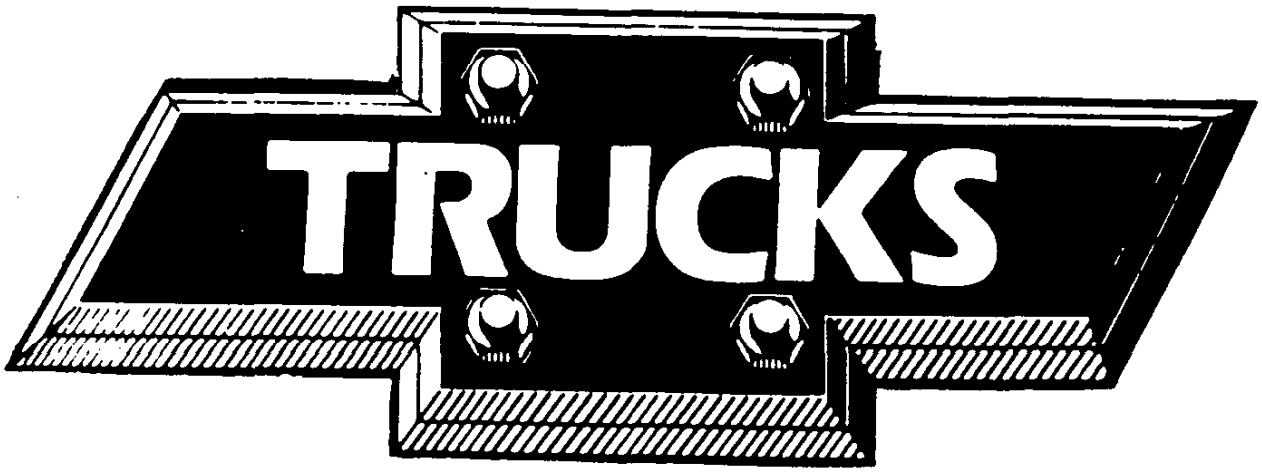
CHEVROLET

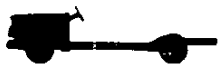


1964

GENERAL

MODEL IDENTIFICATION

RATING	SERIES	WHEELBASE	02	03	04	05	06	09	12	16	34	35	42	45
1/2-ton	P13	102											•	•
	C14	115	•	•	•	•	•		•	•	•			
	K14	115		•	•	•	•			•	•			
	C15	127		•	•						•			
	K15	127		•	•						•			
3/4-ton	P23	104											•	•
	C25	127	•	•	•			•	•		•			
	K25	127		•	•						•			
	P25	125										•	•	•
	P26	137										•	•	•
1-ton	P33	104											•	•
	P35	125										•	•	•
	C36	133	•	•	•	•		•	•					
	C38	157		•										
3/4-ton	C36S	133	•	•	•	•		•	•					
	C38S	157		•										
1-ton	P36	137										•	•	•
1-1/2-ton	C51	133	•	•				•	•					
	C52	145	•	•					•					
	L52	133		•										
	C53	157	•	•				•	•					
	L53	145		•				•						
	S53	157	•											
	C55	175	•	•					•					
	L56	175		•										
2-ton	C61	133	•	•					•					
	D61	133		•										
	C62	145		•										
	D62	145		•										
	L62	133		•										
	S62	197	•											
	T62	97		•										
	C63	157	•	•					•					
	D63	157		•										
	L63	145		•										
	M63	157		•										
	T63	109		•										
	S64	225-1/2	•											
	C65	175	•	•					•					
	D65	175		•										
	L65	169		•										
	M65	175		•										
	L66	175		•										
	T66	133		•										
	S67	243	•											
	C68	197		•										
	D68	197		•										
	M68	193		•										
	T68	145		•										
	L69	197		•										
	S69	261-1/2	•											
	T69	175		•										
1-1/2-ton	C61S	133	•	•					•					
	D61S	133		•										
	C62S	145		•										
	D62S	145		•										



Flatface Cowl (02)

School Bus (02)

Conventional Cab Chassis (03)

LCF Cab Chassis (03)

Tilt Cab Chassis (03)

Stepside Pickup (04)

Panel (05)

Suburban Carryall-Panel Doors (06)

PREFIX CODE

C – Conventional Cab, Body or Chassis
D – Diesel Engine Conventional Cab or Body
E – Diesel Engine LCF Cab Chassis
K – Conventional Cab or Body with Four Wheel Drive Equipment
L – Low Cab Forward Cab Chassis
M – Tandem Axle Cab Chassis – Gasoline
P – Forward Control Type Chassis with or without Body
S – School Bus Chassis
T – Tilt Cab Chassis
U – Diesel Engine Tilt Cab Chassis
W – Tandem Axle LCF Cab Chassis – Diesel

Conventional Stake (09)

LCF Stake (09)

Windshield Cowl (12)

Suburban Carryall-Tailgate (16)

Fleetside Pickup (34)

Square Front Forward Control Panel (35)

Forward Control Chassis (42)

Round Front Forward Control Panel (45)

RATING	SERIES	WHEELBASE	02	03	04	05	06	09	12	16	34	35	42	45
1-1/2-ton	L62S	133		•										
	T62S	97		•										
	C63S	157	•	•					•					
	D63S	157		•										
	L63S	145		•										
	T63S	109		•										
	C65S	175	•	•					•					
	D65S	175		•										
	L65S	169		•										
	L66S	175		•										
	T66S	133		•										
	C68S	197		•										
	D68S	197		•										
	T68S	145		•										
	L69S	197		•										
	T69S	175		•										
H.D. 2-ton	C61H	133	•	•					•					
	D61H	133		•										
	C62H	145		•										
	D62H	145		•										
	L62H	133		•										
	T62H	97		•										
	C63H	157	•	•					•					
	D63H	157		•										
	L63H	145		•										
	T63H	109		•										
	C65H	175	•	•					•					
	D65H	175		•										
	L65H	169		•										
	L66H	175		•										
	T66H	133		•										
	S67H	243	•											
	C68H	197		•										
	D68H	197		•										
	T68H	145		•										
	L69H	197		•										
	S69H	261-1/2	•											
	T69H	175		•										
2-1/2-ton	C81	133		•										
	C82	145		•										
	E82	133		•										
	L82	133		•										
	T82	97		•										
	U82	97		•										
	C83	157		•										
	E83	145		•										
	L83	145		•										
	M83	156-3/4		•										
	T83	109		•										
	U83	109		•										
	W83	145		•										
	C85	175		•										
	M85	174-3/4		•										
	W85	163		•										
	L86	175		•										
	T86	133		•										
	C88	197		•										
	M88	192-3/4		•										
	T88	145		•										
	W88	181		•										

SUFFIX CODE

S – 3/4 Ton special rating for vehicles normally rated at 1 ton; or 1-1/2 ton special rating for vehicles normally rated at 2 ton.

H – 2 Ton heavy-duty vehicles.

LOAD CAPACITY CHART

GROSS VEHICLE WEIGHTS FOR 1964 CHEVROLET TRUCKS AND SCHOOL BUS CHASSIS

Model	Wheelbase	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires: Front	Recommended Tires: Rear	
53-5480 55-5680	115	4300*	----	1900	1900	2700	2200	7.00-14-4	7.00-14-4	
G1205	90	3600	----	2200	2000	2400	2400	6.50-13-4	6.50-13-4	
		4500					2900	7.00-13-6	7.00-13-6	RPO G50 Heavy-Duty Rear Springs.
		5000**			2200	2900		7.00-13-8	7.00-13-8	RPO F60 Front Springs, RPO G50 Rear Springs, RPO H04 or H05 Rear Axle.
R1205 R1254	95	4000*	----	2500	2300	2500	2300	7.00-14-4	7.00-14-4	
		4600§						7.00-14-6	7.00-14-6	
C14 C15	115 127	4100*	----	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
		4400†						7.10-15-4	7.10-15-4	
		4800					4000	7.10-15-6	7.10-15-6	
		5000§						7.17.5-6	7.17.5-6	RPO G50 Rear Spring Equipment.
K14 K15	115 127	4900*	----	3300	3300	3300	3800	6.70-15-4L	6.70-15-4L	
		5300						7.10-15-6	7.10-15-6	
		5600§						7.17.5-6	7.17.5-6	
C25	127	5500*	----	3000	2500	5200	4000	7.17.5-6	7.17.5-6	
		6000						7.17.5-6	8.17.5-6	
		6700						7.17.5-6	8.17.5-8	
		7500§			3000		6000	8.19.5-6	8.19.5-8	RPO F60 Front Spring and RPO G50 Rear Spring Equipment.
K25	127	5700*	----	3500	3500	5200	3800	7.17.5-6	7.17.5-6	
		6100					6300	8.17.5-6	8.17.5-6	
		7200						8.17.5-8	8.17.5-8	RPO G50 Rear Spring Equipment.
		7600§						8.19.5-8	8.19.5-8	RPO F49 Heavy-Duty Front Axle and RPO G50 Rear Spring Equipment.
P13	102	4300*	----	2500	2500	3500	2500	6.70-15-4	6.70-15-4	
		5400§					4000	7.17.5-6	7.17.5-6	RPO G50 Rear Spring Equipment.
P20	104 125 137	5600*	----	4000	4000	5200	4800	7.17.5-6	7.17.5-6	
		6200						7.17.5-6	8.17.5-6	
		7000§						8.17.5-6	8.17.5-8	
C36S	133	7800▲	----	3500	3000	7200	6200	8.19.5-6	8.19.5-10	RPO G50 Rear Spring Equipment.
C36	133	6700*	----	3500	3000	7200	4800	8.17.5-6	8.17.5-8	
		7800▲					6200	8.19.5-6	8.19.5-10	RPO G50 Rear Spring Equipment.
		9000					8300	7.17.5-6	7.17.5-6D	RPO G60 Rear Spring Equipment.
		10000§			3500			7.17.5-6	8.17.5-8D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
C38S	157	7800▲	----	3500	3000	7200	6200	8.19.5-6	8.19.5-10	RPO G50 Rear Spring Equipment.
C38	157	6700*	----	3500	3000	7200	4800	8.17.5-6	8.17.5-8	
		7800					6200	8.19.5-6	8.19.5-10	RPO G50 Rear Spring Equipment.
		9000					8300	7.17.5-6	7.17.5-6D	RPO G60 Rear Spring Equipment.
		10000§			3500			7.17.5-6	8.17.5-8D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
P30	104 125 137	7500*	----	4000	4000	7200	4800	8.19.5-6	8.19.5-6	
		10000§			5000		6900	8.19.5-6	8.19.5-6D	RPO F60 Front Springs and RPO G60 Rear Spring Equipment.
CL50	133 145 157 175	10000*	25000	4000	4000	11000	11000	7.22.5-6	7.22.5-6D	
		12000						8.22.5-8	8.22.5-8D	
		14000						8.22.5-8	8.22.5-8D	RPO J70 Power Brake Equipment.
		15000**			5000	6000	15000	8.22.5-8	8.22.5-10D	RPO F47 Front Axle, RPO F60 Front Springs, RPO G52 Rear Springs, RPO J70 Power Brake Equipment.
		16000§								
		20000**					15000	17500	9.22.5-10	10-22.5-10D	RPO F47 Front Axle, RPO F60 Front Spgs., RPO H15 Rear Axle, RPO G55 Rear Springs.
S50	157	10500*	----	4500	4000	11000	11000	7.22.5-6	7.22.5-6D	
		14000		5500	6000			8.22.5-8	8.22.5-8D	RPO F47 Front Axle and RPO F60 Front Spring Equipment.
		15000**				15000	15000	8.22.5-10	8.22.5-10D	RPO F47 Front Axle, RPO F60 Front Springs, RPO H15 Rear Axle Equipment including 15,000 lb. Rear Springs, and RPO J70 Brake Booster Equipment.
		16000§								
CL60	133 145 157 169 175 197	15000*▲	32000	5000	6000	15000	15000	8.22.5-8	8.22.5-8D	
		17000					17500	8.22.5-8	9.22.5-10D	RPO G55 Rear Spring Equipment.
		19500§								
		21000§§ **		7000	7000			9.22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring; RPO G55 Rear Spring Equipment; RPO F03 Heavy-Duty Frame (except L6503)
D60	133 145 157 175 197	15000*▲	32000	5000	6000	15000	18400	8.22.5-8	8.22.5-8D	
		17000					20800	8.22.5-8	9.22.5-10D	RPO G56 Rear Spring Equipment.
		19500§								
		21000**		7000	7000		23000	9.22.5-10D	10-22.5-10D	RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring; RPO G56 Rear Spring Equipment.
CL060H	133 145 157 169 175 197	15000*	42000	7000	7000	17000	20800	8.22.5-8	8.22.5-8D	RPO Z57 requires the following equipment: RPO F03 Heavy-Duty Frame (‡). RPO F48 Front axle Equipment which includes 3500 lb. Front Spring, RPO H16 Rear Axle Equipment, except for Diesels models which use H71 Rear Axle Equipment. ○ (RPO J73 Brake Booster Equipment must be used with H16 or H71.) RPO G56 Rear Springs. ⁼
		18500						8.22.5-8	9.22.5-10D	
		24000**						10-22.5-10	11-22.5-12D	

GROSS VEHICLE WEIGHTS FOR 1964 CHEVROLET TRUCKS AND SCHOOL BUS CHASSIS

Model	Wheelbase	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment ¶						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
T60 Ψ	97	15000*ѧ	32000	5000	6000	15000	15000	8-22.5-8	8-22.5-8D	
	109	17000					17500	8-22.5-8	9-22.5-10D	RPO G55 Rear Spring Equipment.
	133	19500§						9-22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment which includes 3500 lb. Front Spring; RPO G55 Rear Spring Equipment.
	145 175	21000**		7000	7000					
M60	157	24000*	35000	5000	8000	28000	30000	8-22.5-8	8-22.5-8D	
	175 193	30000		7000	9000			8-22.5-8	9-22.5-10D	RPO F48 Front Axle and RPO F60 Front Springs.
T60H Ψ	97	15000*	42000	7000	7000	17000	20800	8-22.5-8	8-22.5-8D	RPO Z57 specifies that the following equipment must be used: RPO F48 Front Axle includes 3500 lb. Front Springs. RPO H16 Rear Axle. (RPO J73 Brake Booster must be used with H16.) RPO G56 Rear Springs.
	109									
	133	18500						8-22.5-8	9-22.5-10D	
	145 175	24000**						10-22.5-10	11-22.5-12D	
S62 S64 S67	197 225-1/2 243	15000	----	5500	6000	15000	15000	8-22.5-8	8-22.5-8D	
		17000					17500	9-22.5-10	9-22.5-10D	RPO G55 Rear Spring Equipment
		19500§						10-22.5-10	10-22.5-10D	
		21000**		7000	7000			10-22.5-10	10-22.5-10D	RPO F48 Front Axle Equipment including 3500 lb. Front Springs; RPO G55 Rear Spring Equipment.
S67H	243	24000**	----	7000	7000	17000	20800	10-22.5-10	10-22.5-10D	RPO Z57 specifies that the following equipment must be used: RPO F48 Front Axle Equipment which includes 3500 lb. Front Springs; RPO H16 Rear Axle Equipment. (RPO J73 Brake Booster Equipment must be used with H16.) RPO G56 Rear Springs.
S69	261-1/2	15000*	----	7000	7000	15000	15000	8-22.5-8	8-22.5-8D	
		18000					17500	9-22.5-10	9-22.5-10D	RPO G55 Rear Spring Equipment
		21000§						10-22.5-10	10-22.5-10	
S69H	261	24000**	----	7000	7000	17000	20800	10-22.5-10	10-22.5-10D	RPO Z57 specifies that the following equipment must be used: RPO H16 Rear Axle Equipment. RPO G56 Rear Springs.
CL-T80 Ψ	97		51000	7000	7000	18500 P	18400	9-22.5-10	9-22.5-10D	
	109	18500*								
	133						20800	9-22.5-10	10-22.5-10D	RPO G56 Rear Spring Equipment.
	145 157	22000								
	175						23000	10-22.5-10	11-22.5-12D	RPO G58 Rear Spring Equipment.
	197	25000§								
UE80 Ψ	97	18500*	51000	7000	7000	18500 P	20800	9-22.5-10	9-22.5-10D	
	109	22000			9000			9-22.5-10	10-22.5-10D	RPO F60 Front Spring Equipment.
	133 145	25000§					23000	10-22.5-10	11-22.5-12D	RPO F60 Front Springs and RPO G58 Rear Spring Equipment.
M80	157	30000*	51000	7000	9000	30000	34500	9-22.5-10	9-22.5-10D	
	175 193	36000§		9000				10-22.5-10	10-22.5-10D	RPO F67 Front Axle Equipment.
W80	145	30000*	51000	7000	9000	30000	34500	9-22.5-10	9-22.5-10D	
	163 181	36000§		9000				10-22.5-10	10-22.5-10D	RPO F67 Front Axle Equipment.

* – Tires shown are included in the base price.
¶ – Minimum equipment and tires are shown for each GVW rating. Extra ply rating and/or oversize tires are available optionally.
§ – GVW rating shown on plate, however, ratings are reduced per the above table when equipment of lesser capacity is used.
Ψ – Base GVW rating for C1406 and C1416 models.
£ – Suburban carryall models require 7.10-15-4 tires.
▲ – Maximum GVW rating for Series C3604 and C3605 models.
ѧ – Special RPO GVW plate.
** – RPO GVW plate.
Ψ – Because front axle loading on Tilt cab models could possibly be greater than that of the Conventional or Low Cab Forward models, front end loading should be calculated to ensure that the front suspension capacity is not exceeded. If loading exceeds the rated capacity of the base front suspension, the optional heavy-duty unit must be used.
P – This axle is rated at 18,000 pounds for off-road operations.
Ж – RPO F03 heavy-duty frame equipment is required for all Series CL60 models except C6102-12, C6302-12, C6502-12 and L6503.
π – RPO U92 wiring equipment is required for CL60H models.
Φ – Heavy-Duty Rear Springs are included in RPO H71 for Diesel models.
§§ – Not available for 02's, 12's.

POWER TRAIN COMBINATIONS

Light-Duty

		CLUTCHES			TRANSMISSIONS									REAR AXLES						
		10 INCH DIAPHRAGM	11 INCH DIAPHRAGM	12 INCH COIL	3-SPEED	3-SPEED WARNER T89C	OVERDRIVE *	4-SPEED CHEVROLET	POWERGLIDE	3300# SPICER - 3.73:1 (FRONT)	3500# SPICER - 4.55:1 (FRONT)	3500# - 3.73:1	3500# - 3.73:1	3500# - 4.11:1	3500# - 3.07:1 **	5200# - 4.57:1	5200# - 4.11:1 **	7200# - 5.14:1	11,000# - 6.17:1	15,000# - 7.20:1	15,000# - 6.40/8.72:1
P10	153 L-4	●			●	X		X	X				X	●							
	230 L-6		●		●	X		X	X					●							
C10	230 L-6	●	X		●	X	X	X	X				●	X	X						
	230 L-6 (Econ.)	●	X		●										●						
	292 L-6		●		●	X	X	X	X				●	X	X						
	283 V-8		●		●	X	X	X	X				●	X	X						
K10	230 L-6	●	X		●			X		●		●									
	292 L-6		●		●			X		●		●									
	283 V-8		●		●			X		●		●									
C20	230 L-6	●	X		●	X		X	X						●	X					
	292 L-6		●		●	X		X	X						●	X					
	283 V-8		●		●	X		X	X						●	X					
K20	230 L-6	●	X		●			X			●				●						
	292 L-6		●		●			X			●				●						
	283 V-8		●		●			X			●				●						
P20	230 L-6		●		●	X		X	X						●						
	292 L-6		●		●	X		X	X						●						
C30	230 L-6		●			X		●										●			
	292 L-6		●			X		●										●			
	283 V-8		●			X		●										●			
P30	230 L-6		●			X		●										●			
	292 L-6		●			X		●										●			
CL50	230 L-6		●					●											●	X	X
	292 L-6		●	●				●											●	X	X
	283 V-8		●					●											●	X	X
S50	230 L-6		●					●											●	X	X
	292 L-6		●					●											●	X	X

● - Standard

X - Optional

** - Not available with Powerglide.

* - Used only with 4.11 rear axle.

POWER TRAIN COMBINATIONS -Cont'd.

Medium and Heavy-Duty

● - Standard

X - Optional

		CLUTCHES				TRANSMISSIONS															
		12 INCH COIL	12 INCH COIL (2 PLATE)	13 INCH COIL	14 INCH COIL	4-SPEED - CHEVROLET	4-SPEED NEW PROCESS	5-SPEED NEW PROCESS	5-SPEED CLARK 2022V	5-SPEED CLARK 2653V	5-SPEED CLARK 264 VO	5-SPEED CLARK 267V CR##	5-SPEED SPICER 3152¢	5-SPEED SPICER 3152A CR##¢	5-SPEED SPICER 3153	5-SPEED SPICER 5652B	5-SPEED SPICER 5756B CR##	POWERMATIC*	8-SPEED FULLER R46#	3-SPEED SPICER AUXILIARY	4-SPEED SPICER AUXILIARY
C60	292 L-6	●				●	X	X										X			
	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
LT60	292 L-6	●				●	X	X													
	327 V-8			●		●	X		X	X		X	X	X							
	348 V-8			●		●	X		X	X		X	X	X							
C60H	292 L-6	●				●	X	X										X			
	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
LT60H	292 L-6	●				●	X	X													
	327 V-8			●		●	X		X	X		X	X	X							
	348 V-8			●		●	X		X	X		X	X	X							
M60	292 L-6	●				●	X	X													
	327 V-8			●		●	X		X	X		X									
	348 V-8			●		●	X		X	X		X									
S62, S64	292 L-6	●				●	X	X										X			
	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
S67	292 L-6	●				●	X	X										X			
	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
S69	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
S67H	292 L-6	●				●	X	X										X			
	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
S69H	327 V-8			●		●	X		X	X		X	X	X				X			
	348 V-8			●		●	X		X	X		X	X	X				X			
D60	212 L-4 Diesel			●							●				X						
D60H	212 L-4 Diesel			●								●		X							
M80	348 V-8 (4-barrel)			●									●					X		X	X
	409 V-8		●													●		X	X		X
CLT80	348 V-8 (4-barrel)			●									●	X				X			
	409 V-8		●													●	X	X	X		
EU80	318 V-6 Diesel				●												●				
					●													X	X		
W80	318 V-6 Diesel				●											●		X			X

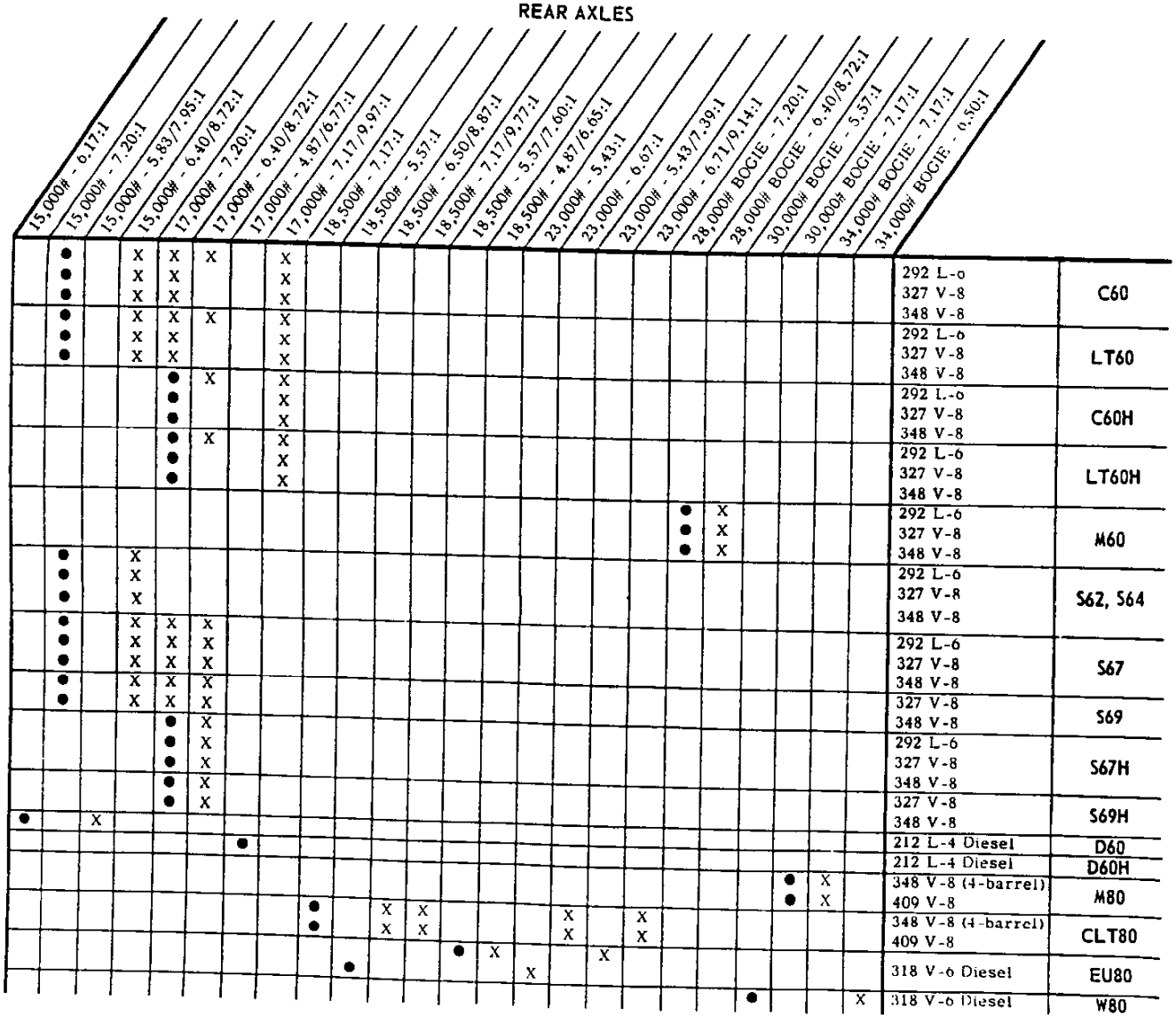
* - Available only with single speed rear axles. N/A for L or T models.

\# - Available only with single speed axle.

\#\# - Used only with two-speed rear axles.

¢ - N/A with 348 V-8 on T60 models.

REAR AXLES


15,000# - 6.17:1
15,000# - 7.20:1
15,000# - 5.83/7.95:1
15,000# - 6.40/8.72:1
17,000# - 7.20:1
17,000# - 6.40/8.72:1
17,000# - 4.87/6.77:1
17,000# - 7.17/9.97:1
18,500# - 7.17:1
18,500# - 5.57:1
18,500# - 6.50/8.87:1
18,500# - 7.17/9.77:1
18,500# - 5.57/7.60:1
18,500# - 4.87/6.65:1
23,000# - 5.43:1
23,000# - 6.67:1
23,000# - 5.43/7.39:1
23,000# - 6.71/9.14:1
28,000# BOGIE - 7.20:1
28,000# BOGIE - 6.40/8.72:1
30,000# BOGIE - 5.57:1
30,000# BOGIE - 7.17:1
34,000# BOGIE - 7.17:1
34,000# BOGIE - 6.50:1
292 L-6 327 V-8 348 V-8 C60
292 L-6 327 V-8 348 V-8 LT60
292 L-6 327 V-8 348 V-8 C60H
292 L-6 327 V-8 348 V-8 LT60H
292 L-6 327 V-8 348 V-8 M60
292 L-6 327 V-8 348 V-8 S62, S64
292 L-6 327 V-8 348 V-8 S67
327 V-8 348 V-8 S69
292 L-6 327 V-8 348 V-8 S67H
327 V-8 348 V-8 S69H
212 L-4 Diesel D60
212 L-4 Diesel D60H
348 V-8 (4-barrel) 409 V-8 M80
348 V-8 (4-barrel) 409 V-8 CLT80
318 V-6 Diesel EU80
318 V-6 Diesel W80

COOLING SYSTEM DATA

SERIES	TRANS-MISSION	ENGINE	RADIATOR TYPE	RADIATOR CONSTANT	CORE DIMENSIONS HEIGHT	WIDTH	THICK-NESS	AREA SQ. IN.	SYSTEM CAP.	PRESS CAP CAP.	NUMBER OF FAN BLADES & DIAMETER
CK10	Synchro-	230 L-6	Tube &	.20 x .55	17.4	18.07	1.26	314.4	11.0	13 lb.	4 x 19
CK20-30	mesh	230 L-6	Center	.16 x .55	17.4	18.07	1.26	314.4	11.0	13 lb.	4 x 19
CK10-30		292 L-6		.22 x .55	17.4	25.22	1.26	438.8	13.0	13 lb.	4 x 19
CK10		283 V-8		.16 x .55	17.4	25.22	1.26	438.8	14.0	13 lb.	4 x 17.62
CK20-30		283 V-8		.25 x .55	17.4	25.22	1.98	438.8	14.0	13 lb.	4 x 17.62
C10-20	Power-	230 L-6		.18 x .55	17.4	25.22	1.98	438.8	12.0	13 lb.	4 x 19
	glide	292 L-6		.18 x .55	17.4	25.22	1.98	438.8	13.5	13 lb.	4 x 19
		283 V-8		.18 x .55	17.4	25.22	1.98	438.8	15.5	13 lb.	4 x 17.62
P10	Synchro-	153 L-4		.25 x .55	14.12	18.07	1.26	229.0	8.25	13 lb.	4 x 17.62
	mesh	230 L-6	Cellular	.25 x .56	20.69	19.69	2.00	229.0	14.0	7 lb.	4 x 17.62
	Power-	153 L-4	T & C	.16 x .55	14.12	18.07	1.26	229.0	8.25	13 lb.	4 x 17.62
	glide	230 L-6	Cellular	.25 x .56	20.69	19.69	2.00	407.4	14.0	7 lb.	4 x 17.62
P20-30	Synchro-	230 L-6		.25 x .56	19.95	21.36	2.00	426.13	14.0	7 lb.	4 x 20
P20	Power-	230 L-6		.25 x .56	19.95	21.36	2.00	426.13	14.0	7 lb.	4 x 20
CLS50	Synchro-	230 L-6	Tube &	.18 x .55	24.7	23.02	1.26	568.6	14.0	9 lb.	4 x 20
	mesh	292 L-6	Center	.16 x .55	24.7	23.02	1.26	568.6	14.5	9 lb.	4 x 20
		283 V-8		.25 x .55	24.7	23.02	1.98	568.6	19.5	9 lb.	4 x 20
CLMS60		292 L-6		.16 x .55	24.7	23.02	1.26	568.6	14.5	9 lb.	4 x 20
		327 V-8		.16 x .55	24.7	23.02	1.98	568.6	18.5	9 lb.	5 x 20
		348 V-8		.20 x .55	29.74	23.02	1.75	684.6	30.0	9 lb.	5 x 20
	Pwrmatic	348 V-8		.18 x .55	29.0	23.57	2.62	684.0	30.0	9 lb.	6 x 20
CS60		292 L-6		.18 x .55	24.7	23.57	2.62	581.2	18.0	9 lb.	4 x 20
		327 V-8		.18 x .55	24.7	23.57	2.62	581.2	22.0	9 lb.	5 x 20
D60	Synchro-	4-53		.18 x .55	29.74	23.02	2.62	684.6	21.5	9 lb.	5 x 18
	mesh	Diesel									
CLM80		348 V-8		.20 x .55	29.74	23.02	1.75	684.6	30.0	9 lb.	5 x 20
		409 V-8		.18 x .55	29.74	23.02	2.62	684.6	30.0	9 lb.	6 x 20
CM80	Pwrmatic	348 V-8		.18 x .55	29.0	23.57	2.62	684.0	30.0	9 lb.	6 x 20
T60	Synchro-	292 L-6	Cellular	.20 x .56	19.93	23.6	2.47	470.35	23.5	7 lb.	4 x 20
	mesh	327 V-8		.20 x .56	19.93	23.6	2.47	470.35	26.0	7 lb.	5 x 20
T80		348 V-8	Tube &	10.5	24.0	28.72	2.25	689.3	37.5	9 lb.	5 x 20
		409 V-8	Fin	10.5	24.0	28.72	2.88	689.3	37.5	9 lb.	6 x 20
	Pwrmatic	348 V-8		10.5	22.0	28.75	2.88	631.8	37.5	9 lb.	5 x 20
EW80	Synchro/ Pwrmatic	6V-53 Diesel	Tube & Center	.18 x .55	29.74	23.02	2.62	684.6	26.75	9 lb.	5 x 22
U80	Synchro/ Pwrmatic	6V-53 Diesel	Tube & Fin	10.5	24.0	28.72	2.88	689.3	34.5	9 lb.	5 x 22

