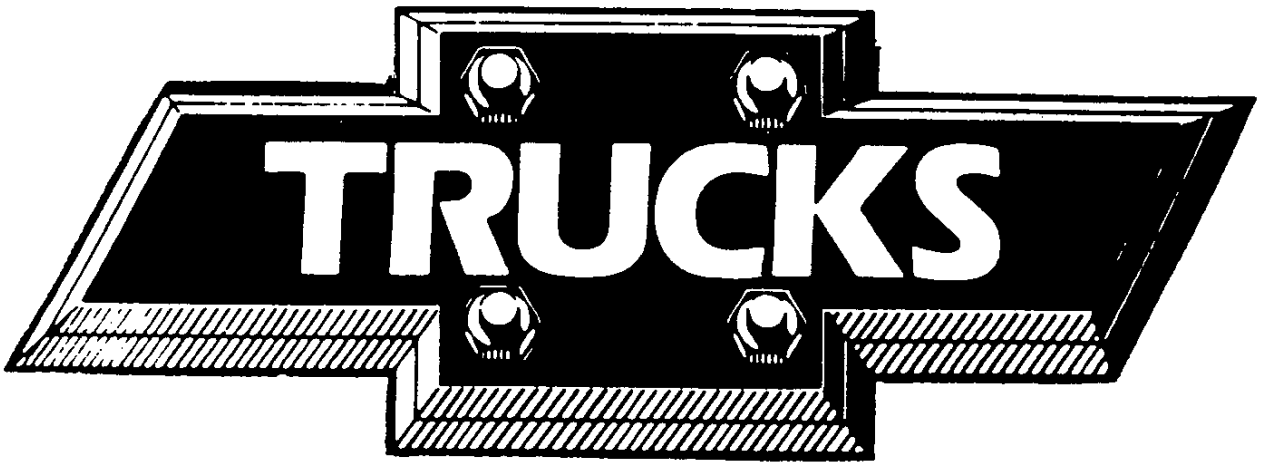
CHEVROLET



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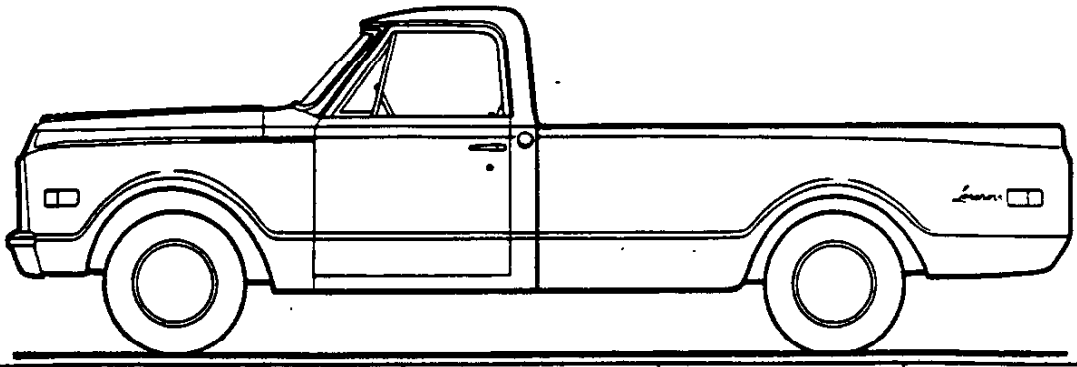
1972

PICKUPS

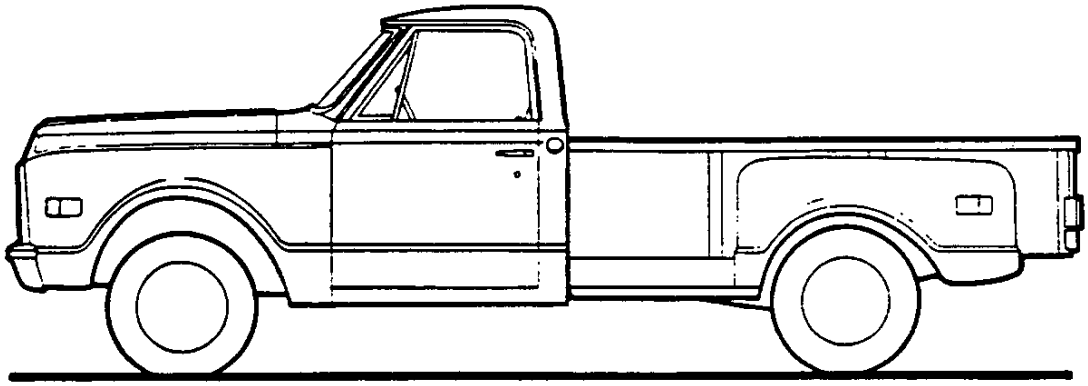
PICKUP MODEL SELECTOR

FLEETSIDE & LONGHORN PICKUPS



SERIES	ENGINE	6½' BODY (Fleetside)	8' BODY (Fleetside)	8½' BODY (Longhorn)
C10	6 cyl	CS10734	CS10934	—
	8 cyl	CE10734	CE10934	—
C20	6 cyl	—	CS20934	CS21034
	8 cyl	—	CE20934	CE21034
C30	6 cyl	—	—	CS31034
	8 cyl	—	—	CE31034
K10 (4-Wheel-Drive)	6 cyl	KS10734	KS10934	—
	8 cyl	KE10734	KE10934	—
K20 (4-Wheel-Drive)	6 cyl	—	KS20934	—
	8 cyl	—	KE20934	—

STEPSIDE PICKUPS



SERIES	ENGINE	6½' BODY	8' BODY	9' BODY
C10	6 cyl	CS10704	CS10904	—
	8 cyl	CE10704	CE10904	—
C20	6 cyl	—	CS20904	—
	8 cyl	—	CE20904	—
C30	6 cyl	—	—	CS31004
	8 cyl	—	—	CE31004
K10 (4-Wheel-Drive)	6 cyl	KS10704	KS10904	—
	8 cyl	KE10704	KE10904	—
K20 (4-Wheel-Drive)	6 cyl	—	KS20904	—
	8 cyl	—	KE20904	—

PICKUPS—Conventional

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C10	C20	C30
Engine			
Base Equip—6 cyl.	250-6	250-6	250-6
—8 cyl.	307-V8	307-V8	307-V8
→Clutch—6 cyl.	10", 100 sq. in.	10", 100 sq. in.	11", 124 sq. in.
—8 cyl.	11", 124 sq. in.	11", 124 sq. in.	11", 124 sq. in.
Air Cleaner	Oiled-paper element		
Oil Filter	Throw-away type 1-qt.		
Exhaust System	Single; aluminized		
Exhaust Emission Control	Controlled Combustion System		
	Light Duty*	Heavy Duty	Heavy Duty
→Suspension, Front	Independent, Coil Spring		
Capacity	2925 lb.	3500 lb.	3800 lb.
Springs @ ground	1462 lb. ea.	1750 lb. ea.	1750 lb. ea.
Shock Absorbers	1" dia.	1" dia.	1" dia.
Suspension, Rear—for 6½' and 8' Body			
Type	Coil Spring	Coil Spring	—
Axle Capacity	3500 lb.	5200 lb.	—
Axle Ratio	3.73	4.57	—
Springs, Main @ ground	1400 lb. ea.	2000 lb. ea.	—
Shock Absorbers	1" dia.	1" dia.	—
Suspension, Rear—for Longhorn and 9' Body			
Type	—	Leaf Spring	Leaf Spring
Axle Capacity	—	5200 lb.	7200 lb.
Axle Ratio	—	4.57	4.57
Springs, Main @ ground	—	2000 lb. ea.	2400 lb. ea.
Shock Absorbers	—	1" dia.	—
Brakes	Hydraulic; Self-adjusting		
Front	Disc; 11.86" rotor	Disc; 12.5" rotor	Disc; 12.5" rotor
Rear	Drum; 11" x 2"	Drum; 11" x 2¾"	Drum; 13" x 2½"
Booster	—	Dual Diaphragm	Dual Diaphragm
Parking	Cable to Rear Wheels		
Electrical	12 Volt; negative ground		
Battery—6 cyl.	45 amp.		
—8 cyl.	61 amp.		
Delcotron Generator	37 amp.		
Frame	Carbon Steel; 39,000 psi		
Section Modulus	115" WB-2.98 127" WB-2.98	127" WB-3.71 133" WB-5.05	135" WB-5.05
Fuel Tank (nominal capacity)	20 gal.	21 gal.	21 gal.
Steering	Recirculating ball		
Transmission Shift Location	3-speed Steering Column	3-speed Steering Column	4-speed CH465 Floor
Tires	(5) G78-15B (4PR)	(4) 8.75-16.5C (6PR)	(4) 8.75-16.5C (6PR)
Wheels	(5) Disc 15" x 6.0"	(5) Disc 16.5" x 6.0"	(5) Disc 16.5" x 6.0"

*California requires Air Injection Reactor system

PICKUPS – 4-Wheel-Drive

STANDARD SPECIFICATIONS

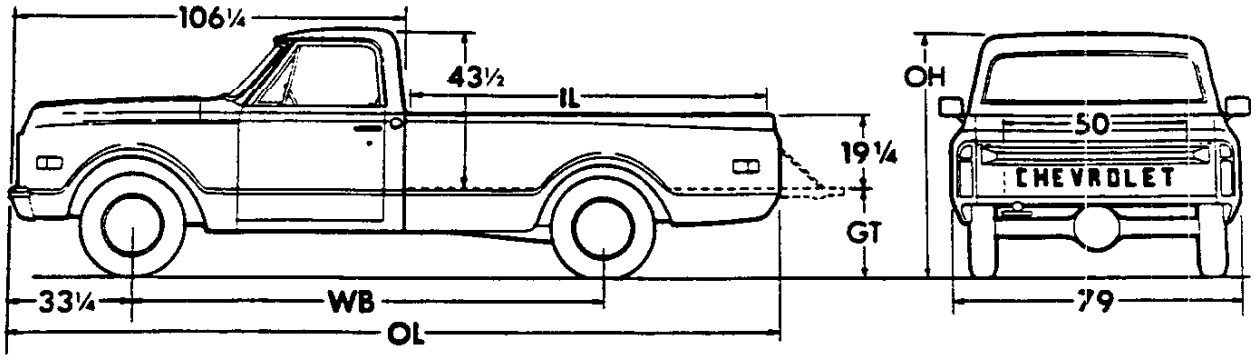
(See Blue Tab Section for Specification Details)

Series	K10	K20
Engine		
Base equip—6 cyl.	250–6	250–6
—8 cyl.	307–V8	307–V8
Clutch—6 cyl.	10"; 100 sq. in.	10"; 100 sq. in.
—8 cyl.	11"; 124 sq. in.	11"; 124 sq. in.
Air Cleaner	Oiled-paper element	
Oil Filter	Throw away type 1 qt.	
Exhaust System	Single; aluminized	
Exhaust Emission Control	Controlled Combustion System	
	Light Duty*	Heavy Duty
➔**Suspension Front**	Hypoid Driving Axle; Leaf Spring	
Capacity	3300 lb.	3500 lb.
Axle Ratio	3.73	4.55
Springs @ ground	1700 lbs. ea.	1700 lbs. ea.
Shock Absorbers	1" dia.	1" dia.
Suspension Rear	Leaf Spring; Two-stage multi-leaf	
Axle Capacity	3500 lbs.	5200 lbs.
Axle Ratio	3.73	4.57
Springs @ ground	2000 lbs. ea.	2000 lbs. ea.
Shock Absorbers	1" dia.	1" dia.
Brakes	Hydraulic—Self-adjusting	
Front	Disc; 11.86" rotor	Disc; 12.5" rotor
Rear	Drum; 11" x 2"	Drum; 11" x 2¾"
Booster	Single Diaphragm	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; negative ground	
Battery—6 cyl.	45-amp	
—8 cyl.	61-amp	
Delcotron Generator	37-amp	
Frame	Carbon-Steel; 39,000 psi	
Section Modulus	115" WB—2.70 127" WB—3.48	127" WB—3.48
Fuel Tank (nominal capacity)	20 gal.	21 gal.
Steering	Recirculating Ball	
Transmission	Fully synchronized 3-speed	
Shift Location	Steering Column	
Transfer Case	2-speed New Process 205	
Shift Lever	Single Lever	
PTO Opening	Left Side	
Tires	(5) G78–15B (4PR)	(4) 8.75–16.5C (6PR)
Wheels	(5) Disc 15" x 6.0"	(5) Disc 16.5" x 6.0"

*California requires Air Injection Reactor system

PICKUPS

FLEETSIDE & LONGHORN PICKUPS

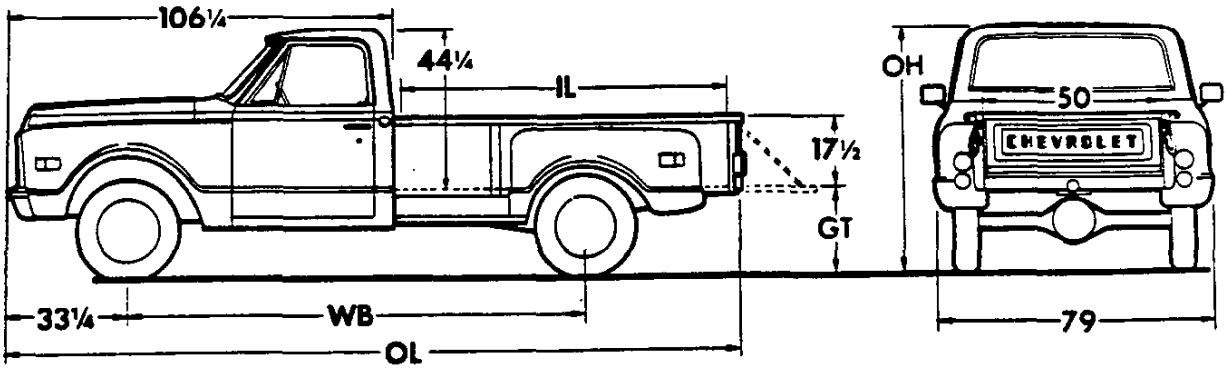


Models	Engine No. Cyl.	→Dimensions (in)★					Curb Weights (lb)			→Ground Clearance (In)★	
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear
C10 SERIES											
CS10734 CE10734	6 8	115	78	188½	69	27	2074 2187	1535 1555	3609 3742	8	7¼
CS10934 CE10934	6 8	127	98	207¾	69	27¼	2168 2280	1531 1546	3699 3826	8	7¼
C20 SERIES											
CS20934 CE20934	6 8	127	98	207¾	69	29¾	2307 2416	1694 1718	4001 4134	8¾	7
CS21034 CE21034	6 8	133	104	213¾	69¼	29¼	2254 2360	1805 1829	4059 4189	8¾	7
C30 SERIES											
CS31034 CE31034	6 8	133	104	213¾	69½	29¼	2318 2425	1839 1859	4157 4284	8¾	7¼
K10 SERIES											
KS10734 KE10734	6 8	115	78	188¾	71¼	29	2321 2439	1634 1648	3955 4087	7¼	7¼
KS10934 KE10934	6 8	127	98	208	71	29	2454 2571	1649 1664	4103 4235	7¼	7¼
K20 SERIES											
KS20934 KE20934	6 8	127	98	208	72½	32½	2506 2619	1759 1773	4265 4392	8¼	7¼

★Dimensions with std equipment, unloaded.

PICKUPS

STEPSIDE PICKUPS



Models	Engine No. Cyl.	→Dimensions (in)★					Curb Weights (lb)			→Ground Clearance (In)★	
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear
C10 SERIES											
CS10704 CE10704	6 8	115	78	188½	69	26½	2064 2178	1469 1488	3533 3666	8	7¼
CS10904 CE10904	6 8	127	98	207¾	69	28¼	2155 2268	1463 1477	3618 3748	8	7¼
C20 SERIES											
CS20904 CE20904	6 8	127	98	207¾	69	28½	2298 2408	1622 1645	3920 4053	8¾	7
C30 SERIES											
CS31004 CE31004	6 8	133	108¼	217¾	69½	29	2309 2417	1762 1781	4071 4198	8¾	7¼
K10 SERIES											
KS10704 KE10704	6 8	115	78	188¾	71¼	28½	2314 2428	1565 1583	3879 4011	7¼	7¼
KS10904 KE10904	6 8	127	98	208	71¼	28¼	2445 2567	1578 1588	4023 4155	7¼	7¼
K20 SERIES											
KS20904 KE20904	6 8	127	98	208	72½	32	2503 2613	1681 1698	4184 4311	8¼	7¼

★Dimensions with std equipment, unloaded.

PICKUPS

POWER TEAMS

ENGINES		TRANSMISSIONS	REAR AXLES		
Option Number and Model Application	Description	Type (Standard or Optional)	Type and Capacity	Ratios With Single Rear Wheels	
				Standard	Optional
C10 SERIES					
■Standard 6-Cylinder on CS10 models	250-cu-in Six	3-Speed Manual (Std)—ZW4	Chevrolet 3500★	3.73	3.07 or 4.11
		4-Speed (Chevrolet CH465)—M20	Chevrolet 3500★	3.73	3.07 or 4.11
		Turbo Hydra-matic—M49	Chevrolet 3500★	3.73	3.07 or 4.11
●Standard 8-Cylinder on CE10 models	307-cu-in V8	3-Speed Manual (Std)—ZW4	Chevrolet 3500★	3.73	3.07 or 4.11
		4-Speed (Chevrolet CH465)—M20	Chevrolet 3500★	3.07	3.73 or 4.11
		Turbo Hydra-matic—M49	Chevrolet 3500★	3.07	3.73 or 4.11
■Option LS9 on CE10 models	350-cu-in V8	3-Speed Manual (Std)—ZW4	Chevrolet 3500★	3.07	3.73 or 4.11
		4-Speed (Chevrolet CH465)—M20	Chevrolet 3500★	3.07	3.73 or 4.11
		Turbo Hydra-matic—M49	Chevrolet 3500★	3.07	3.73 or 4.11
●Option L47 on CE10 models	400-cu-in V8	3-Speed Manual (Std)—ZW4	Chevrolet 3500★	3.07	—
		Turbo Hydra-matic—M49	Chevrolet 3500★	3.07	—
C20 SERIES					
■Standard 6-Cylinder on CS20 models	250-cu-in Six	3-Speed Manual (Std)—ZW4 With standard suspension	Chevrolet 5200♦	4.57	4.10
		With optional leaf suspension (G70)	Dana 5500§	4.56	4.10
		4-Speed (Chevrolet CH465)—M20 With standard suspension	Chevrolet 5200♦	4.57	4.10
		With optional leaf suspension (G70)	Dana 5500§	4.56	4.10
		Turbo Hydra-matic—M49 With standard suspension	Chevrolet 5200♦	4.57	4.10
		With optional leaf suspension (G70)	Dana 5500§	4.56	4.10
■Option L25 on CS20 models	292-cu-in Six	3-Speed Manual (Std)—ZW4 With standard suspension	Chevrolet 5200♦	4.57	4.10
		With optional leaf suspension (G70)	Dana 5500§	4.56	4.10
●Standard 8-Cylinder on CE20 models	307-cu-in V8	4-Speed (Chevrolet CH465)—M20 With standard suspension	Chevrolet 5200♦	4.10	4.57
		With optional leaf suspension (G70)	Dana 5500§	4.10	—
■Option LS9 on CE20 models	350-cu-in V8	Turbo Hydra-matic—M49 With standard suspension	Chevrolet 5200♦	4.10	4.57
		With optional leaf suspension (G70)	Dana 5500§	4.10	—
■Option L47 on CE20 models	400-cu-in V8	3-Speed Manual (Std)—ZW4	Dana 5500§	3.54	—
		4-Speed (Chevrolet CH465)—M20	Dana 5500§	3.54	—
		Turbo Hydra-matic—M49 Fleetside or Stepside with standard suspension	Dana 5500§	3.54	—
		Longhorn or optional leaf suspension	Dana 5500§	3.54	4.10
C30 SERIES					
■Standard 6-Cylinder on CS30 models	250-cu-in Six	4-Speed (Chevrolet CH465) (Std)—ZW4	Chevrolet 7200♦	4.57	4.10
■Option L25 on CE30 models	292-cu-in Six	Turbo Hydra-matic—M49	Chevrolet 7200♦	4.57	4.10
●Standard 8-Cylinder on CE30 models	307-cu-in V8				
■Option LS9 on CE30 models	350-cu-in V8	4-Speed (Chevrolet CH465) (Std)—ZW4	Chevrolet 7200♦	4.10	4.57
		Turbo Hydra-matic—M49	Chevrolet 7200♦	4.10	4.57
■Option L47 on CE30 models	400-cu-in V8	4-Speed (Chevrolet CH465) (Std)—ZW4	Chevrolet 7200♦	4.10	—
		Turbo Hydra-matic—M49	Chevrolet 7200♦	4.10	—

★ Positraction rear axle also available.
♦ NoSpin rear axle also available.
§ Maximum traction rear axle also available.
■ Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.
● Not available for registration in the State of California.

PICKUPS

POWER TEAMS

ENGINES		TRANSMISSIONS		REAR AXLES		
Option Number and Model Application	Description	Type (Standard or Optional)	Transfer Case	Type and Capacity	Ratios With Single Rear Wheels	
					Standard	Optional
K10 SERIES						
■Standard 6-Cylinder on KS10 models	250-cu-in Six	3-Speed Manual (Std)—ZW4	New Process 205	Chevrolet 3300★	3.73	—
●Standard 8-Cylinder on KE10 models	307-cu-in V8	4-Speed (Chevrolet CH465)—M20	New Process 205	Chevrolet 3300★	3.73	—
		Turbo Hydra-matic—M49	New Process 205	Chevrolet 3300★	3.73	—
■Option L89 on KE10 models	350-cu-in V8	3-Speed Manual (Std)—ZW4	New Process 205	Chevrolet 3300★	3.07	3.73
		4-Speed (Chevrolet CH465)—M20	New Process 205	Chevrolet 3300★	3.07	3.73
		Turbo Hydra-matic—M49	New Process 205	Chevrolet 3300★	3.07	3.73
K20 SERIES						
■Standard 6-Cylinder on KS20 models	250-cu-in Six	3-Speed Manual (Std)—ZW4	New Process 205	Chevrolet 5200♦	4.57	—
■Option L25 on KS20 models	292-cu-in Six	4-Speed (Chevrolet CH465)—M20	New Process 205	Chevrolet 5200♦	4.57	—
●Standard 8-Cylinder on KE20 models	307-cu-in V8	Turbo Hydra-matic—M49	New Process 205	Chevrolet 5200♦	4.57	—
■Option L89 on KE20 models	350-cu-in V8	3-Speed Manual (Std)—ZW4	New Process 205	Chevrolet 5200♦	4.57	—
		4-Speed (Chevrolet CH465)—M20	New Process 205	Chevrolet 5200♦	4.10	—
		Turbo Hydra-matic—M49	New Process 205	Chevrolet 5200♦	4.10	—

★ Positraction rear axle also available.
♦ NoSpin rear axle also available.
■ Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.
● Not available for registration in the State of California.

ENGINE RATINGS

(Engine ratings shown below are S.A.E. net ratings @ 85° F)

	250 Six	292 Six	307 V8	350 V8	400 V8
Net Horsepower	110 @ 3800 rpm	125 @ 3600 rpm	135 @ 4000 rpm	175 @ 4000 rpm	210 @ 4000 rp
Net Torque, lb-ft	185 @ 1600 rpm	225 @ 2400 rpm	230 @ 2400 rpm	290 @ 2400 rpm	320 @ 2800

PICKUPS

→GVW SELECTOR

GVW Rating (lb)	Minimum Equipment Required for GVW Rating		
	Tires, Front	Tires, Rear	Chassis Equipment
C10 SERIES			
4700	G78-15B(4PR) (TL or TB)	G78-15B(4PR) (TL or TB)	Standard
5025	G78-15B(4PR) (TL or TB)	G78-15B(4PR) (TL or TB)	Power Brakes
5400	H78-15B(4PR) (TL) or 6.50-16C(6PR) (TB) (TT)	H78-15B(4PR) (TL) or 6.50-16C(6PR) (TB) (TT)	1550-lb ea front springs; 2000-lb ea rear springs; Power Brakes
C20 SERIES			
6200	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	Standard
6700	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	8.75-16.5D(8PR) (TL) or 7.50-16D(8PR) (TB)	2750-lb ea rear springs
7500	9.50-16.5D(8PR) (TL) or 7.50-16C(6PR) (TB)	9.50-16.5D(8PR) (TL) or 7.50-16E(10PR) (TB)	
C30 SERIES			
6600	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	Standard
8000	9.50-16.5D(8PR) (TL) or 7.50-16E(10PR) (TB)	9.50-16.5D(8PR) (TL) or 7.50-16E(10PR) (TB)	1900-lb ea front springs; 3100-lb ea rear springs
9000	9.50-16.5D(8PR) (TL)	9.50-16.5E(10PR) (TL)	1900-lb ea front springs; 4150-lb ea main & auxiliary rear springs
K10 SERIES			
5200	G78-15B(4PR) (TL or TB)	G78-15B(4PR) (TL or TB)	Standard
5600	H78-15B(4PR) (TL) or 6.50-16C(6PR) (TB) (TT)	H78-15B(4PR) (TL) or 6.50-16C(6PR) (TB) (TT)	
6000	L78-15B(4PR) (TL)	L78-15B(4PR) (TL)	
K20 SERIES			
	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TL)	Standard
	8.75-16.5C(6PR) (TL) or 7.50-16C(6PR) (TB)	8.75-16.5D(8PR) (TL) or 7.50-16D(8PR) (TB)	2500-lb ea rear springs
	9.50-16.5D(8PR) (TL) or 7.50-16C(6PR) (TB)	9.50-16.5D(8PR) (TL) or 7.50-16E(10PR) (TB)	

—Tubeless TB—Tube type TT—Truck Type

PICKUPS

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
MODEL OPTIONS						
(See Exterior and Interior Color Charts)						
Custom Deluxe: Not available when Cheyenne, Cheyenne Super or bucket seats are ordered. Includes bright metal rear window molding; vent window and windshield moldings; cigar lighter; bright control knob trim and dome lamp bezel; fender nameplates; full-depth foam seat with cloth trim; door trim panels; color-keyed floor mat; door operated dome lamp switches and special insulation. *HIGHLANDER CLOTH INTERIOR TRIM IS ALSO AVAILABLE FOR C10-20-30 FLEETSIDE OR LONGHORN MODELS. SEE INTERIOR TRIM OPTIONS PLUS INTERIOR AND EXTERIOR COLOR SELECTION CHARTS FOR AVAILABILITY AND ORDERING INFORMATION*	Z62	2	1	—	$103.00	$103.00
Cheyenne: KE10 models available only when H78-15 or larger tires are ordered. Includes full-depth foam seat with deluxe vinyl trim; carpeting; door trim panels; chromed front bumper; cigar lighter; headliner; cargo area lamp; bright control knob and pedal trim; rear window, vent window and windshield moldings; Cheyenne fender nameplates; bright side marker lamp bezels; door operated dome lamp switches and special insulation						
Stepside Pickup models only	Z84	10	6	—	201.00	201.00
Fleetside or Longhorn models only. Also includes body side lower molding and bright fuel filler cap	Z84	10	6	—	242.00	242.00
Cheyenne Super: KE10 models available only when H78-15 or larger tires are ordered. Includes full-depth foam seat with cloth trim; carpeting; door trim panels; bright moldings and wood-grained trim with Cheyenne Super nameplate on glove box cover; wood-grained gauge type instrument cluster; chromed front bumper; cigar lighter; headliner; cargo area lamp; bright control knob and pedal trim; rear window, vent window and windshield moldings; Cheyenne Super fender nameplates; bright side marker lamp bezels; door operated dome lamp switches and special insulation						
Stepside Pickup models only. Also includes chromed hub caps						
C10-20-30 models only	YE9	2	0	—	272.00	272.00
K10-20 models only. KE10 models available only when H78-15 or larger tires are ordered	YE9	2	0	—	275.00	275.00
Fleetside or Longhorn models only. Also includes body side upper and lower moldings plus bright fuel filler cap and tailgate latch						
Without 10.00-16.5 tires. Also includes chromed hub caps						
C10-20-30 models only	YE9	2	0	—	349.00	349.00
K10-20 models only. KE10 models available only when H78-15 or larger tires are ordered	YE9	2	0	—	352.00	352.00
With 10.00-16.5 tires						
C20-30 or K10-20 models only	YE9	2	0	—	338.00	338.00
Custom Camper:						
CE20 models with 350 or 400 engine only						
With standard suspension. Available only when front stabilizer, optional shock absorbers and HD rear springs or auxiliary rear springs are ordered. Minimum tire requirements are 7.50-16/D tube-type or 8.75-16.5/D tubeless tires	Z81	1	0	—	N.C.	N.C.
With optional rear leaf-type suspension. Available only when front stabilizer, HD front shock absorbers and HD rear springs are ordered. Minimum tire requirements are 7.50-16/D tube-type or 8.75-16.5/D tubeless tires	Z81	1	0	—	N.C.	N.C.
KE20 models with 350 engine only. Available only when HD rear springs and optional shock absorbers are ordered. Minimum tire requirements are 7.50-16/D tube-type or 8.75-16.5/D tubeless tires	Z81	1	0	—	N.C.	N.C.
CE30 models with 350 or 400 engine only. Available only when 9.50-16.5/D or 9.50-16.5/E tubeless or 7.50-16/E tube-type tires, front stabilizer, HD shock absorbers, HD rear or auxiliary rear springs are ordered	Z81	1	0	—	N.C.	N.C.

