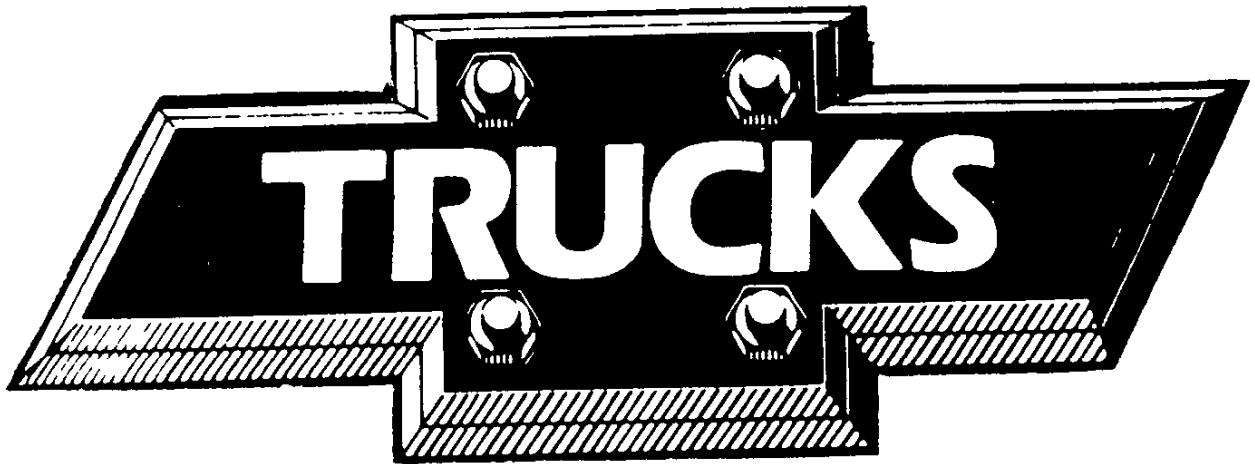




CHEVROLET



1969

SERIES C10

GVW Ratings up to 5000 lb

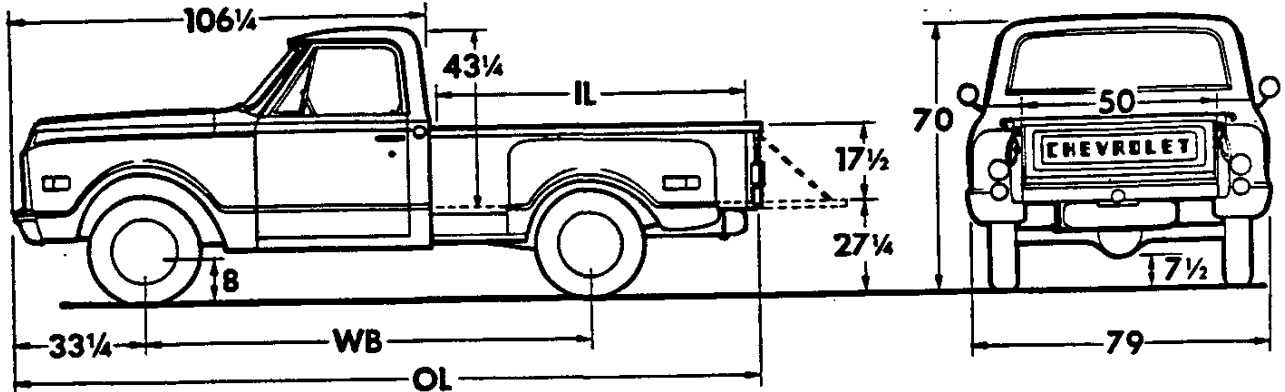
SERIES C10—STEPSIDE PICKUPS

Six-Cylinder Models

CS10704 Stepside Pickup
CS10904 Stepside Pickup

V8 Models

CE10704 Stepside Pickup
CE10904 Stepside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS10704 CE10704	115	78 1/4	188 1/2	2011 2118	1436 1452	3447 3570	1%	99%
CS10904 CE10904	127	98	207 1/4	2105 2204	1431 1439	3536 3643	3	97

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

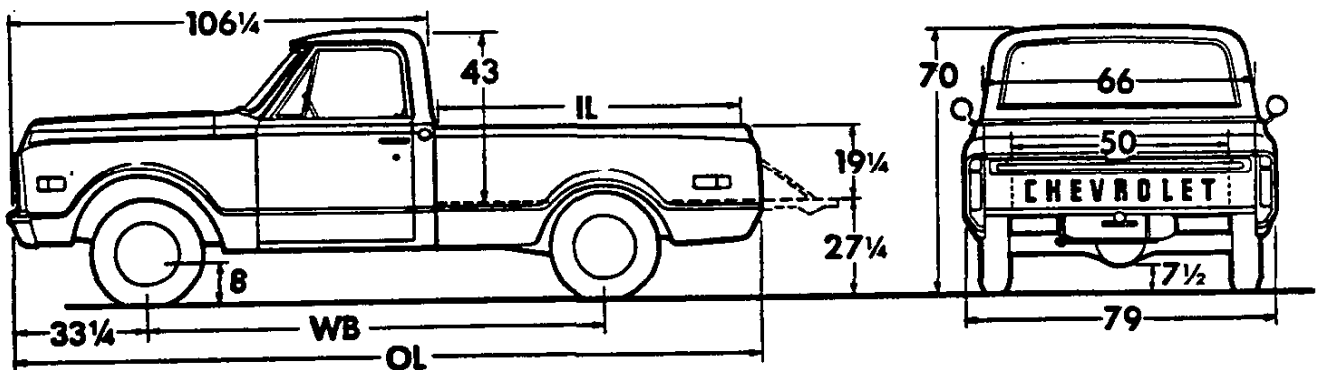
SERIES C10—FLEETSIDE PICKUPS

Six-Cylinder Models

CS10734 Fleetside Pickup
CS10934 Fleetside Pickup

V8 Models

CE10734 Fleetside Pickup
CE10934 Fleetside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS10734 CE10734	115	78 1/4	188 1/2	2024 2131	1503 1520	3527 3651	2%	98%
CS10934 CE10934	127	98	207 1/4	2126 2229	1505 1514	3631 3743	4	96

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C10

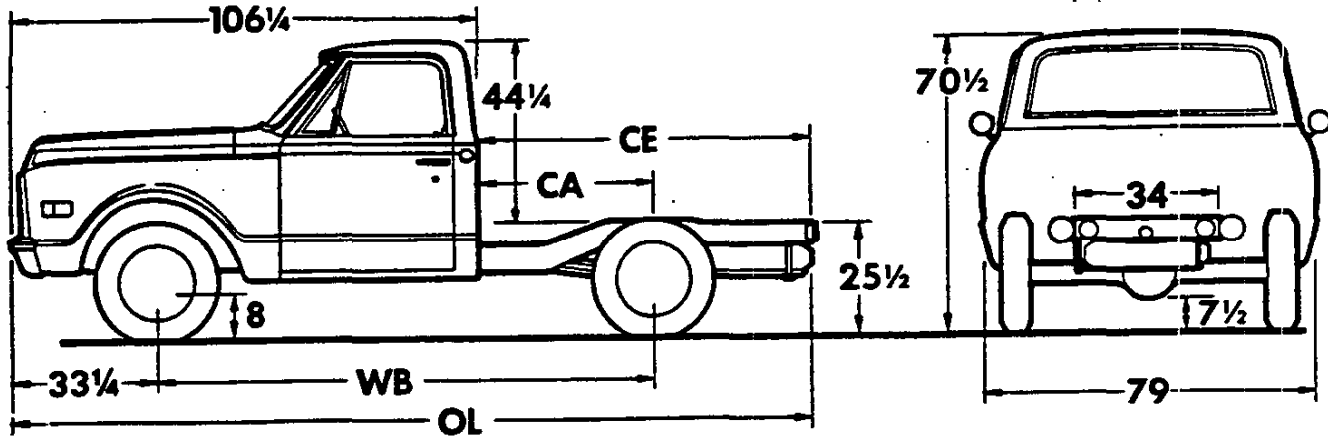
SERIES C10—CHASSIS-CABS

Six-Cylinder Models

CS10703 Chassis-Cab
CS10903 Chassis-Cab

V8 Models

CE10703 Chassis-Cab
CE10903 Chassis-Cab



Models	Dimensions (in)*				Curb Weights (lb)			Body-Payload Wt. Dist.*		
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear
CS10703 CE10703	115	42	75 1/2	181 1/4	2022 2136	1089 1100	3111 3236	6'	3%	97%
CS10903 CE10903	127	54	95 1/2	201 1/4	2078 2187	1061 1068	3139 3255	7' 7 1/2' 8'	7 5 2	93 95 98

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

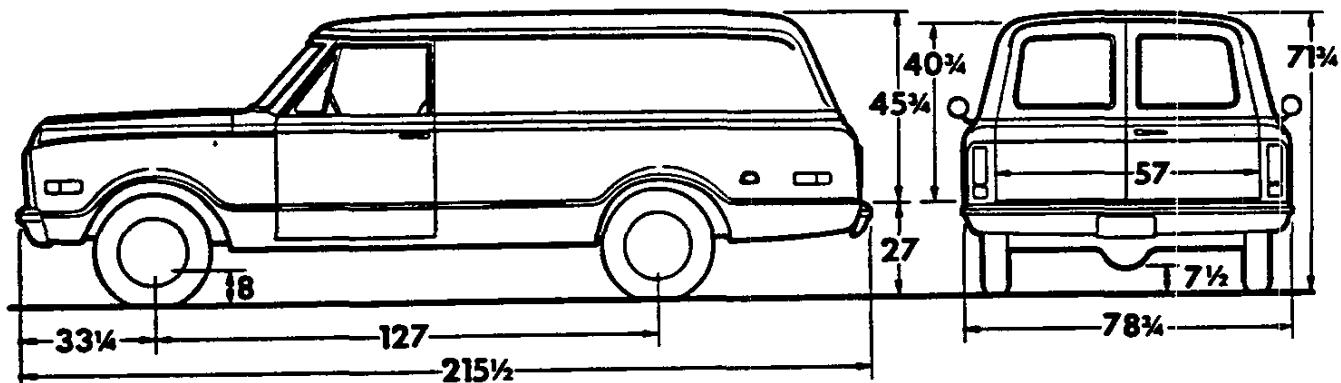
SERIES C10—PANELS

Six-Cylinder Models

CS10905 Panel

V8 Models

CE10905 Panel



Models	Dimensions (in)*		Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS10905 CE10905	127	215 1/2	1930 2029	1812 1827	3742 3856		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES K10

GVW Ratings up to 5600 lb

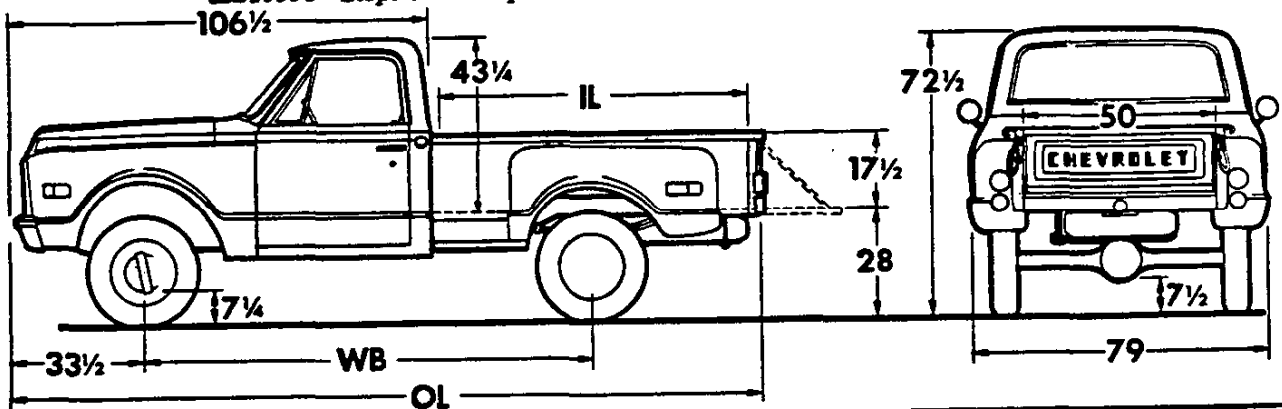
SERIES K10—STEPSIDE PICKUPS

Six-Cylinder Models

KS10704 Stepside Pickup
KS10904 Stepside Pickup

V8 Models

KE10704 Stepside Pickup
KE10904 Stepside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS10704 KE10704	115	78	188½	2239 2353	1532 1545	3771 3898	1%	99%
KS10904 KE10904	127	98	208	2371 2498	1545 1563	3916 4061	3	97

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

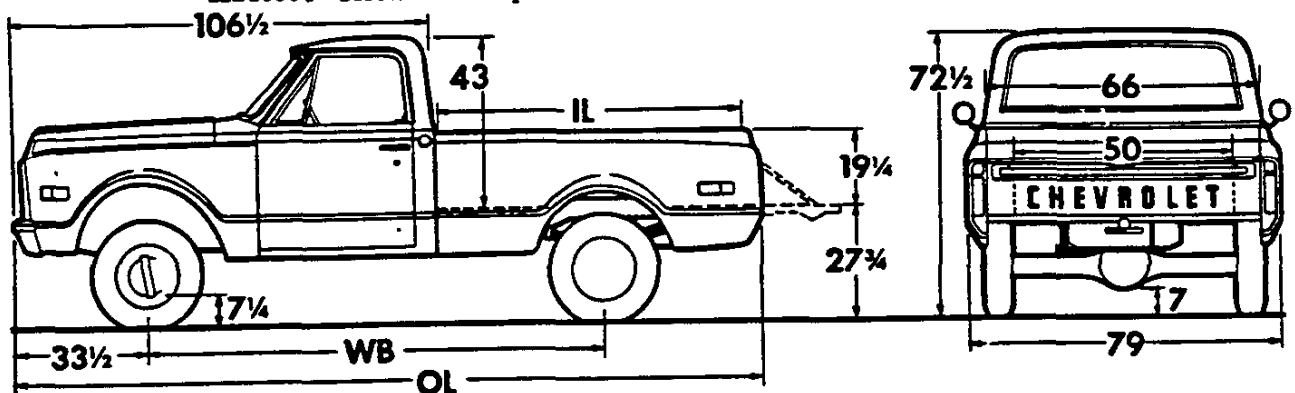
SERIES K10—FLEETSIDE PICKUPS

Six-Cylinder Models

KS10734 Fleetside Pickup
KS10934 Fleetside Pickup

V8 Models

KE10734 Fleetside Pickup
KE10934 Fleetside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS10734 KE10734	115	78	188½	2249 2363	1602 1615	3851 3978	2%	98%
KS10934 KE10934	127	98	208	2397 2517	1627 1639	4024 4156	4	96

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

SERIES K10

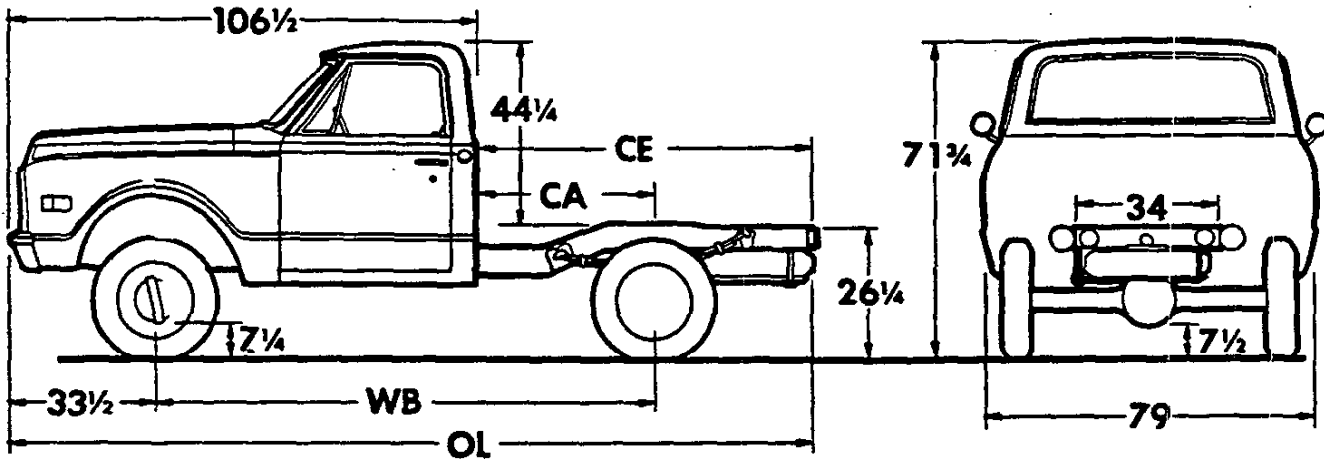
SERIES K10—CHASSIS-CABS

Six-Cylinder Models

KS10703 Chassis-Cab
KS10903 Chassis-Cab

V8 Models

KE10703 Chassis-Cab
KE10903 Chassis-Cab



Models	Dimensions (in)★				Curb Weights (lb)			Body-Payload Wt. Dist. *		
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear
KS10703	115	42	75 1/2	182	2269	1166	3435	6'	3%	97%
KE10703					2388	1173	3561			
KS10903	127	54	95 1/2	202	2362	1150	3512	7'	7	93
KE10903					2496	1161	3657	7 1/2'	5	95
								8'	2	98

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

SERIES C10 (EXCEPT SUBURBAN CARRYALLS)

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Independent; capacity 2500-lb

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; dual system

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

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

Brake, Parking: Cable to rear wheels; area 83 sq in; foot operated

Bumper: Painted

All models (except Panel): Front only

Panel models: Front and rear

Carburetor: CS10: single-barrel downdraft
CE10: two-barrel downdraft

Clutch: CS10: diameter 10"; area 100 sq in
CE10: diameter 11"; area 124 sq in

Cooling: CS10: 1¼" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
CE10: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position

Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch

***Engine:** CS10: 250 Six; closed positive crankcase ventilation

Gross horsepower.....155 @ 4200 rpm

Net horsepower.....120 @ 3800 rpm

Gross torque, lb-ft.....235 @ 1600 rpm

Net torque, lb-ft.....210 @ 2000 rpm

CE10: 307 V8; closed positive crankcase ventilation

Gross horsepower.....200 @ 4600 rpm

Net horsepower.....150 @ 4000 rpm

Gross torque, lb-ft.....300 @ 2400 rpm

Net torque, lb-ft.....255 @ 2000 rpm

*Rating shown with exhaust emission controls

Exhaust Emission Control Equipment: See *Engine & Clutch* section for types used

Exhaust System: Single pipe & aluminized muffler

► **Filter, Fuel:** Plastic mesh in fuel tank

CS10: Paper type in carburetor

CE10: Sintered bronze in carburetor

Filter, Oil: CS10: full-flow; 1-quart; throwaway type
CE10: full-flow; 1-quart; replaceable element type

Frame: 39,000-lb-test steel; section modulus 2.98

Fuel Pump: Single-action

Generator: 37-amp Delcotron

► Indicates change

GVW Plate: All models except Panel; 5000-lb
Panel models; 5400-lb

Heater & Defroster: Deluxe-Air

Lights & Reflectors:

03 models: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front side marker reflectors; two backup; one license; instrument panel & dome

04, 05 & 34 models: Same as 03 models plus two rear side marker reflectors

► **Mirror, Rearview:** Exterior RH & LH 6¼" fixed arm and inside 10" vinyl-edged prismatic

Seat: All models (exc Panel); full-width; vinyl trim
Panel (05) models; driver only; vinyl trim

Seat Belts: Includes retractors

All models (exc Panel); driver and passenger
Panel models; driver only

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1250-lb each

Springs, Rear: Coil; capacity 1250-lb each

Steering: Ball-gear, ratio 24:1; wheel, oval 17½" x 17", 2-spoke

Tank, Fuel: 04, 34, 03 models—back of seat in cab; capacity approx 21 gallons

Panel (05) models—inside frame at rear; capacity approx 23.5 gallons

Tires: Five tubeless 8.25-15/4PR front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95 (rev)

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

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4400	Standard
4800*	2000-lb ea rear spring
5000♦*	
5400♦ (05 models only)	1350-lb ea front spring 2000-lb ea rear spring

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

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

* Rating not available on Panel (05) models

SERIES K10 (EXCEPT SUBURBAN CARRALLS)

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Hypoid, ratio 3.73; capacity 3300 lb; yoke and trunion 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; dual system

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

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

Brake, Parking: Cable to rear wheels; area 83 sq in; foot operated

Bumper: Front only, painted

Carburetor: KS10: single-barrel downdraft
KE10: two-barrel downdraft

Clutch: KS10: diameter 10"; area 100 sq in
KE10: diameter 11"; area 124 sq in

Cooling: KS10: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
KE10: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position

Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch

***Engine:** KS10: 250 Six; closed positive crankcase ventilation

Gross horsepower.....155 @ 4200 rpm

Net horsepower.....120 @ 3800 rpm

Gross torque, lb-ft.....235 @ 1600 rpm

Net torque, lb-ft.....210 @ 2000 rpm

KE10: 307 V8; closed positive crankcase ventilation

Gross horsepower.....200 @ 4600 rpm

Net horsepower.....150 @ 4000 rpm

Gross torque, lb-ft.....300 @ 2400 rpm

Net torque, lb-ft.....255 @ 2000 rpm

*Rating shown with exhaust emission controls

Exhaust Emission Control Equipment: See *Engine & Clutch* section for types used

Exhaust System: Single pipe & aluminized muffler

→ **Filter, Fuel:** Plastic mesh in fuel tank
KS10: Paper type in carburetor
KE10: Sintered bronze in carburetor

Filter, Oil: KS10: full-flow; 1-quart; throwaway type
KE10: full-flow; 1-quart; replaceable element type

Frame: 39,000-lb-test steel; section modulus 2.70 (KS-KE107 models); 3.48 (KS-KE109 models)

Fuel Filter: Single action

Generator: 37-amp Delcotron

GVW Plate: 5600 lb

Heater & Defroster: Deluxe-Air

Lights & Reflectors:

03 models: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front side marker reflectors; two backup; one license; instrument panel & dome

04 & 34 models: Same as 03 models plus two rear side marker reflectors

→ **Mirror, Rearview:** Exterior RH & LH 6 1/4" fixed arm and inside 10" vinyl-edged prismatic

Seat: Full-width, vinyl trim

Seat Belts: Driver & passenger; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; capacity 1450 lb each

Springs, Rear: Two-stage, combination multi-leaf & tapered-leaf; capacity 1800 lb each

Steering: Ball-gear, ratio 24:1, wheel, oval 17 1/2" x 17", 2-spoke

Tank, Fuel: Back of seat in cab; capacity approx 21 gallons

Tires: Five tubeless 8.25-15/4PR front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

→ **Transfer Case:** Rockwell T-221, 2-speed; ratios 1.94 & 1.00; power take-off opening at rear; single control lever

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 3.03, 1.75, 1.00, 3.02 (rev)

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

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4600	Standard
5300	
5600 ♦	

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

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

→ Indicates change

C10 SERIES—GASOLINE 2-WHEEL DRIVE (4400—5400-lb GVW) K10 SERIES—GASOLINE 4-WHEEL DRIVE (4600—5800-lb GVW)

1969 MODELS WITH STANDARD EQUIPMENT

Model & Type	Wheel-base	Factory D & H	List Price	Mfr's Spt'd Dealer NVPC*	Mfr's Spt'd Retail Price*	Desti-nation Charge & Group Number	Total
6-Cylinder 155-hp High Torque 250 Engine							
CS10703	Chassis-Cab (42" Cab-Axle)...	115"	\$164.00	\$2082.00	\$40.00	\$2286.00	16
CS10704	Pickup—Stepside (6½ ft).....	115"	173.00	2184.00	40.00	2397.00	17
CS10734	Pickup—Fleetside (6½ ft).....	115"	176.00	2219.00	40.00	2435.00	17
CS10903	Chassis-Cab (54" Cab-Axle)...	127"	167.00	2117.00	40.00	2324.00	16
CS10904	Pickup—Stepside (8 ft).....	127"	176.00	2219.00	40.00	2435.00	17
CS10905	Panel.....	127"	206.00	2617.00	40.00	2863.00	18
CS10934	Pickup—Fleetside (8 ft).....	127"	179.00	2254.00	40.00	2473.00	17
KS10703	Chassis-Cab (42" Cab-Axle)...	115"	210.00	2687.00	40.00	2937.00	21
KS10704	Pickup—Stepside (6½ ft).....	115"	218.00	2789.00	40.00	3047.00	21
KS10734	Pickup—Fleetside (6½ ft).....	115"	220.00	2824.00	40.00	3084.00	21
KS10903	Chassis-Cab (54" Cab-Axle)...	127"	213.00	2722.00	40.00	2975.00	21
KS10904	Pickup—Stepside (8 ft).....	127"	220.00	2824.00	40.00	3084.00	21
KS10934	Pickup—Fleetside (8 ft).....	127"	223.00	2859.00	40.00	3122.00	21
8-Cylinder 200-hp High Torque 307 Engine							
CE10703	Chassis-Cab (42" Cab-Axle)...	115"	171.00	2172.00	40.00	2383.00	16
CE10704	Pickup—Stepside (6½ ft).....	115"	180.00	2274.00	40.00	2494.00	17
CE10734	Pickup—Fleetside (6½ ft).....	115"	183.00	2309.00	40.00	2532.00	17
CE10903	Chassis-Cab (54" Cab-Axle)...	127"	174.00	2207.00	40.00	2421.00	16
CE10904	Pickup—Stepside (8 ft).....	127"	183.00	2309.00	40.00	2532.00	17
CE10905	Panel.....	127"	213.00	2707.00	40.00	2960.00	18
CE10934	Pickup—Fleetside (8 ft).....	127"	185.00	2344.00	40.00	2569.00	17
KE10703	Chassis-Cab (42" Cab-Axle)...	115"	217.00	2777.00	40.00	3034.00	21
KE10704	Pickup—Stepside (6½ ft).....	115"	225.00	2879.00	40.00	3144.00	21
KE10734	Pickup—Fleetside (6½ ft).....	115"	227.00	2914.00	40.00	3181.00	21
KE10903	Chassis-Cab (54" Cab-Axle)...	127"	220.00	2812.00	40.00	3072.00	21
KE10904	Pickup—Stepside (8 ft).....	127"	227.00	2914.00	40.00	3181.00	21
KE10934	Pickup—Fleetside (8 ft).....	127"	230.00	2949.00	40.00	3219.00	21

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

* Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

C-K10 SERIES—GASOLINE

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [Ⓢ]
POWER TEAMS & AXLES				
Engine:				
292 Six; includes 11" dia clutch; CS-KS10 models only.....	L25	\$ 6.85	\$ 90.00	\$ 96.85
350 V8; CE-KE10 models only. Includes 4-barrel carburetor, 3.07 ratio rear axle (C10 only) and 12" clutch.....	LS9	2.70	35.00	37.70
350 V8, heavy-duty; CE-KE10 models only. Includes 4-barrel carburetor, 3.07 ratio rear axle (C10 only) and 12" clutch.....	LS8	4.60	60.00	64.60
396 V8; CE10 models only. Not available when Powerglide or Overdrive transmission is ordered. Includes 4-barrel carburetor, dual exhaust, 12" clutch, 3.07 ratio rear axle with standard or Turbo Hydro-matic transmission or 3.54 ratio rear axle with 4-speed transmission.....	L47	11.40	150.00	161.40
→ Liquid Petroleum Gas Conversion; available on C10 models when 6-cyl or 350 V8 (HD) engine is ordered:				
With 6-cyl engine.....	LS6	5.70	75.00	80.70
With 350 V8 (HD) engine.....	LS6	3.05	40.00	43.05
Transmission:				
Powerglide; C10 models only. Includes HD radiator and 3.07 ratio rear axle with 350 engine. Not available when 396 engine or governor is ordered				
CS10 models.....	M35	13.30	175.00	188.30
CE10 models.....	M35	14.10	185.00	199.10
Turbo Hydro-matic; C10 models only. Includes 3.07 ratio rear axle on CE10 models and HD radiator. Not available when governor is ordered				
Without 396 Engine.....	M49	16.35	215.00	231.35
With 396 Engine.....	M49	17.10	225.00	242.10
Chevrolet 4-speed. Includes 3.07 ratio rear axle with 307 or 350 engine on C10 models				
Series CS-CE10700				
Without 396 Engine.....	M20	6.50	85.00	91.50
With 396 Engine; also includes Dana rear axle with 3.54 ratio.....	M20	11.05	145.00	156.05
Series CS-CE10900 or K10				
Without 396 Engine.....	M20	6.85	90.00	96.85
With 396 Engine; also includes Dana rear axle with 3.54 ratio.....	M20	11.40	150.00	161.40
New Process 435CR 4-speed (close-ratio). Includes 3.07 ratio rear axle when 350 engine is ordered				
Series CS-CE10700				
Without 396 Engine.....	M28	8.75	115.00	123.75
With 396 Engine; also includes Dana rear axle with 3.54 ratio.....	M28	13.30	175.00	188.30
Series CS-CE10900				
Without 396 Engine.....	M28	9.15	120.00	129.15
With 396 Engine; also includes Dana rear axle with 3.54 ratio.....	M28	13.70	180.00	193.70
Overdrive; C10 models only. Includes 4.11 ratio rear axle. Not available when governor equipment or 350 or 396 engine is ordered.....	M10	8.75	115.00	123.75
Axle, Rear: C10 models only				
Ratio 3.07; included when Turbo Hydro-matic or Chevrolet 4-speed transmission is ordered with 307 engine or when 3-speed or Turbo Hydro-matic is ordered with 396 engine. Also included when 350 engine is ordered				
With 3-speed transmission.....	H01	.50	6.50	7.00
With 4-speed or Turbo Hydro-matic transmission.....	H01	1.40	18.00	19.40
Ratio 3.73; available only when 350 engine is ordered or when Turbo Hydro-matic or Chevrolet 4-speed transmission is ordered with 307 engine.	H05	.20	2.00	2.20
Ratio 4.11; included when overdrive transmission is ordered. Not available when 396 engine is ordered.....	H04	.65	8.00	8.65
Posttraction; not available when 396 engine with 4-speed transmission is ordered.....	G80	4.60	60.00	64.60
Maximum Traction; with 396 engine and 4-speed transmission only.....	G87	9.50	125.00	134.50
OTHER OPTIONS				
Air Cleaner, Oil-bath; capacity 1 quart. Not available on CE10 models when 396 engine or automatic transmission is ordered.....	K48	.80	10.00	10.80
Air Cleaner, Heavy-Duty; includes oil-bath pre-cleaner. Not available on CE10 models when 396 engine or automatic transmission is ordered or CS10 models when power steering is specified with 292 engine.....	K46	4.20	55.00	59.20
Air Conditioning, All-Weather; Chassis-Cab and Pickup models only. Includes HD radiator and 42-amp generator.....	C60	27.75	365.00	392.75
Battery:				
Auxiliary; Chassis-Cab and Pickup models with camper nameplate. Not available when HD air cleaner is ordered.....	TP2	3.05	40.00	43.05
Heavy-duty; 66-plate, 70-amp-hr. Included when HD starting motor is ordered.....	T60	.35	7.00	7.55

◆ State and local taxes not included.

→ Indicates change

C-K10 SERIES—GASOLINE

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mr.'s Suggested Retail Delivered Price [◆]
Belts, Seat: Installed for third passenger. Not available on Panel models or when bucket seats are ordered.....	AM3	\$.50	\$ 6.00	\$ 6.50
Belts, Shoulder:				
Driver & Passenger; requires auxiliary seat on Panel models.....	AB5	1.90	25.00	26.90
Driver only; for Panel models without auxiliary seat.....	AB5	.95	12.50	13.45
→ Brackets, Mounting: For mounting pickup box on C10 Chassis-Cab models only. Not available when HD cross sill support is ordered.....	E90	.65	8.00	8.65
→ Brakes: Vacuum Power				
Chassis-Cab & Pickup models.....	J70	3.20	42.00	45.20
Panel models; includes 11" x 2.75" front brake.....	J70	5.50	72.00	77.50
Bumper:				
Painted:				
Rear; Pickup models with std painted front bumper only.....	V38	1.70	22.00	23.70
Rear step; Pickup models only.....	V43	3.45	45.00	48.45
Chromed:				
Front and rear;				
Pickup models only; not available when Custom Sport Truck option is ordered.....	V37	3.65	48.00	51.65
Panel models.....	V37	2.00	26.00	28.00
Front; Chassis-Cab & Pickup models only. Included when Custom Sport Truck option is ordered. Not available when painted rear bumper is ordered.....	V46	1.00	13.00	14.00
Rear; Pickup models with Custom Sport Truck option only.....	VF1	2.70	35.00	37.70
Caps, Hub: Chromed; C10 models only.....	PO3	.80	10.00	10.80
Carpeting, Floor: Not available on Panel models. Included when Custom Sport Truck or bucket seats are ordered.....	B30	1.90	25.00	26.90
Carrier, Spare Wheel: Side mounted				
Fleetside Pickups.....	P13	1.00	13.00	14.00
Stepside Pickups;				
Without chromed hub caps or wheel covers.....	P13	1.15	15.00	16.15
With chromed hub caps.....	P13	1.35	17.50	18.85
With wheel covers.....	P13	1.60	21.00	22.60
Clutch: HD; diameter 11"; available on 250 engine with 3-speed or New Process 4-speed transmission only. Included when Chevrolet 4-speed transmission or 292 engine is ordered.....	M01	.45	5.50	5.95
Cooling: Not available when air conditioning is ordered.				
HD radiator only; included when automatic transmission is ordered.....	V01	1.55	20.00	21.55
HD radiator and extra-HD cooling equipment; not available on Panel models.....	V05	3.30	43.00	46.30
Custom Camper Nameplate: Requires 7.00-15/6PR tube-type or 8.00-16.5/6PR tubeless tires				
C10 Pickup models only:				
With standard suspension; requires HD rear shock absorbers, front stabilizer and HD rear springs or auxiliary rear springs.....	Z81	N.C.	N.C.	N.C.
With optional rear leaf suspension; requires front stabilizer, HD front shock absorbers and HD rear springs.....	Z81	N.C.	N.C.	N.C.
K10 models: Requires HD rear shock absorbers.....	Z81	N.C.	N.C.	N.C.
→ Custom Comfort and Appearance: Includes bright metal rear window molding (except Panels); vent window and windshield moldings; cigar lighter; control knob trim; custom emblems; color-keyed floor mat and special insulation. Not available when Custom Sport Truck option is ordered				
Panel models.....	Z62	2.40	31.50	33.90
Cab & Pickup models: Also includes door trim panels and full-depth foam seat with fabric upholstery. Not available when bucket seats are ordered.	Z62	6.40	84.00	90.40
Custom Molding:				
Belt molding; Panel models only. Includes bright fuel filler cap.....	EX1	2.30	30.00	32.30
Lower fender, door, cab panel moldings and bright fuel filler cap. Included when Custom Sport Truck is ordered.				
Fleetside Pickups; also includes pickup box moldings				
With upper molding (RPO B85).....	EX2	2.70	35.00	37.70
Without upper molding (RPO B85).....	EX2	3.05	40.00	43.05
Panel models.....	EX2	2.70	35.00	37.70
Upper fender, door, cab panel and pickup box moldings, bright tail light trim and fuel filler cap. Fleetside Pickup models only				
With Custom Sport Truck.....	B85	2.70	35.00	37.70
Without Custom Sport Truck.....	B85	3.05	40.00	43.05
→ Custom Sport Truck: For Chassis-Cab and Pickup models only. Includes full-depth foam seat with deluxe vinyl trim; carpeting; chromed front bumper; CST emblems; door trim panels; cigar lighter; headliner; bright side marker reflectors; cargo area lamp; bright control knob and pedal trim; rear window, vent window, and windshield moldings and special insulation				
Chassis-Cab and Stepside Pickups.....	Z84	14.45	190.00	204.45
Fleetside Pickups; also includes body side lower molding; special simulated wood-grained paneling on tailgate; and bright fuel filler cap.....	Z84	17.50	230.00	247.50

◆ State and local taxes not included.

→ Indicates change

3-K10 SERIES—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [⊕]
Filter, Fuel.....	K28	\$.60	\$ 7.50	\$ 8.10
Floor, Pickup Box: Wood with steel skid strips. Fleetside Pickup models only	E81	.80	10.00	10.80
Gauges:				
Ammeter, engine temperature & oil pressure.....	Z53	.80	10.00	10.80
Tachometer, ammeter, engine temperature and oil pressure.....	U16	3.75	49.00	52.75
Generator, Alternating Current:				
42-amp Delcotron; included when air conditioning is ordered.....	K79	1.55	20.00	21.55
61-amp Delcotron.....	K76	2.15	28.00	30.15
62-amp Delcotron.....	K81	6.35	83.00	89.35
Glass, Soft-Ray: All windows.....	A11	1.15	15.00	16.15
Windshield only.....	AA2	1.10	14.00	15.10
Governor: Not available when automatic or overdrive transmission is ordered. Includes manual choke.				
For 250 engine—1800-3000 rpm (low rpm setting).....	K37	1.30	17.00	18.30
—2800-4000 rpm (high rpm setting).....	K38	1.30	17.00	18.30
For 292 engine—2100-3000 rpm (low rpm setting).....	K37	1.30	17.00	18.30
—2800-3900 rpm (high rpm setting).....	K38	1.30	17.00	18.30
For 307 engine—2300-3100 rpm (low rpm setting).....	K37	1.30	17.00	18.30
—2800-4100 rpm (high rpm setting).....	K38	1.30	17.00	18.30
Guards: Door edge.....	B93	.30	3.30	3.60
Harness, Camper Body Wiring: For camper body installation on Pickup models only.....	UY1	1.15	15.00	16.15
Heater, Engine Block.....	K05	.80	10.00	10.80
Hooks, Towing: Two, front. Not available with chrome bumper.....	V76	1.25	16.00	17.25
Hubs, Free-Wheeling: K10 models only. Manual control at hubs.....	F76	5.55	73.00	78.55
Lamps:				
→ Cargo area; Chassis-Cab and Pickup models only. Included when Custom Sport Truck is ordered.....	UF2	1.30	17.00	18.30
Roof marker, five.....	U01	1.80	25.00	26.90
→ Side marker;				
Front and rear; Pickup and Panel models only.....	UB3	.80	10.00	10.80
Front only; Chassis-Cab models only.....	UB3	.50	6.00	6.50
Lock: For side wheel carrier (Pickups).....	A97	.50	6.00	6.50
Mirrors, Exterior: Replaces standard RH & LH mirrors				
Below-Eye-Line Type				
7.5' x 10.5' painted.....	D29	1.45	18.50	19.95
7.5' x 10.5' stainless steel.....	DG4	2.40	31.00	33.40
West Coast type (Sr-7' x 16').....	DG5	2.40	31.00	33.40
17¼" swinging arm.....	DH3	.50	6.00	6.50
Paint, Exterior: See Color & Trim chart				
Solid colors.....		N.C.	N.C.	N.C.
Conventional two-tone; with white secondary color				
Chassis-Cab and Pickup models.....		1.25	16.00	17.25
Panel models.....		2.10	27.00	29.10
Special Two-tone; with white upper and lower secondary colors. Available only on Fleetside Pickups when custom lower side moldings or Custom Sport Truck are ordered.....		2.75	36.00	38.75
Plate: Serial Number (State of Pennsylvania); HD rear springs required on C10 models.....	Z55	N.C.	N.C.	N.C.
Power Outlet Box: 6-circuit outlet; not available on Panel models.....	U98	2.30	30.00	32.30
Radio: Pushbutton control.....	U63	4.45	58.00	62.45
→ Seat:				
For Pickup & Chassis-Cab models				
Bucket; driver & passenger, includes carpeting and console; not available when Custom Comfort and Appearance is ordered				
With Custom Sport Truck.....	A50	8.00	105.00	113.00
Without Custom Sport Truck.....	A50	9.90	130.00	139.90
Full-depth foam; not available when Custom Comfort and Appearance or Custom Sport Truck option is ordered.....	Z52	1.70	22.00	23.70
For Panel models				
Auxiliary; one-passenger. Includes RH armrest, RH sunshade and seat belt. Not available when heavy-duty driver seat is ordered				
Not used with Custom Comfort and Appearance.....	A57	5.05	66.00	71.05
Used with Custom Comfort and Appearance.....	A57	5.40	71.00	76.40
Heavy-duty;				
Driver only.....	AM2	.80	10.50	11.30
Driver and one-passenger auxiliary. Includes RH armrest, RH sunshade and seat belt.....	AN4	6.05	79.00	85.05

⊕ State and local taxes not included.

→ Indicates change

C-K10 SERIES-GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◆]
Shock Absorbers: Heavy-duty				
Front and rear; not available when rear leaf suspension is ordered.....	F51	\$ 1.15	\$15.00	\$16.15
Front; available only when rear leaf suspension is ordered.....	F52	.60	7.50	8.10
Rear only; included when rear leaf suspension is ordered.....	G68	.65	8.00	8.65
Speed & Cruise Control: Not available on K10 models or when 396 engine, HD air cleaner or manual throttle control is ordered.....	K30	4.00	52.00	56.00
Speed Warning Indicator.....	U15	.95	12.00	12.95
Springs:				
Front:				
C10 models. Capacity 1350-lb each.....	F60	.40	5.00	5.40
K10 models. Capacity 1750-lb each.....	F60	2.30	30.00	32.30
Rear:				
Coil; capacity 2000-lb each. C10 models only. Available only when HD front springs are ordered on Panel models.....	G50	.50	6.50	7.00
Leaf; capacity 1750-lb each two-stage. C10 models with leaf-type suspension only.....	G50	.50	6.50	7.00
Auxiliary Rear:				
Capacity 500-lb. each C10 models only. Not available when rear leaf suspension is ordered.....	G60	1.90	25.00	26.90
Stabilizer, Front: C10 models only.....	F59	1.15	15.00	16.15
Starting Motor, Heavy-Duty: Includes HD battery. Not available when Turbo Hydra-Matic transmission is ordered				
Manual transmission.....	K67	1.55	20.00	21.55
Powerglide transmission.....	K67	2.10	27.00	29.10
Steering, Power:				
C10 models only.....	N40	8.00	105.00	113.00
K10 models only.....	N40	9.50	125.00	134.50
Stripes, Body Side Paint: Not available on Panel models				
Chassis-Cab and Stepside Pickup models.....	D89	.60	7.50	8.10
Fleetside Pickup models.....	D89	.85	11.00	11.85
Support, HD Cross Sill: O3 models only.....	F19	1.15	15.00	16.15
Suspension, Rear Leaf: C10 Chassis-Cab and Pickup models only. Includes 1250-lb capacity each two-stage leaf rear springs and HD rear shock absorbers.....	G70	1.90	25.00	26.90
Switch: Door Jamb; not available when Custom Sport Truck is ordered....	C80	.35	4.00	4.35
Throttle Control: Manual.....	K31	.65	8.00	8.65
Tires and Wheels: See Tire & Wheel section				
Wheel Covers: Bright metal; C10 models with 7.75-15 or 8.25-15 tires only	P01	1.65	21.50	23.15

◆ State and local taxes not included.

C10 SERIES

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type All tires have black sidewalls except as indicated.		Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◆]
●7.75-15/SPR—Highway Original Equipment	(5) Front, rear, spare	5½	QA4	\$ 3.80	\$ 27.00	\$ 30.80
●8.25-15/4PR—Highway Original Equipment	(5) Front, rear, spare	5½	RL2	N.C.	3.00	3.00
	(2) Front	5½	RL2	N.C.	1.20	1.20
	(3) Front, spare	5½	RL2	N.C.	1.80	1.80
	(5) Front, rear, spare	5½	R53	1.25	15.00	16.25
	(2) Front	5½	R53	.50	6.00	6.50
	(3) Front, spare	5½	R53	.75	9.00	9.75
—On-Off-Road Original Equipment	(2) Rear	5½	R56	.80	7.20	8.00
	(3) Rear, spare	5½	R56	1.20	10.80	12.00
●8.50-16/6PR—Highway Original Equipment (Pass type)	(5) Front, rear, spare	5.00	R61	5.75	47.00	52.75
	(2) Front	5.00	R61	2.30	18.80	21.10
	(3) Front, spare	5.00	R61	3.45	28.20	31.65
—On-Off-Road Original Equipment	(2) Rear	5.00	R69	2.80	24.80	27.60
	(3) Rear, spare	5.00	R69	4.20	37.20	41.40
	(2) Rear	5.00	R65	8.00	87.00	95.00
●8.50-16/6PR Maximum Tire Capacity—Front (1610) Rear (1610) (Truck type)	(2) Front	5.00	R65	3.20	34.80	38.00
	(3) Front, spare	5.00	R65	4.80	52.20	57.00
	(2) Rear	5.00	R64	4.70	54.80	59.50
—On-Off-Road Original Equipment	(3) Rear, spare	5.00	R64	7.05	82.20	89.25
	(5) Front, rear, spare	5.50	R44	11.75	121.00	132.75
	(2) Front	5.50	R44	4.70	48.40	53.10
—On-Off-Road Original Equipment	(3) Front, spare	5.50	R44	7.05	72.60	79.65
	(2) Rear	5.50	R43	6.40	68.40	74.80
	(3) Rear, spare	5.50	R43	9.60	102.60	112.20

TUBELESS TIRES (Factory Installed)

●7.75-15/SPR—Highway Original Equipment	(5) Front, rear, spare	5½	QA2	3.90	27.00	30.90
	(5) Front, rear, spare (Whitewall)	5½	QA3	6.50	68.00	74.50
●8.25-15/4PR—Highway Original Equipment	(5) Front, rear, spare	5½	Std	N.C.	N.C.	N.C.
	(5) Front, rear, spare (Whitewall)	5½	R51	2.15	34.00	36.15
	(5) Front, rear, spare	5½	Q05	1.75	15.00	16.75
	(2) Front	5½	Q05	.70	6.00	6.70
	(3) Front, spare	5½	Q05	1.05	9.00	10.05
	(2) Rear	5½	R55	.90	6.00	6.90
—On-Off-Road Original Equipment	(3) Rear, spare	5½	R55	1.35	9.00	10.35
	●8.25-15/SPR—Highway Original Equipment	(5) Front, rear, spare	5½	QA5	4.75	30.00
(2) Front		5½	QA5	1.90	12.00	13.90
(3) Front, spare		5½	QA5	2.85	18.00	20.85
—On-Off-Road Original Equipment	(5) Front, rear, spare (Whitewall)	5½	QA6	6.70	64.00	70.70
	(2) Rear	5½	QB4	2.30	18.00	20.30
	(3) Rear, spare	5½	QB4	3.45	27.00	30.45
●8.50-16/6PR—Highway Original Equipment (Pass type)	(5) Front, rear, spare	5.00	R59	5.25	47.00	52.25
●8.50-16/6PR Maximum Tire Capacity—Front (1610) Rear (1610) (Truck type)	(5) Front, rear, spare	5.00	R60	8.35	87.00	95.35

WIDE BASE TUBELESS TIRES (Factory Installed)

●8.50-16.5/6PR Maximum Tire Capacity—Front (1730) Rear (1730)	(5) Front, rear, spare	6.00	R70	16.00	162.50	178.50
	(2) Front	6.00	R70	6.40	65.00	71.40
	(3) Front, spare	6.00	R70	9.60	97.50	107.10
—On-Off-Road Original Equipment	(2) Rear	6.00	RQ2	7.40	83.00	90.40
	(3) Rear, spare	6.00	RQ2	11.10	124.50	135.60

◆ State and local taxes not included. ★ 2-ply construction; 4-ply rating. ● 4-ply construction; 8-ply rating.

