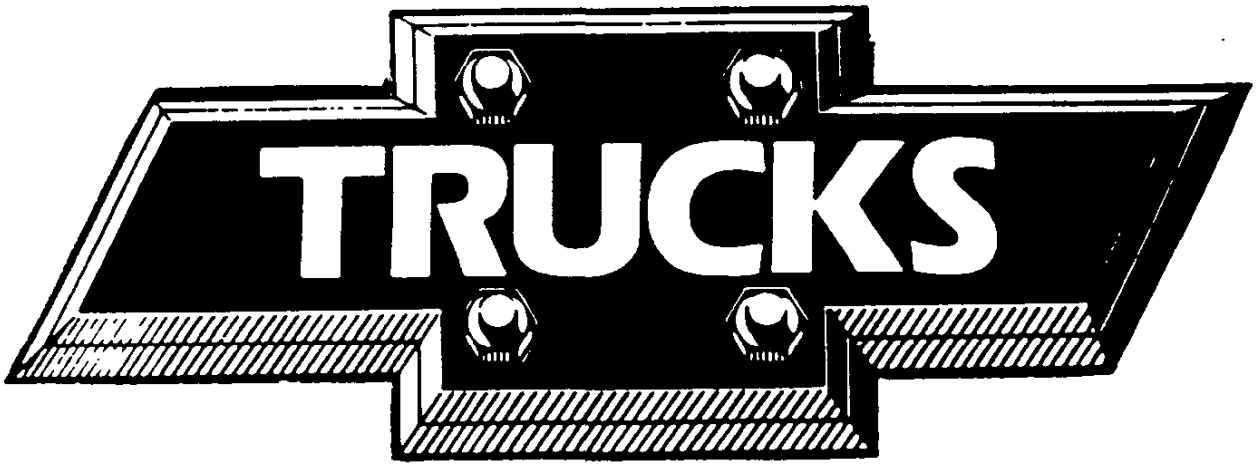
CHEVROLET



1966

SERIES C10

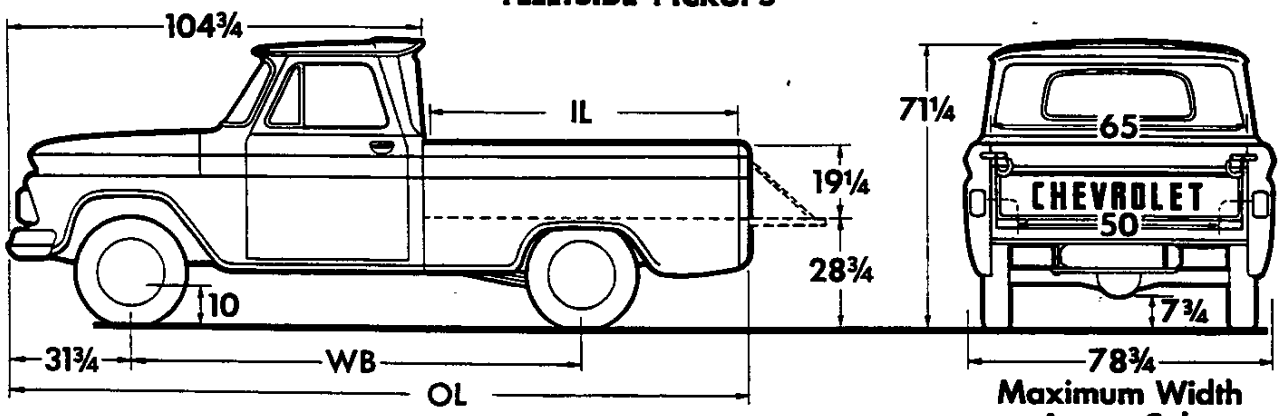
GVW Ratings up to 5000 lb

SERIES C10 MODELS

C1404	Stepside Pickup	**C1402**	Chassis-Cowl
C1504	Stepside Pickup	**C1412**	Windshield-Cowl
C1434	Fleetside Pickup	**C1405**	Panel
C1534	Fleetside Pickup	**C1406**	Carryall (Panel doors)
C1403	Chassis-Cab	**C1416**	Carryall (Endgate)
C1503	Chassis-Cab		

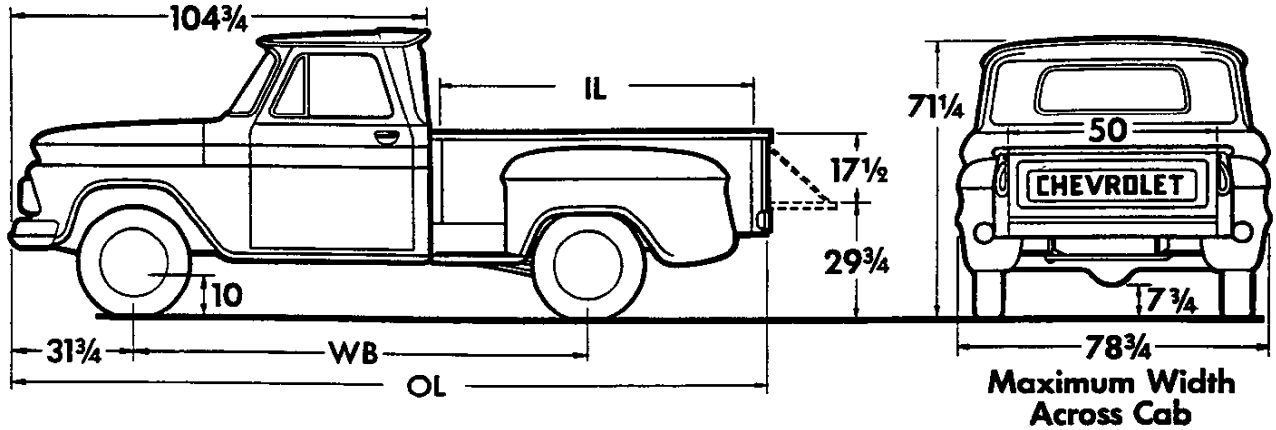
DIMENSIONS
(With std equipment, unloaded)

FLEETSIDE PICKUPS



Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
C1434	78¼	115	186¾	1940	1420	3360	2%	98%
C1534	98	127	206¼	1970	1490	3465	4	96

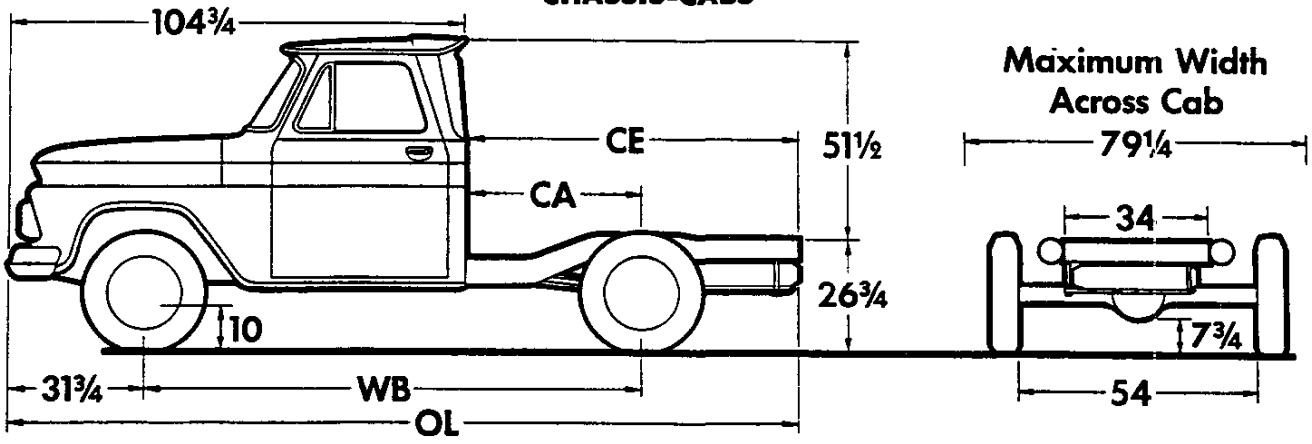
STEPSIDE PICKUPS



Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
C1404	78¼	115	186¾	1925	1410	3335	1%	99%
C1504	98	127	206¼	1985	1445	3430	3	97

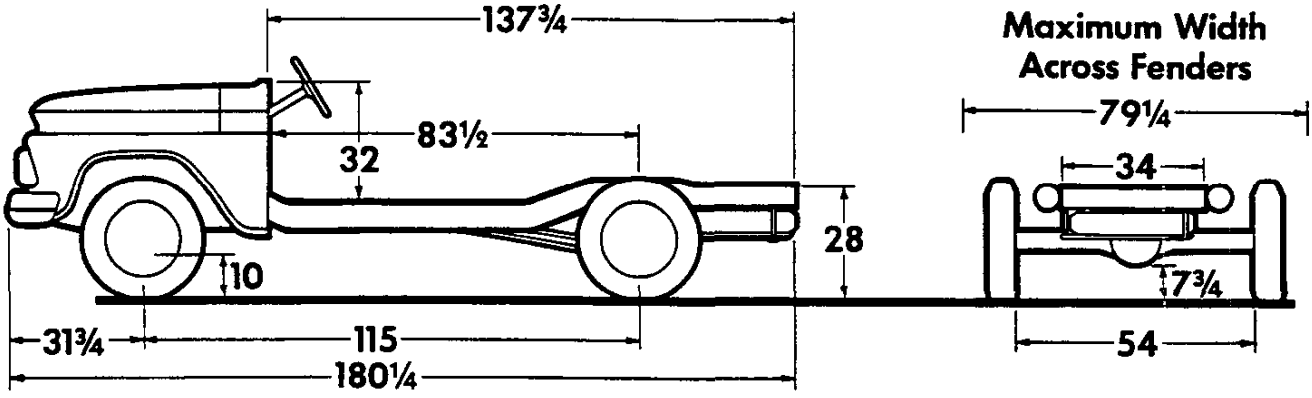
DIMENSIONS
(With std equipment, unloaded)

CHASSIS-CABS



Models	Dimensions (inches)				Curb Weight			Body-Payload Wt. Dist.		
	CA	CE	WB	OL	Front	Rear	Total	Body	Front	Rear
C1403	42	75½	115	180¼	1945	1030	2975	6′	3%	97%
								6½′	1	99
C1503	54	95½	127	200¼	1960	1035	2995	7′	8	92
								7½′	6	94
								8′	3	97
								8½′	1	99

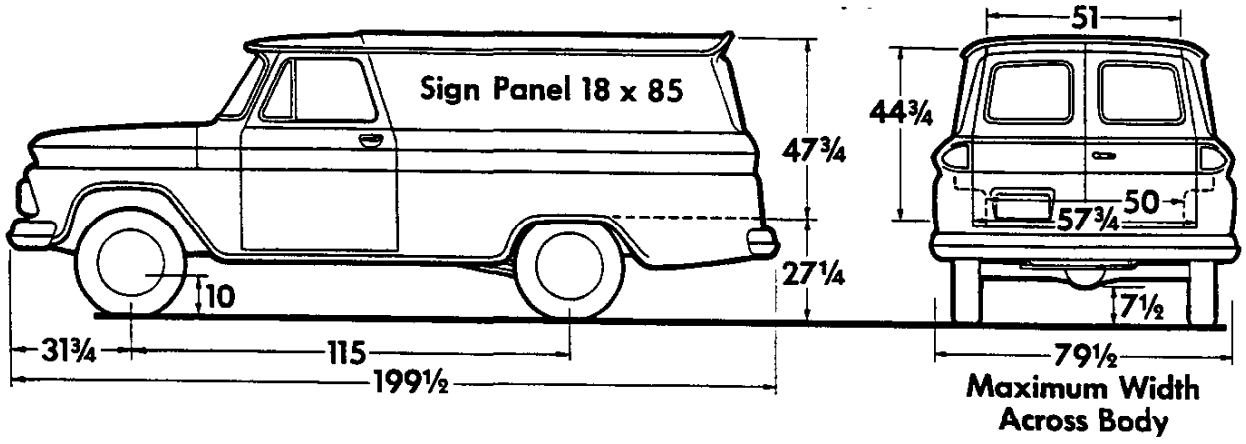
COWLS



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C1402	1570	880	2450	Determined by style,	
C1412	1685	930	2615	length & weight of body.	

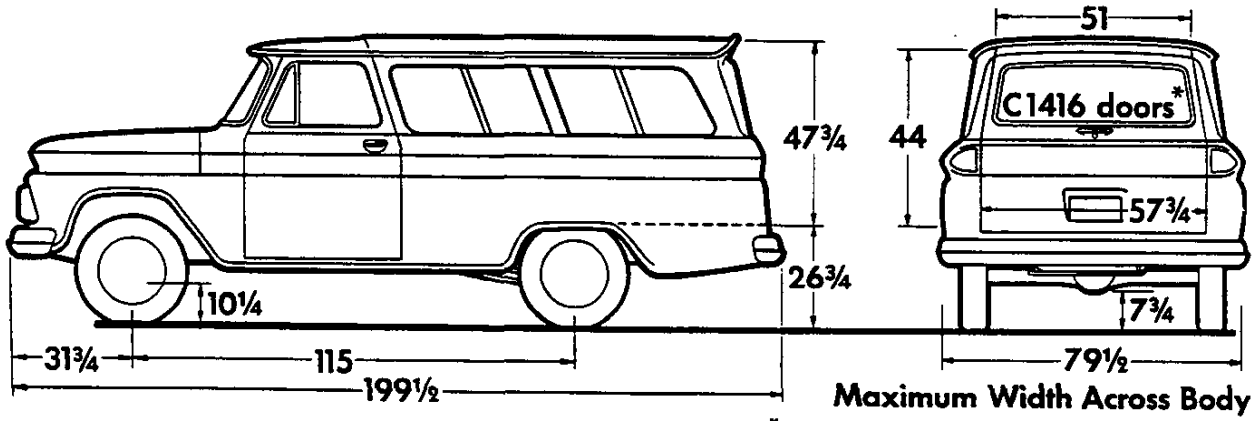
DIMENSIONS
(With std equipment, unloaded)

7½-FT PANEL



Model	Curb Weight			Body-Payload Wt. Dist*	
	Front	Rear	Total	Front	Rear
C1405	1715	1855	3570	5%	95%

CARRYALLS



*C1406 doors as shown on C1405

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C1406	1750	2110	3860	26%	74%
C1416	1720	2155	3875	26	74

*Estimate based on Water-Level loading.

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 & Colors*

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
Front & rear, painted on 05, 06 & 16 models

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in

➔**Cooling:** Capacity 12½ qt; 1¼" radiator core, 439-sq-in area; 13-lb pressure cap; 180° thermostat

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

Cowl Models—hand choke; light switch; headlight beam control; speedometer; odometer; high beam indicator light; fuel gauge. C1402 only—ammeter; oil pressure & engine temperature gauges. C1412 only—generator charging, engine temperature & oil pressure indicator lights

Direction Signals: Front and rear; switch only on C1402

Doors, Rear: C1406—Panel type
C1416—Tailgate & liftgate

Engine: 250 Six; positive crankcase ventilation

Gross Horsepower	155 @ 4200 rpm
Net Horsepower	125 @ 3800 rpm
Gross Torque, lb-ft	235 @ 1600 rpm
Net Torque, lb-ft	220 @ 1600 rpm

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Wire mesh in fuel tank; bronze filter in carburetor

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

Frame: Section modulus 2.98

Fuel & Vacuum Booster: Only on C1402 with 6-cyl engine

Generator: 37-amp Delcotron

GVW Plate: 5000 lb

Lights: Head, parking, tail, stop; instrument panel. Dome on cab models only. Backup on pickups, panels & carryalls

Mirror, Rearview:
03 & 05 models; LH & RH 6¼" fixed arm.
04, 06, 16 & 34 models; LH 6¼" fixed arm and inside non-glare shatterproof

Seat: C1403, 04, 34 & 1503, 04, 34—full-width
C1406-16—two, for six passengers
C1405—driver only

Seat Belts: C1403, 04, 34 & 1503, 04, 34—driver & passenger
C1406–16—four; two front, two rear
C1405—driver only

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 16½"

Suspension, Front: Independent; capacity 2500 lb

Tank, Fuel: 04, 34, 03 models—back of seat in cab; capacity approx 18 gal
02, 12, 05, 06, 16 models—inside frame at rear; capacity approx 20 gal

Tires: Five tubeless 7.75–15/4PR front, single rear and spare
C1406 & 16—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 5½"; attachment, 6 studs on 5½" circle; spare carrier under frame; 4 painted hub caps

Windshield: Not included on 02 models

Windshield Wipers & Washer: Electric; 2-speed wipers; not included on 02 models

GVW SELECTOR

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

♦ Rating on standard 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.

Air Cleaner: Oil-bath; capacity 1 quart; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and oil-bath pre-cleaner; not available with 327 engine or on C1402 ..... K46
Air Conditioner, All-Weather: Includes heater and defroster, HD radiator & 42-amp generator; not available on C1402 ..... C60
Axle, Positraction Rear: *Capacity 3500 lb;* ratio 3.73. Not available with overdrive transmission G80
Ratio 4.11 ..... G80
Axle, Rear: *Capacity 3500 lb*
Ratio 3.07; not available with Powerglide or overdrive transmission H01
Ratio 4.11; included with overdrive transmission. H04
Battery: Heavy-duty; 70-amp-hr. T60
Brackets, Mounting: For mounting pickup box; 03 models only E80
Brakes, Vacuum Power J70
Bumper, Painted Rear: For pickups with std painted front bumper only V38
Bumper, Rear Step: Pickup models only V43
Carrier, Spare Wheel: Side mounted; pickup models only P13
Closed Engine Positive Ventilation K24
Clutch: Dia 11"; for 250 engine with std or Warner 3-speed transmission only M01
➔**Cooling, HD:** Includes HD radiator and extra-HD cooling equipment. Not available with air conditioning V05
Custom Equipment: See *Cabs, Bodies & Colors* section for description
Appearance Option Z61
Chrome Option V37
Comfort Option Z62
Side Molding; Fleetside pickups only B98
Engine:
292 Six L25
283 V8 ..... L32
327 V8 ..... 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
Clutch	11"; 124 sq in	11"; 124 sq in
Battery	61-amp-hr	—

	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	12"; 150 sq in

Fuel Filter Equipment K28
G.M. Air Injection Reactor: Exclusive to California vehicle registration only; requires closed engine positive ventilation K19
Gauges: Ammeter, engine temperature, oil pressure; not available on C1402 ..... Z53
Generator:
12-42-amp Delcotron K79
5-61-amp Delcotron K76
23-62-amp Delcotron K81
Glass, Laminated: Side door windows only; includes metal frames; not available on C1402-12 ..... A09
Glass, Soft Ray:
Windshield only; not available on C1402 ..... A11
All windows; not available on C1402-12 ..... A11
➔**Governor:** Not available with Powerglide
250 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
Hazard Flasher Switch V74
Heater & Defroster: Included with air conditioning; not available on C1402
Thrift-Air C41
Deluxe-Air C42
Hooks, Towing: Front; not available with chrome bumper V76
Lamps, Hazard & Marker: Five; includes hazard flasher switch V75
Lock: Right door; not available on C1402-12 .. A94
Side wheel carrier; pickup models only A97
➔**Mirror, Rearview:** Exterior; not available on C1402-12
Right; 6¼" fixed arm; pickups & carryalls only. D32
Right, 17¼" swinging arm; 03, 04, 34 models only D32
Left, 17¼" swinging arm; 03, 04, 34 models only D32
West Coast type Jr. (6" x 11"); left side; pickup & carryall models only D29
Left & right side D29
West Coast type Sr. (7" x 16"); left side; pickup & carryall models only D30
Left & right side D30
Paint, Exterior: See *Cabs, Bodies & Colors* section
Radiator: Heavy-duty V01
Radio: Manual control; not available on C1402 U60
Seat, Bostrom: 03, 04, 34 models only
Driver only A55
Driver seat plus 2-man seat A55
Seat, Folding Auxiliary: One-passenger, C1405 only A57
Seat, Third: C1406 & C1416 only; capacity two passengers; includes sliding rear side windows. A59
Seat, Full-Depth Foam: Not available on Cowls, Carryalls or Panel Z52
Serial Number Plate: (State of Pennsylvania) Z55K
Shock Absorbers: Heavy-duty
Front and rear F51
Rear only G68
Springs, Auxiliary Rear:
Capacity 500 lb each G60
Springs, Rear:
Capacity 2000 lb each G50
Stabilizer Bar, Front Suspension F59
➔**Steering, Power** N40
Tachometer: Electric; includes optional guages; not available on C1402 ..... U16
Tank, Fuel: Capacity approx 20 gallons; 03, 04, 34 models only N01
Transmission:
Warner T89C 3-speed wide-ratio synchromesh .. M16
Chevrolet 4-speed synchromesh; includes 11" clutch; not available with 327 engine M20
Overdrive; not available with governor equipment or 327 engine M10
Powerglide; includes heavy-duty radiator; not available with governor equipment M35
Window, Full-View Rear: 03, 04, 34 models only A10

TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
★7.75–15/4PR—Regular	1100	Disc	5½	Std**a**
—Nylon		Disc	5½	P91
—On-Off Road Ny		Disc	5½	R38*
7.75–15/8PR—Regular	1390	Disc	5½	T25**b**
●8.15–15/4PR—Regular	1180	Disc	5½	Q04**c**
—Nylon		Disc	5½	Q05
8.15–15/8PR—Regular	1500	Disc	5½	T28
★6.00–16/6PR—Regular	1065	Disc	5.00	R58
6.50–16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
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 C1406–16 *Rear only
★Not available on C1406–16
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.
PASSENGER CAR TYPE				
★7.75–15/4PR—Regular	1100	Disc	5½	P93
—Nylon		Disc	5½	P95
—On-Off Road Ny		Disc	5½	P97*
7.75–15/8PR—Regular	1390	Disc	5½	T27
★8.15–15/4PR—Nylon	1180	Disc	5½	R53
6.50–16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69*
TRUCK TYPE				
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*

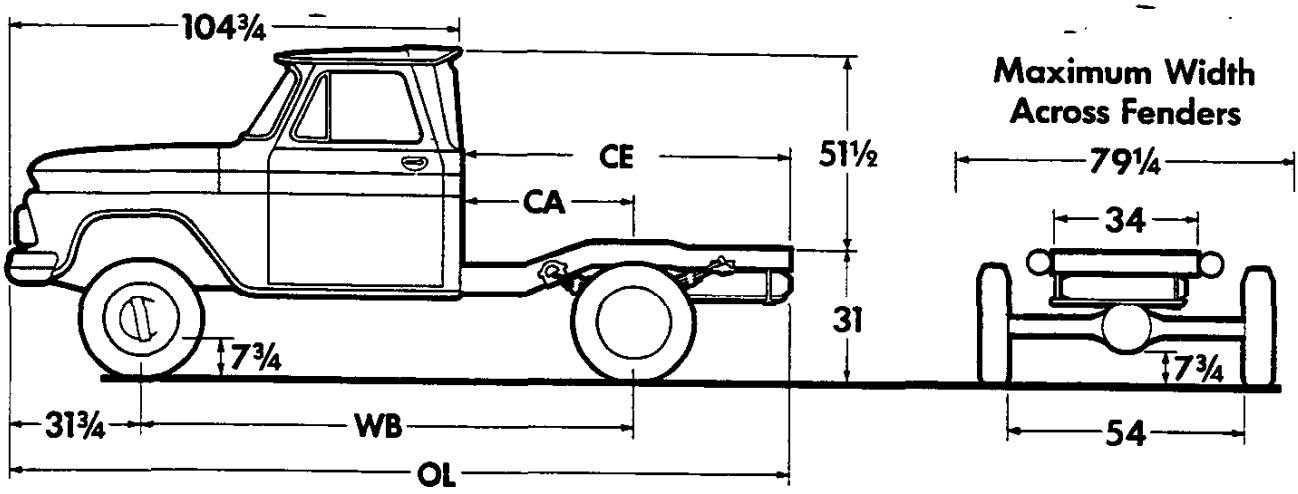
★ Not available on C1406–16 *Rear only

SERIES K10 MODELS

K1403	Chassis-Cab	**K1534**	Fleetside Pickup
K1503	Chassis-Cab	**K1405**	Panel
K1404	Stepside Pickup	**K1406**	Carryall (Panel doors)
K1504	Stepside Pickup	**K1416**	Carryall (Endgate)
K1434	Fleetside Pickup		

DIMENSIONS
(With std equipment, unloaded)

CHASSIS-CABS



Models	Dimensions (Inches)				Curb Weight			Body-Payload Wt. Dist.		
	CA	CE	WB	OL	Front	Rear	Total	Body	Front	Rear
K1403	42	75½	115	180¼	2195	1165	3360	6′	4%	96%
								6½′	1	99
K1503	54	95½	127	200¼	2220	1215	3435	7′	8	92
								7½′	6	94
								8′	3	97
								8½′	1	99

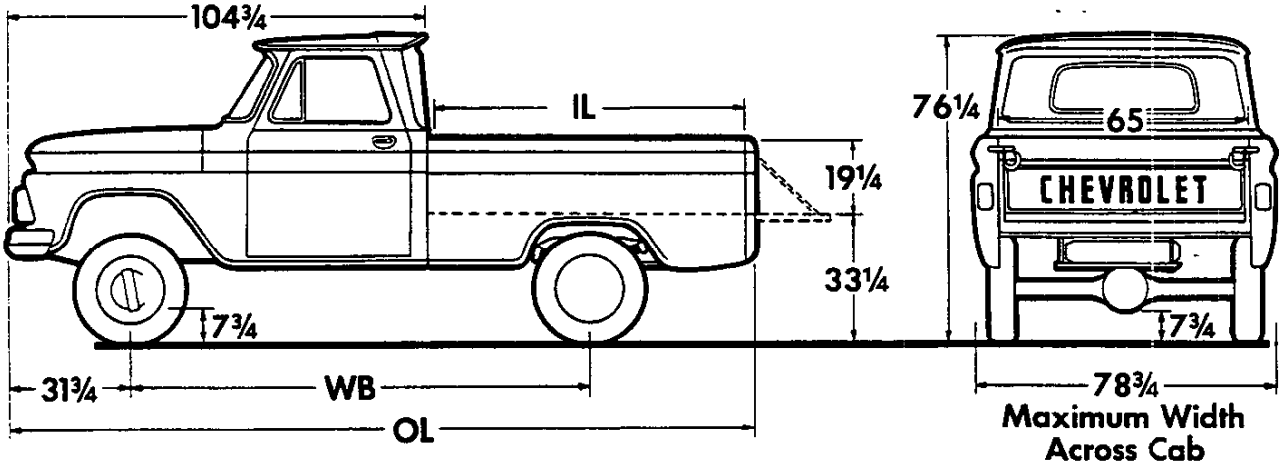
SERIES K10

4-Wheel Drive

DIMENSIONS

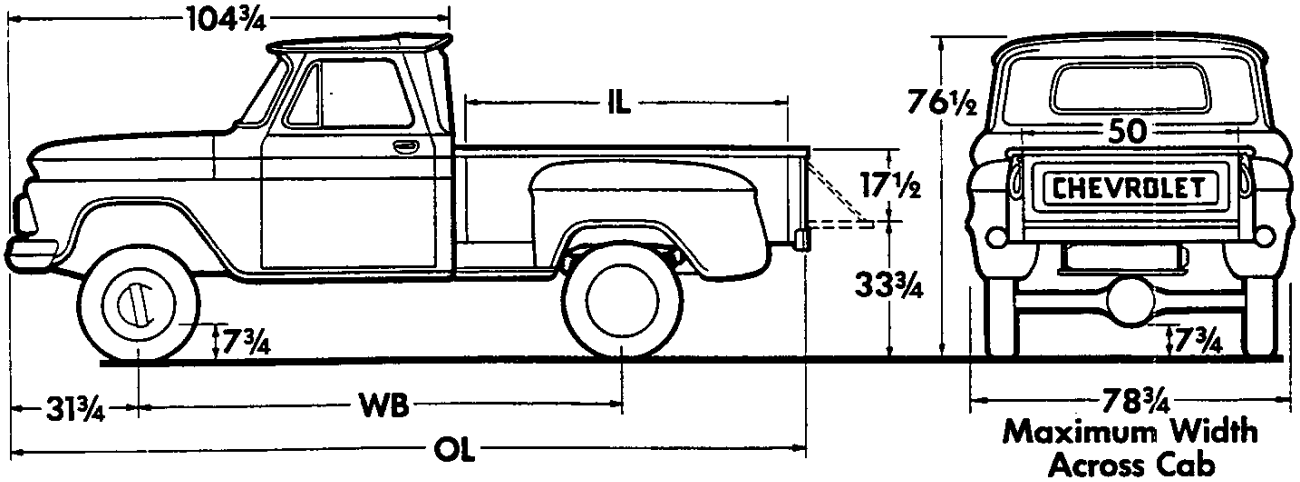
(With std equipment, unloaded)

FLEETSIDE PICKUPS



Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
K1434	78¼	115	186¾	2165	1585	3750	2%	98%
K1534	98	127	206¼	2225	1685	3910	4	96

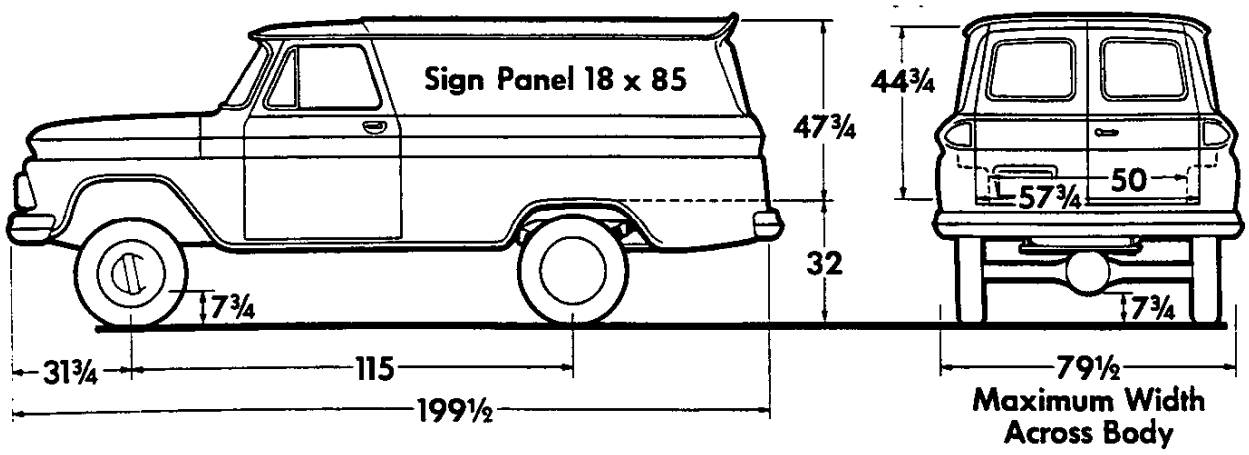
STEPSIDE PICKUPS



Model	Dimensions (inches)			Curb Weight			Body-Payload Wt. Dist.	
	IL	WB	OL	Front	Rear	Total	Front	Rear
K1404	78¼	115	186¾	2185	1535	3720	1%	99%
K1504	98	127	206¼	2245	1630	3875	3	97

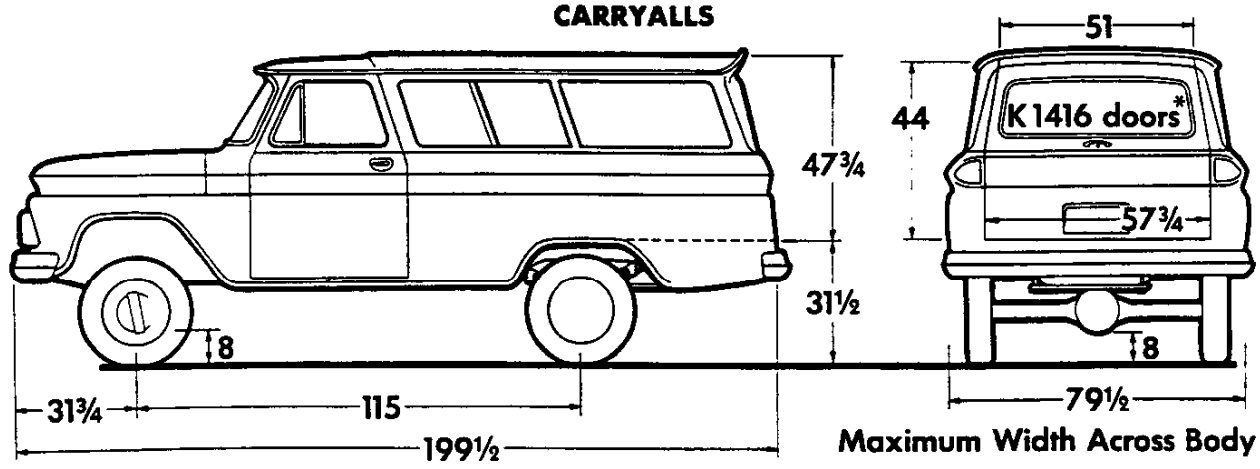
DIMENSIONS
(With std equipment, unloaded)

7½-FT PANEL



Model	Curb Weight			Body-Payload Wt. Dist*	
	Front	Rear	Total	Front	Rear
K1405	1850	2140	3990	5%	95%

CARRYALLS



*K1406 doors as shown on K1405

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
K1406	1985	2290	4275	26%	74%
K1416	1995	2295	4290	26	74

*Estimate based on Water-Level loading.

SERIES K10

4-WHEEL DRIVE

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 & Colors*

➔**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
Front & rear, painted on 05, 06 & 16 models

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in

➔**Cooling:** Capacity 11½ qt; 1¼" radiator core, 439-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

Doors, Rear: K1406—Panel type
K1416—Tailgate & liftgate

Engine: 250 Six; positive crankcase ventilation

Gross Horsepower	155 @ 4200 rpm
Net Horsepower	125 @ 3800 rpm
Gross Torque, lb-ft	235 @ 1600 rpm
Net Torque, lb-ft	220 @ 1600 rpm

Exhaust System: Single pipe & aluminized muffler

➔**Filter, Fuel:** Wire mesh in fuel tank; bronze filter in carburetor

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

Frame: Section modulus 3.62 (K1404–34; K1403, 05, 06 & 16); 4.85 (K1504–34; K1503)

Generator: 37-amp Delcotron

GVW Plate: 5600 lb

Lights: Head, parking, tail and stop. Backup on pickups, panels & carryalls.

Mirror, Rearview:
03 & 05 models; LH & RH 6¼" fixed arm.
04, 06, 16 & 34 models; LH 6¼" fixed arm and inside non-glare shatterproof

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

Seats: K1403, 04, 34 & K1503, 04 & 34—full-width
K1406–16—two, for six passengers
K1405—driver only

Seat Belts: K1403, 04, 34 & K1503, 04, 34—driver & passenger
K1406–16—four; two front, two rear
K1405—driver 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 16½"

Tank, Fuel: 03, 04, 34 models—back of seat in cab; capacity approx 18 gallons
05, 06, 16 models—inside frame at rear; capacity approx 20 gallons

Tires: Five tubeless 7.75–15/4PR front, single rear and spare
K1406–16—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 5½"; attachment, 6 studs on 5½" circle; spare carrier under frame

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
♦5600 lb	Standard

♦ Rating on standard GVW plate

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

➔ Indicates change

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48

Air Cleaner, Heavy-Duty: Includes closed positive ventilation and oil-bath pre-cleaner.... K46

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

Brakes, Vacuum Power..... J70

Bumper, Rear Step: On K1504 & K1534 only. V43

Carrier, Spare Wheel: Side mounted; pickup models only..... P13

Closed Engine Positive Ventilation..... K24

Clutch: Dia 11"; for 250 engine..... M01

➔**Cooling, Heavy-Duty:** Includes HD radiator and extra-HD cooling equipment..... V05

Custom Equipment: See *Cabs, Bodies & Colors* section for description

Appearance Option..... Z61
Chrome Option..... V37
Comfort Option..... Z62
Side Molding; Fleetside Pickups only..... B98

Engine:

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

Fuel Filter Equipment..... K28

G.M. Air Injection Reactor: Exclusive to California vehicle registration only; requires closed engine positive ventilation..... K19

Gauges: Ammeter, engine temperature, oil pressure..... Z53

Generator:

12-42-amp Delcotron..... K79
5-61-amp Delcotron..... K76
23-62-amp Delcotron..... K81

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

Glass, Soft Ray:

Windshield only..... A11
All windows..... A11

➔**Governor:**

250 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

Hazard Flasher Switch..... V74

Heater & Defroster: Thrift-Air..... C41
DeLuxe-Air..... C42

Hooks, Towing: Front..... V76

Hubs, Free-Wheeling Front: Control at hubs. F76

Lamps, Hazard & Marker: Five; includes hazard flasher switch..... V75

Lock: Right door..... A94
Side wheel carrier; pickups only..... A97

➔**Mirror, Rearview:** Exterior

Right; 6¼" fixed arm; pickups & carryalls only. D32
Right; 17¼" swinging arm; 03,04, 34 models only D32
Left; 17¼" swinging arm; 03, 04, 34 models only D32
West Coast type Jr. (6" x 11"); left side; pickup & carryall models only..... D29
Left & right side..... D29
West Coast type Sr. (7" x 16"); left side; pickup & carryall models only..... D30
Left & right side..... D30

Paint, Exterior: See *Cabs, Bodies & Colors* section

Radiator: Heavy-duty..... V01

Radio: Manual control..... U60

Seat, Folding Auxiliary: One-passenger; K1405 only..... A57

Seat, Bostrom: 03, 04, 34 models only

Driver only..... A55
Driver seat plus 2-man seat..... A55

Seat, Full-Depth Foam: 03, 04, 34 models only..... Z52

Seat, Third: K1406 & K1416 only; capacity two passengers; includes sliding rear side windows..... A59

Serial Number Plate: State of Pennsylvania.. Z55K

Shock Absorbers: Heavy-duty; rear..... G68

Tachometer: Electric; includes optional gauges..... U16

Tank, Fuel: Capacity approx 20 gallons; 03, 04, 34 models only..... N01

Transmission:

Chevrolet 4-speed synchromesh; includes 11" clutch..... M20

Window, Full-View Rear: 03, 04, 34 models only..... A10

SERIES K10

4-Wheel Drive

TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
★7.75–15/4PR—Regular	1110	Disc	5½	Std**a**
—Nylon		Disc	5½	P91
—On-Off Road Ny		Disc	5½	R38
7.75–15/8PR—Regular	1390	Disc	5½	T25**b**
●8.15–15/4PR—Regular	1180	Disc	5½	Q04**c**
—Nylon		Disc	5½	Q05
8.15–15/8PR—Regular	1500	Disc	5½	T28
★6.00–16/6PR—Regular	1065	Disc	5.00	R58
6.50–16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
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 K1406–16
★ Not available on K1406–16
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)

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
★7.75–15/4PR—Regular	1100	Disc	5½	P93
—Nylon		Disc	5½	P95
—On-Off Road Ny		Disc	5½	P97
7.75–15/8PR—Regular	1390	Disc	5½	T27
★8.15–15/4PR—Nylon	1180	Disc	5½	R53
6.50–16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Ny		Disc	5.0	R69
TRUCK TYPE				
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

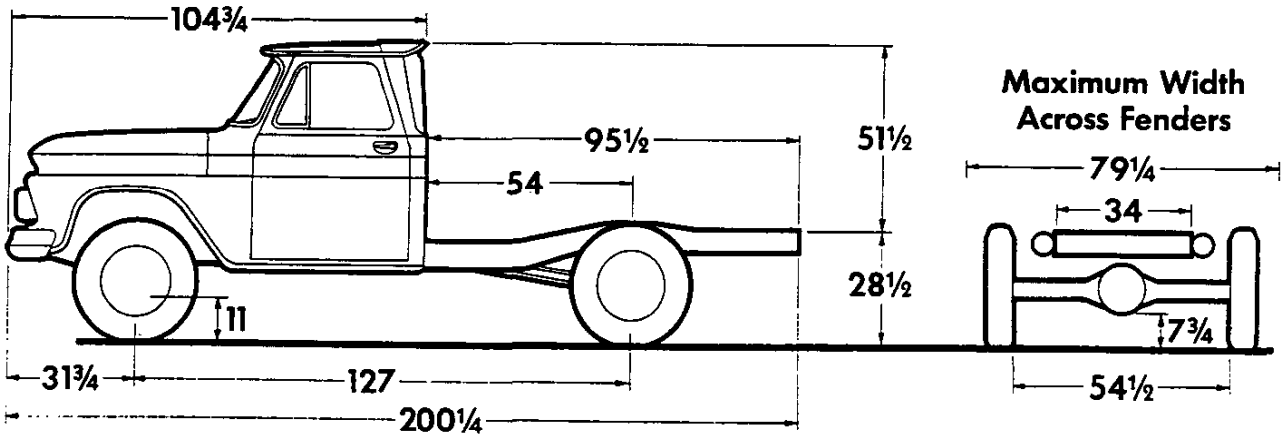
★ Not available on K1406–16

SERIES C20 MODELS

C2503	Chassis-Cab	**C2509**	Stake
C2504	Stepside Pickup	**C2502**	Chassis-Cowl
C2534	Fleetside Pickup	**C2512**	Windshield-Cowl

DIMENSIONS
(With std equipment, unloaded)

CHASSIS-CAB

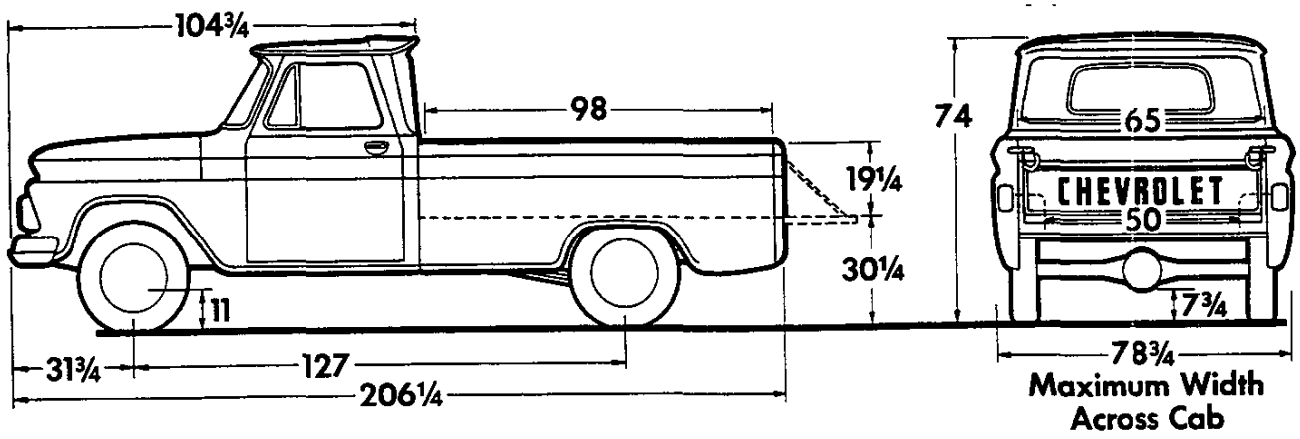


Model	Curb Weight			Body-Payload Wt. Dist.		
	Front	Rear	Total	Body	Front	Rear
C2503	2165	1240	3405	7′	8%	92%
				7½′	6	94
				8′	3	97
				8½′	1	99

SERIES C20

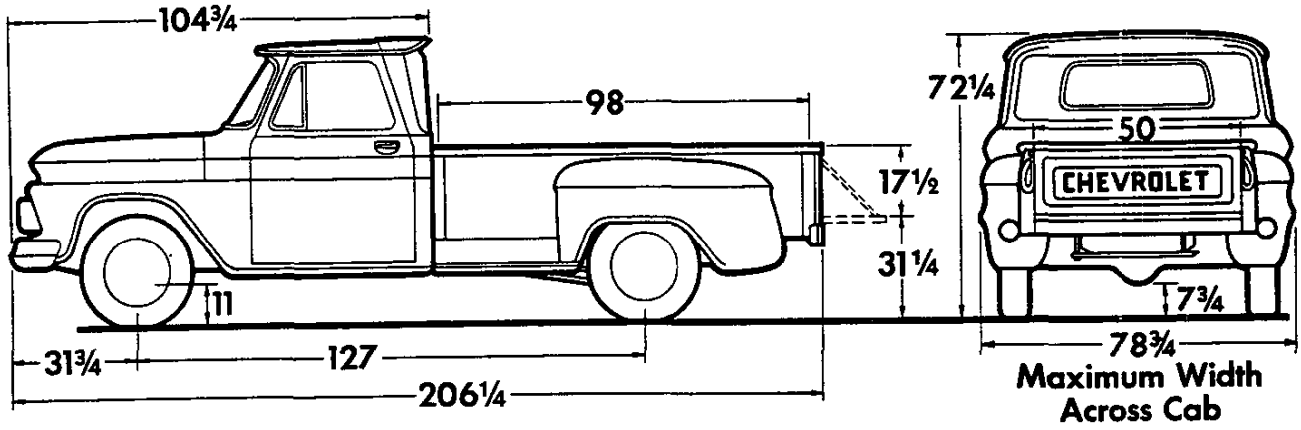
DIMENSIONS
(With std equipment, unloaded)