Heavy-Duty

CK10-30	Synchro-	230 L-6	Tube &	.16 x .55	17.4	25.22	1.26	438.8	12.5	13	4 x 19
CK10	mesh	292 L-6	Center	.18 x .55	17.4	25.22	1.98	438.8	13.5	13	4 x 19
		283 V-8		.18 x .55	17.4	25.22	1.98	438.8	15.5	13	4 x 17.82
CK20-30		292 L-6		.18 x .55	17.4	25.22	2.62	438.8	14.0	13	4 x 19
		283 V-8		.18 x .55	17.4	25.22	2.62	438.8	16.0	13	4 x 17.82
CLS50		230 L-6		.16 x .55	24.7	23.02	1.98	568.6	15.0	9	5 x 20
		292 L-6		.16 x .55	24.7	23.02	1.98	568.6	15.0	9	5 x 20
		283 V-8		.16 x .55	24.7	23.02	1.98	568.6	20.0	9	5 x 20
CLMS60		292 L-6		.16 x .55	24.7	23.02	1.98	568.6	15.0	9	5 x 20
CLM80		348 V-8		.18 x .55	29.0	23.57	2.62	684.0	30.0	9	6 x 20

DEALER INSTALLED ACCESSORIES

Belt - Seat
Brake - Vacuum Power
Cap - Gas Tank Filler Locking
Carrier - Roof Luggage
Clock - Instrument Panel
Conditioning - Air
Container - Litter
Cover - Accelerator Pedal
Cover - Seat
Cover - Roof Luggage Carrier
Deflector - Rain
Fire extinguisher
Flap - Mud
Glass - Sliding Rear Window
Guard - Bumper (Painted or Chrome)
Guard - Radiator Grille
Heater and Defroster (Deluxe)
Heater and Defroster (Recirculating)
Horn - Air
Horn - Vibrator
Lamp - Backing
Lamp - Direction Signal
Lamp - Marker
Lamp - Portable Spot
Lamp - Spot
Lamp - Traffic Hazard Switch & Flasher
Lighter - Cigarette
Mirror - Outside Rear View
Mirror - Prismatic Inside Rear View
Radio and Antenna
Reflector - Reflex
Rest - Door Arm
Screen - Radiator Insect
Step - Side Panel
Sunshade - Right Hand
Switch - Glove Compartment Light
Safety and Emergency Unit
Throttle Control
Tool Kit
Tube - Oil Level Gauge
Washer - Windshield

REGULAR PRODUCTION OPTIONS

A09	Laminated Glass	CKL 10-50 (Exc. 02 & 12)
A10	Panoramic Cab	CKLM 10-80 Cab Models
A11	Tinted Glass	CDEKLMSTU 10-80 (Exc. 02)
A37	Seat Belt - Custom Deluxe	CK 1406-16
A49	Seat Belt - Custom Deluxe with Retractors	CK 1406-16
A55	Level Ride Seat	10-80 Cab Models
A57	Auxiliary Seat	CK 1405, 3605, TU 60-80
A59	Supplementary Seat	CK 1406, 1416
A62	Less Seat Belt	CK 1406-16
A97	Lock Equipment	10-80, Cab & Body Models (Exc. P)
B98	Side Trim Molding	CK 1434, 1534, 2534
C14	2-Speed W/S Wiper and Washer	CDEKLMW 10-80 (Exc. 02)
C41	Economy Heater	CKLM 10-80 (Exc. 02)
C42	Deluxe Heater	CDEKLMTUW 10-80 (Exc. 02)
D29	Rear View Mirror - Jr. West Coast	CK 10-30 (Exc. 02-12)
D30	Rear View Mirror - West Coast Type	CDEKLMTUW 10-80 (Exc. 02-12)
D32	Rear View Mirror	CDEKLMW 10-80 (Exc. 02-12)
E30	Forward Control Misc. Body Equipment	P1345
E31	Forward Control Misc. Body Equipment	P20-30 (45 Models)
E32	Forward Control Misc. Body Equipment	P20-30 (35 Models)
E56	Platform and Stake Rack	CD6103, CDL6303, C8103, CL8303
E57	Platform	C20-80, DL50-80 (03 Models, Exc. 3803)
E80	Pick-up Box Mounting	C10-20 (03 Models)
F03	H. D. Frame	CL60 (Exc. L65 and 02 & 12 Models)
F47	5000# Front Axle	CLS 50
F48	7000# Front Axle	CDLMST 60 (Exc. S69)
F49	H. D. Front Axle	K20
F51	Shock Absorber	All
F59	Front Stabilizer Equipment	C10-30
F60	Heavy Front Spring	CDELMSTUW 20-80, P30
F67	9000# Front Axle	CELMTUW 80
F68	11000# Front Axle	CELMTUW 80
F76	Front Wheel Locking Hub	K10-20
F81	Special Heavy Front Spring	CELTU 80
G50	H. D. Rear Spring	C10-30, P10, K20, P30
G52	15000# Rear Spring	CLS 50
G55	17500# Rear Spring	CLST 50-60
G56	20800# Rear Spring	CDLST 60-80
G58	23000# Rear Spring	CDELTU 60-80
G59	39000# Rear Spring	MW 80
G60	Auxiliary Spring	P30, CDELTU 10-80
G80	Positraction Rear Axle	CP 10
G86	No Spin Rear Axle	CP 20-30
H01	3.07:1 Rear Axle	C10
H04	4.11:1 Rear Axle	C10-20
H05	3.73:1 Rear Axle	P10
H15	7.2:1 - 15000# Rear Axle	CLS 50
H16	7.2:1 - 17000# Rear Axle	CLT 60, S67, S69
H58	H.D. Single Speed Rear Axle	MW 80
H64	5.43:1 Rear Axle 23,000 Lb.	EU 80
H65	6.67:1 Rear Axle 23,000 Lb.	CLT 80
H71	4.87-6.67:1 - 17000# 2-Speed Rear Axle	D60
H72	4.87-6.65:1 - 18500# 2-Speed Rear Axle	EU 80
H76	5.43-7.39:1 - 23000# 2-Speed Rear Axle	EU 80
H77	6.71-9.14:1 - 23000# 2-Speed Rear Axle	CLT 80
H79	7.17-9.97:1 - 17000# 2-Speed Rear Axle	CLT 60
H80	6.50-8.87:1 - 18500# 2-Speed Rear Axle	CLT 80
H81	7.17-9.77:1 - 18500# 2-Speed Rear Axle	CLT 80
H96	6.40-8.72:1 - 15000# 2-Speed Rear Axle	CLMST 50-60
H97	6.40-8.72:1 - 17000# 2-Speed Rear Axle	CLT60, S67, S69
H98	5.83-7.95:1 - 15000# 2-Speed Rear Axle	D60
J70	Hydraulic Brake Booster	CKLS 10-50, P20-30
J71	Air Brake	CDLT 60-80 (Exc. D65), M80, S67, S69
J72	Air Over Hydraulic Brake	CDLM 60-80
J73	H. D. Hydraulic Brake Booster	CDLST 60 (Exc. S69)
J75	Emergency Air Brake	CDELTUW 60-80, M80 (Exc. D65 and 02 models)
J80	Vacuum Power Brake Reverse Tank	CLMST 50-80
J81	Vacuum Gauge	S50-60
J91	Trailer Air Brake	CDELTUW 60-80, M80 (Exc. D65 and 02 Models)
K12	2 Qt. Capacity Oil Filter	CLMST 60-80

K24	Engine Closed Positive Crankcase Ventilation	CK 10-30
K28	Fuel Filter	CKLMPST 10-60 (230, 292, 283 Engine)
K37	Governor	CKLMST 10-60 (Exc. S69)
K47	Pre-Oil Bath Air Cleaner	CKLMST 10-80
K48	Oil Bath Air Cleaner	CK 10-30
K56	H. D. Air Compressor	D61,62,63, CELMTUW 80
K67	H. D. Starting Motor	CP 10-30 (4 & 6 Cyl. Engines)
K77	6-55 Amp A/C Generator	CKLMPST 10-80
K79	12-42 Amp A/C Generator	CKLMPST 10-80
K81	23-62 Amp A/C Generator	CKLMPST 10-80
L05	130 Amp A/C Generator	S60
L25	292 Cu. In. L-6 Engine	CKLS 10-50, P20-30
L26	230 Cu. In. L-6 Engine	P10
L30	327 Cu. In. V-8 Engine	CLMST 60 (Exc. S69)
L32	283 Cu. In. V-8 Engine	CKL 10-50
L39	348 Cu. In. V-8 Engine	CLMST 60
L40	409 Cu. In. V-8 Engine	CLMT 80
M01	H. D. Clutch	CK10-20
M16	H. D. 3-Speed Transmission	CP 10-30
M20	4-Speed Transmission	CKP 10-20
M23	H.D. 4-Speed Type C Transmission	CLMST 50-60
M24	H.D. 4-Speed Type N Transmission	CLMST 50-60
M35	Powerglide Transmission	CP 10-20
M45	Powermatic Transmission	CS60, CEMTUW 80
M64	Auxiliary 3-Speed Transmission	M80
M70	Auxiliary 4-Speed Transmission	MW80
M75	5-Speed Type N Transmission	CLMST60
M76	5-Speed Close Ratio Transmission	CLST60-80, M60 (V-8)
M77	5-Speed Type C Transmission	CLMST 60 (V-8)
M78	H. D. 5-Speed Transmission	CDLS60
M79	H. D. 5-Speed Close Ratio Transmission	CDLS60
M92	8-Speed, Transmission	CELMTU80
N01	20 Gallon Gasoline Tank	CKLM 10-60 (Cab Models)
N02	30 Gallon Gasoline Tank	P25, 26, 35, 36
N12	Single Exhaust Stack	D60
N13	Dual Exhaust Stack	EUW80
N40	Hydraulic Steering	CDELSTU 60-80, M60
P10	Wheel Carrier	CDLPST 20-80
P13	Side Mounted Wheel Carrier	CK10-30 (04 & 34 Models)
T60	H. D. Battery	CKLMPT 10-80
U16	Tachometer	CK10-30, CDLMT 50-80 (Exc. 02), (V-8)
U60	Manual Radio	CDEKLMTUW 10-80 (Exc. 02)
U86	Trailer Jump Cable	DT60, CELTU80
V01	H. D. Radiator	CKLMS 10-80
V04	Radiator Shutter	D60, CEMUW80
V35	Front Bumper	P20-30 (42 Models)
V37	Chrome Bumper	CK10-30 (Exc. 02-12 Models)
V38	Painted Rear Bumper	C10-30 (03-04-12-34 Models)
V43	Step Type Rear Bumper & Trailer Hitch	CK10-20 (04-34)
V62	Auto Jack	20-80 (Exc. K Series and P10)
V75	Marker and Traffic Hazard Lamp	CDEKLMTUW 10-80 (03 &-09 Models)
V76	Front Tow Hook	CDEKLMSTUW 10-80
Z12	Speedometer Driven Gear	10-80
Z50	H. D. Frame Reinforcement	CDELT 60-80 (Exc. 02-12)
Z52	Full Foam Seat	CDKLM 10-80
Z53	Ammeter, Oil & Thermo Gauge	CK 10-30 (Exc. 02)
Z54	Maximum Economy Equipment	C10
Z55	Special Serial Number Plate	10-80 (Exc. PK20)
Z56	15000# Special Equipment	CDLT60
Z57	23000# H. D. Equipment	CDLT60, S67, S69
Z59	21000# H. D. Equipment	S62, S64, S67, CDLT60 (Exc. L65 & 02 & 12)
Z61	Custom Appearance Equipment	CK10-30 (Cab & Body Models)
Z62	Custom Comfort Equipment	CKLM 10-80 (Panels and Suburbans)
Z70	7800# GVW Special Equipment	C30
Z71	15000# GVW Equipment	CLS50
Z72	Vacuum Reserve Tank, Gauge and Warning Light	M60-80

FUEL TANK DATA

SERIES APPLICATION	TANK LOCATION	STD, OR RPO	TANK CAPACITY (GALLONS)	CONSTRUCTION TYPE
CAB MODELS				
C10-C60, M60	Back of seat in cab	Std	18.5	2-piece seam welded 20 gauge steel §
		RPO (N01)	21.0	
K10-K20		Std	18.5	
		RPO (N01)	21.0	
D60, CLM80		Std	21.0	
EUW80	On top of frame side rail	Std	18.0	
L50, L60	Back of seat in cab	Std	18.5	
		RPO (N01)	21.0	
T60, T80	Outside RH side rail	Std	18.0	
COWL MODELS				
C10, C20	Inside of frame behind rear axle	Std	20.5	
C30	Outside LH side rail	Std	21.0	
C50, C60	Outside RH side rail	Std	18.0	
PANEL & CARRYALL MODELS				
CK10	Inside frame behind rear axle	Std	20.5	
C30	Outside LH frame side rail	Std	18.0	
FORWARD CONTROL MODELS				
P10	Inside frame behind rear axle	Std	20.5	
P23, P33	Outside RH frame side rail	Std	15.5	
P25, P26		Std	18.0	
		RPO (N02)	30.0	
P35, P36		Std	18.0	
		RPO (N02)	30.0	
SCHOOL BUS MODELS				
S50-60	Outside RH frame side rail	Std	30.3	

§ - S series fuel tanks are made of 16 gauge steel; D60 and M80 series are made of 18 gauge steel.

BATTERY DATA

MODEL NUMBER		2 SMB	2 SMD	2 STA	3 SMA	4D	8D
SERIES APPLICATION		CK10–30 P10-30, CL50 CLMT80	CLMT 60 RPO (T60) CKL 10-50	RPO (T60) P10 CK 10-20	S50-60 RPO (T60) P20-30 CLMT50-80	D60	EUW80
Capacity @ 20 hour rate (ampere hour)		53	61	70	70	150	205
Plates per cell		9	11	11	11	15	27
Weight (lbs.)		43	45	50	53	117	153
Dimensions	Length	10.19	10.19	10.19	11.97	20.82	20.82
	Width	6.75	6.75	6.75	6.75	8.125	10.375
	Height	8.75	8.81	9.67	8.75	9.469	9.469
Ground		Negative Terminal					
Fully charged		Specific Gravity of 1.270 ± 0.010 @ 80°F					
Location		Front RH side of engine compartment				Outside of RH side rail behind cab	RH running board on EW80, outside LH side rail on U80

SPEEDOMETER GEARS

Single-Speed Rear Axles

SERIES	STANDARD	RPO NUMBER	REAR AXLE RATIO	TRANSMISSION	TIRE SIZE	NUMBER OF GEAR TEETH DRIVE	DRIVEN
CK10	X		3.73	3-Speed	6.70-15-4	8	22
P10		H05	3.73	3-Speed	6.70-15-4	8	22
C10		H01	3.07	3-Speed	6.70-15-4	8	19
P10	X		4.11	3-Speed	6.70-15-4	8	24
C10		H04	4.11	3-Speed	6.70-15-4	8	24
P20	X		5.14	3-Speed	7-17.5-6	8	25
C20	X		4.57	3-Speed	7-17.5-6	8	25
C20		H04	4.11	3-Speed	7-17.5-6	8	23
K20	X		4.57	3-Speed	7-17.5-6	8	25
C30	X		5.14	4-Speed	8-17.5-6	8	25
P30	X		5.14	4-Speed	8-19.5-6	8	25
CLS50	X		6.17	4-Speed	7-22.5-6	5	15
CLMST60	X		7.20	4-Speed	8-22.5-8	5	20
CLS50		H15	7.20	4-Speed	7-22.5-6	5	20
D60	X		6.17	Clark 264	8-22.5-8	5	15
CLST60H	X		7.20	4-Speed	8-22.5-8	5	20
CLT60, S67-69		H16	7.20	4-Speed	8-22.5-8	5	20
EU80		M92	5.57	8-Speed	9-22.5-10	4	15
CLT80	X		7.17	Spicer 3152	9-22.5-10	5	19
M80	X		7.17	Spicer 3152	9-22.5-10	5	19
W80	X		5.57	Spicer 5756B	9-22.5-10	4	12
EU80		H64	5.43	Spicer 5756B	9-22.5-10	4	12
CLT80		H65	6.67	Spicer 3152	9-22.5-10	5	17
W80		H58	6.50	Spicer 5756B	9-22.5-10	4	12

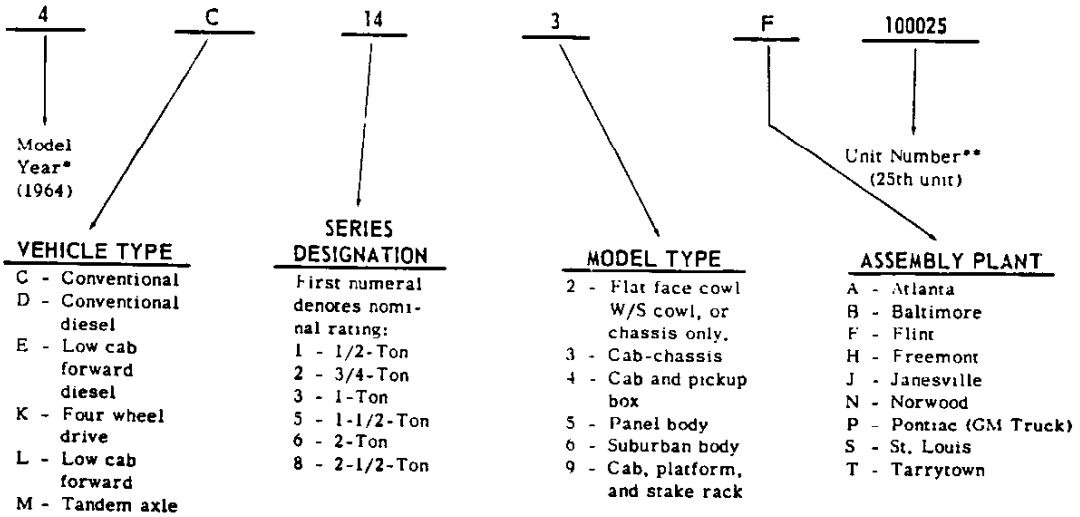
Two-Speed Rear Axles

SERIES	STANDARD	RPO NUMBER	REAR AXLE RATIO	TRANSMISSION	TIRE SIZE	NUMBER OF GEAR TEETH DRIVE	DRIVEN
CLS50		H96	6.40/8.72	4-Speed	7-22.5-6	5	19
CLMST60		H96	6.40/8.72	4-Speed	8-22.5-8	5	18
D60		H98	5.83/7.95	Clark 264	8-22.5-8	5	15
CLT60,60H S67-69,S67H,S69H		H97	6.40/8.72	4-Speed	8-22.5-8	5	18
CLT60,60H		H79	7.17/9.97	4-Speed	8-22.5-8	5	20
D60H	X		4.87/6.77	Clark 267 V	8-22.5-8	5	15
CLT80		H80	6.50/8.87	Spicer 3152	9-22.5-10	4	15
CLT80		H81	7.17/9.77	Spicer 3152	9-22.5-10	4	12
EU80	X		5.57/7.60	Spicer 5756B	9-22.5-10	4	12
EU80		H72	4.87/6.65	Spicer 5756B	9-22.5-10	4	12
EU80		H83	5.43/7.39	Spicer 5756B	9-22.5-10	4	12
CLT30		H84	6.71/9.14	Spicer 3152	9-22.5-10	5	17

SERIAL NUMBERS AND IDENTIFICATION

Vehicle Serial Number

Stamped on plate located on steering column of forward control chassis and panel models; on left hand side of cowl front face of flat face cowl models; and on left hand hinge pillar of all other models. Example: 4C143F 100025 indicates that a 1964 Model C1403 (conventional 1/2-ton cab-chassis) was the 25th unit built at Flint.



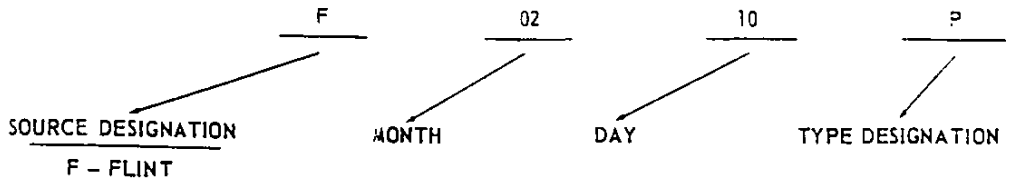
* - For sales purposes, an H prefix before the model year number denotes a 2-ton heavy-duty vehicle; and S prefix denotes a 1-1/2 ton special vehicle for models normally rated at 2-ton or a 3/4-ton vehicle for models normally rated at 1-ton.

** - Starting unit number is 100001 at each assembly plant regardless of series.

SERIAL NUMBERS AND IDENTIFICATION–Cont'd.

EXAMPLE:

Engine Identification



230 – 6-CYLINDER

- FH - Used on L50 with RPO M23-M24
- N - Base on CK10-20
- NB - Used on CK10-20 with RPO L90
- NC - Used on CK10-30 with RPO L90 with HD Clutch and 4-Speed
- ND - Used on C10-20 with RPO M35
- NE - Base on C30; Used on CK10-20 with RPO's M01-M20
- NG - Used on CK10-20 with RPO K24
- NJ - Used on CK10-20 with RPO K24 with HD Clutch and 4-Speed; used on C30 with RPO K24
- NK - Used on P10 with RPO L26
- NL - Used on P20-30
- NM - Used on P20 with RPO M35
- NP - Used on C10-20 with RPO K24 with Powerglide
- NQ - Base on CS50
- NS - Base on L50
- NT - Used on CS50 with RPO L90
- NU - Used on P10 with RPO M35
- NV - Used on P20-30 with RPO L90
- NX - Used on CK10-20 with RPO L90 with Positive Ventilation
- NY - Used on CK10-20 with RPO L90 with Positive Ventilation, HD Clutch and 4-Speed; used on C30 with RPO L90 with Positive Ventilation
- NZ - Used on CS50 with RPO M23-M24

292 – 6-CYLINDER

- MJ - Used on CS50 with RPO L25
- MP - Used on CS50 with RPO M23-M24
- MQ - Used on L50 with RPO M23-M24
- MR - Used on CMS60 (exc. S69) with RPO M23-M24
- MS - Used on T60 with RPO M23-M24
- MT - Used on L60 with RPO M23-M24
- MU - Used on L60 with RPO M23-M24-J71-J72
- MV - Used on CS50 with RPO L25
- P - Base on CSM60 (exc. S69)
- PB - Base on L60
- PC - Base on T60
- PD - Used on CS60 (exc. S69) with RPO L90
- PE - Used on C60-S67 with RPO J71; Used on CM60 with RPO J72
- PF - Used on L60 with RPO's J71-J72
- PG - Used on CK10-30 with RPO L25
- PJ - Used on C50 with RPO L90
- PK - Used on C10-20 with RPO M35
- PL - Used on P20-30 with RPO L25
- PM - Used on L50 with RPO L25
- PN - Used on CK10-30 with RPO L90
- PQ - Used on CS60 (exc. S69) with RPO M45
- PR - Used on C60 with RPO's J71-J72; Used on S67 with RPO J71 with Powermatic
- PS - Used on CK10-30 with RPO K24
- PV - Used on P20 with RPO M35
- PY - Used on C10-20 with RPO K24 with Powerglide
- PZ - Used on CK10-20 with RPO L90 with Positive Ventilation

153 – 4-CYLINDER

- F - Base on P10
- FA - Used on P10 with RPO M35

283 – V-8

- M - Used on CK10-30 with RPO L32
- MA - Used on C10-20 with RPO M35
- MB - Used on CK10-30 with RPO L92
- MD - Used on L50 with RPO L32
- ME - Used on C50 with RPO L32
- MF - Used on C50 with RPO L92
- MM - Used on C50 with RPO M23-M24
- MN - Used on L50 with RPO M23-M24
- MX - Used on CK10-30 with RPO K24
- MY - Used on C10-20 with RPO K24 and Powerglide
- MZ - Used on CK10-30 with RPO L92 with Positive Ventilation

327 – V-8

- U - Base on S69; used on CSM60 (exc. S69) with RPO L30
- UA - Used on L60 with RPO L30
- UB - Used on T60 with RPO L30
- UC - Used on CS60 with RPO L92
- UD - Used on CS60 with RPO M45
- UE - Used on C60-S67-S69 with RPO J71; CM60 with RPO J72
- UF - Used on L60 with RPO's J71-J72
- UJ - Used on C60-S67-S69 with RPO J71 and Powermatic; C60 with RPO J72 with Powermatic
- UN - Used on S60 with RPO L05
- UP - Used on S67-S69 with RPO L05 and Air Brake
- UQ - Used on S67-S69 with RPO L05 and Air Brake and Powermatic
- UR - Used on S60 with RPO L05 and Powermatic

348 – V-8

- TB - Used on CM80 with RPO L92
- TC - Base on T80; used on T60 with RPO L39
- TD - Used on CS60-CM80 with RPO M45
- TE - Used on T80 with RPO M45
- TF - Base on CLM80; used on CLMS60 with RPO L39

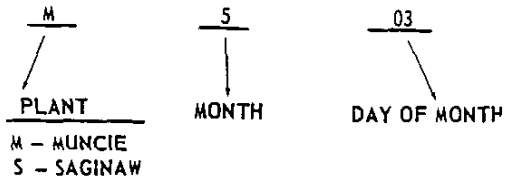
409 – V-8

- QD - Used on CLM80 with RPO L40
- QE - Used on T80 with RPO L40
- QF - Used on CM80 with RPO L92
- QJ - Used on CM80 with RPO M45

Transmission Identification

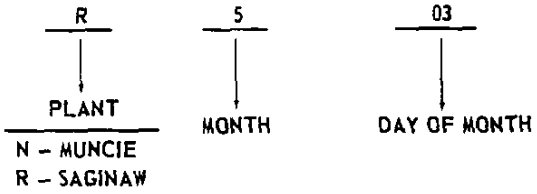
THREE SPEED CONVENTIONAL AND OVERDRIVE

EXAMPLE:



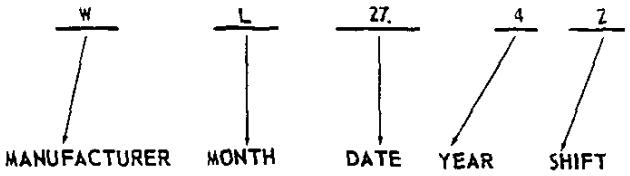
FOUR SPEED SYNCHROMESH

EXAMPLE:



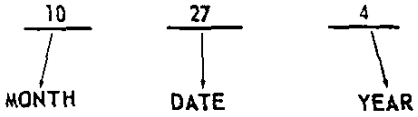
THREE SPEED BORG WARNER T89B

EXAMPLE:



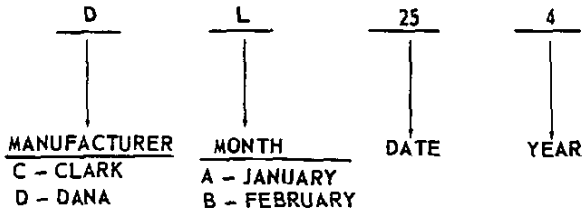
FIVE SPEED SYNCHROMESH NEW PROCESS

EXAMPLE:



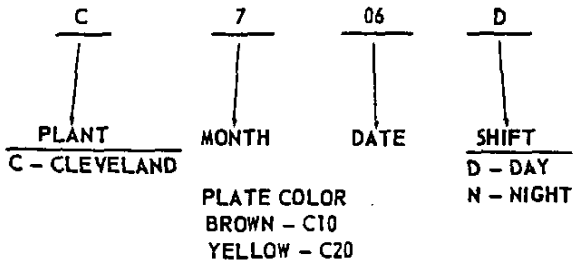
FIVE SPEED SPICER 3152
FIVE SPEED SPICER 3152A CR
FIVE SPEED SPICER 3153
FIVE SPEED SPICER 5652B
FIVE SPEED SPICER 5756B CR
FIVE SPEED CLARK 264VO
FIVE SPEED CLARK 265V
FIVE SPEED CLARK 267V CR
THREE SPEED SPICER AUXILIARY
FOUR SPEED SPICER AUXILIARY

EXAMPLE:



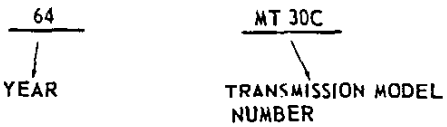
POWERGLIDE

EXAMPLE:



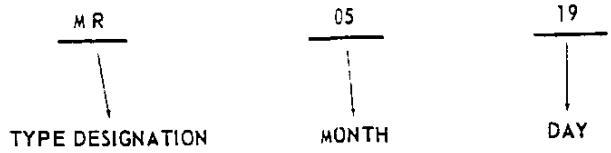
SIX SPEED AUTOMATIC – POWERMATIC

EXAMPLE:



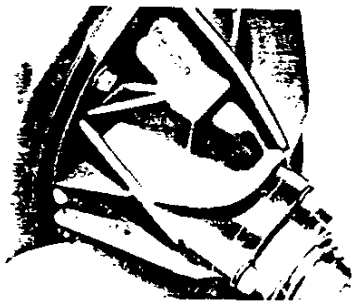
Rear Axle Identification

EXAMPLE:



MA - Used on C20 with RPO H04
MD - Used on C20 with RPO H04 and H.D. 3 or 4-speed transmission
MH - Base on C20
MJ - Used on C20 with RPO's M16-M20
MK - Base on K20
ML - Base on P20
MM - Used on C2502-03-09-12 with RPO R63 and dual wheels
MN - Used on P20 with RPO's M16-M20
MP - Used on C20 with RPO G86 and H.D. 3 or 4-speed transmission
MQ - Used on C20 with RPO G86
MR - Used on P20 with RPO G86 and H.D. 3 or 4-speed transmission
MS - Used on P20 with RPO G86
MV - Used on C2502-03-09-12 with RPO R63 and H.D. 3 or 4-speed transmission and dual wheels
MX - Used on C2502-03-09-12 with RPO G86 and dual wheels
MZ - Used on C2502-03-09-12 with RPO G86 and H.D. 3 or 4-speed transmission and dual wheels
PA - Base on C30
PB - Used on C3602-03-09-12-C38 with RPO's Q31-Q36-R63-R66-R68-R80-R81-R82-R86-R87-R90-R96 and dual wheels
PK - Used on P30 with RPO's Q31-R63-R90-R94-R95-R96-R97-R98 and dual wheels
PL - Used on C30 with RPO G86
PM - Used on P30 with RPO G86
PN - Used on C3602-03-09-12-C38 with RPO G86 and dual wheels
PS - Base on CLS50
QL - Base on P30
RB - Base on CLST60: used on CLS50 with RPO H15
RC - Used on CLST50-60 with RPO H96 (2-speed)
RD - Used on CLST60 with RPO's Q47-Q83
RE - Used on CLST60 with RPO's Q47-Q83 (2-speed)
RF - Used on CLT60-S67-S69 with RPO H16
RG - Used on CLT60-S67-S69 with RPO's Q45-Q81
RH - Used on CLT60-S67-S69 with RPO J71
RJ - Used on CLT60-S67-S69 with RPO's Q45-Q81 and air brake
RK - Used on CLT60-S67-S69 with RPO H97 (2-speed)
RL - Used on CLT60-S67-S69 with RPO's Q45-Q81 (2-speed)
RM - Used on CL60, S67-S69 with RPO H97 (2-speed) and air brake
RN - Used on CL60, S67-S69 with RPO's Q45 - Q81 (2 speed) and air brake
RP - Base on D60
RQ - Used on CL60 with RPO Q44
RR - Used on CL60 with RPO Q44 (2-speed)
RS - Used on D60 with RPO H98 (2-speed)
RT - Used on D60 with RPO's Q47-Q83 (2-speed)
RU - Used on D60 with RPO's Q47-Q83
RV - Base on M60
RW - Used on M60 with RPO H96 (2-speed)
RX - Used on M60 with RPO's Q47-Q83
RY - Used on M60 with RPO's Q47-Q83 (2-speed)
VA - Base on M60 (trailing axle)
VB - Used on M60 with RPO's Q47-Q83 (trailing axle)
WA - Base on C14
WB - Used on C14 with RPO's H01-Z54
WC - Used on C14 with RPO G80
WD - Used on C14 with RPO H04
WE - Base on C15
WF - Used on C15 with RPO's H01-Z54
WG - Used on C15 with RPO G80
WH - Used on C15 with RPO H04
WJ - Base on K10
WK - Base on P10
WL - Used on P10 with RPO G80
WM - Used on P10 with RPO H05

NOTE: Axles with identification prefix of "W" are built at the Warren plant; all others are built at Gear & Axle.



