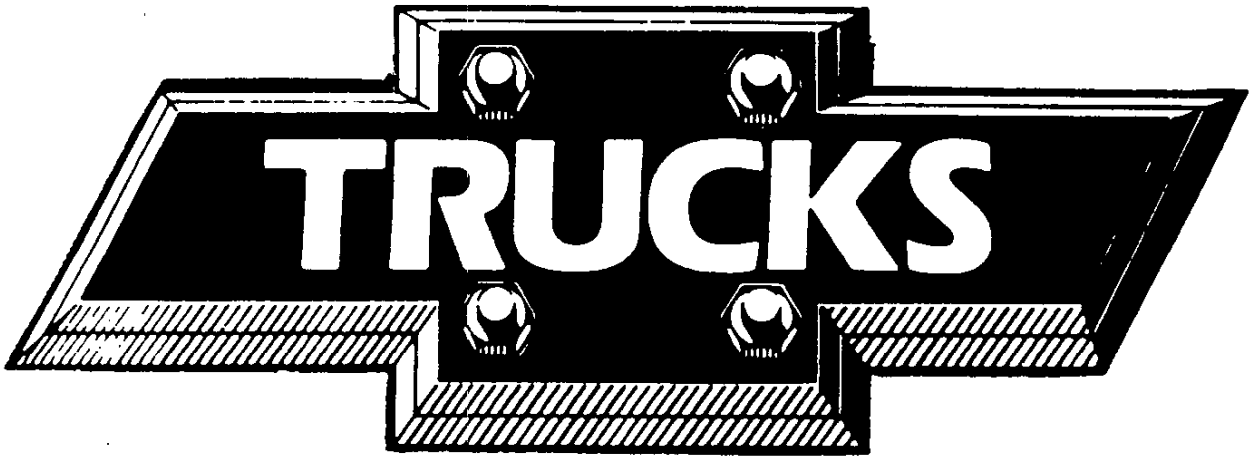
CHEVROLET

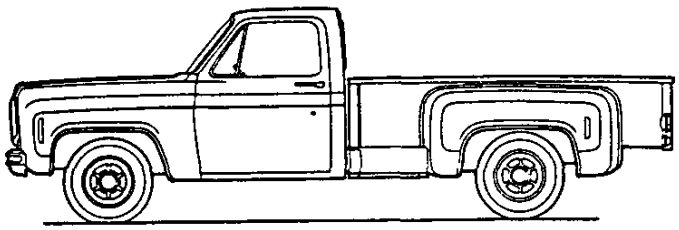


1976

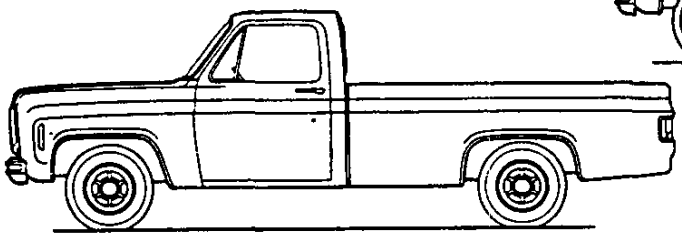
PICKUP

PICKUP MODEL SELECTOR

REGULAR CAB



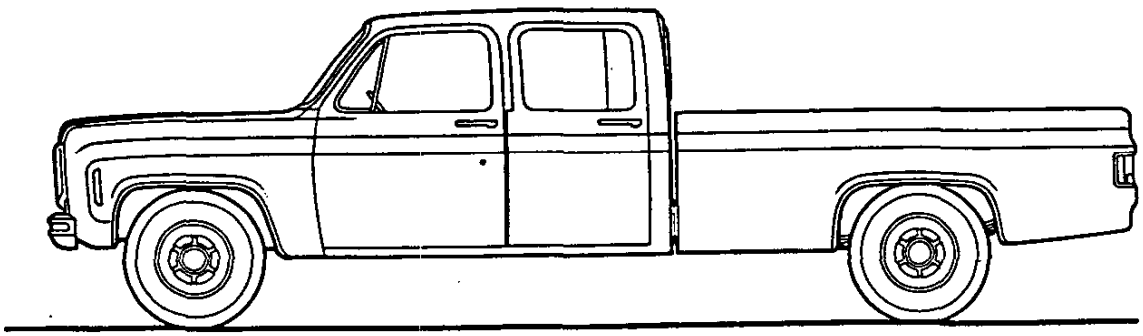
STEPSIDE



FLEETSIDE

SERIES	MODEL NUMBER		BODY ORDERING CODE	
	6½' BOX	8' BOX	FLEETSIDE	STEPSIDE
C10	CC10703	CC10903	E63	E62
C10/F44	CC10703	CC10903	E63/F44	E62/F44
C20	—	CC20903	E63	E62
C30	—	CC30903	E63	E62
K10 (4-Wheel Drive)	CK10703	CK10903	E63	E62
K20 (4-Wheel Drive)	—	CK20903	E63	E62

CREW CAB AND BONUS CAB

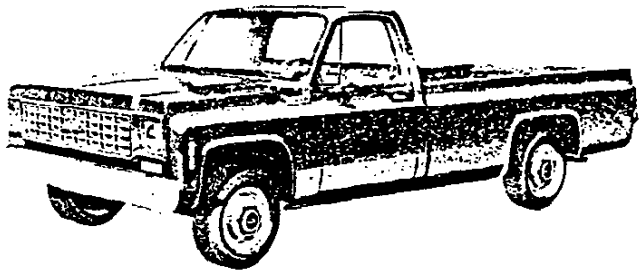


SERIES	MODEL NUMBER		BODY ORDERING CODE
	BONUS CAB	CREW CAB	8' FLEETSIDE BOX
C20	CC20943	CC20963	E63
C30	CC30943	CC30963	E63

PICKUP

CUSTOM DELUXE FEATURES—STANDARD MODEL

The Custom Deluxe standard models include the following items as standard equipment

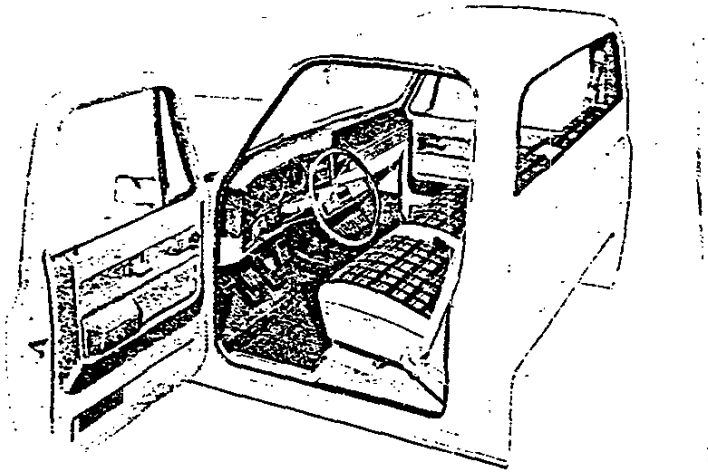


EXTERIOR

- **Bumper:** Front; painted white
- **Color:** See Interior and Exterior Color Selection Chart
- **Drip Moldings:** Bright; over side doors
- **Grille:** Molded plastic; painted silver; integral Chevrolet emblem at center includes bright insert with black and ochre trim
- **Grille Frame:** Bright upper and lower moldings joining extensions of bright headlamp bezels; silver-painted bezel centers
- **Horn:** Single, electric, low-note
- **Hub Caps:** Painted white with black and ochre trim (2-wheel-drive models only)
- **Keys:** Two-key system with separate keys for ignition switch and door locks
- **Lettering, "CHEVROLET" Tailgate:** Painted white except black with Frost White body color
- **Lights:**
  Backup lamps: Two rear (integral with taillamps on Fleetside models; separate units on Stepside models)
  Combination parking/direction/hazard: Two front
  Combination tail/stop/direction/hazard: Two rear
  Headlamps: Two; Power Beam
  License plate lamp: Single rear
  Side marker lamps with reflectors: Two front and two rear (Fleetside models do not have separate combination rear marker lamps and reflectors, but utilize the wraparound taillamps as rear side markers and reflectors)
- **Mirrors:** RH and LH fixed arm with adjustable 5½" x 4" head; chrome finish
- **Nameplates:** Bright "Custom Deluxe" nameplates, with series designation, on upper portions of front fenders near doors plus bright "3 + 3" nameplates on Crew Cab models or "BONUS CAB" nameplates on Bonus Cab models on cab rear quarters at styling crease line
- **Pickup Box:** Steel floor on Fleetside models and wood floor with steel skid strips on Stepside models; painted body color
- **Spare Tire Carrier:** Under frame in back
- **Tools:** Mechanical jack and wheel wrench
- **Wheels:** Painted white
- **Windshield Wipers and Washers:** Electric, 2-speed wipers with matte finish on exposed metal portions; partially concealed arms; coordinated dual-orifice washers

INTERIOR

- **Armrests:** RH and LH padded; integral with door trim panels
- **Ashtrays:** In middle of instrument panel (all models) and in rear door trim panels (Crew Cabs and Bonus Cabs)
- **Coat Hooks:** RH (all models) and over rear doors (Crew Cabs and Bonus Cabs)
- **Colors:**
  Painted areas: Same as exterior primary color choice
  Interior trim: Coordinated with seat trim color choice
- **Door Trim Panels:** Color-keyed, embossed molded plastic with integral armrests
- **Floor Covering:** Embossed black rubber mats
- **Heater and Defogger:** Deluxe-air; automatic blower operation with ignition switch on for power ventilation system
- **Instruments:**
  Gauges: Speedometer, odometer and fuel
  Switches: Main, for control of exterior lights, instrument cluster lights, and courtesy/map light; wiper-washer headlight beam (foot); ignition; direction signal (with lane change position); hazard warning; heater fan
  Warning lights: Generator, oil pressure, engine temperature, seat belt, brake, direction/hazard signal, and high beam
- **Instrument Panel Control Knobs:** Soft black plastic with white graphic identification (except heater and wiper-washer controls)
- **Instrument Panel Pad:** Color-keyed, energy-absorbing foam type with grained vinyl skin; wood-grained applique on RH side with bright trim and bright "Custom Deluxe" nameplate
- **Insulation and Sound Deadening Material:** Dash (firewall), under front seat at center, under floor mat, and between double-walled roof panel of regular cabs
- **Lights:** Instrument cluster and courtesy/map lights
- **Mirror, Rearview:** 10" prismatic with soft vinyl rim
- **Scuff Plates:** Door-opening protection and floor mat retention; bright; partial for front doors (all models) and full length for rear doors (Crew Cabs and Bonus Cabs only)
- **Seat:** Full-width bench-type; front (all models) and rear (Crew Cabs); foam padded (full-foam rear seat cushion for Crew Cabs); plaid pattern vinyl trim. See Interior and Exterior Color Selection Chart for color availability

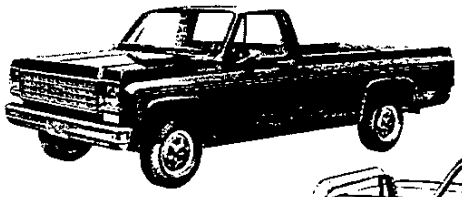


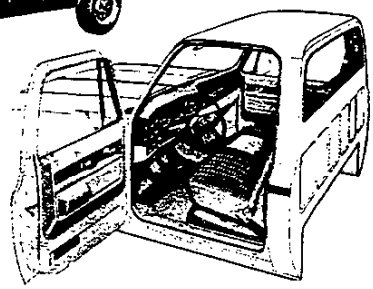
- **Seat Belts:** Front (all models): non-detachable combination lap and shoulder belts for outboard positions with automatic-locking retractors on lap belts, emergency-locking retractors on shoulder belts, and switch in driver's lap belt retractor for buzzer warning system; lap belt with manual adjustment for center position. Rear (Crew Cabs only): lap belts with automatic-locking retractors for outboard positions; lap belt with manual adjustment for center position. All seat belts are color-keyed with pushbutton type buckles.
- **Steering Wheel and Column:** 16" black wheel with 2 spokes (17½" in 4-wheel-drive models); black energy-absorbing steering column
- **Stowage Box:** In RH side of instrument panel; door has bright turn-type latch release
- **Sunshades:** RH and LH padded; color-keyed

PICKUP

SCOTTSDALE MODEL OPTION—RPO Z62 (FOR ALL MODELS)

This option includes all Custom Deluxe standard model items plus the additions or substitutions listed below





EXTERIOR

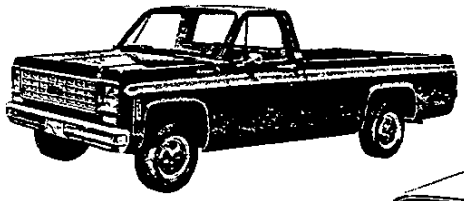
- **Bright Appearance Items:**
  - "Scottsdale" nameplates, with series designation, on front fenders
  - Body side upper spear molding trim (Fleetside models with single rear wheels only)
  - Front bumper
  - Parking lamp trim
  - Front fender side marker lamp trim
  - Rear fender side marker lamp trim (Stepside only)
  - Rear fender clearance lamp trim (Fleetside models with dual rear wheels only)
  - Hub caps (except C30 models with dual rear wheels)
  - Taillamp trim (Fleetside only)
  - Windshield and rear window reveal moldings
- **Horn:** Additional, electric, high-note
- **Moldings:** Spear-type black plastic body side upper moldings (Fleetside models with single rear wheels only)

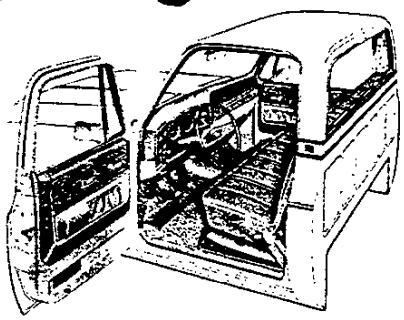
INTERIOR

- **Bright Appearance Items:**
  - "Scottsdale" nameplate on instrument panel pad
  - Dome lamp trim
  - Full-length front door sill scuff plates
  - Trim on door trim panels (Regular Cabs only)
- **Cigar Lighter**
- **Dome Lamps:** Regular Cabs—One; Crew Cabs and Bonus Cabs—Two
- **Dome and Courtesy Lamp Switches:** Door-operated (dome and courtesy lamps also may be activated by main light switch)
- **Door Trim Panels:** Woodgrain inserts added to standard model trim panels (Regular Cabs only)
- **Floor Covering:** Color-keyed rubber mats (except Bonus Cab rear compartment mat)
- **Headliner:** Full-length, pearl gray, perforated molded plastic with fiber glass blanket backing; includes matching retainer moldings (Crew Cabs and Bonus Cabs only)
- **Insulation:** Under cowl panel, on Crew Cab and Bonus Cab headliner, and on cab back panel
- **Pillar Trim Panels:** Pearl gray molded plastic on windshield pillars and center door pillars (Crew Cabs and Bonus Cabs only)
- **Seats:** See Interior and Exterior Color Selection Chart for color availability
  - Regular Cabs—full-depth foam seat cushion with folding backrest; choice of: 1) ribbed pattern velour cloth trim; 2) all-vinyl buffalo hide grain trim; or 3) striped knit vinyl trim (at extra cost)
  - Crew Cabs and Bonus Cabs—full-depth foam front seat cushion; choice of: 1) plaid pattern all-vinyl trim (standard trim); 2) all-vinyl buffalo hide grain trim (at extra cost); or 3) ribbed pattern velour cloth/vinyl trim (at extra cost). Choices 2 and 3 include a folding backrest on Crew Cab rear seat

CHEYENNE MODEL OPTION—RPO Z84 (FOR REGULAR CAB MODELS)

This option includes all of the Scottsdale model option items plus the additions or substitutions listed below





EXTERIOR

- **Bright Appearance Items:**
  - "Cheyenne" nameplates, with series designation, on front fenders
  - Cab back panel applique and molding
  - Upper body side and tailgate moldings with black paint trim (Fleetside models with single rear wheels only)
  - Bright applique panel fitted into recess of tailgate panel, with raised, black-painted border and "CHEVROLET" lettering at the center (Fleetside only)
- **Cab-to-Fender Insulators**
- **Hood Insulator**
- **Secondary Door Seals:** On door upper frames

INTERIOR

- **Bright Appearance Items:**
  - "Cheyenne" nameplate on instrument panel pad
  - Four-speed transmission shift lever
  - Transfer case shift lever (K10-20 models with conventional 4WD)
  - Trim on door trim panels and Series C10-20-30 steering wheel
- **Door Trim Panels:** Special color-keyed molded plastic with vinyl storage pockets plus woodgrain inserts having bright borders with black paint trim
- **Floor Covering:** Color-keyed carpeting
- **Headliner:** Perforated, color-keyed, molded plastic with fiber glass blanket backing; includes matching retainer moldings
- **Insulation:** Under seat at left and right hand sides and on headliner
- **Seat:** Choice of: 1) all-vinyl buffalo hide grain trim; or 2) ribbed pattern velour cloth and vinyl trim. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel Trim:** Woodgrain insert on spokes (C10-20-30 models only)
- **Trim Panels:** Color-keyed molded plastic on windshield pillars and upper rear quarter panels

PICKUP

SILVERADO MODEL OPTION—RPO YE9 (FOR REGULAR CAB MODELS)

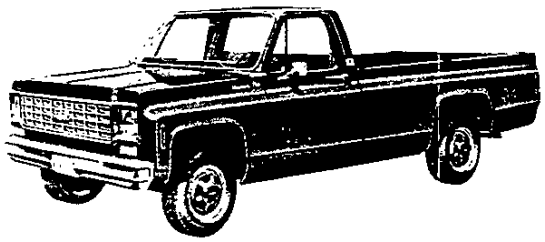
This option includes all items in the Cheyenne model option plus the additions or substitutions listed below

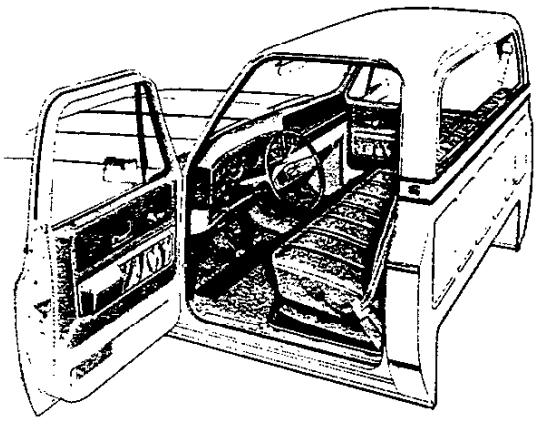
EXTERIOR

- **Bright Appearance Items:**
  - "Silverado" nameplates, with series designation, on front fenders
  - "Chevrolet" nameplate on tailgate panel (Fleetside only)
  - Lower body side and tailgate moldings with black paint trim (Fleetside only)
  - Upper body side and tailgate moldings with black paint trim (Fleetside models with dual rear wheels only)
  - Wheel-opening lip moldings with black paint trim (Fleetside only. Front only on models with dual rear wheels)
  - Satin-finished applique panel fitted over central area of tailgate (Fleetside only)

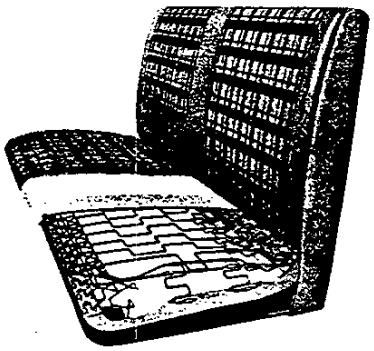
INTERIOR

- **Bright Appearance Items:**
  - "Silverado" nameplate on instrument panel pad
  - Trim on instrument cluster face plate
- **Cowl Trim:** Color-keyed molded plastic on cowl side panels
- **Door Trim Panels:** Special tooled leather pattern replaces black paint trim
- **Instrument Cluster:** Voltmeter, oil pressure gauge, and engine temperature gauge replace warning lamps; includes wood-grained trimmed face plate



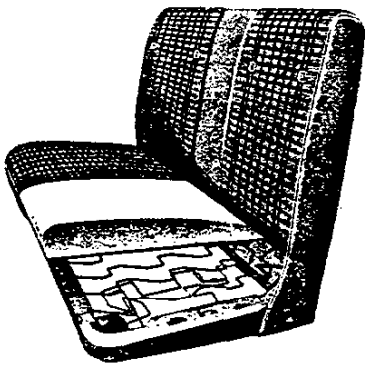


PICKUP SEATS



STANDARD BENCH SEAT

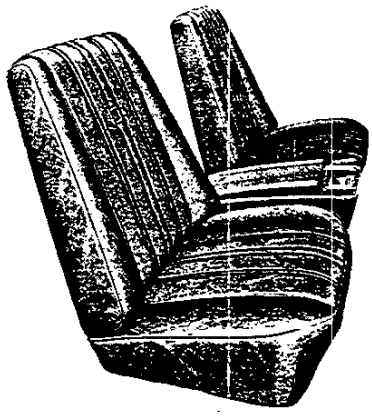
Molded polyurethane foam pads over a steel cushion spring and frame assembly and a backrest frame assembly provide resilient support for driver and passengers. Backrest frame (front seat in Regular Cabs; rear seat in Crew Cabs) incorporates anti-finger-pinch design. Backrest for Crew Cab and Bonus Cab front seat incorporates impact barrier construction. Front seats are adjustable fore and aft. Trim is durable, easy-to-clean vinyl. Regular Cab front seats and Crew Cab rear seats are available with optional folding backrests to provide access to storage space behind seat.



