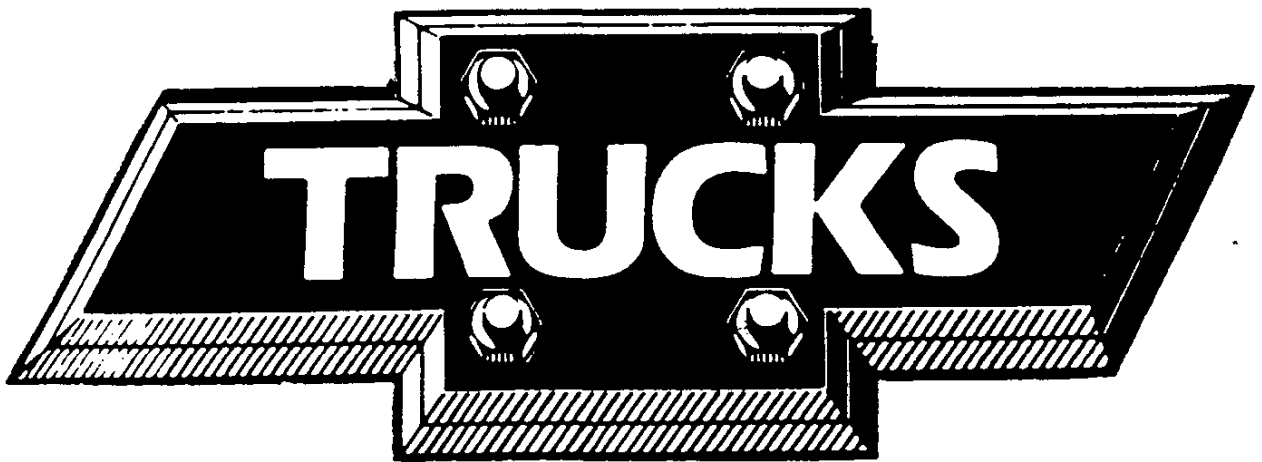


CHEVROLET



1963

2

1

Pickups

SELECTOR

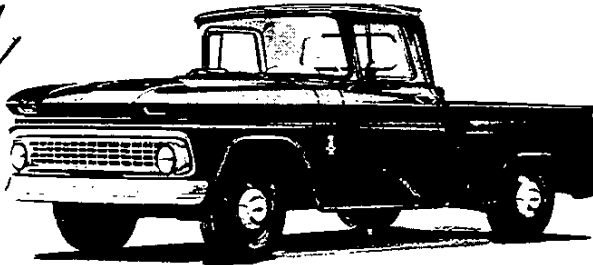
ORIGINAL COPY
1963



8 1/2-ft Rampside 95 Body

Inside Length..... 105 7/8"
 Inside Width..... 61 1/4"
 Inside Height..... 15 1/8" - 29 1/8"

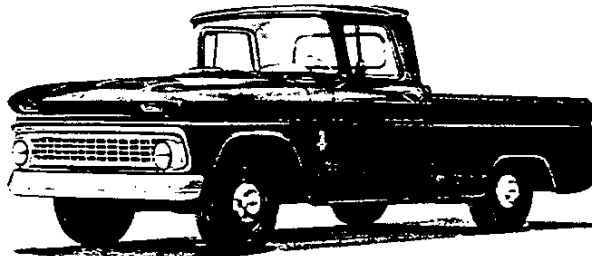
Maximum Rated Payload	Model	Pages
1850 lb	R1254	2-3



6 1/2-ft Stepside Body★

Inside Length..... 78 1/8"
 Inside Width..... 50"
 Inside Height..... 17 1/2"

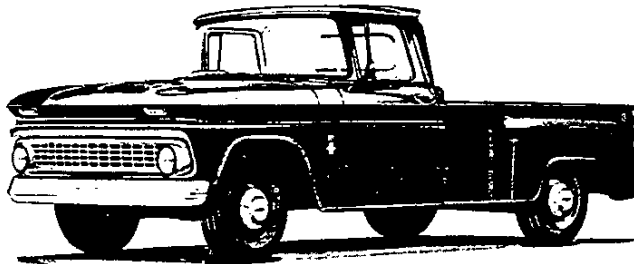
Maximum Rated Payload	Model	Pages
1550 lb	C1404	4-5



6 1/2-ft Fleetside Body★

Inside Length..... 78 1/8"
 Inside Width..... 72"
 Inside Height..... 19 1/8"

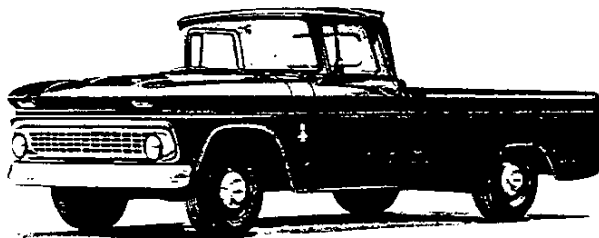
Maximum Rated Payload	Model	Pages
1500 lb	C1434	6-7



8-ft Stepside Body★

Inside Length..... 98"
 Inside Width..... 50"
 Inside Height..... 17 1/2"

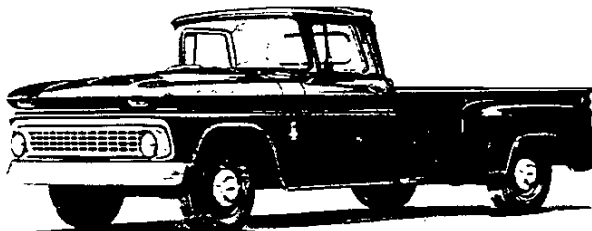
Maximum Rated Payload	Model	Pages
1450 lb	C1504	8-9
3550 lb	C2504	12-13



8-ft Fleetside Body★

Inside Length..... 98"
 Inside Width..... 72"
 Inside Height..... 19 1/8"

Maximum Rated Payload	Model	Pages
1400 lb	C1534	10-11
3500 lb	C2534	14-15



9-ft Stepside Body

Inside Length..... 108 1/4"
 Inside Width..... 50"
 Inside Height..... 17 1/2"

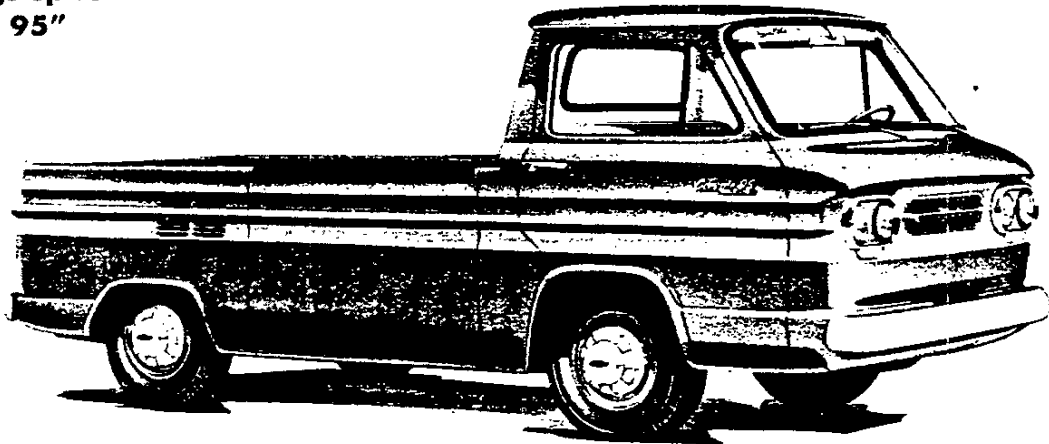
Maximum Rated Payload	Model	Pages
3700 lb	C3604	16-17

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★ Also see 4-Wheel Drive section.
 ➤ Indicates revised specifications

MODEL R1254 PICKUP (Rampside)

GVW Ratings up to 4600 lb
Wheelbase: 95"



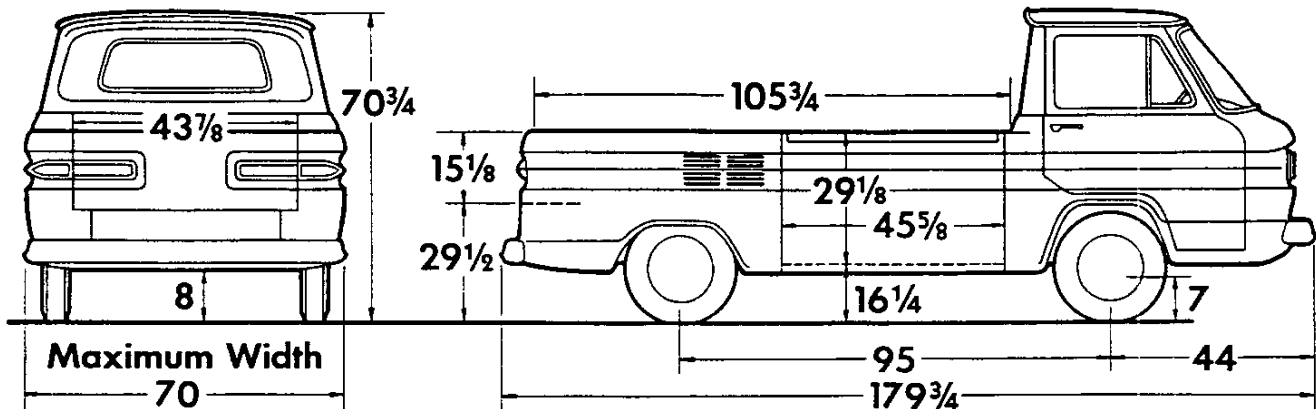
STANDARD EQUIPMENT

Air Cleaner: Two; oil-wetted polyurethane element
Axle, Rear: Hypoid; ratio 3.89. See *Suspension, Rear*
Battery: 12-Volt; 54-plate; capacity 40 amp-hr
Body: Rampside; see *Cab & Bodies*
Brakes, Service: Hydraulic; self-adjusting
 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
Cab: Corvair 95; see *Cabs & Bodies*
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: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan, oil pressure, engine temperature, direction signal and high beam indicator
Direction Signals: Front and rear
Engine: 145 Six; positive crankcase ventilation
 Gross horsepower..... 80
 Gross torque, lb-ft..... 128
Filter, Fuel: At carburetor; porous sintered bronze
Filter, Oil: Full-flow; 1 pint; replaceable element

Frame: Unitized body-frame construction
Generator: 30 amp DC; normal cut-in
GVW Plate: 4600 lb
Lights: Head, parking, tail, stop, license plate; dome, instrument panel
Mirror: Inside
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
Tank, Fuel: Under seat; capacity 18.6 gallons
Tires: Five tubeless 7.00-14/4PR front, single rear and spare
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed synchromesh; ratios 3.50, 1.99, 1.00, 3.97 (rev)
Wheels: Five 14" x 5.0"; attachment, 5 studs on 4 $\frac{3}{4}$ " circle; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1375	1410	2785	39%	61%

MODEL R1254 PICKUP

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	7.00-14/4PR	7.00-14/4PR
1850 lb	4600 lb	Standard	7.00-14/6PR	7.00-14/6PR

OPTIONAL EQUIPMENT

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

Air Cleaner: Pre-oil bath..... K47
Axle, Positraction Rear..... G81
Custom Chrome: Includes front and rear chromed bumpers and hub caps V37
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; rear engine grille..... Z60

Floor, Level Pickup Box..... E82
Generator: 35 amp, low cut-in..... K71
Glass, Laminated:
 For door windows..... A09
Heater & Defroster:
 Gasoline operated..... C45
 Direct air..... C40
Mirror, Exterior: 3¼-inch fixed arm
 Left side..... D32
 Left and right sides..... D32
 West Coast type Jr..... D29

Paint, Exterior: See *Colors* section
Radio: Manual control..... U60
Shock Absorbers: Heavy-duty; front FS1
Transmission:
 4-speed synchromesh..... M20
 Powerglide..... M35
Wheel Covers..... P01
Windshield Wipers & Washer:
 Electric; 2-speed wipers..... C14

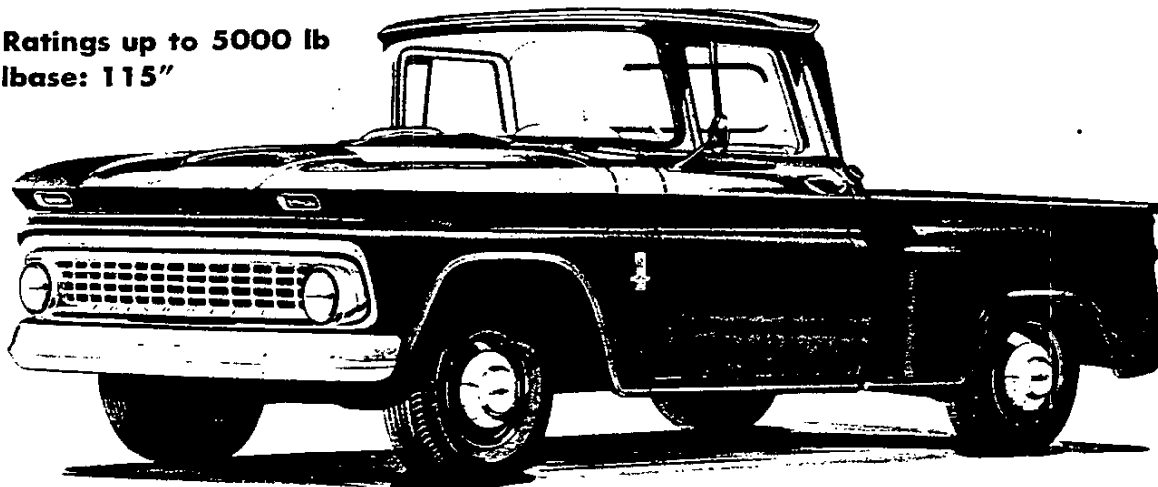
TIRE & DISC WHEEL COMBINATIONS

Tire Size	Tire Capacity (lb ea)	Rim Width	Option Numbers	
			Highway Tread	
			Regular	Nylon
TUBELESS				
7.00-14/4PR blackwall♦	975	5.0"	Std	—
7.00-14/4PR whitewall♦	975	5.0"	R20	—
7.00-14/6PR blackwall♦	1065	5.0"	R21	—
7.00-14/6PR whitewall♦	1065	5.0"	R22	—
7.00-14/6PR blackwall♣	1180	5.0"	R24	—
7.00-14/8PR blackwall♣	1400	5.0"	R25	—

♦Passenger car type
 ♣Truck type

MODEL C1404 PICKUP (6¹/₂-Ft Stepside)

GVW Ratings up to 5000 lb
Wheelbase: 115"



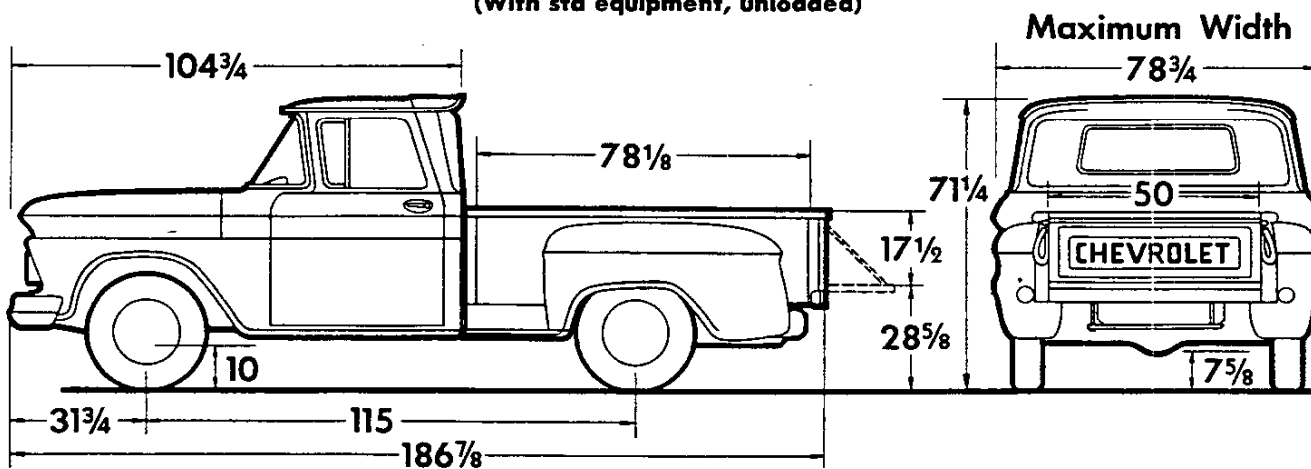
STANDARD EQUIPMENT

Air Cleaner: Oil wetted; polyurethane element
Axle, Rear: Hypoid semi-floating type; ratio 3.73; capacity 3500 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Stepside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic
 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
Cooling: Capacity 11 qt; 1¹/₄" radiator core, 314-sq-in area; 13-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
Direction Signals: Front and rear
Engine: 230 Six; positive crankcase ventilation
 Gross horsepower.....140
 Gross torque, lb-ft.....220

Exhaust System: Single pipe & aluminized muffler
Fenders: Front and rear
Filter, Fuel: Screen in fuel tank
Filter, Oil: Full-flow; 1-quart; throw-away type
Frame: 39,000-lb-test steel; section modulus 2.98
Generator: 37 amp Delco-tron
GVW Plate: 5000 lb
Lights: Head, parking, tail, stop; dome, instrument panel
Mirror, Exterior: Left side; 6¹/₄" fixed arm
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; 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
Tank, Fuel: Back of seat in cab; capacity 19 gallons
Tires: Five tubeless 6.70-15/4PR front, single rear and spare
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
Wheels: Five 15" x 5.0"; attachment, 6 studs on 5¹/₂" circle; spare carrier under frame; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1950	1375	3325	1%	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	4100 lb	Standard	6.70-15/4PR	6.70-15/4PR
1100 lb	4400 lb	Standard	7.10-15/4PR	7.10-15/4PR
1450 lb	4800 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1550 lb	5000 lb	2000-lb rear springs	7-17.5/6PR	7-17.5/6PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

<p>➔ Air Cleaner: Oil bath; capacity 2 pints; for 230 and 292 engines only; not available with vacuum power brakes..... K48</p> <p>Axle, Positraction Rear: Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or 3.07 ratio rear axle..... G80</p> <p>Axle, Rear: Capacity 3500 lb Ratio 3.07; not available with Powerglide transmission..... H01</p> <p>Ratio 4.11; not available with maximum economy equipment..... H04</p> <p>Battery: Heavy-duty; 70 amp-hr... T60</p> <p>Brakes, Vacuum Power..... J70</p> <p>Bumper, Painted Rear: For use only with std painted front bumper.. V38</p> <p>Carrier, Spare Wheel: Side mounted..... P13</p> <p>Clutch: Dia 11"; for 230 engine... M01</p> <p>Custom Equipment: See Cabs & Bodies Section for description</p> <p>Appearance Option..... Z61</p> <p>Chrome Option..... V37</p> <p>Comfort Option..... Z62</p> <p>Economy Equipment: Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only..... Z54</p>	<p>Engine: 292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery.... L25</p> <p>283 V8; includes 11" clutch..... L32</p> <p>Gauges: Ammeter, engine temperature, oil pressure..... Z53</p> <p>Generator: 42 amp Delcotron..... K79</p> <p>52 amp Delcotron..... K82</p> <p>62 amp Delcotron..... K81</p> <p>Glass, Laminated: Door windows only; includes metal frames..... A09</p> <p>Glass, Soft Ray: Windshield only..... A11</p> <p>All windows..... A11</p> <p>Governor: Not available with Powerglide</p> <p>230 engine: 1850-3000 rpm..... K37</p> <p>2600-3600 rpm..... K37</p> <p>283 engine: 2400-3600 rpm..... K37</p> <p>3000-3800 rpm..... K37</p> <p>292 engine: 1900-2900 rpm..... K37</p> <p>2700-3600 rpm..... K37</p> <p>Heater & Defroster: De Luxe.... C42</p> <p>Recirculating C43</p> <p>Hooks, Towing: Front..... V76</p> <p>Locks: Right door..... A97</p> <p>Side wheel carrier..... A97</p>	<p>Mirror, Rearview: Exterior Left; 17¼" swinging arm..... D32</p> <p>Right; 17¼" swinging or 6¼" fixed arm D32</p> <p>West Coast type Jr..... D29</p> <p>West Coast type Sr..... D30</p> <p>Paint, Exterior: See Colors section</p> <p>Radiator: Heavy-duty..... V01</p> <p>Radio: Manual control..... U60</p> <p>Seat, Bostrom: Driver only..... A55</p> <p>Driver seat plus 2-man seat..... A55</p> <p>Seat, Full-Depth Foam..... Z52</p> <p>Shock Absorbers: Heavy-duty Front and rear..... F51</p> <p>Rear only..... F51</p> <p>Springs, Auxiliary Rear: Capacity 500 lb each..... G60</p> <p>Springs, Rear: Capacity 2000 lb each..... G50</p> <p>Tachometer: Electric; for 283 engine only; includes optional gauges. U16</p> <p>Tank, Fuel: Capacity 21 gallons.. N01</p> <p>Transmission: Heavy-duty 3-speed synchromesh... M16</p> <p>Heavy-duty 4-speed synchromesh; includes 11" clutch..... M20</p> <p>Powerglide; includes heavy-duty radiator..... M35</p> <p>Window, Full-View Rear..... A10</p> <p>Windshield Wipers & Washer: Electric; 2-speed wipers..... C14</p>
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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	R30	R28	—
6.70-15/6PR	1215	5.00"	Q01 c	—	—	—
7.10-15/4PR	1195	5.00"	R50 d	R52	—	—
7.10-15/6PR	1300	5.00"	R54	—	—	—
6.00-16/6PR	1065	5.00"	R58	—	—	—
6.50-16/6PR	1380 b	5.00"	R59	—	—	—
6.50-16/6PR	1420 b	5.00"	R60	—	—	—
7-17.5/6PR	1520	5.25"	R80	R82	R81	—
TUBE TYPE						
6.70-15/4PR	1115	5.0"	R31	R33	R32	—
6.70-15/6PR	1215	5.0"	R34	—	—	—
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.10-15/4PR	1195	5.0"	—	R53	—	—
6.50-16/6PR	1380 b	5.0"	R61	—	R62	—
6.50-16/6PR	1420 b	5.0"	R63	R65	R64	—

a—R29 with white sidewalls.

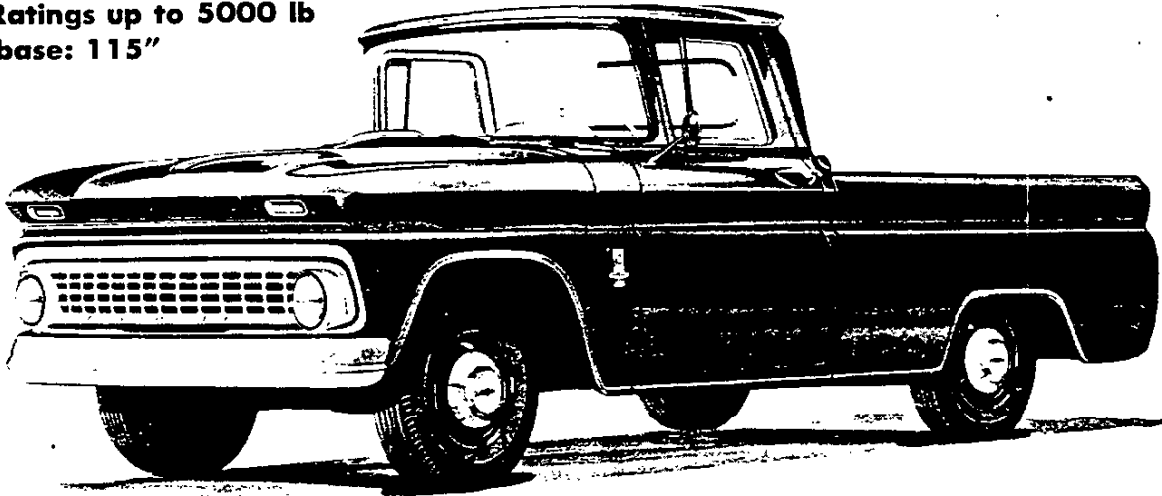
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—R36 with white sidewalls.

d—R51 with white sidewalls.

MODEL C1434 PICKUP (6½-Ft Fleetside)

GVW Ratings up to 5000 lb
Wheelbase: 115"



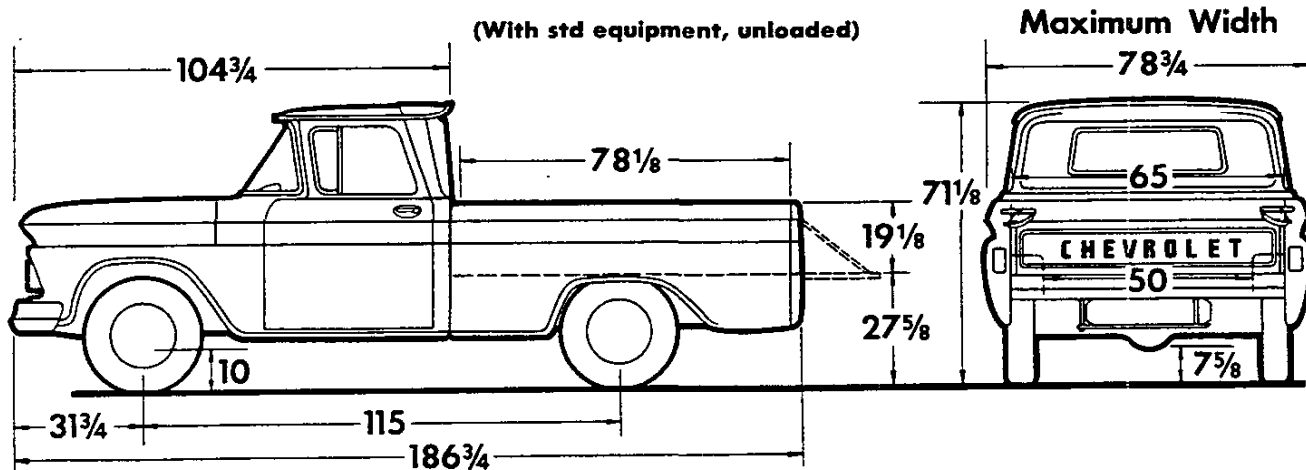
STANDARD EQUIPMENT

Air Cleaner: Oil wetted; polyurethane element
Axle, Rear: Hypoid semi-floating type; ratio 3.73; capacity 3500 lb
Battery: 12-Volt; 54-plate; capacity 53 amp-hr
Body: Fleetside Pickup; see *Cabs & Bodies*
Brakes, Service: Hydraulic
 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
Cooling: Capacity 11 qt; 1¼" radiator core, 314-sq-in area; 13-lb pressure cap; 170° thermostat
Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
Direction Signals: Front and rear
Engine: 230 Six; positive crankcase ventilation
 Gross horsepower 140
 Gross torque, lb-ft 220

Exhaust System: Single pipe & aluminized muffler
Fenders: Front and integral rear
Filter, Fuel: Screen in fuel tank
Filter, Oil: Full-flow; 1-quart; throw-away type
Frame: 39,000-lb-test steel; section modulus 2.98
Generator: 37 amp Delcotron
GVW Plate: 5000 lb
Lights: Head, parking, tail, stop; dome, instrument panel
Mirror, Exterior: Left side; 6¼" fixed arm
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; 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
Tank, Fuel: Back of seat in cab; capacity 19 gallons
Tires: Five tubeless 6.70-15/4PR front, single rear and spare
Tools: 3300-lb mechanical jack; wheel wrench
Transmission: 3-speed synchromesh; 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; 4 painted hub caps
Windshield Wipers: Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1975	1395	3370	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	4100 lb	Standard	6.70-15/4PR	6.70-15/4PR
1050 lb	4400 lb	Standard	7.10-15/4PR	7.10-15/4PR
1450 lb	4800 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1500 lb	5000 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 230 and 292 engine only; not available with vacuum power brakes. K48
- Axle, Positraction Rear:** Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or 3.07 ratio rear axle. G80
- Axle, Rear:** Capacity 3500 lb Ratio 3.07; not available with Powerglide transmission. H01
- Ratio 4.11; not available with maximum economy equipment. H04
- Battery:** Heavy-duty; 70 amp-hr. T60
- Brakes, Vacuum Power:** J70
- Bumper, Painted Rear:** For use only with std painted front bumper. V38
- Carrier, Spare Wheel:** Side mounted. P13
- Clutch:** Dia 11"; for 230 engine. M01
- Custom Equipment:** See *Cabs & Bodies Section* for description
- Appearance Option. Z61
- Chrome Option. V37
- Comfort Option. Z62
- Side Molding. B98
- Economy Equipment:** Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only. Z54

- Engine:**
- 292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery. L25
- 283 V8; includes 11" clutch. L32
- Gauges:** Ammeter, engine temperature, oil pressure. Z53
- Generator:**
- 42 amp Delcotron. K79
- 52 amp Delcotron. K82
- 62 amp Delcotron. K81
- Glass, Laminated:** Door windows only; includes metal frames. A09
- Glass, Soft Ray:**
- Windshield only. A11
- All windows. A11
- **Governor:** Not available with Powerglide
- 230 engine: 1800-3100 rpm. K37
- 3000-4000 rpm. K37
- 283 engine: 2400-3600 rpm. K37
- 3000-3800 rpm. K37
- 292 engine: 1800-3100 rpm. K37
- ~~3000-3900 rpm. K37~~
- Heater & Defroster:** De Luxe. C42
- Recirculating. C43
- Hooks, Towing:** Front. V76
- Lock:** Right door. A97
- Side wheel carrier. A97

- Mirror, Rearview:** Exterior
- Left; 17¼" swinging arm. D32
- Right; 17¼" swinging or 6¼" fixed arm. D32
- West Coast type, Jr. (6" x 11"). D29
- West Coast type, Sr. (7" x 16"). D30
- Paint, Exterior:** See *Colors* section
- Radiator:** Heavy-duty. V01
- Radio:** Manual control. U60
- Seat, Bostrom:**
- Driver only. A55
- Driver seat plus 2-man seat. A55
- Seat, Full-Depth Foam:** Z52
- Shock Absorbers:** Heavy-duty
- Front and rear. F51
- Rear only. F51
- Springs, Auxiliary Rear:**
- Capacity 500 lb each. G60
- Springs, Rear:**
- Capacity 2000 lb each. G50
- Tachometer:** Electric; for 283 engine only; includes optional gauges. U16
- Tank, Fuel:** Capacity 20 gallons. N01
- Transmission:**
- Heavy-duty 3-speed synchromesh. M16
- 4-speed synchromesh; includes 11" clutch. M20
- Powerglide; includes heavy-duty radiator. M35
- Window, Full-View Rear:** A10
- Windshield Wipers & Washer:**
- Electric; 2-speed wipers. C14

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	R30	—	R38
6.70-15/6PR	1215	5.00"	Q01 c	—	—	—
7.10-15/4PR	1195	5.00"	R50 d	R52	—	—
7.10-15/6PR	1300	5.00"	R54	—	—	—
6.00-16/6PR	1065	5.00"	R58	—	—	—
6.50-16/6PR	1380 b	5.00"	R59	—	—	—
6.50-16/6PR	1420 b	5.00"	R60	—	—	—
7-17.5/6PR	1520	5.25"	R80	R82	R81	—
TUBE TYPE						
6.70-15/4PR	1115	5.0"	R31	R33	—	R32
6.70-15/6PR	1215	5.0"	R34	—	—	—
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.10-15/4PR	1195	5.0"	—	R53	—	—
6.50-16/6PR	1380 b	5.0"	R61	—	—	R69
6.50-16/6PR	1420 b	5.0"	R63	R65	R64	—

a—R29 with white sidewalls.

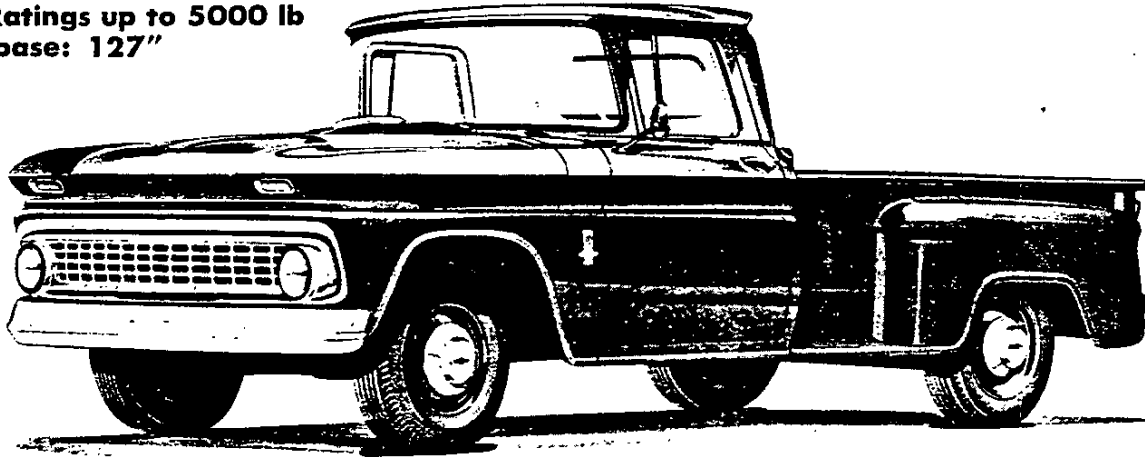
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—R36 with white sidewalls.

d—R51 with white sidewalls.

MODEL C1504 PICKUP (8-Ft Stepside)

GVW Ratings up to 5000 lb
Wheelbase: 127"

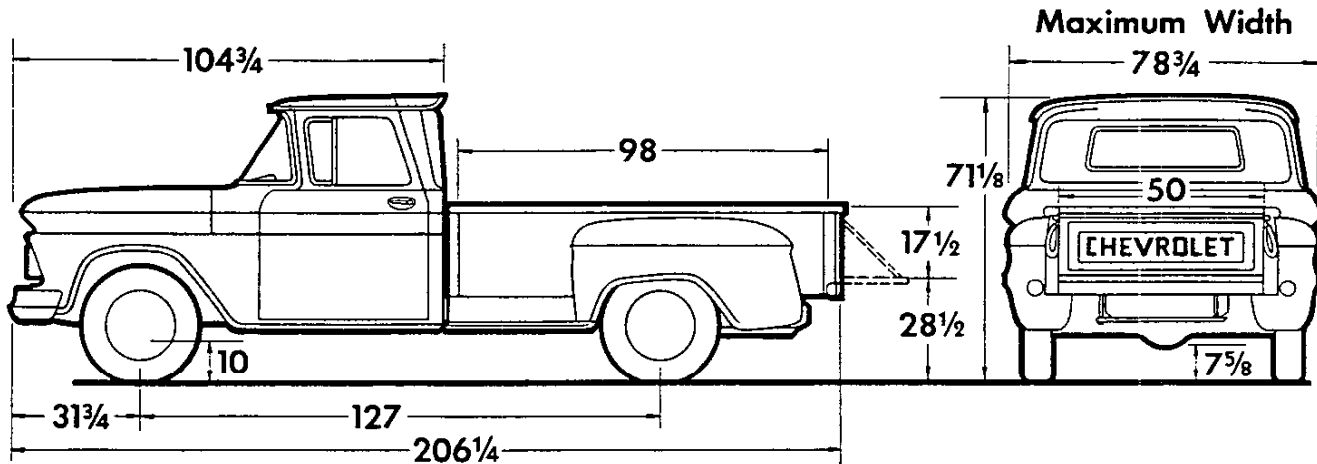


STANDARD EQUIPMENT

- Air Cleaner:** Oil wetted; polyurethane element
- Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3500 lb
- Battery:** 12-Volt; 54-plate; capacity 53 amp-hr
- Body:** Stepside Pickup; see *Cabs & Bodies*
- Brakes, Service:** Hydraulic
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
- ➔ **Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
- Direction Signals:** Front and rear
- Engine:** 230 Six; positive crankcase ventilation
- Gross horsepower 140
- Gross torque, lb-ft 220
- Exhaust System:** Single pipe & aluminized muffler
- Fenders:** Front and rear
- Filter, Fuel:** Screen in fuel tank
- Filter, Oil:** Full-flow; 1-quart; throw-away type
- Frame:** 39,000-lb-test steel; section modulus 2.98
- Generator:** 37 amp Delcotron
- GVW Plate:** 5000 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel
- Mirror, Exterior:** Left side; 6 1/4" fixed arm
- Shock Absorbers:** Front & rear; piston diameter 1"
- Spring, Front:** Coil; 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
- ➔ **Tank, Fuel:** Back of seat in cab; capacity 17 gallons
- Tires:** Five tubeless 6.70-15/4PR front, single rear and spare
- Tools:** 3300-lb mechanical jack; wheel wrench
- Transmission:** 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
- Wheels:** Five 15" x 5.0"; attachment, 6 studs on 5 1/2" circle; spare carrier under frame; 4 painted hub caps
- Windshield Wipers:** Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



➔ Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
1965	1450	3415	3%	97%

➔ Indicates revised specifications

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
700 lb	4100 lb	Standard	6.70-15/4PR	6.70-15/4PR
1000 lb	4400 lb	Standard	7.10-15/4PR	7.10-15/4PR
1400 lb	4800 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1450 lb	5000 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 230 and 292 engine only; not available with vacuum power brakes K48
- Axle, Positraction Rear:** Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or 3.07 ratio rear axle. G80
- Axle, Rear:** Capacity 3500 lb Ratio 3.07; not available with Powerglide transmission. HO1
- Ratio 4.11; not available with maximum economy equipment. HO4
- Battery:** Heavy-duty; 70 amp-hr. T60
- Brakes, Vacuum Power:** J70
- Bumper, Painted Rear:** For use only with std painted front bumper. V38
- Carrier, Spare Wheel:** Side mounted. P13
- Clutch:** Dia 11"; for 230 engine. M01
- Custom Equipment:** See *Cabs & Bodies Section* for description
- Appearance Option. Z61
- Chrome Option. V37
- Comfort Option. Z62
- Economy Equipment:** Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only. Z54

- Engine:**
- 292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery. L25
- 283 V8; includes 11" clutch. L32
- Gauges:** Ammeter, engine temperature, oil pressure. Z53
- Generator:**
- 42 amp Delcotron. K79
- 52 amp Delcotron. K82
- 62 amp Delcotron. K81
- Glass, Laminated:** Door windows only; includes metal frames. A09
- Glass, Soft Ray:**
- Windshield only. A11
- All windows. A11
- **Governor:** Not available with Powerglide
- 230 engine: 1800-3100 rpm. K37
- 3000-4000 rpm. K37
- 283 engine: 2400-3600 rpm. K37
- 3000-3800 rpm. K37
- 292 engine: 1800-3100 rpm. K37
- 3000-3900 rpm. K37
- Heater & Defroster:** De Luxe. C42
- Recirculating. C43
- Hooks, Towing:** Front. V76
- Lock:** Right door. A97
- Side wheel carrier. A97

- Mirror, Rearview:** Exterior
- Left; 17¼" swinging arm. D32
- Right; 17¼" swinging or 6¼" fixed arm. D32
- West Coast type, Jr. (6" x 11"). D29
- West Coast type, Sr. (7" x 16"). D30
- Paint, Exterior:** See *Colors* section
- Radiator:** Heavy-duty. V01
- Radio:** Manual control. U60
- Seat, Bostrom:**
- Driver only. A55
- Driver seat plus 2-man seat. A55
- Seat, Full-Depth Foam:** Z52
- Shock Absorbers:** Heavy-duty
- Front and rear. F51
- Rear only. F51
- Springs, Auxiliary Rear:**
- Capacity 500 lb each. G60
- Springs, Rear:**
- Capacity 2000 lb each. G50
- Tachometer:** Electric; for 283 engine only; includes optional gauges. U16
- Tank, Fuel:** Capacity 20 gallons. N01
- Transmission:**
- Heavy-duty 3-speed synchromesh. M16
- 4-speed synchromesh; includes 11" clutch. M20
- Powerglide; includes heavy-duty radiator. M35
- Window, Full-View Rear:** A10
- Windshield Wipers & Washer:**
- Electric; 2-speed wipers. C14

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	R30	—	R38
6.70-15/6PR	1215	5.00"	Q01 c	—	—	—
7.10-15/4PR	1195	5.00"	R50 d	R52	—	—
7.10-15/6PR	1300	5.00"	R54	—	—	—
6.00-16/6PR	1065	5.00"	R58	—	—	—
6.50-16/6PR	1380 b	5.00"	R59	—	—	—
6.50-16/6PR	1420 b	5.00"	R60	—	—	—
7-17.5/6PR	1520	5.25"	R80	R82	R81	—
TUBE TYPE						
6.70-15/4PR	1115	5.0"	R31	R33	—	R32
6.70-15/6PR	1215	5.0"	R34	—	—	—
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.10-15/4PR	1195	5.0"	—	R53	—	—
6.50-16/6PR	1380 b	5.0"	R61	—	—	R69
6.50-16/6PR	1420 b	5.0"	R63	R65	R64	—

a—R29 with white sidewalls.

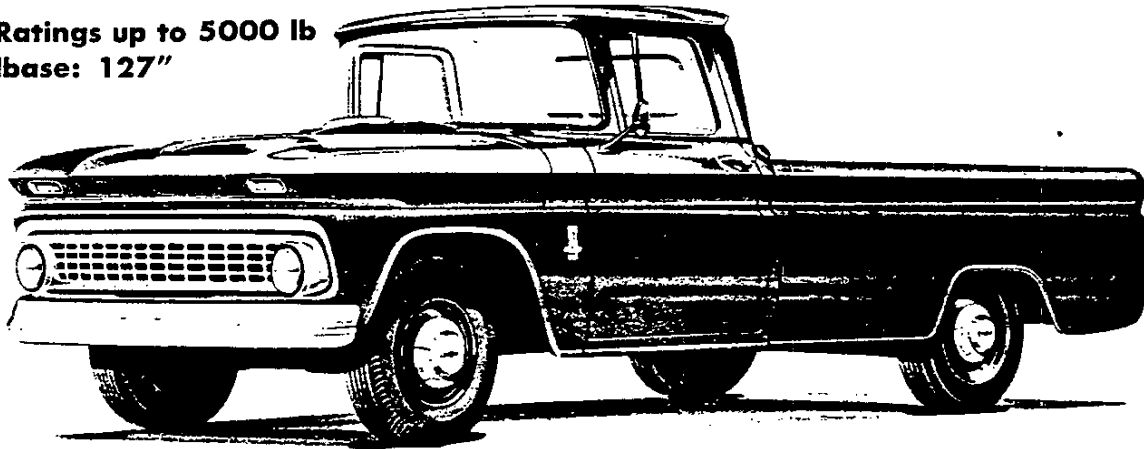
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—R36 with white sidewalls.

d—R51 with white sidewalls.

