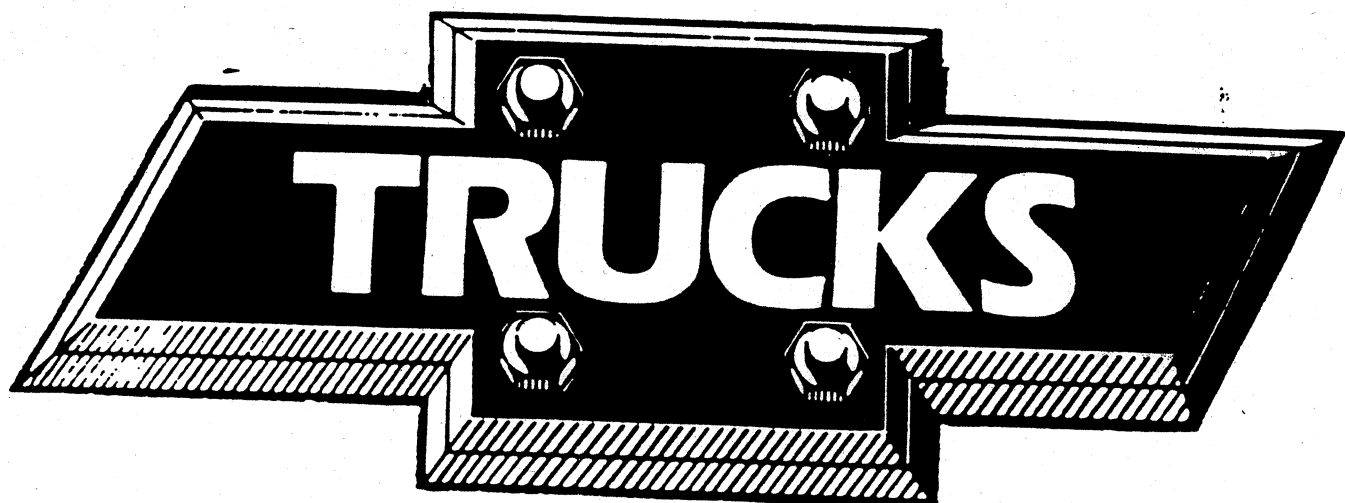


CHEVROLET



1962

Pickups

SELECTOR



8½-ft Corvair 95 Body

Inside Length.....	105⅞"
Inside Width.....	61¼"
Inside Height.....	15⅞"-28⅞"

Maximum Rated Payload	Model	Pages
1900 lb	R1244	2-3
1850 lb	R1254	4-5



6½-ft Stepside Body★

Inside Length.....	78⅞"
Inside Width.....	50"
Inside Height.....	17½"

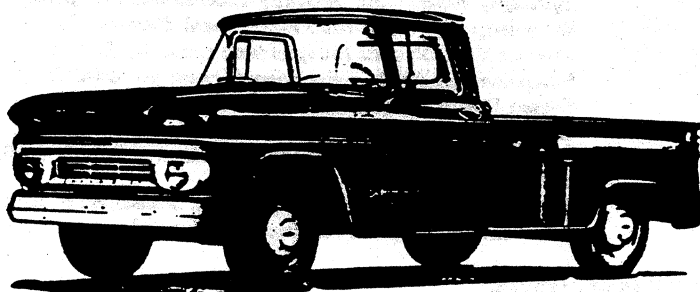
Maximum Rated Payload	Model	Pages
1550 lb	C1404	6-7



6½-ft Fleetside Body★

Inside Length.....	78⅞"
Inside Width.....	72"
Inside Height.....	19⅞"

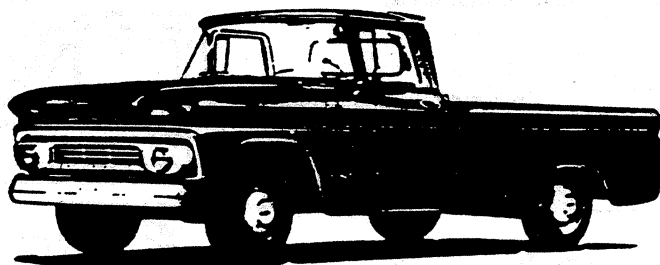
Maximum Rated Payload	Model	Pages
1500 lb	C1434	8-9



8-ft Stepside Body★

Inside Length.....	98"
Inside Width.....	50"
Inside Height.....	17½"

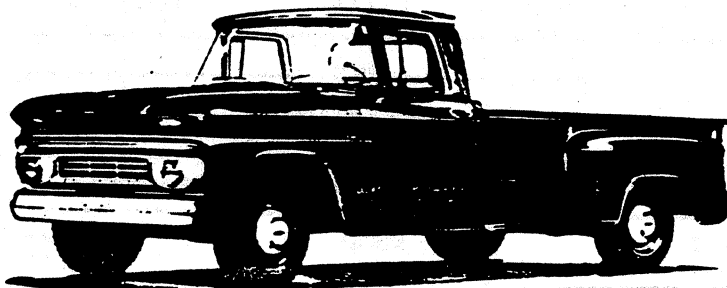
Maximum Rated Payload	Model	Pages
1400 lb	C1504	10-11
3450 lb	C2504	14-15



8-ft Fleetside Body★

Inside Length.....	98"
Inside Width.....	72"
Inside Height.....	19⅞"

Maximum Rated Payload	Model	Pages
1300 lb	C1534	12-13
3350 lb	C2534	16-17



9-ft Stepside Body

Inside Length.....	108¼"
Inside Width.....	50"
Inside Height.....	17½"

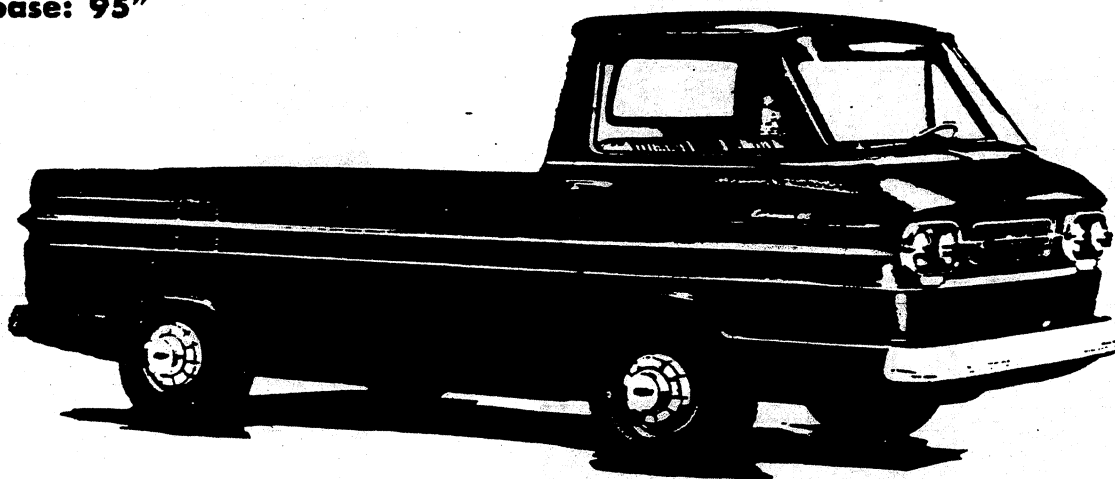
Maximum Rated Payload	Model	Pages
3450 lb	C3604	18-19

★ Also see 4-Wheel Drive section.

MODEL R1244 PICKUP (Loadside)

GVW Ratings up to 4600 lb

Wheelbase: 95"



STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted

Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*

Battery: 12-Volt; 54-plate; capacity 42 amp-hr

Brakes, Service: Hydraulic with 1" master cylinder

Sizes: front and rear 11" x 2"

Effective area: drum 276 sq in; lining 167 sq in

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front and rear; painted

Carburetor: Two; single-barrel; automatic choke

Clutch: Diameter 9 1/4"; area 72 sq in

Cooling: Air cooled by 11" centrifugal blower; 215° thermostat

Controls & Instruments: Head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 145 Six

Gross horsepower.....80

Gross torque, lb-ft.....128

Engine Ventilation: Road-draft type

Frame: Unitized body-frame construction

Fuel Filter: At carburetor; porous sintered bronze

Fuel Tank: Capacity 18 1/2 gallons

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 4600 lb

Lights: Head, parking, tail and stop

Mirror: Inside

Oil Filter: Full-flow; capacity 1 pt

Seat: Full-width

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1150 lb each at ground

Springs, Rear: Coil; capacity 1150 lb each at ground

Steering: Ball-gear, ratio 20.0; wheel diameter 17"

Suspension, Front: Independent; capacity 2500 lb

Suspension, Rear: Independent; capacity 2500 lb

Tires: Five tubeless 7.00-14/4PR front, single rear and spare

Tools: Mechanical jack; wheel wrench

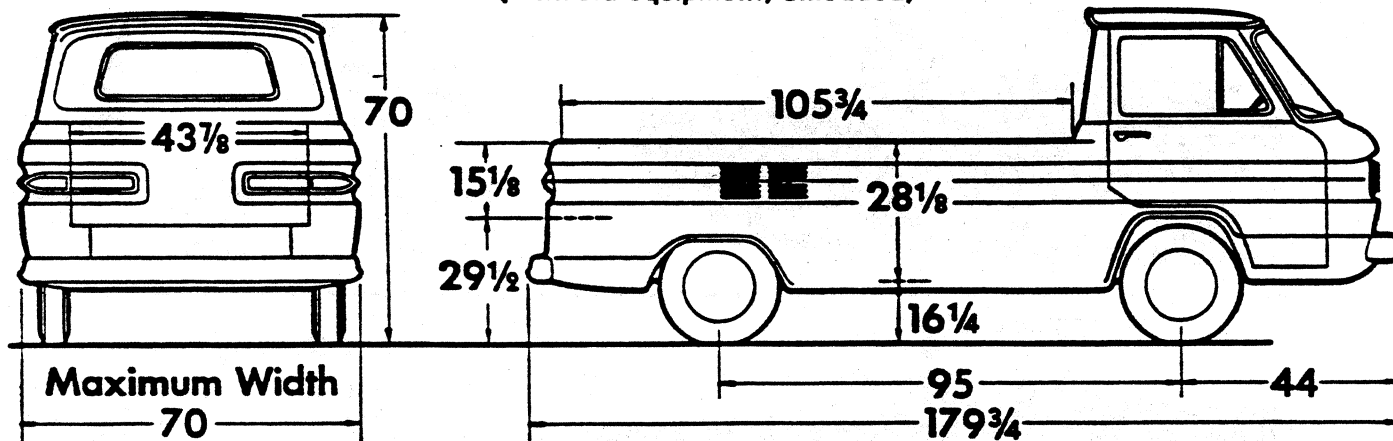
Transmission: 3-speed synchro-mesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)

Wheels: Five 14" x 5.0"; attachment, 5 studs on 5" circle

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1390	1310	2700	47%	53%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1350 lb	4000 lb	Standard	7.00-14	7.00-14
1900 lb	4600 lb	Standard	7.00-14/6-ply	7.00-14/6-ply

OPTIONAL EQUIPMENT

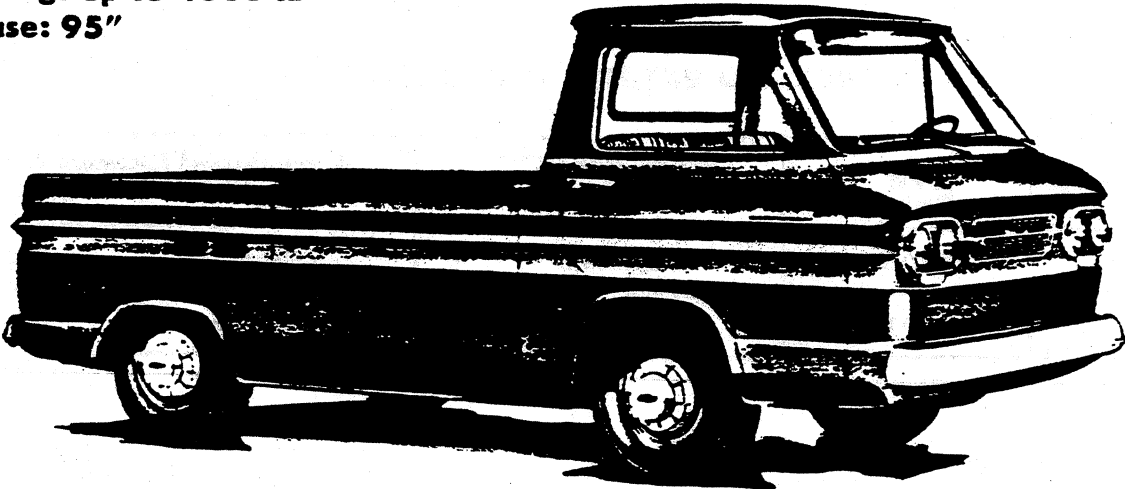
For dealer-installed equipment, see Custom Features section

Axle, Positraction Rear 481	Generator: 35-amp, low cut-in 650	Radio: Manual control 123
Custom Chrome: Includes front and rear chromed bumpers and hub caps.. 393	Glass, Laminated: For door windows 370	Shock Absorbers: Heavy-duty, front .. 213
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate..... 431	Heater & Defroster: Gasoline operated..... 128 Direct air..... 138	Transmission: 4-speed synchro-mesh..... 652 Powerglide..... 667
Floor, Level Pickup Box 134	Mirror, Exterior: 8-inch fixed arm Left side..... 210 Left and right sides..... 210	Wheel Covers 132
	Paint, Exterior: See Colors section	Windshield Wipers: Electric; 2 speed; includes windshield washers..... 355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4-ply blackwall	975	5.0"	Std	—
7.00-14/4-ply whitewall	975	5.0"	647	—
7.00-14/6-ply blackwall	1065	5.0"	648	—
7.00-14/6-ply whitewall	1065	5.0"	674	—

GVW Ratings up to 4600 lb
Wheelbase: 95"



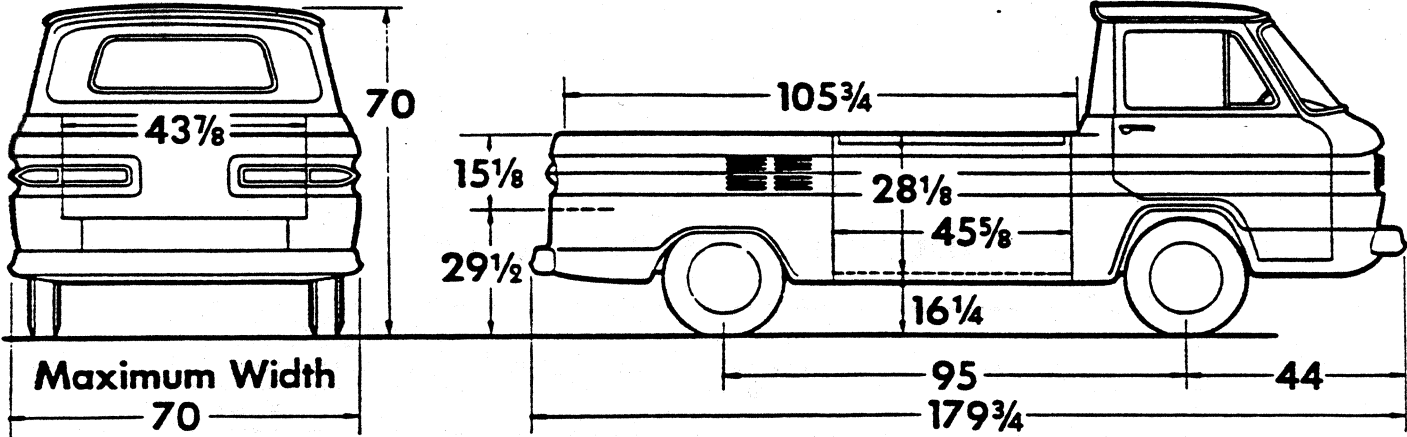
STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 42 amp-hr
Brakes, Service: Hydraulic with 1" master cylinder
Sizes: front and rear 11" x 2"
Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front and rear; painted
Carburetor: Two; single-barrel; automatic choke
Clutch: Diameter 9 $\frac{1}{8}$ "; area 72 sq in
Cooling: Air cooled by 11" centrifugal blower; 215° thermostat
Controls & Instruments: Head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights
Direction Signals: Front and rear
Engine: 145 Six
Gross horsepower:.....80
Gross torque, lb-ft:.....128
Engine Ventilation: Road-draft type
Frame: Unitized body-frame construction

Fuel Filter: At carburetor; porous sintered bronze
Fuel Tank: Capacity 18 $\frac{1}{2}$ gallons
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail and stop
Mirror: Inside
Oil Filter: Full-flow; capacity 1 pt
Seat: Full-width
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; capacity 1150 lb each at ground
Springs, Rear: Coil; capacity 1150 lb each at ground
Steering: Ball-gear, ratio 20.0; wheel diameter 17"
Suspension, Front: Independent; capacity 2500 lb
Suspension, Rear: Independent; capacity 2500 lb
Tires: Five tubeless 7.00-14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 5" circle
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1420	1350	2770	47%	53%

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1250 lb	4000 lb	Standard	7.00-14	7.00-14
1850 lb	4600 lb	Standard	7.00-14/6-ply	7.00-14/6-ply

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section

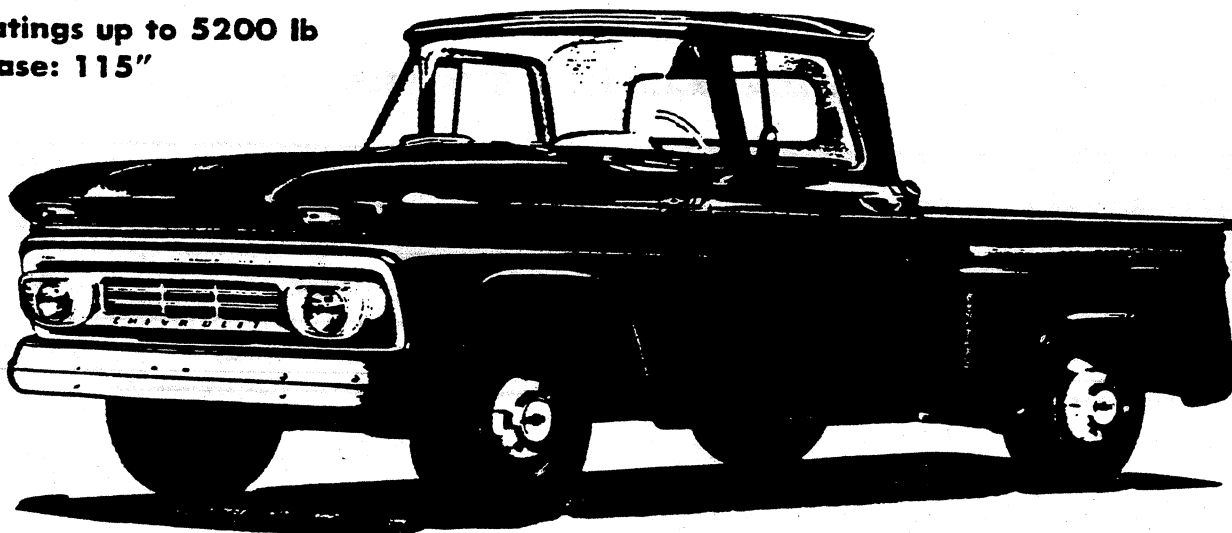
Axle, Positraction Rear 481	Floor, Level Pickup Box 134	Radio: Manual control 123
Custom Chrome: Includes front and rear chromed bumpers and hub caps . 393	Generator: 35-amp, low cut-in 650	Shock Absorbers: Heavy-duty; front . 213
Custom Equipment: Includes bright-metal windshield molding; rear red inserts; nylon and vinyl seat upholstery; extra-thick foam seat padding; 2-tone doors and steering wheel; right sunshade; left arm rest; cigar lighter; dispatch box door trim plate..... 431	Glass, Laminated: For door windows 370	Transmission:
	Heater & Defroster:	4-speed synchro-mesh..... 652
	Gasoline operated..... 128	Powerglide..... 667
	Direct air..... 138	Wheel Covers 132
	Mirror, Exterior: 8-inch fixed arm	Windshield Wipers: Electric; 2 speed;
	Left side..... 210	includes windshield washers..... 355
	Left and right sides..... 210	
	Paint, Exterior: See Colors section	

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4-ply blackwall	975	5.0"	Std	—
7.00-14/4-ply whitewall	975	5.0"	647	—
7.00-14/6-ply blackwall	1065	5.0"	648	—
7.00-14/6-ply whitewall	1065	5.0"	674	—

MODEL C1404 PICKUP (6½-Ft Stepside)

GVW Ratings up to 5200 lb
Wheelbase: 115"



STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint (Oil-wetted type used with optional 261 engine)

Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb

Battery: 12-Volt; 54-plate; capacity 53 amp-hr

Body: Stepside Pickup; see *Cabs & Bodies*

Brakes, Service: Hydraulic with 1½" master cylinder

Sizes: front 11" x 2"; rear 11" x 2"

Effective area: drum 276 sq in; lining 167 sq in

Brake, Parking: Rear wheels; area 83 sq in

Bumper: Front only, painted

Cab: Conventional; see *Cabs & Bodies*

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in; hydraulic control

Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat

Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 235 Six

Gross horsepower..... 135

Gross torque, lb-ft..... 217

Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler

Fenders: Front and rear

Frame: 39,000-lb-test steel; maximum section modulus 3.39

Fuel Filter: Screen in fuel tank

Fuel Tank: Back of seat in cab, capacity 18½ gal

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 5200 lb

Lights: Head, parking, tail and stop

Mirror, Exterior: Left side; 8" fixed arm

Oil Filter: Capacity 1 qt; replaceable element

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Torsion; capacity 1250 lb each at ground

Springs, Rear: Coil; capacity 1250 lb each at ground

Steering: Ball-gear, ratio 24.0; wheel dia 17"

Suspension, Front: Independent; capacity 2500 lb

Tires: Five tubeless 6.70-15/4PR front, single rear and spare

Tools: 3300-lb mechanical jack; wheel wrench

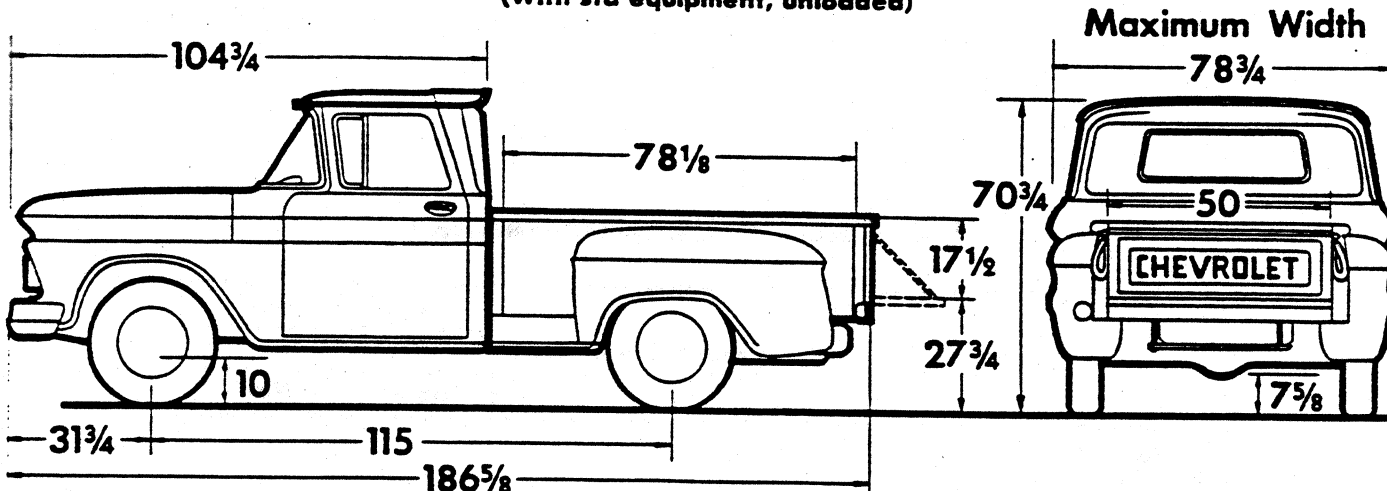
Transmission: 3-speed synchro-mesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

Wheels: Five 15" x 5.0"; attachment, 6 studs on 5½" circle; spare carrier under frame

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front 2180	Rear 1350	Total 3530	Front 1%	Rear 99%

MODEL C1404 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
800 lb	4300 lb	Standard	6.70-15/4PR	6.70-15/4PR
1100 lb	4600 lb	Standard	7.10-15/4PR	7.10-15/4PR
1450 lb	5000 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1550 lb	5200 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Air Cleaner: Oil bath; capacity 2 pints (For 235 or 261 engine only)..... 591

Axle, Positraction Rear: Ratio 3.90; capacity 3500 lb. Not available with maximum economy option or 3.38 ratio rear axle..... 680

Axle, Rear: Capacity 3500 lb
Ratio 3.38 (With synchro-mesh transmission only)..... 215
Ratio 4.11 (Not available with maximum economy option)..... 205

Battery: HD; 66-plate; 70 amp-hr... 356

Bumper, Painted: Rear; with painted front bumper only..... 218

Carrier, Spare Wheel: Side mounted 341

Clutch: HD; dia 11" (For 235 eng)... 223

Custom Equipment: See Cabs and Bodies for description of each option

Appearance Option..... 432

Comfort Option..... 433

Chrome Option..... 393

Engine: Includes 11" clutch
261 Six; includes HD radiator..... 293
283 V8..... 408

Fan, Radiator: Temperature controlled..... 124

Gauges: Ammeter, engine temperature & oil pressure..... 301

Generator:
35 amp, normal cut-in..... 351
42 amp (Delcotron)..... 320
52 amp (Delcotron)..... 443
62 amp (Delcotron)..... 448

Glass, Laminated: Door windows only; includes metal frames..... 370

Glass, Soft Ray: Windshield only... 411
All windows..... 411

Governor: With synchro-mesh trans
For 235 engine:
1850-3000 rpm..... 241
2600-3600 rpm..... 241
For 261 engine:
1900-2900 rpm..... 241
2700-3600 rpm..... 241

Heater & Defroster: De Luxe..... 112
Recirculating... 115

Lock: Right door..... 395
Side wheel carrier..... 395

Maximum Economy Option: Includes special carburetor & 3.38 rear axle ratio (For std engine & trans only). 371

Mirror, Exterior:
Left; 17½" swinging arm..... 210
Right; 17½" swinging or 8" fixed arm. 210

Oil Filter: For 235 engine
Capacity 2 quarts..... 592

Paint, Exterior: See Colors section

Radiator: Heavy-duty; for 235 or 283 engine only..... 256

Radio: Manual control..... 123

Seat, Bestrom:
Driver only..... 695
Driver seat plus 2-man seat..... 695

Seat, Full-Depth Foam..... 258

Shock Absorbers: Heavy-duty
Front and rear..... 213
Rear only..... 213

Springs, Rear: Cap 2000 lb each... 254

Tachometer: Electric; for 283 V8 only; includes optional gauges..... 266

Tank, Fuel: 20-gallon capacity.... 472

Transmissions:
Powerglide; for 235 or 283 engine only; includes HD radiator..... 311
Heavy-duty synchro-mesh 3-speed (Steering column gearshift)..... 316
Heavy-duty synchro-mesh 4-speed.... 318

Ventilation, Special Crankcase:
For California only..... 243

Window, Full-View Rear..... 394

Windshield Wipers: Electric; 2-sp; includes windshield washers..... 355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
6.70-15/4PR	1115	5.00"	Std a	1834	1835	—
6.70-15/6PR	1215	5.00"	288 c	—	—	—
7.10-15/4PR	1195	5.00"	279 d	1853	—	—
7.10-15/6PR	1300	5.00"	274	—	—	—
6.00-16/6PR	1065	5.00"	1866	—	—	—
6.50-16/6PR	1380 b	5.00"	282	—	—	—
6.50-16/6PR	1420 b	5.00"	1868	—	—	—
7-17.5/6PR	1520	5.25"	285	1902	1903	—
TUBED						
6.70-15/4PR	1115	5.0"	1837	1838	1839	—
6.70-15/6PR	1215	5.0"	1845	—	—	—
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.10-15/4PR	1195	5.0"	—	1854	—	—
6.50-16/6PR	1380 b	5.0"	1869	—	1872	—
6.50-16/6PR	1420 b	5.0"	1870	1871	1873	—

a—RPO 290 with white sidewalls.

b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—RPO 286 with white sidewalls.

d—RPO 280 with white sidewalls.

VW Ratings up to 5200 lb
Wheelbase: 115"

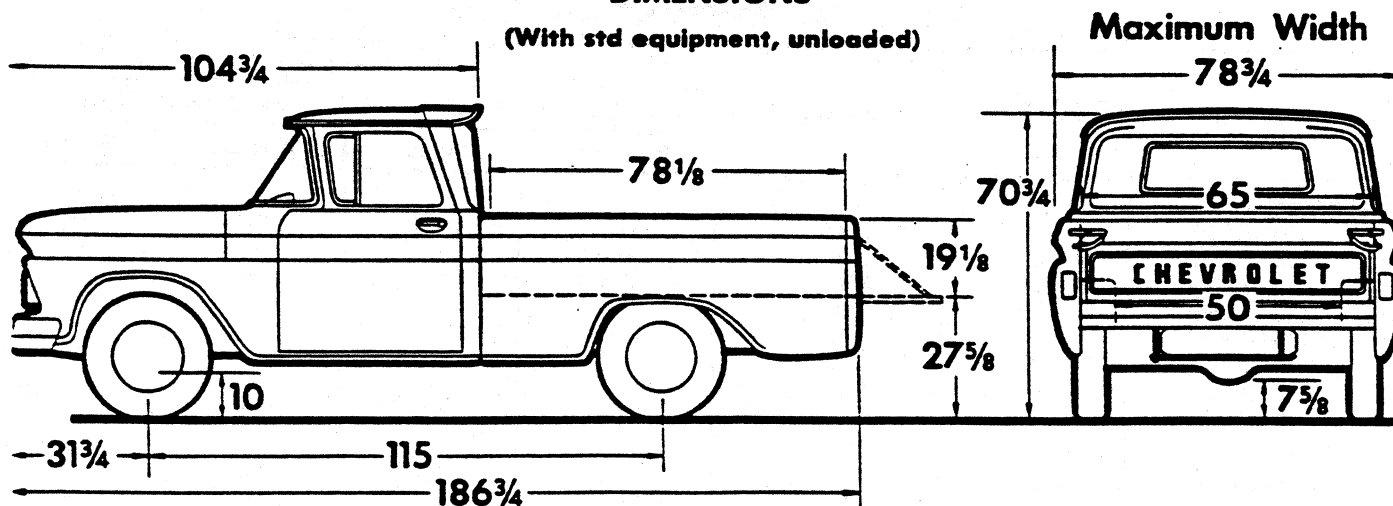


STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint
Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb
Battery: 12-Volt; 34-plate; capacity 53 amp-hr
Body: Fleetside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1½" master cylinder
Sizes: front 11" x 2"; rear 11" x 2"
Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front only, painted
Cab: Conventional; see *Cabs & Bodies*
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in; hydraulic control
Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights
Direction Signals: Front and rear
Engine: 235 Six
 Gross horsepower.....135
 Gross torque, lb-ft.....217
Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler
Fenders: Front and integral rear
Frame: 39,000-lb-test steel; maximum section modulus 3.39
Fuel Filter: Screen in fuel tank
Fuel Tank: Back of seat in cab, capacity 18½ gal
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 5200 lb
Lights: Head, parking, tail and stop
Mirror, Exterior: Left side; 8" fixed arm
Oil Filter: Capacity 1 qt; replaceable element
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Torsion; capacity 1250 lb each at ground
Springs, Rear: Coil; capacity 1250 lb each at ground
Steering: Ball-gear, ratio 24.0; wheel dia 17"
Suspension, Front: Independent; capacity 2500 lb
Tires: Five tubeless 6.70-15/4PR front, single rear and spare
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 15" x 5.0"; attachment, 6 studs on 5½" circle; spare carrier under frame
Windshield Wipers: Electric; single-speed

DIMENSIONS



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2190	1380	3570	1%	99%

MODEL C1434 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
750 lb	4300 lb	Standard	6.70-15/4PR	6.70-15/4PR
1050 lb	4600 lb	Standard	7.10-15/4PR	7.10-15/4PR
1400 lb	5000 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1500 lb	5200 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see *Custom Features* section.

Air Cleaner: Oil bath; capacity 2 pints (For 235 or 261 engine only).....	591	Gauges: Ammeter, engine temperature & oil pressure.....	301	Oil Filter: For 235 engine Capacity 2 quarts.....	592
Axle, Positraction Rear: Ratio 3.90; capacity 3500 lb. Not available with maximum economy option or 3.38 ratio rear axle.....	680	Generator: 35 amp, normal cut-in.....	351	Paint, Exterior: See <i>Colors</i> section	
Axle, Rear: Capacity 3500 lb Ratio 3.38 (With synchro-mesh transmission only).....	215	42 amp (Delcotron).....	320	Radiator: Heavy-duty; for 235 or 283 engine only.....	256
Ratio 4.11 (Not available with maximum economy option).....	205	52 amp (Delcotron).....	443	Radio: Manual control.....	123
Battery: HD; 66-plate; 70 amp-hr. ..	356	62 amp (Delcotron).....	448	Seat, Bottom: Driver only.....	695
Bumper, Painted: Rear; with painted front bumper only.....	218	Glass, Laminated: Door windows only; includes metal frames.....	370	Driver seat plus 2-man seat.....	695
Carrier, Spare Wheel: Side mounted	341	Glass, Soft Ray: Windshield only ..	411	Seat, Full-Depth Foam	258
Clutch: HD; dia 11" (For 235 eng)...	223	All windows.....	411	Shock Absorbers: Heavy-duty Front and rear.....	213
Custom Equipment: See <i>Cabs & Bodies</i> for description of each option		Governor: With synchro-mesh trans For 235 engine:		Rear only.....	213
Appearance Option.....	432	1850-3000 rpm.....	241	Springs, Rear: Cap 2000 lb each...	254
Comfort Option.....	433	2600-3600 rpm.....	241	Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Chrome Option.....	393	For 261 engine:		Tank, Fuel: 20-gallon capacity.....	472
Side molding.....	383	1900-2900 rpm.....	241	Transmissions: Powerglide; for 235 or 283 engine only; includes HD radiator.....	311
Engine: Includes 11" clutch 261 Six; includes HD radiator.....	293	2700-3600 rpm.....	241	Heavy-duty synchro-mesh 3-speed (Steering column gearshift).....	316
283 V8.....	408	Heater & Defroster: De Luxe.....	112	Heavy-duty synchro-mesh 4-speed.....	318
Fan, Radiator: Temperature controlled.....	124	Recirculating..	115	Ventilation, Special Crankcase: For California only.....	243
		Lock: Right door.....	395	Window, Full-View Rear	394
		Side wheel carrier.....	395	Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355
		Maximum Economy Option: Includes special carburetor & 3.38 rear axle ratio (For std engine & trans only).....	371		
		Mirror, Exterior: Left; 17½" swinging arm.....	210		
		Right; 17½" swinging or 8" fixed arm.....	210		

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
6.70-15/4PR	1115	5.00"	Std a	1834	1835	—
6.70-15/6PR	1215	5.00"	288 c	—	—	—
7.10-15/4PR	1195	5.00"	279 d	1853	—	—
7.10-15/6PR	1300	5.00"	274	—	—	—
6.00-16/6PR	1065	5.00"	1866	—	—	—
6.50-16/6PR	1380 b	5.00"	282	—	—	—
6.50-16/6PR	1420 b	5.00"	1868	—	—	—
7-17.5/6PR	1520	5.25"	285	1902	1903	—
TUBED						
6.70-15/4PR	1115	5.0"	1837	1838	1839	—
6.70-15/6PR	1215	5.0"	1845	—	—	—
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.10-15/4PR	1195	5.0"	—	1854	—	—
6.50-16/6PR	1380 b	5.0"	1869	—	1872	—
6.50-16/6PR	1420 b	5.0"	1870	1871	1873	—

a—RPO 290 with white sidewalls.

b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—RPO 286 with white sidewalls.

d—RPO 280 with white sidewalls.

VW Ratings up to 5200 lb
Wheelbase: 127"



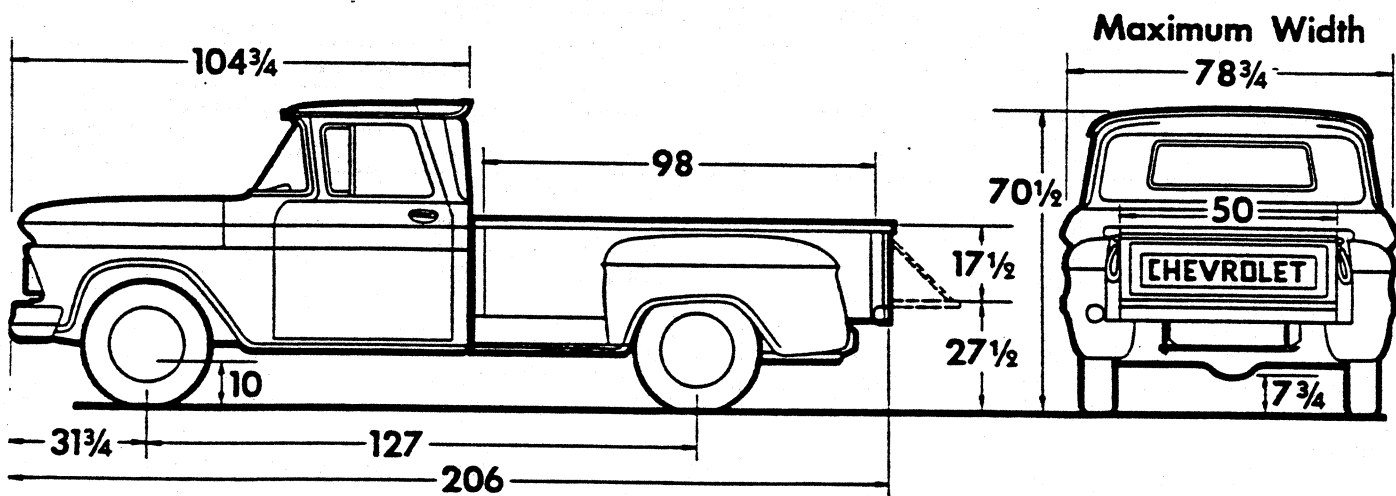
STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint
Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Stepside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1½" master cylinder
 Sizes: front 11" x 2"; rear 11" x 2"
 Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front only, painted
Cab: Conventional; see *Cabs & Bodies*
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in; hydraulic control
Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area;
 7-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; head & dome light switch;
 headlight beam control; speedometer; odometer; fuel gauge; gener-
 ator charging, oil pressure, engine temperature, direction signal
 and high beam indicator lights
Direction Signals: Front and rear
Engine: 235 Six
 Gross horsepower.....135
 Gross torque, lb-ft.....217

Engine Ventilation: Road-draft type
Exhaust System: Single pipe & muffler
Fenders: Front and rear
Frame: 39,000-lb-test steel; maximum section modulus 3.39
Fuel Filter: Screen in fuel tank
Fuel Tank: Back of seat in cab; capacity 18½ gal
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 5200 lb
Lights: Head, parking, tail and stop
Mirror, Exterior: Left side; 8" fixed arm
Oil Filter: Capacity 1 qt; replaceable element
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Torsion; capacity 1250 lb each at ground
Springs, Rear: Coil; capacity 1250 lb each at ground
Steering: Ball-gear, ratio 24.0; wheel dia 17"
Suspension, Front: Independent; capacity 2500 lb
Tires: Five tubeless 6.70-15/4PR front, single rear and spare
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; steering column gearshift;
 ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 15" x 5.0"; attachment, 6 studs on 5½" circle; spare
 carrier under frame
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2240	1450	3690	3%	97%

MODEL C1504 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
650 lb	4300 lb	Standard	6.70-15/4PR	6.70-15/4PR
950 lb	4600 lb	Standard	7.10-15/4PR	7.10-15/4PR
1300 lb	5000 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1400 lb	5200 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Air Cleaner: Oil bath; capacity 2 pints (For 235 or 261 engine only)..... 591

Axle, Positraction Rear: Ratio 3.90; capacity 3500 lb. Not available with maximum economy option or 3.38 ratio rear axle..... 680

Axle, Rear: Capacity 3500 lb
Ratio 3.38 (With synchro-mesh transmission only)..... 215
Ratio 4.11 (Not available with maximum economy option)..... 205

Battery: HD; 66-plate; 70 amp-hr... 356

Bumper, Painted: Rear; with painted front bumper only..... 218

Carrier, Spare Wheel: Side mounted 341

Clutch: HD; dia 11" (For 235 eng)... 223

Custom Equipment: See Cabs and Bodies for description of each option
Appearance Option..... 432
Comfort Option..... 433
Chrome Option..... 393

Engine: Includes 11" clutch
261 Six; includes HD radiator..... 293
283 V8..... 408

Fan, Radiator: Temperature controlled..... 124

Gauges: Ammeter, engine temperature & oil pressure..... 301

Generator:
35 amp, normal cut-in..... 351
42 amp (Delcotron)..... 320
52 amp (Delcotron)..... 443
62 amp (Delcotron)..... 448

Glass, Laminated: Door windows only; includes metal frames..... 370

Glass, Soft Ray: Windshield only... 411
All windows..... 411

Governor: With synchro-mesh trans
For 235 engine:
1850-3000 rpm..... 241
2600-3600 rpm..... 241
For 261 engine:
1900-2900 rpm..... 241
2700-3600 rpm..... 241

Heater & Defroster: De Luxe..... 112
Recirculating.. 115

Lock: Right door..... 395
Side wheel carrier..... 395

Maximum Economy Option: Includes special carburetor & 3.38 rear axle ratio (For std engine & trans only) 371

Mirror, Exterior:
Left; 17½" swinging arm..... 210
Right; 17½" swinging or 8" fixed arm. 210

Oil Filter: For 235 engine
Capacity 2 quarts..... 592

Paint, Exterior: See Colors section

Radiator: Heavy-duty; for 235 or 283 engine only..... 256

Radio: Manual control..... 123

Seat, Bestrom:
Driver only..... 695
Driver seat plus 2-man seat..... 695

Seat, Full-Depth Foam..... 258

Shock Absorbers: Heavy-duty
Front and rear..... 213
Rear only..... 213

Springs, Rear: Cap 2000 lb each... 254

Tachometer: Electric; for 283 V8 only; includes optional gauges..... 266

Tank, Fuel: 20-gallon capacity.... 472

Transmissions:
Powerglide; for 235 or 283 engine only; includes HD radiator..... 311
Heavy-duty synchro-mesh 3-speed (Steering column gearshift)..... 316
Heavy-duty synchro-mesh 4-speed.... 318

Ventilation, Special Crankcase:
For California only..... 243

Window, Full-View Rear..... 394

Windshield Wipers: Electric; 2-spd; includes windshield washers..... 355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
6.70-15/4PR	1115	5.00"	Std a	1834	1835	—
6.70-15/6PR	1215	5.00"	288 c	—	—	—
7.10-15/4PR	1195	5.00"	279 d	1853	—	—
7.10-15/6PR	1300	5.00"	274	—	—	—
6.00-16/6PR	1065	5.00"	1866	—	—	—
6.50-16/6PR	1380 b	5.00"	282	—	—	—
6.50-16/6PR	1420 b	5.00"	1868	—	—	—
7-17.5/6PR	1520	5.25"	285	1902	1903	—
TUBED						
6.70-15/4PR	1115	5.0"	1837	1838	1839	—
6.70-15/6PR	1215	5.0"	1845	—	—	—
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.10-15/4PR	1195	5.0"	—	1854	—	—
6.50-16/6PR	1380 b	5.0"	1869	—	1872	—
6.50-16/6PR	1420 b	5.0"	1870	1871	1873	—

a—RPO 290 with white sidewalls.

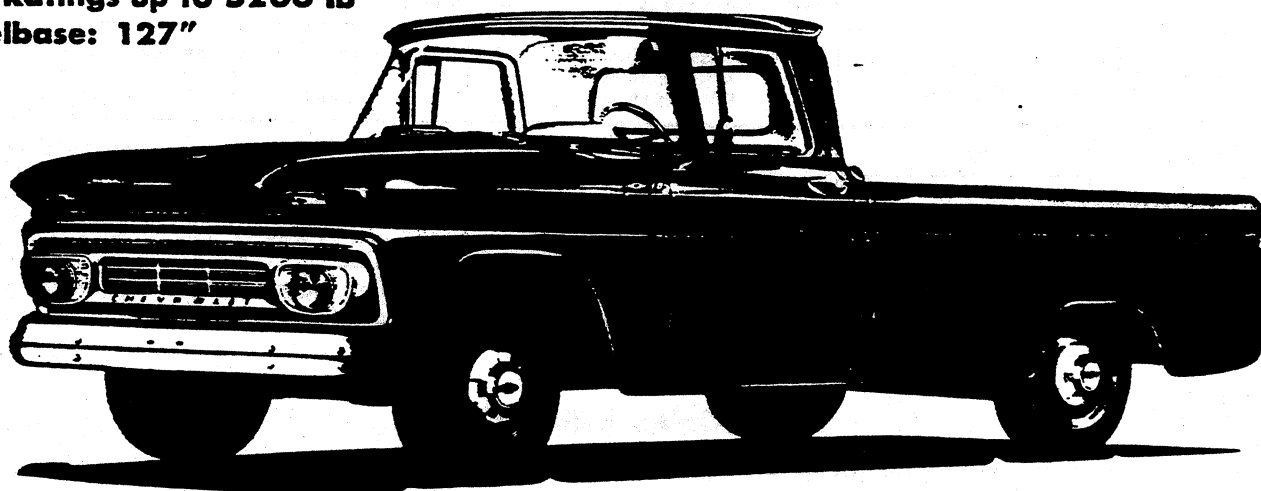
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—RPO 286 with white sidewalls.

d—RPO 280 with white sidewalls.

MODEL C1534 PICKUP (8-Ft Fleetside)

GVW Ratings up to 5200 lb
Wheelbase: 127"



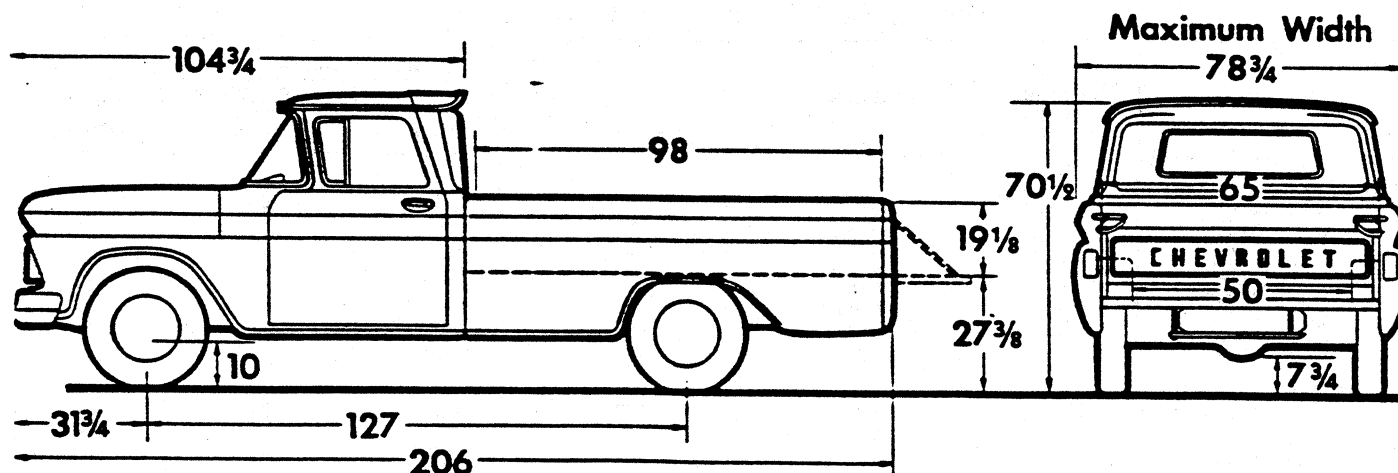
STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint
Axle, Rear: Hypoid semi-floating type; ratio 3.90; capacity 3500 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Fleetside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic with $1\frac{1}{8}$ " master cylinder
Size: front 11" x 2"; rear 11" x 2"
Effective area: drum 276 sq in; lining 167 sq in
Brake, Parking: Rear wheels; area 83 sq in
Bumper: Front only, painted
Cab: Conventional; see *Cabs & Bodies*
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in; hydraulic control
Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area;
7-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; head & dome light switch;
headlight beam control; speedometer; odometer; fuel gauge; gener-
ator charging, oil pressure, engine temperature, direction signal
and high beam indicator lights
Direction Signals: Front and rear
Engine: 235 Six
Gross horsepower..... 135
Gross torque, lb-ft..... 217

Engine Ventilation: Road-draft type
Exhaust System: Single pipe & muffler
Fenders: Front and integral rear
Frame: 39,000-lb-test steel; maximum section modulus 3.39
Fuel Filter: Screen in fuel tank
Fuel Tank: Back of seat in cab; capacity 18½ gal
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 5200 lb
Lights: Head, parking, tail and stop
Mirror, Exterior: Left side; 8" fixed arm
Oil Filter: Capacity 1 qt; replaceable element
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Torsion; capacity 1250 lb each at ground
Springs, Rear: Coil; capacity 1250 lb each at ground
Steering: Ball-gear, ratio 24.0; wheel dia 17"
Suspension, Front: Independent; capacity 2500 lb
Tires: Five tubeless 6.70-15/4PR front, single rear and spare
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; steering column gearshift;
ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 15" x 5.0"; attachment, 6 studs on 5½" circle; spare
corner under frame
Windshield Wipers: Electric; single speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2250	1500	3750	3%	97%

MODEL C1534 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
600 lb	4300 lb	Standard	6.70-15/4PR	6.70-15/4PR
850 lb	4600 lb	Standard	7.10-15/4PR	7.10-15/4PR
1250 lb	5000 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1300 lb	5200 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Air Cleaner: Oil bath; capacity 2 pints (For 235 or 261 engine only).....	591
Axle, Positraction Rear: Ratio 3.90; capacity 3500 lb. Not available with maximum economy option or 3.38 ratio rear axle.....	680
Axle, Rear: Capacity 3500 lb Ratio 3.38 (With synchro-mesh transmission only).....	215
Ratio 4.11 (Not available with maximum economy option).....	205
Battery: HD; 66-plate; 70 amp-hr... ..	356
Bumper, Painted: Rear; with painted front bumper only.....	218
Carrier, Spare Wheel: Side mounted	341
Clutch: HD; dia 11" (For 235 eng)... ..	223
Custom Equipment: See Cabs and Bodies for description of each option	
Appearance Option.....	432
Comfort Option.....	433
Chrome Option.....	393
Side molding.....	383
Engine: Includes 11" clutch	
261 Six; includes HD radiator.....	293
283 V8.....	408
Fan, Radiator: Temperature controlled.....	124
Gauges: Ammeter, engine temperature & oil pressure.....	301

Generator:	
35 amp, normal cut-in.....	351
42 amp (Delcotron).....	320
52 amp (Delcotron).....	443
62 amp (Delcotron).....	448
Glass, Laminated: Door windows only; includes metal frames.....	370
Glass, Soft Ray: Windshield only... ..	411
All windows.....	411
Governor: With synchro-mesh trans	
For 235 engine:	
1850-3000 rpm.....	241
2600-3600 rpm.....	241
For 261 engine:	
1900-2900 rpm.....	241
2700-3600 rpm.....	241
Heater & Defroster: De Luxe.....	112
Recirculating..	115
Lock: Right door.....	395
Side wheel carrier.....	395
Maximum Economy Option: Includes special carburetor & 3.38 rear axle ratio (For std engine & trans only). ..	
	371
Mirror, Exterior:	
Left; 17½" swinging arm.....	210
Right; 17½" swinging or 8" fixed arm. ..	210

Oil Filter: For 235 engine	
Capacity 2 quarts.....	592
Paint, Exterior: See Colors section	
Radiator: Heavy-duty; for 235 or 283 engine only.....	256
Radio: Manual control.....	123
Seat, Bestrom:	
Driver only.....	695
Driver seat plus 2-man seat.....	695
Seat, Full-Depth Foam	258
Shock Absorbers: Heavy-duty	
Front and rear.....	213
Rear only.....	213
Springs, Rear: Cap 2000 lb each... ..	254
Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Tank, Fuel: 20-gallon capacity.....	472
Transmissions:	
Powerglide; for 235 or 283 engine only; includes HD radiator.....	311
Heavy-duty synchro-mesh 3-speed (Steering column gearshift).....	316
Heavy-duty synchro-mesh 4-speed.....	318
Ventilation, Special Crankcase:	
For California only.....	243
Window, Full-View Rear	394
Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355

TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
6.70-15/4PR	1115	5.00"	Std a	1834	1835	—
6.70-15/6PR	1215	5.00"	288 c	—	—	—
7.10-15/4PR	1195	5.00"	279 d	1853	—	—
7.10-15/6PR	1300	5.00"	274	—	—	—
6.00-16/6PR	1065	5.00"	1866	—	—	—
6.50-16/6PR	1380 b	5.00"	282	—	—	—
6.50-16/6PR	1420 b	5.00"	1868	—	—	—
7-17.5/6PR	1520	5.25"	285	1902	1903	—
TUBED						
6.70-15/4PR	1115	5.0"	1837	1838	1839	—
6.70-15/6PR	1215	5.0"	1845	—	—	—
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.10-15/4PR	1195	5.0"	—	1854	—	—
6.50-16/6PR	1380 b	5.0"	1869	—	1872	—
6.50-16/6PR	1420 b	5.0"	1870	1871	1873	—

a—RPO 290 with white sidewalls.

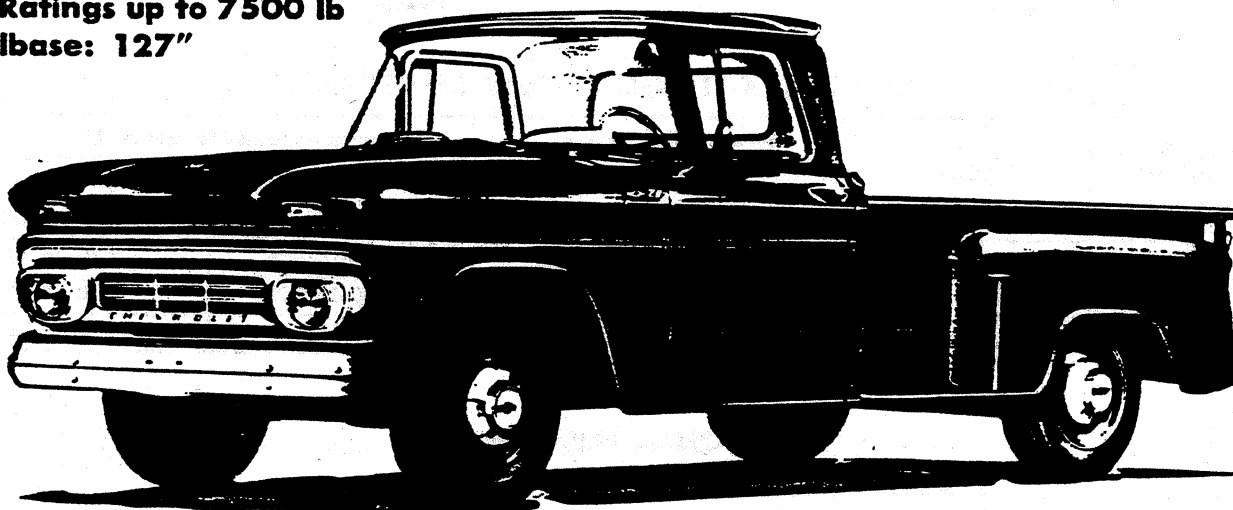
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—RPO 286 with white sidewalls.

d—RPO 280 with white sidewalls.

MODEL C2504 PICKUP (8-Ft Stepside)

VW Ratings up to 7500 lb
wheelbase: 127"



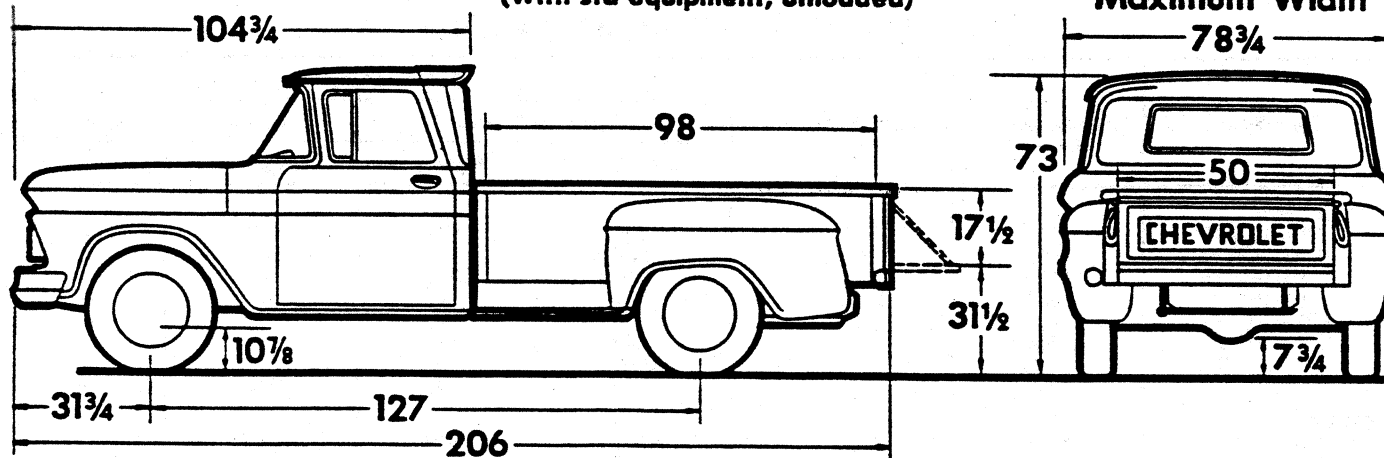
STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint
Axle, Rear: Hypoid full-floating type; ratio 4.57; capacity 5200 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Stepside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1½" master cylinder
Sizes: front and rear 11" x 2¾"
Effective area: drum 385 sq in; lining 239 sq in
Brake, Parking: Rear wheels; area 119 sq in
Bumper: Front only, painted
Cab: Conventional; see *Cabs & Bodies*
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in; hydraulic control
Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights
Direction Signals: Front and rear
Engine: 235 Six
 Gross horsepower.....135
 Gross torque, lb-ft.....217
Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler
Fenders: Front and rear
Frame: 39,000-lb-test steel; maximum section modulus 3.91
Fuel Filter: Screen in fuel tank
Fuel Tank: Back of seat in cab; capacity 18½ gal
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 7500 lb
Lights: Head, parking, tail and stop
Mirror, Exterior: Left side; 8" fixed arm
Oil Filter: Capacity 1 qt; replaceable element
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Torsion; capacity 1250 lb each at ground
Springs, Rear: Coil; capacity 2000 lb each at ground
Steering: Ball-gear, ratio 24.0; wheel dia 17"
Suspension, Front: Independent; capacity 3000 lb
Tires: Four tubeless 7-17.5/6PR front & single rear
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 17.5" x 5.25"; attachment, 8 studs on 6½" circle; spare carrier under frame
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2370	1620	3990	3%	97%

MODEL C2504 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1550 lb	5500 lb	Standard	7-17.5/6PR	7-17.5/6PR
2000 lb	6000 lb	Standard	7-17.5/6PR	8-17.5/6PR
2700 lb	6700 lb	Standard	7-17.5/6PR	8-17.5/8PR
3450 lb	7500 lb	1500-lb front and 3000-lb rear springs	8-19.5/6PR	8-19.5/8PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see *Custom Features* section.

Air Cleaner: Oil bath; capacity 2 pints. For 235 or 261 engine only....	591	Glass, Laminated: Door windows only; includes metal frames.....	370	Seat, Bestrom: Driver only.....	695
Axle, No-Spin Rear: Ratio 4.57....	677	Glass, Soft Ray: Windshield only... All windows.....	411	Driver seat plus 2-man seat.....	695
Battery: HD; 66 plate; 70 amp-hr...	356	Governor: With synchro-mesh trans For 235 engine: 1850-3000 rpm..... 241 2600-3600 rpm..... 241 For 261 engine: 1900-2900 rpm..... 241 2700-3600 rpm..... 241		Seat, Full-Depth Foam.....	258
Bumper, Painted: Rear; with painted front bumper only.....	218	Heater & Defroster: De Luxe..... 112 Recirculating... 115		Shock Absorbers: Heavy-duty Front and rear..... 213 Rear..... 213	
Carrier, Spare Wheel: Side mounted	341	Lock: Right door..... 395 Side wheel carrier..... 395		Springs, Front: Cap 1500 lb each..	329
Clutch: HD; dia 11". For 235 engine..	223	Mirror, Exterior: Left; 8" fixed arm..... 210 Right; 17½" swinging or 8" fixed arm. 210		Springs, Rear: Cap 3000 lb each...	254
Custom Equipment: See <i>Cabs & Bodies</i> for description of each option		Oil Filter: For 235 engine Capacity 2 quarts.....	592	Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Appearance Option.....	432	Paint, Exterior: See <i>Colors</i> section		Tank, Fuel: 20-gallon capacity.....	472
Comfort Option.....	433	Radiator: Heavy-duty; for 235 or 283 engine only.....	256	Transmissions: Powerglide; for 235 or 283 engine only; includes HD radiator..... 311 Heavy-duty synchro-mesh 3-speed (Steering column gearshift)..... 316 Heavy-duty synchro-mesh 4-speed.... 318	
Chrome Option.....	393	Radio: Manual control.....	123	Ventilation, Special Crankcase: For California only.....	243
Engine: Includes 11" clutch 261 Six; includes HD radiator..... 293 283 V8..... 408				Window, Full-View Rear.....	394
Fan, Radiator: Temperature controlled.....	124			Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355
Gauges: Ammeter, engine temperature & oil pressure.....	301				
Generator: 35 amp, normal cut-in..... 351 42 amp (Delcotron)..... 320 52 amp (Delcotron)..... 443 62 amp (Delcotron)..... 448					

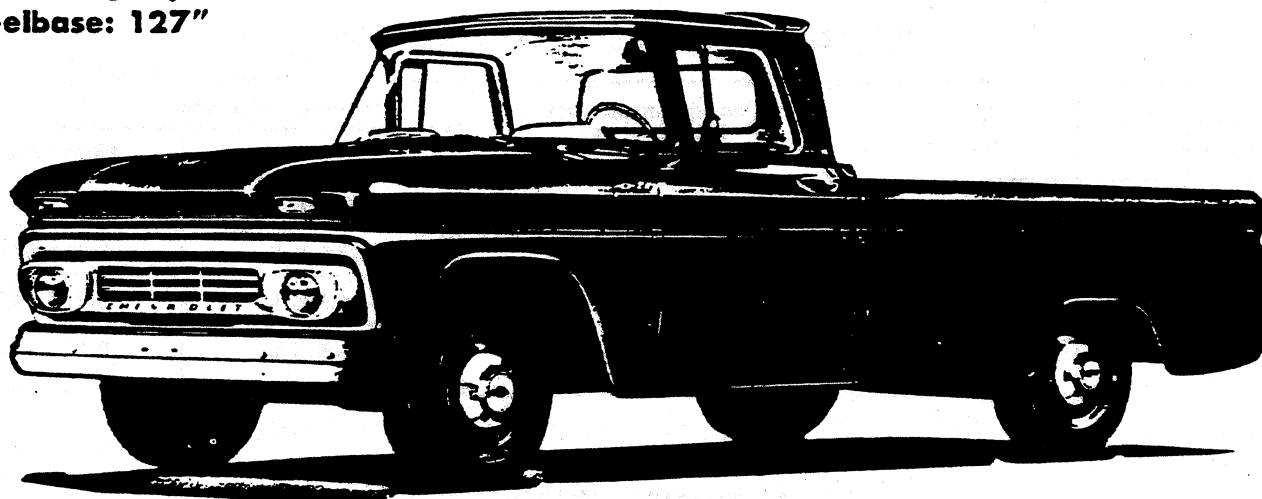
TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
7-17.5/6PR	1520	5.25"	Std a	1902	1903	—
8-17.5/6PR	1735	5.25"	298	1905	1906	—
8-17.5/8PR	2060	5.25"	454	—	1908	—
8-19.5/6PR	2090	5.25"	462	1931	—	—
8-19.5/8PR	2440	5.25"	299	1933	1934	—
TUBED						
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.00-17/6PR	1735	5.0"	277	—	—	—
7.00-17/8PR	2060	5.0"	278	—	1888	—
7.50-17/8PR	2440	5.0"	272	—	1890	—

a—RPO 285 for spare tire.

MODEL C2534 PICKUP (8-Ft Fleetside)

VW Ratings up to 7500 lb
wheelbase: 127"



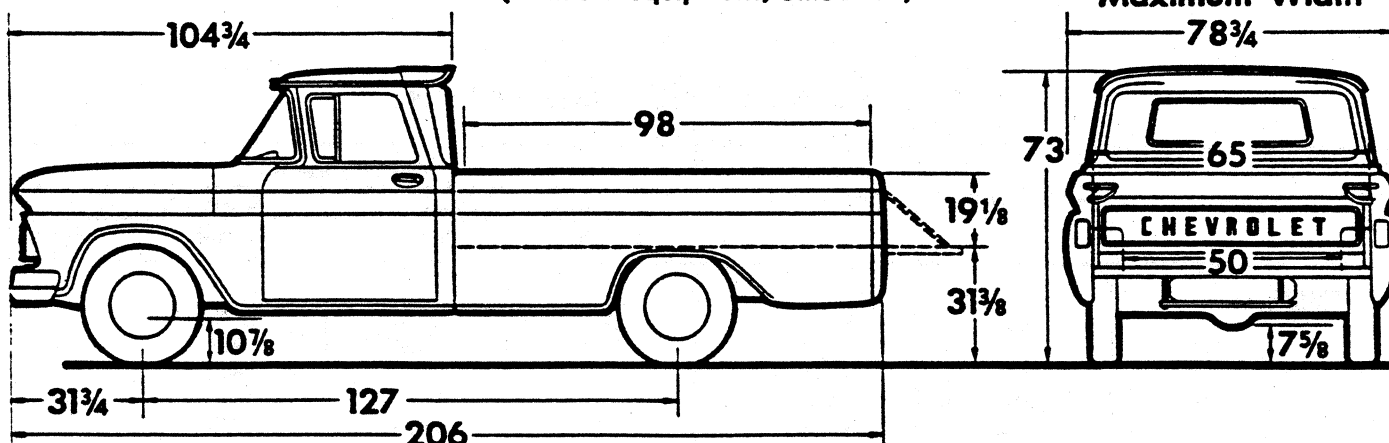
STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint
Axle, Rear: Hypoid full-floating type; ratio 4.57; capacity 5200 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Fleetside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic with 1½" master cylinder
Sizes: front and rear 11" x 2¾"
Effective area: drum 385 sq in; lining 239 sq in
Brake, Parking: Rear wheels; area 119 sq in
Bumper: Front only, painted
Cab: Conventional; see *Cabs & Bodies*
Carburetor: Single-barrel downdraft
Clutch: Diameter 10"; area 100 sq in; hydraulic control
Cooling: Capacity 17 qt; 2" radiator core, 405-sq-in area; 7-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights
Direction Signals: Front and rear
Engine: 235 Six
 Gross horsepower 135
 Gross torque, lb-ft 217

Engine Ventilation: Road-draft type
Exhaust System: Single pipe & muffler
Fenders: Front and integral rear
Frame: 39,000-lb-test steel; maximum section modulus 3.91
Fuel Filter: Screen in fuel tank
Fuel Tank: Back of seat in cab; capacity 18½ gal
Generator: 12-Volt, 30-amp; normal cut-in
GVW Plate: 7500 lb
Lights: Head, parking, tail and stop
Mirror, Exterior: Left side; 8" fixed arm
Oil Filter: Capacity 1 qt; replaceable element
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Torsion; capacity 1250 lb each at ground
Springs, Rear: Coil; capacity 2000 lb each at ground
Steering: Ball-gear, ratio 24.0; wheel dia 17"
Suspension, Front: Independent; capacity 3000 lb
Tires: Four tubeless 7-17.5/6PR front & single rear
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchro-mesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 17.5" x 5.25"; attachment, 8 studs on 6½" circle; spare carrier under frame
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2370	1660	4030	3%	97%

MODEL C2534 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Single Rear
1450 lb	5500 lb	Standard	7-17.5/6PR	7-17.5/6PR
1950 lb	6000 lb	Standard	7-17.5/6PR	8-17.5/6PR
2650 lb	6700 lb	Standard	7-17.5/6PR	8-17.5/8PR
3350 lb	7500 lb	1500-lb front and 3000-lb rear springs	8-19.5/6PR	8-19.5/8PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see *Custom Features* section.

Air Cleaner: Oil bath; capacity 2 pints. For 235 or 261 engine only....	591	Glass, Laminated: Door windows only; includes metal frames.....	370	Seat, Bestrom: Driver only.....	695
Axle, No-Spin Rear: Ratio 4.57....	677	Glass, Soft Ray: Windshield only... All windows.....	411	Driver seat plus 2-man seat.....	695
Battery: HD; 66-plate; 70 amp-hr....	356	Governor: With synchro-mesh trans For 235 engine: 1850-3000 rpm..... 241 2600-3600 rpm..... 241 For 261 engine: 1900-2900 rpm..... 241 2700-3600 rpm..... 241		Seat, Full-Depth Foam.....	258
Bumper, Painted: Rear; with painted front bumper only.....	218	Heater & Defroster: De Luxe..... 112 Recirculating.. 115		Shock Absorbers: Heavy-duty Front and rear..... 213 Rear..... 213	
Carrier, Spare Wheel: Side mounted	341	Lock: Right door..... 395 Side wheel carrier..... 395		Springs, Front: Cap 1500 lb each..	329
Clutch: HD; dia 11". For 235 engine.	223	Mirror, Exterior: Left; 8" fixed arm..... 210 Right; 17½" swinging or 8" fixed arm. 210		Springs, Rear: Cap 3000 lb each...	254
Custom Equipment: See <i>Cabs & Bodies</i> for description of each option		Oil Filter: For 235 engine Capacity 2 quarts.....	592	Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Appearance Option.....	432	Paint, Exterior: See <i>Colors</i> section		Tank, Fuel: 20-gallon capacity.....	472
Comfort Option.....	433	Radiator: Heavy-duty; for 235 or 283 engine only.....	256	Transmissions: Powerglide; for 235 or 283 engine only; includes HD radiator.....	311
Chrome Option.....	393	Radio: Manual control.....	123	Heavy-duty synchro-mesh 3-speed (Steering column gearshift).....	316
Side Molding.....	383			Heavy-duty synchro-mesh 4-speed....	318
Engine: Includes 11" clutch 261 Six; includes HD radiator..... 293 283 V8..... 408				Ventilation, Special Crankcase: For California only.....	243
Fan, Radiator: Temperature controlled.....	124			Window, Full-View Rear.....	394
Gauges: Ammeter, engine temperature & oil pressure.....	301			Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355
Generator: 35 amp, normal cut-in..... 351 42 amp (Delcotron)..... 320 52 amp (Delcotron)..... 443 62 amp (Delcotron)..... 448					

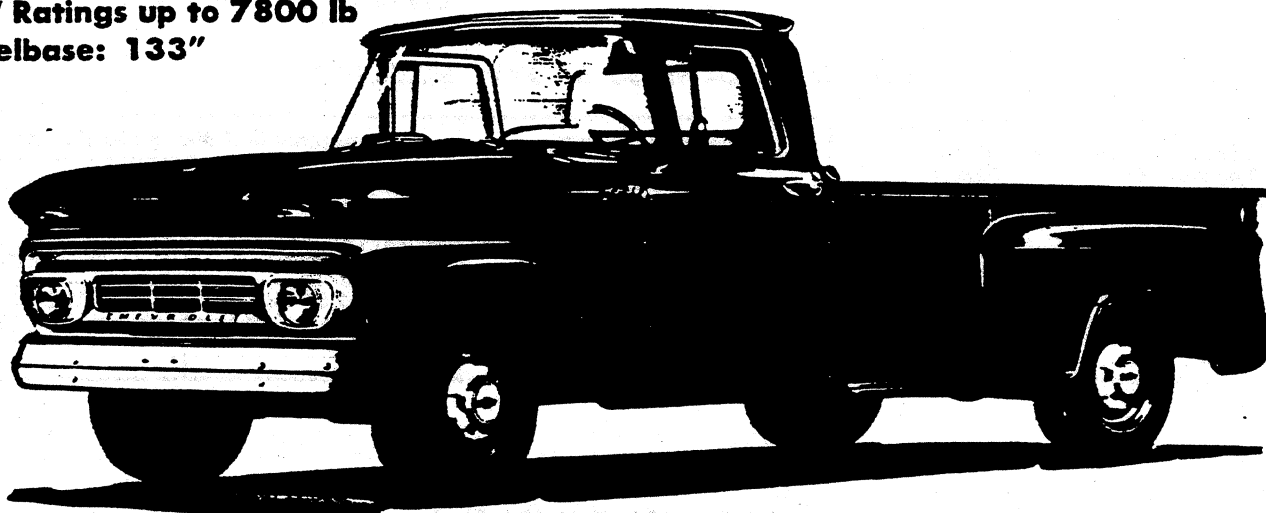
TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
7-17.5/6PR	1520	5.25"	Std a	1902	1903	—
8-17.5/6PR	1735	5.25"	298	1905	1906	—
8-17.5/8PR	2060	5.25"	454	—	1908	—
8-19.5/6PR	2090	5.25"	462	1931	—	—
8-19.5/8PR	2440	5.25"	299	1933	1934	—
TUBED						
7.00-15/6PR	1520	5.5"	273	1848	1846	—
7.00-17/6PR	1735	5.0"	277	—	—	—
7.00-17/8PR	2060	5.0"	278	—	1888	—
7.50-17/8PR	2440	5.0"	272	—	1890	—

a—RPO 285 for spare tire.