K10 SERIES

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type <small>All tires have black sidewalls except as indicated.</small>	Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [Ⓞ]
Ⓞ7.75-15/6PR—Highway Original Equipment (5) Front, rear, spare.....	5½	QA4	\$ 3.80	\$ 27.00	\$ 30.80
8.25-15/4PR—Highway Original Equipment (5) Front, rear, spare.....	5½	RL2	N.C.	3.00	3.00
—Highway Nylon (5) Front, rear, spare.....	5½	R53	1.25	15.00	16.25
—On-Off-Road Original Equipment (5) Front, rear, spare.....	5½	R56	2.00	18.00	20.00
6.50-16/6PR—Highway Original Equipment (Pass type) (5) Front, rear, spare.....	5.00	R61	5.75	47.00	52.75
—On-Off-Road Original Equipment (5) Front, rear, spare.....	5.00	R69	7.00	62.00	69.00
6.50-16/6PR Maximum Tire Capacity—Front (1610) Rear (1610) (Truck type) —Highway Nylon (5) Front, rear, spare.....	5.00	R65	8.00	87.00	95.00
—On-Off-Road Nylon (5) Front, rear, spare.....	5.00	R64	11.75	137.00	148.75
7.00-15/6PR Maximum Tire Capacity—Front (1720) Rear (1720) —Highway Nylon (5) Front, rear, spare.....	5.50	R44	11.75	121.00	132.75
—On-Off-Road Nylon (5) Front, rear, spare.....	5.50	R43	16.00	171.00	187.00

TUBELESS TIRES (Factory Installed)

Ⓞ7.75-15/6PR—Highway Original Equipment (5) Front, rear, spare.....	5½	QA2	3.90	27.00	30.90
(5) Front, rear, spare (Whitewall).....	5½	QA3	6.50	68.00	74.50
8.25-15/4PR—Highway Original Equipment (5) Front, rear, spare.....	5½	Std	N.C.	N.C.	N.C.
(5) Front, rear, spare (Whitewall).....	5½	R51	2.15	34.00	36.15
—Highway Nylon (5) Front, rear, spare.....	5½	Q05	1.75	15.00	16.75
—On-Off-Road Original Equipment (5) Front, rear, spare.....	5½	R55	2.25	15.00	17.25
Ⓞ8.25-15/6PR—Highway Original Equipment (5) Front, rear, spare.....	5½	QA5	4.75	30.00	34.75
(5) Front, rear, spare (Whitewall).....	5½	QA6	6.70	64.00	70.70
—On-Off-Road Original Equipment (5) Front, rear, spare.....	5½	QB4	5.75	45.00	50.75
6.50-16/6PR—Highway Original Equipment (Pass type) (5) Front, rear, spare.....	5.00	R59	5.25	47.00	52.25
6.50-16/6PR Maximum Tire Capacity—Front (1610) Rear (1610) (Truck type) —Highway Nylon (5) Front, rear, spare.....	5.00	R60	8.35	87.00	95.35

WIDE BASE TUBELESS TIRES (Factory Installed)

8.00-16.5/6PR Maximum Tire Capacity—Front (1730) Rear (1730) —Highway Nylon (5) Front, rear, spare.....	6.00	R70	16.00	162.50	178.50
—On-Off-Road Nylon (5) Front, rear, spare.....	6.00	RQ2	18.50	207.50	226.00

Ⓞ State and local taxes not included.

* 2-ply construction; 4-ply rating.

Ⓞ 4-ply construction; 8-ply rating.

NOTES

INDEX

	Page
El Camino Transmissions	2
3-Speed Transmissions	3
Powerglide & Turbo Hydra-Matic	4
4-Speed Transmissions	5
5-Speed New Process Transmissions	6
5-Speed Clark Transmissions	7
5-Speed Spicer Transmissions	8
10-Speed Fuller Transmission	9
6-Speed Allison Automatic	10
Auxiliary Transmissions	11
Transfer Case	12
Driveline	13-15

EL CAMINO TRANSMISSIONS

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet HD 3-Speed	Chevrolet HD 3-Speed
Applications	230 Six; 250 Six; 307 V8	350 V8 396 V8	230 Six; 250 Six; 307 V8
Synchronized Speeds	All forward		
Gear Ratios:			
First	2.85	2.42	3.03
Second	1.68	1.58	1.75
Third	Direct	1.00	1.00
Reverse	2.95	2.41	3.02
Gears:	Helical		
Type	Forged steel; hardened		
Material			
Gearshift Control:		Manual remote Floor	Floor*
Type	Column		
Location			

4-SPEED TRANSMISSIONS

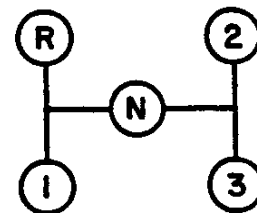
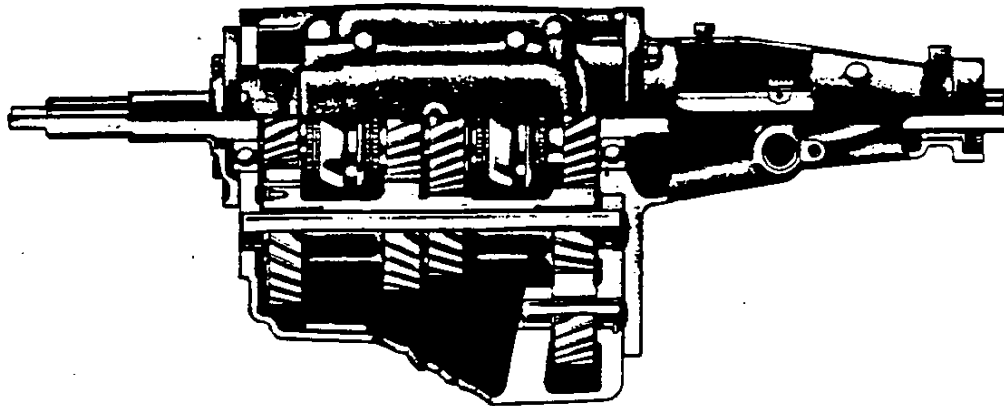
Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	307 V8	350 V8; 396 V8; 396 V8	396 V8 (except 325 HP)
Synchronized Speeds	All forward		
Gear Ratios:			
First	2.85	2.52	2.20
Second	2.02	1.88	1.64
Third	1.35	1.46	1.27
Fourth	Direct	Direct	Direct
Reverse	2.85	2.59	2.26
Gears:	Helical		
Type	Forged steel; hardened		
Material			
Gearshift Control:	Manual direct Floor*		
Type			
Location			

AUTOMATIC TRANSMISSIONS

Type	Chevrolet Powerglide		Turbo Hydro-Matic	
Applications	230 Six; 250 Six; 307 V8	350 V8	396 V8	All except 396 V8
Drive (Maximum)	3.82:1 to 1:1	3.70:1 to 1:1	5.06:1	5.29:1
Cooling	Water			

*Opt. with console

3-SPEED TRANSMISSIONS



Gearshift Lever Positions

→ Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on all Series 10-20 Forward Control except with 307 or 350 engines and most Series 10-20 models. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column. A special heavy-duty transmission is included when either the 350 V8 or 396 V8 engines are ordered and PE20 models with 307 or 35⁺ V8 engines. This unit is also standard on all 4-wheel drive (KA 10-20 models) engine applications.

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 on C10 models with the 4.11 rear axle ratio. The gearshift is located on the steering column.

→ Specifications

	Chevrolet 3-Speed Fully Synchronized	Chevrolet HD 3-Speed Fully Synchronized	Chevrolet 3-Speed Overdrive
Synchronized Speeds:	All forward	All forward	All forward
Gear Ratios:			
First.....	2.85	3.03	2.85 (2.00)
Second.....	1.68	1.75	1.68 (1.18)
Third.....	Direct	1.00	Direct (.70)
Reverse.....	2.95	3.02	2.95 —
Gears:	Helical Forged steel, hardened		
Type.....			
Material.....			
Lubricants:			
Capacity.....	3 Pints	5 Pints	3 Pints
Type, grade.....		See Owner's Guide	

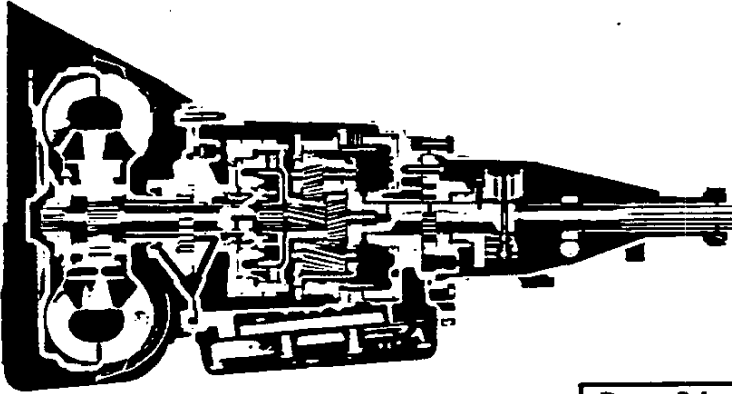
POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS

Specifications

Range Selector Lever Location	Mounted on Steering Column		
Powerglide Torque Multiplication	Converter Ratio	Max	1 to 1
	Drive	2.10	1.00
	Low	3.70	1.76
	Reverse	3.70	1.76
Oil Filler & Gauge Location	Right Front Side of Transmission		
Lubricant Capacity	Dry Fill	19.0 Pints	
	Refill	6.5 Pints	

The optional Powerglide 2-speed transmission combines a 2-speed planetary gearset and a torque converter to provide smoothness and torque multiplication as high as 3.70.

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.



POWERGLIDE

The optional Turbo Hydra-matic 3-speed automatic 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 (except 1-ton models where Park is blocked out), 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.

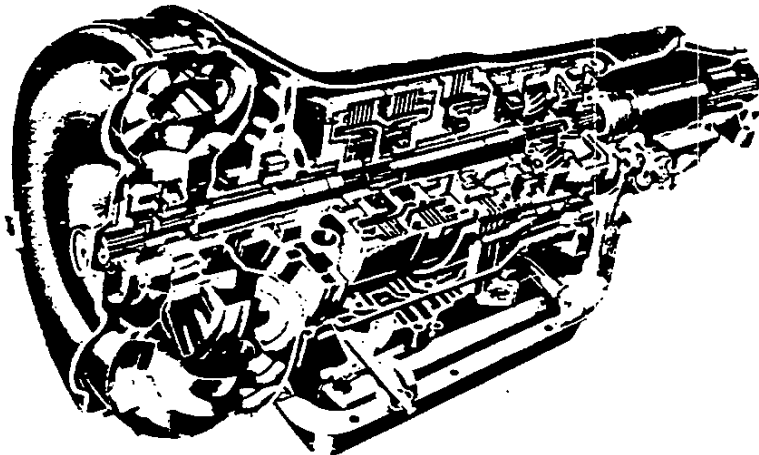
Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

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

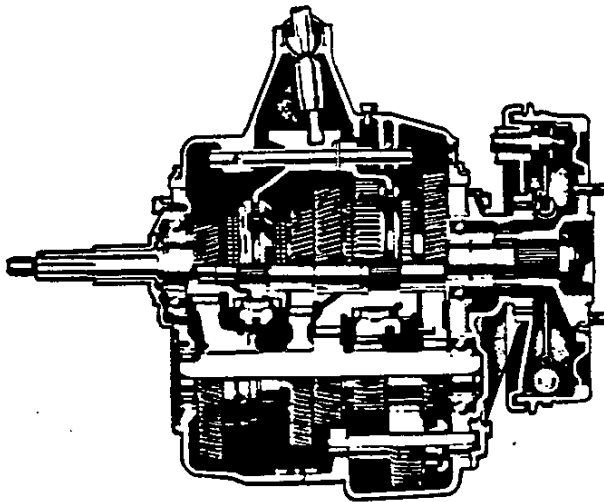
→ Specifications

Range Selector Lever Location	Turbo Hydra-Matic					
Gear Ratios	Torque Converter	Steering Column				
		Lock-Up	Break-away	Lock-Up	Break-away	
		First	2.52	5.29	2.48	5.70
		Second	1.52	3.19	1.48	3.40
		Third	1.00	2.10	1.00	2.30
	Reverse	1.94	4.07	2.10	4.83	
Torque Converter	Element Types Lock-Up Clutch Gear Type	Pump, Stator, Turbine Automatic Planetary				
Lubricant Capacity	Dry Fill	20 Pints		19 Pints		
	Refill	5 Pints		9 Pints		

TURBO HYDRA-MATIC



4-SPEED TRANSMISSIONS



Chevrolet CH465

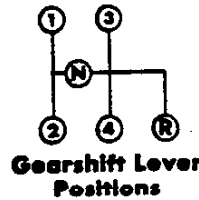
WARNER 4-SPEED

The Warner T10 fully synchronized 4-speed is available as an option on all G10-20 models. The gearshift controls are steering column mounted for convenience.

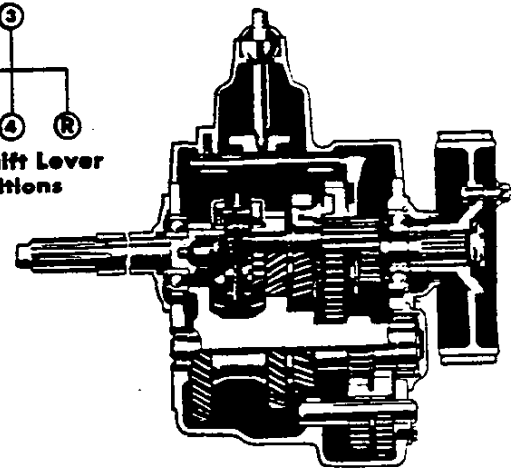
CHEVROLET CH465 4-SPEED

The Chevrolet 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchromesh gear engagement in second, third and fourth gears for classless engagement, a damper for reduced torsional gear rattle and non-metallic coated shifter forks for quieter operation.

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. A magnetic collector removes metallic particles from the lubricant, reducing wear to moving parts.



Gearshift Lever Positions



New Process 435C
New Process 435CR

Series 10-30 models use cable-actuated rear brakes for a parking brake. Series 30 models with the 11,000-lb rear axle and all Series 40-60 models use a transmission-mounted internal expanding parking brake that is similar to a rear wheel brake without the wheel cylinder.

NEW PROCESS 4-SPEEDS

The New Process 435C 4-speed transmission features good durability, quiet operation and easy shifting. It has synchromesh gear engagement in 2nd, 3rd and 4th gears. The new Process 435CR, optional for light-duty models, is a close-ratio transmission that is well suited for recreational applications.

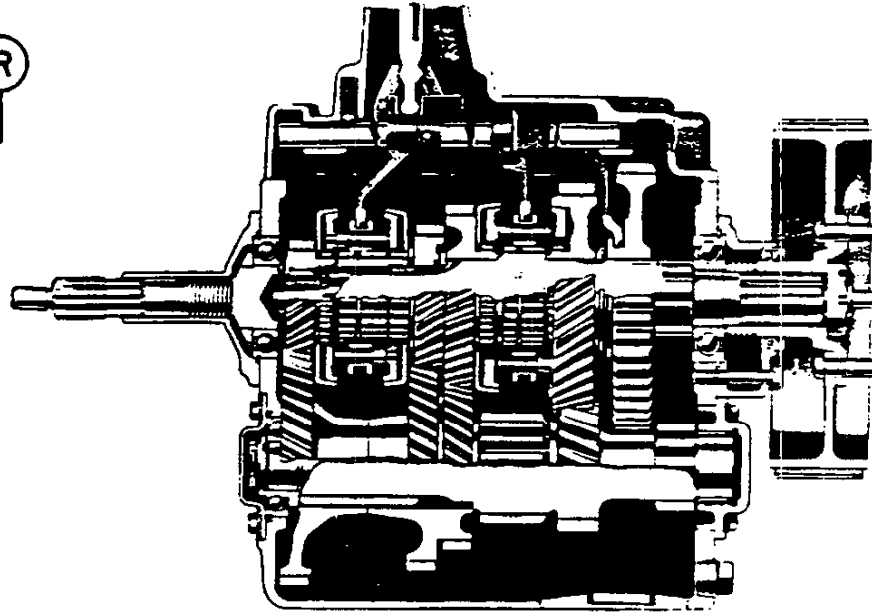
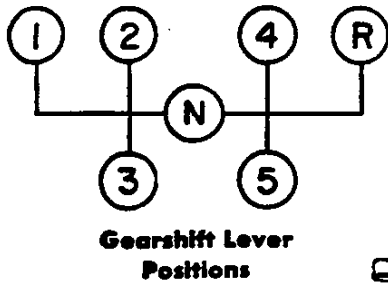
High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. Large synchronizer cones with more working surface provide fast and easy shifting. A magnetic particle collector in the bottom of the case helps to reduce transmission wear.

→ Specifications

	Warner T10 4-Speed	Chevrolet CH465 4-Speed	New Process 435C 4-Speed	New Process 435CR Close-Ratio 4-Speed
Synchronized Speeds	All		2nd, 3rd & 4th	
Gear Ratios:				
First.....	3.44	6.55	6.68	4.56
Second.....	2.28	3.58	3.34	2.28
Third.....	1.46	1.70	1.66	1.31
Fourth.....	Direct	Direct	Direct	Direct
Reverse.....	3.54	6.09	8.26	5.64
Gear Types:				
Helical.....	All	All Forward	2nd, 3rd, 4th	
Spur.....	—	Reverse	1st, Reverse	
Power Take-Off Data:				
Opening type.....	—		SAE Std 6-Bolt	
Location.....	—	Both Sides	Right Side	
Drive gear.....	—		3rd Speed Countergear	
PTO gear rpm at 1000 engine rpm.....	—	425	395	
PTO Pitch Line velocity at 1000 engine rpm..	—	560 Ft/Minute	535 Ft/Minute	740 Ft/Minute
Lubricants:				
Oil capacity.....	1½ Pints	8 Pints	7 Pints	
Type, grade.....	See Owner's Guide			
Brakes, Parking:				
Type.....	Rear Wheels	Internal Expanding*	Drum & Band	Rear Wheels
Drum diameter (in).....	—	11.0	9.5	—
Lining area (sq in).....	—	41.8	67.5	—

*Rear wheels on Series 10-20 and Series 30 without the 11,000-lb rear axle.

5-SPEED NEW-PROCESS TRANSMISSIONS



The New Process 5-speed synchromesh transmissions permit more efficient engine use, including lower fuel consumption. The choice of gear ratios allows the engine to operate in the speed range of greatest power output and operating efficiency.

Synchromesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse shaft and all gears are machined from alloy steel, carburized and hardened for durability. Gear teeth are of the full-fillet design and are shot peened for added resistance to fatigue failure. Compact design results in short,

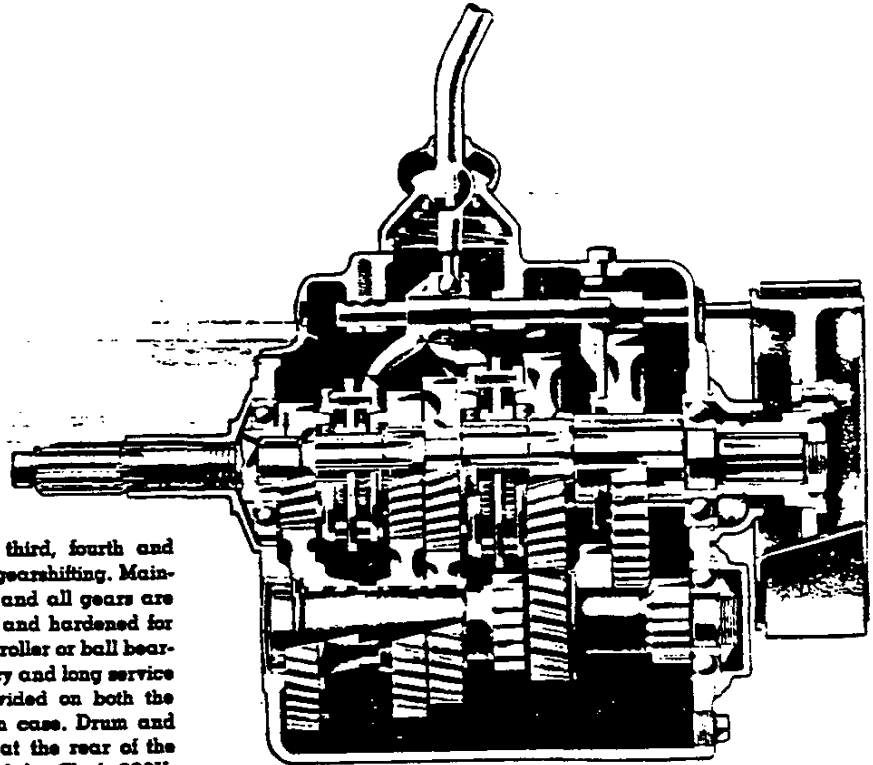
rigid shafts for accurate meshing of gear teeth and, along with extensive use of aluminum, helps minimize weight. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life. A magnetic chip collector in the bottom of the case also helps to reduce transmission wear.

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

Specifications

	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed
Model	540CL	540CD	541CL	541CD
Synchronized Speeds	2nd, 3rd, 4th and 5th			
Gear Ratios:				
First.....	7.41	6.05	7.25	6.15
Second.....	4.05	3.31	3.88	3.30
Third.....	2.40	1.84	2.19	1.86
Fourth.....	1.48	1.17	1.37	1.17
Fifth.....	Direct	Direct	Direct	Direct
Reverse.....	7.85	6.42	7.22	6.13
Gear Types:	2, 3, 4, 5			
Helical.....	1, Reverse			
Spur.....				
Bearing Types:	Roller			
Mainshaft, front.....	Ball			
Mainshaft, rear.....	Ball			
Countershaft, front.....	Roller			
Countershaft, rear.....				
Power Take-Off Data:	SAE standard 6-stud. Right- and left-hand side of transmission			
Opening type.....				
Location.....	375 left	457 left	369 left	434 left
PTO gear rpm @ 1000 engine rpm.....	456 right	558 right	425 right	500 right
Lubricants:				
Oil capacity.....	9½ pints	9½ pints	10 pints	10 pints
Type, grade.....	See Owner's Guide			
Brakes, Parking:	Drum and band			
Type.....				
Drum diameter (in).....	9.5		10.5	
Lining area (sq in).....	67.5		99.1	

5-SPEED CLARK TRANSMISSIONS



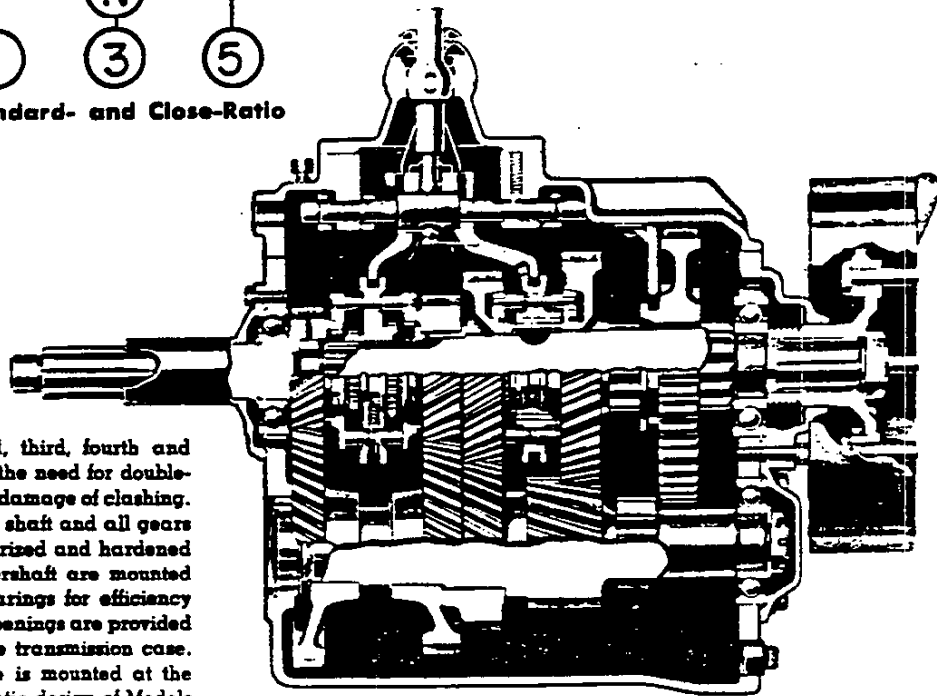
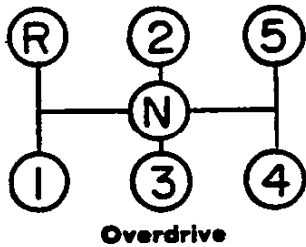
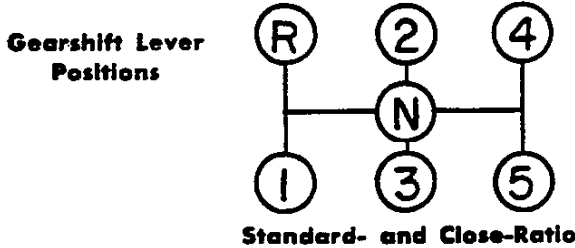
Synchromesh engagement of second, third, fourth and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings for high efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close-ratio design of the Clark 282V, 327V and 387V transmissions permits effective shifting in conjunction with a two-speed rear axle. Overdrive ratio of the 280VO is used exclusively on diesel-powered models.

→ Specifications

	Std-Ratio 1-Speed	Close-Ratio 1-Speed	Over-drive 1-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed
Model	285V	282V	280VO	325V	327V	385V	387V	401V
Gear Ratios:								
First	6.99	6.99	5.98	7.01	6.27	7.01	6.27	7.07
Second	4.09	4.09	3.5	3.97	3.55	3.97	3.55	4.33
Third	2.24	2.17	1.86	2.34	1.89	2.34	1.89	2.68
Fourth	1.46	1.17	1.00	1.42	1.18	1.42	1.18	1.64
Fifth	Direct	Direct	.80	Direct	Direct	Direct	Direct	Direct
Reverse	5.89	5.89	5.04	5.71	5.11	5.71	5.11	6.90
Gear Types:								
Helical	2, 3, 4, 5							
Spur	1, Reverse							
Bearing Types:								
Mainshaft, front	Roller							
Mainshaft, rear	Ball							
Countershaft, front	Roller							
Countershaft, rear	Ball							
Power Take-Off								
Data:								
Opening type	SAE standard 6-stud							
Location	Right and left sides of transmission							
PTO gear rpm @ 1000 engine rpm	794 left 794 right	855 left 855 right	1095 left 1095 right	1050 left 1050 right	1230 left 1230 right	1050 left 1050 right	1230 left 1230 right	381 left 698 right
Lubricants:								
Oil capacity	12 pints		14 pints		14 pints		22 pints	
Type, grade	See Owner's Guide							
Brake, Parking:								
Type	Drum & band							
Drum diameter (in)	9.5		10.5		11.5		126.0	
Lining area (sq in)	85.0		99.1		126.0			

→ Indicates change

5-SPEED SPICER TRANSMISSIONS



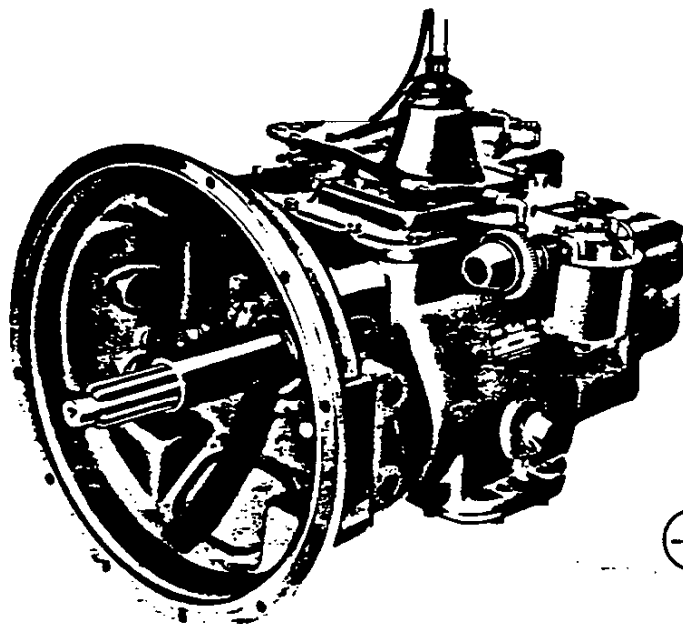
Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Mainshaft and countershaft are mounted on high-capacity ball and roller bearings for efficiency and long service life. Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case. Close-ratio design of Models 3152A, 5756B and 5752C permits very effective shifting in conjunction with 2-speed rear axle.

→ Specifications

	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed
Model	5652	5652B	5752C	5756B	3153	3152F	3152A
Synchronized Speeds	2nd, 3rd, 4th and 5th						
Gear Ratios:							
First	7.08	7.08	6.10	6.50	6.00	7.07	6.00
Second	3.83	4.37	3.30	3.52	3.31	3.90	3.31
Third	2.36	2.50	1.81	1.93	1.94	2.29	1.94
Fourth	1.45	1.45	1.17	1.18	Direct	1.37	1.16
Fifth	Direct	Direct	Direct	Direct	0.79	Direct	Direct
Reverse	7.50	7.50	6.46	6.88	5.90	6.96	5.90
Gear Types:							
Helical	2nd, 3rd, 4th and 5th						
Spur	1st and Reverse						
Bearing Types:							
Mainshaft, front	Roller						
Mainshaft, rear	Ball						
Countershaft, front	Roller						
Countershaft, rear	Ball						
Power Take-Off Data:							
Opening type	SAE 6-Bolt: Left						
Location	SAE 8-Bolt: Right						
PTO gear rpm at 1000 engine rpm:							
Left side	509	509	509	509	509	509	509
Right side	578	578	578	578	578	578	578
Lubricants:							
Oil capacity	13 Pints			12 Pints		10 Pints	
Type, grade	See Owner's Guide			See Owner's Guide		See Owner's Guide	
Brake, Parking:							
Type	Drum & Band						
Drum diameter (in)	10.5				9.5		
Lining area (sq in)	99.1				85		

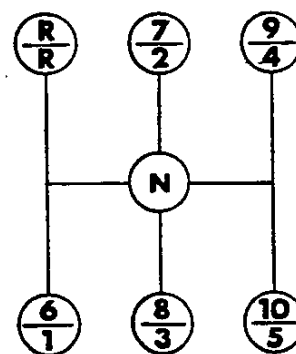
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10-SPEED FULLER TRANSMISSION



Specifications

10-Speed Constant-Mesh	
Make and Model	Fuller RT510
Synchronized Speeds	None
Gear Ratios:	
First.....	9.00
Second.....	7.02
Third.....	5.48
Fourth.....	4.26
Fifth.....	3.43
Sixth.....	2.62
Seventh.....	2.05
Eighth.....	1.60
Ninth.....	1.24
Tenth.....	1.00
Reverse, low range.....	9.50
Reverse, high range.....	2.76
Gear Types:	
Helical.....	1st thru 10th
Spur.....	Reverse
Power Take-Off Data:	
R/H Side.....	SAE Std. 6-bolt
Bottom.....	H.D. 8-bolt
Lubricants:	
Oil capacity (pts).....	12
Type, grade.....	See Owner's Guide



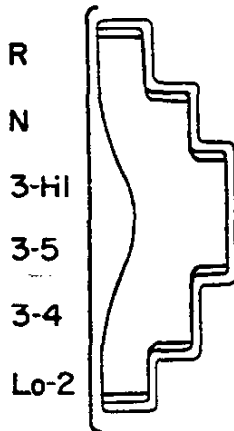
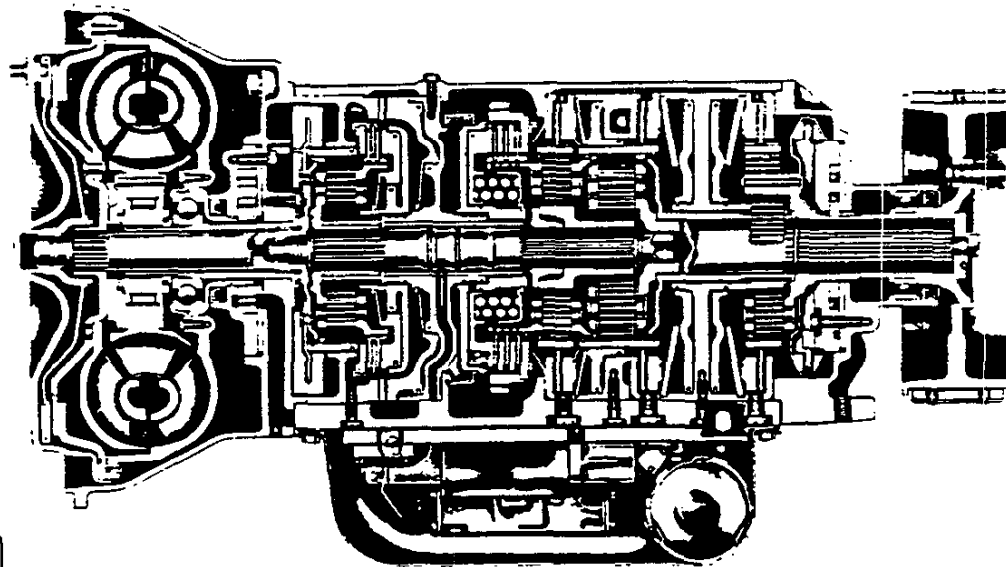
Fuller RT510

The Fuller RT510 is a unique transmission with a twin-countershaft design. This feature enables the countershafts to split engine torque so that each one carries a lesser load than a single countershaft design. The mainshaft "floats" between the countershafts, thus eliminating gear bushings and shaft sleeves which could wear out.

The ten speeds are progressively spaced and controlled by one shift lever in conjunction with a button on the shift lever. The main transmission has five speeds with conical clutching teeth on the gears for easy shifting. A two-speed range section on the back of the main unit is shifted by an air cylinder which is controlled by the button on the shift lever. The range section is pre-selected with the button by the driver and automatically shifts itself when the transmission is moved to neutral.

The main box is first shifted through all five speeds with the range section in low. The range section is then placed in high and the same gear pattern is repeated for the other five speeds.

6-SPEED ALLISON AUTOMATIC TRANSMISSION



Allison Automatic Range Control

Specifications

Make & Type	Allison Automatic 6-Speed			
	MT30		MT40	
Model	MT30		MT40	
Range Selector	Mounted on floor			
Gear Ratios*	Torque Converter		Lockup Breakaway	
	First	5.29	14.81	5.29 18.52
	Second	3.81	—	3.81 —
	Third	2.69	7.53	2.69 9.42
	Fourth	1.94	—	1.94 —
	Fifth	1.39	—	1.39 —
	Sixth	1.00	—	1.00 —
Reverse	—	16.91	—	21.14
Torque Converter	Ratio		2.8	3.5
	Gear Type		Planetary	
	Lockup Clutch		Automatic; Governor Controlled	
Power Take-off	Type		SAE std 6-bolt	
	Locations		RH & LH	
	Gear Speed		1000 rpm*	
Lubricant Capacity	Dry Fill (qts)		19.0	
	Refill (qts)		9.0	
Parking Brake	Type		Drum & Band	
	Drum Diameter (in)		10.5	
	Lining Area (sq in)		99.1	

Advantages

- Shorter trip times** possible through power-on shifts and efficient use of engine power by automatic shifting.
- Greater payloads** possible through shorter trip times, thus permitting more tonnage to be hauled per day.
- Fuel economy** through power-on shifts and automatic converter lock-up clutch.
- Reduced shock-loads** to engine and driveline by oil-cushioned shifting.
- Longer service brake life** through braking assistance of hydraulic retarder.
- Reduced maintenance.** Engine clutch eliminated. Single-speed rear axle saves first cost, eliminates maintenance of two-speed axle parts.
- Increased road safety.** Frees driver of clutch and gearshift distractions, cuts fatigue and aids alertness. Hydraulic retarder gives added braking control.

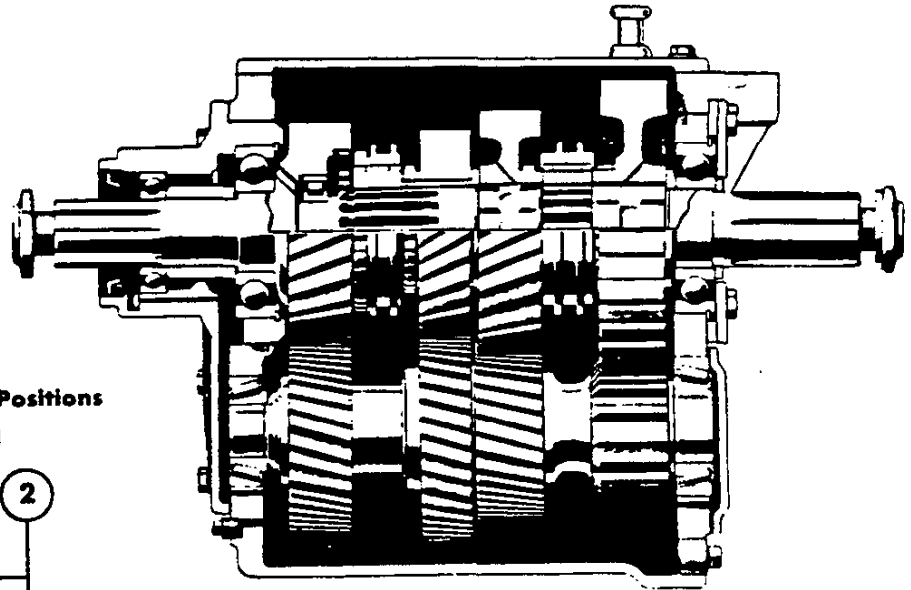
Features

- The Allison Automatic is a durable automatic transmission designed and built exclusively for medium- and heavy-duty trucks. It has construction features to meet truckers' demands for economy, performance, operating flexibility, minimum downtime and low maintenance cost.
- Torque converter** multiplies starting torque as much as 2.8 or 3.5 to 1. Effective ratio of 14.8 or 18.52 to 1 available in 1-2 range.
- Converter lockup clutch** engages automatically when converter is not needed—gives direct engine coupling for high efficiency and fuel economy.
- Planetary gears** provide six closely spaced forward gear ratios. Durable planetary gears are in constant mesh, engaged automatically by self-adjusting multiple-disc clutches.
- Four-range control** gives driver full control of forward driving ranges for best performance and flexibility.
- Hydraulic retarder** assists in braking. Pedal operated, retarder multiplies engine braking up to six times.
- Power take-off openings** are provided on both sides of transmission case.

*Lockup is gear ratios without the converter; breakaway is maximum ratio at stall speed with converter.

*Speed of PTO gear in neutral varies directly as converter turbine shaft speed varies with load on power.

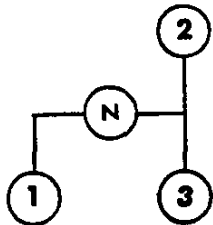
AUXILIARY TRANSMISSIONS



Spicer 7041 4-Speed

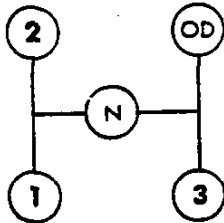
Gearshift Lever Positions

3-Speed



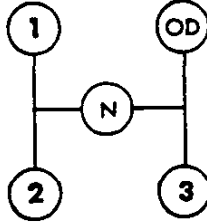
6041

4-Speed



7041

4-Speed



Auxiliary transmissions are used in combination with the main transmission where extreme grades, big payloads and widely varying operating conditions require a broad range of closely spaced, even gear steps.

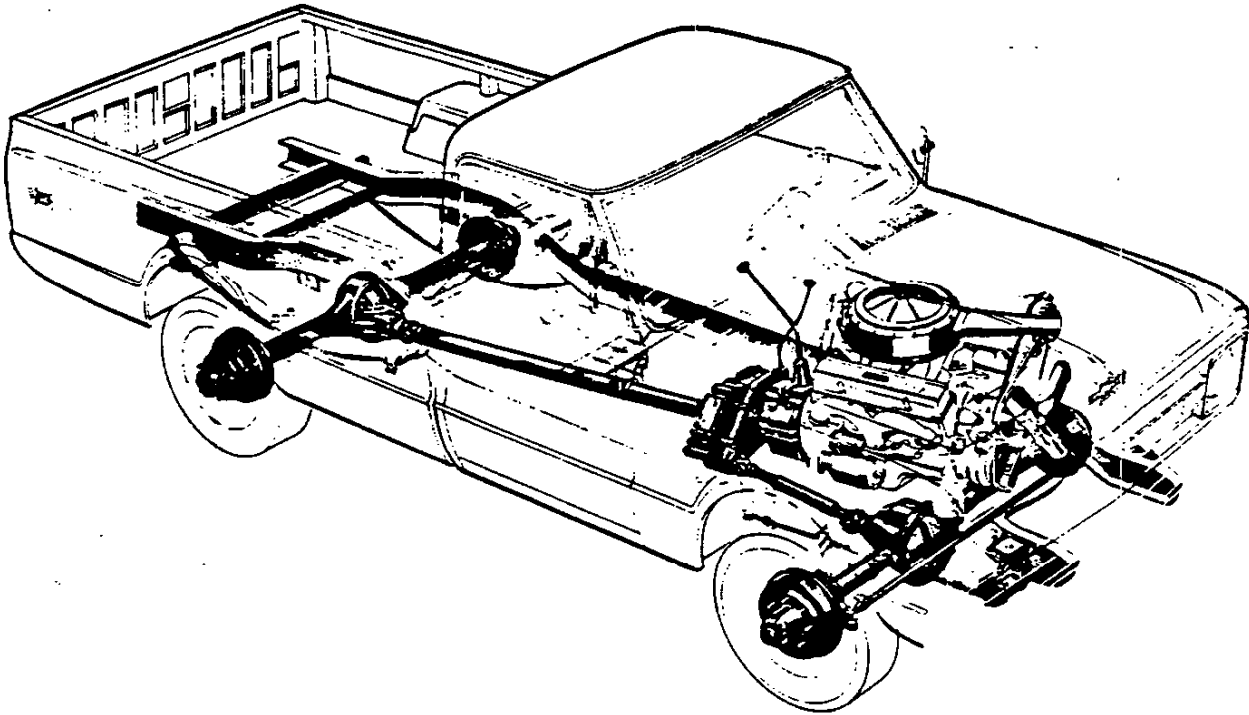
The Spicer 6041 and 7041 4-speed auxiliary transmissions combine low gear ratios necessary for heavy-duty off-highway usage with closely spaced gears and an overdrive gear needed for efficient on-highway empty operations. Three power take-off locations facilitate easy accessory power hookups. All gears are helical constant mesh for easier and quieter shifting. Shafts and gears are precision machined and carburized for resistance to wear.

Specifications

Make & Model.....	3-Speed	4-Speed	
	Spicer 7231-A	Spicer 6041	Spicer 7041
Ratios:			
First.....	2.14	2.14	2.31
Second.....	Direct	1.24	1.21
Third.....	.74	Direct	Direct
Overdrive.....	—	.86	.83
Gear Types.....	Helical		
Lever Location.....	Floor mounted		
Power Take-Off Data:	SAE std 6-bolt		
Type.....	SAE std 6-bolt		
Number of outlets.....	2	2	
Locations.....	RH & LH	RH, LH, and top	
Lubricants:			
Oil capacity (pts).....	8	8	11

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE SERIES KS/KE10-20



The transfer case on Four-Wheel-Drive models is bolted directly to the transmission case tailshaft through an adaptor, eliminating the intermediate propeller shaft linking the two gear boxes. 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 7.20 rear axle ratio and 8.25 x 20

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 101.6 on the odometer.

Odometer adaptor gear information and percent of error in odometer readings for the various transmissions, rear axle and tire combinations can be obtained from the Zone Service Manager.

DESIGN AND FEATURES

Hotchkiss drive is featured on all Chevrolet trucks equipped with single rear axle except CS/CE10-20 models with the standard coil spring rear suspension. It is also used on CS/CE10-20 models with the optional leaf type rear suspension. Driveline serves only to transmit power between transmission and rear axle. Rear springs cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

CS/CE10-20 models with the standard coil spring rear suspension utilize radius rods to control braking and acceleration forces. This leaves the coil springs to act as elastic members only.

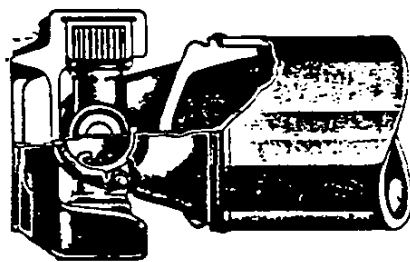
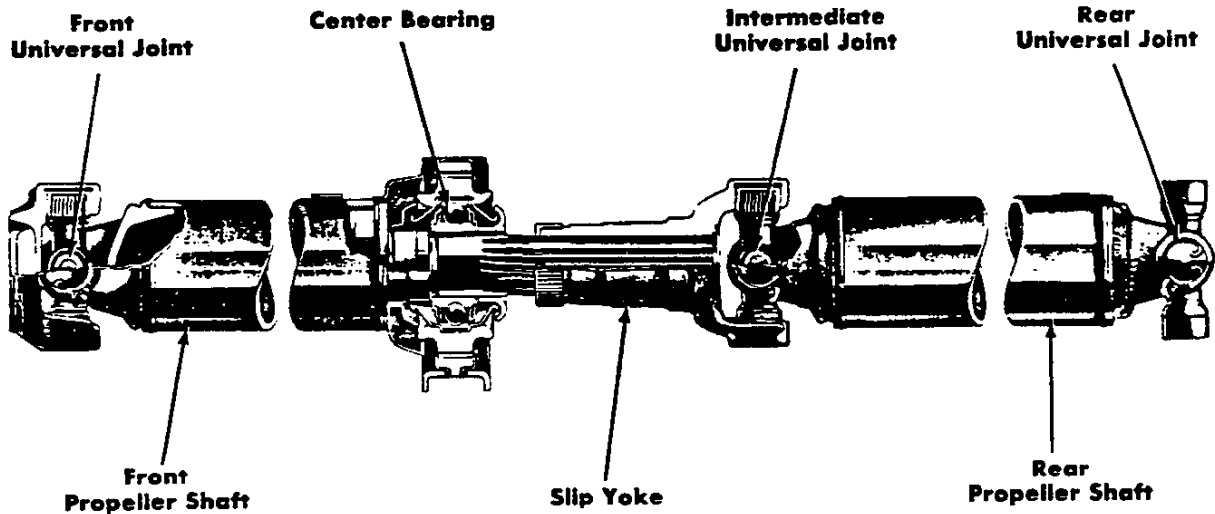
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

Propeller shafts are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

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

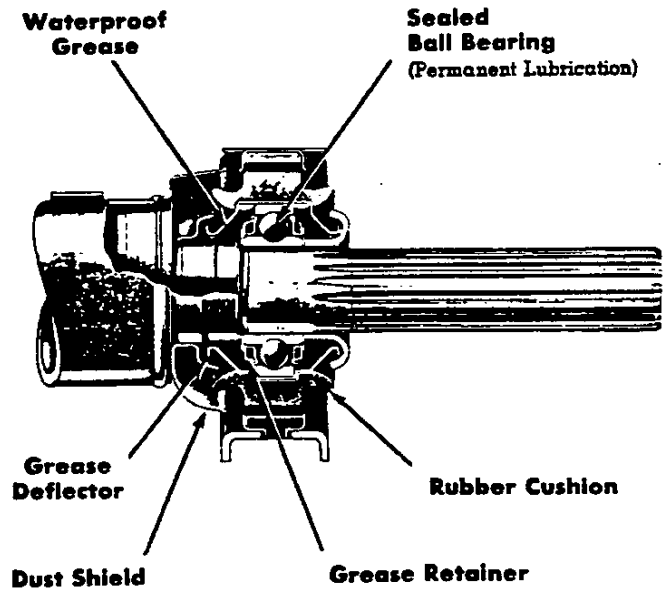
Center bearings, standard on many models, divide driveline into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

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



Universal Joint

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



Center Bearing

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

DRIVELINE

SPECIFICATIONS

The propeller shaft and universal joint specifications shown below are based on Models with Standard Equipment Only. If optional equipment (engine, transmission, auxiliary transmission, rear axle) is ordered, different combinations of propeller shafts and universal

joints are provided to make up the driveline. These combinations are not described in the Data Book. If specifications for these combinations are necessary, they may be obtained thru the Zone Office.