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

◆ State and local taxes not included.

PICKUPS
2-WHEEL DRIVE (4700-lb—9000-lb GVW)
4-WHEEL DRIVE (5200-lb—7500-lb GVW)
1972 MODELS WITH STANDARD EQUIPMENT

Model Number and Description	Wheelbase	Factory D & H§	List Price	Mfr's Sgt'd Retail Price★	Destination Charge & Group Number	Total
■ 6-Cylinder High Torque 250 Engine						
C10 Series 2-Wheel Drive						
CS10704 Pickup—Stepside (6½-ft)	115"	$ 13.90	$2667.00	$2680.90	19	
CS10734 Pickup—Fleetside (6½-ft)	115"	13.90	2667.00	2680.90	19	
CS10904 Pickup—Stepside (8-ft)	127"	13.90	2703.00	2716.90	19	
CS10934 Pickup—Fleetside (8-ft)	127"	13.90	2703.00	2716.90	19	
C20 Series 2-Wheel Drive						
CS20904 Pickup—Stepside (8-ft)	127"	15.00	2897.00	2912.00	20	
CS20934 Pickup—Fleetside (8-ft)	127"	15.00	2897.00	2912.00	20	
CS21034 Pickup—Longhorn (8½-ft)	133"	15.00	2958.00	2973.00	20	
C30 Series 2-Wheel Drive						
CS31004 Pickup—Stepside (9-ft)	133"	15.00	2975.00	2990.00	20	
CS31034 Pickup—Longhorn (8½-ft)	133"	15.00	3034.00	3049.00	20	
K10 Series 4-Wheel Drive						
KS10704 Pickup—Stepside (6½-ft)	115"	13.90	3244.00	3257.90	21	
KS10734 Pickup—Fleetside (6½-ft)	115"	13.90	3244.00	3257.90	21	
KS10904 Pickup—Stepside (8-ft)	127"	13.90	3279.00	3292.90	21	
KS10934 Pickup—Fleetside (8-ft)	127"	13.90	3279.00	3292.90	21	
K20 Series 4-Wheel Drive						
KS20904 Pickup—Stepside (8-ft)	127"	15.00	3614.00	3629.00	22	
KS20934 Pickup—Fleetside (8-ft)	127"	15.00	3614.00	3629.00	22	
♦ 8-Cylinder High Torque 307 Engine						
C10 Series 2-Wheel Drive						
CE10704 Pickup—Stepside (6½-ft)	115"	13.90	2782.00	2795.90	19	
CE10734 Pickup—Fleetside (6½-ft)	115"	13.90	2782.00	2795.90	19	
CE10904 Pickup—Stepside (8-ft)	127"	13.90	2818.00	2831.90	19	
CE10934 Pickup—Fleetside (8-ft)	127"	13.90	2818.00	2831.90	19	
C20 Series 2-Wheel Drive						
CE20904 Pickup—Stepside (8-ft)	127"	15.00	3012.00	3027.00	20	
CE20934 Pickup—Fleetside (8-ft)	127"	15.00	3012.00	3027.00	20	
CE21034 Pickup—Longhorn (8½-ft)	133"	15.00	3073.00	3088.00	20	
C30 Series 2-Wheel Drive						
CE31004 Pickup—Stepside (9-ft)	133"	15.00	3090.00	3105.00	20	
CE31034 Pickup—Longhorn (8½-ft)	133"	15.00	3149.00	3164.00	20	
K10 Series 4-Wheel Drive						
KE10704 Pickup—Stepside (6½-ft)	115"	13.90	3359.00	3372.90	21	
KE10734 Pickup—Fleetside (6½-ft)	115"	13.90	3359.00	3372.90	21	
KE10904 Pickup—Stepside (8-ft)	127"	13.90	3394.00	3407.90	21	
KE10934 Pickup—Fleetside (8-ft)	127"	13.90	3394.00	3407.90	21	
K20 Series 4-Wheel Drive						
KE20904 Pickup—Stepside (8-ft)	127"	15.00	3729.00	3744.00	22	
KE20934 Pickup—Fleetside (8-ft)	127"	15.00	3729.00	3744.00	22	

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

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

■ Available for registration in the State of California when California Assembly Line Emission Test (Option YF5) is applied.

♦ Available for registration in the State of California when optional 350 engine is ordered and California Assembly Line Emission Test is applied.

PICKUPS

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
OTHER OPTIONS						
Air Cleaner: *Poly-Wrap.* Not available when 400 engine is ordered	K43	0	0	—	$ 10.00	$ 10.00
Air Conditioning, All-Weather: V8 models only. CE10 models available only when power brakes are ordered. KE10 models available only when H78-15/B or larger tires are ordered. Includes HD cooling and 61-amp generator	C60	(a)		—	410.00	410.00
Batteries: 12-volt						
Auxiliary. 45-amp-hr, 9-plate. C10 models available only when power brakes are ordered. CE10 models available only when H78-15 tires or larger tires and HD front and rear springs are ordered. KS10 models available only when H78-15 or larger tires are ordered. KE10 models available only when L78-15 tires are ordered	TP2	51	-7	—	46.00	46.00
Heavy-Duty. 80-amp-hr, 15-plate	T60	(b)		—	16.00	16.00
Box, Tool Stowage: CS-CE10934, C20-30 Fleetside or Longhorn models only. CE10 models available only when power brakes are ordered. Includes 7" high, 28" wide and 17" deep reinforced plastic box with bottom hinge and separate key located on RH side forward of rear wheelhousing	VK2	5	10	—	46.00	46.00
Brakes: *Vacuum Power.* C10 models only	J70	21	3	—	48.00	48.00
Bumpers:						
Painted						
Rear. With standard painted front bumper only. Not available when Cheyenne or Cheyenne Super is ordered	V38	-16	56	—	23.00	23.00
Rear Step. C10 models available only when power brakes are ordered	V43	-27	95	—	49.00	49.00
Chromed						
Front and Rear. Not available when Cheyenne or Cheyenne Super is ordered	V37	-16	56	—	51.00	51.00
Front. Not available when painted rear bumper is ordered. Included when Cheyenne or Cheyenne Super is ordered	V46	0	0	—	15.00	15.00
Rear. Available only when Cheyenne or Cheyenne Super is ordered	VF1	-16	56	—	36.00	36.00
California Assembly Line Emission Test: Released to conform with State of California registration requirements.						
C-K10 models only. Not available when 307 or 400 engine is ordered	YF5	0	0	—	15.00	15.00
C20-30 or K20 models only. Includes certifications only	YF5	0	0	—	N.C.	N.C.
Caps, Hub: *Chromed.* Not available when 10.00-16.5/C tires are ordered. Included when Cheyenne Super is ordered.						
C10-20-30 models only	P03	0	0	—	10.00	10.00
K10-20 models only	P03	2	2	—	13.00	13.00
Carrier, Spare Wheel:						
Side Mounted. KE10 models available only when L78-15 tires are ordered						
Fleetside or Longhorn models only	P13	(c)		—	14.00	14.00
Stepside models only						
Without chromed hub caps or wheel covers	P13	(d)		—	16.00	16.00
With chromed hub caps	P13	(d)		—	18.25	18.25
With bright metal wheel covers. C-K10 models only	P13	(e)		—	22.25	22.25
Clutch, Heavy-Duty: Diameter 11". CS-KS10-20 models with 250 engine and 3-speed transmission only. Included when Chevrolet 4-speed transmission or 292 engine is ordered	M01	2	1	—	6.50	6.50
Cooling: HD radiator only. Included when air conditioning is ordered. Also included on CE10 models when combination of 350 engine with Turbo Hydra-matic transmission and 4.11 ratio rear axle or C20-30, K20 models with Turbo Hydra-matic transmission is ordered	V01	(f)		—	26.00	26.00
Floor, Pickup Box: Wood with steel skid strips. Fleetside models only. Standard on Longhorn models	B81	4	11	—	19.00	19.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◆ State and local taxes not included.
(a) C10 models (F) 90 (R) 10; K10 models (F) 87 (R) 10; C20 models (F) 96 (R) 11; K20 models (F) 95 (R) 11; C30 models (F) 92 (R) 11.
(b) 250 engine (F) 14 (R) -2; V8 and 292 engines (F) 2 (R) 0.
(c) C10 models (F) 1 (R) -8; CK20-30 (F) -1 (R) 3.
(d) C10 models (F) 1 (R) 0; K10 models (F) 0 (R) -1; C-K20, C30 models (F) 7 (R) 3.
(e) C models (F) 1 (R) 2; K models (F) 0 (R) -1.
(f) 250 or 400 engine (F) 4 (R) -1; 292 or 307 engine (F) 6 (R) -1; 350 engine (F) 8 (R))-1.

PICKUPS

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
POWER TEAMS AND AXLES						
(See Power Teams Chart for availability and complete specifications)						
Engines:						
292 Six. CS-KS20, CS30 models only. Includes 42-amp generator. CS-KS20 models include 11" clutch. Available for registration in the State of California	L25	52	3	—	$ 92.00	$ 92.00
350 V8. CE-KE10-20, CE30 models only. Includes 4-barrel carburetor and 12" coil clutch. Available for registration in the State of California	LS9	(a)		—	43.00	43.00
400 V8. CE10-20-30 models only. Includes 4-barrel carburetor and dual exhausts						
CE10 models only. Available only when vacuum power brakes, HD rear springs and H78-15/B or larger tires are ordered. Not available when Chevrolet 4-speed transmission is ordered. Not available for registration in the State of California. Also includes 12" clutch and HD front springs	L47	222	39	—	169.00	169.00
CE20-30 models only. Available for registration in the State of California	L47	(b)		—	169.00	169.00
Liquid Petroleum Gas Conversion. C10-20-30 models only. Available only when 250 engine with HD clutch or Chevrolet 4-speed transmission, 292 engine with 3-speed or 4-speed transmission or 350 engine is specified. Includes internal modifications of valves, compression ratio and heat shield	L56	(c)		—	92.00	92.00
Transmissions:						
Turbo Hydra-matic. Includes HD radiator on C20-30, K20 models. C30 models also include park position on transmission	M49	(d)		—	236.00	236.00
Without 400 engine	M49	-36	-14	—	246.00	246.00
With 400 engine						
Chevrolet 4-Speed. Standard on C30 models						
C10 models only. CE10 models available only when vacuum power brakes are ordered. Not available when 400 engine is ordered						
CS-CE10704-34 models only	M20	(e)		—	103.00	103.00
CS-CE10904-34 models only	M20	(e)		—	108.00	108.00
K10 models only. KE10 models available only when H78-15/B or larger tires are ordered	M20	(e)		—	108.00	108.00
C20 models only	M20	(e)		—	118.00	118.00
K20 models only	M20	(e)		—	108.00	108.00
Axles, Rear:						
C-K10 MODELS ONLY						
3.07 Ratio						
C10 models with 3-speed or 4-speed transmission	H01	0	0	—	12.00	12.00
CS10 models with Turbo Hydra-matic transmission	H01	0	0	—	18.00	18.00
3.73 Ratio	H05	0	0	—	12.00	12.00
4.11 Ratio. C10 models only						
With 250 or 307 engine	H04	0	0	—	12.00	12.00
With 350 engine						
With 3-speed or 4-speed transmission	H04	0	0	—	12.00	12.00
With Turbo Hydra-matic transmission without air conditioning. Includes HD cooling	H04	9	2	—	14.40	14.40
With Turbo Hydra-matic transmission and air conditioning	H04	9	2	—	12.00	12.00
Positraction	G80	0	3	—	64.00	64.00
C-K20 MODELS WITH STANDARD REAR SPRINGS ONLY						
4.10 Ratio						
Without 400 engine. Chevrolet 5200-lb rear axle	HB8	0	0	—	12.00	12.00
With 400 engine. Longhorn models only. Dana 5500-lb rear axle	JA1	0	0	—	12.00	12.00
4.57 Ratio. C20 models only. Chevrolet 5200-lb rear axle	H20	0	0	—	12.00	12.00
NoSPIN. Not available when 400 engine is ordered	G86	0	4	—	128.00	128.00
Maximum Traction. CE20 models with 400 engine only	G87	0	10	—	128.00	128.00
C20 FLEETSIDE OR STEPSIDE MODELS WITH OPTIONAL LEAF-TYPE REAR SPRINGS ONLY						
4.10 Ratio. Dana 5500-lb rear axle	JA1	0	0	—	12.00	12.00
Maximum Traction	G87	0	10	—	128.00	128.00
C30 MODELS ONLY						
4.10 Ratio	HB8	0	0	—	12.00	12.00
4.57 Ratio	H20	0	0	—	12.00	12.00
NoSPIN	G86	0	4	—	128.00	128.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◆ State and local taxes not included.
(a) C10-20 models (F) 36 (R) 11; K10-20, C30 models (F) 21 (R) 6.
(b) C10 models (F) 222 (R) 39; C209 models (F) 164 (R) 38; C210 models (F) 182 (R) 10; C310 models (F) 182 (R) 43; C314 models (F) 164 (R) 38.
(c) 250 engine (F) 1 (R) 0; 292 engine (F) -1 (R) 0; V8 engines (F) 4 (R) 0.
(d) C10 models (F) 12 (R) 5; C20 models (F) 19 (R) 8; C30-6-cyl. models (F) -43 (R) -17; V8 models (F) -36 (R) -14.
(e) CS models (F) 78 (R) 21; CE-K models (F) 63 (R) 17.

PICKUPS

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Tire Size and Type	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◈
Springs:						
Front						
Capacity 1550-lb each. C10 models only. CE10 models available only when vacuum power brakes are ordered	F60	(b)		—	$ 6.00	$ 6.00
Capacity 1750-lb each. K10-20 models only. KE10 models available only when H78–15 or larger tires are ordered	F60	2	0	—	32.00	32.00
Capacity 1900-lb each. C20 models only. Not available when 400 engine is ordered	F60	2	0	—	6.00	6.00
Capacity 1900-lb each. C30 models only	F60	-2	0	—	6.00	6.00
Rear						
Coil. Not available on C20 Longhorn models or when leaf-type rear suspension is ordered						
Capacity 2000-lb each. C10 models only	G50	0	7	—	18.00	18.00
Capacity 3000-lb each. C20 models only	G50	0	7	—	18.00	18.00
Leaf-type						
Capacity 2000-lb each, two-stage. C10 models with leaf-type suspension only	G50	0	23	—	18.00	18.00
Capacity 2500-lb each. K20 models only	G50	0	20	—	18.00	18.00
Capacity 2750-lb each, two-stage. C20 Longhorn models or when leaf-type rear suspension is ordered on C20 Fleetside or Stepside models	G50	0	23	—	18.00	18.00
Capacity 3100-lb each. C30 models only	G50	0	20	—	18.00	18.00
Auxiliary Rear						
Capacity 500-lb each. C10-20 models only. C10 models available only when power brakes are ordered. Not available on Longhorn models or when leaf-type rear suspension is ordered	G60	0	43	—	30.00	30.00
Capacity 4150-lb each, main and auxiliary. C20 Longhorn models or C30 models only. Includes HD rear springs	G60	0	78	—	41.00	41.00
Stabilizer, Front: C10-20-30 models only	F59	19	0	—	18.00	18.00
Steering, Power:						
C10-20-30 models only. CE10 models available only when power brakes are ordered	N40	33	0	—	128.00	128.00
K10-20 models only	N40	33	0	—	144.00	144.00
Steering Wheel, Comfortilt: C-K10-20 models require use of optional transmission	N33	(c)		—	56.00	56.00
Stripes, Body Side Paint: Not available on Fleetside or Longhorn models when custom upper moldings or Cheyenne Super is ordered	D89	0	0	—	13.00	13.00
Suspension, Rear Leaf:						
C10 models only. Includes capacity 1250-lb each two-stage leaf-type rear springs and HD rear shock absorbers	G70	(d)		—	26.00	26.00
C20 models only. Not available on Longhorn models or when NoSPIN rear axle is ordered. Includes capacity 2000-lb each two-stage leaf-type rear springs, 12" x 2½" rear brakes, Dana rear axle and HD rear shock absorbers	G70	(e)		—	15.00	15.00
Switches, Dome Lamp: Door operated. Included when custom deluxe, Cheyenne or Cheyenne Super is ordered	C80	0	0	—	4.00	4.00
Tank, Auxiliary Fuel: 19 gallon capacity. C–K20–C30 Fleetside or Longhorn models only	NL2	15	43	—	77.00	77.00
Throttle Control: Manual	K31	1	0	—	14.00	14.00
Tires and Wheels: See following pages.						
Towing Devices: Two front towing hooks. K10-20 models only. KE10 models available only when H78–15 or larger tires are ordered	V76	16	-3	—	18.00	18.00
Trim, Highlander Plaid Interior: C10-20-30 Fleetside or Longhorn Pickup models with custom deluxe only. Includes black carpeting, instrument panel, steering column and wheel. *See Interior and Exterior Color Selection Chart for availability and ordering information*	...	N.A.	N.A.	—	68.00	68.00
Wheel Covers: Available only when G78–15, H78–15, L78–15 or 7.00–15 tires are ordered.						
Bright Metal						
C10 models only						
Without Cheyenne Super	P01	4	4	—	26.00	26.00
With Cheyenne Super	P01	4	4	—	15.00	15.00
K10 models only						
Without Cheyenne Super	P01	4	4	—	29.00	29.00
With Cheyenne Super	P01	4	4	—	15.00	15.00
Special. C10 Fleetside models only						
Without Cheyenne Super	PA1	N.A.	N.A.	—	41.00	41.00
With Cheyenne Super	PA1	N.A.	N.A.	—	31.00	31.00
Window, Sliding Rear	A28	3	4	—	51.00	51.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◈ State and local taxes not included.
(b) L6 engines (F) 2 (R) 0; V8 engines (F) 16 (R) 0.
(c) (F) 2 (R) 0; With 4 speed transmission (F) 3 (R) 1.
(d) 115" wheelbase, 6 cylinder (F) -20 (R) -11; 115" wheelbase 8 cylinder (F) -15 (R) -8.
127" wheelbase, 6 cylinder (F) -15 (R) -8; 127" wheelbase 8 cylinder (F) -11 (R) -6.
(e) Six-cylinder (F) -17 (R) -29; 8-cylinder (F) -16 (R) -9.

PICKUPS

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H‡	List Price	Mfr's Suggested Retail Delivered Price◆
Gauges:						
Ammeter, temperature and oil pressure. Included when Cheyenne Super is ordered	Z53	1	0	—	$ 12.00	$ 12.00
Tachometer						
Without Cheyenne Super. Includes ammeter, temperature and oil pressure gauges	U16	2	0	—	56.00	56.00
With Cheyenne Super	U16	2	0	—	44.00	44.00
Generators:						
42-amp Delcotron. Included when 292 engine is ordered. Not available when air conditioning is ordered	K79	1	0	—	23.00	23.00
61-amp Delcotron. Included when air conditioning is ordered	K76	1	0	—	31.00	31.00
Glass, Soft-Ray: *All windows*	A11	0	0	—	18.00	18.00
Guards, Door Edge	B93	0	0	—	6.00	6.00
Harness, Camper Body Wiring: For camper body installation only	UY1	3	0	—	15.00	15.00
Hubs, Front Free-Wheeling: K10-20 models only. Manual control at hubs	F76	9	0	—	75.00	75.00
Lamps:						
Cargo Area. Included when Cheyenne or Cheyenne Super is ordered	UF2	2	0	—	19.00	19.00
Roof Marker. Five	U01	2	0	—	26.00	26.00
Lighter, Cigar: Included when custom deluxe, Cheyenne or Cheyenne Super is ordered	U37	0	0	—	5.00	5.00
Mirrors, Exterior: LH and RH						
Below-Eye-Line Type						
7.5" x 10.5" painted	D29	4	1	—	19.50	19.50
7.5" x 10.5" stainless steel	DG4	4	1	—	36.00	36.00
Camper Type. Stainless steel	DF2	7	2	—	50.00	50.00
Senior West Coast Type. C30 models only	DG5	11	3	—	36.00	36.00
Moldings, Custom: Fleetside or Longhorn models only. Includes bright fuel filler cap.						
Lower fender, door, cab panel and pickup box moldings. Included when Cheyenne or Cheyenne Super is ordered						
Without upper moldings (Option B85)	BX2	2	4	—	46.00	46.00
With upper moldings (Option B85)	BX2	2	4	—	41.00	41.00
Upper fender, door, cab panel and pickup box moldings plus bright taillight trim. Not available when body side paint stripes are ordered. Included when Cheyenne Super is ordered.						
Without Cheyenne	B85	2	3	—	46.00	46.00
With Cheyenne	B85	2	3	—	41.00	41.00
Paints, Exterior: See Color and Trim Chart						
Solid	...	0	0	—	N.C.	N.C.
Conventional Two-Tone. With white secondary color	...	0	0	—	26.00	26.00
Custom Two-Tone	...	0	0	—	26.00	26.00
Deluxe Two-Tone. Cab roof and area between upper and lower side moldings painted white. Fleetside Pickup models only.						
Without Cheyenne or Cheyenne Super. Available only when custom lower and upper moldings are ordered	...	0	0	—	77.00	77.00
With Cheyenne. Available only when custom upper moldings are ordered	...	0	0	—	77.00	77.00
With Cheyenne Super	...	0	0	—	77.00	77.00
Plate: *Serial Number* (State of Pennsylvania) "K" Plate. C10 models only. Available only when power brakes, HD front and rear springs are ordered. Not available when H78-15 tires are ordered	Z55	0	0	—	N.C.	N.C.
Radios: Pushbutton control. Includes front antenna						
AM	U63	7	2	—	67.00	67.00
AM/FM	U69	7	2	—	145.00	145.00
Seats:						
Bucket, Driver and Passenger. Not available when custom deluxe is ordered. Includes floor carpeting and console						
Without Cheyenne or Cheyenne Super	A50	4	2	—	135.00	135.00
With Cheyenne or Cheyenne Super	A50	4	2	—	110.00	110.00
Full-Depth Foam. Not available when custom deluxe, Cheyenne or Cheyenne Super is ordered	Z52	-2	-1	—	29.00	29.00
Shock Absorbers:						
Front and Rear, Heavy-Duty						
C-K10-20 models only. Not available when leaf-type rear suspension is ordered	F51	(a)		—	15.00	15.00
C30 models only	F51	3	15	—	33.00	33.00
Front, Heavy-Duty. C10-20 Fleetside or Stepside models with leaf-type rear suspension	F52	3	0	—	7.50	7.50
Rear, Heavy-Duty						
C-K10-20 models only. Included when leaf-type rear suspension is ordered	G68	0	3	—	8.00	8.00
C30 models only	G68	0	15	—	26.00	26.00
Superlift Rear. C10-20 models only. Not available on Longhorn models or when leaf-type rear suspension is ordered	G66	0	4	—	46.00	46.00

‡ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◆ State and local taxes not included.
(a) C10 models (F) 4 (R) 4; K10, C-K20 models (F) 3 (R) 3.

PICKUPS
C-K20, C30 SERIES

Tire Size and Type		Rim Width Included In Tire Option	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
Note: Front and rear tires must be of the same rim width and diameter except when 10.00-16.5/C rear tires are specified. K20 models require use of same tread type on front and rear wheels.								
TUBE-TYPE TIRES (Factory Installed)								
7.50-16/C (6PR) Maximum Tire Capacity (Each)—Front (2060) Rear (2060)								
—Highway Nylon	(4) Front and rear	6.00	R67	31	31	$ .08	$ 47.60	$ 47.68
	(2) Front	6.00	R67	31	0	.04	20.00	20.04
	(1) Spare	6.00	R67	-13	66	3.77	59.50	63.27
—On-Off Road Nylon	(2) Front; K20 models only	6.00	RM7	50	50	1.04	43.60	44.64
	(2) Rear	6.00	RM7	0	50	1.04	51.20	52.24
	(1) Spare	6.00	RM7	-15	76	4.27	70.70	74.97
7.50-16/D (8PR) Maximum Tire Capacity (Each)—Front (2440) Rear (2440)								
—Highway Nylon	(4) Front and rear	6.00	R68	32	32	1.32	67.20	68.52
	(2) Front; C20-30 models only	6.00	R68	32	0	.66	29.80	30.46
	(2) Rear	6.00	R68	0	32	.66	37.40	38.06
	(1) Spare	6.00	R68	-13	66	4.08	62.50	66.58
—On-Off Road Nylon	(4) Front and rear; K20 models only	6.00	RM8	50	50	3.24	118.40	121.64
	(2) Rear	6.00	RM8	0	50	1.62	63.00	64.62
	(1) Spare	6.00	RM8	-15	76	4.56	74.80	79.36
7.50-16/E (10PR) Maximum Tire Capacity (Each)—Front (2780) Rear (2780)								
—Highway Nylon	(4) Front and rear	6.00	RM5	32	32	2.72	112.20	114.92
	(2) Front; C20-30 models only	6.00	RM5	32	0	1.36	52.20	53.56
	(1) Spare	6.00	RM5	-13	66	4.43	75.90	80.33
—On-Off Road Nylon	(4) Front and rear; K20 Models only	6.00	RM6	42	42	4.64	173.80	178.44
	(2) Rear	6.00	RM6	0	42	2.32	90.80	93.12
	(1) Spare	6.00	RM6	-15	73	4.91	90.80	95.71
TUBELESS FLOTATION-TYPE TIRES (Factory Installed)								
Not available on Stepside Pickup models or when 7.50-16/E or 9.50-16.5/D tires are ordered								
10.00-16.5/C (6PR) Maximum Tire Capacity (Each)—Front (2330) Rear (2330)								
—Highway Nylon	(4) Front and rear; K20 models only	8.25	R79	29	29	2.16	219.80	221.96
	(2) Front; C20-30 models only	8.25	R79	29	0	1.08	98.40	99.48
	◆(2) Rear; C20-30 models only	◆8.25	R79	0	29	1.08	87.60	88.68
	(1) Spare	8.25	R79	-13	64	4.29	127.10	131.39
—On-Off Road Nylon	(4) Front and rear; K20 models only	8.25	RR2	32	32	3.68	263.00	266.68
	◆(2) Rear; C20-30 models only	◆8.25	RR2	0	32	1.84	109.20	111.04
	(1) Spare	8.25	RR2	-13	66	4.67	137.40	142.07

◆ Available only when 8.75 or 10.00/16.5 tubeless or 7.50-16 tube-type highway front tires are ordered. Optional Spare Wheel or tire mandatory and must match either front or rear wheels. Production spare wheel deleted.

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◆ State and local taxes not included.