FLEETSIDE PICKUP



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C2534	2165	1705	3870	4%	96%

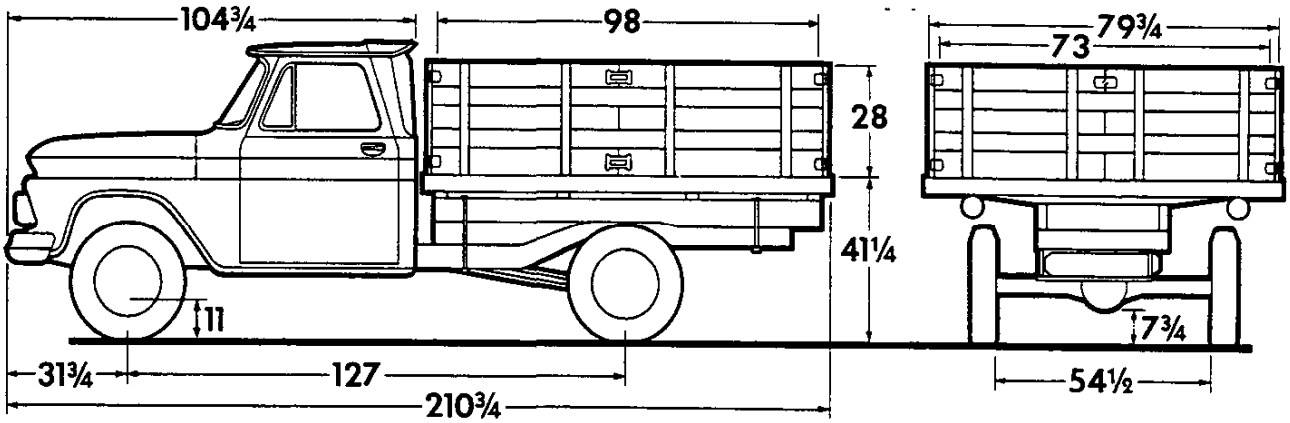
STEPSIDE PICKUP



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C2504	2185	1655	3840	3%	97%

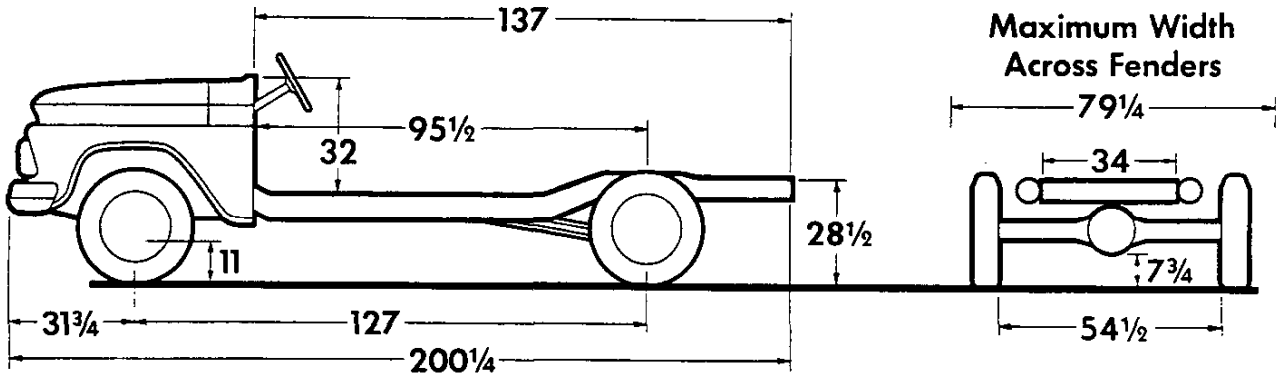
DIMENSIONS
(With std equipment, unloaded)

8-FT STAKE



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C2509	2180	1850	4030	2%	98%

COWLS



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C2502	1760	1045	2805	Determined by style, length & weight of body.	
C2512	1850	1130	2980		

SERIES C20

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 & Colors*

Brakes, Service: Hydraulic; self-adjusting
Sizes: front 11" x 2¾"; rear 11" x 2¾"
Effective area: drum 385 sq in; lining 238 sq in

Brake, Parking: Rear wheels; area 119 sq in

Bumper: Front only, painted

Cab: See *Cabs, Bodies & Colors*

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in

Cooling: Capacity 11 qt; 1¼" radiator core, 439-sq-in area; 13-lb pressure cap; 180° thermostat

Controls & Instruments: Cab models—hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
Cowls—hand choke; light switch; headlight beam control; speedometer; odometer; high beam indicator light; fuel gauge
C2502 only—ammeter; oil pressure & engine temperature gauges
C2512 only—generator charging, engine temperature & oil pressure indicator lights

Direction Signals: Front and rear; switch only on C2502

Engine: 250 Six; positive crankcase ventilation

Gross Horsepower	155 @ 4200 rpm
Net Horsepower	125 @ 3800 rpm
Gross Torque, lb-ft	235 @ 1600 rpm
Net Torque, lb-ft	220 @ 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

Fuel & Vacuum Booster: Only on C2502 with 6-cyl engine

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

➔**Lights:** Head, parking, tail, stop; dome (except Cowls), instrument panel. Backup on pickups & stake

➔**Mirror, Exterior:** C2503-09—both sides; 17¼" swinging arm. C2504-34—left side; 6¼" fixed arm and inside non-glare shatterproof

Seat Belts: Driver & passenger on C2503, 04, 09, 34

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 16½"

Suspension, Front: Independent; capacity 3000 lb

Tank, Fuel: Cab models—back of seat in cab; capacity approx 18 gallons. Cowl models—inside frame at rear; capacity approx 20 gallons

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

Tools: 3300-lb mechanical jack (except Cowls); wheel wrench

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

Wheels: Five (four on Cowl models) 17.5" x 5.25"; attachment, 8 studs on 6½" circle; spare carrier under frame (except Cowls); 4 painted hub caps when single rear wheels are used

Windshield Wipers & Washer: Electric; 2-speed; not included on C2502

Windshield: Not included on C2502

GVW SELECTOR

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

♦Rating on standard GVW plate

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

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

Air Cleaner: Oil-bath; capacity 1 quart; not available with governor on 283 engine; included when power brakes are ordered with 292 engine K48

Air Cleaner, Heavy-Duty: Includes closed positive ventilation and oil-bath pre-cleaner; not available with 327 engine K46

Air Conditioner, All-Weather: Not available on C2502. Includes heater and defroster, HD radiator & 42-amp generator C60

Axle, NoSPIN Rear: Ratio 4.57 G86

➔**Axle, Rear:** Ratio 4.11; for use with 7–17.5, 7.00–16 or 7.50–16 tires only H04

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

Brackets, Mounting: C2503 only; for pickup box E80

Brakes, Vacuum Power J70

Bumper, Rear Step: Pickups only V43

Bumper, Painted Rear: Pickups only; for use with std painted front bumper only V38

Carrier, Spare Wheel: Cowls and dual rear wheel models only; under frame mounting P10
Pickup models; side mounted P13

Closed Engine Positive Ventilation K24

Clutch: Dia 11"; for 250 engine with std or Warner 3-speed transmission only M01

➔**Cooling, Heavy-Duty:** Includes HD radiator and extra-HD cooling equipment. Not available with air conditioning or with Powerglide or Turbo Hydra-Matic transmission with 327 engine V05

Custom Equipment: See *Cabs, Bodies & Colors* section for description; not available on Cowls
Appearance Option Z61
Chrome Option V37
Comfort Option Z62
Side molding; C2534 only B98
Camper Equipment Option; C2503-04-34 only Z81

Engine:
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	12"; 150 sq in

Fuel Filter Equipment K28

Gauges: Ammeter, engine temperature, oil pressure; not available on C2502 Z53

Generator:
12-42-amp Delcotron K79
5-61-amp Delcotron K76
23-62-amp Delcotron K81

Glass, Laminated: Door windows only; includes metal frames; not available on Cowls A09

Glass, Soft Ray:
Windshield only; not available on C2502 A11
All windows; not available on Cowls A11

➔**Governor:** Not available with Powerglide or Turbo Hydra-Matic
250 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

Hazard Flasher Switch: Not available on Cowl models V74

Heater & Defroster: Not available on C2502
Included with air conditioning
Thrift-Air C41
DeLuxe-Air C42

➔**Hooks, Towing:** Front; not available with chrome bumper V76

Jack, Mechanical:
Capacity 3300 lb; Cowl models with single rear tires only V62
Capacity 4700 lb; with dual rear tires only V62

Lamps, Hazard & Marker: Five; includes hazard flasher switch; not available on Cowls V75

Lock: Right door; not available on Cowls A94
Sidewheel carrier; pickup models only A97

➔**Mirror, Rearview:** Exterior
Left & right; 6¼" fixed arm; C2503 only D32
Right; 6¼" fixed arm; C2504–34 only D32
Left & right 17¼" swinging arm; C2504–34 only D32
West Coast type Jr. (6" x 11")
Left side; C2504–34 only D29
Left & right side D29
West Coast type Sr. (7"x16")
Left side; C2504–34 only D30
Left & right side D30

Paint, Exterior: See *Cabs, Bodies & Colors* section

➔**Platform Body:** C2503 only; 8-ft length; includes backup lamps. Not available with 6¼" mirrors E57

Radiator: Heavy-duty V01

Radio: Manual control; not available on C2502 U60

Seat, Bostrom: Not available on Cowl models
Driver only A55
Driver seat plus 2-man seat A55

Seat, Full-Depth Foam: Not available on Cowl models Z52

Serial Number Plate: (State of Pennsylvania) Z55

Shock Absorbers: Heavy-duty
Front and rear F51
Rear only G68

Springs, Auxiliary Rear:
Capacity 500 lb each G60

Springs, Front:
Capacity 1500 lb each; included with dual rear wheels F60

Springs, Rear:
Capacity 3000 lb each G50

Stabilizer Bar, Front Suspension F59

Starter Motor, Heavy-Duty: Includes HD battery K67

➔**Steering, Power** N40

Tachometer: Electric; includes optional gauges; not available on C2502 U16

Tank, Fuel: Capacity approx 20 gallons; not available on Cowl models N01

Transmission:
Warner T89C 3-spd wide-ratio synchromesh M16
Chevrolet 4-speed synchromesh; includes 11" clutch M20
Powerglide; includes heavy-duty radiator M35
Turbo Hydra-Matic 3-speed automatic M49

Wheel, Spare: Included with spare tire
Chassis-Cab & Stake models with dual rear wheels only
One, 16" x 5.5" S76
Cowl models
One, 17.5" x 5.25" S77
One, 19.5" x 5.25" Q36
One, 16" x 5.5" S76
One, 16" x 6.00" Q20
One, 17" x 5.0"; with 7.00–17 tires Q22
One, 17" x 6.00"; with 7.50–17 tires Q23

Window, Full-View Rear: Not available on Cowl models A10

TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
7–17.5/6PR—Regular	1520	Disc	5.25	Std[a]
—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*

[a] R80 for spare tire with 17.5 x 5.25 wheel.

*Rear only.

TUBE-TYPE TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
[a]6.50–16/6PR—Regular	1420	Disc	5.5	R63
7.00–16/6PR—Regular	1580	Disc	6.0	R66
7.00–17/6PR—Regular	1740	Disc	5.0	R72
◆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*
●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] Available with dual rears only; not available on pickup models.

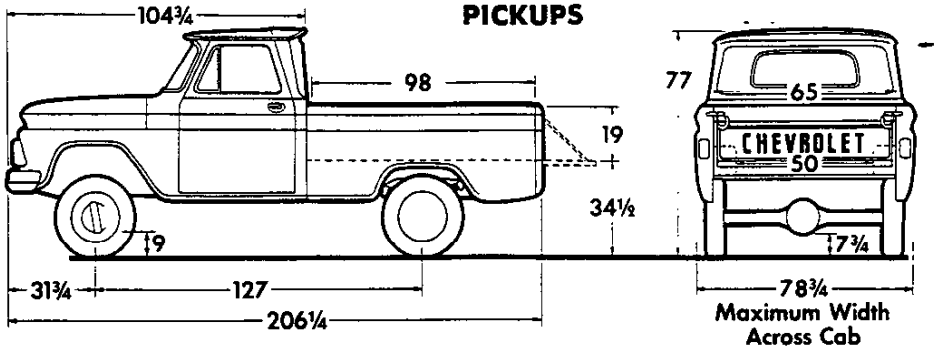
* Rear only.

◆ Front tires included with Camper Equipment (RPO Z81)

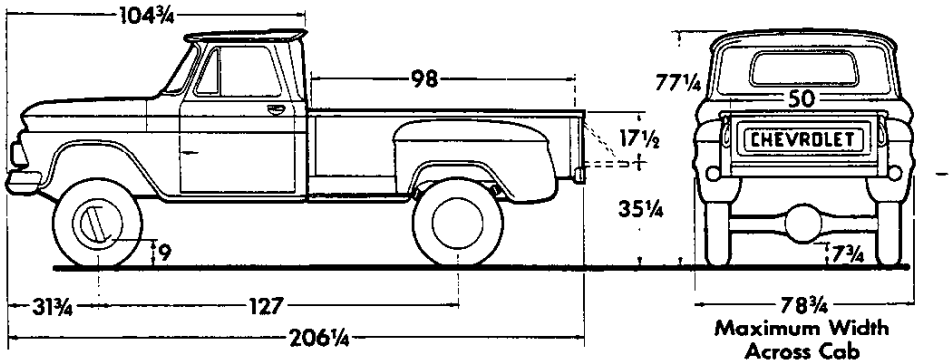
● Rear tires included with Camper Equipment (RPO Z81)

DIMENSIONS
(With std equipment, unloaded)

PICKUPS



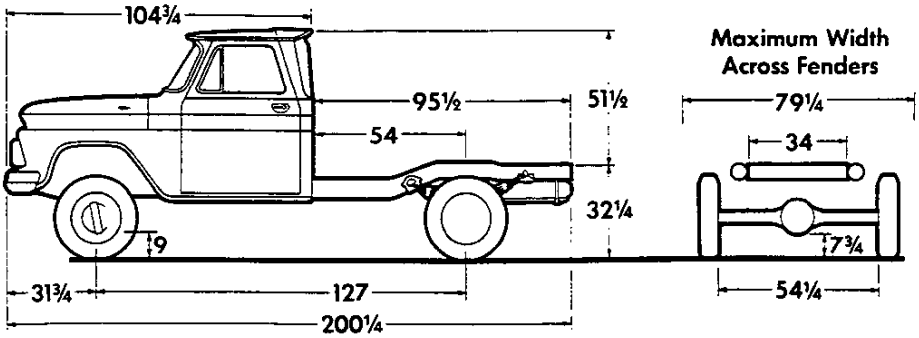
K2534
Fleetside



K2504
Stepside

Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
K2534	2420	1760	4180	4%	96%
K2504	2400	1745	4145	3%	97%

CHASSIS-CAB



Model	Curb Weight			Body-Payload Wt. Dist.		
	Front	Rear	Total	Body	Front	Rear
K2503	2395	1310	3705	7′	8%	92%
				7½′	6	94
				8′	3	97
				8½′	1	99

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 & Colors*

Brakes, Service: Hydraulic; self-adjusting
Sizes: front 12" x 2"; rear 12" x 2"
Effective area: drum 300 sq in; lining 185 sq in

Brake, Parking: Rear wheels; area 93 sq in

Bumper: Front only, painted

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

Carburetor: Single-barrel downdraft

Clutch: Diameter 10"; area 100 sq in

Cooling: Capacity 11 qt; 1¼" radiator core, 439-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: 250 Six; positive crankcase ventilation

Gross Horsepower	155 @ 4200 rpm
Net Horsepower	125 @ 3800 rpm
Gross Torque, lb-ft	235 @ 1600 rpm
Net Torque, lb-ft	220 @ 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. Backup (except K2503)

➔**Mirror, Rearview:**
K2503; LH & RH 17¼" swinging arm, K2504–34; LH 6¼" fixed arm and inside non-glare shatterproof

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

Seat Belts: Driver & passenger

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 each at ground

➔**Steering:** Ball-gear, ratio 24:1; wheel dia 16½"

Tank, Fuel: Back of seat in cab; capacity approx 18 gal

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 6½" circle; spare carrier under frame

Windshield Wipers & Washer: Electric; 2-speed

GVW SELECTOR

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

◆ Rating on standard 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.

Air Cleaner: Oil-bath; capacity 1 quart; not available with governor on 283 engine; included when power brakes are ordered with 292 engine. K48

Air Cleaner, Heavy-Duty: Includes closed positive ventilation and oil-bath pre-cleaner.... K46

Axle, Heavy-Duty Front..... F49

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

Brakes, Vacuum Power..... J70

Bumper, Rear Step: Pickup models only.... V43

Carrier, Spare Wheel: Side mounted; Pickup models only..... P13

Closed Engine Positive Ventilation..... K24

Clutch: Dia 11"; for 250 engine..... M01

➔**Cooling, Heavy-Duty:** Includes HD radiator and extra-heavy-duty cooling equipment..... V05

Custom Equipment: See *Cabs, Bodies & Colors* section for description
Appearance Option..... Z61
Chrome Option..... V37
Comfort Option..... Z62
Side Molding; Fleetside Pickups only..... B98

Engine:
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

Fuel Filter Equipment..... K28

Gauges: Ammeter, engine temperature, oil pressure..... Z53

Generator:
12-42-amp Delcotron..... K79
5-61-amp Delcotron..... K76
23-62-amp Delcotron..... K81

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

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

➔**Governor:**
250 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

Hazard Flasher Switch..... V74

Heater & Defroster: Thrift-Air..... C41
DeLuxe-Air..... C42

Hooks, Towing: Two front; not available with chrome bumper..... V76

Hubs, Free-Wheeling Front: Control at hubs. F76

Lamps, Hazard & Marker: Five; includes flasher switch..... V75

Lock: Right door..... A94
Side wheel carrier; Pickup models only. A97

➔**Mirror, Rearview:** Exterior
Left & right; 6¼" fixed arm; K2503 only..... D32
Left; 17¼" swinging arm; Pickups only..... D32
Right; 17¼" swinging arm; Pickups only..... D32
Right; 6¼" fixed arm; Pickups only..... D32
West Coast type Jr. (6" x 11")
Left side; Pickups only..... D29
Left & right side..... D29
West Coast type Sr. (7" x 16")
Left side; Pickups only..... D30
Left & right side..... D30

Paint, Exterior: See *Cabs, Bodies & Colors* section

Radiator: Heavy-duty..... V01

Radio: Manual control..... U60

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

Seat, Full-Depth Foam..... Z52

Shock Absorbers: Heavy-duty; rear..... G68

Springs, Rear:
Capacity 3150 lb each..... G50

Starter Motor, Heavy-Duty: Includes HD battery..... K67

Tachometer: Electric; includes optional gauges U16

Tank, Fuel: Capacity approx 20 gallons..... N01

Transmission:
Chevrolet 4-speed synchromesh; includes 11" clutch..... M20

Window, Full-View Rear..... A10

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
a8–19.5/6PR—Regular	2090	Disc	5.25	R94
—Nylon		Disc	5.25	R95
a8–19.5/8PR—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.
7.00–16/6PR—Regular	1580	Disc	6.0	R66
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
♦—7.50–17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road		Disc	6.0	R76

♦—Heavy-duty front axle required.

SERIES C30

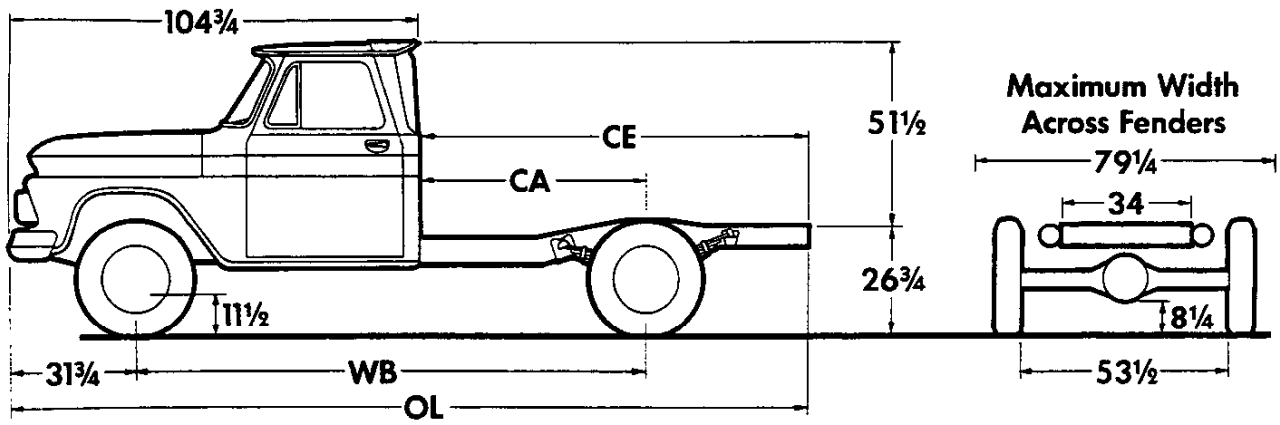
GVW Ratings up to 10,000 lb

SERIES C30 MODELS

C3603	Chassis-Cab	**C3609**	Stake
C3803	Chassis-Cab	**C3602**	Chassis-Cowl
C3604	Stepside Pickup	**C3612**	Windshield-Cowl
C3605	Panel		

DIMENSIONS
(With std equipment, unloaded)

CHASSIS-CABS

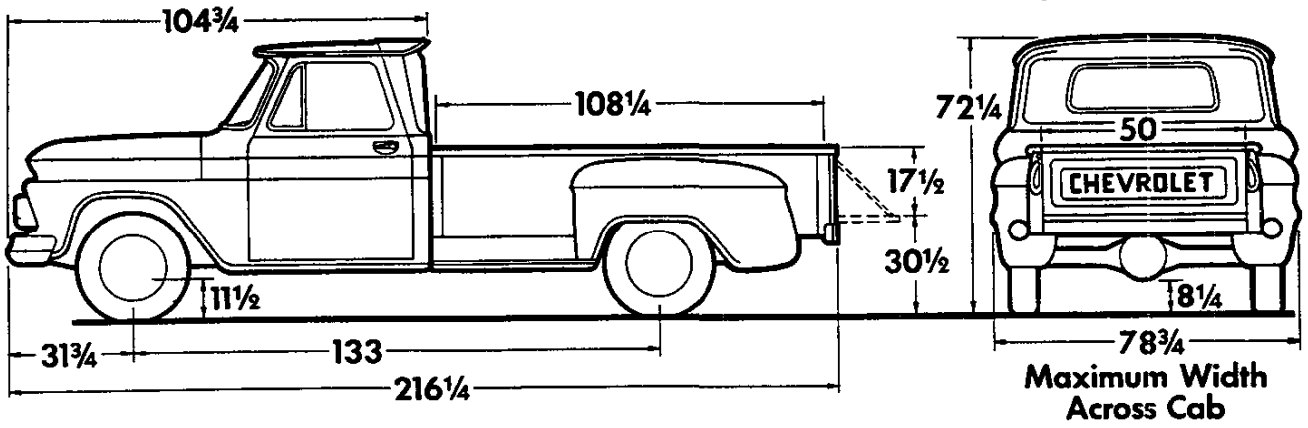


Model	Dimensions (inches)				Curb Weight			Body-Payload Wt. Dist. (% front—% rear)		
	CA	CE	WB	OL	Front	Rear	Total	Body	C3603	C3803
C3603	60	107	133	211¾	2190	1410	3600	**7′**	12–88	—
C3803	84	131	157	235¾	2170	1575	3745	**8′**	8–92	—
								8½′	5–95	—
								9′	3–97	—
								9½′	1–99	16–84
								10½′	—	12–88
								11½′	—	8–92
								12½′	—	4–96
								13½′	—	1–99

SERIES C30

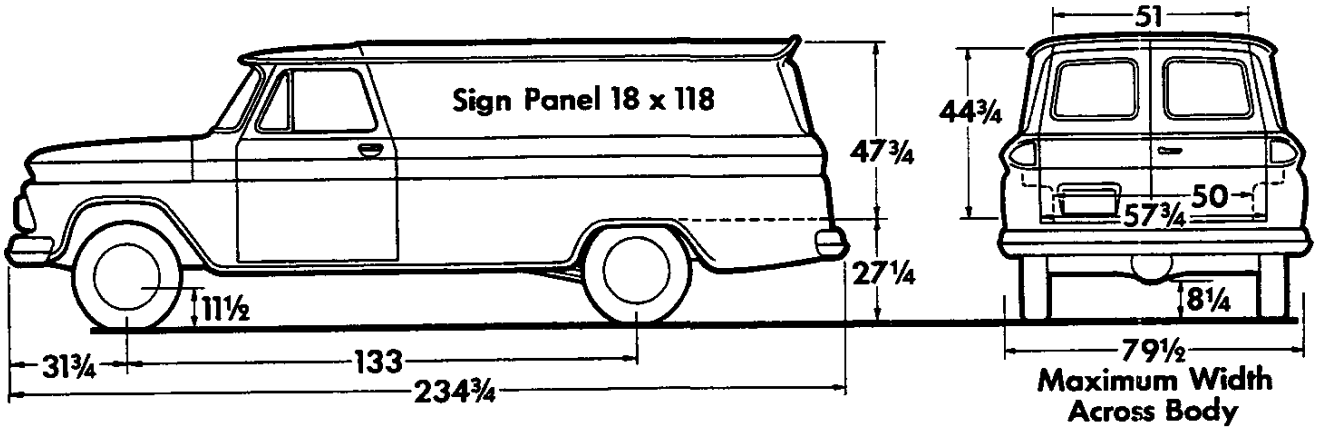
DIMENSIONS
(With std equipment, unloaded)

STEPSIDE PICKUP



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C3604	2205	1870	4075	3%	97%

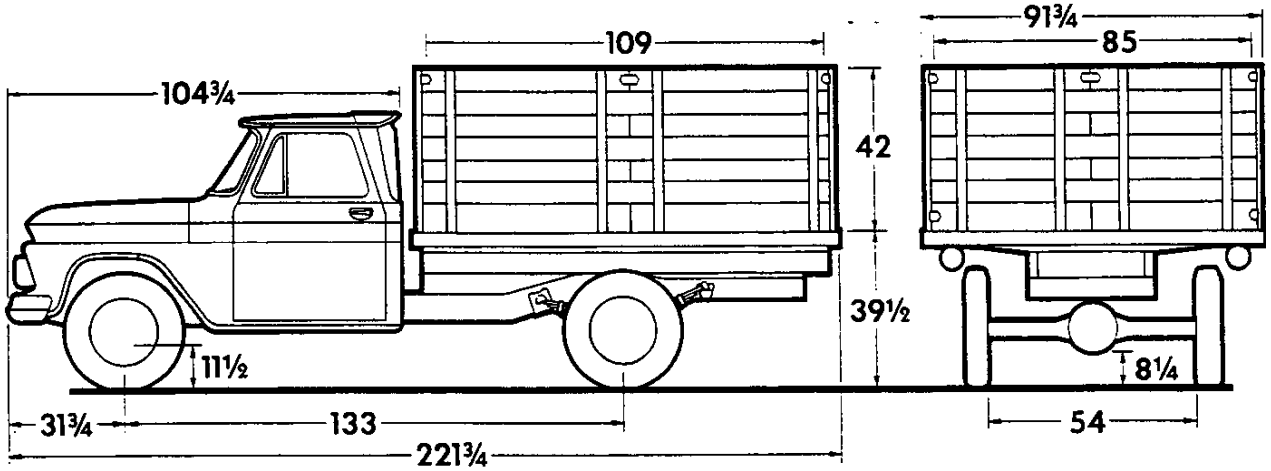
10½′ PANEL



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C3605	2030	2385	4415	5%	95%

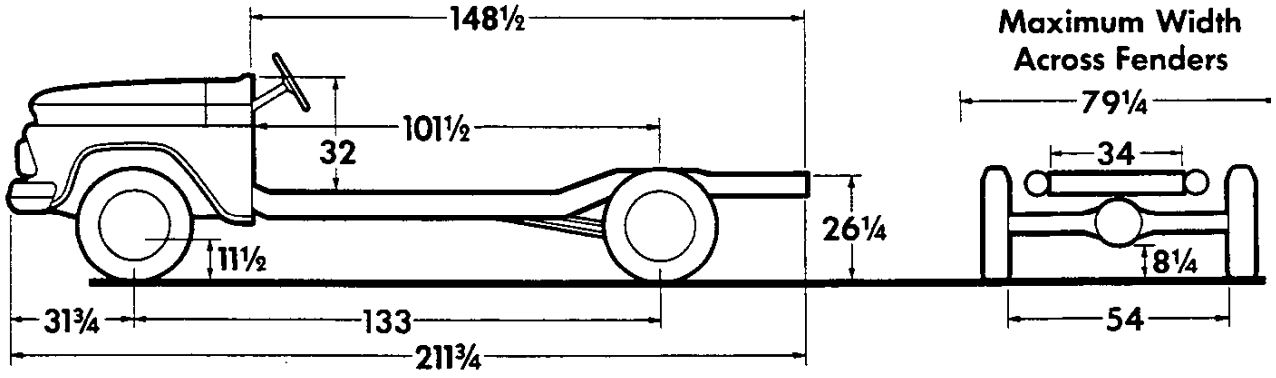
DIMENSIONS
(With std equipment, unloaded)

9′ STAKE



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C3609	2220	2200	4420	2%	98%

COWLS



Model	Curb Weight			Body-Payload Wt. Dist.	
	Front	Rear	Total	Front	Rear
C3602	1840	1165	3005	Determined by style, length & weight of body	
C3612	2005	1170	3175		

SERIES C30

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 & Colors*

Brakes, Service: Hydraulic; self-adjusting
Sizes: Front 11″ x 2¾″; rear 13″ x 2½″
Effective area: drum 395 sq in; lining 252 sq in

Brake, Parking: 8″ x 2½″ drum & band

Bumper: Front only, painted on C3603-09-02-12-04 and C3803
Front and rear, painted on C3605

Cab: See *Cabs, Bodies & Colors*

Carburetor: Single-barrel downdraft

Clutch: Diameter 11″; area 124 sq in

Cooling: Capacity 11 qt; 1¼″ radiator core, 439-sq-in area; 13-lb pressure cap; 180° thermostat

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

Direction Signals: Front and rear; switch only on C3602

Engine: 250 Six; positive crankcase ventilation

Gross Horsepower	155 @ 4200 rpm
Net Horsepower	125 @ 3800 rpm
Gross Torque, lb-ft	235 @ 1600 rpm
Net Torque, lb-ft	220 @ 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; 7.29 on C3803

Fuel & Vacuum Booster: Only on C3602 with 6-cyl engine

Generator: 37-amp Delcotron

GVW Plate: 10,000 lb

➔**Lights:** Head, parking, tail, stop; dome, instrument panel. Dome light not on Cowl models. Backup on Pickups, Panel & stake

➔**Mirror, Exterior:** Chassis-Cabs & Stake—both sides; 17¼″ swinging arm
Panel—both sides; 6¼″ fixed arm
Pickup; left side; 6¼″ fixed arm and inside non-glare shatterproof

Seat: C3605—driver's only; C3603-09-34, C3803—full-width

Seat Belts: C3603-09-34 & C3803—driver & passenger; C3605—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 16½″

Suspension, Front: Independent; capacity 3500 lb

Tank, Fuel:
C3605—outside frame on left; capacity approx 18 gal
C3602-12—outside frame on left; capacity approx 20 gal
C3603-04-09, C3803—back of seat in cab; capacity approx 18 gal

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

Tools: 3300-lb mechanical jack when single rear wheels are used; wheel wrench. Jack not included on Cowl models

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 6½″ circle; spare carrier under frame and 4 painted hub caps when single rear wheels are used; spare carrier not included on Cowl models

Windshield: Not on C3602

Windshield Wipers & Washer: Electric; 2-speed wipers; not included on C3602

GVW SELECTOR

GVW Rating	Chassis Equipment Required for GVW Rating
6700 lb	Standard
★7800 lb	3100-lb rear springs
■9000 lb	Main & auxiliary type rear springs, capacity 4150 lb; dual rear wheels & tires
◆■10,000 lb	1750-lb front springs; main & auxiliary type rear springs, capacity 4150 lb; dual rear wheels & tires

◆Rating on standard GVW plate
★Rating on RPO GVW plate.
■Not available on Pickup or Panel.

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.

Air Cleaner: Oil-bath; capacity 1 quart; not available with governor on 283 engine; included when power brakes are ordered with 292 engine K48

➔**Air Cleaner, Heavy-Duty:** Includes closed positive ventilation and oil-bath pre-cleaner; not available with 327 engine K46

Air Conditioner, All-Weather: Not available on C3602. Includes heater and defroster, HD radiator & 42-amp generator C60

Axle, NoSPIN Rear: Ratio 5.14 G86

➔**Axle, Rear:** Ratio 4.57; available with single rear wheels only H20

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

Brakes, Vacuum Power J70

Bumper, Painted Rear: With std painted front bumper on C3604 only V38

Carrier, Spare Wheel: Under frame; with dual rear wheels only on Chassis-Cabs & Stakes P10
Side mounted on Pickup P13

Closed Engine Positive Ventilation K24

➔**Cooling, Heavy-Duty:** Includes HD radiator and extra-HD cooling equipment V05

Custom Equipment: See *Cabs, Bodies & Colors* section for description; not available on Cowl models
Appearance Option Z61
Chrome Option V37
Comfort Option Z62

Engine:
292 Six L25
283 V8 L32
327 V8 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	—

	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	12"; 150 sq in

Fuel Filter Equipment K28

Gauges: Ammeter, engine temperature, oil pressure; not available on C3602 Z53

Generator:
12-42-amp Delcotron K79
5-61-amp Delcotron K76
23-62-amp Delcotron K81

Glass, Laminated: Door windows only; includes metal frames; not available on Cowl models A09

Glass, Soft Ray:
Windshield only; not available on C3602 A11
All windows; not available on Cowl models A11

➔**Governor:**
250 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

GVW Plate: 7800 lb Z70

Hazard Flasher Switch V74

Heater & Defroster: Not available on C3602
Included with air conditioning
Thrift-Air C41
DeLuxe-Air C42

Hooks, Towing: Two front; not available with chrome bumper V76

Jack, Mechanical:
Capacity 3300 lb; Cowl models only V62
Capacity 4700 lb; with dual rear wheels only V62

Lamps, Hazard & Marker: Five; includes hazard flasher switch; not available on Cowl models V75

Lock: Right door; not available on Cowl models A94
Side wheel carrier; Pickup only A97

➔**Mirror, Rearview:** Exterior; not available on Cowl models
Left & right; 17¼" swinging arm; C3604 only D32
Left & right; 6¼" fixed arm; Chassis-Cabs only; not available with 9-ft platform body D32
Right; 6¼" fixed arm; Pickup only D32
West Coast type Jr. (6" x 11"); not available on Stake model D29
West Coast type Sr. (7" x 16") D30

Paint, Exterior: See *Cabs, Bodies & Colors* section

➔**Platform Body:** Length 9 ft; for C3603 only; includes backup lamps. Not available with 6¼" mirror E57

Radiator: Heavy-duty V01

Radio: Manual control; not available on C3602 U60

Seat, Bostrom: Not available on Cowl or Panel models
Driver only A55
Driver seat plus 2-man seat A55

Seat, Folding Auxiliary: One-passenger; C3605 only A57

Seat, Full-Depth Foam: Not available on Cowl or Panel models Z52

Serial Number Plate: State of Pennsylvania Z55

Shock Absorbers: Heavy-duty
Front F52
Rear G68

Springs, Front:
Capacity 1750 lb each F60

Springs, Rear:
Capacity 3100 lb each G50
Main & auxiliary type; capacity 4150 lb each G60

Stabilizer Bar, Front Suspension F59

Starter Motor, Heavy-Duty: Includes HD battery K67

➔**Steering, Power** N40

Tachometer: Electric; includes optional gauges; not available on C3602 U16

Tank, Fuel: Capacity approx 20 gallons; not available on Cowl or Panel models N01

➔**Transmission:**
Warner T89C 3-spd wide-ratio synchromesh M16

Wheel, Spare: Included when single rear tires are used (except Cowls) or when spare tire is ordered
One, 17.5" x 5.25" S77
One, 19.5" x 5.25" (Cowls only) Q36
One, 16" x 5.5" S76
One, 17" x 5.0" (Cowls only with 7.00–17 tires) Q22
One, 18" x 5.0" Q31
One, 17" x 6.00" (Cowls only with 7.50–17 tires) Q23

Window, Full-View Rear: Not available on Cowl or Panel models A10

TIRE & WHEEL COMBINATIONS

Rim width is determined by rear tire size. See *Wheels and Tires* section.

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
★7–17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon		Disc	5.25	R82
—On-Off Road		Disc	5.25	R81*
8–17.5/6PR —Regular	1735	Disc	5.25	Std**a**
●8–17.5/8PR —Regular	2060	Disc	5.25	Std**b**
		Disc	5.25	R86**c**
—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

a—8–17.5/6PR tires are standard on the front only.
b—8–17.5/8PR tires are standard on the rear only.
★Available with dual rears only. Not available on Pickup or Panel.
●May be used as dual rear tires (except Pickup or Panel).
c—R86 is used to order either dual rear (except Pickup or Panel), front or spare tires.
* Rear only

TUBE-TYPE TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
★6.50–16/6PR—Regular	1420	Disc	5.5	R63
★7.00–16/6PR—Regular	1580	Disc	5.5	R66
★7.50–16/8PR—Regular	2140	Disc	5.5	R68
c7.00–17/6PR—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*
★7.00–18/8PR—Regular	2140	Disc	5.0	R90
7.50–17/10PR—Regular	2650	Disc	6.0	R77*

★Available with dual rears only. Not available on Pickup or Panel.
c—Available as front only with 7.00-17 or 7.50-17 rears
* Rear only

Power Team Combinations

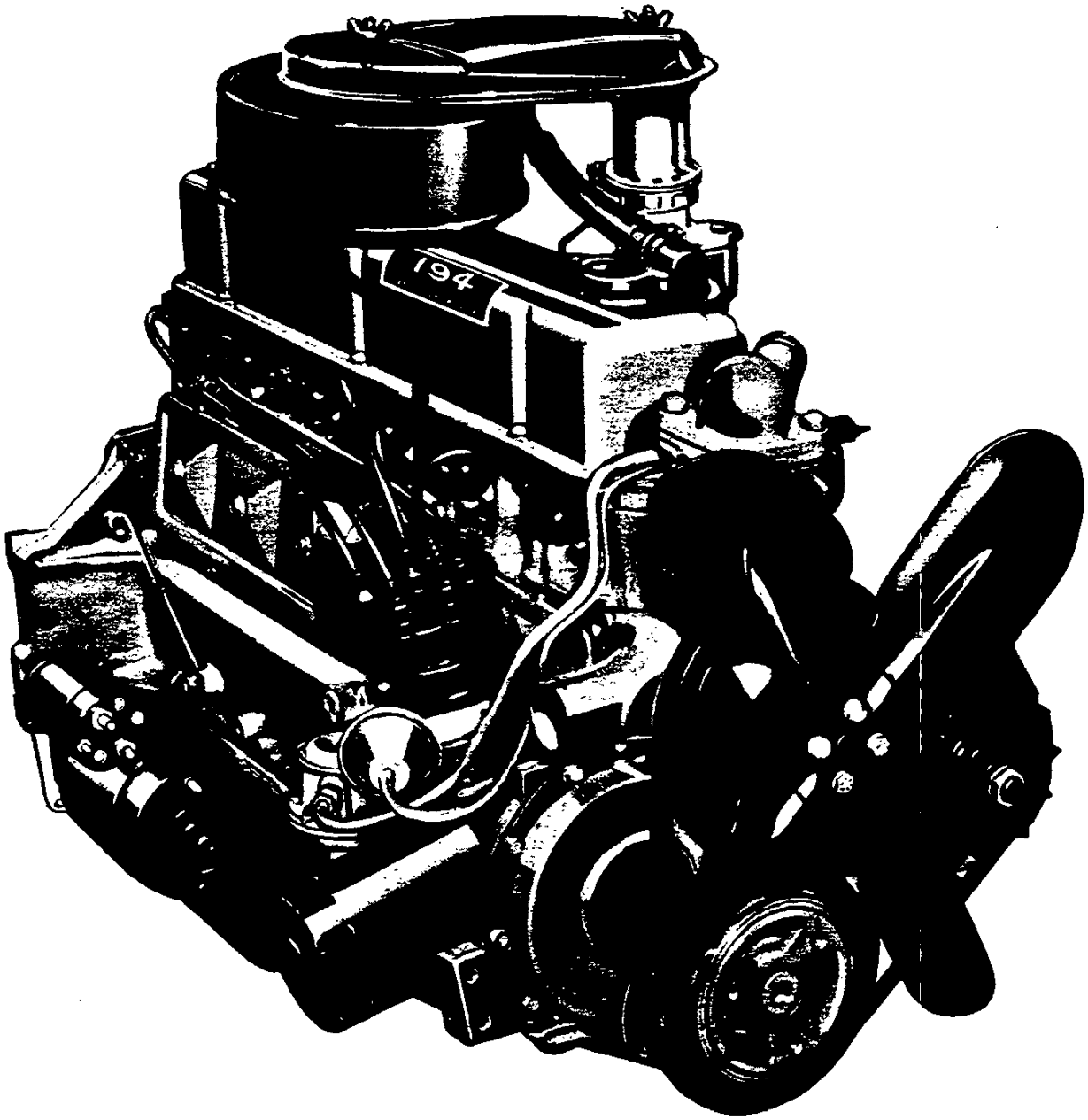
SERIES	ENGINE	CLUTCH	AXLE	TRANSMISSION	AVAILABILITY
G1205, 06, 26	High Torque 194 cu. in. L-6	10 inch	3.36:1	3-Speed Synchromesh	Standard
			3.36:1	Powerglide	Optional
			3.73:1	3-Speed Synchromesh	Optional
			3.73:1	Powerglide	Optional
			4.11:1	3-Speed Synchromesh	Optional
			4.11:1	Powerglide	Optional
G1236 RPO (L26) G1205, 06, 26	High Torque 230 cu. in. L-6	10 inch	3.36:1	3-Speed Synchromesh	Standard
			3.36:1	Powerglide	Optional
			3.73:1	3-Speed Synchromesh	Optional
			3.73:1	Powerglide	Optional
			4.11:1	3-Speed Synchromesh	Optional
			4.11:1	Powerglide	Optional

TRANSMISSION	ENGINE	AXLE	TOTAL GEAR REDUCTION			
			1ST	2ND	3RD	REVERSE
3-Speed	L-6	3.36:1	9.88	5.64	3.36	9.88
		3.73:1	10.97	6.27	3.73	10.97
		4.11:1	12.08	6.90	4.11	12.08

TRANSMISSION	ENGINE	AXLE	TOTAL GEAR REDUCTION*	
			DRIVE	LOW AND REVERSE
Powerglide	194 L-6	3.36:1	8.06-3.36	14.68-6.12
		3.73:1	8.94-3.73	16.30-6.79
		4.11:1	9.86-4.11	17.96-7.48
	230 L-6	3.36:1	7.06-3.36	12.43-5.91
		3.73:1	7.83-3.73	13.80-6.56
		4.11:1	8.63-4.11	15.21-7.23

Six Cylinder Engines

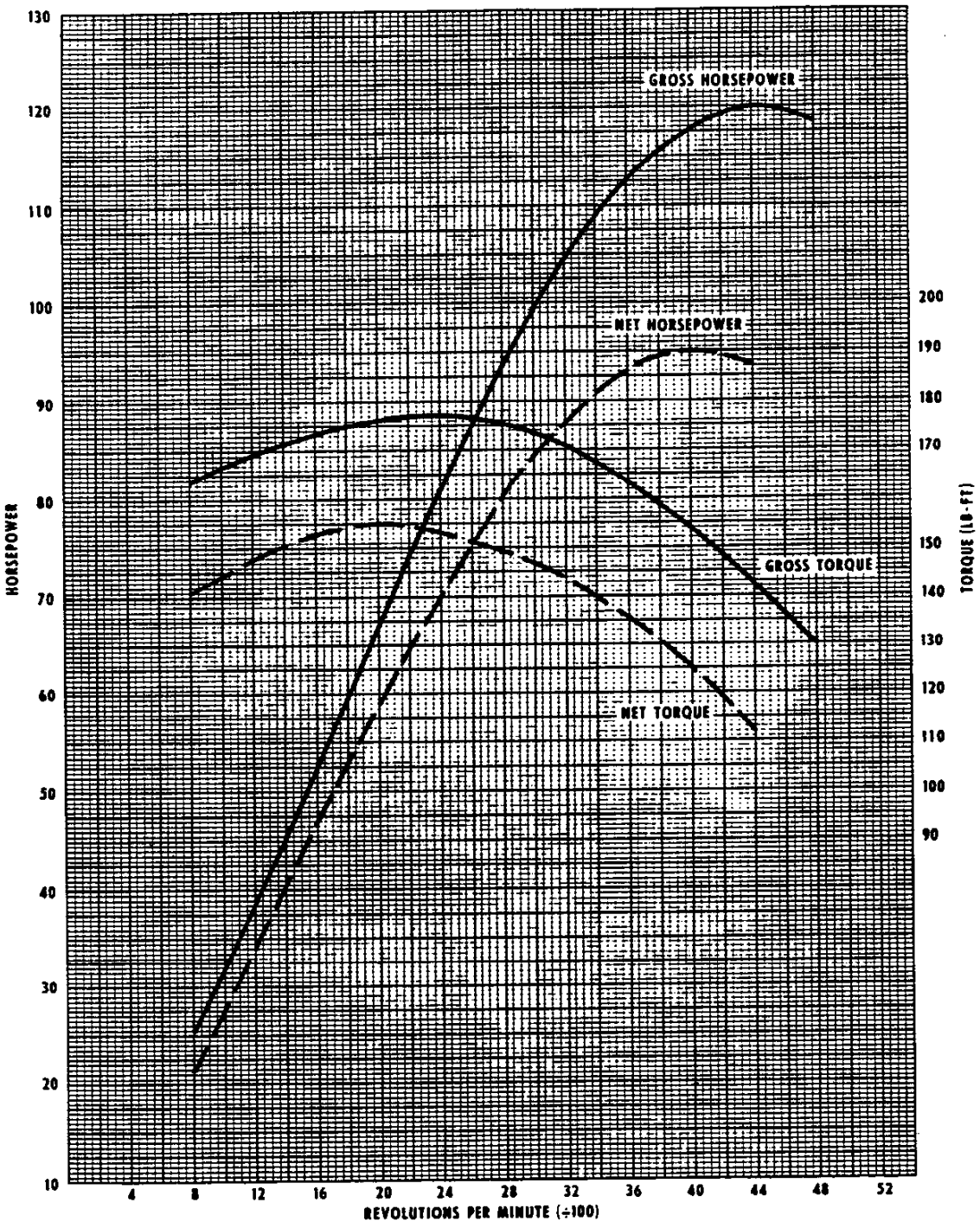
HIGH TORQUE 194



CYLINDERS	6
PISTON DISPLACEMENT, CU. IN.	194
BORE – STROKE (Dim.)	3.56 x 3.25
COMPRESSION RATIO	8.25:1
APPLICATION	610

GROSS HP	120 @ 4600 RPM
GROSS TORQUE, LB-FT.	177 @ 2400 RPM
NET HP	93 @ 4000 RPM
NET TORQUE, LB-FT.	153 @ 2000 RPM

CORRECTED TO BAROMETRIC PRESSURE OF 29.92 IN.HG. AND 60 DEG. F. DRY AIR.