FULL-DEPTH FOAM (RPO Z52)

(Trim shown—Ribbed pattern velour cloth)

Seat cushion consists of a 6½-inch-thick urethane foam pad and special spring and frame assembly replacing standard front seat cushion pad and frame. Trim for full-foam seat is identical to that of standard seat, but when Scottsdale, Cheyenne or Silverado model options are ordered, this seat construction is included with respective trims. Also, this seat construction is standard for Crew Cab rear seat, and seats are available with optional folding backrest as described under Standard Bench Seat.



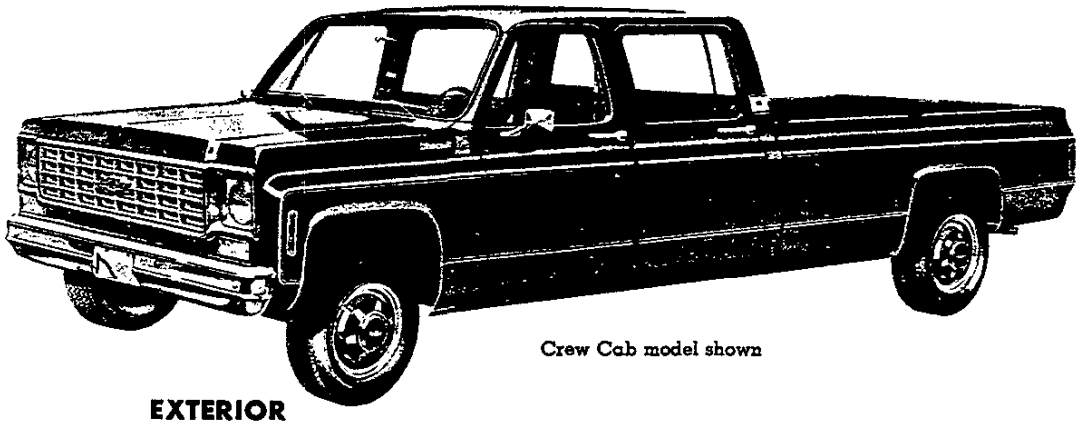
FRONT BUCKET SEATS

This option for Regular Cabs consists of two bucket-type seats with foam padding and special all-vinyl trim plus a center console with spacious stowage compartment. Bright trim decorates the textured plastic console which includes an ashtray. Option includes carpeting on floor and lower portion of cab rear panel, full floor insulation, and full-length door sill scuff plates.

PICKUP

SILVERADO MODEL OPTION—RPO YE9 (FOR CREW CAB AND BONUS CAB MODELS)

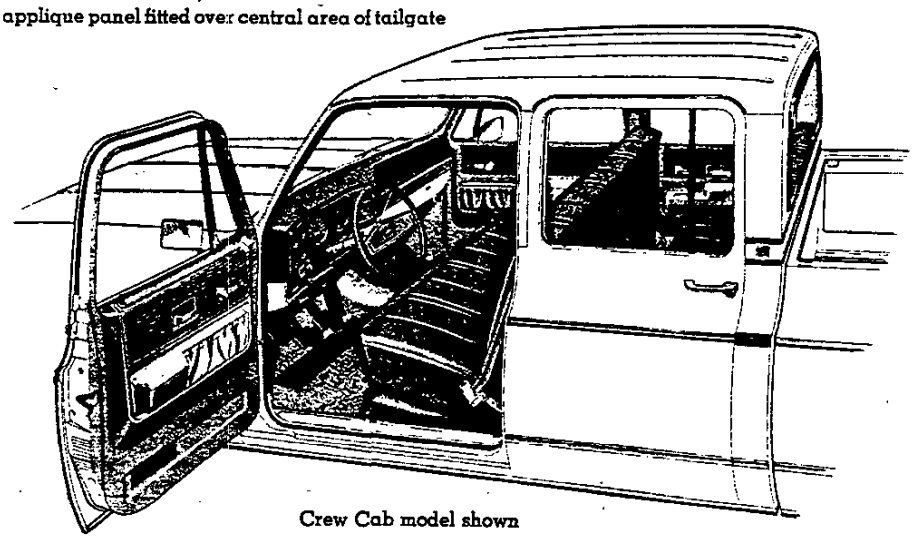
This option includes all items in the Scottsdale model option plus the additions or substitutions listed below



Crew Cab model shown

EXTERIOR

- **Bright Appearance Items:**
  - "Silverado" nameplates, with series designation, on front fenders
  - Cab back panel applique and molding
  - "Chevrolet" nameplate on tailgate panel
  - Upper and lower body side and tailgate moldings with black paint trim
  - Wheel-opening lip moldings with black paint trim (front only on models with dual rear wheels)
  - Satin-finished applique panel fitted over central area of tailgate
- **Cab-to-Fender Insulators**
- **Hood Insulator**
- **Secondary Door Seals:** On door upper frames



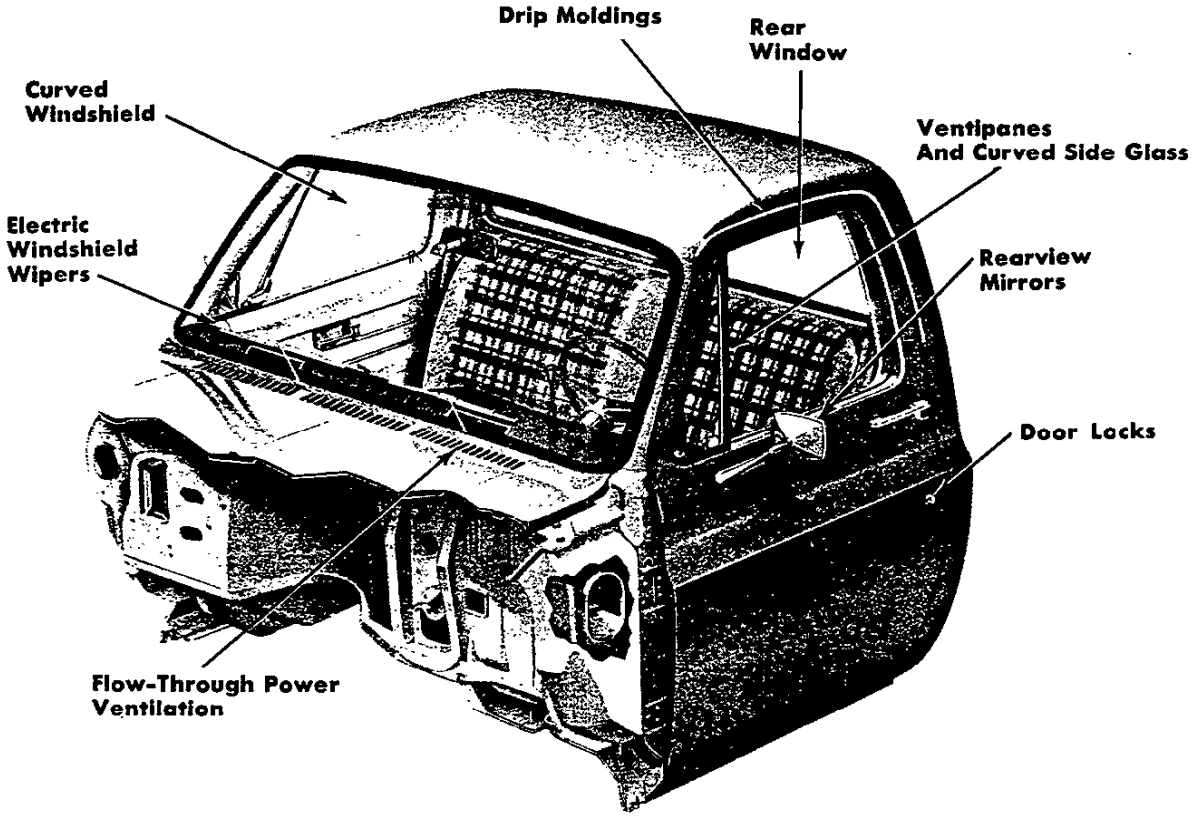
Crew Cab model shown

INTERIOR

- **Bright Appearance Items:**
  - "Silverado" nameplate on instrument panel pad
  - Four-speed transmission shift lever
  - Trim on instrument cluster face plate, door trim panels, and steering wheel
- **Door Trim Panels:** Special color-keyed molded plastic with woodgrain inserts having bright borders with tooled leather pattern trim; includes vinyl storage pockets on front units
- **Floor Covering:** Color-keyed carpeting. (Except Bonus Cab rear compartment.)
- **Instrument Cluster:** Voltmeter, oil pressure gauge, and engine temperature gauge replace warning lamps; includes woodgrained trimmed face plate
- **Insulation:** Under front seat at left and right hand sides
- **Seats:** Choice of: 1) all-vinyl buffalo hide grain trim; or 2) ribbed pattern velour cloth and vinyl trim. Includes folding backrest on Crew Cab rear seat. See Interior and Exterior Color Selection Chart for color availability
- **Steering Wheel Trim:** Woodgrain insert on spokes
- **Trim Panels:** Color-keyed molded plastic on cowl side panels

PICKUP

STANDARD CAB FEATURES



Curved Windshield—The large, one piece windshield of laminated safety glass has an area of approximately 1447 square inches for excellent visibility.

Rear Window—The rear window is of solid safety glass, with a 790 square inch area.

Electric Windshield Wipers—High-capacity, 2-speed motor provides constant wiping action regardless of engine load or accelerator position. Wipers have 16-inch blades. Wiper arms, which are partially concealed by the hood, and the metal portions of the blades have a matte finish. Electric washers with a 3-pint capacity reservoir are also standard. Dual orifice washer nozzles assure efficient washing action.

Drip Moldings—Bright metal moldings over side doors.

Flow-Through Power Ventilation—With ignition switch on, outside air enters the Cab through louvers at the rear of the hood panel—away from road dust, heat and fumes.

The air passes through screened inlets into a plenum chamber built into the cowl, where water is separated from the air and drained out. Air enters the driver compartment through the heater (or optional air-conditioning) system and exits through pressure relief valves in each door. Additional air may be admitted into the interior through two inlets—one on the right side and one on the left side of the lower cowl structure. Inlet valves are operated by levers integral with the inlet assemblies.

Ventipanes and Curved Side Glass—Additional flow of outside air can be controlled by a pivot-type ventipane in each front door. Friction-type latches with smoothly-contoured handles assure excellent sealing. Ventipanes, as well as curved door windows, are of solid safety glass with an area of 546 square inches for each side. (Crew Cab and Bonus Cab rear side door glass area—488 sq. in. each.)

Rearview Mirrors

Standard chrome exterior mirrors are of the fixed arm type with 5½" x 4" adjustable heads. Both right-hand and left-hand units are provided.

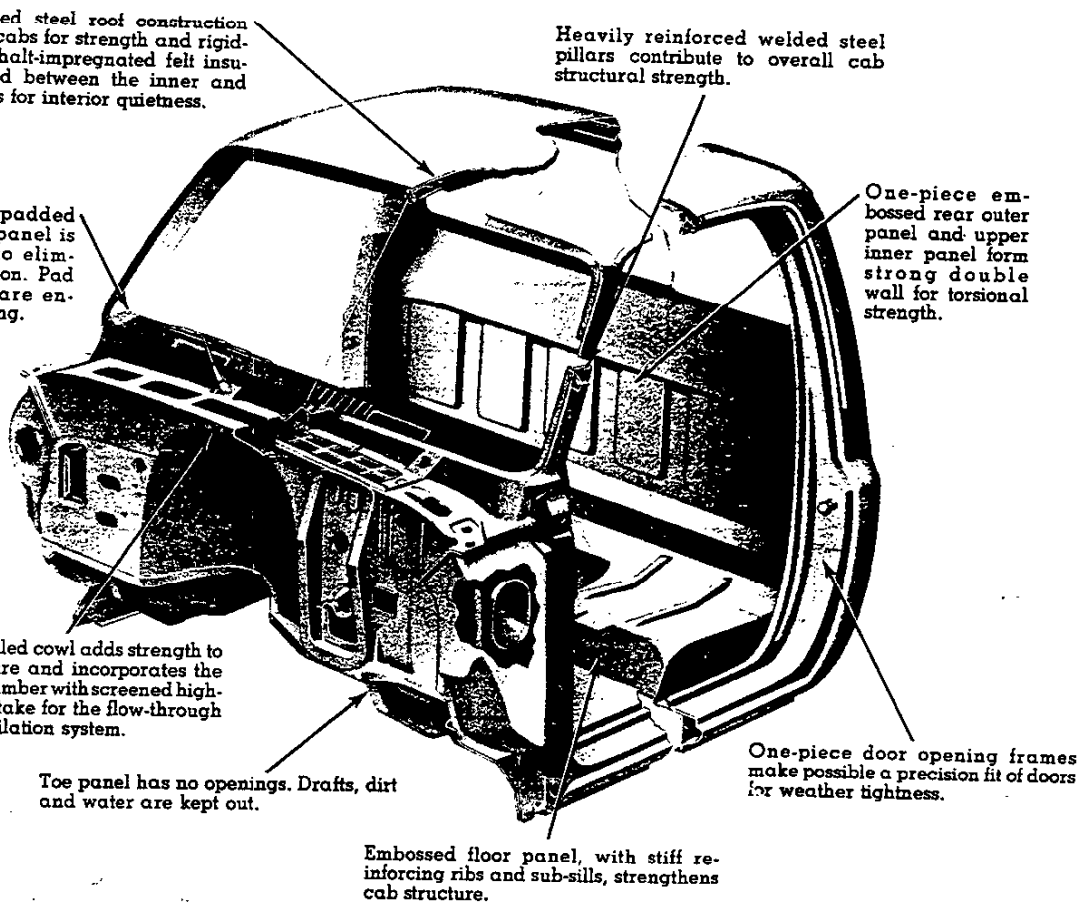
Many optional mirror combinations are also available. See the Optional Equipment listing for each model.

Door Locks—All cab models include left & right hand key-operated (front) door locks as standard equipment. Depression of inside pushbuttons prevents accidental front and rear door opening and provides keyless front door locking when leaving the vehicle. Door lock key is separate from the ignition key for theft protection.

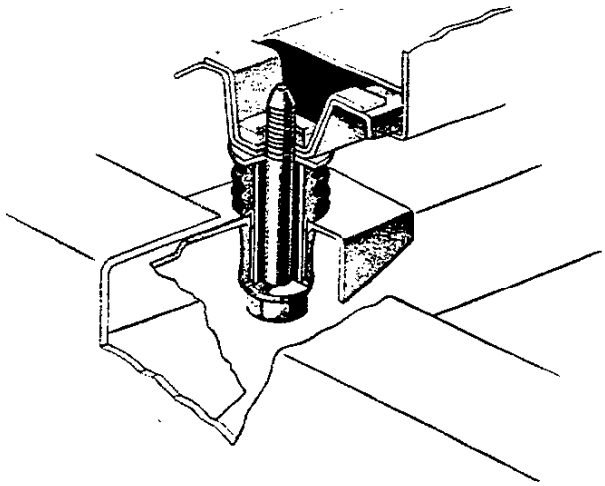
Identification and Clearance Lights—All models with second unit bodies 80" wide or over, or models with dual rear wheels, are equipped with cab identification and clearance lights. See individual model specification pages.

PICKUP

CAB CONSTRUCTION



CAB MOUNTINGS

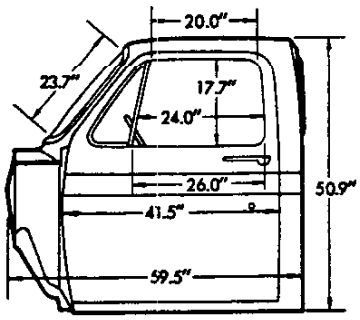


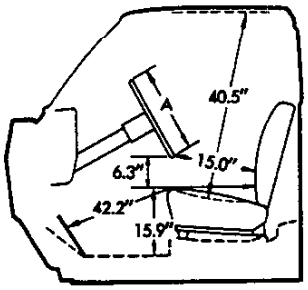
Typical Cab Mount shown.

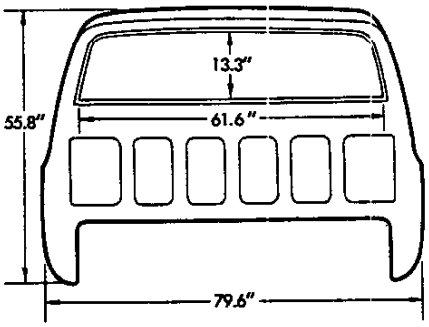
Both front and rear cab mounts used are the compression-rebound type for quietness and durability.

PICKUP

CAB DIMENSIONS *

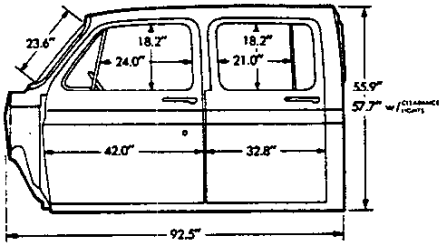


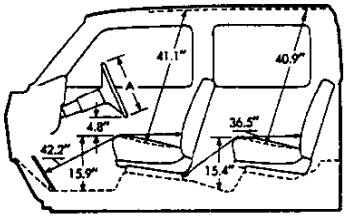




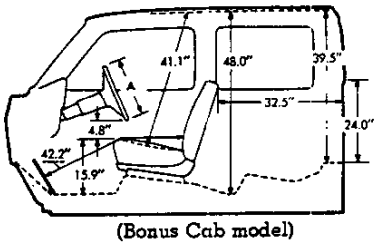
Glass Area (sq in)

Windshield	**1447**	**Rear side door window (each side) on Crew Cab including fixed window**	**488**
Front side door window (each side) including ventipanes	**546**	**Rear window**	**790**





(Crew Cab model)

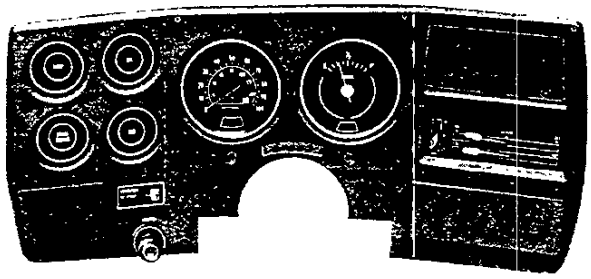


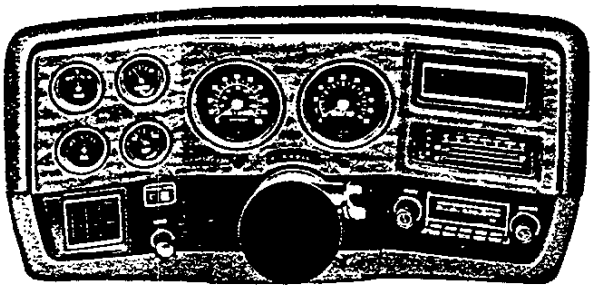
(Bonus Cab model)

**All interior dimensions measured with seat in rear position. Seat travel is 5".*

INSTRUMENT CLUSTERS

Standard Cluster with warning lights for engine temperature, generator, and oil pressure.





Optional Cluster (RPO Z53) with voltmeter, engine temperature gauge, and oil pressure gauge. Included in Silverado model option (RPO YE9) along with woodgrain trim, as illustrated. Woodgrain trim (RPO BC2) is available for optional cluster when used with Custom Deluxe models, Scottsdale model option (RPO Z62), or Cheyenne model option (RPO Z84). Cluster face plate without woodgrain trim has black crackle finish same as standard cluster. An electric clock (RPO U35), shown at lower left, or a tachometer (RPO U16) is available for use with the optional cluster. When the optional tachometer is ordered, it replaces the regular fuel gauge (right center), and another fuel gauge is added in the clock provision.

Optional air conditioning outlets and radio also shown in illustration.

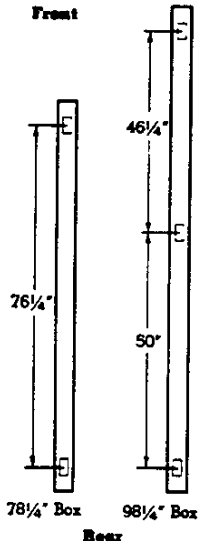
PICKUP

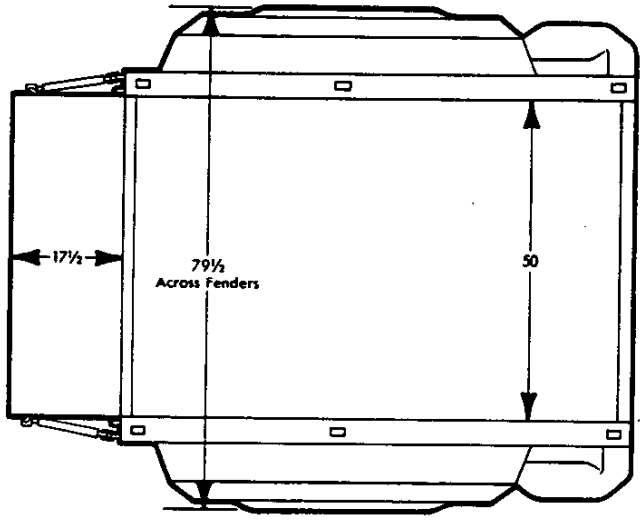
STEPSIDE PICKUP BOX

Body Ordering Code E62

DIMENSIONS

Stake Pocket Locations





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

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

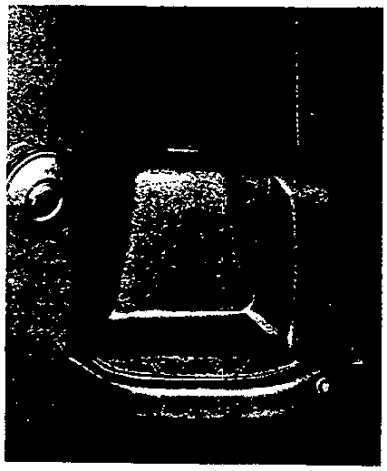
On each side of the body, Stepside pickups have a running board and step just forward of the fender. This step is a great convenience in jobs requiring frequent working of the load from the side.

Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78¼" bodies there are 2 pockets on each side and on 98" bodies there are 3 pockets on each side. See the diagram at left above for location of these stake pockets.

All metal body panels are primed for corrosion protection, and the Elpo electro-coating process is used to prime the side panels, tailgate, and front panel to assure that all surfaces of these more complicated components—even surfaces not visible—receive a coat of prime paint.

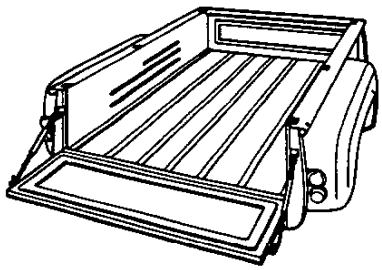
Body Sizes

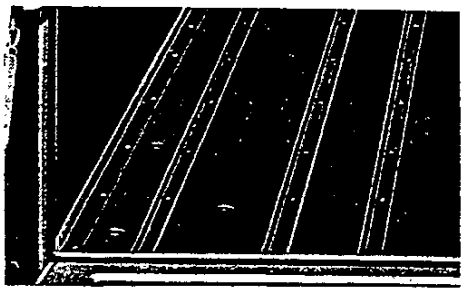
Model	Body Length	Volume
C10703 K10703	78¼"	39.7 cu ft
C10903 C20903 C30903 K10903 K20903	98¼"	49.8 cu ft



Convenient Side Step

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

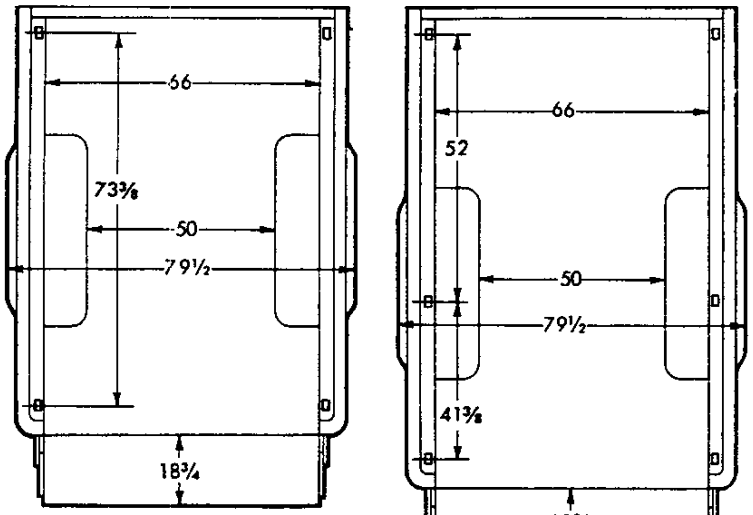


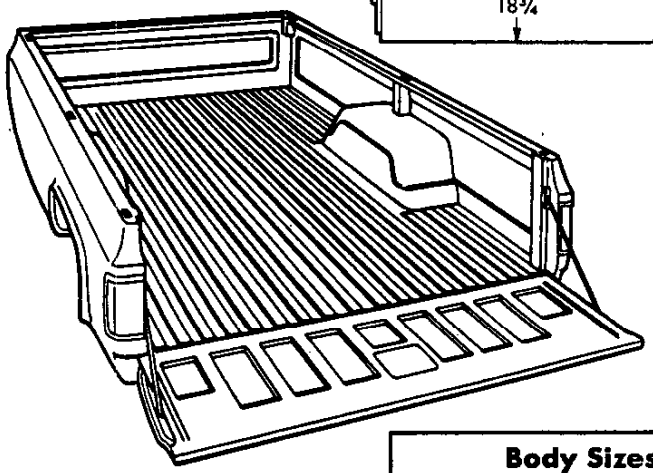


Steel Skid Strips

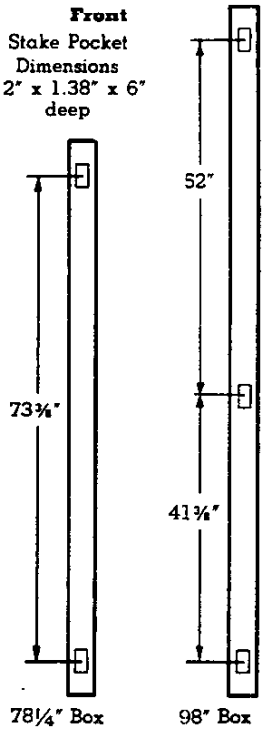
Seven flush steel skid strips hold floor planks securely, yet allow expansion with changes in temperature and humidity. Recessed bolt heads prevent cargo damage in loading and unloading.

PICKUP
FLEETSIDE PICKUP BOX
SINGLE REAR WHEEL APPLICATION
Body Ordering Code E63
DIMENSIONS



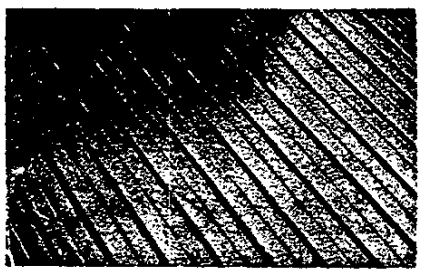


Stake Pocket Locations

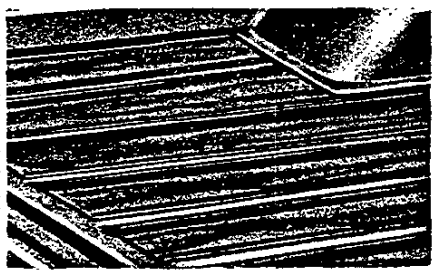


Body Sizes

Model	Body Length	Volume
C10703 K10703	78¼"	58.4 cu ft
C10903 C20903 C20943 C20963 K10903 K20903 C30903 C30943 C30963	98"	74.3 cu ft



Steel Floor



Wood Floor

Fleetside pickup boxes feature double-walled construction in the side panels and tailgate to prevent load dents from marring the appearance of the outer panels.

All metal body panels are primed for corrosion protection, and the Elpo electro-coating process is used to prime the side panels, tailgate, standard floor panel, and front panel to assure that all surfaces of these more complicated components—even surfaces not visible—receive a coat of prime paint.

A tight-fitting full-width tailgate holds such loads as grain and sand with minimal loss. It is operated by a mechanically actuated latch and retained in the horizontal position by hinged steel support straps. A quick-release feature allows it to be quickly and easily removed and re-installed by one person. The tailgate latch features one-hand operation for easy opening and closing.

Reinforced pockets (2" x 1.38") for the addition of stake racks are provided to increase the bulk carrying capacity of the box. On 78" bodies there are two pockets on each side; on 98" body there are three pockets on each side. See the diagram at right above for location of these stake pockets.

The 98" Fleetside pickup box is available in either the standard all-steel floor or (RPO E81) wood floor with steel skid strips. An all-steel floor is used exclusively for the 78⅛" box.

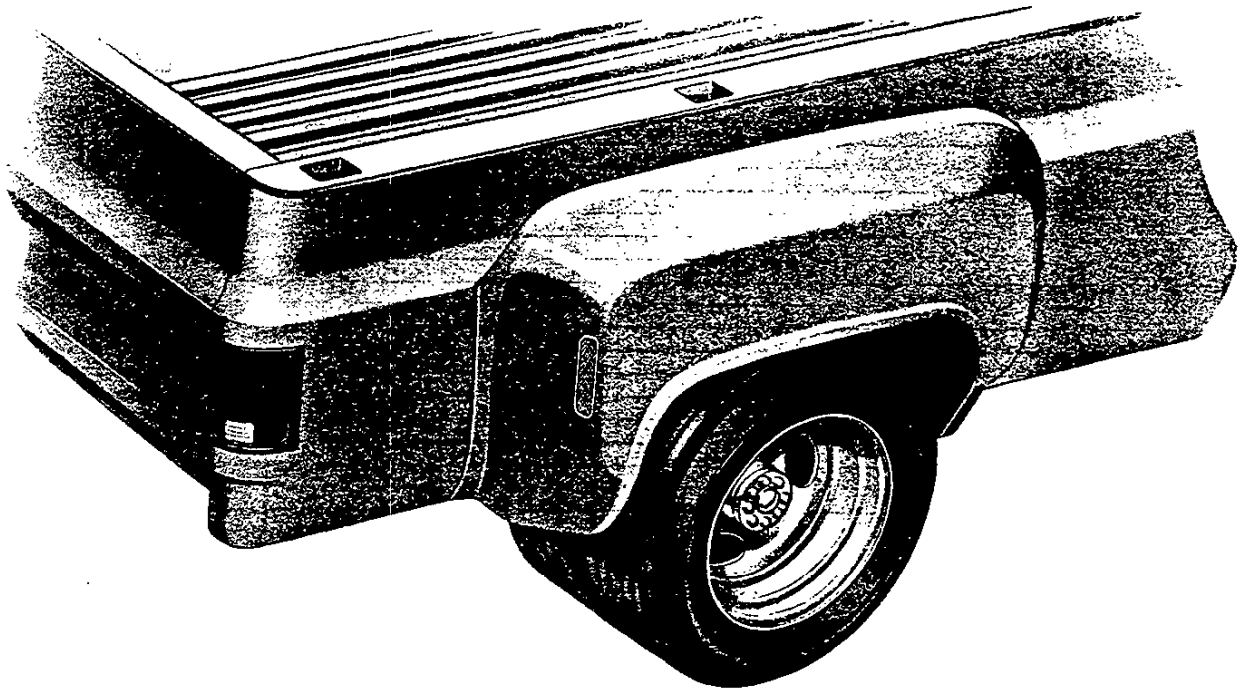
PICKUP

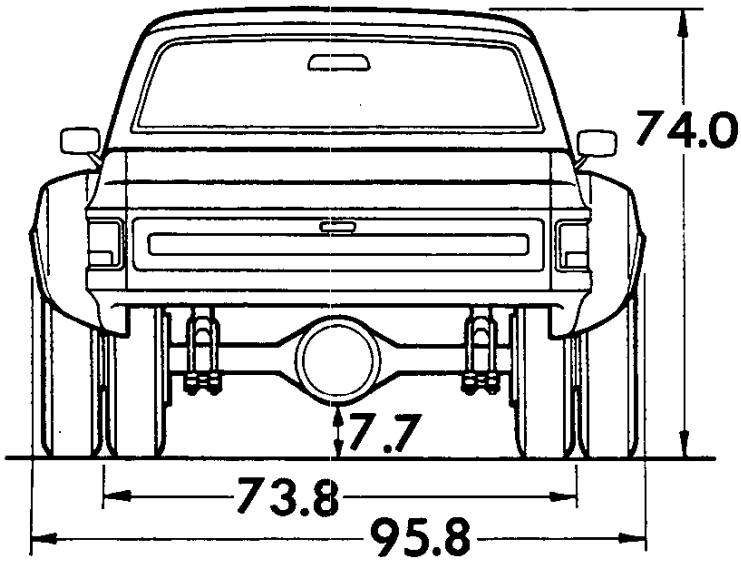
FLEETSIDE PICKUP BOX

DUAL REAR WHEEL APPLICATION

Body Ordering Code E63

DIMENSIONS





The 8-foot Fleetside Pickup Box for dual rear wheel application offers all the features described for single rear wheel application. Additionally, it includes one-piece fenders constructed of fiberglass reinforced plastic bolted to each rear wheelhouse area. This provides an extension to cover the dual rear wheel equipment. Clearance lights are located fore and aft of the wheel openings on the fender extensions. Installation also includes five amber clearance and identification lights mounted on the cab roof along with five red rear marker lamps mounted on the tailgate.

Fleetside Pickup Box (Code E63) and dual rear wheels (RPO RO5) are available only on models CC30903, CC30943, or CC30963 with Camper Special Chassis Equipment (RPO Z81 or Z83).

Dana wider track rear axle used when dual rear wheels are ordered on Fleetside pickups.

PICKUP
REGULAR CABS ONLY
INTERIOR AND EXTERIOR COLOR CHARTS

Please Note: Exterior and interior combinations shown in charts below are those *recommended* by Chevrolet; however, any exterior color combination may be ordered with any available interior color if the particular combination is desired by a customer.

INTERIOR TYPE	Decor Option	INTERIOR TRIM COLOR AND CODE					
		Blue	Blue/ White	Green	Red	Saddle	Sand
Custom Deluxe	**STD**						
Vinyl (Code V) Bench Seat		VDD1		VGG1	VRR1	VSS1	
Custom Vinyl (Code W) Bucket Seats		XDD2				XSS2	
Scottsdale	**Z62**						
Custom Cloth (Code D) Bench Seat		LDD1		LGG1	LRR1	LSS1	
Custom Vinyl (Code W) Bench Seat		XDD1		XGG1	XRR1	XSS1	XTT1
Custom Vinyl (Code W) Bucket Seats		XDD2				XSS2	
Knit Vinyl (Code E) Bench Seat			NDW1	NGG1	NRR1	NSS1	
Cheyenne	**Z84**						
Custom Cloth (Code D) Bench Seat		LDD1		LGG1	LRR1	LSS1	
Custom Vinyl (Code W) Bench Seat		XDD1		XGG1	XRR1	XSS1	XTT1
Custom Vinyl (Code W) Bucket Seats		XDD2				XSS2	
Silverado	**YE9**						
Custom Cloth (Code D) Bench Seat		LDD1		LGG1	LRR1	LSS1	
Custom Vinyl (Code W) Bench Seat		XDD1		XGG1	XRR1	XSS1	XTT1
Custom Vinyl (Code W) Bucket Seats		XDD2				XSS2	

EXTERIOR COLORS ♦	Primary	Secondary	RECOMMENDED INTERIOR TRIM COLORS					
BLUE, SKYLINE (Light)	20	20	X			X	X	X
White, Frost	20	12	X					
BLUE, HAWAIIAN (Medium)	23	23	X			X	X	X
Blue, Skyline	23	20	X					X
Tan, Santa Fe	23	60	X					X
White, Frost	23	12	X					X
BLUE, CATALINA (Dark) (M)	25	25	X	X		X	X	X
Blue, Skyline	25	20	X					X
White, Frost	25	12	X	X				
BRONZE, GRECIAN	61	61					X	X
Buckskin	61	62					X	X
Tan, Santa Fe	61	60					X	X
White, Frost	61	12					X	X
BUCKSKIN	62	62	X		X	X	X	X
Tan, Santa Fe	62	60			X	X	X	X
White, Frost	62	12			X	X	X	X
GOLD, YUBA (Medium) (M)	53	53					X★	X
Tan, Santa Fe	53	60						X
White, Frost	53	12					X★	X
GOLD, MOSS (Dark) (M)	81	81					X★	X
Tan, Santa Fe	81	60						X
White, Frost	81	12					X★	X
GREEN, WILLOWAY (Light)	43	43			X		X●	X
White, Frost	43	12			X		X●	
GREEN, SPRING (Medium) (M)	41	41			X		X	X
Green, Willoway	41	43			X			
White, Frost	41	12			X			X
GREEN, GLENWOOD (Dark)	46	46			X		X	X
Buckskin	46	62			X		X	X
Green, Willoway	46	43			X			X
Tan, Santa Fe	46	60			X			X
White, Frost	46	12			X		X	X
RED, CRIMSON (Medium)	73	73				X	X	X
Tan, Santa Fe	73	60				X	X	X
White, Frost	73	12				X	X	X
RED, ROSEDALE (Dark)	71	71				X	X	X
Buckskin	71	62				X		X
Tan, Santa Fe	71	60				X		X
White, Frost	71	12				X		X
SILVER, SARATOGA (M)	17	17	X		X	X		
Red, Rosedale	17	71				X		
White, Frost	17	12	X			X		
TAN, SANTA FE	60	60	X		X	X	X	X
Buckskin	60	62					X	X
Red, Rosedale	60	71				X	X	X
White, Frost	60	12			X	X	X	X
WHITE, FROST	12	12	X	X	X	X	X	X
Blue, Skyline	12	20	X					X
Buckskin	12	62			X		X	X
Green, Willoway	12	43			X			X
Red, Rosedale	12	71				X		X
Tan, Santa Fe	12	60				X	X	X

♦ Primary color shown in **BOLDFACE TYPE;** secondary colors shown in Lightface Type. See paint illustration page for two-tone paint application. **(M):** Metallic. ★ Only available with VSS1 and XSS2 seats. ● Only available with XSS2 seats.
Seat Trim Codes: V—Plaid Pattern Vinyl; W—Buffalo Hide Vinyl; D—Ribbed Pattern Velour Cloth; E—Striped Knit Vinyl

PICKUP

CREW CABS AND BONUS CABS ONLY

INTERIOR AND EXTERIOR COLOR CHARTS

Please Note: Exterior and interior combinations shown in charts below are those *recommended* by Chevrolet; however, any exterior color combination may be ordered with any available interior color if the particular combination is desired by a customer.

INTERIOR TYPE	Decor Option		INTERIOR TRIM COLOR AND CODE		
			Blue	Red	Saddle
Custom Deluxe Vinyl (Code V) Bench Seat	**STD**		VDD1	VRR1	VSS1
Scottsdale	**Z62**				
Vinyl (Code V) Bench Seat			VDD1	VRR1	VSS1
Custom Cloth (Code D) Bench Seat			LDD1	LRR1	LSS1
Custom Vinyl (Code W) Bench Seat			XDD1	XRR1	XSS1
Silverado	**YE9**				
Custom Cloth (Code D) Bench Seat			LDD1	LRR1	LSS1
Custom Vinyl (Code W) Bench Seat			XDD1	XRR1	XSS1
EXTERIOR COLORS ♦	**Primary**	**Secondary**	**RECOMMENDED INTERIOR TRIM COLORS**		
BLUE, SKYLINE (Light)	20	20	X	X	X
White, Frost	20	12	X		
BLUE, HAWAIIAN (Medium)	23	23	X	X	X
Blue, Skyline	23	20	X		
Tan, Santa Fe	23	60	X		
White, Frost	23	12	X		
BLUE, CATALINA (Dark) (M)	25	25	X	X	X
Blue, Skyline	25	20	X		
White, Frost	25	12	X		
BRONZE, GRECIAN	61	61			X
Buckskin	61	62			X
Tan, Santa Fe	61	60			X
White, Frost	61	12			X
BUCKSKIN	62	62	X	X	X
Tan, Santa Fe	62	60		X	X
White, Frost	62	12		X	X
GOLD, YUBA (Medium) (M)	53	53			X
White, Frost	53	12			X
GOLD, MOSS (Dark) (M)	81	81			X
White, Frost	81	12			X
GREEN, WILLOWAY (Light)	43	43			X
White, Frost	43	12			X
GREEN, SPRING (Medium) (M)	41	41			X
Green, Willoway	41	43			X
White, Frost	41	12			X
GREEN, GLENWOOD (Dark)	46	46			X
Buckskin	46	62			X
Green, Willoway	46	43			X
White, Frost	46	12			X
RED, CRIMSON (Medium)	73	73		X	X
Tan, Santa Fe	73	60		X	X
White, Frost	73	12		X	X
RED, ROSEDALE (Dark)	71	71		X	X
Buckskin	71	62		X	
Tan, Santa Fe	71	60		X	
White, Frost	71	12		X	
SILVER, SARATOGA (M)	17	17	X	X	
Red, Rosedale	17	71		X	
White, Frost	17	12	X	X	
TAN, SANTA FE	60	60	X	X	X
Buckskin	60	62			X
Red, Rosedale	60	71		X	X
White, Frost	60	12		X	X
WHITE, FROST	12	12	X	X	X
Blue, Skyline	12	20	X		
Buckskin	12	62			X
Green, Willoway	12	43			X
Red, Rosedale	12	71		X	
Tan, Santa Fe	12	60		X	X

♦ Primary color shown in **BOLD FACE TYPE;** secondary colors shown in Lightface Type. See paint illustration page for two-tone color application. **(M):** Metallic

Seat Trim Codes: V—Plaid Pattern Vinyl; W—Buffalo Hide Vinyl; D—Ribbed Pattern Velour Cloth

PICKUP

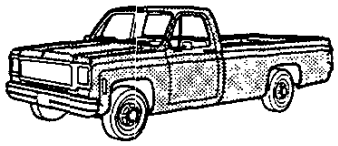
SOLID AND TWO-TONE* EXTERIOR COLOR COMBINATIONS

The application of paint for solid and two-tone exterior color combinations is shown below.

SERIES 10-30

All Series 10-30 Pickups may be ordered with solid color or Conventional two-tone paint treatment. Special and Deluxe two-tone paint treatments also are available for Fleetside Pickups.