Eaton Rear Axle Identification

CLT60 CLT60H	S3735	7.17/9.97:1, 17000 # with air brakes §
	S3736	7.17/9.97:1, 17000 # with air brakes *
	S3740	7.17/9.97:1, 17000 # with hydraulic brakes §
	S3471	7.17/9.97:1, 17000 # with hydraulic brakes *
D60H	S3461	4.87/6.77:1, 17000 # with hydraulic brakes §
	S3462	4.87/6.77:1, 17000 # with hydraulic brakes *
	S3733	4.87/6.77:1, 17000 # with air brakes §
	S3734	4.87/6.77:1, 17000 # with air brakes *
M80	S1896	7.17:1, 16000 # with hydraulic brakes §
	S1897	7.17:1, 16000 # with hydraulic brakes §
	S1898	7.17:1, 16000 # with hydraulic brakes *
	S1899	7.17:1, 16000 # with hydraulic brakes *
	S1900A	7.17:1, 16000 # with air brakes §
	S1901A	7.17:1, 16000 # with air brakes §
	S1902B	7.17:1, 16000 # with air brakes *
	S1902C	7.17:1, 16000 # with air brakes *
	S1903B	7.17:1, 16000 # with air brakes *
	S1903C	7.17:1, 16000 # with air brakes *
CLT80	S1888	6.50/8.87:1, 18500 # with hydraulic brakes §
	S1890A	6.50/8.87:1, 18500 # with hydraulic brakes *
	S1892A	6.50/8.87:1, 18500 # with air brakes §
	S1894B	6.50/8.87:1, 18500 # with air brakes *
	S1889	7.17/9.77:1, 18500 # with air brakes §
	S1891	7.17/9.77:1, 18500 # with hydraulic brakes *
	S1893A	7.17/9.77:1, 18500 # with air brakes §
	S1894	7.17/9.77:1, 18500 # with air brakes *
	S2306	7.17:1, 18500 # with hydraulic brakes §
	S2307	7.17:1, 18500 # with hydraulic brakes *
	S2308A	7.17:1, 18500 # with air brakes §
	S2309B	7.17:1, 18500 # with air brakes *
EU80	S3406	5.57/7.60:1, 18500 # with air brakes *
	S3407	5.57/7.60:1, 18500 # with air brakes §
	S4217	5.57:1, 18500 # with air brakes *
	S2641A	5.57:1, 18500 # with air brakes §

* - Cast wheels
§ - Disk wheels

VEHICLE WEIGHT AND LOAD DISTRIBUTION

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
P1342	1025	775	1800	1025	915	1940	3350		*	
P1345	1542	1633	3475	1837	1773	3610	1650	17	83	86.50
C1402	1564	736	2300	1568	877	2445	2400		*	
C1403	1855	955	2810	1920	1020	2940	1900	3	97	72.00
								1	99	78.00
C1404	1842	1333	3175	1905	1395	3300	1550	1	99	78.12
C1405	1703	1702	3405	1707	1843	3550	1300	5	95	90.00
C1406	1737	1958	3695	1740	2100	3840	1000	26	74	99.66
C1412	1663	782	2445	1667	923	2590	2250		*	
C1416	1703	2002	3705	1708	2142	3850	1000	26	74	99.66
C1434	1858	1347	3205	1923	1407	3330	1500	2	98	78.12
K1403	2089	1076	3165	2156	1139	3295	2150	4	96	72.00
								1	99	78.00
K1404	2083	1447	3530	2150	1510	3660	1800	1	99	78.12
K1405	1823	1977	3800	1827	2118	3945	1500	5	95	90.00
K1406	1958	2122	4080	1963	2262	4225	1250	26	74	99.66
K1416	1963	2127	4090	1967	2268	4235	1200	26	74	99.66
K1434	2065	1495	3560	2132	1558	3690	1750	2	98	78.12
C1503	1567	963	2830	1937	1018	2955	1900	8	92	84.00
								6	94	90.00
								3	97	96.00
								1	99	96.00
C1504	1894	1371	3265	1965	1425	3390	1450	3	97	98.00
C1534	1887	1423	3310	1957	1478	3435	1400	4	96	98.00
K1503	2106	1134	3240	2179	1191	3370	2100	8	92	84.00
								6	94	90.00
								3	97	96.00
								1	99	102.00
K1504	2135	1545	3680	2205	1600	3805	1650	3	97	98.00
K1534	2123	1602	3725	2196	1659	3855	1600	4	96	98.00
P2342	1516	929	2445	1580	990	2570	4400		*	
P2345	2316	2509	4825	2376	2569	4945	2050	7	93	99.00

* - Determined by style and dimensions of body

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
C2502	1753	902	2655	1757	1043	2800	4600		*	
C2503	2067	1163	3230	2130	1270	3400	4000	8	92	84.00
								6	94	90.00
								3	97	96.00
								1	99	102.00
C2504	2089	1576	3665	2149	1681	3830	3550	3	97	98.00
C2509	2082	1773	3855	2141	1879	4020	3350	2	98	98.00
C2512	1823	982	2805	1828	1122	2950	4450		*	
C2534	2078	1632	3710	2137	1738	3875	3500	4	96	98.00
K2503	2288	1232	3520	2348	1337	3685	3800	8	92	84.00
								6	94	90.00
								3	97	96.00
								1	99	102.00
K2504	2294	1661	3955	2354	1766	4120	3350	3	97	98.00
K2534	2320	1680	4000	2383	1787	4170	3300	4	96	98.00
P2535	2315	2655	4970	2395	2715	5110	1850	14	86	119.00
P2542	1547	948	2495	1628	1007	2635	4350		*	
P2545	2355	2655	5010	2435	2715	5150	1850	14	86	119.00
P2635	2405	2760	5165	2491	2814	5305	1650	14	86	139.00
P2642	1569	961	2530	1654	1016	2670	4300		*	
P2645	2445	2760	5205	2531	2814	5345	1650	14	86	139.00
P3342	1643	1007	2650	1707	1068	2775	6950		*	
P3345	2414	2616	5030	2475	2675	5150	4550	7	93	99.00
P3535	2517	2663	5180	2598	2722	5320	4400	14	86	119.00
P3542	1704	1001	2705	1784	1061	2845	6850		*	
P3545	2557	2663	5220	2638	2722	5360	4350	14	86	119.00
C3602S	1792	1123	2915	1862	1203	3065	4750		*	
C3603S	2125	1375	3500	2188	1482	3670	4150	12	88	84.00
								8	92	96.00
								5	95	102.00
								3	97	108.00
								1	99	114.00
C3604S	2140	1830	3970	2203	1937	4140	3650	3	97	108.25
C3605S	1995	2335	4330	2047	2468	4515	3300	5	95	133.20
C3609S	2165	2165	4330	2228	2272	4500	3300	2	98	109.00
C3612S	1955	1125	3080	2020	1205	3225	4600		*	
C3803S	2119	1546	3665	2181	1654	3835	3950	16	84	114.00
								12	88	126.00
								8	92	138.00
								4	96	150.00
								1	99	162.00

* - Determined by style and dimensions of body

VEHICLE WEIGHT AND LOAD DISTRIBUTION–Cont'd.

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
C3602	1757	1078	2835	1822	1158	2980	6600		*	
C3603	2080	1330	3410	2143	1437	3580	6150	12	88	84.00
								8	92	96.00
								5	95	102.00
								3	97	108.00
								1	99	114.00
C3604	2095	1785	3880	2158	1892	4050	3650	3	97	108.25
C3605	1950	2290	4240	2002	2423	4425	3300	5	95	133.20
C3609	2120	2120	4240	2183	2227	4410	5300	2	98	109.00
C3612	1920	1080	3000	1985	1160	3145	6450		*	
P3635	2557	2818	5375	2645	2870	5515	4200	14	86	139.00
P3642	1702	1043	2745	1785	1095	2880	6850		*	
P3645	2602	2818	5420	2685	2870	5555	4150	14	86	139.00
C3803	2074	1501	3575	2136	1609	3745	5950	16	84	114.00
								12	88	126.00
								8	92	138.00
								4	96	150.00
								1	99	162.00
C5102	2240	1690	3930	2303	1762	4065	11650		*	
C5103	2610	1890	4500	2686	1944	4630	11050	8	92	96.00
								3	97	108.00
C5109	2657	2658	5315	2733	2712	5445	10250	2	98	109.00
C5112	2352	1773	4125	2415	1845	4260	11450		*	
C5202	2266	1709	3975	2335	1775	4110	11600		*	
C5203	2634	1906	4540	2715	1955	4670	11000	11	89	108.00
								7	93	120.00
								3	97	132.00
C5212	2416	1749	4165	2485	1815	4300	11400		*	
C5302	2288	1727	4015	2362	1788	4150	11550		*	
C5303	2657	1923	4580	2742	1968	4710	11000	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
C5309	2683	2907	5590	2768	2952	5720	10000	6	94	144.00
C5312	2439	1766	4205	2513	1827	4340	11350		*	
C5502	2334	1761	4095	2414	1816	4230	11450		*	
C5503	2703	1957	4660	2792	1998	4790	10900	16	84	144.00
								13	87	156.00
								9	91	168.00
								6	94	180.00
								1	99	198.00
C5512	2486	1799	4285	2566	1854	4420	11250		*	

* - Determined by style and dimensions of body

VEHICLE WEIGHT AND LOAD DISTRIBUTION–Cont'd.

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
C6112	2483	2032	4515	2555	2105	4660	14650		*	
C6203	2659	2266	4925	2746	2314	5060	15450	11	89	108.00
								7	93	120.00
								3	97	132.00
C6302	2371	2019	4390	2454	2081	4535	14800		*	
C6303	2731	2234	4965	2822	2278	5100	15450	14	86	120.00
								10	90	132.00
								6	94	144.00
C6312	2522	2063	4585	2605	2125	4730	14550		*	
C6502	2459	2011	4470	2548	2067	4615	14700		*	
C6503	2823	2217	5040	2921	2259	5180	15250	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
C6512	2612	2053	4665	2702	2108	4810	14500		*	
C6803	2764	2551	5315	2866	2589	5455	15050	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00
C6102H	2502	2278	4780	2570	2350	4920	17900		*	
C6103H	2890	2615	5505	2974	2666	5640	17150	8	92	96.00
								3	97	108.00
C6112H	2653	2322	4975	2722	2393	5115	17700		*	
C6203H	2896	2614	5510	2985	2665	5650	17150	11	89	108.00
								7	93	129.00
								3	97	132.00
C6302H	2541	2309	4850	2620	2370	4990	17850		*	
C6303H	2957	2568	5525	3049	2611	5660	17150	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
C6312H	2692	2353	5045	2772	2413	5185	17650		*	
C6502H	2629	2301	4930	2715	2355	5070	17750		*	
C6503H	3095	2595	5690	3192	2638	5830	17000	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
C6512H	2780	2340	5120	2868	2397	5265	17550		*	
C6803H	3003	2902	5905	3104	2941	6045	16750	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00

* - Determined by style and dimensions of body

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
L5203	2727	1818	4545	2813	1862	4675	11000	12	88	108.00
								8	92	120.00
								3	97	132.00
L5303	2705	1880	4585	2794	1921	4715	11000	15	85	120.00
								11	89	132.00
								7	93	144.00
								3	97	156.00
L5309	2744	2856	5600	2833	2897	5730	9950	6	94	144.00
L5603	2776	1929	4705	2872	1963	4835	10850	19	81	156.00
								16	84	168.00
								13	87	180.00
								9	91	192.00
								2	98	216.00
S5302	2316	1894	4210	2416	2004	4420	11250		*	
C6102S	2335	1990	4325	2404	2061	4465	10550		*	
C6103S	2643	2252	4895	2725	2305	5030	9950	8	92	96.00
								3	97	108.00
C6112S	2483	2032	4515	2555	2105	4660	10350		*	
C6203S	2659	2266	4925	2746	2314	5060	9950	11	89	108.00
								7	93	120.00
								3	97	132.00
C6302S	2371	2019	4390	2454	2081	4535	10450		*	
C6303S	2731	2234	4965	2822	2278	5100	9900	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
C6312S	2522	2063	4585	2605	2125	4730	10250		*	
C6502S	2459	2011	4470	2548	2067	4615	10400		*	
C6503S	2823	2217	5040	2921	2259	5180	9800	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
C6512S	2612	2053	4665	2702	2108	4810	10200		*	
C6803S	2764	2551	5315	2866	2589	5455	9550	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00
C6102	2335	1990	4325	2404	2061	4465	14850		*	
C6103	2643	2252	4895	2725	2305	5030	15450	8	92	96.00
								3	97	108.00

* - Determined by style and dimensions of body

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
D6103S	3684	2456	6140	3798	2507	6305	8700	8	92	96.00
								3	97	108.00
D6203S	3711	2474	6185	3830	2520	6350	8650	11	89	108.00
								7	93	120.00
								3	97	132.00
D6303S	3726	2484	6210	3848	2527	6375	8650	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
D6503S	3813	2542	6355	3940	2580	6520	8500	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
D6803S	3927	2618	6545	4058	2652	6710	8300	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00
D6103	3684	2456	6140	3798	2507	6305	14300	8	92	96.00
								3	97	108.00
D6203	3711	2474	6185	3830	2520	6350	14250	11	89	108.00
								7	93	120.00
								3	97	132.00
D6303	3726	2484	6210	3848	2527	6375	14250	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
D6503	3813	2542	6355	3940	2580	6520	14100	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
D6803	3927	2618	6545	4058	2652	6710	13900	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00
D6103H	3899	2596	6495	4013	2647	6660	16150	8	92	96.00
								3	97	108.00
D6203H	3927	2613	6540	4046	2659	6705	16100	11	89	108.00
								7	93	120.00
								3	97	132.00

VEHICLE WEIGHT AND LOAD DISTRIBUTION–Cont'd.

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
D6303H	3942	2628	6570	4064	2671	6735	16100	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
D6503H	4028	2682	6710	4155	2720	6875	15950	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
D6803H	4143	2762	6905	4274	2796	7070	15750	19	81	168.00
								13	87	192.00
								7	93	216.00
								1	99	240.00
L6203S	2770	2175	4945	2860	2220	5080	9900	12	88	108.00
								8	92	120.00
								3	97	132.00
L6303S	2736	2239	4975	2834	2281	5115	9900	15	85	120.00
								11	89	132.00
								7	93	144.00
								3	97	156.00
L6503S	2850	2240	5090	2954	2276	5230	9750	21	79	138.00
								15	85	156.00
								5	95	192.00
								2	98	204.00
L6603S	2905	2190	5095	3007	2223	5230	9750	19	81	156.00
								16	84	168.00
								9	91	192.00
								2	98	216.00
L6903S	2847	2523	5370	2953	2552	5505	9500	19	81	192.00
								13	87	216.00
								10	90	228.00
								4	96	252.00
L6203	2770	2175	4945	2860	2220	5080	15400	12	88	108.00
								8	92	120.00
								3	97	132.00
L6303	2736	2239	4975	2834	2281	5115	15400	15	85	120.00
								11	89	132.00
								7	93	144.00
								3	97	156.00
L6503	2850	2240	5090	2954	2276	5230	14100	21	79	138.00
								15	85	156.00
								5	95	192.00
								2	98	204.00
L6603	2905	2190	5095	3007	2223	5230	15200	19	81	156.00
								16	84	168.00
								9	91	192.00
								2	98	216.00

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
L6903	2847	2523	5370	2953	2552	5505	15000	19	81	192.00
								13	87	216.00
								10	90	228.00
								4	96	252.00
L6203H	3017	2538	5555	3110	2580	5690	17100	12	88	108.00
								8	92	120.00
								3	97	132.00
L6303H	2975	2590	5565	3071	2629	5700	17100	15	85	120.00
								11	89	132.00
								7	93	144.00
L6503H	3020	2520	5540	3125	2555	5680	17150	21	79	138.00
								15	85	156.00
								5	95	192.00
								2	98	204.00
L6603H	3175	2570	5745	3278	2602	5880	16950	19	81	156.00
								16	84	168.00
								9	91	192.00
								2	98	216.00
L6903H	3084	2876	5960	3191	2904	6095	16700	19	81	192.00
								13	87	216.00
								10	90	228.00
								4	96	252.00
M6303	3139	4161	7300	3230	4205	7435	22250	10	90	132.00
								6	94	144.00
								3	97	156.00
M6503	3216	4264	7480	3315	4305	7620	22100	9	91	168.00
								6	94	180.00
								2	98	192.00
M6803	3303	4377	7680	3402	4413	7815	21900	18	82	168.00
								15	85	180.00
								11	89	192.00
								8	92	204.00
								5	95	216.00
								2	98	228.00
S6202	2733	2147	4880	2864	2236	5100	15450		*	
S6402	2850	2240	5090	2990	2315	5305	15250		*	
S6702	2803	2387	5190	2948	2457	5405	15200		*	
S6702H	3065	2845	5910	3210	2915	6125	16900		*	
S6902	3150	2475	5625	3308	2542	5850	14950		*	
S6902H	3217	2878	6095	3375	2945	6320	16700		*	
T6203S	3700	1510	5210	3803	1567	5370	9650	15	85	108.00
								9	91	120.00
								3	97	132.00
T6303S	3717	1518	5235	3826	1569	5395	9600	19	81	120.00
								14	86	132.00
								8	92	144.00
								3	97	156.00

* - Determined by style and dimensions of body

VEHICLE WEIGHT AND LOAD DISTRIBUTION–Cont'd.

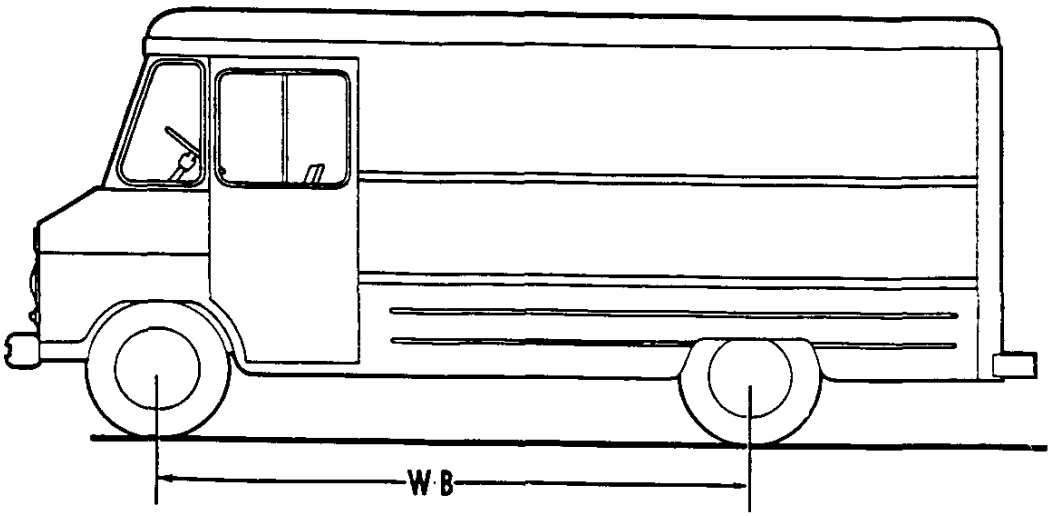
MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
T6603S	3625	1705	5330	3743	1747	5490	9500	25	75	144.00
								20	80	156.00
								16	84	168.00
								7	93	192.00
T6803S	3668	1727	5395	3791	1764	5555	9450	27	73	156.00
								23	77	168.00
								14	86	192.00
								6	94	216.00
								2	98	228.00
T6903S	3805	1790	5595	3934	1821	5755	9250	25	75	192.00
								19	81	216.00
								7	93	264.00
								1	99	288.00
T6203	3700	1510	5210	3803	1567	5370	15250	15	85	108.00
								9	91	120.00
								3	97	132.00
T6303	3717	1518	5235	3826	1569	5395	15200	19	81	120.00
								14	86	132.00
								8	92	144.00
								3	97	156.00
T6603	3625	1705	5330	3743	1747	5490	15150	25	75	144.00
								20	80	156.00
								16	84	168.00
								7	93	192.00
T6803	3668	1727	5395	3791	1764	5555	15050	27	73	156.00
								23	77	168.00
								14	86	192.00
								6	94	216.00
								2	98	228.00
T6903	3805	1790	5595	3934	1821	5755	14850	25	75	192.00
								19	81	216.00
								7	93	264.00
								1	99	288.00
T6203H	3891	1754	5645	3995	1810	5805	17000	15	85	108.00
								9	91	120.00
								3	97	132.00
T6303H	3908	1762	5670	4015	1810	5825	17000	19	81	120.00
								14	86	132.00
								8	92	144.00
								3	97	156.00
T6603H	3816	1949	5765	3932	1988	5920	16900	25	75	144.00
								20	80	156.00
								16	84	168.00
								7	93	192.00
T6803H	3860	1970	5830	3982	2008	5990	16850	27	73	156.00
								23	77	168.00
								14	86	192.00
								6	94	216.00
								2	98	228.00

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
T6903H	3996	2034	6030	4125	2065	6190	16650	25	75	192.00
								19	81	216.00
								7	93	264.00
								1	99	288.00
C8103	3369	2756	6125	3489	2816	6305	18400	8	92	96.00
								3	97	108.00
C8203	3461	2719	6180	3589	2776	6365	18300	11	89	108.00
								7	93	120.00
								3	97	132.00
C8303	3475	2730	6205	3607	2783	6390	18300	14	86	120.00
								10	90	132.00
								6	94	144.00
								3	97	156.00
C8503	3620	2730	6350	3757	2778	6535	18150	16	84	144.00
								13	87	156.00
								9	91	168.00
								2	98	192.00
C8803	3600	2945	6545	3743	2987	6730	17950	13	87	192.00
								7	93	216.00
								1	99	240.00
E8203	4785	3190	7975	4878	3262	8140	16600	12	88	108.00
								10	90	114.00
								8	92	120.00
								3	97	132.00
E8303	4839	3226	8065	4943	3287	8230	16500	15	85	120.00
								11	89	132.00
								7	93	144.00
								3	97	156.00
L8203	3514	2651	6165	3648	2702	6350	18350	12	88	108.00
								10	90	114.00
								8	92	120.00
								3	97	132.00
L8303	3549	2676	6225	3684	2721	6405	18300	15	85	120.00
								11	89	132.00
								7	93	144.00
								3	97	156.00
L8603	3648	2752	6400	3791	2789	6580	18100	19	81	156.00
								16	84	168.00
								9	91	192.00
								2	98	216.00
M8303	3849	5316	9165	3981	5369	9350	26250	10	90	132.00
								6	94	144.00
								3	97	156.00
M8503	3838	5522	9360	3975	5570	9545	26050	9	91	168.00
								6	94	180.00
								2	98	192.00

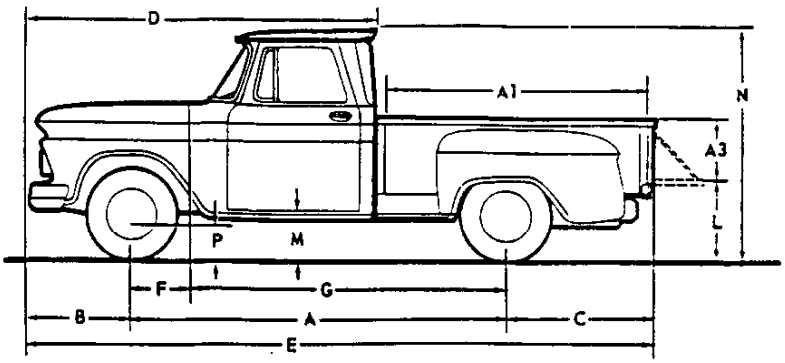
VEHICLE WEIGHT AND LOAD DISTRIBUTION–Cont'd.

MODELS	WITH STANDARD EQUIPMENT ESTIMATED SHIPPING FRONT	REAR	TOTAL	ESTIMATED CURB FRONT	REAR	TOTAL	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION %FRONT	%REAR	BODY LENGTH (INCHES)
M8803	3916	5634	9550	4055	5675	9730	25900	15	85	180.00
								11	89	192.00
								8	92	204.00
								5	95	216.00
								2	98	228.00
T8203	4509	1841	6350	4627	1898	6525	18150	15	85	108.00
								9	91	120.00
								3	97	132.00
T8303	4526	1849	6375	4650	1900	6550	18150	19	81	120.00
								14	86	132.00
								8	92	144.00
								3	97	156.00
T8603	4342	2138	6480	4472	2178	6650	15050	25	75	144.00
								20	80	156.00
								16	84	168.00
								7	93	192.00
T8803	4385	2160	6545	4522	2198	6720	17950	27	73	156.00
								23	77	168.00
								14	86	192.00
								6	94	216.00
								2	98	228.00
U8203	5436	2559	7995	5563	2617	8180	16550	15	85	108.00
								9	91	120.00
								3	97	132.00
U8303	5470	2575	8045	5604	2626	8230	16500	19	81	120.00
								14	86	132.00
								8	92	144.00
								3	97	156.00
W8303	5358	5582	10940	5462	5643	11105	24450	11	89	132.00
								7	93	144.00
								3	97	156.00
W8503	5335	5780	11115	5445	5835	11280	24300	10	90	168.00
								6	94	180.00
								2	98	192.00
W8803	6130	5220	11350	6246	5269	11515	24050	19	81	168.00
								15	85	180.00
								12	88	192.00
								9	91	204.00
								6	94	216.00
								2	98	228.00

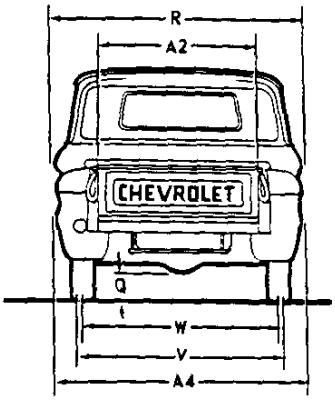
VEHICLE DIMENSIONS



STEPSIDE PICKUPS



			C1404	K1404
	Base GVW		4100	4900
	Maximum GVW		5000	5600
A	Wheelbase		115.00	115.00
A1	Load area, inside length		78.13	78.13
A2	Load area, inside width		50.00	50.00
A3	Floor to top of tailgate		17.56	17.56
A4	Across rear fenders		76.00	76.00
B	Front overhang		31.68	31.67
C	Rear overhang		40.19	40.19
D	Bumper to back of cab		104.68	104.67
E	Overall length		186.87	186.86
L	Loading height, Base GVW	Curb	29.03	34.69
		Loaded	26.47	32.08
	Loading height, Max. GVW	Curb	30.85	35.59
		Loaded	26.54	31.49
M	Step height, Base GVW	Curb	18.63	24.07
		Loaded	17.86	23.36
	Step height, Max. GVW	Curb	19.78	24.97
		Loaded	18.49	23.89
N	Overall height, Base GVW	Curb	71.83	77.33
		Loaded	70.58	76.11
	Overall height, Max. GVW	Curb	73.16	78.23
		Loaded	71.06	76.34
P	Ground clearance, Base GVW	Front	10.00	8.00
Q		Rear	7.70	7.90
P	Ground clearance, Max. GVW	Front	10.90	8.90
Q		Rear	8.60	8.60
R	Across widest point of cab		78.74	78.74
V	Front tread		62.96	62.96
W	Rear tread		61.02	61.02
	Cubic foot capacity		39.70	39.70
	Tires, Base GVW	Front	6.70-15-4	6.70-15-4
		Rear	6.70-15-4	6.70-15-4
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6

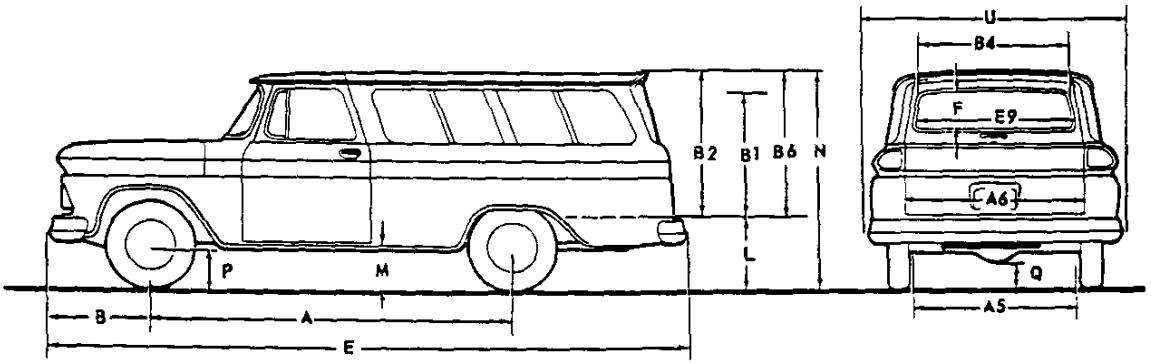


C1504	K1504	C2504	K2504	C3604	
4100	4900	5500	5700	6700	
5000	5600	7500	7600	7800	
127.00	127.00	127.00	127.00	133.00	A
98.00	98.00	98.00	98.00	108.25	A1
50.00	50.00	50.00	50.00	50.00	A2
17.56	17.56	17.56	17.56	17.56	A3
76.00	76.00	76.00	76.00	76.00	A4
31.68	31.67	31.68	31.67	31.79	B
47.56	47.56	47.56	47.56	51.56	C
104.68	104.67	104.68	104.67	104.79	D
206.24	206.23	206.24	206.23	216.35	E
29.04	34.56	30.98	35.75	29.73	L
26.82	32.20	27.75	32.16	26.33	
30.95	35.46	34.10	39.43	31.32	
27.33	31.64	28.95	34.58	26.90	
18.38	23.90	19.27	24.43	19.87	M
17.74	23.38	18.40	24.00	18.88	
19.50	24.80	22.12	27.32	20.05	
18.51	23.87	20.66	26.15	18.74	
71.55	77.07	72.68	77.75	72.83	N
70.55	76.13	71.27	76.60	71.33	
72.85	77.97	75.59	80.82	73.31	
71.26	76.38	73.29	78.81	71.34	
10.00	10.00	10.90	8.90	11.50	P
7.70	7.70	7.70	7.70	8.30	Q
10.90	8.90	13.00	11.00	13.00	P
8.60	8.60	9.80	9.80	9.80	Q
78.74	78.74	78.74	78.74	78.74	R
63.00	63.98	62.28	62.14	61.82	V
61.02	61.02	61.74	61.74	61.74	W
49.80	49.80	49.80	49.80	55.00	
6.70-15-4	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-6	
6.70-15-4	6.70-15-4	7-17.5-6	7-17.5-6	8-17.5-8	
7-17.5-6	7-17.5-6	8-19.5-6	8-19.5-8	8-19.5-6	
7-17.5-6	7-17.5-6	8-19.5-8	8-19.5-8	8-19.5-10	