MODEL C1534 PICKUP (8-Ft Fleetside)

GVW Ratings up to 5000 lb
Wheelbase: 127"

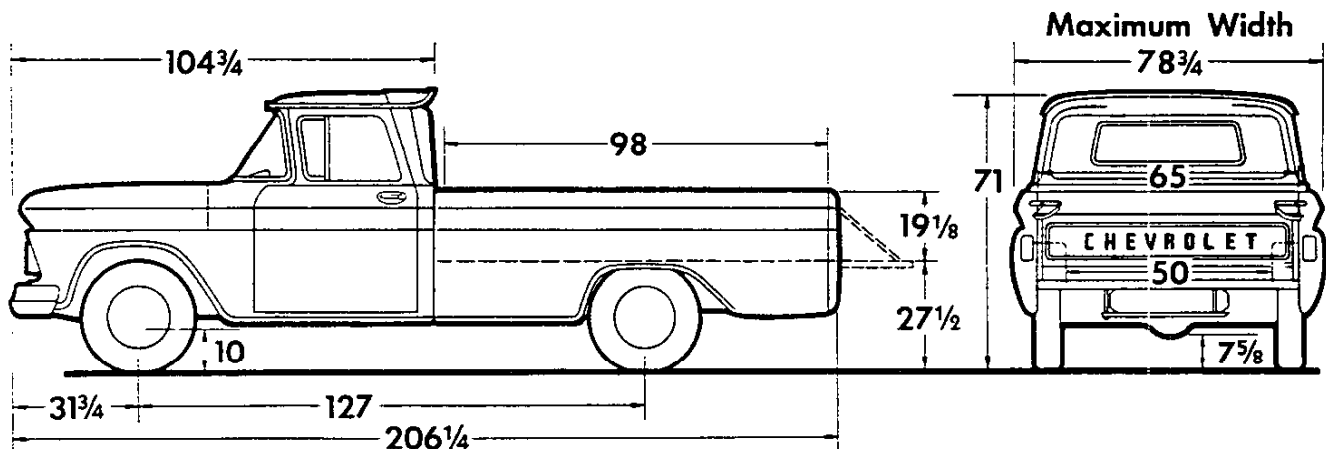


STANDARD EQUIPMENT

- Air Cleaner:** Oil wetted; polyurethane element
- Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3500 lb
- Battery:** 12-Volt; 54-plate; capacity 53 amp-hr
- Body:** Fleetside Pickup; see *Cabs & Bodies*
- Brakes, Service:** Hydraulic
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
- **Cooling:** Capacity 11 qt; 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
- Direction Signals:** Front and rear
- Engine:** 230 Six; positive crankcase ventilation
Gross horsepower 140
Gross torque, lb-ft 220
- Exhaust System:** Single pipe & aluminized muffler
- Fenders:** Front and integral rear
- Filter, Fuel:** Screen in fuel tank
- Filter, Oil:** Full-flow; 1-quart; throw-away type
- Frame:** 39,000-lb-test steel; section modulus 2.98
- Generator:** 37 amp Delcotron
- GVW Plate:** 5000 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel
- Mirror, Exterior:** Left side; 6 1/4" fixed arm
- Shock Absorbers:** Front & rear; piston diameter 1"
- Springs, Front:** Coil; 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
- **Tank, Fuel:** Back of seat in cab; capacity 17 gallons
- Tires:** Five tubeless 6.70-15/4PR front, single rear and spare
- Tools:** 3300-lb mechanical jack; wheel wrench
- Transmission:** 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
- Wheels:** Five 15" x 5.0"; attachment, 6 studs on 5 1/2" circle; spare carrier under frame; 4 painted hub caps
- Windshield Wipers:** Electric; single speed

DIMENSIONS

(With std equipment, unloaded)



Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2000	1460	3460	4%	96%

→ Indicates revised specifications

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
650 lb	4100 lb	Standard	6.70-15/4PR	6.70-15/4PR
950 lb	4400 lb	Standard	7.10-15/4PR	7.10-15/4PR
1350 lb	4800 lb	2000-lb rear springs	7.10-15/6PR	7.10-15/6PR
1400 lb	5000 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 230 and 292 engine only; not available with vacuum power brakes. K48

Axle, Positraction Rear: Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or 3.07 ratio rear axle. G80

Axle, Rear: Capacity 3500 lb
Ratio 3.07; not available with Powerglide transmission. H01
Ratio 4.11; not available with maximum economy equipment. H04

Battery: Heavy-duty; 70 amp-hr. T60

Brakes, Vacuum Power. J70

Bumper, Painted Rear: For use only with std painted front bumper. V38

Carrier, Spare Wheel:
Side mounted. P13

Clutch: Dia 11"; for 230 engine. M01

Custom Equipment: See Cabs & Bodies Section for description
Appearance Option. Z61
Chrome Option. V37
Comfort Option. Z62
Side Molding. B98

Economy Equipment:
Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only. Z54

Engine:
292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery. L25
283 V8; includes 11" clutch. L32

Gauges: Ammeter, engine temperature, oil pressure. Z53

Generator:
42 amp Delcotron. K79
52 amp Delcotron. K82
62 amp Delcotron. K81

Glass, Laminated: Door windows only; includes metal frames. A09

Glass, Soft Ray:
Windshield only. A11
All windows. A11

→ **Governor:** Not available with Powerglide
230 engine: 1800-3100 rpm. K37
3000-4000 rpm. K37
283 engine: 2400-3600 rpm. K37
3000-3800 rpm. K37
292 engine: 1800-3100 rpm. K37
3000-3900 rpm. K37

Heater & Defroster: De Luxe. C42
Recirculating. C43

Hooks, Towing: Front. V76

Lock: Right door. A97
Side wheel carrier. A97

Mirror, Rearview: Exterior
Left; 17/4" swinging arm. D32
Right; 17/4" swinging or 6/4" fixed arm. D32
West Coast type, Jr. (6" x 11"). D29
West Coast type, Sr. (7" x 16"). D30

Paint, Exterior: See Colors section

Radiator: Heavy-duty. V01

Radio: Manual control. U60

Seat, Bostrom:
Driver only. A55
Driver seat plus 2-man seat. A55

Seat, Full-Depth Foam. Z52

Shock Absorbers: Heavy-duty
Front and rear. F51
Rear only. F51

Springs, Auxiliary Rear:
Capacity 500 lb each. G60

Springs, Rear:
Capacity 2000 lb each. G50

Tachometer: Electric; for 283 engine only; includes optional gauges. U16

Tank, Fuel: Capacity 20 gallons. N01

Transmission:
Heavy-duty 3-speed synchromesh. M16
4-speed synchromesh; includes 11" clutch. M20
Powerglide; includes heavy-duty radiator. M35

Window, Full-View Rear. A10

Windshield Wipers & Washer:
Electric; 2-speed wipers. C14

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	R30	—	R38
6.70-15/6PR	1215	5.00"	Q01 c	—	—	—
7.10-15/4PR	1195	5.00"	R50 d	R52	—	—
7.10-15/6PR	1300	5.00"	R54	—	—	—
6.00-16/6PR	1065	5.00"	R58	—	—	—
6.50-16/6PR	1380 b	5.00"	R59	—	—	—
6.50-16/6PR	1420 b	5.00"	R60	—	—	—
7-17.5/6PR	1520	5.25"	R80	R82	R81	—
TUBE TYPE						
6.70-15/4PR	1115	5.0"	R31	R33	—	R32
6.70-15/6PR	1215	5.0"	R34	—	—	—
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.10-15/4PR	1195	5.0"	—	R53	—	—
6.50-16/6PR	1380 b	5.0"	R61	—	—	R69
6.50-16/6PR	1420 b	5.0"	R63	R65	R64	—

a—R29 with white sidewalls.

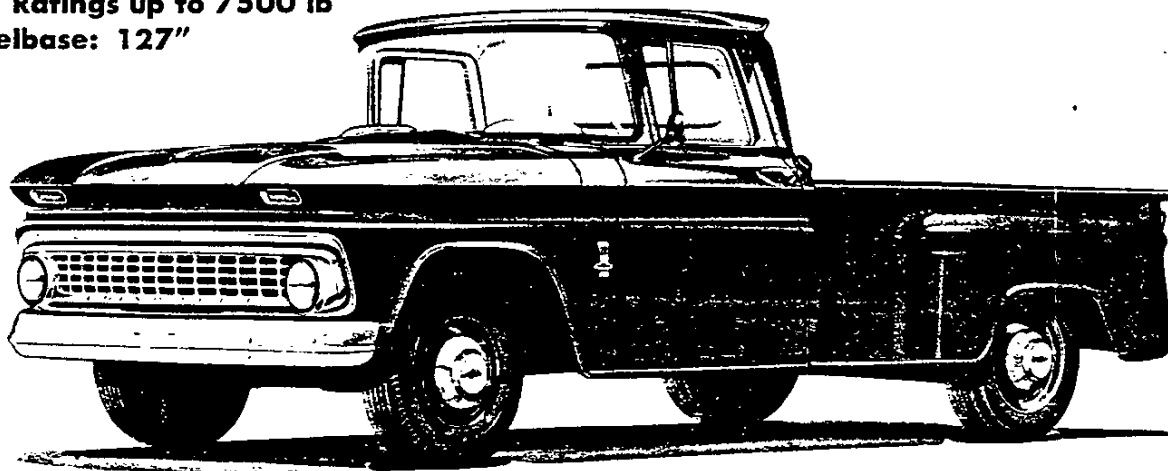
b—Two types in this size. Passenger car type has 1380-lb capacity; truck type has 1420-lb capacity.

c—R36 with white sidewalls.

d—R51 with white sidewalls.

MODEL C2504 PICKUP (8-Ft Stepside)

GVW Ratings up to 7500 lb
Wheelbase: 127"

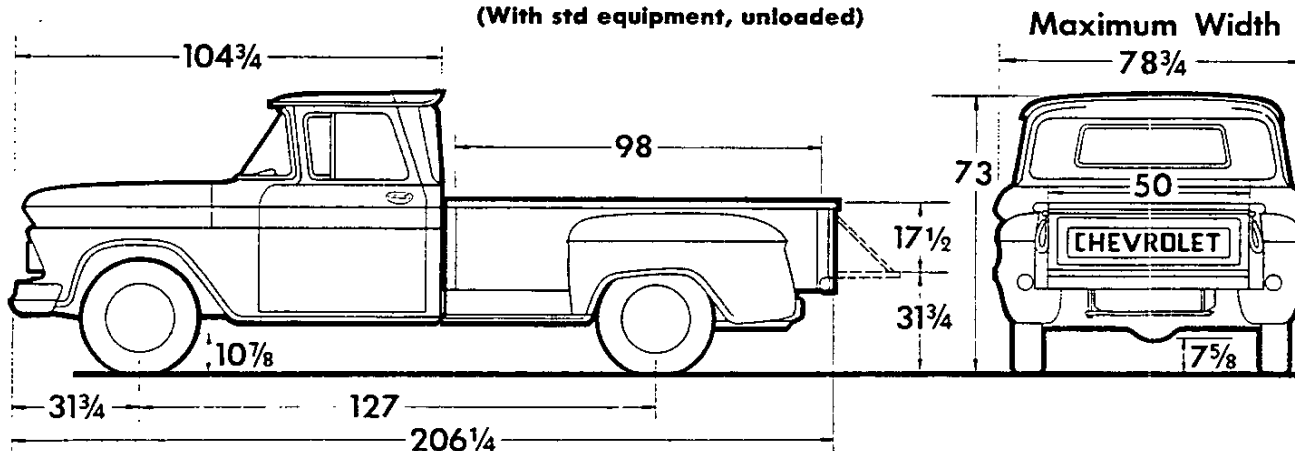


STANDARD EQUIPMENT

- Air Cleaner:** Oil wetted; polyurethane element
- 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
Sizes: front and rear 11" x 2 3/4"
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
- **Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
- Direction Signals:** Front and rear
- Engine:** 230 Six; positive crankcase ventilation
Gross horsepower.....140
Gross torque, lb-ft.....220
- Exhaust System:** Single pipe & aluminized muffler
- Fenders:** Front and rear
- Filter, Fuel:** Screen in fuel tank
- Filter, Oil:** Full-flow; 1-quart; throw-away type
- Frame:** 39,000-lb-test steel; section modulus 3.71
- Generator:** 37 amp Delcotron
- GVW Plate:** 7500 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel
- Mirror, Exterior:** Left side; 6 1/4" fixed arm
- Shock Absorbers:** Front & rear; piston diameter 1"
- Springs, Front:** Coil; 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
- **Tank, Fuel:** Back of seat in cab; capacity 17 gallons
- Tires:** Four tubeless 7-17.5/6PR front & single rear
- Tools:** 3300-lb mechanical jack; wheel wrench
- Transmission:** 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
- Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame; 4 painted hub caps
- Windshield Wipers:** Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



→ Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2155	1690	3845	3%	97%

→ Indicates revised specifications

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
1700 lb	5500 lb	Standard	7-17.5/6PR	7-17.5/6PR
2150 lb	6000 lb	Standard	7-17.5/6PR	8-17.5/6PR
2850 lb	6700 lb	Standard	7-17.5/6PR	8-17.5/8PR
3550 lb	7500 lb	1500-lb front springs; 3000-lb rear springs	8-19.5/6PR	8-19.5/8PR

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

7-17.5-6PR ONLY

Air Cleaner: Oil bath; capacity 2 pints; for 230 and 292 engine only; not available with vacuum power brakes. K48	Glass, Laminated: Door windows only; includes metal frames. A09	Seat, Bostrom: Driver only. A55
Axle, NoSPIN Rear: Ratio 4.57. G86	Glass, Soft Ray: Windshield only. A11	Driver seat plus 2-man seat. A55
Axle, Rear: Ratio 4.11 for use with 7.00-15/6PR or 7-15.5/6PR tires only; not available with Powerglide. H04	All windows. A11	Seat, Full-Depth Foam. Z52
Battery: Heavy-duty; 70 amp-hr. T60	Governor: Not available with Powerglide	Shock Absorbers: Heavy-duty
Brakes, Vacuum Power. I70	230 engine: 1800-3100 rpm. K37	Front and rear. F51
Bumper, Painted Rear: For use only with std painted front bumper. V38	3000-4000 rpm. K37	Rear only. F51
Carrier, Spare Wheel: Side mounted. P13	283 engine: 2400-3600 rpm. K37	Springs, Auxiliary Rear:
Clutch: Dia 11"; for 230 engine. M01	3000-3800 rpm. K37	Capacity 500 lb each. G60
Custom Equipment: See Cabs & Bodies Section for description	292 engine: 1800-3100 rpm. K37	Springs, Front:
Appearance Option. Z61	3000-3900 rpm. K37	Capacity 1500 lb each. F60
Chrome Option. V37	Heater & Defroster: De Luxe. C42	Springs, Rear:
Comfort Option. Z62	Recirculating. C43	Capacity 3000 lb each. G50
Engine:	Hooks, Towing: Front. V76	Tachometer: Electric; for 283 engine only; includes optional gauges. U16
292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery. L25	Lock: Right door. A97	Tank, Fuel: Capacity 20 gallons. N01
283 V8; includes 11" clutch. L32	Side wheel carrier. A97	Transmission:
Gauges: Ammeter, engine temperature, oil pressure. Z53	Mirror, Rearview: Exterior	Heavy-duty 3-speed synchromesh. M16
Generator:	Left: 17 1/4" swinging arm. D32	4-speed synchromesh; includes 11" clutch. M20
42 amp Delcotron. K79	Right: 17 1/4" swinging or 6 1/4" fixed arm. D32	Powerglide; includes heavy-duty radiator. M35
52 amp Delcotron. K82	West Coast type, Jr. (6" x 11"). D29	Window, Full-View Rear. A10
62 amp Delcotron. K81	West Coast type, Sr. (7" x 16"). D30	Windshield Wipers & Washer:
	Paint, Exterior: See Colors section	Electric; 2-speed wipers. C14
	Radiator: Heavy-duty. V01	
	Radio: Manual control. U60	

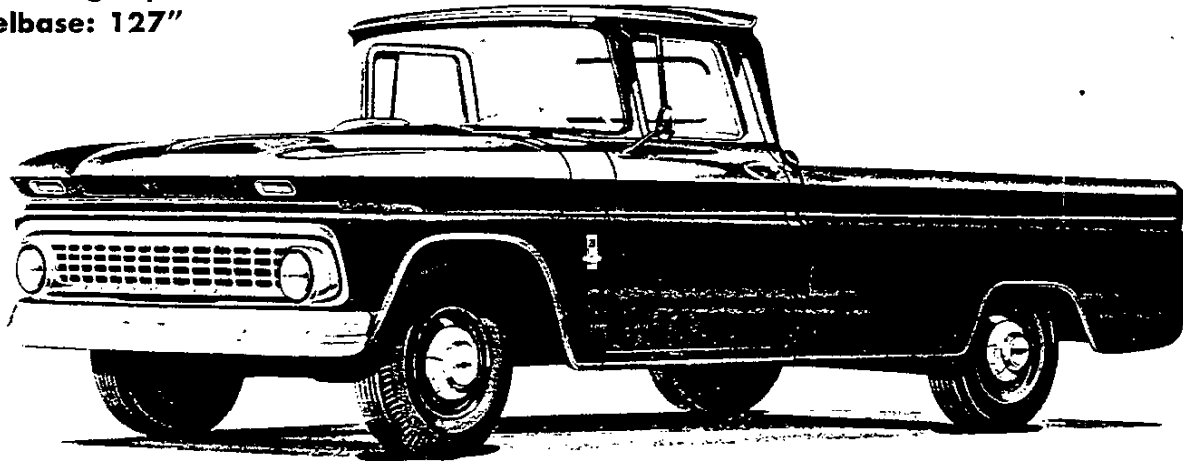
TIRE & DISC WHEEL COMBINATIONS

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	R82	R81	—
8-17.5/6PR	1740	5.25"	R83	R85	R84	—
8-17.5/8PR	2060	5.25"	R86	—	R87	—
8-19.5/6PR	2090	5.25"	R94	R95	—	—
8-19.5/8PR	2440	5.25"	R96	R98	R97	—
TUBE-TYPE						
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.00-17/6PR	1740	5.0"	R72	—	—	—
7.00-17/8PR	2060	5.0"	R73	—	R74	—
7.50-17/8PR	2440	6.0"	R75	—	R76	—

^a—R80 for spare tire.

MODEL C2534 PICKUP (8-Ft Fleetside)

GVW Ratings up to 7500 lb
Wheelbase: 127"

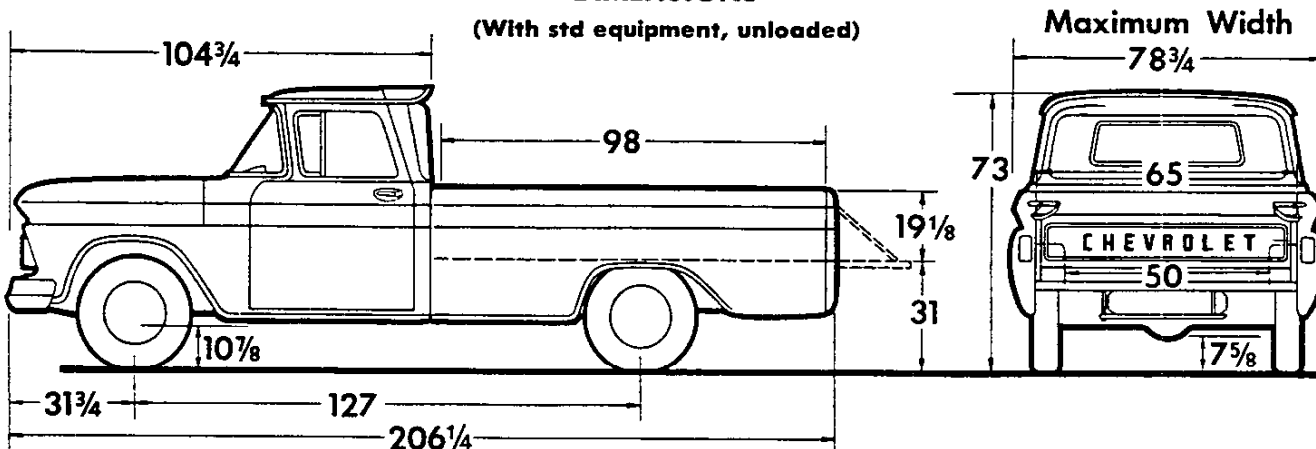


STANDARD EQUIPMENT

- Air Cleaner:** Oil wetted; polyurethane element
- 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
Sizes: front and rear 11" x 2 $\frac{3}{4}$ "
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
- **Cooling:** Capacity 11 qt; 1 $\frac{1}{4}$ " radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
- Direction Signals:** Front and rear
- Engine:** 230 Six; positive crankcase ventilation
Gross horsepower 140
Gross torque, lb-ft 220
- Exhaust System:** Single pipe & aluminized muffler
- Fenders:** Front and integral rear
- Filter, Fuel:** Screen in fuel tank
- Filter, Oil:** Full-flow; 1-quart; throw-away type
- Frame:** 39,000-lb-test steel; section modulus 3.71
- Generator:** 37 amp Delcotron
- GVW Plate:** 7500 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel
- Mirror, Exterior:** Left side; 6 $\frac{1}{4}$ " fixed arm
- Shock Absorbers:** Front & rear; piston diameter 1"
- Springs, Front:** Coil; 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
- **Tank, Fuel:** Back of seat in cab; capacity 17 gallons
- Tires:** Four tubeless 7-17.5/6PR front & single rear
- Tools:** 3300-lb mechanical jack; wheel wrench
- Transmission:** 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
- Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 $\frac{1}{2}$ " circle; spare carrier under frame; 4 painted hub caps
- Windshield Wipers:** Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



→ Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2100	1795	3895	4%	96%

→ Indicates revised specifications

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
1650 lb	5500 lb	Standard	7-17.5/6PR	7-17.5/6PR
2100 lb	6000 lb	Standard	7-17.5/6PR	8-17.5/6PR
2800 lb	6700 lb	Standard	7-17.5/6PR	8-17.5/8PR
3500 lb	7500 lb	1500-lb front springs; 3000-lb rear springs	8-19.5/6PR	8-19.5/8PR

OPTIONAL EQUIPMENT

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

7-17.5-6PR

- Air Cleaner:** Oil bath; capacity 2 pints; for 230 and 292 engine only; not available with vacuum power brakes. K48
- Axle, NoSPIN Rear:** Ratio 4.57. G86
- Axle, Rear:** Ratio 4.11 for use with 7.00-15/6PR or 7-15.5/6PR tires only; not available with Powerglide. H04
- Battery:** Heavy-duty; 70 amp-hr. T60
- Brakes, Vacuum Power.** J70
- Bumper, Painted Rear:** For use only with std painted front bumper. V38
- Carrier, Spare Wheel:** Side mounted P13
- Clutch:** Dia 11"; for 230 engine. M01
- Custom Equipment:** See *Cabs & Body Section* for description
- Appearance Option. Z61
- Chrome Option. V37
- Comfort Option. Z62
- Side Molding. B98
- Engine:**
- 292 Six; includes 11" clutch, HD radiator and 61 amp-hr battery. L25
- 283 V8; includes 11" clutch. L32
- Gauges:** Ammeter, engine temperature, oil pressure. Z53
- Generator:**
- 42 amp Delcotron. K79
- 52 amp Delcotron. K82
- 62 amp Delcotron. K81

- Glass, Laminated:** Door windows only; includes metal frames. A09
- Glass, Soft Ray:**
- Windshield only. A11
- All windows. A11
- Governor:** Not available with Powerglide
- 230 engine: 1800-3100 rpm. K37
- 3000-4000 rpm. K37
- 283 engine: 2400-3600 rpm. K37
- 3000-3800 rpm. K37
- 292 engine: 1800-3100 rpm. K37
- 3000-3900 rpm. K37
- Heater & Defroster:** De Luxe. C42
- Recirculating. C43
- Hooks, Towing:** Front. V76
- Lock:** Right door. A97
- Side wheel carrier. A97
- Mirror, Rearview:** Exterior
- Left; 17 1/4" swinging arm. D32
- Right; 17 1/4" swinging or 6 1/4" fixed arm. D32
- West Coast type, Jr. (6" x 11"). D29
- West Coast type, Sr. (7" x 16"). D30
- Paint, Exterior:** See *Colors* section
- Radiator:** Heavy-duty. V01
- Radio:** Manual control. U60

- Seat, Bostrom:**
- Driver only. A55
- Driver seat plus 2-man seat. A55
- Seat, Full-Depth Foam.** Z52
- Shock Absorbers:** Heavy-duty
- Front and rear. F51
- Rear only. F51
- Springs, Auxiliary Rear:**
- Capacity 500 lb each. G60
- Springs, Front:**
- Capacity 1500 lb each. F60
- Springs, Rear:**
- Capacity 3000 lb each. G50
- Tachometer:** Electric; for 283 engine only; includes optional gauges. U16
- Tank, Fuel:** Capacity 20 gallons. N01
- Transmission:**
- Heavy-duty 3-speed synchromesh. M16
- 4-speed synchromesh; includes 11" clutch. M20
- Powerglide; includes heavy-duty radiator. M35
- Window, Full-View Rear.** A10
- Windshield Wipers & Washer:**
- Electric; 2-speed wipers. C14

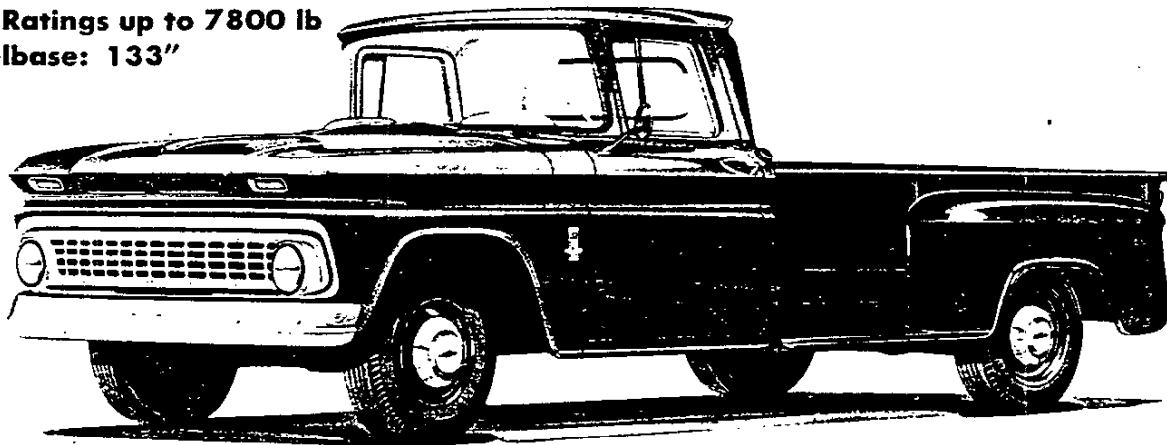
TIRE & DISC WHEEL COMBINATIONS

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 α	R82	R81	—
8-17.5/6PR	1740	5.25"	R83	R85	R84	—
8-17.5/8PR	2060	5.25"	R86	—	R87	—
8-19.5/6PR	2090	5.25"	R94	R95	—	—
8-19.5/8PR	2440	5.25"	R96	R98	R97	—
TUBE TYPE						
7.00-15/6PR	1520	5.5"	R42	R44	R43	—
7.00-17/6PR	1740	5.0"	R72	—	—	—
7.00-17/8PR	2060	5.0"	R73	—	R74	—
7.50-17/8PR	2440	6.0"	R75	—	R76	—

α —R80 for spare tire.

MODEL C3604 PICKUP (9-Ft Stepside)

GVW Ratings up to 7800 lb
Wheelbase: 133"

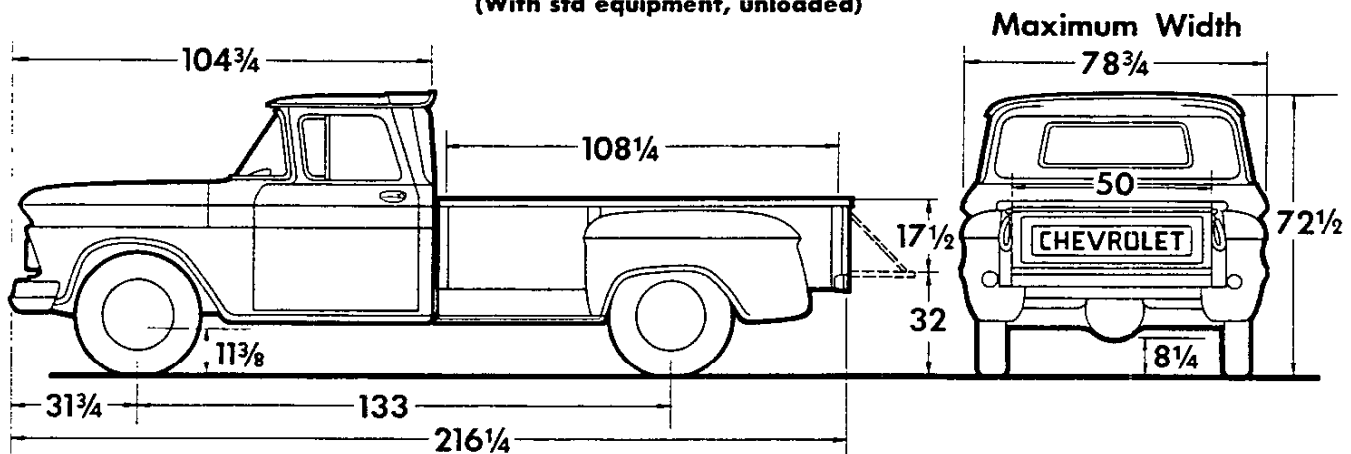


STANDARD EQUIPMENT

- Air Cleaner:** Oil wetted; polyurethane element
- 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
 Sizes: front 11" x 2 $\frac{3}{4}$ "; rear 13" x 2 $\frac{1}{2}$ "
 Effective area: drum 395 sq in; lining 252 sq in
- Brake, Parking:** 8" x 2 $\frac{1}{2}$ " drum & band
- Bumper:** Front only, painted
- Cab:** Conventional; see *Cabs & Bodies*
- Carburetor:** Single-barrel downdraft
- Clutch:** Diameter 11"; area 124 sq in
- **Cooling:** Capacity 11 qt; 1 $\frac{1}{4}$ " radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
- Direction Signals:** Front and rear
- Engine:** 230 Six; positive crankcase ventilation
 Gross horsepower 140
 Gross torque, lb-ft 220
- Exhaust System:** Single pipe & aluminized muffler
- Fenders:** Front and rear
- Filter, Fuel:** Screen in fuel tank
- Filter, Oil:** Full-flow; 1-quart; throw-away type
- Frame:** 39,000-lb-test steel; section modulus 5.14
- Generator:** 37 amp Delcotron
- GVW Plate:** 10,000 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel
- Mirror, Exterior:** Left side; 6 $\frac{1}{4}$ " fixed arm
- Shock Absorbers:** Front; piston diameter 1"
- Springs, Front:** Coil; capacity 1500 lb each at ground
- Springs, Rear:** Leaf; capacity 2400 lb each at ground
- **Steering:** Ball-gear, ratio 24:1; wheel dia 17"
- Suspension, Front:** Independent; capacity 3500 lb
- **Tank, Fuel:** Back of seat in cab; capacity 17 gallons
- 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 synchromesh; ratios 7.06, 3.58, 1.71, 1.00, 6.78 (rev); power take-off opening on left side
- Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 $\frac{1}{2}$ " circle; spare carrier under frame; 4-painted hub caps
- Windshield Wipers:** Electric; single-speed

DIMENSIONS

(With std equipment, unloaded)



→ Curb Weight with Standard Equipment (lb)			Load Weight Distribution	
Front	Rear	Total	Front	Rear
2180	1855	4035	3%	97%

→ Indicates revised specifications

MODEL C3604 PICKUP

PAYLOAD RATINGS & GVW SELECTOR

Maximum Rated Payload Weight	GVW Rating	Chassis Equipment Required for GVW Rating	Recommended Minimum Tire Sizes	
			Front	Rear
2700 lb	6700 lb	Standard	8-17.5/6PR	8-17.5/8PR, single
3700 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 230 and 292 engine only; not available with vacuum power brakes. K48	Glass, Laminated: Door windows only; includes metal frames. A09	Radio: Manual control. U60
Axle, NoSPIN Rear: Ratio 5.14. G86	Glass, Soft Ray: Windshield only. A11	Seat, Bostrom: Driver only. A55
Battery: Heavy-duty; 70 amp-hr. T60	All windows. A11	Driver seat plus 2-man seat. A55
Brakes, Vacuum Power. J70	→ Governor: 230 engine: 1800-3100 rpm. K37	Seat, Full-Depth Foam. Z52
Bumper, Painted Rear: For use only with std painted front bumper. V38	3000-4000 rpm. K37	Shock Absorbers: Heavy-duty Front. F51
Carrier, Spare Wheel: Side mounted P13	283 engine: 2400-3600 rpm. K37	Rear. F51
Custom Equipment: See <i>Cabs & Bodies Section</i> for description	3000-3800 rpm. K37	Springs, Auxiliary Rear: Capacity 1050 lb each. For use with 3100-lb rear springs. G60
Appearance Option. Z61	292 engine: 1800-3100 rpm. K37	Springs, Front: Capacity 1750 lb each. F60
Chrome Option. V37	3000-3900 rpm. K37	Springs, Rear: Capacity 3100 lb each. G50
Comfort Option. Z62	GVW Plate: 7800 lb. Z70	Tachometer: Electric; for 283 engine only; includes optional gauges. U16
→ Engine: 292 Six; includes HD radiator and 61 amp-hour battery. L25	Heater & Defroster: De Luxe. C42	Tank, Fuel: Capacity 20 gallons. NO1
283 V8. L32	Recirculating. C43	Transmission: Heavy-duty 3-speed synchromesh. M16
Gauges: Ammeter, engine temperature, oil pressure. Z53	Hooks, Towing: Front. V76	Window, Full-View Rear. A10
Generator: 42 amp Delcotron. K79	Lock: Right door. A97	Windshield Wipers & Washer: Electric; 2-speed wipers. C14
52 amp Delcotron. K82	Side wheel carrier. A97	
62 amp Delcotron. K81	Mirror, Rearview: Exterior Left; 17¼" swinging arm. D32	
	Right; 17¼" swinging or 6¼" fixed arm. D32	
	West Coast type Jr. (6" x 11"). D29	
	West Coast type Sr. (7" x 16"). D30	
	Paint, Exterior: See <i>Colors</i> section	
	Radiator: Heavy-duty. V01	

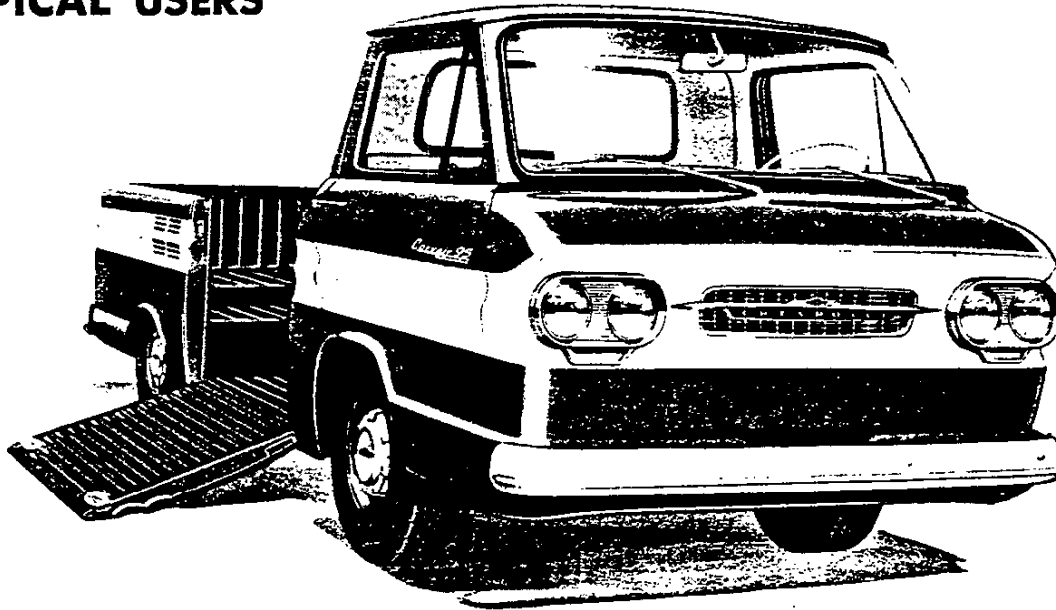
TIRE & DISC WHEEL COMBINATIONS

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	1740	5.25"	Std a	—	—	—
8-17.5/8PR	2060	5.25"	Std b	—	R87	—
8-19.5/6PR	2090	5.25"	R94	R95	—	—
8-19.5/8PR	2440	5.25"	R96	R98	R97	—
8-19.5/10PR	2650	5.25"	R99	—	—	—
TUBE-TYPE						
7.00-17/6PR	1740	5.0"	R72 a	—	—	—
7.00-17/8PR	2060	5.0"	R73	—	R74	—
7.50-17/8PR	2440	6.0"	R75	—	R76	—

a—Front only.

b—Std rear only. R86 for spare or front tires.

TYPICAL USERS



Automotive Service Stations

Household Appliance Dealers

Carpenters

Landscaping Contractors

Construction Firms

Newspapers

Contractors

Painters

Dairies

Plumbers

Farmers

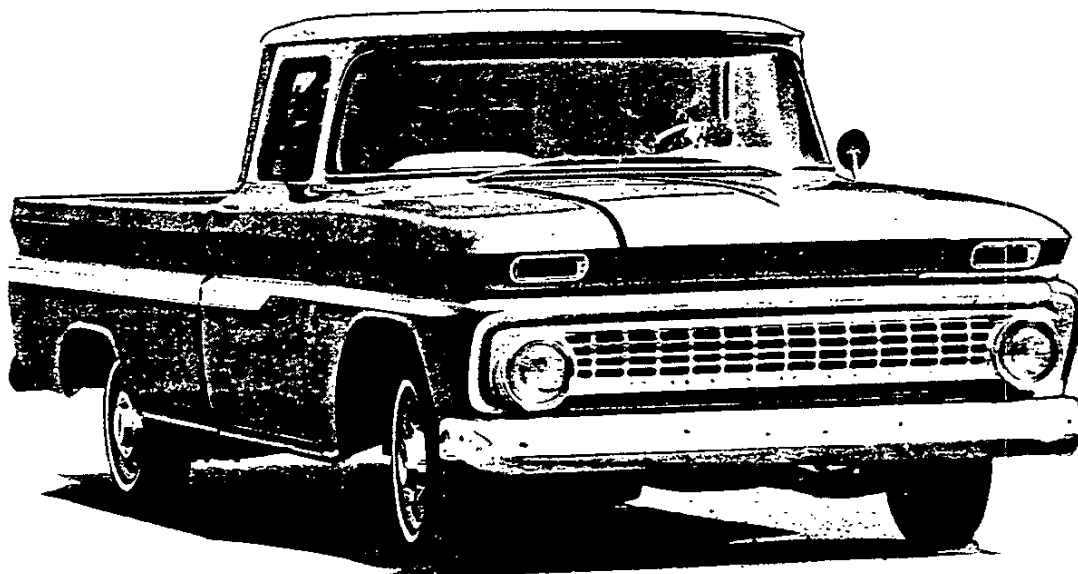
Public Utilities

Grocery Stores

Ranchers

Hardware Stores

Surveyors



FRONT SPRINGS

SPECIFICATIONS

Standard 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
C10 (Except Panels, Carryalls & Cowl models), P10, C20.....	1250	1050	173	0.731	5.14
C10 (Panels, Carryalls & Cowl models).....	1250	1050	160	0.715	5.14
C30.....	1500	1300	239	0.808	5.24

Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
C20.....	1500	1300	239	0.808	5.24
C30.....	1750	1550	298	0.822	5.34

Standard Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
SINGLE-STAGE:						
K10.....	1650	1350	500	5	44	2½
K20.....	1750	1350	500	5	44	2½
P20, P30.....	2000	1700	490	8	44	2
TWO-STAGE, VARIABLE RATE:						
C50, L50, S50.....	2000	1750	400 to 540	5	59	2½
C60, L60, D60, S62, S64, S67.....	3000	2700	450 to 700	6	59	2½
T60, S69, C80, L80, T80, E80, U80.....	3500	3150	540 to 850	6	59½	3
M60.....	4000	3650	580 to 840	7	59	2½
M80.....	4500	4100	700 to 1000	7	59½	3

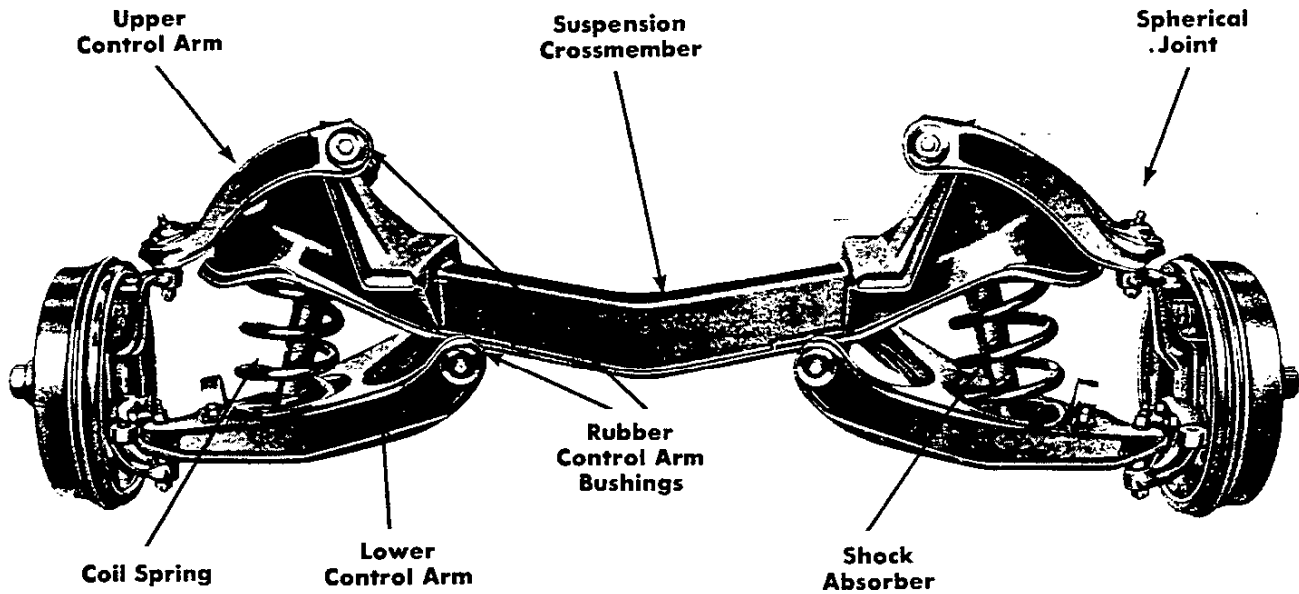
Optional Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
SINGLE-STAGE:						
P30.....	2500	2200	726	10	44	2
TWO-STAGE, VARIABLE RATE:						
C50, L50, S50.....	3000	2700	450 to 700	6	59	2½
C60, L60, M60, D60, S62, S64, S67.....	3500	3150	540 to 850	6	59½	3
C60, L60, D60, S62, S64, S67.....	4000	3650	580 to 840	7	59	2½
C60, L60, M60, T60, D60, S60, C80, L80, T80, E80, U80.....	4500	4100	700 to 1000	7	59½	3
C80, L80, T80, M80, E80, U80.....	5500	5050	850 to 1315	9	59½	3
C80, L80, T80, M80, E80, U80.....	7000	6500	990 to 1550	11	59½	3

➔ Indicates revised specifications

FRONT SUSPENSION

COIL SPRINGS



CORVAIR 95 MODELS

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.

Extended-life lubrication provides greater component durability

and reduced maintenance.

The front suspension upper control arm spherical joints are permanently sealed, requiring no periodic service.

While sealing of the lower spherical joints is similar to that of the upper joints, lubrication fittings and grease escape grooves are provided because of its primary function as the load-carrying member.

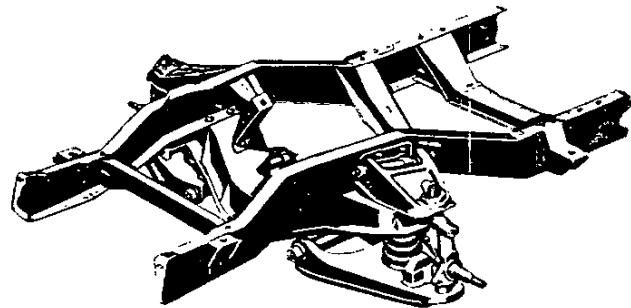
SERIES C10, P10, C20, C30

All Series 10 through 30, except four-wheel drive and forward control models P20 and P30, are equipped with coil spring front suspension. Coil springs provide an extremely rugged and compact independent suspension assembly. Maintenance is greatly reduced since spring adjustments are not required.

Vertical walls of the suspension crossmember have a double thickness in critical areas to withstand loads and forces from the lower control arms and pivot shafts. Stamped steel, single unit lower control arms contribute to a simplified design.

Upper and lower control arm pivot shafts are forged steel on Series 20 and 30 (steel bar stock on Series 10) to resist fore, aft and lateral movements. An outstanding feature of the upper control arm pivot shaft attachment is the ease and endurance of caster-camber adjustments.

Shock absorbers are stud-mounted to the frame at the top and clevis-mounted at the lower control arm.