Series	Propeller Shaft Diameter (in)					Universal Joints								
	No. Used	Front or Single	Center or Front Intermediate	Rear Intermediate	Rear	No. Used	Series							
							1	2	3	4	5	6		
CS107	1	3.50				2	1285	1285						
CE107; CS/CE109	2	2.00			2.00	3	1285	1285	1285					
CS/CE209	2	2.00			2.00	3	1350	1350	1350					
CS310	2	2.50			2.50	3	1350	1350	1350					
CE310	2	2.50			2.50	3	1350	1350	1350					
CS314	2	3.00			2.50	3	1350	1350	1350					
CE314	2	3.50			2.50	3	1350	1350	1350					
KS/KE107	1				3.00	2	1315	1315						
KS/KE109	1				4.50	2	1315	1315						
KS/KE209	1				4.50	2	1315	1315						
PS105	1	2.50				2	1285	1285						
PS208	2	2.50			2.50	3	1315	1350	1350					
PS210	2	2.50			3.00	3	1315	1350	1350					
PS/PT308	2	2.50			2.50	3	1350	1350	1350					
PS/PT310	2	2.50			3.00	3	1350	1350	1350					
PS/PT314	2	3.50			2.50	3	1350	1350	1350					
PS414	2	2.50			2.50	3	1350	1350	1350					
PS421	3	2.50	2.50		2.50	4	1350	1350	1350	1350				
CE410-412-414	2	2.50			2.50	3	1350	1350	1350					
CE417	3	2.50	2.50		2.50	4	1350	1350	1350					
CS/SS410; CS412-414	2	2.50			2.50	3	1350	1350	1350					
CS417	3	2.50	2.50		2.50	4	1350	1350	1350					
CD510-512-514	2	3.00			3.00	3	1410	1410	1410					
CD517-520	3	3.00	3.00	3.00	3.00	4	1410	1410	1410	1410				
CE510-512-514	2	3.00			3.00	3	1410	1410	1410					
CG510-512-514	2	3.00			3.00	3	1410	1410	1410					
CG517-520-523	3	3.00	3.00		3.00	4	1410	1410	1410					
CG525	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410			
CS510-512	2	3.00			3.00	3	1410	1410	1410					
CE517-520	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
CS512-514	2	3.00			3.00	3	1410	1410	1410					
CS517-520; SSS20	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
MES14-517	2	3.50			3.50	3	1410	1410	1410					
MES20	3	3.50	3.50		3.50	4	1410	1410	1410	1410				
SE525-528-531	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410		1410	
SS525-528	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410		1410	
TSS12-514	1	3.00				2	1410	1410		1-spd				
										2-spd				
TS/TE518-520	2	3.00			3.00	3	1410	1410	1410					
TS/TE525	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
CE610-612-614	2	3.00			3.00	3	1410	1410	1410					
CE617	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
SE628-631	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410			1410	
TE612-614	1	3.00				2	1410	1410					1-spd	
CE625	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410			2-spd	
TE618-620	2	3.00	3.00			3	1410	1410	1410					
TE625	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
CE620	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
ME614-617-620	3	3.50	3.50		3.50	5	1480	1480	1480	1480			1515	1480
TV70	1	3.50				2	1480	1480						

SPECIFICATIONS

Series	Propeller Shaft Diameter (in.)						Universal Joints					
	No. Used	Front or Single	Center or Front Intermediate	Rear Intermediate	Rear	No. Used	Series					
							1	2	3	4	5	6
HM810-812-814-817	2	3.50			3.50	3	1480	1480	1480			
TM818-820-823	2	3.50			3.50	3	1480	1480	1480			
HM820-823-825	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
HV712-714	2	3.50			3.50	3	58WB	58WB	58WB			
JV714; IM814;												
JV717-720-721;	4	3.50	3.50	3.50	3.50	5	58WB	58WB	58WB	58WB	58WB	
IM817-821-823												
TM812-814	1	3.50				2	1480	1480				

Universal Joint Specifications

Series number	1280	1310	1350	1410	1480	1550	58WB
Make	Spicer	Spicer	Spicer	Spicer	Spicer	Spicer	Blood Brothers
Bearing pin diameter (in.)	.6145-.6150	.6569-.6574	.7730-.7735	.7730-.7735	.8942-.8947	.8942-.8947	1.0621-1.0625
Number bearings per journal	4	4	4	4	4	4	4
Number rollers per bearing	24	32	34	34	33	33	39
Roller diameter (in.)	.0922-.0923	.0711-.0713	.0783-.0785	.0785	.0936-.0938	.0936-.0938	.0928-.0930
Roller length (in.)	21/64	33/64	5/8	5/8	25/32	25/32	53/64

POWER TAKE-OFF EQUIPMENT

AVAILABLE ONLY FROM ACCESSORY COMPANIES

Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

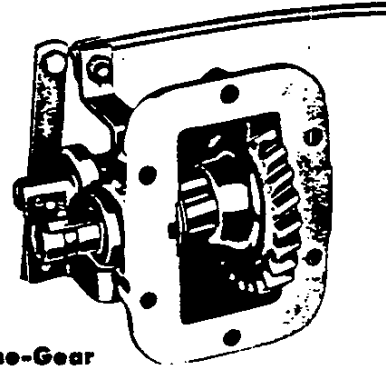
Power take-offs may be controlled by a shift wire or lever, and may be operated with the transmission in neutral or when the

truck is in motion. Speed of the PTO shaft is determined by the engine rpm and the gear ratio between the transmission PTO drive gear and driven gear.

Consult the special equipment distributor to select the power take-off of correct capacity and type to meet operating requirements of each application.

SIDE-MOUNTED POWER TAKE-OFFS For Synchronesh Transmissions

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

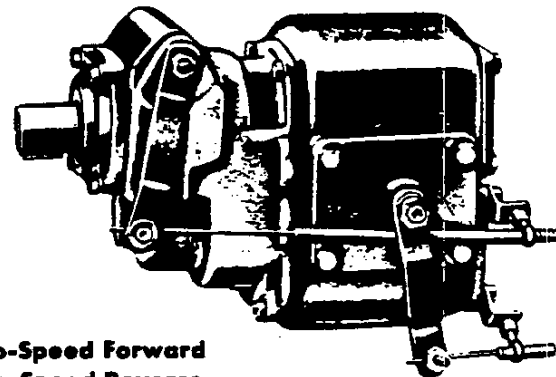


**Single-Speed One-Gear
Power Take-Off**
(Spicer Model AAN)

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

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

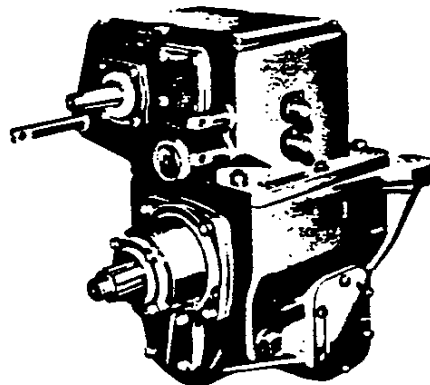
The PTO driven gear is in constant mesh with the transmission PTO drive gear. The PTO is engaged by shifting the desired gear into mesh. The output shaft may be assembled to the front or rear. One output shaft is normally provided, although special types with dual output shafts are available. Rated capacity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



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

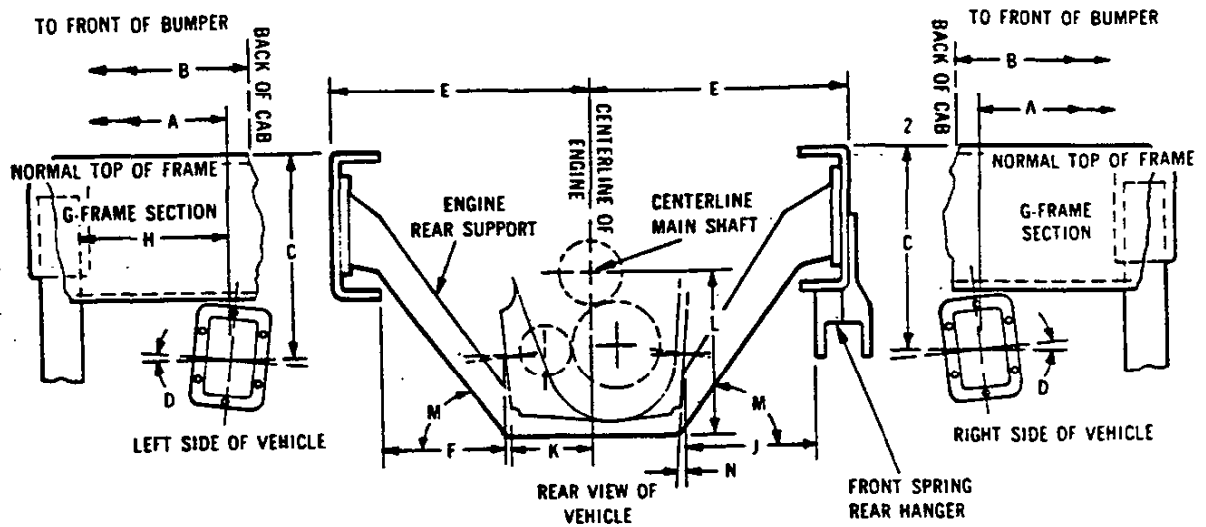
TOP-MOUNTED POWER TAKE-OFF For 4-Speed Auxiliary Transmission

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



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

POWER TAKE-OFF DIMENSIONAL DATA



EXPLANATION OF LETTERED DIMENSIONS

- | | |
|---|---|
| <p>A. Front of bumper to centerline of opening.</p> <p>B. Front of bumper to back of cab.</p> <p>C. Normal top of frame to centerline of opening.</p> <p>D. Transmission driveline angle.</p> <p>E. Centerline of chassis to outside of frame rail.</p> <p>F. Centerline of opening to inside edge of frame rail.</p> <p>G. Frame section from normal top of frame. ("C" and "G" can be used to locate lower flange of frame rail with respect to centerline of the opening.)</p> | <p>H. Centerline of opening to bottom flange of rear engine support.</p> <p>J. Centerline of opening to front spring, rear hanger.</p> <p>K. Centerline of engine to intersection point on rear engine support.</p> <p>L. Centerline of crankshaft to bottom flange of rear engine support.</p> <p>M. Angle of rear engine support from dimension "K".</p> <p>N. Angle of P.T.O. opening.</p> |
|---|---|

Model	Engine	Transmission	Side of Vehicle	A	B	C	D	E	F	G	H	J	K	L	M	N
CS 40	292	Chev 4	R	55.52	96.00	8.75	5°45'	17.00	10.40	9.12	2.40	9.70	4.62	9.75	22°	19°
			L	55.52	—	8.75	—	—	10.40	—	2.40	9.70	—	—	—	—
CE 40	350	Chev 4	R	50.90	96.00	8.80	5°45'	17.00	10.40	9.12	1.80	9.70	4.62	10.20	22°	19°
			L	50.90	—	8.80	—	—	10.40	—	1.80	9.70	—	—	—	—
CS 50	292	Chev 4	R	55.52	96.00	8.75	5°45'	17.00	10.40	9.12	2.40	9.70	4.62	9.75	22°	19°
			L	55.52	—	8.75	—	—	10.40	—	2.40	9.70	—	—	—	—
		NP-5	F	61.58	96.00	9.28	5°45'	17.00	11.46	9.12	8.20	10.84	4.62	9.75	22°	22°
			L	60.20	—	7.96	—	—	8.68	—	6.76	8.06	—	—	—	—
		Allison	R	61.50	96.00	3.46	5°45'	17.00	8.18	9.12	8.46	7.56	4.62	11.00	34°	0°
			L	61.50	—	3.46	—	—	8.18	—	8.46	7.56	—	—	—	—
CE 50	350	Chev 4	R	53.26	96.00	9.00	5°45'	17.00	10.40	9.12	4.18	9.70	5.12	11.00	34°	19°
			L	53.26	—	9.00	—	—	10.40	—	4.18	9.70	—	—	—	—
		NP-5	R	59.26	96.00	9.50	5°45'	17.00	11.46	9.12	10.00	10.84	5.12	11.00	34°	22°
			L	57.88	—	8.20	—	—	8.68	—	8.50	8.06	—	—	—	—
		Clark 5	R	54.80	96.00	8.03	5°45'	17.00	8.03	9.12	5.70	7.41	5.12	11.00	34°	0°
			L	54.80	—	8.03	—	—	8.03	—	5.70	7.41	—	—	—	—
Spicer 5	Allison	R	55.40	96.00	9.12	5°45'	17.00	9.43	9.12	6.30	8.81	5.12	11.00	34°	15°	
		L	58.36	—	9.28	—	—	8.68	—	9.28	8.06	—	—	—	—	25°
		R	56.88	96.00	3.46	5°45'	17.00	8.18	9.12	8.78	7.56	4.62	11.00	34°	0°	
		L	56.88	—	3.46	—	—	8.18	—	8.78	7.56	—	—	—	—	0°
CE 50	366	Chev 4	R	50.56	96.00	11.95	5°45'	17.00	10.40	9.12	4.00	9.26	4.62	11.00	34°	19°
			L	50.90	—	11.95	—	—	10.40	—	4.00	10.14	—	—	—	—
		Clark 5	R	57.18	96.00	10.94	5°45'	17.00	7.60	9.12	6.66	7.00	4.62	11.00	34°	0°
			L	57.18	—	10.94	—	—	8.48	—	6.66	7.86	—	—	—	—
		Spicer 5	R	57.80	96.00	12.04	5°45'	17.00	9.00	9.12	6.22	8.38	4.62	11.00	34°	15°
			L	60.77	—	12.20	—	—	9.12	—	9.20	8.50	—	—	—	—
Allison	R	59.26	96.00	6.36	5°45'	17.00	8.62	9.75	7.70	8.00	4.62	11.00	34°	0°		
	L	59.26	—	6.36	—	—	7.74	—	7.70	7.12	—	—	—	—	0°	

POWER TAKE-OFF DIMENSIONAL DATA (Cont'd)

Model	Engine	Transmission	Side of Vehicle	A	B	C	D	E	F	G	H	J	K	L	M	N		
CE 60	366	Chev 4	R	50.56	96.00	11.95	5°45'	17.00	10.40	9.12	4.00	9.26	4.62	11.00	34°	19°		
			L	50.90	—	11.95	—	—	10.40	—	4.00	10.14	—	—	—	—	19°	
		Clark 5	R	57.18	96.00	10.94	5°45'	17.00	7.60	9.12	6.66	7.00	4.62	11.00	34°	0°	0°	
			L	57.18	—	10.94	—	—	8.48	—	6.66	7.86	—	—	—	—	0°	
		Spicer 5	R	57.80	96.00	12.04	5°45'	17.00	9.00	9.12	6.22	8.38	4.62	11.00	34°	15°	15°	
			L	60.77	—	12.20	—	—	9.12	—	9.20	8.50	—	—	—	—	25°	
		Allison	R	59.26	96.00	6.36	5°45'	17.00	8.62	9.75	7.70	8.00	4.62	11.00	34°	0°	0°	
			L	59.26	—	6.36	—	—	7.74	—	7.70	7.12	—	—	—	—	0°	
	CE 60	427	Clark 5	R	58.24	96.00	11.14	5°45'	17.00	7.60	9.12	5.16	7.00	4.62	12.00	34°	0°	0°
				L	58.24	—	11.14	—	—	8.48	—	5.16	7.86	—	—	—	—	0°
		Spicer 5	R	65.14	96.00	13.60	5°45'	17.00	10.44	9.12	12.20	9.82	4.62	12.00	34°	20°	20°	
			L	65.30	—	11.94	—	—	8.18	—	12.20	7.56	—	—	—	—	0°	
		Fuller 10	R	60.62	96.00	8.37	5°45'	17.00	7.38	9.12	7.70	6.76	4.62	12.00	34°	60°	60°	
			Bot.	60.30	—	11.52	—	—	Bot.	—	7.38	Bot.	—	—	—	—	90°	
ME 50		350	Chev. 4	R	53.26	96.00	9.00	5°45'	17.00	10.40	9.12	4.18	9.70	5.12	11.00	34°	19°	19°
				L	53.26	—	9.00	—	—	10.40	—	4.18	9.70	—	—	—	—	19°
			Clark 5	R	54.80	96.00	8.03	5°45'	17.00	8.03	9.12	5.70	7.41	5.12	11.00	34°	0°	0°
				L	54.80	—	8.03	—	—	8.03	—	5.70	7.41	—	—	—	—	0°
		Spicer 5	R	55.40	96.00	9.12	5°45'	17.00	9.43	9.12	6.30	8.81	5.12	11.00	34°	15°	15°	
			L	58.36	—	9.28	—	—	8.68	—	9.28	8.06	—	—	—	—	25°	
	ME 50	366	Chev 4	R	50.56	96.00	11.95	5°45'	17.00	10.40	9.12	4.00	9.26	4.62	11.00	34°	19°	19°
				L	50.90	—	11.95	—	—	10.40	—	4.00	10.14	—	—	—	—	19°
			Clark 5	R	57.18	96.00	10.94	5°45'	17.00	7.60	9.12	6.66	7.00	4.62	11.00	34°	0°	0°
				L	57.18	—	10.94	—	—	8.48	—	6.66	7.86	—	—	—	—	0°
		Spicer 5	R	57.80	96.00	12.04	5°45'	17.00	9.00	9.12	6.22	8.38	4.62	11.00	34°	15°	15°	
			L	60.77	—	12.20	—	—	9.12	—	9.20	8.50	—	—	—	—	25°	
ME 60		366	Spicer 5	R	57.80	96.00	12.04	5°45'	17.00	9.00	9.12	6.22	8.38	4.62	11.00	34°	15°	15°
				L	60.77	—	12.20	—	—	9.12	—	9.20	8.50	—	—	—	—	25°
			Clark 5	R	57.18	96.00	10.94	5°45'	17.00	7.60	9.12	6.66	7.00	4.62	11.00	34°	0°	0°
				L	57.18	—	10.94	—	—	8.48	—	6.66	7.86	—	—	—	—	0°
		Allison	R	59.26	96.00	6.36	5°45'	17.00	8.62	9.75	7.70	8.00	4.62	11.00	34°	0°	0°	
			L	59.26	—	6.36	—	—	7.74	—	7.70	7.12	—	—	—	—	0°	
		427	Spicer 5	R	65.14	96.00	13.60	5°45'	17.00	10.44	9.12	12.20	9.82	4.62	12.00	34°	20°	20°
				L	65.30	—	11.94	—	—	8.18	—	12.20	7.56	—	—	—	—	0°
		Clark 5	R	58.24	96.00	11.94	5°45'	17.00	7.60	9.12	5.16	7.00	4.62	12.00	34°	0°	0°	
			L	58.24	—	11.94	—	—	8.48	—	5.16	7.86	—	—	—	—	0°	
	Fuller 10	R	60.62	96.00	8.37	5°45'	17.00	7.38	9.12	7.70	7.76	4.62	12.00	34°	60°	60°		
		Bot.	60.30	—	11.52	—	—	Bot.	—	7.38	Bot.	—	—	—	—	90°		
TS 50	292	NP-4	R-Only	85.30	76.72	12.30	6°	17.03	11.11	9.18	4.00	10.26	4.70	11.00	30°	22°30'	22°30'	
			NP-5	R	85.94	76.72	12.20	6°	17.03	11.46	9.18	8.40	11.22	4.70	9.44	30°	22°	22°
			L	84.58	—	13.54	—	—	8.68	—	7.06	8.44	—	—	—	—	22°	
TE 50	350	NP-4	R-Only	81.56	76.72	13.20	6°	17.03	11.11	9.18	5.74	10.26	4.70	11.00	30°	22°30'	22°30'	
			Clark 5	R	86.88	76.72	12.28	6°	17.03	8.03	9.18	5.66	7.66	4.70	11.00	30°	0°	0°
			L	86.88	—	12.28	—	—	8.03	—	5.66	7.66	—	—	—	—	0°	
		Spicer 5	R	84.38	76.72	13.36	6°	17.03	9.43	9.18	6.26	9.06	4.70	11.00	30°	15°	15°	
			L	87.36	—	13.54	—	—	8.68	—	9.25	8.31	—	—	—	—	25°	
			L	81.56	76.72	13.20	6°	17.03	11.11	9.18	5.74	10.26	4.70	11.00	30°	22°30'	22°30'	
TE 50	366	NP-4	R-Only	81.56	76.72	13.20	6°	17.03	11.11	9.18	5.74	10.26	4.70	11.00	30°	22°30'	22°30'	
			Clark 5	R	86.88	76.72	12.28	6°	17.03	8.03	9.18	5.66	7.90	4.70	11.00	30°	0°	0°
			L	86.88	—	12.28	—	—	8.03	—	5.66	7.90	—	—	—	—	0°	
		Spicer 5	R	84.38	76.72	13.36	6°	17.03	9.00	9.18	6.26	8.62	4.70	11.00	30°	15°	15°	
			L	87.36	—	13.54	—	—	8.24	—	9.25	8.75	—	—	—	—	25°	
			L	81.56	76.72	13.20	6°	17.03	11.11	9.18	5.74	10.26	4.70	11.00	30°	22°30'	22°30'	
TE 60	366	NP-4	R-Only	81.56	76.72	13.20	6°	17.03	11.11	9.18	5.74	10.26	4.70	11.00	30°	22°30'	22°30'	
			Clark 5	R	86.88	76.72	12.28	6°	17.03	8.03	9.18	5.66	7.90	4.70	11.00	30°	0°	0°
			L	86.88	—	12.28	—	—	8.03	—	5.66	7.90	—	—	—	—	0°	
		Spicer 5	R	84.38	76.72	13.36	6°	17.03	9.00	9.18	6.26	8.62	4.70	11.00	30°	15°	15°	
			L	87.36	—	13.54	—	—	8.24	—	9.25	8.75	—	—	—	—	25°	
			L	83.36	76.72	7.42	6°	17.03	7.74	9.18	5.26	8.25	4.70	11.00	30°	0°	0°	
TE 60	427	Spicer 5	R	91.72	76.72	15.00	6°	17.03	10.88	9.18	13.06	10.50	0	13.50	Radius	20°		
			L	91.88	—	13.32	—	—	7.74	—	13.26	7.36	0	—	Radius	0°		
			R	84.82	76.72	12.38	6°	17.03	8.03	9.18	6.70	7.95	0	13.50	Radius	0°		
		Clark 5	L	84.82	—	12.38	—	—	8.03	—	6.70	7.95	0	—	Radius	0°		
			R	87.28	76.72	9.72	6°	17.03	7.00	9.18	8.68	8.70	0	13.50	Radius	60°		
		Allison	Bot.	87.22	—	Bot.	—	—	Bot.	—	8.30	Bot.	0	—	Radius	90°		
L			83.36	—	7.42	—	—	8.62	—	5.26	7.38	—	—	—	—	0°		
CD 50	4-53N	Clark 5	R	58.24	96.00	11.04	5°45'	17.00	6.28	9.12	5.55	5.66	4.62	11.62	34°	0°	0°	
			L	58.24	—	11.04	—	—	9.78	—	5.55	9.16	—	—	—	—	0°	
		Spicer 5	R	59.88	96.00	12.80	5°45'	17.00	7.68	9.12	6.32	7.06	4.62	11.62	34°	15°	15°	
			L	57.84	—	12.96	—	—	10.43	—	9.30	9.81	—	—	—	—	25°	
		D-478	NP-5	R	60.80	96.00	7.51	5°45'	17.00	11.46	9.12	10.34	10.84	4.62	12.10	34°	22°	22°
				L	59.44	—	6.18	—	—	8.68	—	8.94	8.06	—	—	—	—	22°

POWER TAKE-OFF EQUIPMENT

POWER TAKE-OFF COMBINATIONS FOR SERIES 10-60 CONVENTIONAL GASOLINE MODELS WITH CHEVROLET CH465 TRANSMISSION

The choice of Power Take-Off used will be ultimately selected by the special equipment distributor for correct capacity and type to meet operating requirements of each application.

Therefore, the following chart suggests possible PTO installations using a Tulsa, Spicer or Chelsea unit with little or no alteration of the vehicle.

MAKE PTO	CHEVROLET SERIES	MODEL & TYPE PTO	PTO POSITION		OUT-PUT SHAFT POSITION							
			LR	RR	FRT.	REAR	ABOVE CENTER	BELOW CENTER	ON CENTER			
TULSA	CS/CE 10-30	#22, Single-Speed Single Gear		X			X			X		
		#24, Single-Speed Two Gear	X	X			X	X				
		#26, Single-Speed Two Gear, Med. Speed	X	X			X	X				
		#36, Single-Speed Dual Shaft	X	X			X	X	X			
		#37, Single-Speed Forward & Reverse	X	X			X	X	X			
		#38, Single-Speed Forward & Reverse with Aux. Shaft	X	X			X	X	X			
		#39, Two Speed Forward & Reverse		X			X	X				
	CS/CE 40-60	#22, Single-Speed Single Gear			X			X			X	
		#24, Single-Speed Two Gear	X	X			X	X				
		#25, Single-Speed Pump Pkg.		X			X	X				
		#26, Single-Speed Two Gear, Med. Spd.	X	X			X	X				
		#27, Single-Speed 3-Gear With pump		X			X				X	
		#29, Single-Speed 3 Gear		X			X				X	
		#36, Single-Speed Dual Shaft		X			X	X	X			
		#37, Single-Speed Forward & Reverse	X	X			X			X		
		#38, Single-Speed Forward & Reverse with Aux. Shaft		X			X	X	X			
		#39, Two Speed Forward & Reverse		X			X	X	X			
		SPICER	CS/CE 10-60	"AA", Single-Speed Single Gear		X			X			X
				"G", Single-Speed Two Gear	X	X			X	X	X	
"K", Single-Speed Dual Shaft				X	X		X	X	X			
"R", Single-Speed Forward & Reverse	X			X			X	X	X			
"X", Two Speed Forward, One Reverse	X			X	X		X	X	X			

POWER TAKE-OFF EQUIPMENT (Cont.)

POWER TAKE-OFF COMBINATIONS FOR SERIES 10-60 CONVENTIONAL GASOLINE MODELS WITH CHEVROLET CH465 TRANSMISSION

MAKE PTO	CHEVROLET SERIES	MODEL & TYPE PTO	PTO POSITION		OUTPUT SHAFT POSITION				
			LH	RH	FRT.	REAR	ABOVE CENTER	BELOW CENTER	ON CENTER
CHELSEA	C10-60	"A&E", Single-Speed Single Gear		X		X			X
		"S39, 41, 42L", Single Speed, Two Gear	X	X		X	X	X	
		"S46", Single-Speed Dual Shaft		X	X	X	X	X	
		"S36", Single-Speed Forward & Reverse	X		X	X	X	X	
		"S32", Two-Speed Forward, One Reverse	X	X	X	X	X	X	
		"S56", Two-Speed Forward, Two Reverse	X	X		X	X	X	
TULSA	K10-20	#24, Single-Speed Two Gear	X			X	X		
		#26, Single-Speed Two Gear, Med. Spd.	X			X	X		
		#37, Single-Speed Forward & Reverse	X			X	X		
SPICER		"AA", Single-Speed Single Gear*	X		X				X
		"G", Single-Speed Two Gear*	X		X	X	X	X	
		"K", Single-Speed Dual Shaft**	X			X	X	X	
		"R", Single-Speed Forward & Reverse*	X		X	X	X	X	
		"X", Two Forward One Reverse*	X		X	X	X	X	
CHELSEA		"A" & "E", Single Speed-Single Gear*	X		X				X
		"S39, 41, 42L", Single-Speed* Two Gear	X		X	X	X	X	
		"S46", Single-Spd. Dual Shaft**	X			X	X	X	
		"S36", Single-Spd. Forward & Reverse*	X		X		X	X	
		"S32", Two Forward, One Reverse*	X		X	X	X	X	

* —Due to Front Axle Movement, it is impossible to route PTO Driveline to Front.

**—Lower Shaft on Dual Shaft PTO is not useable due to crossmember interference.

ENGINES

GASOLINE:	Page
230 TURBO-THRIFT SIX (EL CAMINO).....	2
230 HIGH TORQUE SIX.....	3
250 TURBO-THRIFT SIX (EL CAMINO).....	4
250 HIGH TORQUE SIX.....	5
292 HIGH TORQUE SIX.....	6, 6A
FEATURES—230, 250 & 292 SIX ENGINES.....	7, 8
SPECIFICATIONS—230, 250 & 292 SIX ENGINES.....	9, 10
307 TURBO-FIRE V8 (EL CAMINO).....	11
307 HIGH TORQUE V8.....	12
350 TURBO-FIRE V8 (EL CAMINO).....	13, 14
350 HIGH TORQUE V8.....	15, 16
FEATURES—307 & 350 V8 ENGINES.....	17, 18
SPECIFICATIONS—307 V8 ENGINES.....	19, 20
SPECIFICATIONS—350 V8 ENGINES.....	21, 22
366 HIGH TORQUE V8.....	23
396 TURBO-JET V8 (EL CAMINO).....	24, 25
396 HIGH TORQUE V8.....	26
427 HIGH TORQUE V8.....	27
FEATURES—366, 396 & 427 V8 ENGINES.....	28, 29
SPECIFICATIONS—366, 396 & 427 HIGH TORQUE V8 ENGINES.....	30, 31
SPECIFICATIONS—396 TURBO-JET V8 ENGINES.....	32, 33
401 HIGH TORQUE V6.....	34
478 HIGH TORQUE V6.....	35
FEATURES—401 & 478 V6 ENGINES.....	36, 37
SPECIFICATIONS—401 & 478 V6 ENGINES.....	38, 39
 DIESEL:	
DH478 TORO-FLOW V6.....	40
FEATURES—TORO-FLOW V6.....	41, 42
SPECIFICATIONS—TORO-FLOW V6.....	43, 44, 45
3-53N HIGH TORQUE THREE.....	46
4-53N HIGH TORQUE FOUR.....	47
6V-53N HIGH TORQUE V6.....	48
FEATURES—GM DIESEL ENGINES.....	49, 50
SPECIFICATIONS—GM DIESEL ENGINES.....	51, 52

COOLING SYSTEMS

SPECIFICATIONS—STANDARD.....	53, 54
SPECIFICATIONS—OPTIONAL.....	55, 56, 57, 58, 59

CLUTCHES

FEATURES.....	60
SPECIFICATIONS.....	61

FUEL TANKS

SPECIFICATIONS.....	62
RECOMMENDED PRACTICES—LOCAL TANK INSTALLATIONS.....	63

EXHAUST EMISSION CONTROLS

AIR INJECTION REACTOR (A.I.R.) & CONTROLLED COMBUSTION SYSTEM (C.C.S.)... 64	64
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TURBO-THRIFT 230 SIX

Applications

Standard: El Camino (13380, 13580)
Optional: None

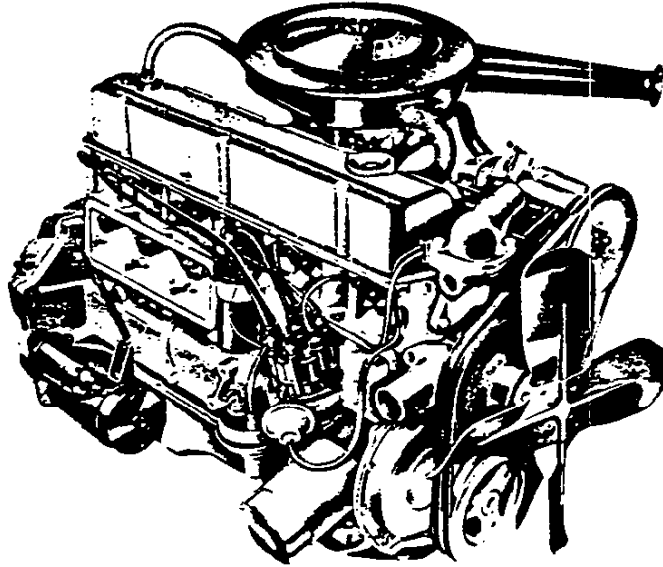
Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 230 cu in
Bore & stroke (nominal)..... $3\frac{7}{8} \times 3\frac{1}{4}$ "
Compression ratio..... 8.5:1
Carburetor type..... 1-barrel

Test Procedures

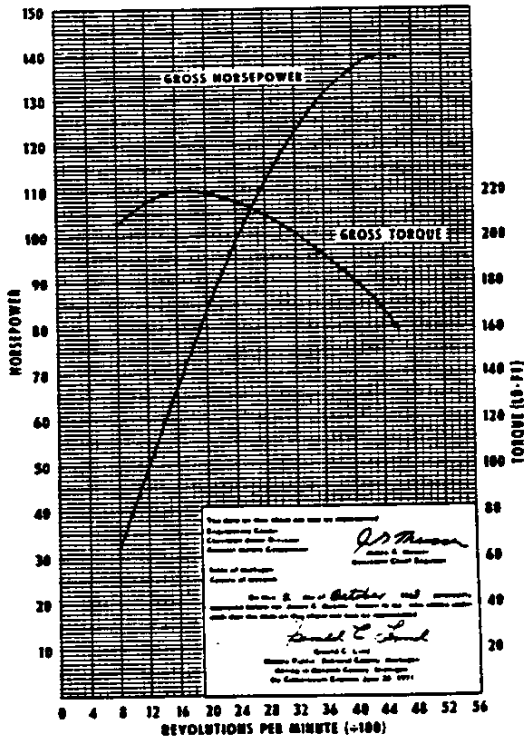
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



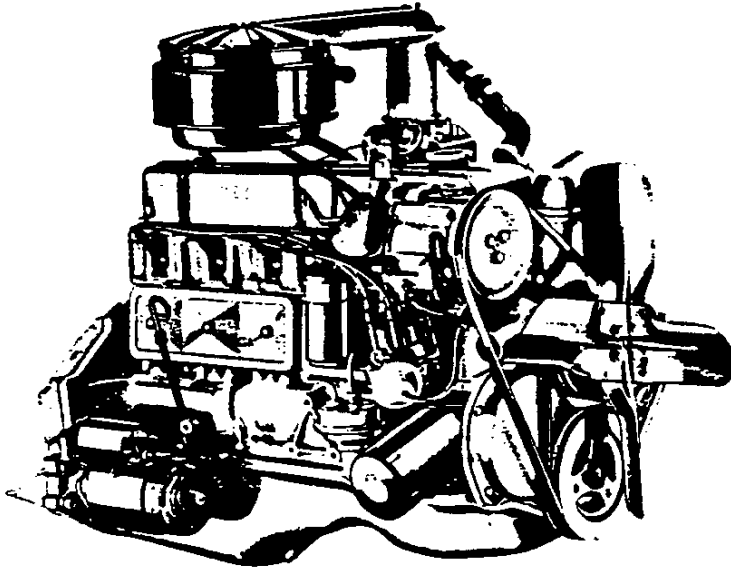
With A.I.R. or C.C.S.*

Gross horsepower..... 140 @ 4400 rpm
Gross torque, lb-ft..... 220 @ 1600 rpm



*A.I.R. (Air Injection Reactor) is used with the 230 Six on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

HIGH TORQUE 230 SIX



230 Six with A.I.R. (PS10)

Applications

Standard: GS10-20; PS10
Optional: None

Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 230 cu in
Bore & stroke (nominal)..... 3 $\frac{1}{4}$ " x 3 $\frac{1}{4}$ "
Compression ratio..... 8.5:1
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.

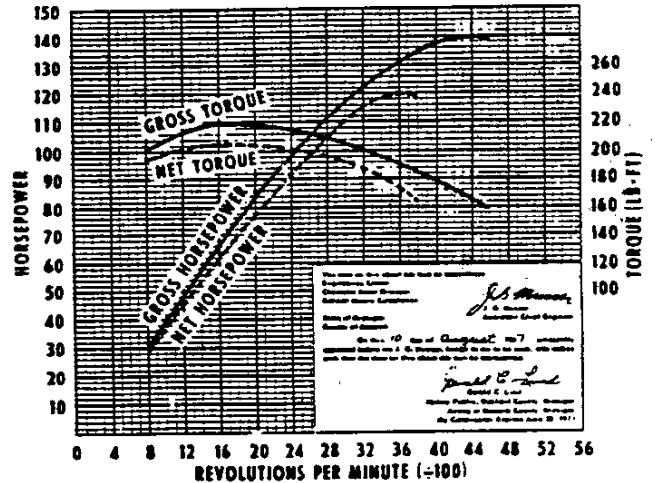
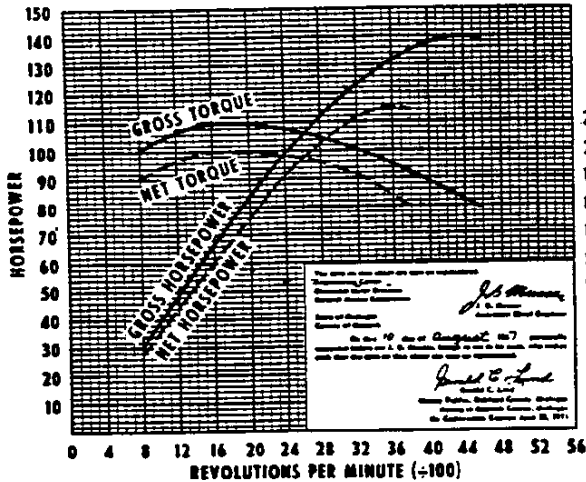
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

With A.I.R.*

Gross horsepower..... 140 @ 4400 rpm
Net horsepower..... 115 @ 3600 rpm
Gross torque, lb-ft..... 220 @ 1600 rpm
Net torque, lb-ft..... 200 @ 2000 rpm

Without Exhaust Emission Controls*

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



*A.I.R. (Air Injection Reactor) is used with the 230 Six on all Series 10 models & Series 20 Sportvans with both manual & automatic transmissions. Series 20 Chevy-Vans do not have exhaust emission controls.

URBO-THRIFT 250 SIX

Applications

Standard: None
 Optional: El Camino (13380, 13580)

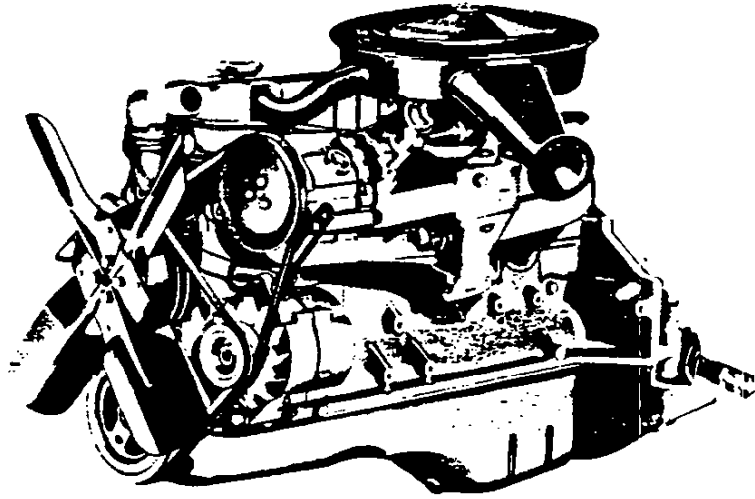
Basic Specifications

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

Test Procedures

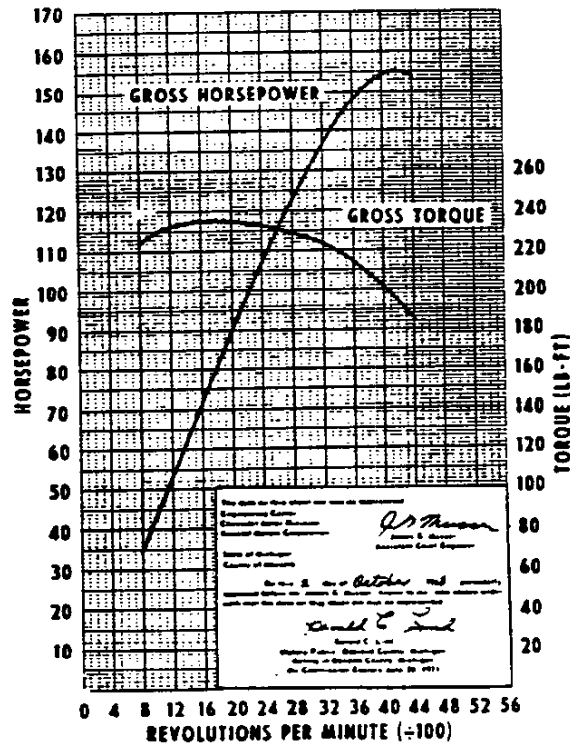
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.



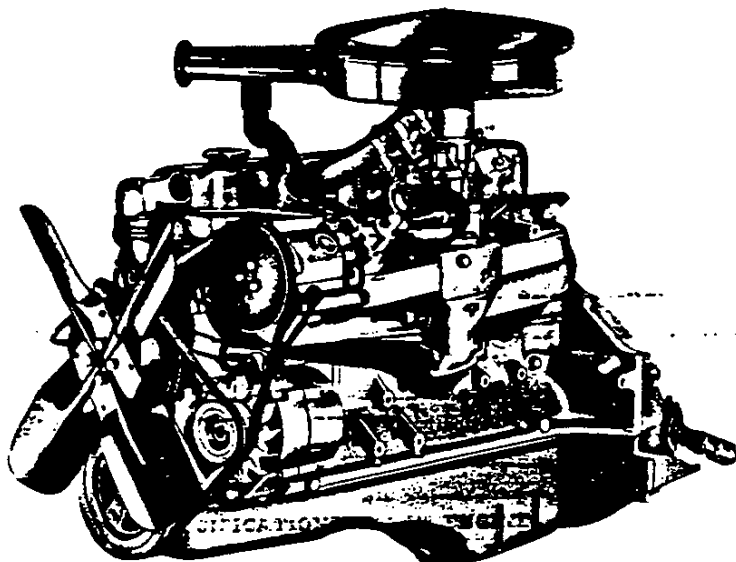
With A.I.R. or C.C.S.*

Gross horsepower..... 155 @ 4200 rpm
 Gross torque, lb-ft..... 235 @ 1600 rpm



A.I.R. (Air Injection Reactor) is used with the 250 Six on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) used with the automatic transmissions.

HIGH TORQUE 250 SIX



250 Six with A. I. R. (CS10)

Applications

Standard: CS10-40; KS10-20; PS20-40; SS40
Optional: GS10-20; PS10

Basic Specifications

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

Test Procedures

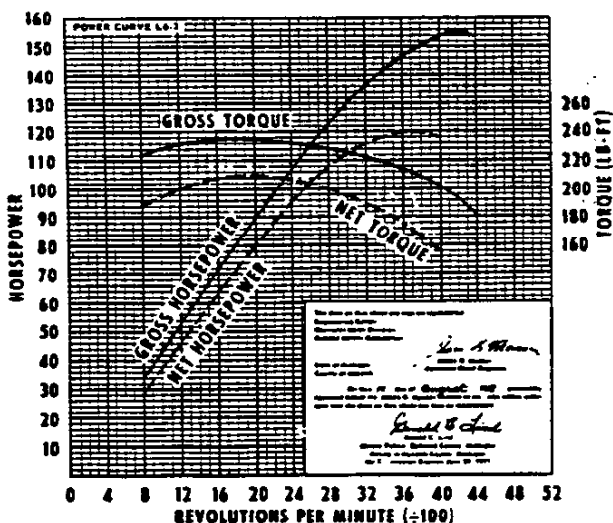
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

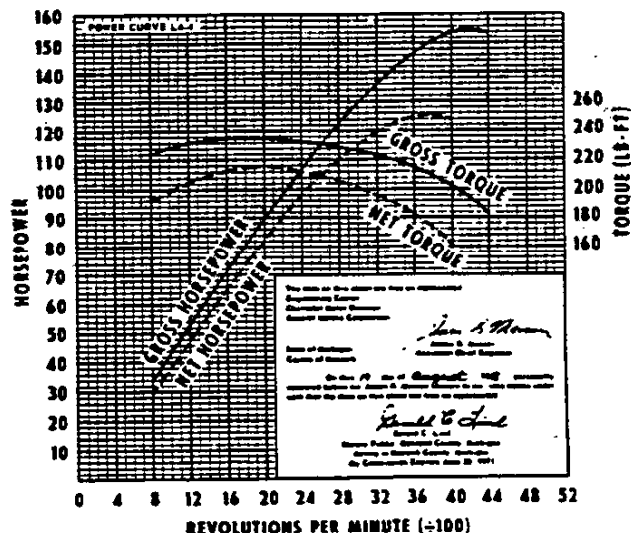
With A.I.R.*

Gross horsepower.....155 @ 4200 rpm
Net horsepower.....120 @ 3800 rpm
Gross torque, lb-ft.....235 @ 1600 rpm
Net torque, lb-ft.....210 @ 2000 rpm



Without Exhaust Emission Controls*

Gross horsepower.....155 @ 4200 rpm
Net horsepower.....125 @ 3800 rpm
Gross torque, lb-ft.....235 @ 1600 rpm
Net torque, lb-ft.....215 @ 2000 rpm



*A.I.R. (Air Injection Reactor) is used with the 250 Six on all Series 10 models & Series 20 Suburbans & Sportvans with both manual & automatic transmissions.

HIGH TORQUE 292 SIX

Applications

Standard: None
 Optional: CS10-30; KS10-20; PS20-30

Basic Specifications

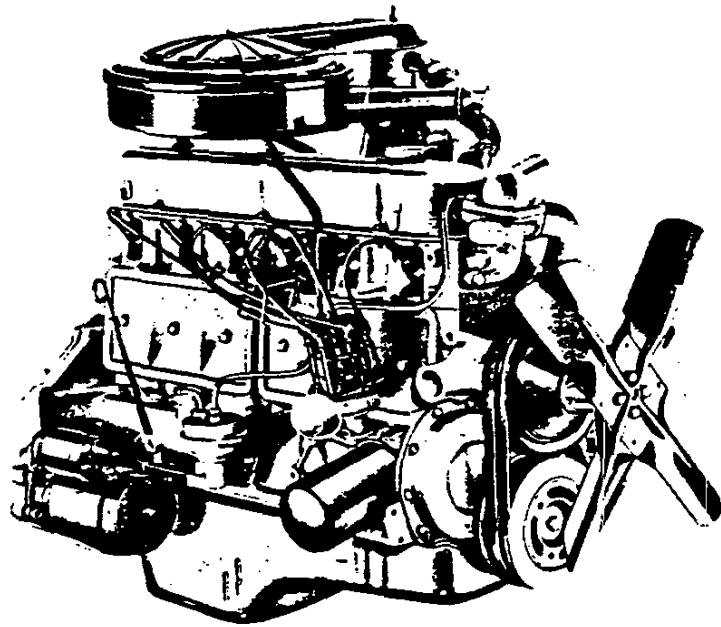
Engine type.....Valve-in-head
 Piston displacement.....292 cu in
 Bore & stroke (nominal).....3 $\frac{7}{8}$ " x 4 $\frac{1}{8}$ "
 Compression ratio.....8.0 to 1
 Carburetor type.....1-barrel

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.



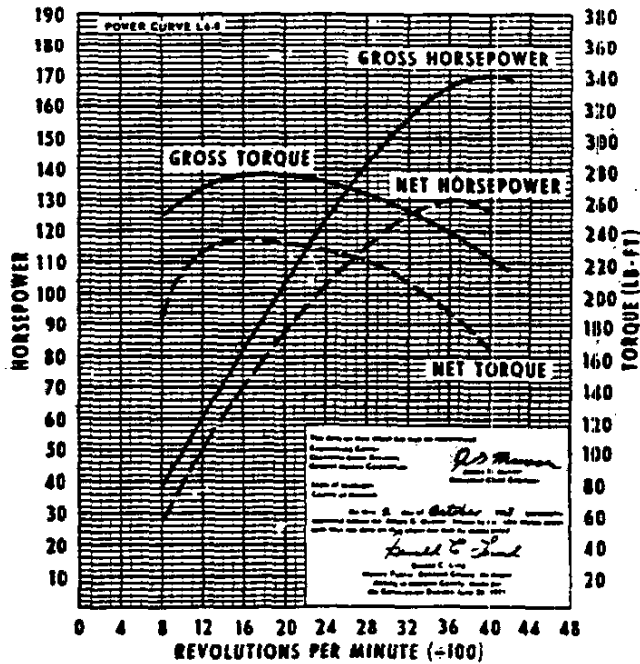
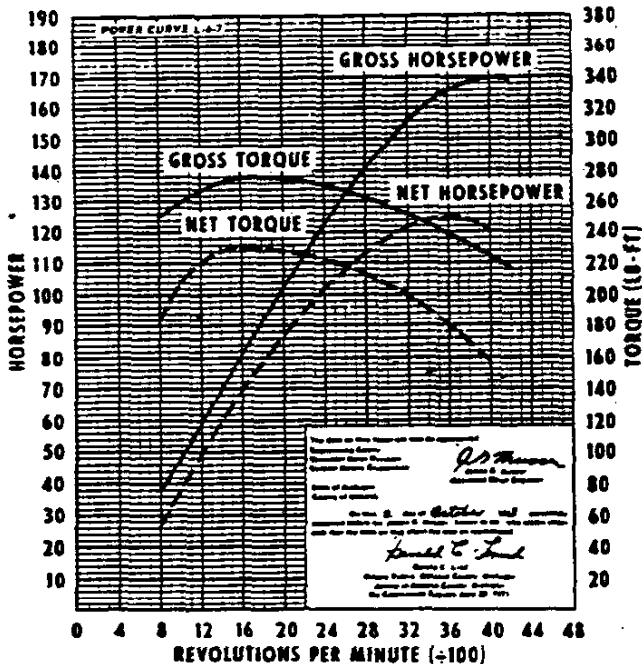
292 Six

With A.I.R.*

Gross horsepower.....170 @ 4000 rpm
 Net horsepower.....125 @ 3600 rpm
 Gross torque, lb-ft.....275 @ 1600 rpm
 Net torque, lb-ft.....230 @ 1600 rpm

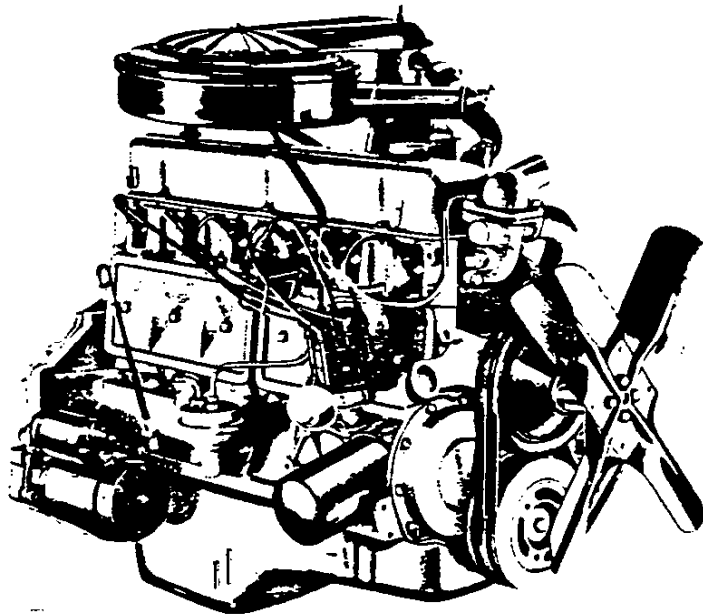
Without Exhaust Emission Controls*

Gross horsepower.....170 @ 4000 rpm
 Net horsepower.....130 @ 3600 rpm
 Gross torque, lb-ft.....275 @ 1600 rpm
 Net torque, lb-ft.....235 @ 1600 rpm



*A.I.R. (Air Injection Reactor) is used with the 292 Six on all Series 10 models & Series 20 Suburbans with both manual & automatic transmissions.

