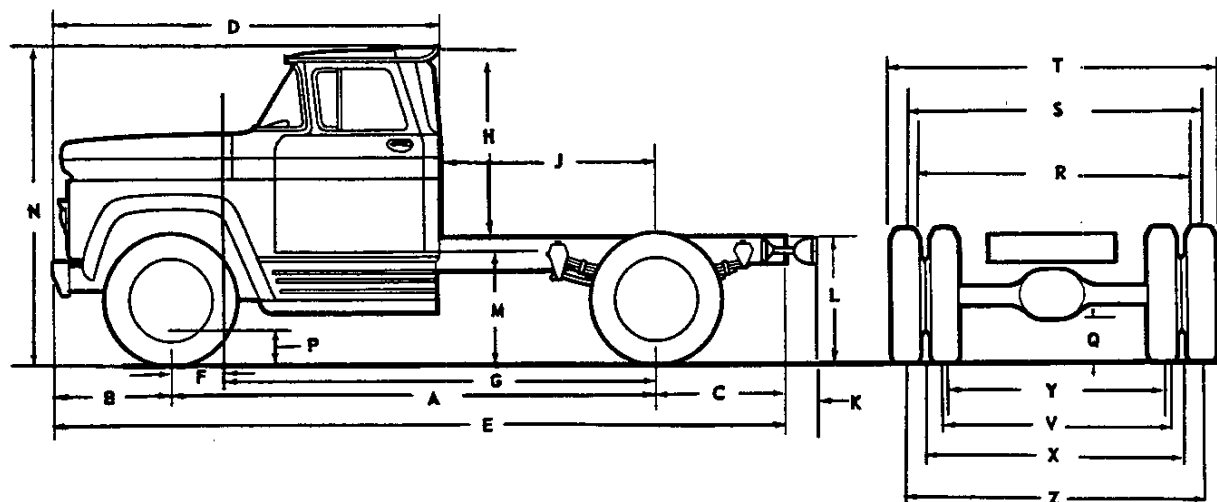
Model		C6103	C6203	C6303	C6503	C6803
	Base GVW	15000	15000	15000	15000	15000
	Maximum GVW	22000	22000	22000	22000	22000
A	Wheelbase	133.00	145.00	157.00	175.00	197.00
B	Front overhang	32.25	32.25	32.25	32.25	32.25
C	Rear overhang	35.00	48.00	48.00	60.00	93.25
D	Bumper to back of cab	105.00	105.00	105.00	105.00	105.00
E	Overall length	200.25	225.25	237.25	267.25	331.50
F	℄ of front wheel to F.O.D.	14.62	14.62	14.62	14.62	14.62
G	F.O.D. to ℄ of rear wheel	118.38	130.38	142.38	160.38	182.38
H	T.O.F. to top of cab	51.60	51.60	51.60	51.60	51.60
J	Cab to ℄ of rear axle	60.25	72.25	84.25	102.25	124.25
K	Frame to tail light	3.87	3.87	3.87	3.87	3.87
L	Frame height, Base GVW	36.04	36.14	36.12	36.12	36.23
	Frame height, Maximum GVW	38.65	38.84	38.83	38.94	39.37
M	Step height, Base GVW	19.47	19.33	19.27	19.02	18.87
	Step height, Maximum GVW	20.29	20.15	19.97	19.75	19.53
N	Overall height, Base GVW	86.08	85.94	85.88	85.85	85.45
	Overall height, Maximum GVW	87.88	87.72	87.53	87.30	87.07
P	Ground clearance, Base GVW	11.98	11.98	11.98	11.98	11.98
Q	Ground clearance, Base GVW	9.50	9.50	9.50	9.50	9.50
P	Ground clearance, Maximum GVW	13.18	13.18	13.18	13.18	13.18
Q	Ground clearance, Maximum GVW	11.00	11.00	11.00	11.00	11.00
R	Across widest point of cab	78.74	78.74	78.74	78.74	78.74
S	Across front bumpers	88.48	88.48	88.48	88.48	88.48
T	Across front fenders	92.64	92.64	92.64	92.64	92.64
V	Front tread	75.92	75.92	75.92	75.92	75.92
X	Dual mean tread	69.00	69.00	69.00	69.00	69.00
Y	Rear inner tread	58.18	58.18	58.18	58.18	58.18
Z	Rear outer tread	79.82	79.82	79.82	79.82	79.82
	Tires, Base GVW	Front 8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Tires, Base GVW	Rear 8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
	Tires, Maximum GVW	Front 9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
	Tires, Maximum GVW	Rear 10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10



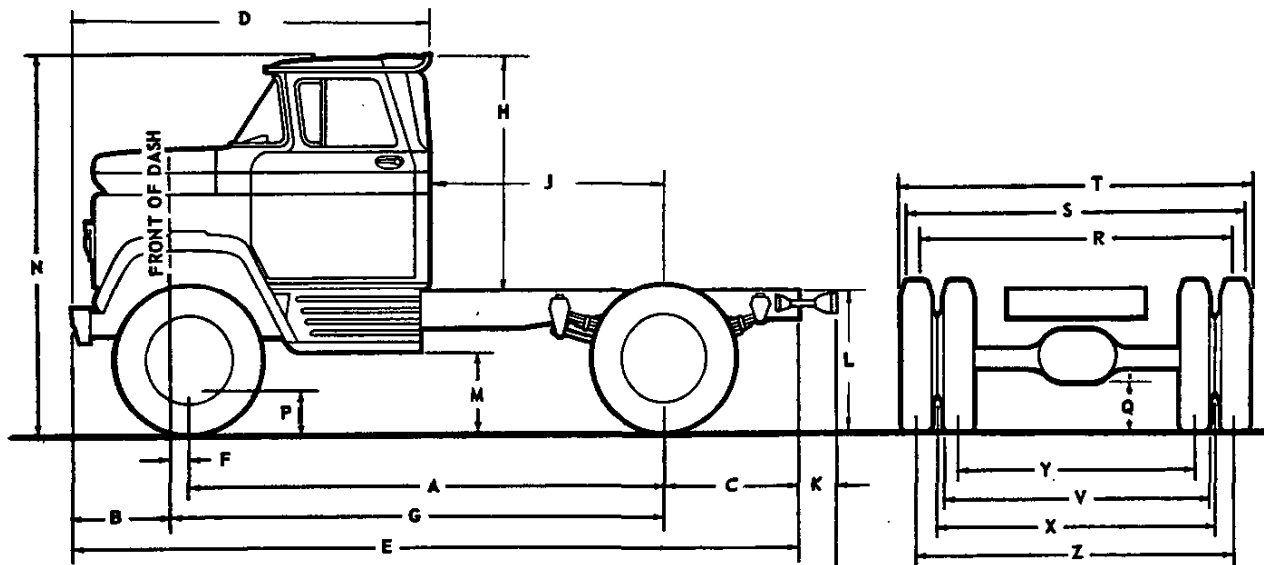
Model		C7103	C7203	C7303	C7503	C7803
Base		15000	15000	15000	15000	15000
Maximum GVW		23000	23000	23000	23000	23000
A	Wheelbase	133.00	145.00	157.00	175.00	197.00
B	Front overhang	32.25	32.25	32.25	32.25	32.25
C	Rear overhang	35.00	48.00	48.00	60.00	93.25
D	Bumper to back of cab	105.00	105.00	105.00	105.00	105.00
E	Overall length	200.25	225.25	237.25	267.25	331.50
F	℄ front wheel to F.O.D.	14.62	14.62	14.62	14.62	14.62
G	F.O.D. to ℄ of rear wheel	118.38	130.38	142.38	160.38	182.38
H	T.O.F. to top of cab	51.60	51.60	51.60	51.60	51.60
J	Cab to ℄ of rear axle	60.25	72.25	84.25	102.25	124.25
K	Frame to tail light	3.87	3.87	3.87	3.87	3.87
L	Frame height, Base GVW	36.47	36.64	36.61	36.65	37.03
	Frame height, Maximum GVW	38.33	38.55	38.56	38.59	38.99
M	Step height, Base GVW	19.42	19.32	19.06	19.04	18.77
	Step height, Maximum GVW	20.87	20.72	20.60	20.47	20.82
N	Overall height, Base GVW	86.08	85.96	85.70	85.66	85.38
	Overall height, Maximum GVW	87.56	87.90	87.26	87.11	86.90
P	Ground clearance, Base GVW	Front	11.99	11.99	11.99	11.99
Q		Rear	8.49	8.49	8.49	8.49
P	Ground clearance, Max. GVW	Front	12.59	12.59	12.59	12.59
Q		Rear	9.99	9.99	9.99	9.99
R	Across widest point of cab	78.74	78.74	78.74	78.74	78.74
S	Across front bumper	88.48	88.48	88.48	88.48	88.48
T	Across front fenders	92.64	92.64	92.64	92.64	92.64
V	Front tread	75.88	75.88	75.88	75.88	75.88
X	Dual mean tread	70.51	70.51	70.51	70.51	70.51
Y	Rear inner tread	59.81	59.81	59.81	59.81	59.81
Z	Rear outer tread	81.21	81.21	81.21	81.21	81.21
Tires, Base 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
	Front	9-22.5-10	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	10-22.5-10
Tires, Maximum GVW						

CAB CHASSIS-Cont'd.

C80



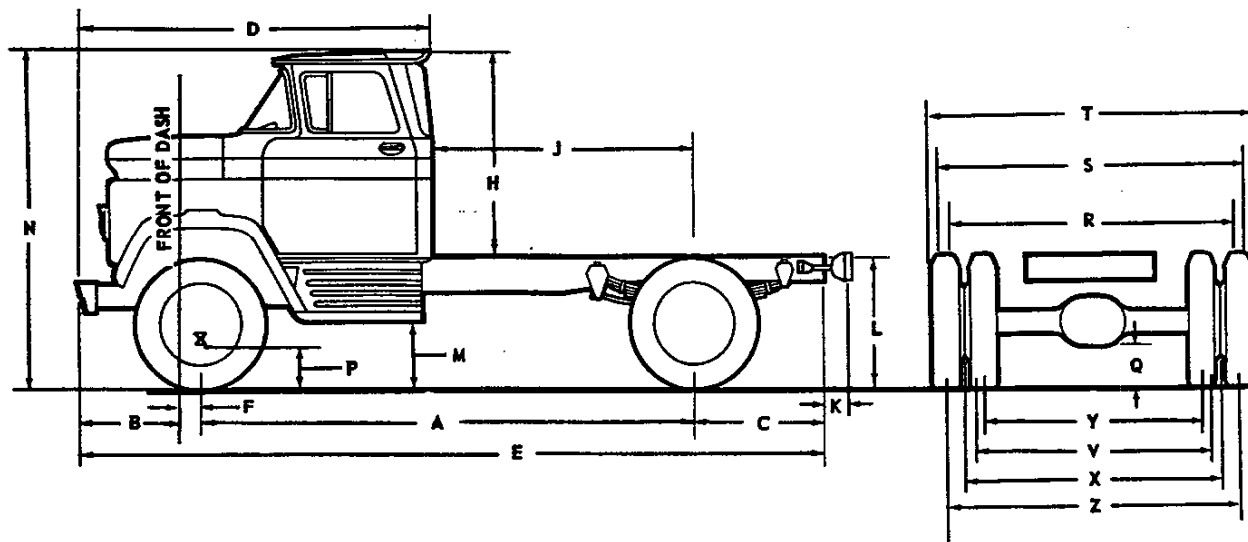
Model		C8103	C8203	C8303	C8503	C8803
Base GVW		18500	18500	18500	18500	18500
Maximum GVW		25000	25000	25000	25000	25000
A	Wheelbase	133.00	145.00	157.00	175.00	197.00
B	Front overhang	32.25	32.25	32.25	32.25	32.25
C	Rear overhang	35.00	48.00	48.00	60.00	93.25
D	Bumper to back of cab	105.00	105.00	105.00	105.00	105.00
E	Overall length	200.25	225.25	237.25	267.25	331.50
F	℄ of front wheel to F.O.D.	14.62	14.62	14.62	14.62	14.62
G	F.O.D. to ℄ of rear wheel	118.38	130.38	142.38	160.38	182.38
H	T.O.F. to top of cab	51.60	51.60	51.60	51.60	51.60
J	Cab to ℄ of rear axle	60.25	72.25	84.25	102.25	124.25
K	Frame to tail light	3.87	3.87	3.87	3.87	3.87
L	Frame height, Base GVW	37.37	37.50	37.31	37.40	37.76
	Frame height, Maximum GVW	39.60	39.76	39.64	39.72	40.22
M	Step height, Base GVW	22.28	20.35	20.19	20.17	19.95
	Step height, Maximum GVW	22.14	22.06	21.95	21.77	21.51
N	Overall height, Base GVW	87.07	86.94	86.81	86.73	86.54
	Overall height, Maximum GVW	88.83	88.73	88.60	88.40	88.13
P	Ground clearance, Base GVW	Front	12.59	12.59	12.59	12.59
Q		Rear	8.38	8.38	8.38	8.38
P	Ground clearance, Maximum GVW	Front	13.49	13.49	13.49	13.49
Q		Rear	9.78	9.78	9.78	9.78
R	Across widest point of cab	78.74	78.74	78.74	78.74	78.74
S	Across front bumper	88.48	88.48	88.48	88.48	88.48
T	Across front fenders	92.64	92.64	92.64	92.64	92.64
V	Front tread	74.76	74.76	74.76	74.76	74.76
X	Dual mean tread	71.64	71.64	71.64	71.64	71.64
Y	Rear inner tread	59.84	59.84	59.84	59.84	59.84
Z	Rear outer tread	83.44	83.44	83.44	83.44	83.44
Tires, Base GVW		Front	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
Tires, Maximum GVW		Front	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



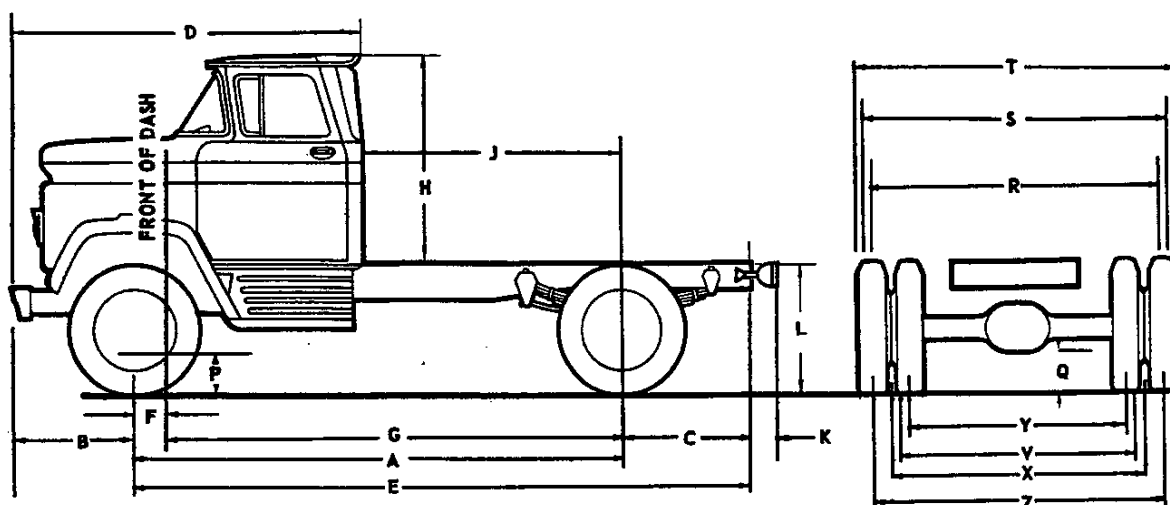
Model		L5203	L5303	L5603	L6103
Base GVW		14000	14000	14000	15000
Maximum GVW		16000	16000	16000	22000
A Wheelbase		133.00	145.00	175.00	121.00
B Front overhang		32.25	32.25	32.25	32.25
C Rear overhang		35.00	48.00	60.00	35.00
D Bumper to back of cab		93.33	93.33	93.33	89.75
E Overall length		200.25	225.25	267.25	184.67
F $\odot$ front wheel to F.O.D.		2.95	2.95	2.95	2.95
G F.O.D. to $\odot$ of rear wheel		130.05	142.05	172.05	118.05
H T.O.F. to top of cab		58.00	58.00	58.00	58.00
J Cab to $\odot$ of rear axle		72.00	84.00	114.00	60.00
K Frame to tail light		3.87	3.87	3.87	3.87
L Frame height, Base GVW		36.26	36.38	36.31	36.72
Frame height, Maximum GVW		36.26	36.38	36.31	39.06
M Step height, Base GVW		21.09	20.92	20.69	21.62
Step height, Maximum GVW		21.09	20.92	20.69	22.34
N Overall height, Base GVW		91.80	91.62	91.36	92.40
Overall height, Maximum GVW		91.80	91.62	91.36	94.02
P Ground clearance, Base GVW	Front	11.98	11.98	11.98	11.98
	Rear	9.94	9.94	9.94	9.50
Q Ground clearance, Maximum GVW	Front	11.98	11.98	11.98	13.18
	Rear	9.94	9.94	9.94	11.00
R Across widest point of cab		78.74	78.74	78.74	78.74
S Across front bumper		88.48	88.48	88.48	88.48
T Across front fenders		92.64	92.64	92.64	92.64
V Front tread		75.92	75.92	75.92	75.92
X Dual mean tread		68.50	68.50	68.50	69.00
Y Rear inner tread		57.68	57.68	57.68	58.18
Z Rear outer tread		79.32	79.32	79.32	79.82
Tires, Base 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
Tires, Maximum GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-10
	Rear	8-22.5-10	8-22.5-10	8-22.5-10	10-22.5-10

CAB CHASSIS-Cont'd.

L60



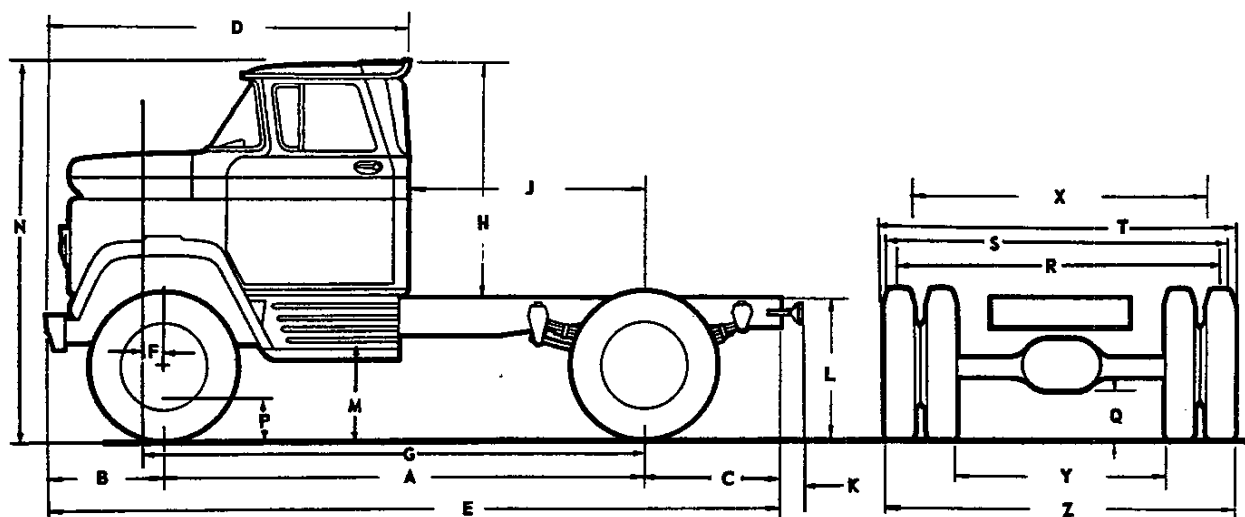
Model	L6203	L6303	L6503	L6603	L6903
Base GVW	15000	15000	15000	15000	15000
Maximum GVW	22000	22000	22000	22000	22000
A Wheelbase	133.00	145.00	169.25	175.00	197.00
B Front overhang	32.25	32.25	32.25	32.25	32.25
C Rear overhang	35.00	48.00	-	60.00	93.25
D Bumper to back of cab	93.33	93.33	93.33	93.33	93.33
E Overall length	200.25	225.25	-	267.25	322.50
F C front wheel to F.O.D.	2.95	2.95	2.95	2.95	2.95
G F.O.D. to C rear wheel	130.05	142.05	172.20	172.05	194.05
H T.O.F. to top of cab	58.00	58.00	58.00	58.00	58.00
J Cab to C of rear axle	72.00	84.00	108.12	114.00	136.00
K Frame to tail light	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	36.65	36.83	-	36.87	37.12
Frame height, Maximum GVW	38.95	39.21	-	39.28	39.83
M Step height, Base GVW	21.48	21.36	-	21.07	20.80
Step height, Maximum GVW	22.19	22.63	-	21.68	21.43
N Overall height, Base GVW	92.20	92.06	-	91.74	91.47
Overall height, Maximum GVW	93.86	93.66	-	93.29	93.03
P Ground clearance, Base GVW	Front 11.98	11.98	11.98	11.98	11.98
Q Rear 9.50	9.50	9.50	9.50	9.50	9.50
P Ground clearance, Maximum GVW	Front 13.18	13.18	13.18	13.18	13.18
Q Rear 11.00	11.00	11.00	11.00	11.00	11.00
R Across widest point of cab	78.74	78.74	78.74	78.74	78.74
S Across front bumper	88.48	88.48	88.48	88.48	88.48
T Across front fenders	92.64	92.64	92.64	92.64	92.64
V Front tread	75.92	75.92	75.92	75.92	75.92
X Dual mean tread	69.00	69.00	69.00	69.00	69.00
Y Rear inner tread	58.18	58.18	58.18	58.18	58.18
Z Rear outer tread	79.82	79.82	79.82	79.82	79.82
Tires, Base 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	8-22.5-8
Tires, Maximum GVW	Front 9-22.5-10	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	10-22.5-10	10-22.5-10



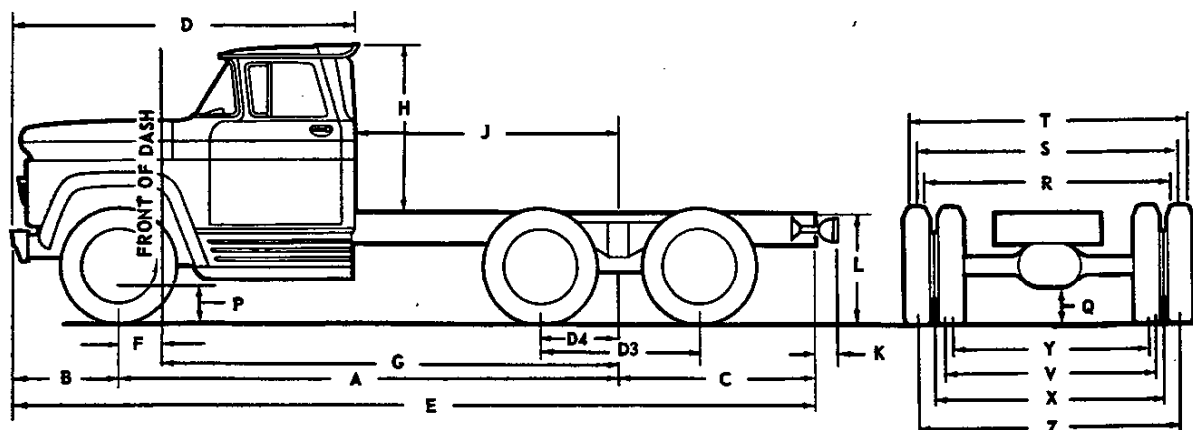
Model	L7103	L7203	L7303	L7503	L7603
Base GVW	15000	15000	15000	15000	15000
Maximum GVW	23000	23000	23000	23000	23000
A Wheelbase	121.00	133.00	145.00	169.25	175.00
B Front overhang	28.67	32.25	32.25	32.25	32.25
C Rear overhang	35.00	35.00	48.00	-	60.00
D Bumper to back of cab	89.75	93.33	93.33	93.33	93.33
E Overall length	184.67	200.26	225.25	-	267.25
F $\mathcal{C}$ of front wheel to F.O.D.	2.95	2.95	2.95	2.95	2.95
G F.O.D. to $\mathcal{C}$ of rear wheel	118.05	130.05	142.05	172.20	172.05
H T.O.F. to top of cab	58.00	58.00	58.00	58.00	58.00
J Cab to $\mathcal{C}$ of rear axle	60.00	72.00	84.00	108.12	114.00
K Frame to tail light	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	36.92	36.91	37.04	-	37.02
Frame height, Maximum GVW	38.73	38.66	38.87	-	38.92
M Step height, Base GVW	21.51	21.39	21.30	-	21.04
Step height, Maximum GVW	23.02	22.80	22.71	-	22.39
N Overall height, Base GVW	92.26	92.13	92.01	-	91.72
Overall height, Maximum GVW	93.79	93.57	93.45	-	93.10
P Ground clearance, Base GVW	Front 11.99	11.99	11.99	11.99	11.99
	Rear 8.49	8.49	8.49	8.49	8.49
P Ground clearance, Maximum GVW	Front 12.59	12.59	12.59	12.59	12.59
	Rear 9.99	9.99	9.99	9.99	9.99
Q Across widest point of cab	78.74	78.74	78.74	78.74	78.74
S Across front bumper	88.48	88.48	88.48	88.48	88.48
T Across front fenders	92.64	92.64	92.64	92.64	92.64
V Front tread	75.88	75.88	75.88	75.88	75.88
X Dual mean tread	70.51	70.51	70.51	70.51	70.51
Y Rear inner tread	59.81	59.81	59.81	59.81	59.81
Z Rear outer tread	81.21	81.21	81.21	81.21	81.21
Tires, Base 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
Tires, Maximum GVW	Front 9-22.5-10	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	10-22.5-10

CAB CHASSIS-Cont'd.

L80



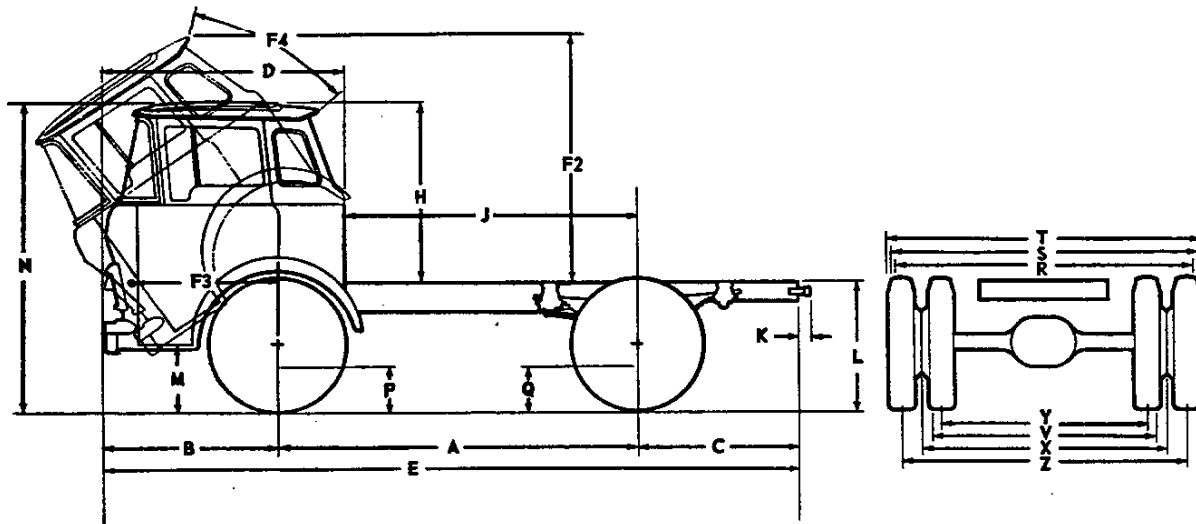
Model		L8103	L8203	L8303	L8503	L8603
Base GVW		18500	18500	18500	18500	18500
Maximum GVW		25000	25000	25000	25000	25000
A Wheelbase		121.00	133.00	145.00	169.25	175.00
B Front overhang		28.67	32.25	32.25	32.25	32.25
C Rear overhang		35.00	35.00	48.00	-	60.00
D Bumper to back of cab		89.75	93.33	93.33	93.33	93.33
E Overall length		184.67	200.25	225.25	-	267.25
F C front wheel to F.O.D.		2.95	2.95	2.95	2.95	2.95
G F.O.D. to C of rear wheel		118.05	130.05	142.05	172.20	172.05
H T.O.F. to top of cab		58.00	58.00	58.00	58.00	58.00
J Cab to C of rear axle		60.00	72.00	84.00	108.12	114.00
K Frame to tail light		3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW		37.60	37.44	37.49	-	37.61
Frame height, Maximum GVW		39.86	39.71	39.76	-	39.89
M Step height, Base GVW		22.80	22.51	22.45	-	23.57
Step height, Maximum GVW		24.59	24.20	24.44	-	23.91
N Overall height, Base GVW		93.33	93.20	93.12	-	93.83
Overall height, Maximum GVW		95.12	94.94	94.87	-	94.59
P Ground clearance, Base GVW	Front	12.59	12.59	12.59	12.59	12.59
	Rear	8.38	8.38	8.38	8.38	8.38
P Ground clearance, Maximum GVW	Front	13.49	13.49	13.49	13.49	13.49
	Rear	9.78	9.78	9.78	9.78	9.78
R Across widest point of cab		78.74	78.74	78.74	78.74	78.74
S Across front bumper		88.48	88.48	88.48	88.48	88.48
T Across front fenders		92.64	92.64	92.64	92.64	92.64
V Front tread		74.76	74.76	74.76	74.76	74.76
X Dual mean tread		71.64	71.64	71.64	71.64	71.64
Y Rear inner tread		59.82	59.82	59.82	59.82	59.82
Z Rear outer tread		83.46	83.46	83.46	83.46	83.46
Tires, Base 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
Tires, 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	10-22.5-10	11-22.5-12



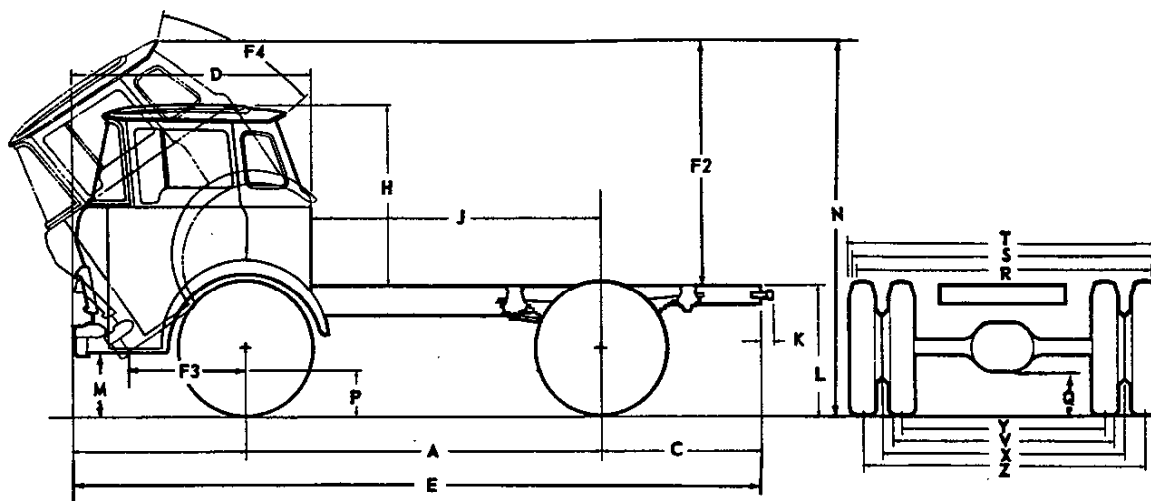
Model		M7303	M7503	M7803
Base GVW		24000	24000	24000
Maximum GVW		36000	36000	36000
A	Wheelbase	156.75	174.75	192.75
B	Front overhang	32.25	32.25	32.25
C	Rear overhang	60.00	72.00	84.00
D	Bumper to back of cab	105.00	105.00	105.00
D3	℄ of rear axle to ℄ of rear axle	48.70	48.70	48.70
D4	℄ of forward rear axle to ℄ of bogie	23.16	23.16	23.16
E	Overall length	249.00	279.00	309.00
F	℄ of front wheel to F.O.D.	14.62	14.62	14.62
G	F.O.D. to ℄ of Bogie	142.13	160.13	178.13
H	T.O.F. to top of cab	51.32	51.32	51.32
J	Cab to ℄ of rear axle	84.00	102.00	120.00
K	Frame to tail light	3.87	3.87	3.87
L	Frame height, Base GVW	39.00	39.10	39.19
	Frame height, Maximum GVW	40.50	40.60	40.69
M	Step height, Base GVW	20.47	20.21	19.41
	Step height, Maximum GVW	21.97	21.71	21.44
N	Overall height, Base GVW	87.15	86.88	86.71
	Overall height, Maximum GVW	88.65	90.42	88.21
P	Ground clearance, Base GVW	Front	11.99	11.99
Q		Rear	8.49	8.49
P	Ground clearance, Maximum GVW	Front	13.49	13.49
Q		Rear	9.99	9.99
R	Across widest point of cab	78.74	78.74	78.74
S	Across front bumper	88.48	88.48	88.48
T	Across front fenders	92.64	92.64	92.64
V	Front tread	75.88	75.88	75.88
X	Dual mean tread	70.95	70.95	70.95
Y	Rear inner tread	60.25	60.25	60.25
Z	Rear outer tread	81.65	81.65	81.65
Tires, Base GVW	Front	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
Tires, Maximum GVW	Front	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

TILT CAB CHASSIS-Cont'd.

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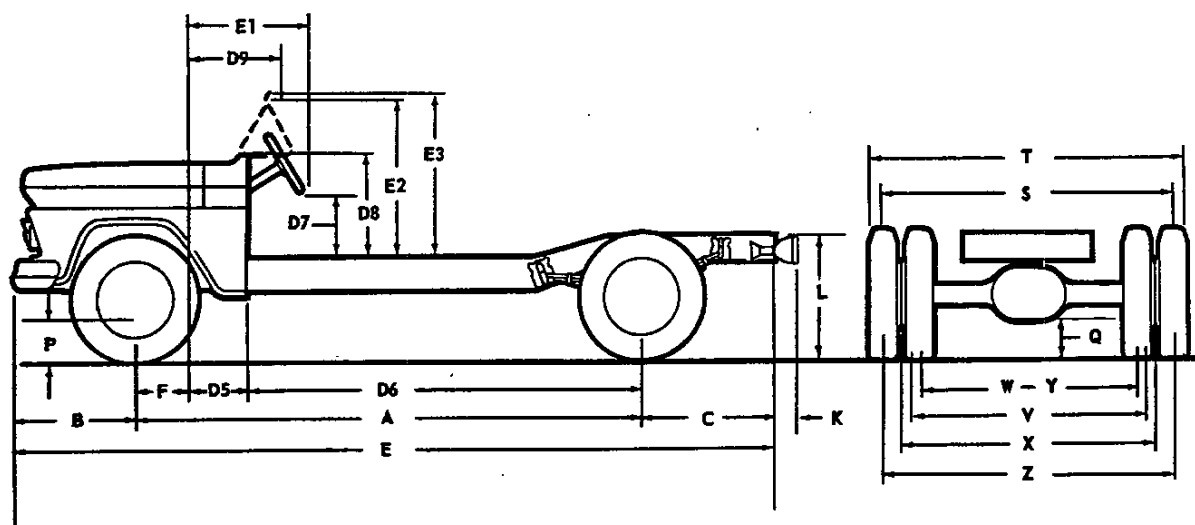


Model	T-6203	T-6303	T-6603	T-6803	T-7203	T-7303
Base GVW	15000	15000	15000	15000	15000	15000
Maximum GVW	22000	22000	22000	22000	23000	23000
A Wheelbase	97.00	109.00	133.00	145.00	97.00	109.00
B Front overhang	51.75	51.75	51.75	51.75	51.75	51.75
C Rear overhang	48.00	48.00	60.00	60.00	48.00	48.00
D Bumper to back of cab	71.79	71.79	71.79	71.79	71.79	71.79
E Overall length	196.75	208.75	244.75	256.75	196.75	208.75
F2 Cab clearance height	81.42	81.42	81.42	81.42	81.42	81.42
F3 C of front wheel to cab pivot	43.25	43.25	43.25	43.25	43.25	43.25
F4 Angle of pivot	55°	55°	55°	55°	55°	55°
H T.O.F. to top of cab	61.32	61.32	61.32	61.32	61.32	61.32
J Cab to C rear axle	77.00	89.00	113.00	125.00	77.00	89.00
K Frame to tail light	3.87	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	37.41	37.23	36.52	36.43	37.90	37.71
L Frame height, Maximum GVW	39.90	39.63	39.30	39.22	38.76	39.57
M Step height, Base GVW	20.63	20.61	21.31	21.45	19.81	19.93
M Step height, Maximum GVW	21.57	21.83	22.24	22.34	21.00	21.10
N Overall height, Base GVW	94.74	94.59	94.73	94.78	94.35	94.24
N Overall height, Maximum GVW	96.11	96.03	96.13	96.11	95.74	95.42
P Ground clearance, Base GVW	Front 11.98	Front 11.98	Front 11.98	Front 11.98	Front 11.99	Front 11.99
Q Ground clearance, Base GVW	Rear 9.50	Rear 9.50	Rear 9.50	Rear 9.50	Rear 8.49	Rear 8.49
P Ground clearance, Max. GVW	Front 13.18	Front 13.18	Front 13.18	Front 13.18	Front 12.59	Front 12.59
Q Ground clearance, Max. GVW	Rear 11.11	Rear 11.11	Rear 11.11	Rear 11.11	Rear 9.99	Rear 9.99
R Over widest point of cab	87.80	87.80	87.80	87.80	87.80	87.80
S Across front bumper	87.90	87.90	87.90	87.90	87.90	87.90
T Across front fenders	93.00	93.00	93.00	93.00	93.00	93.00
V Front tread	74.72	74.72	74.72	74.72	75.88	75.88
X Dual mean tread	69.00	69.00	69.00	69.00	70.51	70.51
Y Rear inner tread	58.18	58.18	58.18	58.18	59.81	59.81
Z Rear outer tread	79.82	79.82	79.82	79.82	81.21	81.21
Tires, Base GVW	Front 8-22.5-8	Front 8-22.5-8	Front 8-22.5-8	Front 8-22.5-8	Front 8-22.5-8	Front 8-22.5-8
	Rear 8-22.5-8	Rear 8-22.5-8	Rear 8-22.5-8	Rear 8-22.5-8	Rear 8-22.5-8	Rear 8-22.5-8
Tires, Maximum GVW	Front 9-22.5-10	Front 9-22.5-10	Front 9-22.5-10	Front 9-22.5-10	Front 9-22.5-10	Front 9-22.5-10
	Rear 10-22.5-10	Rear 10-22.5-10	Rear 10-22.5-10	Rear 10-22.5-10	Rear 10-22.5-10	Rear 10-22.5-10



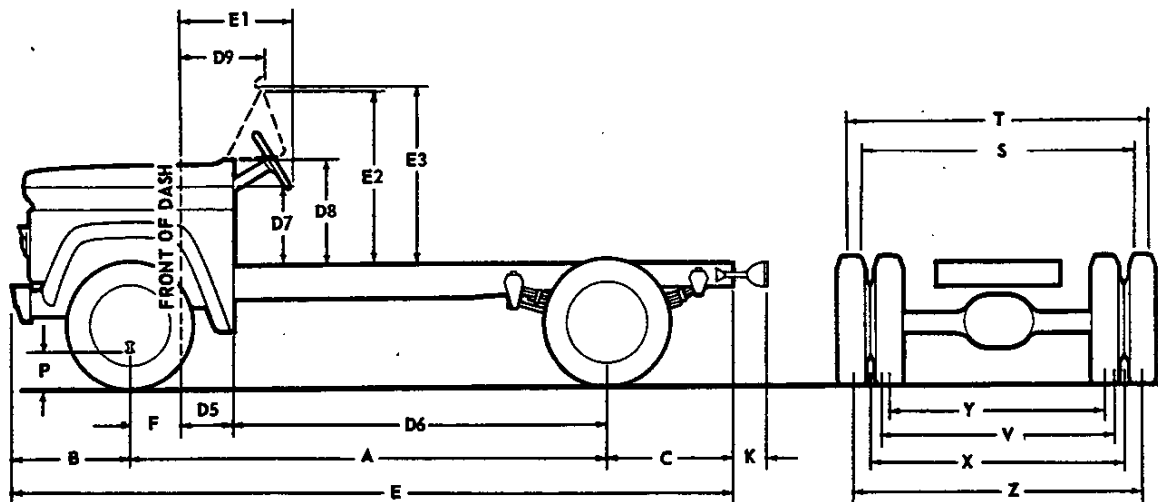
Model	T-7603	T-7803	T-8203	T-8303	T-8603	T-8803
Base GVW	15000	15000	18500	18500	18500	18500
Maximum GVW	23000	23000	25000	25000	25000	25000
A Wheelbase	133.00	145.00	97.00	109.00	133.00	145.00
B Front overhang	51.75	51.75	51.75	51.75	51.75	51.75
C Rear overhang	60.00	60.00	48.00	48.00	60.00	60.00
D Bumper to back of cab	71.79	71.79	71.79	71.79	71.79	71.79
E Overall length	244.75	256.75	196.75	208.75	244.75	256.75
F2 Cab clearance height	81.42	81.42	81.42	81.42	81.42	81.42
F3 $\angle$ of front wheel to cab pivot	43.25	43.25	43.25	43.25	43.25	43.25
F4 Pivot angle	55°	55°	55°	55°	55°	55°
H T.O.F. to top of cab	61.32	61.32	61.32	61.32	61.32	61.32
J Cab to $\angle$ rear axle	113.00	125.00	77.00	89.00	113.00	125.00
K Frame to tail light	3.87	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	37.06	36.86	38.73	38.54	37.73	38.29
L Frame height, Max. GVW	38.95	38.92	41.01	40.82	39.98	40.09
M Step height, Base GVW	20.78	20.65	20.99	21.11	21.90	21.29
M Step height, Max. GVW	21.96	21.83	22.33	22.44	23.22	23.27
N Overall height, Base GVW	94.41	94.30	95.44	95.35	95.53	94.62
N Overall height, Maximum GVW	95.78	95.62	96.59	96.44	97.13	96.98
P Ground clearance, Base GVW	Front 11.99	Front 11.99	Front 12.59	Front 12.59	Front 12.59	Front 12.59
Q Ground clearance, Base GVW	Rear 8.49	Rear 8.49	Rear 8.38	Rear 8.38	Rear 8.38	Rear 8.38
P Ground clearance, Max. GVW	Front 12.59	Front 12.59	Front 13.49	Front 13.49	Front 13.49	Front 13.49
Q Ground clearance, Max. GVW	Rear 9.99	Rear 9.99	Rear 9.78	Rear 9.78	Rear 9.78	Rear 9.78
R Across widest point of cab	87.80	87.80	87.80	87.80	87.80	87.80
S Across front bumper	87.90	87.90	87.90	87.90	87.90	87.90
T Across front fenders	93.00	93.00	93.00	93.00	93.00	93.00
V Front tread	75.88	75.88	74.76	74.76	74.76	74.76
X Dual mean tread	70.51	70.51	71.64	71.64	71.64	71.64
Y Rear inner tread	59.81	59.81	59.84	59.84	59.84	59.84
Z Rear outer tread	81.21	81.21	83.44	83.44	83.44	83.44
Tires, Base GVW	Front 8-22.5-8	Front 8-22.5-8	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
Tires, Base GVW	Rear 8-22.5-8	Rear 8-22.5-8	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10
Tires, Maximum GVW	Front 9-22.5-10	Front 9-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10
Tires, Maximum GVW	Rear 10-22.5-10	Rear 10-22.5-10	11-22.5-12	11-22.5-12	11-22.5-12	11-22.5-12

FLATFACE AND WINDSHIELD COWLS



Model		C-1402-12	C-2502-12	C-3602-12	C-4102-12	C-4302-12	C-5102-12
Base GVW		4400	5500	6700	10000	10000	14000
Maximum GVW		5200	7500	10000	14000	14000	16000
A	Wheelbase	115.00	127.00	133.00	133.00	157.00	133.00
B	Front overhang	31.75	31.75	31.75	31.75	31.75	32.25
C	Rear overhang	41.50	41.50	47.50	35.00	47.00	35.00
D5	F.O.D. to front of cowl	16.63	16.63	16.63	16.63	16.63	16.63
D6	Cowl to rear wheels	83.50	95.50	101.50	101.50	125.50	101.75
D7	Bottom of steering wheel to T.O.F.	21.31	21.31	21.31	21.31	21.31	21.26
D8	Top of cowl to T.O.F.	31.96	31.96	31.96	31.96	31.96	31.96
D9	F.O.D. to rear of w/s header @	29.13	29.13	29.13	29.13	29.13	29.13
E	Overall length	180.25	200.25	211.75	199.75	235.75	200.25
E1	F.O.D. to bottom of steering wheel	32.44	32.44	32.44	32.44	32.44	33.46
E2	T.O.F. to top of door opening @	45.66	45.66	45.66	45.66	45.66	45.66
E3	Overall height T.O.F. to top of door	46.28	46.28	46.28	46.28	46.28	46.28
F	Center of front wheel to F.O.D.	14.87	14.87	14.87	14.87	14.87	14.62
K	Frame to tail light	4.05	4.05	4.05	4.05	4.05	3.87
L	Frame height, Base GVW	02	25.48	28.97	26.90	32.47	32.61
		12	25.13	29.04	27.02	32.50	32.68
	Frame height, Max. GVW	02	27.92	30.71	30.27	33.52	33.75
		12	28.00	30.81	30.33	33.63	34.09
P	Ground clearance, Base	Front	10.04	10.93	11.44	12.92	12.92
Q		Rear	7.68	7.68	8.28	8.78	8.78
P	Ground clearance, Max.	Front	10.93	13.00	10.85	12.92	12.92
Q		Rear	8.58	9.78	8.28	8.78	8.78
S	Across front bumper	78.56	78.56	78.56	78.56	78.56	88.48
T	Across front fenders	79.32	79.32	79.32	79.32	79.32	92.64
V	Front tread	63.14	62.00	62.00	62.62	62.62	75.96
W	Rear tread	61.02	61.74	61.74			
X	Dual mean tread			63.19	66.48	66.48	68.50
Y	Rear tread inner			53.57	56.86	56.86	57.68
Z	Rear tread outer			72.81	76.10	76.10	79.32
	Tires, Base GVW	Front	6.70-15-4	7-17.5-6	8-17.5-6	8-19.5-6	8-19.5-6
		Rear	6.70-15-4	7-17.5-6	8-17.5-8	8-19.5-6	8-19.5-6
	Tires, Max GVW	Front	7-17.5-6	8-19.5-6	7-17.5-6	8-19.5-6	8-19.5-6
		Rear	7-17.5-6	8-19.5-8	8-17.5-6	8-19.5-10	8-19.5-10

@ - Windshield cowl models only.