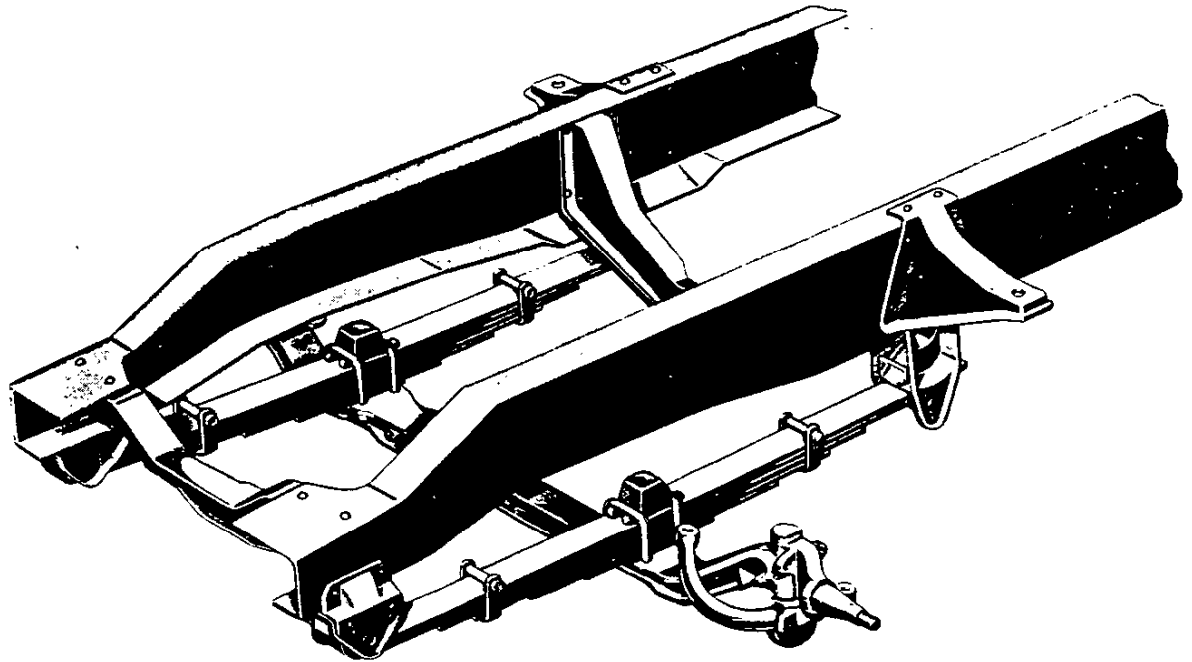
SUSPENSION CAPACITY

Series:

C10, P10	2500 lbs
C20	3000 lbs
C30	3500 lbs

FRONT SUSPENSION

I-BEAM AXLE WITH VARIABLE-RATE LEAF SPRINGS



SERIES 50, 60, 80

Reverse-Elliot I-beam axles and variable-rate 2-stage leaf springs combine to provide all 50 through 80 Series models with a front suspension featuring exceptional durability and outstanding ride and handling characteristics.

I-beams are constructed of heat-treated drop-forged steel. Constant diameter kingpins are protected by diamond shaped seals at each end. Upper and lower kingpin bushings are steel-backed bronze with distribution grooves to ensure uniform lubrication. Tapered wheel bearings are used on all units.



I-BEAM AXLE CAPACITIES

Standard	
Series	
C-L50	4000 lbs
S50	4500 lbs
C-L-M-D60	5000 lbs
S60 (except S69)	5500 lbs
T60, S69, C-L-T-M-E-U80	7000 lbs
Optional	
C-L50	5000 lbs
S50	5500 lbs
C-L-M-D-S60 (exc S69)	7000 lbs
C-L-T-M-E-U80	9000 lbs
C-L-T-M-E-U80	11,000 lbs

Variable-Rate Front Suspension

The two top leaves of the variable-rate front spring, unlike the variable-rate rear spring (see Rear Suspension—page 4), are fastened at the front hanger. At the rear, the unshackled squared-off top leaf rides against a specially hardened cam surface.

In operation, top spring leaf contacts the cam surface near its outer edge under light load. As the load increases, the line of contact moves inward until, at full load, it reaches the inner edge of the cam. Thus, there is soft spring action with light loads and progressively stiffer spring action as the load is increased. Additionally, the springs are of a two-stage design, assuring excellent load-carrying ability.

FRONT SUSPENSION

SERIES K10, K20

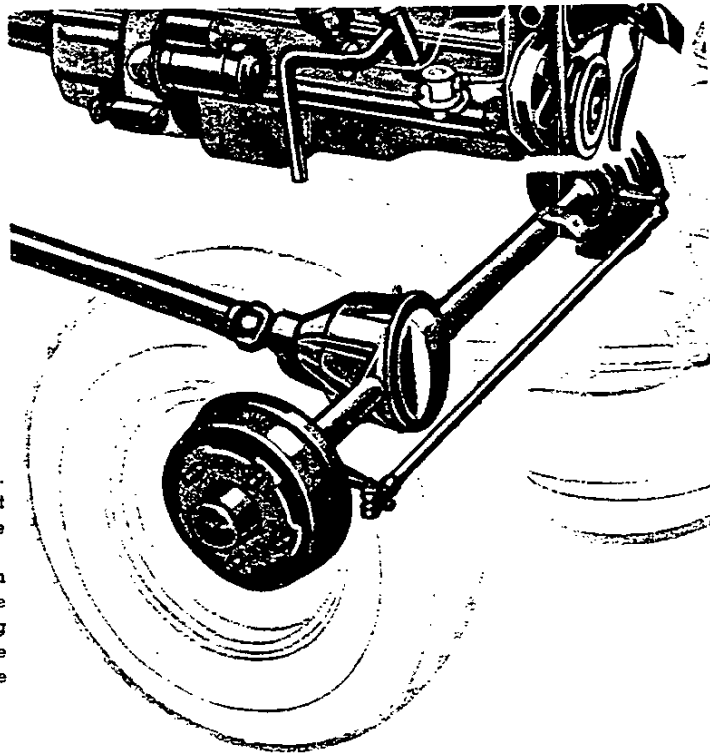
Front drive is through a single reduction hypoid pinion and ring gear combination. Full floating axle shafts drive the front wheels through yoke and trunnion type universal joints.

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.

FOUR-WHEEL DRIVE MODELS

Specifications

	Series K10	Series K20
Axle:		
Make.....	Spicer	Spicer
Model.....	445F	445F
Minimum shaft diameter...	1.125"	1.125"
Capacity.....	3300 lb	3500 lb
Pinion & Ring Gear:	hypoid	hypoid
Ratio.....	3.73	4.55
Pinion, teeth.....	12	11
Ring gear, teeth.....	47	50
Pinion Mounting:	overhung	overhung
Bearings.....	tapered roller	tapered roller
Differential:	2-pinion	2-pinion
Bearings.....	tapered roller	tapered roller
Lubricant Capacity.....	4½ pt	6½ pt



Optional Heavy-Duty Front Axle

An optional heavy-duty front axle is available for K20 models. Although the rated capacity is the same as the standard front axle, it features heavier components which permit an increase in maximum GVW from 7200 to 7600 pounds.

Heavy-duty bronze bushings and tapered roller kingpin thrust bearings are used in the upper and lower positions. The optional front axle also includes 7-inch diameter steering knuckle ball joints and axle shaft universal joints which are approximately 45 per cent stronger than those used with the standard K20 driveline.

**MEDIUM AND HEAVY-DUTY
FRONT AXLE DATA**

SERIES APPLICATION	CLS 50	CL60, S62, S64, S67	T60, S69	CELMTU 80
4000 Lb I-Beam Axle	Std	-	-	-
5000 Lb I-Beam Axle	RPO F47	Std	-	-
7000 Lb I-Beam Axle	-	RPO F48	Std	Std
9000 Lb I-Beam Axle	-	-	-	RPO F67
11,000 Lb I-Beam Axle	-	-	-	RPO F68

**MEDIUM AND HEAVY-DUTY
FRONT SPRING DATA**

SERIES APPLICATION	CLS 50	CL60, S62, S64, S67	T60, S69	CELMTU 80
2000 Lb, 5-Leaf, 2-1/2" wide	Std	-	-	-
3000 Lb, 6-Leaf, 2-1/2" wide	RPO F60	Std	-	-
4000 Lb, 7-Leaf, 2-1/2" wide	-	RPO F60 with Base I-Beam	-	-
3500 Lb, 6-Leaf, 3" wide	-	Included in RPO F48, 7000 Lb Axle	Std	Std CELTU 80
4500 Lb, 7-Leaf, 3" wide	-	RPO F60 with F48, 7000 Lb Axle	-	Std M80, RPO F60 on CELTU 80
5500 Lb, 9-Leaf, 3" wide	-	-	-	RPO F60 & F with RPO F6 9000 Lb Axle
7000 Lb, 11-Leaf, 3" wide	-	RPO F60 with RPO F48, 7000 Lb Axle	RPO F60 with RPO F67 or F68, 9000 or 11,000 Lb Axles	

* RPO F60 on M80 Series; F81 on CELTU80 Series.

Prepared by

M. J. Leone
Engineering Product
Information Department

8-15-62



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**MEDIUM AND HEAVY DUTY
REAR AXLE DATA**

SERIES APPLICATION	CLS 50	CLT 60	S62-64	D60	S67-S69	CLT 80	EU 80	M80
11,000 lb. single-speed	Std.	-	-	-	-	-	-	-
15,000 lb. single-speed	RPO H15	Std.	Std.	Std.	Std.	-	-	-
15,000 lb. two-speed	RPO H96 incls. RPO G52	RPO H96	RPO H96	RPO H98	RPO H96	-	-	-
17,000 lb. single-speed	-	RPO H16 incls. 9200#spg	-	-	RPO H16 incls. 9200#spg	-	-	-
17,000 lb. Chev. single-speed	-	RPO H97 incls. 9200#spg	-	-	RPO H97 incls. 9200#spg	-	-	-
17,000 lb. * two-speed	-	RPO H79 incls. 9200#spg	-	RPO H71 incls. RPO G56	-	-	-	-
18,500 lb. * single-speed	-	-	-	-	-	Std.	incl. in RPO M92	-
18,500 lb. * two-speed	-	-	-	-	-	RPO H80 RPO H81	Std.	-
30,000 lb. Eaton Bogie	-	-	-	-	-	-	-	Std.

- Eaton

8-28-62
S.J. SEINER

**MEDIUM AND HEAVY DUTY
REAR SPRING DATA**

SERIES APPLICATION	CLS 50	CLST 60	D60, CLT80	EU80	M80
5500#, 8-leaf, 2-1/2" wide	Std.	-	-	-	-
7500#, 10-leaf, 2-1/2" wide	RPO G52	Std.	-	-	-
8750#, 11-leaf, 2-1/2" wide	RPO G55	RPO G55	-	-	-
9200#, 9-leaf, 3" wide	-	inc. w/17,000# axle	Std.	-	-
10,400#, 10-leaf, 3" wide	-	RPO G56-used w/17,000# axle	RPO G56	Std.	-
11,500#, 11-leaf, 3" wide*	-	RPO G58-used w/17,000# axle	RPO G58	RPO G58-	-
17,250#, 12-leaf, 4" wide	-	-	-	-	Std.
19,500#, 12-leaf, 4" wide	-	-	-	-	RPO C

- N/A for S60

MEDIUM AND HEAVY-DUTY AUXILIARY SPRING DATA

SERIES APPLICATION	CL50, CLT 60	CDLT60, CELTU80
1500#, 4-leaf, 2-1/2" wide	RPO G60	-
2000#, 4-leaf, 3" wide	-	RPO G60

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REAR SPRINGS

SPECIFICATIONS

Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
R10.....	1150	1050	1-Stage	364	0.775	4.93
C10, P10 (Std).....	1250	1080	2-Stage	253 to 392	0.698	6.89
C10, P10 (RPO).....	2000	1650	2-Stage	332 to 482	0.767	7.034
C20 (Std).....	2000	1650	2-Stage	344 to 602	0.798	7.096
C20 (RPO).....	3000	2650	2-Stage	578 to 751	0.893	7.286

Standard Leaf Springs

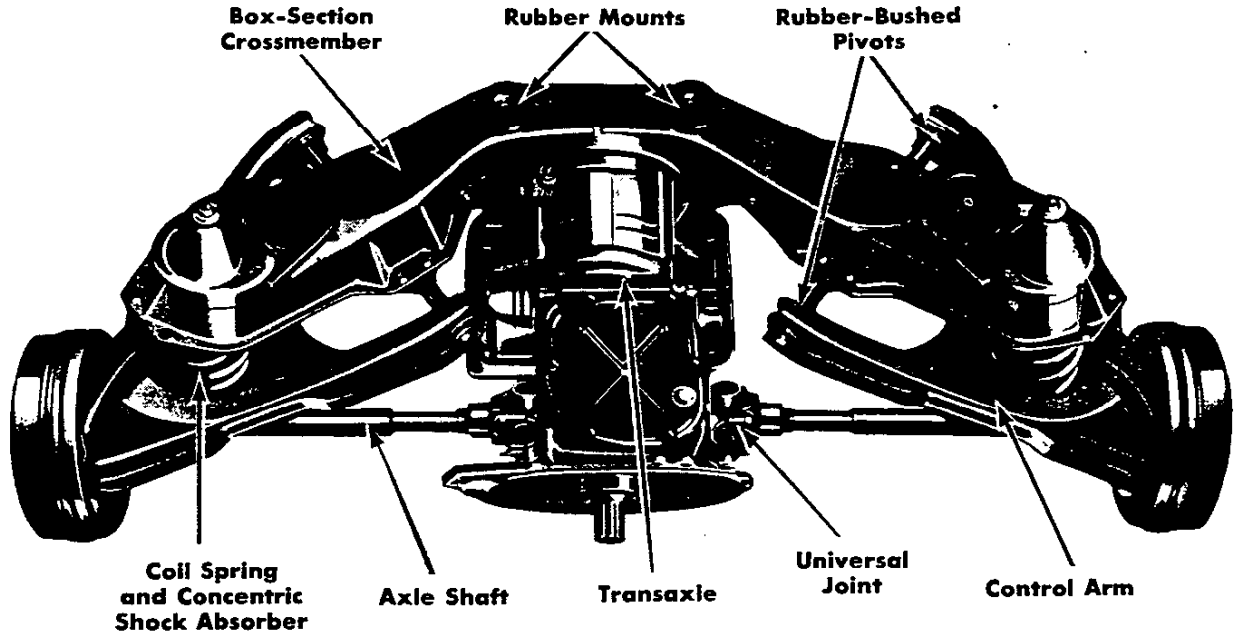
Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K10.....	1900	1640	1-Stage	322	6	52	2½	1.81
K20.....	1900	1535	1-Stage	322	6	52	2½	1.81
C30.....	2400	1920	1-Stage	497	8	52	2½	2.55
P20, P30.....	2400	2050	1-Stage	497	8	52	2½	2.55
C-L-S50.....	5500	4950	2-Stage	528 to 1636	8	54	2½	4.30
C-L-T-S60.....	7500	6750	2-Stage	633 to 2053	10	54	2½	5.11
D60, C-L-T80.....	9200	8400	2-Stage	625 to 2500	9	55	3	5.15
E-U80.....	10,400	9600	2-Stage	950 to 2900	10	55	3	5.55
M60.....	15,000	13,500	1-Stage	9690	11	45¾	4	4.50
M80.....	17,250	15,440	1-Stage	8490	12	46¼	4	5.36

Optional Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
K20.....	3150	2785	1-Stage	497	8	52	2½	2.55
C30.....	3100	2750	2-Stage	....	8	52	2½	2.70
C30.....	4150	3670	Main	....	8	52	2½	2.70
			Auxiliary	....	5	...	...	1.55
P30.....	3400	3000	Main	497	8	52	2½	2.55
			Auxiliary	1290 ♦	5	...	...	1.46
P30.....	4350	3750	2-Stage	780 to 1030	12	52	2½	4.48
C-L-S50.....	7500	6750	2-Stage	633 to 2053	10	54	2½	5.11
C-L-S50, C-L-S-T60.....	8750	7950	2-Stage	740 to 2235	11	54	2½	5.47
C-L-T60, S67, S69.....	9200	8400	2-Stage	625 to 2500	9	55	3	5.15
C-L-T60, D60, S60, C-L-T80.....	10,400	9600	2-Stage	950 to 2900	10	55	3	5.55
C-L-T-D60, C-L-T-E-U80.....	11,500	10,750	2-Stage	1075 to 3250	11	55	3	5.96
M80.....	19,500	17,540	1-Stage	15, 624	12	45¾	4	5.71

♦ Total, main and auxiliary

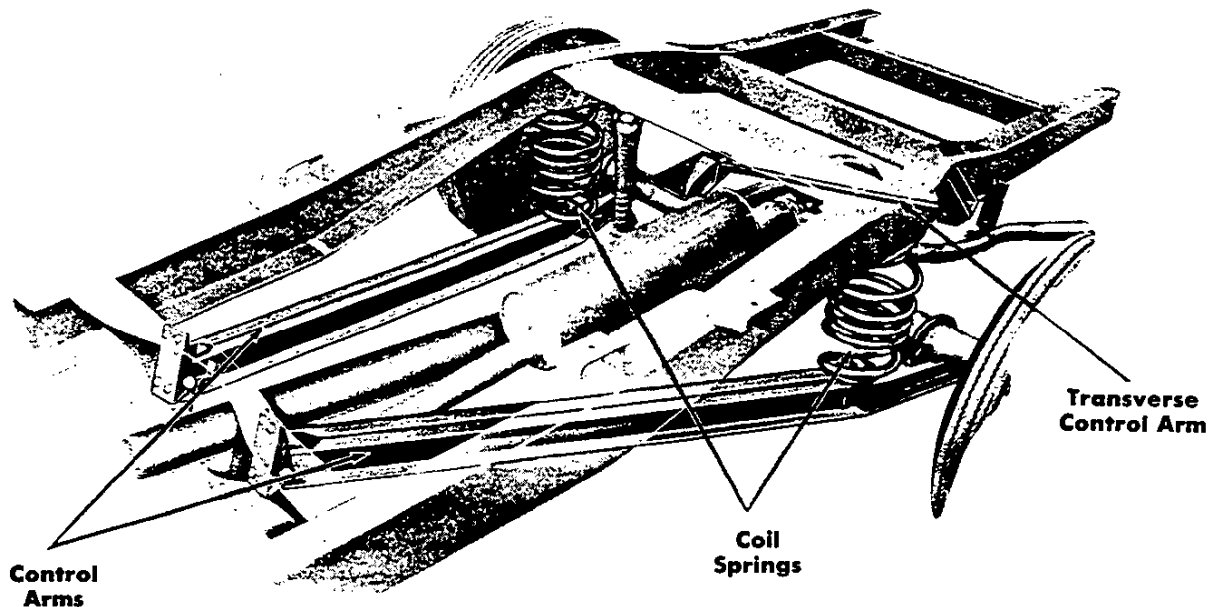
REAR SUSPENSION



CORVAIR 95 MODELS

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 two-stage coil springs which provide an excellent ride when vehicle is empty or lightly loaded—yet increase in capacity as loads become greater. See illustration and description on following page.

REAR SUSPENSION

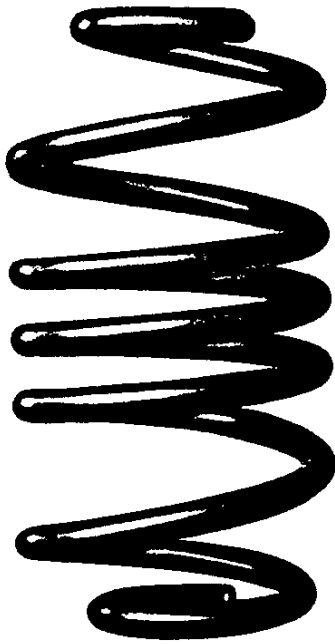
SERIES C10, P10 and C20 (Continued)

Two-Stage Coil Springs

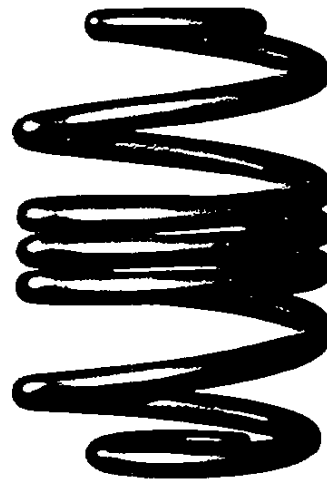
The two-stage coil spring rear suspension, standard and optional on all Series C10, P10 and C20 models, provides a low-rate first stage for smooth ride and a higher rate second stage to insure greater load-carrying capacity.

The two-stage principle is achieved through a closer spacing of the three center coils. Thus, in an unloaded condition, riding qualities are enhanced through the use of the entire spring, within the limits of travel of the three center coils.

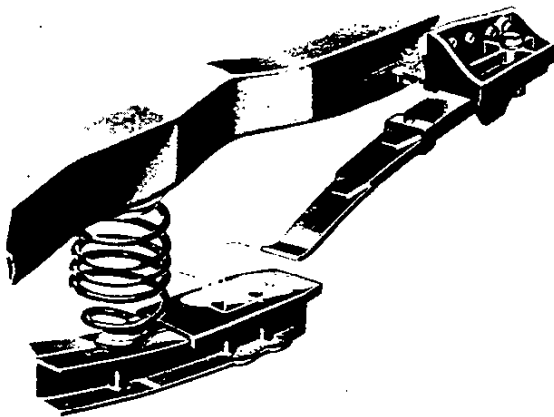
Severe jouncing of the vehicle or heavier loads compress the three coils to a point where they touch and become inactive. This reduces the number of active coils, giving the spring a higher rate and greater carrying capacity.



First Stage
Low rate for ride



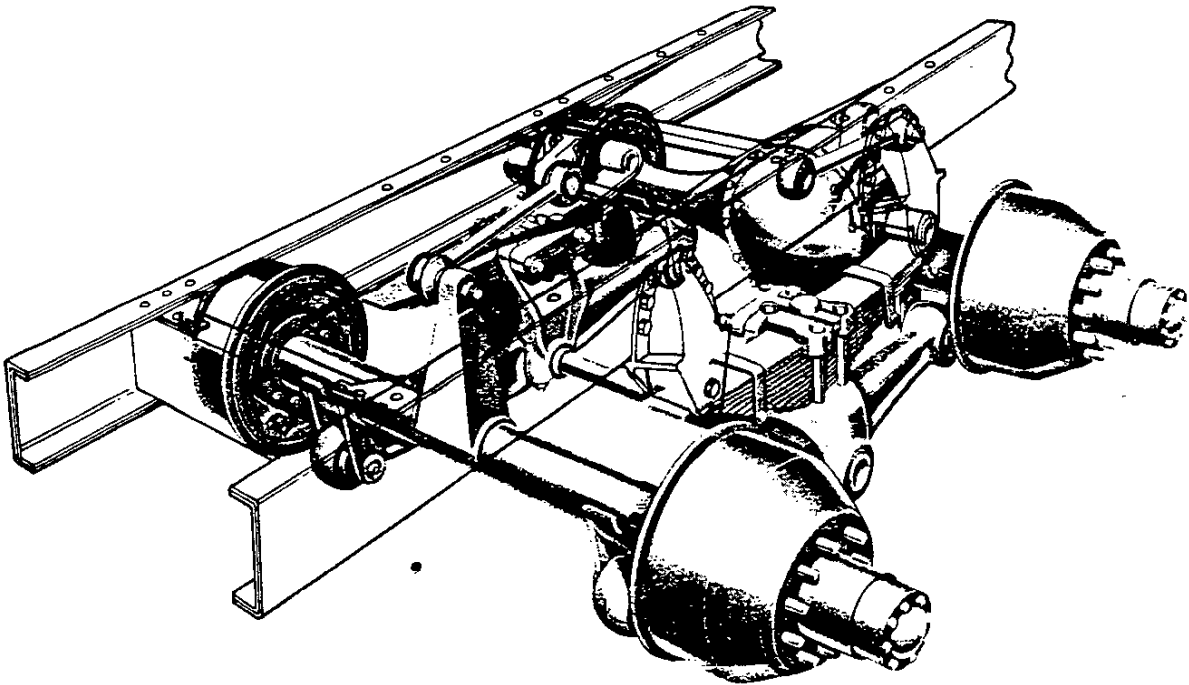
Second Stage
High rate for greater
carrying capacity



Cantilever Mounted Auxiliary Springs

Three-leaf auxiliary rear springs are available as optional equipment on Series C10 and C20 models. The springs are attached to the outside of the frame side rail web at the rear. The lower leaf extends forward into the vicinity of the rear axle mounting pads on the suspension control arms. The auxiliary rear springs make contact with the axle mounting pads only after the base springs are compressed to design load condition. Although they do not permit a higher GVW rating, the auxiliary springs increase the carrying capacity by 500 pounds per side.

TANDEM SUSPENSION



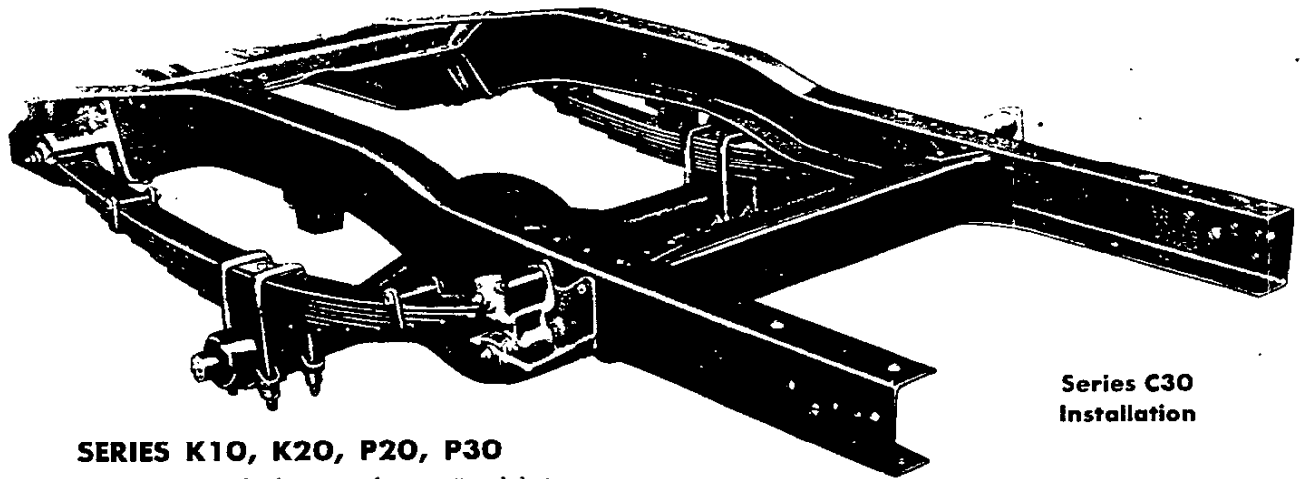
SERIES M60

Series M60 tandems use a new version of the Hendrickson rear suspension with a Chevrolet forward driving axle in combination with a tubular trailing axle.

The design of the suspension system, using equalizing beams, provides excellent operating flexibility. The action of these beams allows the vehicle to "walk" over surface irregularities, resulting in a smoother and more level ride. A cross tube connecting the equalizing beams assures correct alignment and prevents damaging load transfer.

Axle torque is controlled by the use of torque rods, thereby reducing the tendency of the axles to turn backward or forward due to starting or stopping inertia. Short, relatively lightweight rear springs serve to cushion and support the load.

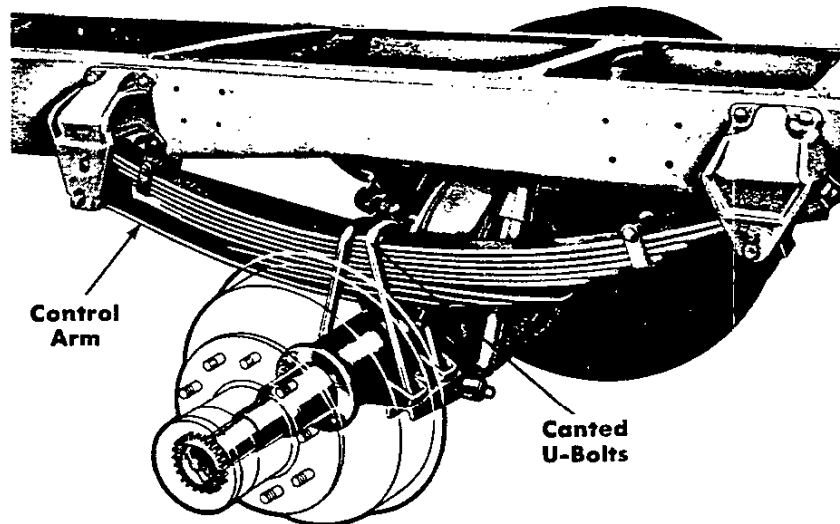
REAR SUSPENSION



Series C30
Installation

SERIES K10, K20, P20, P30

These series employ rear leaf springs of conventional design. Standard springs for each model are single-stage. Two-stage springs are optional for C30 Series; auxiliary springs are optionally available for C30 and P30 Series.



Control
Arm

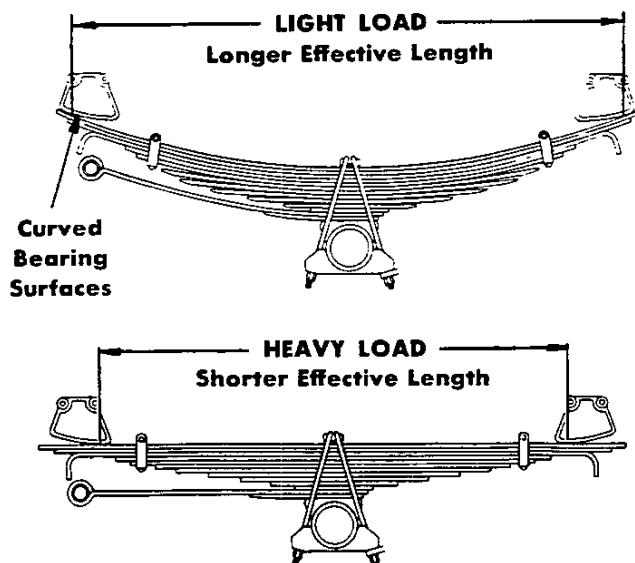
Canted
U-Bolts

SERIES 50, 60, 80 (Except M60 & M80)

The ends of the variable-deflection-rate springs bear against, but are not attached to, curved surfaces. As spring load increases, the curved bearing surface shortens the *effective* length of the spring, thereby increasing the deflection rate. Thus, there is soft spring action with light loads, and progressively stiffer spring action as the load is increased.

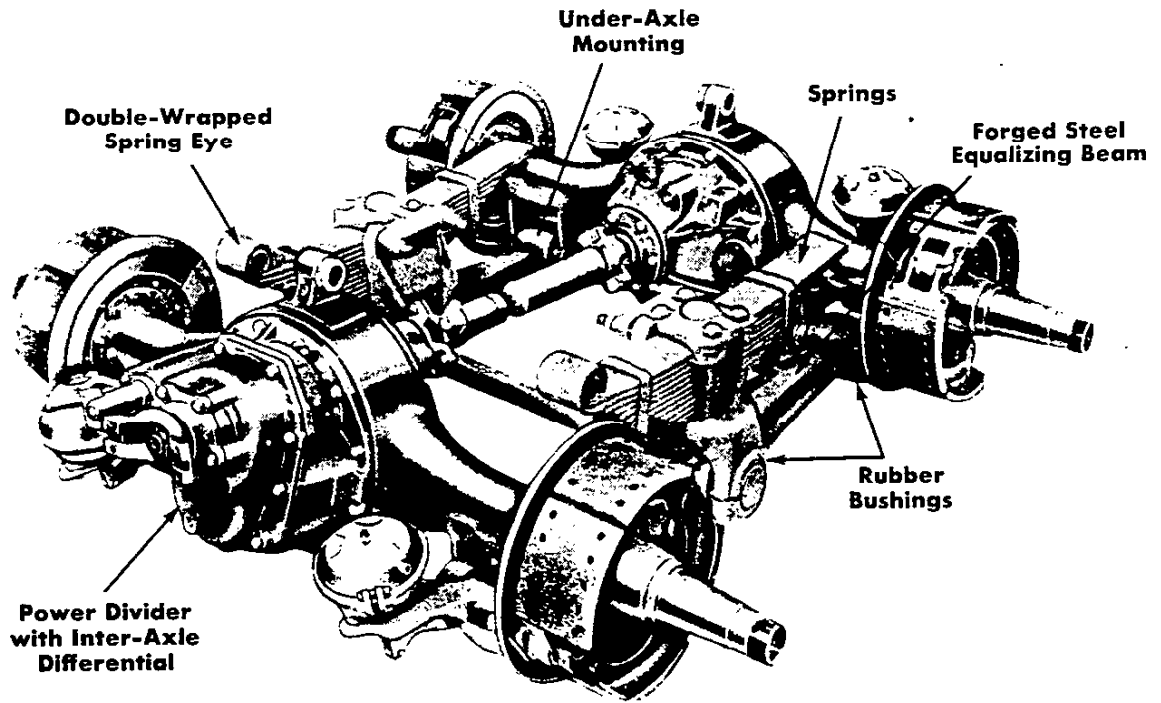
Driving and braking forces are transmitted by the control arm, leaving the spring leaves to perform only a cushioning function.

Canted U-bolts permit full action of the spring leaves.



Curved
Bearing
Surfaces

TANDEM SUSPENSION

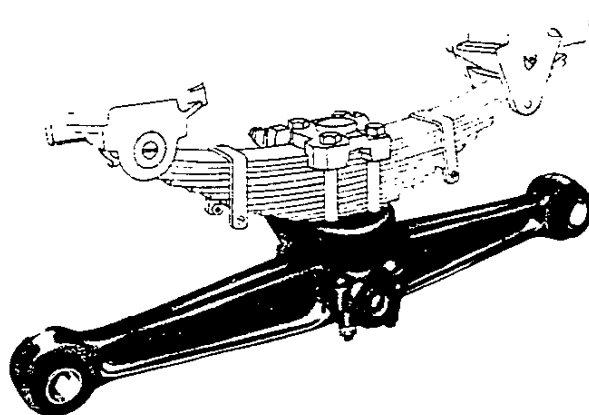


SERIES M80

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:

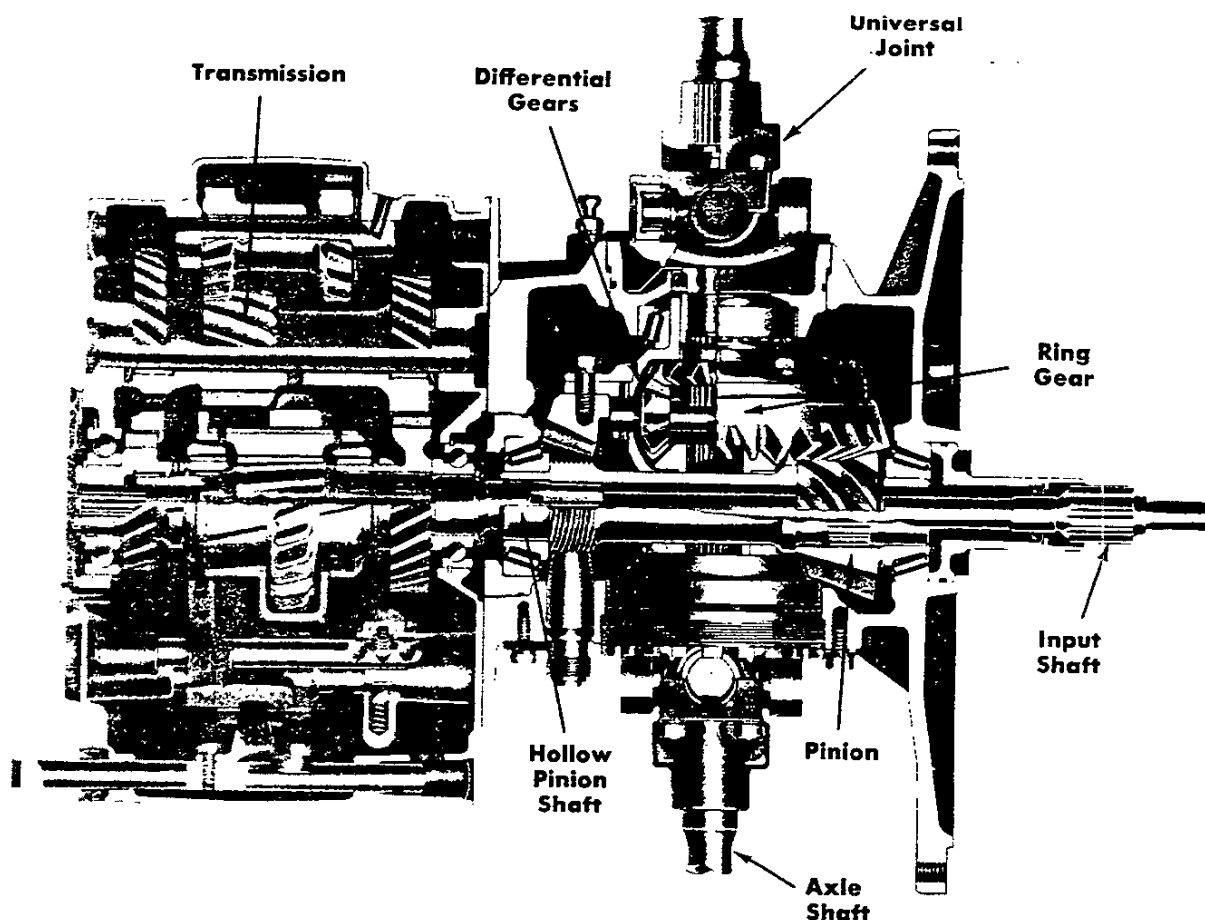
Type	Full-floating
Minimum diameter	1 ¹¹ / ₁₆ "
Diameter over splines	1.86"
Number of splines	16
Attachment to hub	8 studs

Wheel Bearings:

Type	Tapered roller
Make	Timken or Bower

REAR AXLE

CORVAIR 95 SINGLE-SPEED REAR AXLE



Final drive gears are contained in the transaxle assembly—a combined transmission and rear axle. The transaxle is attached to the underside of the body so that the entire weight is sprung. Weight of truck and cargo is carried by the front and rear suspensions, relieving the axle shafts of any weight carrying function.

Hypoid pinion and ring gear are straddle-mounted. The pinion driveshaft is hollow, and splined to the hollow transmission mainshaft. The engine input shaft passes through both hollow shafts to drive the transmission.

The same lubricant (SAE 80) is used for both transmission and rear axle except when the Powerglide transmission is used. With the Powerglide, different lubricants are used.

Universal joint oil seals are pressed into the bearing adjusting sleeves, and can be serviced without readjusting the bearings. The splined end of each universal joint is placed in the center of the side bearing adjusting sleeve and engages a differential side gear. Each universal joint is splined to an axle shaft and held in place by a bolt.

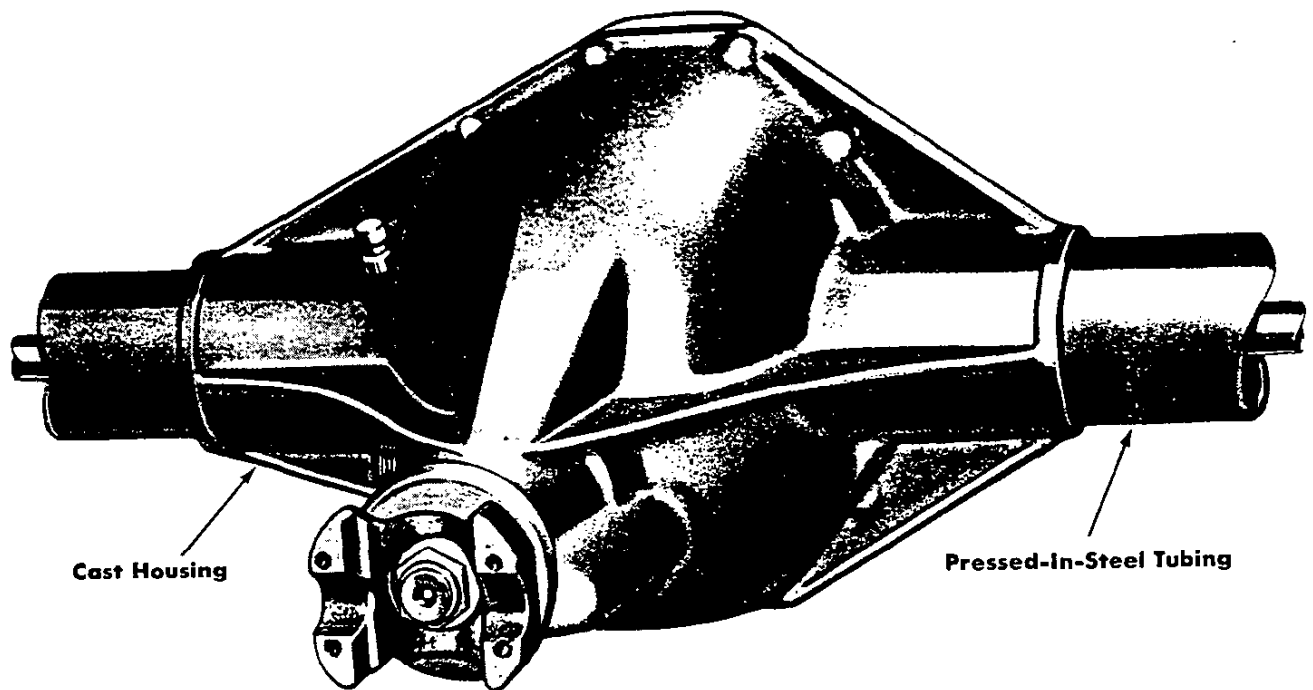
Positraction Differential

The Positraction differential is available as a regular production option. It reduces wheel spin caused by loss of traction at one driving wheel. Construction is similar to that used for conventional single-speed axles on C10 and P10 models described on page 9 of this section.

Specifications

Series Application	R10
Pinion & Ring Gear:	
Type	Hypoid
Ratios available	3.89
Pinion, teeth	9
Ring gear, teeth	35
Pinion Mounting:	
Mounting type	Straddle
Front bearing	Tapered roller
Rear bearing	Tapered roller
Differential:	
Type	2-Pinion
Bearings	Tapered roller
Axle Shafts:	
Diameter	1.29"
Wheel Bearings:	
Type	Barrel roller
Make	Hyatt

SALISBURY-TYPE DESIGN SERIES C10 and P10



Series C10 and P10 models are equipped with a three-piece construction Salisbury-type rear axle. The illustration above shows the housing construction in which the axle tubes, as separate members, are pressed and welded into a central differential carrier housing.

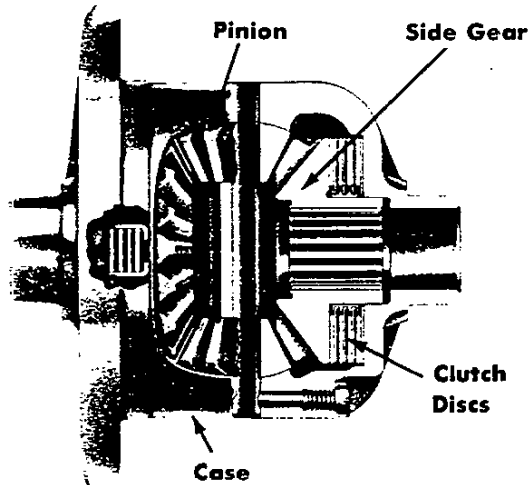
Reinforcement ribs of the central carrier housing are placed to best advantage. A full rib extending between the pinion bearings and the differential bearings provides excellent support of the gear teeth at the mesh point. The location of these main axle components, as a result of the rib placement, contributes to a rigid, more quiet operation.

REAR AXLE

CHEVROLET SINGLE-SPEED REAR AXLE 3300-lb to 3500-lb Capacity

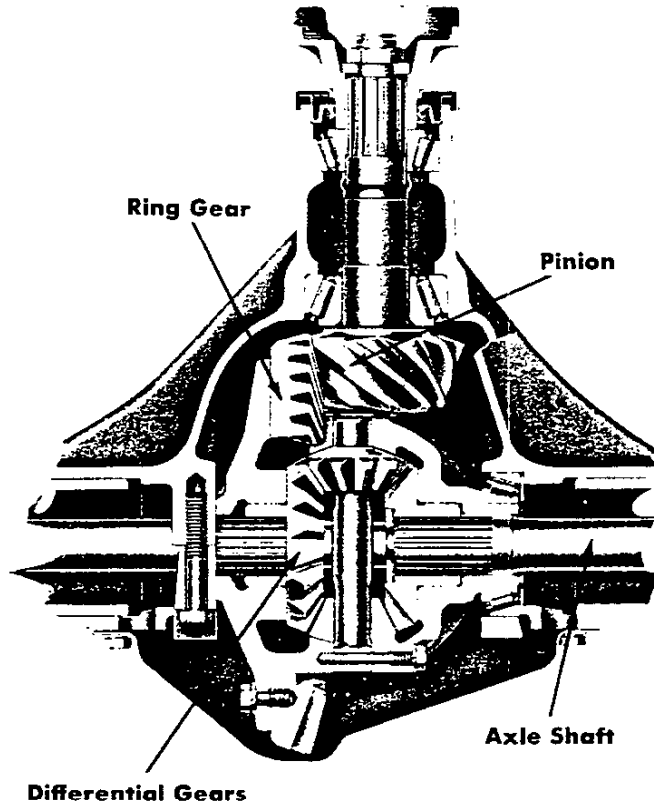
Rugged hypoid ring and pinion gears have large tooth contact area for long, dependable service and quiet operation. Widely spaced tapered roller pinion bearings insure high pinion rigidity and long life of drive gears. The one-piece axle housing has a removable inspection plate to facilitate gear adjustment.