HIGH TORQUE 292 SIX



292 Six (CSS0)

Applications

Standard: CSS0; SS50; TS50
Optional: CS40; PS40; SS40

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....292 cu in
Bore & stroke (nominal).....3⁷/₈" x 4¹/₈"
Compression ratio.....8.0 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.

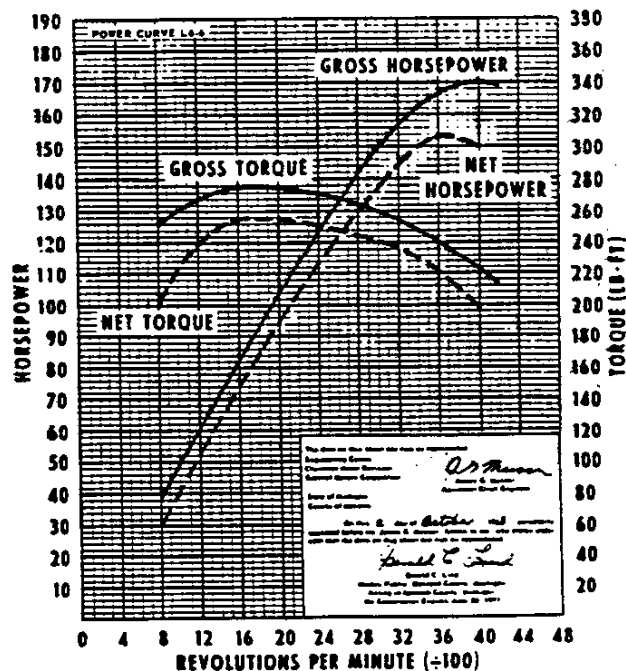
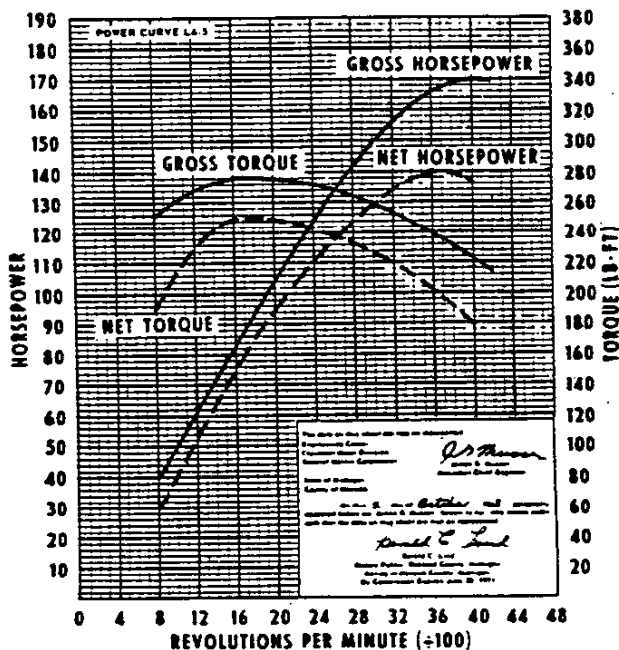
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

With A.I.R.

Gross horsepower.....170 @ 4000 rpm
Net horsepower.....140 @ 3600 rpm
Gross torque.....275 @ 1600 rpm
Net torque.....250 @ 1600 rpm

Without Exhaust Emission Controls

Gross horsepower.....170 @ 4000 rpm
Net horsepower.....153 @ 3600 rpm
Gross torque.....275 @ 1600 rpm
Net torque.....255 @ 1600 rpm





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230, 250 & 292 SIX ENGINES

ENGINE FEATURES*

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

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

Rotocoils for 292 engine—The 292 engine is fitted with Rotocoil exhaust valve rotators. This reduces build-up of deposits on the valve faces and stems.

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. Full crankshaft support reduces vibration and gives added durability. The 250 and 292 engines use a new design 12-weight crankshaft for smoothness and efficiency. (See illustration.)

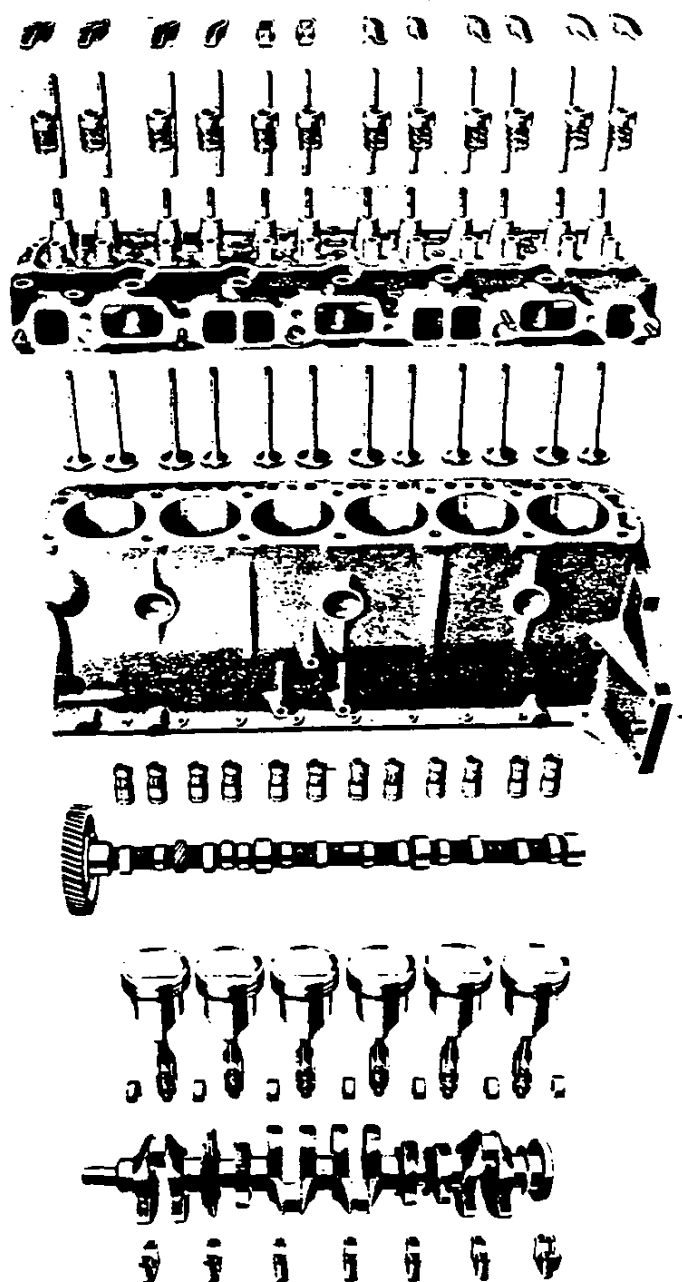
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

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.

Air cleaners—Long engine life is assured by efficient air cleaners which remove harsh abrasive dust.

Closed positive ventilation systems—Engines are protected against acid- and sludge-forming vapors by closed positive engine ventilation systems which conduct crankcase vapors back through the engine where they are burned and expelled by the exhaust system.



250 Engine Shown

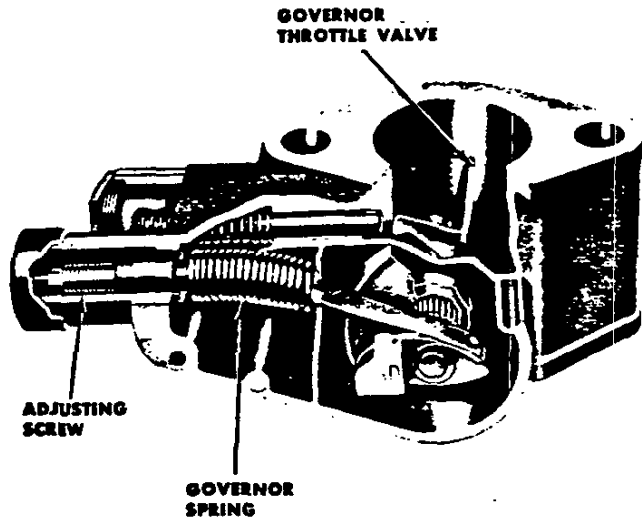
*High Torque engines only. See the Specifications charts for data on Turbo-Thrift engines (El Camino).

130, 250 & 292 SIX ENGINES

ENGINE FEATURES*

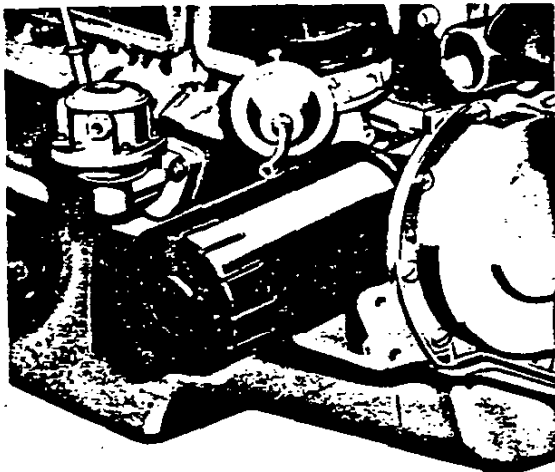
Optional governors—The 250 and 292 engines can be fitted with governors on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seely velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor tends to draw the offset 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:

250	1800 rpm to 3000 rpm
		2800 rpm to 4000 rpm
292	2100 rpm to 3000 rpm
		2800 rpm to 3900 rpm

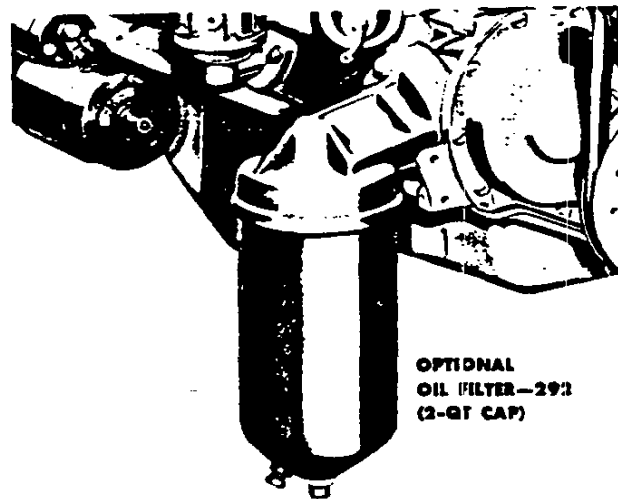


Oil filters—All in-line gasoline engines utilize a full-flow throwaway element oil filter as standard equipment.

Optional oil filter—Most Series 50 & 60 trucks with the 292 engine can be fitted with an optional 2-quart full-flow replaceable-element-type oil filter. This replaces the 1-quart filter used as standard equipment.



STD OIL FILTER—292
(1-QT CAP)



OPTIONAL
OIL FILTER—292
(2-QT CAP)

Fuel filters—A fine mesh strainer in the fuel tank and a pleated fiber filter inside the carburetor inlet are included with all in-line 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.

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.

*High Torque engines only. See the Specifications charts for data on Turbo-Thrift engines (El Camino).

230, 250 & 292 SIX ENGINES

→ SPECIFICATIONS

	Turbo-Thrift		High Torque					
	230	250	230*	230*	250*	250*	292**	292**
Basic Description	Six-cylinder in-line; valve-in-head							
Displacement (cu in)	230	250	230	230	250	250	292	292
Bore & Stroke (in)	3 3/4 x 3 3/4	3.875 x 3.53	3 3/4 x 3 3/4	3 3/4 x 3 3/4	3.875 x 3.53	3.875 x 3.53	3 3/4 x 4 1/4	3 3/4 x 4 1/4
Compression Ratio	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.0:1	8.0:1
Firing Order								
Gross Horsepower @ rpm	140 @ 4400	155 @ 4200	140 @ 4400	140 @ 4400	155 @ 4200	155 @ 4200	170 @ 4000	170 @ 4000
Net Horsepower @ rpm	—	—	115 @ 3600	120 @ 3600	120 @ 3800	125 @ 3800	#125 @ 3600	♦130 @ 3600
Gross Torque (lb-ft) @ rpm	220 @ 1600	235 @ 1600	220 @ 1600	220 @ 1600	235 @ 1600	235 @ 1600	275 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	—	—	200 @ 2000	205 @ 1600	210 @ 2000	215 @ 2000	#230 @ 1600	♦235 @ 1600
Air Cleaner	See model pages for type							
Bearings, Camshaft	Steel-backed babbitt or copper lead alloy							
Inlet Valve	Opens		16° BTC				45° BTC	
	Closes		48° ABC				99° ABC	
Exhaust Valve	Opens		46° 30' BBC				88° BBC	
	Closes		17° 30' ATC				59° ATC	
Inlet Duration	w/o Ramp		244°				294°	
Exhaust Duration	w/o Ramp		244°				294°	
Carburetor	1-Barrel downdraft							
Type	Rochester							
Make								
Venturi ID (in)	1.343	1.3125	1.343		1.3125		1.625	
Throttle Bore (in)	1.560	1.6875	1.560		1.6875		1.750	
Choke Control	Automatic				Manual			
Connecting Rods	Forged steel							
Material	5.70							
Length (in)	Steel-backed babbitt or copper lead alloy							
Bearings	Premium aluminum							
Crankcase Ventilation	Closed positive							
Crankshaft	Nodular iron							
Material								
Number of Counterweights	4	12	4		12			
Main Journals (in)	2.2983—2.2993							
Crankpin Journals (in)	1.999—2.000						2.099—2.100	
Torsional Damper	Inertia, hysteresis							
Bearings	Sintered-copper nickel-backed babbitt on steel or copper lead alloy						Premium aluminum	
Distributor	Delco-Remy; centrifugal & vacuum advance							
Fuel Filters	Pleated fiber element							
Carburetor	Wire mesh							
Fuel Tank								
Governor	Optional							
Availability	—	—	—	—	—	—	—	—
Make	—	—	—	—	—	—	—	King-Seely
Type	—	—	—	—	—	—	—	Velocity
Setting	Low Range	—	—	—	—	1800—3000	—	2100—3000
	High Range	—	—	—	—	2800—4000	—	2800—3900
Lubrication System	Full pressure							
Main Bearings	Direct pressure							
Camshaft Bearings	Direct pressure							
Timing Gear	Sprayed by nozzle							
Connecting Rods	Direct pressure							
Valve Mechanism	Pressure & gravity							
Cylinder Walls	Cross sprayed by pressurized jets							
Piston Pins	Cross sprayed by pressurized jets							

*With A.I.R. *Without exhaust emission controls

♦Ratings w/o A.I.R. on Series 40-50 models: Net horsepower 153 @ 3600 RPM & Net torque—255 @ 1600 RPM.

#Ratings w/A.I.R. on Series 40-50 models: Net horsepower 140 @ 3600 RPM & Net torque 250 @ 1600 RPM

230, 250 & 292 SIX ENGINES

SPECIFICATIONS

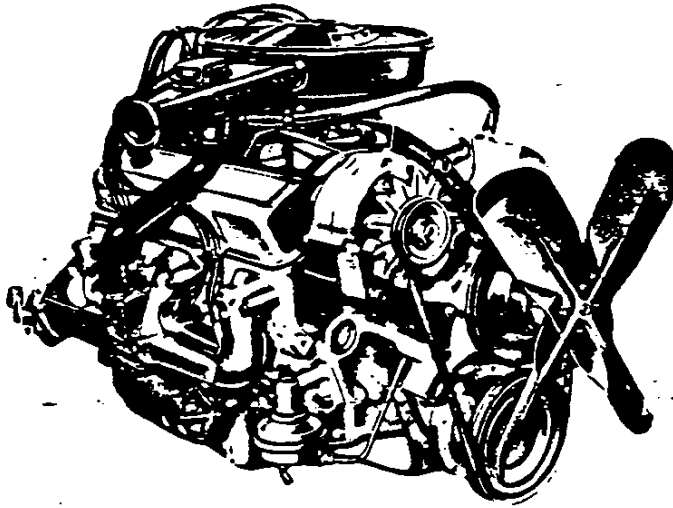
	Turbo-Thrift		High Torque					
	230	250	230*	230*	250*	250*	292*	292*
Oil Capacity (qts)								
With filter change	5						6	
W/o filter change	4						5	
Oil Filter								
Standard	Full flow; throwaway type							
Capacity (qts)	1							
Optional	-						Replaceable element [Ⓢ]	
Capacity (qts)	-						2	
Oil Pump								
Type	Spur gear, distributor shaft driven							
Capacity (gpm)	4.5 to 6 @ 2000 rpm							
Normal Pressure (psi)	40 to 60 @ 2000 rpm							
Pistons								
Type	Autothermic							
Material	Cast aluminum alloy							
Skirt	Open slipper	Closed slipper	Open slipper	Closed slipper	Closed slipper	Full		
Head	Flat	Sump	Flat	Sump	Sump	Sump		
Piston Pins								
Type	Rod shrink fit to pin							
Material	Chromium-steel							
Piston Rings								
Compression Rings								
Number	2							
Type	Inside bevel							
Material	Cast alloy iron							
Oil Control Rings								
Number	1							
Type	Multi-piece							
Material	Steel							
Thermostat	Harrison; 195°							
Valve Train								
Type	Individually mounted rocker arms, push rod actuated							
Lifters	Hydraulic							
Rocker Arm Ratio	1.75:1							
Valve Guides	Integral with cylinder head							
Valve Lash	Zero							
Intake Valves								
Material	Alloy steel							
Diameter (in)	1.72							
Face Coating	None						Aluminized	
Seats	Machined in cylinder head							
Exhaust Valves								
Material	21-4N							
Diameter (in)	1.50							
Face Coating	None						Cobalt based alloy	
Seats	Cast alloy iron							
Rotators	None						Rotocoil	
Water Pump								
Type	Centrifugal							
Capacity (gpm)	60 @ 4400						70 @ 4400	

*With A.I.R.

ⓈSeries 50 only

*Without exhaust emission controls

TURBO-FIRE 307 V8



Applications

Standard: El Camino (13480, 13680)
Optional: None

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3 7/8" x 3 1/4"
Compression ratio.....9.0:1
Carburetor type.....2-barrel

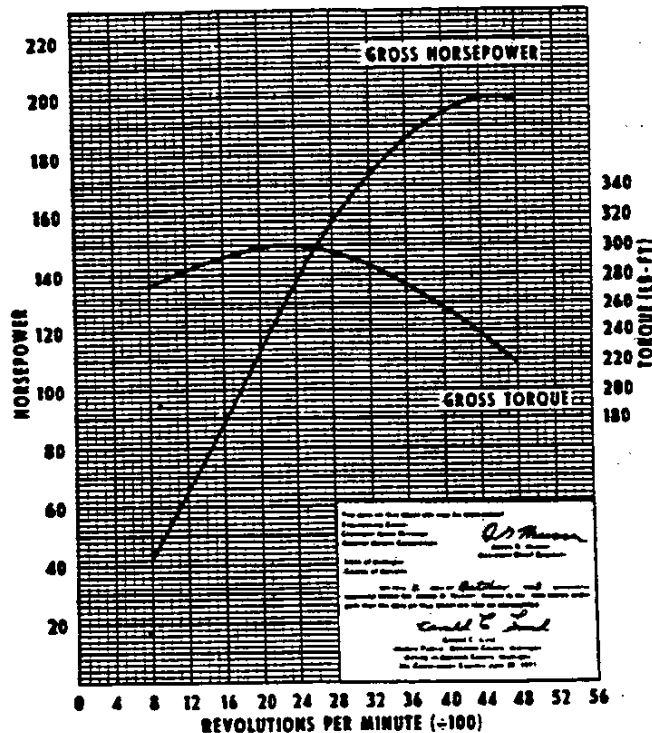
Test Procedures

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.

With A.I.R. or C.C.S.*

Gross horsepower.....200 @ 4600 rpm
Gross torque, lb-ft.....300 @ 2400 rpm



*A.I.R. (Air Injection Reactor) is used with the 307 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

HIGH TORQUE 307 V8

Applications

Standard: CE10-30; GE10-20; KE10-20; FE20-30
 Optional: None

Basic Specifications

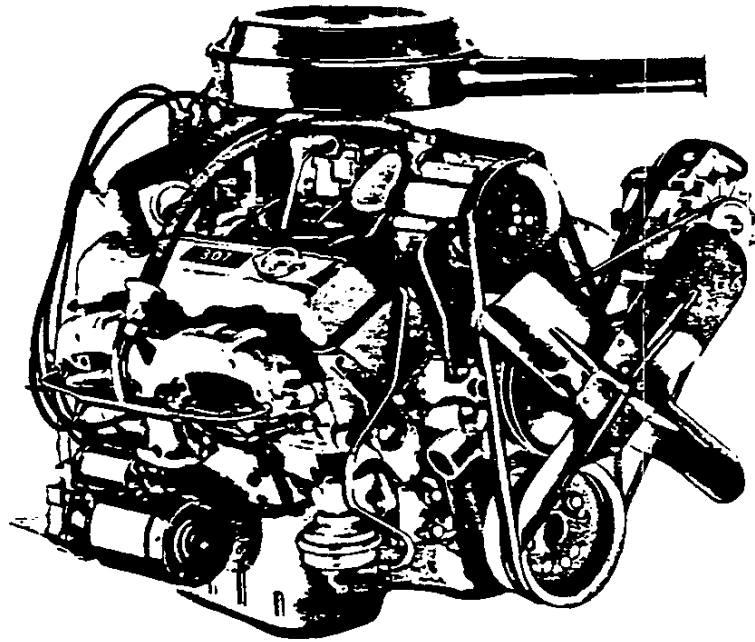
Engine type.....Valve-in-head
 Piston displacement.....307 cu in
 Bore & stroke (nominal).....3⁷/₈" x 3¹/₄"
 Compression ratio.....9.0:1
 Carburetor type.....2-barrel

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.



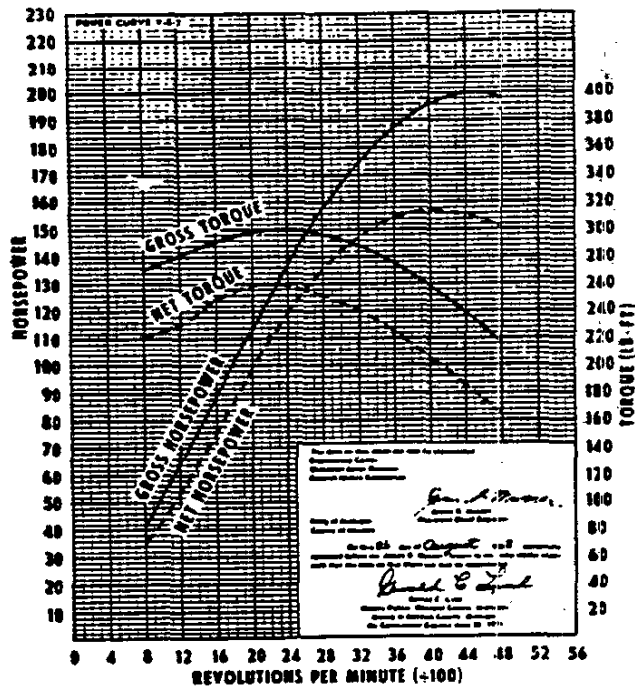
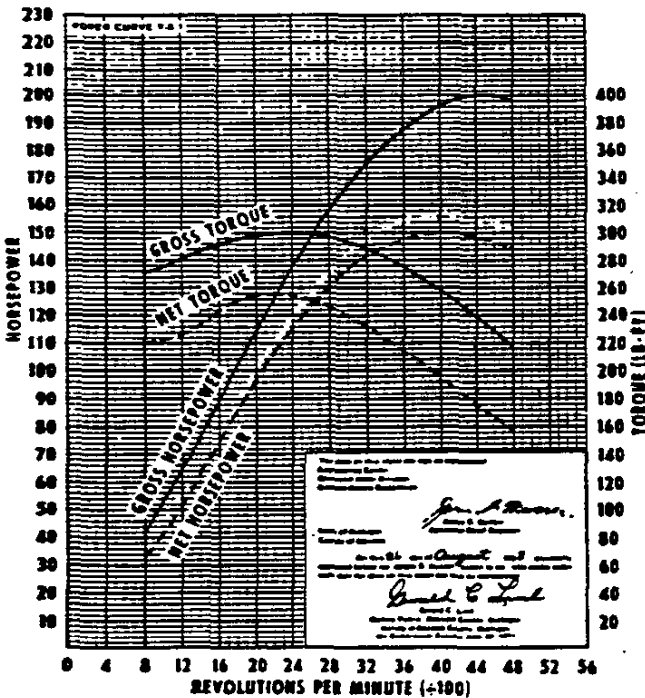
307 V8 with A.I.R. (CE10)

With C.C.S. or Without Exhaust Emission Controls*

With A.I.R.*

Gross horsepower.....200 @ 4600 rpm
 Net horsepower.....150 @ 4000 rpm
 Gross torque, lb-ft.....300 @ 2400 rpm
 Net torque, lb-ft.....255 @ 2000 rpm

Gross horsepower.....200 @ 4600 rpm
 Net horsepower.....157 @ 4000 rpm
 Gross torque, lb-ft.....300 @ 2400 rpm
 Net torque, lb-ft.....260 @ 2200 rpm



*A.I.R. (Air Injection Reactor) is used with the 307 V8 on all Series 10 models & Series 20 Suburbans & Sportvans with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions. Series 20-30 models (except Series 20 Suburbans & Sportvans) do not use exhaust emission controls.

Note: California requires emission controls for all gasoline engine trucks.

TURBO-FIRE 350 V8

Applications

Standard: None
 Optional: El Camino (13480, 13680)

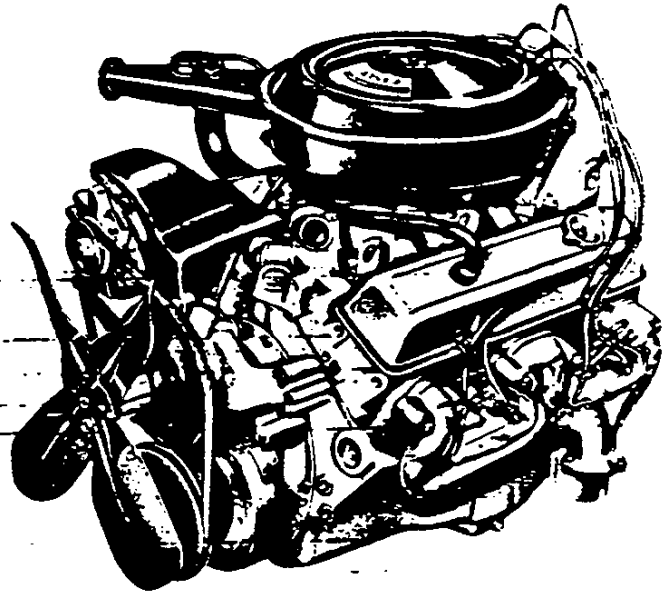
Basic Specifications

Engine type.....Valve-in-head
 Piston displacement.....350 cu in
 Bore & stroke (nominal).....4" x 3.48"
 Compression ratio.....9:1
 Carburetor type.....4-barrel

Test Procedures

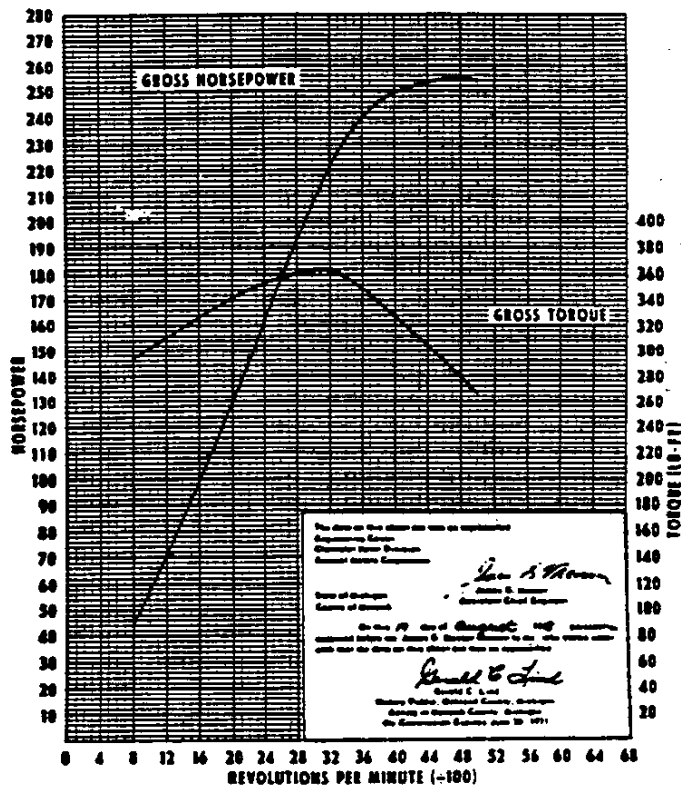
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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



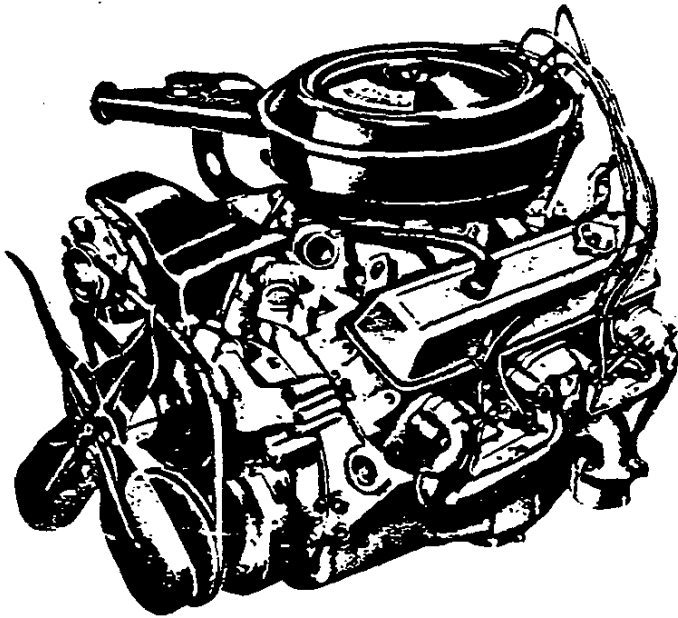
With A.I.R. or C.C.S.*

Gross horsepower.....255 @ 4800
 Gross torque, lb-ft.....365 @ 3200



*A.I.R. (Air Injection Reactor) is used with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions with the 350 V8 on all El Caminos.

URBO-FIRE 350 V8



Applications

Standard: None
 Optional: El Camino (13480, 13680)

Basic Specifications

Engine type.....Valve-in-head
 Piston displacement.....350 cu in
 Bore & stroke (nominal).....4" x 3.48"
 Compression ratio.....10.25:1
 Carburetor type.....4-barrel

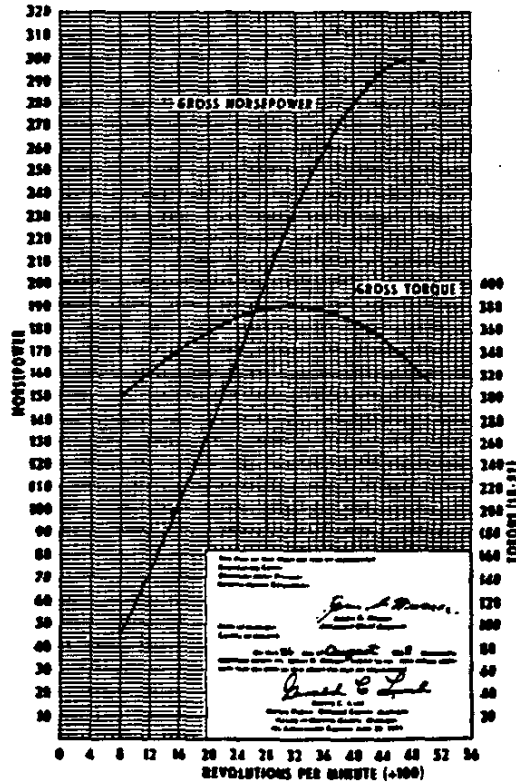
Test Procedures

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

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

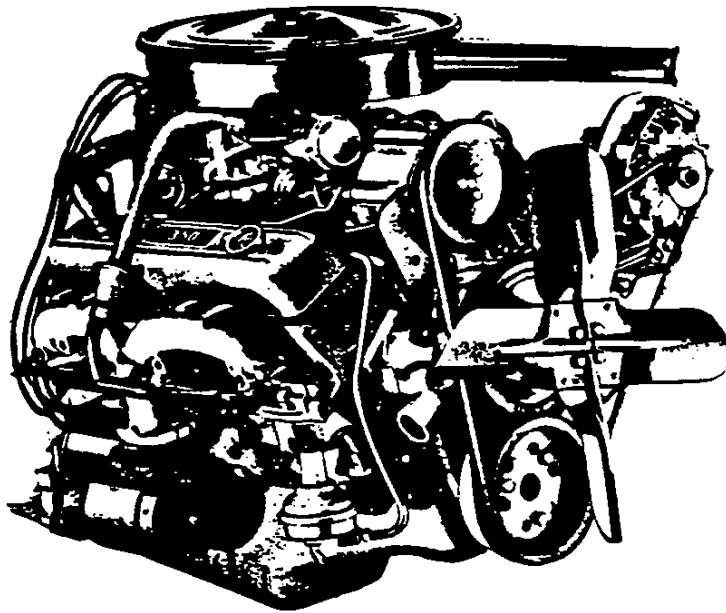
With A.I.R. or C.C.S.*

Gross horsepower.....300 @ 4800 rpm
 Gross torque, lb-ft.....380 @ 3200 rpm



*A.I.R. (Air Injection Reactor) is used with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions with the 350 V8 on all El Caminos.

HIGH TORQUE 350 V8



350 V8 with A.I.R. (CE10)

Applications

Standard: None
Optional: CE10-30; KE10-20; FE20-30

Basic Specifications

Engine type..... Valve-in-head
Piston displacement..... 350 cu in
Bore & stroke (nominal)..... 4" x 3.48"
Compression ratio..... 9:1
Carburetor type..... 4-barrel

Test Procedures

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

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

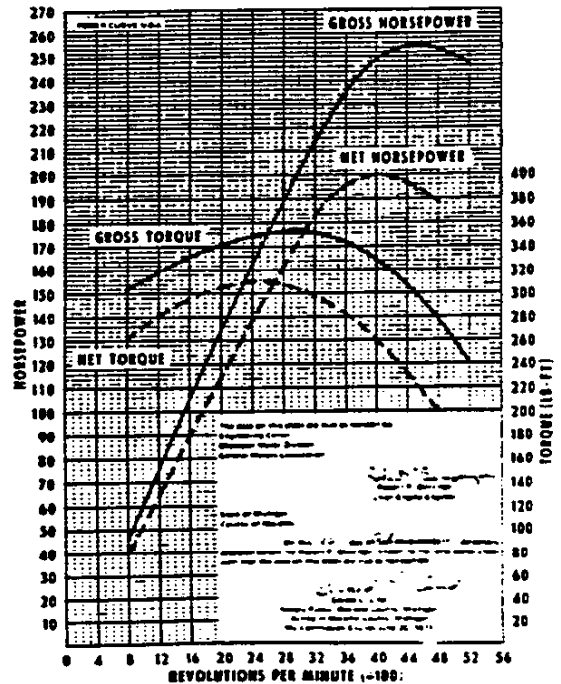
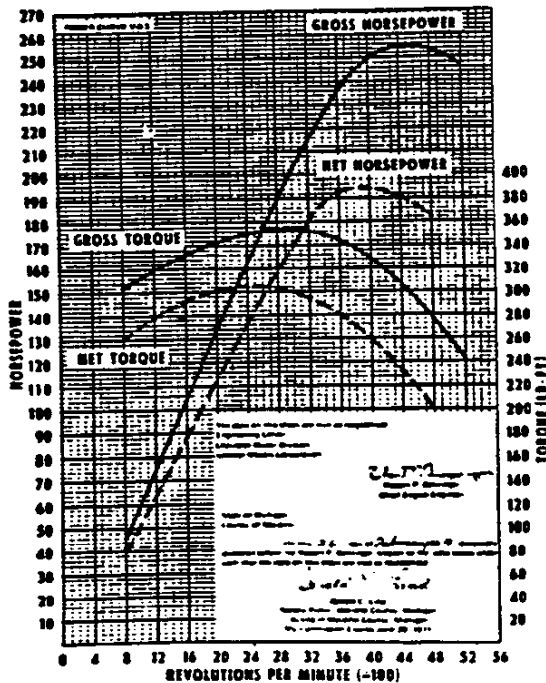
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

With A.I.R.*

Gross horsepower..... 255 @ 4600 rpm
Net horsepower..... 195 @ 4000 rpm
Gross torque, lb-ft..... 355 @ 3000 rpm
Net torque, lb-ft..... 305 @ 2400 rpm

With C.C.S. or Without Exhaust Emission Controls*

Gross horsepower..... 255 @ 4600 rpm
Net horsepower..... 200 @ 4000 rpm
Gross torque, lb-ft..... 355 @ 3000 rpm
Net torque, lb-ft..... 310 @ 2400 rpm



*A.I.R. (Air Injection Reactor) is used with the 350 V8 on all Series 10 models & Series 20 Suburbans with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions. Series 20-30 models (except Series 20 Suburbans) do not use exhaust emission controls, except for mandatory regulations for California.

HIGH TORQUE 350 V8

Applications

Standard: CE40; CE/ME/SE/TE50
Optional: None

Basic Specifications

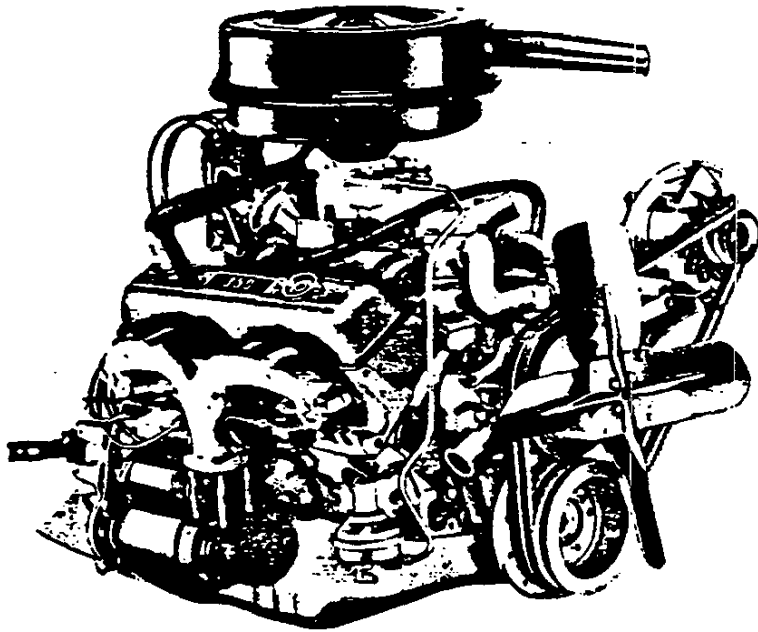
Engine type.....Valve-in-head
Piston displacement.....350 cu in
Bore & stroke (nominal).....4" x 3.48"
Compression ratio.....8.0:1
Carburetor type.....2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 50°F dry air.

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

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

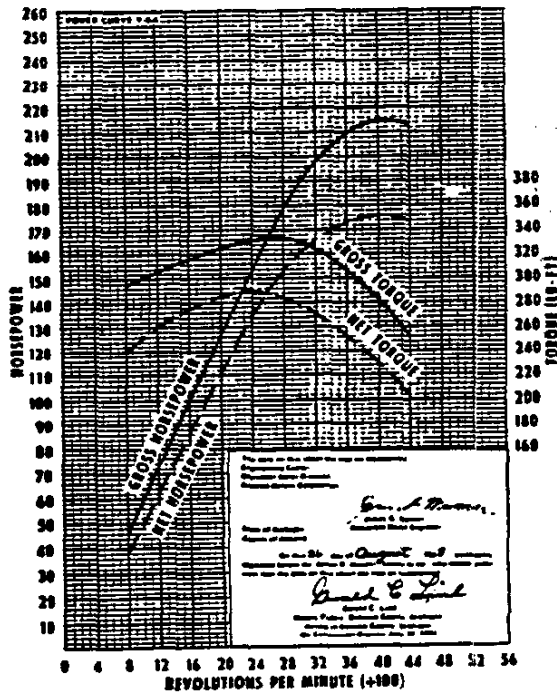


350 V8 without Exhaust Emission Controls*

Gross horsepower.....215 @ 4000 rpm
Net horsepower.....170 @ 4000 rpm
Gross torque, lb-ft.....335 @ 2800 rpm
Net torque, lb-ft.....285 @ 2400 rpm

350 V8 with A.I.R.*

Gross horsepower.....215 @ 4000
Net horsepower.....170 @ 4000
Gross Torque, lb-ft.....335 @ 2800
Net Torque, lb-ft.....285 @ 2400



*Exhaust emission controls required on all gasoline engine trucks for California.

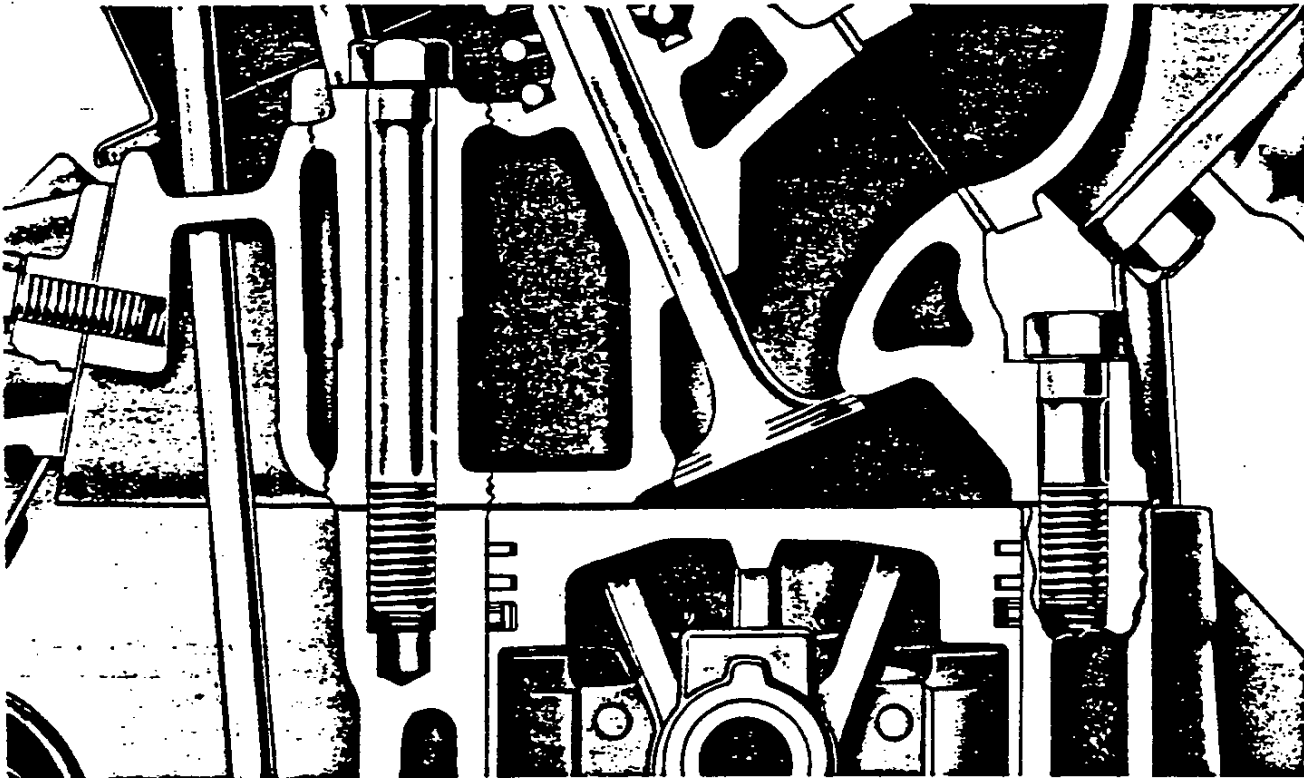
07 & 350 V8 ENGINES

ENGINE FEATURES*

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 350 V8 engine brings it quickly up to proper running temperature and top operating efficiency.

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

Closed positive crankcase ventilation systems—Engines are protected against acid- and sludge-forming vapors by closed positive type ventilating systems. Crankcase vapors are backed into the engine where they are burned.



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.

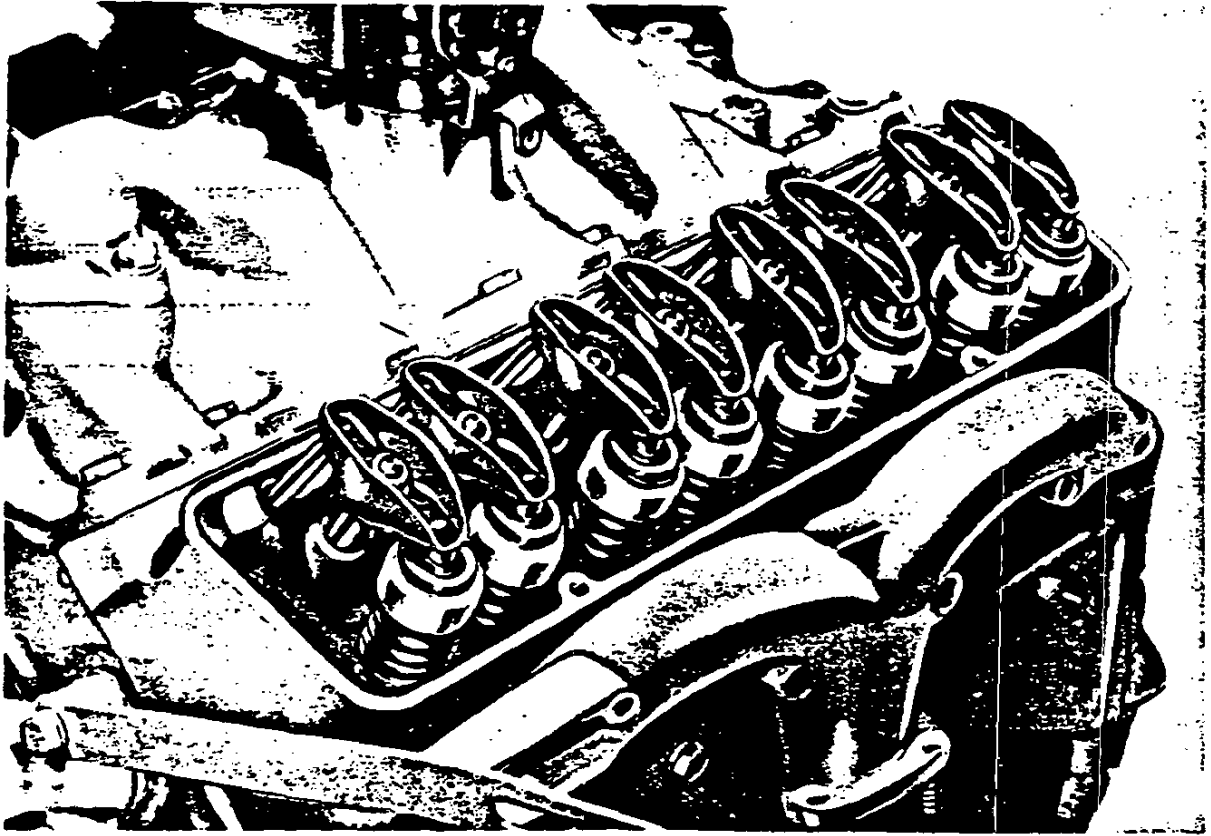
Air cleaners—Efficient air cleaners filter harsh, abrasive dust out of the intake air to protect the engine from excessive wear.