SOLID PAINT—ZY1



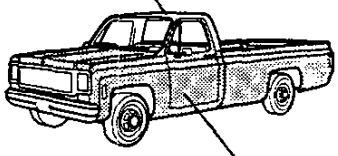
SOLID COLOR

Solid color paint (ZY1) is standard on all models. All painted areas of the cab, front end sheet metal, and box are the same color. White paint is applied to the raised "Chevrolet" lettering on the tailgate except with Frost White, then black paint is applied. (A bright trim plate covers the lettering on Fleetside models when the Cheyenne or Silverado Model Options are ordered).

SOLID PAINT—ZY1

CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color



Primary Body Color

CONVENTIONAL TWO-TONE

Conventional two-tone (ZY2) consists of the secondary color on cab roof and cab back panel above the belt line, with the elected primary color on the remainder of the cab, on the front end sheet metal, and on the pickup box. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the primary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering on Fleetside models when the Cheyenne or Silverado Model Options are ordered). Includes cab back panel applique and molding, except with the Cheyenne or Silverado Model Options where it is already included.

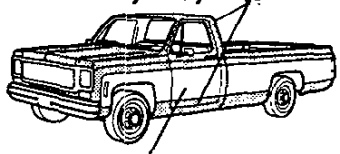
CONVENTIONAL TWO-TONE PAINT—ZY2

Secondary Body Color

Primary Body Color

SPECIAL TWO-TONE PAINT—ZY3
FLEETSIDE ONLY
(Includes YG1 Moldings)

Primary Body Color



Secondary Body Color

SPECIAL TWO-TONE

Special two-tone (ZY3) paint colors are available only on Fleetside Pickup models and include custom upper and lower moldings (except with the Silverado Model Option where they are already included; also, only lower moldings are provided with the Cheyenne Model Option, as the upper moldings are already included). The primary color is applied to the areas above and below the moldings (including the cab roof). The secondary color is applied to the areas between these moldings. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the secondary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering when the Cheyenne or Silverado Model Options are ordered).

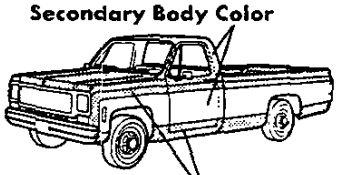
SPECIAL TWO-TONE PAINT—ZY3
(Includes YG1 Moldings)

Primary Body Color

Secondary Body Color

DELUXE TWO-TONE PAINT—ZY4
FLEETSIDE ONLY
(Includes YG1 Moldings)

Secondary Body Color



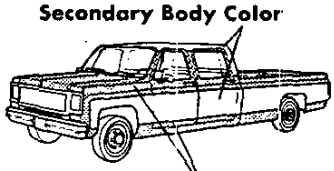
Primary Body Color

DELUXE TWO-TONE

Deluxe two-tone (ZY4) paint colors are available only on Fleetside Pickup models and include custom upper and lower moldings (except with the Silverado Model Option where they are already included; also, only lower moldings are provided with the Cheyenne Model Option, as the upper moldings are already included). Also includes cab back panel applique and molding (except with Cheyenne or Silverado Model Options where it is included). The cab roof, cab back panel above the belt line, and the areas between the upper and lower moldings are painted the secondary color with the primary color applied on all other areas. White paint is applied to the raised "Chevrolet" lettering on the tailgate, except when the secondary color is Frost White, then black paint is applied. (A bright trim plate covers the lettering when the Cheyenne or Silverado Model Options are ordered.)

DELUXE TWO-TONE PAINT—ZY4
(Includes YG1 Moldings)

Secondary Body Color

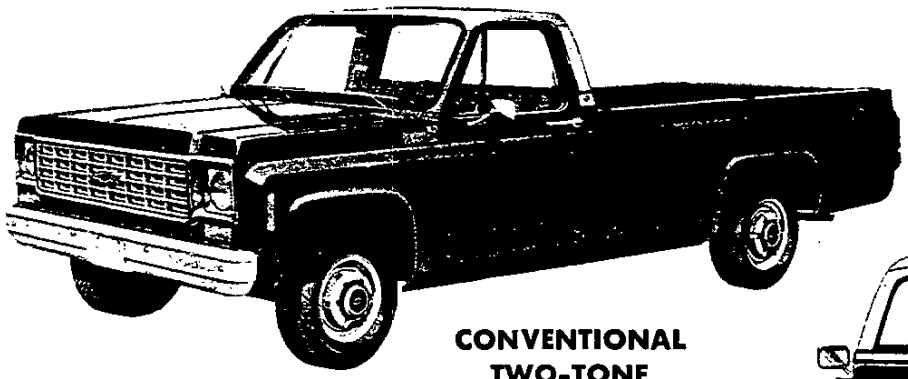


Primary Body Color

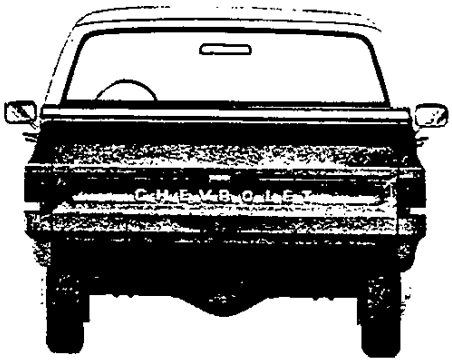
*Optional at extra cost

PICKUP

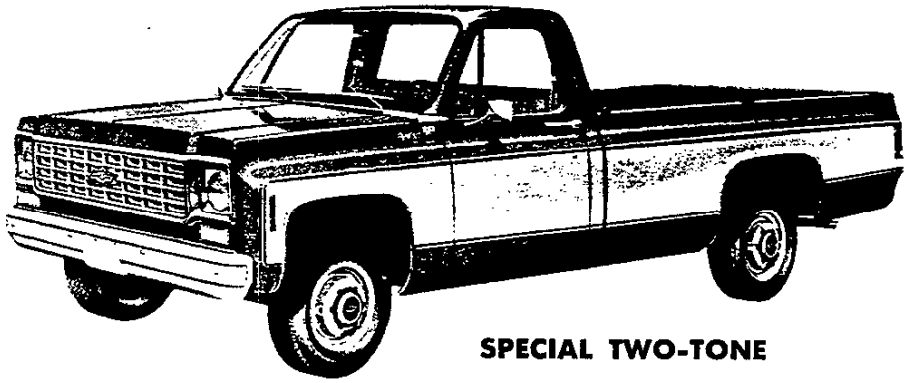
TWO-TONE EXTERIOR COLOR COMBINATIONS*



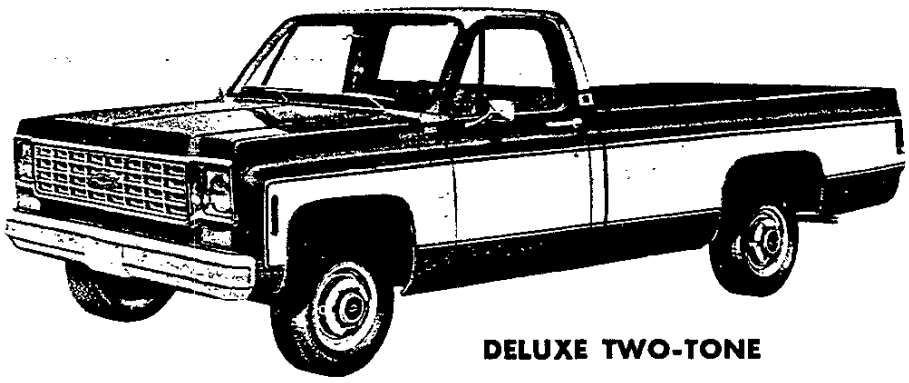
CONVENTIONAL TWO-TONE



CONVENTIONAL TWO-TONE



SPECIAL TWO-TONE



DELUXE TWO-TONE

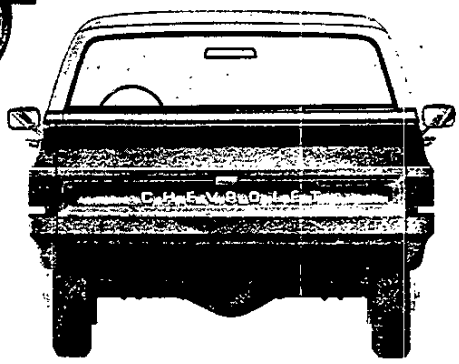
*Optional at extra cost.

PICKUP

TWO-TONE EXTERIOR COLOR COMBINATIONS*

Silverado trim also shown in illustration.

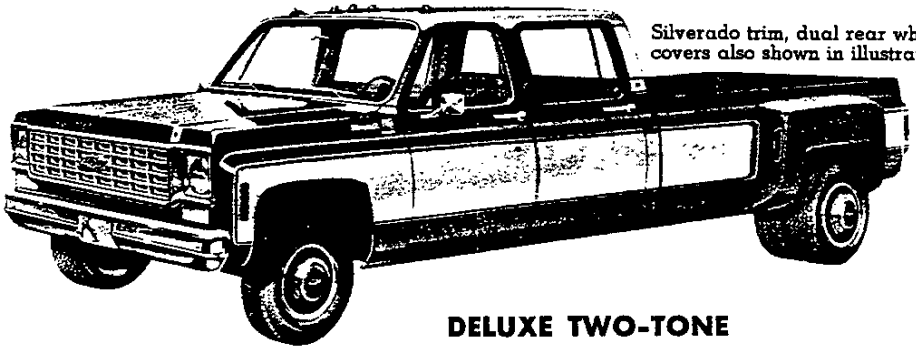
CONVENTIONAL TWO-TONE



CONVENTIONAL TWO-TONE

Silverado trim also shown in illustration.

SPECIAL TWO-TONE



Silverado trim, dual rear wheels, and wheel covers also shown in illustration.

DELUXE TWO-TONE

*Optional at extra cost.

PICKUP—Conventional Drive

C10 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C10	BIG-10 (C10/F44)
Engine		
Base Equip.—6 cyl.	250 1-bbl. L6	250 1-bbl. L6
—8 cyl.	350 2-bbl. V8	350 4-bbl. V8
Clutch—6 cyl.	11″; 124 sq. in.	11″; 124 sq. in.
—8 cyl.	11″; 124 sq. in.	12″; 150 sq. in.
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway type; 1-qt.	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling, page 30, for specific model applications	
Suspension, Front	Independent; Coil Springs	
Capacity	3100 lb.	3400 lb.
Springs @ Ground—6 cyl.	1475 lb. ea.	1550 lb. ea.
—8 cyl.	1550 lb. ea.	1625 lb. ea.
Shock Absorbers	1″ dia.	1″ dia.
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	3750 lb.	
Axle Ratio	3.40	
Springs @ Ground	1550 lb. ea.	2000 lb. ea.
Shock Absorbers	1″ dia.	1″ dia.
Brakes	Hydraulic; Self-adjusting	
Front	Disc; 11.86″ Rotor	
Rear	Drum; 11″ x 2″	Drum; 11.15″ x 2.75″
Booster	—	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—6 cyl.	2500 watts @ 0°F.	
—8 cyl.	3200 watts @ 0°F.	
Delcotron Generator	37 amp.	
Frame	Carbon Steel; 39,000 psi	
Section Modulus	3.14	
Fuel Tank (nominal capacity)		
—117.5″ WB	16 gal.	
—131.5″ WB	20 gal.	
Steering Gear Type	Manual; Recirculating Ball Gear	
Linkage	Parallelogram	
Transmission	Fully Synchronized 3-Speed	
Shift Location	Steering Column	
Tires	(5) G78–15B (4PR)	(5) L78–15B (4PR)
Wheels	(5) Disc 15″ x 6″	

PICKUP—Conventional Drive

C20-30 REGULAR CABS

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C20	C30
Engine		
Base Equip.—6 cyl.	292 1-bbl L6	
—8 cyl.	350 4-bbl V8	
Clutch—6 cyl.	11″, 124 sq. in.	
—8 cyl.	12″, 150 sq. in.	
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway Type; 1-qt.	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling, page 27, for specific model applications	
Suspension, Front	Independent; Coil Springs	
Capacity	3800 lb.	
Springs @ Ground—6-cyl.	1900 lb. ea.	
—8-cyl.	1750 lb. ea.	
Shock Absorbers	1″ dia.	
Suspension, Rear		
Type	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	5700 lb	7500 lb.
Axle Ratio—6-cyl.	4.10	4.10
—8-cyl.	3.73	4.10
Springs, Main @ Ground	2000 lb. ea.	2000 lb. ea.
Shock Absorbers	1″ dia.	1.38″ dia.
Brakes	Hydraulic; Self-adjusting	
Front	Disc; 12.5″ Rotor	Disc; 12.5″ Rotor
Rear	Drum; 11.15″ x 2.75″	Drum; 13″ x 2.5″
Booster	Dual Diaphragm	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery	3200 watts @ 0°F.	
Delcotron Generator	37 amp.	
Frame	Carbon Steel: 39,000 psi	
Section Modulus	3.92	6.20
Fuel Tank (nominal capacity)	20 gal.	20 gal.
Steering Gear Type	Manual; Recirculating Ball Gear	
Linkage	Parallelogram	
Transmission	3-Speed	4-Speed CH465
Shift Location	Steering Column	Floor
Tires	(4) 8.75–16.5C (6PR)	
Wheels	(5) Disc	
Size	16.5″ x 6″	

PICKUP—Conventional Drive

BONUS CAB & CREW CAB

STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

Series	C20 Bonus Cab	C20 Crew Cab	C30 Bonus/Crew Cab
Engine			
Base Equip—6 cyl.	292 1-bbl L6		
—8 cyl.	350 4-bbl V8		
Clutch—6 cyl.	11"; 124 sq. in.		
—8 cyl.	12"; 150 sq. in.		
Air Filter	Oiled-paper Element		
Oil Filter	Throwaway type; 1 qt.		
Exhaust System	Single; Aluminized		
Emission Control Systems	See Engine & Cooling, page 27, for specific model applications		
Suspension, Front	Independent; Coil Springs		
Capacity	3800 lb.		4000 lb.
Springs @ Ground	1900 lb. ea.		2000 lb. ea.
Shock Absorbers	1" dia.		
Suspension, Rear			
Type	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs		
Axle Capacity	7500 lb.		
Axle Ratio	4.10		
Springs @ Ground	2600 lb. ea.	2850 lb. ea.	3500 lb. ea.
Shock Absorbers	1" dia.		1.38" dia.
Brakes	Hydraulic; Self-adjusting		
Front	Disc; 12.5" rotor		
Rear	Drum; 13" x 2.5"		13" x 3.5"
Booster	Dual Diaphragm		Hydro-Boost
Parking	Cable to Rear Wheels		
Electrical	12 Volt; Negative Ground		
Battery	3200 watts @ 0°F.		
Delcotron Generator	37 amp		
Frame	Carbon Steel; 39,000 psi		
Section Modulus	7.33		
Fuel Tank			
(Nominal Capacity)	20 gal.		
Steering Gear Type	Manual; Recirculating Ball Gear		
Linkage	Parallelogram		
Transmission	3-Speed	4-Speed CH 465	
Shift Location	Steering Column	Floor	
Tires—Front	(2) 8.75-16.5C (6PR)	(2) 9.50-16.5D (8PR)	(2) 9.50-16.5E (10PR)
—Rear	(2) 8.75-16.5D (8PR)	(2) 9.50-16.5D (8PR)	(2) 9.50-16.5E (10PR)
Wheels	(5) Disc		
Size	16.5" x 6.0"	16.5" x 6.75"	

PICKUP—4-Wheel Drive

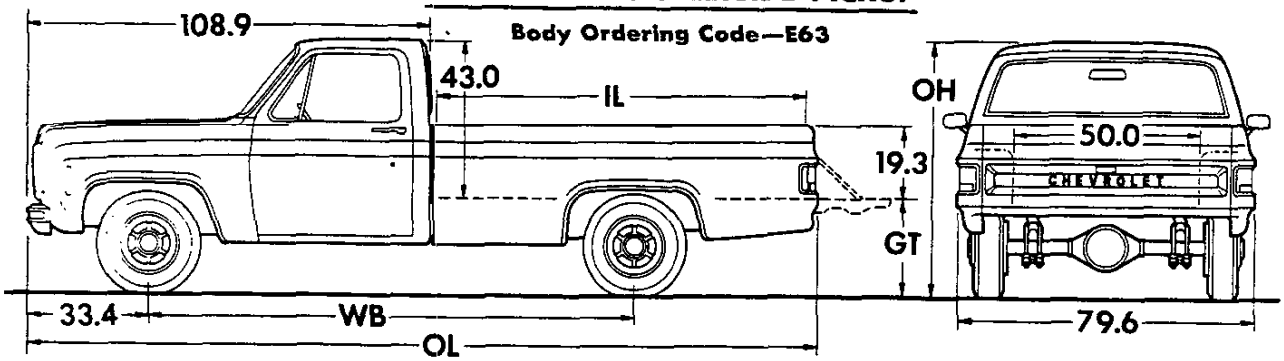
STANDARD SPECIFICATIONS

(See Blue Tab Section for Specification Details)

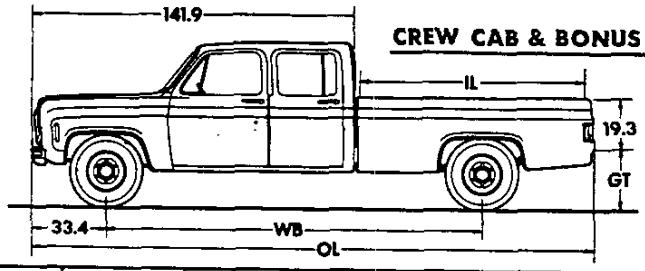
Series	K10	K20
Engine		
Base Equip.—6 cyl.	250 1-bbl. L6	292 1-bbl. L6
—8 cyl.	350 4-bbl. V8	350 4-bbl. V8
Clutch—6 cyl.	11″; 124 sq. in.	11″; 124 sq. in.
—8 cyl.	12″; 150 sq. in.	12″; 150 sq. in.
Air Filter	Oiled-paper Element	
Oil Filter	Throwaway type; 1-qt.	
Exhaust System	Single; Aluminized	
Emission Control Systems	See Engine & Cooling, page 27, for specific model applications	
Suspension, Front	Salisbury Axle; Hypoid Drive; Single Stage 2-Leaf Springs	
Capacity	3600 lb.	3800 lb.
Axle Ratio—6 cyl.	4.11	4.56
—8 cyl.	3.07	4.10
Springs @ Ground	1850 lb. ea.	1850 lb. ea.
Shock Absorbers	1″ dia.	1″ dia.
Stabilizer Bar	1.25″ dia.	1.25″ dia.
Suspension, Rear	Salisbury Axle; Hypoid Drive; Two-stage Multi-leaf Springs	
Axle Capacity	3750 lb.	5700 lb.
Axle Ratio—6 cyl.	4.11	4.56
—8 cyl.	3.07	4.10
Springs @ Ground	2000 lb. ea.	2800 lb. ea.
Shock Absorbers	1″ dia.	1″ dia.
Brakes	Hydraulic—Self-adjusting	
Front	Disc; 11.86″ Rotor	Disc; 12.5″ Rotor
Rear	Drum; 11.15″ x 2.75″	Drum; 11.15″ x 2.75″
Booster	Dual Diaphragm	Dual Diaphragm
Parking	Cable to Rear Wheels	
Electrical	12 Volt; Negative Ground	
Battery—6 cyl.	2500 watts @ 0°F.	3200 watts @ 0°F.
—8 cyl.	3200 watts @ 0°F.	
Delcotron Generator	37 amp.	
Frame	Carbon Steel; 39,000 psi	
Section Modulus—117.5 WB	3.14	—
—131.5 WB	3.92	3.92
Fuel Tank (nominal capacity)		
—117.5″ WB	16 gal.	—
—131.5″ WB	20 gal.	20 gal.
Steering Gear Type	Manual; Recirculating Ball Gear	
Linkage	Parallelogram	
Transmission	Fully Synchronized 3-Speed	
Shift Location	Steering Column	
Transfer Case	New Process 205 2-Speed	
Shift Lever	Single Lever	
PTO Opening	Left Side	
Tires	(5) L78-15B (4PR)	(4) 8.75-16.5C (6PR)
Wheels	(5) Disc 15″ x 6″	(5) Disc 16.5″ x 6″

PICKUP

C10-30 SERIES FLEETSIDE PICKUP



REGULAR CAB



CREW CAB & BONUS CAB

Series	Ground Clearance (in)★	
	Front	Rear
C10	7.6	7.3
C20	8.0	7.8
C30	8.0	7.8

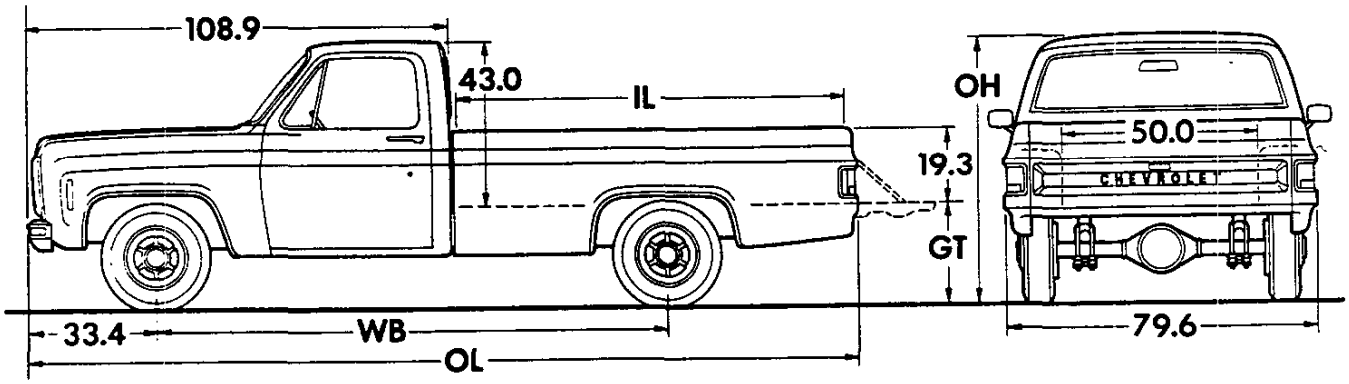
Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total
C10 SERIES												
CC10703	6 8	117.5	78.2	191.5	69.8	28.5	2177 2311	1468 1492	3645 3803	2396 2530	1699 1723	4095 4253
CC10903	6 8	131.5	98.1	211.4	69.8	28.5	2255 2386	1530 1549	3785 3935	2501 2632	1734 1753	4235 4385
C10/F44 BIG-10												
CC10703	6 8	117.5	78.2	191.5	69.8	28.5	2214 2352	1555 1579	3769 3931	2433 2571	1786 1810	4219 4381
CC10903	6 8	131.5	98.1	211.4	69.8	28.5	2319 2427	1591 1636	3909 4063	2538 2673	1821 1840	4359 4513
C20 SERIES												
CC20903	6 8	131.5	98.1	211.4	70.8	29.5	2379 2487	1802 1827	4181 4314	2625 2733	2006 2031	4631 4764
CC20943 **(Bonus Cab)**	6 8	164.5	98.1	244.4	71.8	27.5	2549 2657	2104 2129	4653 4786	2834 2942	2269 2294	5103 5236
CC20963 **(Crew Cab)**	6 8	164.5	98.1	244.4	71.8	27.5	2688 2783	2224 2246	4912 5029	3168 3263	2644 2666	5812 5929
C30 SERIES												
CC30903	6 8	131.5	98.1	211.4	70.9	30.0	2470 2562	1888 1905	4358 4467	2716 2808	2092 2109	4808 4917
CC30943 **(Bonus Cab)**	6 8	164.5	98.1	244.4	72.1	28.5	2687 2779	2208 2225	4895 5004	2972 3064	2373 2390	5345 5454
CC30963 **(Crew Cab)**	6 8	164.5	98.1	244.4	72.1	28.5	2720 2812	2252 2269	4972 5081	3200 3292	2672 2689	5872 5981

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb.). Total Model Weight may vary as much as ±150 lbs. to allow for production build variation.