3500-lb axle illustrated



Positraction 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.



Differential Gears

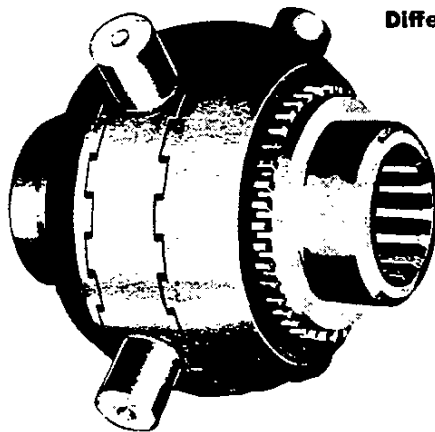
Specifications

Capacity	3300 lb	3500 lb	3500 lb
Make	Chevrolet	Chevrolet	Chevrolet Positraction
Series Application	K10	C10, P10, C20*	C10, P10
Pinion & Ring Gear:			
Type	Hypoid	Hypoid	Hypoid
Ratios available	3.73	3.07 3.73 4.11	3.73
Pinion, teeth	11	14 11 9	11
Ring gear, teeth	41	43 41 37	41
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	Tapered Roller	Tapered Roller	Tapered Roller
Axle Shafts:			
Type	Semi-Floating	Semi-Floating	Semi-Floating
Minimum diameter (in)	1.16	1.16	1.16
Differential splines: Number of splines	17	17	17
Diameter over splines (in)	1.28	1.28	1.28
Housing:			
Section diameter x thickness (in)	3.00 x 0.22	3.00 x 0.22	3.00 x 0.22
Wheel Bearings:			
Type	Tapered Roller	Tapered Roller	Tapered Roller
Make	Hyatt	Hyatt	Hyatt

*4.11 ratio only on C20.

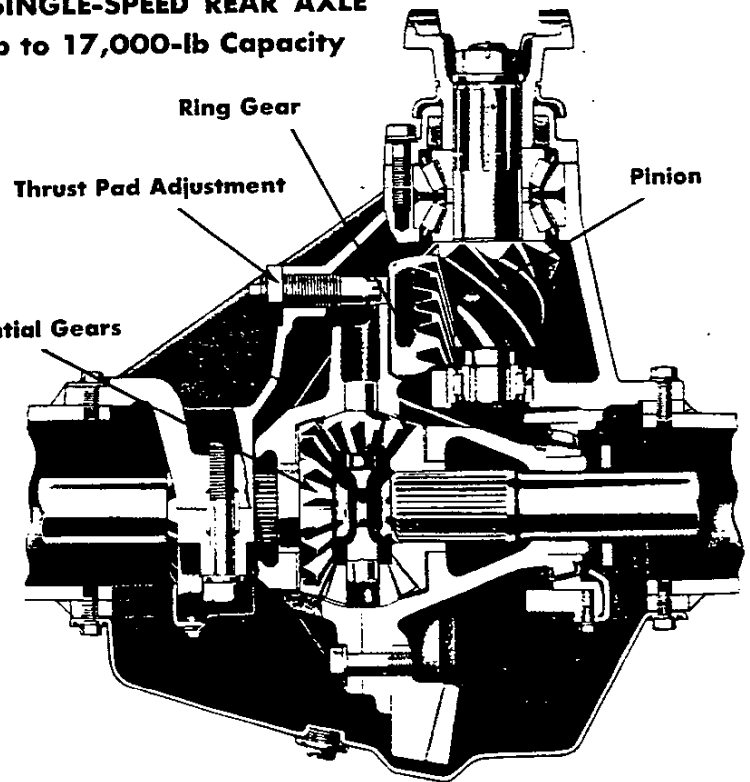
CHEVROLET SINGLE-SPEED REAR AXLE 5200-lb to 17,000-lb Capacity

With full-floating design, the axle housing carries the weight of chassis and cargo. Axle shafts are only required to transmit driving torque to the rear wheels. An adjustable ring-gear thrust pad and a straddle-mounted pinion maintain proper gear alignment even under severe conditions. Differential is of the four-pinion type, and the one-piece axle housing has a removable inspection plate. Axle shafts are induction hardened to provide resistance to fatigue stresses.



NoSPIN Differential

Axles for Series C-P20 and C-P30 are optionally available with a NoSPIN differential. In addition to performing usual differential functions, it prevents wheel spin when one driving wheel loses traction. Driving torque is distributed to the driving wheels in proportion to the traction at each wheel, thus easing the negotiation of slippery roads or soft terrain.



15,000-lb Axle illustrated

Specifications

Capacity	5200 lb	7200 lb	11,000 lb	15,000 lb	17,000 lb
Series Applications	C-K-P20	C-P30	C-L-S50	C-L-S50 C-D-L-M-S-T60	C-L-S-T60
Pinion & Ring Gear:					
Type	Hypoid	Hypoid	Hypoid	Hypoid	Hypoid
Ratios available	4.57 ^a 5.14 ^b	5.14 5.83 ^e	6.17	6.17 ^c 7.20 ^d	7.20
Pinion, teeth	7 7	7 6 ^e	6	6 ^c 5 ^d	5
Ring gear, teeth	32 ^a 36 ^b	36 35 ^e	37	37 ^c 36 ^d	36
Pinion Mounting:					
Mounting type	Straddle	Straddle	Straddle	Straddle	Straddle
Front bearing	Ball	Ball	Ball	Tapered Roller	Tapered Roller
Rear bearing	Straight Roller	Straight Roller	Straight Roller	Straight Roller	Straight Roller
Differential:					
Type	2-Pinion ^f	4-Pinion	4-Pinion	4-Pinion	4-Pinion
Bearings, type	Barrel Roller	Barrel Roller	Barrel Roller	Barrel Roller	Barrel Roller
Axle Shafts:					
Minimum diameter (in)	1.34	1.34	1.44	1.69	1.69
Differential splines:					
Number of splines	17	17	27	29	29
Diameter over splines (in)	1.53	1.53	1.73	1.86	1.86
Hub-end attachment	Bolted ^g	Bolted	Splined	Splined	Bolted
Housing:					
Section dia x thickness (in)	3.25 x 0.281	3.25 x 0.281	4.00 x 0.375	4.50 x 0.44	4.75 x 0.500
Wheel Bearings:					
Type	Barrel Roller	Barrel Roller	Barrel Roller	Barrel Roller	Tapered Roller
Make	Hyatt	Hyatt	Hyatt	Hyatt	Timken or Bower

^a—Series C-K20 only.
^b—Series P20 only.

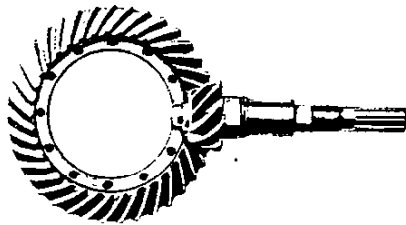
^c—Series D60 only.
^d—Except Series D60.

^e—Series P30 only.
^f—4-Pinion on P20 Series

^g—Splined on Series K20.

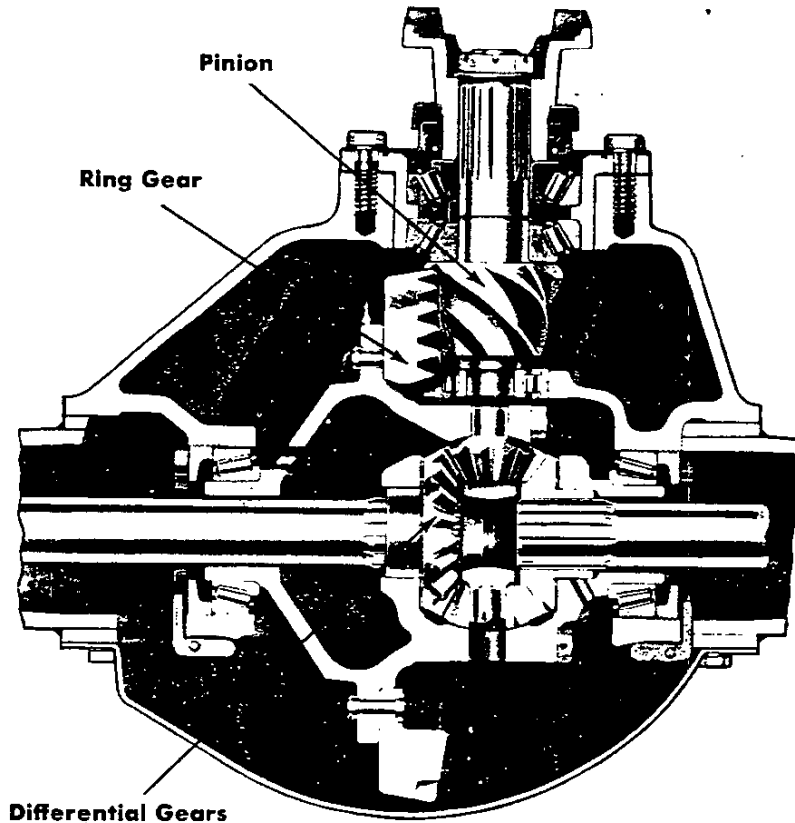
REAR AXLE

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.



Housing and Axle Shafts

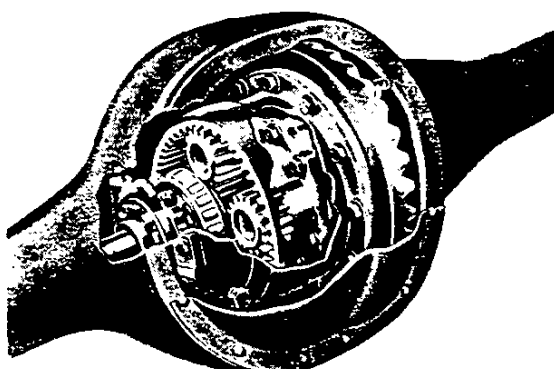
With full-floating axle shafts, the axle housing supports the chassis and payload and absorbs road shocks. Housing is high-strength banjo design, made of drop-forged medium-carbon steel. Removable inspection plate simplifies maintenance and adjustment.

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.

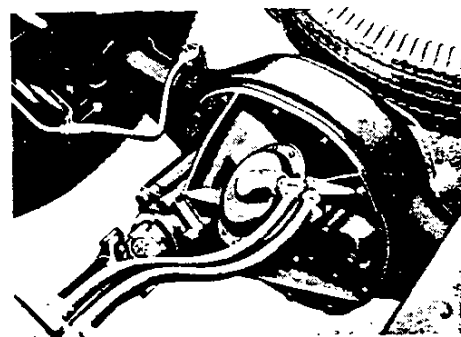
Specifications

Capacity	18,500 lb	18,500 lb
Series Applications	C-L-T80	E-U80
Eaton Axle Series	1790A	1790A
Pinion & Ring Gear:		
Type	Spiral Bevel	Spiral Bevel
Ratios available	7.17	5.57
Pinion, teeth	6	7
Ring gear, teeth	43	39
Pinion Mounting:		
Mounting type	Straddle	Straddle
Front 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 (in)	1.81	1.81
Attachment to hub	Bolted	Bolted
Housing:		
Section diameter x thickness (in)	5.12 x 0.44	5.12 x 0.44
Wheel Bearings:		
Type	Tapered Roller	Tapered Roller
Make	Timken or Bower	Timken or Bower
Bearing inside diameter:		
At inner bearing	3¼"	3¼"
At outer bearing	2⅞"	2⅞"

CHEVROLET TWO-SPEED REAR AXLE 15,000-lb & 17,000-lb Capacity



**Chevrolet Two-Speed
Planetary-Gear
Rear Axle**



Double-Line Vacuum Control
(Except Series D60)

The Chevrolet two-speed rear axle features a durable hypoid 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 hypoid gears directly to the axle shafts, as in a single-speed axle. In low range the planetary gear system operates as a second reduction after the hypoid gears. Torque at the axle shafts is increased by 36 per cent for greater pulling ability.

Ring gear and pinion alignment is maintained by straddle mounting of the pinion between dual tapered roller bearings at front and

a straight-roller outboard bearing at rear. An adjustable thrust pad minimizes ring gear deflection during severe torque applications, such as pulling hard in low transmission gear. Drive gears, planetary gears and differential gears are carburized alloy steel, accurately machined and hardened.

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.

Shafts are drop-forged from alloy steel, induction hardened and shot-peened for resistance to fatigue failure.

Specifications

	15,000 lb	17,000 lb
Capacity	15,000 lb	17,000 lb
Series Application	C-L-S50 C-L-M-S-T60	C-L-T-S60
Pinion & Ring Gear:		
Type	Hypoid	Hypoid
Ratios available: High	5.83★ 6.40♦	6.40♦
Low	7.95★ 8.72♦	8.72♦
Pinion, teeth	6★ 5♦	5♦
Ring gear, teeth	35★ 32♦	32♦
Pinion Mounting:		
Mounting type	Straddle	Straddle
Front bearings (two)	Tapered Roller	Tapered Roller
Outboard bearing	Straight Roller	Straight Roller
Differential:		
Type	4-Pinion	4-Pinion
Bearings, type	Barrel Roller	Barrel Roller
Axle Shafts:		
Type	Full-Floating	Full-Floating
Minimum diameter (in)	1.69	1.69
Differential-end splines:		
Number of splines	29	29
Diameter over splines (in)	1.86	1.86
Hub-end attachment	Splined	Bolted
Housing:		
Section diameter x thickness (in)	4.50 x 0.44	4.75 x 0.50
Wheel Bearings:		
Type	Barrel Roller	Tapered Roller
Make	Hyatt	Timken or Bower
Bearing inside diameter:		
At inner bearing	2 ⁷ / ₈ "	3"
At outer bearing	2 ¹ / ₂ "	2 ⁵ / ₈ "

★ Series D60 only. ♦ Except Series D60.

**Vacuum
Shift Button**



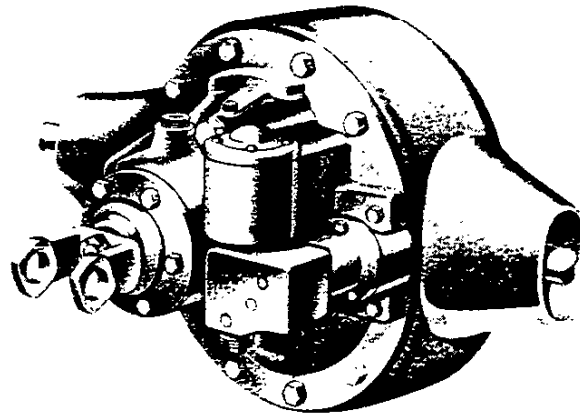
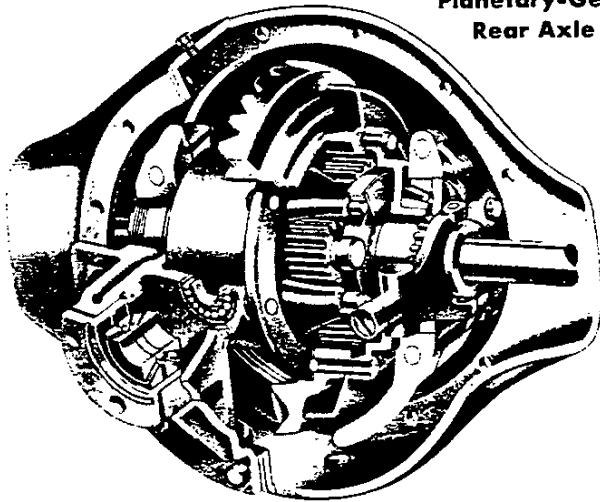
Shifting the Chevrolet two-speed rear axle is smooth, safe and convenient. The double-line vacuum control (except on D60 models) is positive in action and permits parking the truck safely in either high or low range. By operating the convenient push-button control, the driver may select the most favorable combined transmission and rear axle ratio. A decal on the instrument panel explains shifting methods and combinations of transmission and axle ratios.

D60 models employ an electric shift control, operated by a convenient button on the transmission shift lever. This control is similar in function to that described on page 13 for the Eaton 2-speed rear axle.

REAR AXLE

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

Capacity	17,000 lb	18,500 lb	18,500 lb
Series Applications	C-D-L-T60	C-L-T80	E-U80
Eaton Axle Series	1682	17800	17800
Pinion & Ring Gear:			
Type	Spiral Bevel		Spiral Bevel
Ratios available: High	4.87★ 7.17♦	6.50 7.17	5.57
Low	6.77★ 9.97♦	8.87 9.77	7.60
Pinion, teeth	8★ 6♦	6 6	7
Ring gear, teeth	39★ 43♦	39 43	39
Pinion Mounting:			
Mounting type	Straddle	Straddle	Straddle
Front bearing	Tapered Roller	Tapered Roller	Tapered Roller
Rear bearing	Tapered Roller	Tapered Roller	Tapered Roller
Outboard bearing	Straight Roller	Straight Roller	Straight Roller
Differential:			
Type	4-Pinion	4-Pinion	4-Pinion
Bearings, type	Tapered Roller	Tapered Roller	Tapered Roller
Axle Shafts:			
Type	Full-Floating	Full-Floating	Full-Floating
Minimum diameter	1.69"	1.81"	1.81"
Diameter over splines	1.86"	1.98"	1.98"
Number of splines	16	16	16
Attachment to hub	Bolted	Bolted	Bolted
Housing:			
Section diameter x thickness	4.75 x 0.50	5.12 x 0.44	5.12 x 0.44
Wheel Bearings:			
Type	Tapered Roller	Tapered Roller	Tapered Roller
Make	Timken or Bower	Timken or Bower	Timken or Bower
Bearing inside diameter:			
At inner bearing	3"	3¼"	3¼"
At outer bearing	2½"	2¾"	2¾"

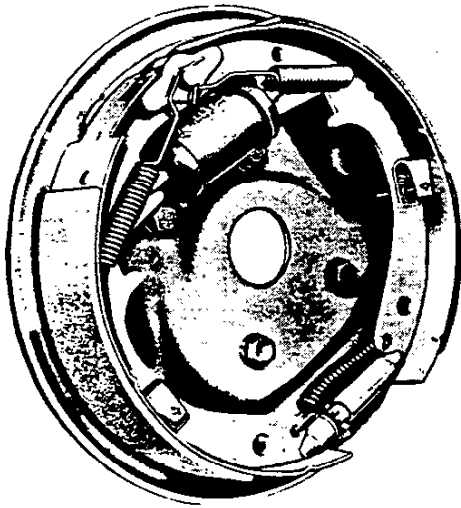
★ Series D60 only. ♦ Except Series D60.



Electric Shift Switch

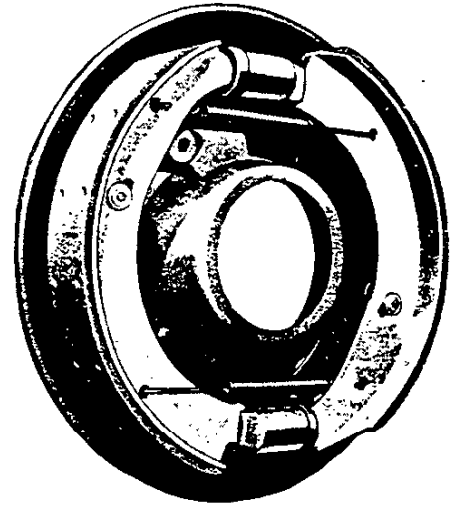
Shifting the Eaton two-speed rear axle is smooth, safe and convenient. The electric shift control is positive in action and permits easy clash-free shifting. By operating the convenient switch control, the driver may select the most favorable combined transmission and rear axle ratio. A decal on the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

HYDRAULIC BRAKES



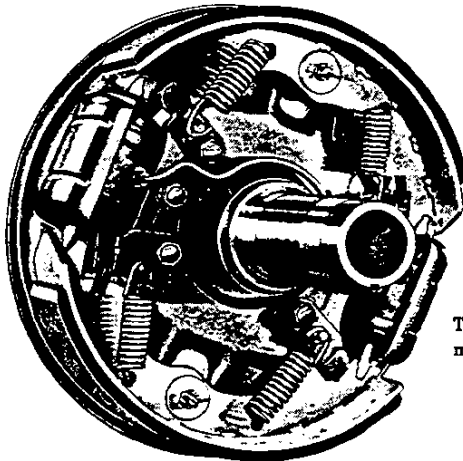
→ Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10-30, and are standard on the front wheels only of the 50 and 60 Series. K10 and 20 models use the Lockheed type brake on the front wheels and Torque-Action brakes on the rear. 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 C-L-M-T80 models. Linings are riveted to the brake shoes.



Twin-Action Rear Brake

Twin-Action rear brakes are standard on the rear wheels of Series 50 through 80 models (except E-U80). Linings are riveted to the brake shoes.

→ HYDRAULIC BRAKE SPECIFICATIONS

Series	Brake Size (inches)		Lining Area (sq in)		Drum Area (sq in)	
	Front	Rear	Front	Rear	Front	Rear
C10, P10, R10 ♦	11 x 2	11 x 2	83½	83½	138	138
K10	11 x 2	11 x 2	88½	83½	137½	138
C20	11 x 2¾	11 x 2¾	119	119	192	193
K20	12 x 2	12 x 2	98	93	152	150
P20	12 x 2	12 x 2	93	92	150	150
C30	11 x 2¾	13 x 2½	119	133	192	204
P30	12 x 2	13 x 2½	93	133	150	204
50	14 x 2½	15 x 4	136	245	219	376
60						
With 5000-lb front axle & 15,000-lb rear axle...	14 x 2½	15 x 4	136	249	219	376
With 7000-lb front axle & 15,000-lb rear axle...	15 x 3	15 x 4	199	249	283	376
With 7000-lb front axle & 17,000-lb rear axle...	15 x 3	15 x 6	199	380	283	565
With 5000-lb front axle & 17,000-lb rear axle...	14 x 2½	15 x 6	136	380	219	565
M80	15 x 3	15 x 6	199	759	283	1130
80 (Except E-M-U80)	15 x 3	15 x 7	199	443	283	660

♦ Corvair 95 models have self-adjusting brakes.

→ Indicates revised specifications.

BRAKES

→ HYDRAULIC BRAKE CYLINDER SPECIFICATIONS

Series	Main Cylinder Diameter (in)	Wheel Cylinder Dia (in)		Braking Effort (%)	
		Front	Rear	Front	Rear
C10	1.125	1.125	1.000	56	44
P10	1.125	1.125	1.000	56	44
K10	1.125	1.125	1.000	50	50
R10	1.000	1.125	1.000	50	50
C20	1.125	1.125	1.125	49	51
K20	1.125	1.125	1.125	50	50
P20	1.125	1.125	1.125	50	50
C30	1.125	1.125	1.250	41	59
P30	1.125	1.125	1.250	48	52
50	1.125	0.875	1.500	30	70
60:					
With 5000-lb front axle & 15,000-lb rear axle..	1.125	0.875	1.500	30	70
With 7000-lb front axle & 15,000-lb rear axle..	1.125	1.125	1.500	36	64
With 7000-lb front axle & 17,000-lb rear axle..	1.250	1.125	1.625	32	68
With 5000-lb front axle & 17,000-lb rear axle..	1.125	0.875	1.625	30	70
M80	1.250	1.125	1.625	19	81
80 (Except E-M-U80)	1.250	1.125	1.750	29	71

PARKING BRAKES

→ Rear Wheel Brakes

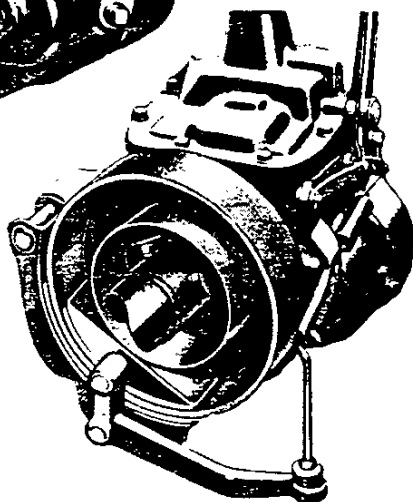
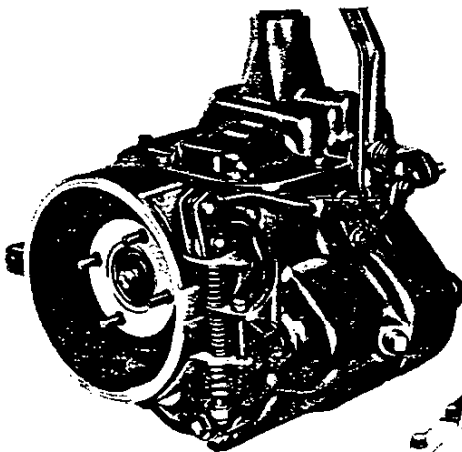
A cable linkage operating the rear wheel brakes is used on all Series 10 and K20 models. Series C20 and P20 models also use this type of parking brake except with the optional heavy-duty 3-speed transmission.

An Orscheln-type brake lever is standard on all P20 and P30 models.

Propeller Shaft Brakes

Band Brake

The band brake has a contracting band which closes on a drum attached to the transmission output shaft.



Dual-Shoe Brake

The dual-shoe brake has a pair of brake shoes that act on both the inside and the outside of a drum attached to the transmission output shaft.

→ Parking Brake Specifications

Series	Transmission	Brake Type	Diameter (in)	Lining Area (sq in)
10	All	Wheel	—	83½
C20	Std 3-Spd Powerglide 4-Spd	Wheel	—	119½
		Band	8	63
KP20	Std 3-Spd Powerglide 4-Spd	Wheel	—	92.6
		Band	8	63
		Band	8	63
30	All	Band	8	63
50, 60	4-Spd	Shoe	10	36
60	N.P. 5-Spd	Band	9½	67½
		Band	9½	85
		Band	9½	89
D60	Clark 5-Spd Spicer 3152A Spicer 3153	Band	9½	85
		Band	9½	85
		Band	9½	85
80	Spicer 3152A Spicer 3152	Band	9½	85
		Band	10½	99½
	Powermatic	Band	10½	99½
		Internal Expanding	13	83½

* Not available on K20

POWER BRAKES

VACUUM POWER BRAKES

On gasoline models, vacuum brakes are powered by engine intake manifold vacuum. Diesel models (D60) utilize a vacuum pump. A large diaphragm and pressure plate are used to actuate a hydraulic slave cylinder. However, the 8.3" 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.

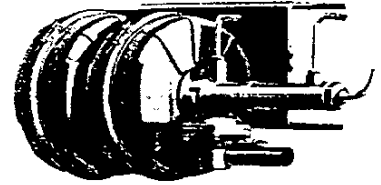
Series Usage

Power Unit	Standard Equipment	Optional Equipment
8.3" Piston	None	C10—C30
7" Diaphragm	None	P20 & P30
11" Diaphragm	60*	50
12¾" Diaphragm	S69 C-L-M-T80	60*

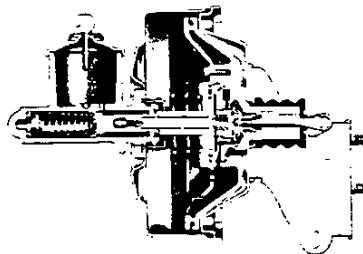
* Except Model S6902.



11" Unit



12¾" Unit



8.3" Unit

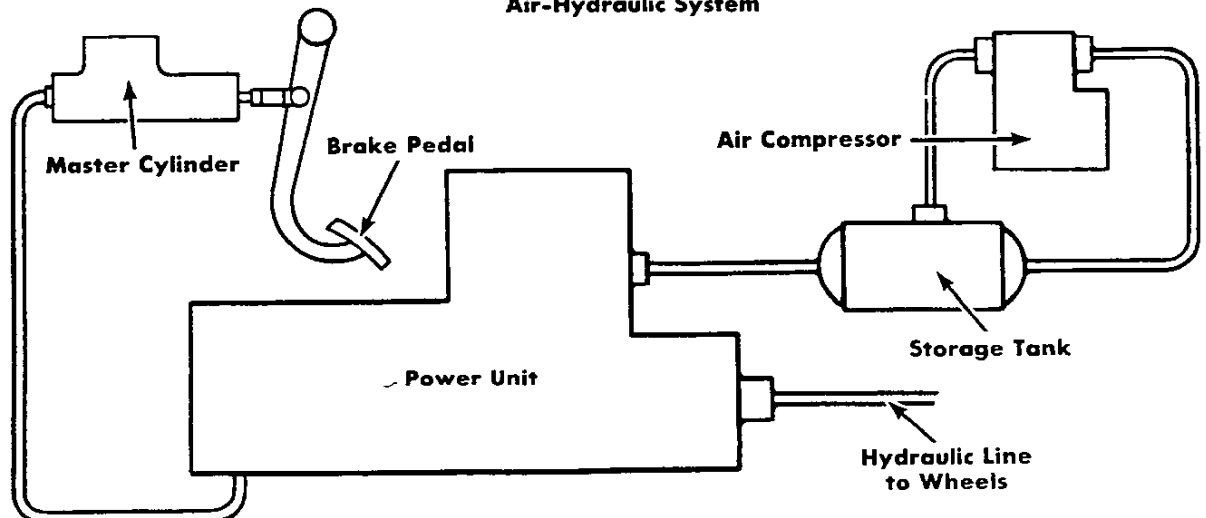
AIR-HYDRAULIC POWER BRAKE SYSTEM

Air-hydraulic brakes, available as a regular production option on Series C-D-L60 and C-L-M80, 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 is air cooled on C-L60 and C-L-M80 models; water cooled on D60 models. A pressure of 105 to 125 pounds per square inch is maintained 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



POWER BRAKES

FULL-AIR BRAKE SYSTEM

Full-air brakes are standard on Series E-U80 and available as a regular production option on Series C-L-T-D60-H, S67-H, S69-H and C-L-M-T80 models.

The air compressor is a Bendix-Westinghouse Model TU-FLO-400 with a capacity of 7¼ cubic feet per minute, which supplies pressure of 105 to 125 lb per square inch. Compressor is water cooled on diesel models; air cooled on other models. An optional TU-FLO-500 compressor, with a capacity of 12 cubic feet per minute, is available for all diesel and Series 80 models. Two tanks—the wet tank and the dry tank, each having a capacity of 1188 cubic inches—serve as compressed air reservoirs and provide a place where oil and water vapors can condense—ensuring a dry air supply. Series M80 trucks have an additional dry tank of 830-cu-in capacity.

Brakes are controlled by a low, short-stroke pedal which connects to a brake valve. Air is metered by the valve to the wheel brake chambers in proportion to the pedal travel, and holds any selected amount of line pressure to maintain precise braking control. Quick release valves at both front and rear air lines facilitate the

quick discharge of air pressure so that brake shoes return immediately when the brake pedal is released.

When transmitted to a brake chamber, the air pressure acts on a diaphragm. Movement of the diaphragm is transmitted through a lever arm (slack adjuster) to a cam which forces the brake shoes against the drum. Braking distribution is governed by using diaphragms, slack adjusters and brake drums of different sizes front and rear. Front diaphragm areas are 12 square inches and are linked to 4½-inch slack adjusters; rear diaphragms are 30 square inches and are linked to 6-inch slack adjusters.

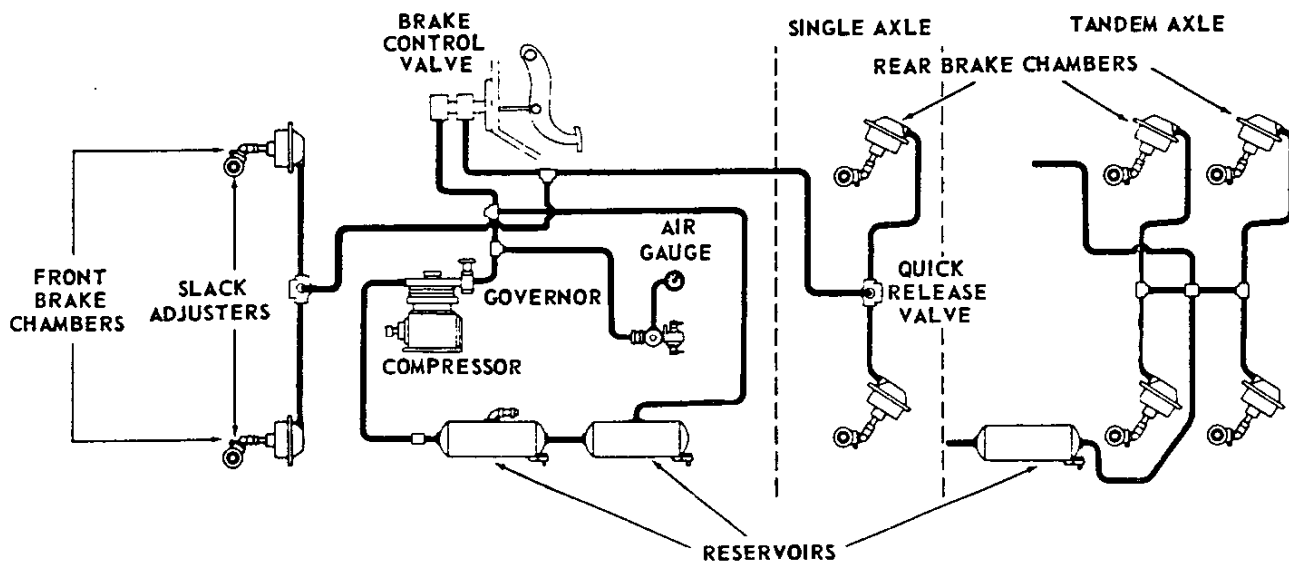
Safety features of the full-air system include a relief valve on the wet tank to release pressures over 150 psi; a check valve ahead of the wet tank to retain air pressure in the event of compressor failure; a warning buzzer that sounds when air pressure falls below a safe level.

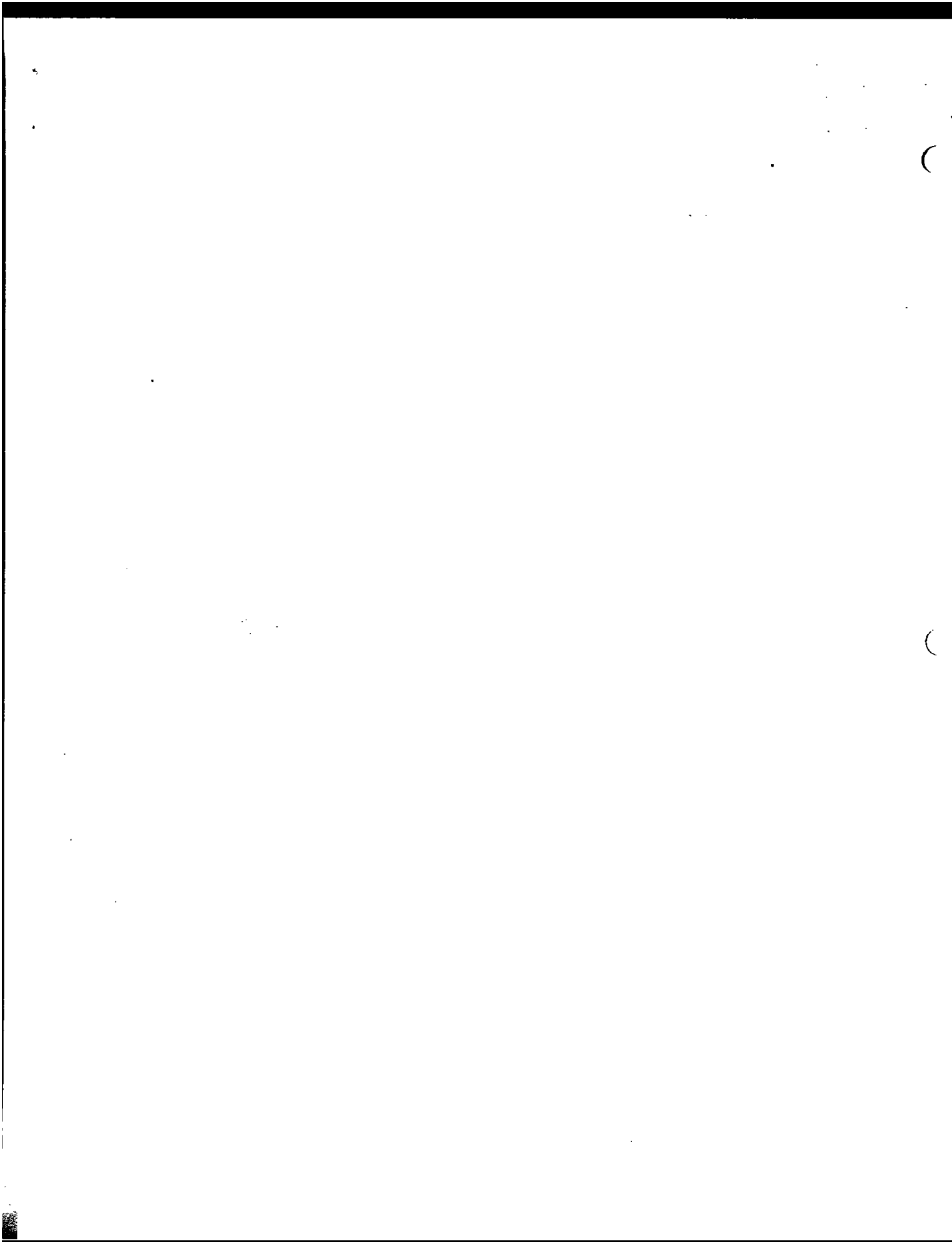
Trailer air-brake equipment is available as optional equipment with all air-brake tractor models. The equipment, which includes hand controls, tractor breakaway valve, hoses and brake connections, complies with Interstate Commerce Commission requirements.

Specifications

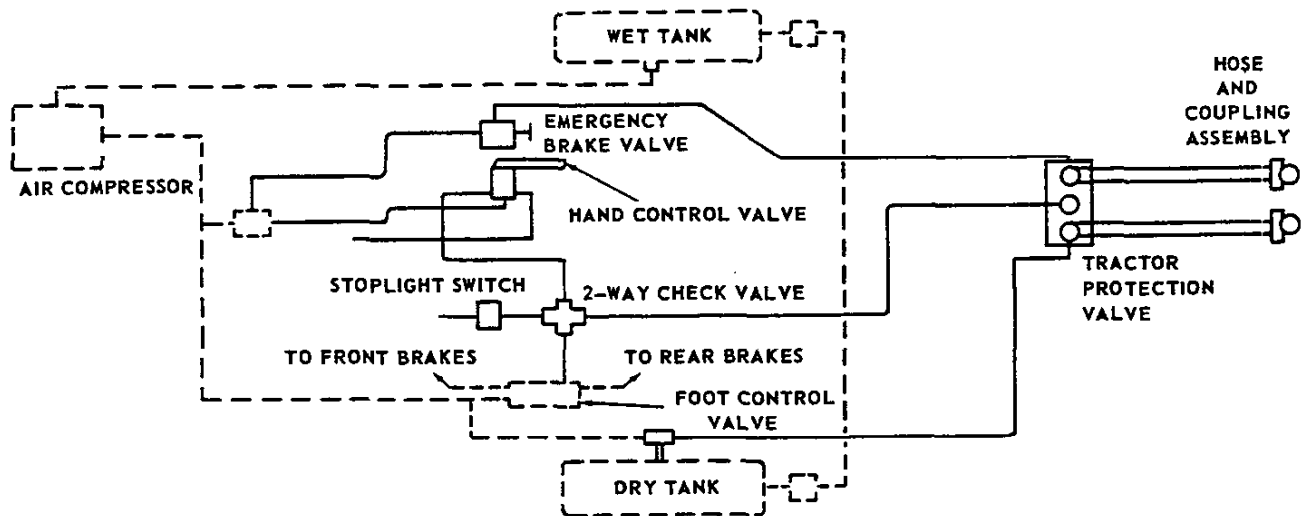
Series	Brake Size (inches)		Lining Area (sq in)		Drum Area (sq in)		Braking Effort (%)	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
60-H.....	15 x 3	15 x 6	190	379	283	565	27	73
M80:								
With 7000-lb front axle.....	15 x 3	15 x 6	190	759	283	1129	19	81
With 9000-lb or 11,000-lb front axle.....	15 x 3½	15 x 6	222	759	330	1129	16	84
80 (Except M80):								
With 7000-lb front axle.....	15 x 3	15 x 7	190	443	283	659	29	71
With 9000-lb or 11,000-lb front axle.....	15 x 3½	15 x 7	222	443	330	659	23	77

Schematic Diagram of Full-Air Brake System





POWER BRAKES



TRAILER AIR BRAKE SYSTEM

An optional trailer air brake system, for use only with full air brakes, is available on CLT60-H, D6103-H, D6203-H, D6303-H and 80 series models. The system of controls, valves, hoses and couplings is designed to comply with ICC regulations. It includes the following components:

Tractor Protection Valve
Emergency Brake Valve
Hand Control Valve

Hose Assembly
Springs
2-Way Check Valve

The system is designed with two hose assemblies, 117 inches long, attached to the trailer through the use of "glad hand" type couplings. The opposite hose ends are screwed into the tractor protection valve mounted on a plate at the rear of the cab. Two coil springs are used to support the hose assemblies when they are connected to dummy couplings at the left rear of the cab. Both ends of each spring attach to a hole in the rear cab roof molding forming a loop. The tractor protection valve, which is a spring-actuated-plunger diaphragm unit, automatically shuts off the air supply to the trailer in the event of emergency.

A push-pull type emergency valve is located on the instrument panel to the left of the steering column. This valve allows manual application of the trailer brakes by the operator, shuts off the air supply to the trailer when the tractor is used alone and automatically applies the trailer brakes when air pressure is low.

A metering-cam-actuated hand control, mounted on the steering column, allows regulation of braking pressure to the trailer brakes in direct proportion to hand movements. A two way check valve, located in the line between the hand control valve and the foot control valve, locks out the hand control valve when the foot brakes are applied.