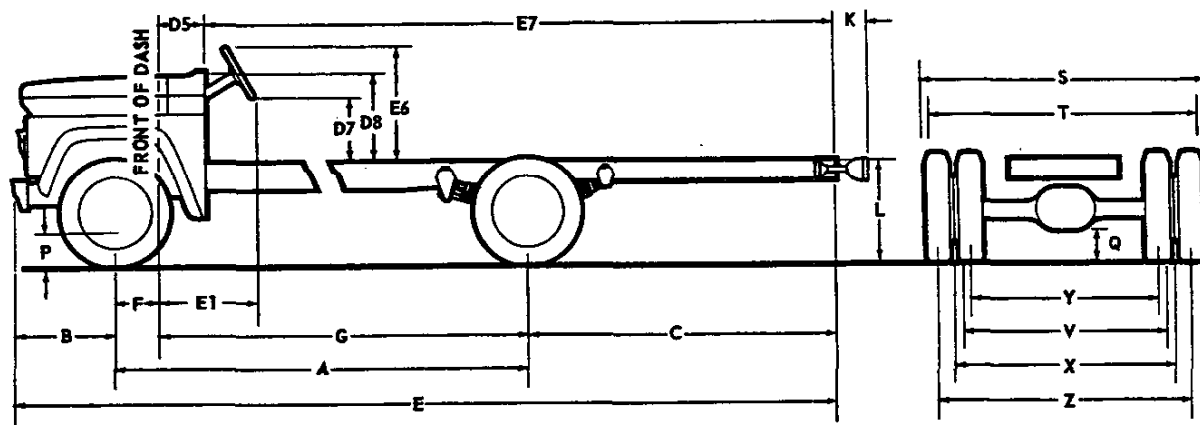


Model		C-5202-12	C5302-12	C5502-12	C6102-12	C-6302-12	C6502-12
Base GVW		14000	14000	14000	15000	15000	15000
Maximum GVW		16000	16000	16000	22000	22000	22000
A	Wheelbase	145.00	157.00	175.00	133.00	157.00	175.00
B	Front overhang	32.25	32.25	32.25	32.25	32.25	32.25
C	Rear overhang	48.00	48.00	60.00	35.00	48.00	60.00
D5	F. O. D. to front of cowl	16.63	16.63	16.63	16.63	16.63	16.63
D6	Cowl to C of rear wheels	113.75	125.75	143.75	101.75	125.75	143.75
D7	Bottom of steering wheel to T. O. F.	21.26	21.26	21.26	21.26	21.26	21.26
D8	Top of cowl to T. O. F.	31.96	31.96	31.96	31.96	31.96	31.96
D9	F. O. D. to rear of w/s header	29.13	29.13	29.13	29.13	29.13	29.13
E	Overall length	225.25	237.25	267.25	200.25	237.25	267.25
E1	F. O. D. to bottom of steering wheel	33.46	33.46	33.46	33.46	33.46	33.46
E2	T. O. F. frame to top of door opening	45.66	45.66	45.66	45.66	45.66	45.66
E3	Overall height T. O. F. to top of door	46.28	46.28	46.28	46.28	46.28	46.28
F	C of front wheel to F. O. D.	14.62	14.62	14.62	14.62	14.62	14.62
K	Frame to tail light	3.87	3.87	3.87	3.87	3.87	3.87
L	Frame height, base GVW	02	36.58	36.56	35.96	36.10	36.12
		12	36.66	36.67	35.86	36.09	35.44
	Frame height, max GVW	02	36.58	36.56	35.96	38.62	38.50
		12	36.66	36.67	35.86	38.68	38.72
P	Ground clearance, base GVW	Front	11.98	11.98	11.98	11.98	11.98
Q		Rear	9.94	9.94	9.94	9.50	9.50
P	Ground clearance, max GVW	Front	11.98	11.98	11.98	13.18	13.18
Q		Rear	9.94	9.94	9.94	11.00	11.00
S	Across front bumper	88.48	88.48	88.48	88.48	88.48	88.48
T	Across front fenders	92.64	92.64	92.64	92.64	92.64	92.64
V	Front tread	75.92	75.92	75.92	74.72	74.72	74.72
X	Dual mean tread	68.50	68.50	68.50	69.00	69.00	69.00
Y	Rear tread inner	57.68	57.68	57.68	58.18	58.18	58.18
Z	Rear tread outer	79.32	79.32	79.32	79.82	79.82	79.82
	Tires, base 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
	Tires, max. GVW	Front	8-22.5-8	8-22.5-8	8-22.5-8	9-22.5-8	9-22.5-8
		Rear	8-22.5-10	8-22.5-10	8-22.5-10	10-22.5-10	10-22.5-10

‡ - Windshield Cowl models only.

SCHOOL BUSES

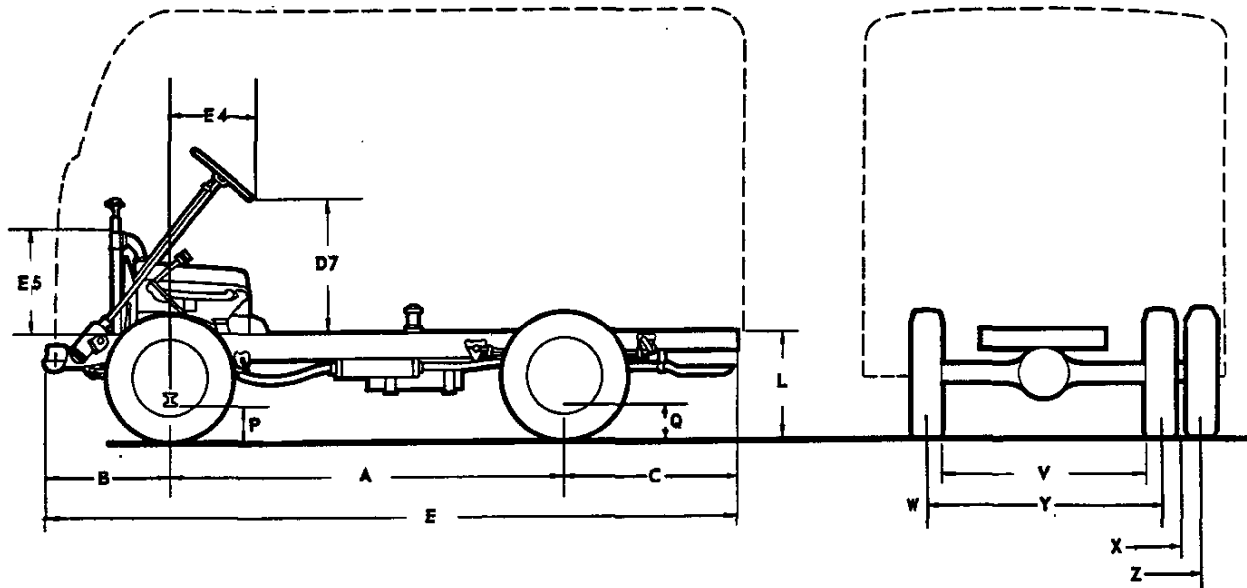
S50, 60, 70



Model	S5302	S6202	S6402	S6702	S7702	S7902
Base GVW	10500	15000	15000	15000	15000	15000
Maximum GVW	16000	21000	21000	21000	23000	23000
A Wheelbase	157.00	197.00	225.00	243.00	243.00	261.50
B Front overhang	32.25	32.25	32.25	32.25	32.25	32.25
C Rear overhang	85.00	102.25	100.75	111.25	111.25	118.75
D5 F. O. D. to front of cowl	16.63	16.63	16.63	16.63	16.63	16.63
D7 Bottom of steering wheel to T. O. F.	24.90	24.90	24.90	24.90	24.90	24.90
D8 Top of cowl to top of frame	31.96	31.96	31.96	31.96	31.96	31.96
E Overall length	274.25	331.50	358.50	386.50	386.50	412.50
E1 F. O. D. to bottom of steering wheel	34.70	34.70	34.70	34.70	34.70	34.70
E6 Top of steering wheel to T. O. F.	40.30	40.30	40.30	40.30	40.30	40.30
E7 Cowl to end of frame	210.75	268.00	295.00	323.00	323.00	349.00
F C of front wheel to F. O. D.	14.62	14.62	14.62	14.62	14.62	14.62
G F. O. D. to C of rear wheel	142.38	182.38	210.88	228.38	228.38	246.88
K Frame to tail light	3.87	3.87	3.87	3.87	3.87	3.87
L Frame height, Base GVW	35.31	35.97	35.84	36.00	36.58	35.86
Frame height, Maximum GVW	37.14	36.96	37.10	37.03	37.20	37.25
P Ground clearance, Base GVW	Front 10.88	11.98	11.98	11.98	11.99	11.99
Q Ground clearance, Base GVW	Rear 8.84	9.94	9.94	9.94	9.50	9.50
P Ground clearance, Max. GVW	Front 11.98	11.99	11.99	11.99	12.59	12.59
Q Ground clearance, Max. GVW	Rear 9.94	9.50	9.50	9.50	9.09	9.09
S Across front bumper	88.48	88.48	88.48	88.48	88.48	88.48
T Across front fenders	92.64	92.64	92.64	92.64	92.64	92.64
V Front tread	75.96	74.72	74.72	74.72	75.88	75.88
X Dual mean tread	68.50	69.00	69.00	69.00	70.51	70.51
Y Rear inner tread	58.88	58.18	58.18	58.18	59.81	59.81
Z Rear outer tread	78.12	79.82	79.82	79.82	81.21	81.21
Tires, Base GVW	Front 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	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8
Tires, Maximum GVW	Front 8-22.5-8	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	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10

FORWARD CONTROL CHASSIS

P20, 30



Model		P-2342	P-2542	P-2642	P-3342	P-3542	P-3642
	Base GVW	5600*	5600	5600	7500	7500	7500
	Maximum GVW	7000	7000	7000	10000	10000	10000
A	Wheelbase	104.00	125.00	137.00	104.00	125.00	137.00
B	Front overhang	36.17	36.17	36.17	36.17	36.17	36.17
C	Rear overhang	44.12	47.12	59.12	44.12	47.12	59.12
D7	Steering wheel to top of frame	36.51	36.51	36.51	36.51	36.51	36.51
E	Overall length	184.29	208.29	232.29	184.29	208.29	232.29
E4	Front wheel to bottom of steering wheel	16.19	16.19	16.19	16.19	16.19	16.19
E5	Top of frame to top of radiator	22.86	22.86	22.86	22.86	22.86	22.86
L	Frame height, base GVW	28.13	28.09	28.15	28.62	28.56	28.67
	Frame height, maximum GVW	28.99	28.36	28.90	28.09	28.05	26.49
P	Ground clearance, Base GVW	Front	8.62	8.62	9.22	9.22	9.22
Q		Rear	7.68	7.68	8.28	8.28	8.28
P	Ground clearance, Max. GVW	Front	9.22	9.22	9.22	9.22	9.22
Q		Rear	8.28	8.28	8.28	8.28	8.28
V	Front tread	65.39	65.39	65.39	65.36	65.36	65.36
W	Rear tread	62.42	62.42	62.42			
X	Dual mean tread				63.25	63.25	63.25
Y	Rear inner tread				53.63	53.63	53.63
Z	Rear outer tread				72.87	72.87	72.87
	Tires, Base 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
	Tires, Max. GVW	Front	8-17.5-6	8-17.5-6	8-17.5-6	8-19.5-6	8-19.5-6
		Rear	8-17.5-8	8-17.5-8	8-17.5-8	8-19.5-6D	8-19.5-6D

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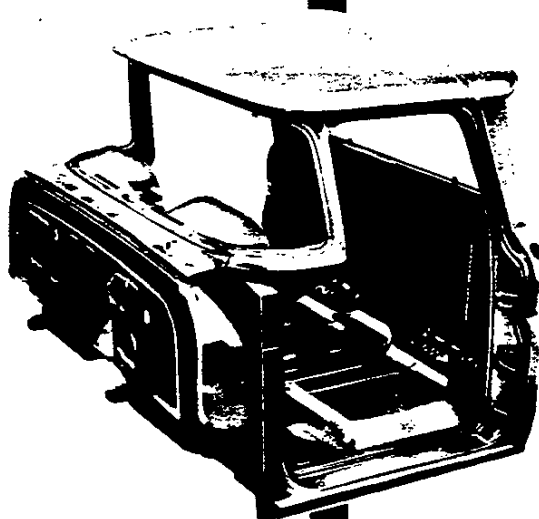
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CABS AND BODIES



EXTERIOR APPEARANCE	3
EXTERIOR DIMENSIONS	4
INTERIOR DIMENSIONS	5
INTERIOR TRIM AND COLOR COMBINATIONS . . .	7
EQUIPMENT	9
ELECTRICAL	14
LOAD PLATFORMS	16

7

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11-11-11

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APPEARANCE

EXTERIOR COLORS

Solid Colors	Wheel Color	Two-Tone Colors	Wheel Color *
Marlin Blue	Jet Black	Marlin Blue & Bombay Ivory	Marlin Blue
Brigade Blue		Brigade Blue & Bombay Ivory	Brigade Blue
Hemlock Green		Hemlock Green & Bombay Ivory	Hemlock Green
Neptune Green		Neptune Green & Bombay Ivory	Neptune Green
Garrison Gray		Garrison Gray & Bombay Ivory	Garrison Gray
§ Klondike Gold		§ Klondike Gold & Bombay Ivory	Klondike Gold
Grenadier Red		Grenadier Red & Bombay Ivory	Grenadier Red
Golden Yellow		Golden Yellow & Bombay Ivory	Golden Yellow
Omaha Orange		Omaha Orange & Bombay Ivory	Omaha Orange
Jet Black		Jet Black & Bombay Ivory	Jet Black
Yukon Yellow		Yukon Yellow & Bombay Ivory	Yukon Yellow
Cardinal Red		Cardinal Red & Bombay Ivory	Cardinal Red
Tartan Turquoise		Tartan Turquoise & Bombay Ivory	Tartan Turquoise
Pure White			

Grille, filler panel inner face, hood air inlets, and hub caps are painted Bombay Ivory.

Custom and Deluxe cab interior colors are charcoal and silver.

Grille lettering and hub cap bow ties are painted black (base equipment).

Hub caps are available on CK10, 20 and C30 models.

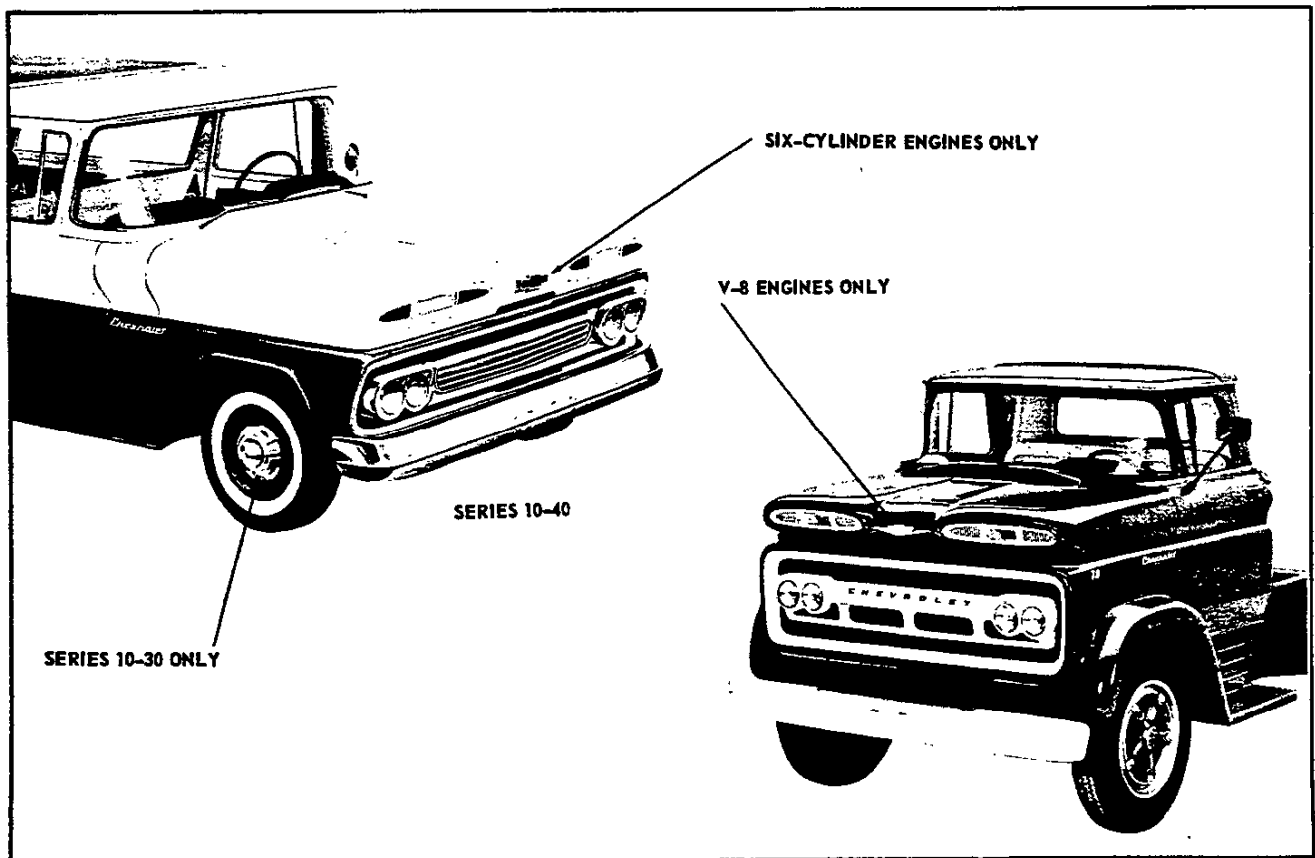
Grille and hub caps are chrome on CK 10, 20 and C30, 40 with RPO 431 Custom Equipment except that no hub caps are provided with C40 models.

Grille lettering is Ivory.

*- Colors shown are applicable to CK 10, 20 and C30 models only; wheel color for all other models is Jet Black.

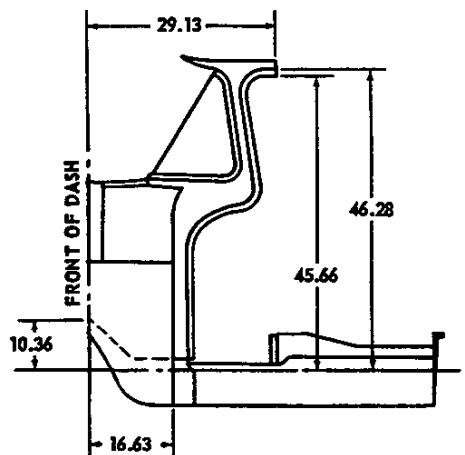
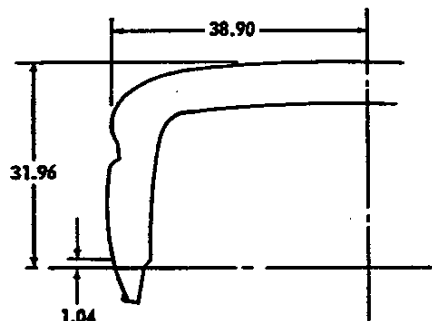
§-Metallic paint.

EXTERIOR APPEARANCE ITEMS

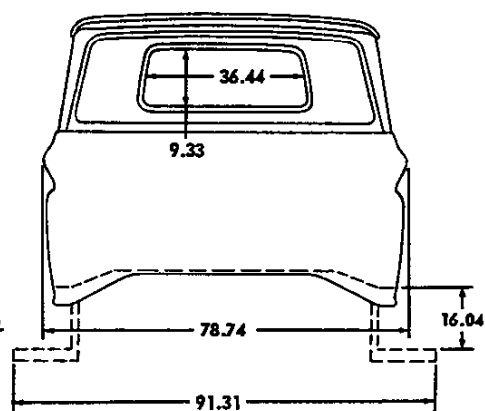
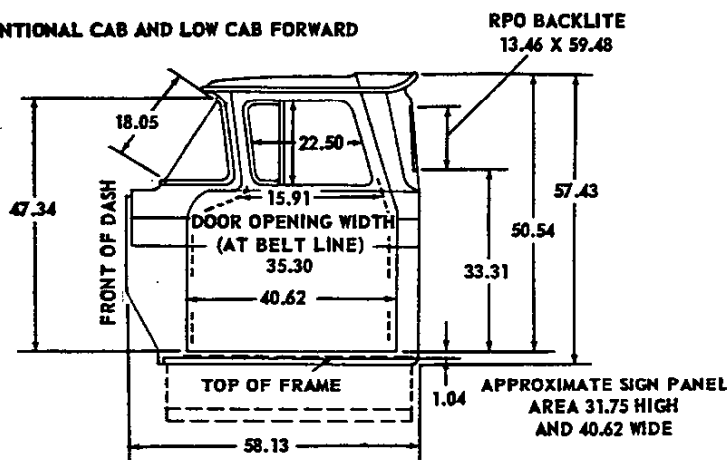


EXTERIOR DIMENSIONS

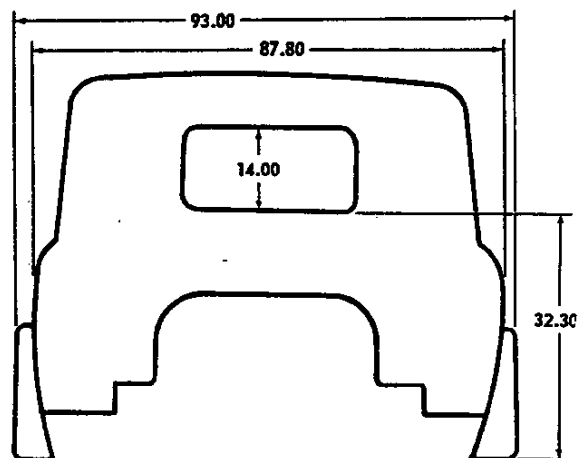
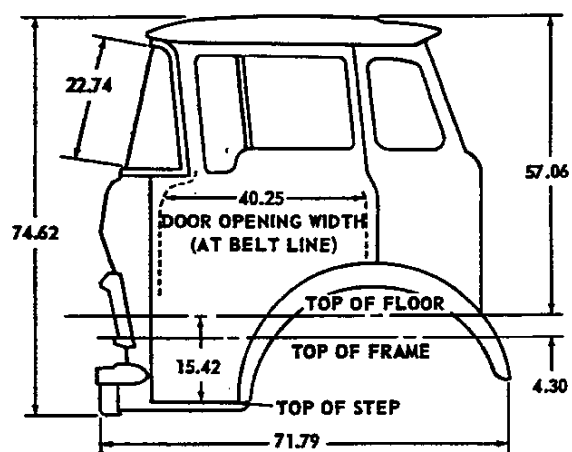
FLAT FACE AND WINDSHIELD COWLS



CONVENTIONAL CAB AND LOW CAB FORWARD



TILT CABS

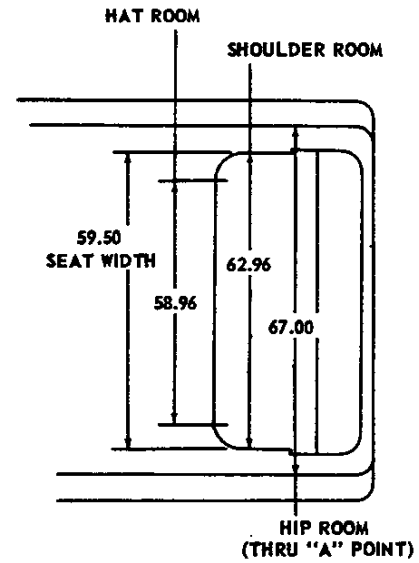
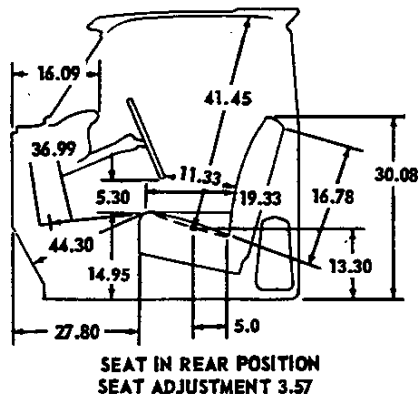


4-CABS AND BODIES

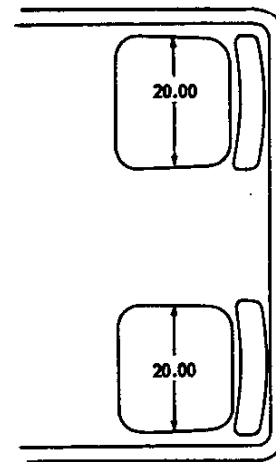
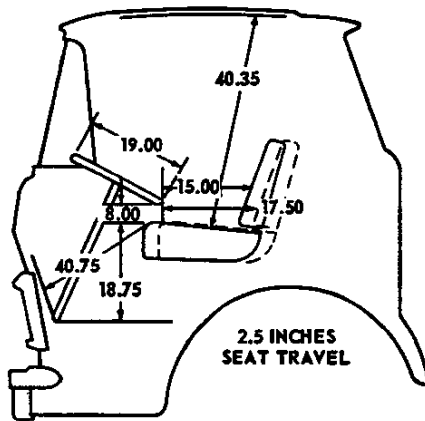
November 1959
1960 CHEVROLET TRUCK

INTERIOR DIMENSIONS

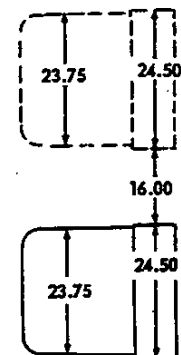
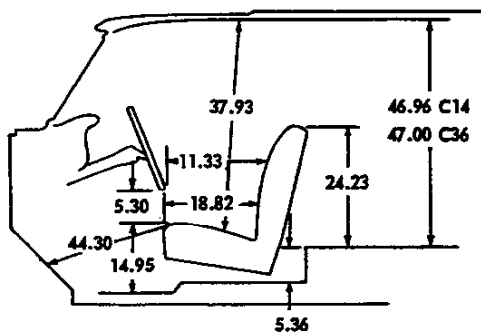
CONVENTIONAL AND LOW CAB FORWARD CABS



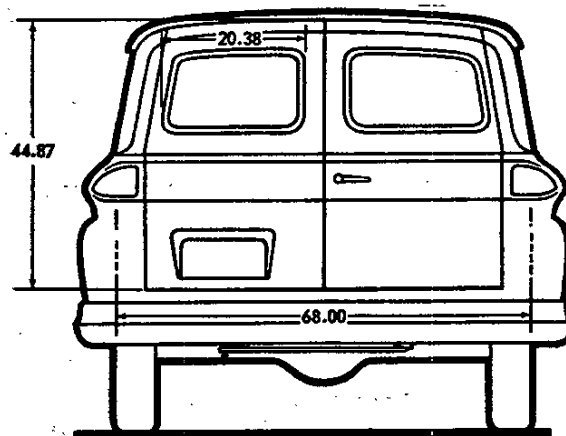
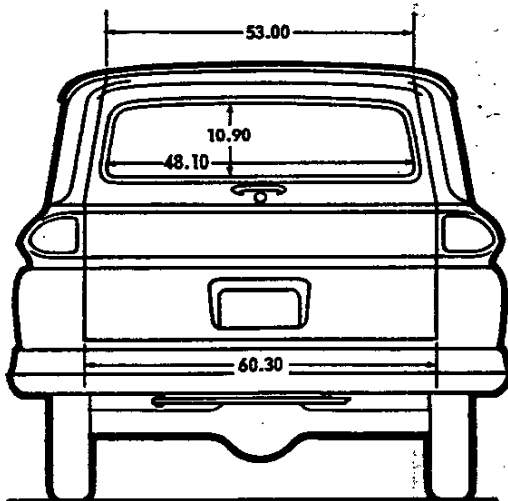
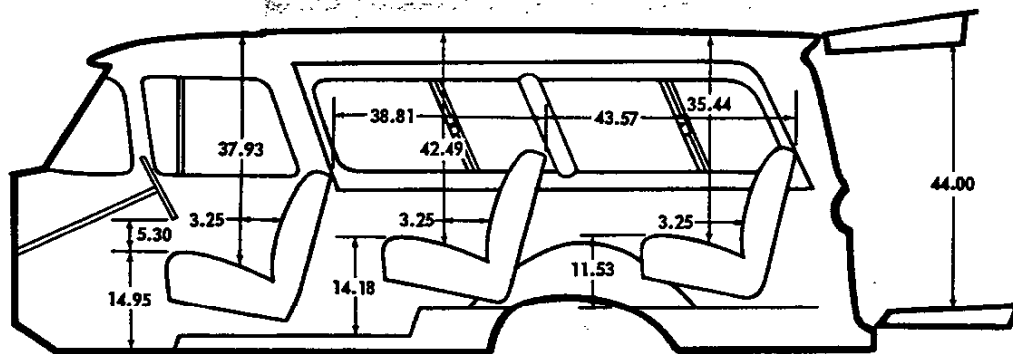
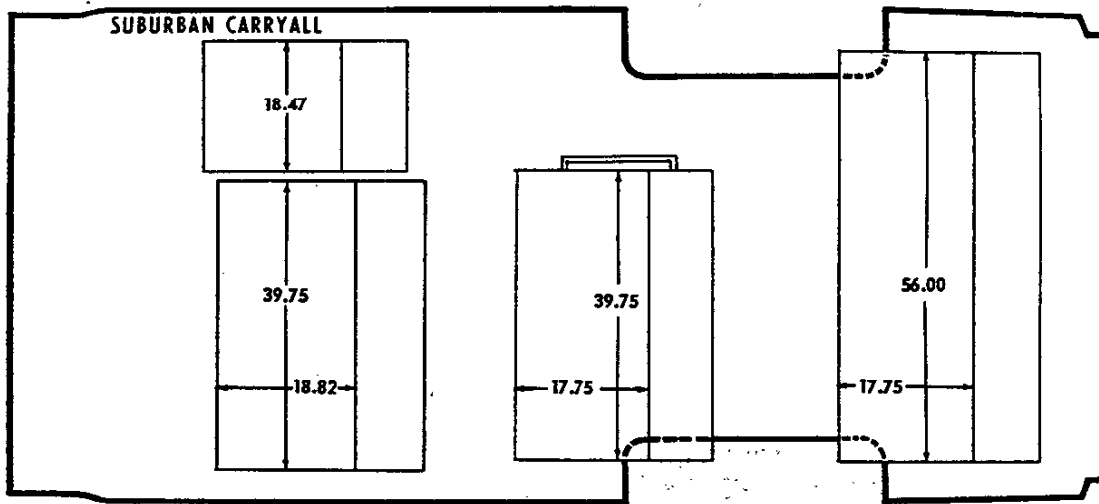
TILT CAB



PANEL BODY



DIMENSIONS - Cont'd.



INTERIORS



SINGLE UNIT BODY
INTERIOR COLORS AND MATERIALS

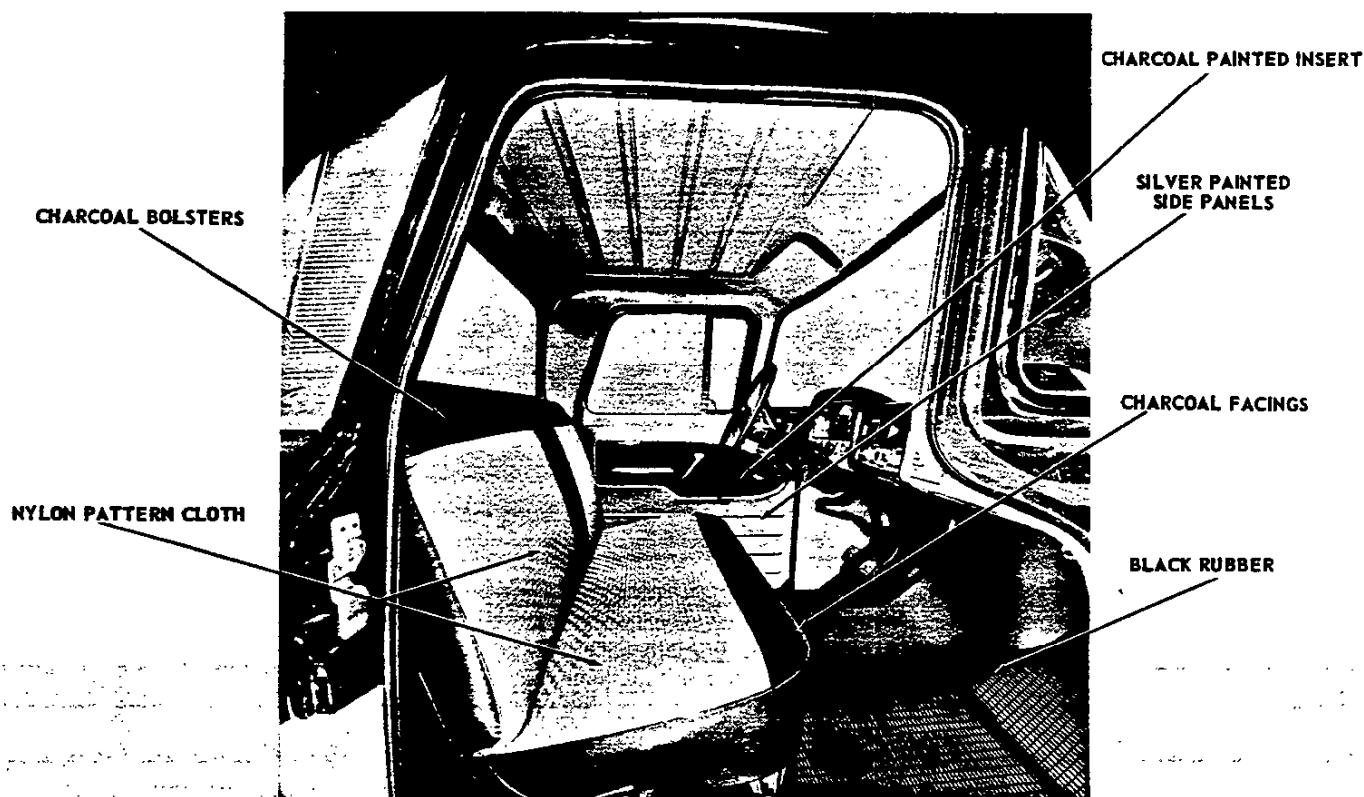
AREA			MATERIAL DELUXE and CUSTOM	COLOR DELUXE and CUSTOM
Seats	Cushions and Backrests		Embossed Vinyl	Silver
	Facings		Vinyl	Charcoal
Body and Door Panels			Painted Metal	Silver
Side Door Insert			Painted Metal	Charcoal
Rear Sidewall Insert Simulated			(Suburbans only)	(Suburbans only)
Roof Panel Halo			Painted Metal	Silver
Roof Panel Insert			Vinyl-Covered Jute	Panels: Silver Suburbans: Charcoal
Floor Cover- ing	Driver Compartment		Rubber	Black
	Suburban 2nd Seat Area			
	Suburban Load Compartment			
Sun Visor (*)			Composition Board	Silver
Cowl Side Kick Panel				
Dash Mat Facing				Charcoal
Armrest §	Upper		Vinyl	Silver
	Lower		Painted Plastic	
In- stru- ment Panel	Crown and Hood Faces		Painted Metal	Charcoal
	Cluster	Face		
		Bezel		
	Control Panel Area			Silver
	Control Knobs		Plastic	Black §
	Dispatch	Upper Embossment		Charcoal
	Box Door	Remainder	Painted Metal	Silver
Panel Area Below Door				
Steering Wheel			Painted Hard Rubber	Charcoal
Horn Button			Brushed Aluminum	Red and Black Decoration
Steering Column				
Turn Signal, Parking Brake and Gearshift Levers			Painted Metal	Charcoal

* - L.H. standard. R.H. optional (included in custom option).

§ - Optional, included in custom option.

§ - Bright trim included in custom option.

INTERIORS-Cont'd.

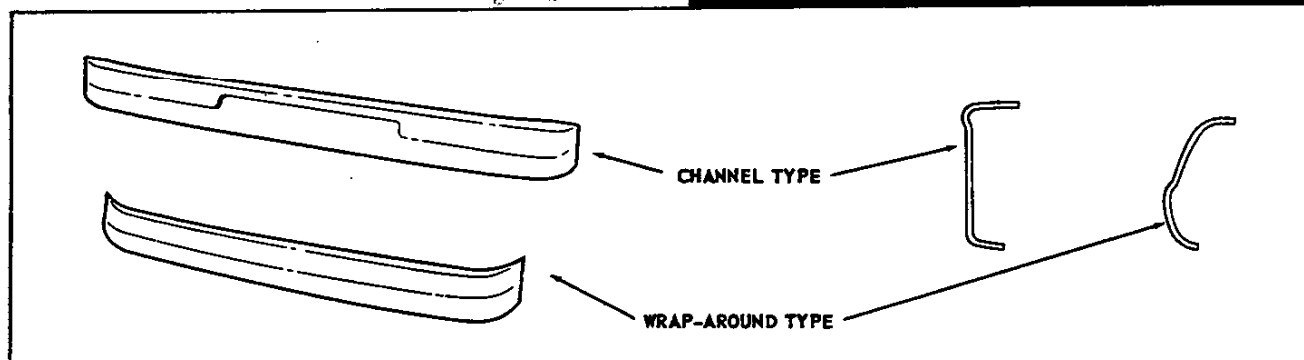


AREA			MATERIAL		COLOR	
			DELUXE	CUSTOM	DELUXE	CUSTOM
Seats	Cushion and Backrest		Embossed Vinyl	Nylon Pattern Cloth	Silver	
	Bolsters and Facings		Vinyl	Vinyl	Charcoal	
	Backrest Insert		None		None	Charcoal
Simulated Door Insert			None	Painted Metal		
Body and Door Panels			Painted Metal		Silver	
Sun Visor (*)			Composition Board			
Cowl Side Kick Panel						
Dash Mat Facing						
Armrest §	Upper		Vinyl		Charcoal	
	Lower		Painted Plastic		Silver	
Floor Covering			Rubber		Charcoal	
In- stru- ment Panel	Crown and Hood Faces		Painted Metal		Black	
	Cluster	Face			Silver	
		Bezel				
	Control Panel Area		Plastic		Black w/Bright Trim	
	Control Knobs		Painted Metal		Charcoal	
	Dispatch	Upper Emboss.			Silver	
	Box Door	Remainder				
Panel Area Below Door						
Steering Wheel			Painted Hard Rubber		Charcoal	
Horn Button			Brushed Aluminum		Red and Black Decoration	
Steering Column			Painted Metal		Charcoal	
Turn Signal, Parking Brake and Gearshift Levers						

* - L.H. standard. R.H. optional (included in Custom option).

§ - Optional. (L.H. included in Custom option.)

EQUIPMENT



BUMPERS

ITEM		C10, 20, 30, 40, K10, 20,	CK1405, 06, 16 C3605	P20, 30 CL50, 60, 70, 80 S50, 60, 70, M70
Face Bar	Front	Standard		
	Rear	Optional on Pickups	Standard	Not available
Type	Front	Channel		
	Rear	Deep section wrap around		
Material	Front	Hot rolled steel		
	Rear	Spring steel		
Thickness	Front	.2092		
	Rear	.2092		
Overall Width	Front	88.48		
	Rear	88.48		
Overall Height	Front	6.67		
	Rear	6.65 §		
Finish	Front	Painted, (RPO Chrome)		
	Rear	Painted		

* - 70.25 on 04 and 34 models.

§ - 6.42 on 04 and 34 models.

GENERAL GLASS DATA

Vehicle type		Cabs	Panels	Carryalls	Step Van
Windshield type		One piece, laminated safety plate			2-pc. laminated safety plate
Side door windows & ventipanes		Laminated safety plate †			
Rear quarter		Laminated safety sheet			
Rear side windows		Laminated safety sheet			Solid safety plate
Window action	Side door	Adjustable			Sliding, LH side only
	Rear side windows	Sliding *			
Daylight opening (sq. in.)	Windshield	1263.64			2260.00
	Base rear window	330.65			
	RPO rear window	761.70			
	Side door windows	513.56			468.00
	Side door ventipanes	126.44			
	Rear side windows		2000.10		
	Lift gate window		499.86		
	Rear door windows	435.76			414.00

†-Step Van models have no side door ventipanes.

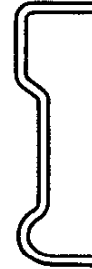
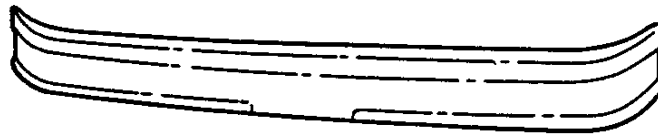
OUTSIDE REAR VIEW MIRRORS

Type		Arm length	Mirror head size	Location
Short arm		6.25	5.062 dia.	Attached to upper side of left hand door
Long arm		17.75	5.56 x 7.50	
3 support arms (Tilts)	Upper	9.25	5.56 x 7.50	Forward edge of upper left hand door frame
	Lower front	20.12		
	Lower rear	18.00		

* - Rear portions only; others fixed.

EQUIPMENT

TILT MODELS



CHANNEL-TYPE

BUMPERS

Standard or optional	Front	Standard
	Rear	None available
Type	Front	Channel
Material	Front	High strength bumper quality steel
Thickness	Front	.1345
Overall Width	Front	87.64
Overall Height	Front	8.88
Finish	Front	Enamel

GLASS DATA

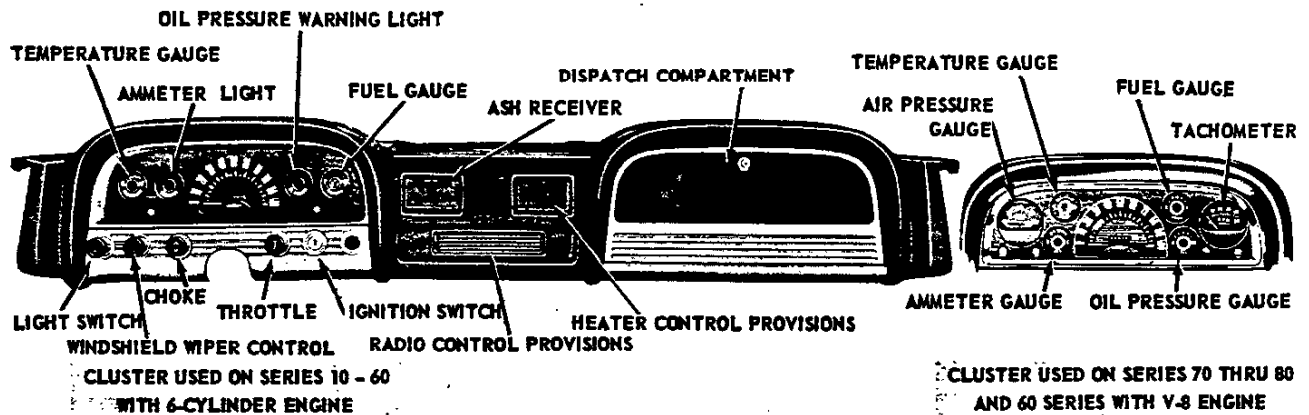
ITEM	MATERIAL	TYPE	Daylight Opening (sq. in.)
Windshield	Laminated safety plate	Two piece	1763
Side door windows		Crank operated	650
Side door ventipanes		Pivot type - friction operated	290
Side quarter windows		Fixed	292
Rear center window		Fixed	463

HORN

Make and type	Delco-Remy, vibrator low note
Location	Mounted to left hand radiator filler panel
Number used	One
Current draw	9-10 Amperes

WINDSHIELD WIPERS

Make and type	Delco-Dual, single speed electric
Number of motors	Left and right hand (total -2)
Motor locations	Behind instrument panel
Wiper blades	18 inch - natural rubber with stainless steel backing
Wiper control location	On instrument panel - to left of steering column



INSTRUMENTS

ITEM	MAKE	DESCRIPTION	LOCATION
High beam indicator	AC	Tell-tale	Center of speedometer dial
Fuel gauge		Calibrated dial	RH side of instrument cluster
Ammeter		Tell-tale	LH side of instrument cluster
10 thru 60§ 60 thru 80*		Calibrated dial	
Cooling system indicator		Intermittent tell-tale	Center of instrument cluster
Odometer	Sun Electric	Calibrated dial	RH & LH sides of inst. cluster
Directional signal indicators		Tell-tale	
Optional tachometer gauge*		Calibrated dial	RH side of instrument cluster
Oil gauge		Tell-tale	LH side of instrument cluster
10 thru 60§ 60 thru 80*		Calibrated dial	
Optional air brake pressure gauge⓪	AC		
Light switch	Delco	3 position rheostat	LH side of instrument panel
Cigar lighter	Casco	Ejection	RH side of instrument panel
Ignition switch	Delco	Key operated solenoid	
Ash receiver	Own		Center of instrument panel
Dispatch compartment	Own	§	RH side of instrument panel

* - CL 60 thru 80 series and M70 with V-8 engine.

§ - With six cylinder engine.

⓪ - CL 60 thru 80 series and M70 with RPO 413 or 585 air brake equipment.

WINDSHIELD WIPERS

Make	Delco §
Type	Single speed electric
Motor location	Behind instrument panel hind instrument panel
Wiper blades	13 inch - stainless steel with natural rubber blade
Control location	On instrument panel, to left of steering column

§ - Trico vacuum wipers are provided on P20-30 Step Van models

HORN

Make and type	Delco-Remy, vibrator low note
Location	Bolted on LH radiator support
Number used	One
Current draw	9-10 amperes,

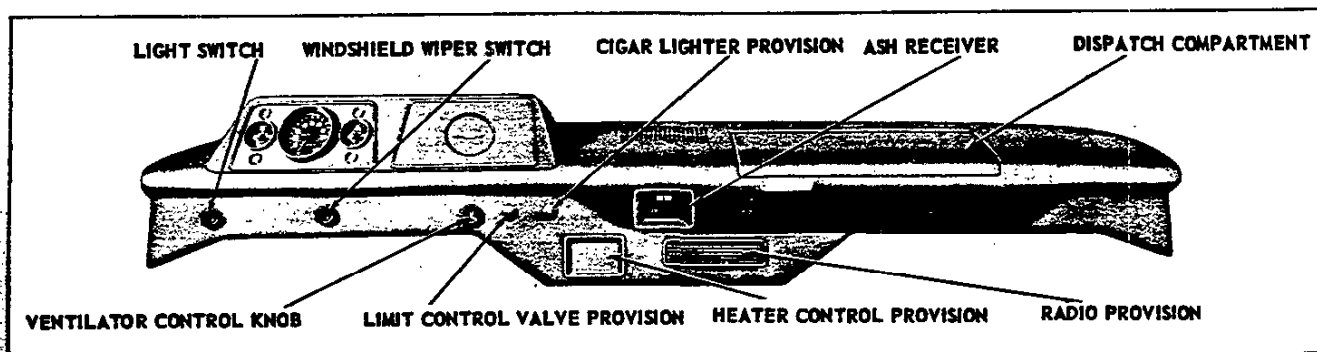
TOOLS

ITEM	C10, K10	C2503, 4, 9, 34, K2503, 4, 34 C3603, 4, 5, 9 (RPO C2502, 12 C3602, 12, P20, P30)	RPO C30, P30**	RPO C40, CLS50 CLST60, 70 M70
Jack type	Mechanical		Hydraulic	
Capacity (lbs.)	3300		4700	12000
Raised height (inches)	15.80	17.38		28.00
Lowered height (inches)	7.12	8.12		14.00
Jack handle	All			
Tire iron	All			
Wheel wrench	All			

** - Used with rear dual wheels and tires

EQUIPMENT

TILT MODELS



INSTRUMENTS

ITEM	MAKE	DESCRIPTION	LOCATION
High beam indicator	AC	Tell-tale	Under tem. gauge on inst. panel
Fuel gauge		Calibrated dial	RH side of speedometer dial
Ammeter		Tell-tale	Above tem. gauge on inst. panel
Cooling system indicator		Calibrated dial	LH side of speedometer dial
Oil gauge		Tell-tale	Above fuel gauge on inst. panel
Odometer		Calibrated dial	Center of instrument cluster
Directional signal indicator		Intermittent tell-tale	Under fuel gauge on inst. panel
Light switch	Delco-Remy	3 position rheostat	LH side of instrument panel
Ignition switch	Delco-Remy	Key operated solenoid	On stationary control island
Choke	Own	Pull out type	
Throttle	Own	Pull out type	
Cigar lighter	Casco	Ejection	RH side of instrument panel
Ash receiver	Own		Center of instrument panel
Dispatch compartment	Own	5" § x 17" x 7"	RH side on inst. panel crown
Optional tachometer gauge *	Sun Electric	Calibrated dial	RH side of instrument panel
Optional air brake pressure gauge †	AC	Tell-tale	
Optional brake warning light			
Optional overspeed warning light .			
Radio grille speaker			Center of inst. panel on crown
Radio control provisions			Lower RH center of inst. panel
Heater control provisions			Lower LH center of inst. panel

* - With V-8 engine.