PICKUP

K10-20 SERIES FLEETSIDE PICKUP

Body Ordering Code—E63



Series	Ground Clearance (in)★	
	Front	Rear
K10	7.4	7.1
K20	8.8	7.2

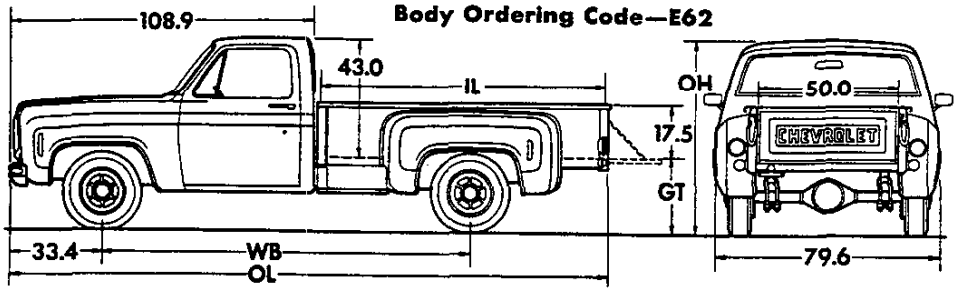
Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total
K10 SERIES												
CK10703	6 8	117.5	78.2	192.2	71.9	30.1	2471 2606	1618 1640	4089 4246	2690 2825	1849 1871	4539 4696
CK10903	6 8	131.5	98.1	212.1	71.9	30.1	2578 2710	1683 1705	4261 4415	2824 2956	1887 1909	4711 4865
K20 SERIES												
CK20903	6 8	131.5	98.1	212.1	73.9	33.1	2642 2767	1870 1905	4512 4672	2888 3013	2074 2109	4962 5122

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x150 lb.). Total Model Weight may vary as much as ± 150 lbs. to allow for production build variation.

PICKUP

STEPSIDE PICKUP

Body Ordering Code—E62



Series	Ground Clearance (in)★	
	Front	Rear
C10	7.5	7.2
C20	8.0	7.8
C30	8.0	7.8
K10	7.4	7.1
K20	8.8	7.2

Model	Engine No. Cyl.	Dimensions (in)★					Curb Weight (lb)			Model Weight (lb)*		
		WB	IL	OL	OH	GT	Front	Rear	Total	Front	Rear	Total
C10 SERIES												
CC10703	6 8	117.5	78.4	190.7	69.8	28.8	2188 2322	1389 1413	3577 3835	2407 2541	1620 1644	4027 4185
CC10903	6 8	131.5	98.3	210.6	69.8	28.8	2268 2399	1441 1460	3709 3859	2514 2645	1645 1664	4159 4309
C10/F44 BIG-10												
CC10703	6 8	117.5	78.4	190.7	69.8	28.8	2225 2363	1476 1500	3701 3863	2444 2582	1707 1731	4151 4313
CC10903	6 8	131.5	98.3	210.6	69.8	28.8	2305 2440	1528 1547	3833 3987	2551 2686	1732 1751	4283 4437
C20 SERIES												
CC20903	6 8	131.5	98.3	210.6	71.0	29.8	2392 2500	1713 1738	4105 4238	2638 2746	1917 1942	4555 4688
C30 SERIES												
CC30903	6 8	131.5	98.3	210.6	71.0	30.0	2466 2558	2051 1868	4317 4426	2712 2804	2055 2072	4767 4876
K10 SERIES												
CK10703	6 8	117.5	78.4	191.3	72.0	30.2	2482 2617	1539 1561	4021 4178	2701 2836	1770 1792	4471 4628
CK10903	6 8	131.5	98.3	211.2	72.0	30.2	2591 2729	1594 1610	4185 4339	2837 2969	1798 1820	4635 4789
K20 SERIES												
CK20903	6 8	131.5	98.3	211.2	74.0	33.2	2655 2780	1781 1816	4436 4596	2901 3026	1985 2020	4886 5046

★Dimensions with standard equipment, unloaded. *Model Weight includes Curb Weight plus occupants (standard seating capacity x 150 lb.). Total Model Weight may vary as much as ±150 lbs. to allow for production build variation.

PICKUP

GVWR SELECTOR

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C10 SERIES					
4900	2940	2940	1470	1470	Standard
5300	2940	2940	1470	1470	Power Brakes (J50)
5400	2950	3100	1610	1610	
5600	2950	3440	1720	1720	HD Rear Springs (G50); Power Brakes (J50)
C10/F44 BIG-10					
6050	★3100	3580	1790	1790	Standard
■6200	★3250	3750	1900	1900	
K10 SERIES					
6200	3520	3520	1760	1760	Standard

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum capacity of either axle, springs or tires.
★3250 lb rating with 350 V8; 3400 lb rating with 454 V8.
■Requires 350 or 454 V8 engine.

FRONT AND REAR TIRE AVAILABILITY CHART

C-K10 SERIES

Spare tire to match either front or rear tires must be ordered
K10 models require matching front and rear tread

FRONT				REAR			
Capacity (lbs ea)	Description	Option Number		Capacity (lbs ea)	Description	Option Number	
		Highway	▲On-Off Road			Highway	On-Off Road
TUBELESS							
1470	G78-15B	**GS**	—	1470	G78-15B	**GS**	**GU**
1470	G78-15B White Stripe	**GT**	—	1470	G78-15B White Stripe	**GT**	—
1610	H78-15B	**HL**	—	1610	H78-15B	**HL**	**HR**
1610	H78-15B White Stripe	**HM**	—	1610	H78-15B White Stripe	**HM**	—
1760	10-15B	—	**WR**	1760	10-15B	—	**WR♦**
1790	L78-15B	**LB**	**LC**	1790	L78-15B	**LB**	**LC**
1790	L78-15B White Stripe	**LD**	—	1790	L78-15B White Stripe	**LD**	—
1900	L78-15C	**LN●**	—	1900	L78-15C	**LN●**	—
1900	L78-15C White Stripe	**LP●**	—	1900	L78-15C White Stripe	**LP●**	—
*1900	LR78-15C Radial White Stripe	**CD**	—	1900	LR78-15C Radial White Stripe	**CD**	—
TUBE-TYPE							
1610	6.50-16C (Truck Type)	**MG**	—	1610	6.50-16C (Truck Type)	**MG**	—
1720	7.00-15C (Truck Type)	**NH**	—	1720	7.00-15C (Truck Type)	**NH**	—
1800	7.00-16C (Truck Type)	**NK**	**NL**	1800	7.00-16C (Truck Type)	**NK**	**NL**

▲On-Off road front tires available on K10 models only. *Rated 1910 capacity on K10 models.
●Available on C10 models only.
♦Available on K10 models only.

PICKUP

GVWR SELECTOR

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C20 SERIES REGULAR CAB					
6400	3500	3980	1990	1990	Standard
7100	3500	4700	1990	2350	HD Rear Springs (G50)
7500	3500	5200	2780	2780	HD Rear Springs (G50); HD Power Brakes (J55)
8200	3800	5560	2780	2780	HD Front Springs (F60); 2850-lb ea Rear Springs (G51); HD Power Brakes (J55)
C20 SERIES BONUS CAB					
7500	3800	4700	1990	2350	Standard
8200	3800	5560	2780	2780	2850-lb ea Rear Springs (G51); 4-Speed Transmission (M20) or Turbo Hydra-matic (M40)
C20 SERIES CREW CAB					
8200	3800	5560	2780	2780	Standard
K20 SERIES					
6800	3700	3980	1990	1990	Standard
7500	3700	4700	1990	2350	HD Power Brakes (J55)
8400	3700	5500	2060	2750	

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum individual capacity of either axle, springs or tires.

FRONT AND REAR TIRE AVAILABILITY CHART

C-K20 SERIES

Spare tire to match either front or rear tires is available at extra cost
K20 models require matching front and rear tread

FRONT				REAR			
Capacity (lbs ea)	Description	Option Number		Capacity (lbs ea)	Description	Option Number	
		Highway	▲On-Off Road			Highway	On-Off Road
TUBELESS							
1990	8.75-16.5C	**TC**	**TB**	1990	8.75-16.5C	**TC**	**TB**
				2350	8.75-16.5D	**TE**	**TF**
2350	8.75-16.5D	**TE**	**TF**	2350	8.75-16.5D	**TE**	**TF**
2750	10-16.5D	—	**WF**	2750	10-16.5D	—	**WF★**
2780	9.50-16.5D	**UD**	**UE**	2780	9.50-16.5D	**UD**	**UE**
TUBE-TYPE							
2060	7.50-16C	**PB**	**PC**	2060	7.50-16C	**PB**	**PC**
				2440	7.50-16D	**PF**	**PG**
				2780	7.50-16E♦	**PK●**	**PL●**
2440	7.50-16D	**PF**	**PG**	2440	7.50-16D	**PF**	**PG**
2780	7.50-16E♦	**PK**	**PL**	2780	7.50-16E♦	**PK**	**PL**

▲On-Off road front tires available on K20 models only.
●Not available with 7.50-16C front tires on C20 models.
♦Not available on C20943 Bonus Cab models.
★Available on K20 models only.

PICKUP

GVWR SELECTOR

GVW Rating (lbs)	†GAWR (lbs)		Minimum Equipment Required for GVW Rating		
			Tire Capacity (lbs ea)		Chassis Equipment
	Front	Rear	Front	Rear	
C30 SERIES REGULAR CAB					
6600	3500	3980	1990	1990	Standard
7400	3500	4700	1990	1990	HD Rear Springs (G50)
8200	3500	5560	2780	2780	3500-lb ea Rear Springs (G51)
9000	3800	6340	2780	3170	HD Front Springs (F60); 3500-lb ea Rear Springs (G51); HD Power Brakes (J55)
***10,000**	3800	7000	1990	1750 (Duals)	Dual Rear Wheel Provisions (R05); HD Power Brakes (J55)
C30 SERIES BONUS CAB AND CREW CAB					
9000	4000	6340	3170	3170	Standard
9600	4000	6340	3170	3170	Camper Special Chassis Equipment (Z81/Z83)
***10,000**	3980	7500	1990	2070 (Duals)	Dual Rear Wheel Provisions (R05)

†GAWR's shown are the maximum for each axle with equipment listed. Other GAWR's are available, and they are determined as the minimum individual capacity of either axle, springs or tires.

*Fleetside Pickups only.

FRONT AND REAR TIRE AVAILABILITY CHART

C30 SERIES

Spare tire to match either front or rear tires is available at extra cost

FRONT			REAR				
Capacity (lbs ea)	Description	Option Number	Capacity (lbs ea)		Description	Option Number	
		Highway	Single	Dual		Highway	On-Off Road
TUBELESS							
1990	8.75-16.5C	**TC**	1990	1750	8.75-16.5C	**TC**	**TB**
			2350	2070	8.75-16.5D	**TE**	**TF**
2350	8.75-16.5D	**TE**	2350	2070	8.75-16.5D	**TE**	**TF**
2780	9.50-16.5D	**UD**	2780	—	9.50-16.5D	**UD**	**UE**
			3170	—	9.50-16.5E	**UG**	—
3170	9.50-16.5E	**UG**	3170	—	9.50-16.5E	**UG**	—
TUBE-TYPE							
2060	7.50-16C	**PB**	2060	1815	7.50-16C	**PB**	**PC**
			2440	2140	7.50-16D	**PF**	**PG**
2440	7.50-16D	**PF**	2440	2140	7.50-16D	**PF**	**PG**
2780	7.50-16E	**PK**	2780	—	7.50-16E	**PK**	**PL**

PICKUP

POWER TEAMS

C10 SERIES w/o F44

ENGINE Type and Code	TRANSMISSION Type and Code	REAR AXLE Make and Capacity (lb)	Ratio and Code: 3.07 HE3	3.40 HE4	3.73 GT4	4.11 HO4
■ 250 1-bbl L6—LD4 (Standard Six)	3-Speed Manual (Std)—M15 a	Chevrolet 3750♦	—	X(Std)	X	—
	● 4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	X(Std)	X	—
● 350 2-bbl V8—LF5 (Standard V8)	3-Speed Manual (Std)—M15 b		—	X(Std)	—	—
	Turbo Hydra-matic—M40		—	X(Std)	X	—
■ 350 4-bbl V8—LS9	3-Speed Manual (Std)—M15		—	X(Std)	X	—
	4-Speed (Chevrolet CH465)—M20		—	X(Std)	X	—
	Turbo Hydra-matic—M40		X(Std)	X	X	—
● 454 4-bbl V8—LF8	Turbo Hydra-matic—M40		X(Std)	X	X	—

C10 SERIES w/F44-BIG-10

			3.07 HE3	3.40 HE4	3.73 GT4	4.11 HO4
● 250 1-bbl L6—LD4 (Standard Six)	3-Speed Manual (Std)—M15 a	Chevrolet 3750♦	—	—	X(Std)	X
	3-Speed Manual—MC1 a		—	—	X(Std)	X
	4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	—	X(Std)	X
■ 292 1-bbl L6—L25 (Available in California only)	3-Speed Manual (Std)—M15		—	—	X(Std)	X
	3-Speed Manual—MC1		—	—	X(Std)	X
	4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15		—	X(Std)	X	X
	4-Speed (Chevrolet CH465)—M20		—	X(Std)	X	X
	Turbo Hydra-matic—M40		X(Std)	X	X	X
■ 454 4-bbl V8—LF8	Turbo Hydra-matic—M40		X(Std)	X	X	—

C20 SERIES REGULAR CAB

			3.21 HC8	3.73 GT4	4.10 GT5	4.56 HC4
■ 292 1-bbl L6—L25 (Standard Six)	3-Speed Manual (Std)—M15 c	Chevrolet 5700♦	—	—	X(Std)	X
	3-Speed Manual—MC1 c		—	—	X(Std)	X
	4-Speed (Chevrolet CH465)—M20		—	—	X(Std)	X
	Turbo Hydra-matic—M40		—	—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15		—	X(Std)	Xd	X
	4-Speed (Chevrolet CH465)—M20		—	X(Std)	Xd	X
	Turbo Hydra-matic—M40		—	X(Std)	Xd	X
■ 454 4-bbl V8—LF8	4-Speed (Chevrolet CH465)—M20		Xe	X(Std)	X	X
	Turbo Hydra-matic—M40		Xe	X(Std)	X	X

C20 SERIES BONUS CAB AND CREW CAB.
C30 SERIES REGULAR-, BONUS-, AND CREW CABS

			3.73 GT4	4.10 GT5	4.56 HC4
■ 292 1-bbl L6—L25 (Standard Six)	3-Speed Manual (Std*)—M15 f	Chevrolet 7500♦g	—	X(Std)	X
	3-Speed Manual—MC1 f		—	X(Std)	X
	4-Speed (Chevrolet CH465) (Std*)—M20		—	X(Std)	X
	Turbo Hydra-matic—M40		—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std*)—M15 f		X	X(Std)	X
	4-Speed (Chevrolet CH465) (Std*)—M20		X	X(Std)	X
	Turbo Hydra-matic—M40		X	X(Std)	X
■ 454 4-bbl V8—LF8	4-Speed (Chevrolet CH465) (Std)—M20		X(Std)	X	X
	Turbo Hydra-matic—M40		X(Std)	X	X

■ Available for registration in the State of California when California Emission Certification is ordered.
● Not available for registration in the State of California.
♦ Locking Differential rear axle also available.
* 3-Speed transmission standard on C20 Bonus Cab models only;
4-Speed transmission standard on C20 Crew Cabs and all C30 models.
a Not recommended for GVWR of 5300 lb or above.
b Not recommended for GVWR of 5600 lb.
c Not recommended for GVWR of 7100 lb or above.
d Standard axle ratio with Camper-Special Chassis Equipment (Z81/Z83).
e Locking differential rear axle not available.
f Only available on C20 Bonus Cab models and restricted to 7500 lb. GVWR; not recommended.
g Dana 7500 lb rear axle used with Fleetside Pickup models with dual rear wheels; locking differential rear axle not available.

ENGINE RATINGS (ALL PICKUPS)

See next page

PICKUP

POWER TEAMS

K10 SERIES

ENGINE Type and Code	TRANSMISSION Type and Code	TRANSFER CASE Make and Model	REAR AXLE Make and Capacity (lb)	REAR AXLE Ratio and Code: 3.07 HE3	3.73 GT4	4.11 H04
● 250 1-bbl L6—LD4 (Standard Six)	3-Speed Manual (Std)—MC1 a	New Process #205	Chevrolet 3750♦	—	—	X(Std)
	4-Speed (Chevrolet CH465)—M20			—	X(Std)	X
	Turbo Hydra-matic—M40	New Process #203		—	X(Std)	X
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15	New Process #205		X(Std)	X	X
	4-Speed (Chevrolet CH465)—M20			X(Std)	X	X
	Turbo Hydra-matic—M40	New Process #203		X(Std)	X	X
■ 400 4-bbl V8—LF4	Turbo Hydra-matic—M40			X(Std)	X	X

K20 SERIES

ENGINE Type and Code	TRANSMISSION Type and Code	TRANSFER CASE Make and Model	REAR AXLE Make and Capacity (lb)	REAR AXLE Ratio and Code: 4.10 GT5
■ 292 1-bbl L6—L25 (Standard Six)	3-Speed Manual (Std)—MC1 b	New Process #205	Chevrolet 5700♦	X(Std)
	4-Speed (Chevrolet CH465)—M20			X(Std)
	Turbo Hydra-matic—M40	New Process #203		X(Std)
■ 350 4-bbl V8—LS9 (Standard V8)	3-Speed Manual (Std)—M15	New Process #205		X(Std)
	4-Speed (Chevrolet CH465)—M20			X(Std)
	Turbo Hydra-matic—M40	New Process #203		X(Std)
■ 400 4-bbl V8—LF4	Turbo Hydra-matic—M40			X(Std)

■ Available for registration in the State of California when California Emission Certification is ordered.
● Not available for registration in the State of California.
♦ Locking Differential rear axle also available.
a Not recommended for GVWR of 6200 lb or above.
b Not recommended for GVWR of 7500 lb or above.

ENGINE RATINGS (ALL PICKUPS)

Light Duty Emission Engines available on C10 Series (w/o F44) only.