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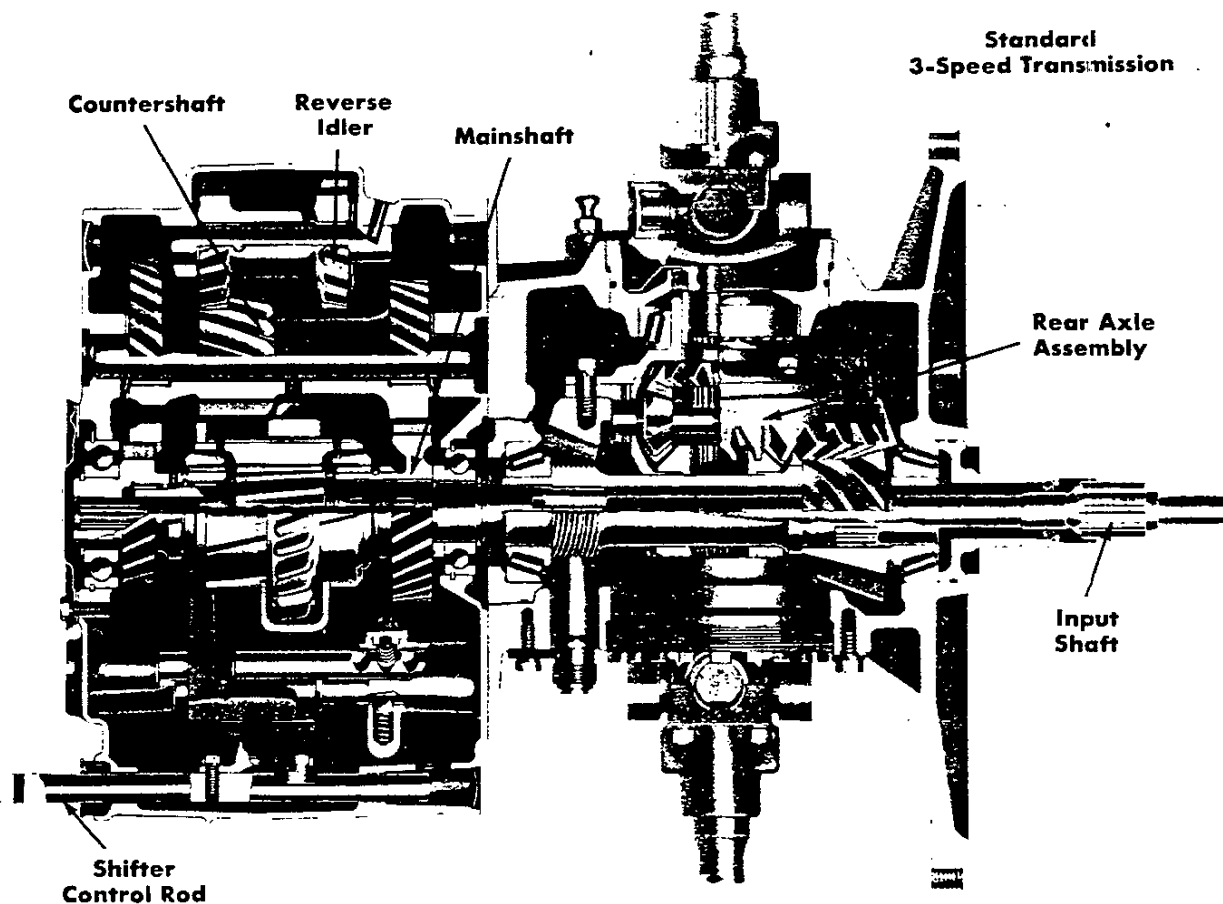
TRANSMISSION USAGE BY TRUCK SERIES

Transmission	Standard	➔ Optional
3-Speed, Chevrolet.....	10-20	—
3-Speed, Heavy-duty Chevrolet....	—	C-P10, C-P20, C-P30
4-Speed, Chevrolet.....	30-60 (Exc D60)	10-20
5-Speed, New Process 540C.....	—	C-L-M-S-T60♦
5-Speed, Std-Ratio Clark 265V.....	—	C-L-M-S-T60♣
5-Speed, Close-Ratio Clark 267V....	D60-H	C-L-M-S-T60♣
5-Speed, Overdrive Clark 264VO....	D60	—
5-Speed, Std-Ratio Spicer 3152.....	C-L-M-T80★	—
5-Speed, Close-Ratio Spicer 3152A..	—	D60-H, C-L-T80★
5-Speed, Overdrive Spicer 3153....	—	D60
5-Speed, Std-Ratio Spicer 5652B....	—	C-L-M-T80■
5-Speed, Close-Ratio Spicer 5756B..	E-U80	C-L-T80■
8-Speed, Fuller R46.....	—	C-L-M-T80■; E-U80
Powerglide.....	—	C-P-R10, C-P20
Powermatic.....	—	C-S60; C-M80; T80★
Auxiliary, 3-Spd or 4-Spd Spicer....	—	M80

♦ With 292 Six ★ With 348 V8
♣ With 327 V8 ■ With 409 V8

➔ Indicates revised specifications

CORVAIR 95 TRANSMISSIONS



The Corvaire 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 Synchronesh 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 Synchronesh	Chevrolet 4-Speed Synchronesh
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
Brake, Parking:	See Brakes Section	

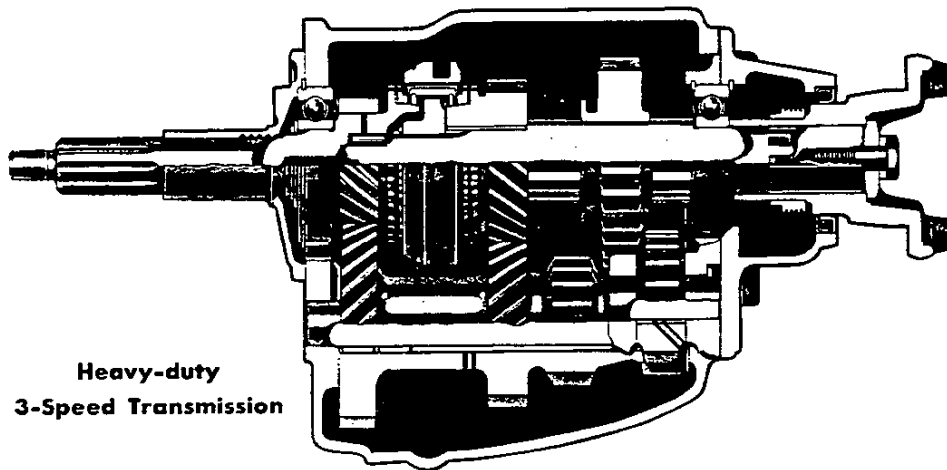
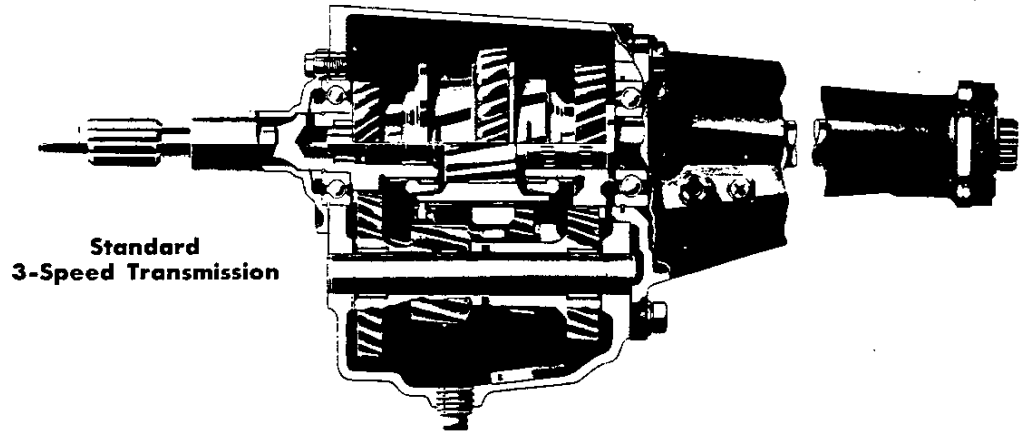
Optional 4-Speed Synchronesh Transmission

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.

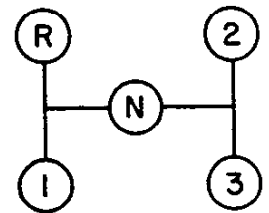
Optional Powerglide Transmission

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



Gearshift Lever Positions



Standard 3-Speed Synchronmesh 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 Synchronmesh 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.

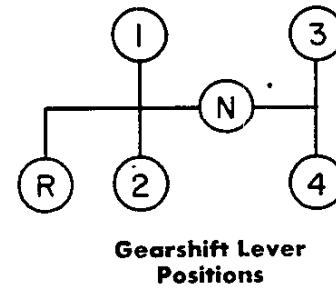
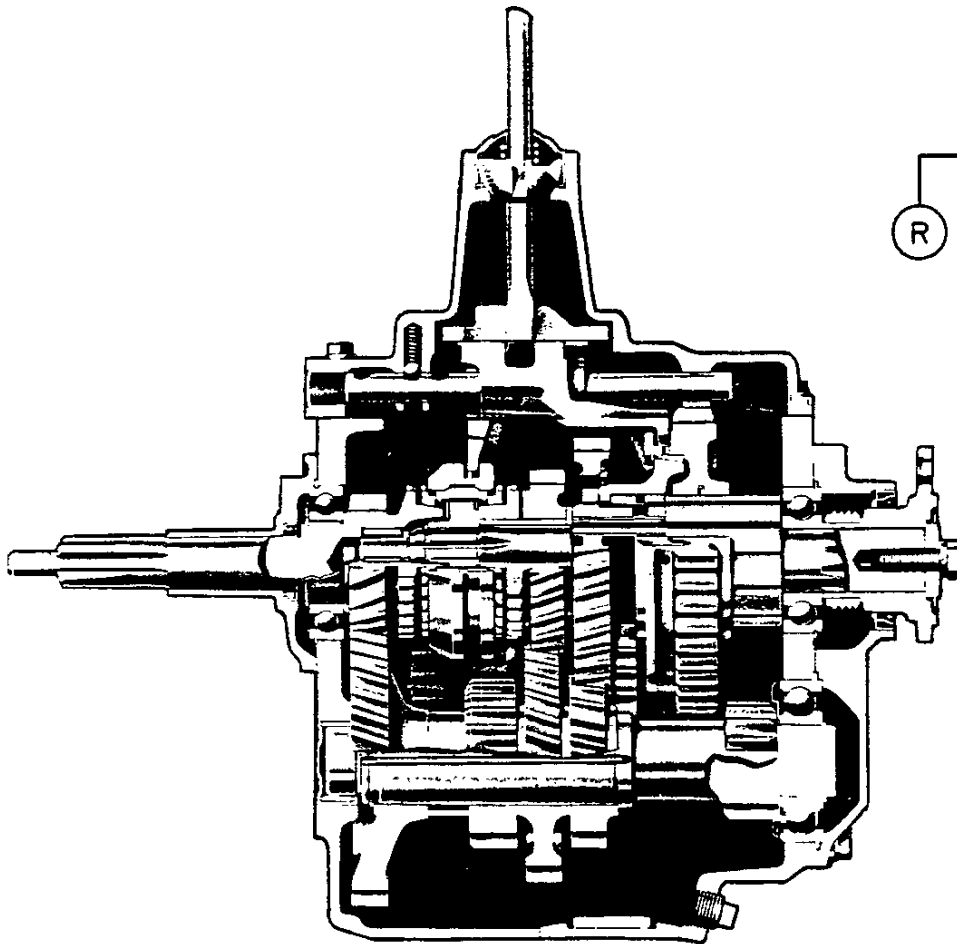
Optional Powerglide Transmission

This automatic transmission combines a 2-speed planetary gearset and a torque converter to provide torque multiplication as high as 4.58 (153 Four and 230 Six) and 3.87 (292 Six and 283 V8) in low and reverse gears. Gear ratios are 1.76 for low and reverse, and 1.00 for drive range. A steering-column-mounted lever selects the 5 operating positions: Park (P), 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, C20 and P20. See facing page for information about Powerglide transmission for Corvair 95 models.

Specifications

Make & Type	Chevrolet 3-Speed Synchronmesh	Warner A-55-T-89B HD 3-Speed
Series Applications	C-K-P10, C-K-P20	C-P10, C-P20, C-P30
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
Brake, Parking:	See Brakes Section	See Brakes Section

4-SPEED TRANSMISSION



Specifications

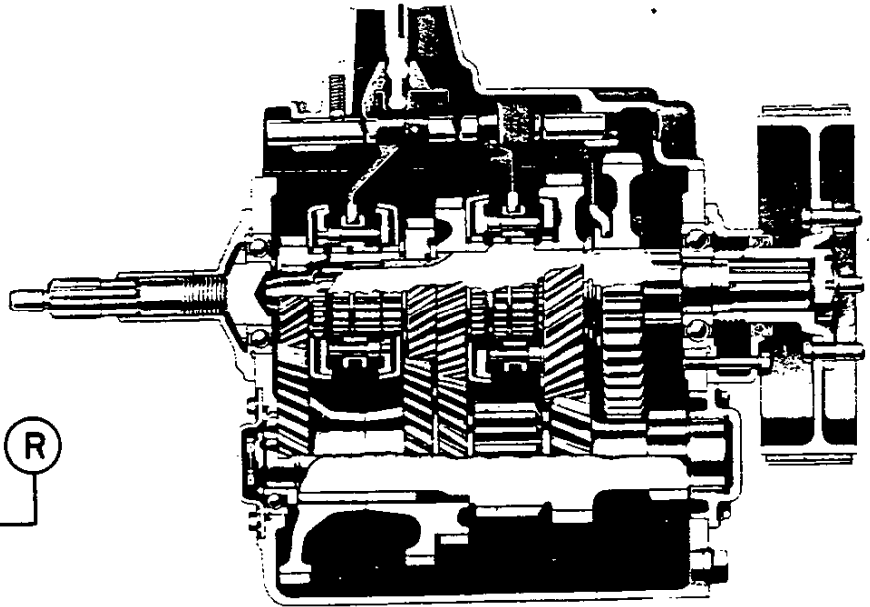
The Chevrolet 4-speed transmission provides synchromesh gear engagement in second, third, and fourth speeds for quick, clashless gear shifting. All components are built to heavy-duty specifications for dependability and durability. Gears are made of alloy steel, carburized and hardened for resistance 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 magnetic chip collector removes metallic impurities from the lubricant, thus reducing wear of moving parts.

A drum and band type parking brake is attached to the transmission case with installations on Series 20 and 30. 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 with 4-speed transmission.

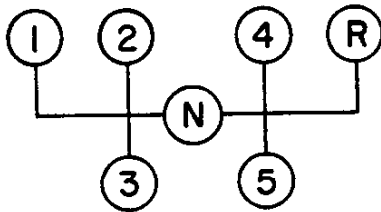
A single six-bolt (SAE standard) power take-off opening is located on the left side of the transmission. Up to 40 horsepower can be provided by a power take-off installation.

Make & Type	Chevrolet 4-Speed Synchromesh
Series Applications	C-K-L-M-P-S-T 10 thru 60
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	Needle 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	6¼ Pints
Type, grade	See Owner's Guide
Brakes, Parking:	See Brakes Section

5-SPEED NEW PROCESS TRANSMISSION



Gearshift Lever Positions



Specifications

Make, Model & Type	New Process 540C 5-Speed Synchronmesh
Series Applications	C-L-M-S-T60
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	9½ Pints
Type, grade	See Owner's Guide
Brake, Parking:	
Type	Drum & Band
Drum Diameter	9.5"
Lining Area	67.5 sq in

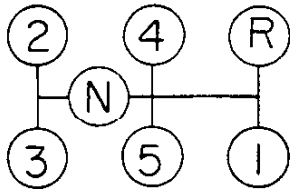
The New Process 5-speed synchronmesh transmission permits more efficient engine use, lower fuel consumption, and reduced maintenance. The choice of gear ratios allows the engine to operate in the speed range of greatest power output and operating efficiency. High-ratio first and reverse gears provide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

Synchronmesh 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.

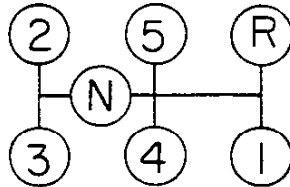
Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case.

5-SPEED CLARK TRANSMISSIONS

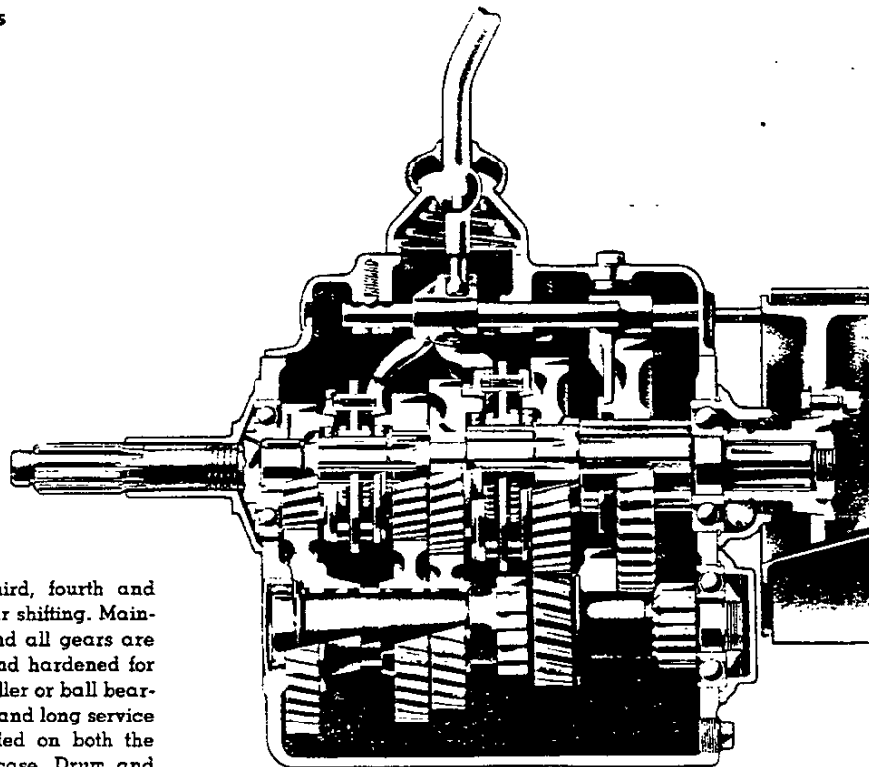
Gearshift Lever Positions



Std and Close-Ratio



Overdrive



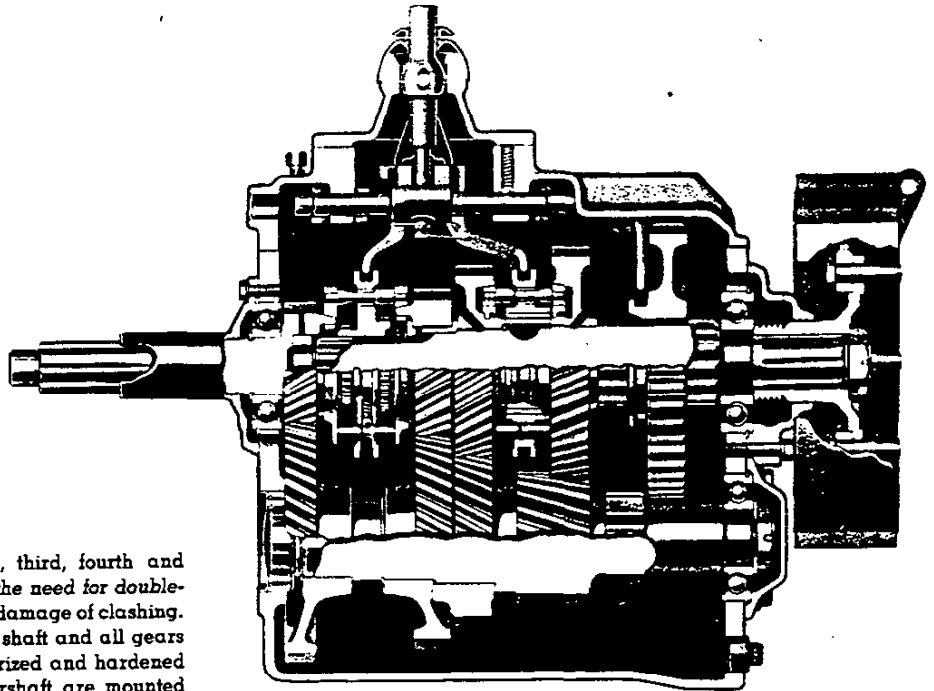
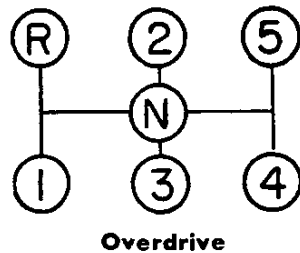
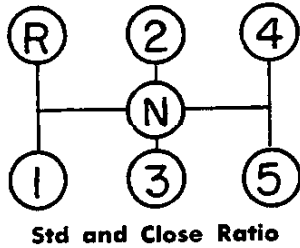
Synchromesh engagement of second, third, fourth and fifth speeds results in quick, clashless gear shifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings 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 of the Clark 267V transmission permits effective shifting in conjunction with a two-speed rear axle. Overdrive ratio of Model 264VO is used exclusively on diesel powered models.

Specifications

	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed
Model	265V	267V	264VO
Series Application	C-L-M-S-T60	C-L-M-S-T60, D60-H	D60
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, 5th
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
Brake, Parking:			
Type.....	Drum & Band	Drum & Band	Drum & Band
Drum Diameter.....	9.5"	9.5"	9.5"
Lining Area.....	85 sq in	85 sq in	85 sq in

5-SPEED SPICER TRANSMISSIONS

Gearshift Lever Positions

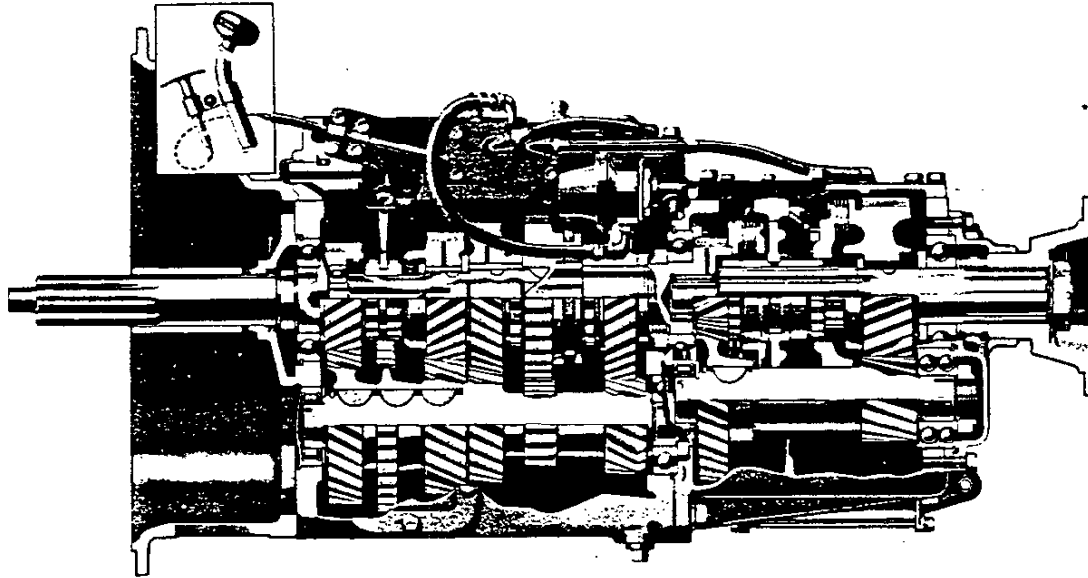


Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. 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 Models 3152A and 5756B permits very effective shifting in conjunction with 2-speed rear axle.

Specifications

	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed
Model	3152	5652B	3152A	5756B	3153
Series Applications	C-L-M-T80	C-L-M-T80	D60-H, C-L-T80	C-E-L-T-U80	D60
Gear Ratios:					
First.....	7.55	7.08	5.99	6.50	6.00
Second.....	4.17	4.37	3.30	3.52	3.31
Third.....	2.45	2.50	1.94	1.93	1.94
Fourth.....	1.45	1.45	1.15	1.17	Direct
Fifth.....	Direct	Direct	Direct	Direct	0.79
Reverse.....	7.44	7.50	5.90	6.88	5.90
Gear Types:					
Helical.....	2nd, 3rd, 4th, 5th	2nd, 3rd, 4th, 5th	2nd, 3rd, 4th, 5th	2nd, 3rd, 4th, 5th	2nd, 3rd, 4th, 5th
Spur.....	1st, Reverse	1st, Reverse	1st, Reverse	1st, Reverse	1st, Reverse
Bearing Types:					
Clutch gear bearing.....	Ball	Ball	Ball	Ball	Ball
Mainshaft front.....	Roller	Roller	Roller	Roller	Roller
Mainshaft rear.....	Ball	Ball	Ball	Ball	Ball
Countershaft front.....	Roller	Roller	Roller	Roller	Roller
Countershaft rear.....	Ball	Ball	Ball	Ball	Ball
Reverse idler front.....	Roller	Roller	Roller	Roller	Roller
Reverse idler rear.....	Roller	Roller	Roller	Roller	Roller
Power Take-Off Data:					
Opening type.....	SAE Std 6-Bolt	SAE Std 6-Bolt	SAE Std 6-Bolt	SAE Std 6-Bolt	SAE Std 6-Bolt
Location.....	Both sides	Both sides	Both sides	Both sides	Both sides
Meshing gear teeth:					
Left side.....	25	25	25	25	25
Right side.....	22	22	22	22	22
PTO gear rpm					
at 1000 engine rpm:					
Left side.....	403	445	509	509	509
Right side.....	458	534	578	578	578
Lubricants:					
Oil capacity.....	12 Pints	13 Pints	12 Pints	12 Pints	10 Pints
Type, grade.....	See Owner's Guide	See Owner's Guide	See Owner's Guide	See Owner's Guide	See Owner's Guide
Brake, Parking:					
Type.....	Drum & Band	Drum & Band	Drum & Band	Drum & Band	Drum & Band
Drum Diameter.....	9.5"	10.5"	9.5"	10.5"	9.5"
Lining Area.....	85 sq in	100 sq in	85 sq in	100 sq in	85 sq in

8-SPEED FULLER TRANSMISSION



Specifications

8-Speed Constant-Mesh	
Model	R46
Series Application	80 (with 409 V8) E-U80
Gear Ratios:	
First	9.15
Second	6.53
Third	4.66
Fourth	3.68
Fifth	2.49
Sixth	1.78
Seventh	1.27
Eighth	Direct
Reverse, low range	10.30
Reverse, high range	2.80
Gear Types	
Helical	1st through 8th
Spur	Reverse
Bearing Types: (Main Section)	
Main drive gear	Ball
Mainshaft pilot	Roller
Mainshaft rear	Ball
Countershaft front	Roller
Countershaft rear	Ball
Reverse idler	Roller
Bearing Types: (Auxiliary section)	
Main drive gear rear	Ball
Mainshaft pilot	Roller
Mainshaft rear	Ball
Countershaft front	Roller
Countershaft rear	Ball
Power Take-Off Data:	
Opening type	SAE Std 6-Bolt
Location	Both sides
Meshing gear teeth	35
PTO gear rpm at 1000 engine rpm	710
Lubricants:	
Oil capacity	17 pints
Type, grade	See Owner's Guide
Brake, Parking:	
Type	Internal Expanding
Drum Diameter	13"
Lining Area	83.5 sq in

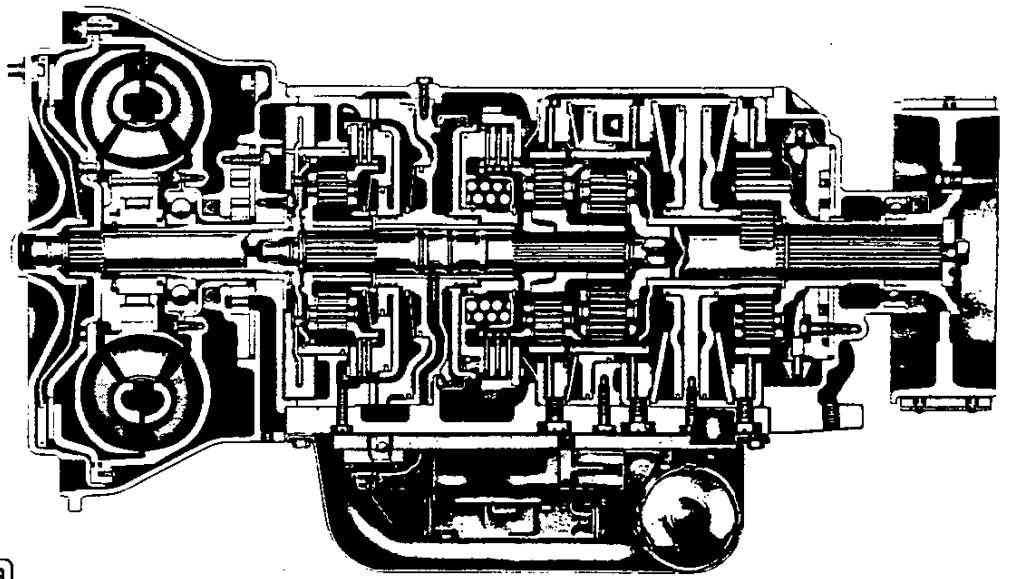
Fuller R46 Roadranger

The Fuller R46 is essentially a constant-mesh four-speed main transmission coupled with a synchronized two-speed auxiliary transmission. The separate cast iron cases of the main and auxiliary are bolted together as a single unit.

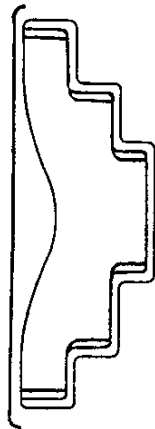
Constant-mesh helical gears in all forward speeds are engaged by sliding hubs splined to the mainshaft. Shifting of the main transmission is accomplished by a remote control mechanism; the auxiliary is shifted by an air cylinder controlled by a cable located on the transmission shift lever. Synchronizing of the auxiliary unit is by means of a multiple clutch plate while the actual shift is made, as in the main unit, through a sliding hub splined to the mainshaft.

Shifting of the Roadranger varies from the conventional transmission with auxiliary transmission or two-speed axle combinations in that split-shifting is not employed. Rather, the shifting sequence involves 8 progressive steps. With the reduction unit in low-range position (down), shift lever is moved from 1st through 4th positions. Reduction unit switch is then moved to high-range position (up) and the shift lever is returned to lowest gear position. The main unit may then be upshifted through its sequence again. To downshift, the procedure is reversed.

6-SPEED POWERMATIC TRANSMISSION



R
N
3-HI
3-5
3-4
Lo-2



**Powermatic
Range Control**

Specifications

Make, Model & Type	Chevrolet-Allison 6-Speed Powermatic	
Series Applications	60, 80	
Ranges & Effective Ratios:	Transmission Gears	Reduction Ratio
Range 3-Hi	Converter & 3rd	7.53 ●
<i>(Cruising, level roads)</i>	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
	Lock-up & 5th	1.39
	Lock-up & 6th	Direct
Range 3-5	Converter & 3rd	7.53 ●
<i>(Traffic or hills)</i>	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
	Lock-up & 5th	1.39
Range 3-4	Converter & 3rd	7.53 ●
<i>(Slow traffic, steep hills)</i>	Lock-up & 3rd	2.69
	Lock-up & 4th	1.94
Range Lo-2	Converter & 1st	14.8 ●
<i>(Off-road, extreme hills)</i>	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	
Lock-up Clutch	Automatic, governor controlled	
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	19-qt dry refill 9 qt less converter	
Oil type, grade	See Owner's Guide	
Oil filter type	Full-flow, replaceable	

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.

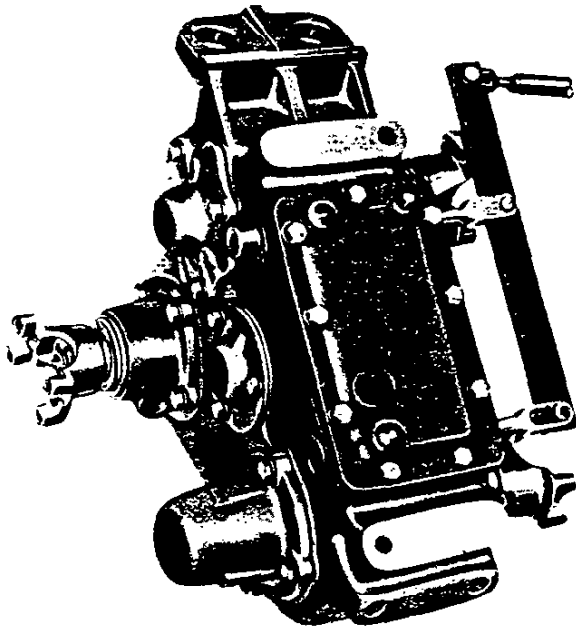
Power take-off openings are provided on both sides of transmission case.

● 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.

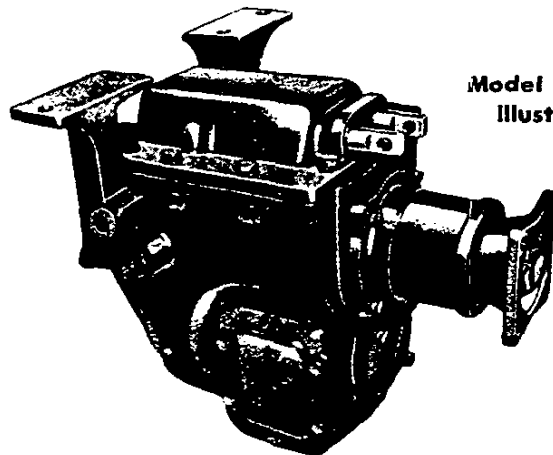
SPICER AUXILIARY TRANSMISSIONS FOR TANDEM

3-Speed

A 3-speed auxiliary transmission is offered as a regular production option for all M80 Tandems using the standard 348 engine. 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.

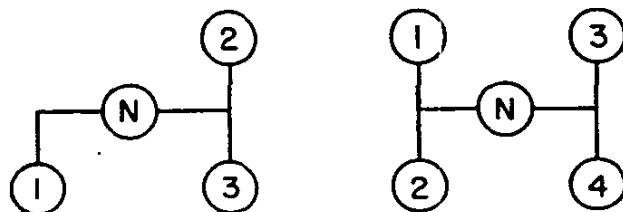


Model 5831-G
Illustrated

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, the Fuller 8-speed, 3- or 4-speed auxiliaries, or the Powermatic transmission. Standard SAE 6-bolt power take-off openings are provided to accommodate a variety of single- or multi-speed units. A top-mounted PTO may be mounted on the top of the 4-speed auxiliary transmission.

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.

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:

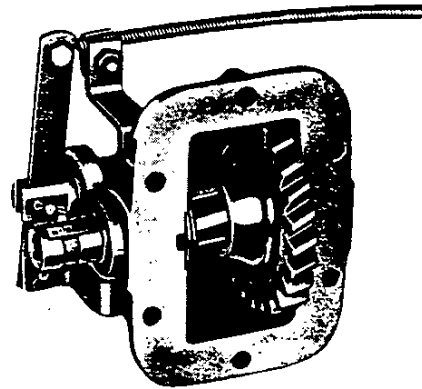
- Two speeds forward, no reverse
- One speed forward, one reverse
- Two speeds forward, one reverse
- Two speeds forward, two reverse

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.

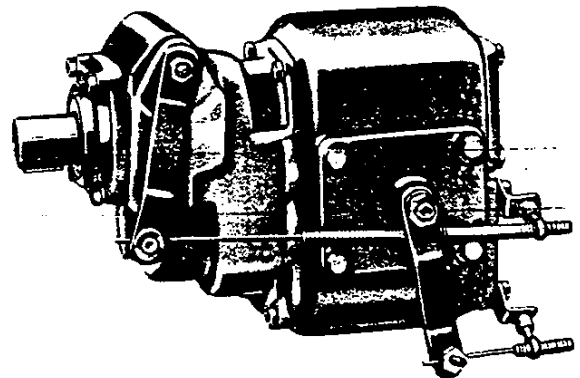
TOP-MOUNTED POWER TAKE-OFF For 4-Speed Auxiliary Transmission

Power Tower A top-mounted power take-off assembly which transmits full torque of the engine (with forward transmission in direct drive) can be mounted on the Spicer 6041 4-speed auxiliary by removing shifter housing assembly.

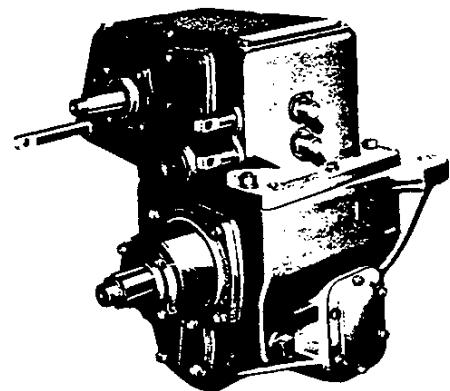
Power take-offs may be controlled by a shift wire or lever, and may be operated with transmission in neutral, or when truck is in motion. Speed of the power take-off shaft is determined by engine rpm and the gear ratio between transmission PTO drive gear and PTO driven gear. Consult the special equipment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



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



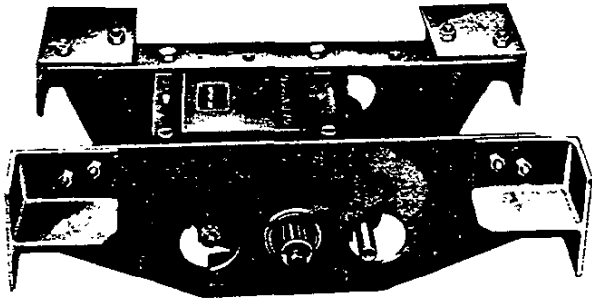
**Two-Speed Forward
Two-Speed Reverse**
(Chelsea Model 56A)



**One-Speed Forward
One-Speed Reverse**
(Spicer Model 310535X mounted on 6041 4-spnd auxiliary)

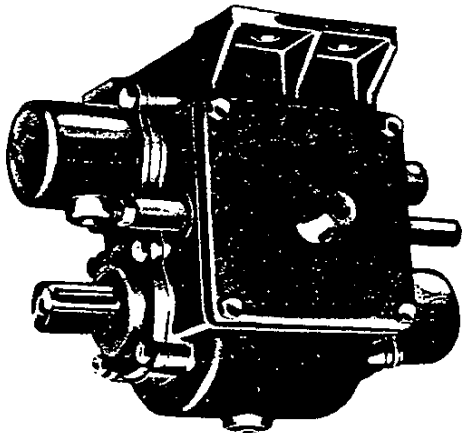
POWER TAKE-OFF EQUIPMENT

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



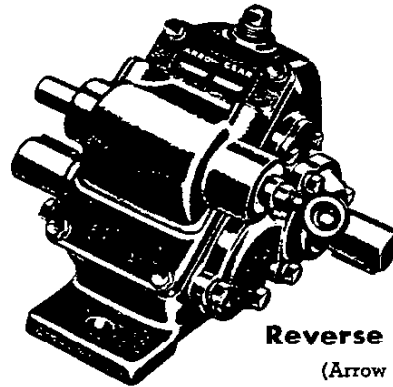
Split-Shaft Power Take-Off
(Gar Wood Model L)

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.



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.

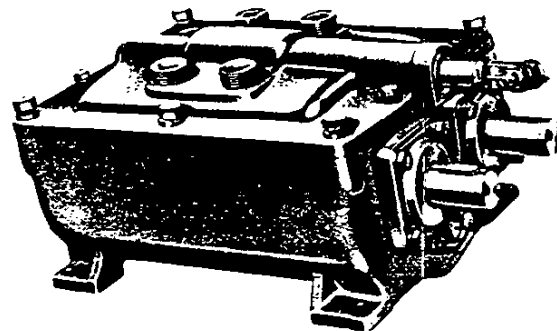
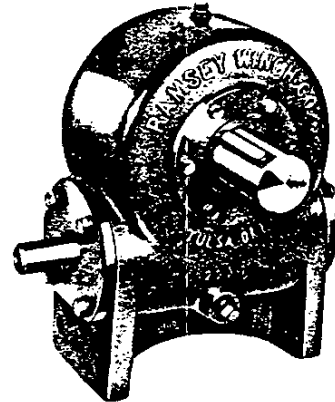


Reverse Gear Box
(Arrow Model M)

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.



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.

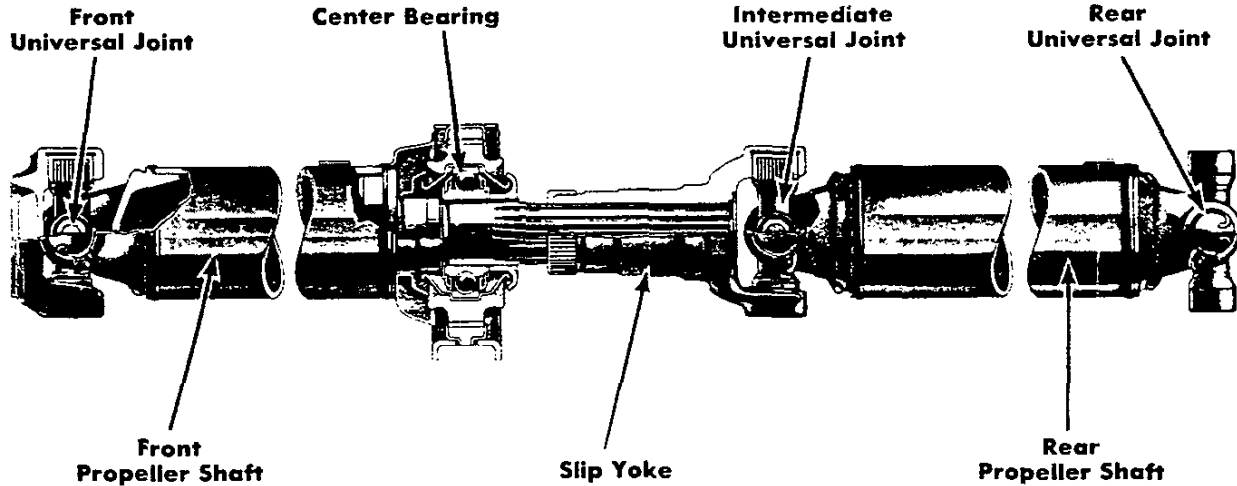
Propeller shafts are made of smooth-wall steel tube. Length and

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.

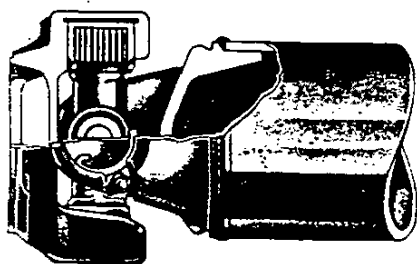
Center bearings, standard on many models, divide drive line into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

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



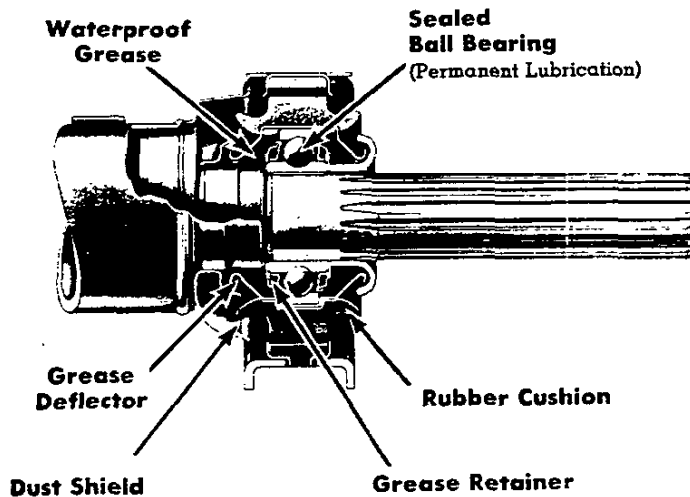
Typical Drive Line for Medium-duty Series

(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

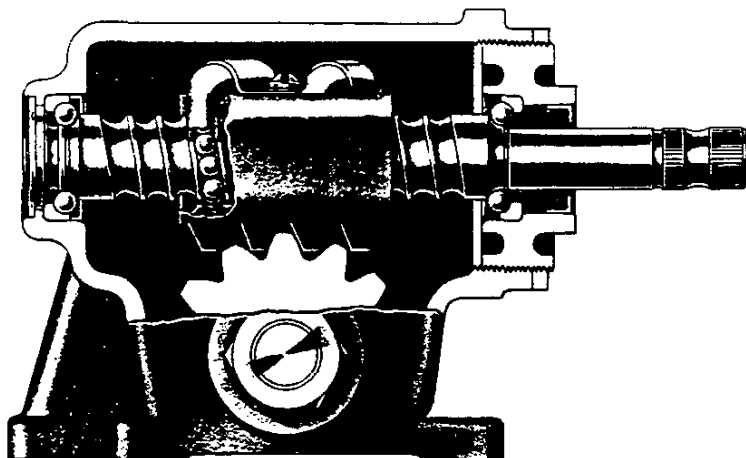
Series	Transmission	Propeller Shafts		Universal Joints
		Quantity	Outside Dia (in)	Quantity
P13, C14	3-Spd; Powerglide	1	3.00	2
	HD 3-Spd; 4-Spd	1	3.50	2
K14	3-Spd	3	2.50	6
	4-Spd	3	2.50	6
C15	3-Spd	1	3.50	2
	HD 3-Spd; 4-Spd	2	2.50	3
	Powerglide	2	2.50	3
K15	3-Spd	3	2.50	6
	4-Spd	3	2.50	6
C25	3-Spd	1	3.50	2
	HD 3-Spd; 4-Spd	2	2.50	3
	Powerglide	2	2.50	3
K25	3-Spd	3	2.50	6
	4-Spd	3	2.50	6
P23	3-Spd; Powerglide	1	3.50	2
	HD 3-Spd; 4-Spd	1	3.50	2
P25	3-Spd; Powerglide	2	2.50	3
	HD 3-Spd; 4-Spd	2	2.50	3
P26	3-Spd; Powerglide	2	2.50 ^a	3
	HD 3-Spd; 4-Spd	2	2.50 ^a	3
C30	All	2	2.50	3
P33	All	1	3.50	2
P35	All	2	2.50	3
P36	All	2	2.50 ^a	3
C51-52-53	All	2	2.50	3
C55	All	3	2.50	4
L52-53	All	2	2.50	3
L56	All	3	2.50	4
S53	All	2	2.50	3
C61-62-63	Synchromesh	2	3.00	3
	Powermatic	1	3.50	2
C65-68	All	3	3.00	4
D61-62-63	All	2	3.00	3
D65-68	All	3	3.00	4
L-62-63-65	All	2	3.00	3
L66-69	All	3	3.00	4
S62	4-Spd	3	2.50	4
	5-Spd; Powermatic	3	3.00 ^b	4
S64	4-Spd	4	2.50	5
	5-Spd; Powermatic	4	3.00	5
S67-69	All	4	3.00	5
T62-63	Synchromesh	1	3.50	2
	Powermatic	1	3.00	2
T66-68	All	2	3.00	3
M63-65	All	2	3.00	3
M68, T69	All	3	3.00	4
M80	All except Fuller 8-Spd	3	3.50	6
	Fuller 8-Spd	3	3.50	6
C81, C-E-L 82, 83	All	2	3.50	3
	All	3	3.50	4
C85-88, L86	All	1	3.50	2
T86-88	All	2	3.50	3

^a—3.00" for rear shaft

^b—3.50" for rear shaft



CHEVROLET BALL-GEAR STEERING



High efficiency gear combines steering ease and durability. Sliding friction between worm and nut is eliminated by use of recirculating steel balls which roll with minimum friction.