FLEETSIDE PICKUPS

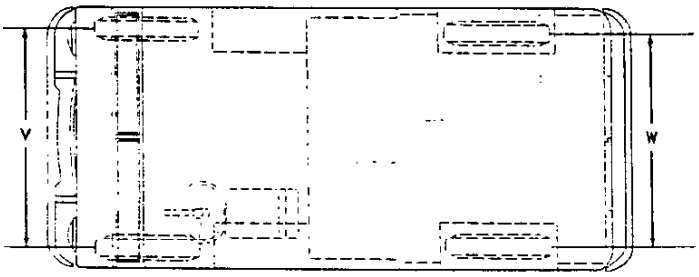
			C1434	K1434	C1534	K1534
	Base GVW		4100	4900	4100	4900
	Maximum GVW		5000	5600	5000	5600
A	Wheelbase		115.00	115.00	127.00	127.00
A1	Load area inside length		78.12	78.12	98.00	98.00
A2	Load area inside width		76.62	76.62	76.62	76.62
A3	Floor to top of tailgate		19.12	19.12	19.12	19.12
A4	Across rear fenders		77.68	77.68	77.68	77.68
A5	Distance between wheelhousings		50.00	50.00	50.00	50.00
A6	Load area width at floor		72.00	72.00	72.00	72.00
B	Front overhang		31.68	31.67	31.67	31.68
C	Rear overhang		40.05	40.05	47.48	47.48
D	Bumper to back of cab		104.68	104.67	104.68	104.67
E	Overall length		186.73	186.72	206.16	206.15
E8	Tailgate opening		65.00	65.00	65.00	65.00
L	Loading height, Base GVW	Curb	28.25	34.21	28.26	33.68
		Loaded	25.86	31.77	26.12	31.53
	Loading height, Max. GVW	Curb	30.09	35.11	30.03	34.58
		Loaded	26.33	31.28	26.57	31.02
M	Step height, Base GVW	Curb	18.49	24.22	18.35	23.91
		Loaded	17.88	23.46	17.79	23.30
	Step height, Max. GVW	Curb	19.66	25.12	19.46	24.81
		Loaded	18.58	23.87	18.50	23.87
N	Overall height, Base GVW	Curb	71.72	77.51	71.52	77.05
		Loaded	70.64	76.30	70.60	76.12
	Overall height, Max. GVW	Curb	73.07	78.41	72.78	77.95
		Loaded	71.27	76.47	71.25	76.41
P	Ground clearance, Base GVW	Front	10.00	8.00	10.00	8.00
Q		Rear	7.70	7.70	7.70	7.70
P	Ground clearance, Max. GVW	Front	10.90	8.90	10.90	8.90
Q		Rear	8.60	8.60	8.60	8.60
R	Across widest point of cab		78.74	78.74	78.74	78.74
V	Front tread		62.96	62.96	63.00	63.98
W	Rear tread		61.02	61.02	61.02	61.02
	Cubic foot capacity		60.29	60.29	76.41	76.41
	Tires, Base GVW	Front	6.70-15-4	6.70-15-4	6.70-15-4	6.70-15-4
		Rear	6.70-15-4	6.70-15-4	6.70-15-4	6.70-15-4
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6

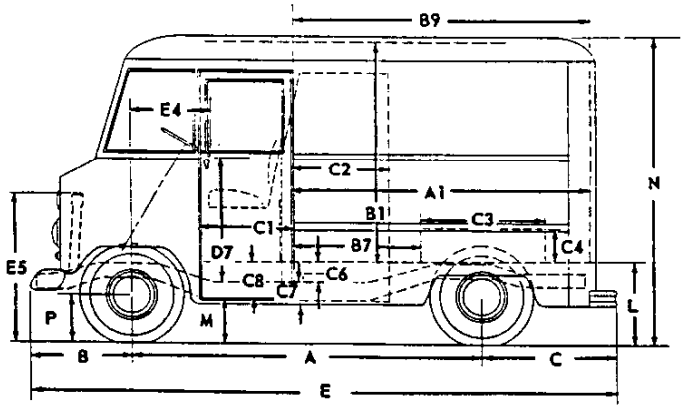
SUBURBAN CARRYALLS

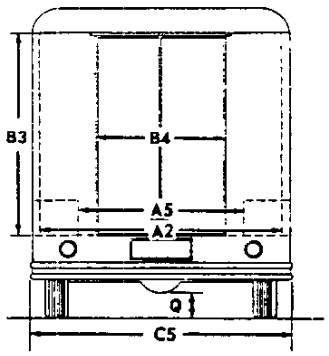


			C1406	K1406	C1416	K1416
	Base GVW		4400	4900	4400	4900
	Maximum GVW		5000	5600	5000	5600
A	Wheelbase		115.00	115.00	115.00	115.00
A5	Distance between wheelhousings		50.00	50.00	50.00	50.00
A6	Load area inside width at floor		68.08	68.08	68.08	68.08
B	Front overhang		31.68	31.67	31.68	31.67
B1	Floor to roof inside @ C/L of ctr seat		46.83	46.83	46.83	46.83
B2	Floor to roof outside @ C/L of ctr seat		47.60	47.60	47.60	47.60
B4	Door opening width	At floor	57.75	57.75	57.75	57.75
		At belt	56.37	56.37	56.37	56.37
		At top	51.00	51.00	51.00	51.00
B6	Lift gate opening height		43.99	43.99	43.99	43.99
E	Overall length		199.39	199.38	199.39	199.38
E9	Rear window width		20.38	20.38	48.10	48.10
F	Rear window height		10.90	10.90	10.90	10.90
L	Loading height, Base GVW	Curb	26.11	32.56	25.92	32.56
		Loaded	25.54	31.06	25.67	31.10
	Loading height, Max. GVW	Curb	28.28	33.26	28.11	33.26
		Loaded	26.00	30.27	25.24	30.35
M	Step height, Base GVW	Curb	20.48	23.95	20.10	23.95
		Loaded	19.84	23.60	19.97	23.62
	Step height, Max. GVW	Curb	21.08	24.65	21.17	24.65
		Loaded	20.43	23.91	20.17	22.84
N	Overall height, Base GVW	Curb	73.71	80.29	73.52	80.16
		Loaded	73.14	78.81	73.27	78.70
	Overall height, Max. GVW	Curb	75.88	80.99	75.71	80.86
		Loaded	73.60	78.42	72.84	77.95
P	Ground clearance, Base GVW	Front	10.00	8.00	10.00	8.00
Q		Rear	7.70	7.70	7.70	7.70
P	Ground clearance, Max. GVW	Front	10.90	8.90	10.90	8.90
Q		Rear	8.60	8.60	8.60	8.60
U	Across widest point of body		79.40	79.40	79.40	79.40
	Tires, Base GVW	Front	7.10-15-4	7.10-15-4	7.10-15-4	7.10-15-4
		Rear	7.10-15-4	7.10-15-4	7.10-15-4	7.10-15-4
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6

FORWARD CONTROLS





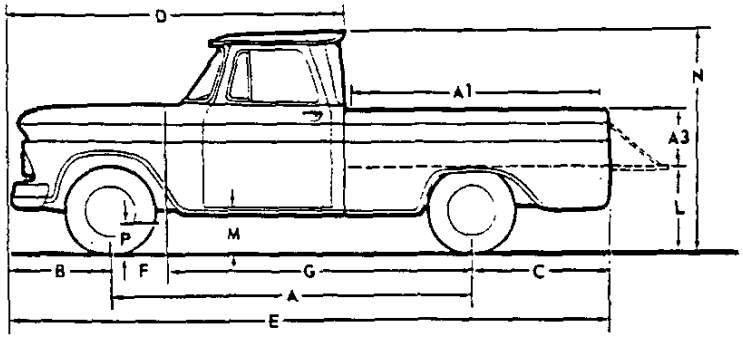


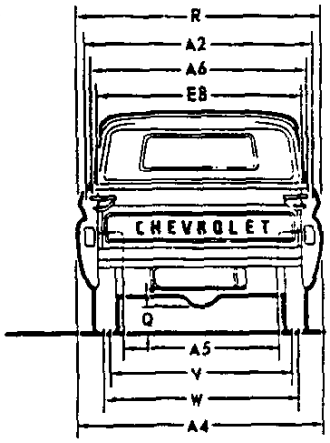
			P1342	P1345
	Base GVW		4300	4300
	Maximum GVW		5400	5400
A	Wheelbase		102.00	102.00
A1	Load area inside length		--	86.00
A2	Load area inside width		--	70.00
A5	Distance between wheelhousings		--	48.00
B	Front overhang		31.68	27.87
B1	Floor to roof inside		--	64.75
B3	Door opening height		--	57.75
B4	Door opening width		--	38.00
B7	Door opening to front of wheelhouse		--	40.37
B9	Load space at header		--	86.00
C	Rear overhang		33.50	36.13
C1	Door width at belt		--	31.00
C2	Door pocket depth		--	31.56
C3	Wheelhouse depth		--	38.50
C4	Wheelhouse height		--	10.50
C5	Across rear bumper		--	74.50
C6	T.O.F. to top of floor		--	6.00
C7	T.O.F. to bottom side of panel		--	5.87
C8	Top of floor to bottom of door		--	10.50
D7	Bottom of steering wheel to top of frame		36.25	36.25
E	Overall length		167.18	166.00
E4	C/L front wheel to bottom of steering wheel		23.75	23.75
E5	Top of frame to top of radiator		20.84	20.84
L	Loading or frame height, Base GVW	Curb	25.50	25.76
		Loaded	--	24.57
	Loading or frame height, Max. GVW	Curb	26.81	28.38
		Loaded	--	25.72
M	Step height, Base GVW	Curb	--	14.88
		Loaded	--	14.43
	Step height, Maximum GVW	Curb	--	16.53
		Loaded	--	14.77
N	Overall height, Base GVW	Curb	--	92.01
		Loaded	--	90.82
	Overall height, Maximum GVW	Curb	--	94.63
		Loaded	--	91.97
P Q	Ground clearance, Base GVW	Front	10.00	10.00
		Rear	7.70	7.70
P Q	Ground clearance, Max. GVW	Front	10.90	10.90
		Rear	8.60	8.60
V	Front tread		63.10	63.10
W	Rear tread		61.00	61.00
	Cubic capacity		--	211.00
	Tires, Base GVW	Front	6.70-15-4	6.70-15-4
		Rear	6.70-15-4	6.70-15-4
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6

STEP VANS

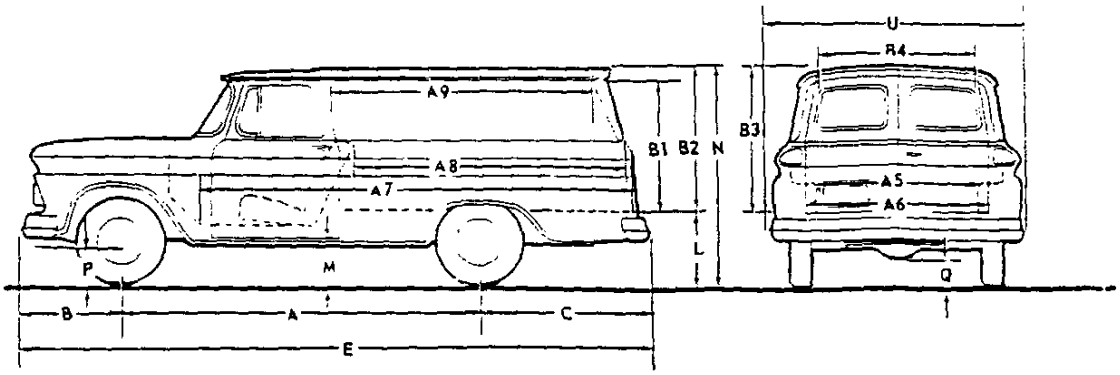
			P2345	P2545	P2645	P3345
	Base GVW		5600	5600	5600	7500
	Maximum GVW		7000	7000	7000	10000
A	Wheelbase		104.00	125.00	137.00	104.00
A1	Load area inside length		99.00	119.00	139.00	99.00
A2	Load area inside width		75.62	75.62	75.62	75.62
A5	Distance between wheelhousings	Single	48.00	48.00	48.00	48.00
		Dual	42.00	42.00	42.00	42.00
B	Front overhang		35.74	35.74	35.74	35.74
B1	Floor to roof inside		68.50	68.50	68.50	68.50
B3	Door opening height		61.00	61.00	61.00	61.00
B4	Door opening width	Standard	38.00	38.00	38.00	38.00
		Optional	60.00	60.00	60.00	60.00
		Optional	72.00	72.00	72.00	72.00
B7	Door opening to front of wheelhouse		38.50	58.50	70.50	38.50
B8	Rear of wheelhouse to end of platform		23.75	23.75	31.75	23.75
B9	Load space at header		94.62	114.62	134.62	94.62
C	Rear overhang		53.38	52.38	60.38	53.38
C1	Door width at belt		35.00	35.00	35.00	35.00
C2	Door pocket depth		37.50	37.50	37.50	37.50
C3	Wheelhouse depth		36.74	36.74	36.74	36.74
C4	Wheelhouse height		10.50	10.50	10.50	10.50
C5	Across rear bumper		82.00	82.00	82.00	82.00
C6	T.O.F. to top of floor		2.82	2.82	2.82	2.82
C7	T.O.F. to bottom side of panel		8.82	8.82	8.82	8.82
C8	Top of floor to bottom of door		10.00	10.00	10.00	10.00
E	Overall length		193.12	213.12	233.12	193.12
L	Loading height, Base GVW	Curb	29.18	28.95	29.00	29.72
		Loaded	28.54	28.68	28.78	26.57
	Loading height, Max. GVW	Curb	29.78	29.55	29.60	29.02
		Loaded	27.12	27.49	27.72	25.53
M	Step height, Base GVW	Curb	18.14	17.99	17.60	17.40
		Loaded	17.96	17.87	17.54	16.80
	Step height, Max. GVW	Curb	18.74	18.59	18.20	18.56
		Loaded	17.35	17.69	17.72	17.85
N	Overall height, Base GVW	Curb	98.18	98.95	99.00	99.72
		Loaded	98.54	98.68	98.78	99.56
	Overall height, Max. GVW	Curb	99.78	95.55	99.60	99.02
		Loaded	97.12	97.49	97.72	95.53
P	Ground clearance, Base GVW	Front	8.60	8.60	8.60	7.80
Q		Rear	7.70	7.70	7.70	9.80
P	Ground clearance, Max. GVW	Front	9.20	9.20	9.20	7.80
Q		Rear	8.30	8.30	8.30	9.80
	Cubic foot capacity		276.00	334.00	392.00	276.00
	Tires, Base GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6	8-19.5-6
	Tires, Maximum GVW	Front	8-17.5-6	8-17.5-6	8-17.5-6	8-19.5-6
		Rear	8-17.5-8	8-17.5-8	8-17.5-8	8-19.5-6D

C2534	K2534	
5500	5700	
7500	7600	
127.00	127.00	A
98.00	98.00	A1
76.62	76.62	A2
19.12	19.12	A3
77.68	77.68	A4
50.00	50.00	A5
72.00	72.00	A6
31.68	31.67	B
47.48	47.48	C
104.68	104.67	D
206.16	206.15	E
65.00	65.00	E8
29.90	34.77	L
26.82	31.61	
33.22	38.65	
28.16	34.06	
19.33	24.73	M
18.49	23.93	
22.13	27.30	
20.75	26.12	
72.65	77.93	N
71.30	76.59	
75.57	80.80	
73.35	78.84	
10.90	8.90	P
7.70	7.70	Q
13.00	11.00	P
9.80	9.80	Q
78.74	78.74	R
62.28	62.14	V
61.74	61.74	W
76.41	76.41	
7-17.5-6	7-17.5-6	
7-17.5-6	7-17.5-6	
8-19.5-6	8-19.5-8	
8-19.5-6	8-19.5-8	





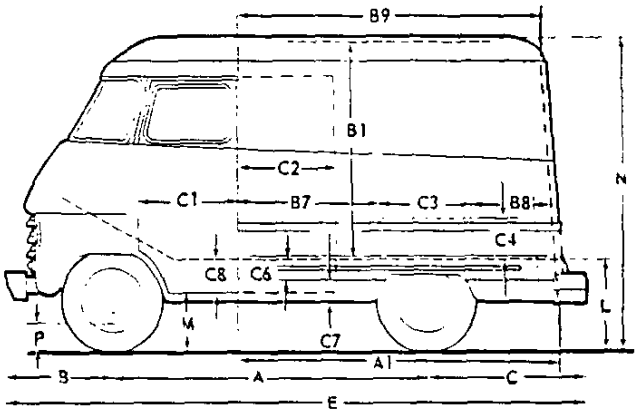
PANELS

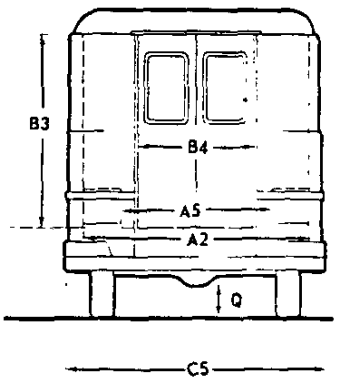


			C1405	K1405	C3605
	Base GVW		4100	4900	6700
	Maximum GVW		5000	5600	7800
A	Wheelbase		115.00	115.00	133.00
A5	Distance between wheelhousings		50.00	50.00	50.00
A6	Load area width at floor		68.08	68.08	68.08
A7	Maximum usable length		136.64	136.64	168.20
A8	Seat back to tailgate *	At floor	99.58	99.58	134.21
		At belt	88.39	88.39	122.02
A9	Sign panel area (inches)		18 x 85	18 x 85	18 x 118
B	Front overhang		31.68	31.67	31.79
B1	Floor to roof inside		46.96	46.96	47.00
B2	Floor to roof outside		47.73	47.73	47.77
B3	Door opening height		44.88	44.88	44.88
B4	Door opening width	At floor	57.75	57.75	57.75
		At belt	56.37	56.37	56.37
		At top	51.00	51.00	51.00
C	Rear overhang		52.71	52.71	69.93
E	Overall length		199.39	199.38	234.72
L	Loading height, Base GVW	Curb	27.25	32.64	26.20
		Loaded	25.95	30.50	23.24
	Loading height, Max. GVW	Curb	29.43	33.54	24.87
		Loaded	27.78	29.86	24.25
M	Step height, Base GVW	Curb	20.29	22.90	22.05
		Loaded	19.87	23.40	21.02
	Step height, Max. GVW	Curb	21.47	24.80	22.42
		Loaded	20.46	23.88	21.06
N	Overall height, Base GVW	Curb	74.98	80.37	73.97
		Loaded	73.76	78.23	71.01
	Overall height, Max. GVW	Curb	77.16	81.27	75.64
		Loaded	73.51	77.59	72.02
P	Ground clearance, Base GVW	Front	10.00	8.00	11.50
Q		Rear	7.70	7.70	8.30
P	Ground clearance, Max. GVW	Front	10.90	8.90	13.00
Q		Rear	8.60	8.60	9.80
U	Across widest point of body		79.40	79.40	79.40
	Cubic foot capacity		175.37	175.37	230.75
	Tires, Base GVW	Front	6.70-15-4	6.70-15-4	8-17.5-6
		Rear	6.70-15-4	6.70-15-4	8-17.5-8
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6	8-19.5-6
		Rear	7-17.5-6	7-17.5-6	8-19.5-10D

* - Seat in forward position. Seat travel is 3.62 inches.

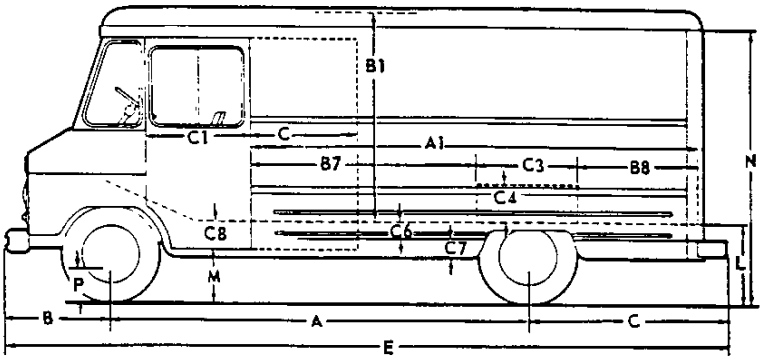
P3545	P3645	
7500	7500	
10000	10000	
125.00	137.00	A
119.00	139.00	A1
75.62	75.62	A2
48.00	48.00	A5
42.00	42.00	
35.74	35.74	B
68.50	68.50	B1
61.00	61.00	B3
38.00	38.00	B4
60.00	60.00	
72.00	72.00	
58.50	70.50	B7
23.75	31.75	B8
114.62	134.62	B9
52.38	60.38	C
35.00	35.00	C1
37.50	37.50	C2
36.74	36.74	C3
10.50	10.50	C4
82.00	82.00	C5
2.82	2.82	C6
8.82	8.82	C7
10.00	10.00	C8
213.12	233.12	E
27.50	29.28	L
27.05	27.10	
28.97	28.71	
26.09	26.16	
17.32	17.25	M
16.64	16.64	
18.43	18.40	
17.45	17.56	
99.50	99.28	N
97.05	97.10	
98.97	98.71	
96.09	96.16	
7.80	7.80	P
9.80	9.80	Q
7.80	7.80	P
9.80	9.80	Q
334.00	392.00	
8-19.5-6	8-19.5-6	
8-19.5-6	8-19.5-6	
8-19.5-6	8-19.5-6	
8-19.5-6D	8-19.5-6D	



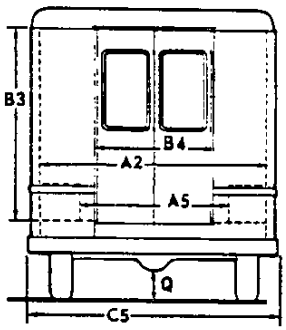


STEP VANS

			P2535 10 ft STANDARD HEIGHT	P2535 10 ft RPO HEIGHT	P2535 RPO 10-1/2 ft STANDARD HEIGHT	P2535 RPO 10-1/2 ft RPO HEIGHT
	Base GVW		5600	5600	5600	5600
	Maximum GVW		7000	7000	7000	7000
A	Wheelbase		125.00	125.00	125.00	125.00
A1	Load area inside length		122.00	122.00	128.00	128.00
A2	Load area inside width		77.50	77.50	77.50	77.50
A5	Distance between wheelhousings	Single	48.00	48.00	48.00	48.00
		Dual	42.00	42.00	42.00	42.00
B	Front overhang		35.94	35.94	35.94	35.94
B1	Floor to roof inside		72.00	76.00	72.00	76.00
B3	Door opening height		66.68	66.68	66.68	66.68
B4	Door opening width	Standard	38.00	38.00	38.00	38.00
		Optional	60.00	60.00	60.00	60.00
		Optional	72.00	72.00	72.00	72.00
B7	Door opening to front of wheelhouse		59.78	59.78	59.78	59.78
B8	Rear of wheelhouse to end of platform		25.38	25.38	31.38	31.38
C	Rear overhang		54.31	54.31	60.31	60.31
C1	Door width at belt		35.00	35.00	35.00	35.00
C2	Door pocket depth		36.63	36.63	36.63	36.63
C3	Wheelhouse depth		36.75	36.75	36.75	36.75
C4	Wheelhouse height		10.75	10.75	10.75	10.75
C5	Across rear bumper		82.50	82.50	82.50	82.50
C6	T.O.F. to top of floor		3.06	3.06	3.06	3.06
C7	T.O.F. to bottom side of panel		8.81	8.81	8.81	8.81
C8	Top of floor to bottom of door		9.81	9.81	9.81	9.81
E	Overall length		215.25	215.25	221.25	221.25
L	Loading height, Base GVW	Curb	29.21	29.21	29.25	29.25
		Loaded	29.16	29.16	29.20	29.20
	Loading height, Max. GVW	Curb	29.81	29.81	29.85	29.85
		Loaded	27.71	27.71	27.69	27.69
M	Step height, Base GVW	Curb	18.40	18.40	18.40	18.40
		Loaded	18.50	18.50	18.50	18.50
	Step height, Max. GVW	Curb	19.00	19.00	19.00	19.00
		Loaded	18.09	18.09	18.05	18.05
N	Overall height, Base GVW	Curb	102.71	106.71	102.75	106.75
		Loaded	102.66	106.66	102.70	106.70
	Overall height, Max. GVW	Curb	103.31	107.31	103.35	107.35
		Loaded	101.21	105.21	101.19	105.19
P	Ground clearance, Base GVW	Front	8.60	8.60	8.60	8.60
Q		Rear	7.70	7.70	7.70	7.70
P	Ground clearance, Max. GVW	Front	9.20	9.20	9.20	9.20
Q		Rear	8.30	8.30	8.30	8.30
	Cubic foot capacity		375.00	396.90	394.40	417.40
	Tires, Base GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6
	Tires, Maximum GVW	Front	8-17.5-6	8-17.5-6	8-17.5-6	8-17.5-6
		Rear	8-17.5-8	8-17.5-8	8-17.5-8	8-17.5-8

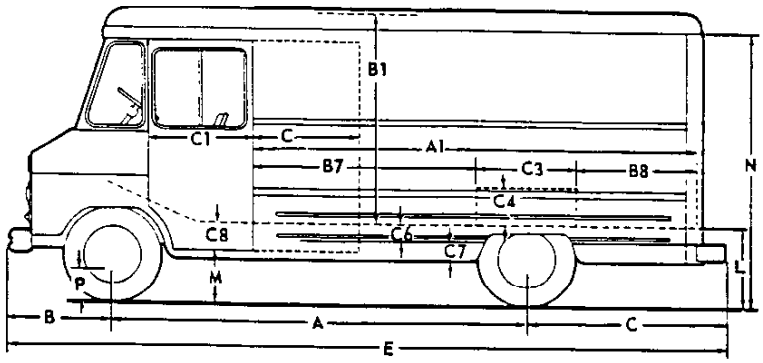


P2635 12 ft STANDARD HEIGHT	P2635 12 ft RPO HEIGHT	P2635 RPO 12-1/2 ft STANDARD HEIGHT	P2635 RPO 12-1/2 ft RPO HEIGHT	
5600	5600	5600	5600	
7000	7000	7000	7000	
137.00	137.00	137.00	137.00	A
146.00	146.00	152.00	152.00	A1
77.50	77.50	77.50	77.50	A2
48.00	48.00	48.00	48.00	A5
42.00	42.00	42.00	42.00	
35.94	35.95	35.94	35.94	B
72.00	76.00	72.00	76.00	B1
66.68	66.68	66.68	66.68	B3
38.00	38.00	38.00	38.00	B4
60.00	60.00	60.00	60.00	
72.00	72.00	72.00	72.00	
71.88	71.88	71.88	71.88	B7
37.38	37.38	43.38	43.38	B8
66.31	66.31	72.31	72.31	C
35.00	35.00	35.00	35.00	C1
36.63	36.63	36.63	36.63	C2
36.75	36.75	36.75	36.75	C3
10.75	10.75	10.75	10.75	C4
82.50	82.50	82.50	82.50	C5
3.06	3.06	3.06	3.06	C6
8.81	8.81	8.81	8.81	C7
9.81	9.81	9.81	9.81	C8
239.25	239.25	245.25	245.25	E
29.31	29.31	29.37	29.37	L
29.08	29.08	29.13	29.13	
29.91	29.91	29.97	29.97	
27.96	27.96	27.96	27.96	
18.00	18.00	18.00	18.00	M
17.94	17.94	17.94	17.94	
18.60	18.60	18.60	18.60	
18.15	18.15	18.15	18.15	
102.81	106.81	102.87	106.87	N
102.58	106.58	102.63	106.63	
103.41	107.41	103.47	107.47	
101.46	105.46	101.46	105.46	
8.60	8.60	8.60	8.60	P
7.70	7.70	7.70	7.70	Q
9.20	9.20	9.20	9.20	P
8.30	8.30	8.30	8.30	Q
450.00	476.00	469.40	496.70	
7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6	
7-17.5-6	7-17.5-6	7-17.5-6	7-17.5-6	
8-17.5-6	8-17.5-6	8-17.5-6	8-17.5-6	
8-17.5-8	8-17.5-8	8-17.5-8	8-17.5-6	

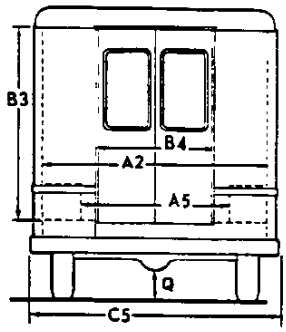


STEP VANS

			P3535 10 ft STANDARD HEIGHT	P3535 10 ft RPO HEIGHT	P3535 RPO 10-1 2 ft STANDARD HEIGHT	P3535 RPO 10-1 2 ft RPO HEIGHT
	Base GVW		7500	7500	7500	7500
	Maximum GVW		10000	10000	10000	10000
A	Wheelbase		125.00	125.00	125.00	125.00
A1	Load area inside length		122.00	122.00	128.00	128.00
A2	Load area inside width		77.50	77.50	77.50	77.50
A5	Distance between wheelhousings	Single	48.00	48.00	48.00	48.00
		Dual	42.00	42.00	42.00	42.00
B	Front overhang		35.94	35.94	35.94	35.94
B1	Floor to roof inside		72.00	76.00	72.00	76.00
B3	Door opening height		66.68	66.68	66.68	66.68
B4	Door opening width	Standard	38.00	38.00	38.00	38.00
		Optional	60.00	60.00	60.00	60.00
		Optional	72.00	72.00	72.00	72.00
B7	Door opening to front of wheelhouse		59.78	59.78	59.78	59.78
B8	Rear of wheelhouse to end of platform		25.38	25.38	31.38	31.38
C	Rear overhang		54.31	54.31	60.31	60.31
C1	Door width at belt		35.00	35.00	35.00	35.00
C2	Door pocket depth		36.63	36.63	36.63	36.63
C3	Wheelhouse depth		36.75	36.75	36.75	36.75
C4	Wheelhouse height		10.75	10.75	10.75	10.75
C5	Across rear bumper		82.50	82.50	82.50	82.50
C6	T.O.F. to top of floor		3.06	3.06	3.06	3.06
C7	T.O.F. to bottom side of panel		8.81	8.81	8.81	8.81
C8	Top of floor to bottom of door		9.81	9.81	9.81	9.81
E	Overall length		215.25	215.25	221.25	221.25
L	Loading height, Base GVW	Curb	29.79	29.79	29.89	29.89
		Loaded	27.30	27.30	27.32	27.32
	Loading height, Max. GVW	Curb	29.23	29.23	29.25	29.25
		Loaded	26.25	26.25	26.19	26.19
M	Step height, Base GVW	Curb	17.70	17.70	17.70	17.70
		Loaded	17.06	17.06	17.06	17.06
	Step height, Max. GVW	Curb	18.85	18.85	18.85	18.85
		Loaded	18.01	18.01	18.01	18.01
N	Overall height, Base GVW	Curb	103.29	107.29	103.39	107.39
		Loaded	100.80	104.80	100.82	104.82
	Overall height, Max. GVW	Curb	102.73	106.73	102.75	106.75
		Loaded	99.75	103.75	99.69	103.69
P Q	Ground clearance, Base GVW	Front	7.80	7.80	7.80	7.80
		Rear	9.80	9.80	9.80	9.80
P Q	Ground clearance, Max. GVW	Front	7.80	7.80	7.80	7.80
		Rear	9.80	9.80	9.80	9.80
	Cubic foot capacity		375.00	396.90	394.40	417.40
	Tires, Base GVW	Front	8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6
		Rear	8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6
	Tires, Maximum GVW	Front	8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6
		Rear	8-19.5-6D	8-19.5-6D	8-19.5-6D	8-19.5-6D