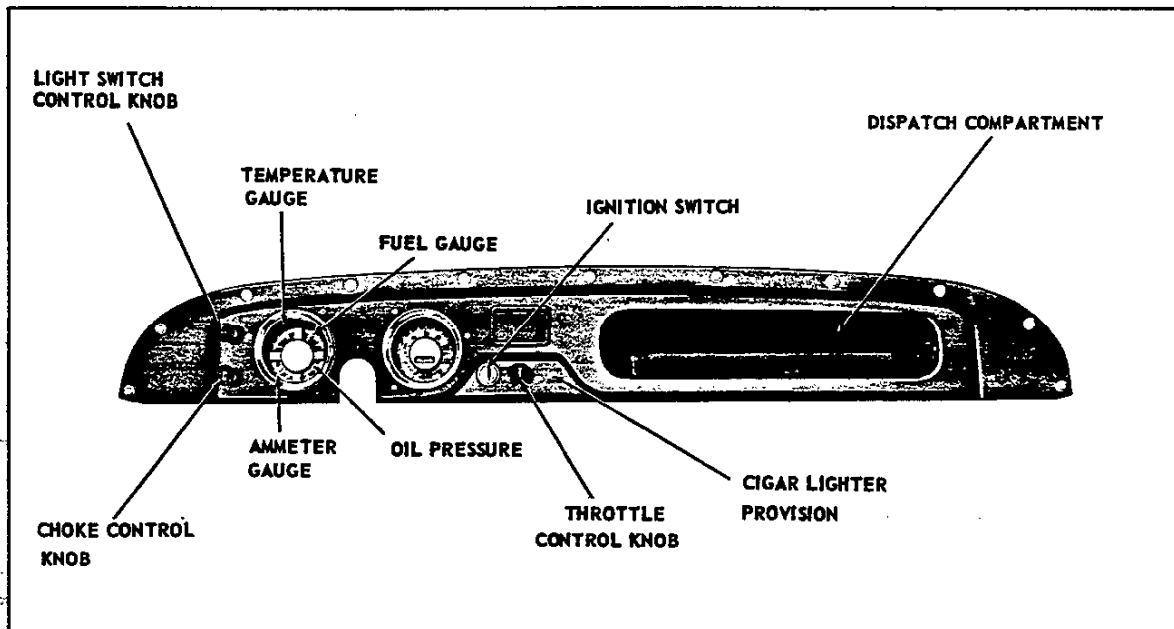
§ - Opening at front is 3" high.

. - Available with RPO 413 or 585 Air Brake Equipment.

INTERIOR TRIM

AREA	MATERIAL	COLOR
Seats	Leather-grain vinyl	Charcoal
Body and door panels	Painted metal	Silver
Roof panel insert	Embossed vinyl	Silver
Floor panel	Painted metal	Silver
Floor covering	Ribbed rubber	Black
Left hand sunshade	Composition board	Silver
Dash mat facing	Composition board	Charcoal
Instrument panel	Painted metal	Charcoal
Steering wheel	Painted hard rubber	Charcoal
Horn button	Bright-finished metal	Red and Black decoration
Control knobs	Plastic	Black
Steering column	Painted metal	Charcoal
Turn signal, parking brake, and gearshift lever	Painted metal	Charcoal

F/F COWLS AND FORWARD CONTROLS



INSTRUMENTS, FLAT FACE COWL

ITEM	MAKE	DESCRIPTION	LOCATION
High beam indicator	AC	Tell-tale	Center of speedometer dial
Fuel gauge		Calibrated dial	Left hand cluster which is divided into quadrants
Ammeter			
Cooling system indicator			
Oil gauge		Calibrated dial	Right hand cluster
Odometer		Intermittent tell-tale	
Directional signal indicator	Delco-Remy	3 position rheostat	LH side of instrument panel
Light switch	Own	Pull out type	
Choke	Delco-Remy	Key operated solenoid	Depression at the bottom center of instrument panel
Ignition switch	Own	Pull out type	
Throttle	Casco	Ejection	Center of instrument panel
Cigar lighter	Own		
Ash receiver	Own		RH side of instrument panel
Dispatch compartment	Own	4-1/2" x 10-1/4" x 25"	
Optional tachometer gauge *	Sun-Electric	Calibrated dial	RH side of instrument cluster

* - With V-8 engine.

INSTRUMENTS, FORWARD CONTROL

ITEM	MAKE	DESCRIPTION	LOCATION
High beam indicator	AC	Tell-tale	Center of speedometer dial
Fuel gauge		Calibrated dial	RH side of instrument cluster
Ammeter			LH side of instrument cluster
Cooling system indicator			LH side of instrument cluster
Odometer			Center of instrument cluster
Oil gauge			RH side of instrument cluster
Directional signal indicator		Intermittent tell-tale	RH & LH sides of inst. cluster
Ignition switch	Delco-Remy	Key operated solenoid	RH side of instrument panel

ELECTRICAL

HEADLAMPS

Make and type		Dual Guide, T-3 sealed beam
Location		Integral with grille at outer extremities †
Sealed beam diameter	All exc. Fwd. Cont.	5.75
	Forward Control	7.04
Dimmed by		Foot switch (raises and lowers beam)
Beam indicator location		In instrument cluster face

TAIL AND STOP LAMPS

Make and type		Guide, combination tail and stop
Number used	Carryalls and Panels	Two
	Cabs, Cows, and Buses	One
Attachment	Cabs and Cows	Rear of frame on bracket, LH side
	Pickups	Rear of pickup box, LH side
	Panels and Carryalls	LH & RH sides and end of rear quarter panels

PARKING LIGHTS

Location	In hood assembly between air inlets
----------	-------------------------------------

DOME LIGHT

Location	Cab models	Above rear window
	Panels and Carryalls	At center of roof panel, rearward of front seats

REAR LICENSE LIGHTS

Location	Cab Chassis models	Illuminated thru window in combination tail and stop lamp
	Panels, Carryalls with doors	In depression on lower left door
	Carryalls with end gate	Mounted above hinged license plate mounting
	Pickups with RPO rear bumper	Mounted below license plate between body and bumper

LIGHT SWITCHES

Description and Location	Main switch	Three position mounted on instrument panel, incorporates a dome lamp switch and rheostat to control instrument panel brightness
	Stop light switch	Mechanical, on toe board
	Dome light switch	Incorporated in main switch, operated by rotating switch knob to extreme travel

†-At outer extremities of radiator header bar.

BULBS

ITEM	Quantity	Trade No.	Power
Dome lamp	1	211	15 CP
Parking lights	2	67	4 CP
Oil pressure indicator lamp	57	57	2 CP
Generator indicator lamp			
Instrument cluster lamps			
	3		
	4		
Headlamp beam indicator lamp	1	53	1 CP
Tail and stop lamp assembly	2	1034	4 CP
	1		
License light		67	4 CP
Directional signal (frt. parking lamps & opt. RH tail lamps)	3	1034	32 CP
Ignition switch lamp (Forward Controls only)	1	53	1 CP
Overspeed warning light (70-80 & 60 with V-8 engine)		67	4 CP
Headlamps (CLSTM models)	2	4001	37.5W
		4002*	
Headlamps (Forward Controls)		5400	50 W
Differential lock-out warning lamp (M70's)	1	57	2 CP
Cigarette lighter lamp		53	1 CP
Dispatch compartment lamp	1	57	2 CP
Air pressure gauge lamp		57	2 CP
Tachometer gauge lamp	1	53	1 CP
Dispatch compartment lamp		57	2 CP
Direction Signal indicator lamp	2	57	2 CP
Parking Brake Alarm lamp assy.	1	90	6 CP

*-The outer lamp has two filaments; the upper is a 37.5 watt and the lower is a 50 watt.

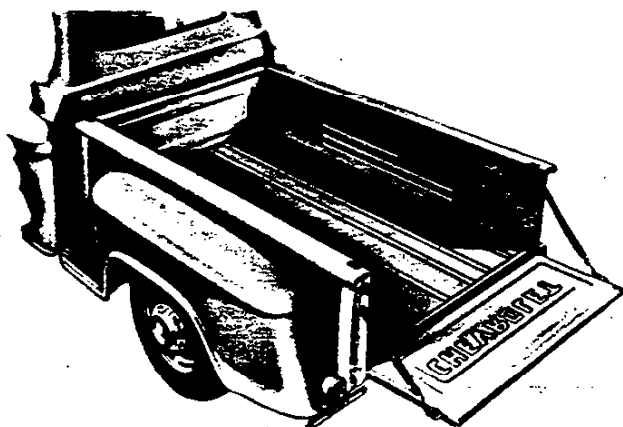
FUSES

Device or circuit protected	Fuse type and amperes	Location
Back-up lamp	AGC-10	Fuse Block
Cool Pak	SFE-20	
Flasher and traffic hazard lamp	AGC-15	
Dome lamp		
Deluxe heater and defroster		
Recirculating heater and defroster	AGC-10	
Instrument lamps	AGC-3	
Parking brake alarm	AGC-10	
Radio	AGC-4	
Spot lamp	AGC-15	
License lamp		
Stop lamp		
Tail lamp		
Underhood lamp	SFE-9	

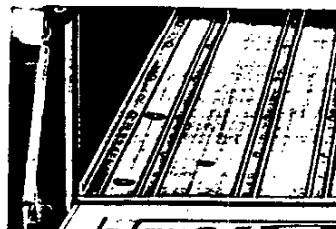
CIRCUIT BREAKERS

Device or circuit protected	Amperes	Locations
Headlamp and parking lamp circuit	15	Light switch
Two-speed rear axle (Eaton)	10	Engine compartment
Windshield wiper motor		Switch

LOAD PLATFORMS



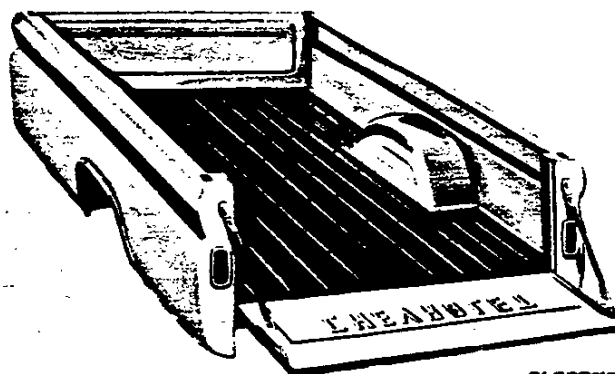
STEPSIDE PICKUP



STEEL SKID STRIPS

STEPSIDE LOAD PLATFORM DATA

Model		C1404, K1404	C1504, CK2504	C3604
Type of wood floor		Kiln dried, long leaf yellow pine dipped in wood sealer.		
Steel skids in floor		Seven, bolted		
Stake pocket dimensions		2.00"x1.38"		
Width between $\bar{C}$ of stake pockets		50.30"		
Longitudinal distance between $\bar{C}$ of stake rack pockets	Number	1-2	76.31"	46.30"
		2-3	49.93"	35.28"
		3-4	41.84"	30.44"



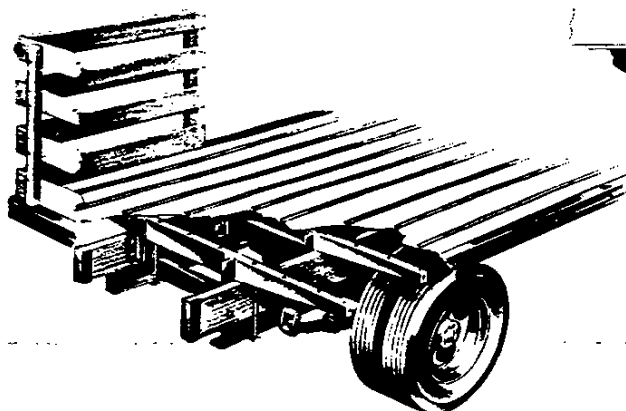
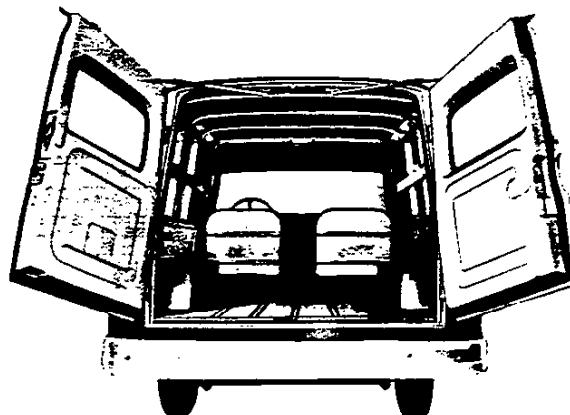
FLEETSIDE PICKUP

FLEETSIDE LOAD PLATFORM DATA

Model		C1434	C1534, C2534
Type of wood floor		Kiln dried, long leaf yellow pine dipped in wood sealer.	
Steel skids in floor		Nine, bolted	
Stake pocket dimensions		2.00"x1.38"	
Width between $\bar{C}$ of stake pockets		71.50"	
Longitudinal distance between $\bar{C}$ of stake rack pockets	Number	1-2	73.46"
		2-3	52.06"
			41.26"

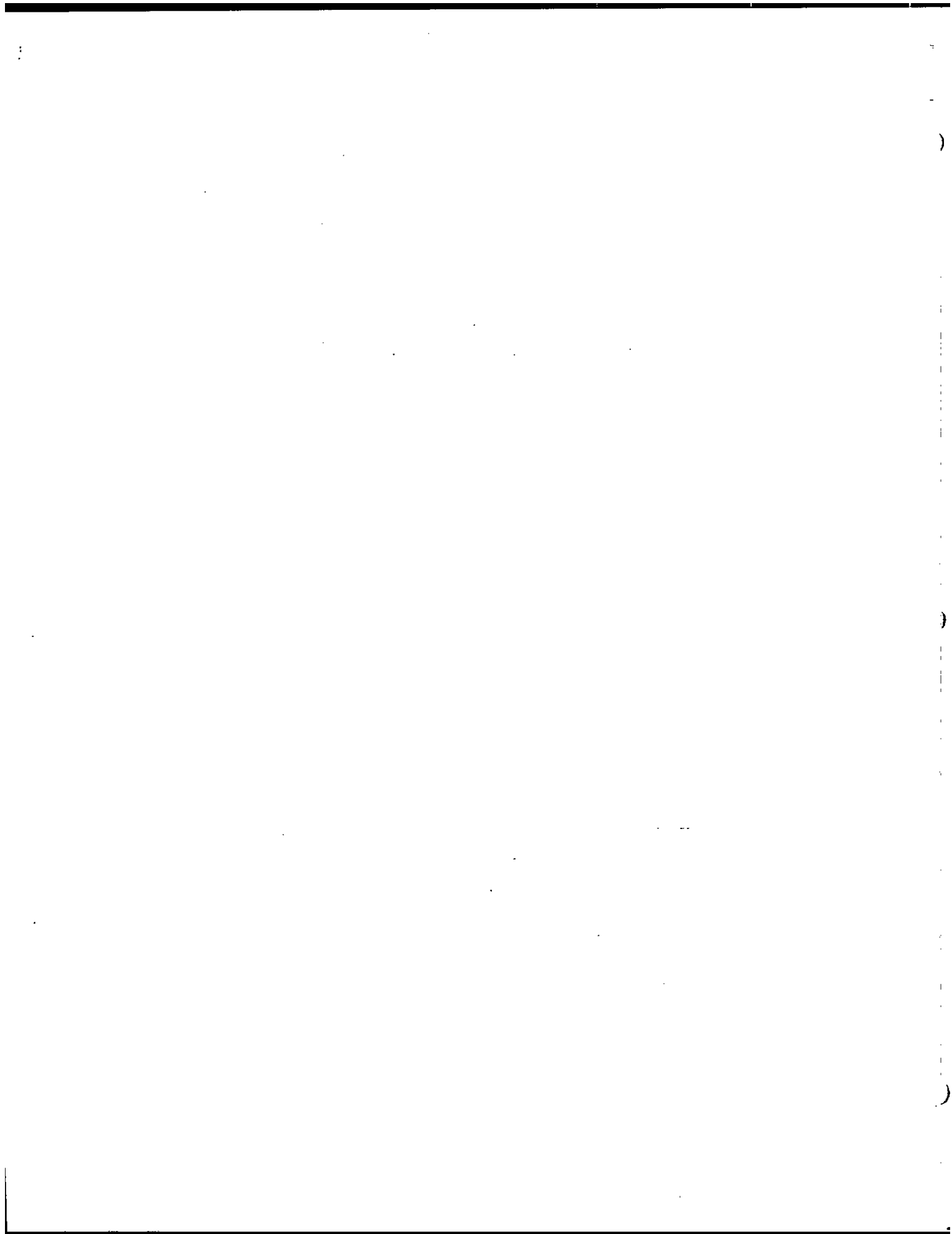
PANEL LOAD PLATFORM DATA

Model	CK1405	C3605
Type of wood floor	Lapped joint exterior grade plywood covered with wood sealer	
Steel skids in floor	Seven, bolted	
No. of cross sills	4	6

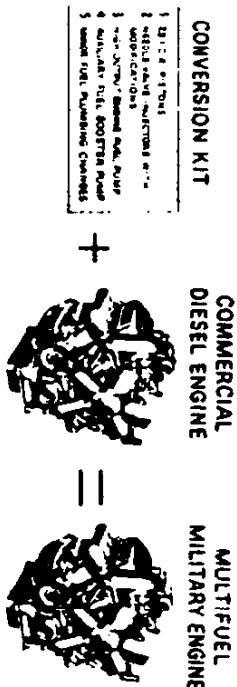


STAKE LOAD PLATFORM DATA

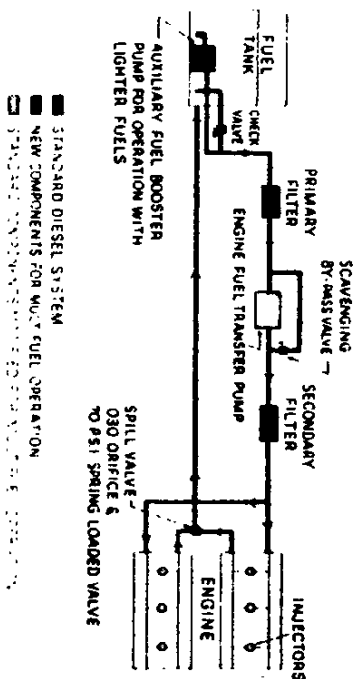
Model	C2509		C3609	C4109, C5109	C4309, L5309
Type of wood floor	Kiln dried, long leaf yellow pine dipped in wood sealer				
Longitudinal sills					
Steel skids in floor	Nine, bolted		Eleven, bolted		
Stake pocket dimensions	Front		1.82" x 2.25"		
	Side				
	Rear		2.28" x 2.00"		
Width from ϕ of body to ϕ of stake pockets at front	19.00"		23.38"		26.57"
Width from ϕ of body to ϕ of stake pockets at rear	N	1	7.24"		8.74"
		2	29.24"		33.74"
Longitudinal distance from front of platform to 1st. pocket			9.62"		
Longitudinal distance between ϕ of pockets	Num-ber	1-2	22.72"		37.56"
		2-3	26.38"		49.74"
		3-4	30.14"		20.18"
Longitudinal sills	Four, steel		Six, steel		Seven, steel



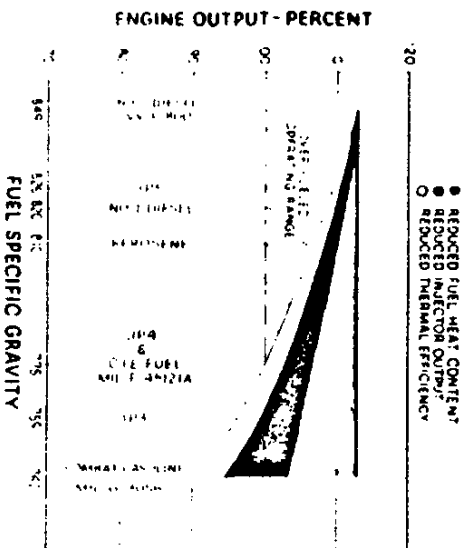
THE DETROIT DIESEL MULTIFUEL ENGINE CONCEPT



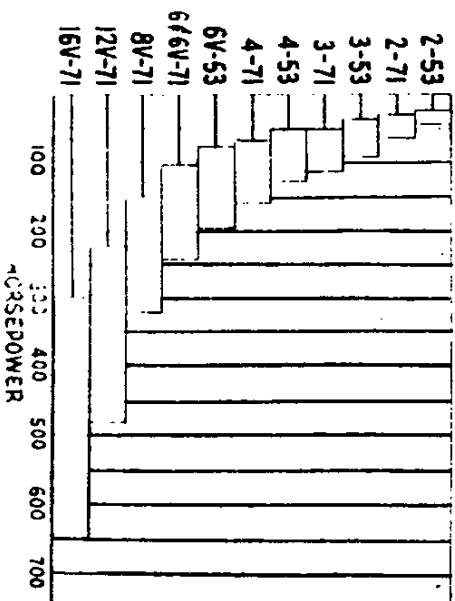
DETROIT DIESEL MULTIFUEL ENGINE FUEL SYSTEM



EFFECT OF FUEL GRAVITY ON MAX. ENG. OUTPUT 100% OUTPUT ON C.I.E. FUEL GM 6V-53 MULTIFUEL ENGINE AT 2800 R.P.M.



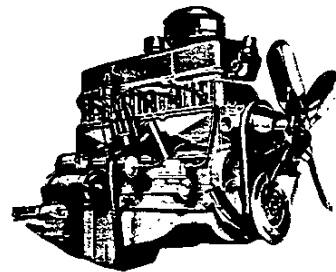
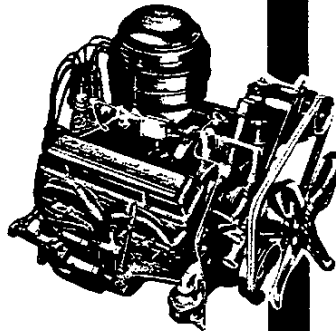
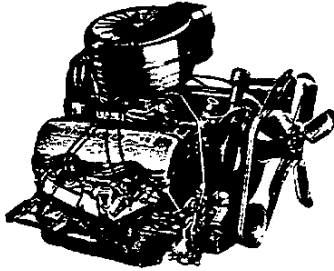
POWER RANGE OF A DETROIT DIESEL FAMILY OF NATURALLY ASPIRATED MULTIFUEL ENGINES UTILIZING ONLY TWO CYLINDER SIZES



1

2

3



ENGINES AND CLUTCHES

ENGINE SPECIFICATIONS SUMMARY	3
SIX CYLINDER ENGINES - 235, 261 CUBIC INCH	4
EIGHT CYLINDER ENGINES - 283 CUBIC INCH	17
EIGHT CYLINDER ENGINES - 348 CUBIC INCH	28
CLUTCHES	39
ENGINE SPEED AND PISTON TRAVEL DATA	40
GENERAL ENGINE DATA	47

CLUTCHES:

Hydraulic Control.....	31
Specifications.....	32

ENGINE FEATURES:

145 Six.....	3
235 Six.....	10-11
261 Six.....	10-11
283 V8.....	16-17
327 V8.....	16-17
348 V8.....	22-23
409 V8.....	22-23
4-53 GM Diesel.....	28
6V-53 GM Diesel.....	28

ENGINE POWER & TORQUE CURVES:

145 Six.....	2
235 Six.....	6-7
235 Six (Updraft).....	8
261 Six.....	9
283 V8.....	14
327 V8.....	15
348 V8.....	20
409 V8.....	21
4-53 GM Diesel.....	26
6V-53 GM Diesel.....	27

ENGINE SPECIFICATIONS:

145 Six.....	4-5
235 Six.....	12-13
261 Six.....	12-13
283 V8.....	18-19
327 V8.....	18-19
348 V8.....	24-25
409 V8.....	24-25
4-53 GM Diesel.....	29-30
6V-53 GM Diesel.....	29-30

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
145 Six.....	R12	—
235 Six.....	10-50 (exc R10, P20-30)	—
235 Six (Updraft).....	P20, P30	—
261 Six.....	60 (exc D60)	10-50 (exc R10, P10-20-30)
283 V8.....	—	10-50 (exc R10, P20-30)
327 V8.....	S6902	60 (exc D60)
348 V8.....	80	—
409 V8.....	—	80
4-53 GM Diesel.....	D60	—
6V-53 GM Diesel.....	E-U80	—

145 SIX

HIGH TORQUE 145 SIX PERFORMANCE

Basic Specifications

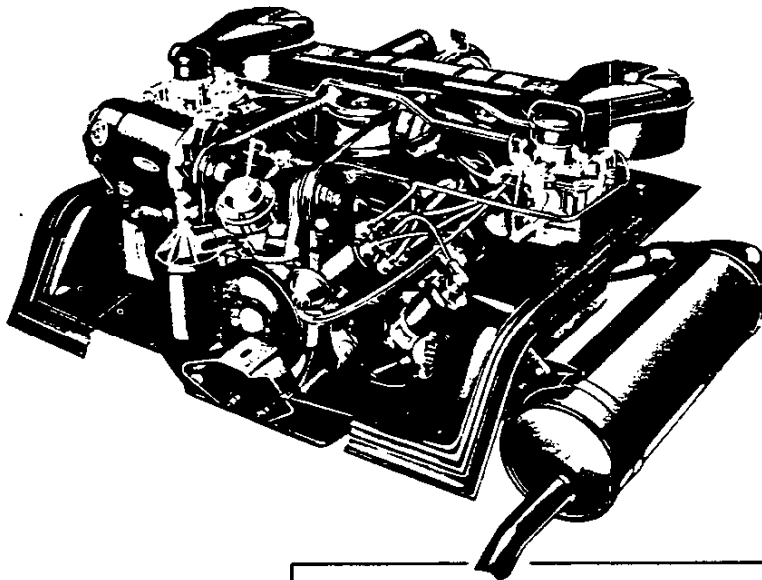
Engine type..... Valve-in-head, air cooled
 Piston displacement..... 145 cu in
 Bore & Stroke (nominal)..... 3.437" x 2.60"
 Dry Weight (with clutch)..... 316 lb
 Compression ratio..... 8.0
 Taxable horsepower (SAE)..... 28.3
 Idling speed..... 500 rpm
 Carburetor type..... Downdraft (two)

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

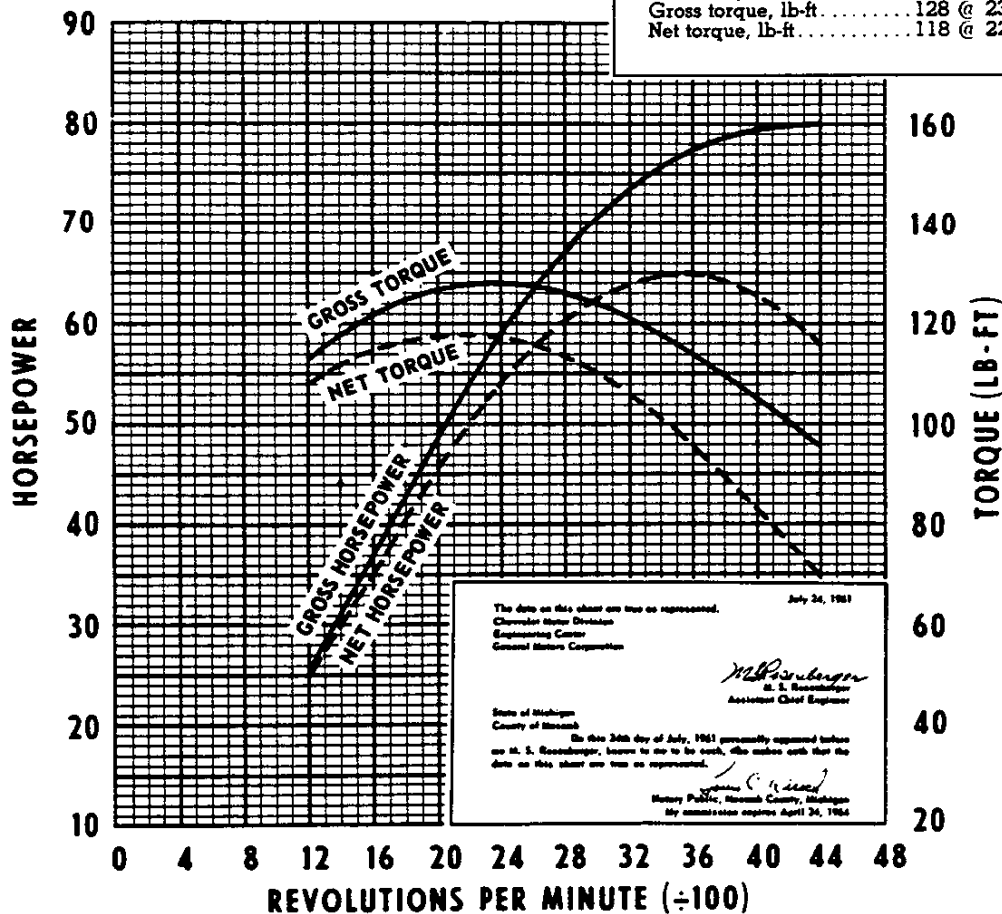
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

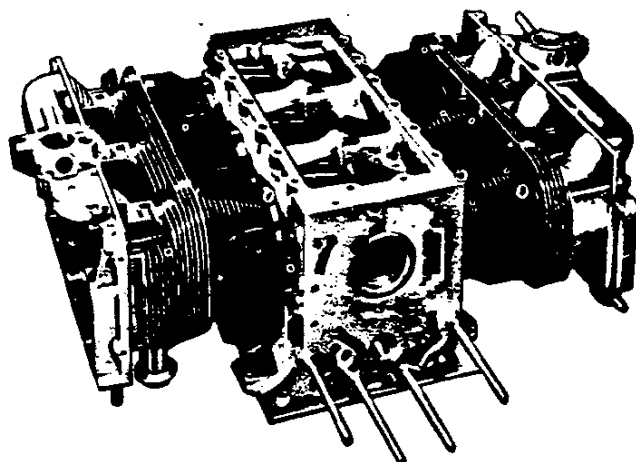


145 SIX

Gross horsepower..... 80 @ 4400 rpm
 Net horsepower..... 65 @ 3600 rpm
 Gross torque, lb-ft..... 128 @ 2300 rpm
 Net torque, lb-ft..... 118 @ 2200 rpm



ENGINE FEATURES



Lightweight, Aluminum Construction—Saves weight and operating cost, increases payload. The crankcase, cylinder heads, rear engine housing, clutch housing and crankcase cover are aluminum alloy castings. The crankcase is made of two halves, bolted together, and the rear engine housing is bolted to the rear of the crankcase, forming a strong, lightweight structure.

Air Cooling—Weight savings through elimination of radiator, water jackets, pumps, piping and the coolant itself make vehicle operation more economical. Elimination of anti-freeze, additives and the problems of "changeovers," draining, flushing, rust, leakage and replacement or repair of hoses, fittings, pumps and radiators represent big savings in operating cost.

Short Exhaust System—Short travel and low resistance to flow of exhaust gases increase gas mileage. Short exhaust pipe and tailpipe are less susceptible to corrosion and less expensive to replace.

Faster Warm-up—Elimination of water and extra metal masses enables the 145 Six to reach normal operating temperature sooner.

Temperature Closely Controlled—Cooling air is drawn in through a fan located in the top of the shroud that encloses the engine. Air flow is regulated by a thermostatically operated damper valve, which opens or closes the blower intake as the temperature of the engine varies. The damper is closed when the engine is cold, and opens as the engine warms up. If the thermostat bellows should fail, the damper will remain in the open position to prevent engine overheating.

Twin Induction System—The 145 Six truck engine has two single-throat carburetors and two air cleaners. Each carburetor is mounted directly on top of one of the two intake manifolds. The two carburetors and air cleaners, one for each manifold, provide an evenly balanced mixture flow to the cylinders in each bank for top economy and performance.

Fuel Filters—A strainer in the fuel tank and porous bronze filters at each carburetor remove impurities from the fuel.

Hydraulic Valve Lifters—Dependable operation, with full performance and economy, is assured with hydraulic valve lifters, which keep valve train in adjustment automatically. Time and cost of periodic valve adjustments are eliminated.

12-Volt Ignition System—Provides potent spark for easy starting and uninterrupted operation under all conditions.

Valve Seat Inserts—Long-wearing, heat resistant valve seat inserts maintain efficient seating and avoid valve burning. Chromium steel valve seat inserts are used for the exhaust valves, with nickel steel inserts for the intake valves.

Fully Supported Main Bearings—Four steel-backed babbitt main bearings are supported entirely by the crankcase bulkheads at the junction of the two crankcase halves.

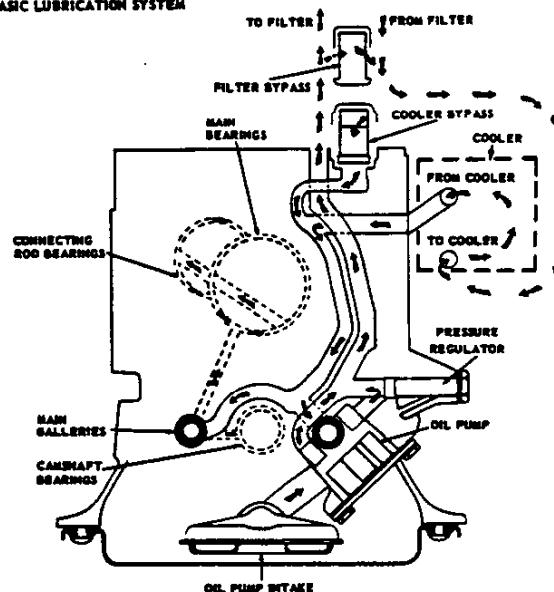
Rugged Forged-steel Crankshaft—Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

Forged-steel Connecting Rods—Connecting rods are lightweight steel forgings, and their bearings are the same high-quality steel-backed babbitt type used in the larger Chevrolet truck engines.

Integral Intake Manifolds—The intake manifolds are cast as integral parts of the two cylinder heads and thus are less subject to the effects of vibration and leakage than bolted-on manifolds.

Cool-running Valves—Exhaust valves are made of heat-treated, corrosion resistant high chrome alloy steel.

BASIC LUBRICATION SYSTEM



Full-pressure Lubrication—The 145 Six engine is designed for full lubrication of all moving parts, with full pressure delivered from the main oil galleries to crankshaft and camshaft bearings, and from crankshaft main bearings to connecting rod bearings. Overspray from connecting rod bearings lubricates cylinder walls and pistons. The hydraulic lifters draw oil from the main oil galleries, and hollow push rods conduct oil to the rocker arms and valves in the head. The timing gears are lubricated by overspray from the front main bearing and the front camshaft bearing. The fuel pump eccentric and distributor drive gear receive oil through a nozzle in the engine rear housing.

Full-flow Oil Filter and Cooler—All oil passes through both a filter and a cooler. Lubrication is improved and wear reduced by keeping the oil clean and controlling its temperature. To hasten engine warm-up, the oil cooler is bypassed when oil temperature is below 160° F.

Zinc-coated Muffler—Life of the reverse-flow muffler is increased by zinc coating on the outer shell, by an asbestos wrap between inner and outer shells, and by location of the muffler near the engine, which minimizes condensation by keeping temperature high inside the muffler.

SPECIFICATIONS

Basic Description	horizontally opposed cylinders, valve-in-head design
Displacement	145 cu in
Bore x Stroke	3.437" x 2.600"
Compression Ratio	8.0
Gross Horsepower @ rpm	80 @ 4400
Net Horsepower @ rpm	65 @ 3600
Gross Torque (lb-ft) @ rpm	128 @ 2300
Net Torque (lb-ft) @ rpm	118 @ 2200
Bearings, Camshaft	aluminum, machined in crankcase
ID x Length (Projected Area):	
Bearing 1 (rear)	1.202" x 0.950" (1.142 sq in)
Bearing 2	1.272" x 0.860" (1.094 sq in)
Bearing 3	1.272" x 0.860" (1.094 sq in)
Bearing 4	1.442" x 0.830" (1.197 sq in)
Bearings, Connecting Rod (Crank end)	precision, removable
Material	heavy-duty, copper-lead alloy, steel backed
ID x Length (Projected Area)	1.801" x 0.649" (1.169 sq in)
Bearings, Main	precision, removable
Material	heavy-duty, copper-lead alloy, steel backed
End Thrust	taken by bearing 1
ID x Length (Projected Area):	
Bearing 1 (rear)	2.1008" x 0.785" (1.649 sq in)
Bearing 2	2.1008" x 0.752" (1.580 sq in)
Bearing 3	2.1013" x 0.752" (1.580 sq in)
Bearing 4	2.1013" x 0.752" (1.580 sq in)
Camshaft	cast alloy iron; driven by helical gear from crankshaft
Carburetor	
Number	2 (one for each cylinder bank)
Type	single barrel, downdraft
Make	Rochester
Venturi ID	1.00"
SAE Flange Size	0.75"
Choke Control	automatic
Coil, Ignition	Delco-Remy
Current Draw	4.0 amp with engine stopped; 1.8 amp with engine idling
Connecting Rods	drop-forged steel; I-beam section
Length (center-to-center)	4.720"
Cooler, Oil	
Make	Harrison
Material	aluminum
Crankshaft	drop-forged steel
Cylinders	individually cast with integral cooling fins
Number	6
Material	cast iron
Cylinder Heads	valve-in-head design with integral intake manifold and integral cooling fins
Number	2 (one for each bank of cylinders)
Material	permanent-mold cast aluminum
Distributor	Delco-Remy, with centrifugal and vacuum control
Fan	
Type	centrifugal
Location	mounted horizontally on top center of engine
Diameter	11.00"
Number of Vanes	24
Air Flow	1850 cfm @ 4000 engine rpm
Drive	V-belt from crankshaft over idler and generator pulleys
Ratio (Blower to Engine Speed)	1.58:1
Air Flow Control	two thermostatically controlled valves in plenum outlet
Filter, Fuel	
In Fuel Tank	fine-mesh metal cloth strainer
At Carburetor Inlet	sintered bronze filter
Filter, Oil	full-flow
Capacity	1.0 pint

SPECIFICATIONS

Lubrication	Full-pressure system; direct pressure to hydraulic lifters and to main, connecting rod and camshaft bearings; metered pressure to valve mechanism; pressure spray to cylinder walls, piston pins and timing gears. (See Owner's Guide for lubricant types.)
Oil Capacity	4 qt
Piston Pins	tubular, hardened chrome-alloy steel
Diameter	0.800"
Retention	pressed in connecting rod
Offset	.060" toward major thrust face
Piston Rings	two compression, one oil-control ring per piston
Compression	cast iron, twist type (inside bevel or counterbore), wear resistant coating
Oil-Control	single-piece, slotted, cast alloy iron
Pistons	cast alloy aluminum, slipper-skirt type, with steel struts; flat head; cam ground skirts; 3 ring grooves above piston pin
Pump, Fuel	
Make	AC
Type	mechanical
Drive	by eccentric on rear end of crankshaft
Pressure Range	5.25-6.50 psi
Pump, Oil	spur-gear type driven by distributor shaft
Housing	integral with engine rear housing
Pressure	35 psi @ 2000 engine rpm
Capacity	9 gallons per minute @ 4000 engine rpm
Thermostat	
Number	2
Make	Harrison
Type	seamless bellows
Function	opens cooling air plenum exhaust damper when temperature reaches 177-183°F
Timing, Ignition	
Crankshaft Position	4° BTC
Timing Mark Location	on crankshaft pulley
Firing Order	1-4-5-2-3-6
Timing, Valve	
Inlet Opens	43° BTC
Inlet Closes	93° ABC
Exhaust Opens	87° BBC
Exhaust Closes	69° ATC
Spark Plugs	AC, model 44-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035"
Valve Guides	pressed in head; cast iron for inlet valves; bronze for exhaust valves
Valve Mechanism	individual rocker arms on ball pivots; push-rod actuated; hydraulic lifters
Valves, Exhaust	
Material	high-alloy steel
Overall Length	4.50"
Head Diameter	1.24"
Stem Diameter	0.341"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.34"
Valves, Inlet	
Material	AISI A-3140 steel; aluminized face
Overall Length	4.50"
Head Diameter	1.34"
Stem Diameter	0.342"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.31"
Ventilation	road draft tube

235 SIX

HIGH TORQUE 235 SIX PERFORMANCE

Basic Specifications

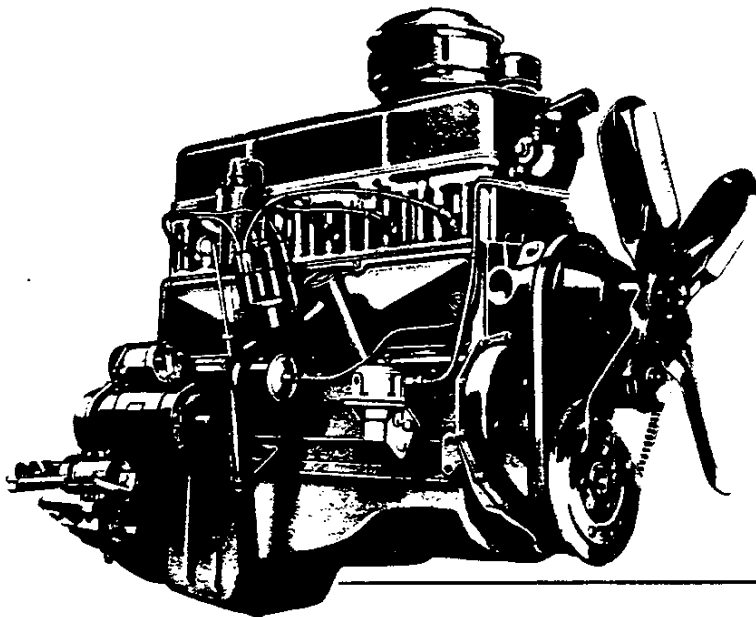
Engine type.....Valve-in-head
Piston displacement.....235.5 cu in
Bore & Stroke (nominal).....3 1/4" x 3 1/4"
Dry Weight (with clutch).....608 lb
Compression ratio.....8.25 to 1
Taxable horsepower (SAE).....30.4
Idling speed—Synchro-mesh trans.....475 rpm
—Powerglide in "drive".....450 rpm
Carburetor type.....Downdraft

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

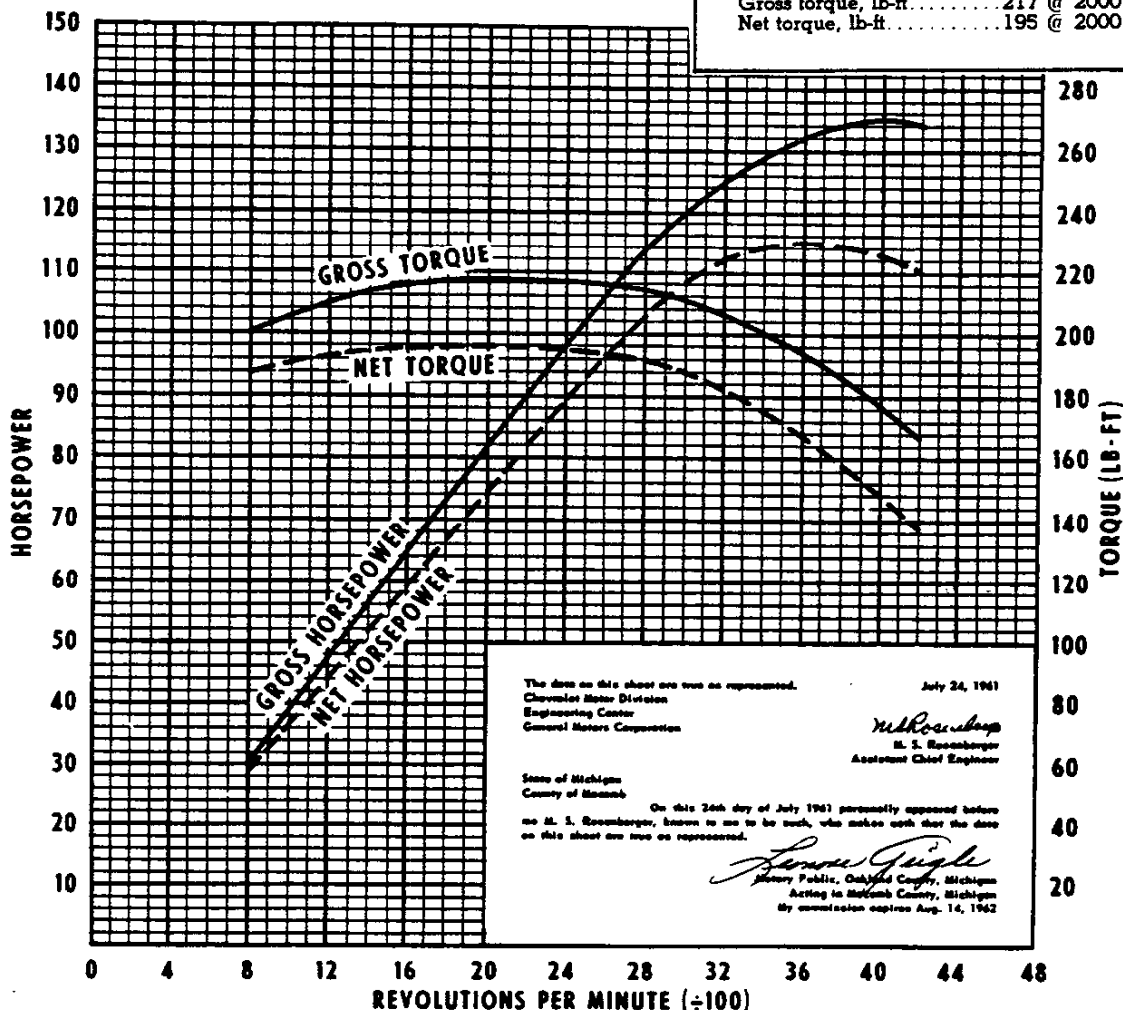
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



235 SIX

Gross horsepower.....135 @ 4000 rpm
Net horsepower.....115 @ 3600 rpm
Gross torque, lb-ft.....217 @ 2000 rpm
Net torque, lb-ft.....195 @ 2000 rpm



The data on this sheet are true as represented.
Chevrolet Motor Division
Engineering Center
General Motors Corporation

July 24, 1961

M. S. Rosenberger
M. S. Rosenberger
Assistant Chief Engineer

State of Michigan
County of Macomb

On this 24th day of July 1961 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true as represented.