SAE Net Ratings @ 85°F	250 1-bbl L6*	250 1-bbl L6**	292 1-bbl L6**	350 2-bbl V8*
Net Horsepower	105 @ 3800 rpm	100 @ 3600 rpm	120 @ 3600 rpm	145 @ 3800 rpm
Net Torque, lb-ft	185 @ 1200 rpm	175 @ 1800 rpm	215 @ 2000 rpm	250 @ 2200 rpm

SAE Net Ratings @ 85°F	350 4-bbl V8*	350 4-bbl V8**	400 4-bbl V8**	454 4-bbl V8*	454 4-bbl V8**
Net Horsepower	165 @ 3800 rpm	165 @ 3800 rpm	175 @ 3600 rpm	245 @ 3800 rpm	†240 @ 3800 rpm
Net Torque, lb-ft	260 @ 2400 rpm	255 @ 2800 rpm	290 @ 2800 rpm	365 @ 2800 rpm	†370 @ 2800 rpm

*Light Duty Emissions.
**Heavy Duty Emissions.
†For California only: Net Horsepower—250 @ 3800 rpm
Net Torque, lb-ft—385 @ 2800 rpm

INDEX

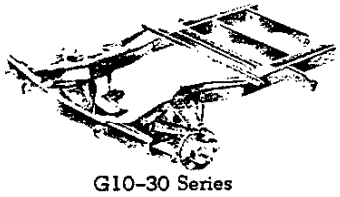
LIGHT DUTY MODELS

MEDIUM AND HEAVY DUTY MODELS

FRONT SUSPENSIONS

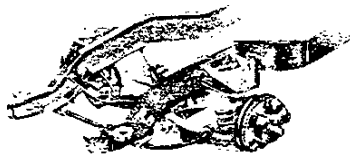
INDEPENDENT FRONT SUSPENSION

P31832



G10–30 Series

El Camino



C10–30; P10–30 Series

The independent front axle suspension uses stamped steel control arms, coil springs, forged steel steering knuckles, forged steel control arm shafts, a stamped steel cross-member, and ball joint pivot points.

FRONT COIL SPRINGS

CAPACITY	MODEL SERIES AVAILABILITY		SPECIFICATIONS		
lbs. each @ Ground	Standard	Optional	Deflection Rate	Wire Diameter	Outside Diameter
1200	El Camino	—	365	.668	5.75
1310	G10 (05)	—	675	.723/.742	5.37
1550	†C10 (03/F44)	—	800	.779	5.30
1550▲	C10 (03)	—	675	.742	5.22
1550	P10	—	800	.776	5.37
1600	G10 (06)	G10 (05)	800	.776	5.37
1600	G20	—	930	.808	5.37
1625	★C107 (03/F44)	—	800	.779	5.30
1625	★C109 (03/F44), C10 (06)	—	800	.780	5.37
1625	C10 Blazer	—	930	.808	5.37
1700	—	C10 (03, 06)	930	.808	5.37
1700	G30 (05, 06), G31303 (1)	—	930	.808	5.37
1750	C20 (03, 06)	—	800	.779	5.30
1750	★C30 (03)	—	800	.779	5.30
1750	—	C20 (03, 06), C30 (03)	930	.808	5.37
1800	P20	—	1090	.852	5.44
1900	†C20-30 (03)	—	800	.779	5.30
1900	†C30 (03), C20 (43, 63)	*C20-30 (03)	1090	.852	5.44
1900	—	C20 (03, 06)	930	.808	5.37
1900	—	*C30 (03)	1230	.826	5.37
1900	—	*C30 (03)	1230	.840	5.37
1950	•G31303 (2)	G30 (05, 06)	1230	.840	5.37
1950	G31603	—	1090	.852	5.44
2000	C30 (43, 63)	—	1090	.852	5.44
2200	P30 (42) P30832 P31132 P31432	P30 (42)	1350	.890	5.42

FRONT COIL/AIR SPRINGS (Combination Coil with Auxiliary Air Spring)

2500	P31832	P30832, P31132, P31432	1350	.890	5.42

*Larger springs, although rated similar lbs. each @ Ground, are selected in accordance with optional Power Team weight requirements on a particular model. ▲ Capacity shown is with base V8 engine. Capacity with base 6 cyl. engine is 1475 lbs.

(1) 8900-lb GVWR—dual rear wheels (2) 8400-lb GVWR—single rear wheels

• 1700-lb. capacity base springs for Hi-Cube Van (E34) and Commercial Cutaway Van with 292 Six. †With base 6 cyl. engine

★ With base 8 cyl. engine

FOUR-WHEEL-DRIVE MODELS

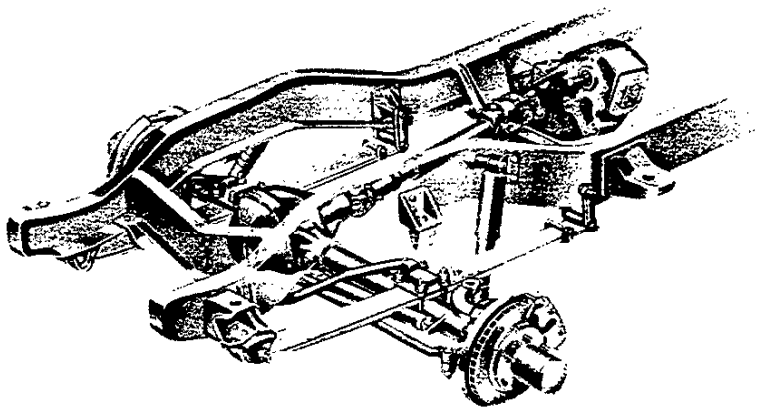
SERIES K10, K20

Front wheel drive on models K10 and K20 utilizes a single-reduction hypoid pinion and ring gear drive. At the outer ends of the axle are sealed preloaded ball joints and cardan-type universal joints with an open access which permits a 34-degree turning angle. This design permits turning in a smaller circle for maximum maneuverability. Servicing is simplified by the sealed ball joints which require no external lubrication. The ball joints also feature built-in dampening, which guards against wheel shake and shimmy that altogether improves handling qualities. A front stabilizer bar is standard. Tapered-leaf springs are used for the front suspension.

FULL TIME 4-WHEEL DRIVE

On all 4-wheel drive models with V8 engine and Turbo Hydra-matic transmission, a New Process "full-time 4-wheel drive" transfer case is used, which drives all four wheels at all times. In addition to the differential used in the front and rear axle, a third differential, located in the transfer case, divides the driving forces between the front and rear axles, as required, similar to the differential operating between the left and right wheels. The differential compensates for varying axle speed conditions, such as turning, etc. For extreme low traction surfaces such as off-road, mud, snow or sand conditions, a lock feature allows manual locking out of the differentials in either low or high gear range. With the inter-axle differential locked, front and rear axles run at equal speed.

Warning: A vehicle equipped with full-time 4-wheel drive is not available with free-wheeling front hubs. Since a free wheeling hub would cause the front axle to be inoperative, the full-time system would lose all power through the front axle. The vehicle could only be driven with the differential locked out. Therefore, front locking hubs cannot be installed.

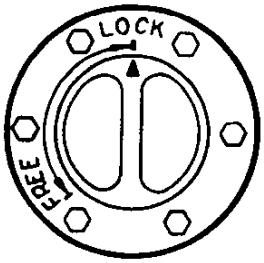


FREE-WHEELING FRONT HUBS

Free-wheeling front hubs or HUB/LOK is standard on series K10 and K20 models with manual transmissions. HUB/LOK makes it possible to disengage the front wheels from the front driveline when front wheel drive is not required. This leaves the front wheels free to rotate without "back drag" from the front axle and propeller shaft, eliminates unnecessary wear.

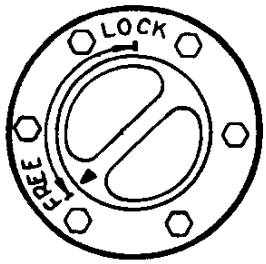
SPECIFICATIONS

Axle	Series K10			Series K20	
Make	Spicer				
Model	44-56F				
Type	Semi-Floating			Full-Floating	
Min Shaft Diam (in)	1.125				
Rated Capacity	3600 lbs			3800 lbs	
Pinion & Ring Gear	Hypoid				
Ratio	3.07	3.73	4.11	4.10	4.56
Pinion, Teeth	14	11	11	11	11
Ring Gear, Teeth	43	41	45	45	50
Pinion Mounting	Overhung				
Pinion Bearings	Tapered Roller				
Differential Type	Two-Pinion				
Differential Bearings	Tapered Roller				
Wheel Attachment	6-Bolt			8-Bolt	
Lubricant Capacity	4½ Pts				
Standard Front Springs	Tapered Leaf				
Rating at Ground	1650 lbs (16) 1850 lbs (03, 06)			1850 lbs	
Number of Leaves	2				
Optional Front Springs					
Rating	Tapered Leaf				
at Ground	1900 lbs			1900 lbs	
Number of Leaves	3				



Engaged

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



Disengaged

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

STEERING

SPECIFICATIONS

SERIES 10-30

SERIES		C10-30	P10	K10-20	P20, P30 (42)	G10-30	P30 (32)	LUV
GEAR MAKE AND TYPE		Saginaw Steering Gear, Recirculating Ball					Saginaw Steering Gear, Integral Power	Nippon Seiko K.K., Recirculating Ball
MODEL		525						Sim 0885
RATIO	Gear	24:1					14.0:1	22.4:1
	Overall	29.2:1	29.2:1	29.9:1	29.2:1	29.4:1	14.9:1	17.8:1
MOUNTING		On Frame Side Rail						
STEERING SHAFT	Type	Single	Multiple	Single	Multiple	Single	Multiple	Single
	Coupling	Pot & Rag Type	U-Joint	Pot & Rag Type	U-Joint	Rag Type	Pot & Rag Type	Rag Type
PITMAN SHAFT	Bearing	Cast Bronze						
	Location	Straddle Mounted in Steering Gear Housing						
	Diameter (in)	1.12			1.12	1.12	1.25	1.18
LINKAGE	Type	Parallelogram		Conventional	Parallelogram	Parallelogram		Parallelogram
STEERING WHEEL	Type	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke	2-Spoke
	Diameter (in)	16.0	17.0	*17.5	*17.0	*17.0 x 17.5 (Oval)	16.0	15.7

*16.0 inches with Power Steering

POWER STEERING

Chevrolet integral-type power steering is available optionally on Series C/K/G10, C/K/G/P20 & C/G/P30 models (standard on G30 RV Cutaway Vans and P30 Motor Home Chassis). It helps to combat driver fatigue and aid maneuverability. It also dampens road shocks and vibrations at the steering wheel, providing extra comfort and ease of handling.

POWER STEERING SPECIFICATIONS

		RPO (N41)		RPO (N40)		
SERIES		C10-30	K10-20	P10-30 (42)	G10-30	†P30 (32)
TYPE		Integral				
STEERING CYLINDER INSIDE DIAMETER		—				
PUMP	Type	Rotary Vane				
	Mounting	LH Side of Block				
	Driven By	Belt from Crankshaft Pulley				
	Min Flow Rate	1.25 GPM @ 465 RPM				
	Max Flow Rate	3.30 GPM @ 1500 RPM				
CONTROL VALVE TYPE		—				
OIL COOLER	Type	None				
	Location	—				
RATIO	Gear	16/13:1	16/13:1	17.5:1	17.5:1	14.0:1
	Overall	19.4/15.7:1	19.8/16.1:1	21.2:1	29.4:1	14.9:1

†Power Steering standard

TURNING CIRCLE DIAMETER

The specifications shown below apply to models with standard equipment only. Any change in axle, wheels or tires may result in a different turning diameter.

Dimension "A" is measured to edge of front tire at outside of circle, indicating diameter clearance needed at curb height.

Dimension "B" is measured to outer extremity of truck (front bumper or fender), indicating required wall-to-wall clearance diameter.

Series	Wheel-base (Inches)	Diameter "A" (Feet)	Diameter "B" (Feet)
LUV	102.5	34.70	36.20
C 10516	106.5	38.18	40.16
K 10516	106.5	37.58	39.62
C 10703	117.5	41.54	43.98
K 10703	117.5	40.85	42.90
C 10903	131.5	45.82	48.28
K 10903	131.5	45.00	47.06
C 20903	131.5	47.57	49.78
K 20903	131.5	45.00	47.06
C 20943	164.5	58.06	60.28
C 20963	164.5	58.06	60.28
C 30903	131.5	47.57	49.78
C 31003	135.5	48.84	51.05
C 31403	159.5	56.47	58.68
C 30943	164.5	58.06	60.28
C 30963	164.5	58.06	60.28

Series	Wheel-base (Inches)	Diameter "A" (Feet)	Diameter "B" (Feet)
G 11005, 06	110	41.76	43.85
G 11305, 06	125	46.64	48.74
G 21005, 06	110	41.72	43.85
G 21305, 06	125	46.60	48.74
G 31005	110	41.75	43.85
G 31305, 06	125	46.64	48.74
G 31303	125	48.73	48.31
G 31603	146	53.73	55.57
P 10542	102	38.16	40.69
P 20842	125	45.48	48.59
P 21042	133	48.02	51.13
P 30832	125	45.79	47.40
P 30842	125	45.48	48.59
P 31042	133	48.02	51.13
P 31132	137	49.61	51.22
P 31442	157	55.65	58.77
P 31432	158.5	56.44	58.06
P 31832	178	62.64	64.26

REAR AXLES

EL CAMINO REAR AXLE

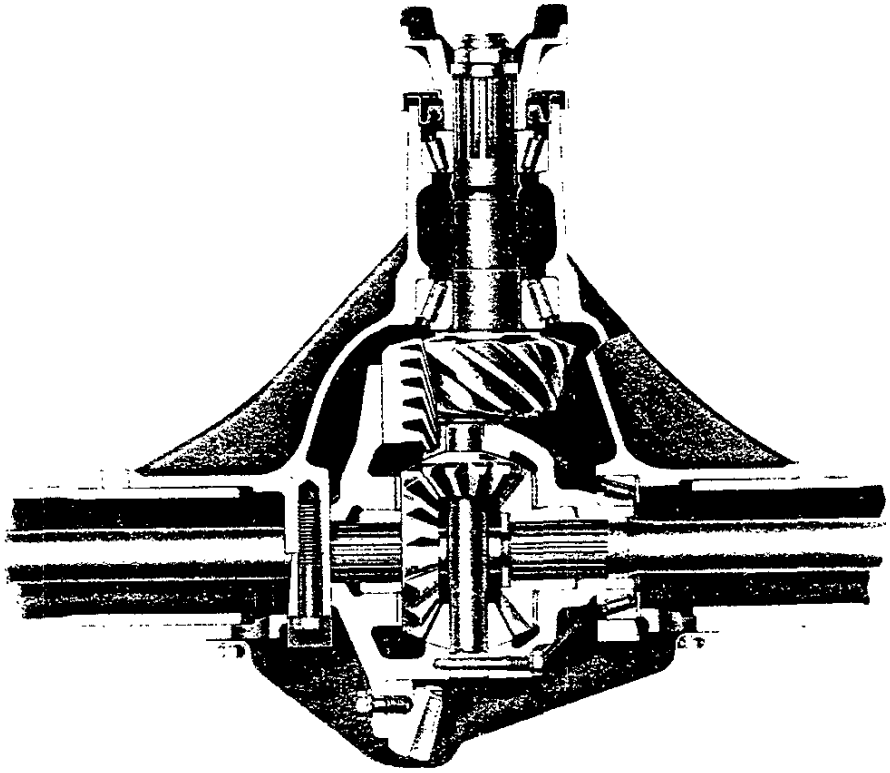


Illustration shows typical El Camino rear axle.

El Camino models offer, as standard, a Salisbury-type rear axle. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available with all ratios as an option at extra cost.

Specifications

Capacity	2700 lbs		
Make	Chevrolet		
Pinion & Ring Gears: Type	Hypoid		
Ratios	2.73	3.08	2.56
Pinion, teeth	15	12	16
Ring gear, teeth	41	37	41
Ring gear pitch dia. (in)	8.50		
Differential: Type	Two-Pinion		
Axle Shaft: Type	Integral Shaft and Drive Flange		
Housing: & spring seat Section diameter and thickness (in)	3.0 x .22		

SINGLE-SPEED REAR AXLES

3100-lb to 3750-lb Capacity

Locking Differential

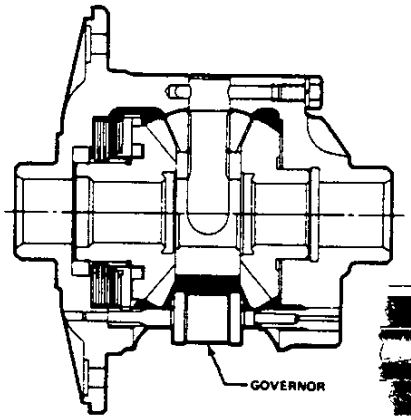
The rear axle locking differential, RPO G-80, combines unrestricted differential action during normal driving circumstances and complete, positive lockup upon slip of either wheel, in the forward or reverse direction.

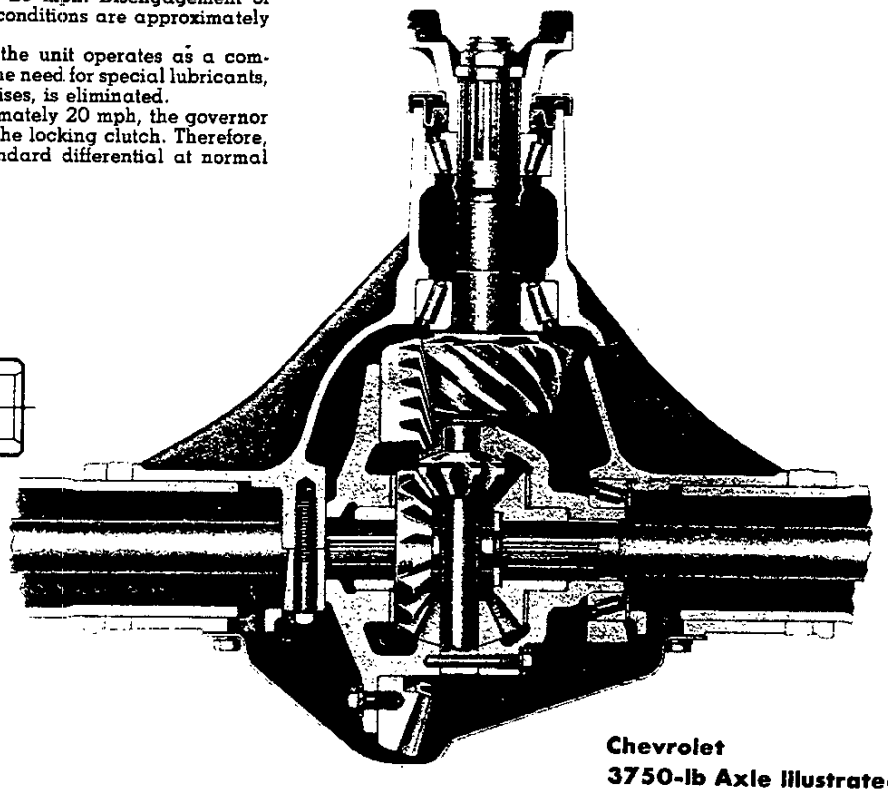
The differential utilizes a speed sensor, or governor, which triggers a cam system to apply a multiple disc clutch. After triggering, the clutch becomes self-energizing, which allows it to achieve complete lock providing maximum vehicle traction. This action occurs only when either rear wheel breaks traction and its speed exceeds the other by approximately 100 rpm, but only while vehicle speed is under 20 mph. Disengagement of lockup is automatic when tractive conditions are approximately equal under both wheels.

Under good tractive conditions, the unit operates as a completely free, standard differential. The need for special lubricants, as well as undesirable driveline noises, is eliminated.

At vehicle speeds above approximately 20 mph, the governor system is prevented from applying the locking clutch. Therefore, the unit always operates as a standard differential at normal road speeds.

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





Chevrolet
3750-lb Axle Illustrated

Specifications

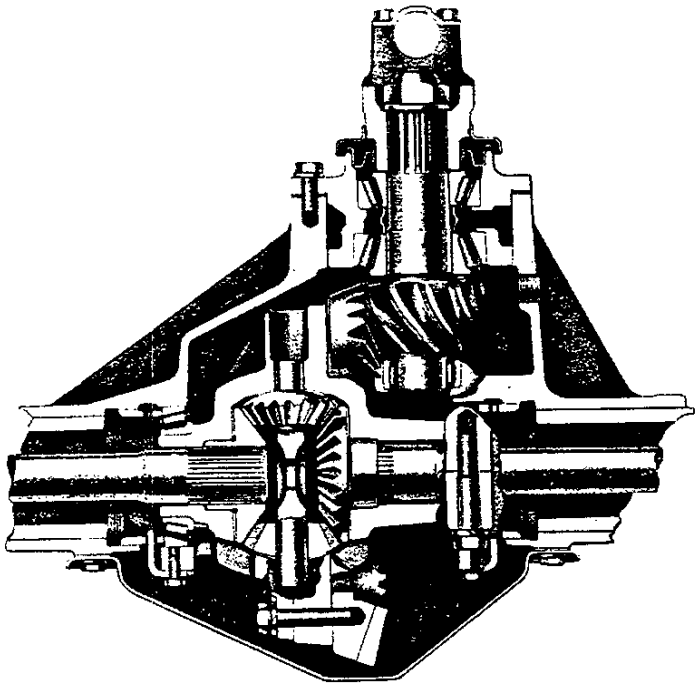
Capacity	3100 lbs			3500-3750 lbs			
Make	Chevrolet						
Pinion & Ring Gear: Type	Hypoid						
Ratios	3.07*	3.42★	3.73*	3.07*	3.40*	3.73*	4.11*
Pinion, teeth	14	12	11	14	10	11	9
Ring gear, teeth	43	41	41	43	34	41	37
Differential: Type	2-Pinion						
Bearings, type	Tapered Roller						
Axle Shafts: Type	Semi-Floating Integral Shaft and Drive Flange						
Housing @ spring seat: Section diameter and thickness (in)	3.0 x .21			3.0 x .25			

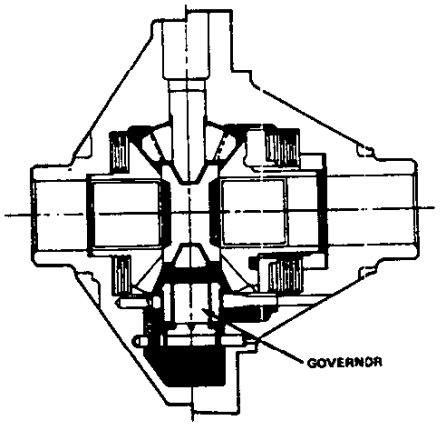
*Also available with Locking Differential on most models. ★ Locking Differential not available

REAR AXLES

SINGLE-SPEED REAR AXLES
5700-lb to 11,000-lb Capacity

With full-floating design, the axle housing carries the weight of chassis and cargo. Axle shafts are only required to transmit driving torque to the rear wheels. Differential is of either two- or four-pinion type. Axle shafts are induction hardened to provide resistance to fatigue stresses.