MODEL C3604 PICKUP (9-Ft Stepside)

VW Ratings up to 7800 lb
Wheelbase: 133"



STANDARD EQUIPMENT

Air Cleaner: Oil bath; capacity 1 pint

Axle, Rear: Hypoid full-floating type; ratio 5.14; capacity 7200 lb

Battery: 12-Volt; 54-plate; capacity 53 amp-hr

Body: Stepside Pickup; see *Cabs & Bodies*

Brakes, Service: Hydraulic with $1\frac{1}{8}$ " master cylinder

Sizes: front $11" \times 2\frac{3}{4}"$; rear $13" \times 2\frac{1}{2}"$

Effective area: drum 395 sq in; lining 252 sq in

Brake, Parking: $8" \times 2\frac{1}{2}"$ drum & band

Bumper: Front only, painted

Cab: Conventional; see *Cabs & Bodies*

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in; hydraulic control

Cooling: Capacity 17 qt; 2" radiator core, 426-sq-in area; 7-lb pressure cap; 170° thermostat

Controls & Instruments: Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge; generator charging, oil pressure, engine temperature, direction signal and high beam indicator lights

Direction Signals: Front and rear

Engine: 235 Six

Gross horsepower.....135

Gross torque, lb-ft.....217

Engine Ventilation: Road-draft type

Exhaust System: Single pipe & muffler

Fenders: Front and rear

Frame: 39,000-lb-test steel; maximum section modulus 5.09

Fuel Filter: Screen in fuel tank

Fuel Tank: Back of seat in cab; capacity $18\frac{1}{2}$ gal

Generator: 12-Volt, 30-amp; normal cut-in

GVW Plate: 10,000 lb

Lights: Head, parking, tail and stop

Mirror, Exterior: Left side; 8" fixed arm

Oil Filter: Capacity 1 qt; replaceable element

Shock Absorbers: Front; piston diameter 1"

Springs, Front: Torsion; capacity 1500 lb each at ground

Springs, Rear: Semi-elliptic; capacity 2400 lb each at ground

Steering: Ball-gear, ratio 24.0; wheel dia 17"

Suspension, Front: Independent; capacity 3500 lb

Tires: Tubeless; two 8-17.5/6PR front; two 8-17.5/8PR single rear

Tools: 3300-lb mechanical jack; wheel wrench

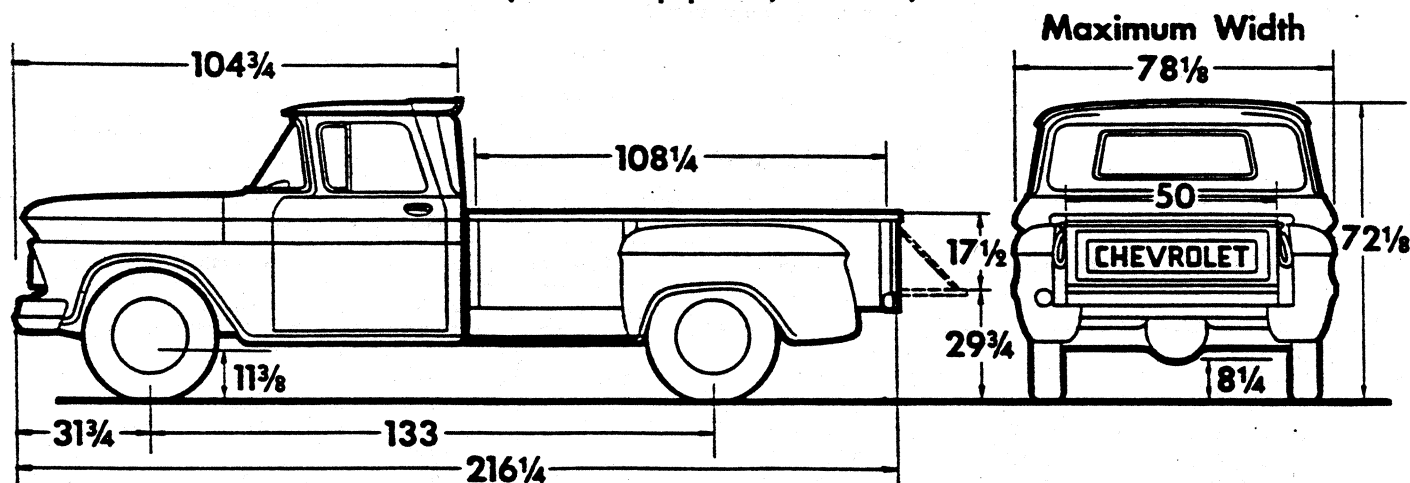
Transmission: 4-speed synchro-mesh; ratios 7.06, 3.58, 1.71, 1.00, 6.78 (rev); power take-off opening on left side

Wheels: Five $17.5" \times 5.25"$; attachment, 8 studs on $6\frac{1}{2}"$ circle; spare carrier under frame

Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2540	1750	4290	3%	97%

MODEL C3604 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Wt	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Rear
2400 lb	6700 lb	Standard	8-17.5/6PR	8-17.5/8PR, single
3450 lb	★7800 lb	3100-lb rear springs	8-19.5/6PR	8-19.5/10PR, single

★ Rating shown on RPO GVW plate.

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Air Cleaner: Oil bath, capacity 2 pints (For 235 or 261 engine only).....	591	Generator: 35 amp, normal cut-in.....	351	Radio: Manual control.....	123
Axle, No-Spin Rear: Ratio 5.14....	677	42 amp (Delcotron).....	320	Seat, Bestrom: Driver only.....	695
Battery: HD, 66-plate; 70-amp-hr...	356	52 amp (Delcotron).....	443	Driver plus 2-man seat.....	695
Brakes, Vacuum Power	212	62 amp (Delcotron).....	448	Seat, Full-Depth Foam	258
Bumper, Painted: Rear; with painted front bumper only.....	218	Glass, Laminated: Door windows only; includes metal frames.....	370	Shock Absorbers: Heavy-duty Front.....	213
Carrier, Spare Wheel: Side mounted	341	Glass, Soft Ray: Windshield only... All windows.....	411	Rear.....	213
Clutch: HD; dia 11". For 235 engine.	223	Governor: For 235 engine: 1850-3000 rpm.....	241	Springs, Front: Cap 1750 lb each..	329
Custom Equipment: See Cabs and Bodies for description of each option		2600-3600 rpm.....	241	Springs, Rear: Cap 3100 lb each... Cap 4150 lb each.....	254 603
Appearance Option.....	432	For 261 engine: 1900-2900 rpm.....	241	Tachometer: Electric; for 283 V8 only; includes optional gauges.....	266
Comfort Option.....	433	2700-3600 rpm.....	241	Tank, Fuel: 20-gallon capacity....	472
Chrome Option.....	393	GVW Plate: 7800 lb.....	379	Transmission: HD synchro-mesh 3-speed (Steering column gearshift)...	316
Engine: Includes 11" clutch 261 Six; includes HD radiator.....	293	Heater & Defroster: De Luxe.....	112	Ventilation, Special Crankcase: For California only.....	243
283 V8.....	408	Recirculating.....	115	Window, Full-View Rear	394
Fan, Radiator: Temperature controlled.....	124	Lock: Right door.....	395	Windshield Wipers: Electric; 2-spd; includes windshield washers.....	355
Gauges: Ammeter, engine temperature & oil pressure.....	301	Side wheel carrier.....	395		
		Mirror, Exterior: Left; 8" fixed arm.....	210		
		Right; 17½" swinging or 8" fixed arm.....	210		
		Oil Filter: For 235 engine Capacity 2 quarts.....	592		
		Paint, Exterior: See Colors section			
		Radiator: Heavy-duty; for 235 or 283 engine only.....	256		

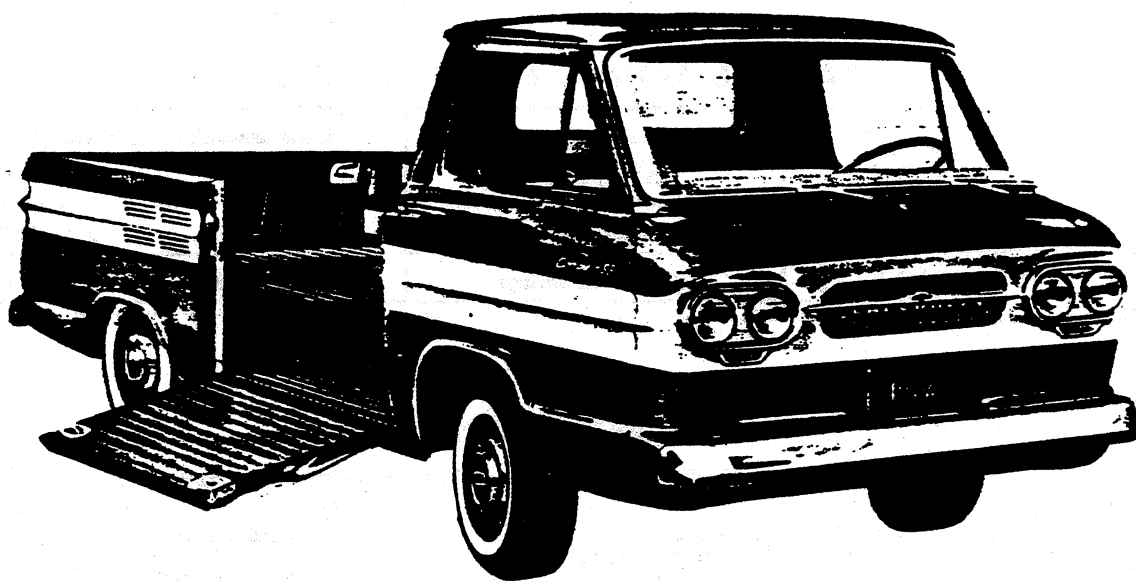
TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers			
			Highway Tread		On-Off-Road Tread	
			Regular	Nylon	Regular	Nylon
TUBELESS						
8-17.5/6PR	1735	5.25"	Std a	—	—	—
8-17.5/8PR	2060	5.25"	Std b	—	1908	—
8-19.5/6PR	2090	5.25"	462	1931	—	—
8-19.5/8PR	2440	5.25"	299	1933	1934	—
8-19.5/10PR	2650	5.25"	297	—	—	—
TUBED						
7.00-17/6PR (frt only)	1735	5.0"	277	—	—	—
7.00-17/8PR	2060	5.0"	278	—	1888	—
7.50-17/8PR	2440	5.0"	272	—	1890	—

a—Std front only.

b—Std rear only. RPO 454 for spare or front tires

TYPICAL USERS



Automotive Service Stations

Carpenters

Construction Firms

Contractors

Dairies

Farmers

Grocery Stores

Hardware Stores

Household Appliance Dealers

Landscaping Contractors

Newspapers

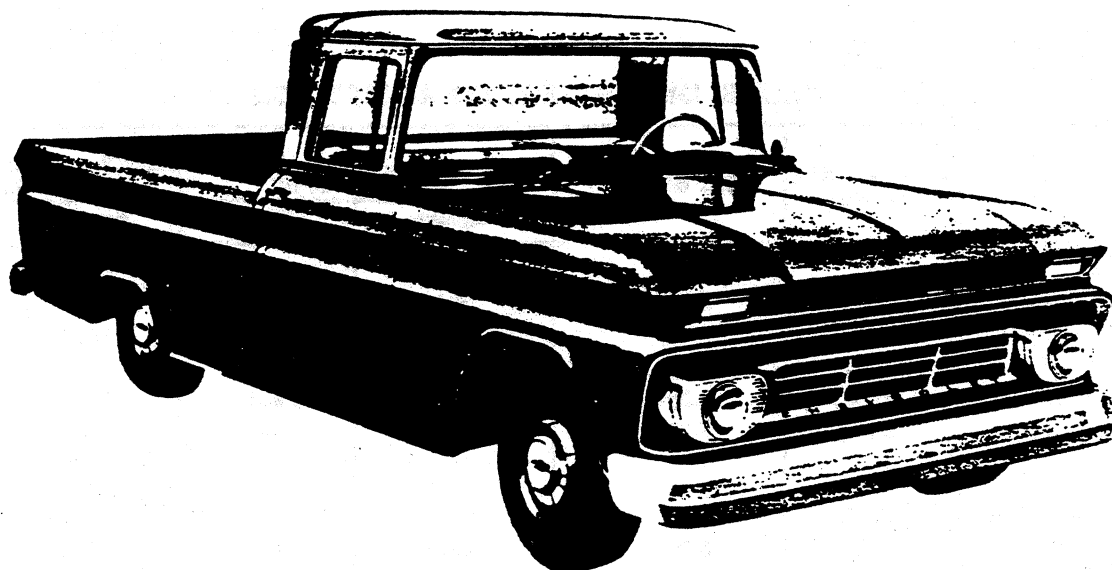
Painters

Plumbers

Public Utilities

Ranchers

Surveyors



FRAME SPECIFICATIONS

In measuring frame strength, two important properties must be considered—section modulus and yield point. Chevrolet frames have a yield point of 39,000 lb per square inch. For comparative measures of frame strength, this yield point multiplied by the section modulus gives a good measure of the strength of the frame.

Series	Side Rail Dimensions			Section Modulus (in cu)		Number of Structural Cross Members
	Depth (inches)	Width (inches)	Thick- ness (inch)	Maximum	Behind Cab	
P13, C10.....	5½	2½♦	⅛	3.39	3.39	5♦
K10, K20.....	7¾	2¾	⅜	5.09	5.09	6
C25.....	5½	2½♦	⅝	3.91	3.91	5♦
P20, P30.....	7¼	2¾	⅞	5.70	—	5
C36.....	7¾	2¾	⅜	5.09	5.09	5
C41.....	8½	2⅝⅞	⅜	6.28	6.28	5
C43.....	8¾	2⅝⅞	⅞	7.29	7.29	6
C51, C52, C53.....	9⅞	3⅞♦	⅞	11.69	8.22	6
C55.....	9⅞	3¼♦	¼	18.32★	13.51	6
L52, L53.....	9⅞	3⅞♦	⅞	11.69	8.22	6
L56.....	9⅞	3¼♦	¼	14.47	9.38	6
S53.....	9⅞	3⅞♦	⅞	11.69	—	8
C61, C62, C63.....	9⅞	3⅝⅞♦	⅞	15.70★	12.35	6
C65.....	9⅞	3½♦	¼	18.47★	13.47	6
C68.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
D61, D62, D63.....	9⅞	3⅞♦	⅞	17.30★	12.35	6
D65.....	9⅞	3¼♦	¼	18.47★	13.47	6
D68.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
L61, L62, L63.....	9⅞	3⅞♦	⅞	11.69g	8.22f	6
L66.....	9⅞	3¼♦	¼	14.47b	9.38d	6
L69.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
S62.....	9¾	3⅞♦	⅞	15.68	—	9
S64.....	9¼	3⅞⅞♦	⅝	16.88	—	10
S67, S69.....	9¼	3⅞⅞♦	⅝	16.88	—	11
T62, T63.....	9⅞	3⅞♦	⅞	13.31a	13.31a	6
T66.....	9⅞	3¼♦	¼	14.47b	14.47b	7
T68.....	9¾	3⅞♦	⅞	15.68c	15.68c	7
C61-H, C62-H, C63-H.....	9⅞	3⅝⅞♦	⅞	17.30★	12.35	6
C65-H.....	9⅞	3½♦	¼	18.47★	13.47	6
C68-H.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
D61-H, D62-H, D63-H.....	9⅞	3⅝⅞♦	⅞	17.30★	12.35	6
D65-H.....	9⅞	3½♦	¼	18.47★	13.47	6
D68-H.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
L61-H, L62-H, L63-H.....	9⅞	3⅞♦	⅞	13.31a	8.22f	6
L66-H.....	9⅞	3¼♦	¼	14.47b	9.38d	6
L69-H.....	9¾	3⅞♦	⅞	15.68c	10.59e	8
T62-H, T63-H.....	9⅞	3⅞♦	⅞	13.31a	13.31a	6
T66-H.....	9⅞	3¼♦	¼	14.47b	14.47b	7
T68-H.....	9¾	3⅞♦	⅞	15.68c	15.68c	7
C81, C82.....	9⅞	3⅝⅞♦	⅞	17.30★	12.35	6
C83, C85.....	9⅞	3½♦	¼	18.47★	13.47	7
C88.....	9¾	3⅞♦	⅞	15.68c	10.59e	9
E81, E82, E83.....	9⅞	2⅝⅞♦	⅞	17.30	12.30	7
L81, L82, L83.....	9⅞	3⅞♦	⅞	13.31a	8.22f	6
L86.....	9⅞	3¼♦	¼	14.47b	9.38d	7
T82, T83.....	9⅞	3⅞♦	⅞	13.31a	13.31a	6
T86.....	9⅞	3¼♦	¼	14.47b	14.47b	7
T88.....	9¾	3⅞♦	⅞	15.68c	15.68c	7
M83.....	9¼	3⅞⅞♦	⅝	23.11	20.90	7
M85.....	{ Plus channel reinforcement: }			23.11	20.90	8
M88.....	11⅞	2⅞⅞	⅞	23.11	20.90	9
U82, U83.....	9⅞	2⅝⅞♦	⅞	17.30	17.30	6
With I-Beam Front Axle:						
C81, C82.....	9⅞	2⅝⅞	⅜	12.35★	12.35	7
C83, C85.....	9⅞	3	¼	13.47★	13.47	6
C88.....	9¾	3⅞	⅞	10.59e	10.59e	7
E81, E82, E83.....	9⅞	2⅝⅞	⅞	12.35	12.35	7
L82, L83.....	9⅞	2⅝⅞	⅞	8.22f	8.22f	6
L86.....	9⅞	3	¼	9.38d	9.38d	7
M83.....	9¼	3⅞	⅝	20.90	20.90	8
M85.....	{ Plus channel reinforcement: }			20.90	20.90	9
M88.....	11⅞	2⅞⅞	⅞	20.90	20.90	10

♦ Includes X-structure reinforcement.

♦ Width of section including frame liner.

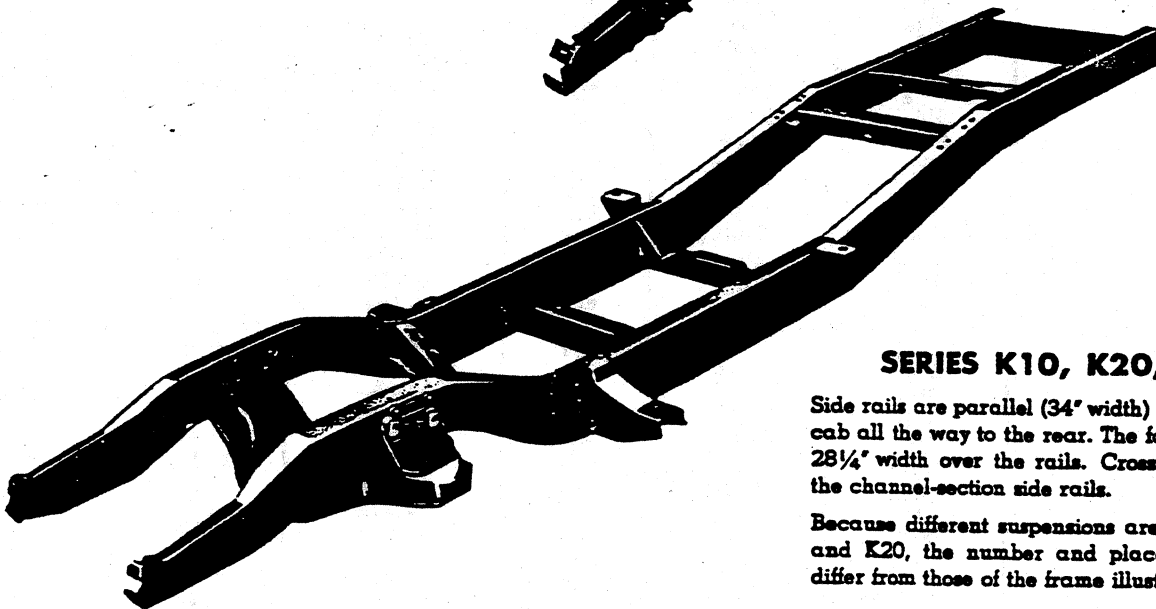
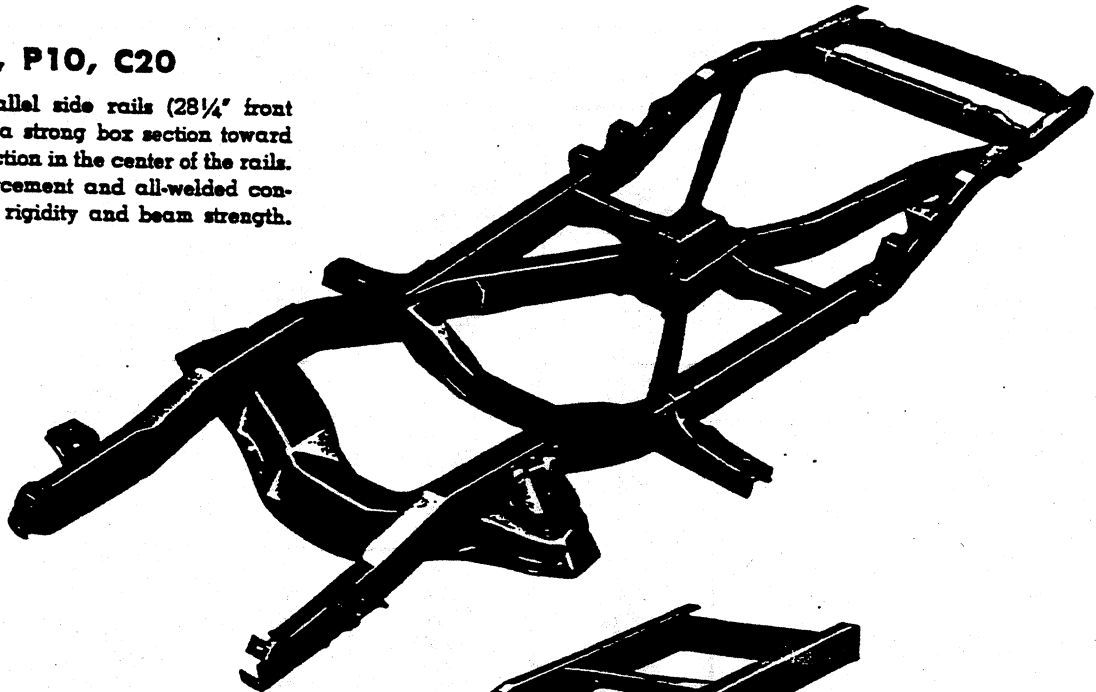
★ Includes short outer reinforcement.

Notes a thru g: Section modulus with RPO outer reinforcements: a = 17.30; b = 18.47; c = 19.60; d = 13.47; e = 14.67; f = 12.35; g = 15.70.

FRAMES

SERIES C10, P10, C20

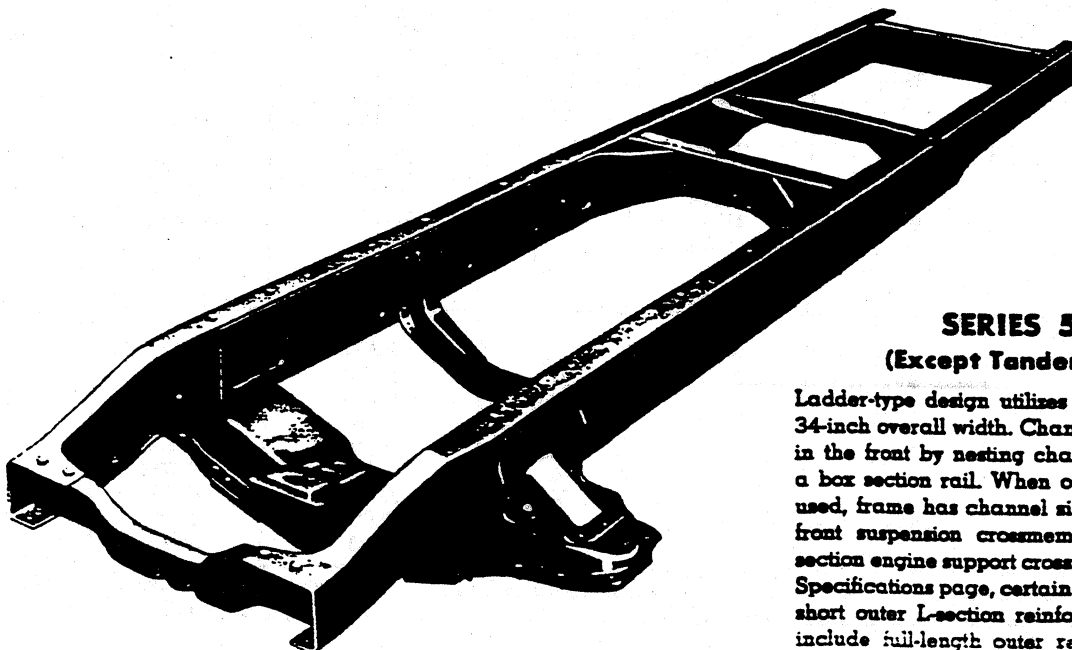
These frames have nonparallel side rails (28¼" front width; 42" rear width) with a strong box section toward either end, and a channel section in the center of the rails. A central X-structure reinforcement and all-welded construction give high torsional rigidity and beam strength.



SERIES K10, K20, C30, C40

Side rails are parallel (34" width) from a point beneath the cab all the way to the rear. The forward area tapers to a 28¼" width over the rails. Crossmembers are riveted to the channel-section side rails.

Because different suspensions are utilized for Series K10 and K20, the number and placement of crossmembers differ from those of the frame illustrated.



SERIES 50, 60, 80

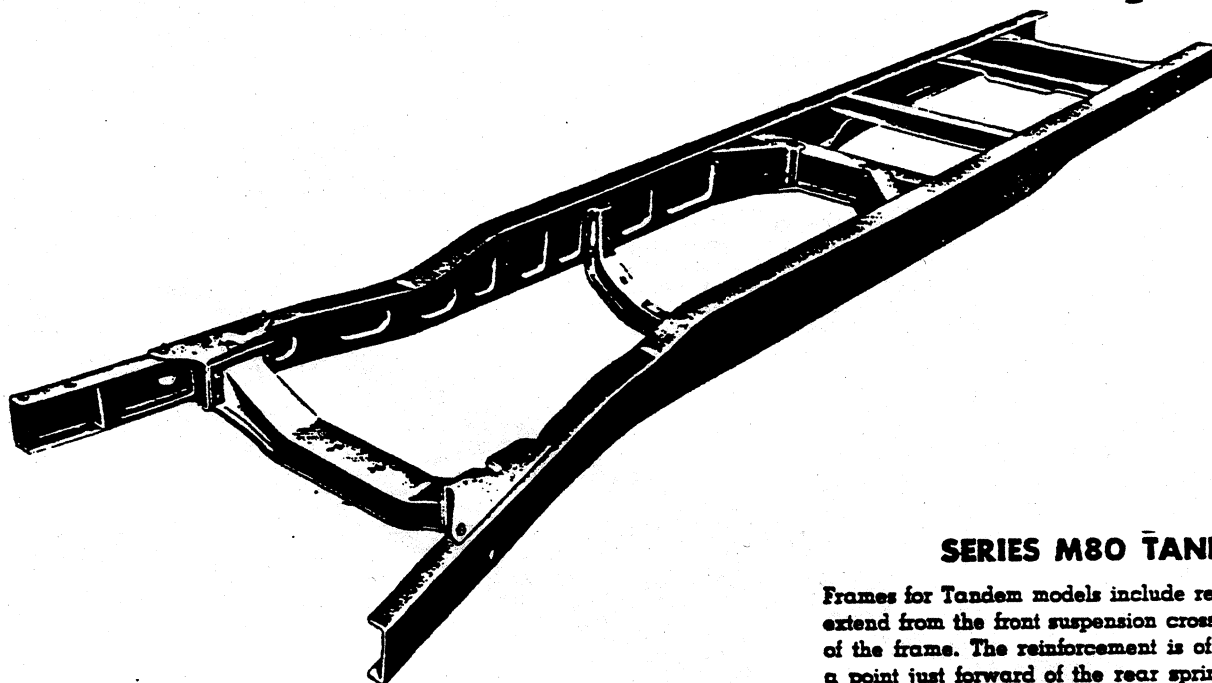
(Except Tandems and Tilt Cabs)

Ladder-type design utilizes parallel side rails of nominal 34-inch overall width. Channel side rails are strengthened in the front by nesting channel-section liners which form a box section rail. When optional I-beam front axles are used, frame has channel side rails without liners and the front suspension crossmember is replaced with a hat-section engine support crossmember. As shown in the Frame Specifications page, certain C-D60 and C80 models have a short outer L-section reinforcement. Series E-U80 models include full-length outer reinforcements as described on the facing page.

FRAMES

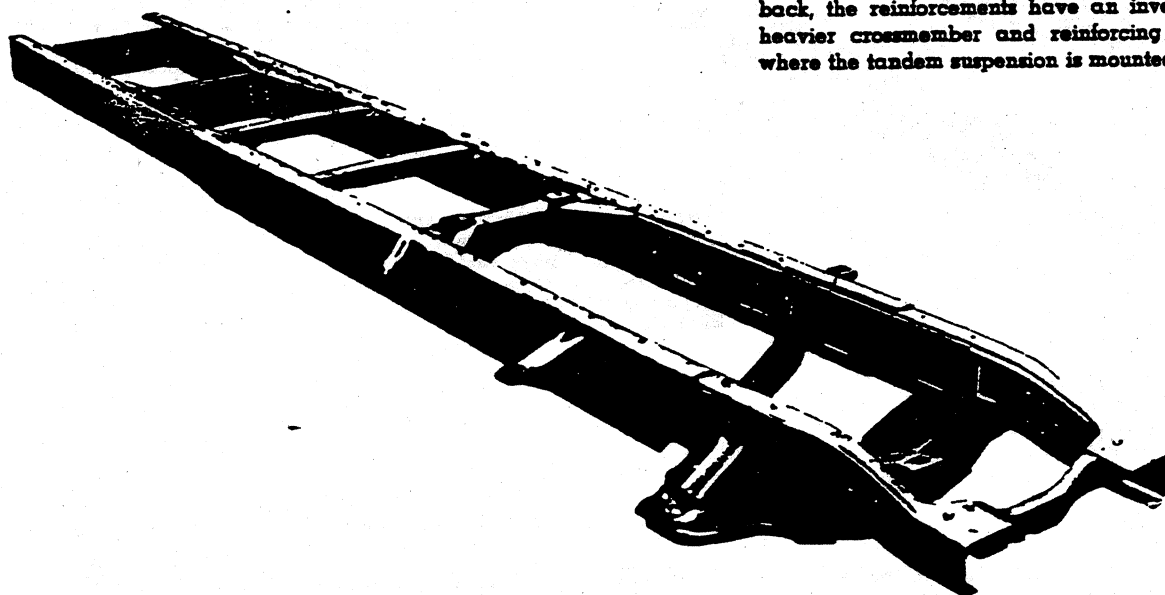
TILT CABS

Frames for Tilt Cab models are similar to other Series 60 and 80 frames. A prominent difference is the spread of the side rails at the front. Frame width ahead of the front suspension crossmember increases from 34" to 54 1/4".



SERIES M80 TANDEMS

Frames for Tandem models include reinforcements which extend from the front suspension crossmember to the end of the frame. The reinforcement is of channel section to a point just forward of the rear springs. From this point back, the reinforcements have an inverted L-section. A heavier crossmember and reinforcing plates are used where the tandem suspension is mounted.



OUTER REINFORCEMENTS

Inverted-L outer reinforcements are optional for Series 60 and 80. The L-section reinforcement extends from the front suspension crossmember back to the rear spring front hanger. Dimensions are 8 7/8" deep, 2 13/16" wide and 1/4" thick. A spacer plate is used on the top of the top of the frame from the rear of the L-section reinforcement to the end of the frame.

INNER REINFORCEMENTS

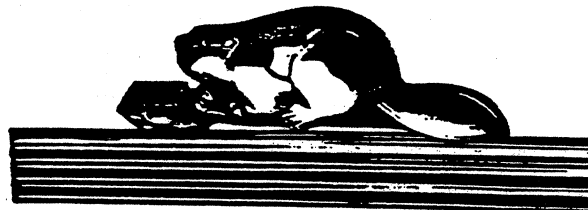
On the shorter wheelbase Series C60-H, D60-H and L60-H models, a heavier channel section inner liner is used. While the standard frame uses a liner 1/8" thick, the heavier liner is 3/16" thick, thereby giving a substantial increase in frame section modulus.

SHORT BBC DIMENSION FOR LCF MODELS

Series L50 through L80 models with 93 1/4" bumper-to-back-of-cab dimension have frames with additional bump mounting holes. By removing the bumper and cutting 3 1/2" from the front ends of the frame side rails, the bumper can be re-installed to reduce the BBC dimension to 89 3/4".

D OFF-ROAD CHASSIS EQUIPMENT

heavy-duty chassis package, RPO 246, is offered on chassis-cab models—C6303, C6503. Although not increasing the GVW ratings of these models, this option does adapt them to the rigors of off-road operation, such as in pit mining and logging. The design and equipment features of this option are outlined below.

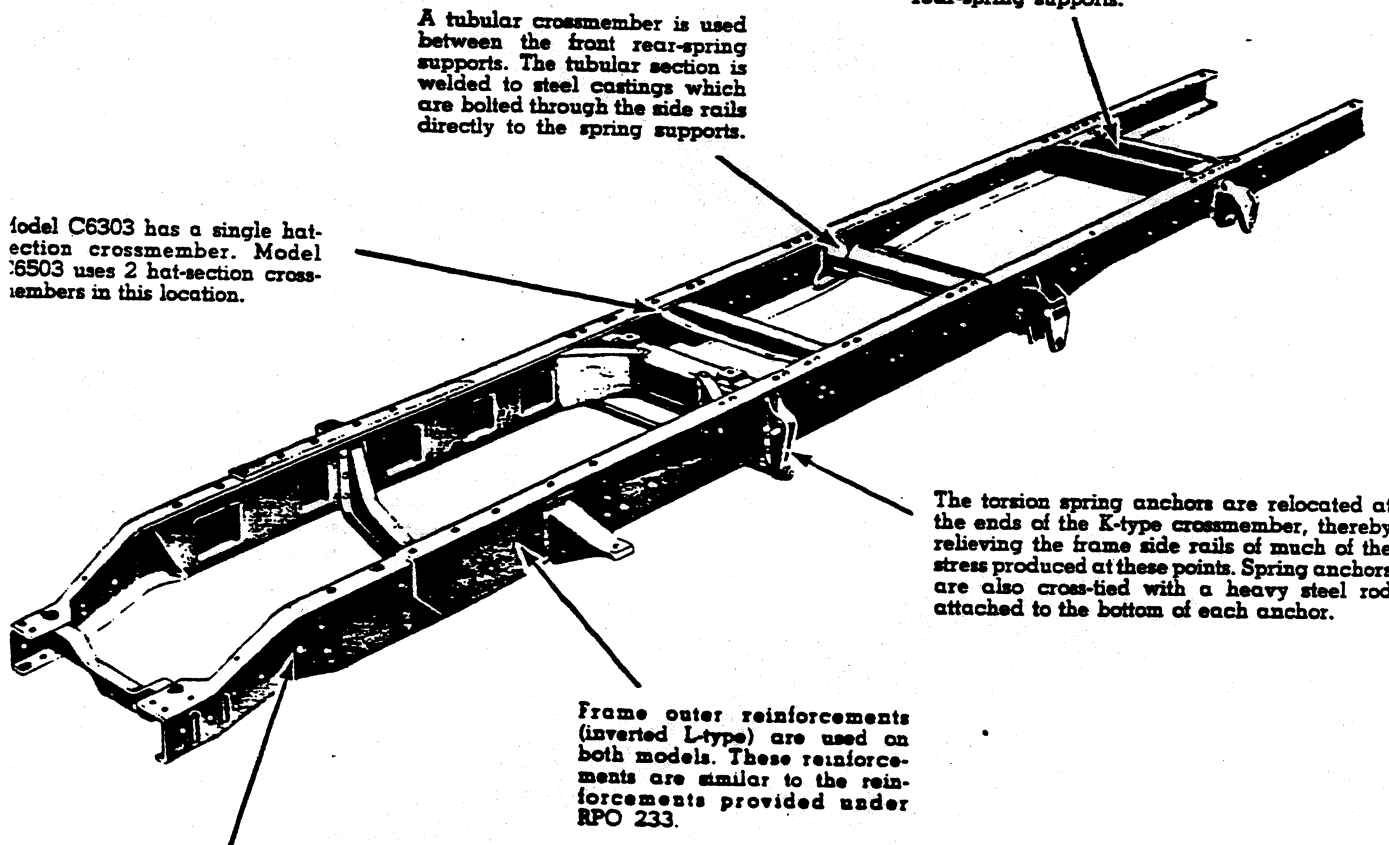


Trucks with this option have a chromed "beaver" emblem placed on the sides of the hood.

A tubular crossmember is used between the front rear-spring supports. The tubular section is welded to steel castings which are bolted through the side rails directly to the spring supports.

A gusseted double channel-section crossmember is bolted to the side rails between the rear rear-spring supports.

Model C6303 has a single hat-section crossmember. Model C6503 uses 2 hat-section crossmembers in this location.



The torsion spring anchors are relocated at the ends of the K-type crossmember, thereby relieving the frame side rails of much of the stress produced at these points. Spring anchors are also cross-tied with a heavy steel rod attached to the bottom of each anchor.

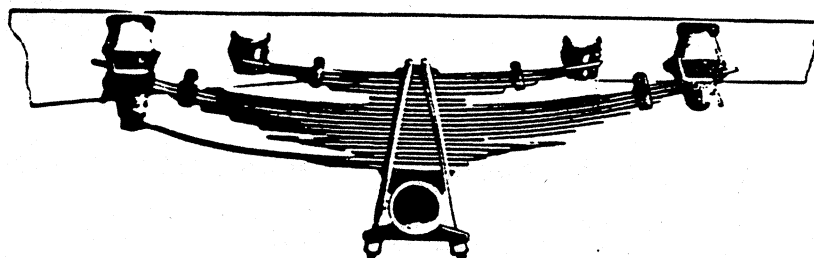
Frame outer reinforcements (inverted L-type) are used on both models. These reinforcements are similar to the reinforcements provided under RPO 233.

Side rail thickness for Model C6303 is increased to $\frac{1}{4}$ inch, the thickness already standard on Model C6503.

Front Suspension—The 5000-lb front suspension has heavier rubber jounce bumpers to prevent overstressing of the torsion springs. The 3000-lb front suspension may also be used.

Front torsion springs—Springs with a capacity of 4000 lb each at ground are used on both models. Sprung capacity is 3585 lb each; deflection rate at wheel is 548 lb/inch; dimensions are $\frac{3}{16}$ " diameter, 70 $\frac{1}{2}$ " length.

Frame specifications—The frame side rail section modulus is 18.73 (in cu), including the outer reinforcements. There are 6 crossmembers on Model C6303 and 7 crossmembers on Model C6503.

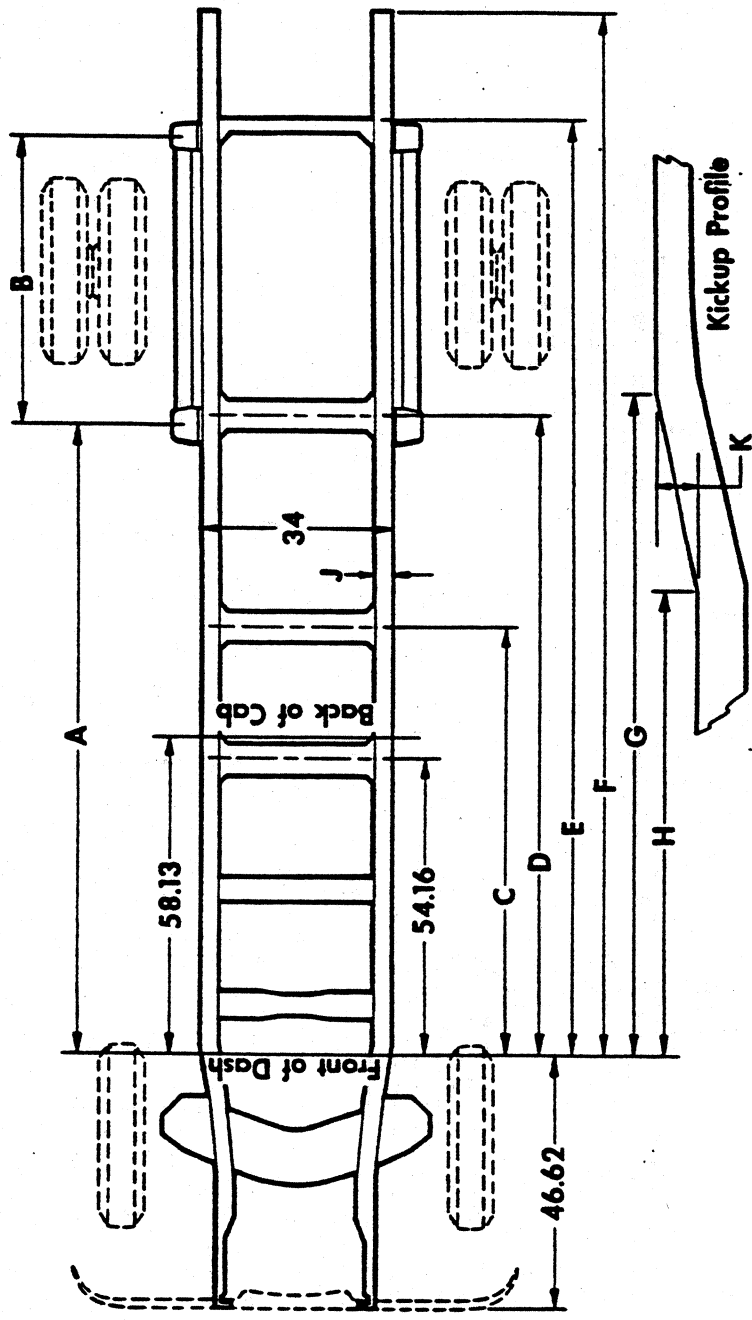


Rear variable-rate springs—Springs with a capacity of 11,500 lb each at ground are used on both models.

Rear auxiliary springs—Both models are equipped with auxiliary springs with a rated capacity of 2000 lb each at ground.

FRAME DIMENSIONS

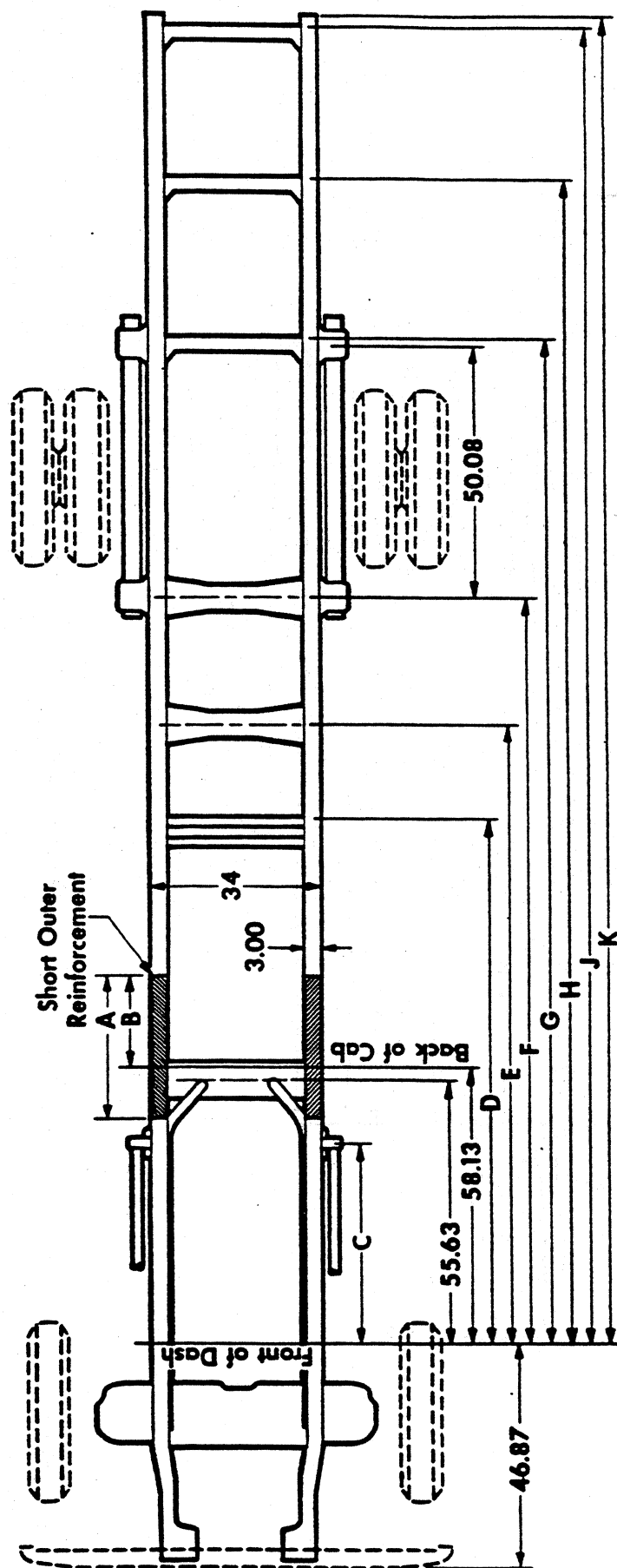
SERIES C30, C40



Series	Dimensions (inches)									
	A	B	C	D	E	F	G	H	J	K
C36.....	91.15	51.58	None	91.84	146.77	165.13	106.81	82.07	2.75	5.16
C41.....	90.86	51.50	None	91.68	146.50	153.13	96.93	60.55	2.94	7.10
C43.....	114.85	51.50	78.14	115.67	170.50	189.13	120.93	84.55	2.97	7.10

FRAME DIMENSIONS

SERIES C50, C60, D60, D60, C80



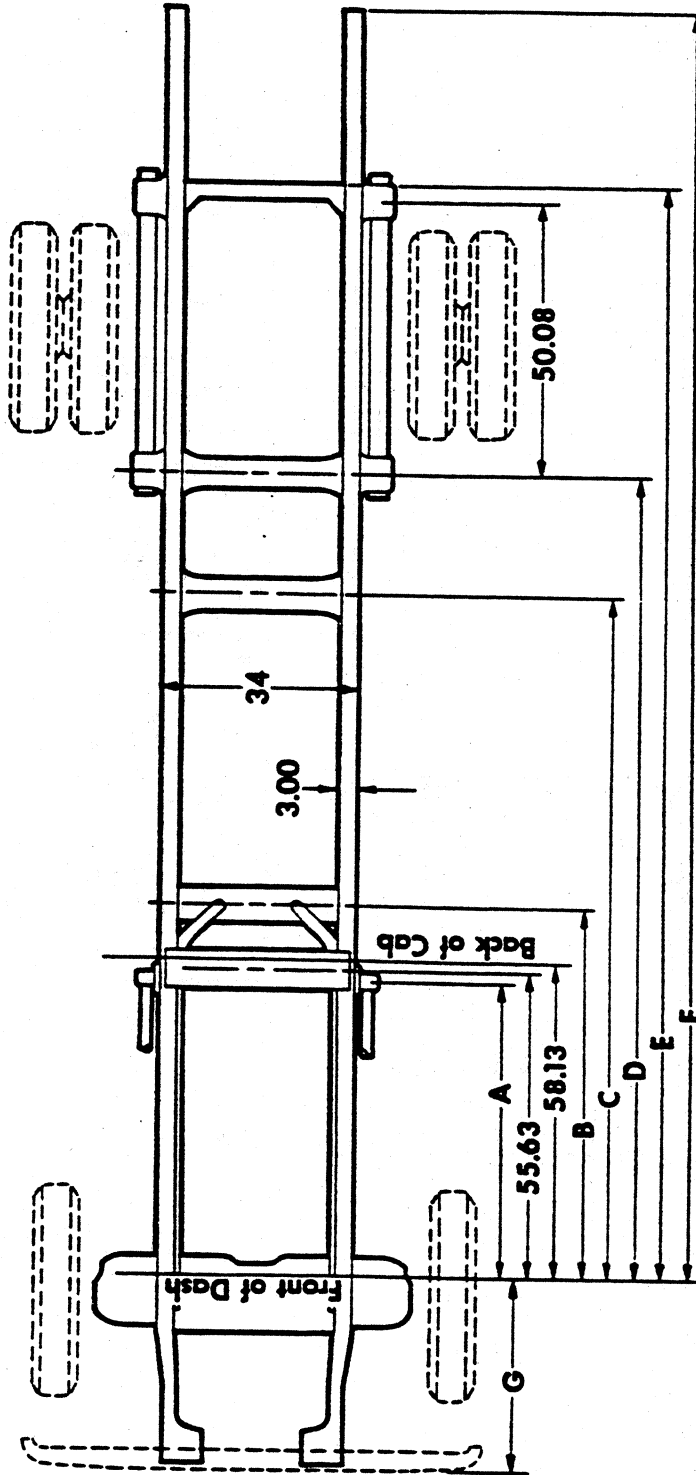
Series	Dimensions (inches)									
	A	B	C	D	E	F	G	H	J	K
C51.....	None	None	42.19	None	None	92.88	None	None	146.48	153.38
C52.....	None	None	42.19	None	72.13	104.88	None	None	158.48	178.38
C53.....	None	None	42.19	None	72.13	116.88	None	None	170.48	190.38
C55.....	30.32e	17.19e	42.19	88.12	None	134.88	None	None	188.48	220.38
C61, D61.....	30.32ac	17.19c	42.19b	None	None	92.88	None	None	146.48	153.38
C62, D62.....	30.32a	17.19	42.19b	None	None	104.88	None	None	158.48	178.38
C63, D63.....	30.32ac	17.19c	42.19b	None	72.13	116.88	None	None	170.48	190.38
C65, D65.....	30.32ac	17.19c	42.19b	88.12	None	134.88	None	None	188.48	220.38
C66, D66.....	None	None	42.19b	110.12	None	156.88	210.48	252.73	284.50	284.63
C81.....	49.32	17.19	54.69	None	None	92.88	None	None	146.48	153.38
C82.....	49.32	17.19	54.69	None	None	104.88	None	None	158.48	178.38
C83.....	49.32	17.19	54.69	None	None	116.88	None	None	170.48	190.38
C85.....	49.32	17.19	54.69	88.12	None	134.88	None	None	188.48	220.38
C86.....	None	None	54.69	110.12	None	156.88	210.48	252.73	284.50	284.63

a—49.32 on all Series D60 and on Series C60 with optional front springs. b—54.69 on all Series D60 and on Series C60 with optional front springs.

e—No reinforcements on cowl models.

FRAME DIMENSIONS

SERIES L50, L60, L80, E80, L80



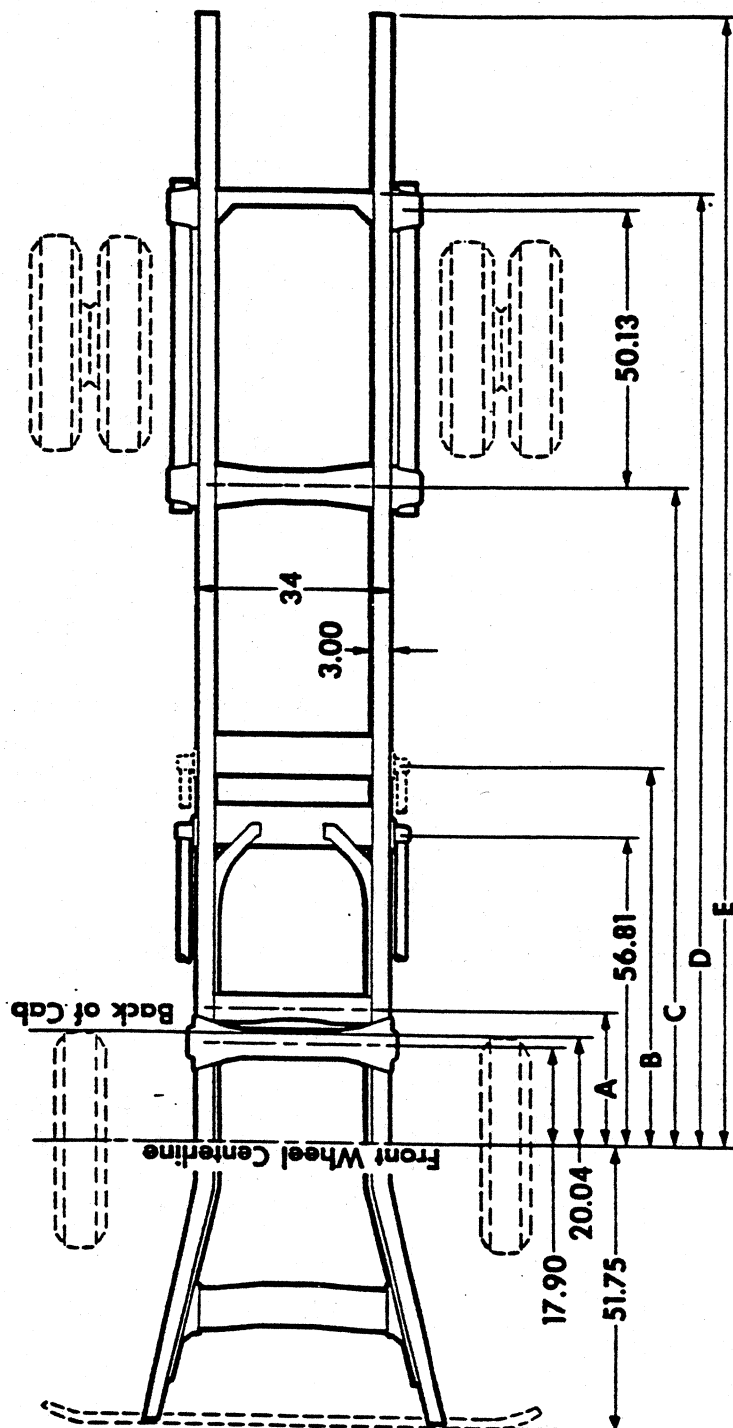
Series	Dimensions (inches)						
	A	B	C	D	E	F	G
L52.....	53.86	67.30	None	104.55	158.15	165.05	35.20
L53.....	53.86	67.30	83.80	116.55	170.15	190.05	35.20
L56.....	53.86	None	None	146.55	200.15	232.05	35.20
L61.....	53.86	67.30	None	92.55	146.15	153.05	31.62
L62.....	53.86	67.30	None	104.55	158.15	165.05	35.20
L63.....	53.86	67.30	None	116.55	170.15	190.05	35.20
L66.....	53.86	None	None	146.55	200.15	232.05	35.20
L69.....	53.86	None	None	168.55	222.15	296.30	35.20
E81.....	66.36	67.30	None	92.55	146.15	153.05	32.20♦
L81.....	53.86★	67.30	None	92.55	146.15	153.05	31.62
E82, L82.....	53.86★	67.30	None	104.55	158.15	165.05	35.20♦
E83, L83.....	53.86★	67.30	None	116.55	170.15	190.05	35.20♦
L86.....	53.86★	None	None	146.55	200.15	232.05	35.20

★ 66.36 on Series E80 with optional 9,000-lb independent front suspension; 66.36 on Series L80 with optional 4500-lb front springs and 9,000-lb independent front suspension.

♦ 32.20 on Series E80 with independent suspension; 33.49 on Series E80 with I-beam axle.

FRAME DIMENSIONS

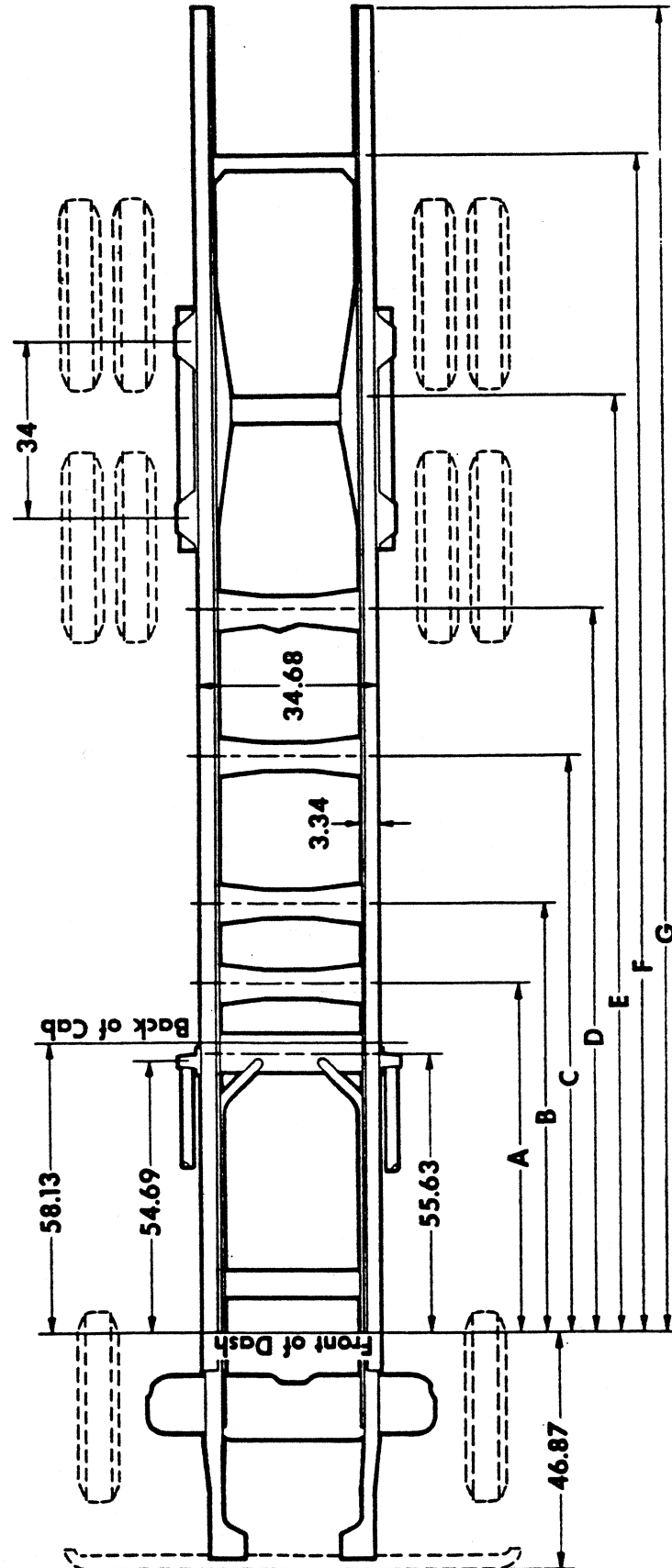
SERIES T60, T80, U80



Series	Dimensions (inches)				
	A	B	C	D	E
T62.....	23.23	None	71.50	125.10	145.00
T63.....	23.23	None	83.50	137.10	157.00
T66.....	23.23	None	107.50	161.10	193.00
T68.....	23.23	None	119.50	173.10	205.00
T82.....	23.94	None	71.50	125.10	145.00
T83.....	23.94	69.31*	83.50	137.10	157.00
T86.....	23.94	69.31*	107.50	161.10	193.00
T88.....	23.94	69.31*	119.50	173.10	205.00
U82.....	None	None	71.50	125.10	145.00
U83.....	None	69.31*	83.50	137.10	157.00

*Only with 9000-lb front suspension and 4500-lb front springs.

SERIES M80



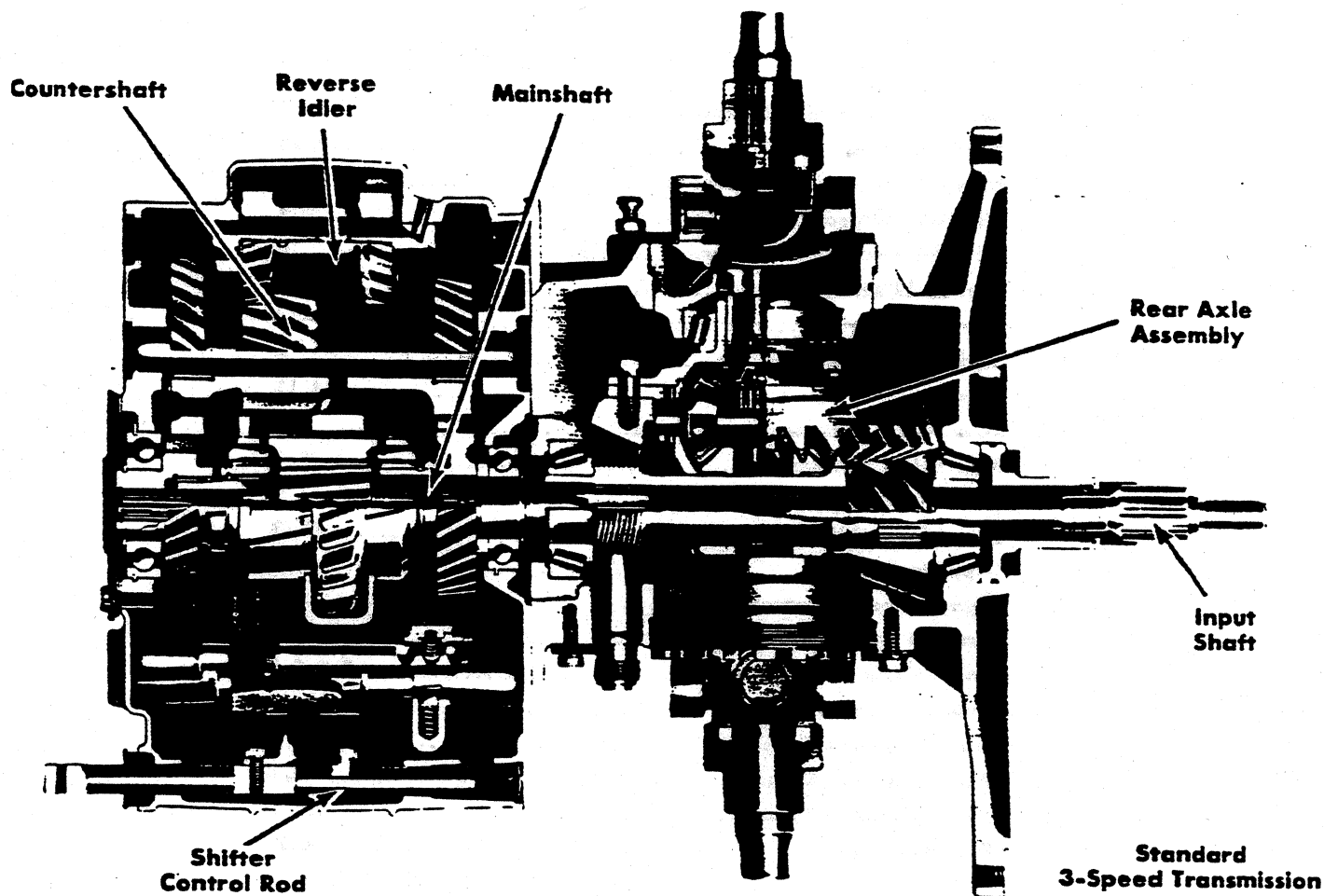
Series	Dimensions (inches)						
	A	B	C	D	E	F	G
M83	None	90.27	None	None	147.11	190.13	202.13
M85	69.01	90.27	124.43	None	165.11	219.13	232.13
M88	69.01	84.56	113.49	142.43	183.11	232.13	262.13

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Hotchkiss Drive.....	14
Hydra-Matic Transmission.....	8
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Powerglide Transmission.....	2, 3
Powermatic Transmission.....	9
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Propeller Shaft.....	14, 15
Spicer 5-Speed Transmissions.....	7
Transfer Case, 4-Wheel Drive.....	10
Transmission, Automatic.....	2, 3, 8, 9
Transmission, Auxiliary.....	10
Transmission, 3-Speed.....	2, 3
Transmission, 4-Speed.....	2, 4
Transmission, 5-Speed.....	5, 6, 7
Universal Joint.....	14, 15

TRANSMISSION USAGE BY TRUCK SERIES

Transmission	Standard	Optional
3-Speed, Chevrolet.....	10-20	—
3-Speed, Heavy-duty Chevrolet....	—	10-30 (Exc R10, K10, K20)
4-Speed, Chevrolet.....	30-60 (Exc D60)	10-20
5-Speed, New Process.....	—	60 (Exc D60)
5-Speed, Std-Ratio Clark.....	—	60 (Exc D60)
5-Speed, Close-Ratio Clark.....	—	60
5-Speed, Overdrive Clark.....	D60	—
5-Speed, Std-Ratio Spicer.....	80 (Exc E-U80)	—
5-Speed, Close-Ratio Spicer.....	E-U80	C-L-T80
Powerglide.....	—	10-20 (Exc K10, P-K20)
Hydra-Matic.....	—	P20, P30
Powermatic.....	—	60 (Exc D60) 80 (Exc E-U80)
Auxiliary, 3-Spd or 4-Spd Spicer....	—	M80

CORVAIR 95 TRANSMISSIONS



The Corvair 95 transmission is a part of the transaxle—a combined transmission and rear axle assembly mounted on the vehicle underbody just forward of the engine. The input shaft passes through the hollow pinion shaft and mainshaft to drive the transmission. The mainshaft is splined to the pinion shaft to deliver power to the rear axle.

Standard 3-Speed Synchro-Mesh Transmission

This transmission is synchronized in 2nd and 3rd gears, with gear selection controlled by a floor-mounted shift lever. Lubrication is common with the rear axle.

Specifications

Make & Type	Chevrolet 3-Speed Synchro-Mesh	Chevrolet 4-Speed Synchro-Mesh
Gear Ratios:		
First.....	3.50	3.65
Second.....	1.99	2.35
Third.....	Direct	1.44
Fourth.....	—	Direct
Reverse.....	3.97	3.66
Gear Type	Helical	Helical
Bearing Types:		
Mainshaft front.....	Roller	Roller
Mainshaft rear.....	Ball	Ball
Countershaft front.....	Roller	Roller
Countershaft rear.....	Roller	Roller
Clutch gear.....	Ball	Ball
Reverse idler.....	Roller	Roller
Lubricant Capacity	1.9 pints	1.9 pints

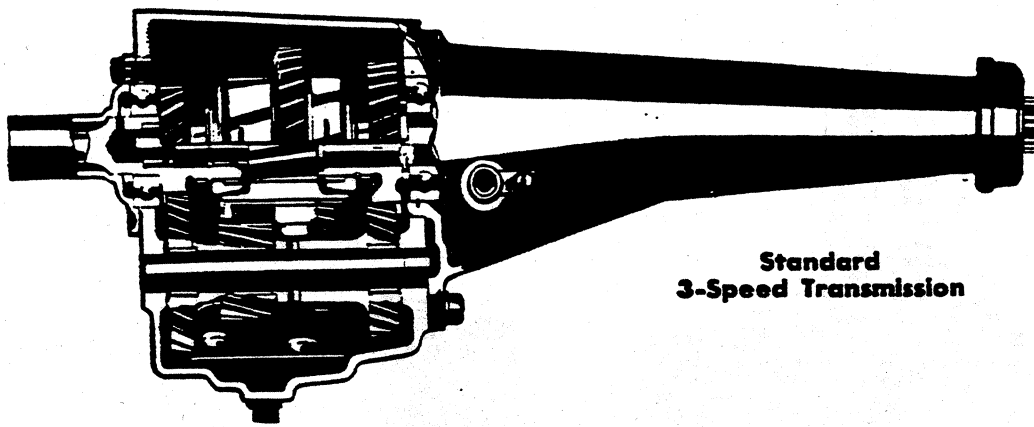
Optional 4-Speed Synchro-Mesh Transmission

This transmission is synchronized in all forward speeds, with gear selection controlled by a floor-mounted shift lever. Shift pattern is etched on the face of the shift lever, and maximum recommended shifting speeds are indicated on the speedometer dial. Lubrication is common with the transmission.

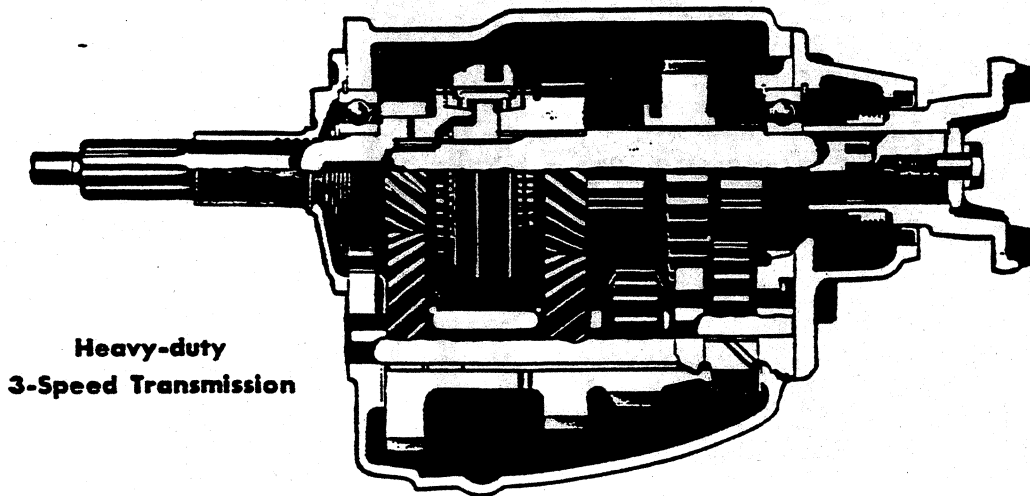
Optional Powerglide Transmission

The Powerglide transmission combines a 3-element torque converter and a 2-speed planetary gearset, providing maximum torque multiplication of 4.73 in low gear. Gear ratios are 1.82 for low and reverse gears, and 1.00 for high gear. Low (L), drive (D), neutral (N) and reverse (R) operation are selected by a lever mounted on the instrument panel. Type "A" lubricant is used, and is separate from the rear axle lubricant. A transmission oil cooler is mounted in the left wheel-house compartment.

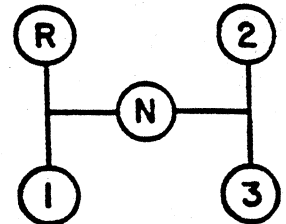
3-SPEED & POWERGLIDE TRANSMISSIONS



**Standard
3-Speed Transmission**



**Heavy-duty
3-Speed Transmission**



**Gearshift Lever
Positions**

Standard 3-Speed Synchro-Mesh Transmission

Wide-faced helical gears are carburized and shot-peened for long service life. Rounded gear teeth resist chipping. Anti-friction bearings on the clutch shaft, mainshaft and countershaft assure alignment and proper gear meshing. Gearshift lever is conveniently located on the steering column.

Optional Heavy-duty 3-Speed Synchro-Mesh Transmission

Rugged construction and lower first and second gear ratios make the heavy-duty 3-speed transmission ideally suited for house-to-house service. Quietness and long life are assured by the large tooth contact area of the wide-faced helical gears. Steering column gearshift is used for maximum driver convenience.

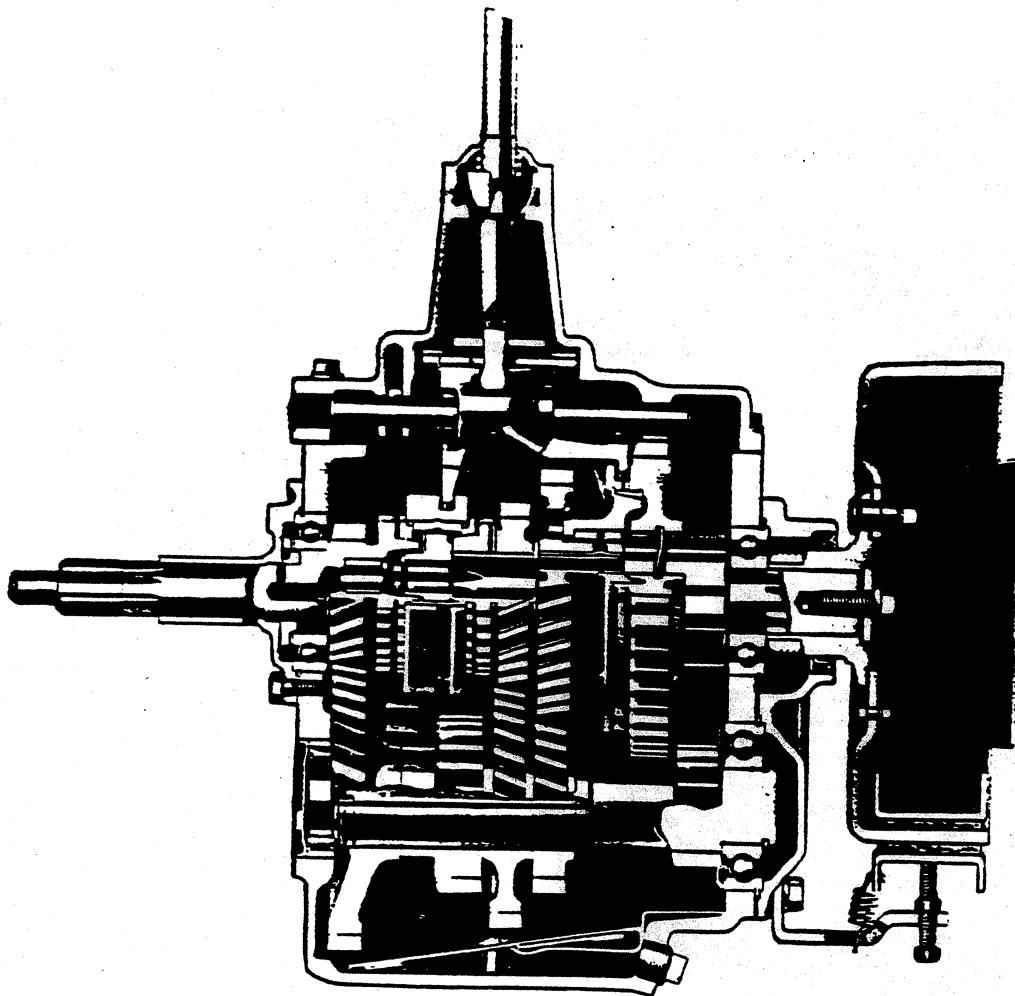
Optional Powerglide Transmission

This automatic transmission combines a 2-speed planetary gearset and a torque converter to provide torque multiplication as high as 3.82 in low and reverse gears. Gear ratios are 1.82 for low and reverse, and 1.00 for drive range. A steering-column-mounted lever selects the 5 operating positions: Park, reverse (R), neutral (N), drive (D) and low (L). For safety, the engine can be started only when the control lever is in either park or neutral position. Optional equipment on Series C10, P10 and C20. See facing page for information about Powerglide transmission for Corvair 95 models.

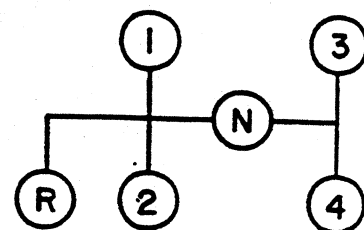
Specifications

Make & Type	Chevrolet 3-Speed Synchro-Mesh	Warner A-55-T-89B HD 3-Speed
Series Applications	C-K-P10, C-K-P20	C-P10, C-P20, C-P30
Input Torque Capacity (lb-ft)	275	275
Gear Ratios:		
First	2.94	3.17
Second	1.68	1.75
Third	Direct	Direct
Reverse	3.14	3.76
Gear Types:		
Helical gears	All	2nd
Spur	None	1st, Rev
Bearing Types:		
Clutch gear bearing	Ball	Ball
Mainshaft front	Roller	Roller
Mainshaft rear	Ball	Ball
Countershaft front	Roller	Roller
Countershaft rear	Roller	Roller
Reverse idler	Bronze Bushing	Bronze Bushing
Lubricants:		
Capacity	2 Pints	2¾ pints
Type, grade	See Owner's Guide	See Owner's Guide

4-SPEED TRANSMISSION



Gearshift Lever Positions



Specifications

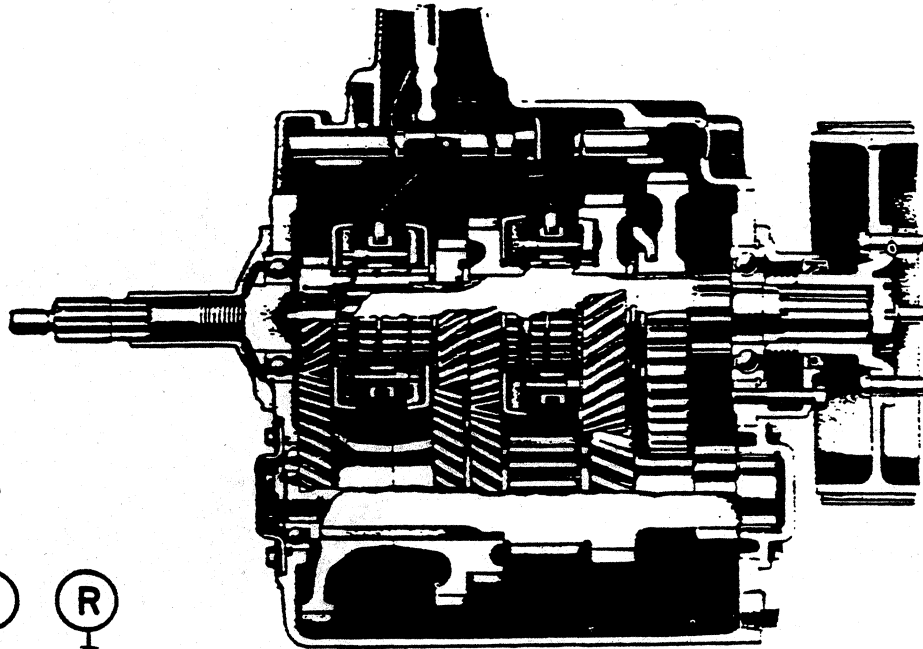
The Chevrolet 4-speed transmission provides synchro-mesh gear engagement in second, third, and fourth speeds for quick, clashless gear shifting. All components are built to heavy-duty specifications for dependability and durability. Gears are made of alloy steel, carburized and hardened for resistance to wear. Mainshaft and countershaft are carburized and hardened alloy steel. Reverse idler shaft is case-hardened carbon steel. Mainshaft and countershaft are mounted on roller and ball bearings for high efficiency and long service life.