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

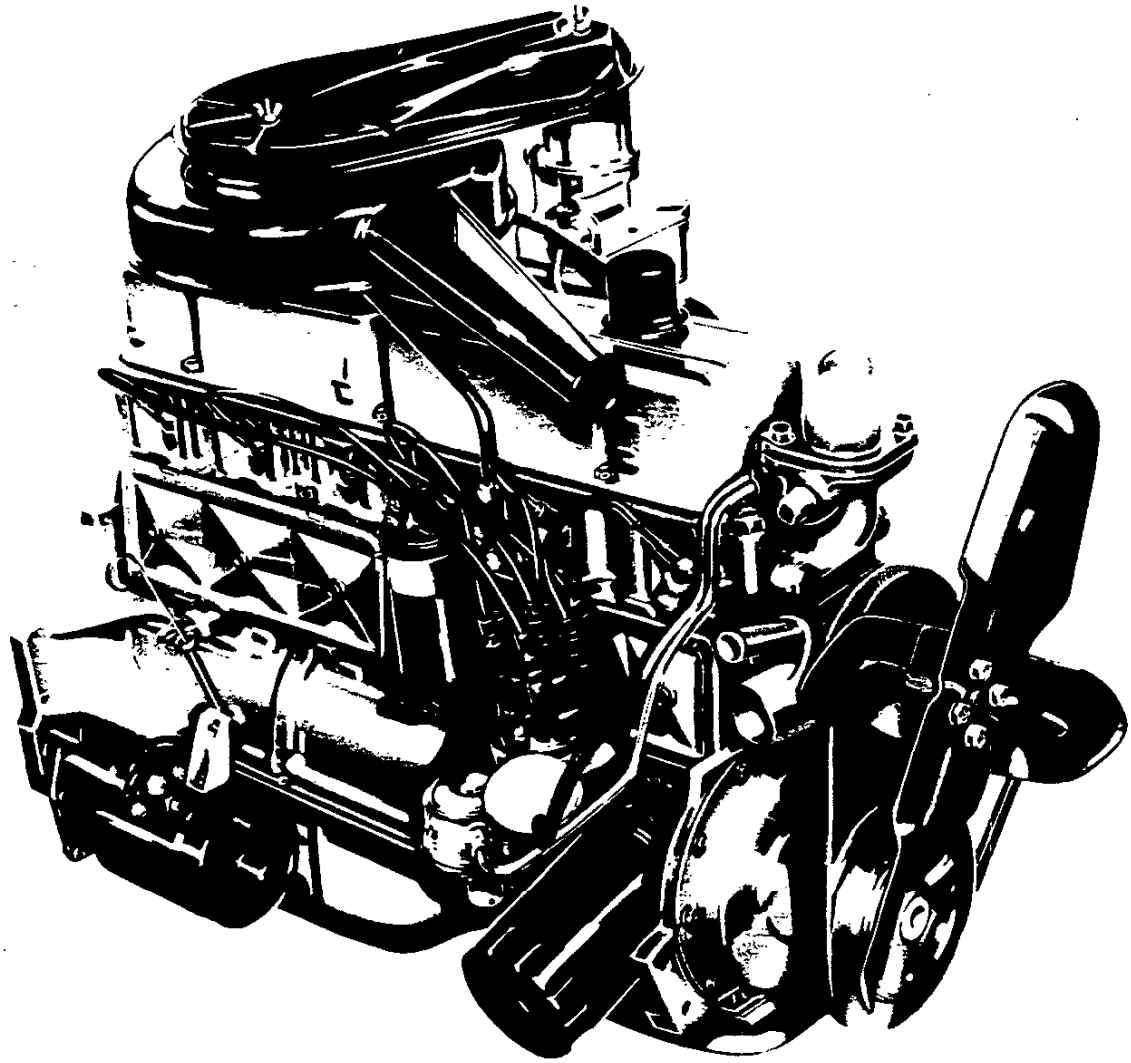
D. N. McPherson
Chief Engineer Engines

State of Michigan
County of Macomb
On this 9th day of [illegible] 1965 personally appeared before me D. N. McPherson, known to me to be such, who makes oath that the data on this sheet are true as represented.

Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

Six Cylinder Engines—Cont'd.

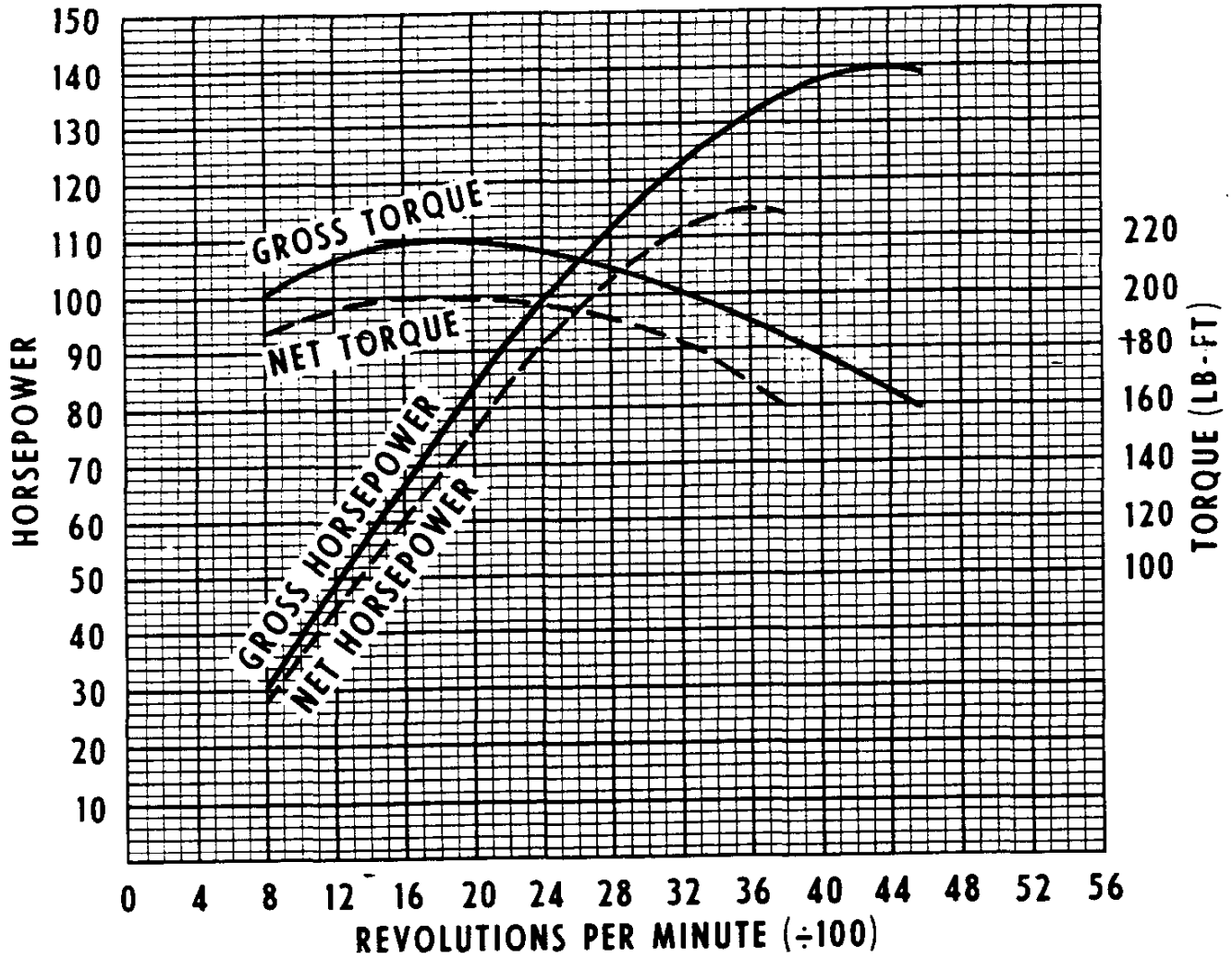
HIGH TORQUE 230



CYLINDERS	6
PISTON DISPLACEMENT, CU. IN.	230
BORE – STROKE (Nom.)	3-7/8 x 3-1/4
COMPRESSION RATIO	8.5:1
APPLICATION	RPO L26 G10

GROSS HP	140 at 4400 RP
GROSS TORQUE, LB.FT.	220 at 1600 RP
NET HP	115 at 3600 RP
NET TORQUE, LB.FT.	200 at 1600 RF

CORRECTED TO BAROMETRIC PRESSURE OF 29.92 IN.HG AND 60 DEG. F. DRY AIR.



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

J. H. McPherson
Chief Engine Engineer

State of Michigan
County of Macomb
On this 25 day of June 1965 personally appeared before me D. H. McPherson, known to me to be such, who makes oath that the data on this sheet are true as represented.

Gerald C. Lind
Notary Public, Oakland County, Michigan
Acting in Macomb County, Michigan
My Commission Expires July 22, 1967

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

		HIGH TORQUE 194	HIGH TORQUE 230
CYLINDER BLOCK			
Material		Cast alloy iron	
Bore		3.563	3.875
CYLINDER HEAD			
Material		Cast alloy iron	
Type		Valve-in-head	
Cylinder head bolt torque		90-95 foot pounds	
Number of cylinder head bolts			14
CRANKSHAFT			
Material		Cast nodular iron	
Number of counterweights		4	
Weight			52.75 lbs
End play		.002-.006	
Stroke		3.25	
Main bearing journal diameter		#1-7: 2.2983-2.2993	
Pulley diameter		6.64	
Crankpin journal	Width	1.038-1.042	
	Diameter	1.999-2.000	
Harmonic balancer		Rubber mounted inertia	
Main Bearings	Type	Precision removable	
	Material	Steel backed babbitt or copper lead alloy	
	End thrust against		#7
	Bearing clearance	.0003-.0029	
	Effective Length	#1-6: .752 #7: .760	
	Theoretical I.D.	#1-7: 2.3004	
	Projected area*	#1-6: 1.7299 #7: 1.7483	

* Based on theoretical I.D. and effective length.

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

			HIGH TORQUE 194	HIGH TORQUE 230
CAMSHAFT				
Material			Cast alloy iron	
End play			.003-.007	
Thrust			Between timing gear & journal front face	
Timing Gears	Type		Helical	
	Material	Drive	Steel	
		Driven	Aluminum	
Bearings	Material		Extra-life steel backed babbitt	
	Clearance on diameter		.0015-.0035	
	Ream diameter		1.8712	
	Length		.86	
	Projected area*		1.6092	
PISTONS				
Material			Cast aluminum alloy	
Skirt and head			Flat head	Flat head, slipper skirt
Skirt clearance			.0006-.0010	
Top land clearance			.035-.044	
Top ring groove insert			None	
Compression ring groove depth			.2153-.2218	
Oil ring groove depth			.2093-.2158	
Weight (ounces)			20.40	
PISTON PINS				
Material			Chromium steel	
Type			Locked in rod	
Diameter			.9270-.9273	
Length			2.990-3.010	
Taper limit in full length			.0001	
Clearance in piston			.00015-.00025	
Surface finish			14 micro-inches	
CONNECTING RODS				
Material			Drop forged steel	
Rod width at piston			1.007-1.011	
Rod width at crankpin			.944-.945	
End play			.008-.014	
Rod length C/L to C/L			5.699-5.701	

* - Based on ream diameter and overall length.

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

		HIGH TORQUE 194	HIGH TORQUE 230
CRANKPIN BEARINGS			
Type		Precision, removable	
Material		Steel backed babbitt	Steel backed babbitt or copper lead alloy
Bearing Dimensions	Diameter	2.155	
	Effective length	.837	
	Projected area	1.804	
COMPRESSION RINGS			
Number per piston		Two	
Type		Inside bevel	
Material		Cast alloy iron	
Coating	Upper	Flash chrome plated O.D.	
	Lower	Wear resistant coated O.D.	
Width	Upper	.0775-.0780	
	Lower	.0770-.0780	
Gap		.010-.020	
Diameter		3.875	
Wall thickness	Upper	.184-.194	
	Lower	.184-.194	
Ring groove clearance		.0022	
OIL CONTROL RINGS			
Number per piston		One	
Type		Multi-piece, two rails and one spacer	
Material	Rails	Stainless steel, chrome plated O.D.	
	Spacer	Steel	
Width	Rails	.028	
	Spacer	.177-.182	
Rail gap		.015-.055	
Diameter	Rails	3.875	
	Spacer (free)	3.892-3.918	
Rail wall thickness		.150-.156	
Total oil ring width		.233-.238	
Ring groove clearance		.007-.011	

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

		HIGH TORQUE 194	HIGH TORQUE 230
VALVE TRAIN			
Valve Operating Mechanism	Type	Individually mounted overhead rocker arms push rod operated	
	Lifters	Hydraulic	
	Rocker arm ratio	1.75:1	
	Valve guides	Integral with head	
	Valve lash	Zero	
VALVE SPRINGS			
Material		GM 63M	
Compressed length	Closed	1.66 @ 56-64 lbs	
	Opened	1.33 @ 170-184 lbs	
Free length		1.92	
VALVE SEATS			
Material	Inlet	Cast iron	
	Exhaust	Cast iron	
Valve seat inserts		None	
INLET VALVES			
Material		Carbon steel	
Face coating		None	
Overall length		4.902-4.922	
Head diameter		1.715-1.725	
Stem diameter		.3404-.3417	.3404-.3417
Stem to guide clearance		.0015-.0032	
Angle of valve face		45°	
Seat angle in head		46°	
Valve lift		.3318	.3318
EXHAUST VALVES			
Material		High alloy steel	
Face coating		Aluminized	
Overall length		4.913-4.933	
Head diameter		1.495-1.505	
Stem diameter		.3410-.3417	
Stem to guide clearance		.0010-.0033	
Angle of valve face		45°	
Seat angle in head		46°	
Valve lift		.3318	.3318
Exhaust valve rotator		None	

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

		HIGH TORQUE 194	HIGH TORQUE 230
VALVE TIMING			
Inlet valve	Opens	62° BTC	62° BTC
	Closes	94° ABC	94° ABC
Exhaust valve	Opens	92° BBC	92° BBC
	Closes	63° ATC	63° ATC
Inlet duration	W/ramp	336°	
	WO/ramp	244°	
Exhaust duration	W/ramp	336°	
	WO/ramp	244°	
CRANKCASE VENTILATION			
Type		Positive	

COOLING SYSTEM

GENERAL			
Type		Pressure	
By-pass type		Permanent	
Cooling system capacity (quarts)		11	12
RADIATOR HOSES			
Material	Inlet	Fabric reinforced rubber	
	Outlet	Steel reinforced rubber	
Hose I.D.	Inlet	1.50	
	Outlet	1.75	
THERMOSTAT			
Make		Harrison	
Type		Pellet	
Begins to open		177°-183°F	
Fully open		202°F	

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

	HIGH TORQUE 194	HIGH TORQUE 230
WATER PUMP		
Type	Centrifugal	
Drive	V-belt	
Capacity	58 GPM @ 4400 RPM	60 GPM @ 4400 RPM
Water pump bearing	Permanently lubricated double row ball	
FAN		
Number of blades	Four	
Blade diameter	18.0	
Blade type	Curved tip	
Fan to engine speed ratio	.949:1	
FAN BELTS		
Material	Dacron cord and oil & heat resistant rubber compound	
Type	High strength, low stretch, wedge belt	
Width	.380	
Developed length	39.0	39.5
Number used	One	

LUBRICATION SYSTEM

GENERAL			
Type		Full pressure	
Method	Main bearings	Pressure	
	Camshaft bearings	Pressure	
	Timing gear	Nozzle	
	Connecting rods	Pressure	
	Valve mechanism	Pressure	
	Cylinder walls		Connecting rod bearing throw-off
Crankcase capacity	Piston pins	Splash	
	With filter	5.0	
	Without filter	4.0	

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

	HIGH TORQUE 194	HIGH TORQUE 230
OIL PUMP		
Type	Gear	
Pump intake	Stationary	
Pressure gauge type	Electric	
Normal oil pressures	30-45 PSI @ 1500 RPM	
Capacity	4.3 GPM @ 2000 RPM	
OIL FILLER		
Location	Rocker cover	
Cap type	Breather	
OIL FILTER		
Type	Full flow, throw-away cannister	
Availability	Standard	
Capacity	1 Quart	
OIL PAN		
Drain plug location	Lower center of oil pan	
Drain plug thread size	1/2-20 UNF 2A	
Hex head size	.875	
OIL GRADE RECOMMENDATIONS		
Not lower than 32 degrees F	SAE 20W, SAE 20 or SAE 10W-30	
Not lower than 0 degrees F	SAE 10W, SAE 10W-30	
Lower than 0 degrees F	SAE 5W, SAE 5W-20	

FUEL AND EXHAUST SYSTEM

FUEL TANK	
Capacity	16 gallons
CARBURETOR	
Type	Single barrel - downdraft
Make and model	Rochester B
Venturi	1.343
Throttle bore	1.56
SAE flange size	1-1/2
Choke control	Hand choke

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

	HIGH TORQUE 194	HIGH TORQUE 230
AIR CLEANER		
Make	AC	
Element material Oil wetted	Paper	
FUEL FILTER		
Location	Fine mesh plastic strainer in gas tank; sintered bronze filter in carburetor	
FUEL PUMP		
Make	AC	
Type	Mechanical	
Pressure range	5.25-6.50 PSI	
Arm movement	.25	
MUFFLER, EXHAUST AND TAILPIPE		
Muffler type	Single resonance straight thru	
Exhaust pipe O.D.	2.00	
Tail pipe O.D.	1.82	
ELECTRICAL SYSTEM		
GENERAL		
Make and type	Delco-Remy, 12 volt	
Firing order	1-5-3-6-2-4	
Timing (initial setting)	4° BTC @ 450-500 engine RPM	
Timing mark location	Tab on crankshaft pulley	
DELCOTRON EQUIPMENT		
Rating and model	32 ampere, Delco-Remy	
Pulley size	2.70 P.D.	
Ratio - Delcotron to engine RPM	2.46:1	

Six Cylinder Engines—Cont'd.

HIGH TORQUE 194 and 230

	HIGH TORQUE 194	HIGH TORQUE 230
STARTING MOTOR		
Make	Delco-Remy	
Number of pinion teeth	9	
Test data (free speed) Amperes	49-76	
Test data (free speed) Volts	10.6	
Test data (free speed) RPM	6200-9400	
Starter actuation	By solenoid	
IGNITION SWITCH		
Type	Key operated	
Positions	Off, On, Start	
SPARK PLUG WIRES		
Type	Graphite impregnated, braided rayon core	
Cable size	7 mm	
Resistance	4000 ohms per foot	
BATTERY		
Model number	554	
Capacity @ 20 hr. rate	44 amperes	
Plates per cell	9	
Weight	30 lbs.	
Ground	Negative	
Fully charged	Specific gravity of 1.270±0.010 @ 80°F	
Location	Front R.H. side of engine compartment	

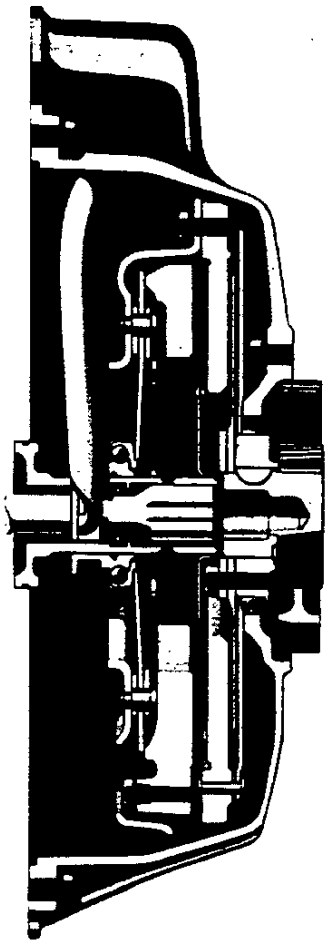
Six Cylinder Engines—Cont'd.

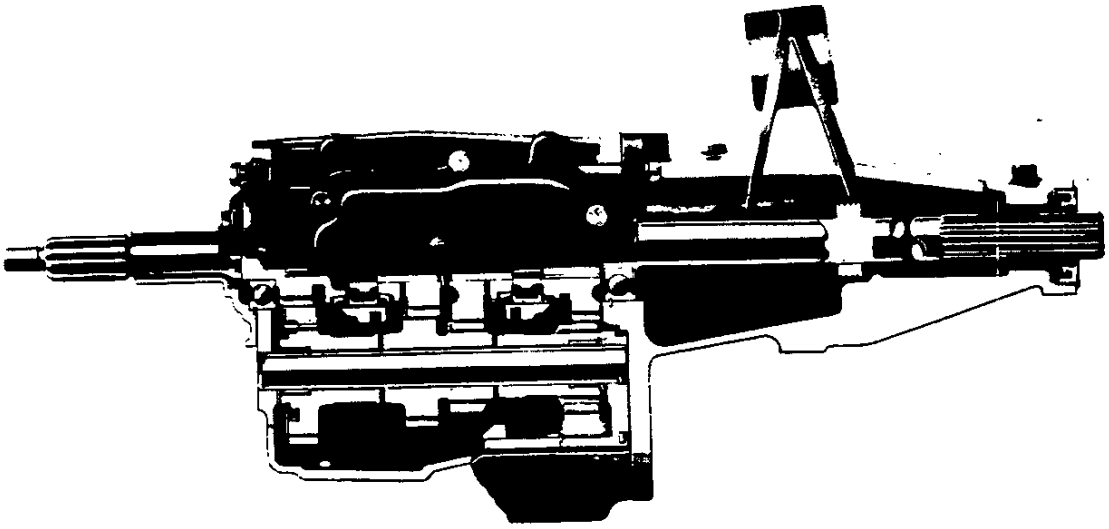
HIGH TORQUE 194 and 230

	HIGH TORQUE 194	HIGH TORQUE 230
VOLTAGE REGULATOR		
Make	Delco-Remy	
Location	Front L.H. side of engine compartment	
Voltage regulator — Vibrator type	Two unit (voltage regulator & cutout relay)	
Voltage regulator — Volts	13.8-14.8 @ 85°F	
Combination light and field relay closing voltage @ 80 degrees	2.5-4.5 volts	
SPARK PLUGS		
Make and model	AC 46N (long reach)	
Thread size and type	14 mm	
Gap	.033-.038	
Torque	25 lb.ft.	
IGNITION COIL		
Make	Delco-Remy	
DISTRIBUTOR		
Make	Delco-Remy	
Breaker arm tension	19-23 oz.	
Nominal cam angle (dwell)	31°-34°	
Breaker point gap	.019	
Condenser capacity	.18-.23 microfarad	
Type of advance	Centrifugal & vacuum	

Clutches

CLUTCH SIZE AND TYPE			DIAPHRAGM 10 INCH
CLUTCH SPRINGS	Number used		1
	Material		Spring steel heat treated
	Total pressure (lbs)		1700-1950
	Spring release		Diaphragm action
DRIVEN DISC	Type		Dry disc with two facings
	Number of plates		1
	Vibration dampers		6
	Facing	Material	Woven asbestos composition
		O.D.	10
		I.D.	6
		Thickness	.135
		Area sq. in.	100.5
BEARING	Clutch Release	Type	Single row ball
		Lubrication	Packed with high viscosity grease and sealed
	Pilot	Make	Chevrolet
		Type	Sintered powdered bronze bushing
FLYWHEEL	Material		Cast iron
	O.D.		12.54
RING GEAR	Type		Cold drawn steel, shrunk on flywheel
	No. of teeth		153
	Width		.4110-.4220
	Pitch dia.		12.75
CONTROLS	Clutch fork		Drop forged steel, pivot mounted on ball
	Pedal mounting		Through toe panel, attached to frame
	Linkage		Mechanical





Transmission Specifications

SYNCHROMESH

TYPE		3-SPEED
APPLICATION		194 CU. IN. L-6 230 CU. IN. L-6
MAKE		Chevrolet
GEARS	Material	Forged steel, hardened
	Type	Helical
SYNCHRONIZED SPEEDS		All forward speeds
GEAR RATIO	First	2.85
	Second	1.68
	Third	1.00
	Fourth	---
	Reverse	2.94
GEARSHIFT CONTROL	Type	Manual remote
	Location	Mounted on steering column
LUBRICANT CAPACITY (pints)		2.0

AUTOMATIC

TYPE		POWERGLIDE			
APPLICATION		194 CU. IN. L-6		230 CU. IN. L-6	
MAKE		Chevrolet Powerglide			
TYPE		Two-speed Automatic			
COOLING		Water			
RANGE SELECTOR LEVER LOCATION		Mounted on steering column			
POWERGLIDE TORQUE MULTIPLICATION	Converter Ratio	MAX.	1:1	MAX.	1:1
	Drive	2.40	1.00	2.10	1.00
	Low	4.37	1.82	3.70	1.76
	Reverse	4.37	1.82	3.70	1.76
ENGINE STARTING		Selector lever in Neutral			
LUBRICANT CAPACITY	Dry Refill	15 Pints			
	Refill	3 Pints			

POWER TRAINS

CHASSIS

Front Suspension

RATED CAPACITY (LBS.)			2200
MAKE			Chevrolet
TYPE			Reverse Elliot (modified I-beam)
I-BEAM DATA	Material		Drop forged AISI C1040
	Distance between King Pin C/L's		54.36
	C/L of Wheel to Bottom of I-Beam @ Pad		5.21
	Section Modulus (in.^{3})		0.84
KING PIN DATA	Diameter		0.8170-0.8174
	Length		5.38
	Bushing	Type	Delrin #500
		Length	1.280
		I.D.	0.8204-0.8174
		O.D.	.9370
	Thrust Bearing		Washer Type
SPINDLE DIAMETER	Inner		1.2493-1.2498
	Outer		0.7492-0.7497
WHEEL ATTACHMENT	Number of Studs		Five
	Bolt Circle		4.75 in.
WHEEL BEARINGS			Tapered single row roller

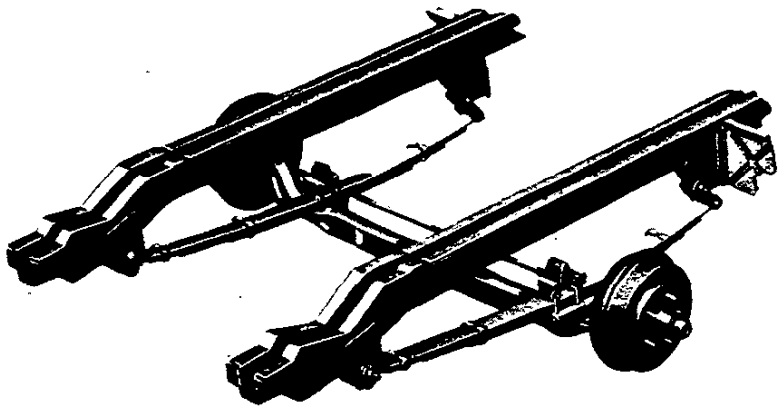
Front Stabilizer

RPO F59

TYPE	Link
MATERIAL	C1070 Steel
BAR DIAMETER	.865

Front Springs

RATED CAPACITY (LBS) (EACH SPRING)	**SPRUNG**	**1000**	**1100**
	GROUND	**1125**	**1225**
SERIES APPLICATION		**STANDARD**	**RPO (F60)**
TYPE		Semi-elliptical, unsymetrical leaves with anti-windup single stage	
MATERIAL		Chrome carbon steel	
NUMBER OF LEAVES		6	
LEAF THICKNESS		4 @ .262; 2 @ .237	2 @ .291; 3 @ .262; 1 @ .237
TOTAL		1.522	1.605
AVERAGE CLAMPED RATE OF DEFLECTION		176	208
LENGTH AND WIDTH		48 x 2	
SPRING CLIPS - TYPE AND POSITIONS		Clinch with rivet - two forward, one rear of I-beam	
SPRING BUMPERS		Hard rubber	
SPRING HANGERS	Front	Stamped hanger welded to frame	
	Rear	Rubber bushed shackle	
SPRING EYE BUSHING	I.D.	.564-.569	
	O.D.	1.240-1.260	
	Material	Rubber	



Shock Absorber Data

FRONT

MAKE	Delco
TYPE	Direct acting hydraulic
MOUNTING LOCATION	Upper mounted to bracket in tire well Lower mounted with 1/2" bolts thru "I" beam
PISTON DIAMETER	1"
PISTON TRAVEL	9.75"

REAR

MAKE	Delco
TYPE	Direct acting
MOUNTING LOCATION	Upper mounted to frame rail Lower mounted to extension welded on axle shaft
PISTON DIAMETER	1"
PISTON TRAVEL	7.25"

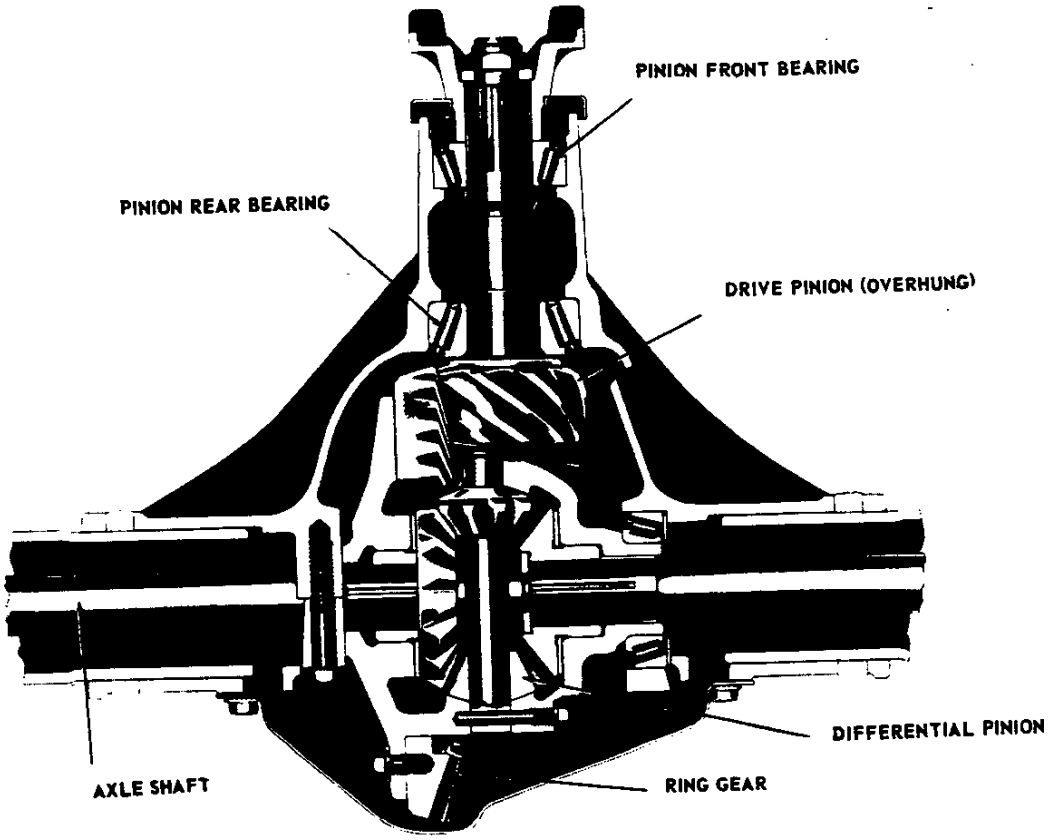
Rear Springs

RATED CAPACITY (LBS) (EACH SPRING)	SPRUNG	1000	1225
	GROUND	1200	1450
SERIES APPLICATION		STANDARD	RPO (G50)
TYPE		Semi-elliptical single-stage	
MATERIAL		Chrome carbon steel	
NUMBER OF LEAVES		6	7
LEAF THICKNESS		4 @ .291 2 @ .262	4 @ .291 3 @ .262
TOTAL THICKNESS		1.688	1.850
INCHES OF CAMBER AT LOAD (lbs.)		-1.34 @ 882 lbs.	
AVERAGE CLAMPED RATE OF DEFLECTION		258	315
LENGTH & WIDTH		48 x 2	
SPRING CLIP TYPE	Clinch Bolt	Clinch with rivet	
SHACKLE END	Type Location	Rubber bushed Rear	
FIXED END	Location	Forward	
ATTACHMENT TO AXLE		U-Bolt, spacer and plate	
U-BOLT DIAMETER		1/2"	
BUMPER		Rubber, knock down type mounted to frame rail	
SPRING CENTERS		47.1	

Rear Axle Specifications

SERIES APPLICATION			STANDARD	RPO (H06)	RPO (H05)	RPO (H04)
RATED AXLE CAPACITY (lbs)			2400 lbs		2900 lbs	
RATIO			3.36:1*	4.11:1*	3.73:1*	4.11:1*
MAKE			Chevrolet			
TYPE			Salisbury			
BRAKE SIZE			9-1. 2" X 2"			
WHEEL MOUNTING	Type		5-Bolt			
	Bolt size		7/16			
	Bolt circle		4.75			
HOUSING	Type		Carrier & tube			
	Construction		3-piece			
	Hsg.section OD & wall		3.0 x .22			
RING AND PINION GEARS	Type		Hypoid			
	Number of teeth	Drive	11	9	11	9
		Driven	37	37	41	37
	Ring gear	Pitch dia.	8.125	8.875	8.875	
		Face	1.240		1.406	
GEAR BACKLASH			.005 .008			
DRIVE PINION	Mounting		Overhung			
	Adjustment		Shims			
	Thrust		Against rear pinion bearing			
DIFFERENTIAL TYPE			2-pinion			
AXLE SHAFT	Type		Integral shaft and drive flange			
	Material		Hot rolled carbon steel			
	Hub attachment		Bolted			
	Minimum diameter		1.08			
LUBRICANT CAPACITY (pints)			3.5		4.5	

* Available with Positraction differential


PINION FRONT BEARING
PINION REAR BEARING
DRIVE PINION (OVERHUNG)
DIFFERENTIAL PINION
AXLE SHAFT
RING GEAR

Brake Specifications

TYPE			Duo-Servo, 4-wheel hydraulic, self-adjusting
DRUM	Type		Composite, web cast into rim
	Material	Rim	Cast iron alloy
		Web	HR steel
	Diameter	Front	9.5
		Rear	9.5
	Effective area		228 6 sq. inches
LINING	Material		Full molded asbestos composition
	Width	Front	2.50
		Rear	2.00
	Facing Thickness	Primary Shoes	.17
		Secondary Shoes	.20
	Attachment		Bonded
	Effective area		168.9
MASTER CYLINDER	Piston diameter		1.00
	Location		Underbody, bracket mounted
	Available piston travel		1.09
WHEEL CYLINDER	Diameter	Front	1.13
		Rear	0.813
	Brake Distribution	Front	59 5%
		Rear	40.5%
BRAKE LEVER RATIOS	Pedal		5.8:1
	Hydraulic		3.78
	Overall		21.924
PARKING BRAKE	Type		Mechanical pull type, cable to rear service brakes
	Effective lining area		76.8
	Operation		Pull lever - bracket mounted to engine cover

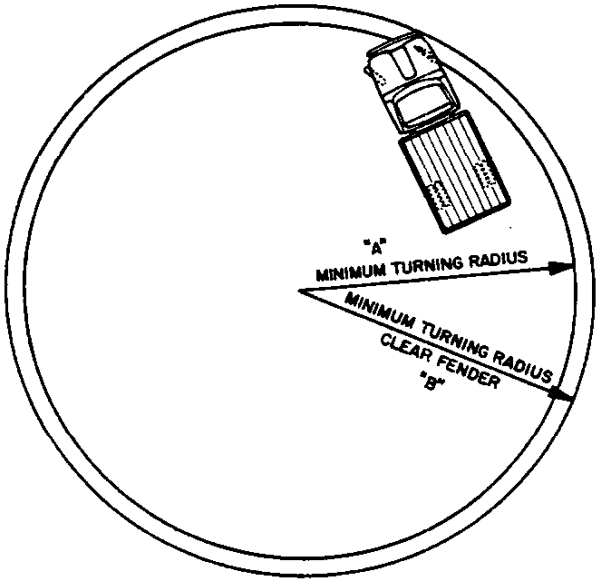
Steering

MAKE AND TYPE		Saginaw recirculating ball
RATIO	Gear	20:1
	Overall	25:1
MOUNTING		Frame rail channel
STEERING SHAFT TYPE		Single
PITMAN SHAFT BUSHING		Cast bronze
PITMAN SHAFT	Location	Straddle mounted in steering gear housing
	Diameter	.974
LINKAGE TYPE		Conventional
STEERING WHEEL	Type	2 spoke
	Diameter	17 inches
ANTI-FRICTION BEARINGS	Type	Single row ball
	Part No.	5666693

Steering—Cont'd.

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

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

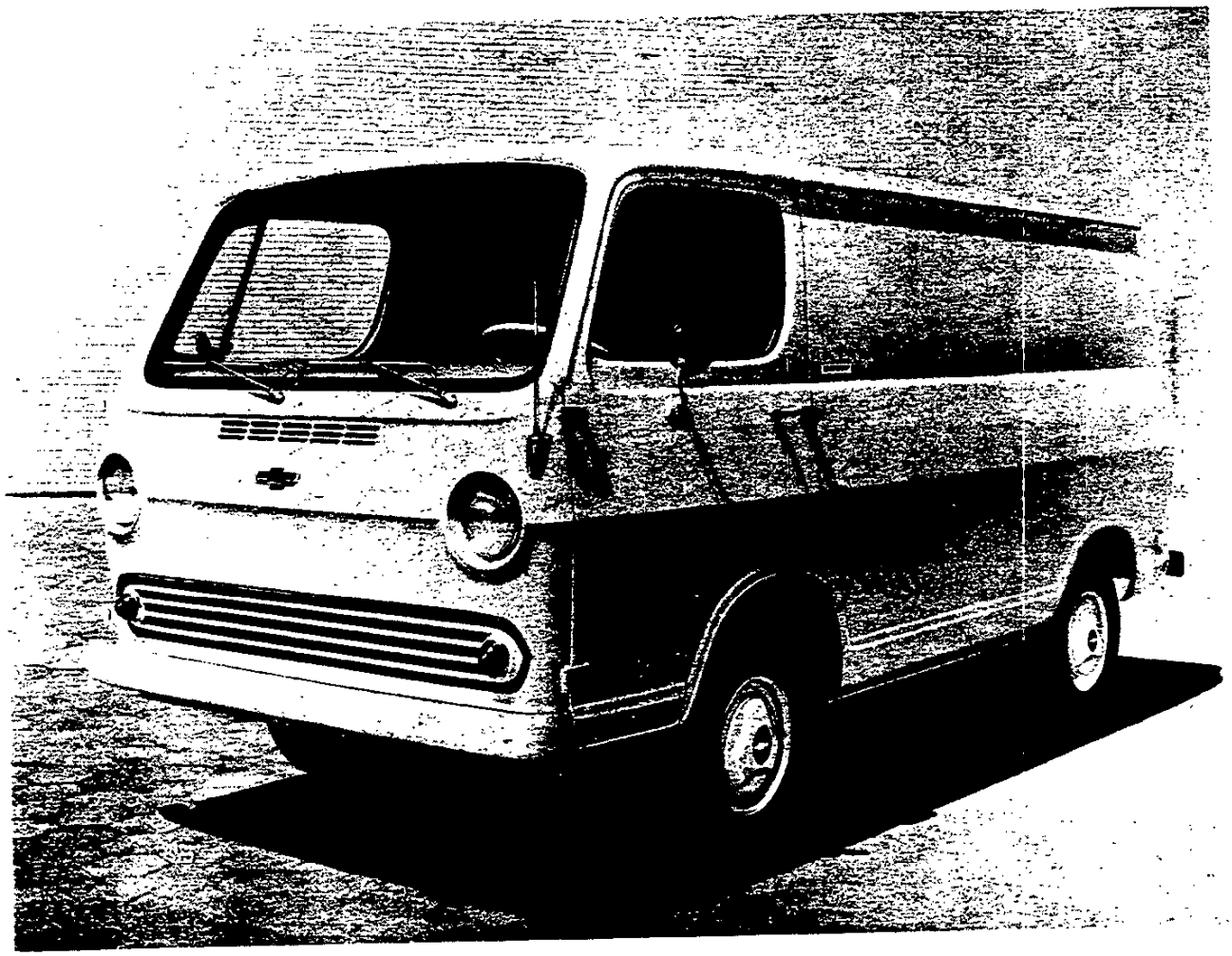


SERIES	WHEEL-BASE	"A" (FEET)	"B" (FEET)
G10	90.00	16.27	17.68

Wheel and Tires

TIRE DESCRIPTION					WHEEL DESCRIPTION		
SIZE	AVAIL-ABILITY	TYPE	CON-STRUCTION	CAPACITY	SIZE	OFF-SET	ATTACH-MENT
6.50-13-4PR	Base	Blackwall	Passenger	840# @ 24 psi	13 x 5.50J	1.0 in.	Five Stud
6.50-13-4PR	RPO (P53)	Whitewall		840# @ 24 psi			
7.00-13-8PR	RPO (R15)	Blackwall		1170# @ 36 psi	13 x 5.50K		
7.00-13-8PR	RPO (R16)	Whitewall		1170# @ 36 psi			
7.35-14-4PR	RPO (T12)	Blackwall		1290# @ 36 psi	14 x 5.00J		
7.35-14-4PR	RPO (T13)	Whitewall		1290# @ 36 psi			
7.00-13-8PR	RPO (R14)	Blackwall	Truck	1315# @ 60 psi	13 x 5.50K		
7.00-14-6PR	RPO (R24)	Blackwall		1145# @ 45 psi	14 x 6.0J		
7.00-14-8PR	RPO (R25)	Blackwall		1365# @ 60 psi			

BODY



Appearance

CUSTOM EQUIPMENT

RPO Z60

BREATHABLE SEAT TRIM
RIGHT HAND SUNSHADE
CIGAR LIGHTER
CHROME HUBCAPS
REAR WINDOW GLASS
HEADLINING-LOAD COMPARTMENT
ADDITIONAL HORN
COAT HOOKS
STEERING WHEEL WITH HORN
BLOWING RING

Colors

	BODY COLOR RPO NO.	CLOTH TRIM (G1226 ONLY) / VINYL TRIM (ALL MODELS) / BODY COLOR	INTERIOR TRIM COLORS: FAWN STD. / STD.*	TURQUOISE 601 / 609	GREEN 603 / 611	RED 605 / 613
SOLID	500	Black	X			
	503	Light Green			X	
	505	Dark Green			X	
	507	Light Blue	X			
	508	Dark Blue	X			
	510	Turquoise		X		
	511	Dark Aqua		X		
	514	Red	X			X
	516	Orange	X			
	519	Dark Yellow	X			
	521	White		X		X
	522	Gray	X			X
	523	Silver		X		
	525	Saddle	X			
	526	Off-White		X		X
TWO-TONE	530	Off-White/Black	X			
	533	Off-White/Light Green			X	
	535	Off-White/Dark Green			X	
	537	Off-White/Light Blue	X			
	538	Off-White/Dark Blue	X			
	540	Off-White/Turquoise		X		
	536	Off-White/Dark Aqua		X		
	544	Off-White/Red	X			X
	546	Off-White/Orange	X			
	549	Off-White/Dark Yellow	X			
	552	Off-White/Gray	X			X
	553	Off-White/Silver		X		
	555	Off-White/Saddle	X			

* - RPO (607) on G1226

Regular Production Equipment

EXTERIOR

MODEL NUMBER		G1205	G1206	G1226	G1236
MERCHANDISING NAME		CHEVY-VAN	SPORTVAN	CUSTOM SPORTVAN	DELUXE SPORTVAN
BUMPERS - FRONT & REAR		Painted			Bright
HUB CAPS		Painted			Bright
REAR VIEW MIRROR - L. H.		Std.-painted	Opt.-painted	Std.-painted	Std.-bright
- R. H.		Std.-painted	Opt.-painted		Opt.-bright
BODY BELT MOLDING		None			Bright
BOW TIE EMBLEM, FRONT END PANEL		Standard			
BRIGHT SIDE NAMEPLATES		Standard			
CHEVROLET SCRIPT, R. H. REAR DOOR		Standard			
HEADLAMP BEZELS		Painted			Bright
TAIL LAMP BEZELS		None			Bright
LOAD DOORS	Double R. H. side	Optional	Standard		
	Double rear	Standard			
LOCKS		Key type - all doors			
GLASS	Front doors	Drop			
	Side doors	Opt.-fixed	Std.-swing out		
	Rear doors	Opt.-fixed	Std.-fixed Opt.-swing out		
	Front quarter, L & R. H.	Opt.-fixed	Std.-fixed		
	Rear quarter, L & R. H.	Opt.-fixed	Std.-fixed		
	L. H. side, front & rear	Opt.-fixed	Std.-swing out		
FRONT DOOR VENTIPANE & POSTS		Painted			
RETRACTABLE SIDE DOOR STEP		None	Standard		
LIGHTS	Head	Single			
	Parking, tail & stop	Standard			
	Direction signal	Std.-front and rear			
WINDSHIELD WIPERS		Electric			

Regular Production Equipment—Cont'd.