Henry Public
Henry Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My commission expires Aug. 14, 1962

HIGH TORQUE 235 SIX PERFORMANCE

with Maximum Economy Option Carburetor

Basic Specifications

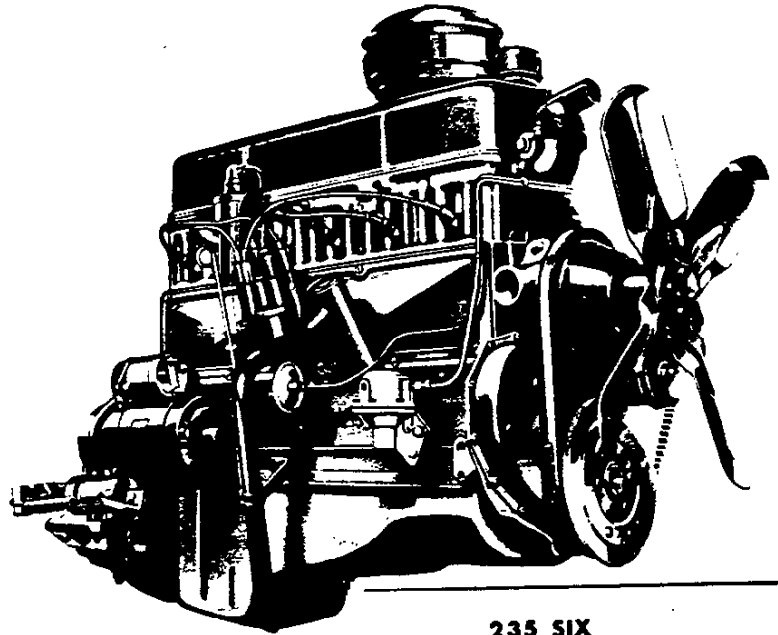
Engine type	Valve-in-head
Piston displacement	235.5 cu in
Bore & Stroke (nominal)	3 ⁹ / ₁₆ " x 3 ¹⁵ / ₁₆ "
Dry Weight (with clutch)	608 lb
Compression ratio	8.25 to 1
Taxable horsepower (SAE)	30.4
Idling speed—Synchro-mesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	Downdraft

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

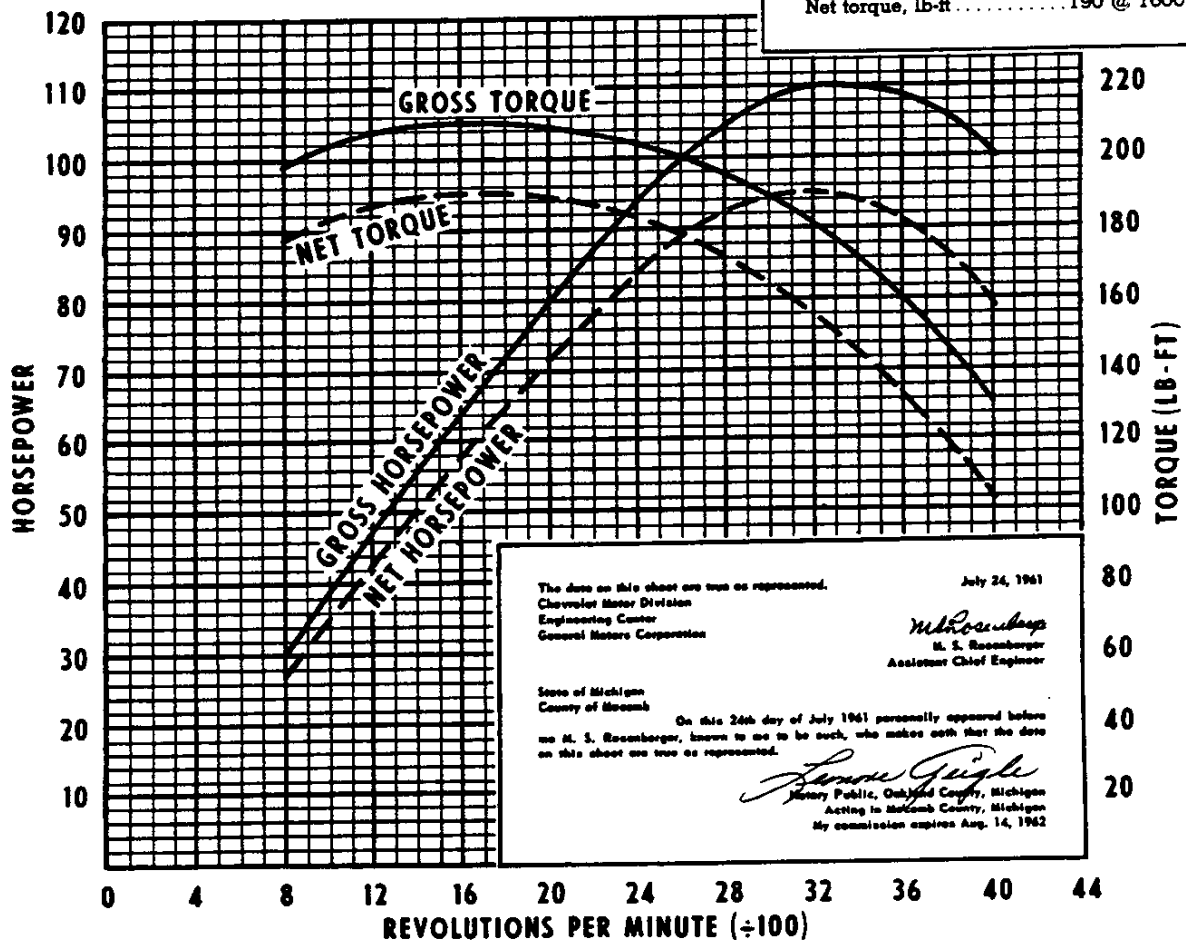
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



235 SIX

with Economy Carburetor

Gross horsepower	110 @ 3200 rpm
Net horsepower	95 @ 3200 rpm
Gross torque, lb-ft.	210 @ 1600 rpm
Net torque, lb-ft.	190 @ 1600 rpm



The data on this sheet are true as represented.
Chevrolet Motor Division
Engineering Center
General Motors Corporation

July 24, 1961

M. S. Rosenberger
M. S. Rosenberger
Assistant Chief Engineer

State of Michigan
County of Washtenaw

On this 24th day of July 1961 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true as represented.

James G. Gable
Notary Public, Washtenaw County, Michigan
Acting in Washtenaw County, Michigan
My commission expires Aug. 14, 1962

235 SIX (Updraft)

HIGH TORQUE 235 SIX PERFORMANCE

Basic Specifications

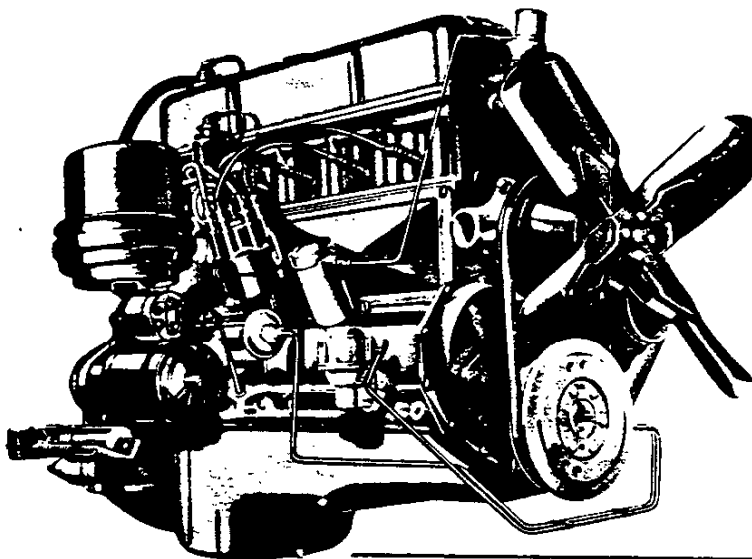
Engine type..... Valve-in-head
 Piston displacement..... 235.5 cu in
 Bore & Stroke (nominal)..... 3⁹/₁₆" x 3¹⁵/₁₆"
 Dry Weight (with clutch)..... 625 lb
 Compression ratio..... 8.25 to 1
 Taxable horsepower (SAE)..... 30.4
 Idling speed—Synchro-mesh trans..... 475 rpm
 —Hydra-Matic in "drive"..... 450 rpm
 Carburetor type..... Updraft

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

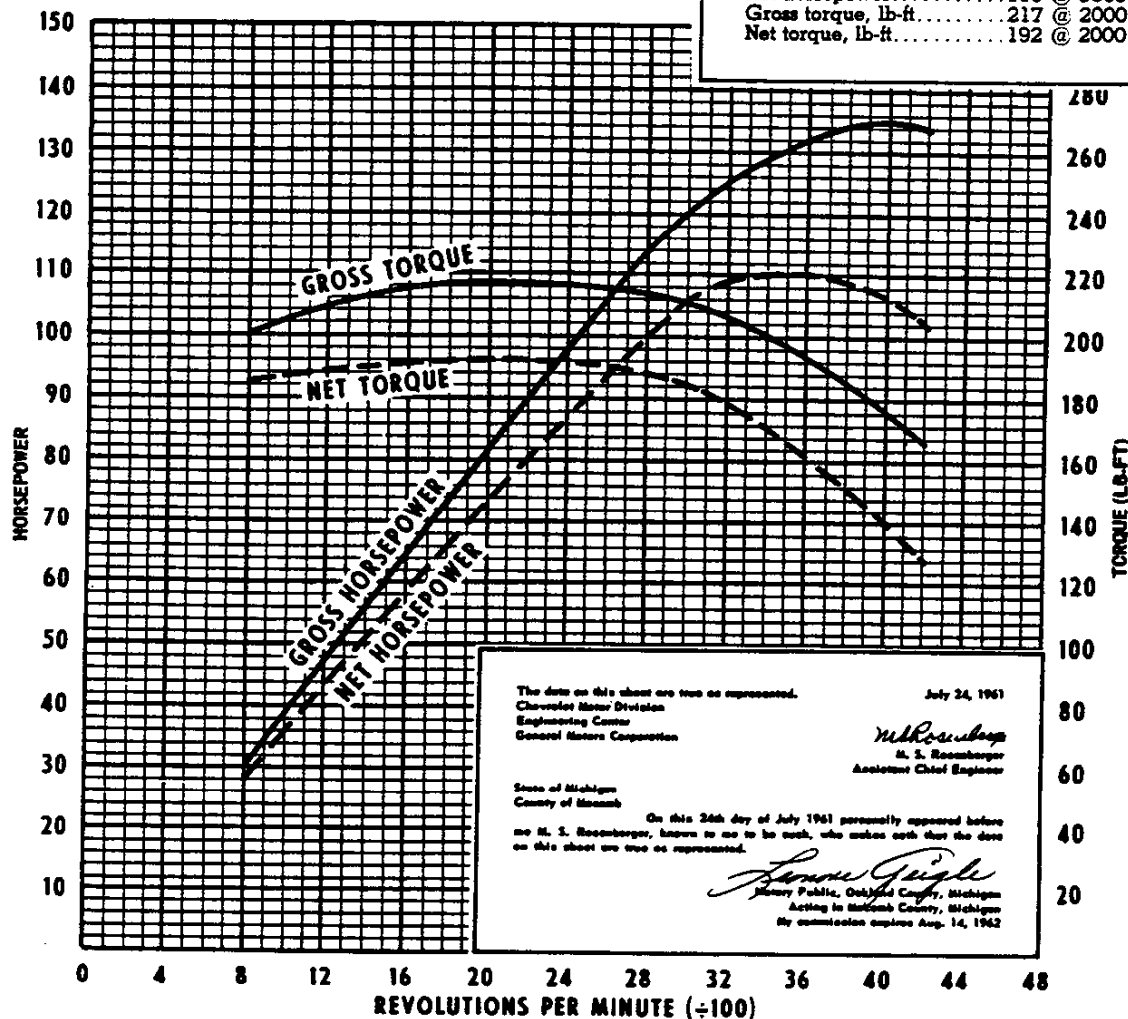
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



235 SIX (Updraft)

Gross horsepower..... 135 @ 4000 rpm
 Net horsepower..... 110 @ 3600 rpm
 Gross torque, lb-ft..... 217 @ 2000 rpm
 Net torque, lb-ft..... 192 @ 2000 rpm



The data on this sheet are true as represented.
 Chevrolet Motor Division
 Engineering Center
 General Motors Corporation

July 24, 1961

M. S. Rosenberger
 M. S. Rosenberger
 Assistant Chief Engineer

State of Michigan
 County of Washtenaw

On this 24th day of July 1961 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true as represented.

James G. Gipe
 James G. Gipe, Oakland County, Michigan
 Acting in Washtenaw County, Michigan
 My commission expires Aug. 14, 1962

HIGH TORQUE 261 SIX PERFORMANCE

Basic Specifications

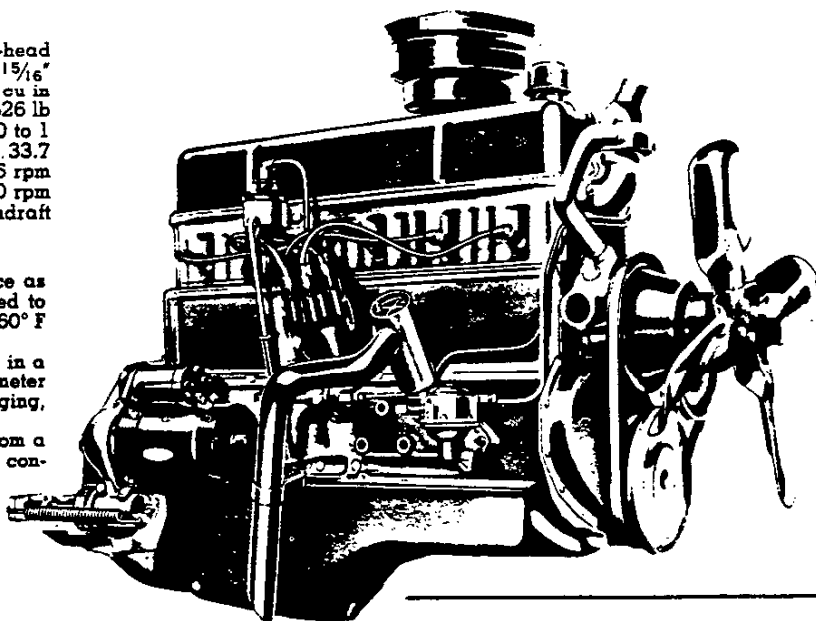
Engine type	Valve-in-head
Bore & Stroke (nominal)	3 $\frac{3}{4}$ " x 3 $\frac{15}{16}$ "
Piston displacement	261 cu in
Dry Weight (with clutch)	626 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	33.7
Idling speed—Synchro-mesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type	Downdraft

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

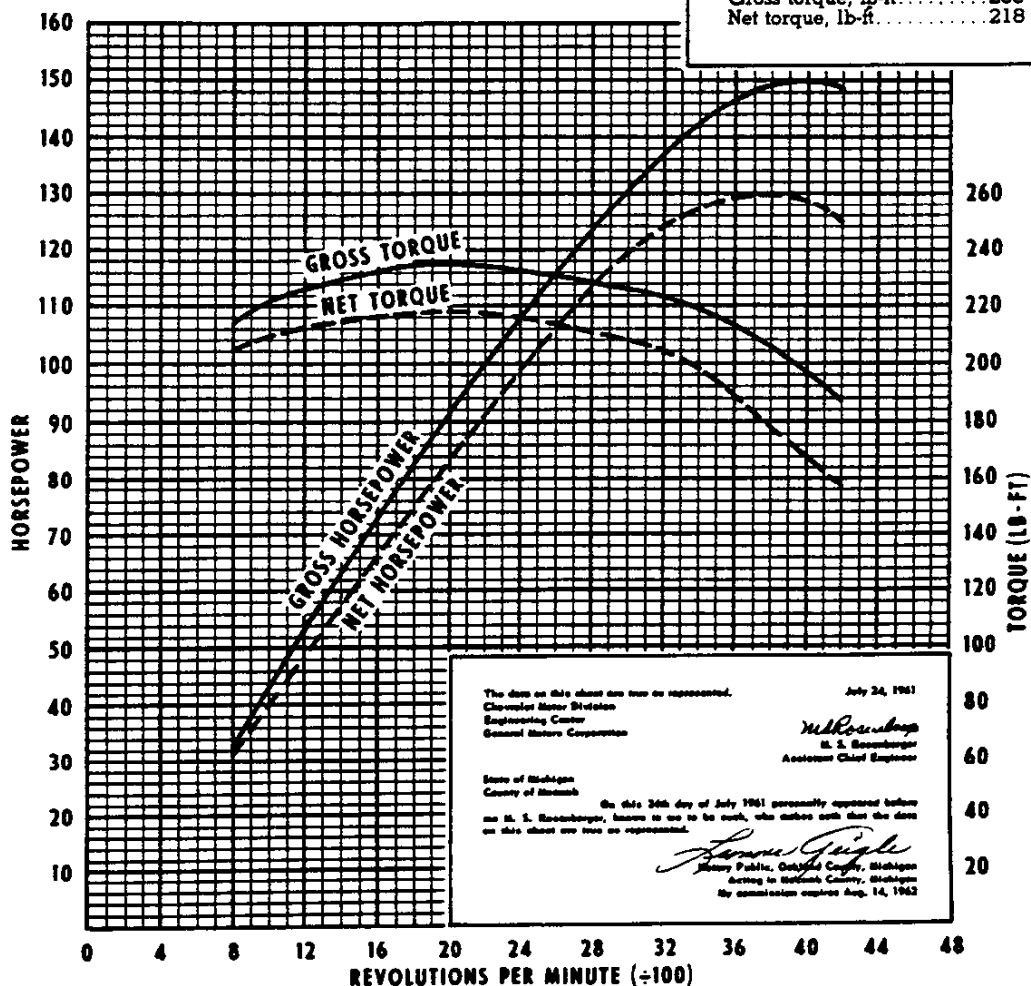
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



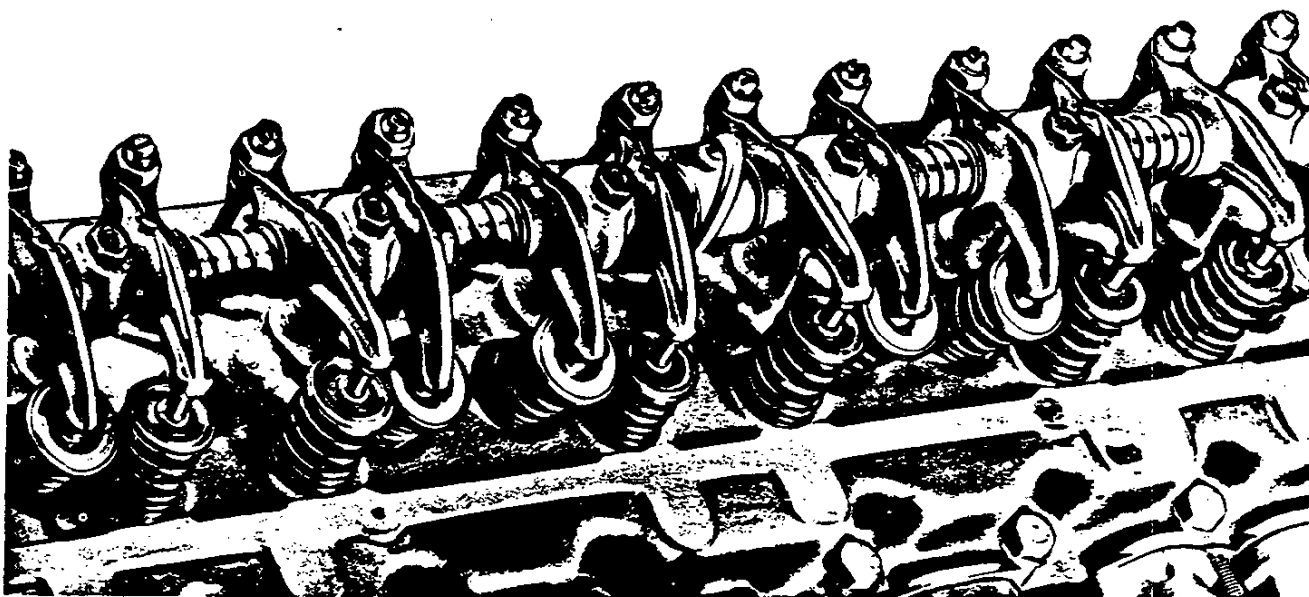
261 SIX

Gross horsepower	150 @ 4000 rpm
Net horsepower	130 @ 3800 rpm
Gross torque, lb.-ft.	235 @ 2000 rpm
Net torque, lb.-ft.	218 @ 2000 rpm



235 and 261 SIX

ENGINE FEATURES



Valve-in-head design—Free breathing inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Accessibility of valves and mechanism makes this high-efficiency design easy to service, thus reducing downtime and maintenance costs.

Economy camshaft—235-cubic-inch engines have a camshaft designed for fuel-saving economy and high torque output in the normal operating range.

High compression ratios—Compression ratios of 8.0 to 1 on the 261 Six and 8.25 to 1 on the 235 Sixes squeeze extra load-pulling power from every tank of fuel.

Regular grade fuel—No need for premium fuels with these high-efficiency engines; regular grade fuels will do the job! The high anti-knock characteristics of the combustion chamber assure full power with economical fuels.

Manifold heat control—A thermostatic valve in the exhaust manifold increases operating efficiency during engine warm-up by directing hot exhaust gases against the intake manifold, thus warming the incoming fuel mixture to insure more complete fuel vaporization.

Forged-steel crankshaft—Every Chevrolet engine is a real truck engine. The crankshaft, the "backbone" of the engine, is made of rugged forged steel for extra strength and durability—to withstand the hard work demanded of truck engines. Carefully balanced counterweights contribute to smooth running and long bearing life.

Positive engine ventilation—The updraft 235 Six is protected against acid- and sludge-forming vapors by a positive ventilation system. Air filtered by the oil-bath air cleaner is forced through the crankcase, carrying away harmful vapors and expelling them

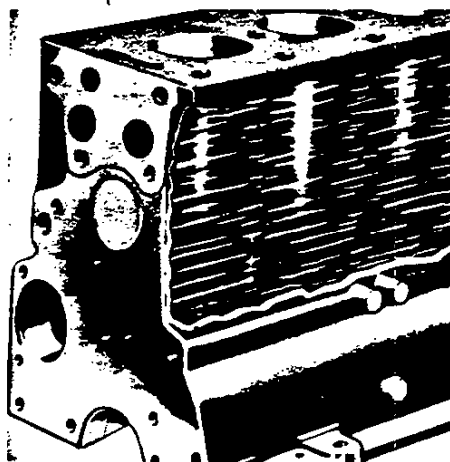
through the engine exhaust pipe. This positive engine-ventilation system is offered as an option for other engines.

Pressurized cooling—Radiator pressure cap keeps coolant under pressure. This permits the coolant to operate at a higher temperature without boiling and thus gives greater cooling capacity and extra insurance against overheating in hot weather or on long, hard hauls.

Bypass cooling—Thermostatic control causes coolant flow to bypass radiator during warm-up period, quickly bringing engine up to proper running temperature and maximum operating efficiency.

20-inch fan—For greater cooling efficiency on hard hauls, Series 50 and 60 engines are equipped with a 20-inch fan.

Full-length water jackets—Cooling water circulates the full length of the cylinder walls, keeping engine temperatures more uniform and reducing engine wear.

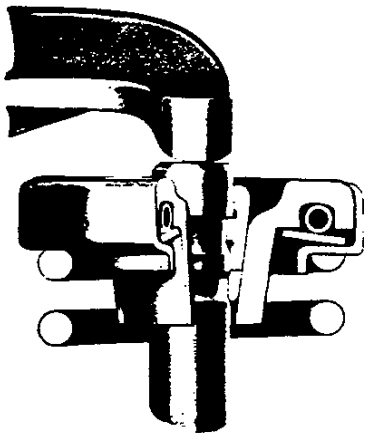


ENGINE FEATURES

Precision bearings—Rod and main bearings are replaceable insert type. The inserts, made of specially selected bearing metals on tough steel shells, are precision fitted to main and connecting rod journals of the crankshaft.

High-alloy inlet valves—261 inlet valves are made of tough high-alloy steel for extra durability at the sustained high engine operating temperatures encountered in truck operation.

Aluminized exhaust valves—235 engines have a special aluminum coating on exhaust valve faces. The coating retards formation of deposits on the valve face, thereby increasing valve life and reducing maintenance.



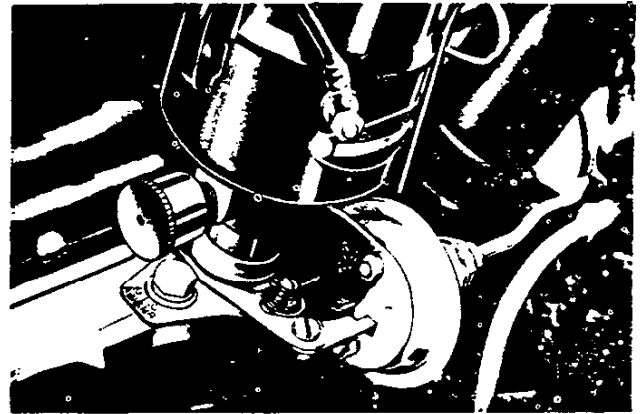
Hard-faced exhaust valves with Rotocoils

—The 261 Six has Stellite-faced exhaust valves to reduce wear and increase valve life. In addition, Series 50 and 60 engines have Rotocoil automatic rotators, which increase valve life as much as 300% by positive, controlled valve rotation that prevents build-up of deposits on the valve face and stem.

Fine-mesh fuel filter—High-capacity screen in fuel tank guards against engine wear or fuel-system clogging caused by water and dirt in fuel.



12-volt ignition—This system provides the potent spark needed by these modern high-compression engines. A special starting circuit automatically provides an extra-powerful spark for quick starts.



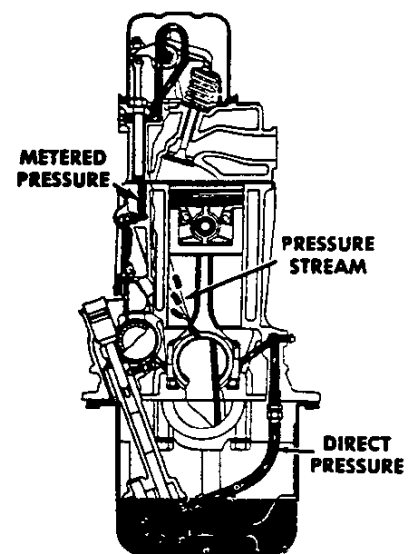
Octane selector—Permits ignition timing to be precisely set for the octane rating of fuel being used, thus getting the most out of every tankful by operating at maximum efficiency and economy.

Power-jet carburetor—Provides the right fuel mixture for varying load and road conditions. Gives dependable and economical performance.

Oil-bath air cleaner—Long engine life is assured by filtering carburetor intake air to remove harsh, abrasive dust. Thorough filtering is provided by the oil-bath air cleaner that is standard on all engines.

Full-pressure lubrication—A full-pressure oil system supplies lubrication for all moving parts. An adequate flow of oil controls bearing temperatures and increases bearing life.

Full-flow oil filter—The 261 Six has a highly efficient full-flow oil filter that improves lubrication and reduces wear by keeping engine oil clean. A bypass filter is optional on 235 engines.



235 and 261 SIX

SPECIFICATIONS

	235 Six	235 Six (Updraft)	261 Six
Basic Description	in-line, valve-in-head design		
Displacement	235.5 cu in	235.5 cu in	261 cu in
Bore x Stroke	3 ⁹ / ₁₆ " x 3 ¹⁵ / ₁₆ "	3 ⁹ / ₁₆ " x 3 ¹⁵ / ₁₆ "	3 ³ / ₄ " x 3 ¹⁵ / ₁₆ "
Compression Ratio	8.25	8.25	8.0
Gross Horsepower @ rpm	135 @ 4000	135 @ 4000	150 @ 4000
Net Horsepower @ rpm	115 @ 3600	110 @ 3600	130 @ 3800
Gross Torque (lb-ft) @ rpm	217 @ 2000	217 @ 2000	235 @ 2000
Net Torque (lb-ft) @ rpm	195 @ 2000	192 @ 2000	218 @ 2000
Bearings, Camshaft	steel-backed babbitt		
ID x Length (Projected Area):			
Bearing 1 (front)	2.156" x 1.12" (2.42 sq in)		
Bearing 2	2.094" x 0.94" (1.97 sq in)		
Bearing 3	2.031" x 0.94" (1.91 sq in)		
Bearing 4	1.969" x 0.94" (1.85 sq in)		
Bearings, Connecting Rod (Crank end)	removable		
Material	Durex 100A		
ID x Length	2.314" x 1.01"		
Bearings, Main	removable		
Material	Moraine 100A		
End Thrust	taken by bearing 3		
ID x Length (Projected Area):			
Bearing 1 (front)	2.686" x 1.06" (2.86 sq in)		
Bearing 2	2.717" x 0.91" (2.46 sq in)		
Bearing 3	2.747" x 0.98" (2.69 sq in)		
Bearing 4	2.779" x 1.19" (3.30 sq in)		
Camshaft	cast alloy iron		
Carburetor			
Type	downdraft	updraft	downdraft
Make	Rochester	Carter	Rochester
Venturi ID	1.34"	1.18"	1.46"
SAE Flange Size	1.50"	1.50"	1.50"
Choke Control	manual	manual	manual
Coil, Ignition	Delco-Remy, hermetically sealed		
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling		
Connecting Rods	forged carbon steel; I-beam section		
Length (Center-to-Center)	6.81"		
Crankshaft	forged, high-carbon steel		
Cylinder Block	cast alloy iron		
Cylinder Head	cast alloy iron; valve-in-head design		
Distributor	Delco-Remy with centrifugal & vacuum control		
Fan			
Diameter	19" (Series 10-40) 20" (Series 50)	19"	20"
No. of Blades	4	4	4
Filter, Fuel	fine-mesh metal cloth in fuel tank		
Filter, Oil	by-pass	none	full-flow
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.		
Oil Capacity	5 qt	5 qt	6 qt
Piston Pins	tubular, hardened chrome-alloy steel		
Diameter	0.866"	0.866"	0.927"
Retention	clamped in connecting rod		

SPECIFICATIONS

	235 Six	235 Six (Updraft)	261 Six
Piston Rings	two compression, one oil-control ring per piston		
Upper Compression	thickwall, inside bevel		
Lower Compression	thickwall, taper-faced scraper		
Oil-Control	3-piece: 2 flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer		
Pistons	cast alloy aluminum with steel struts; flat head; cam ground; 3 ring grooves above piston pin		
Weight	18.82 oz	18.82 oz	22.75 oz
Plugs, Spark	AC; 14 mm size		
Model	45	45	C42-1
Pump, Fuel	AC; model EM (model EL on chassis-cowls and Series P20)		
Pump, Oil	spur-gear type driven by distributor shaft		
Pressure	30 psi at 2400 engine rpm		
Capacity	4.1 gallons per minute at 2400 engine rpm		
Pump, Water	centrifugal type driven by fan belt		
Capacity	55 gallons per minute at 4000 engine rpm		
Lubrication	permanently lubricated and sealed		
Radiator	Harrison; cellular construction; see Model Specifications for other information		
Thermostat	Harrison	Harrison	Dole
Type	pellet	pellet	pellet
Timing, Ignition			
Crankshaft Position	5° BTC	5° BTC	TC
Timing Mark	steel ball on flywheel		
Firing Order	1-5-3-6-2-4		
Timing, Valve			
Inlet Opens	1° ATC	1° ATC	11½° BTC
Inlet Closes	39° ABC	39° ABC	52½° ABC
Exhaust Opens	42° BBC	42° BBC	51° BBC
Exhaust Closes	9° ATC	9° ATC	13° ATC
Valve Guides	removable		
Valve Lifters	mechanical		
Valve Mechanism	rocker arms on shaft; push rod actuated		
Valves, Exhaust	high alloy steel	high alloy steel	high alloy steel
Face	aluminized	aluminized	stellite
Overall Length	4.92"	4.92"	4.92"
Head Diameter	1.50"	1.50"	1.50"
Face Angle	45°	45°	46°
Seat Angle	46°	46°	46°
Lift	0.33"	.033"	0.41"
Rotators	none (Rotocoil on Series 50)	none	Rotocoil
Valves, Inlet	steel	steel	high alloy steel
Face	untreated	untreated	aluminized
Overall Length	6.39"	6.39"	6.39"
Head Diameter	1.88"	1.88"	1.88"
Face Angle	30°	30°	30°
Seat Angle	31°	31°	31°
Lift	0.31"	0.31"	0.41"
Ventilation	road draft	positive	road draft

283 V8

HIGH TORQUE 283 V8 PERFORMANCE

Basic Specifications

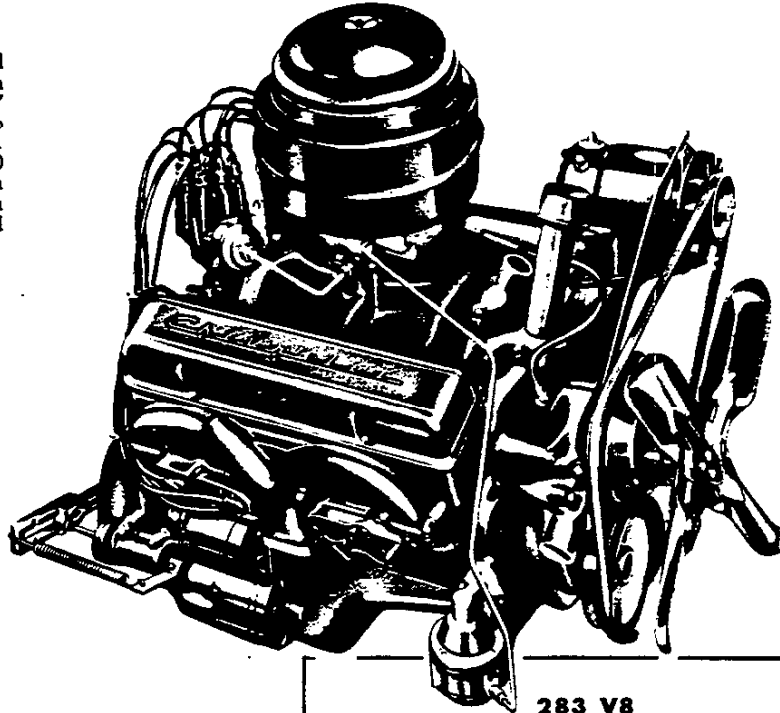
Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & Stroke (nominal)	3 $\frac{1}{8}$ " x 3"
Dry Weight (with clutch)	607 lb
Compression ratio	8.5 to 1
Taxable horsepower (SAE)	48.0
Idling speed—Synchro-mesh trans.	475 rpm
—Automatic in "drive"	450 rpm
Carburetor type	2-Barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

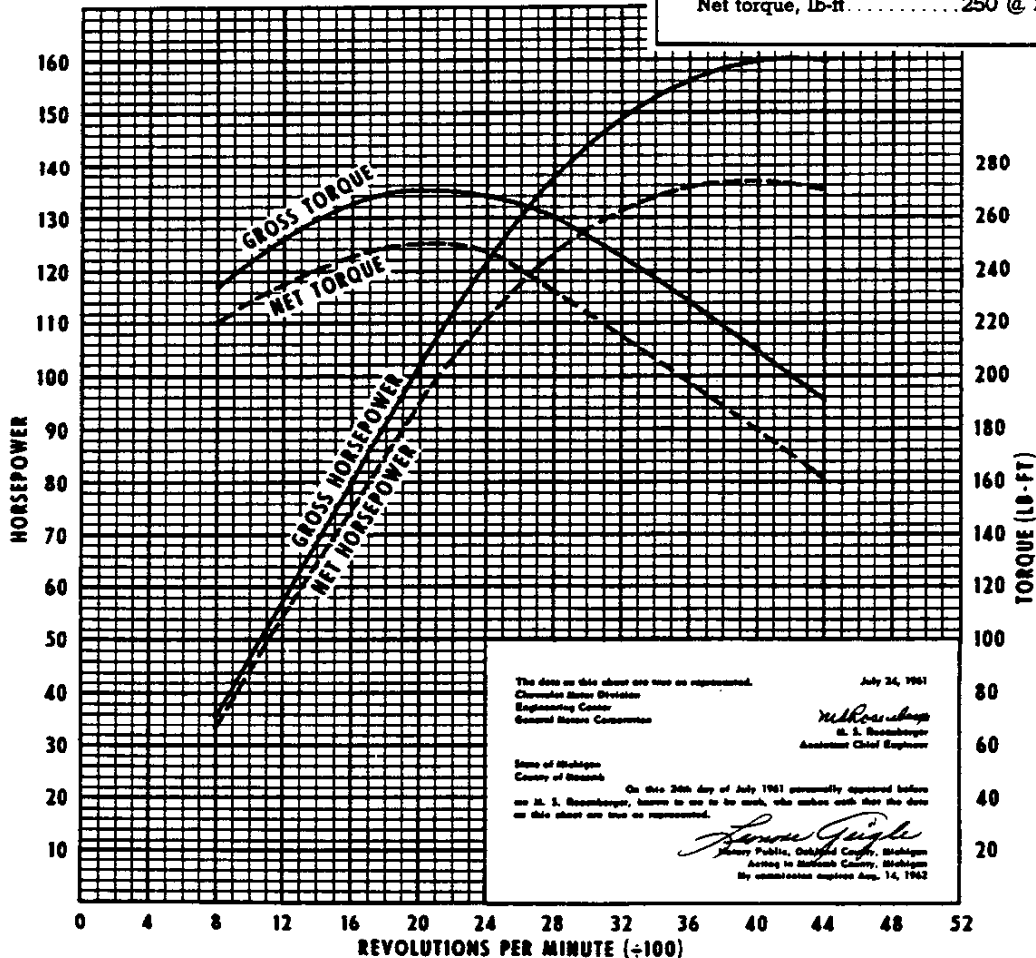
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



283 V8

Gross horsepower	160 @ 4200 rpm
Net horsepower	137 @ 4000 rpm
Gross torque, lb-ft	270 @ 2000 rpm
Net torque, lb-ft	250 @ 2000 rpm



HIGH TORQUE 327 V8 PERFORMANCE

Basic Specifications

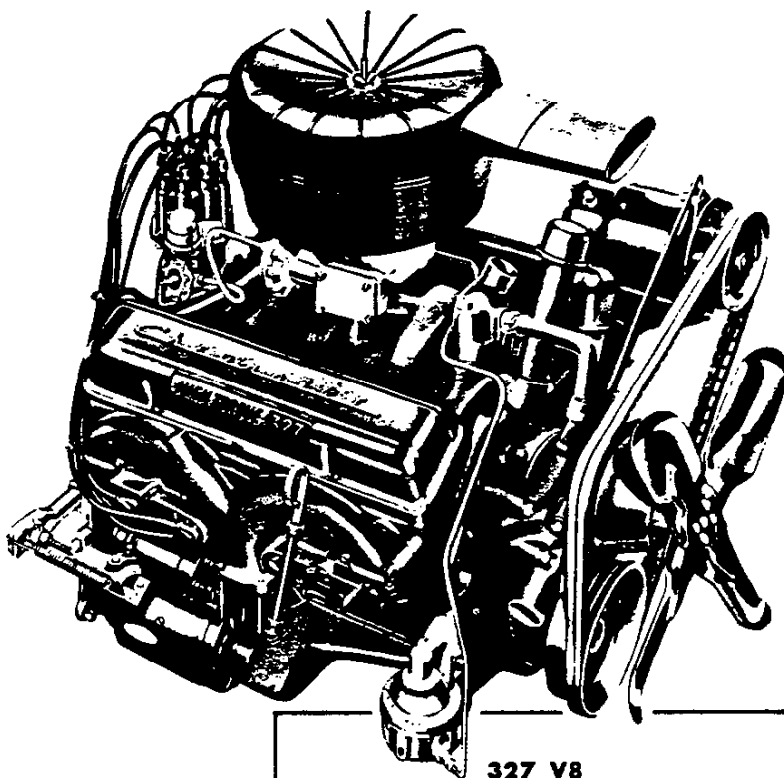
Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & Stroke (nominal)	4" x 3 1/4"
Dry Weight (with clutch)	622 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	51.2
Idling speed—Synchro-mesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type	2-Barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

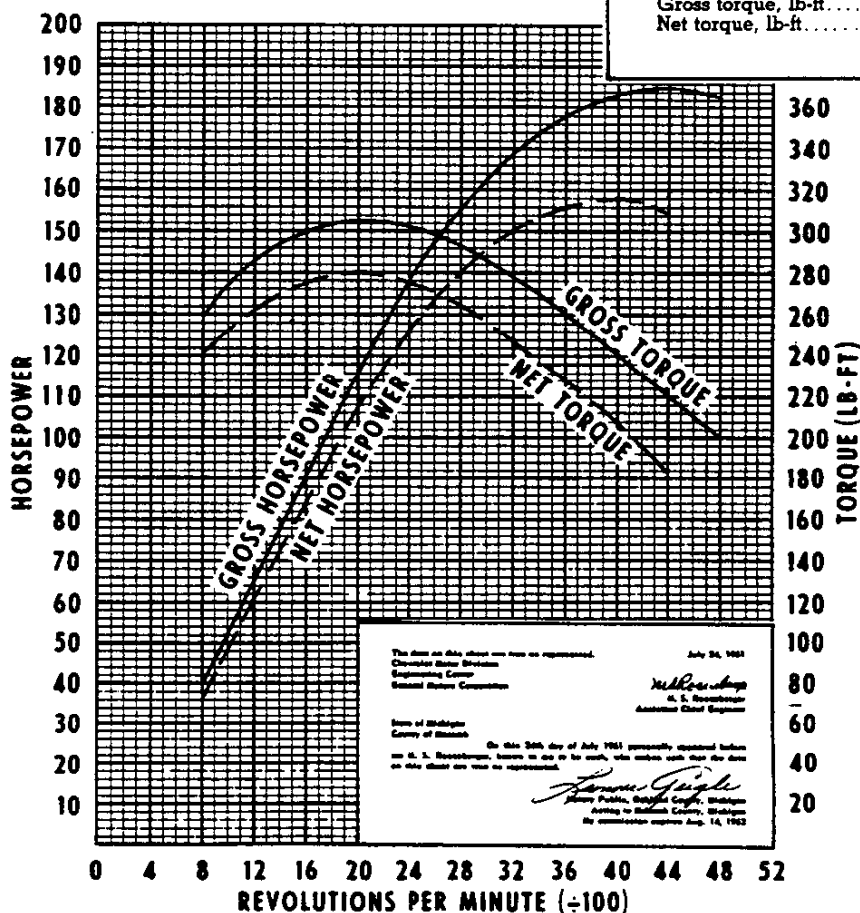
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



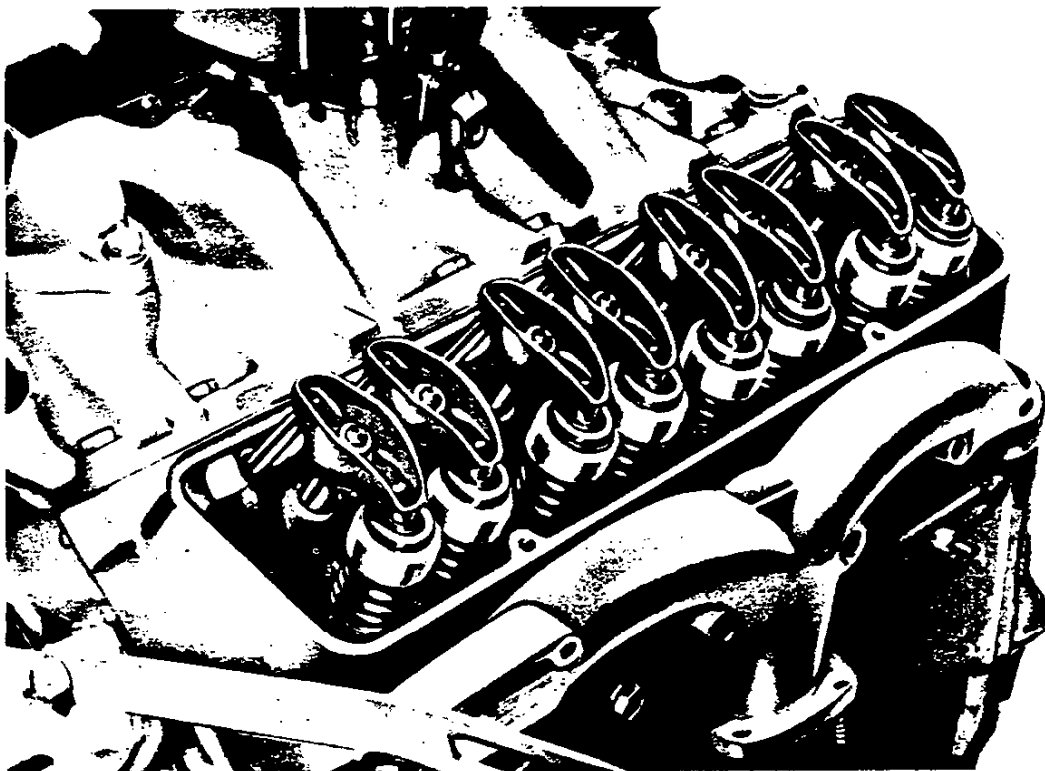
327 V8

Gross horsepower	185 @ 4400 rpm
Net horsepower	158 @ 4000 rpm
Gross torque, lb-ft.	305 @ 2000 rpm
Net torque, lb-ft.	280 @ 2000 rpm

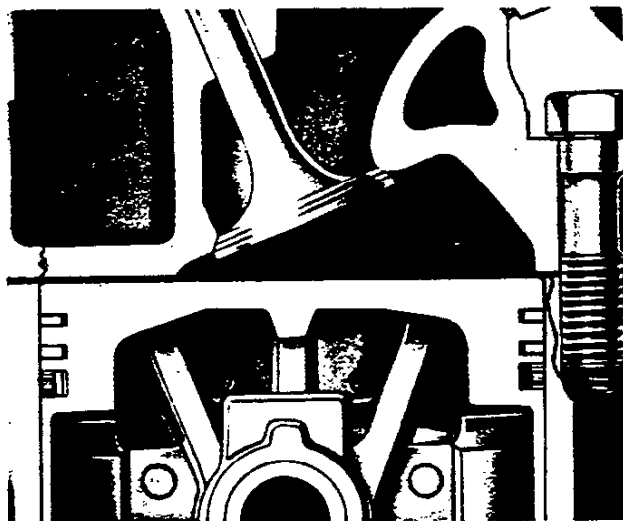


283 and 327 V8

ENGINE FEATURES



Aero-type valve rockers—Independently mounted valve rockers eliminate high-speed rocker interaction. Individual lubrication of the rocker mechanism through hollow push rods assures a long life and dependable performance.



Spark plug protection—A deflecting lip at each cylinder protects the spark plugs from oil which might be scraped off the cylinder walls by the piston rings. This keeps the spark plugs cleaner for more dependable operation.

12-Volt ignition—This system provides the potent spark needed by modern high-compression engines. A special starting circuit automatically gives an extra-powerful spark for quick starts.

All-weather electrical system—Protection against stalling or hard starting is provided by the high-tower distributor cap, Neoprene-insulated ignition cables and Neoprene spark plug covers.

Pressurized cooling—Radiator pressure cap keeps coolant under pressure, and thus raises the boiling point of the coolant. This gives extra insurance against overheating in hot weather or on long hard hauls.

Multiple fuel filters—A porous bronze filter inside the carburetor guards against clogging of the fuel system and contributes to dependable operation. The 327 V8 also has a replaceable element filter, and the 283 V8 a fine-mesh metal cloth filter in the fuel tank for added protection.

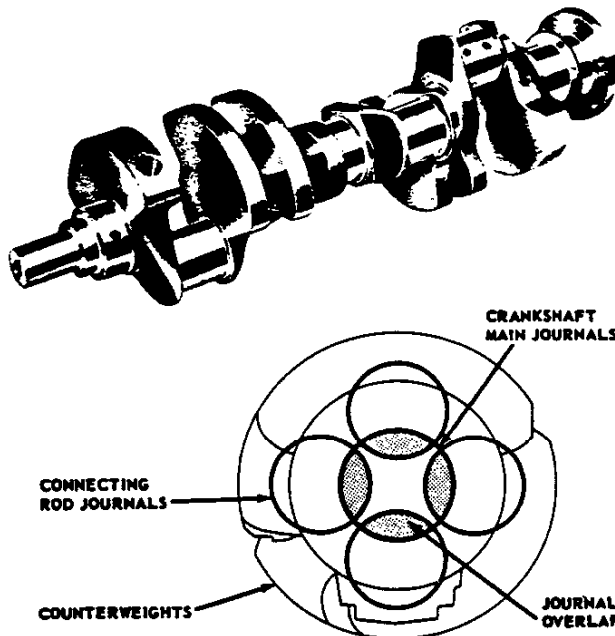
Precision distributor adjustment—Convenient access door in the distributor cap permits precision adjustment of breaker point gap while the engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

ENGINE FEATURES

Valve-in-head design—Big, free-breathing inlet valves admit fuel mixture directly into cylinders, and large exhaust valves allow burned gases to escape with a minimum of work-wasting restriction.

Compact design—Compact, short-stroke V8 engines have plenty of punch for every hauling need, but fuel-wasting dead weight is cut to a minimum, making these engines the most economical V8's in any truck!

Short-stroke design—Reduced piston and ring wear lowers maintenance costs, provides longer engine life.



Forged-steel crankshaft—Every engine has a crankshaft of rugged forged steel for extra strength and durability. Precision balancing assures smooth running and longer bearing life.

High-alloy inlet valves—Tough, high-alloy steel gives extra durability. Aluminized valve faces on the 327 V8 retard the formation of deposits, thereby increasing valve life.

Aluminized exhaust valves—The 283 V8 has exhaust valves that are given a special aluminum coating that slows the formation of deposits on the valve faces. Valves operate cleaner, last longer.

Hard-faced exhaust valves—The 327 V8 is equipped with Stellite-faced exhaust valves to reduce wear and increase valve life.

Oil-bath air cleaner—Both engines are fitted with an efficient oil-bath air cleaner to filter the intake air free of harsh, abrasive dust.

High compression ratios—These high compression engines squeeze more power from every gallon of gasoline. Wedge-type combustion chamber has large quench area for detonation control, and to create the fuel turbulence necessary for complete and efficient combustion.

Precision carburetion—Scientifically designed carburetors and balanced-length intake manifold passages feed all eight cylinders with just the right fuel mixture for all road and load conditions. Precision fuel metering insures the best combination of power and economy.