Optional governor—The 307 V8 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: 2300 rpm to 3100 rpm and 2800 rpm to 4100 rpm.

High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

307 & 350 V8 ENGINES

ENGINE FEATURES*



Valve-in-head design—Inlet valves admit fuel mixture directly into cylinders, and exhaust valves allow burned gases to escape with a minimum of work-wasting restriction. Accessibility of valves simplifies maintenance.

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

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.

Alloy steel inlet valves—Tough alloy steel gives extra durability. Intake valves on the 350 V8 engine have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Long-life exhaust valves—The 350 V8 engine has valves faced with a cobalt-based alloy for long valve life. Aluminized exhaust valve faces on the 307 engine retard the formation of deposits.

Rotocoil valve rotators—350 VE's on series 40-50 models and optional medium duty 350 V8 (RPC LSS) on other series 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 zero-lash hydraulic valve lifters.

*High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

307 V8 ENGINES

→ SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE	
	307 V8	307 V8*	307 V8*
Oil Capacity (qts)			
With filter change	5	5	5
W/o filter change	4	4	4
Oil Filter			
Standard	Full flow; throwaway type	Full flow; replaceable element	
Capacity (qts)	1	1	
Optional	None	None	
Capacity (qts)	—	—	
Oil Pump			
Type	Spur gear; distributor shaft driven		
Capacity (gpm)	4.01-4.22 @ 1170-1200 rpm		
Normal Pressure (psi)	30 @ 1170-1200 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Slipper		
Head	Flat; notched		
Piston Pins			
Type	Rod shrink fit to pin		
Material	Chromium steel		
Piston Rings			
Compression Rings			
Number	2		
Type	Upper—barrel; lower—inside bevel		
Material	Cast alloy iron		
Oil Control Rings			
Number	1		
Type	Multi-piece		
Material	Steel		
Thermostat			
	Harrison; 195°		
Valve Train			
Type	Individually mounted rocker arms, push rod actuated		
Lifters	Hydraulic		
Rocker Arm Ratio	1.50:1		
Valve Guides	Integral with cylinder head		
Valve Lash	Zero		
Intake Valves			
Material	Alloy steel		
Diameter (in)	1.72		
Face Coating	None		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Diameter (in)	1.50		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Rotators	None		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	52 @ 4000 rpm		

*With A.I.R.

*With C.C.S. or without exhaust emission controls

307 V8 ENGINES

→SPECIFICATIONS

	TURBO-FIRE		HIGH TORQUE	
	307 V8		307 V8*	307 V8*
Basic Description	V8; valve-in-head			
Displacement (cu in)	307			
Bore & Stroke (in)	3.875 x 3.25			
Compression Ratio	9.0:1		9.0:1	9.0:1
Firing Order	1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm	200 @ 4600		200 @ 4600	200 @ 4600
Net Horsepower @ rpm	—		150 @ 4000	157 @ 4000
Gross Torque (lb-ft) @ rpm	300 @ 2400		300 @ 2400	300 @ 2400
Net Torque (lb-ft) @ rpm	—		255 @ 2000	260 @ 2200
Air Cleaner	See model pages for type			
Camshaft	Steel-backed babbit			
Bearings	38° BTC			
Inlet Valve	Opens		92° ABC	
	Closes		88° BBC	
Exhaust Valve	Opens		52° ATC	
	Closes		280°	
Inlet Duration w/o Ramp	288°			
Exhaust Duration w/o Ramp	288°			
Carburetor	2-Barrel			
Type	Rochester			
Make	1.09			
Venturi ID (in)	1.437			
Throttle Bore (in)	Automatic			
Choke Control				
Connecting Rods	Drop-forged steel			
Material	5.70			
Length (in)	Copper lead alloy or sintered copper nickel-backed babbit on steel			
Bearings	Closed positive			
Crankcase Ventilation				
Crankshaft	Cast nodular iron			
Material	6			
Number of Counterweights	2.45			
Main Journals (in)	2.10			
Crankpin Journals (in)	Inertia; rubber mounted			
Torsional Damper	Copper lead alloy or premium aluminum			
Bearings	Delco-Remy; centrifugal & vacuum advance			
Distributor				
Fuel Filter	Pleated fiber element			
Carburetor	Mesh strainer			
Fuel Tank				
Optional	None		In-line**	
Governor				
Availability	—		Optional	
Make	—		King-Seely	
Type	—		Velocity	
Setting	Low Range	—	2300-3100 rpm	
	High Range	—	2800-4100 rpm	
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed by pressurized jets			
Piston Pins	Cross sprayed by pressurized jets			

*With A.I.R.

**With C.C.S. or without exhaust emission controls

**Except G10-20

10 V8 ENGINES

SPECIFICATIONS

	Turbo-Fire			High Torque		
	350 V8	350 V8	350 V8*■	350 V8*■	350 V8*#	350 V8*#
Oil Filter	Full flow, replaceable element					
Capacity (qts)	One					
Oil Pump						
Type	Spur gear; distributor shaft driven					
Capacity (gpm)	4.01-4.22 @ 1170-1200 rpm					
Normal Pressure (psi)	30 @ 1170-1200 rpm					
Pistons						
Material	Cast aluminum alloy					
Skirt	Solid slipper					
Head	Sump					
Piston Pins						
Type	Rod shrink fit to pin					
Material	Chromium steel					
Piston Rings						
Compression Rings						
Number	2					
Type	Upper—barrel; lower—inside bevel					
Material	Cast iron alloy					
Oil Control Rings						
Number	1					
Type	Multi-piece					
Material	Steel					
Thermostat	Harrison; 195°					
Valve Train						
Type	Individually mounted rocker arms, push rod actuated					
Lifters	Hydraulic					
Rocker Arm Ratio	1.50:1					
Valve Guides	Integral with cylinder head					
Valve Lash	Zero					
Intake Valves						
Material	Alloy steel					
Diameter (in)	1.72					
Face Coatings	Aluminized					
Seats	Machined in cylinder head					
Exhaust Valves						
Material	High alloy steel					
Diameter (in)	1.50					
Face Coating	Cobalt-based alloy					
Seats	Machined in cylinder head					
Rotators	Rotocoil Rotocoil-LS8 only					
Water Pump						
Type	Centrifugal					
Capacity (gpm)	52 @ 4000 rpm					

*With A.I.R.

*With C.C.S. or without exhaust emission controls

■ Series 40-50

Med Duty-LS8; Lt Duty-LS9

350 V8 ENGINES

→ SPECIFICATIONS

	Turbo-Fire			High Torque		
	350 V8*	350 V8*	350 V8**	350 V8**	350 V8**	350 V8**
Basic Description	V8; valve in head					
Displacement (cu in)	350					
Bore & Stroke (in)	4.0 x 3.48					
Compression Ratio	9.00:1	10.25	8.0:1	8.00:1	9.00:1	
Firing Order	1-8-4-3-6-5-7-2					
Gross Horsepower @ rpm	255 @ 4800	300 @ 4800	215 @ 4000	215 @ 4000	255 @ 4600	255 @ 4600
Net Horsepower @ rpm	—	—	170 @ 4000	175 @ 4000	195 @ 4000	200 @ 4000
Gross Torque (lb-ft) @ rpm	365 @ 3200	380 @ 3200	335 @ 2800	335 @ 2800	355 @ 3000	355 @ 3000
Net Torque (lb-ft) @ rpm	—	—	285 @ 2400	290 @ 2400	305 @ 2400	310 @ 2400
Air Cleaner	See model pages for type					
Camshaft	Steel-backed babbitt					
Bearings	28° BTC					
Inlet Valve	Opens					
	Closes					
Exhaust Valve	Opens					
	Closes					
Inlet Duration w/o Ramp	280°					
Exhaust Duration w/o Ramp	288°					
Carburetor	4-barrel					
Type	4-barrel			2-barrel		4-barrel
Make	—			Rochester		—
Venturi ID (in)	1.09			1.38		1.09
Throttle Bore (in)	Primary 1.38; secondary 2.25			1.69		Primary 1.38; secondary 2.25
Choke Control	Automatic			Manual		Automatic (Series CA/KA)
Connecting Rods	Drop-forged steel					
Material	5.70					
Length (in)	Premium aluminum					
Bearings	Closed positive					
Crankcase Ventilation	Closed positive					
Crankshaft	Cast nodular iron					
Material	Cast nodular iron		Forged steel		Cast nodular iron	
Number of Counterweights	6					
Main Journals (in)	2.45					
Crankpin Journals (in)	2.10					
Torsional Damper	Inertia; rubber mounted					
Bearings	Premium aluminum					
Distributor	Dalco-Remy; centrifugal & vacuum advance					
Fuel Filter	Plastic element					
Carburetor	Plastic strainer					
Fuel Tank	Plastic strainer					
In-line	None			Optional		
Governor	None					
Availability	—	—	—	—	—	—
Make	—	—	—	Dalco-Remy		—
Type	—	—	—	Vacuum spinner		—
Setting	—	—	—	4000 rpm		—
Lubrication System	Controlled full pressure					
Main Bearings	Direct pressure					
Camshaft Bearings	Direct pressure					
Timing Gear	Centrifugally sprayed					
Connecting Rods	Direct pressure					
Valve Mechanism	Pressure & gravity					
Cylinder Walls	Cross sprayed by pressurized jets					
Piston Pins	Cross sprayed by pressurized jets					
Oil Capacity (qt)	5					
With filter change	5	5	6	—		5
W/o filter change	4	4	5	—		4

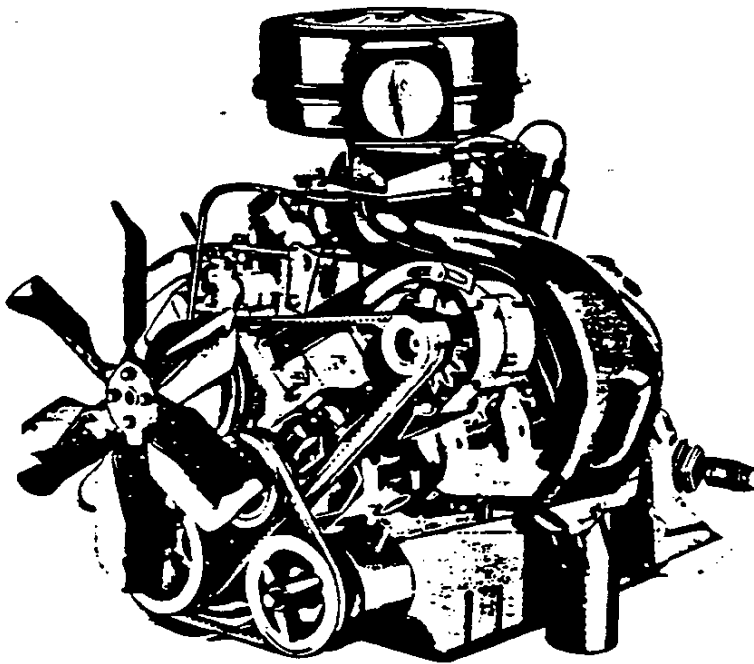
*With A.I.R.

**With C.C.S. or without exhaust emission controls

■Series 40-50

■Med Duty—LS8; Lt Duty—LS9

HIGH TORQUE 366 V8



366 V8 (ME60)

Applications

Standard: CE/ME/TE60
Optional: CE/ME/SE/TE50

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....366 cu in
Bore & stroke (nominal).....3.9375" x 3.76"
Compression ratio.....8.0:1
Carburetor type.....4-barrel

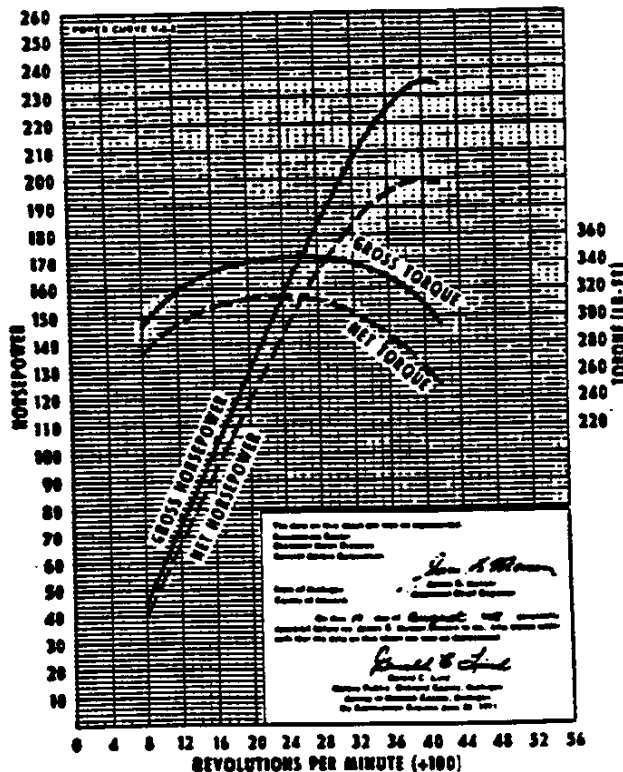
Test Procedures

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

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

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

Gross horsepower.....235 @ 4000 rpm
Net horsepower.....200 @ 4000 rpm
Gross torque, lb-ft.....345 @ 2600 rpm
Net torque, lb-ft.....315 @ 2400 rpm



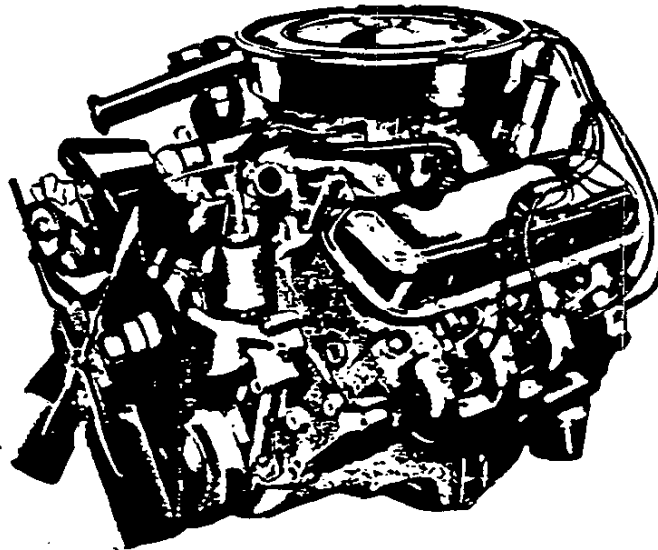
RBO-JET 396 V8

Applications

Standard: None
 Optional: 13680

Basic Specifications

Cylinder type..... Valve-in-head
 Total displacement..... 396 cu in
 Bore & stroke (nominal)..... 4.094" x 3.76"
 Compression ratio..... 10.25:1
 Ignition type..... 4-barrel

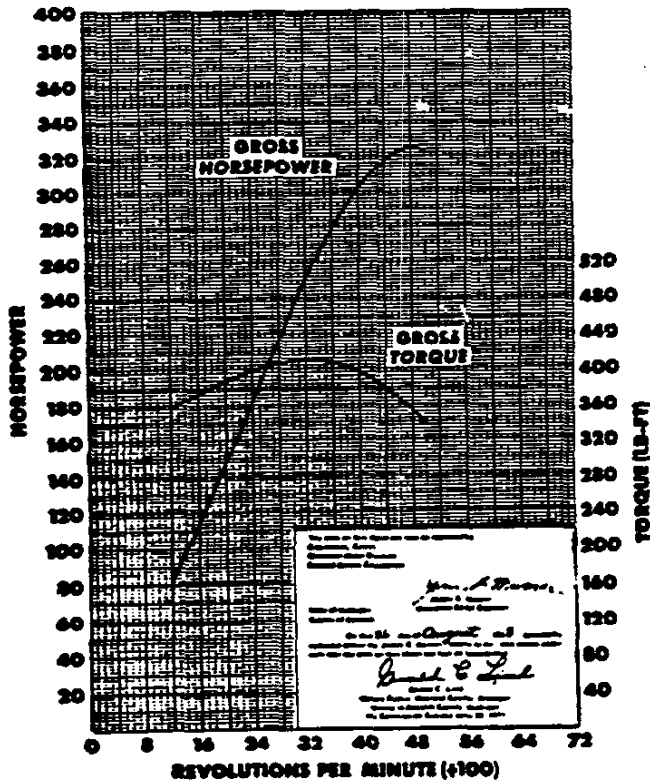


Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data corrected to atmospheric pressure of 29.92" mercury and 60°F air.
 Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and minimum spark advance.

With C.C.S.*

Gross horsepower..... 325 @ 4800 rpm
 Gross torque, lb-ft..... 410 @ 3200 rpm



*C.C.S. (Controlled Combustion System) is used with automatic transmissions and A.I.R. (Air Injection Reactor) with manual transmissions with the 396 V8 on all El Caminos.

TURBO-JET 396 V8

Applications

Standard: None

Optional: El Camino (13680)

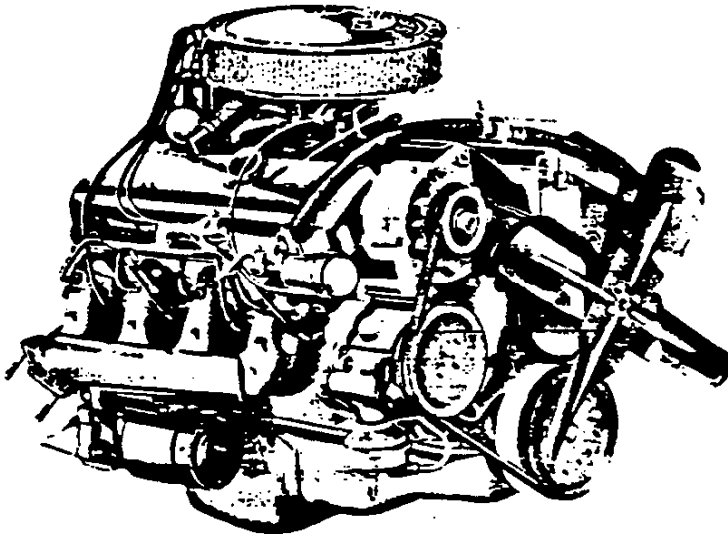
Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 396 cu in
 Bore & stroke (nominal)..... 4.094" x 3.76"
 Compression ratio..... 10.25:1
 Carburetor type..... 4-barrel

Test Procedures

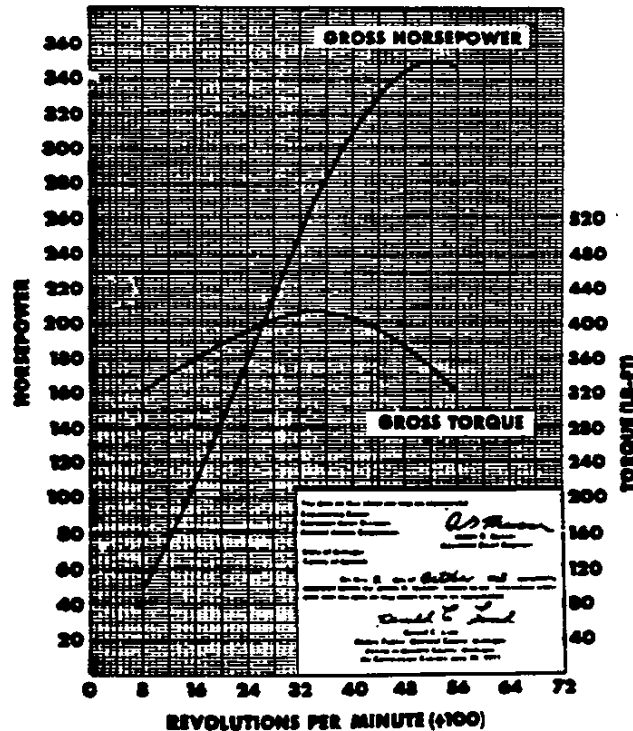
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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



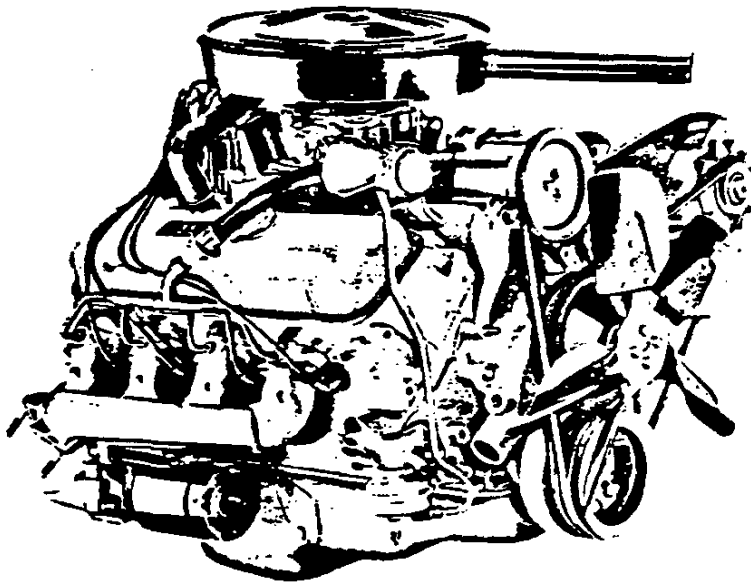
With A.I.R.*

Gross horsepower..... 350 @ 5200 rpm
 Gross torque, lb-ft..... 415 @ 3400 rpm



*A.I.R. (Air Injection Reactor) is used with the 396 V8 on all El Caminos with both manual & automatic transmissions.

IGH TORQUE 396 V8



396 V8 with A.I.R. (CE10)

Applications

Standard: None
 Optional: CE10-30

Basic Specifications

Engine type.....Valve-in-head
 Piston displacement.....396 cu in
 Bore & stroke (nominal).....4.094" x 3.75"
 Compression ratio.....9.0:1
 Carburetor type.....4-barrel

Test Procedures

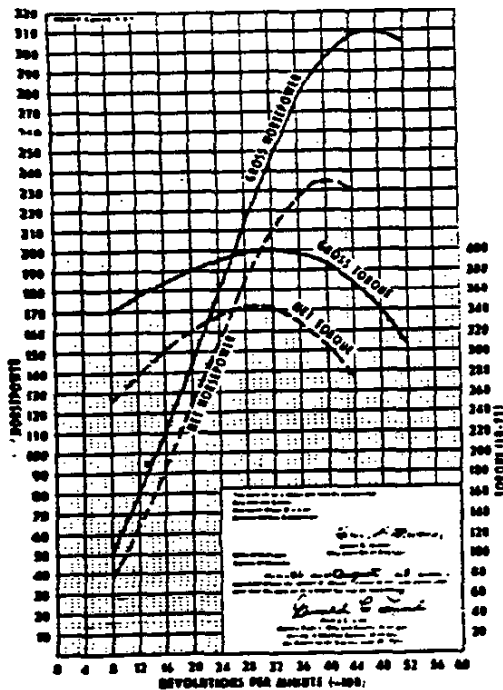
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

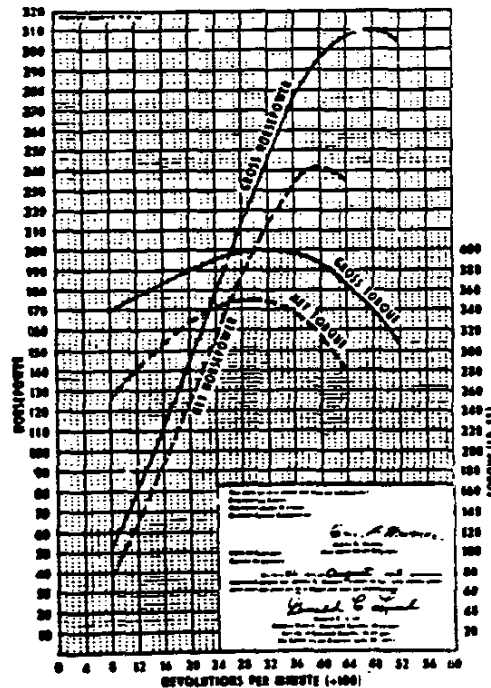
With A.I.R.*

Gross horsepower.....310 @ 4800 rpm
 Net horsepower.....235 @ 4000 rpm
 Gross torque, lb-ft.....400 @ 3200 rpm
 Net torque, lb-ft.....345 @ 3000 rpm



Without Exhaust Emission Controls*

Gross horsepower.....310 @ 4800 rpm
 Net horsepower.....242 @ 4000 rpm
 Gross torque, lb-ft.....400 @ 3200 rpm
 Net torque, lb-ft.....350 @ 3000 rpm



*A.I.R. (Air Injection Reactor) is used with the 396 V8 on all Series 10 models & Series 20 Suburbans with both manual & automatic transmissions. Series 20-30 models (except Series 20 Suburbans) do not use exhaust emission controls.

HIGH TORQUE 427 V8

Applications

Standard: None
 Optional: CE60; ME60; TE60

Basic Specifications

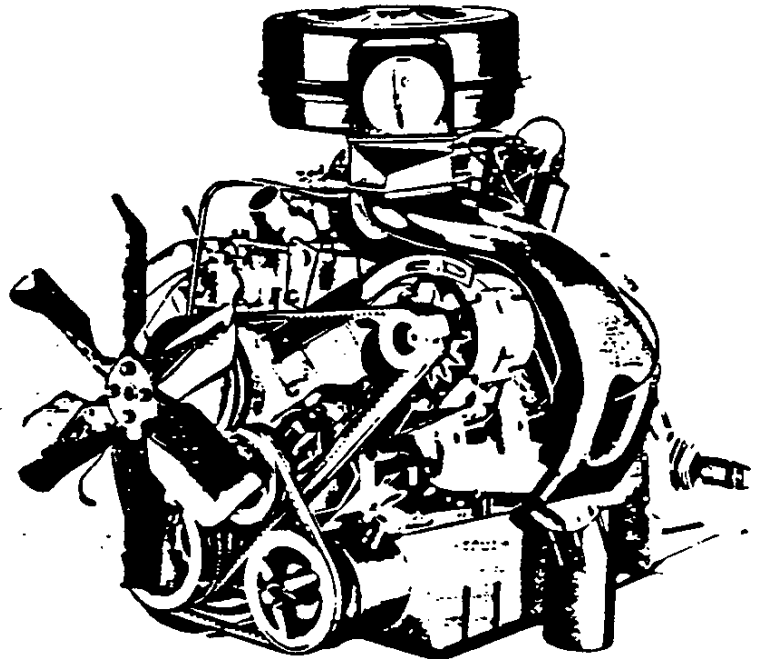
Engine type.....Valve-in-head
 Piston displacement.....427 cu in
 Bore & stroke (nominal).....4.25" x 3.76"
 Compression ratio.....8.0:1
 Carburetor type.....4-barrel

Test Procedures

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

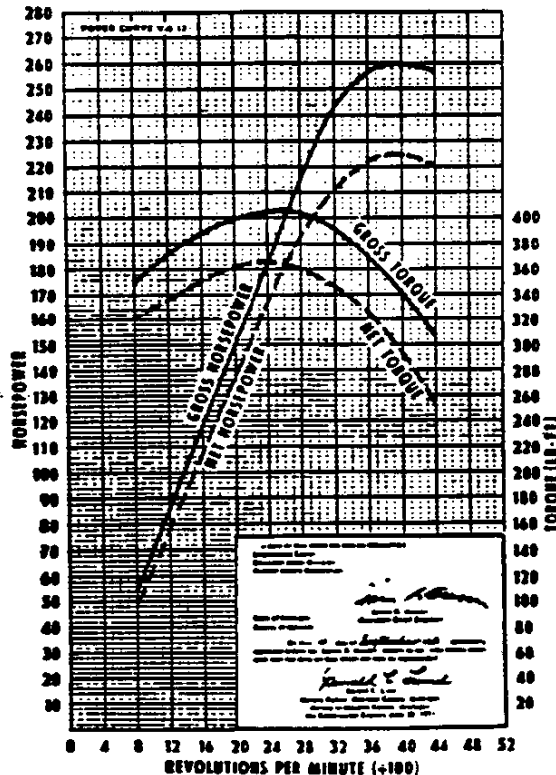
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



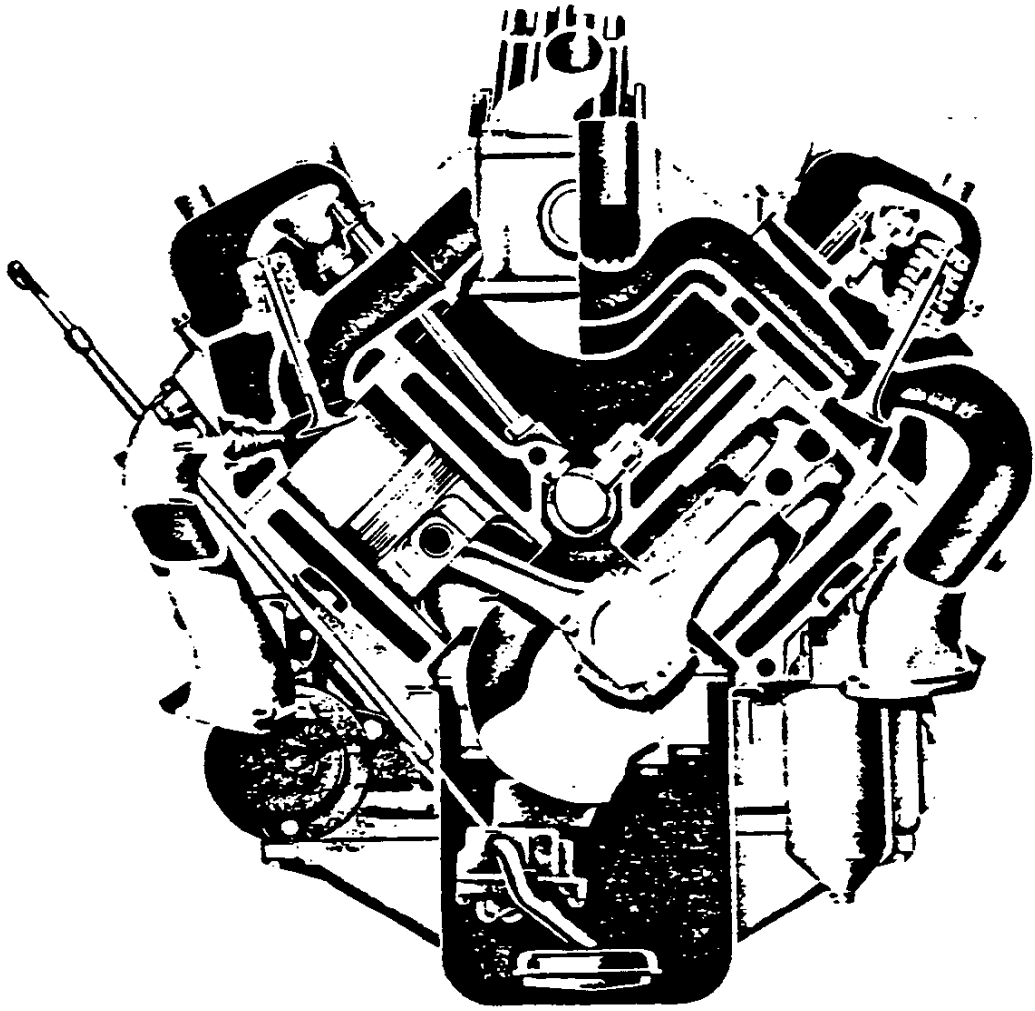
427 V8 (ME60)

Gross horsepower.....260 @ 4000 rpm
 Net horsepower.....225 @ 4000 rpm
 Gross torque, lb-ft.....405 @ 2600 rpm
 Net torque, lb-ft.....365 @ 2400 rpm



36, 396 & 427 V8 ENGINES

ENGINE FEATURES*

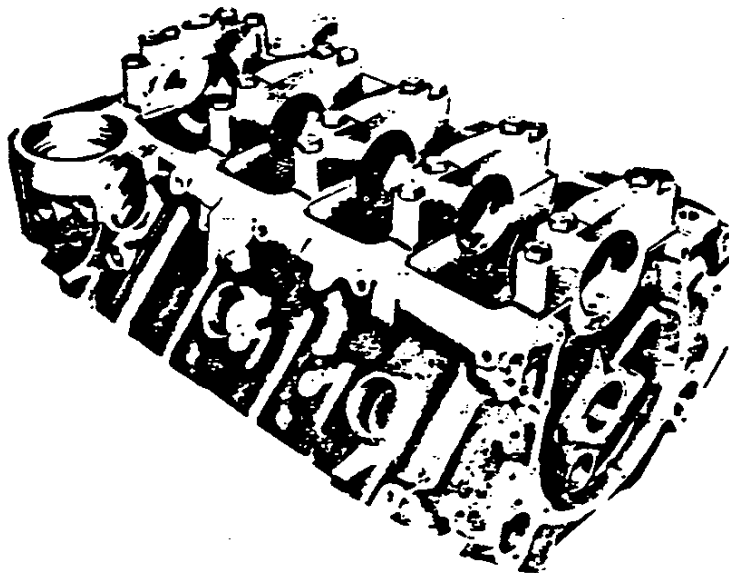


New valve-in-head design—These heads feature larger, straighter and smoother ports with valves tilted toward the ports for optimum induction and exhaust flow. The modified wedge combustion chambers have the intake and exhaust valves placed alternately so that excessive heat will not develop from adjacent 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 its durability. All the parts are designed for rugged long-lasting track service.

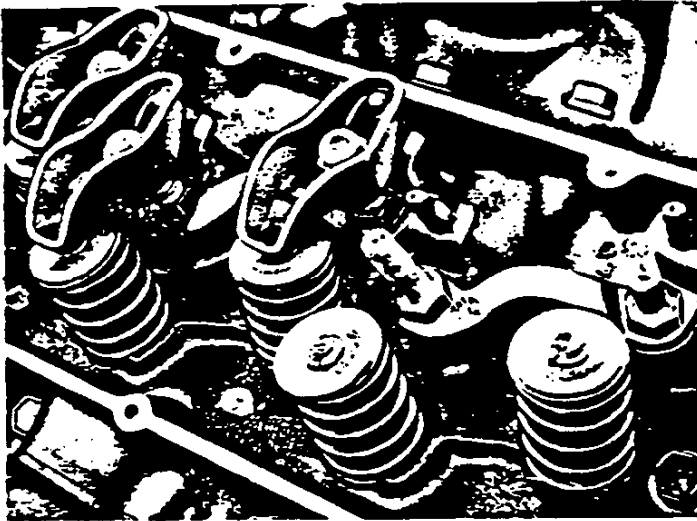
New cylinder block and crankshaft—The 366 & 427 V8 engines feature four-bolt heavy-duty main bearing caps. Heavier bearing support bulkheads in the lower block structure and heavier cylinder walls contribute to the rigidity and strength of the new design. Crankshaft main-bearing area is increased through the use of larger journal diameters on the five-main-bearing crankshaft. The crankshaft is made of sturdy forged steel with induction-hardened journals.



High Torque engines only. See the Specifications charts for data on Turbo-Jet engines (El Camino).

366, 396 & 427 V8 ENGINES

→ 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 spillover from this source. See illustration (rockers removed).

Alloy steel intake valves—Tough-alloy steel gives extra durability and toughness. The face is aluminized to retard deposits, the 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.

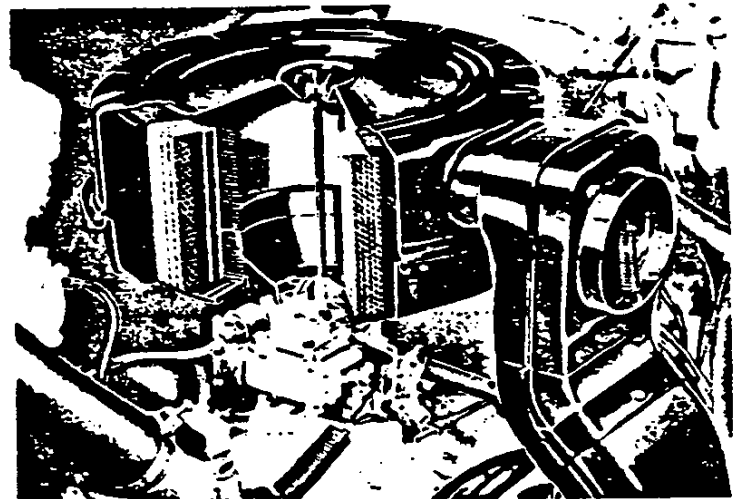
Exhaust valves—The 366 & 427 V8s have exhaust valves made of high-alloy steel. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer. Rotocoil valve rotators are used in the 366 & 427 V8s to insure long valve life.

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.

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 a high-level outside air intake grille located on the left side of the hood on Series 60 conventional cab models. This outside air intake valve starts to open at 80° and is fully open at 100°.

The carburetor on the 366 & 427 V8s is a Holley four-barrel which incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm.



Pistons for the 366 & 427 V8s are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control); the 396 V8 has 3 rings. 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** on the 366 & 427 V8s is chain-driven by double roller chain and sprocket for maximum efficiency and durability. The 396 V8 also has a chain-drive mechanism.

The **lubrication system** features a full-flow 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.

*High Torque engines only. See the Specifications charts for data on Turbo-Jet engines (E Camino).

→ Indicates change

56, 396 & 427 V8 ENGINES

SPECIFICATIONS

	High Torque			
	366 V8	396 V8*	396 V8*	427 V8
Basic Description	V8; Valve-in-head			
Displacement (cu in)	366	396		427
Bore & Stroke	3.937 x 3.76	4.094 x 3.76		4.25 x 3.76
Compression Ratio	8.0:1			8.0:1
Firing Order	1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm	235 @ 4000	310 @ 4800	310 @ 4800	260 @ 4000
Net Horsepower @ rpm	200 @ 4000	235 @ 4000	242 @ 4000	225 @ 4000
Gross Torque (lb-ft) @ rpm	345 @ 2600	400 @ 3200	400 @ 3200	405 @ 2600
Net Torque (lb-ft) @ rpm	315 @ 2400	345 @ 3000	350 @ 3000	365 @ 2400
Air Cleaner	See model pages for type			
Camshaft	Steel-backed babbitt			
Bearings	54° BTC		40° BTC	
Inlet Valve	Opens		40° BTC	
	Closes		102° ABC	
Exhaust Valve	Opens		87° BBC	
	Closes		55° ATC	
Inlet Duration	w/o Ramp	280°	286°	
Exhaust Duration	w/o Ramp	280°	286°	
Carburetor	4-Barrel			
Type	4-Barrel	4-Barrel		4-Barrel
Make	Holley	Rochester		Holley
Venturi ID (in)	1.25; 1.31	1.09		1.25; 1.31
Throttle Bore (in)	1.56	1.38; 2.25		1.56
Choke Control	Manual	Automatic		Manual
Connecting Rods	Forged steel			
Material	Forged steel			
Length (in)	6.135			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft	Forged steel			
Material	Forged steel			
Number of Counterweights	6			
Main Journals (in)	2.75			
Crankpin Journals (in)	2.2			
Torsional Damper	Inertia; rubber mounted			
Bearings	Premium aluminum			
Distributor	Delco-Remy; centrifugal & vacuum advance			
Fuel Filter	Paper element			
Carburetor	Wire mesh			
Fuel Tank	Standard			
In-line	Standard	Optional		Standard
Governor	Standard			
Availability	Standard	None		Standard
Make	—	—		—
Type	Vacuum spinner	—		Vacuum spinner
Setting	4000 rpm	—		4000 rpm
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gear	Centrifugally sprayed			
Connecting Rods	Direct pressure			
Valve Mechanism	Pressure & gravity			
Cylinder Walls	Cross sprayed by pressurized jets			
Piston Pins	Cross sprayed by pressurized jets			

*With A.I.R.

*Without exhaust emission controls.

(*) Used with A.I.R. on manual and CCS on automatic transmissions.

366, 396 & 427 V8 ENGINES

SPECIFICATIONS

	High Torque			
	366 V8*	396 V8*	396 V8*	427 V8*
Oil Capacity (qts)				
With filter change	7 $\frac{1}{4}$	5		7 $\frac{1}{4}$
W/o filter change	6	4		6
Oil Filter				
Standard	Replaceable element	Throwaway type		Replaceable element
Capacity (qts)	2	1		2
Oil Pump				
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	6 @ 2000 rpm			
Normal Pressure (psi)	40-55 @ 2000 rpm	50-75 @ 2000 rpm		40-55 @ 2000 rpm
Pistons				
Material	Cast aluminum alloy			
Skirt	Slipper			
Head	Flat	Domed		Flat
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium steel			
Piston Rings				
Compression Rings				
Number	3	2		3
Material	Cast alloy iron			
Oil Control Rings				
Number	1			
Material	Cast alloy iron	Multi-piece steel		Cast alloy iron
Thermostat	Harrison; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.70:1	1.75:1		1.70:1
Valve Guides	Pressed-in; cast alloy iron			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Diameter (in)	1.84	2.065		1.94
Face Coating	Aluminized	None		Aluminized
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel			
Diameter (in)	1.66	1.72		
Face Coating	Cobalt based alloy	Aluminized		Cobalt based alloy
Seats	Hardened inserts	Machined in cylinder head		Hardened inserts
Rotators	Rotocolls	None		Rotocolls
Water Pump				
Type	Centrifugal			
Capacity (gpm)	81 @ 4000 rpm	82 @ 5200 rpm		81 @ 4000 rpm

*With A.I.R.

*Without exhaust emission controls.

76 V8 ENGINES

SPECIFICATIONS

	TURBO-JET		
	396 V8 (a)	396 V8*	
Basic Description	V8; valve-in-head		
Displacement (cu in)	396		
Bore & Stroke (in)	4.094 x 3.76		
Compression Ratio	10.25:1	10.25:1	
Firing Order	1-8-4-3-6-5-7-2		
Gross Horsepower @ rpm	325 @ 4800	350 @ 5200	
Gross Torque (lb-ft) @ rpm	410 @ 3200	415 @ 3400	
Air Cleaner			
Camshaft			
Bearings	Steel-backed babbitt		
Inlet Valve	Opens	28° BTC	40° BTC
	Closes	78° ABC	80° BTC
Exhaust Valve	Opens	75° BBC	88° BBC
	Closes	31° ATC	32° ATC
Inlet Duration w/o Ramp	286°	300°	
Exhaust Duration w/o Ramp	286°	300°	
Carburetor			
Type	4-Barrel		
Make	Rochester Quadrajets		
Venturi ID (in)	1.09		
Throttle Bore (in)	1.38 Primary; 2.25 Secondary		
Choke Control	Automatic		
Connecting Rods			
Material	Forged steel		
Length (in)	6.135		
Bearings	Premium aluminum		
Crankcase Ventilation	Closed positive		
Crankshaft			
Material	Cast nodular iron	Forged steel	
Number of Counterweights	6		
Main Journals (in)	2.75		
Crankpin Journals (in)	2.2		
Torsional Damper	Inertia; rubber mounted		
Bearings	Premium aluminum		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Oil Filter			
Carburetor	Fleated fiber element		
Fuel Tank	Mesh strainer		
Lubrication System	Controlled full pressure		
Main Bearings	Direct pressure		
Camshaft Bearings	Direct pressure		
Timing Gear	Centrifugally sprayed		
Connecting Rods	Direct pressure		
Valve Mechanism	Pressure & gravity		
Cylinder Walls	Cross sprayed by pressurized jets		
Piston Pins	Cross sprayed by pressurized jets		

*With A.I.R. (a) Used with A.I.R. with manual and CCS on automatic transmissions.

396 V8 ENGINES

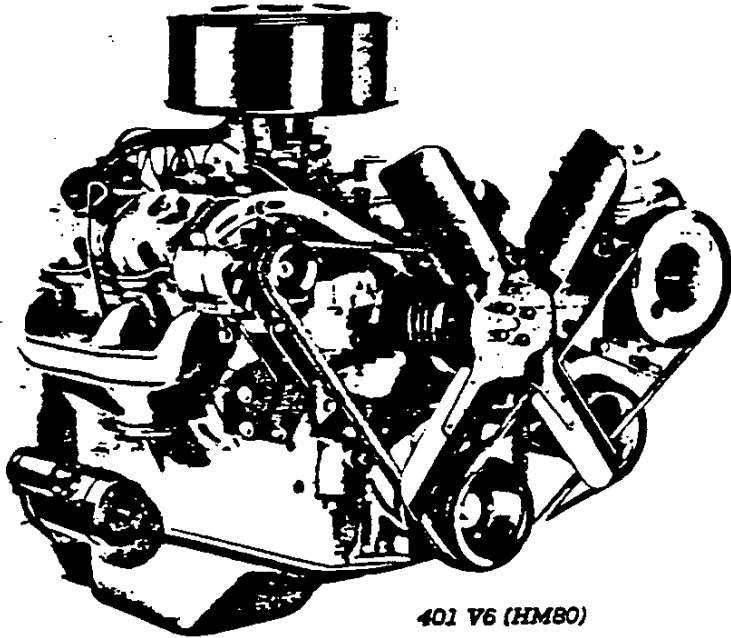
SPECIFICATIONS

	TURBO-JET	
	396 V8 (a)	396 V8*
Oil Capacity		
With filter change	5	
W/o filter change	4	
Oil Filter		
Standard	Full flow; throwaway type	
Capacity (qts)	1	
Oil Pump		
Type	Spur gear; distributor shaft driven	
Normal Pressure (psi)	50-75 @ 2000 rpm	
Pistons		
Material	Cast aluminum alloy	
Skirt	Slipper	
Head	Domed	
Piston Pins		
Type	Rod shrink fit to pin	
Material	Chromium steel	
Piston Rings		
Compression Rings		
Number	2	
Type	Upper—barrel face; lower—taper face	
Material	Cast alloy iron	
Oil Control Rings		
Number	1	
Type	Multi-piece	
Material	Steel	
Thermostat	Harrison; 195°	
Valve Train		
Type	Individually mounted rocker arms, push rod actuated	
Lifters	Hydraulic	
Rocker Arm Ratio	1.75:1	
Valve Guides	Pressed-in; cast alloy iron	
Valve Lash	Zero	
Intake Valves		
Material	Alloy steel	
Diameter (in)	2.065	
Face Coating	None	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Diameter (in)	1.72	
Face Coating	Aluminised	
Seats	Machined in cylinder head	
Water Pump		
Type	Centrifugal	
Capacity (gpm)	82 @ 5200 rpm	

*With A.I.R.

(a) Uses A.I.R. with manual and CCS on automatic transmissions.

IGH TORQUE 401 V6



401 V6 (HM80)

Applications

Standard: HM80; IM80; TM80
Optional: None

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....401 cu in
Bore & stroke (nominal).....4.87" x 3.58"
Compression ratio.....7.5:1
Carburetor type.....2-barrel

Test Procedures

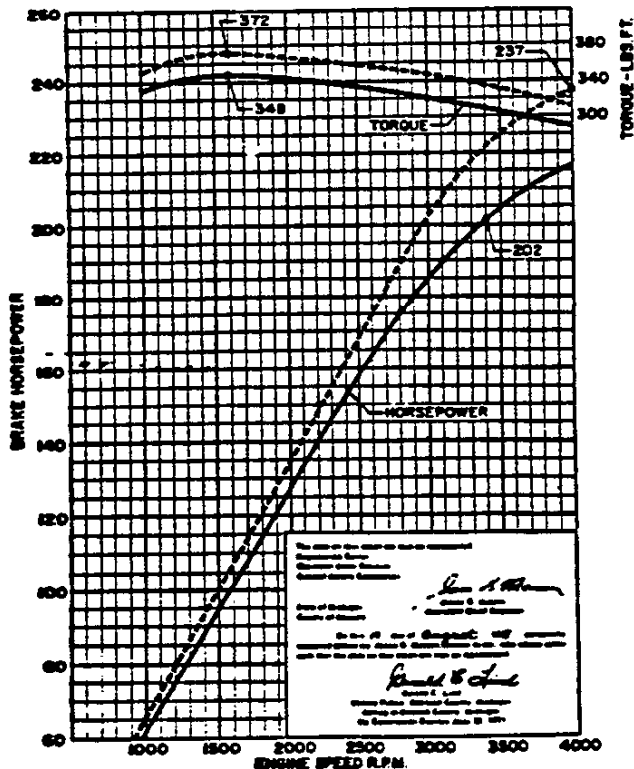
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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.

