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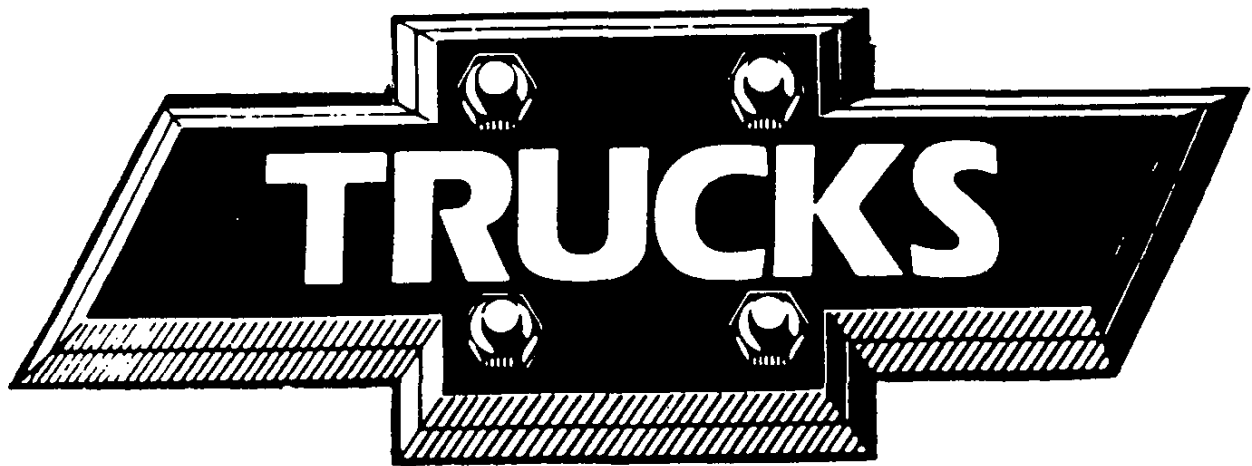
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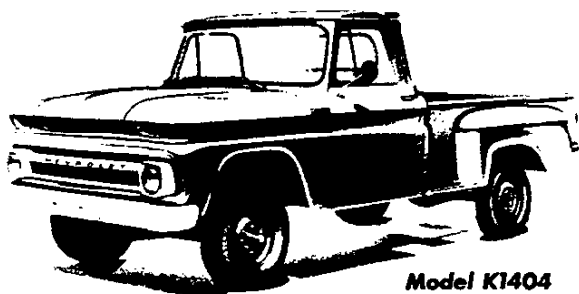
# CHEVROLET



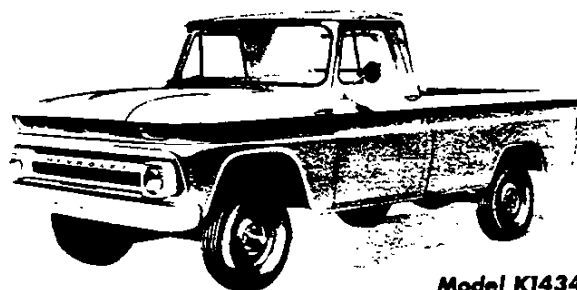
## 1965



## SERIES 10-20



Model K1404



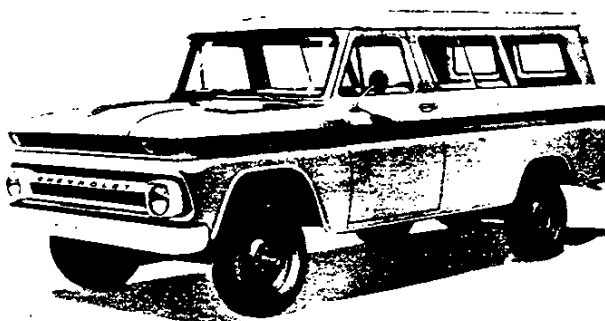
Model K1434

### Stepside Pickups

Body Length	Payload Range	Model	Pages
6½ ft	1200-1850 lb	K1404	3-6
8 ft	1050-1700 lb	K1504	3-6
8 ft	1550-3400 lb	K2504	11-14

### Fleetside Pickups

Body Length	Payload Range	Model	Pages
6½ ft	1150-1800 lb	K1434	3-6
8 ft	1000-1650 lb	K1534	3-6
8 ft	1500-3350 lb	K2534	11-14



Model K1406

### 7½-Ft Panel Body

Payload Range	Model	Pages
900-1550 lb	K1405	7-10

### 8-Passenger Carryalls

Payload Range	Model	Pages
600-1250 lb	K1416	7-10
650-1300 lb	K1406	7-10

Model K1403



### Chassis-Cabs

Maximum Body Length	Body-Payload Range	Model	Pages
6½ ft	1600-2200 lb	K1403	3-6
8½ ft	1500-2150 lb	K1503	3-6
8½ ft	1950-3800 lb	K2503	11-14

## WEIGHTS ADDED BY OPTIONS

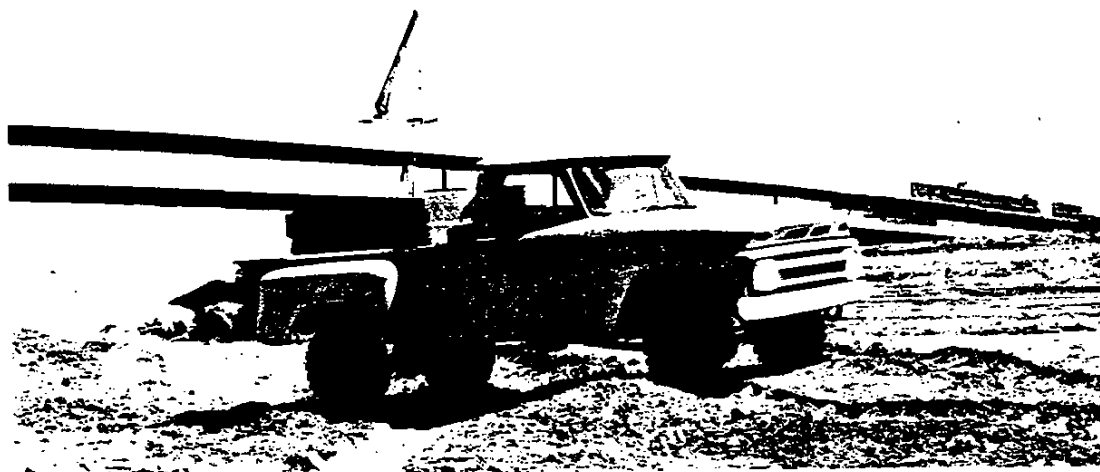
Optional Equipment	Weight Added (lb)	
	Series 10	Series 20
Battery, Heavy-Duty .....	9	9
Bumper, Rear .....	43	42
Clutch, Heavy-Duty .....	3	3
Engine: 292 Six .....	88	97
283 V8 .....	135	135
Fuel Tank .....	4	4
Generator: 62 amp. ....	7	7
Heater: DeLuxe-Air .....	28	28
Thrift-Air .....	19	19
Hubs, Free-Wheeling Front .....	1	2
Radio .....	7	7
Radiator, Heavy-Duty .....	6	5
Seat, Auxiliary .....	46	—
Seat, Bostrom: Driver .....	9	9
Driver and 2-man companion .....	36	36
Springs, Rear .....	—	6
<b>Tires &amp; Wheels:</b>		
6.50-16/6PR (five) .....	60	—
7-17.5/6PR (five) .....	140	—
7.00-15/6PR (five) .....	155	20
8-17.5/6PR (two front) .....	—	10
(two rear) .....	—	10
8-17.5/8PR (two front) .....	—	13
(two rear) .....	—	13
8-19.5/6PR (two front) .....	—	45
(two rear) .....	—	50
8-19.5/8PR (two front) .....	—	47
(two rear) .....	—	52
7.00-17/6PR (two front) .....	—	45
(two rear) .....	—	46
7.50-17/8PR (two front) .....	—	63
(two rear) .....	—	63
<b>Transmission:</b> (80-90% of weight on front)		
Chevrolet 4-Speed .....	89	85
Window, Full-View Rear .....	2	2

### TYPICAL USERS

**Contractors  
Farmers  
Ranchers**

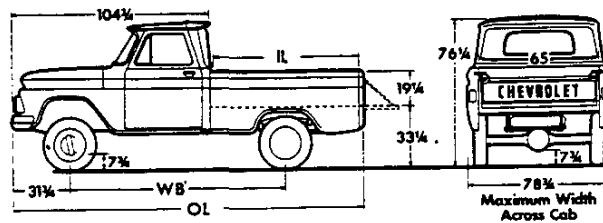
**Construction Firms  
Oil Field Operators  
Automotive Service Stations**

**Sportsmen  
Surveyors  
Public Utilities**



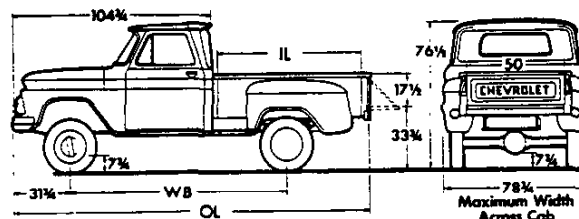
(With std equipment, unloaded)

GVW Ratings up to 5600 lb



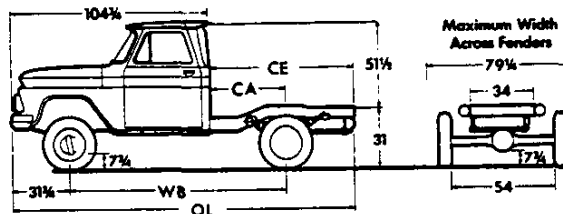
### FLEETSIDE PICKUPS

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
K1434	78 1/4	115	186 3/4	2130	1560	3690	2%	98%
K1534	98	127	206 1/4	2195	1660	3855	4	96



### STEPSIDE PICKUPS

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
K1404	78 1/4	115	186 3/4	2150	1510	3660	1%	99%
K1504	98	127	206 1/4	2205	1600	3805	3	97



### CHASSIS-CABS

Models	Dimensions (Inches)				Curb Weight			Body-Payload Wt. Dist.		
	CA	CE	WB	OL	Front	Rear	Total	Body	Front	Rear
K1403	42	75 1/2	115	180 1/4	2155	1140	3295	6'	4%	96%
K1503	54	95 1/2	127	200 1/4	2180	1190	3370	6 1/2'	1	99
								7'	8	92
								7 1/2'	6	94
								8'	3	97
								8 1/2'	1	99

# SERIES K10 PICKUPS & CHASSIS-CABS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Front:** Hypoid, ratio 3.73; capacity 3300 lb; yoke and trunnion universal joints

**Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3300 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic, self-adjusting

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

Effective area: drum 276 sq in; lining 172 sq in

**Brake, Parking:** Rear wheels; area 84 sq in

**Bumper:** Front only, painted

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower.....140 @ 4400 rpm

Net Horsepower.....120 @ 3600 rpm

Gross Torque, lb-ft.....220 @ 1600 rpm

Net Torque, lb-ft.....205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 3.62 (K1404-34; K1403); 4.85 (K1504-34; K1503)

**Generator:** 37-amp Delcotron

**GVW Plate:** 5600 lb

**Lights:** Head, parking, tail and stop

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Power Divider:** Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Semi-elliptic, 5-leaf; capacity 1650 lb each at ground

**Springs, Rear:** Semi-elliptic single-stage, 6-leaf; capacity 1900 lb each at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Tank, Fuel:** Back of seat in cab; capacity 18.5 gallons

**Tires:** Five tubeless 7.75-15/4PR front, single rear and spare

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 15" x 5.50"; attachment, 6 studs on 5 1/2" circle; spare carrier under frame

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
4900 lb	Standard
5300 lb	Standard
5600 lb	Standard

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48		<b>Governor:</b>	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner. K46		230 engine: 1800-3100 rpm.....	K37
<b>Battery:</b> Heavy-duty; 70 amp-hr. T60		3000-4000 rpm.....	K37
<b>Brakes, Vacuum Power.</b> J70		283 engine: 2400-3600 rpm.....	K37
<b>Bumper, Rear Step:</b> On K1504 & K1534 only. V43		3000-3800 rpm.....	K37
<b>Carrier, Spare Wheel:</b> Side mounted. P13		292 engine: 2200-3100 rpm.....	K37
<b>Closed Engine Positive Ventilation.</b> K24		2800-3900 rpm.....	K37
<b>Clutch:</b> Dia 11"; for 230 engine. M01		<b>Hazard Flasher Switch.</b> V74	
➔ <b>Cooling, Heavy-Duty:</b> Required for dealer installed air conditioning. V05		<b>Heater &amp; Defroster:</b> Thrift-Air..... C41	
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		DeLuxe-Air.....	C42
Appearance Option..... Z61		<b>Hooks, Towing:</b> Front.....	V76
Chrome Option..... V37		<b>Hubs, Free-Wheeling Front:</b> Control at hubs	F76
Comfort Option..... Z62		<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch. V75	
Side Molding; Fleetside Pickups only. B98		<b>Lock:</b> Right door..... A97	
<b>Engine:</b>		Side wheel carrier (Pickups only).....	A97
292 Six.....	L25	<b>Mirror, Rearview:</b> Exterior	
283 V8.....	L32	Left; 17¼" swinging arm.....	D32
		Right; 17¼" swinging or 6¼" fixed arm.....	D32
		West Coast type Jr. (6" x 11").....	D29
		West Coast type Sr. (7" x 16").....	D30
		<b>Paint, Exterior:</b> See <i>Colors</i> section	
		<b>Radiator:</b> Heavy-duty.....	V01
		<b>Radio:</b> Manual control.....	U60
		<b>Seat, Bostrom:</b>	
		Driver.....	A55
		Driver seat plus 2-man seat.....	A55
		<b>Seat, Full-Depth Foam</b> .....	Z52
		<b>Serial Number Plate:</b> (State of Pennsylvania)	Z55
		<b>Shock Absorbers:</b> Heavy-duty; rear.....	F51
		➔ <b>Starter Motor, Heavy-Duty:</b> Includes HD battery.....	K67
		<b>Tachometer:</b> Electric; includes optional gauges.....	U16
		<b>Tank, Fuel:</b> Capacity 21 gallons.....	N01
		<b>Transmission:</b>	
		Chevrolet 4-speed synchromesh; includes 11" clutch.....	M20
		<b>Window, Full-View Rear</b> .....	A10
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers.....	C14
<b>Fuel Filter Equipment</b> ..... K28			
<b>Gauges:</b> Ammeter, engine temperature, oil pressure..... Z53			
<b>Generator:</b>			
42-amp Delcotron.....	K79		
55-amp Delcotron.....	K77		
62-amp Delcotron.....	K81		
<b>Glass, Laminated:</b> Door windows only; includes metal frames..... A09			
<b>Glass, Soft Ray:</b>			
Windshield only.....	A11		
All windows.....	A11		

➔ Indicates revised specifications.

# SERIES K10 PICKUPS & CHASSIS-CABS

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
7.75-15/4PR—Regular	1100	Disc	5.50	Std <del>a</del>
—Nylon		Disc	5.50	P91
—On-Off Road Ny		Disc	5.50	R38
7.75-15/8PR—Regular	1390	Disc	5.50	T25 <del>b</del>
8.15-15/4PR—Regular	1180	Disc	5.50	Q04 <del>c</del>
—Nylon		Disc	5.50	Q05
8.15-15/8PR—Regular	1500	Disc	5.50	T28
6.00-16/6PR—Regular	1065	Disc	5.00	R58
6.50-16/6PR—Regular	1380	Disc	5.00	R59
<b>TRUCK TYPE</b>				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81

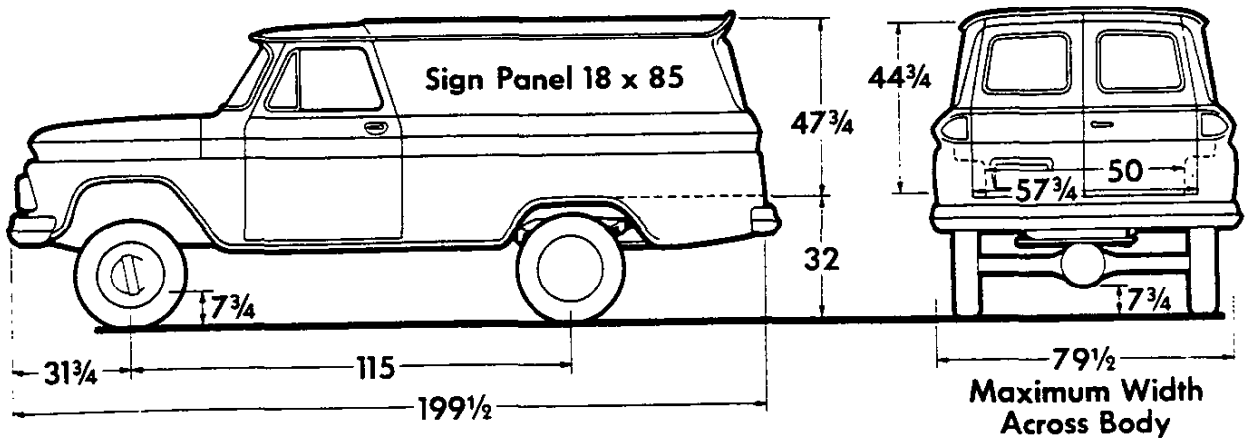
The following tubeless tires may be ordered with white sidewalls:

**a**—P92 (7.75-15/4PR) **b**—T26 (7.75-15/8PR) **c**—R51 (8.15-15/4PR)

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
7.75-15/4PR—Regular	1100	Disc	5.5	P93
—Nylon		Disc	5.5	P95
—On-Off Road Ny		Disc	5.5	P97
7.75-15/8PR—Regular	1390	Disc	5.5	T27
8.15-15/4PR—Nylon	1180	Disc	5.5	R53
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69
<b>TRUCK TYPE</b>				
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon		Disc	5.5	R44
—On-Off Road		Disc	5.5	R43
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon		Disc	5.0	R65
—On-Off Road		Disc	5.0	R64

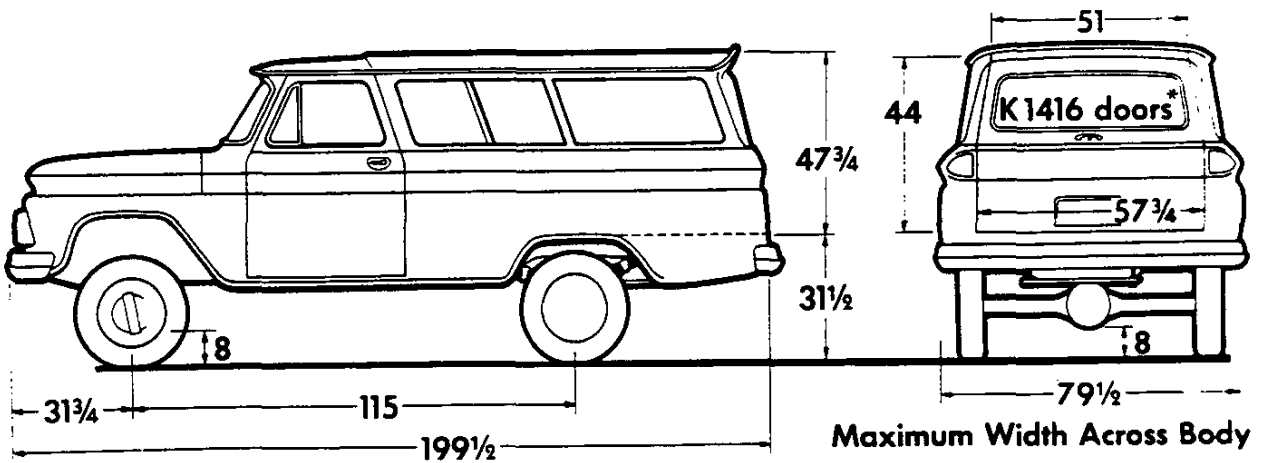
### DIMENSIONS

(With std equipment, unloaded)



### PANEL

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>K1405</b>	1825	2120	3945	5%	95%



\*K1406 doors as shown on K1405

### CARRYALLS

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>K1406</b>	1965	2260	4225	26%	74%
<b>K1416</b>	1965	2270	4235	26	74

# SERIES K10 PANEL & CARRYALLS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Front:** Hypoid; ratio 3.73; capacity 3300 lb; yoke and trunnion universal joints

**Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3300 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

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

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

**Brake, Parking:** Rear wheels; area 84 sq in

**Bumper:** Front only, painted

**Cab:** See *Cabs & Bodies* section

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; head and dome light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Doors, Rear:** K1406—Panel type  
K1416—Station Wagon type

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower ..... 140 @ 4400 rpm

Net Horsepower ..... 120 @ 3600 rpm

Gross Torque, lb-ft ..... 220 @ 1600 rpm

Net Torque, lb-ft ..... 205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 3.62

**Generator:** 37-amp Delcotron

**GVW Plate:** 5000 lb

**Lights:** Head, parking, tail and stop

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Power Divider:** Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

**Seats:**

Driver only; Panel model

Two; 6 passengers; Carryall models

**Seat Belts:** Driver & passenger; Carryall models only

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Semi-elliptic; 5-leaf; capacity 1650 lb each at ground

**Springs, Rear:** Semi-elliptic single-stage, 6-leaf; capacity 1900 lb each at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Tank, Fuel:**

Inside frame at rear; capacity 20.5 gallons

**Tires:** Five tubeless 7.75-15/4PR front, single rear and spare (K1405)

Five tubeless 8.15-15/4PR front, single rear and spare (K1406-16)

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 15" x 5.50"; attachment, 6 studs on 5 1/2" circle; spare carrier under frame

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
4900 lb	Standard
5300 lb	Standard
5600 lb	Standard

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48		<b>Glass, Soft Ray:</b>	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner. K46		Windshield only.....	A11
<b>Battery:</b> Heavy-duty; 70 amp-hr. T60		All windows.....	A11
<b>Belts, Front Seat:</b> Driver & passenger Models K1406 & K1416 only		<b>Governor:</b>	
Deletion..... A62		230 engine: 1800-3100 rpm.....	K37
→ <b>Belts, Rear Seat:</b> K1406-16 only..... A64		3000-4000 rpm.....	K37
<b>Brakes, Vacuum Power</b> ..... J70		283 engine: 2400-3600 rpm.....	K37
<b>Closed Engine Positive Ventilation</b> ..... K24		3000-3800 rpm.....	K37
<b>Clutch:</b> Dia 11"; for 230 engine..... M01		292 engine: 2200-3100 rpm.....	K37
→ <b>Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning..... V05		2800-3900 rpm.....	K37
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		<b>Hazard Flasher Switch</b> ..... V74	
Appearance Option.....	Z61	<b>Heater &amp; Defroster:</b> Thrift-Air..... C41	
Chrome Option.....	V37	DeLuxe-Air.....	C42
Comfort Option.....	Z62	<b>Hooks, Towing:</b> Front..... V76	
<b>Engine:</b>		<b>Hubs, Free-Wheeling Front:</b> Control at hubs F76	
292 Six.....	L25	<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch..... V75	
283 V8.....	L32	<b>Lock:</b> Right door..... A97	
		→ <b>Mirror, Rearview:</b> Exterior	
		Right; 6¼" fixed arm.....	D32
		West Coast type Jr. (6" x 11").....	D29
		West Coast type Sr. (7" x 16").....	D30
		<b>Paint, Exterior:</b> See <i>Colors</i> section	
		<b>Radiator:</b> Heavy-duty..... V01	
		<b>Radio:</b> Manual control..... U60	
		<b>Seat, Auxiliary:</b> Panel model only..... A57	
		<b>Seat, Third:</b> Carryalls only; includes sliding rear side windows..... A59	
		<b>Serial Number Plate:</b> State of Pennsylvania Z55	
		→ <b>Starter Motor, Heavy-Duty:</b> Includes HD battery..... K67	
		<b>Shock Absorbers:</b> Heavy-duty; rear..... F51	
		<b>Tachometer:</b> Electric; includes optional gauges..... U16	
		<b>Transmission:</b>	
		Chevrolet 4-speed synchromesh; includes 11" clutch..... M20	
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers..... C14	

→ Indicates revised specifications.

# SERIES K10 PANEL & CARRYALLS

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
★7.75-15/4PR—Regular	1100	Disc	5.50	Std <sup>a</sup>
—Nylon		Disc	5.50	P91
—On-Off Road Ny		Disc	5.50	R38
7.75-15/8PR—Regular	1390	Disc	5.50	T25 <sup>b</sup>
●8.15-15/4PR—Regular	1180	Disc	5.50	Q04 <sup>c</sup>
—Nylon		Disc	5.50	Q05
8.15-15/8PR—Regular	1500	Disc	5.50	T28
★6.00-16/6PR—Regular	1065	Disc	5.00	R58
6.50-16/6PR—Regular	1380	Disc	5.00	R59
<b>TRUCK TYPE</b>				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81

●—Standard on Carryall models.

★—Not available on Carryall models.

The following tubeless tires may be ordered with white sidewalls:

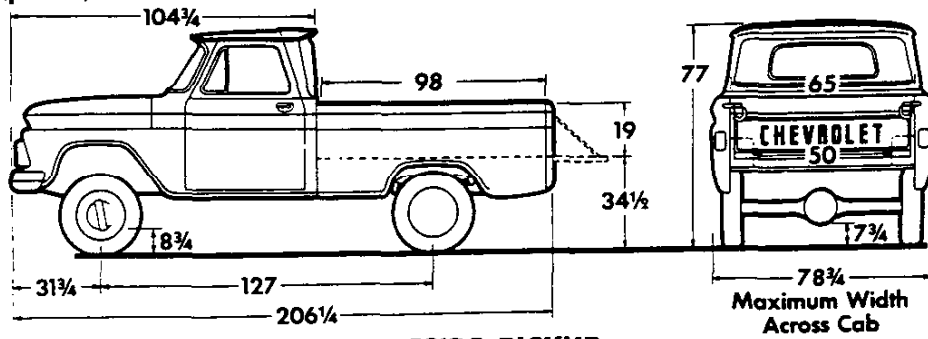
<sup>a</sup>—P92 (7.75-15/4PR) <sup>b</sup>—T26 (7.75-15/8PR) <sup>c</sup>—R51 (8.15-15/4PR)

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
★7.75-15/4PR—Regular	1100	Disc	5.5	P93
—Nylon		Disc	5.5	P95
—On-Off Road Ny		Disc	5.5	P97
7.75-15/8PR—Regular	1390	Disc	5.5	T27
★8.15-15/4PR—Nylon	1180	Disc	5.5	R53
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69
<b>TRUCK TYPE</b>				
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon		Disc	5.5	R44
—On-Off Road		Disc	5.5	R43
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon		Disc	5.0	R65
—On-Off Road		Disc	5.0	R64

★—Not available on Carryall models.

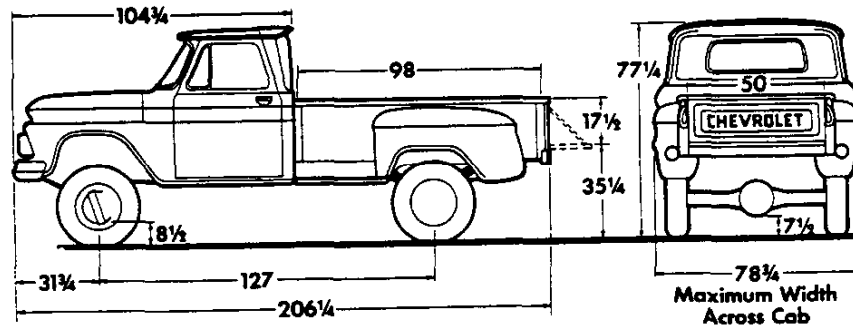
**DIMENSIONS**  
(With std equipment, unloaded)

**GVW Ratings up to 7600 lb**



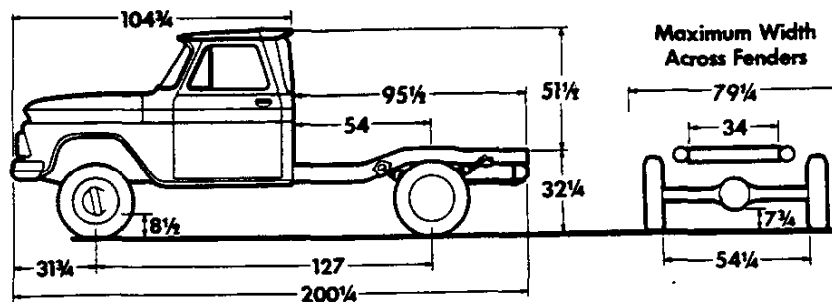
**FLEETSIDE PICKUP**

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
<b>K2534</b>	98	127	206 1/4	2355	1765	4120	3%	97%



**STEPSIDE PICKUP**

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
<b>K2504</b>	98	127	206 1/4	2385	1785	4170	4%	96%



**CHASSIS-CAB**

Model	Curb Weight			Body-Payload Wt. Dist.		
	Front	Rear	Total	Body	Front	Rear
<b>K2503</b>	2350	1335	3685	7'	8%	92%
				7 1/2'	6	94
				8'	3	97
				8 1/2'	1	99

# SERIES K20 PICKUPS & CHASSIS-CAB

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Front:** Hypoid; ratio 4.55; capacity 3500 lb; yoke and trunnion universal joints

**Axle, Rear:** Hypoid full-floating type; ratio 4.57; capacity 5200 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

Sizes: front 12" x 2"; rear 12" x 2"

Effective area: drum 303 sq in; lining 191 sq in

**Brake, Parking:** Rear wheels; area 93 sq in

**Bumper:** Front only, painted

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; head & dome light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower..... 140 @ 4400 rpm

Net Horsepower..... 120 @ 3600 rpm

Gross Torque, lb-ft..... 220 @ 1600 rpm

Net Torque, lb-ft..... 205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 4.85

**Generator:** 37-amp Delcotron

**GVW Plate:** 7600 lb

**Lights:** Head, parking, tail and stop

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Power Divider:** Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Semi-elliptic, 5-leaf; capacity 1750 lb each at ground

**Springs, Rear:** Semi-elliptic single-stage, 6-leaf; capacity 1900 lb at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Tank, Fuel:** Back of seat in cab; capacity 18.5 gallons

**Tires:** Four tubeless 7-17.5/6PR front, single rear

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 17.5" x 5.25"; attachment 8 studs on 6 1/2" circle

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
5700 lb	Standard
6100 lb	3150-lb rear springs
7200 lb	3150-lb rear springs
7600 lb	3150-lb rear springs; heavy-duty front axle

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48		<b>Governor:</b>	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner. K46		230 engine: 1800-3100 rpm. . . . .	K37
<b>Axle, Heavy-Duty Front. . . . .</b>		3000-4000 rpm. . . . .	K37
<b>Battery:</b> Heavy-duty; 70 amp-hr. . . . .		283 engine: 2400-3600 rpm. . . . .	K37
<b>Brakes, Vacuum Power. . . . .</b>		3000-3800 rpm. . . . .	K37
<b>Bumper, Rear Step:</b> Pickup models only. . . . .		292 engine: 2200-3100 rpm. . . . .	K37
<b>Carrier, Spare Wheel:</b> Side mounted; Pickup models only. . . . .		2800-3900 rpm. . . . .	K37
<b>Closed Engine Positive Ventilation. . . . .</b>		<b>Hazard Flasher Switch. . . . .</b>	V74
<b>Clutch:</b> Dia 11"; for 230 engine. . . . .		<b>Heater &amp; Defroster:</b> Thrift-Air. . . . .	C41
➤ <b>Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning. . . . .		DeLuxe-Air. . . . .	C42
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		<b>Hooks, Towing:</b> Front. . . . .	V76
Appearance Option. . . . .	Z61	<b>Hubs, Free-Wheeling Front:</b> Control at hubs. . . . .	F76
Chrome Option. . . . .	V37	<b>Lamps, Hazard &amp; Marker:</b> Five; includes flasher switch. . . . .	V75
Comfort Option. . . . .	Z62	<b>Lock:</b> Right door. . . . .	A97
Side Molding; Fleetside pickups only. . . . .	B98	Side wheel carrier; Pickup models only. . . . .	A97
<b>Engine:</b>		➤ <b>Mirror, Rearview:</b> Exterior	
292 Six. . . . .	L25	Left; 6¼" fixed arm; Chassis-Cabs only. . . . .	D32
283 V8. . . . .	L32	Left; 17¼" swinging arm; Pickups only. . . . .	D32
292 Six. . . . .		Right; 17¼" swinging or 6¼" fixed arm. . . . .	D32
Gross Horsepower 170 @ 4000 rpm		West Coast type Jr. (6" x 11"). . . . .	D29
Net Horsepower. . . 153 @ 3600 rpm		West Coast type Sr. (7" x 16"). . . . .	D30
Gross Torque, lb-ft. 275 @ 1600 rpm		<b>Paint, Exterior:</b> See <i>Colors</i> section	
Net Torque, lb-ft. . . 255 @ 2400 rpm		<b>Radiator:</b> Heavy-duty. . . . .	V01
Battery. . . . . 61 amp-hr		<b>Radio:</b> Manual control. . . . .	U60
Clutch. . . . . 11"; 124 sq in		<b>Seat, Bostrom:</b>	
<b>Fuel Filter Equipment. . . . .</b>	K28	Driver only. . . . .	A55
<b>Gauges:</b> Ammeter, engine temperature, oil pressure. . . . .	Z53	Driver seat plus 2-man seat. . . . .	A55
<b>Generator:</b>		<b>Seat, Full-Depth Foam. . . . .</b>	Z52
42-amp Delcotron. . . . .	K79	<b>Serial Number Plate:</b> State of Pennsylvania. . . . .	Z55
55-amp Delcotron. . . . .	K77	<b>Shock Absorbers:</b> Heavy-duty; rear. . . . .	F51
62-amp Delcotron. . . . .	K81	<b>Springs, Rear:</b>	
<b>Glass, Laminated:</b> Door windows only; includes metal frames. . . . .	A09	Capacity 3150 lb each. . . . .	G50
<b>Glass, Soft Ray:</b>		<b>Tachometer:</b> Electric; includes optional gauges. . . . .	U16
Windshield only. . . . .	A11	<b>Tank, Fuel:</b> Capacity 21 gallons. . . . .	N01
All windows. . . . .	A11	<b>Transmission:</b>	
		Chevrolet 4-speed synchromesh; includes 11" clutch. . . . .	M20
		<b>Window, Full-View Rear. . . . .</b>	A10
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers. . . . .	C14

➤ Indicates revised specifications.

# SERIES K20 PICKUPS & CHASSIS-CAB

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR—Regular	1520	Disc	5.25	Std*
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81
8-17.5/6PR—Regular	1740	Disc	5.25	R83
—Nylon		Disc	5.25	R85
—On-Off Road		Disc	5.25	R84
8-17.5/8PR—Regular	2060	Disc	5.25	R86
—On-Off Road		Disc	5.25	R87
<b>a</b> 8-19.5/6PR—Regular	2090	Disc	5.25	R94
—Nylon		Disc	5.25	R95
<b>a</b> 8-19.5/8PR—Regular	2440	Disc	5.25	R96
—Nylon		Disc	5.25	R98
—On-Off Road		Disc	5.25	R97

\*R80 for spare tire with 17.5 x 5.25 wheel.

**a**—Heavy-duty front axle required.

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<del>7.00-15/6PR—Regular</del>	1520	Disc	5.5	R42
—Nylon		Disc	5.5	R44
—On-Off Road		Disc	5.5	R43
7.00-17/6PR—Regular	1740	Disc	5.0	R72
7.50-16/6PR—Regular	1815	Disc	6.0	R67
→ 7.50-16/8PR—Regular	2140	Disc	6.0	R68
7.00-17/8PR—Regular	2060	Disc	5.0	R73
—On-Off Road		Disc	5.0	R74
<b>a</b> —7.50-17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road		Disc	6.0	R76

**a**—Heavy-duty front axle required.

→ Indicates revised specifications.

## Option Identification System

The Chevrolet option identification code system consists of a letter prefix and a number from 01 to 100. The prefix letter of the code identifies the general equipment group, and the suffix number identifies the item in the group.

### Example:

The code **C42** denotes a De Luxe-Air Heater & Defroster (the number 42) in the body equipment group (C).

Following is a general listing of the various letter prefixes for the different equipment groups:

- A, B, C, D, E**—Body Equipment
  - F**—Front Axle and Suspension Equipment
- G, H**—Rear Axle and Suspension Equipment
  - J**—Brake Equipment
- K, L**—Engine Equipment
  - M**—Clutch and Transmission Equipment
  - N**—Gasoline Tank, Exhaust, and Steering Equipment
- P, Q, R, S**—Wheel and Tire Equipment
  - T**—Sheet Metal, Battery, and Lamp Equipment
  - U**—Speedometer and Miscellaneous Electrical Equipment
  - V, Z**—Radiator, Bumper, and Miscellaneous Final Assembly Equipment

The option identification system does not apply to paint and interior trim options which are identified with 3-digit numbers.

**NOTE:** This option code system does not apply to Series Q50 A-N-Q60 or A-N-Q-V80. (See pages 8-10)

Option Number	Description
---------------	-------------

- |            |  |
|------------|--|
| <b>A01</b> | All Window Soft Ray Glass                  |
| <b>A02</b> | Windshield Soft Ray Glass                  |
| <b>A07</b> | Ten-Window Body Glass                      |
| <b>A08</b> | Four-Window RH Side Body Glass             |
| <b>A09</b> | Laminated Glass                            |
| <b>A10</b> | Full-View Rear Window                      |
| <b>A11</b> | Soft Ray Glass                             |
| <b>A12</b> | Rear Door Glass                            |
| <b>A13</b> | Side Door Glass                            |
| <b>A31</b> | Power Windows                              |
| <b>A49</b> | Seat Belts; Custom De Luxe with Retractors |
| <b>A55</b> | Bostrom Seat                               |
| <b>A57</b> | Auxiliary Seat                             |
| <b>A59</b> | Third Seat                                 |
| <b>A59</b> | Auxiliary Seat—Stationary                  |
| <b>A61</b> | Auxiliary Seat—Stationary                  |
| <b>A62</b> | Seat Belt Deletion                         |
| <b>A97</b> | Right Door Lock                            |

- |            |                         |
|------------|-------------------------|
| <b>B70</b> | Padded Instrument Panel |
| <b>B98</b> | Custom Side Molding     |

- |            |                                     |
|------------|-------------------------------------|
| <b>C14</b> | Electric Windshield Wipers & Washer |
| <b>C38</b> | Heater & Defroster Deletion         |
| <b>C41</b> | Thrift-Air Heater & Defroster       |
| <b>C42</b> | De Luxe-Air Heater & Defroster      |
| <b>C48</b> | Heater & Defroster Deletion         |
| <b>C60</b> | Air Conditioning                    |

Option Number	Description
---------------	-------------

- |            |  |
|------------|--|
| <b>D29</b> | Rearview Mirror (West Coast type Jr.)      |
| <b>D30</b> | Rearview Mirror (West Coast type Sr.)      |
| <b>D32</b> | Rearview Mirror                            |
| <b>E30</b> | Series P10 Body Equipment                  |
| <b>E31</b> | Series P20-30 Body Equipment               |
| <b>E32</b> | Series P20-30 Body Equipment (King models) |
| <b>E56</b> | Stake Body                                 |
| <b>E57</b> | Platform Body                              |
| <b>E80</b> | Pickup Box Mounting Brackets               |
| <b>E85</b> | Body Side Door Equipment                   |

- |            |                                     |
|------------|-------------------------------------|
| <b>F02</b> | High-Tensile Steel Frame            |
| <b>F03</b> | Heavy-Duty Frame                    |
| <b>F40</b> | Special Front & Rear Suspension     |
| <b>F47</b> | 5000-lb Front Axle                  |
| <b>F48</b> | 7000-lb Front Axle                  |
| <b>F49</b> | Heavy-Duty 4-Wheel-Drive Front Axle |
| <b>F51</b> | Heavy-Duty Shock Absorbers          |
| <b>F59</b> | Front Suspension Stabilizer Bar     |
| <b>F60</b> | Heavy-Duty Front Springs            |
| <b>F67</b> | 9000-lb Front Axle                  |
| <b>F68</b> | 11,000-lb Front Axle                |
| <b>F76</b> | Free-Wheeling Front Hubs            |
| <b>F81</b> | Heavy-Duty Front Springs            |

- |            |                         |
|------------|-------------------------|
| <b>G50</b> | Heavy-Duty Rear Springs |
| <b>G52</b> | 7500-lb Rear Springs    |
| <b>G55</b> | 8750-lb Rear Springs    |
| <b>G56</b> | 10,400-lb Rear Springs  |
| <b>G58</b> | 11,500-lb Rear Springs  |
| <b>G59</b> | 19,500-lb Rear Springs  |
| <b>G60</b> | Auxiliary Rear Springs  |
| <b>G64</b> | 17,250-lb Rear Springs  |
| <b>G67</b> | Automatic Level Control |
| <b>G75</b> | Rear Axle—3.70 ratio    |
| <b>G76</b> | Rear Axle—3.36 ratio    |
| <b>G80</b> | Limited-Slip Rear Axle  |
| <b>G86</b> | NoSPIN Rear Axle        |

- |            |   |
|------------|---|
| <b>H01</b> | Rear Axle—3.07 ratio  |
| <b>H04</b> | Rear Axle—4.11 ratio  |
| <b>H05</b> | Rear Axle—3.73 ratio  |
| <b>H06</b> | Rear Axle—4.11 ratio  |
| <b>H07</b> | Chevrolet 13,500-lb Rear Axle—6.40 ratio                            |
| <b>H12</b> | Chevrolet 15,000-lb Rear Axle—5.83 ratio                            |
| <b>H13</b> | Chevrolet 15,000-lb Rear Axle—6.17 ratio                            |
| <b>H15</b> | Chevrolet 15,000-lb Rear Axle—7.20 ratio                            |
| <b>H16</b> | Chevrolet 17,000-lb Rear Axle—7.20 ratio                            |
| <b>H17</b> | Chevrolet 13,500-lb Rear Axle—5.29 ratio                            |
| <b>H20</b> | Rear Axle—4.57 ratio  |
| <b>H58</b> | Eaton 34,000-lb Bogie—5.57 ratio (diesel)<br>—7.17 ratio (gasoline) |
| <b>H64</b> | Eaton 23,000-lb Rear Axle—4.88 ratio                                |
| <b>H65</b> | Eaton 23,000-lb Rear Axle—6.67 ratio                                |
| <b>H71</b> | Eaton 17,000-lb 2-Speed Rear Axle—4.87/6.77 ratios                  |
| <b>H72</b> | Eaton 18,500-lb 2-Speed Rear Axle—4.87/6.65 ratios                  |
| <b>H73</b> | Eaton 18,500-lb 2-Speed Rear Axle—5.57/7.60 ratios                  |
| <b>H76</b> | Eaton 23,000-lb 2-Speed Rear Axle—4.87/6.63 ratios                  |
| <b>H77</b> | Eaton 23,000-lb 2-Speed Rear Axle—6.71/9.14 ratios                  |
| <b>H79</b> | Eaton 17,000-lb 2-Speed Rear Axle—7.17/9.97 ratios                  |

# OPTIONAL EQUIPMENT INDEX

Option Number	Description	Option Number	Description
H80	Eaton 18,500-lb 2-Speed Rear Axle—6.50/8.87 ratios	N01	Fuel Tank—capacity 21 gal
H81	Eaton 18,500-lb 2-Speed Rear Axle—7.17/9.77 ratios	N02	Fuel Tank—capacity 30 gal
H87	Eaton 17,000-lb 2-Speed Rear Axle—6.50/9.04 ratios	•N10	Dual Exhaust
H96	Chevrolet 15,000-lb 2-Speed Rear Axle—6.40/8.72 ratios	N12	Single Exhaust Stack
H97	Chevrolet 17,000-lb 2-Speed Rear Axle—6.40/8.72 ratios	N13	Dual Exhaust Stacks
H98	Chevrolet 15,000-lb 2-Speed Rear Axle—5.83/7.95 ratios	N33	Sports-Styled Steering Wheel
H99	Chevrolet 15,000-lb 2-Speed Rear Axle—5.29/7.20 ratios	N34	Comfortilt Steering Wheel
J50	Brakes, Vacuum Power	N40	Power Steering
J65	Brakes, Metallic	P01	Wheel Covers
J70	Vacuum Power Brakes	P02	Wheel Covers, Simulated Wire
J71	Full-Air Brakes	P10	Spare Wheel Carrier—under frame mounting
J72	Air-Hydraulic Brakes	P13	Spare Wheel Carrier—side mounted
J73	Heavy-Duty Vacuum Brakes	•P19	Spare Wheel Lock
J75	Air-Brake Emergency Equipment (Gas Models)	P41	15" x 5.5" Disc Wheels
J77	Air-Brake Emergency Equipment (Diesel Models)	P47	15" x 5.5" Spare Wheel
J80	Vacuum Brake Reserve Tank	P53	6.50—13/4PR Highway Regular W/W Tubeless Tires (Pass)
J81	Vacuum Gauge	P58	7.35—14/4PR Highway Regular W/W Tubeless Tires (Pass)
J91	Trailer Air Brake Equipment	P60	7.75—14/4PR Highway Nylon Tubeless Tires (Pass)
K02	Radiator Fan	P61	7.75—14/4PR Highway Nylon W/W Tubeless Tires (Pass)
K12	Oil Filter—capacity 2 qt	P62	7.75—14/4PR Highway Regular W/W Tubeless Tires (Pass)
K24	Closed Engine Positive Ventilation	P65	7.75—14/4PR Highway Regular Tubeless Tires (Pass)
K28	Fuel Filter Equipment	P90	7.75—15/4PR Highway Regular Tubeless Spare Tire
K37	Engine Governor	P91	7.75—15/4PR Highway Nylon Tubeless Tires
K46	Heavy-Duty Air Cleaner	P92	7.75—15/4PR Highway Regular Whitewall Tubeless Tires
K48	Oil-Bath Air Cleaner—capacity 2 pt	P93	7.75—15/4PR Highway Regular Tube-Type Tires
K56	Air Compressor Equipment (12 cu ft)	P95	7.75—15/4PR Highway Nylon Tube-Type Tires
•K66	Transistorized Ignition System	P97	7.75—15/4PR On-Off Road Nylon Tube-Type Tires
K67	Heavy-Duty Starter Motor	Q04	8.15—15/4PR Highway Regular Tubeless Tires
K77	55-Ampere Delcotron	Q05	8.15—15/4PR Highway Nylon Tubeless Tires
K79	42-Ampere Delcotron	Q18	16" x 5.00" Disc Wheels
K81	62-Ampere Delcotron	Q20	16" x 6.0" Disc Wheels
L05	130-Ampere Delcotron	Q22	17" x 5.0" Spare Wheel
L21	194 Engine	Q23	17" x 6.00" Spare Wheel
L25	292 Engine	Q31	18" x 5.0" Disc Wheels
L26	230 Engine	Q36	19.5" x 5.25" Disc Wheels
L30	327 Engine	Q41	20" x 6.0" Disc Wheels
L32	283 Engine	Q44	20" x 6.5" Budd-Type 6-Stud Disc Wheels
L39	348 Engine	Q45	20" x 6.5" Disc Wheels
L40	409 Engine	Q47	20" x 6.5" Rims for Cast Wheels
L53	DH478 Engine	Q54	20" x 7.0" Rims for Cast Wheels
L74	327 Engine	Q58	20" x 7.0" Disc Wheels
•L79	327 Engine	Q62	20" x 7.5" Rims for Cast Wheels
M01	Heavy-Duty Clutch	Q64	20" x 7.5" Disc Wheels
M10	Overdrive Transmission	Q81	22.5" x 6.75" Disc Wheels
M16	Warner T89B 3-Speed Transmission	Q83	22.5" x 6.75" Rims for Cast Wheels
M20	Chevrolet 4-Speed Transmission	Q92	22.5" x 7.50" Disc Wheels
M24	New Process 435 4-Speed Transmission	Q94	22.5" x 7.50" Rims for Cast Wheels
M35	Powerglide Transmission	R14	7.00—13/8PR Highway Regular Tubeless Tires
M45	Powermatic Transmission	•R15	7.00—13/8PR Highway Regular Tubeless Tires (Pass)
M55	Transmission Oil Cooler	•R16	7.00—13/8PR Highway Regular W/W Tubeless Tires (Pass)
M64	3-Speed Auxiliary Transmission	R24	7.00—14/6PR Highway Regular (Truck Type)
M70	4-Speed Auxiliary Transmission	R25	7.00—14/8PR Highway Regular (Truck Type)
M75	New Process 5-Speed Transmission	R38	7.75—15/4PR On-Off-Road Nylon Tubeless Tires
M76	Clark or Spicer 5-Speed Close-Ratio Transmission	R42	7.00—15/6PR Highway Regular Tube-Type Tires
M77	Clark 5-Speed Standard-Ratio Transmission	R43	7.00—15/6PR On-Off-Road Regular Tube-Type Tires
M78	Heavy-Duty Spicer 5-Speed Overdrive Transmission	R44	7.00—15/6PR Highway Nylon Tube-Type Tires
M79	Heavy-Duty Spicer 5-Speed Close-Ratio Transmission	R51	8.15—15/4PR Highway Regular Whitewall Tubeless Tires
M92	Fuller 8-Speed Transmission	R53	8.15—15/4PR Highway Nylon Tube-Type Tires
		R58	6.00—16/6PR Highway Regular Tubeless Tires

# OPTIONAL EQUIPMENT INDEX

Option Number	Description	Option Number	Description
R59	6.50-16/6PR Highway Regular Car-Type Tubeless Tires	S57	9-22.5/10PR Highway Nylon Tubeless Tires for Cast Wheels
R60	6.50-16/6PR Highway Regular Truck-Type Tubeless Tires	S58	9-22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
R61	6.50-16/6PR Highway Regular Car-Type Tube-Type Tires	S62	10-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels
R63	6.50-16/6PR Highway Regular Truck-Type Tube-Type Tires	S63	10-22.5/10PR Highway Regular Tubeless Tires for Cast Wheels
R64	6.50-16/6PR On-Off-Road Regular Truck-Type Tube-Type Tires	S64	11-22.5/12PR Highway Regular Tubeless Tires for Disc Wheels
R65	6.50-16/6PR Highway Nylon Truck-Type Tube-Type Tires	S65	11-22.5/12PR Highway Regular Tubeless Tires for Cast Wheels
R66	7.00-16/6PR Highway Regular Tube-Type Tires	S67	12-22.5/12PR Highway Regular Tubeless Tires
R67	7.50-16/6PR Highway Regular Tube-Type Tires	S76	16" x 5.5" Spare Wheel
R68	7.50-16/8PR Highway Regular Tube-Type Tires	S77	17.5" x 5.25" Spare Wheel
R69	6.50-16/6PR On-Off-Road Nylon Car-Type Tube-Type Tires	S80	20" x 5.0" Spare Wheel
R72	7.00-17/6PR Highway Regular Tube-Type Tires	S85	22.5" x 5.25" Spare Wheel
R73	7.00-17/8PR Highway Regular Tube-Type Tires	S86	22.5" x 6.00" Spare Wheel
R74	7.00-17/8PR On-Off-Road Regular Tube-Type Tires	S90	22.5" x 6.00" Spare Rim
R75	7.50-17/8PR Highway Regular Tube-Type Tires	S92	22.5" x 8.25" Cast Wheel
R76	7.50-17/8PR On-Off-Road Regular Tube-Type Tires	T25	7.75-15/8PR Highway Regular Tubeless Tires
R77	7.50-17/10PR Highway Regular Tube-Type Tires	T26	7.75-15/8PR Highway Regular Whitewall Tubeless Tires
R80	7-17.5/6PR Highway Regular Tubeless Tires	T27	7.75-15/8PR Highway Regular Tube-Type Tires
R81	7-17.5/6PR On-Off-Road Regular Tubeless Tires	T28	8.15-15/8PR Highway Regular Tubeless Tires
R82	7-17.5/6PR Highway Nylon Tubeless Tires	T60	Heavy-Duty Battery
R83	8-17.5/6PR Highway Regular Tubeless Tires	U03	Extra-Range Horn
R84	8-17.5/6PR On-Off-Road Regular Tubeless Tires	U16	Tachometer
R85	8-17.5/6PR Highway Nylon Tubeless Tires	U42	Class "A" Direction Signals
R86	8-17.5/8PR Highway Regular Tubeless Tires	U60	Radio—Manual Control
R87	8-17.5/8PR On-Off-Road Regular Tubeless Tires	U63	Radio—Pushbutton Control
R90	7.00-18/8PR Highway Regular Tube-Type Tires	U69	AM-FM Radio—Pushbutton Control
R94	8-19.5/6PR Highway Regular Tubeless Tires	U86	Trailer Jumper Cable Equipment
R95	8-19.5/6PR Highway Nylon Tubeless Tires	V01	Heavy-Duty Radiator
R96	8-19.5/8PR Highway Regular Tubeless Tires	V04	Radiator Shutters
R97	8-19.5/8PR On-Off-Road Regular Tubeless Tires	•V05	Heavy-Duty Cooling Equipment
R98	8-19.5/8PR Highway Nylon Tubeless Tires	V31	Front Bumper Guard
R99	8-19.5/10PR Highway Regular Tubeless Tires	V35	Wraparound Front Bumper
S05	7.00-20/8PR Highway Regular Tube-Type Tires	V37	Custom Chrome Option
S07	7.50-20/8PR Highway Regular Tube-Type Tires	V38	Painted Rear Bumper
S08	7.50-20/10PR Highway Regular Tube-Type Tires	V43	Rear Step Bumper
S09	7.50-20/10PR On-Off-Road Regular Tube-Type Tires	V62	Jack
S10	7.50-20/10PR Highway Nylon Tube-Type Tires	V74	Hazard Flasher Switch
S11	8.25-20/10PR Highway Regular Tube-Type Tires	V75	Hazard and Marker Lights
S12	8.25-20/10PR On-Off-Road Regular Tube-Type Tires	V76	Front Towing Hooks
S14	8.25-20/10PR Highway Nylon Tube-Type Tires	Z01	Comfort & Convenience Equipment "A"
S15	8.25-20/10PR On-Off-Road Nylon Tube-Type Tires	Z13	Comfort & Convenience Equipment "B"
S16	8.25-20/12PR Highway Regular Tube-Type Tires	Z50	Frame Reinforcements
S22	9.00-20/10PR Highway Regular Tube-Type Tires	Z52	Full-Depth Foam Seat
S23	9.00-20/10PR On-Off-Road Regular Tube-Type Tires	Z53	Gauges
S25	9.00-20/10PR Highway Nylon Tube-Type Tires	Z54	Maximum Economy Equipment
S26	9.00-20/10PR On-Off-Road Nylon Tube-Type Tires	Z55	Pennsylvania Serial Number Plate
S27	9.00-20/12PR Highway Regular Tube-Type Tires	Z56	15,000-lb GVW Plate
•S28	10.00-20/12PR Highway Nylon Tube-Type Tires	Z57	23,000-lb GVW Plate
•S29	10.00-20/12PR On-Off Road Nylon Tube-Type Tires	Z59	21,000-lb GVW Plate
S30	10.00-20/12PR Highway Regular Tube-Type Tires	Z60	Custom Equipment
S33	11.00-20/12PR Highway Regular Tube-Type Tires	Z61	Custom Appearance Option
S48	7-22.5/6PR Highway Regular Tubeless Spare Tire	Z62	Custom Comfort Option
S49	8-22.5/8PR Highway Regular Tubeless Tires for Disc Wheels	Z70	7800-lb GVW Plate
S50	8-22.5/8PR Highway Regular Tubeless Spare Tires for Cast Wheels	Z71	15,000-lb GVW Plate
S51	8-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels	Z72	Vacuum Equipment
S52	9-22.5/10PR Highway Regular Tubeless Tires for Disc Wheels	Z73	5000-lb GVW Plate
S53	9-22.5/10PR On-Off-Road Regular Tubeless Tires for Disc Wheels	Z74	20,000-lb GVW Plate
S54	9-22.5/10PR Highway Regular Tubeless Tires for Cast Wheels	•Z76	27,500-lb GVW Plate
S55	9-22.5/10PR On-Off-Road Regular Tubeless Tires for Cast wheels	•Z77	33,000-lb GVW Plate
S56	9-22.5/10PR Highway Nylon Tubeless Tires for Disc Wheels	•Z78	41,000-lb GVW Plate
		•Z79	45,000-lb GVW Plate

# OPTIONAL EQUIPMENT INDEX

## Option Identification System For Series Q50-60-80; A60-80; N60-80 & V80

Option Number	Description	Option Number	Description
0131	Stake Rack Body	0520	Power Brakes
0136	One-Passenger Seat	0521	Full-Air Brakes
0137	Two-Passenger Seat	0525	HD Brake Booster
0141	RH Door Lock	0530	Emergency Air Brake Equipment
0142	Cab Corner Windows	0606	Engine Alarm System
0143	Full-View Rear Window	0613	13" Clutch
0153	Full-Depth Foam Seat	0619	12" Clutch
0154	Full-Depth Foam Seat	0659	62-Amp Delcotron
0160	Laminated Glass	0682	DH478 Engine
0163	Soft Ray Glass	0685	55-Amp Delcotron
0164	Dual 6" x 16" West Coast Mirrors	0686	Heavy-Duty Starter
0165	Glove Compartment Lock	0690	Engine Oil Cooler
0167	2-Speed Windshield Wipers & Washer	0719	3-Speed Auxiliary Transmission
0170	Custom Convenience Equipment	0720	4-Speed Auxiliary Transmission
•0172	Custom Insulation Equipment	0728	New Process 5-Speed Transmission
0199	Cab Lifting Torsion Bar	0729	New Process 5-Speed Transmission
•0201	Frame Rails, Heat Treated	0741	New Process 5-Speed Transmission (Short 4th)
0202	Frame Reinforcements	0742	New Process 5-Speed Transmission (Short 4th)
0206	Frame Reinforcements	0744	Clark 5-Speed Transmission
0210	Heavy-Duty Frame	0770	4-Speed Transmission with 2-Shoe Hand Brake
•0212	Frame Reinforcements, Heat Treated	0775	New Process 4-Speed Transmission
0320	9000-lb Front Axle	0801	Dual Vertical Exhaust
0326	9000-lb Front Springs	0802	20-Gallon Fuel Tank
0327	11,000-lb Front Springs	0803	30-Gallon Fuel Tank
0334	5000-lb Front Axle	0901	Hydraulic Power Steering Gear
0335	7000-lb Front Axle	0902	22" Steering Wheel
0337	11,000-lb Front Axle	0903	Heavy-Duty Steering Gear
0340	6000-lb Front Springs	0904	Hydraulic Power Steering Gear
0341	8000-lb Front Springs	1006	22.5" x 6.00" Disc Wheels
0342	10,500-lb Front Springs	1011	20" x 6.00" Disc Wheels
0343	Front Shock Absorbers	1012	22.5" x 6.00" 6-Stud Disc Wheels
0402	Chevrolet 15,000-lb Rear Axle—ratios 6.17 or 7.20	1013	22.5" x 6.75" 6-Stud Disc Wheels
0407	Chevrolet 15,000-lb Rear Axle—ratios 5.83 or 6.17	1015	20" x 6.00" 6-Stud Disc Wheels
0410	Eaton 18,500-lb Rear Axle—ratios 6.50, 7.17 or 7.60	1021	20" x 6.5" Rim for Cast Wheels
0411	Chevrolet 15,000-lb 2-Speed Rear Axle—ratios 5.29/7.20, 5.83/7.95 or 6.40/8.72	1022	20" x 7.0" Rim for Cast Wheels
0412	Chevrolet 13,500-lb Rear Axle—ratio 5.29	1023	20" x 7.5" Rim for Cast Wheels
0418	3000-lb Auxiliary Rear Springs	1025	22.5" x 6.75" Rim for Cast Wheels
0419	4000-lb Auxiliary Rear Springs	1026	20" x 6.5" Rim for Cast Wheels
0424	Rockwell 16,000-lb Rear Axle—ratios 5.29, 6.17 or 7.20	1029	20" x 7.00" Budd 10-Stud Disc Wheels
0428	Rockwell 16,000-lb 2-Speed Rear Axle—ratios 5.41/7.44, 6.17/8.48 or 6.61/9.09	1030	20" x 7.5" Budd 10-Stud Disc Wheels
0439	Rear Shock Absorbers	1041	Tire Carrier
0448	15,000-lb Rear Springs	1048	Spare Disc Wheel—Tubeless
0449	17,500-lb Rear Springs	1049	Spare Disc Wheel—Tube-Type
0450	18,400-lb Rear Springs	1050	Spare Rim—Tubeless
0451	20,800-lb Rear Springs	1051	Spare Rim—Tube-Type
0452	22,000-lb Rear Springs	1052	Spare 6-Stud Disc Wheel—Tubeless
0461	Eaton 17,000-lb Rear Axle—ratios 5.57, 6.14 or 7.17	1053	Spare 6-Stud Disc Wheel—Tube-Type
0466	Chevrolet 15,000-lb 2-Speed Rear Axle—ratios 5.29/7.20, 5.83/7.95 or 6.40/8.72	1055	Spare Disc Wheel—Tube-Type
0487	Eaton 17,000-lb 2-Speed Rear Axle—ratios 4.88/6.78, 5.57/7.75, 6.14/8.54, 6.50/9.04 or 7.17/9.97	1058	22.5" x 6.75" Disc Wheel
0492	Eaton 34,000-lb Rear Axle (Bogie)—ratios 6.69, 7.80 or 8.60	1059	20" x 6.5" Disc Wheel
0496	Eaton 18,500-lb 2-Speed Rear Axle—ratios 4.87/6.65, 5.57/7.60, 6.14/8.38, 6.50/8.87 or 7.17/9.77	1061	20" x 6.5" Rim for Cast Wheels
0497	Eaton 30,000-lb Rear Axle (Bogie)—ratios 7.17 or 7.60	1062	20" x 7.0" Rim for Cast Wheels
0503	Tractor-Trailer Air Brake Connections	1063	20" x 7.50" Rim for Cast Wheels
0506	Front Brake Limiting and Quick Release Valve	1066	20" x 6.50T" Budd 10-Stud Disc Wheels
0508	Low Air Pressure Buzzer	1067	20" x 6.50T" Budd 10-Stud Disc Wheels
0515	Vacuum Reserve Tank	1068	20" x 7.0" Budd 10-Stud Disc Wheels
0519	Tractor Break-Away Valve	1069	20" x 7.5" Budd 10-Stud Disc Wheels
		1073	22.5" x 6.00" Rim for Cast Wheels
		1074	20" x 7.00T" Rim for Cast Wheels
		1075	22.5" x 6.75" Budd 10-Stud Disc Wheels
		1082	20" x 6.5" 6-Stud Disc Wheels
		1083	20" x 7.0" 6-Stud Disc Wheels
		1090	Spare Budd 10-Stud Disc Wheel
		1095	20" x 7.00" Rim for Cast Wheels
		1096	20" x 7.50V" Rim for Cast Wheels
		1097	20" x 7.50V" Rim for Cast Wheels

Option Number	Description
1202	Tachometer
1203	6-Wire Semi-Trailer Light Cable
1204	7-Wire Semi-Trailer Light Cable
1218	Air Horns
1260	Parking Lights
1261	Roof-Marker & Identification Lights
1262	Emergency Disability Switch
1263	Roof-Marker Lamp Switch
1266	HD Tri-Shield Wiring
1267	Battery Charge Gauge
1268	Oil Pressure Gauge
1270	Battery—205 Amp
1271	Battery—200 Amp
1301	HD Radiator
1302	Perry Water Filter
1403	Hydraulic Jack
1405	Economy Air-Flow Heater & Defroster
1406	Deluxe Air-Flow Heater & Defroster
1427	21,000-lb GVW Plate
1428	22,000-lb GVW Plate
1429	23,000-lb GVW Plate
1430	24,000-lb GVW Plate
1449	20,000-lb GVW Plate
1491	Front Towing Hooks
171	8-22.5/8PR Tubeless Tires
-A	Highway Regular
• -B	Highway Nylon
-D	On-Off Road Regular
172	8-22.5/10PR Tubeless Tires (5.25 Rim)
-A	Highway Regular
• -B	Highway Nylon
-D	On-Off Road Regular
• -E	On-Off Road Nylon
173	8-22.5/8PR Tubeless Tires (6.00 Rim)
-A	Highway Regular
• -B	Highway Nylon
-D	On-Off Road Regular
174	8-22.5/10PR Tubeless Tires (6.00 Rim)
-A	Highway Regular
• -B	Highway Nylon
-D	On-Off Road Regular
• -E	On-Off Road Nylon
175	9-22.5/10PR Tubeless Tires (6.00 Rim)
-A	Highway Regular
• -B	Highway Nylon
• -C	Premium Highway Nylon
-D	On-Off Road Regular
• -E	On-Off Road Nylon
176	9-22.5/10PR Tubeless Tires (6.75 Rim)
-A	Highway Regular
• -B	Highway Nylon
• -C	Premium Highway Nylon
-D	On-Off Road Regular
• -E	On-Off Road Nylon
177	9-22.5/12PR Tubeless Tires
-A	Highway Regular
178	9-22.5/12PR Tubeless Tires
-A	Highway Regular
179	10-22.5/10PR Tubeless Tires (6.75 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
182	7.50-20/8PR Tube-Type Tires (6.00 Rim)
-A	Highway Regular
-B	Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
183	7.50-20/10PR Tube-Type Tires (6.00 Rim)
-A	Highway Regular
-B	Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
• -H	Off Road Regular

Option Number	Description
184	8.25-20/10PR Tube-Type Tires (6.00 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
-F	Off Road Nylon
185	8.25-20/10PR Tube-Type Tires (6.50 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
-F	Off Road Nylon
186	8.25-20/12PR Tube-Type Tires (6.50 Rim)
-A	Highway Regular
-D	On-Off Road Regular
-F	Off Road Nylon
• -H	Off Road Regular
187	9.00-20/10PR Tube-Type Tires (6.50 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
-F	Off Road Nylon
• -G	Premium Regular
• -H	Off Road Regular
188	9.00-20/12PR Tube-Type Tires (6.50 Rim)
-A	Highway Regular
-D	On-Off Road Nylon
-F	Off Road Nylon
• -H	Off Road Regular
189	9.00-20/10PR Tube-Type Tires (7.00T Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
-F	Off Road Nylon
• -G	Premium Regular
• -H	Off Road Regular
190	9.00-20/12PR Tube-Type Tires (7.00T Rim)
-A	Highway Regular
-D	On-Off Road Regular
-F	Off Road Nylon
• -H	Off Road Regular
191	8-22.5/8PR Tubeless Tires (6.00 Rim)
• -A	Highway Regular
-B	Highway Nylon
-D	On-Off Road Regular
192	8-22.5/10PR Tubeless Tires (6.00 Rim)
-A	Highway Regular
-B	Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
193	9-22.5/10PR Tubeless Tires (6.00 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
194	9-22.5/10PR Tubeless Tires (6.75 Rim)
-A	Highway Regular
-B	Highway Nylon
-C	Premium Highway Nylon
-D	On-Off Road Regular
-E	On-Off Road Nylon
• 195	9-22.5/12PR Tubeless Tire (6.00 Rim)
-A	Highway Regular
196	9-22.5/12PR Tubeless Tires (6.75 Rim)
-A	Highway Regular

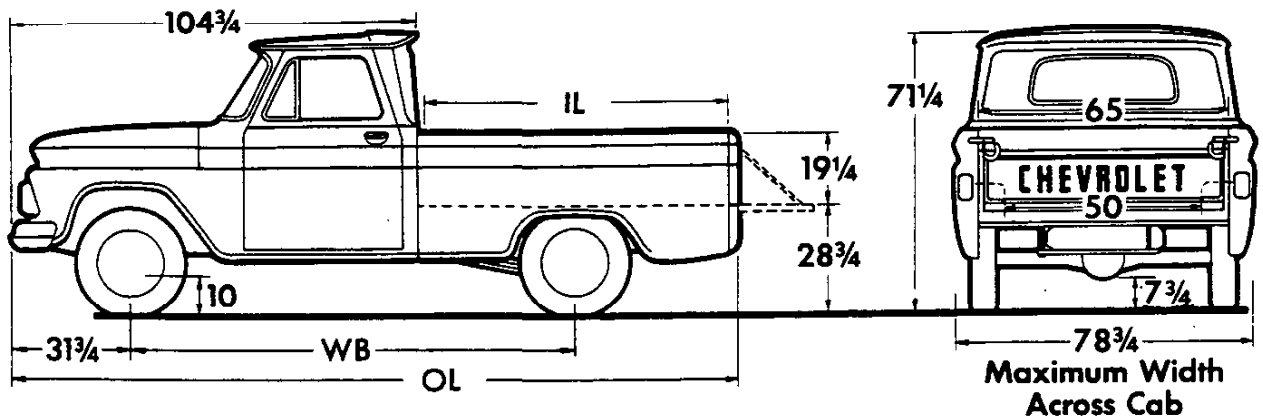
# OPTIONAL EQUIPMENT INDEX

Option Number	Description	Option Number	Description
197	10-22.5/10PR Tubeless Tires (6.75 Rim)	-E	On-Off Road Nylon
-A	Highway Regular	-F	Off Road Nylon
-B	Highway Nylon	• -G	Premium Regular
-C	Premium Highway Nylon	• 210	10.00-20/4PR Tube-Type Tires (7.5 or 7.50V Rim)
-D	On-Off Road Regular	-A	Highway Regular
-E	On-Off Road Nylon	-B	On-Off Road Regular
• 198	10-22.5/12PR Tubeless Tire (6.75 Rim)	-F	Off Road Nylon
-A	Highway Regular	-H	Off Road Regular
199	7.50-20/8PR Tube-Type Tires (6.0 Rim)	231	8.25-20/10PR Tube-Type Tires (6.5 Rim)
-A	Highway Regular	-B	Highway Nylon
-B	Highway Nylon	-C	Premium Highway Nylon
-D	On-Off Road Regular	-D	On-Off Road Regular
-E	On-Off Road Nylon	-E	On-Off Road Nylon
200	7.50-20/10PR Tube-Type Tires (6.0 Rim)	-F	Off Road Nylon
-A	Highway Regular	232	8.25-20/12PR Tube-Type Tires (6.5 or 6.50T Rim)
-B	Highway Nylon	-A	Highway Regular
-D	On-Off Road Regular	-D	On-Off Road Regular
-E	On-Off Road Nylon	-F	Off Road Nylon
-F	Off Road Nylon	• -H	Off Road Regular
• -H	Off Road Regular	233	9.00-20/10PR Tube-Type Tires (6.5 or 6.50T Rim)
201	8.25-20/10PR Tube-Type Tires (6.0 Rim)	-A	Highway Regular
-A	Highway Regular	-B	Highway Nylon
-B	Highway Nylon	-C	Premium Highway Nylon
-C	Premium Highway Nylon	-D	On-Off Road Regular
-D	On-Off Road Regular	-E	On-Off Road Nylon
-E	On-Off Road Nylon	-F	Off Road Nylon
-F	Off Road Nylon	• -G	Premium Regular
202	8.25-20/10PR Tube-Type Tires (6.5 or 6.50T Rim)	• -H	Off Road Regular
-A	Highway Regular	234	9.00-20/12PR Tube-Type Tires (6.5 or 6.50T Rim)
-B	Highway Nylon	-A	Highway Regular
-C	Premium Highway Nylon	-D	On-Off Road Regular
-D	On-Off Road Regular	-F	Off Road Nylon
-E	On-Off Road Nylon	• -H	Off Road Regular
-F	Off Road Nylon	235	9.00-20/10PR Tube-Type Tires (7.0 Rim)
203	8.25-20/12PR Tube-Type Tires (6.5 or 6.50T Rim)	-A	Highway Regular
-A	Highway Regular	-B	Highway Nylon
-D	On-Off Road Regular	-C	Premium Highway Nylon
-F	Off Road Nylon	-D	On-Off Road Regular
• -H	Off Road Regular	-E	On-Off Road Nylon
204	9.00-20/10PR Tube-Type Tires (6.5 or 6.50T Rim)	-F	Off Road Nylon
-A	Highway Regular	• -G	Premium Regular
-B	Highway Nylon	• -H	Off Road Regular
-C	Premium Highway Nylon	236	9.00-20/12PR Tube-Type Tires (7.0 Rim)
-D	On-Off Road Regular	-A	Highway Regular
-E	On-Off Road Nylon	-D	On-Off Road Regular
-F	Off Road Nylon	-F	Off Road Nylon
• -G	Premium Regular	• -H	Off Road Regular
• -H	Off Road Regular	237	10.00-20/12PR Tube-Type Tires (7.0 Rim)
205	9.00-20/12PR Tube-Type Tires (6.5 or 6.50T Rim)	-A	Highway Regular
-A	Highway Regular	-B	Highway Nylon
-D	On-Off Road Regular	-C	Premium Highway Nylon
-F	On-Off Road Nylon	-D	On-Off Road Regular
• -H	Off Road Regular	-E	On-Off Road Nylon
206	9.00-20/10PR Tube-Type Tires (7.0 or 7.00T Rim)	-F	Off Road Nylon
-A	Highway Regular	• -G	Premium Regular
-B	Highway Nylon	• -H	Off Road Regular
-C	Premium Highway Nylon	238	10.00-20/12PR Tube-Type Tires (7.5 or 7.50V Rim)
-D	On-Off Road Regular	-A	Highway Regular
-E	On-Off Road Nylon	-B	Highway Nylon
-F	Off Road Nylon	-C	Premium Highway Nylon
• -G	Premium Regular	-D	On-Off Road Regular
• -H	Off Road Regular	-E	On-Off Road Nylon
207	9.00-20/12PR Tube-Type Tires (7.0 or 7.00 Rim)	-F	Off Road Nylon
-A	Highway Regular	• -G	Premium Regular
-D	On-Off Road Regular	• -H	Off Road Regular
-F	Off Road Nylon	• 239	10.00-20/14PR Tube-Type Tires (7.5 Rim)
• -H	Off Road Regular	-A	Highway Regular
208	10.00-20/12PR Tube-Type Tires (7.0 Rim)	-D	On-Off Road Regular
-A	Highway Regular	-F	Off Road Nylon
-B	Highway Nylon	-H	Off Road Regular
-C	Premium Highway Nylon	240	11.00-20/12PR Tube-Type Tires (7.5 Rim)
-D	On-Off Road Regular	-A	Highway Regular
-E	On-Off Road Nylon	-B	Highway Nylon
-F	Off Road Nylon	-C	Premium Highway Nylon
• -G	Premium Regular	-D	On-Off Road Regular
• -H	Off Road Regular	-E	On-Off Road Nylon
209	10.00-20/12PR Tube-Type Tires (7.5 or 7.50V Rim)	-F	Off Road Nylon
-A	Highway Regular	• 241	11.00-20/14PR Tube-Type Tires (7.5 Rim)
-B	Highway Nylon	-D	On-Off Road Regular
-C	Premium Highway Nylon	-F	Off Road Nylon
-D	On-Off Road Regular	-H	Off Road Regular

GVW Ratings up to 5000 lb.