Locking Differential

The rear axle locking differential, RPO G-80, combines unrestricted differential action during normal driving circumstances and complete, positive lockup upon slip of either wheel, in the forward or reverse direction.

The differential utilizes a speed sensor, or governor, which triggers a cam system to apply a multiple disc clutch. After triggering, the clutch becomes self-energizing, which allows it to achieve complete lock providing maximum vehicle traction. This action occurs only when either rear wheel breaks traction and its speed exceeds the other by approximately 100 rpm, but only while vehicle speed is under 20 mph. Disengagement of lockup is automatic when tractive conditions are approximately equal under both wheels.

Under good tractive conditions, the unit operates as a completely free, standard differential. The need for special lubricants, as well as undesirable driveline noises, is eliminated.

At vehicle speeds above approximately 20 mph the governor system is prevented from applying the locking clutch. Therefore, the unit always operates as a standard differential at normal road speeds.

Specifications

Capacity	5700 lb				*7500 lb				11,000 lb	
Make	Chevrolet									
Pinion & Ring Gear:										
Type	Hypoid									
Ratios	3.21★	3.73★	4.10★	4.56★	3.73★	4.10★	4.56★	5.13	5.43	6.17
Pinion, teeth	14	11	10	9	11	10	9	8	7	6
Ring gear, teeth	45	41	41	41	41	41	41	41	38	37
Pinion Mounting:										
Mounting type	Straddle									
Front and intermediate bearings	Tapered Roller									
Rear bearing	Straight Roller									
Differential:										
Type	4-Pinion or 2-Pinion●				4-Pinion					
Bearings, type	Tapered Roller				Tapered Roller					
Axle Shafts:										
Type	Full-Floating									
Minimum diameter (in)	Integral Shaft and Drive Flange									
	1.34								1.46	
Housing @ spring seat:										
Section diameter and thickness (in)	3.38 x .281								4.0 x .375	
Wheel Bearings:										
Type	Tapered Roller									

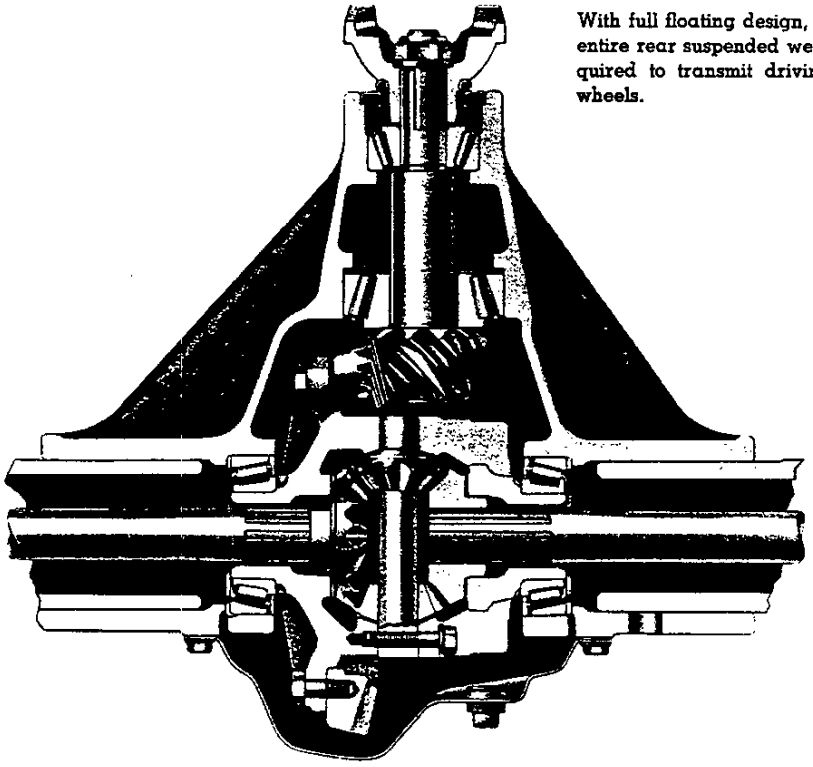
●—4-Pinion on C-K20 (V8 engines), P20 (all engines). *Rated 7900 lbs for P30 Series.

★—Available with Locking Differential.

DUAL REAR WHEELS

DANA SINGLE-SPEED REAR AXLE

6200-lb to 10,000-lb Capacity



With full floating design, the axle housing carries the entire rear suspended weight. Axle shafts are only required to transmit driving torque to the dual rear wheels.

Specifications

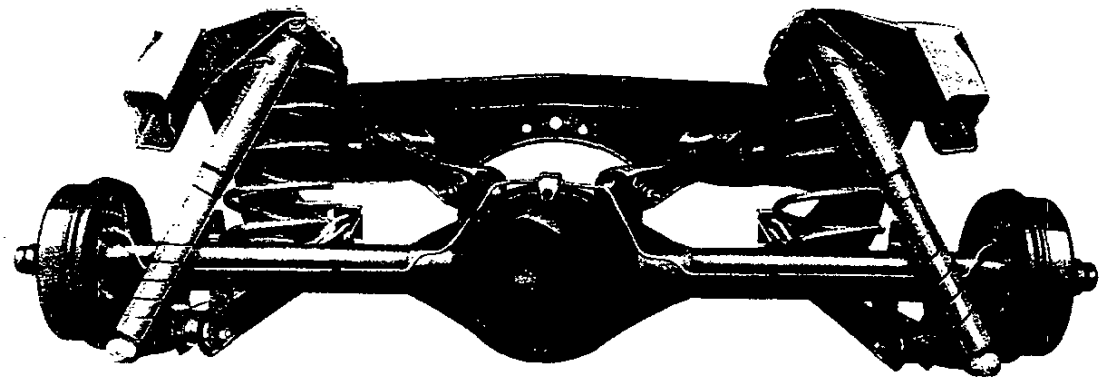
Capacity	†6200 lb		*7500 lb			*10,000 lb	
Make	Dana						
Pinion & Ring Gear:							
Type				Hypoid			
Ratios	4.10	4.56	3.73	4.10	4.56	4.56	4.88
Pinion, teeth	10	9	11	11	9	9	8
Ring gear, teeth	41	41	41	41	41	41	39
Pinion Mounting							
Mounting type	Overhung						
Front and intermediate bearings	Tapered Roller						
Rear bearing	Tapered Roller						
Differential:							
Type	2-Pinion						
Bearings, type	Tapered Roller						
Axle Shafts:							
Type	Full Floating Integral Shaft and Drive Flange						
Minimum diameter (in)	1.375						
Housing @ Spring Seat:							
Section diameter and thickness (in)	3.12 x .375		4.00 x .437			4.00 x .375	
Wheel Bearings:							
Type	Tapered Roller						

†6200-lb Rear Axle available only on G313-31603 with 8900-lb GVW rating.

*7500-lb Rear Axle available only on C30 Fleetside pickups with Z81/Z83, and G31603 at 10,000-lb GVW rating; 10,000-lb Rear Axle available only on P31432 and P31842 at 14,000-lb GVW rating.

REAR SUSPENSION

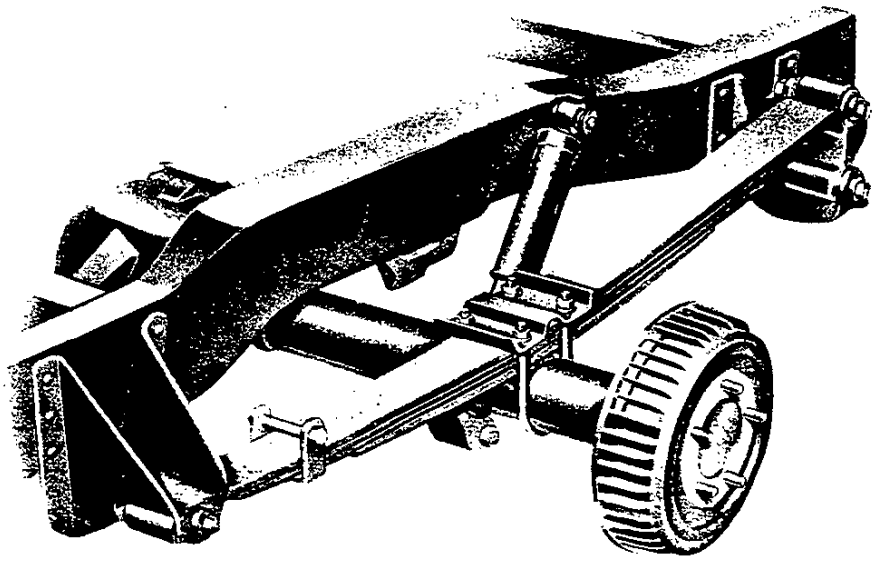
EL CAMINO MODELS



The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed rubber bushings. Shorter stamped channel-section upper control arms mount on brackets attached to the differential housing and extend diagonally outward to brackets on the intermediate Z-shaped frame crossmember to restrict lateral axle movement relative to the frame. Coil springs are positioned directly over the axle housing. Hydraulic direct double-acting air-booster-type shock absorbers are mounted diagonally behind the coil springs.

REAR COIL SPRINGS

CAPACITY		Model Series Availability		SPECIFICATIONS		
lbs each @ Ground	lbs each @ Pad	Standard	Optional	Deflection Rate (lb in)	Wire Diameter (in)	Outside Diameter (in)
SINGLE STAGE COILS				Single Stage		
1400	930	El Camino	—	115	.549	7.098
1462.5	955	—	El Camino	140	.549	7.140



Typical Rear Suspension without auxiliary spring C10 Series shown

Two-Stage Rear Springs

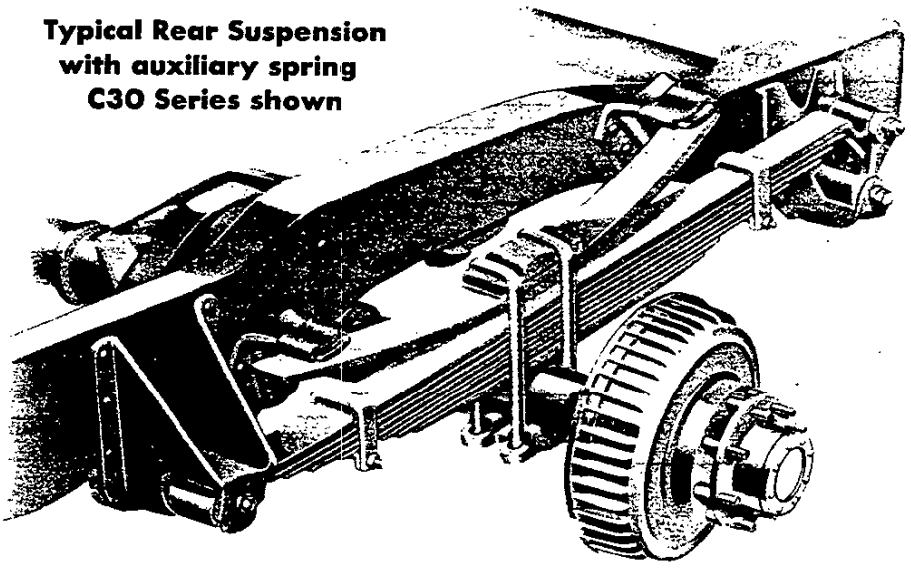
In a two-stage multi-leaf spring, the lower leaves become effective only when the vehicle is loaded and the upper leaves deflect sufficiently for the lower leaves to make contact. This increases the spring rate and, therefore, its load carrying ability.

The bottom tapered leaf has a cross section which varies almost continuously from a thick area of the pad to a thinner cross section at the outer ends. The loaded spring is therefore more uniformly stressed throughout its length.

In actual operation these springs adjust their stiffness to the load, giving a soft ride when the vehicle is empty and firm support when fully loaded.

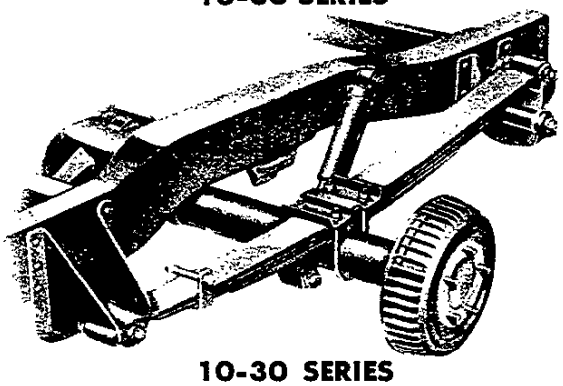
Ride quality of the springs is enhanced with the selective use of plastic tip liners to reduce inner-leaf friction. Also, the spring eyes and shackles are rubber bushed, thus reducing noise and harshness.

Typical Rear Suspension with auxiliary spring C30 Series shown



REAR SUSPENSION

REAR LEAF SPRINGS
10-30 SERIES



10-30 SERIES
REAR LEAF SPRINGS

CAPACITY	Model Series Availability		SPECIFICATIONS				Leaf Total Thickness (in)
lbs each @ Ground	Standard	Optional	Clamped Deflection Rate (lb inch)		Leaves per spring	Length x Width each leaf (in)	
SEMI ELLIPTIC—TWO STAGE MULTI LEAF			1st Stage	2nd Stage			
1150	G10 (05)	—	187	328	4	52 x 2.25	1.57
1500	C10 Blazer	—	190	360	4	52 x 2.50	1.54
1550	C10 (03)	—	190	360	4	52 x 2.50	1.54
1600	G10 (06)	G10 (05)	287	497	5	52 x 2.25	1.99
1700	G20 all	—	287	497	5	52 x 2.25	1.99
1700	C10 Blazer	—	327	497	5	52 x 2.50	1.38
1700	K10 Blazer	—	340	580	6	52 x 2.50	2.26
1700	K10 Blazer	—	386	632	6	52 x 2.50	2.27
2000	K10 (03)	—	386	741	6	52 x 2.50	2.42
2000	C10 (03/F44) C10-20 (06) C20-30 (03)	C10 (03)	245	460	8	56 x 2.50	2.58
2100	G30 (05, 06) G31303 (L6)	G20	427	655	6	52 x 2.25	2.41
2200	P10 (42)	—	380	622	6	52 x 2.50	2.27
2200	P20 (42)	—	386	632	6	52 x 2.50	2.27
2250	K10 (06)	—	415	815	7	52 x 2.50	2.70
2600	C20 (43)	C20 (03, 06)	330	615	9	56 x 2.50	3.03
2800	K20	—	415	815	7	52 x 2.50	2.70
2850	—	P20 (42)	415	770	7	52 x 2.50	2.66
2850	C20 (63)	C20 (03, 06, 43) C30 (03)	415	700	9	56 x 2.50	3.23
3000	G31303 (V8)	G31303 (L6) G30 (05, 06)	622	944	8	52 x 2.25	3.25
3100	P30▲	—	420	774	7	52 x 2.50	2.66
3500	G31603	—	508	790	8	56 x 2.50	3.16
3500	C30 (63)	C30 (03)	415	700	9	56 x 2.50	3.23
3750	—	P30 (32) (4)	562	864	8	52 x 2.50	2.97
5000	P31832	P31432 (5)	1160	1580	11	52 x 2.50	4.40
COMBINATION SEMI ELLIPTIC—TWO STAGE MAIN AND AUXILIARY							
Main	3750	—	C30 (03, 43, 63) w/R05	415	700	9	56 x 2.50	4.57 (1)
w/Aux.				Single stage 1275		1	43.10 x 2.50	
Main	4000	—	P30 (42)	420	774	7	52 x 2.50	4.78 (2)
w/Aux.				Single stage 1938		1	39.24 x 2.50	
Main	5900	—	P30 (42) w/11,000 lb rear axle	1160	1580	11	52 x 2.50	5.53 (3)
w/Aux.				Single stage 2744		1	39.24 x 2.50	

(1) Includes .83 inch spacer
(2) Includes 1.50 inch spacer
(3) Includes .50 inch spacer
(4) Up to 12,300-lb GVWR
(5) 14,500-lb GVWR
▲Except P31832

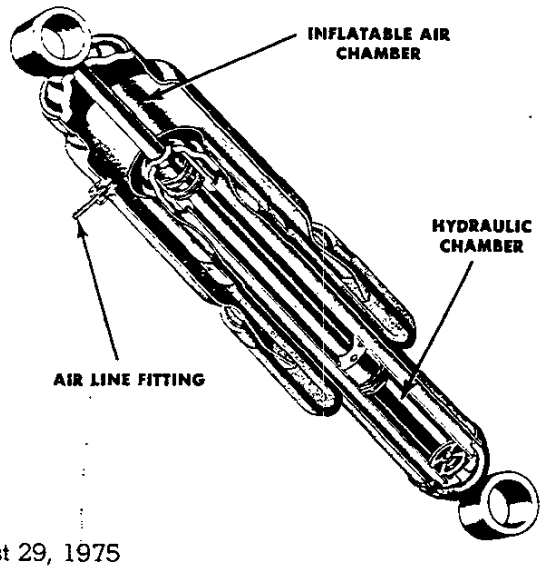
SUSPENSION SHOCK ABSORBERS

SHOCK ABSORBERS

(Hydraulic Direct-Double Acting)

Model Series Availability		Location	Type	Piston Diameter (in)	Piston Travel (in)
Standard	Optional				
El Camino	—	Front	(Direct)	1.00	4.73
El Camino	—	Rear	Air-booster	1.00	7.79
C/P10-30	—	Front	Direct	1.00(1)	5.29(d)
C/P10	—	Rear		1.00	9.29(a)
C20; P20-30	—	Rear		1.00(1)	9.54(b)
C30	—	Rear		1.38	9.13
K10-20	—	Front		1.00	6.79
K10-20	—	Rear		1.00	9.29
G10-30	—	Front		1.00(2)	5.04
G10-30	—	Rear		1.00(2)	8.29(e)
—	C/P10-30	Front		1.38	5.13(g)
—	C/P10	Rear		1.38	9.13(f)
—	C/P20;P30	Rear		1.38	(c)
—	K10-20	Front		1.38	6.63
—	K10-20	Rear		1.38	10.03
—	G10-30	Front		1.38	4.88
—	G10-30	Rear		1.38	8.13

(a) 9.04 for C10 with RPO G50 H.D. springs and C10 (06) with V8 engine
(b) 9.29 for C20 (63) and all P30 (except P31832 which is 9.13)
(c) 9.38 for C20 (03, 06) and P20; 9.13 for C20 (43-63) and P30
(d) 5.79 for P308-311-31432; 5.63 for P31832
(e) 8.88 for G31603
(f) 8.88 for C10 with RPO G50 H.D. springs and C10 (06) with V8 engine
(g) 5.63 for P308-311-31432
(1) P31832 uses 1⅜-inch diameter shock absorbers as base equipment
(2) G31603 uses 1⅜-inch diameter shock absorbers as base equipment



El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

El Camino load capacity is totally realized when the standard equipment air-booster rear shock absorbers are fully inflated. Encircled by inflatable air chambers, these shock absorbers can be adjusted by varying the air pressure to meet different road and load conditions. Air pressure is varied through a tire-type air valve mounted behind the rear license plate. From the air valve, air feed lines of durable nylon connect to each shock through a tee fitting which also serves as a balance line to equalize the pressure in each shock absorber chamber. The air chamber is independent of the internal shock mechanism, which assures normal control in event of accidental air pressure loss.