INTERIOR

MODEL NUMBER		G1205	G1206	G1226	G1236
MERCHANDISE NAME		CHEVY-VAN	SPORTVAN	CUSTOM SPORTVAN	DELUXE SPORTVAN
REAR VIEW MIRROR		None	Std.-Painted		
GLOVE BOX DOOR (non-lockable)		Std.-Painted			
DOME LAMPS		Front & Rear			
CIGAR LIGHTER		Optional	Accessory	Standard	
COAT HOOKS		Opt.-Two	None	Four	
PADDED INSTRUMENT PANEL		None	Optional		Standard
SPARE TIRE COVER		None			Standard
SUNSHADE	L. H.	Standard			Std.-Padded
	R. H.	Optional	Accessory	Standard	Std.-Padded
HORN RING OR BUTTON		Std.-Button Opt.-Horn ring	Button	Horn ring	
ARMRESTS	Front L. & R. H.	Std.-L.H.; Opt.-R.H.	Standard		
	Rear L. & R. H.	None	Included with seat options, integral with seats		
ASH TRAY	Front	Std. - In instrument panel			
	Rear L. & R. H.	None	Included with seat options, integral with armrests		
SEATS	Driver	Standard			
	Sgl. front passenger	Optional	Standard		
	Second 3-Passenger	None	Optional		
	Third 3-Passenger	None	Optional		
LOCKS	Inside front	Handle detent			
	Inside front cargo door	None	Push button		
HEATER (outside air type)		Optional	Standard		
NUMBER OF HORNS		Std.- one; Opt.-two	Two		
SEAT BELTS	Front	Standard			
	Rear	None	Optional		

Equipment—General

BUMPERS

TYPE	Pressed steel
THICKNESS	0.111 inch
OVERALL HEIGHT	4.00 in.
OVERALL WIDTH	72.24 in.
FINISH, STD.	Painted
, RPO	Chrome-plated

WINDSHIELD WIPERS

MAKE	Delco
TYPE	Single-speed *
LINKAGE TYPE	Parallel acting
WIPER BLADES	16-inch, natural rubber
BLADE TRAVEL	108.5 degrees, R.H.; 85.5 degrees, L.H.

* - Two-speed wiper/washer combination available as RPO.

HORN

MAKE	Delco
TYPE	Vibrator
NUMBER	One

TOOLS

TYPE	Screw type
CAPACITY	4000 lbs
RAISED HEIGHT	12.12 in.
LOWERED HEIGHT	5.62 in.
WHEEL NUT WRENCH, JACK HANDLE	L shaped socket type

GLASS TYPE AND VISIBILITY AREA

	TYPE	AREA
WINDSHIELD	Laminated safety plate	1314.05
VENTI-PANES	Solid safety sheet	182.58
FRONT DOOR WINDOWS (BOTH DOORS)	Solid safety sheet	802.36
REAR WINDOWS (BOTH DOORS) *	Solid safety sheet	690.38
TOTAL		2989.37

* - Optional equipment

Electrical Equipment

LAMP USAGE

APPLICATION	TRADE NUMBER	RATING
DOME LIGHTS	211	12CP
LICENSE PLATE LAMP	1155	4 CP
PARKING AND DIRECTION SIGNAL	1157	4-32CP
TAIL, STOP AND DIRECTION SIGNAL		
TURN SIGNAL INDICATOR	1445	1CP
UPPER BEAM INDICATOR		
RADIO DIAL LAMP	1893	2CP
INSTRUMENT ILLUMINATION	1895	2CP
TEMPERATURE TELL-TALE		
OIL PRESSURE TELL-TALE		
GENERATOR TELL-TALE		
HEADLAMP — High beam	6012	50W
HEADLAMP — Low beam		40W

FUSE AND CIRCUIT BREAKER USAGE

DEVICE OR CIRCUIT PROTECTED	TYPE FUSE & AMPERES	LOCATION
TAIL, STOP, DOME LIGHTS	3 AG/AGC - 15 AMP	Fuse block/under dash
RADIO	3 AG/AGC - 2.5	Fuse block/under dash
HEATER	3 AG/AGC - 10	Fuse block/under dash
INSTRUMENT LIGHTS	3 AG/AGC - 3	Fuse block/under dash
WINDSHIELD WIPER MOTOR	SAE - 20	Fuse block/under dash
HEAD LAMP & PARK LAMP	15 Amp Circuit Breaker	Light switch

Electrical Equipment—Cont'd.

HEADLAMPS

MAKE AND TYPE	Guide, single sealed beam
LOCATION	At extreme sides of front panel
SEALED BEAM DIAMETER	7.04
DIMMED BY	Foot switch (raises and lowers beam)
HIGH BEAM INDICATOR	In Speedometer dial

PARKING LIGHTS

LOCATION	Below headlights – in outer edges of grill
BULB TYPE	Dual filament, parking and turn signal

TAIL AND STOP LAMPS

MAKE	Guide lamp
TYPE	Comb. tail, stop, directional signal unit

REAR LICENSE LIGHTS

TYPE	Single
LOCATION	On L.H. rear load door above license mounting

INSTRUMENT PANEL LIGHTING

FUEL GAUGE SPEEDOMETER DIAL	White light
HIGH BEAM INDICATOR	Red (when lighted)
OIL PRESSURE INDICATOR	"OIL" (black letters on red background). Visible at low pressure
GENERATOR	Tell-Tale (lights at low gen. charge)
MAIN SWITCH	Three-position pull type, with integral dome lamp switch and Rheostat to control instrument panel lighting

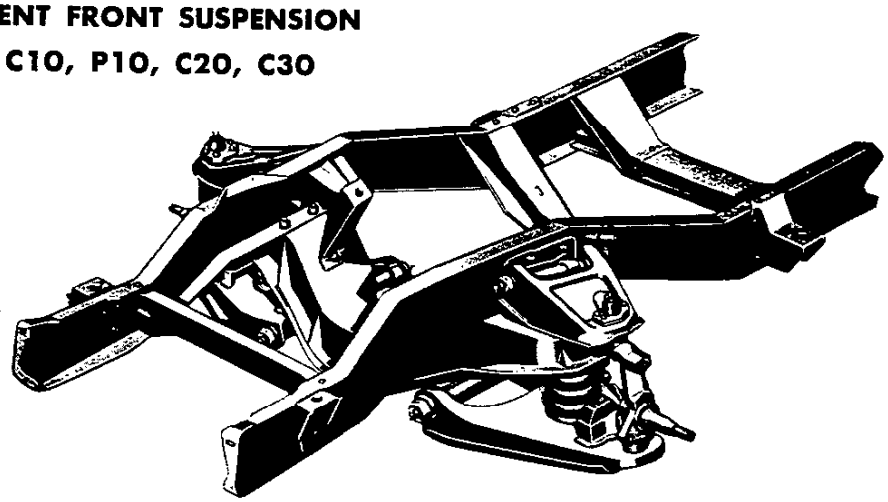
DOME LIGHTS

LOCATION	At center of roof panel, rear of front seats, and at center of roof panel, rear of load compartment

DIRECTION SIGNAL

MAKE	Guide Lamp
TYPE	Flasher, front and rear, self-cancelling
TURN INDICATORS	Green lighted arrows at outer edge of instrument cluster face

INDEPENDENT FRONT SUSPENSION
SERIES C10, P10, C20, C30



All Series 10 thru 30 except four-wheel-drive models and forward control models P20 and P30 are equipped with independent coil spring front suspension. Coil springs make an extremely rugged and compact suspension assembly. Improved neoprene rubber seals for spherical joints and pivot shaft bushings have extended the lubrication interval to 6000 miles.

Upper and lower control arm pivot shafts are drop-forged steel to better resist fore, aft and lateral movement. The upper and lower control arms are single-piece stamped steel and include carbonitride steel pivot shaft bushings for long trouble-free wear. The stamped steel suspension crossmember has a double thickness in critical areas.

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.

SPECIFICATIONS

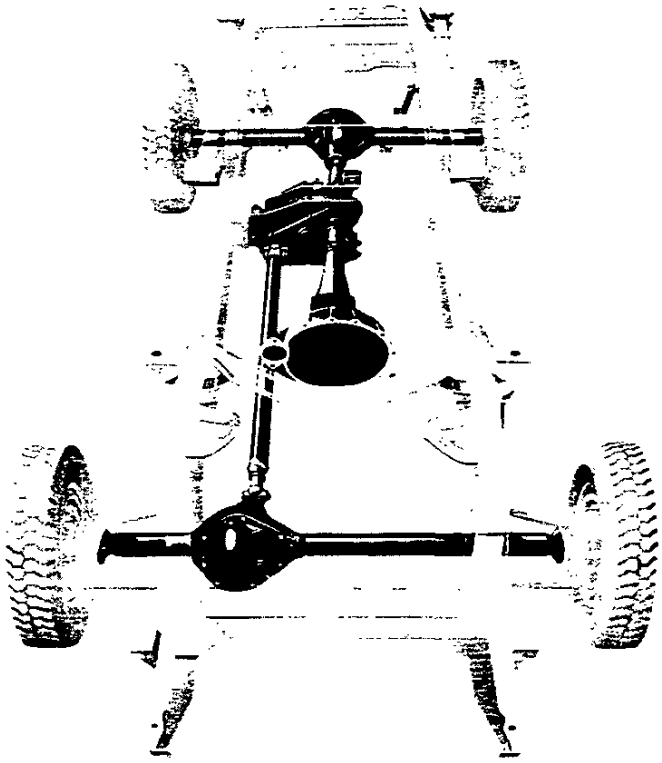
	C10 Chassis-Cabs & Pickups	C10 Panels, Cowls, Carryalls	P10	C20	C30
STD COIL SPRINGS					
Capacity at Ground (lb each)	1250				1500
Sprung Capacity (lb each)	1018	1014	1018	1018	1152
Deflection Rate at Wheel (lb/inch)	173	160	173	173	239
Wire Diameter (inch)	.731	.715	.731	.731	.777
Outside Diameter (inches)	5.14				5.37
OPTIONAL COIL SPRINGS					
Capacity at Ground (lb each)	—	—	—	1500	1750
Sprung Capacity (lb each)	—	—	—	1152	1402
Deflection Rate at Wheel (lb/inch)	—	—	—	239	298
Wire Diameter (inch)	—	—	—	.777	.822
Outside Diameter (inches)	—	—	—	5.37	5.34
STD SHOCK ABSORBERS					
Type	Hydraulic Direct Double Acting				
Piston Diameter (inch)	1.00				
Piston Travel (inches)	5.00				
OPTIONAL SHOCK ABSORBERS					
Type	Hydraulic Direct Double Acting				
Piston Diameter	1.38 inches				
Piston Travel	4.75 inches				

FRONT SUSPENSION

FOUR-WHEEL-DRIVE MODELS

SERIES K10, K20

Front wheel drive on models K10 and K20 utilizes a single-reduction hypoid pinion and ring gear driving thru semi-floating axle shafts on the K10 and full-floating shafts on the K20. At the outer ends of the axle are cardan-type universal joints housed in ball ends and pivoting on upper and lower trunnion pins. Front suspension is single-stage leaf springs with shock absorbers.



Specifications		
Axle:	**Series K10**	**Series K20**
Make	Spicer	
Model	445F	
Type	Semi-Floating	Full-Floating
Min Shaft Diam (in)	1.125	
Rated Capacity	3300 lbs	3500 lbs
Pinion & Ring Gear	Hypoid	
Ratio	3.73	4.55
Pinion, Teeth	11	11
Ring Gear, Teeth	41	50
Pinion Mounting	Overhung	
Pinion Bearings	Tapered Roller	
Differential Type	Two-Pinion	
Differential Bearings	Tapered Roller	
Wheel Attachment	6-Bolt	8-Bolt
Lubricant Capacity	4½ Pts	6½ Pts
Springs:	Semi-Elliptic Single-Stage Leaf	
Rated Capacity at Ground	1650 lbs	1750 lbs
Sprung Capacity	1350 lbs	1350 lbs
Length & Width (in)	44 x 2.5	
Number of Leaves	5	
Shock Absorbers:	Hydraulic Direct Double Acting	
Piston Diameter (in)	1.00	
Piston Travel (in)	7.25	

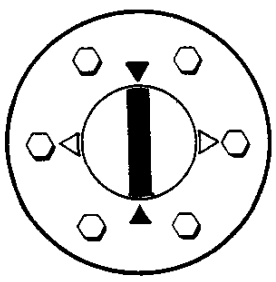
Optional Heavy-Duty Front Axle

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, respectively. The optional front axle also includes 7-inch-diameter steering knuckle ball joints and axle shaft universal joints which are stronger torsionally than those used with the standard driveline.

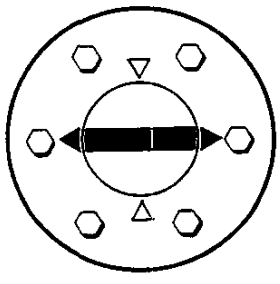
OPTIONAL FREE-WHEELING FRONT HUBS

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 driveline 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

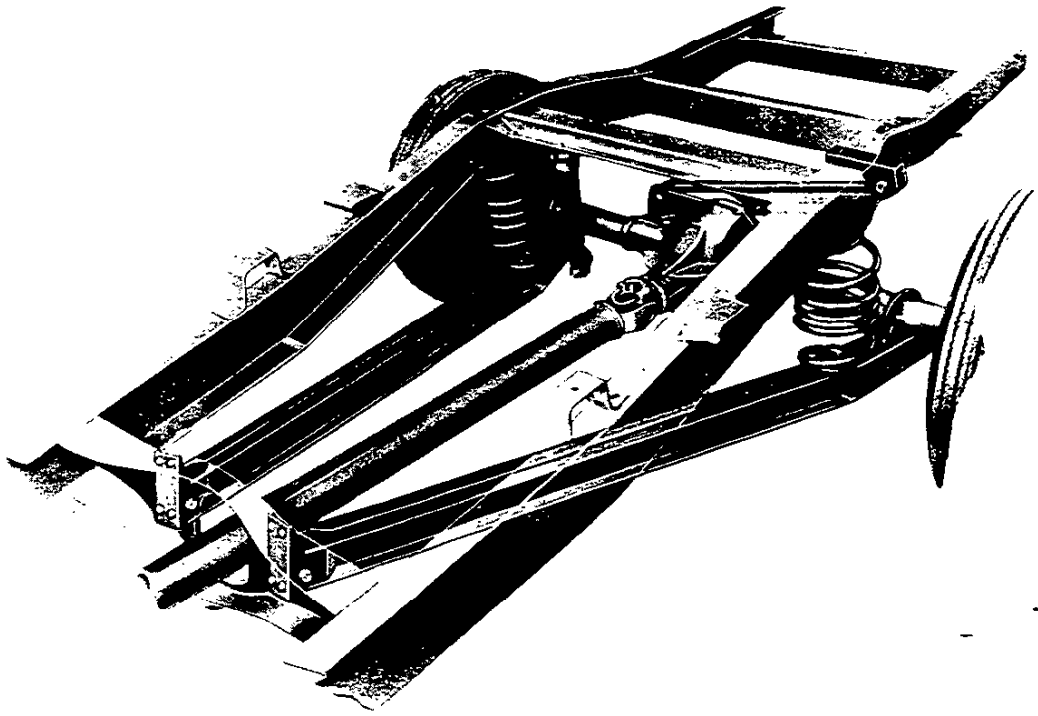
HUB/LOK is engaged for 4-wheel-drive operation when the grooved Activator knob is aligned with the inward pointing arrowheads. (If clutch teeth do not immediately engage when the knob is turned to this position, the first slight turn of the front wheel in either direction will complete the locking.) 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.

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 C1405 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.

Two-Stage Coil Springs

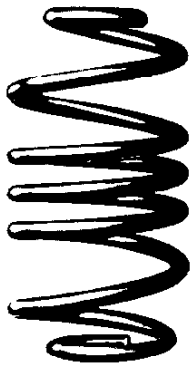
The two-stage coil spring rear suspension, standard on all Series C10, P10, C20 models (exc. C1405), provides a low-rate first stage for smooth ride and a higher rate second stage to insure greater load-carrying capacity.

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.

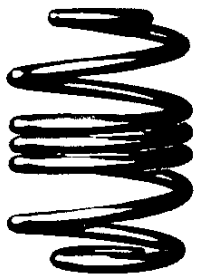
First Stage

Low rate for ride



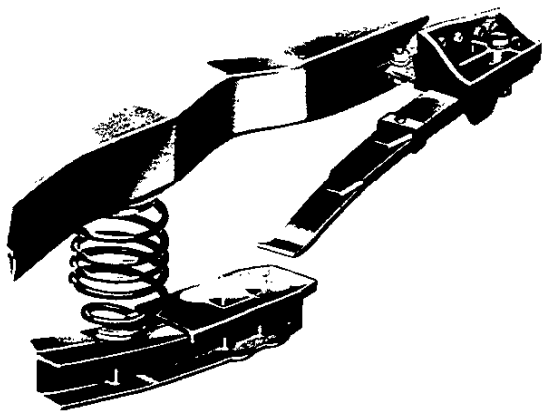
Second Stage

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 siderail 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 C10, P10 and C20

SPECIFICATIONS

Standard Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/in)	Wire Diameter (in)	Outside Diameter (in)
C10, P10 except panels	**1250**	1074	2-Stage	253/392	.698	6.896
C10 panels	**1250**	1080	1-Stage	286	.658	6.477
C20	**2000**	1713	2-Stage	344/602	.798	7.096

Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/in)	Wire Diameter (in)	Outside Diameter (in)
C10, P10	**2000**	1824	2-Stage	332/482	.767	7.034
C10 panels	**2000**	1650	1-Stage	376	.729	6.619
C20	**3000**	2713	2-Stage	578/751	.893	7.286

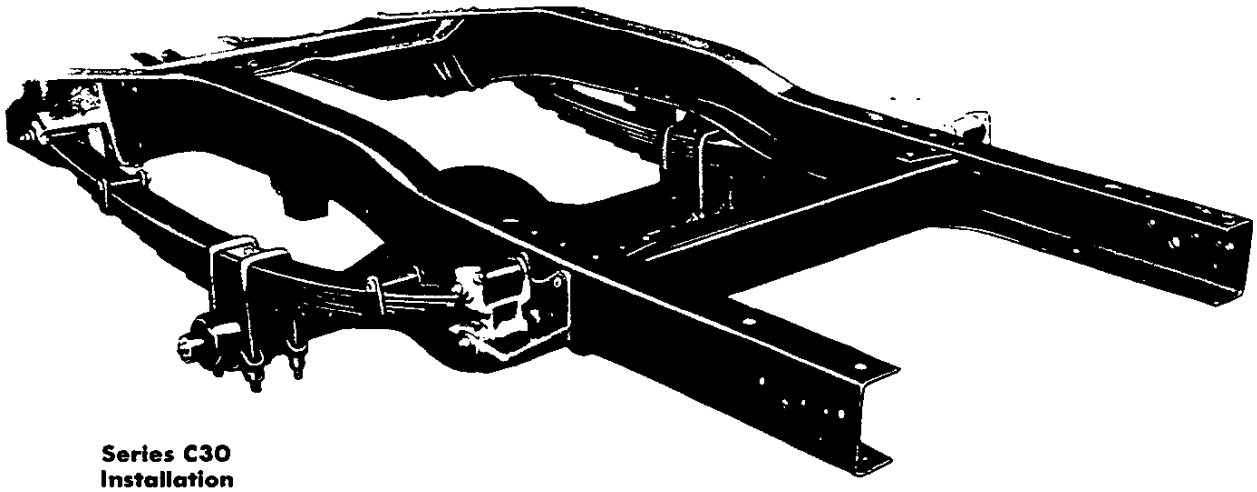
Standard Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
CP10	Hydraulic direct	1	7.75
C20	double acting	1	8.00

Optional Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
CP10-30	Hydraulic direct double acting	1.38	7.75

SERIES G10, K10, K20, P20, P30, C30



Series C30 Installation

SPECIFICATIONS

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	424	8	52	2½	2.55
P20, P30	2400	2050	1-Stage	497	8	52	2½	2.55

Optional Leaf Springs

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	365/500	8	52	2½	2.70
C30	4150	3670	Main &	365/1151	8	52	2½	2.70
			Auxiliary		5	—	—	1.55

Standard Rear Shock Absorbers

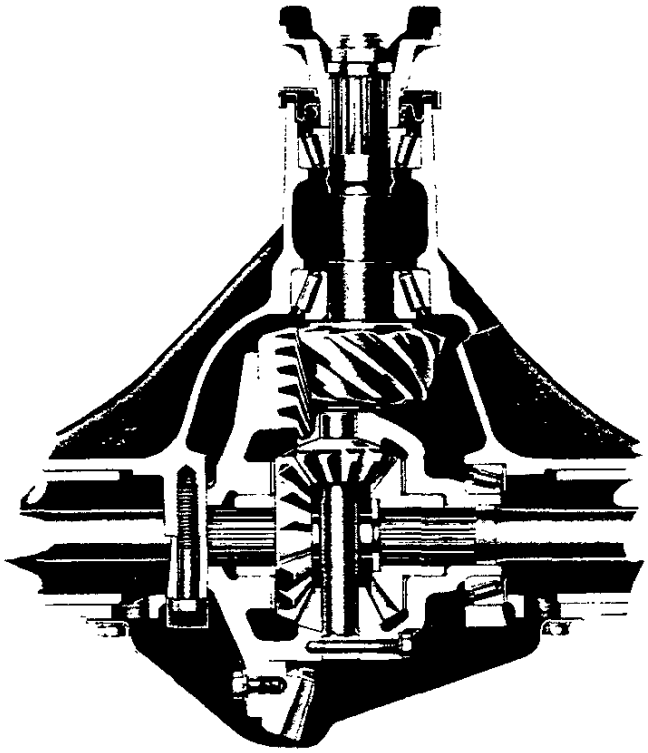
Series	Type	Piston Diameter (in)	Piston Travel (in)
G10	Hydraulic direct double acting	1	7.25
P20-30		1	8.00
K10-20		1	10.25

Optional Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
P20-30, C30	Hydraulic direct double acting	1.38	7.75
K10-20		1.38	10.00

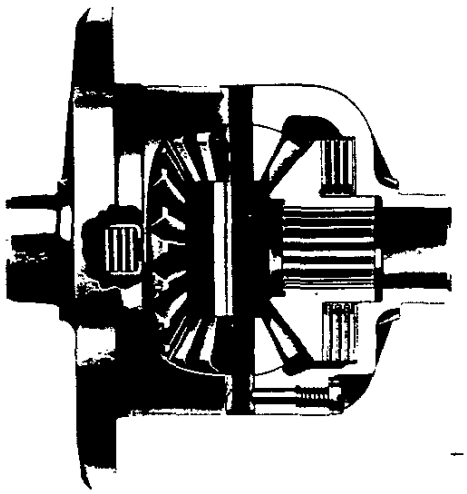
REAR SUSPENSION

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



3500-lb Axle Illustrated

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.

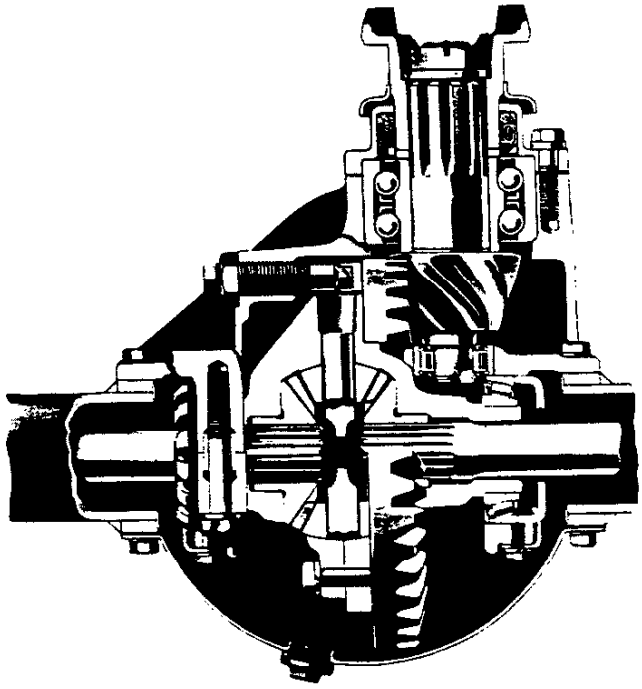
Specifications

Capacity	2400 lbs		2900 lbs		3300 lbs	3500 lbs			
Make	Chevrolet								
Series:									
Standard	G10				K10	C10, P10			
Optional			G10						
Pinion & Ring Gear:									
Type	Hypoid								
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:									
Type	2-Pinion								
Bearings, type	Tapered Roller								
Axle Shafts:									
Type	Semi-Floating Integral Shaft and Drive Flange								
Minimum diameter	1.08		1.08		1.16	1.16			
Housing:									
Section diameter and thickness (in)	3.0 x .22					3.0 x .25			
Wheel Bearings:									
Type	Barrel Roller								

* Also available with Positraction
** C10 models only

\+ Standard on P10; Positraction not available

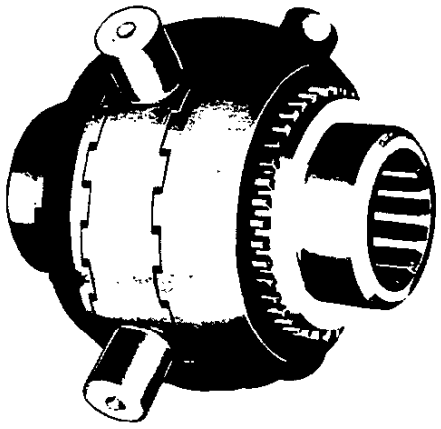
CHEVROLET SINGLE-SPEED REAR AXLE
5200-lb to 7200-lb Capacity



7200-lb Axle Illustrated

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.

New improved synthetic rubber pinion seals have been added for 1966.



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.

Specifications

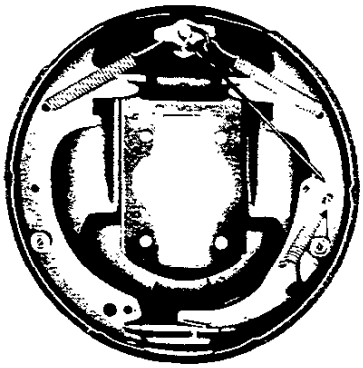
Capacity	5200 lb		7200 lb	
Make	Chevrolet			
Series	CKP20		CP30	
Pinion & Ring Gear:				
Type	Hypoid			
Ratios	4.11■	4.57*★	4.57†	5.14§
Pinion, teeth	9	7	7	7
Ring gear, teeth	37	32	32	36
Pinion Mounting:				
Mounting type	Straddle			
Front bearing	Ball			
Rear bearing	Straight Roller			
Differential:				
Type	2-Pinion●		4-Pinion	2-Pinion
Bearings, type	Barrel Roller			
Axle Shafts:				
Type	Full-Floating			
Minimum diameter (in)	Integral Shaft and Drive Flange 1.34			
Housing:				
Section diameter and thickness (in)	3.25 x .281			
Wheel Bearings:				
Type	Barrel Roller			

*—Also available with NoSPIN differential on CP20–30 models only
■—Optional on Series C20 only
†—Optional on Series C30 only
●—4-Pinion on K20 models
★—NoSPIN. Not available on K20
§—Available with NoSPIN

HYDRAULIC BRAKES

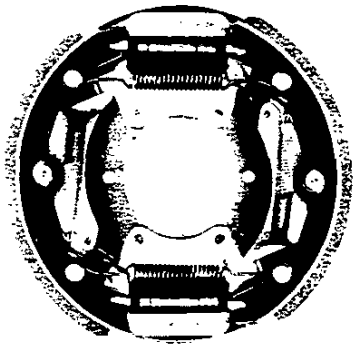
Hydraulic brakes are used as standard equipment on most Chevrolet truck models. Vacuum or air boosters are available optionally on the heavier models for more braking power. The vacuum booster units are piston-type on C10–30 models and equal displacement diaphragm type on the larger models.

Bonded brake linings are used on the El Camino and all Series 10 trucks, with all other models using riveted-type linings. All light and medium-duty trucks through Series 50–60 feature self-adjusting brakes as base equipment. Availability is restricted to standard-size front brakes only, with manual adjustment brakes being provided with brake options larger than 15" x 5" or rear axles above 15,000 lbs.



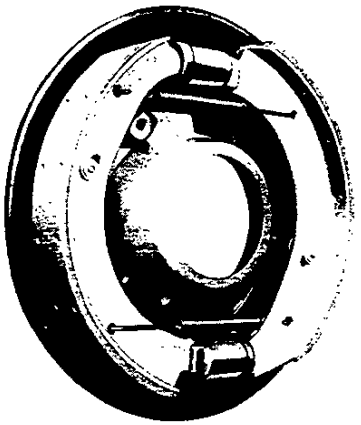
Torque-Action Brake

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.



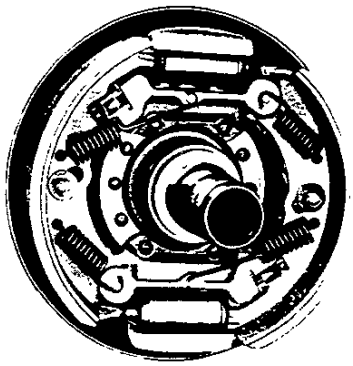
Twin-Action Rear Brake
(Two-Anchor Type)

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 Front Brake

Twin-action front brakes are standard on the front wheels of Series CLMT80. 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 U80 model). Brake lining material of molded asbestos composition is riveted to the brake shoes.

VACUUM/HYDRAULIC BRAKE SYSTEM

Vacuum-hydraulic brakes on Chevrolet gasoline powered models utilize the engine intake manifold vacuum while the diesel models use an engine-mounted vacuum pump.

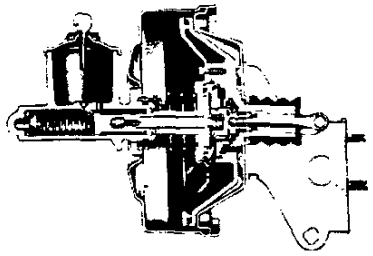
The 8.3" power brake unit used on C10-30 models uses a power piston equal-displacement vacuum booster unit.

The larger Chevrolet models use an equal-displacement hydraulic brake system with a diaphragm-type vacuum booster that assists the braking effort. The diaphragms used vary in capacity with the size of the truck model. (See below). A double diaphragm booster is used on 60 series tandems and all 80 series models.

Power Unit	Standard Equipment	Optional Equipment
7" Single Diaphragm	None	P20–30
8.3" Piston	None	C10–30
11" Single Diaphragm	60*	50
12¾" Single Diaphragm	S69	60*
12¾" Double Diaphragm	MVX60, 80	—

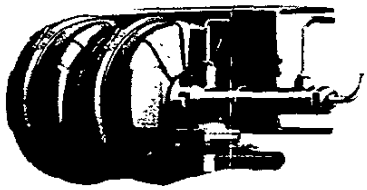
* Except MVX60 and S69 models

8.3" Unit



11" Unit and 12¾" (Single Diaphragm)

12¾" Unit (double Diaphragm)



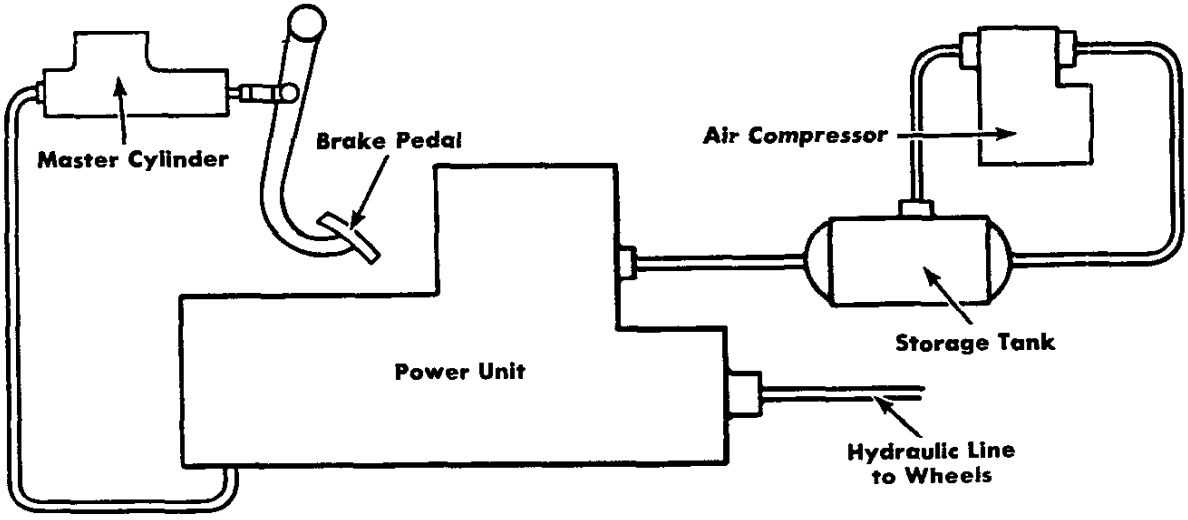
AIR-HYDRAULIC BRAKE SYSTEM

Air-hydraulic brakes are standard equipment on NQ60 models with the number 23 instead of 03 in the model number and are available optionally 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 7¼ cu ft per minute @ 1250 rpm. The compressor is air cooled on gasoline and diesel models without radiator shutters and is water cooled on diesel models with radiator shutters. A pressure of 105 to 125 pounds per square inch is maintained in the storage tank.

When the brake pedal is depressed, 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



SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
El Camino	Hydraulic	Base	9.5 x 2.5	1900	Base	9.5 x 2.0	2700	173
G10	Hydraulic	Base	9.5 x 2.5	2200	Base	9.5 x 2.0	2400	168.9
CP10	Hydraulic	Base	11 x 2.0	2500	Base	11 x 2.0	3500	167.0
K10	Hydraulic	Base	11 x 2.0	3300	Base	11 x 2.0	3300	167.0
C20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.75	5200	238.0
K20	Hydraulic	Base	12 x 2.0	3500	Base	12 x 2.0	5200	185.2
P20	Hydraulic	Base	12 x 2.0	4000	Base	12 x 2.0	5200	185.2
C30	Hydraulic	Base	11 x 2.75	3500	Base	13 x 2.5	7200	251.9
P30	Hydraulic	Base	12 x 2.0	4000	Base	13 x 2.5	7200	225.2
CDLNPQST50	Hydraulic	Base★	14 x 2.5	4000 (4500 on S50)	Base	15 x 4.0	11,000	385
					RPO		13,500	
					RPO		15,000	
					RPO	15 x 5.0	15,000	450
	Hydraulic	RPO	14 x 2.5	5000 (5500 on S50)	Base	15 x 4.0	11,000	385
					RPO		13,500	
					RPO		15,000	
					RPO	15 x 5.0	15,000	450
CDLNQTY60	Vacuum/Hydraulic	Base*	14 x 2.5	5000	Base	15 x 4.0	15,000	385
					RPO	15 x 5.0	15,000	450
					RPO	15 x 5.0	16,000	450
					RPO	15 x 6.0	17,000	516
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base	15 x 4.0	15,000	448
					RPO	15 x 5.0	15,000	513
					RPO	15 x 6.0	16,000	513
					RPO	15 x 6.0	17,000	579
	Air	RPO	15 x 3.0	7000	RPO	15 x 5.0	16,000	504
					RPO	15 x 6.0	17,000	567
S62, S64	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base	15 x 4.0	15,000	385
					RPO	15 x 5.0	15,000	450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	RPO	15 x 4.0	15,000	448
					RPO	15 x 5.0	15,000	513
S67	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base	15 x 5.0	15,000	450
					RPO	15 x 6.0	17,000	516
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base	15 x 5.0	15,000	513
					RPO	15 x 6.0	17,000	579
	Air	RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	567
S69	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 5.0	15,000	513
					RPO	15 x 6.0	17,000	579
	Air	RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	567

★NT50 models have 5000# base front axle with 14 x 2.5 brakes.
* N60 has 7000# base front axle with 15 x 3.0 brakes

EXTERIOR COLORS

INDEX

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.

PAINT REFINISH NUMBERS

Color	Chevrolet RPO No.	Du Pont	Rinshed-Mason	Ditzler
AQUA, DARK	511	4731-L	A-1847	13184
BLACK	500	88	A-946	9000
BLUE, DARK	508	4191-L	A-1594	12409
BLUE, LIGHT	507	4537-L	A-1688	12846
GRAY	522	4539-L	A-1690	32374
GREEN, DARK	505	4190-L	A-1592	42850
GREEN, LIGHT	503	4728-L	A-1844	43523
ORANGE	516	31-L	A-1597	60156
RED	514	2411-LH	A-1596R	70704
SADDLE	525	4730-L	A-1846	22683
SILVER	523	4729-L	A-1845	32537
TURQUOISE	510	4535-L	A-1686	43276
WHITE	521	817-L	A-1347	8080
OFF-WHITE	526	4195-L	A-1599	8290
YELLOW, DARK	519	4320-LH	A-1605	81348

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 & INTERIOR COLOR COMBINATIONS

EXTERIOR COLORS AND TWO-TONE COMBINATIONS

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
Aqua, Dark●	Off-White	511	536	E30BU	E30CU	E31CU	E31DU	E32CU	E32DU
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
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
Orange	Off-White	516	546	E30BK	E30CK	E31CL	E31DL	E32CL	E32DL
Red	Off-White	514	544	E30BJ	E30CJ	E31CK	E31DK	E32CK	E32DK
Saddle●	Off-White	525	555	E30BS	E30CS	E31CS	E31DS	E32CS	E32DS
Silver●	Off-White	523	553	E30BT	E30CT	E31CT	E31DT	E32CT	E32DT
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

● Metallic-type paint. * Solid colors only on 70000-80000 Series conventional cabs

INTERIOR COLOR & TRIM COMBINATIONS

EXTERIOR			INTERIOR COLOR & TRIM					
COLOR	OPTION NUMBER		ALL MODELS except CHEVY-VAN and STEP-VANS	CHEVY-VAN				STEP-VANS
	Solid	Two-Tone	Fawn	Red	Fawn	Green	Turquoise	Silver Gray
Aqua, Dark	511	536	X				X	X
Black	500	530	X		X			X
Blue, Dark	508	538	X		X			X
Blue, Light	507	537	X		X			X
Gray	522	552	X	X				X
Green, Dark	505	535	X			X		X
Green, Light	503	533	X			X		X
Orange	516	546	X		X			X
Red	514	544	X	X				X
Saddle	525	555	X		X			X
Silver	523	553	X				X	X
Turquoise	510	540	X				X	X
White	521	—	X	X				X
Off-White	526	—	X	X				X
Yellow, Dark	519	549	X		X			X

TRIM COLORS

Series 10-80—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. The rear bumper on Step-Vans is black. Mirror brackets are body color (except for Step-Vans which are black); 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.

Series 70000-80000—White vehicles have White bumper and grille. With all other exterior colors the bumper and grille are painted Off-White. Standard mirrors are painted black.

WHEEL COLORS

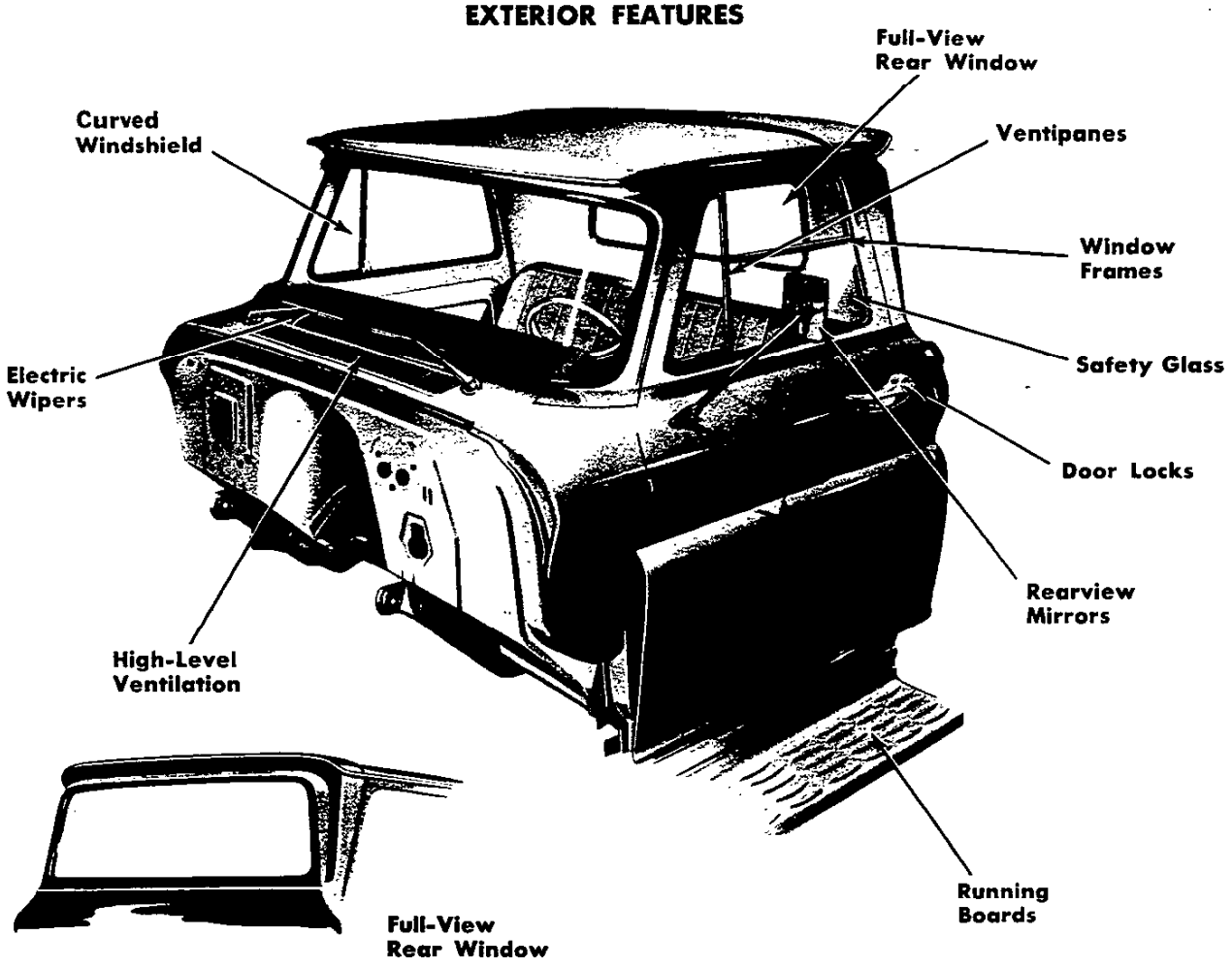
Series 10-30—With all solid colors and the Black/Off-White 2-tone combination, wheels are painted black. With all other 2-tone combinations, wheels are painted the main body color.