PICKUPS
C-K10 SERIES

Tire Size and Type All tires have black sidewalls except as indicated. **Note:** Front and rear tires must be of the same construction, rim width and diameter. K10 models require use of same tread type on front and rear wheels.		Rim Width Included In Tire Option	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H‡	List Price	Mfr's Suggested Retail Delivered Price◆
TUBE-TYPE TIRES (Factory Installed)								
G78-15/B								
(Pass. —**Highway**	(5) Front, rear and spare	6.00	RL5	3	8	$ .25CR	$ 10.50	$ 10.25
type) **Bias**	(2) Front; C10 only	6.00	RL5	4	0	.10CR	4.20	4.10
Belted Ply	(3) Front and spare; C10 only	6.00	RL5	3	3	.15CR	6.30	6.15
—**On-Off Road**	(5) Front, rear and spare; K10 only	6.00	RL4	4	8	.25CR	21.00	20.75
Bias	(2) Rear; C10 only	6.00	RL4	0	5	.10CR	8.40	8.30
Belted Ply	(3) Rear and spare; C10 only	6.00	RL4	-1	8	.15CR	12.60	12.45
6.50-16/C								
(Pass. —**Highway**	(5) Front, rear and spare	5.00	R61	4	8	.45	32.50	32.95
type) **Original**	(2) Front; C10 only	5.00	R61	5	0	.18	13.00	13.18
Equipment	(3) Front and spare; C10 only	5.00	R61	4	3	.27	19.50	19.77
—**On-Off Road**	(5) Front, rear and spare; K10 only	5.00	R69	9	16	.45	50.00	50.45
Original	(2) Rear; C10 only	5.00	R69	0	8	.18	20.00	20.18
Equipment	(3) Rear and spare; C10 only	5.00	R69	-1	13	.27	30.00	30.27
6.50-16/C (6PR) Maximum Tire Capacity (Each)—Front (1610) Rear (1610)								
(Truck—**Highway**	(5) Front, rear and spare	5.00	R65	(a)		.60	73.50	74.10
type) **Nylon**	(2) Front; C10 only	5.00	R65	N.A.	N.A.	.24	29.40	29.64
	(3) Front and spare; C10 only	5.00	R65	N.A.	N.A.	.36	44.10	44.46
—**On-Off Road**	(5) Front, rear and spare; K10 only	5.00	R64	16	24	2.35	127.00	129.35
Nylon	(2) Rear; C10 only	5.00	R64	0	14	.94	50.80	51.74
	(3) Rear and spare; C10 only	5.00	R64	-2	23	1.41	76.20	77.61
7.00-15/C (6PR) Maximum Tire Capacity (Each)—Front (1720) Rear (1720)								
(Truck—**Highway**	(5) Front, rear and spare	6.00	R44	15	30	2.05	97.50	99.55
type) **Nylon**	(2) Front; C10 models only	6.00	R44	18	0	.82	39.00	39.82
	(3) Front and spare; C10 models only	6.00	R44	15	12	1.23	58.50	59.73
—**On-Off Road**	(5) Front, rear and spare; K10 models only	6.00	R43	22	43	4.15	148.50	152.65
Nylon	(2) Rear; C10 models only	6.00	R43	0	26	1.66	59.40	61.06
	(3) Rear and spare; C10 models only	6.00	R43	-4	43	2.49	89.10	91.59
TUBELESS TIRES (Factory Installed)								
G78-15/B								
(Pass. —**Highway**	(5) Front, rear and spare	6.00	Std	0	0	N.C.	N.C.	N.C.
type) **Bias**	(5) Front, rear and spare (White Stripe)	6.00	PU8	0	0	N.C.	31.80	31.80
Belted Ply	(5) Front, rear and spare; K10 only	6.00	RL3	3	7	N.C.	18.00	18.00
—**On-Off Road**	(2) Rear; C10 only	6.00	RL3	0	4	N.C.	7.20	7.20
Bias	(3) Rear and spare; C10 only	6.00	RL3	-1	7	N.C.	10.80	10.80
Belted Ply								
H78-15/B								
(Pass. —**Highway**	(5) Front, rear and spare	6.00	PV5	4	9	1.15	23.00	24.15
type) **Bias**	(2) Front; C10 only	6.00	PV5	5	0	.46	9.20	9.66
Belted Ply	(3) Front and spare; C10 only	6.00	PV5	4	4	.69	13.80	14.49
	(5) Front, rear and spare (White Stripe)	6.00	PV6	4	9	1.15	57.90	59.05
—**On-Off Road**	(5) Front, rear and spare; K10 only	6.00	RM1	6	13	1.15	41.00	42.15
Bias	(2) Rear; C10 only	6.00	RM1	0	8	.46	16.40	16.86
Belted Ply	(3) Rear and spare; C10 only	6.00	RM1	-1	12	.69	24.60	25.29
L78-15/B								
(Pass. —**Highway**	(5) Front, rear and spare	6.00	Q15	8	17	2.50	69.00	71.50
type) **Bias**	(2) Front; C10 only	6.00	Q15	10	0	1.00	27.60	28.60
Belted Ply	(3) Front and spare; C10 only	6.00	Q15	8	7	1.50	41.40	42.90
	(5) Front, rear and spare (White Stripe)	6.00	Q14	8	17	2.50	110.20	112.70
—**On-Off Road**	(5) Front, rear and spare; K10 models only	6.00	Q16	10	20	2.50	113.00	115.50
Bias	(2) Rear; C10 models only	6.00	Q16	0	12	1.00	45.20	46.20
Belted Ply	(3) Rear and spare; C10 models only	6.00	Q16	-2	20	1.50	67.80	69.30
TUBELESS FLOTATION-TYPE TIRES (Factory Installed)								
10.00-16.5/C (6 PR) Maximum Tire Capacity (Each)—Front (2330) Rear (2330)								
(Truck—**Highway**	(5) Front, rear and spare; K10 Fleetside Pickup models only	8.25	R79	57	106	7.55	428.00	435.55
type) **Nylon**								
—**On-Off Road**	(5) Front, rear and spare; K10 Fleetside Pickup models only	8.25	RR2	59	111	9.45	430.50	439.95
Nylon								

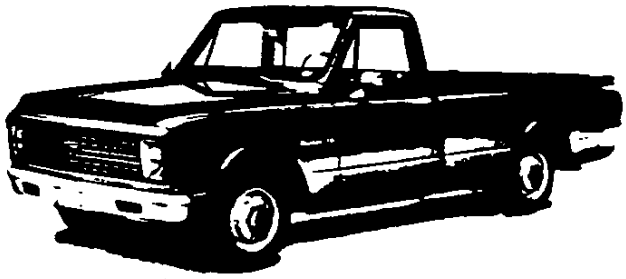
‡ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.
◆ State and local taxes not included.
(a) C10 models (F) 6 (R) 12; K10 models (F) 8 (R) 15.

PICKUPS

CUSTOM FEATURES—STANDARD MODEL

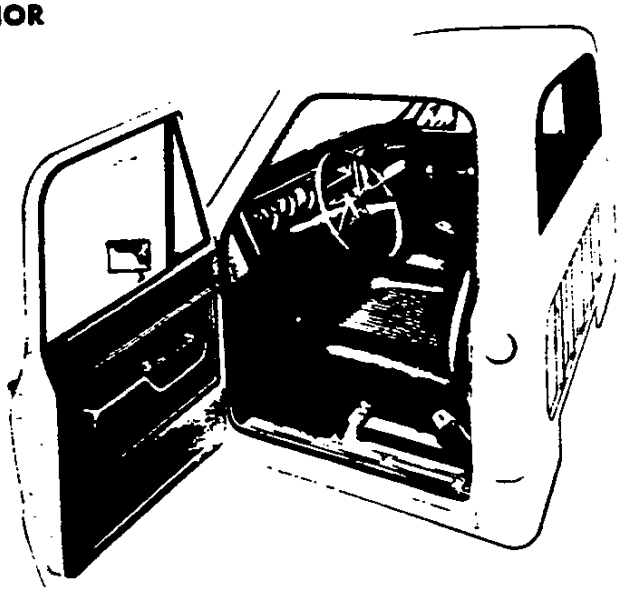
The Custom standard model includes the following items as standard equipment

EXTERIOR



- **Bright Appearance Items**
  - Chevrolet Emblem: Mounted center of grille with bright outer edge and blue paint fill
  - Custom Nameplates with Series Designation: Side of front fenders
  - Door Entry Handles
  - Door Lock Cylinder Assemblies
  - Grille: Bright anodized aluminum outer area and inner plastic grid with black and gray colors
  - Headlamp Bezels
  - Longhorn Nameplates: Mounted at rear of 133" WB Fleetside pickup box
  - Mirrors: Chrome RH & LH
- **Bumper:** Front; painted white
- **Color:** See Exterior and Interior Color Selection Chart
- **Lights**
  - Back-up lights: Two rear
  - Combination parking/direction/hazard: Two front Class A
  - Combination tail/stop/direction/hazard: Two rear Class A
  - Headlights: Two; Power Beam
  - License Plate: Single rear
  - Side Marker and reflectors: Two front and two rear
- **Mirror:** RH & LH chrome; fixed arm with 4½" x 6" head
- **Horn:** Single; electric
- **Hub Caps:** Painted white with black and blue trim
- **Lettering "CHEVROLET"; Tailgate:** Painted white except black with Frost White body color
- **Pickup Box:** Wood floor on all Stepside and 133" WB Fleetside (Longhorn) and steel floor on 115/127" WB Fleetside; painted body color
- **Spare Tire Carrier:** Mounted under frame in back
- **Tools:** Mechanical jack; wheel wrench
- **Undercoating:** Partial under-body and full under wheel houses
- **Wheels:** Painted white
- **Windshield Wipers and Washers:** Electric; 2-speed wipers with matte finish on wiper arms and blades

INTERIOR



- **Air Vents:** RH & LH cowl side; individually controlled
- **Arm Rests:** RH & LH integral with door trim panel
- **Coat Hook:** RH Side
- **Colors:**
  - Painted Interior: Same as main exterior color choice
  - Trim: Color choice of black, blue, green or parchment
- **Door Locks:** Inside, pushbutton lock/release
- **Door Seals:** Closed-cell-type rubber
- **Door Trim Panel:** Embossed molded plastic
- **Floor Mats:** Embossed black rubber
- **Instruments**
  - Gauges: Speedometer, odometer and fuel
  - Switches: Exterior lights, instrument lights and dome lights: wiper-washer; headlight beam (foot); ignition; direction with lane change position and hazard warning
  - Warning Lights: Generator, oil pressure, engine temperature, brake warning, direction signals-hazard and high beam
- **Instrument Cluster Bright Trim:** Outer edge and bezels
- **Instrument Panel Pad:** Top of panel
- **Heater and Defroster:** Deluxe-air
- **Interior Lights:** Instrument cluster and dome over back window operated by main light switch
- **Insulation and Deadening Material:** Dash (firewall), under the floor mat, on fuel tank and between double-walled roof panels
- **Mirror, Rearview:** 10" vinyl edged; prismatic
- **Seat:** Full-width; embossed vinyl trim
- **Seat Belts:** Three with pushbutton release, includes retractor for driver and passenger
- **Steering Wheel:** Painted, oval 17" x 17½", 2-spoke
- **Sunshades:** RH & LH padded
- **Scuff Plate:** Door opening protection and floor mat retainer

PICKUPS
C-K20, C30 SERIES

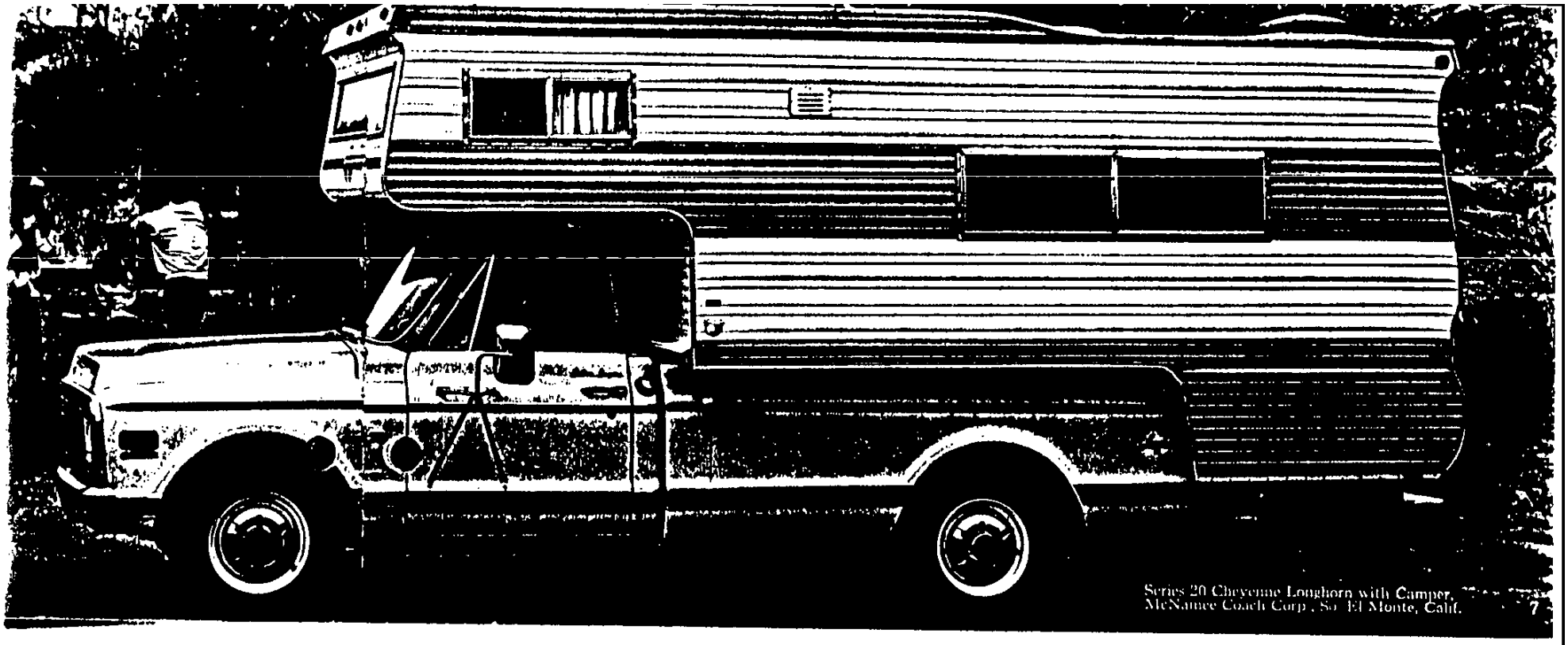
Tire Size and Type		Rim Width Included In Tire Option	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
Note: Front and rear tires must be of the same rim width and diameter except when 10.00-16.5/C rear tires are specified. K20 models require use of same tread type on front and rear wheels.								
WIDE BASE TUBELESS TIRES (Factory Installed)								
8.75-16.5/C (6PR) Maximum Tire Capacity (Each)—Front (1990) Rear (1990)								
—Highway Nylon	(2) Front	6.00	Std	0	0	N.C.	N.C.	N.C.
	(2) Rear	6.00	Std	0	0	N.C.	N.C.	N.C.
	(1) Spare	6.00	RP5	-9	45	$ 3.75	$ 67.70	$ 71.45
—On-Off Road Nylon	(2) Front; K20 models only	6.00	RP2	1	0	.32	21.50	21.82
	(2) Rear	6.00	RP2	0	1	.32	21.50	21.82
	(1) Spare	6.00	RP2	-9	46	3.91	86.10	90.01
8.75-16.5/D (8PR) Maximum Tire Capacity (Each)—Front (2350) Rear (2350)								
—Highway Nylon	(2) Front	6.00	RP6	8	0	.52	19.40	19.92
	(2) Rear	6.00	RP6	0	8	.52	19.40	19.92
	(1) Spare	6.00	RP6	-10	50	4.01	75.90	79.91
—On-Off Road Nylon	(4) *Front and rear;* K20 models only	6.00	RQ4	5	5	1.84	82.00	83.84
	(2) Rear	6.00	RQ4	0	5	.92	41.00	41.92
	(1) Spare	6.00	RQ4	-10	49	4.21	86.10	90.31
9.50-16.5/D (8PR) Maximum Tire Capacity (Each)—Front (2780) Rear (2780)								
—Highway Nylon	(4) Front and rear	6.75	RP9	33	33	3.52	101.40	104.92
	(2) Front; C20-30 models only	6.75	RP9	33	0	1.76	49.20	50.96
	(1) Spare	6.75	RP9	-14	67	4.63	89.20	93.83
—On-Off Road Nylon	(4) Front and rear; K20 models only	6.75	RQ5	38	38	4.04	144.60	148.64
	(2) Rear; C20-30 models only	6.75	RQ5	0	38	2.02	73.80	75.82
	(1) Spare	6.75	RQ5	-14	70	4.76	99.40	104.16
9.50-16.5/E (10PR) Maximum Tire Capacity (Each)—Front (3170) Rear (3170)								
—Highway Nylon	(2) Front; C30 models only	6.75	RQ6	37	0	1.80	103.60	105.40
	(2) Rear; C30 models only	6.75	RQ6	0	37	1.80	106.60	108.40
	(1) Spare; C30 models only	6.75	RQ6	-14	69	4.65	97.40	102.05
—On-Off Road Nylon	(2) Rear; C30 models only	6.75	RQ7	0	33	2.44	128.20	130.64
	(1) Spare; C30 models only	6.75	RQ7	-14	67	4.97	107.60	112.57

SPARE WHEELS

Wheel Type	Option Number	Added Weight (F)	Added Weight (R)	Factory D & H§	List Price	Mfr's Suggested Retail Delivered Price◆
C20-30 models with 10.00-16.5 rear tires only.						
For tube-type tires						
16" x 6.00"	Q20	-10	47	—	$18.00	$18.00
For tubeless tires						
16.5" x 6.00"	QE6	-7	35	—	10.50	10.50
16.5" x 6.75"	QE7	-7	40	—	12.00	12.00
16.5" x 8.25"	S89	-9	45	—	34.00	34.00

§ D&H amounts reflect provision for pass through of tire weight tax imposed on manufacturer or importer of tires.

◆ State and local taxes not included.



Series 20 Cheyenne Longhorn with Camper, McNamee Coach Corp., So. El Monte, Calif. 7

LONG HORN

Recommended equipment on Chevy pickup

Custom Camper requirements.

Series C20 (¾-ton) Custom Camper pickup or chassis-cab with standard rear suspension—special Custom Camper nameplate; front stabilizer bar; 2,750-lb. rear coil springs or 500-lb. auxiliary rear springs; heavy-duty rear shock absorbers; specify available 7.50-16/D tube-type or 8.75-16.5/D tubeless tires or larger. (Available leaf spring rear suspension is also rated at 2,750 lbs.)

Series CS/CE31003-04-34 (1-ton) Custom Camper pickup or chassis-cab with single rear tires—special Custom Camper nameplate; front stabilizer bar; heavy-duty shock absorbers; 3,100-lb. rear springs; specify available 9.50-16.5/D or 9.50-16.5/E tubeless tires, or 7.50-16/E tube-type.

Series CS/CE31403 (1-ton) Custom Camper chassis-cab—special Custom Camper name front stabilizer bar; heavy-duty shock absorbers; 3,100-lb. rear springs; available dual rear 7.00-16/C tires. (Available rear axle is rated at 11,000 lbs.; 7.00-18/D tube-type or 8-19.5/I tubeless tires are included.)

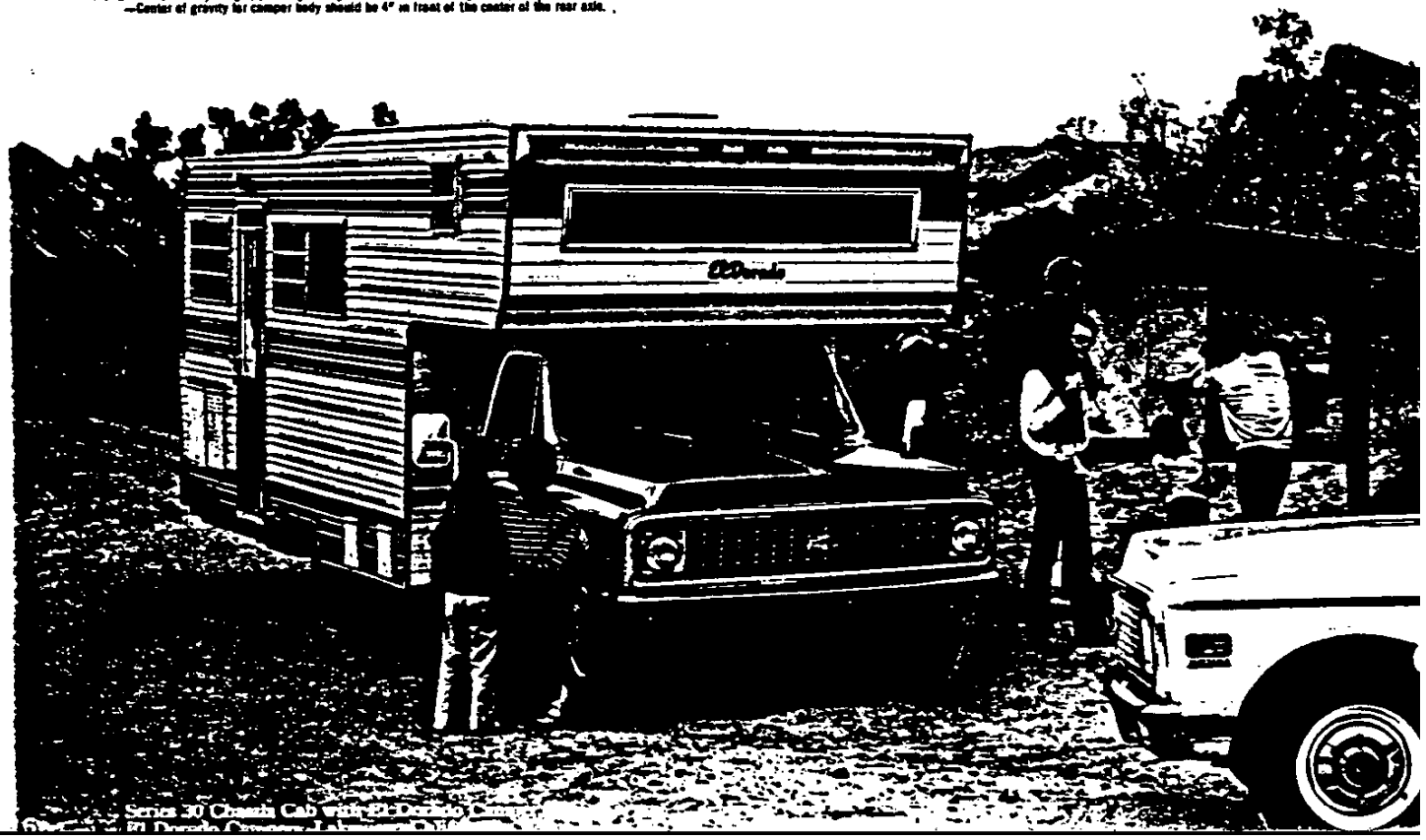
Recommended Minimum Equipment for Frame-Mounted Camper Bodies

Chevrolet Series	CE 30 (1-Ton)		
Camper Body Type	Frame Mounted	Frame Mounted	Frame Mounted
GVW Ratings (lbs.)	10,000	11,000	14,000
Max. Body Length (ft.)	14	12/14	12/14
Approx. Body Weight (lbs.)	4150	5000	7400
Passenger & Equipment Weight (lbs.)	1600	1600	1600
Total Body, Passenger & Equipment Weight (lbs.)	5750	6600	9000
Recommended Chevrolet Model	CE 31403 Chassis-Cab	CE 31003 CE 31403	CE 31003 CE 31403
Engine	350 V8	350 V8	350 V8
Transmission ▲	Turbo Hydra-matic	4-Speed	4-Speed
Rear Axle —Cap. (lbs.) —Ratio	7200 4.57	11000 5.43	11000 5.43

Chevrolet Series	CE 30 (1-Ton)		
Front Suspension Stabilizer Bar	Recommended	Recommended	Recommended
Springs— Cap. (lbs.)	1900	2000	2000
Shock Absorbers	Heavy-Duty	Heavy-Duty	Heavy-Duty
Rear Suspension Springs —Cap. (lbs.)	4150	5900	5900
Aux. Springs —Cap. (lbs.)	Included	Included	Included
Shock Absorbers	Heavy-Duty	Heavy-Duty	Heavy-Duty
Tires Front	7.50-16 C	7.00-18 D	8-19.5 D
Rear	7.50-16 C Dual Rears	7.00-18 D Dual Rears	8-19.5 E Dual Rears
Tire Cap. (lbs. each)	2060 @ 45 psi 1815 @ 45 psi	2590 @ 75 psi 2270 @ 65 psi	2800 @ 75 psi 2780 @ 80 psi
Power Steering	Recommended	Recommended	Recommended
Power Brakes	Standard	Standard	Standard
Generator	61 amp.	61 amp.	61 amp
Auxiliary Battery	Recommended	Recommended	Recommended

Equipment shown in RED available at extra cost. ▲ Increased capacity radiator included with Turbo Hydra-matic Transmi
Tire Load Range—C (6PR), D (8PR), E (10PR).

NOTE—Camper body weight, passenger weight and equipment weights may vary from those shown above but total loaded weight shall not exceed vehicle GVW rating.
—Center of gravity for camper body should be 4" in front of the center of the rear axle.



Series 30 Chassis Cab with

INDEX

➔ENGINES

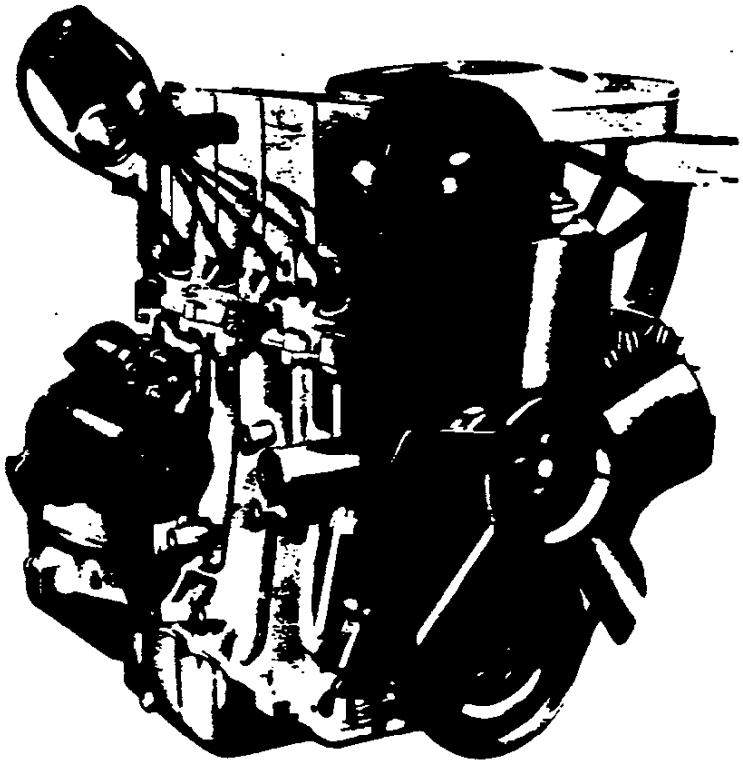
COOLING SYSTEMS

CLUTCHES

FUEL TANKS

EMISSION CONTROLS

140 FOUR



140 Four

Applications

Standard: Vega Panel Express
Optional: None

Basic Specifications

Engine type	Overhead-Cam Aluminum
Piston displacement	140 cu in
Bore & stroke (nominal)	3½" x 3⅝"
Compression ratio	8.0 to 1
Carburetor type	1-barrel

Test Procedures

These curves represent full throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

With C.C.S.