A drum and band type parking brake is attached to the transmission case with installations on Series C20, P20, 30 and 40. Parking brake for Series 50 and 60 is drum and dual-shoe type attached to the transmission case. Rear brakes comprise the parking brake for Series 10 and K20 with 4-speed transmission.

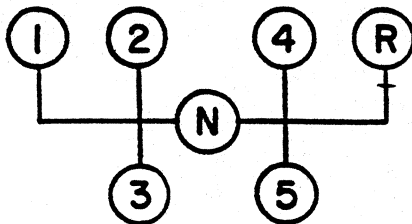
A single six-bolt (SAE standard) power take-off opening is located on the left side of the transmission. Up to 40 horsepower can be provided by a power take-off installation.

Make & Type	Chevrolet 4-Speed Synchro-Mesh
Series Applications	C-K-L-P-S-T 10 thru 60
Input Torque Capacity (lb-ft)	281
Gear Ratios:	
First	7.06
Second	3.58
Third	1.71
Fourth	Direct
Reverse	6.78
Gear Types:	
Helical	2nd, 3rd
Spur	1st, Reverse
Bearing Types:	
Clutch bearing	Ball
Mainshaft front	Roller
Mainshaft rear	Ball
Countershaft front	Roller
Countershaft rear	Ball
Reverse idler front	Bronze Bushing
Reverse idler rear	Bronze Bushing
Power Take-Off Data:	
Opening type	SAE Std 6-Bolt
Location	Left side
Meshing gear teeth	33
PTO gear rpm at 1000 engine rpm	425
Lubricants:	
Oil Capacity	6 1/4 Pints
Type, grade	See Owner's Guide

5-SPEED NEW PROCESS TRANSMISSION



Gearshift Lever Positions



Specifications

Make, Model & Type	New Process 540C 5-Speed Synchro-Mesh
Series Applications	CL-S-T60
Input	
Torque Capacity (lb-ft)	310
Gear Ratios:	
First	7.41
Second	4.05
Third	2.40
Fourth	1.48
Fifth	Direct
Reverse	7.85
Gear Types:	
Helical	2nd, 3rd, 4th
Spur	1st, Reverse
Bearing Types:	
Clutch gear bearing	Ball
Mainshaft front	Roller
Mainshaft rear	Ball
Countershaft front	Ball
Countershaft rear	Roller
Reverse idler front	Bronze Bushing
Reverse idler rear	Bronze Bushing
Power Take-Off Data:	
Opening type	SAE Std 6-Bolt
Location	Both sides
Meshing gear teeth	15 (left); 20 (right)
PTO gear rpm at 1000 engine rpm	373 (left); 456 (right)
Lubricants:	
Oil capacity	9 1/2 Pints
Type, grade	See Owner's Guide

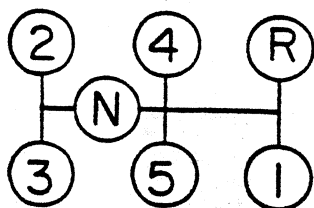
The New Process 5-speed synchro-mesh transmission permits more efficient engine use, lower fuel consumption, and reduced maintenance. The choice of gear ratios allows the engine to operate in the speed range of greatest power output and operating efficiency. High-ratio first and reverse gears provide greater torque multiplication than is available with the 4-speed transmission. See *Performance* section for job applications and performance data.

Synchro-mesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gear shifting. Mainshaft, countershaft, reverse shaft and all gears are machined from alloy steel, carburized and hardened for durability. Gear teeth are shot peened for added resistance to fatigue failure. Compact design results in short, rigid shafts for accurate meshing of gear teeth. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life.

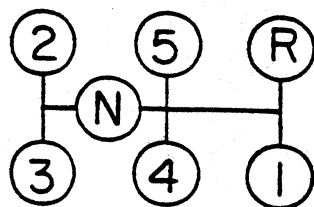
Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case.

5-SPEED CLARK TRANSMISSIONS

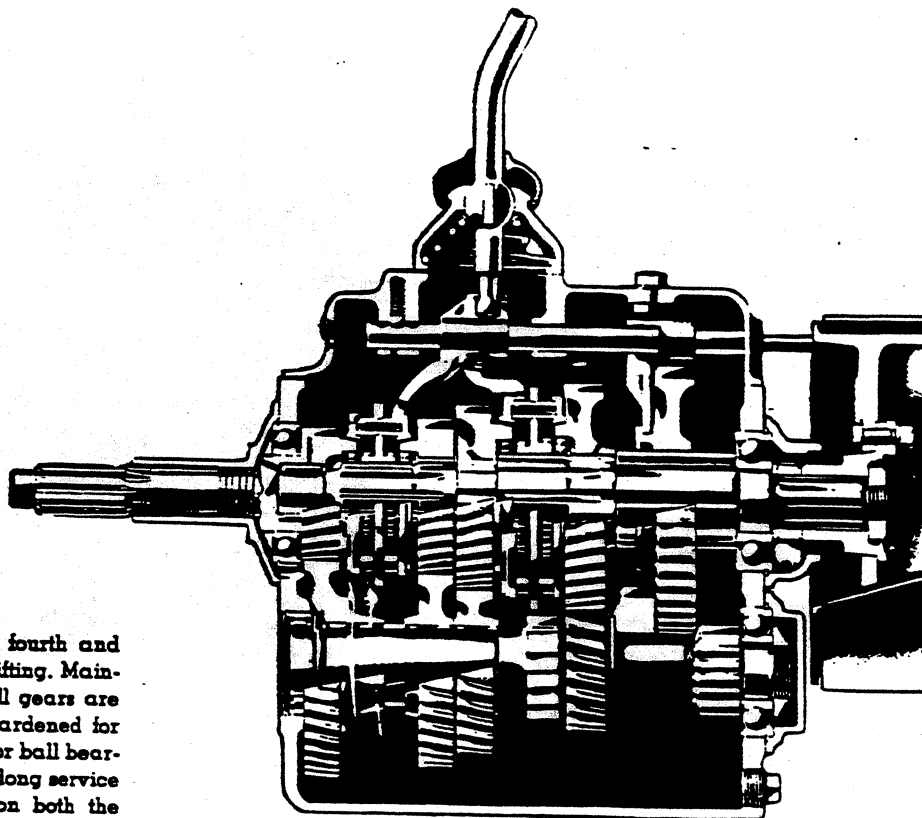
Gearshift Lever Positions



Std and Close-Ratio



Overdrive



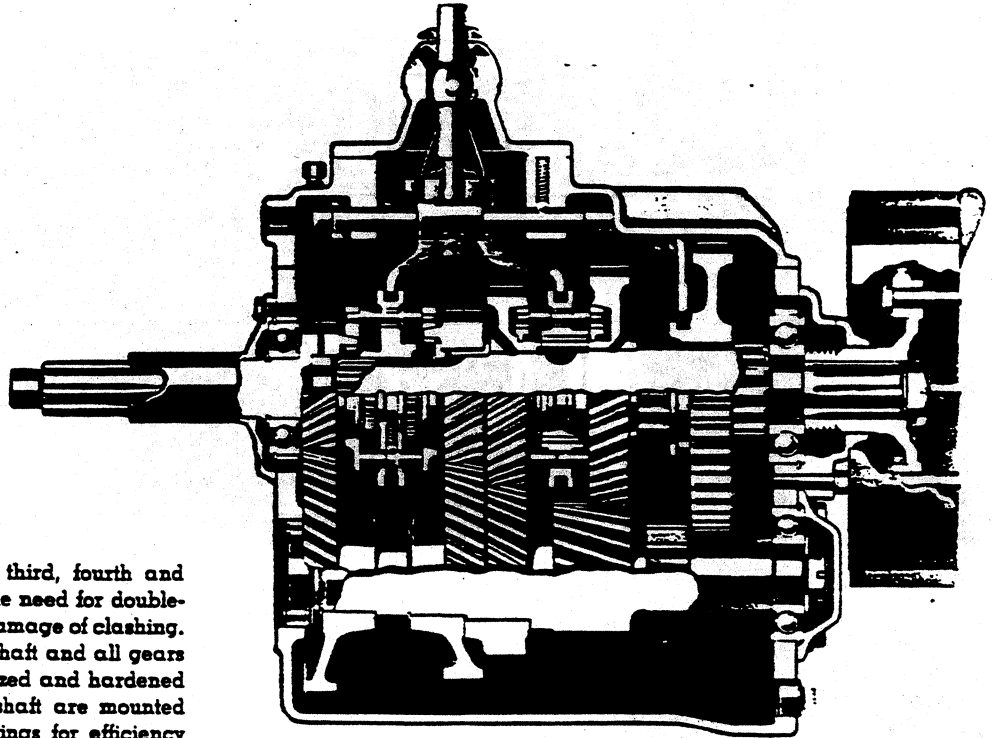
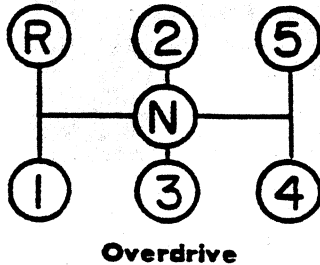
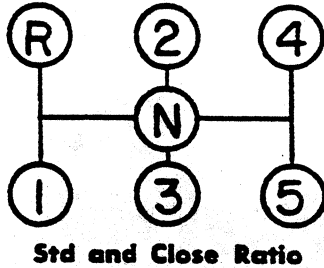
Synchromesh engagement of second, third, fourth and fifth speeds results in quick, clashless gear shifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings for high efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close ratio design permits effective shifting of the Clark 267V transmission in conjunction with the two-speed rear axle. Overdrive ratio of Model 264VO is used exclusively on diesel powered models.

Specifications

Make & Model	Clark 265V Standard 5-Speed	Clark 267V Close-Ratio 5-Speed	Clark 264VO Overdrive 5-Speed
Series Application	CLS-T60	60	D60
Input Torque Capacity (lb-ft)	314	314	314
Gear Ratios:			
First.....	7.58	6.06	6.06
Second.....	4.38	3.50	3.50
Third.....	2.40	1.80	1.80
Fourth.....	1.48	1.18	Direct
Fifth.....	Direct	Direct	0.80
Reverse.....	7.51	6.00	6.00
Gear Types:			
Helical.....	2nd, 3rd, 4th	2nd, 3rd, 4th	2nd, 3rd, 4th
Spur.....	1st, Reverse	1st, Reverse	1st, Reverse
Bearing Types:			
Clutch gear bearing.....	Ball	Ball	Ball
Mainshaft front.....	Roller	Roller	Roller
Mainshaft rear.....	Ball	Ball	Ball
Countershaft front.....	Roller	Roller	Roller
Countershaft rear.....	Ball	Ball	Ball
Reverse idler front.....	Roller	Roller	Roller
Reverse idler rear.....	Roller	Roller	Roller
Power Take-Off Data:			
Opening type.....	SAE Std 6-Bolt	SAE Std 6-Bolt	SAE Std 6-Bolt
Location.....	Both sides	Both sides	Both sides
Meshing gear teeth.....	24 (left); 22 (right)	24 (left); 22 (right)	24 (left); 22 (right)
PTO gear rpm at 1000 engine rpm.....	357 (left); 571 (right)	357 (left); 571 (right)	357 (left); 571 (right)
Lubricants:			
Oil capacity.....	12 Pints	12 Pints	12 Pints
Type, grade.....	See Owner's Guide	See Owner's Guide	See Owner's Guide

5-SPEED SPICER TRANSMISSIONS

Gearshift Lever Positions

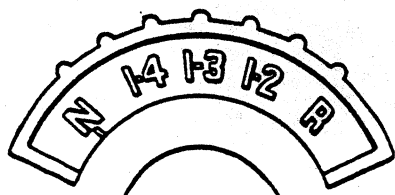
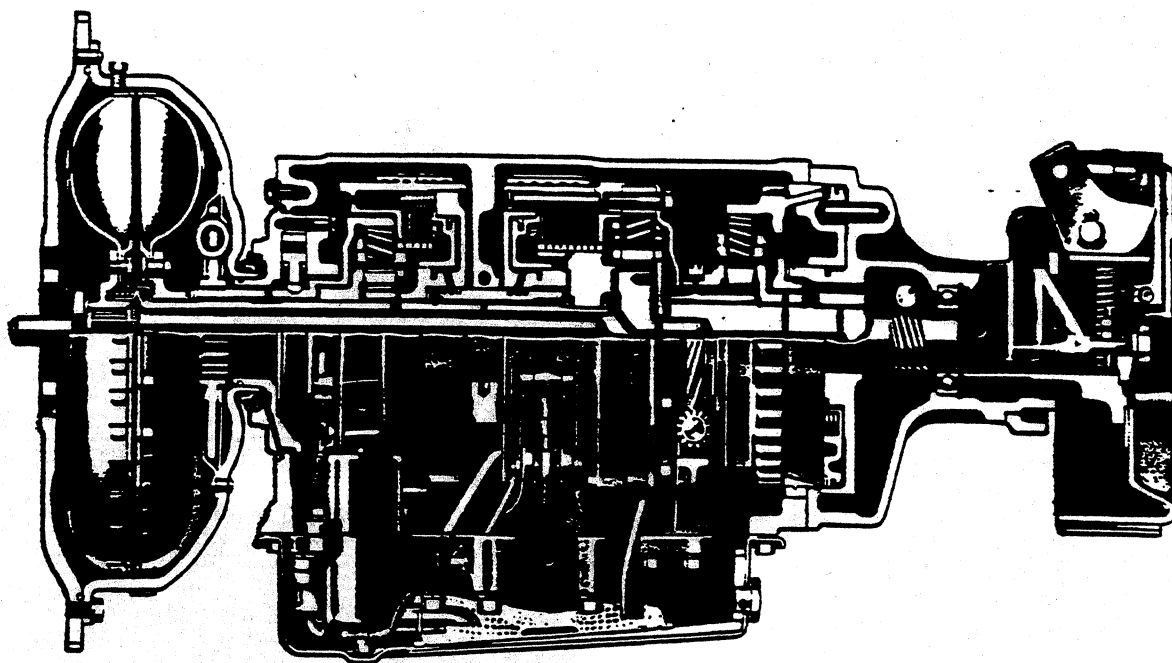


Synchro-mesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Mainshaft and countershaft are mounted on high-capacity ball and roller bearings for efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close ratio design of Model 3152A permits very effective shifting in conjunction with 2-speed rear axle.

Specifications

Make & Model	Spicer 3152 Standard 5-Speed	Spicer 3152A Close Ratio 5-Speed	Spicer 5756B Close Ratio 5-Speed
Series Applications	C-L-M-T80	C-L-T80	E-U80
Input Torque Capacity (lb-ft)	352	352	415
Gear Ratios:			
First	7.55	5.99	6.50
Second	4.17	3.30	3.52
Third	2.45	1.94	1.93
Fourth	1.45	1.15	1.17
Fifth	Direct	Direct	Direct
Reverse	7.44	5.90	6.88
Gear Types:			
Helical	2nd, 3rd, 4th	2nd, 3rd, 4th	2nd, 3rd, 4th
Spur	1st, Reverse	1st, Reverse	1st, Reverse
Bearing Types:			
Clutch gear bearing	Ball	Ball	Ball
Mainshaft front	Roller	Roller	Roller
Mainshaft rear	Ball	Ball	Ball
Countershaft front	Roller	Roller	Roller
Countershaft rear	Ball	Ball	Ball
Reverse idler front	Roller	Roller	Roller
Reverse idler rear	Roller	Roller	Roller
Power Take-Off Data:			
Opening type	SAE Std 6-Bolt	SAE Std 6-Bolt	SAE Std 6-Bolt
Location	Both sides	Both sides	Both sides
Meshing gear teeth	25 (left); 22 (right)	25 (left); 22 (right)	25 (left); 22 (right)
PTO gear rpm at 1000 engine rpm	403 (left); 458 (right)	509 (left); 578 (right)	509 (left); 578 (right)
Lubricants:			
Oil capacity	12 Pints	12 Pints	12 Pints
Type, grade	See Owner's Guide	See Owner's Guide	See Owner's Guide

1-SPEED HYDRA-MATIC TRANSMISSION



Hydra-Matic Quadrant

Features

Fluid coupling eliminates conventional engine clutch, provides oil cushion between engine, transmission and drive line.

Planetary gears provide good performance and high operating efficiency in all speed ranges. Gears are in constant mesh, operating either in direct-drive or as reduction gears. Durable clutch discs and bands automatically change gears according to the road load, speed and throttle opening.

Triple range control gives driver the choice of three forward operating ranges to limit the automatic up-shifting for hard pulling, slow speeds or down-hill braking. Range 1-2 confines shifting to 1st and 2nd speeds. Range 1-3 permits shifting between 1st, 2nd and 3rd speeds. Range 1-4, normal driving position, permits shifting between 1st, 2nd, 3rd and 4th speeds.

Parking position is provided with selector lever in reverse position when engine is shut off, locking drive shaft.

Parking brake is drum and band type.

Starter operates only when selector lever is in neutral (N).

Advantages

Improved schedules are possible by automatic shifting with uninterrupted power flow to rear axle.

More deliveries per day and lower delivery costs per unit can result from faster route schedules.

Fuel savings are possible by automatic up-shifting of Hydra-Matic to proper ratio between engine and rear axle.

Lower maintenance costs. Fluid coupling eliminates maintenance expense of engine clutch, and reduced shock loads cut drive-line and rear axle repairs, increase rear tire mileage.

Driving convenience, safety. Hydra-Matic lets driver concentrate on road and traffic by eliminating tiresome manual shifting.

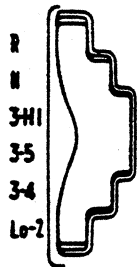
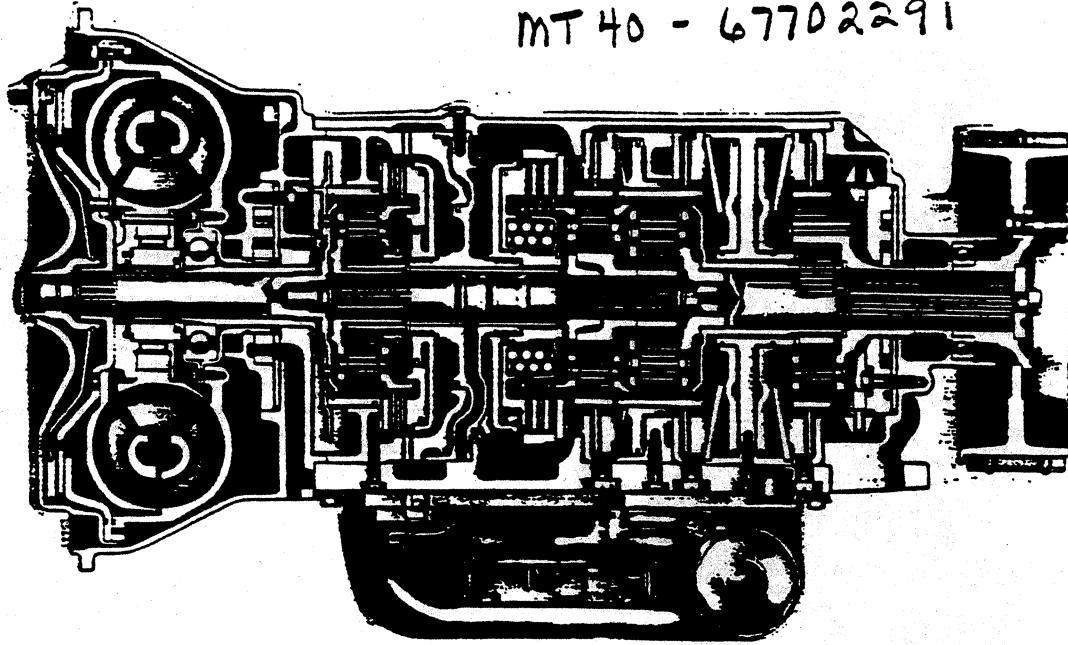
Specifications

Make, Type	Chevrolet-Detroit Transmission, 4-Speed Hydra-Matic
Model	200-CHC
Series Applications	P20, P30
Input Torque Capacity (lb-ft)	275
Gear Ratios:	
First	4.71
Second	3.03
Third	1.56
Fourth	Direct
Reverse	6.11
Fluid Coupling:	
Element types	Pump & Single Turbine
Reduction Gears:	
Gear types	Planetary, clutch & band controlled
Planetary pinions, number	3
Power Take-Off Data:	Power take-off openings not provided. Consult special equipment distributor about engine or split-shaft power take-offs.
Lubricants:	
Oil cooler	Yes
Oil capacity (refill)	9½ qt
Oil type, grade	See Owner's Guide

6-SPEED POWERMATIC TRANSMISSION

MT 30 - 67702266

MT 40 - 67702291



**Powermatic
Range Control**

Advantages

Shorter trip times possible through power-on shifts and efficient use of engine power by automatic shifting.

Greater payloads possible through shorter trip times, thus permitting more tonnage to be hauled per day.

Fuel economy through power-on shifts and automatic converter lock-up clutch.

Reduced shock-loads to engine and drive line by oil-cushioned shifting.

Longer service brake life through braking assistance of hydraulic retarder.

Reduced maintenance. Engine clutch eliminated. Single-speed rear axle saves first cost, eliminates maintenance of two-speed axle parts.

Increased road safety. Frees driver of clutch and gear shift distractions, cuts fatigue and aids alertness. Hydraulic retarder gives added braking control.

Features

Chevrolet's Powermatic is a durable automatic transmission designed and built exclusively for medium- and heavy-duty trucks. Powermatic has construction features to meet truckers' demands for economy, performance, operating flexibility, minimum downtime and low maintenance cost.

Torque converter multiplies starting torque as much as 2.8 to 1. Effective ratio of 14.8 to 1 available in Lo-2 range.

Converter lock-up clutch engages automatically when converter is not needed—gives direct engine coupling for high efficiency and fuel economy.

Planetary gears provide six closely spaced forward gear ratios. Durable planetary gears are in constant mesh, engaged automatically by self-adjusting multiple-disc clutches.

Four range control gives driver full control of forward driving ranges for best performance and flexibility.

Hydraulic retarder assists in braking. Pedal operated, retarder multiplies engine braking up to six times.

Power take-off openings are provided on both sides of transmission case.

Specifications

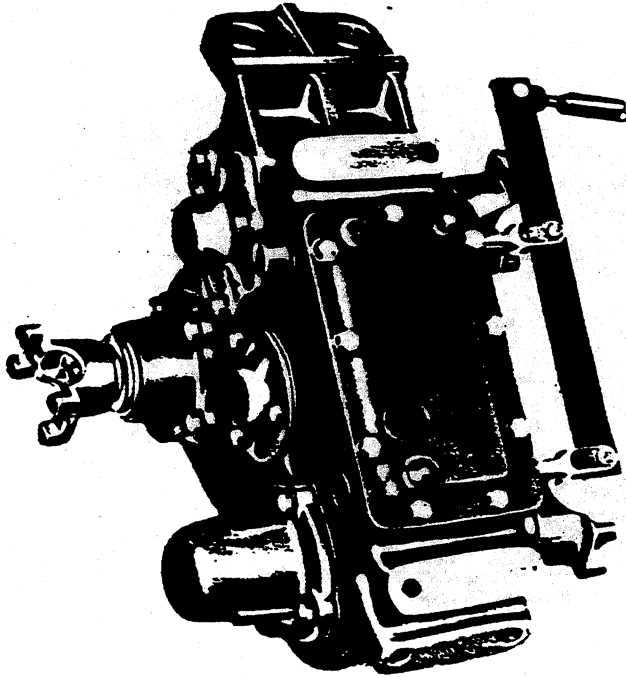
Make, Model & Type	Chevrolet-Allison 6-Speed Powermatic	
Series Applications.....	60, 80	
Ranges & Effective Ratios:	Transmission Gears	Reduction Ratio
Range 3—Hi..... (Cruising, level roads)	Converter & 3rd	7.53 ●
	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
	Lock-up & 5th	1.39
	Lock-up & 6th	Direct
Range 3—5..... (Traffic or hills)	Converter & 3rd	7.53 ●
	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
	Lock-up & 5th	1.39
Range 3—4..... (Slow traffic, steep hills)	Converter & 3rd	7.53 ●
	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
Range Lo—2..... (Off-road, extreme hills)	Converter & 1st	14.8 ●
	Lock-up & 1st	5.29
	Lock-up & 2nd	3.81
Reverse.....	Converter & Rev	16.9 ●
	Lock-up & Rev	6.04
Torque Converter:		
Element types.....	Pump, 2 stators, turbine Automatic, governor controlled	
Lock-up clutch.....		
Reduction Gears:		
Gear types.....	Planetary, clutch actuated	
Power Take-Off Data:		
Opening type.....	SAE Std 6-Bolt	
Location.....	Both sides	
PTO gear rpm.....	See Page 13	
Lubricants:		
Oil capacity.....	17 qt dry refill 13 qt less converter	
Oil type, grade.....	See Owner's Guide	
Oil filter type.....	Full-flow, replaceable	
Oil filter make, model.....	AC, PF-133 element	

● Maximum ratio at stall speed.

AUXILIARY TRANSMISSIONS

FOUR-WHEEL DRIVE TRANSFER CASE

Timken Model T-221



The four-wheel drive transfer case distributes power to rear axle only for two-wheel drive, or to both front and rear axles for four-wheel drive. In four-wheel drive position, driver has the choice of direct gear or 1.94 to 1 underdrive. Control is through a single lever having four positions. From the rear toward the front of the truck these positions are: four-wheel underdrive; neutral; four-wheel direct drive; and two-wheel direct drive.

All gears and shafts are accurately machined from alloy steel, carburized and hardened for durability. Shafts are mounted on antifriction ball or roller bearings for efficiency and long service life.

A power take-off opening is provided at the rear of the case.

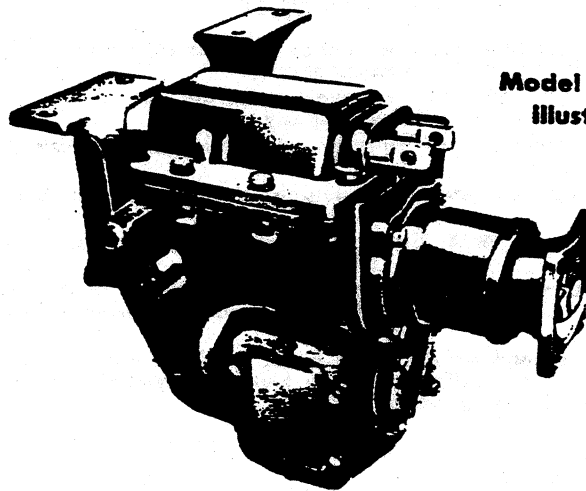
SPICER AUXILIARY TRANSMISSIONS FOR TANDEMS

3-Speed

A 3-speed auxiliary transmission is offered as a regular production option for all M80 Tandems. Choice of ratios are: Direct, for normal highway driving; 1.31 Intermediate, which splits the ratios of the main transmission; and 2.00 Low, for maximum torque multiplication. Power take-off openings are located on each side of the transmission case.

4-Speed

A 4-speed auxiliary transmission is offered as a regular production option for all M80 Tandems. This transmission combines low 1st gear reduction and an overdrive ratio in 4th gear. Power take-off openings are located on the top and on both sides of the transmission case.

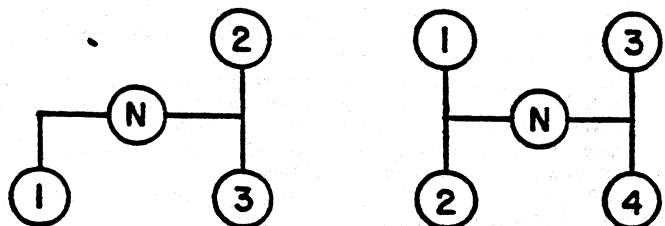


Model 5831-G
Illustrated

Specifications

	3-Speed	4-Speed
Model (Spicer).....	5831-G	6041
Gear Ratios:		
First.....	2.00	2.14
Second.....	1.31	1.24
Third.....	1.00	1.00
Fourth.....	—	0.86
Gear Types:	Helical	Helical
Bearing Types:		
Mainshaft, front and rear.....	Ball	Ball
Countershaft, front and rear.....	Roller	Roller
Power Take-Off Data:	2 std SAE 6-bolt openings	3 std SAE 6-bolt openings

Gearshift Lever Positions



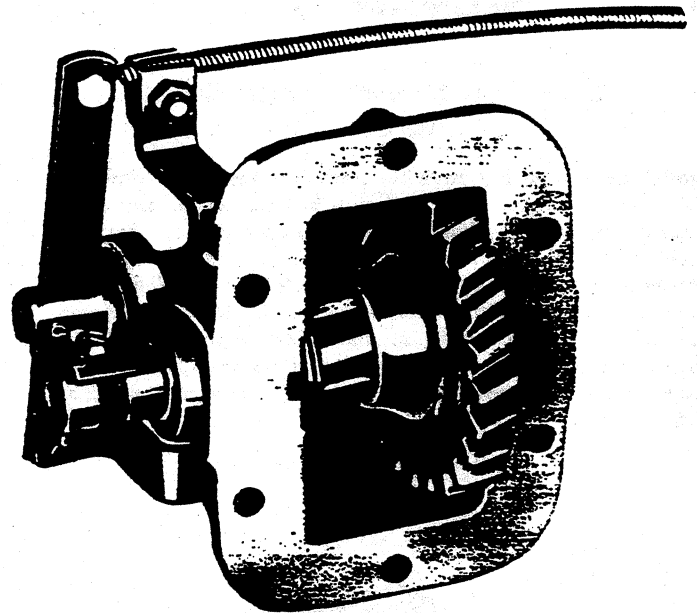
POWER TAKE-OFF EQUIPMENT

Transmission Applications. Side-mounted power take-off may be installed on the left side of the Chevrolet 4-speed transmission, on both sides of the New Process, Clark and Spicer 5-speed transmissions, or the Powermatic transmission. Standard SAE 6-bolt power take-off openings are provided to accommodate a variety of single- or multi-speed units. Hydra-Matic transmission does not have PTO openings.

Power take-offs may be controlled by a shift wire or lever, and may be operated with transmission in neutral, or when truck is in motion. Speed of the power take-off shaft is determined by engine rpm and the gear ratio between transmission PTO drive gear and PTO driven gear. Consult the special equipment distributor to select the power take-off of correct capacity and type to meet operating requirements of each application.

SIDE-MOUNTED POWER TAKE-OFFS For Synchro-Mesh Transmissions

Single-Speed PTO Most truck special equipment power demands can be met with a single-speed power take-off. These units come in medium- or heavy-duty capacities and are of one- or two-gear design. Medium-duty power take-offs are generally rated at about 20 horsepower, and are suitable for operating hydraulic hoists, lift gates or other intermittently driven equipment. Heavy-duty power take-offs are normally rated at about 25 horsepower, and are recommended for continuous or heavy-duty operations, including fluid pumping (gasoline or oil), portable conveyors, wreckers, cranes, garbage packer bodies, hydraulic plows, generators, blowers or compressors. Heavy-duty models are commonly of two-gear design. The output shaft of a one-gear model turns opposite to the transmission PTO gear; the output shaft of a two-gear PTO turns the same way as the transmission PTO gear.

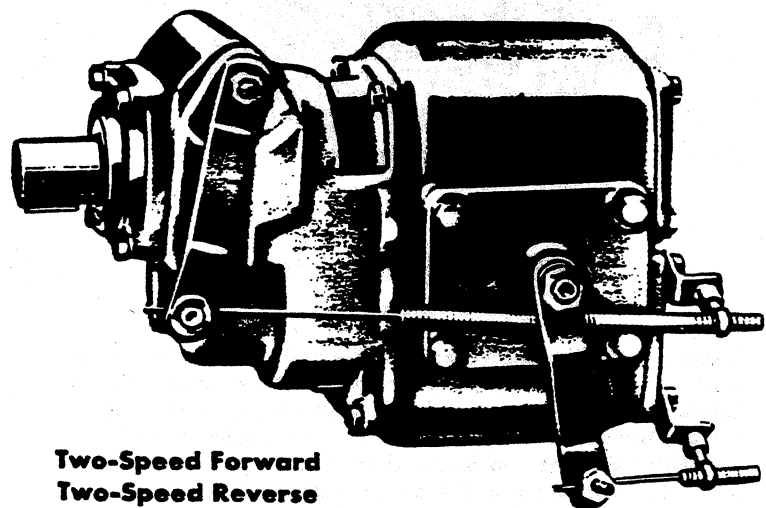


**Single-Speed One-Gear
Power Take-Off**
(Spicer Model AAN)

Multi-Speed PTO Special equipment requiring a reverse speed or a range of forward speeds may be driven by any of the following heavy-duty multi-speed power take-offs:

- Two speeds forward, no reverse
- One speed forward, one reverse
- Two speeds forward, one reverse
- Two speeds forward, two reverse

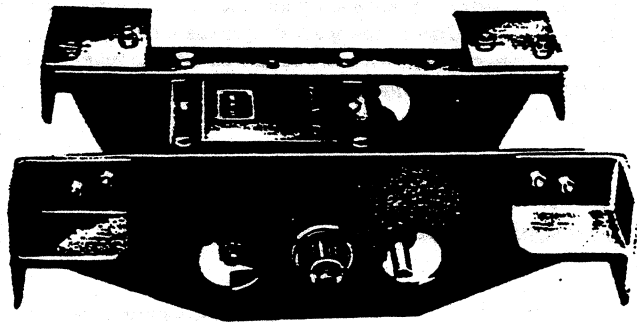
The PTO driven gear is in constant mesh with the transmission PTO drive gear. The PTO is engaged by shifting the desired gear into mesh. The output shaft may be assembled to the front or rear. One output shaft is normally provided, although special types with dual output shafts are available. Rated capacity for continuous operation is about 25 horsepower. Typical applications would be to drive winches, cranes or derricks.



**Two-Speed Forward
Two-Speed Reverse**
(Chelsea Model 56A)

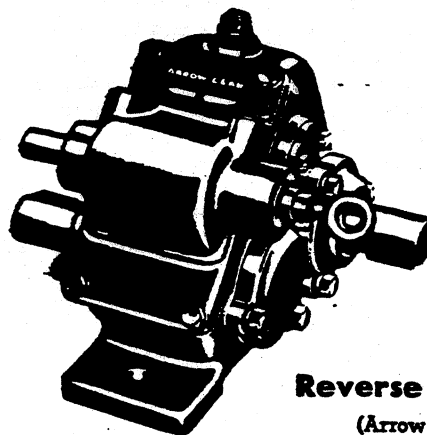
POWER TAKE-OFF EQUIPMENT

SPECIAL POWER TAKE-OFFS for Synchro-Mesh or Powermatic Transmission



Split-Shaft Power Take-Off
(Gar Wood Model L)

Installed directly in the driveline between transmission and rear axle, a split-shaft power take-off may be operated at any of the speeds of the truck transmission. In winch operation, for example, winch only, truck only, or both winch and truck may be operated. Split-shaft units are normally designed to transmit full engine power, and may therefore be used to drive winches, high-capacity pumps, generators or air compressors. Models are available to provide one speed forward, forward and reverse (permitting all speeds of the truck transmission in reverse), single or dual output shafts.

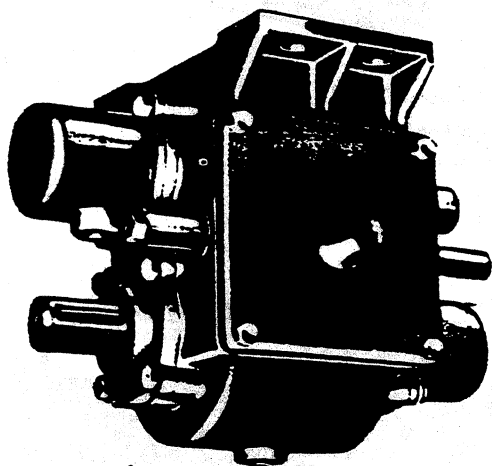
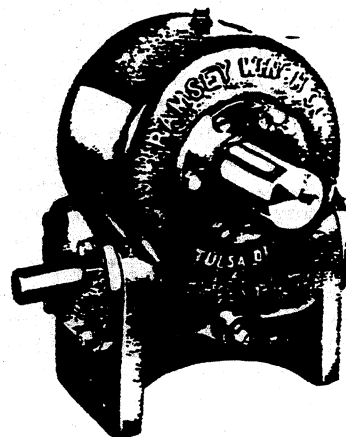


Reverse Gear Box
(Arrow Model M)

Produces both forward and reverse drives. Forward drive is in 1:1 ratio and reverse drive is in 0.72:1 ratio. Particularly well adapted for use with front-mounted winches.

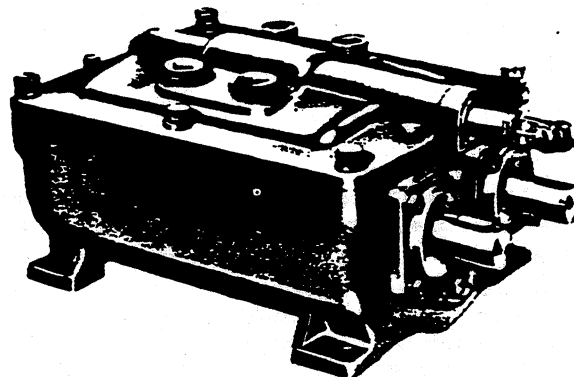
Speed Reducer
(Ramsey Model 29X)

Extreme gear reduction may be obtained by driving a worm gear speed reducer from a side-mounted power take-off. Suitable for applications requiring slow shaft speeds with relatively high torque, speed reducers have been used successfully to drive cement mixers on Powermatic-equipped trucks.



Two-Speed Hanger Bearing
(Tulsa)

Driven by either a single-speed or multi-speed side-mounted power take-off, a two-speed hanger bearing doubles the available shaft speeds. Direction of power take-off shaft rotation is reversed in passing through the hanger bearing. Some models provide for installation of input and output shafts in front or rear positions. Relatively compact size and flexibility of mounting at a convenient location extend the range of uses for side-mounted power take-offs with either a synchro-mesh or Powermatic transmission.



Friction-Clutch Gear Box
(Gar Wood Model FC-2)

Driven by a single-speed side-mounted power take-off, a friction-clutch gear box provides forward and reverse positions with direct clutch control of the output shaft. These features make the friction-clutch gear box especially adaptable to Powermatic-equipped trucks. Typical applications would be to drive a winch, crane hoist, wrecker or any rigging equipment requiring accurate control.

POWER TAKE-OFF EQUIPMENT

SIDE-MOUNTED POWER TAKE-OFFS For Powermatic Transmission

PTO Applications: The Powermatic transmission has an SAE 6-bolt PTO opening on both right and left sides. Side-mounted PTO applications are limited only to the single-speed, non-reversing type. The relatively high speed of the large PTO drive gear prohibits use of multi-speed take-offs, as constant mesh of the driven gear would shorten service life. Dual speeds may be obtained by driving through a two-speed hanger bearing or a speed reducer. A gear box may be used in conjunction with the side-mounted PTO to attain both reverse and forward rotation. A friction-clutch gear box is recommended for driving winches, cranes or any equipment requiring accurate control.

PTO Operation. To engage power take-off: With vehicle stopped and engine idling, shift Powermatic into any operating range (this stops PTO drive gear), engage PTO, return Powermatic to Neutral and run engine at required rpm to operate the power take-off. Care should be taken to avoid excessive PTO speeds. Power take-off may also be operated with Powermatic in Reverse, Lo-2 or 3-4 ranges, permitting use with the vehicle in motion. In these ranges, power take-off will be unaffected by transmission shifting, provided the driver does not manually shift from Lo-2 to 3-4 range. As output loads affect the output rpm of a torque converter, power take-off rpm's are shown below for two available power take-offs.

Chelsea Model 22L or Spicer Model PG6 Single-Speed PTO (Powermatic in Neutral Range)

ENGINE RPM (Neutral)	PTO Shaft Torque Loads, RPM & Power Output (Installed on Right or Left Side)									
	30 lb-ft Load		65 lb-ft Load		125 lb-ft Load		190 lb-ft Load		250 lb-ft Load	
	RPM	HP	RPM	HP	RPM	HP	RPM	HP	RPM	HP
1100	820	4.7	670	8.3	—	—	—	—	—	—
1200	930	5.3	780	9.6	510	12.1	—	—	—	—
1300	1040	5.9	900	11.1	640	15.2	350	12.7	—	—
1400	1160	6.6	1010	12.5	760	18.1	470	17.0	—	—
1500	1270	7.2	1120	13.9	870	20.7	690	25.0	580	27.6
1600	1380	7.9	1230	15.2	980	23.3	810	29.3	710	33.8
1700	1490	8.5	1340	16.6	1080	25.7	910	32.9	820	39.0
1800	1640	9.4	1440	17.8	1190	28.3	1020	36.9	930	44.3
1900	1730	9.9	1730	21.4	1300	30.9	1130	40.9	1030	49.0
2000	1820	10.4	1820	22.5	1400	33.3	1230	44.5	1140	54.3
2100	1920	11.0	1920	23.8	1500	35.7	1330	48.1	1240	59.0
2200	2010	11.5	2010	24.9	2010	47.8	1440	52.1	1340	63.8
2300	2100	12.0	2100	26.0	2100	50.0	2100	76.0	1440	68.5
2400	2190	12.5	2190	27.1	2190	52.1	2190	79.2	1520	72.4
2500	2280	13.0	2280	28.2						
2600	2370	13.5	2370	29.3	Note: Power take-offs are extra heavy-duty units rated at outputs up to 250 lb-ft torque or 50 hp. Output shaft rotation is engine-wise. Shaft rpm is .915 x turbine rpm.					
2700	2460	14.1	2460	30.4						
2800	2560	14.6	2560	31.7						

Spicer Model GG6 Single-Speed PTO (Powermatic in Neutral Range)

ENGINE RPM (Neutral)	PTO Shaft Torque Loads, RPM & Power Output (Installed on Right or Left Side)									
	15 lb-ft Load		30 lb-ft Load		55 lb-ft Load		85 lb-ft Load		110 lb-ft Load	
	RPM	HP	RPM	HP	RPM	HP	RPM	HP	RPM	HP
800	850	2.4	—	—	—	—	—	—	—	—
900	1280	3.6	—	—	—	—	—	—	—	—
1000	1550	4.4	1200	6.8	—	—	—	—	—	—
1100	1840	5.2	1480	8.4	—	—	—	—	—	—
1200	2080	5.9	1760	10.0	1140	11.9	—	—	—	—
1300	2360	6.7	2040	11.6	1440	15.1	800	12.9	—	—
1400	2620	7.5	2280	13.0	1700	17.8	1280	20.7	800	16.8
1500	2860	8.2	2520	14.4	1950	20.4	1550	25.1	1280	26.8
1600	3120	8.9	2780	15.9	2200	23.0	1800	29.1	1560	32.7
1700	3350	9.6	3010	17.2	2440	25.6	2050	33.2	1810	37.9

Note: Spicer Model GG6 is heavy-duty unit nominally rated at 140 lb-ft torque or 25 hp at 1000 rpm. Output shaft rpm within desired operating range of 800 to 1600 rpm are shown in bold figures. Output shaft rotation is engine-wise; rpm is 2.05 x turbine rpm.

DRIVE LINE

DESIGN AND FEATURES

Hotchkiss drive is featured on all Chevrolet trucks equipped with single rear axle. Drive line serves only to transmit power between transmission and rear axle. Rear spring control arms cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

Drive lines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

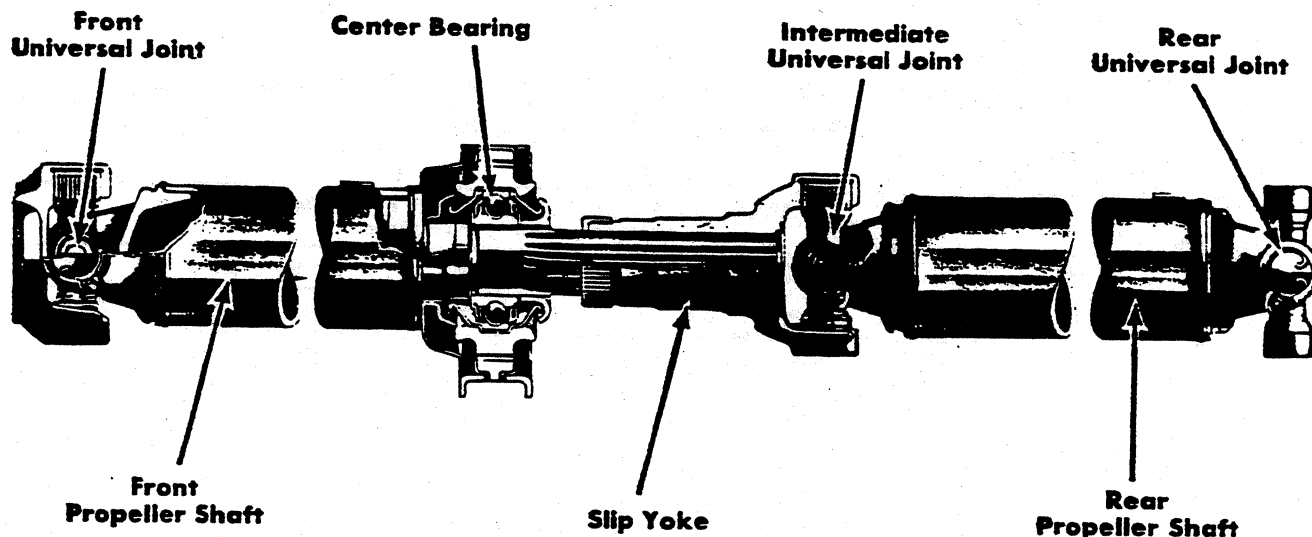
Propeller shafts are made of smooth-wall steel tube. Length and

tube diameters are proportioned for high rigidity to minimize flexing or "whip."

Universal joints are efficient needle bearing type. Trunnions are drop-forged and hardened for wear resistance and long life.

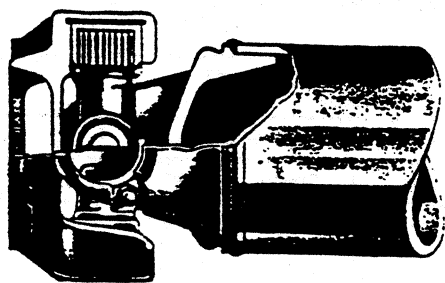
Center bearings, standard on many models, divide drive line into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

Slip yoke adjusts length of drive line to match normal movement of rear axle over bumps, frees drive line of end stresses.



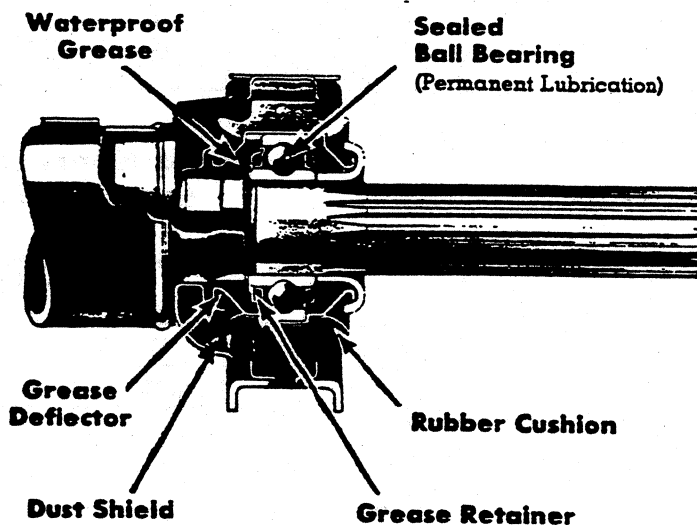
Typical Drive Line for Medium-duty Series

(2 Propeller Shafts, 3 Universal Joints, Center Bearing)



Universal Joint

Low-friction universal joints provide reserve torque capacity and efficient transfer of driving force to rear axle.



Center Bearing

Rubber-cushioned center bearing isolates propeller shafts, reduces transfer of possible vibrations on all models equipped with multiple propeller shafts.

DRIVE LINE

SPECIFICATIONS

Series	Transmission	Propeller Shafts		Universal Joints	
		Quantity	Outside Dia (in)	Quantity	Capacity (lb-ft)
P13, C14	3-Spd; Powerglide	1	3.00	2	1250
	HD 3-Spd; 4-Spd	1	3.50	2	2080
K14	3-Spd	3	2.50	6	1500 ^a
	4-Spd	3	2.50	6	1500 ^b
C15	3-Spd	1	3.50	2	1250
	HD 3-Spd; 4-Spd	2	2.50	3	1250 ^a
K15	Powerglide	2	2.50	3	1250
	3-Spd	3	2.50	6	1500 ^a
	4-Spd	3	2.50	6	1500 ^b
C25	3-Spd	1	3.50	2	2080
	HD 3-Spd; 4-Spd	2	2.50	3	2080
K25	Powerglide	2	2.50	3	2080 ^a
	3-Spd	3	2.50	6	1500 ^{ac}
	4-Spd	3	2.50	6	1500 ^{bc}
P23	All	1	3.50	2	2080
P25	3-Spd	2	2.50	3	2080 ^a
	HD 3-Spd; 4-Spd; Hydra-Matic	2	2.50	3	2080
P26	3-Spd	2	2.50 ^d	3	2080 ^a
	HD 3-Spd; 4-Spd; Hydra-Matic	2	2.50 ^d	3	2080
C30	All	2	2.50	3	2080
P33	All	1	3.50	2	2080
P35	All	2	2.50	3	2080
P36	All	2	2.50 ^d	3	2080
C41	All	2	2.50	3	2080
C43	All	2	3.00	3	2080
C51-52-53	All	2	2.50	3	2080
C55	All	3	2.50	4	2080
L52-53	All	2	2.50	3	2080
L56	All	3	2.50	4	2080
S53	All	2	2.50	3	2080
C61-62-63	All	2	3.00	3	2500
C65-68	All	3	3.00	4	2500
D61-62-63	All	2	3.00	3	2500
D65-68	All	3	3.00	4	2500
L61-62-63	All	2	3.00	3	2500
L66-69	All	3	3.00	4	2500
S62	4-Spd	3	2.50	4	2080
	5-Spd; Powermatic	3	3.00	4	2500
S64	4-Spd	4	2.50	5	2080
	5-Spd; Powermatic	4	3.00	5	2500
S67-69	All	4	3.00	5	2500
T62-63	All	1	3.00	2	2500
T66-68	All	2	3.00	3	2500
M83	5-Spd	2 ^f	3.50	3 ^f	3080
	Powermatic	1	3.50	2	3080
M85-88	All	3	3.50	4	3080
C81-82-83	All	2	3.50	3	3080
C85-88	All	3	3.50	4	3080
L81	All	1	3.50	2	3080
L82-83	All	2	3.50	3	3080
L86	All	3	3.50	4	3080
T82-83	All	1	3.50	2	3080
T86-88	All	2	3.50	3	3080

^a—1250 lb-ft for joint at transmission

^b—2080 lb-ft for joint at transmission

^c—2080 lb-ft for joints at input and rear output of power divider

^d—3.00" for rear shaft

^e—2.50" for rear shaft

^f—One additional with auxiliary transmission

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PASSENGER CAR AND TRUCK TYPE TIRES

Some tire sizes (6.50-16/6PR, for example) are offered in both passenger car and truck type construction. The truck type tire is of a heavier, stronger construction and carries a higher maximum

capacity rating. Because of the difference in cost of these two tire types, care must be exercised in ordering those tires which are offered in both types.

TIRE CAPACITY AND INFLATION PRESSURES

When selecting tires, the maximum gross vehicle weight per axle should be matched with the capacity of the tires in order to ensure the easiest ride, longer tire life and more stable steering control.

When tire loads are less than the maximum tire capacity, tire inflation pressures should be reduced to adjust individual tire

capacities to their loads. Adjustments must be made when tires are cold.

The following tables give recommended tire inflation pressures for different tire loads. Capacities shown are for trucks or tractors in highway service only. Inflation pressures are for cold tires.

Passenger Car Type

Tire Size		Max Capacity (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)						
Tubeless	Tubed		24	26	28	30	32	34	36
7.00-14/4PR		975	975						
7.00-14/6PR		1065	975	1020	1065				
6.70-15/4PR	6.70-15/4PR	1115	955	1010	1065	1115			
6.70-15/6PR	6.70-15/6PR	1215	955	1010	1065	1115	1140	1165	1215
7.10-15/4PR	7.10-15/4PR	1195	1025	1080	1140	1195			
7.10-15/6PR		1300	1025	1080	1140	1195	1220	1245	1300
6.00-16/6PR		1065	835	875	915	955	990	1035	1065
6.50-16/6PR	6.50-16/6PR	1380	1045	1105	1165	1225	1280	1330	1380

Truck Type

Tire Size		Max Capacity (lb)	Tire Capacity at Various Inflation Pressures (lb/sq in)										
Tubeless	Tubed		30	35	40	45	50	55	60	65	70	75	85
6.50-16/6PR	6.50-16/6PR	1420	1130	1225	1320	1420							
7-17.5/6PR	7.00-15/6PR	1520	1200	1310	1420	1520							
7.00-16/6PR		1580			1475	1580							
7.50-16/6PR		1815			1690	1815							
7.50-16/8PR		2140			1690	1815	1930	2040	2140				
8-17.5/6PR	7.00-17/6PR	1735	1370	1500	1620	1735							
8-17.5/8PR	7.00-17/8PR	2060	1370	1500	1620	1740	1850	1960	2060				
8-19.5/6PR		2090	1550	1690	1830	1960	2090						
	7.00-18/8PR	2140	1370	1500	1690	1810	1920	2040	2140				
8-19.5/8PR	7.50-17/8PR	2440	1550	1690	1830	1960	2090	2220	2330	2440			
8-19.5/10PR		2630	1550	1690	1830	1960	2090	2220	2330	2440	2550	2650	
7-22.5/6PR		1870			1640	1760	1870						
	7.00-20/8PR	2310			1820	1950	2080	2200	2310				
8-22.5/8PR	7.50-20/8PR	2740			2060	2210	2350	2490	2620	2740			
8-22.5/10PR	7.50-20/10PR	2980			2060	2210	2350	2490	2620	2740	2860	2980	
9-22.5/10PR	8.25-20/10PR	3330			2400	2570	2730	2890	3040	3180	3330		
9-22.5/12PR	8.25-20/12PR	3730			2400	2570	2730	2890	3040	3180	3330	3460	3730
10-22.5/10PR	9.00-20/10PR	3960				3040	3240	3440	3620	3790	3960		
11-22.5/12PR	10.00-20/12PR	4580					3600	3820	4020	4220	4410	4580	

TUBELESS TIRES

SPECIFICATIONS

Passenger Car Type

Tire Size	Rim Width (in)	Maximum Rated Capacity (lb)	Maximum Inflation Pressure (lb)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
7.00-14/4PR	5.00	975	24	26.3	7.0	12.2	812
7.00-14/6PR	5.00	1065	28	26.3	7.0	12.2	812
6.70-15/4PR	5.00	1115	30	28.0	6.9	13.4	764
6.70-15/6PR	5.00	1215	36	28.0	6.9	13.4	764
7.10-15/4PR	5.00	1195	30	28.5	7.3	13.6	754
7.10-15/6PR	5.00	1300	36	28.5	7.3	13.6	754
6.00-16/6PR	5.00	1065	36	28.4	6.4	13.7	735
6.50-16/6PR	5.00	1380	36	29.4	7.4	14.2	724

Truck Type

6.50-16/6PR	5.00	1420	45	29.4	7.4	13.8	703
7-17.5/6PR	5.25	1520	45	29.8	7.4	14.3	704
8-17.5/6PR	5.25	1735	45	31.0	7.7	14.9	679
8-17.5/8PR	5.25	2060	60	31.0	7.7	14.9	679
8-19.5/6PR	5.25	2090	50	33.8	7.9	16.4	617
8-19.5/8PR	5.25	2440	65	33.8	7.9	16.4	617
8-19.5/10PR	5.25	2650	75	33.8	7.9	16.4	617
7-22.5/6PR	5.25	1870	50	34.6	7.2	16.8	591
8-22.5/8PR	5.25	2740	65	36.8	7.9	17.9	565
8-22.5/8PR	6.00	2740	65	36.8	8.2	17.9	565
8-22.5/10PR	5.25	2980	75	36.8	7.9	17.9	565
8-22.5/10PR	6.00	2980	75	36.8	8.2	17.9	565
9-22.5/10PR	6.00	3330	70	38.4	8.7	18.5	543
9-22.5/10PR	6.75	3330	70	38.4	9.0	18.5	543
9-22.5/12PR	6.00	3730	85	38.4	8.7	18.5	543
9-22.5/12PR	6.75	3730	85	38.4	9.0	18.5	543
10-22.5/10PR	6.75	3960	70	40.2	9.8	19.4	521
10-22.5/10PR	7.50	3960	70	40.2	10.1	19.4	521
10-22.5/12PR	6.75	4480	85	40.2	9.8	19.4	521
10-22.5/12PR	7.50	4480	85	40.2	10.1	19.4	521
11-22.5/12PR	7.50	4580	75	41.5	10.9	19.9	506

SPECIFICATIONS

Passenger Car Type

Size	Rim Width (in)	Maximum Rated Capacity (lbs)	Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)	Tube Size	Flap Size
6.70-15/4PR	5.0	1115	30	28.0	6.9	13.4	764	6.70	—
6.70-15/6PR	5.0	1215	36	28.0	6.9	13.4	764	6.70	—
6.50-16/6PR	5.0	1380	36	29.4	7.4	13.8	724	6.50	—
7.10-15/4PR	5.0	1195	30	28.5	7.3	13.5	754	7.10	—

Truck Type

6.50-16/6PR	5.5	1420	45	29.4	7.4	13.8	703	6.50	—
7.00-15/6PR	5.5	1520	45	30.1	7.6	14.4	704	7.00	15L
7.00-16/6PR	5.5	1580	45	30.9	8.0	14.6	682	7.00	16L
7.50-16/6PR	5.5	1815	45	32.0	8.4	15.1	661	7.50	16L
7.50-16/8PR	5.5	2140	60	32.0	8.4	15.1	661	7.50	16L
7.00-17/6PR	5.0	1735	45	32.6	7.6	15.7	638	7.00W	17M
7.00-17/8PR	5.0	2060	60	32.6	7.6	15.7	638	7.00W	17M
7.50-17/8PR	5.0	2440	65	33.7	8.0	16.0	617	7.50W	17M
7.00-18/8PR	5.0	2140	60	33.5	7.6	16.2	618	7.00W	18M
7.00-20/8PR	5.0	2310	60	35.6	7.6	17.2	591	7.00W	20M
7.50-20/8PR	6.0	2740	65	36.8	8.5	17.8	565	7.50W	20M
7.50-20/10PR	6.0	2980	75	36.8	8.5	17.8	565	7.50W	20M
8.25-20/10PR	6.0	3330	70	38.2	9.0	18.5	543	8.25W	20M
8.25-20/10PR	6.5	3330	70	38.2	9.3	18.5	543	8.25W	20M
8.25-20/12PR	6.0	3730	85	38.2	9.0	18.5	543	8.25W	20M
8.25-20/12PR	6.5	3730	85	38.2	9.3	18.5	543	8.25W	20M
9.00-20/10PR	6.5	3960	70	40.0	10.0	19.3	521	9.00W	20N
9.00-20/10PR	7.0	3960	70	40.0	11.0	19.3	521	9.00W	20N
10.00-20/12PR	7.0	4580	75	41.4	10.7	19.9	506	10.00W	20R
10.00-20/12PR	7.5	4580	75	41.4	11.7	19.9	506	10.00W	20R

TUBELESS TIRES & WHEELS

AVAILABLE SIZE COMBINATIONS

The available combinations of front and rear tire sizes are shown in the following charts. Wheels and/or rims of the width shown are included with the tires except when a wheel option number is shown. Front and rear tires must be of the same construction, that is, all nylon or all regular construction tires.

While all tire sizes shown are available with highway tread and in regular construction, not all sizes are available in all of the special tread tires offered. For availability of special tread tires, refer to the particular model or series pages (yellow tab sections).

Tire Size		Disc Wheel Rim Width (inches)
Front	Rear	
SERIES R10		
7.00-14/4PR...	7.00-14/4PR.....	5.00
7.00-14/6PR...	7.00-14/6PR.....	5.00
SERIES C10, K10, P10		
a 6.70-15/4PR...	a 6.70-15/4PR.....	5.00
6.70-15/6PR...	6.70-15/6PR.....	5.00
7.10-15/4PR...	7.10-15/4PR.....	5.00
7.10-15/6PR...	7.10-15/6PR.....	5.00
6.50-16/6PR...	6.50-16/6PR.....	5.00
7-17.5/6PR...	7-17.5/6PR.....	5.25
➔ SERIES C20, P20		
7-17.5/6PR...	7-17.5/6PR.....	5.25
7-17.5/6PR...	8-17.5/6PR.....	5.25
7-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/6PR...	8-17.5/6PR.....	5.25
8-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
d 8-19.5/6PR...	d 8-19.5/6PR.....	5.25
d 8-19.5/6PR...	d 8-19.5/8PR.....	5.25
d 8-19.5/8PR...	d 8-19.5/8PR.....	5.25
➔ SERIES K20		
7-17.5/6PR...	7-17.5/6PR.....	5.25
8-17.5/6PR...	8-17.5/6PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
c 8-19.5/6PR...	c 8-19.5/6PR.....	5.25
c 8-19.5/8PR...	c 8-19.5/8PR.....	5.25
SERIES C30		
8-17.5/6PR...	8-17.5/8PR.....	5.25
8-17.5/8PR...	8-17.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/6PR.....	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/10PR.....	5.25
8-19.5/8PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/10PR.....	5.25
8-19.5/10PR...	8-19.5/10PR.....	5.25
7-17.5/6PR...	b 7-17.5/6PR dual.	5.25
7-17.5/6PR...	b 8-17.5/8PR dual.	5.25
8-17.5/8PR...	b 8-17.5/8PR dual.	5.25
SERIES P30		
8-19.5/6PR...	8-19.5/6PR.....	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/8PR.....	5.25
8-19.5/6PR...	8-19.5/6PR dual.	5.25
8-19.5/6PR...	8-19.5/8PR.....	5.25
8-19.5/8PR...	8-19.5/8PR dual.	5.25
SERIES C40		
8-19.5/6PR...	8-19.5/6PR dual.	5.25
8-19.5/6PR...	8-19.5/8PR dual.	5.25
8-19.5/8PR...	8-19.5/8PR dual.	5.25
8-19.5/8PR...	8-19.5/10PR dual.	5.25
8-19.5/10PR...	8-19.5/10PR dual.	5.25

Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	Dual Rear			

SERIES C50, L50				
8-22.5/8PR....	8-22.5/8PR....	5.25	N.A.	Std
8-22.5/8PR....	8-22.5/10PR....	5.25	N.A.	Std
8-22.5/8PR....	9-22.5/10PR....	6.00	N.A.	Incl
8-22.5/10PR....	8-22.5/10PR....	5.25	N.A.	Std
8-22.5/10PR....	9-22.5/10PR....	6.00	N.A.	Incl
9-22.5/10PR....	9-22.5/10PR....	{6.00 6.75	N.A. N.A.	Incl RPO 451

SERIES S50				
7-22.5/6PR....	7-22.5/6PR....	5.25	N.A.	Std
8-22.5/8PR....	8-22.5/8PR....	5.25	N.A.	Std
8-22.5/8PR....	8-22.5/10PR....	5.25	N.A.	Std
8-22.5/8PR....	9-22.5/10PR....	6.00	N.A.	Incl
8-22.5/10PR....	8-22.5/10PR....	5.25	N.A.	Std
8-22.5/10PR....	9-22.5/10PR....	6.00	N.A.	Incl
9-22.5/10PR....	9-22.5/10PR....	{6.00 6.75	N.A. N.A.	Incl RPO 451

SERIES 60				
8-22.5/8PR....	8-22.5/8PR....	6.00	N.A.	Std
8-22.5/8PR....	8-22.5/10PR....	6.00	N.A.	Std
8-22.5/8PR....	9-22.5/10PR....	6.00	N.A.	Std
8-22.5/10PR....	8-22.5/10PR....	6.00	N.A.	Std
8-22.5/10PR....	9-22.5/10PR....	6.00	N.A.	Std
9-22.5/10PR....	9-22.5/10PR....	{6.00 6.75	N.A. RPO 361	Std RPO 451
9-22.5/10PR....	10-22.5/10PR....	6.75	Incl	Incl
10-22.5/10PR....	10-22.5/10PR....	6.75	Incl	Incl

SERIES 60-H				
8-22.5/8PR....	8-22.5/8PR....	6.00	Std	N.A.
8-22.5/8PR....	9-22.5/10PR....	6.00	Std	N.A.
9-22.5/10PR....	9-22.5/10PR....	{6.00 6.75	Std RPO 361	N.A. RPO 451
9-22.5/10PR....	10-22.5/10PR....	6.75	Incl	RPO 451
10-22.5/10PR....	10-22.5/10PR....	{6.75 7.50	Incl RPO 362	RPO 451 N.A.

SERIES M80				
8-22.5/8PR....	8-22.5/8PR....	6.00	Std	N.A.
8-22.5/8PR....	9-22.5/10PR....	6.00	Std	N.A.
9-22.5/10PR....	9-22.5/10PR....	{6.00 6.75	Std RPO 361	N.A. RPO 451
9-22.5/10PR....	10-22.5/10PR....	6.75	Incl	RPO 451
10-22.5/10PR....	10-22.5/10PR....	6.75	Incl	RPO 451

SERIES 80 (exc M80)				
9-22.5/10PR....	9-22.5/10PR....	6.75	Std	N.A.
9-22.5/10PR....	10-22.5/10PR....	6.75	Std	N.A.
10-22.5/10PR....	10-22.5/10PR....	{6.75 7.50	Std RPO 362	N.A. RPO 452
10-22.5/10PR....	11-22.5/12PR....	7.50	Incl	RPO 452
11-22.5/12PR....	11-22.5/12PR....	7.50	Incl	RPO 452

a—Not available on Carryalls

b—Dual rear tires not available on Pickups and Panels.

e—Heavy-duty front axle required

d—Not available on Forward-Control models (P20).

TUBED TIRES & WHEELS

AVAILABLE SIZE COMBINATIONS

The available combinations of front and rear tire sizes are shown in the following charts. Wheels and/or rims of the width shown are included with the tires except when a wheel option number is shown. Front and rear tires must be of the same construction, that is, all nylon or all regular construction tires.

While all tire sizes shown are available with highway tread and in regular construction, not all sizes are available in all of the special tread tires offered. For availability of special tread tires, refer to the particular model or series pages (yellow tab sections).

Tire Size		Disc Wheel Rim Width (inches)
Front	Rear	
SERIES C10, K10		
a 6.70-15/4PR....	a 6.70-15/4PR.....	5.0
➔ 6.70-15/6PR....	6.70-15/6PR.....	5.0
7.00-15/6PR....	7.00-15/6PR.....	5.5
7.10-15/4PR....	7.10-15/4PR.....	5.0
7.10-15/6PR....	7.10-15/6PR.....	5.0
6.50-16/6PR....	6.50-16/6PR.....	5.0
SERIES C20, K20, P20		
d 7.00-15/6PR....	d 7.00-15/6PR.....	5.5
7.00-17/6PR....	7.00-17/6PR.....	5.0
e 7.00-17/6PR....	e 7.00-17/8PR.....	5.0
e 7.00-17/6PR....	e 7.50-17/8PR.....	5.0
7.00-17/8PR....	7.00-17/8PR.....	5.0
e 7.00-17/8PR....	e 7.50-17/8PR.....	5.0
e 7.50-17/8PR....	e 7.50-17/8PR.....	5.0
SERIES C30		
7.00-17/6PR....	7.00-17/8PR.....	5.0
7.00-17/8PR....	7.00-17/8PR.....	5.0
7.00-17/8PR....	7.50-17/8PR.....	5.0
7.50-17/8PR....	7.50-17/8PR.....	5.0
6.50-16/6PR....	b 6.50-16/6PR dual	5.5
7.00-18/8PR....	b 7.00-18/8PR dual	5.0
SERIES P30		
7.50-17/8PR....	7.50-17/8PR.....	5.0
6.50-16/6PR....	6.50-16/6PR dual	5.5
7.00-18/8PR....	7.00-18/8PR dual	5.0
SERIES C40		
7.00-18/8PR....	7.00-18/8PR dual	5.0
SERIES C50, L50		
7.50-20/8PR....	7.50-20/8PR.....	6.0
7.50-20/8PR....	7.50-20/10PR...	6.0
7.50-20/8PR....	8.25-20/10PR...	6.0
7.50-20/10PR..	7.50-20/10PR...	6.0
7.50-20/10PR..	8.25-20/10PR...	6.0
8.25-20/10PR..	8.25-20/10PR...	{6.0 6.5f

a—Not available on Carryalls.

b—Dual rear tires not available on Pickups and Panels.

c—Not available on Series K20.

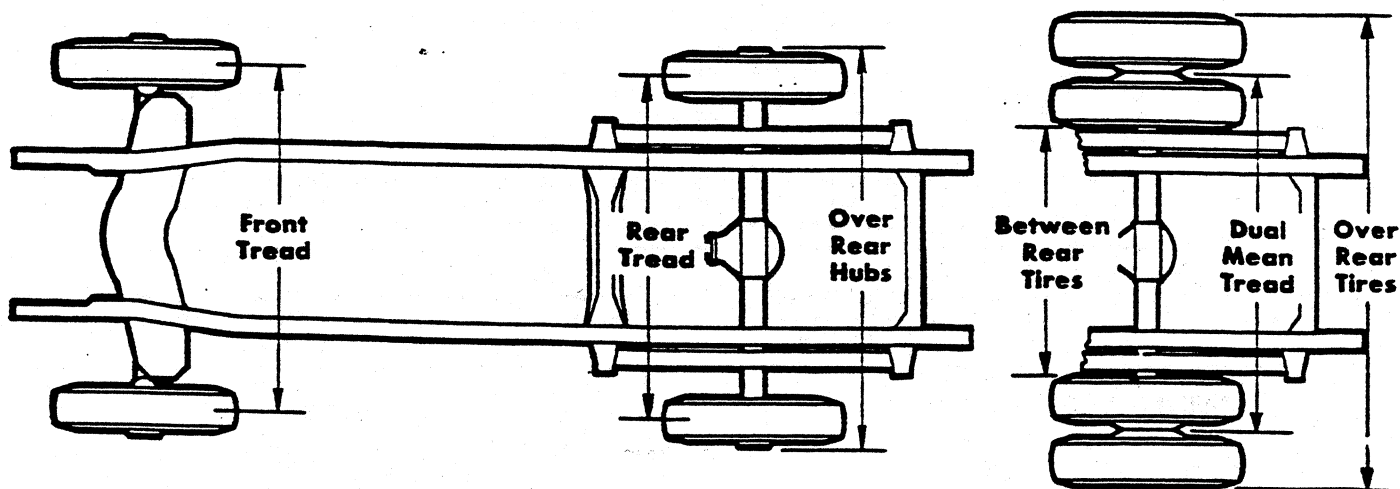
Tire Size		Rim Width (inches)	Cast Wheels	Disc Wheels
Front	Dual Rear			
SERIES S50				
7.00-20/8PR...	7.00-20/8PR...	5.0	N.A.	Incl
7.50-20/8PR...	7.50-20/8PR...	6.0	N.A.	Incl
7.50-20/8PR...	7.50-20/10PR...	6.0	N.A.	Incl
7.50-20/8PR...	8.25-20/10PR...	6.0	N.A.	Incl
7.50-20/10PR...	7.50-20/10PR...	6.0	N.A.	Incl
7.50-20/10PR...	7.50-20/10PR...	6.0	N.A.	Incl
8.25-20/10PR...	8.25-20/10PR...	{6.0 6.5	N.A. N.A.	Incl Incl
SERIES 60				
7.50-20/8PR...	7.50-20/8PR...	6.0	N.A.	Incl
7.50-20/8PR...	7.50-20/10PR...	6.0	N.A.	Incl
7.50-20/8PR...	8.25-20/10PR...	6.0	N.A.	Incl
7.50-20/8PR...	8.25-20/12PR...	6.0	N.A.	Incl
7.50-20/10PR...	7.50-20/10PR...	6.0	N.A.	Incl
7.50-20/10PR...	8.25-20/10PR...	6.0	N.A.	Incl
7.50-20/10PR...	8.25-20/12PR...	6.0	N.A.	Incl
8.25-20/10PR...	8.25-20/10PR...	{6.0 6.5	N.A. RPO 358	Incl RPO 291
8.25-20/10PR...	8.25-20/12PR...	{6.0 6.5	N.A. RPO 358	Incl RPO 291
8.25-20/12PR...	8.25-20/12PR...	{6.0 6.5	N.A. RPO 358	Incl RPO 291
8.25-20/10PR...	9.00-20/10PR...	6.5	Incl	Incl
9.00-20/10PR...	9.00-20/10PR...	6.5	Incl	Incl
SERIES 60-H				
8.25-20/10PR...	8.25-20/10PR...	6.5	Incl	RPO 291
8.25-20/10PR...	8.25-20/12PR...	6.5	Incl	RPO 291
8.25-20/10PR...	9.00-20/10PR...	6.5	Incl	RPO 291
8.25-20/12PR...	8.25-20/12PR...	6.5	Incl	RPO 291
9.00-20/10PR...	9.00-20/10PR...	{6.5 7.0	Incl RPO 359	RPO 291 N.A.
SERIES M80				
7.50-20/10PR...	7.50-20/10PR...	6.0	Incl	N.A.
8.25-20/10PR...	8.25-20/10PR...	6.5	Incl	RPO 291
8.25-20/10PR...	8.25-20/12PR...	6.5	Incl	RPO 291
8.25-20/10PR...	9.00-20/10PR...	6.5	Incl	RPO 291
8.25-20/12PR...	8.25-20/12PR...	6.0	Incl	RPO 291
9.00-20/10PR...	9.00-20/10PR...	{6.5 7.0	Incl	RPO 291
10.00-20/12PR...	10.00-20/12PR...	7.5	RPO 359 Incl	N.A. RPO 453
SERIES 80 (exc M80)				
8.25-20/10PR...	8.25-20/10PR...	6.5	Incl	➔ N.A.
8.25-20/10PR...	8.25-20/12PR...	6.5	Incl	➔ N.A.
8.25-20/10PR...	9.00-20/10PR...	6.5	Incl	➔ N.A.
8.25-20/12PR...	8.25-20/12PR...	6.5	Incl	➔ N.A.
9.00-20/10PR...	9.00-20/10PR...	{6.5 7.0	Incl	➔ N.A.
9.00-20/10PR...	10.00-20/12PR...	7.0	RPO 359	RPO 236
10.00-20/12PR...	10.00-20/12PR...	7.0	Incl	RPO 236
		{7.0 7.5	Incl	RPO 236
			RPO 234	RPO 453

d—Not available on Forward-Control models (P20).

e—Heavy-duty front axle required on Series K20.

f—Optional rim size; RPO 291 required.