Series 50-80000—Wheels are painted black with all exterior colors.

CONVENTIONAL & LCF CABS

(Series 10-80)

EXTERIOR FEATURES



Curved Windshield — The large one-piece laminated safety plate glass windshield has an area of approximately 1116 square inches.

Electric Windshield Wipers—Provide constant wiping action regardless of engine load or accelerator position. Wipers have 13-inch blades and a wiping speed of 110 strokes per minute. Two-speed wipers, including a push-button-operated windshield washer, are standard. Wiper arms and the metal portions of the blades have a matte finish.

High-Level Ventilation—Outside air enters through louvers at the top of the cowl —away from road dust, heat and fumes. The air passes into a plenum built into the the cowl, where water is separated from the air and drained out. Air enters the driver compartment through two inlets—one on the right side and one on the left.

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

Rearview Mirrors—Standard mirrors on Pickup models are a left-side fixed arm and an inside shatterproof. Series 10-30 Chassis-Cabs utilize left- and right-hand 6¼" fixed arm standard mirrors. Series 50-80 models have a left-side 17¼" swing arm mirror as standard. A wide assortment of optional mirrors is available on most series. See the Optional Equipment listing in the Model Specifications sections for exact availability.

Full-View Rear Window—Available as an option at extra cost. Large solid safety-sheet glass area of 762 square inches (331 square inches for standard solid safety-sheet rear window) improves rearward visibility to make driving easier and safer.

Safety Glass—Series 10-50 models have door windows of solid safety-sheet glass. Laminated safety-sheet glass with metal window frames is optionally available. Series 60-80 models have laminated safety-sheet glass with metal window frames as standard equipment.

Soft Ray Glass—Tinted glass is available as an option at extra cost. It may be ordered for the windshield only or for all windows. Consult the model specifications pages for availability as it varies with the series. The light and heat absorption of this glass reduces eye-strain and helps keep cab temperature more comfortable.

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

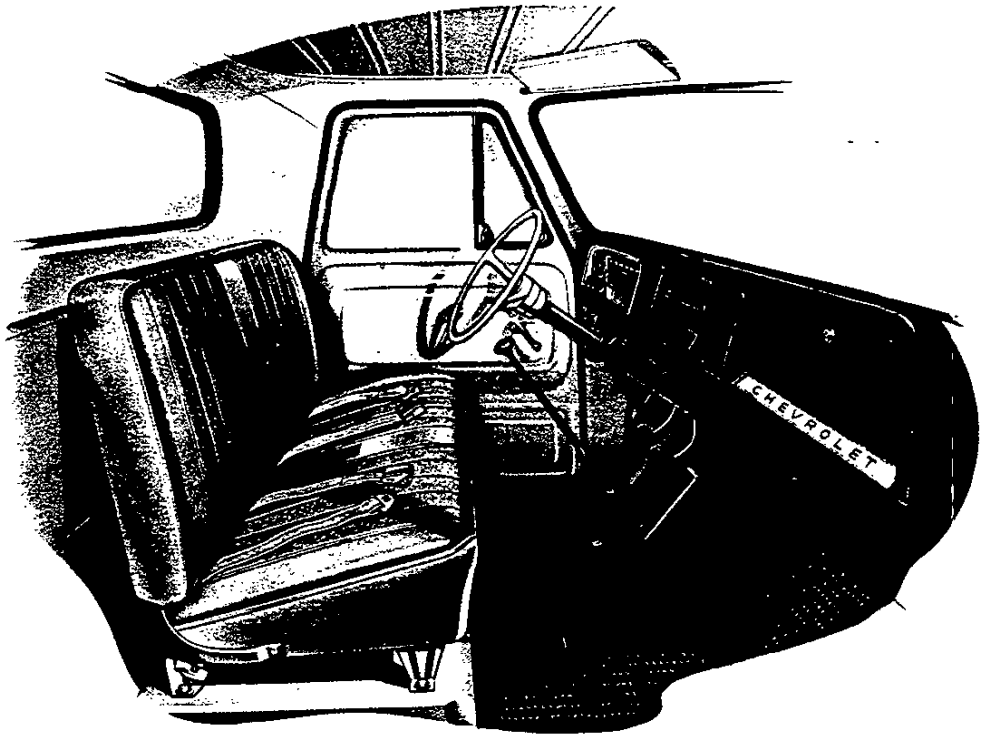
Door Locks—All cab models include a key-operated left door lock as standard equipment. A right door lock is available as an option at extra cost.

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

CONVENTIONAL & LCF CABS

(Series 10-80 except Q50-60)

INTERIOR FEATURES



Durable easy-to-clean vinyls are used on the standard seat and backrest of both conventional and LCF cabs. Medium Fawn textured vinyl is employed for facings, bolsters and coverings. The coverings have an embossed appearance. Fawn seat belts are provided for both driver and passenger.

The Fawn color theme of the cab seat is continued in the rest of the cab interior. Body metal is painted Medium Fawn, while non-gloss Dark Fawn is used on the instrument panel and related components. The instrument cluster bezel is painted Silver. Cluster faces and gauge dials are Charcoal with Light Green markings. The steering column is Medium Fawn on Series 10-30 and Charcoal on Series 50-80. Steering wheels are Medium Fawn. A Silver Gray glove box door nameplate with Chevrolet in Black lettering adds to the appearance of the cab.

The sunshade (standard on the driver's side) is Medium Fawn in a textured-vinyl finish. A dome light is centered above the rear window and is operated by the main light switch. The floor is covered by a durable black rubber mat.

Insulation on the floor of the cab, including the toe area of the dash and toe panel, is covered with a mastic pad bonded to a polyurethane foam pad and cemented in place. Dash panel insulation consists of a woven cotton fiber pad bonded to a hardboard face panel. Door insulation has five pounds of mastic deadener sprayed over the entire inner surface of each outer front door panel. Rubber seals around the windshield, rear window, ventipanes and door openings give all-weather protection.

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

Standard Seat Construction

Special wire springs provide resilient support for driver and passengers. The springs are attached to a strong channel-section steel frame and are covered with a pad of molded polyurethane foam over burlap. Coil springs are used in the backrest and are covered with burlap, a cotton pad, and the vinyl upholstery fabric.

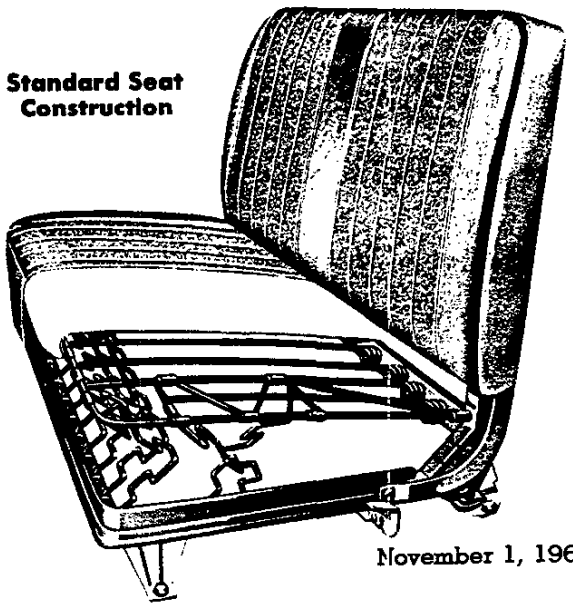
Seat is adjustable fore and aft and backrest angle is also adjustable.

Optional Seats

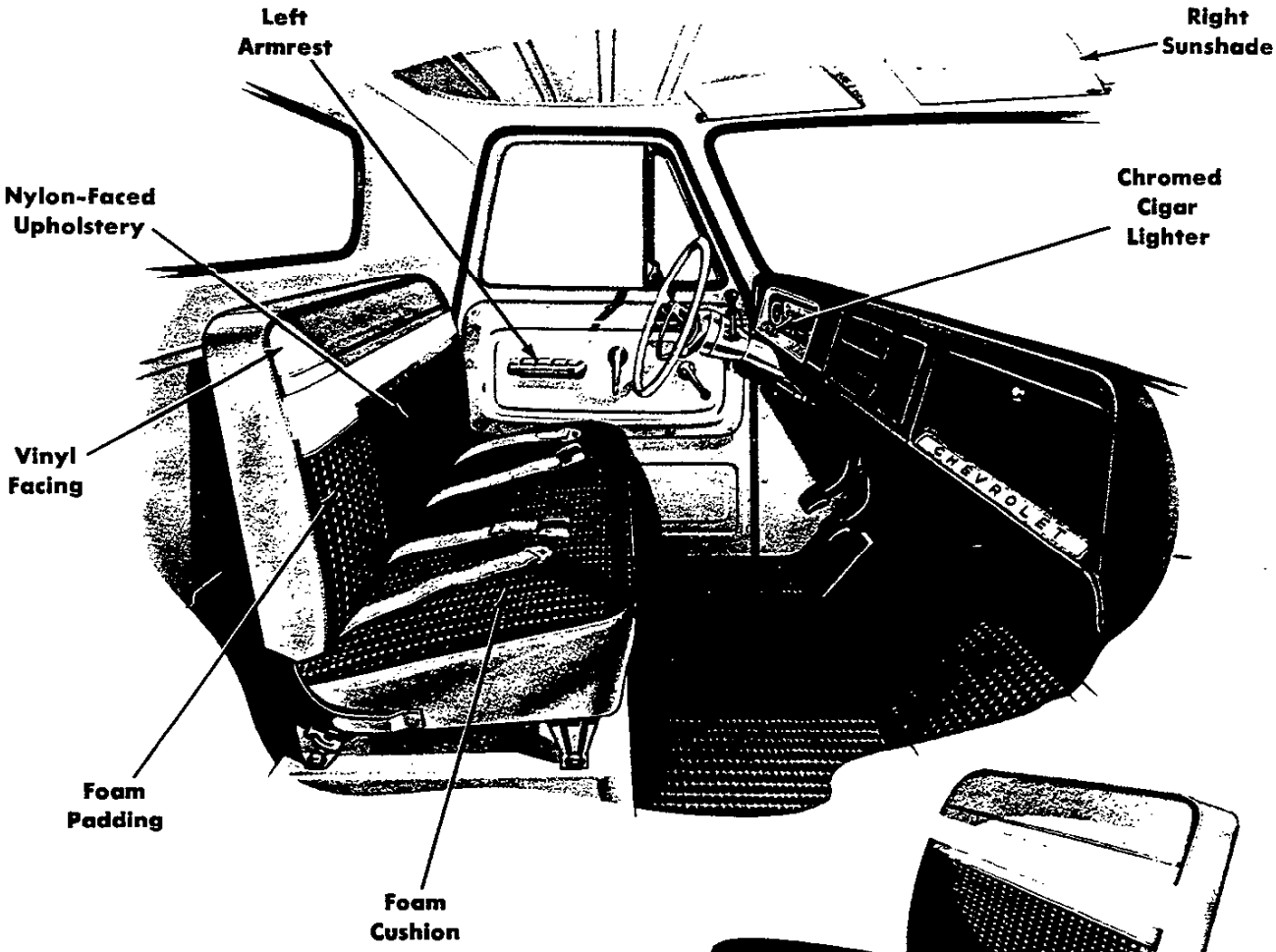
A full-depth foam seat, upholstered in the standard vinyls, is available as an option at extra cost. Construction is similar to the seat included in the custom comfort option.

A Bostrom Level-Ride (Viking model) driver-only seat is available as an option at extra cost. This seat may also be ordered with a 2-man companion seat (tandems with auxiliary transmission use a 1-man companion seat). Upholstery is Medium Fawn textured vinyl.

Standard Seat Construction



CUSTOM COMFORT OPTION
(RPO Z62)



The custom comfort option is available for all Series 10-80 Conventional and LCF cabs except Q50-60 models and includes the following:

Left armrest—A steel reinforced, molded polyurthane foam armrest of unitized design is covered with Medium Fawn vinyl. A matching armrest for the right side is available as a dealer-installed custom feature.

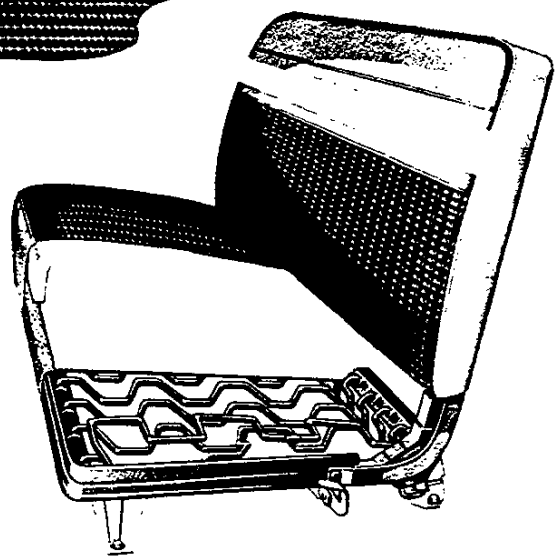
Right sunshade—Matches the standard Medium Fawn left sunshade. Both can be pivoted for use at the side windows.

Chromed cigar lighter—Automatic pop-out type.

Full-depth foam seat—See description at right.

Special insulation—Includes full undercoating of cab floor and a thick woven cotton fiber pad for the underside of the cowl chamber. Effectively reduces noise level and provides heat insulation.

Right door lock—Keylock identical to left door lock.



Full-Depth Foam Seat

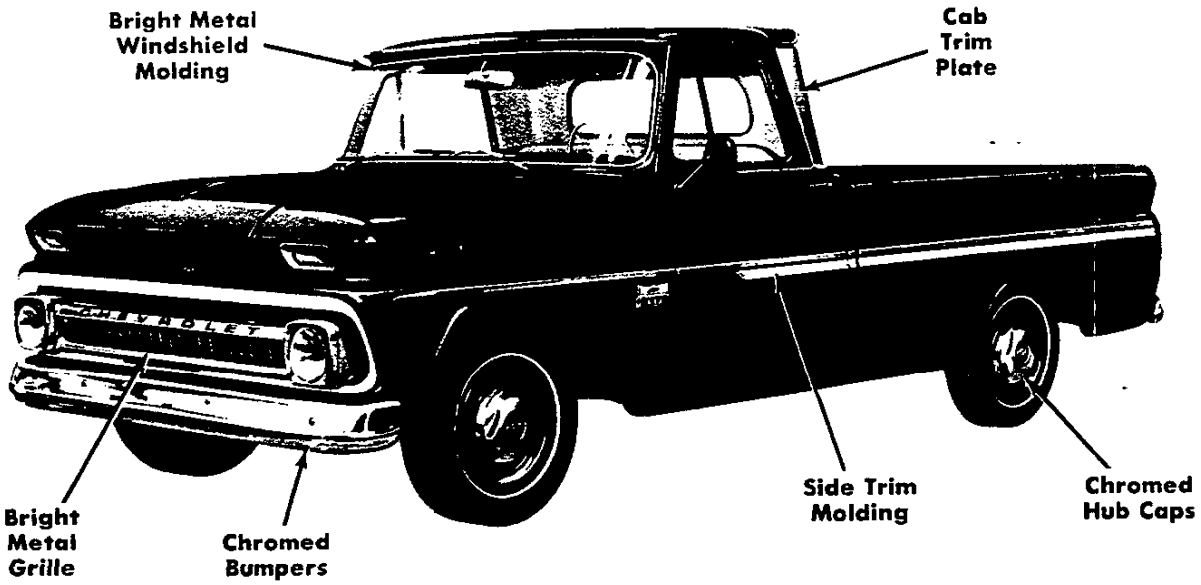
The full-depth foam seat is included in the Custom Comfort option.

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

With the custom comfort option, both seat and backrest are upholstered in luxurious nylon-faced cloth having a Medium and Dark Fawn pattern, Medium Fawn vinyl facings and bolsters are used with all exterior colors. The backrest insert is White vinyl.

CONVENTIONAL CABS

CUSTOM OPTIONS



Custom Appearance Option

(RPO Z61)

The Custom Appearance option is available for all Series 10 through 30 cab models and includes the following:

Bright metal windshield molding—Attractively formed of chromed stainless steel.

Cab trim plate—Embossed stainless steel plate carries the word "Custom" in the center.

Bright metal grille—Silver anodized aluminum radiator grille replaces standard painted grille.

Steering wheel with horn ring—Steering wheel is finished in Medium Fawn and includes a convenient chromed half-circle horn ring.

Chrome-trimmed instrument panel knobs—Knobs have attractive chrome-plated metal rims. Body of each knob is black plastic.

Two-tone trim—A portion of the interior door panels is painted Off-White.

Custom Chrome Option

(RPO V37)

The Custom Chrome option is available for all Series 10 through 30 cab models. Standard painted hub caps and front bumper are replaced with chromed hub caps and front bumper. A chromed rear bumper may also be ordered for pickup models (except 4-wheel-drive).

Hub caps are not included on 4-wheel-drive models or models with dual rear wheels.

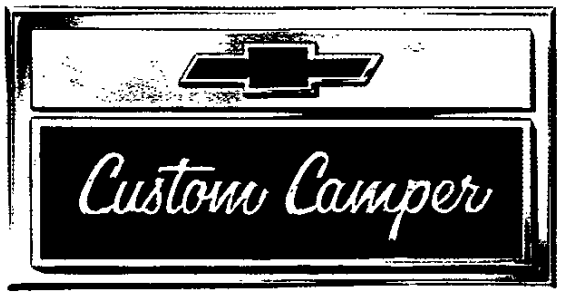
Side Trim Molding Equipment

(RPO B98)

Long silver anodized aluminum side moldings are available as an option at extra cost for all Fleetside pickup models. The area between the double chromed moldings is Off-White or White with White exterior paint.

Custom Camper Equipment

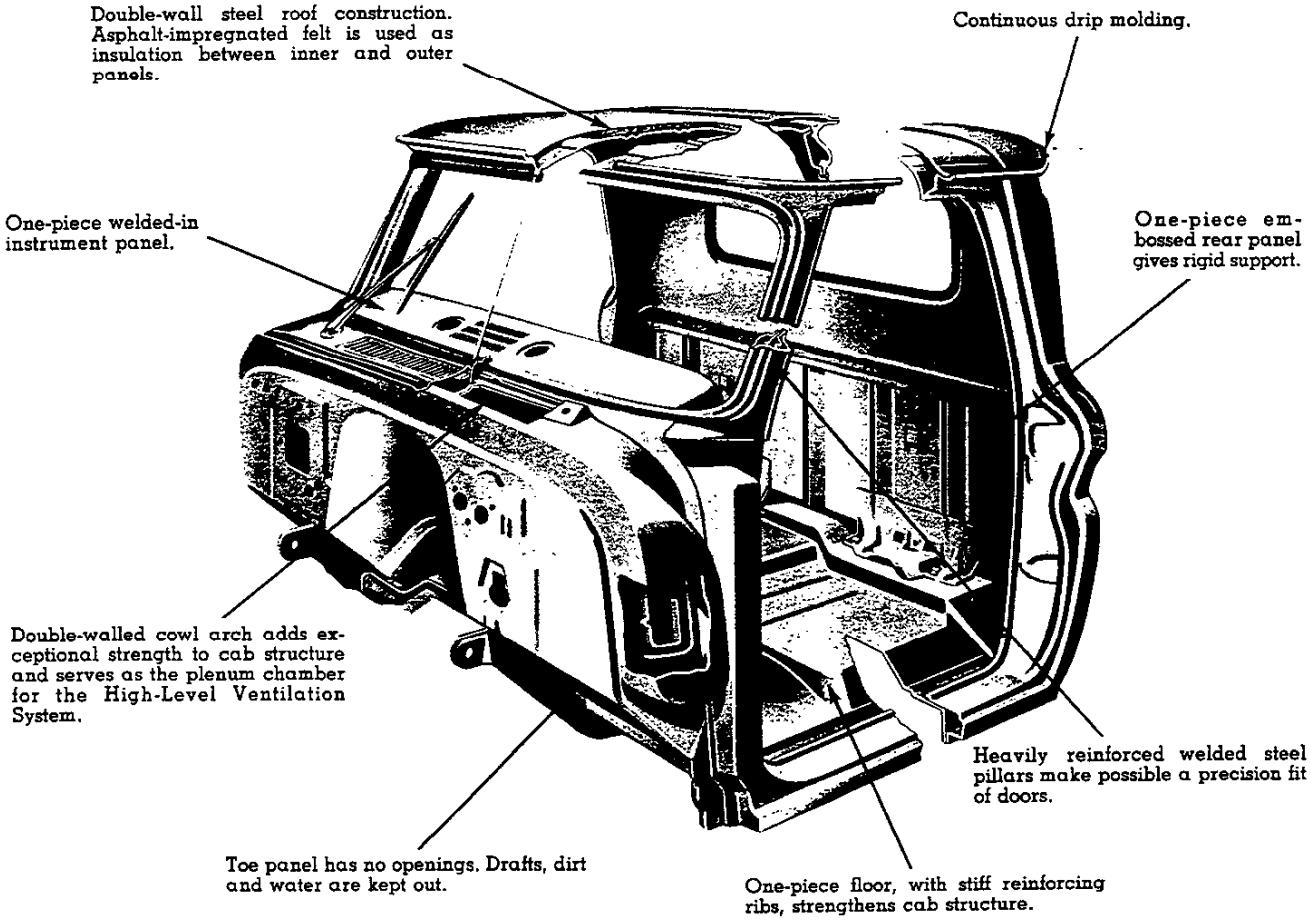
(RPO Z81)



The Custom Camper Equipment option is available on models C2503, C2504 and C2534. In addition to the special nameplate, shown at left, the option includes: Custom Comfort, Custom Appearance and Custom Chrome equipment, DeLuxe-Air heater and defroster, tinted windshield glass, manual radio, left- and right-hand junior West Coast mirrors, front stabilizer bar, HD rear shock absorbers, auxiliary rear springs, two 7.50-16/6PR highway regular front tires, two 7.50-16/8PR highway regular rear tires and five 16" x 6.00" wheels.

CONVENTIONAL & LCF CABS
(SERIES 10-80)

CAB CONSTRUCTION

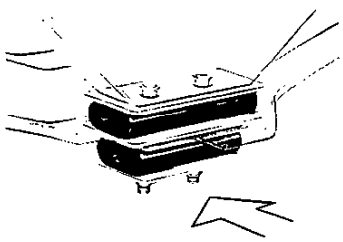


SHEET METAL & BODY MOUNTING

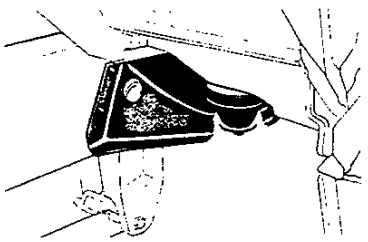
Series	Front Sheet Metal Mount	Front Body Mount	Rear Body Mount
C10	C/R	C/R	C/R
C20	C/R	C/R	Shear
C30	C/R	C/R	Shear
C50	C/R	C/R	C/R
C60	C/R	C/R	C/R
C80	C/R	C/R	C/R
K10	C/R	C/R	C/R
K20	C/R	C/R	Shear
M60	C/R	C/R	Shear
M80	C/R	C/R	Shear

Series	Front Sheet Metal Mount	Front Body Mount	Rear Body Mount
L50	C/R	C/R	Shear
L60	C/R	C/R	Shear
L80	C/R	C/R	Shear
D50	C/R	C/R	C/R
D60	C/R	C/R	C/R
Q50	C/R	C/R	C/R
Q60	C/R	C/R	C/R
V60	C/R	C/R	Shear
X60	C/R	C/R	Shear

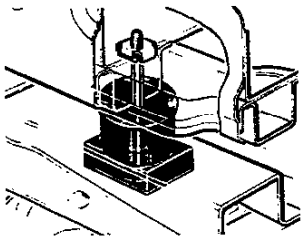
C/R—Compression Rebound or Double Rubber Biscuit Type



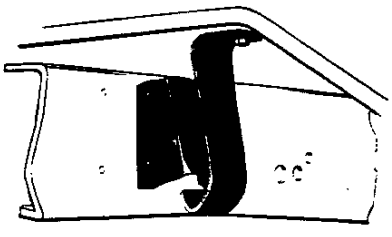
Typical compression—rebound front sheet metal mount



Typical compression—rebound front body mount



Typical compression—rebound rear body mount



Typical shear type rear body mount

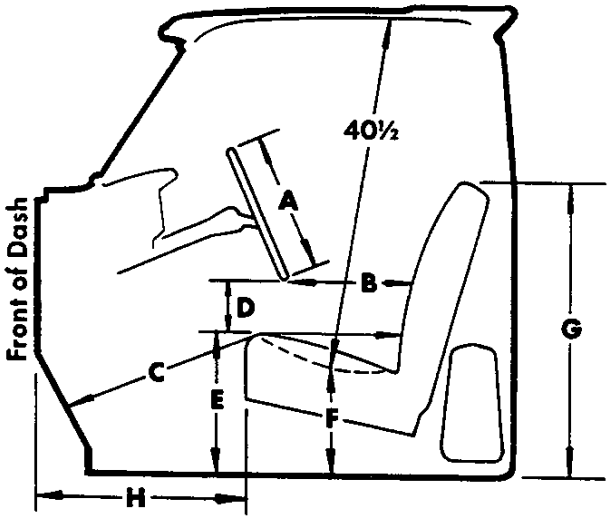
STANDARD AND OPTIONAL SEATS

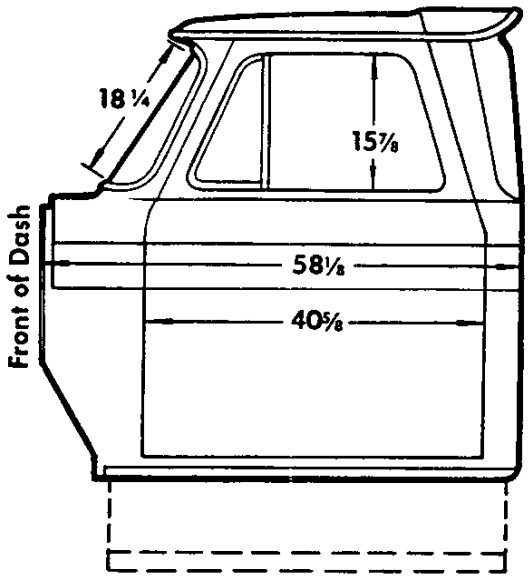
(Chassis-Cabs, Pickups & Stakes only)

Series Availability	Full-Width	Bostrom Driver	Bostrom Driver plus 2-Man	Full-Width Full-Depth Foam
C-K10-20; C30-80; L50-80; D50-60; Q50-60*; M-V-X60; M80**	Std	Opt	Opt	Opt

*—Bostrom driver and Bostrom driver plus 2-man seats not available.
**—Bostrom driver plus 1-man seat available with auxiliary transmission.

EXTERIOR DIMENSIONS





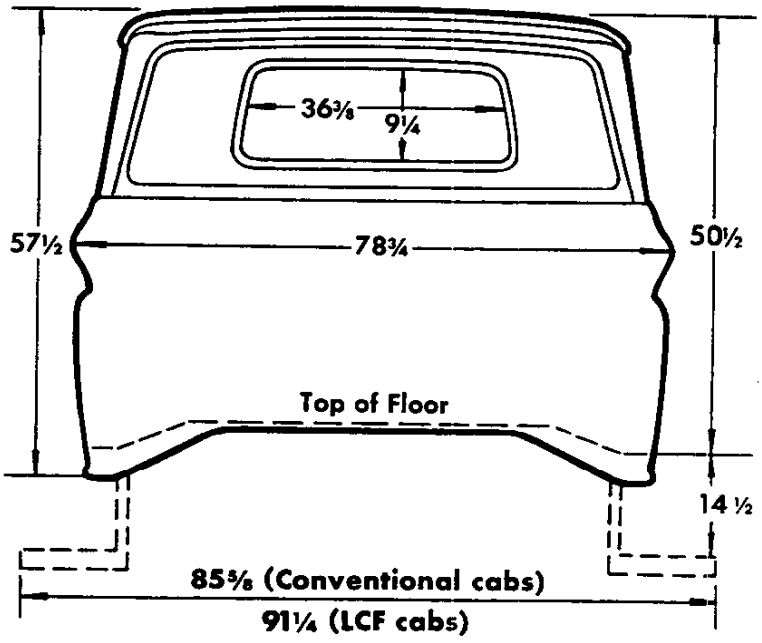
Glass Area (sq in)

Windshield.....1116

Door Windows (each side) including ventipanes.... 389

Rear Window (std)..... 331

Full-View Rear Window (13½" x 59½").... 762

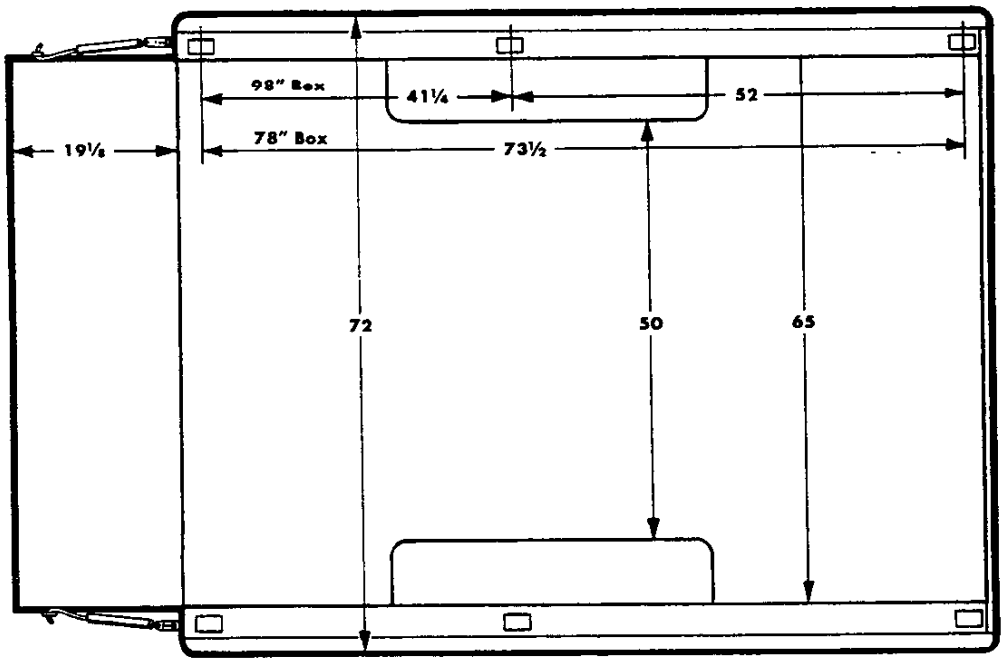


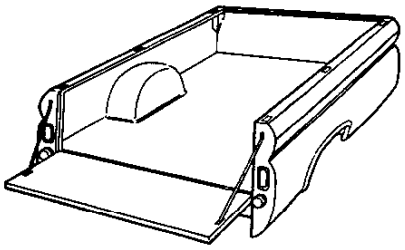
INTERIOR DIMENSIONS

Dimension	Series 10-30	Series 50-80
A	17	19
★B	15	13⅞
★C	44¼	44¼
D	5¼	5¼
E	15	15
F	9	9
G	30	30
★H	27¾	27¾
Seat width	59½	59½
Hip room	67	67
Shoulder room	63	63

★Seat in rear position—adjustment 3⅝ inches

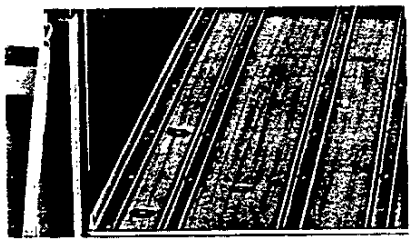
FLEETSIDE PICKUPS





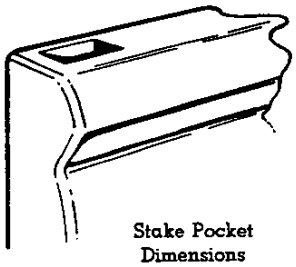
Body Sizes

Model	Body Length	Volume
C1434 K1434	78"	60¼ cu ft
C1534 C2534 K1534 K2534	98"	76⅜ cu ft



Steel Skid Strips

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

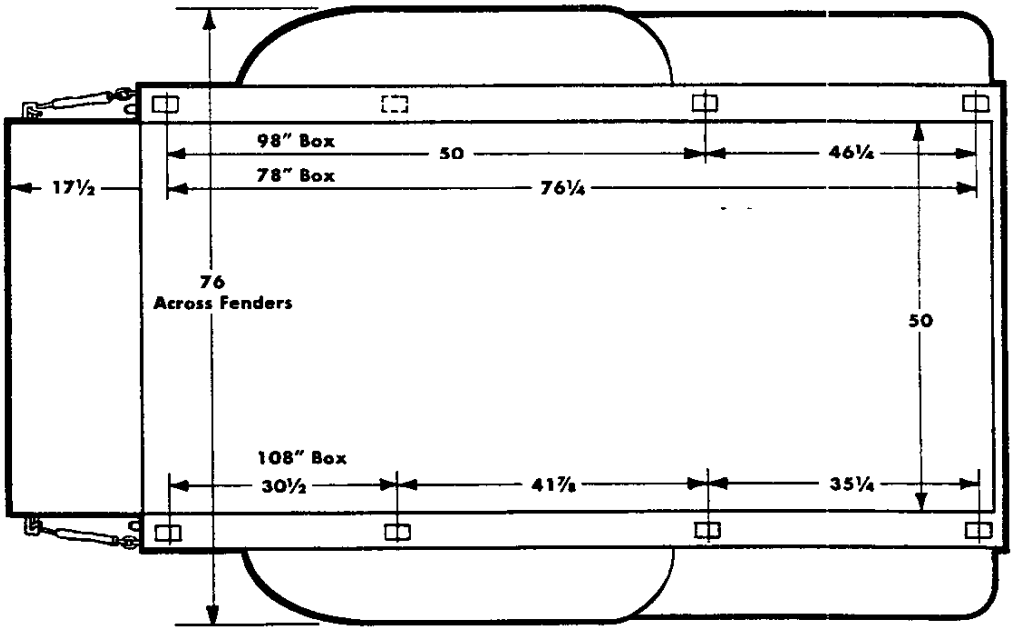


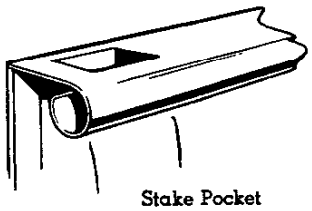
Stake Pocket Dimensions
2" x 1⅜"

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

Floors are made of well-seasoned wood with flush steel skid strips over the expansion joints between planks. A tight-fitting full-width tailgate minimizes loss from loose loads such as grain or sand. Anti-rattle latches give extra support to the side panels when the tailgate is closed. When open, the tailgate is supported by two rubber-covered chains.

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





Stake Pocket Dimensions
2" x 1⅜"

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

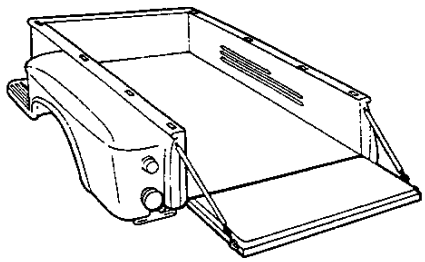
Floors are constructed of well-seasoned wood with flush steel skid strips over the expansion joints. A tight-fitting full-width tailgate minimizes loss of bulk loads such as grain or sand. With the tailgate closed, the wedge-type anti-rattle latches give extra support to the side panels. When open, the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

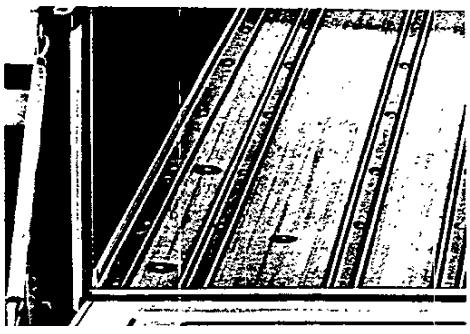
On each side of the body, Stepside pickups have a running board just forward of the fender. This step is a great convenience in jobs requiring frequent working of the load from the side.

Reinforced pockets for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are 2 pockets on each side; on 98" bodies there are 3 pockets and on 108" bodies there are 4 pockets on each side.

Body Sizes

Model	Body Length	Volume
C1404, K1404	78⅛"	39⅝ cu ft
C1504, C2504, K1504, K2504	98"	49¾ cu ft
C3604	108¼"	55 cu ft





Steel Skid Strips

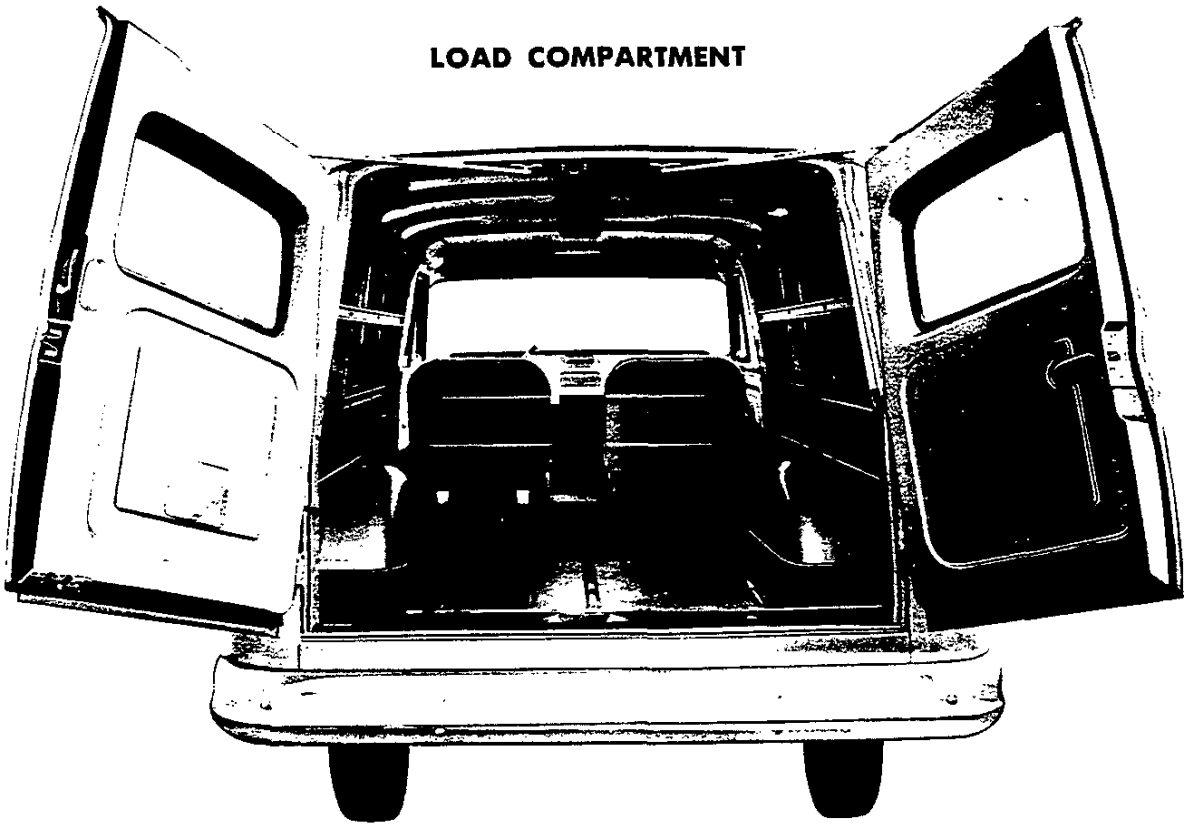
Flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

Convenient Side Step

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

PANELS

LOAD COMPARTMENT



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

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

The floor of the body is of select-wood construction ¾" thick. Steel skid strips on the floor simplify sliding cargo in and out, and protect the floor from gouging.

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

CUSTOM OPTIONS

Custom Appearance Option
(RPO Z61)

The Custom Appearance option includes the following:

Bright metal windshield molding—chromed stainless steel

Bright metal grille—Silver anodized aluminum radiator grille replaces standard painted grille.

Steering wheel with horn ring—Steering wheel is finished in Medium Fawn and includes a chromed half circle horn ring.

Chrome-trimmed instrument panel knobs—Knobs have chrome plated metal rims. Body of knob is black plastic.

Two-tone trim—A portion of the interior front door panels is painted Off-White.

Bright metal side molding—C-K10 panels have silver anodized aluminum body side molding at the belt line.

Custom Comfort Option
(RPO Z62)

The Custom Comfort option includes the following:

Left armrest—A steel reinforced, molded polyurthane foam armrest of unitized design is covered with Medium Fawn vinyl. A matching armrest for the right side is available as a dealer installed custom feature.

Right sunshade—Matches the Medium Fawn left sunshade. Both can be pivoted for use at the side windows.

Chromed cigar lighter—Automatic pop-out type.

Right door lock—Keylock identical to left door lock.

Special insulation—Includes full undercoating of cab floor and a thick woven cotton fiber pad for the underside of the cowl chamber.

Custom Chrome Option
(RPO V37)

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

Driver Compartment

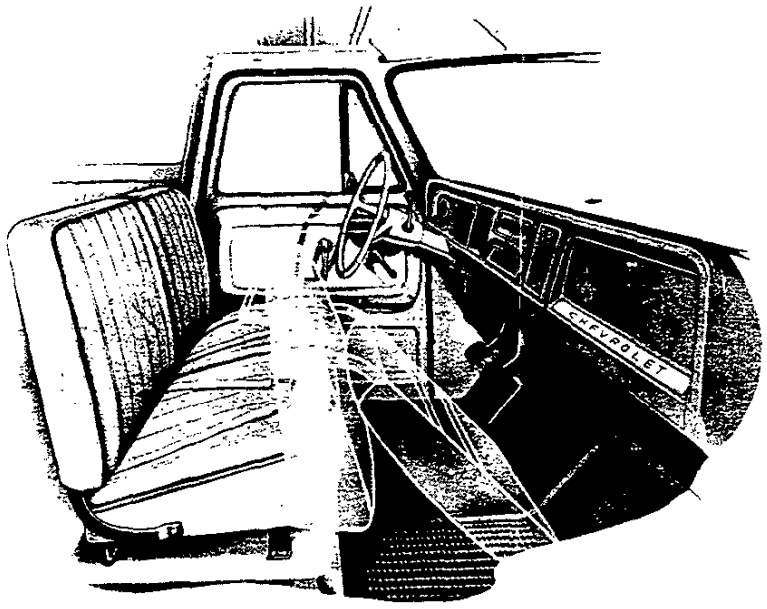
A seat for the driver only is standard on panel models. This seat has a deep cushion, a comfortable form-fitting backrest and includes seat belts. The backrest is steel-sheathed at the rear for driver protection from shifting cargo. Medium Fawn vinyl is used as the upholstery material.

Interiors are finished in Medium Fawn. Nonglare Dark-Fawn paint is used on the instrument panel.