Without Emission Controls

Gross horsepower.....237 @ 4000 rpm
Net horsepower.....202 @ 3400 rpm
Gross torque, lb-ft.....372 @ 1600 rpm
Net torque, lb-ft.....348 @ 1600 rpm



COOLING SYSTEMS

STANDARD COOLING SYSTEMS

SERIES	Radiator							System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CS10	250	Tube & Center*	16.97	26.3	1.26	.30	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE10	307	Tube & Center*	16.97	28.3	1.26	.22	480	17.7	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	22.6	13	5 x 19
GS10	230	Tube & Center	17.4	18.07	1.26	.16	314	11.5	15	4 x 18
	250	Tube & Center	17.4	19.17	1.75	.20	333	12.5	15	4 x 18
GE10	307	Tube & Center*	16.97	22.0	1.98	.22	374	18.5	15	5 x 18
KS10	250	Tube & Center*	16.97	26.3	1.26	.30	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
KE10	307	Tube & Center*	16.97	28.3	1.26	.22	480	18.0	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.20	480	17.4	13	4 x 18
PS10	230	Tube & Center	17.40	18.07	1.26	.16	314	11.5	13	4 x 17.6
	250	Tube & Center	17.40	19.17	1.75	.16	333	12.5	13	4 x 20
CS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	17.7	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	23.2	13	5 x 19
GS20	230	Tube & Center	17.4	18.07	1.26	.16	314	11.5	15	4 x 18
	250	Tube & Center	17.4	19.17	1.75	.20	333	12.5	15	4 x 18
GE20	307	Tube & Center*	16.97	22.0	1.98	.22	374	18.5	15	5 x 18
KS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
KE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
PS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	11.8	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.18	446	12.5	13	4 x 18
PE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.25	480	18.4	13	4 x 18
CS30	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE30	307	Tube & Center*	16.97	28.3	1.26	.18	480	17.7	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	23.2	13	5 x 19
PS30	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.5	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.18	446	13.1	13	4 x 18
PE30	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	350	Tube & Center*	16.97	28.3	1.98	.25	480	18.4	13	4 x 18
PT30	3-53N	Tube & Center*	16.97	26.3	1.98	.18	446	22.5	13	6 x 20
CS40	250	Tube & Center*	24.12	26.3	1.26	.18	634	16.1	9	4 x 20
	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CE40	350	Tube & Center*	24.12	28.3	1.98	.16	680	20.4	9	5 x 20
PS40	250	Tube & Center	17.40	23.02	1.98	.16	401	14.1	13	4 x 20
	292	Tube & Center	17.40	23.02	1.98	.16	401	14.1	13	4 x 20
SS40	250	Tube & Center*	24.12	26.3	1.26	.18	634	16.1	9	4 x 20
	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CS50	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CE50	350	Tube & Center*	24.12	28.3	1.98	.16	680	20.4	9	5 x 20
	366	Tube & Center*	24.12	34.0	1.98	.20	820	31.2	9	5 x 22
CDS0	4-53N	Tube & Center*	24.12	28.3	1.98	.18	683	20.7	9	6 x 20

*Cross-flow type *Capacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

Note: System capacity includes Heater volume of 1.3 quarts on Forward Control & Tilt models; Heater volume of 6 quarts on all other models.

COOLING SYSTEMS

STANDARD COOLING SYSTEMS (Cont'd)

SERIES	Radiator							System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CG50	DH478	Tube & Center*	24.12	28.3	1.98	.18	683	22.5	9	5 x 22
ME50	350	Tube & Center*	24.12	28.3	1.98	.16	680	20.4	9	5 x 20
	366	Tube & Center*	24.12	34.0	1.98	.20	820	31.2	9	5 x 22
SE50	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
SE50	350	Tube & Center*	24.12	26.3	1.98	.16	680	20.4	9	5 x 20
	366	Tube & Center*	24.12	34.0	1.98	.20	820	31.2	9	5 x 22
TE50	292	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	4 x 20
TE50	350	Tube & Center	24.7	23.02	1.98	.16	569	28.1	9	5 x 20
	366	Tube & Center	24.0	28.52	1.98	.18	684	35.2	9	6 x 20
CE60	366	Tube & Center*	24.12	34.0	1.98	.20	820	31.2	9	5 x 22
	427	Tube & Center*	24.12	34.0	1.98	.16	820	30.2	9	5 x 22
ME60	366	Tube & Center*	24.12	34.0	1.98	.20	820	31.2	9	5 x 20
	427	Tube & Center*	24.12	34.0	1.98	.16	820	30.2	9	5 x 22
TE60	366	Tube & Center	24.0	28.52	1.98	.18	684	35.2	9	6 x 20
	427	Tube & Center	24.0	28.52	2.62	.18	684	36.2	9	6 x 20
HV70	6V-53N	Tube & Center	—	—	1.98	.25 x .55	792	38.0	9	5 x 22
JV70	6V-53N	Tube & Center	—	—	1.98	.25 x .55	792	38.0	9	5 x 22
TV70	6V-53N	Tube & Fin	—	—	2.88	.18 x .55	689	32.6	9	5 x 22
HM80	401	Tube & Center	—	—	1.98	.18 x .55	683	35.0	9	4 x 24
	478	Tube & Center	—	—	2.70	.18 x .55	683	37.0	9	4 x 24
JM80	401	Tube & Center	—	—	1.98	.16 x .55	683	35.5	9	4 x 24
	478	Tube & Center	—	—	2.70	.18 x .55	683	38.5	9	4 x 24
TM80	401	Tube & Center	—	—	2.62	.16 x .55	627	46.0	9	5 x 22
	478	Tube & Center	—	—	2.62	.18 x .55	727	45.5	9	5 x 24

*Cross-flow type *Capacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

Note: System capacity includes Heater volume of 1.3 quarts on Forward Control & Tilt models; Heater volume of 6 quarts on all other models.

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS

Series	Engine	Optional Combinations	Radiator					System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blades x diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)				Frontal Area (sq in)
CS10	250	4.11 Rear Axle	Tube & Center*	16.97	26.3	1.26	.28	446	12.2	13	4 x 18
		HD Radiator	Tube & Center*	16.97	26.3	1.26	.20	446	12.8	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 16
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	12.9	15	5 x 18
	292	4.11 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 16
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.4	15	5 x 18
CE10	307	4.11 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	17.7	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	22.3	1.98	.18	480	18.1	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 16
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
	350	4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	5 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	2.70	.18	480	18.0	13	5 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	7 x 18
39C	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	23.2	13	5 x 19	
	HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
	Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
	Automatic Trans.	Tube & Center*	16.97	28.3	2.70	.16	480	24.7	13	5 x 19	
	Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
GE1C	230	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	5 x 18
	250	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
GE10	307	HD Radiator	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
KE10	250	HD Radiator	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
KE10	307	Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.4	13	5 x 18
	350	Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	5 x 18
		HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18
PE10	230	HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Automatic Trans.	Tube & Center	17.40	19.17	1.75	.16	333	12.5	13	4 x 17.6
PE10	250	Automatic Trans.	Tube & Center	17.40	19.17	1.75	.16	333	12.5	13	4 x 20

*Cross-flow type

•Capacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

■Temperature-controlled fan.

Note: System capacity includes Heater volume of 1.3 quarts on Forward Control & Tilt models; Heater volume of 6 quarts on all other models

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued)

Series	Engine	Optional Combinations	Radiator					System Capacity (qt) ^w	Pressure Cap. (lb)	Fan No. blade x (diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)				Frontal Area (sq in)
E20	250	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	12.9	15	5 x 18
	292	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
E20	307	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	19.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	19.9	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	18.4	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
	350	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	19.2	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	5 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	2.70	.18	480	18.0	13	5 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	7 x 18
396	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	23.2	13	5 x 19	
	HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
	Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
	Automatic Trans.	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	13	5 x 19	
	Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19	
E20	230	HD Radiator	Tube & Center	17.4	19.17	1.75	.20	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	5 x 18
	250	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	1.98	.18	374	13.6	15	5 x 18
E20	307	HD Radiator	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
E20	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	490	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	460	13.3	15	5 x 18
E20	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.4	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	19.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	19.9	15	5 x 18
	350	HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	19.2	15	5 x 18

*Cross-flow type

^wCapacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

[†]Temperature-controlled fan.

^uSystem capacity includes Heater volume of 1.3 quarts on Forward Control & Tilt models; Heater volume of 6 quarts on all other models.

August 12, 1958

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued)

Series	Engine	Optional Combinations	Radiator					Frontal Area (sq in)	System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blade x diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)					
PE20	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.6	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.6	13	4 x 18	
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	14.0	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	14.0	13	4 x 18	
PE20	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	19.1	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	19.1	13	4 x 18	
	350	HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	19.1	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18	
CE30	250	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.9	13	4 x 18	
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.8	13	4 x 18	
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18	
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18	
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18	
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	12.9	15	5 x 18	
		292	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.18	446	12.6	13	4 x 18
			HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
			HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
	Air Conditioning		Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18	
	Automatic Trans.		Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18	
	Auto. Trans. w/4.10 Rear Axle		Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18	
	Auto. Trans. w/Air Cond. or HD Cooling		Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18	
	307		4.10 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18	
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	19.6	15	5 x 18	
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	19.6	15	5 x 18	
Automatic Trans.		Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18		
Auto. Trans. w/4.10 Rear Axle		Tube & Center*	16.97	28.3	1.98	.18	480	18.4	13	4 x 18		
Auto. Trans. w/Air Cond. or HD Cooling		Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18		
350		4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18	
		HD Radiator	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18	
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	5 x 18	
	Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	19.2	15	5 x 18		
	Automatic Trans.	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18		
	Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	2.70	.18	480	17.7	13	4 x 18		
	Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.16	480	19.2	15	7 x 18		
	396	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	23.2	15	5 x 18	
HD Cooling		Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19		
Air Conditioning		Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19		
Automatic Trans.		Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	5 x 19		
Auto. Trans. w/Air Cond. or HD Cooling		Tube & Center*	16.97	28.3	2.70	.18	480	24.7	15	6 x 19		
PE30	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.6	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.6	13	4 x 18	
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	14.0	13	4 x 18	
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	14.0	13	4 x 18	

*Cross-flow type

*Capacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

■ Temperature-controlled fan

Note: System capacity includes Heater volume of 1.3 quarts on Forward Control & Tilt models; Heater volume of 6 quarts on all other models.

COOLING SYSTEMS

→ OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator					System Capacity (qt) †	Pressure Cap. (lb)	Fan (No. blade x diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)				Frontal Area (sq in)
FE30	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	14.1	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	19.1	13	4 x 18
	350	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	19.1	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	2.70	.18	480	19.1	13	4 x 18
CE40	250	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	16.6	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	17.9	9	5 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	17.9	9	5 x 20
	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
CE40	350	HD Radiator	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	6 x 20
SE40	250	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	16.6	9	4 x 20
	332	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
CE50	332	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	1.98	.16	683	18.3	9	4 x 20
CE50	350	HD Radiator	Tube & Center*	24.12	28.3	2.70	.16	680	21.8	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	2.70	.16	680	21.8	9	6 x 20 (a)
		Air Conditioning	Tube & Center*	24.12	28.3	2.70	.16	680	21.8	9	6 x 20 (a)
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	680	20.4	9	5 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	31.2	9	5 x 22
ME50	350	HD Radiator	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	2.70	.16	680	21.7	9	6 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
SE50	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	1.98	.16	683	18.3	9	4 x 20
SE50	350	HD Radiator	Tube & Center*	24.12	28.3	2.70	.16	683	21.8	9	5 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	683	20.4	9	5 x 20
		366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9
CE60	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	31.2	9	5 x 22 (a)

*Cross-flow type

†Capacity shown with standard heater except F10-40 FC Chassis models and all Cowl models.

‡Temperature-controlled fan

Note: System capacity includes heater volume of 1.3 quarts on Forward Control & Tilt models; heater volume of 6 quarts on all other models.

(a) Pitch of fan blade is increased.

→ Indicates change

COOLING SYSTEMS

► OPTIONAL COOLING SYSTEMS (Cont'd)

Series Engine		Optional Combinations	Radiator					System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blade x diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)				Frontal Area (sq in)
CE60	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	31.2	9	5 x 22
	427	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	32.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	32.1	9	5 x 22 (a)
ME60	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22 (a)
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	31.2	9	5 x 22
	427	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	32.1	9	5 x 22
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	32.1	9	5 x 22 (a)
BV70	6V-53N	HD Radiator	Tube & Center	—	—	2.0	.20 x .55	792	39.5	9	5 x 22
		HD Radiator	Tube & Center	—	—	2.0	.20 x .55	792	39.5	9	5 x 22
		HD Radiator	Tube & Center	—	—	2.0	.20 x .55	792	39.5	9	5 x 22
MM80	401	HD Radiator	Tube & Center	—	—	1.98	.16 x .55	683	35.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.70	.16 x .55	683	35.0	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	37.0	9	4 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	36.0	9	4 x 24
JM80	401	HD Radiator	Tube & Center	—	—	2.0	.16 x .55	683	38.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.70	.16 x .55	683	38.0	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	38.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	4 x 24
TM80	401	HD Radiator	Tube & Center	—	—	2.0	.18 x .55	684	45.5	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.62	.16 x .55	727	45.5	9	5 x 24

*Cross-flow type

*Capacity shown with standard heater except P10-40 FC Chassis models and all Cowl models.

Note: System capacity includes heater volume of 1.3 quarts on Forward Control & Tilt models; heater volume of 6 quarts on all other models.

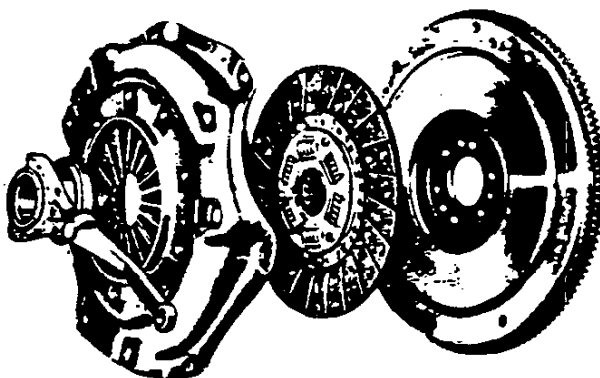
(a) Pitch of fan blade is increased

► Indicates change

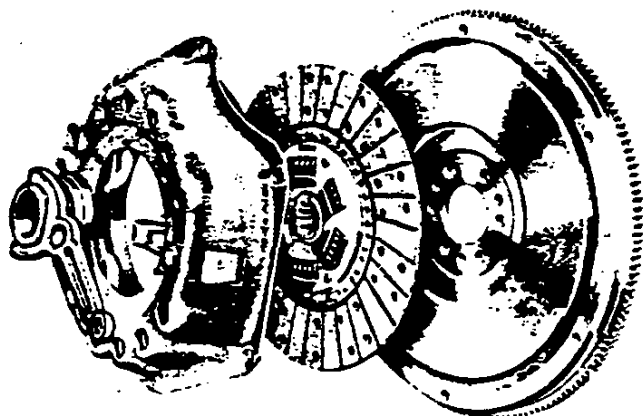
CLUTCHES

DIAPHRAGM-SPRING CLUTCHES

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



COIL-SPRING CLUTCHES



Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil-spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

CLUTCH CONTROLS

All Series 50-60 Tilt Cab models and all Series 70-80 models use hydraulic clutch controls. The brake pedal connects to a master cylinder and reservoir containing hydraulic fluid. This in turn connects to a slave cylinder mounted on the clutch housing which actuates the clutch throw-out fork.

All other models use mechanical clutch controls.

CLUTCHES

→ SPECIFICATIONS

DIAPHRAGM CLUTCHES

Clutch Size (in)	10	11
Clutch Springs	Spring steel	
Material.....	1	
Number used.....	1	
Total pressure (lbs).....	1875	1850*
Driven Disc	Dry disc with two facings	
Type.....	1	
Number of plates.....	Woven asbestos composition	
Material.....		
Outside diameter (in).....	10	11
Inside diameter (in).....	6	6.5
Thickness (in).....	.133	.133
Area (sq in).....	100	124
Bearings	Single-row ball	
Clutch-release type.....	Sintered-powdered bronze bushing	
Pilot type.....		
Flywheel Material	Cast iron	

*2200 lb on CS/CE10-30; KS/KE10-20; PS10; PS/PE20-30 with 292 Six or 307 V8 engine.

→ COIL CLUTCHES

Clutch Size (in)	12	12 (2-plate)	13	13 (2-plate)	14	14 (2-plate)
Clutch Springs	Heat-treated spring wire					
Material.....						
Number used.....	12	12	12	16	21	21
Total pressure (lbs).....	1877 (a)(b)	1826	2675	2200	3255	
Driven Disc	Dry disc with two facings**					
Type.....						
Number of plates.....	1	2	1	2	1	2
Material.....	Woven asbestos composition					
Outside diameter (in)...	11 $\frac{1}{2}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	13 $\frac{3}{4}$	13 $\frac{3}{4}$
Inside diameter (in)....	6 $\frac{1}{4}$	6 $\frac{1}{4}$	7 $\frac{1}{4}$	7 $\frac{1}{4}$	7 $\frac{1}{4}$	8
Thickness (in).....	.140	.140	.150	.156	.187	.156
Area (sq in).....	150	300	178	356	215	393
Bearings	Single-row ball					
Clutch-release type....	Single-row ball					
Pilot type.....						
Flywheel Material	Cast iron					
Ring Gear	Cold-drawn steel					
Type.....						

**Dual disc clutches have four facings.

(a) 2525 lbs with 396 engine.

(b) 2060 lbs with 350 engine.

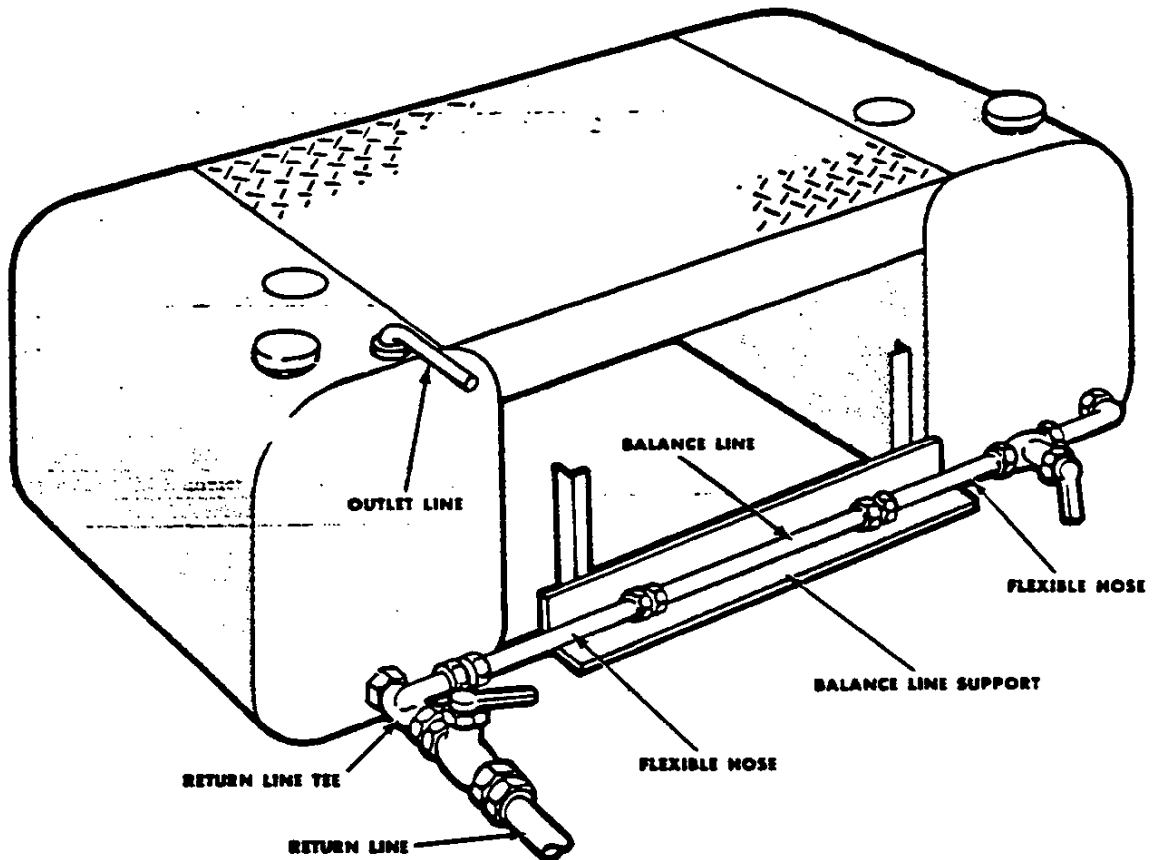
JEL TANKS

→ SPECIFICATIONS

Series	Tank Location	Std/Opt	Approximate Tank Capacity (gallons)	Type
Chassis-Cab Models				
C10-20 (exc 05/06/16); K10-20 (exc 05/06/16); C30; CS/CE40; CS/CE/CD/CG/ ME60; CE/ME60	Back of seat in cab	Std	21	—
CS/CE/CD/CG/ME60; CE/ME60	Outside RH & LH frame rails	Opt	50 (each)	Dual-Cylindrical
C10/20 (05/06/16); K10-20 (05/06/16)	Inside frame behind rear axle	Std	23.5	—
TS/TE60; TE60	Outside RH frame rail	Std	18	—
HV/JV70 (exc JV714)	Outside RH frame rail	Std	64	Cylindrical
HV712; JV717	Outside LH frame rail	Opt	37	Cylindrical
HV714	Under cab—LH side	Opt	50	Cylindrical
JV720-721-723	Outside LH frame rail	Opt	64	Cylindrical
TV70	Outside RH frame rail	Std	18	Rectangular
EM/JM60	Across frame behind cab	Std	17	Throwaway
	Outside LH & RH frame rails	Opt	37 (each)	Dual-Cylindrical
	Outside RH frame rail behind cab	Opt	37	Cylindrical
TM60	Across frame behind cab	Std	17	Throwaway
Cowl Models				
C30	Outside LH frame rail	Std	21	—
CS/CE40; CS/CE60; CE60	Outside RH frame rail	Std	18	—
School Bus Models				
SS40; SS/KE30	Outside RH frame rail	Std	30	—
Forward Control Models				
G10-20	Behind rear axle	Std	24.5	—
P10	Inside frame behind rear axle	Std	20.5	—
PS/PE20; PS/PE/PT30	Outside RH frame rail	Std	30	—
PE40	Outside RH frame rail	Std	20	—
		Opt	30	—

FUEL TANKS

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 above) 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— $\frac{3}{8}$ " tubing

Return line— $\frac{5}{16}$ " tubing

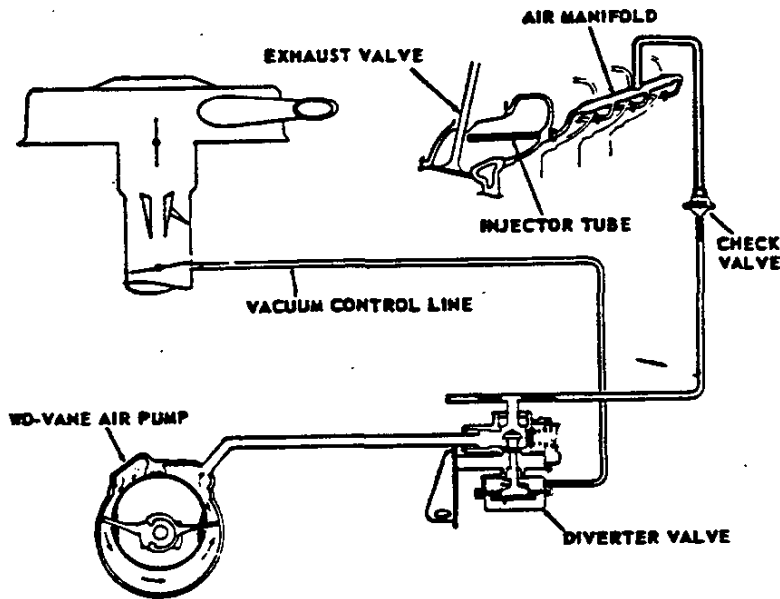
EXHAUST EMISSION CONTROL EQUIPMENT

GENERAL

Exhaust emissions are controlled on all El Caminos, all Series 10 models and Series 20 Suburban and Sportvan models. Two systems are employed: Air Injection Reactor (A.I.R.) and Controlled Com-

Combustion System (C.C.S.). Both systems employ completely aluminum exhaust systems to reduce the corrosion rate and improve durability.

AIR INJECTION REACTOR (A.I.R.)



In this system, emissions of unburned hydrocarbons and carbon monoxide are controlled to levels specified by the Federal Motor Vehicle Air Pollution Control Act by injection of air into each exhaust valve port. This provides oxygen to support combustion of the luminous hot exhaust gases and continues oxidation of unburned hydrocarbons and carbon monoxide in the exhaust stream.

The system is comprised of an air pump, diverter valve, check valves, air manifold and modifications to the carburetor and ignition distributor. Air for injection into the exhaust manifold is pro-

vided by a crankshaft-driven semi-articulated vane-type pump. Inlet air is cleaned by means of a centrifugal vane unit which separates dust particles and water from the air. The diverter valve serves two purposes in the system. It functions as a pressure limiting valve which maintains a constant flow of air to the exhaust manifold at vehicle speeds under 40 mph and also as a flow control valve to prevent backfiring in the exhaust system. Check valves, one on six-cylinder engines and two on eight-cylinder engines, operate to prevent back-flow of exhaust gases in event of pump or drive belt failure.

(a) 325 HP available with A.I.R. and manual trans only; 350 HP available with A.I.R. and all trans.

Usage of Air Injection Reactor (A.I.R.)

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Manual
Turbo-Thrift 250 Six	Manual
Turbo-Fire 307 V8	Manual
Turbo-Fire 350 V8	Manual
Turbo-Jet 396 V8	(a)
Series 10-20	
High Torque 230 Six	All
High Torque 250 Six	All
High Torque 292 Six	All
High Torque 307 V8	Manual
High Torque 350 V8	Manual
High Torque 396 V8	All

CONTROLLED COMBUSTION SYSTEM (C.C.S.)

This system uses standard engine components which are modified to control exhaust emissions. Basically, carburetor calibration and ignition distributor timing are optimized to produce more complete combustion during low and intermediate speeds. Engine inlet air heated, as required, to prevent carburetor icing by an exhaust manifold stove, with air temperature controlled by a thermostatically actuated valve in the air cleaner assembly.

Usage of Controlled Combustion System (C.C.S.)

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Automatic
Turbo-Thrift 250 Six	Automatic
Turbo-Fire 307 V8	Automatic
Turbo-Fire 350 V8	Automatic
Turbo-Jet 396 (325 HP) V8	Automatic
Series 10-20	
High Torque 307 V8	Automatic
High Torque 350 V8	Automatic

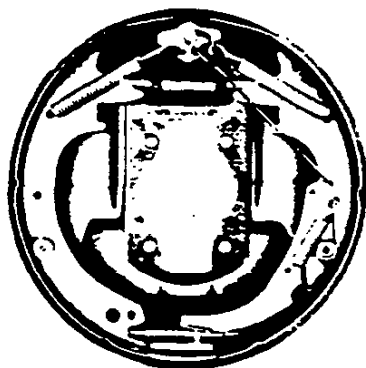
HYDRAULIC BRAKES

Hydraulic or vacuum/hydraulic brakes are used as standard equipment on most Chevrolet truck models. All Series 10-30 models and all Series 40-50 Bus Chassis vacuum brake models have a split front and rear hydraulic braking system as standard equipment. A warning light on the instrument panel signals the driver of any brake malfunction.

Heavy-duty vacuum 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. A frame-mounted vacuum

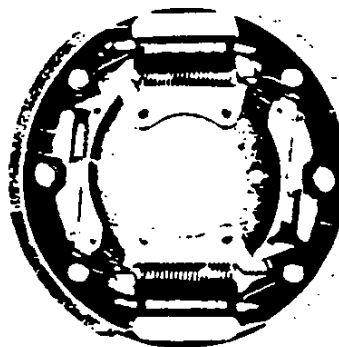
brake booster is used on Series 40-50 Bus Chassis vacuum brake models, Series CE50, CSS0, GE60 with hydraulic brakes and optional on Series CE40 and CS40 models.

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 40-50 feature self-adjusting brakes as base equipment. Availability is restricted to standard-size front brakes only, with manual adjustment brakes being provided with rear brake options larger than 15" x 5" or rear axles above 15,000 lbs.



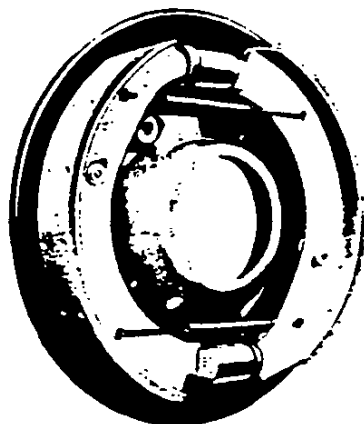
Torque-Action Brake

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 40 and 50 Series.



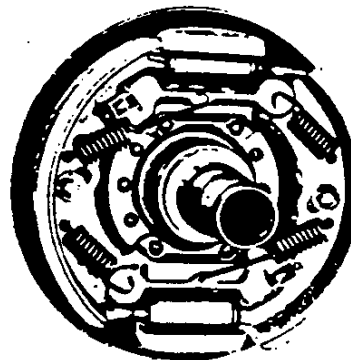
**Twin-Action Rear Brake
(Two-Anchor Type)**

Twin-action brakes of the two-anchor type are standard equipment on the rear wheels of Series 40 and 50 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 60 models. Brake lining material of molded asbestos composition is riveted to the brake shoes.



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

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

BRAKES

→ VACUUM-HYDRAULIC BRAKE SYSTEM

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

Vacuum brake boosters provide a power assist by multiplying the hydraulic pressure. Braking pressures are much greater due to the assist given by the booster diaphragm. The brakes will still operate without vacuum, but the pedal effort required will be greater.

VACUUM/HYDRAULIC BRAKE BOOSTERS

Series	Availability	Make	Displacement (cu in)	Number of Diaphragms	Nominal Diameter (in)	Mounting Location
C10, K10, P10	Opt	Bendix	.860	One	9.50	Dash
C20, K20; C30 (except w/11,000-lb rear axle)	Opt	Bendix	1.201*	Two	8.00	Dash
P20; P30 (except w/11,000-lb rear axle)	Opt	Midland Ross	1.159	One	8.00	Frame
C30, PE/PE30 (with 11,000-lb rear axle)	Opt	Bendix	1.63	One	11.00	Frame
CE/CE50; CE60	Std	Bendix	2.3#	One#	12.75	Frame
CE/CE40	Opt					
CD/CG/TE/TE50	Std	Bendix	2.3 1.63	One	11.00	Frame
PE40	Opt					
TE60	Std	Bendix	2.30@	One	12.75	Frame
MES0	Std	Bendix	3.20	Two	12.75	Frame
CE/TE60	Opt					
SE40; SE/SE50	Std	Bendix	2.4*	Two	12.75	Frame
ME60	Std	Bendix	4.50	Two	12.75	Frame

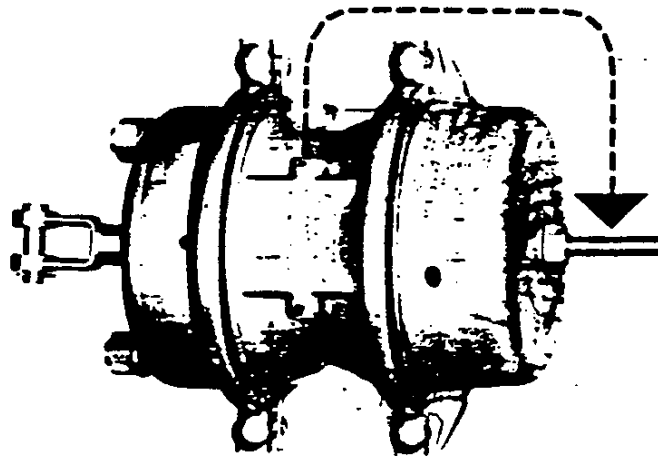
*Per diaphragm

#2.4 cu. in. each diaphragm with RPO IL4

@2.4 cu. in. each diaphragm with RPO IL5 on CD/CG50.

→ Indicates change

→ EMERGENCY AIR BRAKE SYSTEMS



ANCHOR LOK SYSTEM

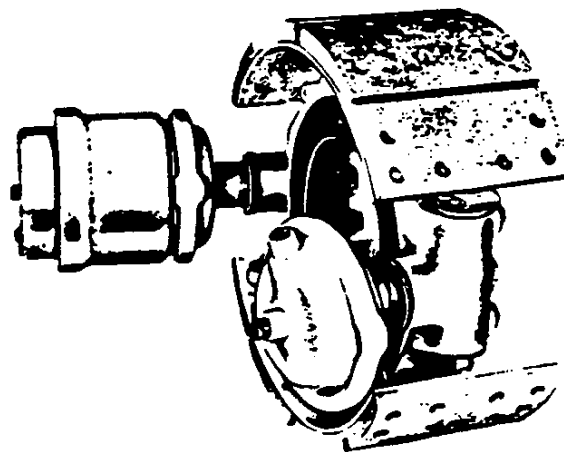
The Anchor Lok emergency spring brake is RPO for all air brake and below-23,000-lb-cap. rear axle equipped models; and on School Bus Chassis (SS40, SS/SE50 models) it is included when optional full-air brakes are ordered.

The Anchor Lok design uses a diaphragm under air pressure to contain the powerful spring in compression in normal operation; but with parking or on an emergency condition, stopping is accomplished through the spring-set rear wheel parking brakes.

This system, which also meets the State of California Vehicle Code, employs a combination spring and air chamber at each rear brake except the rearmost brakes of tandem models. These chambers contain a powerful coil spring capable of mechanically applying the rear brakes either automatically for emergency stopping, or through a manual control valve in the cab for parking. The power spring in its compartment is held in a compressed position by air pressure of 60 or more pounds per square inch when the vehicle braking system is in normal operation. Should the air

pressure in the spring chamber drop below approximately 60 pounds per square inch, the emergency brake feature allows the coiled spring to release and start moving out. If the air pressure continues to diminish, the springs continue to expand to apply the brakes until at about 30 psi pressure the actuator spring has automatically applied the brake shoes sufficiently to bring the vehicle to a safe, even stop. To permit moving the vehicle even when air pressure is not available to recompress the spring in its container, a bolt, located at the head of the spring chamber, makes it possible to manually release the brakes by compressing the spring.

If the service brake system air reserve is lost or insufficient, emergency stopping also can be effected by depressing the brake pedal beyond its normal travel, which permits modulated application of the spring brakes by releasing the air in the spring chamber. Or, the parking brake manual control valve may be used, but this application is not modulated.



SUPER FAIL-SAFE SYSTEM

The Super Fail-Safe system is optional on all models equipped with the 23,000-lb rear axle, and on HV, IV, TV70; HM, JM, TM70 models only with 18,500-lb and 22,000-lb rear axles. It incor-

porates a piston, which, under pressure, holds the powerful emergency or parking brake system in compression in normal operation.

BRAKES

PARKING BRAKES

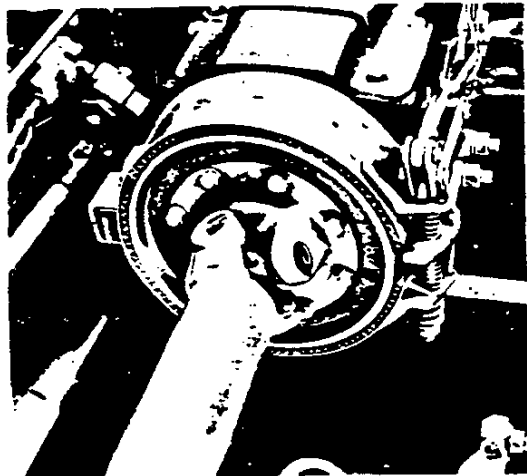
Rear Wheel Brakes

Foot pedal operated, cable-actuated rear brakes are used for parking brakes on all Series 10-30 models, except Series 30 model with optional 11,000-lb rear axle is equipped with a transmission mounted internal expanding parking brake.

An Orscheln-type handle is standard on all P models, and CE/CS30 models equipped with the 11,000-lb capacity rear axle.

Propeller Shaft Brakes

Propeller shaft brakes serve to lock the driveline firmly for parking. They are controlled by an Orscheln-type lever with a release device on the handle.



Band Brake

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

Parking Brake Specifications—Series 10-30

Series	Transmission	Brake Type	Size (in)	Lining Area (sq in)
CS/CE/KS/KE/PS10	All	Cable to Rear Wheels	--	83
GS/GE10	All	Cable to Rear Wheels	--	76
CS/CE20	All	Cable to Rear Wheels	--	119
KS/KE20	All	Cable to Rear Wheels	--	92
GS/GE20	All	Cable to Rear Wheels	--	84
CS/CE/PS/PE/PT30	All	Cable to Rear Wheels*	--	132

Parking Brake Specifications—Series 40-80

Transmission	Brake Type	Size † (in)	Lining Area (sq in)
Chevrolet CH465 4 speed	Internal Expanding	11 x 2	41.8
New Process 435C, 540CL, 540CD	Drum & Band	9½ x 2½	67.5
Clark 325V, 327V; New Process 541CL, 541CD; Spicer 5652, 5652B, 5752C, 5756B; Allison Automatic	Drum & Band	10½ x 3	99.1
Clark 280V, 282V, 285V; Spicer 3152A, 3152F, 3153	Drum & Band	9½ x 3	85.0
Clark 385V, 387V, 401V	Drum & Band	11½ x 3½	126.0
Fuller RTS10	Internal Expanding	12 x 3	83.8

*11' x 2" internal expanding type propeller shaft brake available optionally with Chevrolet CH465 4-speed transmission on PS/PE30 models; and included with 11,000-lb capacity rear axle on CS/CE/PS/PE30 models. 9½" x 2½" drum and band propeller shaft brake available optionally with 7200-lb cap. rear axle and New Process 435 CR 4-speed transmission or PS/PE/PT30 models.

†Drum diameter x lining width.

BRAKES

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		
C10, P10	Hydraulic	Base	11 x 2.0	2500	Base	11 x 2.0	3500	167.0	
G10	Hydraulic	Base	9.5 x 2.5	2200	Base RPO	9.5 x 2.0	2400 2900	171 171	
K10	Hydraulic	Base	11 x 2.0	3300	Base	11 x 2.0	3300	167.0	
C20, P20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.75	5200	238.6	
G20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.0	3600	199.5	
K20	Hydraulic	Base	12 x 2.0	3500	Base	12 x 2.0	5200	185.2	
C30; P30 Exc PT30	Hydraulic	Base	11 x 2.75	3500	Base	13 x 2.5	7200	251.9	
		RPO	11 x 2.75	4000	RPO	15 x 4.0	11,000	368.0	
CS/CE/PS/SS40	Hydraulic*	Base	14 x 2.5	5000 (5500 on SS40)	Base RPO	15 x 4.0	11,000 13,500	385	
CS/CE/CD/CG50	Vacuum/Hydraulic	Base	14 x 2.5	5000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 447	
		RPO	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0 15 x 6.0 15 x 6.0	15,000 15,000 17,000# 17,000‡	448 510 580 517	
	Air	RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	576.5	
		Vacuum/Hydraulic	Base	14 x 2.5	5500	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 447
			RPO	15 x 3.0	7000	RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 510
SS/SE528	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base RPO	15 x 5.0 15 x 6.0	15,000 17,000	447 510 579.8	
		RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	579.8	
SE528	Air	RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	576.5	
SE531	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base RPO	15 x 5.0 15 x 6.0	15,000 17,000	510 579.8	
		RPO	15 x 3.0	7000	RPO	15 x 6.0	17,000	576.5	
TE/TE50	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0 15 x 6.0 15 x 6.0	15,000 15,000 17,000# 17,000‡	448 510 580 517	

#Not available on CDSO Series
‡On CG50 Series only

*Vacuum-hydraulic on SS40

BRAKES

→ 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	
ME60	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 4.0	28,000	696.8
					RPO	15 x 5.0	28,000 (2-Speed)	821.0
CE60 (02 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	579.8
CE/TE60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	RPO	15 x 6.0	17,000	579.8
					RPO	15 x 7.0	18,500	643.4
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	613.0
					RPO	15 x 7.0	18,500	676.6
CE/TE60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	576.5
					RPO	15 x 7.0	18,500	641.5
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	607.8
					RPO	15 x 7.0	18,500	672.8
		RPO	15 x 3.5	11,000	RPO	15 x 7.0(w)	23,000	661.8
					RPO	15 x 7.0	18,500	672.8
RPO	15 x 3.5	11,000	RPO	15 x 7.0(w)	23,000	661.8		
ME60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	960.2
		RPO	15 x 3.5	9000	Base	15 x 6.0	30,000	993.4
		RPO	15 x 3.5	11,000				
ME60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	962.5
					RPO	15 x 7.0	34,000	1092.5
		RPO	15 x 3.5	9000	Base	15 x 6.0	30,000	993.8
					RPO	15 x 7.0	34,000	1123.8
RPO	15 x 3.5	11,000	RPO	15 x 7.0	34,000	1123.8		

(w) Wedge Type

→ Indicates change

MODEL C10 CAMPER RECOMMENDATIONS

GENERAL

1969

	CE10 (½ Ton)	
Body Type	Shell	
GVW Ratings (lb.)	5000	5000
Max. Body Length (ft.)	6	8
Approx. Body Wt. (lb.)	200	300
Passenger & Equipment Wt. (lb.)	900	1000
Total Body, Pass. & Equipment Wt. (lb.)	1100	1300
Recommended Chevrolet Models	CE10704 CE10734 Pickups	CE10904 CE10934 Pickups
Engines	*307 V8	
Transmissions**	Turbo Hydra-matic	
Rear Axle—Cap. (lb.) —Ratio	3500-Std. 3.73-Std.	
Front Suspension Stabilizer Bar Springs—Cap. (lb.) Shock Absorbers	— 1250-Std. Std.	
Standard Coil Spring Rear Suspension Springs—Cap. (lb.) Aux. Spr.—Cap. (lb.) Shock Absorbers	2000 — Standard	
Tires* Front Rear	8.00-16.5/6PR-Opt. 8.00-16.5/6PR-Opt.	

*Standard on V8 models

**HD cooling included with Turbo Hydra-matic transmission

*See the Wheel & Tire Prices section for permissible combinations

The Chevrolet C10 (CE10) Stepside and Fleet-side Pickup models should only be equipped with a lightweight, low profile shell-type camper body. The larger cab-over type bodies should not be used in these ½-ton models.

Such variables as the size and weight of the camper body, maximum intended passenger and equipment weight and the GVW rating of the truck all affect the required chassis equipment directly. The chart at left shows Chevrolet's minimum general chassis equipment recommendations for use with camper bodies. For severe service, additional options should be considered.

CHASSIS REQUIREMENTS—CUSTOM CAMPER NAMEPLATE

Custom Camper/20

Chevrolet offers a "Custom Camper" nameplate for all C10 Stepside and Fleetside Pickup models. These nameplates replace the regular Series designation plates on the front fenders. They serve to indicate that required chassis options have been ordered on the vehicle to properly equip it for maximum stress and weight carrying ability in camper service. These chassis requirements are shown below for C10 Pickup models.

MODEL C10 WITH STANDARD COIL SPRING REAR SUSPENSION

- Front stabilizer bar (F59)
- HD rear springs (G50) or auxiliary rear springs (G60)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires***
 - 7.00-15/6PR tube type Highway Nylon (R44)
 - 7.00-15/6PR tube type On-Off Road Nylon (R43)
 - 8.00-16.5/6PR tubeless Highway Nylon (R70)
 - 8.00-16.5/6PR tubeless On-Off Road Nylon (RQ2)

MODEL C10 WITH OPTIONAL LEAF SPRING REAR SUSPENSION

- Front stabilizer bar (F59)
- Leaf spring rear suspension (G70)
- HD rear springs (G50)
- HD front shock absorbers (F52)
- Any of the following optional tires***
 - 7.00-15/6PR tube type Highway Nylon (R44)
 - 7.00-15/6PR tube type On-Off Road Nylon (R43)
 - 8.00-16.5/6PR tubeless Highway Nylon (R70)
 - 8.00-16.5/6PR tubeless On-Off Road Nylon (RQ2)

***See the Wheel & Tire Prices section for permissible combinations

MODEL K10 CAMPER RECOMMENDATIONS

GENERAL

Body Type	KE10 (½ Ton)			
	Shell			
GVW Ratings (lb.)	4600	4600	5600	5600
Max. Body Length (ft.)	6	8	6	8
Approx. Body Wt. (lb.)	200	300	200	300
Passenger & Equipment Wt. (lb.)	600	400	1200	1100
Total Body, Pass. & Equip. Wt. (lb.)	800	700	1400	1400
Recommended Chevrolet Models	KE10734 KE10704 Pickups	KE10934 KE10904 Pickups	KE10734 KE10704 Pickups	KE10934 KE10904 Pickups
Engines	307 V8**		307 V8**	
Transmission	3-Spd.-Std.		3-Spd.-Std.	
Front Axle—Cap. (lb.)	3300-Std.		3300-Std.	
—Ratio	3.73-Std.		3.73-Std.	
Rear Axle—Cap. (lb.)	3300-Std.		3300-Std.	
—Ratio	3.73-Std.		3.73-Std.	
Front Suspension	1450-Std.		1450-Std.	
Springs—Cap. (lb.)	Std.		Std.	
Shock Absorbers				
Rear Suspension	1800-Std.		1800-Std.	
Springs—Cap. (lb.)	Std.		Heavy Duty-Opt.	
Shock Absorbers				
Tires★	8.25-15/4PR-Std.		8-16.5	7.00-15
Front			6PR-Opt.	6PR-Opt.
Rear	8.25-15/4PR-Std.		8-16.5	7.00-15
			6PR-Opt.	6PR-Opt.
Free-Wheeling Front Hubs			Recommended-Opt.	

**Standard on V8 models

★See the Wheel & Tire Prices section for permissible combinations

The Chevrolet K10 (KE10) Stepside and Fleet-side Pickup models should only be equipped with a lightweight, low profile shell-type camper body. The larger cab-over type bodies should not be used on these ½-ton models.

Such variables as the size and weight of the camper body, maximum intended passenger and equipment weight and the GVW rating of the truck all affect the required chassis equipment directly. The chart at left shows Chevrolet's minimum general chassis equipment recommendations for use with camper bodies. For severe service, additional options should be considered.

CHASSIS REQUIREMENTS—CUSTOM CAMPER NAMEPLATE

Chevrolet offers a "Custom Camper" nameplate for all K10 Stepside and Fleetside Pickup models. These nameplates replace the regular Series designation plates on the front fenders. They serve to indicate that required chassis options have been ordered on the vehicle to properly equip it for maximum stress and weight carrying ability in camper service. These chassis requirements are shown below for K10 Pickup models.

MODEL K10

- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires***
 - 7.00-15/6PR tube type Highway Nylon (R44)
 - 7.00-15/6PR tube type On-Off Road Nylon (R43)
 - 8.00-16.5/6PR tubeless Highway Nylon (R70)
 - 8.00-16.5/6PR tubeless On-Off Road Nylon (RQ2)

***See the Wheel & Tire Prices section for permissible combinations

MODEL C20 CAMPER RECOMMENDATIONS

GENERAL

The Chevrolet C20 (CE20) Stepside and Fleet-side Pickup models may be equipped with many types of camper bodies ranging all the way up to a cab-over type with a rear overhang. The Chassis-Cab models can be equipped with the larger and heavier frame-mounted camper bodies.

Such variables as the size and weight of the

camper body, maximum intended passenger and equipment weight and the GVW rating of the truck all affect the required chassis equipment directly. The chart below shows Chevrolet's minimum general chassis equipment recommendations for use with camper bodies. For severe service, additional options should be considered.