Manifold heat control—A thermostatic valve in the exhaust manifold increases operating efficiency during engine warmup by directing hot exhaust gases against the intake manifold, thus warming the incoming fuel mixture and ensuring better fuel vaporization.

Temperature-regulated fan—In Series 10-40 trucks the 283 V8 has an optional fluid drive clutch which operates the fan at speeds determined by cooling needs. A thermostatic control causes fan speed to increase or decrease as cooling needs change, regardless of engine speed. This gives improved cooling, reduced fan noise, more useable engine power and improved economy.

By-pass cooling—Thermostatic control of coolant flow during warmup period of 327 V8 brings engine quickly up to proper running temperature and maximum operating efficiency.

Chrome-plated oil-control piston rings—Heavy chrome plating on the oil control rings improves oil control and ring life, thereby cutting maintenance costs.

Full-flow oil filter—Both engines are equipped with a heavy-duty 1-quart filter that cleans all the oil, and offers extra engine protection.

Hydraulic valve lifters—For quiet, no-adjustment operation, all engines are equipped with hydraulic valve lifters.

Hardened exhaust-valve seats—The 327 V8 has induction-hardened exhaust valve seats for extra valve life.

Roller timing chain—Reduces wear and stretching, and provides up to three times longer service life in the 327 V8.

Chrome-faced piston ring—The top piston ring is chrome-faced for better break-in and longer life.

Positive governor—The 327 V8 is equipped with a positive action governor which increases engine life by restricting engine to best operating speeds.

283 and 327 V8

SPECIFICATIONS

	283 V8	327 V8
Basic Description	valve-in-head design	
Displacement	283 cu in	327 cu in
Bore x Stroke	3 1/8" x 3"	4" x 3 1/4"
Compression Ratio	8.5	8.0
Gross Horsepower @ rpm	160 @ 4200	185 @ 4400
Net Horsepower @ rpm	137 @ 4000	158 @ 4000
Gross Torque (lb-ft) @ rpm	270 @ 2000	305 @ 2000
Net Torque (lb-ft) @ rpm	250 @ 2000	280 @ 2000
Bearings, Camshaft	steel-backed babbitt	
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	1.871" x 0.74" (1.38 sq in) 1.871" x 0.94" (1.76 sq in)	
Bearings, Connecting Rod (Crank end)	removable	removable
Material	Moraine 100	Moraine 500
ID x Length	2.001" x 0.82"	2.001" x 0.82"
Bearings, Main	removable	removable
Material: Bearings 1-4 Bearing 5	Moraine 100 Moraine 100	Moraine 400 Moraine 400
End Thrust	taken by bearing 5	taken by bearing 5
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	2.300" x 0.76" (1.75 sq in) 2.300" x 1.17" (2.69 sq in)	
Camshaft	cast alloy iron	
Drive Chain Type	link	roller
No. of Links or Rollers	46	58
Carburetor	downdraft type	
No. of Barrels	2	2
Make	Rochester	Rochester
Venturi ID	1.09"	1.09"
SAE Flange Size	1.25"	1.25"
Choke Control	manual	manual
Coil, Ignition	Delco-Remy, hermetically sealed	
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling	
Connecting Rods	forged carbon steel; I-beam section	
Length (Center-to-Center)	5.70"	
Crankshaft	forged, high-carbon steel	
Cylinder Block	cast alloy iron	
Cylinder Heads	cast alloy iron; valve-in-head design	
Distributor	Delco-Remy with centrifugal & vacuum control	
Fan		
Diameter	19" (Series 10-40) 20" (Series 50)	20"
No. of Blades	4	4
Filter, Fuel		
In Tank	strainer	none
Frame-Mounted	none	replaceable element
In Carburetor	porous bronze	fine screen
Filter, Oil	full-flow	full-flow
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.	
Oil Capacity	5 qt (Series 10-40) 6 qt (Series 50)	6 qt
Piston Pins	tubular, hardened chrome-alloy steel	
Diameter	0.927"	0.990"
Retention	shrink fit in connecting rod	

SPECIFICATIONS

	283 V8	327 V8
Piston Rings	two compression, one oil-control ring per piston	
Compression	thickwall, inside bevel	
Oil-Control	3-piece: 2 flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer	
Pistons	cast alloy aluminum with steel struts; recessed head; tin-plated; cam ground; 3 ring grooves above piston pin	
Skirt	slipper	solid
Weight	20.42 oz	23.04 oz
Plugs, Spark	AC; 14 mm size	AC; 14 mm size
Model	45	C42-1
Pump, Fuel	AC; model GR	AC; model GR
Pump, Oil	spur-gear type driven by distributor shaft	
Pressure	30 psi at 2400 engine rpm	
Capacity	4.1 gallons per minute at 2400 engine rpm	
Pump, Water	centrifugal type driven by fan belt	
Capacity	44.5 gallons per minute at 4000 engine rpm	
Lubrication	permanently lubricated and sealed	
Radiator	Harrison; cellular construction; see Model Specifications for other information	
Thermostat	Harrison	Dole
Type	poppet valve	pellet
Timing, Ignition	4° BTC	4° BTC
Crankshaft Position	on harmonic balancer	on harmonic balancer
Timing Mark	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Firing Order	18° BTC	18° BTC
Timing, Valve	54° ABC	54° ABC
Inlet Opens	52° BBC	52° BBC
Inlet Closes	20° ATC	20° ATC
Exhaust Opens	part of cylinder heads	part of cylinder heads
Exhaust Closes	hydraulic	hydraulic
Valve Guides	individual rocker arms on ball pivots; push rod actuated	
Valve Lifters	high alloy steel	high alloy steel
Valve Mechanism	aluminized (Series 50 only)	stellite
Valves, Exhaust	4.92"	4.92"
Face	1.50"	1.50"
Overall Length	45°	45°
Head Diameter	46°	46°
Face Angle	0.33"	0.40"
Seat Angle	Rotocoil (Series 50 only)	Rotocoil
Lift	alloy steel	high alloy steel
Rotators	untreated	aluminized
Valves, Inlet	4.91"	4.91"
Face	1.72"	1.72"
Overall Length	45°	45°
Head Diameter	46°	46°
Face Angle	0.33"	0.40"
Seat Angle	road draft	road draft
Lift		
Ventilation		

348 V8

HIGH TORQUE 348 V8 PERFORMANCE

Basic Specifications

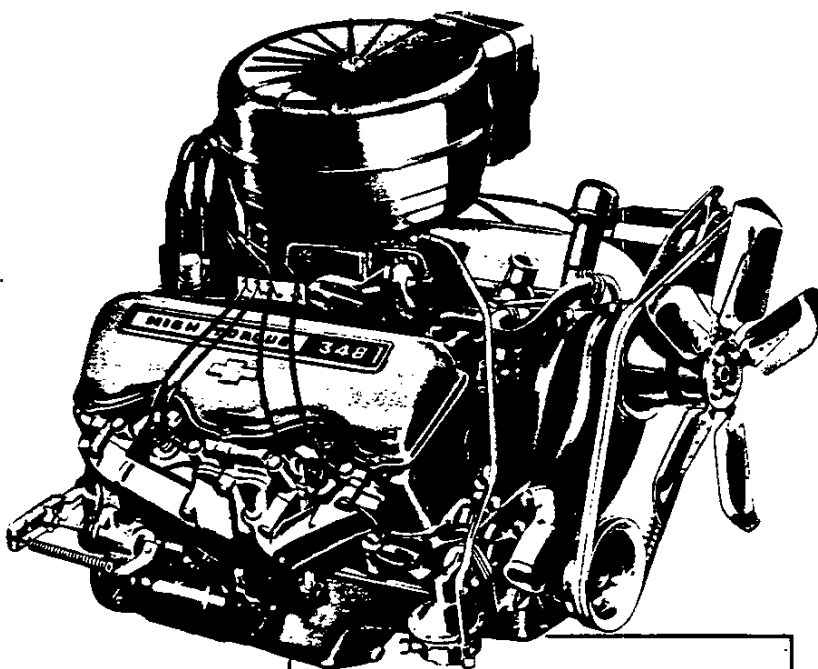
Engine type.....	Valve-in-head
Piston displacement.....	348 cu in
Bore & Stroke (nominal).....	4 1/8" x 3 1/4"
Dry Weight (with clutch).....	810 lb
Compression ratio.....	7.75 to 1
Taxable horsepower (SAE).....	54.45
Idling speed—Synchro-mesh trans.....	475 rpm
—Powermatic in "drive".....	450 rpm
Carburetor type.....	4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

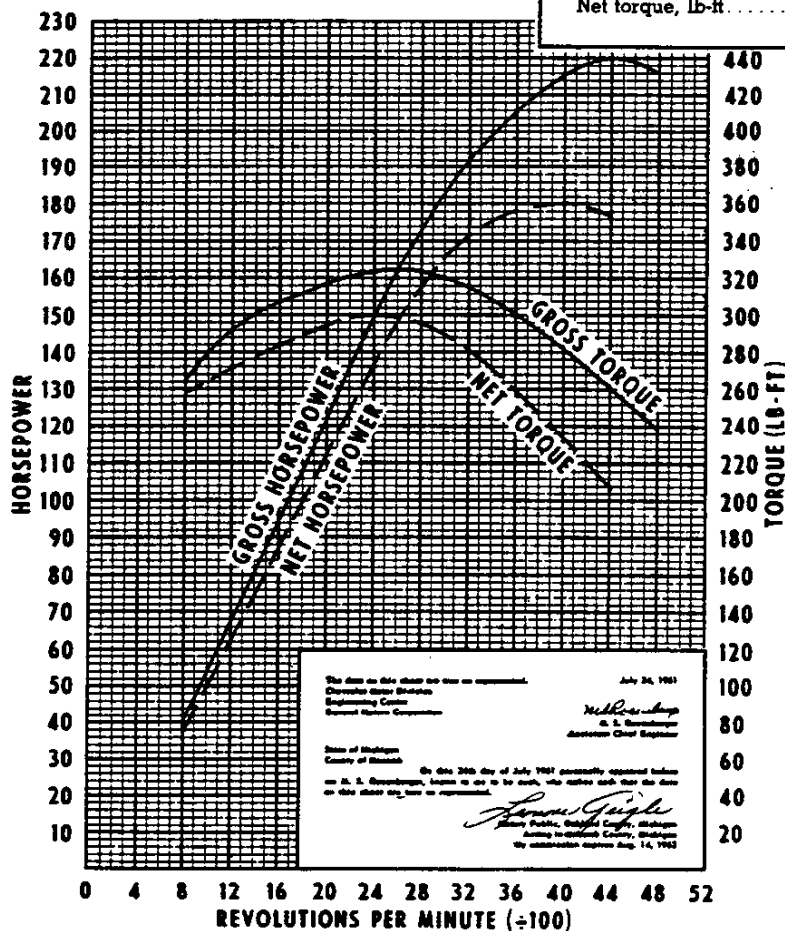
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



348 V8

Gross horsepower.....	220 @ 4400
Net horsepower.....	180 @ 4000
Gross torque, lb-ft.....	325 @ 2600
Net torque, lb-ft.....	300 @ 2400



HIGH TORQUE 409 V8 PERFORMANCE

Basic Specifications

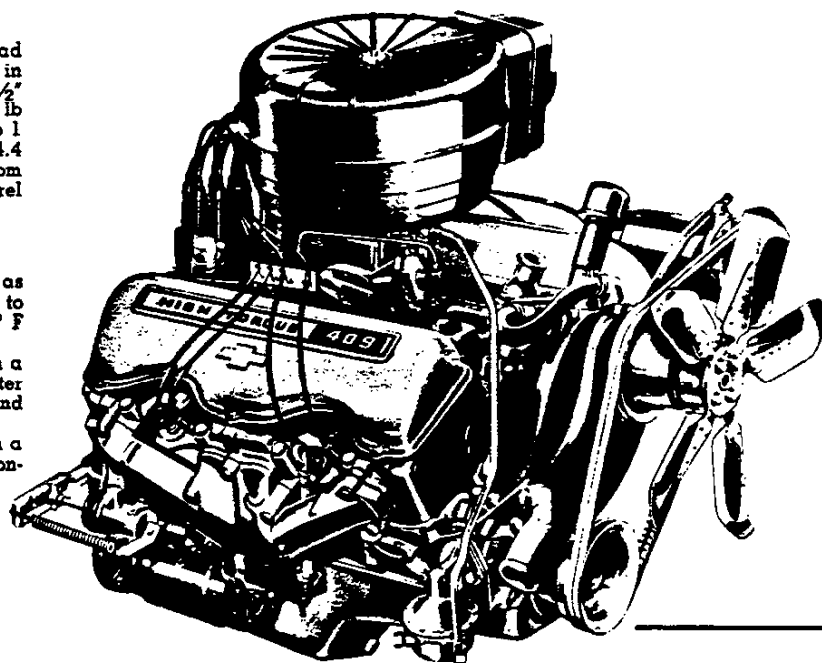
Engine type	Valve-in-head
Piston displacement	409 cu in
Bore & Stroke (nominal)	4 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ "
Dry Weight (with clutch)	817 lb
Compression ratio	7.75 to 1
Taxable horsepower (SAE)	74.4
Idling speed	475 rpm
Carburetor type	4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

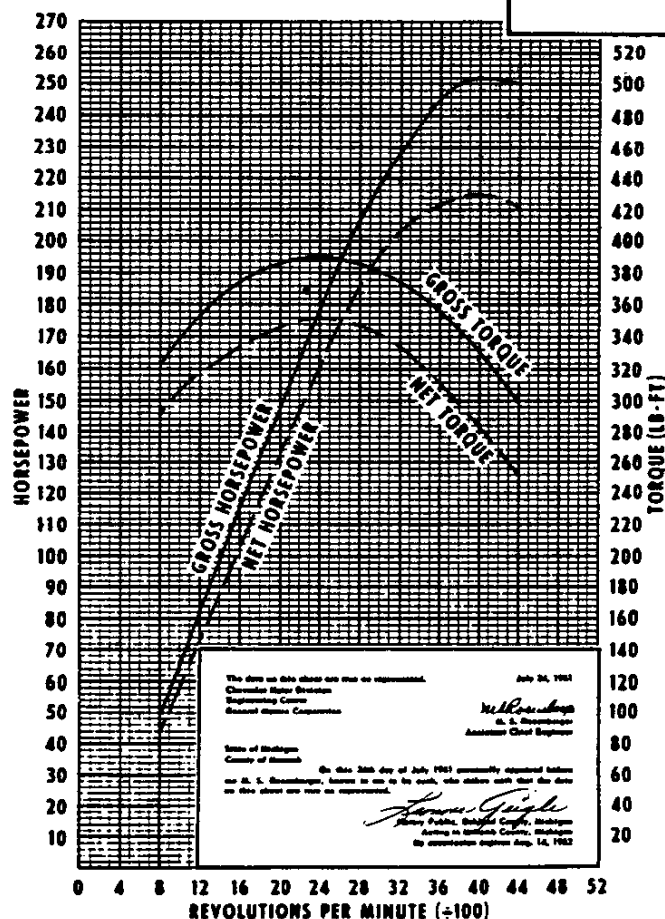
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



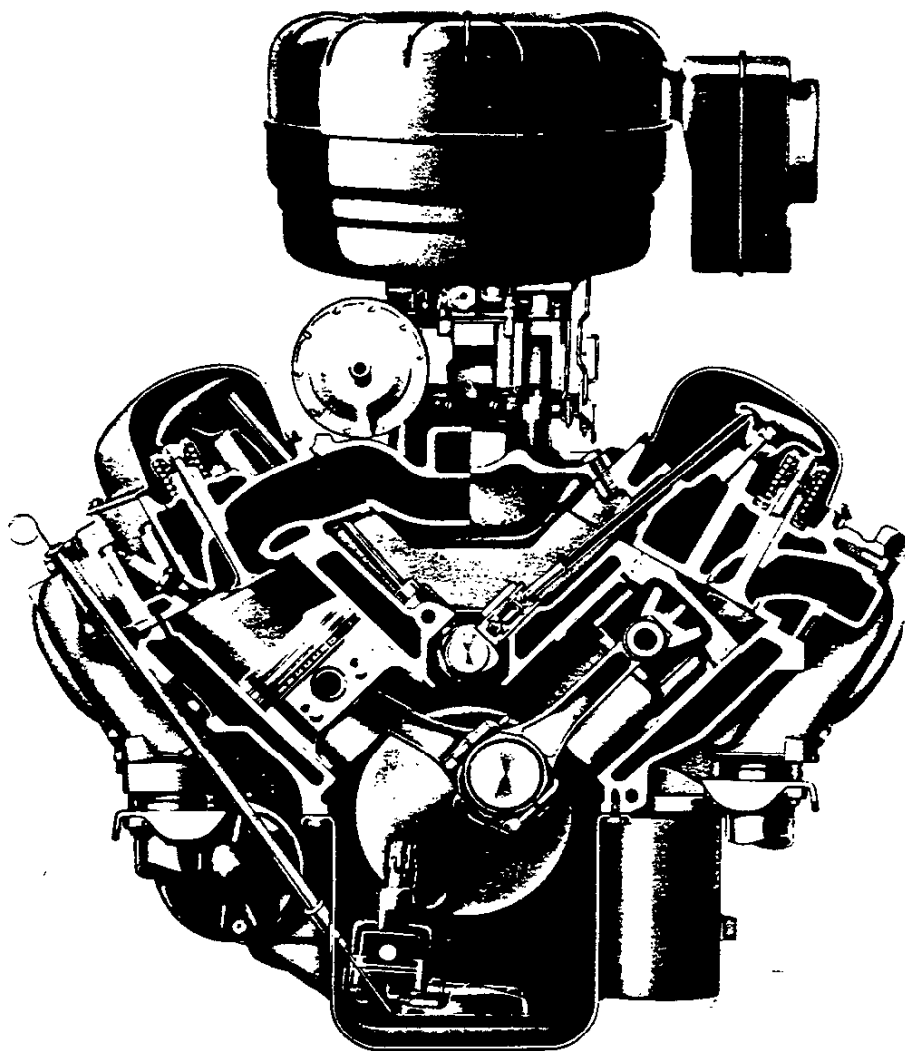
409 V8

Gross horsepower	252 @ 4000
Net horsepower	215 @ 4000
Gross torque, lb-ft	390 @ 2400
Net torque, lb-ft	352 @ 2400



348 and 409 V8

ENGINE FEATURES



Rotocoils—Provide positive and controlled exhaust valve rotation, thereby increasing valve life as much as 300%.

Induction-hardened exhaust valve seats—Hardened seats reduce wear and distortion—insure better valve sealing.

Even-flow inlet manifold—Aids in making fuel mixture to each cylinder more nearly uniform, thereby reducing tendency to detonation and increasing piston and valve life.

Oil-bath air cleaner—Efficiently filters the intake air free of harsh, abrasive dust.

Full-pressure lubrication—Assures proper lubrication of all moving parts. Bearing temperatures are kept low for longer life.

Full-flow oil filter—Highly efficient full-flow filter cleans all the oil to protect the engine from abrasive particles.

Positive governor—Increases engine life by restricting engine to best operating speeds.

Roller timing chain—Reduces wear and stretching for longer service life.

Forged-steel crankshaft—Assures extra strength and durability, as well as longer bearing life through precision balancing. Main and connecting rod journals are induction-hardened for outstanding durability.

Steel piston-ring insert—A ring of steel, cast into the aluminum piston at the top piston ring groove, reduces groove wear and prolongs engine life.

Stellite-faced, high-alloy exhaust valves—High-alloy-steel valves have hard Stellite faces to reduce wear. Aluminized head retards build-up of combustion deposits. Chrome-plated stem reduces scuffing, gives cooler operation.

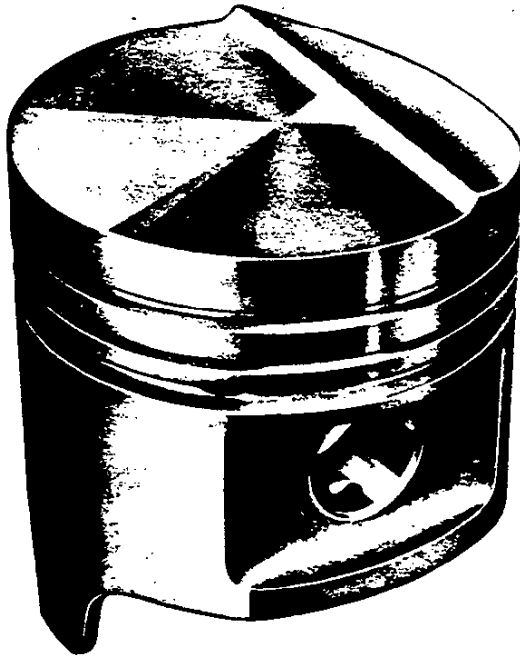
Moraine bearings—M400 bearings are used on the 348 V8 and specially heat treated M500 bearings on the 409 V8.

Aluminized inlet valves—Aluminized faces on these high-alloy steel inlet valves retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Chrome-plated piston ring—The top piston ring is chrome-plated for better break-in and longer life.

Full-jacket cylinder cooling—Cooling water circulates completely around the full length of the cylinder walls to keep engine temperature more uniform and reduce engine wear.

ENGINE FEATURES



Piston for 348 V8

Lightweight pistons—Aluminum alloy pistons are light and durable. Tapered portion of piston forms quench area which gives high-turbulence combustion. Piston design minimizes carbon deposits, resulting in cooler engine operation. For maximum durability, piston pin is not offset.

Outside-inside air intake—A thermostatically controlled valve selects carburetor intake air—relatively warm underhood air during warmup—cooler outside air for normal running. This system improves efficiency of engine and helps keep operating costs low.

High compression ratio—Assures high efficiency and economy with regular grade gasoline—no premium fuels needed!

By-pass cooling—Coolant flow by-passes radiator during warm-up period, bringing engine quickly up to proper temperature for maximum efficiency.

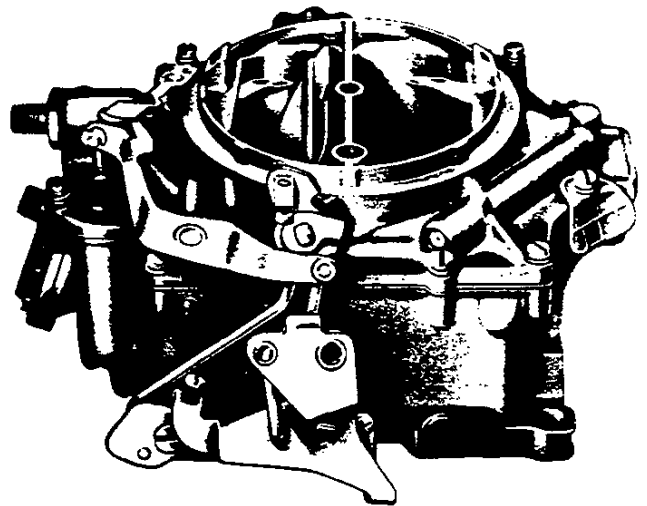
Aero-type valve rockers—Independently mounted and lubricated valve rockers assure dependable performance and long life.

12-Volt ignition—Provides the potent spark needed for reliable ignition in rugged heavy-duty service. A special starting circuit automatically gives an extra-powerful spark for quick starts.

All-weather electrical system—Protection against stalling or hard starting is provided by the high-tower distributor cap, Neoprene-insulated ignition cables and Neoprene spark plug covers.

Wedge-head design—Fully machined combustion chambers give a precision-controlled compression ratio for all cylinders for high efficiency and smooth operation. The half of the piston head that is parallel to the cylinder head forms a squish area that creates great turbulence as it forces the fuel mixture into the main wedge-shaped combustion volume. This high turbulence assures complete and efficient combustion.

Valve-in-head design—Big, free-breathing inlet valves admit fuel directly into the cylinders for high efficiency, and large exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Exhaust valves run cooler, too, because the incoming fuel mixture passes across the heads of the exhaust valves and lowers their temperatures.



4-Barrel Carburetor

4-Barrel carburetor—For high efficiency under high power requirements, all four barrels are active. But when power demands are lower, just two barrels function, keeping fuel consumption low for higher profit operation.

Pressurized cooling—A 9-lb radiator pressure cap raises the boiling point of the coolant and gives extra insurance against overheating in hot weather or on long hard hauls.

Multiple fuel filters—Three filters—in the fuel tank, in the fuel line and in the carburetor—guard against clogging of the fuel system.

Precision distributor adjustment—Convenient access door in the distributor cap permits precision adjustment of breaker point gap while the engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

348 and 409 V8

SPECIFICATIONS

	348 V8	409 V8
Basic Description	valve-in-head design	
Displacement	348 cu in	409 cu in
Bore & Stroke	4 $\frac{1}{8}$ " x 3 $\frac{1}{4}$ "	4 $\frac{5}{16}$ " x 3 $\frac{1}{2}$ "
Compression Ratio	7.75	7.75
Gross Horsepower @ rpm	220 @ 4400	252 @ 4000
Net Horsepower @ rpm	180 @ 4000	215 @ 4000
Gross Torque (lb-ft) @ rpm	325 @ 2600	390 @ 2400
Net Torque (lb-ft) @ rpm	300 @ 2400	352 @ 2400
Bearings, Camshaft	steel-backed babbitt	
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	1.871" x 0.86" (1.61 sq in) 1.871" x 0.94" (1.76 sq in)	
Bearings, Connecting Rod (Crank end)	removable	removable
Material	Moraine 400	Moraine 500
ID x Length	2.201" x 0.86"	2.201" x 0.86"
Bearings, Main	removable	removable
Material: Bearings 1-4 Bearing 5	Moraine 400 Moraine 100	Moraine 500 Moraine 100
End Thrust	taken by bearing 5	taken by bearing 5
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	2.500" x 1.00" (2.51 sq in) 2.501" x 1.26" (3.16 sq in)	2.500" x 1.00" (2.51 sq in) 2.501" x 1.26" (3.16 sq in)
Camshaft	cast alloy iron	cast alloy iron
Drive Chain Type	roller	roller
No. of Drive Chain Rollers	64	64
Carburetor	downdraft type	downdraft type
No. of Barrels	4	4
Make	Rochester	Rochester
Venturi ID	1.12" (pri) 1.25" (sec)	1.12" (pri) 1.25" (sec)
SAE Flange Size	1.25"	1.25"
Choke Control	manual	manual
Coil, Ignition	Delco-Remy; hermetically sealed	
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling	
Connecting Rods	forged carbon steel; I-beam section	
Length (Center-to-Center)	6.135"	6.010"
Crankshaft	forged, carbon steel	
Cylinder Block	cast alloy iron	
Cylinder Heads	cast alloy iron; valve-in-head design	
Distributor	Delco-Remy with centrifugal & vacuum control	
Fan		
Diameter	20"	20"
No. of Blades	5	5
Filter, Fuel		
Frame-Mounted	replaceable element	replaceable element
In Carburetor	fine mesh screen	fine mesh screen
Filter, Oil	full-flow	full-flow
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.	
Oil Capacity	7 qt	
Piston Pins	tubular, hardened chrome-alloy steel	
Diameter	0.990"	
Retention	shrink fit in connecting rod	

SPECIFICATIONS

	348 V8	409 V8
Piston Rings	two compression, one oil-control ring per piston	
Upper Compression	inside counterbore	
Lower Compression	tapered face, inside bevel	
Oil-Control	3-piece: 2-flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer	
Pistons	cast alloy aluminum with steel struts; angular head; tin-plated; cam ground; 3 ring grooves above piston pin	
Skirt	solid	solid
Weight	30.02 oz	30.49 oz
Plugs, Spark	AC; 14 mm size	AC; 14 mm size
Model	C42-N	C42-N
Pump, Fuel	AC; model GR	AC; model GR
Pump, Oil	spur-gear type driven by distributor shaft	
Pressure	30 psi at 2400 engine rpm	
Capacity	4.1 gallons per minute at 2400 engine rpm	
Pump, Water	centrifugal type driven by fan belt	
Capacity	81 gallons per minute at 4000 engine rpm	
Lubrication	permanently lubricated and sealed	
Radiator	Harrison; tube-on-center construction; see Model Specifications for other information	
Thermostat	Dole	Dole
Type	pellet	pellet
Timing, Ignition	4° BTC	4° BTC
Crankshaft Position		
Timing Mark	on harmonic balancer	on harmonic balancer
Firing Order	1-8-4-3-6-5-7-2	1-8-4-3-6-5-7-2
Timing, Valve		
Inlet Opens	18° 30' BTC	36° BTC
Inlet Closes	67° 30' ABC	86° ABC
Exhaust Opens	68° 30' BBC	74° 30' BBC
Exhaust Closes	25° 30' ATC	17° 30' ATC
Valve Guides	part of cylinder heads	
Valve Lifters	hydraulic	
Valve Mechanism	rocker arms on individual ball pivots; push rod actuated	
Valves, Exhaust	high alloy steel	high alloy steel
Face	stellite	stellite
Overall Length	5.08"	5.12"
Head Diameter	1.53"	1.66"
Face Angle	46°	45°
Seat Angle	46°	46°
Lift	0.41"	0.41"
Rotators	Rotocoil	Rotocoil
Valves, Inlet	high alloy steel	high alloy steel
Face	aluminized	aluminized
Overall Length	5.06"	5.06"
Head Diameter	1.81"	1.94"
Face Angle	45°	45°
Seat Angle	46°	46°
Lift	0.40"	0.40"
Ventilation	road draft except Series M80 which has positive type	

4-53 GM DIESEL

HIGH TORQUE 4-53 GM DIESEL PERFORMANCE

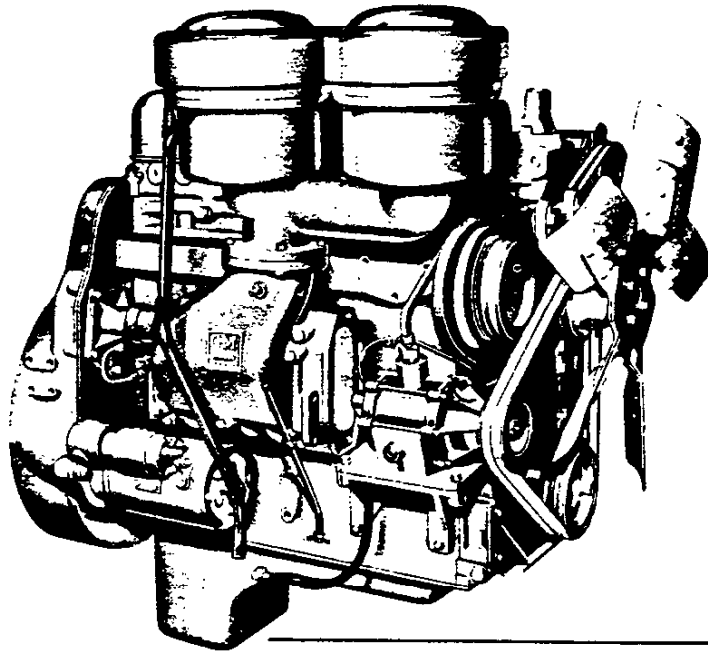
Basic Specifications

Engine type.....	In-line 2-cycle diesel
Piston displacement.....	212 cu in
Bore & Stroke (nominal).....	3 $\frac{3}{8}$ " x 4 $\frac{1}{2}$ "
Dry Weight (with clutch).....	1203 lb
Compression ratio.....	17 to 1
Idling speed.....	450 rpm

Test Procedures

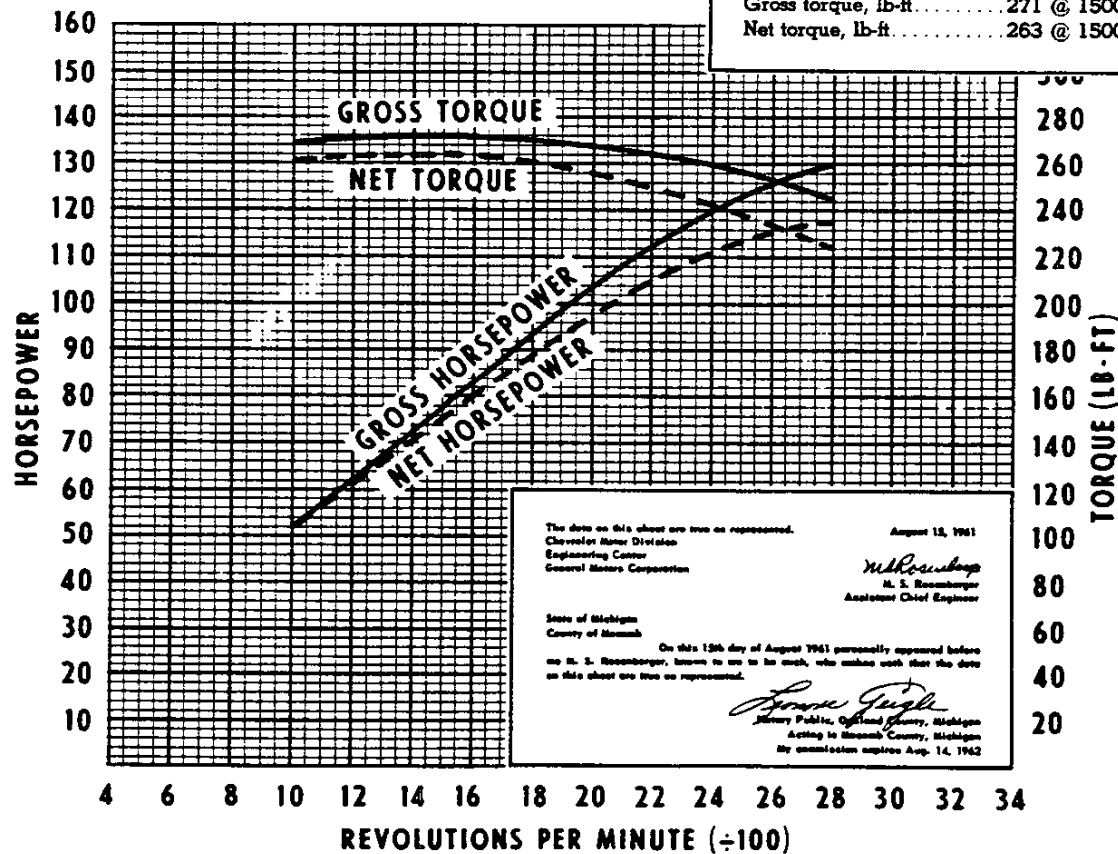
These curves represent performance as obtained from dynamometer test data. These data are corrected to two combinations of barometric pressure and air temperature.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan and generator not charging.



4-53 GM DIESEL

Gross horsepower.....	130 @ 2800 rpm
Net horsepower.....	118 @ 2800 rpm
Gross torque, lb-ft.....	271 @ 1500 rpm
Net torque, lb-ft.....	263 @ 1500 rpm



6V-53 GM DIESEL

HIGH TORQUE 6V-53 GM DIESEL PERFORMANCE

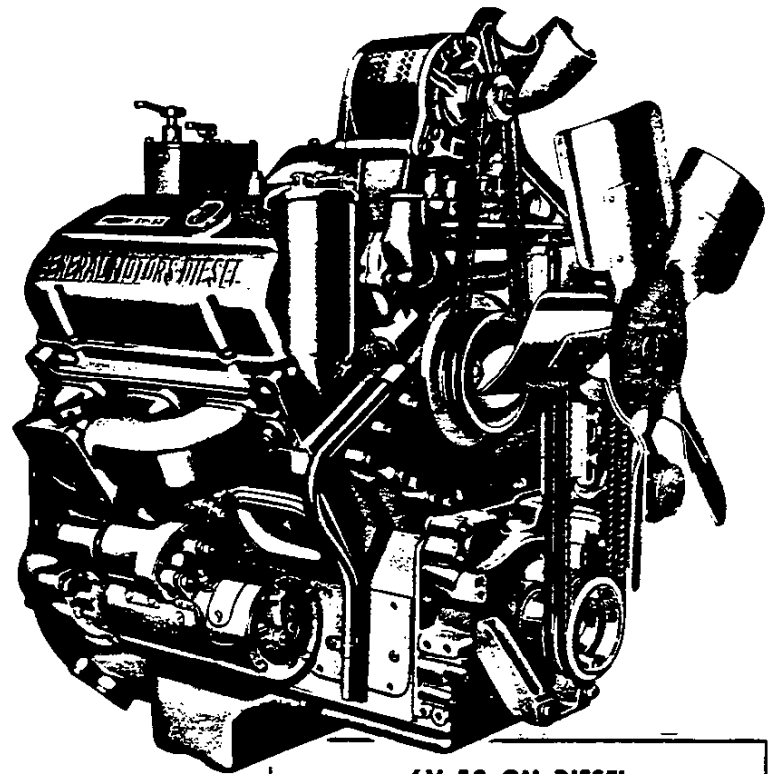
Basic Specifications

Engine type	V6 2-cycle diesel
Piston displacement	318 cu in
Bore & Stroke (nominal)	3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "
Dry Weight (with clutch)	1412 lb
Compression ratio	17 to 1
Idling speed	450 rpm

Test Procedures

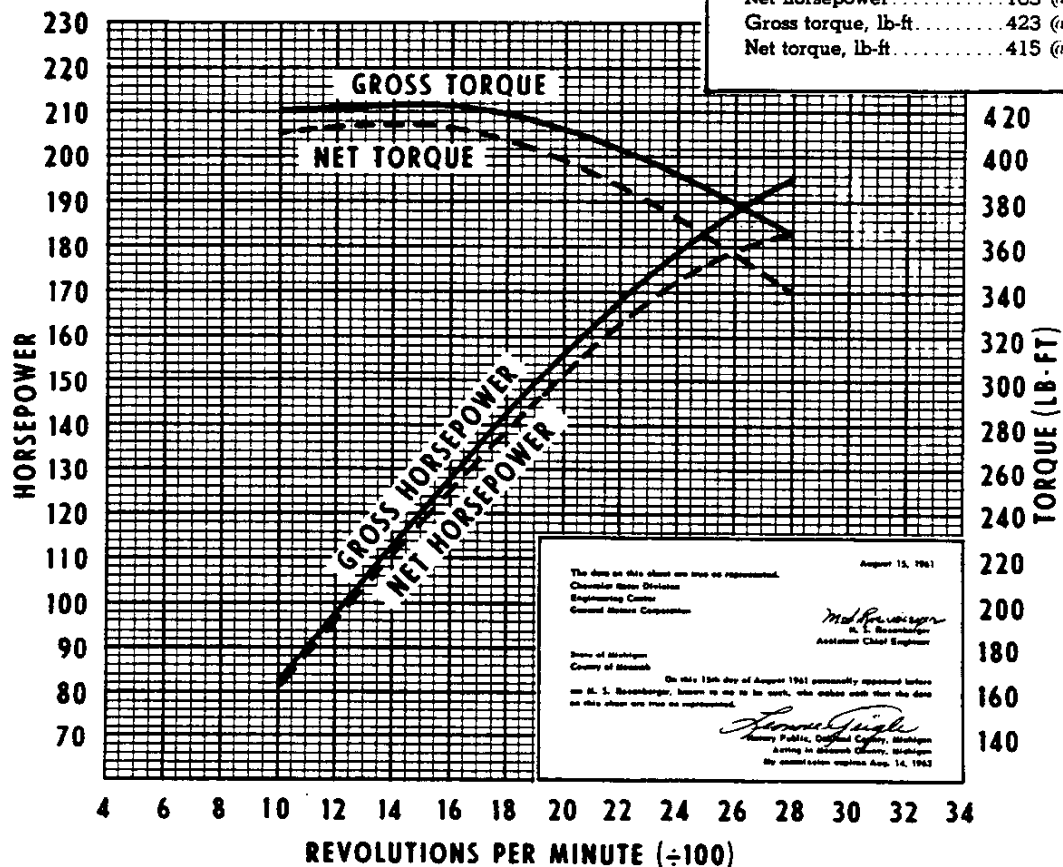
These curves represent performance as obtained from dynamometer test data. These data are corrected to two combinations of barometric pressure and air temperature.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan and generator not charging.



6V-53 GM DIESEL

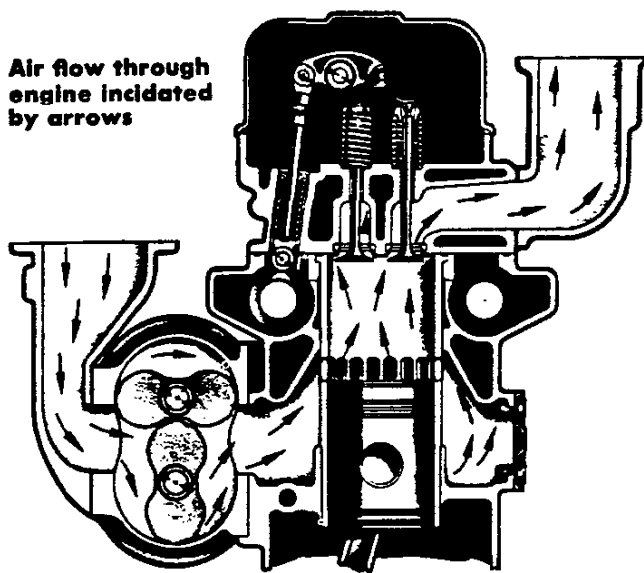
Gross horsepower	195 @ 2800 rpm
Net horsepower	183 @ 2800 rpm
Gross torque, lb-ft	423 @ 1500 rpm
Net torque, lb-ft	415 @ 1500 rpm



4-53 and 6V-53 GM DIESEL

ENGINE FEATURES

Air flow through engine indicated by arrows



Compression ignition—Spark plugs, ignition coil and distributor are eliminated. Fuel ignition is caused by the high compression temperatures reached in the cylinders. Air is blown into the cylinder, and compressed and heated by the piston upstroke. Near the top of the stroke fuel is injected into the cylinder. The fuel burns evenly and completely, producing a strong power-creating down-stroke of the piston.

High-efficiency Roots blower—A two-vane Roots blower supplies air for combustion of fuel, and for scavenging the engine of exhaust gases. Air enters the cylinder through a ring of ports in the cylinder wall. The ports are uncovered as the piston approaches the bottom of its downstroke. The intruding air forces the burned gases out through the open exhaust valves. As the valves close a fresh charge of air is trapped in the cylinder to be compressed by the rising piston. The copious quantities of air supplied by the blower provide complete scavenging of exhaust gases, and also serve to cool the cylinder walls, piston head and exhaust valves.

2-Cycle design—Every downstroke of every piston is a power stroke. The engine cycle is completed with just two strokes of the piston; a 4-cycle engine requires four strokes to do the same job. This means that the 2-cycle engine is smaller and lighter for a given power output. This also means that the engine accelerates more rapidly, is more responsive to power demands.

Replaceable cylinder liners—For major overhaul, cylinder liners are readily replaced. When installed, the top portion of each liner is surrounded by coolant, thus keeping operating temperatures more nearly uniform and prolonging engine life.

Precision, replaceable bearings—All main and connecting rod bearings are of the replaceable insert type, and are made of premium bearing alloys.

Drop-forged camshaft—Rugged camshaft has hardened cams and journals.

Hardened valve seats—Alloy iron seats are shrunk into the cylinder head. Hardened seats increase cylinder head life and reduce valve grinding.

Parts interchangeability—All Series 53 GM diesel engines have many interchangeable parts regardless of the number of cylinders in the engine or whether it is an in-line or "V" engine. Interchangeable parts include injectors, exhaust valves, cylinder liners, pistons, piston rings and many other related parts. Thus, truck operators using other equipment powered by GM diesel engines can fit Chevrolet trucks right into their existing maintenance programs with a minimum of difficulty and expense.

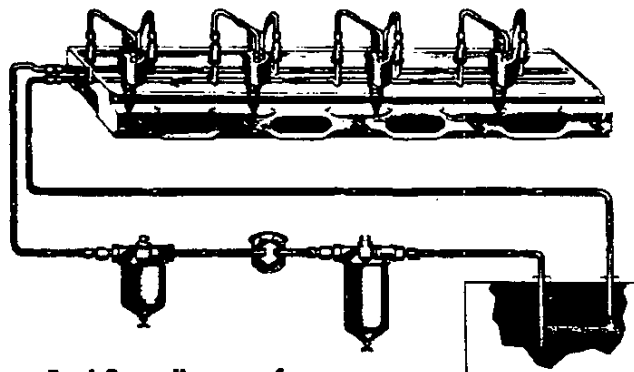
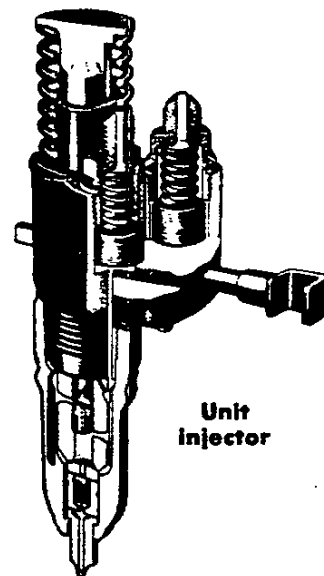
High compression ratio—Higher compression means more efficient use of fuel. The 17 to 1 compression ratio of the GM diesel engines makes them one of the most efficient internal combustion engines ever designed.

4-Valve design—Each cylinder is fitted with four exhaust valves. (Inlet valves are not required in a 2-cycle engine.) The large exhaust valve area permits quick removal of exhaust gases, and aids in keeping valve head temperatures low.

High energy fuel—Diesel fuel has a higher energy content than gasoline. This fact combined with the high efficiency of the GM diesel means more miles per gallon of fuel.

Unit injectors—Each cylinder is fitted with an injector which is actuated by the camshaft through pushrods. The injector performs the functions of metering, pressurizing, atomizing and injecting the fuel. An excess of fuel flows through the injector at all times, helping to keep it cool and to operate properly. Injectors are easily removed and replaced when cleaning or other maintenance is required.

Low pressure fuel system—The fuel supply system includes two fuel filters, a low pressure fuel transfer pump, fuel lines and injectors. The high pressure required for fuel injection is created by the injectors. All the rest of the system operates at low pressure, thus reducing maintenance requirements and the likelihood of leaking fuel lines—a more common ailment with high pressure systems.