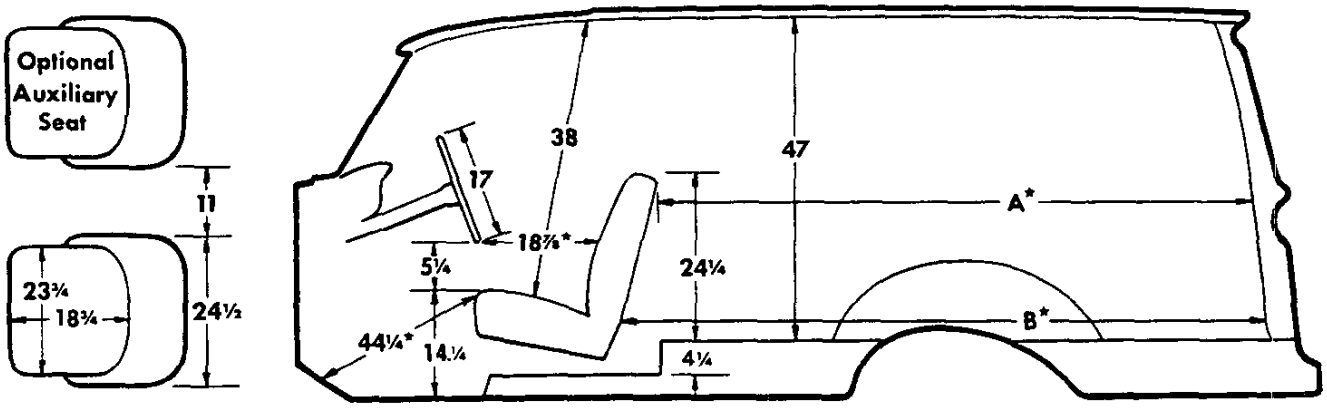
Except for the seat, standard equipment is the same as that in cab models.

Auxiliary Seat

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



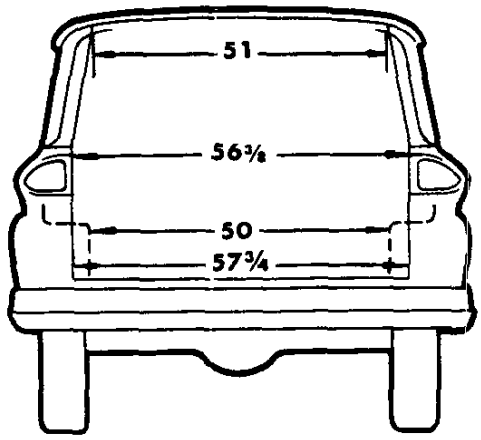
Dimensions



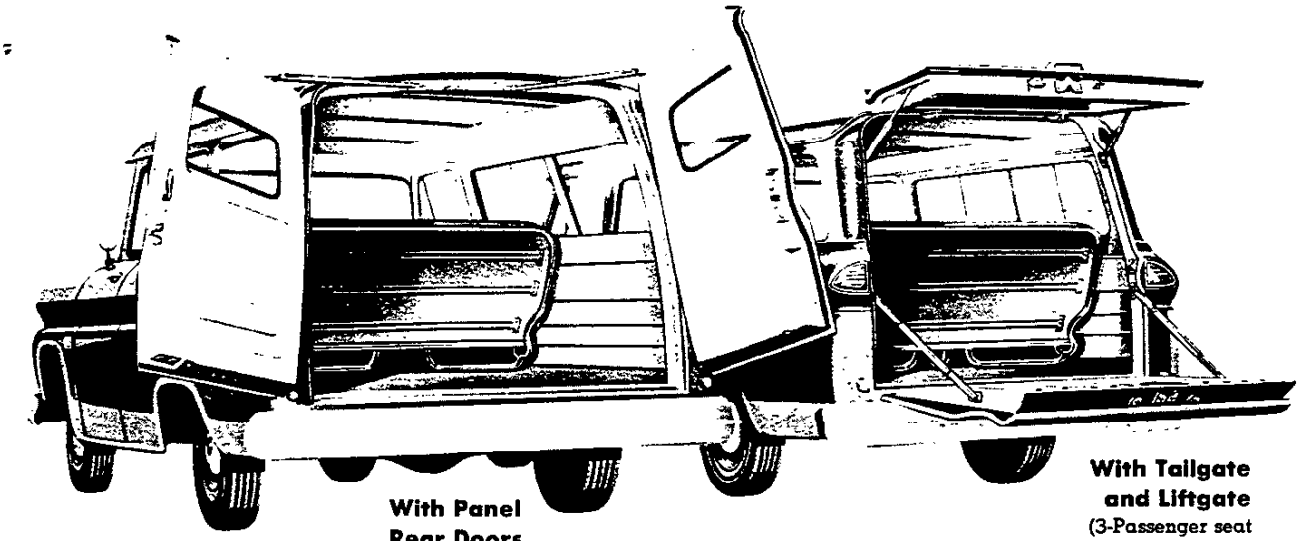
*Seat in forward position—seat adjustment 3⅜"

Body Sizes

Model	Dim A	Dim B	Volume
C1405 } K1405 }	88⅜"	99⅝"	175¼ cu ft
C3605	122"	134¼"	230¾ cu ft



SUBURBAN CARRYALLS



With Panel Rear Doors

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

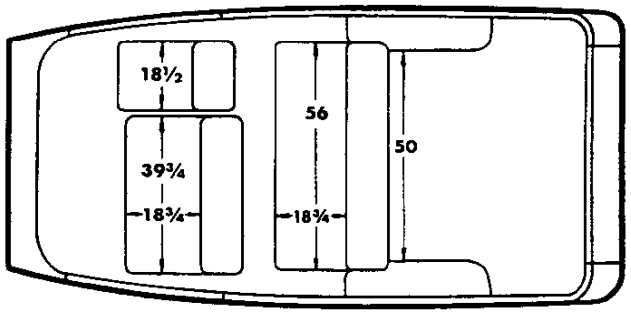
Standard Carryalls have two seats—the front split seat and a second full-width seat. Rearmost side windows are fixed, but other side windows are moveable. An additional 2-passenger seat is available as an option at extra cost. With this option the rearmost side windows are moveable.

Models C1416 and K1416 are fitted with a tailgate and liftgate. The liftgate laps over the tailgate, allowing the liftgate to be raised independently. A handle with push-button latch control is located on the tailgate. Telescoping struts support the liftgate when open. The liftgate is fitted with a full-width rear window.

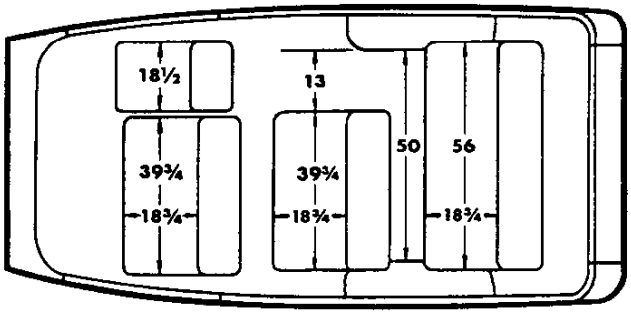
Models C1406 and K1406 are fitted with panel rear doors. A horizontal handle with push-button latch control is located on the right-hand door. Doors are held open by door checks in the telescoping struts attached to the tops of the doors. Door checks maintain either a 90° or a 180° open position of the doors.

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

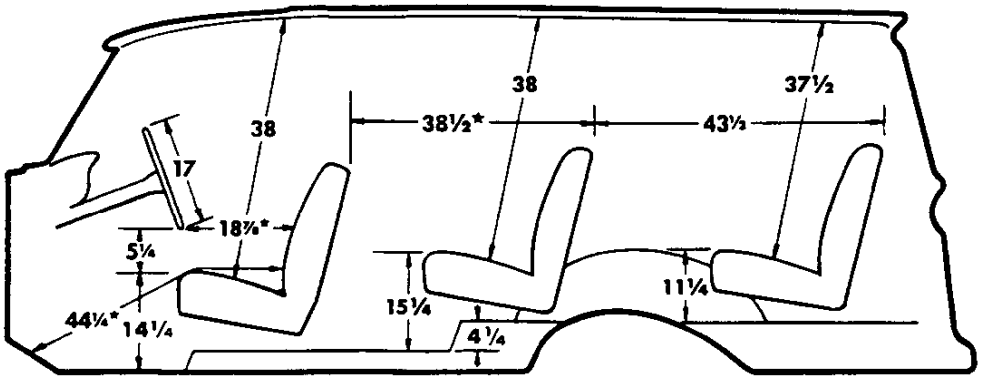
DIMENSIONS



Standard Seating

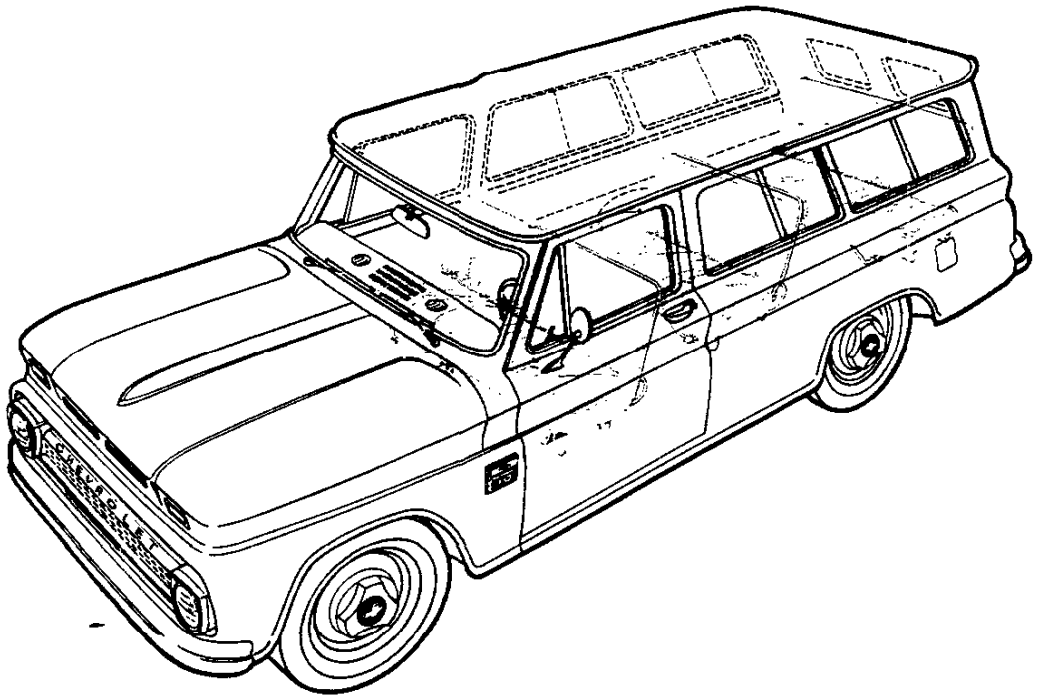


Seating with Optional 2-Passenger Seat



*Seat in forward position—seat adjustment 3⅜"

INTERIOR FEATURES



Standard Carryalls have seating for 6 persons—a driver and 5 passengers. With the optional 2-passenger seat, 8 persons can be accommodated. Seat belts are standard for driver and passengers in the front seat and for 2 passengers in the standard rear seat. Seats are upholstered in Medium Fawn vinyl and have the same basic construction as seats in cab models. The front seat is split as the right one-third can be folded forward, allowing access to the rear area.

When extra space is desired the rear seats can easily be removed leaving a cargo area comparable in size to that in Series 10 panel models.

Interiors are tastefully finished in Fawn. The front floor area is covered with a durable black rubber mat while the floor area behind the front seat is covered with Charcoal linoleum.

CUSTOM OPTIONS

Custom Appearance Option
(RPO Z61)

The Custom Appearance option includes the following:

Bright metal windshield molding—Chromed stainless steel.

Bright metal grille—Silver anodized aluminum radiator grille replaces standard painted grille.

Steering wheel with horn ring—Steering wheel is finished in Medium Fawn and includes a chromed half circle horn ring.

Chrome-trimmed instrument panel knobs—Knobs have chrome-plated metal rims. Body of knob is black plastic.

Two-tone trim—A portion of the interior front door panels is painted Off-White as is a portion of the wall panels.

Bright metal side molding—Silver anodized aluminum body side molding at the belt line.

Custom Comfort Option
(RPO Z62)

The Custom Comfort option includes the following:

Left armrest—A steel reinforced, molded polyurthane foam armrest of unitized design is covered with Medium Fawn vinyl. A matching armrest for the right side is available as a dealer installed custom feature.

Right sunshade—Matches the Medium Fawn left sunshade. Both can be pivoted for use at the side windows.

Chromed cigar lighter—Automatic pop-out type.

Right door lock—Keylock identical to left door lock.

Special insulation—Includes full undercoating of cab floor in front compartment and a thick woven cotton fiber pad for the underside of the cowl chamber.

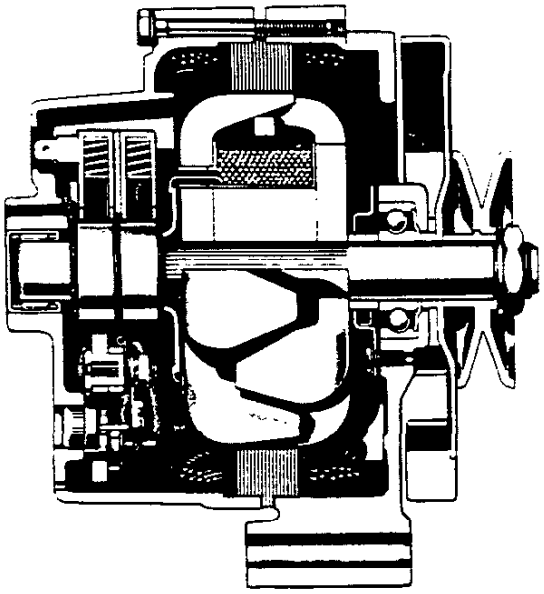
Special seat trim and padding—Special nylon-faced pattern cloth and vinyl trim as described for cab models is included. Seat backrests have ¾" polyurethane foam pad while cushions have an additional cotton pad over the standard foam.

Custom Chrome Option
(RPO V37)

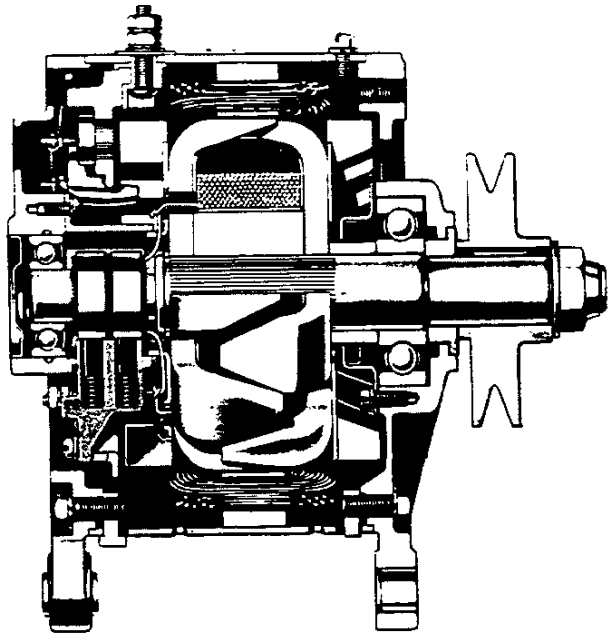
The Custom Chrome option consists of chrome-plated front and rear bumpers and chrome-plated hub caps. The K10 Carryalls do not include the hub caps.

GENERATOR

37-AMP DELCOTRON



62-AMP DELCOTRON



All Chevrolet trucks use "DELCOTRON" 12-volt generators as standard and optional equipment. They are alternating current generators that are diode-rectified to produce direct current. The availability chart below shows which generators are available on each model and lists the pertinent specifications of each one.

The "DELCOTRON" 1D-100 series is used as standard equipment on most models. It has a cast aluminum case with a ball bearing at the drive end and a needle bearing at the rear. Lubrication intervals are increased by the use of grease reservoirs near each bearing.

The "DELCOTRON" 2D-150 series features a heavier rotor shaft, ball bearings at both ends and a stamped steel case with ventilation holes. It also has longer brushes with constant-tension springs for long life. The 2D-150 series is for heavier duty service than the 1D-100 series.

The "DELCOTRON" 4D-150 series used on the school bus models is a higher capacity version of the 2D-150 series for heavy electrical loadings.

GENERATOR AVAILABILITY BY MODEL SERIES

Capacity (amps)	Rated Output			DELCOTRON Model	Standard	Optional
	Amperes		Watts @ 14 Volts			
	Idle	Max				
32	9	32	448	1D-100	G10	—
37	9	37	518	1D-100	CKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80; HM, JM, TM70000	—
42	12	42	588	1D-100	NQ50; NQ60; HG, JG, TG70000; HM, JM, TM, WM80000	CGKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80; HM, JM, TM70000
55	6	55	770	1D-100	HJ, HV, JJ, JV, TJ70000	Q50; NQ60; HG, JG, TG, HM, JM, TM70000; HM, JM, TM, WM80000
61	5	61	854	2D-150	D50; DVXY60; U80	CGKP10; CKP20; CP30; CLPST50; CLMST60; CLMT80
62	23	62	868	2D-150	—	CGKP10; CKP20; CP30; CLPQST50; CLMNQST60; CLMT80; HG, HJ, JG, JJ, TG, TJ, HM, JM, TM70000; HM, JM, TM, WM80000
130	50	130	1820	4D-150	—	S60

BATTERY SPECIFICATIONS—GASOLINE MODELS

Delco batteries are used as standard and optional equipment on all models

Series:							
Standard	El Camino; G10	CKP10; CKP20, 30; CLPT50; CLMT80	CLMT60; HM, JM, TM-70000	S50-60; HM, JM, TM, WM80000	—	—	—
Optional	—	—	CK10-30*; CLPT50	P20-50; CLT50; CLMT60; CLMT80	CGKP10; CK20-30	HM, JM70000; HM, JM80000	HM, JM70000; HM, JM, TM, WM80000
Capacity (amps) (@ 20-amp-hr rate)	44	53	61	70	70	85	145▪
Plates Per Cell	9	9	11	11	11	15	21
Size: Length (in)	—	10⅛	10⅛	12	10⅛	—	—
Width (in)	—	6¾	6¾	6¾	6¾	—	—
Height (in)	—	8¾	8¾	8¾	9⅝	—	—
Weight (lbs)	35	42	45	51	50	—	—
Location★	Engine compartment §#X						

*—Included with optional 292 engine
▪—Two 6-volt batteries wired in series
★—See Body Builders Manual for exact position
§—Under cab inside of RH frame rail on T50, T60, T80, TM70000 models
#—Under floor on G10 model
X—Behind cab on RH frame rail on TM, WM80000 models

BATTERY SPECIFICATIONS—DIESEL MODELS

Delco batteries are used as standard and optional equipment on all models

Series:				
Standard	DNQ50; DNQVXY60; HG, JG, TG70000	HJ, HV, JJ, JV, TJ-70000; U80	—
Optional	—	Q50; NQ60; HG, JG, TG70000	HJ, JJ, TJ70000
Capacity (amps) (@ 20-amp-hr rate)	150	205	205●
Plates Per Cell	19	27	27
Size: Length (in)	20⅞	20⅞	20⅞
Width (in)	8⅛	10⅜	10⅜
Height (in)	9½	9½	9½
Weight (lbs)	115	153	306
Location★	Behind cab on RH frame rail**	Behind cab on LH frame rail●●	

●—Two 12-volt batteries wired in parallel
★—See Body Builders Manual for exact position
**—Behind cab on LH frame rail on N60; HG, JG, TG70000 models
●●—Behind cab on RH frame rail on Q50; Q60; TJ70000 models

DIRECTIONAL SIGNALS

Front Signals and Parking Lights:

Series 10 through 30 models (except chassis-cowl models) use hood-mounted combination front parking and turn signal lights with amber lenses. These meet Class "A" requirements for lens area and brightness in most states.

Series 50 through 80 conventional and LCF models use cowl-mounted double-faced Class "A" front turn signals with amber lenses facing to the front and red to the rear. These models also have standard parking lights mounted in the hood with amber lenses.

Series 70000 and 80000 models with the 92" conventional cab use the same cowl-mounted double-faced Class "A" front turn signals. Parking lights are not standard on these 92" cab models and must be ordered separately as an option (T88). They have white lenses and are mounted in the grille assembly.

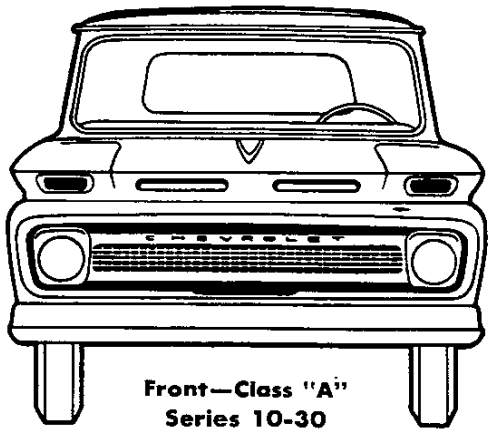
All tilt cab models use the cowl-mounted double-faced Class "A" front turn signals described above as standard equipment. Parking lights with white lenses are included as standard equipment on these models and are mounted in the ends of the grille bar assembly. All windshield-cowl models have combination front turn signal and parking lights with amber lenses. The flat-back cowl has only provisions in the wiring for the front turn signals to be mounted on the cowl. The switch and wiring are all installed and the body installer needs only to mount and hook up the front directional lights.

Rear Signals:

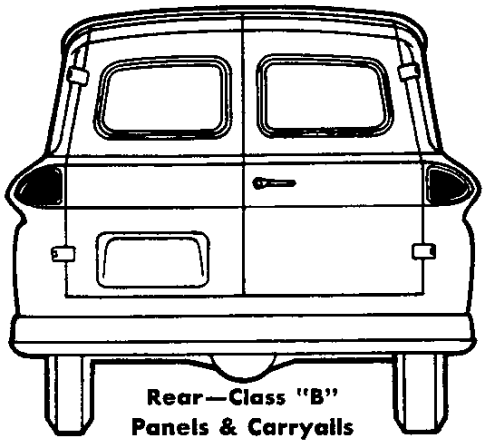
Pickups, Panels, Carryalls and Chevy-Vans utilize standard combination stop and tail lights which are classified as Class "B" signals.

All Chassis-Cab and Stake models (except 92" conventional cab models) use dual rear combination stop and turn signal lights which meet Class "A" specifications.

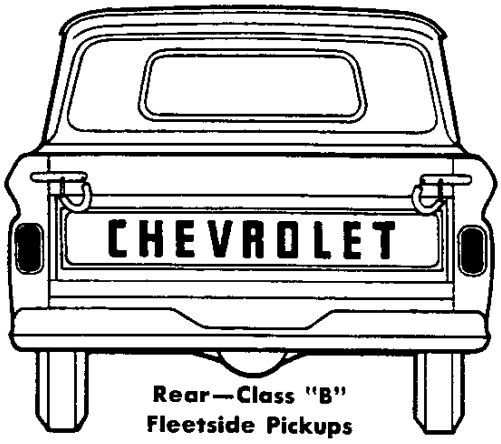
All 92" cab models use a single rear stoplight mounted in the middle of the rear crossmember. Dual rear combination stop and turn signal lights are available as an option (X50) and may be necessary to meet some states' Class "A" specifications.



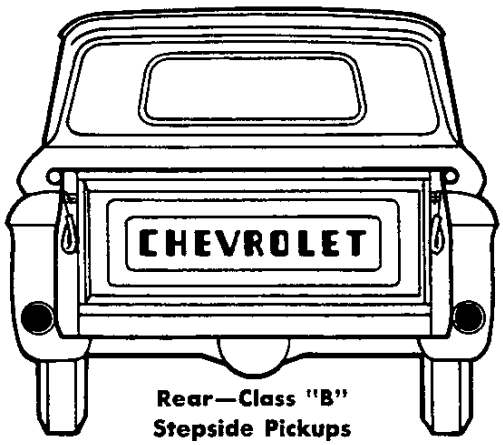
Front—Class "A"
Series 10-30



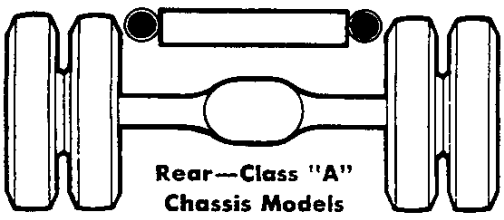
Rear—Class "B"
Panels & Carryalls



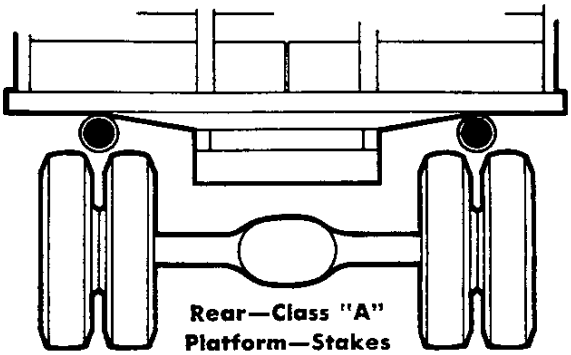
Rear—Class "B"
Fleetside Pickups



Rear—Class "B"
Stepside Pickups



Rear—Class "A"
Chassis Models



Rear—Class "A"
Platform—Stakes

HIGH TORQUE 250 SIX PERFORMANCE

Basic Specifications

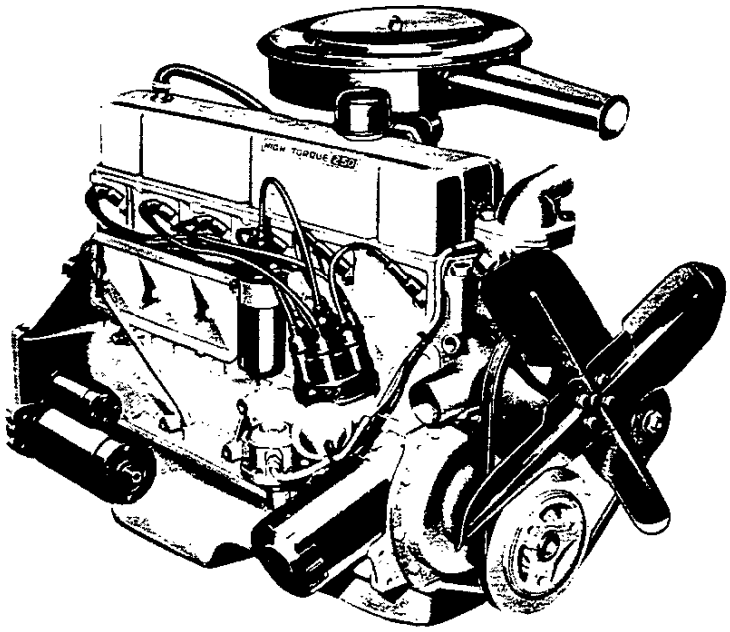
Engine type.....Valve-in-head
Piston displacement.....250 cu in
Bore & stroke (nominal) (in).....3.875 x 3.53
Compression ratio.....8.5 to 1
Carburetor type.....1-barrel

Test Procedures

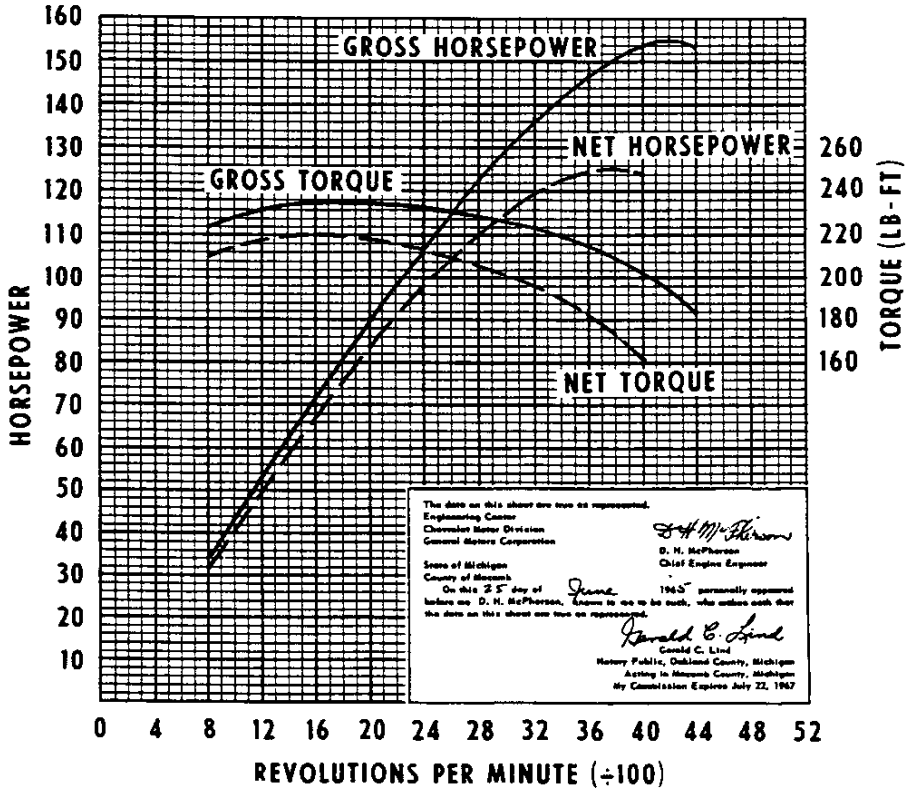
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

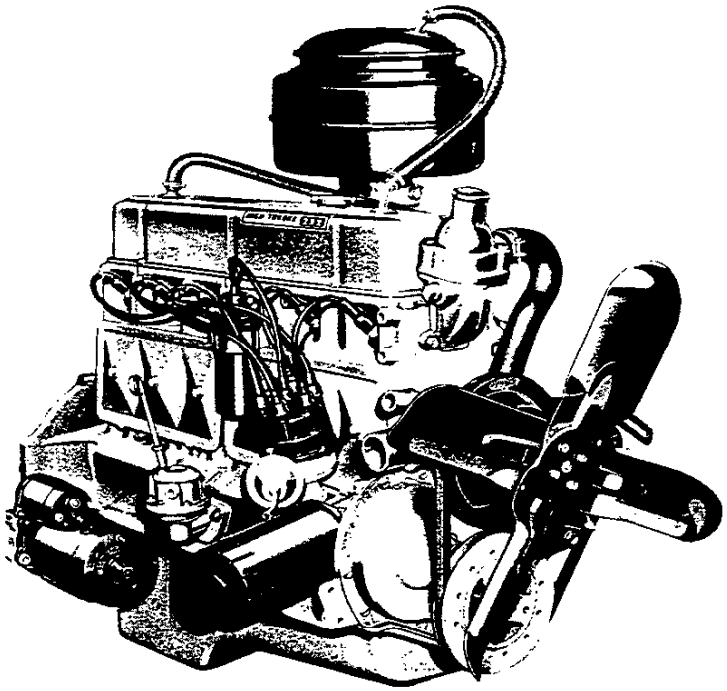
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Gross horsepower.....155 @ 4200 rpm
Net horsepower.....125 @ 3800 rpm
Gross torque, lb-ft.....235 @ 1600 rpm
Net torque, lb-ft.....220 @ 1600 rpm



HIGH TORQUE 292 SIX PERFORMANCE



Basic Specifications

Engine type	Valve-in-head
Piston displacement	292 cu in
Bore & stroke (nominal)	3⅞" x 4⅛"
Dry weight (with clutch)	561 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	36.0
Carburetor type	1-barrel

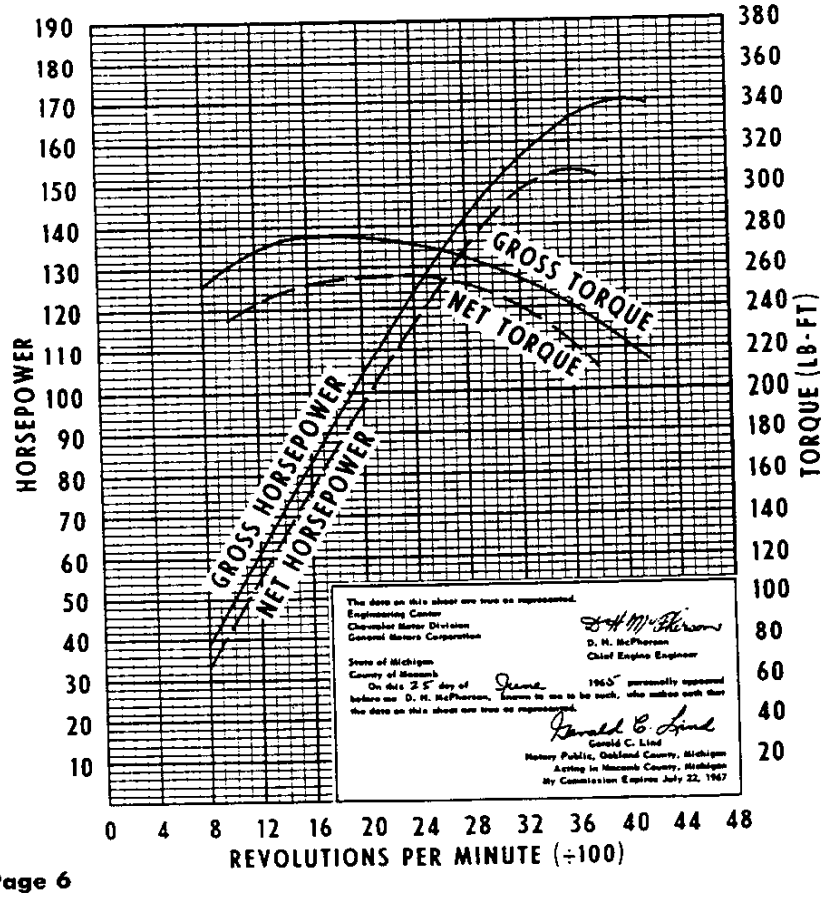
Test Procedures

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, 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



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 7 bearings in the 230, 250 and 292 engines. Full crankshaft support reduces vibration and gives added durability. The 250 engine uses a new design 12-weight crankshaft for new smoothness and improved efficiency. (See illustration.)

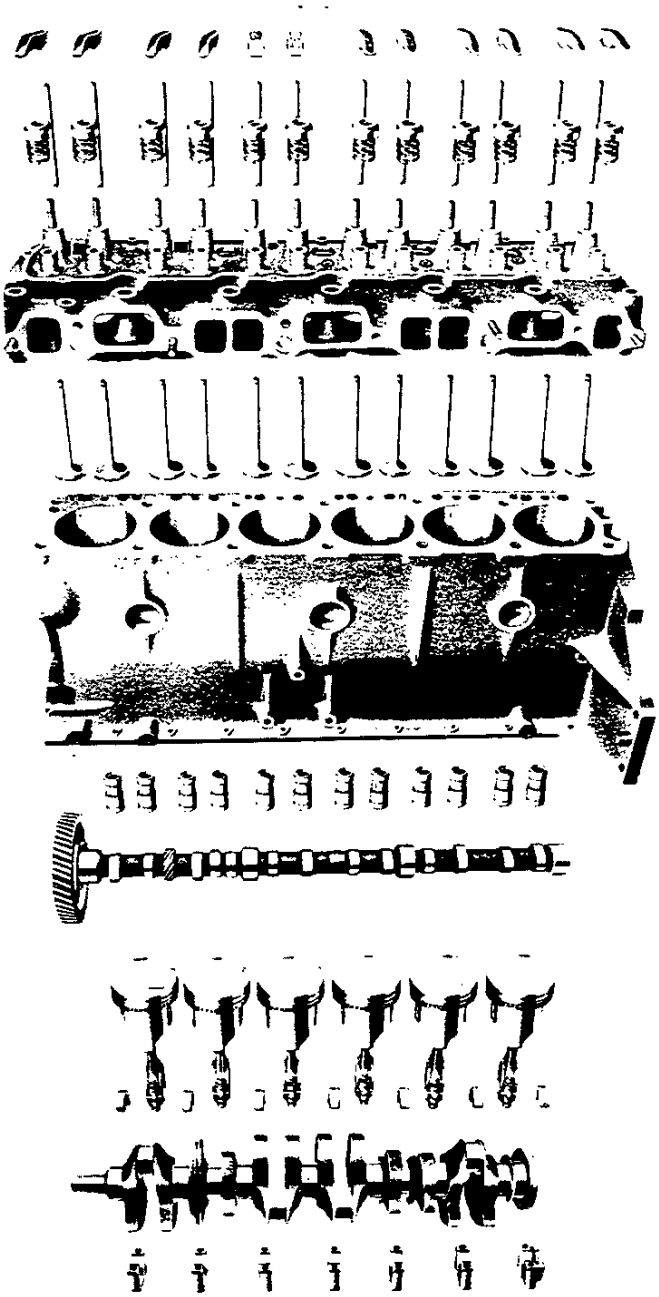
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

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.

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.

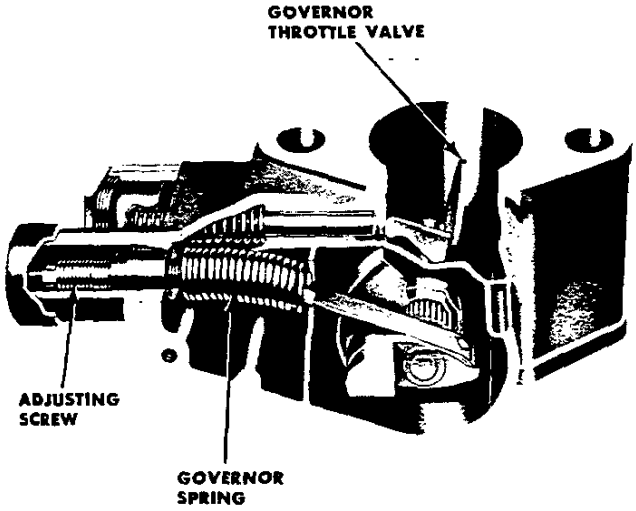


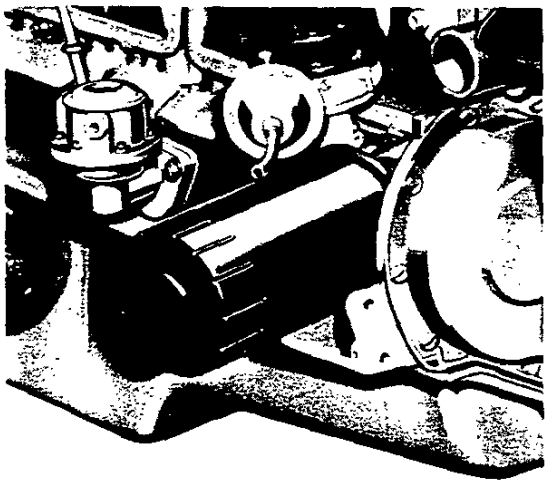
250 Engine Shown

ENGINE FEATURES

Optional Governors—The 230, 250 and 292 engines can be fitted with governors on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seeley Velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor tends to draw the offset throttle valve in the governor closed. The spring attached to the throttle valve resists closure until the volume of mixture exceeds the predetermined setting and the valve closes, restricting the engine rpm. Adjustment is simple and foolproof. The setting ranges are:

230	2300 rpm to 3000 rpm
	2800 rpm to 4000 rpm
250	1800 rpm to 3100 rpm
	3000 rpm to 4900 rpm
292	2200 rpm to 3100 rpm
	2800 rpm to 3900 rpm

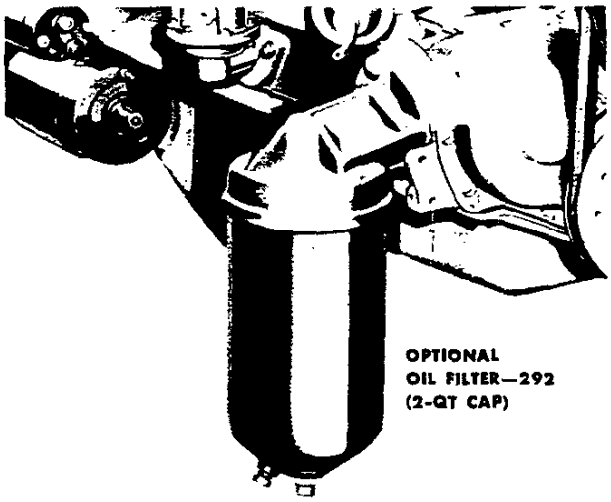




STD. OIL FILTER—292
(1-QT CAP)

Oil filters—All inline gasoline engines utilize a full-flow throw-away element oil filter as standard equipment.

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



OPTIONAL
OIL FILTER—292
(2-QT CAP)

Fuel filters—A fine mesh metal cloth filter in the fuel tank and a porous sintered bronze filter inside the carburetor inlet are included with all inline engine applications to ensure protection for the engine's fuel system.

Optional fuel filter equipment is available. It provides a frame-mounted replaceable-element fuel filter to replace the mesh screen in the tank.

Hydraulic valve lifters—Both intake and exhaust valves have quiet no-adjustment hydraulic valve lifters that eliminate periodic tappet re-settings.

Optional tachometer—An electric tachometer is available optionally on most models.

SPECIFICATIONS

	230 SIX*	250 SIX	292 SIX
Basic Description	six-cylinder inline valve-in-head design		
Displacement (cu in)	230	250	292
Bore & Stroke (in)	3⅞ x 3¼	3.875 x 3.53	3⅞ x 4⅛
Compression Ratio	8.5:1		8.0:1
Gross Horsepower @ rpm	140 @ 4400	150 @ 4200	170 @ 4000
Net Horsepower @ rpm	120 @ 3600	125 @ 3800	153 @ 3600
Gross Torque (lb-ft) @ rpm	220 @ 1600	235 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	205 @ 1600	220 @ 1600	255 @ 2400
Air Cleaner	see each model page for type & capacity		
Bearings, Camshaft	steel-backed babbitt or copper-lead alloy		
ID x Length in (Projected Area): Bearing 1 (front)	1.871 x .86 (1.61 sq in)		
Bearing 2	1.871 x .86 (1.61 sq in)		
Bearing 3	1.871 x .86 (1.61 sq in)		
Bearing 4	1.871 x .86 (1.61 sq in)		
Bearings, Connecting Rod (Crank end)	precision removable		
Material	steel-backed babbitt or copper-lead alloy		premium aluminum
ID x Length (in)	2.155 x .837	2.00 x .807	2.255 x .837
Bearings, Main	precision removable		
Material	steel-backed babbitt or copper-lead alloy		premium aluminum
End Thrust Taken by:	Bearing 7		
ID x Length (in) (Protected Area): Bearing 1 (front)	2.3 x .75 (1.73 sq in)		
Bearing 2	2.3 x .75 (1.73 sq in)		
Bearing 3	2.3 x .75 (1.73 sq in)		
Bearing 4	2.3 x .75 (1.73 sq in)		
Bearing 5	2.3 x .75 (1.73 sq in)		
Bearing 6	2.3 x .75 (1.73 sq in)		
Bearing 7	2.3 x .76 (1.75 sq in)		
Camshaft	cast-alloy iron		
Carburetor			
Type	1-barrel downdraft		
Make	Rochester		
Venturi ID (in)	1.343		1.625
SAE Flange Size (in)	1.5		
Choke Control	manual		
Coil, Ignition	Delco-Remy		
Connecting Rods	drop forged steel		
Length (Center to Center) (in)	5.70		6.76
Crankshaft	nodular iron		
Cylinder Block	cast-alloy iron		
Cylinder Head	cast-alloy iron; valve-in-head design		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Filter, Fuel	mesh in fuel tank; sintered bronze in carburetor inlet		
Filter, Oil	full-flow throw-away type		
Capacity	1	1	1★
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.		
Oil Capacity (with filter change)	5 qts		6 qts
Piston Pins	chromium steel		
Diameter (in)	0.927		

* All except Chevy-Van ★ 2-qt available on 292 engine only

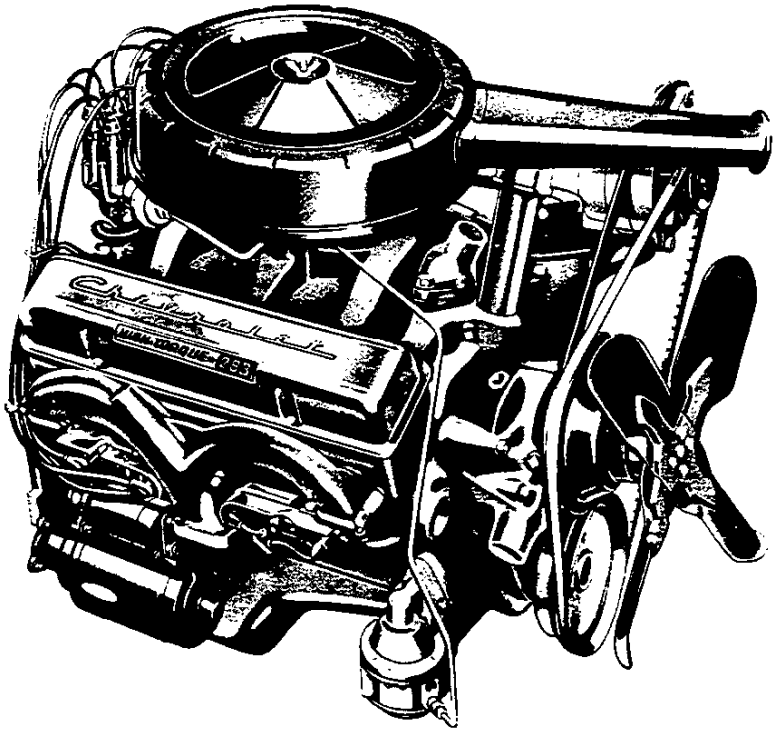
SPECIFICATIONS

	230 SIX★	250 SIX	292 SIX
Piston Rings	two compression, one oil control ring per piston		
Upper Compression	cast iron; inside bevel		
Lower Compression	cast iron; inside bevel		
Oil Control	multi-piece; steel with chrome-plated OD		
Pistons	cast-alloy aluminum; 3 ring grooves above piston pin		
Weight	20.4 oz		24.9 oz
Plugs, Spark			
Model	AC-46N	AC-C44N	AC-C44N
Pump, Fuel	AC		
Pump, Oil	spur gear type driven by distributor shaft		
Pressure (psi)	40-60 @ 2000 rpm		
Capacity (gpm)	.6 @ 200 rpm		
Pump, Water			
Capacity	60 gpm @ 4400		70 gpm @ 4400
Bearing	permanently lubricated double roll ball bearing		
Radiator	see Cooling System specifications		
Thermostat	Harrison 180°		
Type	pellet		
Timing, Ignition Crankshaft Position	4° BTC		
Timing Mark Location	tab at harmonic balancer		
Firing Order	1-5-3-6-2-4		
Timing, Valve Inlet Opens	18° BTC	16° BTC	45° BTC
Inlet Closes	54° ABC	48° ABC	99° ABC
Exhaust Opens	52° BBC	46°30′ BBC	88° BBC
Exhaust Closes	20° ATC	17°30′ ATC	59° ATC
Valve Guides	integral with head		
Valve Lifters	hydraulic		
Valve Mechanism	individual steel stampings on ball pivots; pushrod actuated		
Valves, Exhaust			
Face coating	None		Cobalt-based alloy
Overall Length (in)	4.92		
Head Diameter (in)	1.5		
Face Angle	45°		46°
Seat Angle	46°		
Lift (in)	.3350	.3880	.3350
Rotators	None		Rotocoil
Valves, Inlet			
Face Coating	None	Aluminized	
Overall Length (in)	4.92		
Head Diameter (in)	1.72	1.875	
Face Angle	45°		
Seat Angle	46°		
Lift (in)	.3350	.3880	.407
Ventilation, Crankcase	positive*	positive	closed positive●

★ All except Chevy-Van * Closed positive type on P10-30 & 50 applications; also available as an RPO on 10-30 series.
● Positive type on C10-30 applications.