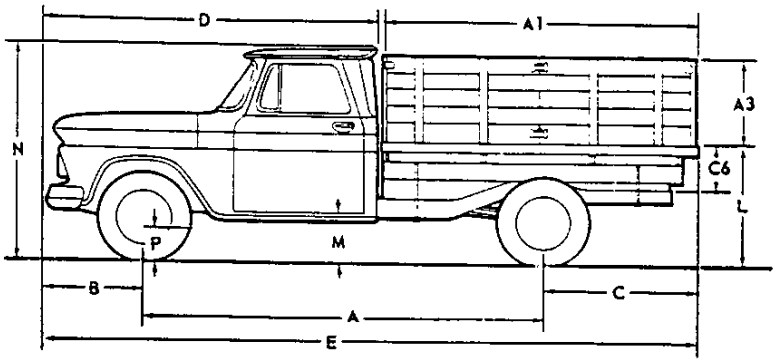
P3635 12 ft STANDARD HEIGHT	P3635 12 ft RPO HEIGHT	P3635 RPO 12-1/2 ft STANDARD HEIGHT	P3635 RPO 12-1/2 ft RPO HEIGHT	
7500	7500	7500	7500	
10000	10000	10000	10000	
137.00	137.00	137.00	137.00	A
146.00	146.00	152.00	152.00	A1
77.50	77.50	77.50	77.50	A2
48.00	48.00	48.00	48.00	A5
42.00	42.00	42.00	42.00	
35.94	35.94	35.94	35.94	B
72.00	76.00	72.00	76.00	B1
66.68	66.68	66.68	66.68	B3
38.00	38.00	38.00	38.00	B4
60.00	60.00	60.00	60.00	
72.00	72.00	72.00	72.00	
71.88	71.88	71.88	71.88	B7
37.38	37.38	43.38	43.38	B8
66.31	66.31	72.31	72.31	C
35.00	35.00	35.00	35.00	C1
36.63	36.63	36.63	36.63	C2
36.75	36.75	36.75	36.75	C3
10.75	10.75	10.75	10.75	C4
82.50	82.50	82.50	82.50	C5
3.06	3.06	3.06	3.06	C6
8.81	8.81	8.81	8.81	C7
9.81	9.81	9.81	9.81	C8
239.25	239.25	245.25	245.25	E
29.62	29.62	29.70	29.70	L
27.37	27.37	27.39	27.39	
28.97	28.97	28.98	28.98	
26.33	26.33	26.27	26.27	
17.64	17.64	17.64	17.64	M
17.06	17.06	17.06	17.06	
18.82	18.82	18.82	18.82	
18.33	18.33	18.02	18.02	
103.12	107.12	103.20	107.20	N
100.87	104.87	100.89	104.89	
102.47	106.47	102.48	106.48	
99.83	103.83	99.77	103.77	
7.80	7.80	7.80	7.80	P
9.80	9.80	9.80	9.80	Q
7.80	7.80	7.80	7.80	P
9.80	9.80	9.80	9.80	Q
450.00	476.00	469.40	496.70	
8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6	
8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6	
8-19.5-6	8-19.5-6	8-19.5-6	8-19.5-6	
8-19.5-6D	8-19.5-6D	8-19.5-6D	8-19.5-6D	

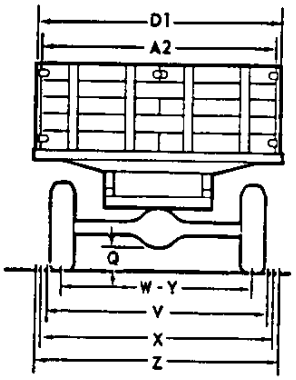


STAKES

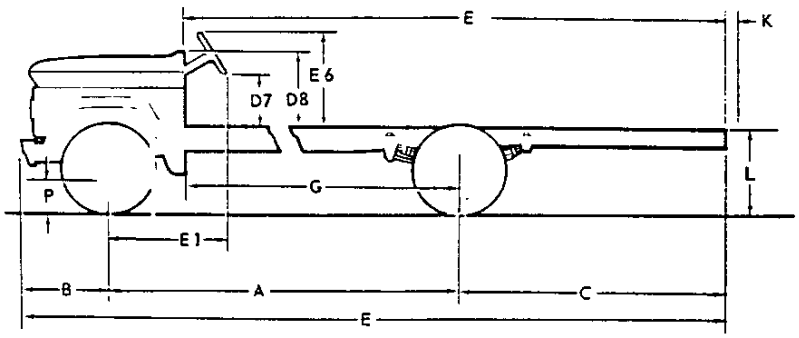
			C2509	C3609	C5109	C5309
	Base GVW		5500	6700	10000	10000
	Maximum GVW		7500	10000	20000	20000
A	Wheelbase		127.00	133.00	133.00	157.00
A1	Load area inside length		98.00	109.00	109.00	144.00
A2	Load area inside width		73.00	85.00	85.00	85.00
A3	Floor to top of tailgate		28.00	42.00	42.00	42.00
B	Front overhang		31.68	31.79	32.25	32.25
C	Rear overhang		52.05	56.85	56.79	67.77
C6	T.O.F. to top of platform		13.90	13.49	12.19	12.19
D	Bumper to back of cab		104.68	104.75	105.00	105.00
D1	Platform overall width		79.80	91.80	91.80	91.80
D2	Side gate opening		---	---	---	35.00
E	Overall length		210.73	221.64	221.85	257.02
L	Loading height, Base GVW	Curb	40.76	38.93	45.19	45.06
		Loaded	37.93	35.77	42.49	42.57
	Loading height, Max. GVW	Curb	44.09	40.51	48.68	48.61
		Loaded	39.08	36.41	43.39	43.61
M	Step height, Base GVW	Curb	19.24	19.37	18.38	18.15
		Loaded	18.45	18.91	17.36	17.40
	Step height, Max. GVW	Curb	22.03	20.03	20.18	19.77
		Loaded	20.70	18.86	18.26	18.28
N	Overall height, Base GVW	Curb	72.56	72.64	83.67	83.41
		Loaded	71.32	71.35	82.98	82.43
	Overall height, Max. GVW	Curb	75.47	73.17	85.74	85.28
		Loaded	73.33	71.40	83.27	83.33
P	Ground clearance, Base GVW	Front	10.90	11.50	10.60	10.60
Q		Rear	7.70	8.30	9.20	9.20
P	Ground clearance, Max. GVW	Front	13.00	11.40	11.40	11.40
Q		Rear	9.80	8.30	9.50	9.50
V	Front tread		62.00	62.00	62.00	62.00
W	Rear tread		61.70	61.70	---	---
X	Dual mean tread		---	63.20	66.90	66.90
Y	Rear inner tread		---	53.60	57.30	57.30
Z	Rear outer tread		---	72.80	76.50	76.50
	Tires, Base GVW	Front	7-17.5-6	8-17.5-6	7-22.5-6	7-22.5-6
		Rear	7-17.5-6	8-17.5-8	7-22.5-6	7-22.5-6
	Tires, Max. GVW	Front	8-19.5-6	7-17.5-6	9-22.5-10	9-22.5-10
		Rear	8-19.5-8	8-17.5-8	10-22.5-10	10-22.5-10

L5309	
10000	
20000	
145.00	A
144.00	A1
55.00	A2
42.00	A3
32.25	B
67.77	C
12.19	C6
93.33	D
91.80	D1
35.00	D2
245.02	E
45.24	L
42.64	
48.92	
43.72	
19.03	M
18.29	
20.82	
19.20	
88.68	N
88.76	
91.65	
89.68	
10.60	P
9.20	Q
11.40	P
9.50	Q
62.00	V
---	W
66.90	X
57.30	Y
76.50	Z
7-22.5-6	
7-22.5-6	
9-22.5-10	
10-22.5-10	

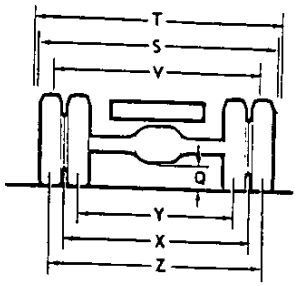




SCHOOL BUSES

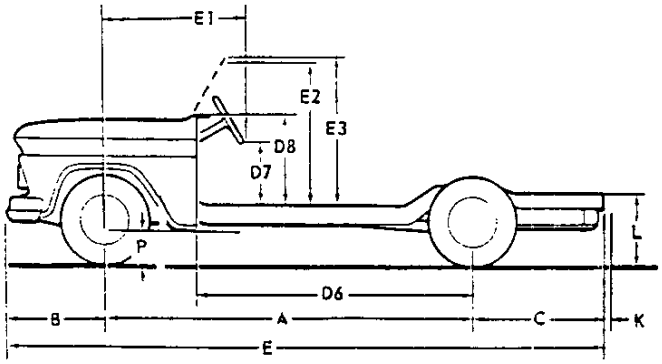


			S5302	S6202
	Base GVW		10500	15000
	Maximum GVW		16000	21000
A	Wheelbase		157.00	197.00
B	Front overhang		32.25	32.25
C	Rear overhang		85.00	102.25
D7	Bottom of steering wheel to T.O.F.		24.90	24.90
D8	Top of cowl to top of frame		31.96	31.96
E	Overall length		274.25	331.50
E1	C/L of front wheel to bottom of steering wheel		49.32	49.32
E6	Top of steering wheel to T.O.F.		40.30	40.30
E7	Cowl to end of frame		210.75	268.00
G	Cowl to ℄ of rear wheel		125.75	165.75
K	Frame to end of tail pipe		5.00	5.00
L	Frame height	Base GVW	33.74	37.42
		Max. GVW	37.20	39.13
P	Ground clearance, Base GVW	Front	10.60	11.40
Q		Rear	9.20	9.50
P	Ground clearance, Max. GVW	Front	11.40	12.90
Q		Rear	9.50	11.00
S	Across front bumper		85.28	85.28
T	Across front fenders		85.44	85.44
V	Front tread		70.00	70.30
X	Dual mean tread		66.90	69.00
Y	Rear inner tread		57.30	58.20
Z	Rear outer tread		76.50	79.80
	Tires, Base GVW	Front	7-22.5-6	8-22.5-8
		Rear	7-22.5-6	8-22.5-8
	Tires, Maximum GVW	Front	8-22.5-10	10-22.5-10
		Rear	8-22.5-10	10-22.5-10



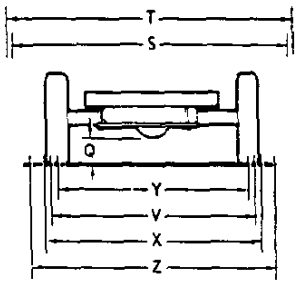
S6402	S6702	S6902	S6702H	S6902H	
15000	15000	15000	23000	23000	
21000	21000	21000	24000	24000	
225.50	243.00	261.50	243.00	261.50	A
32.25	32.25	32.25	32.25	32.25	B
100.75	111.25	118.75	111.25	118.75	C
24.90	24.90	24.90	24.90	24.90	D7
31.96	31.96	31.96	31.96	31.96	D8
358.50	386.50	412.50	386.50	412.50	E
49.32	49.32	49.32	49.32	49.32	E1
40.30	40.30	40.30	40.30	40.30	E6
295.00	323.00	349.00	323.00	349.00	E7
194.25	211.75	230.25	211.75	230.25	G
5.00	5.00	5.00	5.00	5.00	K
37.20	37.14	36.87	37.51	37.55	L
38.50	38.48	38.89	37.51	37.55	
11.40	11.40	10.90	12.40	12.40	P
9.50	9.50	9.50	11.00	11.00	Q
12.90	12.90	12.40	12.40	12.40	P
11.00	11.00	11.00	11.00	11.00	Q
85.28	85.28	85.28	85.28	85.28	S
85.44	85.44	85.44	85.44	85.44	T
70.30	70.30	70.00	70.90	70.90	V
69.00	69.00	69.00	70.50	70.50	X
58.20	58.20	58.20	58.70	58.70	Y
79.80	79.80	79.80	82.30	82.30	Z
8-22.5-8	8-22.5-8	8-22.5-8	10-22.5-10	10-22.5-10	
8-22.5-8	8-22.5-8	8-22.5-8	10-22.5-10	10-22.5-10	
10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	
10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	

FLATFACE AND WINDSHIELD COWLS



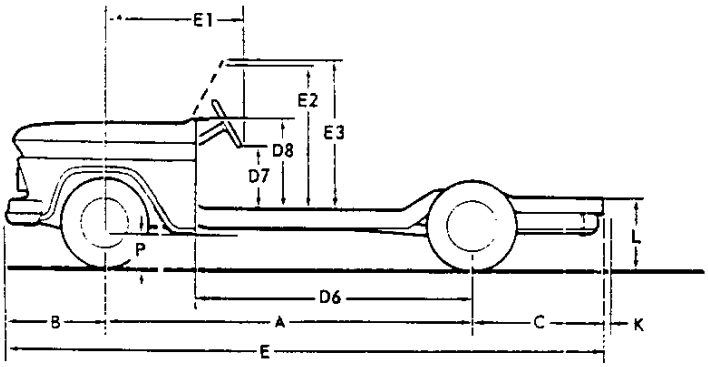
Model C1402 shown

			C1402-12	C2502-12
	Base GVW		4100	5500
	Maximum GVW		5000	7500
A	Wheelbase		115.00	127.00
B	Front overhang		31.68	31.68
C	Rear overhang		54.12	41.46
D6	Cowl to C/L of rear wheels		83.50	95.50
D7	Bottom of steering wheel to T.O.F.		21.31	21.31
D8	Top of cowl to T.O.F.		32.00	32.00
E	Overall length		200.80	200.14
E1	C/L of front wheel to bottom of steering wheel		47.19	47.19
E2	T.O.F. to top of door opening (12S only)		45.66	45.66
E3	Overall height T.O.F. to top of door (12S only)		46.28	46.28
K	Frame to tail light		---	---
L	Frame height, Base GVW	02	27.84	28.16
		12	26.95	27.98
	Frame height, Max. GVW	02	29.15	30.60
		12	28.30	30.79
P	Ground clearance, Base GVW	Front	10.00	10.90
Q		Rear	7.70	7.70
P	Ground clearance, Max. GVW	Front	10.90	13.00
Q		Rear	8.60	9.80
S	Across front bumper		78.56	78.56
T	Across front fenders		79.32	79.32
V	Front tread		63.10	62.00
W	Rear tread		61.00	61.70
X	Dual mean tread		---	---
Y	Rear inner tread		---	---
Z	Rear outer tread		---	---
	Tires, Base GVW	Front	6.70-15-4	7-17.5-6
		Rear	6.70-15-4	7-17.5-6
	Tires, Maximum GVW	Front	7-17.5-6	8-19.5-6
		Rear	7-17.5-6	8-19.5-8



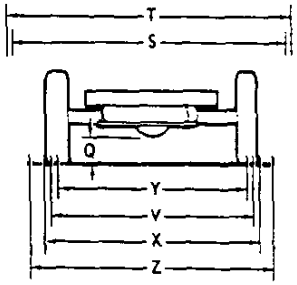
C3602-12	C5102-12	C5202-12	C5302-12	C5502-12	
6700 10000	10000 20000	10000 20000	10000 20000	10000 20000	
133.00	133.00	145.00	157.00	175.00	A
31.67	32.25	32.25	32.25	32.25	B
47.00	35.00	48.00	48.00	60.00	C
101.50	101.75	113.75	125.75	143.75	D6
21.31	21.20	21.20	21.20	21.20	D7
32.00	32.00	32.00	32.00	32.00	D8
211.67	200.25	225.25	237.25	267.25	E
47.19	48.25	48.25	48.25	48.25	E1
45.66	45.66	45.76	45.66	45.66	E2
46.28	46.28	46.28	46.28	46.28	E3
---	---	---	---	---	K
26.42	33.55	33.64	33.58	33.67	L
26.56	33.52	33.67	33.66	33.71	
28.11	36.55	36.59	36.65	36.78	
28.25	36.54	36.78	36.59	36.82	
11.50	10.60	10.60	10.60	10.60	P
8.30	9.20	9.20	9.20	9.20	Q
10.90	11.40	11.40	11.40	11.40	P
8.30	9.50	9.50	9.50	9.50	Q
78.56	81.28	81.28	81.28	81.28	S
79.24	85.48	85.48	85.48	85.48	T
62.00	70.00	70.00	70.00	70.00	V
61.70	---	---	---	---	W
63.20	66.90	66.90	66.90	66.90	X
53.60	57.30	57.30	57.30	57.30	Y
72.80	76.50	76.50	76.50	76.50	Z
8-17.5-6	7-22.5-6	7-22.5-6	7-22.5-6	7-22.5-6	
8-17.5-8	7-22.5-6	7-22.5-6	7-22.5-6	7-22.5-6	
7-17.5-8	9-22.5-10	9-22.5-10	9-22.5-10	9-22.5-10	
8-17.5-8D	10-22.5-10	10-22.5-10	8-22.5-10	10-22.5-10	

FLATFACE AND WINDSHIELD COWLS – Cont'd.



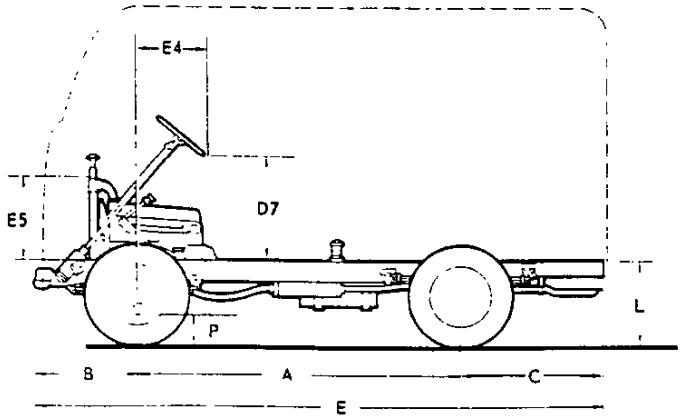
Model C1402 shown

			C6102-12	C6302-12
	Base GVW		15000	15000
	Maximum GVW		19500	19500
A	Wheelbase		133.00	157.00
B	Front overhang		32.25	32.25
C	Rear overhang		35.00	48.00
D6	Cowl to C/L of rear wheels		101.75	125.75
D7	Bottom of steering wheel to T.O.F.		21.20	21.20
D8	Top of cowl to T.O.F.		32.00	32.00
E	Overall length		200.25	237.25
E1	C/L of front wheel to bottom of steering wheel		48.25	48.25
E2	T.O.F. to top of door opening (12S only)		45.66	45.66
E3	Overall height T.O.F. to top of door (12S only)		46.28	46.28
K	Frrame to tail light		1.28	---
L	Frame height, Base GVW	02	36.36	36.65
		12	36.53	36.68
	Frame height, Max. GVW	02	38.79	38.66
		12	38.58	38.69
P	Ground clearance, Base GVW	Front	11.40	11.40
Q		Rear	9.50	9.50
P	Ground clearance, Max. GVW	Front	12.00	12.00
Q		Rear	10.10	10.10
S	Across front bumper		81.28	81.28
T	Across front fenders		85.48	85.48
V	Front tread		70.30	70.30
X	Dual mean tread		69.00	69.00
Y	Rear inner tread		58.20	58.20
Z	Rear outer tread		79.80	79.80
	Tires, Base GVW	Front	8-22.5-8	8-22.5-8
		Rear	8-22.5-8	8-22.5-8
	Tires, Maximum GVW	Front	9-22.5-10	9-22.5-10
		Rear	10-22.5-10	10-22.5-10



C6502-12	C6102H-12H	C6302H-12H	C6502H-12H	
15000	15000	15000	15000	
19500	24000	24000	24000	
175.00	133.00	157.00	175.00	A
32.25	32.25	32.25	32.25	B
60.00	35.00	48.00	60.00	C
143.75	101.75	125.75	143.75	D6
21.20	21.20	21.20	21.20	D7
32.00	32.00	32.00	32.00	D8
267.25	200.25	237.25	267.25	E
48.25	48.25	48.25	48.25	E1
45.66	45.66	45.66	45.66	E2
46.28	46.28	46.28	46.28	E3
---	---	---	---	K
36.77	35.71	35.99	35.92	L
36.81	35.75	35.83	35.96	
38.85	37.21	37.49	37.42	
38.90	37.25	37.33	37.46	
11.40	11.40	11.40	11.40	P
9.50	9.50	9.50	9.50	Q
12.00	12.00	12.00	12.00	P
10.10	10.10	10.10	10.10	Q
81.28	81.28	81.28	81.28	S
85.48	85.48	85.48	85.48	T
70.30	72.00	72.00	72.00	V
69.00	70.50	70.50	70.50	X
58.20	59.70	59.70	59.70	Y
79.80	81.10	81.10	81.10	Z
8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	
8-22.5-8	8-22.5-8	8-22.5-8	8-22.5-8	
9-22.5-10	10-22.5-10	10-22.5-10	10-22.5-10	
10-22.5-10	11-22.5-12	11-22.5-12	11-22.5-12)	

FORWARD CONTROL CHASSIS



			P2342	P2542	P2642
	Base GVW		5600	5600	5600
	Maximum GVW		7000	7000	7000
A	Wheelbase		104.00	125.00	137.00
B	Front overhang		36.17	36.17	36.17
C	Rear overhang		44.12	47.12	59.12
D7	Bottom of steering wheel to top of frame		36.86	36.86	36.86
E	Overall length		184.29	208.29	232.29
E4	C/L front wheel to bottom of steering wheel		16.32	16.32	16.32
E5	Top of frame to top of radiator		22.25	22.25	22.25
L	Frame height	Base GVW	28.32	28.25	28.31
		Max. GVW	28.92	28.85	28.91
P	Ground clearance, Base GVW	Front	8.60	8.60	8.60
Q		Rear	7.70	7.70	7.70
P	Ground clearance, Max. GVW	Front	9.20	9.20	9.20
Q		Rear	8.30	8.30	8.30
V	Front tread		65.40	65.40	65.40
W	Rear tread		62.40	62.40	62.40
X	Dual mean tread		---	---	---
Y	Rear inner tread		---	---	---
Z	Rear outer tread		---	---	---
	Tires, Base GVW	Front	7-17.5-6	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6	7-17.5-6
	Tires, Maximum GVW	Front	8-17.5-6	8-17.5-6	8-17.5-6
		Rear	8-17.5-8	8-17.5-8	8-17.5-8

TION EQUIPMENT

NT SUSPENSION		FRONT SPRINGS		REAR AXLE		REAR SPRINGS		BRAKE SIZE		ENGINES				CLUTCH		TRANSMISSION			TIRE SIZE		
TYPE	CAPACITY	TYPE	CAPACITY (EACH)	RATIO	CAPACITY	TYPE	CAPACITY (EACH)	FRONT	REAR	TYPE AND NUMBER OF CYLINDERS	DISPLACEMENT	COMPRESSION RATIO	BORE & STROKE	TYPE	SIZE (INCH)	TYPE	NUMBER OF SPEEDS	MAKE	FRONT	REAR	SERIES
S	3500	Coil	1250	3.73:1	3500	Coil	1250	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70-15-4*	6.70-15-4*	C10
1 Drive	3300	5-Leaf	1650	3.73:1	3300	6 Leaf	1900	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70-15-4*	6.70-15-4*	K10
S	3500	Coil	1250	4.11:1	3500	Coil	1250	11 x 2.0	11 x 2.0	L-4	153	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	6.70-15-4	6.70-15-4	P10
S	3000	Coil	1250	4.57:1	5200	Coil	2000	11 x 2.75	11 x 2.75	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7.17.5-6	7.17.5-6	C20
t Drive	3500	5-Leaf	1750	4.57:1	5200	6 Leaf	1900	12 x 2.0	12 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7.17.5-6	7.17.5-6	K20
am	4000	8-Leaf	2000	5.14:1	5200	8 Leaf	2400	12 x 2.0	12 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	7.17.5-6	7.17.5-6	P20
S	3500	Coil	1500	5.14:1	7200	8 Leaf	2400	11 x 2.75	13 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8.17.5-6	8.17.5-6	C30
am	4000	8-Leaf	2000	5.14:1	7200	8 Leaf	2400	12 x 2.0	13 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8.19.5-6	8.19.5-6	P30
am	4000	6-Leaf	2000	6.17:1	11000	8 Leaf	5500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5-6	7.22.5-6	G30
am	4000	6-Leaf	2000	6.17:1	11000	8 Leaf	5500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5-6	7.22.5-6	L30
am	4500	6-Leaf	3000	6.17:1	11000	8 Leaf	5500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5-6	7.22.5-6	R30
am	5000	8 Leaf	3000	7.20:1	15000	10-Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	C40
am	5000	6-Leaf	3000	6.17:1	15000	9 Leaf	9200	14 x 2.5	15 x 4.0	L-4-Diesel	212	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	5 O.D.	Clark 264 VO	8.22.5-8	8.22.5-8	D40
am	5000	6-Leaf	3000	7.20:1	15000	10 Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	M40
am	5000	7-Leaf	4000	7.20:1	28000 Begle	11 Leaf	13000	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	S43, 44, 47
am	5500	6-Leaf	3000	7.20:1	15000	10 Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	S49
am	7000	6-Leaf	3500	7.20:1	15000	10 Leaf	7500	15 x 3.0	15 x 4.0	V-8	327	8.0:1	4 x 3-1/4	Coil	13	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	T40
am	7000	6-Leaf	3500	7.20:1	15000	10 Leaf	7500	15 x 3.0	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	G40H
am	7000	6 Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	D40H
am	7000	6-Leaf	3500	4.87/6.77:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-4-Diesel	212	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	5 C.R.	Clark 267 V	8.22.5-8	8.22.5-8	T40H
am	7000	6 Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	S47H
am	7000	6-Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	S49H
am	7000	6-Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	V-8	327	8.0:1	4 x 3-1/4	Coil	13	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	T40H
am	7000	6-Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5-8	8.22.5-8	T40H
am	7000	6 Leaf	3500	7.17:1	18500	9-Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3152	9.22.5-10	9.22.5-10	C40
am	7000	6-Leaf	3500	5.57/7.60:1	18500	10 Leaf	10400	15 x 3.5	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5 C.R.	Spicer 5756B	9.22.5-10	9.22.5-10	T40
am	7000	6-Leaf	3500	7.17:1	18500	9 Leaf	9200	15 x 3.0	15 x 7.0	V-6-Diesel	318	17.0:1	3-7/8 x 4-1/2	Coil	14	Synchromesh	5	Spicer 3152	9.22.5-10	9.22.5-10	L40
am	7000	7-Leaf	4500	7.17:1	30000 Begle	12 Leaf	13250	15 x 3.0	15 x 6.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3152	9.22.5-10	9.22.5-10	M40
am	7000	6-Leaf	3500	7.17:1	18500	9 Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3152	9.22.5-10	9.22.5-10	T40
am	7000	6 Leaf	3500	5.57/7.60:1	18500	10 Leaf	10400	15 x 3.5	15 x 7.0	V-6-Diesel	318	17.0:1	3-7/8 x 4-1/2	Coil	14	Synchromesh	5 C.R.	Spicer 5756B	9.22.5-10	9.22.5-10	U40
am	7000	7 Leaf	4500	5.57:1	30000 Begle	12 Leaf	13250	15 x 3.0	15 x 6.0	V-6-Diesel	318	17.0:1	3-7/8 x 4-1/2	Coil	14	Synchromesh	5	Spicer 5652B	9.22.5-10	9.22.5-10	W40

* 7.10-15-4 tires as base equipment.

ION EQUIPMENT

T SUSPENSION		FRONT SPRINGS		REAR AXLE		REAR SPRINGS		BRAKE SIZE		ENGINES				CLUTCH		TRANSMISSION			TIRE SIZE		
E	CAPACITY	TYPE	CAPACITY (EACH)	RATIO	CAPACITY	TYPE	CAPACITY (EACH)	FRONT	REAR	TYPE AND NUMBER OF CYLINDERS	DISPLACEMENT	COMPRESSION RATIO	BORE & STROKE	TYPE	SIZE (INCH)	TYPE	NUMBER OF SPEEDS	MAKE	FRONT	REAR	SERIES
	2500	Coil	1250	3.73:1	3500	Coil	1250	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70-15 4*	6.70-15 4*	C10
Drive	3300	5-Leaf	1650	3.73:1	5300	6-Leaf	1900	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70-15 4*	6.70-15 4*	R10
	2500	Coil	1250	4.11:1	3500	Coil	1250	11 x 2.0	11 x 2.0	V-8	283	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	6.70-15 4	6.70-15 4	P10
	3000	Coil	1250	4.57:1	5200	Coil	3000	11 x 2.75	11 x 2.75	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7.17.5 6	7.17.5 6	C20
Drive	3500	5-Leaf	1750	4.57:1	5200	8-Leaf	2900	12 x 2.0	12 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7.17.5 6	7.17.5 6	K20
	4000	8-Leaf	2000	5.14:1	5200	8-Leaf	2400	12 x 2.0	12 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	7.17.5 6	7.17.5 6	P30
	3500	Coil	1500	5.14:1	7200	8-Leaf	2400	11 x 2.75	13 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8.17.5 6	8.17.5 6	C30
	4000	8-Leaf	2000	5.14:1	7200	8-Leaf	2400	12 x 2.0	13 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8.19.5 6	8.19.5 6	P30
	4000	6-Leaf	2000	6.33:1	11000	8-Leaf	5500	14 x 3.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5-6	7.22.5-6	C50
	4000	6-Leaf	2000	6.17:1	11000	8-Leaf	5500	14 x 3.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5 6	7.22.5 6	P50
	4000	6-Leaf	2000	6.17:1	11000	8-Leaf	5500	14 x 3.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7.22.5 6	7.22.5 6	C60
	5000	6-Leaf	3000	7.20:1	15000	10-Leaf	7500	14 x 3.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	5 O.D.	Clark 364 VO	8.22.5 8	8.22.5 8	C60
	5000	6-Leaf	3000	7.20:1	15000	9-Leaf	9200	14 x 3.5	15 x 4.0	L-4 Diesel	212	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	T60
	5000	6-Leaf	3000	7.20:1	15000	10-Leaf	7500	14 x 3.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	M60
	5000	7-Leaf	4000	7.20:1	20000 Bogie	11-Leaf	13000	14 x 3.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	C65, A65, A7
	5500	6-Leaf	3000	7.20:1	15000	10-Leaf	7500	14 x 3.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	S60
	7000	6-Leaf	3500	7.20:1	15000	10-Leaf	7500	15 x 3.0	15 x 4.0	V-8	327	8.0:1	4 x 3 1/4	Coil	13	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	T60
	7000	6-Leaf	3500	7.20:1	15000	10-Leaf	7500	15 x 3.0	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	C60H
	7000	6-Leaf	3500	7.20:1	15000	10-Leaf	7500	15 x 3.0	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	13	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	T60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	13	Synchromesh	5 C.R.	Clark 267 V	8.22.5 8	8.22.5 8	C60H
	7000	6-Leaf	3500	4.87/6.72:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-4-Diesel	312	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	5	Spicer 3152	8.22.5 8	8.22.5 8	T60H
	7000	6-Leaf	3500	7.20:1	15000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	S60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	V-8	327	8.0:1	4 x 3 1/4	Coil	13	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	T60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	12	Synchromesh	4	Chevrolet	8.22.5 8	8.22.5 8	C60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3152	8.22.5 10	8.22.5 10	C60
	7000	6-Leaf	3500	7.17:1	18500	9-Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4 1/8 x 3 1/4	Coil	13	Synchromesh	5 C.R.	Spicer 3756B	8.22.5 10	8.22.5 10	T60
	7000	6-Leaf	3500	5.57/7.60:1	18500	10-Leaf	10400	15 x 3.5	15 x 7.0	V-8	348	7.75:1	4 1/8 x 3 1/4	Coil	13	Synchromesh	5	Spicer 3152	8.22.5 10	8.22.5 10	T60
	7000	6-Leaf	3500	7.17:1	18500	9-Leaf	9200	15 x 3.0	15 x 7.0	V-8-Diesel	318	17.0:1	3 7/8 x 4 1/2	Coil	13	Synchromesh	5	Spicer 3152	8.22.5 10	8.22.5 10	M60
	7000	7-Leaf	4500	7.17:1	30000 Bogie	12-Leaf	17250	15 x 3.0	15 x 6.0	V-8	348	7.75:1	4 1/8 x 3 1/4	Coil	13	Synchromesh	5	Spicer 3152	8.22.5 10	8.22.5 10	T60
	7000	6-Leaf	3500	7.17:1	18500	9-Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5 C.R.	Spicer 3756B	8.22.5 10	8.22.5 10	T60
	7000	6-Leaf	3500	5.57/7.60:1	18500	10-Leaf	10400	15 x 3.5	15 x 7.0	V-8-Diesel	318	17.0:1	3 7/8 x 4 1/2	Coil	14	Synchromesh	5	Spicer 3852B	8.22.5 10	8.22.5 10	M60
	7000	7-Leaf	4500	5.57:1	30000 Bogie	12-Leaf	17250	15 x 3.0	15 x 6.0	V-8-Diesel	318	17.0:1	3 7/8 x 4 1/2	Coil	14	Synchromesh	5	Spicer 3852B	8.22.5 10	8.22.5 10	M60

7.10-15 4 ctrcs as base equipment.