SPECIFICATIONS

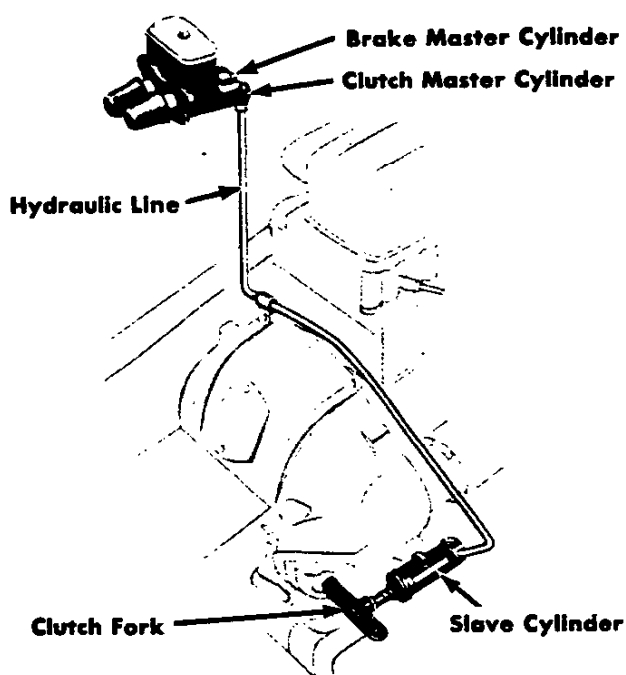
	4-53	6V-53
Basic Description	2-cycle, in-line, diesel	2-cycle, V6, diesel
Displacement	212 cu in	318 cu in
Bore x Stroke	3.875" x 4.50"	3.875" x 4.50"
Compression Ratio	17.0	17.0
Gross Horsepower @ rpm	130 @ 2800	195 @ 2800
Net Horsepower @ rpm	118 @ 2800	183 @ 2800
Gross Torque (lb-ft) @ rpm	271 @ 1500	423 @ 1500
Net Torque (lb-ft) @ rpm	263 @ 1500	415 @ 1500

Bearings, Camshaft	steel-backed bronze	
ID x Length (Projected Area)	2.187" x 1.50" (3.273 sq in)	
Bearings, Connecting Rod (Crank end)	precision, removable	
Material	heavy-duty, copper-lead alloy, steel backed	
ID x Length (Projected Area)	2.500" x 1.32" (3.300 sq in)	2.750" x 1.10" (3.020 sq in)
Bearings, Main	precision, removable	
Material	heavy-duty, copper-lead alloy, steel backed	
ID x Length (Projected Area)	3.251" x 1.18" (3.540 sq in)	3.751" x 1.00" (3.500 sq in)
Blower	Roots type; 2 vane	Roots type; 2 vane
Pressure @ Engine rpm	8.7 psi @ 2800	8.7 psi @ 2800
Air Flow @ Engine rpm	450 cfm @ 2800	605 cfm @ 2500
Ratio (Blower to Engine Speed)	2.49 to 1	2.49 to 1
Camshaft	SAE 1024 steel; driven by helical gear from crankshaft	
Connecting Rods	drop-forged steel; I-beam section	
Length (Center-to-Center)	8.80"	
Crankshaft	drop-forged steel	
Cylinder Block	cast iron	
Cylinder Heads	valve-in-head design	
Material	cast iron	
Cylinder Liners	wet; cast iron	
Number of Ports	18	
Fan		
Diameter	18"	22"
Number of Blades	5	5
Ratio (Fan to Engine Speed)	1.25 to 1	1 to 1
Filter, Fuel	two; replaceable elements	
Filter, Oil	full-flow	
Capacity	2 qt	
Governor	mechanical	
Make	King Seely	
Setting (Full load)	2800 rpm	
Injectors, Fuel	unit type; model S-45	

GM DIESEL

SPECIFICATIONS

	4-53	6V-53
Lubrication	Full-pressure system; direct pressure to piston pins, main, connecting rod and camshaft bearings; pressure and splash to valve mechanism; splash to cylinder walls and timing gears. (See Owner's Guide for lubricant types.)	
Oil Capacity	13 qt	15 qt
Piston Pins	hardened chrome-alloy steel; full floating	
Diameter	1.375"	
Piston Rings	four compression, two oil-control rings per piston	
Compression	steel; chrome plated	
Oil-Control	double scraper with expander; cast alloy iron	
Pistons	Trunk-Arma steel; tin plated; dished head, full skirt	
Pump, Fuel Transfer		
Make	Detroit Diesel	
Type	mechanical	
Pressure Range	55-70 psi @ 2500-2800 engine rpm	
Pump, Oil	spur-gear type	spur-gear type
Pressure	40-50 psi	40-50 psi
Capacity	19 gpm @ 2800 rpm	20 gpm @ 2500 rpm
Pump, Water	centrifugal	centrifugal
Capacity	50 gpm @ 2800 engine rpm	83 gpm @ 2800 engine rpm
Thermostat		
Number	1	1
Make	Harrison	Detroit Controls
Begins to Open	167°-172°	174°-176°
Type	pellet	pellet
Timing, Valve		
Exhaust Opens	95½° ATC	
Exhaust Closes	119 BTC	
Valve Guides	pressed in head	
Valve Mechanism	overhead mechanical; push-rod actuated	
Valve Seats	Cast alloy iron; pressed in head	
Valves, Exhaust		
Material	high-alloy steel	
Overall Length	5.55"	
Head Diameter	1.09"	
Stem Diameter	0.248"	
Face Angle	30°	
Seat Angle (in head)	30°	
List	0.33"	
Ventilation	forced air	



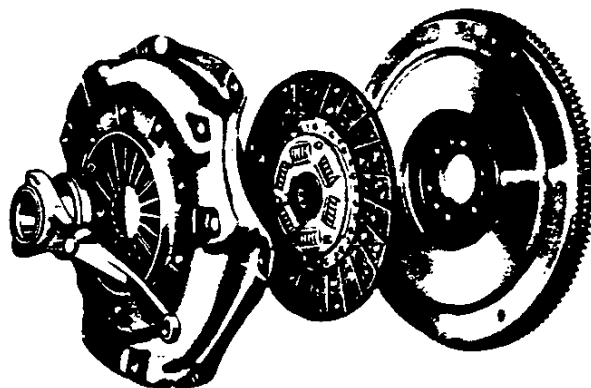
Hydraulic Clutch Control

A hydraulic clutch control system gives smooth clutch action and longer facing life. This system is standard on all models except Forward-Controls and Series R10.

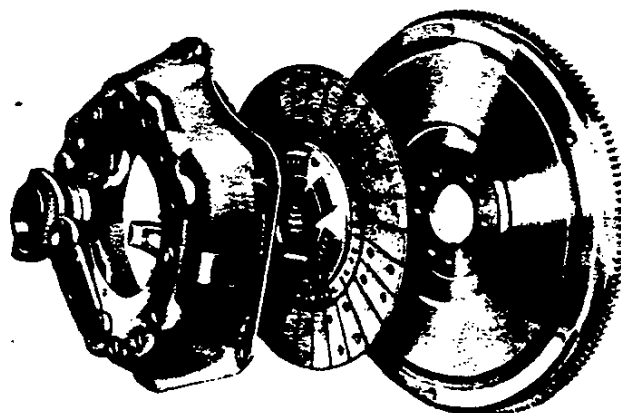
A master cylinder and reservoir (integral with the brake master cylinder housing) contain hydraulic fluid which is forced through the hydraulic line when the clutch pedal is depressed. The fluid pressure actuates the slave cylinder which moves the clutch fork, releasing the clutch. Releasing the clutch pedal engages the clutch.

Diaphragm-Spring Clutches

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



Coil-Spring Clutches



11" Coil-Spring Clutch

Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

CLUTCHES and FUEL TANKS

CLUTCH SPECIFICATIONS

Clutch Size & Type	9" Diaphragm	10" Diaphragm	11" Diaphragm	11" Coil	12" Coil	13" Coil	14" Coil
Engine Applications	145 Six	235 Six	235 Six 283 V8	261 Six	261 Six	327 V8 348 V8 409 V8 4-53	6V-53
Rated Torque Capacity (lb-ft)	160	235	282	300	320	➔ 340	425
Disc:							
Outside diameter	9.12"	10.0"	11.0"	11.0"	11 ⁷ / ₈ "	12 ⁷ / ₈ "	13 ³ / ₄ "
Inside diameter	6.12"	6.0"	6.5"	6.5"	6.75"	7.25"	7.25"
Area (sq in)	71.8	100	124	124	150	178	218
Facing thickness (in)	0.135	0.135	0.133	0.133	0.140	0.150	0.187
Facing material	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition	Asbestos composition
Vibration damping at hub	None	6 springs	6 springs	6 springs	6 springs	8 springs	10 springs
Pressure Plate:							
Material	Cast Iron	Cast Iron	Cast Iron	Gray Iron	Gray Iron	Gray Iron	Gray Iron
Diameter (in)		10 ¹ / ₈	11 ¹ / ₈	11 ¹ / ₈	12	13	14
Spring:							
Type	Diaphragm	Diaphragm	Diaphragm	Coil	Coil	Coil	Coil
Number of springs	1	1	1	12	12	12	21
Release levers	18	18	18	3	3	4	3
Total pressure (lb)	1000-1200	1325-1500	1450-1600	2078	1877	2179	3255
Flywheel:							
Material	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron	Piston Iron
Ring gear	Steel	Steel	Steel	Steel	Steel	Steel	Steel
Ring gear teeth		168	168	168	168	180	180
Pilot Bearing:							
Material or type	Sintered Powdered Bronze (oil impregnated)					Ball	Ball
Lubrication	Self-lubricating						
Throw-out Bearing:							
Type	Special Ball						
Lubrication	Permanently Lubricated						

FUEL TANK SPECIFICATIONS

All fuel tanks are of 2-piece seam-welded construction. Tanks for Series D60 and M80 trucks are made of 18-gauge steel; S50 and S60 tanks are of 16-gauge steel; all others are of 20-gauge steel.

Truck Series	Tank Location	Tank Capacity (gallons)	Truck Series	Tank Location	Tank Capacity (gallons)
R10	Under seat	18.6	Panel & Carry- all Models C10 Inside frame, behind rear axle 20.0 K10 Outside left frame side rail... 17.0 C30 Outside left frame side rail... 20.0		
Cab Models					
C10 thru C60	In cab, back of seat.....	18.5 a			
K10, K20	In cab, back of seat.....	18.5 a			
C80, L30, M80	In cab, back of seat.....	20.5			
D60	In cab, back of seat.....	20.5	Forward-Control Models P10 Inside frame, behind rear axle 20.0 P23, P33 Outside right frame side rail.. 15.5 P25, P26, P35, P36 Outside right frame side rail.. 18.0 b		
E80, U80	On top of frame side rail.....	30.0			
L30, L40	In cab, back of seat.....	18.5 a			
T60, T80	Outside right frame side rail..	18.0			
Cowl Models					
C10, C20	Inside frame, behind rear axle	20.0			
C30, C40	Outside left frame side rail...	20.0			
C50, C60	Outside right frame side rail..	18.0			
S50, S60	Outside right frame side rail..	30.0			

a—20.5 for optional tank. b—30.0 for optional tank.

COOLING SYSTEMS

Standard Cooling System Specifications

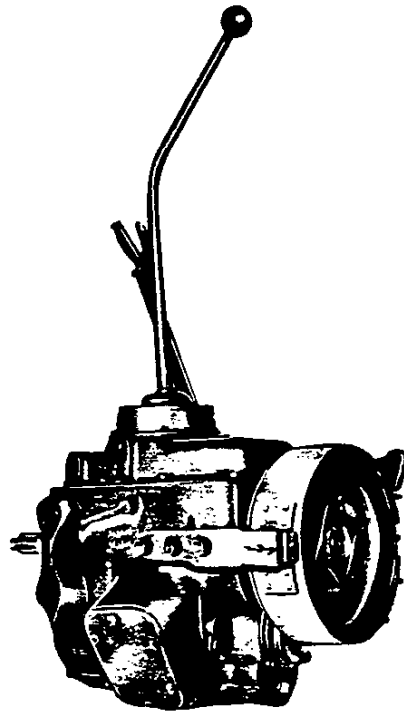
Series	Transmission	Engine	Radiator					System Capacity (qt)	Pressure Cap (lb)	Fan (No. blades x diameter)
			Type	Height (in)	Width (in)	Thickness (in)	Frontal Area (sq in)			
C10, C20, C30 K10, K20	Synchro-mesh	235, 283 261	cellular cellular	19.0 19.9	21.4 21.4	2.00 2.47	405 469	17★ 17.5	7 7	4 x 19 4 x 19
	Powerglide	235, 283	cellular	19.9	23.6	2.47	469	17.5★	7	4 x 19
P10	Synchro-mesh Powerglide	235 235	cellular cellular	20.7 20.7	19.7 19.7	2.00 2.47	407 407	17 17.5	7 7	4 x 18 5 x 18
P20, P30	All	235	cellular	20.0	21.4	2.00	426	17	7	4 x 19
C40	Synchro-mesh	235, 283 261	cellular cellular	19.9 19.9	23.6 21.4	2.00 2.47	470 469	17.5★ 17.5	7 7	4 x 19 4 x 19
C50, L50, S50	All	All	cellular	24.7	23.6	2.00	583	18★	7	4 x 20
C60, L60, S60	Synchro-mesh Powermatic	261, 327 261, 327	cellular tube & center	24.7 24.7	23.6 23.6	2.00 2.62	583 581	18★ 21★	7 9	4 x 20 6 x 20
D60	Synchro-mesh	4-53	tube & center	29.0	23.6	2.62	684	21.5	7	5 x 18
T60	Synchro-mesh Powermatic	261, 327 327	cellular tube & fin	19.9 22.0	23.6 28.7	2.47 2.88	470 632	25.5★ 31	7 9	5 x 20 5 x 20
C80, L80, M80	Synchro-mesh	348 409	tube & center tube & center	29.0 29.0	23.6 23.6	1.75 2.62	684 684	30 30	9 9	5 x 20 6 x 20
	Powermatic	348, 409	tube & center	29.0	23.6	2.62	684	31	9	6 x 20
E80	Synchro-mesh	6V-53	tube & center	29.0	23.6	2.62	684	26.75	7	5 x 22
T80	Synchro-mesh	348 409	tube & fin tube & fin	24.0 24.0	28.7 28.7	2.25 2.88	689 689	37.5 37.5	9 9	5 x 20 5 x 20
	Powermatic	348, 409	tube & fin	22.0	28.7	2.88	632	37.5	9	5 x 20
U80	Synchro-mesh	6V-53	tube & fin	24.0	28.7	2.88	689	34.5	7	5 x 22

Optional Heavy-Duty Cooling System Specifications

C10, C20 K10, K20	Synchro-mesh	235, 283	cellular	19.9	23.6	2.47	469	17.5★	7	4 x 19
P10	Synchro-mesh	235	cellular	20.7	19.7	2.47	407	17.5	7	5 x 18
C40	Synchro-mesh	235, 283	cellular	19.9	23.6	2.47	469	17.5★	7	5 x 19
C50, L50	Synchro-mesh	235, 283	cellular	24.7	23.6	2.47	583	18★	7	5 x 20
C60, L60, S60	Synchro-mesh	261 327	cellular	24.7	23.6	2.47	583	21	7	5 x 20
			cellular	24.7	23.6	2.47	583	21.5	7	6 x 20
C80, L80, M80	Synchro-mesh	348	tube & center	29.0	23.6	2.62	684	31	9	6 x 20

★Add 0.5 qt for 283 or 327 engine.

TRANSMISSIONS



THREE AND FOUR SPEED TRANSMISSIONS	3
FIVE SPEED TRANSMISSIONS	4
AUTOMATIC TRANSMISSIONS	5
TRANSMISSION ANTI-FRICTION BEARINGS	6

7

8

9

10

11

12

13

14

15

16

17

18

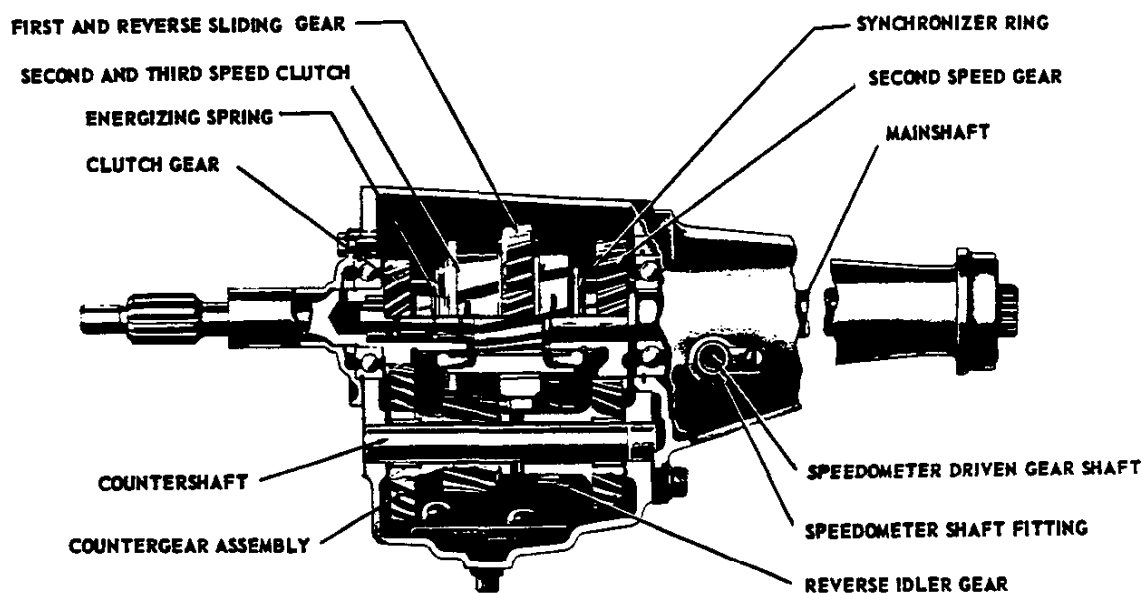
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SYNCHROMESH TRANSMISSIONS



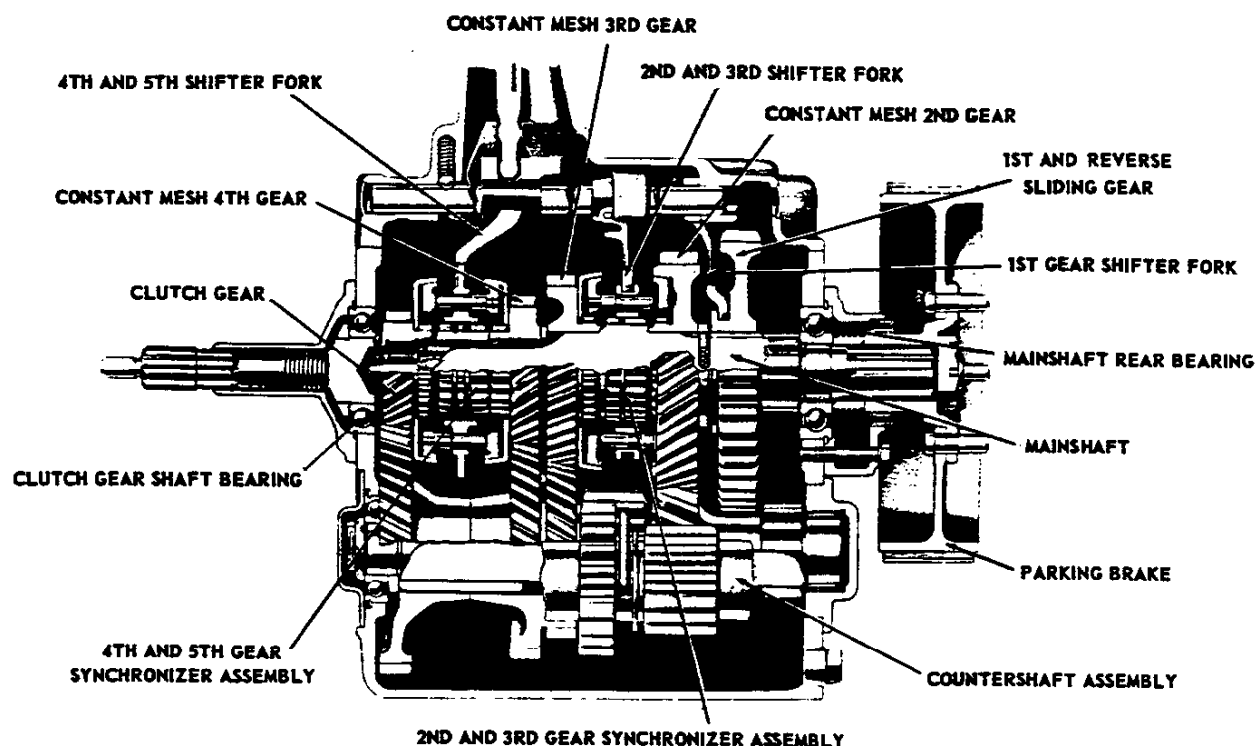
THREE AND FOUR SPEED TRANSMISSIONS

Type	3-Speed Synchromesh		H. D. 3-Speed Synchromesh	4-Speed Synchromesh
Make	Chevrolet		Borg-Warner	Chevrolet
Model availability	C10, 20; P20		RPO C10, 20, 30 P20, 30	K10, 20, C30, 40, CLS50, CLST60 RPO C10, 20; P20
Input torque capacity (ft. lb.)	275			281
Gears	Material		Forged steel, hardened	
	Type	Helical	All	2nd & 3rd
		Spur		2nd, 3rd, 4th
Synchronized speeds	2nd and 3rd		1st and reverse	2nd, 3rd, 4th
Gear Ratio	First	2.94:1	3.17:1	7.06:1
	Second	1.68:1	1.75:1	3.58:1
	Third	Direct		1.71:1
	Fourth	Direct		Direct
	Reverse	2.94:1	3.76:1	6.76:1
Gearshift control	Type		Manual remote	
	Location		Mounted on steering column	
Power Take-off Provisions	Type of opening		Manual direct	
	Location		Mtd. on trans.	
	Drive gear		6 bolt, S.A.E. std.	
	Number of teeth		LH side of trans.	
	Gear speed		3rd spd counter gear	
Lubricant capacity (pints)	2.00		2.75	33
				425 RPM
				6.25

*-Includes CKLTS & P models.

Four Speed Transmission is based on P30 Models.

SYNCHROMESH TRANSMISSIONS-Cont'd.



NEW PROCESS TRANSMISSION ILLUSTRATED

Make and Model		New Process 540C	Clark 265V	Clark 267V	Spicer 3152	Spicer 3152A
Type (synchromesh)		5-Speed		5-Speed Close Ratio	5-Speed	5-Speed Close Ratio
Model application		RPO CLST 60	CLST 70	RPO CLT 70	M70 CLT80	RPO CLT 80
Input torque capacity (ft. lb.)		310	314		333	
Gears	Material	Forged steel hardened				
	Helical	2nd, 3rd, 4th, and 5th				
	Spur	1st and Reverse				
	Synchromesh	2nd, 3rd, 4th, and 5th				
Ratios	First	7.41:1	7.58:1	6.06:1	7.55:1	5.99:1
	Second	4.05:1	4.38:1	3.50:1	4.17:1	3.30:1
	Third	2.40:1	2.40:1	1.80:1	2.45:1	1.94:1
	Fourth	1.48:1	1.48:1	1.18:1	1.45:1	1.15:1
	Fifth	Direct				
	Reverse	7.85:1	7.51:1	6.00:1	7.44:1	5.90:1
Gearshift Controls	Type	Manual direct §				
	Location	Bolted on transmission				
Power Take-off Provision	Type opening	6-Bolt (SAE standard)				
	Location	Right and left side of transmission				
	Right hand side	Drive gear	2-Speed counter gear			
		Number of teeth	20	22		
	Left hand side	Gear speed	456 RPM§	571 RPM§	458 RPM§	578 RPM§
		Drive gear	Reverse idler gear			
	Number of teeth	15	24	25		
	Gear speed	375 RPM§	357 RPM§	403 RPM§	509 RPM§	
Lubricant capacity (pints)		9.50	12.00	12.00		
Parking brake lining area		68	85	84**		

§-Manual remote on T models

§-At 1000 engine RPM

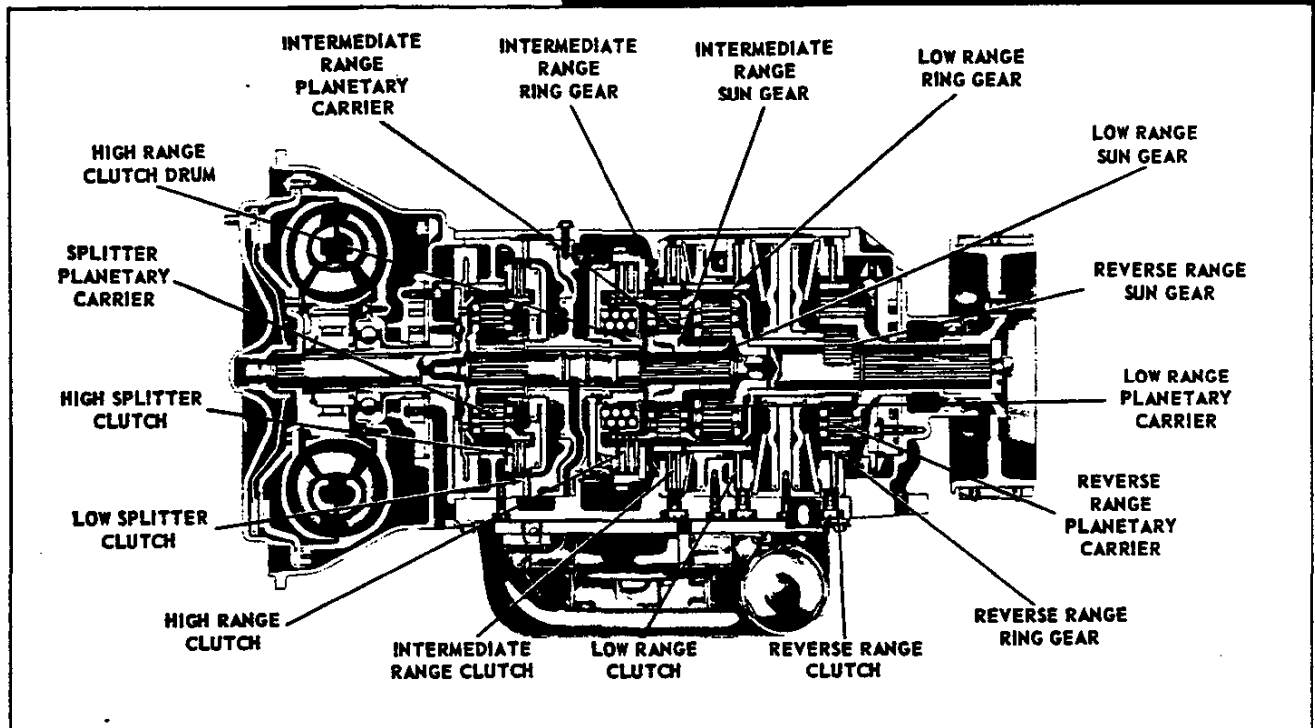
**--When RPO 310 is used, parking brake is mounted on auxiliary transmission.

November 1959

4-TRANSMISSIONS

1960 CHEVROLET TRUCK

AUTOMATIC TRANSMISSIONS



Make		Chevrolet Powerglide		Detroit Transmission Hydramatic		Allison Powermatic	
Type		2-Speed Automatic		4-Speed Automatic		6-Speed Automatic	
Model application		RPO C10, 20		RPO P20, 30		RPO CLST 60, 70 M70, CLT 80	
Input torque capacity (ft.lb.)		275		275		333	
Range selector lever location		Mounted on steering column				Mounted in floor of cab	
Gear Ratios	First			4.71		5.29:1	
	Second			3.03:1		3.81:1	
	Third			1.56:1		2.69:1	
	Fourth			Direct		1.94:1	
	Fifth					1.39:1	
	Sixth					Direct	
	Reverse			6.11:1		6.04:1	
Powerglide Torque Multiplication	Drive	2.10 *	1.00 §				
	Low	3.82	1.82				
	Reverse	3.82	1.82				
Engine starting		Selector lever in neutral or park					
Oil filler gauge and filler location		Right front side of transmission					
Hydraulic Retarder Unit	Location					Between gear case and bell housing	
	Components					Vanes, impeller, valve	
	Retarder foot pedal					Left of steering column	
Power Take off Provision	Type of opening					6 bolt (SAE standard)	
	Location					Both sides	
	Drive gear					Power take-off gear	
	Number of teeth					57	
	Gear speed					1000 RPM §	
Lubricant Capacity qts.	Dry fill qts.	10-1/2		10		17	
	Refill qts.	4-1/2		9-1/2		13	

* - With maximum converter ratio

§ - With 1 to 1 converter ratio

‡ - Speed of PTO gear in neutral varies directly as converter turbine shaft speed varies with load on power

TRANSMISSION ANTI-FRICTION BEARINGS

THREE AND FOUR SPEED TRANSMISSION ANTI-FRICTION BEARINGS

Transmission			3-Speed Synchromesh	H. D. 3-Speed Synchromesh	4-Speed Synchromesh
R	Function	Quantity	Part Number		
O	Countershaft front	1	435847	3709328 *	142260
L	Countershaft rear	1	435847	3709328 *	
L	Mainshaft front	1	435844		
E	Mainshaft rear	1	7450247		
R	Mainshaft pilot	1		7450010	7450010
B	Mainshaft rear	1	904913	903307	
A	Clutch gear	1	904912	954869	954358
L	Counter gear rear	1			954954
L	Mainshaft pilot rear	1			954953

* - Two each are used for this application.

FIVE-SPEED SYNCHROMESH TRANSMISSION ANTI-FRICTION BEARINGS

Transmission			New Process 540C	Clark 265V & 267V	Spicer 3152 & 3152A
R	Function	Quantity	Part Number		
O	Mainshaft front	1	457067		
L	Reverse idler	1		7450918	141619
L	Counter gear front	1		9412301	
E	Countershaft front	1			131293
R	Counter gear rear	1	189825		
B A L L	Mainshaft rear	1	901604		954116
	Mainshaft rear	1	457171	954116	
	Clutch gear	1	457162		
	Counter gear front	1	954639		7450941
	Counter gear front	1	457140		
	Clutch gear	1	457172	457172	954129
	Counter gear rear	1		901582	
	Countershaft rear	1			954129
	Mainshaft front	1			457111

ENGINE SPECIFICATIONS SUMMARY

TRUCK ENGINE AVAILABILITY

	Displ	Engine Name	Model Application
A	235.5	Thriftmaster	Std. CK10, CK20, C30, C40, CLS50
B	235.5	Thriftmaster Special	Std. P20, P30
C	261	Jobmaster	Std. CLST60
D	283	Trademaster	Opt. CK10, CK20, C30, C40, CLS50
E	283	Taskmaster	Opt. CLST60
F	348	Workmaster Special	Std. CLST70; Opt. 67
G	348	Workmaster	Std. M70, CLT80

SUMMARY

Reference	A-B	C	D	E	F	G
Compression ratio	8.25:1	8.00:1	8.5:1	8.0:1	7.75:1	7.75:1
Bore	3.562	3.750	3.875	3.875	4.125	4.125
Stroke	3.937	3.937	3.000	3.000	3.250	3.250
Cylinder head	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron
Inlet manifold	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron
Manifold heat control valve	Yes	Yes	Yes	No	No	No
Inlet valve diameter	1.875	1.875	1.720	1.720	1.820	1.820
Inlet valve material	1041	8440	1041	8440	XB	XB
Inlet valve coating	none	Al face	none	Al face	Alumf	Alumf
Exhaust valve diameter	1.500	1.500	1.500	1.500	1.540	1.540
Exhaust valve material	21-4N	21-4N	21-4N	21-4N	21-4N	21-4N
Exhaust valve coating	Alum	**	Alum	**	§§	§§
Hardened exhaust valve seats	No	No	No	Ind. hard	Hard ins.	Hard ins.
Exhaust valve rotation	No§§§	Yes	No§§§	Yes	Yes	Yes
Valve spring damper	No	No	No	Yes	Yes	Yes
Valve spring oil shield	No	NO	Yes	Yes	Yes	Yes
Design valve lift inlet, ("O" lash)	.31046	.40040	.33360	.33360	.40050	.40050
Design valve lift exhaust, ("O" lash)	.33247	.40040	.33360	.33360	.41190	.41190
Lifters	Mech.	Mech.	Hyd.	Hyd.	Hyd.	Hyd.
Timing chain	No	No	Link	Roller	Roller	Roller
Main bearing material	100-A	100-A	100-A	M-400	M-400	M-400
Hard crankshaft journals	No	No	No	No	Yes	Yes
Harmonic balancer	Chev	Chev§§	Chev	Chev§§	Chev§§	Chev§§
Piston head	Flat	Flat	Ø	Ø	ØØ	ØØ
Top ring groove protector	No	Yes	No	Yes	Yes	Yes
Top compression ring	Lubrite	Full chr.	Flash chr.	Full chr	Full chr	Full chr
Oil control ring	Rail	Rail	Rail	Rail	Rail	Rail
Oil pan capacity (qts.)	5	5	4***	5	6	6
Crankcase ventilation	Roaddrft*	*	Roaddrft	Roaddrft	Roaddrft*	Roaddraft
Oil filter type	By-pass®	Full flow	Full flow	Full flow	Full flow	Full flow
Oil filter usage	Opt.	Std.	Std.	Std.	Std.	Std.
Single exhaust system	Yes	Yes	Yes	Yes	Yes	Yes
Dual exhaust system	No	No	No	No	No	No
Clutch housing	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron	Cast iron
Spark plugs (A.C. numbered)	44	C42-1	44	C42-1	C42N	C42N
Spark plug cooling	Yes	Yes	No	Yes	Yes	Yes
Thermostatically contrl'd water pump by-pass	No	Yes	No	Yes	Yes	Yes
Air cleaner	Oil bath	Oil bath	Oil bath	Oil bath	Oil bath	Oil bath
Engine color	Gray	Green	Gray	Green	Gray	Gray

* - Positive ventilation on forward control & tandems

§ - Engine with governor

§§ - Chrome plated stem

** - Fully heat treated hard face, hard tip

§§§ - Chrome plated hardened stem, hard face & stem fully heat treated

§§§§ - Simpson type used with tilt cab models & front P. T. O. equipment

Ø - Flat notched

ØØ - .05 chopped

*** - 5 qt on when used with 50 series

§§§§§ - Yes when used with 50 series

® - Except Thriftmaster Special

235-261 CUBIC INCH SIX CYLINDER ENGINES

THRIFTMASTER PERFORMANCE

BASIC SPECIFICATIONS

Engine Type	Valve-In-Head
Piston Displacement	235.5 Cu.In.
Bore and Stroke (nominal)	3-9/16" x 3-15/16"
Compression Ratio	8.25:1
Taxable Horsepower (SAE)	30.4
Carburetor Type	Downdraft
Idle Speed: RPM's	
Manual Transmission in Neutral	475
Automatic Transmission in Drive	450
Compression Pressure (engine hot)	130 PSI
Dry Weights:	
Engine and Clutch	613
With Transmission	733

ENGINE IDENTIFICATION

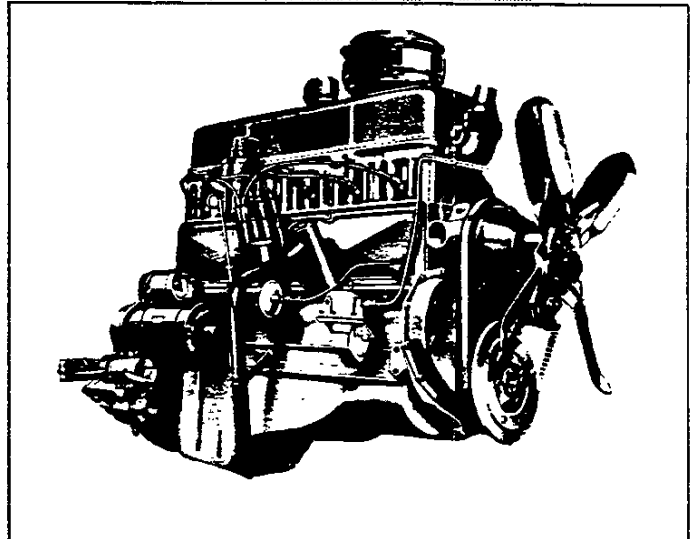
Engine Color	Blue Gray
Decalcomania Color	Black Letters on Lemon Yellow Background
Decalcomania Location	Top of Rocker Cover

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

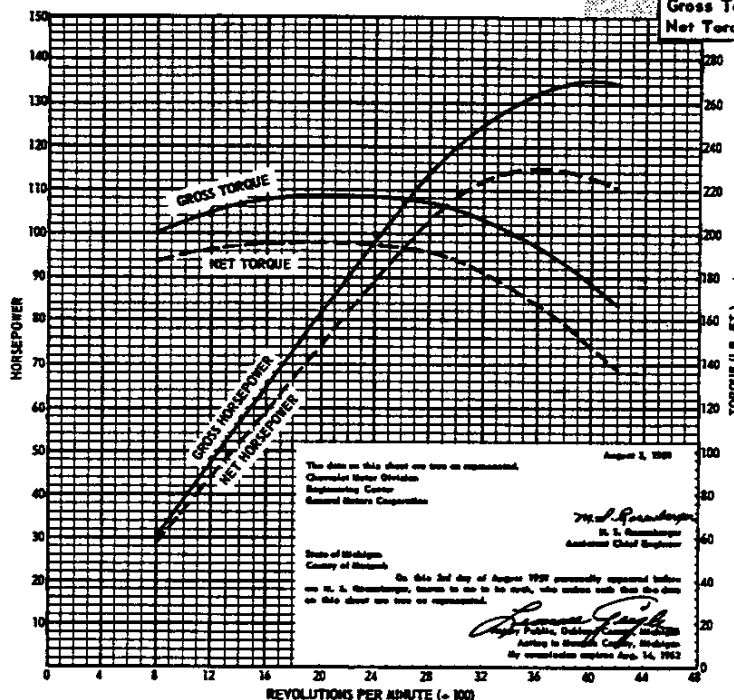
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



THRIFTMASTER

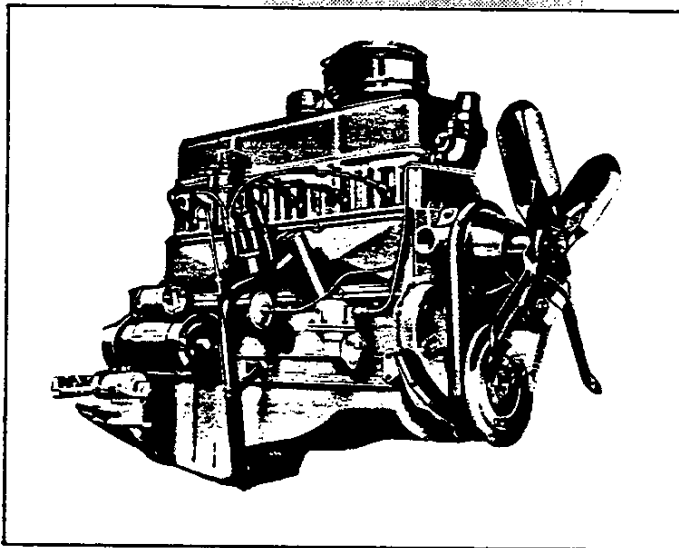
Gross Horsepower	135 at 4000 RPM
Net Horsepower	115 at 3600 RPM
Gross Torque, ft. lbs.	217 at 2000 RPM
Net Torque, ft. lbs.	195 at 2000 RPM



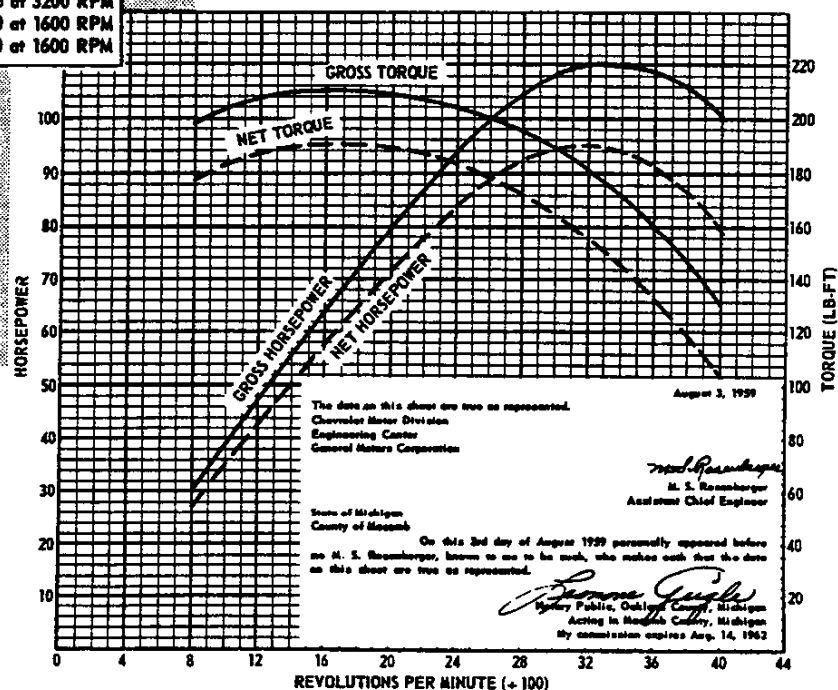
November 1959

4— ENGINES AND CLUTCHES

1960 CHEVROLET TRUCK



THRIFTMASTER	
With Maximum Economy Carburetor Option	
Gross Horsepower	110 at 3200 RPM
Net Horsepower	95 at 3200 RPM
Gross Torque, ft.lbs.	210 at 1600 RPM
Net Torque, ft.lbs.	190 at 1600 RPM



THRIFTMASTER PERFORMANCE

With Maximum Economy Option Carburetor

BASIC SPECIFICATIONS

Engine Type	Valve-in-Head
Piston Displacement	235.5 Cu.In.
Bore and Stroke (nominal)	3-9/16" x 3-15/16"
Compression Ratio	8.25:1
Taxable Horsepower (SAE)	30.4
Carburetor Type	Downdraft
Idling Speed: RPM's	
Manual Transmission in Neutral	475
Automatic Transmission in Drive	450
Compression Pressure (engine hot)	130 PSI
Dry Weights:	
Engine and Clutch	613
With Transmission	733

ENGINE IDENTIFICATION

Engine Color	Blue Gray
Decalcomania Color	Black Letters on Lemon Yellow Background
Decalcomania Location	Top of Rocker Cover

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

235-261 CUBIC INCH SIX CYLINDER ENGINES-Cont'd.

THRIFTMASTER SPECIAL PERFORMANCE

BASIC SPECIFICATIONS

Engine Type Valve-In-Head
 Piston Displacement 235.5 Cu.In.
 Bore and Stroke (nominal) 3-9/16" x 3-15/16"
 Compression Ratio 8.25:1
 Taxable Horsepower (SAE) 30.4
 Carburetor Type Updraft
 Idling Speed: RPM's
 Manual Transmission in Neutral 475
 Automatic Transmission in Drive 450
 Compression Pressure (engine hot) 130 PSI
 Dry Weights:
 Engine and Clutch 613
 With Transmission 733

ENGINE IDENTIFICATION

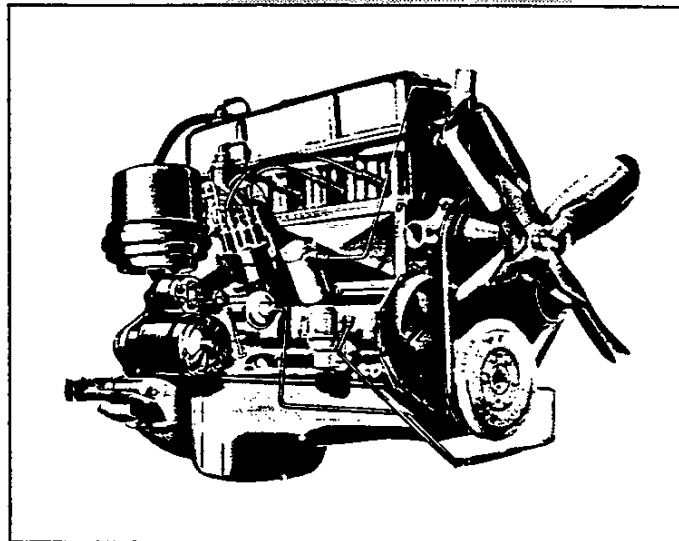
Engine Color Blue Gray
 Decalcomania Color Black Letters on Lemon Yellow Background
 Decalcomania Location Top of Rocker Cover

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

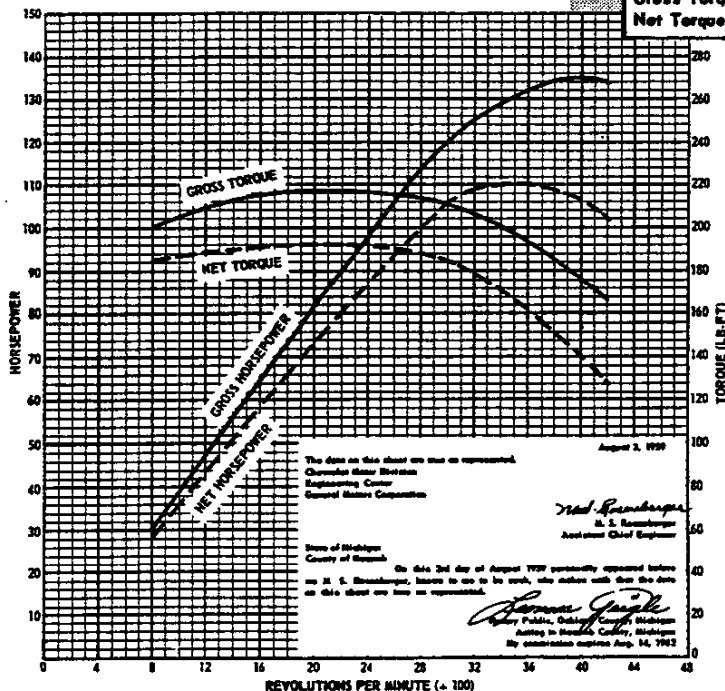
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

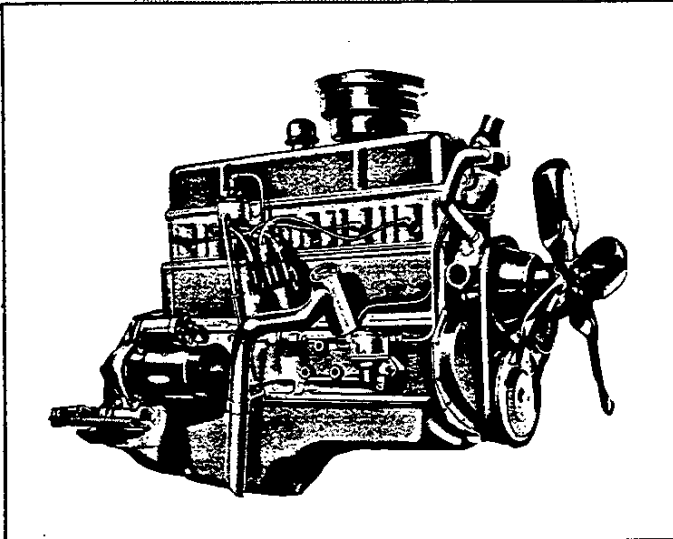
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



THRIFTMASTER Special

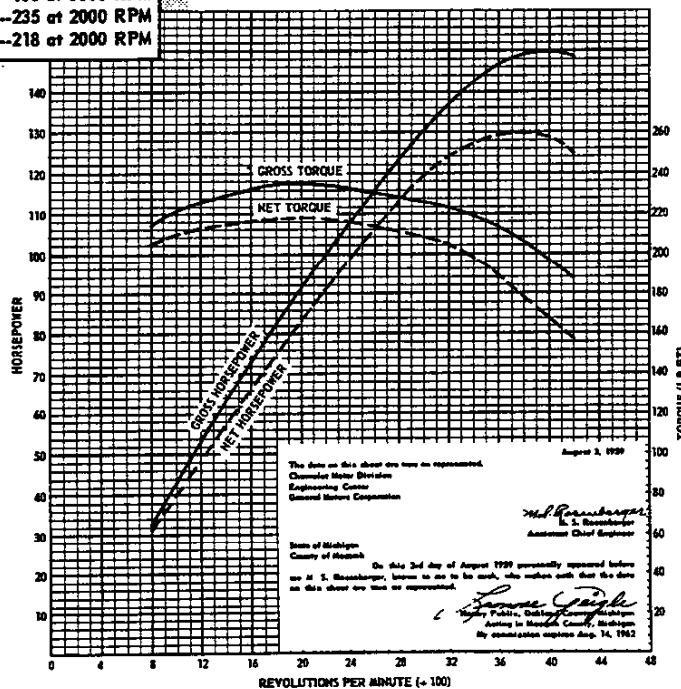
Gross Horsepower 135 at 4000 RPM
 Net Horsepower 110 at 3600 RPM
 Gross Torque, ft. lbs. 217 at 2000 RPM
 Net Torque, ft. lbs. 192 at 2000 RPM





JOBMASTER

Gross Horsepower150 at 4000 RPM
 Net Horsepower130 at 3800 RPM
 Gross Torque, ft.lbs.235 at 2000 RPM
 Net Torque, ft.lbs.218 at 2000 RPM



JOBMASTER PERFORMANCE

BASIC SPECIFICATIONS

Engine Type Valve-In-Head
 Piston Displacement 261 Cu.In.
 Bore and Stroke (nominal) 3-3/4" x 3-15/16"
 Compression Ratio 8.0:1
 Taxable Horsepower (SAE) 33.7
 Carburetor Type Downdraft
 Idling Speed: RPM's
 Manual Transmission in Neutral 475
 Automatic Transmission in Drive 450
 Compression Pressure (engine hot) 130 PSI
 Dry Weights:
 Engine and Clutch 620
 With Transmission 785

ENGINE IDENTIFICATION

Engine Color Green
 Decalcomania Color Black Letters on Lemon Yellow Background
 Decalcomania Location Top of Rocker Cover

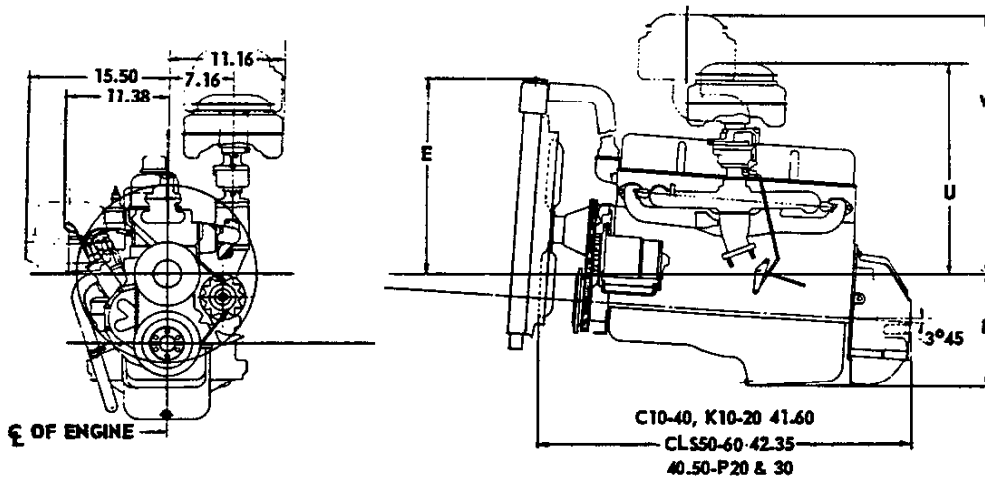
TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

235-261 CUBIC INCH SIX CYLINDER ENGINES - Cont'd.