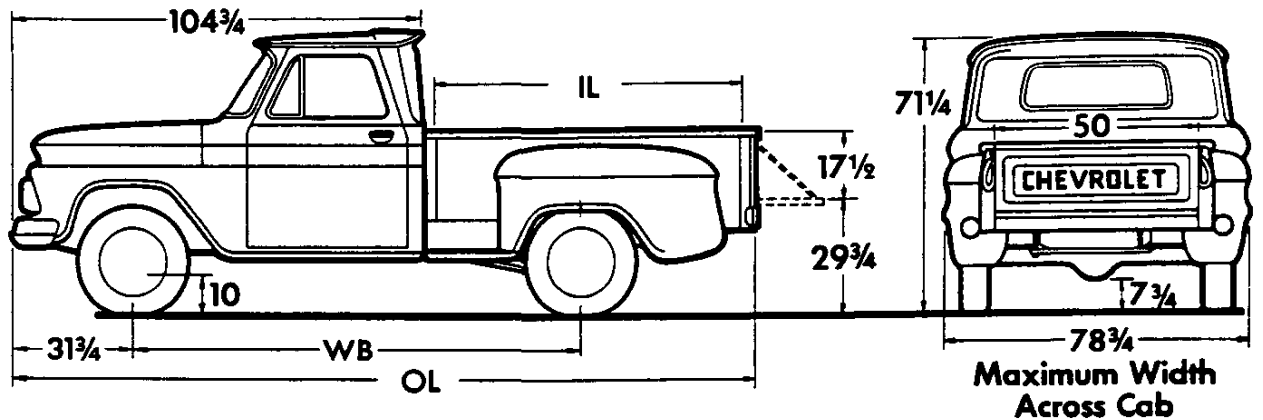
### DIMENSIONS

(With std equipment, unloaded)



### FLEETSIDE PICKUPS

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
<b>C1434</b>	78 1/4	115	186 1/4	1925	1405	3330	2%	98%
<b>C1534</b>	98	127	206 1/4	1955	1480	3435	4	96



### STEPSIDE PICKUPS

Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
<b>C1404</b>	78 1/4	115	186 1/4	1905	1395	3300	1%	99%
<b>C1504</b>	98	127	206 1/4	1965	1425	3390	3	97

# SERIES C10 PICKUPS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3500 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

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

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

**Brake, Parking:** Rear wheels; area 83 sq in

**Bumper:** Front only, painted

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower..... 140 @ 4400 rpm

Net Horsepower..... 120 @ 3600 rpm

Gross Torque, lb-ft..... 220 @ 1600 rpm

Net Torque, lb-ft..... 205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 2.98

**Generator:** 37-amp Delcotron

**GVW Plate:** 5000 lb

**Lights:** Head, parking, tail, stop; dome, instrument panel

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Coil; capacity 1250 lb each at ground

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

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Suspension, Front:** Independent; capacity 2500 lb

**Tank, Fuel:** Back of seat in cab; capacity 18.5 gallons

**Tires:** Five tubeless 7.75-15/4PR front, single rear and spare

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 15" x 5.50"; attachment, 6 studs on 5 1/2" circle; spare carrier under frame; 4 painted hub caps

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
4100 lb	Standard
4400 lb	Standard
4800 lb	2000-lb rear springs
5000 lb	2000-lb rear springs

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

# SERIES C10 PICKUPS

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine		K48
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner...		K46
<b>Air Conditioner, All-Weather:</b> Includes heater and defroster, HD radiator and 42-amp generator.....		C60
<b>Axle, Positraction Rear:</b> Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or overdrive transmission. Ratio 4.11. Not available with maximum economy equipment.....		G80 G80
<b>Axle, Rear:</b> Capacity 3500 lb Ratio 3.07; not available with Powerglide or overdrive transmission.....		H01
Ratio 4.11; not available with maximum economy equipment; included with overdrive transmission.....		H04
<b>Battery:</b> Heavy-duty; 70 amp-hr.....		T60
<b>Brakes, Vacuum Power</b> .....		J70
<b>Bumper, Rear Step</b> .....		V43
<b>Bumper, Painted Rear:</b> For use only with std painted front bumper.....		V38
<b>Carrier, Spare Wheel:</b> Side mounted.....		P13
<b>Closed Engine Positive Ventilation</b> .....		K24
<b>Clutch:</b> Dia 11"; for 230 engine.....		M01
➔ <b>Cooling, Heavy-Duty:</b> Required for dealer installed air conditioning.....		V05
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		
Appearance Option.....		Z61
Chrome Option.....		V37
Comfort Option.....		Z62
Side Molding; Fleetside models only.....		B98
<b>Economy Equipment:</b> Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only.....		Z54
<b>Engine:</b>		
292 Six.....		L25
283 V8.....		L32
292 Six	283 V8	
Gross Horsepower 170 @ 4000 rpm	175 @ 4400 rpm	
Net Horsepower 153 @ 3600 rpm	145 @ 4200 rpm	
Gross Torque, lb-ft. 275 @ 1600 rpm	275 @ 2400 rpm	
Net Torque, lb-ft. 255 @ 2400 rpm	245 @ 2000 rpm	
Battery..... 61 amp-hr		—
Clutch..... 11"; 124 sq in		11"; 124 sq in
<b>Fuel Filter Equipment</b> .....		K28
<b>Gauges:</b> Ammeter, engine temperature, oil pressure.....		Z53
<b>Generator:</b>		
42-amp Delcotron.....		K79
55-amp Delcotron.....		K77
62-amp Delcotron.....		K81
<b>Glass, Laminated:</b> Door windows only; includes metal frames.....		A09
<b>Glass, Soft Ray:</b>		
Windshield only.....		A11
All windows.....		A11
<b>Governor:</b> Not available with Powerglide		
230 engine: 1800–3100 rpm.....		K37
3000–4000 rpm.....		K37
283 engine: 2400–3600 rpm.....		K37
3000–3800 rpm.....		K37
292 engine: 2200–3100 rpm.....		K37
2800–3900 rpm.....		K37
<b>Hazard Flasher Switch</b> .....		V74
<b>Heater &amp; Defroster:</b> Included with air conditioning		
Thrift-Air.....		C41
DeLuxe-Air.....		C42
<b>Hooks, Towing:</b> Front.....		V76
<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch.....		V75
<b>Lock:</b> Right door.....		A97
Sidewheel carrier.....		A97
<b>Mirror, Rearview:</b> Exterior		
Left; 17¼" swinging arm.....		D32
Right; 17¼" swinging or 6¼" fixed arm.....		D32
West Coast type Jr. (6" x 11").....		D29
West Coast type Sr. (7" x 16").....		D30
<b>Paint, Exterior:</b> See <i>Colors</i> section		
<b>Radiator:</b> Heavy-duty.....		V01
<b>Radio:</b> Manual control.....		U60
<b>Seat, Bostrom:</b>		
Driver only.....		A55
Driver seat plus 2-man seat.....		A55
<b>Seat, Full-Depth Foam</b> .....		Z52
<b>Serial Number Plate:</b> (State of Pennsylvania)		
<b>Shock Absorbers:</b> Heavy-duty		
Front and rear.....		F51
Rear only.....		F51
<b>Springs, Auxiliary Rear:</b>		
Capacity 500 lb each.....		G60
<b>Springs, Rear:</b>		
Capacity 2000 lb each.....		G50
<b>Stabilizer Bar, Front Suspension</b> .....		F59
➔ <b>Starter Motor, Heavy-Duty:</b> Includes HD battery.....		K67
<b>Tachometer:</b> Electric; includes optional gauges.....		U16
<b>Tank, Fuel:</b> Capacity 21 gallons.....		N01
<b>Transmission:</b>		
Warner T89B 3-spd wide-ratio synchromesh.....		M16
Chevrolet 4-speed synchromesh; includes 11" clutch.....		M20
Overdrive; not available with governor equipment.....		M10
Powerglide; includes heavy-duty radiator.....		M35
<b>Window, Full-View Rear</b> .....		A10
<b>Windshield Wipers &amp; Washer:</b>		
Electric; 2-speed wipers.....		C14

➔ Indicates revised specifications.

# SERIES C10 PICKUPS

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
7.75-15/4PR—Regular	1100	Disc	5.50	Std <del>a</del>
—Nylon		Disc	5.50	P91
—On-Off Road Ny		Disc	5.50	R38
7.75-15/8PR—Regular	1390	Disc	5.50	T25 <del>b</del>
8.15-15/4PR—Regular	1180	Disc	5.50	Q04 <del>c</del>
—Nylon		Disc	5.50	Q05
8.15-15/8PR—Regular	1500	Disc	5.50	T28
6.00-16/6PR—Regular	1065	Disc	5.00	R58
6.50-16/6PR—Regular	1380	Disc	5.00	R59
<b>TRUCK TYPE</b>				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81

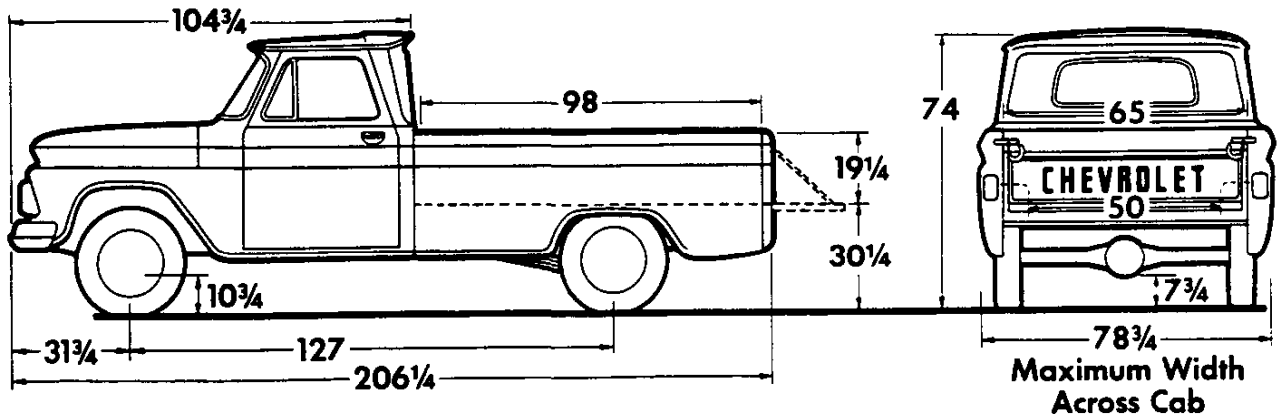
The following tubeless tires may be ordered with white sidewalls:

~~a~~—P92 (7.75-15/4PR) ~~b~~—T26 (7.75-15/8PR) ~~c~~—R51 (8.15-15/4PR)

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
7.75-15/4PR—Regular	1100	Disc	5.5	P93
—Nylon		Disc	5.5	P95
—On-Off Road Ny		Disc	5.5	P97
7.75-15/8PR—Regular	1390	Disc	5.5	T27
8.15-15/4PR—Nylon	1180	Disc	5.5	R53
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69
<b>TRUCK TYPE</b>				
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon		Disc	5.5	R44
—On-Off Road		Disc	5.5	R43
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon		Disc	5.0	R65
—On-Off Road		Disc	5.0	R64

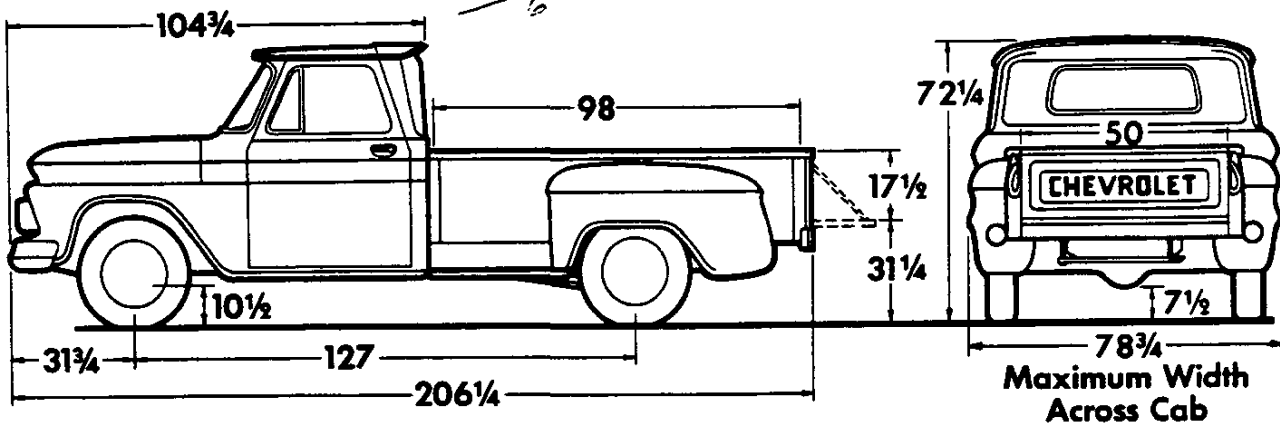
GVW Ratings up to 7500 lb

**DIMENSIONS**  
(With std equipment, unloaded)



**FLEETSIDE PICKUPS**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C2534</b>	2135	1740	3875	4%	96%



**STEPSIDE PICKUPS**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C2504</b>	2150	1680	3830	3%	97%

# SERIES C20 PICKUPS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Rear:** Hypoid full-floating type; ratio 4.57; capacity 5200 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

Sizes: front 11" x 2 3/4"; rear 11" x 2 3/4"

Effective area: drum 385 sq in; lining 239 sq in

**Brake, Parking:** Rear wheels; area 119 sq in

**Bumper:** Front only, painted

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower..... 140 @ 4400 rpm

Net Horsepower..... 120 @ 3600 rpm

Gross Torque, lb-ft..... 220 @ 1600 rpm

Net Torque, lb-ft..... 205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 3.71

**Generator:** 37-amp Delcotron

**GVW Plate:** 7500 lb

**Lights:** Head, parking, tail, stop; dome, instrument panel

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Coil; capacity 1250 lb each at ground

**Springs, Rear:** Coil; capacity 2000 lb each at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Suspension, Front:** Independent; capacity 3000 lb

**Tank, Fuel:** Back of seat in cab; capacity 18.5 gallons

**Tires:** Four tubeless 7-17.5/6PR front and single rear

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame; 4 painted hub caps

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
5500 lb	Standard
6000 lb	Standard
6700 lb	Standard
7500 lb	1500-lb front springs 3000-lb rear springs

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine	K48
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner	K46
<b>Air Conditioner, All-Weather:</b> Includes heater & defroster, HD radiator & 42-amp generator	C60
<b>Axle, NoSPIN Rear:</b> Ratio 4.57	G86
<b>Axle, Rear:</b> Ratio 4.11; for use with 7-00-15/6PR or 7-17.5/6PR tires only	H04
<b>Battery:</b> Heavy-duty; 70 amp-hr	T60
<b>Brakes, Vacuum Power</b>	J70
<b>Bumper, Rear Step</b>	V43
<b>Bumper, Painted Rear:</b> For use only with std painted front bumper	V38
<b>Carrier, Spare Wheel:</b> Side mounted	P13
<b>Closed Engine Positive Ventilation</b>	K24
<b>Clutch:</b> Dia 11"; for 230 engine	M01
<b>Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning	V05
<b>→ Custom Camper Equipment:</b> Includes Custom Appearance equipment, Custom Comfort equipment, Custom Chrome equipment, DeLuxe-Air heater & defroster, tinted windshield glass, two-speed windshield wipers & washer, manual radio, left- & right-hand junior West Coast mirrors, front stabilizer bar, HD rear shock absorbers, auxiliary rear springs, two 7.50-16/6PR tube-type highway regular front tires, two 7.50-16/8PR tube-type highway regular rear tires, five 16" x 6.00" wheels and a "Camper Special" nameplate	
<b>Custom Equipment:</b> See Cabs & Bodies section for description	
Appearance Option	Z61
Chrome Option	V37
Comfort Option	Z62
Side molding; Fleetside models only	B98
<b>Engine:</b>	
292 Six	L25
283 V8	L32
327 V8; requires 1500-lb front springs	L30
292 Six	283 V8
Gross Horsepower 170 @ 4000 rpm	175 @ 4400 rpm
Net Horsepower 153 @ 3600 rpm	145 @ 4200 rpm
Gross Torque, lb-ft. 275 @ 1600 rpm	275 @ 2400 rpm
Net Torque, lb-ft. 255 @ 2400 rpm	245 @ 2000 rpm
Battery 61 amp-hr	—
Clutch 11"; 124 sq in	11"; 124 sq in
327 V8	
Gross Horsepower 220 @ 4400 rpm	
Net Horsepower 177 @ 4000 rpm	
Gross Torque, lb-ft. 320 @ 2800 rpm	
Net Torque, lb-ft. 283 @ 2400 rpm	
Clutch 11"; 124 sq in	
<b>Fuel Filter Equipment</b>	K28
<b>Gauges:</b> Ammeter, engine temperature, oil pressure	Z53
<b>Generator:</b>	
42-amp Delcotron	K79
55-amp Delcotron	K77
62-amp Delcotron	K81
<b>Glass, Laminated:</b> Door windows only; includes metal frames	A09
<b>Glass, Soft Ray:</b>	
Windshield only	A11
All windows	A11
<b>Governor:</b> Not available with Powerglide	
230 engine: 1800-3100 rpm	K37
3000-4000 rpm	K37
283 engine: 2400-3600 rpm	K37
3000-3800 rpm	K37
292 engine: 2200-3100 rpm	K37
2800-3900 rpm	K37
<b>Hazard Flasher Switch</b>	V74
<b>Heater &amp; Defroster:</b> Included with air conditioning	
Thrill-Air	C41
DeLuxe-Air	C42
<b>Hooks, Towing:</b> Front	V76
<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch	V75
<b>Lock:</b> Right door	A97
Side wheel carrier	A97
<b>Mirror, Rearview:</b> Exterior	
Left; 17 1/4" swinging arm	D32
Right; 17 1/4" swinging or 6 1/4" fixed arm	D32
West Coast type Jr. (6" x 11")	D29
West Coast type Sr. (7" x 16")	D30
<b>Paint, Exterior:</b> See Colors section	
<b>Radiator:</b> Heavy-duty	V01
<b>Radio:</b> Manual control	U60
<b>Seat, Bostrom:</b>	
Driver only	A55
Driver seat plus 2-man seat	A55
<b>Seat, Full-Depth Foam</b>	Z52
<b>Serial Number Plate:</b> (State of Pennsylvania)	Z55
<b>Shock Absorbers:</b> Heavy-duty	
Front and rear	F51
Rear only	F51
<b>Springs, Auxiliary Rear:</b>	
Capacity 500 lb each	G60
<b>Springs, Front:</b>	
Capacity 1500 lb each	F60
<b>Springs, Rear:</b>	
Capacity 3000 lb each	G50
<b>Stabilizer Bar, Front Suspension</b>	F59
<b>→ Starter Motor, Heavy-Duty:</b> Includes HD battery	K67
<b>Tachometer:</b> Electric; includes optional gauges	U16
<b>Tank, Fuel:</b> Capacity 21 gallons	N01
<b>Transmission:</b>	
Warner T89B 3-spd wide-ratio synchromesh	M16
Chevrolet 4-speed synchromesh; includes 11" clutch	M20
Powerglide; includes heavy-duty radiator	M35
<b>Window, Full-View Rear</b>	A10
<b>Windshield Wipers &amp; Washer:</b>	
Electric; 2-speed wipers	C14

March 1, 1965

→ Indicates revised specifications.

Pickups: Series 10-30—Page 13

# SERIES C20 PICKUPS

## TIRE & WHEEL COMBINATIONS

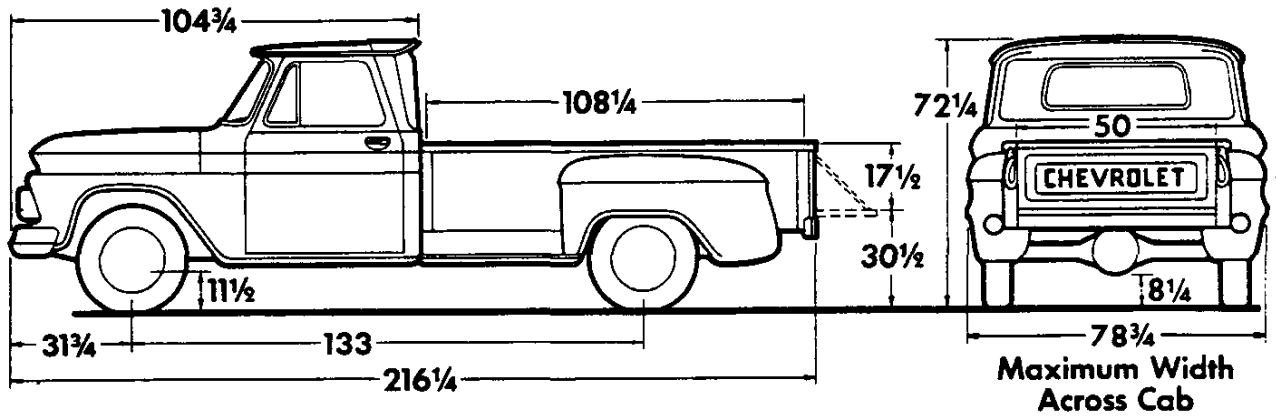
TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR—Regular	1520	Disc	5.25	Std*
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81
8-17.5/6PR—Regular	1740	Disc	5.25	R83
—Nylon		Disc	5.25	R85
—On-Off Road		Disc	5.25	R84
8-17.5/8PR—Regular	2060	Disc	5.25	R86
—On-Off Road		Disc	5.25	R87
8-19.5/6PR—Regular	2090	Disc	5.25	R94
—Nylon		Disc	5.25	R95
8-19.5/8PR—Regular	2440	Disc	5.25	R96
—Nylon		Disc	5.25	R98
—On-Off Road		Disc	5.25	R97

\* R80 for spare tire with 17.5 x 5.25 wheel.

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<del>7.00-15/6PR—Regular</del>	<del>1520</del>	<del>Disc</del>	<del>5.5</del>	<del>R42</del>
<del>—Nylon</del>		<del>Disc</del>	<del>5.5</del>	<del>R44</del>
<del>—On-Off Road</del>		<del>Disc</del>	<del>5.5</del>	<del>R43</del>
<b>a</b> 7.00-16/6PR—Regular	1580	Disc	6.00	R66
7.00-17/6PR—Regular	1740	Disc	5.0	R72
<b>b</b> 7.50-16/6PR—Regular	1815	Disc	6.0	R67
7.00-17/8PR—Regular	2060	Disc	5.0	R73
—On-Off Road		Disc	5.0	R74
<b>b</b> 7.50-16/8PR—Regular	2140	Disc	6.0	R68
7.50-17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road		Disc	6.0	R76

**a**—Front only with R67 or R68 rear tires. **b**—Rear only.

**DIMENSIONS**  
(With std equipment, unloaded)



**STEPSIDE PICKUP**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C3604</b>	2160	1890	4050	3%	97%

# SERIES C30 PICKUPS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

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

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Body:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self adjusting

**Sizes:** front 11" x 2 3/4"; rear 13" x 2 1/2"

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

**Brake, Parking:** 8" x 2 1/2" drum & band

**Bumper:** Front only, painted

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 11"; area 124 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower.....140 @ 4400 rpm

Net Horsepower.....120 @ 3600 rpm

Gross Torque, lb-ft.....220 @ 1600 rpm

Net Torque, lb-ft.....205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 5.05

**Generator:** 37-amp Delcotron

**GVW Plate:** 10,000 lb

**Lights:** Head, parking, tail, stop; dome, instrument panel

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Shock Absorbers:** Front; piston diameter 1"

**Springs, Front:** Coil; capacity 1500 lb each at ground

**Springs, Rear:** Leaf; capacity 2400 lb each at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Suspension, Front:** Independent; capacity 3500 lb

**Tank, Fuel:** Back of seat in cab; capacity 18.5 gallons

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

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame; 4 painted hub caps

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
6700 lb	Standard
★7800 lb	3100-lb rear springs

★Rating on RPO GVW plate.

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine K48		<b>Governor:</b>	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner.... K46		230 engine: 1800-3100 rpm.....	K37
<b>Air Conditioner, All-Weather:</b> Includes heater & defroster, HD radiator & 42-amp generator.. C60		3000-4000 rpm.....	K37
<b>Axle, NoSPIN Rear:</b> Ratio 5.14..... G86		283 engine: 2400-3600 rpm.....	K37
<b>Axle, Rear:</b> Ratio 4.57..... H20		3000-3800 rpm.....	K37
<b>Battery:</b> Heavy-duty; 70 amp-hr..... T60		292 engine: 2200-3100 rpm.....	K37
<b>Brakes, Vacuum Power</b> ..... J70		2800-3900 rpm.....	K37
<b>Bumper, Painted Rear:</b> For use only with std painted front bumper..... V38		<b>GVW Plate:</b> 7800 lb.....	Z70
<b>Carrier, Spare Wheel:</b> Side mounted..... P13		<b>Hazard Flasher Switch</b> .....	V74
<b>Closed Engine Positive Ventilation</b> ..... K24		<b>Heater &amp; Defroster:</b> Included with air conditioning	
<b>→ Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning..... V05		Thrift-Air.....	C41
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		DeLuxe-Air.....	C42
Appearance Option..... Z61		<b>Hooks, Towing:</b> Front.....	V76
Chrome Option..... V37		<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch.....	V75
Comfort Option..... Z62		<b>Lock:</b> Right door.....	A97
<b>→ Engine:</b>		Side wheel carrier.....	A97
292 Six..... L25		<b>Mirror, Rearview:</b> Exterior	
283 V8..... L32		Left; 17¼" swinging arm.....	D32
327 V8..... L30		Right; 17¼" swinging or 6¼" fixed arm.....	D32
Gross Horsepower 170 @ 4000 rpm 175 @ 4400 rpm		West Coast type Jr. (6" x 11").....	D29
Net Horsepower 153 @ 3600 rpm 145 @ 4200 rpm		West Coast type Sr. (7" x 16").....	D30
Gross Torque, lb-ft 275 @ 1600 rpm 275 @ 2400 rpm		<b>Paint, Exterior:</b> See <i>Colors</i> section	
Net Torque, lb-ft 255 @ 2400 rpm 245 @ 2000 rpm		<b>Radiator:</b> Heavy-duty.....	V01
Battery 61 amp-hr		<b>Radio:</b> Manual control.....	U60
Gross Horsepower 220 @ 4400 rpm		<b>Seat, Bostrom:</b>	
Net Horsepower 177 @ 4000 rpm		Driver only.....	A55
Gross Torque, lb-ft 320 @ 2800 rpm		Driver seat plus 2-man seat.....	A55
Net Torque, lb-ft 283 @ 2400 rpm		<b>Seat, Full-Depth Foam</b> .....	Z52
<b>Fuel Filter Equipment</b> ..... K28		<b>Serial Number Plate:</b> (State of Pennsylvania)	Z55
<b>Gauges:</b> Ammeter, engine temperature, oil pressure..... Z53		<b>Shock Absorbers:</b> Heavy-duty	
<b>Generator:</b>		Front.....	F51
42-amp Delcotron..... K79		Rear.....	F51
55-amp Delcotron..... K77		<b>Springs, Front:</b>	
62-amp Delcotron..... K81		Capacity 1750 lb each.....	F60
<b>Glass, Laminated:</b> Door windows only; includes metal frames..... A09		<b>Springs, Rear:</b>	
<b>Glass, Soft Ray:</b>		Capacity 3100 lb each.....	G50
Windshield only..... A11		Main & auxiliary type; capacity 4150 lb each	G60
All windows..... A11		<b>Stabilizer Bar, Front Suspension</b> .....	F59
		<b>Tachometer:</b> Electric; includes optional gauges	U16
		<b>Tank, Fuel:</b> Capacity 21 gallons.....	N01
		<b>Transmission:</b>	
		Warner T89B 3-spd wide-ratio synchromesh	M16
		<b>Window, Full-View Rear</b> .....	A10
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers.....	C14

→ Indicates revised specifications.

# SERIES C30 PICKUPS

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
8-17.5/6PR—Regular	1735	Disc	5.25	Std*
8-17.5/8PR—Regular	2060	Disc	5.25	Std#
		Disc	5.25	R86a
—On-Off Road		Disc	5.25	R87
8-19.5/6PR—Regular	2090	Disc	5.25	R94
—Nylon		Disc	5.25	R95
8-19.5/8PR—Regular	2440	Disc	5.25	R96
—Nylon		Disc	5.25	R98
—On-Off Road		Disc	5.25	R97
8-19.5/10PR—Regular	2650	Disc	5.25	R99

\* 8-17.5/6PR tires standard on front only.

# 8-17.5/8PR tires standard on rear only.

a R86 is used to order either front or spare tires.

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.00-17/6PR—Regular	1740	Disc	5.0	R72
7.00-17/8PR—Regular	2060	Disc	5.0	R73
—On-Off Road		Disc	5.0	R74
7.50-17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road		Disc	6.0	R76
7.50-17/10PR—Regular	2650	Disc	6.0	R77

## SERIES 10-30

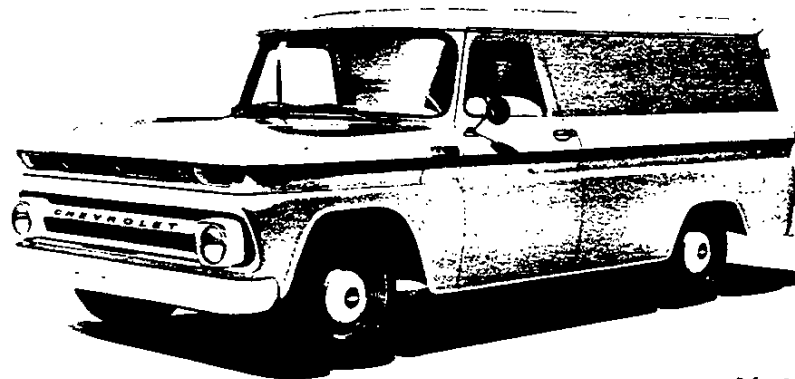


### Chevy-Van

Inside Width..... 67¾"  
 Inside Height..... 54¼"  
 Capacity..... 211 cu ft

Payload Range	Model	Pages
850-2250 lb	G1205	3-4

### Model C1405



### 7½-Ft Panel

Inside Length at Floor..... 99½"  
 Inside Width..... 68"  
 Inside Height..... 47"  
 Capacity..... 175 cu ft

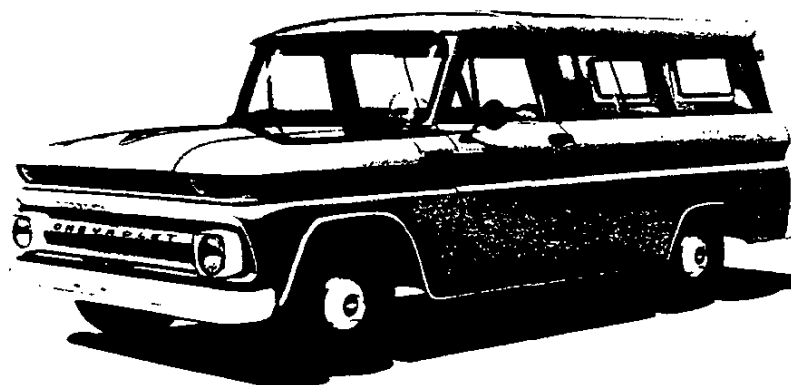
Payload Range	Model	Pages
500-1350 lb	C1405	5-8

### 10½-Ft Panel

Inside Length at Floor..... 134"  
 Inside Width..... 68"  
 Inside Height..... 47"  
 Capacity..... 230 cu ft

Payload Range	Model	Pages
2250-3350 lb	C3605	9-12

### Model C1406



### Carryalls

Model C1406 with panel-type rear doors  
 Model C1416 with tailgate & liftgate

Payload Range	Model	Pages
500-1050 lb	C1406	5-8
500-1050 lb	C1416	5-8

## WEIGHTS ADDED BY OPTIONS

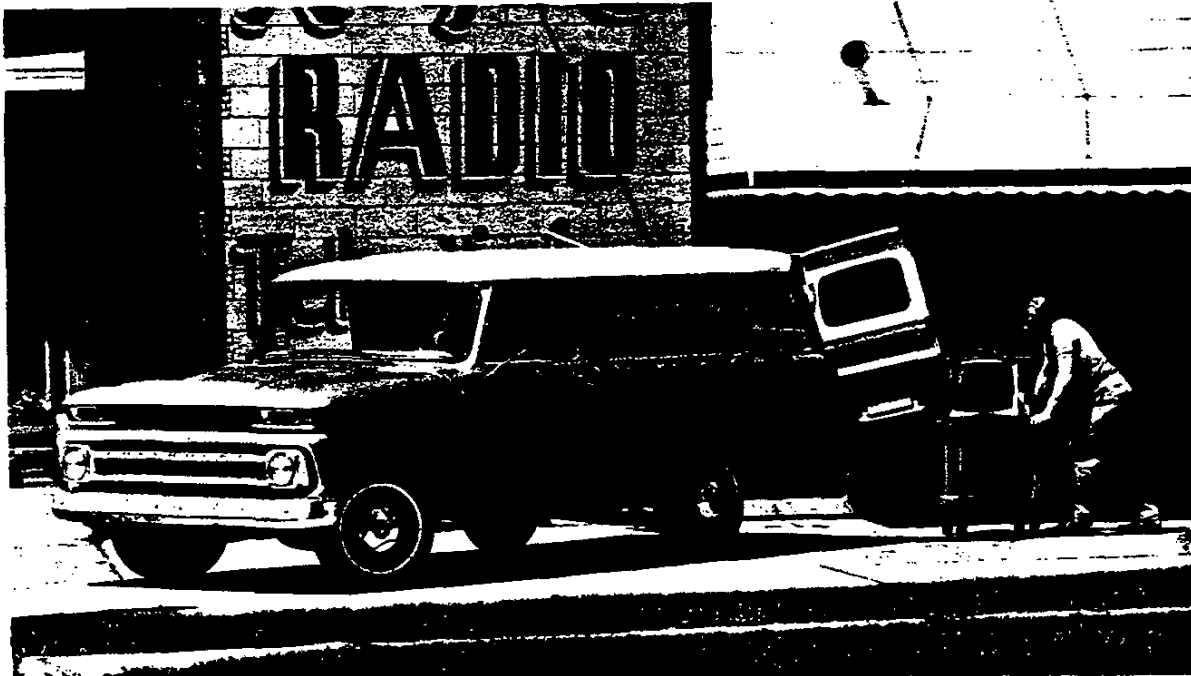
Optional Equipment	Weight Added (lb)		
	Series G10	Series 10	Series 30
Axle, Rear: 2900-lb capacity	12	—	—
Battery, Heavy-Duty	15	9	9
Clutch, Heavy-Duty	—	3	3
Engine: 194 Six	110	—	—
292 Six	—	88	94
283 V8	—	135	130
Generator: 62 amp	7	7	7
Heater: DeLuxe-Air	32	28	28
Thrift-Air	—	19	19
Radio	8	7	7
Radiator: Heavy-duty	—	6	5
Seat, Auxiliary	27	46	46
Side Loading Doors	60	—	—
Springs, Front	—	—	3
Springs, Rear	—	6	10
Stabilizer Bar, Front Suspension	16	13	13
<b>Tires &amp; Wheels:</b>			
7.00-13/6PR (five)	27	—	—
7.00-13/8PR (five)	55	—	—
7.00-14/6PR (five) Pass type	19	—	—
7.00-14/6PR (five) Truck type	44	—	—
7.00-14/8PR (five)	86	—	—
7.50-14/6PR (five)	27	—	—
6.50-16/6PR (five)	—	60	—
7-17.5/6PR (five)	—	140	—
7.00-15/6PR (five)	—	155	—
8-19.5/6PR (two front)	—	—	36
(two rear)	—	—	36
8-19.5/8PR (two front)	—	—	37
(two rear)	—	—	39
7.00-17/6PR (two front)	—	—	31
7.50-17/8PR (two front)	—	—	51
(two rear)	—	—	52
<b>Transmissions: (80-90% of weight on front)</b>			
Warner T89B 3-Speed	—	19	59
Chevrolet 4-Speed	—	89	—
Powerglide	55	7	—

### TYPICAL USERS

**Dairies  
Bakeries  
Laundries**

**Dry Cleaners  
Diaper Services  
Interior Decorators**

**Painters  
Surveyors  
Bus Line Operators**



# MODEL G1205 PANEL (Chevy-Van)

GVW Ratings up to 5000 lb

Wheelbase: 90"

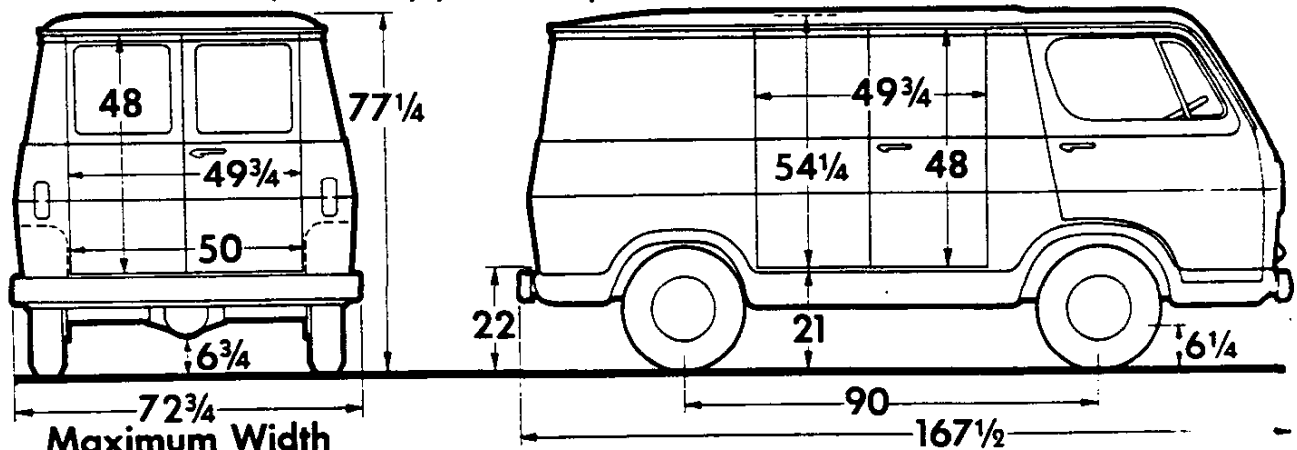
## STANDARD EQUIPMENT

- Air Cleaner:** Oiled-paper element  
**Armrest:** Left side only  
**Axle, Front:** I-beam; capacity 2200 lb  
**Axle, Rear:** Hypoid; ratio 3.36; capacity 2400 lb  
**Battery:** 12-volt; 54-plate; capacity 44 amp-hr  
**Body:** See *Cabs & Bodies* section  
**Brakes, Service:** Hydraulic; self-adjusting  
 Sizes: front 9½" x 2½"; rear 9½" x 2"  
 Effective area: lining 169 sq in; drum 229 sq in  
**Brake, Parking:** Cable to rear wheels  
**Bumper:** Front and rear; painted  
**Carburetor:** Single-barrel downdraft  
 ➔ **Clutch:** Diameter 10"; area 100 sq in  
 ➔ **Cooling:** Capacity 11 qt; 1¼" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat  
**Controls & Instruments:** Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, fan oil pressure, engine temperature, direction signal and high beam indicator  
**Direction Signals:** Front and rear  
**Dispatch Box Door**  
 ➔ **Engine:** 194 Six; positive crankcase ventilation  
 Gross horsepower ..... 120 @ 4400 rpm  
 Net horsepower ..... 95 @ 4000 rpm  
 Gross torque, lb-ft ..... 177 @ 2400 rpm  
 Net torque, lb-ft ..... 155 @ 2000 rpm

- Exhaust System:** Single pipe & aluminized muffler  
 ➔ **Filter, Fuel:** Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank  
 ➔ **Filter, Oil:** Full-flow; 1-quart; replaceable element  
**Frame:** Integral body-frame construction  
**Generator:** 32-amp Delcotron  
**GVW Plate:** 4500 lb  
**Lights:** Head, parking, tail, stop, license plate; dome (front & rear), instrument panel  
**Mirror:** Outside; driver side and right side  
**Seat:** Driver only  
**Shock Absorbers:** Front & rear; piston diameter 1"  
**Springs, Front:** Single-stage; capacity 1125 lb each at ground  
**Springs, Rear:** Single-stage; capacity 1200 lb each at ground  
**Steering:** Ball-gear, ratio 20:1; wheel diameter 17"  
**Tank, Fuel:** Behind rear axle; capacity 16 gallons  
**Tires:** Five tubeless 6.50-13/4PR front, single rear and spare  
**Tools:** Mechanical jack; wheel wrench  
**Transmission:** 3-speed synchromesh; ratios 2.94, 1.68, 1.00, 2.94 (rev)  
**Wheels:** Five 13" x 5½"; attachment, 5 studs on 4¾" circle; 4 painted hub caps  
**Windshield Wipers:** Electric; single-speed

## DIMENSIONS

(With std equipment and optional side loading doors, unloaded)



➔ Curb Weight with Standard Equipment (lb)			Body-Payload Weight Distribution	
Front	Rear	Total	Front	Rear
1590	1135	2725	20%	80%

➔ Indicates revised specifications.

# MODEL G1205 PANEL (CHEVY-VAN)

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
3600 lb	Standard
4500 lb	1450-lb rear springs
5000 lb	1225-lb front springs; 1450-lb rear springs; 2900-lb rear axle

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See Optional Equipment and Tire & Wheel Combination listings.

## OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints.....	K48	<b>Glass, Laminated</b> .....	A09
<b>Axle, Positraction Rear:</b>		<b>Glass, Tinted:</b> Windshield only.....	A11
Ratio 3.36.....	G80	<b>Glass, Rear Door Equipment:</b> Included with custom equipment.....	A12
Ratio 3.73; includes 2900-lb rear axle.....	G80/H05	<b>Glass, Side Door Equipment:</b> Body side door required.....	A13
Ratio 4.11.....	G80/H06	<b>Glass, Body:</b> 10 windows; includes rear & side door glass. Requires body side doors.....	A07
Ratio 4.11; includes 2900-lb rear axle.....	G80/H04	<b>Glass, RH Side Body:</b> 4 windows; includes side door glass. Requires body side doors.....	A08
<b>Axle, Rear:</b>		<b>GVW Plate:</b> 5000 lb.....	Z73
Ratio 4.11.....	H06	<b>Hazard Flasher Switch</b> .....	V74
Ratio 3.73; capacity 2900 lb; includes 9½" x 2½" rear brakes.....	H05	<b>Heater:</b> DeLuxe-Air.....	C42
Ratio 4.11; capacity 2900 lb; includes 9½" x 2½" rear brakes.....	H04	<b>Mirror:</b> West Coast Type Jr. (6" x 11") driver side.....	D29
<b>Battery, Heavy-Duty:</b> 70 amp-hr.....	T60	Driver & passenger side.....	D29
<b>Chrome Equipment:</b> Includes hub caps and front and rear bumpers.....	V37	<b>Paint, Exterior:</b> Solid and two-tone colors; see Colors section.....	
<b>Custom Equipment:</b> Includes right sunshade; cigarette lighter; chrome hub caps; rear window glass; cargo area headlining; woven cloth seat coverings; steering wheel with chrome horn ring; left- and right-hand coat hooks; cowl side insulation.....	Z60	<b>Radio:</b> Manual control.....	U60
<b>Direction Signal Equipment:</b>		<b>Seat:</b> Auxiliary flip-swing; includes RH armrest.....	A57
Class "A" type.....	U42	<b>Seat:</b> Auxiliary stationary type; includes RH armrest.....	A61
<b>Door Equipment, Right Body Side</b> .....	E85	<b>Special Equipment:</b> See Special Equipment and Prices sections.....	
<b>Engine:</b> 230-cu-in Six.....	L26	<b>Springs, Front:</b> Cap 1225 lb each.....	F60
Gross Horsepower.....	140 @ 4400 rpm	<b>Springs, Rear:</b> Cap 1450 lb each.....	G50
Net Horsepower.....	115 @ 3600 rpm	<b>Stabilizer Bar, Front Suspension</b> .....	F59
Gross Torque, lb-ft.....	220 @ 1600 rpm	<b>Starter Motor, Heavy-Duty:</b> Includes HD battery.....	K67
Net Torque, lb-ft.....	200 @ 1600 rpm	<b>Transmission:</b> Powerglide.....	M35
<b>Generator:</b>		<b>Ventilation, Closed Engine</b> .....	
42-amp Delcotron.....	K79	<b>Positive</b> .....	K24
55-amp Delcotron.....	K77	<b>Windshield Wipers &amp; Washer:</b>	
62-amp Delcotron.....	K81	Electric; 2-speed.....	C14

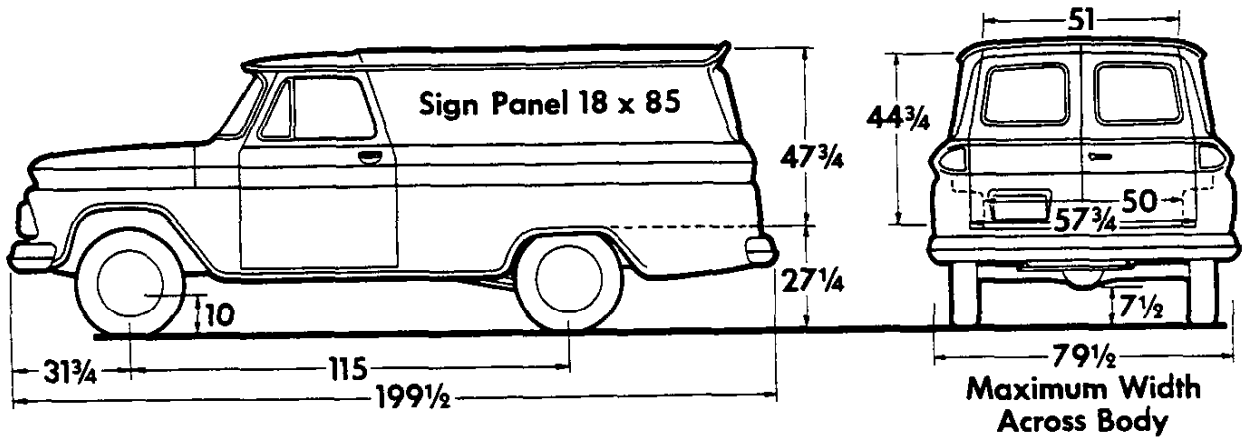
## →TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
6.50-13/4PR—Regular Blackwall	840	Disc	5.50	Std
6.50-13/4PR—Regular Whitewall	840	Disc	5.50	P53
7.00-13/8PR—Regular Blackwall	1170	Disc	5.50	R15
7.00-13/8PR—Regular Whitewall	1170	Disc	5.50	R16
7.35-14/8PR—Regular Blackwall	1290	Disc	5.0	T12
7.35-14/8PR—Regular Whitewall	1290	Disc	5.0	T13
<b>TRUCK TYPE</b>				
7.00-13/8PR—Regular Blackwall	1315	Disc	5.50	R14
7.00-14/6PR—Regular Blackwall	1145	Disc	6.0	R24
7.00-14/8PR—Regular Blackwall	1365	Disc	6.0	R25

→ Indicates revised specifications.

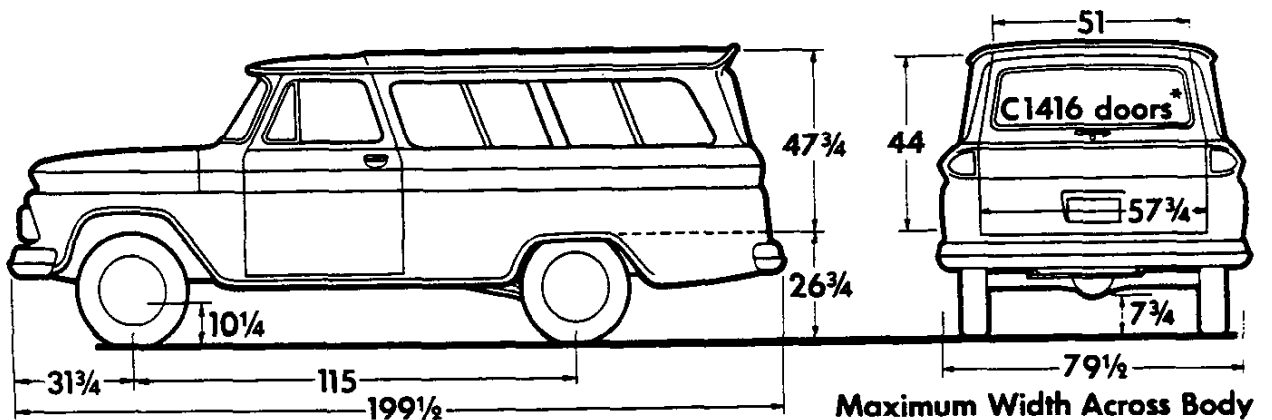
GVW Ratings up to 5000 lbs.

**DIMENSIONS**  
(With std equipment, unloaded)



**7 1/2-FT PANEL**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C1405</b>	1705	1845	3550	5%	95%



\*C1406 doors as shown on C1405

**CARRYALLS**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C1406</b>	1740	2100	3840	26%	74%
<b>C1416</b>	1710	2140	3850	26	74

# SERIES C10 PANEL & CARRYALLS

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

**Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3500 lb

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Bodies:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

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

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

**Brake, Parking:** Rear wheels; area 83 sq in

**Bumper:** Front & rear, painted

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 10"; area 100 sq in

**Cooling:** Capacity 11 qt; 1¼" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Doors, Rear:** Model C1406—Panel type

Model C1416—Tailgate & liftgate

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower.....140 @ 4400 rpm

Net Horsepower.....120 @ 3600 rpm

Gross Torque, lb-ft.....220 @ 1600 rpm

Net Torque, lb-ft.....205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 2.98

**Generator:** 37-amp Delcotron

**GVW Plate:** 5000 lb

**Lights:** Head, parking, tail, stop; dome, instrument panel

**Mirror, Exterior:** Left side; 6¼" fixed arm

**Seat Belts:** C1406 & C1416 only; driver & passenger

**Seat:** C1405; driver only C1406-C1416; two, for six passengers

**Shock Absorbers:** Front & rear; piston diameter 1"

**Springs, Front:** Coil; capacity 1250 lb each at ground

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

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Suspension, Front:** Independent; capacity 2500 lb

**Tank, Fuel:** Inside frame at rear; capacity 20.5 gallons

**Tires:** C1405—Five tubeless 7.75-15/4PR front, single rear and spare

C1406 & C1416—Five tubeless 8.15-15/4PR front, single rear and spare

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 15" x 5.50"; attachment, 6 studs on 5½" circle; spare carrier under frame; 4 painted hub caps

**Windshield Wipers:** Electric; single-speed; 03 & 12 models only

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
★ 4100 lb	Standard
4400 lb	Standard
4800 lb	2000-lb rear springs
5000 lb	2000-lb rear springs

★ Not available on C1406-16

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48		<b>Governor:</b> Not available with Powerglide	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner.... K46		230 engine: 1800-3100 rpm.....	K37
<b>Air Conditioner, All-Weather:</b> Includes heater and defroster, HD radiator & 42-amp generator. C60		3000-4000 rpm.....	K37
<b>Axle, Positraction Rear:</b> Capacity 3500 lb; ratio 3.73. Not available with maximum economy equipment or overdrive transmission..... G80		283 engine: 2400-3600 rpm.....	K37
Ratio 4.11. Not available with maximum economy equipment..... G80		3000-3800 rpm.....	K37
<b>Axle, Rear:</b> Capacity 3500 lb		292 engine: 2200-3100 rpm.....	K37
Ratio 3.07; not available with Powerglide or overdrive transmission..... H01		2800-3900 rpm.....	K37
Ratio 4.11; not available with maximum economy equipment; included with overdrive transmission..... H04		<b>Hazard Flasher Switch</b> .....	V74
<b>Battery:</b> Heavy-duty; 70 amp-hr..... T60		<b>Heater &amp; Defroster:</b> Included with air conditioning	
<b>Brakes, Vacuum Power</b> ..... J70		Thrift-Air.....	C41
<b>Closed Engine Positive Ventilation</b> ..... K24		DeLuxe-Air.....	C42
<b>Clutch:</b> Dia 11"; for 230 engine..... M01		<b>Hooks, Towing:</b> Front.....	V76
→ <b>Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning..... V05		<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch.....	V75
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		<b>Lock:</b> Right door.....	A97
Appearance Option..... Z61		<b>Mirror, Rearview:</b> Exterior	
Chrome Option..... V37		Right; 6¼" fixed arm.....	D32
Comfort Option..... Z62		West Coast type Jr. (6" x 11").....	D29
<b>Economy Equipment:</b>		West Coast type Sr. (7" x 16").....	D30
Includes special carburetor & 3.07 ratio rear axle; for use with std engine and transmission only..... Z54		<b>Paint, Exterior:</b> See <i>Colors</i> section	
<b>Engine:</b>		<b>Radiator:</b> Heavy-duty.....	V01
292 Six.....	L25	<b>Radio:</b> Manual control.....	U60
283 V8.....	L32	<b>Seat Belts, Front:</b> Driver & passenger; C1406 & C1416 only	
		Deletion.....	A62
		→ <b>Seat Belts, Rear:</b> C1406-16 only...	A64
		<b>Seat, Folding Auxiliary:</b> C1405 only	A57
		<b>Seat, Third:</b> C1406 & C1416 only; capacity two passengers; includes sliding rear side windows	A59
		<b>Seat, Full-Depth Foam:</b> C1405 only	Z52
		<b>Serial Number Plate:</b> (State of Pennsylvania)	Z55
		<b>Shock Absorbers:</b> Heavy-duty	
		Front and rear.....	F51
		Rear only.....	F51
		<b>Springs, Auxiliary Rear:</b>	
		Capacity 500 lb each.....	G60
		<b>Springs, Rear:</b>	
		Capacity 2000 lb each.....	G50
		<b>Stabilizer Bar, Front Suspension</b> .....	F59
		→ <b>Starter Motor, Heavy-Duty:</b> Includes HD battery.....	K67
		<b>Tachometer:</b> Electric; includes optional gauges	U16
		<b>Transmission:</b>	
		Warner T89B 3-speed wide-ratio synchromesh	M16
		Chevrolet 4-speed synchromesh; includes 11" clutch.....	M20
		Overdrive; not available with governor equipment.....	M10
		Powerglide; includes heavy-duty radiator	M35
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers.....	C14

→ Indicates revised specifications.

# SERIES C10 PANEL & CARRYALLS

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
★7.75-15/4PR—Regular	1100	Disc	5.50	Std <sup>a</sup>
—Nylon		Disc	5.50	P91
—On-Off Road Ny		Disc	5.50	R38
7.75-15/8PR—Regular	1390	Disc	5.50	T25 <sup>b</sup>
●8.15-15/4PR—Regular	1180	Disc	5.50	Q04 <sup>c</sup>
—Nylon		Disc	5.50	Q05
8.15-15/8PR—Regular	1500	Disc	5.50	T28
★6.00-16/6PR—Regular	1065	Disc	5.00	R58
6.50-16/6PR—Regular	1380	Disc	5.00	R59
<b>TRUCK TYPE</b>				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81

●—Standard on Carryall models.

★—Not available on Carryall models.

The following tubeless tires may be ordered with white sidewalls:

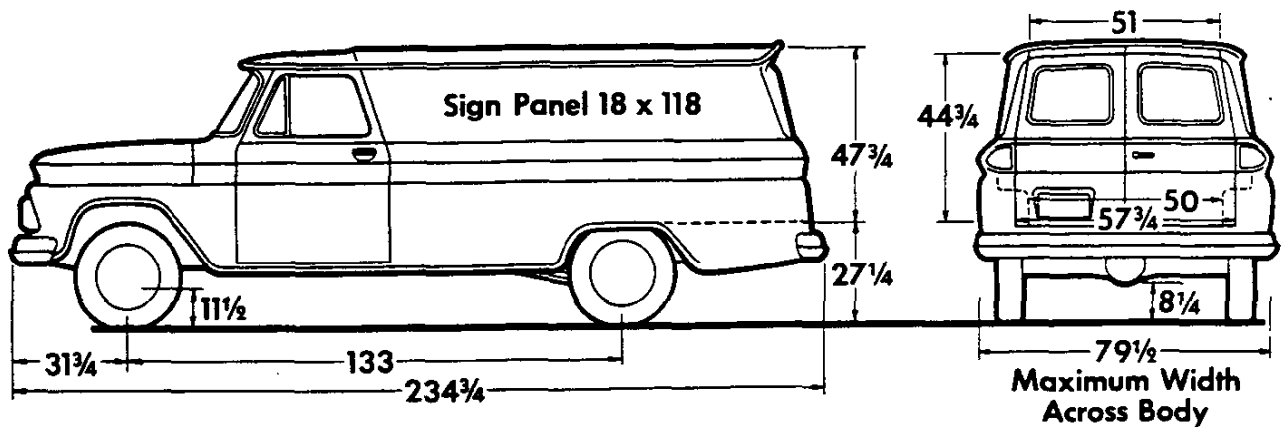
<sup>a</sup>—P92 (7.75-15/4PR) <sup>b</sup>—T26 (7.75-15/8PR) <sup>c</sup>—R51 (8.15-15/4PR)

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
<b>PASSENGER CAR TYPE</b>				
★7.75-15/4PR—Regular	1100	Disc	5.5	P93
—Nylon		Disc	5.5	P95
—On-Off Road Ny		Disc	5.5	P97
7.75-15/8PR—Regular	1390	Disc	5.5	T27
★8.15-15/4PR—Nylon	1180	Disc	5.5	R53
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69
<b>TRUCK TYPE</b>				
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon		Disc	5.5	R44
—On-Off Road		Disc	5.5	R43
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon		Disc	5.0	R65
—On-Off Road		Disc	5.0	R64

★—Not available on Carryall models.

**GVW Ratings up to 7800 lb**  
**Wheelbase: 133"**

**DIMENSIONS**  
 (With std equipment, unloaded)



**10 1/2' PANEL**

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
<b>C3605</b>	2000	2425	4425	5%	95%

# SERIES C30 PANEL

## STANDARD EQUIPMENT

**Air Cleaner:** Oiled-paper element

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

**Battery:** 12-volt; 54-plate; capacity 53 amp-hr

**Body:** See *Cabs & Bodies*

**Brakes, Service:** Hydraulic; self-adjusting

**Sizes:** Front 11" x 2 3/4"; rear 13" x 2 1/2"

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

**Brake, Parking:** 8" x 2 1/2" drum & band

**Bumper:** Front only, painted, *nick*

**Cab:** Conventional; see *Cabs & Bodies*

**Carburetor:** Single-barrel downdraft

**Clutch:** Diameter 11"; area 124 sq in

**Cooling:** Capacity 11 qt; 1 1/4" radiator core, 314-sq-in area; 13-lb pressure cap; 180° thermostat

**Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

**Direction Signals:** Front and rear

**Engine:** 230 Six; positive crankcase ventilation

Gross Horsepower.....140 @ 4400 rpm

Net Horsepower.....120 @ 3600 rpm

Gross Torque, lb-ft.....220 @ 1600 rpm

Net Torque, lb-ft.....205 @ 1600 rpm

**Exhaust System:** Single pipe & aluminized muffler

**Filter, Fuel:** Screen in fuel tank

**Filter, Oil:** Full-flow; 1-quart; throw-away type

**Frame:** Section modulus 5.05

**Generator:** 37-amp Delcotron

**GVW Plate:** 10,000 lb

**Lights:** Head, parking, tail, stop; dome, instrument panel

**Mirror, Exterior:** Left side; 6 1/4" fixed arm

**Seat:** Driver only

**Shock Absorbers:** Front; piston diameter 1"

**Springs, Front:** Coil; capacity 1500 lb each at ground

**Springs, Rear:** Leaf; capacity 2400 lb each at ground

**Steering:** Ball-gear, ratio 24:1; wheel dia 17"

**Suspension, Front:** Independent; capacity 3500 lb

**Tank, Fuel:** Outside frame on left; capacity 18 gallons

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

**Tools:** 3300-lb mechanical jack; wheel wrench

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

**Wheels:** Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame; 4 painted hub caps

**Windshield Wipers:** Electric; single-speed

## GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
6700 lb	Standard
★7800 lb	3100-lb rear springs

★Rating on RPO GVW plate.

**Note:** Be sure to recommend adequate springs and tires for total axle loads. See *Optional Equipment and Tire & Wheel Combination* pages.

## OPTIONAL EQUIPMENT

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

<b>Air Cleaner:</b> Oil-bath; capacity 2 pints; not available with governor on 283 engine; included when power brakes are ordered with 292 engine K48		<b>Glass, Soft Ray:</b>	
<b>Air Cleaner, Heavy-Duty:</b> Includes closed positive ventilation and oil-bath pre-cleaner.... K46		Windshield only.....	A11
<b>Air Conditioner, All-Weather:</b> Includes heater & defroster, HD radiator & 42-amp generator... C60		All windows.....	A11
<b>Axle, NoSPIN Rear:</b> Ratio 5.14 ..... G86		<b>Governor:</b> Not available with Powerglide	
<b>Axle, Rear:</b> Ratio 4.57..... H20		230 engine: 1800-3100 rpm.....	K37
<b>Battery:</b> Heavy-duty; 70 amp-hr..... T60		3000-4000 rpm.....	K37
<b>Brakes, Vacuum Power</b> ..... J70		283 engine: 2400-3600 rpm.....	K37
<b>Closed Engine Positive Ventilation</b> ..... K24		3000-3800 rpm.....	K37
➤ <b>Cooling, Heavy-Duty:</b> Required for dealer-installed air conditioning..... V05		292 engine: 2200-3100 rpm.....	K37
<b>Custom Equipment:</b> See <i>Cabs &amp; Bodies</i> section for description		2800-3900 rpm.....	K37
Appearance Option..... Z61		<b>GVW Plate:</b> 7800 lb..... Z70	
Chrome Option..... V37		<b>Hazard Flasher Switch</b> ..... V74	
Comfort Option..... Z62		<b>Heater &amp; Defroster:</b> Included with air conditioning	
➤ <b>Engine:</b>		Thrift-Air.....	C41
292 Six..... L25		DeLuxe-Air.....	C42
283 V8..... L32		<b>Hooks, Towing:</b> Front..... V76	
327 V8..... L30		<b>Lamps, Hazard &amp; Marker:</b> Five; includes hazard flasher switch..... V75	
292 Six		<b>Lock:</b> Right door..... A97	
283 V8		<b>Mirror, Rearview:</b> Exterior	
327 V8		Right; 6¼" fixed arm..... D32	
Gross Horsepower .170 @ 4000 rpm		West Coast type Jr. (6" x 11")..... D29	
Net Horsepower .153 @ 3600 rpm		West Coast type Sr. (7" x 16")..... D30	
Gross Torque, lb-ft .275 @ 1600 rpm		<b>Paint, Exterior:</b> See <i>Colors</i> section	
Net Torque, lb-ft .255 @ 2400 rpm		<b>Radiator:</b> Heavy-duty..... V01	
Battery..... 61 amp-hr		<b>Radio:</b> Manual control..... U60	
292 Six		<b>Seat, Folding Auxiliary</b> ..... A57	
283 V8		<b>Serial Number Plate:</b> State of Pennsylvania..... Z55	
327 V8		<b>Shock Absorbers:</b> Heavy-duty	
Gross Horsepower..... 220 @ 4400 rpm		Front..... F51	
Net Horsepower..... 177 @ 4000 rpm		Rear..... F51	
Gross Torque, lb-ft..... 320 @ 2800 rpm		<b>Springs, Front:</b>	
Net Torque, lb-ft..... 283 @ 2400 rpm		Capacity 1750 lb each..... F60	
<b>Fuel Filter Equipment</b> ..... K28		<b>Springs, Rear:</b>	
<b>Gauges:</b> Ammeter, engine temperature, oil pressure..... Z53		Capacity 3100 lb each..... G50	
<b>Generator:</b>		Main & auxiliary type; capacity 4150 lb each..... G60	
42-amp Delcotron..... K79		<b>Stabilizer Bar, Front Suspension</b> ..... F59	
55-amp Delcotron..... K77		<b>Tachometer:</b> Electric; includes optional gauges..... U16	
62-amp Delcotron..... K81		<b>Transmission:</b>	
<b>Glass, Laminated:</b> Door windows only; includes metal frames..... A09		Warner T89B 3-spd wide-ratio synchromesh..... M16	
		<b>Windshield Wipers &amp; Washer:</b>	
		Electric; 2-speed wipers..... C14	

➤ Indicates revised specifications.

# SERIES C30 PANEL

## TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
8-17.5/6PR —Regular	1735	Disc	5.25	Std*
8-17.5/8PR —Regular	2060	Disc	5.25	Std#
—On-Off Road		Disc	5.25	R86a
8-19.5/6PR —Regular	2090	Disc	5.25	R87
—Nylon		Disc	5.25	R94
8-19.5/8PR —Regular	2440	Disc	5.25	R95
—Nylon		Disc	5.25	R96
—On-Off Road		Disc	5.25	R98
8-19.5/10PR—Regular	2650	Disc	5.25	R97
				R99

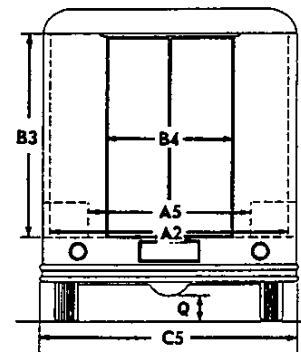
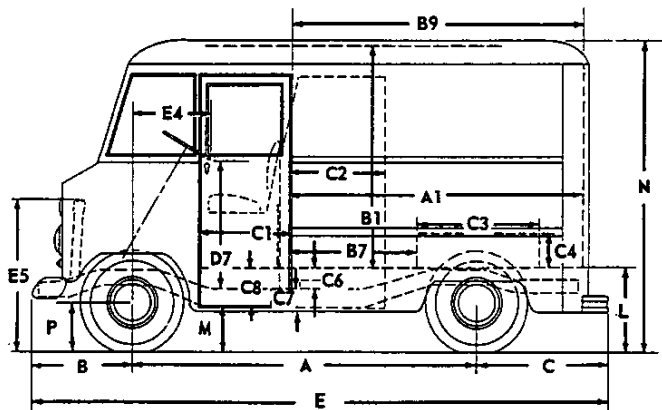
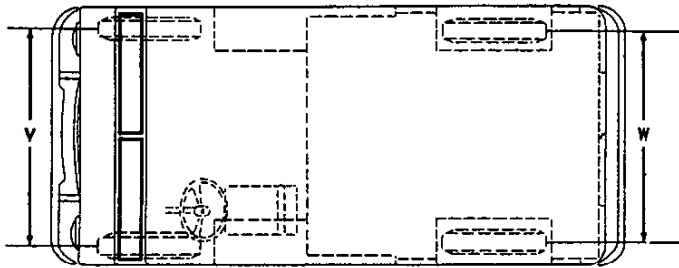
\* 8-17.5/6PR tires standard on front only.

# 8-17.5/8PR tires standard on rear only.

a R86 is used to order either front or spare tires.

TUBE-TYPE TIRES	Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.00-17/6PR—Regular	1740	Disc	5.0	R72
7.00-17/8PR—Regular	2060	Disc	5.0	R73
—On-Off Road		Disc	5.0	R74
7.50-17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road		Disc	6.0	R76
7.50-17/10PR—Regular	2650	Disc	6.0	R77

## FORWARD CONTROLS



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			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
N	Overall height, Base GVW	Curb	--	92.01
		Loaded	--	90.82
	Overall height, Maximum GVW	Curb	--	94.63
		Loaded	--	91.97
P	Ground clearance, Base GVW	Front	10.00	10.00
Q		Rear	7.70	7.70
P	Ground clearance, Max. GVW	Front	10.90	10.90
Q		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	7.75-15-4	7.75-15-4
		Rear	7.75-15-4	7.75-15-4
	Tires, Maximum GVW	Front	7-17.5-6	7-17.5-6
		Rear	7-17.5-6	7-17.5-6

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## SPECIFICATIONS

## Standard Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-13580 .....	950	840	290	0.598	4.90
134-13680 .....	950	840	290	0.619	4.90
C10 (Except Panels, Carryalls & Cowl models), P10, C20 .....	1250	1018	173	0.731	5.14
C10 (Panels, Carryalls & Cowl models) .....	1250	1014	160	0.715	5.14
C30 .....	1500	1152	239	0.777	5.37

## Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Deflection Rate at Wheel (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-13580 .....	950	840	320	0.615	4.90
134-13680 .....	950	840	320	0.637	4.90
133-134-135-13680 .....	950	840	320	0.615	4.90
C20 .....	1500	1152	239	0.777	5.37
C30 .....	1750	1402	298	0.822	5.34

## Standard Leaf Springs

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
<b>SINGLE-STAGE:</b>						
G10 .....	1125	1000	176	6	48	2
K10 .....	1650	1350	500	5	44	2½
K20 .....	1750	1350	500	5	44	2½
P20, P30 .....	2000	1700	490	8	44	2
<b>TWO-STAGE, VARIABLE-RATE:</b>						
CDLPQS50 .....	2000	1750	400 to 540	5	59	2½
NT50, ACDLQST60 .....	3000	2700	450 to 700	6	59	2½
N60, S69, ACELNQTUV80 .....	3500	3150	540 to 850	6	59½	3
MVXY60 .....	4000	3650	580 to 840	7	59	2½
M80, W80 .....	4500	4100	700 to 1000	7	59½	3

## Optional Leaf Springs

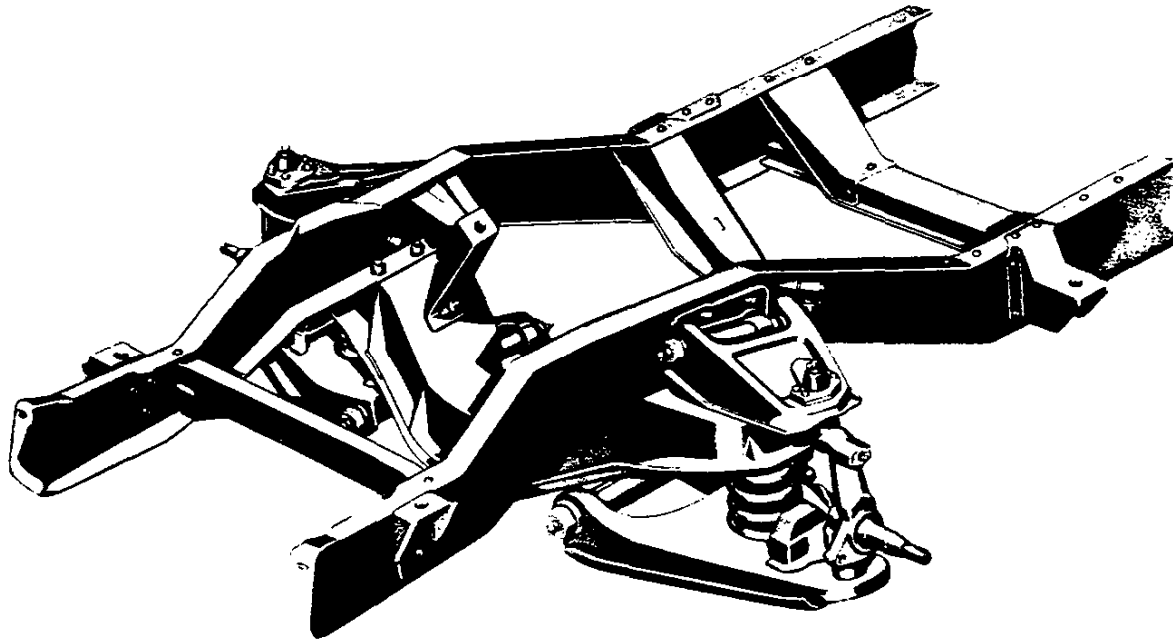
Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
<b>SINGLE-STAGE:</b>						
G10 .....	1225	1100	208	6	48	2
P30 .....	2500	2200	726	10	44	2
<b>TWO-STAGE, VARIABLE-RATE:</b>						
CDLPQS50 .....	3000	2700	450 to 700	6	59	2½
ACDLNQSTY60 .....	3500 ★	3150	540 to 850	6	59½	3
T50, CDLT60, S62, S64, S67 .....	4000 ▲	3650	580 to 840	7	59	2½
ACDLMNQSTVXY60, ACELNQTUV80 .....	4500 ◆	4100	700 to 1000	7	59½	3
ANQCELMTUVW80 .....	5500+ ◆	5050	850 to 1315	11	59½	3
CELMTUW80 .....	7000 ■	6500	990 to 1550	11	59½	3

- ★ Included with 7000-lb I-beam front axle  
 ▲ For use with 5000-lb I-beam front axle  
 ◆ Rated at 5250 lb on ANQ80 Series

- + For use with 9000-lb I-beam front axle  
 ● For use with 7000-lb and 9000-lb I-beam front axle  
 ■ For use with 11,000-lb I-beam front axle

# FRONT SUSPENSION

## INDEPENDENT FRONT SUSPENSION



### SERIES C10, P10, C20, C30

All Series 10 through 30, except four-wheel drive and forward control models P20 and P30, are equipped with coil spring front suspension. Coil springs provide an extremely rugged and compact independent suspension assembly. Maintenance is reduced through the use of neoprene rubber boot seals for spherical joints and pivot shaft bushings. Lubrication interval is 6000 miles. Spring adjustments are not required.

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

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

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

A front stabilizer bar is optional, at extra cost, on series C10-30. It is designed for use with camper bodies or high center of gravity load applications.

### SUSPENSION CAPACITIES

Series:	
C10, P10	2500 lbs
C20	3000 lbs
C30	3500 lbs



### EL CAMINO MODELS

The independent front suspension system of the El Camino utilizes stamped control arms, coil springs and special sealed pivot points.

The control arms are channel section heavy-gauge metal stampings and attach to the steering knuckles with non-metallic lined spherical joints. The lower arm features a tension-type spherical joint and the upper arm a compression joint unit. The four spherical joints require lubrication only every 6000 miles under normal driving conditions.

Coil springs are mounted between the lower arms and the

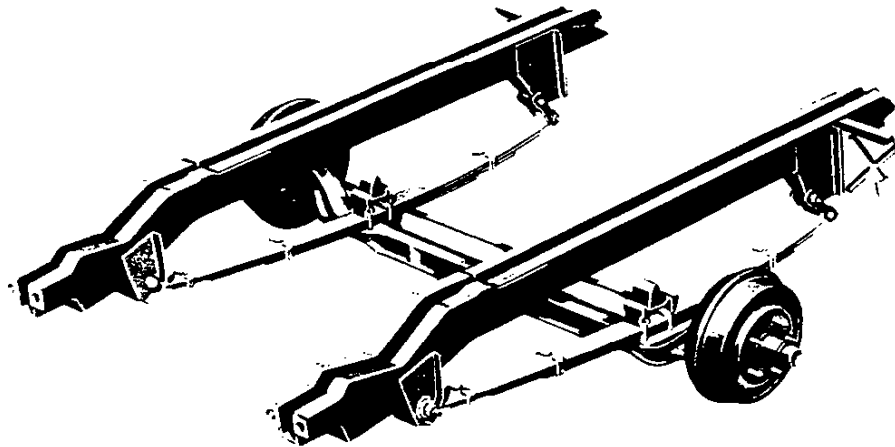
towers formed in the front crossmember. Shock absorbers are mounted vertically within the springs.

A conventional link-type stabilizer bar is standard equipment on all El Camino models.

### SUSPENSION CAPACITY

Series:	
133-134-135-13680	1900 lbs

## I-BEAM AXLE WITH SINGLE-STAGE LEAF SPRINGS



### SERIES G10, P20, P30

The Chevy-Van and P20, P30 Step-Van models use the modified Reverse-Elliott I-beam front axle in combination with single-stage front springs. This type of suspension provides a very durable suspension system.