ION EQUIPMENT

T SUSPENSION		FRONT SPRINGS		REAR AXLE		REAR SPRINGS		BRAKE SIZE		ENGINES				CLUTCH		TRANSMISSION			TIRE SIZE		
E	CAPACITY	TYPE	CAPACITY (EACH)	RATIO	CAPACITY	TYPE	CAPACITY (EACH)	FRONT	REAR	TYPE AND NUMBER OF CYLINDERS	DISPLACEMENT	COMPRESSION RATIO	BORE & STROKE	TYPE	SIZE (INCH)	TYPE	NUMBER OF SPEEDS	MAKE	FRONT	REAR	SERIES
	2500	Coil	1250	3.73:1	3500	Coil	1350	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3 1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70-15-4*	6.70 15 6*	C10
Drive	1300	5-Leaf	1650	3.73:1	3300	6 Leaf	1900	11 x 2.0	11 x 2.0	L-6	230	8.5:1	3-7/8 x 3 1/4	Diaphragm	10	Synchromesh	3	Chevrolet	6.70 15 4*	6.70 15 6*	K10
	2500	Coil	1250	4.11:1	3500	Coil	1250	11 x 2.0	11 x 2.0	L-6	153	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	6.70-15-4	6.70-15-6	P10
	3000	Coil	1250	4.57:1	5200	Coil	2000	11 x 2.75	11 x 2.75	L-6	230	8.5:1	3-7/8 x 3 1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7-17.5-6	7 17.5 6	C20
Drive	3500	5-Leaf	1750	4.57:1	5200	6-Leaf	1900	12 x 2.0	12 x 2.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	10	Synchromesh	3	Chevrolet	7 17.5-6	7-17.5-6	K20
	4000	8-Leaf	2000	5.14:1	5200	8 Leaf	2600	12 x 3.0	12 x 3.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	3	Chevrolet	7-17.5-6	7-17.5-6	P20
	3500	Coil	1500	5.14:1	7200	8 Leaf	2600	11 x 2.75	12 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8 17.5-6	8 17.5 8	C30
	6000	8 Leaf	2000	5.14:1	7200	8 Leaf	2600	12 x 3.0	12 x 2.5	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	8 19.5-6	8 19.5 6	P30
	4000	6 Leaf	2000	6.17:1	11000	8 Leaf	3500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3 1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7 22.5-6	7 22.5 6	C50
	6000	8 Leaf	3000	6.17:1	11000	8 Leaf	3500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7 22.5-6	7 22.5 6	L50
	6500	8 Leaf	3000	6.17:1	11000	8 Leaf	3500	14 x 2.5	15 x 4.0	L-6	230	8.5:1	3-7/8 x 3-1/4	Diaphragm	11	Synchromesh	4	Chevrolet	7 22.5-6	7 22.5 6	R50
	5000	8 Leaf	3000	7.20:1	15000	10 Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	C60
	5000	6 Leaf	3000	6.17:1	15000	9 Leaf	9200	14 x 2.5	15 x 4.0	L-6 Diesel	212	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	5 O.D.	Clark 266 VO	8 22.5-8	8 22.5 8	P60
	5000	6 Leaf	3000	7.20:1	15000	10 Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	L60
	5000	7 Leaf	4000	7.20:1	28000 Bogie	11 Leaf	15000	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	M60
	3500	6 Leaf	3000	7.20:1	15000	10 Leaf	7500	14 x 2.5	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	S43, 44, 45
	7000	6-Leaf	3500	7.20:1	15000	10 Leaf	7500	15 x 3.0	15 x 4.0	V-8	327	8.0:1	4 x 3-1/4	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	S60
	7000	6-Leaf	3500	7.20:1	15000	10 Leaf	7500	15 x 3.0	15 x 4.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	T60
	7000	6 Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	D60H
	7000	6-Leaf	3500	6.83/9.33:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-6-Diesel	312	17.0:1	3-7/8 x 4-1/2	Coil	13	Synchromesh	5 C.R.	Clark 267 V	8 22.5-8	8 22.5 8	D60H
	7000	6 Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4-1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	T60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	S60H
	7000	6 Leaf	3500	7.20:1	17000	10 Leaf	10400	15 x 3.0	15 x 6.0	V-8	327	8.0:1	4 x 3 1/4	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	S60H
	7000	6-Leaf	3500	7.20:1	17000	10-Leaf	10400	15 x 3.0	15 x 6.0	L-6	292	8.0:1	3-7/8 x 4 1/8	Coil	13	Synchromesh	4	Chevrolet	8 22.5-8	8 22.5 8	T60H
	7000	6-Leaf	3500	7.17:1	18500	9-Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3153	9 22.5 10	9 22.5 10	C60
	7000	6 Leaf	3500	5.57/9.00:1	18500	10 Leaf	10400	15 x 3.5	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5 C.R.	Spicer 5756B	9 22.5 10	9 22.5 10	P60
	7000	6 Leaf	3500	7.17:1	18500	9 Leaf	9200	15 x 3.0	15 x 7.0	V-6-Diesel	318	17.0:1	3-7/8 x 4 1/2	Coil	14	Synchromesh	5	Spicer 3152	9 22.5 10	9 22.5 10	L80
	7000	7 Leaf	4500	7.17:1	30000 Bogie	12 Leaf	17250	15 x 3.0	15 x 6.0	V-8	348	7.75:1	4 1/8 x 3 1/4	Coil	13	Synchromesh	5	Spicer 3152	9 22.5 10	9 22.5 10	M80
	7000	6 Leaf	3500	7.17:1	18500	9 Leaf	9200	15 x 3.0	15 x 7.0	V-8	348	7.75:1	4-1/8 x 3-1/4	Coil	13	Synchromesh	5	Spicer 3152	9 22.5-10	9 22.5 10	T80
	7000	6 Leaf	3500	5.57/7.00:1	18500	10 Leaf	10400	15 x 3.5	15 x 7.0	V-6 Diesel	318	17.0:1	3-7/8 x 4 1/2	Coil	14	Synchromesh	5 C.R.	Spicer 5756B	9 22.5 10	9 22.5 10	U80
	7000	7 Leaf	4500	5.57:1	30000 Bogie	12 Leaf	17250	15 x 3.0	15 x 6.0	V-6 Diesel	318	17.0:1	3-7/8 x 4 1/2	Coil	14	Synchromesh	5	Spicer 3652B	9 22.5 10	9 22.5 10	W80

*10-15 4 ply rayon as base equipment.

INDEX

ENGINE USAGE BY TRUCK SERIES

Engine Name	Series	
	Standard	Optional
164 Six	R10	—
164 Six	—	R10
153 Four	P10	—
230 Six	C-K10-20 C30 P20-30 C-L-S50	P10
292 Six	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H	C-K10-20 C30 P20-30 C-L-S50
283 V8	—	C-K10-20 C-L50
327 V8	S69, S69-H	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H
348 Special V8	—	C-L-M-T60 C-L-T60-H S62, S64, S67, S67-H, S69, S69-H
348 V8	C-L-M-T80	—
409 V8	—	C-L-M-T80
4-53 GM Diesel	D60, D60-H	—
6V-53 GM Diesel	E-U-W80	—

164 SIX & 164 HI-PERFORMANCE SIX

Basic Specifications 164 Six

ngine type.....Valve-in-head, air cooled
iston displacement.....164 cu in
ore & Stroke (nominal).....3.437" x 2.94"
ry Weight (with clutch).....316 lb
ompression ratio.....8.25:1
axable horsepower (SAE).....28.4
lling speed.....500 rpm
arburetor type.....Downdraft (two)

Test Procedures

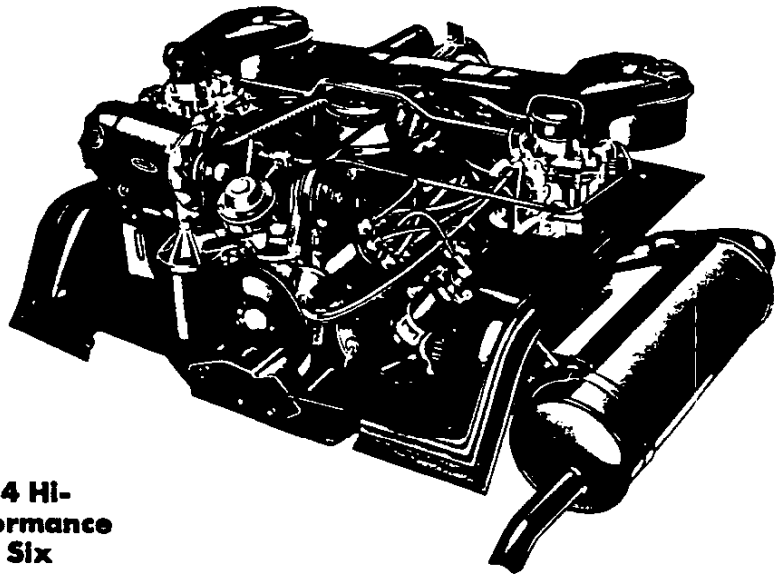
hese curves represent full-throttle performance as btained from dynamometer test data corrected to arometric pressure of 29.92" mercury and 60° F ry air.

Gross horsepower and torque were obtained in a egular dynamometer test with the dynamometer xhaust system, generator not charging, and op-mum spark advance.

Net horsepower and torque were obtained from a ynamometer test simulating actual operating con-itions when the engine is in the vehicle.

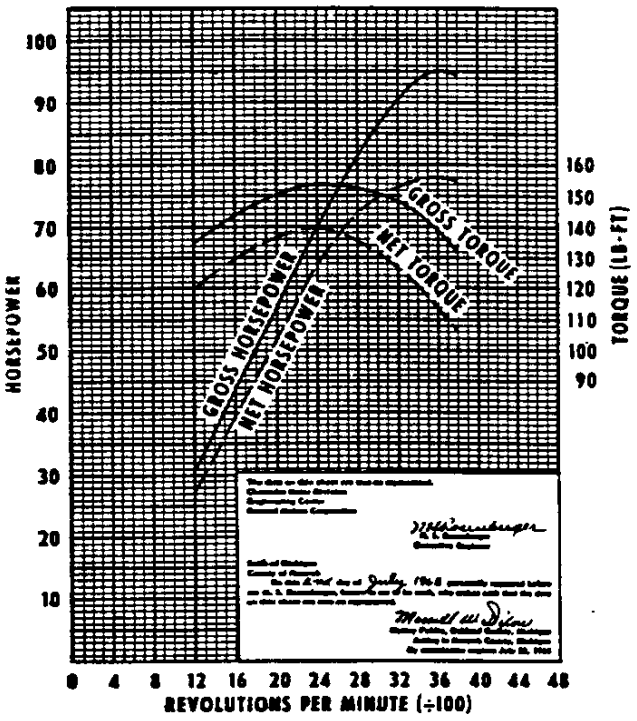
Basic Specifications 164 Hi-Performance Six

Engine type.....Valve-in-head, air cooled
Piston displacement.....164 cu in
Bore & stroke (nominal).....3.437" x 2.94"
Dry weight (with clutch).....316 lb
Compression ratio.....9.25:1
Taxable horsepower (SAE).....28.4
Idling speed.....500 rpm
Carburetor type.....Downdraft (two)

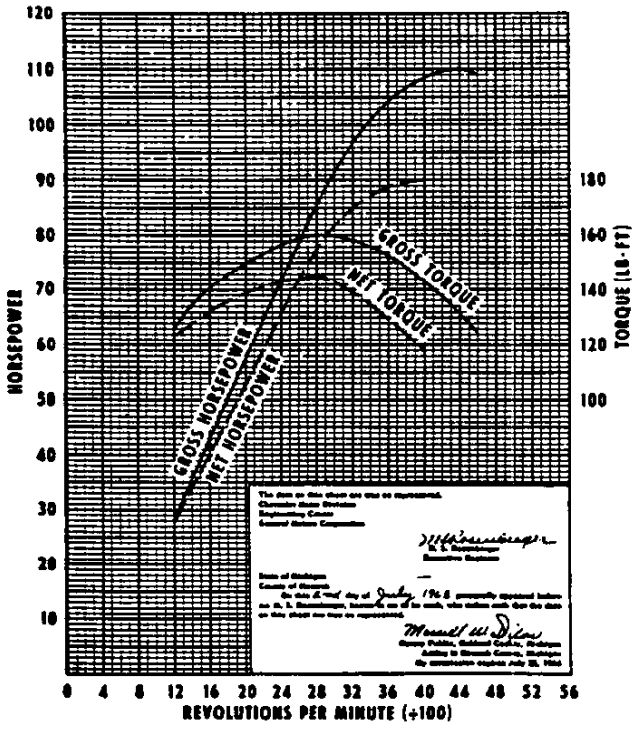


	164 Six	164 Hi-Performance Six
Gross horsepower	95 @ 3600 rpm	110 @ 3600 rpm
Net horsepower	78 @ 3600 rpm	90 @ 3600 rpm
Gross torque, lb-ft	154 @ 2400 rpm	160 @ 2800 rpm
Net torque, lb-ft	140 @ 2400 rpm	145 @ 2800 rpm

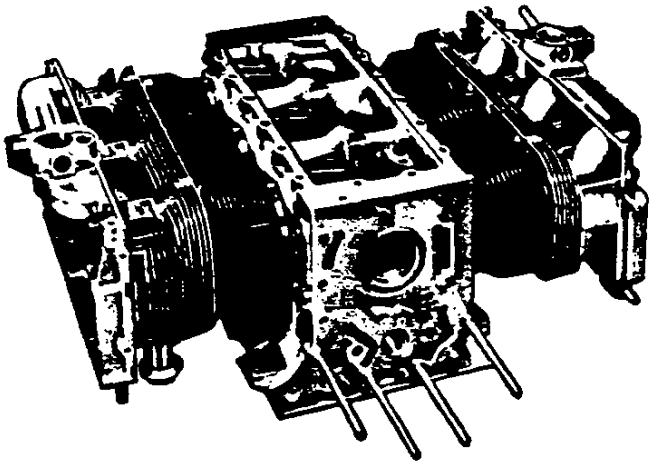
164 Six



164 Hi-Performance Six



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 antifreeze, 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 164 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 164 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.

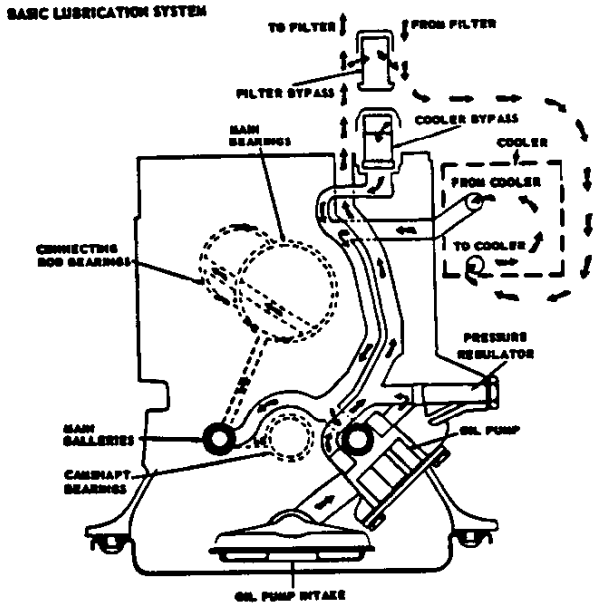
Fully Supported Main Bearings—Four premium aluminum main bearings are supported entirely by the crankcase bulkheads at the junction of the two crankcase halves.

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 premium aluminum 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.



Full-pressure Lubrication—The 164 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 pushrods 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 absestos 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.

164 SIX

SPECIFICATIONS

	164 Six	164 Hi-Performance Six
Basic Description	horizontally opposed cylinders, valve-in-head design	
Displacement	164 cu in	
Bore x Stroke	3.437" x 2.94"	
Compression Ratio	8.25:1	9.25:1
Gross Horsepower @ rpm	95 @ 3600	110 @ 4400
Net Horsepower @ rpm	78 @ 3600	90 @ 4000
Gross Torque (lb-ft) @ rpm	154 @ 2400	160 @ 2800
Net Torque (lb-ft) @ rpm	140 @ 2400	145 @ 2800
Air Cleaner	two; oil-wetted polyurethane elements	
Bearings, Camshaft	aluminum, machined in crankcase	
ID x Length (Projected Area): Bearing 1 (rear) Bearing 2 Bearing 3 Bearing 4	 1.202" x 0.950" (1.142 sq in) 1.272" x 0.860" (1.094 sq in) 1.272" x 0.860" (1.094 sq in) 1.442" x 0.830" (1.197 sq in)	
Bearings, Connecting Rod (Crank end)	precision, removable	
Material	premium aluminum	
ID x Length (Projected Area)	1.801" x 0.649" (1.169 sq in)	
Bearings, Main	precision, removable	
Material	premium aluminum	
End Thrust	taken by bearing 1	
ID x Length (Projected Area): Bearing 1 (rear) Bearing 2 Bearing 3 Bearing 4	 2.1008" x 0.785" (1.649 sq in) 2.1008" x 0.752" (1.580 sq in) 2.1018" x 0.752" (1.580 sq in) 2.1018" 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	
Length (center-to-center)	4.721"	
Cooler, Oil Make	Harrison	
Material	aluminum	
Crankshaft	drop-forged steel	
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	11.20"	
Number of Vanes	11	
Air Flow	1460 cfm @ 4000 engine rpm	
Drive	V-belt from crankshaft over idler and generator pulleys	
Ratio (Blower to Engine Speed)	1.58:1	
Air Flow Control	two thermostatically controlled valves in plenum outlet	
Filter, Fuel In Fuel Tank	fine-mesh metal cloth strainer	
At Carburetor Inlet	sintered-bronze filter	
Filter, Oil	full-flow	
Capacity	1.0 pint	

SPECIFICATIONS

Lubrication	Full-pressure system; direct pressure to hydraulic lifters and to main, connecting rod and camshaft bearings; metered pressure to valve mechanism; pressure spray to cylinder walls, piston pins and timing gears. (See Owner's Guide for lubricant types.)
Oil Capacity	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	40 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	44° BTC
Inlet Closes	88° BTC
Exhaust Opens	78° BBC
Exhaust Closes	54° ATC
Spark Plugs	AC, model 46-FF
Thread Size	14 mm
Torque	25 lb-ft
Gap	0.035"—0.040"
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	0.3850"
Rotators	Rotocoil
Valves, Inlet Material	alloy-steel-silichrome No. 1; aluminized face
Overall Length	4.50"
Head Diameter	1.34"
Stem Diameter	0.342"
Face Angle	44°
Seat Angle (in head)	45°
Lift	0.3850"
Ventilation	positive

HIGH TORQUE 153 FOUR PERFORMANCE

Basic Specifications

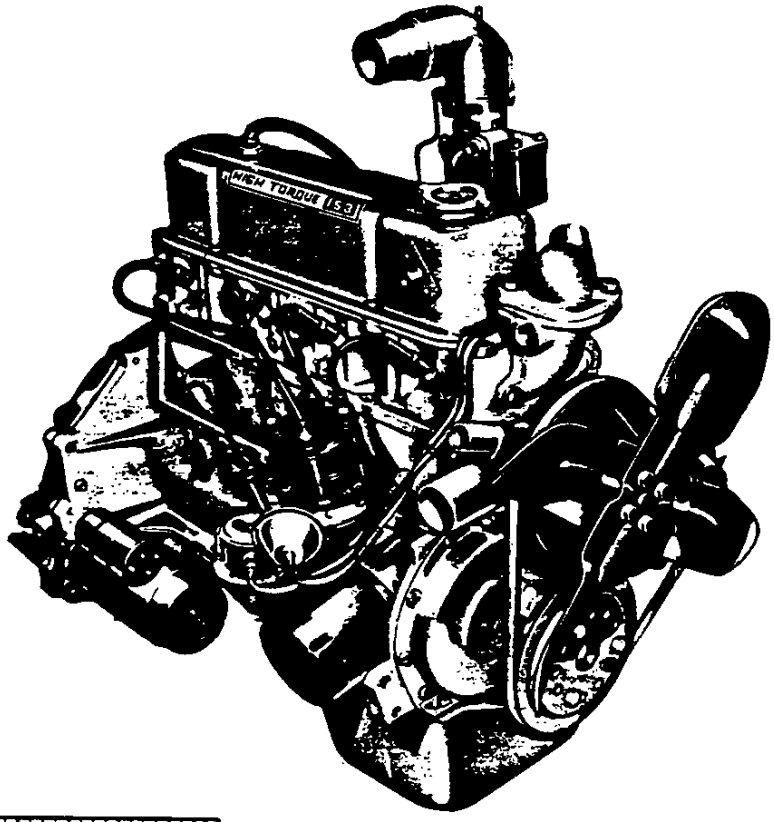
Engine type	Valve-in-head
Piston displacement	153 cu in
Bore & Stroke (nominal)	3⅞" x 3¼"
Dry Weight (with clutch)	359 lb
Compression ratio	8.50 to 1
Taxable horsepower (SAE)	24.0
Idling speed—Synchromesh trans	475 rpm
Carburetor type	Downdraft

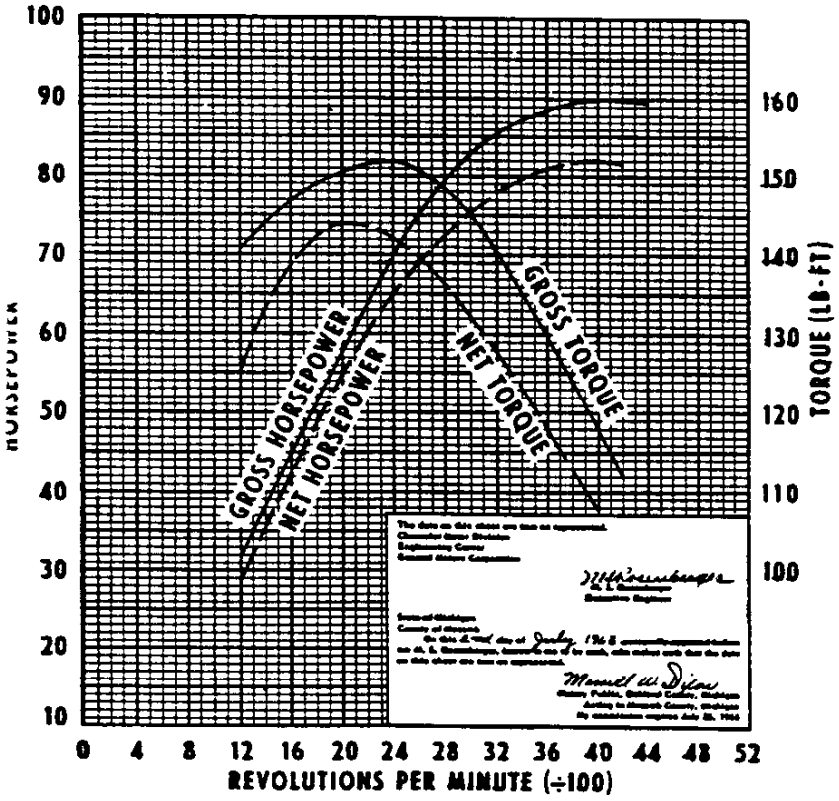
Test Procedures

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	82 @ 4000 rpm
Gross torque, lb-ft	152 @ 2400 rpm
Net torque, lb-ft	144 @ 2000 rpm

HIGH TORQUE 230 SIX PERFORMANCE

Basic Specifications

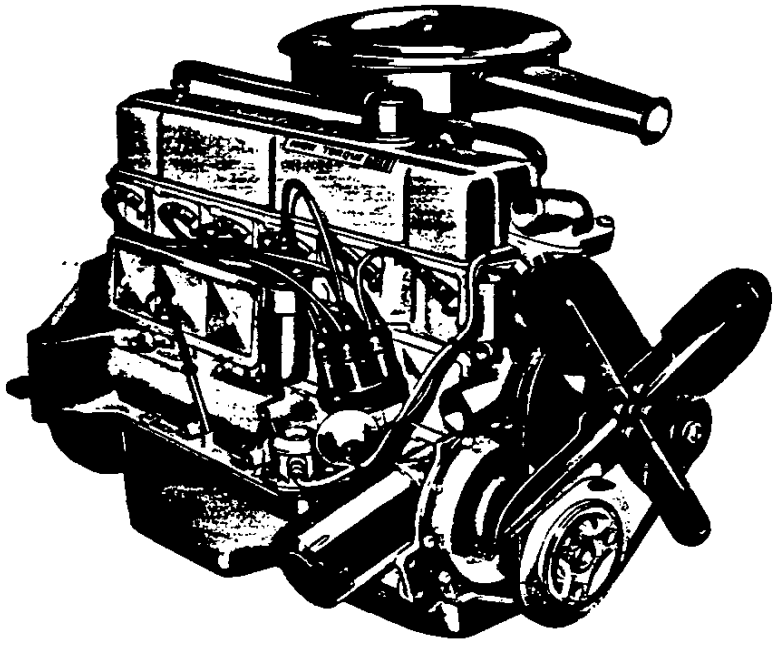
Engine type	Valve-in-head
Piston displacement	230 cu in
Bore & Stroke (nominal)	3⅞" x 3¼"
Dry Weight (with clutch)	465 lb
Compression ratio	8.50 to 1
Taxable horsepower (SAE)	36.0
Idling speed—Synchromesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	Downdraft

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.

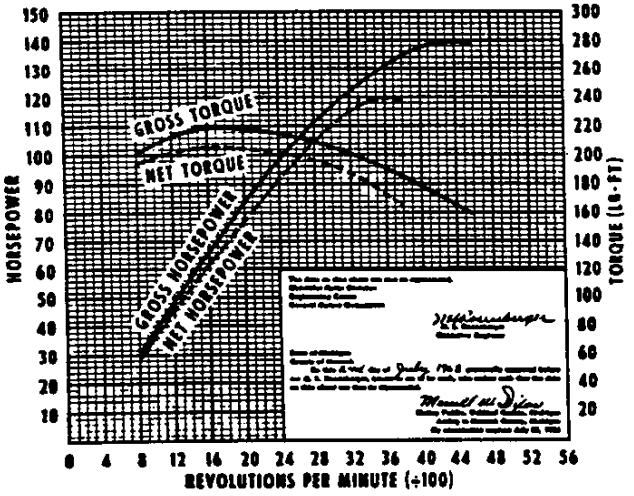


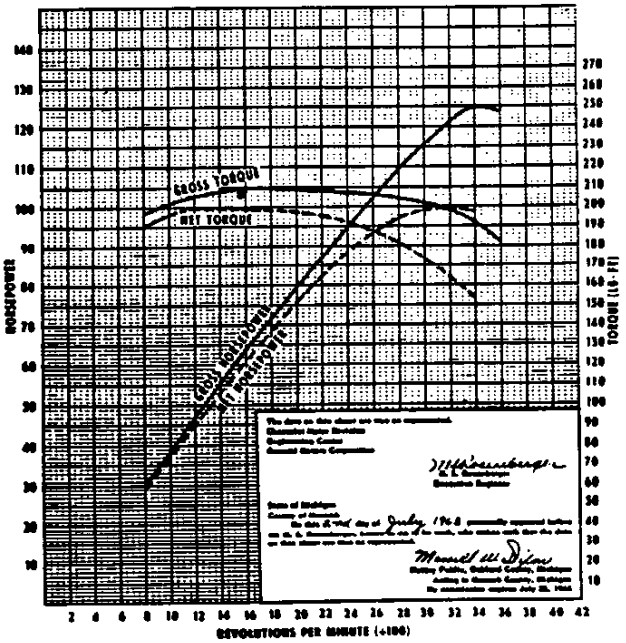
With Standard Carburetor

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





HIGH TORQUE 292 SIX PERFORMANCE

Basic Specifications

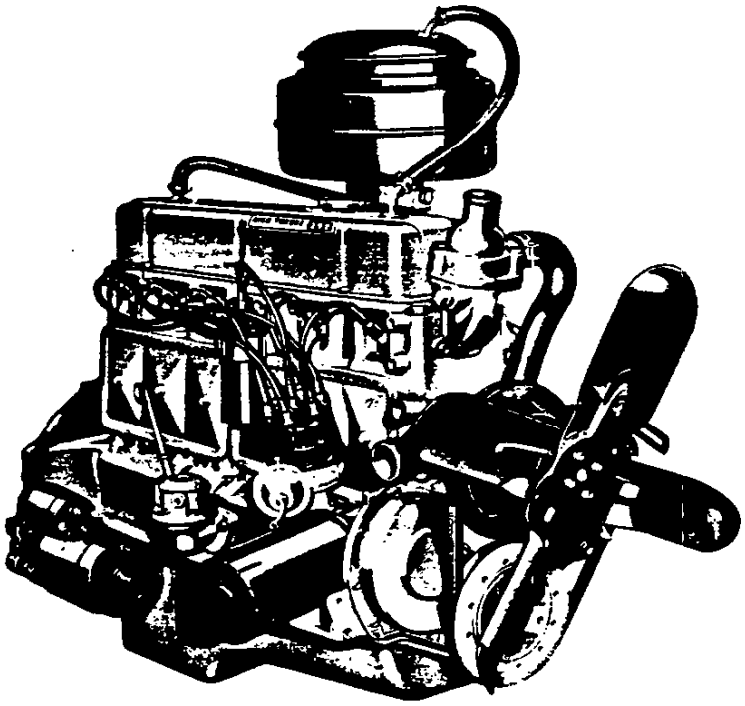
ngine type ..... Valve-in-head
ore & Stroke (nominal) ..... 3⅞" x 4⅛"
iston displacement ..... 292 cu in
ry Weight (with clutch) ..... 561 lb
ompression ratio ..... 8.0 to 1
axable horsepower (SAE) 36.0
lling speed—Synchromesh trans. ..... 475 rpm
—Powermatic in "drive" ..... 450 rpm
arburetor type ..... Downdraft

Test Procedures

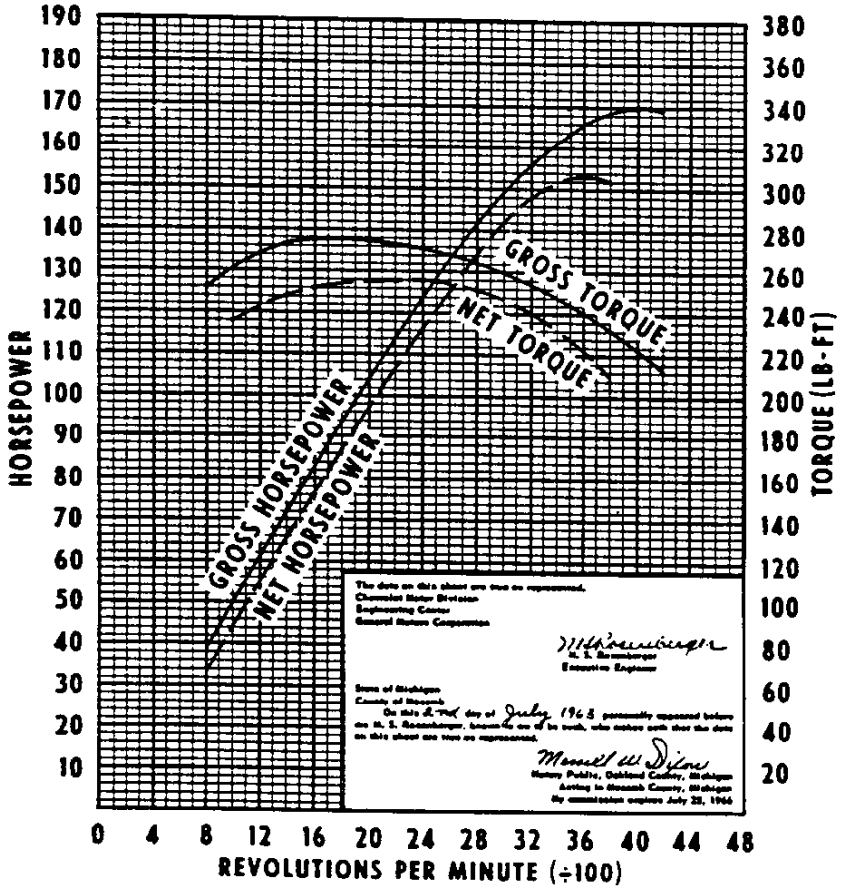
hese curves represent full-throttle performance as btained from dynamometer test data corrected to tmospheric pressure of 29.92" mercury and 60° F y air.