TIRE TREADS & GROUND CLEARANCE



TRUCKS WITH SINGLE REAR TIRES

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Rear Tread (inches)	Over Rear Hubs (inches)	Ground Clearance (inches)	
						Front	Rear
R10	7.00-14	5.00	58.0	58.0	65.4	7.0	8.1
C10, P10	6.70-15	5.00	63.1	61.0	70.3	10.0	7.7
	7.10-15	5.00	63.1	61.0	70.3	10.2	7.9
	6.00-16	5.00	63.4	61.3	70.3	10.0	7.7
	6.50-16	5.00	63.4	61.3	70.3	10.5	8.2
	7-17.5	5.25	62.6	60.5	70.3	10.9	8.6
H10	6.70-15	5.00	63.3	61.0	70.3	8.0	7.7
	7.00-15	5.50	64.4	62.1	70.3	9.0	8.7
	7.10-15	5.00	63.3	61.0	70.3	8.1	7.9
	6.00-16	5.00	63.3	61.0	70.3	8.2	8.0
	6.50-16	5.00	63.4	61.3	70.3	8.5	8.2
	7-17.5	5.25	62.5	60.5	70.3	8.9	8.6
C20	7-17.5	5.25	62.0	61.7	72.4	10.9	7.7
	8-17.5	5.25	62.0	61.7	72.4	11.5	8.3
	8-19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00-15	5.50	63.2	63.0	72.4	11.0	7.8
	7.00-17	5.00	62.4	62.1	72.4	12.3	9.1
	7.50-17	5.00	62.4	62.1	72.4	12.6	9.4
→ K20	7-17.5	5.25	68.1	64.7	72.4	8.9	7.7
	8-17.5	5.25	68.1	64.7	72.4	9.5	8.3
	8-19.5	5.25	66.8	64.1	72.4	11.0	9.8
	7.00-15	5.50	68.1	64.7	72.4	9.0	7.8
	7.00-17	5.00	67.5	64.1	72.4	10.3	9.1
↔ P20	7-17.5	5.25	65.4	62.4	72.4	8.6	7.7
	8-17.5	5.25	65.4	62.4	72.4	9.2	8.3
	7.00-17	5.00	64.8	61.8	72.4	7.1	9.1
	7.50-17	5.00	64.8	61.8	72.4	7.4	9.4
C30	8-17.5	5.25	62.0	61.7	72.4	11.4	8.3
	8-19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00-17	5.00	62.4	62.1	72.4	12.2	9.1
	7.50-17	5.00	62.4	62.1	72.4	12.5	9.4
→ P30	8-19.5	5.25	63.2	64.2	72.4	7.8	9.8
	7.50-17	5.00	63.2	64.2	72.4	7.4	9.4

TIRE TREADS & GROUND CLEARANCE

Trucks with Dual Rear Tires (Series 30-60)

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
C30	7-17.5	5.25	62.0	80.2	63.2	46.2	10.9	7.7
	8-17.5	5.25	62.0	80.5	63.2	45.9	11.4	8.3
	6.50-16	5.50	62.1	80.1	63.2	46.3	10.3	7.2
	7.00-16	5.50	62.1	80.7	63.2	45.7	11.1	8.0
	7.50-16	5.50	62.1	81.1	63.2	45.3	11.6	8.5
	7.00-18	5.00	62.5	79.9	63.2	48.0	12.8	9.6
P30	8-19.5	5.25	63.1	80.8	63.3	45.8	7.8	9.8
	6.50-16	5.50	63.3	80.2	63.3	46.4	5.2	7.2
	7.00-16	5.50	63.3	80.8	63.3	45.8	6.0	8.0
	7.50-16	5.50	63.3	81.2	63.3	45.4	6.5	8.5
	7.00-18	5.00	63.6	79.0	63.8	48.6	7.6	9.6
C40	8-19.5	5.25	62.6	84.0	66.5	49.0	12.9	8.8
	7.00-18	5.00	63.1	83.2	66.5	49.8	12.7	8.6
50	7-22.5	5.25	76.0	85.3	68.5	51.7	10.9	8.8
	8-22.5	5.25	75.9	86.0	68.5	51.0	12.0	9.9
	9-22.5	6.00	74.7	88.0	68.5	49.0	13.2	10.5
	7.00-20	5.00	76.0	85.7	68.5	51.3	11.3	9.2
	7.50-20	6.00	74.5	88.1	68.5	48.9	11.9	9.8
	8.25-20	6.00	74.5	88.6	68.5	48.4	12.6	10.5
S69	8-22.5	6.00	75.9	88.0	69.0	50.0	12.0	9.5
	9-22.5	6.00	75.9	88.5	69.0	49.5	12.6	10.1
	9-22.5	6.75	74.8 (75.1 b)	89.8	69.0	48.2	12.6	10.1
	10-22.5	6.75	74.7 (75.1 b)	90.6	69.0	47.4	13.5	11.0
	7.50-20	6.00	74.5	85.6	69.0	52.4	11.9	9.4
	8.25-20	6.50	74.6 (74.9 b)	90.3	69.0	47.3	12.6	10.1
	9.00-20	6.50	74.5 (75.0 b)	91.0	69.0	46.6	13.4	10.9
60 except S69	8-22.5	6.00	74.7	88.0	69.0	50.0	12.0	9.5
	9-22.5	6.00	74.7	88.5	69.0	49.5	13.2	10.1
	9-22.5	6.75	73.7 (74.8 a)	89.8	69.0	48.2	13.2 (12.6 a)	10.1
	10-22.5	6.75	74.8 a	90.6	69.0	47.4	13.5 a	11.0
	7.50-20	6.00	74.5	85.6	69.0	52.4	11.9	9.4
	8.25-20	6.00	74.5	89.1	69.0	48.9	12.6	10.1
	8.25-20	6.50	73.5 (74.6 a)	90.3	69.0	47.3	13.2 (12.6 a)	10.1
	9.00-20	6.50	74.5 a	91.0	69.0	46.6	13.4 a	10.9
60-H	9-22.5	6.00	75.9	89.9	70.5	51.1	12.6	9.1
	9-22.5	6.75	74.8 (75.1 b)	91.3 (91.1 b)	70.5 (70.3 b)	49.3 (49.1 b)	12.6	9.1
	10-22.5	6.75	74.7 (75.1 b)	92.1 (91.9 b)	70.5 (70.3 b)	48.9 (48.7 b)	13.5	10.0
	10-22.5	7.50	73.5	93.6	70.5	47.4	13.5	10.0
	8.25-20	6.50	74.6 (74.9 b)	91.8 (91.6 b)	70.5 (70.3 b)	49.2 (49.0 b)	12.6	9.1
	9.00-20	6.50	74.5 (75.0 b)	92.5 (92.3 b)	70.5 (70.3 b)	48.5 (48.3 b)	13.4	9.9
	9.00-20	7.00	73.5	93.8	70.5	47.2	13.4	9.9

a—With 7000-lb front suspension.

b—With optional disc wheels.

IRE TREADS & GROUND CLEARANCE

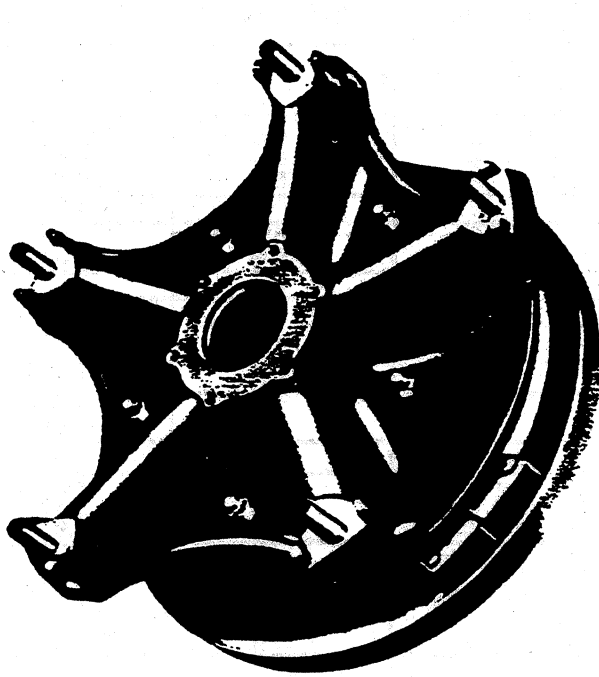
Trucks with Dual Rear Tires (Series 80)

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
With I-Beam Front Axle:								
M80	9-22.5	6.75	78.0 d (76.8 e)	91.8 (91.5 b)	71.0 (70.8 b)	50.2 (50.1 b)	9.7 d (9.4 e)	9.1
	10-22.5	6.75	78.0 d (76.8 e)	92.6 (92.3 b)	71.0 (70.8 b)	49.4 (49.3 b)	10.6 d (10.3 e)	10.0
	8.25-20	6.50	77.8 d (76.6 e)	92.3 (92.1 b)	71.0 (70.8 b)	49.7 (49.5 b)	9.7 d (9.4 e)	9.1
	9.00-20	6.50	77.8 d (76.7 e)	93.0 (92.8 b)	71.0 (70.8 b)	49.0 (48.8 b)	10.5 d (10.2 e)	9.9
	9.00-20	7.00	76.8 d (75.6 e)	95.0	71.0	47.0	10.5 d (10.2 e)	9.9
	10.00-20	7.50	76.8 d (75.6 e)	96.4	71.0	45.6	11.1 d (10.8 e)	10.5
With I-Beam Front Axle:								
80 except M80	9-22.5	6.75	78.0 d (76.8 e)	92.4	71.6	50.8	9.7 d (9.4 e)	8.4
	10-22.5	6.75	78.0 d (76.8 e)	93.2	71.6	50.0	10.6 d (10.3 e)	9.3
	10-22.5	7.50	76.8 d (75.6 e)	94.7	71.6	48.5	10.6 d (10.3 e)	9.3
	11-22.5	7.50	76.6 d (75.6 e)	95.5	71.6	47.7	11.1 d (10.8 e)	9.8
	8.25-20	6.50	77.8 d (76.6 e)	92.9	71.6	50.3	9.7 d (9.4 e)	8.4
	9.00-20	6.50	77.8 d (76.7 e)	93.6	71.6	49.6	10.5 d (10.2 e)	9.2
	9.00-20	7.00	76.8 d (75.6 e)	95.6	71.6	47.6	10.5 d (10.2 e)	9.2
	10.00-20	7.00	76.7 d (75.6 e)	95.3	71.6	47.9	11.1 d (10.8 e)	9.8
	10.00-20	7.50	76.8 d (75.6 e)	96.3	71.6	46.9	11.1 d (10.8 e)	9.8
With Independent Front Suspension:								
M80	8-22.5	6.00	75.9	89.9	71.0	52.1	12.0	8.5
	9-22.5	6.00	75.9	90.4	71.0	51.6	12.6	9.1
	9-22.5	6.75	74.8 (75.1 b)	91.8 (91.5 b)	71.0 (70.8 b)	50.2 (50.1 b)	12.6 (13.5 e)	9.1
	10-22.5	6.75	74.7 (75.1 b)	92.6 (92.3 b)	71.0 (70.8 b)	49.4 (49.3 b)	13.5 (14.4 e)	10.0
	7.50-20	6.00	76.2	89.8	71.0	52.2	12.1	8.4
	8.25-20	6.50	74.6 (74.9 b)	92.3 (92.1 b)	71.0 (70.8 b)	49.7 (49.5 b)	12.6 (13.5 e)	9.1
	9.00-20	6.50	74.5 (74.9 b)	93.0 (92.8 b)	71.0 (70.8 b)	49.0 (48.8 b)	13.4 (14.3 e)	9.9
	9.00-20	7.00	73.5	95.0	71.0	47.0	13.4 (14.3 e)	9.9
	10.00-20	7.50	74.0 b	96.4	71.0	45.6	14.0 (14.9 e)	10.5
	With Independent Front Suspension:							
80 except M80	9-22.5	6.75	74.8	92.4	71.6	50.8	12.6 (13.5 e)	8.4
	10-22.5	6.75	74.7	93.2	71.6	50.0	13.5 (14.4 e)	9.3
	10-22.5	7.50	73.5 (73.9 b)	94.7	71.6	48.5	13.5 (14.4 e)	9.3
	11-22.5	7.50	73.5 (73.9 b)	95.5	71.6	47.7	14.0 (14.9 e)	9.8
	8.25-20	6.50	74.6	92.9	71.6	50.3	12.6 (13.5 e)	8.4
	9.00-20	6.50	74.5	93.6	71.6	49.6	13.4 (14.3 e)	9.2
	9.00-20	7.00	73.5 (73.9 b)	95.6	71.6	47.6	13.4 (14.3 e)	9.2
	10.00-20	7.00	73.5 (73.9 b)	95.3	71.6	47.9	14.0 (14.9 e)	9.8
	10.00-20	7.50	74.0 b	96.3	71.6	46.9	14.0 (14.9 e)	9.8

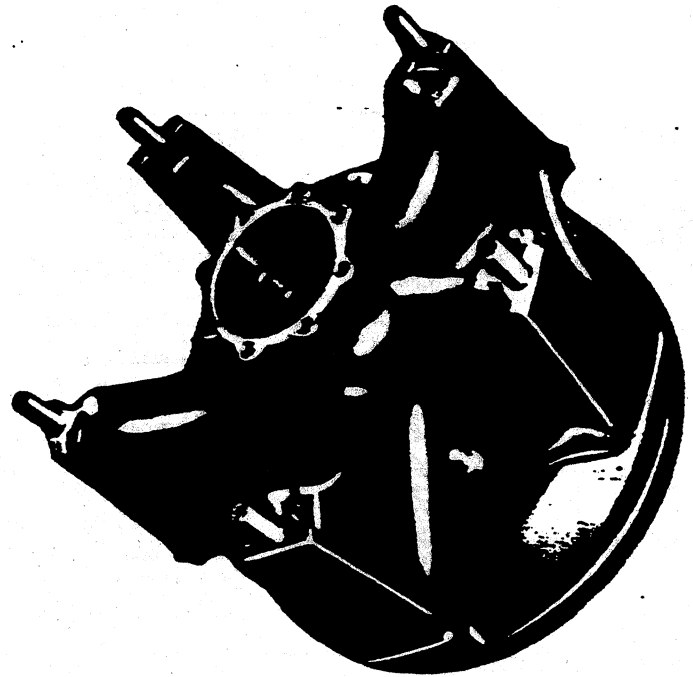
b—With optional disc wheels.
d—With 9000-lb I-beam axle.

e—With 9000-lb front suspension.
e—With 11,000-lb I-beam axle.

CAST-SPOKE WHEELS



Front Wheel



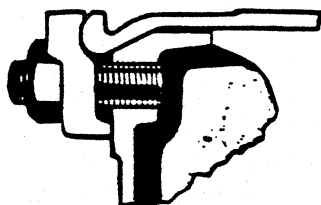
Dual Rear Wheel

Cast-spoke wheels combine the functions of separate hub and wheel disc into a single steel casting to decrease wheel weight and increase strength. In addition, cast-spoke wheels are used for both tubeless and tube tires and feature wide interchangeability and easy servicing.

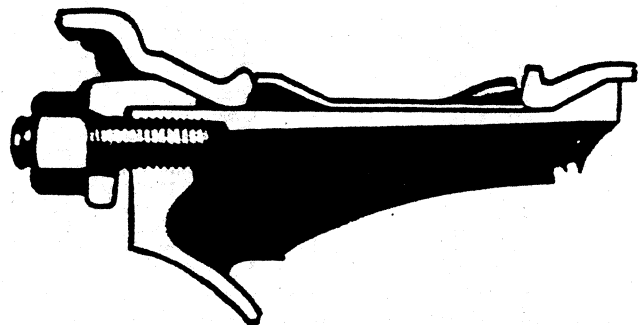
Cast-spoke wheels are standard on Series 80 Chevrolet trucks, and are also available on Series 60 trucks.

CAST-SPOKE RIM MOUNTINGS

Demountable rims are secured by a land at the back edge of each spoke and a lug retained by a stud at the outer edge of each spoke. Dual wheels are separated by a spacer ring between the rims.



Front



Dual Rear

VHEEL & RIM SPECIFICATIONS

Series	Wheel or Rim Size	Wheel and Rim Type (Rim sections shown in Figures on facing page)	Attaching Studs		Offset (in)
			Quantity	Circle Dia (in)	

WHEELS & RIMS FOR TUBELESS TIRES

C-K-P10	15" x 5.00"	Disc; 1-piece (Fig A)	6	5½	0.56
	16" x 5.00"	Disc; 1-piece (Fig A)	6	5½	0.44
	17.5" x 5.25"	Disc; 1-piece (Fig A)	6	5½	0.81
R10	14" x 5.00"	Disc; 1-piece (Fig A)	5	5	0.56
C20	17.5" x 5.25"	Disc; 1-piece (Fig A)	8	6½	1.62
	19.5" x 5.25"	Disc; 1-piece (Fig A)	8	6½	1.62
K20	17.5" x 5.25"	Disc; 1-piece (Fig A)	8	6½	0.12
P20	17.5" x 5.25"	Disc; 1-piece (Fig A)	8	6½	0.12
C30	17.5" x 5.25" single	Disc; 1-piece (Fig A)	8	6½	1.62
	17.5" x 5.25" dual	Disc; 1-piece (Fig A)	8	6½	4.81
	19.5" x 5.25" single	Disc; 1-piece (Fig A)	8	6½	1.62
P30	19.5" x 5.25" single	Disc; 1-piece (Fig A)	8	6½	0.44
	19.5" x 5.25" dual	Disc; 1-piece (Fig A)	8	6½	4.81
40	19.5" x 5.25"	Disc; 1-piece (Fig A)	5-F; 10-R	7¼	4.81
	22.5" x 5.25"	Disc; 1-piece (Fig A)	5-F; 10-R	8¾	4.81
	22.5" x 6.00"	Disc; 1-piece (Fig A)	5-F; 10-R	8¾	5.41
	22.5" x 6.75"	Disc; 1-piece (Fig A)	5-F; 10-R	8¾	5.91
60	22.5" x 6.00"	Disc; 1-piece (Fig A)	5-F; 10-R	8¾	5.41
	22.5" x 6.00"	Cast; 1-piece (Fig B)	—	—	5.91
	22.5" x 6.75"	Disc; 1-piece (Fig A)	{ 5-F; 10-R — bc 10	{ 8¾ — 11¼	{ 5.91 5.90 5.91
		Cast; 1-piece (Fig B)			
M80	22.5" x 6.00"	Cast; 1-piece (Fig B)	—	—	5.40
	22.5" x 6.75"	Cast; 1-piece (Fig B)	—	—	5.90
	22.5" x 6.75"	Disc; 1-piece (Fig A)	c 10	11¼	5.91
80 except M80	22.5" x 6.75"	Cast; 1-piece (Fig B)	—	—	5.90
	22.5" x 7.50"	Cast; 1-piece (Fig B)	—	—	6.50
	22.5" x 7.50"	Disc; 1-piece (Fig A)	c 10	11¼	6.51

WHEELS & RIMS FOR TUBED TIRES

C-K-P10	15" x 5.0"	Disc; 1-piece (Fig A)	6	5½	0.56
	15" x 5.5"	Disc; 3-piece (Fig D)	6	5½	0.00
	16" x 5.0"	Disc; 1-piece (Fig A)	6	5½	0.44
C20	15" x 5.5"	Disc; 3-piece (Fig D)	8	6½	1.00
	17" x 5.0"	Disc; 3-piece (Fig D)	8	6½	1.38
K20	15" x 5.5"	Disc; 3-piece (Fig D)	8	6½	0.12
	17" x 5.0"	Disc; 3-piece (Fig D)	8	6½	0.44
P20	17" x 5.0"	Disc; 3-piece (Fig D)	8	6½	0.44
C30	16" x 5.5" dual	Disc; 2-piece (Fig C)	8	6½	4.75
	17" x 5.0" single	Disc; 3-piece (Fig D)	8	6½	1.38
	18" x 5.0" dual	Disc; 3-piece (Fig E)	8	6½	4.56
P30	16" x 5.5" dual	Disc; 2-piece (Fig C)	8	6½	4.75
	17" x 5.0" single	Disc; 3-piece (Fig D)	8	6½	1.38
	18" x 5.0" dual	Disc; 3-piece (Fig E)	8	6½	4.56
40	18" x 5.0"	Disc; 3-piece (Fig E)	5-F; 10-R	7¼	4.76
50	20" x 5.0"	Disc; 2-piece (Fig F)	5-F; 10-R	8¾	4.75
	20" x 6.0"	Disc; 2-piece (Fig F)	5-F; 10-R	8¾	5.53
	20" x 6.5"	Disc; 2-piece (Fig F)	5-F; 10-R	8¾	6.00
60	20" x 6.0"	Disc; 2-piece (Fig F)	5-F; 10-R	8¾	5.53
	20" x 6.5"	Disc; 2-piece (Fig F)	{ 5-F; 10-R — c 6 bc 10	{ 8¾ — 8¾ 11¼	{ 6.00 6.00 5.62 6.00
		Cast; 3-piece (Fig G)			
		Disc; 2-piece (Fig F)			
M80	20" x 6.0"	Disc; 2-piece (Fig H)	—	—	6.00
	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	5.53
	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	6.00
	20" x 7.0"	Disc; 2-piece (Fig H)	c 10	11¼	6.00
	20" x 7.0"	Cast; 3-piece (Fig G)	—	—	6.50
	20" x 7.5"	Cast; 3-piece (Fig G)	—	—	6.75
	20" x 7.5"	Disc; 3-piece (Fig G)	c 10	11¼	6.51
80 except M80	20" x 6.5"	Cast; 3-piece (Fig G)	—	—	6.00
	20" x 7.0"	Cast; 3-piece (Fig G)	—	—	6.50
	20" x 7.0"	Disc; 3-piece (Fig G)	c 10	11¼	6.51
	20" x 7.5"	Cast; 3-piece (Fig G)	—	—	6.50
	20" x 7.5"	Disc; 3-piece (Fig G)	c 10	11¼	6.51

b—Available only with 7000-lb front suspension and 17,000-lb rear axle.

c—Uses Budd type attachment.

RIM SECTIONS

Refer to the table on the facing page for wheel sizes and types for the rim sections in the following Figures. Some variations in rim sections may occur in production vehicles because rims and wheels are produced by several manufacturers.

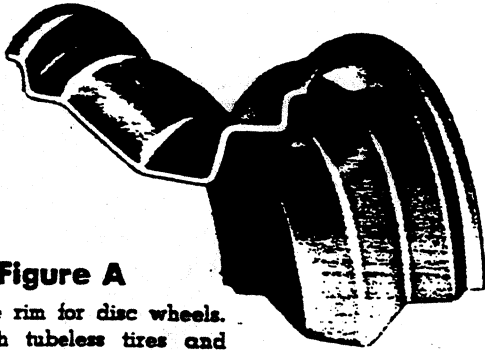


Figure A

One-piece rim for disc wheels. Used with tubeless tires and 15" x 5.0" and 16" x 5.0" disc wheels with tubed tires.

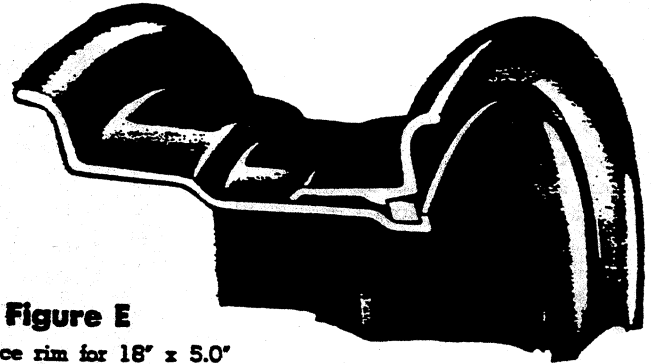


Figure E

Three-piece rim for 18" x 5.0" disc wheels.

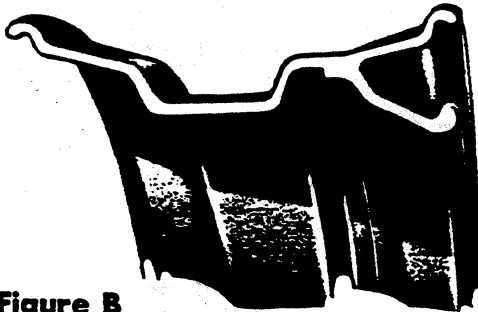


Figure B

One-piece rim for cast wheels. Used with tubeless tires only.

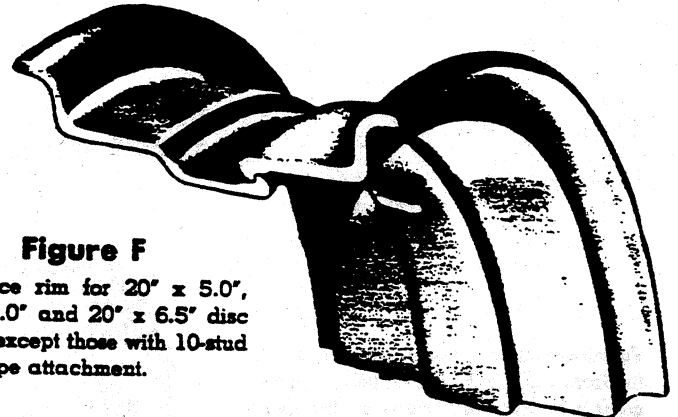


Figure F

Two-piece rim for 20" x 5.0", 20" x 6.0" and 20" x 6.5" disc wheels except those with 10-stud Budd-type attachment.

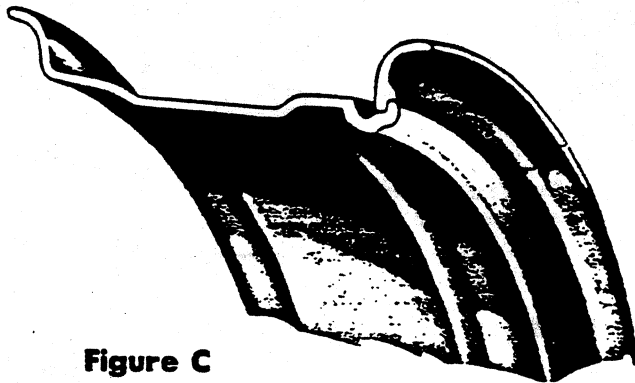


Figure C

Two-piece rim for 16" x 5.5" wheels with tubed tires.

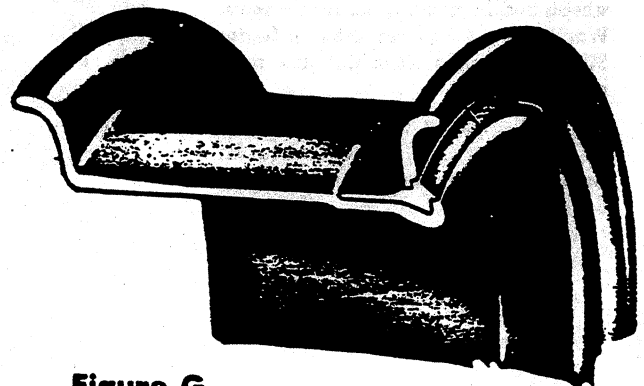


Figure G

Three-piece rim for all cast wheels with tubed tires, and 20" x 7.0" and 20" x 7.5" disc wheels.

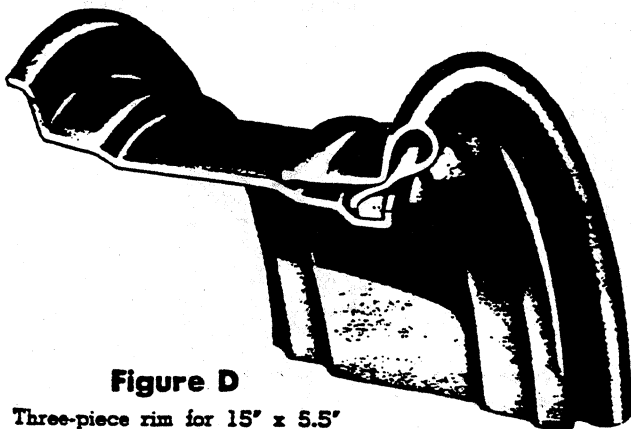


Figure D

Three-piece rim for 15" x 5.5" and 17" x 5.0" disc wheels.

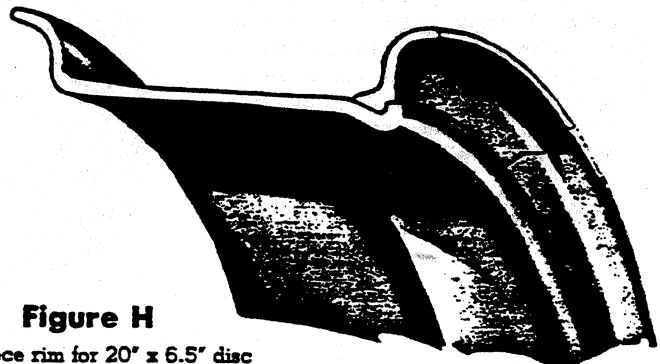


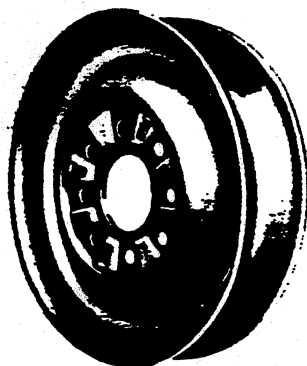
Figure H

Two-piece rim for 20" x 6.5" disc wheels with 10-stud Budd-type attachment.

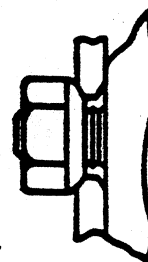
DISC WHEELS

SERIES 10, 20, 30

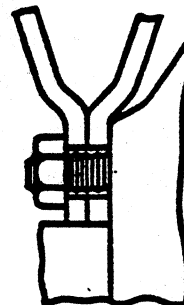
Stamped disc wheels are used for the front and single rear wheels. Attachment is by beveled nuts on either 6 or 8 studs. Series 30 trucks with dual rear tires have ventilated disc wheels similar to those described below for Series 40 trucks. Attachment is by plain nuts on 8 studs.



Front and single rear wheel attachment



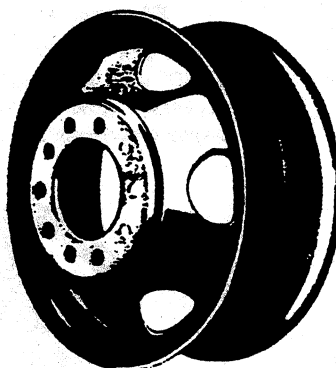
Dual rear wheel attachment for Series 30



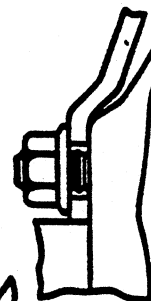
SERIES 40, 50, 60 (exc 60-H)

Ventilated disc wheels are used for the front and dual rear wheels. Attachment is by nuts on 5 studs for the front wheels and 10 studs for the rear wheels. Washer-based nuts are used on Series 50 and 60, while plain nuts are used on Series 40.

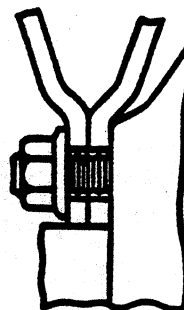
20" x 6.5" wheels with 6-stud Budd type attachment are also available for Series 60. The Budd type attachment is described below.



Front wheel attachment

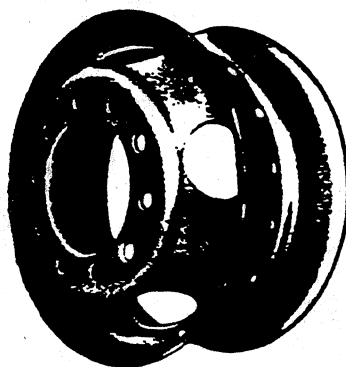


Dual rear wheel attachment

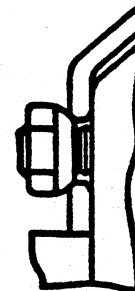


SERIES 60-H, 80

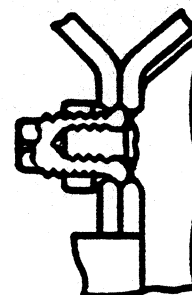
Heavy-duty ventilated disc wheels are optionally available for front and dual rear wheels. Attachment is by nuts on 10 studs. Nuts on dual wheels are of the inner-and-outer-nut Budd type construction, permitting removal of an outer wheel without disturbing the inner wheel. Beveled nuts are used for front wheel attachment.



Front wheel attachment



Dual rear wheel attachment



FRONT SPRINGS

SPECIFICATIONS

Standard Torsion Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Diameter (inches)	Length (inches)
C10, P10	1250	1050	140	1.140	45¾
C20	1250	1050	140	1.140	45¾
C30	1500	1300	170	1.200	45¾
C40	1750	1550	230	1.320	45¾
S50	2500	2235	310	1.320	70½
C50, L50	2500	2235	322	1.265	58
S62, S64	2500	2235	310	1.320	70½
S67, S69	3000	2660	381	1.392	70½
C60, L60	3000	2660	381	1.320	58
T60, L80	3500	3085	442	1.370	58
D60, C80	3500	3085	442	1.447	70½
E80, T80, U80	4000	3585	548	1.447	58
M80	4000	3585	548	1.475	70½

Optional Torsion Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Diameter (inches)	Length (inches)
P10	1500	1300	170	1.200	45¾
C20	1500	1300	170	1.200	45¾
C30	1750	1550	230	1.320	45¾
C40	2000	1800	292	1.392	45¾
C50, L50	3000	2660	381	1.320	58
S50, S62, S64	3000	2660	381	1.392	70½
C50, C60, S60	3500	3085	442	1.447	70½
L50, L60	3500	3085	442	1.370	58
L60, T60, L80	4000	3585	548	1.447	58
C60, D60, C80, E80	4000	3555	588	1.475	70½
L80, T80	4000	3555	588	1.475	58
80	4500	4055	725	1.640	70½

* For use only with RPO 9000-lb front suspension. Spring ends are splined rather than hexagonal.

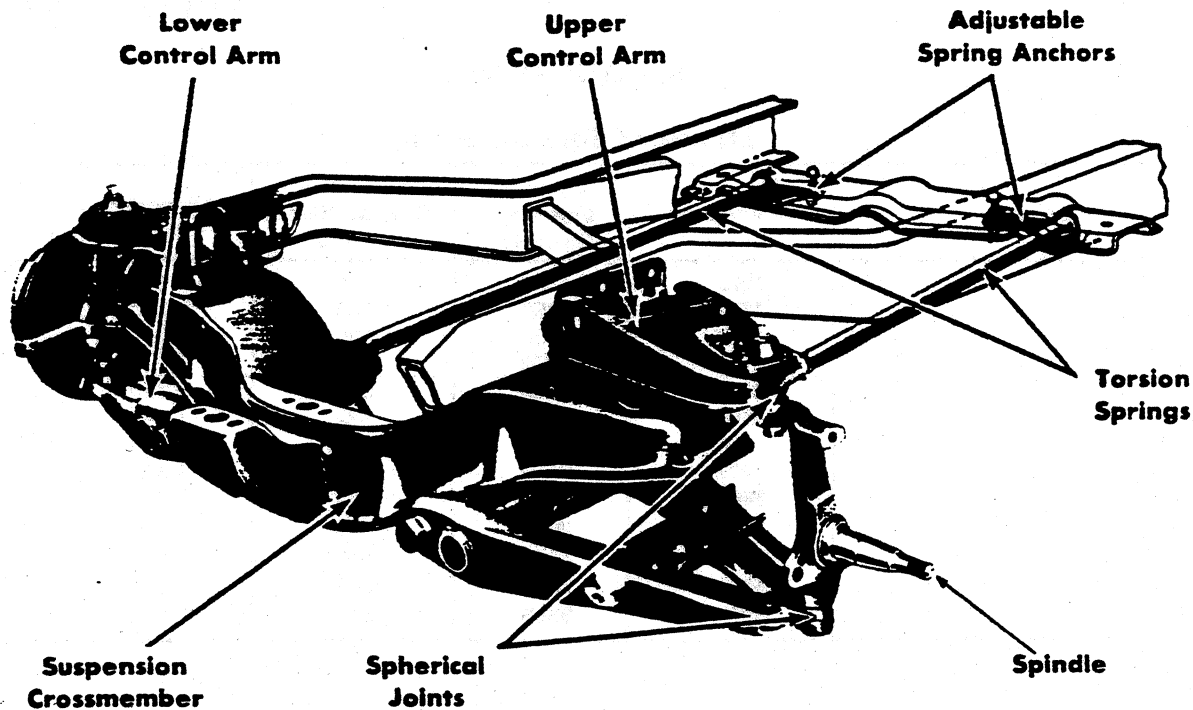
Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
R10	1150	1040	175	0.677	5.15

Leaf Springs

Series	Rating At Ground (lb each)	Sprung Capacity (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
K10	1650	1350	500	5	44	2
K20	1750	1390	500	5	44	2
P20, P30	2000	1700	490	8	44	2
P30 (RPO)	2300	2200	726	10	44	2
C-E-L-M80 (With RPO 9,000-lb I-beam axle)	3300	3200	672	6	56	3
(With RPO 9,000-lb I-beam axle)	4500	4000	1134	8	56	3
(With RPO 11,000-lb I-beam axle)	5500	5000	1470	10	56	3
(With RPO 11,000-lb I-beam axle)	7000	6250	1810	12	56	3

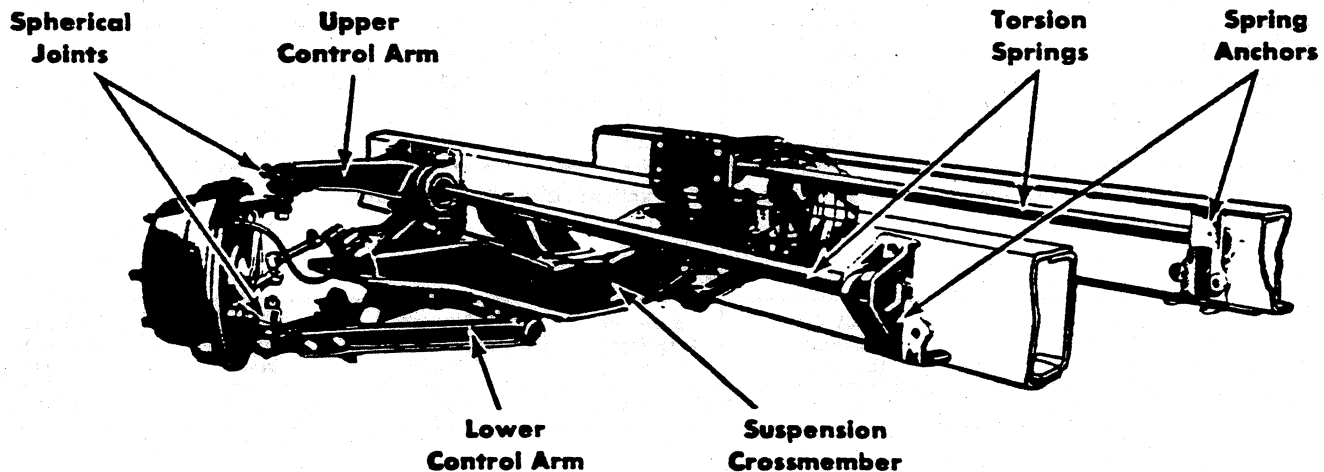
FRONT SUSPENSION



SERIES C10, P10, C20, C30, C40

Independent wheel action is provided through control arms which are pivoted on a rigid suspension crossmember attached to the frame of the vehicle. Control arms are fitted with large spherical joints which permit up and down motion of the wheels as well as steering action. Solid torsion springs are secured at the front ends

in the lower control arms. The rearward ends of the torsion springs are held to a frame crossmember by adjustable anchor arms. By means of a simple nut-and-bolt adjustment, the spring tension can be regulated to achieve the most desirable vehicle trim.



SERIES 50, 60, 80

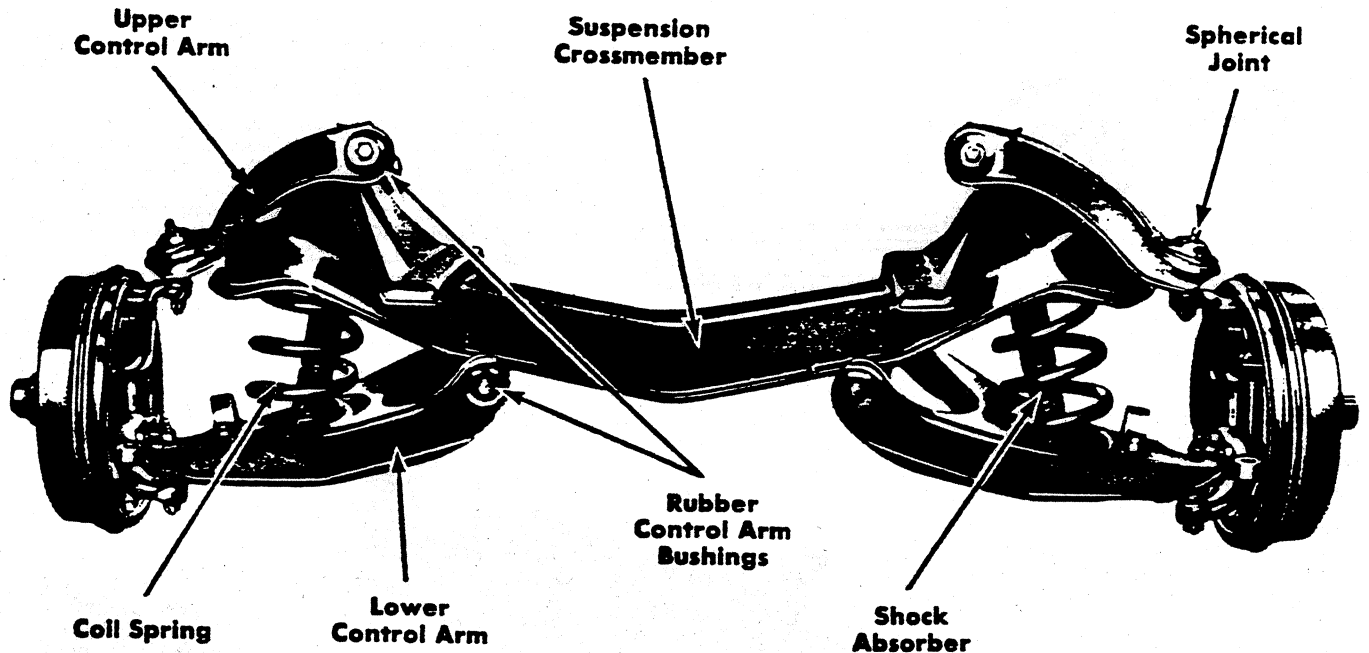
All medium- and heavy-duty models have independent front suspension employing rugged, forged control arms. These control arms are pivoted and attach to a strong suspension crossmember. Spherical joints at the outer ends of both upper and lower control arms permit up and down wheel motion as well as steering action. Solid torsion springs are secured at the front end in the upper control arm. The rearward ends of the springs are held by cast anchors attached to the frame siderails. Spring ends are hexagonal

except those used with the 9000-lb suspension, in which case the spring ends are splined.

The higher capacity front suspensions, available on some models, include heavier control arms and wheel spindles.

The front suspension for Series M80 also includes a heavy spring anchor cross-tie, similar to that used with the optional HD off-road chassis. See Frame section.

FRONT SUSPENSION



SERIES R10

All front suspension components are assembled as a unit with a removable crossmember, thus greatly simplifying servicing. The control arms are attached to the crossmember through rubber-bushed, forged steel pivot shafts. The axis of the upper control arm pivot is positioned at a 10-degree angle to the axis of the lower

control arm pivot, providing dive control upon braking.

Forged steel steering knuckles are supported by spherical joints. The lower weight carrying joint is seated in a bearing surface of durable phenolic-impregnated fabric laminations.

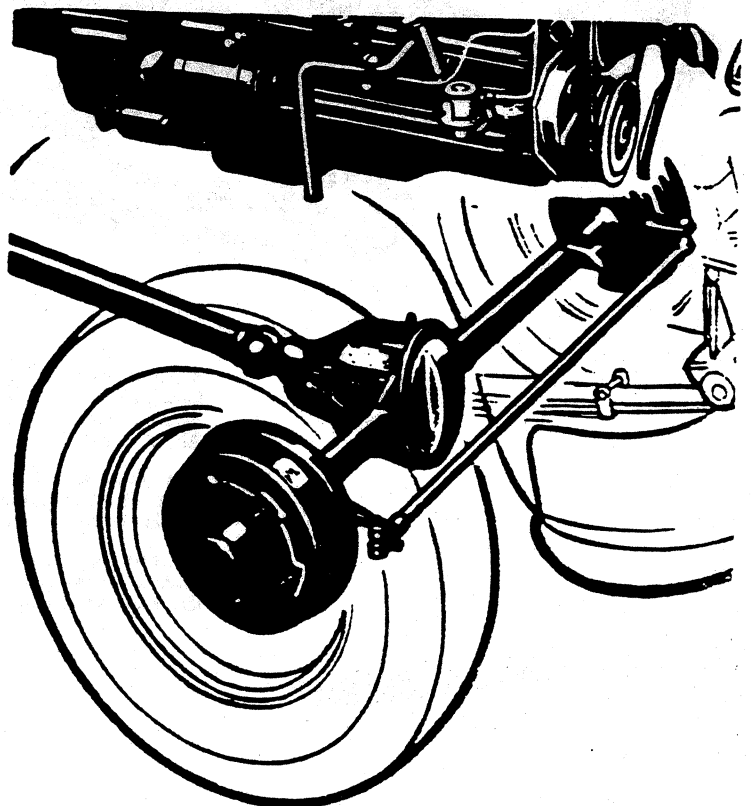
SERIES K10, K20

Front drive is through a single reduction hypoid pinion and ring gear combination. Full-floating axle shafts drive the front wheels through yoke and trunnion type universal joints.

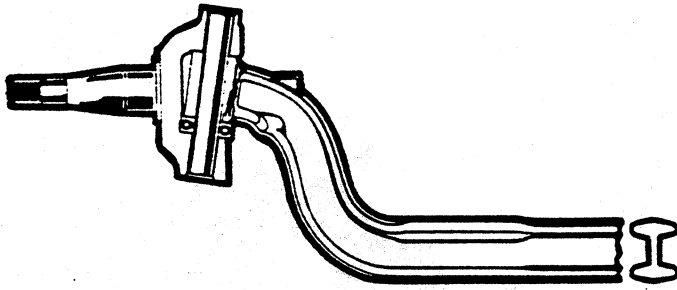
Optional free-wheeling front hubs permit the front wheels to be disengaged from the drive line. This minimizes wear of front axle components and also improves fuel economy.

Specifications

	Series K10	Series K20
Axle:		
Make.....	Spicer	Spicer
Model.....	445F	445F
Minimum shaft diameter....	1.125"	1.125"
Capacity.....	3300 lb	3900 lb
Pinion & Ring Gear:		
Ratio.....	hypoid 3.92	hypoid 4.55
Pinion, teeth.....	12	11
Ring gear, teeth.....	47	50
Pinion Mounting:		
Bearings.....	overhung tapered roller	overhung tapered roller
Differential:		
Bearings.....	2-pinion tapered roller	2-pinion tapered roller
Lubricant Capacity.....	5 pt	5 pt



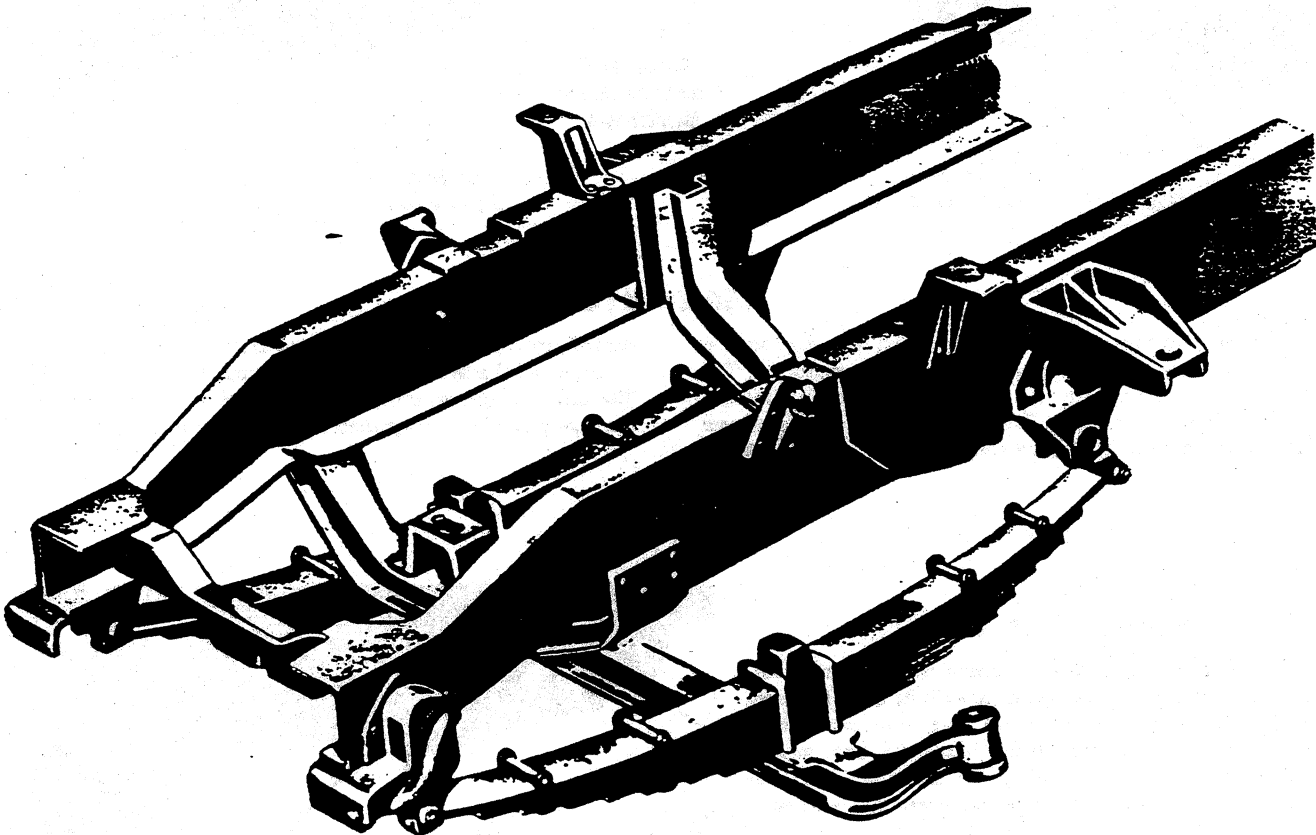
Deep-Drop Front Axle



SERIES P20, P30

I-beam front axles with widely spaced seats for leaf springs give stable front-end support, yet maintain the wheel-to-spring clearance needed for a small turning circle and good maneuverability.

To maintain a low frame-to-ground height on models with 17", 18" or 19.5" wheels, a deep-drop I-beam front axle is employed. Both the shallow-drop and the deep-drop axles have a capacity rating of 4,000 pounds. I-beam dimensions for both axles are 2.51" high and 2.00" wide. Web thickness is 0.25"; section modulus is 1.37 (in cu).



SERIES 80

9,000-lb and 11,000-lb capacity I-beam axles are optionally available for Series C-E-L-M80 except Model L8103. These axles are combined with semi-elliptic springs having fixed end forward and shackle end rearward. Spring seats are spaced 32 1/4" apart.

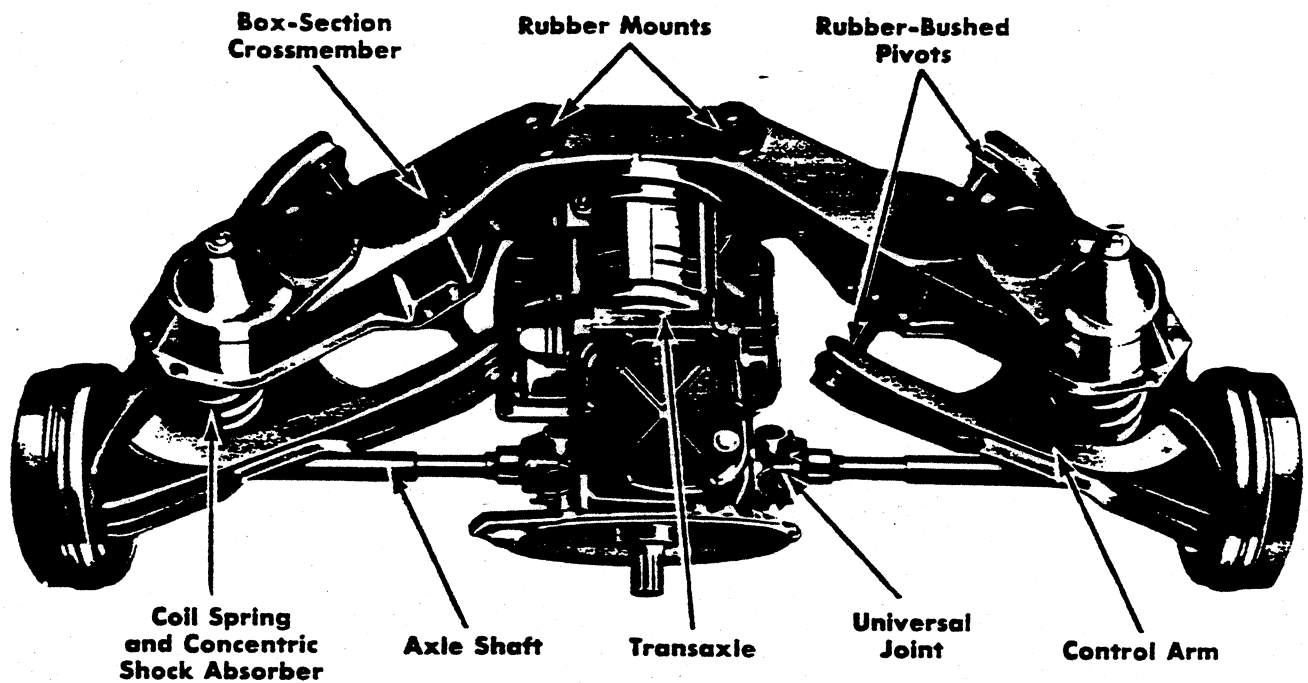
The axles are of reverse Elliot design, and are constructed of heat-treated forged steel. Floating upper and lower steel-backed bronze king pin bushings are used in combination with straight roller king pin thrust bearings.

Frames used with I-beam front axles differ in that conventional channel section side rails are used instead of the K-member box section frames. In addition, a hat-section, drop-center engine front support crossmember is employed.

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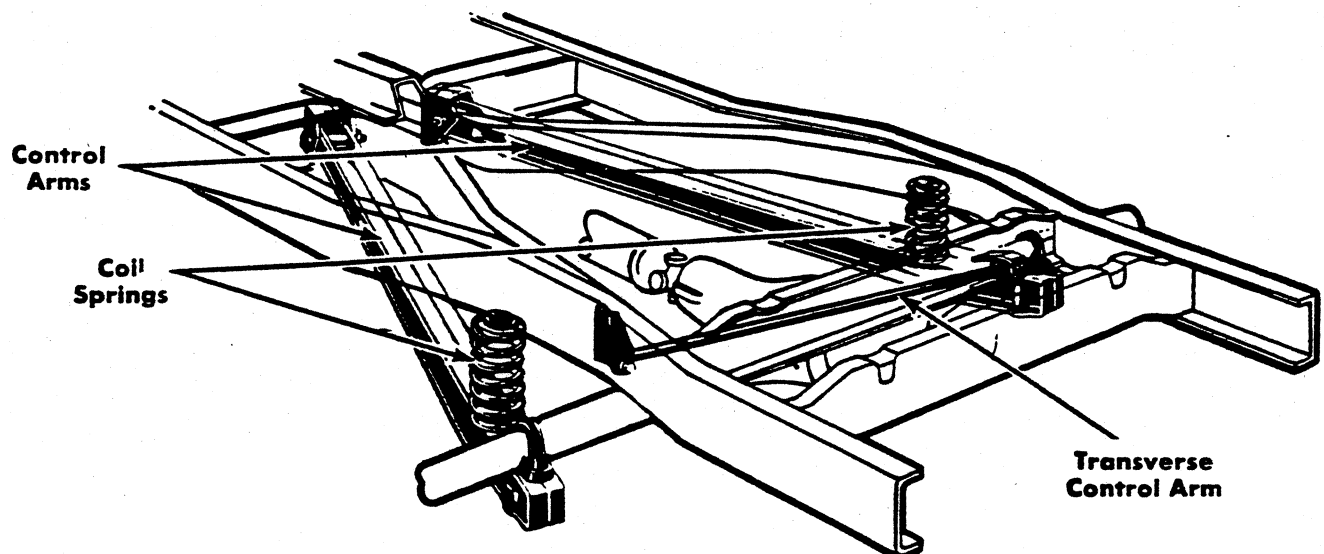
REAR SUSPENSION



SERIES R10

Series R10 models have an independent rear suspension with swinging axles. The suspension is assembled as a unitized assembly and installed with four resilient rubber mounts. The main structural element is a swept-back crossmember, to which are attached the control arm pivots. The control arms are attached to

the pivots through rubber bushings. Coil springs and concentric shock absorbers are fitted between the control arms and the crossmember. The swinging axle shafts are splined into universal joints at the transaxle—the transmission and axle gear assembly.

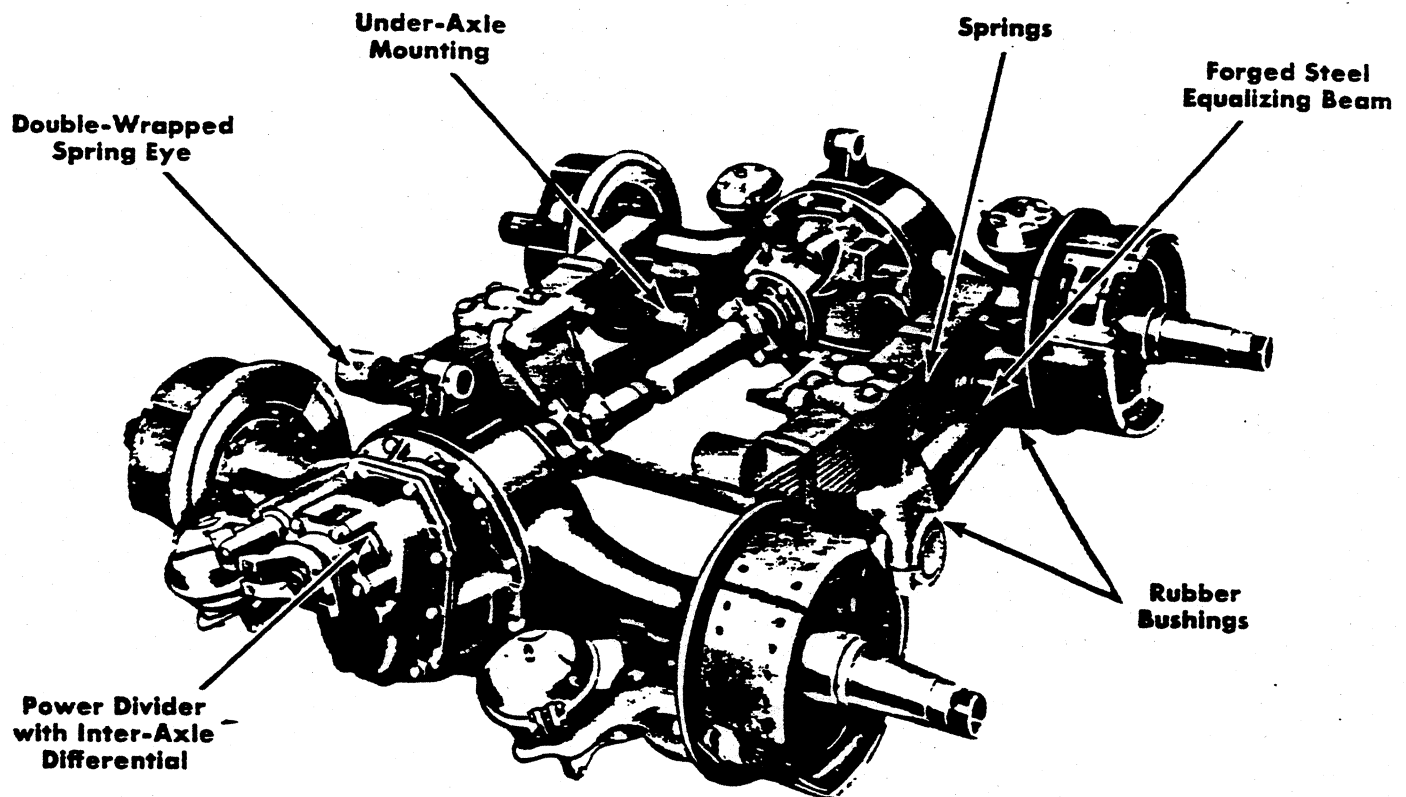


SERIES C10, P10 and C20

Fore-and-aft motion of the rear axle is controlled by two channel-section control arms pivoted at a forward frame crossmember. Lateral motion of the rear axle is restricted by a control arm which runs approximately parallel to the axle housing. One end

of this arm is pivoted at the frame siderail, and the other end at the axle attachment. The control arms permit axle motion, but maintain proper axle position. All springing is performed by the two coil springs.

TANDEM SUSPENSION

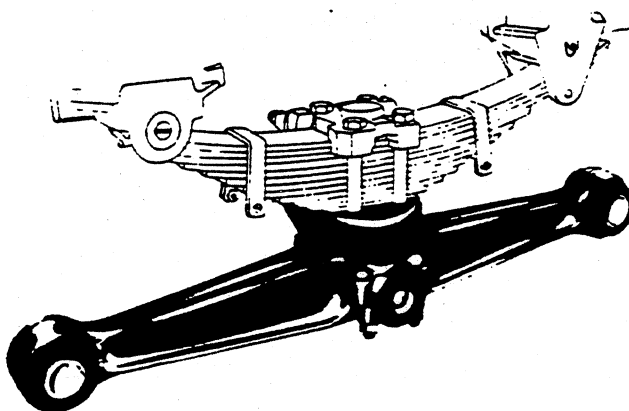


SERIES M80

Tandem models are equipped with a Hendrickson RT320 bogie and two 16,000-lb Eaton Series 30 axles. The parallelogram design of the bogie, utilizing center-pivoted equalizing beams, gives maximum operating flexibility. The action of these beams allows the wheels to "walk" over surface irregularities, reducing frame motion and providing a relatively smooth and level ride. Axle torque is controlled by rugged ball-and-socket-mounted torque arms, leaving the springs to perform only a cushioning function. Rubber bushings are used at all points of wear, thereby eliminating the need for periodic lubrication.

The power divider with built-in inter-axle differential divides driving power equally between the two axles. The differential feature permits freedom of action of the two axles, and eliminates wheel fight due to road irregularities or small differences in tire sizes. By means of a toggle switch on the instrument panel, the inter-axle differential may be locked out to give equal power to both axles regardless of terrain. A red warning light is illuminated when the differential is locked out.

Short, relatively lightweight springs serve to support and cushion the load. The fixed front eye is double-wrapped to give added strength for transmitting driving and braking forces. Spring seats are machined to ensure permanent alignment.



Equalizing Beam

Forged-steel equalizing beams give even load distribution between rear axles. Beam ends and center pivot are fitted with rubber bushings which give flexibility and eliminate need for periodic lubrication.

Axle Specifications

Pinion & Ring Gear:

Type.....	Spiral Bevel
Ratio.....	7.17
Pinion teeth.....	6
Ring gear teeth.....	43

Pinion Mounting:

Type.....	Straddle
Front bearing.....	Tapered roller
Rear bearing.....	Tapered roller
Outboard bearing.....	Straight roller

Differential:

Type.....	4-Pinion
Bearings.....	Tapered roller

Axle Shafts:

Type.....	Full-floating
Minimum diameter.....	1 ¹¹ / ₁₆ "
Diameter over splines.....	1.86"
Number of splines.....	16
Attachment to hub.....	8 studs

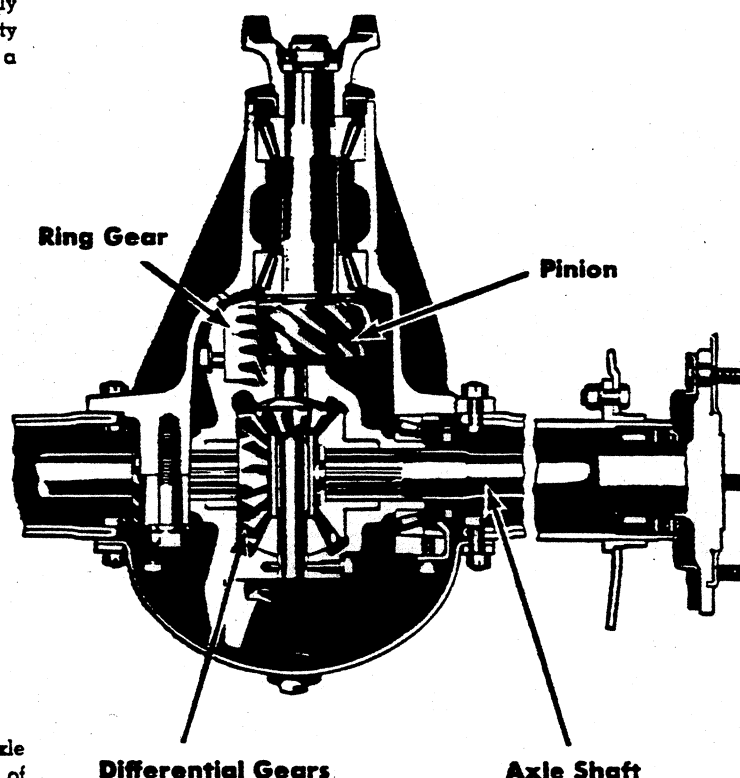
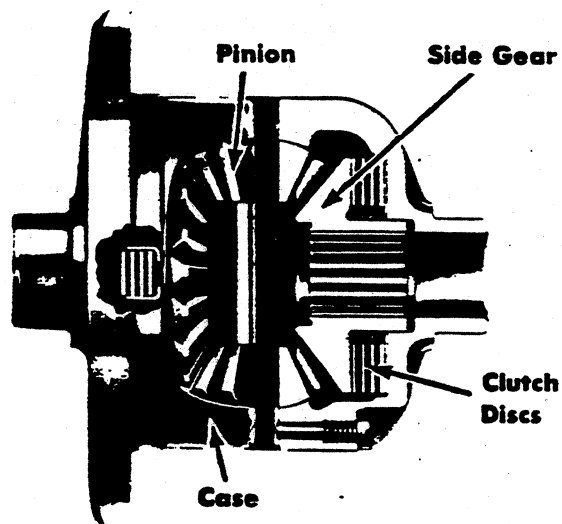
Wheel Bearings:

Type.....	Tapered roller
Make.....	Timken or Bower

CHEVROLET SINGLE-SPEED REAR AXLE

3300-lb to 3500-lb Capacity

Rugged hypoid ring and pinion gears have large tooth contact area for long, dependable service and quiet operation. Widely spaced tapered roller pinion bearings insure high pinion rigidity and long life of drive gears. The one-piece axle housing has a removable inspection plate to facilitate gear adjustment.



→ Limited-Slip Differential

Driving forces are transmitted from differential case to axle shafts through the clutch discs and side gears. Engagement of the clutch discs results from a slight lateral movement of the side gears which is created by the force of the differential pinions. If one wheel of the vehicle is on a slippery surface, the axle shaft offers little resistance to turning. As a result, the axle shaft has little torque applied to it. Instead, most of the available torque is diverted to the other axle shaft which offers resistance to being driven.

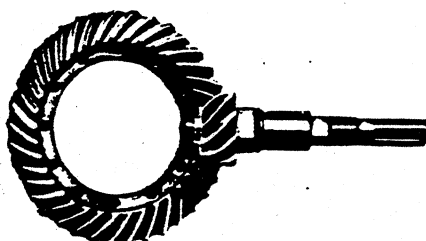
3500-lb axle illustrated

Specifications

Make and Capacity (at ground)	Chevrolet 3300 lb	Chevrolet 3500 lb	Chevrolet Limited-Slip 3500 lb
Series Applications	K10	C10, P10	C10, P10
Pinion & Ring Gear:			
Type	Hypoid	Hypoid	Hypoid
Ratios available (to 1)	3.90	3.38 3.90 4.11★	3.90
Pinion, teeth	10	13 10 9★	10
Ring gear, teeth	39	44 39 37★	39
Pinion Mounting:			
Mounting type	Overhung	Overhung	Overhung
Front bearing	Tapered Roller	Tapered Roller	Tapered Roller
Rear bearing	Tapered Roller	Tapered Roller	Tapered Roller
Differential:			
Type	2-Pinion	2-Pinion	2-Pinion
Bearings, type	Barrel Roller	Barrel Roller	Tapered Roller
Axle Shafts:			
Type	Semi-Floating	Semi-Floating	Semi-Floating
→ Minimum diameter (in)	1.125	1.156	1.156
Differential splines: Number of splines	17	17	20
Diameter over splines (in)	1.28	1.28	1.31
→ Housing:			
Section diameter x thickness (in)	2.75 x 0.375	3.10 x 0.233	3.10 x 0.233
Wheel Bearings:			
Type	Tapered Roller	Tapered Roller	Tapered Roller
Make	Hyatt	Hyatt	Hyatt

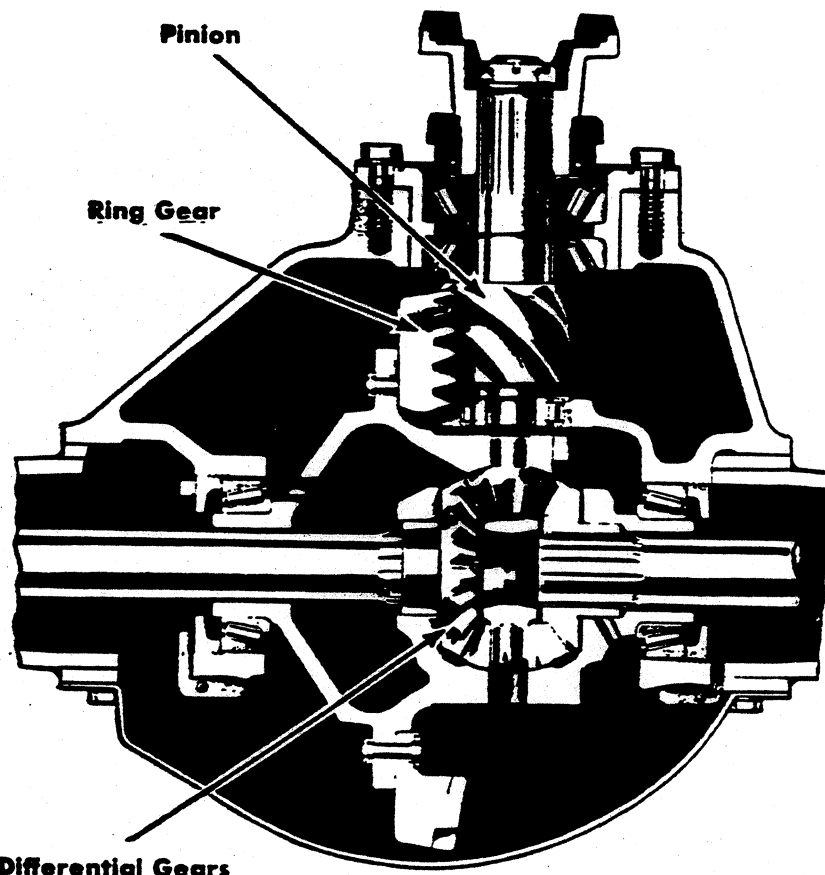
★ Series C10 only.

EATON SINGLE-SPEED REAR AXLE 18,500-lb Capacity



Eaton Spiral-Bevel Gears

The Eaton single-speed rear axles have a spiral-bevel pinion and ring gear with large tooth face area and thick cross section for high strength and long wearing quality. Ring and pinion alignment is maintained by a thrust pad. The pinion acquires extra rigidity through straddle mounting between dual opposed tapered-roller bearings at front and a straight roller outboard bearing at extreme rear end. Gears are accurately machined of alloy steel, carburized and hardened for durability.



Differential Gears

Specifications

Housing and Axle Shafts

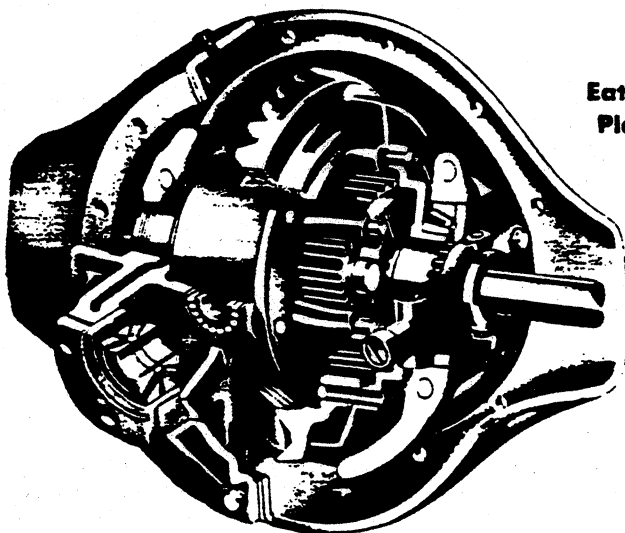
With full-floating axle shafts, the axle housing supports the chassis and payload and absorbs road shocks. Housing is high-strength banjo design, made of drop-forged medium-carbon steel. Removable inspection plate simplifies maintenance and adjustment.

Axle shafts, being of full-floating design, function only to transmit driving torque to the wheels. Shafts are drop-forged of alloy steel, heat-treated for toughness and shot-peened for high resistance to fatigue failure.

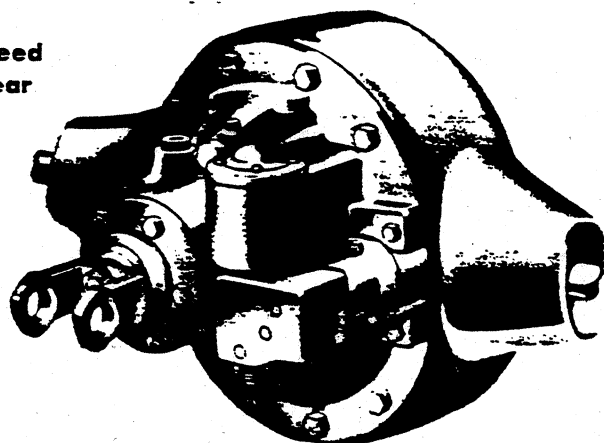
Series Applications	C-LT80
Make	Eaton
Capacity (lb)	18,500 (18,000 off-road)
➔ Model Number	1741A★ 1790A
Pinion & Ring Gear:	
Type	Spiral Bevel
Ratios available	7.17★ 7.67
Pinion, teeth	6★ 6
Ring gear, teeth	43★ 46
Pinion Mounting:	
Mounting type	Straddle
Front bearing	Tapered Roller
Outboard bearing	Straight Roller
Differential:	
Type	4-Pinion
Bearings, type	Tapered Roller
Axle Shafts:	
Type	Full-Floating
Minimum diameter (in)	1.81
Attachment to hub	Bolted
➔ Housing:	
Section diameter x thickness	5.12 x 0.44
Wheel Bearings:	
Type	Tapered Roller
Make	Timken or Bower
Bearing inside diameter:	
At inner bearing	3¼"
At outer bearing	2½"

★ Used only with Powermatic transmission.