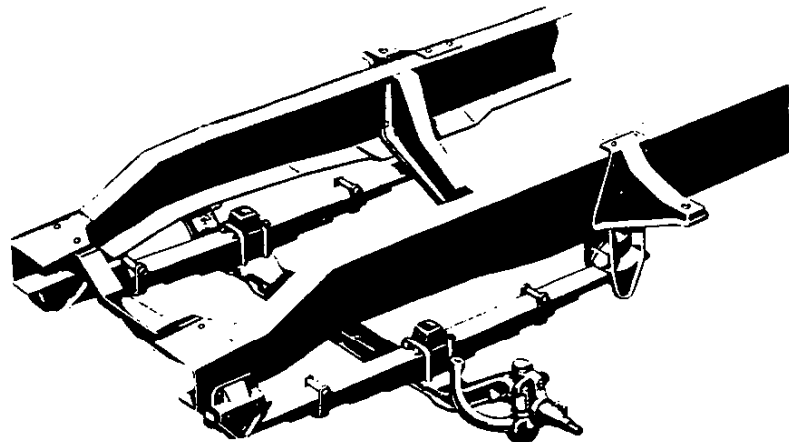
The I-beam front axles are constructed of heat-treated drop-forged steel. Constant diameter kingpins are protected by diamond-shaped seals at each end. Upper and lower kingpin bushings are steel-backed bronze with distribution grooves to ensure uniform

lubrication.

Berlin-eye type attachment is utilized for both the front and rear mounting positions of the front springs. Rubber bumpers are mounted at the I-beam attachment point.

I-BEAM AXLE CAPACITIES	
Series:	
G10 .....	2200 lbs
P20, P30 .....	4000 lbs

## I-BEAM AXLE WITH VARIABLE-RATE LEAF SPRINGS



### SERIES 50, 60, 80

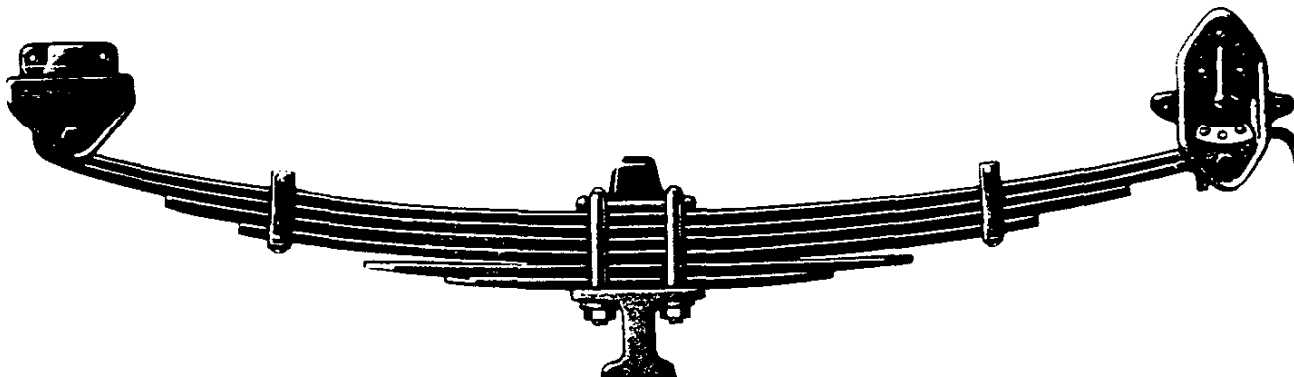
Reverse-Elliott I-beam axles and variable-rate 2-stage leaf springs combine to provide all 50 through 80 Series models with a front suspension featuring exceptional durability and outstanding ride and handling characteristics.

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

→ I-BEAM AXLE CAPACITIES		
Series:	Standard	Optional
CDLPQ50 .....	4000 lbs	5000 lbs
S50 .....	4500 lbs	5500 lbs
NT50 .....	5000 lbs	—
ACDLMQSTVXY60 .....	5000 lbs	7000 lbs
S60 (except S69) .....	5500 lbs	7000 lbs
N60, S69 .....	7000 lbs	—
ACELMNQTVW80 .....	7000 lbs	9000 lbs
		11,000 lbs

→ Indicates revised specifications.

# FRONT SUSPENSION



## Variable-Rate Front Springs

The two top leaves of the variable-rate front spring, unlike the variable-rate rear spring, are fastened at the front hanger. At the rear, the unshackled squared-off top leaf rides against a full-floating specially hardened cam surface.

In operation, top spring leaf contacts the cam surface near its outer edge under light load. As the load increases, the line of contact moves inward until, at full load, it reaches the inner edge of the cam. Thus, there is soft spring action with light loads

and progressively stiffer spring action as the load is increased. Additionally, the springs are of a two-stage design, assuring excellent load-carrying ability.

The full-floating action of the rubber-insulated spring hanger on 50 and 60 Series increases cam durability and is easily removed for replacement or maintenance. It can also be reversed to extend the wear life of the spring ends to cam contact area.

## FOUR-WHEEL-DRIVE MODELS

### SERIES K10, K20

Front-wheel drive on series K10 and K20 models utilizes a single reduction hypoid pinion and ring gear combination with a full-floating axle shaft.

### Specifications

→ Series K10      Series K20

<b>Axle:</b>		
Make.....	Spicer	
Model.....	445F	
Minimum shaft diameter...	1.125"	
Capacity.....	3300 lb	3500 lb
<b>Pinion &amp; Ring Gear:</b>	hypoid	hypoid
Ratio.....	3.73	4.55
Pinion, teeth.....	11	11
Ring gear, teeth.....	41	50
<b>Pinion Mounting:</b>	overhung	
Bearings.....	tapered roller	
<b>Differential:</b>	2-pinion	
Bearings.....	tapered roller	
<b>Lubricant Capacity.....</b>	4½ pt	6½ pt

→ Indicates revised specifications.

### Optional Heavy-Duty Front Axle

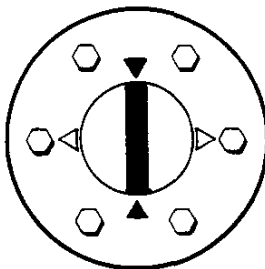
An optional heavy-duty front axle is available for K20 models. Although the rated capacity is the same as the standard front axle, it features heavier components which permit an increase in maximum GVW from 7200 to 7600 pounds.

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

## FOUR-WHEEL-DRIVE MODELS

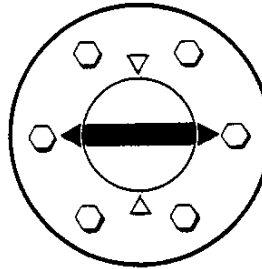
### OPTIONAL FREE-WHEELING FRONT HUBS

Free-wheeling front hubs or HUB/LOK is available on series K10 and K20 as an option at extra cost. HUB/LOK makes it possible to disengage the front wheels from the front drive line when front wheel drive is not required. This leaves the front wheels free to rotate without "back drag" from the front axle and propeller shaft, eliminates unnecessary wear and improves fuel economy.



**Engaged**

HUB/LOK is engaged for 4-wheel-drive operation when the grooved Activator knob is aligned with the inward pointing arrowheads. (If clutch teeth do not immediately engage when the knob is turned to this position, the first slight turn of the front wheel in either direction will complete the locking.) NO ROCKING IS REQUIRED!



**Disengaged**

To disengage HUB/LOK, simply turn the Activator knob so that it aligns with the outward-pointing arrowheads. Now the multiple teeth of the inner and outer clutch rings are separated and the wheels will turn free of the driving axle. The truck is now ready for conventional rear-axle driving.

## SHOCK ABSORBERS

### Standard Front Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
* 133-134-135-13680 G10 CP10, C20-30 P20-30 K10-20 S50-60	Hydraulic direct double acting	1	5.90
		1	9.75
		1	5.00
		1	7.75
		1	7.25
		1.38	9.75

### Optional Front Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
CP10, C20-30 All 50-80 (Except School Bus Models)	Hydraulic direct double acting	1.38	4.75
		1.38	9.75

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## NOTES

	Page		Page
Rear Shock Absorbers .....	1	Spring Specifications .....	2
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## REAR SHOCK ABSORBERS

### Standard Rear Shock Absorbers

#### El Camino Models 133-134-135-13680

Series	Type	Piston Diameter (in)	Inflation Pressure Vehicle Unloaded (lbs)	Inflation Pressure Vehicle Loaded (If inflated prior to loading) (lbs)	Inflation Pressure Vehicle Loaded (If inflated after loading) (lbs)
133-134-135-13680	Hydraulic direct double acting air booster type	1	10	65	90

### Standard Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
G10	Hydraulic direct double acting	1	7.25
CP10		1	7.75
C20, P20-30		1	8.00
K10-20		1	10.25

### Optional Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
CP10-30	Hydraulic direct double acting	1.38	7.75
K10-20		1.38	10.00
All 50-80 (Except Tandems)		1.38	9.25

# REAR SPRINGS

## SPECIFICATIONS

### Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-134-135-13680	1100	950	1-Stage	130	0.575	6.78
C10, P10 except panels	1250	1074	2-Stage	253 to 392	0.698	6.896
C10 panels	1250	1080	1-Stage	286	0.658	6.477
C20	2000	1713	2-Stage	344 to 602	0.798	7.096

### Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-134-135-13680	1350	1200	1-Stage	160	0.623	6.78
C10, P10	2000	1824	2-Stage	332 to 482	0.767	7.034
C10 panels	2000	1650	1-Stage	376	0.729	6.619
C20	3000	2713	2-Stage	578 to 751	0.893	7.286

### Standard Leaf Springs

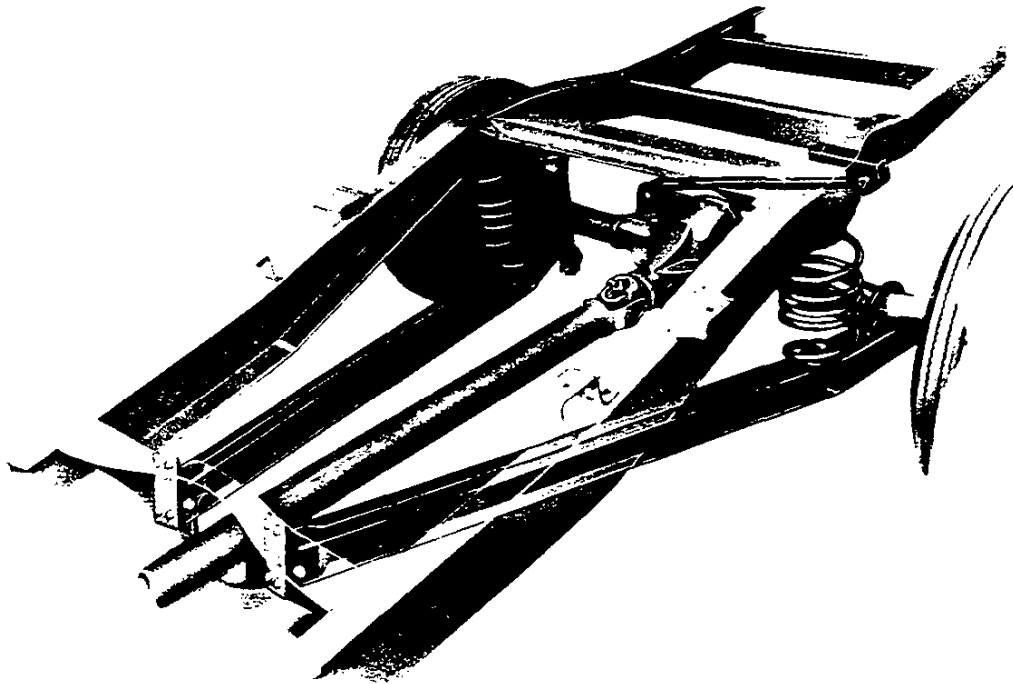
→ Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
G10	1200	1000	1-Stage	258	6	48	2	1.69
K10	1900	1640	1-Stage	322	6	52	2½	1.81
K20	1900	1535	1-Stage	322	6	52	2½	1.81
C30	2400	1920	1-Stage	—	8	52	2½	2.55
P20, P30	2400	2050	1-Stage	497	8	52	2½	2.55
CLPQST50	5500	4950	2-Stage	528 to 1636	8	54	2½	4.30
ND50, ACLNQST60	7500	6750	2-Stage	633 to 2053	10	54	2½	5.11
D-Y60, ACLNQST80	9200	8400	2-Stage	625 to 2500	9	55	3	5.16
E-U80	10,400	9600	2-Stage	950 to 2900	10	55	3	5.56
M60, V80	15,000	13,500	1-Stage	9690	11	45¾	4	4.50
VX60, MW80	17,250	15,440	1-Stage	8490	12	46¼	4	5.36

### Optional Leaf Springs

→ Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
G10	1450	1225	1-Stage	315	7	48	2	1.95
K20	3150	2785	1-Stage	497	8	52	2½	2.55
C30	3100	2750	2-Stage	....	8	52	2½	2.70
C30	4150	3670	Main & Auxiliary	....	8	52	2½	2.70
P30	3400	3000	Main & Auxiliary	....	5	...	...	1.55
P30	4350	3750	Main & Auxiliary	497	8	52	2½	2.55
P30	4350	3750	2-Stage	1290 ♦	5	...	...	1.46
CLPQST50	7500	6750	2-Stage	780 to 1030	12	52	2½	4.48
CDLNQST50, ACLPNQST60, ACLNQST60, S67, S69	8750	7950	2-Stage	633 to 2053	10	54	2½	5.11
ACDLNQSTY60, ACLNQST80	10,400	9600	2-Stage	740 to 2235	11	54	2½	5.47
ACDLNQSTY60, ACELNQSTU80	11,500 ●	10,750	2-Stage	625 to 2500	9	55	3	5.16
M60	17,250	15,440	1-Stage	950 to 2900	10	55	3	5.56
M80, W80	19,500	17,540	1-Stage	1075 to 3250	11	55	3	5.96
				8490	12	46¼	4	5.36
				15,624	12	45¾	4	5.71

♦ Total, main and auxiliary      ● Rated at 11,000 lb on ANQ60-80

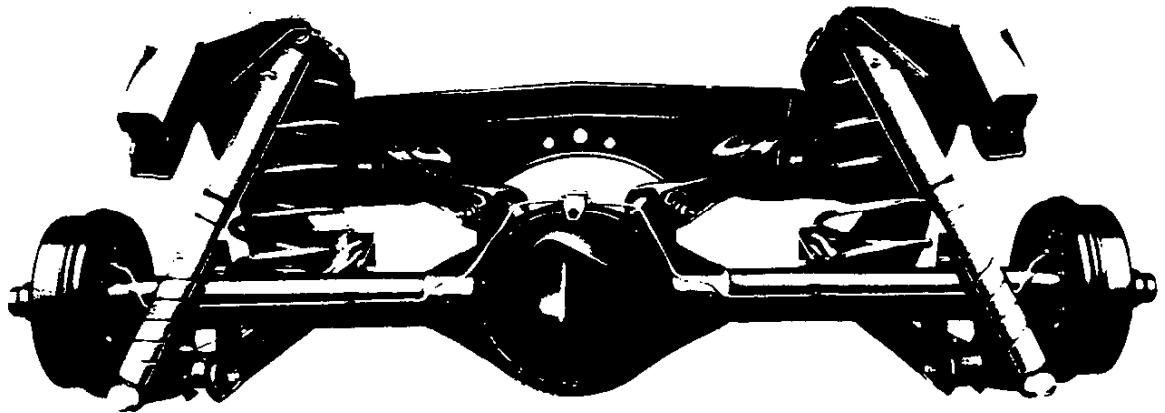
→ Indicates revised specifications.



### SERIES C10, P10 and C20

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

the axle attachment. The control arms permit axle motion, but maintain proper axle position. Spring action is performed by two-stage coil springs, except C140S which uses a single-stage coil spring, providing an excellent ride when the vehicle is empty or lightly loaded—increasing in capacity as the load becomes greater.



### EL CAMINO MODELS

The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed rubber bushings. Shorter stamped channel-section upper control

arms mount on brackets attached to the differential housing and extend diagonally outward to brackets on the intermediate Z-shaped frame crossmember to restrict lateral axle movement relative to the frame. Coil springs are positioned directly over the axle housing. Hydraulic direct double-acting air-booster type shock absorbers are mounted diagonally behind the coil springs.

# REAR SUSPENSION

## SERIES C10, P10 and C20

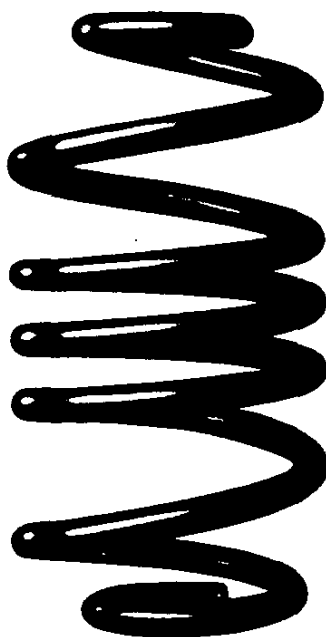
### Two-Stage Coil Springs

The two-stage coil spring rear suspension, standard on all Series C10 except C140S, P10 and C20 models, provides a low-rate first stage for smooth ride and a higher rate second stage to insure greater load-carrying capacity.

The two-stage principle is achieved through a closer spacing of the three center coils. Thus, in an unloaded condition, riding

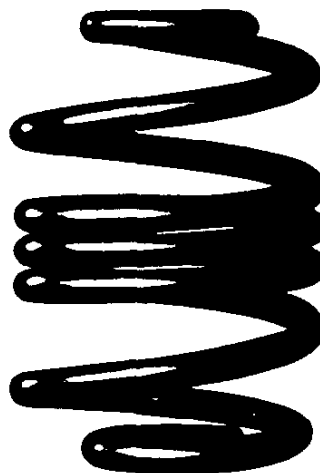
qualities are enhanced through the use of the entire spring, within the limits of travel of the three center coils.

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



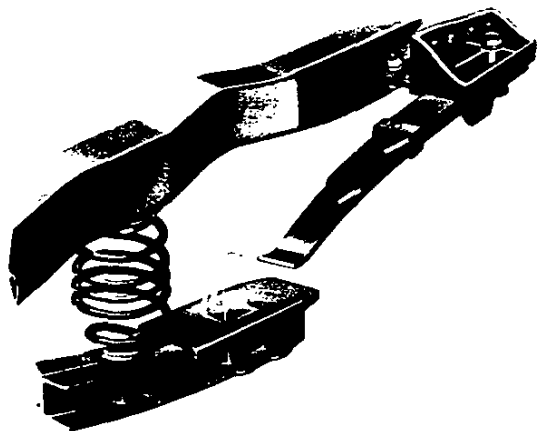
**First Stage**

Low rate for ride



**Second Stage**

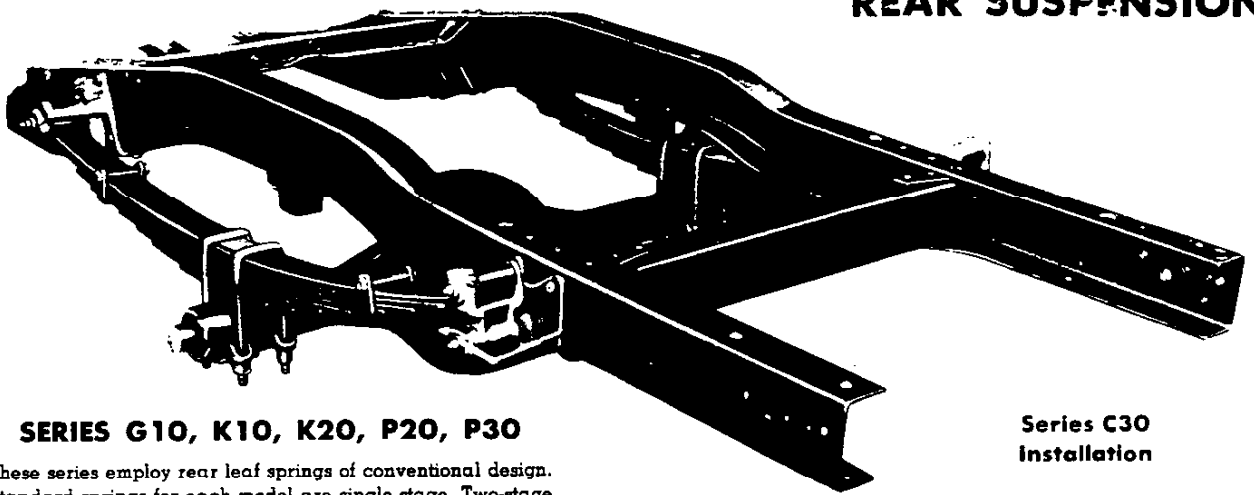
High rate for greater carrying capacity



### Cantilever Mounted Auxiliary Springs

Three-leaf auxiliary rear springs are available as optional equipment on Series C10 and C20 models. The springs are attached to the outside of the frame side rail web at the rear. The lower leaf extends forward into the vicinity of the rear axle mounting pads on the suspension control arms. The auxiliary rear springs make contact with the axle mounting pads only after the base springs are compressed to design load condition. Auxiliary rear springs have a capacity of 500 pounds each.

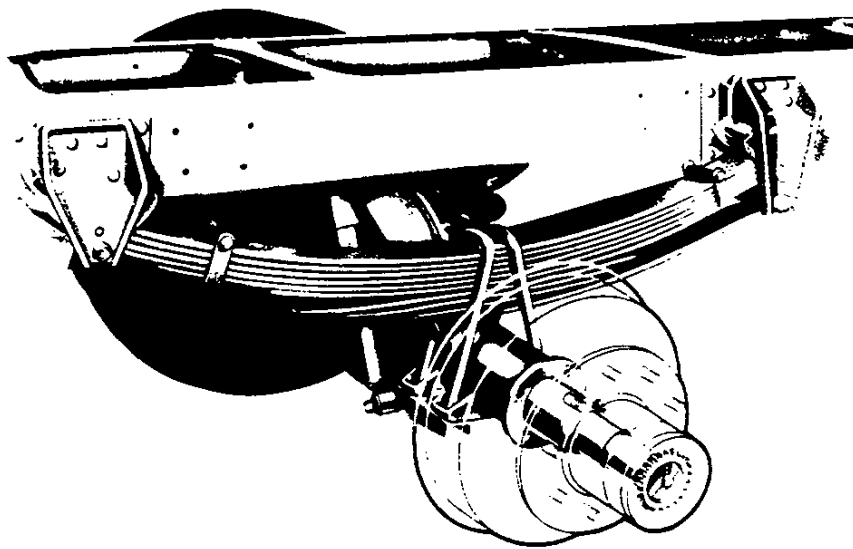
## REAR SUSPENSION



### SERIES G10, K10, K20, P20, P30

These series employ rear leaf springs of conventional design. Standard springs for each model are single-stage. Two-stage springs are optional for C30 Series.

Series C30  
Installation

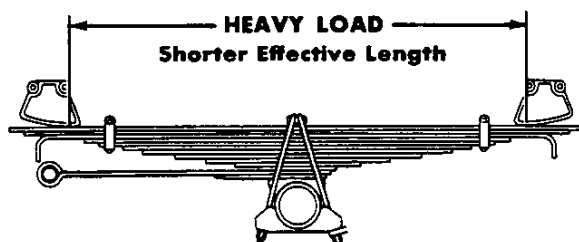
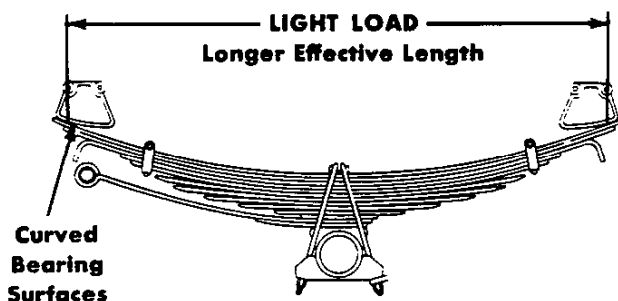


### SERIES 50, 60, 80 (Except MVX60, MVW80)

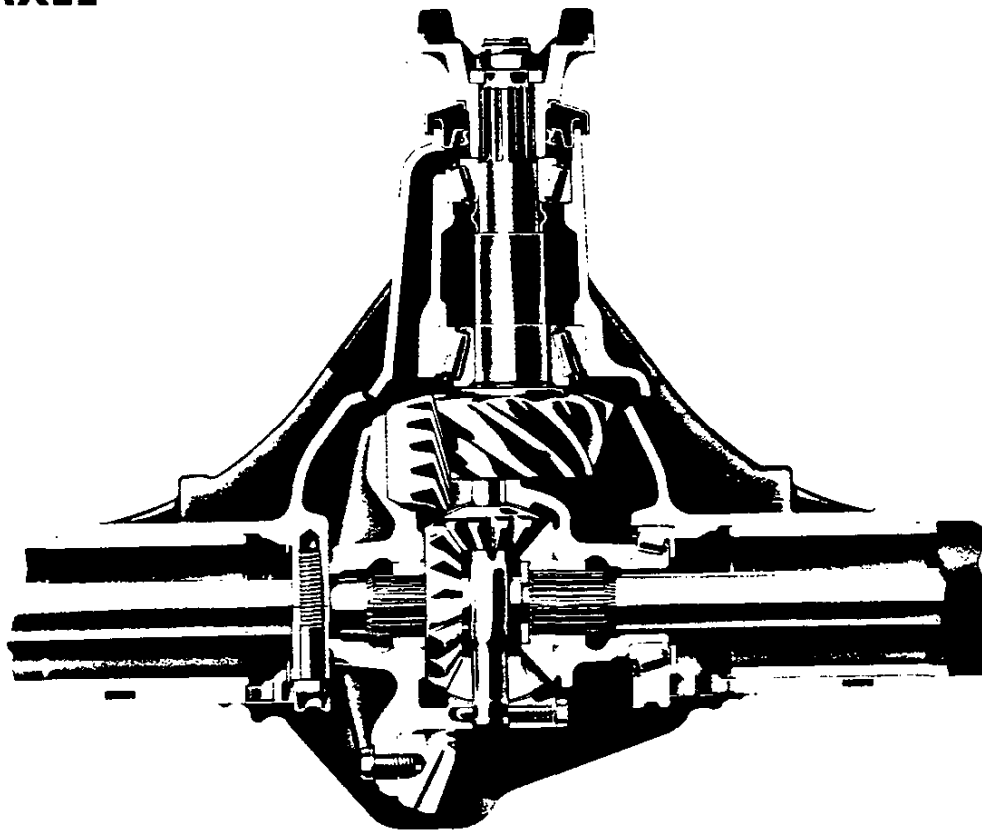
The ends of the variable-deflection-rate springs bear against, but are not attached to, curved surfaces. As spring load increases the curved bearing surface shortens the *effective* length of the spring, thereby increasing the deflection rate. Thus, there is soft spring action with light loads, and progressively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

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

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



## REAR AXLE



### EL CAMINO REAR AXLE

El Camino models utilize a Salisbury-type rear axle with ratios of 3.36:1 standard on six-cylinder models and 3.08:1 on eight-cylinder models. Other axle ratios are available to meet individual requirements. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available as an option at extra cost.

#### ➔ Specifications

<b>Series:</b>						
Standard.....	133-13580	134-13680	133-134-135-13680 With Overdrive Transmission	134-13680 With opt V8 engines	134-13680 With opt V8 engines	134-13680 With opt V8 engines
Optional.....	134-13680					
<b>Capacity</b> .....	2700 lbs					
<b>Make</b> .....	Chevrolet					
<b>Pinion &amp; Ring Gears:</b>						
Type.....	Hypoid					
Ratios.....	3.36*	3.08*	3.70*	3.07*	3.31*	3.73*
Pinion, teeth.....	11	12	10	14	13	11
Ring gear, teeth.....	37	37	37	43	43	41
<b>Differential:</b>						
Type.....	Two-Pinion					
<b>Axle Shaft:</b>						
Type.....	Integral Shaft and Drive Flange					
Minimum diameter.....	1.06					
<b>Housing:</b>						
Section diameter and thickness (in).....	3.0 x .22					

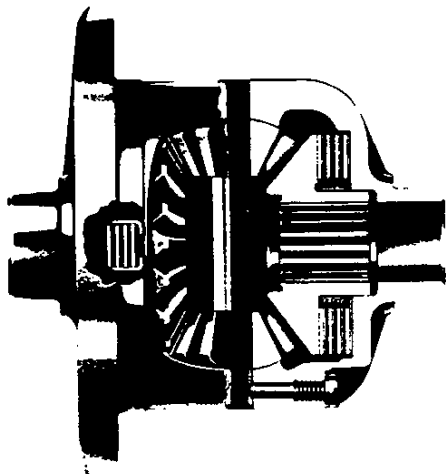
\*Also available with Positraction limited-slip differential

➔ Indicates revised specifications.

# **REAR AXLE**

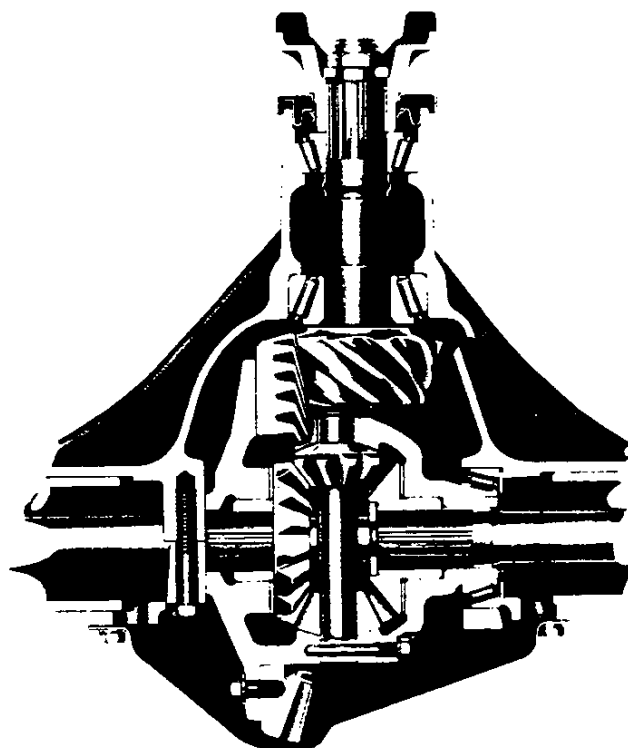
## **CHEVROLET SINGLE-SPEED REAR AXLE 2400-lb to 3500-lb Capacity**

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



**Positraction Differential**

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



**3500-lb Axle Illustrated**

### **Specifications**

Capacity.....	2400 lbs		2900 lbs		3300 lbs		3500 lbs	
Make.....	Chevrolet Semi-Floating							
Series:	G10		G10		K10		C10, P10	
Standard.....								
Optional.....								
Pinion & Ring Gear:	Hypoid							
Type.....								
→ Ratios.....	3.36*	4.11*	3.73*	4.11*	3.73	3.07**	3.73*	4.11* +
Pinion, teeth.....	11	9	11	9	11	14	11	9
Ring gear, teeth.....	37	37	41	37	41	43	41	37
Differential:	2-Pinion Tapered Roller							
Type.....								
Bearings, type.....								
Axle Shafts:	Integral shaft and drive flange							
Type.....								
Minimum diameter.....	1.08	1.08		1.16		1.16		
Housing:	3.0 ± .22							
Section diameter and thickness (in.).....								
Wheel Bearings:	Barrel Roller							
Type.....								

\* Also available with Positraction

\*\* C10 models only

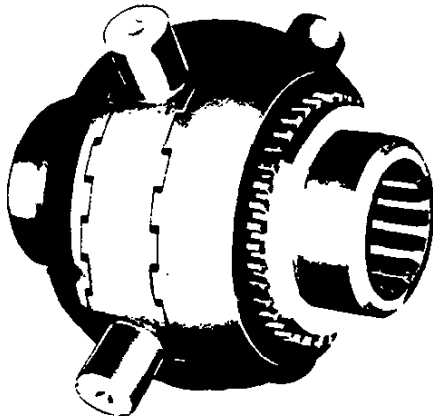
+ Standard on P10

→ Indicates revised specifications.

# REAR AXLE

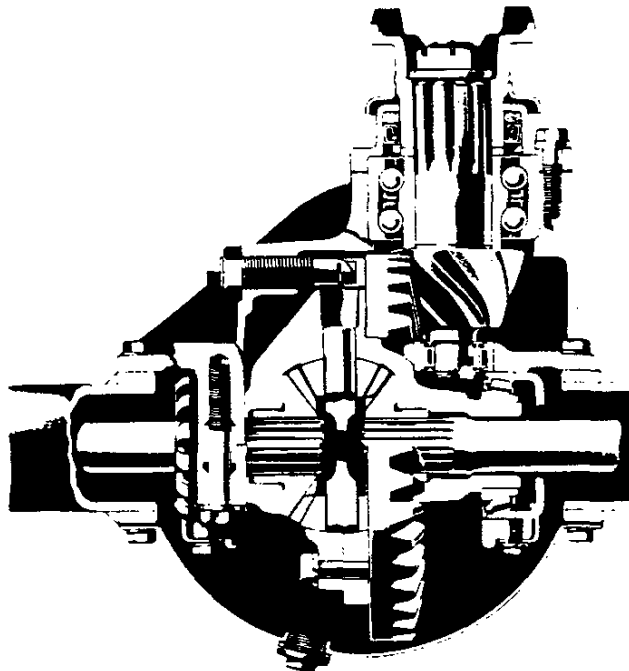
## CHEVROLET SINGLE-SPEED REAR AXLE 5200-lb to 7200-lb Capacity

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



**NoSPIN Differential**

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



**7200-lb Axle Illustrated**

### → Specifications

Capacity .....	5200 lb	7200 lb
Make .....	Chevrolet Full-Floating	
Series .....	CKP20	CP30
Pinion & Ring Gear:	Hypoid	
Type .....	4.11a 4.57*	5.14* 4.57 b
Ratios .....	9 7	7 7
Pinion, teeth .....	37 32	36 32
Ring gear, teeth .....		
Pinion Mounting:	Straddle	
Mounting type .....	Ball	
Front bearing .....	Straight Roller	
Rear bearing .....		
Differential:	2-Pinion +	4-Pinion 2-Pinion
Type .....	Barrel Roller	
Bearings, type .....		
Axle Shafts:	Integral shaft and drive flange	
Type .....	1.34	
Minimum diameter .....		
Housing:	3.25 x .28	
Section diameter and thickness (in) .....		
Wheel Bearings:	Barrel Roller	
Type .....		

\*—Also available with NoSPIN differential on C-P20-30 models only

a—Optional on Series C20 only    b—Optional on Series C30 only

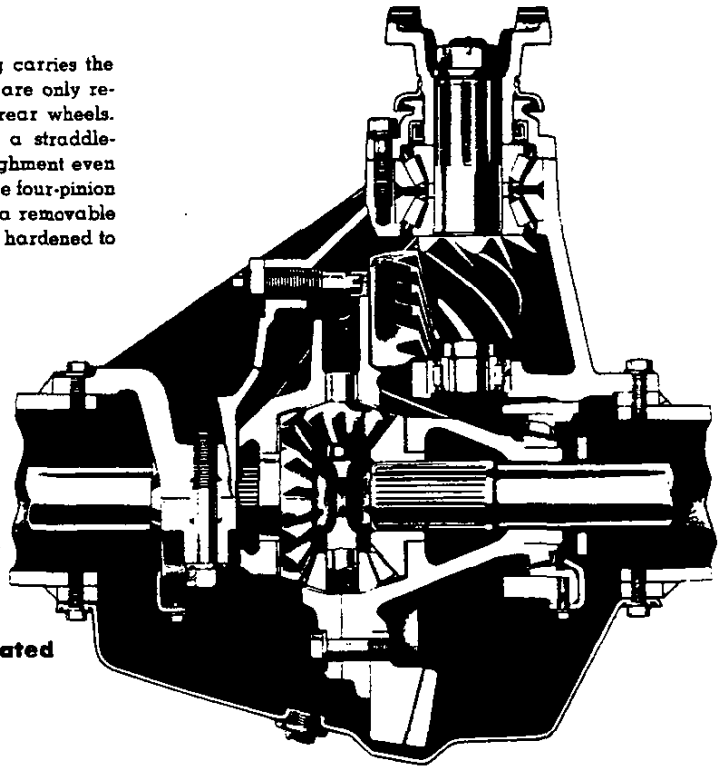
+—4-Pinion on K20 models

→ Indicates revised specifications.

# CHEVROLET SINGLE-SPEED REAR AXLE

11,000-lb to 17,000-lb Capacity

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



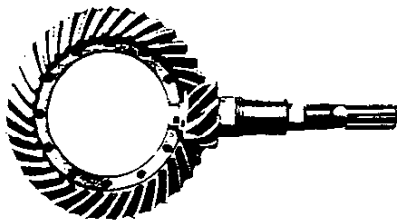
15,000-lb Axle Illustrated

## Specifications

Capacity .....	11,000 lb		13,500 lb		15,000 lb		17,000 lb	
Make .....	Chevrolet Full-Floating							
→ Series:								
Standard .....	CLPST50	DNQ50	DNQ50	CLPST50	CLMST60 ANQ60 CLPST50	DY60 ANQ60 NQ50	ANQ60 D50	CLST60
Optional .....								
Optional .....								
Pinion & Ring Gear:								
Type .....	Hypoid							
Ratios .....	6.17	5.43	5.29	6.40	7.20	6.17	5.83	7.20
Pinion, teeth .....	6	7	7	5	5	6	6	5
Ring gear, teeth .....	37	38	37	32	36	37	35	36
Pinion Mounting:								
Mounting type .....	Straddle							
Front bearing .....	Ball				Tapered Roller			
Rear bearing .....	Straight Roller				Straight Roller			
Differential:								
Type .....	4-Pinion							
Bearings, type .....	Barrel Roller							
Axle Shafts:								
Type .....	Integral shaft and drive flange							
Minimum diameter (in) .....	1.44	1.69		1.69		1.69		1.69
Housing:								
Section diameter and thickness (in) .....	4.0 x .375	4.50 x .44		4.50 x .44 (.50 on M60)		4.75 x .50		4.75 x .50
Wheel Bearings:								
Type .....	Barrel Roller				Tapered Roller			

→ Indicates revised specifications.

## REAR AXLE



### Eaton Spiral-Bevel Gears

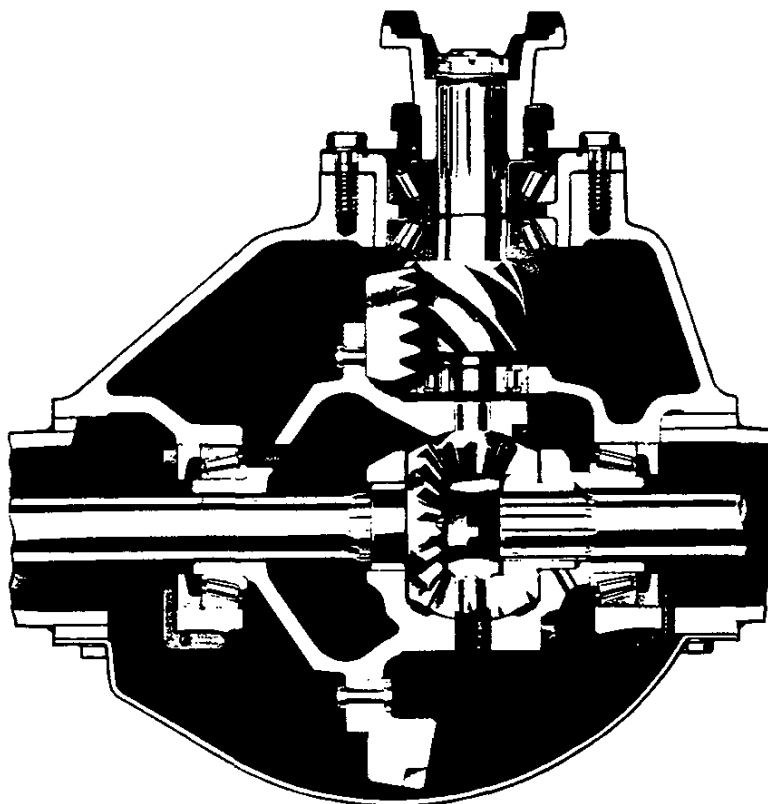
The Eaton single-speed rear axles have a spiral-bevel pinion and ring gear with large tooth face area and thick cross section for high strength and long-wearing quality. Ring and pinion alignment is maintained by a thrust pad. The pinion acquires extra rigidity through straddle mounting between dual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

### Housing and Axle Shafts

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

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

## EATON SINGLE-SPEED REAR AXLES 17,000-lb, 18,500-lb & 23,000-lb Capacity



### Specifications

Capacity.....	17,000 lb				18,500 lb				23,000 lb		
Make.....	Eaton 1618 Full-Floating				Eaton 1790A Full-Floating				Eaton 1910 Full-Floating		
Series: Standard..... Optional.....	ANQ60	ANQ60	ANQ60	X60 EU80	V60,ANQ80	ANQ80	CLT80 ANQ80	ANQ80	CLT80	EU80	
Pinion & Ring Gear:	Spiral Bevel										
Type.....	5.57	6.14	7.17	4.87	5.57	6.50	7.17	7.60	6.67	4.87	
Ratios.....	7	7	6	8	7	6	6	5	6	8	
Pinion, teeth.....	39	43	43	39	39	39	43	38	40	39	
Ring gear, teeth.....											
Pinion Mounting:	Straddle										
Mounting type.....	Tapered Roller										
Front bearing.....	Straight Roller										
Rear bearing.....											
Differential:	4-Pinion										
Type.....	Tapered Roller										
Bearings, type.....											
Axle Shafts:	Integral shaft and drive flange										
Type.....	1.69				1.81				2.00		
Minimum diameter (in).....											
Housing:	4.50 x 0.49				5.12 x 0.44				5.50 x 0.50		
Section diameter and thickness (in).....											
Wheel Bearings:	Tapered Roller										
Type.....											

→ Indicates revised specifications.

## POWER TAKE-OFF EQUIPMENT

**Transmission Applications.** Side-mounted power take-off may be installed on the left side of the Chevrolet 4-speed transmission, right side of the New Process 435 4-speed, on both sides of the New Process, Clark and Spicer 5-speed transmissions, the Fuller 8-speed, 3- or 4-speed auxiliaries, or the Allison Automatic transmission. Standard SAE 6-bolt power take-off openings are provided to accommodate a variety of single- or multi-speed units. A top-mounted PTO may be mounted on the top of the 4-speed auxiliary transmission.

### SIDE-MOUNTED POWER TAKE-OFFS For Synchronesh Transmissions

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

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

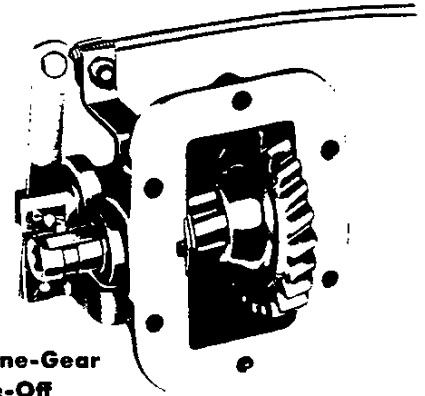
- Two speeds forward, no reverse
- One speed forward, one reverse
- Two speeds forward, one reverse
- Two speeds forward, two reverse

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

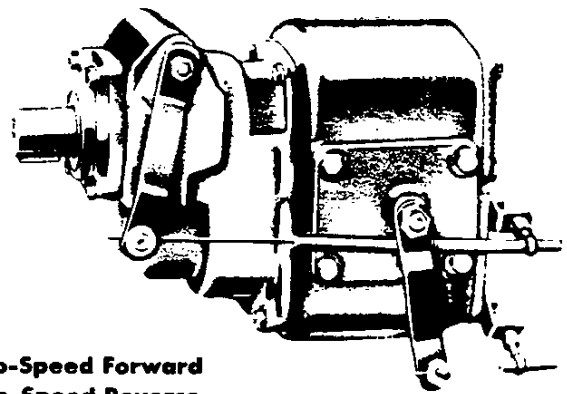
### TOP-MOUNTED POWER TAKE-OFF For 4-Speed Auxiliary Transmission

**Power Tower** A top-mounted power take-off assembly which transmits full torque of the engine (with forward transmission in direct drive) can be mounted on the Spicer 6041 4-speed and Spicer 7041 4-speed auxiliary by removing shifter housing assembly.

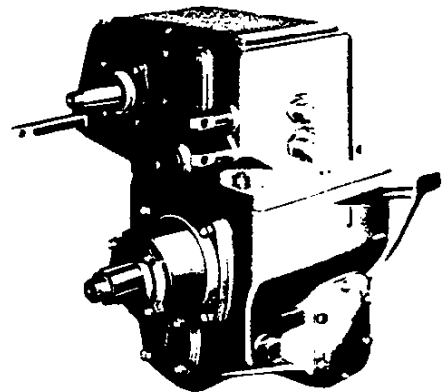
Power take-offs may be controlled by a shift wire or lever, and may be operated with transmission in neutral, or when truck is in motion. Speed of the power take-off shaft is determined by engine rpm and the gear ratio between transmission PTO drive gear and PTO driven gear. Consult the special equipment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



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



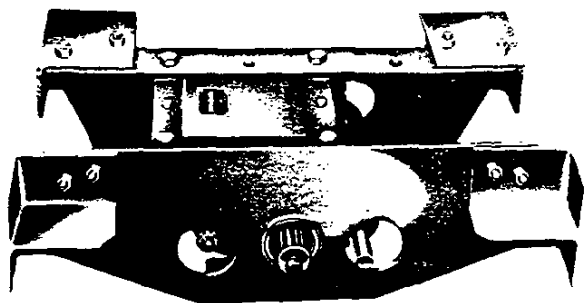
**Two-Speed Forward  
Two-Speed Reverse**  
(Chelsea Model 56A)



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

# POWER TAKE-OFF EQUIPMENT

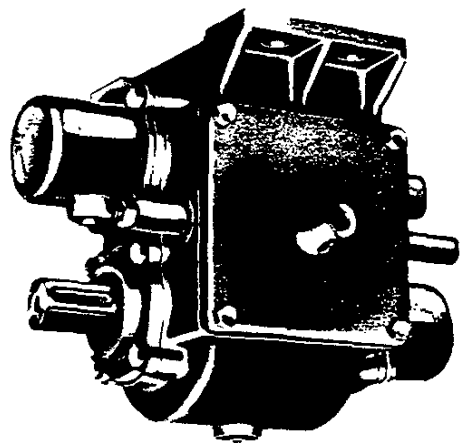
## SPECIAL POWER TAKE-OFFS for Synchromesh or Allison Automatic Transmission



### Split-Shaft Power Take-Off

(Gar Wood Model L)

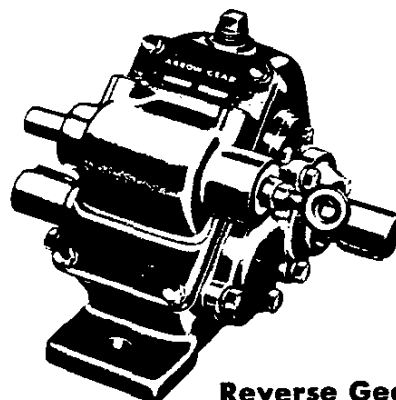
Installed directly in the drive line between transmission and rear axle, a split-shaft power take-off may be operated at any of the speeds of the truck transmission. In winch operation, for example, winch only, truck only, or both winch and truck may be operated. Split-shaft units are normally designed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



### Two-Speed Hanger Bearing

(Tulsa)

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



### Reverse Gear Box

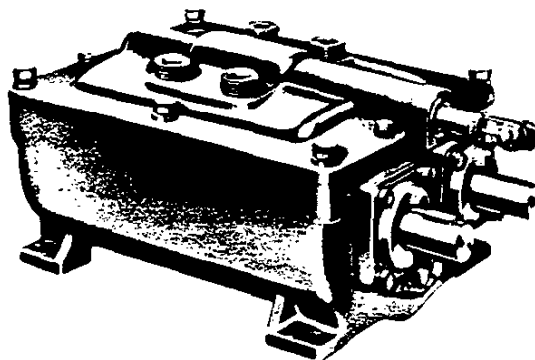
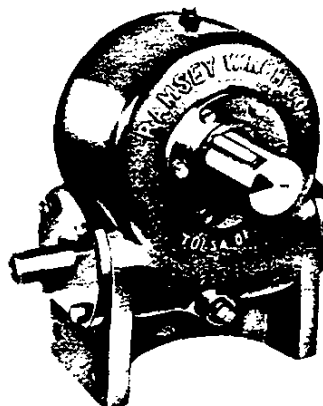
(Arrow Model M)

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

### Speed Reducer

(Ramsey Model 29X)

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



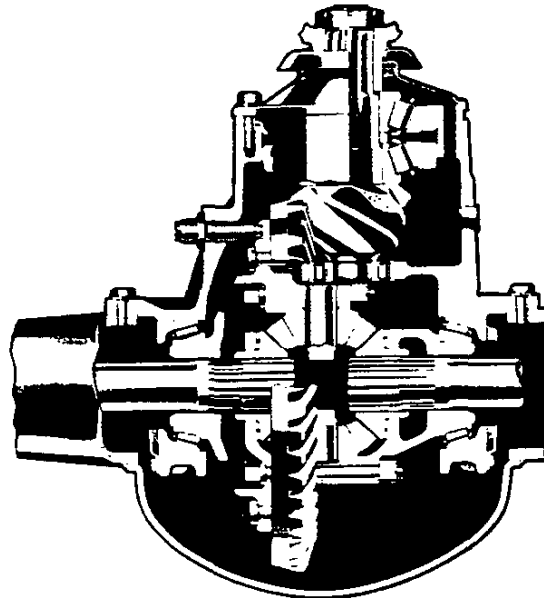
### Friction-Clutch Gear Box

(Gar Wood Model FC-2)

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

## ROCKWELL SINGLE-SPEED REAR AXLE

### 16,000-lb Capacity



Rockwell rear axles feature a hypoid bevel pinion and ring gear. The axle housing is one-piece banjo type of heat-treated medium-carbon steel that provides high strength with relatively light weight. The differential cover plate is heavy-gauge steel that is securely welded in place for added housing strength.

All gears are precision machined of alloy steel, carburized and hardened for high strength and long life. The drive pinion is straddle mounted for accurate alignment with the ring gear. Two large

opposed tapered roller bearings support the pinion at the outer or forward end while a straight roller bearing supports the pinion at the extreme inner end. A thrust block and adjusting screw further assure true pinion-ring gear alignment by limiting ring gear deflection under conditions of severe stress.

Axle shafts are the full-floating type and made of medium-carbon steel. The entire shaft is heat treated for extra strength.

### Specifications

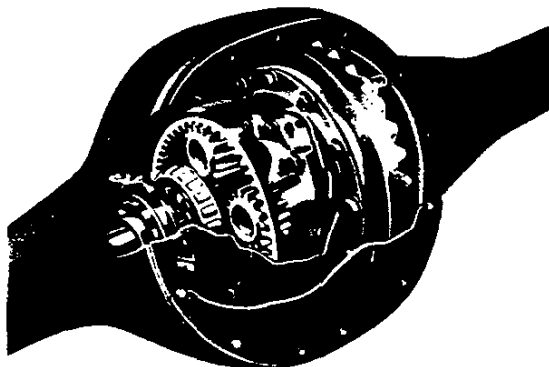
<b>Capacity</b> .....	16,000 lb		
<b>Make</b> .....	Rockwell G-161 Full-Floating		
<b>Series:</b>			
Standard .....	ANQ60	ANQ60	ANQ60
Optional .....			
<b>Pinion &amp; Ring Gear:</b>			
Type .....		Hypoid	
Ratio .....	5.29	6.17	7.20
Pinion, teeth .....	7	6	5
Ring gear, teeth .....	37	37	36
<b>Pinion Mounting:</b>			
Mounting type .....	Straddle		
Front bearing .....	Tapered Roller		
Rear bearing .....	Straight Roller		
<b>Differential:</b>			
Type .....	4-Pinion		
Bearings, type .....	Barrel Roller		
<b>Axle Shafts:</b>			
Type .....	Integral shaft and drive flange		
Minimum diameter (in) .....	1.91		
<b>Housing:</b>			
Section diameter and thickness (in) .....	4.25 x 0.38		
<b>Wheel Bearings:</b>			
Type .....	Barrel Roller		

## REAR AXLE

### CHEVROLET TWO-SPEED REAR AXLE

15,000-lb & 17,000-lb Capacity

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



The Chevrolet two-speed rear axle features a durable hypoid pinion and ring gear set supplemented by efficient planetary gears to provide the choice of high or low range. In high range the planetary gear system is locked, and torque flows through the hypoid gears directly to the axle shafts, as in a single-speed axle. In low range the planetary gear system operates as a second reduction after the hypoid gears. Torque at the axle shafts is increased by 36 per cent for greater pulling ability.

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

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

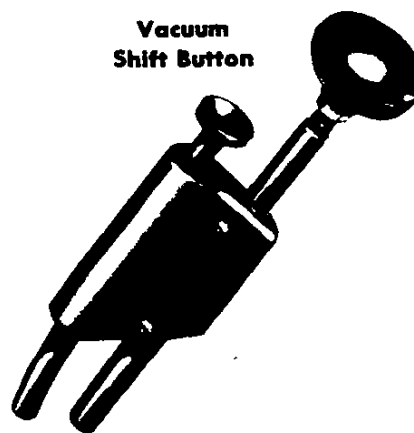
With full-floating axle shafts, the axle housing supports the chassis, payload and absorbs road shocks. Housing is of high-strength banjo design, made of drop-forged medium-carbon steel. Removable inspection plate simplifies maintenance and adjustment.

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

### Specifications

Capacity .....	15,000 lb			17,000 lb
Make .....	Chevrolet Full-Floating			
Series Application .....	DQ50, ANQ60	NQ50, ADNQY60	CLPNQST50, ACLMNQST60	CLST60
<b>Pinion &amp; Ring Gear:</b>				
Type .....			Hypoid	
Ratios: Hi. ....	5.29	5.83	6.40	6.40
Lo. ....	7.20	7.95	8.72	8.72
Pinion, teeth ..	7	6	5	5
Ring gear, teeth ..	37	35	32	32
<b>Pinion Mounting:</b>				
Mounting type .....	Straddle			
Front bearing .....	Tapered Roller			
Rear bearing .....	Straight Roller			
<b>Differential:</b>				
Type .....	4-Pinion			
Bearings, type .....	Barrel Roller			
<b>Axle Shafts:</b>				
Type .....	Integral shaft and drive flange			
Minimum diameter (in.) ..	1.69			
<b>Housing:</b>				
Section diameter and thickness (in.) .....	4.50 x 0.44			4.75 x 0.50
<b>Wheel Bearings:</b>				
Type .....	Barrel Roller			Straight Roller

**Vacuum  
Shift Button**



Shifting the Chevrolet two-speed rear axle is smooth, safe and convenient. By operating the convenient push-button control, the driver may select the most favorable combined transmission and rear axle ratio. A decal on the instrument panel explains shifting methods and combinations of transmission and axle ratios.

D60 models employ an electric shift control, operated by a convenient button on the transmission shift lever. This control is similar in function to that described on page 14 for the Eaton 2-speed rear axle.

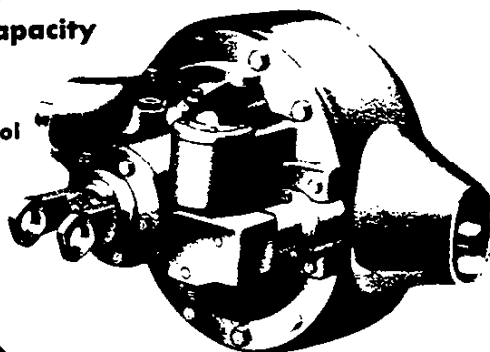
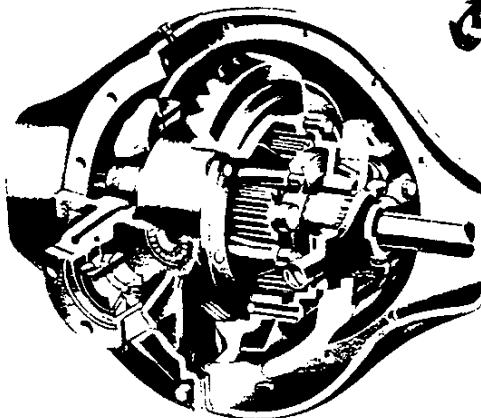


#### Electric Shift Switch

Shifting the Eaton two-speed rear axle is smooth, safe and convenient. The electric shift control is positive in action and permits easy clash-free shifting. By operating the convenient switch control, the driver may select the most favorable combined transmission and rear axle ratio. A decal on the instrument panel explains shifting methods and axle ratios.

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

#### Electric Shift Control



#### Eaton Two-Speed Planetary-Gear Rear Axle

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

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

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

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

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

### Specifications

Capacity.....	17,000 lb					18,500 lb				
Make.....	Eaton 16800 Full-Floating					Eaton 17800 Full-Floating				
→ Series Application	ADNQY60	ANQ60	ANQ60	ACLNQT60	ACLNQT60	AENQU80	VX60 ANQEU80 ANQ80	ANQ80	ACLNQT80	ACLNQT80
Pinion & Ring Gear:	Spiral Bevel									
Type.....										
Ratios: Hi.....	4.87	5.57	6.14	6.50	7.17	4.87	5.57	6.14	6.50	7.17
Lo.....	6.77	7.75	8.54	9.04	9.97	6.65	7.60	8.38	8.87	9.97
Pinion, teeth.....	8	7	7	6	6	8	7	7	6	6
Ring gear, teeth.....	39	39	43	39	43	39	39	43	39	43
Pinion Mounting:	Straddle Tapered Roller Tapered Roller									
Mounting type.....										
Front bearing.....										
Rear bearing.....										
Differential:	4-Pinion Tapered Roller									
Type.....										
Bearings, type.....										
Axle Shafts:	Integral shaft and drive flange									
Type.....										
Minimum diameter (in).....	1.69					1.81				
Housing:	4.75 x 0.505.12 x 0.44									
Section diameter and thickness (in).....										
Wheel Bearings:	Tapered Roller									
Type.....										

➔ Indicates revised specifications.

## REAR AXLE

### EATON TWO-SPEED REAR AXLE—23,000-lb Capacity

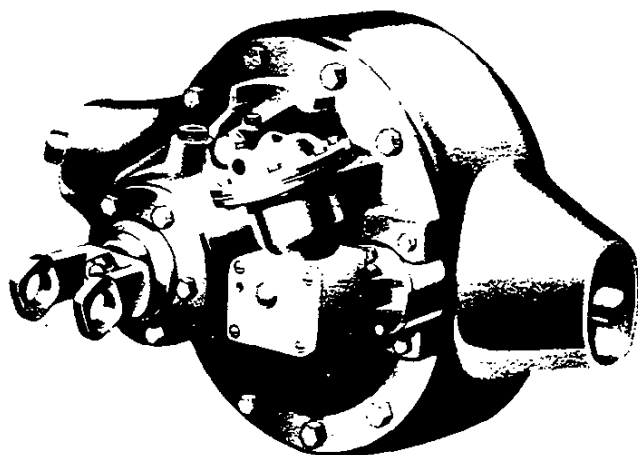
The overall design of the Eaton 23,000-lb axle is similar to the Eaton 18,500-lb axle. However many of the components are of increased size in order to obtain the larger capacity rating. The differences are as follows:

1. Larger axle housing section
2. Greater axle shaft diameter
3. Larger drive gear pitch and face diameter
4. Increased drive pinion shaft diameter

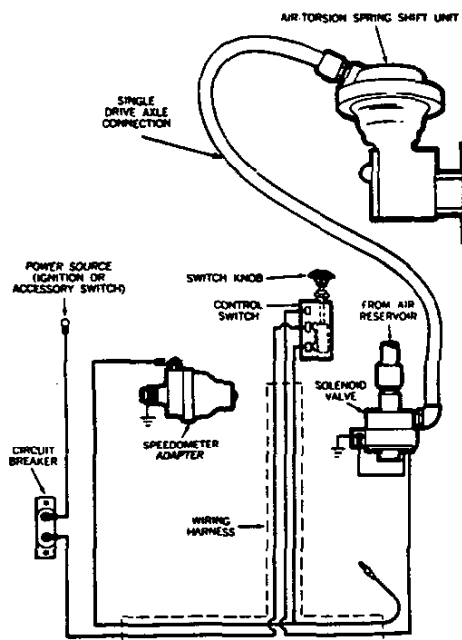
5. Increased capacity on:

- a. Outer pinion bearings
- b. Pilot bearings
- c. Differential bearings
- d. Wheel bearings

Axle shifting between high and low range is accomplished by an air-torsion spring shift system shown below.



Air-Torsion Spring Shift Control



Air-Torsion Spring Shift System

The air-torsion spring shift system differs from the electric-type shift system used on the Eaton 18,500-lb 2-speed rear axle in the method of accomplishing the shift. The electric system uses an electric motor to wind the spring that provides the force required to move the shift fork and change the axle range. An air-activated pushrod provides the force to move the shift fork and change the axle range in the air-torsion shift system.

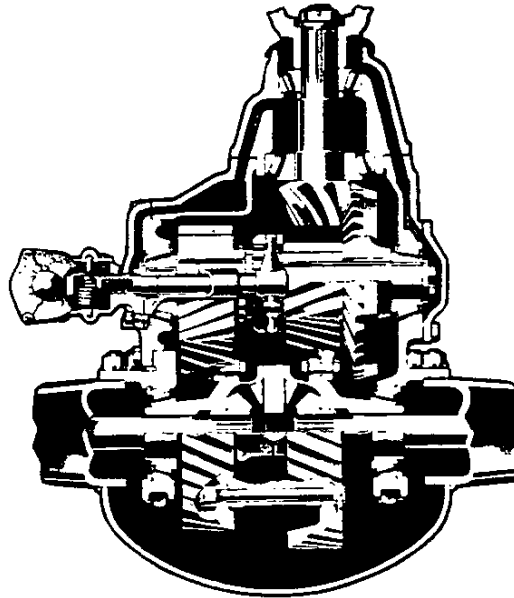
The system consists of an air chamber and a torsion spring drive assembly. The movement of the selector knob electrically activates the solenoid valve which opens or closes an air passage and permits air pressure to be applied or released from the air-shift unit diaphragm.

When the axle is shifted into high, movement of the diaphragm operates the pushrod which moves the spring winding lever and increases the load placed on the torsion spring which is mechanically connected to the axle shift fork. This prepares the axle for the shift. When the load on the gears is relieved, by the opening or closing of the throttle or by declutching, the spring is released and the axle will shift into high. To accomplish an axle shift into low, the control switch knob is pushed down to actuate the solenoid which in turn cuts off the air supply to the air-torsion spring unit. The resulting air bleed-back through the solenoid releases the pressure on the diaphragm, thus moving the pushrod back. The subsequent spring winding lever movement unloads or unwinds the torsion spring. This pre-loads it in the opposite direction of shifting to high range. When the load on the gears is relieved, by opening or closing of the throttle or by declutching, the spring load is again released and the axle shift to low range is accomplished.

#### Specifications

<b>Capacity</b> .....	23,000 lb	
<b>Series Applications</b> .....	C-L-T80	E-U80
<b>Eaton Axle Series</b> .....	F19502	
<b>Pinion &amp; Ring Gear:</b>	Spiral Bevel	
Type .....		
Ratios available: High .....	6.71	4.87
Low .....	9.14	6.63
Pinion, teeth .....	7	7
Ring gear, teeth .....	47	38
<b>Pinion Mounting:</b>		
Mounting type .....	Straddle	
Front bearing .....	Tapered Roller	
Rear bearing .....	Tapered Roller	
Outboard bearing .....	Straight Roller	
<b>Differential:</b>		
Type .....	4-Pinion	
Bearings, type .....	Tapered Roller	
<b>Axle Shafts:</b>		
Type .....	Full-Floating	
Minimum diameter .....	2.00"	
Diameter over splines .....	2.25"	
Number of splines .....	16	
Attachment to hub .....	Bolted	
<b>Housing:</b>		
Section diameter x thickness (in) .....	5.50 x .50	
<b>Wheel Bearings:</b>		
Type .....	Tapered Roller	
Make .....	Timken or Bower	
<b>Bearing, Inside Diameter:</b>		
At inner bearing .....	3 3/4"	
At outer bearing .....	3"	

## 16,000-lb Capacity



Rockwell rear axles feature a double reduction drive through a hypoid bevel pinion and ring gear followed by two sets of helical pinions and gears. One combination provides "lo" range and the other "hi" range. A clutch collar operated by a vacuum shift motor locks either of the pinions to the splined drive gear shaft thereby providing the desired ratio.

The axle housing is of one-piece banjo-type design made of medium-carbon steel.

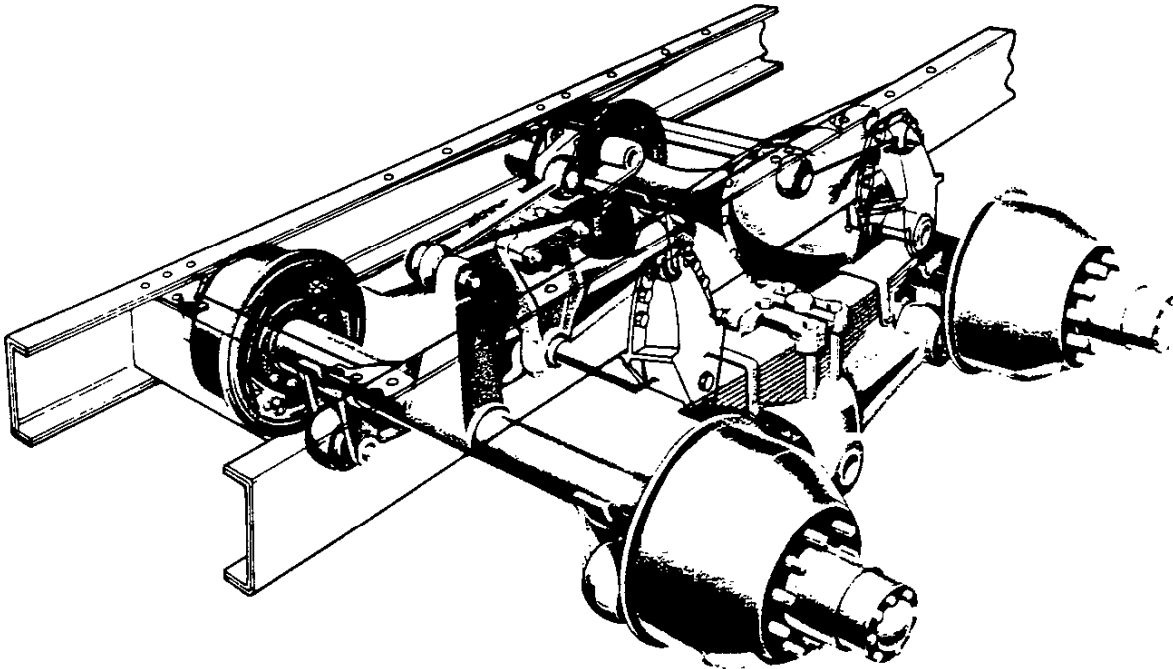
All drive pinions, driven gears, differential pinions and side gears are precision machined of alloy steel, carburized and hardened for high strength and long life. Bevel pinion mounting is the overhung type.

Axle shafts are full-floating type made of medium-carbon steel by a hot forging process to gain uniform stress throughout the shaft body and flange. The entire shaft is shot peened and heat treated to increase strength.

### Specifications

<b>Capacity</b> .....	16,000 lb		
<b>Make</b> .....	Rockwell G-361 Full-Floating		
<b>Series:</b>			
Standard .....			
Optional .....	ANQ60	ANQ60	ANQ60
<b>Pinion &amp; Ring Gear:</b>			
Type .....		Hypoid	
Ratios: Hi .....	5.41	6.16	6.61
Lo .....	7.44	8.48	9.09
Pinion, teeth .....	11	10	9
Ring gear, teeth .....	28	29	28
<b>Pinion Mounting:</b>			
Mounting type .....	Overhung		
Front bearing .....	Tapered Roller		
Rear bearing .....	Tapered Roller		
<b>Differential:</b>			
Type .....	4-Pinion		
Bearings, type .....	Tapered Roller		
<b>Axle Shafts:</b>			
Type .....	Integral shaft and drive flange		
Minimum diameter (in) .....	1.75		
<b>Housing:</b>			
Section diameter and thickness (in) .....	4.25 x 0.38		
<b>Wheel Bearings:</b>			
Type .....	Barrel Roller		

# TANDEM SUSPENSION



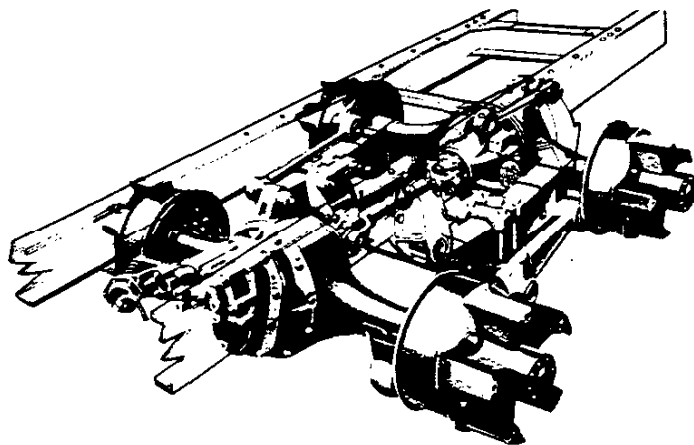
## SERIES MVX60

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

Series VX60 tandems use the Hendrickson rear suspension with an Eaton forward driving axle in combination with a tubular trailing axle.

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

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



### SERIES M80, V80, W80

Tandem models are equipped with a standard 30,000-lb Hendrickson bogie and two Eaton Series 30 axles. An optional, at extra cost, 34,000-lb-capacity Hendrickson bogie with two Eaton Series 34 axles, tandem suspension is also available. The parallelogram design of the bogie, utilizing center-pivoted equalizing beams, gives maximum operating flexibility. The action of these beams allows the wheels to "walk" over surface irregularities, reducing frame motion and providing a relatively smooth and level ride. Axle torque is controlled by rugged ball-and-socket-mounted torque arms, leaving the springs to perform only a cushioning function. Rubber bushings are used at all points of wear, thereby eliminating the need for periodic lubrication.

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

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

### Axle Specifications

<b>Bogie Model</b> .....	Hendrickson RT 320										
<b>Capacity</b> .....	30,000 lbs					34,000 lbs					
<b>Series Application</b> .....	M80	V80		W80			M80	V80		W80	
<b>Eaton Axle Series</b> .....	30D	30D		30D			34D	34M		34D	
<b>Pinion &amp; Ring Gear:</b>											
Type.....	Spiral Bevel										
Ratio.....	7.17	5.57	7.60	7.17	4.87		7.17	6.69	7.80	8.60	5.57
Pinion, teeth.....	6	7	5	6	8		6	7	6	6	6
Ring gear, teeth.....	43	39	38	43	39		43	39	39	43	39
<b>Pinion Mounting:</b>											
Type.....	Straddle										
Front bearing.....	Tapered Roller										
Rear bearing.....	Tapered Roller										
Outboard bearing.....	Straight Roller										
<b>Differential:</b>											
Type.....	4-Pinion										
Bearings.....	Tapered Roller										
<b>Axle Shafts:</b>											
Type.....	Full-Floating										
Minimum diameter.....	1.68						1.81				
Diameter over splines.....	1.86						1.98				
Number of splines.....	16										
Number of attachments to hub.....	8										
<b>Wheel Bearings:</b>											
Type.....	Tapered Roller										
Make.....	Timken or Bower										

→ Indicates revised specifications.

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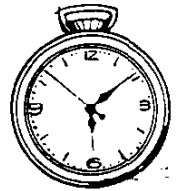
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# CHEVROLET

## AUTOMATIC LEVEL CONTROL\*

MAINTAINS CORRECT VEHICLE HEIGHT AT ALL TIMES

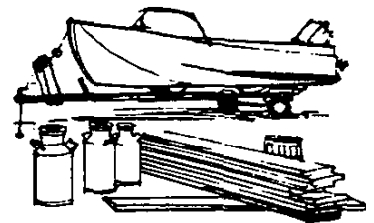
REGARDLESS OF **WHEN**



**WHERE**



**WHAT**



\*optional on El Camino

**AUTOMATIC REAR LEVELING  
ANSWERS A REAL NEED FOR  
THE EL CAMINO OWNER INTERESTED IN  
RANCHING • CONSTRUCTION • FARMING • HUNTING  
FISHING • BOATING • OR JUST PLAIN HAULING**

**THE LOADING  
PATTERN  
MAY BE!**

Rear Axle & Suspension

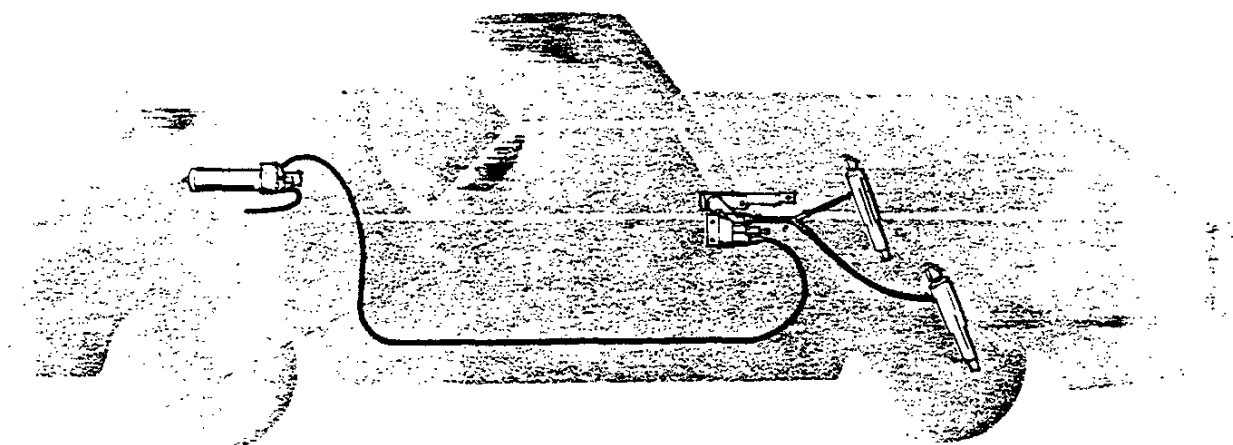
Specify Option G-67

# AUTOMATIC LEVEL CONTROL

## THE CHEVROLET EL CAMINO FOR 1965

Is standard equipped with Superlift Air Adjustable Shock Absorbers. These exclusive shock absorbers offer an adjustment feature not available in any other similar vehicle. Loads of up to approximately 560# can be readily compensated for by the addition of 125 PSI.

NOW AN ADDITIONAL CONVENIENCE FACTOR HAS BEEN ADDED TO THE EL CAMINO—FOR THE REGULAR LOAD CARRIER—THE AUTOMATIC LEVEL CONTROL SYSTEM PROVIDES THE ULTIMATE IN VEHICLE HEIGHT COMPENSATION.



### VACUUM COMPRESSOR

The system is powered by a two stage vacuum compressor. The compressor operates without lubrication and generates pressure in the integral storage tank of up to approximately 250 PSI. A self contained regulator is pre-set to maintain pressure to the height control valves not to exceed 125 PSI.

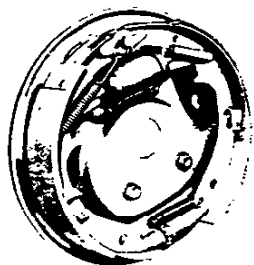
### HEIGHT CONTROL VALVE

The rear vehicle height is automatically maintained by the control valve. When sufficient load is added to cause the vehicle to deflect  $\frac{1}{2}$ "—the valve opens and admits air to the Superlift Shock Absorbers. As load is removed, the valve exhausts air which maintains correct vehicle height. A built-in time delay mechanism assures that the valve responds to any load changes and not to road variations. This same height control valve performs a million miles of service daily on G.M. bus & truck applications.