Gross horsepower and torque were obtained in a gular dynamometer test with the dynamometer haust system, no fan, generator not charging, and timum spark advance.

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



Gross horsepower ..... 170 @ 4000 rpm
Net horsepower ..... 153 @ 3600 rpm
Gross torque, lb-ft ..... 275 @ 1600 rpm
Net torque, lb-ft ..... 255 @ 2400 rpm



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.

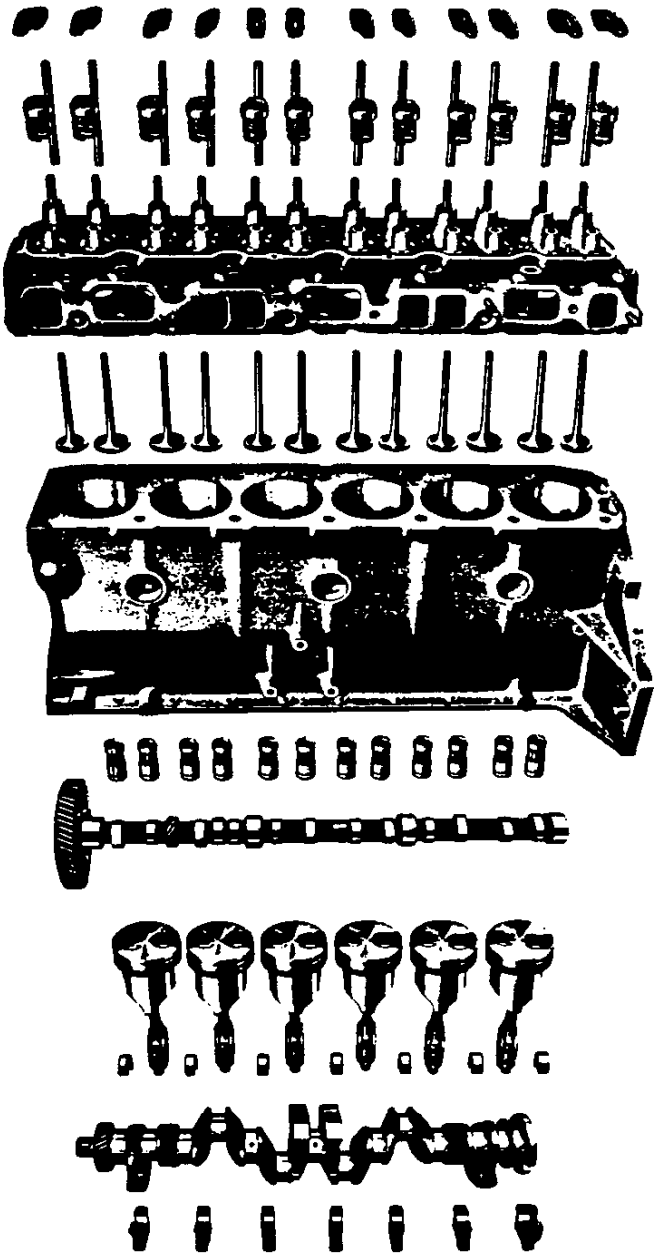
Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

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 paper element air cleaners are standard with C10, 20 and 30 models; two-pint oil-bath 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	1800 rpm to 3100 rpm
	3000 rpm to 4000 rpm
292	1800 rpm to 3100 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.

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	3⅞" x 3¼"		3⅞" x 4⅛"
Compression Ratio	8.5		8.0
Gross Horsepower @ rpm	90 @ 4000	140 @ 4400	170 @ 4000
Net Horsepower @ rpm	80 @ 4000	120 @ 3600	153 @ 3600
Gross Torque (lb-ft) @ rpm	152 @ 2400	220 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	144 @ 2000	205 @ 1600	255 @ 2400
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 babbitt		
ID x Length (Projected Area):			
Bearing 1 (front)	1.871" x 0.86" (1.61 sq in)	1.871" x 0.86" (1.61 sq in)	
Bearing 2	1.871" x 0.86" (1.61 sq in)	1.871" x 0.86" (1.61 sq in)	
Bearing 3	1.871" x 0.86" (1.61 sq in)	1.871" x 0.86" (1.61 sq in)	
Bearing 4		1.871" x 0.86" (1.61 sq in)	
Bearings, Connecting Rod (Crank end)	removable		
Material	steel-backed babbitt	premium aluminum	
ID x Length	2.001" x 0.807"	2.314" x 1.01"	
Bearings, Main	removable		
Material	steel-backed babbitt		
End Thrust	taken by bearing 5	taken by bearing 7	
ID x Length (Projected Area):			
Bearing 1 (front)	2.300" x 0.75" (1.73 sq in)	2.300" x 0.75" (1.73 sq in)	
Bearing 2	2.300" x 0.75" (1.73 sq in)	2.300" x 0.75" (1.73 sq in)	
Bearing 3	2.300" x 0.75" (1.73 sq in)	2.300" x 0.75" (1.73 sq in)	
Bearing 4	2.300" x 0.75" (1.73 sq in)	2.300" x 0.75" (1.73 sq in)	
Bearing 5	2.300" x 0.76" (1.75 sq in)	2.300" x 0.75" (1.73 sq in)	
Bearing 6		2.300" x 0.75" (1.73 sq in)	
Bearing 7		2.300" x 0.86" (1.97 sq in)	
Camshaft	cast-alloy iron		
Carburetor			
Type	downdraft		
Make	Rochester		
Venturi ID	1.34"	1.34"	1.63"
SAE Flange Size	1.50"		
Choke Control	manual		
Coil, Ignition	Delco-Remy		
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling		
Connecting Rods	forged steel		
Length (Center-to-Center)	5.70"	6.76"	
Crankshaft	forged 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	wire mesh in fuel tank; sintered bronze in carburetor inlet		
Filter, Oil	full-flow throw-away type		
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	chromium steel		
Diameter	0.927"		
Retention	shrink fit		

SPECIFICATIONS

	153 Four	230 Six	292 Six
Piston Rings	two compression, one oil-control ring per piston		
Upper Compression	inside bevel		
Lower Compression	inside bevel		
Oil Control	3-piece: 2 flat spring-steel chrome-faced rails; 1 formed stainless-steel spacer		
Pistons	cast-alloy aluminum; 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	17° 30′ BTC	18° BTC	45° BTC
Inlet Closes	54° 30′ ABC	54° ABC	99° ABC
Exhaust Opens	57° BBC	52° BBC	88° BBC
Exhaust Closes	15° ATC	20° ATC	56° ATC
Valve Guides	removable		
Valve Lifters	hydraulic		
Valve Mechanism	individual steel stampings on ball pivots; pushrod actuated		
Valves, Exhaust	high-alloy steel		
Face		untreated	stellite
Overall Length	4.93″		
Head Diameter	1.50″		
Face Angle	45°		46°
Seat Angle	46°		
Lift	.3973	.335	.407
Rotators		none	
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	.397″	.335″	.407″
Ventilation	positive		

HIGH TORQUE 283 V8 PERFORMANCE

Basic Specifications

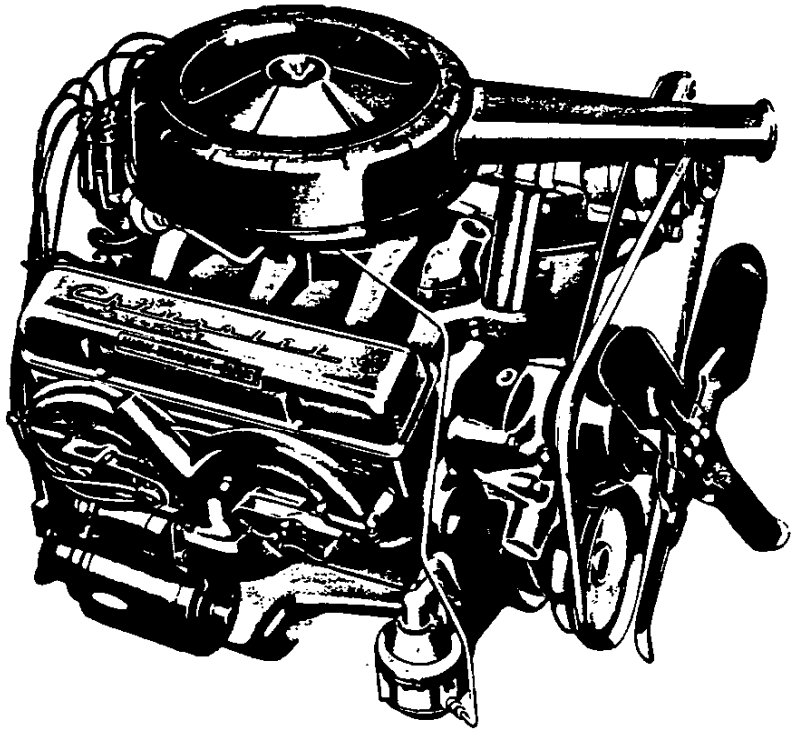
ngine type	Valve-in-head
istion displacement	283 cu in
ore & Stroke (nominal)	3⅞" x 3"
ry Weight (with clutch)	607 lb
ompression ratio:	
Series 10-20-30	9.0 to 1
Series C & L50	8.5 to 1
axable horsepower (SAE)	48.0
illing speed—Synchromesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
arburetor type	2-Barrel

Test Procedures

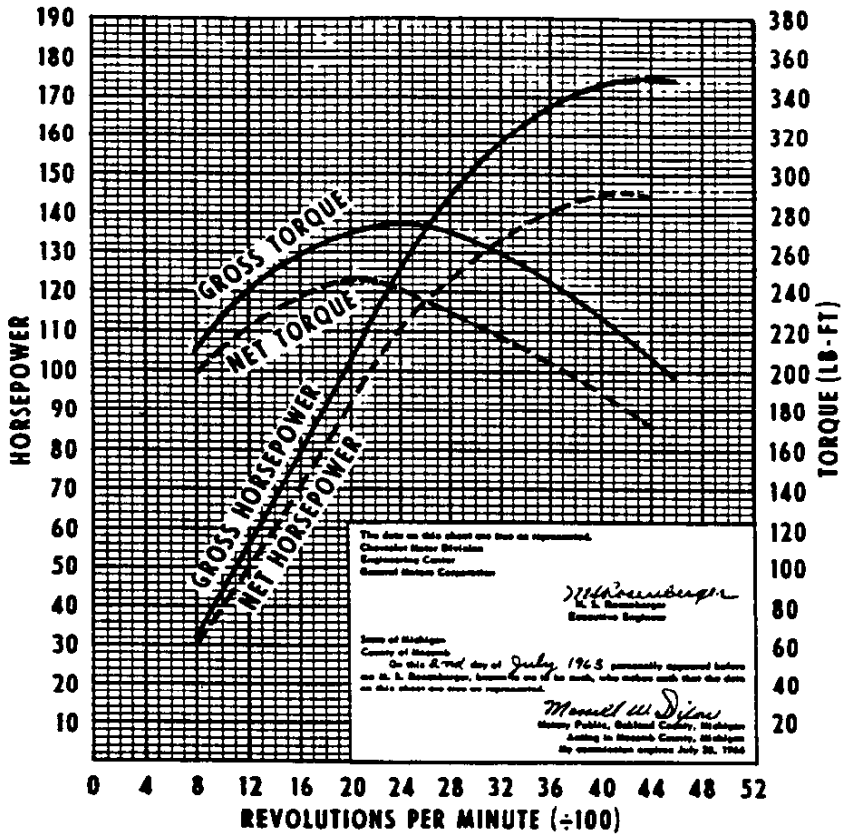
hese curves represent full-throttle performance as btained from dynamometer test data corrected to aromatric pressure of 29.92" mercury and 60° F ry air.

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

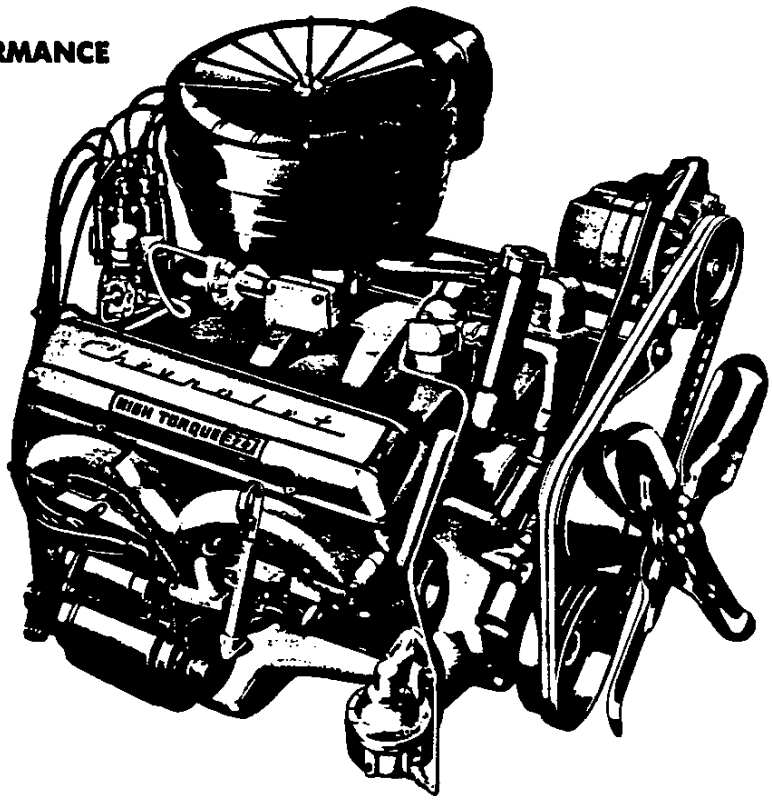
Net horsepower and torque were obtained from a ynamometer test simulating actual operating conitions when the engine is in the vehicle.



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



HIGH TORQUE 327 V8 PERFORMANCE



Basic Specifications

Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & Stroke (nominal)	4" x 3¼"
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

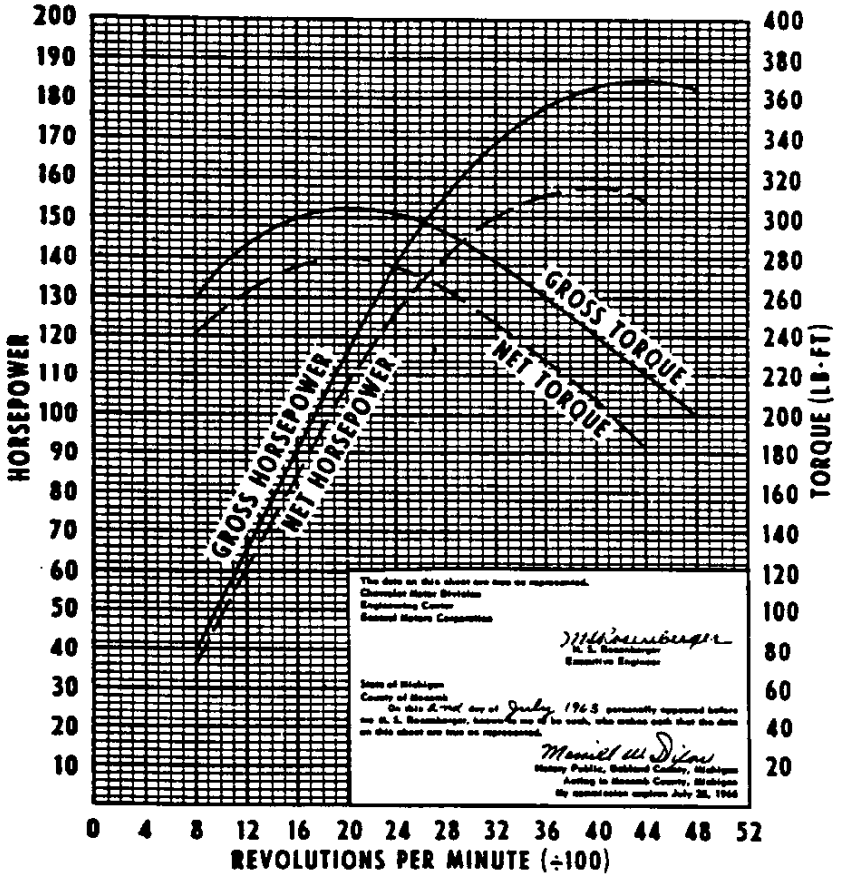
Test Procedures

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



HIGH TORQUE 348 V8 & 348 SPECIAL V8 PERFORMANCE

Basic Specifications

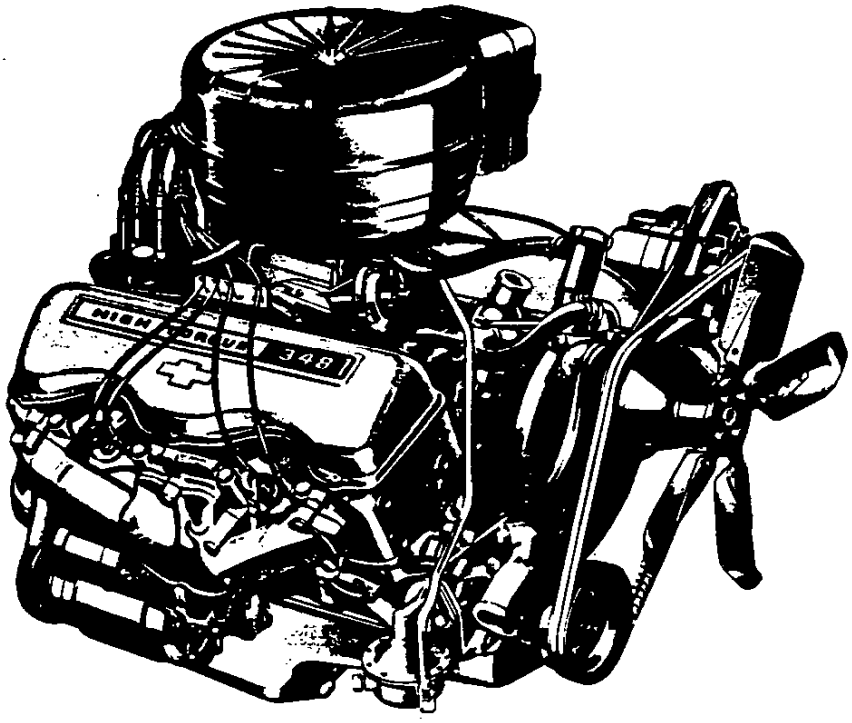
ngine type.....Valve-in-head
iston displacement.....348 cu in
ore & Stroke (nominal).....4⅛" x 3¼"
ry Weight (with clutch).....802 lb
ompression ratio.....7.75 to 1
axable horsepower (SAE).....54.45
lling speed—Synchromesh trans.....475 rpm
—Powermatic in "drive".....450 rpm
arburetor type—348 V8.....4-barrel
—348 Special V8.....2-barrel

Test Procedures

hese curves represent full-throttle performance as btained from dynamometer test data corrected to arometric pressure of 29.92" mercury and 60° F ry air.

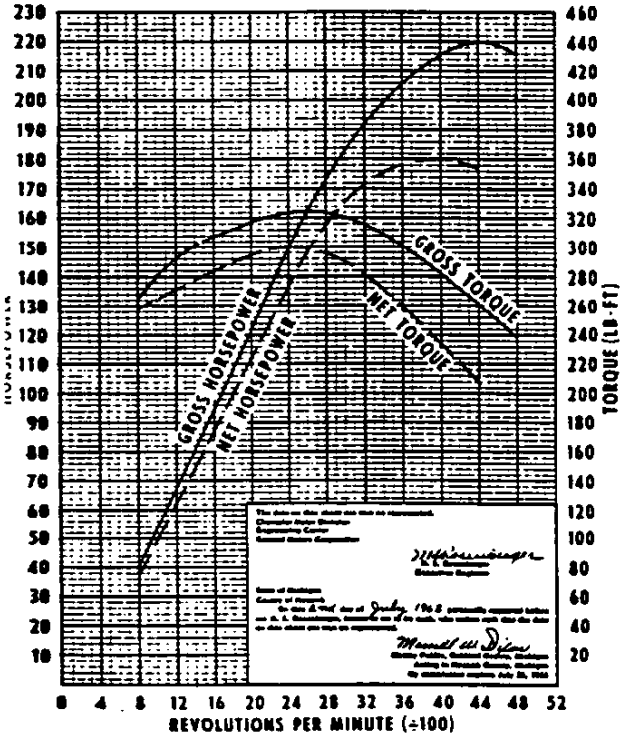
Gross horsepower and torque were obtained in a egular dynamometer test with the dynamometer xhaust system, no fan, generator not charging, and ptimum spark advance.

Net horsepower and torque were obtained from a ynamometer test simulating actual operating con-itions when the engine is in the vehicle.

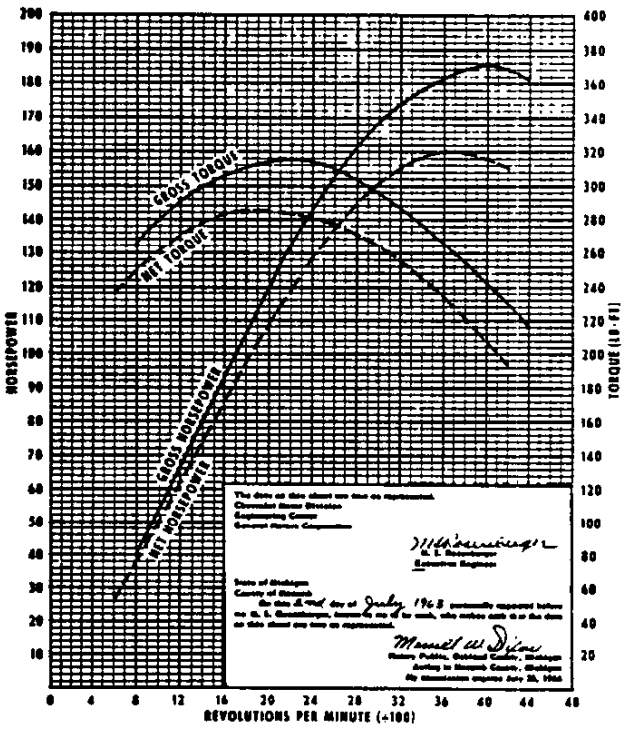


	348 V8	348 Spec. V8
Gross horsepower	220 @ 4400 rpm	185 @ 4000 rpm
Net horsepower	180 @ 4000 rpm	160 @ 3600 rpm
Gross torque, lb-ft	325 @ 2600 rpm	315 @ 2200 rpm
Net torque, lb-ft	300 @ 2400 rpm	285 @ 1800 rpm

348 V8



348 Special V8



HIGH TORQUE 409 V8 PERFORMANCE

Basic Specifications

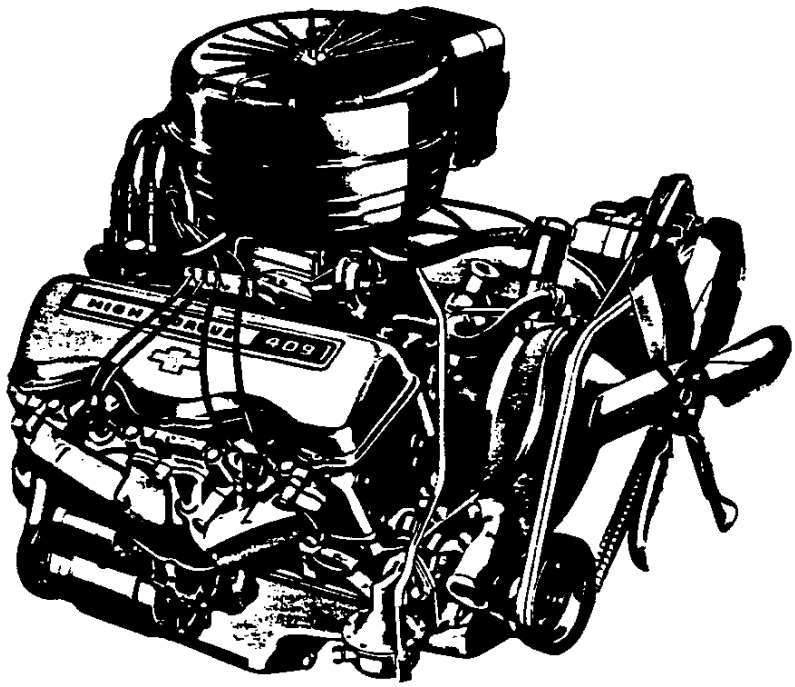
Engine type	Valve-in-head
Piston displacement	409 cu in
Bore & Stroke (nominal)	4⅛" x 3¼"
Dry Weight (with clutch)	817 lb
Compression ratio	7.75 to 1
Taxable horsepower (SAE)	74.4
Idling speed	475 rpm
Carburetor type	4-barrel

Test Procedures

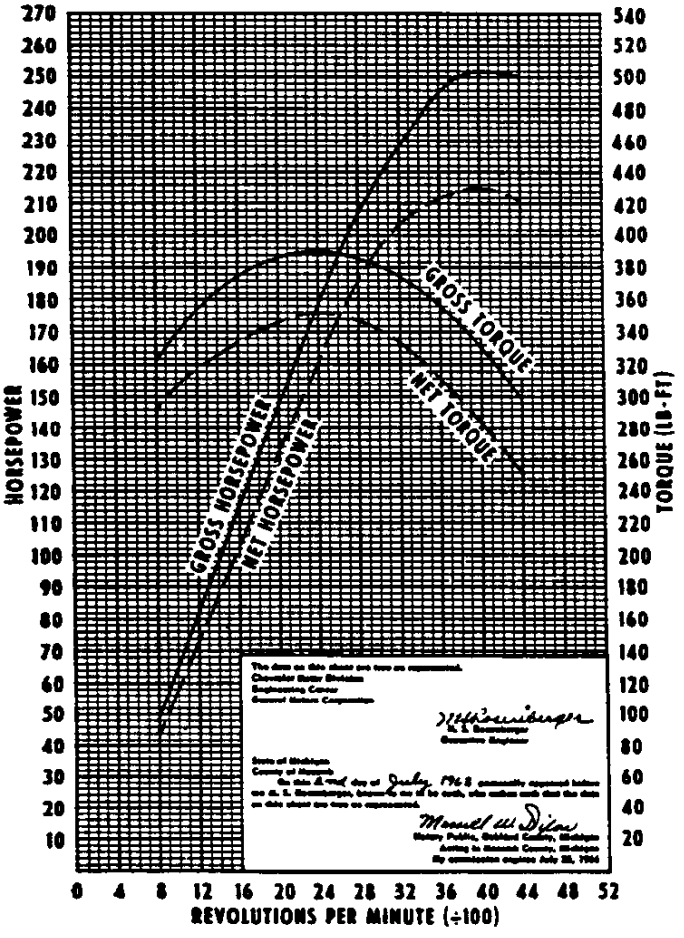
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

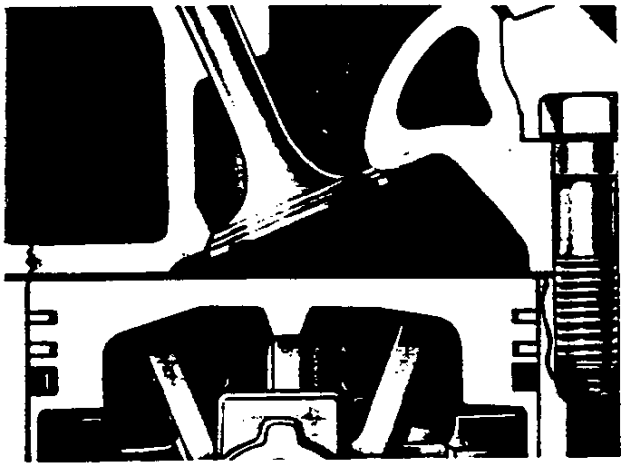


283, 327, 348 and 409
V8 ENGINES

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 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.



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.

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.

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.

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 50 through 80 Series trucks are fitted with Rotocoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

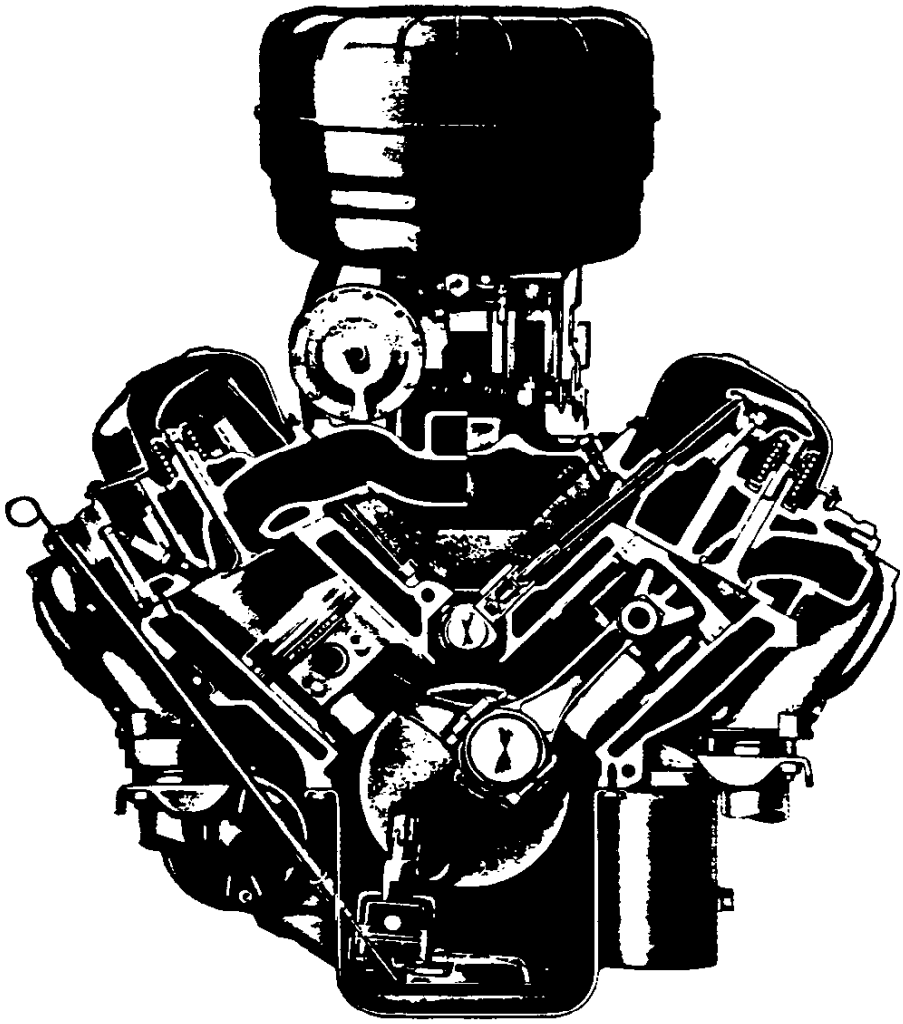
Hydraulic valve lifters—Both intake and exhaust valves have quiet, no-adjustment hydraulic valve lifters.