Specifications

Series	Steering Gear Ratio	Steering Wheel Diameter
R10	20.0 to 1	17"
C-P10, C20-30	24.0 to 1	17"
P20-30	27.7 to 1	19"
K10-20	24.0 to 1	17"
50-80 exc tilt	28.1 to 1	19"
T60, T-U80	28.1 to 1	20"
T-U80	30.5 to 1 ♦	20"

♦ With 9000-lb and 11,000-lb front axle.

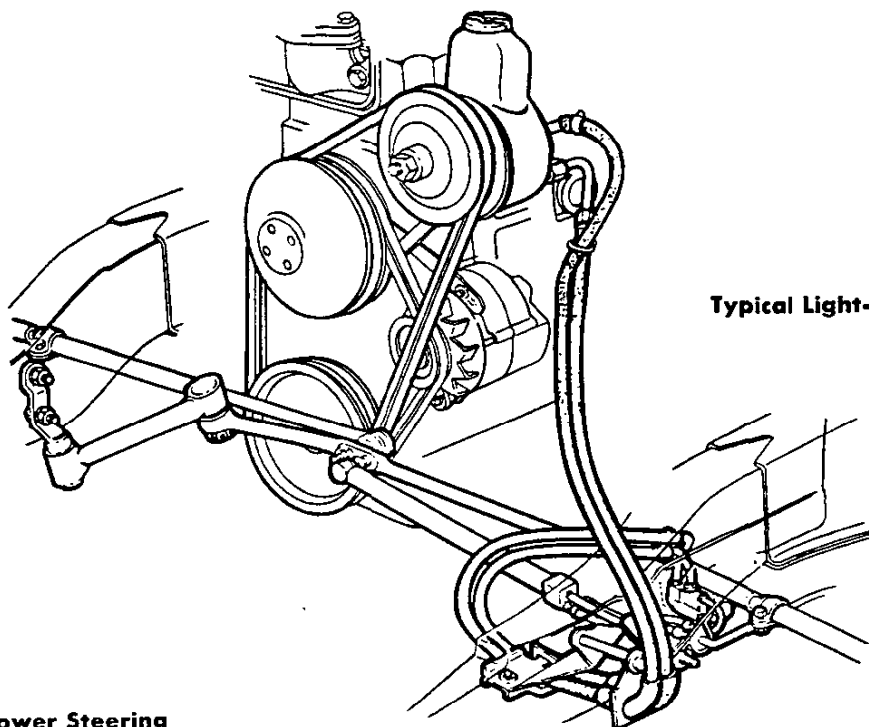
CHEVROLET POWER STEERING

Medium- & Heavy-Duty Power Steering

Chevrolet's linkage-type power steering is standard on M80 Tandems and available as a regular production option on all other Series 60 and 80 models. New ease and fingertip steering control are provided because up to 80 percent of the steering work is done by hydraulic power. Maneuvering a heavily loaded truck in a small space becomes much easier, and straightaway highway travel is less fatiguing. In addition, power steering effectively damps road shock and vibration at the steering wheel.

A constant-flow hydraulic pump provides hydraulic pressure. The control valve mounted on top of the steering gear reacts to movement of the steering wheel and regulates the flow of fluid to the power cylinder.

The control valve directs fluid under pressure to either the left or right side of the piston in the power cylinder, thus providing assistance for both left and right turns. Manual steering, in case the system is inoperative, is always available.



Typical Light-Duty Installation

Light-Duty Power Steering

Chevrolet linkage-type power steering is now available, for light-duty models, as a kit for easy dealer installation. The kit contains the same components as the factory installed unit and fits all 1963 six- and eight-cylinder models in the 10 through 30 series (except Forward Control and Four-Wheel Drive Models). The unit cannot be used on previous models as it is not adaptable to trucks equipped with torsion-bar front suspension.

Complete installation materials are provided, including attach-

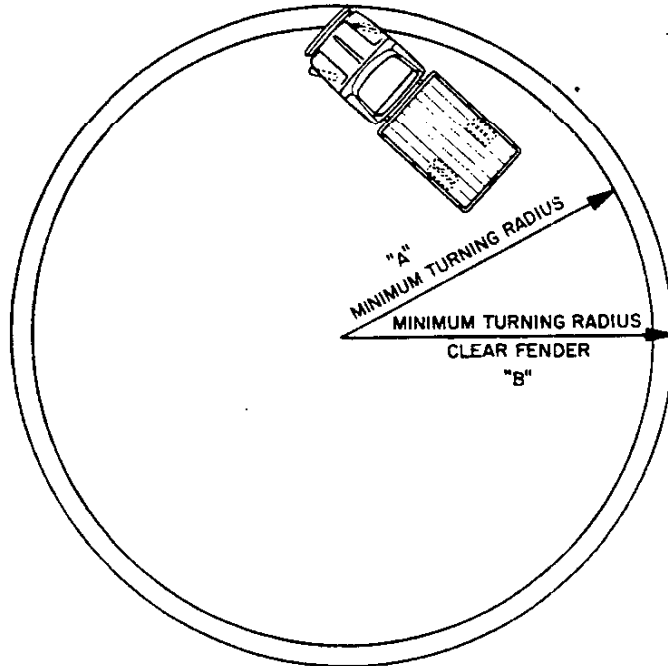
ing parts and instructions. The relay rod, power cylinder, control valve and hoses are assembled as a single unit. Installation requires only about 3½ hours.

Light-duty power steering helps to combat driver fatigue and allows him to maneuver the truck quite easily in tight spots and on long hauls. Power steering also dampens road shock and vibration at the steering wheel, provides extra comfort and ease of handling the vehicle.

TURNING RADIUS

Dimension A is measured to edge of front tire at outside of circle, indicating radius clearance needed at curb height.

Dimension B is measured to outer extremity of truck (front bumper or fender), indicating required wall-to-wall clearance radius.



TURNING RADIUS

(Multiply radius by 2 to determine turning circle diameter.)

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
R12	96	19.6	21.3
P13	102	19.5	20.9
C14	115	21.4	22.9
K14	115	23.9	25.3
C15	127	23.1	24.5
K15	127	25.9	27.2
C25	127	22.6	24.1
K25	127	25.9	27.2
P23	104	18.3	19.8
P25	125	21.1	22.5
P26	137	22.7	24.1
C36	133	23.0	24.5
C38	157	26.4	27.9
P33	104	18.2	21.3
P35	125	21.0	22.4
P36	137	22.6	24.0
C51	133	22.2	23.7
C52	145	23.8	25.3
C53	157	25.4	26.9
C55	175	27.7	29.1
L52	133	22.2	23.7
L53	145	23.8	25.3
L56	175	27.7	29.0
S53	157	25.4	26.9
C-D61	133	22.3	23.7
C-D62	145	23.9	25.2
C-D63	157	25.4	26.8
C-D65	175	27.8	29.2
C-D68	197	30.7	32.1

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
L62	133	22.3	23.7
L63	145	23.9	25.2
L65	169	27.0	28.4
L66	175	27.8	29.1
L69	197	30.7	32.0
S62	197	30.7	32.1
S64	225½	34.4	35.8
S67	243	36.7	38.1
S69	261½	39.1	41.0
T62	97	17.6	19.0
T63	109	19.1	20.6
T66	133	22.3	23.6
T68	145	23.8	25.2
T69	175	27.8	29.2
M63-M83	157	25.5	26.9
M65-M85	175	27.8	29.2
M68-M88	193	30.2	31.6
C81	133	22.3	23.7
C82	145	23.8	25.3
C83	157	24.4	25.8
C85	175	27.8	29.2
C88	197	30.7	32.1
E-L82	133	22.3	23.7
E-L83	145	23.8	25.3
L86	175	27.8	29.2
T-U82	97	17.8	19.3
T-U83	109	19.4	20.8
T86	133	22.3	23.7
T88	145	23.8	25.3

FRAME SPECIFICATIONS

The steel in Chevrolet frames has 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)
	Depth (inches)	Width (inches)	Thickness (inch)	
P13, C10	6.03	2.42	.156	2.98
K14	7.09	2.71	.141	3.62
C25	6.11	2.46	.194	3.71
P20, P30	7.21	2.72	.201	5.17
C36, C38	7.20	2.77	.194	5.14
K15, 25	7.18	2.76	.186	6.19
C50	9.12	3.00	.250	9.38
L50	9.12	3.00	.250	9.38
S53	9.12	3.00	.250	9.38
C61, 62, 63, 65	9.12	3.00	.250	9.38
(With optional heavy-duty frame)	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
C68	9.18	3.03	.281	10.59
(With optional heavy-duty frame)	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
D60 & D60-H	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
L62, 63, 65, 66	9.12	3.00	.250	9.38
(With optional heavy-duty frame, except L65)	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement, except L65) ..	9.24	3.06	.312	15.86
L69	9.18	3.03	.281	10.59
(With optional heavy-duty frame)	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
S62	9.18	3.03	.281	10.59
S64, S67, S69, S67-H, S69-H	9.24	3.06	.312	11.80
T60 & T60-H	9.18	3.03	.281	10.59
(With optional 1/4-inch outer reinforcement)	9.18	3.03	.281	14.69
C-L-60-H (except L65-H)	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement, except L65-H) .	9.24	3.06	.312	15.86
L65-H	9.12	3.00	.250	9.38
C-L80	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
E80	9.24	3.06	.312	11.80
(With optional 1/4-inch outer reinforcement)	9.24	3.06	.312	15.86
T80	9.18	3.03	.281	10.59
(With optional 1/4-inch outer reinforcement)	9.18	3.03	.281	14.69
M60, M80	9.24	3.06	.312	23.34♣
U80	9.16	3.03	.281	14.69♣

♣ Outer frame reinforcements base equipment.

FRAME SPECIFICATIONS

Series	Number of Structural Crossmembers	Width Over Rails		Overall Length Rail
		Front	Rear	
C14♦	7	28.20	33.96	179.78
C14+	8	28.20	33.96	200.15◇
P13	7	28.10	33.96	166.78
C15	7	28.20	33.96	199.78
C25	7	28.28	34.04	199.78
C36	6	28.28	33.96	211.28
K14▲	5	28.16	33.96	179.78
K14♦	6	28.16	33.96	200.29◇
K15	5	28.26	34.02	199.78
K25	5	28.26	34.02	199.78
C51, C61	5	33.00	34.00	198.81
D61, C81	5●	33.12	34.12	198.81
C52, C62	6	33.00	34.00	223.81
D62, C82	6●	33.12	34.12	223.81
L52, L62	6	33.00	34.00	198.81
E82, L82	6●	33.12	34.12	198.81
C53, C63	6	33.00	34.00	235.81
D63, C83	6●	33.12	34.12	235.81
L53, L63	7	33.00	34.00	223.81
E83, L83	7●	33.12	34.00	223.81
S53	8	33.00	33.50	272.81◇
C55, C65	6	33.00	34.00	265.81
D65, C85	6●	33.12	34.12	265.81
L56, L65, L66	6	33.00	34.00	260.06
L86	6	33.12	34.12	260.06
C68	9	33.06	34.06	330.06
D68, C88	9●	33.12	34.12	330.06
L69	9	33.06	34.06	330.06
S62	9	33.06	34.06	223.81
S64	9	33.12	34.12	357.06
S67	10	33.12	34.12	385.06
S69	10	33.12	34.12	411.06
T62, T82	9	53.30	34.06	195.94
T63, T83	9	53.30	34.06	207.94
T66, T86	10	53.30	34.06	243.94
T68, T88	10	53.30	34.06	255.94
T69	10	53.30	34.06	285.94
U82	9	53.30	34.06	195.94
U83	9	53.30	34.06	207.94
M63, M83	6	33.12	34.68	247.56
M65, M85	8	33.12	34.68	277.56
M68, M88	9	33.12	34.68	307.56

♦ Except C1402, 05, 06-16

+ C1402, 05, 06, 16 only

▲ Except K1405, 06, 16

♦ K1405, 06-16

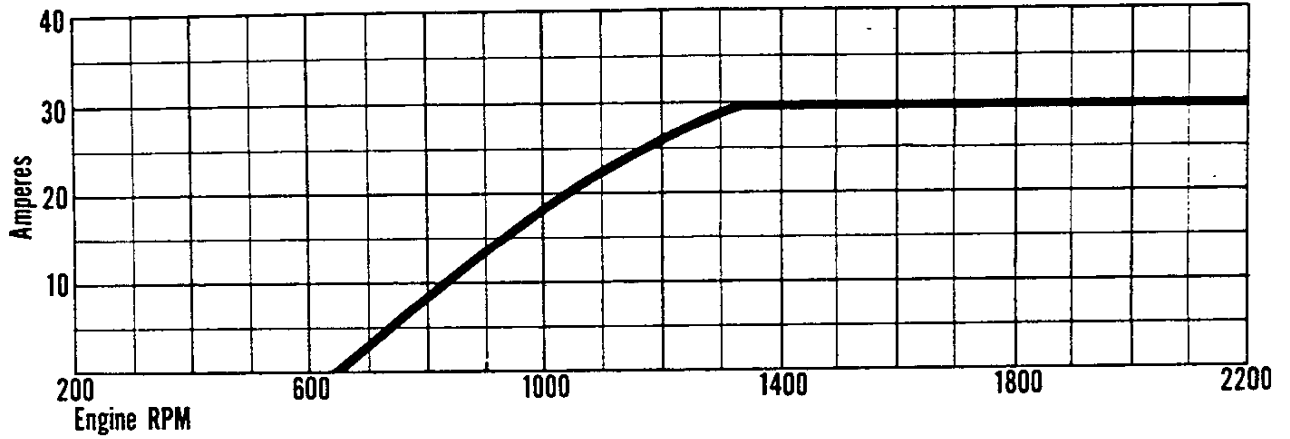
● Plus one on Diesel Models

◇ Includes frame extension

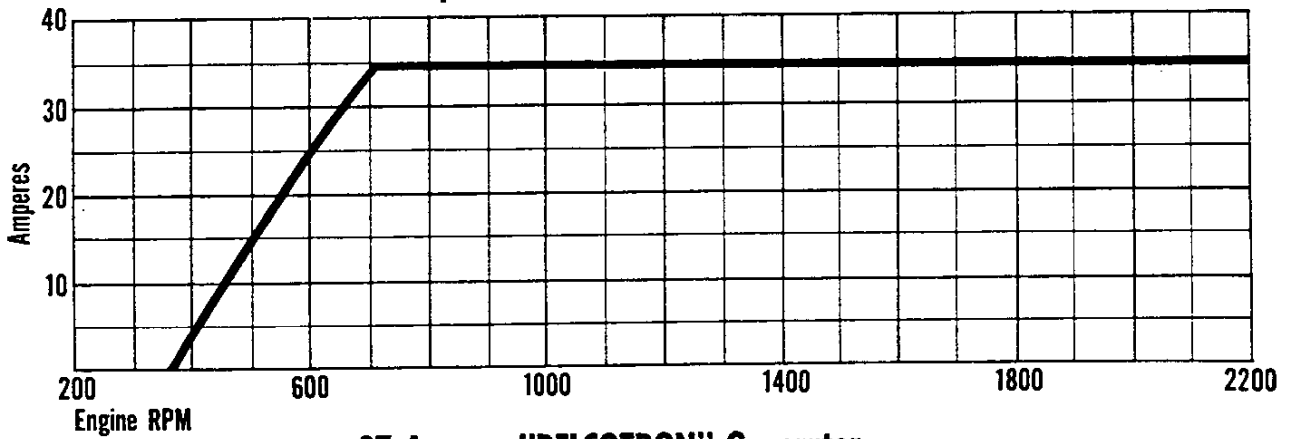
GENERATOR OUTPUT CURVES

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.

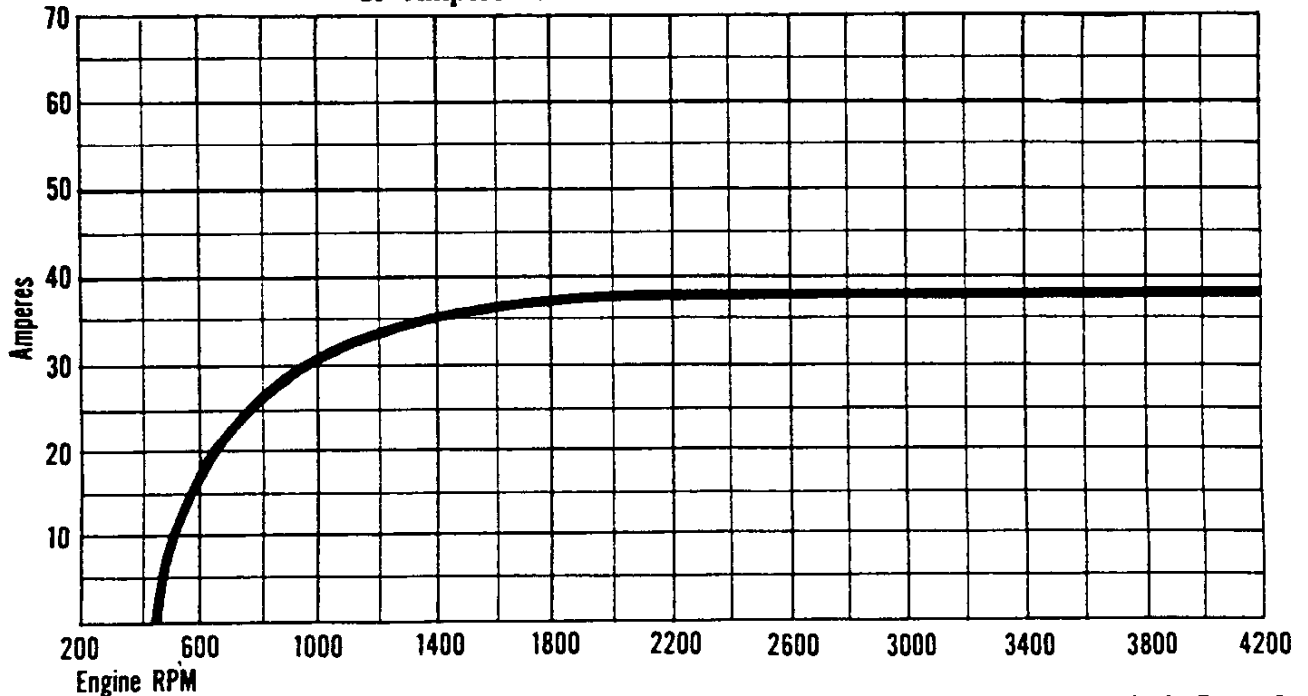
30-Ampere Normal Cut-in DC Generator



35-Ampere Low Cut-in DC Generator

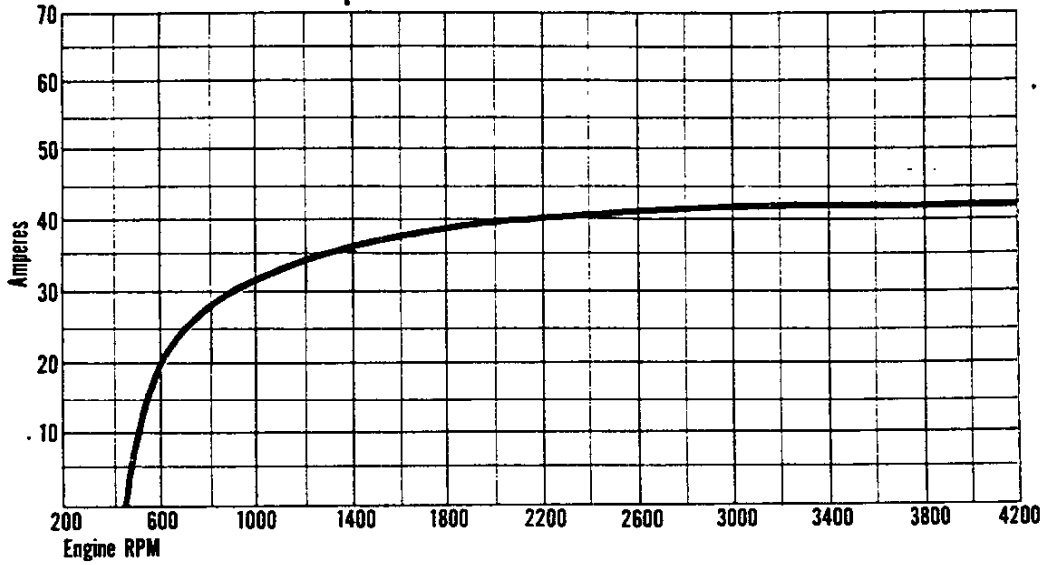


37-Ampere "DELCO TRON" Generator

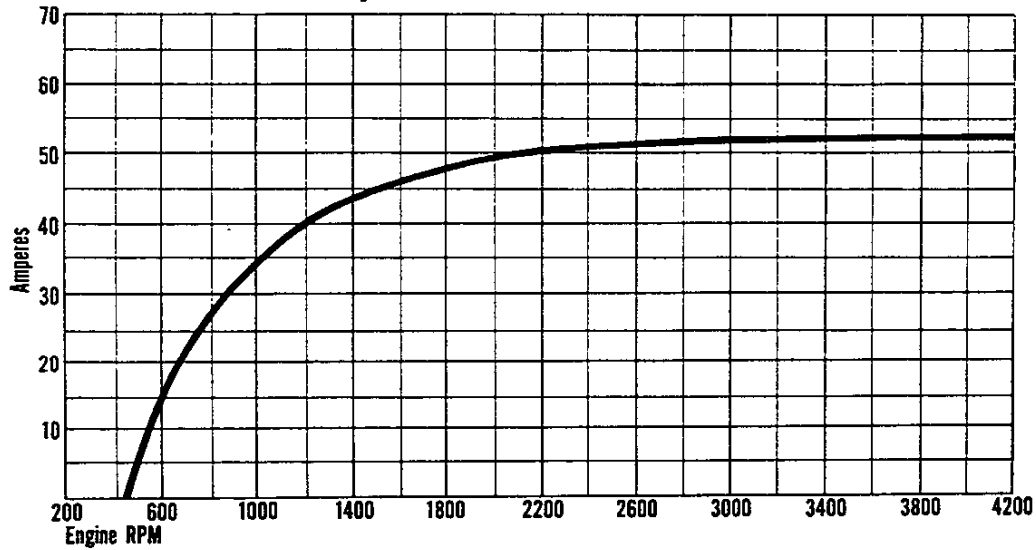


GENERATOR OUTPUT CURVES

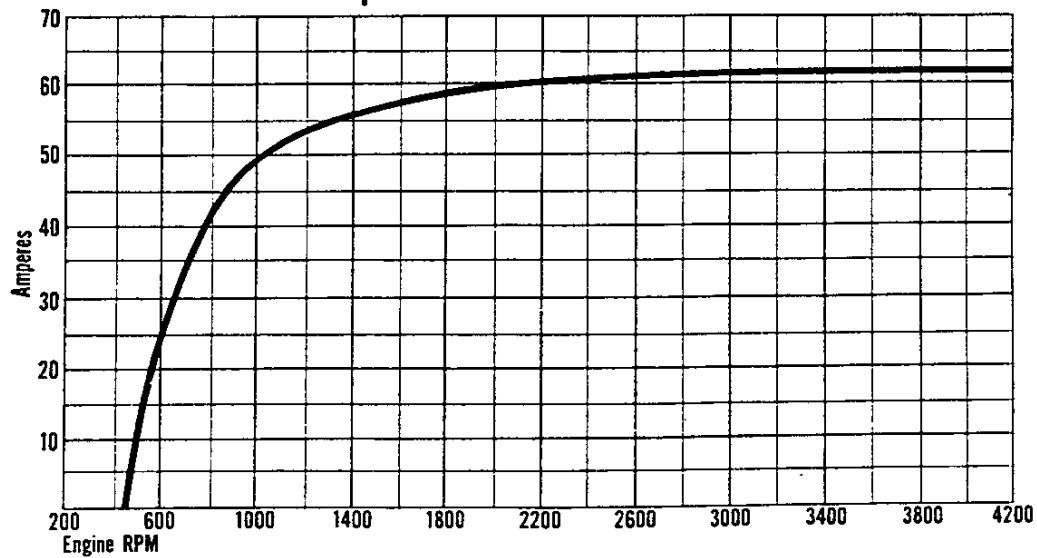
42-Ampere "DELCO TRON" Generator



52-Ampere "DELCO TRON" Generator



62-Ampere "DELCO TRON" Generator



CLUTCHES:

Specifications 27-28

COOLING SYSTEMS:

Specifications 29-30

FUEL TANKS:

Specifications 28

ENGINE FEATURES:

145 Six 3
 153 Four 9
 230 Six 9
 292 Six 9
 283 V8 16-17
 327 V8 16-17
 348 Special V8 16-17
 348 V8 16-17
 409 V8 16-17
 4-53 GM Diesel 24
 6V-53 GM Diesel 24

ENGINE POWER & TORQUE CURVES:

145 Six 2
 153 Four 6
 230 Six 7
 230 Six (Economy) 7
 292 Six 8
 283 V8 12
 327 V8 13
 348 Special V8 14
 348 V8 14
 409 V8 15
 4-53 GM Diesel 22
 6V-53 GM Diesel 23

ENGINE SPECIFICATIONS:

145 Six 4-5
 153 Four 10-11
 230 Six 10-11
 292 Six 10-11
 283 V8 18-19
 327 V8 18-19
 348 Special V8 20-21
 348 V8 20-21
 409 V8 20-21
 4-53 GM Diesel 25-26
 6V-53 GM Diesel 25-26

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
145 Six	R10	—
153 Four	P10	—
230 Six	K-C10 K-C-P20 C-P30 C-L-S50	P10
292 Six	60 (exc D60, S6902)	K-C10 K-C20 C30 C-L-S50
283 V8	—	K-C10 K-C20 C-L50
327 V8	S6902	60 (exc D60)
348 Special V8	—	S67-S69
348 V8	C-L-M-T80	—
409 V8	—	C-L-M-T80
4-53 GM Diesel	D60	—
6V-53 GM Diesel	E-U80	—

145 SIX

HIGH TORQUE 145 SIX PERFORMANCE

Basic Specifications

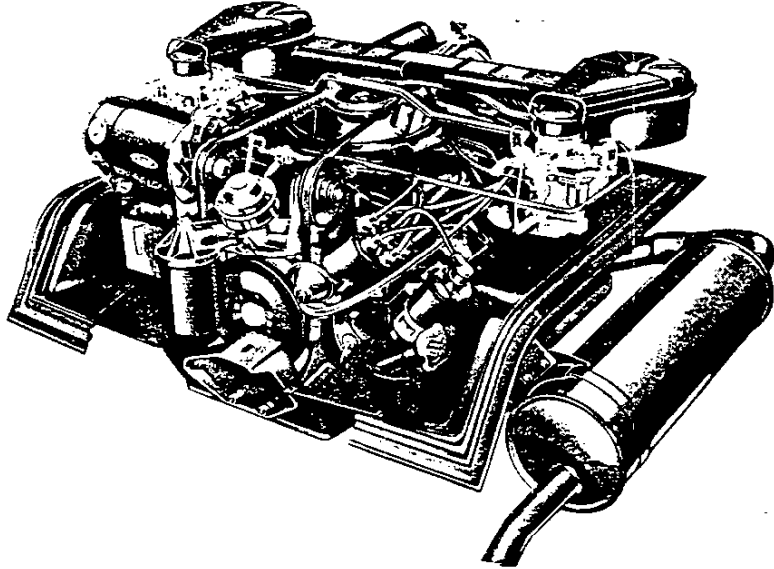
Engine type..... Valve-in-head, air cooled
 Piston displacement..... 145 cu in
 Bore & Stroke (nominal)..... 3.437" x 2.60"
 Dry Weight (with clutch)..... 316 lb
 Compression ratio..... 8.0
 Taxable horsepower (SAE)..... 28.4
 Idling speed..... 500 rpm
 Carburetor type..... Downdraft (two)

Test Procedures

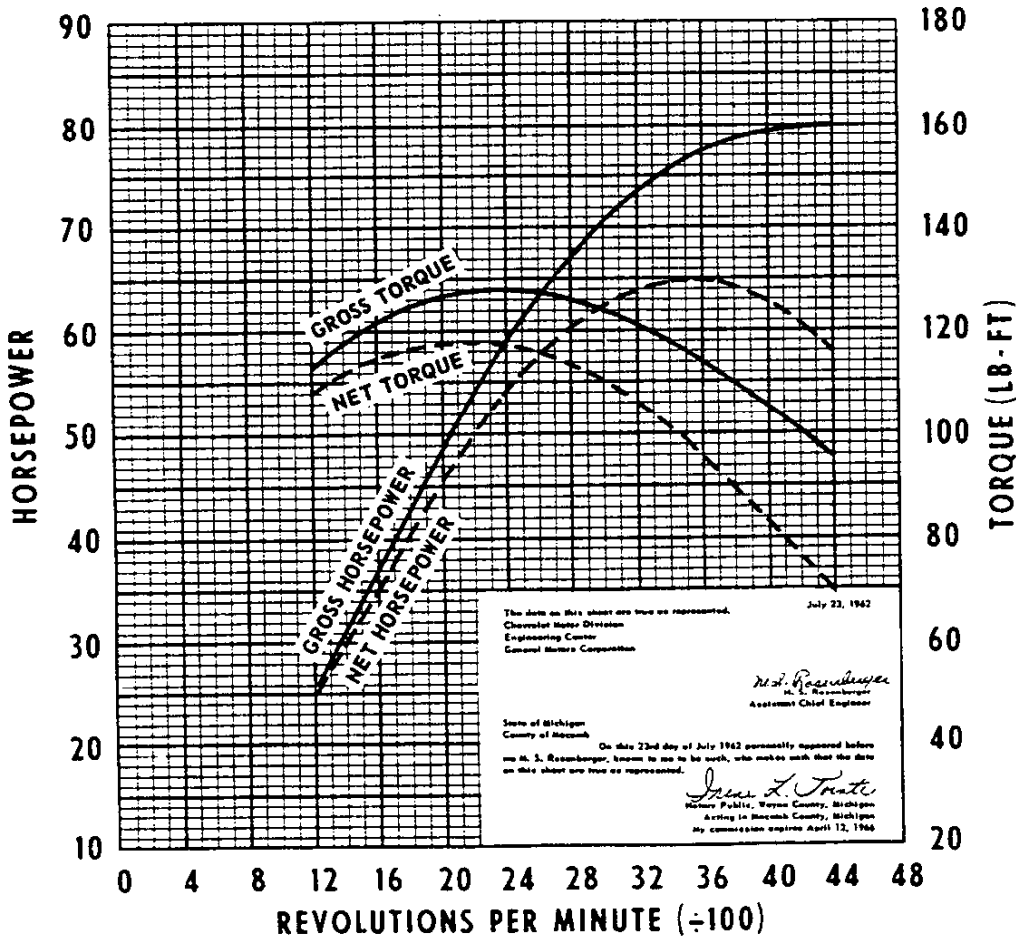
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



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



DIRECTION SIGNALS

Direction signals are required by law in most states, and virtually all states require direction signals when the nature of the vehicle prevents a clear view of hand signals.

Front Signals:

Series 10 through 30 (except chassis-cowl models) use front parking lamps. Double-faced cowl-mounted signals are used on all 50 through 80 models. Both types meet class "A" requirements for lens

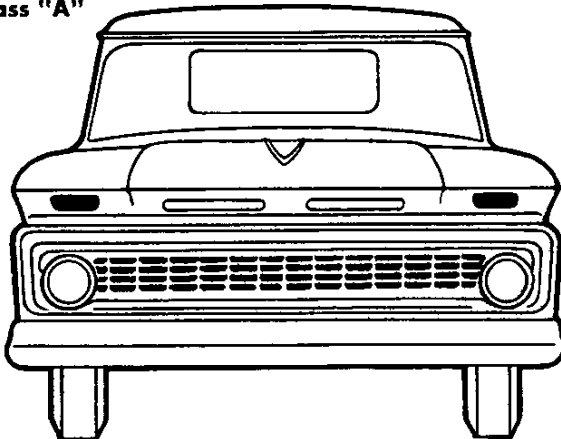
area and brightness in most states.

Rear Signals:

Pickups, Panels and Carryalls utilize standard stop and tail lamps which are classified as class "B" signals.

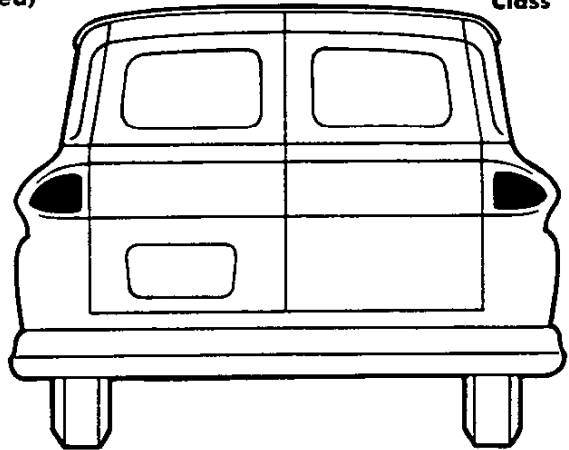
Rear signals on Chassis-Cab and Stake models, bracket-mounted near the rear of frame, are classified as class "A" signals.

FRONT
All Models
Class "A"

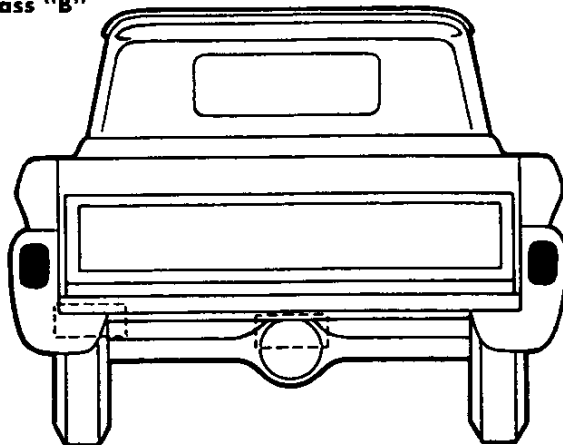


(Series 10-30
illustrated)

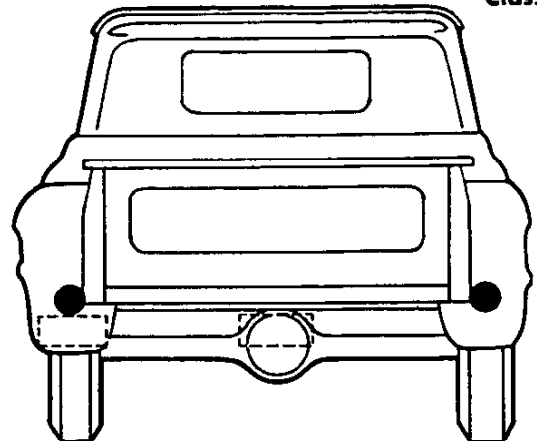
REAR
Panels & Carryalls
Class "B"



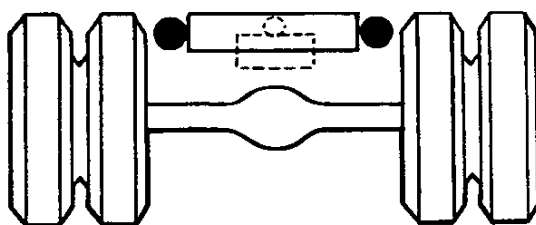
REAR
Fleetside Pickups
Class "B"



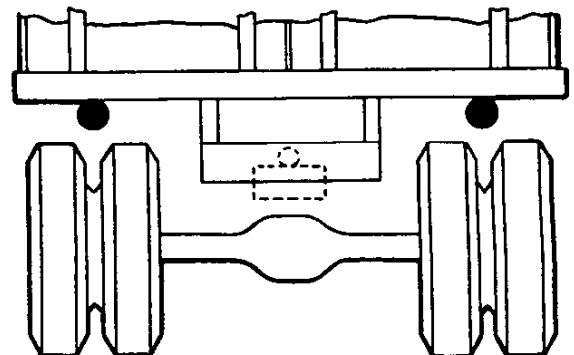
REAR
Stepside Pickups
Class "B"



REAR
Chassis Models
Class "A"



REAR
Platform-Stakes
Class "A"



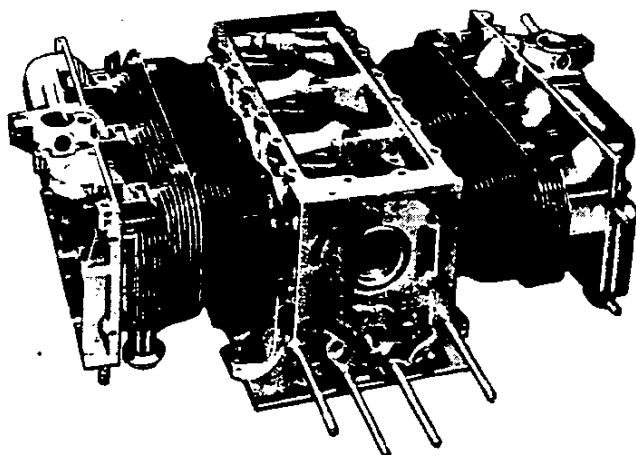


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ENGINE FEATURES



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.

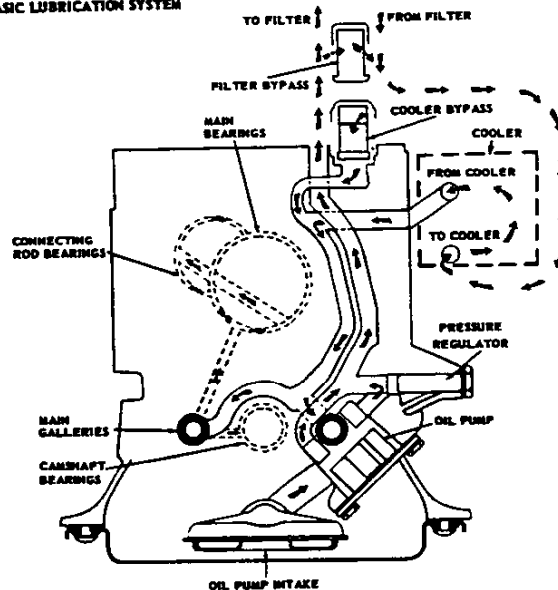
Rugged Forged-steel Crankshaft—Because of the horizontally opposed engine design, the crankshaft is short and rugged and ideally suited to the hard work of truck operation. It is made of forged steel for extra strength and durability.

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.

Long-life Exhaust Valves—Exhaust valves are Stellite-faced to reduce wear and increase valve life. In addition, Rotocoil exhaust valve rotators insure positive controlled valve rotation that prevents build-up of deposits on the valve face and stem.

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.

Aluminum-coated Muffler—Life of the reverse-flow muffler is increased by aluminum 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
Air Cleaner	two; oil-wetted polyurethane elements
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; rubber-mounted vibration damper
Cylinders	induction 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	
Capacity	full-flow 1.0 pint

ELECTRICAL SYSTEMS

BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Trucks operated as tractor units, especially, 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 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 a heavy-duty 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 Lights (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)	R10	none
35-amp (DC) low cut-in	none	R10
37-amp Delcotron	CK & P10-30 C & L50-80 M60 T60-80, M80	none
42-amp Delcotron	none	Exc D60
52-amp Delcotron	D60, E-U80	Exc D60, E-U80
62-amp Delcotron	none	Exc D60, E-U80
130-amp Delcotron	none	S60

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 trucks operated primarily at normal road speeds. Recommended for constant loads of up to 24 amperes in night operation.

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.

"DELCO TRON"

Diode-Rectified Alternating Current Generator

Available in several capacities as shown in the generator availability table above, the "DELCO TRON" 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 "DELCO TRON" also offers increased output at higher speeds. Greater reliability can be expected from the "DELCO TRON" 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 37-, 42- and 52-ampere "DELCO TRON" generator is carried by needle bearings at the rear and ball bearings at the front. The 62-ampere "DELCO TRON" generator uses ball bearings at both ends of the rotor shaft.

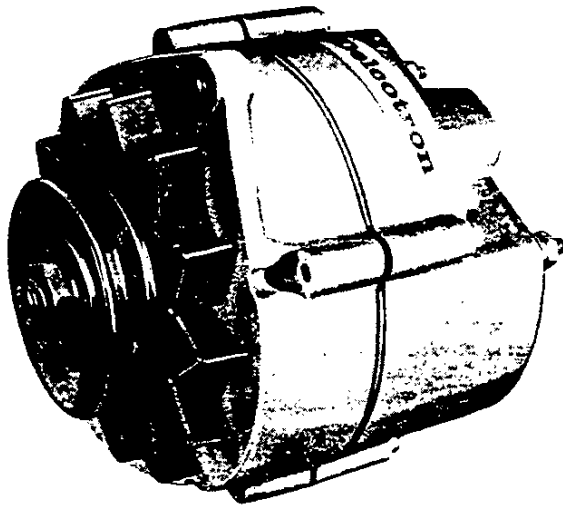
ELECTRICAL SYSTEMS

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.



37-Amp "DELCOTRON" Generator

Battery charging current is produced even at engine idling speeds.

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) low cut-in.....	15	35	525
37-Ampere Delcotron.....	9	37	555
42-Ampere Delcotron.....	12	42	630
52-Ampere Delcotron.....	5	52	780
62-Ampere Delcotron.....	23	62	930
130-Ampere Delcotron.....			

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.

Heavy-Duty Wiring

Heavy-duty chassis and engine electrical wiring is standard on Series D60 and all Series 80 models. It is a mandatory option on Series 60-H models.

Wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Wiring in these assemblies not protected by fuses is so insulated that if a short circuit or overload occurs the heat generated will not affect the surrounding wires. Thus, only the overloaded circuit need be repaired.