SAE net horsepower (85°F)	80 @	4400 rpm
SAE net torque, lb-ft (85°F)	121 @	2400-2800 rpm

Applications

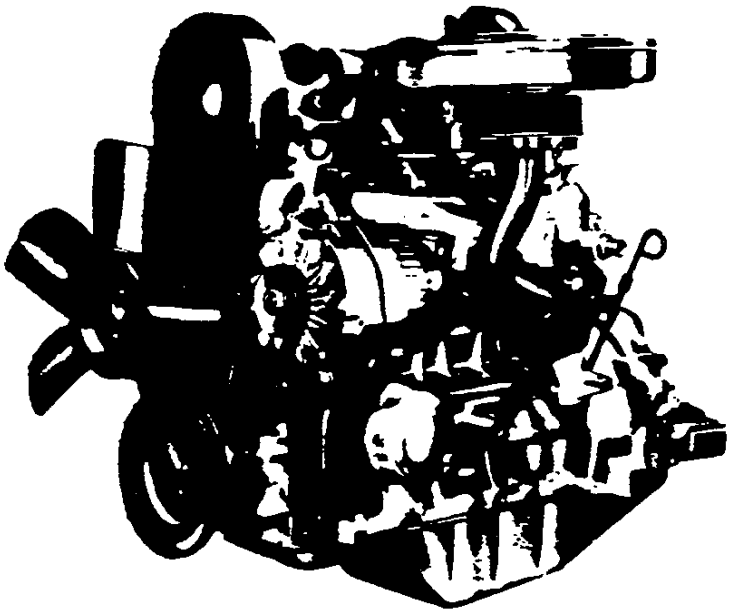
Standard: None
Optional: Vega Panel Express

Basic Specifications

Engine type	Overhead-Cam Aluminum
Piston displacement	140 cu in
Bore & stroke (nominal)	3½" x 3⅝"
Compression ratio	8.0 to 1
Carburetor type	2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



140 Four

OPTIONAL 140 FOUR

With A.I.R.

SAE net horsepower (85°F)	90 @ 4800 rpm
SAE net torque, lb-ft (85°F)	121 @ 2800-3200 rpm

140 FOUR

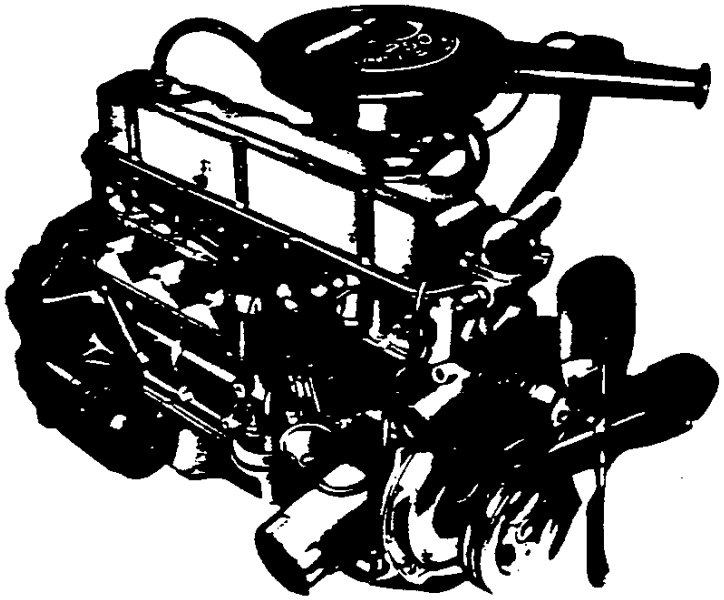
SPECIFICATIONS

		Standard 140	Optional 140
Basic Description		Four-cylinder in-line; overhead cam aluminum block	
Displacement (cu in)		140	
Bore & Stroke (in)		3½ x 3⅛	
Compression Ratio		8.0:1	
Firing Order		1 3 4 2	
SAE Net Horsepower @ rpm		80 @ 4400	90 @ 4800
SAE Net Torque (lb-ft) @ rpm		121 @ 24-2800	121 @ 28-3200
Air Cleaner		See model pages for type	
Bearings, Camshaft		Steel-backed babbitt or copper lead alloy	
Inlet Valve	Opens	22° BTC	28° BTC
	Closes	58° ABC	70° ABC
Exhaust Valve	Opens	92° BTC	91° BTC
	Closes	48° ABC	55° ABC
Inlet Duration Ramp		260°	278°
Exhaust Duration Ramp		320°	326°
Carburetor			
Type		1-Barrel downdraft	2-Barrel downdraft
Make		Rochester	
Venturi ID (in)		1.22	1.09
Throttle Bore (in)		1.438	1.438
Choke Control		Automatic	
Connecting Rods			
Material		Forged steel	
Length (in)		5.695-5.705	
Bearings		Steel-backed inserts with copper lead alloy lining	
Crankcase Ventilation		Closed positive	
Crankshaft			
Material		Nodular iron	
Number of Counterweights		4	
Main Journals (in)		2.3004	
Crankpin Journals (in)		1.999-2.000	
Torsional Damper		Rubber mounted inserts	
Bearings		Steel-backed inserts with copper lead alloy lining	
Distributor		Delco-Remy; centrifugal & vacuum advance	
Fuel Filters			
Carburetor		Paper type	Sintered bronze
Fuel Tank		Plastic mesh screen	
Lubrication System		Full pressure	
Main Bearings		Direct pressure	
Camshaft Bearings		Direct pressure	
Connecting Rods		Direct pressure	
Valves & Tappets		Pressure & gravity	
Cylinder Walls		Splash	
Piston Pins		Splash	

SPECIFICATIONS

	140	140
Oil Capacity (qts)		
With filter change	4 quarts	
W/o filter change	3½ quarts	
Oil Filter		
Standard	Full flow; throwaway type	
Capacity (pt)	1	
Oil Pump		
Type	Eccentric inside-outside, crankshaft driven	
Capacity (gpm)	4.5 @ 2000 rpm	
Normal Pressure (psi)	40 @ 1000	
Pistons		
Type	Autothermic	
Material	Cast aluminum alloy	
Skirt	Iron plated open slipper	
Head	Flat	
Piston Pins		
Type	Rod shrink fit to pin	
Material	Chromium-steel	
Piston Rings		
Compression Rings		
Number	2	
Type	Upper-barrel face; lower-barrel face, inside bevel	
Material	Upper—Cast alloy iron, chrome plated; lower—Cast alloy iron, chrome flash	
Oil Control Rings		
Number	1	
Type	Multi-piece	
Material	Rails—steel, chrome plated; Expander—stainless steel	
Thermostat	Harrison or Dole; 195°	
Valve Train		
Type	Overhead cam direct acting	
Tappets	Mechanical—adjustable	
Valve Lash	.015	
Intake Valves		
Material	Alloy steel	
Head Diameter (in)	1.615—1.625	
Face Coating	Stellite	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	Hardened weld-on tips and chrome-flashed stems	
Head Diameter (in)	1.370—1.380	
Face Coating	Stellite	
Seats	Machined in cylinder head; induction hardened	
Rotators	None	
Water Pump		
Type	Centrifugal, die cast aluminum housing	
Capacity (gpm)	16 @ 2000 rpm	

TURBO-THRIFT 250 SIX



Applications

Standard: El Camino (13380)
Optional: None

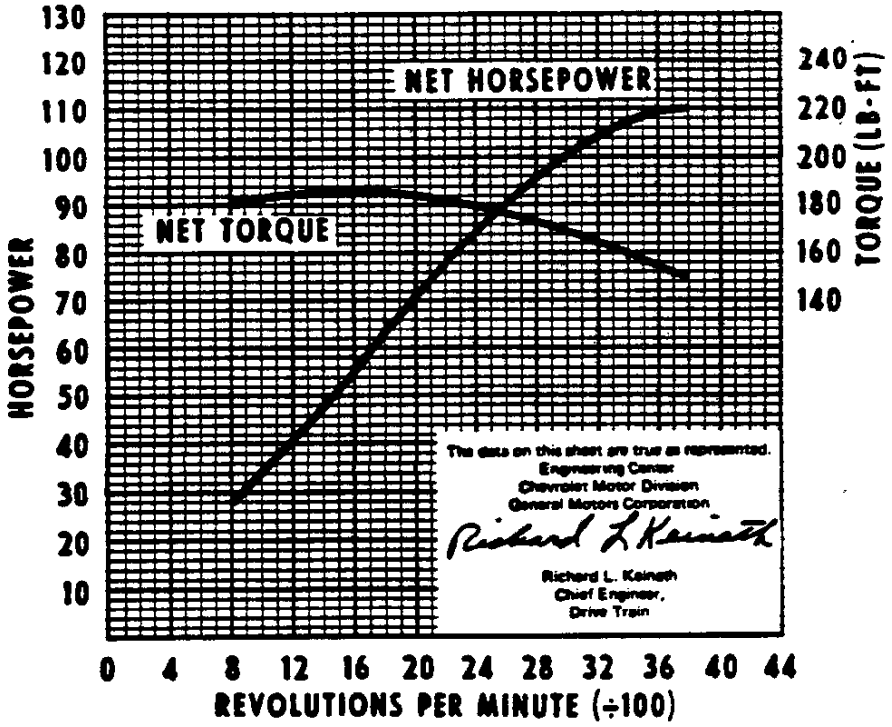
Basic Specifications

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 a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F) .....110 @ 3800 rpm
SAE net torque, lb-ft (85°F).....185 @ 1600 rpm



Applications

Standard: CS10-40; KS10-20; GS10-30; PS10-30
Optional: None

Basic Specifications

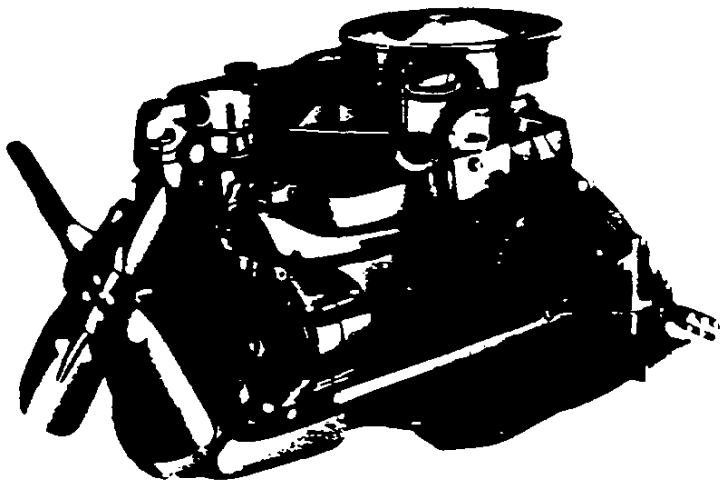
Engine type.....Valve-in-head
Piston displacement.....250 cu in
Bore & stroke (nominal).....3.875" x 3.53"
Compression ratio.....8.5 to 1
Carburetor type.....1-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°F dry air.

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

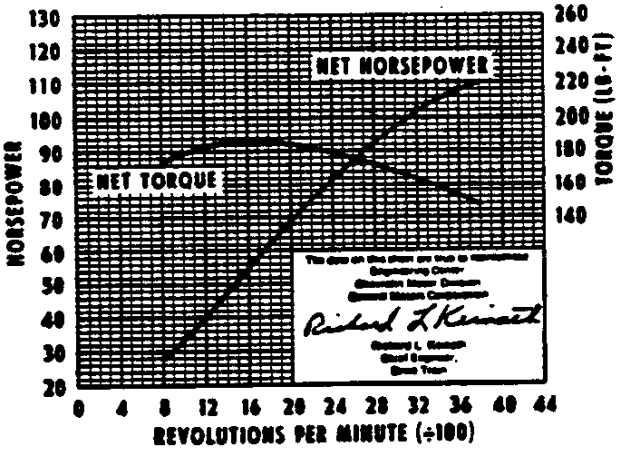
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



250 Six (CS10)

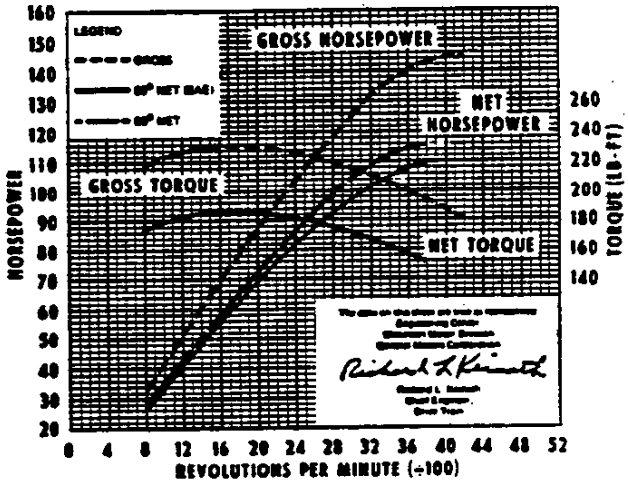
Series 10-30

SAE net horsepower (85°F).....110 @ 3800 rpm
SAE net torque, lb-ft (85°F).....185 @ 1600 rpm

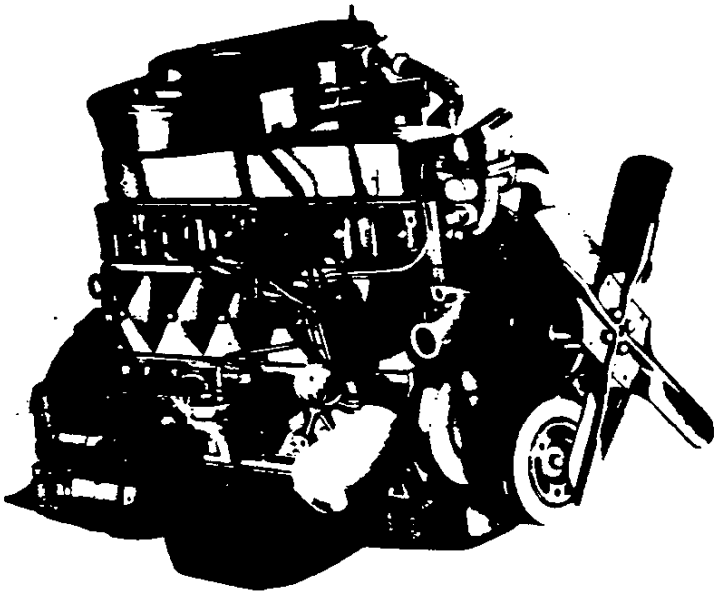


Series 40

Gross horsepower (60°F)...145 @ 4200 rpm
Net horsepower (60°F).....116 @ 3800 rpm
SAE net horsepower (85°F).110 @ 3800 rpm
Gross torque, lb-ft (60°F)...230 @ 1600 rpm
Net torque, lb-ft (60°F).....195 @ 1600 rpm
SAE net horsepower (85°F).185 @ 1600 rpm



HIGH TORQUE 292 SIX



292 Six

Applications

Standard: None
Optional: CS20-40; KS20; PS20-30

Basic Specifications

Engine type	Valve-in-head
Piston displacement	292 cu in
Bore & stroke (nominal)	3.87" x 4.12"
Compression ratio	8.0 to 1
Carburetor type	1-barrel

Test Procedures

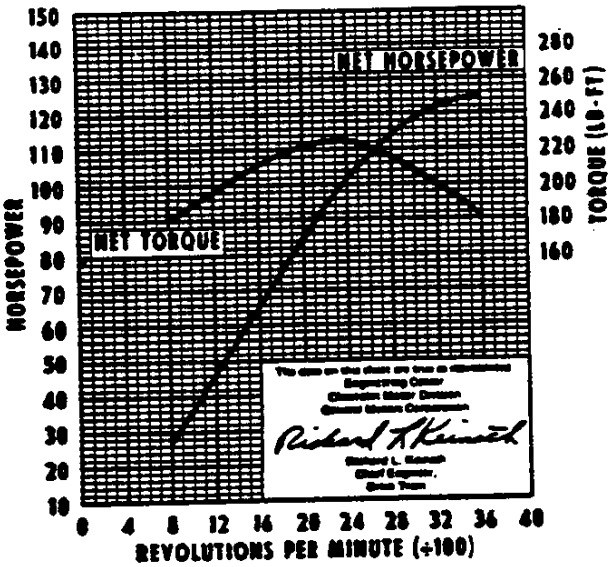
These curves represent full throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°F dry air.

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

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

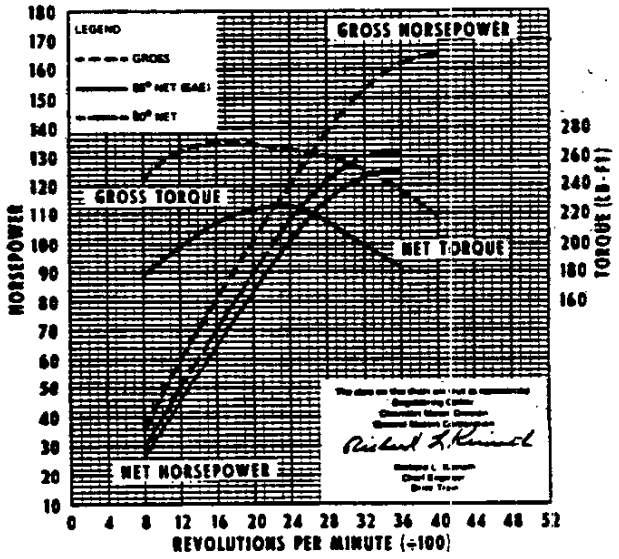
Series 10-30

SAE net horsepower (85°F).....125 @ 3600 rpm
SAE net torque, lb-ft (85°F).....225 @ 2400 rpm



Series 40

Gross horsepower (60°F)...165 @ 4000 rpm
Net horsepower (60°F).....132 @ 3600 rpm
SAE net horsepower (85°F).125 @ 3600 rpm
Gross torque, lb-ft (60°F)...270 @ 1600 rpm
Net torque, lb-ft (60°F).....238 @ 2400 rpm
SAE net torque, lb-ft (85°F).225 @ 2400 rpm



Applications

Standard: CS50; SS50
Optional: None

Basic Specifications

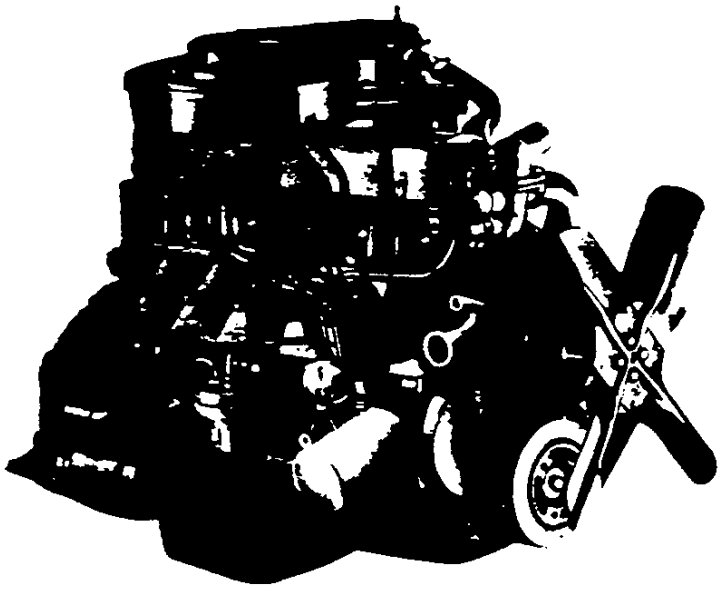
Engine type.....Valve-in-head
Piston displacement.....292 cu in
Bore & stroke (nominal).....3.87" x 4.12"
Compression ratio.....8.0 to 1
Carburetor type.....1-barrel

Test Procedures

These curves represent full throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°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.

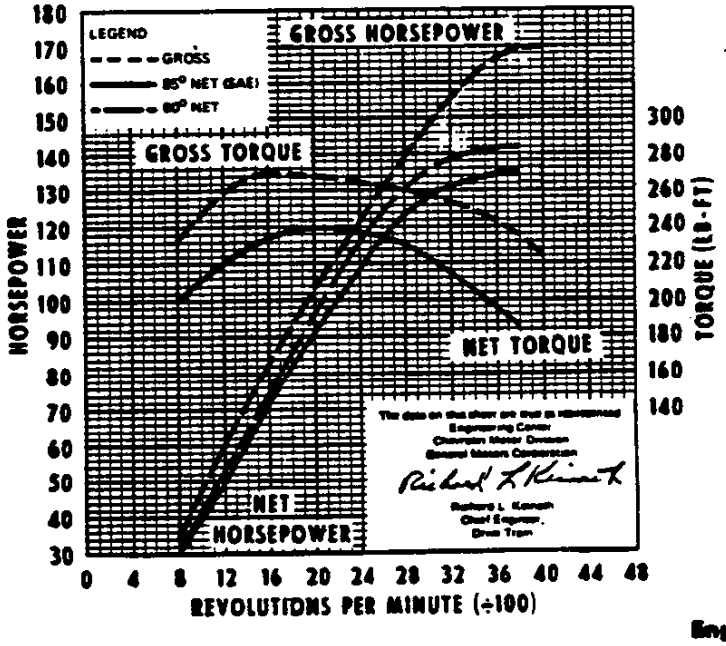
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



292 Six (CS50)

With C.C.S.

Gross horsepower (60°F)...170 @ 4000 rpm
Net horsepower (60°F).....142 @ 3800 rpm
SAE net horsepower (85°F).135 @ 3800 rpm
Gross torque, lb-ft (60°F)...270 @ 1600 rpm
Net torque, lb-ft (60°F).....253 @ 2000 rpm
SAE net torque, lb-ft (85°F).240 @ 2000 rpm



250 & 292 SIX ENGINES

SPECIFICATIONS

	Turbo-Thrift	High Torque	
	250	250	292‡ 292§
Basic Description	Six-cylinder in-line; valve-in-head		
Displacement (cu in)	250		292
Bore & Stroke (in)	3.875 x 3.53		3.87 x 4.12
Compression Ratio	8.5:1		8.0:1
Firing Order	153624		
SAE Net Horsepower @ rpm	110 @ 3800	110 @ 3800	125 @ 3600 135 @ 3800
SAE Net Torque (lb-ft) @ rpm	185 @ 1600	185 @ 1600	225 @ 2400 240 @ 2000
Air Cleaner	See model pages for type		
Camshaft	Cast alloy iron		
Valve Timing (in crankshaft degrees)			
Inlet Valve (excluding ramps) Opens	16° BTC		33° BTC
Inlet Valve (excluding ramps) Closes	48° ABC		81° ABC
Exhaust Valve (excluding ramps) Opens	46° 30' BBC		76° BBC
Exhaust Valve (excluding ramps) Closes	17° 30' ATC		31° ATC
Inlet Duration w/o Ramp	244°		294°
Exhaust Duration w/o Ramp	244°		294°
Bearings	Steel-backed babbitt or copper lead alloy		Aluminum
Carburetor			
Type	1-Barrel downdraft		
Make	Rochester		
Venturi ID (in)	1.3125		1.625
Throttle Bore (in)	1.6875		1.750
Choke Control	Automatic*		
Connecting Rods			
Material	Forged steel		
Length (in)	5.70		6.76
Bearings	Steel-backed babbitt or copper lead alloy		Premium aluminum
Crankcase Ventilation	Closed positive		
Crankshaft			
Material	Nodular iron		
Number of Counterweights	12		
Main Journals (in)	Nos. 1-6—2.2983-2.2993		No. 7—2.2978-2.2988
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			
Carburetor	Replaceable, pleated fiber element		
Fuel Tank	Plastic mesh screen		
Governor			
Availability	—	† Optional	
Make	—	†King-Seely	
Type	—	† Velocity	
Setting Low Range	—	1800—3000	2200—3100
Setting 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		

*Manual on CS40-50, SS50, TS50. ‡Series 10-40 §Series 50 †Series 40-50

SPECIFICATIONS

	Turbo-Thrift	High Torque		
	250	250	292*	292■
Oil Capacity (qts)				
With filter change	4.5	5	6	
W/o filter change	4		5	
Oil Filter				
Standard	Full flow; throwaway type			
Capacity	1 pint	1 quart		
Optional	—			Replaceable element●
Capacity (qts)	—			2
Oil Pump				
Type	Spur gear, distributor shaft driven			
Capacity (gpm)	4.3 @ 2000 rpm	4.5 to 6 @ 2000 rpm		
Normal Pressure (psi)	40 to 60 @ 2000 rpm			
Pistons				
Type	Autothermic			
Material	Cast aluminum alloy			
Skirt	Closed slipper			Full
Head	Sump with chamfer top edge		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 or Dole; 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			
Head Diameter (in)	1.72			
Face Coating	None		Aluminized	
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel			
Head Diameter (in)	1.50			
Face Coating	None		Cobalt based alloy	
Seats	Machined in cylinder head; induction hardened			
Rotators	None		Yes	
Water Pump				
Type	Centrifugal			
Capacity (gpm)	24 @ 2000 rpm	60 @ 4000 rpm	70 @ 4400 rpm	

●Series 50 only *Series 10-30 ■Series 40-50

HIGH TORQUE 305 V6

Applications

Standard: CM50; TM50; SM50
Optional: None

Basic Specifications

Engine type	Valve-in-head
Piston displacement	304.7 cu in
Bore & stroke (nominal)	4.25" x 3.58"
Compression ratio	7.75:1
Carburetor type	2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F. dry air.

SAE net horsepower	NA
SAE net torque, lb-ft	NA

HIGH TORQUE 351 V6

Applications

Standard: CM60; TM60
Optional: CM50; TM50; SM50

Basic Specifications

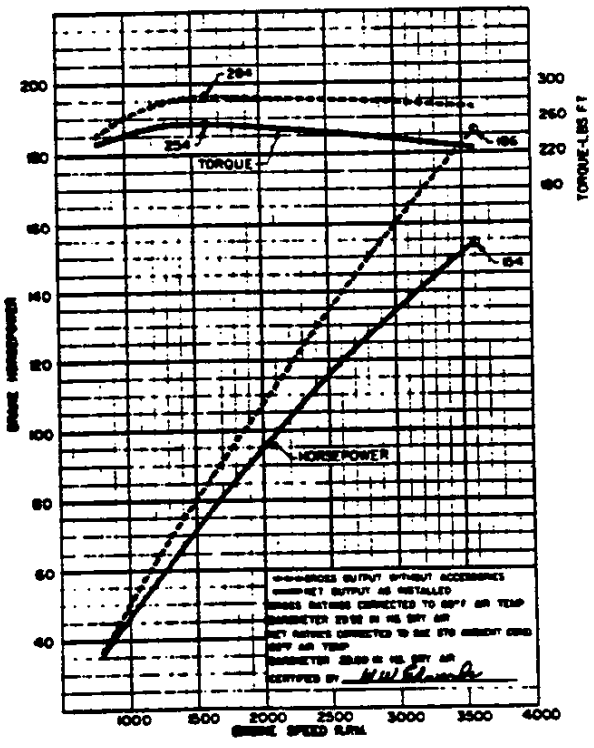
Engine type	Valve-in-head
Piston displacement	351.2 cu in
Bore & stroke (nominal)	4.56" x 3.58"
Compression ratio	7.0:1
Carburetor type	2-barrel

Test Procedures

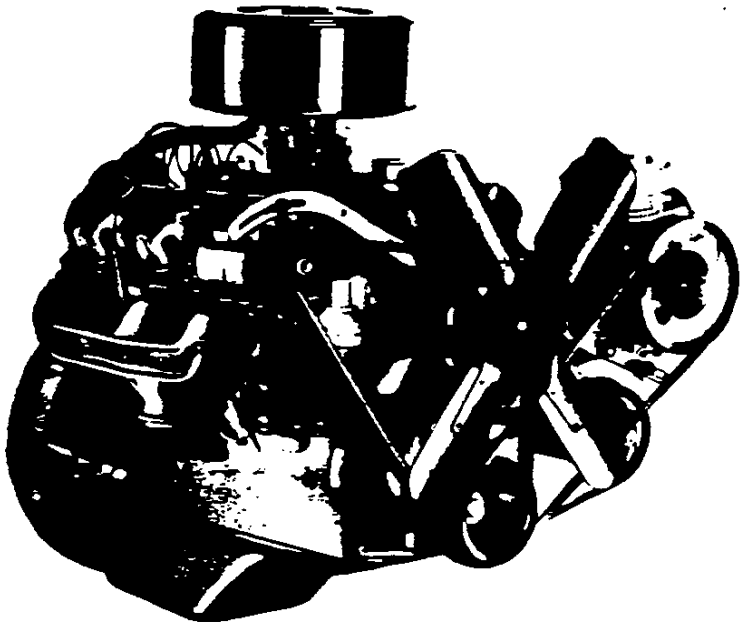
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F. dry air.