'283 V8

HIGH TORQUE 283 V8 PERFORMANCE



Basic Specifications

Engine type	Valve-in-head
Piston displacement	283 cu in
Bore & stroke (nominal)	3⅞" 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
Carburetor type	2-barrel

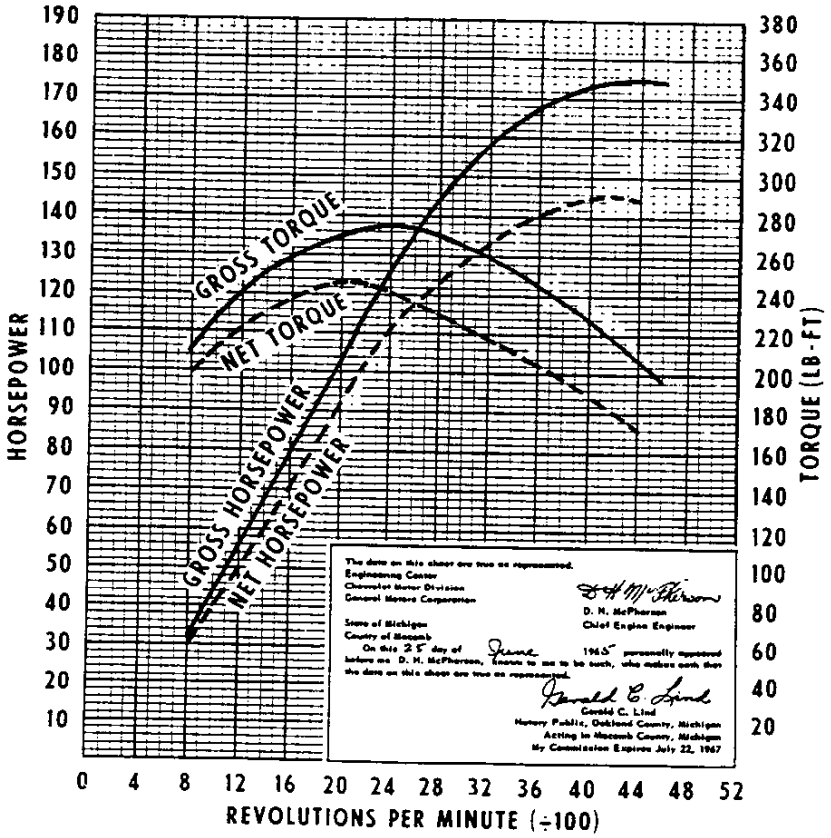
Test Procedures

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.

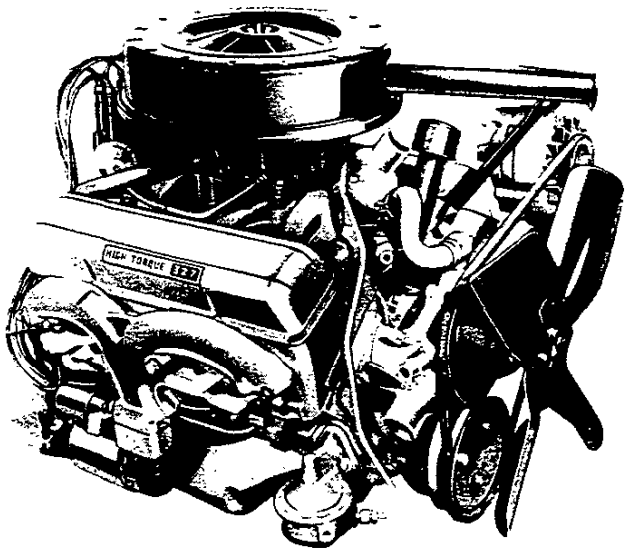
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



HIGH TORQUE 327 V8 PERFORMANCE



Basic Specifications

Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & stroke (nominal)	4" x 3¼"
Dry weight (with clutch)	622 lb
Compression ratio 220 hp	8.5:1
185 hp	8.0:1
Carburetor type 220 hp	4-barrel
185 hp	2-barrel

Test Procedures

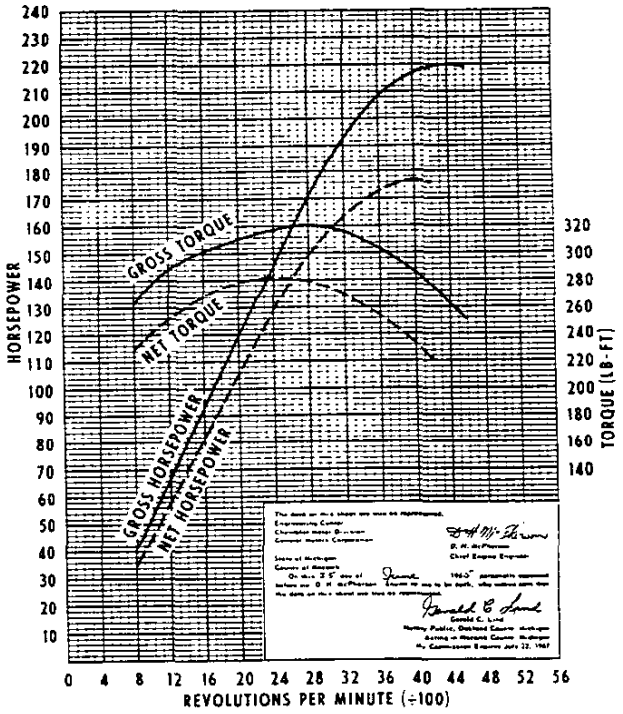
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

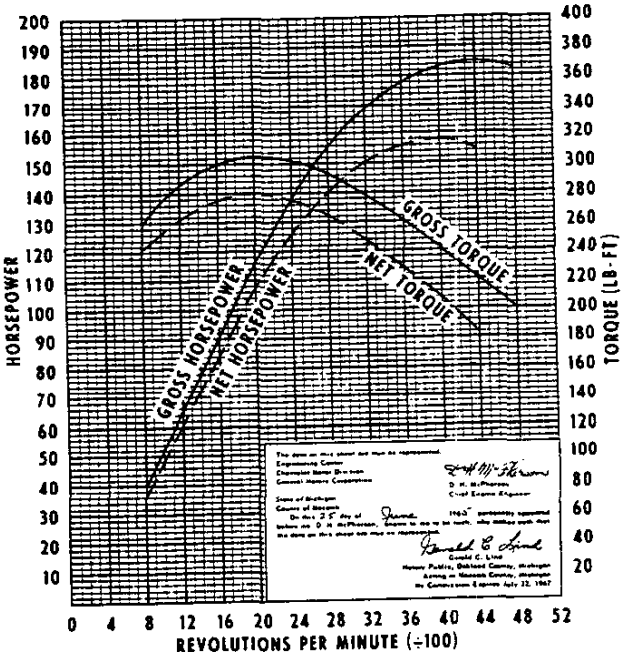
Series 10-30

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

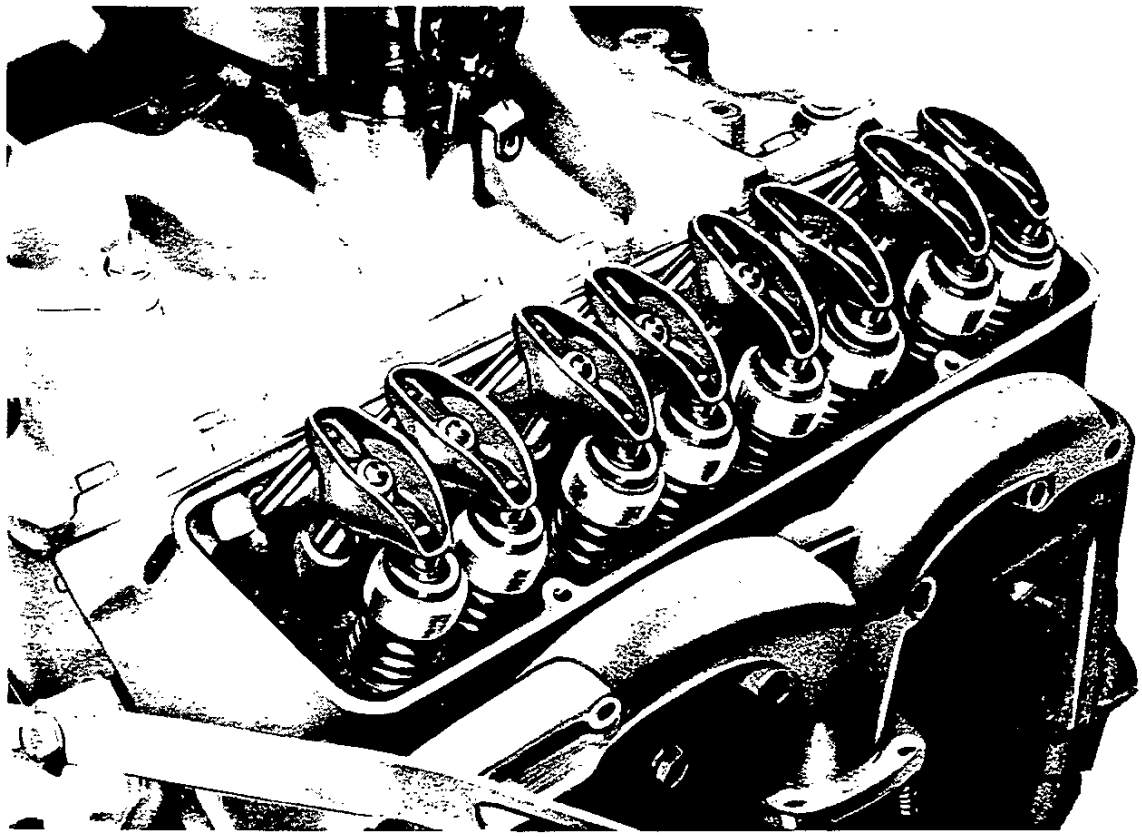


Series 60

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



ENGINE FEATURES



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.

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 replaceable-element oil filters that increase engine life. (One-quart capacity on the 283 and 2-quart on the 327).

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

Long-life exhaust valves—The 327 engine has 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 engine reduce wear and distortion—insure better valve seating.

Rotocoil valve rotators—All 283 V8's when used in 50 Series trucks are fitted with Rotocoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

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

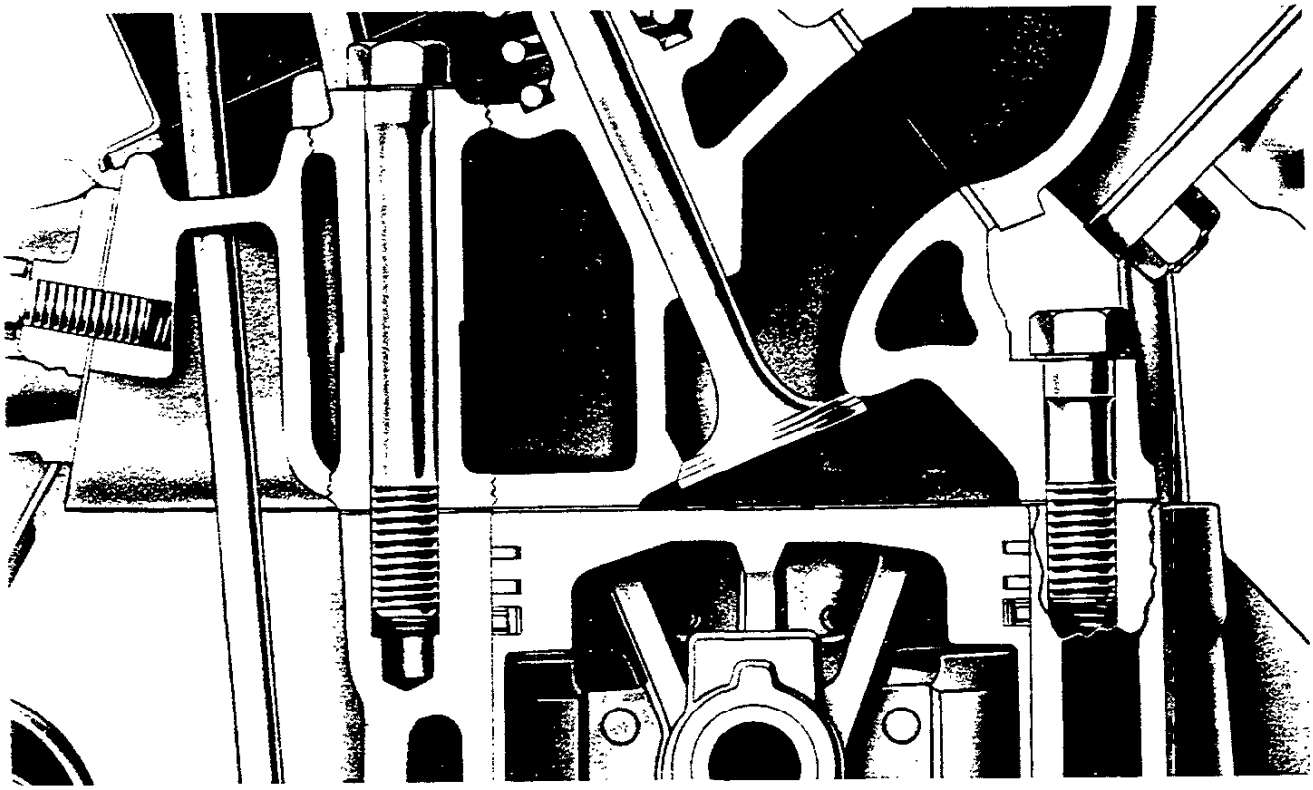
ENGINE FEATURES

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 327 engine brings it quickly up to proper running temperature and top operating efficiency.

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 engine has a replaceable element filter in the fuel line and wire mesh screen in the carburetor for added protection and dependable operation.

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. A closed positive type system is standard on the 327 and is used on the 283 when used in Series 50 trucks.



Roller timing chain—The 327 engine uses a quiet roller timing chain which has a long trouble-free life.

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.

Optional governor—The 283 engine can be fitted with a velocity-type 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. See Page 8 for a description of a velocity-type governor.

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.

SPECIFICATIONS

	High Torque			Turbo-Fire		
	283 V8	**327 V8**	**327 V8**	**283 V8**	**283 V8**	**327 V8**
Basic Description						
Displacement (cu in)	283	327		283		327
Bore & Stroke (in)	3⅞ x 3	4 x 3¼		3⅞ x 3		4 x 3¼
Compression Ratio	9.0:1*	8.0 to 1	8.5:1	9.25:1		10.5:1
Gross Horsepower @ rpm	175 @ 4400	185 @ 4400	220 @ 4400	195 @ 4800	220 @ 4800	—
Net Horsepower @ rpm	145 @ 4200	158 @ 4000	177 @ 4000	150 @ 4400	195 @ 4800	—
Gross Torque (lb-ft) @ rpm	275 @ 2400	305 @ 2000	320 @ 2800	285 @ 2400	295 @ 3200	—
Net Torque (lb-ft) @ rpm	245 @ 2000	280 @ 2000	283 @ 2400	245 @ 2400	265 @ 3200	—
Air Cleaner	see each model page for type & capacity					
Bearings, Camshaft	steel-backed babbitt					
ID x Length (in) (Projected Area): Bearings 1 (front), 2, 3, 4	1.871 x .74 (1.384 sq in)					
Bearing 5	1.871 x .94 (1.758 sq in)					
Bearings, Connecting Rod (Crank End)	precision removable					
Material	steel-backed babbitt	premium aluminum		steel-backed babbitt		premium aluminum
ID x Length (in)	2.001 x .82					
Bearings, Main	precision removable					
Material: Bearings 1-4	steel-backed babbitt	premium aluminum		steel-backed babbitt		premium aluminum
Bearing 5	steel-backed babbitt					
End Thrust taken by:	Bearing 5					
ID x Length (in) (Projected Area): Bearings 1 2, 3, 4	2.3 x .76 (1.73 sq in)					
Bearing 5 (in)	2.3 x 1.17 (2.71 sq in)					
Camshaft	cast-alloy iron					
Drive Chain Type	link chain & sprocket					
No. of Links	46					
Carburetor	downdraft type					
No. of Barrels	2	2	4	2	4	4
Make	●					
Venturi ID (in)	1.09	—	1.06, 1.25	1.09	1.06, 1.13	1.25, 1.56
SAE Flange Size (in)	1.25	—	1.50	1.25	1.50	
Choke Control	manual			automatic		
Coil, Ignition	Delco-Remy					
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling					
Connecting Rods	forged steel; I-beam section					
Length (Center to Center) (in)	5.70					
Crankshaft	nodular or forged steel					
Cylinder Block	cast-alloy iron					
Cylinder Heads	cast-alloy iron; valve-in-head design					
Distributor	Delco-Remy; centrifugal & vacuum advance					
Filter, Fuel						
In Tank	mesh	none		mesh		
Intermediate	none	Purolator, frame mtd		none		
In Carburetor	porous bronze	screen		porous bronze		
Filter, Oil	full-flow replaceable element					
Capacity (qts)	1	2		1		1
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.					
Oil Capacity						
(With Filter Change)	5§	6		5		5
Piston Pins	tubular, hardened chrome-alloy steel					
Diameter (in)	.927					
Retention	shrink fit in connecting rod					

*8.5:1 on Series C-L50 ●Rochester, Carter, Holley used §6 qts on Series 50 with filter change

283 & 327 V8 ENGINES

SPECIFICATIONS

	High Torque			Turbo-Fire		
	283 V8	327 V8	327 V8	283 V8	283 V8	327 V8
Piston Rings	two compression; one oil control ring per piston					
Compression	two thickwall; inside bevel					
Oil Control	two chrome-faced rails; one spacer					
Piston	cast aluminum alloy with steel struts					
Head	flat	sump		flat		sump
Skirt	open	solid		open		solid
Weight (oz)	20.42	23.46		20.3		21.6
Plugs, Spark	AC; 14mm					
Model	44	C44		45		44
Pump, Fuel	AC					
Pump, Oil	spur-gear type, driven by distributor shaft					
Pressure (psi)	30 @ 1170-1200 rpm					
Capacity (gal/min)	4.22 @ 1200 rpm					
Pump, Water	centrifugal-type, driven by fan belt					
Capacity (gal/min)	54 @ 4200 rpm	75 @ 4000 rpm		54 @ 4400 rpm		57 @ 4400 rpm
Lubrication	permanently lubricated and sealed					
Thermostat	Harrison 180°					
Type	pellet					
Timing, Ignition	4° BTDC	2° BTDC		4° BTDC		8° BTDC
Crankshaft Position						
Timing Mark	on harmonic balancer					
Firing Order	1-8-4-3-6-5-7-2					
Timing, Valve						
Inlet Opens	12° 30′ BTC					
Inlet Closes	57° 30′ ABC					
Exhaust Opens	54° 30′ BBC					
Exhaust Closes	15° 30′ ATC					
Valve Guides	cast integral in head					
Valve Lifters	hydraulic					
Valve Mechanism	individual rocker arms on ball pivots; pushrod actuated					
Valves, Exhaust	*high-alloy steel*					
Face Coating	none*	cobalt-based alloy		aluminized		
Overall Length (in)	4.92					
Head Diameter (in)	1.50					
Face Angle	45°	46°		45°		46°
Seat Angle	46°					
Lift (in)	.398■	.3987		.398		.3987
Rotators	Rotocoil (Series 50 only)	Rotocoil		none		
Valves, Inlet	high-alloy steel					
Face Coating	none	aluminized		none		
Overall Length (in)	4.91					
Head Diameter (in)	1.72					
Face Angle	45°					
Seat Angle	46°					
Lift (in)	.398■	.3987		.398		.3987
Ventilation	positive★	closed positive		positive		

*Aluminized on Series 50 ★Closed positive on Series 50 ■.3336 on Series C-L50

HIGH TORQUE 366 V8 PERFORMANCE

Basic Specifications

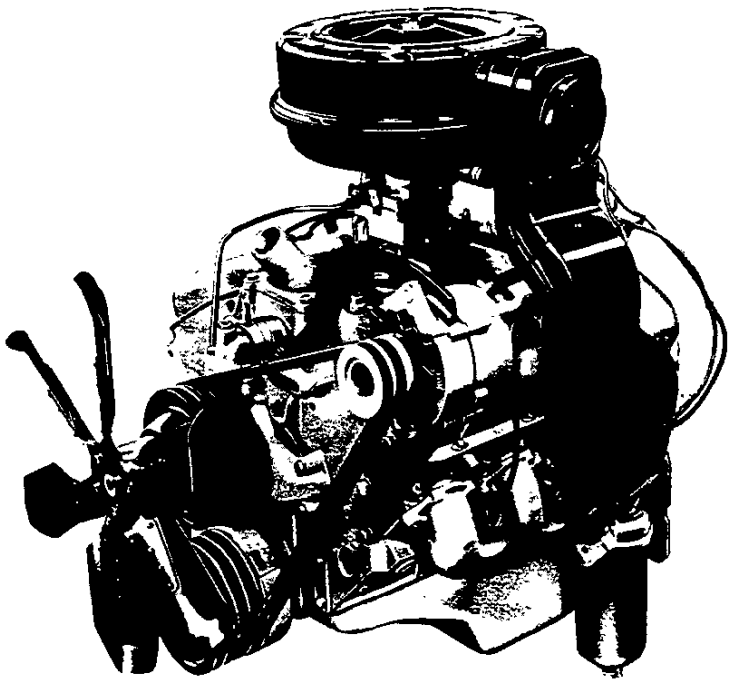
Engine type	Valve-in-head
Piston displacement	366 cu in
Bore & stroke (nominal)	3.9375" x 3.76"
Dry weight (with clutch)	883 lb
Compression ratio	8.0 to 1
Taxable horsepower (SAE)	49.56
Carburetor type	2-barrel

Test Procedures

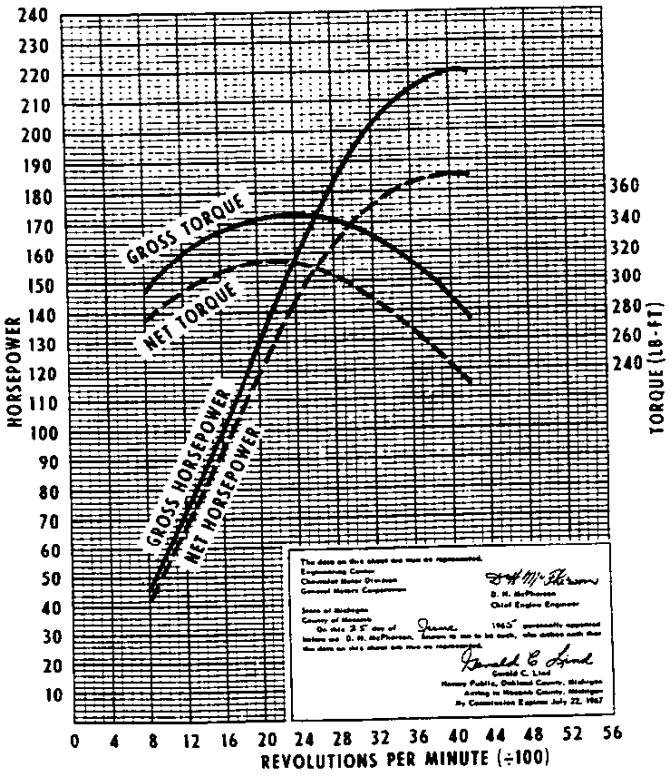
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

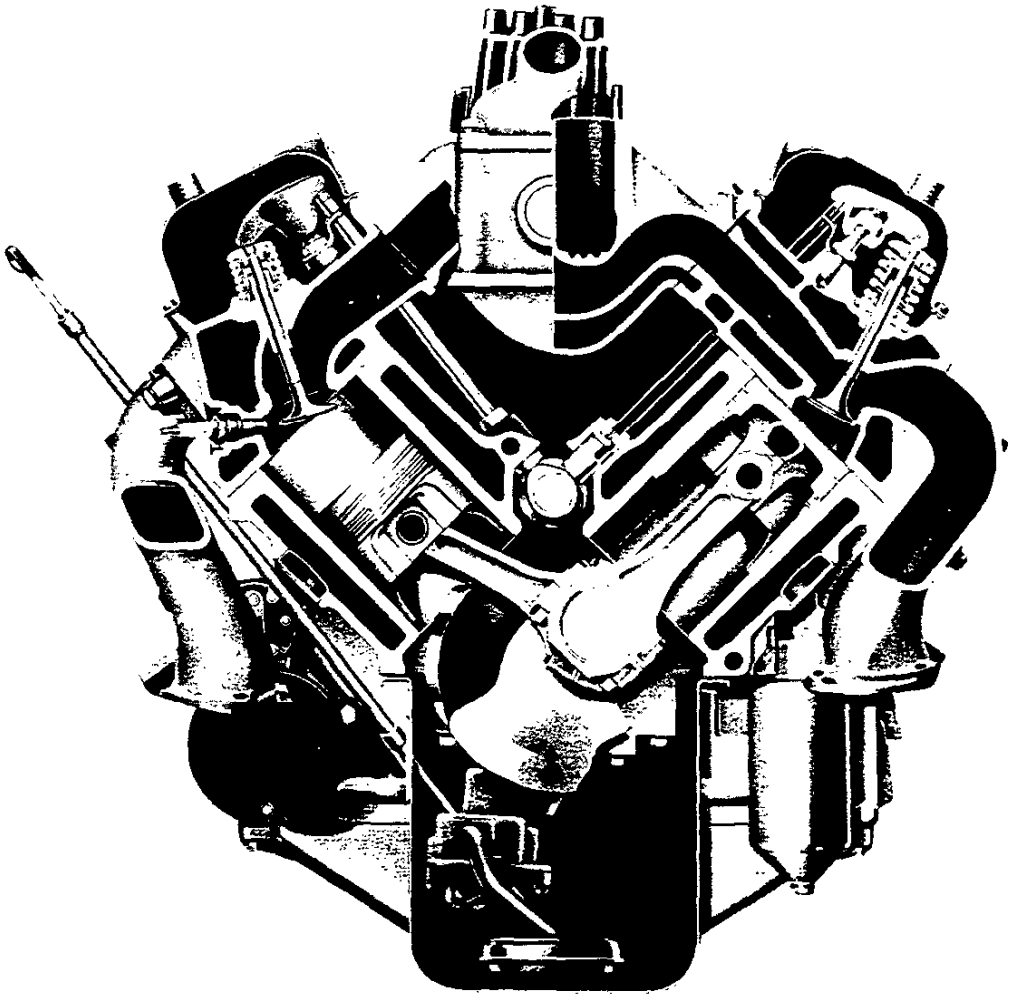


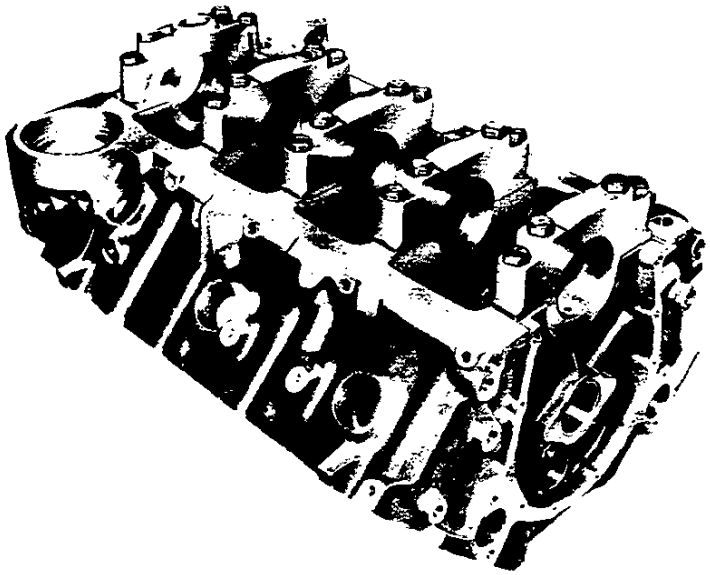
Gross horsepower	220 @ 4000 rpm
Net horsepower	185 @ 4000 rpm
Gross torque, lb-ft	345 @ 2400 rpm
Net torque, lb-ft	315 @ 2200 rpm



366 V8 ENGINE*

ENGINE FEATURES





New valve-in-head design—These heads feature larger, straighter and smoother ports with valves tilted toward the ports for optimum induction and exhaust flow. The modified wedge combustion chambers have the intake and exhaust valves placed alternately so that excessive heat will not develop from adjacent exhaust valves. The valves are also tilted away from the cylinder's vertical axis so as to cause the valve head to move away from the cylinder wall when opening. This allows more mixture to enter and leave the cylinder during each cycle.

High volumetric efficiency assures higher torque over broader RPM ranges for better performance.

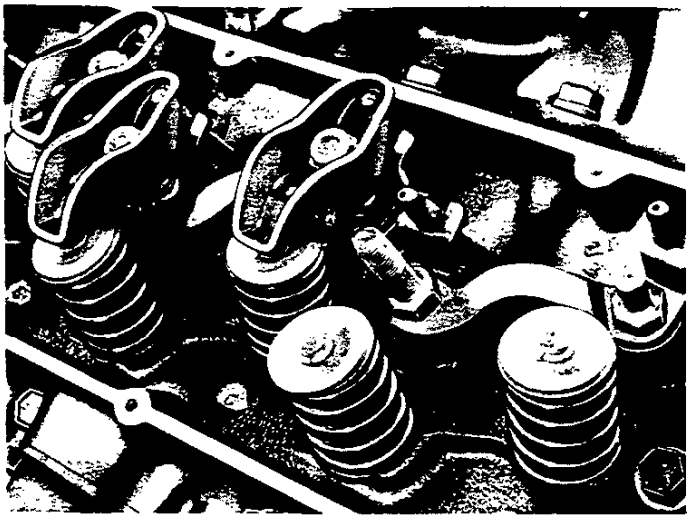
Heavy-duty premium components throughout the engine add to the durability of the 366 V8. All the parts are designed for rugged long-lasting truck service.

New cylinder block and crankshaft—The 366 V8 engine features four-bolt heavy-duty main bearing caps. Heavier bearing support bulkheads in the lower block structure and heavier cylinder walls contribute to the rigidity and strength of the new design. Crankshaft main-bearing area is increased through the use of larger journal diameters on the five-main-bearing crankshaft. The crankshaft is made of sturdy forged steel with induction-hardened journals.

*** The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see pages 26 and 27 or consult Passenger Car Finger-Tip Facts book if more data is required.**

366 V8 ENGINE*

ENGINE FEATURES



Independently mounted valve rockers—Each rocker is mounted on an individual ball pivot which is secured by a stud threaded, rather than pressed, into the head. Pushrod motion is controlled by stamped steel guides held under the rocker arm studs. Each rocker receives oil under pressure from the hollow pushrod to lubricate the ball pivot. Valves are lubricated by spillage from this source. See illustration at right (rockers removed)

High-alloy steel intake valves—Tough high-alloy steel gives extra durability and toughness. Stems are chrome-plated and the tips are hardened for long wear. The valve seats are integral with the cylinder head while the valve guides are cast iron and replaceable.

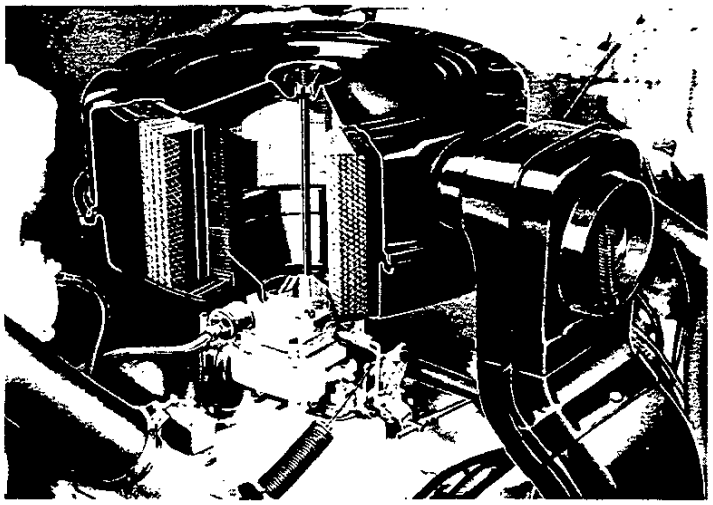
Exhaust valves—Made of austenitic steel and faced with a cobalt-based alloy, the stems are chrome-plated and silichrome-tipped for maximum durability. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer.

All valves utilize polyacrylate umbrella-type oil shields to control stem and guide lubrication.

A new air induction system is featured on the 366 V8. The air cleaner is a two-element type for greater efficiency and capacity. The primary or outer element is an oil-wetted polyurethane band wrapped around a secondary oil-wetted paper element. (See illustration at right.)

The inlet air temperature is controlled by a thermostatic valve which automatically selects either air warmed by the exhaust manifold heat stove or cooler air from the engine compartment. This outside air intake starts to open at 80° and is fully open at 100°.

The carburetor on the 366 V8 is a Rochester two-barrel and it incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm.



Pistons are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control). The top compression ring groove is machined in an insert of alloy iron, cast in and bonded integrally with the piston for strength. All piston rings are phosphate coated for oil retention and corrosion-resistance. They are also chrome-plated for long wear.

Connecting rods are heavy I-beam section drop-forged steel with reinforcements in high stress areas. Use of harder steel nuts and bolts in the rod lower end also adds greater strength.

The camshaft is gear-driven by helical gears for maximum efficiency and durability.

A dual exhaust system with 2½" exhaust pipes and dual offset mufflers with aluminized tubes & baffles is standard with the 366 V8 engine.

The lubrication system features a full-flow two-quart oil filter and a newly designed oil pump. The new pump lessens damaging forces inside itself for greater durability and eliminates vibrations which could cause wear. The pump fills the main gallery, which in turn feeds the camshaft, main and connecting rod bearings and valve lifters by direct pressure through drilled passages. The valve train is lubricated by hollow pushrods which receive their oil from the valve lifters.

The cooling system is of the series-flow type and features a high-output water pump. The coolant moves from the front of each cylinder bank to the rear, then upward into the cylinder heads and forward to the thermostat outlets. Large passages and full-length water jackets assure uniform cooling and small temperature variation. The flow through the cylinder heads is designed to carry away excess heat from areas around spark plugs, ports and valve guides. The exhaust valve guides are exposed to direct coolant flow for maximum cooling effect.

***The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see the next two pages of specifications or consult Passenger Car Finger-Tip Facts book if more data is required.**

366 V8 & 396 V8 GASOLINE ENGINES

	366 V8	396 V8 (325 HP)	396 V8 (360 HP)
Basic Description	V8; valve-in-head design		
Displacement (cu in)	366	396	
Bore & Stroke (in)	3.9375 x 3.76	4.094 x 3.76	
Compression Ratio	8.0:1	10.25:1	
Gross Horsepower @ rpm	220 @ 4000	325 @ 4800	360 @ 5200
Net Horsepower @ rpm	185 @ 4000	—	—
Gross Torque (lb ft) @ rpm	345 @ 2400	410 @ 3200	420 @ 3600
Net Torque (lb ft) @ rpm	315 @ 2200	—	—
Air Cleaner	two-element*		
Bearings, Camshaft	steel-backed babbitt		
ID x Length (projected area)			
Bearing 1 (front), 2, 3, 4 (in)	1.8712 x .860 (1.609 sq in)		
Bearing 5 (in)	1.8712 x .940 (1.759 sq in)		
Bearings, Connecting Rod	precision removable		
Material	premium aluminum		
ID x Length (in)	2.20 x .857		
Bearings, Main	precision removable		
Material 1-4	premium aluminum		
5	sintered-copper nickel-backed babbitt on steel		
End Thrust	taken by Bearing 5		
ID x Length (projected area)			
Bearing 1 (front), 2, 3, 4 (in)	2.75 x .992 (2.7290 sq in)		
Bearing 5 (in)	2.75 x 1.2525 (3.446 sq in)		
Camshaft	cast-alloy iron		
Drive	gear		
Carburetor	downdraft type		
No. of barrels	two	four	
Make	Rochester 2G	—	
Venturi ID (in)	1.6875	—	
SAE Flange Size (in)	1.50	—	
Choke Control	manual	automatic	
Coil, Ignition	Delco-Remy		
Current Draw (amperes)	4.0—engine stopped; 1.5—engine idling		
Connecting Rods	forged carbon steel; I-beam section		
Length (center to center) (in)	6.135		
Crankshaft		forged steel with induction-hardened main & rod journals	
Cylinder Block	cast-alloy iron		
Cylinder Heads	cast-alloy iron; valve-in-head design		
Distributor	Delco-Remy; centrifugal advance		
Fan	five-blade—18"		
Filter, Fuel	frame-mounted Purolator; screen in carburetor inlet		
Filter, Oil	2-qt full-flow	1-qt full-flow	
Governor	Delco-Remy	none	
Full Load Setting	4000 rpm	—	
Lubrication	Full-pressure system: direct pressure to rod, main and camshaft bearings, valve lifters; pressure stream to cylinder walls and piston pins; pressure spray to timing chain and sprockets; metered pressure to valve mechanism.		
Oil Capacity (with filter change)	7 qts		
Pistons			
Material	cast aluminum alloy	—	
Head	flat top with valve pocket	—	
Skirt	solid slipper type	—	
Weight (oz)	32	—	
Piston Pins	chromium steel		
Diameter (in)	9.895		
Retention	locked in connecting rod		
Piston Rings	3 compression; 1 oil control		
Compression Rings	thickwall tapered-face cast-alloy iron		
Oil Control Ring	multi-piece; 2 rails and 1 spacer		

*Primary: oil-wetted polyurethane; secondary: oil-wetted paper; thermostatically controlled inlet

Standard Cooling System Specifications

Series 10-80

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	All	194	tube & center	14.1	18.1	1.26	255	11.5	13	4 x 17⅝
		230	tube & center	15.5	20.8	1.26	323	11.5	13	4 x 17⅝
134-13680	All	283	tube & center	15.5	23.0	1.26	357	17	13	4 x 17⅝
		283	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
	All	327	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
		396	tube & center	15.5	23.0	1.26	357	17	13	5 x 18
G10	Synchromesh	194	tube & center	17.4	18.1	1.26	314	11	13	4 x 18
		230	tube & center	17.4	18.1	1.26	314	11	13	4 x 18
	Automatic	194	tube & center	17.4	19.2	1.75	334	12	15	4 x 18
		230	tube & center	17.4	19.2	1.75	334	12	15	4 x 18
P10	All	194	cellular	20.7	19.7	2.00	407	14	7	4 x 17⅝
		230	cellular	20.7	19.7	2.00	407	14	7	4 x 17⅝
CK10	Synchromesh	250	tube & center	17.4	25.2	1.26	439	12.6*	13	4 x 19
		292	tube & center	17.4	25.2	1.26	439	13	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	14	13	4 x 17⅝
C10-20	Automatic	250	tube & center	17.4	25.2	1.98	439	13.2	13	4 x 19
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17⅝
CK20-C30	Synchromesh	250	tube & center	17.4	25.2	1.26	439	12.6*	13	4 x 19
		292	tube & center	17.4	25.2	1.26	439	13	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	14	13	4 x 17⅝
C10-30	Synchromesh	327	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 19
	Automatic	327	tube & center	17.4	25.2	2.62	439	16	13	4 x 19
P20-30	All	250	cellular	19.9	21.4	2.00	426	12.8	7	4 x 20
		292	cellular	19.9	21.4	2.00	426	12.8	7	4 x 20
CLS50	All	250	tube & center	24.7	23.0	1.26	569	13	9	4 x 20
		292	tube & center	24.7	23.0	1.26	569	14	9	4 x 20
		283	tube & center	24.7	23.0	1.98	569	19.5	9	4 x 20
P50	All	250	cellular	19.9	23.6	2.47	469	13.5	7	4 x 20
		292	cellular	19.9	23.6	2.47	469	13.5	7	4 x 20
T50	All	250	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
D50	All	3-53	tube & center	24.7	23.0	1.26	569	21.5	9	6 x 20
Q50	All	D351	tube & center	24.7	23.0	1.98	569	32.5	9	4 x 19¼
N50	All	D351	tube & center	24.7	23.0	1.98	569	35	9	5 x 22
CLMS60	Synchromesh	292	tube & center	24.7	23.0	1.26	569	14.5	9	4 x 20
		327	tube & center	24.7	23.0	1.98	569	18.5	9	5 x 20
		366	tube & center	29.7	23.0	1.98	685	30.5	9	5 x 20
CS60	Automatic	292	tube & center	24.7	23.6	2.62	581	18	9	4 x 20
		327	tube & center	24.7	23.5	2.62	581	22	9	5 x 20
		366	tube & center	29.7	23.0	1.98	685	30.5	9	5 x 20
T60	Synchromesh	292	tube & center	24.7	23.0	1.98	569	22	9	4 x 20
		327	tube & center	24.7	23.0	1.98	569	26	9	5 x 20
		366	tube & center	24.0	28.7	2.88	689	30	9	5 x 20
DXY60	Synchromesh	4-53	tube & center	24.7	23.0	1.98	569	20	9	6 x 20
QV60	Synchromesh	D478	tube & center	24.7	23.0	1.98	569	31.5	9	5 x 22
		DH478	tube & center	24.7	23.0	1.98	569	32.5	9	5 x 22
N60	Synchromesh	D478	tube & center	24.7	23.0	1.98	569	35	9	5 x 22
		DH478	tube & center	24.7	23.0	1.98	569	35	9	5 x 22
CLM80	Synchromesh	366	tube & center	29.7	23.6	2.62	685	30.5	9	6 x 20
CM80	Automatic	366	tube & center	29.0	23.6	2.62	684	30	9	6 x 20
T80	Synchromesh	366	tube & fin	24.0	28.7	2.25	689	34	9	5 x 20
	Automatic	366	tube & fin	22.0	28.8	2.88	632	35.5	9	5 x 20
U80	All	6V-53	tube & fin	24.0	28.7	2.88	689	34.5	9	5 x 22

*11.5 on K10-20

Optional Heavy-Duty Cooling System Specifications

Series 10-80

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	All	194	tube & center	14.1	23.0	1.26	325	12	13	4 x 17⅝
		230	tube & center	15.5	23.0	1.26	357	12	13	4 x 17⅝
134-13680	All	283	tube & center	15.5	25.2	1.98	391	18	13	4 x 17⅝
		327	tube & center	15.5	25.2	1.98	391	18	13	5 x 18
C-K10	Synchromesh	250	tube & center	17.4	25.2	1.98	439	13.2	13	4 x 19
		292	tube & center	17.4	25.2	1.98	439	13.5	13	4 x 19
		283	tube & center	17.4	25.2	1.98	439	15.5	13	4 x 17⅝
C10-30	All	327	tube & center	17.4	25.2	2.62	439	14	13	4 x 18
C-K20, C30	Synchromesh	292	tube & center	17.4	25.2	2.62	439	14	13	4 x 19
		283	tube & center	17.4	25.2	2.62	439	16	13	4 x 17⅝
C10-20	Powerglide	292	tube & center	17.4	25.2	2.62	439	14	13	4 x 19
		283	tube & center	17.4	25.2	2.62	439	14	13	4 x 19
CLS50	Synchromesh	292	tube & center	24.7	23.0	1.98	569	15	9	5 x 20
		283	tube & center	24.7	23.0	1.98	569	20	9	5 x 20
CLMS60	Synchromesh	292	tube & center	24.7	23.0	1.98	569	15	9	5 x 20

Standard Cooling System Specifications

Series 70000-80000

Series	Transmission	Engine	Radiator				System Capacity (qt)	Pressure Cap (lb)	Fan (No. blades x diameter)
			Type	Thickness (in)	Cells or Fins per inch	Frontal Area (sq in)			
HM-JM70000 HM80000	All	401–478	tube & center	1.98	5	682.5	36	9	5 x 22
JM80000	All	401–478	tube & center	2.70	5½	682.5	36	9	5 x 22
TM70000 TM-WM80000	All	401–478	tube & fin	2.85	—	689	44.5	9	5 x 22
HV-JV70000	All	6V–53N	tube & center	1.26	3½	789.5	36	9	5 x 22
HJ-JJ70000	All	D637–DH637	tube & center	1.98	5½	682.5	40.5	9	5 x 22
HG-JG70000	All	DH478	tube & center	1.98	4½	682.5	35.0	9	5 x 22
TG70000	All	DH478	tube & center	1.98	6¼	568.6	34.5	9	5 x 22
TJ70000	All	D637–DH637	tube & center	1.98	5	727.2	43.0	9	5 x 22

Radiator Shutters

Air-actuated radiator shutters are available as optional equipment on Series D50, D60, D60-H, X60 and C-M-U80 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.