DIMENSION				
SERIES	D	E	U	W
C10	5.61	26.28	28.97	NONE
C20	5.64	26.31	28.94	NONE
C30	5.58	26.25	29.00	NONE
C40	5.61	25.83	28.97	NONE
C50	12.58	22.12	22.12	NONE
C60	12.60	22.10	24.55	NONE
S50	12.60	22.10	24.57	NONE
S60	12.64	22.06	24.55	NONE
L50	12.58	22.12	NONE	30.31
L60	12.58	22.12	NONE	30.31
P20&30	9.83	26.75	NONE	NONE
K10&20	5.58	26.25	29.00	NONE

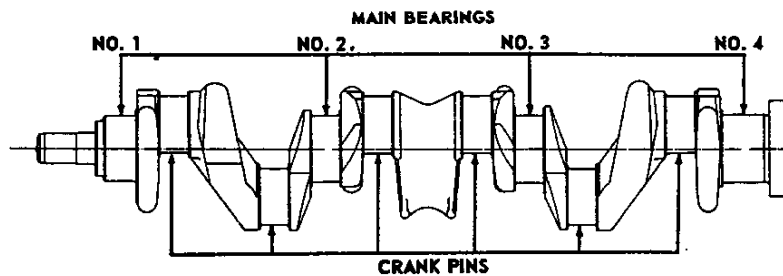
ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
Series applications	CK10, CK20, C30, C40, CLS50	P20, P30	C10	CLST60

CYLINDER BLOCK

Material	Cast alloy iron
Bore	3.563 3.750

CYLINDER HEAD

Material	Cast alloy iron
Type	Valve-in-head
Cylinder head bolt torque	90-95 foot pounds
Number of cylinder head bolts	18



CRANKSHAFT

Material		Forged steel
Number of counterweights		7
Weight		80 pounds*
End play		0.003-0.009
Stroke		3.93-3.94
Journal diameter	Number 1	2.6835-2.6845
	Number 2	2.7145-2.7155
	Number 3	2.7455-2.7465
	Number 4	2.7765-2.7775
Pulley diameter		6.64
Crank pins	Width	1.2485-1.2515
	Diameter	2.3110-2.3120
Harmonic balancer		Inertia, rubber mounted

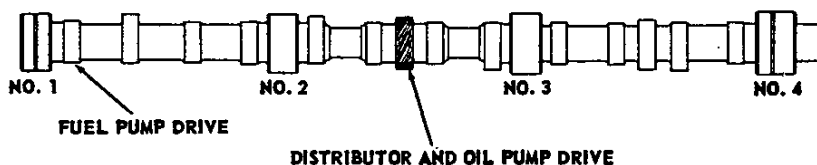
* - Estimated weight

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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CRANKSHAFT CONTINUED

Main Bearings	Type	Precision, removeable		
	Material	Moraine 100A		
	End thrust against	Number 3 bearing		
	Bearing clearance	Number 1, 2	0.0008-0.0024	
		Number 3, 4	0.0010-0.0026	
	Theoretical I.D. *	Number 1	2.6856	
		Number 2	2.7166	
		Number 3	2.7484	
		Number 4	2.7788	
	Effecting length §	Number 1	1.063	
		Number 2	0.907	
		Number 3	0.979	
		Number 4	1.189	
	Projected area ¶	Number 1	2.8547	
		Number 2	2.4639	
		Number 3	2.6904	
		Number 4	3.3039	

CAMSHAFT AND BEARINGS

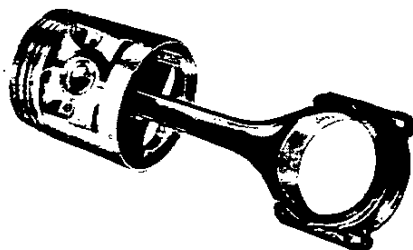


CAMSHAFT

Material			Cast alloy iron
End play			0.003-0.007
Thrust			Taken between drive timing gear and camshaft journal front face
Timing Gears	Type		Helical
	Material	Drive	Steel
		Driven	Aluminum alloy
Bearings	Material		Steel backed Babbitt
	Clearance on diameter		0.0010-0.0013
	Ream diameters	Number 1	2.1562
		Number 2	2.0937
		Number 3	2.0312
		Number 4	1.9687
	Overall lengths	Number 1	1.120
		Number 2	0.940
		Number 3	0.940
		Number 4	0.938
	Projected area **	Number 1	2.415
		Number 2	1.968
		Number 3	1.909
		Number 4	1.846

- * - Journal diameter plus clearance
- § - Overall diameter minus chamfers
- ¶ - Based on theoretical I.D. and effective length.
- ** - Based on ream diameter and overall lengths.

235-261 CUBIC INCH SIX CYLINDER ENGINES-Cont'd.



ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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PISTONS

Type	Cast aluminum alloy with steel struts			
Skirt and head	Full skirt, flat head			
Skirt clearance	0.0006-0.0010			0.0012-0.0016
Top land clearance	0.034-0.043			
Top ring groove insert	None			Yes, steel
Compression ring groove depth	0.198-0.205			0.208-0.214
Oil ring groove depth	0.199-0.205			0.204-0.210
Weight ounces	18.82			22.75

PISTON PINS

Material	Chromium steel			
Type	Clamped in rod			
Diameter	0.8660-0.8665			0.9270-0.9275
Length	3.168-3.198			3.365-3.385
Taper limit in full length	0.0002			
Clearance in piston	0.00015-0.00025			
Surface finish	10-14-micro inches			

CONNECTING RODS

Material	A. I. S. I. C-1037			
Rod width at piston	1.126-1.129			
Rod width at crankpin	1.2415-1.2435			
End play	0.005-0.0010			
Rod length C_1 to C_2	6.8115-6.8135			

CRANKPIN BEARINGS

Type	Precision, removable insert			
Material	Durex 100A			
Bearing Dimensions	Diameter	2.3140		
	Effective length	1.008		
	Projected area	2.332		

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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COMPRESSION RINGS

Number per piston		Two	
Type	Upper	Thickwall, inside bevel	
	Lower	Thickwall, taper faced scraper	
Material		GM 15-M cast alloy iron	
Coating	Upper	Wear resistant finish	Chrome plated
	Lower	Wear resistant finish	
Width		0.925-0.935	
Gap	Upper	0.007-0.017	0.015-0.025
	Lower	0.007-0.017	0.010-0.020
Diameter		3.3625	3.7500
Wall thickness		0.168-0.178	0.177-0.187
Ring groove clearance		0.002-0.003	

OIL CONTROL RINGS

Number per piston		One	
Type		Multi-piece, two rails and one spacer	
Material	Rails	Flat spring steel A. I. S. I. C1070	
	Spacer	Stainless steel A. I. S. I. 201 or 301	
Coating		Upper and lower rails; chrome plated O. D.	
Width	Rails	0.250 after plating	
	Spacer	0.1370-0.1390	
Rail gap		0.015-0.055	
Diameter	Rails	3.5625	3.750
	Spacer (free dia.)	3.568-3.589	3.768-3.794
Rail wall thickness		0.150-0.156	0.154-0.160
Total oil ring width		0.1870-0.1890	
Ring groove clearance		.000-.008	

VALVE TRAIN

Valve Operating Mechanism	Type	Rocker arm and shaft, push rod actuated			
	Lifters	Mechanical			
	Rocker arm ratio	1.477:1			
	Valve guides	Removeable type			
	Valve Inlet	0.006-0.011			
	lash Exhaust	0.013-0.018	0.019-0.024	0.013-.018	0.019-0.024

VALVE SPRINGS

Valve Springs	Material	.0182 diameter valve wire			
	Compressed length closed	1.858 @ 62-68 lb	1.858@74-82lb.		
	Compressed length opened	1.528 @ 158-168 lb	1.462@186-198lb.		
	Free length	2.16	2.50		

VALVE SEATS

Material	Inlet	Cast iron alloy			
	Exhaust	Cast iron alloy			
Valve seat inserts		None			

235-261 CUBIC INCH SIX CYLINDER ENGINES-Cont'd.

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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VALVE TRAIN CONTINUED

Inlet Valve	Material	C-1041 steel	H. R. steel
	Face coating	None	Aldipped
	Overall length	6.376-6.396	
	Head diameter	1.870-1.880	
	Stem diameter	0.3410-0.3417	
	Stem to guide clearance	0.0010-0.0027	
	Angle of valve face	30°	
	Seat angle in head	31°	
Exhaust Valve	Valve lift	0.3104	0.4051
	Material	H. R. steel 21-4N high alloy	Body-H. R. steel Tip, silichrome
	Face coating	Aldipped	Stellite
	Overall length	4.913-4.933	
	Head diameter	1.495-1.505	
	Stem diameter	0.3410-0.3417	
	Stem to guide clearance	0.0010-0.0027	
	Angle of valve face	45°	46°
	Seat angle in head	46°	
	Valve lift	0.3325	0.4143
	Exhaust valve rotator	None*	Rotocoil type

VALVE TIMING

Inlet valve	Opens	1°ATC	11°30' BTC
	Closes	39°ABC	52°30' ABC
Exhaust valve	Opens	42°BBC	51° BBC
	Closes	9°ATC	13° ATC
Ramp, inlet	Opening	0.011	0.01070
	Closing	0.011	0.00856
Ramp, exhaust	Opening	0.01400	0.01481
	Closing	0.01400	0.01476
Inlet ramp length	Opening	28°	18°
	Closing	28°	30°
Exhaust ramp length	Opening	36°	37°
	Closing	36°	30°

CRANKCASE VENTILATION

Road draft type	Standard		Standard
Positive type	Optional	Standard	Optional

* - Rotocoil type on 50 series

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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GENERAL

LUBRICATION SYSTEM

Type		Full pressure
Method of Lubrication	Main bearings	Direct pressure
	Camshaft bearings	Direct pressure
	Timing gear	Sprayed by nozzle
	Connecting rods	Direct pressure
	Valve mechanism	Pressure and gravity
	Cylinder walls	Cross sprayed by pressurized jets
	Piston pins	Cross sprayed by pressurized jets
Crankcase capacity	With filter	6 quarts
	Without filter	5 quarts

OIL PUMP

Type	Spur gear, distributor shaft driven
Pump intake	Fixed screen type
Pressure gauge type	Tell-tale, electric
Normal oil pressures	30 PSI@ 1170-1200 RPM
Capacity	4.01-4.22 GPM @ 1170-1200 RPM

OIL FILLER

Location	Top of rocker cover at front
Cap type	Breather* Screw cap Breather*

OIL FILTER

Type	By-pass§	None	By-pass§	Full-flow§
Availability	Optional		Optional	Standard
Capacity (quarts)	One **		One **	One

OIL PAN

Drain plug location	Lower center of oil pan
Drain plug thread size	1/2-20 UNF-2A
Hex head size	7/8

OIL GRADE RECOMMENDATIONS

Not lower than 32°F	SAE20W, SAE20, SAE10W-30
Not lower than 0°F	SAE10W, SAE10W-30
Lower than 0°F	SAE5W, SAE5W-20

COOLING SYSTEM

GENERAL

Type	Pressurized
By-pass type	Permanent Thermostatic
Cooling system capacity	§

RADIATOR CORE

Make and type	Harrison, cellular
Core thickness	2

RADIATOR HOSES

Material	Inlet	Fabric reinforced rubber
	Outlet	Steel reinforced rubber
Hose I.D.	Inlet	1-1/2
	Outlet	1-3/4

* - Screw type with optional positive crankcase ventilation system

§ - Replaceable element type.

§ - See cooling systems chart on page 47

** - Two quart capacity filter also available

235-261 CUBIC INCH SIX CYLINDER ENGINES-Cont'd.

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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THERMOSTAT

Make	Harrison	Dole
Type	Pellet	
Begins to open	167°-172°F	157°-162°F
Fully opened	192°F	182°F

WATER PUMP

Type	Centrifugal
Drive	Fan belt driven
Capacity	55 GPM @ 4000 engine RPM
Water pump bearing	Anti-friction, double row ball, #954859

FAN

Number of blades	4	
Blade diameter	19*	20
Blade type	Curved tip	Straight tip
Fan to engine speed ratio	.95:1	

FAN BELTS

Material	Reinforced rubber		
Type	High strength low stretch notched wedged belt		
Width	1/2		
Developed length	41.50		42.50
Number used	One		

FUEL AND EXHAUST SYSTEM

FUEL TANK

Construction	2-piece, seam welded
Capacities	See fuel tank chart on Page 48

CARBURETOR

Type	Downdraft	Updraft	Downdraft
Make and model	Rochester, B	Carter, BB-1	Rochester, B
Venturi I. D.	1.34	1.18	1.06
Throttle bore	1.56		1.46
SAE flange size	1.50		1.68
Choke control	Manual		

AIR CLEANER

Make and type	AC, oil bath	
Capacity	One pint	One quart
Filter element material	Cactus fiber	Pita fiber

FUEL FILTER

Type	40 mesh wire cloth
Location	On riser pipe, in fuel tank

FUEL PUMP

Make and model	AC, EM
Type	Mechanical diaphragm
Pressure range	3.50-4.50 PSI
Arm movement	0.250

* - 20 inches on 50 series models.

§ - Combination fuel and vacuum pump standard on all series 10-60 flat face cowl and all P20 and P30 models.

‡ - One quart capacity air cleaner available CK10, CK20, C30, C40, CS50 models.

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPTION THRIFTMASTER	JOBMASTER
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GOVERNOR (OPTIONAL EQUIPMENT)

Make	King-Seely			
Type	Velocity			
Setting (synchromesh transmissions only)	1850-3000 RPM			1900-2900 RPM
	2600-3600 RPM			2700-3600 RPM

MUFFLER, EXHAUST AND TAILPIPE

Muffler type	Single resonance, straight thru			
Exhaust pipe O. D.	2.00			
Tail pipe I. D.	1.88			

ELECTRICAL SYSTEM

GENERAL

Make and type	Delco-Remy, 12 volt			
Firing order	1-5-3-6-2-4			
Timing (initial setting)	5° BTDC			TDC
Timing mark location	Ball on flywheel			

GENERATOR

Make and model	Delco-Remy, 1102096			
Type	Two brush shunt wound			
Ampere rating	30			
Drive	Fan belt			
Pulley size	3.62*			5.00
Ventilation	By pulley fan			
Brush spring tension	28 ounce			
Armature rotation	Clockwise			
Ratio-generator to engine RPM	1.83:1§			1.33
Maximum generator output	1340 engine RPM¶			1840 eng. RPM

OPTIONAL GENERATOR EQUIPMENT

Rating and model number	RPO 351	35 ampere 1102173		
	RPO 327	40 ampere 1105123		
	RPO 389	50 ampere, low cut-in, 1106681		

VOLTAGE AND CURRENT REGULATOR

Make and model	Delco-Remy, 1119001**			
Location	Right hand side on upper radiator support			
Voltage Regulator	Vibrator type	Single contact		
	Volts	13.8-14.8		
Current Regulator	Amperes	27-33		
	Armature air gap	0.095		
	Closing volts, cut out relay	11.8-13.5		
	Average air gap and point gap	0.020		

SPARK PLUGS

Make and model	AC, 44			AC, C42-1 comm
Thread size and type	14mm x 1.25mm, short reach			
Gap	0.033-0.038			
Torque	20-25 lbs.			

IGNITION COIL

Make and model	Delco-Remy, 1115120			
Amperes drawn	4.0 engine stopped; 1.5 engine idling			

* - 5.00 inch pulley used on C40 models.

§ - 1.33 on C40, CLS50 models.

¶ - 1840 RPM on C40, CLS50 models.

** - Used with 30 ampere generator.

235-261 CUBIC INCH SIX CYLINDER ENGINES-Cont'd.

ENGINE NAME	THRIFTMASTER	THRIFTMASTER SPECIAL	ECONOMY OPT. THRIFTMASTER	JOBMASTER
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DISTRIBUTOR

Make and model	Delco-Remy
Breaker arm tension	19-23 ounces
Nominal cam angle (dwell)	28°-35°
Breaker point gap	0.021(new) 0.016(used)
Condenser capacity	0.18-0.23 micro farad
Type of advance	Centrifugal and vacuum

STARTING MOTOR

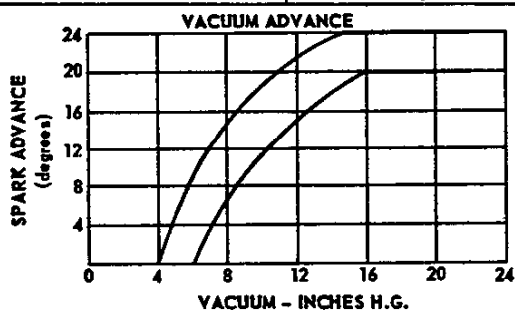
Make and model		Delco-Remy, 1107652
Number of pinion teeth		9
Flywheel to starter ratio		18.67:1
Test data (free speed)	Amperes	76
	Volts	10.6
	RPM	6200 RPM
Starter actuation		By solenoid

IGNITION SWITCH

Type	Key operated
Positions	Locked off, unlocked off, on, start

VACUUM ADVANCE CURVE

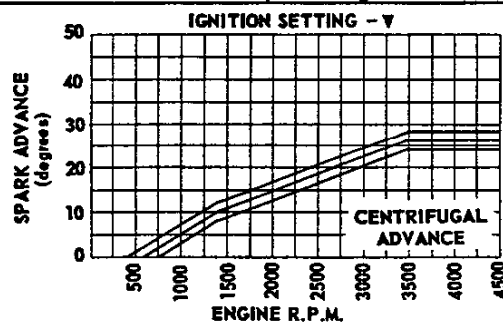
Advance Begins 0° at 5 inches of mercury	Full Advance 22° at 15.5 inches of mercury (nom)
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THRIFTMASTER - JOBMASTER

CENTRIFUGAL SPARK ADVANCE CURVE

Advance Begins 450-750 engine RPM	Full Advance 24° to 28° at 3500 engine RPM
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V - Ignition setting on 235 engine is 5° BTDC; on 261 engine TDC.

BATTERY DATA

Model number	2 SMR 53	668	3 SMR 72
Availability	CK10, CK20, P20, P30, C30, C40, CL50, CLT60	RPO CK10, CK20, C30 C40	S50, S60 (RPO P20, P30, CL50, CLT60)
Capacity @ 20 hour rate	53 ampere hours	70 ampere hours	72 ampere hours
Plates per cell	9	11	11
Weights	43	50	53
Dimensions	Length	10.19	11.87
	Width	6.75	6.75
	Height	8.75	8.75
Ground	Negative terminal		
Fully charged	Specific gravity of 1.270 ± 0.010 @ 80°F		
Location	Front right hand side of engine compartment*		

* - Inside RH frame side rail on P models

283 CUBIC INCH V-8 ENGINE

TRADEMASTER V-8 PERFORMANCE

BASIC SPECIFICATIONS

Engine Type	Valve-In-Head
Piston Displacement	283 Cu.In.
Bore and Stroke (nominal)	3-7/8" x 3.00"
Compression Ratio	8.5:1
Taxable Horsepower (SAE)	48.0
Carburetor Type	2-Barrel
Idling Speed: RPM's	
Manual Transmission in Neutral	475
Automatic Transmission in Drive	450
Compression Pressure (engine hot)	140 PSI
Dry Weights:	
Engine and Clutch	607
With Transmission	736

ENGINE IDENTIFICATION

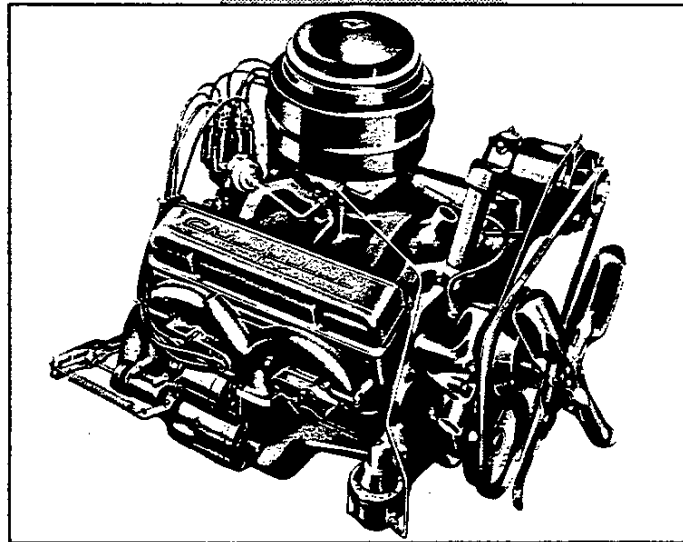
Engine Color Green

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

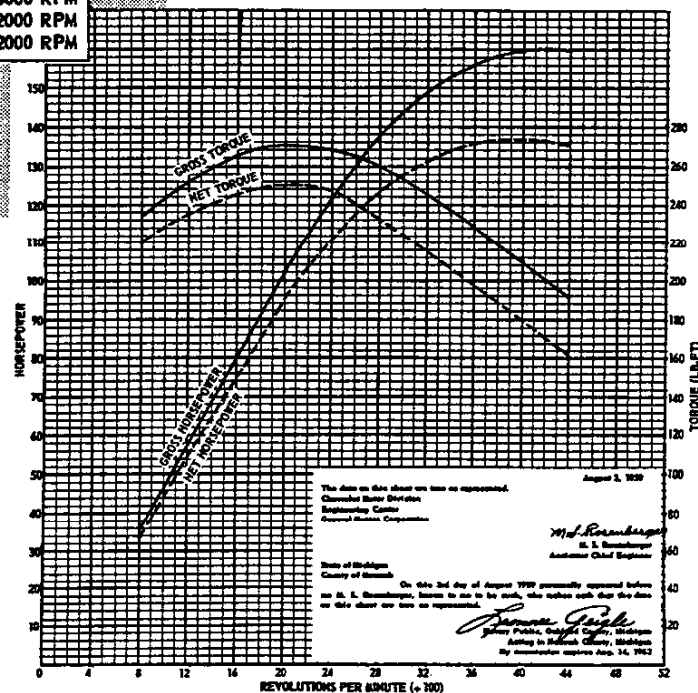
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



TRADEMASTER V-8

Gross Horsepower	160 at 4200 RPM
Net Horsepower	137 at 4000 RPM
Gross Torque, ft. lbs.	270 at 2000 RPM
Net Torque, ft. lbs.	250 at 2000 RPM



283 CUBIC INCH V-8 ENGINE - Cont'd.

TASKMASTER V-8 PERFORMANCE

BASIC SPECIFICATIONS

Engine Type Valve-In-Head
 Piston Displacement 283 Cu.In.
 Bore and Stroke (nominal) 3-7/8" x 3.00"
 Compression Ratio 8.0:1
 Taxable Horsepower (SAE) 48.0
 Carburetor Type 2-Barrel
 Idling Speed: RPM's
 Manual Transmission in Neutral 475
 Automatic Transmission in Drive 450
 Compression Pressure (engine hot) 140 PSI
 Dry Weights:
 Engine and Clutch 619
 With Transmission 771

ENGINE IDENTIFICATION

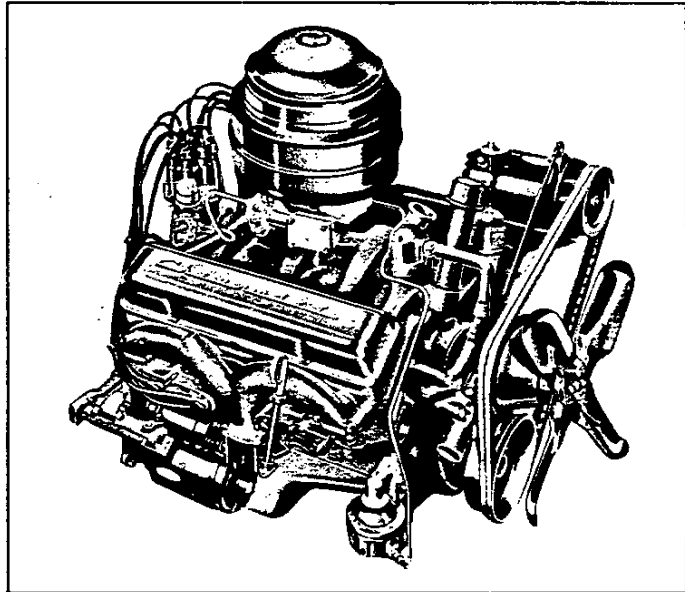
Engine Color Gray

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

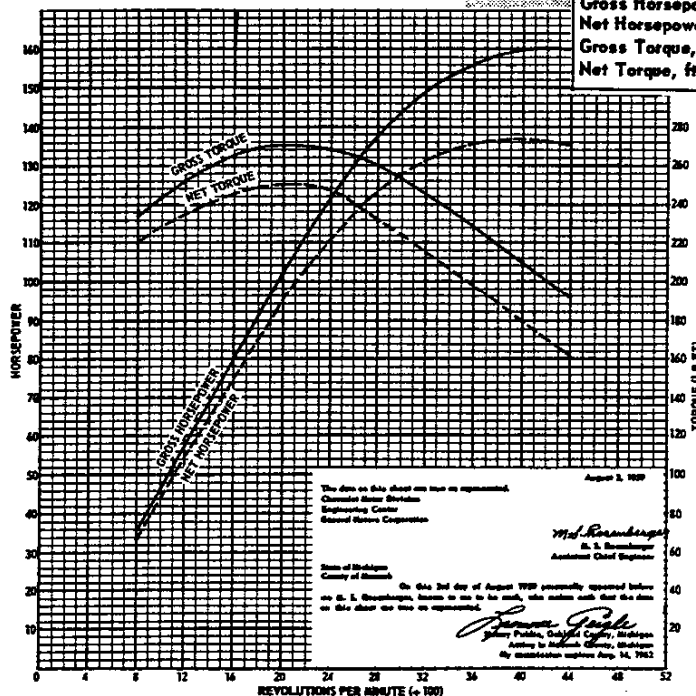
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

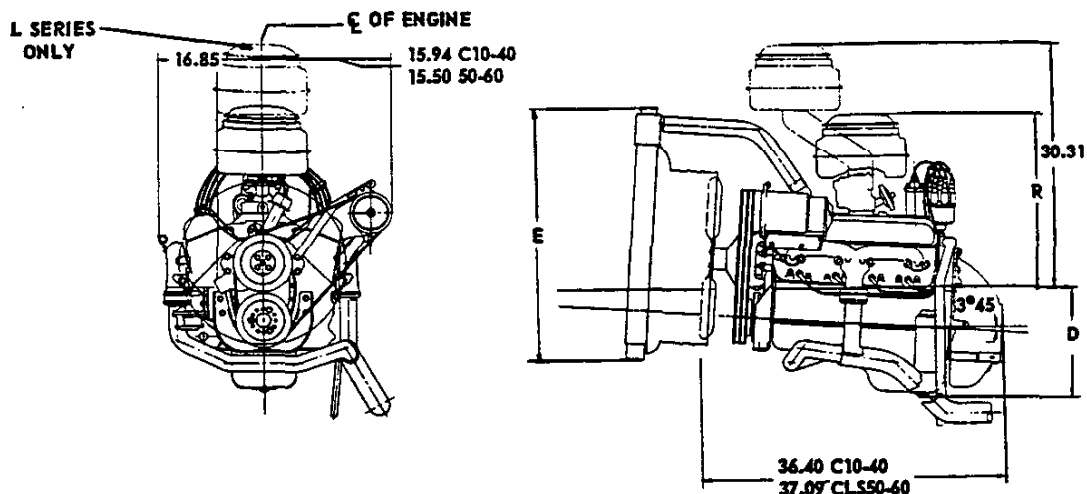
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



TASKMASTER V-8

Gross Horsepower 160 at 4200 RPM
 Net Horsepower 137 at 4000 RPM
 Gross Torque, ft.lbs. 270 at 2000 RPM
 Net Torque, ft.lbs. 250 at 2000 RPM





ENGINE NAME	TRADEMASTER	TASKMASTER
Series Applications	Optional CK10, CK20, C30 C40, CLS50	Optional CLST60

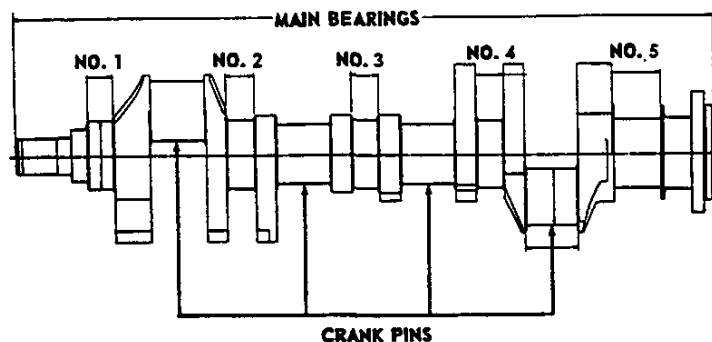
CYLINDER BLOCK

Material	Cast Alloy Iron
Bore diameter	3.874-3.877

CYLINDER HEAD

Material	Cast Alloy Iron
Type	Valve-in-Head
Cylinder head bolt torque	60-70 Foot-Pounds
Number of cylinder head bolts	34

CRANKSHAFT AND BEARINGS



CRANKSHAFT

Material	Forged Steel
Number of counterweights	6
Weight (lbs.)	48
End play	.002-.006
Stroke	2.995-3.005
Journal diameter	Numbers 1-5
Pulley diameter	2.2978-2.2988
	6.64
Crankpins	Width
	Diameter
	1.898-1.902
	1.999-2.000

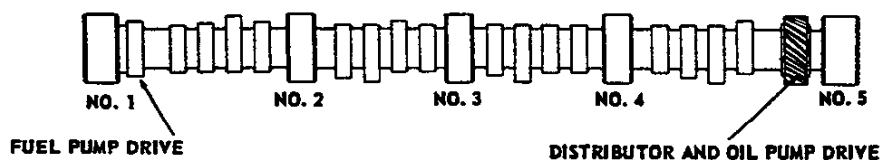
283 CUBIC INCH V-8 ENGINE - Cont'd.

ENGINE NAME	TRADEMASTER	TASKMASTER
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CRANKSHAFT CONTINUED

Harmonic balancer		Inertia, rubber mounted	
Main Bearings	Type	Precision, removable	
	Material	Moraine M100	#1 thru 4, M400; #5 M100
	End thrust against	Number 5 bearing	
	Bearing clearance	.0008-.0034	
	Theoretical	Number 1-4	2.3004
	I. D. *	Number 5	2.3004
	Effective	Number 1-4	0.762
	Length §	Number 5	1.170
	Projected	Number 1-4	1.753
	Area ¶	Number 5	2.691

CAMSHAFT AND BEARINGS



CAMSHAFT

Material		Cast alloy iron	
End play		None	
Camshaft Drive	Type	Link chain & sprocket	Roller chain & sprocket
	Sprocket	Drive	Steel
	Material	Driven	Cast alloy iron
	Timing Chain	No. of links	46 links
		Adjustment	None
		Pitch	0.500
		Width	0.875
Bearings	Material	Steel backed babbitt	
	Clearance	0.0015-0.0035	
	Ream diameter (all)	1.8712	
	Length	Number 1-4	0.740
		Number 5	0.940
	Projected	Number 1-4	1.384
	Area *	Number 5	1.758

* - Journal diameter plus vertical oil clearance.

§ - Overall length minus chamfers.

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



ENGINE NAME	TRADEMASTER	TASKMASTER
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PISTONS

Type	Cast aluminum alloy with steel struts	
Skirt and head	Open slipper, flat head	Solid slipper, flat head
Skirt clearance	0.0006-0.0010	
Top land groove	0.035-0.041	
Top ring groove insert	None	Yes, steel
Compression ring groove depth	0.2153-0.2203	
Oil ring groove depth	0.2093-0.2143	
Weight (ounces)	20.42	23.04

PISTON PINS

Material	Chromium steel
Type	Rod shrink-fit to pin
Diameter	0.9270-0.9273
Length	2.990-3.010
Taper limit in full length	0.0001
Clearance in piston	0.00015-0.00025
Surface finish	10-14 Micro-inches

CONNECTING RODS

Material	Forged steel
Rod width at piston end	1.007-1.011
Rod width at crankpin end	0.944-0.945
End play	0.008-0.014
Rod length $\bar{C}_1$ to $\bar{C}_2$	5.699-5.701

CRANKPIN BEARINGS

Type	Precision, removable insert	
Material	M100	M400
Bearing Dimensions	Diameter	2.0012
	Effective length	0.817
	Projected area *	1.635
Clearance on diameter	0.0007-0.0028	
Side clearance	0.008-0.014	

* - Based on ream diameter and overall length.

283 CUBIC INCH V-8 ENGINE - Cont'd.

ENGINE NAME	TRADEMASTER	TASKMASTER
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COMPRESSION RINGS

Number per piston	Two
Type	Upper Lower
Material	Thickwall, inside bevel Thickwall, inside bevel
Coating	Flash chrome Wear-resistant coated
Width	0.0775-0.0780
Gap	0.010-0.020
Diameter	3.875
Wall thickness	0.184-0.194
Ring - groove clearance	0.0012-0.0032

OIL CONTROL RING

Number per piston	One
Type	Multi-piece, two rails and one spacer
Material	Flat spring steel, A.I.S.I. C-1070 Stainless steel, A.I.S.I. 201 or 301
Coating	Upper and lower rails, chrome plated O. D.
Width	0.280 maximum
Rail gap	0.1370-0.1390
Diameter	0.015-0.055
Spacer	3.875
Rail wall thickness	3.892-3.918 (free diameter)
Total oil ring width	0.150-0.156
Ring groove clearance	0.154-0.160
	0.1885
	.0006-.0084

VALVE TRAIN

Valve	Type	Individually mounted rocker arms, push rod actuated
Operating Mechanism	Lifters	Hydraulic
	Rocker arm ratio	1.50:1
	Valve guides	Integral with head
	Valve lash (hot)	Zero
Inlet Valve	Material	C1041, steel
	Face coating	None
	Overall length	4.9024-4.9224
	Head diameter	1.715-1.725
	Stem diameter	0.3410-0.3417
	Stem to guide clearance	0.0010-0.0027
	Angle of valve face	45°
	Angle of seat in head	46°
	Valve lift	0.3336
Exhaust Valve	Material	21-4N, steel
	Face coating	None *
	Overall length	4.913-4.933
	Head diameter	1.495-1.505
	Stem diameter	0.3410-0.3417
	Stem to guide clearance	0.0010-0.0027
	Angle of valve face	45°
	Angle of seat in head	46°
	Valve lift	0.3336
	Exhaust valve rotators	None §

* - Aldipped in 50 series application.

§ - Roto coil in 50 series application.

ENGINE NAME	TRADEMASTER	TASKMASTER
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VALVE TRAIN CONTINUED

Valve	Compression length, closed	1.696 @ 76-84 pounds
	Compressed length, opened	1.366 @ 155-165 pounds
Springs **	Free length	2.03

VALVE SEATS

Material	Cast alloy iron	Cast alloy iron, induction hardened
Valve seat inserts	None	

VALVE TIMING

Inlet	Opens	18° BTC
	Closes	54° ABC
Exhaust	Opens	52° BBC
	Closes	20° ATC
Inlet ramp	Opening	0.0030
	Closing	0.0060
Exhaust ramp	Opening	0.0040
	Closing	0.0060
Inlet ramp length	Opening	7° 30'
	Closing	24°
Exhaust ramp length	Opening	10°
	Closing	15°

CRANKCASE VENTILATION

Road draft type	Standard
Positive type	Optional

LUBRICATION SYSTEM

GENERAL

Type	Full pressure system		
Method of Lubrication	Main bearings	Direct pressure	
	Camshaft bearings	Direct pressure	
	Timing gear	Centrifugally sprayed	
	Connecting rods	Direct pressure	
	Valve mechanism	Pressure and gravity	
	Cylinder walls	Cross sprayed by pressure jets	
	Piston pins	Cross sprayed by pressure jets	
	Valve lifter	Direct pressure	
Crankcase capacity	With filter	5 quarts *	6 quarts
	Without filter	4 quarts *	5 quarts

OIL PUMP

Type	Spur gear, distributor shaft driven
Pump intake	Fixed screen type
Pressure gauge type	Electric §
Normal oil pressure	30 psi @ 1170-1200 rpm
Capacity	4.01-4.22 gpm @ 1170-1200 rpm

OIL FILLER

Location	Top of engine at front
Cap type	Breather §

OIL FILTER

Type	Full flow, replaceable element
Capacity	One quart
Make and model	AC, OF 243
Element model number	PF-141
Element type	Paper

* - 6 quarts with filter, 5 quarts without filter in 50 series applications.

§ - Screw type with optional positive crankcase ventilation.

¶ - Tell-tale on light-duty models, gauge all others.

** - Valve spring dampers on Taskmaster only

283 CUBIC INCH V-8 ENGINE - Cont'd.

ENGINE NAME	TRADEMASTER	TASKMASTER
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OIL PAN

Drain plug location	Lower center of oil pan
Drain plug thread size	1/2 - 20 UNF-2A
Hex head size	7/8

OIL GRADE RECOMMENDATIONS

Not lower than 32°F	SAE 20W, SAE 20, SAE 10W-30
Not lower than 0°F	SAE 10W, SAE, 10W-30
Lower than 0°F	SAE 5W, SAE 5W-20

GENERAL

COOLING SYSTEM

Type	Pressurized	
By-pass type	Permanent	Thermostatically controlled
Cooling system capacity	*	

RADIATOR CORE

Make and type	Harrison, cellular *
Core thickness	2.00

RADIATOR HOSES

Material	Inlet	Fabric reinforced rubber
	Outlet	Steel reinforced rubber
Hose I. D.	Inlet	1-1/2
	Outlet	1-3/4

THERMOSTAT

Make	Harrison	Dole
Type	Pellet	
Begins at	167°-172°F	157°-162°F
Fully opened	192°F	182°F

WATER PUMP

Type	Centrifugal
Drive	Fan belt driven
Capacity	44.5 gpm @ 4000 engine rpm
Water pump bearing	Anti-friction, double row ball; #3704162

FAN

Number of blades	Four	
Blade diameter	19.00 \$	20.00
Blade type	Straight tip	
Fan to engine speed ratio	0.95:1	

FAN BELTS

Material	Reinforced rubber	
Type	High strength, low stretch, notched wedge belt	
Width	1/2	
Developed length	55.50	58.00
Number used	One	Two

* - See cooling system chart on page 47.

§ - 20.00 inches on Series 50 models.

ENGINE NAME	TRADEMASTER	TASKMASTER
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FUEL TANK

FUEL AND EXHAUST SYSTEM

Construction type	2-piece, seam welded *
Fuel tank capacities	See chart on

CARBURETOR

Type	Downdraft - 2 barrel
Make and model	Rochester 2G
Venturi I. D.	1.09
Throttle bore	1.437
SAE flange size	1.25
Choke control	Manual

AIR CLEANER

Make and type	AC, oil bath	
Capacity	One pint	One quart
Filter element material	Pita fiber	

FUEL FILTER

Tank filter	40 mesh wire cloth	None
Intermediate	None	Purolator, frame mounted
Carburetor	Porous bronze at fuel inlet	Screen on float valve

FUEL PUMP

Make and model	AC, EN	AC, GR
Type	Mechanical diaphragm	
Pressure range	5-1/4 - 6-1/2 psi	
Arm movement at camshaft	0.34	

GOVERNOR

Make	None	Delco-Remy
Type		Vacuum spinner
Setting	With synchromesh trans.	3700 rpm
(full load)	With automatic trans.	4000 rpm

MUFFLER, EXHAUST AND TAILPIPE

Muffler type	Single resonance, straight thru §	Single resonance, offset type
Exhaust pipe O. D.	2.00	
Tail pipe I. D.	1.88	

GENERAL

ELECTRICAL SYSTEM

Make and type	Delco-Remy, 12 volt
Firing order	1-8-4-3-6-5-7-2
Timing (initial setting)	4° BTDC
Timing mark location	On harmonic balancer

GENERATOR

Make and model	Delco-Remy, 1102096
Type	Two brush, shunt wound
Ampere rating	30
Drive	Fan belt
Pulley size	5.00 pitch diameter
Ventilation	By pulley fan
Brush spring tension	28 ounce
Armature rotation	Clockwise
Ratio, generator to engine - rpm	1.33:1
Maximum generator output	At 1840 engine rpm

* - 3-piece seam welded on school bus models.

§ - Offset type on 50 series.

283 CUBIC INCH V-8 ENGINE - Cont'd.

ENGINE NAME	TRADEMASTER	TASKMASTER
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OPTIONAL GENERATOR EQUIPMENT

Rating and model number	RPO 351	35 Ampere; 1102173
	RPO 327	40 Ampere; 1105123
	RPO 389	50 Ampere low-cut-in; 1106681

VOLTAGE AND CURRENT REGULATOR

Make and model		Delco-Remy, 1119001*
Location		Left hand side on upper radiator support
Voltage Regulator	Vibrator type	Single contact
	Volts	13.8-14.8
Current Regulator	Amperes	27-33
	Armature air gap	0.075
	Closing volts, cutout relay	11.8-13.5
	Average air and point gap	0.020

SPARK PLUGS

Make and model	AC, 44	AC, C42-1 comm
Thread size and type	14mm x 1.25mm, short reach	
Gap	0.033-0.038	
Torque	20-25 ft. lb	

IGNITION COIL

Make and model	Delco-Remy; 1115083
Amperes drawn	4.0, engine stopped; 1.5 engine idling

DISTRIBUTOR

Make and model	Delco-Remy; 1110947	Delco-Remy; 1112725
Breaker arm tension	19-23 ounces	
Nominal cam angle (dwell)	28°-32°	
Breaker point gap	0.019 (new); 0.016 (used)	
Condenser capacity	0.18-0.23 micro-farad	
Type of advance	Centrifugal and vacuum	

STARTING MOTOR

Make and model		Delco-Remy; 1107664
Number of pinion teeth		Nine
Flywheel to starter ratio		21.88:1
Test data (free speed)	Amperes	75
	Volts	10.3
	RPM	6900
Starter actuation		By solenoid

IGNITION SWITCH

Type	Key operated
Position	Locked off, unlocked off, on, start

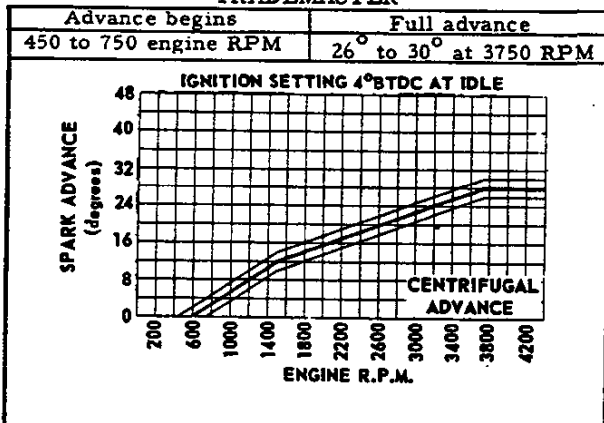
*-Used with 30 ampere generator.

ENGINE NAME	TRADEMASTER	TASKMASTER
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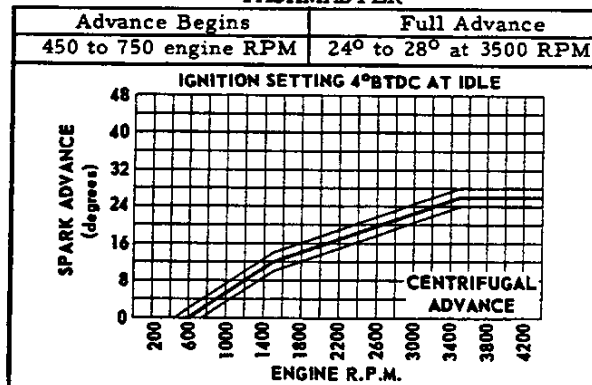
BATTERY DATA

Model number	25MR 53	668	35MR 72
Availability	CK10, CK20, C30, C40, CL50, CLT60	RPO CK10, CK20, C30, C40	S50, S60(RPO CL50, CLT60)
Capacity @ 20 hour rate	53 ampere hours	70 ampere hours	72 ampere hours
Plates per cell	9	11	11
Weight filled (lbs)	43	50	53
Dimensions	Length	10.19	10.19
	Width	6.75	6.75
	Height	8.75	8.75
Ground	Negative terminal		
Fully charged	Specific gravity of 1.270 $\pm$ 0.010 @ 80°F		
Location	Front right hand side of engine compartment.		