Typical Engine Shown

Gross horsepower (60°F.).....186 @ 3600 rpm
SAE net horsepower (85° F.).....154 @ 3600 rpm
Gross torque, lb-ft (60°F.).....284 @ 1600 rpm
SAE net torque, lb-ft (85°F.).....254 @ 1600 rpm



HIGH TORQUE 401 V6



Applications

Standard: HM/JM/RM/TM/WM80
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

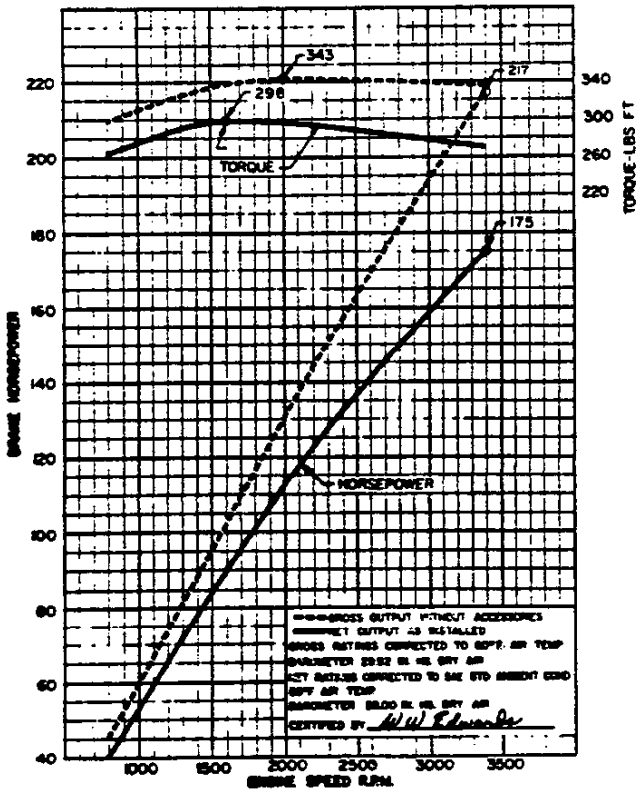
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air, and SAE net ratings corrected to 29.00" mercury and 85°F dry air.

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.

401 V6 (HM80)

Gross horsepower (60°F)...217 @ 3400 rpm
SAE net horsepower (85°F).175 @ 3400 rpm
Gross torque, lb-ft (60°F)...343 @ 2000 rpm
SAE net torque, lb-ft (85°F).298 @ 1600 rpm



Applications

Standard: None
Optional: HM/JM/RM/TM80

Basic Specifications

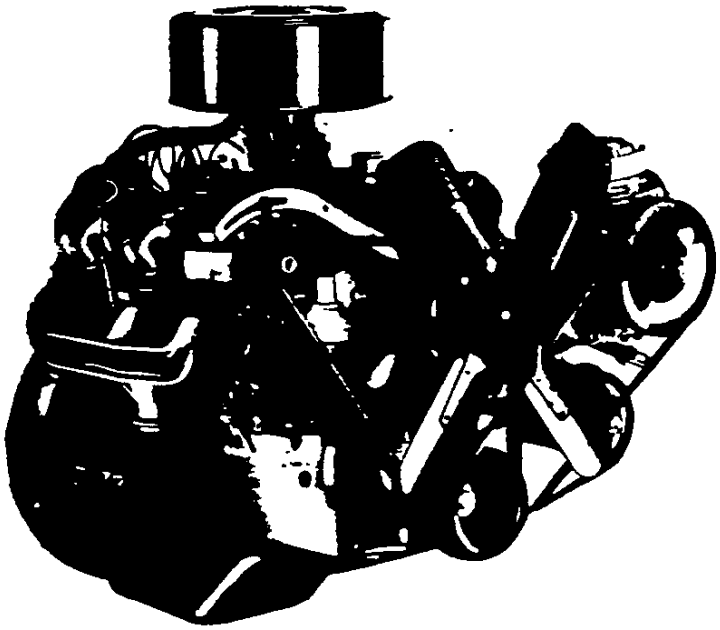
Engine type.....Valve-in-head
Piston displacement.....478 cu in
Bore & stroke (nominal).....5.125" x 3.86"
Compression ratio.....7.5:1
Carburetor type.....2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air, and SAE net ratings corrected to 29.00" mercury and 85°F dry air.

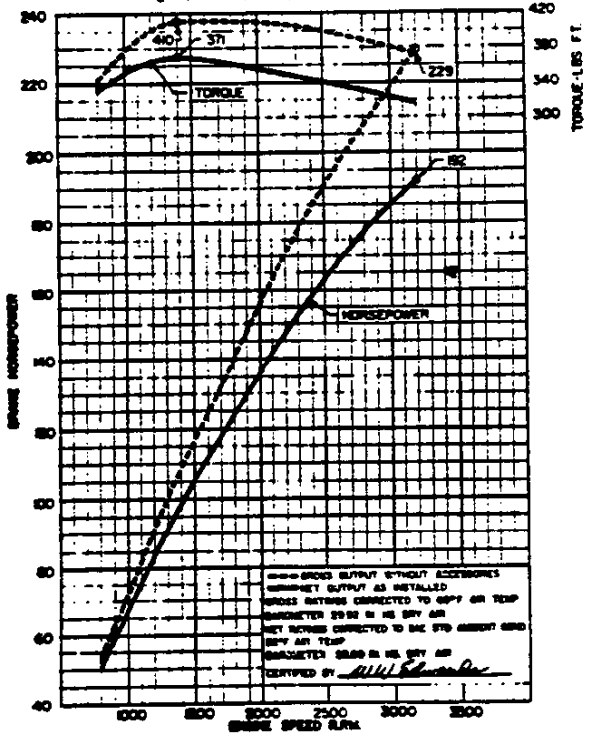
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging and optimum spark advance.

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



478 V6 (HM80)

Gross horsepower (60°F).....229 @ 3200 rpm
SAE net horsepower (85°F).....192 @ 3200 rpm
Gross torque, lb-ft (60°F).....410 @ 1400 rpm
SAE net torque, lb-ft (85°F).....371 @ 1400 rpm



305, 351, 401 & 478 V6 ENGINES

SIX CYLINDER V-TYPE—GASOLINE ENGINES Continued

➧STANDARD SPECIFICATIONS

	HIGH TORQUE			
	305 V6	351 V6	401 V6	478 V6
Basic Description	60° V6; Valve-in-head			
Displacement (cu in)	304.7	351.2	409.1	477.7
Bore & Stroke	4.25 x 3.58	4.56 x 3.58	4.87 x 3.58	5.125 x 3.86
Compression Ratio	7.75:1	7.00:1	7.50:1	7.00:1
Firing Order	1-6-5-4-3-2			
Gross Horsepower @ rpm	N.A. @ N.A.	186 @ 3600	217 @ 3400	229 @ 3200
SAE Net Horsepower @ rpm	N.A. @ N.A.	154 @ 3600	175 @ 3400	192 @ 3200
Gross Torque (lb-ft) @ rpm	N.A. @ N.A.	284 @ 1600	343 @ 2000	410 @ 1400
SAE Net Torque (lb-ft) @ rpm	N.A. @ N.A.	254 @ 1600	298 @ 1600	371 @ 1400
Air Cleaner	See model page			
Camshaft				
Bearings	Steel-backed babbitt			
Valve Timing (in crankshaft degrees)				
Intake Valve Opens	21° BTC			
Intake Valve Closes	67° ABC			
Exhaust Valve Opens	76° BBC			
Exhaust Valve Closes	42° ATC			
Carburetor				
Type	Duplex downdraft, 2-barrel			
Make	Stromberg			
Venturi ID (in)	1.188		1.313	
Throttle Bore (in)	1.438		1.687	
Choke Control	Manual (Remote electric on RM80 model)			
Connecting Rods				
Material	Pearlitic Malleable Iron		SAE 1141 Steel Forging	
Length (in)	7.1905—7.1855			
Bearings	Steel backed aluminum		Steel backed aluminum with babbitt overlay	
Crankcase Ventilation	Closed positive			
Crankshaft				
Material	Nodular iron		SAE 1046 fine grain steel (Tuftrided)	
Number of Counterweights	7			
Main Journals (in)	3.1247—3.1237 (except rear is 3.1239—3.1229)			
Torsional Damper	None			Schwitzer
Bearings	Steel backed aluminum alloy			
Distributor	Delco-Remy, single breaker type			
Fuel Filter				
In-line	Throwaway paper element			
Governor				
Availability	Optional (RPO K42)		Standard	
Make	King-Seely		Chevrolet	
Type	Velocity		Positive-hydraulic	
Setting	3400 rpm	3600 rpm	3400 rpm	3200 rpm
Lubrication System	Controlled full pressure			
Main Bearings	Direct pressure			
Camshaft Bearings	Direct pressure			
Timing Gears/Chain	Direct spray and overflow			
Connecting Rods	Direct pressure			
Valve Mechanism	Reduced pressure			
Cylinder Walls	Splash			
Piston Pins	Splash and mist			

SIX CYLINDER V-TYPE—GASOLINE ENGINES Continued

STANDARD SPECIFICATIONS

	HIGH TORQUE			
	305 V6	351 V6	401 V6	478 V6
Oil Capacity (qts)				
With filter change	9		11	
W/o filter change	8		9	
Oil Filter	AC PF30		AC PM-13-2	
Standard	Throwaway type		Replaceable element	
Capacity (qts)	1		2	
Oil Pump				
Type	Rotor, distributor shaft driven			
Capacity (gpm)	14 @ 3400 rpm		13 @ 3200 rpm	
Normal Pressure (psi)	57		60	
Pistons				
Material	Cast aluminum with steel expansion band			
Skirt	Solid slipper			
Head	Recessed			
Piston Pins				
Type	Full-floating, tubular			
Material	Cold forged steel			
Piston Rings				
Compression Rings	1 & 2—Inside bevel 3—Taper face, reverse twist	1, 2 & 3—Inside bevel		1—Inside bevel 2—Taper face 3—Taper face, reverse twist
Number	3			
Material	1—Nodular iron, chrome plated; 2 & 3—Cast iron, phosphate coated			
Oil Control Ring	Uni-Seal			Sealed Power (two piece)
Number	1			
Material	Spring steel			Chromed cast iron
Thermostat	(2) Harrison 180°			
Valve Train				
Type	Rocker arm and shaft, push rod actuated			
Lifters	Mechanical, alloy iron			
Rocker Arm Ratio	N.A.			
Valve Guides	Integral with head			
Valve Lash	.012 intake and .018 exhaust			
Intake Valves				
Material	Silchrome XB steel			
Head Diameter (in)	2.005—1.995	2.165—2.155	2.265—2.255	
Face Coating	None	Aluminum		
Seats	Machined in head			
Rotators	Positive base mounted			
Exhaust Valves			Silchrome XB, hardened face, chrome plated and sodium filled stems	
Material	SIL-10, hard face, solid stems			
Head Diameter (in)	1.570—1.560	1.835—1.825	1.888—1.878	
Face Coating	None	Nichrome		
Seats	Machined in head	Inserts, Eatonite steel		
Rotators	Positive base mounted			
Water Pump				
Type	Centrifugal			
Capacity (gpm)	145 @ 3400 rpm	135 @ 3400 rpm		130 @ 3400 rpm

TURBO-FIRE 307 V8

Applications

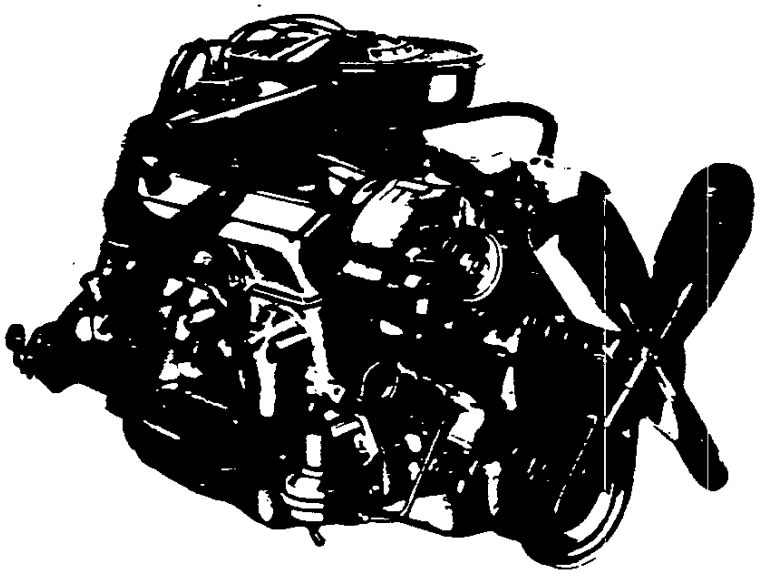
Standard: El Camino (13480, 13680)
Optional: None

Basic Specifications

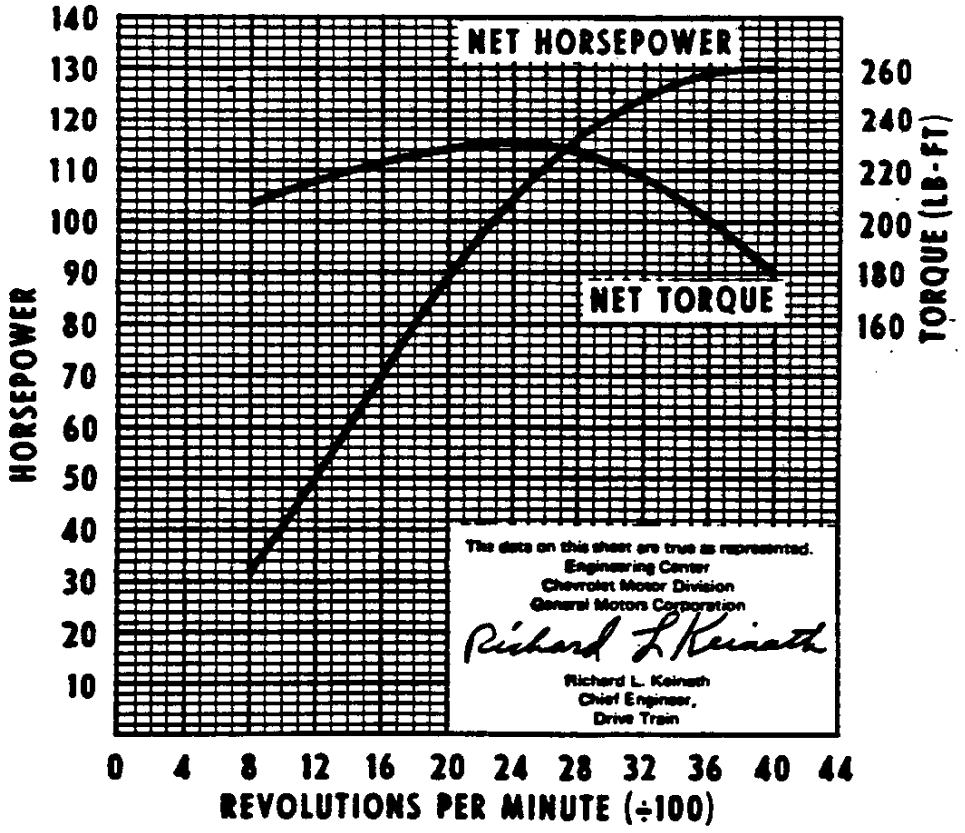
Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3⅞" x 3¼"
Compression ratio.....8.5:1
Carburetor type.....2-barrel

Test Procedures

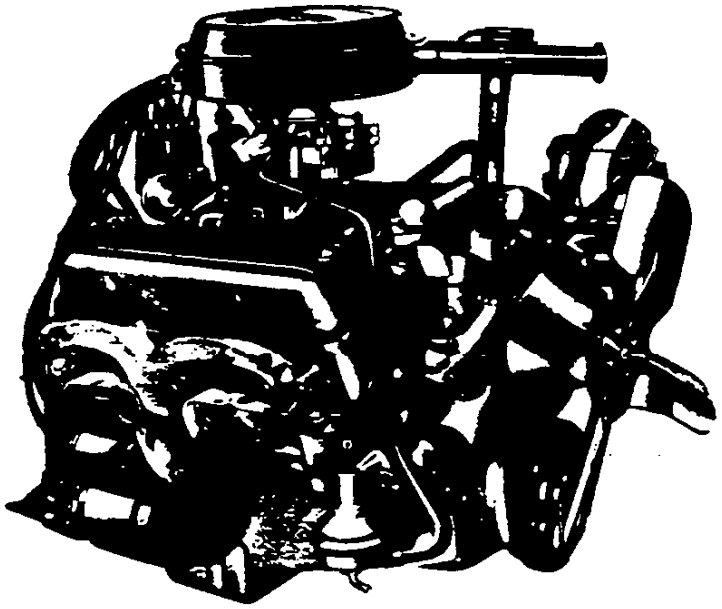
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



SAE net horsepower (85°F).....130 @ 4000 rpm
SAE net torque, lb-ft (85°F).....230 @ 2400 rpm



HIGH TORQUE 307 V8



Typical Engine Shown

Applications

Standard: CE10-30; GE10; KE10-20; PE20-30
Optional: None

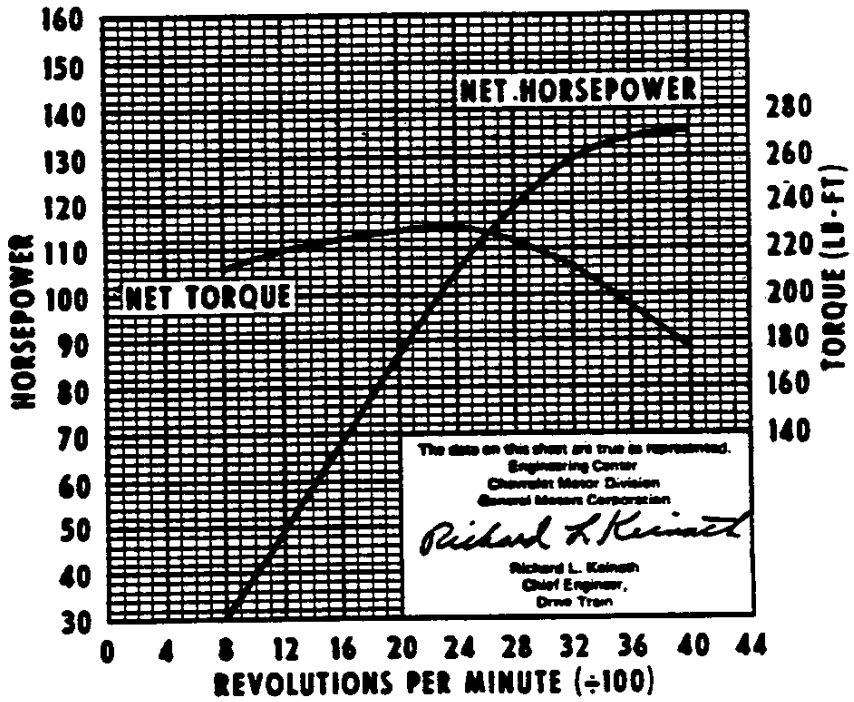
Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3.87" x 3.25"
Compression ratio.....8.5:1
Carburetor type.....2-barrel

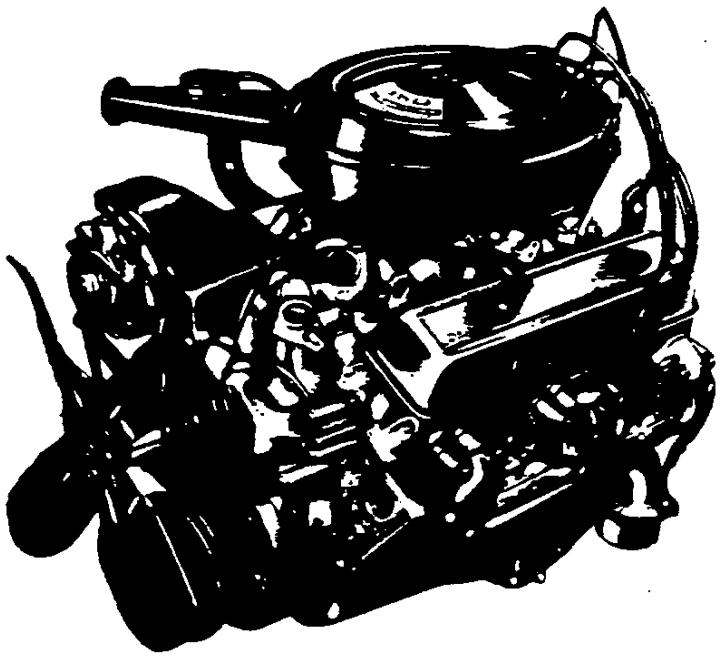
Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F).....135 @ 4000 rpm
SAE net torque, lb-ft (85°F).....230 @ 2400 rpm



TURBO-FIRE 350 V8



Typical Engine Shown

Applications

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

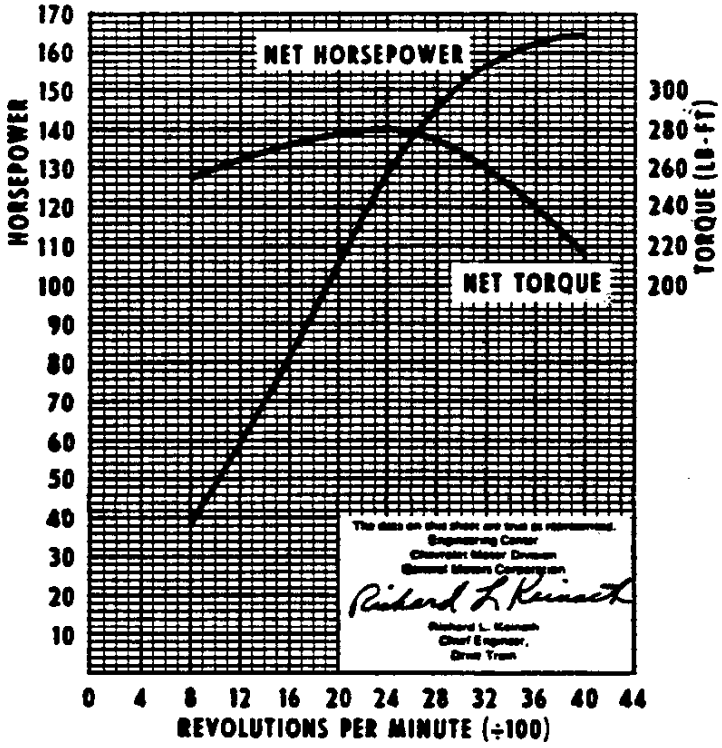
Basic Specifications

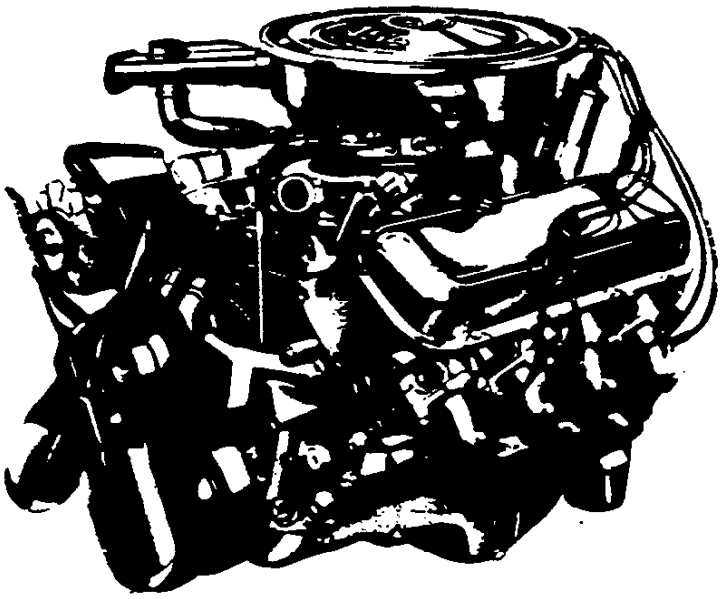
Engine type	Valve-in-head
Piston displacement	350 cu in
Bore & stroke (nominal)	4" x 3.48"
Compression ratio	8.5:1
Carburetor type	2-barrel

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F).....165 @ 4000 rpm
SAE net torque, lb-ft (85°F).....280 @ 2400 rpm





Applications

Standard: None
Optional: El Camino (13680)

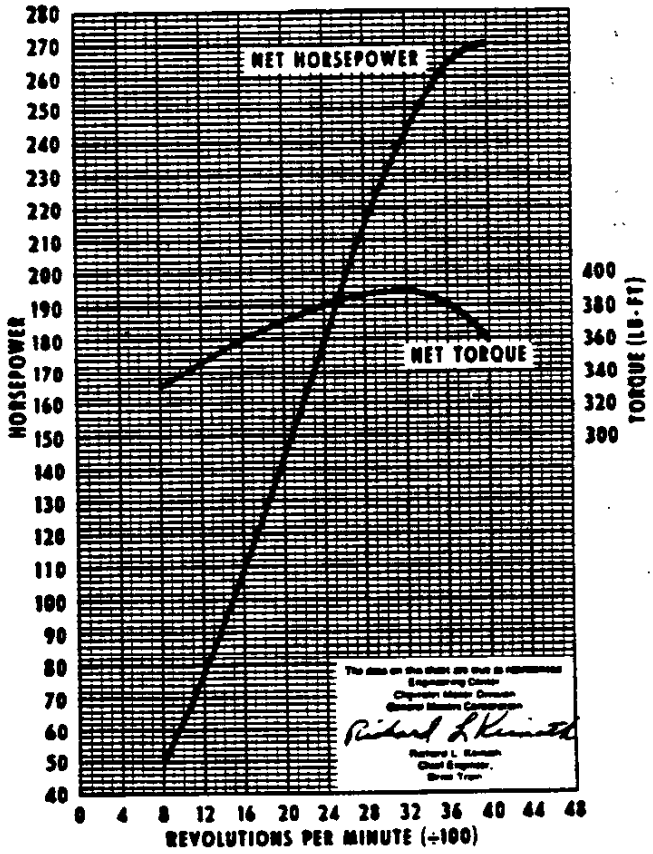
Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....454 cu in
Bore & stroke (nominal).....4.251" x 4.00"
Compression ratio.....8.5:1
Carburetor type..... 4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

SAE net horsepower (85°F).....270 @ 4000 rpm
SAE net torque, lb-ft (85°F).....390 @ 3200 rpm



400 & 454 V8 ENGINES

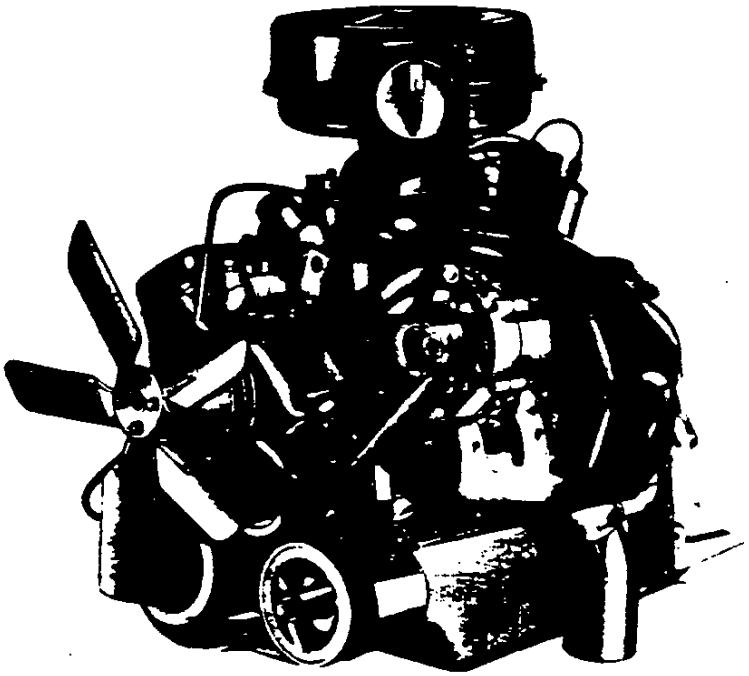
SPECIFICATIONS

	TURBO-JET	
	400 V8	454 V8
Basic Description	V8; valve-in-head	
Displacement (cu in)	402	454
Bore & Stroke (in)	4.126 x 3.76	4.251 x 4.00
Compression Ratio	8.5:1	
Firing Order	1-8-4-3-6-5-7-2	
SAE Net Horsepower @ rpm	240 @ 4400	270 @ 4000
SAE Net Torque (lb-ft) @ rpm	345 @ 3200	390 @ 3200
Air Cleaner	Thermostatically controlled; oil wetted paper element	
Camshaft		
Bearings	Steel-backed babbitt	
Intake Valve Opens	30° BTC	56° BTC
Intake Valve Closes	70° ABC	114° ABC
Exhaust Valve Opens	77° BBC	110° BBC
Exhaust Valve Closes	61° ATC	62° ATC
Intake Duration w/o Ramp	280°	350°
Exhaust Duration w/o Ramp	318°	352°
Carburetor		
Type	4-Barrel	
Make	Rochester Quadrajet	
Venturi ID (in)	1.09	
Throttle Bore (in)	1.38 Primary; 2.25 Secondary	
Choke Control	Automatic	
Connecting Rods		
Material	Drop forged steel	
Length (in)	6.130-6.140	
Bearings	Premium aluminum	
Crankcase Ventilation	Closed positive	
Crankshaft		
Material	Cast nodular iron	Forged steel
Number of Counterweights	6	
Main Journals (in)	2.75 (Nominal)	
Crankpin Journals (in)	2.199-2.20	
Torsional Damper	Inertia; rubber mounted	
Bearings	Steel with Premium aluminum or copper-lead insert	
Distributor	Delco-Remy; centrifugal & vacuum advance	
Fuel Filter		
Carburetor	Pleated 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	Splash	

SPECIFICATIONS

	TURBO-JET	
	400 V8	454 V8
Oil Capacity		
With filter change	4½	
W/o filter change	4	
Oil Filter		
Standard	Full flow; throwaway type	
Capacity (qts)	½	
Oil Pump		
Type	Spur gear; distributor shaft driven	
Normal Pressure (psi)	40 @ 2000 rpm	
Pistons		
Material	Cast aluminum alloy	
Skirt	Slipper	
Head	Domed	Flat
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	1.70:1	
Valve Guides	Pressed-in; cast alloy iron	
Valve Lash	Zero	
Intake Valves		
Material	Alloy steel	
Head Diameter (in)	2.060–2.070	
Face Coating	Aluminized	
Seats	Machined in cylinder head	
Exhaust Valves		
Material	High alloy steel	
Head Diameter (in)	1.715–1.725	
Face Coating	Aluminized	
Seats	Machined in cylinder head; induction hardened	
Water Pump		
Type	Centrifugal	
Capacity (gpm)	23 @ 2000 rpm	

HIGH TORQUE 366 V8



Applications

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

Basic Specifications

Engine type	Valve-in-head
Piston displacement	365 cu in
Bore & stroke (nominal)	3.937" x 3.76"
Compression ratio	8.0:1
Carburetor type	4-barrel

Test Procedures

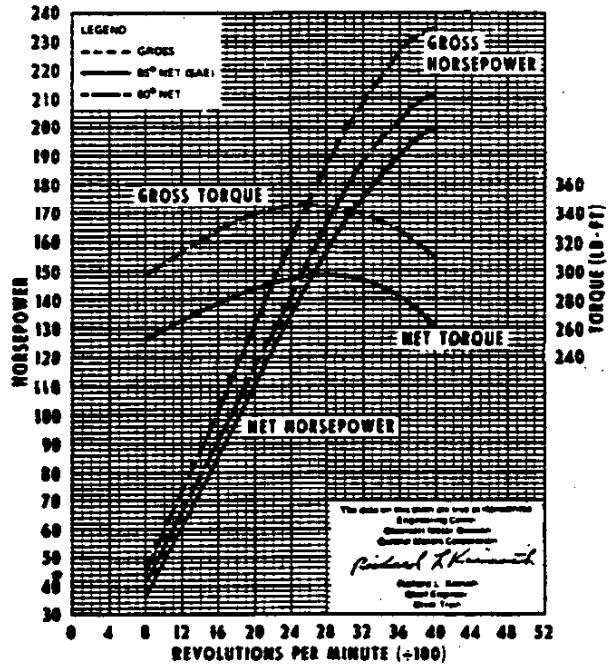
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°F dry air.