Battery Specifications

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

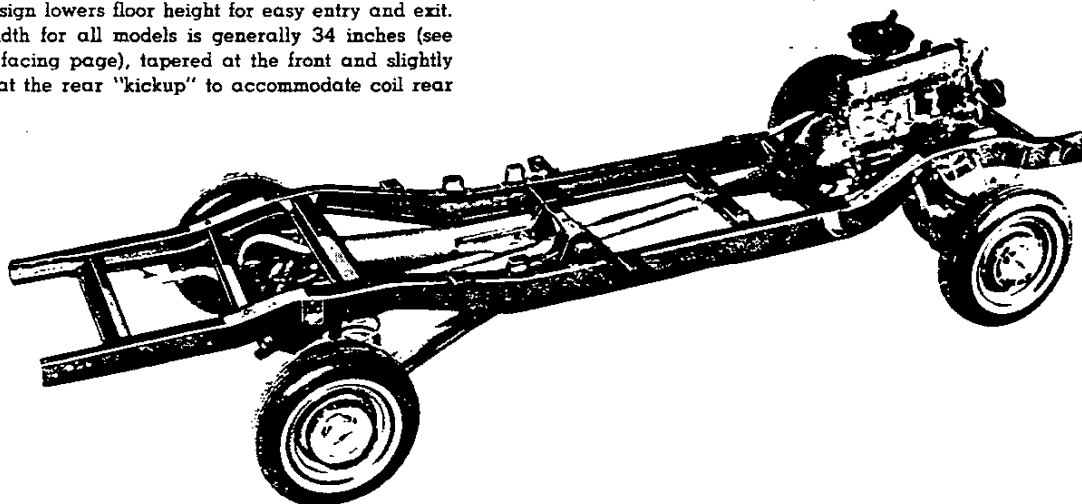
Truck Series	R10	10-50 C-L-M-T80	C-L-M-T60	S50, S60	P10, C-K10-20	P20, P30 50, M60 C-L-T-M80	D60	E-U80
	Standard	Standard	Standard ♦	Standard	Optional	Optional	Standard	Standard
Capacity @ 20-hr rate.....	40 amp	53 amp	61 amp	70 amp	70 amp	70 amp	150 amp	205 amp
Model number.....	980556	2SMB	2SMD	3SMA	2 STA	3SMA	4D	8D
Plates per cell (6 cells).....	9	9	11	11	11	11	19	27
Dimensions: Length (in).....	13	10 $\frac{1}{8}$	10 $\frac{1}{8}$	12	10 $\frac{1}{8}$	12	20 $\frac{7}{8}$	20 $\frac{7}{8}$
Width (in).....	4 $\frac{3}{4}$	6 $\frac{3}{4}$	6 $\frac{3}{4}$	6 $\frac{3}{4}$	6 $\frac{3}{4}$	6 $\frac{3}{4}$	8 $\frac{1}{8}$	10 $\frac{3}{8}$
Height (in).....	8	8 $\frac{3}{4}$	8 $\frac{3}{4}$	8 $\frac{3}{4}$	9 $\frac{5}{8}$	8 $\frac{3}{4}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Weight (lb).....	35	43	45	53	50	53	117	153
Location.....	Inside Engine Compartment						R. H. side behind cab	R. H. running board (E80); L. H. side rail (U80)

♦ Included with optional 292 Six in Series C-K10-30 models

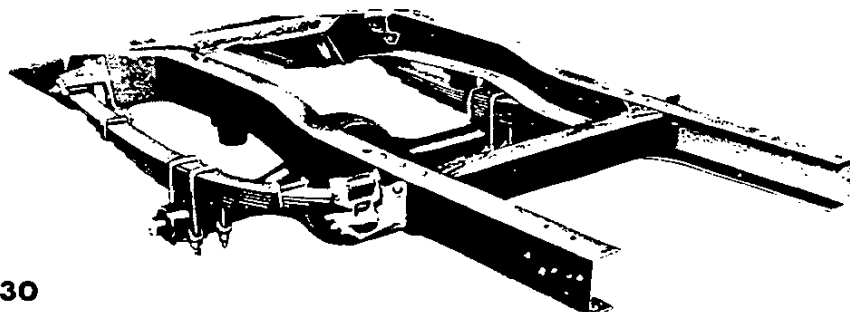
SERIES C10, P10, C20

All Series C10, P10, and C20 models have a ladder-type channel-section frame of riveted construction. Frame drop-center design lowers floor height for easy entry and exit. Frame width for all models is generally 34 inches (see chart on facing page), tapered at the front and slightly widened at the rear "kickup" to accommodate coil rear springs.

Series C10 Illustrated

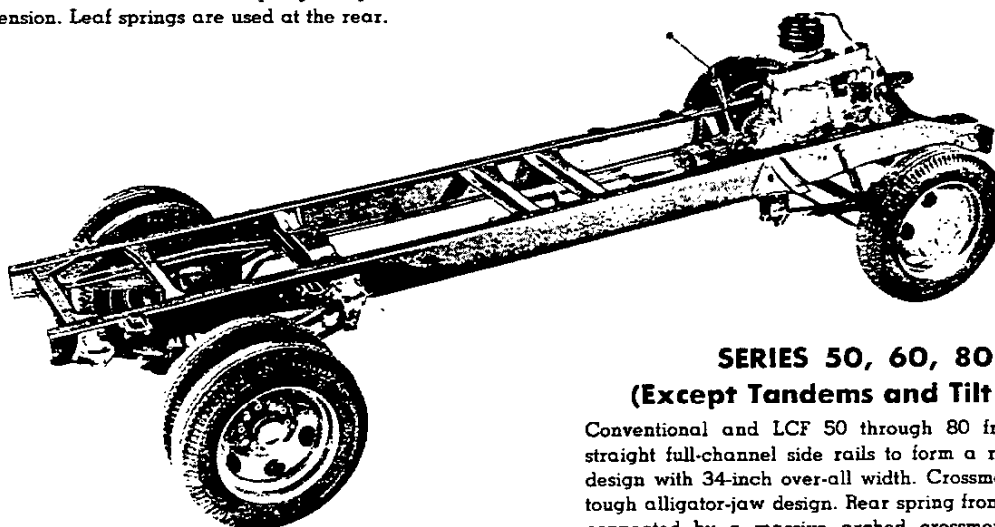


Series 30 Illustrated



SERIES C30

Also of the drop-center ladder-type design, the C30 frame is 34 inches wide to simplify special body installation. Crossmembers are riveted to the channel-section side rails. Like the lighter models, Series C30 frames taper at the front to accommodate coil spring independent front suspension. Leaf springs are used at the rear.



Series 60 Illustrated

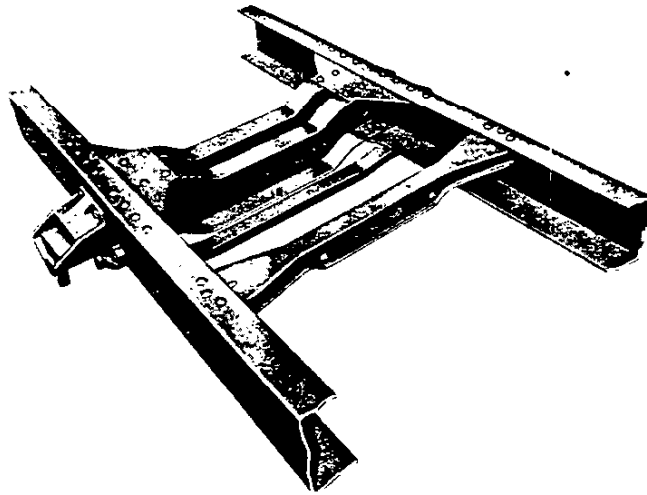
SERIES 50, 60, 80 (Except Tandems and Tilt Cabs)

Conventional and LCF 50 through 80 frames feature straight full-channel side rails to form a rugged ladder design with 34-inch over-all width. Crossmembers are of tough alligator-jaw design. Rear spring front hangers are connected by a massive arched crossmember. Gusset-braced channel crossmembers reinforce the rear spring rear hanger position.

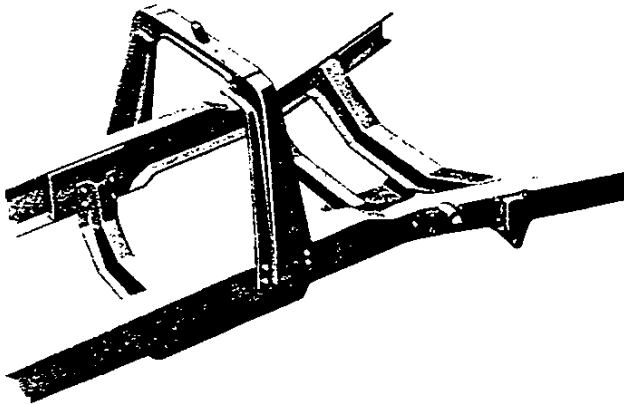
FRAMES

SERIES 80 FRAME

Two back-to-back drop-center channel-section rear crossmembers are standard on Series 80 frames for extra strength and trailer kingpin clearance. Series 80 frames are available as optional equipment for all Series 60 gasoline models except Cows and School Buses. These frames, with a section modulus of 11.80, are standard on D60 models. They are also standard on the M60 with a section modulus of 23.34.



Series 80 Rear Crossmember illustrated
(Optional HD frame for C & L60; std on D60 and M60)



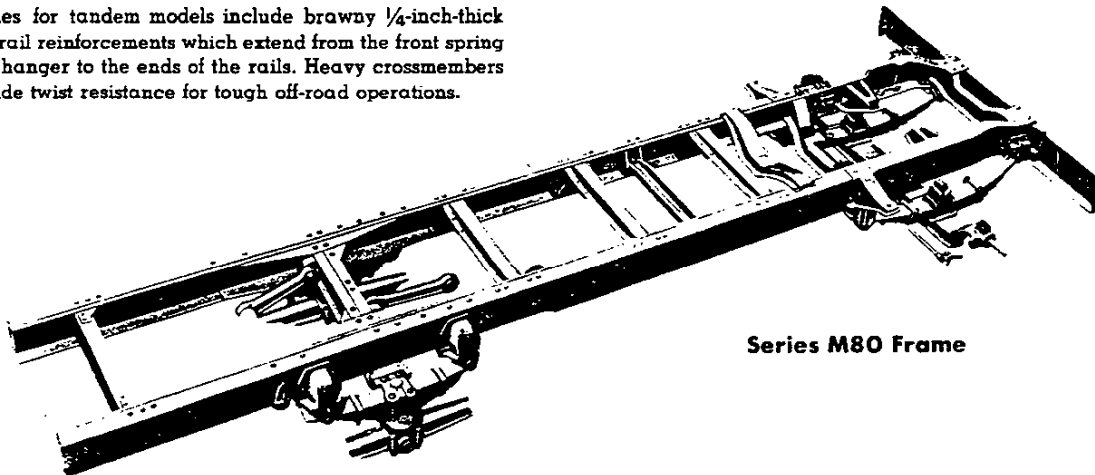
T60 & T80 Frames Illustrated

TILT CABS

Frames for tilt cabs are similar to those of conventional models except in the forward section. Side rails flare at the front to provide cab support at the pivot mounts. (See frame width dimensions on facing page.) A heavy-gauge crossmember arches over the clutch housing to support and anchor the rear of the cab in driving position. Frame for Series U80 includes a $\frac{1}{4}$ -inch-thick reinforcement.

SERIES M80 TANDEM

Frames for tandem models include brawny $\frac{1}{4}$ -inch-thick side rail reinforcements which extend from the front spring rear hanger to the ends of the rails. Heavy crossmembers provide twist resistance for tough off-road operations.



Series M80 Frame

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	5.5 qt; refill 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 200-210°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° BTC
Exhaust Opens	87° BBC
Exhaust Closes	69° ATC
Spark Plugs	AC, model 46-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035"
Valve Guides	pressed in head; cast iron
Valve Mechanism	individual rocker arms on ball pivots; push-rod actuated; hydraulic lifters
Valves, Exhaust	
Material	high-alloy steel
Face	stellite
Overall Length	4.50"
Head Diameter	1.24"
Stem Diameter	0.341"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.36"
Rotators	Rotocoil
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	0.36"
Ventilation	positive

HIGH TORQUE 153 FOUR PERFORMANCE

Basic Specifications

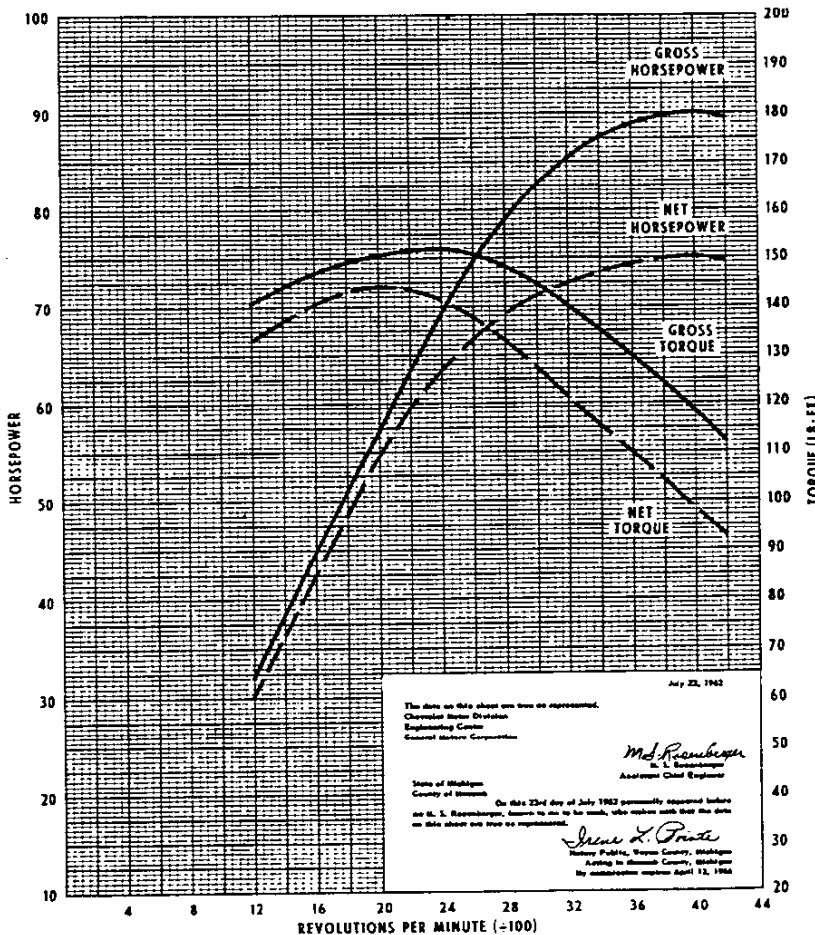
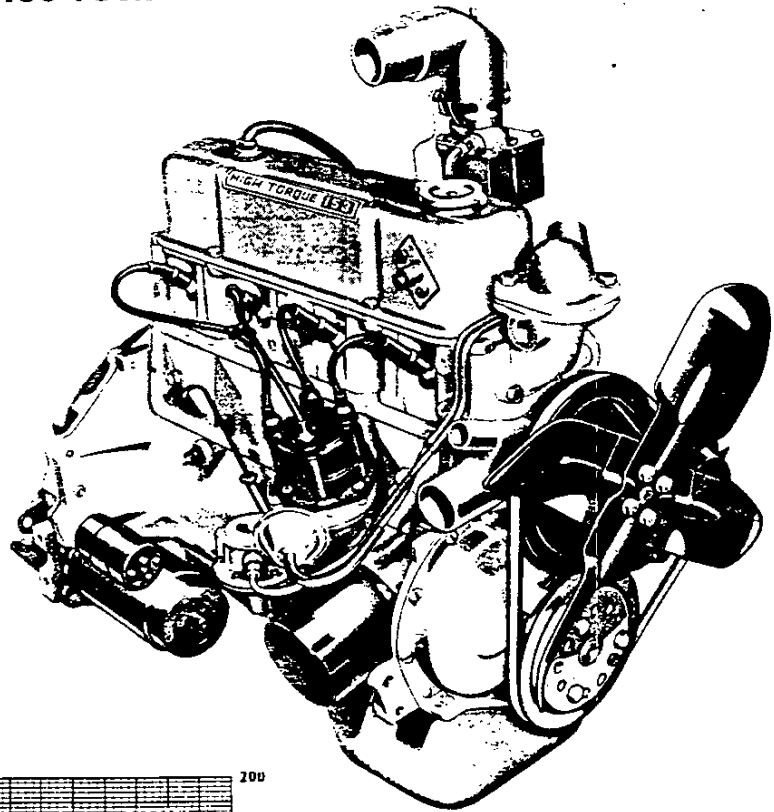
Engine type	Valve-in-head
Piston displacement	153 cu in
Bore & Stroke (nominal)	3 7/8" x 3 1/4"
Dry Weight (with clutch)	359 lb
Compression ratio	8.50 to 1
Taxable horsepower (SAE)	24.0
Idling speed—Synchromesh trans	475 rpm
Carburetor type	Downdraft

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.



Gross horsepower	90 @ 4000 rpm
Net horsepower	75 @ 4000 rpm
Gross torque, lb-ft	152 @ 2400 rpm
Net torque, lb-ft	144 @ 2000 rpm

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

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

State of Michigan
County of Washtenaw

On this 23rd day of July 1962 personally appeared before me M. S. Rosenberger, known to me to be such, who makes oath that the data on this sheet are true to representation.

James L. Foster
Notary Public, Washtenaw County, Michigan
My commission expires April 12, 1964

HIGH TORQUE 230 SIX PERFORMANCE

Basic Specifications

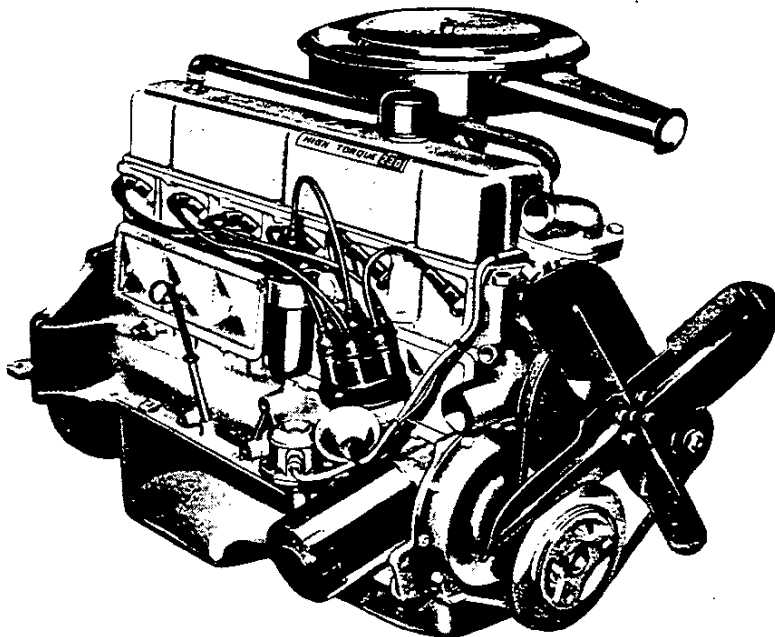
Engine type.....	Valve-in-head
Piston displacement.....	230 cu in
Bore & Stroke (nominal).....	3 7/8" x 3 1/4"
Dry Weight (with clutch).....	465 lb
Compression ratio.....	8.50 to 1
Taxable horsepower (SAE).....	36.0
Idling speed—Synchronesh trans.....	475 rpm
—Powerglide in "drive".....	450 rpm
Carburetor 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.

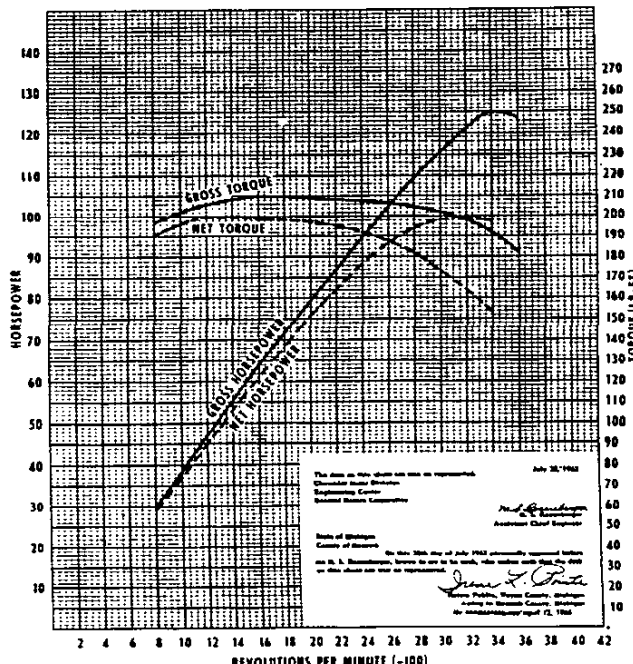
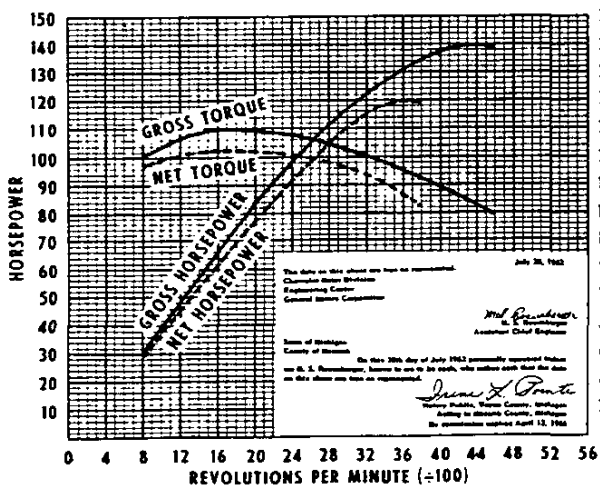


With Standard Carburetor

Gross horsepower.....	140 @ 4400 rpm
Net horsepower.....	120 @ 3600 rpm
Gross torque, lb-ft.....	220 @ 1600 rpm
Net torque, lb-ft.....	205 @ 1600 rpm

With Economy Carburetor

Gross horsepower.....	125 @ 3400 rpm
Net horsepower.....	100 @ 3200 rpm
Gross torque, lb-ft.....	210 @ 1600 rpm
Net torque, lb-ft.....	200 @ 1200 rpm



292 SIX

HIGH TORQUE 292 SIX PERFORMANCE

Basic Specifications

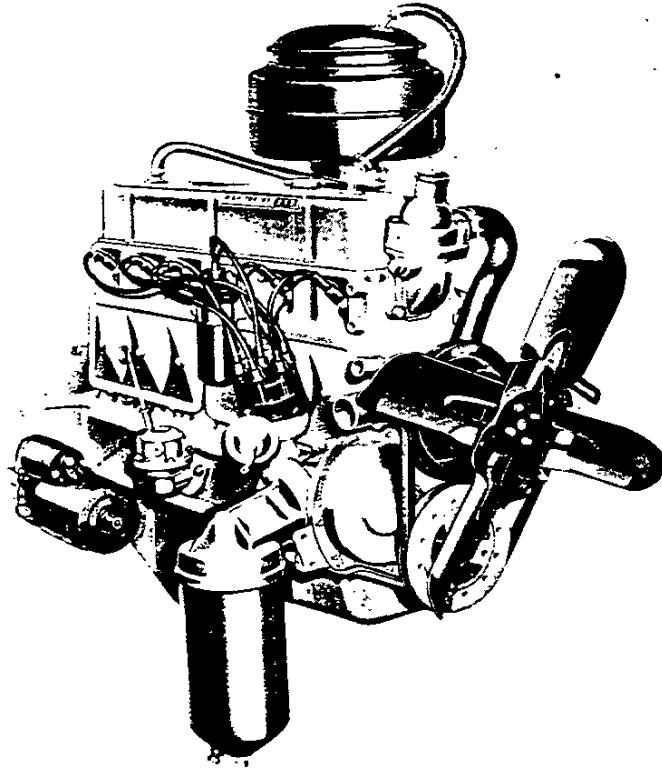
Engine type..... Valve-in-head
 Bore & Stroke (nominal)..... 3 $\frac{3}{8}$ " x 4 $\frac{1}{8}$ "
 Piston displacement..... 292 cu in
 Dry Weight (with clutch)..... 561 lb
 Compression ratio..... 8.0 to 1
 Taxable horsepower (SAE)..... 36.0
 Idling speed—Synchromesh trans..... 475 rpm
 —Powermatic in "drive"..... 450 rpm
 Carburetor type..... Downdraft

Test Procedures

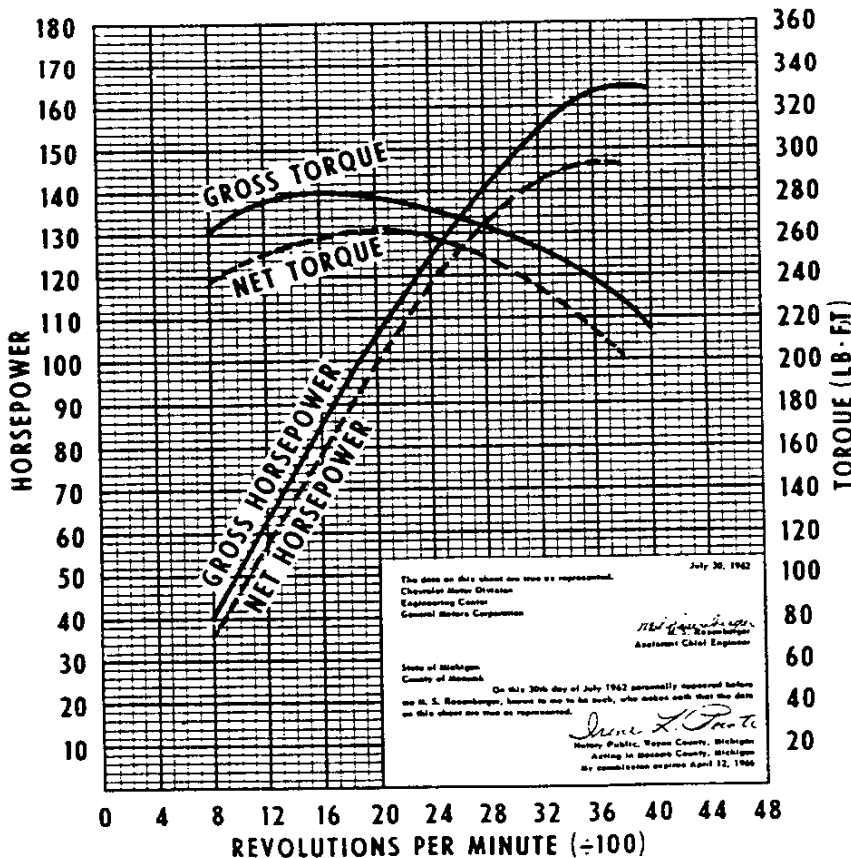
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



Gross horsepower..... 165 @ 3800 rpm
 Net horsepower..... 147 @ 3600 rpm
 Gross torque, lb-ft..... 280 @ 1600 rpm
 Net torque, lb-ft..... 262 @ 2000 rpm



153, 230 and 292 IN-LINE ENGINES

ENGINE FEATURES

Valve-in-head design—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 makes these engines easy to service.

Independently mounted valve rockers—Each valve rocker is mounted on an individual ball pivot. Oil is fed through the hollow pushrods into the depressed tops of the valve rockers, thus assuring thorough pivot lubrication. Spill-over oil lubricates the valve stems.

Rotocoils for 292 engine—The 292 engine is fitted with Rotocoil exhaust valve rotators. This reduces build-up of deposits on the valve faces and stems, and increases valve life by as much as 300 per cent.

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.

Precision bearings—Connecting rod and main bearings are of the 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.

Full crankshaft support—Bearings are used between every cylinder—a total of 5 main bearings in the 153 engine and 7 bearings in the 230 and 292 engine. Full crankshaft support reduces vibration and gives added durability.

Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

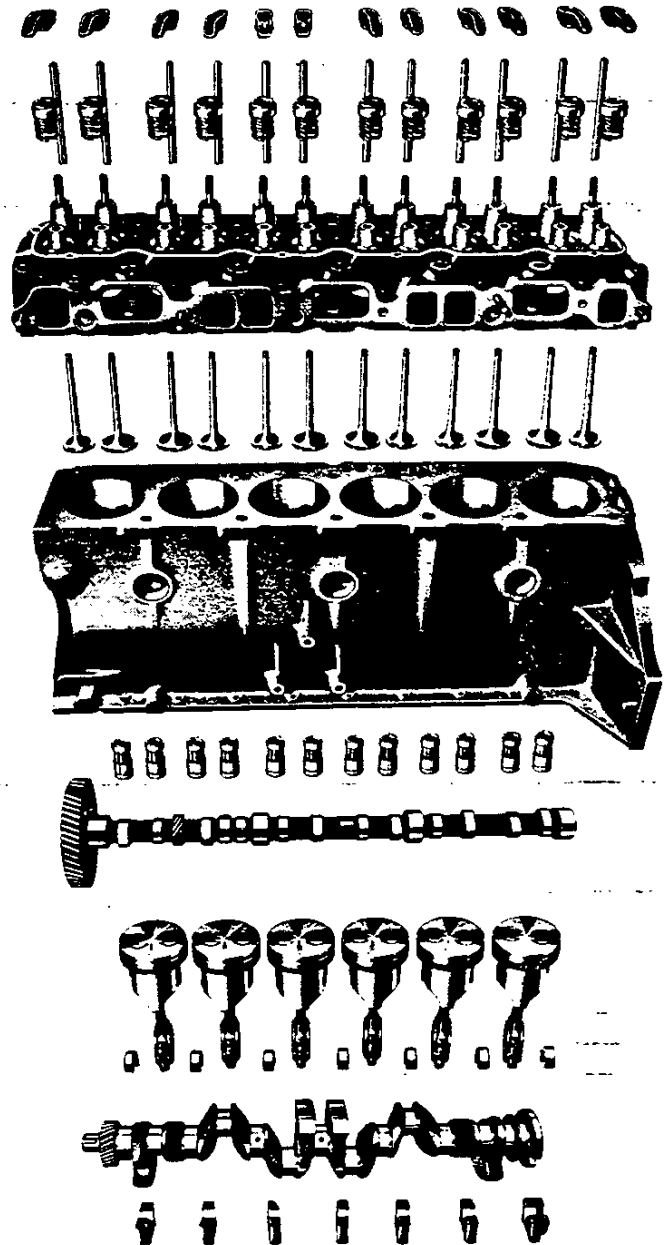
Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

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

Oil-wetted and oil-bath air cleaners—Long engine life is assured by the effective action of oil-wetted and oil-bath air cleaners which remove harsh, abrasive dust. One-pint oil-bath air cleaners are standard with P10, 20 and 30 models; oil-wetted (polyurethane element) air cleaners are standard with C10, 20 and 30 models; two-pint oil-bath air cleaners are standard with Series 50 and 60 models.

Positive ventilation systems—Engines are protected against acid- and sludge-forming vapors by engine ventilation systems which conduct crankcase vapors through the engine so they are expelled by the exhaust system.

Optional maximum economy equipment—For maximum fuel economy, Series C10 trucks with the 230 engine can be fitted with a special economy carburetor and 3.07 ratio rear axle. This equipment is available for use only with the standard 3-speed transmission.



Optional governor—Both the 230 and 292 engines can be fitted with governors on which the maximum engine speed can be adjusted within a certain range. Available ranges are:

Engine	Governor Range
230	1850 rpm to 3000 rpm 2600 rpm to 3600 rpm
292	1900 rpm to 2900 rpm 2700 rpm to 3600 rpm

Optional oil filter—Series 60 trucks with the 292 engine can be fitted with a 2-quart full-flow type oil filter. This replaces the 1-quart filter used as standard equipment.

IN-LINE ENGINES

SPECIFICATIONS

	153 Four	230 Six	292 Six
Basic Description	in-line, valve-in-head design		
Displacement	153 cu in	230 cu in	292 cu in
Bore & Stroke	3 ⁷ / ₈ " x 3 ¹ / ₄ "		3 ⁷ / ₈ " x 4 ¹ / ₈ "
Compression Ratio	8.5		8.0
Gross Horsepower @ rpm	90 @ 4000	140 @ 4400	165 @ 3800
Net Horsepower @ rpm	75 @ 4000	120 @ 3600	147 @ 3600
Gross Torque (lb-ft) @ rpm	152 @ 2400	220 @ 1600	280 @ 1600
Net Torque (lb-ft) @ rpm	144 @ 2000	205 @ 1600	262 @ 2000
Air Cleaner	1-pint oil bath	1-pint oil bath (P10, 20 & 30) oil-wetted (C10, 20 & 30) 2-pint oil bath (C, L & S50)	oil-wetted (C10, 20 & 30) 2-pint oil bath (C, L & S50) 2-pint oil bath (C, L, S & T60)
Bearings, Camshaft	steel-backed babbit		
ID x Length (Projected Area): Bearing 1 (front) Bearing 2 Bearing 3 Bearing 4	1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in)	1.871" x 0.86" (1.61) 1.871" x 0.86" (1.61) 1.871" x 0.86" (1.61) 1.871" x 0.86" (1.61)	
Bearings, Connecting Rod (Crank end)	removable		
Material	steel backed babbit	Moraine 100	
ID x Length	2.001" x 0.807"	2.314" x 1.01"	
Bearings, Main	removable		
Material	Moraine 100A		
End Thrust	taken by bearing 5	taken by bearing 7	
ID x Length (Projected Area). Bearing 1 (front) Bearing 2 Bearing 3 Bearing 4 Bearing 5 Bearing 6 Bearing 7	2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.76" (1.75 sq in)	2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.86" (1.97 sq in)	
Camshaft	cast alloy iron		
Carburetor	downdraft		
Type	Rochester		
Make	1.34"		
Venturi ID	1.34"	1.29"	1.34"
SAE Flange Size	1.50"		
Choke Control	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	cast nodular iron	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	See Cooling System Specifications		
Filter, Fuel	fine-mesh metal cloth in fuel tank		
Filter, Oil	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	4 qt	5 qt	6 qt
Piston Pins	tubular, hardened chrome-alloy steel		
Diameter	0.927"		
Retention	shrink fit		

283, 327, 348 and 409 V8 ENGINES

ENGINE FEATURES

283 Engine Illustrated



Valve-in-head design—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 simplifies maintenance.

Independently mounted valve rockers—Each valve rocker is mounted on an individual ball pivot. Oil is fed through the hollow pushrods into the depressed tops of the valve rockers, thus assuring thorough pivot lubrication. Spill-over oil lubricates the valves.



Long-life exhaust valves—The 327, 348 and 409 engines have Stellite-faced valves for long valve life. Aluminized head retards build-up of deposits, and chrome-plated stem reduces scuffing and wear. Aluminized exhaust valve faces on the 283 engine with applications in the 50 Series slow the formation of deposits, keep valves cleaner and longer lived.

High-alloy steel inlet valves—Tough, high-alloy steel gives extra durability. Valves on the 327, 348 and 409 engines have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Forged-steel crankshaft—Rugged forged steel assures extra strength and durability. Precision balancing reduces vibration and gives longer bearing life. Main and connecting rod journals are induction hardened on the 348 and 409 engines for outstanding durability.

Induction hardened exhaust valve seats—Hardened exhaust valve seats on the 327, 348 and 409 engines reduce wear and distortion—insure better valve seating.

Rotocoils for 50-80 Series—V8 engines for all medium- and heavy-duty trucks are fitted with Rotocoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems, and increase valve life by as much as 300 per cent.

Hydraulic valve lifters—Both intake and exhaust valves have quiet, no-adjustment hydraulic valve lifters.

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

Full-flow oil filter—All engines are equipped with high-efficiency oil filters that increase engine life.

HIGH TORQUE 409 V8 PERFORMANCE

Basic Specifications

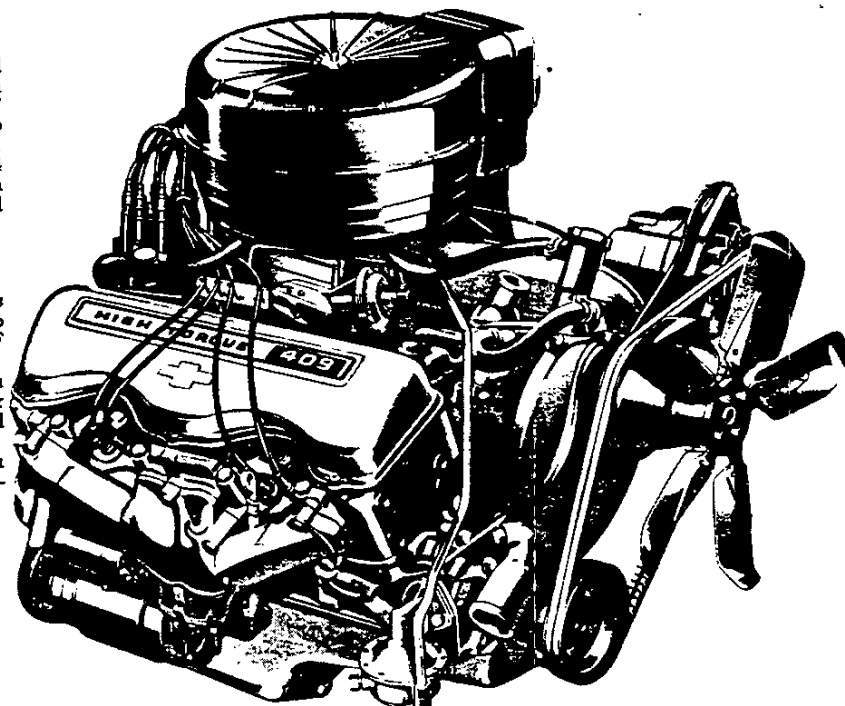
Engine type.....	Valve-in-head
Piston displacement.....	409 cu in
Bore & Stroke (nominal).....	4 1/8" x 3 1/2"
Dry Weight (with clutch).....	817 lb
Compression ratio.....	7.75 to 1
Taxable horsepower (SAE).....	74.4
Idling speed.....	475 rpm
Carburetor type.....	4-barrel

Test Procedures

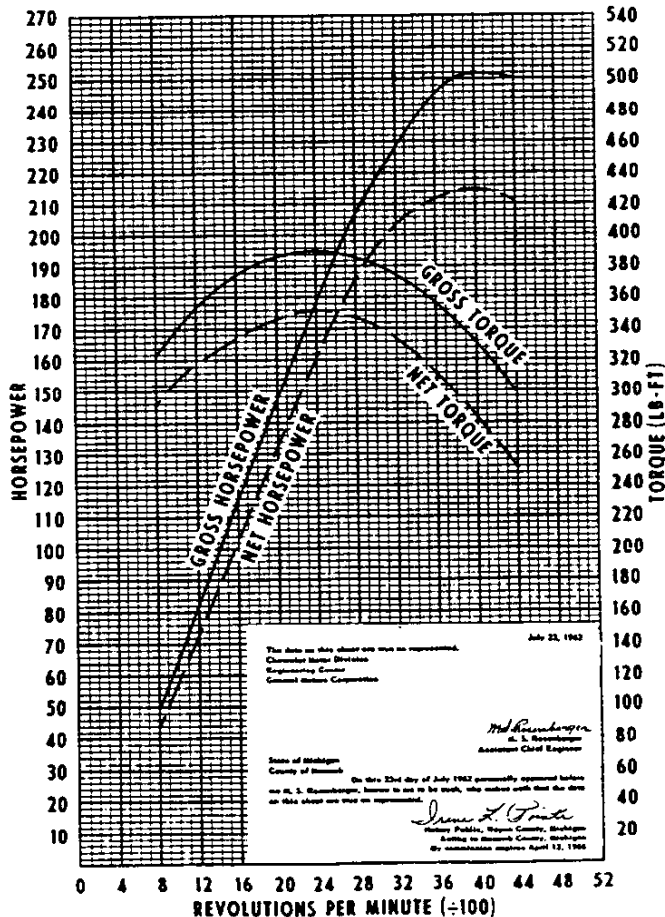
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



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



283 and 327 V8

SPECIFICATIONS

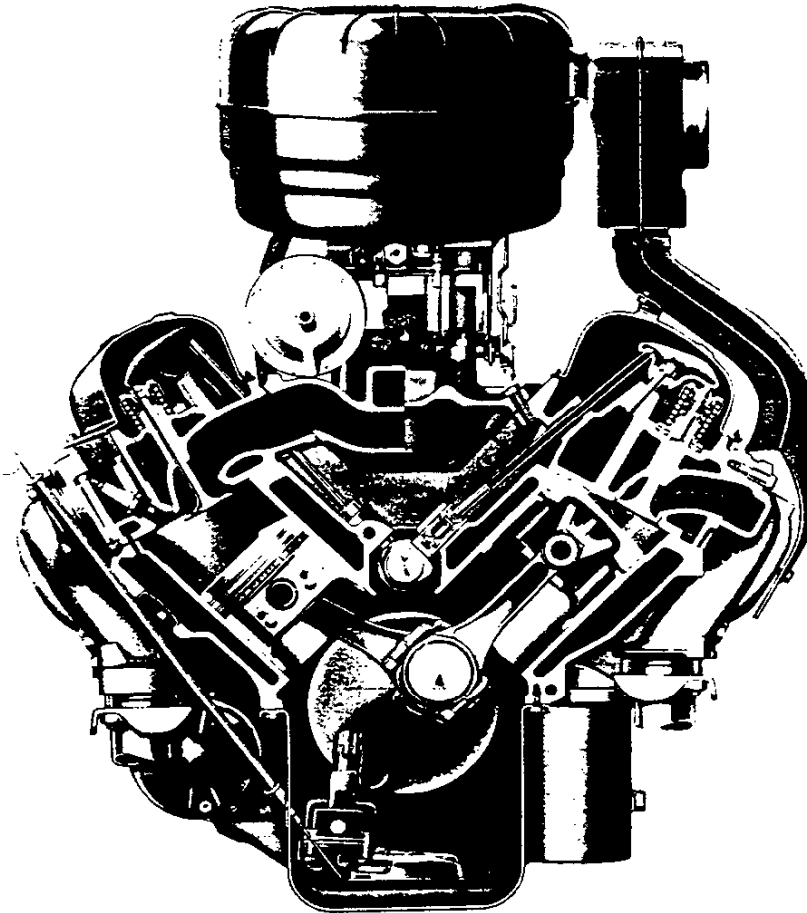
	283 V8	327 V8
Basic Description	valve-in-head design	
Displacement	283 cu in	327 cu in
Bore x Stroke	3 7/8" x 3"	4" x 3 1/4"
Compression Ratio	9.0 †	8.0
Gross Horsepower @ rpm	175 @ 4400	185 @ 4400
Net Horsepower @ rpm	145 @ 4200	158 @ 4000
Gross Torque (lb-ft) @ rpm	275 @ 2400	305 @ 2000
Net Torque (lb-ft) @ rpm	245 @ 2000	280 @ 2000
Air Cleaner	Oil-wetted (Series 10, 20 & 30) 2-pint oil bath (Series 50)	2-pint oil bath
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	
Material	Moraine 100	Moraine 500
ID x Length	2.001" x 0.82"	
Bearings, Main	removable	
Material: Bearings 1-4 Bearing 5	Moraine 100 Moraine 100	Moraine 400 Moraine 100
End Thrust	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	
Make	Rochester	
Venturi ID	1.09"	
SAE Flange Size	1.25"	
Choke Control	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	See Cooling System Specifications	
Filter, Fuel In Tank	strainer	none
Frame-Mounted	none	replaceable element
In Carburetor	porous bronze	fine screen
Filter, Oil	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 10-30) 6 qt (Series 50)	6 qt
Piston Pins	tubular, hardened chrome-alloy steel	
Diameter	0.927"	
Retention	shrink fit in connecting rod	

† 8.5 to 1 on C & L50 models.

283, 327, 348 and 409 V8 ENGINES

ENGINE FEATURES

409 Engine Cross Section



By-pass cooling—Thermostatic control of coolant flow during warm-up of the 327, 348 and 409 engines brings them quickly up to proper running temperature and top operating efficiency.

Full-jacket cylinder cooling—Coolant circulates completely around the cylinder walls to keep engine temperatures more uniform and reduce engine wear.

Crankcase ventilation systems—Engines are protected against acid- and sludge-forming vapors by positive type ventilating systems. Crankcase vapors are forced through the engine and are expelled by the exhaust system.

Multiple fuel filters—A fine-mesh metal cloth filter in the fuel tank and a porous bronze filter inside the carburetor are included in 283 engine applications. The 327, 348 and 409 engines have a replaceable element filter in the fuel line and wire mesh screen in the carburetor for added protection and dependable operation.

Roller timing chain—The 327, 348 and 409 engines use a quiet roller timing chain which has a long trouble-free life.

Positive governor—The 327, 348 and 409 engines have a positive-acting 4000-rpm governor. Governors are optionally available for the 283 engine.

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

Air cleaners—Efficient air cleaners filter harsh, abrasive dust out of the intake air to protect the engine from excessive wear. An oil-wetted polyurethane element is used on the 283 engine for Series 10 through 30. Two-pint oil-bath air cleaners are used on the 327, 348 and 409 engines and on the 283 engine for use in the 50 Series.

Optional governor—The 283 engine can be fitted with a governor on which the maximum engine speed can be adjusted within a certain range. The two available ranges are: 2400 rpm to 3600 rpm and 3000 rpm to 3800 rpm.

Optional tachometer—An electric tachometer reading up to 5000 rpm is available for all engines. With the 283 engine on Series 10-30 trucks, a different instrument panel is included to accommodate the tachometer. This panel also employs an ammeter, engine temperature and oil pressure gauges instead of the indicator lights used on the standard instrument panel.

Optional oil filter—A 2-quart full-flow oil filter is available for the 327 and 348 engines. This filter is included with the 409 engine.