### SUPERLIFT SHOCK ABSORBERS

Superlift Shocks are essentially a conventional shock with an inflatable air chamber to allow for height compensation. The unit provides passenger car ride with load carrying capacity. This suspension additive provides a fail-safe condition in that the conventional vehicle suspension is maintained.

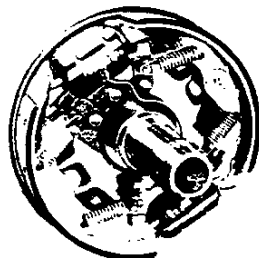
**WITH GREATER SAFETY . . . CONVENIENCE . . . AND BETTER APPEARANCE . . .  
THE AUTOMATIC LEVEL CONTROL SYSTEM  
PROVIDES ADDED EL CAMINO VALUE!**


**Torque-Action Brake**

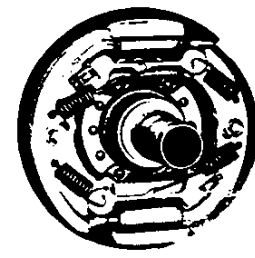
Torque-Action brakes are standard on the front and rear wheels of Series 10-30, and are standard on the front wheels only of the 50 and 60 Series. K10 and 20 models use the Duo-servo type brake on the front and rear wheels. Linings are bonded to brake shoes on Series 10 models. All other models have riveted linings.


**Twin-Action Front Brake**

Twin-action front brakes are standard on the front wheels of Series ACLMNQT80. Brake lining material of molded asbestos composition is riveted to the brake shoes.


**Twin-Action Rear Brake  
Two-Anchor Type**

Twin-action brakes of the two-anchor type are standard equipment on the rear wheels of Series 50 and 60 models. Brake lining material of molded asbestos composition is riveted to the brake shoes.


**Twin-Action Rear Brake  
Four-Anchor Type**

Twin-action brakes of the four-anchor type are standard equipment on Series 80 models (except EUW80 models). Brake lining material of molded asbestos composition is riveted to the brake shoes.

### HYDRAULIC BRAKE SPECIFICATIONS

Series G10, C-K-P10-30 have self-adjusting type brakes.

Series	Brake Size (inches)		Lining Area (sq in)		Drum Area (sq in)	
	Front	Rear	Front	Rear	Front	Rear
133-134-135-13680	9½ x 2	9½ x 2½	96	77	127	102
133-134-135-13680						
With optional metallic brake linings	9½ x 2	9½ x 2½	66	52	127	102
G10	9½ x 2½	9½ x 2	96	77	127	102
G10						
With optional 2900-lb rear axle	9½ x 2½	9½ x 2½	96	96	127	127
C10, P10	11 x 2	11 x 2	83½	83½	138	138
K10	11 x 2	11 x 2	88½	83½	137½	138
C20	11 x 2¾	11 x 2¾	119	119	192	193
K20	12 x 2	12 x 2	98	93	152	150
P20	12 x 2	12 x 2	93	93	150	150
C30	11 x 2¾	13 x 2½	119	133	192	204
P30	12 x 2	13 x 2½	93	133	150	204
50	14 x 2½	15 x 4	136	245	219	376
60						
With 5000-lb front axle & 15,000-lb rear axle	14 x 2½	15 x 4	136	249	219	376
With 5000-lb front axle & 16,000-lb rear axle	14 x 2½	15 x 5	136	314	219	472
With 7000-lb front axle & 15,000-lb rear axle	15 x 3	15 x 4	199	249	283	376
With 7000-lb front axle & 16,000-lb rear axle	15 x 3	15 x 5	199	314	283	472
With 7000-lb front axle & 17,000-lb rear axle	15 x 3	15 x 6	199	380	283	565
With 5000-lb front axle & 17,000-lb rear axle	14 x 2½	15 x 6	136	380	219	565
M60						
With 5000-lb front axle	14 x 2½	15 x 4	136	497	219	752
With 7000-lb front axle	15 x 3	15 x 4	199	497	283	752
VX60						
With 5000-lb front axle	14 x 2½	15 x 7	136	886	219	1318
With 7000-lb front axle	15 x 3	15 x 7	199	886	283	1318
M80	15 x 3	15 x 6	199	759	283	1130
80 (Except E-M-U-W80)	15 x 3	15 x 7	199	443	283	659

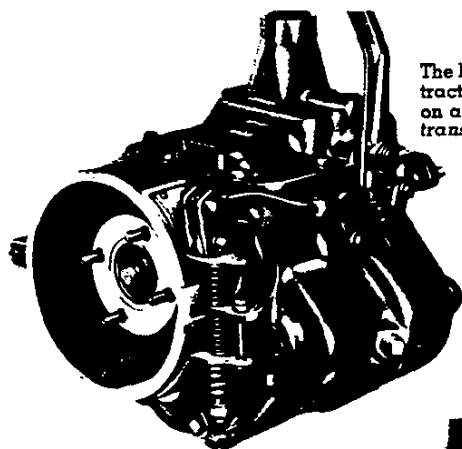
# BRAKES

## HYDRAULIC BRAKE CYLINDER SPECIFICATIONS

Series	Main Cylinder Diameter (in)	Wheel Cylinder Dia (in)		Braking Effort (%)	
		Front	Rear	Front	Rear
133-134-135-13680	1.00	1.125	.94	60	40
133-134-135-13680	.875	1.125	.94	60	40
With optional metallic brake linings	1.00	1.06	.875	60	40
G10	1.000	1.125	1.000	56	44
C10	1.125	1.125	1.000	56	44
P10	1.000	1.125	1.000	50	50
K10	1.000	1.125	1.125	49	51
C20	1.000	1.125	1.125	50	50
K20	1.000	1.125	1.125	50	50
P20	1.125	1.125	1.125	50	50
C30	1.125	1.125	1.250	41	59
P30	1.125	1.125	1.250	48	52
50	1.125	0.875	1.500	30	70
60					
With 5000-lb front axle & 15,000-lb rear axle	1.125	0.875	1.500	30	70
With 5000-lb front axle & 16,000-lb rear axle	1.125	0.875	1.500	30	70
With 7000-lb front axle & 15,000-lb rear axle	1.125	1.125	1.500	36	64
With 7000-lb front axle & 16,000-lb rear axle	1.125	1.125	1.500	36	64
With 7000-lb front axle & 17,000-lb rear axle	1.250	1.125	1.625	32	68
With 5000-lb front axle & 17,000-lb rear axle	1.125	0.875	1.625	30	70
M60					
With 5000-lb front axle	1.125	0.875	1.500	20	80
With 7000-lb front axle	1.125	1.125	1.500	20	80
VX60					
With 5000-lb front axle	1.125	0.875	1.750	20	80
With 7000-lb front axle	1.125	1.125	1.750	20	80
M80	1.250	1.125	1.625	19	81
80 (Except E-M-U-W80)	1.250	1.125	1.750	29	71

## PARKING BRAKES

### Propeller Shaft Brakes



#### Band Brake

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

### Rear Wheel Brakes

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

An Orscheln-type brake lever is standard on P10, CP30, AN60, ANQ80, tilt cabs and all vehicles equipped with 409 V8 engines.

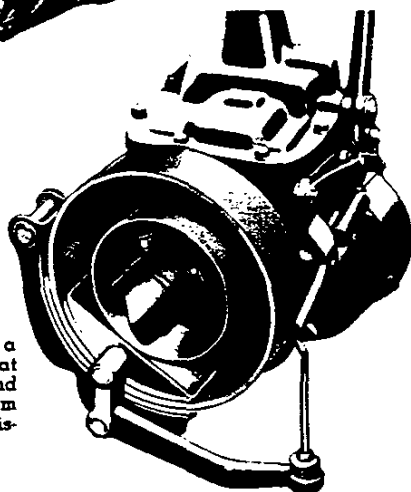
### Parking Brake Specifications

Series	Transmission	Brake Type	Diameter (in)	Lining Area (sq in)
CKP10	All	Wheel	—	84
CKP20	Std 3-Spd Powerglide 4-Spd Warner T89B	Wheel	—	119
CP30	All	Band	8	63
NCDLPST50, ACLMNQSTVY60	4-Spd	Dual-Shoe	10	36
ACDLMNQST- VXY60	N.P. 5-Spd	Band	9½	67½
	Clark 5-Spd	Band	9½	85
	Powermatic	Band	9½	89
	Spicer 3152 Spicer 3152A	Band	9½	85
CELTU80	Spicer 3152A Spicer 3152	Band	9½	85
	Spicer S652B Spicer S756B	Band	10½	99½
	Powermatic	Band	10½	99½
	Fuller R46	Internal Expanding	13	83½

\* Not available on K10, K20

#### Dual-Shoe Brake

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



## VACUUM BRAKES

Vacuum brakes on gasoline models are powered by engine intake manifold vacuum, whereas diesel models use a vacuum pump. A large diaphragm and pressure plate are used to actuate a hydraulic slave cylinder. The 8.3" power brake unit employs a power piston instead of a diaphragm. Braking effort with these units is substantially reduced, helping to cut driver fatigue. A full natural brake feel is retained even though a substantial part of the braking effort is provided.

An easily accessible air cleaner is located on the cab floor behind the driver's seat. The air cleaner is self-contained in the piston unit.

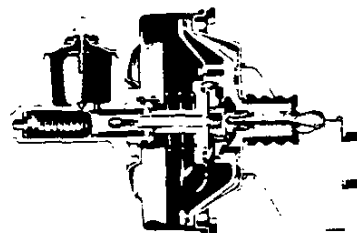
If the vacuum power brakes fail, regular braking pressure is available after a few strokes of the brake pedal.

### Series Usage

Power Unit	Standard Equipment	Optional Equipment
7" Single Diaphragm .....	None	P20-30
8.3" Piston .....	None	C10-30
11" Single Diaphragm .....	60*	50
12 $\frac{3}{4}$ " Single Diaphragm .....	S69	60*
12 $\frac{3}{4}$ " Double Diaphragm .....	MVX60, 80	—

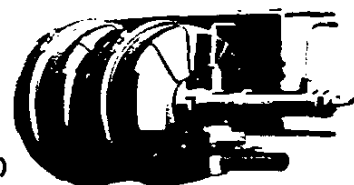
\* Except MVX60 and S69 models

8.3" Unit



11" Unit and  
12 $\frac{3}{4}$ " (Single Diaphragm)

12 $\frac{3}{4}$ " Unit  
(double Diaphragm)



## AIR-HYDRAULIC BRAKE SYSTEM

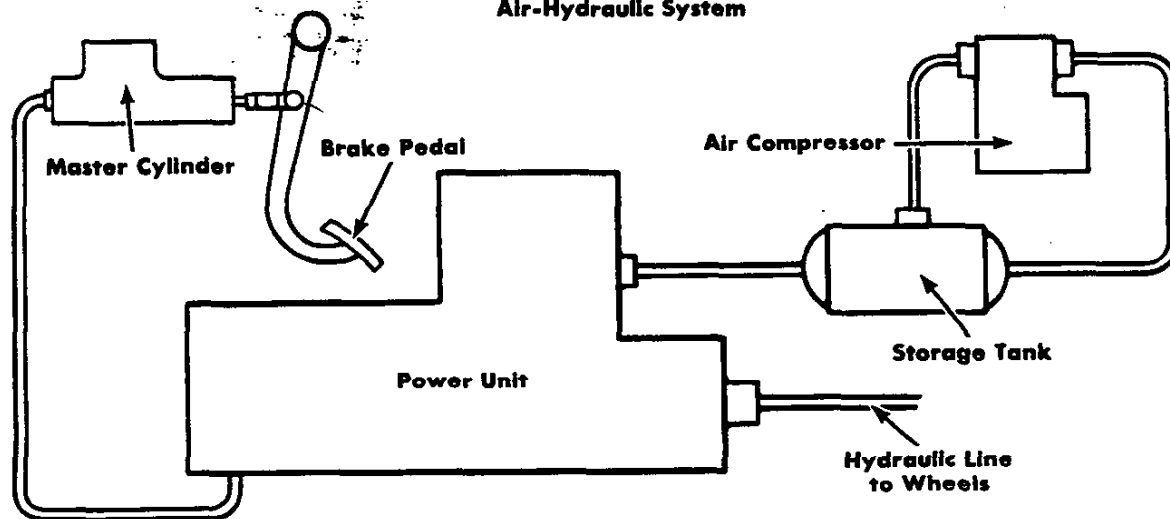
Air-hydraulic brakes are standard equipment on ANQ60, ANQV80 models with the number 23 instead of 03 in the model number and available as an option, at extra cost, on CDLM60 and CLM80 models. The system includes an engine-lubricated air compressor driven by the fan pulley, an air pressure storage tank and a power unit. The air compressor is a Bendix-Westinghouse Model TU-FLO 400 that has a capacity of 7 $\frac{1}{4}$  cu ft per minute @ 1250 rpm. The compressor is air cooled on Series CLM60 and CLM80 models and

water cooled on ADNQ60 and ANQV80 models. A pressure of 105 to 125 pounds per square inch is maintained in the storage tank.

When the brake pedal is depressed, under the air-hydraulic system, compressed air actuates the cylinder in the power unit which multiplies the hydraulic pressure to the wheel cylinders.

An air pressure gauge is located on the instrument panel and a low pressure warning buzzer is incorporated into the system.

Schematic Diagram of  
Air-Hydraulic System



# FULL-AIR BRAKES

## FULL-AIR BRAKE SYSTEM

Full-air brakes are standard on Series E-U-V-W80 and available as a regular production option on Series AC\*LNQTY60, D6103, D6203, D6303, S67, S69 and ACLMNQT models. Air-actuated Rockwell-Standard 15 x 7-inch Stopmaster brakes are included with the optional 23,000-lb rear axle on Series C-E-L-T-U80.

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

Brakes are controlled by a low short-stroke pedal which connects to a brake valve. Air is metered by the valve to the wheel brake chambers in proportion to the pedal travel, and holds any selected amount of line pressure to maintain precise braking control.

\*Chassis-cab models only.

Quick release valves at both front and rear air lines facilitate the quick discharge of air pressure so that brake shoes return immediately when the brake pedal is released.

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

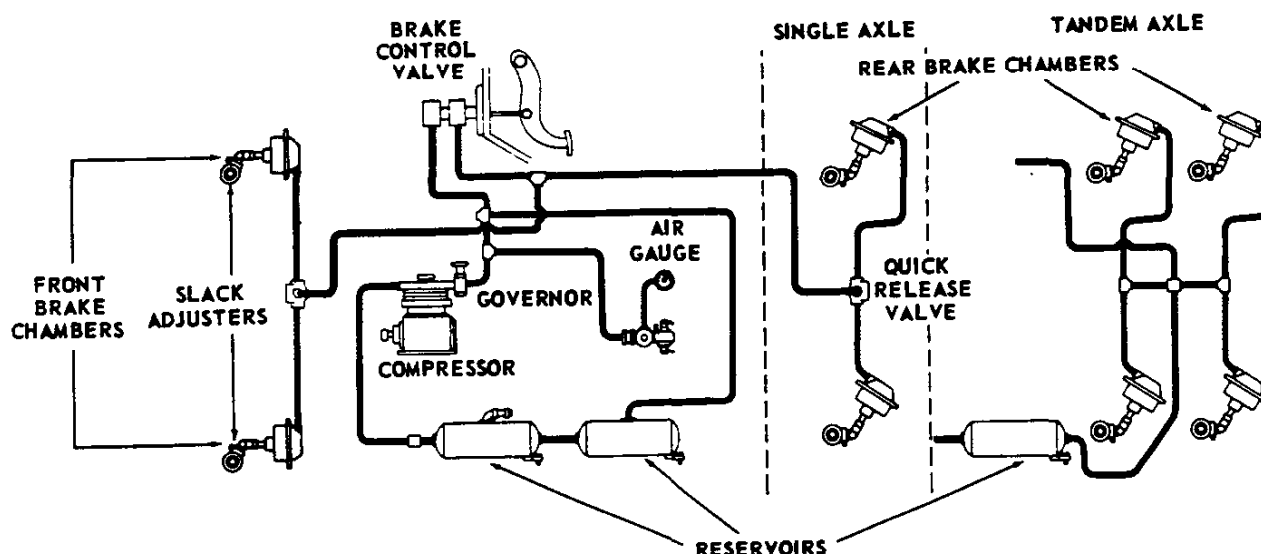
Safety features of the full-air system include a relief valve on the wet tank to release pressures over 150 psi; a check valve ahead of the wet tank to retain air pressure in the event of compressor failure; a warning buzzer that sounds when air pressure falls below a safe level.

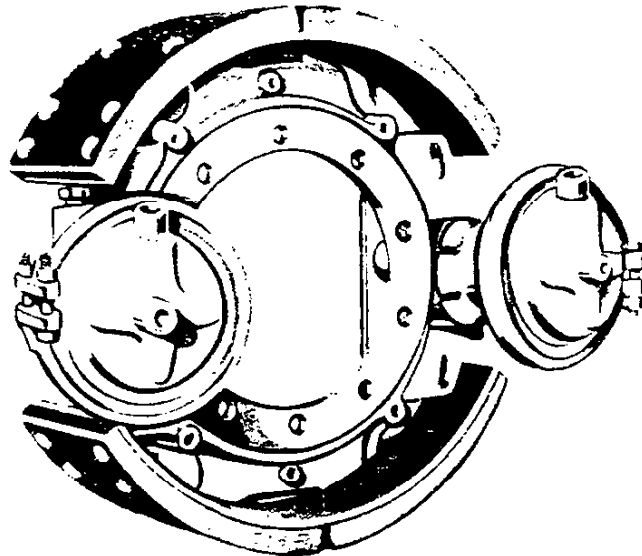
Trailer air-brake equipment is available as optional equipment with all air-brake tractor models. The equipment, which includes hand controls, tractor breakaway valve, hoses and brake connections, complies with Interstate Commerce Commission requirements.

### Specifications

Series	Brake Size (inches)		Lining Area (sq in)		Drum Area (sq in)		Braking Effort (%)	
	Front	Rear	Front	Rear	Front	Rear	Front	Rear
60	15 x 3	15 x 6	190	379	283	565	27	73
MVW80:								
With 7000-lb front axle	15 x 3	15 x 6	190	759	283	1129	19	81
With 9000-lb or 11,000-lb front axle	15 x 3½	15 x 6	222	759	330	1129	16	84
80 (Except M80, W80):								
With 7000-lb front axle	15 x 3	15 x 7	190	443	283	659	29	71
With 9000-lb or 11,000-lb front axle	15 x 3½	15 x 7	222	443	330	659	23	77

### Schematic Diagram of Full-Air Brake System





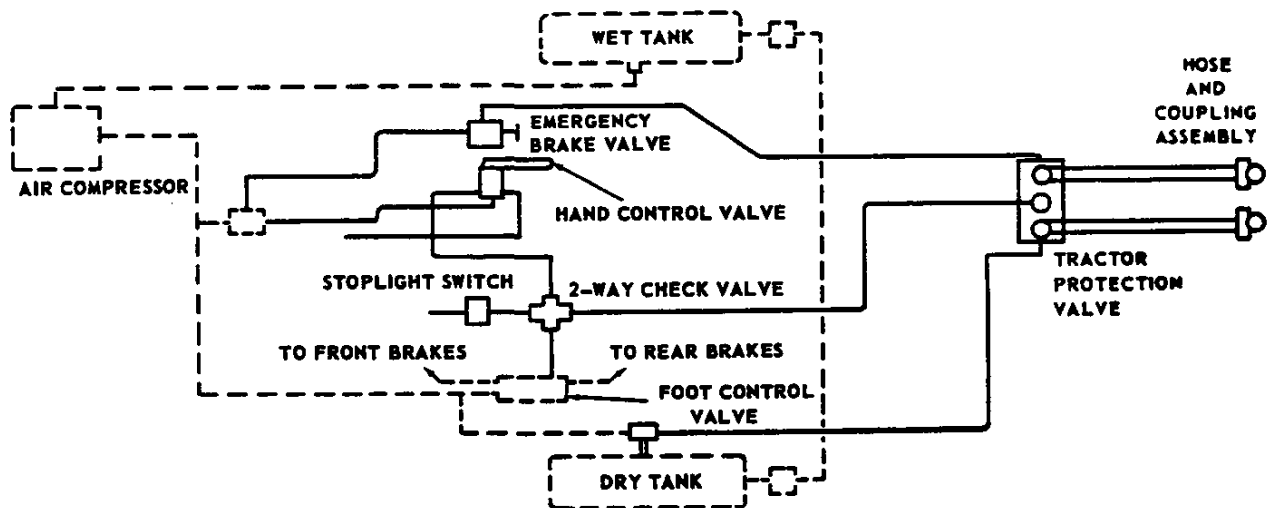
### ROCKWELL-STANDARD STOPMASTER BRAKES

Air-actuated Rockwell-Standard Stopmaster Brakes, included with the optional 23,000-lb rear axle on series C-E-L-T-U80, offer several outstanding durability and performance features.

The use of tapered linings, which are  $\frac{3}{4}$  of an inch at the maximum point of thickness, provides more lining thickness at the point of greatest wear thereby giving longer lining life. A balanced

shoe action, using both shoes to do equal work, increases drum life and reduces bearing stress.

Cooler operating temperatures reduce fade and extend drum and lining life. A heavy-duty type backing plate of rigid cast-spider construction also provides good durability.



### TRAILER AIR BRAKE SYSTEM

An optional trailer air brake system, for use only with full-air brakes, is available on A-C-L-N-Q-T60, D6103, D6203, D6303 and 80 series models. The system of controls, valves, hoses and couplings is designed to comply with ICC regulations. It includes the following components:

Tractor Protection Valve	Springs
Emergency Brake Valve	2-Way Check Valve
Hand Control Valve	Push-Pull Valve
Hose Assembly	

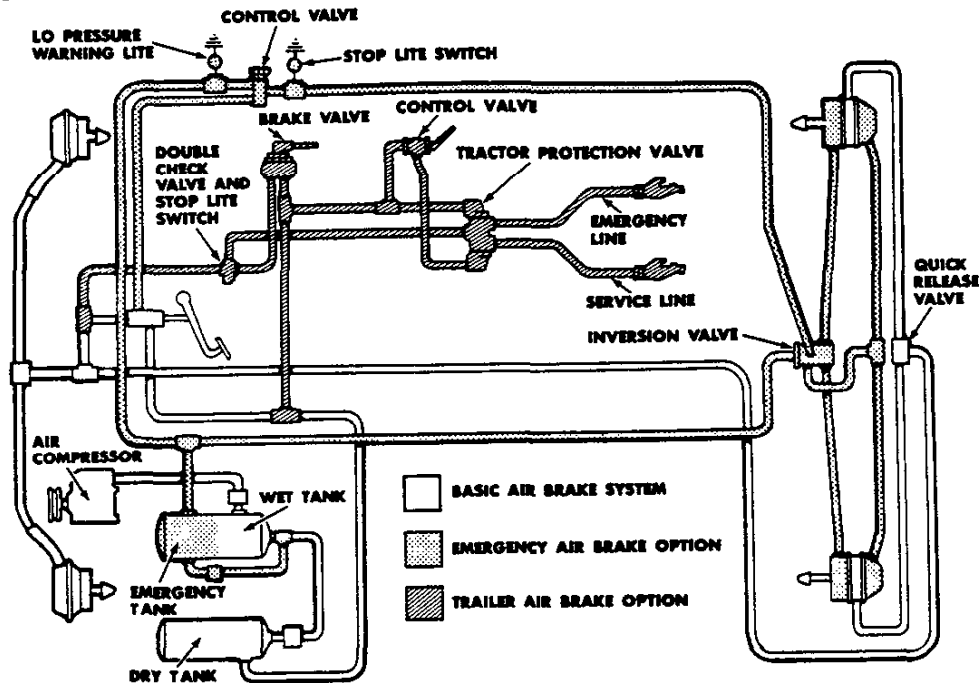
The system is designed with two hose assemblies, 117 inches long, attached to the trailer through the use of "glad hand" type couplings. The opposite hose ends are screwed into the tractor protection valve mounted on a plate at the rear of the cab. Two coil springs are used to support the hose assemblies when they are connected to dummy couplings at the left rear of the cab.

Both ends of each spring attach to a hole in the rear cab roof molding forming a loop. The tractor protection valve, which is a spring-actuated-plunger diaphragm unit, automatically shuts off the air supply to the trailer in the event of emergency.

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

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

# FULL-AIR BRAKES

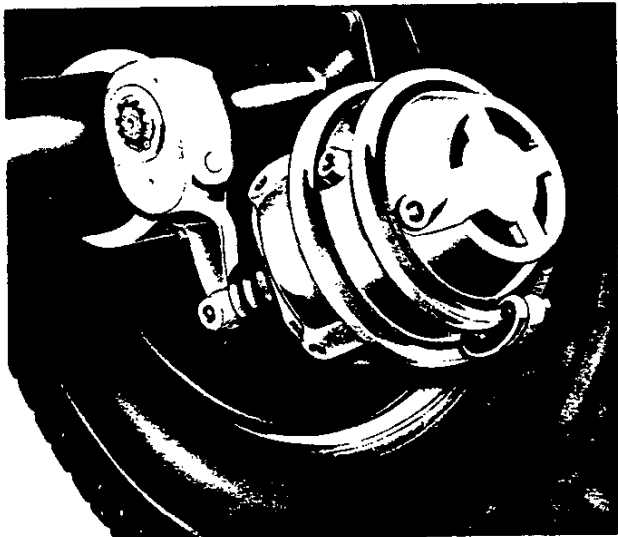


## EMERGENCY AIR BRAKE SYSTEM

The emergency air brake system is available as an option, at extra cost, on all models that either have air brakes as standard equipment or offer them as an extra-cost option. The system meets the legal requirements of the California Compressed Air Brake Law.

The emergency air brake system provides optimum safety for all braking conditions. It consists of piping in addition to the basic air brake system, an inversion valve, a push-pull valve and double-diaphragm brake chambers.

The schematic diagram shown above illustrates the emergency air brake system in combination with a basic air brake and trailer air brake system. The emergency air brake system may also be obtained independent of the trailer air brake option.



The new DD3 Safety Actuator air chamber shown above assures extra braking reserve during emergency conditions and eliminates the necessity of a separate transmission parking brake and linkage.

To park the vehicle equipped with the system, simply pull out the handle of the push-pull valve located in the cab to the left of the steering column. This applies the brakes and activates a locking mechanism on a shaft in the air chamber. The brake application is accomplished when the inversion valve allows full-emergency reservoir air pressure to be directed into the parking diaphragm of the actuator. In the event of an air pressure loss, the locking mechanism on the shaft will not allow it to return to a released position.

To release the parking brake, simply push in on the push-pull valve and make a full service brake application. This releases the locking mechanism on the air chamber shaft and admits air pressure to the control port of the inversion valve, causing air to be

exhausted from the parking diaphragm and releasing the brakes.

During normal running conditions, air pressure is delivered from the parking-emergency reservoir to the inversion valve control port and into the actuator lock port. This action allows the shaft to move freely and permits normal service brake applications. If air pressure is lost from both the service reservoirs, the emergency brakes may be applied in the same manner as described above for parking utilizing the emergency reservoir.

If air pressure loss should occur at both the wet service reservoir and the emergency reservoir, a check valve protects the dry service reservoir and permits a normal stop with service brakes.

A slow leak at the emergency reservoir automatically trips the push-pull handle at about 40 PSI and applies the parking brakes in the same manner as described above.

The parking brakes will not release when the service brake air pressure falls below safe operating levels.

## INDEX

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El Camino Paint Chips .....	7
Exterior Colors .....	1, 2
Paint Chips .....	3
Two-Tone Combinations .....	4, 5, 6

## PAINT DESCRIPTION

Chevrolet trucks are finished with high-luster enamel for easy maintenance and high durability. After being thoroughly cleaned, all bodies and sheet metal are given a prime coat followed by two finish coats of baked-on high-luster enamel.

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

enamels require frequent polishing to maintain a good appearance. With Chevrolet enamel, however, even after 18 months of normal weathering a simple washing will restore the original brilliance of the finish.

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

## SPECIAL PAINTS

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

# EXTERIOR COLORS

## SOLID COLORS AND TWO-TONE COMBINATIONS

Refinish paints can be obtained from local sources by using the paint numbers shown in the September, 1964, issue of Chevrolet Service News.

Solid Color or Main Two-Toning Color	Secondary Two-Toning Color	Option Numbers (Except Step-Vans)		Step-Van 7 Option Numbers		Step-Van Option Numbers		Step-Van King Option Numbers	
		Solid	Two-Tone	Solid	Two-Tone	Solid	Two-Tone	Solid	Two-Tone
Black	Off-White	500	530	E30BA	E30CA	E31CA	E31DA	E32CA	E32DA
Blue, Dark	Off-White	508	538	E30BE	E30CE	E31CF	E31DF	E32CF	E32DF
Blue, Light	Off-White	507	537	E30BD	E30CD	E31CE	E31DE	E32CE	E32DE
Fawn	Off-White	525	555	E30BS	E30CS	E31CS	E31DS	E32CS	E32DS
Gray	Off-White	522	552	E30BR	E30CR	E31CR	E31DR	E32CR	E32DR
Green, Dark	Off-White	505	535	E30BC	E30CC	E31CD	E31DC	E32CD	E32DC
Green, Light	Off-White	503	533	E30BB	E30CB	E31CB	E31DB	E32CB	E32DB
Maroon●	Off-White	512	542	E30BT	E30CT	E31CT	E31DT	E32CT	E32DT
Orange	Off-White	516	546	E30BK	E30CK	E31CL	E31DL	E32CL	E32DL
Red	Off-White	514	544	E30BJ	E30CJ	E31CK	E31DK	E32CK	E32DK
Turquoise●	Off-White	510	540	E30BG	E30CG	E31CH	E31DH	E32CH	E32DH
White	—	521	—	E30BL	—	E31CM	—	E32CM	—
Off-White	—	526	—	E30BP	—	E31CQ	—	E32CQ	—
Yellow, Dark (School Bus)	Off-White	519	549	E30BH	E30CH	E31CJ	E31DJ	E32CJ	E32DJ
Yellow, Light	Off-White	518	548	E30BU	E30CU	E31CU	E31DU	E32CU	E32DU

● Metallic-type paint.

## TRIM COLORS

**All Series**—White vehicles have White bumpers, grille and hub caps. With all other exterior colors, the bumpers, grille and hub caps are painted Off-White except the grille on the G10 which is painted the body color. Mirror brackets are body color; mirror backs are black.

**All Pickups**—Tailgate lettering is Off-White with all colors except White and Off-White, in which cases black lettering is used.

## WHEEL COLORS

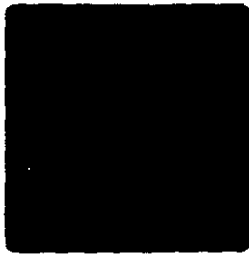
**Series 10-30**—With all solid colors and the Black/Off-White 2-tone combination, wheels are painted black. With all other 2-tone combinations, wheels are painted the main body color.

**Series 50-80**—Wheels are painted black with all exterior colors.

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



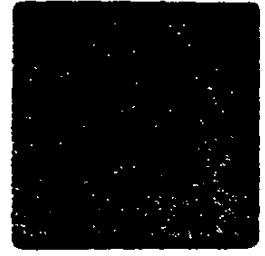
**Black**  
Option Numbers  
Solid.....500  
Two-Tone...530



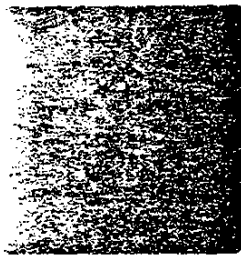
**Dark Blue**  
Option Numbers  
Solid.....508  
Two-Tone...538



**Light Blue**  
Option Numbers  
Solid.....507  
Two-Tone...537



**Fawn**  
Option Numbers  
Solid.....525  
Two-Tone...555



**Gray**  
Option Numbers  
Solid.....522  
Two-Tone...552



**Dark Green**  
Option Numbers  
Solid.....505  
Two-Tone...535



**Light Green**  
Option Numbers  
Solid.....503  
Two-Tone...533



**Maroon**  
(Metallic)  
Option Numbers  
Solid.....512  
Two-Tone...542



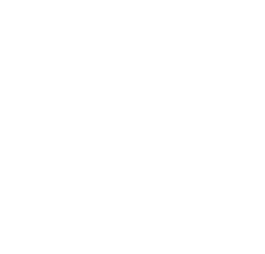
**Orange**  
Option Numbers  
Solid.....516  
Two-Tone...546



**Red**  
Option Numbers  
Solid.....514  
Two-Tone...544



**Turquoise**  
(Metallic)  
Option Numbers  
Solid.....510  
Two-Tone...540



**White**  
Option Numbers  
Solid.....521



**Dark Yellow**  
(School Bus)  
Option Numbers  
Solid.....519  
Two-Tone...549



**Medium Fawn**  
(Interior color only)

**Off-White**  
Option Numbers  
Solid.....526

**Light Yellow**  
Option Numbers  
Solid.....518  
Two-Tone...548

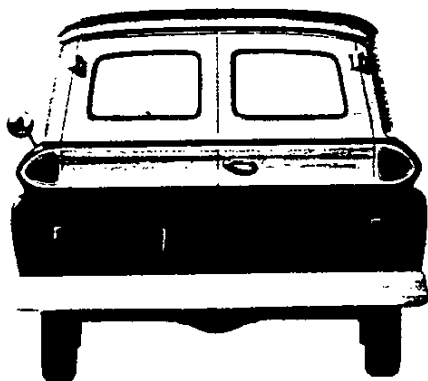
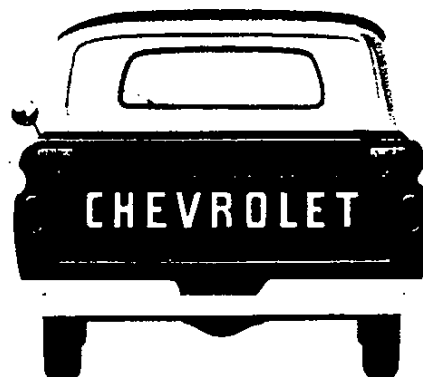
## TWO-TONE COMBINATIONS

The application of two-tone color combinations to various models is shown by the illustrations on this and the following pages.



### PICKUPS

Application of two-tone color for Series 10, 20 and 30 Chassis-Cab models is the same as shown for pickup models. Rear bumper, as shown, is optional at extra cost.



### PANELS and CARRYALLS

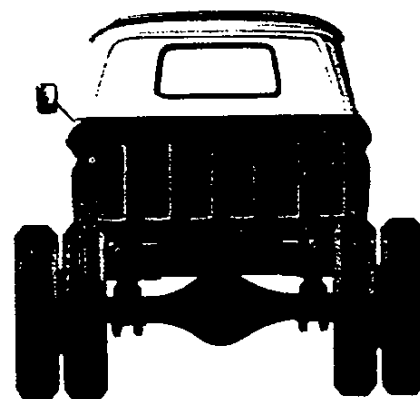
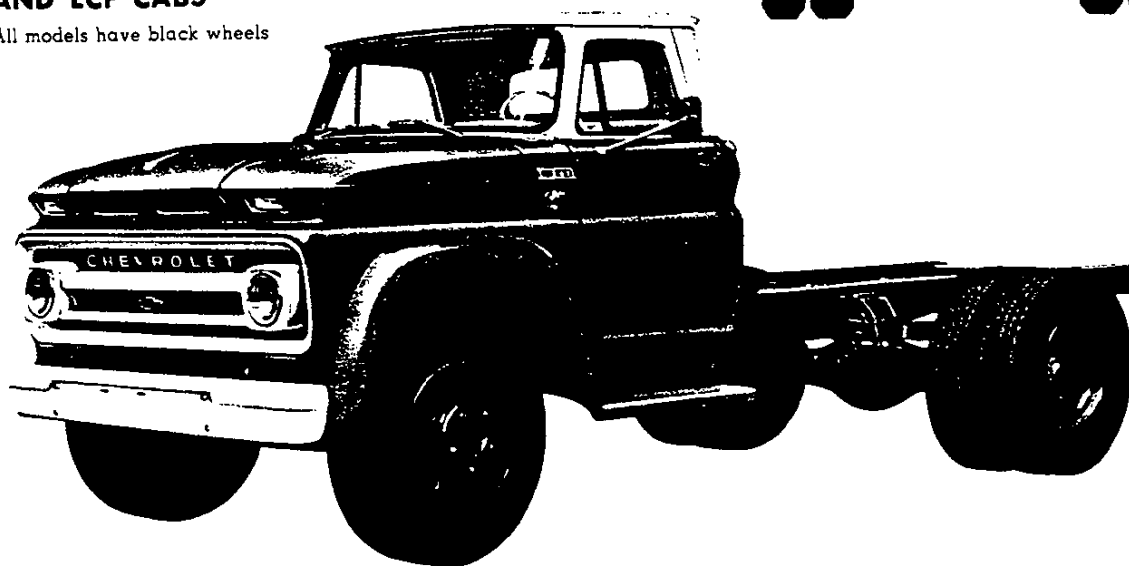
Whitewall tires, as shown, are optional at extra cost.



**CHASSIS CAB MODELS**  
**Series 50-80**

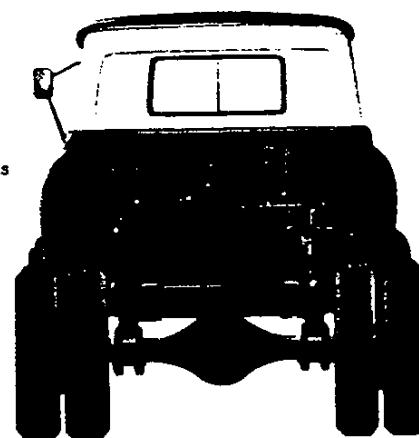
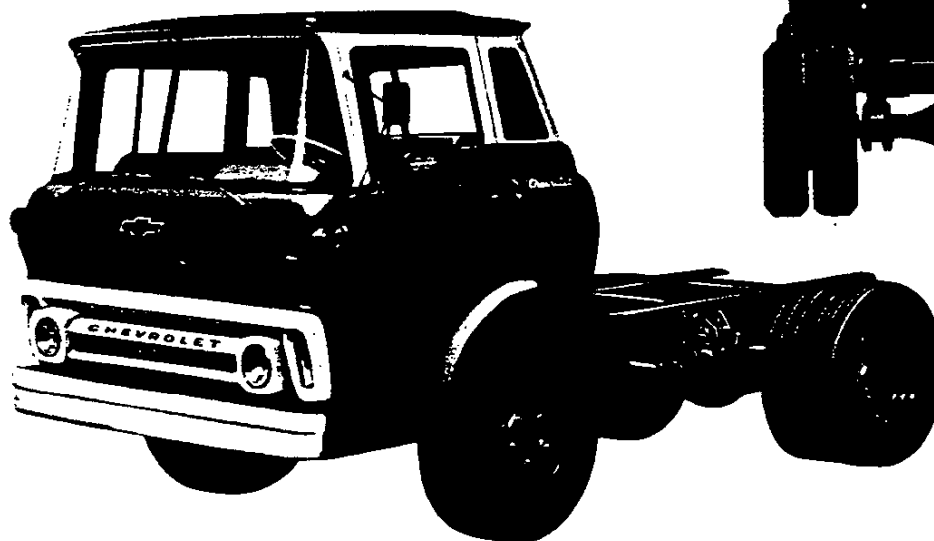
**CONVENTIONAL  
AND LCF CABS**

All models have black wheels

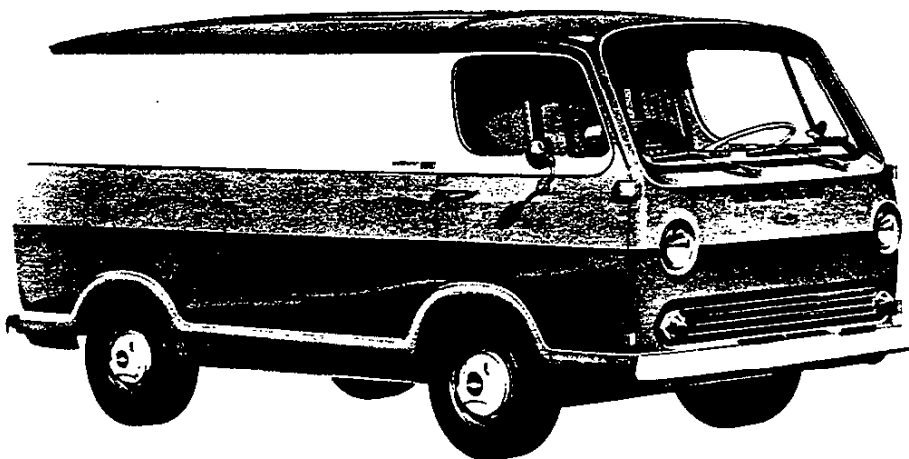


**TILT CABS**

All models have black wheels

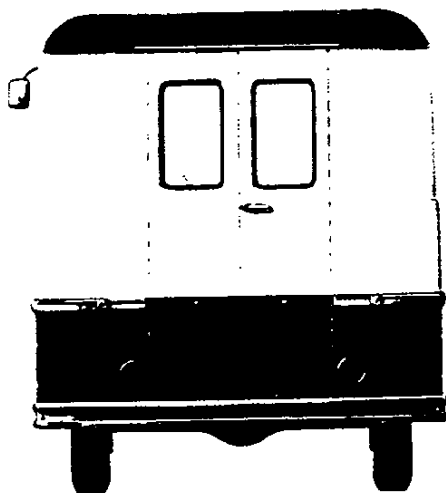
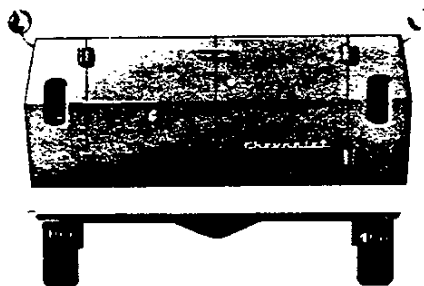


## TWO-TONE COMBINATIONS



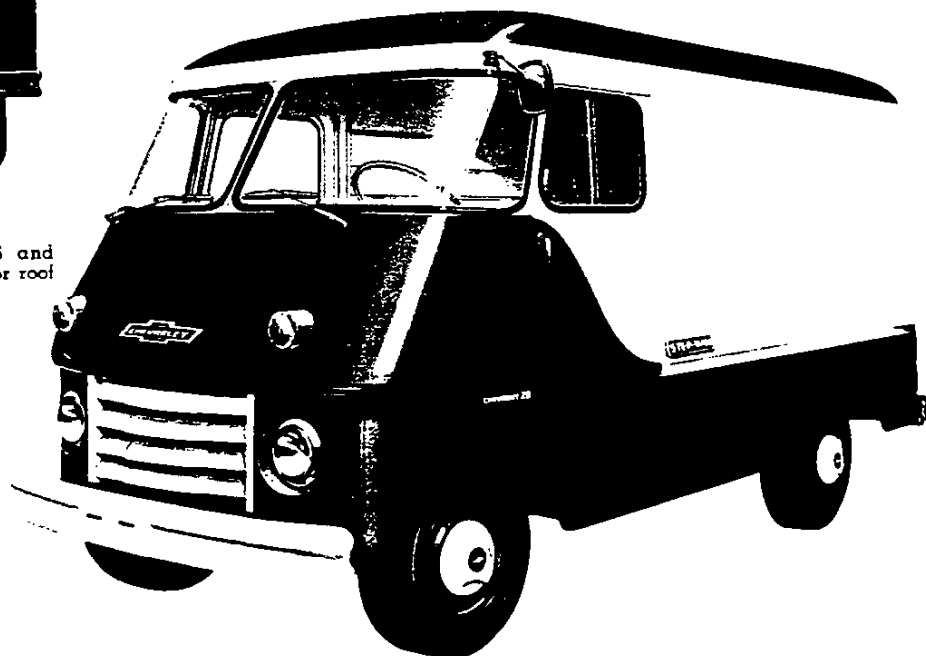
### CHEVY-VAN

Wheels are painted primary body color



### STEP-VAN MODELS

Models P1345, P2535, P2635, P3535 and P3635 (not illustrated) use Off-White for roof panel only.



## EXTERIOR COLORS



**Tuxedo Black**  
Option Code AA

**Ermine White**  
Option Code CC



**Madeira Maroon**  
(Metallic)  
Option Code NN



**Regal Red**  
Option Code RR



**Sierra Tan**  
(Metallic)  
Option Code SS



**Cameo Biege**  
Option Code VV



**Willow Green**  
(Metallic)  
Option Code HH



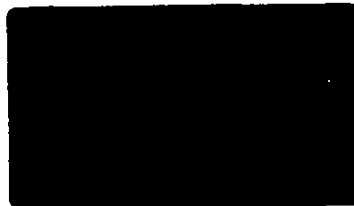
**Cypress Green**  
(Metallic)  
Option Code JJ



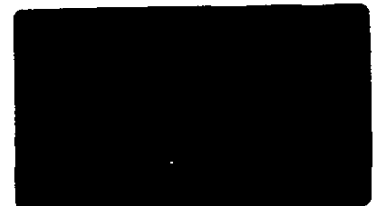
**Artesian Turquoise**  
(Metallic)  
Option Code KK



**Tahitian Turquoise**  
(Metallic)  
Option Code LL



**Mist Blue**  
(Metallic)  
Option Code DD

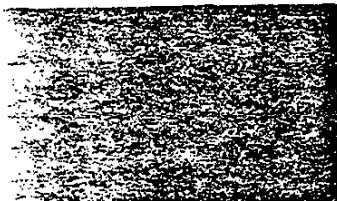


**Danube Blue**  
(Metallic)  
Option Code EE

## INTERIOR COLORS



**Red**  
Code D



**Fawn**  
Code F



**Aqua**  
Code A

# 1965 EL CAMINO COLORS

## EXTERIOR AND INTERIOR COLOR COMBINATIONS

1965 El Camino models have Magic-Mirror Acrylic  
Lacquer finish for lustrous long-lasting beauty.

Exterior Color*	Option Code	Interior Color Availability		
<b>Tuxedo Black</b>	AA	Fawn	Aqua	Red
<b>Ermine White</b>	CC	Fawn	Aqua	Red
<b>Madeira Maroon●</b>	NN	Fawn		Red
<b>Regal Red</b>	RR	Fawn		Red
<b>Sierra Tan●</b>	SS	Fawn		
<b>Cameo Beige</b>	VV	Fawn		Red
<b>Willow Green (Med)●</b>	HH	Fawn		
<b>Cypress Green (Dark)●</b>	JJ	Fawn		
<b>Artesian Turquoise (Med)●</b>	KK	Fawn	Aqua	
<b>Tahitian Turquoise (Dark)●</b>	LL	Fawn	Aqua	
<b>Mist Blue (Med)●</b>	DD	Fawn		
<b>Danube Blue (Dark)●</b>	EE	Fawn		

\*El Camino models available with solid exterior colors only.

● Metallic-type paint.

## INTERIOR TRIM—OPTION NUMBERS

	Fawn	Aqua	Red
<b>Models 13380-13480 (Vinyl)</b>	767	748	794
<b>Models 13580-13680 (Cloth)</b>	763	750	772
<b>Models 13580-13680 (Bucket Seat Option)</b>	717	724	726

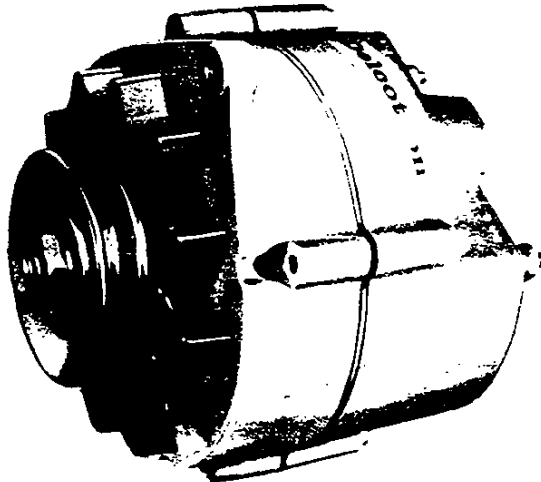
# ELECTRICAL SYSTEMS

## 12-Volt System

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

## Dual Circuit Breaker

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



## 37-Amp "DELCOTRON" Generator

Battery charging current is produced even at engine idling speeds.

## Starter

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

## Generator

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

Generator	Rated Output		
	Amperes		Watts @ 14 Volts
	Idle	Max	
32-Ampere Delcotron.....	9	32	448
37-Ampere Delcotron.....	9	37	518
42-Ampere Delcotron.....	12	42	588
55-Ampere Delcotron.....	6	55	770
62-Ampere Delcotron.....	23	62	868
130-Ampere Delcotron.....	20	130	1820

## Ignition Switch

The ignition switch has three positions: OFF-LOCKED, ON and START. The key is removable only from the OFF-LOCKED position. Once installed, the center electrical connector plug on the switch cannot be removed without removing the complete switch assembly. Such removal requires the use of the ignition key. Therefore, it is very difficult to bridge the ignition and solenoid circuits to start the engine without a key, thus providing added theft resistance.

## Multi-Plug Connectors

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

## Heavy-Duty Wiring

Heavy-duty chassis and engine electrical wiring is standard on all 50 through 80 series and forward control models.

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

®Du Pont registered trademark

## → Heavy-Duty Tri-Shield Wiring

Heavy-duty tri-shield wiring is standard on V80 models and optional on ANQ60-80 series models. This wiring system incorporates heavy-duty wiring in a series of harnesses especially designed for maximum durability and protection. Selected portions of this system are triple wrapped with insulating and abrasion resisting coatings. Also included are provisions for connecting optional or accessory electrical items without the need for splicing connections.

## Battery Specifications

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

Series:	133-134-135-13680, G10	CKP10, CKP20-30, CLPT50, CLMT80	CLMT60	S50-60		DN50, ADNQVX, Y60, ANQV80	EUW80
Standard							
Optional			CK10-30*, CLPT50	P20-30, CLMPT50-80	CKP10, CK20-30, G10		ANQ60, ANQV80
Capacity @ 20-Amp-Hr Rate.....	44 amp	53 amp	61 amp	70 amp	70 amp	150 amp	205 amp
GM Part Number.....	1980554	1980458	1980558	1980570	1980568	1980416	1980760
Plates Per Cell.....	9	9	11	11	11	19	27
Dimensions: Length (in).....		10 1/8	10 1/8	12	10 1/8	20 1/2	20 1/2
Width (in).....		6 3/4	6 3/4	6 3/4	6 3/4	8 1/8	10 1/8
Height (in).....		8 3/4	8 3/4	8 3/4	9 3/4	9 1/2	9 1/2
Weight (lbs).....	35	43	45	53	50	117	153
Location	Inside Engine Compartment					R. H. side behind cab (D50, DQV160, QV80) R. H. running board (A60, A80) L. H. side rail (N50, NY60, N80)	R. H. side behind cab (Q60, QV80) R. H. running board (A60, A80) L. H. side rail (N60, NV80)

\*Included with optional 292 Six engine.

→ Indicates revised specifications.

# ELECTRICAL SYSTEMS

## BATTERY AND GENERATOR SELECTION

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Trucks operated as tractor units, especially, call for a higher output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

### Battery Selection

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

### Generator Selection

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

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

### Electrical Loads

(12-Volt System)

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

### → Generator Availability by Truck Series

Type	Standard	Optional
32-amp Delcotron..	G10	—
37-amp Delcotron..	El Camino; CKP10; 20; CP30; CLSTP50; CLMST60; CLTM80	—
42-amp Delcotron..	QN50; QAN60; QANV80	El Camino; CKP10-20; CP30; CLPST50; CLTSM60; CLTM80
55-amp Delcotron..	QD50; VXYD60; EUW80	El Camino; CKP10-20; CP30; CLSTPQ50; CLTSMANQ60; CLTMQANV80
62-amp Delcotron..	—	El Camino; CKP10-20; CP30; CLSTPQ50; CLTSMQAN60; CLTMQANV80
130-amp Delcotron..	—	S60

### "DELCOTRON"

#### Diode-Rectified Alternating Current Generator

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

The rotor shaft on the 37-, 42- and 55-ampere "DELCOTRON" generator is carried by ball bearings at the front and rear. The 62-ampere "DELCOTRON" generator uses ball bearings at both ends of the rotor shaft.

→ Indicates revised specifications.

January 1, 1965

# DIRECTION SIGNALS

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

## Front Signals:

Series 10 through 30 (except chassis-cowl models) use front parking lamps. Double-faced cowl-mounted signals are used on all 50

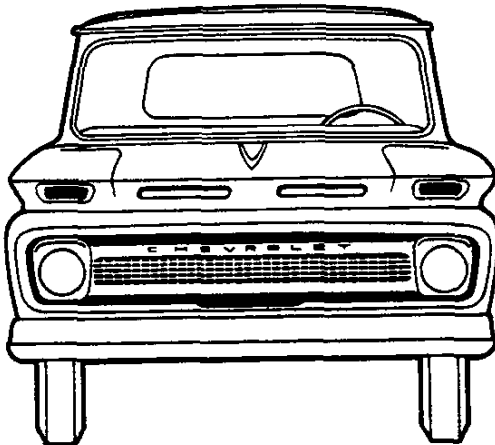
through 80 models. Both types meet class "A" requirements for lens area and brightness in most states.

## Rear Signals:

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

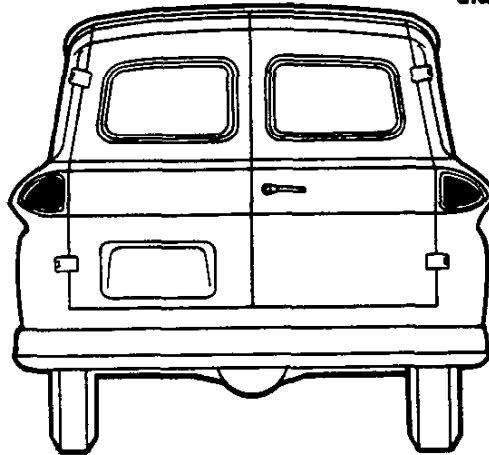
Rear signals on Chassis-Cab and Stake models, bracket-mounted near the rear of frame, are classified as class "A" signals.

**FRONT**  
All Models  
Class "A"

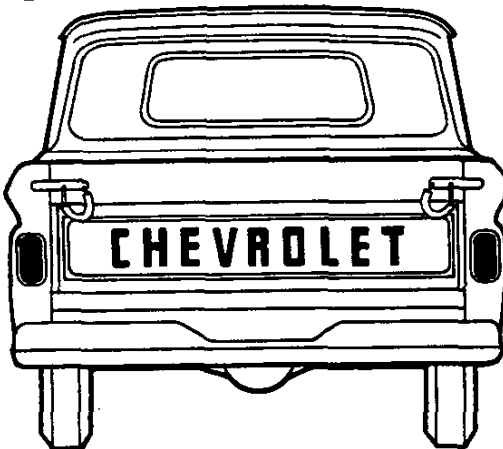


(Series 10-30  
Illustrated)

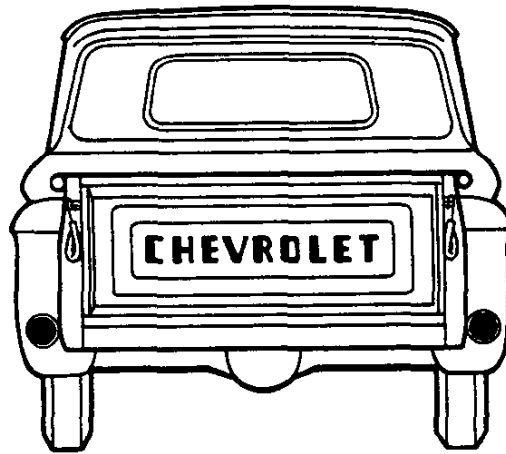
**REAR**  
Panels & Carryalls  
Class "B"



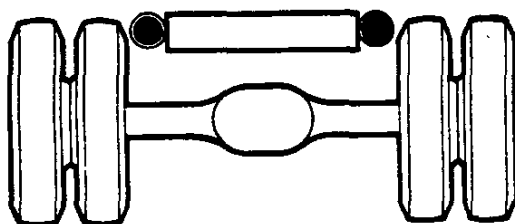
**REAR**  
Fleetside Pickups  
Class "B"



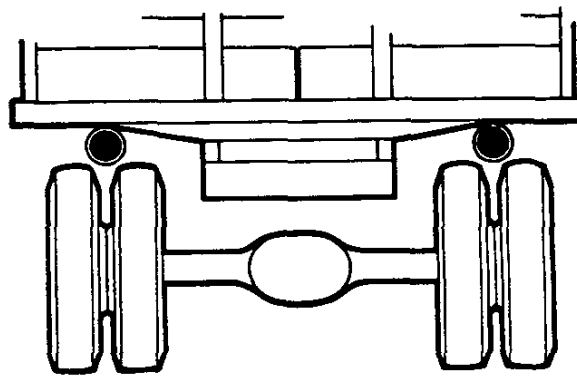
**REAR**  
Stepside Pickups  
Class "B"



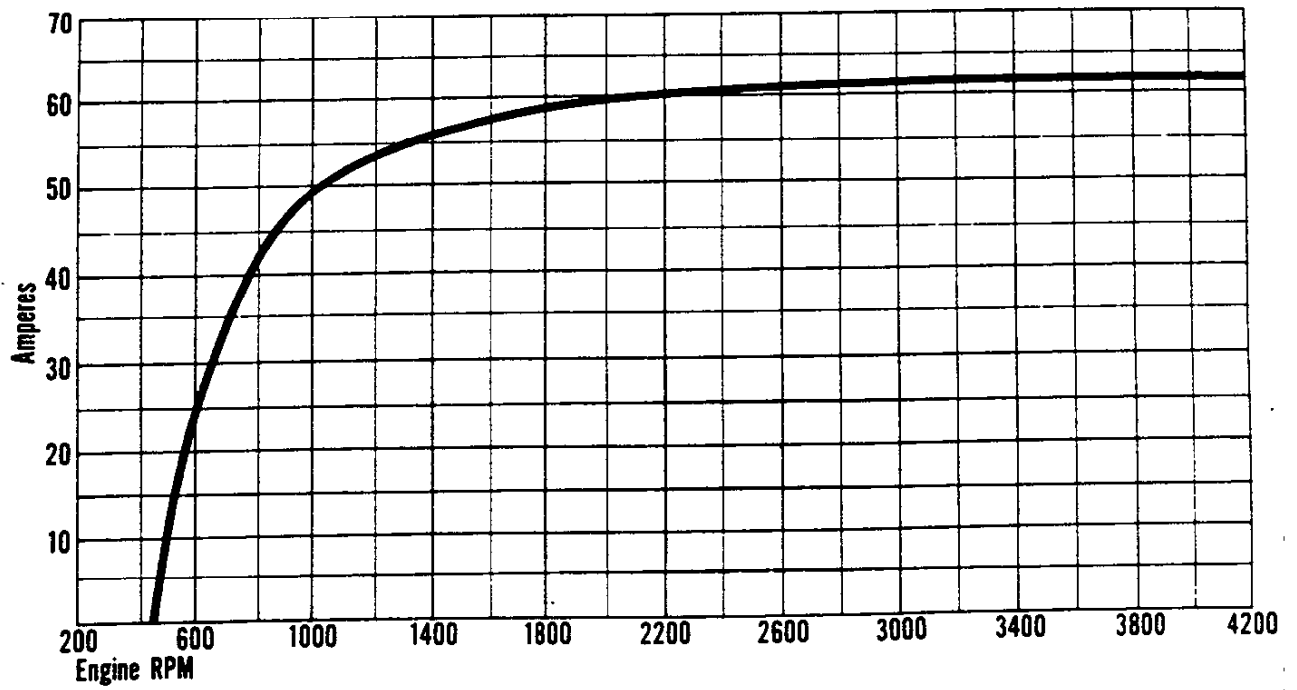
**REAR**  
Chassis Models  
Class "A"



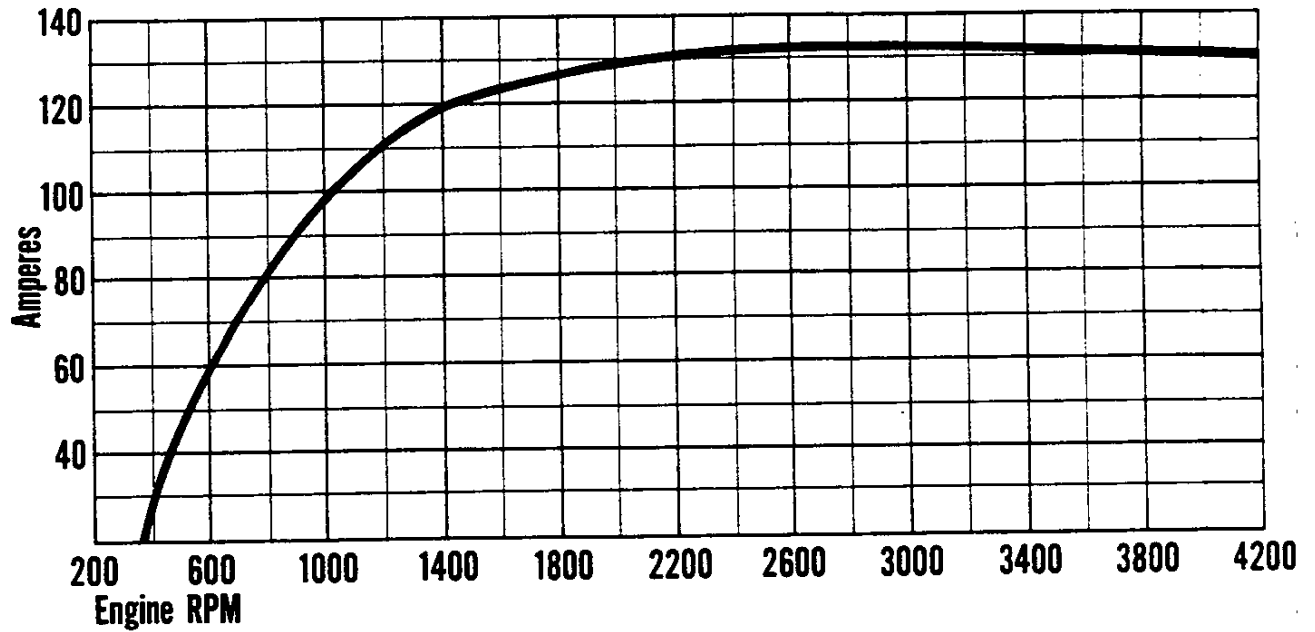
**REAR**  
Platform-Stakes  
Class "A"



### 62-Ampere "DELCOTRON" Generator

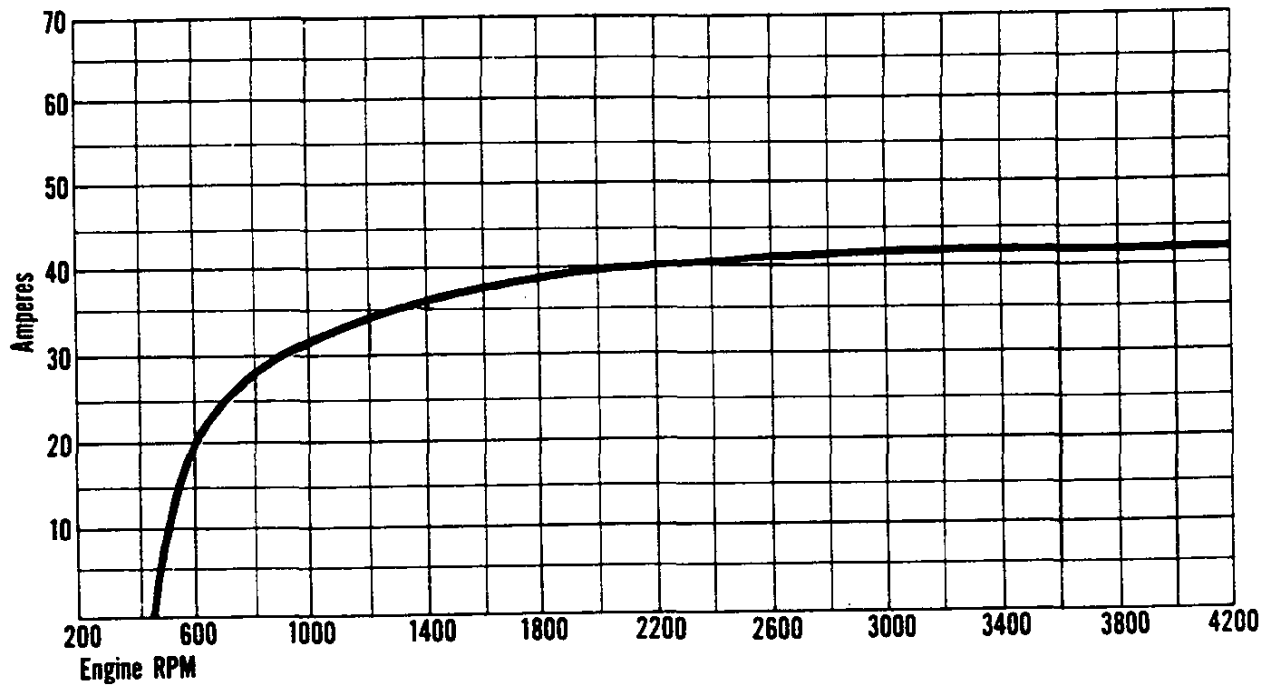


### 130-Ampere Delcotron

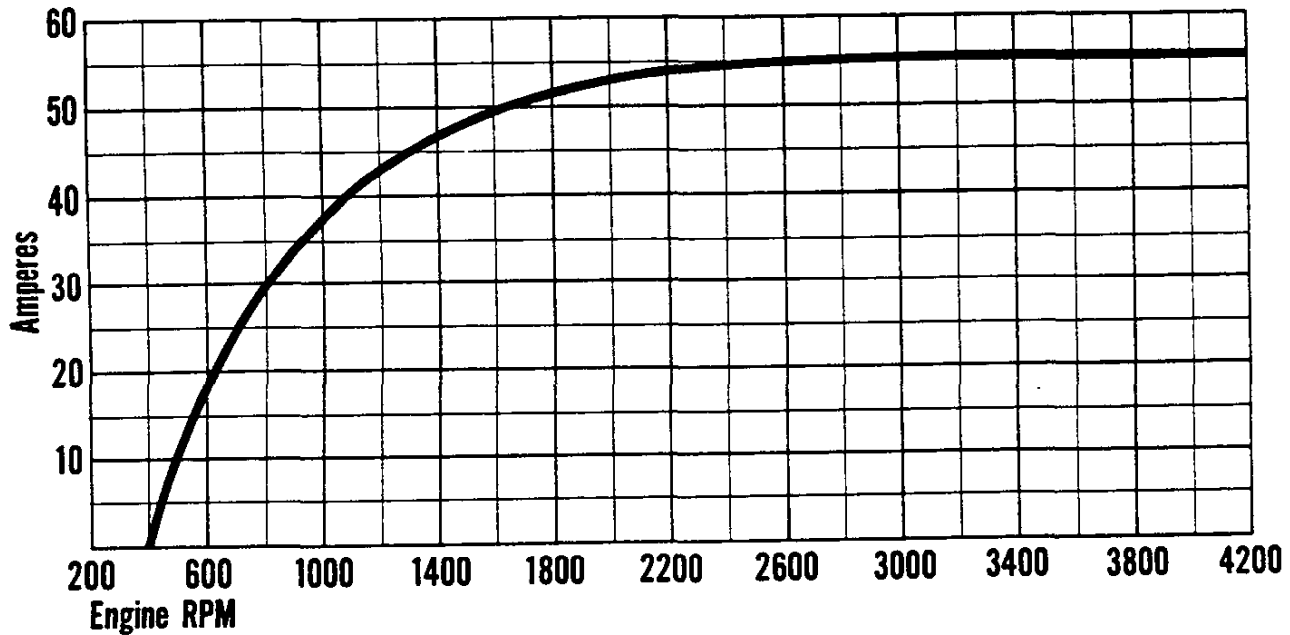


## GENERATOR OUTPUT CURVES

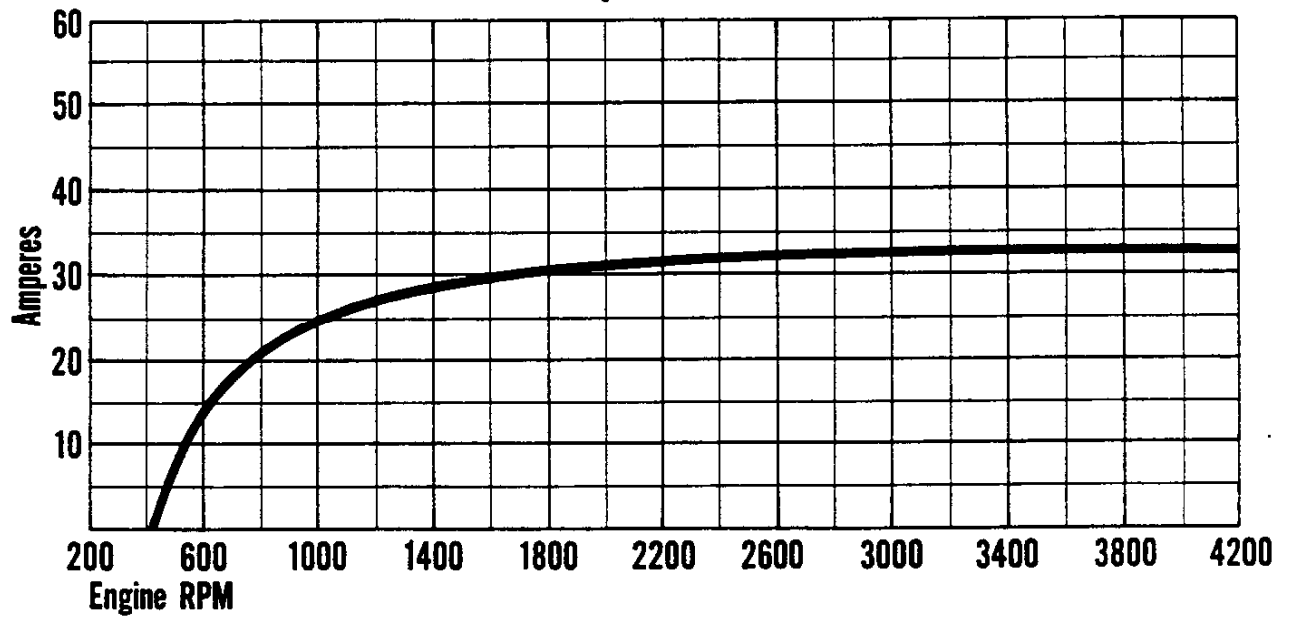
### 42-Ampere "DELCOTRON" Generator



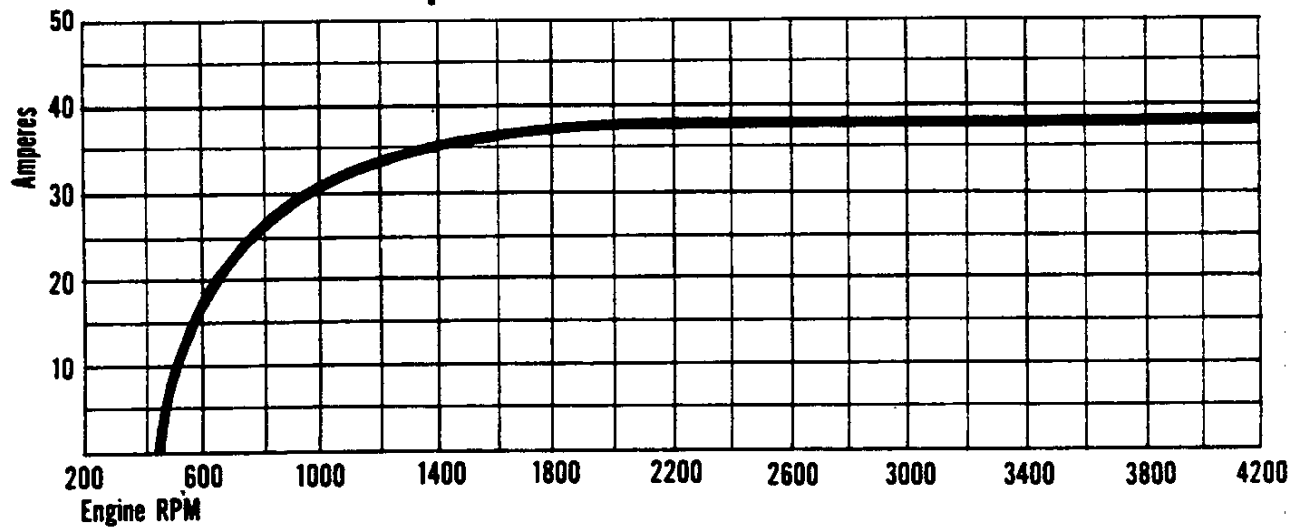
### 55-Ampere Delcotron



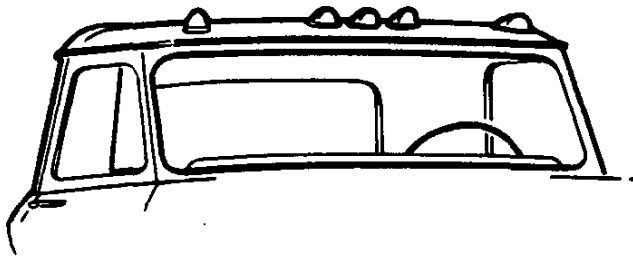
### 32-Ampere Delcotron



### 37-Ampere "DELCOTRON" Generator

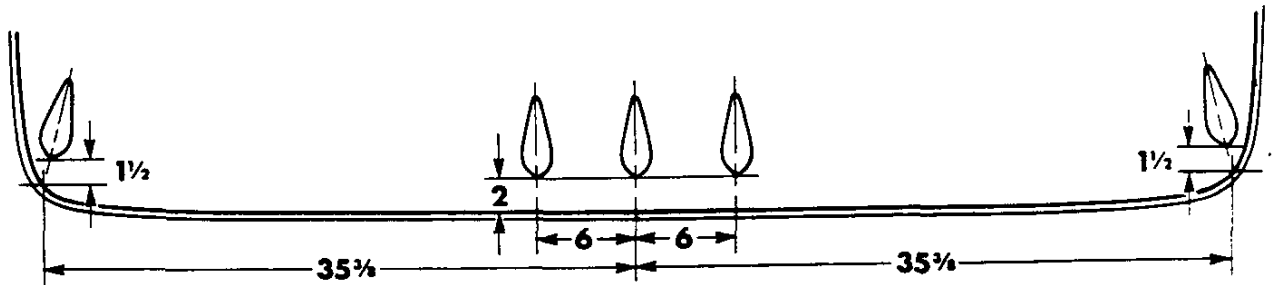


# CAB CLEARANCE LIGHT LOCATIONS

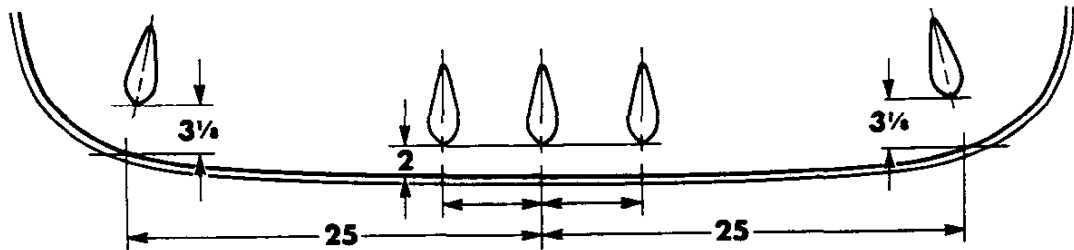


*Forward control  
model's dimensions  
supplied as suggested  
in Bulletin 174*

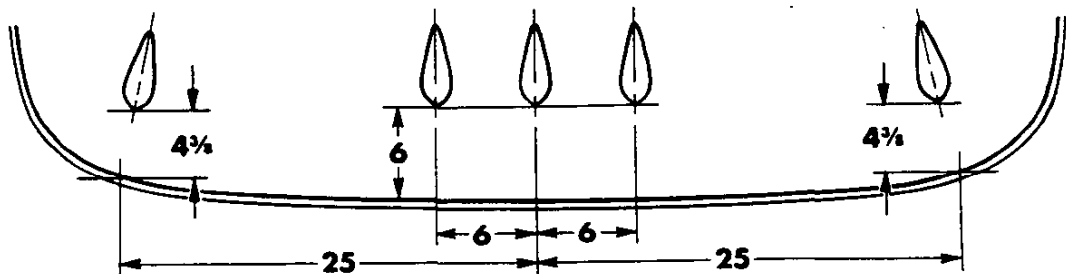
## TILT CAB



## LCF & CONVENTIONAL

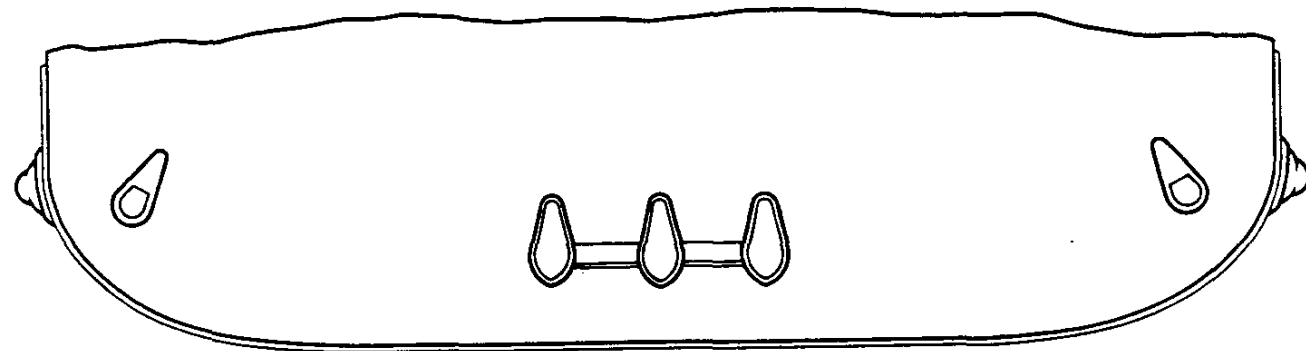
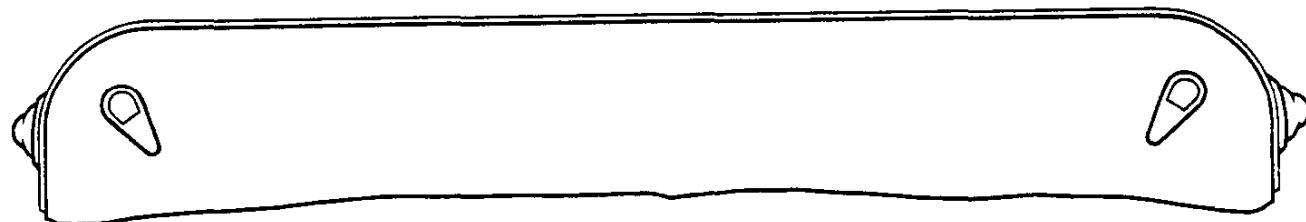
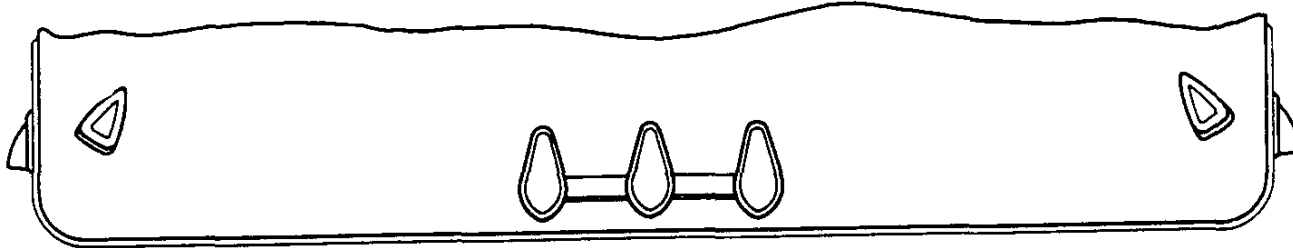
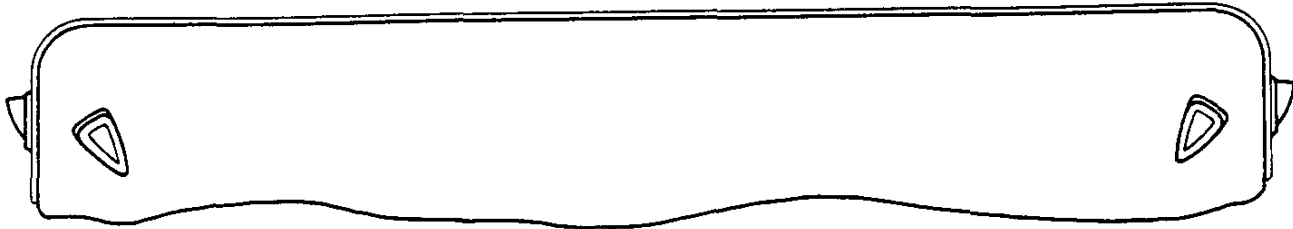


## PANEL & CARRYALL



(Dimensions shown in inches)

## STEP-VAN CLEARANCE LIGHT LOCATIONS



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327 Turbo-Fire V8 .....	15
327 Turbo-Fire V8 .....	16
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6V-53N GM Diesel .....	29
D351 Diesel .....	33
D478 Diesel .....	34
DH478 Diesel .....	35

## ENGINE APPLICATION BY TRUCK SERIES

Engine	Series	
	Standard	Optional
➔ 153 Four .....	P10	—
➔ 194 Six .....	G10, 133-13580	—
230 Six .....	CKP10-30, CLPST50	P10, G10, 133-13580
292 Six .....	CLMT60, S62-64-67	C10-30, K10-20, P20-30, CLPST50
283 Turbo-Fire V8 .....	134-13680	—
➔ 283 220-hp Turbo-Fire V8 ..	—	134-13680
283 V8 .....	—	CK10-30, CLT50
327 250-hp Turbo-Fire V8 ..	—	134-13680
327 300-hp Turbo-Fire V8 ..	—	134-13680
327 350-hp Turbo-Fire V8 ..	—	134-13680
327 V8 .....	S69	CLMT60, S62-64-67
327 V8 .....	—	C20-30
348 V8 .....	CLMT80	CLMST60
409 V8 .....	—	CLMT80
3-53N GM Diesel .....	D50	—
4-53N GM Diesel .....	DXY60	—
6V-53N GM Diesel .....	EUW80	—
D351 Diesel .....	NQ50	—
D478 Diesel .....	ANQV60	—
DH478 Diesel .....	ANQV80	ANQV60

➔ Indicates revised specifications.