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.

366 V8

Gross horsepower (60°F)	235 @ 4000 rpm
Net horsepower (60°F)	211 @ 4000 rpm
SAE net horsepower (85°F)	200 @ 4000 rpm
Gross torque, lb-ft (60°F)	345 @ 2600 rpm
Net torque, lb-ft (60°F)	312 @ 2800 rpm
SAE net torque, lb-ft (85°F)	295 @ 2800 rpm



Applications

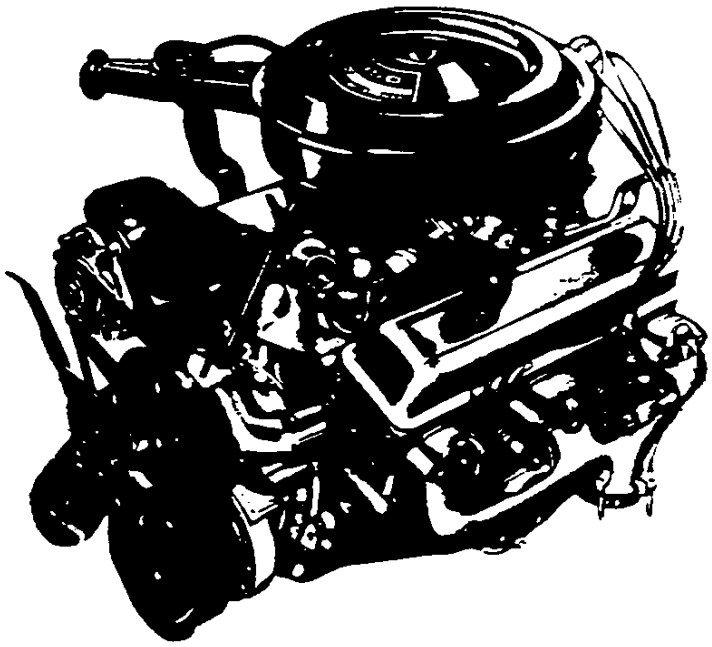
Standard: None
Optional: El Camino (13480, 13680)

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....350 cu in
Bore & stroke (nominal).....4" x 3.48"
Compression ratio.....8.5:1
Carburetor type.....4-barrel

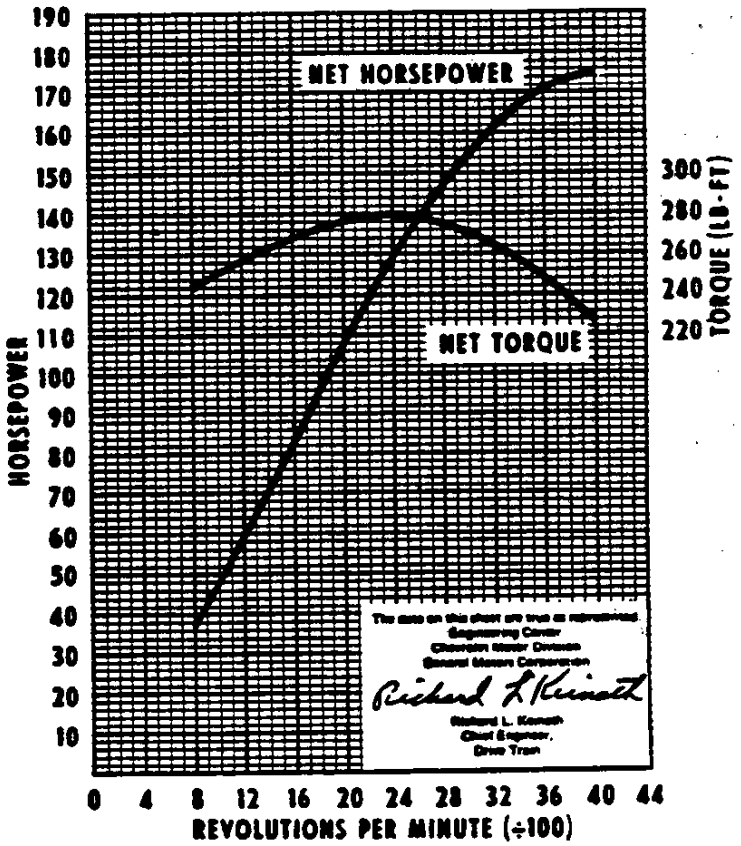
Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



Typical Engine Shown

SAE net horsepower (85°F).....175 @ 4000 rpm
SAE net torque, lb-ft (85°F).....280 @ 2400 rpm



HIGH TORQUE 350 V8

Applications

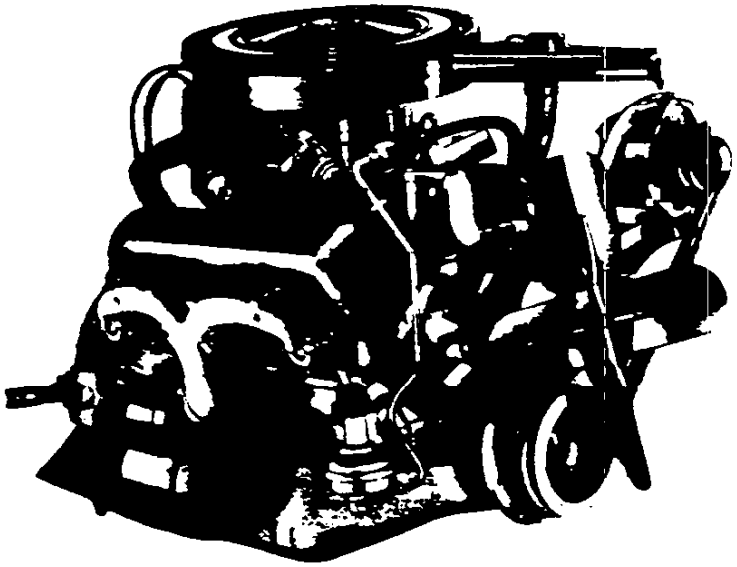
Standard: GE20-30; PE30 Motor Home Chassis
Optional: CE10-30; KE10-20; PE20-30; GE10

Basic Specifications

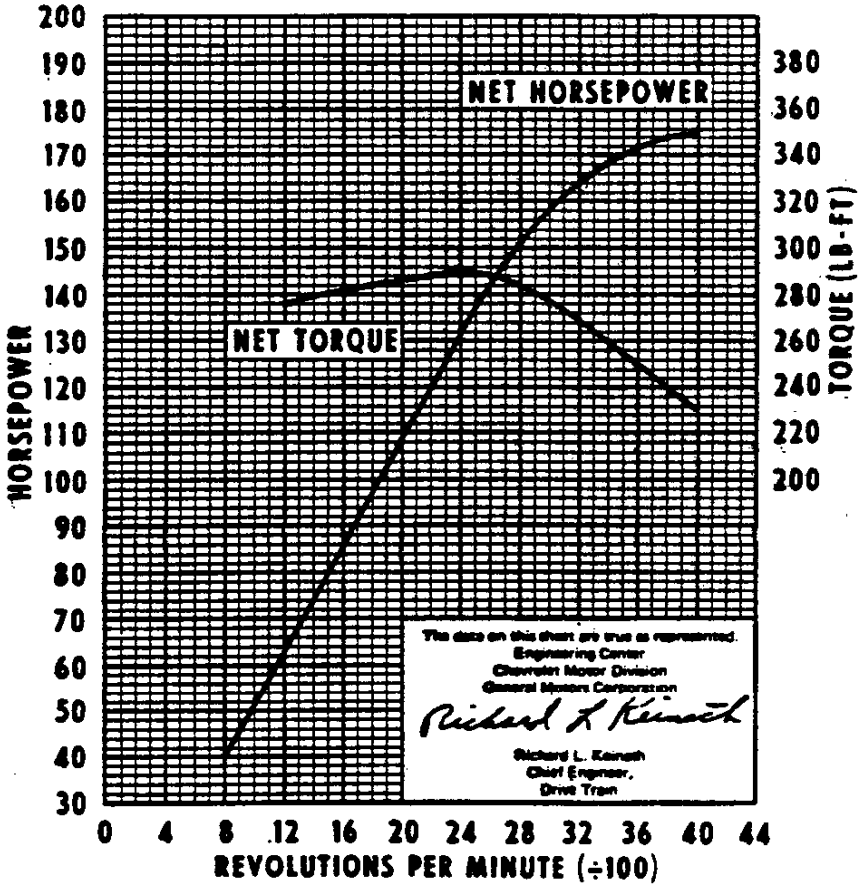
Engine type.....Valve-in-head
Piston displacement.....350 cu in
Bore & stroke (nominal).....4.0" x 3.48"
Compression ratio.....8.5:1
Carburetor type.....4-barrel

Test Procedures

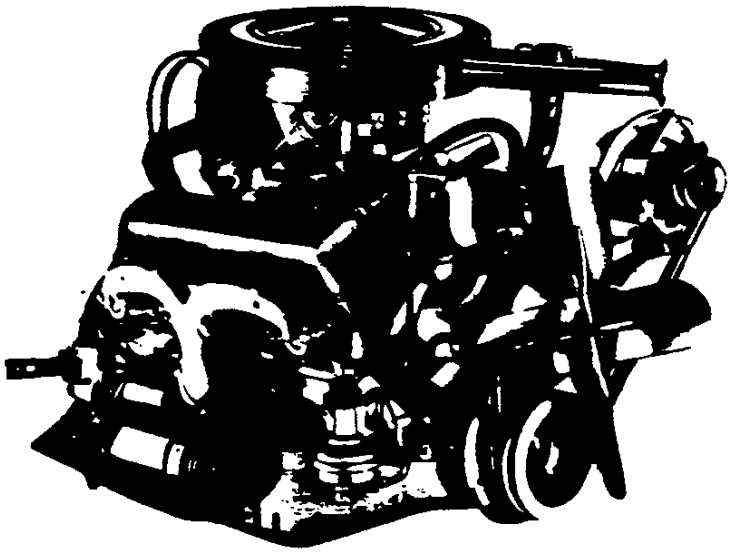
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



SAE net horsepower (85°F).....175 @ 4000 rpm
SAE net torque, lb-ft (85°F).....290 @ 2400 rpm



HIGH TORQUE 350 V8



Applications

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

Basic Specifications

Engine type	Valve-in-head
Piston displacement	350 cu in
Bore & stroke (nominal)	4.0" x 3.48"
Compression ratio	8.0:1
Carburetor type	2-barrel

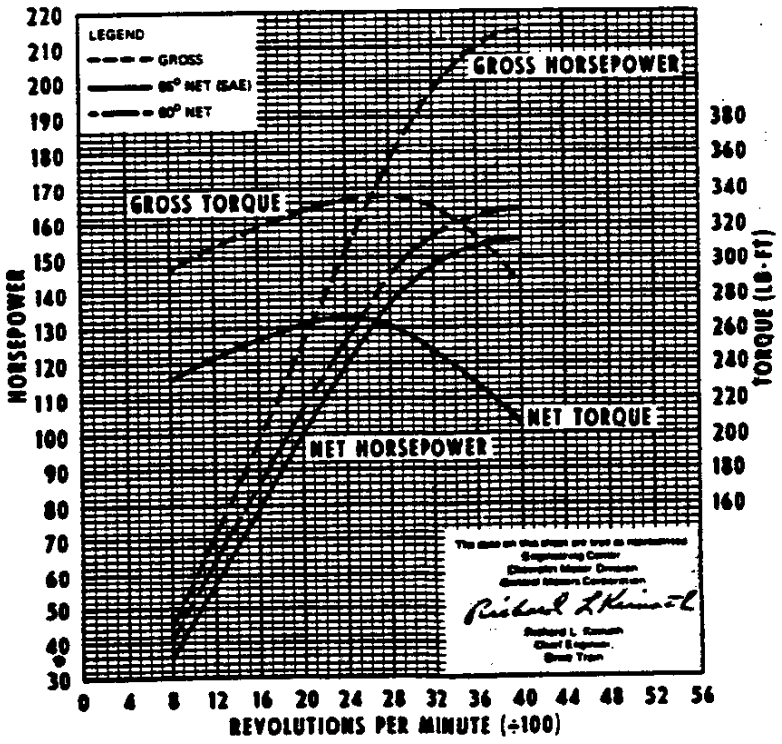
Test Procedures

These curves represent full throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°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 (60°F)...215 @ 4000 rpm
Net horsepower (60°F).....164 @ 4000 rpm
SAE net horsepower (85°F).155 @ 4000 rpm
Gross torque, lb-ft (60°F)...335 @ 2800 rpm
Net torque, lb-ft (60°F).....280 @ 2400 rpm
SAE net torque, lb-ft (85°F).265 @ 2400 rpm



307 V8 ENGINES

SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE	
	307 V8 (El Camino)	307 V8*	307 V8**
Basic Description	V8; valve-in-head		
Displacement (cu in)	307		
Bore & Stroke (in)	3.875 x 3.25		
Compression Ratio	8.5:1		
Firing Order	1-8-4-3-6-5-7-2		
SAE net Horsepower @ rpm	130 @ 4000	135 @ 4000	135 @ 4000
SAE net Torque (lb-ft) @ rpm	230 @ 2400	230 @ 2400	230 @ 2400
Air Cleaner	See model pages for type		
Camshaft			
Bearings	Steel-backed babbitt		
Valve Timing (in crankshaft degrees) Intake Valve (excluding ramps) Opens	28° BTC		
Intake Valve (excluding ramps) Closes	72° ABC		
Exhaust Valve (excluding ramps) Opens	78° BBC		
Exhaust Valve (excluding ramps) Closes	30° ATC		
Intake Duration w/o Ramp	280°		
Exhaust Duration w/o Ramp	288°		
Carburetor			
Type	2-Barrel		
Make	Rochester		
Venturi ID (in)	1.09		
Throttle Bore (in)	1.437	1.437	1.69
Choke Control	Automatic		
Connecting Rods			
Material	Drop-forged steel		
Length (in)	5.695—5.705		
Bearings	Copper lead alloy or micro-babbitt on steel		
Crankcase Ventilation	Closed positive		
Crankshaft			
Material	Cast nodular iron		
Number of Counterweights	6		
Main Journals (in)	2.45		
Crankpin Journals (in)	2.10		
Torsional Damper	Inertia; rubber mounted		
Bearings	Copper lead alloy or micro-babbitt aluminum		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Fuel Filter			
Carburetor	Sintered bronze	Sintered bronze	Pleated fiber element
Fuel Tank	Plastic mesh strainer		
Governor			
Availability	None		
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 throw-off from rod bearing		
Piston Pins	Cross sprayed throw-off from rod bearing		

*All Series 10; Series 20 Suburbans. **All Series 20-30 (except Series 20 Suburban).

SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE	
	307 V8 (El Camino)	307 V8 (Series 10)	307 V8 (Series 20-30)
Oil Capacity (qts)			
With filter change	4.5	5	
W/o filter change	4		
Oil Filter			
Standard	Full flow; throwaway type		
Capacity	1 pint	1 quart	
Optional	None		
Capacity (qts)	—		
Oil Pump			
Type	Spur gear; distributor shaft driven		
Capacity (gpm)	4.3 @ 2000 rpm		
Normal Pressure (psi)	30 @ 1180 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Open		
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, tapered face		
Material	Cast alloy iron		
Oil Control Ring			
Number	1		
Type	Multi-piece		
Material	Steel		
Thermostat	Harrison or Dole; 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)	1.715—1.725		
Face Coating	None		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Diameter (in)	1.495—1.505		
Face Coating	Aluminized	Stellite	
Seats	Machined in cylinder head; induction hardened		
Rotators	Yes		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	25 @ 2000 rpm	52 @ 4000 rpm	

350 V8 ENGINES

SPECIFICATIONS

	Turbo-Fire		High Torque	
	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	8.5:1	8.5:1	8.0:1	8.5:1
Firing Order	1-8-4-3-6-5-7-2			
SAE Net Horsepower @ rpm	165 @ 4000	175 @ 4000	155 @ 4000	175 @ 4000
SAE Net Torque (lb-ft) @ rpm	280 @ 2400	280 @ 2400	265 @ 2400	290 @ 2400
Air Cleaner	See model pages for type			
Camshaft				
Bearings	Steel-backed babbitt			
Valve Timing (in crankshaft degrees) Intake Valve (excluding ramps) Opens	28° BTC			
Intake Valve (excluding ramps) Closes	72° ABC			
Exhaust Valve (excluding ramps) Opens	78° BBC			
Exhaust Valve (excluding ramps) Closes	30° ATC			
Intake Duration w/o Ramp	280°			
Exhaust Duration w/o Ramp	288°			
Carburetor				
Type	2-barrel	4-barrel	2-barrel	4-barrel
Make	Rochester			
Venturi ID (in)	1.09			
Throttle Bore (in)	1.69	Pri 1.38; sec 2.25	1.68	Pri 1.38; sec 2.25
Choke Control	Automatic		Manual	Automatic
Connecting Rods				
Material	Drop-forged Steel			
Length (in)	5.695—5.705			
Bearings	Premium aluminum			
Crankcase Ventilation	Closed positive			
Crankshaft				
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	Upper—Micro-babbitt or copper lead; Lower—premium aluminum			
Distributor	Delco-Remy; centrifugal & vacuum advance			
Fuel Filter				
Carburetor	Pleated fiber element			
Fuel Tank	Plastic strainer			
In-line	N.A.		Optional†	N.A.
Governor				
Availability			50 Series	—
Make			Delco-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 throw-off from rod bearing			
Piston Pins	Cross sprayed throw-off from rod bearing			
Oil Capacity (qts)				
With filter change	4.5		6	5
W/o filter change	4		5	4

*El Camino only ‡Series 40-50 #Lt Duty—LS9; standard on GE20-30 and PE30 Motor Home Chassis
†On 40 Series and Standard on 50 Series

SPECIFICATIONS

	Turbo-Fire		High Torque	
	350 V8*	350 V8*	350 V8‖	350 V8=
Oil Filter	Throwaway		Full flow; replaceable element††	Throwaway
Capacity (qts)	½		One◆	
Oil Pump				
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	4.3 @ 2000 rpm			
Normal Pressure (psi)	50-65 @ 2000 rpm			
Pistons				
Material	Cast aluminum alloy			
Skirt	Slipper		Closed	
Head	Sump notched	Sump		Sump 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 iron alloy			
Oil Control Ring				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison or Duke; 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)	1.94		1.72††	1.94**
Face Coatings	None	Aluminized		None
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel	Stellite	High alloy steel	High alloy steel
Diameter (in)	1.50			
Face Coating	Aluminized	None		Stellite‡
Seats	Machined in cyl. head; induction hardened	Inserts (50 Series)		Machined in cyl. head; induction hardened
Rotators	Yes	Yes		Yes
Water Pump				
Type	Centrifugal			
Capacity (gpm)	25 @ 2000 rpm		52 @ 4000 rpm	

◆Two quart on Series 50 ‖Series 40-50 *Lt Duty–LS9; standard on GE20-30 and PE30 Motor Home Chassis
†On 50 Series. Throwaway on 40 Series *El Camino only
**On all Series 10; and on Series 20 Suburbans, Series 20-30 Sportvans, and Series 20 Chevy Vans.
‡Aluminized on Series 10; and on Series 20 Suburbans, Series 20-30 Sportvans, and Series 20 ChevyVans.
††Also on Series 20-30 Pickups, Chassis-Cabs, Step-Vans, and FC Chassis; Series 30 Chevy Vans.

TURBO-JET 400 V8

Applications

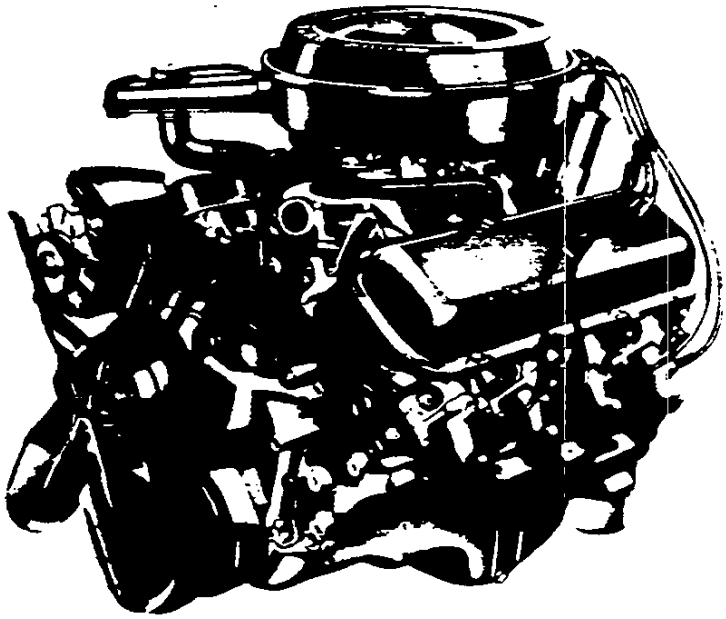
Standard: None
Optional: 13680

Basic Specifications

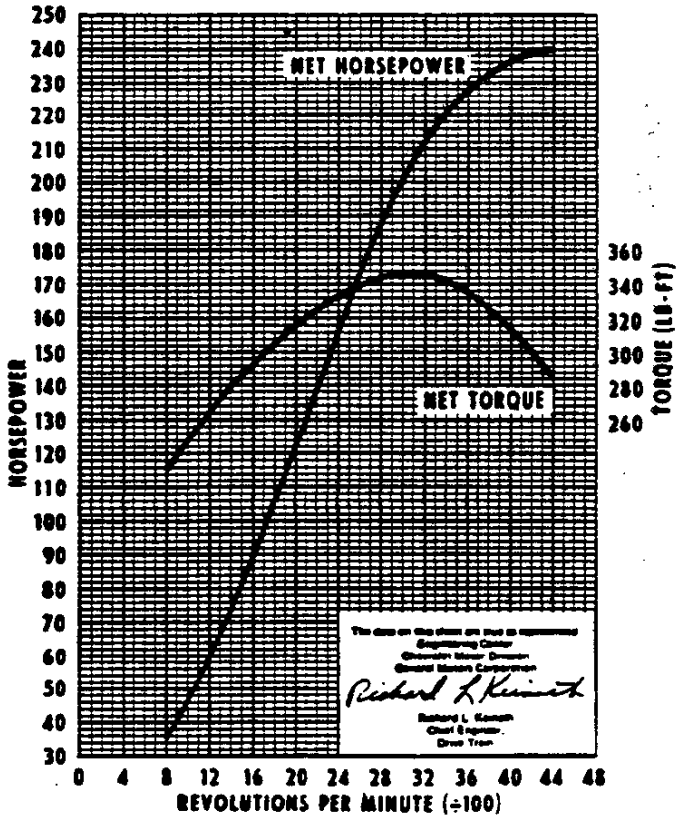
Engine type.....Valve-in-head
Piston displacement.....402 cu in
Bore & stroke (nominal).....4.126" x 3.76"
Compression ratio.....8.5:1
Carburetor type..... 4-barrel

Test Procedures

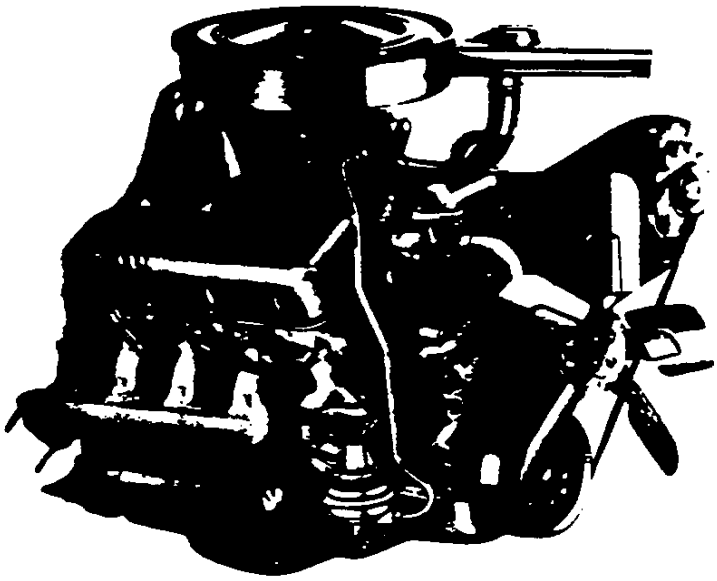
These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.