EATON TWO-SPEED REAR AXLE 17,000-lb & 18,500-lb Capacity



Eaton Two-Speed
Planetary-Gear
Rear Axle



Electric Shift Control

Eaton two-speed rear axles feature a durable pinion and ring gear set supplemented by efficient planetary gears to provide the choice of high or low range. In high range the planetary gear system is locked, and torque flows through the ring gear directly to the axle shafts, as in a single-speed axle. In low range the planetary gear system operates as a second reduction. Reduction and torque at the axle shafts is increased 39 per cent in the 17,000-lb axle, 36 per cent in the 18,500-lb axle.

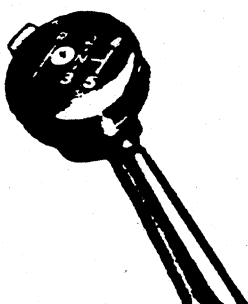
Eaton two-speed rear axles are noted for long life and low maintenance cost. Drive gears, planetary gears and differential gears are carburized alloy steel, accurately machined and hardened. Straddle-

mounted pinion, low operating stresses in the planetary system and forced-flow lubrication result in dependable performance in heavy-duty truck or tractor operations.

With full-floating axle shafts, the axle housing supports the chassis, payload and absorbs road shocks. Housing is of high-strength banjo design, made of drop-forged medium-carbon steel. Removable inspection plate simplifies maintenance and adjustment.

Axle shafts, being of full-floating design, function only to transmit driving torque to the wheels. Shafts are drop-forged from alloy steel, heat-treated for toughness and shot-peened for high resistance to fatigue failure.

Specifications



Shift Switch

Shifting the Eaton two-speed rear axle is smooth, safe and convenient. The electric shift control is positive in action and permits easy clash-free shifting. By operating the convenient switch control, the driver may select the most favorable combined transmission and rear axle ratio. A decal on the instrument panel explains shifting methods and axle ratios. See *Performance* section for application data and engine-transmission-axle teams using these axles.

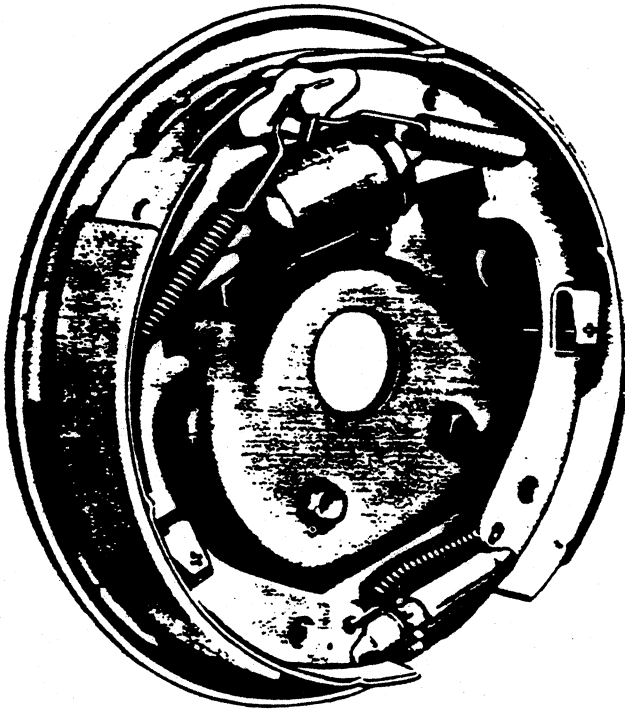
Make, Model & Capacity (at ground)	Eaton 16800 17,000 lb	Eaton 17800 18,500 lb (highway) 18,000 lb (off-road)
Series Applications	C-D-L-T60	80 (exc M80)
Pinion & Ring Gear:		
Type	Spiral Bevel	Spiral Bevel
Ratios available	4.87★ 7.17♦	5.57● 6.50 7.17
High	6.77★ 9.97♦	7.60● 8.87 9.77
Low	8★ 6♦	7● 6 6
Pinion, teeth	39★ 43♦	39● 39 43
Ring gear, teeth		
Pinion Mounting:		
Mounting type	Straddle	Straddle
Front bearing	Tapered Roller	Tapered Roller
Rear bearing	Tapered Roller	Tapered Roller
Outboard bearing	Straight Roller	Straight Roller
Differential:		
Type	4-Pinion	4-Pinion
Bearings, type	Tapered Roller	Tapered Roller
Axle Shafts:		
Type	Full-Floating	Full-Floating
Minimum diameter	1 11/16"	1 13/16"
Diameter over splines	1.86"	1.98"
Number of splines	16	16
Attachment to hub	8 Studs	12 Studs
Wheel Bearings:		
Type	Tapered Roller	Tapered Roller
Make	Timken or Bower	Timken or Bower
Bearing inside diameter:		
At inner bearing	3"	3 1/4"
At outer bearing	2 5/8"	2 5/8"

★ Series D60 only.

♦ Except Series D60.

● Series E-U80 only.

HYDRAULIC BRAKES



Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10, 20 and 30 models. They are standard on the front wheels of Series 40, 50 and 60 models.

The brake shoes are actuated by a single cylinder with two pistons. Wheel rotation energizes the brake shoes for both forward and rearward motion of the truck, providing exceptionally high braking effectiveness.

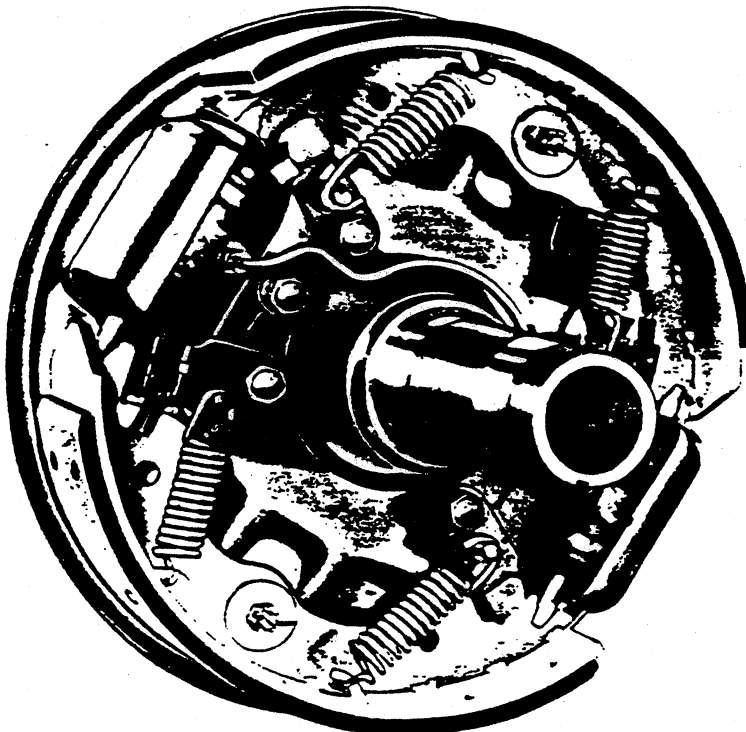
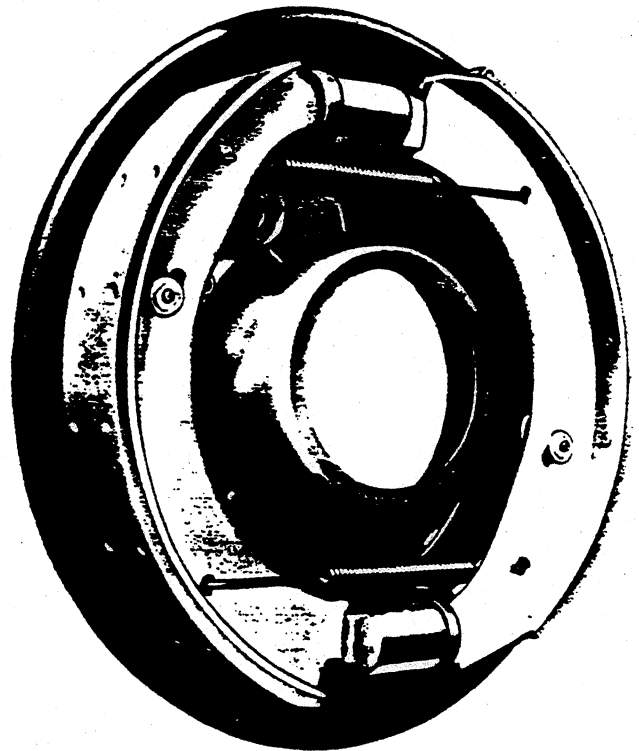
Linings are bonded to brake shoes on Series 10 models. All other models have riveted linings.

Twin-Action Front Brake

Twin-Action front brakes are standard on the front wheels of Series 80 models.

The brake shoes are actuated by two cylinders with one piston in each cylinder. The resulting equal actuation of the brake shoes minimizes the transmission of braking loads to the wheel bearings. Wheel rotation energizes the brake shoes for forward truck motion.

Linings are riveted to the brake shoes.



Twin-Action Rear Brake

Twin-Action rear brakes are standard on the rear wheels of Series 40 through 80 models.

The brake shoes are actuated by two cylinders with two pistons in each cylinder. The transmission of braking loads to the wheel bearings is minimized by the equal actuation of the brake shoes. Rotation of the wheels energizes the brake shoes for both forward and rearward motion of the truck, providing full braking action in either direction.

Linings are riveted to the brake shoes.

POWER BRAKES

VACUUM POWER BRAKES

Vacuum brakes are powered by engine intake manifold vacuum. A large diaphragm and pressure plate are used to actuate a hydraulic slave cylinder. However, the 7" unit employs a power piston instead of a diaphragm.

With these units braking effort is substantially reduced, thus helping to cut driver fatigue and increase driver safety. Although a substantial part of the braking effort is provided, full natural brake feel is retained.

An air cleaner is located on the cab floor behind the driver's seat where it is free from road throw and is easily accessible for cleaning.

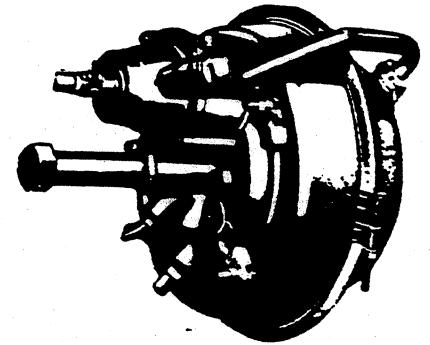
In the event of vacuum failure, braking pressure is available after a few strokes of the brake pedal.

► Series Usage

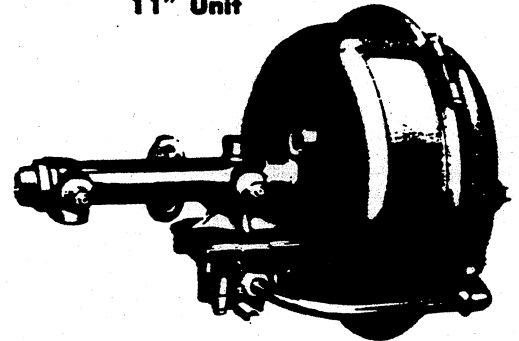
Power Unit	Standard Equipment	Optional Equipment
7" Piston	None	P20, 30
11" Diaphragm	50, 60★	40
11½" Diaphragm		
Single diaphragm	S69	50, 60
Double diaphragm	C-L-M-T80♦	None

★ Except Model S6902.

♦ Additional 10"-diaphragm unit used on front wheels of M80.



11" Unit



11½" Unit

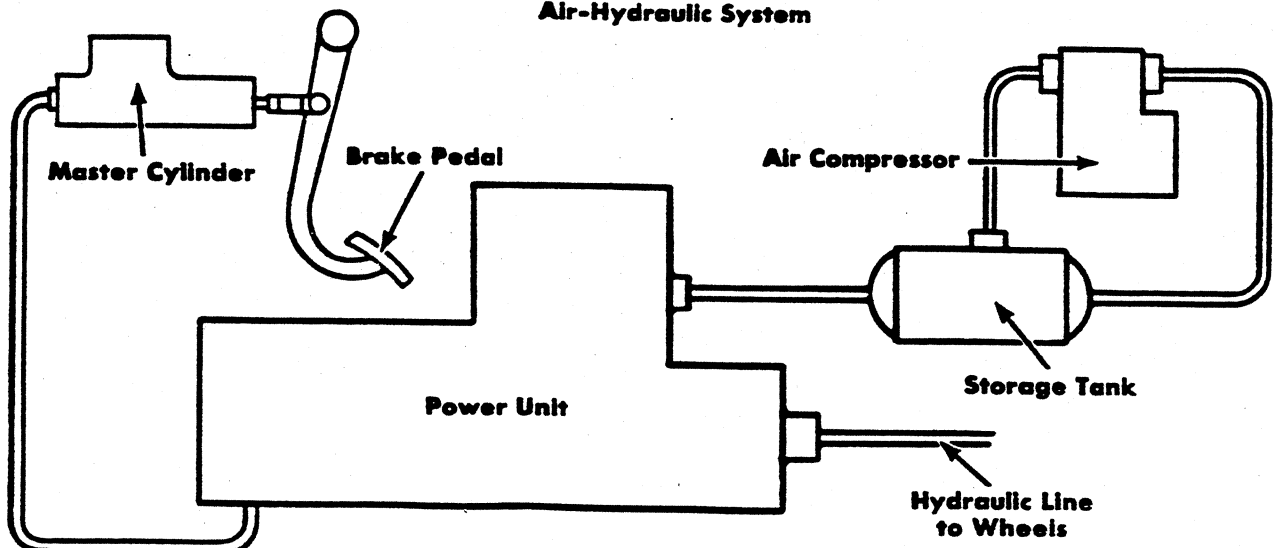
► AIR-HYDRAULIC POWER BRAKE SYSTEM

Air-hydraulic brakes, available as a regular production option on Series C-D-L60 and C-L80, include an engine-lubricated air compressor driven by the fan pulley, an air pressure storage tank, and a power unit. The air compressor is a Bendix-Westinghouse Model TU-FLO-400. Capacity is 7¼ cu ft per minute. Compressor maintains a pressure of 105 to 125 pounds per square inch in the storage tank.

With the air-hydraulic system, depressing the brake pedal allows compressed air to actuate a cylinder in the power unit which multiplies the hydraulic pressure to the wheel cylinders. This highly efficient braking system does up to 85 per cent of the work of braking. Natural brake pedal feel, however, is retained.

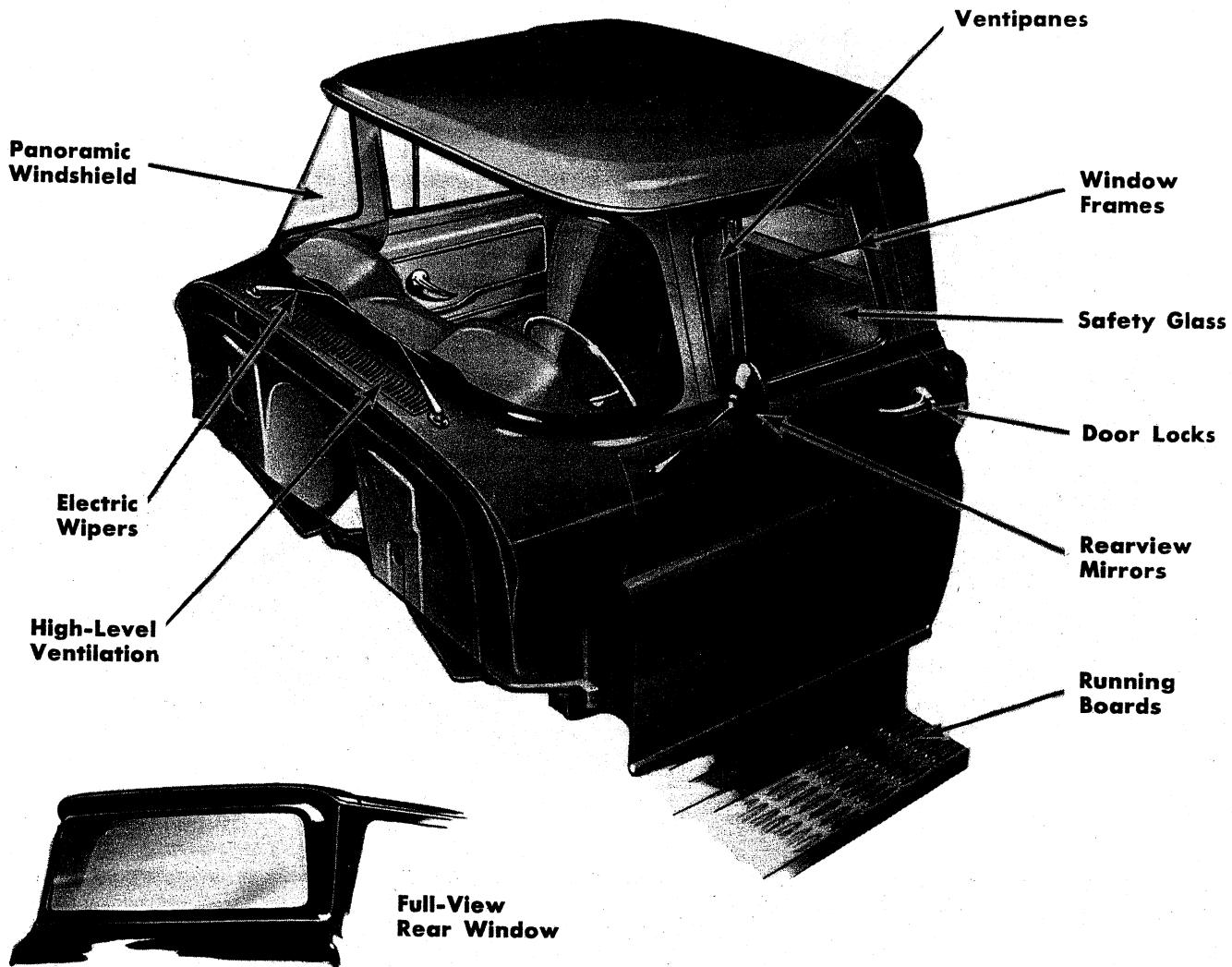
As a safety measure, an air pressure gauge is located on the instrument panel, and a buzzer warns of low air pressure.

Schematic Diagram of Air-Hydraulic System



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EXTERIOR FEATURES



Panoramic Windshield—The large one-piece, laminated, safety plate glass windshield has an area of approximately 1260 square inches. Corner posts are placed rearward to provide an unobstructed forward view of the road. Windshield is made of laminated safety plate glass.

Electric Windshield Wipers—Provide constant wiping action regardless of engine load or accelerator position. Wipers have 13-inch blades and a wiping speed of 110 strokes per minute. Two-speed wipers are available as an option.

High-Level Ventilation—Outside air enters through louvers at the top of the cowl—away from road dust, heat and fumes. The air passes into a plenum built into the the cowl, where water is separated from the air and drained out.

Air enters the driver compartment through two inlets—one on the right side and one on the left.

Ventipanes—Partial opening of Ventipanes permits stale air to be drawn out of driver compartment. Ventipanes can also be swung wide open to force outside air into the compartment. Made of solid safety-sheet glass.

Rearview Mirrors—Left side exterior mirrors are standard. Mirrors with either 8-inch fixed arms or 17½-inch swinging arms are optionally available for left or right side mounting.

Full-View Rear Window—Available as a regular production option. Large, laminated, safety-sheet glass area of 761 square inches (330 square inches for standard, solid, safety-sheet rear window) improves rearward visibility to make driving easier and safer.

Safety Glass—Series 10-50 models have door windows of solid, safety-sheet glass.

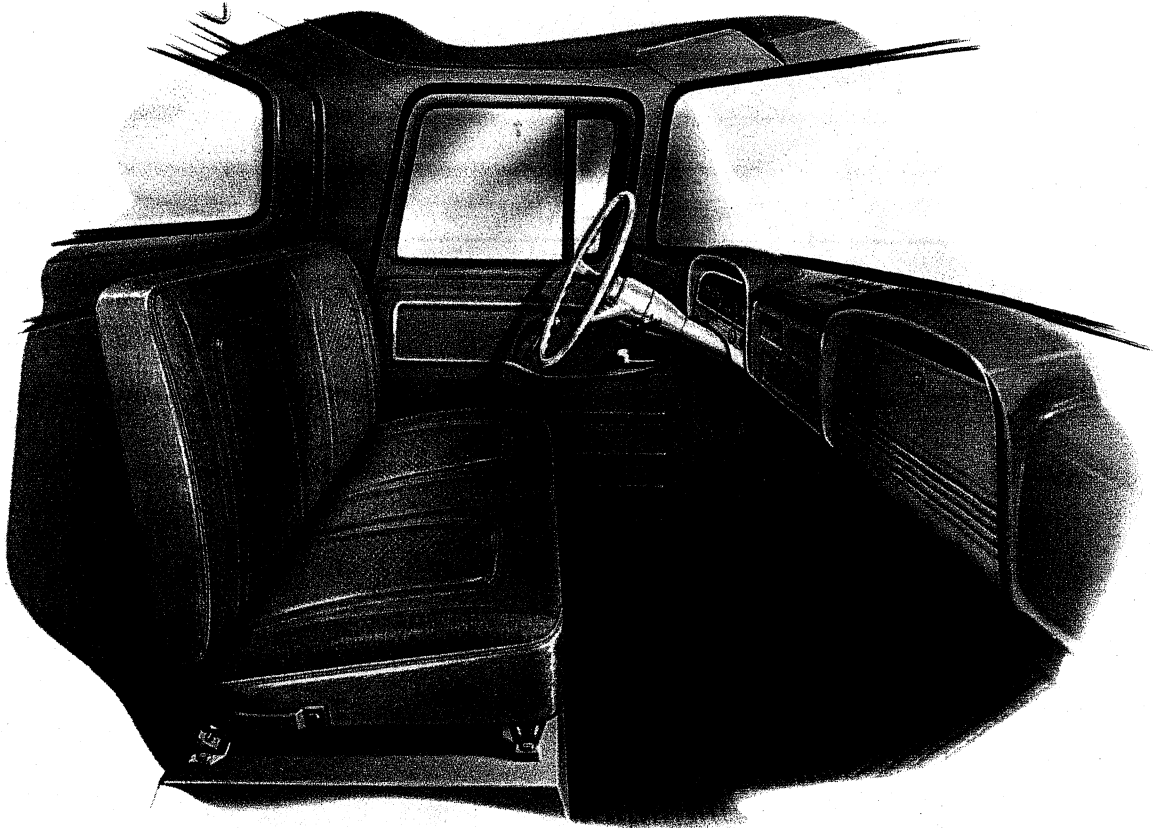
Laminated safety-sheet glass is optionally available. Series 60-80 models have laminated safety-sheet glass as standard equipment.

Window Frames—Painted metal frames on Series 60-80 give extra rigidity to windows and reduce likelihood of broken or cracked glass. Metal frames are also included with the laminated glass option on Series 10-50.

Door Locks—All cab models include a key-operated left door lock as standard equipment. A right door lock is available as a regular production option.

Running Boards—Cabs in Series 50 through 80 are fitted with a running board on each side for ease in entering and leaving the cab. LCF cabs also have two convenient steps on each fender.

INTERIOR FEATURES



Durable, easy-to-clean vinyls are used on the standard seat and backrest of both conventional and LCF cabs. Embossed beige vinyl is complemented by light beige leather-grained facings.

The beige color theme of the cab seat is continued in the rest of the cab interior. Body metal is painted Fawn Beige. An accent color,

Cameo White, is used on the steering wheel, turn signal housing, instrument cluster bezel and lower face of the instrument panel beneath the cluster. The steering column is white on Series 10-40, and charcoal on Series 50-80.

Control knobs on the instrument panel are charcoal plastic.

The sunshade (standard on the driver's side) is beige in a leather-grain finish. The floor is covered by a durable, black rubber mat.

An outside air ventilation opening, operated by a direct-acting lever, is located on each cowl side panel.

Standard Seat Construction

S-wire springs provide resilient support for driver and passengers. The springs are attached to a strong channel-section steel frame, and are covered with a burlap and wire assembly. This assembly is topped with a soft foam pad, a cotton pad and the vinyl upholstery material. Coil springs are used in the backrest, and are covered with burlap, a cotton pad, and the vinyl upholstery fabric.

Optional Seats

A full-depth foam seat, upholstered in the standard vinyls, is optionally available. Construction is similar to the seat included in the custom comfort option. See page 5.

A Bostrom Level-Ride (Viking model) driver-only seat is optionally available. This seat may be ordered with or without a 2-man companion seat. Upholstery is beige leather-grain vinyl.

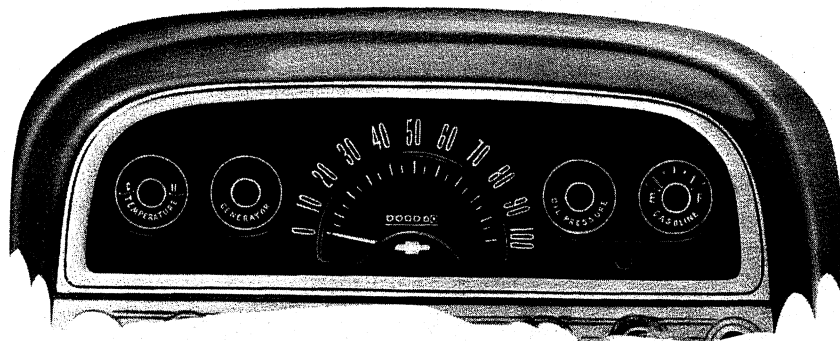
Standard Seat Construction



CONVENTIONAL & LCF CABS

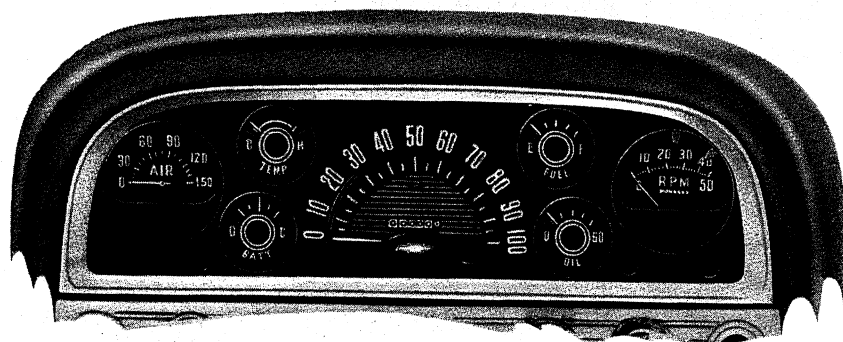
INTERIOR FEATURES

Instrument Cluster for Series 10-60



Standard instrument cluster is shown at left. Cluster shown below is used with optional 327 V8 engine, air-hydraulic or full air brakes, on Series 60, and with optional gauges or tachometer on Series 10-60. From left to right the instruments are: engine coolant temperature indicator light; generator charging light which shows red when the generator is not charging; speedometer and odometer; oil pressure light which shows red when oil pressure is below safe level; fuel gauge. A headlight high-beam indicator light is located above the odometer figures. A direction signal light is situated below the pair of instruments on the right side of the speedometer. Instruments are covered by a panel of Safety-Etched glass to reduce glare and reflections.

Instrument Cluster for Series 80



Heavy-duty models have an instrument cluster which has a speedometer, odometer and headlight high-beam indicator light in the center. Immediately on the left are a temperature gauge and an ammeter, while immediately on the right are a fuel gauge and an oil pressure gauge. On the extreme left, provision is made for mounting the optional air brake pressure gauge, and on the extreme right for the optional tachometer. Beneath the air gauge is an inter-axle differential lock-out warning light for Tandems. Beneath the tachometer are an engine-overspeed warning light and a direction signal light. Instruments are covered by a panel of Safety-Etched glass to reduce glare and reflections.

Sunshade

A left sunshade, adjustable for use either at the windshield or side window, is standard on all cab models. A right sunshade is included in the custom comfort option.

Dome Light

A dome light is standard on all models. The light is centered above the rear window, and is operated by the main light switch on the instrument panel.

Steering Wheels

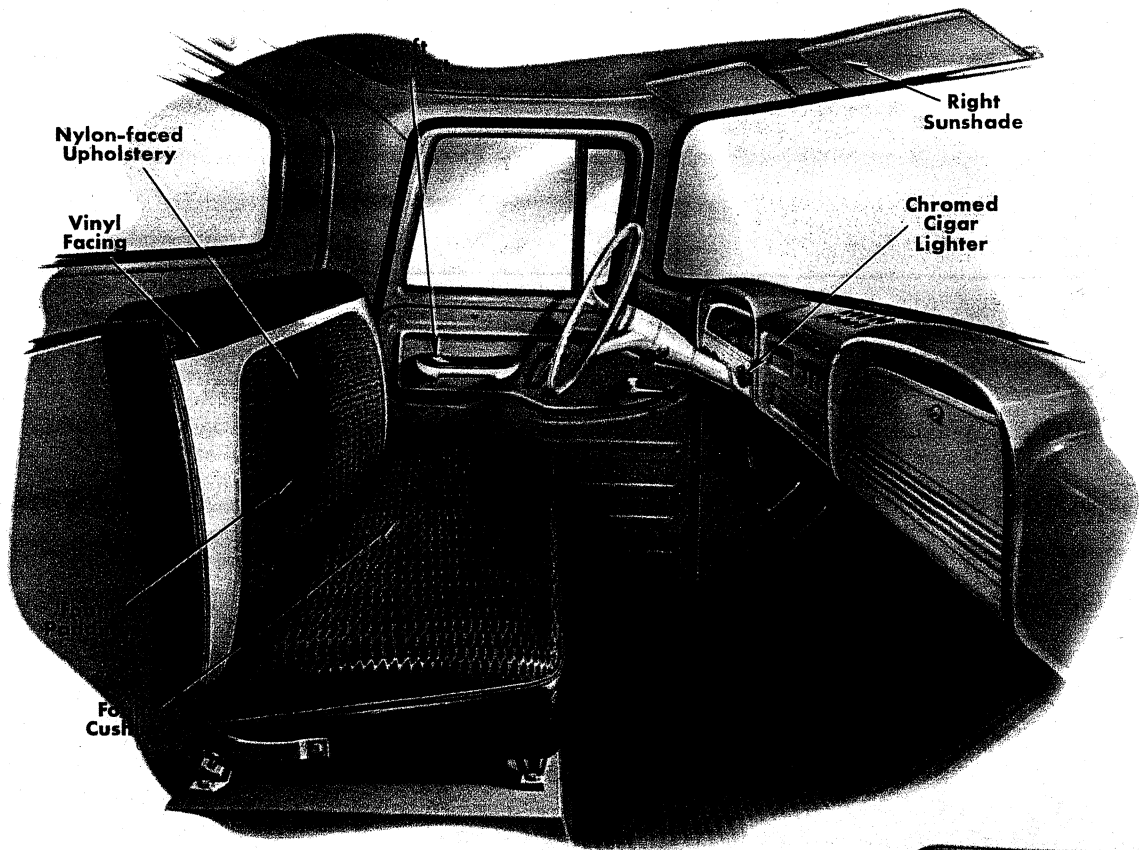
Cameo White dual-spoke steering wheels are used on all models. On light-duty models the steering wheel is 17 inches in diameter, while medium- and heavy-duty models have a 19-inch wheel. On both, the spokes slope downward to give an unobstructed view of the instruments.

Insulation

Effective heat and sound insulation is provided at important locations—asphalt-impregnated fiber board and jute mat on the dash; asphalt-impregnated felt on the toe panel, and between the inner and outer roof panels. A heavy rubber floor mat gives additional insulation. Rubber seals around the windshield, rear window, ventipanes and door openings also contribute to driver comfort under all weather conditions.

CONVENTIONAL & LCF CABS

CUSTOM COMFORT OPTION



The custom comfort option is available for all conventional and LCF cabs, and includes the following:

1. **Left armrest**
2. **Right sunshade**
3. **Right door lock**
4. **Chromed cigar lighter**
5. **Full-depth foam seat** (See description at right)
6. **Special insulation**

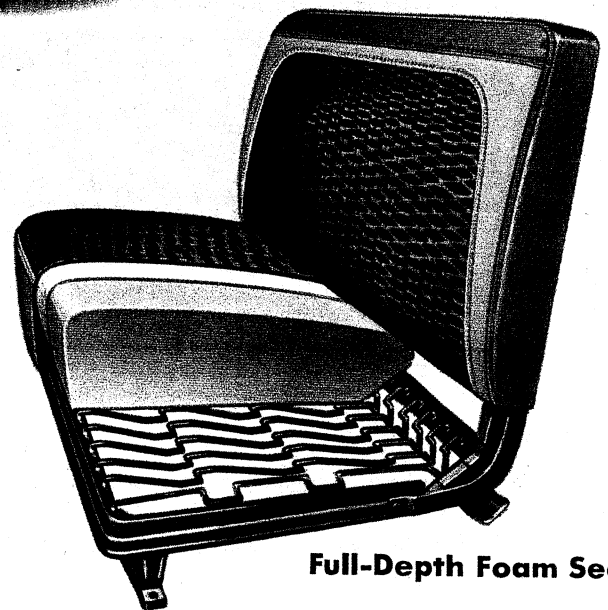
The left armrest is covered with red or beige vinyl on the top half, and is made of white plastic on the bottom. A matching armrest for the right side is available as a dealer-installed custom feature.

The right sunshade matches the standard beige left sunshade. Both can be pivoted for use at the side windows when desired.

The right door lock is key-operated, and uses the same key as the standard left door lock.

The chromed cigar lighter is of the pop-out type.

The special insulation includes undercoating, perforated dash mat, and an asphalt-impregnated pad applied to the rear cab panel. The use of these materials effectively reduces noise as well as providing heat insulation.



Full-Depth Foam Seat

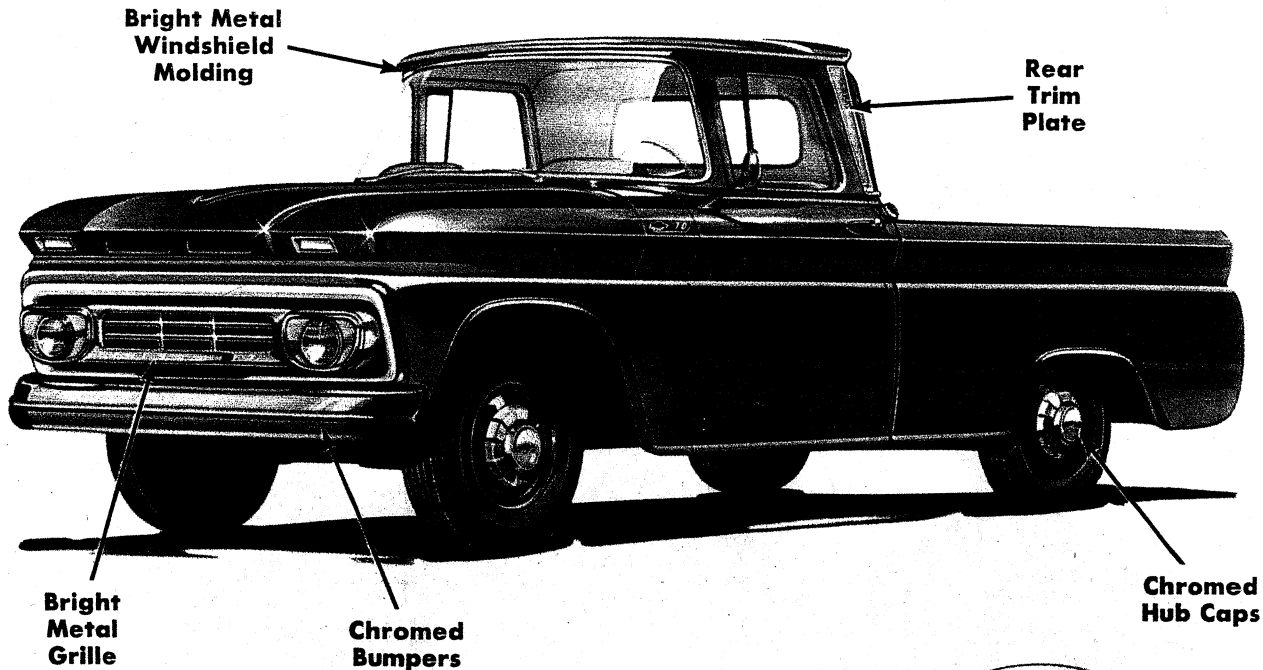
The full-depth foam seat is included in the custom comfort option. This seat construction with standard upholstery is also available as a separate option. (See page 3.)

A 6-inch urethane foam seat cushion covered with a cotton pad gives the maximum in riding comfort. The resilient comfort of the backrest is also increased by the use of urethane foam and cotton pads over the coil spring construction.

With the custom comfort option, both seat and backrest are upholstered in luxurious nylon-faced cloth having a muted beige pattern. Red vinyl is used for the facings with red, white or gray exteriors. Beige vinyl facings are used with all other exterior colors.

CONVENTIONAL & LCF CABS

CUSTOM APPEARANCE and CUSTOM CHROME OPTIONS



Custom Appearance Option

Series 10-40

The custom appearance option for cab models consists of the following equipment:

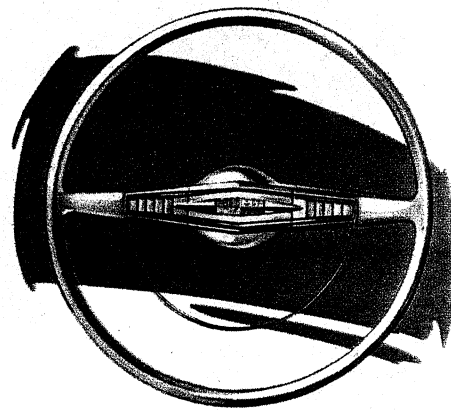
1. Bright metal (silver anodized aluminum) radiator grille
2. Bright metal windshield molding
3. Bright metal rear trim plates
4. Steering wheel with horn ring
5. Chrome-trimmed instrument panel knobs
6. Two-tone dispatch box door and interior door panels

The bright metal grille, windshield molding and rear trim plates are shown on the illustration above.

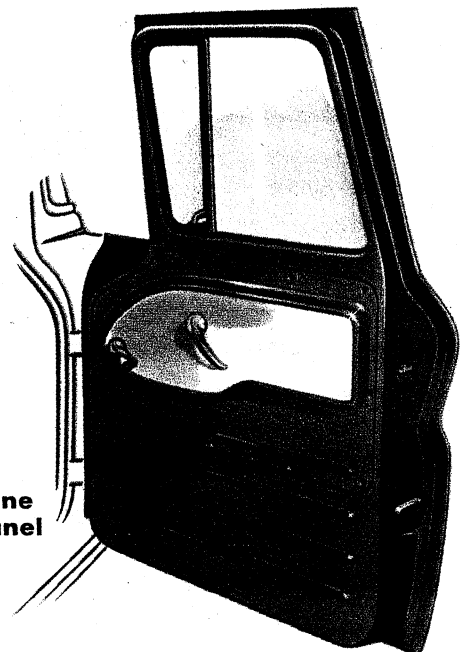
The steering wheel is painted Cameo White, and includes a convenient half-circle horn ring. See illustration at right.

Instrument panel knobs have chrome-plated metal rims. The body of each knob is black plastic.

The two-tone interior door panel is illustrated at the right. A Cameo White panel decorates the beige door.



Steering Wheel With Horn Ring



Two-Tone Door Panel

Custom Chrome Option

Series 10-30

The custom chrome option consists of a chrome-plated front bumper and chrome-plated hub caps. A chrome-plated rear bumper may also be included. Chromed hub caps are not included on 4-Wheel Drive models or C30 models with dual rear wheels.

CAB CONSTRUCTION

Double-wall steel roof construction. Asphalt-impregnated felt is used as insulation between inner and outer panels.

One-piece, welded-in instrument panel.

Continuous drip molding.

One-piece embossed rear panel gives rigid support.

Double-walled cowl arch adds exceptional strength to cab structure, and serves as the plenum chamber for the High-Level Ventilation System.

Heavily reinforced welded steel pillars make possible a precision fit of doors.

Toe panel has no openings. Drafts, dirt and water are kept out.

One-piece floor, with stiff reinforcing ribs, strengthens cab structure.

Unitized Construction

Parts such as cowls, side panels, roof panels, doors, sills, and floors are accurately manufactured, then assembled in precision fixtures. This method provides units which fit together accurately either at assembly or during replacement. Unitized construction means stronger, more comfortable and longer lasting cabs and bodies.

Cab Mounting

Rubber-cushioned mounts give resilient support at both front and rear of cab. Each of the four mounts consists of two rubber-biscuits held in place with a bolt, spacer and lock nut. Use of rubber at all four cab mounts reduces transmission of chassis noise, and prolongs cab life.

CONVENTIONAL & LCF CABS

EXTERIOR DIMENSIONS

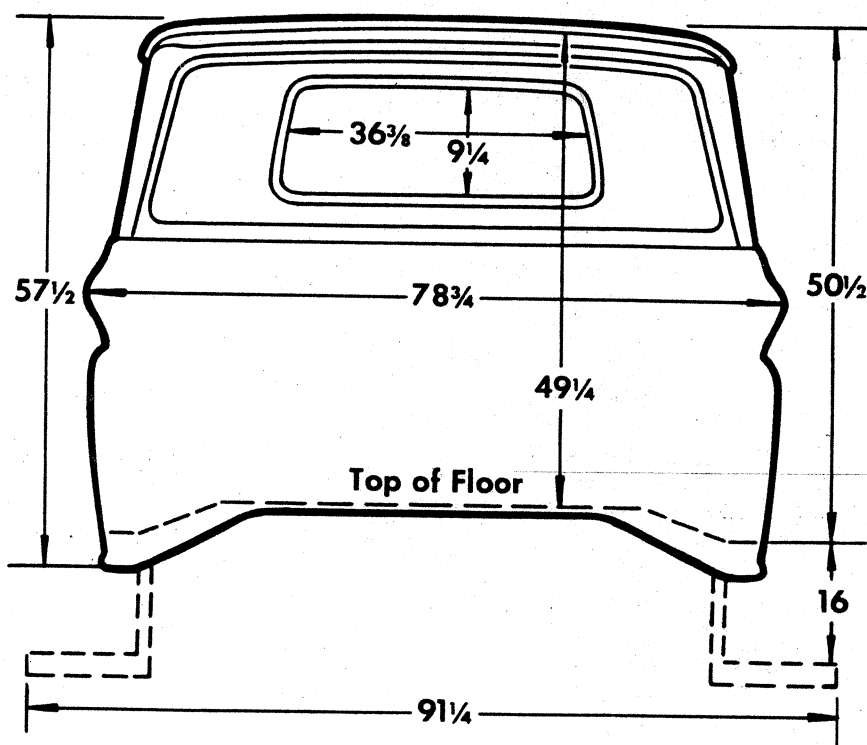
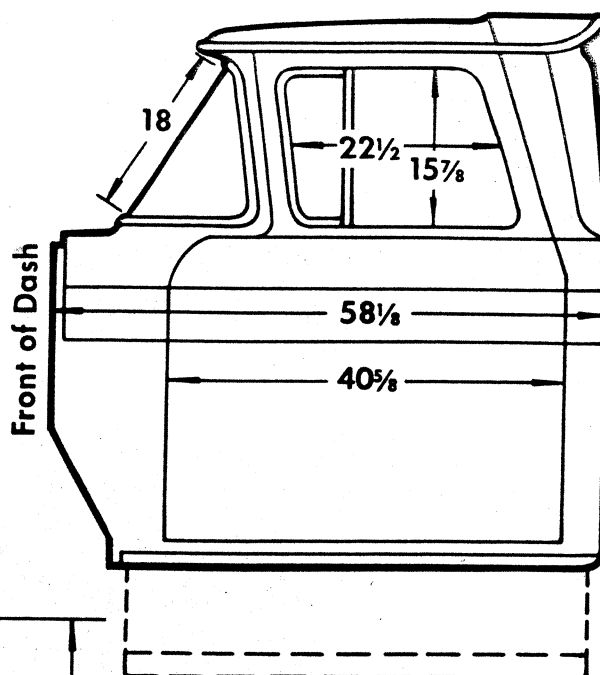
Glass Area (sq in)

Windshield..... 1260

Door Windows (each side). 320

Rear Window (std)..... 330

Full-View Rear Window
(13½" x 59½")..... 761



INTERIOR DIMENSIONS

Seat Width..... 59½"

Hip Room..... 67"

Shoulder Room..... 63"

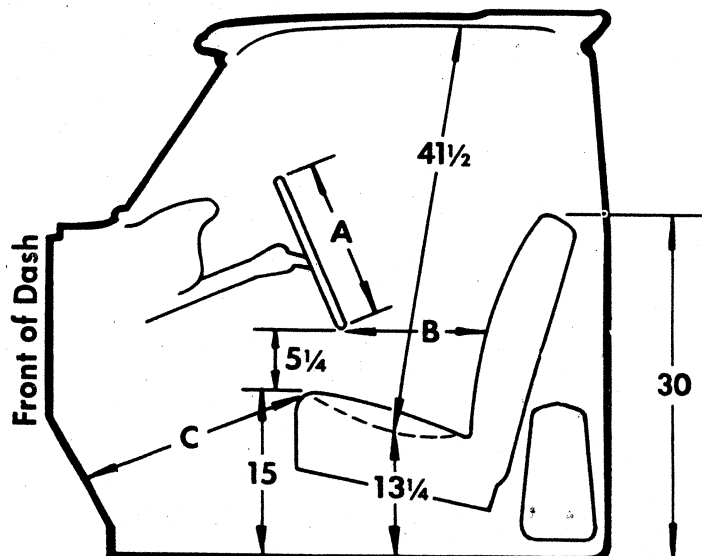
Hat Room..... 59"

A—17" on Series 10-40

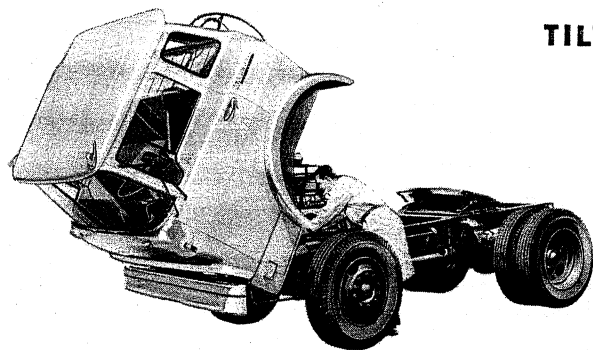
—19" on Series 50-80

B—11½" x 15"

C—40¾" to 44¼"



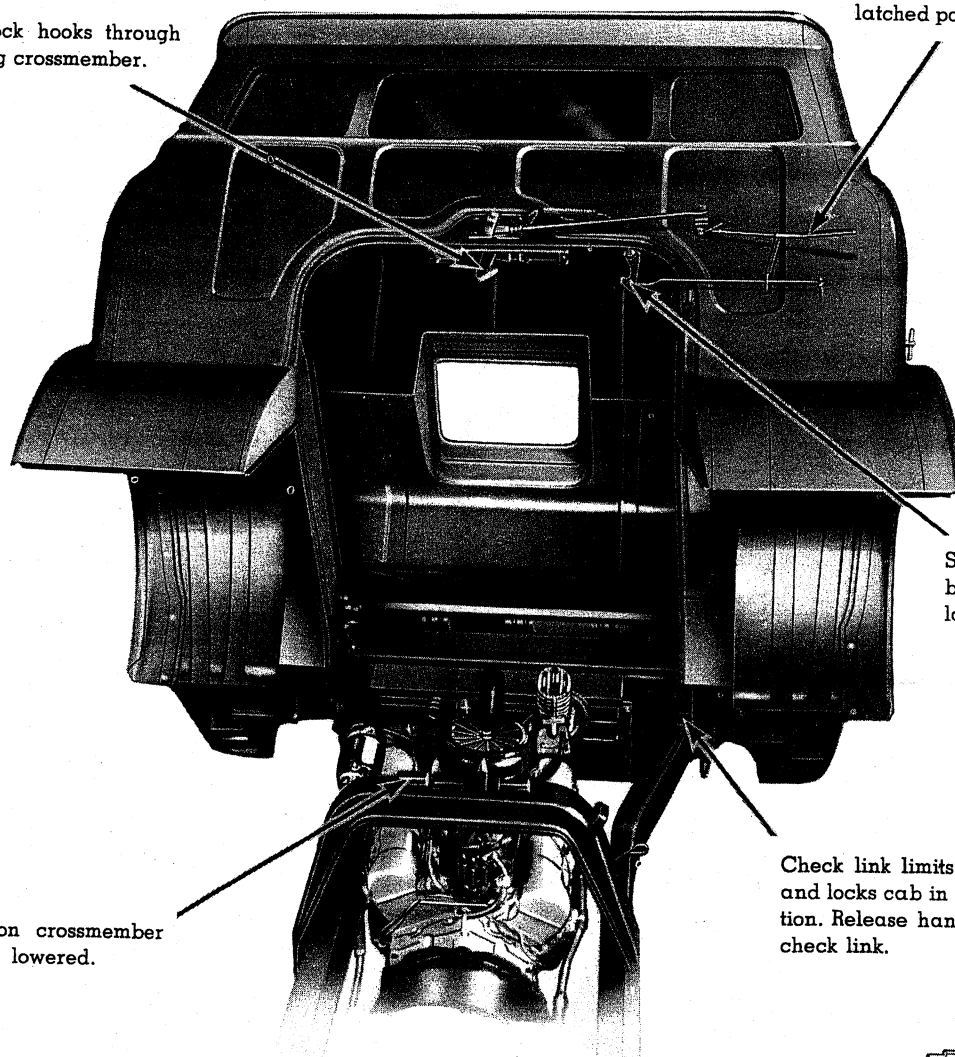
TILTING FEATURES



One of the most outstanding features of Tilt Cab design is the exceptional engine accessibility. Positive-acting controls release the double-safe locking system to permit tilting the cab forward on torsion-spring counterbalanced hinges. With the cab tilted, the engine and front suspension components are completely exposed for service. A downward pull locks the cab solidly in driving position, where it is secured by a manual safety latch which can be padlocked for tamper-proof security.

Cam-actuated lock hooks through hole in supporting crossmember.

Spring-loaded handle controls latch action. Handle can be padlocked in latched position.



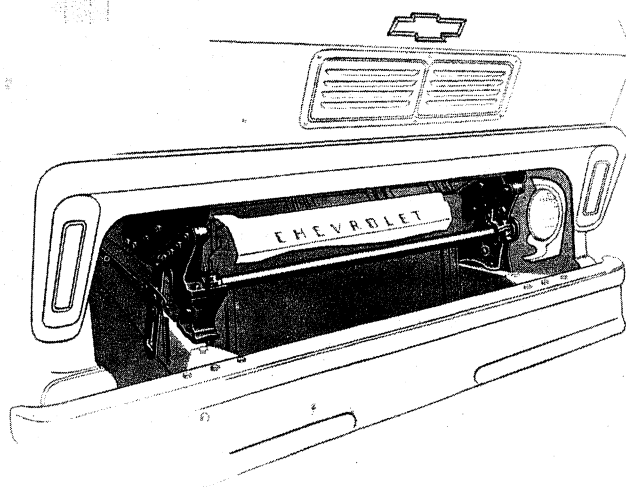
Rubber bumpers on crossmember cushion cab when lowered.

Safety latch prevents cab being raised unless safety latch handle is pulled.

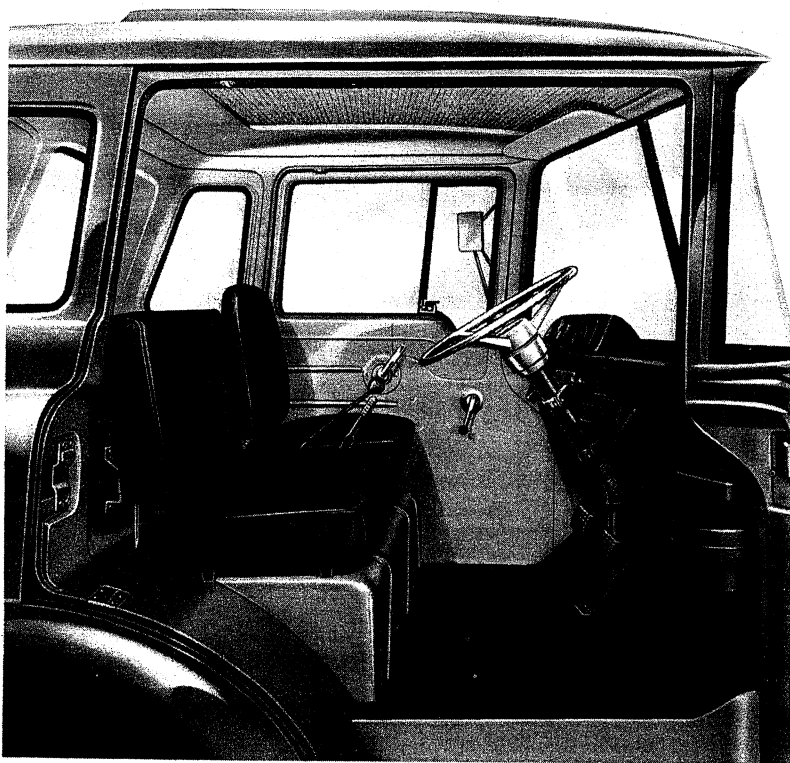
Check link limits cab travel and locks cab in full-tilt position. Release handle unlocks check link.

Counterbalanced Tilting Mechanism

A strong, simple torsion-spring hinge assembly serves as cab front mounting and tilting pivot, and counterbalances the weight of the cab for easy lifting. The torsion bar passes through rugged cast bearing and anchor brackets attached to the frame and the cab floor. It combines the functions of counterbalance spring and hinge pin. An adjusting lever permits the setting of torsion for optimum counterbalancing. Serrations on lever and frame bracket assure positive positioning of lever in desired position. Because it is under constant spring load in the cab-down position, the mechanism stays tight, quiet and shake-free.



INTERIOR FEATURES

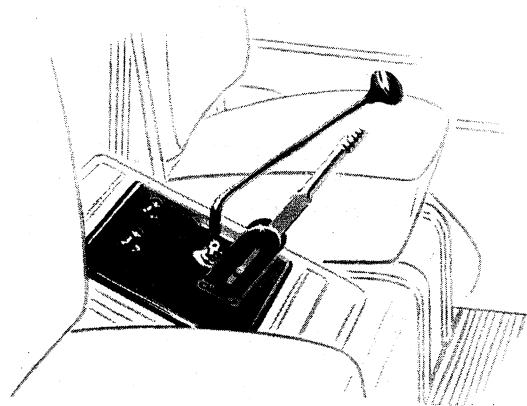


Tilt cabs feature a silver and charcoal interior. Except for the charcoal instrument panel (described below) painted surfaces are silver. Silver is also used for the vinyl roof insert panel and the sunshade (standard on the left side). The floor is covered by a durable, black rubber mat. Steering wheel is white.

The driver's seat is upholstered in charcoal leather-grain vinyl. It is cushioned with foam padding, and uses coil and jack-strainer springs for firm ride control. Also available is an optional two-passenger seat with full foam rubber cushioning in both seat and backrest.

Exceptional visibility is provided by the large two-piece windshield. Big 18-inch wiper blades are standard. Double-walled cowl construction adds strength and creates a plenum chamber for efficient high-level ventilation.

Convenient clutch and brake pedals, hydraulic clutch actuation and a non-tilting gearshift installation give positive, trouble-free operation of driving controls.



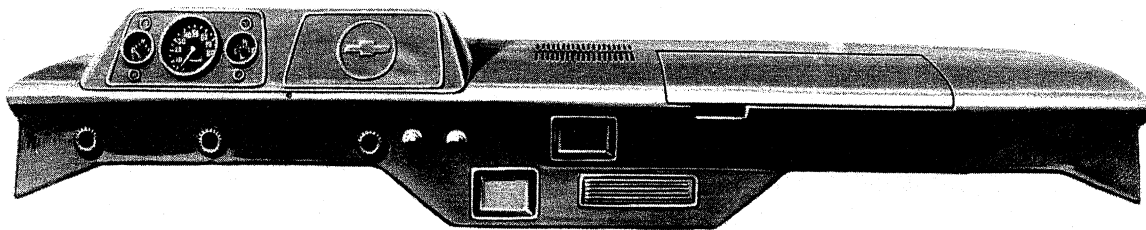
Control Island

Non-tilting control group on driver's right side contains gearshift lever, hand brake, choke, hand throttle and ignition switch. The control island is mounted on the chassis, giving positive direct-acting control linkages unaffected by the cab tilting feature.



Oil and Water Access

Checking and filling of engine crankcase and cooling system can be done without tilting cab. A removable panel behind the optional passenger seat gives access to the oil dipstick and filler cap. The radiator cap is reached through a spring-hinged door in the shelf behind the seats.

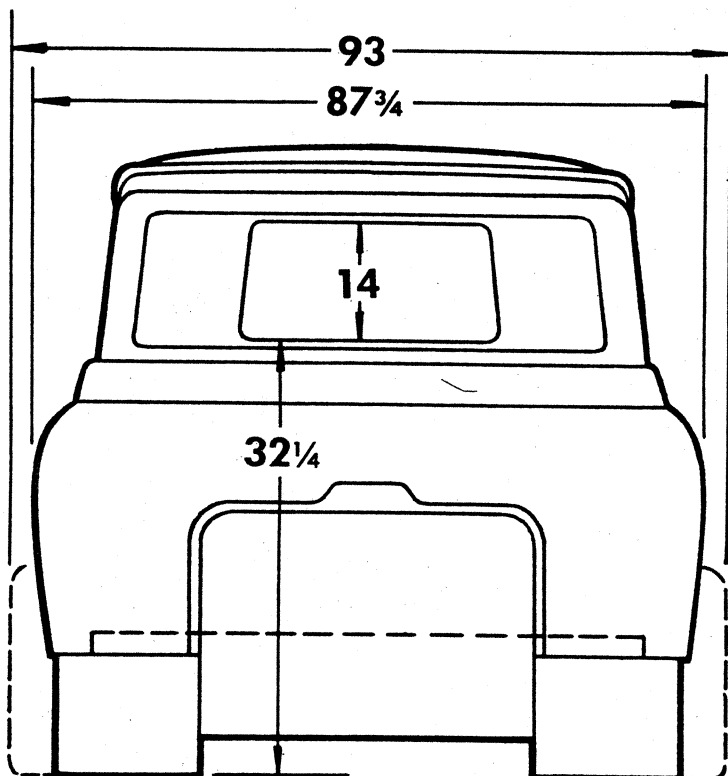
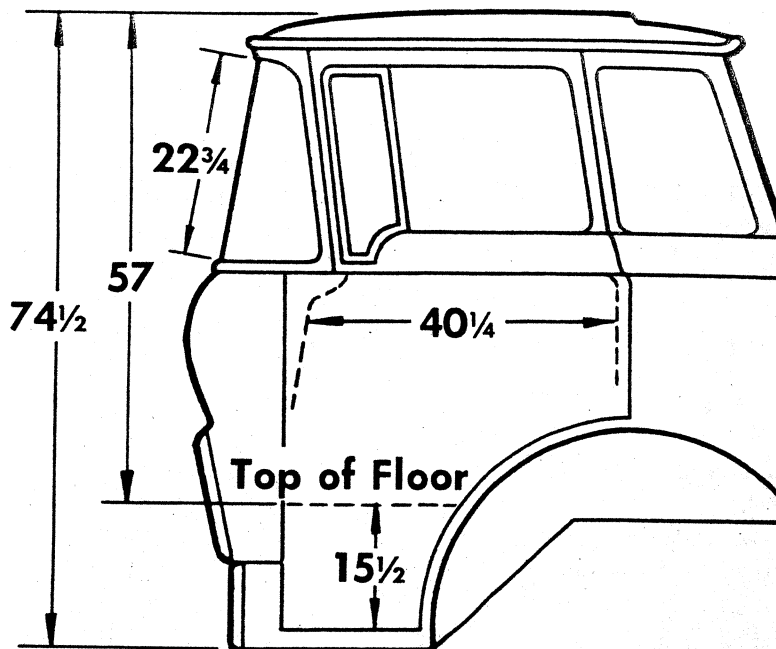


Instrument Panel

The crown of the instrument panel is given an anti-glare finish, and a raised cluster centers all operating instruments directly in front of the driver. A flush-fitting panel at the right covers a roomy dispatch box, and a central drop panel includes mounting provisions for radio and heater controls.

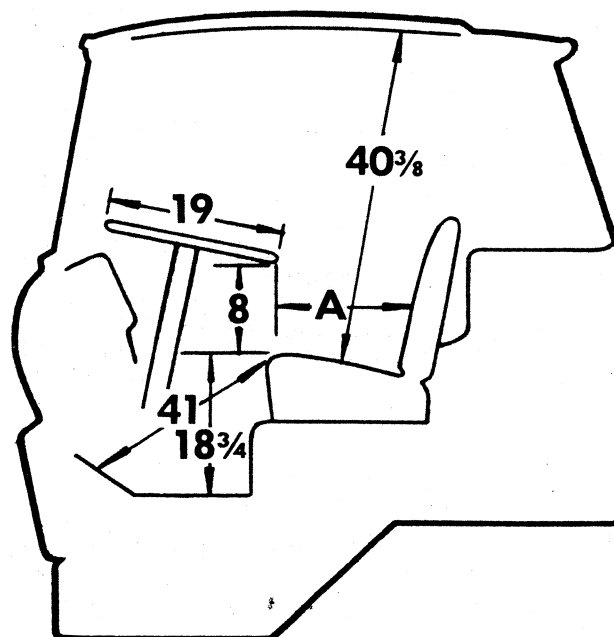
EXTERIOR DIMENSIONS

Glass Areas (sq in)	
Windshield.....	1760
Side Windows (total each side).....	616
Rear Window.....	463



INTERIOR DIMENSIONS

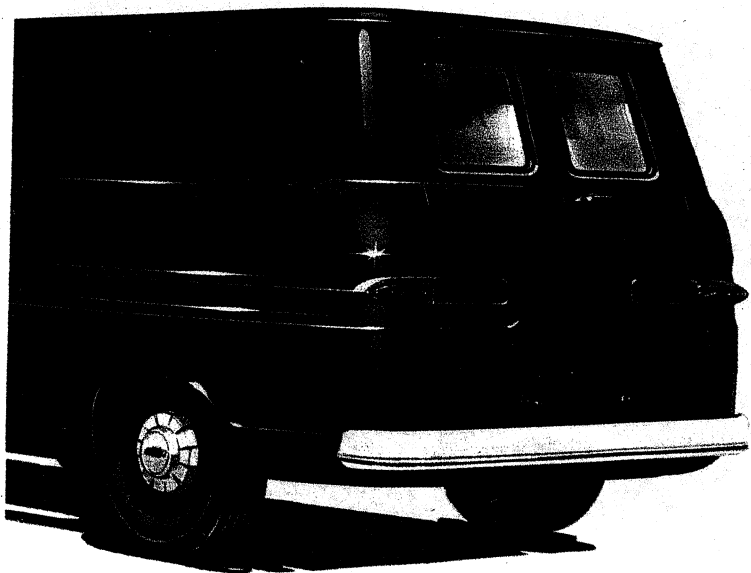
Seat Width.....	20"
A—	15" to 17½"



CORVAIR 95

EXTERIOR FEATURES

Large, one-piece windshield and forward placement of driver's compartment give exceptional view of the road. **Electric windshield wipers** give constant wiping action regardless of engine load or accelerator position. **Bright metal ventilation grille** between headlights admits air which is passed into the driver's compartment through two side-mounted air outlets. **Ventipanes** improve ventilation by permitting stale air to be drawn out of the driver's compartment. **Key-operated door locks** are standard on both right and left doors. **Dual headlights** give full, modern night illumination. **Wraparound front and rear bumpers and hub caps** are painted Cameo White. **Fuel filler cap** is conveniently located near the rear edge of the left door.



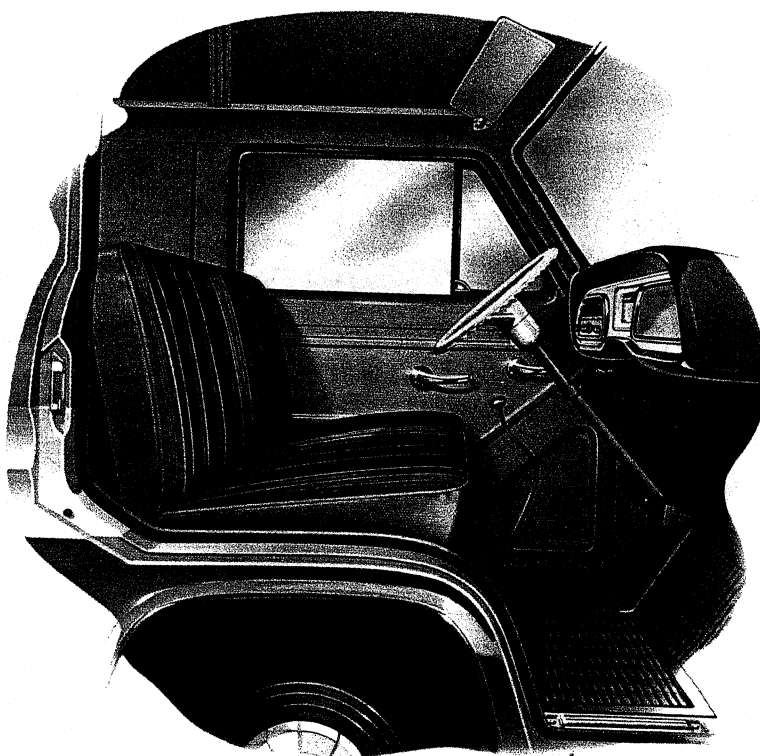
Engine air inlets are located on both sides of the body near the rear wheel cutouts. **Dual taillights** are standard on all models. **Engine access door**, just above the bumper, hinges downward to give access to the oil filler, distributor, coil, generator and oil filter. **License plate lights** are located on either side of the license plate.

INTERIOR FEATURES

Attractive, patterned cloth and vinyl facings are used on the seat and backrest. The full-width seat illustrated is standard on the Pickup models, and is available as an option on the Corvan. The standard Corvan seat is a driver-only seat. An auxiliary passenger seat is also optionally available for the Corvan.

The multi-colored fabric and beige facings harmonize with the rest of the interior. Body metal is painted beige and accented with Cameo White. A sunshade on the driver's side is standard. Instrument panel control knobs are black plastic. Floor mat is black rubber.

Seat construction is similar to that of the standard seat in conventional truck models, with S-wire springs to provide resilient support. The springs are covered with burlap, a foam pad, a cotton pad and the upholstery. Coil springs are used in the backrest, and are covered with burlap, a cotton pad, and the upholstery.



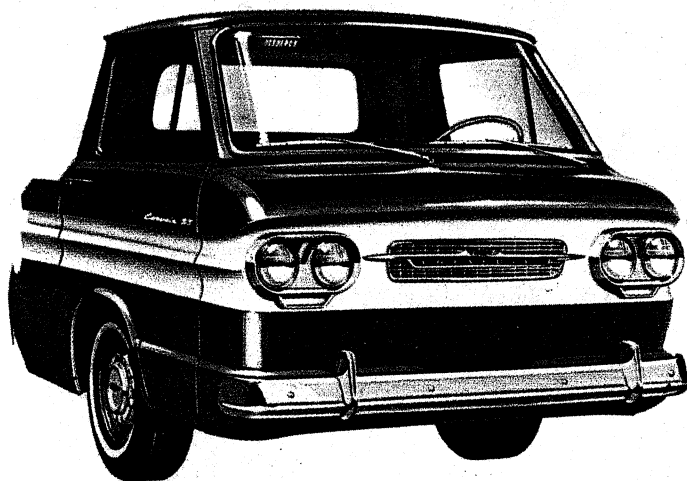
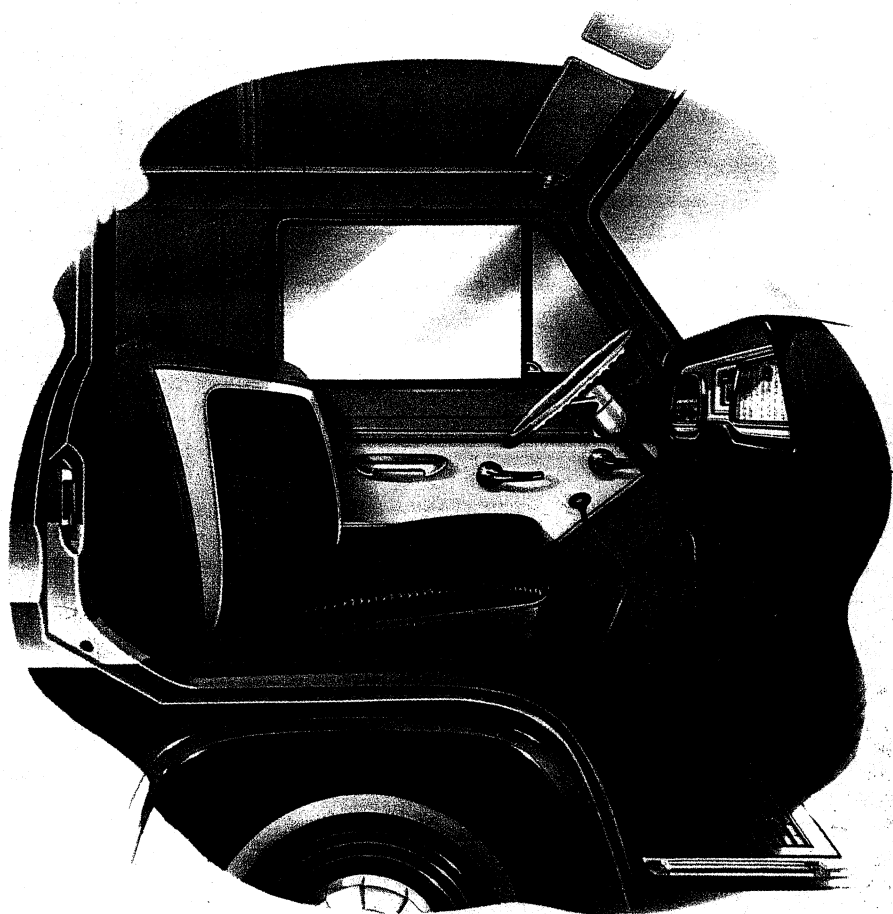
CUSTOM OPTION

The Corvaire 95 custom option greatly enhances the comfort and appearance of all Corvaire 95 models. Included in the option is the following equipment:

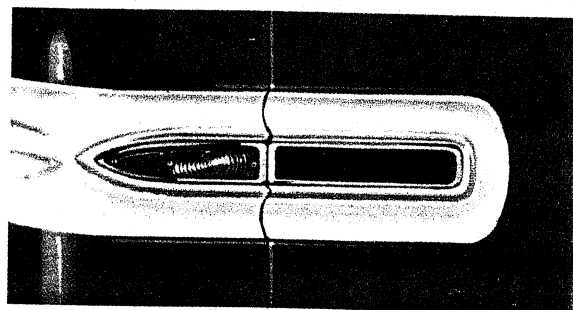
1. Nylon-faced cloth and vinyl upholstery
2. Extra-thick foam padding in seat
3. Foam padding in backrest
4. Two-tone front door interior panels
5. Two-tone steering wheel
6. Right sunshade
7. Left armrest
8. Chromed cigar lighter
9. Dispatch box trim plate
10. Bright metal windshield molding
11. Decorative taillight inserts

As in the standard Pickup models, the Custom Pickups have a full-width seat. The Custom Corvan, however, can be obtained with either the single driver's seat or the full-width seat. An auxiliary passenger seat is also available for the Corvan.

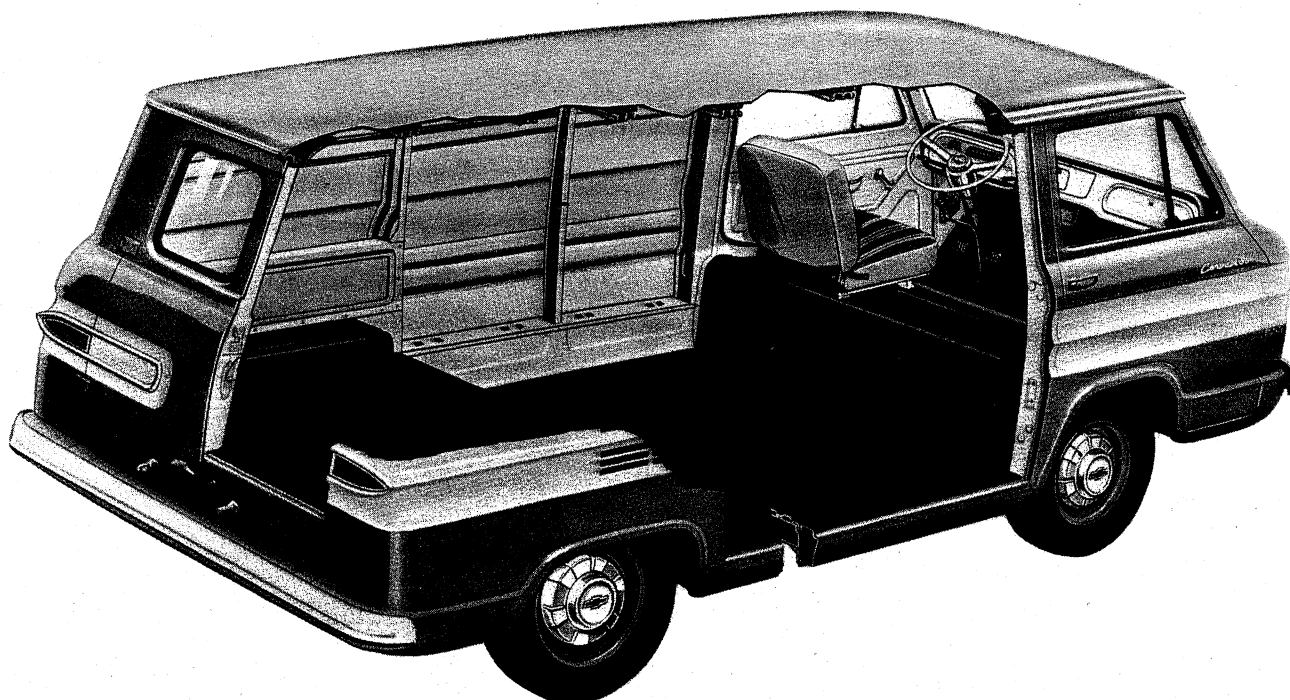
Vinyl seat facings and top of armrest are red on vehicles with red, gray or white exterior paint. Beige vinyl is used with all other exterior colors.



The bright metal (stainless steel) windshield molding is shown in the illustration at the left. The chrome bumper and hub caps illustrated are available as a separate option. Whitewall tires and two-tone paint are also available as extra-cost options.



The custom option includes the decorative inserts shown above which enhance the taillight appearance of the vehicle.