348 and 409 V8

SPECIFICATIONS

	348 Special V8	348 V8	409 V8
Basic Description		valve-in head design	
Displacement	348 cu in	348 cu in	409 cu in
Bore & Stroke	4¼" x 3¼"	4¼" x 3¼"	4¾" x 3½"
Compression Ratio		7.75	
Gross Horsepower @ rpm	185 @ 4000	220 @ 4400	252 @ 4000
Net Horsepower @ rpm	160 @ 3600	180 @ 4000	215 @ 4000
Gross Torque (lb ft) @ rpm	315 @ 2200	325 @ 2600	390 @ 2400
Net Torque (lb ft) @ rpm	285 @ 1800	300 @ 2400	352 @ 2400
Air Cleaner		2-pint oil bath	
Bearings, Camshaft		steel-backed babbitt	
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5		1.671" x 0.86" (1.61 sq in) 1.871" x 0.94" (1.76 sq in)	
Bearings, Connecting Rod (Crank end)		removable	
Material		Premium Aluminum	
ID x Length		2.201" x 0.86"	
Bearings, Main		removable	
Material: Bearings 1-4 Bearing 5		Premium Aluminum Steel Backed Babbitt	
End Thrust		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)	
Camshaft		cast alloy iron	
Drive Chain Type		roller	
No. of Drive Chain Rollers		64	
Carburetor		downdraft type	
No. of Barrels	2	4	
Make		Rochester	
Venturi ID		1.12" (pri) 1.25" (sec)	
SAE Flange Size		1.25"	
Choke Control		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; induction hardened journals	
Cylinder Block		cast alloy iron	
Cylinder Heads		cast alloy iron; valve-in-head design	
Distributor		Delco-Remy with centrifugal & vacuum control	
Fan		See Cooling System Specifications	
Filter, Fuel Frame-Mounted		replaceable element	
In Carburetor		fine mesh screen	
Filter, Oil		full-flow (1 qt)	full-flow (2 qt)
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	8 qt
Piston Pins		tubular, hardened chrome-alloy steel	
Diameter		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; flat head on 283; sump head on 327; tin-plated; cam ground; 3 ring grooves above piston pin	
Skirt	open slipper	solid slipper
Weight	20.42 oz	23.46 oz
Plugs, Spark	AC; 14 mm size	
Model	45	C42-1
Pump, Fuel	AC; model EN	AC; model GR
Pump, Oil	spur-gear type driven by distributor shaft	
Pressure	30 psi at 1200 engine rpm	
Capacity	4.1 gallons per minute at 1200 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	See Cooling System Specifications	
Thermostat	Harrison	Dole
Type	pellet	
Timing, Ignition		
Crankshaft Position	4° BTC	8° BTC
Timing Mark	on harmonic balancer	
Firing Order	1-8-4-3-6-5-7-2	
Timing, Valve		
Inlet Opens	18° BTC	12° 30' BTC
Inlet Closes	54° ABC	57° 30' ABC
Exhaust Opens	52° BBC	54° 30' BBC
Exhaust Closes	20° ATC	15° 30' ATC
Valve Guides	integral with head	
Valve Lifters	hydraulic	
Valve Mechanism	individual rocker arms on ball pivots; push rod actuated	
Valves, Exhaust	high alloy steel	
Face	aluminized (Series 50 only)	stellite
Overall Length	4.92"	
Head Diameter	1.50"	
Face Angle	45°	46°
Seat Angle	46°	
Lift	0.33"	0.40"
Rotators	Rotocoil (Series 50 only)	Rotocoil
Valves, Inlet	alloy steel	high alloy steel
Face	untreated	aluminized
Overall Length	4.91"	
Head Diameter	1.72"	
Face Angle	45°	
Seat Angle	46°	
Lift	0.33"	0.40"
Ventilation	positive	

4-53 GM DIESEL

HIGH TORQUE 4-53 GM DIESEL PERFORMANCE

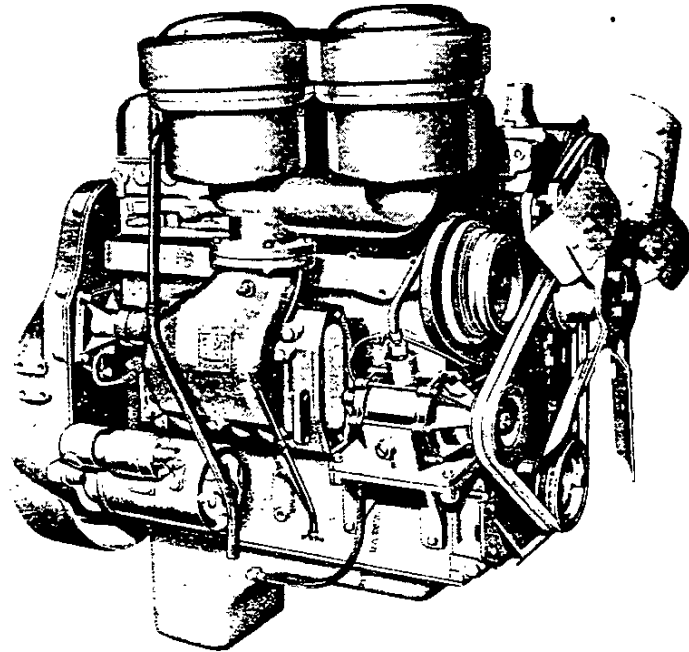
Basic Specifications

Engine type In-line 2-cycle diesel
 Piston displacement 212 cu in
 Bore & Stroke (nominal) 3 7/8" x 4 1/2"
 Dry Weight (with clutch) 1203 lb
 Compression ratio 17 to 1
 Idling speed 450 rpm

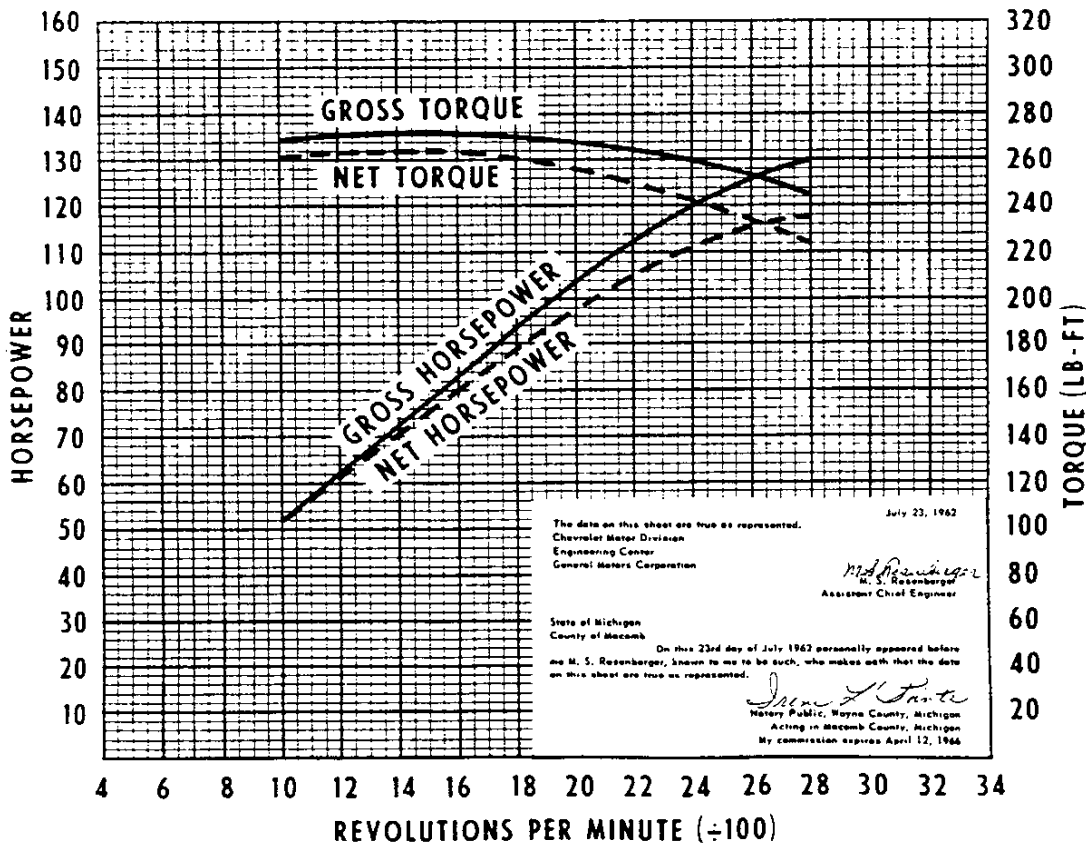
Test Procedures

These curves represent performance as obtained from dynamometer test data 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 and generator not charging.



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



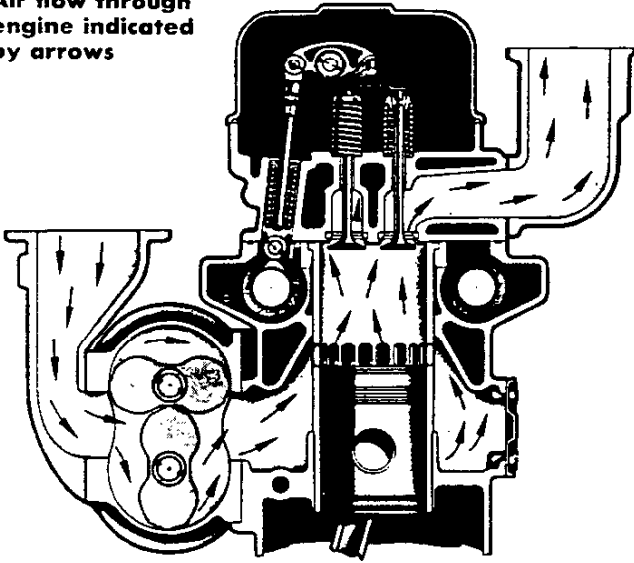
SPECIFICATIONS

	348 Special V8	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 cast-in steel ring; angular head; tin-plated; cam ground; 3 ring grooves above piston pin		
Skirt	solid slipper		
Weight	32.5 oz		32.0 oz
Plugs, Spark	AC; 14 mm size		
Model	C42-N		
Pump, Fuel	AC; model GR		AC; model GR
Pump, Oil	spur-gear type driven by distributor shaft		
Pressure	30 psi at 1200 engine rpm		
Capacity	4.1 gallons per minute at 1200 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	See Cooling System Specifications		
Thermostat	Dole		
Type	pellet		
Timing, Ignition			
Crankshaft Position	8° BTC		4° BTC
Timing Mark	on harmonic balancer		
Firing Order	1-8-4-3-6-5-7-2		
Timing, Valve			
Inlet Opens	18° 30' BTC		
Inlet Closes	67° 30' ABC		
Exhaust Opens	68° 30' BBC		
Exhaust Closes	25° 30' ATC		
Valve Guides	integral with head		
Valve Lifters	hydraulic		
Valve Mechanism	rocker arms on individual ball pivots; push rod actuated		
Valves, Exhaust	high alloy steel		
Face	stellite		
Overall Length	5.13"		
Head Diameter	1.66"		
Face Angle	46°		
Seat Angle	44°		
Lift	0.41"		
Rotators	Rotocoil		
Valves, Inlet	high alloy steel		
Face	aluminized		
Overall Length	5.04"		
Head Diameter	1.94"		
Face Angle	45°		
Seat Angle	46°		
Lift	0.40"		
Ventilation	positive type		

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 downstroke 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.

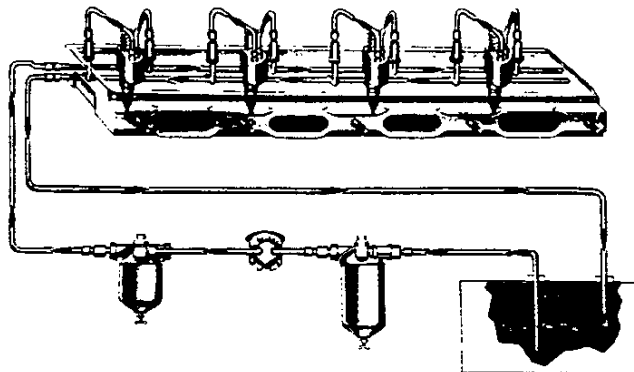
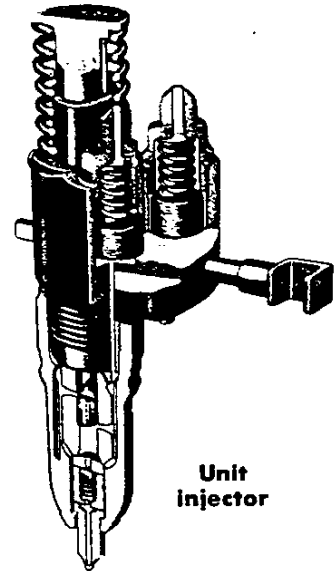
High compression ratio—Higher compression means more efficient use of fuel. The 17 to 1 compression ratio of the GM diesel engines makes them one of the most efficient internal combustion engines ever designed.

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.



Fuel flow diagram for 4-53 engine

6V-53 GM DIESEL

HIGH TORQUE 6V-53 GM DIESEL PERFORMANCE

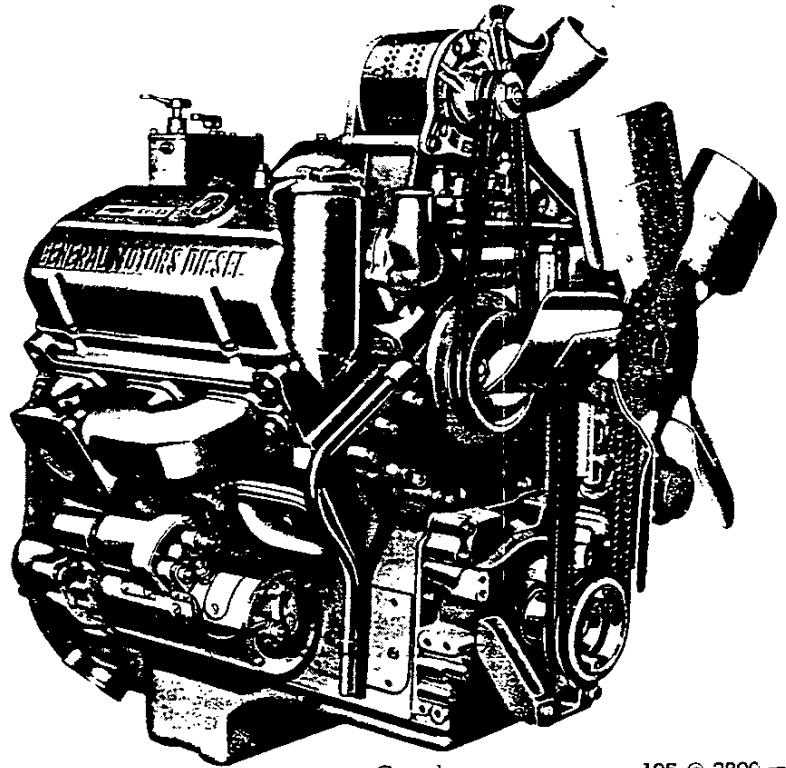
Basic Specifications

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

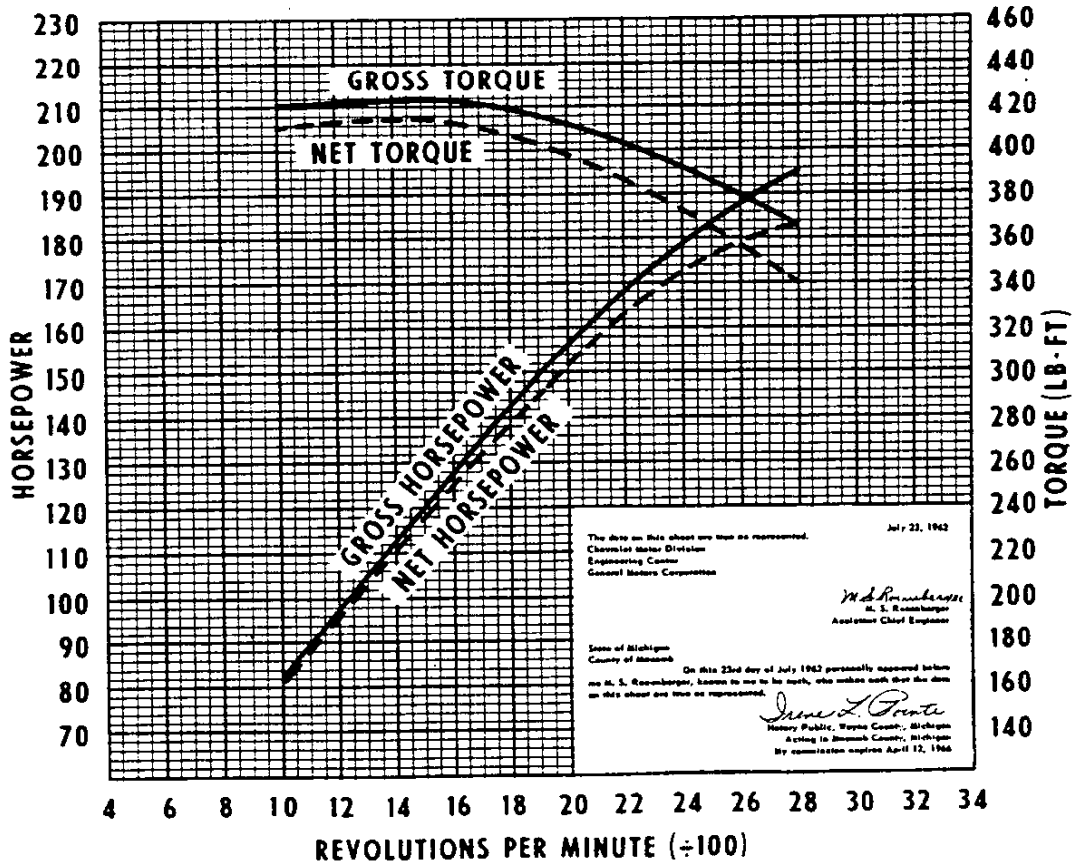
Test Procedures

These curves represent performance as obtained from dynamometer test data 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 and generator not charging.



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



GM DIESEL

SPECIFICATIONS

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

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"	
Compression Ratio	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
Air Cleaner	(2) oil bath; 1 qt each	
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)	3.000" x 1.18" (3.540 sq in)	3.500" x 1.00" (3.500 sq in)
Blower	Roots type; 2 vane	
Pressure @ Engine rpm	8.7 psi @ 2800	
Air Flow @ Engine rpm	450 cfm @ 2800	605 cfm @ 2500
Ratio (Blower to Engine Speed)	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	See Cooling System Specifications	
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 3-45	

CLUTCHES and FUEL TANKS

CLUTCH SPECIFICATIONS

Clutch Size & Type	9" Diaphragm	10" Diaphragm	11" Diaphragm	12" Coil	12" Coil 2-Plate	13" Coil	14" Coil
Engine Applications	145 Six	153 Four 230 Six▲	230 Six ♦ 292 Six	292 Six †	409 V8	327 V8 348 V8 348 Sp V8 4-53	6V-53
Disc:							
Outside diameter.....	9.12"	10.0"	11.0"	11 $\frac{1}{8}$ "	11 $\frac{1}{8}$ "	12 $\frac{1}{8}$ "	13 $\frac{3}{4}$ "
Inside diameter.....	6.12"	6.0"	6.5"	6.75"	6.75"	7.25"	7.25"
Area (sq in).....	71.8	100	124	150	299	178	218
Facing thickness (in).....	0.135	0.133	0.133	0.140	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).....	9 $\frac{1}{4}$	10 $\frac{1}{8}$	11 $\frac{1}{8}$	12	12	13	14
Spring:							
Type.....	Diaphragm	Diaphragm	Diaphragm	Coil	Coil	Coil	Coil
Number of springs.....	1	1	1	12	16	12	21
Release levers.....	18	18	18	3	4	4	3
Total pressure (lb).....	1000-1200	1325-1500	1450-1600	1877	2400	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	197	180 (V8) 138 (4-53)	138
Pilot Bearing:							
Material or type.....	← Sintered Powdered Bronze (oil impregnated) →					Ball	Ball
Lubrication.....	← Self-lubricating →						
Throw-out Bearing:							
Type.....	← Special Ball →						
Lubrication.....	← Permanently Lubricated →						

▲ Standard with 230 Six engine on Series C10 and C20 models.

♦ Included with 230 Six engine on Forward Control models and all Series 30 and 50 models; optional for 230 Six on Series C10 and C20.

† Standard with Series 60 models.

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	20.5
C10-C60, M60	In cab, back of seat.....	17 a	K10	Outside left frame side rail....	20.5
K10, K20	In cab, back of seat.....	17 a	C30	Outside left frame side rail....	18
D60, C-L-M80	In cab, back of seat.....	20	Forward-Control Models		
E-U80	On top of frame side rail....	18	P10	Inside frame, behind rear axle	20.5
L50, L60	In cab, back of seat.....	17 a	P23, P33	Outside right frame side rail..	15.5
T60, T80	Outside right frame side rail..	18.0	P25, P26	Outside right frame side rail..	18.0 b
Cowl Models			P35, P36	Outside right frame side rail..	18.0 b
C10, C20	Inside frame, behind rear axle	20.5			
C30	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 for optional tank.

b—30.0 for optional tank.

CLUTCH CONTROLS

Both mechanical linkage and hydraulic clutch controls are utilized. On models using the hydraulic control system (see chart below) 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.

Hydraulically Actuated Clutches

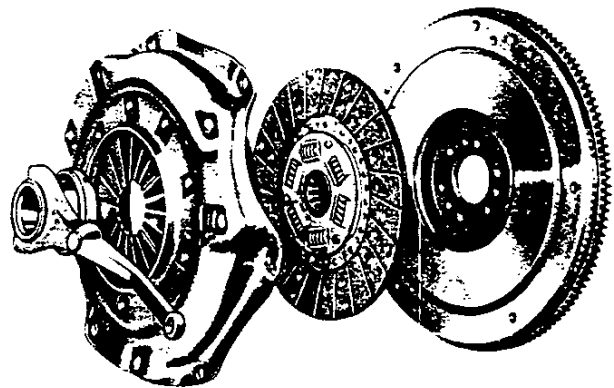
MODEL APPLICATION	P10	C60, 60-H, S60	L50	M60, L-T60, 60-H	C-L-M-T80	D60, 60-H	E-U30
ENGINE APPLICATION	153 230	327	230 283 292	292 327	348 409	4-53	6V-53
Cylinder	Location	On Firewall					
	Size	1 1/8" Diameter					
	Stroke	1 1/2" Stroke					
Slave Cylinder	Location	R.H. Side of Clutch Housing					
	Size	1 1/16" Diameter					
	Stroke	1 1/2" Stroke					
Clutch Fork	Drop Forged Steel, Pivoted, Mounted on Ball					Lever on Clutch Shaft	

Mechanically Actuated Clutches

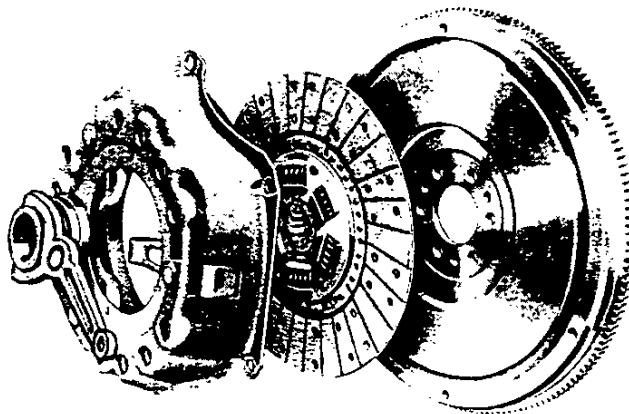
MODEL APPLICATION	R10	P20-30	K-C10-30	C50	S50	C60, S60
ENGINE APPLICATION	145	230	230 283 292	230 283 292	230 292	292

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



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.

IN-LINE ENGINES

SPECIFICATIONS

	153 Four	230 Six	292 Six
Piston Rings	two-compression, one oil-control ring per piston		
Upper Compression	thickwall, inside bevel		
Lower 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; cam ground; 3 ring grooves above piston pin		
Weight	20.40 oz		24.90 oz
Plugs, Spark	AC; 14 mm size		
Model	46N	44N	42N
Pump, Fuel	AC; model EM (model EK on chassis-cowls and Series P20-P30)		
Pump, Oil	spur-gear type driven by distributor shaft		
Pressure	40-60 psi at 2000 engine rpm		
Capacity	6 gallons per minute at 2000 engine rpm		
Pump, Water	centrifugal type driven by fan belt		
Capacity	70 gallons per minute at 4400 engine rpm		
Lubrication	permanently lubricated and sealed		
Radiator	See Cooling System Specifications		
Thermostat	Harrison		
Type	pellet		
Timing, Ignition			
Crankshaft Position	5° BTC	5° BTC	TC
Timing Mark	steel ball on flywheel		
Firing Order	1-3-4-2	1-5-3-6-2-4	1-5-3-6-2-4
Timing, Valve			
Inlet Opens	34° BTC	18° BTC	11°30' BTC
Inlet Closes	86° ABC	54° ABC	52° 30' ABC
Exhaust Opens	68° BBC	52° BBC	50° BBC
Exhaust Closes	52° ATC	20° ATC	14° ATC
Valve Guides	removable		
Valve Lifters	hydraulic		
Valve Mechanism	individual steel stampings on ball pivots; push rod actuated		
Valves, Exhaust	high alloy steel		
Face	untreated	aluminized	stellite
Overall Length	4.92"		
Head Diameter	1.50"		
Face Angle	45°		46°
Seat Angle	46°		
Lift	0.33"		
Rotators	none	none (Rotocoil on Series 50)	Rotocoil
Valves, Inlet	alloy steel		high alloy steel
Face	untreated		aluminized
Overall Length	4.92"		
Head Diameter	1.72"		1.88"
Face Angle	45°		
Seat Angle	46°		
Lift	0.33"		
Ventilation ♦	positive		

283 V8

HIGH TORQUE 283 V8 PERFORMANCE

Basic Specifications

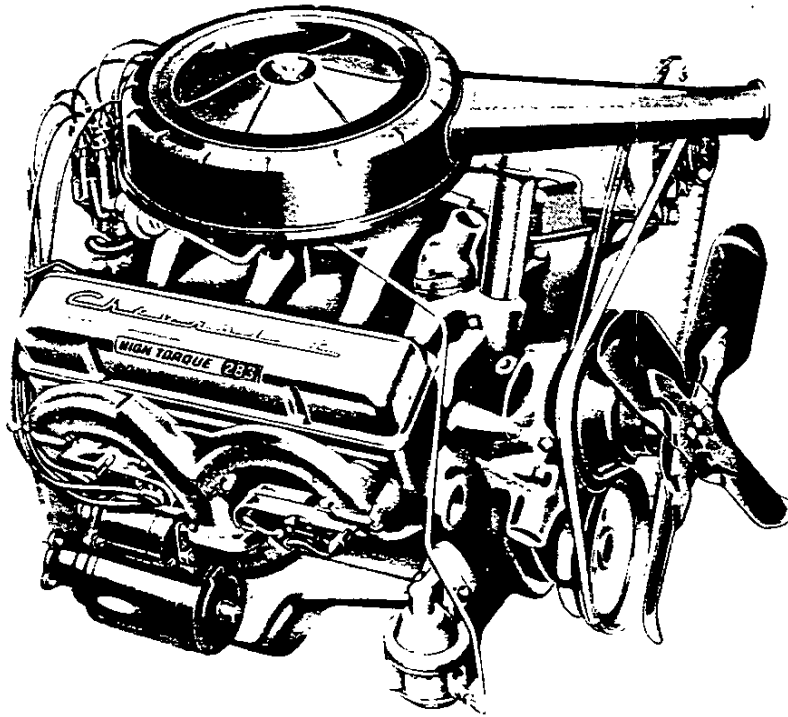
Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & Stroke (nominal)	3 7/8" x 3"
Dry Weight (with clutch)	607 lb
Compression ratio:	
Series 10-20-30	9.0 to 1
Series C & L 50	8.5 to 1
Taxable horsepower (SAE)	48.0
Idling speed—Synchromesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	2-Barrel

Test Procedures

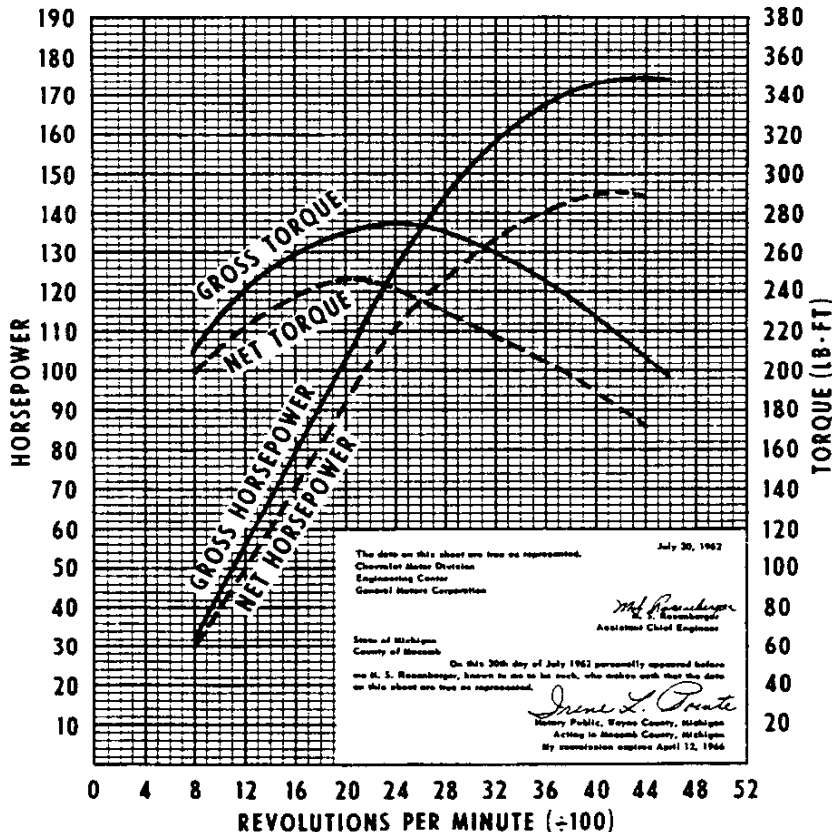
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



Gross horsepower	175 @ 4400 rpm
Net horsepower	145 @ 4200 rpm
Gross torque, lb-ft.	275 @ 2400 rpm
Net torque, lb-ft.	245 @ 2000 rpm



348 V8 & 348 SPECIAL V8

HIGH TORQUE 348 V8 & 348 SPECIAL V8 PERFORMANCE

Basic Specifications

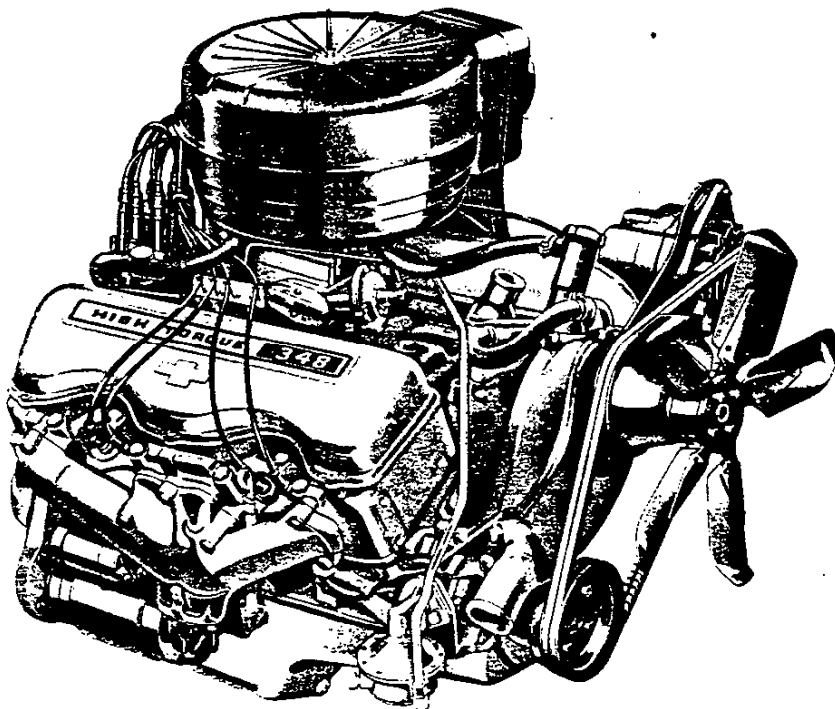
Engine type	Valve-in-head
Piston displacement	348 cu in
Bore & Stroke (nominal)	4 1/8" x 3 1/4"
Dry Weight (with clutch)	802 lb
Compression ratio	7.75 to 1
Taxable horsepower (SAE)	54.45
Idling speed—Synchronesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type—348 V8	4-barrel
—348 Special V8	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.

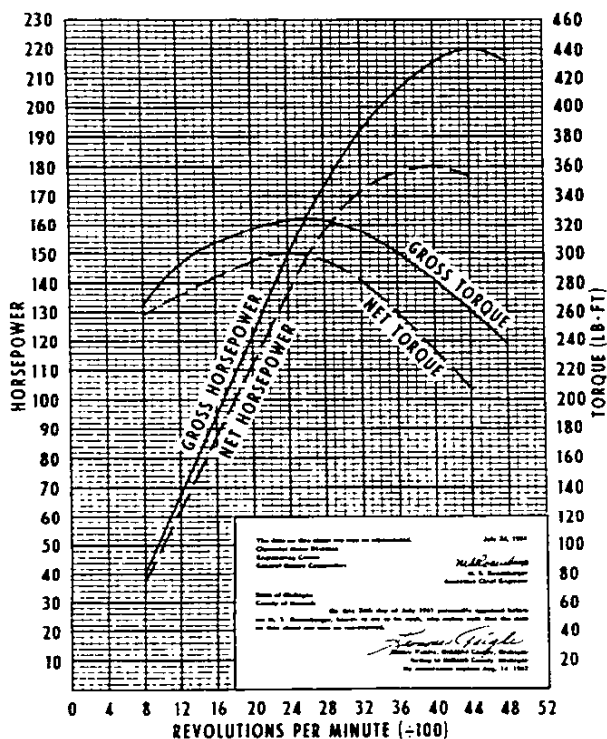
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



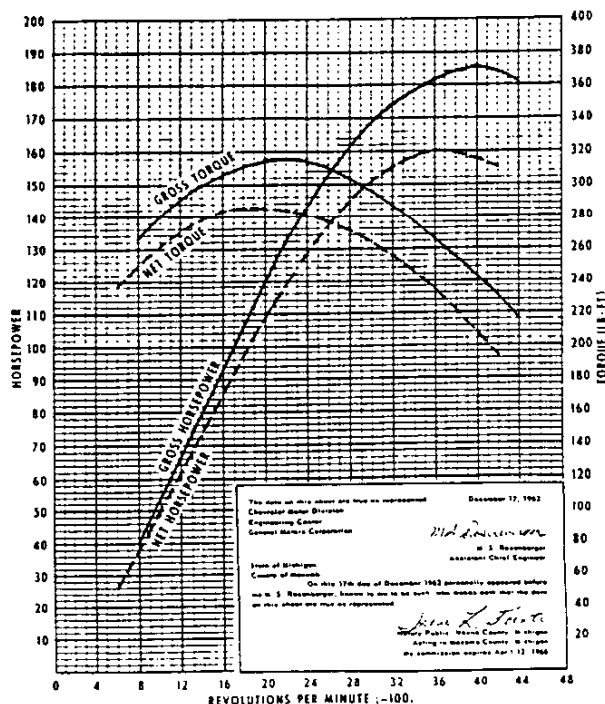
348 V8 348 Spec. V8

Gross horsepower	220 @ 4400 rpm	185 @ 4000 rpm
Net horsepower	180 @ 4000 rpm	160 @ 3600 rpm
Gross torque, lb-ft.	325 @ 2600 rpm	315 @ 2200 rpm
Net torque, lb-ft.	300 @ 2400 rpm	285 @ 1800 rpm

348 V8



348 Special V8



HIGH TORQUE 327 V8 PERFORMANCE

Basic Specifications

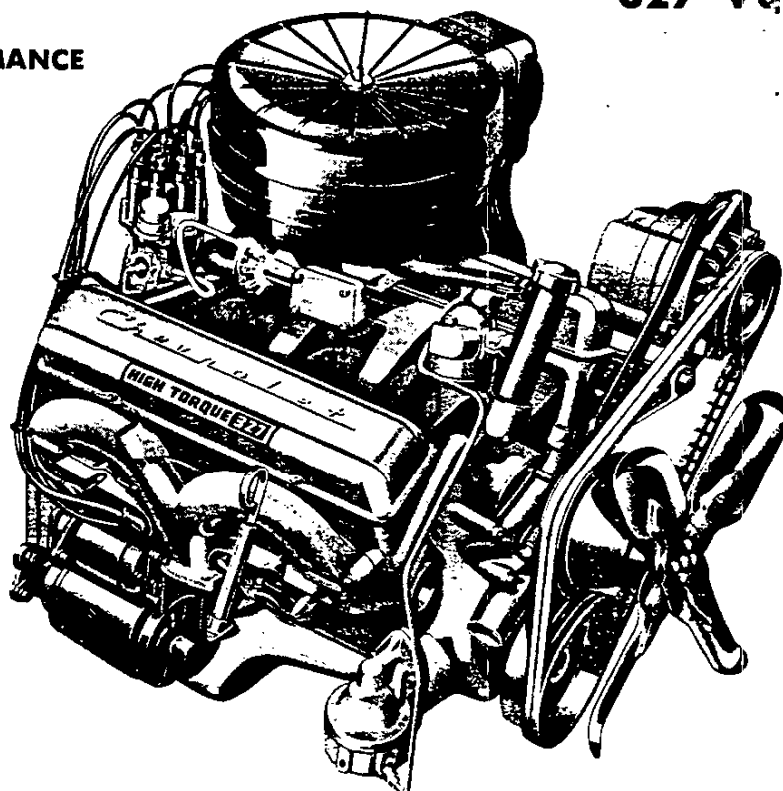
Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & Stroke (nominal)	4" x 3 1/4"
Dry Weight (with clutch)	622 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	51.2
Idling speed—Synchromesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type	2-Barrel

Test Procedures

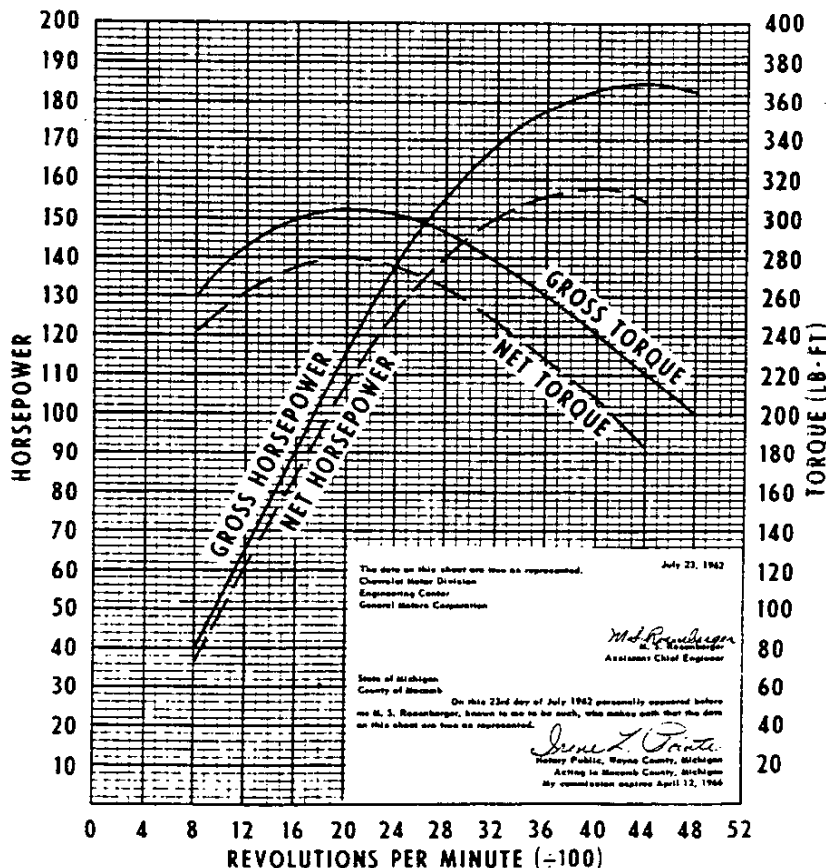
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



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



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)
→ CK10, CK20, C30	Synchromesh	230	tube & center	17.4	18.1	1.26	314	11.0	13	4 x 17 $\frac{5}{8}$
		292	tube & center	17.4	25.2	1.26	439	13.0	13	4 x 17 $\frac{5}{8}$
		283	tube & center	17.4	25.2	1.26	439	14.0	13	4 x 17 $\frac{5}{8}$
C10, C20	Powerglide	230	tube & center	17.4	25.2	1.98	439	12.0	13	4 x 17 $\frac{5}{8}$
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 17 $\frac{5}{8}$
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17 $\frac{5}{8}$
P10	Synchromesh	153	tube & center	14.1	18.1	1.26	255	8.25	13	4 x 17 $\frac{5}{8}$
		230	cellular	20.7	19.7	2.00	407	14.0	7	4 x 17 $\frac{5}{8}$
	Powerglide	153	tube & center	14.1	18.1	1.26	255	8.25	13	4 x 17 $\frac{5}{8}$
		230	cellular	20.7	19.7	2.00	407	14.0	7	4 x 17 $\frac{5}{8}$
P20, P30	All	230	cellular	19.9	21.4	2.00	426	14.0	7	4 x 17 $\frac{3}{8}$
C50, L50, S50	Synchromesh	230	cellular	19.9	23.6	2.00	470	12.0	7	4 x 20
		292	cellular	19.9	23.6	2.00	470	15.5	7	4 x 20
		283	cellular	24.7	23.6	2.00	583	18.5	7	4 x 20
C60, L60, S60	Synchromesh	292	cellular	19.9	23.6	2.00	470	15.5	7	4 x 20
		327	cellular	24.7	23.6	2.00	583	18.5	7	4 x 20
D60	Synchromesh	4-53	tube & center	29.0	23.6	2.62	684	21.5	9	5 x 18
T60	Synchromesh	292	cellular	19.9	23.6	2.47	470	23.5	7	4 x 20
		327	cellular	19.9	23.6	2.47	470	26.0	7	5 x 20
C80, L80, M80	Synchromesh	348	tube & center	29.0	23.6	1.75	684	30.0	9	5 x 20
		409	tube & center	29.0	23.6	2.62	684	30.0	9	6 x 20
T80	Synchromesh	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	6 x 20
E80	Synchromesh	6V-53	tube & center	29.0	23.6	2.62	684	26.7	9	5 x 22
U80	Synchromesh	6V-53	tube & fin	24.0	28.7	2.88	689	34.5	9	5 x 22

Optional Heavy-Duty Cooling System Specifications

→ CK10	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.0	13	4 x 17 $\frac{5}{8}$
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 17 $\frac{5}{8}$
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17 $\frac{5}{8}$
→ CK20, C30	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.0	13	4 x 17 $\frac{5}{8}$
		292	tube & center	17.4	25.2	2.62	439	14.0	13	4 x 17 $\frac{5}{8}$
		283	tube & center	17.4	25.2	2.62	439	16.0	13	4 x 17 $\frac{5}{8}$
C50, L50, S50	Synchromesh	230	cellular	24.7	23.6	2.47	583	13.5	7	5 x 20
		292	cellular	24.7	23.6	2.47	583	17.0	7	5 x 20
		283	cellular	24.7	23.6	2.47	583	18.5	7	5 x 20
C60, L60, S60	Synchromesh	292	cellular	24.7	23.6	2.47	583	16.5	7	5 x 20
		327	cellular	24.7	23.6	2.47	583	21.5	7	6 x 20
C80, L80, M80	Synchromesh	348	tube & center	29.0	23.6	2.62	684	31.0	7	6 x 20
		409	tube & center	29.0	23.6	2.62	684	31.0	7	6 x 20

→ Indicates revised specifications.

COOLING SYSTEMS

➔ RADIATOR SHUTTERS

Air actuated radiator shutters are available as optional equipment on Series D60, D60H and CMEU80 models. Thermostat-controlled, the shutters automatically maintain uniform engine temperatures within precise limits.

In extreme duty operations, engine life may be prolonged and fuel saved by maintaining proper engine temperature for optimum combustion efficiency.

Radiator shutters also shorten engine warmup periods.

Series E80 Illustrated