# 153 FOUR

## HIGH TORQUE 153 FOUR PERFORMANCE

### Basic Specifications

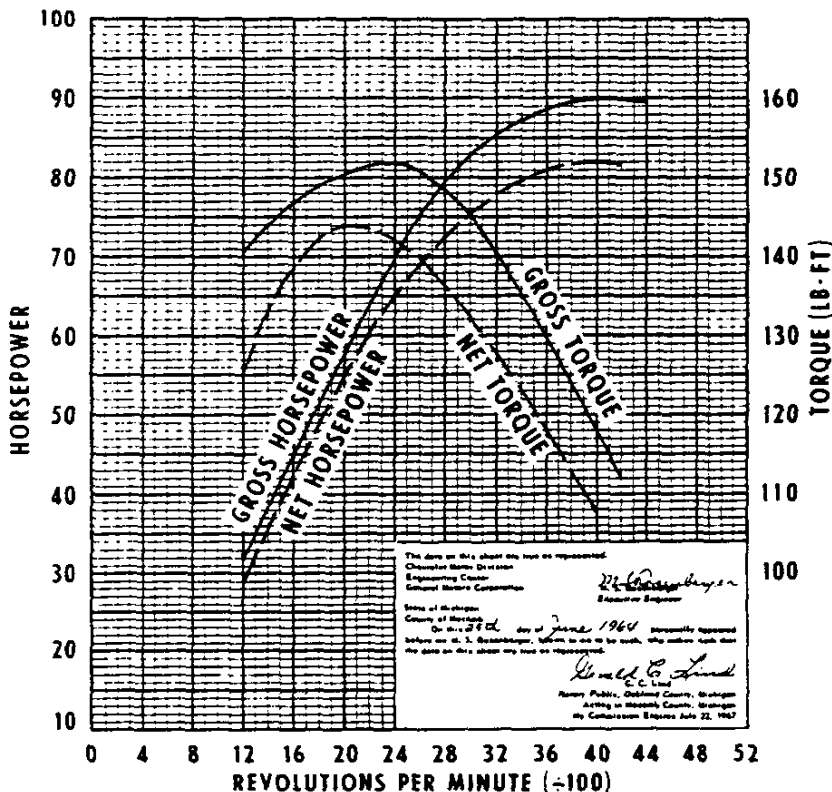
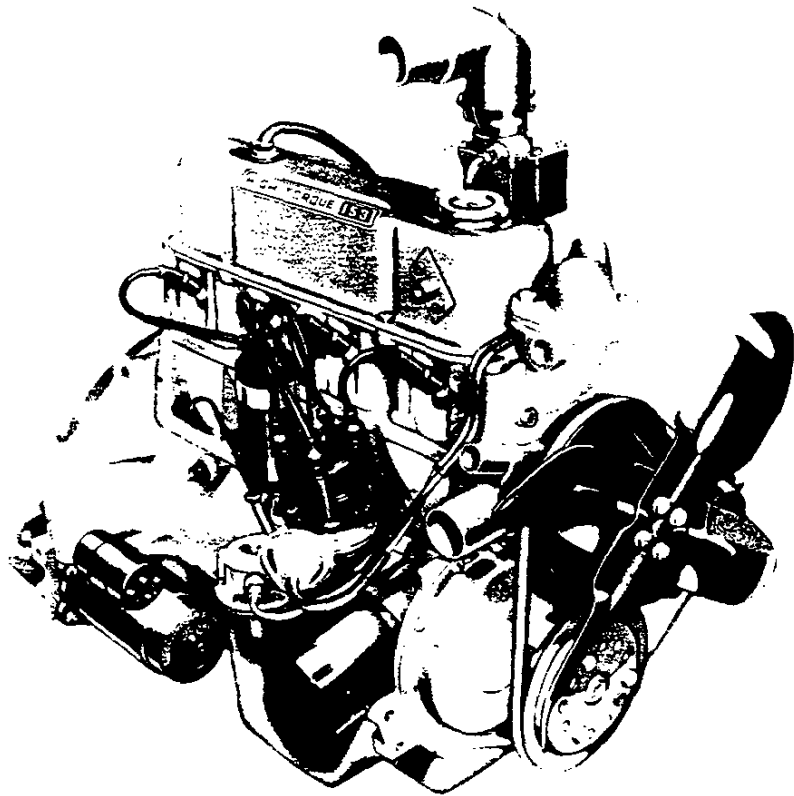
Engine type	Valve-in-head
Piston displacement	153 cu in
Bore & stroke (nominal)	3 7/8" x 3 1/4"
Dry weight (with clutch)	359 lb
Compression ratio	8.50 to 1
Taxable horsepower (SAE)	24.0
Idling speed—Synchromesh trans.	475 rpm
Carburetor type	Downdraft

### Test Procedures

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

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

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



Gross horsepower	90 @ 4000 rpm
Net horsepower	82 @ 4000 rpm
Gross torque, lb-ft	152 @ 2400 rpm
Net torque, lb-ft	144 @ 2000 rpm

## 194 SIX PERFORMANCE

## Basic Specifications

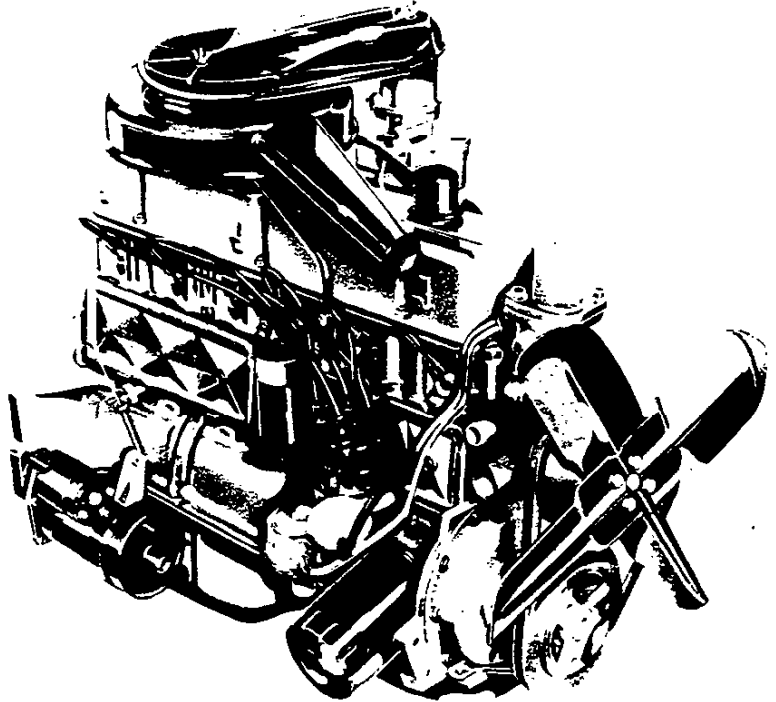
Engine type	Valve-in-head
Piston displacement	194 cu in
Bore & stroke (nominal)	3 9/16 x 3 1/4"
Dry weight (with clutch)	492 lb
Compression ratio	8.5:1
Taxable horsepower (SAE)	30.5
Idling speed	450-500 rpm
Carburetor type	1-barrel

## Test Procedures

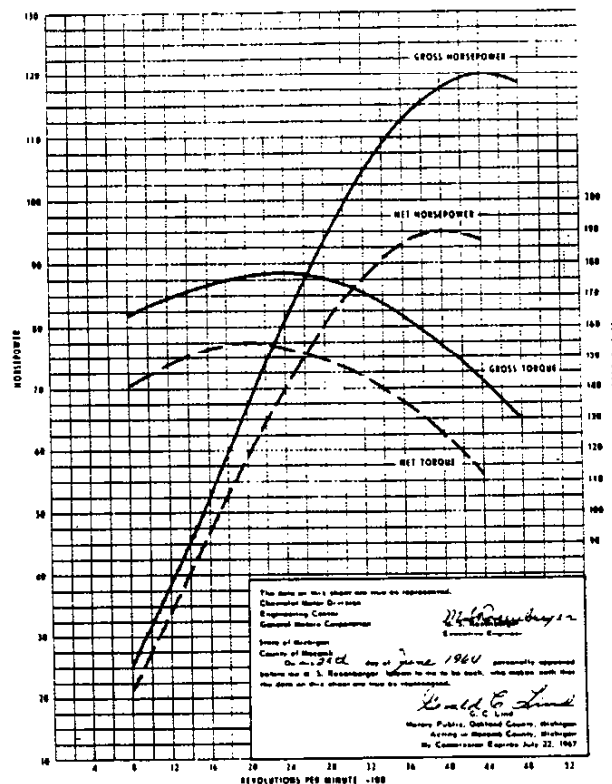
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92 mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron 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	120	@ 4400 rpm
Net horsepower	95	@ 4000 rpm
Gross torque, lb-ft	177	@ 2400 rpm
Net torque, lb-ft	155	@ 2000 rpm



# 230 SIX

## 230 SIX PERFORMANCE

### Basic Specifications

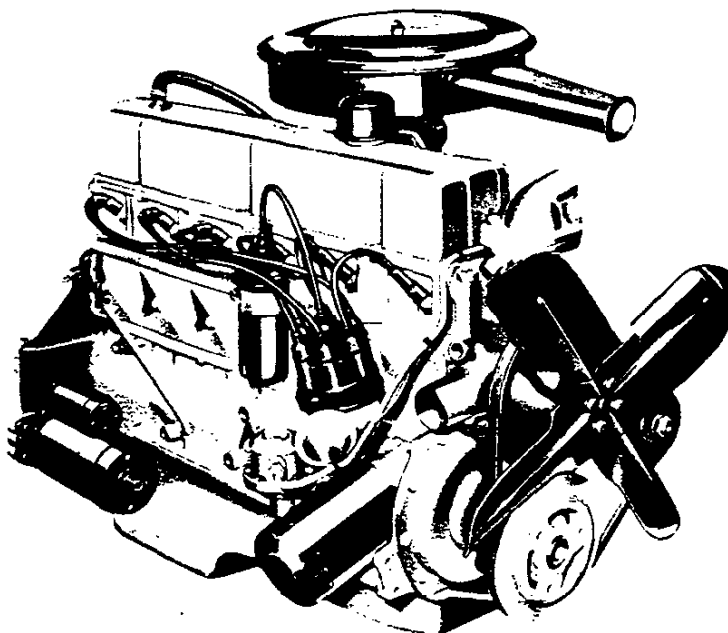
Engine type	Valve-in-head
Piston displacement	230 cu in
Bore & stroke (nominal)	3 7/8" x 3 1/4"
Dry weight (with clutch)	465 lb
Compression ratio	8.50 to 1
Taxable horsepower (SAE)	36.0
Idling speed—Synchronesh trans	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	Downdraft

### Test Procedures

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

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

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



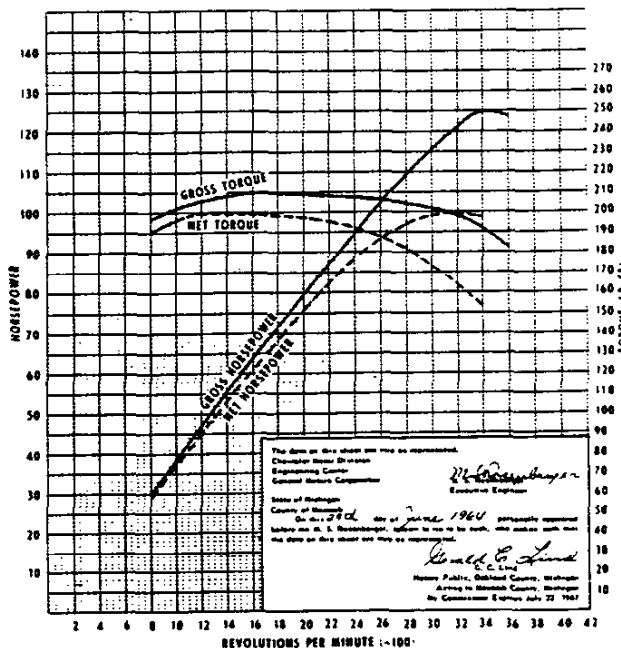
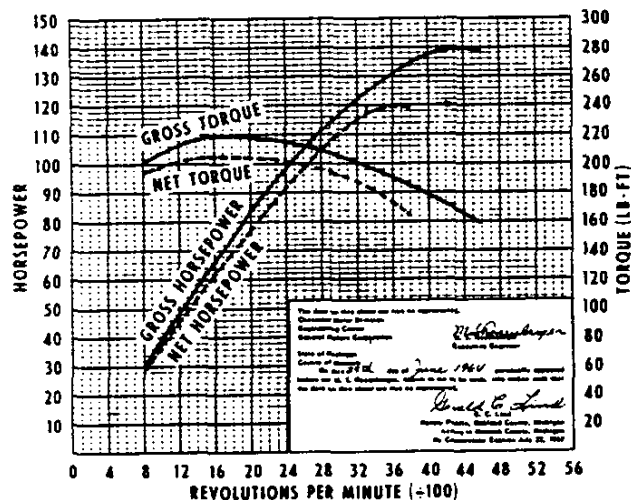
### With Standard Carburetor

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

### With Economy Carburetor\*

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

\*Available on C10 Series only



## HIGH TORQUE 230 SIX PERFORMANCE

### Basic Specifications

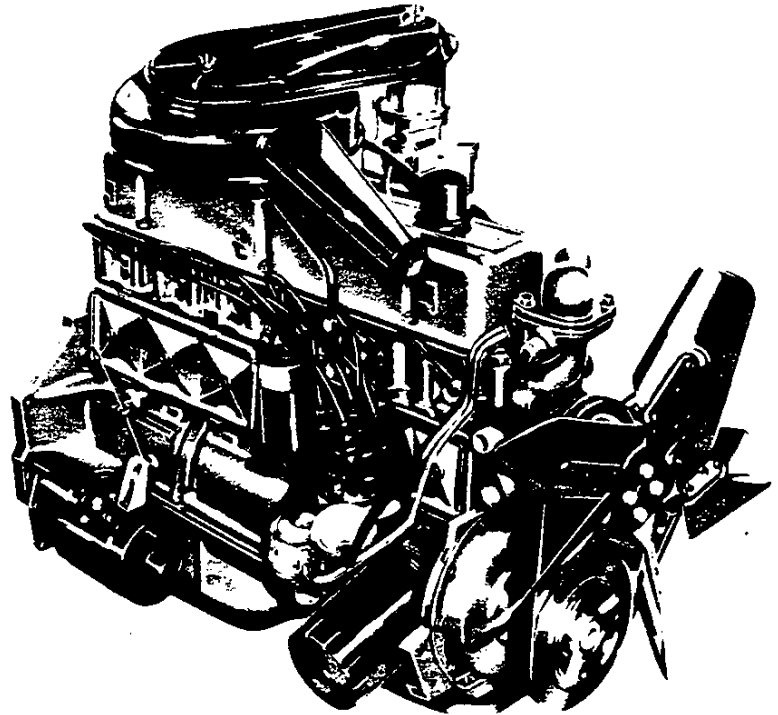
Engine type.....	Valve-in-head
Piston displacement.....	230 cu in
Bore & stroke (nominal).....	3 7/8" x 3 1/4"
Dry weight (with clutch).....	465 lb
Compression ratio.....	8.5:1
Taxable horsepower (SAE).....	36
Idling speed—Synchromesh trans.....	450-500 rpm
—Automatic trans.....	450-500 rpm
Carburetor type.....	1-barrel

### Test Procedures

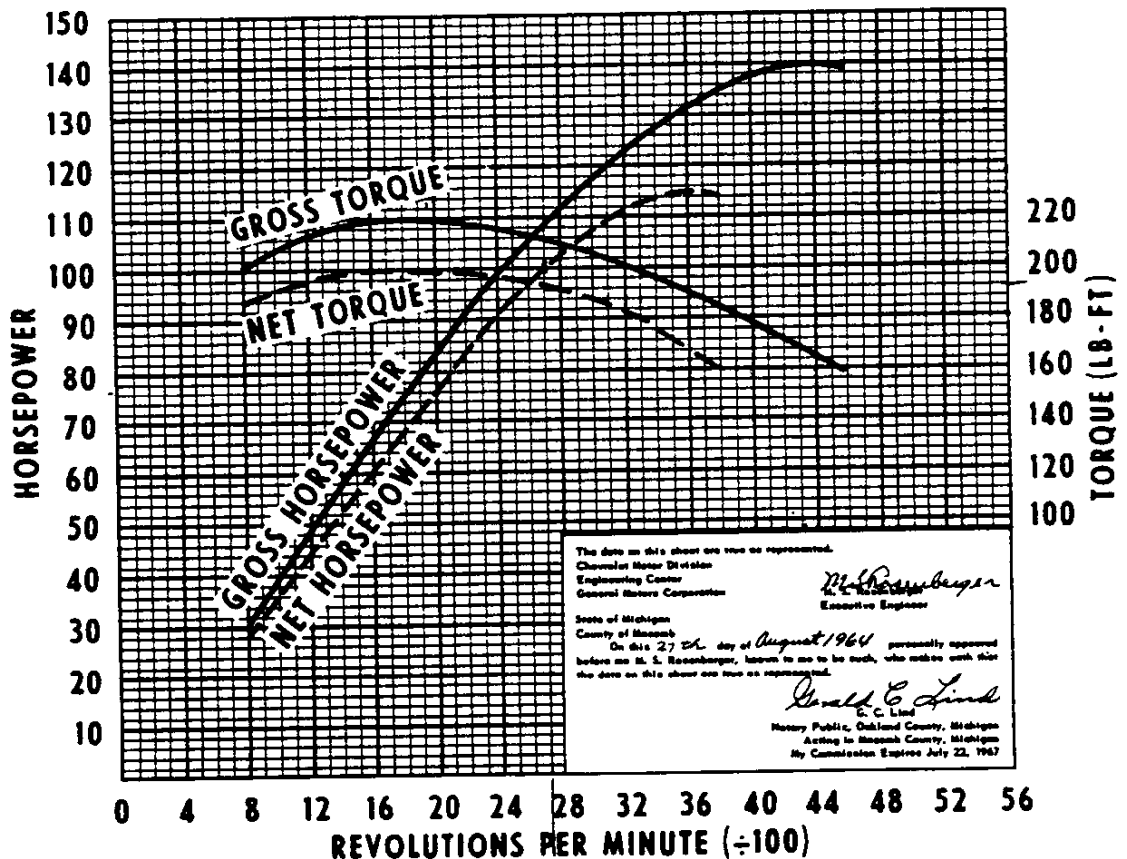
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92 mercury and 60°F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, Delcotron 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.....	140 (at 4400 rpm)
Net horsepower.....	115 (at 3600 rpm)
Gross torque, lb-ft.....	220 (at 1600 rpm)
Net torque, lb-ft.....	200 (at 1600 rpm)



# 292 SIX

## HIGH TORQUE 292 SIX PERFORMANCE

### Basic Specifications

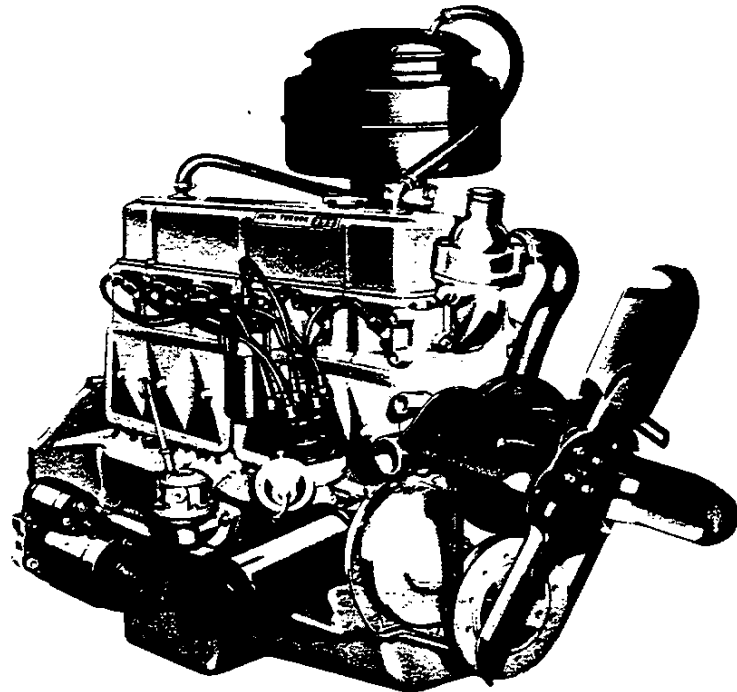
Engine type	Valve-in-head
Bore & stroke (nominal)	3 7/8" x 4 1/8"
Piston displacement	292 cu in
Dry weight (with clutch)	561 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	36.0
Idling speed—Synchromesh trans.	475 rpm
—Powermatic in "drive"	450 rpm
Carburetor type	Downdraft

### Test Procedures

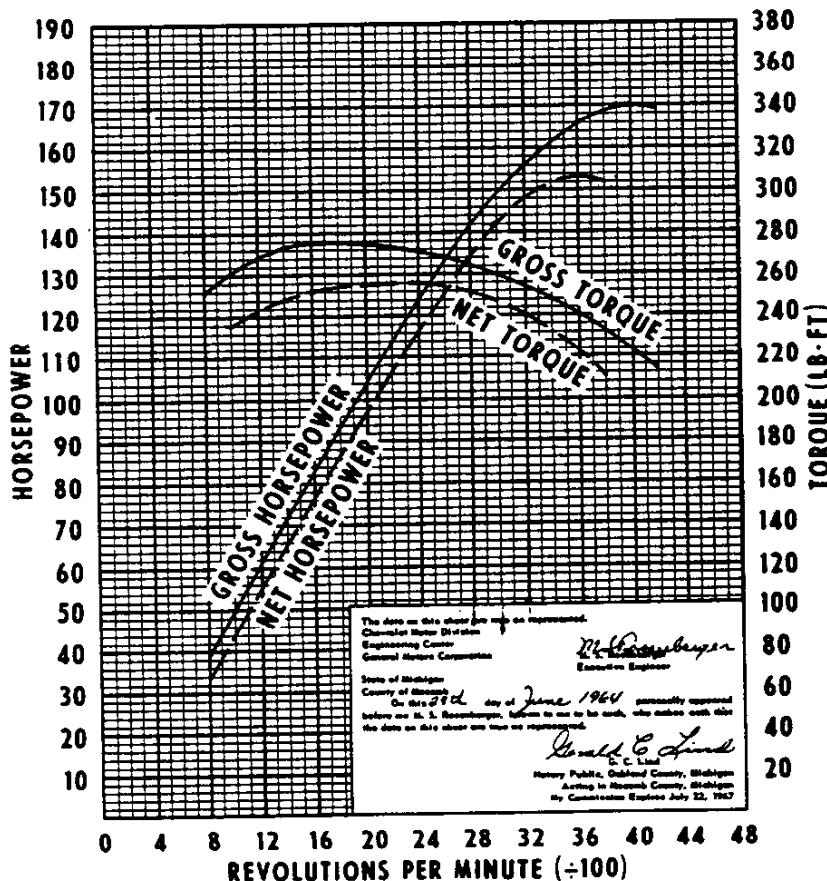
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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



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



# 153, 194, 230 and 292 SIX-CYLINDER ENGINES

## ENGINE FEATURES

**Valve-in-head design**—Inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Accessibility of valves makes these engines easy to service.

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

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

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

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

**Full crankshaft support**—Bearings are used between every cylinder—a total of 5 main bearings in the 153 engine and 7 bearings in the 194, 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.

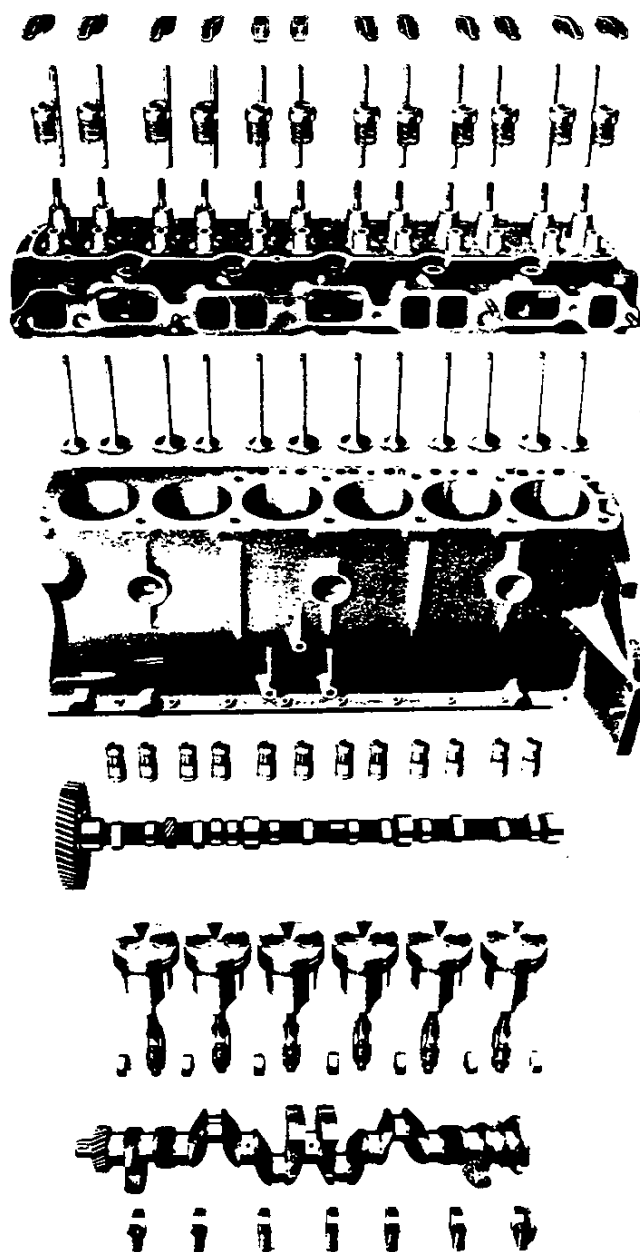
**Pressurized cooling**—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

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

**Oiled-paper 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; oiled-paper element air cleaners are standard with G10, 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	2200 rpm to 3100 rpm 2800 rpm to 3900 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.

# SIX-CYLINDER ENGINES

## SPECIFICATIONS

	194 Six	Chevy-Van 230 Six
<b>Basic Description</b>	valve-in-head design	
Displacement	194 cu in	230 cu in
Bore & Stroke	3 $\frac{9}{16}$ " x 3 $\frac{1}{4}$ "	3 $\frac{7}{8}$ " x 3 $\frac{1}{4}$ "
Compression Ratio	8.5:1	
Gross Horsepower @ rpm	120 @ 4400	140 @ 4400
Net Horsepower @ rpm	95 @ 4000	115 @ 3600
Gross Torque (lb-ft) @ rpm	177 @ 2400	220 @ 1600
Net Torque (lb-ft) @ rpm	155 @ 2000	200 @ 1600
<b>Air Cleaner</b>	oil-wetted polyurethane element*	oil-wetted paper element
<b>Bearings, Camshaft</b>	steel-backed babbitt	
ID x Length (Projected Area):		
Bearing 1 (front)	1.871" x 0.86" (1.61 sq in)	
Bearing 2	1.871" x 0.86" (1.61 sq in)	
Bearing 3	1.871" x 0.86" (1.61 sq in)	
Bearing 4	1.871" x 0.86" (1.61 sq in)	
<b>Bearings, Connecting Rod (Crank end)</b>	removable	
Material	steel-backed babbitt	
ID x Length	2.155" x 0.837"	
<b>Bearings, Main</b>	removable	
Material	sintered copper nickel backed babbitt on steel or copper-lead alloy	
End Thrust	taken by bearing 7	
ID x Length (Projected Area):		
Bearing 1 (front)	2.300" x 0.75" (1.73 sq in)	
Bearing 2	2.300" x 0.75" (1.73 sq in)	
Bearing 3	2.300" x 0.75" (1.73 sq in)	
Bearing 4	2.300" x 0.75" (1.73 sq in)	
Bearing 5	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 0.76" (1.75 sq in)	
<b>Camshaft</b>	cast-alloy iron	
<b>Carburetor</b>		
Type	downdraft	
Make	Rochester ♦	
Venturi ID	1.34"	
SAE Flange Size	1.56"	
Choke Control	automatic ●	manual
<b>Coil, Ignition</b>	Delco-Remy	
<b>Connecting Rods</b>	forged steel	
Length (Center to Center)	5.70"	
<b>Crankshaft</b>	cast-nodular iron	
<b>Cylinder Block</b>	cast-alloy iron	
<b>Cylinder Head</b>	cast-alloy iron; valve-in-head design	
<b>Distributor</b>	Delco-Remy	
<b>Filter, Fuel</b>	fine mesh plastic in fuel tank; sintered bronze in carburetor inlet	
<b>Filter, Oil</b>	full-flow throw-away type	
<b>Lubrication</b>	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.	
<b>Oil Capacity</b>	4 qt	5 qt
<b>Piston Pins</b>	chromium steel	
Diameter	0.927"	

\*Paper element on G10

♦Carter on G10

●Manual on G10

March 1, 1965

# SIX-CYLINDER ENGINES

## SPECIFICATIONS

	194 Six	Chevy-Van 230 Six
<b>Piston Rings</b>	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	
<b>Pistons</b>	cast-alloy aluminum; 3 ring grooves above piston pin	
Weight	17.60 oz	20.40 oz
<b>Plugs, Spark</b>	AC; 14-mm size	
Model	46N	
<b>Pump, Fuel</b>	AC	
<b>Pump, Oil</b>	spur-gear type driven by distributor shaft	
Pressure	30-45 psi at 1500 engine rpm	40-60 psi @ 2000 engine rpm
Capacity	17.2 qts per minute at 2000 engine rpm	6 gallons/min @ 2000 engine rpm
<b>Pump, Water</b>	centrifugal type driven by fan belt	
Capacity	58 gpm @ 4400 rpm	60 gpm @ 4400 rpm
Lubrication	permanently lubricated and sealed	
<b>Thermostat</b>	Harrison	
Type	pellet	
<b>Timing, Ignition</b>		
Crankshaft Position	8° + 1° BTC	4° BTC
Timing Mark	on harmonic balancer	
Firing Order	1-5-3-6-2-4	
<b>Timing, Valve (excluding ramps)</b>		
Inlet Opens	16° BTC	
Inlet Closes	48° ABC	
Exhaust Opens	46° 30' BBC	
Exhaust Closes	17° 30' ATC	
<b>Valve Guides</b>	integral	
<b>Valve Lifters</b>	hydraulic	
<b>Valve Mechanism</b>	individual steel stampings on ball pivots; pushrod actuated	
<b>Valves, Exhaust</b>	high-alloy steel	
Face	untreated	
Overall Length	4.93"	
Head Diameter	1.50"	
Face Angle	45°	
Seat Angle	46°	
Lift	.3350"	
Rotators	none	
<b>Valves, Inlet</b>	carbon steel	alloy steel
Face	untreated	
Overall Length	4.902"	
Head Diameter	1.72"	
Face Angle	45°	
Seat Angle	46°	
Lift	.3350"	
<b>Ventilation</b>	positive	

# SIX-CYLINDER ENGINES

## SPECIFICATIONS

	153 Four	230 Six	292 Six
<b>Basic Description</b>	in-line, valve-in-head design		
Displacement	153 cu in	230 cu in	292 cu in
Bore & Stroke	3 $\frac{7}{8}$ " x 3 $\frac{1}{4}$ "		3 $\frac{7}{8}$ " x 4 $\frac{1}{8}$ "
Compression Ratio	8.5		8.0
Gross Horsepower @ rpm	90 @ 4000	140 @ 4400	170 @ 4000
Net Horsepower @ rpm	82 @ 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
<b>Air Cleaner</b>	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)
<b>Bearings, Camshaft</b>	steel-backed babbitt		
ID x Length (Projected Area): Bearing 1 (front) Bearing 2 Bearing 3 Bearing 4	1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in)	1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in) 1.871" x 0.86" (1.61 sq in)	
<b>Bearings, Connecting Rod (Crank end)</b>	removable		
Material	steel-backed babbitt	premium aluminum	
ID x Length	2.001" x 0.807"	2.314" x 1.01"	
<b>Bearings, Main</b>	removable		
Material	steel-backed babbitt		
End Thrust	taken by bearing 5	taken by bearing 7	
ID x Length (Projected Area): Bearing 1 (front) Bearing 2 Bearing 3 Bearing 4 Bearing 5 Bearing 6 Bearing 7	2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.76" (1.75 sq in)	2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.75" (1.73 sq in) 2.300" x 0.86" (1.97 sq in)	
<b>Camshaft</b>	cast-alloy iron		
<b>Carburetor</b>	downdraft		
Type			
Make	Carter	Rochester	
Venturi ID	1.34"	1.34"	1.63"
SAE Flange Size		1.50"	
Choke Control	manual		
<b>Coil, Ignition</b>	Delco-Remy		
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling		
<b>Connecting Rods</b>	forged steel		
Length (Center to Center)	5.70"	6.76"	
<b>Crankshaft</b>	forged steel		
<b>Cylinder Block</b>	cast-alloy iron		
<b>Cylinder Head</b>	cast-alloy iron; valve-in-head design		
<b>Distributor</b>	Delco-Remy with centrifugal & vacuum control		
<b>Fan</b>	See Cooling System Specifications		
<b>Filter, Fuel</b>	wire mesh in fuel tank; sintered bronze in carburetor inlet		
<b>Filter, Oil</b>	full-flow throw-away type		
<b>Lubrication</b>	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.		
<b>Oil Capacity</b>	4 qt	5 qt	6 qt
<b>Piston Pins</b>	chromium steel		
Diameter	0.927"		
Retention	shrink fit		

## SPECIFICATIONS

	153 Four	230 Six	292 Six
<b>Piston Rings</b>	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		
<b>Pistons</b>	cast-alloy aluminum; 3 ring grooves above piston pin		
Weight	20.40 oz		24.90 oz
<b>Plugs, Spark</b>	AC; 14 mm size		
Model	46N	44N	42N
<b>Pump, Fuel</b>	AC; model EM (model EK on chassis-cowls and Series P20-P30)		
<b>Pump, Oil</b>	spur-gear type driven by distributor shaft		
Pressure	40-60 psi at 2000 engine rpm		
Capacity	6 gallons per minute at 2000 engine rpm		
<b>Pump, Water</b>	centrifugal type driven by fan belt		
Capacity	70 gallons per minute at 4400 engine rpm		
Lubrication	permanently lubricated and sealed		
<b>Radiator</b>	See Cooling System Specifications		
<b>Thermostat</b>	Harrison		
Type	pellet		
<b>Timing, Ignition</b>			
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
<b>Timing, Valve</b>			
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
<b>Valve Guides</b>	removable		
<b>Valve Lifters</b>	hydraulic		
<b>Valve Mechanism</b>	individual steel stampings on ball pivots; pushrod actuated		
<b>Valves, Exhaust</b>	high-alloy steel		
Face		untreated	cobalt-based alloy
Overall Length	4.93"		
Head Diameter	1.50"		
Face Angle	45°		46
Seat Angle		46°	
Lift	.3973	.335	407
Rotators		none	
<b>Valves, Inlet</b>	alloy steel		
Face	untreated		high-alloy steel, aluminized
Overall Length	4.92"		
Head Diameter	1.72"		1.88"
Face Angle		45°	
Seat Angle		46°	
Lift	.397"	.335"	407"
<b>Ventilation</b>	positive		

# V8

## HIGH TORQUE 283 V8 PERFORMANCE

### Basic Specifications

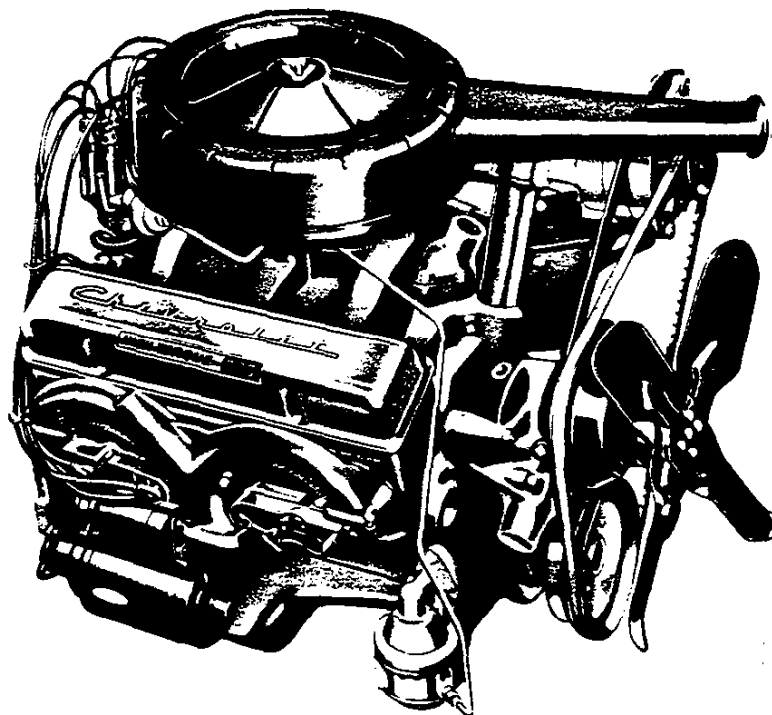
Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & Stroke (nominal)	3 7/8" x 3"
Dry Weight (with clutch)	607 lb
Compression ratio:	
Series 10-20-30	9.0 to 1
Series C & L50	8.5 to 1
Taxable horsepower (SAE)	48.0
Idling speed—Synchromesh trans.	475 rpm
—Powerglide in "drive"	450 rpm
Carburetor type	2-Barrel

### Test Procedures

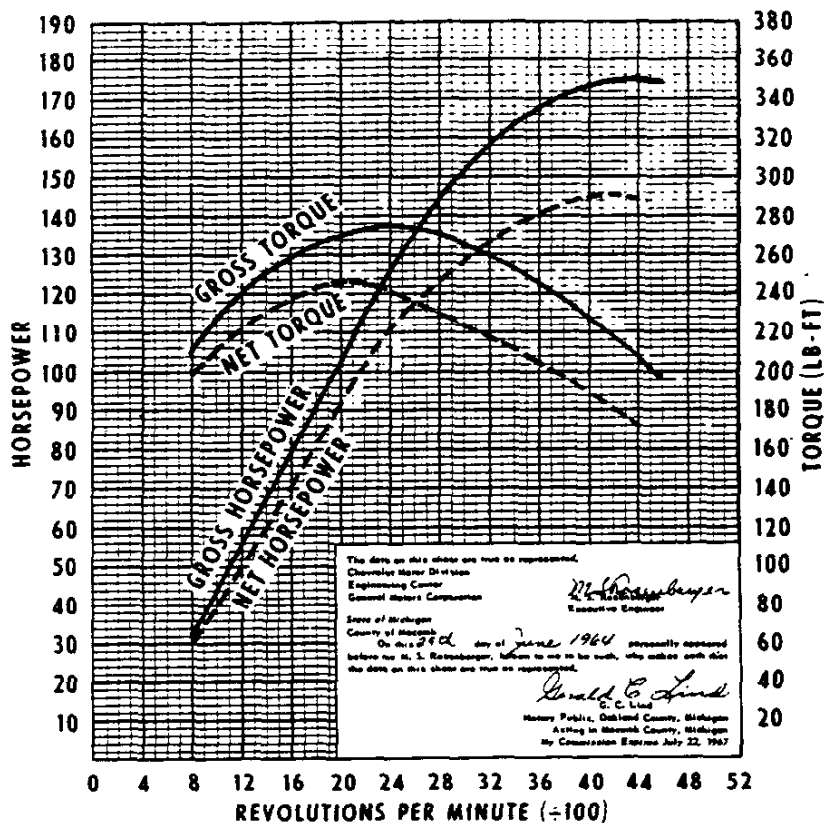
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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



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



## TURBO-FIRE 283 V8 PERFORMANCE

### Basic Specifications

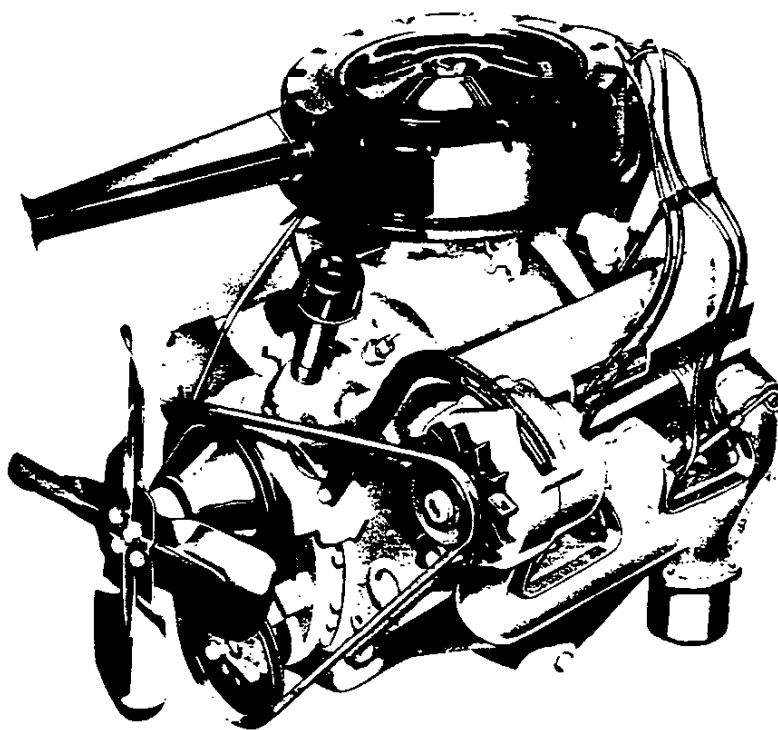
Engine type.....	Valve-in-head
Piston displacement.....	283 cu in
Bore & stroke (nominal).....	3 $\frac{7}{8}$ x 3"
Dry weight (with clutch).....	607 lb
Compression ratio.....	9.25:1
Taxable horsepower (SAE).....	48.0
Idling speed—Synchro trans in neutral.....	500 rpm
—Powerglide in "drive".....	475 rpm
Carburetor type.....	2-barrel on 195-hp 4-barrel on 220-hp

## 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.

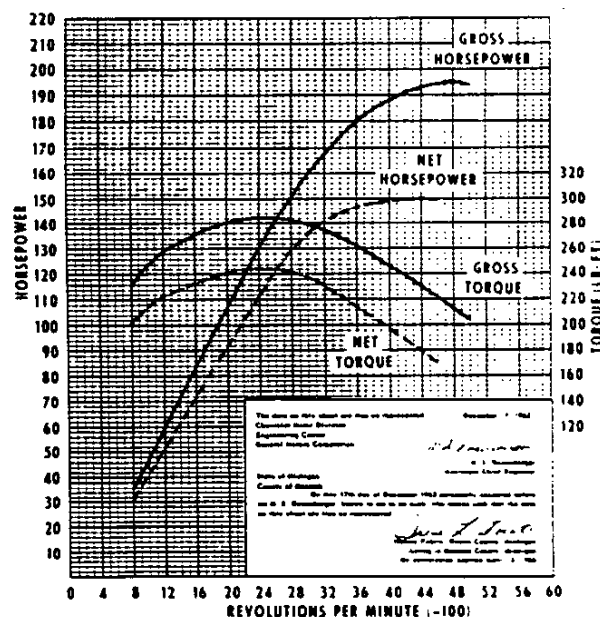
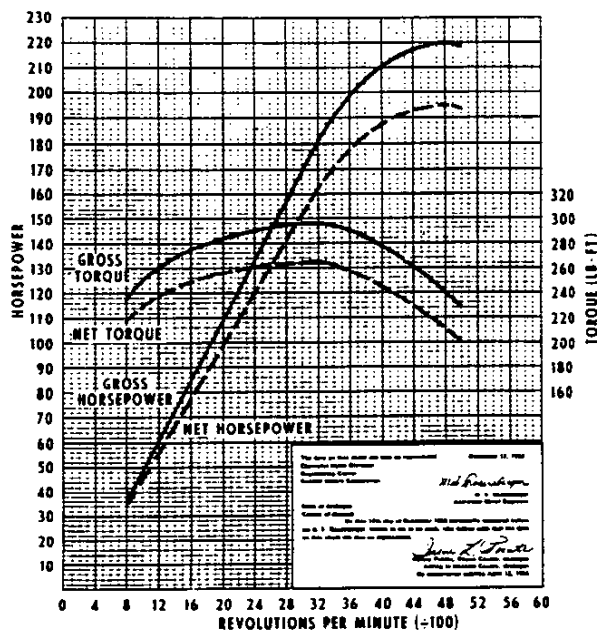
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



Gross horsepower	220	@	4800 rpm
Net horsepower	195	@	4800 rpm
Gross torque, lb-ft.	295	@	3200 rpm
Net torque, lb-ft.	265	@	3200 rpm

Gross horsepower.....	195	4800 rpm
Net horsepower.....	150	4400 rpm
Gross torque, lb-ft.....	285	2400 rpm
Net torque, lb-ft.....	245	2400 rpm



# 327 V8

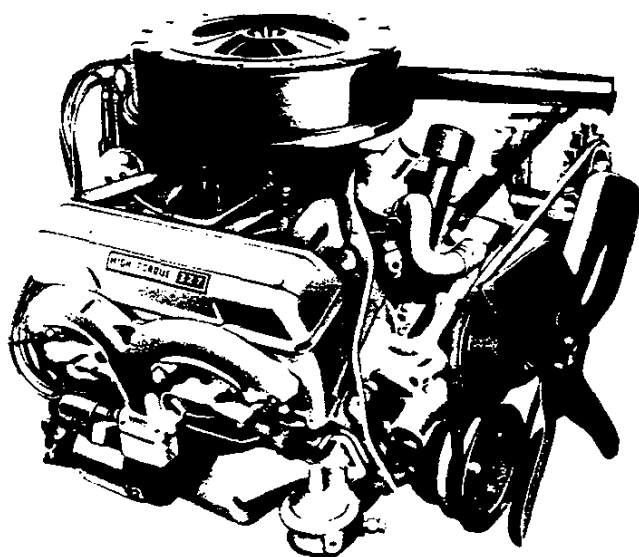
## HIGH TORQUE 327 V8 PERFORMANCE

### Basic Specifications

	60 Series	C20-30 Series
Engine type	Valve-in-head	
Piston displacement	327 cu in	
Bore & stroke (nominal)	4" x 3 1/4"	
Dry weight (with clutch)	622 lb	
Compression ratio	8.0 to 1	8.5 to 1
Taxable horsepower (SAE)	51.2	
Idling speed—		
Synchronesh trans	450-500 rpm	
Powermatic in "drive"	450-500 rpm	
Carburetor type	2-barrel	4-barrel

### C20-30 Series Application

Gross horsepower	220 @ 4400 rpm
Net horsepower	177 @ 4000 rpm
Gross torque, lb-ft	320 @ 2800 rpm
Net torque, lb-ft	283 @ 2400 rpm



### Test Procedures

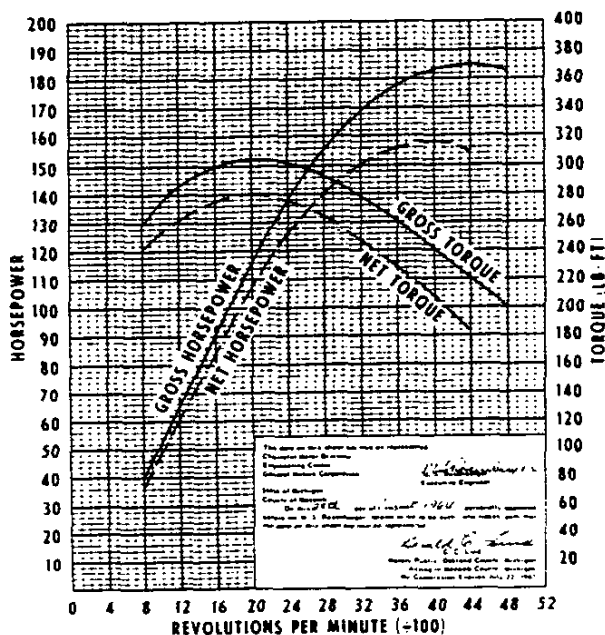
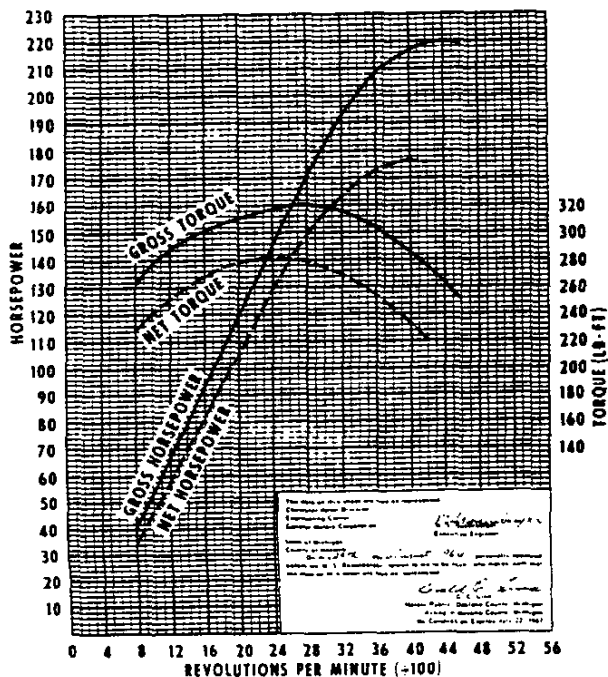
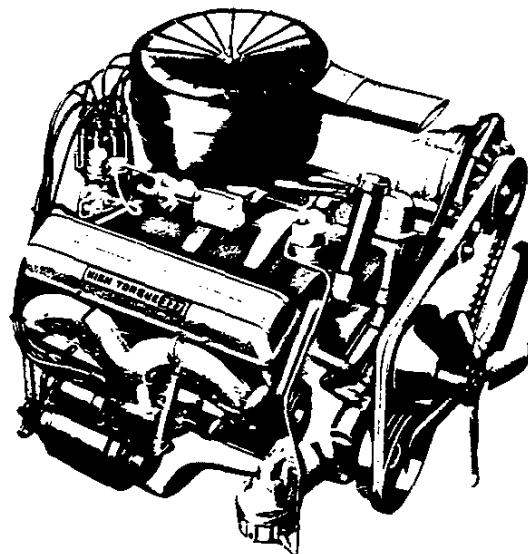
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

### 60 Series Application

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



## TURBO-FIRE 327 V8 PERFORMANCE

### Basic Specifications

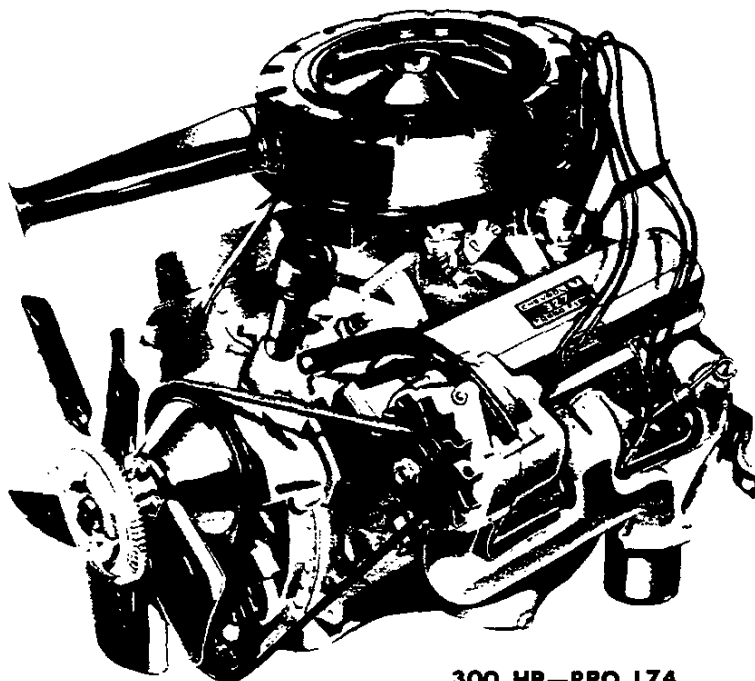
Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & stroke (nominal)	4.0" x 3 3/4"
Dry weight (with clutch)	622 lb
Compression ratio	10.5:1
Taxable horsepower (SAE)	51.2
Idling speed—Synchronesh trans	500 rpm
—Powerglide in "drive"	475 rpm
Carburetor type	4-barrel

### 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.

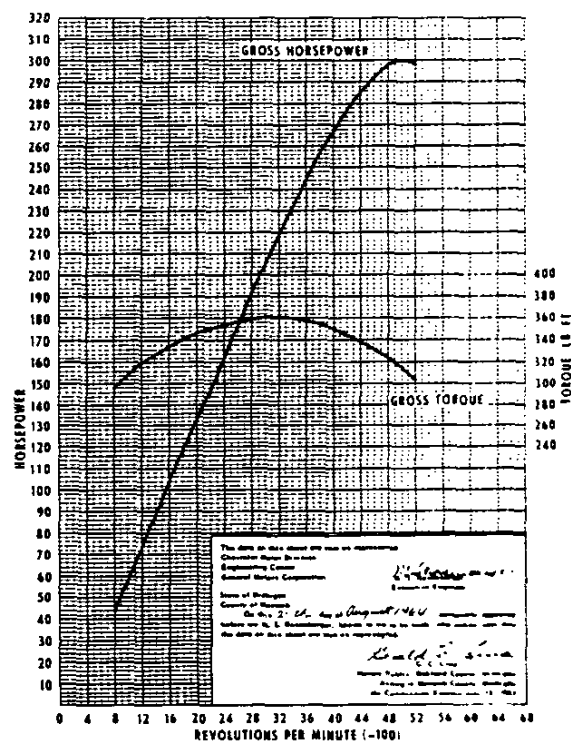
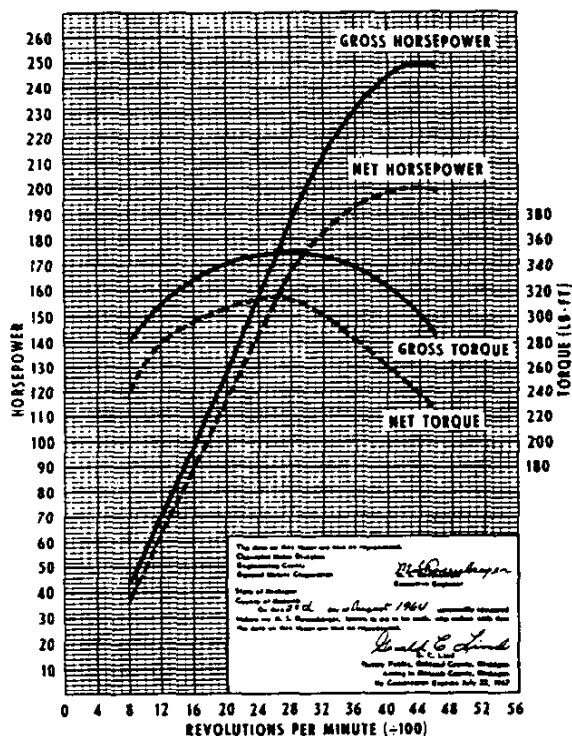


### 250 HP—RPO L30

Gross horsepower	250 @ 4400 rpm
Net horsepower	200 @ 4400 rpm
Gross torque, lb.-ft.	350 @ 2800 rpm
Net torque, lb.-ft.	315 @ 2600 rpm

### 300 HP—RPO L74

Gross horsepower	300 @ 5000 rpm
Gross torque, lb.-ft.	360 @ 3200 rpm



## 327 V8

### TURBO-FIRE 327 V8 PERFORMANCE

#### Basic Specifications

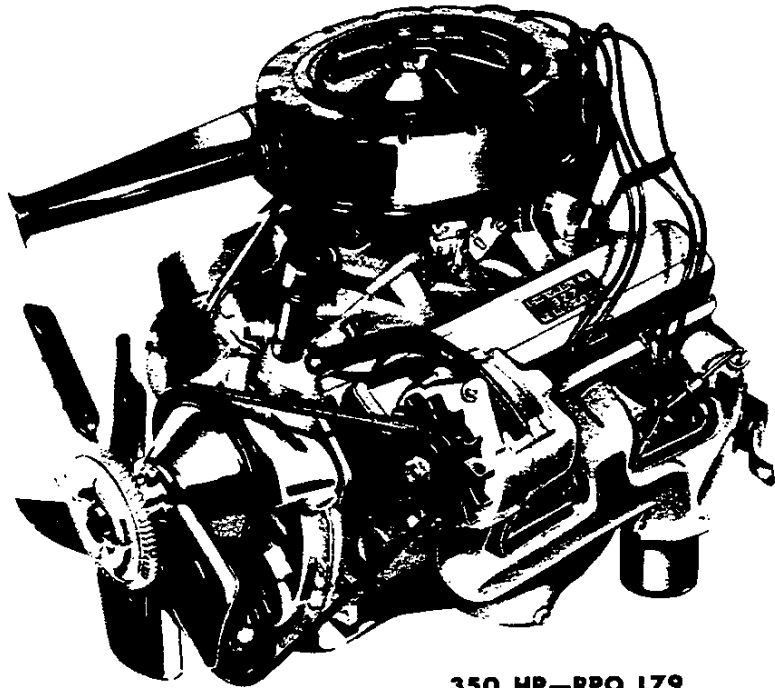
Engine type.....	Valve-in-head
Piston displacement.....	327 cu in
Bore & stroke (nominal).....	4.0" x 3 3/4"
Dry weight (with clutch).....	622 lb
Compression ratio.....	11.0:1
Taxable horsepower (SAE).....	51.2
Idling speed—Synchromesh trans.....	500 rpm
—Powerglide in "drive".....	475 rpm
Carburetor 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.

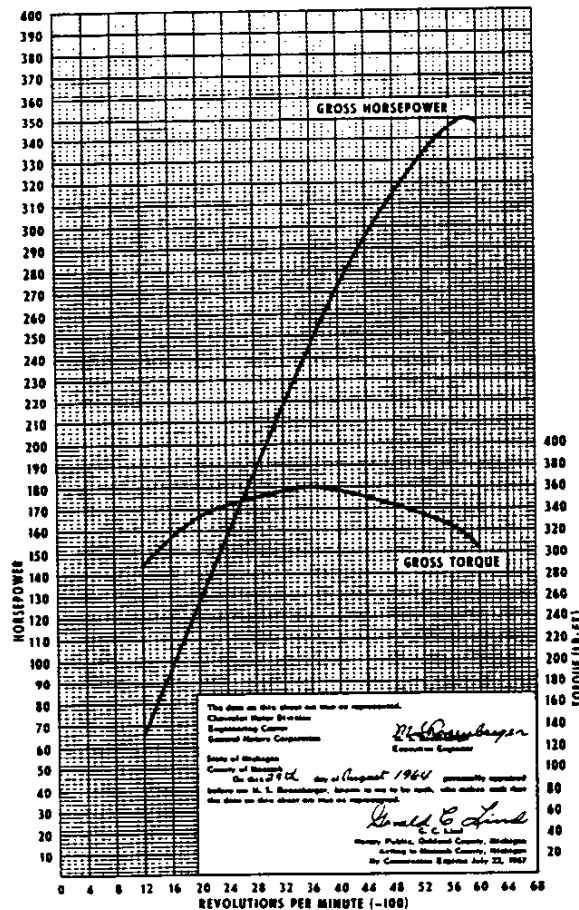
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



**350 HP—RPO L79**

Gross horsepower.....350 @ 5800 rpm  
Gross torque.....360 @ 3600 rpm



## HIGH TORQUE 348 V8 PERFORMANCE

### Basic Specifications

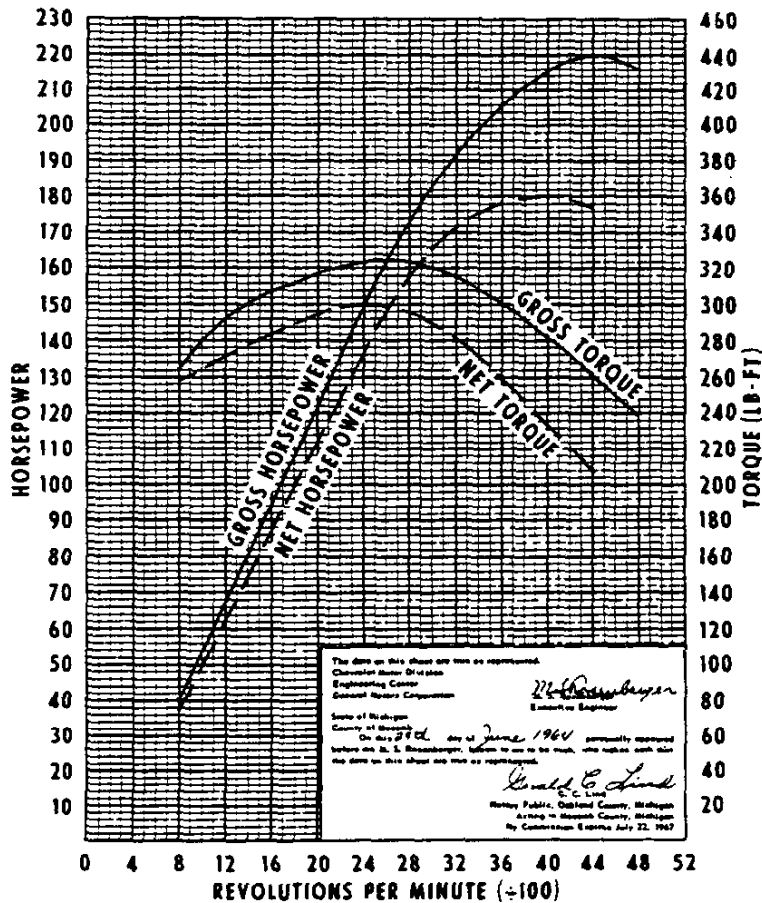
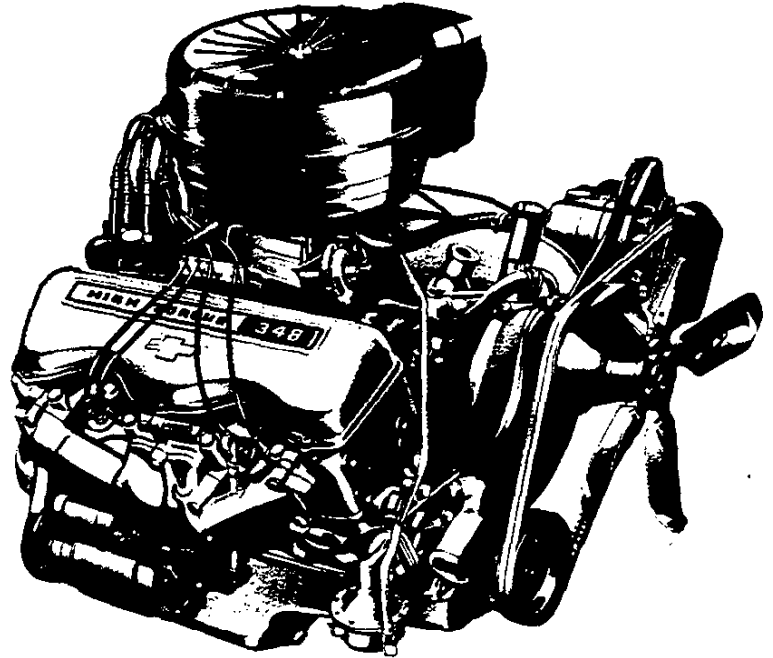
Engine type.....	Valve-in-head
Piston displacement.....	348 cu in
Bore & stroke (nominal).....	4 1/8" x 3 1/4"
Dry weight (with clutch).....	802 lb
Compression ratio.....	7.75 to 1
Taxable horsepower (SAE).....	54.45
Idling speed—Synchromesh trans.....	475 rpm
—Powermatic in "drive".....	450 rpm
Carburetor type—348 V8.....	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.....	220 @ 4400 rpm
Net horsepower.....	180 @ 4000 rpm
Gross torque, lb-ft.....	325 @ 2600 rpm
Net torque, lb-ft.....	300 @ 2400 rpm

# 409 V8

## HIGH TORQUE 409 V8 PERFORMANCE

### Basic Specifications

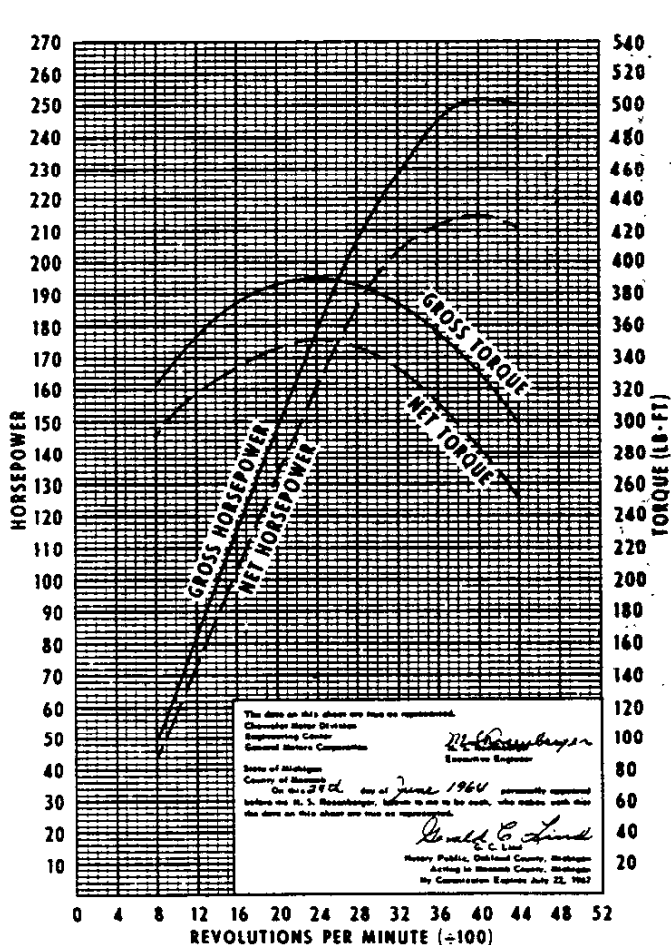
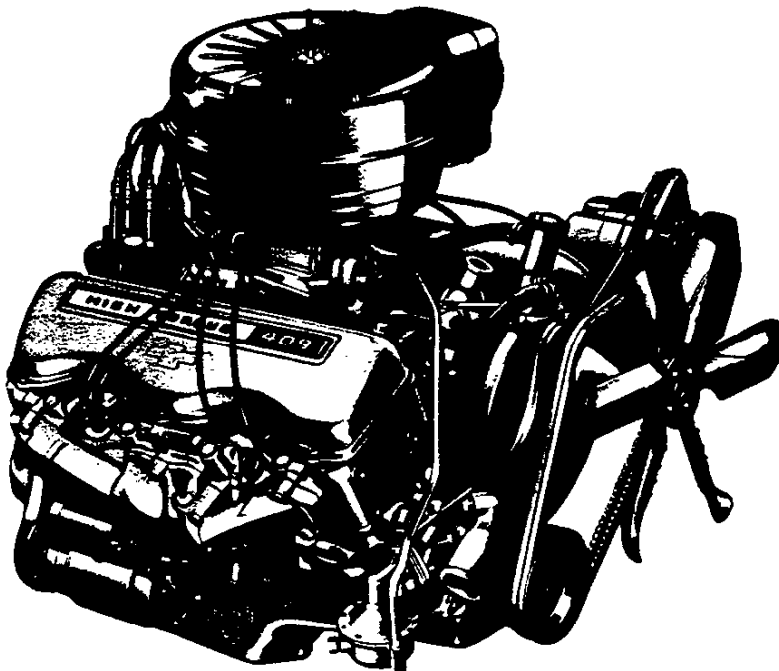
Engine type	Valve-in-head
Piston displacement	409 cu in
Bore & Stroke (nominal)	4 $\frac{5}{16}$ " x 3 $\frac{1}{2}$ "
Dry Weight (with clutch)	817 lb
Compression ratio	7.75 to 1
Taxable horsepower (SAE)	74.4
Idling speed	475 rpm
Carburetor type	4-barrel

### Test Procedures

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

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

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



Gross horsepower	252 @ 4000 rpm
Net horsepower	215 @ 4000 rpm
Gross torque, lb-ft	390 @ 2400 rpm
Net torque, lb-ft	352 @ 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 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 valves faced with a cobalt-based alloy 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.