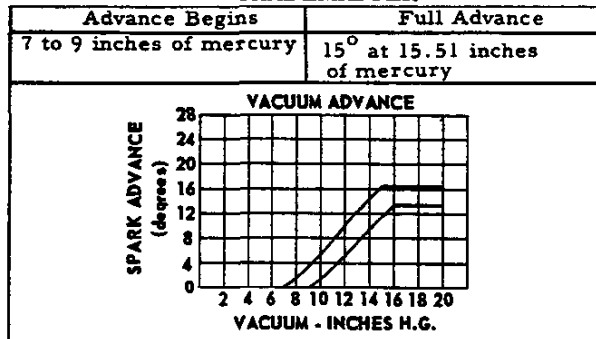
TRADEMASTER



TASKMASTER



TRADEMASTER



348 CUBIC INCH V-8 ENGINE

WORKMASTER SPECIAL V-8 PERFORMANCE

BASIC SPECIFICATIONS

Engine Type	Valve-In-Head
Piston Displacement	348 Cu.In.
Bore and Stroke (nominal)	4-1/8" x 3-1/4"
Compression Ratio	7.75:1
Taxable Horsepower (SAE)	54.45
Carburetor Type	2-Barrel
Idling Speed: RPM's	
Manual Transmission in Neutral	475
Automatic Transmission in Drive	450
Compression Pressure (engine hot)	140 PSI
Dry Weights:	
Engine and Clutch	802
With Transmission	1032

ENGINE IDENTIFICATION

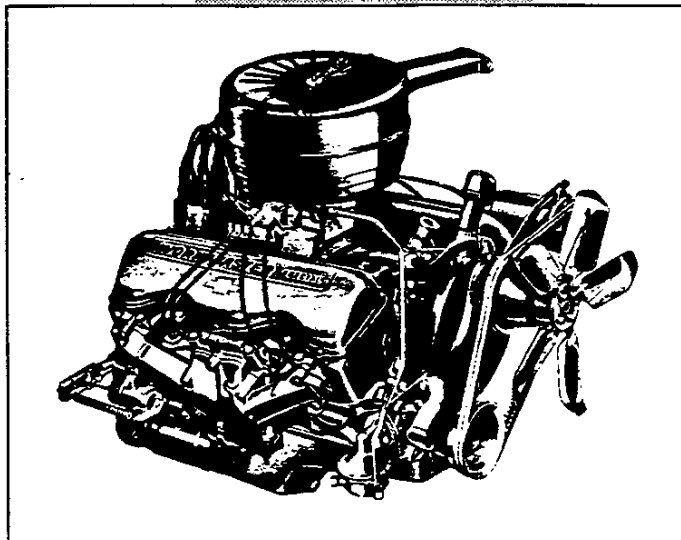
Engine Color	Gray
Decalcomania Color	Orange and White Letters on Clear Background
Decalcomania Location	RH Valve Rocker Cover

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

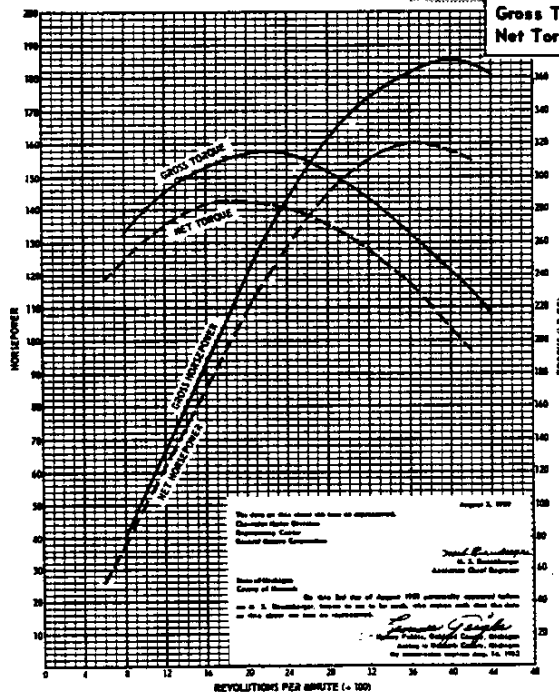
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



WORKMASTER Special V-8

Gross Horsepower	185 at 4000 RPM
Net Horsepower	160 at 3600 RPM
Gross Torque, ft.lbs.	315 at 2200 RPM
Net Torque, ft.lbs.	285 at 1800 RPM



WORKMASTER V-8 PERFORMANCE

BASIC SPECIFICATIONS

Engine Type Valve-in-Head
 Piston Displacement 348 Cu.In.
 Bore and Stroke (nominal) 4-1/8" x 3-1/4"
 Compression Ratio 7.75:1
 Taxable Horsepower (SAE) 54.45
 Carburetor Type 4-Barrel
 Idling Speed: RPM's
 Manual Transmission in Neutral 475
 Automatic Transmission in Drive 450
 Compression Pressure (engine hot) 140 PSI
 Dry Weights:
 Engine and Clutch 810
 With Transmission 1044

ENGINE IDENTIFICATION

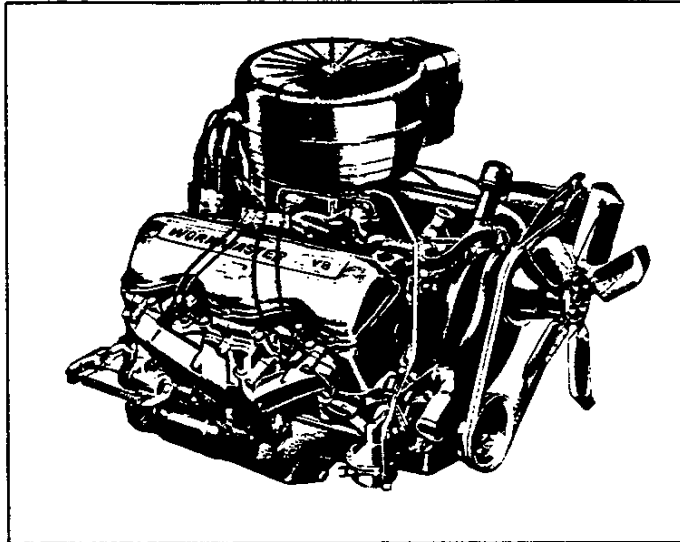
Engine Color Gray
 Decalcomania Color—Orange and White Letters on Clear Background
 Decalcomania Location RH Valve Rocker Cover

TEST PROCEDURES

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

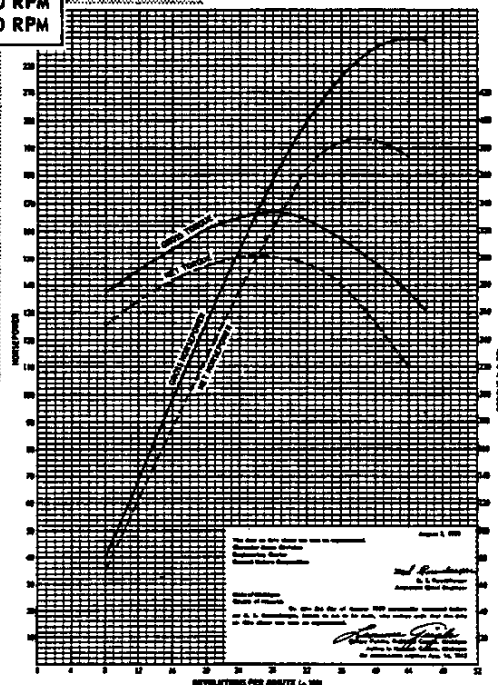
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

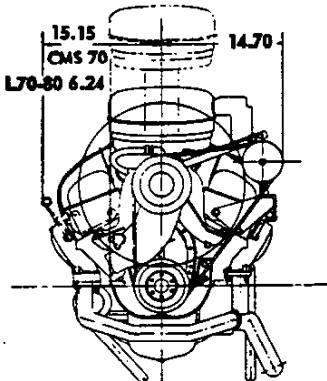


WORKMASTER V-8

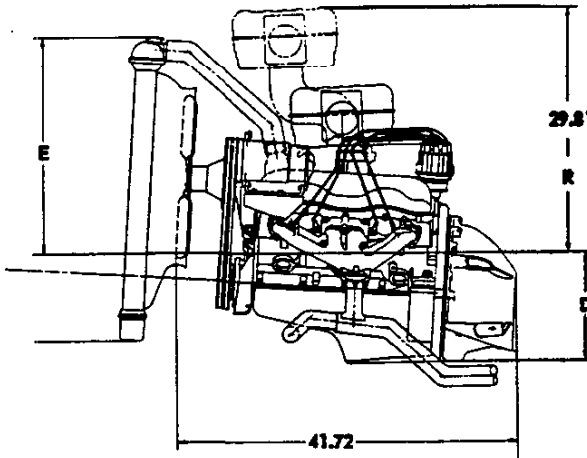
Gross Horsepower 230 at 4400 RPM
 Net Horsepower 194 at 3800 RPM
 Gross Torque, ft. lbs. 335 at 2800 RPM
 Net Torque, ft. lbs. 302 at 2600 RPM



348 CUBIC INCH V-8 ENGINE—Cont'd.



€ OF ENGINE



29.81 (L70-90 ONLY)

VERSION				
C	FS	C	E	F
C70		13.90	26.84	20.22
T80		13.90	26.84	20.13
L70		13.88	26.86	NONE
L80		13.88	26.86	NONE
M70		13.98	26.76	20.20
S70		13.99	26.76	20.20

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
Series Application	CLST70 (Opt. S67)	M70, CLT80

CYLINDER BLOCK

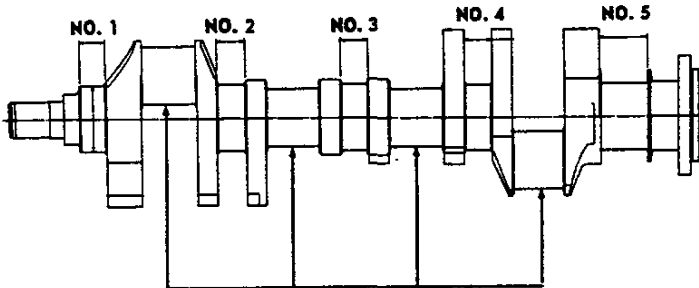
Material	Cast alloy iron
Bore diameter	4.124-4.127

ENGINE COMPONENTS

CYLINDER HEAD

Material	Cast alloy iron
Type	Valve-in-head
Cylinder head bolt torque	60-70 ft. lbs.
Number of cylinder head bolts	36

CRANKSHAFT AND BEARINGS



CRANK PINS

CRANKSHAFT

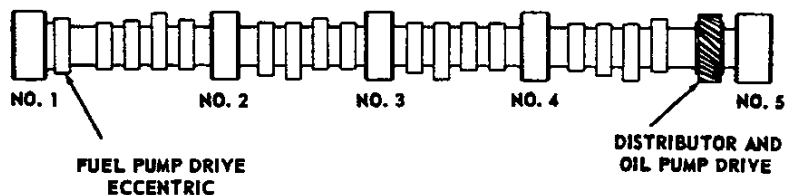
Material	Forged steel, induction hardened journals	
Number of counter weights	6	
Weight	59.5 pounds	
End play	.002-.006	
Stroke	3.250	
Journal diameter	2.4985	
Pulley diameter	6.64	
Crank pins	Width	1.998-2.002
	Diameter	2.199-2.200
Harmonic balancer	Inertia, rubber mounted	

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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CRANKSHAFT CONTINUED

Main Bearings	Type	Precision, removable	
	Material	Number 1-4, M400; Number 5, M100	
	End thrust against	Number 5 bearing	
	Bearing clearance	Number 1-4, .0006-.0032; Number 5, .0018-.0034	
	Theoretical I. D. *	Number 1-4	2.5004
		Number 5	2.5011
	Effective Length §	Number 1-4	1.002
		Number 5	1.263
	Projected Area ¶	Number 1-4	2.5054
		Number 5	3.1588

CAMSHAFT AND BEARINGS



CAMSHAFT

Material		Cast alloy iron	
End play		None	
Camshaft Drive	Type	Roller chain and sprocket	
	Sprocket Material	Drive	Steel
		Driven	Cast alloy iron
	Timing Chain	No. of rollers	64
		Adjustment	None
		Pitch	.375
Bearings	Material	Width	.875
		Clearance	.0015-.0035
		Ream diameter	1.8712
	Length	Number 1-4	.860
		Number 5	.940
	Projected Area **	Number 1-4	1.609
		Number 5	1.759

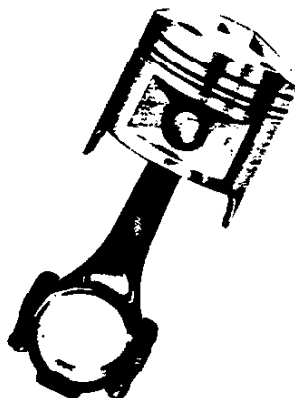
* - Journal diameter plus clearance.

§ - Overall length minus chamfers.

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

** - Based on ream diameter and overall length.

348 CUBIC INCH V-8 ENGINE-Cont'd.



ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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PISTONS

Type	Cast aluminum alloy with steel struts
Skirt and head	Solid slipper, peaked head
Skirt clearance	.0010-.0014
Top land groove	.033
Top ring groove insert	Yes, steel
Compression ring groove depth	.2287-.2362
Oil ring groove depth	.2187-.2237
Weight	30.016 ounces

PISTON PINS

Material	Chromium steel
Type	Rod shrunk - fit to pin
Diameter	.9895-.9898
Length	3.250-3.270
Taper limit in full length	.0001
Clearance in piston	.00025-.00035
Surface finish	10-14 micro-inches

CONNECTING RODS

Material	Forged steel
Rod width at piston end	1.058-1.062
Rod width at crankpin end	.994-.995
End play	.008-.014
Rod length C_1 to C_2	6.134-6.136

CRANKPIN BEARINGS

Type		Precision, removable
Material		M400
Bearing Dimensions	Diameter	2.2022
	Effective length	.857
	Projected area	1.8873 sq. in.
Clearance on diameter		.0007-.0028
Side clearance		.008-.014

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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COMPRESSION RINGS

Number per piston		Two
Type	Upper	Thickwall, tapered face
	Lower	Thickwall, tapered face
Material		Cast alloy iron
Coating	Upper	Chrome plated
	Lower	Wear resistant coated
Width		.0770-.0780
Gap		.015-.025
Diameter		4.125
Wall thickness		.196-.206
Ring groove clearance	Upper	.0012-.0027
	Lower	.0012-.0032

OIL CONTROL RING

Number per piston		One
Type		Multi-piece, two rails and one spacer
Material	Rails	Flat spring steel A.I.S.I. C1070
	Spacer	Stainless steel A.I.S.I. 201 or 301
Coating		Upper and lower rails; chrome plated O. D.
Width	Rails	.0250 maximum
	Spacer	.1370-.1390
Ring groove clearance		.0005
Rail gap		.015-.055
Diameter	Rails	4.125
	Spacer	4.165-4.192 (free diameter)
Rail wall thickness		.169-.175 (after plating)
Total oil ring width		.1885

VALVE TRAIN

Valve Operating Mechanism	Type	Individually mounted rocker arms, push rod actuated
	Lifters	Hydraulic
	Rocker arm ratio	1.75:1
	Valve guides	Integral with head
	Valve lash (hot)	Zero
Inlet Valve	Material	High alloy H. R. steel
	Face coating	Fully aluminized head with alldipped valve face
	Stem coating	.0002-.0010 chrome plate
	Overall length	5.045-5.065
	Head diameter	1.810-1.820
	Stem diameter	.3715-.3722
	Stem to guide clearance	.0008-.0023
	Angle of valve face	45°
	Angle of seat (in head)	46°
	Valve lift	.4005
	Material	Body, 21-4N steel; Tip, silichrome #1
Exhaust Valve	Face coating	Fully aluminized head with stellite face
	Overall length	5.067-5.087
	Head diameter	1.530-1.540
	Stem diameter	.3710-.3717
	Stem to guide clearance	.0025-.0042
	Angle of valve face	46°
	Angle of seat (in head)	46°
	Valve lift	.4119
	Exhaust valve rotators	Rotocoil

348 CUBIC INCH V-8 ENGINE-Cont'd.

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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VALVE TRAIN CONTINUED

Valve Springs	Compressed length, closed	1.626 @ 78-86 pounds
	Compressed length, opened	1.230 @ 184-196 pounds
	Free length	2.00
	Spring dampers	Yes

VALVE SEATS

Type	Replaceable
Material	Silichrome XB

VALVE TIMING

Inlet	Opens	18°30' BTC
	Closes	67°30' ABC
Exhaust	Opens	68°30' BBC
	Closes	25°30' ATC
Inlet ramp	Opening	.0034
	Closing	.0044
Exhaust ramp	Opening	.0034
	Closing	.0044
Inlet ramp length	Opening	10°
	Closing	13°
Exhaust ramp length	Opening	10°
	Closing	13°

CRANKCASE VENTILATION

Road draft type	Standard on all models except M70 series
Positive type	Standard on M70 series, optional all others

LUBRICATION SYSTEM

GENERAL

Type	Full pressure system	
Method of Lubrication	Main bearings	Direct pressure.
	Camshaft bearings	Direct pressure
	Timing gear	Centrifugally sprayed
	Connecting rods	Direct pressure
	Valve mechanism	Pressure and gravity
	Cylinder walls	Cross sprayed by pressurized jets
	Piston pins	Cross sprayed by pressurized jets
	Valve lifters	Direct pressure
Crankcase	With filter	7 quarts
Capacity (refill)	Without filter	6 quarts

OIL PUMP

Type	Spur gear, distributor shaft driven
Pump intake	Fixed screen type
Pressure gauge type	Electric
Normal oil pressure	30 psi @ 1170-1200 rpm
Capacity	4.01-4.22 gpm @ 1170-1200 rpm

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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LUBRICATION SYSTEM - Continued

OIL FILLER

Location	Top of engine at front
Cap type	Breather, filter element spring type *

OIL FILTER

Type	Full flow, replaceable element
Capacity	One quart
Make and model	AC, OF-243
Element model number	PF-141
Element type	Paper

OIL PAN

Drain plug location	Lower center of oil pan
Drain plug thread size	1/2 - 20 UNF-2A
Hex head size	7/8

OIL GRADE RECOMMENDATIONS

Not lower than 32°F	SAE 20W, SAE 20, SAE 10W-30
Not lower than 0°F	SAE 10W, SAE 10W-30
Lower than 0°F	SAE 5W, SAE 5W-20

FUEL AND EXHAUST SYSTEM

FUEL TANK

Construction	2-piece seam welded
Capacities	See fuel tank chart on page 48

CARBURETOR

Type	Downdraft, 2 barrel	Downdraft, 4 barrel
Make and control	Rochester, 2 G	Rochester, 4 G
Venturi I. D.	1.09	Primary, 1.12; Secondary, 1.25
Throttle bore	1.437	Primary, 1.31; Secondary, 1.437
SAE flange size	1.25	
Choke control	Manual	

MUFFLER, EXHAUST AND TAILPIPE

Muffler type	Single resonance, offset type
Exhaust pipe O. D.	2.50
Tail pipe I. D.	2.28

AIR CLEANER-

Make and type	AC, oil bath
Capacity	One quart
Filter element material	Cactus fiber
Air cleaner mounting	LCF models, remotely mounted; All others on carburetor

* - Screw type with positive ventilation on M70.

348 CUBIC INCH V-8 ENGINE-Cont'd.

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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FUEL AND EXHAUST SYSTEM - Continued

INSIDE/OUTSIDE AIR INTAKE *

Type	None	Thermostatically controlled
Valve box location		On air cleaner
Valve type		Damper
Outside intake begins to open		At 80°F
Outside intake fully opened		At 100°F

FUEL FILTER

Tank filter	None
Intermediate	Purolator, frame mounted
Carburetor	Screen on floating valve

FUEL PUMP

Make and model	AC, GR
Type	Mechanical diaphragm
Pressure range	5-1/4 - 6-1/2 psi
Arm movement at camshaft	0.34

COOLING SYSTEMS

GENERAL

Type	Pressurized
By-pass type	Thermostatically controlled
Cooling system capacity	See cooling system chart on page 47

RADIATOR CORE

Make and type	Harrison, tube and center
Core thickness	1-3/4

RADIATOR HOSES

Material	Inlet	Fabric reinforced rubber
	Outlet	Spring reinforced rubber
Hose I. D.	Inlet	2
	Outlet	2-3/4

THERMOSTAT

Make	Dole
Type	Pellet
Begins to open	157°-162°F
Fully opened	182°F

WATER PUMP

Make	Centrifugal
Drive	Fan belt driven
Capacity	81 gpm @ 4000 engine rpm
Water pump bearing	Anti-friction, double row ball; #954859

FAN

Number of blades	5
Blade diameter	20
Blade type	Straight tip
Fan to engine speed ratio	0.95:1

* - Not available on Tilt models.

§ - See cooling system chart on page 47 for additional data.

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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COOLING SYSTEM - Continued

FAN BELTS

Material	Reinforced rubber
Type	High strength low stretch notched wedge belt
Width	1 1/2
Developed length	63.50
Number used	Two §

ELECTRICAL SYSTEM

GENERAL

Make and type	Delco-Remy, 12 volt
Firing order	1-8-4-3-6-5-7-2
Timing (initial setting)	4° BTDC
Timing mark location	On harmonic balancer

GENERATOR

Make and type	Delco-Remy, 1102096
Type	Two brush, shunt wound
Ampere rating	30
Drive	Fan belt
Pulley size	5.00 Pitch diameter
Ventilation	By pulley fan
Brush spring tension	28 ounces
Armature rotation	Clockwise
Ratio - generator to engine RPM	1.33:1
Maximum generator output	At 1840 engine RPM

OPTIONAL GENERATOR EQUIPMENT

Rating and model number	RPO 351	35 Ampere, 1102173
	RPO 327	40 Ampere, 1105123
	RPO 389	50 Ampere, low cut-in, 1106681

GOVERNOR

Make	Delco-Remy
Type	Vacuum spinner
Setting (full load)	With synchromesh trans. 3700 RPM
	With automatic trans. 4000 RPM

VOLTAGE AND CURRENT REGULATOR

Make and model		Delco-Remy, 1119001 *
Location		L.H. side of radiator support assembly
Voltage Regulator	Vibrator type	Single contact
	Volts	13.8-14.8
Current Regulator	Amperes	27-33
	Armature air gap	0.075
	Closing volts, cutout relay	11.8-13.5
	Average air and point gap	0.020

* - With 30 ampere generator.

§ - Three on M70 models or with power steering option.

348 CUBIC INCH V-8 ENGINE-Cont'd.

ENGINE NAME	WORKMASTER SPECIAL	WORKMASTER
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ELECTRICAL SYSTEM - Continued

SPARK PLUGS

Make and model	AC, C42-N comm., long reach
Thread size and type	14MM x 1.25MM
Gap	.033-.038
Torque	20-25 ft. lb.

IGNITION COIL

Make and model	Delco-Remy, 1115083
Amperes drawn	4.0, engine stopped; 1.5, engine idling

DISTRIBUTOR

Make and model	Delco-Remy, 1112728
Breaker arm tension	19-23 ounces
Nominal cam angle (dwell)	28°-32°
Breaker point gap	0.019 (new); 0.016 (used)
Condenser capacity	0.18-0.23 micro-farad
Type of advance	Centrifugal

STARTING MOTOR

Make and model		Delco-Remy; 1107686
Number of pinion teeth		Nine
Flywheel to starter ratio		21.88:1
Test data (free speed)	Amperes	75
	Volts	10.03
	RPM	6900
Starter actuation		By solenoid.

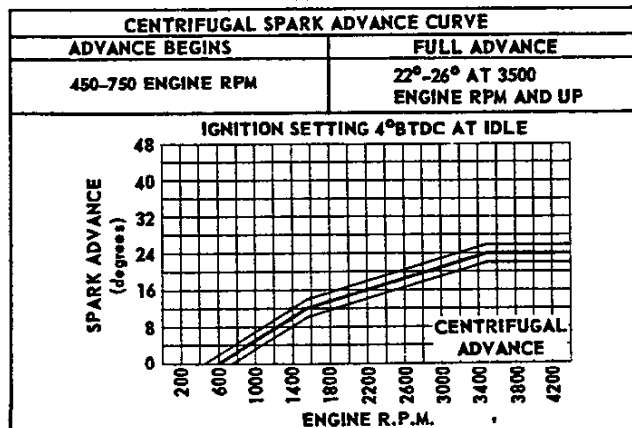
IGNITION SWITCH

Type	Key operated
Positions	Locked, off; unlocked, off; on, start

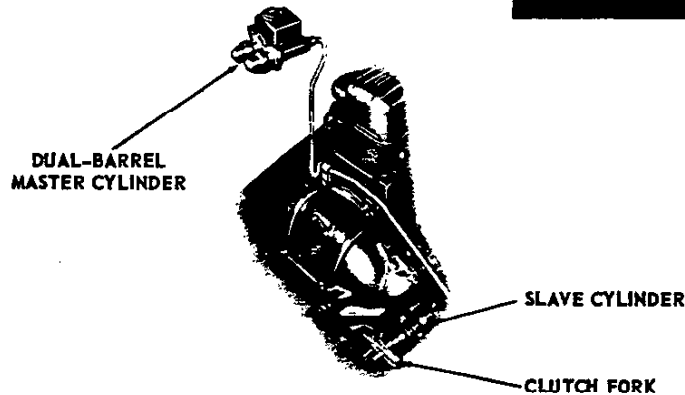
BATTERY DATA

MODEL NUMBER	2SMR53	3SMR72
AVAILABILITY	CLMST70 CLT80	RPO CLMST70 CLT80
CAPACITY AT 20 HOUR RATE	53 AMP. HOURS	72 AMP. HOURS
PLATES PER CELL	9	11
WEIGHTS FILLED (LBS.)	43	53
DIMENSIONS	LENGTH	10.19
	WIDTH	6.75
	HEIGHT	8.75
GROUND	NEGATIVE TERMINAL	
FULLY CHARGED	SPECIFIC GRAVITY OF 1.270 ± 0.010 AT 80°F	
LOCATION	FRONT RIGHT HAND SIDE ENGINE COMP.	

WORKMASTER



CLUTCHES



CLUTCH DATA

CLUTCH TYPE AND SIZE			10-INCH DIAPHRAGM	11-INCH DIAPHRAGM	11-INCH COIL	13-INCH COIL	
Availability			Thriftmaster (C10, C20, C30)	Thriftmaster (K10, K20, C40, CLS50) Thriftmaster Special (opt. Thriftmaster C10, C20, C30)	Jobmaster Trademaster Taskmaster	Workmaster Workmaster Special	
Rated torque capacity (ft. lbs.)			235	282	337	340	
Drive			Strap		Lug	Strap	
Clutch Springs	Number used		One		Twelve		
	Material		Hot rolled pickled steel		Heat treated spring wire		
	Total pressure		1325-1500 lbs.	1450-1600 lbs.	2078 lbs.	2179 lbs.	
	Spring release		Diaphragm action		3 Levers	4 Levers	
Driven Disk	Type		Single plate, dry disk with two facings				
	Vibration dampers		Six springs		Eight springs		
	Facing	Material	Woven asbestos composition *				
		Outside dia.	10	11		12-7/8	
		Inside dia	6	6-1/2		7-1/4	
		Thickness	0.130-0.136		0.150		
Area (sq. in.) §		100.53	123.70		177.76		
Bearing	Clutch Release	Type	Single row ball				
		Part number	909442		900018	904765	
		Lubrication	Permanently lubricated				
	Pilot	Make	Chevrolet				
		Part number	412562		954610		
		Type	Sintered bronze bushing, oil impregnated		Single row ball		
Controls	Type	Hydraulically actuated ‡					
	Main Cylinder	Location	On firewall				
		Size	1-1/8 diameter				
		Stroke	1-1/2				
	Slave Cylinder	Location	RH side of clutch housing				
		Size	1.00 diameter				
		Stroke	1-1/4				
Clutch fork		Drop forged steel, pivot mounted on ball					
Flywheel material			Cast iron, GM233-M				
Ring Gear	Type		Cold drawn steel, shrunk on flywheel				
	Number of teeth		168				
	Width and pitch dia.		0.4160 x 14.00				
Clutch attachment to flywheel			Six bolts			Eight bolts	

*-Steel backed on Jobmaster, Taskmaster, Workmaster Spec. and Workmaster applications

§-Both facings.

‡-Linkage type on forward control models.

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 (6 cyl.)	3.55:1 §	8.00-14	134	76	45			
		8.50-14	131	75	45			
3-Speed synchromesh Sedan Delivery (V-8)	3.36:1	8.00-14	106	66	43			
		8.50-14	104	65	42			
Powerglide - 6 cyl (Sed. Del & Pickup)	3.36:1	8.00-14	78		43			
		8.50-14	77		42			
Powerglide V-8 (Sed. Del. & Pickup)	3.08:1	8.00-14	71		39			
		8.50-14	71		39			
Turboglide V-8 Sed. Del. & Pickup	3.36	8.00-14	115		43			
		8.50-14	113		42			
Turboglide V-8 (Sed. Del. & Pickup)	3.08§	8.00-14	105		39			
		8.50-14	103		39			
3-Speed with Overdrive	Overdrive locked in Overdrive locked out	3.70:1	8.00-14	97	56	33		
			8.50-14	96	55	33		
			8.00-14	139	80	47		
			8.50-14	137	78	47		
3-Speed Synchromesh	3.38:1	6.70-15	125	71	43			
		6.50-16	120	69	41			
		7-17.5	117	67	40			
	3.90:1	6.70-15	144	82	49			
		6.50-16	138	79	47			
		7-17.5	135	77	46			
	4.57:1	7-17.5	159	91	54			
		8-17.5	151	86	51			
		8-19.5	138	79	47			
	5.14:1	7-17.5	178	102	61			
		8-17.5	170	97	58			
		8-19.5	156	86	49			
Heavy-Duty 3-Speed Synchromesh	3.90:1	6.50-16	149	82	47			
		7-17.5	146	81	46			
		7-17.5	171	94	54			
	4.57:1	8-17.5	163	90	51			
		8-19.5	149	82	47			
		7-17.5	192	106	61			
	5.14:1	8-17.5	183	101	58			
		8-19.5	168	93	53			
		6.70-15	77		43			
Powerglide	3.38:1	6.50-16	75		41			
		7-17.5	73		40			
		6.70-15	89		49			
	3.90:1	6.50-16	86		47			
		7-17.5	84		46			
		7-17.5	98		54			
	4.57:1	8-17.5	94		51			
		8-19.5	86		47			
		7-17.5	286	184	95	61		
Hydramatic	5.14:1	8-17.5	274	176	91	58		
		8-19.5	249	160	82	53		

§ - Also applies to 4-speed optional transmission with 348 engine.

§ - 348 V-8 engine.

Transmission	Axle Ratio	Tire Size	Engine RPM @ 1 MPH					
			First	Second	Third	Fourth	Fifth	Sixth
4-Speed Synchronesh	3.90:1 §	6.70-15	346	176	84	49		
		6.50-16	332	168	80	47		
		7-17.5	324	165	79	46		
	4.57 §	7-17.5	380	193	92	54		
		8-17.5	363	184	88	51		
		8-19.5	332	168	80	47		
	5.14	7-17.5	428	217	104	61		
		8-17.5	408	207	99	58		
		8-19.5	373	189	90	53		
	6.17	8-19.5	448	227	108	63		
	6.60:1	7-22.5	466	236	113	66		
		8-22.5	439	223	106	63		
		9-22.5	423	215	102	60		
		7.50-20	439	223	106	62		
	7.20:1	8.25-20	422	214	102	60		
		8-22.5	479	243	116	68		
		9-22.5	461	234	112	65		
		10-22.5	441	224	107	63		
		7.50-20	479	243	116	68		
		8.25-20	461	234	112	65		
	2-Speed 6.40/ 8.72:1	9.00-20	441	224	107	63		
		Hi 8-22.5	426	216	103	60		
		Lo 8-22.5	580	294	140	82		
		Hi 9-22.5	409	208	99	58		
		Lo 9-22.5	558	283	135	79		
		Hi 10-22.5	393	199	95	56		
		Lo 10-22.5	534	271	129	76		
		Hi 7.50-20	426	216	103	60		
		Lo 7.50-20	580	294	140	82		
		Hi 8.25-20	409	208	99	58		
		Lo 8.25-20	558	283	135	79		
		Hi 9.00-20	393	199	95	56		
		Lo 9.00-20	534	271	129	76		
	2-Speed 6.50/ 9.04:1	Hi 8-22.5	432	219	105	61		
		Lo 8-22.5	601	305	146	81		
		Hi 9-22.5	415	211	101	59		
		Lo 9-22.5	578	293	140	82		
		Hi 10-22.5	398	202	97	56		
		Lo 10-22.5	554	281	134	78		
		Hi 7.50-20	432	219	105	61		
		Lo 7.50-20	601	305	146	81		
		Hi 8.25-20	415	211	101	59		
		Lo 8.25-20	578	293	140	82		
		Hi 9.00-20	398	202	97	56		
		Lo 9.00-20	554	281	134	78		
	2-Speed 7.17/ 9.97:1	Hi 8-22.5	477	242	115	68		
		Lo 8-22.5	662	336	161	94		
		Hi 9-22.5	458	232	111	65		
		Lo 9-22.5	637	323	154	90		
		Hi 10-22.5	439	223	106	62		
		Lo 10-22.5	611	310	148	87		
		Hi 7.50-20	477	242	115	68		
		Lo 7.50-20	662	336	161	94		
		Hi 8.25-20	458	232	111	65		
		Lo 8.25-20	637	323	154	90		
		Hi 9.00-20	439	223	106	62		
		Lo 9.00-20	611	310	148	87		

§ - Multiply by 1.94 when four wheel drive transfer case is used in low range.

ENGINE SPEED AND PISTON TRAVEL-Cont'd.

Transmission	Axle Ratio	Tire Size	Engine RPM @ 1 MPH					
			First	Second	Third	Fourth	Fifth	Sixth
New Process 5-Speed Synchromesh	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	
		7.50-20	502	275	163	100	68	
		8.25-20	484	264	157	97	65	
		9.00-20	463	253	150	93	63	
	2-Speed 6.40/ 8.72:1	Hi 8-22.5	447	244	145	89	60	
		Lo 8-22.5	608	333	197	122	82	
		Hi 9-22.5	430	235	139	86	58	
		Lo 9-22.5	586	320	190	117	79	
		Hi 10-22.5	412	225	133	82	56	
		Lo 10-22.5	561	307	182	112	76	
		Hi 7.50-20	447	244	145	89	60	
		Lo 7.50-20	608	333	197	122	82	
		Hi 8.25-20	430	235	139	86	58	
		Lo 8.25-20	586	320	190	117	79	
		Hi 9.00-20	412	225	133	82	56	
		Lo 9.00-20	561	307	182	112	76	
	7.17:1	8-22.5	500	273	162	100	68	
		9-22.5	481	263	156	96	65	
		10-22.5	461	252	149	92	62	
		7.50-20	500	273	162	100	68	
		8.25-20	481	263	156	96	65	
		9.00-20	461	252	162	92	62	
	2-Speed 6.50/ 9.04:1	Hi 8-22.5	454	248	147	91	61	
		Lo 8-22.5	631	345	204	126	85	
		Hi 9-22.5	436	238	141	87	59	
		Lo 9-22.5	606	331	196	121	82	
		Hi 10-22.5	418	229	135	84	56	
		Lo 10-22.5	581	318	188	116	78	
		Hi 7.50-20	454	248	147	91	61	
		Lo 7.50-20	631	345	204	126	85	
		Hi 8.25-20	436	238	141	87	59	
		Lo 8.25-20	606	331	196	121	82	
		Hi 9.00-20	418	229	135	84	56	
		Lo 9.00-20	581	318	188	116	78	
	2-Speed 7.17/ 9.97:1	Hi 8-22.5	500	273	162	100	62	
		Lo 8-22.5	696	380	225	139	94	
		Hi 9-22.5	481	263	156	96	65	
		Lo 9-22.5	669	365	217	134	90	
		Hi 10-22.5	462	252	149	92	62	
		Lo 10-22.5	641	351	208	128	87	
		Hi 7.50-20	500	273	162	100	68	
		Lo 7.50-20	696	380	225	139	94	
		Hi 8.25-20	481	263	156	96	65	
		Lo 8.25-20	669	365	217	134	90	
		Hi 9.00-20	462	252	149	92	62	
		Lo 9.00-20	641	351	208	128	87	

Transmissions	Axle Ratio		Tire Size	Engine RPM @ 1 MPH					
				First	Second	Third	Fourth	Fifth	Sixth
Clark 265V 5-Speed Synchromesh	2-Speed 6.40/ 8.72:1	Hi	8-22.5	457	264	144	89	60	
		Lo		623	359	197	122	82	
		Hi	9-22.5	439	254	139	85	58	
		Lo		599	347	189	117	79	
		Hi	10-22.5	421	243	133	83	56	
		Lo		574	332	181	112	76	
		Hi	7.50-20	457	264	144	89	60	
		Lo		623	359	197	122	82	
		Hi	8.25-20	439	254	139	85	58	
		Lo		599	347	189	117	79	
		Hi	9.00-20	421	243	133	83	56	
		Lo		574	332	181	112	76	
	2-Speed 6.50/ 9.04:1	Hi	8-22.5	464	268	147	90	61	
		Lo		645	373	204	125	85	
		Hi	9-22.5	446	258	141	88	59	
		Lo		622	359	197	122	82	
		Hi	10-22.5	428	248	136	84	56	
		Lo		595	344	188	117	78	
		Hi	8.25-20	446	258	141	88	59	
		Lo		622	359	197	122	82	
	7.17:1	Hi	8-22.5	428	248	136	84	56	
		Lo		595	344	188	117	78	
		Hi	9.00-20	428	248	136	84	56	
		Lo		595	344	188	117	78	
Clark 267V 5-Speed Close-Ratio Synchromesh	7.17:1	Hi	8-22.5	512	296	162	100	68	
		Lo		492	284	156	96	65	
		Hi	9-22.5	492	284	156	96	65	
		Lo		472	273	149	92	62	
		Hi	10-22.5	492	284	156	96	65	
		Lo		472	273	149	92	62	
		Hi	8.25-20	492	284	156	96	65	
		Lo		472	273	149	92	62	
	2-Speed 6.40/ 8.72:1	Hi	8-22.5	409	236	121	80	68	
		Lo		393	227	117	77	65	
		Hi	9-22.5	393	227	117	77	65	
		Lo		377	218	112	73	62	
		Hi	10-22.5	377	218	112	73	62	
		Lo		393	227	117	77	65	
		Hi	8.25-20	393	227	117	77	65	
		Lo		377	218	112	73	62	
	2-Speed 6.50/ 9.04:1	Hi	8-22.5	457	264	144	89	60	
		Lo		623	359	197	122	82	
		Hi	9-22.5	439	254	139	85	58	
		Lo		599	347	189	117	79	
		Hi	10-22.5	421	243	133	83	56	
		Lo		574	332	181	112	76	
		Hi	8.25-20	439	254	139	85	58	
		Lo		599	347	189	117	79	
		Hi	9.00-20	421	243	133	83	56	
		Lo		574	332	181	112	76	
		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	
		Hi	8.25-20	357	206	106	70	59	
		Lo		497	287	148	97	82	
		Hi	9.00-20	342	198	102	67	56	
		Lo		476	275	141	93	78	

ENGINE SPEED AND PISTON TRAVEL-Cont'd.

Transmissions	Axle Ratio	Tire Size	Engine RPM @ 1 MPH					
			First	Second	Third	Fourth	Fifth	Sixth
Clark 267V 5-Speed Close-Ratio Synchromesh	2-Speed 7.17/ 9.97:1	Hi	409	236	122	80	68	
		Lo	569	329	169	111	94	
		Hi	394	228	117	77	65	
		Lo	548	316	163	107	90	
		Hi	377	218	112	73	62	
		Lo	525	303	156	102	87	
		Hi	394	228	117	77	65	
		Lo	548	316	163	107	90	
		Hi	377	218	112	73	62	
		Lo	525	303	156	102	87	
Spicer 3152 5-Speed Synchromesh	7.17:1	8-22.5	509	281	165	98	67	
		9-22.5	491	271	159	94	65	
		10-22.5	470	259	152	90	62	
		7.50-20	509	281	165	98	67	
		8.25-20	491	271	159	94	65	
		9.00-20	470	259	152	90	62	
	7.67:1	10.00-20	457	252	148	88	60	
		9-22.5	525	290	171	101	70	
		10-22.5	503	278	163	97	67	
		11-22.5	486	269	158	93	64	
		8.25-20	525	290	171	101	70	
		9.00-20	503	278	163	97	67	
	2-Speed 6.50/ 8.87:1	10.00-20	486	269	158	93	64	
		Hi	445	246	144	85	59	
		Lo	607	335	197	117	80	
		Hi	426	235	138	82	56	
		Lo	581	321	189	112	77	
		Hi	414	229	134	79	55	
		Lo	562	311	183	108	75	
		Hi	445	246	144	85	59	
		Lo	607	335	197	117	80	
		Hi	426	235	138	82	56	
		Lo	581	321	189	112	77	
	2-Speed 7.17/ 9.77:1	Hi	414	229	134	79	55	
		Lo	562	311	183	108	75	
		Hi	491	271	159	94	65	
		Lo	669	369	217	128	89	
		Hi	470	260	153	90	62	
		Lo	640	354	208	123	85	
		Hi	456	252	148	88	60	
		Lo	620	342	201	119	82	
		Hi	491	271	159	94	65	
		Lo	669	369	217	128	89	
		Hi	470	260	153	90	62	
		Lo	640	354	208	123	85	
		Hi	456	252	148	88	60	
		Lo	620	342	201	119	82	
Spicer 3152 5-Speed Synchro- mesh	Auxiliary trans	Direct	509	281	165	198	67	
		Inter.	647	357	209	124	85	
		Low	1018	562	330	195	134	
		Direct	491	271	159	94	65	
		Inter.	624	344	202	119	83	
		Low	982	542	318	188	130	
		Direct	470	259	152	90	62	
		Inter.	597	329	192	114	79	
		Low	940	518	304	180	124	
		Direct	509	281	165	198	67	

Transmission			Axle Ratio	Tire Size	Engine RPM @ 1 MPH						
					First	Second	Third	Fourth	Fifth	Sixth	
Spicer 3152 5-Speed Synchro- mesh	Auxiliary trans.	Direct	7.17:1	7.50-20	509	281	165	98	67		
		Inter.			647	357	209	124	85		
		Low			1018	562	330	195	134		
		Direct		8.25-20	491	271	159	94	65		
		Inter.			624	344	202	119	83		
		Low			982	542	318	188	130		
		Direct		9.00-20	470	259	152	90	62		
		Inter.			597	329	192	114	79		
		Low			940	518	304	180	124		
Spicer 3152A 5-Speed Close-Ratio Synchromesh			7.67:1	9-22.5	416	230	135	79	70		
				10-22.5	399	220	129	77	66		
				11-22.5	388	214	125	74	65		
				8.25-20	416	230	135	79	70		
				9.00-20	399	220	129	77	66		
				10.00-20	388	214	125	74	65		
			2-Speed 6.50/ 8.87:1	9-22.5	Hi	353	195	114	67	59	
					Lo	482	265	156	93	80	
				10-22.5	Hi	338	186	109	65	56	
					Lo	461	254	150	89	77	
				11-22.5	Hi	329	181	106	63	55	
					Lo	446	246	145	86	75	
				8.25-20	Hi	353	195	114	67	59	
					Lo	482	265	156	93	80	
				9.00-20	Hi	338	186	109	65	56	
					Lo	461	254	150	89	77	
				10.00-20	Hi	329	181	106	63	55	
					Lo	446	246	145	86	75	
			2-Speed 7.17/ 9.77:1	9-22.5	Hi	390	215	126	75	65	
					Lo	531	292	172	102	89	
				10-22.5	Hi	373	206	121	71	62	
					Lo	508	280	165	98	85	
				11-22.5	Hi	362	199	117	70	60	
					Lo	492	271	159	94	82	
				8.25-20	Hi	390	215	126	75	65	
					Lo	531	292	172	102	89	
				9.00-20	Hi	373	206	121	71	62	
					Lo	508	280	165	98	85	
				10.00-20	Hi	362	199	117	70	60	
					Lo	492	271	159	94	82	
Powermatic 6-Speed (Converter locked)			7.17:1	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	
				7.50-20	357	257	182	131	94	68	
				8.25-20	344	248	175	126	90	65	
				9.00-20	329	237	167	121	87	62	
			7.20:1	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	
				7.50-20	359	258	182	132	94	68	
				8.25-20	345	249	176	127	91	65	
				9.00-20	331	238	168	121	87	63	
			7.67:1	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	
				8.25-20	368	265	187	135	97	70	
				9.00-20	352	254	179	129	93	67	
				10.00-20	341	245	173	125	90	64	

ENGINE SPEED AND PISTON TRAVEL-Cont'd.

Transmission		Axle Ratio	Tire Size	Engine RPM @ 1 MPH					
				First	Second	Third	Fourth	Fifth	Sixth
Powermatic 6-Speed (Converter locked)	Auxiliary Transmission	7.17:1	8-22.5	357	257	182	131	94	68
				453	326	231	166	119	86
				714	514	364	262	188	176
			9-22.5	344	248	175	126	90	65
				436	314	222	160	114	83
				686	494	350	252	180	130
			10-22.5	329	237	167	121	87	62
				418	301	212	154	110	79
				658	474	334	242	174	124
			7.50-20	357	257	182	131	94	68
				453	326	231	166	119	86
				714	514	364	262	188	176
			8.25-20	344	248	175	126	90	65
				436	314	222	160	114	83
				686	494	350	252	180	130
			9.00-20	329	237	167	121	87	62
				418	301	212	154	110	79
				658	474	334	242	174	124
			10.00-20	320	230	163	117	84	60
				406	292	207	149	106	76
				640	460	326	234	168	120

*- For piston travel in feet/minute multiply engine RPM by 0.656 for all six cylinder engines; 0.500 for 283 cubic inch V-8 engines; 0.542 for 348 cubic inch V-8 engines.

GENERAL ENGINE DATA

COOLING SYSTEM

Series	Trans- mission	Engine	Radiator Type	Radiator Constant	Core Dimensions			Area Sq. In.	System Capacity *	Pressure Cap Capacity	Fan Number of Blades & Diameter	
					Height	Width	Thick- ness					
C10-20 C30 K10-20	Synchro- mesh	235 L-6 283 V-8	Cellular	.25 x .56	19.95	21.36	2	426	17.00 17-1/2	7 lb.	4 x 19"	
C10-20	Power- glide	235 L-6 283 V-8	Cellular	.20 x .56	19.88	23.60	2-1/2	469	17-1/2 18			
C40	Synchro- mesh	235 L-6 283 V-8	Cellular	.22 x .56	19.93	23.60	2	470	17-1/2 18			
P20 P30	Synchro- mesh Hydra- matic	235 L-6	Cellular	.25 x .56	19.95	21.36	2	426	17			
CLS50	Synchro- mesh	235 L-6 283 V-8	Cellular	.25 x .56	24.70	23.60	2	583	18 18-1/2			4 x 20"
CLS60	Synchro- mesh	261 L-6 283 V-8	Cellular	.22 x .56 .25 x .56	24.70	23.60	2	583	18 18-1/2			
	Power- matic	261 L-6 283 V-8	Tube & Center	.18 x .55		23.57	2-5/8	581	21 21-1/2			9 lb.
T60	Synchro- mesh	261 L-6 283 V-8	Cellular	.20 x .56	19.93	23.60	2-1/2	470	25-1/2 26			7 lb.
	Power- matic	283 V-8	NA	NA	NA	NA	NA	NA	NA		NA	
CLS70 CL80	Synchro- mesh	348 V-8	Tube and Center	.20 x .56	29.00	23.57	1-3/4	684	30		9 lb.	5 x 20"
	Power- matic			.18 x .55			2-5/8		31			
T70 T80	Synchro- mesh	348 V-8	Tube & Fin	10.5	24.00	28.72	2-1/4	689	37-1/2	NA		
	Power- matic		NA	NA	NA	NA	NA	NA	NA			
M70	Synchro- mesh	348 V-8	Tube and Center	.20 x .55	29.00	23.57	1-3/4	684	30	9 lb.		
	Power- matic			.18 x .55			2-5/8		31			

HEAVY-DUTY COOLING SYSTEM

Series	Trans- mission	Engine	Radiator Type	Radiator Constant	Core Dimensions			Area Sq. In.	System Capacity *	Pressure Cap Capacity	Fan Number of Blades & Diameter
					Height	Width	Thick- ness				
CK10-20 C30, 40	Synchro- mesh	235 L-6	Cellular	.20 x .56	19.88	23.60	2-1/2	469	17-1/2	7 lb.	4 x 19"§
		283 V-8							18		
CLS50 60	Synchro- mesh	235 L-6	Cellular	.20 x .56	24.70	23.60	2-1/2	583	18		5 x 20"
		283 V-8							18-1/2		
CL70, 80 MS70	Synchro- mesh	348 V-8	Tube & Center	.18 x .55	29.00	23.57	2-5/8	684	31	9 lb.	6 x 20"
T60-70 T80	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

*-Add one quart of water to models equipped with a heater.

§-C40 models use a five bladed, 19 inch diameter fan.

NA- Information not available at time of publication.

GENERAL ENGINE DATA -Cont'd.

FUEL TANK DATA

Series and Models	Tank Location	Std. or RPO	Capacity (Gallons)	Construction Type
10 through 60 series cabs, except tilt cabs	Back of seat, in cab	Std.	17-1/2	2-Piece seam welded
		RPO	20-1/2	
70 and 80 series cab models, except tilt cabs	Back of seat, in cab	Std.	20-1/2	
Tilt cab models	Outside right hand side rail	Std.	18	
C10 and C20 series except cab models	Inside of frame, behind rear axle	Std.	20	
K10 and K20 series except cab models	Inside of frame behind rear axle	Std.	17	
30 and 40 series except cab models	Outside left hand side rail	Std.	20	
50 and 60 series except cab models	Outside right hand side rail	Std.	18	
P23, P33 forward control models	Outside right hand side rail	Std.	15-1/2	3-Piece seam welded
P25, P26, P35, P36 forward controls	Outside right hand side rail	Std.	18	
		RPO	30	
School bus models	Outside right hand side rail	Std.	30	

ANTI-FRICTION BEARINGS

Generator	Bearing Function	GM Part Number	Bearing Type
30 Ampere	Commutator end	954378	Single row ball
35 Ampere	Commutator end	908604	
35 Ampere	Generator drive end	954685	
50 Ampere		904571	