SAE net horsepower (85°F) .....240 @ 4400 rpm
SAE net torque, lb-ft (85°F) .....345 @ 3200 rpm



HIGH TORQUE 400 V8



Typical Engine Shown

Applications

Standard: None
Optional: CE10-30 (except Blazer); PE30 Motor Home Chassis

Basic Specifications

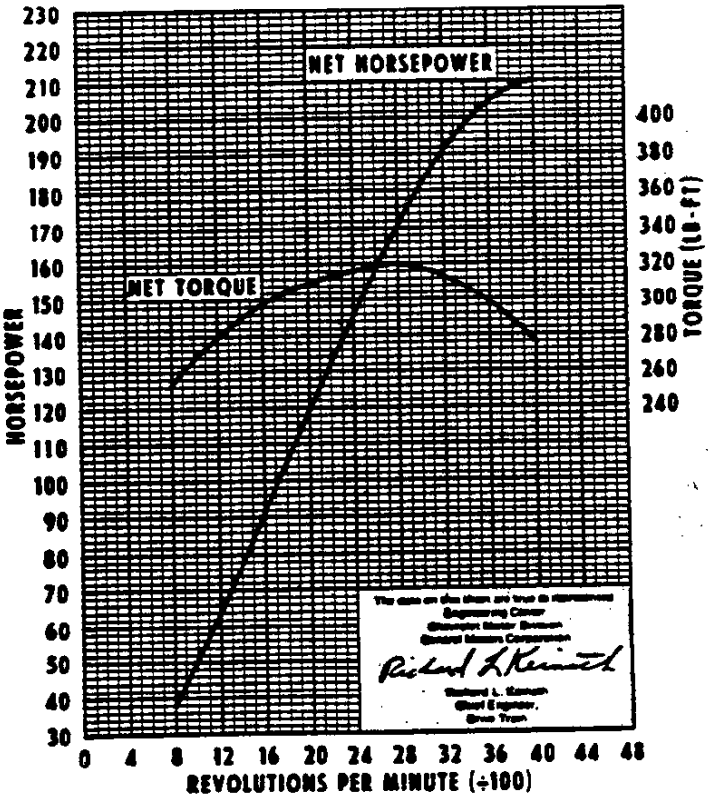
Engine type	Valve-in-head
Piston displacement	402 cu in
Bore & stroke (nominal)	4.126" x 3.76"
Compression ratio	8.5:1
Carburetor type	4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle, with ratings corrected to barometric pressure of 29.00" mercury and 85°F dry air.

400 V8

SAE net horsepower (85°F).....210 @ 4000 rpm
SAE net torque, lb-ft (85°F).....320 @ 2800 rpm



HIGH TORQUE 427 V8

Applications

Standard: None
Optional: CE/ME/TE60 (except cowl models)

Basic Specifications

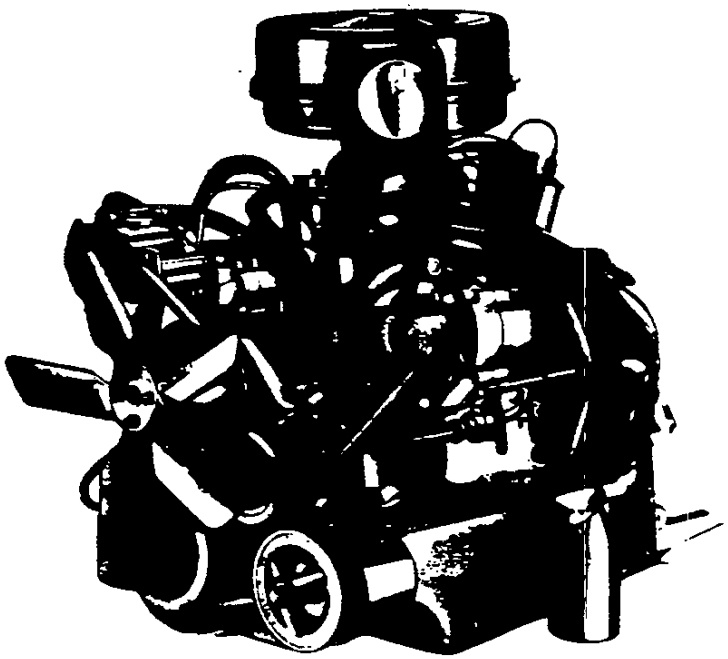
Engine type.....Valve-in-head
Piston displacement.....427 cu in
Bore & stroke (nominal).....4.25" x 3.76"
Compression ratio.....8.0:1
Carburetor type.....4-barrel

Test Procedures

These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°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.

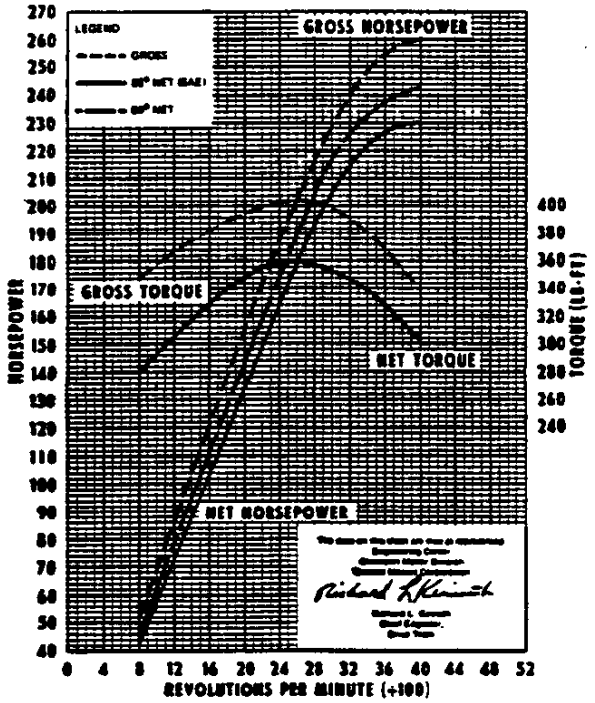
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Typical Engine Shown

427 V8

Gross horsepower (60°F)...260 @ 4000 rpm
Net horsepower (60°F).....243 @ 4000 rpm
SAE net horsepower (85°F).230 @ 4000 rpm
Gross torque, lb ft (60°F)...405 @ 2600 rpm
Net torque, lb-ft (60°F).....360 @ 2400 rpm
SAE net torque, lb-ft (85°F).360 @ 2400 rpm



SPECIFICATIONS

	HIGH TORQUE		
	366 V8	400 V8	427 V8
Basic Description		V8; Valve-in-head	
Displacement (cu in)	366	402	427
Bore & Stroke	3.937 x 3.76	4.126 x 3.76	4.25 x 3.76
Compression Ratio	8.0:1	8.5:1	8.0:1
Firing Order		1-8-4-3-6-5-7-2	
SAE Net Horsepower @ rpm	200 @ 4000	210 @ 4000	230 @ 4000
SAE Net Torque (lb-ft) @ rpm	295 @ 2800	320 @ 2800	360 @ 2400
Air Cleaner	See model pages for type		
Camshaft			
Bearings	Steel-backed babbitt		
Valve Timing (in crankshaft degrees)			
Intake Valve Opens	34° BTC	30° BTC	34° BTC
(excluding ramps) Closes	66° ABC	70° ABC	66° ABC
Exhaust Valve Opens	74° BBC	77° BBC	81° BBC
(excluding ramps) Closes	26° ATC	61° ATC	57° ATC
Intake Duration w/o Ramp	280°	280°	280°
Exhaust Duration w/o Ramp	280°	318°	318°
Carburetor			
Type	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			
Material	Forged steel		
Length (in)	6.134-6.136		
Bearings	Premium aluminum		
Crankcase Ventilation	Closed positive		
Crankshaft			
Material	Forged steel		
Number of Counterweights	6		
Main Journals (in)	2.75 (Nominal)		
Crankpin Journals (in)	2.199-2.200		
Torsional Damper	Inertia; rubber mounted		
Bearings	Premium aluminum		
Distributor	Delco-Remy; centrifugal & vacuum advance		
Fuel Filter			
Carburetor	Sintered bronze	Paper element	Sintered bronze
Fuel Tank	*Plastic mesh*		
In-line	Standard	NA	Standard
Governor			
Availability	Standard	None	Standard
Make	Delco-Remy	—	Delco-Remy
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 throw-off from rod bearings		
Piston Pins	Cross sprayed throw-off from rod bearings		

366, 400 & 427 V8 ENGINES

SPECIFICATIONS

	HIGH TORQUE		
	366 V8	400 V8	427 V8
Oil Capacity (qts)			
With filter change	7¾	5	7¾
W/o filter change	6	4	6
Oil Filter	Full flow		
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	45-55 @ 2000 rpm	40-55 @ 2000 rpm
Pistons			
Material	Cast aluminum alloy		
Skirt	Solid slipper		
Head	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 or Dole; 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		
Head Diameter (in)	1.84	2.060–2.070	1.94
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		Nickel alloy
Head Diameter (in)	1.66	1.715–7.725	1.66
Face Coating	Cobalt based alloy	**Aluminized	None
Seats	Hardened inserts	None	Hardened inserts
Rotators	Yes	Yes*	Yes
Water Pump			
Type	Centrifugal		
Capacity (gpm)	81 @ 4000 rpm	82 @ 5200 rpm	81 @ 4000 rpm

*Rotators on all Series 10; and on Series 20 Suburbans.
**Stellite on Series 20-30 (except Series 20 Suburbans).

COOLING SYSTEMS

➔STANDARD COOLING SYSTEMS

TUBE & CENTER TYPE RADIATOR*

		Radiator					
SERIES	Engine	Thick-ness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)	System Capacity (qt) ★	Pres-sure Cap. (lb)	Fan (No. blades x diameter x width)
CS10	250	1.26	.30	446	12.1	15	4 x 18 x 2
	292	1.26	.22	446	12.6	15	4 x 18 x 2
CE10	307	1.26	.25	480	15.5	15	4 x 18 x 2
	350	1.26	.16	480	15.5	15	4 x 18 x 2
	400	1.98	.20	480	18.2	15	5 x 19 x 2.25
GS10	250	1.26	.30	446	12.6	15	4 x 18 x 2
GE10	307	1.26	.25	480	15.9	15	4 x 18 x 2
	350	1.26	.22	480	16.1	15	4 x 18 x 2
KS10	250	1.26	.30	446	12.1	15	4 x 18 x 2
KE10	307	1.26	.25	480	16.2	15	4 x 18 x 2
	350	1.26	.16	480	15.9	15	4 x 18 x 2
PS10	250	1.75	.16	333	10.5	15	4 x 18 x 2
CS20	250	1.26	.22	446	12.1	15	4 x 18 x 2
	292	1.26	.22	480	12.6	15	4 x 18 x 2
CE20	307	1.26	.18	480	15.8	15	4 x 18 x 2
	350	1.26	.14	480	15.5	15	4 x 18 x 2
	400	1.98	.20	480	18.2	15	5 x 19 x 2.25
GS20	250	1.26	.30	446	12.6	15	4 x 18 x 2
GE20	350	1.26	.18	480	16.1	15	4 x 18 x 2
KS20	250	1.26	.22	446	12.1	15	4 x 18 x 2
	292	1.26	.22	480	12.6	15	4 x 18 x 2
KE20	307	1.26	.18	480	16.1	15	4 x 18 x 2
	350	1.26	.14	480	15.8	15	4 x 18 x 2
PS20	250	1.26	.22	446	11.1	15	4 x 18 x 2
	292	1.26	.22	446	11.8	15	4 x 18 x 2
PE20	307	1.26	.18	480	15.2	15	4 x 18 x 2
	350	1.98	.18	480	15.6	15	4 x 18 x 2
CS30	250	1.26	.22	446	12.2	15	4 x 18 x 2
	292	1.26	.22	480	12.6	15	4 x 18 x 2
CE30	307	1.26	.18	480	15.8	15	4 x 18 x 2
	350	1.26	.14	480	15.5	15	4 x 18 x 2
	400	1.98	.20	480	18.2	15	5 x 19 x 2.25
GS30	250	1.26	.30	446	12.6	15	4 x 18 x 2
GE30	350	1.26	.18	480	16.1	15	4 x 18 x 2
PS30	250	1.26	.22	446	11.1	15	4 x 18 x 2
	292	1.26	.22	446	11.8	15	4 x 18 x 2
PE30 (Except Motor Home)	307	1.26	.18	480	15.2	15	4 x 18 x 2
	350	1.98	.18	480	15.6	15	4 x 18 x 2
PE30 Motor Home**	350	2.70	.16	804	22.5	18	7 x 18 x TP■
	400	2.70	.16	804	19.3	15	6 x 19 x 2.25■
CS40	250	1.26	.22	634	16.0	9	4 x 20 x 1.75
	292	1.26	.22	634	16.0	9	4 x 20 x 1.75
GE40	350	1.98	.20	683	21.0	9	5 x 20 x 1.75
CS50	292	1.26	.22	634	16.5	9	4 x 20 x 1.75
CE50	350	1.98	.20	683	20.0	9	5 x 20 x 1.75
	366	1.95	.24	686	20.0	9	5 x 22 x 1.58
CM/DM50	305	1.26	.18	683	36.0	9	4 x 22 x 1.62
	351	1.98	.25	683	34.0	9	4 x 22 x 1.62
SS50	292	1.26	.22	634	16.5	9	4 x 20 x 1.75
SE50	350	1.98	.20	683	20.4	9	5 x 20 x 1.75
	366	1.95	.24	686	20.4	9	5 x 22 x 1.58
GM/DM50	DH478	1.98	.18	683	29.0	9	5 x 22 x 1.58
TE50**	350	1.98	.16	869	24.6	9	5 x 20 x 1.75
	366	1.98	.18	684	24.6	9	6 x 20 x 2
TG50**	DH478	2.62	.16	627	38.3	9	5 x 22 x 1.59
TM50**	305	1.98	.25	869	46.6	9	5 x 22 x 1.62
	351	1.98	.16	869	45.1	9	5 x 22 x 1.59
CE60	366	1.95	.24	686	33.1	9	5 x 22 x 1.58
	427	1.95	.18	686	33.1	9	5 x 22 x 2.12
GM60	351	1.98	.25	683	34.0	9	4 x 22 x 1.62

*Cross-flow type. **Down-flow type radiator.

★Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.

■Temperature controlled clutch fan. TP—Tapered Pitch.

➔STANDARD COOLING SYSTEMS (Cont'd)

Series	Engine	Radiator				System Capacity (qt) *	Pressure Cap. (lb)	Fan (No. blades x diameter x width)
		Type	Thickness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)			
ME60	366	Tube & Center*	1.95	.24	686	33.1	9	5 x 22 x 1.58
	427	Tube & Center*	1.95	.18	686	33.1	9	5 x 22 x 2.12
TE60	366	Tube & Center	1.98	.18	684	33.7	9	6 x 20 x 2
	427	Tube & Center	2.62	.18	684	33.7	9	6 x 20 x 2
TM60	351	Tube & Center	1.98	.16	569	45.1	9	5 x 22 x 1.59
MV70	6V-53N	Tube & Center	1.98	.16	792	36.5	9	5 x 22 x 2.75
JV70	6V-53N	Tube & Center	1.98	.16	792	36.5	9	5 x 22 x 2.75
TV70	6V-53N	Tube & Fin	2.88	10.5 fpi	689	31.9	9	5 x 22 x 2.75
WV70	6V-53N	Tube & Fin	2.88	10.5 fpi	689	31.9	9	5 x 22 x 2.75
MM80	401	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 1.58
	478	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 2.61
JM80	401	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 1.58
	478	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 2.61
TM80	401	Tube & Center	2.62	.16	627	46.7	9	5 x 22 x 1.59
	478	Tube & Center	2.62	.18	727	46.7	9	5 x 24 x 1.59
RM80	401	Tube & Center	2.62	.18	685	40.7	9	5 x 22 x 2.31
	478	Tube & Center	2.62	.18	685	40.7	9	6 x 24 x TP(a)
WM80	401	Tube & Center	2.62	.16	627	46.7	9	5 x 22 x 1.59
TE90	637	Tube & Center	2.62	.16	727	53.9	9	5 x 24 x 2.62
ME90	637	Tube & Center	2.62	.14	1105	51.0	9	5 x 24 x 2.62
MI90	6-71N							
	N60	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 26 x 2.16
	N65	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 28 x 2.60
MN90	NHC-250	Tube & Fin	2.88	10.0 fpi	894	53.0	9	6 x 26 x 2.37
	NH-230	Tube & Fin	2.88	10.0 fpi	894	53.0	9	4 x 26 x 2.16
MC90	NHCT-270	Tube & Fin	2.88	10.5 fpi	1322	61.5	9	6 x 28 x 2.58
	NTC-335	Tube & Fin	2.88	10.5 fpi	1322	61.5	9	6 x 28 x 3.11
MH90	8V-71N							
	N55	Tube & Fin	2.34	9.0 fpi	1322	80.0	9	4 x 28 x 2.60
	N60	Tube & Fin	2.88	10.5 fpi	1322	80.0	9	4 x 28 x 2.60
	N65	Tube & Fin	2.88	10.5 fpi	1322	80.0	9	4 x 28 x 2.60
JE90	637	Tube & Center	2.62	.14	1105	51.0	9	5 x 24 x 2.67
JI90	6-71N							
	N60	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 26 x 2.16
	N65	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 28 x 2.60
JN90	NHC-250	Tube & Fin	2.88	10.0 fpi	894	53.0	9	6 x 26 x 2.37
	NH-230	Tube & Fin	2.88	10.0 fpi	894	53.0	9	4 x 26 x 2.16
JC90	NHCT-270	Tube & Fin	2.88	10.5 fpi	1322	61.5	9	6 x 28 x 2.58
	NTC-335	Tube & Fin	2.88	10.5 fpi	1322	61.5	9	6 x 28 x 3.11
JH90	8V-71N							
	N55	Tube & Fin	2.34	9.0 fpi	1322	80.0	9	4 x 28 x 2.60
	N60	Tube & Fin	2.88	10.5 fpi	1322	80.0	9	4 x 28 x 2.60
	N65	Tube & Fin	2.88	10.5 fpi	1322	80.0	9	4 x 28 x 2.60
JB90	V-903	Tube & Fin	2.88	10.0	1086	61.0	9	6 x 26 x 2.37
MH90	8V-71N							
	N55	Tube & Fin	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N60	Tube & Fin	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N65	Tube & Fin	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
MB90	V-903	Tube & Fin	2.88	10.0	1086	61.0	9	6 x 26 x 2.37
MC90	NTC-350	Tube & Fin	2.88	10.5	1322	63.5	9	6 x 28 x 2.58
PI90	6-71N							
	N60	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 26 x 2.16
	N65	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 28 x 2.60
PN90	NHC-250	Tube & Fin	2.88	10.0 fpi	894	53.0	9	6 x 26 x 2.37
	NH-230	Tube & Fin	2.88	10.0 fpi	894	53.0	9	4 x 26 x 2.16
PC90	NHCT-270	Tube & Fin	2.88	10.0 fpi	1086	55.0	9	4 x 28 x 2.60
	NTC-335	Tube & Fin	2.88	10.5 fpi	1322	55.0	9	6 x 28 x 3.11
PH90	8V-71N							
	N55	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N60	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N65	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
PB90	V-903	Tube & Fin	2.88	10.0 fpi	1086	61.0	9	6 x 26 x 2.37
DI90	6-71N							
	N60	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 26 x 2.16
	N65	Tube & Fin	2.33	8.0 fpi	894	51.2	9	4 x 28 x 2.60
DN90	NHC-250	Tube & Fin	2.88	10.0 fpi	894	53.0	9	6 x 26 x 2.37
	NH-230	Tube & Fin	2.88	10.0 fpi	894	53.0	9	4 x 26 x 2.16
DC90	NHCT-270	Tube & Fin	2.88	10.0 fpi	1086	55.0	9	4 x 28 x 2.60
	NTC-335	Tube & Fin	2.88	10.5 fpi	1322	55.0	9	6 x 28 x 3.11
DH90	8V-71N							
	N55	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N60	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
	N65	Tube & Center	2.88	10.0 fpi	1086	73.0	9	4 x 28 x 2.60
DB90	V-903	Tube & Fin	2.88	10.0 fpi	1086	61.0	9	6 x 26 x 2.37
DP90	12V-71	Tube & Fin	4.50	10.5 fpi	1328	98.0	9	6 x 30 x 3.25

*Cross-flow type
fpi—Fins per inch
*Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.
(a) TP—Tapered pitch fan, 2.02-2.88
NA—Not Available

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

TUBE & CENTER TYPE RADIATOR*

	Optional Combinations			Radiator			System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam. x width)
Series	Engine	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)			
CS10	250		Automatic	1.26	.30	480	12.0	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.22	446	12.1	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.0	15	4 x 18 x 2
CE10	307		Automatic	1.26	.20	480	15.2	15	4 x 18 x 2
		4.11 Rear Axle	Manual	1.26	.22	480	15.5	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.22	480	15.5	15	4 x 18 x 2
			Automatic	1.26	.16	480	15.2	15	4 x 18 x 2
		Air Conditioning	Manual	1.98	.18	480	15.9	15	7 x 18 x TP■
			Automatic	1.98	.18	480	15.9	15	7 x 18 x TP■
	350		Automatic	1.26	.14	480	15.4	15	7 x 18 x 2.15♦
		4.11 Rear Axle	Automatic	2.70	.18	480	17.3	15	7 x 18 x 2.15♦
		HD Radiator	Manual	1.98	.16	480	15.5	15	4 x 18 x 2
			Automatic	1.98	.18	480	15.7	15	4 x 18 x 2
		Air Conditioning	Manual	2.70	.16	480	17.5	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.3	15	7 x 18 x 2.38■
	400		Automatic	1.98	.18	480	18.0	15	5 x 19 x 2.25
		HD Radiator	Manual	1.98	.16	480	18.2	15	5 x 19 x 2.25
			Automatic	2.70	.18	480	19.6	15	4 x 18 x 2
		Air Conditioning	Manual	2.70	.16	480	19.8	15	6 x 19 x 2.25■
			Automatic	2.70	.16	480	19.8	15	6 x 19 x 2.25■
GS10	250		Automatic	1.26	.30	480	12.8	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.22	446	12.6	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.8	15	4 x 18 x 2
GE10	307		Automatic	1.26	.22	480	15.8	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.18	480	15.9	15	4 x 18 x 2
			Automatic	1.26	.16	480	15.9	15	4 x 18 x 2
		Air Conditioning	Manual	1.98	.22	480	16.3	15	7 x 18 x TP■
			Automatic	1.98	.18	480	16.1	15	7 x 18 x TP■
KS10	250		Automatic	1.26	.30	480	12.0	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.22	446	12.1	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.0	15	4 x 18 x 2
KE10	307		Automatic	1.26	.20	480	15.5	15	4 x 18 x 2
		HD Radiator	Manual	1.26	.22	480	15.8	15	4 x 18 x 2
			Automatic	1.26	.16	480	15.5	15	4 x 18 x 2
		Air Conditioning	Manual	1.98	.18	480	16.2	15	7 x 18 x TP■
			Automatic	1.98	.18	480	16.2	15	7 x 18 x TP■
	350		Automatic	1.26	.14	480	15.7	15	7 x 18 x 2.15♦
		HD Radiator	Manual	1.98	.16	480	15.8	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.0	15	7 x 18 x 2.15♦
		Air Conditioning	Manual	2.70	.16	480	17.8	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.6	15	7 x 18 x 2.38■
PS10**	250		Automatic	1.75	.16	333	10.4	15	4 x 18 x 2

*Cross-flow type **Down-flow type radiator.

★Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.

TP—Tapered pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

OPTIONAL COOLING SYSTEMS (Continued)

TUBE & CENTER TYPE RADIATOR*

Optional Combinations				Radiator			System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam. x width)
Series	Engine	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)			
CS20	250	HD Radiator	Manual	1.26	.22	480	12.1	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.0	15	4 x 18 x 2
	292	HD Radiator	Manual	1.26	.14	480	12.6	15	4 x 18 x 2
			Automatic	1.26	.16	480	12.4	15	4 x 18 x 2
CE20	307	HD Radiator	Manual	1.98	.20	480	16.2	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.2	15	4 x 18 x 2
		Air Conditioning	Manual	2.70	.16	480	17.7	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.6	15	7 x 18 x 2.38■
	350	HD Radiator	Manual	1.98	.16	480	15.9	15	4 x 18 x 2
			Automatic	2.70	.18	480	17.3	15	7 x 18 x 2.15♦
		Air Conditioning	Manual	2.70	.16	480	17.5	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.3	15	7 x 18 x 2.38■
	400	HD Radiator	Manual	1.98	.16	480	19.6	15	5 x 19 x 2.25
			Automatic	2.70	.18	480	19.6	15	5 x 19 x 2.25
		Air Conditioning	Manual	2.70	.16	480	19.8	15	6 x 19 x 2.25■
			Automatic	2.70	.16	480	19.6	15	6 x 19 x 2.25■
GS20	250	HD Radiator	Manual	1.26	.22	446	12.6	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.8	15	4 x 18 x 2
GE20	350	HD Radiator	Manual	1.98	.22	480	16.5	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.3	15	7 x 18 x TP■
		Air Conditioning	Manual	2.70	.16	480	18.1	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.9	15	7 x 18 x 2.38■
KS20	250	HD Radiator	Manual	1.26	.22	480	12.3	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.2	15	4 x 18 x 2
	292	HD Radiator	Manual	1.26	.18	480	12.6	15	4 x 18 x 2
			Automatic	1.26	.16	480	12.4	15	4 x 18 x 2
KE20	307	HD Radiator	Manual	1.98	.20	480	17.0	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.0	15	4 x 18 x 2
		Air Conditioning	Manual	2.70	.16	480	18.0	15	7 x 18 x TP■
			Automatic	2.70	.16	480	18.0	15	7 x 18 x 2.38■
	350	HD Radiator	Manual	1.98	.16	480	16.2	15	4 x 18 x 2
			Automatic	2.70	.16	480	17.6	15	7 x 18 x 2.15♦
		Air Conditioning	Manual	2.70	.16	480	17.8	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.6	15	7 x 18 x 2.38■

*Cross-flow type.
★Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.
TP—Tapered Pitch. ■Temperature-controlled clutch fan. ♦RPM controlled flex fan.

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Continued)

TUBE & CENTER TYPE RADIATOR*

Series	Optional Combinations			Radiator			System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam. x width)
	Engine	Option	Transmission Type	Thickness (in)	Dist. Between Tubes (Const) (in)	Frontal Area (sq in)			
PE20	250	HD Radiator	Manual	1.26	.14	480	11.2	15	4 x 18 x 2
			Automatic	1.26	.16	480	11.0	15	4 x 18 x 2
	292	HD Radiator	Manual	1.26	.14	480	11.9	15	4 x 18 x 2
			Automatic	1.26	.16	480	11.7	15	4 x 18 x 2
PE20	307	HD Radiator	Manual	1.98	.18	480	16.0	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.0	15	4 x 18 x 2
	350	HD Radiator	Manual	2.70	.16	480	17.2	15	4 x 18 x 2
			Automatic	2.70	.18	480	17.0	15	4 x 18 x 2
CE30	250	HD Radiator	Manual	1.26	.22	480	12.1	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.0	15	4 x 18 x 2
	292	HD Radiator	Manual	1.26	.14	480	12.6	15	4 x 18 x 2
			Automatic	1.26	.16	480	12.4	15	4 x 18 x 2
CE30	307	HD Radiator	Manual	1.98	.20	480	16.0	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.0	15	4 x 18 x 2
		Air Conditioning	Manual	2.70	.16	480	18.0	15	7 x 18 x TP■
			Automatic	2.70	.16	480	18.0	15	7 x 18 x 2.38■
	350	HD Radiator	Manual	1.98	.16	480	15.9	15	4 x 18 x 2
			Automatic	2.70	.18	480	17.3	15	7 x 18 x 2.15♦
		Air Conditioning	Manual	2.70	.16	480	17.5	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.3	15	7 x 18 x 2.38■
	400	HD Radiator	Manual	1.98	.16	480	19.6	15	5 x 19 x 2.25
			Automatic	2.70	.18	480	19.6	15	5 x 19 x 2.25
		Air Conditioning	Manual	2.70	.16	480	19.8	15	6 x 19 x 2.25■
			Automatic	2.70	.16	480	19.6	15	6 x 19 x 2.25■
GE30	250	HD Radiator	Manual	1.26	.22	446	12.6	15	4 x 18 x 2
			Automatic	1.26	.22	480	12.8	15	4 x 18 x 2
GE30	350	HD Radiator	Manual	1.98	.22	480	16.5	15	4 x 18 x 2
			Automatic	1.98	.18	480	16.3	15	7 x 18 x TP■
		Air Conditioning	Manual	2.70	.16	480	18.1	15	7 x 18 x TP■
			Automatic	2.70	.16	480	17.9	15	7 x 18 x 2.38■
PE30	250	HD Radiator	Manual	1.26	.14	480	11.2	15	4 x 18 x 2
			Automatic	1.26	.16	480	11.0	15	4 x 18 x 2
	292	HD Radiator	Manual	1.26	.14	480	11.9	15	4 x 18 x 2
			Automatic	1.26	.16	480	11.7	15	4 x 18 x 2

*Cross-flow type

★ Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.