**Rotacoils for 50-80 Series**—V8 engines for all 50 through 80 Series trucks are fitted with Rotacoil 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.

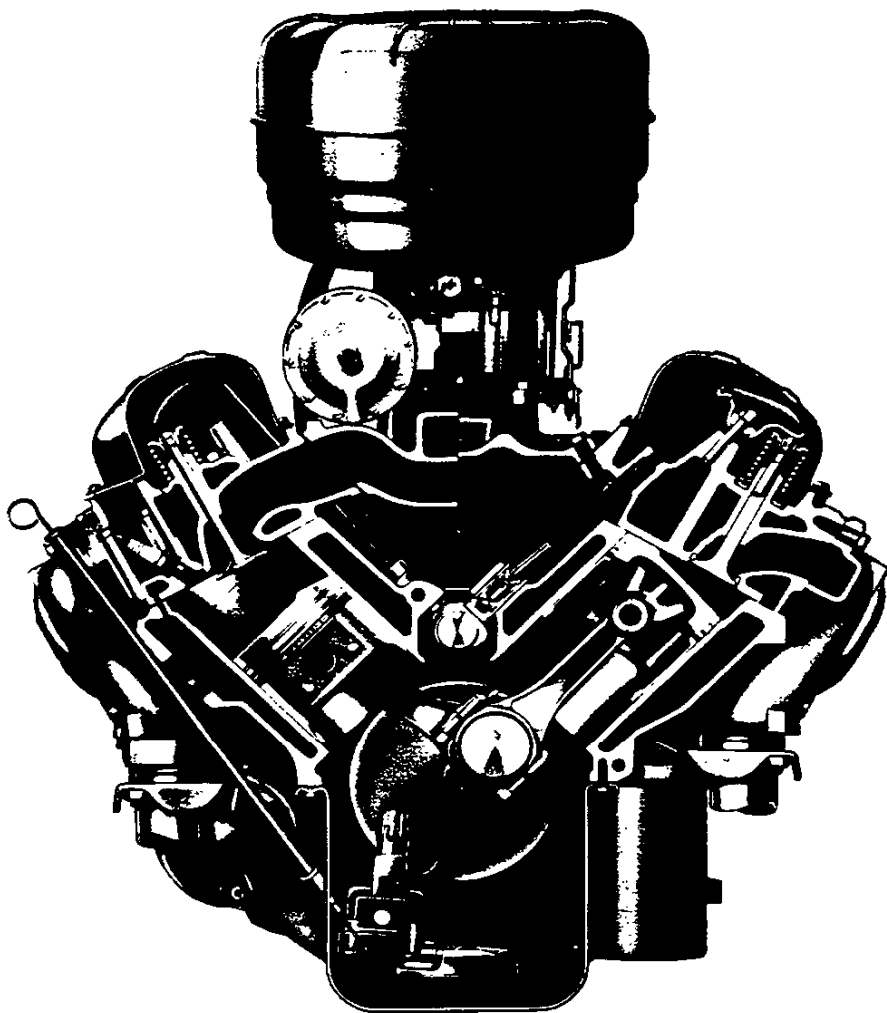
**Full-pressure lubrication**—Assures proper lubrication of all moving parts. Bearing temperatures are kept low for longer life.

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

# 283, 327, 348 and 409 V8 ENGINES

## 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 (60 Series)	➤ 327 V8 (C20-30)
<b>Basic Description</b>	valve-in-head design		
Displacement	283 cu in	327 cu in	
Bore x Stroke	3 <sup>7</sup> / <sub>8</sub> " x 3"	4" x 3 <sup>1</sup> / <sub>4</sub> "	
Compression Ratio	9.0 ♣	8.0	8.5
Gross Horsepower @ rpm	175 @ 4400	185 @ 4400	220 @ 4400
Net Horsepower @ rpm	145 @ 4200	158 @ 4000	177 @ 4000
Gross Torque (lb-ft) @ rpm	275 @ 2400	305 @ 2000	320 @ 2800
Net Torque (lb-ft) @ rpm	245 @ 2000	280 @ 2000	283 @ 2400
<b>Air Cleaner</b>	Oil-wetted (Series 10, 20 & 30) 2-pint oil bath (Series 50)	2-pint oil bath	Oil-wetted paper element
<b>Bearings, Camshaft</b>	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)		
<b>Bearings, Connecting Rod</b> (Crank end)	removable		
Material	steel-backed babbitt	premium aluminum	
ID x Length	2.001" x 0.82"		
<b>Bearings, Main</b>	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)		
<b>Camshaft</b>	cast-alloy iron		
Drive Chain Type	link	roller	link
No. of Links or Rollers	46	58	46
<b>Carburetor</b>	downdraft type		
No. of Barrels	2	4	
Make	Rochester		
Venturi ID	1.09"		1.06" primary 1.25" secondary
SAE Flange Size	1.25"		1.50"
Choke Control	manual		
<b>Coil, Ignition</b>	Delco-Remy, hermetically sealed		
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling		
<b>Connecting Rods</b>	forged carbon steel; I-beam section		
Length (Center to Center)	5.70"		
<b>Crankshaft</b>	forged high-carbon steel		
<b>Cylinder Block</b>	cast-alloy iron		
<b>Cylinder Heads</b>	cast-alloy iron; valve-in-head design		
<b>Distributor</b>	Delco-Remy with centrifugal & vacuum control		
<b>Fan</b>	See Cooling System Specifications		
<b>Filter, Fuel</b> In Tank	strainer	none	
Frame-Mounted	none	replaceable element	none
In Carburetor	porous bronze	fine screens	
<b>Filter, Oil</b>	full-flow		
<b>Lubrication</b>	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		
<b>Oil Capacity</b>	5 qt (Series 10-30) 6 qt (Series 50)	6 qt	5 qt with filter
<b>Piston Pins</b>	tubular, hardened chrome-alloy steel		
Diameter	0.927"		
Retention	shrink fit in connecting rod		

♣ 8.5 to 1 on C &amp; L50 models.

➤ Indicates revised specifications.

# 283 and 327 V8

## SPECIFICATIONS

	283 V8	327 V8 (60 Series)	➔ 327 V8 (C20-30)
<b>Piston Rings</b>	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		
<b>Pistons</b>	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	
<b>Plugs, Spark</b>	AC; 14-mm size		
Model	44	C42	C44
<b>Pump, Fuel</b>	AC; model EN	AC; model GR	
<b>Pump, Oil</b>	spur-gear type driven by distributor shaft		
Pressure	30 psi at 1200 engine rpm		
Capacity	4.22 gallons per minute at 1200 engine rpm		
<b>Pump, Water</b>	centrifugal type driven by fan belt		
Capacity	44.5 gallons per minute at 4000 engine rpm		
Lubrication	permanently lubricated and sealed		
<b>Radiator</b>	See Cooling System Specifications		
<b>Thermostat</b>	Harrison	Dole	
Type	pellet		
<b>Timing, Ignition</b>			
Crankshaft Position	4° BTC	8° BTC	2° BTC
Timing Mark	on harmonic balancer		
Firing Order	1-8-4-3-6-5-7-2		
<b>Timing, Valve</b>			
Inlet Opens	12° 30' BTC		
Inlet Closes	57° 30' ABC		
Exhaust Opens	54° 30' BBC		
Exhaust Closes	15° 30' ATC		
<b>Valve Guides</b>	integral with head		
<b>Valve Lifters</b>	hydraulic		
<b>Valve Mechanism</b>	individual rocker arms on ball pivots; pushrod actuated		
<b>Valves, Exhaust</b>	high-alloy steel		
Face	aluminized (Series 50 only)	cobalt-based alloy	
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	
<b>Valves, Inlet</b>	alloy steel		
Face	untreated	high-alloy steel	
Overall Length	4.91"		
Head Diameter	1.72"		
Face Angle	45°		
Seat Angle	46°		
Lift	0.40"★	0.40"	
<b>Ventilation</b>	positive		

\* 0.33" on C-150 Series

➤ Indicates revised specifications.

January 1, 1965

# TURBO-FIRE V8 ENGINES

## SPECIFICATIONS

	283 V8 2-Bbl	➔ 283 V8 4-Bbl	327 V8	327 V8	327 V8
<b>Basic Description</b>	valve-in-head design				
Displacement	283 cu in		327 cu in		
Bore & Stroke	3 <sup>7</sup> / <sub>8</sub> " x 3"		4.0" x 3 <sup>1</sup> / <sub>4</sub> "		
Compression Ratio	9.25:1		10.5:1		11.0:1
Gross Horsepower @ rpm	195 @ 4800	220 @ 4800	250 @ 4400	300 @ 5000	350 @ 5800
Net Horsepower @ rpm	150 @ 4400	195 @ 4800	200 @ 4400		
Gross Torque (lb-ft) @ rpm	285 @ 2400	295 @ 3200	350 @ 2800	360 @ 3200	360 @ 3600
Net Torque (lb-ft) @ rpm	245 @ 2400	265 @ 3200	315 @ 2600		
<b>Air Cleaner</b>	oil-wetted paper element				
<b>Bearings, Camshaft</b>	steel-backed babbitt				
ID x Length (Projected Area): Bearings 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)				
<b>Bearings, Connecting Rod</b> (Crank end)	removable				
Material	steel-backed babbitt		premium aluminum		
ID x Length	2.001" x 0.82"				
<b>Bearings, Main</b>	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): Bearings 1 (front), 2, 3, 4 Bearing 5	2.300" x 1.17" (2.71 sq in)		2.300" x 0.76" (1.73 sq in)		2.300" x 1.18" (2.72 sq in)
<b>Camshaft</b>	cast-alloy iron				
Drive Chain Type	chain				
No. of Links or Rollers	46		40		
<b>Carburetor</b>	downdraft type				
No. of Barrels	2	4	4		
Make	Rochester			Carter	Holley
Venturi ID	1.09"	1.06", 1.13"	1.06", 1.25"	1.25", 1.56"	1.13", 1.39"
SAE Flange Size	1.50"				
Choke Control	automatic				
<b>Coil, Ignition</b>	Delco-Remy				
Current Draw	4 amp with engine stopped; 1.8 amp with engine idling				
<b>Connecting Rods</b>	forged carbon steel				
Length (Center to Center)	5.70"				
<b>Crankshaft</b>	forged high-carbon steel				
<b>Cylinder Block</b>	cast-alloy iron				
<b>Cylinder Heads</b>	cast-alloy iron; valve-in-head design				
<b>Distributor</b>	Delco-Remy				
<b>Filter, Fuel</b>	fine mesh plastic strainer				
In Tank					
In Carburetor	sintered bronze		glass bowl paper element		
<b>Filter, Oil</b>	full-flow				
<b>Lubrication</b>	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.				
<b>Oil Capacity</b>	4 qt				
<b>Piston Pins</b>	tubular, hardened chrome-alloy steel				
Diameter	0.927"				
Retention	shrink fit in connecting rod				

# TURBO-FIRE V8 ENGINES

## SPECIFICATIONS

	283 V8 2-Bbl	→ 283 V8 4-Bbl	327 V8	327 V8	327 V8
<b>Piston Rings</b>	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				
<b>Pistons</b>	cast-alloy aluminum; 3 ring grooves above piston pin				impact-extruded aluminum alloy
Head	flat, notched head				domed
Skirt	slipper				
Weight	20.30 oz			21.60 oz	
<b>Plugs, Spark</b>	AC; 14-mm size				
Model	AC 44				
<b>Pump, Fuel</b>	AC				
<b>Pump, Oil</b>	spur-gear type driven by distributor shaft				
Pressure	30-45 psi at 1500 rpm			40 psi at 2000 rpm	
Capacity	4.3 gallons per minute at 2000 engine rpm				
<b>Pump, Water</b>	centrifugal type driven by fan belt				
Capacity	54 gpm @ 4400 rpm			55 gpm @ 4400 rpm	
Lubrication	permanently lubricated and sealed				
<b>Thermostat</b>	Harrison				
Type	pellet				
<b>Timing, Ignition</b>	4° BTC				
Crankshaft Position	4° BTC				
Timing Mark	crankshaft pulley hub	vibration damper			
Firing Order	1-8-4-3-6-5-7-2				
<b>Timing, Valve</b>	32° 30' BTC				
Inlet Opens	32° 30' BTC				
Inlet Closes	87° 30' ABC				
Exhaust Opens	74° 30' BBC				
Exhaust Closes	45° 30' ATC				
<b>Valve Guides</b>	integral with head				
<b>Valve Lifters</b>	hydraulic				
<b>Valve Mechanism</b>	individual rocker arms on ball pivots; pushrod actuated				
<b>Valves, Exhaust</b>	high-alloy steel				
Face	aluminized				
Overall Length	4.92"				
Head Diameter	1.50"				
Face Angle	45°				
Seat Angle	46°				
Lift	0.40"				
Rotators	none				
<b>Valves, Inlet</b>	alloy steel				
Face	untreated				
Overall Length	4.91"			4.88"	
Head Diameter	1.72"			1.94"	2.02"
Face Angle	45°				
Seat Angle	46°				
Lift	0.40"				
<b>Ventilation</b>	positive				

→ Indicates revised specifications.

March 1, 1965

## SPECIFICATIONS

	348 V8	409 V8
<b>Basic Description</b>	valve-in-head design	
Displacement	348 cu in	409 cu in
Bore & Stroke	4 $\frac{1}{8}$ " x 3 $\frac{1}{4}$ "	4 $\frac{5}{16}$ " x 3 $\frac{1}{2}$ "
Compression Ratio	7.75	
Gross Horsepower @ rpm	220 @ 4400	252 @ 4000
Net Horsepower @ rpm	180 @ 4000	215 @ 4000
Gross Torque (lb-ft) @ rpm	325 @ 2600	390 @ 2400
Net Torque (lb-ft) @ rpm	300 @ 2400	352 @ 2400
<b>Air Cleaner</b>	2-pint oil bath	
<b>Bearings, Camshaft</b>	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)	
<b>Bearings, Connecting Rod</b> (Crank end)	removable	
Material	premium aluminum	
ID x Length	2.201" x 0.86"	
<b>Bearings, Main</b>	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)	
<b>Camshaft</b>	cast-alloy iron	
Drive Chain Type	roller	
No. of Drive Chain Rollers	64	
<b>Carburetor</b>	downdraft type	
No. of Barrels	4	
Make	Rochester	
Venturi ID	1.12" (pri) 1.25" (sec)	
SAE Flange Size	1.25"	
Choke Control	manual	
<b>Coil, Ignition</b>	Delco-Remy; hermetically sealed	
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling	
<b>Connecting Rods</b>	forged carbon steel; I-beam section	
Length (Center to Center)	6.135"	6.010"
<b>Crankshaft</b>	forged carbon steel; induction-hardened journals	
<b>Cylinder Block</b>	cast-alloy iron	
<b>Cylinder Heads</b>	cast-alloy iron; valve-in-head design	
<b>Distributor</b>	Delco-Remy with centrifugal & vacuum control	
<b>Fan</b>	See Cooling System Specifications	
<b>Filter, Fuel</b> Frame-Mounted	replaceable element	
In Carburetor	fine mesh screen	
<b>Filter, Oil</b>	full-flow (1 qt)	full-flow (2 qt)
<b>Lubrication</b>	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.	
<b>Oil Capacity</b>	7 qt	8 qt
<b>Piston Pins</b>	tubular, hardened chrome-alloy steel	
Diameter	0.990"	
Retention	shrink fit in connecting rod	

# 348 and 409 V8

## SPECIFICATIONS

	348 V8	409 V8
<b>Piston Rings</b>	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	
<b>Pistons</b>	cast-alloy aluminum with cast-in steel ring; angular head; 3 ring grooves above piston pin	
<b>Skirt</b>	solid slipper	
Weight	32.5 oz	32.0 oz
<b>Plugs, Spark</b>	AC; 14-mm size	
Model	C42-N	
<b>Pump, Fuel</b>	AC; model GR	AC; model GR
<b>Pump, Oil</b>	spur-gear type driven by distributor shaft	
Pressure	30 psi at 1200 engine rpm	
Capacity	4.22 gallons per minute at 1200 engine rpm	
<b>Pump, Water</b>	centrifugal type driven by fan belt	
Capacity	81 gallons per minute at 4000 engine rpm	
Lubrication	permanently lubricated and sealed	
<b>Radiator</b>	See Cooling System Specifications	
<b>Thermostat</b>	Dole	
Type	pellet	
<b>Timing, Ignition</b>	8° BTC	4° BTC
Crankshaft Position	on harmonic balancer	
Timing Mark	1-8-4-3-6-5-7-2	
Firing Order		
<b>Timing, Valve</b>	12° 30' BTC	
Inlet Opens	73° 30' ABC	
Inlet Closes	62° 30' BBC	
Exhaust Opens	31° 30' ATC	
Exhaust Closes		
<b>Valve Guides</b>	integral with head	
<b>Valve Lifters</b>	hydraulic	
<b>Valve Mechanism</b>	rocker arms on individual ball pivots; pushrod actuated	
<b>Valves, Exhaust</b>	high-alloy steel	
Face	cobalt-based alloy	
Overall Length	5.13"	
Head Diameter	1.66"	
Face Angle	46°	
Seat Angle	44°	
Lift	0.41"	
Rotators	Rotocoil	
<b>Valves, Inlet</b>	high-alloy steel	
Face	aluminized	
Overall Length	5.04"	
Head Diameter	1.94"	
Face Angle	45°	
Seat Angle	46°	
Lift	0.40"	
<b>Ventilation</b>	positive type	

# HIGH TORQUE 3-53N GM DIESEL PERFORMANCE

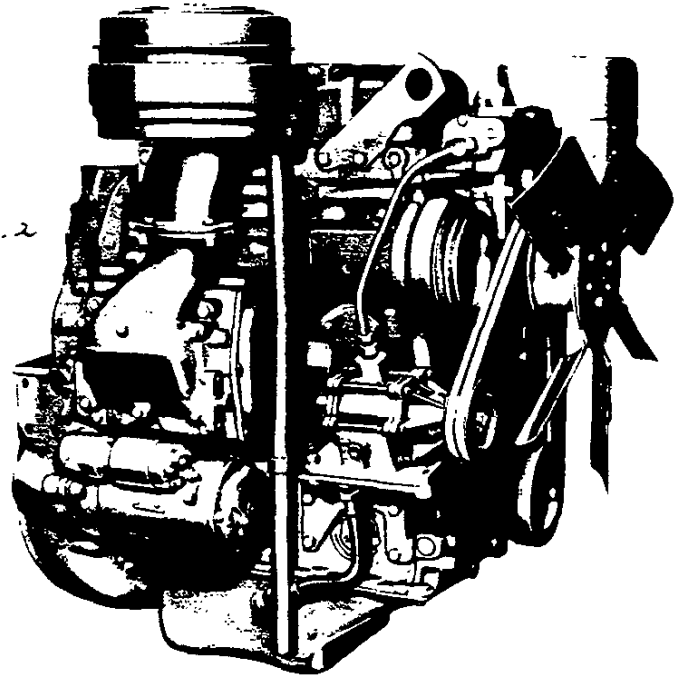
## Basic Specifications

Engine type.....In-line 2-cycle diesel  
 Piston displacement.....~~232~~ <sup>159.2</sup> cu in  
 Bore & stroke (nominal).....3 7/8" x 4 1/2"  
 Dry weight (with clutch).....1203 lb  
 Compression ratio.....21 to 1  
 Idling speed.....450 rpm

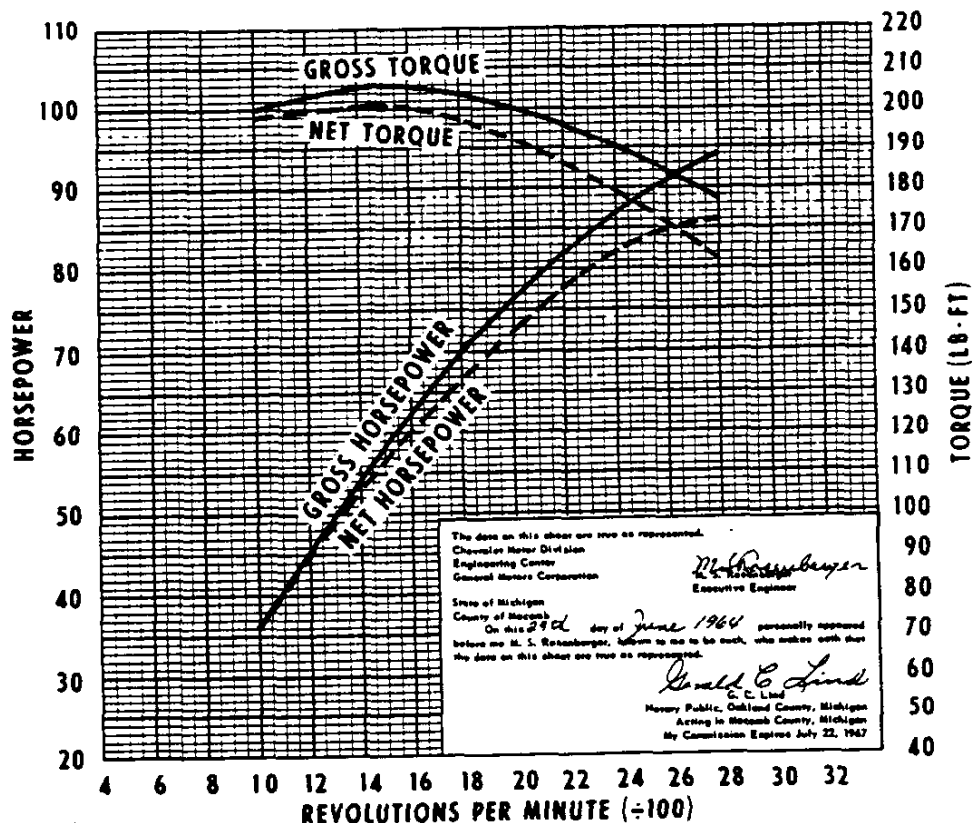
## Test Procedures

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.....	94 @ 2800 rpm
Net horsepower.....	86 @ 2800 rpm
Gross torque, lb.-ft.....	205 @ 1500 rpm
Net torque, lb.-ft.....	201 @ 1500 rpm



# 4-53N GM DIESEL

## HIGH TORQUE 4-53N GM DIESEL PERFORMANCE

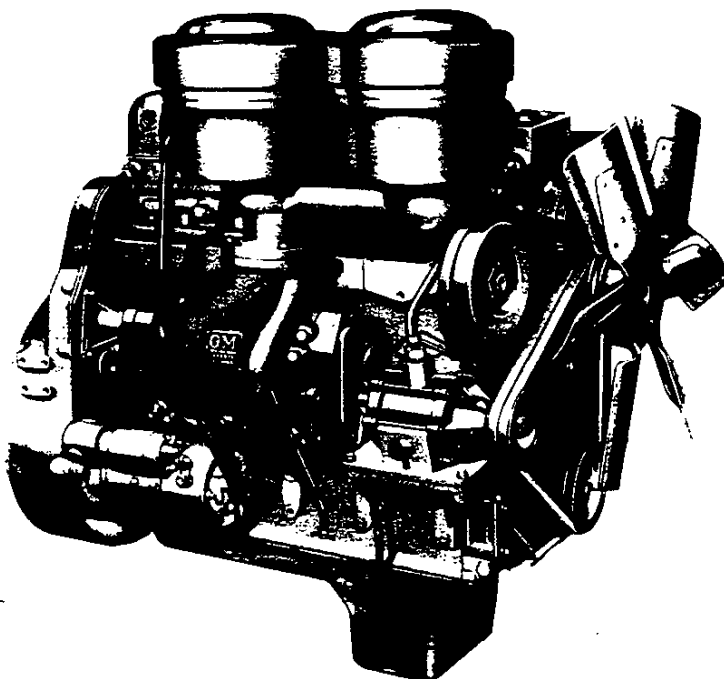
### Basic Specifications

Engine type.....	In-line 2-cycle diesel
Piston displacement.....	212 cu in
Bore & stroke (nominal).....	3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "
Dry weight (with clutch).....	1203 lb
Compression ratio.....	21 to 1
Idling speed.....	450 rpm

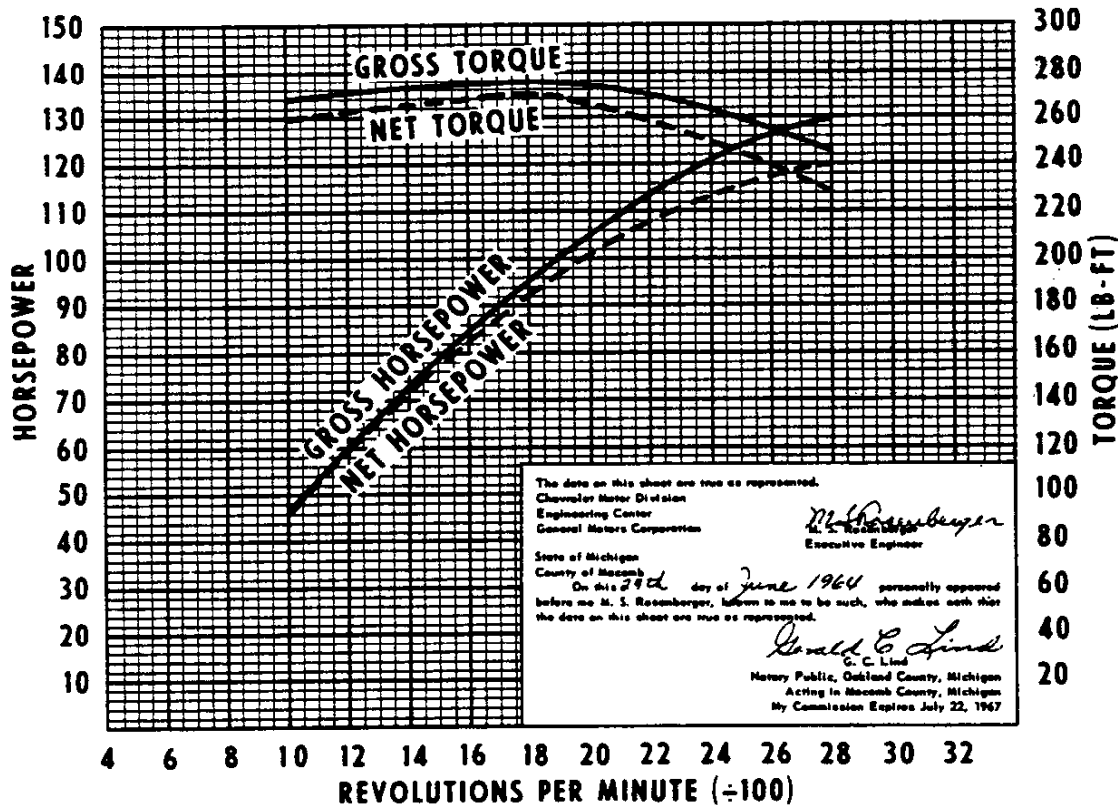
### Test Procedures

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

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



Gross horsepower.....	130 @ 2800 rpm
Net horsepower.....	120 @ 2800 rpm
Gross torque, lb-ft.....	278 @ 1800 rpm
Net torque, lb-ft.....	270 @ 1800 rpm



## HIGH TORQUE 6V-53N GM DIESEL PERFORMANCE

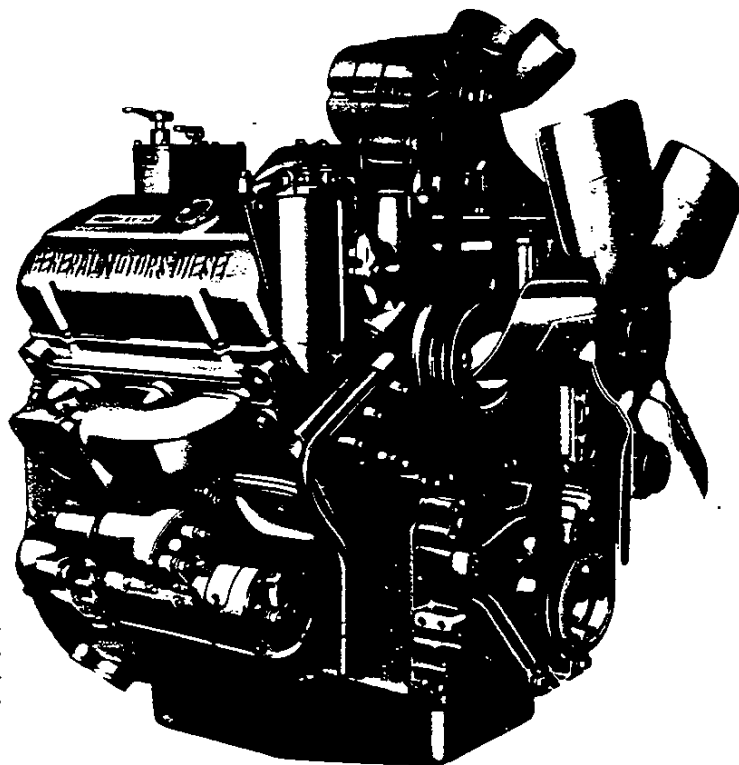
### Basic Specifications

Engine type..... V6 2-cycle diesel  
 Piston displacement..... 318 cu in  
 Bore & stroke (nominal)..... 3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "  
 Dry weight (with clutch)..... 1412 lb  
 Compression ratio..... 21 to 1  
 Idling speed..... 450 rpm

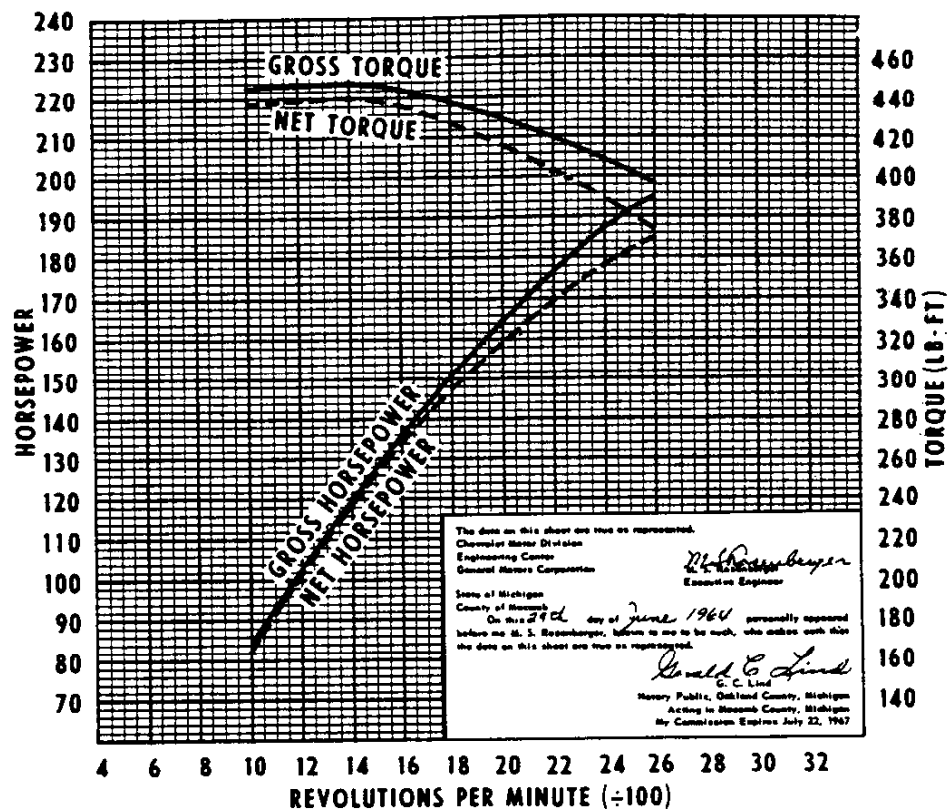
### Test Procedures

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.



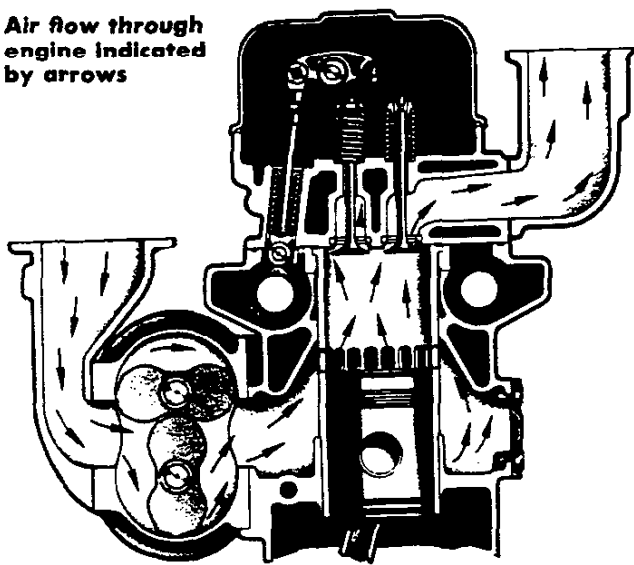
Gross horsepower..... 195 @ 2600 rpm  
 Net horsepower..... 185 @ 2600 rpm  
 Gross torque, lb-ft..... 447 @ 1400 rpm  
 Net torque, lb-ft..... 439 @ 1400 rpm



# 3-53N, 4-53N and 6V-53N GM DIESELS

## ENGINE FEATURES

**Air flow through engine indicated by arrows**



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

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

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

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

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

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

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

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

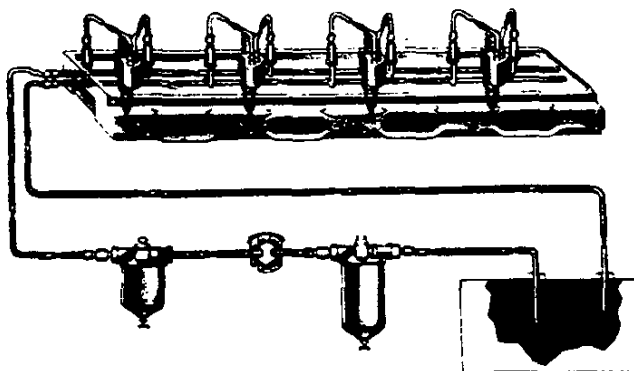
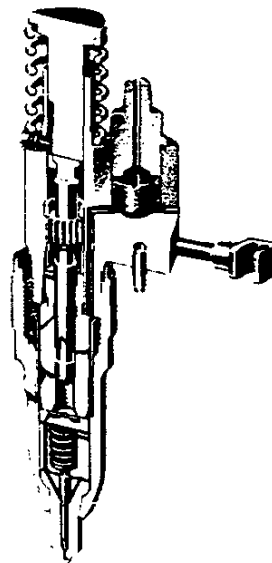
**High compression ratio**—Higher compression means more efficient use of fuel. The 21 to 1 compression ratio of the GM diesel engines makes them one of the most efficient internal combustion engines ever designed.

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

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

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

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



**Fuel flow diagram for 4-53N engine**

## SPECIFICATIONS

	3-53N	4-53N	6V-53N
<b>Basic Description</b>	2-cycle, in-line, diesel	2-cycle, in-line, diesel	2-cycle, V6, diesel
Displacement	159 cu in	212 cu in	318 cu in
Bore & Stroke	3.875" x 4.50"		
Compression Ratio	21		
Gross Horsepower @ rpm	94 @ 2800	130 @ 2800	195 @ 2600
Net Horsepower @ rpm	86 @ 2800	120 @ 2800	185 @ 2600
Gross Torque (lb-ft) @ rpm	205 @ 1500	278 @ 1800	447 @ 1400
Net Torque (lb-ft) @ rpm	201 @ 1500	270 @ 1800	439 @ 1400

<b>Air Cleaner</b>	(2) oil bath; 1 qt each	
<b>Bearings, Connecting Rod (Crank end)</b>	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)
<b>Bearings, Main</b>	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)
<b>Blower</b>	Roots	
Pressure @ Engine rpm	8.7" in hg @ 2800	
Ratio (Blower to Engine Speed)	2.49 to 1	
<b>Connecting Rods</b>	drop-forged steel; I-beam section	
Length (Center to Center)	8.80"	
<b>Crankshaft</b>	drop-forged steel	
<b>Cylinder Block</b>	cast iron	
<b>Cylinder Heads</b>	valve-in-head design	
Material	cast iron	
<b>Cylinder Liners</b>	wet; cast iron	
Number of Ports	18	
<b>Fan</b>	See Cooling System Specifications	
<b>Filter, Fuel</b>	two; replaceable elements	
<b>Filter, Oil</b>	full-flow	
Capacity	2 qt	
<b>Governor</b>	mechanical	
Make	King Seely	
Setting (Full Load)	2800 rpm	2600 rpm
<b>Injectors, Fuel</b>	unit type; model N-45	

## 3-53N, 4-53N and 6V-53N GM DIESELS

### SPECIFICATIONS

	3-53N	4-53N	6V-53N
<b>Lubrication</b>	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.)		
<b>Oil Capacity</b>	12 qt	14 qt	14 qt
<b>Piston Pins</b>	hardened chrome-alloy steel; full floating		
Diameter	1.375"		
<b>Piston Rings</b>	four compression, two oil-control rings per piston		
Compression	steel; chrome plated		
Oil Control	double scraper with expander; cast alloy iron		
<b>Pistons</b>	Trunk-Arma steel; tin plated; dished head, full skirt		
<b>Pump, Fuel Transfer</b>			
Make	Detroit Diesel		
Type	mechanical gear		
Pressure Range	60GPH @ 65 psi		

## TORQ-FLOW D351 DIESEL PERFORMANCE

### Basic Specifications

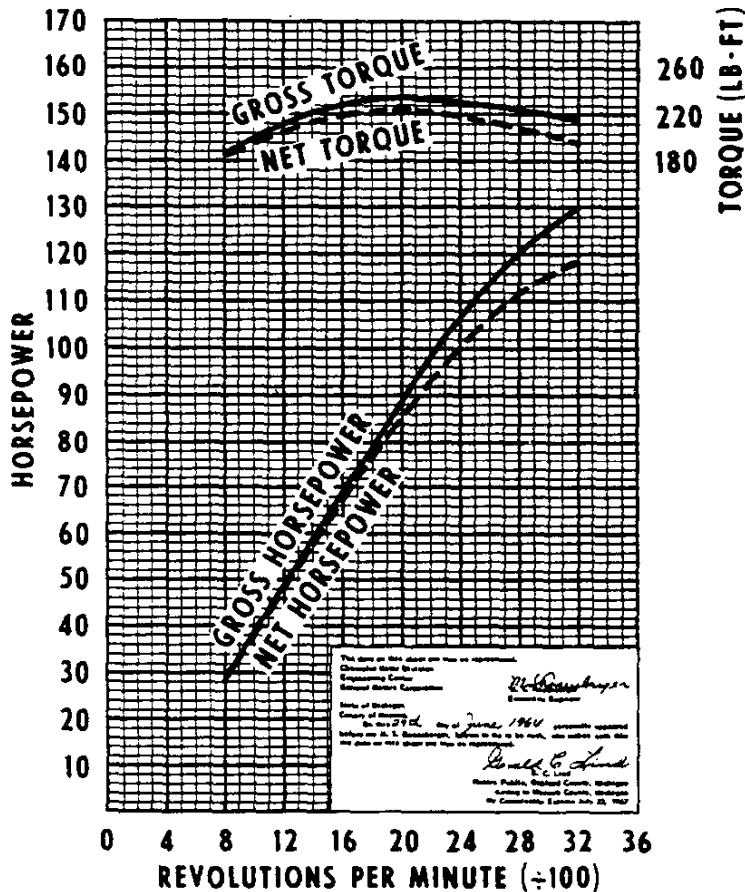
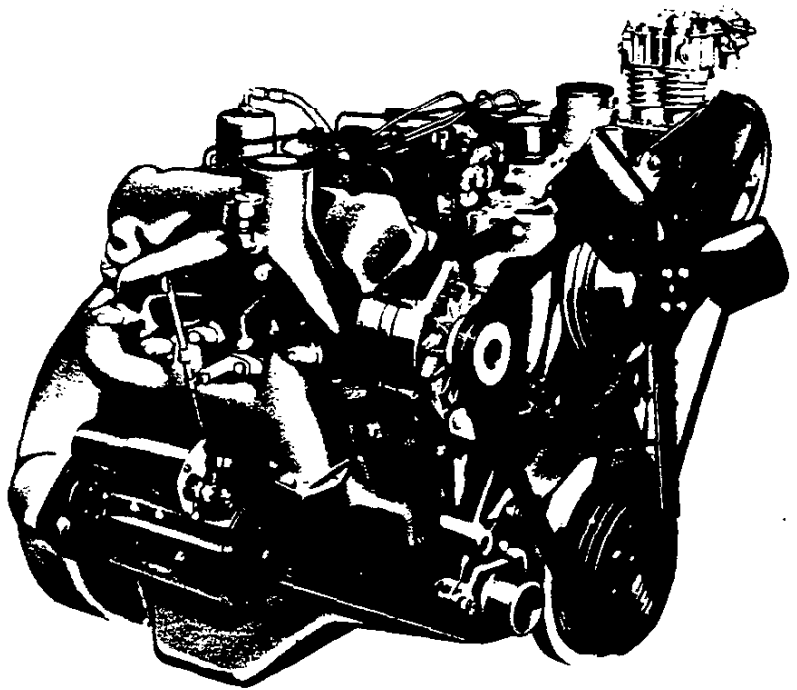
Engine type..... V6 4-cycle  
 Piston displacement..... 351 cu in  
 Bore & stroke (nominal)..... 4 $\frac{1}{16}$ " x 3 $\frac{3}{16}$ "  
 Compression ratio..... 17.5:1

### 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..... 130 @ 3200 rpm  
 Net horsepower..... 118 @ 3200 rpm  
 Gross torque, lb-ft..... 234 @ 2000 rpm  
 Net torque, lb-ft..... 223 @ 2000 rpm

# D478 DIESEL

## TORQ-FLOW D478 DIESEL PERFORMANCE

### Basic Specifications

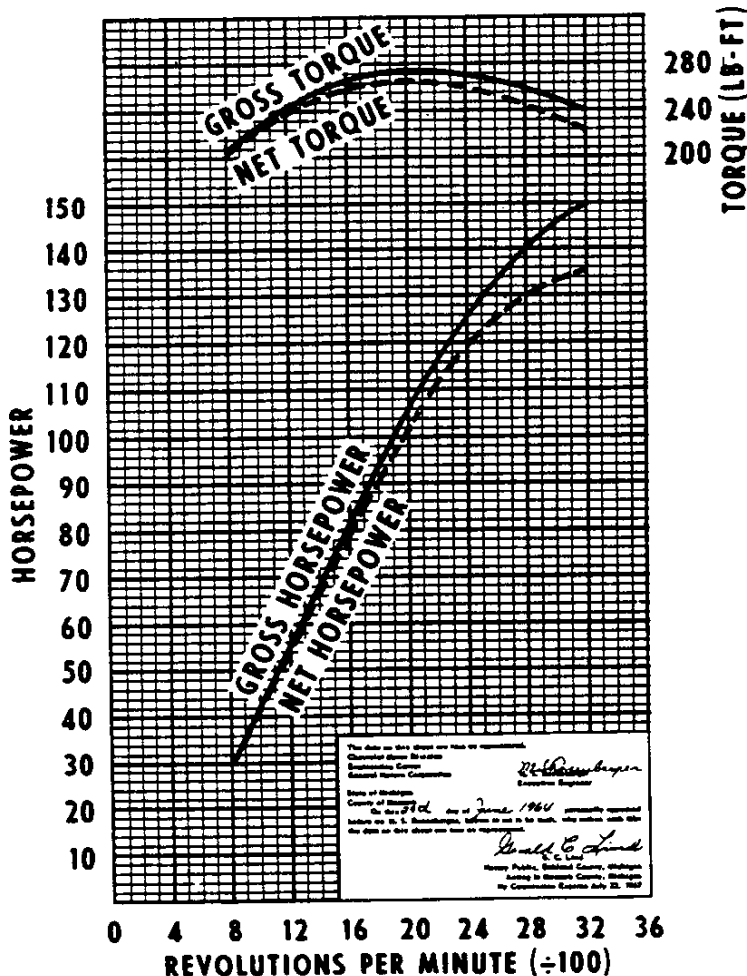
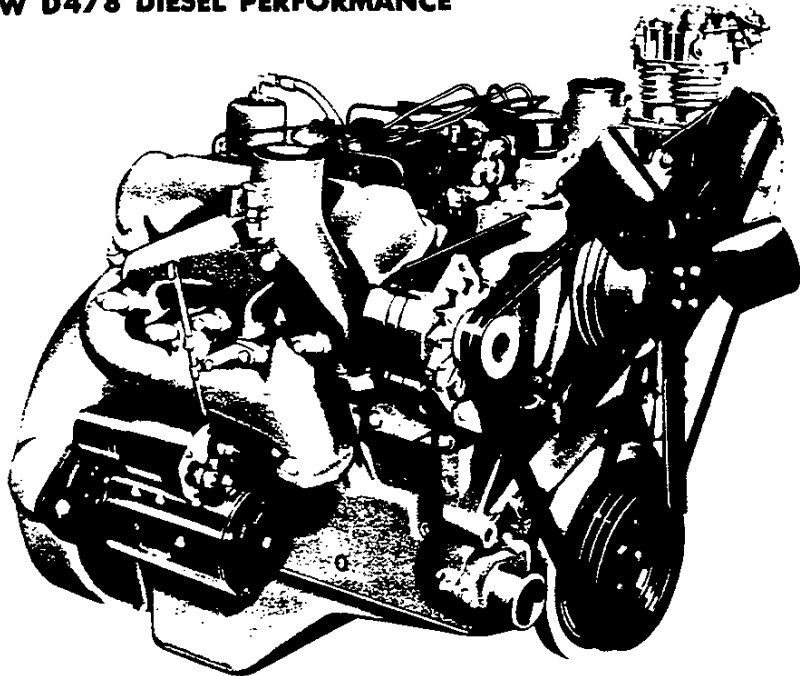
Engine type ..... V6 4-cycle diesel  
 Piston displacement ..... 478 cu in  
 Bore & stroke (nominal) ..... 5 1/8" x 3 3/8"  
 Compression ratio ..... 17.5:1

### 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.

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



Gross horsepower ..... 150 @ 3200 rpm  
 Net horsepower ..... 135 @ 3200 rpm  
 Gross torque, lb-ft ..... 275 @ 2000 rpm  
 Net torque, lb-ft ..... 266 @ 2000 rpm

## SPECIFICATIONS

	D351	D478	DH478
<b>Basic Description</b>			
Displacement	351.2	477.7	
Bore and stroke	4.56 x 3.58	5.125 x 3.86	
Gross horsepower @ rpm	130 @ 3200	150 @ 3200	170 @ 3200
Net horsepower @ rpm	118 @ 3200	135 @ 3200	155 @ 3200
Gross torque @ rpm	234 @ 2000	275 @ 2000	310 @ 2000
Net torque @ rpm	223 @ 2000	266 @ 2000	298 @ 2000
Governor rpm	3200		
Compression ratio	17.5 to 1		
Weight (lbs)	940	950	
<b>General</b>			
Type and number of cylinders	60° V-6		
Cylinder block and crankcase	Cast in unit with dropped skirt and left-bank offset		
Material	Chrome-nickel alloy cast iron		
Cylinder head			
Attachment to block	14 <sup>9</sup> / <sub>16</sub> " heat-treated bolts on each head		
Material	Chrome-nickel alloy cast iron		
Valve arrangements	In head		
Valve seat inserts	None	Exhaust	
Stroke cycle	Four		
Ignition method	Compression		
Fuel injection	Through high-pressure line to nozzle at each cylinder		
Air intake system	Naturally aspirated		
Crankcase ventilation	Positive		
Firing order	1-6-5-4-3-2		
<b>Camshaft</b>			
Material	High-strength electric furnace iron		
Bearing material	Steel-backed babbitt		
Number of bearings	4		
Total bearing length (in)	4.59		
Total projected area (sq in)	9.12		
Camshaft drive type	Helical gears		
Camshaft gear material	Cast Armasteel		
Idler gear material	Cast Armasteel		
Crankshaft gear material	Case-hardened steel		
<b>Crankshaft</b>			
Material	Drop-forged steel		
Counterweights	Forged integral		
Main journal diameter	3.125		
Crankpin diameter	2.81		
Crankshaft weight (lbs)	96	99.5	
Flywheel material	High-strength iron		
Main bearing type	Precision replaceable		
Number of bearings	4		
Material	Steel-backed aluminum		
Diameter	3.125		
End thrust taken by	3		
Total bearing length (in)	4.71		
Total projected area (sq in)	14.764		

# D351, D478, DH478

## SPECIFICATIONS

	D351	D478	DH478
<b>Connecting Rods</b>			
Type	I-beam section		
Material	Drop-forged heat-treated steel		
Length center to center (in)	7.19		
Piston pin bushing type	Steel-backed bronze		
Projected area (sq in)	2.08		
Lower end rod bearing type	Precision replaceable		
Material	Steel-backed aluminum		
Diameter and length (in)	2.812 x 935		
Projected area (sq in)	2.628		
<b>Pistons</b>			
Type	Heavy duty, arm ground, barrel shaped		
Material	Permanent mold cast aluminum, tin plated		
Compression ring grooves	Two		
Top grooves insert	No-resist cast iron bonded in place		
Oil control ring grooves	One above piston pin with drilled holes for drainage		
Projected pin bearing area in piston (sq in)	3.34	4.06	
Piston pin type	Full-floating		
Material	Tubular alloy steel		
Diameter (in)	1.615		
Retention method	Snap rings in piston		
Piston rings			
Top compression ring	Barrel faced		
Material	High-strength chrome-faced ductile iron		
Second compression ring	Inside bevel	Taper faced	
Material	Cast iron		
Oil control ring	Cast iron type		
Material	Chrome-plated cast iron with steel expander		
<b>Valve Mechanism</b>			
Type	Rocker arm and shaft, pushrod actuated		
Valve lifters	Mechanical barrel, rotating		
Material	Hardened cast iron		
Guide	Reamed holes in cylinder block		
Pushrod	Tubular steel		
Length	9.33		
Rocker arm	Pearlitic malleable iron		
Adjustment	Self-locking screw		
Shaft support	Five aluminum die-cast brackets		
Shaft material	Tubular cast-hardened steel		
<b>Lubrication</b>			
Type	Full-pressure		
Distribution			
Main bearings	Direct		
Connecting rod bearings	Direct		
Connecting rod bushings	Oil splash through drilled hole in top end of rod		
Camshaft bearings	Direct		
Camshaft lobes	Dip in oil reservoirs		
Timing mechanism	Direct spray and overflow		
Lifters	Direct		
Rocker arms	Direct		
Rocker arm shaft	Direct		
Piston pins	Oil splash through two slots in each piston pin boss		
Cylinder walls	Splash		
→ Oil cooler	—	Optional	Standard
Oil pump type	Rotor		
Normal pressure (PSI)	60		
Capacity GPM @ RPM	16 @ 3200		
Inlet screen	Fixed		
Oil filter			
Type	Full-flow replaceable element		
Location	Left side of block		
Crankcase capacity			
Without filter change	8 qts		
With filter change	10 qts		

→ Indicates revised specifications.

## TORQ-FLOW DH478 DIESEL PERFORMANCE

### Basic Specifications

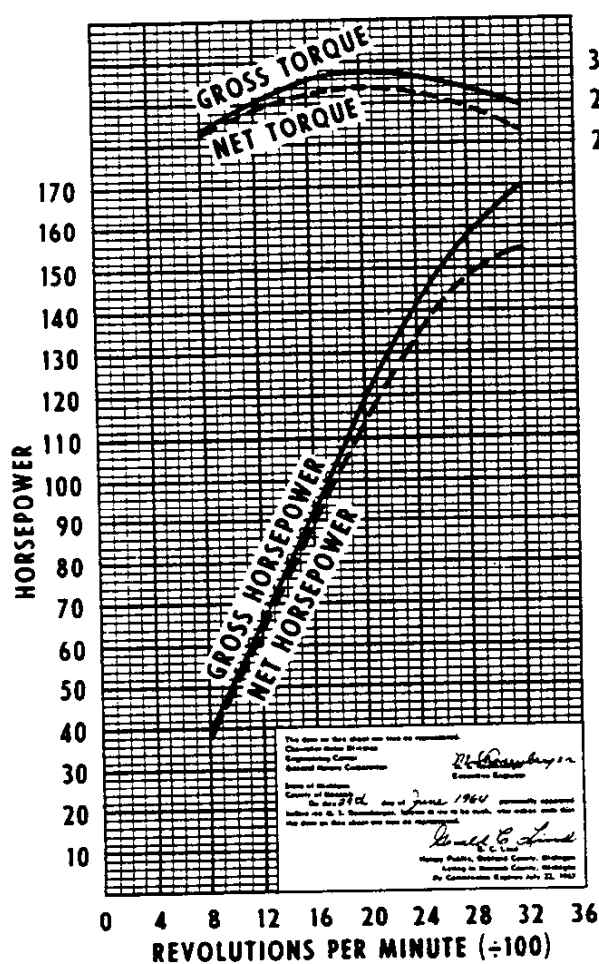
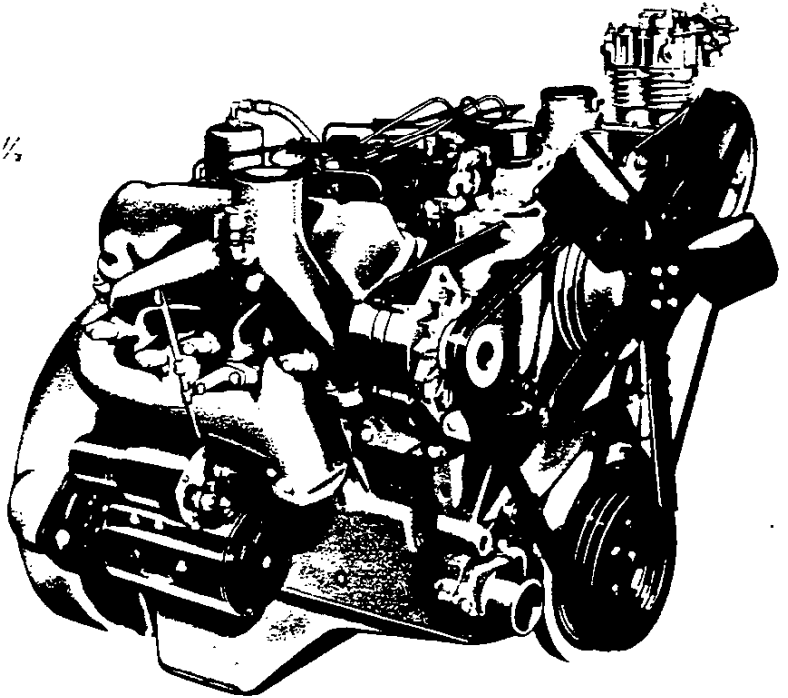
Engine type.....V6 4-cycle  
 Piston displacement.....478 cu in  
 Bore & stroke (nominal).....5 1/8" x 3 3/8"  
 Compression ratio.....17.5:1

### 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.....170 @ 3200 rpm  
 Net horsepower.....155 @ 3200 rpm  
 Gross torque, lb-ft.....310 @ 2000 rpm  
 Net torque, lb-ft.....298 @ 2000 rpm

# D351, D478, DH478 DIESEL ENGINES

## ENGINE FEATURES

**Cylinder block and crankcase**—The cylinder block is a 60° V-design and is cast integrally with the crankcase providing a strong and rigid unit. Close-grain chromium-nickel alloy iron is used to form the block and crankcase. Overall rigidity is obtained by a three-inch dropped skirt below the crankshaft centerline, staggered banks of cylinders, ribs extending several inches below the outer head bosses and six head bolt bosses which are blind tapped and equally spaced around each cylinder bore. All cylinders are surrounded by coolant passages assuring uniform expansion, superior heat transfer, low oil consumption and greater engine life.

**Cylinder heads**—Cylinder heads are cast of fine-grain chromium-nickel alloy iron for close control of strength and hardness. Intake ports are shaped to provide maximum air swirl within each bore. Swirl is important since it aids in rapid fuel burning for efficient engine performance. Short individual exhaust ports are located on the outside of the engine. The ports contribute to volumetric efficiency of the engine since the gases are discharged readily. Valve guides are completely surrounded by water jacket coolant. This provides rapid heat transfer from the valve stem.

**Crankshaft**—V-6 diesels have a crankshaft with four main and six connecting rod journals. Premium-aluminum main and connecting rod bearings are used. The crankshaft is forged of fine-grained steel and is heat-treated for maximum strength.

**Engine balance**—A combination of crankshaft counterweights, rubber-type damper, weighted flywheel and balance shaft is used to provide smooth and relatively motionless engine operation. The balance shaft rotates at twice the engine speed in the opposite direction of the crankshaft. The shaft is supported in the block with four steel-backed sintered-bronze bearings.

**Connecting rods and pistons**—Connecting rods have a large I-beam section for maximum rigidity and are precision-balanced with piston pins. Excellent fuel combustion is attained through the use of a toroidal-shaped combustion chamber at the top of each piston. This chamber sets up toroidally directed air currents within the cylinder and is positioned on the piston to receive the full fuel spray from the injector.

**Lubrication system**—Full-pressure lubrication is incorporated into the engines. The high pressure is developed by a high-output rotor-type oil pump which draws oil through a fixed-screen intake assembly. The oil pump has a capacity of 16 gallons per minute at 3200 engine RPM. An oil cooler is standard on DH478 engine and optional on the D478 engine. Cooling of the hot engine oil is accomplished by heat transfer to the engine coolant.

**Crankcase ventilation**—Crankcase ventilation is essentially the positive type. Fumes, blow-by gases and condensation are drawn from the block and heads into the combustion chamber by ventilating hoses from the engine back to the oil-bath air cleaner. The fumes then pass through the induction system and are burned in the engine and pass out the exhaust system as exhaust gases.

**Cooling system**—Radiator shutters are not required with the constant-flow by-pass system. A centrifugal-type water pump with a capacity of 106 gallons per minute at 3200 RPM is used to provide a large flow of coolant at high velocity through the cylinder block and end-to-end flow through the heads.

**Fuel system**—A high-pressure system with a single injection pump is used to deliver fuel to all six cylinders. The fuel pump and assembly consists of a fuel supply pump, fuel injection pump and an engine speed governor. The unit also has an automatic timing device that varies engine timing as engine RPM's change. Fuel filtration is accomplished by twice filtering the fuel before it reaches the injector spray nozzles.

A primary filter with a replaceable element is located in the fuel line between the fuel tank and the fuel supply pump. Final filtering is through a secondary throw-away-type filter located between the supply pump and the fuel injection pump.

**Exhaust system**—Dual mufflers horizontally mounted to the engine are used. The D351 uses straight-through resonator-type dual mufflers and the D478/DH478 use dual mufflers with aluminized tubes and baffles.

## SPECIFICATIONS

	D351	D478	DH478
<b>Manifolds</b>			
Air inlet	Vertical downdraft with three ports for each bank		
Exhaust	Three ports for each bank of three cylinders		
<b>Fuel System</b>			
Fuel pump make and model	American Bosch with positive displacement gear transfer pump		
Type	Single-plunger distributor type		
Pump drive	Gear drive from camshaft		
Fuel strainer	Screen in fuel tank		
Secondary fuel filter	Replaceable element on frame rail		
Fuel filter	Throw-away type		
Fuel injector make	American Bosch		
Type	Multiple orifice		
Size	Four-hole .014" diameter		
Injector coolant	High-velocity water in cylinder head		
Fuel flow control	Fuel-metering sleeve in pump		
Injector actuation	High-pressure fuel from pump		
Injection pressure	3000 PSI		
Governor	Built in with mechanical fuel pump		
Type	Mechanical centrifugal		
Air cleaner			
Type and size	Oil-bath—1-quart		
Location	On engine		
Quantity used	1		
<b>Exhaust System</b>			
Engine to muffler	Dual 2.50 in OD steel tubing		
Muffler size (in)	5 <sup>1</sup> / <sub>16</sub> OD x 21 <sup>1</sup> / <sub>2</sub>	6 <sup>5</sup> / <sub>8</sub> OD x 28	
Type	Straight-through resonator	Two-passage	
Number used	2		
Features	Aluminized tubes and baffles		

# CLUTCHES

## 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, S60	LT50	M60, LT60	CLMT80	D50	NQ50	DXY60	ANQV60-80	EUW80
ENGINE APPLICATION	153	327	230 283	292						
	230			327	348 409	3-S3	D351	4-53	D478 DH478	6V-53
Cylinder	Location				On Firewall					
	Size				1 1/8" Diameter					
	Stroke				1 1/2" Stroke					
Slave Cylinder	Location				R.H. Side of Clutch Housing					
	Size				1 1/8" Diameter					
	Stroke				1 1/2" Stroke					
Clutch Fork	Drop-Forged Steel, Pivoted, Mounted on Ball								Lever on Clutch Shaft	

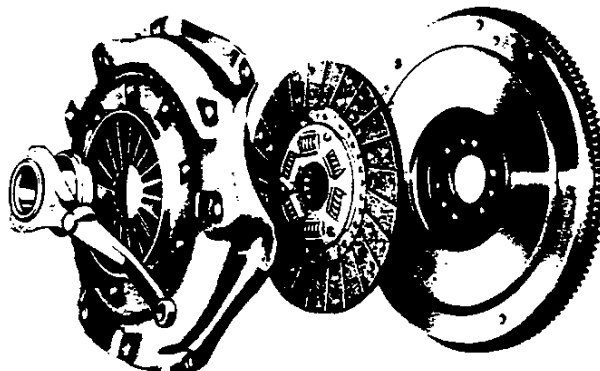
### Mechanically Actuated Clutches

MODEL APPLICATION	133-134-135-13680	G10	P20-30	CK10-30	C50	S50	C60, S60
ENGINE APPLICATION	194 230 283 327	194 230	230 292	230 283 292 327*	230 283 292	230 292	292

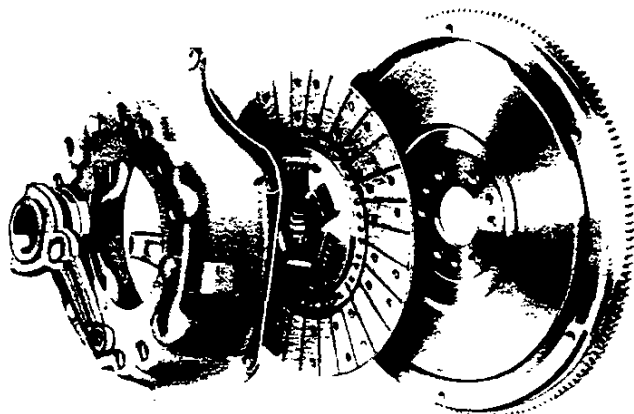
\*C20-30 only.

### 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.

→ Indicates revised specifications.

## CLUTCH SPECIFICATIONS

## Diaphragm Clutches

Clutch Size	→ 9 $\frac{1}{2}$ "	→ 10"	10"	10"	10 $\frac{1}{2}$ "	11"
<b>Engine Application</b>	Std with 194 Six and 230 Six on 133-13580	Std on G10 Opt with 194 Six on 133-13580	Std with 283 Turbo-Fire V8 on 134-13680 with 3-speed transmission	Std with 153 Four on P10 Std with 230 Six on CK10-20	Std with 327 Turbo-Fire V8	Std with 230 Six on P20, CP30, CLSPT50 Std with 292 Six on CKP 10-30 Std with 283 V8 on CK10-50 Std with 327 V8 on C20-30 Std with 3-53 on D50
<b>Clutch Springs</b>	Spring steel					
Material						
Number used						
Total pressure (lbs)	1300-1600 R10 1700-1950 G10 1250 133-13580 (w/194 Six) 1500-1800 133-13580 (w/230 Six)	1700-1950	1750-1950	1325-1500	2100-2300	1450-1600
<b>Driven Disc</b>	Dry disc with two facings					
Type						
Number of plates						
Vibration dampers	6 Springs	6 Springs	12 Springs	6 Springs	10 Springs	6 Springs
Material	Woven asbestos composition					
Outside diameter	9 $\frac{1}{8}$ "	10"	10"	10"	10 $\frac{13}{32}$ "	11"
Inside diameter	6 $\frac{1}{8}$ "	6"	6 $\frac{1}{2}$ "	6"	6 $\frac{1}{2}$ "	7"
Thickness	.135"	.135"	.135"	.133"	.135"	.137"
Area (sq in)	71.8	100.54	90.7	100.53	103.5	123.7
<b>Bearings</b>	Single-row ball					
Clutch-release type	Sintered-powered bronze bushing					
Pilot type						
<b>Flywheel Material</b>	Cast iron					
<b>Ring Gear</b>	Cold-drawn steel					
Type						
Number of teeth	153	153	153	168	153	174

## Coil Clutches

Clutch Size	11"	12"	12"	12" 2-plate	13"	14"
<b>Engine Application</b>	Std with D351 on Q50	Std with 292 Six on CLPST50, CLMST60	Std with D478 on ANQV60 Std with DH478 on ANQV80 Std with DH478 on ANQV60 Opt with D351 on Q50	Std with 409 V8	Std with 327 V8 on CLMST60 Std with 348 Sp V8 on CLMST60 Std with 348 V8 on CLMST80 Std with 4-53 on DXY60 Opt with D478, DH478 on ANQV60-80	Std with 327 V8 on CLMST60 Std with 348 Sp V8 on CLMST60 Std with 348 V8 on CLMST80 Std with 4-53 on DXY60 Opt with D478, DH478 on ANQV60-80
<b>Clutch Springs</b>	Heat-treated spring wire					
Material						
Number used	—	12	—	16	12	—
Total pressure (lbs)	—	1877	—	1980	2179	—
<b>Driven Disc</b>	Dry disc with two facings					
Type						
Number of plates	1	1	1	2	1	—
Vibration dampers	—	6 Springs	—	6 Springs	8 Springs	—
Material	Woven asbestos composition					
Outside diameter	11"	11 $\frac{1}{8}$ "	12"	11 $\frac{1}{8}$ "	12 $\frac{1}{8}$ "	—
Inside diameter	6 $\frac{1}{2}$ "	6 $\frac{3}{4}$ "	7"	6 $\frac{3}{4}$ "	7 $\frac{1}{4}$ "	—
Thickness	.135"	.140"	.137"	.140"	.150"	—
Area (sq in)	123.7	149.74	149.2	299.48	177.76	—
<b>Bearings</b>	Single-row ball					
Clutch-release type	Single-row ball					
Pilot type						
<b>Flywheel Material</b>	Cast iron					
<b>Ring Gear</b>	Cold-drawn steel					
Type						
Number of teeth	—	168	—	197	168 (327 & 348 V8's) 138 (4-53)	—

→ Indicates revised specifications.

# COOLING SYSTEMS

## Standard Cooling System Specifications

Series	Transmission	Engine	Radiator					System Capacity (qt)	Pressure Cap (lb)	Fan (No. blades x diameter)
			Type	Height (in)	Width (in)	Thickness (in)	Frontal Area (sq in)			
133-13580	Synchronesh	194	tube & center	14.1	18.1	1.26	255	11.5	13	4 x 17 7/8
		230	tube & center	15.5	20.8	1.26	323	11.5	13	4 x 17 7/8
	Powerglide	194	tube & center	14.1	18.1	1.26	255	11.5	13	4 x 17 7/8
		230	tube & center	15.5	20.8	1.26	323	11.5	13	4 x 17 7/8
134-13680	All	283	tube & center	15.5	23.0	1.26	357	17	13	4 x 17 7/8
		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
		327	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
G10	Synchronesh	194	tube & center	17.4	18.1	1.26	314	11.0	13	4 x 18
		230	tube & center	17.4	18.1	1.26	314	11.0	13	4 x 18
	Powerglide	194	tube & center	17.4	19.2	1.75	334	12.0	13	4 x 18
		230	tube & center	17.4	19.2	1.75	334	12.0	13	4 x 18
C-K10, C-K20, C30	Synchronesh	230	tube & center	17.4	18.1	1.26	314	11.5	13	4 x 19
		292	tube & center	17.4	25.2	1.26	439	13.0	13	4 x 19
C-K10	Synchronesh	283	tube & center	17.4	25.2	1.26	439	14.0	13	4 x 17 7/8
C-K20, C30	Synchronesh	283	tube & center	17.4	25.2	1.98	439	14.0	13	4 x 17 7/8
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 17 7/8
C20-30	All	327	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 18
P10	Synchronesh	153	tube & center	14.1	18.1	1.26	229	8.25	13	4 x 17 7/8
		230	cellular	20.7	19.7	2.00	229	14.0	7	4 x 17 7/8
	Powerglide	153	tube & center	14.1	18.1	1.26	229	8.25	13	4 x 17 7/8
		230	cellular	20.7	19.7	2.00	407	14.0	7	4 x 17 7/8
P20, P30	All	230	cellular	19.9	21.4	2.00	426	14.0	7	4 x 20
C50, L50, S50	Synchronesh	230	tube & center	24.7	23.0	1.26	569	12.0	9	4 x 20
		292	tube & center	24.7	23.0	1.26	569	18.5	9	4 x 20
		283	tube & center	24.7	23.0	1.98	569	15.5	9	4 x 20
D50	Synchronesh	3-53	tube & center	24.7	23.0	1.26	569	21.5	9	6 x 20
P50	Synchronesh	230	cellular	19.9	23.6	2.47	469	13.0	7	4 x 20
		292	cellular	19.9	23.6	2.47	469	13.3	7	4 x 20
T50	Synchronesh	230	tube & center	24.7	23.0	1.98	569	18.5	9	4 x 20
		292	tube & center	24.7	23.0	1.98	569	18.5	9	4 x 20
		283	tube & center	24.7	23.0	1.98	569	18.5	9	4 x 20
Q50	Synchronesh	D351	tube & center	24.7	23.0	1.98	569	35.0	9	4 x 19 1/4
N50	Synchronesh	D351	tube & center	24.7	23.0	1.98	569	35.0	9	5 x 22
C60, L60, S60, M60	Synchronesh	292	tube & center	24.7	23.0	1.26	569	15.5	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	22.0	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, X60, Y60	Synchronesh	4-53	tube & center	24.7	23.0	1.98	569	21.5	9	6 x 20
T60	Synchronesh	292	tube & center	24.7	23.0	1.98	569	23.5	9	4 x 20
		327	tube & center	24.7	23.0	1.98	569	26.0	9	5 x 20
		348	tube & fin	24.0	28.7	2.25	689	37.5	9	5 x 20
A60, Q60, V60	Synchronesh	D478	tube & center	24.7	23.0	1.98	569	40.0	9	5 x 22
		DH478	tube & center	24.7	23.0	1.98	569	40.0	9	5 x 22
N60	Synchronesh	D478	tube & center	24.7	23.0	1.98	569	47.0	9	5 x 22
		DH478	tube & center	24.7	23.0	1.98	569	47.0	9	5 x 22
C80, L80, M80	Synchronesh	348	tube & center	29.7	23.0	1.98	685	28.5	9	5 x 20
		409	tube & center	29.7	23.0	2.62	685	30.0	9	6 x 20
T80	Synchronesh	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	28.5	9	6 x 20
T80	Powermatic	348	tube & fin	22.0	28.7	2.88	632	37.5	9	5 x 20
A80, Q80, V80	Synchronesh	DH478	tube & center	24.7	23.0	1.98	569	37.0	9	5 x 22
N80	Synchronesh	DH478	tube & center	24.7	23.0	1.98	569	43.0	9	5 x 22
E80, W80	Synchronesh	6V-53	tube & center	29.7	23.0	2.62	684	26.7	9	5 x 22
U80	Synchronesh	6V-53	tube & fin	24.0	28.7	2.88	689	34.5	9	5 x 22

## Optional Heavy-Duty 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)			
133-13580	All	194	tube & center	14.1	23.0	1.26	325	12	4 x 17 1/2
		230	tube & center	15.5	23.0	1.26	357	12	4 x 17 1/2
134-13680	All	283	tube & center	15.5	25.2	1.98	391	18	4 x 17 1/2
		327	tube & center	15.5	25.2	1.98	391	18	5 x 18
C-K10	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.5	4 x 19
		292	tube & center	17.4	25.2	1.98	439	13.5	4 x 19
		283	tube & center	17.4	25.2	1.98	439	15.5	4 x 17 1/2
C-K20, C30	Synchromesh	230	tube & center	17.4	25.2	1.26	439	12.5	4 x 19
		292	tube & center	17.4	25.2	2.62	439	14.0	4 x 19
		283	tube & center	17.4	25.2	2.62	439	16.0	4 x 17 1/2
C50, L50, S50	Synchromesh	230	tube & center	24.7	23.0	1.98	569	15.0	5 x 20
		292	tube & center	24.7	23.0	1.98	569	15.0	5 x 20
		283	tube & center	24.7	23.0	1.98	569	20.0	5 x 20
C60, L60, S60, M60	Synchromesh	292	tube & center	24.7	23.0	1.98	569	15.0	5 x 20
C80, L80, M80	Synchromesh	348	tube & center	29.0	23.6	2.62	684	30.0	6 x 20

### Radiator Shutters

Air-actuated radiator shutters are available as optional equipment on Series D60, D60-H and C-M-E-U-W80 models. Thermostat-controlled, the shutters automatically maintain uniform engine temperatures within precise limits.

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

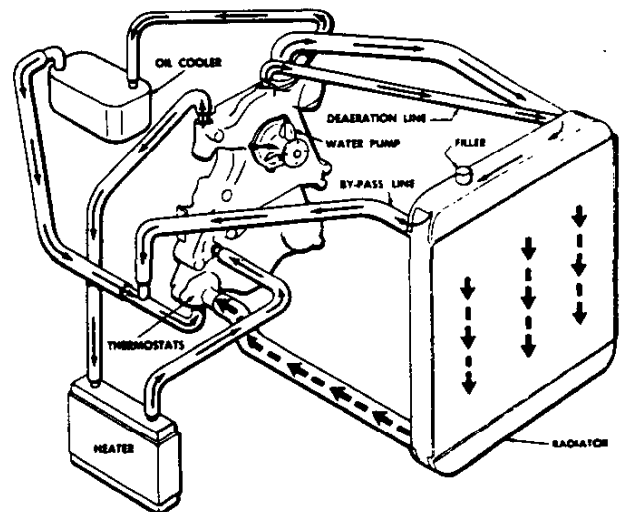
Radiator shutters also shorten engine warm-up periods.

### Torq-Flow Cooling System

The Posi-Temp cooling system used in the D351, D478 and DH478 diesel engines permits a much closer control over coolant temperatures within the engine by reducing coolant temperature fluctuation. A relatively constant coolant temperature is maintained at a level required for highest engine operating efficiency.

Radiator shutters are not utilized because the coolant is not permitted to flow through the radiator when the engine temperature range is such that the two full blocking type thermostats remain closed. A centrifugal-type water pump with a capacity of 106 gallons per minute at 3200 rpm is used to provide a large flow of coolant at high velocity.

The flow is from the pump to the engine block and heads (smaller amounts circulate through oil cooler, optional on D478 and standard on DH478, and heater core) and through radiator inlet hose to radiator upper tank. Entrained air is allowed to pass from heads through a deaeration line to the radiator upper tank. The flow is then across the upper tank into a bypass line and back to the water pump. The coolant flows into and out of the radiator via the upper tank but is blocked from flowing through the core by closed thermostats.



Light arrows represent flow with thermostats closed and heavy arrows indicate flow with thermostats open.