With the driver forward and the engine in the rear, Corvan cargo is concentrated about the center of the vehicle, thus maintaining even weight distribution under virtually all loading conditions. The low load compartment floor and the central placement of the cargo combine to provide consistently easy vehicle handling.

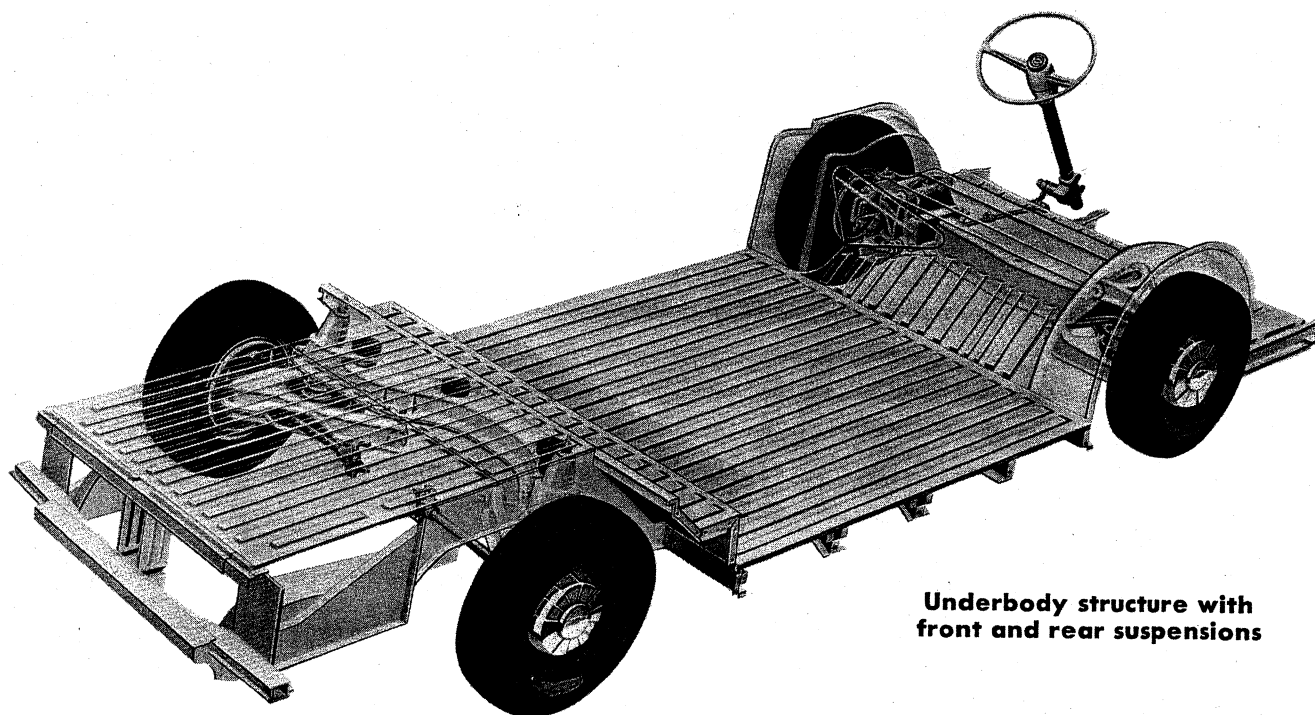
Integral body-frame construction eliminates the conventional truck frame, and gives a body structure of exceptional strength and rigidity. One of the major structural ele-

ments is the underbody illustrated below. The front and rear suspensions, transaxle and engine are attached directly to this structure, which is strongly reinforced by longitudinal sills, cross sills and shear plates. Body side panels, front and rear body structures, and roof panel are bolted and welded together with the underbody structure to form a strong, integrated body-frame.

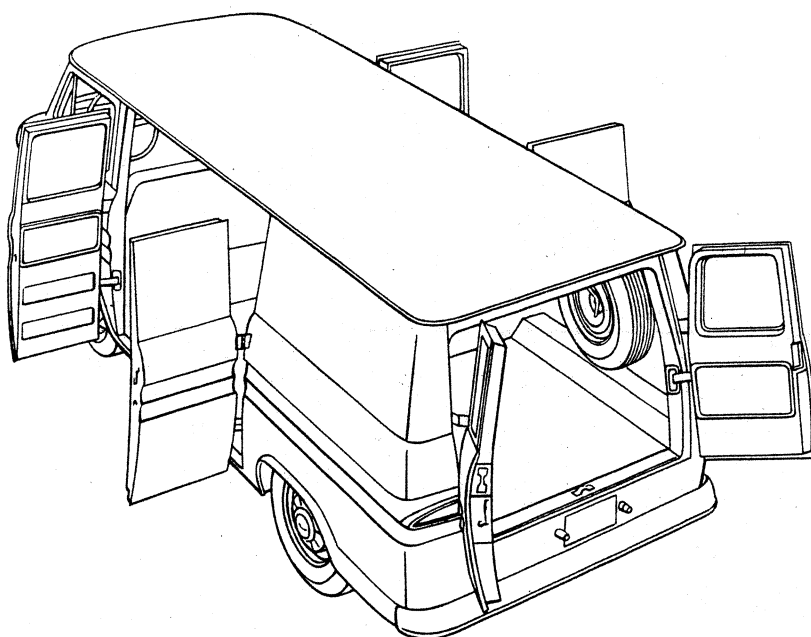
The entire bottom side of the underbody is sprayed with zinc chromate primer for

protection against corrosion. Other areas subjected to moisture are given protective coatings, and all wheel housings are sprayed with undercoating.

Access to the engine and transaxle is provided through two removable panels at the rear of the underbody. Both panels are insulated with fiber glass blankets, and sealed with sponge rubber around the edges of the panels.



Underbody structure with front and rear suspensions



CARGO DOORS

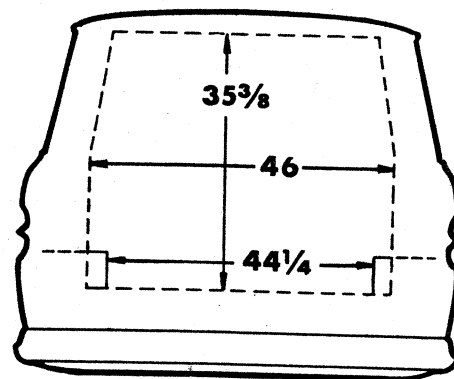
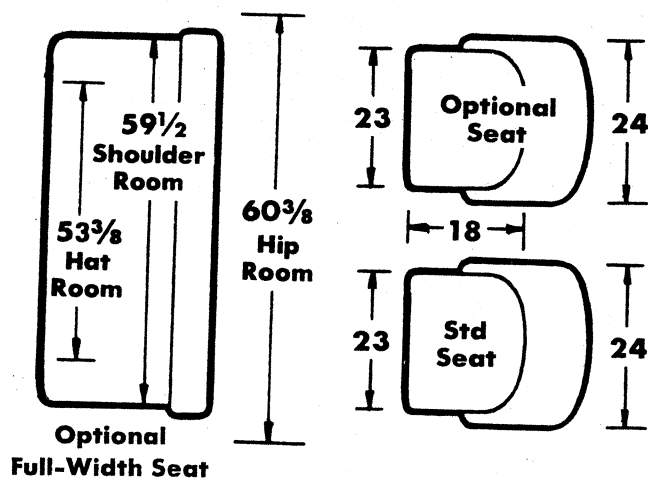
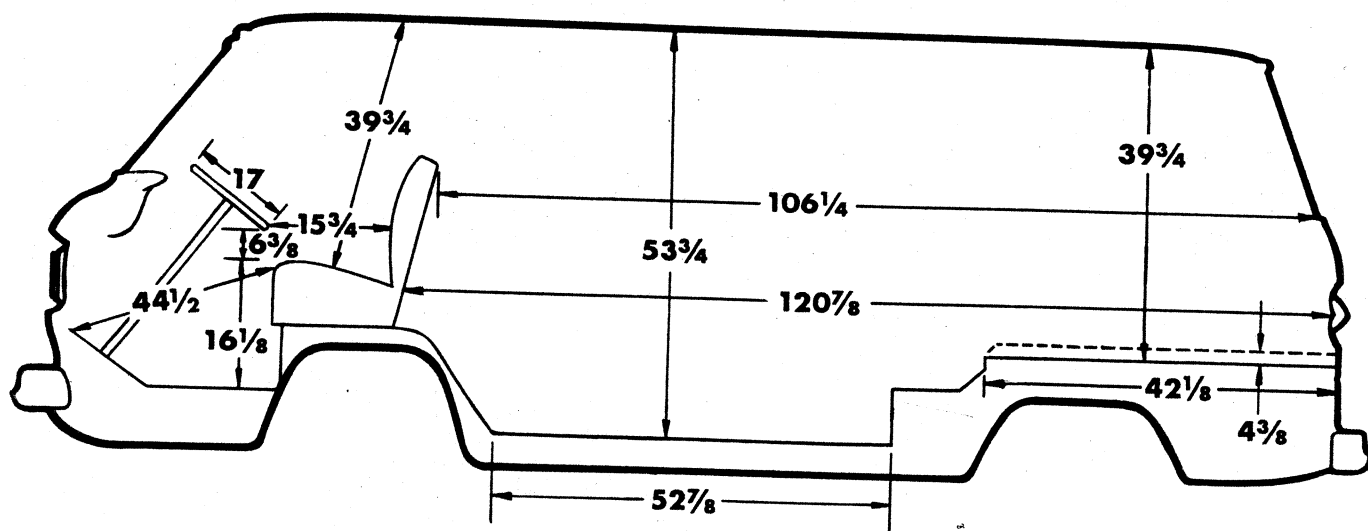
Standard cargo doors on the Corvan are double rear doors and double curbside doors.

The rear doors have 2-position checks which permit the doors to remain open at 100 and 180 degrees. Rubber bumpers prevent the doors damaging the body panels. A key-operated lock is positioned in the right door handle. Each door is fitted with a stationary window.

The double curbside doors also have 2-position checks which hold the doors open at either 100 or 180 degrees, and rubber bumpers prevent damage to body panels. In addition to the outer door handle, there is an inside release handle similar in action to that found on the cab doors. The side doors can be locked from the inside by means of a pushbutton lock on the forward door.

Optional left side doors are available. They are similar in construction to the curbside doors.

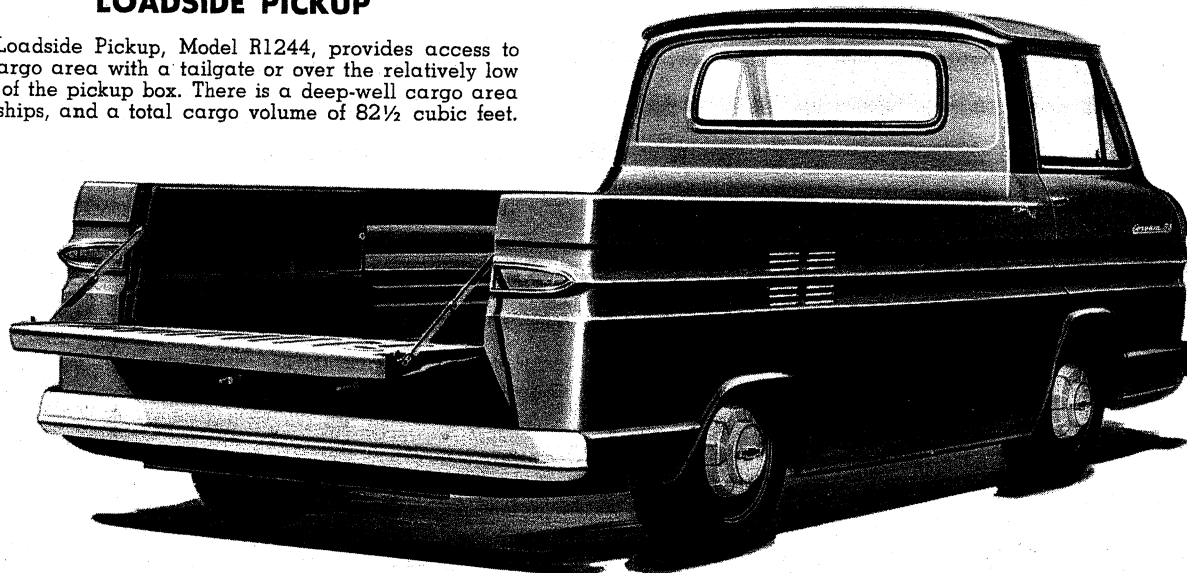
DIMENSIONS



CORVAIR 95 PICKUPS

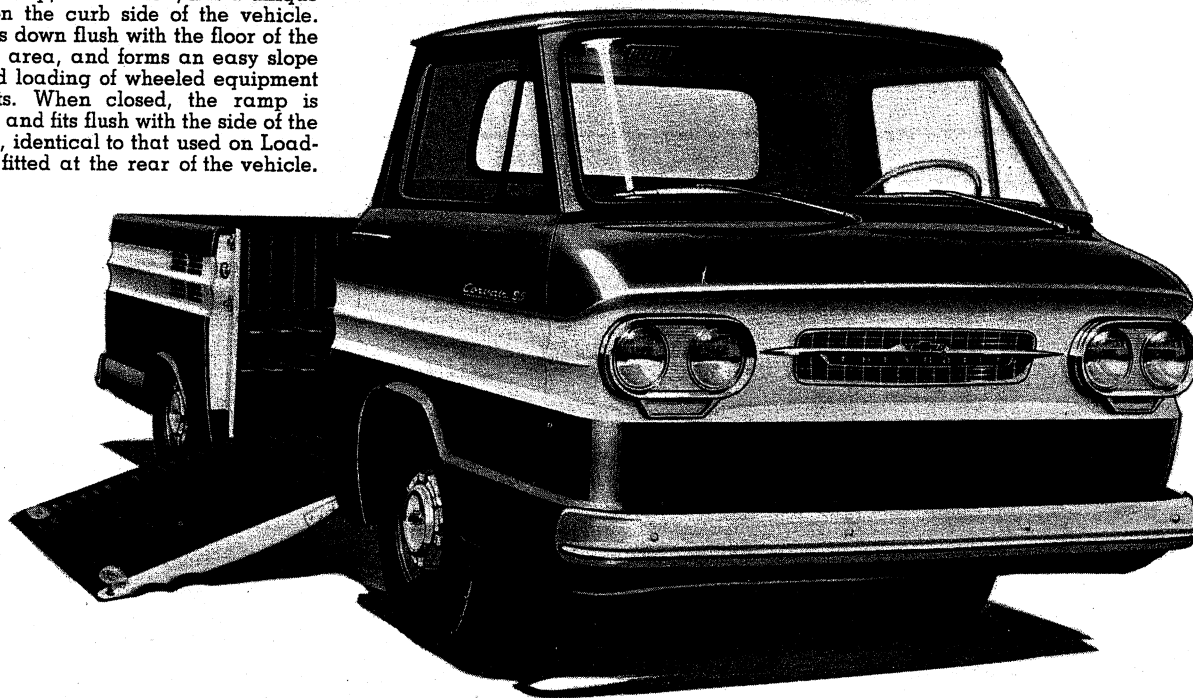
LOADSIDE PICKUP

The Loadside Pickup, Model R1244, provides access to the cargo area with a tailgate or over the relatively low sides of the pickup box. There is a deep-well cargo area amidships, and a total cargo volume of 82½ cubic feet.



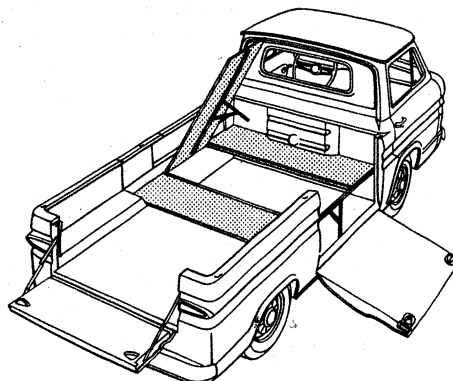
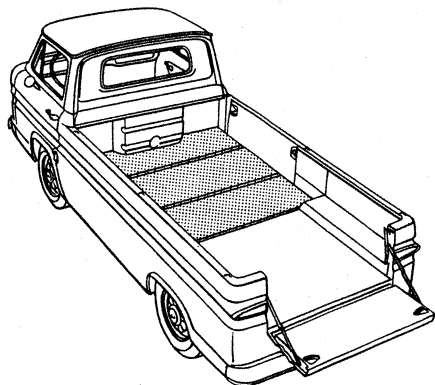
RAMPSIDE PICKUP

The Rampside Pickup, Model 1254, has a unique loading ramp on the curb side of the vehicle. The ramp swings down flush with the floor of the deep-well cargo area, and forms an easy slope for the simplified loading of wheeled equipment or bulky objects. When closed, the ramp is securely latched and fits flush with the side of the body. A tailgate, identical to that used on Loadside pickups, is fitted at the rear of the vehicle.

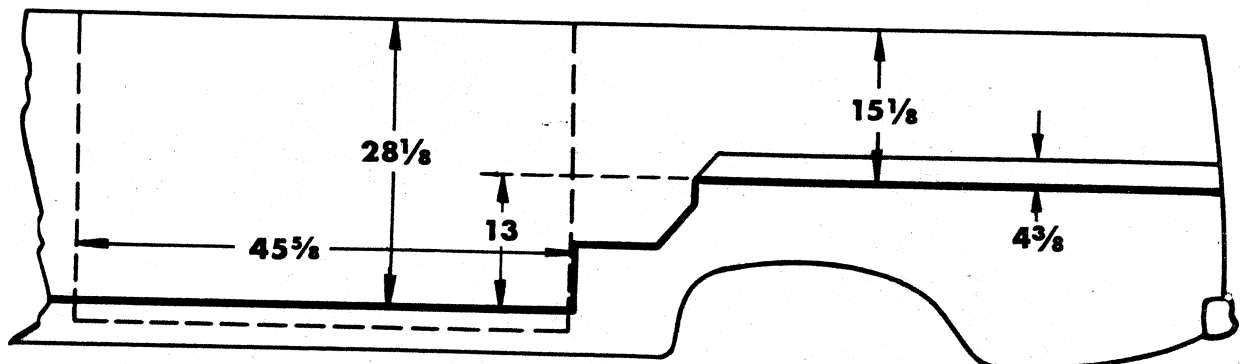
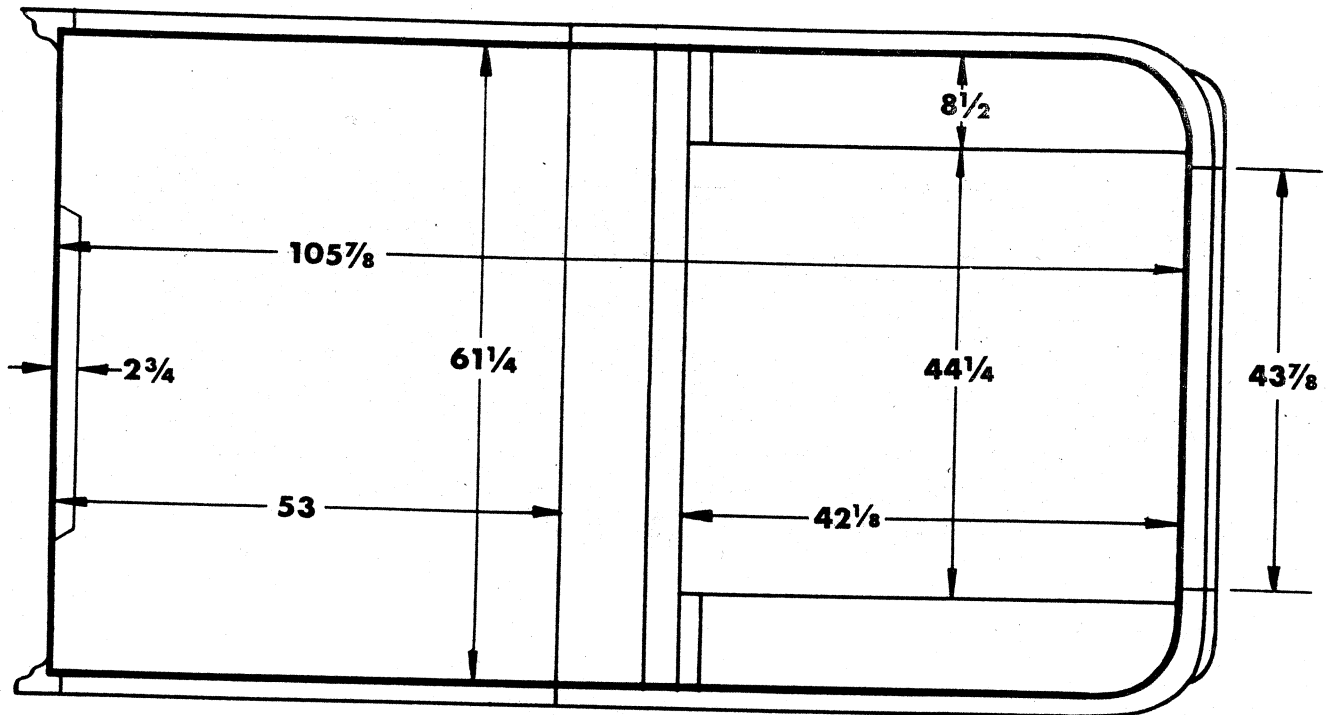


LEVEL FLOOR

A level floor is offered for both pickup models as a regular production option. As illustrated at the left, this provides a flat floor area the full length of the body. The floor is made of three ¾" plywood panels supported by steel framing. All panels are removable. In addition to a center supporting leg (see right) used on both pickup models, Rampside models also have a support leg at the ramp door opening. The under-area on Rampside models is conveniently accessible for stowage of tools or other equipment.



DIMENSIONS

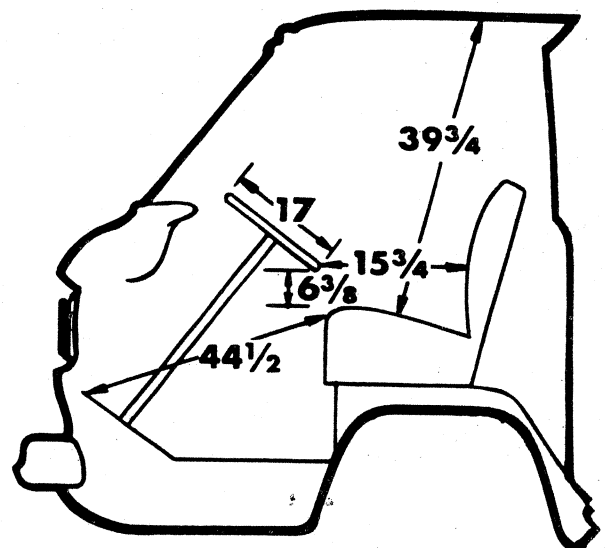


CONSTRUCTION

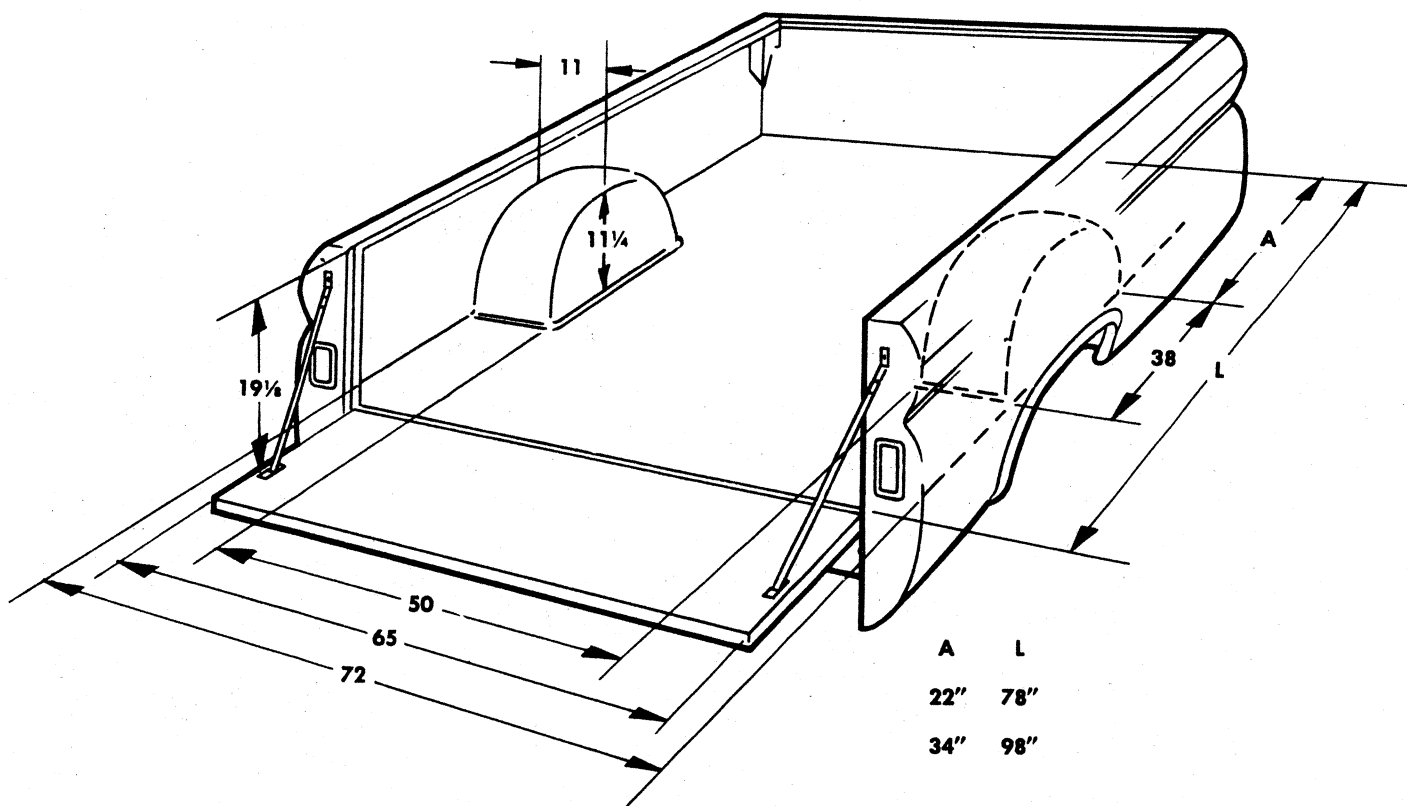
Integral body-frame construction, using the same basic underbody structure described for the Corvan on page 14, produces vehicles of great strength and rigidity. Pickup box sides are double-walled in the lower section, and the upper section is rigidly reinforced by stake pockets welded in place.

The tailgate is double-walled, and held in the open position by two folding links. Two recessed handles on the inside of the tailgate operate the latches which keep the tailgate closed.

The rampgate on Model R1254 is double-walled and reinforced with internal strainers. Gate capacity is 1000 pounds. Ribbing on the inner panel adds to the strength of the gate, and gives a good non-skid surface. A full-width piano hinge is used on the bottom of the gate, and two slam-type latches hold the gate in the closed position. Two recessed handles on the inside of the gate actuate the latches. A safety catch must be released before the gate can be lowered.



FLEETSIDE PICKUPS



Body Sizes

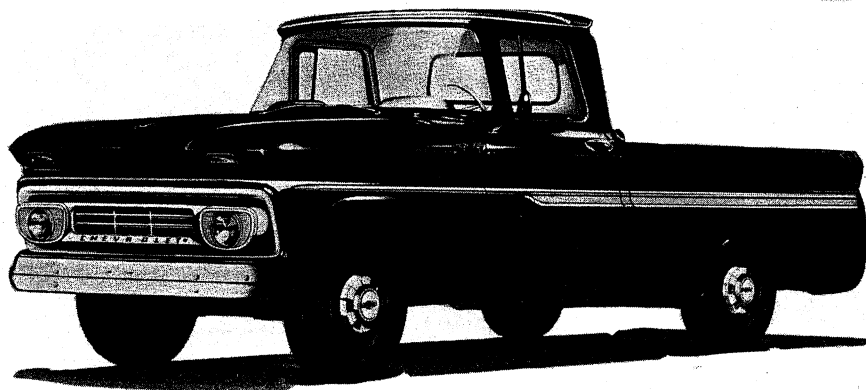
Model	Body Length	Volume
C1434 K1434	78"	60 1/4 cu ft
C1534 C2534 K1534 K2534	98"	76 3/8 cu ft

Smooth exterior side panels give a stylish appearance and make possible extra-high-cubage load carrying capacity. The important lower half of the body is double-walled for extra strength and to prevent load dents from marring the appearance of the outer panels.

Floors are made of well seasoned wood with flush steel skid strips over the expansion

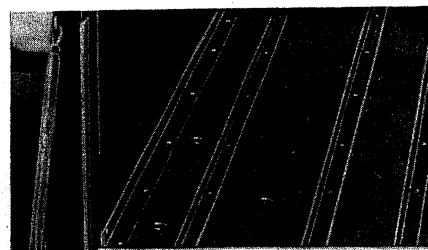
joints between planks. A tight-fitting, full-width tailgate minimizes loss from loose loads such as grain or sand. Anti-rattle latches give extra support to the side panels when the tailgate is closed. When open, the tailgate is supported by two rubber-covered chains.

Reinforced pockets for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are 2 pockets on each side; on 98" bodies there are 3 pockets on each side.



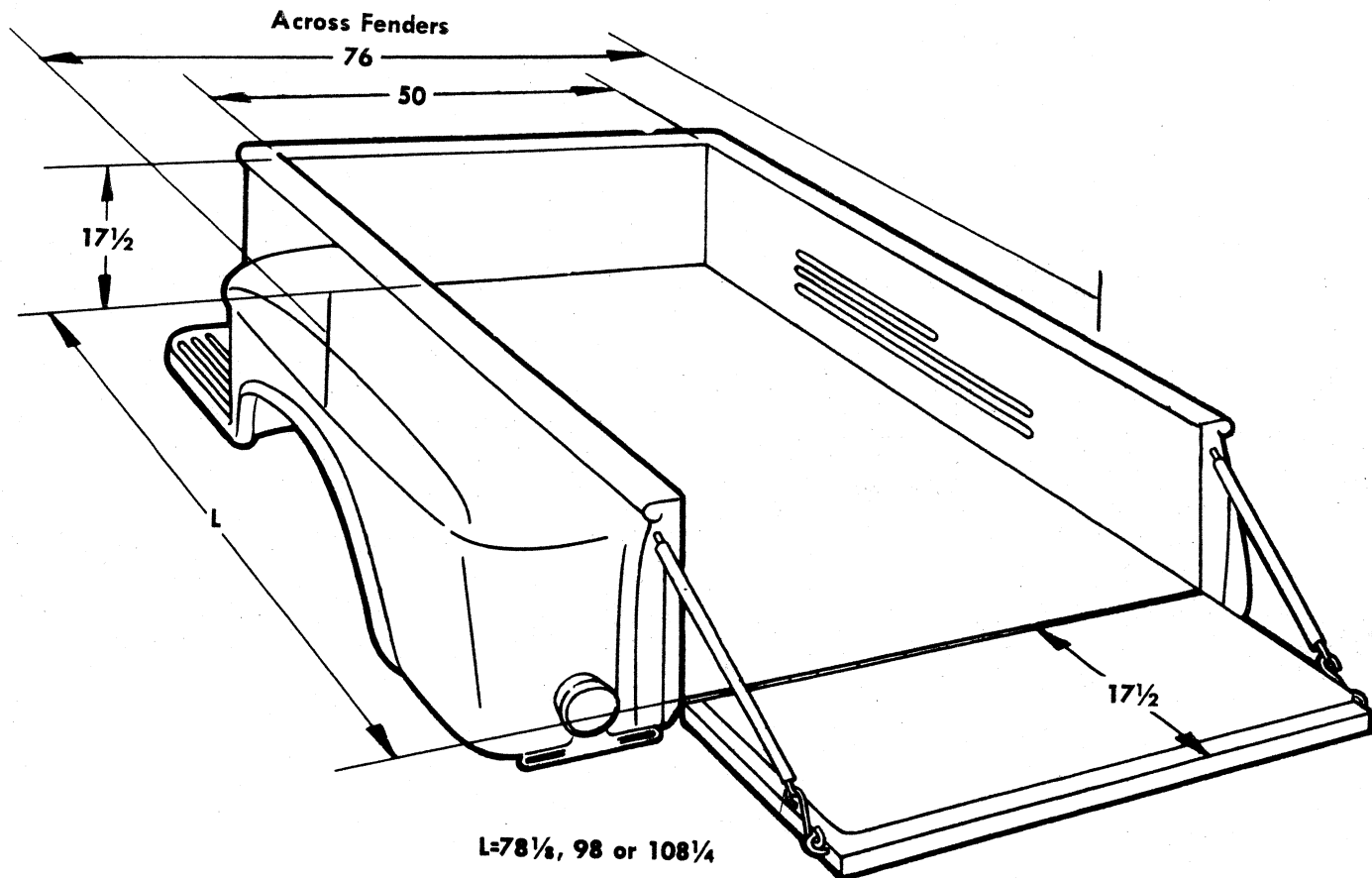
Custom Side Molding

Long chrome-plated side moldings, as shown above, are available as a regular production option for all Fleetside pickups.



Steel Skid Strips

Flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.



Body Sizes		
Model	Body Length	Volume
C1404 K1404	78 $\frac{1}{8}$ "	39 $\frac{5}{8}$ cu ft
C1504 C2504 K1504 K2504	98"	49 $\frac{3}{4}$ cu ft
C3604	108 $\frac{1}{4}$ "	55 cu ft

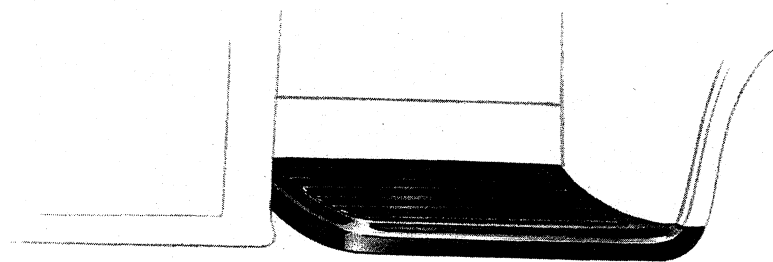
The smooth interior walls of the Stepside pickups are a full 50 inches apart, allowing 4-ft-width materials to be carried easily. In fact, with the 98" and 108" bodies, 4' x 8' sheets can be carried without lowering the tailgate.

Floors are constructed of well seasoned wood with flush steel skid strips over the expansion joints. A tight-fitting, full-width tailgate minimizes loss of bulk loads such as grain or sand. With the tailgate closed, the wedge-type, anti-rattle latches give extra support to the side panels. When open, the

tailgate is supported by two strong, rubber-covered chains.

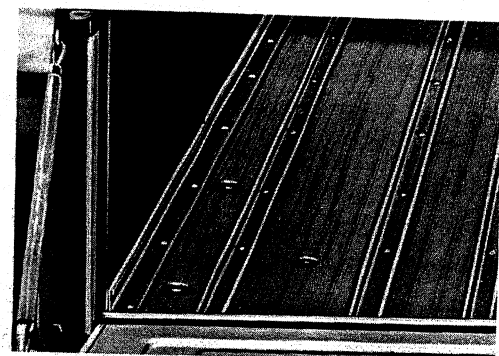
On each side of the body, Stepside pickups have a running board just forward of the fender. This step is a great convenience in jobs requiring frequent working of the load from the side.

Reinforced pockets for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are 2 pockets on each side; on 98" and 108" bodies there are 3 pockets on each side.



Convenient Side Step

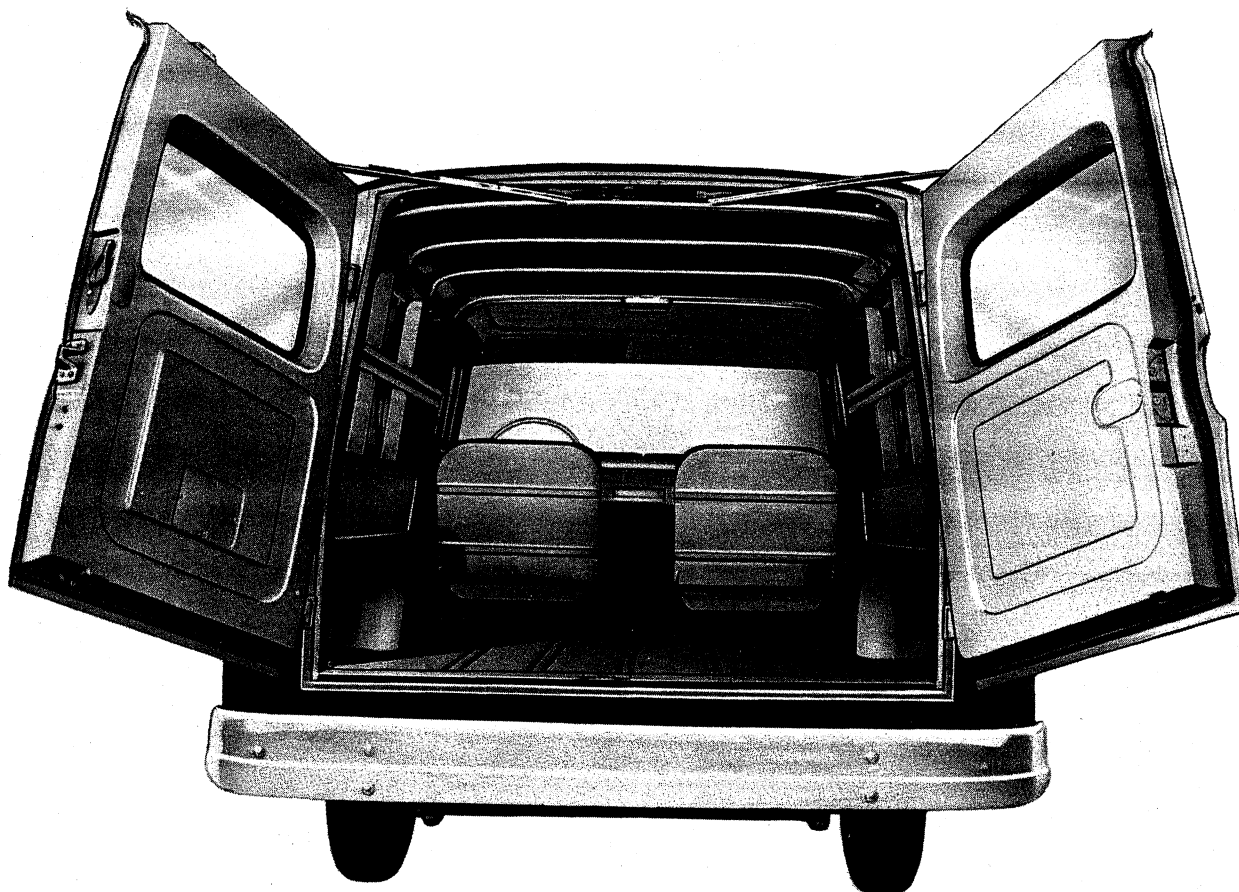
A convenient step on each side of the body facilitates working of cargo from the side.



Steel Skid Strips

Flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

PANELS



Access to the load compartment is gained either from the front or from the large double rear doors. Door checks hold the rear doors open at either a 90° or 180° angle. Rigid pillar posts help to maintain door alignment, and all-around rubber weather-stripping seals the door opening from rain and dust.

Deep-drawn styling configurations in the roof and the side panels contribute to the rigidity of the body structure. Flanged channel cross bows and deep roof jointer rails give bridge-like strength to the roof. Door pillars, roof rails and supports are welded to the lower panel.

The floor of the body is of thick 5-ply wood construction. Steel skid strips on the floor simplify sliding cargo in and out, and protect the floor from gouging.

Built-in dual taillights are standard on all panel models. Direction signals are incorporated in the taillight housings.

Custom Comfort Option

The custom comfort option consists of the following equipment:

1. Left arm rest
2. Right sunshade
3. Right door lock
4. Chromed cigar lighter
5. Special insulation

The left arm rest is covered with beige vinyl on the top half, and is made of white plastic on the bottom. The right sunshade matches the standard beige left sunshade. Both can be pivoted for use at the side windows. The right door lock is key-operated, and uses the same key as the standard left door lock. The chromed cigar lighter is of the pop-out type. The special insulation includes undercoating and asphalt-impregnated pads applied to the inside of the side door panels.

Custom Appearance Option

The custom appearance option consists of the following equipment:

1. Bright metal (silver anodized aluminum) radiator grille
2. Chromed windshield molding
3. Steering wheel with horn ring
4. Chrome-trimmed instrument panel knobs
5. Two-tone interior door panels
6. Body side molding

The items contained in this option are similar to those described in the custom appearance option for cab models.

Custom Chrome Option

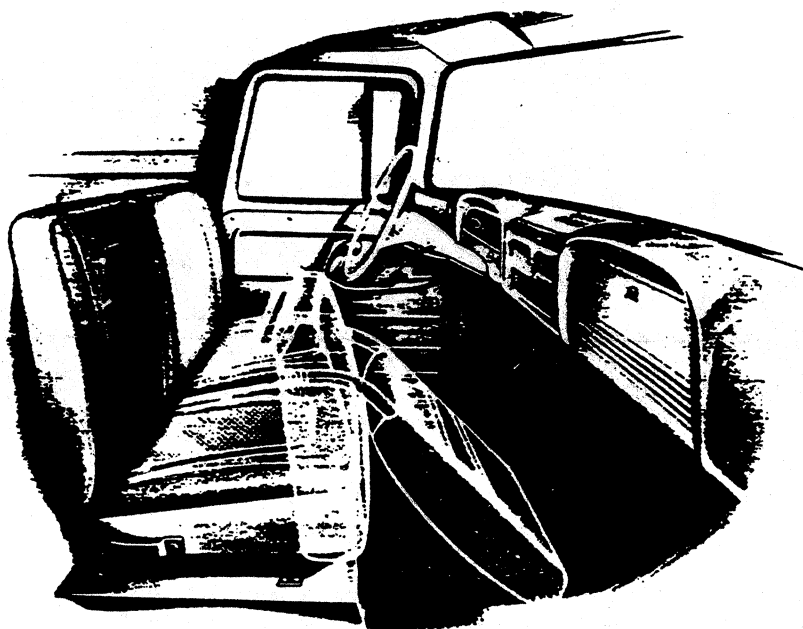
The custom chrome option for C10-30 models consists of chrome-plated front and rear bumpers and chrome-plated hub caps. K10 models do not include hub caps.

Driver Compartment

A seat for the driver only is standard on panel models. This seat has a deep cushion and a comfortable, form-fitting backrest. The backrest is steel-sheathed at the rear for driver protection from shifting cargo. Beige vinyls are used as upholstery materials.

Interiors are finished in beige and white. Non-glare paint is used on the crown of the instrument panel.

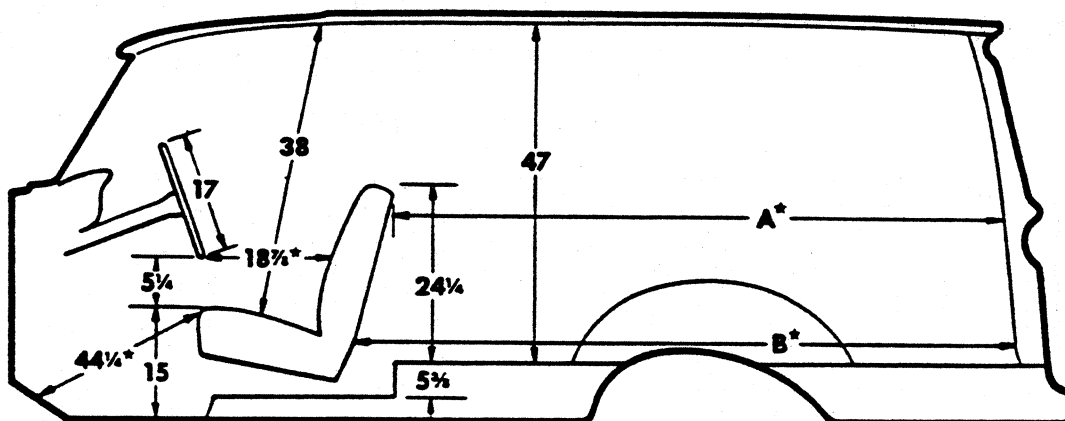
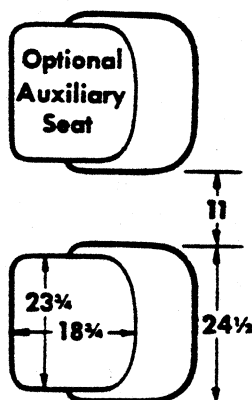
Except for the seat, standard equipment is the same as that in cab models.



Auxiliary Seat

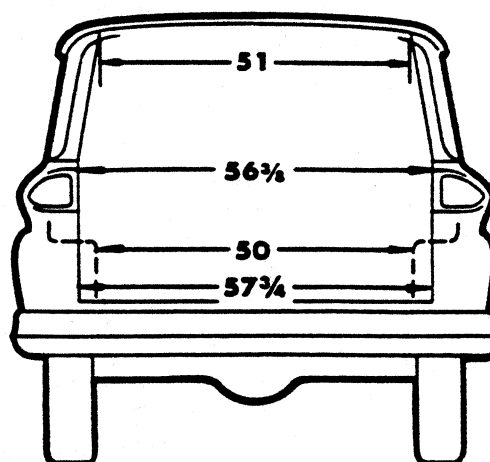
An auxiliary seat, which can be folded forward and out of the way, is available as a regular production option. Construction and upholstery materials are like those of the standard driver's seat.

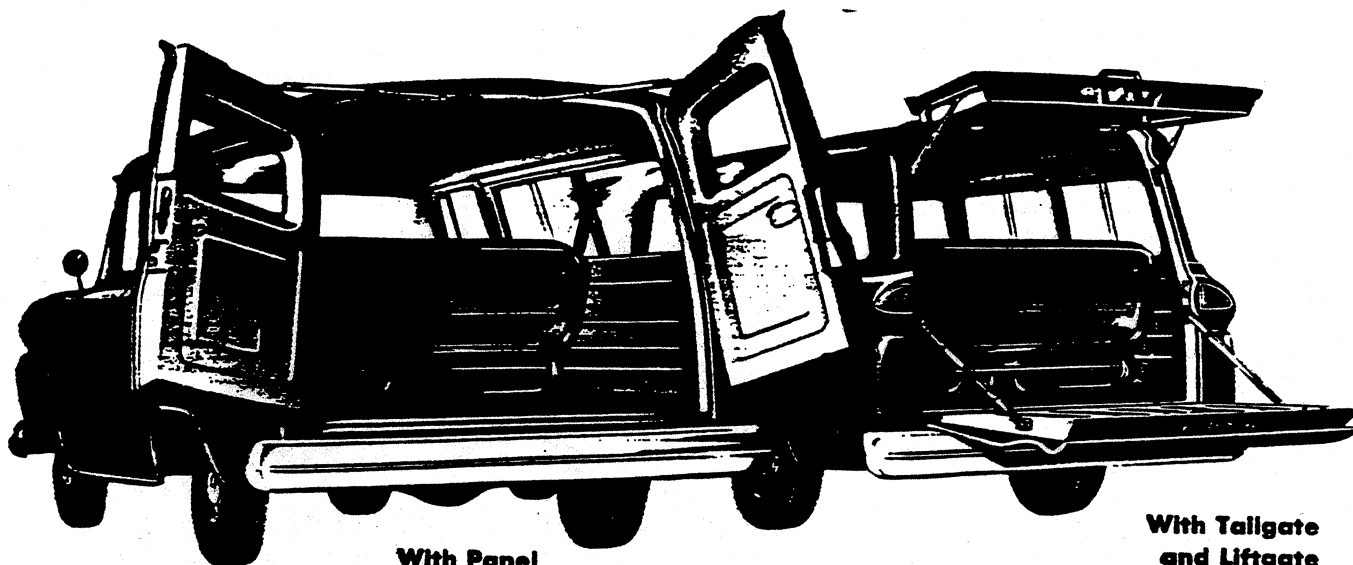
Dimensions



*Seat in forward position—seat adjustment 3"

➔ Body Sizes			
Model	Dim A	Dim B	Volume
C1405 K1405	88 3/8"	99 5/8"	175 1/4 cu ft
C3605	123"	134 1/8"	230 3/4 cu ft





**With Panel
Rear Doors**

**With Tailgate
and Liftgate
(3-Passenger seat
shown in rear position)**

Standard Carryalls have two seats—the front split-seat and a second full-width seat. Rearmost side windows are fixed, but other side windows are moveable. An additional 2-passenger seat is optionally available. With this option the rearmost side windows are moveable, the forward half of the glass sliding to the rear.

Models C1416 and K1416 are fitted with a tailgate and liftgate. The liftgate laps over

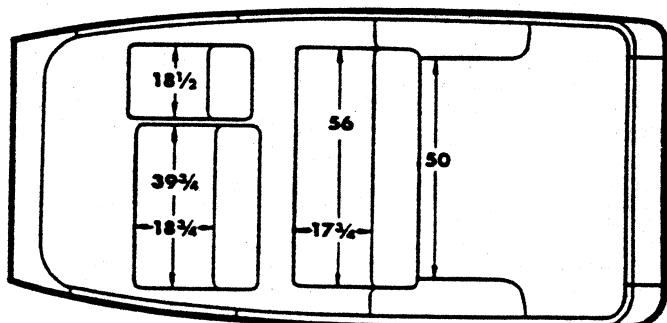
the tailgate, allowing the liftgate to be raised independently. A handle with push-button latch control is located on the liftgate. Telescoping struts support the liftgate when open. The liftgate is fitted with a full-width rear window.

Models C1406 and K1406 are fitted with panel rear doors. A horizontal handle with pushbutton latch control is located on the right-hand door. Doors are held open by

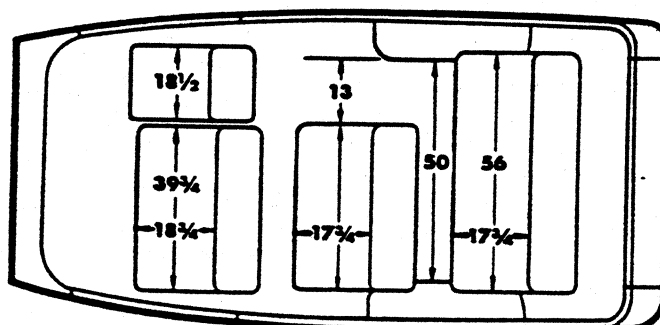
door checks in the telescoping struts attached to the tops of the doors. Door checks maintain either a 90° or a 180° open position of the doors.

Side windows are pre-assembled to ensure best sealing after installation. Windows are opened by sliding the forward half of the glass toward the rear. Pull handles have a built-in latch mechanism.

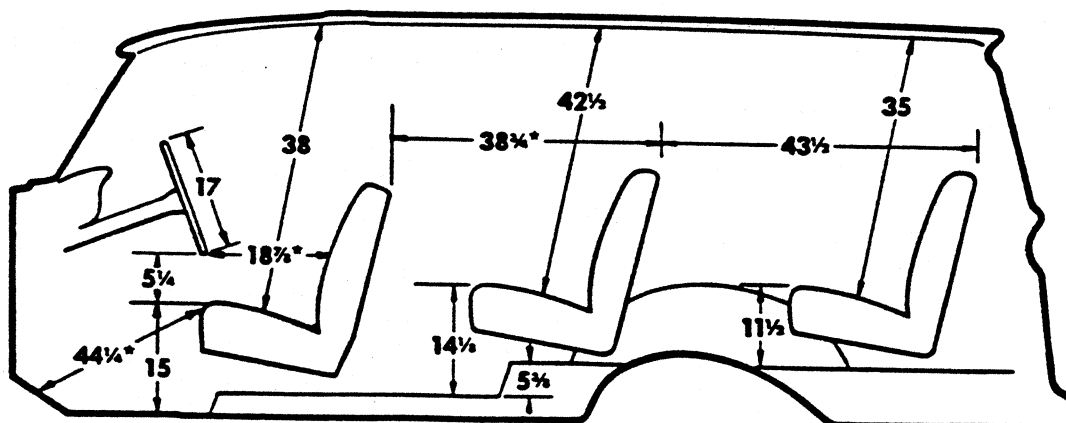
DIMENSIONS



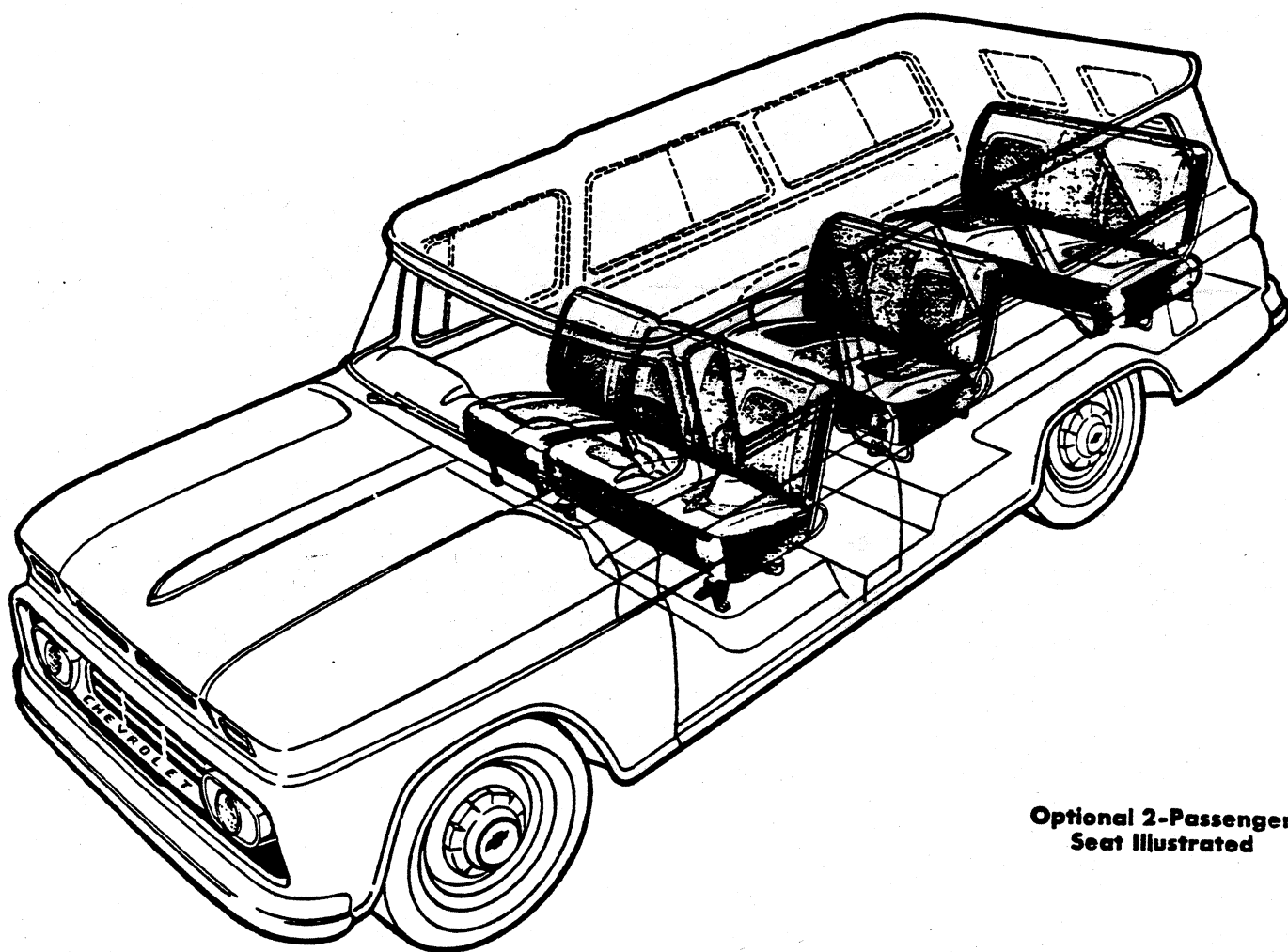
Standard Seating



Seating with Optional 2-Passenger Seat



*Seat in forward position—seat adjustment 3 1/4"



**Optional 2-Passenger
Seat Illustrated**

Interior

Standard Carryalls have seating for 6 persons—a driver and 5 passengers. With the optional 2-passenger seat, there is seating for 8 persons. Seats are upholstered in beige vinyls, and have the same basic construction as the seats in cab models. The front seat is split so that the right one-third can be folded forward, thus allowing access to the roomy rear area. Both rear compartment seats can be removed by unfastening a few wing nuts. With these seats removed, a very large area is available for cargo.

Interiors are tastefully finished in beige and white. The front floor area is covered with a durable black rubber mat, while the floor behind the front seat is covered with charcoal linoleum.

Custom Comfort Option

The custom comfort option includes:

1. Left arm rest
2. Right sunshade
3. Right door lock
4. Chromed cigar lighter
5. Nylon & vinyl upholstery
6. Foam rubber seat padding
7. Special insulation

The left arm rest is covered with red or beige vinyl on the top half, and is made of white plastic on the bottom. The right sunshade matches the standard left sunshade. Both can be pivoted for use at the side windows. The right door lock is key-operated, and uses the same key as the standard left door lock. The chromed cigar lighter is of the pop-out type. Nylon upholstery is similar to that used in cab models. Foam rubber seat padding 1½" thick is used on all seats. The special insulation includes undercoating and a perforated dash mat.

Custom Appearance Option

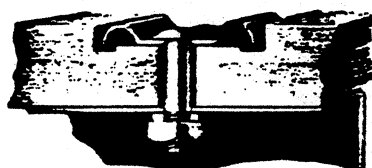
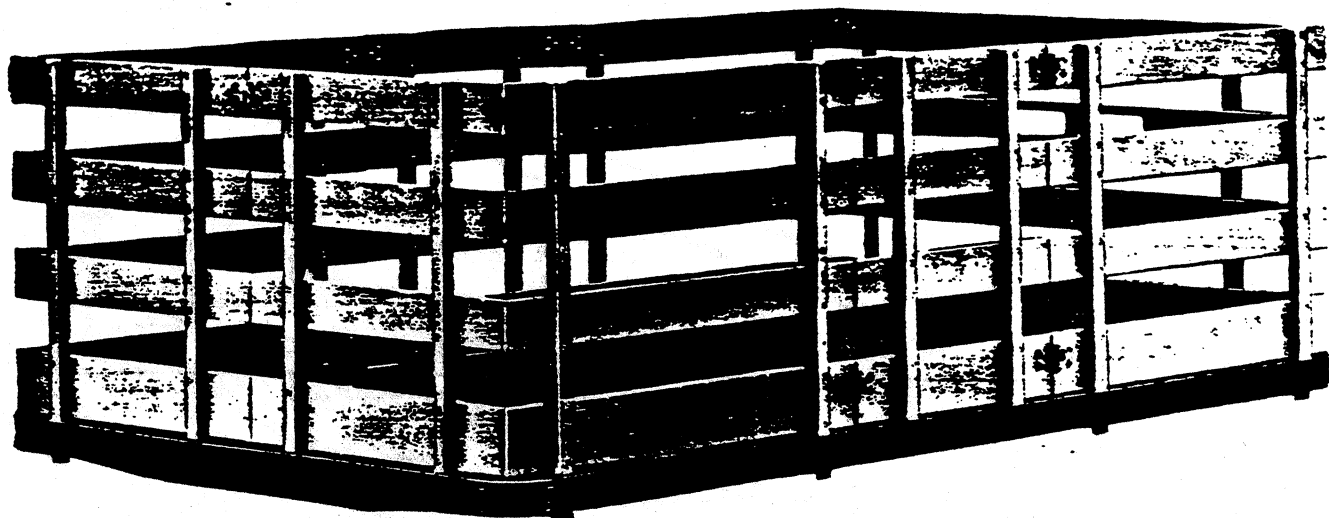
The custom appearance option includes:

1. Bright metal (silver anodized aluminum) radiator grille
- ➔ 2. Bright metal windshield molding
3. Steering wheel with horn ring
4. Chrome-trimmed instrument panel knobs
- ➔ 5. Two-tone dispatch box door and interior front door and wall panels
- ➔ 6. Bright metal body side molding

The items contained in this option are similar to those described for the custom appearance option for cab models. See page 6.

Custom Chrome Option

The custom chrome option consists of chrome-plated front and rear bumpers and chrome-plated hub caps. K10 models do not include hub caps.



Steel Skid Strips

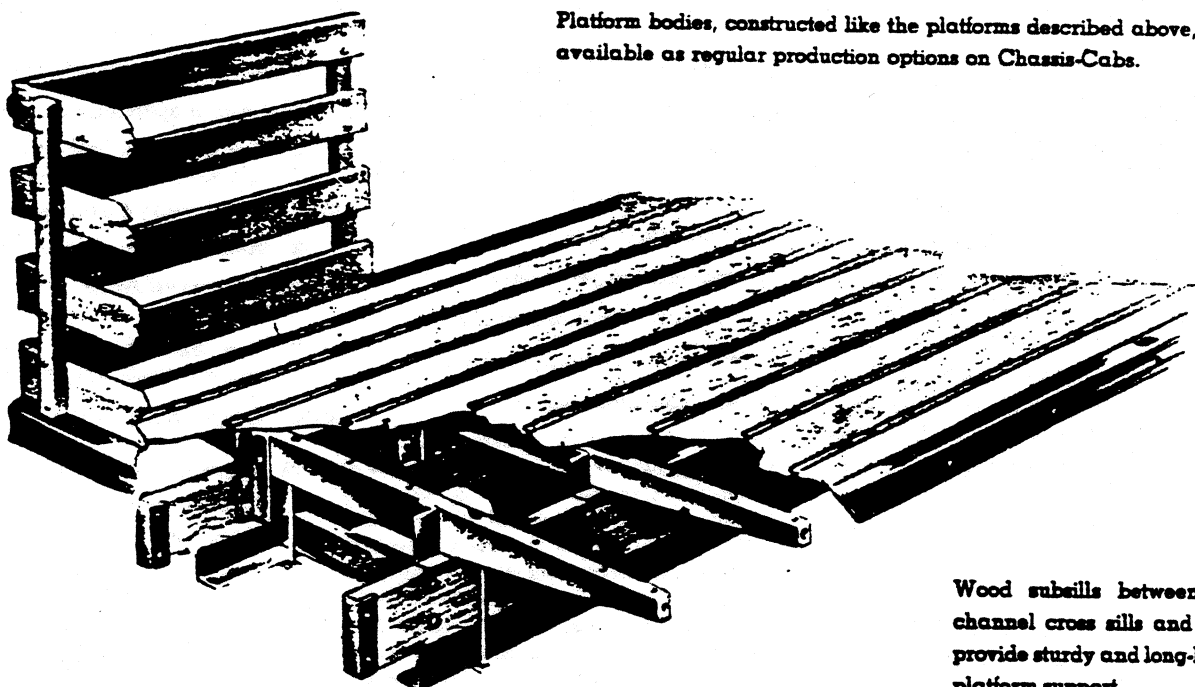
Flush steel skid strips hold floor planks securely, yet allow for floor expansion. They are bolted to steel cross sills, making a tight joint. Recessed bolt heads protect cargo from damage in loading or unloading.

➔ Stake Body

Platforms are constructed of select wood planks joined by steel skid strips. A round-cornered steel rubrail forms a protective frame for the floor. Stake sections are made of seasoned hardwood, assembled with bolts and recessed nuts. They fit snugly into steel pockets, and are easily installed or removed. One of the front slats has a rearview opening with a steel protective frame (except on Models C3609, C4109 and C4309) which afford good vision between slats. Twelve-foot stake bodies have swinging gates on both sides for easy side loading.

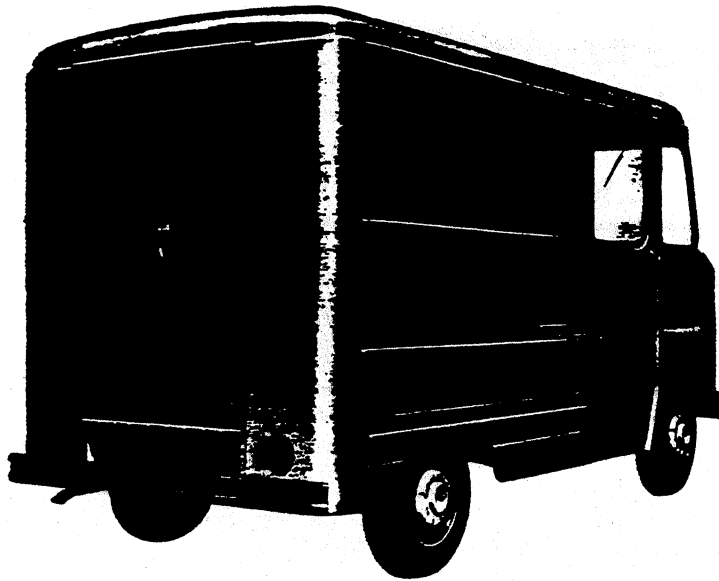
Platform Body

Platform bodies, constructed like the platforms described above, are available as regular production options on Chassis-Cabs.



Wood suballs between steel channel cross sills and frame provide sturdy and long-lasting platform support.

P10 STEP-VAN



Model P1345, known as the Step-Van 7, has a body of nominal 7-ft length, and is of all-steel construction. All body panels are treated for corrosion resistance, and the underside of the body is fully undercoated. Inner surfaces of the roof panel are sprayed with mastic for sound deadening as well as insulation from heat and cold. Optional fiber glass insulation is available for the roof and side panels.

Standard rear doors are 38" wide; 54" and 69" rear doors are optionally available. All doors are offered with or without windows.

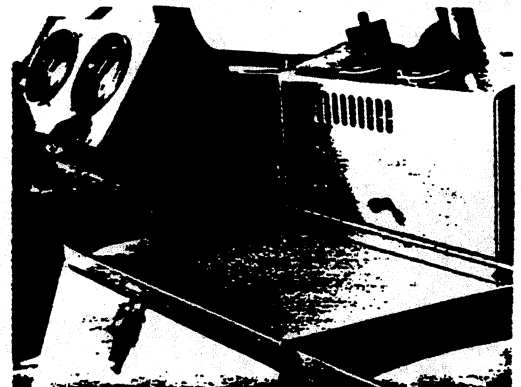


Easy entry and exit is provided by sliding doors on both sides. Full-folding seat gives easy passage to cargo area through left side door. Door window on driver's side slides rearward.

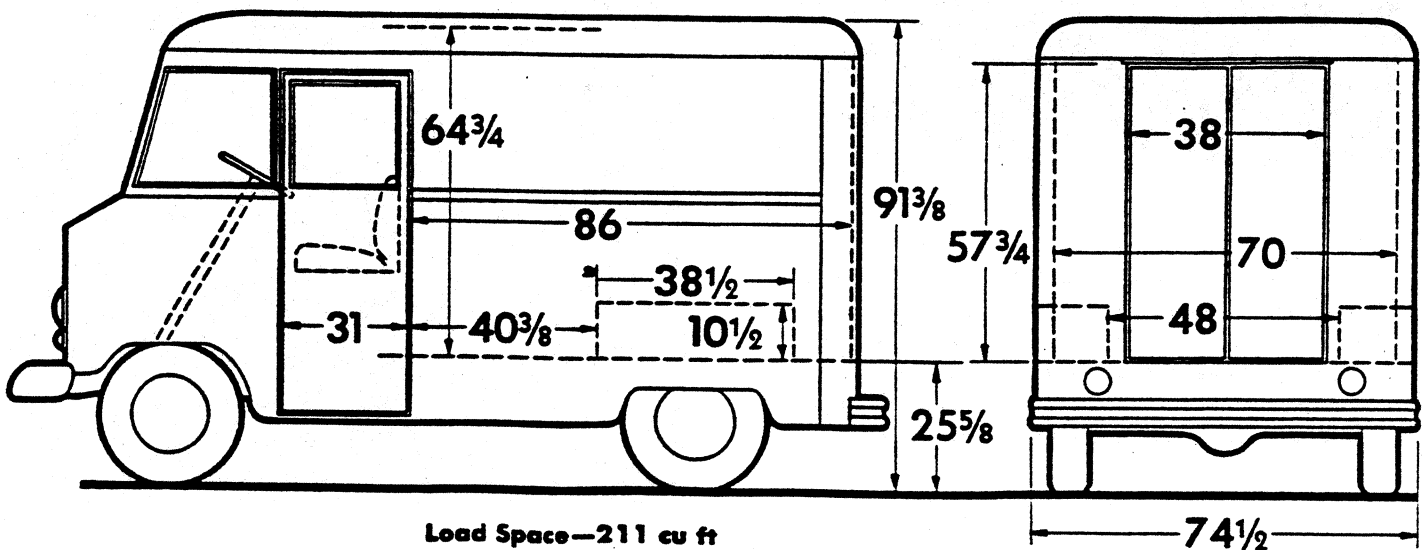
Cargo floor is corrugated steel. A smooth cargo floor is optionally available. A dome light is also available to light the spacious cargo area. Wheelhousings are rectangular for simplicity and safety in loading.



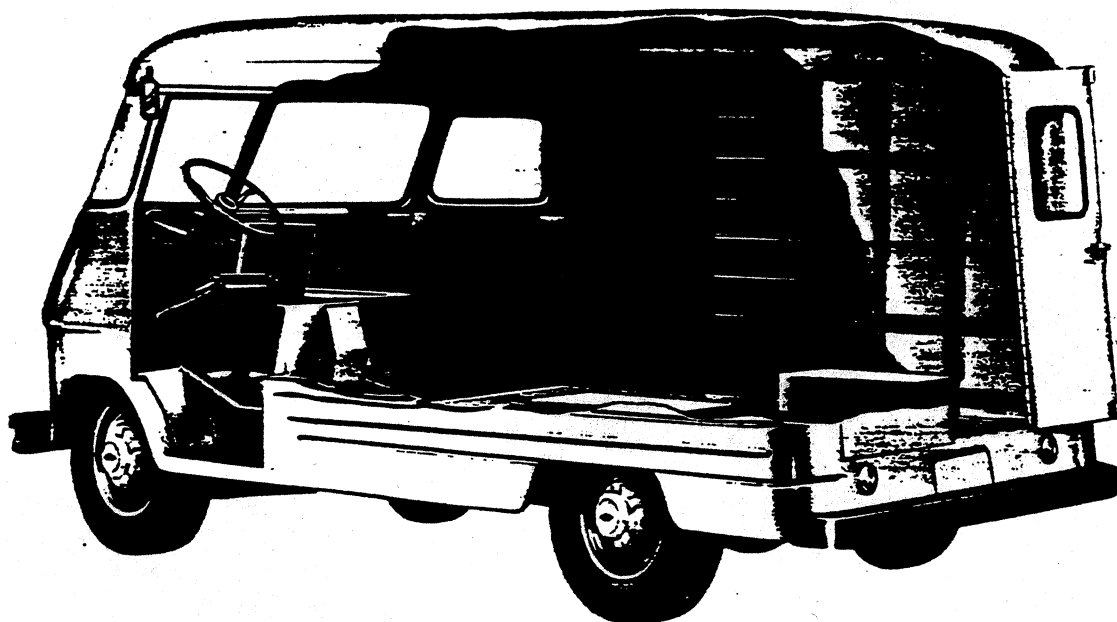
A handy parcel tray atop the engine housing offers easy storage for small items for next delivery. Engine access door simplifies checking of battery and oil level. Removeable housing gives access to entire engine.



Dimensions



20, P30 STEP-VANS



Step-Vans are available with 8-foot, 10-foot or 12-foot bodies. Each body is of all-steel construction, welded and bolted to give maximum load protection. The inner surfaces of the sides, roof and doors are sprayed with mastic and lined with one-inch fiberglass blankets for sound deadening and insulation against heat and cold.

Double rear doors, 38 inches wide, are standard. A convenient locking turnhandle and full-length door hinges assure easy door action. Each door has a window.

The rear bumper has a U-channel section, and is made of $\frac{3}{16}$ -inch steel. The channel is $4\frac{1}{2}$ inches wide with a one-inch

flange at both top and bottom. Steel brackets anchor the bumper to the frame at four points. The bumper also serves as a convenient step for access to the load compartment.

The floor of the load compartment is constructed of 18-gauge corrugated steel. A smooth floor of 11-gauge steel is offered as a regular production option.

The driver's seat is fully adjustable, both fore and aft and up and down. For unobstructed access through the driver's door, the seat can be folded forward out of the way.



Load compartment is spacious and easy to work. Wheel-housings are rectangular. Plywood partitions are available to close off the driver's compartment from the load space.

The entire interior of the body is lined with steel panels, providing a smooth surface that is both durable and practical. The underside of the body is fully undercoated.

By releasing simple snap fasteners, the engine housing can be removed to provide access to the engine. Convenient access doors simplify servicing of battery, brake master cylinder, carburetor and other components.



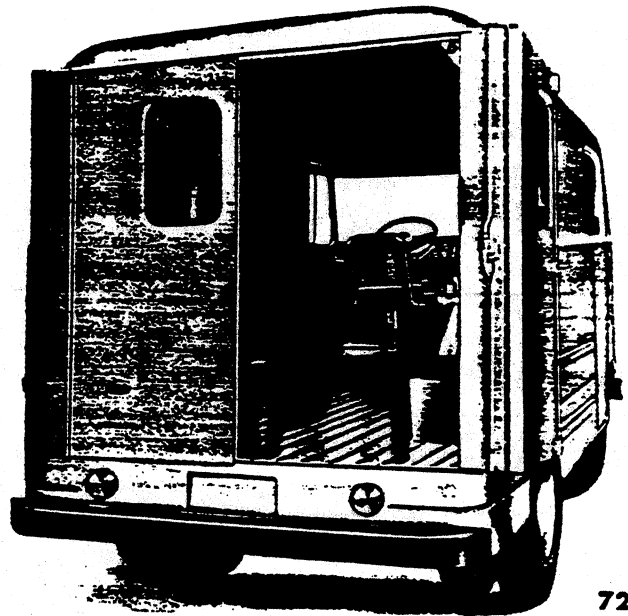
P20, P30 STEP-VANS

Door Options

For greater accessibility, either 60-inch or 72-inch rear doors are available as regular production options. The full-width 72-inch doors (shown at right) open against the body sides for unobstructed access to the load compartment.

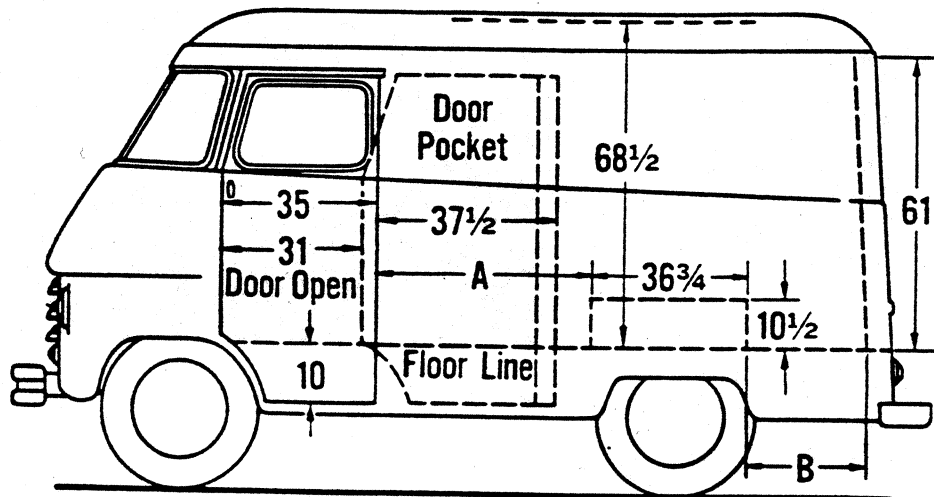
Standard 38-inch rear doors are available either with windows or as solid metal doors. The 60-inch and 72-inch doors are fitted with windows. Other rear door options include louvered panels for ventilation, or solid metal panels for security to replace the window glass.