TP—Tapered pitch. ■ Temperature-controlled clutch fan. ♦ RPM controlled flex fan.

➤OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator				System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam. x width)
			Type	Thickness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)			
P30 (Except Motor Home)	307	HD Radiator	Tube & Center*	1.98	.18	480	16.0	15	4 x 18 x 2
		Automatic Trans.	Tube & Center*	1.98	.18	480	16.0	15	4 x 18 x 2
	350	HD Radiator	Tube & Center*	2.70	.16	480	17.2	15	4 x 18 x 2
		Automatic Trans.	Tube & Center*	2.70	.18	480	17.0	15	4 x 18 x 2
C30	250	HD Radiator	Tube & Center*	1.26	.14	634	16.0	9	4 x 20 x 1.75
		Automatic Trans.	Tube & Center*	1.98	.14	683	16.0	9	4 x 20 x 1.75
		Air Conditioning	Tube & Center*	1.98	.20	683	16.0	9	5 x 20 x 1.88■
	292	HD Radiator	Tube & Center*	1.26	.14	634	16.0	9	4 x 20 x 1.75
		Automatic Trans.	Tube & Center*	1.98	.14	683	16.0	9	4 x 20 x 1.75
		Air Conditioning	Tube & Center*	1.98	.20	683	16.0	9	6 x 20 x 2■
CE40	350	HD Radiator	Tube & Center*	1.98	.14	683	21.0	9	5 x 20 x 1.75
		Air Conditioning	Tube & Center*	1.98	.14	683	21.0	9	6 x 20 x 2
		Automatic Trans.	Tube & Center*	1.98	.14	683	21.0	9	5 x 20 x 1.75
C50	292	HD Radiator	Tube & Center*	1.26	.14	634	16.5	9	4 x 20 x 1.75
		Air Conditioning	Tube & Center*	1.98	.20	683	16.5	9	6 x 20 x 2
		Automatic Trans.	Tube & Center*	1.98	.14	683	16.5	9	4 x 20 x 1.75
CE50	350	HD Radiator	Tube & Center*	1.98	.14	683	20.0	9	5 x 20 x 1.75
		Air Conditioning	Tube & Center*	1.98	.14	683	20.0	9	6 x 20 x 2(a)
		Automatic Trans.	Tube & Center*	1.98	.14	683	20.0	9	5 x 20 x 1.75
	366	HD Radiator	Tube & Center*	1.95	.18	686	20.0	9	5 x 22 x 1.58
		Air Conditioning w/manual Trans.	Tube & Center*	1.95	.18	686	20.0	9	5 x 22 x 2.12(a)
		Air Conditioning w/Automatic Trans.	Tube & Center*	1.98	.14	820	20.0	9	5 x 22 x 2.12(a)
		Automatic Trans.	Tube & Center*	1.98	.14	820	20.0	9	5 x 22 x 1.58
CM/ SM50	351	HD Radiator	Tube & Center*	1.98	.18	683	34.0	9	4 x 22 x 1.62
		Automatic Trans.	Tube & Center*	1.98	.14	683	34.0	9	4 x 22 x 1.62
S50	292	HD Radiator	Tube & Center*	1.26	.14	634	16.5	9	4 x 20 x 1.75
		Automatic Trans.	Tube & Center*	1.98	.14	683	16.5	9	4 x 20 x 1.75
SE50	350	HD Radiator	Tube & Center*	1.98	.14	683	20.4	9	5 x 20 x 1.75
		Automatic Trans.	Tube & Center*	1.98	.14	683	20.4	9	5 x 20 x 1.75
	366	HD Radiator	Tube & Center*	1.95	.18	686	20.4	9	5 x 22 x 1.58
		Automatic Trans.	Tube & Center*	1.98	.14	820	20.4	9	5 x 22 x 1.58
TE50	350	Automatic Trans.	Tube & Center*	2.62	.18	627	24.6	9	5 x 20 x 1.75
TG50	DH478	HD Radiator or Automatic Trans.	Tube & Center*	2.62	.16	627	38.3	9	5 x 22 x 2.02
TM50	351	HD Radiator	Tube & Center*	1.98	.16	569	45.1	9	5 x 22 x 2.02
		Automatic Trans.	Tube & Center*	2.62	.16	627	45.1	9	5 x 22 x 1.59

* Cross-flow type.

★Capacity shown with standard heater except P10-30 FC Chassis models and all Cowl models.

■ Temperature-controlled fan.

(a) Pitch of fan blade is increased.

➔OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator				System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam. x width)
			Type	Thickness (in)	Dist. Between Tubes (Constant) (in)	Frontal Area (sq in)			
CE60	366	HD Radiator	Tube & Center*	1.95	.18	686	33.1	9	5 x 22 x 1.58
		Air Conditioning w/Manual Trans.	Tube & Center*	1.95	.18	686	33.1	9	5 x 22 x 2.12(a)
		Air Conditioning w/Automatic Trans.	Tube & Center*	1.98	.14	820	33.1	9	5 x 22 x 2.12(a)
		Automatic Trans.	Tube & Center*	1.98	.14	820	33.1	9	5 x 22 x 1.58
	427	HD Radiator	Tube & Center*	1.95	.15	686	33.1	9	5 x 22 x 1.58
		Air Conditioning	Tube & Center*	1.95	.15	686	33.1	9	5 x 22 x 2.12(a)
CM60	351	HD Radiator	Tube & Center*	1.98	.14	683	34.0	9	4 x 22 x 1.62
		Automatic Trans.	Tube & Center*	1.98	.18	683	34.0	9	4 x 22 x 1.62
ME60	366	HD Radiator	Tube & Center*	1.95	.18	686	33.1	9	5 x 22 x 1.58
		Air Conditioning w/Manual Trans.	Tube & Center*	1.95	.18	686	33.1	9	5 x 22 x 2.12(a)
		Air Conditioning w/Automatic Trans.	Tube & Center*	1.98	.14	820	33.1	9	5 x 22 x 2.12(a)
		Automatic Trans.	Tube & Center*	1.98	.14	820	33.1	9	5 x 22 x 1.58
	427	HD Radiator	Tube & Center*	1.95	.15	686	33.1	9	5 x 22 x 1.58
		Air Conditioning	Tube & Center*	1.95	.15	686	33.1	9	5 x 22 x 2.12(a)
TE60	366	Automatic Trans.	Tube & Center	2.62	.18	627	33.7	9	6 x 20 x 2
TM60	351	HD Radiator	Tube & Center	1.98	.16	569	45.1	9	5 x 22 x 2.02
		Automatic Trans.	Tube & Center	2.62	.16	627	45.1	9	5 x 22 x 1.59
HV70	6V-53N	HD Radiator or Automatic Trans.	Tube & Center	2.62	.16	792	36.5	9	5 x 22 x 2.75(a)
JV70	6V-53N	HD Radiator or Automatic Trans.	Tube & Center	2.62	.16	792	36.5	9	5 x 22 x 2.75(a)
TV70	6V-53N	Automatic Trans.	Tube & Fin	2.88	10.5 fpi	689	31.9	9	5 x 22 x 2.75
HM80	401	HD Radiator or Automatic Trans.	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 2.61(a)
JM80	401	HD Radiator or Automatic Trans.	Tube & Center	2.70	.16	683	37.0	9	5 x 24 x 2.61
TM80	401	HD Radiator or Automatic Trans.	Tube & Center	2.62	.16	627	46.7	9	5 x 22 x 2.02(a)
	478	HD Radiator	Tube & Center	2.62	.18	727	46.7	9	5 x 24 x 2.61(a)
RM80	478	Automatic Trans.	Tube & Center	2.62	.18	685	40.7	9	6 x 24 x TP(b)
WM80	401	HD Radiator	Tube & Center	2.62	.16	627	46.7	9	5 x 22 x 2.02
HI90 JI90	6-71N	HD Radiator or Automatic Trans.	Tube & Fin	2.33	8.0 fpi	894	51.2	9	6 x 28 x 2.58
HH90 JH90	8V-71N	HD Radiator or Air Conditioning	Tube & Fin	2.88	10.5 fpi	1322	80.0	9	6 x 28 x 2.58
MH90	8V-71N	HD Radiator or Air Conditioning	Tube & Fin	2.88	10.5 fpi	1086	73.0	9	6 x 28 x 2.58
HC90 JC90	NTC270E	HD Radiator or Automatic Trans.	Tube & Fin	4.50	10.5 fpi	1328	61.5	9	6 x 28 x 2.58
	NTC335	HD Radiator or Air Conditioning	Tube & Fin	4.50	10.5 fpi	1328	61.5	9	6 x 28 x 3.11
DI90 FI90	6-71N	HD Radiator or Automatic Trans.	Tube & Fin	2.33	8.0 fpi	894	51.2	9	6 x 28 x 2.58
FH90 DH90	8V-71N	HD Radiator or Air Conditioning	Tube & Fin	2.88	10.0 fpi	1086	73.0	9	6 x 28 x 2.58
FC90	NTC270E	Air Conditioning	Tube & Fin	2.88	10.0 fpi	1086	55.0	9	6 x 28 x 2.58
DC90	NTC335	Air Conditioning	Tube & Fin	4.50	10.5 fpi	1328	55.0	9	6 x 28 x 2.58
HN/ JN/ FN/ DN90	NHC250	Air Conditioning	Tube & Fin	2.88	10.0 fpi*	1086	53.0	9	4 x 28 x 2.60
	NH230	Air Conditioning	Tube & Fin	2.88	10.0 fpi	894	53.0	9	6 x 26 x 2.37

*Cross-flow type. *10.5 fpi on FN/DN90 models.

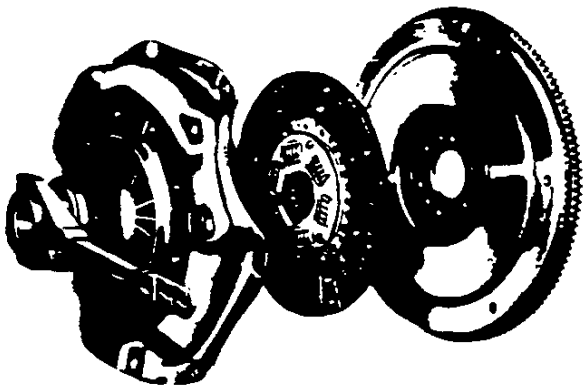
★Capacity shown with standard heater except all Cowl models.

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

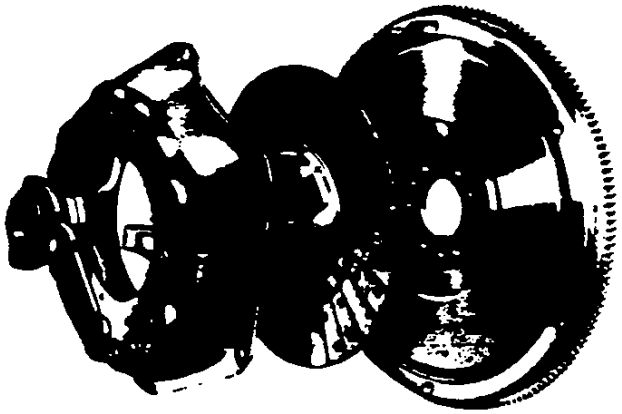
(a) Pitch of fan blade is increased

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 50–80 Tilt Cab 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		
Material	Spring steel	
Number used	1	
Total pressure (lbs)	1875†	2075**
Driven Disc		
Type	Dry disc with two facings	
Number of plates	1	
Material	Woven asbestos composition	
Outside diameter (in)	10	11
Inside diameter (in)	6	6.5
Thickness (in)	.133	.133
Area (sq in)	100.5	123.7
Bearings		
Clutch-release type	Single-row ball	
Pilot type	Sintered-powdered bronze bushing	
Flywheel Material	Nodular iron	

†Base with Series C/K/G10-20 with 250 Six.
*12 Springs with 11" clutch and 307 V8 engine.
**RPO MO1 with 250 Six for Series C/K/G10-20 with 250 Six; Base for P10-20, C/G/P30, and all 292 Six and 307 V8.

COIL CLUTCHES

Clutch Size (in)	12 (1-plate)	12 (2-plate)	13 (1-plate)	13 (2-plate)	14 (2-plate)	15½ (2-plate)
Clutch Springs						
Material	Heat-treated spring wire					
Number used	12	12	12	16	21	N.A.
Total pressure (lbs)	1877 (a)(b)(c)	1826	2675†	1620	2430*	2815
Driven Disc						
Type	Dry disc with two facings**					
Number of plates	1	2	1	2	2	2
Material	Woven asbestos composition					
Outside diameter (in)	11⅞	11⅞	12⅞	12⅞	13¾	15¼
Inside diameter (in)	6¾	6¾	7¼	7¼	8	8⅞
Thickness (in)	.140	.140	.150	.156	.156	.182
Area (sq in)	149.2	299.5	177.8	356	393	483
Bearings						
Clutch-release type	Single-row ball					
Pilot type	Single-row ball					
Flywheel Material	Nodular iron					
Ring Gear						
Type	Cold-drawn steel					

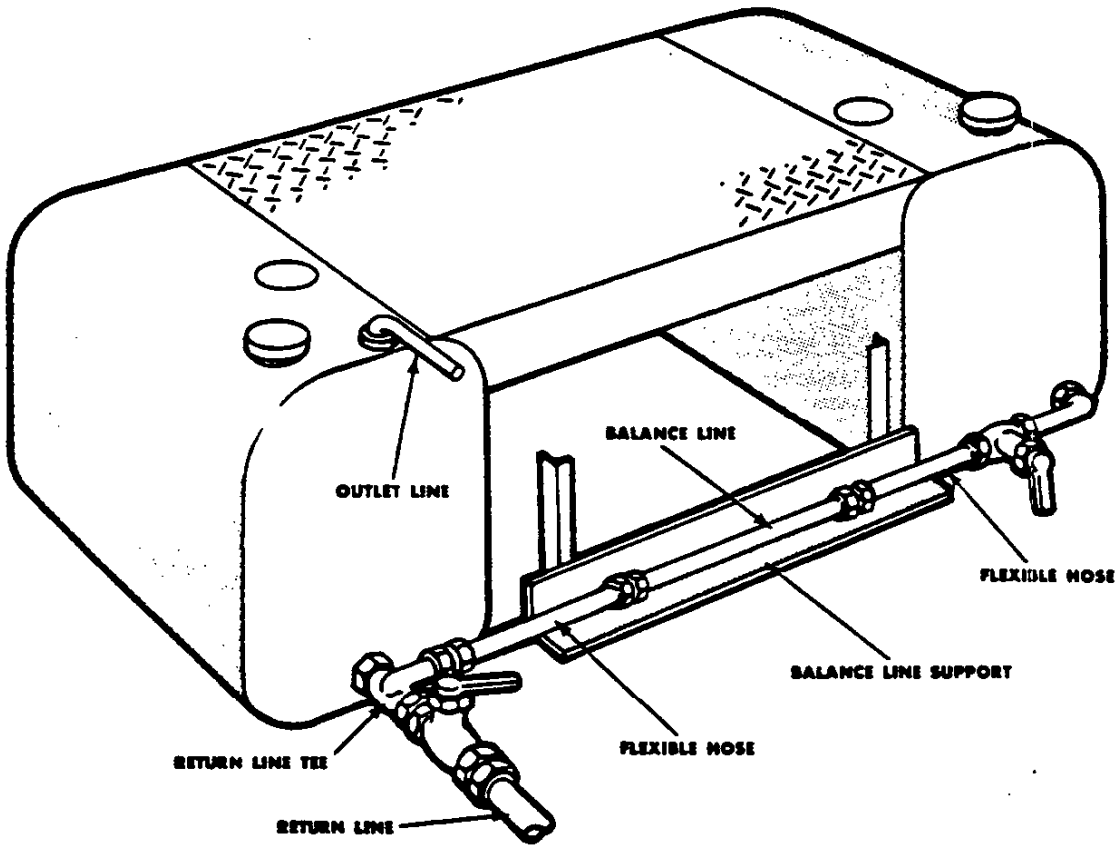
*All except 478 which is 1860 lbs and 6V-53N which is 1620 lbs.
**Dual disc clutches have four facings.
(a) 2525 lbs with 400 engine.
(b) 2060 lbs with 4-barrel 350 engine.
(c) 2066 lbs with 2-barrel/350 engine, Series 40.
†Used with 2-barrel/350 engine, Series 50

➔SPECIFICATIONS

Series	Tank Location	Std/ Opt	Approx. Tank Cap. (gallons)	Dimensions (length x width x height—in.)	Type
Chassis-Cab Models					
C10 (03/04/34), K10 (04/34)	Back of seat in cab	Std	20	57.9 x 7.4 x 17.8	Rectangular
C20-30/K20 (03/04/34)	Back of seat in cab	Std	21	57.9 x 7.4 x 17.8	Rectangular
CS/CE40; CE/CG/CM/CS50; CE/CM/ME60	Outside LH frame rail	Opt**	19	33.0 x 16.9 x 10.3	Rectangular
CE/CG/CM/CS50; CE/CM/ME60	Outside RH & LH frame rails	Opt	50 (ea)	35.5 x 23.5 x 16.2	Dual Step Tanks
C10/K10 (06/14/16)‡	Inside frame behind rear axle	Std	21	30.3 x 18.8 x 13.2	Rectangular
C20/K20 (06/16)‡	Inside frame behind rear axle	Std	21	30.3 x 18.8 x 13.2	Rectangular
TE/TG/TM50; TE/TM60	Outside RH frame rail	Std	18	31.5 x 11.1 x 13.1	Rectangular
TG/TM50; TM60; TM80	Outside RH frame rail	Opt	31	26 x 23.4 x 13.2	Rectangular
HV70, JV717, 720 & 721	Outside RH frame rail	Std	64	44.0 x 22.0 Dia.	Cylindrical
JV714	Outside RH frame rail	Std	37	26.7 x 22.0 Dia.	Cylindrical
HV712; JV717	Outside LH frame rail	Opt	37	26.7 x 22.0 Dia.	Cylindrical
JV720-721	Outside LH frame rail	Opt	64	44.0 x 22.0 Dia.	Cylindrical
TV/WV70; TM/WM80; TE90	Outside RH frame rail	Std	18	31.5 x 11.1 x 13.1	Rectangular
HM/JM80; HE/JE90†	Outside RH frame rail	Std	20	37.0 x 12.7 x 12.0	Rectangular
	Outside LH & RH frame rail	Opt	37 (ea)	26.7 x 22.0 Dia.	Dual Cylindrical
HM/JM80	Outside RH frame rail behind cab	Opt	37	26.7 x 22.0 Dia.	Cylindrical
HI/HN/JI/JN/JB/ MH/MB/MC90	Outside LH & RH frame rails	Std	50 (ea)	30.0 x 24.0 Dia.	Dual Cylindrical Step-Type
HC/HH/ JC/JH90	Outside LH & RH frame rails	Std	50 (ea)	25.0 x 26.0 Dia.	Dual Cylindrical Step-Type
HC/JC/DI/DN/DC/DH90; FI/FN/FC/FH917-919	Outside LH & RH frame rails	Opt	75 (ea)	35.0 x 26.0 Dia.	Dual Cylindrical Step-Type
FC/FH/ DC/DH90	Outside LH & RH frame rails	Opt	50 (ea)	25.0 x 26.0 Dia.	Dual Cylindrical Aluminum
FC/FH917-919 DC/DH90	Outside LH & RH frame rails	Opt	75 (ea)	35.0 x 26.0 Dia.	Dual Cylindrical Aluminum Step-Type
HH/JH90	Outside RH frame rail	Opt	100	47.0 x 26.0 Dia.	Cylindrical Step-Type
MH90	Outside RH & LH frame rail	Opt	75 (ea)	43.0 x 24.0 Dia.	Dual Cylindrical Step-Type
FI/FN/FC/FH (915-917-919)/FB/ DI/DN/DC/DH/DB90	Outside LH frame rail	Std	50	25.0 x 26.0 Dia.	Cylindrical Step-Tank
FH914, FB90	Outside LH frame rail	Std	50	30.0 x 24.0 Dia.	Cylindrical Step-Type
DP90	Outside LH & RH frame rail	Std	100 (ea)	45.5 x 24.2 x 24.2	Rectangular
DI/DN/DC/DH/DB/ FI/FN/FC/FH90	Outside RH frame rail	Opt	50	25.0 x 26.0 Dia.	Cylindrical
FB90, FH914	Outside RH frame rail	Opt	50	30.0 x 24.0 Dia.	Cylindrical Step-Type
DI/DN/DH920-923, DH928, FI/FN/FC919	Outside RH & LH frame rail	Opt	100 (ea)	47.0 x 26.0 Dia.	Dual Cylindrical Aluminum Step-Type
	Outside RH & LH frame rail	Opt	100 (ea)	47.0 x 26.0 Dia.	Dual Cylindrical Step-Type
Cowl Models					
C30	Outside LH frame rail	Std	21	32.8 x 16.8 x 8.7	Rectangular
CS/CE40; CS/CE50; CE60	Outside RH frame rail	Std	18	31.5 x 11.1 x 13.1	Rectangular
School Bus Models					
SE/SG/SM/SS50; SM80	Outside RH frame rail	Std	30	39.1 x 19.1 x 10.0	Rectangular
Forward Control Models					
G10‡	Behind rear axle	Std	22	27.0 x 24.0 x 10.8	Rectangular
G20; G30 (06-36)‡; G30 (05)	Behind rear axle	Std	23	27.0 x 24.0 x 10.8	Rectangular
P10‡	Inside frame behind rear axle	Std	21	30.3 x 18.8 x 13.2	Rectangular
PS/PE20; PS/PE30 PE30 Motor Home	Outside RH frame rail	Std	30*	44.1 x 16.4 x 10.0	Rectangular

*Motor Home chassis has temporary 5 qt fuel tank connected for shipping purposes.
**RPO NL2 available on C20-30/K20 Fleetside Pickups only.
†Dual opt. tanks not available on JE912-913-914. ‡Equipped with evaporative emission controls.

LOCAL FUEL TANK INSTALLATIONS—DIESEL MODELS
RECOMMENDED PRACTICES



When replacing the standard 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—⅜" tubing;
Return line—5/16" tubing

EXHAUST EMISSION CONTROL EQUIPMENT

GENERAL

Exhaust emissions are controlled on all gasoline powered truck models. Two systems are employed: Air Injection Reactor (A.I.R.) and Controlled Combustion System (C.C.S.). Both systems employ completely aluminized exhaust systems to reduce the corrosion rate and improve durability.

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 is heated, as required, to prevent carburetor icing by an exhaust manifold stove, with air temperature controlled by a thermo-modulated valve in the air cleaner assembly.

AIR INJECTION REACTOR (A.I.R.)

With 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 oxidization of unburned hydrocarbons and carbon monoxide in the exhaust system.

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 provided 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.

CRANKCASE EMISSION CONTROL

All gasoline engines are equipped with Positive Crankcase Ventilation (PCV). This system prevents any crankcase emission being discharged into the atmosphere. It primarily consists of a completely sealed crankcase with a PCV valve and connections that returns blow-by gases to the combustion chamber where they are burned.

Evaporative Emission Controls. All 10 Series Truck models; C/K 20 Suburbans; all G10-20 models; and G30 Sportvans in 1972 include the staged purge system to control fuel vapor emissions. Basically this system starts at the fuel tank by extending the filler neck deep inside the tank and adding a fill vent pipe to prevent over-filling the tank. Vapors normally being emitted from the fuel tank are further controlled by adding a separator to vent outlet. This separator, which prevents liquid fuel from reaching the canister, from vapor is either a loop system on conventional cab models or a standpipe system on all other models. The loop system is a looped section of tubing, mounted usually on the side of the cab pillar post, that runs up and down for separation. The standpipe system begins with two fuel tank vent outlets that lead into a cylindrically-shaped container with integral vent pipes and a standpipe. From either type of separator a single line then carries the vapors to a canister which stores the vapors when the engine is not running, but distributes the vapors to the carburetor when the engine is running. Emissions from the carburetor are reduced by controlling the float bowl temperature and removing the bowl vent.

and chassis cabs for camper use.

Recommended Minimum Equipment for Shell or Slide-In Camper Bodies

Chevrolet Series	CE 10 (½-Ton)		CE 20 (¾-Ton)	CE 30 (1-Ton)	
Camper Body Type	Shell		Cab-Over With or without Rear Overhang	Cab-Over With or without Rear Overhang	
Max. Camper Body Length (ft.)	6	8	8 thru 11	11	12
GVW Ratings (lbs.)	5400		7500	8000	9000
Box Length (ft.)	6½	8	8 or 8½	8½-9	8½-9
Approx. Body Weight (lbs.)	700		2000	2100	2950
Passenger & Equipment Weight (lbs.)	1000		1100	1250	1600
Total Body, Passenger & Equipment Weight (lbs.)	1700		3100	3350	4550
Recommended Chevrolet Models	CE 10704 CE 10734	CE 10804 CE 10934 Pickups	CE 20804 CE 20834 Pickups CE 21034 Longhorn	CE 31004 Stepside Pickup CE31034 Longhorn	
Engine	*307 V8		350 V8	350 V8	400 V8
Transmission	Turbo Hydra-matic		Turbo Hydra-matic	Turbo Hydra-matic	Turbo Hydra-matic
Rear Axle—Cap. (lbs.) —Ratio	3500 3.73		5200 4.10	7200 4.10	
Front Suspension Stabilizer Bar Springs—Cap. (lbs.) Shock Absorbers	— 1450 Standard		Recommended 1750 Heavy-Duty	Recommended 1750 Heavy-Duty	
Rear Suspension Springs—Cap. (lbs.) Aux. Springs—Cap. (lbs.) Shock Absorbers	2000 — Standard		2750 500† Heavy-Duty	3100 — Heavy-Duty	4150 Included Heavy-Duty
Tires	H78-15B		9.50-16.5 D	9.50-16.5 D—Frt. 9.50-16.5 E—Rear	9.50-16.5 D—Frt. 9.50-16.5 E—Rear
Tire Capacity Lbs. (each)	1610 @ 32 psi		2780 @ 60 psi	2780 @ 60 psi 3170 @ 75 psi	2780 @ 60 psi 3170 @ 75 psi
Power Steering	—		Required	Required	Required
Power Brakes	—		Standard	Standard	Standard
Generator	—		42 amp.	42 amp.	61 amp.
Camper Wiring Harness	—		Recommended	Recommended	Recommended
Auxiliary Battery	—		Recommended	Recommended	Recommended
Auxiliary Fuel Tank	—		—	—	Recommended
Camper Mirrors	—		Recommended	Recommended	Recommended
Equipment shown in RED available at extra cost.	*Standard on V8 models.		Tire Load Range—B(4PR), C(6PR), D(8PR), E(10PR).	†For CE 20804 & 20934. Not available on CE 21034.	

NOTE—Camper body weight, passenger weight and equipment weights may vary from those shown above but total loaded weight shall not exceed vehicle GVW rating.
—Center of gravity of camper body should be at least 4 inches ahead of centerline of rear axle.

Series 20 Cheyenne Longhorn with Camper.
McNamee Coach Corp., So. El Monte, Calif.