CE20 (¾ Ton)				
Body Type	Cab Over Without Rear Overhang	Cab Over With Rear Overhang	Cab Over With Rear Overhang	Frame Mounted
GVW Ratings (lb.)	7000	7500	7500	7500
Max. Body Length (ft.)	9	10-11	10½-11½	11
Approx. Body Weight (lb.)	1800	2000	2100	2100
Passenger & Equipment Weight (lb.)	1000	1100	1200	1800
Total Body, Passenger & Equipment Weight (lb.)	2800	3100	3300	3900
Recommended Chevrolet Models	CE20904 CE20934 Pickups		CE21034 Longhorn Pickups	CE20903 Chassis-Cab
Engines	350 V8-Opt.	350 V8-Opt.	350 V8-Opt.	350 V8-Opt.
Transmissions	Turbo Hydra-matic-Opt. ●	Turbo Hydra-matic-Opt. ●	Turbo Hydra-matic-Opt. ●	Turbo Hydra-matic-Opt. ●
Rear Axle—Cap. (lb.) —Ratio	5200-Std. 4.10-Opt.	5200-Std. 4.10-Opt.	5200-Std. 4.10-Opt.	5200-Std. 4.10-Opt.
Front Suspension Stabilizer Bar Springs—Cap. (lb.) Shock Absorbers	Recommended 1350-Std. Std.	Recommended-Opt. 1350-Std. Heavy Duty-Opt.	Recommended-Opt. 1350-Std. Heavy Duty-Opt.	Recommended-Opt. 1350-Std. Heavy Duty-Opt.
Standard Coil Spring Rear Suspension Springs—Cap. (lb.) Aux. Springs—Cap. (lb.) Shock Absorbers	2000-Std. 500-Opt. Std.	3000-Opt. 500-Opt. Heavy Duty-Opt.	3100-Opt. — Heavy Duty-Opt.	3000-Opt. 500-Opt. Heavy Duty-Opt.
Tires★ Front	8.75-16.5/8PR-Opt.	†9.50-16.5/8PR-Opt.	9.50-16.5 8PR-Opt.	9.50-16.5/8PR-Opt. 8.00-16.5/6PR-Opt.
Rear	8.75-16.5/8PR-Opt.	†9.50-16.5/8PR-Opt.	9.50-16.5 8PR-Opt.	9.50-16.5/8PR-Opt. 8.00-16.5/6PR Dual Rears-Opt.
Power Steering	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Power Brakes	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Generator	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.
Camper Wiring Harness	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Auxiliary Battery	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.

●HD cooling included with Turbo Hydra-matic transmission.

†8.75-16.5/8PR tires may be used if the GVW does not exceed 7000 lb.

★See the Wheel & Tire Prices section for permissible combinations.

MODEL C20 CAMPER RECOMMENDATIONS

CHASSIS REQUIREMENTS—CUSTOM CAMPER NAMEPLATE

Custom Camper/20

Chevrolet offers a "Custom Camper" nameplate for all C20 Pickup and Chassis-Cab models. These nameplates replace the regular Series designation plates on the front fenders. They serve to indicate that required chassis options have been ordered on the vehicle to properly equip it for maximum stress and weight-carrying ability in camper service. These chassis requirements are shown below for C20 Pickup and Chassis-Cab models.

MODEL C20 WITH STANDARD COIL OR LEAF SPRING REAR SUSPENSION

- Front stabilizer bar (F59)
- HD rear springs (G50) or auxiliary rear springs (G60)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires*

Single rears:

- 7.50-16/8PR tube type Highway Nylon (R68)
- 8.00-16.5/10PR tubeless Highway Nylon (RP4)
- 8.75-16.5/8PR tubeless Highway Nylon (RP6)
- 8.75-16.5/8PR tubeless On-Off Road Nylon (RQ4)
- 9.50-16.5/8PR tubeless Highway Nylon (RP9)
- 9.50-16.5/8PR tubeless On-Off Road Nylon (RQ5)
- 10-16.5/6PR tubeless Highway Nylon (R79)

Dual rears:

- 6.50-16/6PR tube type Highway Nylon (R65)
- 8.00-16.5/6PR tubeless Highway Nylon (R70)
- 8.00-16.5/6PR tubeless On-Off Road Nylon (RQ2)

MODEL C20 WITH OPTIONAL LEAF SPRING REAR SUSPENSION

- Front stabilizer bar (F59)
- Leaf spring rear suspension (G70)
- HD rear springs (G50)
- HD front shock absorbers (F52)
- Any of the following optional tires*

Single rears:

- 7.50-16/8PR tube type Highway Nylon (R63)
- 8.00-16.5/10PR tubeless Highway Nylon (RP4)
- 8.75-16.5/8PR tubeless Highway Nylon (RP6)
- 8.75-16.5/8PR tubeless On-Off Road Nylon (RQ4)
- 9.50-16.5/8PR tubeless Highway Nylon (RP9)
- 9.50-16.5/8PR tubeless On-Off Road Nylon (RQ5)
- 10-16.5/6PR tubeless Highway Nylon (R79)

Dual rears:

- 6.50-16/6PR tube type Highway Nylon (R65)
- 8.00-16.5/6PR tubeless Highway Nylon (R70)
- 8.00-16.5/6PR tubeless On-Off Road Nylon (RQ2)

*See the Wheel & Tire Prices section for permissible combinations

MODEL K20 CAMPER RECOMMENDATIONS

GENERAL

The Chevrolet K20 (KE20) Stepside and Fleet-side Pickup models may be equipped with many types of camper bodies ranging all the way up to a cab-over type with a rear overhang. The Chassis-Cab models can be equipped with the larger and heavier frame-mounted camper bodies.

Such variables as the size and weight of the

camper body, maximum intended passenger and equipment weight and the GVW rating of the truck all affect the required chassis equipment directly. The chart below shows Chevrolet's minimum general chassis equipment recommendations for use with camper bodies. For severe service, additional options should be considered.

KE20 (¾ Ton)			
Body Type	Cab Over Without Rear Overhang	Cab Over With Rear Overhang	Frame Mounted
GVW Ratings (lb.)	7000	7500	7500
Max. Body Length (ft.)	9	11	11
Approx. Body Weight (lb.)	1400	2000	2100
Passenger & Equipment Weight (lb.)	1400	1400	1600
Total Body, Passenger & Equipment Weight (lb.)	2800	3400	3700
Recommended Chevrolet Models	KE20934 KE20904 Pickups	KE20934 KE20904 Pickups	KE20903 Chassis-Cab
Engines	307 V8** 350 V8-Opt. 396 V8-Opt.	307 V8-Opt. 350 V8-Opt. 396 V8-Opt.	307 V8-Opt. 350 V8-Opt. 396-Opt.
Transmission	3-Spd.-Std.	4-Spd.-Opt.	4-Spd.-Opt.
Front Axle—Cap. (lb.) —Ratio	3500-Std. 4.55-Std.	3500-Std. 4.55-Std.	3500-Std. 4.55-Std.
Rear Axle—Cap. (lb.) —Ratio	5200-Std. 4.57-Std.	5200-Std. 4.57-Std.	5200-Std. 4.57-Std.
Front Suspension Springs—Cap. (lb.) Shock Absorbers	1600-Std. Std.	1600-Std. Heavy Duty-Opt.	1600-Std. Heavy Duty-Opt.
Rear Suspension Springs—Cap. (lb.) Shock Absorbers	1900-Std. Std.	2500-Opt. Heavy Duty-Opt.	2500-Opt. Heavy Duty-Opt.
Tires★ Front	7.50-16/8PR-Opt. 8.75-16.5/8PR-Opt.	7.50-16/8PR-Opt. 9.50-16.5/8PR-Opt.	6.50-16/6PR-Opt. 7-17.5/6PR-Opt.
Rear	7.50-16/8PR-Opt. 8.75-16.5/8PR-Opt.	7.50-16/8PR-Opt. 9.50-16.5/8PR-Opt.	6.50-16/6PR 7-17.5/6PR-Opt.
Power Brakes	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
HD Cooling System	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Generator	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.
Camper Wiring Harness	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Auxiliary Battery	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Free-Wheeling Front Hubs	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.

**Standard on V8 models.

★See the Wheel & Tire Prices section for permissible combinations.

MODEL K20 CAMPER RECOMMENDATIONS

CHASSIS REQUIREMENTS—CUSTOM CAMPER NAMEPLATE

CustomCamper/20

Chevrolet offers a "Custom Camper" nameplate for all K20 Pickup and Chassis-Cab models. These nameplates replace the regular series designation plates on the front fenders. They serve to indicate that required chassis options have been ordered on the vehicle to properly equip it for maximum stress and weight-carrying ability in camper service. These chassis requirements are shown below for K20 Pickup and Chassis-Cab models.

MODEL K20

- HD rear springs (G50)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires*
 - 7.50-16/8PR tube type Highway Nylon (R68)
 - 8.00-16.5/10PR tubeless Highway Nylon (RP4)
 - 8.75-16.5/8PR tubeless Highway Nylon (RP6)
 - 8.75-16.5/8PR tubeless On-Off Road Nylon (RQ4)
 - 9.50-16.5/8PR tubeless Highway Nylon (RP9)
 - 9.50-16.5/8PR tubeless On-Off Road Nylon (RQ5)
 - 10-16.5/6PR tubeless Highway Nylon (R79)

*See the Wheel & Tire Prices section for permissible combinations

MODEL C30 CAMPER RECOMMENDATIONS

GENERAL

The Chevrolet C30 (CS/CE30) Stepside and Fleet-side Pickup models may be equipped with many types of camper bodies ranging all the way up to a cab-over type with a rear overhang. The Chassis-Cab models can be equipped with the larger and heavier frame-mounted camper bodies.

Such variables as the size and weight of the

camper body, maximum intended passenger and equipment weight and the GVW rating of the truck all affect the required chassis equipment directly. The chart below shows Chevrolet's minimum general chassis equipment recommendations for use with camper bodies. For severe service, additional options should be considered.

CE30 (1 Ton)			
Body Type	Cab Over With Rear Overhang	Frame Mounted	
GVW Ratings (lb.)	7800	7800	10,000
Max. Body Length (ft.)	12	12	14
Approx. Body Weight (lb.)	2300	2300	2800
Passenger & Equipment Weight (lb.)	1300	1700	3200
Total Body, Passenger & Equipment Weight (lb.)	3550 3600	4000	6000
Recommended Chevrolet Models	CE31004 Pickup CE31034 Longhorn	CE31003 Chassis-Cab	CE31403 Chassis-Cab
Engines	350 V8-Opt.	350 V8-Opt.	350 V8-Opt.
Transmissions	Turbo Hydra- matic-Opt.	Turbo Hydra- matic-Opt.	Turbo Hydra- matic-Opt.
Rear Axle—Cap. (lb.) —Ratio	7200-Std. 4.10-Opt.	7200-Std. 4.10-Opt.	7200-Std. 4.57-Opt.
Front Suspension Stabilizer Bar Springs—Cap. (lb.) Shock Absorbers	Recommended-Opt. 1500-Std. Heavy Duty-Opt.	Recommended-Opt. 1350-Std. Heavy Duty-Opt.	Recommended-Opt. 1500-Opt. Heavy Duty-Opt.
Rear Suspension Springs—Cap. (lb.) Aux. Springs—Cap (lb.) Shock Absorbers	3100-Opt. — Heavy Duty-Opt.	3100-Opt. — Heavy Duty-Opt.	4150-Opt. — Heavy Duty-Opt.
Tires★ Front Rear	9.50-16.5/8PR-Opt. 9.50-16.5/8PR-Opt.	9.50-16.5/8PR-Opt. 9.50-16.5/8PR-Opt.	8.00-16.5/8PR-Opt. 8.00-16.5/10PR-Opt. Dual Rears
Power Steering	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Power Brakes	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
HD Cooling System	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Generator	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.	42 Amp. Delcotron-Opt.
Camper Wiring Harness	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.
Auxiliary Battery	Recommended-Opt.	Recommended-Opt.	Recommended-Opt.

*Standard on V8 models. - ★See the Wheel & Tire Prices section for permissible combinations.

MODEL C30 CAMPER RECOMMENDATIONS

CHASSIS REQUIREMENTS—CUSTOM CAMPER NAMEPLATE

Custom Camper/20

Chevrolet offers a "Custom Camper" nameplate for all C30 Stepside Pickup and Chassis-Cab models. These nameplates replace the regular Series designation plates on the front fenders. They serve to indicate that required chassis options have been ordered on the vehicle to properly equip it for maximum stress and weight-carrying ability in camper service. These chassis requirements are shown below for C30 Pickup and Chassis-Cab models.

MODEL CE31004, CE31034

- Front stabilizer bar (F59)
- HD rear springs (G50) or HD main & auxiliary rear springs (G60)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires*
 - 7.50-16/8PR tube type Highway Nylon (R75)
 - 7.50-16/8PR tube type On-Off Road Nylon (R76)
 - 9.50-16.5/8PR tubeless Highway Nylon (RP9)
 - 9.50-16.5/8PR tubeless On-Off Road Nylon (RQ5)

MODEL CE31003

- Front stabilizer bar (F59)
- HD rear springs (G50) or HD main & auxiliary rear springs (G60)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires*
 - Single rears:**
 - 7.50-16/8PR tube type Highway Nylon (R75)
 - 7.50-16/8PR tube type On-Off Road Nylon (R76)
 - 9.50-16.5/8PR tubeless Highway Nylon (RP9)
 - 9.50-16.5/8PR tubeless On-Off Road Nylon (RQ5)
 - Dual rears:**
 - 7.00-16/6PR tube type Highway Nylon (R78)
 - 7.00-16/6PR tube type On-Off Road Nylon (R71)
 - 7.50-16/8PR tube type Highway Nylon (R68)
 - 7.00-18/8PR tube type Highway Nylon (R90)
 - 8.00-16.5/8PR tubeless Highway Nylon (RP3)
 - 8.00-16.5/8PR tubeless On-Off Road Nylon (RQ3)
 - 8.00-16.5/10PR tubeless Highway Nylon (RP4)
 - 8-19.5/8PR tubeless Highway Nylon (R98)
 - 8-19.5/10PR tubeless Highway Nylon (R99)

MODEL CE31403**

- Front stabilizer bar (F59)
- HD rear springs (G50) or HD main & auxiliary rear springs (G60)
- HD rear shock absorbers (G68) or (F51)
- Any of the following optional tires*
 - 7.50-16/8PR tube type Highway Nylon (R68)
 - 7.00-18/8PR tube type Highway Nylon (R90)
 - 8.00-16.5/10PR tubeless Highway Nylon (RP4)
 - 8-16.5/8PR tubeless Highway Nylon (R86)
 - 8-16.5/8PR tubeless On-Off Road Nylon (R87)
 - 8-19.5/10PR tubeless Highway Nylon (R99)

**With standard 7200-lb rear axle.

MODEL CE31403★

- Front stabilizer bar (F59)
- 11,000-lb rear axle (H22)
- Any of the following optional tires*
 - 7.00-18/8PR tube type Highway Nylon (R90)
 - 8-19.5/10PR tubeless Highway Nylon (R99)

★With optional 11,000-lb rear axle.

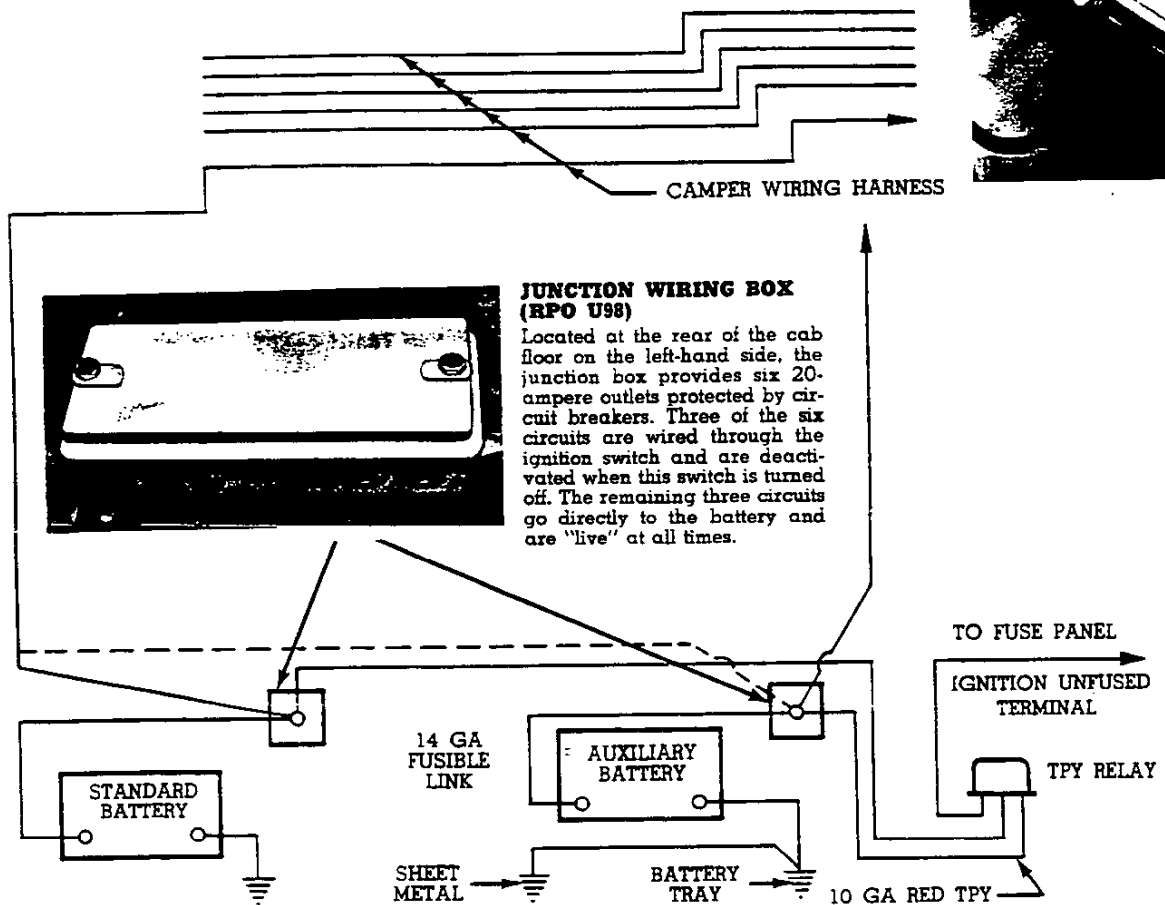
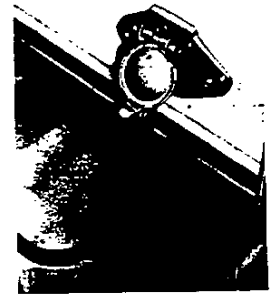
*See the Wheel & Tire Prices section for permissible combinations.

CAMPER RECOMMENDATIONS

CAMPER WIRING HARNESS (RPO UY1)

Permits quick, easy and neat electrical hookup between truck and camper body. The color-coded wiring provides conductors for stop lights, taillights,

backup lights and direction signals built into the camper body. Additional taped leads may be used for camper interior lighting or auxiliary equipment. The harness runs between the cab and pickup box and extends into the pickup box for simple connection to the camper.

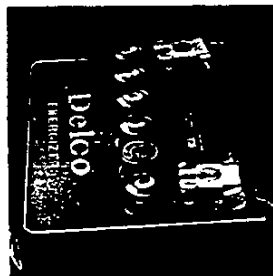


JUNCTION WIRING BOX (RPO U98)

Located at the rear of the cab floor on the left-hand side, the junction box provides six 20-ampere outlets protected by circuit breakers. Three of the six circuits are wired through the ignition switch and are deactivated when this switch is turned off. The remaining three circuits go directly to the battery and are "live" at all times.

AUXILIARY BATTERY (RPO TP2)

Designed to provide a separate power source for camper interior lighting and auxiliary equipment, the option consists of an additional 53-ampere-hour battery, wiring and switches. The battery, located in the engine compartment, is automatically connected to the generator charging circuit when the ignition switch is turned on and automatically disconnected from the vehicle circuitry when the ignition switch is turned off. With this system, the auxiliary battery can be discharged completely during an overnight stop and recharged during normal operation of the truck with no effect on the regular vehicle battery.



TRAILER TOWING RECOMMENDATIONS

Recommended Equipment on Suburbans & Pickups for Trailer Towing

Chevrolet Series	CS/CE 10			CS/CE 20		
	2000 lbs.	4000 lbs.	6000 lbs.	2000 lbs.	4000 lbs.	6000 lbs.
Trailer Weight (loaded)	2000 lbs.	4000 lbs.	6000 lbs.	2000 lbs.	4000 lbs.	6000 lbs.
Trailer Hitch Type	Frame Mounted	Frame Mounted or Equalizer	Equalizer	Frame Mounted	Frame Mounted or Equalizer	Equalizer
Front Suspension	Standard	Standard	Standard	Standard	Standard	Standard
Rear Suspension	Standard	2000 lb. Springs	2000 lb. Springs	Standard	Standard	Standard
Brakes	Power	Power	Power	Power	Power	Power
Engines	See Engine & Rear Axle Ratio Chart					
Transmission	Powerglide	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Electrical Generator Battery	42 amp. 70 amp.-hr.	42 amp. 70 amp.-hr.	42 amp. 70 amp.-hr.	42 amp. 70 amp.-hr.	42 amp. 70 amp.-hr.	42 amp. 70 amp.-hr.
Tires						
Front	8.25-15 4 pr.	8.25-15 8 pr.	8.25-15 8 pr.	8.00-16.5 8 pr.	8.00-16.5 8 pr.	8.00-16.5 8 pr.
Rear	8.25-15 8 pr.	8.25-15 8 pr.	8.25-15 8 pr.	8.00-16.5 8 pr.	8.00-16.5 8 pr.	8.00-16.5 8 pr.

Trailers with over 1200 lbs. weight (trailer and load) require separate trailer brakes.

Engine and Rear Axle Chart

RECOMMENDED ENGINE, REAR AXLE RATIOS AND GCW FOR TRAILER TOWING.									
GCW—COMBINED WEIGHT OF LOADED TRUCK AND TRAILER—LBS.									
	4000	5000	6000	7000	8000	9000	10,000	11,000	12,000
250 L-6			3.73						
292 L-6				3.73					
307 V8		3.07		3.73	4.11				
350 V8		3.07				3.73	4.11		
396 V8			3.07				3.54		
250 L-6		4.10							
292 L-6				4.10	4.57				
307 V8				4.10		4.57			
350 V8						4.10	4.57		
396 V8							3.54		
	4000	5000	6000	7000	8000	9000	10,000	11,000	12,000

OPTION Z69 CAMPER RECOMMENDATIONS

MOTOR HOME CHASSIS

For those who require the highest degree of room and luxury—and can afford the substantial cost of a special body—Chevrolet Motor Home Chassis is a solid foundation for travel enjoyment. Available in ¾-ton and 1-ton sizes, each combines such virtues as toughness, reliability and economical service. Equipment recommendations should be checked carefully with body builder to be sure all safety and service requirements are met.

SUGGESTED OPTIONS & ACCESSORIES

HEAVY-DUTY BATTERY—Big 70-ampere-hour battery increases electrical storage capacity to meet the severe demands of camping equipment.

HEAVY-DUTY GENERATOR—Delcotron AC generators offer a greater electrical reserve for camping gear and lights.

POWER STEERING. Reduces driver fatigue and helps to make parking and low-speed maneuvering easier. Especially appealing when women share the driving.

POWER BRAKES. Power brakes offer a substantial reduction of pedal effort with camper bodies. Low pedal-type brake assures smooth, positive stops.

EQUIPMENT RECOMMENDATIONS

MOTOR HOME CHASSIS

CHEVROLET MODEL	P210 Motor Home Chassis	P310 Motor Home Chassis	P314 Motor Home Chassis
CAMPER BODY TYPE	Motor Home		
RECOMMENDED EQUIPMENT			
Engine**	350 V8—Opt.		
Transmission***	Turbo Hydra-matic—Opt.		
Rear Axle—Capacity (lbs.) —Ratio	5200 4.10—Opt.	7200 4.10—Opt.	
Front Suspension	Standard		
Stabilizer Bar	Standard		
Springs—Capacity (lbs.)	1500	1750	
Shock Absorbers	Heavy-Duty—Opt.		
Rear Suspension	Standard		
Springs—Capacity (lbs.)	3100—Opt.	4150—Opt.	
Shock Absorbers	Heavy-Duty—Opt.		
Tires	Standard		
Front	8.00-16.5 6PR—Opt.	8.00-16.5 8PR—Opt.	
Rear	8.00-16.5 6PR—Opt. Dual Rear	8.00-16.5 10PR—Opt. Dual Rear	
Power Steering**	Recommended—Opt.		
Power Brakes	Standard		
Battery**	70 Amp.-Hr.—Opt.		
Generator**	61 Amp.—Opt.		

*HD cooling included with Turbo Hydra-matic transmission.

**Mandatory option. Must be ordered with every motor home chassis.



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SERIES C20

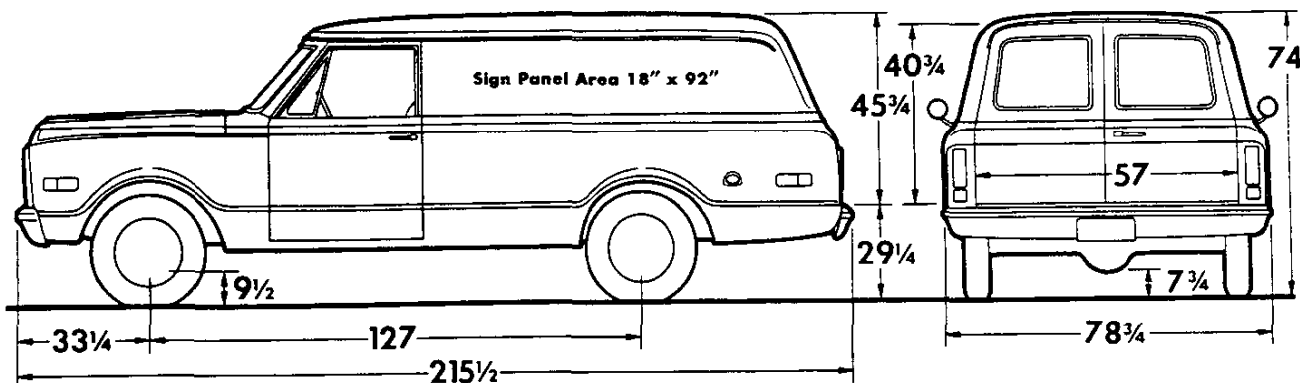
SERIES C20—PANELS

Six-Cylinder Models

CS20905 Panel

V8 Models

CE20905 Panel



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS20905	127	215½	2052	2062	4114	7%	93%
CE20905			2150	2075	4225		

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

SERIES K20

GVW Ratings up to 7500 lb

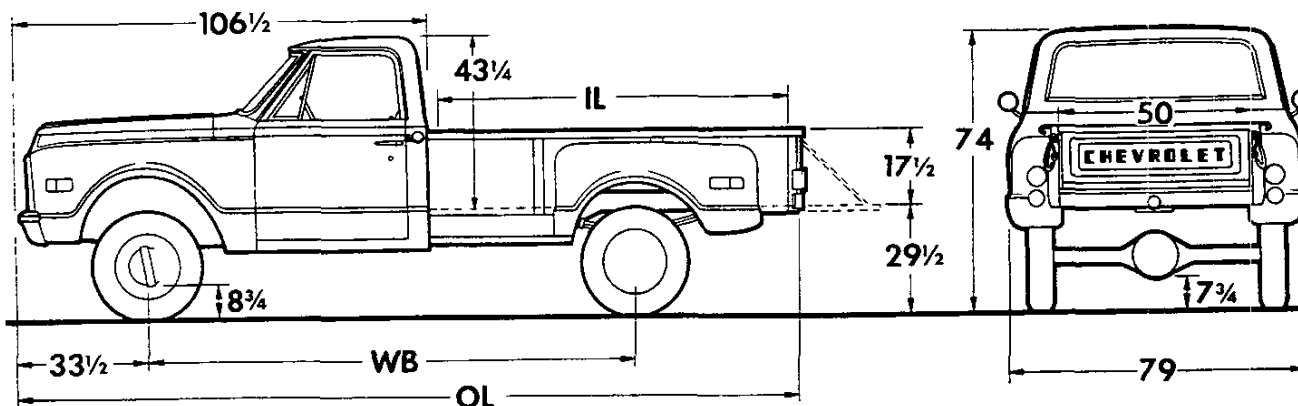
SERIES K20—STEPSIDE PICKUPS

Six-Cylinder Models

KS20904 Stepside Pickup

V8 Models

KE20904 Stepside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS20904	127	98	208	2444	1725	4169	3%	97%
KE20904	127	98	208	2568	1740	4308	3%	97%

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

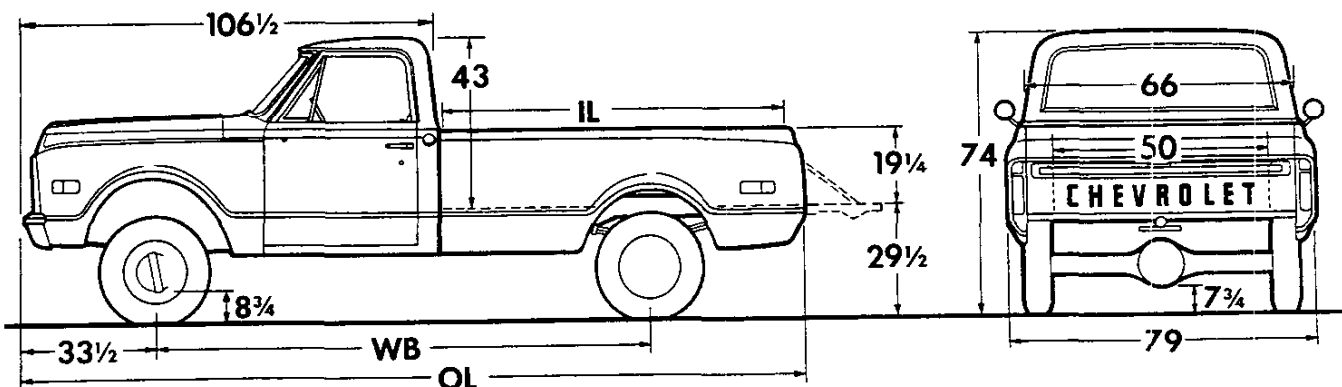
SERIES K20—FLEETSIDE PICKUPS

Six-Cylinder Models

KS20934 Fleetside Pickup

V8 Models

KE20934 Fleetside Pickup



Models	Dimensions (in)★			Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS20934	127	98	208	2465	1810	4275	4%	96%
KE20934	127	98	208	2581	1821	4402	4%	96%

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

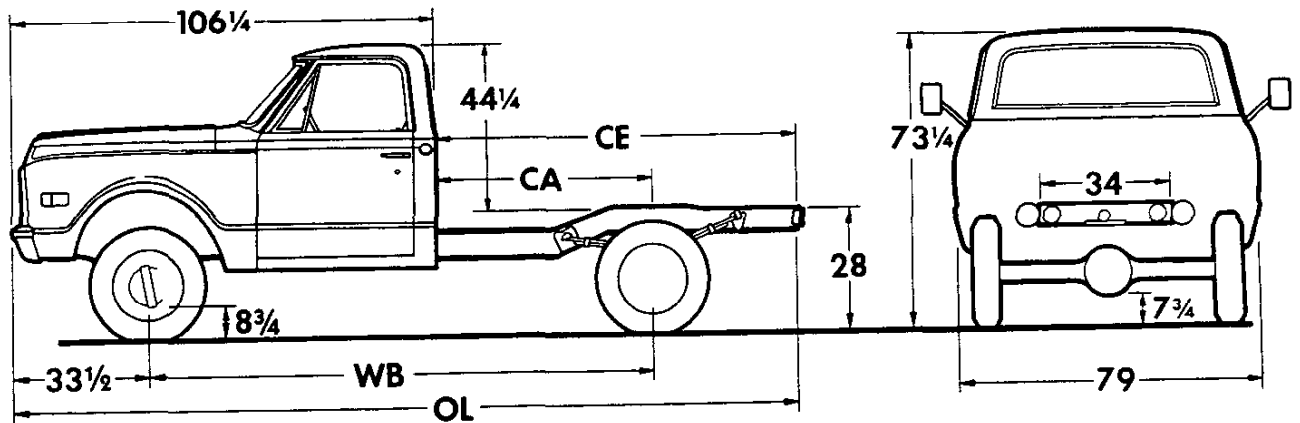
SERIES K20—CHASSIS-CABS

Six-Cylinder Models

KS20903 Chassis-Cab

V8 Models

KE20903 Chassis-Cab



Models	Dimensions (in)★				Curb Weights (lb)			Body-Payload Wt. Dist. *		
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear
KS20903	127	54	95 1/2	202	2463	1305	3768	7'	7%	93%
KE20903					2592	1315	3907	7 1/2'	5	95
								8'	2	98

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C20 (EXCEPT SUBURBAN CARRYALLS)

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Independent; capacity 3000 lbs

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; dual system

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

Effective area: drum 385 sq in; lining 238 sq in

Brake, Parking: Cable to rear wheels; area 119 sq in; foot operated

Bumper: Painted

All models (except Panel): Front only

Panel models: Front and rear

Cab: See *Cabs, Bodies & Colors*

Carburetor: CS20: single-barrel downdraft
CE20: two-barrel downdraft

Clutch: CS20: diameter 10"; area 100 sq in
CE20: diameter 11"; area 124 sq in

Cooling: CS20: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
CE20: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position

Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch

Engine:

CS20: 250 Six; closed positive crankcase ventilation

Gross horsepower..... 155 @ 4200 rpm

Net horsepower..... 125 @ 3800 rpm

Gross torque, lb-ft..... 235 @ 1600 rpm

Net torque, lb-ft..... 215 @ 2000 rpm

CE20: 307 V8; closed positive crankcase ventilation

Gross horsepower..... 200 @ 4600 rpm

Net horsepower..... 157 @ 4000 rpm

Gross torque, lb-ft..... 300 @ 2400 rpm

Net torque, lb-ft..... 260 @ 2200 rpm

Exhaust System: Single pipe & aluminized muffler

➔ **Filter, Fuel:** Plastic mesh in fuel tank

CS20: Paper type in carburetor

CE20: Sintered bronze in carburetor

Filter, Oil: CS20: full-flow; 1-quart; throwaway type
CE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel

All models except Longhorn: section modulus 3.71

Longhorn: section modulus 5.05

Fuel Pump: Single-action

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

Lights & Reflectors:

03 models: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front side marker reflectors; two backup; one license; instrument & dome

04, 05 & 34 models: Same as 03 models plus two rear side marker reflectors

➔ **Mirror, Rearview:**

03 models: Exterior RH & LH 17 1/4" swinging arm

04, 05 & 34 models: Exterior RH & LH 6 1/4" fixed arm and inside 10" vinyl-edged prismatic

Seat: All models except Panel: Full-width; vinyl trim
Panel models: Single driver only; vinyl trim

Seat Belts: Includes retractors

All models except Panel: driver & passenger

Panel models: driver only

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1350 lb

Springs, Rear:

All models except Longhorn: 2-stage coil; capacity 2000 lb each

Longhorn: Two-stage; combination multi-leaf & tapered-leaf; capacity 2000 lb each

Steering: Ball-gear, ratio 24:1; wheel, oval rim 17 1/2" x 17", 2-spoke

Tank, Fuel: Cab models—back of seat in cab; capacity approx 21 gallons. Panel (05) models—inside frame at rear; capacity 23.5 gal. approx.

Tires: Four tubeless 8-16.5/8PR nylon front and single rear

Tools: 4000-lb mechanical jack; wheel wrench

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95 (rev)

Wheels: Five 16.5 x 6.0; attachment, 8 studs on 6 1/2" circle; spare carrier under frame (except Panel (05) inside RH cargo area); 4 painted hubcaps when single rear wheels are used

Windshield Wipers & Washer: Electric; 2-speed

➔ GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6200	Standard
6700	Req 1500-lb ea front spring on Panel (05) models; 3000-lb ea rear spring (a)
7500♦	

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

(a) 2750-lb ea rear spring on Longhorn, Model 21034

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

➔ Indicates change

SERIES K20 (EXCEPT SUBURBAN CARRYALLS)

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; dual system
 Sizes: front 12" x 2"; rear 12" x 2"
 Effective area: drum 300 sq in; lining 185 sq in

Brake, Parking: Cable to rear wheels; area 92 sq in; foot operated

Bumper: Front only, painted

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

Carburetor: KS20: single-barrel downdraft
 KE20: two-barrel downdraft

Clutch: KS20: diameter 10"; area 100 sq in
 KE20: diameter 11"; area 124 sq in

Cooling: KS20: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 KE20: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position

Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch

Engine: KS20: 250 Six; closed positive crankcase ventilation
 Gross horsepower 155 @ 4200 rpm
 Net horsepower 125 @ 3800 rpm
 Gross torque, lb-ft. 235 @ 1600 rpm
 Net torque, lb-ft. 215 @ 2000 rpm
 KE20: 307 V8; closed positive crankcase ventilation
 Gross horsepower 200 @ 4600 rpm
 Net horsepower 157 @ 4000 rpm
 Gross torque, lb-ft. 300 @ 2400 rpm
 Net torque, lb-ft. 260 @ 2200 rpm

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Plastic mesh in fuel tank
 KS20: Paper type in carburetor
 KE20: Sintered bronze in carburetor

Filter, Oil: KS20: full-flow; 1-quart; throwaway type
 KE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 3.48

Fuel Pump: Single action

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

Lights & Reflectors:
 03 models: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front side marker reflectors; two backup; one license; instrument panel & dome
 04 & 34 models: Same as 03 models plus two rear side marker reflectors

Mirror, Rearview: Inside 10" vinyl-edged prismatic
 03 models: Exterior RH & LH 17 1/4" swinging arm
 04 & 34 models: Exterior RH & LH 6 1/4" fixed arm

Seat: Full-width; vinyl trim

Seat Belts: Driver & passenger; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; capacity 1600 lb each

Springs, Rear: Two-stage; combination multi-leaf and tapered-leaf; capacity 1900 lb each

Steering: Ball-gear, ratio 24:1; wheel, oval 17 1/2" x 17", 2-spoke

Tank, Fuel: Back of seat in cab; capacity approx 21 gallons

Tires: Four tubeless 8-16.5/8PR nylon front, single rear

Tools: 4000-lb mechanical jack; wheel wrench

Transfer Case: Rockwell T-221, 2-speed; ratios 1.94 & 1.00, power take-off opening at rear, single control lever.

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 3.03, 1.75, 1.00, 3.02 (rev)

Wheels: Five 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame

Windshield Wipers & Washer: Electric; 2-speed

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6400	Standard
7200	2500-lb ea rear spring
7500 ♦	

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

➔ Indicates change

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

C20 SERIES—GASOLINE—2-WHEEL DRIVE (6200—7500-lb GVW) K20 SERIES—GASOLINE—4-WHEEL DRIVE (6200—7500-lb GVW)

1969 MODELS WITH STANDARD EQUIPMENT

Model & Type	Wheel-base	Factory D & H	List Price	Mfr's Sgt'd Dealer NVPC*	Mfr's Sgt'd Retail Price*	Destination Charge & Group Number	Total
6-Cylinder 155-hp High Torque 250 Engine							
CS20903	Chassis-Cab (54" Cab-to-Axle) 127"	\$183.00	\$2294.00	\$40.00	\$2517.00	19	
CS20904	Pickup—Stepside (8 ft) 127"	191.00	2396.00	40.00	2627.00	23	
CS20905	Panel 127"	223.00	2812.00	40.00	3075.00	24	
CS20934	Pickup—Fleetside (8 ft) 127"	194.00	2431.00	40.00	2665.00	23	
CS21034	Pickup—Fleetside (8½ ft) 133"	199.00	2491.00	40.00	2730.00	23	
KS20903	Chassis-Cab (54" Cab-to-Axle) 127"	227.00	2899.00	40.00	3166.00	21	
KS20904	Pickup—Stepside (8 ft) 127"	234.00	3001.00	40.00	3275.00	26	
KS20934	Pickup—Fleetside (8 ft) 127"	237.00	3036.00	40.00	3313.00	26	
8-Cylinder 200-hp High Torque 307 Engine							
CE20903	Chassis-Cab (54" Cab-to-Axle) 127"	190.00	2384.00	40.00	2614.00	19	
CE20904	Pickup—Stepside (8 ft) 127"	198.00	2486.00	40.00	2724.00	23	
CE20905	Panel 127"	230.00	2902.00	40.00	3172.00	24	
CE20934	Pickup—Fleetside (8 ft) 127"	201.00	2521.00	40.00	2762.00	23	
CE21034	Pickup—Fleetside (8½ ft) 133"	205.00	2581.00	40.00	2826.00	23	
KE20903	Chassis-Cab (54" Cab-to-Axle) 127"	234.00	2989.00	40.00	3263.00	21	
KE20904	Pickup—Stepside (8 ft) 127"	241.00	3091.00	40.00	3372.00	26	
KE20934	Pickup—Fleetside (8 ft) 127"	244.00	3126.00	40.00	3410.00	26	

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

* Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
POWER TEAMS & AXLES				
Engine:				
292 Six; CS-KS20 models only. Includes 11" clutch. CS20 models also include 4.10 ratio rear axle when Chevrolet 4-spd or Turbo Hydra-Matic transmission is ordered	L25	\$ 6.85	\$ 90.00	\$ 96.85
350 V8; CE-KE20 models only. Includes 4-barrel carburetor and 12" clutch. CE20 models also include 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered	LS9	2.70	35.00	37.70
350 V8, heavy-duty; CE-KE20 models only. Includes 4-barrel carburetor and 12" clutch. CE20 models also include 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered	LS8	4.60	60.00	64.60
396 V8; CE20 models only. Includes 3.54 ratio rear axle, 4-barrel carburetor, 12" clutch and dual exhaust. Not available when Powerglide transmission is ordered	L47	11.40	150.00	161.40
→ Liquid Petroleum Gas Conversion; available on C20 models when 6-cyl or 350 V8 (HD) engine is ordered				
With 6-cyl engine	L56	5.70	75.00	80.70
With 350 V8 (HD) engine	L56	3.05	40.00	43.05
Transmissions:				
Powerglide; includes HD radiator; not available with 396 engine				
CS20 models only	M35	13.30	175.00	188.30
CE20 models only	M35	14.10	185.00	199.10
Turbo Hydra-Matic; C20 models only; includes HD radiator.				
When 396 engine is not ordered. Includes 4.10 ratio rear axle when 292, 307 or 350 engine is ordered	M49	16.35	215.00	231.35
When 396 engine is ordered. Includes 3.54 ratio rear axle	M49	17.10	225.00	242.10
Chevrolet 4-speed				
K20 models only	M20	6.85	90.00	96.85
C20 models only. Includes 4.10 ratio rear axle with 292 or 307 engine	M20	7.60	100.00	107.60
New Process 435CR 4-speed (close-ratio); C20 models only	M28	9.90	130.00	139.90
Axle, HD Front: K20 models only	F49	11.40	150.00	161.40

◇ State and local taxes not included.

→ Indicates change

C-K20 SERIES—GASOLINE

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
POWER TEAMS & AXLES (Cont'd)				
Axle, Rear:				
C20 MODELS WITH STANDARD REAR SPRINGS ONLY				
Ratio 4.10; not available when 292, 307 or 350 engine with Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered. Also not available when 396 engine is ordered.	HB8	\$.65	\$ 8.00	\$ 8.65
Ratio 4.57. Available only when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered with 292, 307 or 350 engine	H20	.20	2.00	2.20
→ NoSPIN ; not available when 396 engine is ordered	G86	9.50	125.00	134.50
Maximum Traction ; for CE20 models with 396 engine only	G87	9.50	125.00	134.50
C20 MODELS WITH OPTIONAL LEAF-TYPE REAR SPRINGS				
Ratio 4.10; not available when 292, 307, or 350 engine with Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered. Also not available when dual rear wheels or 396 engine is ordered	JA1	.20	2.00	2.20
Ratio 4.56; Available only when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered with 292, 307 or 350 engine	J06	.20	2.00	2.20
Maximum Traction ; available with all power teams	G87	9.50	125.00	134.50
OTHER OPTIONS				
Air Cleaner: Oil-bath; capacity 1 quart. Not available on CE20 models when 396 engine or automatic transmission is ordered	K48	.80	10.00	10.80
Air Cleaner, Heavy-Duty: Includes oil-bath pre-cleaner. Not available when 396 engine or automatic transmission is ordered; also not available when Exhaust Emission Control is ordered with 292 engine and power steering	K46	4.20	55.00	59.20
Air Conditioning, All-Weather: Not available on 05 models. Includes HD radiator and 42-amp generator	C60	27.75	365.00	392.75
Battery:				
Auxiliary; Chassis-Cab and Pickup models with camper nameplate. Not available when HD air cleaner is ordered	TP2	3.05	40.00	43.05
HD; 66-plate, 70-amp-hr. Included when HD starting motor is ordered	T60	.55	7.00	7.55
Belts, Seat: Installed for third passenger. Not available on Panel models or when bucket seats are ordered	AM3	.50	6.00	6.50
Belts, Shoulder: Color-keyed.				
Driver & passenger; requires auxiliary seat on Panel models	A85	1.90	25.00	26.90
Driver only; for Panel models without auxiliary seat	A85	.95	12.50	13.45
→ Brackets, Mounting: For mounting pickup box on CS-CE20903 models only. Not available when HD cross sill support is ordered	E80	.65	8.00	8.65
Brakes: Vacuum Power	J70	3.20	42.00	45.20
Bumper:				
<i>Painted:</i>				
Rear; Pickup models with std painted front bumper only	V38	1.70	22.00	23.70
Rear step; Pickup models only	V43	3.45	45.00	48.45
<i>Chromed:</i>				
Front and rear;				
Pickup models only. Not available when Custom Sport Truck Option is ordered	V37	3.65	48.00	51.65
Panel models only	V37	2.00	26.00	28.00
Front; Chassis-Cabs & Pickups only. Included when Custom Sport Truck Option is ordered. Not available when painted rear bumper is ordered				
Rear; Pickup models with Custom Sport Truck Option only	VF1	2.70	35.00	37.70
Caps, Hub: Chromed. Not available on K20 models or with dual rear wheels	P03	.80	10.00	10.80
Carpeting, Floor: Not available on Panel models. Included when bucket seats or Custom Sport Truck is ordered	B30	1.90	25.00	26.90
Carrier, Spare Wheel:				
Chassis-Cab models with dual rear wheels (Under frame mounting)	P10	.65	8.00	8.65
Fleetside Pickups (Side mounted)	P13	1.00	13.00	14.00
Stepside Pickups (Side mounted)				
Without chromed hub caps	P13	1.15	15.00	16.15
With chromed hub caps	P13	1.35	17.50	18.85

◇ State and local taxes not included.