Two-section folding side doors are available to replace the standard sliding side doors. A folding door on the right side only—the left side sealed—is also offered as a regular production option.



72-inch Doors

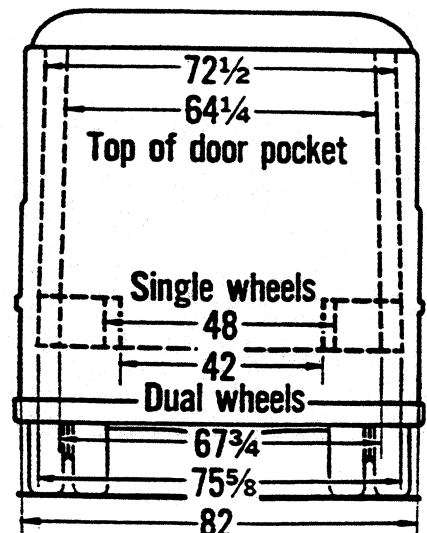
Dimensions



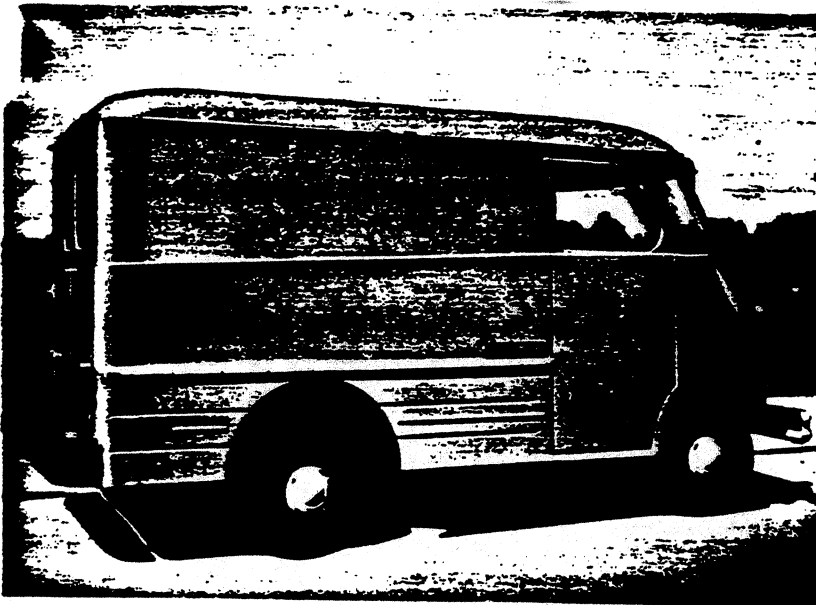
Model	A	B
P2345, P3345	38 1/2	23 3/4
P2545, P3545	58 1/2	23 3/4
P2645, P3645	70 1/2	31 3/4

Load Space

Models P2345, P3345	—276 cu ft
Models P2545, P3545	—334 cu ft
Models P2645, P3645	—392 cu ft



ERIES P20, P30 STEP-VANS



SPECIAL EQUIPMENT

Available from Union City Body Co.
Union City, Indiana

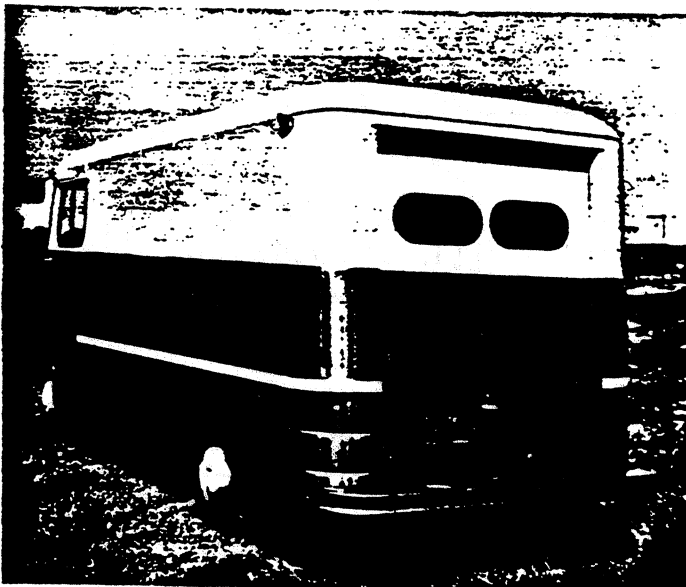
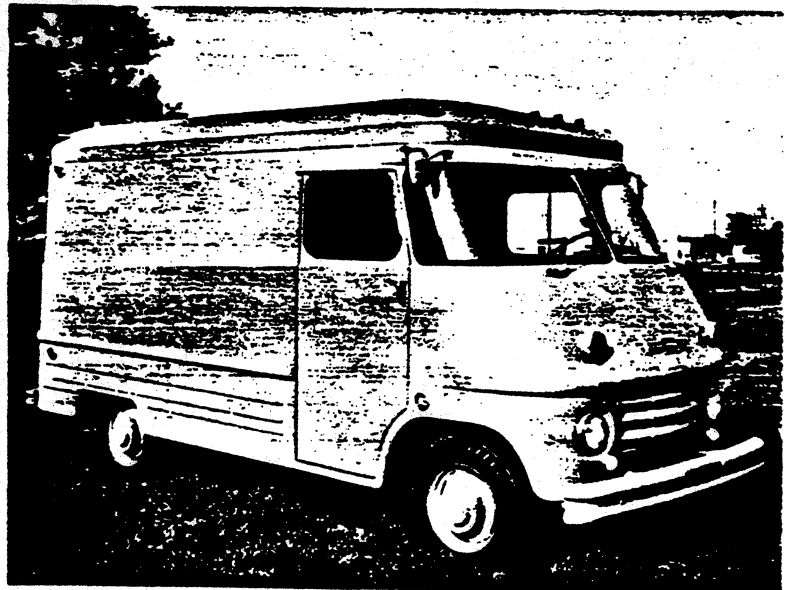
In addition to options available from Chevrolet, Step-Vans can be equipped with special equipment to adapt them to many business needs. Equipment shown on this and the following page can be ordered directly from Union City Body Company for installation in production.

Vertical Rear End Items 42-43-44-45

For those operations requiring the same load space length from top to bottom because of racking or load dimensions. Available with doors of 38-inch, 60-inch or 72-inch width.

72" Inside Height Item 18B

For operations requiring extra headroom, a riser at the roof line gives a full 72 inches of headroom. Also illustrated are reflectors (Items 29 & 30), side marker lights (Item 31), cluster bar lights (Item 33), and Chevrolet RPO clearance lamps.



Overhead Rear Door Item 400

Overhead rear doors are desirable for many operations, especially those which require backing up to a dock for loading. Clear opening—53 inches wide, 58 inches high.

Order direct from Union City Body Co., Union City, Indiana

PRICES OF SPECIAL EQUIPMENT ITEMS AVAILABLE FROM UNION CITY BODY COMPANY, INC. UNION CITY, IND.

DESCRIPTION	ITEM NO.	NET PRICE TO DEALER (EXCISE TAX INCLUDED)	LIST PRICE (EXCISE TAX INCLUDED)
PAINT:			
One Color other than Chevrolet RPO colors	7-1	\$ 25.50	\$ 31.88
Twotone—using any combination of Chevrolet RPO colors	7-2	30.60	38.25
Twotone—using other than Chevrolet RPO colors	7-3	45.90	57.38
Special Design	7-4	(Prices on application)	
FLOORS:			
¾" Marine Plywood over metal	7-31	70.00	87.50
12 Ga. treadplate to replace standard floor	7-32	60.00	75.00
PARTITIONS:			
Wire Mesh with sliding door	7-41	148.12	185.15
Plywood—solid	7-42	65.14	81.42
OTHER INSIDE FEATURES:			
Pipe racks for cleaners (one each side)	7-21	37.03	46.29
E-Z-Eye Windshield	7-22	15.00	18.75
Recessed Tie Rings for furniture and appliances (each)	7-23	5.34	6.68
Extra Seat—Theater Chair	7-24	33.45	43.05
Extra Seat—same as std. driver's seat—RH side	7-25	46.00	59.20
Swivel Driver's Seat to replace std. seat	7-26	21.42	26.78
Interior Sun Visor—RH and LH (each)	7-27	16.11	20.14
Power Roof Ventilator	7-28	41.80	53.80
LIGHTS AND REFLECTORS:			
Cluster bar lights—3 amber in front & 3 red in rear	7-11	13.20	16.50
Back-up lights	7-12	24.02	30.03
Marker lights (4)—side mounted—2 amber in front & 2 red in rear (per set)	7-13	25.42	31.77
Reflectors—3 amber or red (each)	7-14	1.16	1.45
Front turn signal lamps—Class A	7-15	5.50	6.88
MIRRORS AND WINDOWS:			
Sliding Window—right front door	7-51	16.00	20.00
Rear View Mirror—4" x 16" to replace standard LH Mirror	7-52	16.82	21.03
Rear View Mirror—4" x 16"—RH	7-53	21.15	26.44
DOORS AND REAR ENDS:			
Three-door handles keyed alike to replace two key-lock handles and one non-key-lock handle	7-61	5.20	6.50
Wire Mesh over glass in rear doors	7-62	10.87	13.59
Louvers in rear doors to replace glass	7-63	12.55	16.15
MISCELLANEOUS:			
Oil Filter	7-71	15.86	19.83

In addition to the many regular production options which are available from Chevrolet, the Chevrolet Step-Van can be equipped with almost any type of special equipment to suit it to every kind of business need. Listed hereon are many of the items most commonly in demand, which can be ordered directly from the Union City Body Company for installation in production. Others are also available for which prices will be sent upon request.

IMPORTANT: Orders for Special Equipment should be forwarded to Union City Body Company, Inc., Union City, Ind., the same day the Step-Van is ordered from the Zone. It is most important that your Special Equipment Order shows the Zone in which you operate.

SERIES P20, P30 STEP-VANS

SPECIAL EQUIPMENT

Available from Union City Body Co., Union City, Indiana



Extra Capacity Heater

Item 200

This high capacity unit is mounted in the same location as the standard heater. It delivers 500 cubic feet of air per minute, and is rated at 40,000 Btu at 150°F. There is a separate defrost blower with foot warmer damper and adjustable louvers for body heating.

Load Space Heater

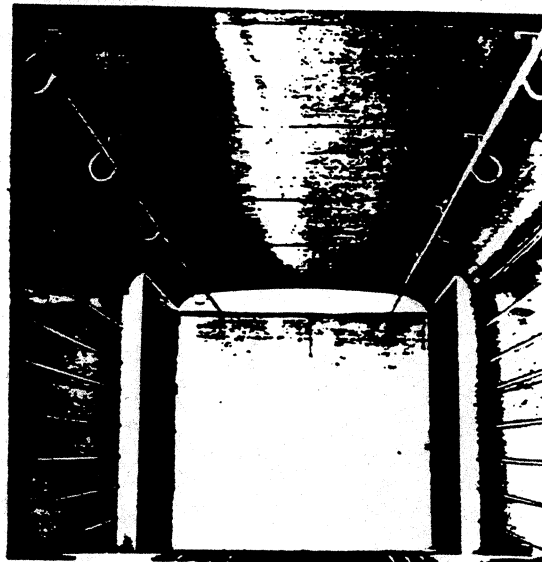
Item 201

This unit can be mounted in virtually any position in the load compartment. It delivers 600 cubic feet of air per minute, and is rated at 40,000 Btu at 150°F.

Pipe Racks

Items 13-14-15

Unique design permits hangers to slide full length of rack. Curled lip at end of pipe prevents sliding off.



Wire Mesh Partition

Item 11

This partition, with sliding panel, gives load protection while permitting rearward vision for the driver.



Order direct from Union City Body Co., Union City, Indiana

BOSTROM

VIKING

TRUCK SEATS

SUSPENSION SEAT FOR CHEVROLET TRUCKS

OPTIONAL
EQUIPMENT
FOR
CHEVROLET
TRUCKS

REGULAR PRODUCTION OPTION 1965

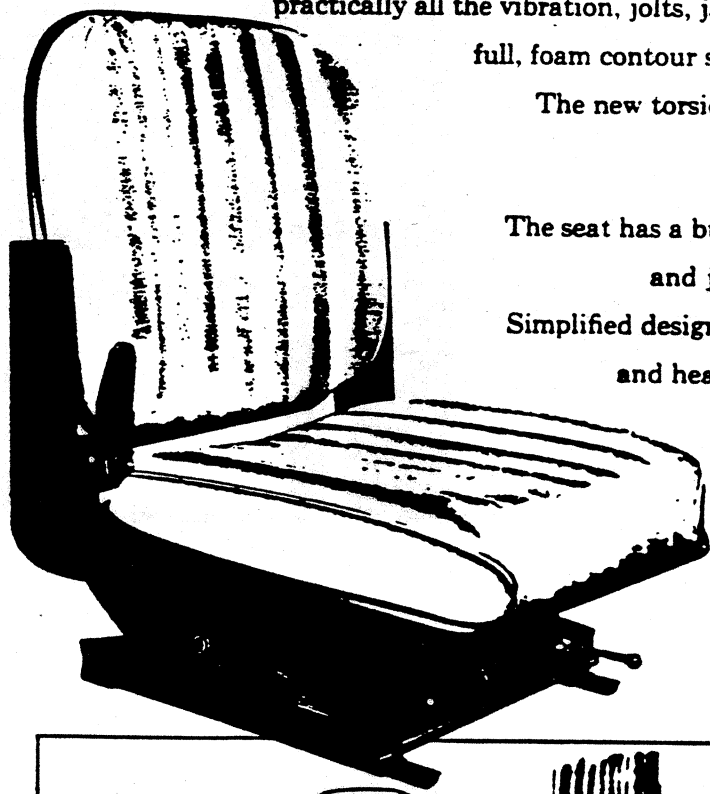
- ✱ **IMPROVES DRIVER PRODUCTIVITY**
- ✱ **REDUCES TRUCK OWNER COSTS**
- ✱ **INCREASES DRIVER SAFETY AND WELL-BEING**

Here's a seat that more than ever before adds to driver productivity, safety and morale — thus reducing time and operating costs. This Viking T-BAR Suspension Seat removes practically all the vibration, jolts, jars and road shock from truck driving. It incorporates full, foam contour seat design for right-posture, fatigue-reducing seating.

The new torsion-bar suspension system employs a special alloy steel spring that absorbs normal vibration and shock.

The seat has a built-in shock absorber that soaks up the roughest jolts and jars over pitted roads, detours, bumpy railroad tracks. Simplified design means easy maintenance. Side-braced seat platform and heavy-gauge steel parts make the seat stable and steady.

Compact design provides additional driver roominess. Seat is adjustable to driver's weight, also fore-and-aft adjustment and back cushion angle adjustment are provided.



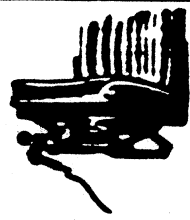
*Trade-Mark



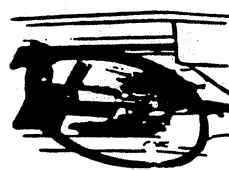
New special alloy steel torsion-bar is adjustable to individual driver's weight.



New design stability with side-braced seat platform. Heavy-gauge steel parts for improved stability.



New ease of maintenance with low load long life bearings — lubrication type fittings provide for simple lubrication of moving parts.



New built-in, double-acting shock absorber automatically dampens extra-rough road shock.



New compactness and lower profile of seat for increased roominess and greater driver comfort.

VIKING T-BAR Seat is available for installation in new conventional and tilt model Chevrolet Trucks — also may be adapted for installation in prior models, both conventional and tilt.

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PAINT DESCRIPTION

Chevrolet trucks are finished with Dulux 100 enamel which has excellent color and gloss retention for easy maintenance and high durability. After the application of a prime coat, all bodies and sheet metal are given two coats of high-luster enamel.

One of the most outstanding characteristics of the Dulux 100 enamel is its exceptional color and gloss retention, even after prolonged weathering. Ordinary enamels are soon affected by the weathering action of sunlight, heat, dew, and airborne dust and chemicals. Such action results

in chalking and dulling of the finish, and most enamels require frequent polishing to maintain a good appearance. With Dulux 100 enamel, however, even after 18 months of normal weathering a simple washing will restore the original brilliance of the finish.

Another outstanding characteristic of Dulux 100 enamel is its extremely hard finish which is as much as six times harder than other enamels. This not only provides greater protection from marring and scratching, but also reduces chipping caused by flying stones or gravel.

SPECIAL PAINTS

In addition to the wide selection of standard colors offered on Chevrolet trucks, virtually any special color can be obtained on an order for two or more trucks. For details and prices on special paints, consult the Chevrolet Zone Office.

SOLID COLORS AND TWO-TONE COMBINATIONS

Solid Color or Main Two-Toning Color (Air-drying paint numbers shown in parentheses)	Secondary Two-Toning Color	Option Number +	
		Solid	2-Tone
Beige , Desert (93-77785)	Cameo White	528	558
Black , Jet (93-005)	Cameo White	500	530
Blue , Balboa (93-77162)	Cameo White	508	538
Blue , Brigade (93-76548)	Cameo White	507	537
Gray , Georgian (93-77784)	Cameo White	522	552
Jade , Seamist (181-17529)	Cameo White	502	532
Green , Glenwood (93-77695)	Cameo White	503	533
Green , Woodland (93-77161)	Cameo White	505	535
Orange , Omaha (93-082)	Cameo White	516	546
Red , Cardinal (93-58209H)	Cameo White	514	544
Turquoise , Crystal (181-17527)	Cameo White	510	540
White , Cameo (93-93774)	★Cardinal Red	526	★541
White , Pure (93-21667)	★Cardinal Red	521	★545
Yellow , Yuma (93-75306)	Cameo White	519	549

+ For Step-Vans, colors are ordered under option number 438 for P10, and 439 for P20 and P30.
 ★ This 2-tone combination available on Series R10 only.

TRIM COLORS

Series R10 only—Pure White vehicles have Pure White bumpers and hub caps. With all other exterior colors, the bumpers and hub caps are painted Cameo White. Front ventilation grille and light assemblies are bright metal.

All series except R10—Pure White vehicles have Pure White bumpers, grille and hub caps. With all other exterior colors, the bumpers, grille and hub caps are painted Cameo White. Mirror brackets are body color; mirror backs are black.

All Pickups except R10—Tailgate lettering is Cameo White with all colors except Pure White and Cameo White, in which cases black lettering is used.

WHEEL COLORS

Series R10 only—With all solid colors and the Jet Black/Cameo White 2-tone combination, wheels are painted black. With the Cameo White/Cardinal Red and Pure White/Cardinal Red 2-tone combinations, wheels are painted Cardinal Red. With all other 2-tone combinations, wheels are painted the main 2-toning color.

Series 10-30 except R10—With all solid colors and the Jet Black/Cameo White 2-tone combination, wheels are painted black. With all other 2-tone combinations, wheels are painted the main 2-toning color.

Series 40-80—Wheels are painted black with all exterior colors.

PAINT COLORS

Solid colors and two-tone combinations are available as shown in the chart at the left. Applications of two-tone paints are shown on following pages.



Desert Beige



Seamist Jade



Crystal Turquoise

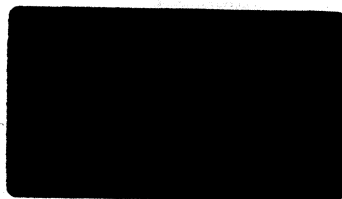


Jet Black



Glenwood Green

Cameo White

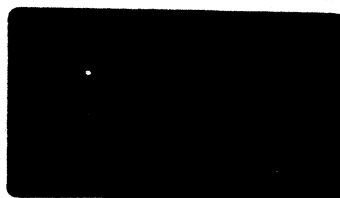


Balboa Blue



Woodland Green

Pure White



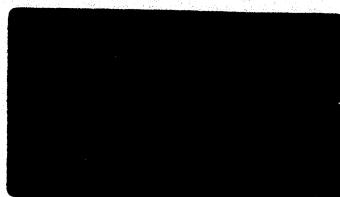
Brigade Blue



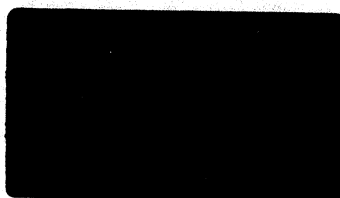
Omaha Orange



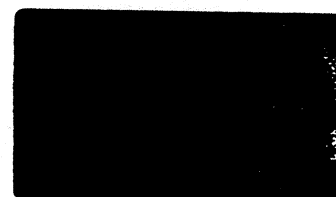
Yuma Yellow



Georgian Gray



Cardinal Red



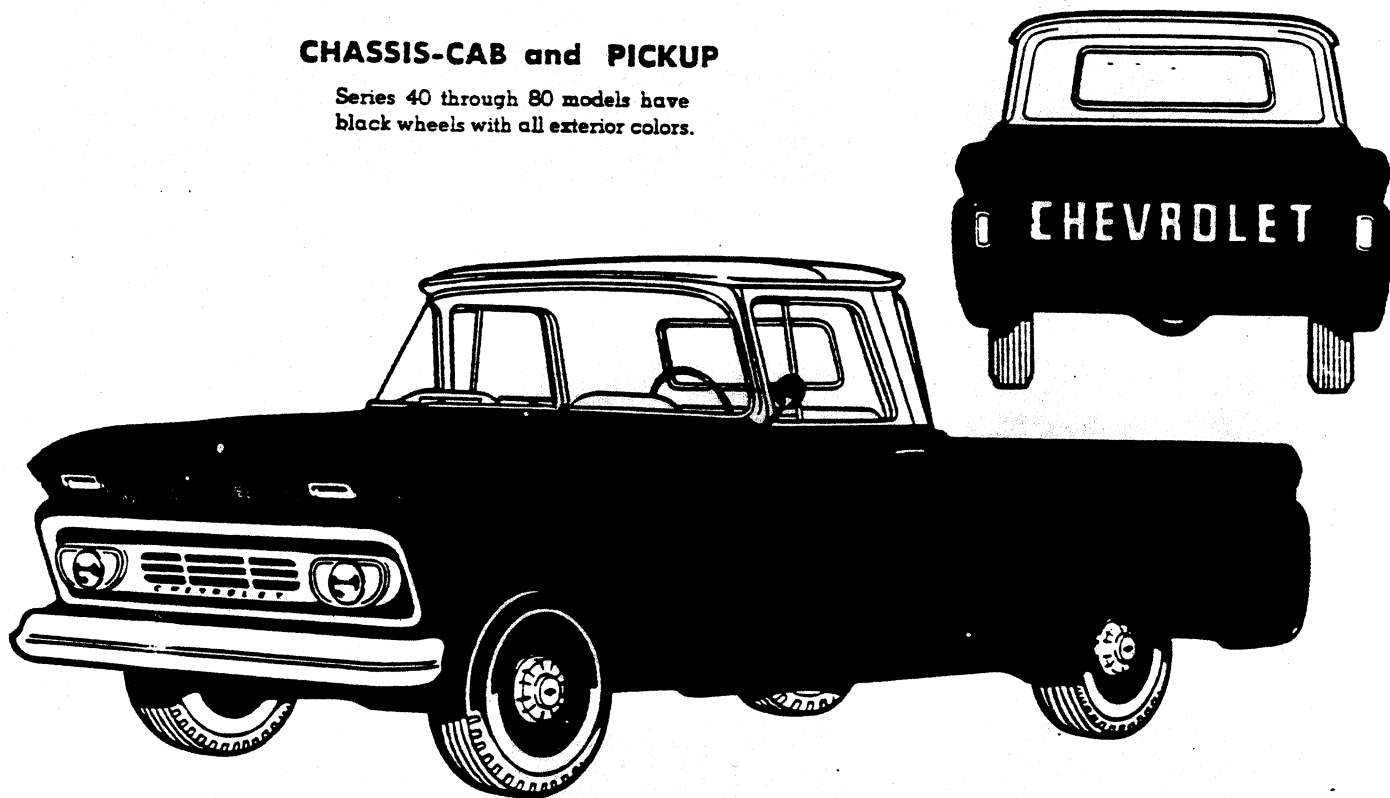
Fawn Beige
(Interior color only)

TWO-TONE COLORS

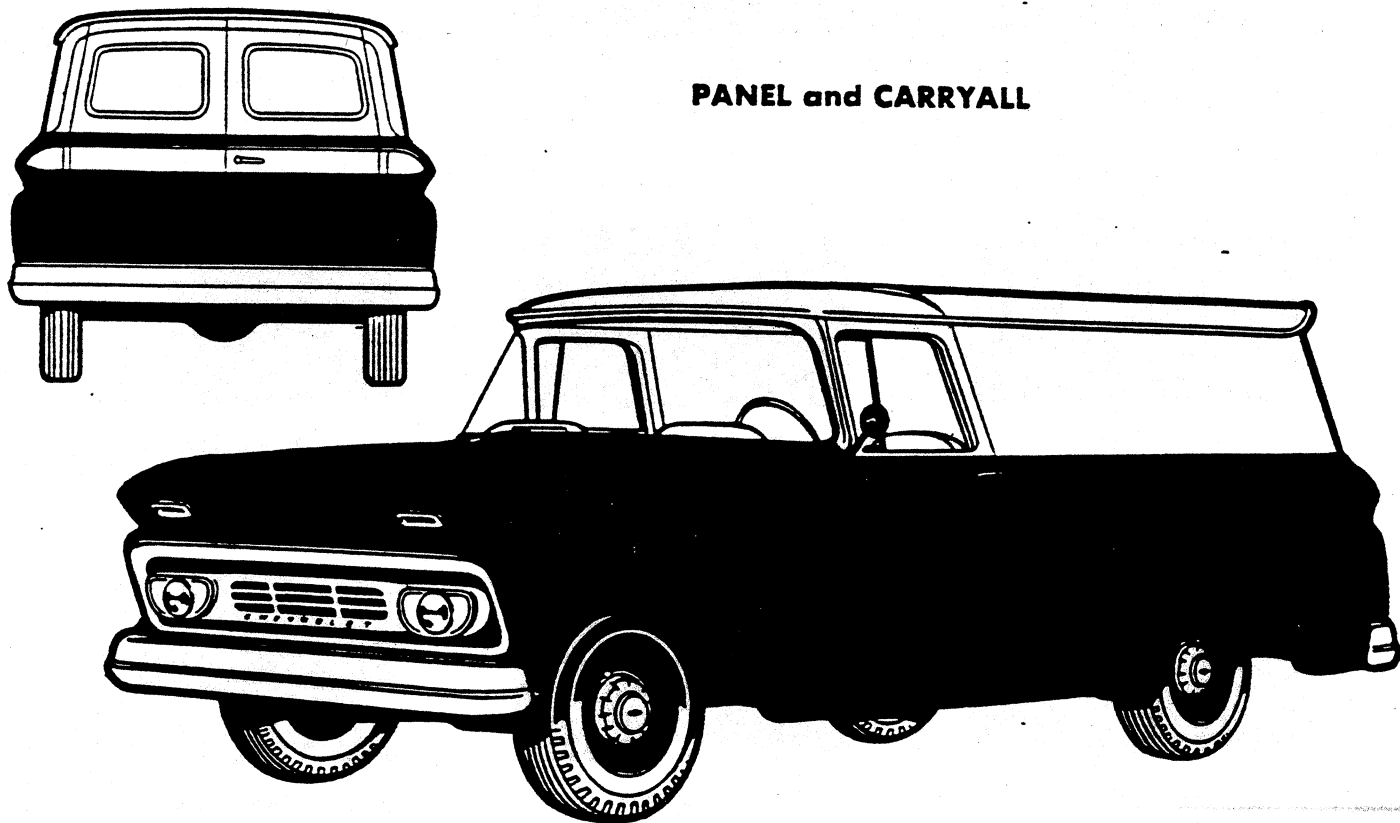
The application of two-tone color combinations to various models is shown by the illustrations on the following pages. Colored areas indicate the main color; white areas indicate Cameo White.

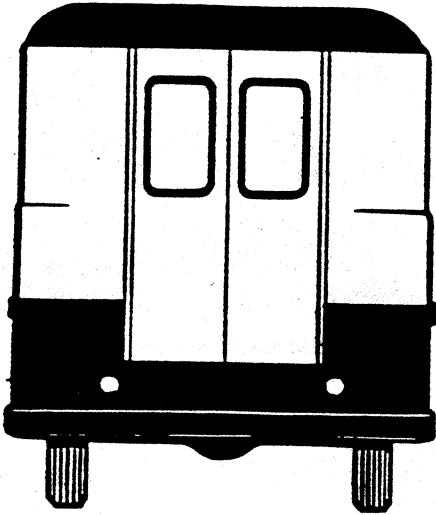
CHASSIS-CAB and PICKUP

Series 40 through 80 models have black wheels with all exterior colors.



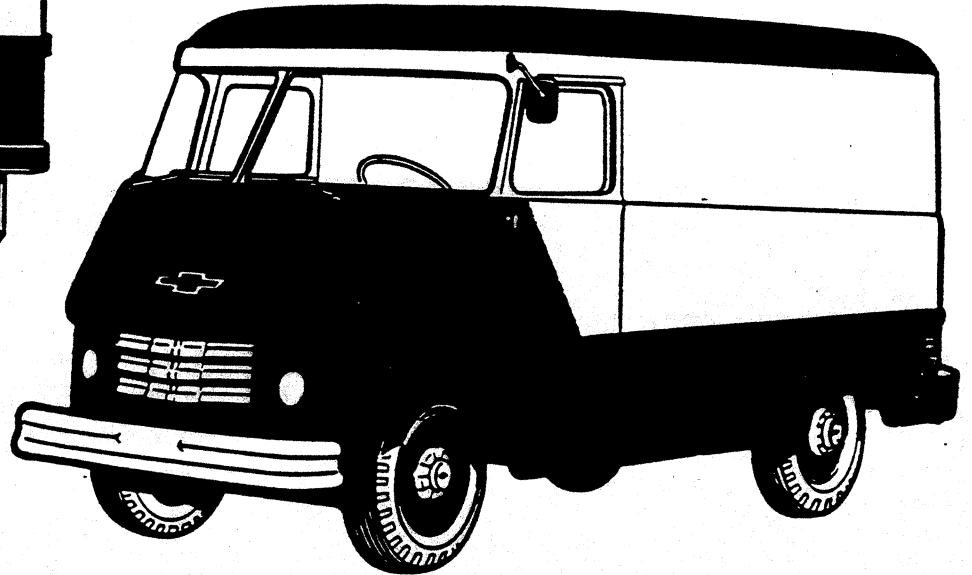
PANEL and CARRYALL





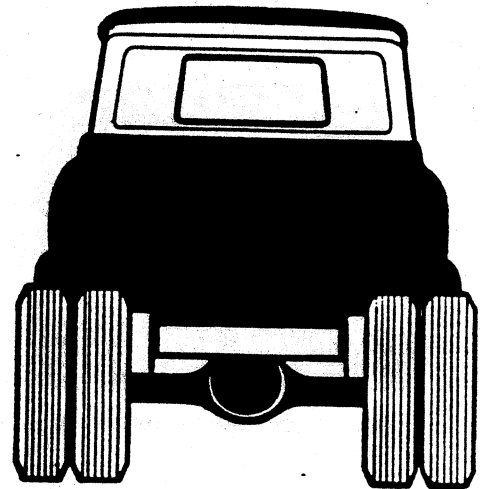
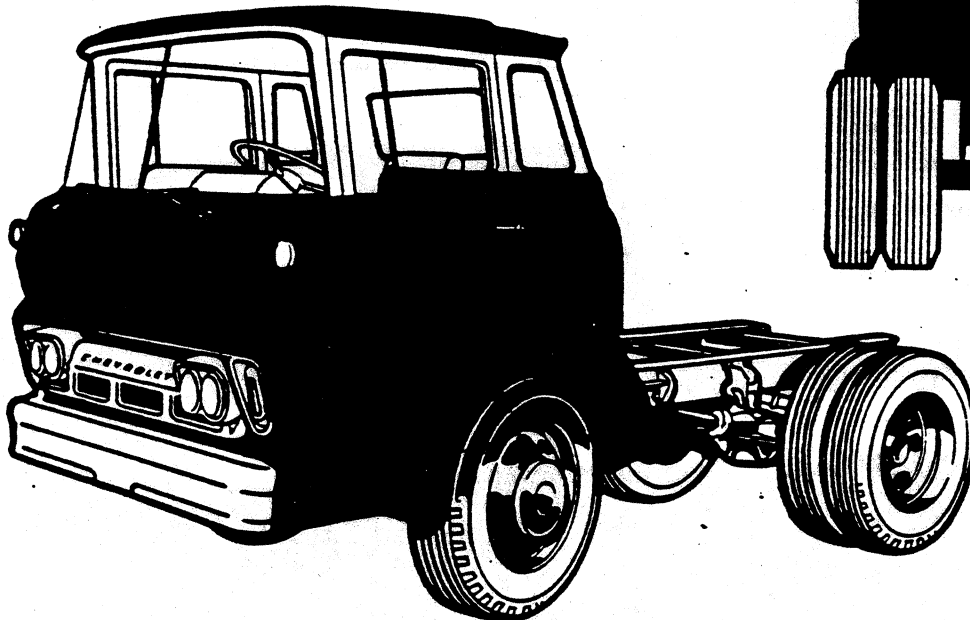
STEP-VAN

Step-Van 7 uses Cameo
White for roof panel only.



TILT CAB

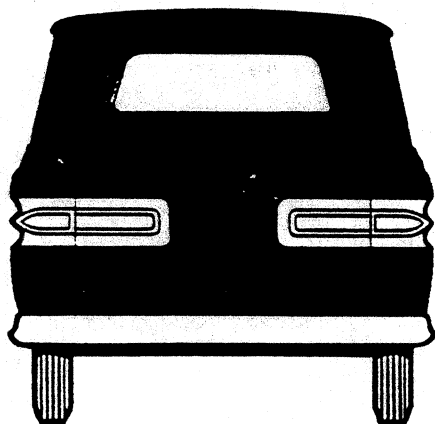
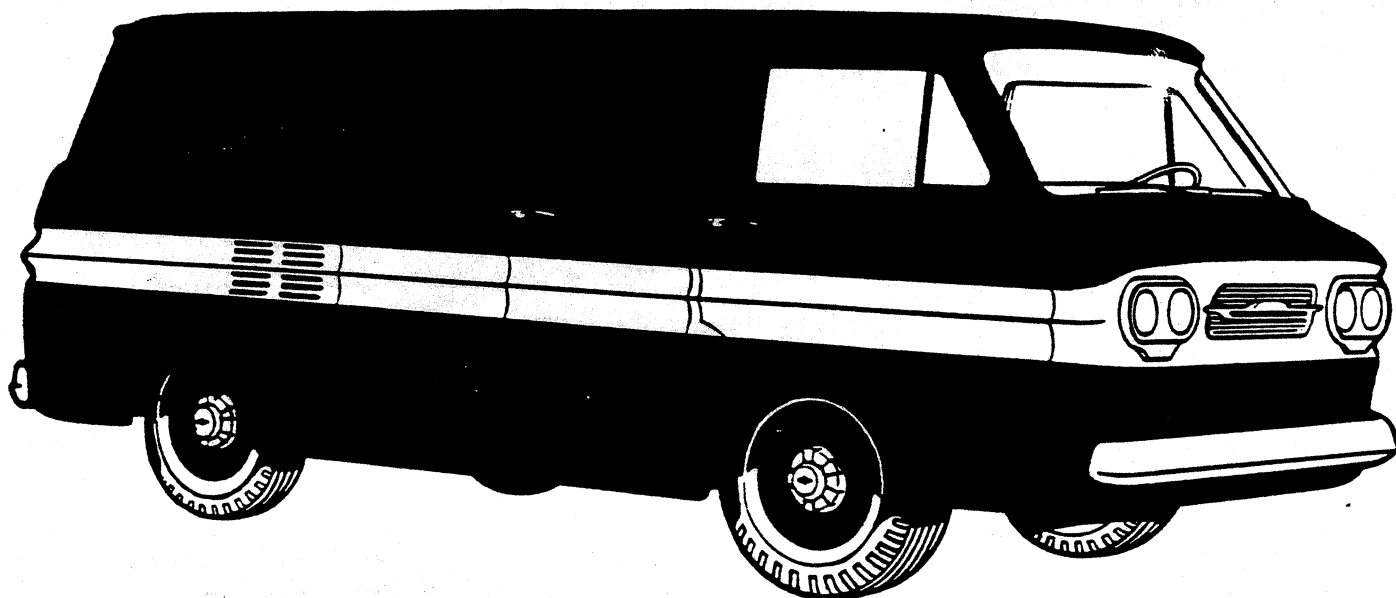
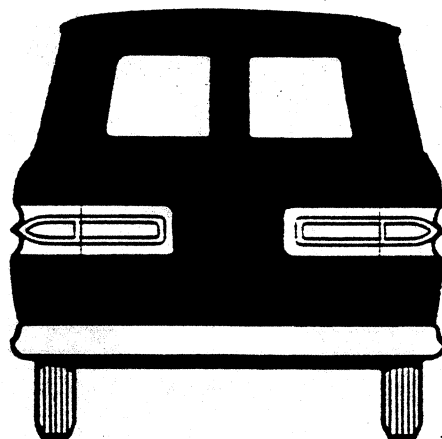
All models have black wheels.



TWO-TONE COLORS

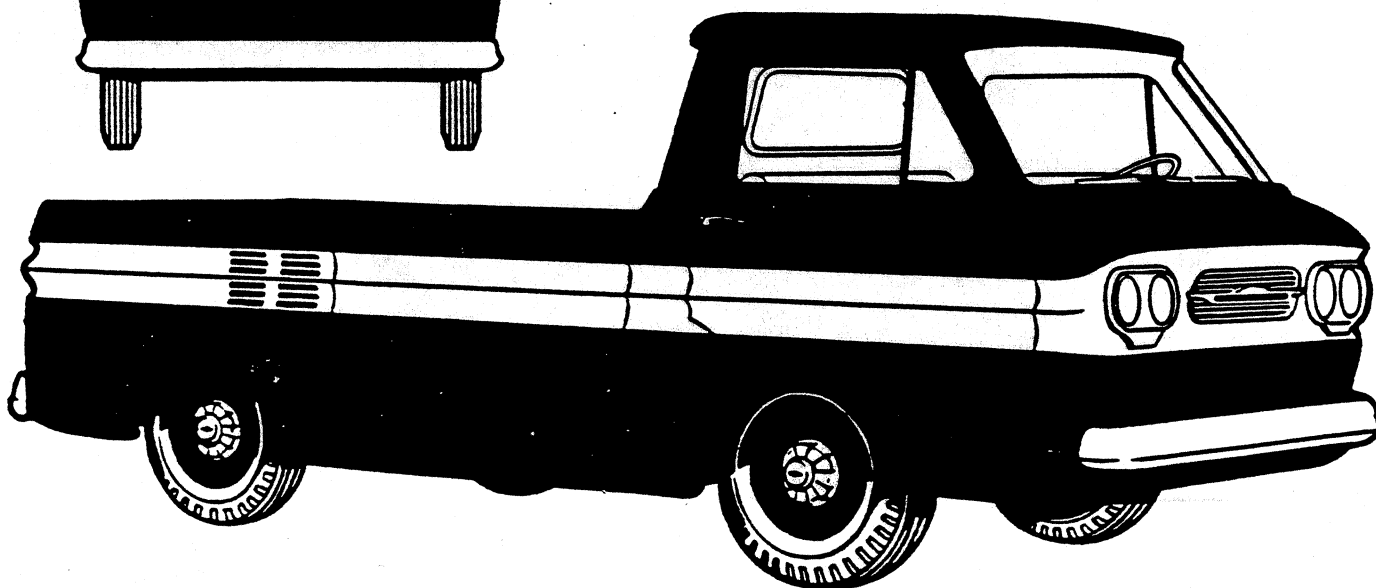
CORVAN

Two-tone combinations with Pure White or Cameo White as the main color use Cardinal Red in the cove area around the body.



CORVAIRE 95 PICKUP

Two-tone combinations with Pure White or Cameo White as the main color use Cardinal Red in the cove area around the body.



12-Volt System

12-Volt electrical system, standard equipment on all models, provides faster cranking speeds and hotter spark for more dependable engine starting in all weather.

Dual Circuit Breaker

Fire hazard caused by short circuits in the wiring is reduced to a minimum because all electrical circuits are protected. A dual, bi-metal, 15-ampere thermal circuit breaker is incorporated in the light switch, one circuit for the headlights, and one for the parking lights. If a short develops in either circuit, one of the circuit breakers relieves the load. Other electrical circuits are protected by fuses of proper size.



53-Amp-Hr Battery

Rubber separators increase dependability, extend service life.

Starter

Delco-Remy 12-15 volt type with over-running clutch and solenoid-controlled sliding pinion. Four field coils. Bearings are oilless, graphite-filled bronze. Starter is actuated by turning the ignition key in its switch.

Generator

The standard generator for all Chevrolet trucks provides more than ample current to meet normal truck electrical demands. Higher output generators are also available.

Generator	Rated Output		
	Amperes		Watts
	Idle	Max	
30-Ampere (DC).....	0	30	450
35-Ampere (DC).....	0	35	525
35-Ampere (DC) low cut-in..	10	35	525
42-Ampere (Delcotron)....	12	42	630
52-Ampere (Delcotron)....	5	52	780
62-Ampere (Delcotron)....	23	62	930

➔ Ignition Switch

The ignition switch has three positions: OFF-LOCKED, ON and START. The key is removable only from the OFF-LOCKED position.

Once installed, the center electrical connector plug on the switch cannot be removed without removing the complete switch assembly. Such removal requires the use of the ignition key. Therefore, it is very difficult to bridge the ignition and solenoid circuits to start the engine without a key, thus providing added theft resistance.

Multi-Plug Connectors

Plastic multi-plug connectors join major wiring harnesses at terminal points—they make electrical system servicing easier, protect wires from road splash and corrosion. Single wires, too, are protected by enclosed terminals.

➔ Battery Specifications

12-Volt Delco-Remy batteries are used as standard and optional equipment on all models.

Truck Series	R10	C10, K10, P10, C20, K20, C30, C40		P20, P30, C50, L50, C60, L60, T60, C80, L80, T80, M80		S50, S60	D60	E80, U80
	Standard	Standard	Optional	Standard	Optional	Standard	Standard	Standard
Capacity @ 20-hr rate..	42 amp	53 amp	70 amp	53 amp	72 amp	72 amp	150 amp	205 amp
Model number.....	1980556	25MR53	668	25MR53	3SMR72	3SMR72	4DR150	8DR205
Plates per cell (6 cells)	9	9	11	9	11	11	19	27
Weight (lb).....	35	43	50	43	53	53	117	153
Cranking ability @ 0°F (minutes @ amperes).....	3.1 @ 150	1.0 @ 300	2.1 @ 300	1.0 @ 300	2.0 @ 300	2.0 @ 300	6.0 @ 300	10.5 @ 300

ELECTRICAL SYSTEMS

BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Some trucks need generators which charge the battery at idle or slow vehicle speeds. Others, operated as tractors, call for a higher-output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

Battery Selection

The standard 53-amp-hr battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations in extremely cold climates. Tractors in over-the-road service will also benefit from the added reserve of the 72-amp-hr battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

Generator Selection

A battery serves only to store electricity, and must be recharged by the generator during the normal operation of the truck. Generator capacity should be selected so that the constant electric load (amperes of current draw) does not exceed 80 percent of generator maximum output capacity. This leaves 20 percent of surplus generator capacity to replace battery energy used in starting or during temporary electrical overloads.

Determine the constant electrical load from the table below, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. General operating characteristics of Chevrolet's standard and optional equipment generators are described at the right.

Electrical Loads

(12-Volt System)

Equipment	Amperes
Four Headlights (Upper beam).....	13.5
Two Headlights (Upper beam).....	11.0
Two Headlights (Lower beam).....	9.3
Parking Lights.....	2.3
Stop Light (2).....	3.6
Ignition (Including gauges).....	2.0
Electric Windshield Wipers.....	4.0
De Luxe Heater.....	8.0
Recirculating Heater.....	6.0
Radio.....	2.7
Identification Lights (3 in line, front & rear).....	3.1
Clearance Lights (8).....	4.1
Two-Way Radio (Standby).....	4.0 to 7.0
Two-Way Radio (Transmit).....	10.0 to 18.0
Safety Light (Spotlight).....	3.9
Fog Lamp.....	2.9
Instrument Lights.....	0.8

Generator Availability by Truck Series

Type	Standard	Optional
30-amp (DC).....	10-60	none
35-amp (DC).....	80	10-60 (exc D60)
35-amp (DC) low cut-in...	none	R10
42-amp (Delcotron).....	none	Exc D60
52-amp (Delcotron).....	D60, E-U80	Exc D60, E-U80
62-amp (Delcotron).....	none	Exc D60, E-U80

30-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 30 amperes maximum at 14.5 volts. Bearings: commutator end—bronze bushing; drive end—ball. Meets the demands of most light- and medium-duty trucks operated primarily at normal road speeds. Suitable for heavy-duty trucks with moderate current demands. Recommended for constant loads of up to 24 amperes in night operation.

35-Ampere Normal Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 35 amperes maximum at 14.5 volts. Ball bearings at both ends. Recommended for constant night loads up to 28 amperes.

35-Ampere Low Cut-in

Delco-Remy 2-brush shunt-wound type. Current and voltage regulated to 35 amperes maximum at 14.5 volts. Durable ball bearings at both ends. Recommended for slow-speed operations of moderate current demands (up to 28 amperes night loads). Extended high-speed use will shorten life of brushes and windings.

Delcotron

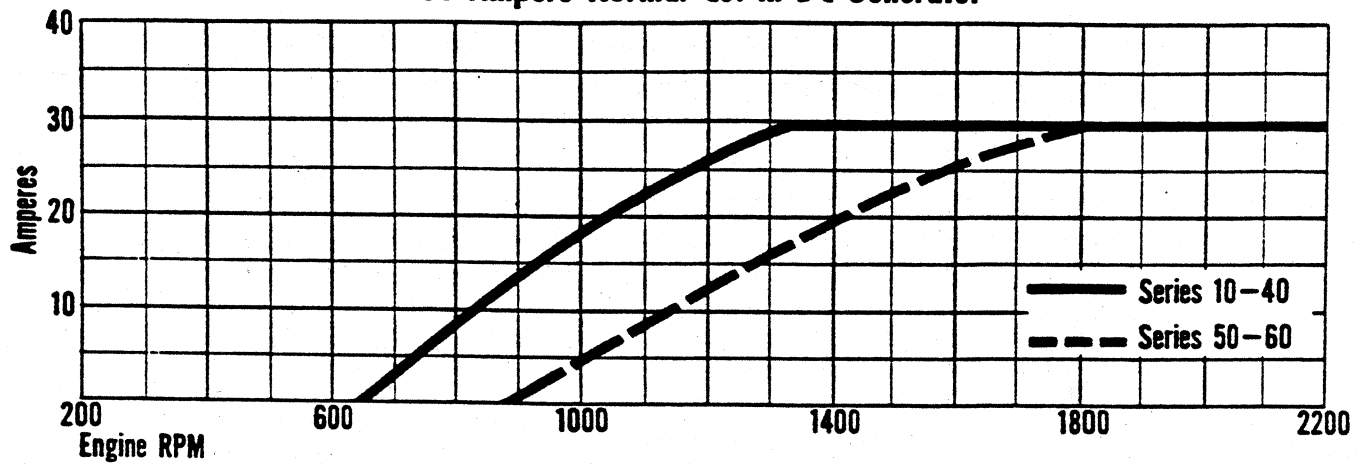
Delcotrons are available in several capacities as shown in the generator availability table above. The Delcotron is an alternating current generator with an integral diode-rectifying system. Battery charging current is produced even at engine idling speeds, helping to ensure a fully charged battery at all times. The Delcotron also offers increased output at higher speeds. Greater reliability can be expected from the Delcotron because the brushes carry only 2 to 3 amperes of field current, instead of the full generator output carried by the brushes in the conventional generator.

The rotor shaft on the 42-ampere and 52-ampere Delcotrons is carried by needle bearings at the rear and ball bearings at the front. The 62-ampere Delcotron uses ball bearings at both ends of the rotor shaft.

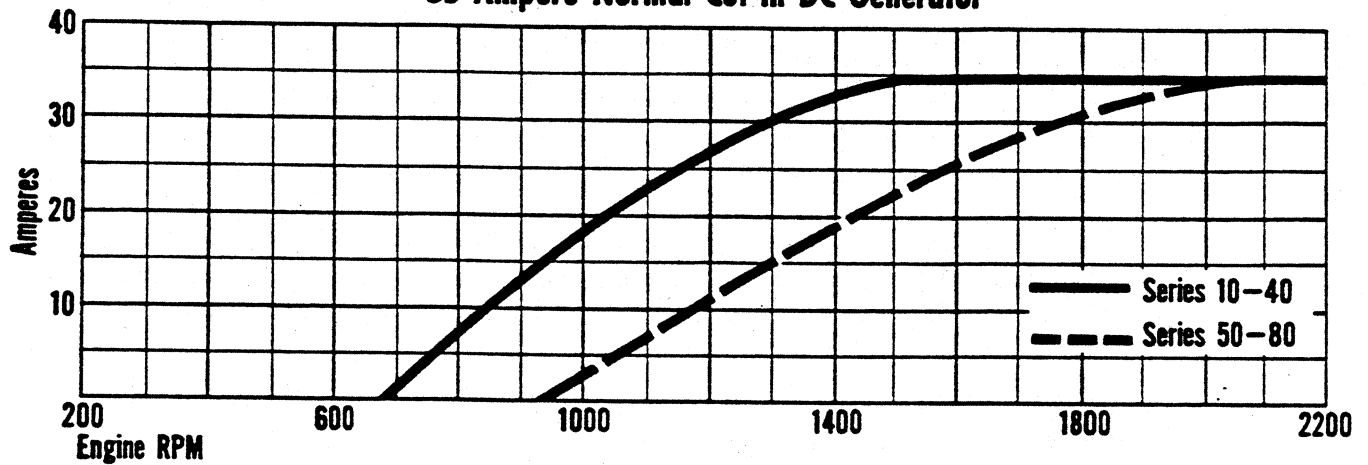
GENERATOR OUTPUT CURVES

Output characteristics of the standard and optional generators are shown on this and the following page. If necessary to relate these outputs to vehicle speed, use the Engine Speed tables given in the Performance section.

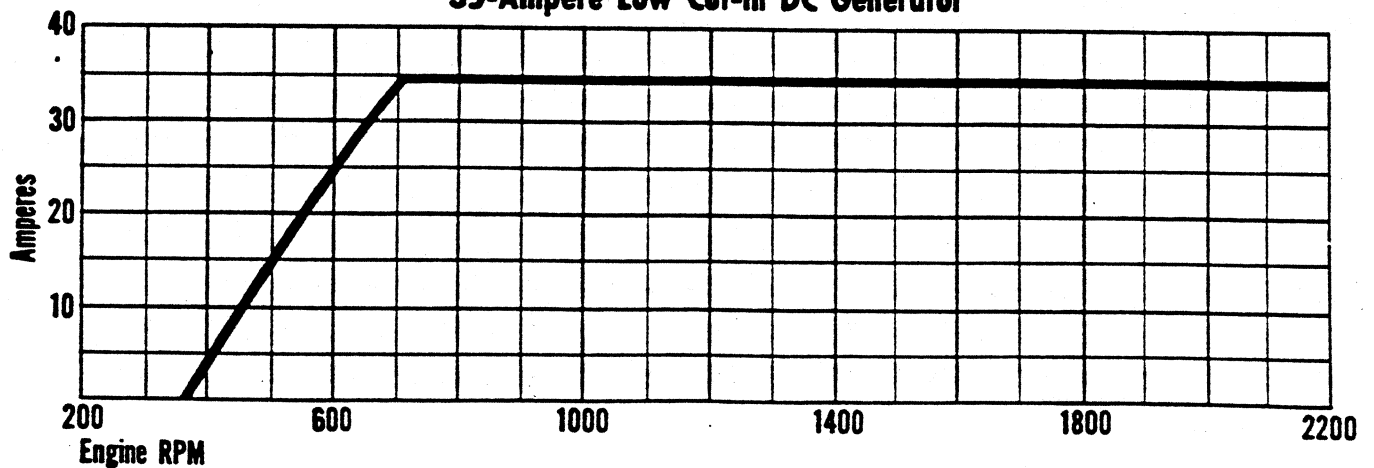
30-Ampere Normal Cut-in DC Generator



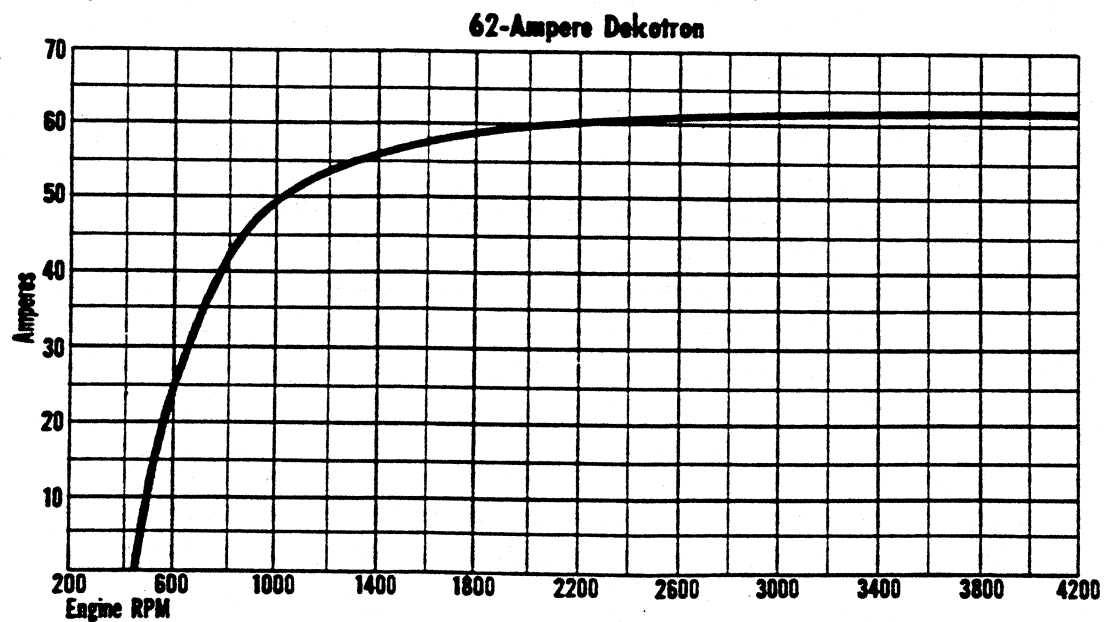
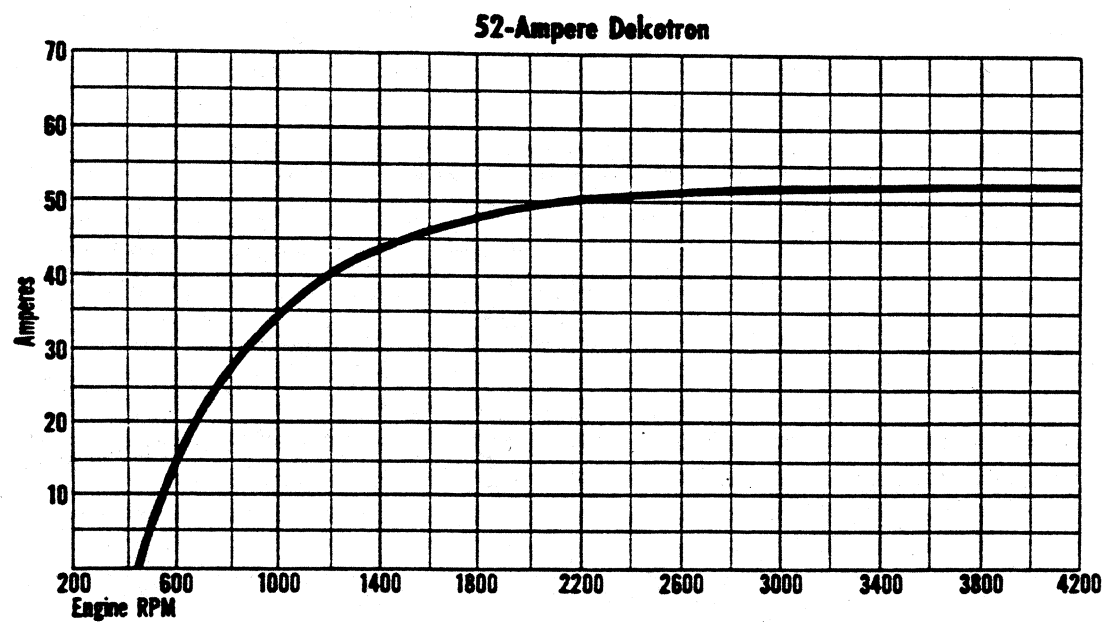
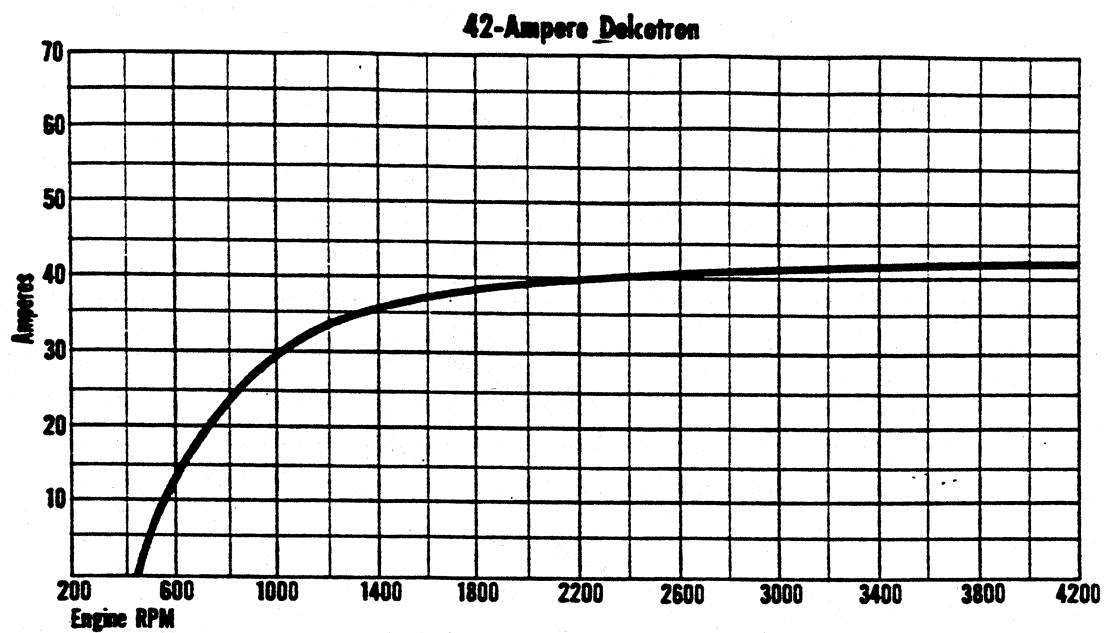
35-Ampere Normal Cut-in DC Generator



35-Ampere Low Cut-in DC Generator



GENERATOR OUTPUT CURVES



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ENGINE FEATURES:

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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	—

HIGH TORQUE 145 SIX PERFORMANCE

Basic Specifications

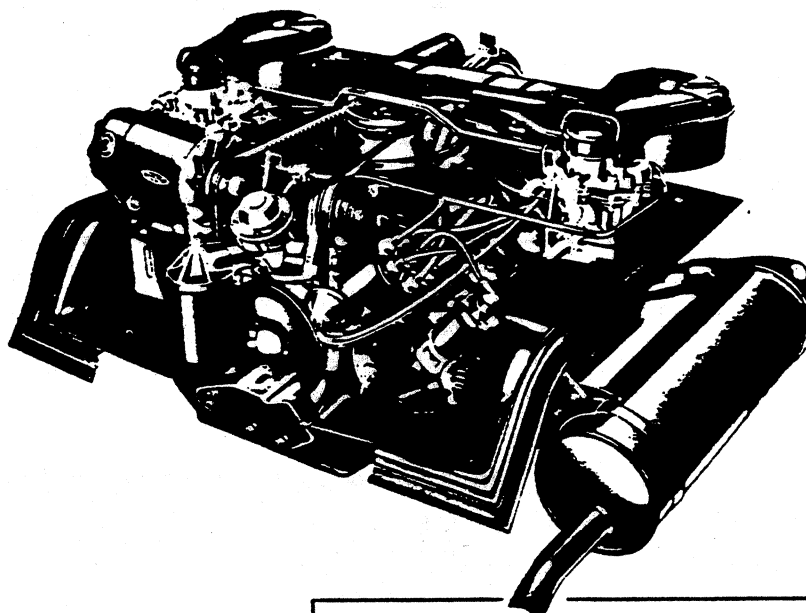
Engine type.....Valve-in-head, air cooled
 Piston displacement.....145 cu in
 Bore & Stroke (nominal).....3.437" x 2.60"
 Dry Weight (with clutch).....316 lb
 Compression ratio.....8.0
 Taxable horsepower (SAE).....28.3
 Idling speed.....500 rpm
 Carburetor type.....Downdraft (two)

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.

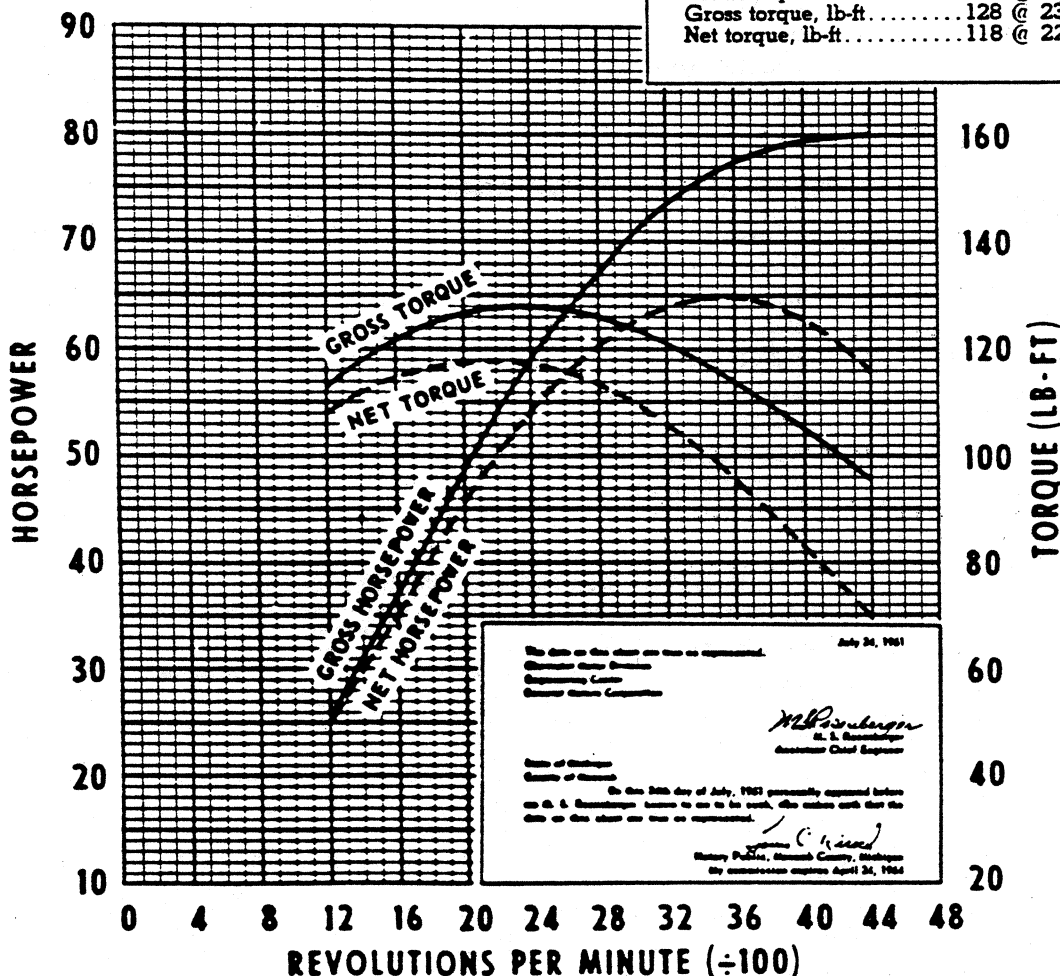
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, generator not charging, and optimum spark advance.

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

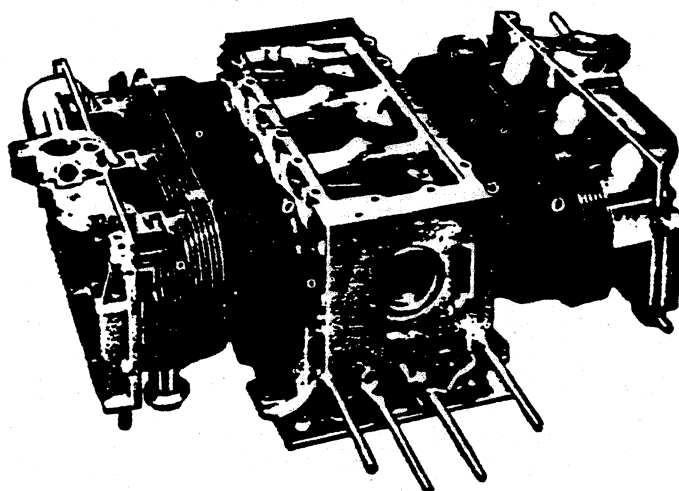


145 SIX

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.

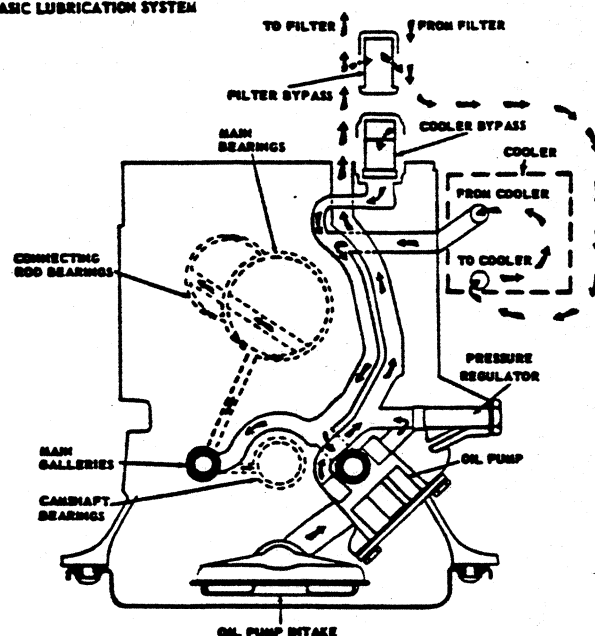
Rugged Forged-steel Crankshaft—Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

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

HIGH TORQUE 235 SIX PERFORMANCE

Basic Specifications

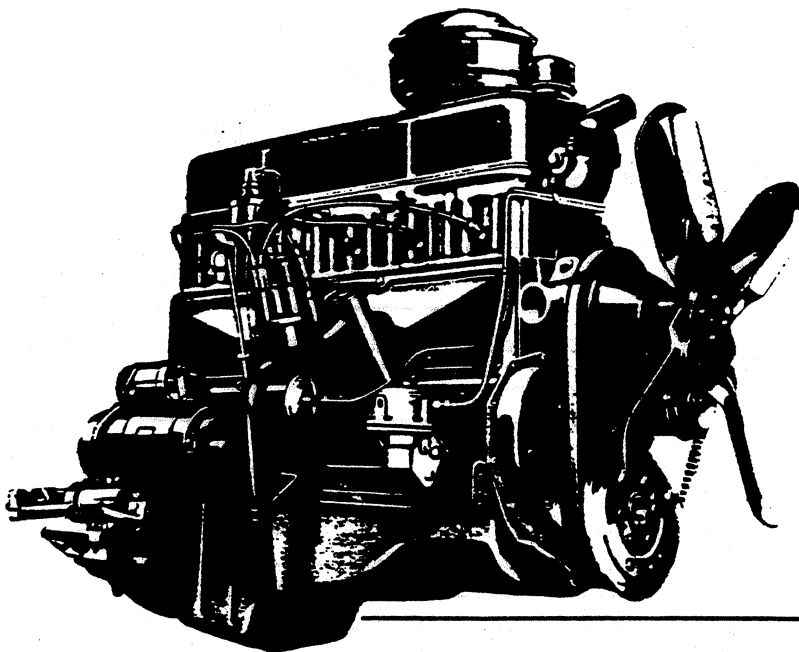
Engine type.....Valve-in-head
 Piston displacement.....235.5 cu in
 Bore & Stroke (nominal).....3 1/4" x 3 1/4"
 Dry Weight (with clutch).....608 lb
 Compression ratio.....8.25 to 1
 Taxable horsepower (SAE).....30.4
 Idling speed—Synchro-mesh trans.....475 rpm
 —Powerglide in "drive".....450 rpm
 Carburetor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

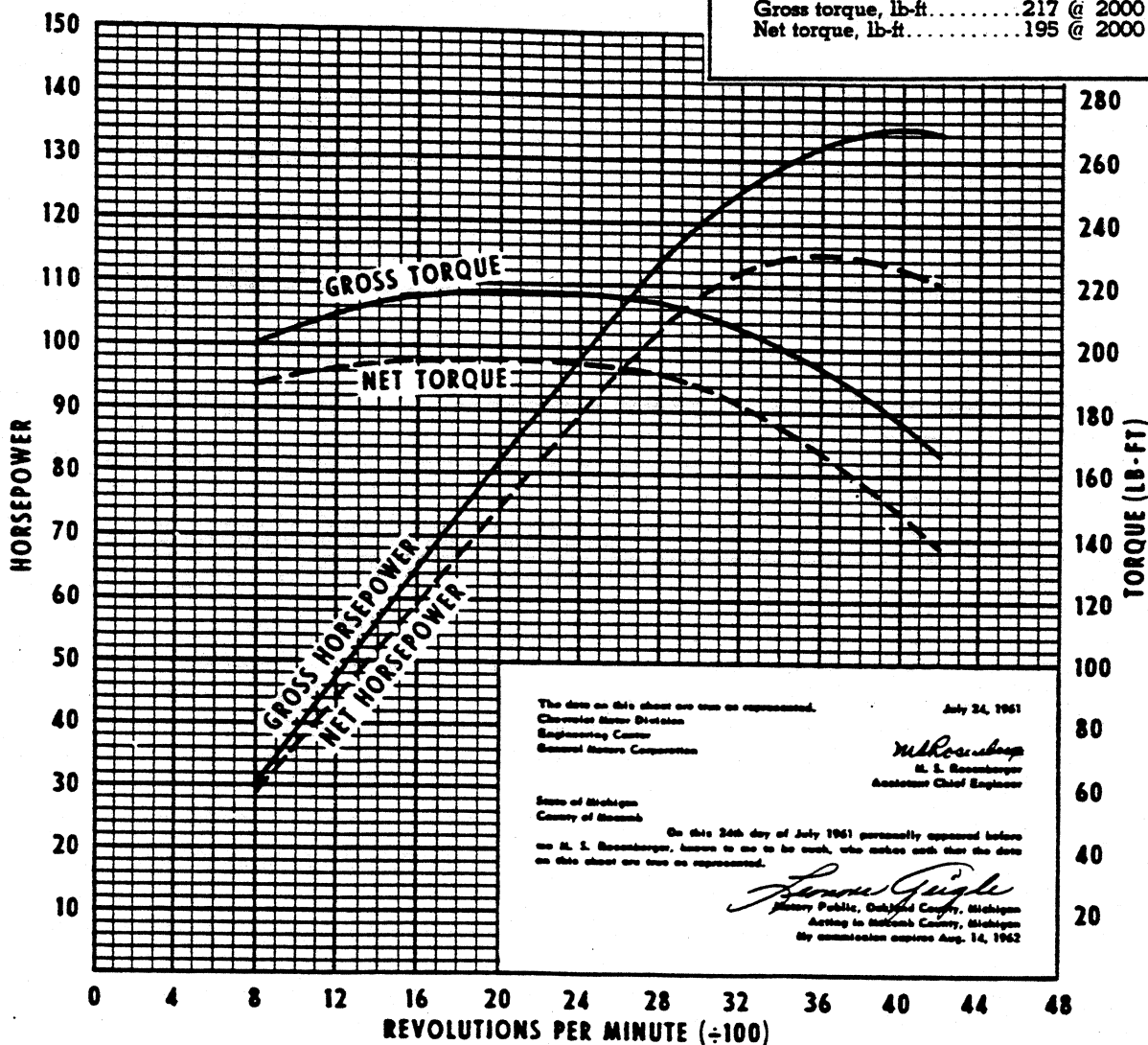
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



HIGH TORQUE 235 SIX PERFORMANCE

with Maximum Economy Option Carburetor

Basic Specifications

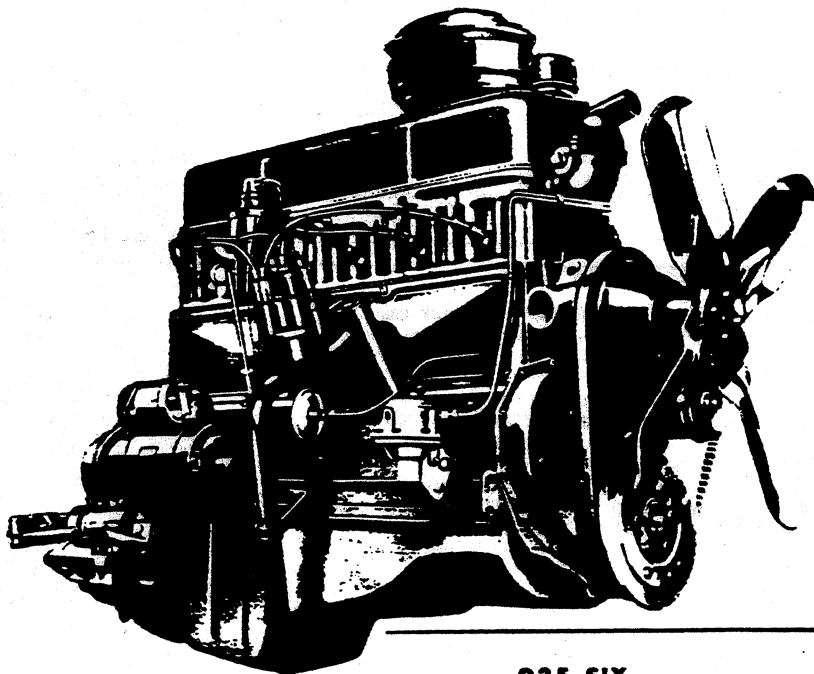
Engine type.....Valve-in-head
 Piston displacement.....235.5 cu in
 Bore & Stroke (nominal)..... $3\frac{9}{16}'' \times 3\frac{15}{16}''$
 Dry Weight (with clutch).....608 lb
 Compression ratio.....8.25 to 1
 Taxable horsepower (SAE).....30.4
 Idling speed—Synchro-mesh trans.....475 rpm
 —Powerglide 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.