# FUEL TANKS

## FUEL TANK SPECIFICATIONS

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

Truck Series	Tank Location	Tank Capacity (gallons)	Truck Series	Tank Location	Tank Capacity (gallons)
<b>Chassis-Cab Models</b>			<b>Cowl &amp; School Bus Models</b>		
C10-60, L50-60, M60, K10-20	In cab, back of seat.....	18.5 a	C10, C20	Inside frame, behind rear axle..	20.5
D50-60, X60, ACLMQV80	In cab, back of seat.....	21	C30	Outside left frame side rail...	21.0
Q50, AQ60	In cab, back of seat.....	18.5 c	C50, C60	Outside right frame side rail..	18.0
V60	In cab, back of seat.....	18.5	S50, S60	Outside right frame side rail..	30.0
EUW80	On top of frame side rail.....	18	<b>Forward-Control Models</b>		
T50-80, Y60, N50	Outside right frame side rail..	18	P10	Inside frame, behind rear axle..	20.5
N60-80	Outside right frame side rail..	18 d	P23, P33	Outside right frame side rail..	15.5
<b>Panel &amp; Carry-all Models</b>			P25, P26	Outside right frame side rail..	18.0 b
C10, K10	Inside frame, behind rear axle..	20.5	P35, P36	Outside right frame side rail..	18.0 b
C30	Outside left frame side rail...	18	P50	Outside right frame side rail..	20

a—21 for optional tank

b—30 for optional tank

c—20 for optional tank

d—31 for optional tank

## ENGINE VENTILATION

Two basic methods of engine crankcase ventilation are used in Chevrolet truck gasoline engines—positive and closed positive. Positive Crankcase Ventilation is standard on all Series 10 through 30, except forward controls, but is included on the G10 and El Camino. Closed Positive Crankcase Ventilation is standard on Series 50 through 80, all forward-control models and optional at extra cost on the models listed above.

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

The Closed Positive Crankcase Ventilation system has 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.

## → AIR CLEANERS

Two basic types of air cleaners are used in various sizes and capacities to meet the requirements of various cab and engine compartment configurations.

Disposable oil-treated paper element type air cleaners are base equipment for series G10, CK10-20, C30. The oil-treated paper element air cleaner is also used as the secondary filter in all optional 2-stage air cleaners. Oil-bath air cleaners are base equipment on all other models and available optionally on series G10, CK10-20, C30. Oil-bath air cleaners are designed to provide a longer operational interval and reduce maintenance costs.

A heavy-duty two-stage air cleaner system is available optionally on all conventional cab gasoline models (Series C10-80, K10-20, M60-80). A closed-positive crankcase ventilation system is incorporated into this air cleaner where it is not base engine equipment. This air cleaner uses an oil-treated paper element secondary cleaner and an oil-bath pre-cleaner.

Six-cylinder engines with the two-stage system have the distributor advance lever opening sealed with a rubber boot and a dust shield to prevent breaker-point dust contamination. Air is let in either from the cowl plenum chamber or from the engine compartment. A thermostatic valve automatically selects warmed air

from the engine compartment at temperature below 80°F. and mixes cooler air from the plenum chamber to 100°F. With temperature over 100°F. all air is from the plenum chamber.

The two-stage air cleaner system is highly efficient at all vehicle and engine speeds. The oil-treated paper element is effective at all engine speeds. This combination provides cleaner air than is possible with either type of cleaner alone. In extremely dusty operations a small percentage of dust will pass to the engine under certain conditions. The effect of the two air cleaners in series is to provide cleaner air for added engine protection and to extend the operational interval about seven times that of a single cleaner system. The high level air inlet used with conventional cab gasoline and G10 models further extends the operational interval by reducing the dust intake.

In addition to the extended service life and reduced maintenance provided by the two-stage air cleaner system these other benefits are also derived:

Reduced combustion chamber deposits.

Longer spark plug life.

Reduced amount of abrasives in engine oil and filter for longer engine life.

# INDEX & OPTIONAL TIRES

## INDEX

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Rim width is determined by rear tire size. Varying tire sizes may be obtained for front and rear application as long as the selected rim width will accommodate both sizes. Rim data is provided on the "Tire & Wheel Combinations" page following each model series in the Yellow-Tab sections.

### Optional Tires for Series Q50, Q-A-N60, 80 and V80

In addition to the tires shown on the Tire & Wheel Combinations Charts in the Yellow Tab sections of the Data Book, the tires on this and the following page may be ordered for the series indicated.

#### Series Q50

		Hwy. Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon		Off Road Nylon	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
7.50-20/8PR	6.0	182BF	182BR	—	—	182DF	182DR	182EF	182ER	—	—
7.50-20/10PR	6.0	183BF	183BR	—	—	183DF	183DR	183EF	183ER	—	—
8.25-20/10PR	6.0	184BF	184BR	184CF	184CR	184DF	184DR	184EF	184ER	184FF	184FR
8.25-20/10PR	6.5	185BF	185BR	185CF	185CR	185DF	185DR	185EF	185ER	185FF	185FR
8.25-20/12PR	6.5	—	—	—	—	186DF	186DR	—	—	186FF	186FR
9.00-20/10PR	6.5	187BF	187BR	187CF	187CR	187DF	187DR	187EF	187ER	187FF	187FR
9.00-20/12PR	6.5	—	—	—	—	188DF	188DR	—	—	188FF	188FR
9.00-20/10PR	7.0OT	189BF	189BR	189CF	189CR	189DF	189DR	189EF	189ER	189FF	189FR
9.00-20/12PR	7.0OT	—	—	—	—	190DF	190DR	—	—	190FF	190FR

		Hwy. Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon	
Tubeless Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
8-22.5/8PR	5.25	171BF	171BR	—	—	171DF	171DR	—	—
8-22.5/10PR	5.25	172BF	172BR	—	—	172DF	172DR	172EF	172ER
8-22.5/8PR	6.00	173BF	173BR	—	—	173DF	173DR	—	—
8-22.5/10PR	6.00	174BF	174BR	—	—	174DF	174DR	174EF	174ER
9-22.5/10PR	6.00	175BF	175BR	175CF	175CR	175DF	175DR	175EF	175ER
9-22.5/10PR	6.75	176BF	176BR	176CF	176CR	176DF	176DR	176EF	176ER
10-22.5/10PR	6.75	179BF	179BR	179CF	179CR	179DF	179DR	179EF	179ER

#### Series Q-A-N60

		Hwy. Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon		Off Road Nylon	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
7.50-20/8PR	6.0	199BF	199BR	—	—	199DF	199DR	199EF	199ER	—	—
7.50-20/10PR	6.0	200BF	200BR	—	—	200DF	200DR	200EF	200ER	—	—
8.25-20/10PR	6.0	201BF	201BR	201CF	201CR	201DF	201DR	201EF	201ER	201FF	201FR
8.25-20/10PR	6.5 or 6.5OT	202BF	202BR	202CF	202CR	202DF	202DR	202EF	202ER	202FF	202FR
8.25-20/12PR	6.5 or 6.5OT	—	—	—	—	203DF	203DR	—	—	203FF	203FR
9.00-20/10PR	6.5 or 6.5OT	204BF	204BR	204CF	204CR	204DF	204DR	204EF	204ER	204FF	204FR
9.00-20/12PR	6.5 or 6.5OT	—	—	—	—	205DF	205DR	—	—	205FF	205FR
9.00-20/10PR	7.0 or 7.0OT	206BF	206BR	206CF	206CR	206DF	206DR	206EF	206ER	206FF	206FR
9.00-20/12PR	7.0 or 7.0OT	—	—	—	—	207DF	207DR	—	—	207FF	207FR
10.00-20/12PR	7.0	208BF	208BR	208CF	208CR	208DF	208DR	208EF	208ER	208FF	208FR
10.00-20/12PR	7.5 or 7.5OV	209BF	209BR	209CF	209CR	209DF	209DR	209EF	209ER	209FF	209FR
10.00-20/14PR	7.5 or 7.5OV	—	—	—	—	210DF	210DR	—	—	210FF	210FR

		Highway Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon	
Tubeless Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
8-22.5/8PR	6.00	191BF	191BR	—	—	191DF	191DR	—	—
8-22.5/10PR	6.00	192BF	192BR	—	—	192DF	192DR	192EF	192ER
9-22.5/10PR	6.00	193BF	193BR	193CF	193CR	193DF	193DR	193EF	193ER
9-22.5/10PR	6.75	194BF	194BR	194CF	194CR	194DF	194DR	194EF	194ER
10-22.5/10PR	6.75	197BF	197BR	197CF	197CR	197DF	197DR	197EF	197ER

# OPTIONAL TIRES

## Series Q-A-N80

		Highway Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon		Off Road Nylon	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
8.25-20/10PR	6.5 or 6.50T	231BF	231BR	231CF	231CR	231DF	231DR	231EF	231ER	231FF	231FR
8.25-20/12PR	6.5 or 6.50T	—	—	—	—	232DF	232DR	—	—	232FF	232FR
9.00-20/10PR	6.5 or 6.50T	233BF	233BR	233CF	233CR	233DF	233DR	233EF	233ER	233FF	233FR
9.00-20/12PR	6.5 or 6.50T	—	—	—	—	234DF	234DR	—	—	234FF	234FR
9.00-20/10PR	7.0	235BF	235BR	235CF	235CR	235DF	235DR	235EF	235ER	235FF	235FR
9.00-20/12PR	7.0	—	—	—	—	236DF	236DR	—	—	236FF	236FR
10.00-20/12PR	7.0	237BF	237BR	237CF	237CR	237DF	237DR	237EF	237ER	237FF	237FR
10.00-20/12PR	7.5 or 7.50V	238BF	238BR	238CF	238CR	238DF	238DR	238EF	238ER	238FF	238FR
10.00-20/14PR	7.5	—	—	—	—	239DF	239DR	—	—	239FF	239FR

## Series V80

		Highway Nylon		Prem. Hwy. Nylon		On-Off Road Regular		On-Off Road Nylon		Off Road Nylon	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
8.25-20/10PR	6.5 or 6.50T	231BF	231BRT	231CF	231CRT	231DF	231DRT	231EF	231ERT	231FF	231FRT
8.25-20/12PR	6.5 or 6.50T	—	—	—	—	232DF	232DRT	—	—	232FF	232FRT
9.00-20/10PR	7.0	235BF	235BRT	235CF	235CRT	235DF	235DRT	235EF	235ERT	235FF	235FRT
9.00-20/12PR	7.0	—	—	—	—	236DF	236DRT	—	—	236FF	236FRT
10.00-20/12PR	7.0	237BF	237BRT	237CF	237CRT	237DF	237DRT	237EF	237ERT	237FF	237FRT
10.00-20/12PR	7.5	238BF	238BRT	238CF	238CRT	238DF	238DRT	238EF	238ERT	238FF	238FRT
10.00-20/14PR	7.5	—	—	—	—	239DF	239DRT	—	—	239FF	239FRT
11.00-20/12PR	7.5	240BF	—	240CF	—	240DF	—	240EF	—	240FF	—
11.00-20/14PR	7.5	—	—	—	—	241DF	—	—	—	241FF	—

## PREMIUM HIGHWAY REGULAR TIRES

		SERIES Q50		SERIES Q-A-N 60		SERIES Q-A-N 80		SERIES V80	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
9.00-20/10PR	6.5	187GF	187GR	204GF	204GR	233GF	233GR	—	—
9.00-20/10PR	7.0	189GF	189GR	206GF	206GR	235GF	235GR	235GF	235GRT
10.00-20/12PR	7.0	—	—	208GF	208GR	237GF	237GR	237GF	237GRT
10.00-20/12PR	7.5	—	—	209GF	209GR	238GF	238GR	238GF	238GRT

## OFF-ROAD REGULAR TIRES

		SERIES Q50		SERIES Q-A-N 60		SERIES Q-A-N 80		SERIES V80	
Tube-Type Tires	Rim Width	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear	Opt. No. Front	Opt. No. Rear
7.50-20/10PR	6.0	183HF	183HR	200HF	200HR	—	—	—	—
8.25-20/12PR	6.5 or 6.50T	186HF	186HR	203HF	203HR	232HF	232HR	232HF	232HRT
9.00-20/10PR	6.5 or 6.50T	187HF	187HR	204HF	204HR	233HF	233HR	—	—
9.00-20/12PR	6.5 or 6.50T	188HF	188HR	205HF	205HR	234HF	234HR	—	—
9.00-20/10PR	7.0 or 7.00T	189HF	189HR	206HF	206HR	235HF	235HR	235HF	235HRT
9.00-20/12PR	7.0 or 7.00T	190HF	190HR	207HF	207HR	236HF	236HR	236HF	236HRT
10.00-20/12PR	7.0	—	—	208HF	208HR	237HF	237HR	237HF	237HRT
10.00-20/12PR	7.5 or 7.50V	—	—	209HF	209HR	238HF	238HR	238HF	238HRT
10.00-20/14PR	7.5 or 7.50V	—	—	210HF	210HR	239HF	239HR	239HF	239HRT
11.00-20/14PR	7.5	—	—	—	—	—	—	241HF	—

## SPARE TIRES FOR SERIES Q50; Q-A-N60, 80; V80

(RPO Spare Wheel must be ordered separately)

	Highway Regular	Highway Nylon	Prem. Hwy. Nylon	On-Off Road Regular	On-Off Road Nylon
Tubeless Tires	Opt. No.	Opt. No.	Opt. No.	Opt. No.	Opt. No.
8-22.5/8PR	171AS	171BS	—	171DS	—
8-22.5/10PR	172AS	172BS	—	172DS	172ES
9-22.5/10PR	175AS	175BS	175CS	175DS	175ES
9-22.5/12PR	177AS	—	—	—	—
10-22.5/10PR	179AS	179BS	179CS	179DS	179ES

	Highway Regular	Highway Nylon	Prem. Hwy. Nylon	On-Off Road Regular	On-Off Road Nylon	Off Road Nylon	Premium Regular	Off Road Regular
Tube-Type Tires	Opt. No.	Opt. No.	Opt. No.	Opt. No.	Opt. No.	Opt. No.	Opt. No.	Opt. No.
7.50-20/8PR	182AS	182BS	—	182DS	182ES	—	—	—
7.50-20/10PR	183AS	183BS	—	183DS	183ES	—	—	183HS
8.25-20/10PR	184AS	184BS	184CS	184DS	184ES	184FS	—	—
8.25-20/12PR	186AS	—	—	186DS	—	186FS	—	186HS
9.00-20/10PR	187AS	187BS	187CS	187DS	187ES	187FS	187GS	187HS
9.00-20/12PR	188AS	—	—	188DS	—	188FS	—	188HS
10.00-20/12PR	208AS	208BS	208CS	208DS	208ES	208FS	208GS	208HS
10.00-20/14PR	210AS	—	—	210DS	—	210FS	—	210HS
11.00-20/12PR	240AS	240BS	240CS	240DS	240ES	240FS	—	—
11.00-20/14PR	241AS	—	—	241DS	—	241FS	—	241HS

Rim width is determined by rear tire size. Varying tire sizes may be obtained for front and rear application as long as the selected rim width will accommodate both sizes. Rim data is provided on the "Tire & Wheel Combinations" page following each model series in the Yellow-Tab sections.

### TIRE CAPACITY AND INFLATION PRESSURES

An important factor to consider when selecting tires is the maximum gross weight the tire will be required to carry. In cases where larger tires are used on the rear to carry the load and the same size is used on the front, it is very important that the actual load for the front be determined and the inflation pressure of the tires be adjusted accordingly. Over-inflated front tires are often responsible for excessive transfer of road shock to the vehicle front end parts, hard riding, unstable control of steering and excessive tire wear.

Some tire sizes (6.50-16, for example) are offered in both passenger car and truck type construction. The truck type tire is a heavier, stronger constructed tire and carries a higher capacity rating.

The following chart showing tire capacities and recommended tire inflation pressures is prepared from the latest Tire & Rim Association data.

#### PASSENGER CAR TYPE

Tire Size		Ply Rating	Max Capacity (lbs)	Loads and Inflation Pressures (lbs/sq in) For heavy-duty application the pressures listed below may be increased by 6 psi								
Tubeless	Tube-Type			20	22	24	26	28	30	32	34	36
6.50-13		4	840	760	800	840						
7.00-13		8	1060	760	800	840	880	920	960	990	1030	1060
7.35-14		4	1020	920	970	1020						
7.35-14		8	1290	920	970	1020	1070	1120	1160	1210	1250	1290
7.75-14		4	1120	1010	1060	1120						
7.75-14		8	1420	1010	1060	1120	1170	1220	1280	1330	1370	1420
7.75-15	7.75-15	4	1100	990	1040	1100						
7.75-15	7.75-15	8	1390	990	1040	1100	1150	1200	1250	1290	1340	1390
8.15-15	8.15-15	4	1180	1060	1120	1180						
8.15-15		8	1500	1060	1120	1180	1240	1290	1350	1400	1450	1500
6.00-16		6	1065		880	925	975	1020	1065			
6.50-16	6.50-16	6	1380	1105	1165	1225	1280	1330	1380			

#### TRUCK TYPE

Tire Size		Ply Rating	Max Capacity (lbs)	Loads and Inflation Pressures (lbs/sq in)											
Tubeless	Tube-Type			35	40	45	50	55	60	65	70	75	80	85	90
7.00-13		8	1315	960	1040	1110	1185	1250	1315						
7.00-14		6	1415	990	1070	1145									
7.00-14		8	1365	990	1070	1145	1220	1290	1365						
6.50-16	6.50-16	6	1420	1225	1320	1420									
7-17.5	7.00-15	6	1520	1310	1420	1520									
	7.00-16	6	1580	1365	1475	1580									
	7.50-16	6	1815		1565	1690	1815								
	7.50-16	8	2140	1565	1690	1815	1930	2040	2140						
8-17.5		6	1735		1620	1735									
	7.00-17	6	1740		1620	1740									
8-17.5	7.00-17	8	2060		1620	1740	1850	1960	2060						
8-19.5		6	2090		1830	2060	2090								
	7.00-18	8	2140		1690	1810	1920	2040	2140						
8-19.5	7.50-17	8	2440		1830	1960	2090	2220	2330	2440					
8-19.5	7.50-17	10	2650		1830	1960	2090	2220	2330	2440	2650				
7-22.5		6	1870		1640	1760	1870								
	7.00-20	8	2310		1820	1950	2080	2200	2310						
8-22.5	7.50-20	8	2740		2060	2210	2350	2490	2620	2740					
8-22.5	7.50-20	10	3090		2060	2210	2350	2490	2620	2740	2860	2980	3090		
9-22.5	8.25-20	10	3330		2400	2570	2730	2890	3040	3180	3330				
9-22.5	8.25-20	12	3720		2400	2570	2730	2890	3040	3180	3330	3460	3600	3730	
10-22.5	9.00-20	10	3960			3040	3240	3440	3620	3790	3960				
	9.00-20	12	4480			3040	3240	3440	3620	3790	3960	4120	4280	4480	
11-22.5	10.00-20	12	4580				3600	3820	4020	4220	4410	4580			
	10.00-20	14	5210				3600	3820	4020	4220	4410	4580	4750	4930	5210
12-22.5	11.00-20	12	5150				4060	4300	4520	4740	4950	5150			
	11.00-20	14	5730				4060	4300	4520	4740	4950	5150	5340	5540	5730

# TIRE SPECIFICATIONS

## TUBELESS TIRES

### Passenger Car Type

Size	Ply Rating	Maximum Capacity (lbs)	Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)
6.50-13	4	840	24	24.7	6.4	11.8	853
7.00-13	8	1060	36	25.5	6.9	12.2	826
7.35-14	4	1020	24	26.3	7.2	12.2	810
7.35-14	8	1290	36	26.3	7.2	12.2	810
7.75-14	4	1120	24	27.1	7.4	12.5	807
7.75-14	8	1420	36	27.1	7.4	12.5	807
7.75-15	4	1100	24	27.2	7.6	12.6	801
7.75-15	8	1390	36	27.2	7.6	12.6	801
8.15-15	4	1180	24	27.7	8.0	12.8	793
8.15-15	8	1500	36	27.7	8.0	12.8	793
6.00-16	6	1065	30	28.4	6.4	13.7	739
6.50-16	6	1380	30	29.0	6.9	13.8	720

### Truck Type

7.00-13	8	1315	60	25.5	7.2	11.8	826
7.00-14	6	1145	45	26.4	7.0	12.3	801
7.00-14	8	1365	60	26.4	7.0	12.3	801
6.50-16	6	1420	45	29.5	7.3	14.0	703
7-17.5	6	1520	45	29.8	7.4	14.3	704
8-17.5	6	1735	45	31.0	7.7	14.9	679
8-17.5	8	2060	60	31.0	7.7	14.9	679
8-19.5	6	2090	50	33.8	7.9	16.4	617
8-19.5	8	2440	65	33.8	7.9	16.4	617
8-19.5	10	2650	75	33.8	7.9	16.4	617
7-22.5	6	1870	50	34.6	7.2	16.8	591
8-22.5	8	2740	65	36.8	7.9	17.9	565
8-22.5	10	3090	80	36.8	7.9	17.9	565
9-22.5	10	3330	70	38.4	8.7	18.5	543
9-22.5	12	3720	85	38.4	8.7	18.5	543
10-22.5	10	3960	70	40.2	9.8	19.4	521
10-22.5	12	4480	85	40.2	9.8	19.4	521
11-22.5	12	4580	75	41.5	10.9	19.9	506
12-22.5	12	5150	75	42.6	11.5	20.4	492

## TUBE-TYPE TIRES

### Passenger Car Type

Size	Ply Rating	Maximum Capacity (lbs)	Inflation Pressure (lbs)	Unloaded Outside Diameter (in)	Loaded Section Width (in)	Loaded Radius (in)	Revolutions Per Mile (loaded)	Tube Group Size	Flap Size
7.75-15	4	1100	24	27.2	7.6	12.6	801	K-15	
7.75-15	8	1390	36	27.2	7.6	12.6	801	K-15	
8.15-15	4	1180	24	27.7	8.0	12.8	793	K-15	
6.50-16	6	1380	30	29.0	6.9	13.8	720	G-16	

### Truck Type

7.00-15	6	1520	45	30.1	7.9	14.4	704	7.00-15	L
6.50-16	6	1420	45	29.5	7.3	14.0	703	6.50-16	L
7.00-16	6	1580	45	30.7	8.5	14.5	682	7.00-16	L
7.50-16	6	1815	50	32.0	9.0	15.2	659	7.50-16	L
7.50-16	8	2140	60	32.0	9.0	15.2	659	7.50-16	L
7.00-17	6	1740	45	32.6	7.6	15.6	638	7.00-17	17M
7.00-17	8	2060	60	32.6	7.6	15.6	638	7.00-17	17M
7.50-17	8	2440	65	33.7	8.1	16.3	617	7.50-17	17M
7.50-17	10	2650	70	33.7	8.1	16.3	617	7.50-17	17M
7.00-18	8	2140	60	33.6	7.6	16.2	622	7.00-18	18M
7.00-20	8	2310	60	35.6	7.6	17.2	591	7.00-20	20M
7.50-20	8	2740	65	36.8	8.5	17.8	565	7.50-20	20M
7.50-20	10	3090	80	36.8	8.5	17.8	565	7.50-20	20M
8.25-20	10	3330	70	38.2	9.0	18.5	543	8.25-20	20M
8.25-20	12	3720	85	38.2	9.0	18.5	543	8.25-20	20M
9.00-20	10	3960	70	40.0	10.0	19.3	521	9.00-20	20N
9.00-20	12	4480	85	40.0	10.0	19.3	521	9.00-20	20N
10.00-20	12	4580	75	41.4	10.7	19.9	506	10.00-20	20R
10.00-20	14	5210	90	41.4	10.7	19.9	504	10.00-20	20R
11.00-20	12	5150	75	42.4	11.3	20.2	492	11.00-20	20R
11.00-20	14	5730	90	42.4	11.3	20.2	492	11.00-20	20R

# TIRE WEAR

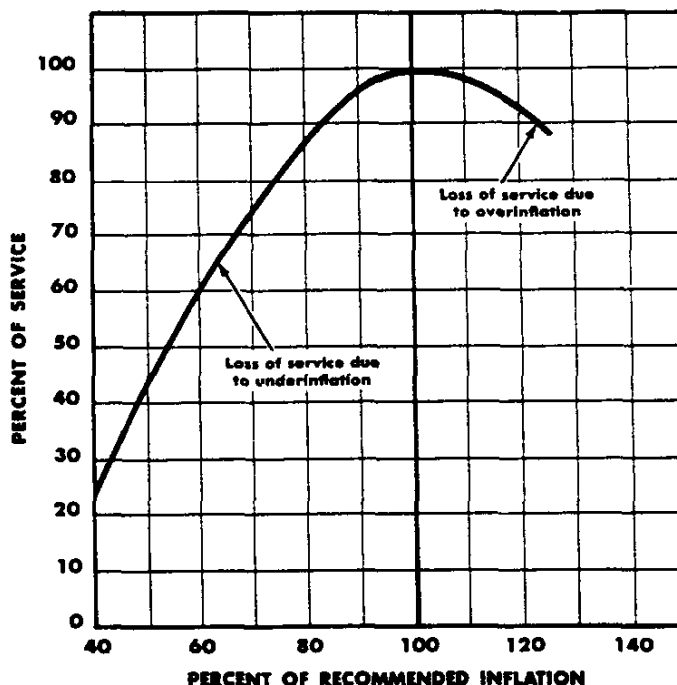
Proper inflation pressures for various tire loads are shown in the table on the preceding page. For maximum tire life these pressure recommendations should be followed. Both overinflation and underinflation can greatly reduce tire life. Likewise, the life of

overloaded tires is shortened considerably. Greatest tire economy is achieved by selecting tires large enough to carry maximum loads without overloading, and by adjusting inflation pressures downward when less than maximum loads are carried.

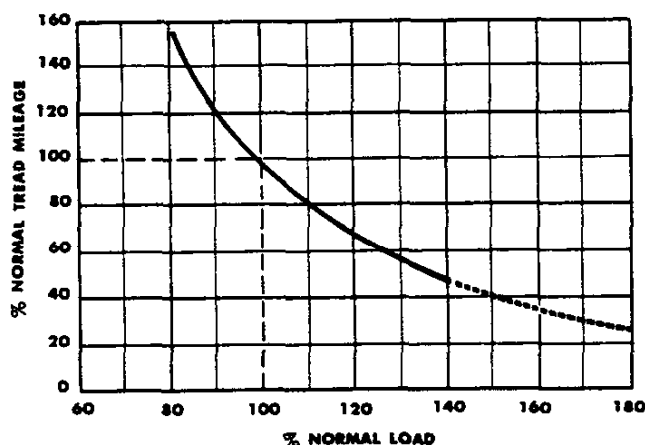
## EFFECT OF INFLATION ON TIRE WEAR

**Overinflation**—This is one of the greatest causes of tire damage. Overinflation does not add strength to a tire, nor does it compensate for overloading. Instead, it weakens the tire and causes more rapid wear. Specifically, overinflation causes (1) rapid wear in center of tread, (2) greater susceptibility to impact breaks, (3) weakening of bead, (4) stresses that lead to tread separation, (5) reduced cushioning, leading to increased truck maintenance costs, (6) reduced traction and skid resistance.

**Underinflation**—This causes tires to flex excessively, causing heat build-up and increased tire wear. Underinflation leads to (1) excessive wear on shoulder of tread, (2) irregular tread wear, (3) ply separation, (4) greater susceptibility to bruising, (5) tread separation.



## EFFECT OF OVERLOADING ON TIRE WEAR



Tires that are loaded beyond their maximum rated carrying capacity will have their useful life significantly shortened. As shown by the accompanying curve, tire life decreases rapidly as overloading increases. For example, it is seen that only a 10% overload reduces tire life by about 15%. An overload of 50% reduces tire life by 60%.

The dotted line is a projection of the solid curve, obtained with actual tire experience over a long period of time. The extreme left end of the solid curve shows that running truck tires at less than rated load results in a substantial increase in tread mileage.

## EFFECT OF OVERHEATING ON TIRES

When a tire gets extremely hot by operating a considerable distance in a severely underinflated or flat condition, or with dragging brakes (these are most common causes), the internal frictional heat created may build up to a point where the tire actually bursts into flame. This usually occurs in a dual assembly where one tire is flat and the other tire continues to operate in an overloaded and/or underinflated condition. In such cases, either the completely flat tire or the tire carrying the load could build

up a sufficiently high temperature to ignite.

It is extremely difficult to extinguish a tire fire since the internal temperature causes repeated ignition. A fire extinguisher should be used to control the fire until the tire can be removed from the vehicle.

The best protection against a tire fire is to avoid running on flats and to check operating pressures regularly. Operators of trucks carrying combustible or explosive materials should check tires at 50-mile intervals.

# DISC & CAST WHEEL COMBINATIONS SERIES 50 THROUGH 80

Series	Rim Width Included with Std Tires		Rim Width Optional Wheels		Type of Attachment							
	TL	TT	TL	TT	5-Stud Front 10-Stud Rear		10-Stud		Budd 6-Stud		Budd 10-Stud	
					TL	TT	TL	TT	TL	TT	TL	TT
DISC WHEELS CDLNPQST50	5.25		6.00	5.0	X	X						
			6.75	6.0	X	X						
				6.5		X						
Q50			6.00	6.0					X	X		
			6.75	6.5					X	X		
CDLMSTY60 5000-lb Front Axle & 15,000-lb Rear Axle 6.00			6.75	6.0	X	X						
				6.5		X						
				6.5							X*	
ANQ60 5000-lb Front Axle & 15,000-lb or 16,000-lb Rear Axle 6.00			6.75	6.0	X	X						
				6.5		X						
			6.00	6.0					X	X		
			6.75	6.5					X	X		
				7.0						X		
CDLMSTY60 7000-lb Front Axle & 15,000-lb Rear Axle 6.00			6.75	6.0			X	X				
				6.5				X				
ANQ60 7000-lb Front Axle & 15,000-lb or 16,000-lb Rear Axle 6.00			6.75	6.0			X	X				
				6.5				X				
			6.00	6.0					X	X		
			6.75	6.5					X	X		
				7.0						X		
CDLSTY60 7000-lb Front Axle & 17,000-lb Rear Axle			6.75	6.5								X
			7.50	7.0								X
ANQ60 7000-lb Front Axle & 17,000-lb Rear Axle			6.75	6.5T								X
				7.0								X
				7.5								X
VX60 7000-lb Front Axle only			6.75	6.5								X
			7.50	7.0								X
			7.50	7.0								X
				7.5								X
				6.5T								X
				7.0								X
				7.5								X
CELTU80												
MW80												
ANQV80												

\*6-Stud Budd-type attachment not available on MTY60

January 1, 1965

Wheels & Tires—Page 7

# WHEEL & RIM SPECIFICATIONS

## DISC WHEELS



Five-Hole  
Disc Wheel

Front and Rear  
Wheel Attachment

Rim Type

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	
								Tubeless	Tube-Type
133-134-135-13680	14 x 5.0J	5	4 3/4	1-piece	5.00	.56	S	7.35-14 7.75-14	
→ G1205	13 x 5.50J	5	4 3/4	1-piece	5.50	1.00	S	6.50-13	
	13 x 5.50K	5	4 3/4	1-piece	5.50	1.00	S	7.00-13	
	14 x 6.0J	5	4 3/4	1-piece	6.0	1.00	S	7.00-14	

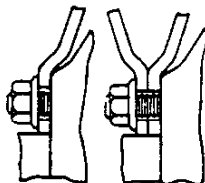
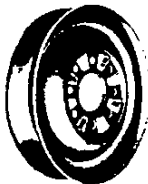


Six-Hole  
Disc Wheel

Front and Rear  
Wheel Attachment

Rim Type

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	
								Tubeless	Tube-Type
CKP10	15 x 5.5K	6	5 1/2	1-piece	5.50	.56	S	7.75-15 8.15-15	7.75-15 8.15-15
	16 x 5.0K	6	5 1/2	1-piece	5.00	.44	S	6.00-16 6.50-16	6.50-16
C10	17.5 x 5.25	6	5 1/2	1-piece	5.25	.81	S	7-17.5	
	15 x 5.5	6	5 1/2	3-piece	5.50	1.00	S		7.00-15



Rim Types



Eight-Hole  
Disc Wheel  
with Single  
Rear Tires

Eight-Hole  
Disc Wheel  
with Dual  
Rear Tires

Front and Rear  
Wheel Attachment  
Single Rear Tires

Front and Rear  
Wheel Attachment  
Dual Rear Tires

1-Piece

2-Piece

3-Piece

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	
								Tubeless	Tube-Type
C20	15 x 5.5	8	6 1/2	3-piece	5.50	1.00	S		7.00-15
K20	15 x 5.5	8	6 1/2	3-piece	5.50	.12	S		7.00-15
C20	16 x 5.5	8	6 1/2	2-piece	5.50	4.25	D		6.50-16
CK20	17 x 5.0	8	6 1/2	3-piece	5.00	1.44	S		7.00-17
P20	17 x 5.0	8	6 1/2	3-piece	5.00	.44	S		7.00-17
CK20	17 x 6.0	8	6 1/2	3-piece	6.00	1.44	S		7.50-17
P20	17 x 6.0	8	6 1/2	3-piece	6.00	.00	S		7.50-17
CK20	17.5 x 5.25	8	6 1/2	1-piece	5.25	1.62	S	7-17.5 8-17.5	
P20	17.5 x 5.25	8	6 1/2	1-piece	5.25	.12	S	7-17.5 8-17.5	
CK20	19.5 x 5.25	8	6 1/2	1-piece	5.25	1.62	S	8-19.5	

→ Indicates revised specifications.

# WHEEL & RIM SPECIFICATIONS

## DISC WHEELS

## Rim Types



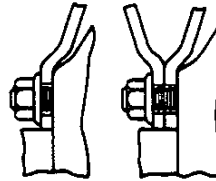
Eight-Hole  
Disc Wheel  
with Single  
Rear Tires



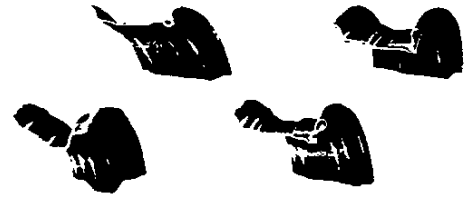
Eight-Hole  
Disc Wheel  
with Dual  
Rear Tires



Front and Rear  
Wheel Attachment  
Single Rear Tires

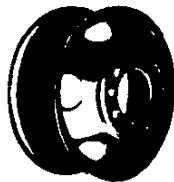


Front and Rear  
Wheel Attachment  
Dual Rear Tires



1-piece 2-piece 3-piece 3-piece  
17 x 5.0 18 x 5.0  
17 x 6.0 Wheels  
Wheels

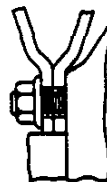
Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	
								Tubeless	Tube-Type
C30	16 x 5.5F	8	6½	2-piece	5.50	4.25	D		6.50-16
	16 x 5.5F	8	6½	2-piece	5.50	5.00	S		7.00-16 Front 7.50-16 Rear
	16 x 5.5F	8	6½	2-piece	5.50	5.00	D		7.00-16 7.50-16
	17 x 5.0	8	6½	3-piece	5.00	1.44	S		7.00-17
	17 x 6.0	8	6½	3-piece	6.00	1.44	S		7.00-17 Front 7.50-17 Rear
	17 x 6.0	8	6½	3-piece	6.00	1.44	S		7.50-17
	18 x 5.0	8	6½	3-piece	5.00	4.56	D		7.00-18
	17.5 x 5.25	8	6½	1-piece	5.25	1.62	S	8-17.5	
	17.5 x 5.25	8	6½	1-piece	5.25	4.81	D	7-17.5 7-17.5 Front 8-17.5 Rear	
	19.5 x 5.25	8	6½	1-piece	5.25	1.62	S	8-19.5	
P30	19.5 x 5.25	8	6½	1-piece	5.25	4.81	D	8-19.5	
	17 x 6.0	8	6½	3-piece	6.00	.00	S		7.50-17
	18 x 5.0	8	6½	3-piece	5.00	4.56	D		7.00-18
	19.5 x 5.25	8	6½	1-piece	5.25	.44	S	8-19.5	
	19.5 x 5.25	8	6½	1-piece	5.25	4.81	D	8-19.5	



Ten-Hole  
Disc Wheel



Front Wheel  
Attachment



Rear Wheel  
Attachment



1-piece rim

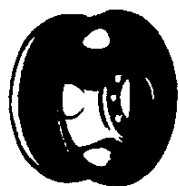


2-piece rim

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Tire Size	
							Tubeless	Tube-Type
CDLPQST50	22.5 x 5.25	10	8¾	1-piece	5.25	4.81	7-22.5 8-22.5	
	22.5 x 6.00	10	8¾	1-piece	6.00	5.41	8-22.5 9-22.5	
	22.5 x 6.75	10	8¾	1-piece	6.75	5.91	9-22.5	
CDLPQT50	22.5 x 6.75	10	8¾	1-piece	6.75	5.91	9-22.5 10-22.5	
CDLPQST50	20 x 5.0	10	8¾	2-piece	5.00	4.75		7.00-20
	20 x 6.0	10	8¾	2-piece	6.00	5.53		7.50-20 8.25-20
CDLPQST50	20 x 6.5	10	8¾	2-piece	6.50	6.00		8.25-20
CDLPQT50	20 x 6.5	10	8¾	2-piece	6.50	6.00		9.00-20
Q30	22.5 x 6.00	6	8¾	1-piece	6.00	5.41	8-22.5 9-22.5	
	22.5 x 6.75	6	8¾	1-piece	6.75	5.91	9-22.5 10-22.5	
	20 x 6.0	6	8¾	2-piece	6.0	5.53		7.50-20 8.25-20
	20 x 6.5	6	8¾	2-piece	6.5	6.00		8.25-20 9.00-20

# WHEEL & RIM SPECIFICATIONS

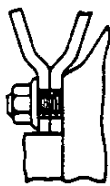
## DISC WHEELS



Ten-Hole  
Disc Wheel



Front Wheel  
Attachment



Rear Wheel  
Attachment



1-piece



2-piece



2-piece  
with 6.50  
rim and ten-  
stud Budd  
attachment



3-piece

Rim Types

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset	Tire Size	
							Tubeless	Tube-Type
ACDLMNQSTY60	22.5 x 6.0	10	8 3/4	1-piece	6.00	5.41	8-22.5 9-22.5	
	22.5 x 6.75	10	8 3/4	1-piece	6.75	5.91	9-22.5 10-22.5	
ACDLNQSTVXY60	22.5 x 6.75	10	11 1/4	1-piece	6.75	5.91	9-22.5 10-22.5	
CDLSTVXY60	22.5 x 7.50	10	11 1/4	3-piece	7.50	6.51	10-22.5 11-22.5	
ANQ60	22.5 x 6.0	6	8 3/4	1-piece	6.00	5.41	8-22.5 9-22.5	
ANQ60	22.5 x 6.75	6	8 3/4	1-piece	6.75	5.91	9-22.5 10-22.5	
ACDLMNQSTY60	20 x 6.0	10	8 3/4	2-piece	6.0	5.53		7.50-20 8.25-20
ACDLMNQSTY60	20 x 6.5	10	8 3/4	2-piece	6.5	6.00		8.25-20 9.00-20
ANQ60	20 x 6.0	6	8 3/4	2-piece	6.0	5.53		7.50-20 8.25-20
ACDLMNQSTY60	20 x 6.5	6	8 3/4	2-piece	6.5	6.00		8.25-20 9.00-20
ANQ60	20 x 7.0	6	8 3/4	3-piece	7.0	6.12		9.00-20
ACDLNQSTVXY60	20 x 6.5	10	11 1/4	2-piece	6.5	6.00		8.25-20 9.00-20
ACDLNQSTVXY60	20 x 7.0	10	11 1/4	3-piece	7.0	6.50		9.00-20 10.00-20
ANQ60	20 x 7.5	10	11 1/4	3-piece	7.5	6.12		10.00-20



Ten-Hole  
Disc Wheel



Front Wheel  
Attachment



Rear Wheel  
Attachment



1-piece



2-piece



3-piece

Rim Types

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Tire Size	
							Tubeless	Tube-Type
CELTU80	22.5 x 7.50	10	11 1/4	1-piece	7.50	6.51	10-22.5 11-22.5	
ANQV80	20 x 6.5	10	11 1/4	2-piece	6.50	6.06		8.25-20 9.00-20
ACELNQ-TUV80	20 x 7.0	10	11 1/4	3-piece	7.00	6.50		9.00-20 10.00-20
ANQV80	20 x 7.5	10	11 1/4	3-piece	7.50	6.12		10.00-20
MW80	22.5 x 6.75	10	11 1/4	1-piece	6.75	5.91	9-22.5 10-22.5	
	20 x 6.5	10	11 1/4	2-piece	6.50	6.0		8.25-20 9.00-20
	20 x 7.5	10	11 1/4	3-piece	7.50	6.56		10.00-20

# WHEEL & RIM SPECIFICATIONS

## CAST SPOKE WHEELS

Rim Types



Cast Front Wheel

Cast Rear Wheel

1-piece

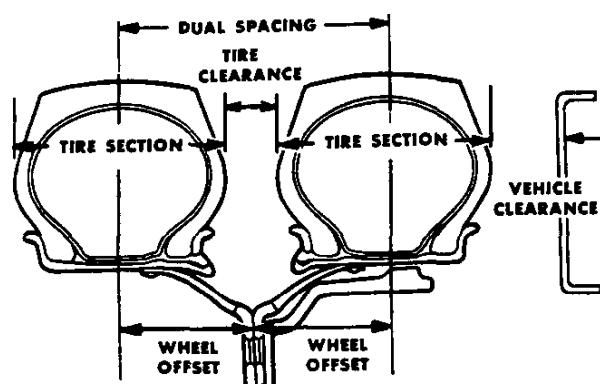
2-piece

3-piece

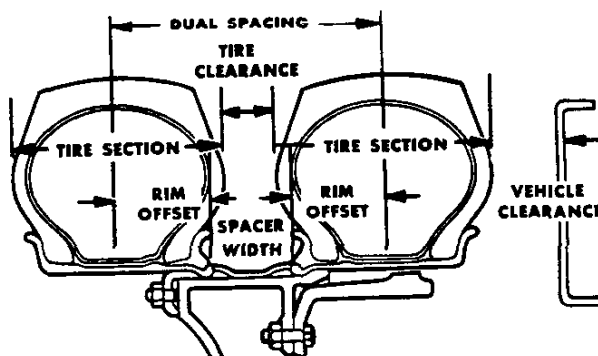
Series	Rim Diameter (in)	Rim Width (in)	Offset (in)	Rim Type	Dual Rear Wheel Spacer Width (in)	Tire Size	
						Tubeless	Tube-Type
Q50	22.5	6.00	3.35	1-piece	4	8-22.5 9-22.5	
	22.5	6.75	3.90	1-piece	4	9-22.5 10-22.5	
	20	6.5	4.00	3-piece	4		8.25-20 9.00-20
	20	7.00T	3.97	2-piece	4		9.00-20
ACDLNQSTVXY60	22.5	6.00	3.35	1-piece	4	8-22.5 9-22.5	
ACDLMNQSTVXY60	22.5	6.75	3.90	1-piece	4	9-22.5 10-22.5	
CDLSTVXY60	22.5	7.50	4.50	1-piece	4	10-22.5 11-22.5	
CELTU80	22.5	8.25	4.75	1-piece	4	12-22.5	
ACDLMNQSTVXY60 AECLMNQTUVW80	20	6.5	4.00	3-piece	4		8.25-20 9.00-20
ANQV80	20	6.5T	3.72	2-piece	4		8.25-20
ACDLNQSTVXY60 AECLMNQTUVW80	20	7.0	4.50	3-piece	4		9.00-20 10.00-20
ANQ60	20	7.00T	3.97	2-piece	4		9.00-20
AECLMNQTUVW80	20	7.50	4.75	3-piece	4		10.00-20 11.00-20
ANQ60 ANQV80	20	7.50V	4.25	2-piece	4		10.00-20 11.00-20

# DUAL SPACING OF DISC AND CAST WHEELS

## DISC WHEELS (tube-type tires)



## CAST WHEELS (tube-type tires)



Dual spacing, or center-to-center spacing, of disc wheels is the sum of the offsets of the two wheels being used. Note in chart below that more spacing is specified when tire chains are to be used.

As shown in the diagram above, the sum of the offsets of the two rims, plus the width of the spacer band, equals the dual spacing or center spacing of this demountable rim assembly.

## TIRE AND RIM SPACING TABLE

(As recommended by the Tire & Rim Association)

### FOR TUBE-TYPE TIRES

FOR TUBE-TYPE TIRES				
Tire Size	Rim	Maximum New Tire Section	Minimum Dual Spacing	
			With Chain	Without Chain
HIGHWAY SERVICE				
6.50	5.0	7.25	9.0	8.4
7.00	5.5	7.77	9.6	9.0
	5.0	7.57	9.4	8.8
7.50	6.0	8.40	10.2	9.6
	5.5	8.20	10.0	9.4
8.25	6.5	9.20	11.2	10.4
	6.0	9.00	11.0	10.2
9.00	7.0	10.10	12.2	11.4
	6.5	9.90	12.0	11.2
10.00	7.5	10.82	13.0	12.2
	7.0	10.62	12.8	12.0
11.00	8.0	11.47	13.7	12.8
	7.5	11.27	13.5	12.6
12.00	8.5	12.30	14.5	13.6
	8.0	12.10	14.3	13.4

### FOR TUBELESS TIRES

Tire Size	Rim	Maximum New Tire Section	Minimum Dual Spacing	
			With Chain	Without Chain
HIGHWAY SERVICE				
7—	5.25	7.00	8.8	8.1
8—	6.00	8.00	9.8	9.2
	5.25	7.70	9.5	8.9
9—	6.75	9.00	11.0	10.2
	6.00	8.70	10.7	9.9
10—	7.50	10.00	12.1	11.3
	6.75	9.70	11.7	11.0
11—	8.25	11.00	13.2	12.3
	7.50	10.70	12.9	12.0
12—	9.00	11.80	14.0	13.1
	8.25	11.50	13.7	12.8

# TIRE TREADS & GROUND CLEARANCE

## Trucks with Dual Rear Tires

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
<b>C20</b>	6.50-16	5.50	62.0	79.2	63.3	47.4	10.3	7.2
<b>C30</b>	7-17.5	5.25	62.0	80.2	63.2	46.2	10.9	7.7
	8-17.5	5.25	62.0	80.5	63.2	45.9	11.4	8.3
	6.50-16	5.50	63.1	79.1	63.2	45.3	10.3	7.2
	7.00-16	5.50	61.6	81.2	63.2	45.8	11.1	8.0
	7.50-16	5.50	61.6	81.6	63.2	46.0	11.6	8.5
	7.00-18	5.00	62.5	79.9	63.2	48.0	12.8	9.6
<b>P30</b>	8-19.5	5.25	63.1	80.8	63.3	45.8	7.8	9.8
	6.50-16	5.50	63.3	80.2	63.3	46.4	5.3	7.2
	7.00-18	5.00	63.6	79.0	63.3	48.6	7.6	9.6
<b>CDLPSQ50</b>	7-22.5	5.25	70.0a 71.5b	83.7d 85.8e	66.9d 69.0e	50.1d 52.2e	10.6a 10.3b	9.2d 8.4e
	8-22.5	5.25	70.0a 71.5b	84.4d 86.5e	66.9d 69.0e	49.4d 51.5e	11.7a 11.4b	10.3d 9.5e
	9-22.5	6.00	68.8a 70.3b	86.4d 88.5e	66.9d 69.0e	47.4d 49.5e	12.3a 12.0b	10.9d 10.1e
	7.00-20	5.00	70.1a 71.6b	84.0d 86.1e	66.9d 69.0e	49.8d 51.9e	11.0a 10.7b	9.6d 8.8e
	7.50-20	6.00	68.6a 70.1b	86.5d 88.6e	66.9d 69.0e	47.3d 49.4e	11.6a 11.3b	10.2d 9.4e
	8.25-20	6.00	68.6a 70.1b	87.0d 89.1e	66.9d 69.0e	46.8d 48.9e	12.3a 12.0b	10.9d 10.1e
	9.00-20♦	6.5	— 64.1b	— 91.0e	— 69.0e	— 51.7e	— 12.8b	— 10.9e
	9.00-20♦	7.0	— 68.2b	— 93.0e	— 69.0e	— 53.5e	— 12.8b	— 10.9e
<b>NT50</b>	7-22.5	5.25	76.7	83.7	66.9	50.3	10.6	9.2
	8-22.5	5.25	76.7	83.7	66.9	50.3	10.6	9.2
	9-22.5	6.00	75.5	86.4	66.9	46.6	12.3	10.9
	7.00-20	5.00	76.8	84.0	66.9	50.4	11.0	9.6
	7.50-20	6.00	75.3	86.5	66.9	48.3	11.6	10.2
	8.25-20	6.00	75.3	87.0	66.9	47.6	12.3	10.9
<b>S69</b>	8-22.5	6.00	70.0	88.0	69.0	50.0	10.9	9.5
	9-22.5	6.00	70.0	88.5	69.0	49.5	11.5	10.1
	9-22.5	6.75g	69.0	89.8	69.0	48.2	11.5	10.1
	10-22.5	6.75g	69.0	90.6	69.0	47.4	12.4	11.0
	7.50-20	6.00	69.8	88.6	69.0	49.4	11.3	9.4
	8.25-20	6.50g	68.8	90.3	69.0	47.7	11.5	10.1
<b>ACDLMS60</b>	9.00-20	6.50g	68.8	91.0	69.0	47.0	12.3	10.9
	8-22.5	6.00	70.3	88.0	69.0	50.0	11.4	9.5
	9-22.5	6.00	70.3	88.5	69.0	49.5	12.0	10.1
	9-22.5	6.75g	69.3	89.8	69.0	48.2	12.0	10.1
	10-22.5	6.75g	69.3	90.6	69.0	47.4	12.9	11.0
	7.50-20	6.0	70.3	88.6	69.0	49.4	11.3	9.4
	8.25-20	6.0	70.3	89.1	69.0	48.9	12.0	10.1
	8.25-20	6.5g	69.1	90.3	69.0	47.7	12.0	10.1
	9.00-20	6.5g	69.1	91.0	69.0	47.0	12.8	10.9
<b>ACDLQS60-H</b>	8-22.5	6.00g	72.0	89.3	70.5	51.5	10.9	9.5e 8.6f
	9-22.5	6.00g	72.0	89.8	70.5	51.0	11.5	10.1e 9.2f
	9-22.5	6.75	70.9g 69.7h	91.3g 91.1h	70.5g 70.3h	49.7g 49.5h	11.5	10.1e 9.2f
	10-22.5	6.75	70.9g 69.7h	92.7g 92.5h	70.5g 70.3h	48.9g 48.7h	12.4	11.0e 10.1f
	10-22.5	7.50g	70.3	93.1	70.5	47.4	12.4	11.0e 10.1f
	8.25-20	6.50	70.7g 69.5h	91.8g 91.6h	70.5g 70.3h	49.2g 49.0h	11.5	10.1e 9.2f
	9.00-20	6.50	70.7g 69.5h	92.5g 92.3h	70.5g 70.3h	48.5g 48.3h	12.3	10.9e 10.0f
	9.00-20	7.00g	69.7	94.4	70.5	46.5	12.3	10.9e 10.0f
	10.00-20	7.00g	69.7	94.1	70.5	49.4	12.9	10.6f
	10.00-20	7.50g	69.7g 66.3h	98.6g 98.4h	70.5	49.9g 47.0h	12.9	10.6f

a—With 4000-lb front axle.

b—With 5000-lb front axle.

d—With 11,000-lb rear axle.

e—With 15,000-lb or 17,000-lb Chevrolet rear axles.

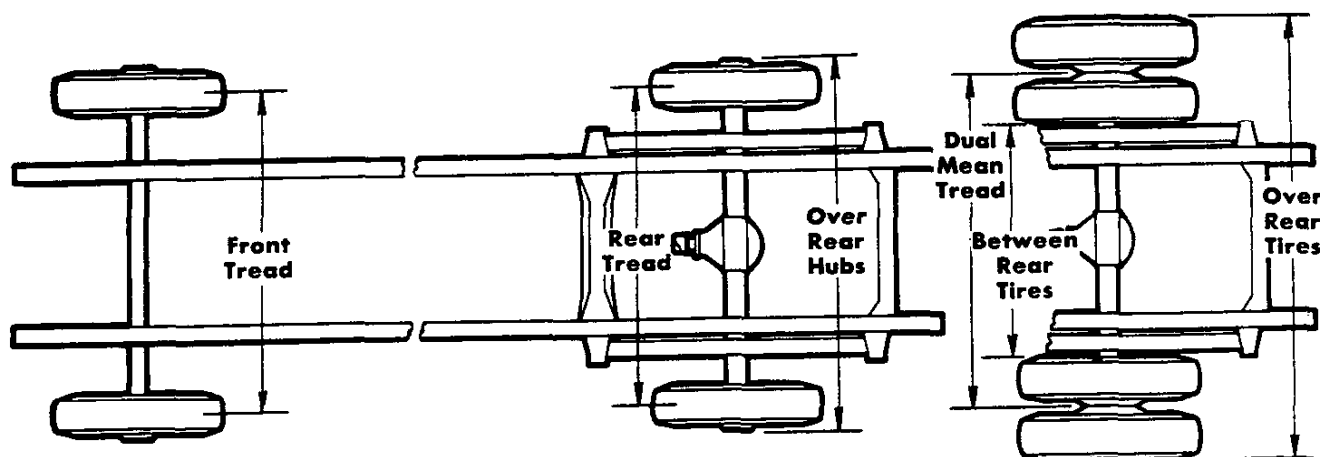
f—With 17,000-lb Eaton rear axle.

g—Cast wheels.

h—Disc wheels.

♦—Q50 only.

# TIRE TREADS & GROUND CLEARANCE



## TRUCKS WITH SINGLE REAR TIRES

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Rear Tread (inches)	Over Rear Hubs (inches)	Ground Clearance (inches)	
						Front	Rear
<b>G10</b>	6.50-13	5.50	61.2	61.6	—	6.3	6.0
<b>C10, P10</b>	7.75-15	5.50	63.1	61.0	70.3	9.9	7.6
	8.15-15	5.00	63.1	61.0	70.3	10.1	7.8
	6.00-16	5.00	63.4	61.3	70.3	10.3	8.0
	6.50-16	5.00	63.4	61.3	70.3	10.5	8.2
	7-17.5	5.25	62.6	60.5	70.3	10.9	8.6
	7.00-15	5.50	64.3	62.0	70.3	10.0	7.7
<b>K10</b>	7.75-15	5.50	63.3	61.0	70.3	7.9	7.6
	7.00-15	5.50	64.4	62.1	70.3	7.9	7.7
	8.15-15	5.00	63.3	61.0	70.3	8.0	7.8
	6.00-16	5.00	63.3	61.0	70.3	8.2	8.0
	6.50-16	5.00	63.4	61.3	70.3	8.5	8.2
	7-17.5	5.25	62.5	60.5	70.3	8.9	8.6
<b>C20</b>	7-17.5	5.25	62.0	61.7	72.4	10.9	7.7
	8-17.5	5.25	62.0	61.7	72.4	11.5	8.3
	8-19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00-15	5.50	63.2	63.0	72.4	11.0	7.8
	7.00-17	5.00	62.4	62.1	72.4	12.3	9.1
	7.50-17	6.00	62.4	62.1	72.4	12.6	9.4
<b>K20</b>	7-17.5	5.25	68.1	64.7	72.4	8.9	7.7
	8-17.5	5.25	68.1	64.7	72.4	9.5	8.3
	8-19.5	5.25	66.8	64.1	72.4	11.0	9.8
	7.00-15	5.50	68.1	64.7	72.4	9.0	7.8
	7.00-17	5.00	67.5	64.1	72.4	10.3	9.1
	7.50-17	6.00	67.5	64.1	72.4	10.6	9.4
<b>P20</b>	7-17.5	5.25	65.4	62.4	72.4	8.6	7.7
	8-17.5	5.25	65.4	62.4	72.4	9.2	8.3
	7.00-17	5.00	64.8	61.8	72.4	7.1	9.1
	7.50-17	6.00	65.7	62.7	72.4	7.4	9.4
<b>C30</b>	8-17.5	5.25	62.0	61.7	72.4	11.5	8.3
	8-19.5	5.25	62.0	61.7	72.4	13.0	9.8
	7.00-17	5.00	62.4	62.1	72.4	12.3	9.1
	7.50-17	6.00	62.4	62.1	72.4	12.6	9.4
<b>P30</b>	8-19.5	5.25	63.2	64.2	72.4	7.8	9.8
	7.50-17	6.00	64.1	65.1	72.4	7.4	9.4

# TIRE TREADS & GROUND CLEARANCE

## Trucks with Dual Rear Tires

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
NTY60	8-22.5	6.00	76.7	88.0	69.0	50.0	11.4	9.5
	9-22.5	6.00	76.7	88.5	69.0	49.5	12.0	10.1
	9-22.5	6.75a	77.7	89.8	69.0	48.2	12.0	10.1
	10-22.5	6.75a	77.7	90.6	69.0	47.4	12.9	11.0
	7.50-20	6.00	76.7	88.6	69.0	48.9	11.3	9.4
	8.25-20	6.00	76.7	89.1	69.0	48.9	12.0	10.1
	8.25-20	6.50a	77.5	90.3	69.0	47.7	12.0	10.1
	9.00-20	6.50a	77.5	91.0	69.0	47.0	12.8	10.9
	10.00-20	7.00a	76.5	92.4	69.0	47.8	13.4	11.5
	10.00-20	7.50	76.0a 73.1b	93.9a 96.8b	69.0	46.7	13.5	11.6
NTY60-H	8-22.5	6.00a	76.7	89.3	70.5	50.0	10.9	9.5c 8.6d
	9-22.5	6.00a	76.7	89.8	70.5	49.5	11.5	10.1c 9.2d
	9-22.5	6.75	77.7a 76.4b	91.3a 91.1b	70.5a 70.3b	48.7a 48.5b	11.5	10.1c 9.2d
	10-22.5	6.75	77.7a 76.4b	92.7a 92.5b	70.5a 70.3b	48.7a 48.5b	12.4	11.0c 10.1d
	10-22.5	7.50a	75.9	93.1	70.5	48.0	12.4	11.0c 10.1d
	8.25-20	6.50	77.5a 75.6b	91.8a 91.6b	70.5a 70.3b	48.5a 48.3b	11.5	10.1c 9.2d
	9.00-20	6.50	77.5a 75.6b	92.5a 92.3b	70.5a 70.3b	48.5a 48.3b	12.3	10.9c 10.0d
	9.00-20	7.00a	74.4	94.4	70.5	47.4	12.3	10.9c 10.0d
	10.00-20	7.00a	73.4	94.1	70.5	46.4	12.0	10.6d
	10.00-20	7.50	72.9a 70.0b	95.6a 98.4b	70.5	45.9a 44.8b	12.9	10.6d
ENTU80 with Standard Front Axle	9-22.5	6.75	77.6a 76.4b	92.4a 92.4b	71.6	50.8a 50.8b	11.5	8.4
	10-22.5	6.75	77.6a 76.4b	93.2a 93.2b	71.6	50.0a 50.0b	12.4	9.3
	10-22.5	7.50	76.4a 75.3b	94.7a 94.7b	71.6	48.5a 48.5b	12.4	9.3
	11-22.5	7.50	76.4a 75.2b	95.5a 95.5b	71.6	47.7a 47.7b	12.9	9.8
	8.25-20	6.50	77.4a 75.6b	92.9a 92.9b	71.6	50.3a 50.3b	11.5	8.4
	9.00-20	6.50	77.4a 75.6b	93.6a 93.6b	71.6	49.6a 49.6b	12.3	9.2
	9.00-20	7.00	76.4a 76.0b	95.6a 95.6b	71.6	47.6a 47.6b	12.3	9.2
	10.00-20	7.00	76.4a 76.0b	95.3a 95.3b	71.6	47.9a 47.9b	12.9	9.8
	10.00-20	7.50	76.3a 76.0b	95.5a 95.4b	71.6	46.4a 46.9b	12.9	9.8
ACLQ80 with Standard Front Axle	9-22.5	6.75	70.9a 69.7b	92.4a 92.4b	71.6	50.8a 50.8b	11.5	8.4
	10-22.5	6.75	70.9a 69.7b	93.2a 93.2b	71.6	50.0a 50.0b	12.4	9.3
	10-22.5	7.50	69.7a 68.5b	94.7a 94.7b	71.6	48.5a 48.5b	12.4	9.3
	11-22.5	7.50	69.7a 68.5b	95.5a 95.5b	71.6	47.7a 47.7b	12.9	9.8
	8.25-20	6.50	70.7a 69.5b	92.9a 92.9b	71.6	50.3a 50.3b	11.5	8.4
	9.00-20	6.50	70.7a 69.5b	93.6a 93.6b	71.6	49.6a 49.6b	12.3	9.2
	9.00-20	7.00	69.7a 69.3b	95.6a 95.6b	71.6	47.6a 47.6b	12.3	9.2
	10.00-20	7.00	69.7a 69.3b	95.3a 95.3b	71.6	47.9a 47.9b	12.9	9.8
	10.00-20	7.50	69.5a 69.2b	95.5a 95.4b	71.6	46.4a 46.9b	12.9	9.8
ACELNQTU-80 with 9000-lb Front Axle	9-22.5	6.75	78.1a 78.1b	92.4a 92.4b	71.6	50.8a 50.8b	9.7	8.4
	10-22.5	6.75	78.1a 78.1b	93.2a 93.2b	71.6	50.0a 50.0b	10.6	9.3
	10-22.5	7.50	76.9a 76.9b	94.7a 94.7b	71.6	48.5a 48.5b	10.6	9.3
	11-22.5	7.50	76.9a 76.9b	95.5a 95.5b	71.6	47.7a 47.7b	11.1	9.8
	12-22.5	8.25a	76.4	96.6	71.6	49.5	11.4	10.1
	8.25-20	6.50	77.9a 76.8b	92.9a 92.9b	71.6	50.3a 50.3b	9.7	8.4
	9.00-20	6.50	77.9a 76.8b	93.6a 93.6b	71.6	49.6a 49.6b	10.5	9.2
	9.00-20	7.00	76.9a 76.9b	95.6a 95.6b	71.6	47.6a 47.6b	10.5	9.2
	10.00-20	7.00	76.9a 76.9b	95.6a 95.3b	71.6	47.9a 47.9b	11.1	9.8
	10.00-20	7.50	76.7a 76.4b	95.5a 95.4b	71.6	46.4a 46.9b	11.1	9.8
	11.00-20	7.50a	76.7	96.0	71.6	49.8	11.2	9.9
ACELNQTU-80 with 11,000-lb Front Axle	9-22.5	6.75	76.8a 76.6b	92.4a 92.4b	71.6	50.8a 50.8b	9.4	8.4
	10-22.5	6.75	76.8a 76.6b	93.2a 93.2b	71.6	50.0a 50.0b	10.3	9.3
	10-22.5	7.50	75.6a 75.1b	94.7a 94.7b	71.6	48.5a 48.5b	10.3	9.3
	11-22.5	7.50	75.6a 75.5b	95.5a 95.5b	71.6	47.7a 47.7b	10.8	9.8
	12-22.5	8.25a	75.1	96.6	71.6	48.7	11.1	10.1
	8.25-20	6.50	75.6a 76.4b	92.9a 92.9b	71.6	50.3a 50.3b	9.4	8.4
	9.00-20	6.50	75.6a 76.4b	93.6a 93.6b	71.6	49.6a 49.6b	10.2	9.2
	9.00-20	7.00	75.6a 75.5b	95.6a 95.6b	71.6	47.6a 47.6b	10.2	9.2
	10.00-20	7.00	75.6a 75.6b	95.3a 95.3b	71.6	47.6a 47.9b	10.8	9.8
	10.00-20	7.50	75.4a 75.1b	95.5a 95.4b	71.6	46.4a 46.9b	10.8	9.8

a—Cast wheel.  
b—Disc wheel.

c—Chevrolet 17,000-lb rear axle.  
d—Eaton 17,000-lb rear axle.

# TIRE TREADS & GROUND CLEARANCE

## Trucks with Dual Rear Tires

Series	Tire Size	Rim Width (inches)	Front Tread (inches)	Over Rear Tires (inches)	Dual Mean Tread (inches)	Between Rear Tires (inches)	Ground Clearance (inches)	
							Front	Rear
VX60	8-22.5	6.00a	72.0	89.7	61.0	52.1	11.4	8.5
	9-22.5	6.00a	72.0	90.2	71.0	52.1	12.0	9.1
	9-22.5	6.75	70.9a 69.7b	91.8a 91.6b	71.0a 70.8b	48.6a 48.3b	12.0	9.1
	10-22.5	6.75	70.9a 69.7b	93.2a 93.0b	71.0a 70.8b	48.6a 48.3b	12.4	10.0
	11-22.5	7.50a	69.7	94.0	71.0	47.6	12.9	9.7
	8.25-20	6.50	70.7a 69.5b	92.3a 92.1b	71.0a 70.8b	51.7a 51.4b	11.5	9.1
	9.00-20	7.00	70.7a 69.5b	93.0a 92.8b	71.0a 70.8b	50.0a 49.8b	12.3	9.9
MVW80 with Standard Front Axle	9-22.5	6.75	70.9a 69.7b	91.8a 91.6b	71.0a 70.8b	49.6a 49.3b	11.5	9.1
	10-22.5	6.75	70.9a 69.7b	93.2a 93.0b	71.0a 70.8b	49.4a 49.2b	12.4	10.0
	7.50-20	6.00a	72.0	91.5	71.0	50.5	10.8	8.4
	8.25-20	6.50	70.7a 69.5b	92.3a 92.1b	71.0a 70.8b	49.7a 49.5b	11.5	9.1
	9.00-20	6.50	70.7a 69.5b	93.0a 92.8b	71.0a 70.8b	49.0a 48.8b	11.3	9.9
	9.00-20	7.00a	69.7	93.4	71.0	47.0	12.3	9.9
	10.00-20	7.50	69.5a 69.2b	93.3a 93.2b	71.0a 70.8b	47.0a 46.8b	12.9	10.5
MVW80 with 9000-lb Front Axle	9-22.5	6.75	78.1a 78.1b	91.8a 91.6b	71.0a 70.8b	49.6a 49.3b	9.7	9.1
	10-22.5	6.75	78.1a 78.1b	93.2a 93.0b	71.0a 70.8b	49.4a 49.2b	10.6	10.0
	11-22.5	7.50a	76.9	94.0	71.0	47.6	11.1	9.7
	8.25-20	6.50	77.9a 76.8b	92.3a 92.1b	71.0a 70.8b	49.7a 49.5b	9.7	9.1
	9.00-20	6.50	77.9a 76.8b	93.0a 92.8b	71.0a 70.8b	49.0a 48.8b	10.5	9.9
	9.00-20	7.00	76.9a 76.9b	94.0	71.0	47.0	10.5	9.9
	10.00-20	7.50	74.4a 77.5b	94.7a 94.5b	71.0a 70.8b	47.0a 46.8b	11.1	10.5
MVW80 with 11,000-lb Front Axle	9-22.5	6.75	76.8a 76.6b	91.8a 91.6b	71.0a 70.8b	49.6a 49.3b	9.4	9.1
	10-22.5	6.75	76.8a 76.6b	93.2a 93.0b	71.0a 70.8b	49.4a 49.2b	10.3	10.0
	11-22.5	7.50a	75.6	94.0	71.0	47.6	11.1	9.7
	8.25-20	6.50	75.6a 76.4b	92.3a 92.1b	71.0a 70.8b	49.7a 49.5b	9.4	9.1
	9.00-20	6.50	75.6a 76.4b	93.0a 92.8b	71.0a 70.8b	49.0a 48.8b	10.2	9.9
	9.00-20	7.00	75.6a 75.5b	93.4	71.0	47.0	10.2	9.9
	10.00-20	7.50	75.4a 75.1b	93.3a 93.3b	71.0a 70.8b	47.0a 46.8b	10.8	10.5
	11.00-20	7.50	76.1a 74.4b	94.2a 92.5b	71.3a 70.7b	47.5a 49.2b	13.2	10.8

a—Cast wheels    b—Disc wheels

## MANUAL STEERING Specifications

Series	133-134-135-13680	G10	CP10 C20-30	K10-20	P20-30	CKLPQ- S50, ACDLM- QSVX60	ACEL- QV80	T50, NT60, NTU80	NTU80
<b>Steering System</b> Type  <b>Ratios</b> Gear Overall  <b>Mounting</b>   <b>Steering Shaft</b> Type   <b>Pitman Shaft</b> Bushing Location Diameter (in)  <b>Steering Wheel</b> Type Diameter (in)	Manual Recirculating ball								
	24:1 26.2:1	20:1 25:1	24:1 33:1	24:1 28.7:1	27.7:1 27.9:1	28:1 30:1	28:1 30:1	28:1 30:1	32.5:1 32.0:1
	Attached to front suspension crossmember	On frame side rail							
	Single	Multiple P10 Single C10-30	Single	Multiple LS50, LS60 & Cowl Single All other Models	Multiple AEL80 Single CQV80	Single			
	Cast bronze								
	Nylon On frame	Straddle mounted in steering gear housing							
	1.12	.97	1.12	1.12	1.37	1.37	1.50	1.38	1.38
2-Spoke								3-Spoke*	
16.5	17	17	17	19	19	19	20	20	

\* 22-inch 3-spoke steering wheel available as an option at extra cost on N60 and N80 models.

## POWER STEERING

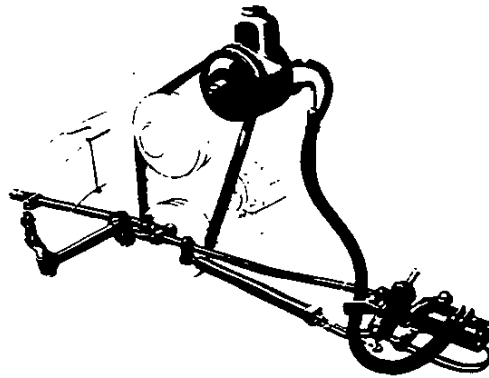
### Medium- & Heavy-Duty Power Steering

Chevrolet's linkage-type power steering is standard on M-W80 Tandems and available as a regular production option on all other Series 60 and 80 models. New ease and fingertip steering control are provided because up to 80 percent of the steering work is done by hydraulic power. Maneuvering a heavily loaded truck in a small space becomes much easier, and straightaway highway travel is less fatiguing. In addition, power steering effectively damps road shock and vibration at the steering wheel.

A constant-flow hydraulic pump provides hydraulic pressure.

A higher flow-rate hydraulic pump is used on Series 80 models with the optional 11,000-lb front axle. The control valve mounted on top of the steering gear reacts to movement of the steering wheel and regulates the flow of fluid to the power cylinder.

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



Typical Light-Duty Installation

### Light-Duty Power Steering

Chevrolet linkage-type power steering is now available, for light-duty models, as a kit for easy dealer installation. The kit contains the same components as the factory-installed unit and fits all 1963, 1964 and 1965 six- and eight-cylinder models in the 10 through 30 Series (except Forward Control and Four-Wheel Drive Models). The unit cannot be used on previous models as it is not adaptable to trucks equipped with torsion-bar front suspension. Complete installation materials are provided, including attach-

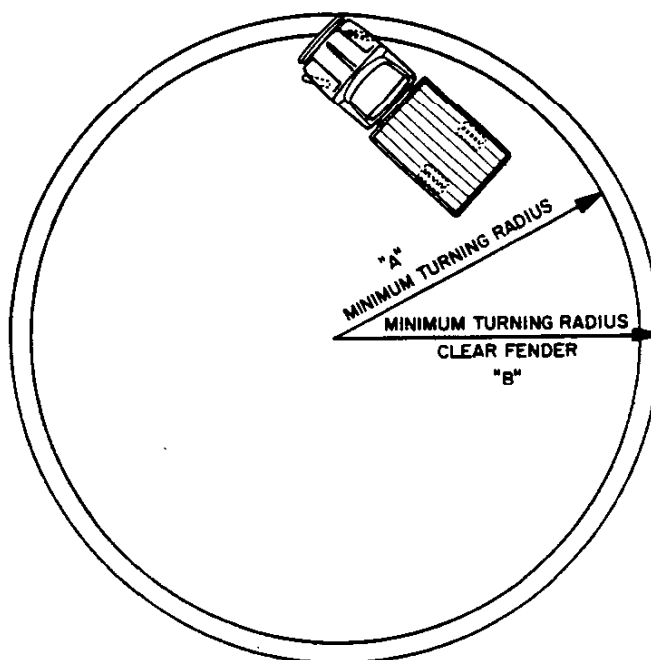
ing parts and instructions. The relay rod, power cylinder, control valve and hoses are assembled as a single unit. Installation requires only about 3½ hours.

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

# TURNING RADIUS

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

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



## TURNING RADIUS

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

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
G12	90	16.3	17.7
NT52, TY62	97	17.6	19.0
N62, NTU82	97	17.9	19.3
P13	102	19.5	20.9
P23	104	18.3	19.8
P33	104	18.2	21.3
NT53, TY63	109	19.2	20.6
N63, NTU83	109	19.5	20.8
C14	115	21.4	22.9
K14	115	23.9	25.3
P25	125	21.1	22.5
P35	125	21.0	22.4
C15	127	23.2	24.5
C25	127	22.6	24.1
K25	127	25.9	27.2
C36	133	23.0	24.5
CDQ51, L52, NT56, CDQ61, AL62, NTY66, C81, L82	133	22.2	23.7
Q81, A82	133	20.7	...
N86	133	22.6	...
P26	137	22.7	24.1
P36	137	22.6	24.0
CDQ52, L53, N58, T58, CDQ62, AL63, TV68, C82, L83, T88	145	23.8	25.3
N68, N88, W83	145	24.2	25.5
Q82, A83	145	22.1	...
C38	157	25.3	26.9
CDQ53, P57, CDMQSVX63, M83	157	25.4	26.9

Series	Wheelbase (inches)	Radius A (feet)	Radius B (feet)
C83	157	24.4	25.8
V83	157	27.5	...
Q83	157	23.5	...
N87, W85	163	26.5	27.9
N67	163	28.0	...
A64, L65	169	27.0	28.4
CDQ55, L56, NT59, P58, CDMQX65, AL66, NTY69, V65, E86	175	27.7	29.1
A64, L65	169	27.0	28.4
Q65, A86	175	25.7	...
V85	175	30.0	...
N89	175	29.7	...
W88	181	28.0	29.4
A86	187	29.2	...
A88	187	27.1	...
MVX68, M88	193	30.2	31.6
V88	193	32.6	...
Q58, S62, CDQ68, L69, C88	197	30.7	32.1
A67	197	31.9	...
Q68	197	28.3	...
A87	197	32.6	...
Q67, A69	211	32.3	...
Q87	211	28.8	...
A89	211	34.4	...
Q69	223	33.9	...
Q69	223	36.0	...
S64	225½	34.4	35.8
S67	243	36.7	38.1
S69	261½	39.1	40.5

Chevrolet truck frames are designed to support the load, the power train, the steering mechanism and to maintain correct alignment of body and chassis components.

The ability of a truck to carry a load is due in part to the strength of the frame. Since all frames are not of the same size, shape or made of the same material, it is necessary to consider a number of factors when comparing relative strength. Three such factors are—1) Section Modulus, 2) Yield Strength and 3) R.B.M. (Resistance Bending Moment).

### Section Modulus

Section modulus is an indication of frame strength based on the height, width, thickness and configuration of the side rail. All other things being equal, the frame with the higher section modulus will have the greater strength and stiffness.

### Yield Strength

Yield strength is a measurement of the strength of the frame material. Chevrolet frames are of three general types; non-heat-treated steel, high-tensile steel and heat-treated alloy steel. High-tensile steel provides a frame of greater strength on certain models. The inherent strength of the material allows a greater payload with no increase in section modulus. Heat-treated alloy steel gives a frame of maximum strength with no increase in weight.

Yield strength then is the maximum load which can be put on a frame and still have it return to its original position when the load is removed.