→ Indicates change

C-K20 SERIES—GASOLINE

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mir's Suggested Retail Delivered Price [◇]
OTHER OPTIONS (Cont'd)				
Clutch: HD, diameter 11"; available on 250 engine with 3-speed or New Process 4-speed transmission only. Included when 292 engine is ordered....	M01	\$.45	\$ 5.50	\$ 5.95
Cooling: Not available when air conditioning is ordered				
<i>Heavy-duty radiator only;</i> included when automatic transmission is ordered	V01	1.55	20.00	21.55
<i>HD radiator and extra-HD cooling equipment;</i> not available on 05 models	V05	3.30	43.00	46.30
Custom Camper Nameplate: Chassis-Cab and Pickup models only. Minimum tire requirements 7.50-16/8PR tube-type or 8.00-16.5/10PR tubeless tire for single rear wheel applications. Dual rear wheels available on C20 Chassis-Cab models only				
C20 models:				
<i>With standard suspension;</i> requires front stabilizer, HD rear shock absorbers, and HD rear springs or auxiliary rear springs.....	Z81	N.C.	N.C.	N.C.
<i>With optional rear leaf suspension;</i> requires front stabilizer, HD front shock absorbers and HD rear springs.....	Z81	N.C.	N.C.	N.C.
K20 models: Requires HD rear springs and HD rear shock absorbers.....	Z81	N.C.	N.C.	N.C.
➔ Custom Comfort and Appearance: Includes bright metal rear window molding (except Panels); vent window and windshield moldings; cigar lighter; control knob trim; custom emblems; color-keyed floor mat and special insulation. Not available when Custom Sport Truck Option is ordered				
Panel models.....	Z62	2.40	31.50	33.90
Cab & Pickup models; also includes door trim panels and full-depth foam seat with fabric upholstery. Not available when bucket seats are ordered	Z62	6.40	84.00	90.40
Custom Molding:				
Belt molding; Panel models only, includes bright fuel filler cap.....	BX1	2.30	30.00	32.30
Lower fender, door, cab panel moldings and bright fuel filler cap. Included when Custom Sport Truck is ordered.				
Fleetside Pickups; also includes pickup box moldings				
With upper molding (RPO B85).....	BX2	2.70	35.00	37.70
Without upper molding (RPO B85).....	BX2	3.05	40.00	43.05
Panel models.....	BX2	2.70	35.00	37.70
Upper fender, door, cab panel and pickup box moldings, bright tail light trim and fuel filler cap. Fleetside Pickup models only				
With Custom Sport Truck.....	B85	2.70	35.00	37.70
Without Custom Sport Truck.....	B85	3.05	40.00	43.05
➔ Custom Sport Truck: Chassis-Cab and Pickup models only. Includes full-depth foam seat with deluxe vinyl trim; carpeting; special insulation, chromed front bumper; CST emblems; door trim panels; cigar lighter; headliner; bright side marker reflectors; cargo area lamp; bright control knob and pedal trim; rear window, vent window, and windshield moldings				
Chassis-Cab and Stepside Pickup models.....	Z84	14.45	190.00	204.45
Fleetside Pickup models; also includes body side lower molding, bright fuel filler cap, and special simulated wood-grained paneling on tailgate.....	Z84	17.50	230.00	247.50
Exhaust Emission Control: <i>Approved by State of California and exclusive to California Vehicle Registrations only.</i>	K19	3.60	47.00	50.60
Filter, Fuel	K28	.60	7.50	8.10
Floor, Pickup Box: Wood with steel skid strips. CS-CE-KS-KE20934 models only. Standard on CS-CE21034 models.....	E81	.80	10.00	10.80
Gauges:				
Ammeter, engine temperature & oil pressure.....	Z53	.80	10.00	10.80
Tachometer, ammeter, engine temperature & oil pressure.....	U16	3.75	49.00	52.75
Generator, Alternating Current:				
42-amp Delcotron; included when air conditioning or dual rear wheels are ordered.....	K79	1.55	20.00	21.55
61-amp Delcotron.....	K76	2.15	28.00	30.15
62-amp Delcotron.....	K81	6.35	83.00	89.35
Glass, Soft-Ray: All windows.....	A11	1.15	15.00	16.15
Windshield only.....	AA2	1.10	14.00	15.10

◇ State and local taxes not included.

➔ Indicates change

C-K20 SERIES—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
OTHER OPTIONS (Cont'd)				
Governor: Not available when automatic transmission is ordered. Includes manual choke.				
For 250 engine—1800–3000 rpm (low rpm setting).....	K37	\$ 1.30	\$ 17.00	\$ 18.30
—2800–4000 rpm (high rpm setting).....	K38	1.30	17.00	18.30
For 292 engine—2100–3000 rpm (low rpm setting).....	K37	1.30	17.00	18.30
—2800–3900 rpm (high rpm setting).....	K38	1.30	17.00	18.30
For 307 engine—2300–3100 rpm (low rpm setting).....	K37	1.30	17.00	18.30
—2800–4100 rpm (high rpm setting).....	K38	1.30	17.00	18.30
Guards: Door edge.....	B93	.30	3.30	3.60
Harness, Camper Body Wiring: For camper body installation on Pickup models only.....	UY1	1.15	15.00	16.15
Heater, Engine Block	K05	.80	10.00	10.80
Hooks, Towing: Two front. Not available when chrome bumper is ordered...	V76	1.25	16.00	17.25
Hubs, Front Free-Wheeling: Manual control at hubs. K20 models only...	F76	5.55	73.00	78.55
Jack, HD: Available only on Chassis-Cab models when dual rear wheels are ordered.....	V62	1.00	13.00	14.00
→ Lamps:				
Cargo area; Chassis-Cab and Pickup models only. Included when Custom Sport Truck is ordered.....	UF2	1.30	17.00	18.30
Roof marker; five; not available when dual rear wheels are ordered.....	U01	1.90	25.00	26.90
Side marker:				
Front and rear; Pickup and Panel models only.....	UB3	.80	10.00	10.80
Front only; Chassis-Cab models only.....	UB3	.50	6.00	6.50
Lock: For side wheel carrier (Pickups).....	A97	.50	6.00	6.50
Mirror, Exterior: Replaces standard RH & LH mirrors				
6¼" fixed arm (Chassis-Cab models only).....	DG8	.35	4.00	4.35
17¼" swinging arm (Pickup & Panel only).....	DH3	.50	6.00	6.50
Below-Eye-Line type				
7.5" x 10.5" painted.....	D29	1.45	18.50	19.95
7.5" x 10.5" stainless steel.....	DG4	2.40	31.00	33.40
West Coast type (Sr—7" x 16").....	DG5	2.40	31.00	33.40
Paint, Exterior: See Color & Trim chart				
Solid colors..... N.C. N.C. N.C.				
Conventional two-tone; with white secondary color.....				
Chassis-Cab and Pickup models.....		1.25	16.00	17.25
Panel models.....		2.10	27.00	29.10
Special Two-Tone; with white upper color and lower secondary colors. Available only on Fleetside Pickups when custom lower side molding or Custom Sport Truck is ordered.....				
		2.75	36.00	38.75
Plate:				
Serial Number (State of Pennsylvania); HD rear springs required.....	Z55	N.C.	N.C.	N.C.
Platform Body: 8-Ft, includes rear identification lamps and (2) rear side marker reflectors. Available on CS-CE20 Chassis-Cab models only.....				
	E57	12.35	162.00	174.35
Power Outlet Box: 6-circuit outlet; not available on Panel models.....				
	U98	2.30	30.00	32.30
Radio: Pushbutton control.....				
	U63	4.45	58.00	62.45
→ Seat:				
PICKUP AND CHASSIS-CAB MODELS;				
<i>Bucket;</i> driver & passenger. Includes carpeting and console				
Without Custom Sport Truck.....	A50	9.90	130.00	139.90
With Custom Sport Truck.....	A50	8.00	105.00	113.00
<i>Full-depth foam;</i> not available when Custom Comfort and Appearance or Custom Sport Truck option is ordered.....				
	Z52	1.70	22.00	23.70
PANEL MODELS;				
<i>Auxiliary;</i> one-passenger. Includes RH armrest, RH sunshade and seat belt. Not available when heavy-duty driver seat is ordered				
Without Custom Comfort and Appearance.....	A57	5.05	66.00	71.05
With Custom Comfort and Appearance.....	A57	5.40	71.00	76.40
<i>Heavy-duty;</i> driver only.....				
	AM2	.80	10.50	11.30
Driver and one-passenger auxiliary, includes RH armrest, RH sunshade and seat belt.....				
	AN4	6.05	79.00	85.05

◇ State and local taxes not included.

→ Indicates change

C-K20 SERIES—GASOLINE

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
OTHER OPTIONS (Cont'd)				
Shock Absorbers: Heavy-duty <i>Front and rear</i> ; not available when rear leaf suspension is ordered	F51	\$1.15	\$ 15.00	\$ 16.15
<i>Front</i> ; available only when rear leaf suspension is ordered; not available on Panel or CS-CE21034 models	F52	.60	7.50	8.10
<i>Rear only</i> ; included when rear leaf suspension is ordered	G68	.65	8.00	8.65
Speed & Cruise Control: Not available on K20 models or when 396 engine, HD air cleaner or manual throttle control is ordered	K30	4.00	52.00	56.00
Speed Warning Indicator	U15	.95	12.00	12.95
Springs:				
<i>Front:</i>				
C20 models; capacity 1500-lb each. Included when dual rear wheels are ordered	F60	.40	5.00	5.40
K20 models only; capacity 1750-lb each	F60	2.30	30.00	32.30
<i>Rear:</i>				
C20 models only;				
Coil; capacity 3000-lb each; requires HD front springs on Panel models . .	G50	.50	6.50	7.00
Leaf; capacity 2750-lb each two stage; Chassis-Cab & Pickups with leaf-type suspension only	G50	.80	10.00	10.80
K20 models only; capacity 2500-lb each	G50	1.10	14.00	15.10
<i>Auxiliary Rear; C20 only</i>				
Capacity 500-lb each; not available on model CS-CE21034 or when optional rear leaf suspension is ordered	G60	1.90	25.00	26.90
Capacity 4150-lb each in combination, main and auxiliary. For use with model CS-CE21034	G60	2.70	35.00	37.70
Stabilizer, Front: C20 models only	F59	1.15	15.00	16.15
Stake Body: 8-ft, includes rear identification lamps and (2) rear side marker reflectors. Available on CS-CE20 Chassis-Cab models only	E56	15.45	203.00	218.45
Starting Motor, Heavy-Duty: Includes HD battery. Not available when Turbo Hydra-Matic transmission is ordered				
With Manual transmission	K67	1.55	20.00	21.55
With Powerglide transmission	K67	2.10	27.00	29.10
Steering, Power:				
C20 models	N40	8.00	105.00	113.00
K20 models	N40	9.50	125.00	134.50
Stripes, Body Side Paint: Not available on O5 models				
Chassis-Cab, Stepside Pickup and Stake models	D89	.60	7.50	8.10
Fleetside Pickup models	D89	.85	11.00	11.85
➔ Support, HD Cross Sill: O3 models only. Not available when Platform or Stake Body is ordered	F19	1.15	15.00	16.15
➔ Suspension, Rear Leaf: C20 models only. Not available on Panel or CS-CE21034 models or when NoSPIN rear axle is ordered. Includes 2000-lb capacity each two-stage leaf rear springs, 12" x 2½" rear brakes and HD rear shock absorbers. Also includes 4.56 Dana rear axle when 292, 307 or 350 engine with 3-speed NP435CR close-ratio 4-speed or Powerglide transmission or 250 engine is ordered	G70	1.90	25.00	26.90
Switch: Door Jamb; not available when Custom Sport Truck is ordered	C80	.35	4.00	4.35
Throttle Control: Manual	K31	.65	8.00	8.65
Tires and Wheels: See Tire & Wheel section				

◇ State and local taxes not included.

➔ Indicates change

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type	Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
<p>➔ Dealer Note: When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear tire portion of the order form. THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:</p> <p>Includes 42-amp generator (when air conditioning is not ordered), 61-amp generator (when air conditioning is ordered).</p> <p>O3 models without platform or stake body: Also includes (2) front side marker & (5) cab marker lamps, dual rear chassis provisions and deletion of spare wheel carrier. R05 \$ 3.65 \$ 48.00 \$ 51.65</p> <p>O3 models with platform or stake body: Also includes (2) front side marker, (2) rear side marker, (5) cab marker, (5) rear identification & clearance lamps, dual rear chassis provisions and deletion of spare wheel carrier. R05 5.50 72.00 77.50</p>					
6.50-16/6PR Maximum Tire Capacity—Front (1610) Dual Rear (1420)					
—Highway (6) Front & dual rear					
Nylon (O3 models only)	5.50	R65	8.70	106.00	114.70
(1) Spare	5.50	R65	6.15	62.00	68.15
7.00-16/6PR Maximum Tire Capacity—Front (1800) Rear (1800)					
—Highway (2) Front	6.00	R78	N.C.	N.C.	N.C.
Nylon (2) Rear	6.00	R78	N.C.	N.C.	N.C.
(1) Spare	6.00	R78	5.40	48.00	53.40
—On-Off Road (2) Rear	6.00	R71	1.40	24.00	25.40
Nylon (1) Spare	6.00	R71	6.25	59.50	65.75
➔ 7.50-16/6PR Maximum Tire Capacity—Front (2060) Rear (2060)					
—Highway (2) Front	6.00	R67	1.35	17.50	18.85
Nylon (2) Rear	6.00	R67	1.90	24.50	26.40
(1) Spare	6.00	R67	6.30	57.00	63.30
—On-Off Road (2) Rear	6.00	RM7	3.70	46.50	50.20
Nylon (1) Spare	6.00	RM7	7.25	68.00	75.25
➔ 7.50-16/8PR Maximum Tire Capacity—Front (2440) Rear (2440)					
—Highway (2) Front	6.00	R68	2.15	26.00	28.15
Nylon (2) Rear	6.00	R68	2.65	33.00	35.65
(1) Spare	6.00	R68	6.60	60.00	66.60
—On-Off Road (2) Rear	6.00	RM8	4.55	57.00	61.55
Nylon (1) Spare	6.00	RM8	7.55	72.00	79.55
➔ 7.50-16/10PR Maximum Tire Capacity—Front (2780) Rear (2780)					
—Highway (2) Front	6.00	RM5	3.75	45.00	48.75
Nylon (2) Rear	6.00	RM5	4.30	52.00	56.30
(1) Spare	6.00	RM5	7.65	73.00	80.65
—On-Off Road (2) Rear	6.00	RM6	6.85	81.00	87.85
Nylon (1) Spare	6.00	RM6	8.95	87.50	96.45

TUBELESS FLOTATION-TYPE TIRES (Factory Installed)

Not available on Stepside Pickup or Panel models					
10-16.5/6PR Maximum Tire Capacity—Front (2330) Rear (2330)					
—Highway (2) Front	8.25	R79	5.80	88.00	93.80
Nylon ♦(2) Rear	8.25	R79	5.00	78.00	83.00
●(1) Spare	●	R79	8.35	90.00	98.35

♦ Optional spare wheel mandatory and must match either front or rear wheels. Production spare wheel deleted.
 ♦ State and local taxes not included. ➔ Indicates change ● RPO S89 spare wheel mandatory.

C20 SERIES

WIDE BASE TUBELESS TIRES (Factory Installed)

Tire Size and Type	Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price \diamond
→ Dealer Note: When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear tire portion of the order form. THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER: Includes 42-amp generator (when air conditioning is not ordered) 61-amp generator (when air conditioning is ordered). O3 models without platform or stake body: Also includes (2) front side marker & (5) cab marker lamps, dual rear chassis provisions and deletion of spare wheel carrier. R05 O3 models with platform or stake body: Also includes (2) front side marker, (2) rear side marker, (5) cab marker, (5) rear identification & clearance lamps, dual rear chassis provisions and deletion of spare wheel carrier. R05					
			\$ 3.65	\$ 48.00	\$ 51.65
			5.50	72.00	77.50
8.00-16.5/6PR Maximum Tire Capacity—Front (1730) Rear (1730) Dual Rear (1520)					
—Highway	(2) Front	6.00 R70	N.C.	N.C.	N.C.
Nylon	(4) Dual Rear (O3 only)	6.00 R70	13.20	124.00	137.20
	(1) Spare	6.00 R70	7.35	71.00	78.35
—On-Off-Road	(4) Dual Rear (O3 only)	6.00 RQ2	15.35	160.00	175.35
Nylon	(1) Spare	6.00 RQ2	7.85	80.00	87.85
8.00-16.5/8PR Maximum Tire Capacity—Front (2045) Rear (2045)					
—Highway	(2) Front	6.00 Std	N.C.	N.C.	N.C.
Nylon	(2) Rear	6.00 Std	N.C.	N.C.	N.C.
	(1) Spare	6.00 RP3	6.95	65.00	71.95
—On-Off-Road	(2) Rear	6.00 RQ3	1.10	20.00	21.10
Nylon	(1) Spare	6.00 RQ3	7.45	75.00	82.45
8.00-16.5/10PR Maximum Tire Capacity—Front (2330) Rear (2330)					
—Highway	(2) Front	6.00 RP4	.95	16.00	16.95
Nylon	(2) Rear	6.00 RP4	.95	16.00	16.95
	(1) Spare	6.00 RP4	7.40	73.00	80.40
8.75-16.5/8PR Maximum Tire Capacity—Front (2350) Rear (2350)					
—Highway	(2) Front	6.75 RP6	1.35	16.00	17.35
Nylon	(2) Rear	6.75 RP6	1.35	16.00	17.35
	(1) Spare	6.75 RP6	7.60	73.00	80.60
—On-Off-Road	(2) Rear	6.75 RQ4	2.40	36.00	38.40
Nylon	(1) Spare	6.75 RQ4	8.10	83.00	91.10
9.50-16.5/8PR Maximum Tire Capacity—Front (2780) Rear (2780)					
—Highway	(2) Front	6.75 RP9	3.90	42.00	45.90
Nylon	(2) Rear	6.75 RP9	3.90	42.00	45.90
	(1) Spare	6.75 RP9	8.85	86.00	94.85
—On-Off-Road	(2) Rear	6.75 RQ5	4.65	62.00	66.65
Nylon	(1) Spare	6.75 RQ5	9.25	96.00	105.25

SPARE WHEELS

Wheel Type	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price \diamond
<i>For tubeless tires</i>				
16.5 x 6.00 Dual rear (all models)	QE6	\$ 1.10	\$14.00	\$15.10
16.5 x 6.75	QE7	.80	10.00	10.80
16.5 x 8.25	S89	2.45	32.00	34.45
<i>For tube-type tires</i>				
16 x 5.50	S76	1.30	17.00	18.30
16 x 6.00	Q20	1.30	17.00	18.30

\diamond State and local taxes not included.

→ Indicates change

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type	Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price
7.00-16/6PR Maximum Tire Capacity—Front (1800) Rear (1800)					
—Highway (4) Front, Rear	6.00	R78	N.C.	N.C.	N.C.
Nylon (1) Spare	6.00	R78	\$ 5.40	\$ 48.00	\$ 53.40
—On-Off Road (4) Front, Rear	6.00	R71	2.25	41.00	43.25
Nylon (1) Spare	6.00	R71	6.25	59.50	65.75
→ 7.50-16/6PR Maximum Tire Capacity—Front (2060) Rear (2060)					
—Highway (2) Front	6.00	R67	1.35	17.50	18.85
Nylon (2) Rear	6.00	R67	1.90	24.50	26.40
(1) Spare	6.00	R67	6.30	57.00	63.30
—On-Off-Road (2) Front	6.00	RM7	3.15	39.50	42.65
Nylon (2) Rear	6.00	RM7	3.70	46.50	50.20
(1) Spare	6.00	RM7	7.25	68.00	75.25
→ 7.50-16/8PR Maximum Tire Capacity—Front (2440) Rear (2440)					
—Highway (2) Front	6.00	R68	2.15	26.00	28.15
Nylon (2) Rear	6.00	R68	2.65	33.00	35.65
(1) Spare	6.00	R68	6.60	60.00	66.60
—On-Off-Road (2) Front	6.00	RM8	4.00	50.00	54.00
Nylon (2) Rear	6.00	RM8	4.55	57.00	61.55
(1) Spare	6.00	RM8	7.55	72.00	79.55
→ 7.50-16/10PR Maximum Tire Capacity—Front (2780) Rear (2780)					
—Highway (2) Front	6.00	RM5	3.75	45.00	48.75
Nylon (2) Rear	6.00	RM5	4.30	52.00	56.30
(1) Spare	6.00	RM5	7.65	73.00	80.65
—On-Off-Road (2) Front	6.00	RM6	6.30	74.00	80.30
Nylon (2) Rear	6.00	RM6	6.85	81.00	87.85
(1) Spare	6.00	RM6	8.95	87.50	96.45

TUBELESS FLOTATION-TYPE TIRES (Factory Installed)

Not available on Stepside Pickup or Panel models

10-16.5/6PR Maximum Tire Capacity—Front (2330) Rear (2330)					
—Highway (4) Front, rear	8.25	R79	13.20	198.00	211.20
Nylon (1) Spare	8.25	R79	8.35	90.00	98.35

WIDE BASE TUBELESS TIRES (Factory Installed)

8.00-16.5/8PR—Highway (4) Front, rear						6.00	Std	N.C.	N.C.	N.C.
Nylon (1) Spare						6.00	RP3	6.95	65.00	71.95
—On-Off Road (4) Front, rear						6.00	RQ3	2.20	40.00	42.20
Nylon (1) Spare						6.00	RQ3	7.45	75.00	82.45
8.00-16.5/10PR—Highway (2) Front						6.00	RP4	.95	16.00	16.95
Nylon (2) Rear						6.00	RP4	.95	16.00	16.95
(1) Spare						6.00	RP4	7.40	73.00	80.40
8.75-16.5/8PR—Highway (2) Front						6.75	RP6	1.35	16.00	17.35
Nylon (2) Rear						6.75	RP6	1.35	16.00	17.35
(1) Spare						6.75	RP6	7.60	73.00	80.60
—On-Off Road (4) Front, rear						6.75	RQ4	4.80	72.00	76.80
Nylon (1) Spare						6.75	RQ4	8.10	83.00	91.10
9.50-16.5/8PR—Highway (2) Front						6.75	RP9	3.90	42.00	45.90
Nylon (2) Rear						6.75	RP9	3.90	42.00	45.90
(1) Spare						6.75	RP9	8.85	86.00	94.85
—On-Off Road (4) Front, rear						6.75	RQ5	9.30	124.00	133.30
Nylon (1) Spare						6.75	RQ5	9.25	96.00	105.25

◇ State and local taxes not included

→ Indicates change

NOTES

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SERIES C20 & K20 SUBURBAN CARRYALLS

GVW Ratings up to 7500 lb

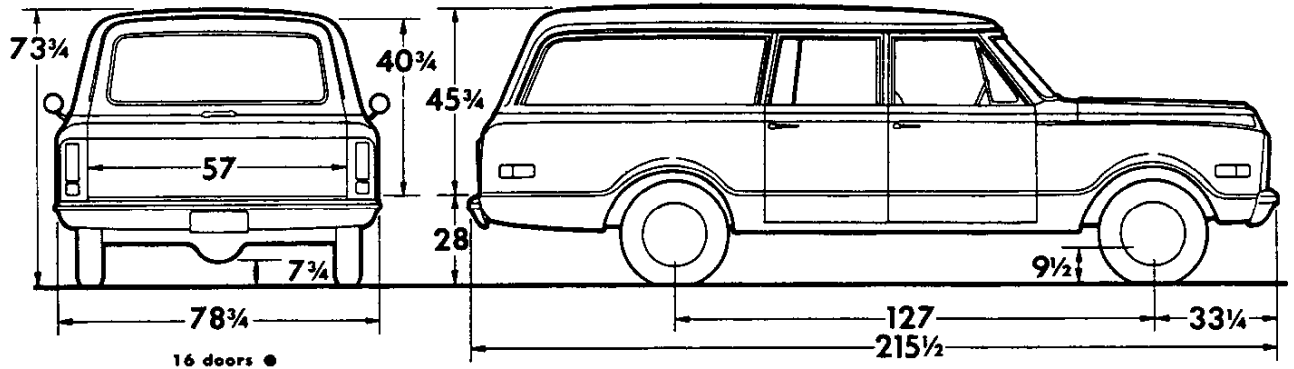
SERIES C20—SUBURBAN CARRYALLS

Six-Cylinder Models

CS20906 Suburban Carryall
CS20916 Suburban Carryall

V8 Models

CE20906 Suburban Carryall
CE20916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)		
	WB	OL	Front	Rear	Total
CS20906 CE20906	127	215 1/2	2024 2122	2194 2209	4218 4331
CS20916 CE20916	127	215 1/2	2009 2153	2179 2237	4188 4390

★Dimensions with std equipment, unloaded.

●Illustration shows 16 model rear end/lift gate.

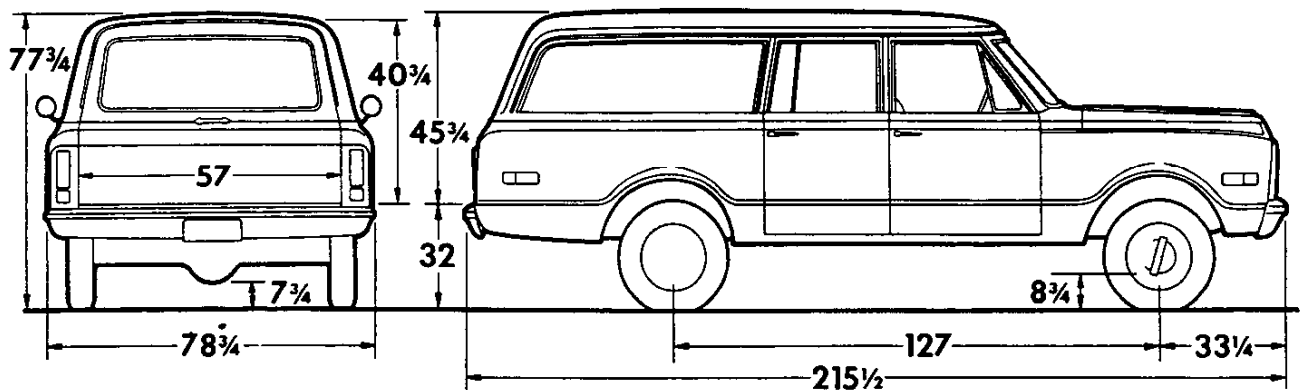
SERIES K20—SUBURBAN CARRYALLS*

Six-Cylinder Models

KS20906 Suburban Carryall
KS20916 Suburban Carryall

V8 Models

KE20906 Suburban Carryall
KE20916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)		
	WB	OL	Front	Rear	Total
KS20906 KE20906	127	215 1/2	2202 2319	2284 2310	4486 4629
KS20916 KE20916	127	215 1/2	2197 2303	2281 2295	4478 4598

★ Dimensions with std equipment, unloaded.

●Illustration shows 16 model rear end/lift gate.

SERIES C20 SUBURBAN CARRYALLS

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element
Axle, Front: Independent; capacity 3000 lb
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; dual system
 Sizes: front 11" x 2¾"; rear 11" x 2¾"
 Effective area: drum 385 sq in; lining 238 sq in
Brake, Parking: Cable to rear wheels; area 119 sq in; foot operated
Bumpers: Front & rear, painted
Cab: See *Cabs, Bodies & Colors*
Carburetor: CS20: single-barrel downdraft
 CE20: two-barrel downdraft
Clutch: CS20: diameter 10"; area 100 sq in
 CE20: diameter 11"; area 124 sq in
Cooling: CS20: 1¼" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 CE20: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap
Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position
Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch
Doors, Rear:
 06 models: Two; side-hinged
 16 models: End/lift gate
Doors, Side: Three; two right & one left
***Engine:**
 CS20: 250 Six; closed positive crankcase ventilation
 Gross horsepower 155 @ 4200 rpm
 Net horsepower 120 @ 3800 rpm
 Gross torque, lb-ft. 235 @ 1600 rpm
 Net torque, lb-ft. 210 @ 2000 rpm
 CE20: 307 V8; closed positive crankcase ventilation
 Gross horsepower 200 @ 4600 rpm
 Net horsepower 150 @ 4000 rpm
 Gross torque, lb-ft. 300 @ 2400 rpm
 Net torque, lb-ft. 255 @ 2000 rpm
 *Ratings shown with exhaust emission controls

Exhaust Emission Control Equipment: see *Engine & Clutch* section for types used
Exhaust System: Single pipe & aluminized muffler
Filter, Fuel: Plastic mesh in fuel tank
 CS20: Paper type in carburetor
 CE20: Sintered bronze in carburetor
Filter, Oil: CS20: full-flow; 1-quart; throwaway type
 CE20: full-flow; 1-quart; replaceable element
Frame: 39,000-lb-test steel; section modulus 3.71
Fuel Pump: Single-action
Generator: 37-amp Delcotron
GVW Plate: 7500 lb
Heater & Defroster: Deluxe-Air
Lights & Reflectors: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front & two rear side marker reflectors; two backup; one license; instrument panel & dome
Mirror, Rearview: Exterior RH & LH 6¼" fixed arm and inside prismatic non-glare shatterproof
Seat: Full-width bench; front only; vinyl trim
Seat Belts: Driver & passenger; includes retractors
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Coil; capacity 1350 lb each
Springs, Rear: Two-stage, coil; capacity 2000 lb each
Steering: Ball-gear, ratio 24:1; wheel, oval 17½" x 17", 2-spoke
Tank, Fuel: Inside frame at rear; capacity approximately 23.5 gal
Tires: Four tubeless 8-16.5/8PR nylon front and single rear
Tools: 4000-lb mechanical jack; wheel wrench
Transmission: 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95 (rev)
Wheels: Five 16.5" x 6.0"; attachment, 8 studs on 6½" circle; spare carrier inside RH cargo area; 4 painted hubcaps
Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6200	Standard
6700	1500-lb ea front spring 3000-lb ea rear spring
7500 ♦	

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

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

➔ Indicates change

SERIES K20 SUBURBAN CARRYALLS

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; dual system
 Sizes: front 12" x 2"; rear 12" x 2"
 Effective area: drum 300 sq in; lining 185 sq in

Brake, Parking: Cable to rear wheels; area 92 sq in; foot operated

Bumpers: Front & rear, painted

Carburetor: KS20: single-barrel downdraft
 KE20: two-barrel downdraft

Clutch: KS20: diameter 10"; area 100 sq in
 KE20: diameter 11"; area 124 sq in

Cooling: KS20: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 KE20: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; windshield wiper-washer switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Ignition switch with accessory position

Direction Signals: Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch

Doors, Rear:
 06 models: Two; side-hinged
 16 models: End/lift gate

Doors, Side:
 06 & 16 models: Three; two right & one left

***Engine:** KS20: 250 Six; closed positive crankcase ventilation
 Gross horsepower..... 155 @ 4200 rpm
 Net horsepower..... 120 @ 3800 rpm
 Gross torque, lb-ft..... 235 @ 1600 rpm
 Net torque, lb-ft..... 210 @ 2000 rpm
 KE20: 307 V8; closed positive crankcase ventilation
 Gross horsepower..... 200 @ 4600 rpm
 Net horsepower..... 150 @ 4000 rpm
 Gross torque, lb-ft..... 300 @ 2400 rpm
 Net torque, lb-ft..... 255 @ 2000 rpm

*Ratings shown with exhaust emission controls.

Exhaust Emission Control Equipment: See *Engine & Clutch* section for types used

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Plastic mesh in fuel tank
 KS20: Paper type in carburetor
 KE20: Sintered bronze in carburetor

Filter, Oil: KS20: full-flow; 1-quart; throwaway type
 KE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 3.48

Fuel Pump: Single action

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

Lights & Reflectors: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front & two rear side marker reflectors; two backup; one license; instrument panel & dome

Mirror, Rearview: Exterior RH & LH 6 1/4" fixed arm and inside prismatic non-glare shatterproof

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

Seat: Full-width bench; front only; vinyl trim

Seat Belts: Driver & passenger; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; capacity 1600 lb each

Springs, Rear: Two-stage; combination multi-leaf & tapered-leaf; capacity 1900 lb each

Steering: Ball-gear, ratio 24:1; wheel, oval 17 1/2" x 17", 2-spoke

Tank, Fuel: Inside frame at rear; capacity approx 23.5 gal

Tires: Four tubeless 8-16.5/8PR nylon front, single rear

Tools: 4000-lb mechanical jack; wheel wrench

Transfer Case: Rockwell T-221, 2-speed; ratios 1.94 & 1.00, power take-off opening at rear, single control lever

Transmission: 3-speed fully synchronized; steering column gearshift; ratios 3.03, 1.75, 1.00, 3.02 (rev)

Wheels: Five 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle; spare carrier inside RH cargo area

Windshield Wipers & Washer: Electric; 2-speed

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6400	Standard
7200	2500-lb ea rear spring
7500♦	

♦ GVW rating shown on vehicle rating plate; ratings are increased or decreased in accordance with the minimum equipment shown in the chart

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

➔ Indicates change

SERIES C20—2-WHEEL-DRIVE SUBURBAN CARRYALLS SERIES K20—4-WHEEL-DRIVE SUBURBAN CARRYALLS

1969 MODELS WITH STANDARD EQUIPMENT

Model Description	Wheel-base	Factory D & H	List Price	Mfr's Spt'd Dealer NVPC*	Mfr's Spt'd Retail Price*	Destination Charge & Group Number	Total
→ 6-Cylinder 155-hp High Torque 250 Engine							
CS20906 Suburban Carryall (Panel Doors).....	127"	\$176.00	\$3136.00	\$40.00	\$3352.00	20.....	
KS20906 Suburban Carryall (Panel Doors).....	127"	210.00	3741.00	40.00	3991.00	25.....	
CS20916 Suburban Carryall (End Gate).....	127"	178.00	3166.00	40.00	3384.00	20.....	
KS20916 Suburban Carryall (End Gate).....	127"	212.00	3771.00	40.00	4023.00	25.....	
→ 8-Cylinder 200-hp High Torque 307 Engine							
CE20906 Suburban Carryall (Panel Doors).....	127"	181.00	3226.00	40.00	3447.00	20.....	
KE20906 Suburban Carryall (Panel Doors).....	127"	215.00	3831.00	40.00	4086.00	25.....	
CE20916 Suburban Carryall (End Gate).....	127"	183.00	3256.00	40.00	3479.00	20.....	
KE20916 Suburban Carryall (End Gate).....	127"	217.00	3861.00	40.00	4118.00	25.....	

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

* Manufacturer's Suggested Retail Prices do not include state and local taxes, license fees, options or accessories.

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
POWER TEAMS & AXLES				
Engine:				
292 Six; includes 11" dia. clutch; CS-KS20 models only. CS20 models also include 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered.....	L25	\$ 4.80	\$ 90.00	\$ 94.80
350 V8; CE-KE20 models. Includes 4-barrel carburetor and 12" clutch. CE20 models also include 4.10 ratio rear axle when ordered with Chevrolet 4-speed or Turbo Hydra-Matic transmission.....	LS9	1.90	35.00	36.90
350 V8, heavy-duty; CE-KE20 models. Includes 4-barrel carburetor and 12" clutch. CE20 models also include 4.10 ratio rear axle when ordered with Chevrolet 4-speed or Turbo Hydra-Matic transmission.....	LS8	3.20	60.00	63.20
396 V8; C20 models only Includes 4-barrel carburetor, dual exhaust, 3.54 ratio rear axle and 12" clutch; not available when Powerglide transmission is ordered.....	L47	8.00	150.00	158.00
→ Liquid Petroleum Gas Conversion ; available on C20 models when 6-cyl or 350 V8 (HD) engine is ordered				
With 6-cyl engine.....	L56	4.00	75.00	79.00
With 350 V8 (HD) engine.....	L56	2.15	40.00	42.15
Transmission:				
Powerglide ; includes HD radiator; not available when 396 engine is ordered				
CS20 models.....	M35	9.35	175.00	184.35
CE20 models.....	M35	9.85	185.00	194.85
Turbo Hydra-Matic ; includes 4.10 ratio rear axle with 307 and 350 engines and HD radiator. Available only on C20 models				
With 396 engine.....	M49	12.00	225.00	237.00
Without 396 engine.....	M49	11.45	215.00	226.45
Chevrolet 4-speed				
C20 models; also includes 4.10 ratio rear axle when 307 engine is ordered.	M20	5.35	100.00	105.35
K20 models.....	M20	4.80	90.00	94.80
New Process 435CR 4-speed (close-ratio) ; C20 models only.....	M28	6.95	130.00	136.95
Axle, HD Front ; K20 models only.....	F49	8.00	150.00	158.00
Axle, Rear:				
Ratio 4.10; C20 models only. Not available when 292, 307 or 350 engine with Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered. Also not available when 396 engine is ordered.....	HB8	.45	8.00	8.45
Ratio 4.57; C20 models only. Available only when Chevrolet 4-speed or Turbo Hydra-Matic transmission is ordered with 292, 307 or 350 engine...	H20	.15	2.00	2.15
→ NoSPIN ; C20 models only; not available when 396 engine is ordered...	G86	6.65	125.00	131.65
Maximum Traction ; CE20 models with 396 engine only.....	G87	6.65	125.00	131.65

◇ State and local taxes not included.

→ Indicates change

SERIES C20-K20 CARRYALLS

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET (Cont'd)

Description	Option Number	Factory D & H	List Price	Mir's Suggested Retail Delivered Price [◇]
OTHER OPTIONS				
Air Cleaner: Oil-bath; capacity 1 quart. Not available on CE20 models when 396 engine or automatic transmission is ordered.	K48	\$.55	\$ 10.00	\$ 10.55
Air Cleaner, Heavy-Duty: Includes oil-bath pre-cleaner. Not available on CE20 models when automatic transmission is ordered or CS20 models when power steering is specified with 292 engine.	K46	2.95	55.00	57.95
Air Conditioning, Roof-Mounted: Available only when Custom Comfort and Appearance is ordered.	C69	26.60	500.00	526.60
Battery: Heavy-duty; 66-plate, 70-amp-hr. Included when HD starting motor is ordered.	T60	.40	7.00	7.40
Belts, Seat: Installed for third passenger				
For front seat; not available when bucket seats are ordered.	AM3	.35	6.00	6.35
For optional center seat.	A68	.35	6.00	6.35
For optional center & rear seat.	A68	.65	12.00	12.65
Belts, Shoulder: Color-keyed				
Front seat; driver & passenger.	A85	1.35	25.00	26.35
Center seat; RH & LH passenger positions.	AS5	1.35	25.00	26.35
Center & rear seat; RH & LH passenger positions on rear seat, LH passenger position on center seat.	AS5	2.00	37.50	39.50
Brakes: Vacuum Power.	J70	2.25	42.00	44.25
Bumpers: Chromed front & rear.	V37	1.40	26.00	27.40
Caps, Hub: Chromed; C20 models only.	P03	.55	10.00	10.55
Clutch: HD; diameter 11"; available on 250 engine with std 3-speed or New Process 4-speed transmission only. Included when Chevrolet 4-speed transmission or 292 engine is ordered.	M01	.30	5.50	5.80
Cooling:				
Heavy-duty radiator only. Included when automatic transmission is ordered.	V01	1.10	20.00	21.10
HD radiator and extra HD cooling equipment.	V05	2.30	43.00	45.30
➤ Custom Comfort & Appearance Option: Includes vent window, rear window and windshield moldings; chromed control knob trim; custom emblems; color-keyed floor mat; white hardboard headlining; vinyl sidewall trim panels; full-depth foam seat with fabric upholstery (except when bucket seats are ordered); cigar lighter; and special insulation. Plus spare tire cover when spare tire is ordered.				
For use with standard front seat without spare tire				
When optional seats are not ordered.	Z62	7.70	144.00	151.70
When optional center seat is ordered; also includes matching fabric upholstery.	Z62	8.20	154.00	162.20
➤ When optional center & rear seats are ordered; also includes matching fabric upholstery.	Z62	8.75	164.00	172.75
For use with standard front seat when spare tire is ordered				
When optional seats are not ordered.	Z62	8.05	151.00	159.05
When optional center seat is ordered; also includes matching fabric upholstery.	Z62	8.60	161.00	169.60
When optional center & rear seats are ordered; also includes matching fabric upholstery.	Z62	9.10	171.00	180.10
When bucket seats or custom deluxe front seat is ordered				
Without spare tire.	Z62	5.55	104.00	109.55
When spare tire is ordered.	Z62	5.95	111.00	116.95
Custom Molding:				
Belt line molding; includes bright fuel filler cap.	BX1	1.60	30.00	31.60
Lower fender, door & body moldings; includes bright fuel filler cap.	BX2	1.90	35.00	36.90
Filter, Fuel.	K28	.40	7.50	7.90
Gauges: Ammeter, engine temperature & oil pressure.	Z53	.55	10.00	10.55
Tachometer, ammeter, engine temperature & oil pressure.	U16	2.65	49.00	51.65
Generator, Alternating Current:				
42-amp Delcotron.	K79	1.10	20.00	21.10
61-amp Delcotron.	K76	1.50	28.00	29.50
62-amp Delcotron.	K81	4.45	83.00	87.45
Glass, Soft-Ray: All windows.	A11	1.05	19.00	20.05
Windshield only.	AA2	.75	14.00	14.75
Governor: Not available when automatic transmission is ordered. Includes manual choke.				
For 250 engine—1800-3000 rpm (low rpm setting).	K37	.95	17.00	17.95
—2800-4000 rpm (high rpm setting).	K38	.95	17.00	17.95
For 292 engine—2100-3000 rpm (low rpm setting).	K37	.95	17.00	17.95
—2800-3900 rpm (high rpm setting).	K38	.95	17.00	17.95
For 307 engine—2300-3100 rpm (low rpm setting).	K37	.95	17.00	17.95
—2800-4100 rpm (high rpm setting).	K38	.95	17.00	17.95
Guards: Door edge.	B93	.30	4.95	5.25

◇ State and local taxes not included.

➤ Indicates change

SERIES C20-K20 CARRYALLS

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET (Cont'd)

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]
Heater, Engine Block	K05	\$.55	\$ 10.00	\$ 10.55
Hooks, Towing: Two front. Not available with chrome bumper.....	V76	.90	16.00	16.90
Hubs, Free-Wheeling: Front, manual control at hubs. K20 models only....	F76	3.90	73.00	76.90
Lamps:				
Roof Marker; five.....	U01	1.35	25.00	26.35
Side Marker; front and rear.....	UB3	.55	10.00	10.55
Mirror, Exterior: Replacing standard RH & LH mirrors				
Below-Eye-Line type				
7.5" x 10.5" painted.....	D29	1.00	18.50	19.50
7.5" x 10.5" stainless steel.....	DG4	1.65	31.00	32.65
Paint, Exterior: See Color & Trim chart				
Solid colors.....		N.C.	N.C.	N.C.
Conventional Two-tone; with white secondary color.....		1.45	27.00	28.45
→ Special Two-tone; with white upper and lower secondary colors available only when custom lower side moldings are ordered.....		2.55	47.00	49.55
Plate:				
Serial Number (State of Pennsylvania); HD rear springs required.....	Z55	N.C.	N.C.	N.C.
Radio: Pushbutton control.....	U63	3.10	58.00	61.10
→ Seats, Front:				
<i>Front; Custom Deluxe Vinyl, Full-Width. Includes front seat area carpeting</i>				
When optional rear seats are not ordered.....	A52	3.20	60.00	63.20
When center seat is ordered; also includes center seat area carpeting and matching interior.....	A52	5.90	110.00	115.90
When center and rear seats are ordered; also includes center seat area carpeting and matching interior.....	A52	8.00	150.00	158.00
<i>Front Bucket; driver & passenger. Includes front seat area carpeting and center console</i>				
When optional rear seats are not ordered.....	A50	6.15	115.00	121.15
When center seat is ordered; also includes center seat area carpeting and matching interior.....	A50	8.80	165.00	173.80
When center and rear seats are ordered; also includes center seat area carpeting and matching interior.....	A50	10.95	205.00	215.95
→ Seats, Rear:				
<i>Seat trim always matches the front seats whether standard or optional. The price of matching seat trim is included in Custom Comfort & Appearance, or optional front seats when ordered</i>				
Center seat; includes HD front and rear springs (C20 models only), RH & LH armrests and seat belts.....	AS3	5.35	100.00	105.35
Center & rear seat; includes HD front and rear springs (C20 models only), RH & LH armrests and seat belts.....	A80	11.00	206.00	217.00
Shock Absorbers: Heavy-duty				
Front and rear.....	F51	.80	15.00	15.80
Rear only.....	G68	.45	8.00	8.45
Speed & Cruise Control: C20 models only. Not available when 396 engine, HD air cleaner or manual throttle is ordered.....	K30	2.80	52.00	54.80
Speed Warning Indicator	U15	.65	12.00	12.65
Springs: HD				
<i>Front:</i>				
C20 models; capacity 1500-lb each. Included when center or rear seat is ordered.....	F60	.30	5.00	5.30
K20 models; capacity 1750-lb each.....	F60	1.60	30.00	31.60
<i>Rear:</i>				
→ Capacity 3000-lb each; C20 models with HD front springs only. Included when center or rear seat is ordered.....	G50	.35	6.50	6.85
Capacity 2500-lb each; K20 models only.....	G50	.75	14.00	14.75
Auxiliary Rear; Capacity 500-lb each. C20 only.....	G60	1.35	25.00	26.35
Stabilizer, Front: C20 models only.....	F59	.80	15.00	15.80
Starting Motor, Heavy-Duty: Includes HD battery. Not available when Turbo Hydra-Matic transmission is ordered				
With automatic transmission.....	K67	1.45	27.00	28.45
Without automatic transmission.....	K67	1.10	20.00	21.10
Steering, Power				
C20.....	N40	5.60	105.00	110.60
K20.....	N40	6.65	125.00	131.65
Tires: See tire pages				

◇ State and local taxes not included.

→ Indicates change

SERIES C20-K20 CARRYALLS

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type	Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price [◇]	
7.00-16/6PR Maximum Tire Capacity—Front (1800) Rear (1800)						
—Highway Nylon	(4) Front, Rear; K20 only	6.00	R78	N.C.	N.C.	N.C.
	(2) Front; C20 only	6.00	R78	N.C.	N.C.	N.C.
	(2) Rear; C20 only	6.00	R78	N.C.	N.C.	N.C.
	(1) Spare	6.00	R78	\$4.80	\$ 48.00	\$ 52.80
—On-Off Road Nylon	(4) Front, Rear; K20 only	6.00	R71	1.15	41.00	42.15
	(2) Rear; C20 only	6.00	R71	.75	24.00	24.75
	(1) Spare	6.00	R71	5.45	59.50	64.95

WIDE BASE TUBELESS TIRES (Factory Installed)

8.00-16.5/8PR Maximum Tire Capacity—Front (2045) Rear (2045)						
—Highway Nylon	(4) Front & Rear	6.00	Std	N.C.	N.C.	N.C.
	(1) Spare	6.00	RP3	6.00	65.00	71.00
—On-Off Road Nylon	(4) Front, Rear; K20 only	6.00	RQ3	1.60	40.00	41.60
	(2) Rear; C20 only	6.00	RQ3	.80	20.00	20.80
	(1) Spare	6.00	RQ3	6.35	75.00	81.35
8.00-16.5/10PR Maximum Tire Capacity—Front (2330) Rear (2330)						
—Highway Nylon	(2) Front	6.00	RP4	.75	16.00	16.75
	(2) Rear	6.00	RP4	.75	16.00	16.75
(1) Spare	6.00	RP4	6.35	73.00	79.35	
8.75-16.5/8PR Maximum Tire Capacity—Front (2350) Rear (2350)						
—Highway Nylon	(2) Front	6.75	RP6	1.15	16.00	17.15
	(2) Rear	6.75	RP6	1.15	16.00	17.15
	(1) Spare	6.75	RP6	6.55	73.00	79.55
—On-Off Road Nylon	(4) Front, Rear; K20 only	6.75	RQ4	3.90	72.00	75.90
	(2) Rear; C20 only	6.75	RQ4	1.95	36.00	37.95
	(1) Spare	6.75	RQ4	6.95	83.00	89.95
9.50-16.5/8PR Maximum Tire Capacity—Front (2780) Rear (2780)						
—Highway Nylon	(2) Front	6.75	RP9	3.40	42.00	45.40
	(2) Rear	6.75	RP9	3.40	42.00	45.40
	(1) Spare	6.75	RP9	7.65	86.00	93.65
—On-Off Road Nylon	(4) Front, Rear; K20 only	6.75	RQ5	7.80	124.00	131.80
	(2) Rear; C20 only	6.75	RQ5	3.90	62.00	65.90
	(1) Spare	6.75	RQ5	7.95	96.00	103.95

[◇] State and local taxes not included.

SERIES 20 POWER TEAMS

SERIES C20

ENGINE	TRANSMISSION	AXLE RATIOS	
		STD	OPT
250 Six	Chevrolet 3-Speed	4.57*	4.10**
	Chevrolet CH465 4-Speed	4.57*	4.10**
	New Process 435CR 4-Speed	4.57*	4.10**
	Powerglide	4.57*	4.10**
	Turbo Hydra-Matic	4.57*	4.10**
292 Six 307 V8	Chevrolet 3-Speed	4.57*	4.10**
	Chevrolet CH465 4-Speed	4.10**	4.57*
	New Process 435CR 4-Speed	4.57*	4.10**
	Powerglide	4.57*	4.10**
	Turbo Hydra-Matic	4.10**	4.57*
350 V8	Chevrolet 3-Speed H.D.	4.57*	4.10**
	Chevrolet CH465 4-Speed	4.10**	4.57**
	New Process 435CR 4-Speed	4.57*	4.10**
	Powerglide	4.57*	4.10**
	Turbo Hydra-Matic	4.10**	4.57**
396 V8	Chevrolet 3-Speed H.D.	3.54★	—
	Chevrolet CH465 4-Speed	3.54★	—
	New Process 435CR 4-Speed	3.54★	—
	Turbo Hydra-Matic	3.54★	—

*4.56 ratio Dana rear axle used with optional leaf spring rear suspension

**4.10 ratio Dana rear axle used with optional leaf spring rear suspension

★Dana rear axle used with 396 V8

SERIES K20

ENGINE	TRANSMISSION	TRANSFER CASE	AXLE RATIOS	
			STD	OPT
250 Six	Chevrolet 3-Speed H.D.	Rockwell T-221	4.57	—
292 Six	Chevrolet CH465 4-Speed		4.57	—
307 V8	Chevrolet 3-Speed H.D.		4.57	—
350 V8	Chevrolet CH465 4-Speed		4.57	—