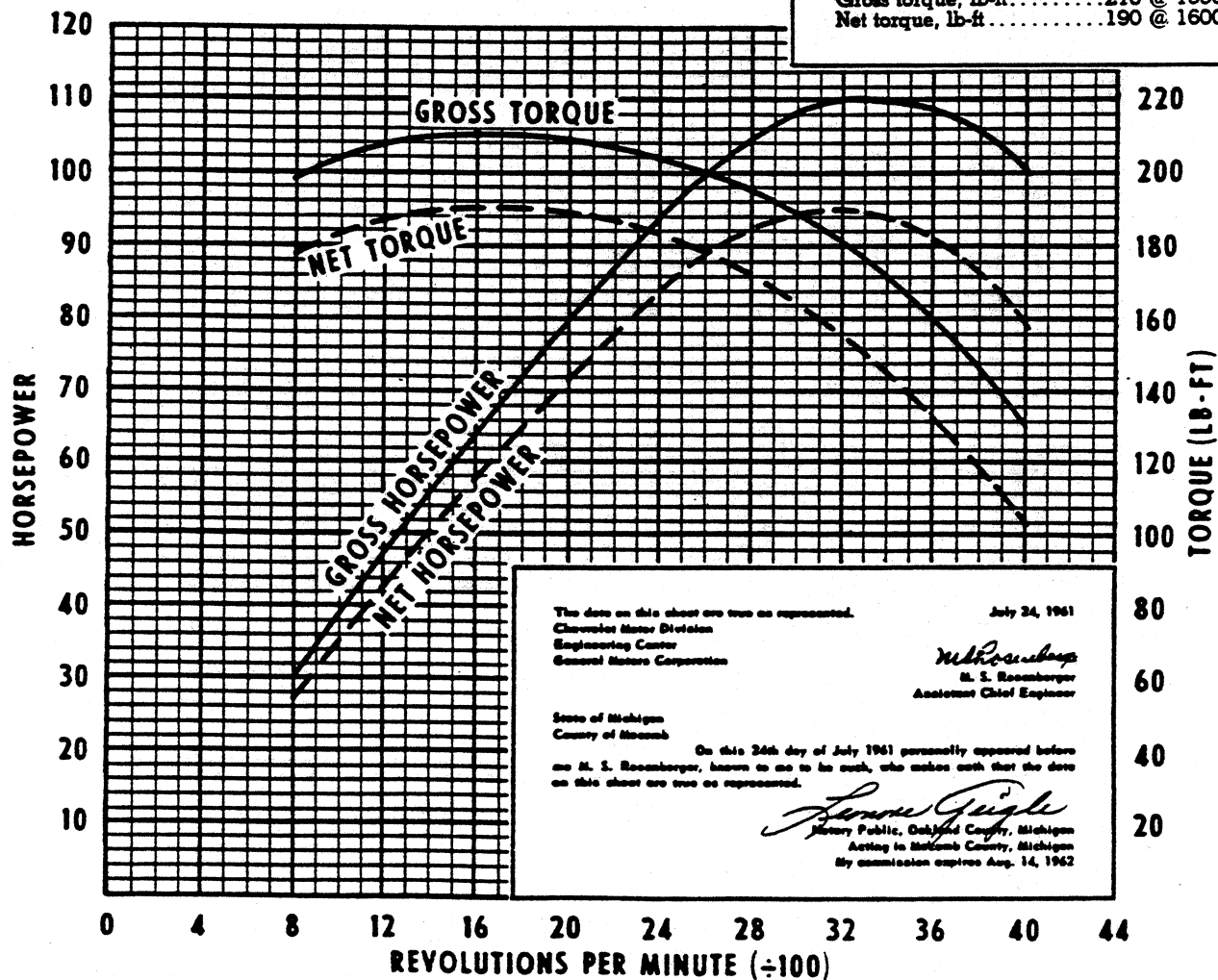
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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



235 SIX (Updraft)

HIGH TORQUE 235 SIX PERFORMANCE

Basic Specifications

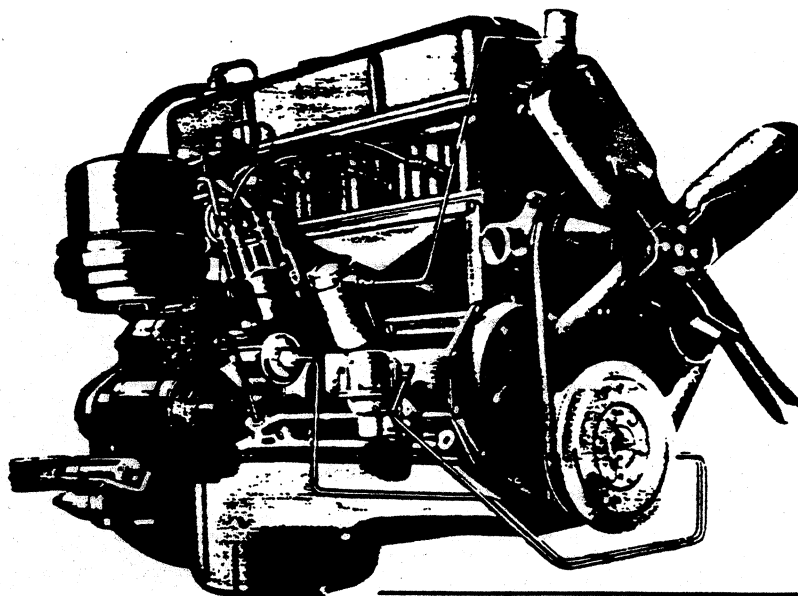
Engine type.....Valve-in-head
Piston displacement.....235.5 cu in
Bore & Stroke (nominal).....3 $\frac{9}{16}$ " x 3 $\frac{15}{16}$ "
Dry Weight (with clutch).....625 lb
Compression ratio.....8.25 to 1
Taxable horsepower (SAE).....30.4
Idling speed—Synchro-mesh trans.....475 rpm
—Hydra-Matic in "drive".....450 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.

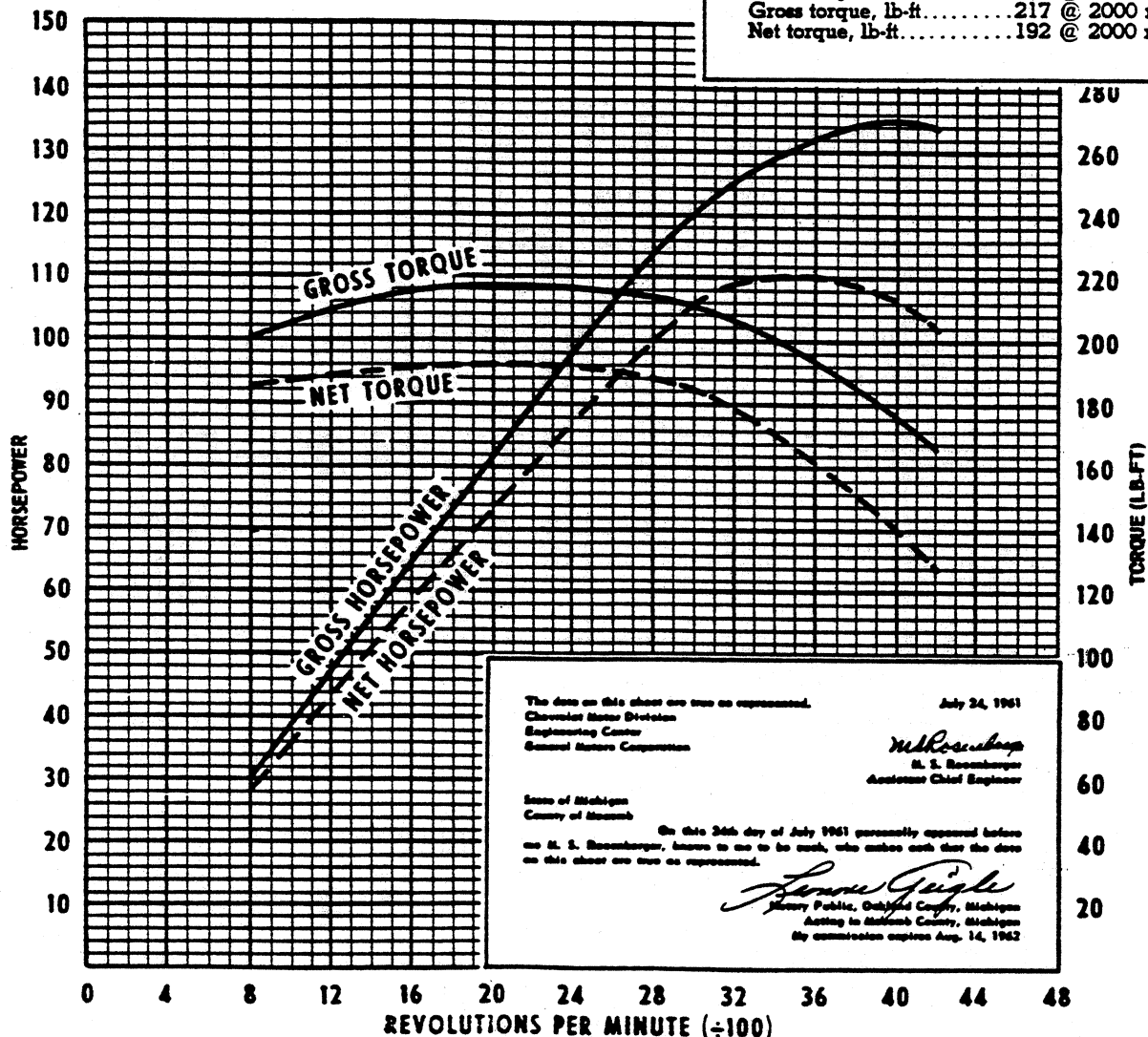
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



HIGH TORQUE 261 SIX PERFORMANCE

Basic Specifications

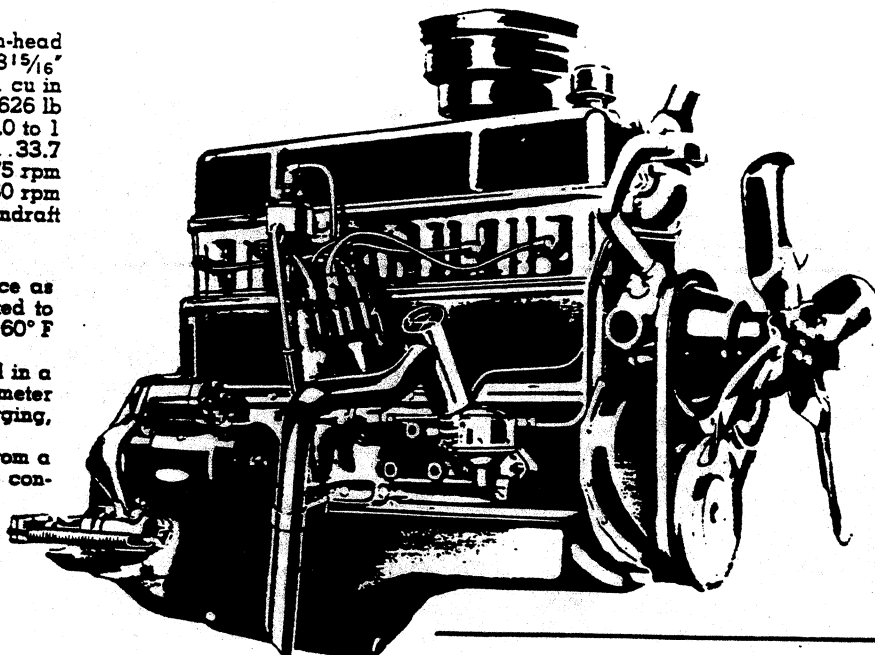
Engine type	Valve-in-head
Bore & Stroke (nominal)	3 3/4" x 3 15/16"
Piston displacement	261 cu in
Dry Weight (with clutch)	626 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	33.7
Idling speed—Synchro-mesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type	Downdraft

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.

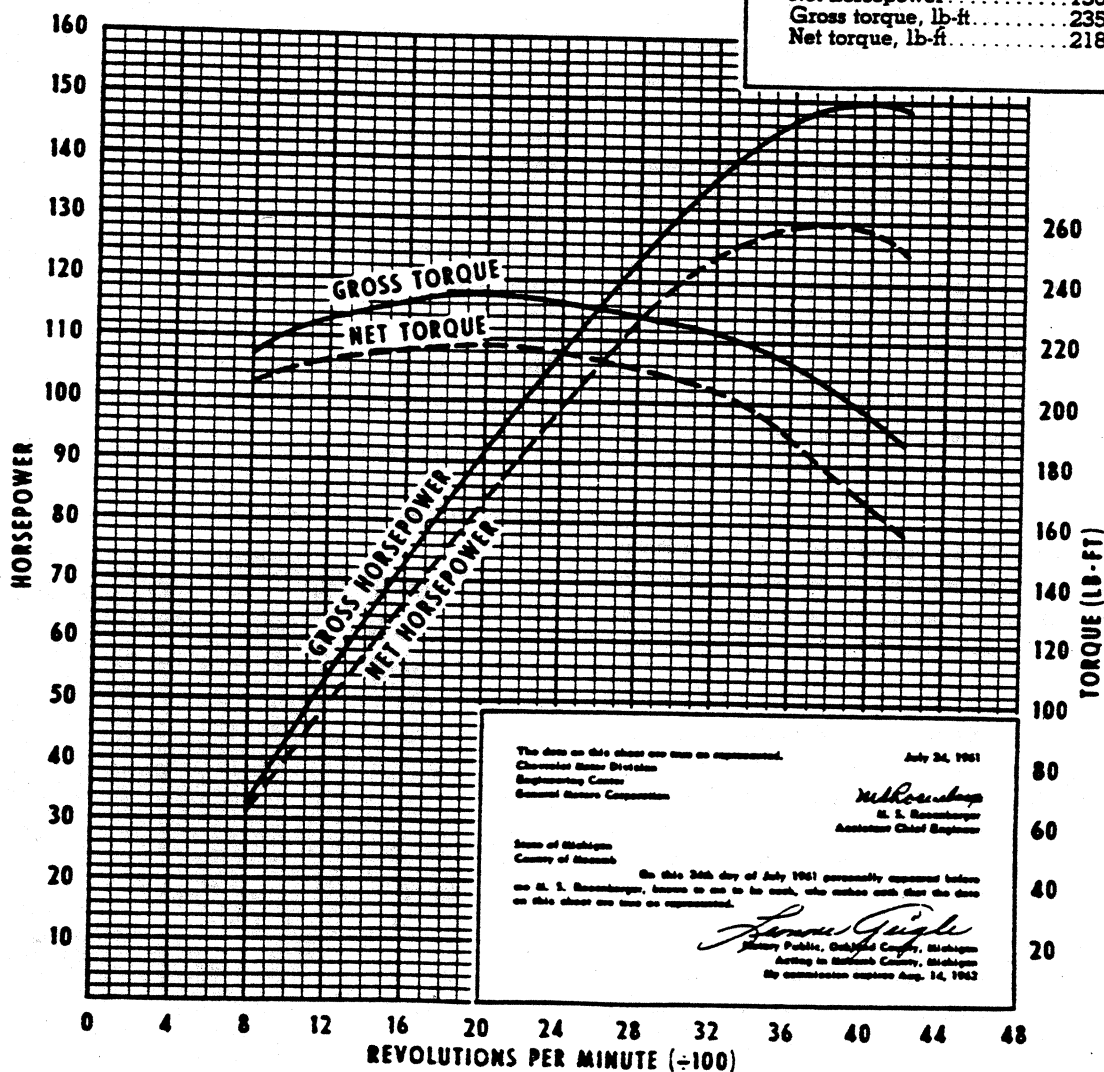
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



The data on this chart are true as represented.

July 24, 1961

Chrysler Motor Division
Engineering Center
General Motors Corporation

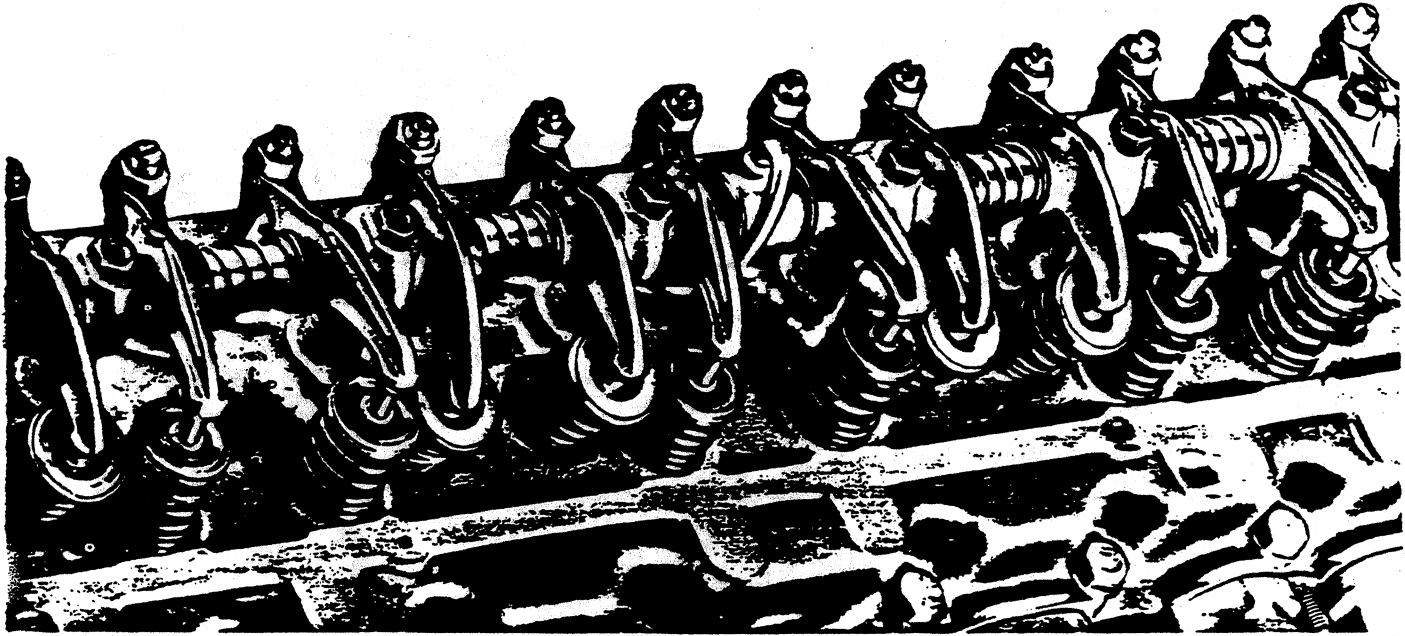
Hubert H. H. H.
H. H. H.
Assistant Chief Engineer

State of Michigan
County of Washtenaw

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

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

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

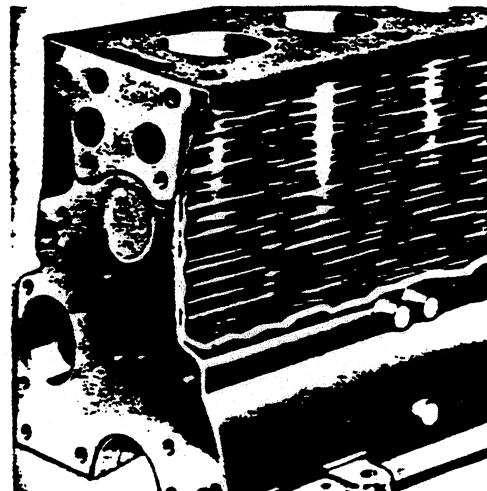
through the engine exhaust pipe. This positive engine-ventilation system is offered as an option for other engines.

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.

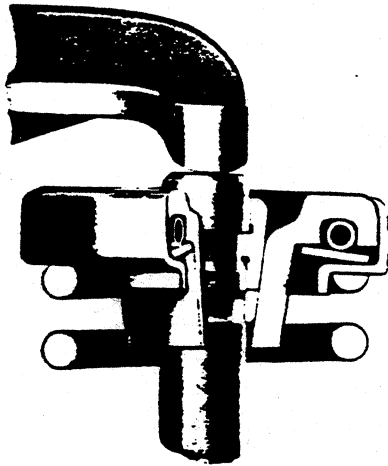


ENGINE FEATURES

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.

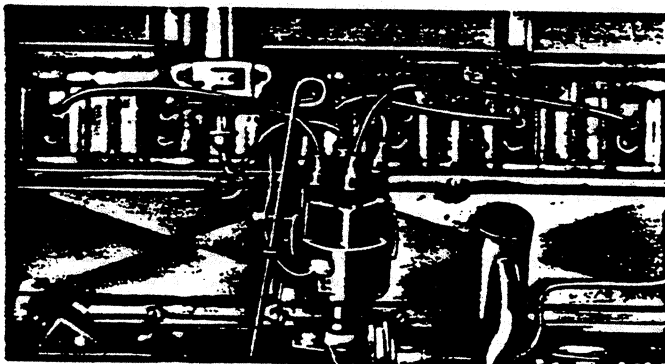
High-alloy inlet valves—261 inlet valves are made of tough high-alloy steel for extra durability at the sustained high engine operating temperatures encountered in truck operation.

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.

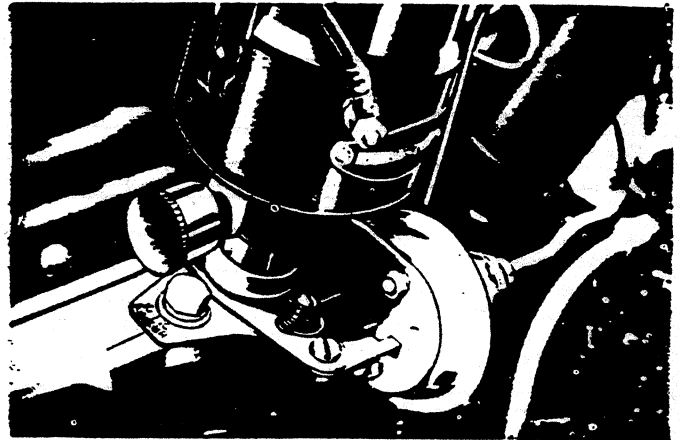


Hard-faced exhaust valves with Rotocoils
—The 261 Six has Stellite-faced exhaust valves to reduce wear and increase valve life. In addition, Series 50 and 60 engines have Rotocoil automatic rotators, which increase valve life as much as 300% by positive, controlled valve rotation that prevents build-up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



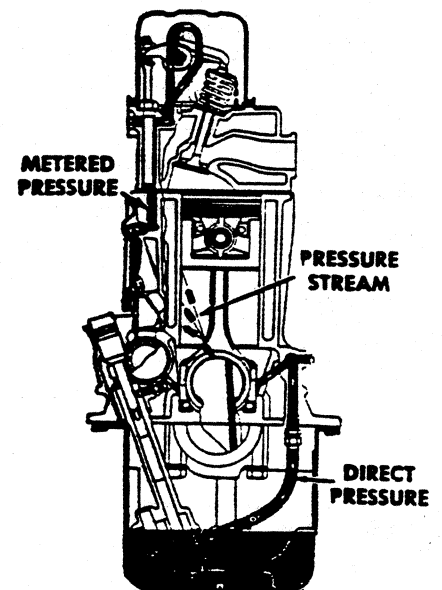
Octane selector—Permits ignition timing to be precisely set for the octane rating of fuel being used, thus getting the most out of every tankful by operating at maximum efficiency and economy.

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.



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) Bearing 2 Bearing 3 Bearing 4	2.156" x 1.12" (2.42 sq in) 2.094" x 0.94" (1.97 sq in) 2.031" x 0.94" (1.91 sq in) 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) Bearing 2 Bearing 3 Bearing 4	2.686" x 1.06" (2.86 sq in) 2.717" x 0.91" (2.46 sq in) 2.747" x 0.98" (2.69 sq in) 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

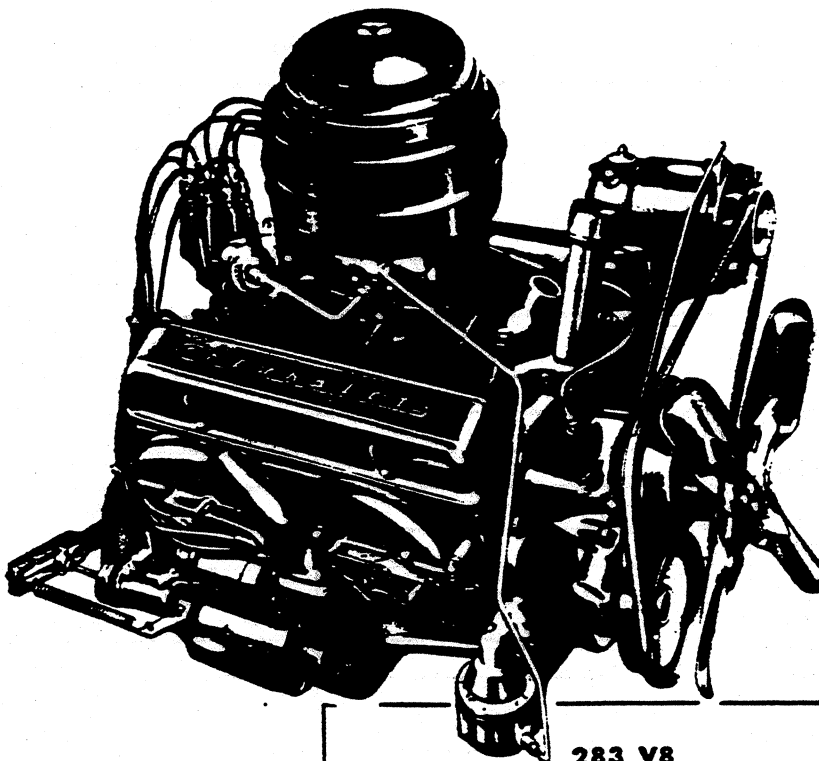
	235 Six	235 Six (Updraft)	261 Six
Piston Rings	two compression, one oil-control ring per piston		
Upper Compression	thickwall, inside bevel		
Lower Compression	thickwall, taper-faced scraper		
Oil-Control	3-piece: 2 flat, spring-steel, chrome-faced rails; 1 formed stainless-steel spacer		
Pistons	cast 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 (Rotocool on Series 50)	none	Rotocool
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

Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & Stroke (nominal)	3 7/8" 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

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.

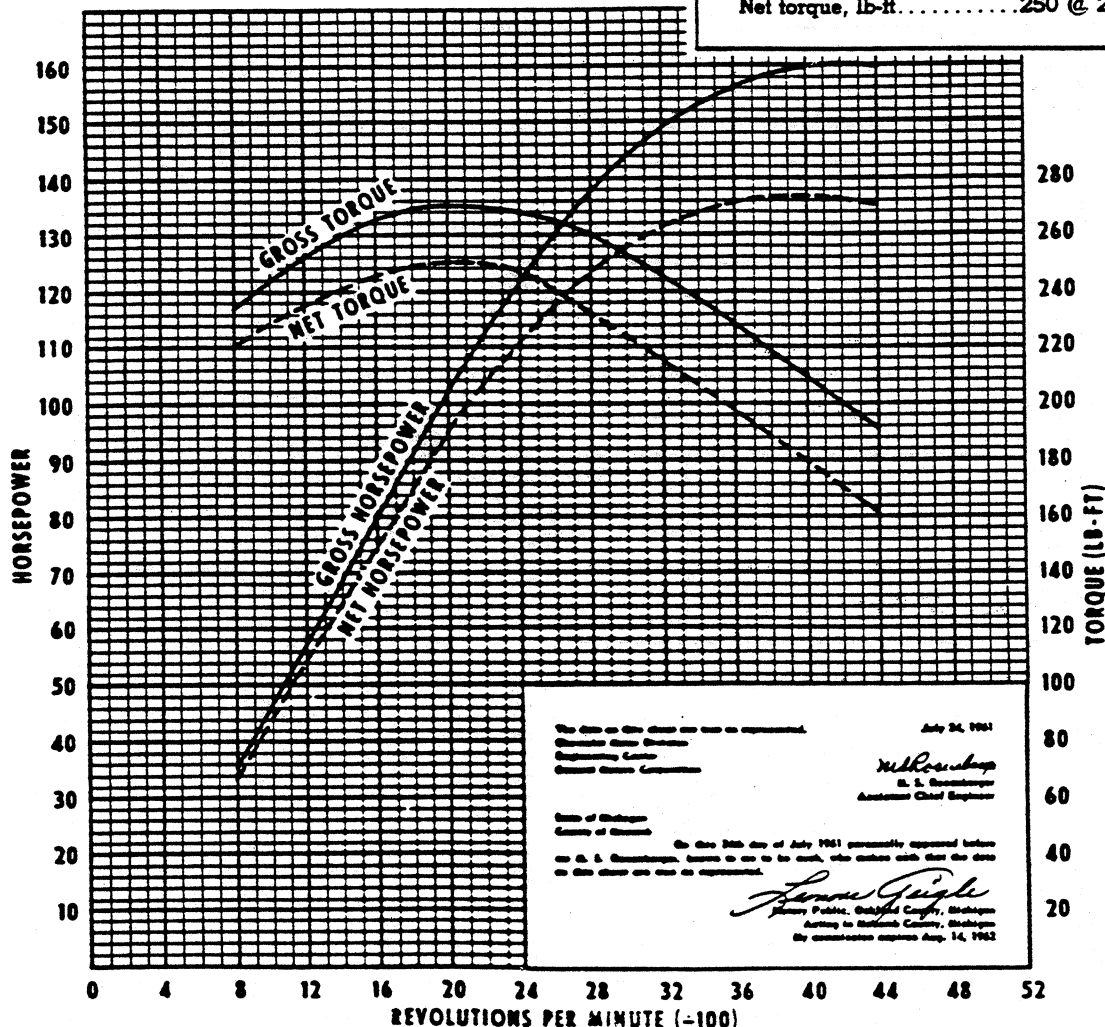
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

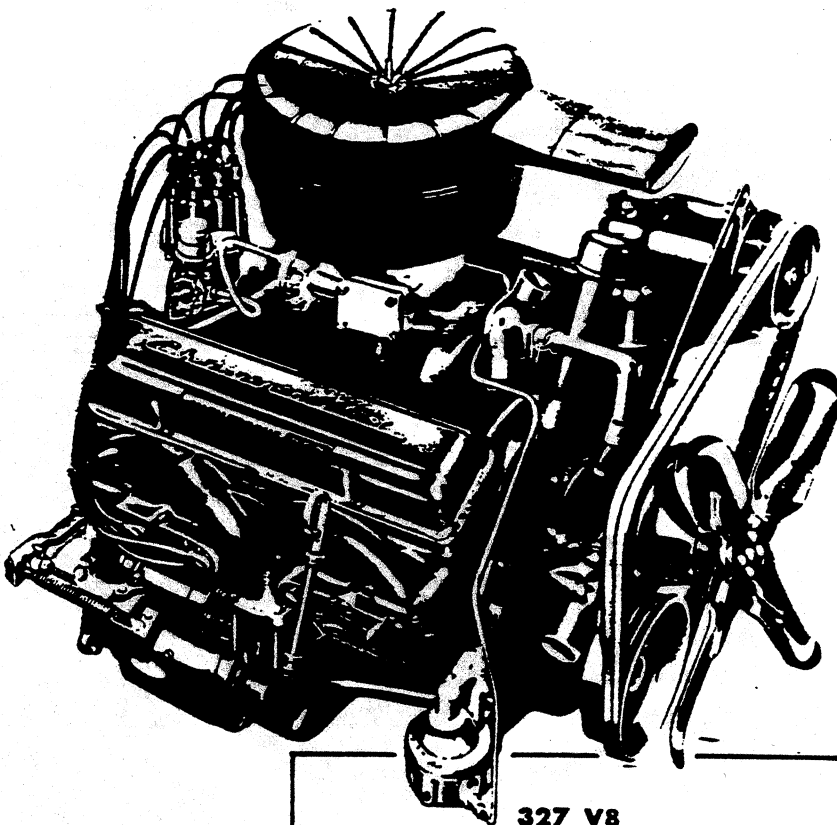
Engine type.....	Valve-in-head
Piston displacement.....	327 cu in
Bore & Stroke (nominal).....	4" x 3 1/4"
Dry Weight (with clutch).....	622 lb
Compression ratio.....	8.0 to 1
Taxable horsepower (SAE).....	51.2
Idling speed—Synchro-mesh trans.....	475 rpm
—Powermatic in "drive".....	450 rpm
Carburetor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

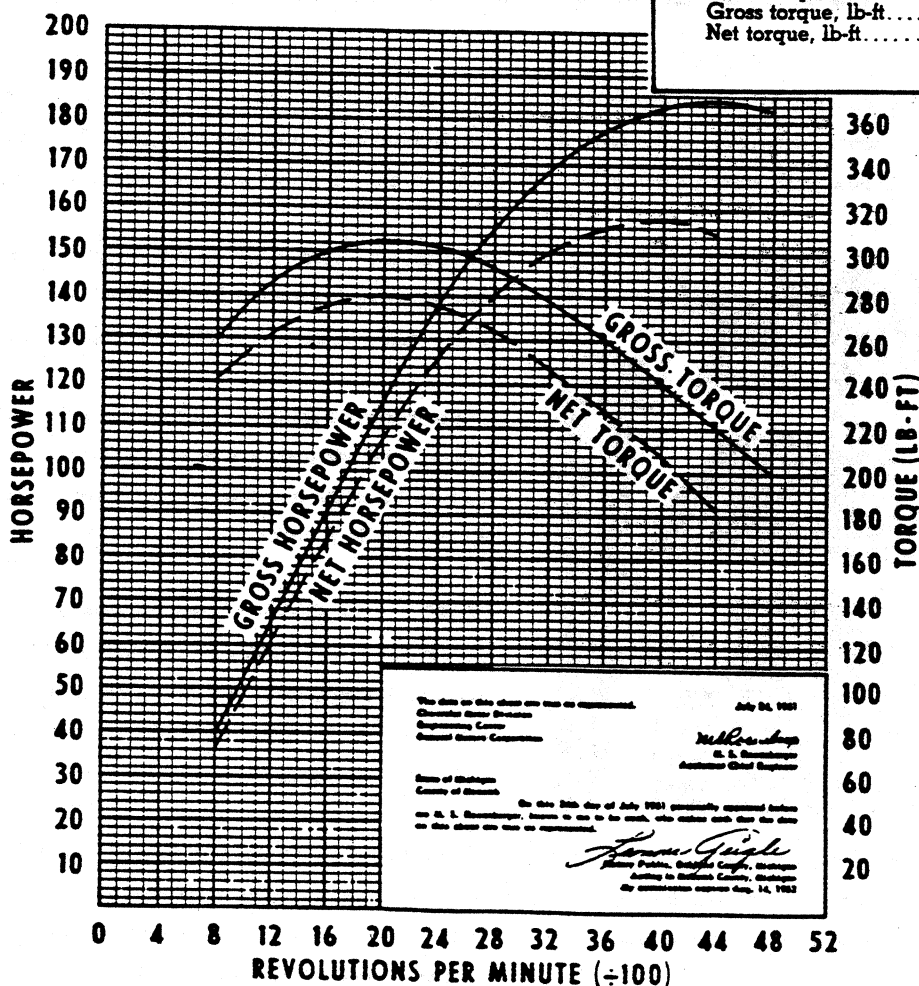
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



327 V8

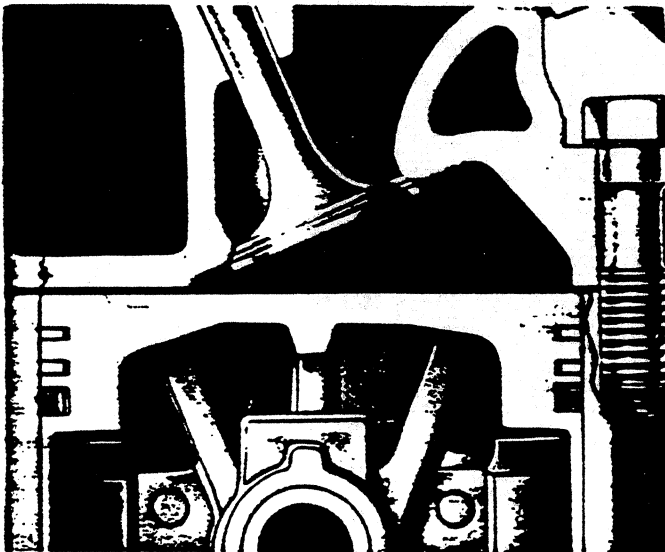
Gross horsepower.....	185 @ 4400 rpm
Net horsepower.....	158 @ 4000 rpm
Gross torque, lb.-ft.....	305 @ 2000 rpm
Net torque, lb.-ft.....	280 @ 2000 rpm



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.

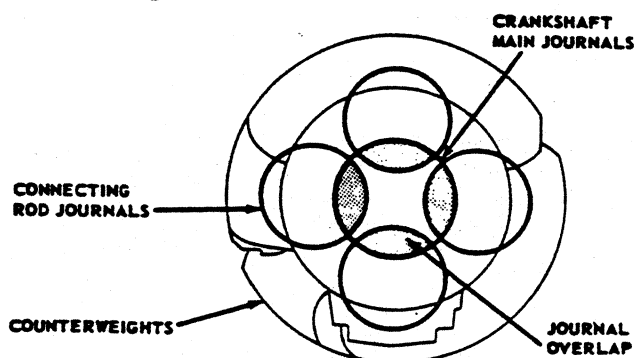
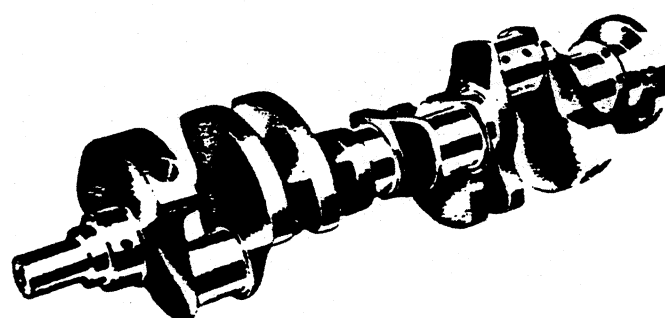
Precision distributor adjustment—Convenient access door in the distributor cap permits precision adjustment of breaker point gap while the engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

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.

83 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 1/4" 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 babbit	
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
Seat Angle	alloy steel	high alloy steel
Lift	untreated	aluminized
Rotators	4.91"	4.91"
Valves, Inlet	1.72"	1.72"
Face	45°	45°
Overall Length	46°	46°
Head Diameter	0.33"	0.40"
Face Angle	road draft	road draft
Seat Angle		
Seat Angle		
Lift		
Ventilation		

HIGH TORQUE 348 V8 PERFORMANCE

Basic Specifications

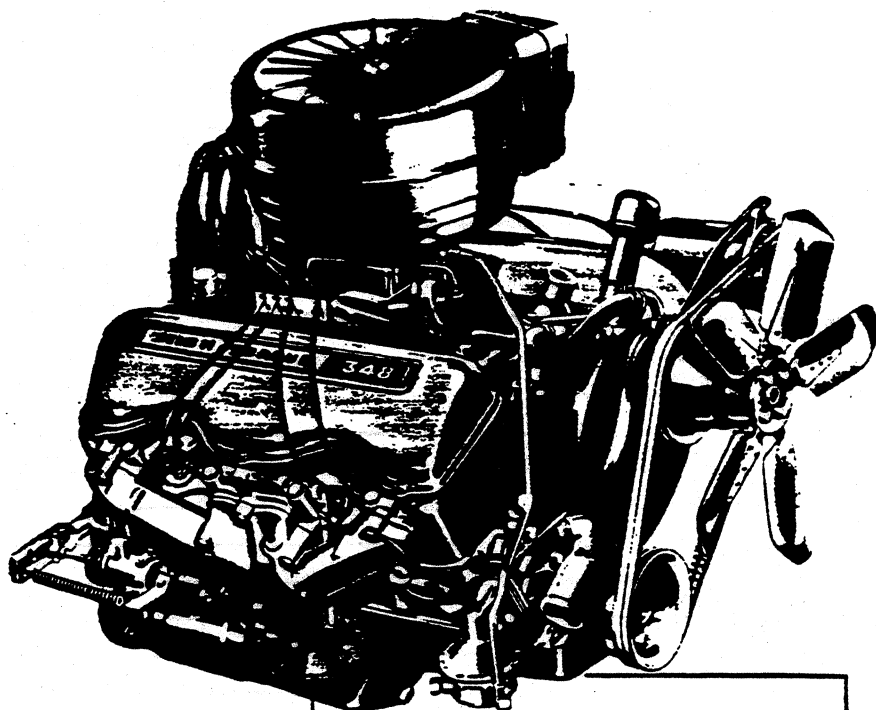
Engine type.....Valve-in-head
 Piston displacement.....348 cu in
 Bore & Stroke (nominal).....4 1/8" x 3 1/4"
 Dry Weight (with clutch).....810 lb
 Compression ratio.....7.75 to 1
 Taxable horsepower (SAE).....54.45
 Idling speed—Synchro-mesh trans.....475 rpm
 —Powermatic in "drive".....450 rpm
 Carburetor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

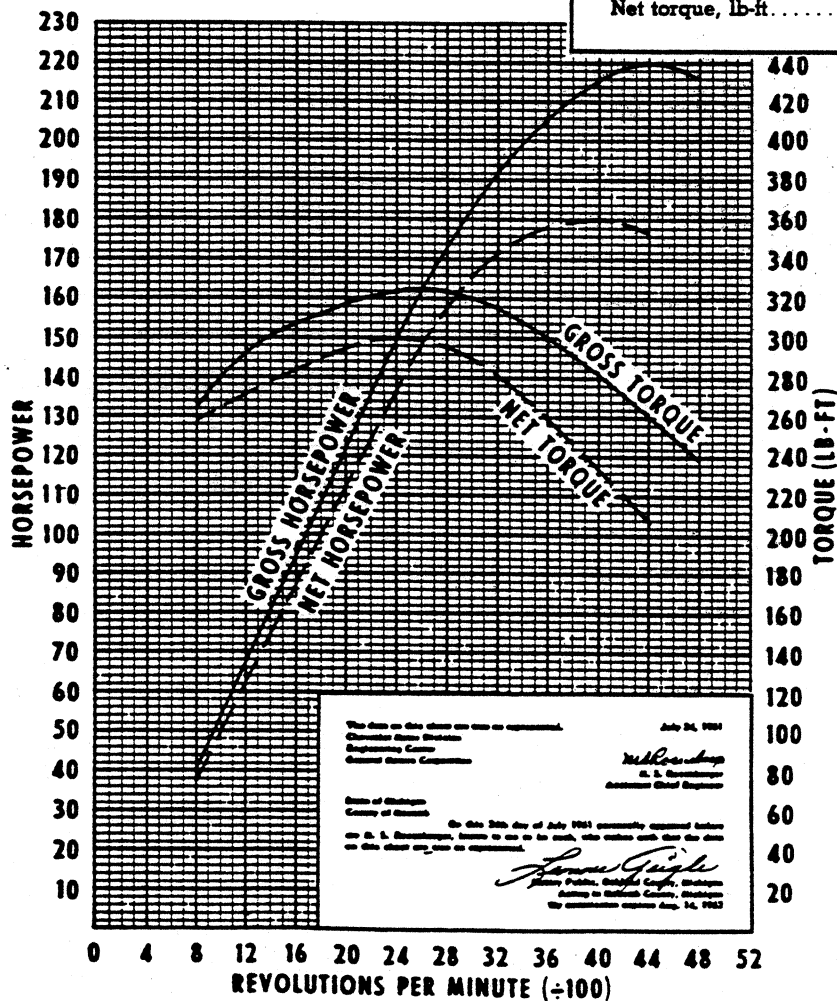
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

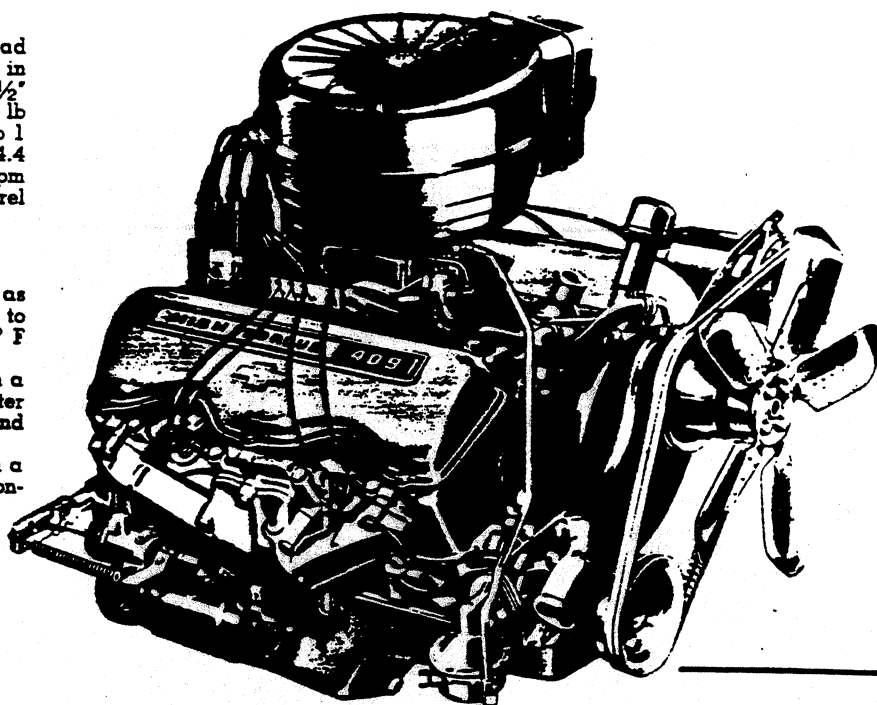
Engine type.....Valve-in-head
 Piston displacement.....409 cu in
 Bore & Stroke (nominal).....4 $\frac{1}{8}$ " x 3 $\frac{1}{2}$ "
 Dry Weight (with clutch).....817 lb
 Compression ratio.....7.75 to 1
 Taxable horsepower (SAE).....74.4
 Idling speed.....475 rpm
 Carburetor type.....4-barrel

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.

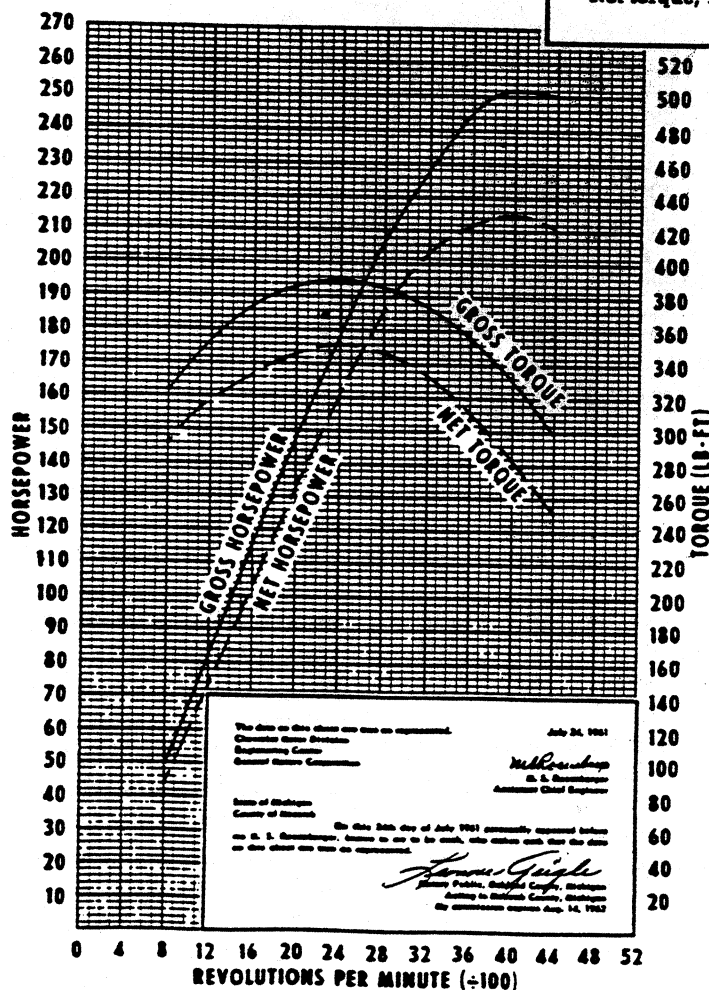
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

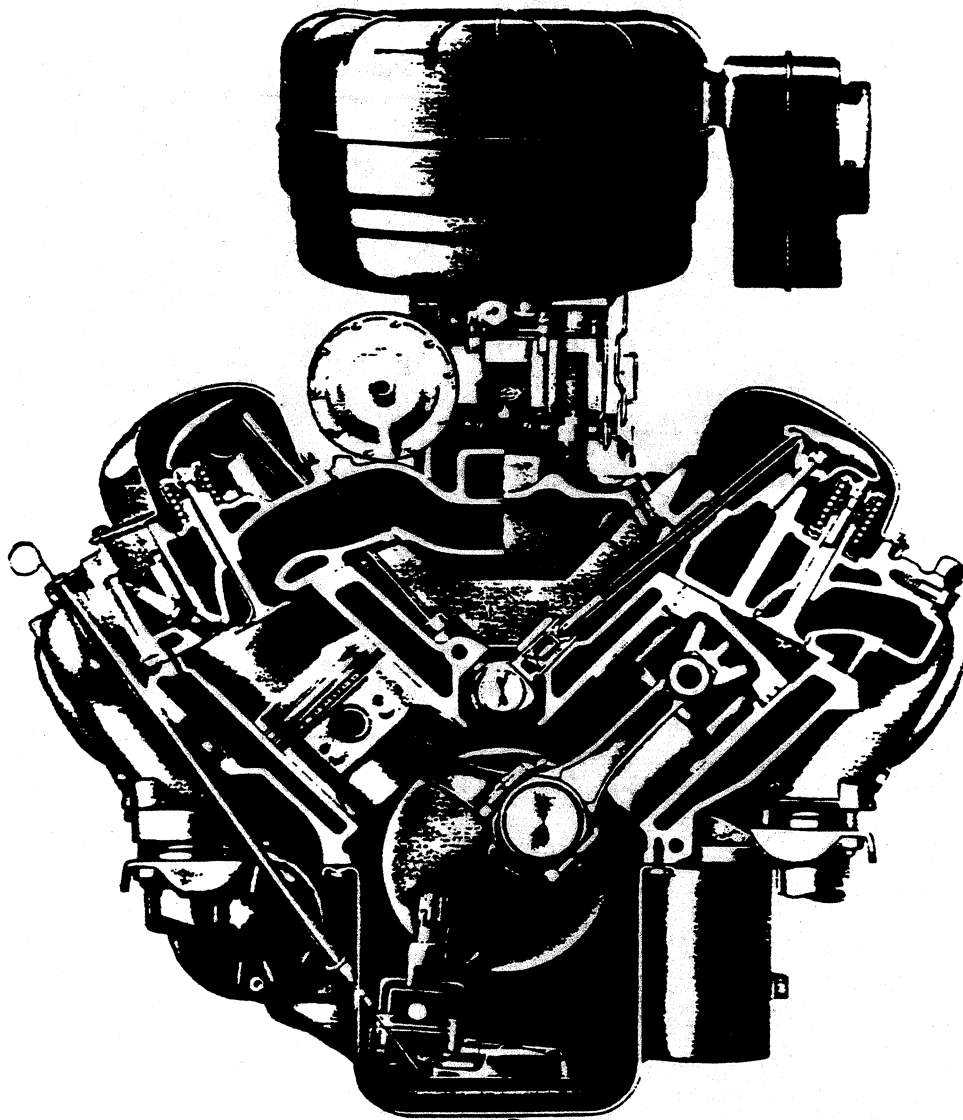


409 V8

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



ENGINE FEATURES



Rotocolls—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.

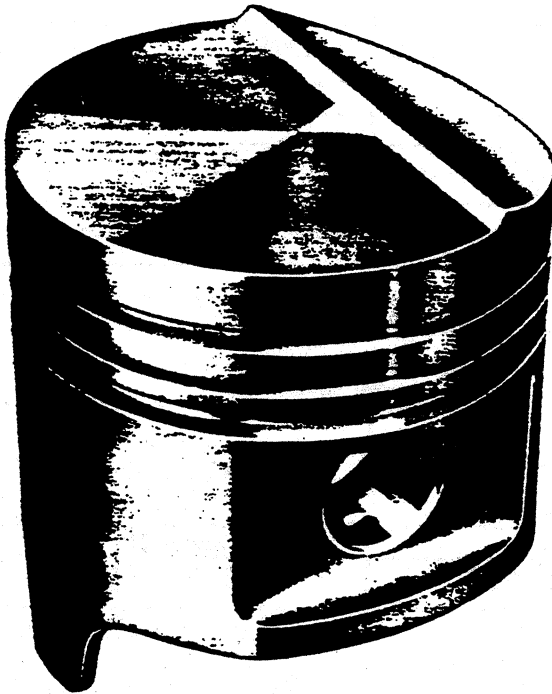
Mercaine bearings—M400 bearings are used on the 348 V8 and specially heat treated M500 bearings on the 409 V8.

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.

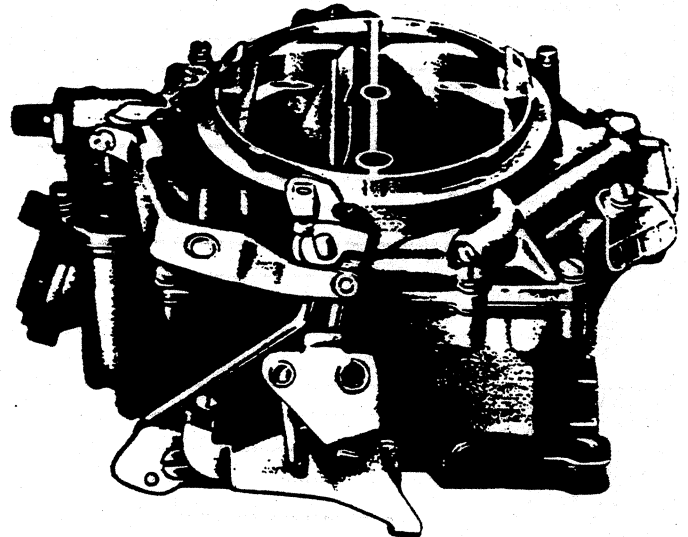
Aero-type valve rockers—Independently mounted and lubricated valve rockers assure dependable performance and long life.

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.

SPECIFICATIONS

	348 V8	409 V8
Basic Description	valve-in-head design	
Displacement	348 cu in	409 cu in
Bore & Stroke	4 1/8" x 3 1/4"	4 5/16" x 3 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 babbit	
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 1.25" (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		
Crankshaft Position	4° BTC	4° BTC
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

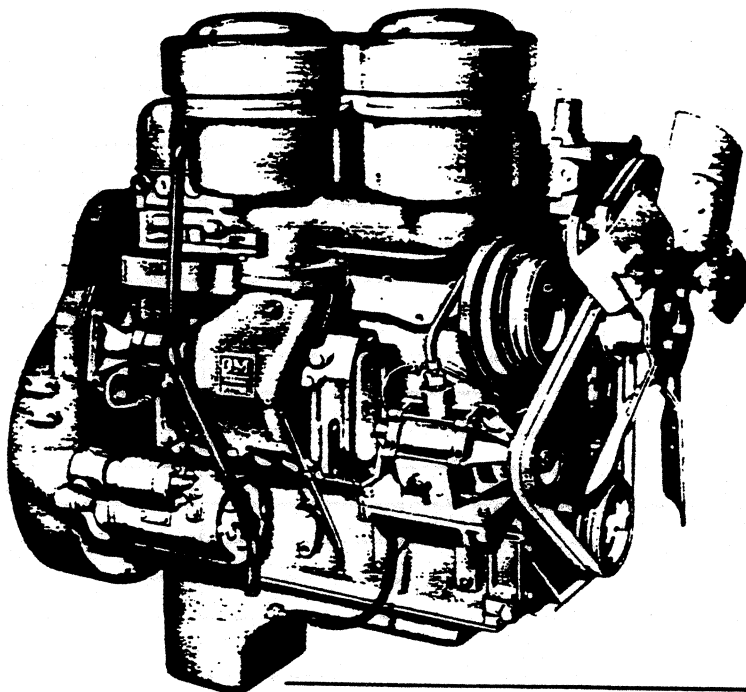
Basic Specifications

Engine type.....In-line 2-cycle diesel
Piston displacement.....212 cu in
Bore & Stroke (nominal)..... $3\frac{7}{8}'' \times 4\frac{1}{2}''$
Dry Weight (with clutch).....1203 lb
Compression ratio.....17 to 1
Idling speed.....450 rpm

Test Procedures

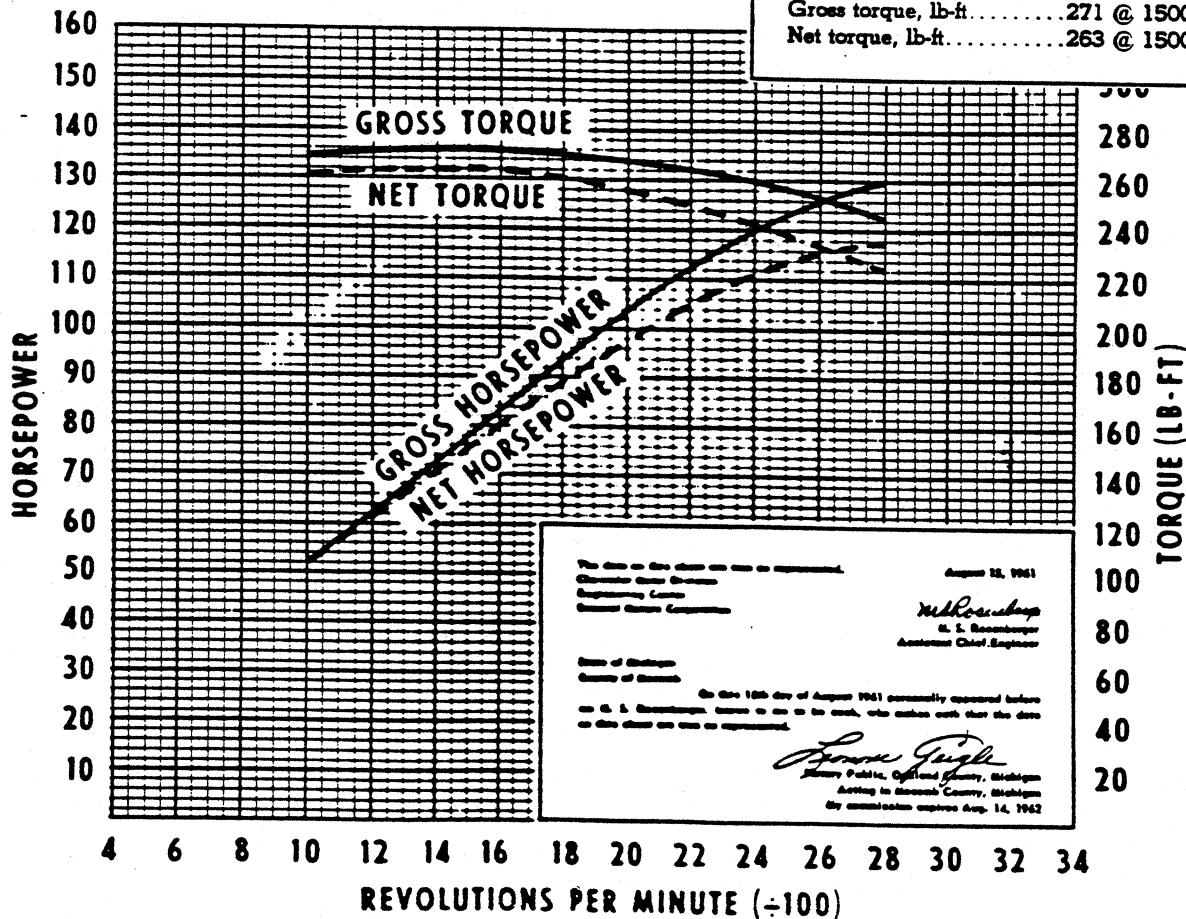
These curves represent performance as obtained from dynamometer test data. These data are corrected to two combinations of barometric pressure and air temperature.

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

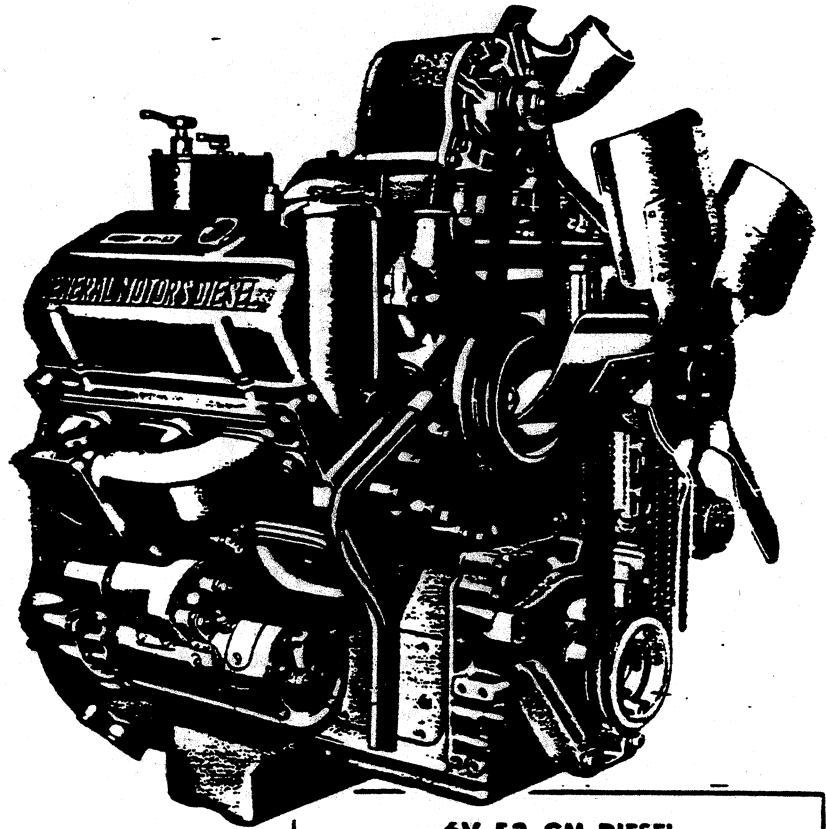
Basic Specifications

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

Test Procedures

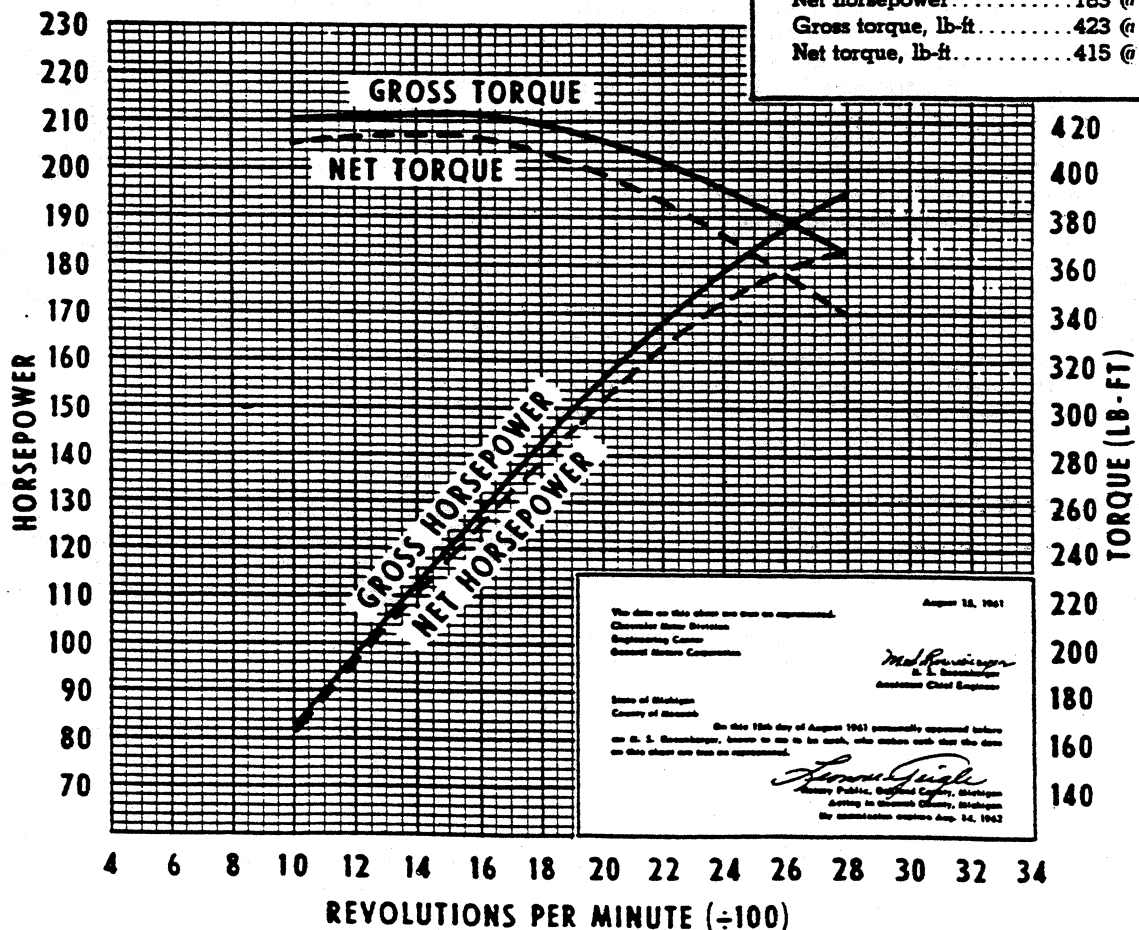
These curves represent performance as obtained from dynamometer test data. These data are corrected to two combinations of barometric pressure and air temperature.

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



The data on this chart are true as represented.
Checked by: Bureau
Engineering Corps
General Motors Corporation

August 15, 1961

Mal Rasmussen
A. L. Rasmussen
Assistant Chief Engineer

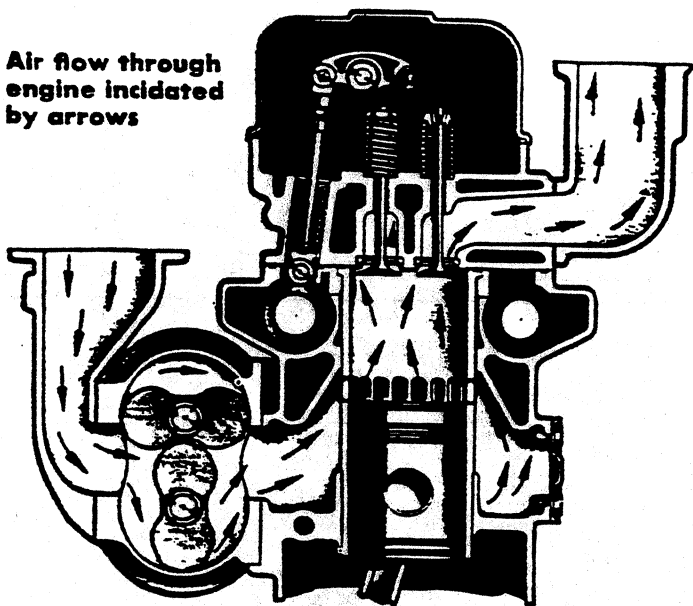
State of Michigan
County of Washtenaw

On this 15th day of August 1961 personally appeared before me R. S. Rasmussen, known to me to be such, who states each that the data on this chart are true as represented.
R. S. Rasmussen
Notary Public, Washtenaw County, Michigan
My commission expires Aug. 14, 1962

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.

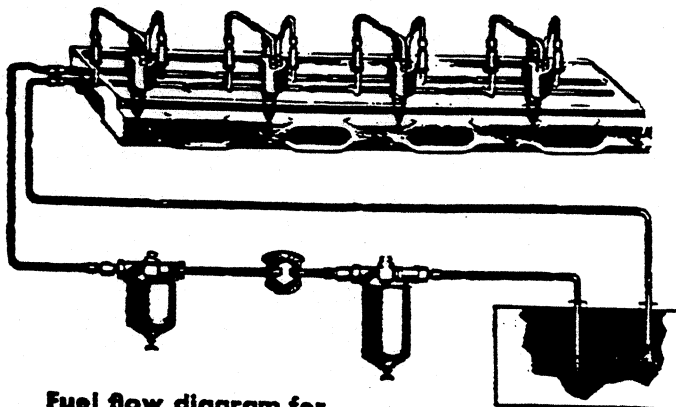
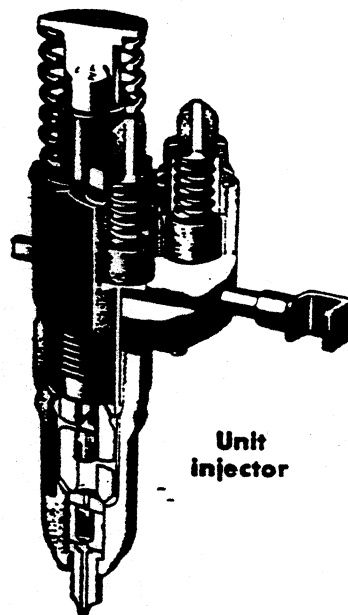
High compression ratio—Higher compression means more efficient use of fuel. The 17 to 1 compression ratio of the GM diesel engines makes them one of the most efficient internal combustion engines ever designed.

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.



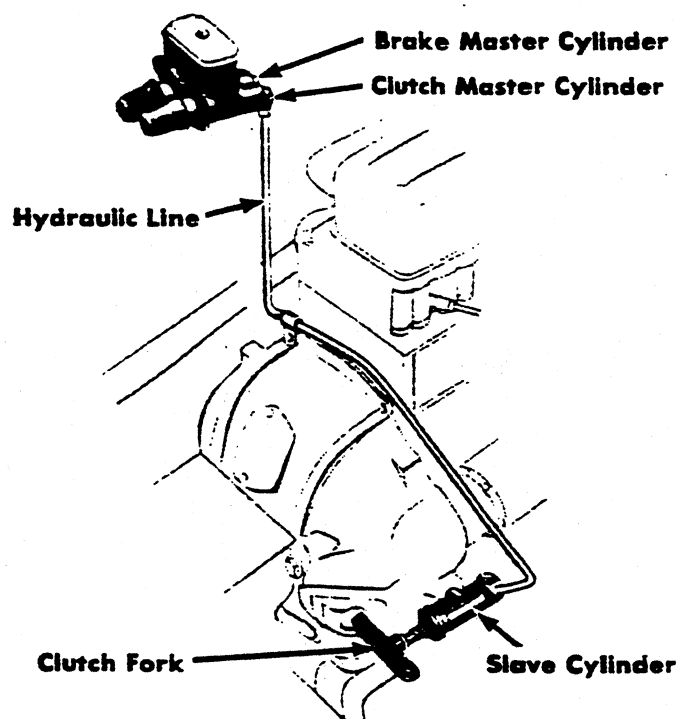
SPECIFICATIONS

	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	

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	Detroit Diesel	
Make	mechanical	
Type	55-70 psi @ 2500-2800 engine rpm	
Pressure Range		
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	95½° ATC	
Exhaust Opens	119 BTC	
Exhaust Closes	pressed in head	
Valve Guides	overhead mechanical; push-rod actuated	
Valve Mechanism	Cast alloy iron; pressed in head	
Valve Seats	high-alloy steel	
Valves, Exhaust	5.55"	
Material	1.09"	
Overall Length	0.248"	
Head Diameter	30°	
Stem Diameter	30°	
Face Angle	0.33"	
Seat Angle (in head)		
List	forced air	
Ventilation		



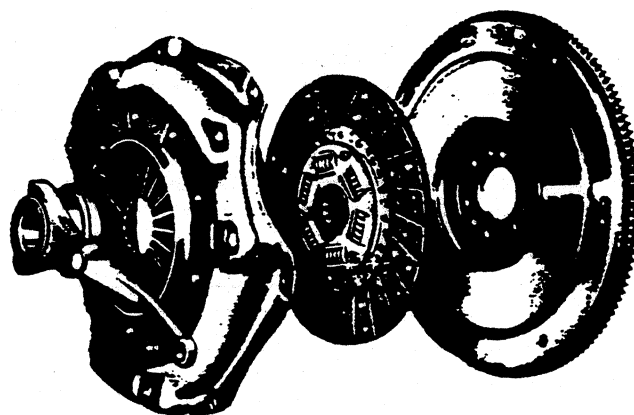
Hydraulic Clutch Control

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.

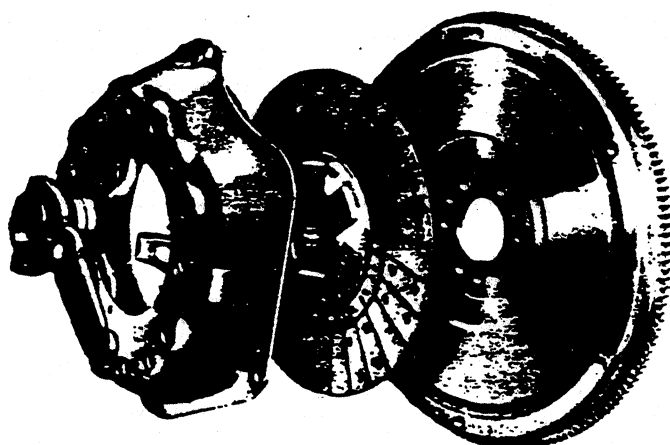
A master cylinder and reservoir (integral with the brake master cylinder housing) contain hydraulic fluid which is forced through the hydraulic line when the clutch pedal is depressed. The fluid pressure actuates the slave cylinder which moves the clutch fork, releasing the clutch. Releasing the clutch 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 $\frac{7}{8}$ "	12 $\frac{7}{8}$ "	13 $\frac{3}{4}$ "
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 $\frac{1}{8}$	11 $\frac{1}{8}$	11 $\frac{1}{8}$	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		
Cab Models			C10	Inside frame, behind rear axle	20.0
C10 thru C60	In cab, back of seat.....	18.5 a	K10	Outside left frame side rail...	17.0
K10, K20	In cab, back of seat.....	18.5 a	C30	Outside left frame side rail...	20.0
C80, L80, M80	In cab, back of seat.....	20.5	Forward-Control Models		
D60	In cab, back of seat.....	20.5	F10	Inside frame, behind rear axle	20.0
E80, U80	On top of frame side rail....	30.0	F23, F33	Outside right frame side rail..	15.5
L50, L60	In cab, back of seat.....	18.5 a	F25, F26,		
T60, T80	Outside right frame side rail..	18.0	F35, F36	Outside right frame side rail..	18.0 b
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	cellular	19.0	21.4	2.00	405	17★	7	4 x 19
		261	cellular	19.9	21.4	2.47	469	17.5	7	4 x 19
	Powerglide	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	2.00	407	17	7	4 x 18
	Powerglide	235	cellular	20.7	19.7	2.47	407	17.5	7	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	cellular	19.9	23.6	2.00	470	17.5★	7	4 x 19
		261	cellular	19.9	21.4	2.47	469	17.5	7	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	261, 327	cellular	24.7	23.6	2.00	583	18★	7	4 x 20
	Powermatic	261, 327	tube & center	24.7	23.6	2.62	581	21★	9	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	261, 327	cellular	19.9	23.6	2.47	470	25.5★	7	5 x 20
	Powermatic	327	tube & fin	22.0	28.7	2.88	632	31	9	5 x 20
C80, L80, M80	Synchro-mesh	348	tube & center	29.0	23.6	1.75	684	30	9	5 x 20
		409	tube & center	29.0	23.6	2.62	684	30	9	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	tube & fin	24.0	28.7	2.25	689	37.5	9	5 x 20
		409	tube & fin	24.0	28.7	2.88	689	37.5	9	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.