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.

ENGINE FEATURES

409 Engine Cross Section



Bypass 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.

Governor—The 327, 348 and 409 engines have a 4000-rpm vacuum spinner governor. Governors are available as an option at extra cost 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 paper 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.

SPECIFICATIONS

	283 V8	327 V8
Basic Description	valve-in-head design	
Displacement	283 cu in	327 cu in
Bore x Stroke	3⅞" x 3"	4" x 3¼"
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 babbitt	
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	1.871" x 0.74" (1.38 sq in) 1.871" x 0.94" (1.76 sq in)	
Bearings, Connecting Rod (Crank end)	removable	
Material	steel-backed babbitt	premium aluminum
ID x Length	2.001" x 0.82"	
Bearings, Main	removable	
Material: Bearings 1-4 Bearing 5	steel-backed babbitt steel-backed babbitt	premium aluminum steel-backed babbitt
End Thrust	taken by bearing 5	
ID x Length (Projected Area): Bearing 1 (front), 2, 3, 4 Bearing 5	2.300" x 0.76" (1.73 sq in) 2.300" x 1.17" (2.71 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.

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; 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	44	C42
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	4.22 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	12° 30′ BTC	
Inlet Closes	57° 30′ ABC	
Exhaust Opens	54° 30′ BBC	
Exhaust Closes	15° 30′ ATC	
Valve Guides	integral with head	
Valve Lifters	hydraulic	
Valve Mechanism	individual rocker arms on ball pivots; pushrod 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	0.40″★	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	0.40″★	0.40″
Ventilation	positive	

★ 0.33″ on C-L50 Series

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	4⅛" x 3¼"	4⅛" x 3¼"	4⅝" x 3½"
Compression Ratio		7.75	
Gross Horsepower @ rpm	185 @ 4000	200 @ 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	1.871" 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" (2.48 sq in) 2.501" x 1.26" (3.13 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

	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; 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	4.22 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	12° 30′ BTC		
Inlet Closes	73° 30′ ABC		
Exhaust Opens	62° 30′ BBC		
Exhaust Closes	31° 30′ ATC		
Valve Guides	integral with head		
Valve Lifters	hydraulic		
Valve Mechanism	rocker arms on individual ball pivots; pushrod 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		

HIGH TORQUE 4-53 GM DIESEL PERFORMANCE

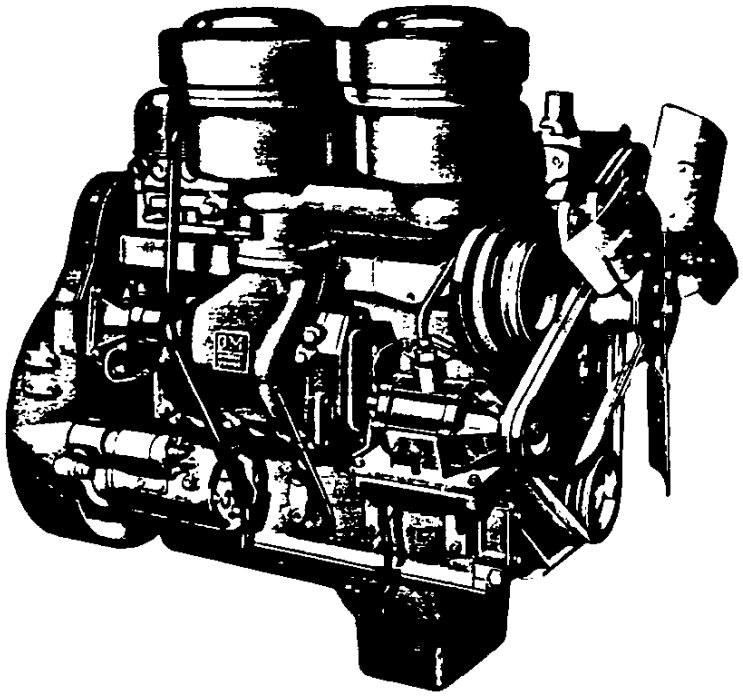
Basic Specifications

ıgine type.....In-line 2-cycle diesel
ston displacement.....212 cu in
ore & Stroke (nominal).....3⅞" x 4½"
ry Weight (with clutch).....1203 lb
ompression ratio.....17 to 1
'ling speed.....450 rpm

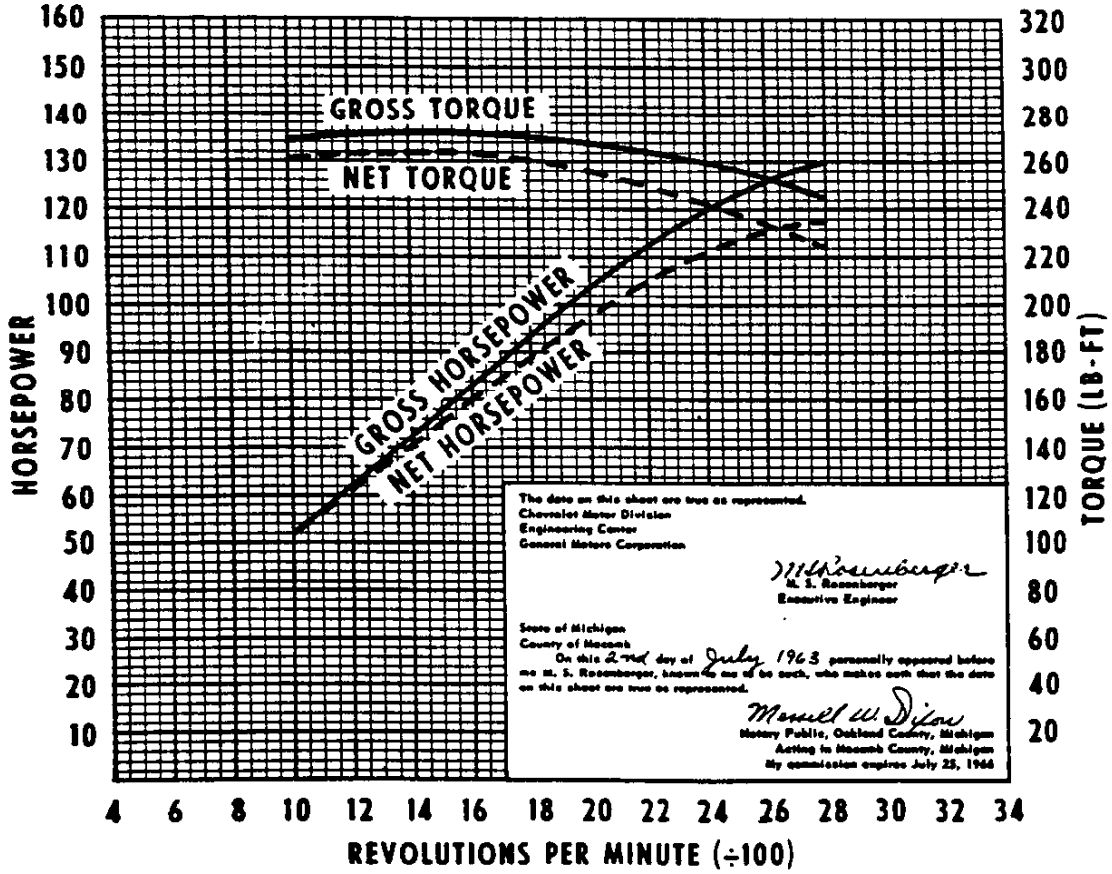
Test Procedures

ıese curves represent performance as obtained om dynamometer test data corrected to barometric ressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a ıgular dynamometer test with the dynamometer haust 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



HIGH TORQUE 6V-53 GM DIESEL PERFORMANCE

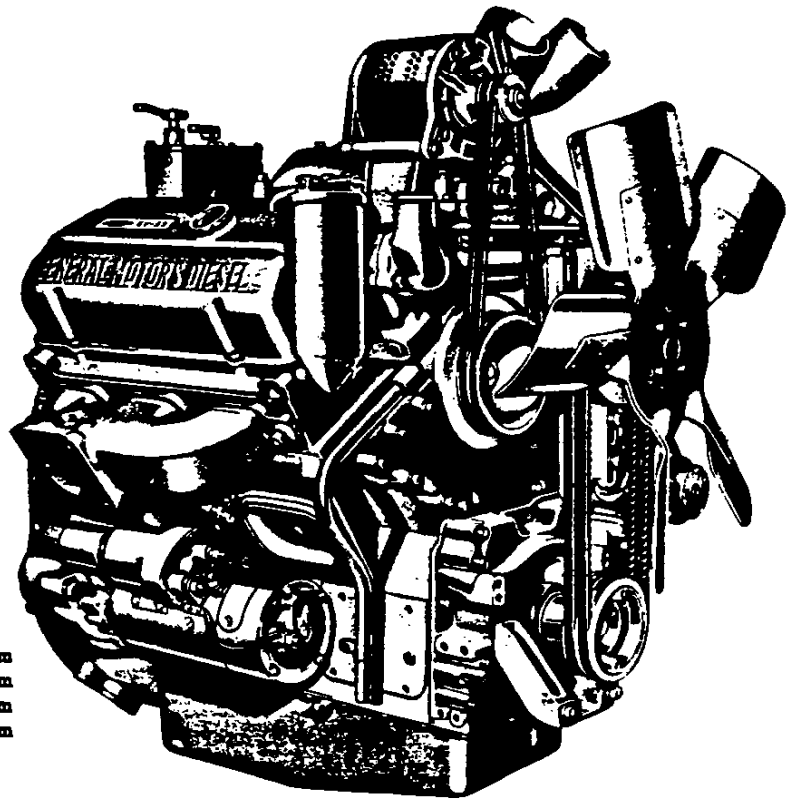
Basic Specifications

Engine type.....V6 2-cycle diesel
Piston displacement.....318 cu in
Bore & Stroke (nominal).....3⅞" x 4½"
Dry Weight (with clutch).....1412 lb
Compression ratio.....17 to 1
Idling speed.....450 rpm

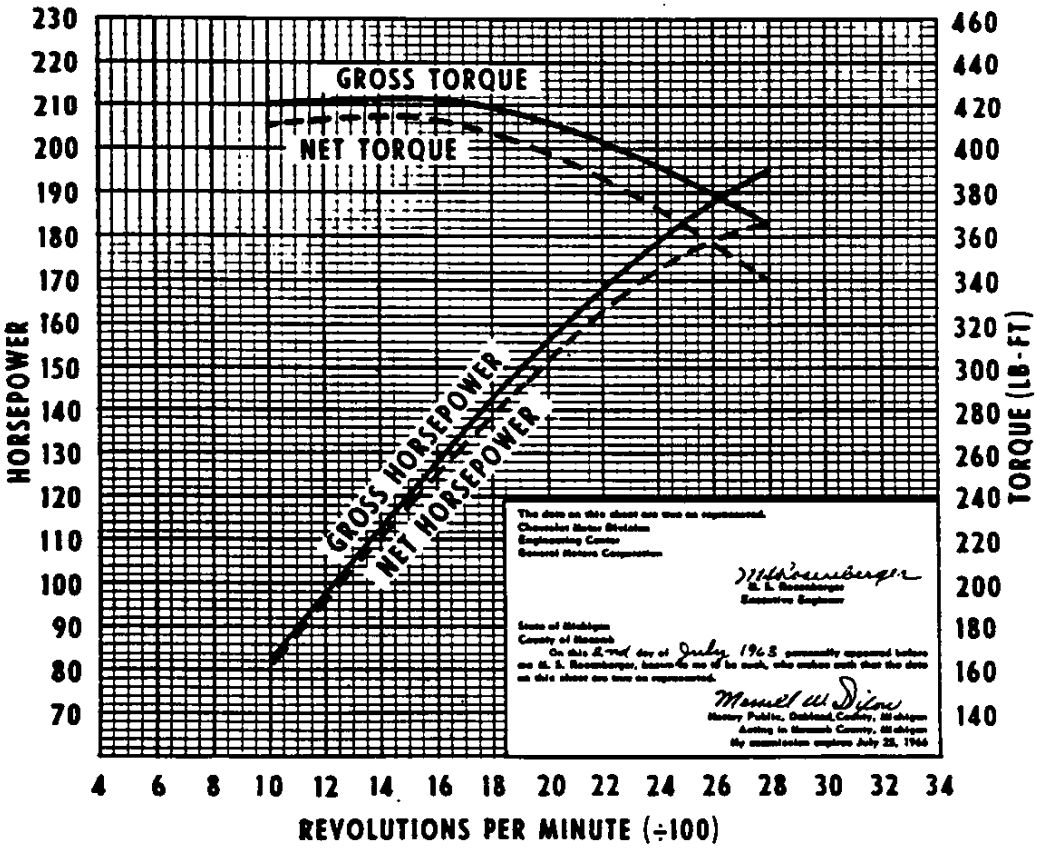
Test Procedures

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

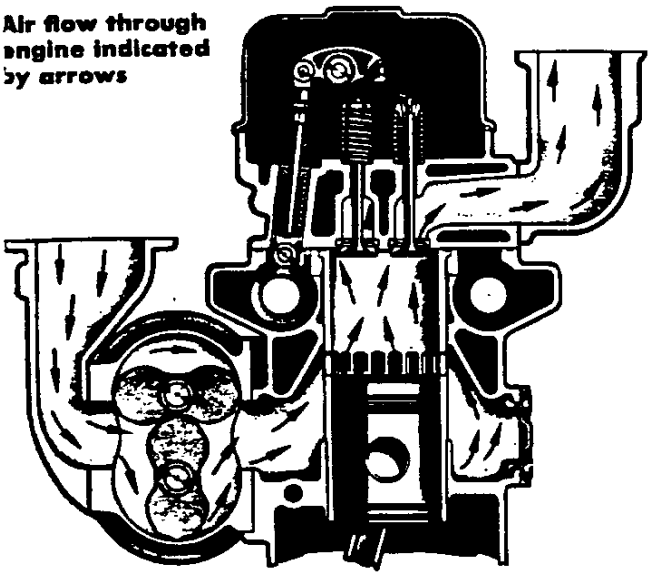
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan and generator not charging.



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



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 inrushing 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.

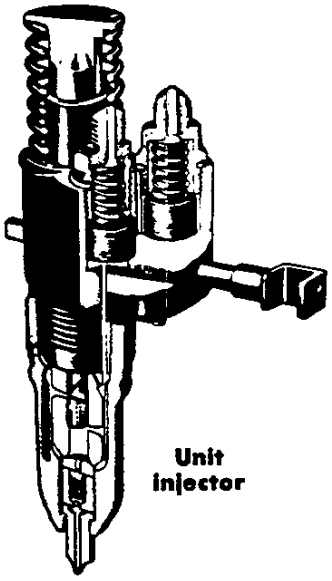
Parts interchangeability—All Series 53 GM Diesel engines have many interchangeable parts regardless of the number of cylinders in the engine or whether it is an in-line or "V" engine. Interchangeable parts include injectors, exhaust valves, cylinder liners, pistons, piston rings and many other related 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.

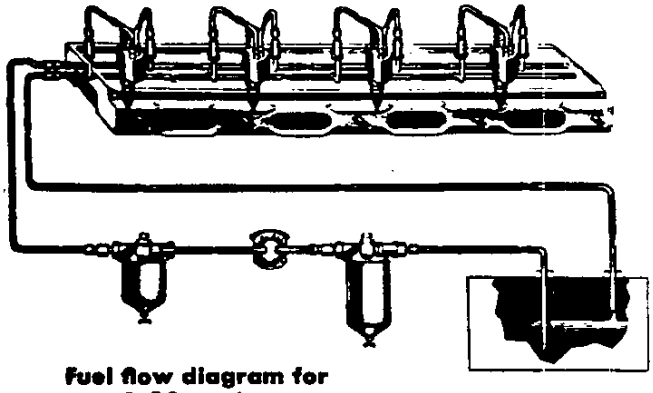
High-energy fuel—Diesel fuel has a higher energy content than gasoline. This fact combined with the high efficiency of the GM diesel means more miles per gallon of fuel.

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



Unit injector

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

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	
Pressure @ Engine rpm	8.7" hg @ 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 S-45	

SPECIFICATIONS

	4-53	6V-53
Lubrication	Full-pressure system; direct pressure to piston pins, main, connecting rod and camshaft bearings; pressure and splash to valve mechanism; splash to cylinder walls and timing gears. (See Owner's Guide for lubricant types.)	
Oil Capacity	12 qt	14 qt
Piston Pins	hardened chrome-alloy steel; full floating	
Diameter	1.375"	
Piston Rings	four-compression, two oil-control rings per piston	
Compression	steel; chrome plated	
Oil-Control	double scraper with expander; cast alloy iron	
Pistons	Trunk-Arma steel; tin plated; dished head, full skirt	
Pump, Fuel Transfer Make	Detroit Diesel	
Type	mechanical gear	
Pressure Range	60GPH @ 65 psi	

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

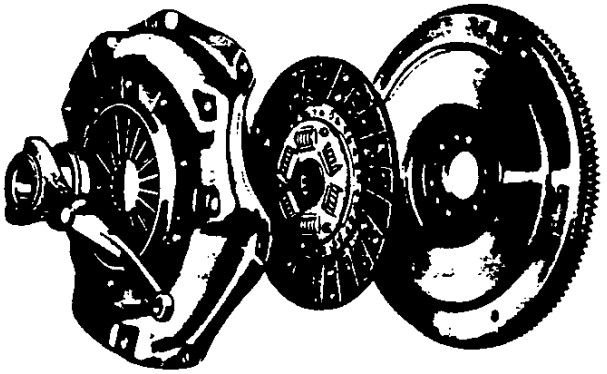
MODEL APPLICATION		P10	C60, 60-H, S60	L50	M60, L-T60, 60-H	C-L-M-T80	D60, 60-H	E-U-W80
ENGINE APPLICATION		153 230	327 348 Sp	230 283 292	292 327 348 Sp	348 409	4-53	6V-53
Cylinder	Location	On Firewall						
	Size	1⅛" Diameter						
	Stroke	1½" Stroke						
Slave Cylinder	Location	R.H. Side of Clutch Housing						
	Size	1 1/16" Diameter						
	Stroke	1½" Stroke						
Clutch Fork		Drop Forged Steel, Pivoted, Mounted on Ball				Lever on Clutch Shaft		

Mechanically Actuated Clutches

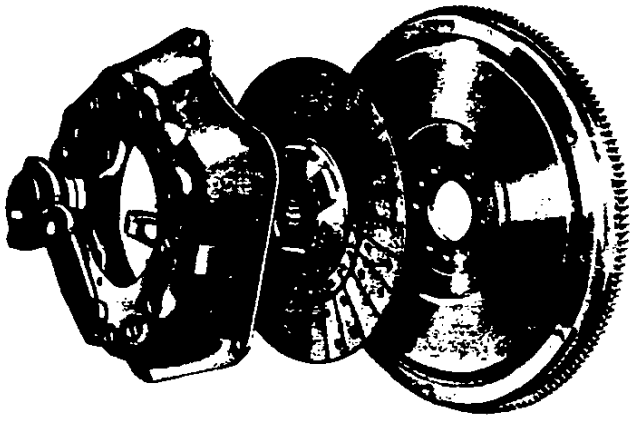
MODEL APPLICATION	R10	P20-30	K-C10-30	C50	S50	C60, S60
ENGINE APPLICATION	164	230 292	230 283 292	230 283 292	230 292	292

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.

CLUTCH SPECIFICATIONS

Clutch Size & Type	9" Diaphragm	10" Diaphragm	11" Diaphragm	12" Coil	12" Coil 2-Plate	13" Coil	14" Coil
Engine Applications	164 Six	153 Four 230 Six ▲	230 Six ♦ 292 Six ★ 283 V8	292 Six ♦	409 V8	327 V8 348 V8 348 Sp V8 4-53	6V-53
Disc:							
Outside diameter	9.12"	10.0"	11.0"	11⅞"	11⅞"	12⅞"	13¾"
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)	9¼	10⅛	11⅛	12	12	13	14
Springs:							
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 Steel	Piston Iron Steel	Piston Iron Steel	Piston Iron Steel	Piston Iron Steel	Piston Iron Steel	Piston Iron Steel
Ring gear							
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 and included on C-L-S50 Series models.
★ Except C-L-S50 Series 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)
10	Under seat	18.6
ab Models		
C10-C60, M80	In cab, back of seat	17 a
K10, K20	In cab, back of seat	17 a
D60, C-L-M80	In cab, back of seat	20
L-U-W80	On top of frame side rail	18
L50, L60	In cab, back of seat	17 a
T60, T80	Outside right frame side rail	18.0
owl Models		
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
Panel & Carry-all Models		
C10, K10	Inside frame, behind rear axle	20.5
C30	Outside left frame side rail	18
Forward-Control Models		
P10	Inside frame, behind rear axle	20.5
P23, P33	Outside right frame side rail	15.5
P25, P26	Outside right frame side rail	18.0 b
P35, P36	Outside right frame side rail	18.0 b

a—20 for optional tank. b—30.0 for optional tank.

➧ Indicates revised specifications.

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)			
➔ S3-S590	Synchromesh	194	tube & center	14.1	18.1	1.26	255	11.5	13	4 x 17⅝
		230	tube & center	15.5	20.8	1.26	323	11.5	13	4 x 17⅝
	Powerglide	194	tube & center	14.1	18.1	1.26	255	11.5	13	4 x 17⅝
		230	tube & center	15.5	20.8	1.26	323	11.5	13	4 x 17⅝
➔ S4-S590	All	283	tube & center	15.5	23.0	1.26	357	17	13	4 x 17⅝
		283	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
	All	327	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
G10	All	153	tube & center	14.1	18.1	1.26	255	9.5	13	4 x 17⅝
		194	tube & center	17.4	18.1	1.26	314	12.0	13	4 x 17⅝
C-K10, C-K20, C30	Synchromesh	230	tube & center	17.4	18.1	1.26	314	11.0	13	4 x 19
		292	tube & center	17.4	25.2	1.26	439	13.0	13	4 x 19
C-K10	Synchromesh	283	tube & center	17.4	25.2	1.26	439	14.0	13	4 x 17⅝
C-K20, C30	Synchromesh	283	tube & center	17.4	25.2	1.98	439	14.0	13	4 x 17⅝
C10, C20	Powerglide	230	tube & center	17.4	25.2	1.98	439	12.0	13	4 x 19
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17⅝
P10	Synchromesh	153	tube & center	14.1	18.1	1.26	229	8.25	13	4 x 17⅝
		230	cellular	20.7	19.7	2.00	229	14.0	7	4 x 17⅝
	Powerglide	153	tube & center	14.1	18.1	1.26	229	8.25	13	4 x 17⅝
		230	cellular	20.7	19.7	2.00	407	14.0	7	4 x 17⅝
P20, P30	All	230	cellular	19.9	21.4	2.00	426	14.0	7	4 x 20
C50, L50, S50	Synchromesh	230	tube & center	24.7	23.0	1.26	569	14.0	9	4 x 20
		292	tube & center	24.7	23.0	1.26	569	14.5	9	4 x 20
		283	tube & center	24.7	23.0	1.98	569	19.5	9	4 x 20
C60, L60, S60 M60	Synchromesh	292	tube & center	24.7	23.0	1.26	569	14.5	9	4 x 20
		327	tube & center	24.7	23.0	1.98	569	18.5	9	5 x 20
		348	tube & center	29.7	23.0	1.75	685	30.0	9	5 x 20
C60, S60	Powermatic	292	tube & center	24.7	23.5	2.62	581	18.0	9	4 x 20
		327	tube & center	24.7	23.5	2.62	581	22.0	9	5 x 20
		348	tube & center	29.0	23.5	2.62	684	30.0	9	6 x 20
D60	Synchromesh	4-53	tube & center	29.7	23.0	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
		348	tube & fin	24.0	28.7	2.25	689	37.5	9	5 x 20
C80, L80, M80	Synchromesh	348	tube & center	29.7	23.0	1.75	685	30.0	9	5 x 20
		409	tube & center	29.7	23.0	2.62	685	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
C80, M80	Powermatic	348	tube & center	29.0	23.5	2.62	684	30.0	9	6 x 20
T80	Powermatic	348	tube & fin	22.0	28.7	2.88	632	37.5	9	5 x 20
E80, W80	Synchromesh	6V-53	tube & center	29.7	23.0	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

➔ S3-S590	All	194	tube & center	14.1	23.0	1.26	325	12	13	4 x 17⅝
		230	tube & center	15.5	23.0	1.26	357	12	13	4 x 17⅝
➔ S4-S590	All	283	tube & center	15.5	25.2	1.98	391	18	13	4 x 17⅝
		327	tube & center	15.5	25.2	1.98	391	18	13	5 x 18
C-K10	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.5	13	4 x 19
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17⅝
C-K20, C30	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.5	13	4 x 19
		292	tube & center	17.4	25.2	2.62	439	14.0	13	4 x 19
		283	tube & center	17.4	25.2	2.62	439	16.0	13	4 x 17⅝
C50, L50, S50	Synchromesh	230	tube & center	24.7	23.0	1.98	569	15.0	9	5 x 20
		292	tube & center	24.7	23.0	1.98	569	15.0	9	5 x 20
		283	tube & center	24.7	23.0	1.98	569	20.0	9	5 x 20
C60, L60, S60 M60	Synchromesh	292	tube & center	24.7	23.0	1.98	569	15.0	9	5 x 20
C80, L80, M80	Synchromesh	348	tube & center	29.0	23.6	2.62	684	30.0	9	6 x 20

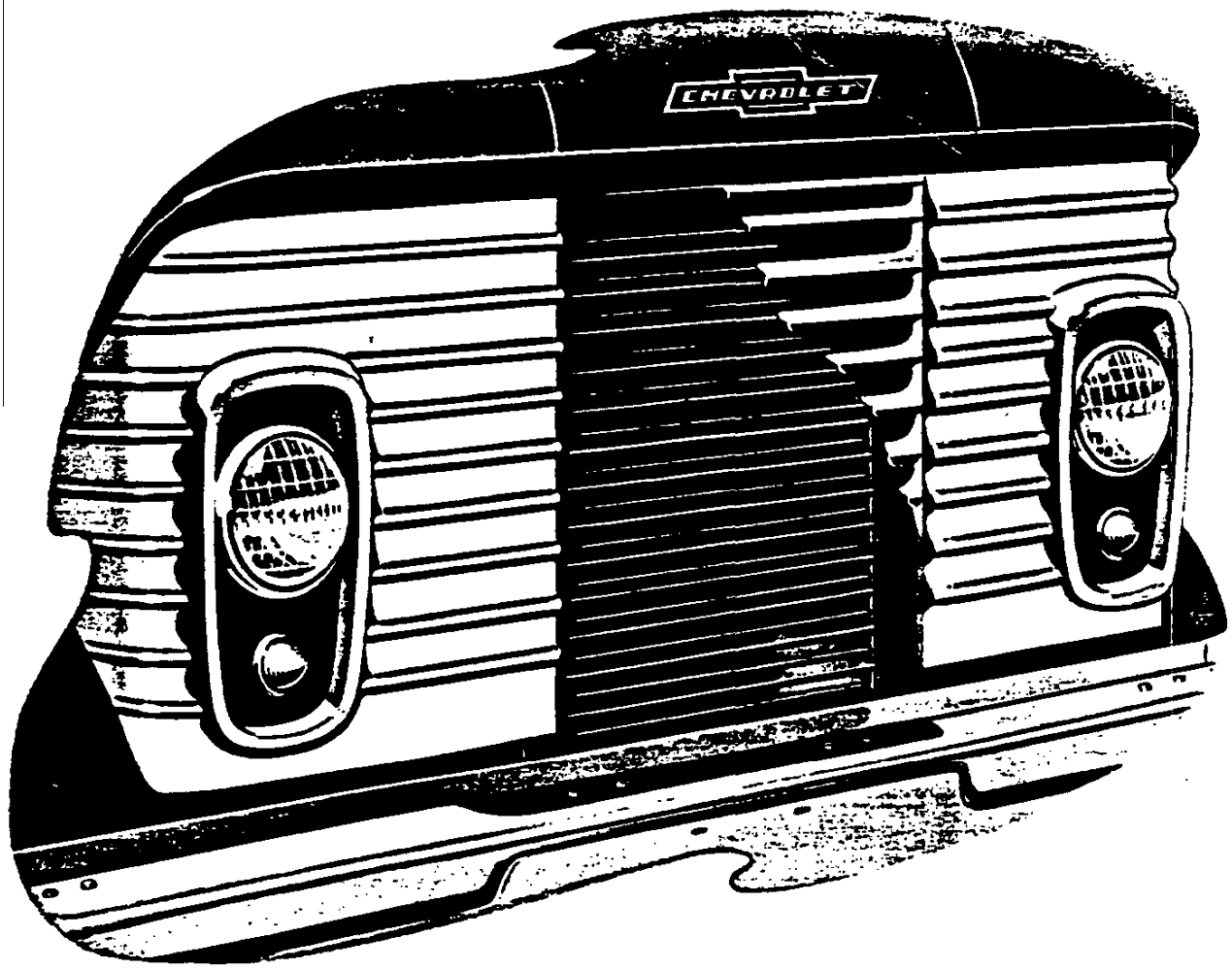
➔ Indicates change

RADIATOR SHUTTERS

:-actuated radiator shutters are available as ional equipment on Series D60, D60-H and C-M-E-V80 models. Thermostat-controlled, the shutters tomatically maintain uniform engine temperatures hin 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 warm-up periods.



ENGINE VENTILATION

wo basic methods of engine crankcase ventilation re used in Chevrolet truck gasoline engines—positive and closed positive. Positive Crankcase Ventilation is standard on all series 10 through 30, except orward controls, but is included on the G10, R10 nd El Camino. Closed Positive Crankcase Ventilation standard on series 50 through 80, all forward control models and optional at extra cost on the models sted above.

The Positive Crankcase Ventilation system has an pen breather cap at the filler plus a tube leading om the rocker cover to the intake manifold for enting fumes. This tube includes a valve and a netered orifice to prevent flash-back.

The Closed Positive Crankcase Ventilation system as a closed breather cap at the filler and a tube from the air cleaner to the rocker arm cover that enters the cover near the filler location. It also provides a tube with a metered orifice extending from the rear of the rocker arm cover to the intake manifold for venting fumes.

Since both systems use manifold vacuum to permit easy flow of fumes back to the intake manifold, fumes could be forced out of the filler breather cap of the Positive Crankcase Ventilation system into the open air under full throttle conditions (no vacuum). The Closed Positive Crankcase Ventilation system would return these fumes to the air cleaner where in-rushing air of full throttle conditions would carry the fumes back into the carburetor.

The Closed Positive Crankcase Ventilation system has been approved by the State of California.