### R.B.M.—Resistance Bending Moment

Since section modulus indicates the strength of frames of the same material and yield strength is used to compare strength of frames of different material, it is the R.B.M. which can be used in comparing strength of frames of different sizes and materials. To calculate the R.B.M. of any frame, multiply the section modulus by the yield strength.

$$\text{R.B.M.} = \text{Section Modulus} \times \text{Yield Strength.}$$

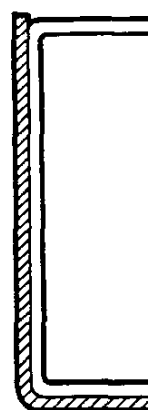
The R.B.M. for all Chevrolet truck frames can be found in the chart on the following page.

### Crossmembers

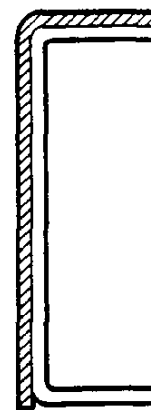
The two primary functions of crossmembers are to keep the frame side rails in place and prevent buckling and resist frame twisting.

### Frame Reinforcements

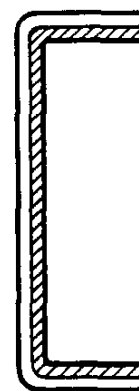
The strength of any frame can be substantially increased with the use of reinforcements. Frame reinforcements are normally of the same material as the frame rails. There are four types of reinforcements—L-type, inverted L-type, channel-type and fishplate. Reinforcements on Chevrolet trucks are of the L-type, inverted L-type or channel type.



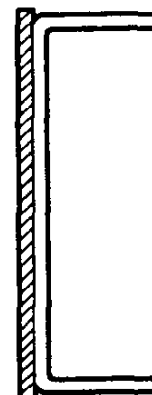
L-Type



Inverted L-Type



Channel-Type



Fishplate

### Frame Reinforcement Locations

Series	Type	From	To
All Tilts	Inverted "L"	Ahead of front spring front hanger	Behind rear spring front hanger
Tandems	Outside Channel*	Behind front spring front hanger	End of frame
Conventional & LCF Cabs	Inverted "L"	Behind front spring rear hanger	Behind rear spring front hanger

\*V80 models utilize "L"-type reinforcements.

# FRAME SPECIFICATIONS

## GASOLINE MODELS

Series	Side Rail Dimensions			Section Modulus		RBM
	Depth (inches)	Width (inches)	Thickness (inches)	Rail	With Outer Reinforce- ment	
133-134-135-13680.....	4.18	6.00	Inner .081-.097 Outer .109-.129	—	—	—
CP10.....	6.03	2.42	.156	2.98	—	116,220
C25.....	6.11	2.46	.194	3.71	—	144,690
P20, P30.....	7.21	2.72	.194	5.02	—	195,780
C36.....	7.20	2.77	.194	5.05	—	196,950
C38.....	8.18	2.97	.224	7.29	—	284,310
K14.....	7.09	2.71	.141	3.62	—	141,180
K15, K25.....	7.18	2.76	.186	4.85	—	189,150
CPLS50, L65.....	9.12	3.00	.250	(9.38)	—	365,820
C61, CL62, CL63, C65, L66.....	9.12	3.00	.250	9.38	18.91	365,820
→ C61, CL62, CL63, C65, L66 High-tensile steel frame.....	9.12	3.00	.250	—	18.91	945,500
C68, L69.....	9.18	3.03	.281	10.59	18.91	413,010
→ C68, L69 High-tensile steel frame.....	9.18	3.03	.281	—	18.91	945,500
CL60 With heavy-duty frame Chassis-Cab models only (Except L65).....	9.24	3.06	.312	11.80	18.91	460,200
CL60 Cowl models.....	9.12	3.00	.250	9.38	—	365,820
CL80.....	9.24	3.06	.312	11.80	18.91	460,200
→ CL80 High-tensile steel frame.....	9.24	3.06	.312	—	18.91	945,500♦
T50, T60.....	9.18	3.03	.281	10.59	15.95	413,010
→ T60 High-tensile steel frame.....	9.18	3.03	.281	—	15.95	797,500♦
S62.....	9.18	3.03	.281	10.59	—	413,010
S64, S67, S69.....	9.24	3.06	.312	11.80	—	460,200
T80.....	9.18	3.30	.281	10.59	15.95	413,010
→ T80 High-tensile steel frame.....	9.18	3.30	.281	—	15.95	797,500♦
M60, M80.....	9.24	3.06	.312	23.34*	—	910,260

\* Outer frame reinforcements are standard equipment on M60 and M80 models.

♦ Calculated with reinforcements.

## DIESEL MODELS

Series	Side Rail Dimensions			Section Modulus		RBM
	Depth (inches)	Width (inches)	Thickness (inches)	Rail	With Outer Reinforce- ment	
D51, D52, D53, D55.....	9.12	3.00	.250	9.38	—	365,820
Q51, Q52, Q53, Q55.....	9.12	3.00	.250	9.38	—	365,820
Q58.....	9.18	3.03	.281	10.59	—	413,010
N52, N53, N56, N58, N59.....	9.18	3.03	.281	10.59	—	413,010
A62, A63, A64, A66.....	9.12	3.00	.250	9.38	18.91	365,820
A67, A69.....	9.24	3.06	.312	11.80	18.91	460,200
A68.....	9.18	3.03	.281	10.59	18.91	413,010
D61, D62, D63, D65, D68.....	9.24	3.06	.312	11.80	18.91	460,200
N62, N63, N66, N67, N68, N69.....	9.18	3.03	.281	10.59	15.95	413,010
Q61, Q62, Q63, Q65.....	9.12	3.00	.250	9.38	18.91	365,820
Q67, Q69.....	9.24	3.06	.312	11.80	18.91	460,200
Q68.....	9.18	3.03	.281	10.59	18.91	413,010
V63, V65, V68.....	9.24	3.06	.312	23.34*	—	910,260
X63, X65, X68.....	9.24	3.06	.312	23.34*	—	910,260
Y62, Y63, Y66, Y68, Y69.....	9.18	3.03	.281	10.59	15.95	413,010
A82, A83, A86, A87, A88, A89.....	9.24	3.06	.312	11.80	18.91	460,200
E82, E83.....	9.24	3.06	.312	11.80	18.91	460,200
→ E82, E83 High-tensile steel frame.....	9.24	3.06	.312	—	18.91	945,500♦
N82, N83, N86, N87, N88, N89.....	9.18	3.03	.281	10.59	15.95	413,010
Q81, Q82, Q83, Q85, Q87, Q88, Q89.....	9.24	3.06	.312	11.80	18.91	460,200
U82, U83.....	9.18	3.03	.281	15.95*	—	622,050
→ U82, U83 High-tensile steel frame.....	9.18	3.03	.281	15.95*	—	797,500♦
V83, V85, V88.....	10.06	3.49	.312	14.66	23.28	571,740
→ V83, V85, V88 Heat-treated steel frame.....	10.06	3.50	.312	14.66	24.30♦	1,172,800
W83, W85, W88.....	9.24	3.06	.312	23.34*	—	910,260

\* Outer frame reinforcements are standard equipment on V60, X60, U80 and W80.

♦ Calculated with reinforcements.

→ Indicates revised specifications.

♦ V88 only.

# FRAME SPECIFICATIONS

## GASOLINE MODELS

Series	Number of Structural Crossmembers	Width Over Rails		Overall Length of Rail With Extension (inches)
		Front (inches)	Rear (inches)	
133-134-135-13680 .....	3	35.60	42.71	145.35
C14 (Pickups and Chassis-Cabs) ..	7	28.20	33.96	179.78
C14 (Cows, Panels and Carryalls) ..	8	28.20	33.96	179.78
P13 .....	7	28.10	33.96	166.78
P23, P33 .....	5	34.00	34.00	182.49
P25, P35 .....	5	34.00	34.00	206.49
P26, P36 .....	6	34.00	34.00	230.49
C15 .....	7	28.20	33.96	199.78
C25 .....	7	28.28	34.04	199.78
C36 .....	6	28.28	33.96	211.28
C38 .....	7	28.28	33.96	235.28
K14 (Pickups and Chassis-Cabs) ..	5	28.16	33.96	179.78
K14 (Panels and Carryalls) .....	6	28.16	33.96	179.78
K15, K25 .....	5	28.26	34.02	199.78
P57 .....	5	33.00	34.00	235.81
P58 .....	6	33.00	34.00	265.81
C51, C61 .....	5	33.00	34.00	198.81
C81 .....	5	33.12	34.12	198.81
C52, C62 .....	5	33.00	34.00	223.81
C82 .....	5	33.12	34.12	223.81
L52, L62 .....	5	33.00	34.00	198.81
L82 .....	5	33.12	34.12	198.81
C53, C63 .....	5	33.00	34.00	235.81
C83 .....	5	33.12	34.12	235.81
L53, L63 .....	5	33.00	34.00	223.81
L83 .....	5	33.12	34.00	223.81
S53 .....	5	33.00	33.50	235.81
C55, C65 .....	6	33.00	34.00	265.81
C85 .....	6	33.12	34.12	265.81
L56, L65, L66 .....	6	33.00	34.00	260.06
L86 .....	6	33.12	34.12	260.06
C68, L69 .....	9	33.06	34.06	330.06
C89 .....	9	33.12	34.12	330.06
S62 .....	9	33.06	34.06	223.81
S64 .....	9	33.12	34.12	357.06
S67 .....	10	33.12	34.12	385.06
S69 .....	10	33.12	34.12	411.06
T52 .....	5	53.30	34.06	195.94
T53 .....	5	53.30	34.06	207.94
T56 .....	5	53.30	34.06	243.94
T58 .....	6	53.30	34.06	255.94
T59 .....	8	53.30	34.06	319.06
T62, T82 .....	5	53.30	34.06	195.94
T63, T83 .....	5	53.30	34.06	207.94
T66, T86 .....	5	53.30	34.06	243.94
T68, T88 .....	6	53.30	34.06	255.94
T69 .....	8	53.30	34.06	285.94
M63, M83 .....	6	33.12	34.68	247.56
M65, M85 .....	7	33.12	34.68	277.56
M68, M88 .....	8	33.12	34.68	307.56

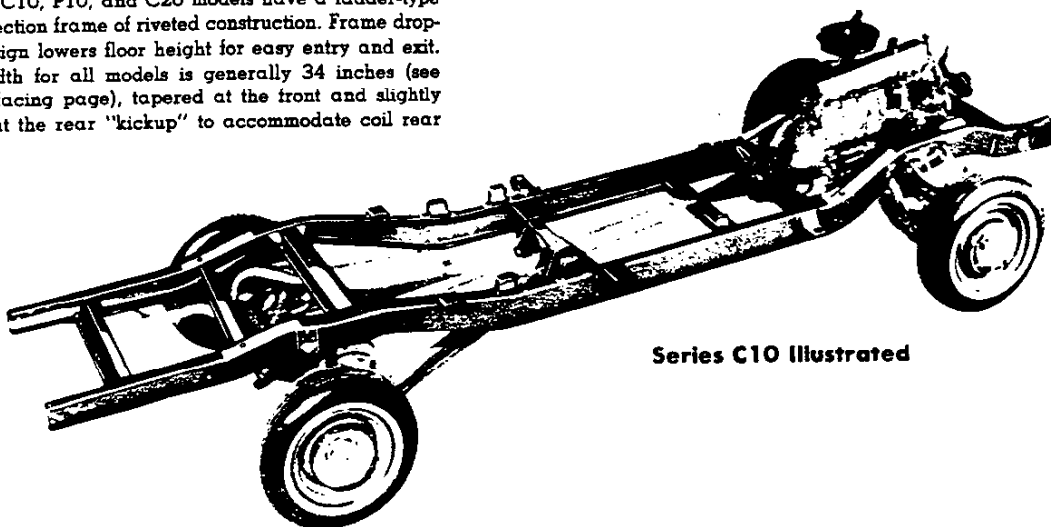
# FRAME SPECIFICATIONS

## DIESEL MODELS

	Number of Structural Crossmembers	Width over Raile		Overall Length of Rail (inches)
		Front (in)	Rear (in)	
D51	6	33.00	34.00	198.81
D52	6	33.00	34.00	223.81
D53	6	33.00	34.00	235.81
D55	7	33.00	34.00	265.81
N52	6	53.30	34.06	195.94
N53	6	53.30	34.06	207.94
N56	6	53.30	34.06	243.94
N58	7	53.30	34.06	255.94
N59	9	53.30	34.06	319.06
Q51	6	33.00	34.00	198.81
Q52	6	33.00	34.00	223.81
Q53	6	33.00	34.00	235.81
Q55	7	33.00	34.00	265.81
Q58	10	33.06	34.06	330.06
A62	6	33.00	34.00	198.81
A63	6	33.00	34.00	223.81
A64	7	33.00	34.00	260.01
A66	7	33.00	34.00	265.81
A67	9	33.12	34.12	330.06
A68	9	33.06	34.06	310.93
A69	9	33.12	34.12	335.01
D61	6	33.12	34.12	198.81
D62	6	33.12	34.12	223.81
D63	6	33.12	34.12	235.81
D65	7	33.12	34.12	265.81
D68	10	33.12	34.12	330.06
N62	6	53.30	34.06	195.94
N63	6	53.30	34.06	207.94
N66	6	53.30	34.06	243.94
N67	9	53.30	34.06	307.06
N68	7	53.30	34.06	255.94
N69	9	53.30	34.06	319.06
Q61	6	33.00	34.00	198.81
Q62	6	33.00	34.00	223.81
Q63	6	33.00	34.00	235.81
Q65	7	33.00	34.00	265.81
Q67	9	33.12	34.12	335.01
Q68	10	33.06	34.06	330.06
Q69	10	33.12	34.12	356.06
V63	6	33.12	34.68	247.56
V65	7	33.12	34.68	277.56
V68	8	33.12	34.68	307.56
X63	7	33.12	34.68	247.56
X65	8	33.12	34.68	277.56
X68	9	33.12	34.68	307.56
Y62	6	53.30	34.06	195.94
Y63	6	53.30	34.06	207.94
Y66	6	53.30	34.06	243.94
Y68	7	53.30	34.06	255.94
Y69	9	53.30	34.06	319.06
A82	6	33.12	34.12	198.81
A83	6	33.12	34.12	223.81
A86	7	33.12	34.12	265.81
A87	9	33.12	34.12	330.06
A88	9	33.12	34.12	310.93
A89	9	33.12	34.12	335.01
E82	5	33.12	34.12	198.81
E83	5	33.12	34.00	223.81
N82	6	53.30	34.06	195.94
N83	6	53.30	34.06	207.94
N86	6	53.30	34.06	243.94
N87	9	53.30	34.06	307.06
N88	7	53.30	34.06	255.94
N89	9	53.30	34.06	319.06
Q81	6	33.12	34.12	198.81
Q82	6	33.12	34.12	223.81
Q83	6	33.12	34.12	235.81
Q85	7	33.12	34.12	265.81
Q87	9	33.12	34.12	335.01
Q88	10	33.12	34.12	330.06
Q89	10	33.12	34.12	356.06
U82	6	53.30	34.06	195.94
U83	6	53.30	34.06	207.94
V83	7	31.36	34.12	243.82
V85	7	31.36	34.12	265.82
V88	7	31.36	34.12	308.82
W83	7	33.12	34.68	247.56
W85	8	33.12	34.68	277.56
W88	9	33.12	34.68	307.56

## SERIES C10, P10, C20

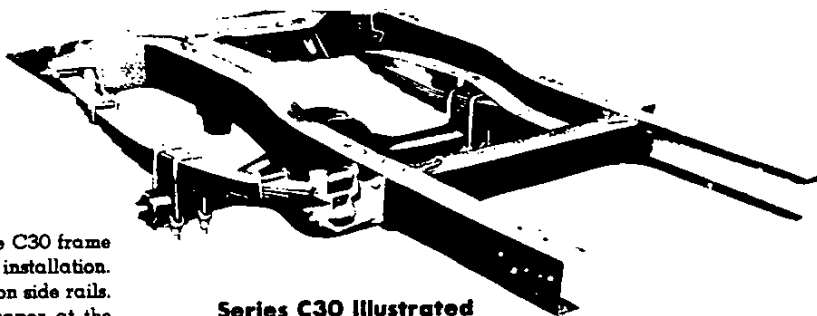
All Series C10, P10, and C20 models have a ladder-type channel-section frame of riveted construction. Frame drop-center design lowers floor height for easy entry and exit. Frame width for all models is generally 34 inches (see chart on facing page), tapered at the front and slightly widened at the rear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



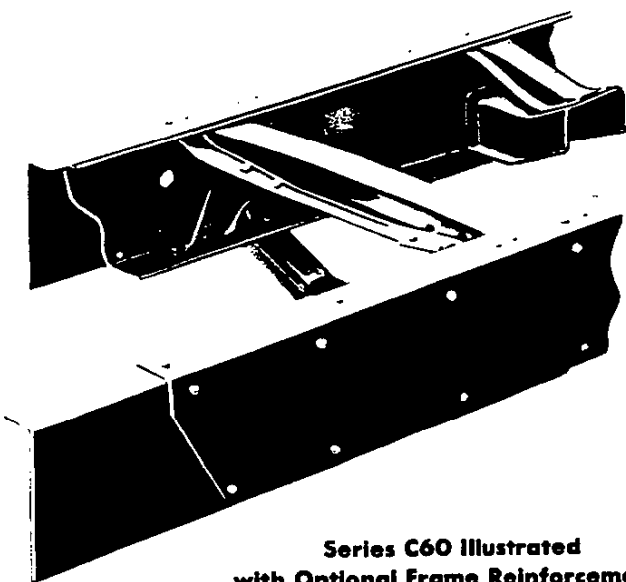
Series C10 Illustrated

## SERIES C30

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



Series C30 Illustrated



Series C60 Illustrated  
with Optional Frame Reinforcements

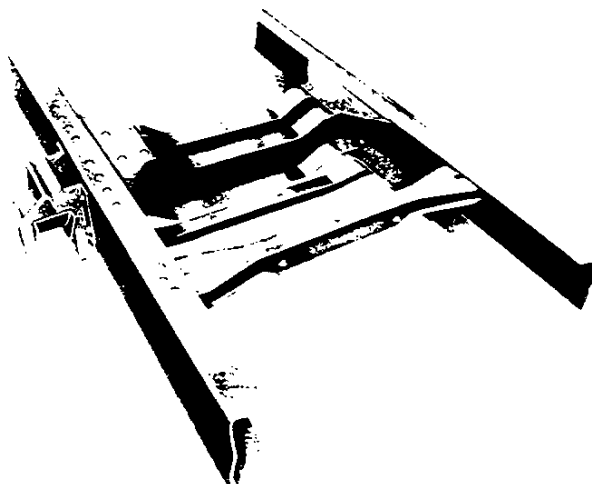
## SERIES 50, 60, 80 (Except Tandems and Tilt Cabs)

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

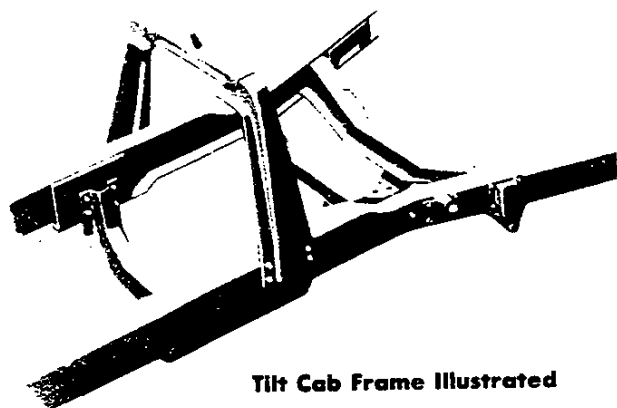
# FRAMES

## SERIES 80 FRAME

Two back-to-back drop-center channel-section rear crossmembers are standard on Series 80 frames for extra strength and trailer kingpin clearance. Series 80 frames are available as optional equipment for all Series 60 gasoline models except Cows and School Buses.



Series 80 Rear Crossmember Illustrated



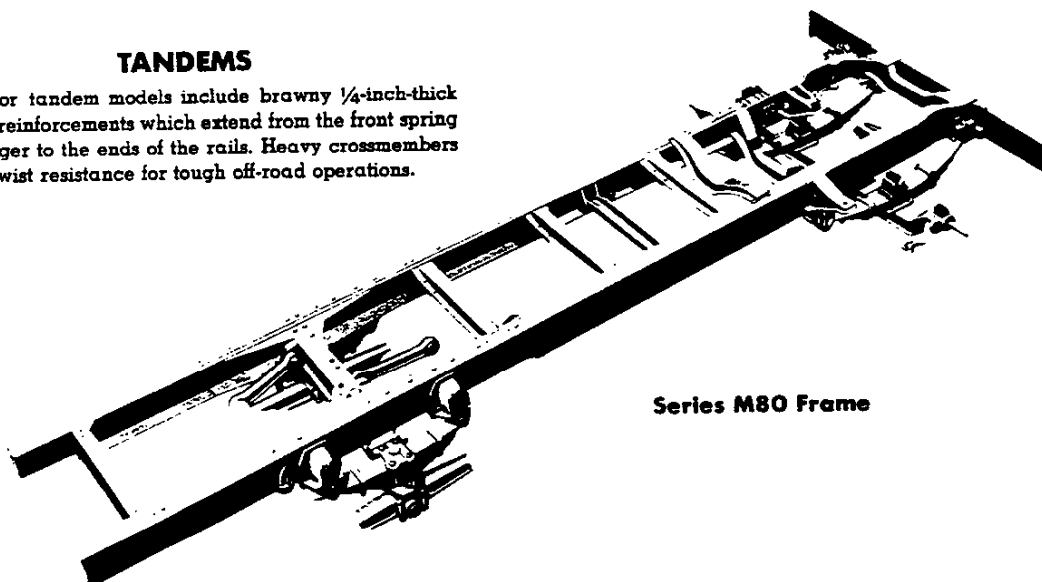
Tilt Cab Frame Illustrated

## TILT CABS

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

## TANDEMS

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



Series M80 Frame

# GMC's "Posi-Temp" Cooling System

Reduces maintenance; minimizes cooling horsepower requirements

**W**HAT DOES THE ENGINE WANT in the way of a cooling system? This was the over-riding criteria for GMC Truck & Coach Division's engineers in the design of the cooling system for their Toro-Flow diesels and currently for all Detroit Diesel engines installed in GMC trucks. Then, bearing in mind that these engines were to be used primarily in relatively low-cost truck sizes, cost of giving the engine what it wanted was a definite factor.

Engines, talking through performance records, have expressed preferences for the following:

1. Fast warm-up of the coolant.
2. A substantially constant-volume, high-velocity flow.
3. Provisions for deaeration.
4. Minimum outlet-to-inlet temperature spread.
5. Minimum fluctuations of coolant inlet temperature.

So GMC engineers set out to please their Toro-Flow engines. The result was their "Posi-Temp" cooling system. While these features will be discussed separately, obviously, they are interrelated. Also, while the chief concern here is the "plumbing," design of the cooling system within the engine was also aimed at meeting this criteria. It must be stressed that success of the system depends on compatibility of both internal and external design and thus the system is not necessarily suitable for other engines.

Bypassing the radiator is an accepted, practical method of speeding warmup. One decision to make is "How

much flow to bypass?" Too much bypass water can interfere with flow through the radiator and upset the cooling effect. Too little, restricts flow through the engine during warmup and broadens the outlet-to-inlet temperature differential.

Second decision to make is should a by-pass-type thermostat be used? It was decided that a readily available conventional thermostat with a permanent by-pass of proper size was most desirable.

In working out the system design for the Toro-Flow engines, the by-pass was sized such that with the thermostat open, it handled about 40% of total flow. With the stat closed, it handles about 60% of the maximum flow. This proportioning was found to work best.

## High-Flow, High-Velocity

A high-volume, rapid water flow is very effective in removing heat from hot engine parts. The short period of contact does not heat the water much and what heat is picked up is carried at a fast rate out of the engine for dissipation. The fast flow also scrubs all areas, insuring against dead spots in the system.

To get the high flow rate, a circulating pump with a capacity of 106 gpm at 3200 rpm was used. Also, both the internal and external water passages were designed for minimum restriction. For example, in view of the projected moderate heat rise across the engine, a simplified flow pattern through the engine could be used—back through the block, up into the head and then forward to the outlet.

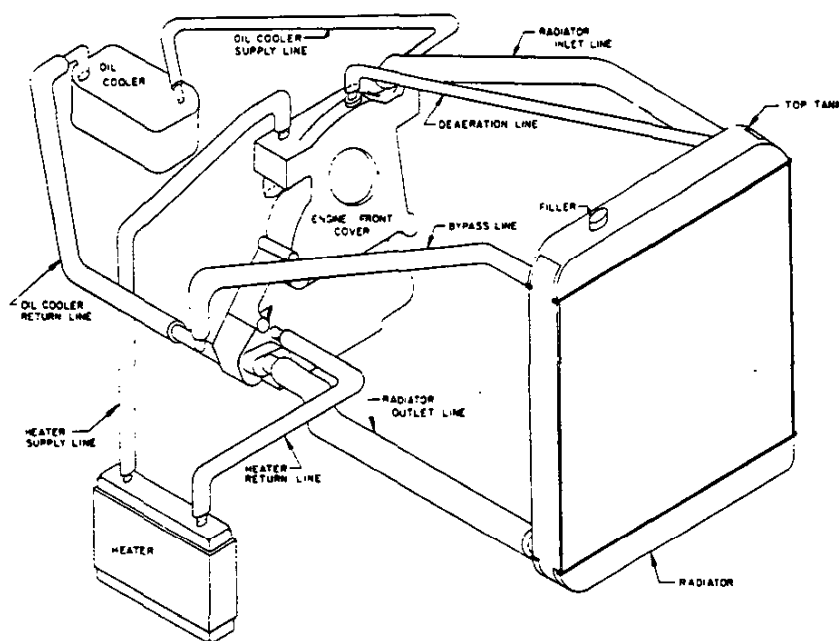


Diagram outlines components of GMC's Posi-Temp cooling system. Note deaeration line which runs to radiator top tank from a high point on engine. Water, with any accumulated air, is continually running in this line, purging all passages.

### Getting Rid of Air

Air gets into practically all cooling systems and for best operation must be removed.

In the Toro-Flow engines, constant deaeration is achieved by system design. First, the thermostat was moved to the water inlet side of the cooling system where it blocks flow from the bottom of the radiator to the water pump. This means that the flow passage from the engine's water outlet to the radiator top tank is always unrestricted. Entry is at one side of the top tank. There is also a small deaeration line from a high spot in the engine to the same side of the tank.

At the opposite end of the tank there is a small water line that runs to pump suction. This line connects beyond the thermostat and, thus, flow through it is always open and independent of 'stat action. With this arrangement, there is always a modest flow of water across the top tank. As this water flows from the engine in both the outlet and deaeration lines, it carries with it any air in the system and this is vented to atmosphere at the radiator filler cap.

### Holding Temperature Differentials

Here's the crux of efficient system operation. Engines like to operate continually at their design temperature regardless of ambient and operating conditions. Further, they prefer a narrow and reasonably constant temperature difference between water outlet and inlet. Under these conditions, the engine stabilizes dimensionally and with respect to lubrication, combustion chamber

temperatures are optimum and there are the least thermal stresses between top and bottom of the cylinders.

System features discussed so far all contribute to the objective of holding a narrow temperature rise across the engine. Here's how they work together. Low flow restriction and high pump capacity combine to put a lot of water through the engine. With this flow volume, water temperature rise is moderate. Even during warm-up there is substantial flow.

Putting the thermostat in the return flow from radiator to engine gives positive control of inlet temperature. The separate deaeration system permits use of a blocking-type thermostat without any bleed hole. With the 'stat closed, there is no flow down through the radiator core (deaeration flow is all in the top tank in which practically no cooling occurs).

The thermostat allows only enough flow through the radiator core to maintain the desired inlet temperature. As to outlet temperature control, heat rise through the engine has been found to vary between 5F to 8F under most conditions and only about 10F at the extremes. Thus, outlet temperatures vary only within a 5F range. Most thermostats at the outlet won't do any better.

By limiting cooling to actual needs there is a reduction in cooling air requirements. Sufficiently large radiator and extreme attention to factors influencing air flow have reduced power required for radiator air flow. This is evidenced by use of a fan requiring only 5 hp at 3200 rpm. This low fan horsepower absorption is an added bonus of this system.

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Chevrolet 3-Speed Transmissions .....	2-3	Fuller 8-Speed Transmission .....	8
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## TRANSMISSION AVAILABILITY BY TRUCK SERIES

Transmission	Standard	Optional
Chevrolet 3-Speed .....	133-134-135-13680, G10, CKP10-20	—
Chevrolet 3-Speed Overdrive .....	—	C10, 133-134-135-13680
Warner 3-Speed Wide-Ratio T89B .....	—	CP10-30
Chevrolet 4-Speed .....	CP30, CDLNPOST50, ACLMNQSTV60	— CK10-20, 133-134-135-13680
New Process 435 4-Speed .....	—	CLNQST50, ACLMNQSTV60
New Process 540C 5-Speed .....	—	CLMST60
New Process 540GL 5-Speed .....	—	ANQV60
New Process 540GD 5-Speed Close-Ratio .....	—	ANQV60
New Process 541GL 5-Speed .....	ANQV80	—
Clark 2653V 5-Speed .....	X60	CLMST60
Clark 2622V 5-Speed Close-Ratio .....	—	CLMSTX60
Clark 264VO 5-Speed Overdrive .....	DY60	D50
Clark 267V 5-Speed Close-Ratio .....	—	DY60
Clark 269V 5-Speed Close-Ratio .....	—	ANQV80
Spicer 3152 5-Speed .....	CLMT80	CLS60
Spicer 3153 5-Speed Overdrive .....	—	D60
Spicer 3152A 5-Speed Close-Ratio .....	—	CDLS60, CLT80
Spicer 5752 .....	W80	—
Spicer 5752C .....	EU80	—
Spicer 5652B .....	—	CLMT80
Spicer 5756B Close-Ratio .....	—	CLT80
Spicer 5831G 3-Speed Auxiliary .....	—	M80
Spicer 5831B 3-Speed Auxiliary .....	—	V80
Spicer 6041 4-Speed Auxiliary .....	—	MV80
Spicer 7041 4-Speed Auxiliary .....	—	W80
Powerglide .....	—	CP10-20
Allison Automatic .....	—	CS60, CEMTUW80
Fuller 8-Speed .....	—	CELMTU80

# EL CAMINO TRANSMISSIONS

## SYNCHROMESH TRANSMISSIONS

Type	3-Speed	3-Speed	4-Speed
<b>Applications</b>	194 Six 230 Six	283 V8 327 V8*	283 V8 327 V8
<b>Gear Ratios:</b>			
First	2.94	2.58	2.56
Second	1.68	1.48	1.91
Third	1.00	1.00	1.48
Fourth	—	—	1.00
Reverse	2.94	2.58	2.64
<b>Gears:</b>			
Type	Helical		
Material	Forged steel, hardened		
<b>Synchronized Speeds</b>	2nd and 3rd		All forward gears
<b>Gearshift Control:</b>			
Type	Manual remote		Manual direct
Location	Mounted on steering column		Mounted on the floor

\*With 250-hp 327 V8 only.

## OVERDRIVE TRANSMISSIONS

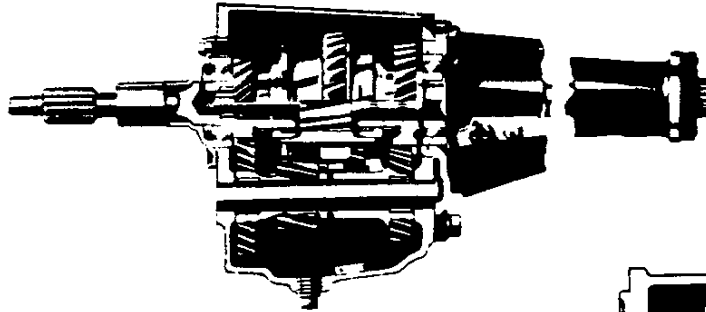
Type Applications  Ratios:  First Second Third Reverse  Lockout Method	Three-pinion planetary unit integral with 3-speed synchromesh transmission			
	194 Six 230 Six		283 V8	
	Overdrive unit locked in	Overdrive unit locked out	Overdrive unit locked in	Overdrive unit locked out
	2.06	2.94	1.81	2.58
	1.18	1.68	1.04	1.48
	0.70	1.00	0.70	1.00
	2.06	2.94	1.81	2.58
	By manual "pull type" control or accelerator kickdown			

## AUTOMATIC TRANSMISSIONS

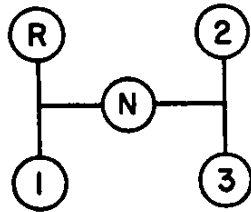
<b>Type Applications</b>   <b>Ratios:</b>  Drive Low Reverse  <b>Cooling</b> <b>Range Selector Lever</b> <b>Location</b> <b>Engine Starting</b>	Chevrolet Powerglide 2-Speed Automatic			
	194 Six		230 Six 283 V8 327 V8	
	Converter ratio maximum	Converter ratio 1:1	Converter ratio maximum	Converter ratio 1:1
	2.40	1.00	2.10	1.00
	4.37	1.82	3.82	1.82
	4.37	1.82	3.82	1.82
	Air		Water*	
	Mounted on steering column Selector lever in neutral or park			

\*Transmission for 230-cu-in engine is air cooled.

## 3-SPEED & POWERGLIDE TRANSMISSIONS



**Gearshift Lever Positions**



### Standard 3-Speed Synchromesh Transmission

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

### Optional 3-Speed Synchromesh Overdrive Transmission

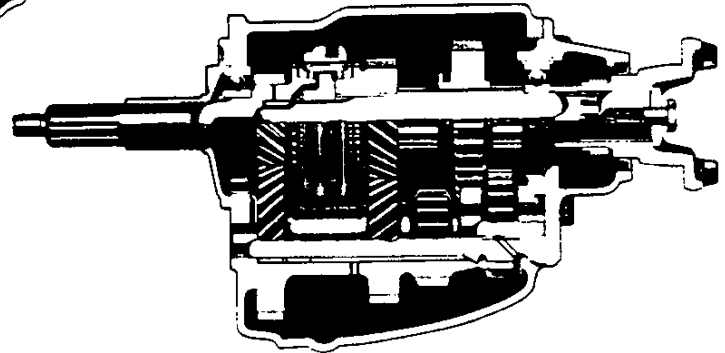
The optional, at extra cost, 3-speed overdrive transmission provides better fuel economy, lower noise level and longer engine life. The overdrive unit may be manually locked out by the driver through the hand control or by fully depressing the accelerator pedal. The transmission is available only in combination with the optional 4.11 rear axle ratio. The gearshift lever is mounted on the steering column.

### Optional Wide-Ratio 3-Speed Synchromesh Transmission

The optional, at extra cost, 3-speed wide-ratio transmission is suitable for multi-stop delivery operations with medium or heavy loads. The additional reduction in first gear makes it easier to start out with heavier loads with a minimum amount of clutch slippage. The gearshift lever is mounted on the steering column.

### Optional Powerglide Transmission

This automatic transmission combines a 2-speed planetary gearset and a torque converter to provide torque multiplication as high as 4.22 (153 Four and 230 Six) and 3.70 (292 Six and 283 V8) in low and reverse gears. Gear ratios are 1.76 for low and reverse, and 1.00 for drive range. A steering-column-mounted lever selects the S operating positions: Park (P), reverse (R), neutral (N), drive (D) and low (L). For safety, the engine can be started only when the control lever is in either park or neutral position.

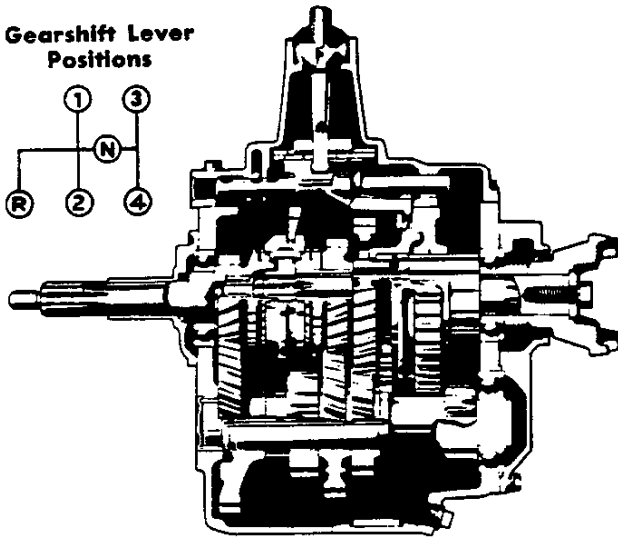
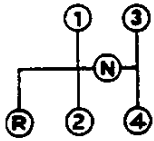


### Specifications

	Chevrolet 3-Speed Synchromesh	Chevrolet 3-Speed Overdrive	Warner T89B 3-Speed
<b>Gear Ratios:</b>			
First .....	2.94	2.06	3.17
Second .....	1.68	1.18	1.75
Third .....	1.00	.70	1.00
Reverse .....	3.14	2.20	3.76
<b>Gear Types:</b>			
Helical gears .....	All		2nd
Spur .....	None		1st Rev
<b>Bearing Types:</b>			
Clutch gear bearing	Ball		Ball
Mainshaft, front .....	Roller		Roller
Mainshaft, rear .....	Ball		Ball
Countershaft, front .....	Roller		Roller
Countershaft, rear .....	Roller		Roller
Reverse idler .....	Bronze Bushing		Bronze Bushing
<b>Lubricants:</b>			
Capacity .....	2 Pints		2½ Pints
Type, grade .....	See Owner's Guide		See Owner's Guide
<b>Brake, Parking</b> .....	See Brakes Section		See Brakes Section

## 4-SPEED TRANSMISSION

**Gearshift Lever Positions**

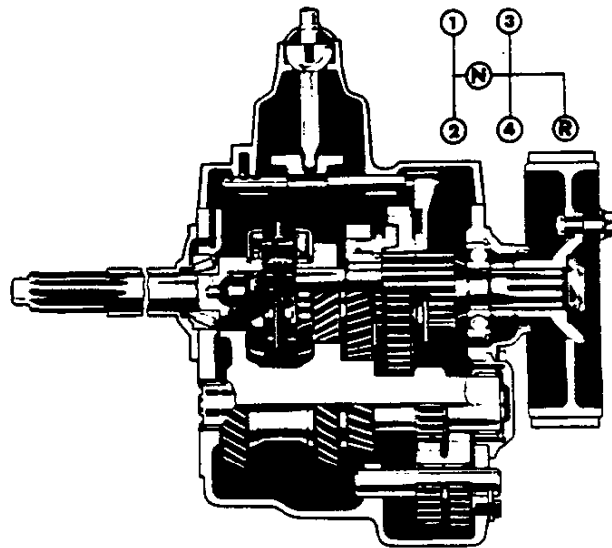
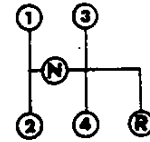


**CHEVROLET 4-SPEED**

The Chevrolet 4-speed transmission provides synchromesh gear engagement in second, third, and fourth speeds for quick, clashless gearshifting. All components are built for dependability and durability. A magnetic chip collector removes metallic impurities from the lubricant, thus reducing wear of moving parts.

A drum and band type parking brake is attached to the transmission case with installations on Series 20 and 30. Parking brake for Series 50 and 60 is drum and dual-shoe type attached to the transmission case. Rear brakes comprise the parking brake for Series 10 with 4-speed transmission.

**Gearshift Lever Positions**



**NEW PROCESS 435 4-SPEED**

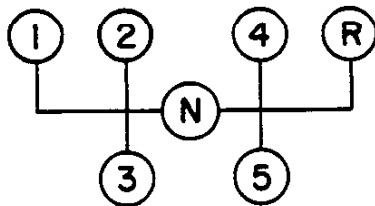
The New Process 435 4-speed transmission features good durability, quiet operation and easy shifting. It has synchromesh gear engagement in 2nd, 3rd and 4th gears.

High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. Large synchronizer cones with more working surface provide fast and easy shifting. A magnetic chip collector in the bottom of the case helps to reduce transmission wear.

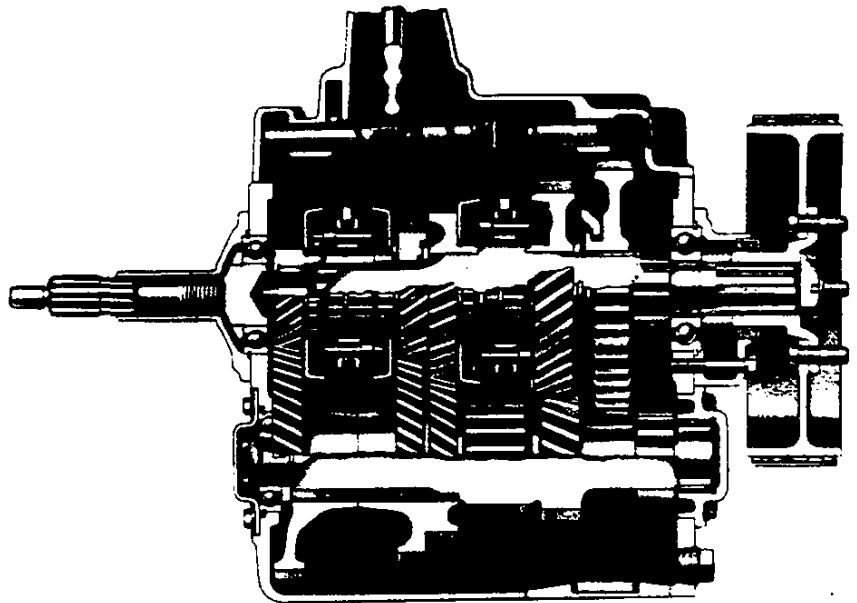
A drum and band parking brake is attached to the transmission case.

### Specifications

	<b>Chevrolet 4-Speed Synchromesh</b>	<b>New Process 435 4-Speed Synchromesh</b>
<b>Gear Ratios:</b>		
First .....	7.06	6.68
Second .....	3.58	3.34
Third .....	1.71	1.66
Fourth .....	Direct	Direct
Reverse .....	6.78	8.26
<b>Gear Types:</b>		
Helical .....	2nd, 3rd, 4th	2nd, 3rd, 4th
Spur .....	1st, Reverse	1st, Reverse
<b>Bearing Types:</b>		
Mainshaft, front .....	Roller	Roller
Mainshaft, rear .....	Ball	Ball
Countershaft, front .....	Needle Roller	Needle Roller
Countershaft, rear .....	Ball	Ball
<b>Power Take-Off Data:</b>		
Opening type .....	SAE Std 6-Bolt	SAE Std 6-Bolt
Location .....	Left Side	Right Side
Meshing gear teeth .....	33	35
PTO gear rpm at 1000 engine rpm .....	425	395
<b>Lubricants:</b>		
Oil capacity .....	6 1/4 Pints	7 Pints
Type, grade .....	See Owner's Guide	See Owner's Guide
<b>Brakes, Parking:</b>	See Brakes Section	See Brakes Section



**Gearshift Lever Positions**



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

Synchromesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse shaft and all gears are machined from

alloy steel, carburized and hardened for durability. Gear teeth are shot peened for added resistance to fatigue failure. Compact design results in short, rigid shafts for accurate meshing of gear teeth. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life. A magnetic chip collector in the bottom of the case also helps to reduce transmission wear.

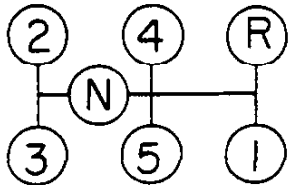
Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case.

### Specifications

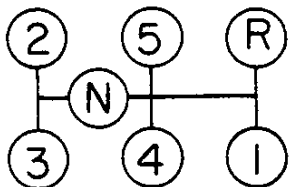
	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed
<b>Model</b> .....	540C	540GL	540GD	541GL
<b>Gear Ratios:</b>				
First.....	7.41	7.41	6.05	7.25
Second.....	4.05	4.05	3.31	3.88
Third.....	2.40	2.40	1.84	2.19
Fourth.....	1.48	1.48	1.17	1.37
Fifth.....	1.00	1.00	1.00	1.00
Reverse.....	7.85	7.85	6.42	7.22
<b>Gear Types:</b>	2, 3, 4, 5 1, Reverse			
Helical.....				
Spur.....				
<b>Bearing Types:</b>	Roller Ball Ball Roller			
Mainshaft, front.....				
Mainshaft, rear.....				
Countershaft, front.....				
Countershaft, rear.....				
<b>Power Take-Off Data:</b>	SAE standard 6-stud Right- and left-hand side of transmission			
Opening type.....				
Location.....				
PTO gear rpm @ 1000 engine rpm.....	375 left 456 right	373 left 456 right	457 left 558 right	369 left 425 right
<b>Lubricants:</b>	See Owner's Guide			
Oil capacity.....	9½ Pints	10 Pints	10 Pints	10 Pints
Type, grade.....				
<b>Brakes, Parking:</b>	Drum and band 9½"			
Type.....				
Drum diameter.....				
Lining area.....	68 sq in	67.5 sq in	67.5 sq in	99.1 sq in

# 5-SPEED CLARK TRANSMISSIONS

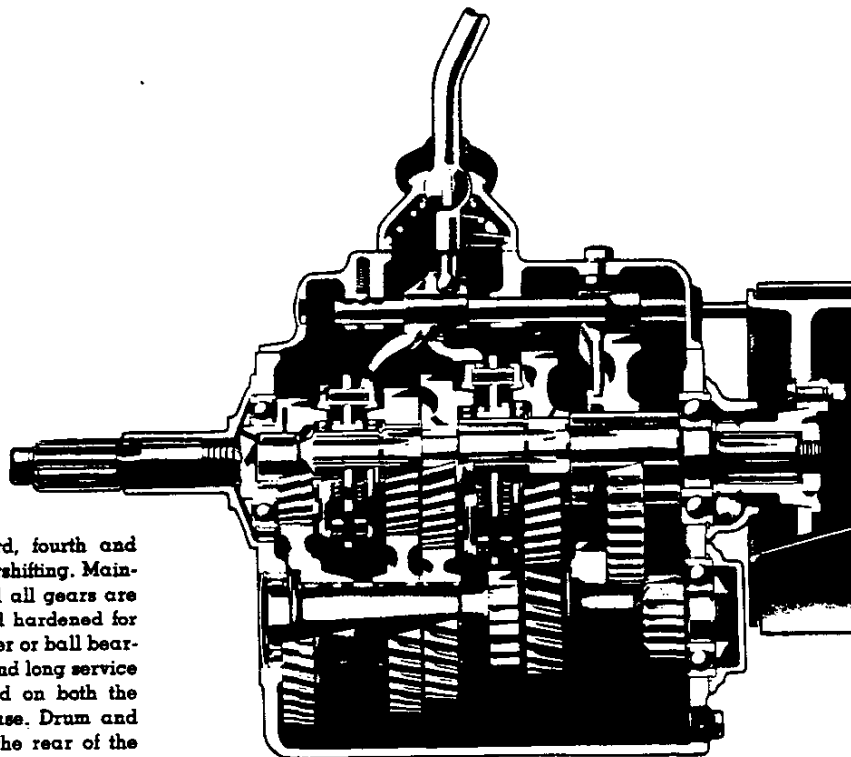
## Gearshift Lever Positions



Std- and Close-Ratio



Overdrive

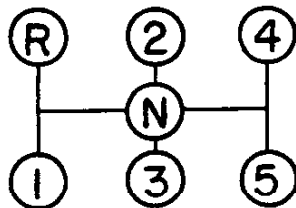


Synchromesh engagement of second, third, fourth and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings for high efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close-ratio design of the Clark 2622V, 267V and 269V transmissions permits effective shifting in conjunction with a two-speed rear axle. Overdrive ratio of Model 264VO is used exclusively on diesel-powered models.

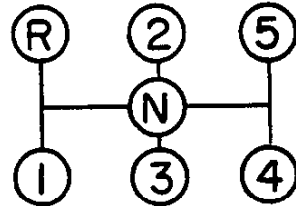
## Specifications

	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed
<b>Model</b> .....	2653V	2622V	267V	269V	264VO
<b>Gear Ratios:</b>					
First.....	7.08	7.08	6.06	6.06	6.06
Second.....	4.08	4.08	3.50	3.50	3.50
Third.....	2.23	2.10	1.80	1.91	1.80
Fourth.....	1.48	1.17	1.18	1.18	1.00
Fifth.....	1.00	1.00	1.00	1.00	.80
Reverse.....	6.73	6.73	6.00	6.00	6.00
<b>Gear Types:</b>					
Helical.....	2, 3, 4, 5				
Spur.....	1, Reverse				
<b>Bearing Types:</b>					
Mainshaft, front.....	Roller				
Mainshaft, rear.....	Ball				
Countershaft, front.....	Roller				
Countershaft, rear.....	Ball				
<b>Power Take-Off Data:</b>					
Opening type.....	SAE standard 6-stud				
Location.....	Right- and left-hand side of transmission				
PTO gear rpm @ 1000 engine rpm.....	357 left 571 right	357 left 571 right	357 left 571 right	357 left 571 right	357 left 571 right
<b>Lubricants:</b>					
Oil capacity.....	12 Pints				
Type, grade.....	See Owner's Guide				
<b>Brake, Parking:</b>					
Type.....	Drum and band				
Drum diameter.....	9½"				
Lining area.....	85 sq in				

# Gearshift Lever Positions

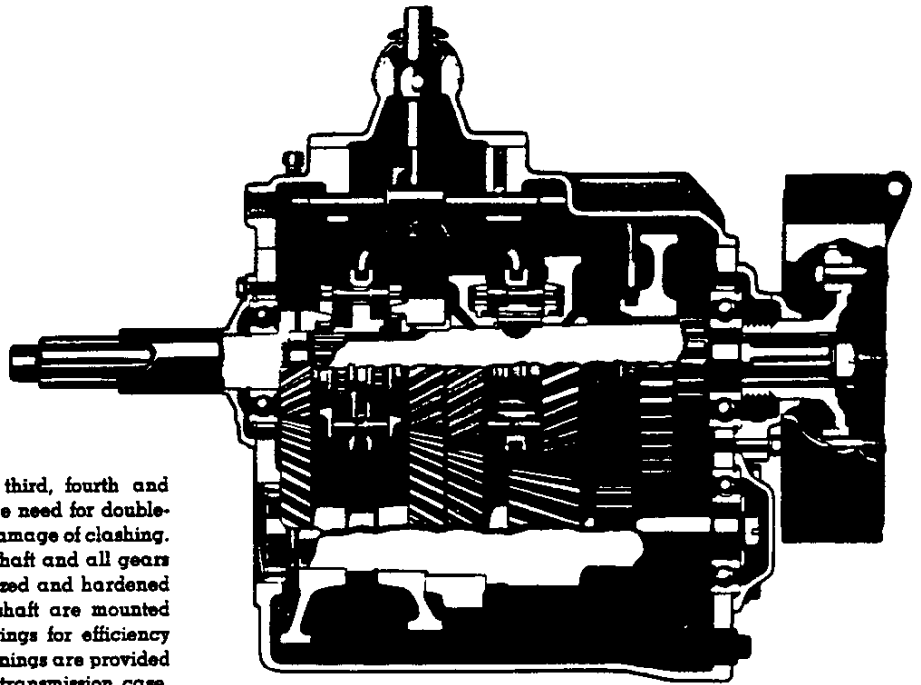


Std and Close Ratio



Overdrive

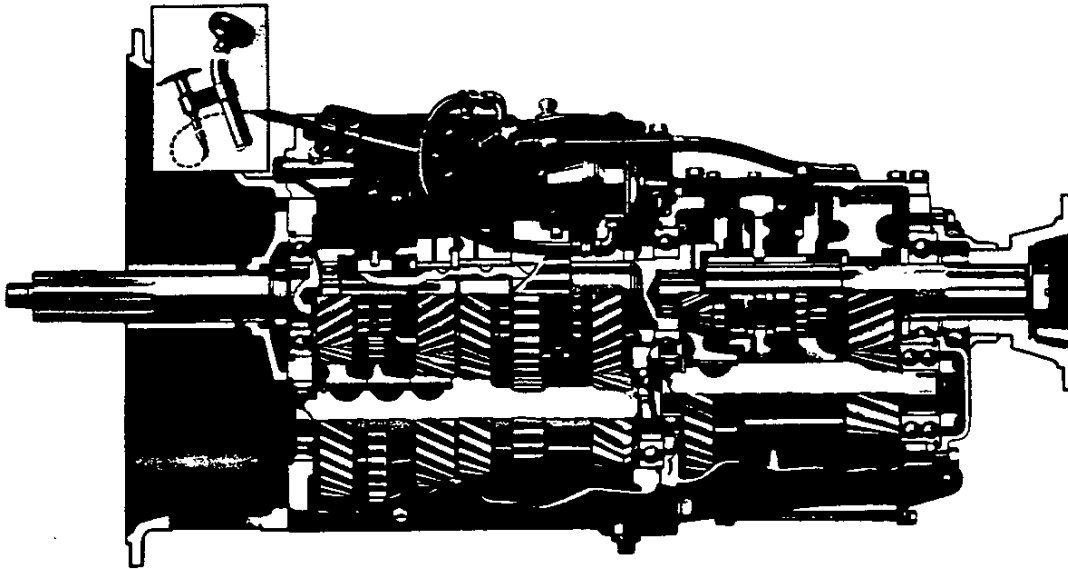
Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Mainshaft and countershaft are mounted on high-capacity ball and roller bearings for efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close-ratio design of Models 3152A, 5756B and 5752C permits very effective shifting in conjunction with 2-speed rear axle.



## Specifications

	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed
<b>Model</b> .....	3152	5652B	5752	3152A	5756B	5752C	3153
<b>Gear Ratios:</b>							
First.....	7.55	7.08	6.10	5.99	6.50	6.10	6.00
Second.....	4.17	4.37	3.30	3.30	3.52	3.30	3.31
Third.....	2.45	2.50	2.04	1.94	1.93	1.81	1.94
Fourth.....	1.45	1.45	1.40	1.15	1.17	1.17	Direct
Fifth.....	Direct	Direct	Direct	Direct	Direct	Direct	0.79
Reverse.....	7.44	7.50	6.46	5.90	6.88	6.46	5.90
<b>Gear Types:</b>	2nd, 3rd, 4th, 5th 1st, Reverse						
Helical.....							
Spur.....							
<b>Bearing Types:</b>	Roller Ball Roller Ball						
Mainshaft, front.....							
Mainshaft, rear.....							
Countershaft, front.....							
Countershaft, rear.....							
<b>Power Take-Off Data:</b>	SAE Std 6-Bolt Both Sides						
Opening type.....							
Location.....							
PTO gear rpm at 1000 engine rpm:							
Left side.....	403	445	445	509	509	509	509
Right side.....	458	534	534	578	578	578	578
<b>Lubricants:</b>	12 Pints See Owner's Guide						
Oil capacity.....							
Type, grade.....	13 Pints See Owner's Guide	13 Pints See Owner's Guide	13 Pints See Owner's Guide	12 Pints See Owner's Guide	12 Pints See Owner's Guide	12 Pints See Owner's Guide	10 Pints See Owner's Guide
<b>Brake, Parking:</b>	Drum & Band 9.5" 85 sq in						
Type.....							
Drum diameter.....							
Lining area.....	10.5" 100 sq in	10.5" 100 sq in	10.5" 100 sq in	9.5" 85 sq in	10.5" 100 sq in	10.5" 100 sq in	9.5" 85 sq in

# 8-SPEED FULLER TRANSMISSION



## Specifications

### Fuller R46 Roadranger

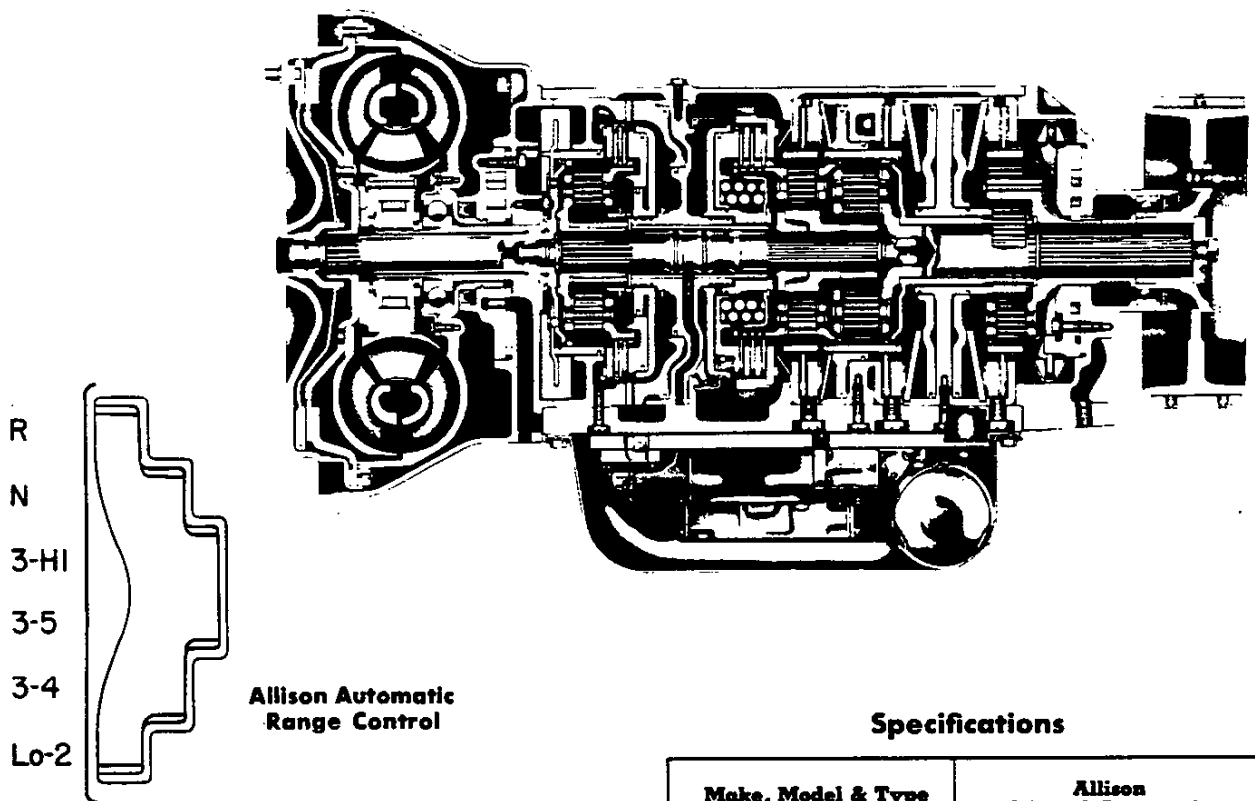
The Fuller R46 is essentially a constant-mesh four-speed main transmission coupled with a synchronized two-speed auxiliary transmission. The separate cast iron cases of the main and auxiliary are bolted together as a single unit.

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

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

8-Speed Constant-Mesh	
<b>Model</b> .....	R46
<b>Gear Ratios:</b>	
First .....	9.15
Second .....	6.53
Third .....	4.66
Fourth .....	3.68
Fifth .....	2.49
Sixth .....	1.78
Seventh .....	1.27
Eighth .....	Direct
Reverse, low range .....	10.30
Reverse, high range .....	2.80
<b>Gear Types:</b>	
Helical .....	1st through 8th
Spur .....	Reverse
<b>Bearing Types: (Main Section)</b>	
Main drive gear .....	Ball
Mainshaft pilot .....	Roller
Mainshaft, rear .....	Ball
Countershaft, front .....	Roller
Countershaft, rear .....	Ball
Reverse idler .....	Roller
<b>Bearing Types: (Auxiliary section)</b>	
Main drive gear, rear .....	Ball
Mainshaft pilot .....	Roller
Mainshaft, rear .....	Ball
Countershaft, front .....	Roller
Countershaft, rear .....	Ball
<b>Power Take-Off Data:</b>	
Opening type .....	SAE std 6-bolt
Location .....	Both sides
PTO gear rpm at 1000 engine rpm .....	710
<b>Lubricants:</b>	
Oil capacity .....	17 pints
Type, grade .....	See Owner's Guide
<b>Brake, Parking:</b>	
Type .....	Internal expanding
Drum diameter .....	13"
Lining area .....	83.5 sq in

# 6-SPEED ALLISON AUTOMATIC TRANSMISSION



## Advantages

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

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

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

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

**Longer service brake life** through braking assistance of hydraulic retarder.

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

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

## Features

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

**Torque converter** multiplies starting torque as much as 2.8 to 1. Effective ratio of 1.48 to 1 available in Lo-2-range.

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

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

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

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

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

## Specifications

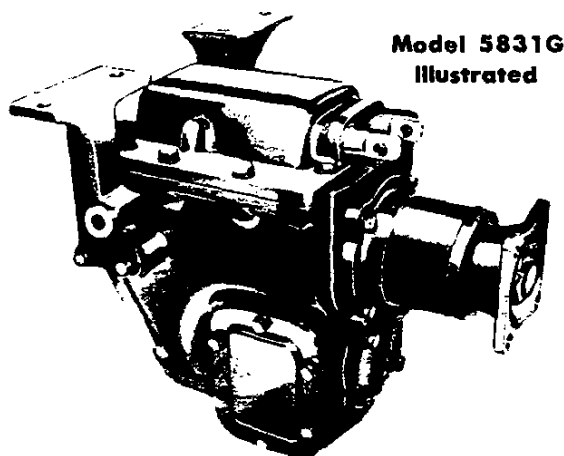
Make, Model & Type	Allison 6-Speed Automatic	
Ranges & Effective Ratios:	Transmission Gears	Reduction Ratio
<b>Range 3-Hi</b> ..... (Cruising, level roads)	Converter & 3rd Lock-up & 3rd Lock-up & 4th Lock-up & 5th Lock-up & 6th	7.53 • 2.69 1.94 1.39 Direct
<b>Range 3-5</b> ..... (Traffic or hills)	Converter & 3rd Lock-up & 3rd Lock-up & 4th Lock-up & 5th	7.53 • 2.69 1.94 1.39
<b>Range 3-4</b> ..... (Slow traffic, steep hills)	Converter & 3rd Lock-up & 3rd Lock-up & 4th	7.53 • 2.69 1.94
<b>Range Lo-2</b> ..... (Off-road, extreme hills)	Converter & 1st Lock-up & 1st Lock-up & 2nd	14.8 • 5.29 3.81
<b>Reverse</b> .....	Converter & Rev Lock-up & Rev	16.9 • 6.04
<b>Torque Converter:</b>	Pump, 2 stators, turbine Automatic, governor controlled  Planetary, clutch actuated	
Element types..... Lock-up clutch.....		
<b>Reduction Gears:</b>	SAE std 6-bolt Both sides See Page 13	
Gear types.....		
<b>Power Take-Off Data:</b>	See Owner's Guide Full-flow, replaceable	
Opening type..... Location..... PTO gear rpm.....		
<b>Lubricants:</b>	19-qt dry refill 9 qt less converter	
Oil capacity.....		
Oil type, grade..... Oil filter type.....	Drum & band 9.5", 10 5/8" 89 sq in, 100 sq in *	
<b>Brake, Parking:</b>		
Type..... Drum diameter..... Lining area.....		

• Maximum ratio at stall speed.  
\* With 409 V8 or 6V-53 Diesel Engine.

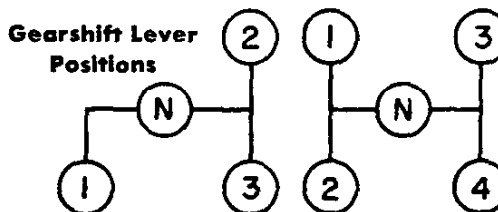
# AUXILIARY TRANSMISSIONS

## Specifications

	3-Speed	3-Speed	4-Speed	4-Speed
<b>Make and Model Number</b> .....	Spicer 5831G	Spicer 5831B	Spicer 6041	Spicer 7041
<b>Ratios:</b>				
First .....	2.00	2.35	2.14	2.31
Second .....	1.31	1.00	1.24	1.21
Third .....	1.00	.85	1.00	1.00
Fourth .....			.86	.83
<b>Gear Types</b> .....	Helical			
<b>Lever Location</b> .....	Floor mounted			
<b>Power Take-Off Data:</b>				
Type .....	SAE standard 6-stud			
Number of outlets .....	2	2	3	3
<b>Lubricants:</b>				
Oil capacity (pints) .....	4	4	8	11



**Model 5831G  
Illustrated**



Spicer 3-speed auxiliary transmissions 5831B and 5831G are the constant-mesh type. Engagement of the gears is effected by sliding hubs splined to the mainshaft. All running gears are of helical design. Model 5831G is used only with the 348 V8 engine on the M80 series.

Spicer 4-speed auxiliary transmissions 6041 and 7041 combine the advantages of highway and on-off highway use into one transmission. Four-speed auxiliaries are ideal for operations that require reduction for on-off road work but operate under highway conditions much of the time. Spicer 4-speed auxiliaries are the constant-mesh type. Engagement of the gears is effected by sliding hubs splined to the mainshaft. All running gears are of helical design.

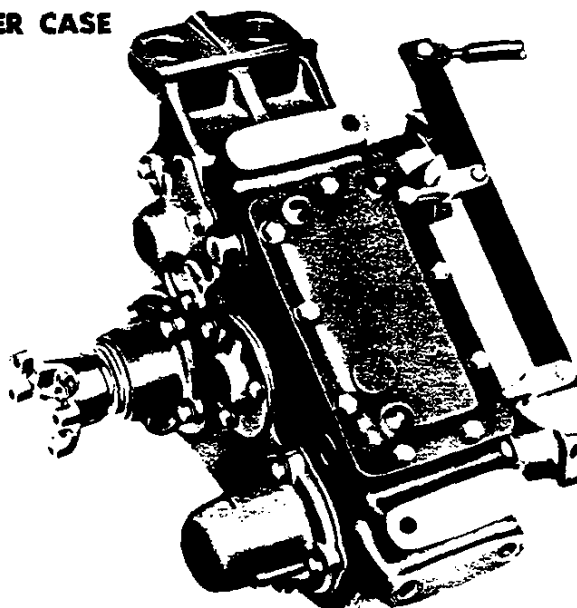
## FOUR-WHEEL DRIVE TRANSFER CASE

**Timken Model T-221**

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

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

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



# POWER TAKE-OFF EQUIPMENT

## SIDE-MOUNTED POWER TAKE-OFFS

### For Allison Automatic Transmission

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

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

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

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

### Spicer Model GG6 Single-Speed PTO (Allison Automatic in Neutral Range)

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

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

# DRIVE LINE

## DESIGN AND FEATURES

**Hotchkiss drive** is featured on all Chevrolet trucks equipped with single rear axle except C10-20 models. Drive line serves only to transmit power between transmission and rear axle. Rear springs cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

C10-20 models utilize radius rods to control braking and acceleration forces. This leaves the coil springs to act as elastic members only.

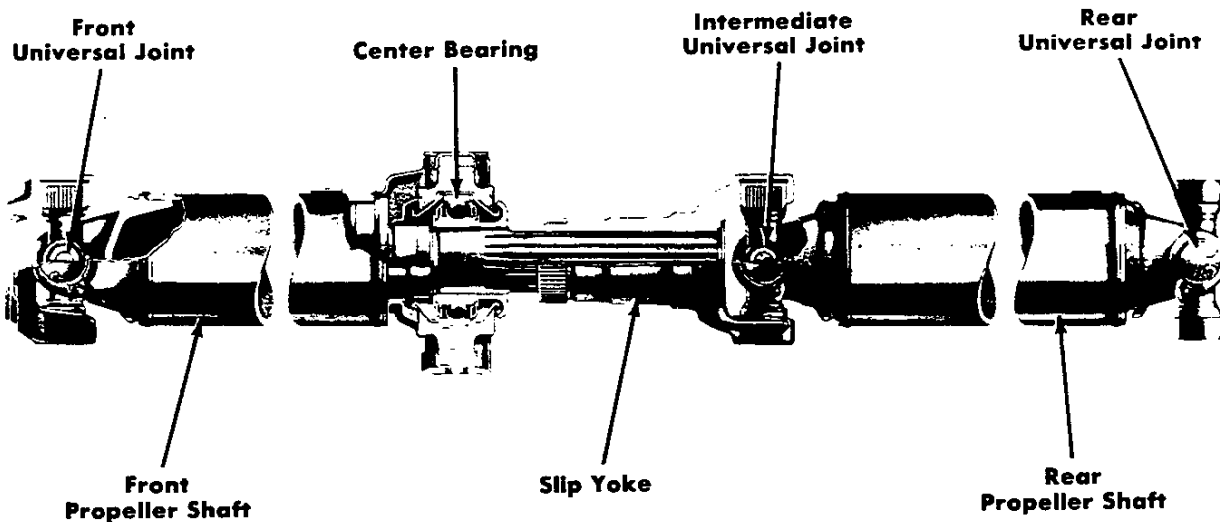
**Drive lines** for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

**Propeller shafts** are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

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

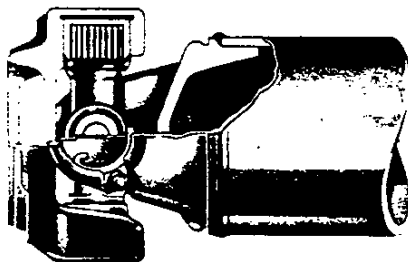
**Center bearings**, standard on many models, divide drive line into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

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



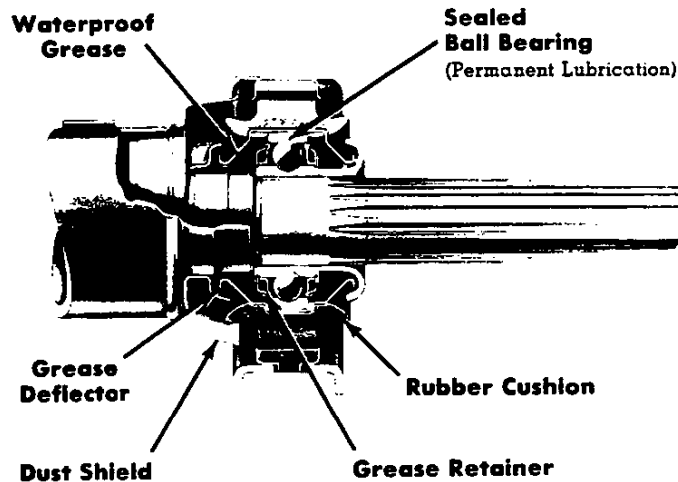
### Typical Drive Line for Medium-Duty Series

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



#### Universal Joint

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



#### Center Bearing

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

# SPECIFICATIONS

Series	Transmission	Propeller Shafts		Universal Joints
		Quantity	Outside Dia (in)	Quantity
C14, P10	3-spd; Powerglide	1*	3.00	2
	3-spd; 4-spd	1	3.50	2
C15	3-spd	2	3.50	3
	3-spd; 4-spd; Powerglide	2	2.00 <sup>a</sup>	3
K10	3-spd; 4-spd	3	2.50	6
C20	3-spd	2	3.50	3
	3-spd; 4-spd; Powerglide	2	2.50	3
K20	3-spd; 4-spd	3	2.50	6
P23	3-spd; 4-spd; Powerglide	1	3.50	2
P25	3-spd; 4-spd; Powerglide	2	2.50	3
P26	3-spd; 4-spd; Powerglide	2	2.50 <sup>b</sup>	3
C30	3-spd; 4-spd	2	2.50	3
P33	3-spd; 4-spd	1	3.50	2
P35	3-spd; 4-spd	2	2.50	3
P36	3-spd; 4-spd	2	2.50 <sup>b</sup>	3
P57	4-spd	2	2.50	3
P58	4-spd	3	2.50	4
CL51-53	4-spd	2	2.50	3
C55, L56	4-spd	3	2.50	4
D51-53	All	2	3.00	3
D55	All	3	3.00	4
Q51-53	All	2	3.00	3
Q55-58	All	3	3.00	4
T62-63	All	1	3.50	2
T55-58	All	2	3.00	3
T59	All	3	3.00	4
A62-63	All	2	3.00	3
A64-68	All	3	3.00	4
A69	All	3	3.00 <sup>c</sup>	4
C61	4-spd; 5-spd	2	3.00	3
	Allison Automatic	1	3.50	3
C62-63	All	2	3.00	3
C65-68	All	3	3.00	4
D61-63	All	2	3.00	3
D65-68	All	3	3.00	4
L62, T65-68	All	2	3.00	3
L63-65, M63-65	All	2	3.00	3
L66, M68, LT69	All	3	3.00	4
N62-63	All	1	3.00	2
N66-68	All	2	3.00	3
N69	All	3	3.00	4
Q61-63	All	2	3.00	3
Q65-69	All	3	3.00	4

\* Two-piece shaft on panel and carryall models

<sup>a</sup>—Rear 2.50

<sup>b</sup>—Rear 3.00

<sup>c</sup>—Rear 3.50

# DRIVE LINE

## SPECIFICATIONS

Series	Propeller Shafts		Universal Joints
	Quantity	Outside Dia (in)	Quantity
<b>S62</b> ..... 4-spd. ....	3	2.50	4
..... 5-spd; Allison Automatic .....	3	3.00 c	4
<b>S64</b> ..... 4-spd. ....	4	2.50	5
..... 5-spd; Allison Automatic .....	4	3.00	5
<b>S67</b> ..... 4-spd; 5-spd. ....	4	3.00	5
<b>S69</b> ..... 4-spd; 5-spd. ....	4	3.00	5
<b>Q81-85</b> ..... 5-spd. ....	2	3.50	3
<b>Q87-89</b> ..... 5-spd. ....	3	3.50	4
<b>CE1, CL82-83,</b>			
<b>T86-88</b> ..... 5-spd; Allison Automatic .....	2	3.50	3
<b>T82-83</b> ..... 5-spd; Allison Automatic .....	1	3.50	2
<b>A82-86</b> ..... 5-spd. ....	2	3.50	3
<b>A87-89</b> ..... 5-spd. ....	3	3.50	4
<b>N82-83</b> ..... 5-spd. ....	1	3.50	2
<b>N87-89</b> ..... 5-spd. ....	2	3.50	3
<b>M80</b> ..... 5-spd; 8-spd; Allison Automatic .....	3	3.50	6
<b>W80</b> ..... 5-spd. ....	3	3.50	6
<b>MW80</b> ..... 5-spd w/auxiliaries .....	3	3.50	6
<b>V80</b> ..... 5-spd. ....	3	3.50	5
<b>EU80</b> ..... 5-spd; 8-spd; Allison Automatic .....	2	3.50	3

c—Rear 3.50

## ODOMETER CORRECTIONS

Speedometer drive gears are cut to the nearest full tooth when they are manufactured. This causes errors in the mileage indicated on the odometer in the vehicle when various transmission and rear axle combinations are used. Changing tires from a smaller to a larger tire size also causes errors in the indicated mileage. These errors are reduced by the use of adaptors that are placed on the speedometer gears when optional transmissions, optional rear axles or optional larger rear tires are ordered from the factory. As an example, if a 60 Series truck were equipped with a New Process 5-speed transmission, a 7.17 rear axle ratio and 9-22.5

rear tires, the speedometer error without an adaptor would be —4.88%. For every 100 miles the vehicle actually traveled, only 96.12 miles would register on the odometer. With an adaptor placed on the speedometer, the error would be reduced to 1.06%. For every 100 actual miles traveled by the vehicle, it would register 101.6 on the odometer.

Odometer adaptor gear information and percent of error in odometer readings for the various transmission, rear axle and tire combinations are available from the Zone Service Manager.