FUEL TANK SPECIFICATIONS

SERIES 10-80

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	Approximate Tank Capacity (gallons)
Chassis-Cab Models		
C10-60, L50-60, M60, K10-20	In cab, back of seat.....	18 **a**
D50-60, X60, CLM80	In cab, back of seat.....	20
Q50, Q60	In cab, back of seat.....	18 **a**
V60	In cab, back of seat.....	18
U80	On top of frame side rail.....	18
T50-80, Y60, N50	Outside right frame side rail..	18
N60	Outside right frame side rail..	18 **b**
Panel & Carry-all Models		
C10, K10	Inside frame, behind rear axle.	20
C30	Outside left frame side rail...	18

Truck Series	Tank Location	Approximate Tank Capacity (gallons)
Cowl & School Bus Models		
C10, C20	Inside frame, behind rear axle.	20
C30	Outside left frame side rail...	20
C50, C60	Outside right frame side rail..	18.0
S50, S60	Outside right frame side rail..	30.0
Forward-Control Models		
P10	Inside frame, behind rear axle.	20
P23, P33	Outside right frame side rail..	15
P25, P26	Outside right frame side rail..	18 **b**
P35, P36	Outside right frame side rail..	18 **b**
P50	Outside right frame side rail..	20

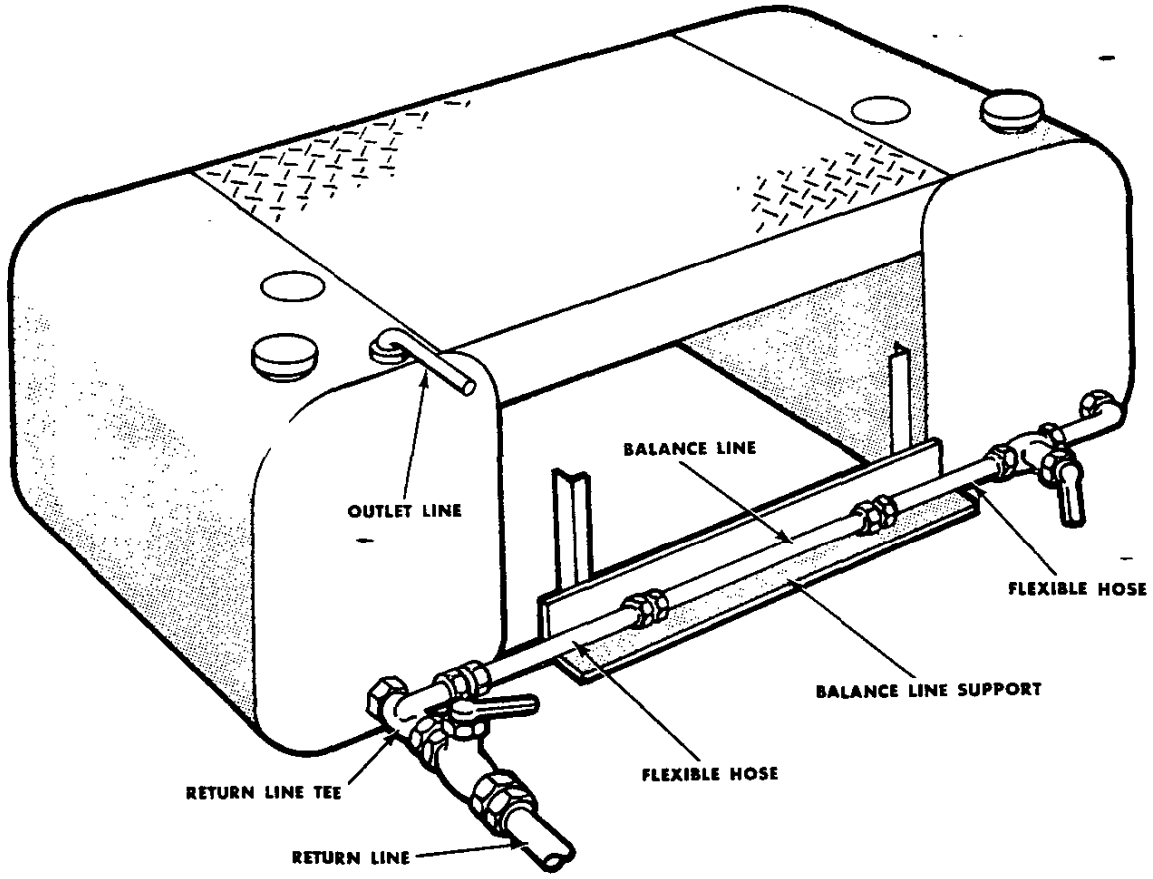
a—20 for optional tank **b**—30 for optional tank

SERIES 70000-80000

Truck Series	Tank Location	Std/Opt	Approximate Tank Capacity (gallons)	Type
HG-HM-JG-JM70000	Under cab on right Behind cab Outside RH frame rail	Std Opt **a** Opt	20 37 (each) 37	Rectangular Cylindrical (Two) Cylindrical
HJ-HV-JJ-JV70000 (etc JJ-JV 714)	Outside RH frame rail	Std	64	Cylindrical
HJ70000—HV712—JJ-JV717	Outside LH frame rail	Opt	37	Cylindrical
HJ-HV714-JJ720	Under cab on left	Opt	50	Cylindrical
JJ-JV720-721-723	Outside LH frame rail	Opt	64	Cylindrical
TG-TM70000	Outside RH frame rail Outside RH frame rail	Std Opt	18 30	Rectangular Rectangular
TJ70000	Outside LH frame rail Outside LH frame rail	Std Opt	18 37	Rectangular Cylindrical
HM-JM80000	Behind cab Behind cab RH behind cab	Std Opt Opt	17 37 (each) 37	Throwaway Cylindrical (two) Cylindrical
TM-WM80000	Behind cab	Std	17	Throwaway

a—Not available on HG710 or JG714.

LOCAL FUEL TANK INSTALLATIONS—DIESEL MODELS RECOMMENDED PRACTICES



When replacing the throwaway-type temporary fuel tank on a Chevrolet diesel truck, several important recommendations should be noted. If two tanks are to be installed, the fuel outlet and return lines should be connected to the same tank. However, they should be as far apart as possible to eliminate the possibility of picking up the hot fuel just returning from cooling the injectors. Recirculating this hot fuel before it has cooled can be harmful to the injectors.

The return line should feed directly into the tank (as shown below) with the balance line being hooked in with a tee fitting. The tee may be eliminated if there is an inlet line from each tank; in which case the balance line connects the two tanks directly. The balance line should be adequately supported to prevent damage from flexing, etc. Flexible hose couplings should also be used on each end of the balance line so that any motion of the fuel tanks will be absorbed. Without them, poor tank mountings can cause fuel line failures due to twisting, flexing and vibration.

If either the muffler or exhaust pipe are located near the tank or fuel lines, a heat shield should be installed.

Recommended minimum fuel line sizes are:

Outlet and balance lines—3/8" tubing

Return line—5/16" tubing

INDEX

TRANSMISSION AVAILABILITY BY TRUCK SERIES

Transmission	Standard	Optional
Chevrolet 3-Speed	CKP10-20	—
Chevrolet Fully Synchronized 3-Speed	G10; El Camino	—
Chevrolet Fully Synchronized 3-Speed Overdrive	—	C10; El Camino
Warner Fully Synchronized Special 3-Speed	—	El Camino
Warner T89C 3-Speed	—	CP10-30
Chevrolet Fully Synchronized 4-Speed	—	El Camino
Chevrolet 4-Speed	CP30; CDLNPQST50; CLMNQSTV60 (Exc S69)	CKP10-20
New Process 435GL 4-Speed	S69	CLNQS50; CLMNQSTV60 (Exc S69)
New Process 435GD 4-Speed	—	NQ50; Q60
New Process 540C 5-Speed Wide-Ratio	—	CLMST60 (Exc S69)
New Process 540GL 5-Speed Wide-Ratio	HG, TG70000	NQV60
New Process 540GD 5-Speed Close-Ratio	—	NQV60; HG, TG70000
New Process 541GL 5-Speed Wide-Ratio	HM, JG, TM70000; HM, TM80000	HG, TG70000
New Process 541GD 5-Speed Close-Ratio	—	HG, HM, TG, TM70000; HM, TM80000
Clark 264VO 5-Speed Overdrive	DY60	D50
Clark 267V 5-Speed Close-Ratio	—	DY60
Clark 269V 5-Speed Close-Ratio	—	JG70000
Clark 2622V 5-Speed Close-Ratio	—	CLMSTX60
Clark 2653V 5-Speed Wide-Ratio	X60	CLMST60 (Exc S69)
Clark 385V 5-Speed Wide-Ratio	JV70000	JJ70000
Clark 387V 5-Speed Close-Ratio	—	HJ, TJ70000; HM, TM80000
Clark 401V 5-Speed Wide-Ratio	—	JM, WM80000
Spicer 3152A 5-Speed Close-Ratio	—	CDLMST60; CLT80
Spicer 3152F 5-Speed	CLMT80	CLMST60
Spicer 3153 5-Speed Overdrive	—	D60
Spicer 5652 5-Speed Wide-Ratio	JM70000; JM, WM80000	HG, HM, JG, TG, TM-70000
Spicer 5752 5-Speed Wide-Ratio	JJ70000	—
Spicer 5752C 5-Speed Close-Ratio	U80; HV, HJ, TJ-70000	HG, TG, HM, TM70000; HM, TM80000
Fuller R46 8-Speed	—	U80
Fuller RT510 10-Speed	—	JJ70000
Spicer 7216-3B 16-Speed	—	WM80000
Spicer 5831-B 3-Speed Auxiliary	—	JG70000
Spicer 6041 4-Speed Auxiliary	—	M80; JG, JM70000; JM, WM80000
Spicer 7041 4-Speed Auxiliary	—	JJ, JV70000; JM, WM80000
Powerglide 2-Speed Automatic	—	El Camino; CP10-20
Turbo Hydra-Matic 3-Speed Automatic	—	CP20
Allison Automatic 6-Speed Automatic	—	CS60; CMTU80

EL CAMINO TRANSMISSIONS

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 3-Speed	Warner 3-Speed
Applications	194 Six, 230 Six, 283 V8	327 V8	396 V8
Synchronized Speeds	All forward		
Gear Ratios:			
First	2.85	2.54	2.41
Second	1.68	1.50	1.57
Third	Direct	Direct	Direct
Reverse	2.95	2.63	2.41
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual remote		
Location	Mounted on steering column		

4-SPEED TRANSMISSIONS

Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	283 V8	327 V8	396 V8 (325 HP, 375 HP)
Synchronized Speeds	All forward		
Gear Ratios:			
First	3.11	2.54	2.52
Second	2.20	1.80	1.88
Third	1.47	1.32	1.47
Fourth	Direct	Direct	Direct
Reverse	3.11	2.54	2.59
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual direct		
Location	Mounted on the floor		

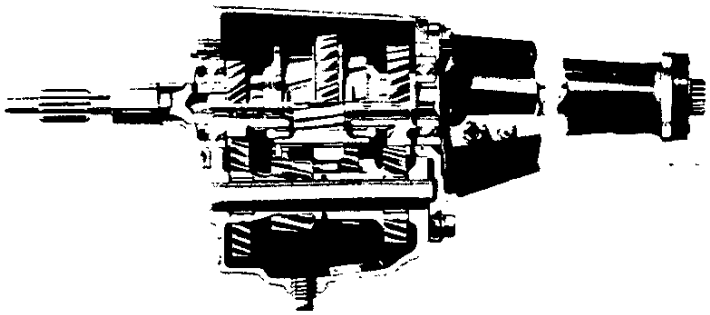
OVERDRIVE TRANSMISSIONS

Type	Chevrolet 3-Speed Overdrive
Applications	194 Six, 230 Six, 283 V8
Synchronized Speeds	All forward
Type of Overdrive	3-Pinion planetary unit
Gear Ratios:	
First	2.85
First-overdrive	2.00
Second	1.68
Second-overdrive	1.18
Third	Direct
Third-overdrive	.70
Reverse	2.95
Gears:	
Type	Helical
Material	Forged steel; hardened
Gearshift Control:	
Type	Manual remote
Location	On steering column
Lockout Method	By manual "pull-type" control or accelerator kickdown

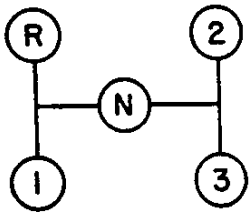
AUTOMATIC TRANSMISSIONS

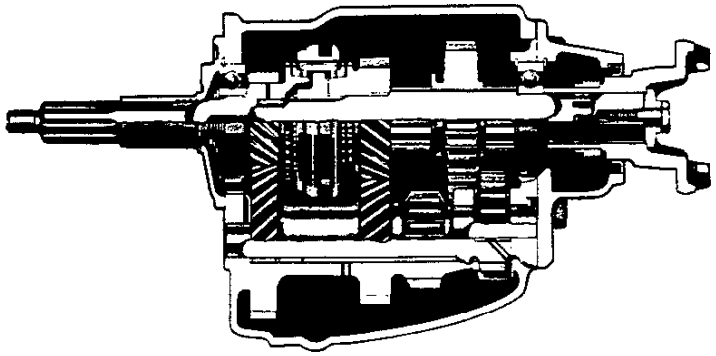
Type	Chevrolet Powerglide	
Applications	194 Six, 230 Six, 283 V8	327 V8, 396 V8 (325 HP & 375 HP)
Converter Ratio	2.1	
Ratios:		
First (Lo)	1.82	1.76
Second (Drive)	Direct	Direct
Reverse	1.82	1.76
Cooling	Water	

3-SPEED TRANSMISSIONS



Gearshift Lever Positions





Standard 3-Speed Synchromesh Transmission

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

Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on Series G10 only. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Optional 3-Speed Overdrive Transmission

The 3-speed overdrive transmission provides better fuel economy, lower noise level and longer engine life by cutting down engine RPM. It is also fully synchronized in all 3 forward speeds for ease of operation. The overdrive may be manually locked out by a hand control or disengaged by depressing the accelerator pedal. This transmission is available only with the 4.11 rear axle ratio. The gearshift is located on the steering column.

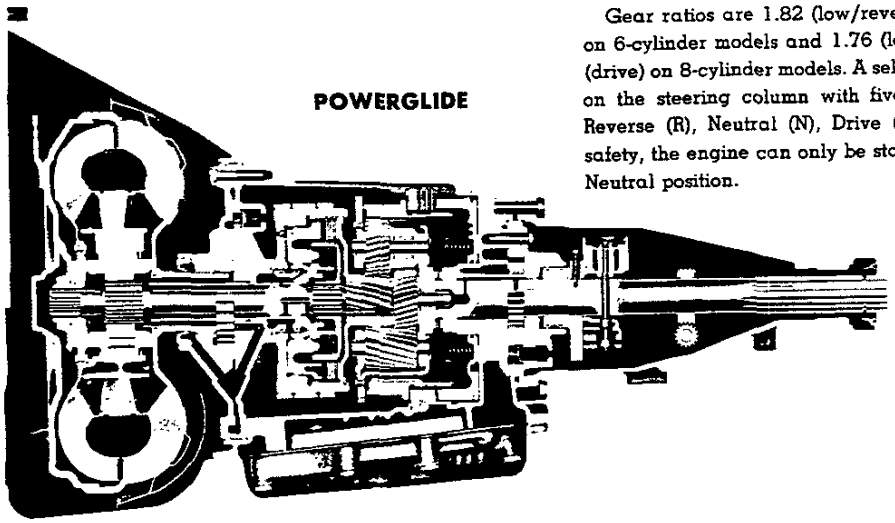
Optional Warner 3-Speed Wide-Ratio Transmission

The Warner 3-speed wide-ratio transmission is suitable for medium or heavy service such as multi-stop delivery operations. The additional reduction in first gear makes it easier to start out with heavier loads with a minimum of clutch slippage. The gearshift control is on the steering column.

Specifications

	Chevrolet 3-Speed Synchro-mesh	Chevrolet 3-Speed Fully Synchronized	Chevrolet 3-Speed Overdrive	Warner T89C 3-Speed Wide-Ratio
Synchronized Speeds:	2nd & 3rd	All forward	All forward	2nd & 3rd
Gear Ratios:				
First	2.94	2.85	2.85 (2.00)	3.17
Second	1.68	1.68	1.68 (1.18)	1.75
Third	Direct	Direct	Direct (.70)	Direct
Reverse	3.14	2.94	2.95 —	3.76
Gear Types:				
Helical gears	All			2nd & 3rd
Spur	None			1st, Rev
Bearing Types:				
Clutch gear bearing	Ball			
Mainshaft, front	Roller			
Mainshaft, rear	Ball			
Countershaft, front	Roller			
Countershaft, rear	Roller			
Reverse idler	Bronze bushing			
Lubricants:				
Capacity	2 Pints			2¾ Pints
Type, grade	See Owner's Guide			

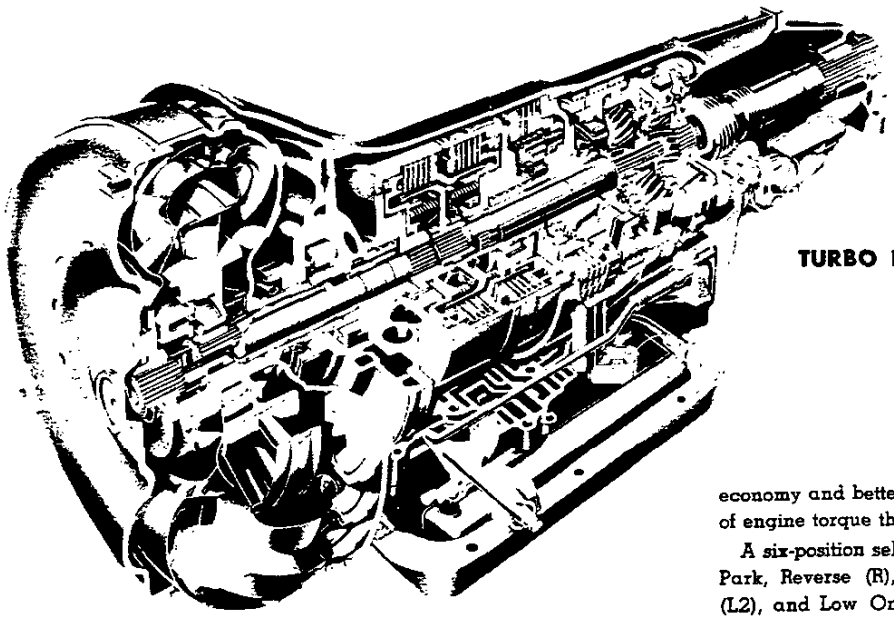
POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS



POWERGLIDE

The optional Powerglide 2-speed transmission is available on Series CP10-20 and El Camino models only. It combines a 2-speed planetary gearset and a torque converter to provide smoothness and torque multiplication as high as 3.82 (low/reverse on 6-cylinder models) and 3.70 (low/reverse on 8-cylinder models).

Gear ratios are 1.82 (low/reverse) and 1.00 (drive) on 6-cylinder models and 1.76 (low/reverse) and 1.00 (drive) on 8-cylinder models. A selector lever is mounted on the steering column with five positions: Park (P), Reverse (R), Neutral (N), Drive (D) and Low (L). For safety, the engine can only be started in either Park or Neutral position.



TURBO HYDRA-MATIC

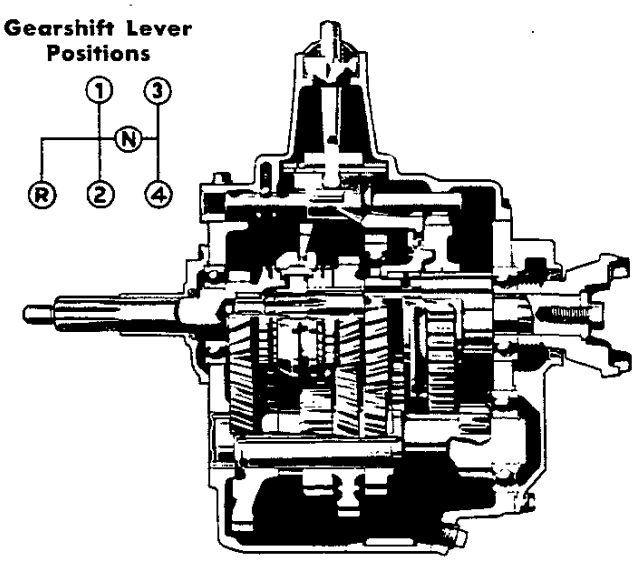
The optional Turbo Hydra-Matic 3-speed automatic is available on Series CP20 models only. It provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed Automatics, affords improved fuel economy and better performance by more efficient use of engine torque thru all ranges.

A six-position selector provides the following ranges: Park, Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

Automatic shifting schedules are controlled by a vacuum *modulator instead of* the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

Downshifts for passing are controlled by a solenoid on the carburetor.

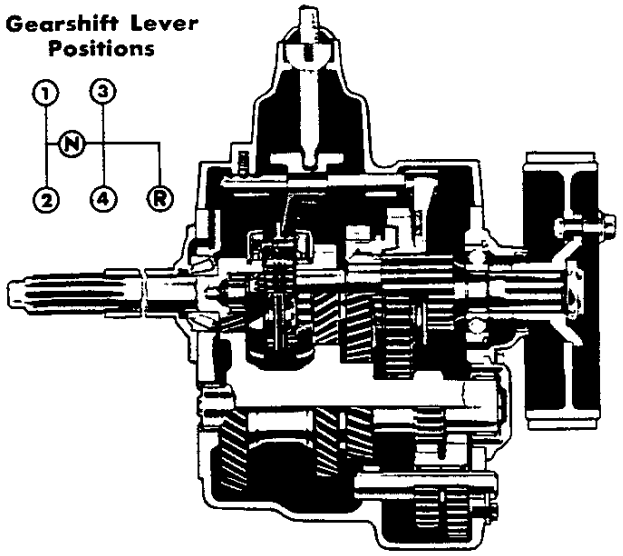
4-SPEED TRANSMISSIONS



CHEVROLET 4-SPEED

The Chevrolet 4-speed transmission provides synchromesh gear engagement in second, third and fourth gears for quick, clashless shifting. All components are built for dependability and durability. A magnetic collector removes metallic particles from the lubricant, reducing wear to moving parts.

A drum and band type parking brake is used on installations in Series 20 and 30. In Series 50 and 60, it is a drum and dual-shoe type. Series C10 with the four-speed transmission does not use a transmission-mounted parking brake.



NEW PROCESS 4-SPEEDS

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 particle collector in the bottom of the case helps to reduce transmission wear.

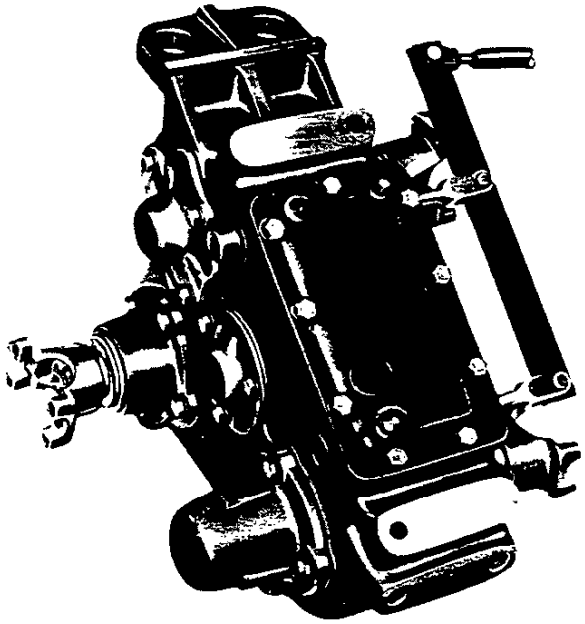
A drum and band parking brake is attached to the transmission case.

The optional 435GD is designed with a "short-third" gear for use with two-speed rear axles for better split shifting to maintain road speeds.

Specifications

	Chevrolet 4-Speed	New Process 435GL 4-Speed	New Process 435GD 4-Speed
Synchronized Speeds	2nd, 3rd & 4th		
Gear Ratios:			
First	7.06	6.68	4.90
Second	3.58	3.34	2.27
Third	1.71	1.66	1.19
Fourth	Direct	Direct	Direct
Reverse	6.78	8.26	8.26
Gear Types:			
Helical	2nd, 3rd, 4th		
Spur	1st, Reverse		
Bearing Types:			
Mainshaft, front	Roller		
Mainshaft, rear	Ball		
Countershaft, front	Needle Roller		
Countershaft, rear	Ball		
Power Take-Off Data:			
Opening type	SAE Std 6-Bolt		
Location	Left Side	Right Side	
Drive gear	3rd Speed Countergear		
PTO gear rpm at 1000 engine rpm	425	395	
Lubricants:			
Oil capacity	6¼ Pints	7 Pints	7 Pints
Type, grade	See Owner's Guide		
Brakes, Parking:			
Type	Drum & Band		
Drum diameter (in)	9.5		
Lining area (sq in)	67.5		

FOUR-WHEEL-DRIVE TRANSFER CASE
SERIES K10 & K20



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.

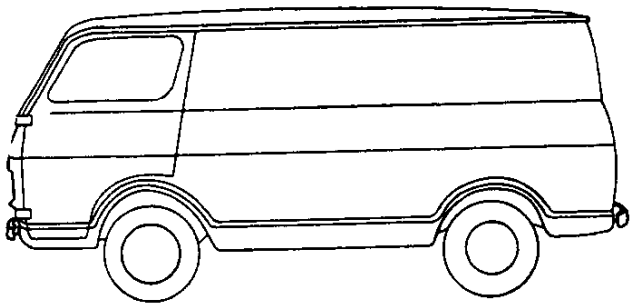
ODOMETER CORRECTIONS

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 95.12 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.[illegible] on the odometer.

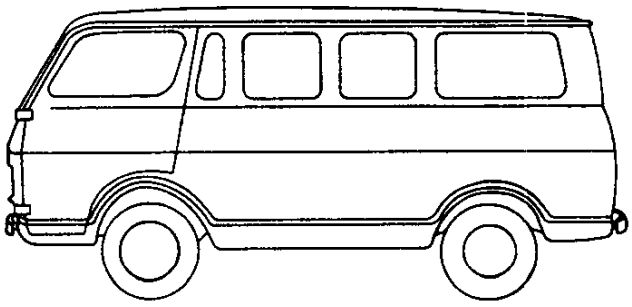
Odometer adaptor gear information and percent of error in odometer readings for the various transmission, rear axle and tire combinations are available from the Zone Service Manager.

GENERAL

Model Identification



G1205 PANEL



G1206 SPORTVAN
G1226 CUSTOM SPORTVAN
G1236 DELUXE SPORTVAN

GENERAL

For complete Specifications on the Sedan Pickup, Please refer to the 1966 CHEVROLET PASSENGER CAR SPECIFICATIONS.

MODEL IDENTIFICATION

13380 Standard 6-Cylinder Sedan Pickup
13480 Standard 8-Cylinder Sedan Pickup
13580 Custom 6-Cylinder Sedan Pickup
13680 Custom 8-Cylinder Sedan Pickup

VEHICLE WEIGHTS

	WITH STANDARD EQUIPMENT							WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW			
	ESTIMATED SHIPPING			ESTIMATED CURB					PAYLOAD DISTRIBUTION		
MODEL	FRONT	REAR	TOTAL	FRONT	REAR	TOTAL	CUBIC CAPACITY (CU.FT.)	BODY & OR PAYLOAD	% FRONT	% REAR	LOAD LENGTH (IN.)
13380	1656	1301	2957	1655	1449	3104	38.5	1220	0	100	101.5
13480	1755	1324	3079	1764	1472	3236		1085			
13580	1647	1295	2942	1646	1443	3089		1220			
13680	1760	1328	3088	1765	1472	3237		1085			

LENGTHS

Box length at floor - tailgate closed	78.5
Box length at floor - tailgate open	101.5
Box length at belt	73.5

HEIGHTS

Box height - front	15.3
Box height - rear	14.8
Top of tailgate to ground	21.6
Wheelhouse height	9.5
Platform height - design	21.7
Platform height - curb	22.2

WIDTHS

Tailgate width	59.8
Rear load floor width (between wheelhouses)	46.0
Box width at floor - front	59.8
Box width at floor - rear	64.8
Box width at belt - front	59.5
Box width at belt - rear	58.5
Tailgate opening at floor	55.5

FRONT SUSPENSION

Rated capacity . . . . . 1900 Lbs.

FRONT SPRINGS

Rated capacity (each spring)	Sprung	840
	Ground	950

REAR AXLE

Rated capacity . . . . . 2700 Lbs.

Ratio

Base 133-13580 and RPO (G76) 134-13680	3.36:1
Base 134-13680	3.08:1
Overdrive	3.70:1
134-13680 with 327 V-8 engine	3.08:1

REAR SPRINGS

Rated capacity (each spring)

Base	Sprung	950
	Ground	1100
RPO (F40)	Sprung	1200
	Ground	1350

BRAKE SIZE

Front	9-1/2 x 2-1/2
Rear	9-1/2 x 2

TIRE SIZE

Front and rear . . . . . 7.35-14-4 PR (2 ply construction)

ENGINE AVAILABILITY

133-13580		
BASE	194 Cubic Inch L-6	120 Horsepower
RPO (L26)	230 Cubic Inch L-6	144 Horsepower

134-13680		
BASE	283 Cubic Inch V-8	195 Horsepower
RPO (L77)	283 Cubic Inch V-8	220 Horsepower
RPO (L30)	327 Cubic Inch V-8	275 Horsepower
RPO (L35)	396 Cubic Inch V-8	325 Horsepower
RPO (L34)	396 Cubic Inch V-8	360 Horsepower

TRANSMISSION AVAILABILITY

133-13580	134-13680
3-Speed	3-Speed & 3-Speed H. D.
Overdrive	4-Speed
Powerglide	Overdrive
	Powerglide

Serial Numbers and Identification—Cont'd.

REAR AXLE IDENTIFICATION

EXAMPLE:

HI	05	19
TYPE DESIGNATION	**MONTH**	**DAY**

HI – Base on G10
HJ – Used on G10 with RPO H05
HK – Used on G10 with RPO H04
HL – Used on G10 with RPO H06
HM – Used on G10 with RPO G80 (3.36).
HN – Used on G10 with RPO G80 (3.73)
HO – Used on G10 with RPO G80 (4.11) 2900 Lbs.
HP – Used on G10 with RPO G80 (4.11) 2400 Lbs.

TRANSMISSION IDENTIFICATION

3-SPEED – CHEVROLET

QX – Base on G10
RC – Used on G10 with RPO R24-R25-T12-T13.

POWERGLIDE

TM – Used on G1205-06-26 with RPO R24-R25-T12-T13.
TY – Used on G1205-06-26 with RPO M35
UX – Used on G1236 with RPO M35; on G1205-06-26 with RPO M35 and L26.
UY – Used on G10 with RPO R24-R25-T12-T13 and L26

Serial Numbers and Identification—Cont'd.

ENGINE IDENTIFICATION

194 6-CYLINDER

SC – Used on G1205-06-26 with RPO (K19)
SD – Used on G1205-06-26 with RPO (K19 and M35)
SG – Base on G1205-06-26
SH – Used on G1205-06-26 with RPO (L90)
SI – Used on G1205-06-26 with RPO (M35)
SJ – Used on G1205-06-26 with RPO (L90 and M35)

230 6-CYLINDER

SK – Base on G1236; used on G1205-06-26 with RPO (L26)
SL – Used on G10 with RPO (M35)
SM – Used on G10 with RPO (L90)
SR – Used on G10 with RPO (K19)
SS – Used on G10 with RPO (K19 and M35)

EXAMPLE:

F	02	10	SG
SOURCE DESIGNATION	MONTH	DAY	TYPE DESIGNATION

F - FLINT
T - TONAWANDA
S - SAGINAW

Dealer Installed Accessories

ITEM	MODELS
AIR CONDITIONING	G1206-26-36
ARM REST LH OR RH DOOR	G1206-26-36 (G1205 RH only)
BUMPER GUARD, FRONT	G1205-1206-26-36 (Painted or Chrome)
CAMPER UNIT (CAMPSTER)	All
CAMPER SLEEPER UNIT (INSIDE)	G1206-26-36
CAR TOP SLEEPER UNIT	G1206-26-36
CLOCK, UNIVERSAL	G1206-26-36
COMPASS, AUTO	All
COVER, WHEEL TRIM	All (13" and 14" Wheels)
DEFLECTOR - RAIN	G1206-26-36
DRAPERY UNIT	G1206-26-36
FIRE EXTINGUISHER	All
HEATER AND DEFROSTER	All
HEATER, AUXILIARY	All
INSECT SCREEN, RADIATOR	All
LAMP DIRECTION SIGNAL	All
LAMP, DOME (AUTOMATIC)	G1206-26-36
LAMP, PORTABLE SPOT	All
LAMP, STRAIGHT SHAFT SPOT	G1206-26-36
LAMP SWITCH AND FLASHER - TRAFFIC HAZARD	All
LIGHTER, CIGARETTE	G1205-06
LITTER CONTAINER	All
LOCK, GAS TANK FILLER	All
LUGGAGE CARRIER, ROOF	G1206-26-36
MIRROR, INSIDE NON-GLARE	G1206-26-36
MIRROR, OUTSIDE REAR VIEW	G1206-26-36
MIRROR, JUNIOR WEST COAST	G1206-26-36 (6" x 11")
RADIO, AM MANUAL	All (Includes Left Front Antenna)
REFLECTOR, REFLEX	All (Red or Amber)
SEAT BELT RETRACTOR	All (Front Seat)
SEAT CUSHION, VENTILATED	All
SUNSHADE UNIT	G1205-06
TOOL KIT	All
WASHER-WINDSHIELD	All

Regular Production Options

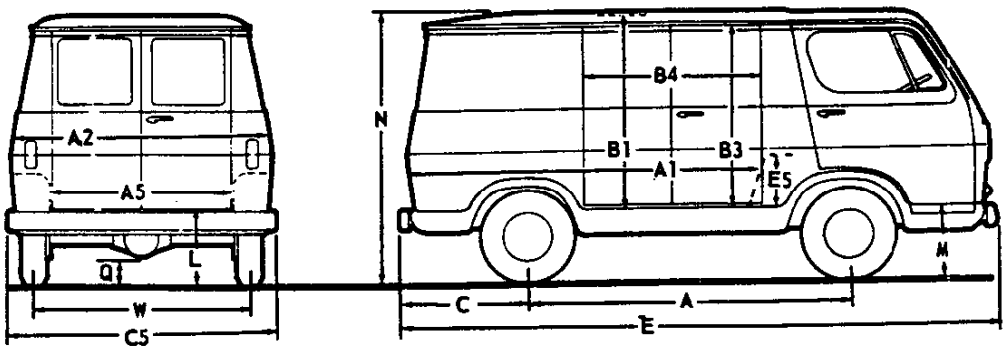
RPO	DESCRIPTION	AVAILABILITY
A07	Body Glass - 10 Windows	G1205
A08	RH Side Body Glass - 4 Windows	G1205
A09	Laminated Glass Equipment	ALL
A11	Tinted Glass Equipment - Windshield Only	ALL
A12	Rear Door Glass Equipment	G1205
A13	Side Door Glass Equipment	G1205
A18	Swing-Out Rear Door Glass	G1206-26-36
A57	Auxiliary Seat Equipment - One Passenger Folding	G1205
A61	Stationary Auxiliary Seat Equipment	G1205
A78	Center Seat	G1206-26-36
A80	Center and Rear Seat	G1206-26-36
B70	Instrument Panel Pad	G1206-26
C42	Heater Equipment - Deluxe	G1205
C48	Less Heater	G1206-26-36
C60	Air Conditioning	ALL
D29	Jr. West Coast Mirror Equipment	ALL
D32	Rear View Mirror	G1206-26-36
E85	Body Side Door Equipment	G1205
F59	Front Stabilizer Equipment	ALL
F60	Heavy Duty Front Spring Equipment	ALL
G50	Heavy Duty Rear Spring Equipment	ALL
G80	Positraction Rear Axle Equipment	ALL
H04	4.11 Rear Axle Equipment - 2900# Capacity	ALL
H05	3.73 Rear Axle Equipment - 2900# Capacity	ALL
H06	4.11 Rear Axle Equipment - 2400# Capacity	ALL
K19	Air Injector Reactor	ALL
K24	Closed Engine Positive Ventilation Equipment - Type B	ALL
K37	Governor	ALL
K48	Oil Bath Air Cleaner Equipment	ALL
K67	H.D. Starting Motor Equipment	ALL
K76	5-61 A/C Generator Equipment	ALL
K79	12-42 A/C Generator Equipment	ALL
K81	23-62 A/C Generator Equipment	ALL
L26	230 L-6 Engine Equipment	G1205-06-26
M35	Powerglide Transmission Equipment	ALL
T60	Heavy Duty Battery Equipment	ALL
U42	Direction Signal Equipment - Class A	ALL
U60	Manual Radio Equipment	ALL
V01	H.D. Radiator	ALL
V37	Chrome Bumper	G1205-06-26
V74	Hazard Warning Switch	ALL
Z55	Special Vehicle Identification Number Plate	ALL
Z60	Custom Equipment	G1205
Z73	H.D. Equipment - 5000# GVW	ALL

Load Capacity Chart

Model	Wheelbase	Gross Vehicle Weight	Gross Combination Weight	Tires and Equipment ‡						Minimum Mandatory Equipment for GVW Rating
				Front Axle Capacity	Front Spring Capacity	Rear Axle Capacity	Rear Spring Capacity	Recommended Tires		
								Front	Rear	
C1205	90	3600*	----	2200	2250	2400	2400	6.50-13-4	6.50-13-4	
		4500§					2900	7.00-13-8	7.00-13-8	RPO G50 Heavy-Duty Rear Springs.
		5000**			2450	2900		7.00-13-8	7.00-13-8	RPO F60 Front Springs, RPO G50 Rear Springs, RPO H04 or H05 Rear Axle.

Revised: February, 1966

DIMENSIONS AND WEIGHTS



SIGN PANEL AREA	SIDE	21 X 100
	REAR	21 X 50

Exterior Dimensions

	Base GVW		3600
	Maximum GVW		4850
A	Wheelbase		90.00
A1	Load area inside length		88.50
A2	Load area inside width		67.75
A5	Distance between wheelhousings		50.00
B	Front overhang		40.00
B1	Floor to roof inside		54.25
B3	Side and rear door opening height		48.18
B4	Side and rear door opening width		49.72
B7	Door opening to front of wheelhouse		67.50
B9	Load space at header		83.50
C	Rear *overhang*		38.30
C3	Wheelhouse depth		31.50
C4	Wheelhouse height		10.50
C5	Across rear bumper		72.74
C7	Top of floor to bottom side of panel at side load door		10.25
C8	Top of floor to bottom of door - driver's compartment		5.75
D7	Bottom of steering wheel to top of floor		25.25
E	Overall length		168.30
E5	Top of floor to top of engine housing		19.50
L	Loading or frame height, Base GVW	Curb	22.05
		Loaded	21.66
	Loading or frame height, Max. GVW	Curb	23.22
		Loaded	21.71
M	Step height, Base GVW	Curb	17.65
		Loaded	16.28
	Step height, Maximum GVW	Curb	18.46
		Loaded	16.75
N	Overall height, Base GVW	Curb	77.28
		Loaded	76.40
	Overall height, Maximum GVW	Curb	78.27
		Loaded	76.66
P	Ground clearance, Base GVW	Front	6.34
Q		Rear	6.00
P	Ground clearance, Max. GVW	Front	6.79
Q		Rear	6.39
V	Front tread		61.20
W	Rear tread		61.56
	Cubic capacity		211.20
	Tires, Base GVW	Front	6.50-13
		Rear	6.50-13
	Tires, Maximum GVW	Front	7.00-13
		Rear	7.00-13

Interior Dimensions

		G1205	G1206 G1226 G1236
HEIGHTS			
H-1	Headroom - front	36.0	
H-2	Headroom - intermediate		37.5
H-2A	Headroom - rear		37.5
H-3	Seat chair height - front	17.2	
H-8	Seat chair height - intermediate		17.2
H-8A	Seat chair height - rear		17.2
H-13	Steering wheel clearance	7.2	
Hc-1	Center floor to roof rail	53.6	
Hc-3	Top of wheelhouse to roof rail	39	
Hc-4	Front door window height		17.3
Hc-5	Intermediate side window height		15.9
Hc-6	Rear side window height		15.9
LENGTHS			
L-3	Intermediate compartment room		44.5
L-3A	Rear compartment room		28.6
L-4	Leg room - front	42.0	
L-5	Leg room - intermediate		39.5
L-5A	Leg room - rear		39.5
L-7	Steering wheel to seat back clearance	16.0	
Lc-1	Center floor length	60.5	
Lc-2	Load length at belt	23.0	
Lc-3	Load length at floor	28.0	
WIDTHS			
W-1	Hat room - front seat	59.8	
W-2	Hat room - intermediate seat		59.8
W-2A	Hat room - rear seat		59.8
W-3	Shoulder room - front seat	65.0	
W-4	Shoulder room - intermediate seat		65.0
W-4A	Shoulder room - rear seat		65.0
W-5	Hip room - front seat	20.0 each	
W-6	Hip room - intermediate seat		52.3
W-6A	Hip room - rear seat		52.3
Wc-1	Seat cushion width - front	20.0 drv., 18.0 pass.	
Wc-2	Seat cushion width - intermediate		55.3
Wc-3	Seat cushion width - rear		55.3
Wc-4	Front door window width	24.5; CV 7.5	
Wc-5	Intermediate side window width		19.3
Wc-6	Rear side window width		32.3
Wc-7	Rear compartment maximum width	68.0	
Wc-8	Steering wheel to door inner panel clearance	6.4	

Vehicle Weights

MODEL	WITH STANDARD EQUIPMENT SHIPPING* FRONT	REAR	TOTAL	CURB* FRONT	REAR	TOTAL	CUBIC CAPACITY (CU.FT.)	WITH MINIMUM EQUIPMENT FOR MAXIMUM GVW BODY & OR PAYLOAD	PAYLOAD DISTRIBUTION % FRONT	% REAR	LOAD LENGTH (IN.)
G1205	1682	1075	2757	1682	1197	2879	211.2	2036	18	82	88.5
G1206	1779	1186	2965	1779	1308	3087					
G1226	1840	1226	3066	1840	1348	3188					
G1236	1906	1218	3124	1906	1340	3246					

* - Estimated weight