NOTES

FRONT AXLE AND SUSPENSION

INDEX

MEDIUM & HEAVY DUTY MODELS

FRONT AXLE

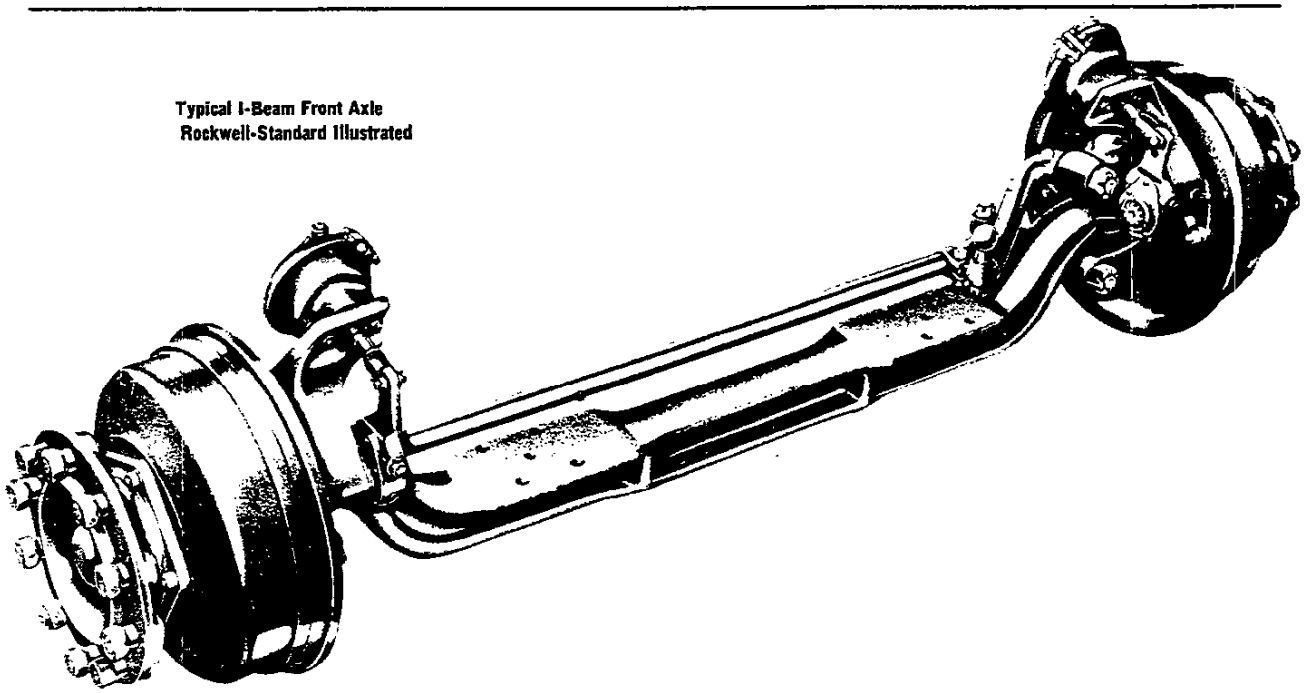
I-BEAM FRONT AXLES

Front axles used as Standard, RPO or SEO Equipment on trucks and tractors are manufactured either by Chevrolet or Rockwell-Standard. All have I-Beam type axle centers. Although they vary in size according to axle capacity, all are machined from one-piece heat treated steel forgings.

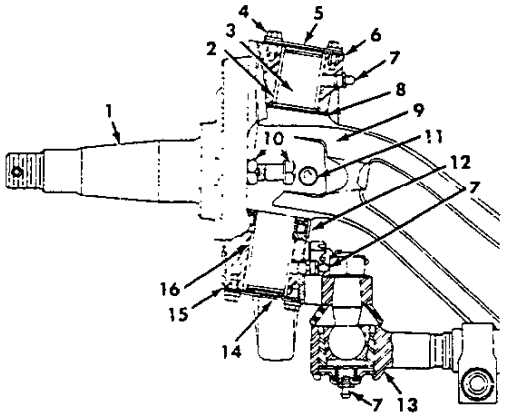
Steering knuckles are alloy steel forgings, heat treated and machined to close limits. Bushings are provided at upper and lower pin bosses. Steering knuckle king pins are machined from alloy steel and heat treated, and are either straight or tapered depending on axle model. Thrust bearings are straight roller for axles with capacities up to 9,000 lbs. and tapered roller for axles with capacities of 12,000 lbs. and up. Location is between axle I-Beams and the lower pin boss of the steering knuckle.

Wide track axle design aids stability and permits sharp wheel turn for short turn radius.

Typical I-Beam Front Axle
Rockwell-Standard Illustrated

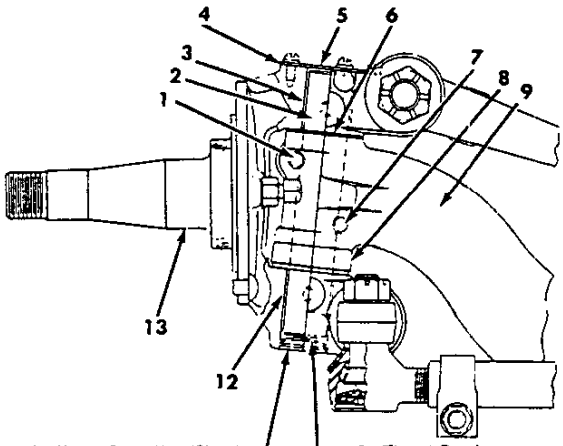


7000 Front Axle



1 Steering Knuckle Spindle
2 Kingpin Bushing (Upper)
3 Kingpin
4 Cap Screw
5 Kingpin Bearing Cap (Upper)
6 Gasket
7 Lube Fitting
8 Shim
9 Axle Center
10 Stop Bolt and Lock Nut
11 Draw Key
12 Thrust Bearing
13 Tie Rod End Assy.
14 Kingpin Bearing Cap (Lower)
15 Gasket
16 Kingpin Bushing (Lower)

12000 Front Axle



1 Upper Draw Key (Short)
2 Kingpin
3 Upper Bushing
4 Cap Gasket
5 Kingpin Cap
6 Spacing Shim
7 Lower Draw Key
8 Thrust Bearing
9 Axle Center
10 Expansion Plug
11 Lock Ring
12 Lower Bushing
13 Steering Knuckle

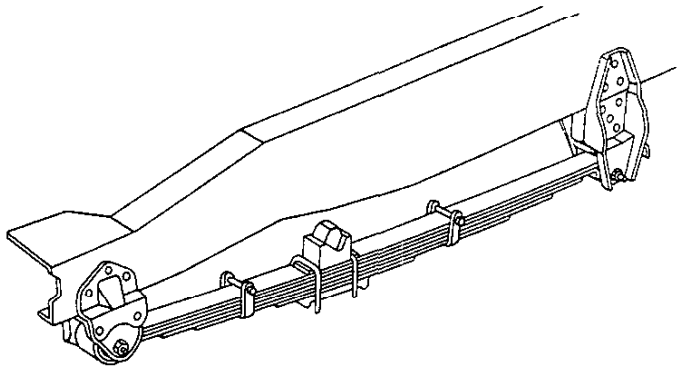
I-BEAM FRONT AXLES

AXLE MODEL		5000	5500	7000	7000
Make		GM	GM	GM	GM
Application	Std.	CE/CS-50; CE/CS/CD-60003	SE-62002, 62502	CE-60013; CE-65003, 65013; ME-65013	TE-60013 65013; HV-70; SE-62802, 63102; SE-62862, 63162; SE-62002, 62502
	Opt.	—	—	CE/CS/CD-60003	
Rated Capacity. At ground (lbs.)		5000	5500	7000	7000
I-Beam Design Type		Reversed Elliott	Reversed Elliott	Reversed Elliott	Reversed Elliott
I-Beam, Section Size (in.)					
Center. Height		2.78	3.02	3.75	3.76
Width		2.54	2.75	2.44	2.68
Web		.42	.50	.77	.77
Pad. Height		3.12	3.12	3.86	3.86
Width		4.84	5.24	5.72	6.08
Section Modulus (in 3)					
Vertical at center		2.30	2.92	4.72	5.13
Horizontal at center		.92	1.13	1.22	1.60
Cross Sectional Area (sq. in.)		3.29	3.88	5.81	6.24
King pin centers. Width (in.)		68.40	68.40	69.17	69.17
Steering Knuckle (Dia.)					
At inner bearing (in.)		1.75	1.75	2.00	2.00
At outer bearing (in.)		1.03	1.03	1.37	1.37
King Pin. Length (in.)		6.36	6.36	7.89	7.89
Diameter (in.)		1.18	1.18	1.25	1.25
Thrust bearing		Roller	Roller	Roller	Roller
Tie Rod. Diameter (in.)		1.50	1.62	1.62	1.62
Tube wall thickness (in.)		.178	.176	.198	.235
Ball diameter (in.)		1.125	1.125	1.250	1.250
Ball stud adjustment		Automatic	Automatic	Automatic	Automatic
Wheel Bearings. Type		Tapered Roller	Tapered Roller	Tapered Roller	Tapered Roller

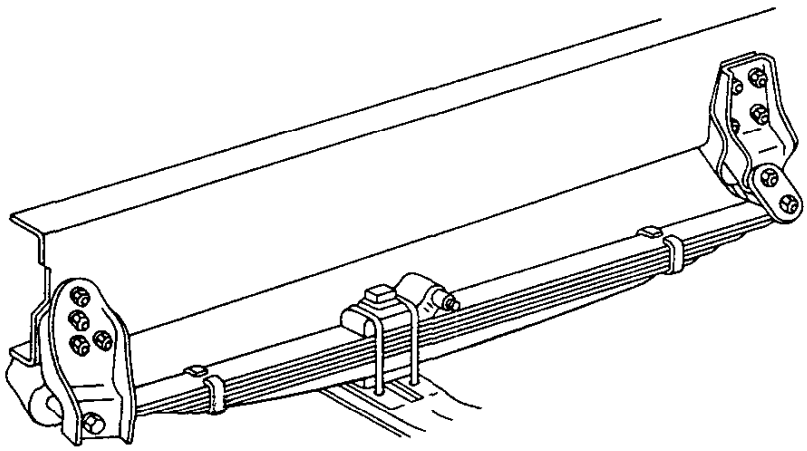
AXLE MODEL		F-090—Hyd. 9000—Hyd.	F-090—Air 9000—Air	12,000	FF-931
Make		GM	GM	GM	Rockwell
Application	Std.	—	HE/JE/JV-80/70; HY-70 HC/HH/HI JC/JH/JI/MH-90	JV-70 D/F-90; HC-90	—
	Opt.	CE/ME-60003 CE/ME-65003	CE/ME-65; TE-60, 65	CE, ME-65; TE-65013; HY/HV JV-70; HC/HH/HI JC/JH JI/MH-90	D F-90; J-70; H J-90
Rated Capacity. At ground (lbs.)		9000	9000	12,000	12,000
I-Beam Design Type		Reversed Elliott	Reversed Elliott	Reversed Elliott	Reversed Elliott
I-Beam Section, Size (in.)					
Center. Height		3.76	4.00	4.00	4.12
Width		2.50	3.56	3.56	3.75
Web		.50	.54	.54	.56
Pad. Height		3.76	4.12	4.12	4.25
Width		6.62	6.50	6.50	5.88
Section Modulus (in 3)					
Vertical at center		3.95	6.50	6.50	N.A.
Horizontal at center		1.05	2.63	2.63	N.A.
Cross Sectional Area (sq. in.)		4.25	6.67	6.67	N.A.
King pin centers. Width (in.)		69.50	69.50	69.50	70.12 (H J-9500) 69.00 (D-9502)
Steering Knuckle (Dia.)					
At inner bearing (in.)		2.25	2.50	2.50	2.50
At outer bearing (in.)		1.50	1.87	1.87	1.75
King Pin. Length (in.)		8.75	9.38	9.38	10.41
Diameter (in.)		1.43-1.18	1.43-1.18	1.74	N.A.
Thrust bearing		Roller	Roller	Roller	Tapered Roller
Tie Rod. Diameter (in.)		1.50	1.50/1.75	1.50/1.75	1.50
Tube wall thickness (in.)		.25	.25	.25	.25
Ball diameter (in.)		1.50	1.50	1.50	N.A.
Ball stud adjustment		Automatic	Automatic	Automatic	Automatic
Wheel Bearings. Type		Tapered Roller	Tapered Roller	Tapered Roller	Tapered Roller

FRONT SUSPENSION

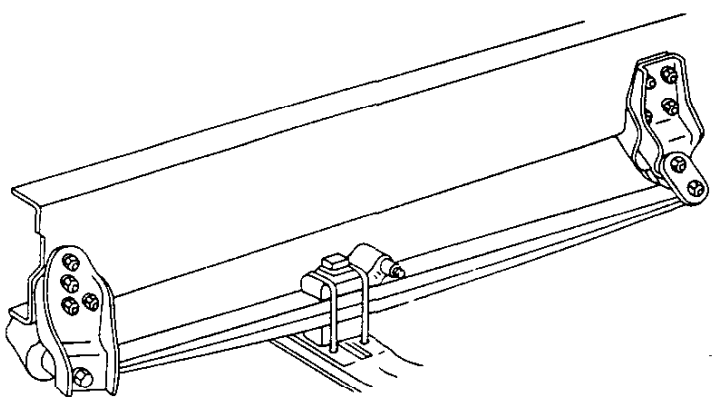
LEAF TYPE FRONT SPRINGS



Typical Vari-Rate, Two-Stage, 50-65

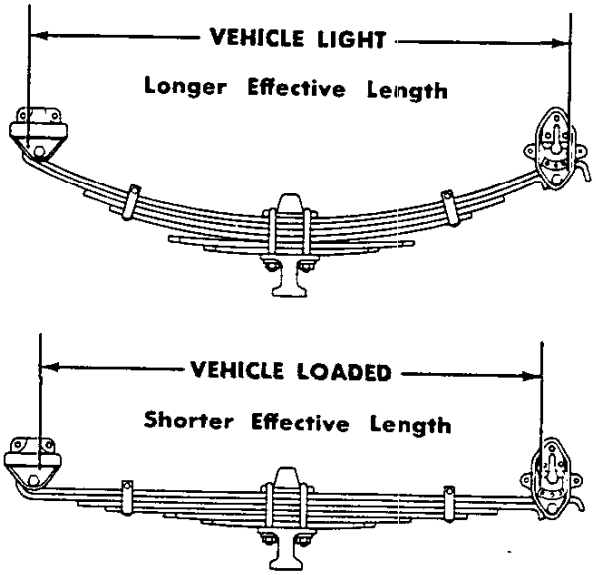


Typical Two-Stage, HV-70



Typical Tapered Leaf, Soft-Ride

LEAF TYPE FRONT SPRINGS



The two top leaves of the vari-rate front spring are attached to the front spring hanger thru a double spring eye cushioned by rubber bushings.

At the rear, the upper surface of the leaves rides against a full-floating specially hardened steel cam surface as shown. In operation, the spring contacts the outer edge of the cam when the truck is lightly loaded or empty and the inner edge when loaded. This reduces the effective length of the spring and increases its deflection rate, giving the stiffer spring action desired when loaded. In addition, the springs themselves are of a two-stage design. The lower two leaves become effective only when the vehicle is loaded.

RATED CAPACITY (lbs. ea. at ground)	2000	3000	3500	3500
(lbs. Capacity at pad in.)	1678	2669	2900	3074
Truck Series—				
Standard	CS/CE-50	CS/CE/CD-60003; SE-62002, 62502	CE-60013; SE/62802, 63102, 62862; 63162, CE/ME-65	TE-60; TE-65
Optional	—	CS/CE-50 (F60)	CE/CS/CD-60003; CE-60013; SE-62002, 62502	—
Type. Semi-elliptic	Vari-rate Two-Stage	Vari-rate Two-Stage	Vari-rate Two-Stage	Vari-rate Two-Stage
Deflection Rate Clamped (lbs. per in.)				
Main (1st Stage)	350	400	490	525
2nd Stage	550	741	850	850
Material, Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon
Length—flat spring (in.)	53¾	53¾	53¾	53½
Width (in.)	2½	2½	3	3
Leaves No. & Thickness (in.)				
1st Stage	3 @ .401	2 @ .401	2 @ .401	2 @ .401
2nd Stage	1 @ .447 3 @ .447	2 @ .447 3 @ .447	2 @ .447 1 @ .401 2 @ .447	2 @ .447 2 @ .447
Spring Eye. Type	Full Wrap	Full Wrap	Full Wrap	Full Wrap
Spring Eye Bushing	Rubber Insert	Rubber Insert	Rubber Insert	—
Rear Bracket Type	Cam	Cam	Cam	Cam

LEAF TYPE FRONT SPRINGS Continued

RATED CAPACITY (lbs. ea. at ground)	4000	4500	4500	5250
lbs. Capacity at pad in. (Av.)	3650	4050	3800	4200
Truck Series—Standard	—	—	—	—
Optional	CS/CE/CD-60003; (F92)	CE/CS/SE/CD-60; CE/ME-65 (F94)	TE-60; TE-65 (F94)	TE-65; (F95)
Type. Semi-elliptic	Vari-rate Two-stage	Vari-rate Two-stage	Vari-rate Two-stage	Vari-rate Two-stage
Deflection Rate Clamped (lbs. per in.)				
Main (1st Stage)	518	600	700	790
2nd Stage	848	1040	1000	1315
Material, Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon
Length—Flat Spring (in.)	53¾	53¾	53½	53½
Width (in.)	2½	3	3	3
Leaves No. & Thickness (in.)				
1st Stage	2 @ .401 3 @ .477	2 @ .401 3 @ .477	2 @ .401 3 @ .447	3 @ .401 3 @ .447
2nd Stage	2 @ .477	2 @ .477	2 @ .447	2 @ .401 3 @ .447
Spring Eye. Type	Full wrap	Full wrap	Full wrap	Full wrap
Rear Bracket Type	Cam	Cam	Cam	Cam

RATED CAPACITY (lbs. ea. at ground)	5500	6000	7000
lbs. Capacity at pad in. (Av.)	5000	4800	5800
Truck Series—Optional	TE-65013 (FS5, FT5)	CE/ME-65 (F96)	CE/ME-65 (F98)
Type. Semi-elliptic	Vari-rate Two-stage	Vari-rate Two-stage	Vari-rate Two-stage
Deflection Rate Clamped (lbs. per in.)			
Main (1st Stage)	790	780	840
2nd Stage	1315	1380	1560
Material, Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon
Length—Flat Spring (in.)	53½	53¾	53¾
Width (in.)	3	3	3
Leaves No. & Thickness (in.)			
1st Stage	3 @ .447 3 @ .401	2 @ .401 4 @ .447	4 @ .401 3 @ .447
2nd Stage	4 @ .447 2 @ .401	3 @ .447 2 @ .401	4 @ .447
Spring Eye. Type	Full wrap	Full wrap	Full wrap
Rear Bracket Type	Cam	Cam	Cam

LEAF TYPE FRONT SPRINGS Continued

RATED CAPACITY				
(lbs. ea. at ground)	3500	4500	4500	
lbs. ea. Capacity at Pad (AV.)	3150	4050	4000	
Truck Series—Standard	HV-70	HE/JV/HY-80/70; HI/HH/HC/ JI/JH/JC/ MH-90	—	
Optional	—	HV-7500 (FS4, FT4)	HH/HI-9500 (F83)	
Spring Type	Semi-elliptic Two-stage	Semi-elliptic Two-stage	Tapered leaf Soft Ride	
Material	AISI 5160	AISI 5160	AISI 5160	
Deflection Rate Clamped (lbs/in) Main	585	808	950	
2nd Stage	1290	1610	—	
Length (in.)	56	56	56	
Width (in.)	3	3	3	
Leaves No. @ Thickness. Main	5 @ .360	5 @ .401	2 @ .310-.702	
2nd Stage	1 @ .836-.310	1 @ .887-.499	—	
Spring Eye				
Bracket End	Full wrap	Full wrap	Full wrap	
Shackle End	Single wrap	Single wrap	Single wrap	
Shackle Location	Rear	Rear	Rear	
Type	2-bar link	2-bar link	2-bar link	

RATED CAPACITY				
(lbs. ea. at ground)	6000	6000	6000	6000
lbs. ea. Capacity at Pad. (AV.)	5500	5422	5400	5400
Truck Series—Standard	—	JE/JY-80/70 —	DH/DI/DC/DP/DJ/DK DB/DL/FH/FI/FC-90	—
Optional	TE-65; (F54)	—	—	DH/DI/DB/ DC/DP/DL/FH/FI/ FC-90 (F69)
Spring Type	Semi-elliptic Single-stage	Semi-elliptic Two-stage	Semi-elliptic Single-stage	Tapered Leaf Soft Ride
Material	AISI 5161	AISI 5160	AISI 5160	AISI 5160
Deflection Rate Clamped (lbs/in)				
Main: 1st Stage	838	808	1575	1357
2nd Stage	—	1610	—	—
Length (in.)	56	56	56	56
Width (in.)	3	3	4	4
Leaves No. @ Thickness. Main. 1st Stage	2 @ .401 6 @ .360	5 @ .401 —	2 @ .447 6 @ .401	1 @ .735-.499 2 @ .735-.343
2nd Stage	—	1 @ .887-.499	—	—
Spring Eye				
Bracket End	Full wrap	Full wrap	Full wrap	Full wrap
Shackle End	Single wrap	Single wrap	Single wrap	Single wrap
Shackle Location	Rear	Rear	Rear	Rear
Type	"Y"	2-bar link	2-bar link	2-bar link

FRONT SUSPENSION & SHOCK ABSORBERS

LEAF TYPE FRONT SPRINGS Continued

RATED CAPACITY (lbs. ea. at ground)	6000	6000	7000	8000	9000
lbs. ea. Capacity at Pad (AV.)	5400	5400	6430	7400	8200
Optional	JI-90 (F69) DH/DI/DC/DP/DJ/DK DB/DL/FH/FI/FC-90 (FU4)	HY/HV/JY/JV-70; HI/HH/HC/ JI/JH/JC/MH-90 (FS5, FT5)	JV/JY-70 (FS6)	JI/JC/JH/MH-90; DC/DH-90 (FS6, FT6)	JV/JY-70; JI/JC/JH-90 (F99)
Spring Type	Tapered leaf Soft Ride	Semi-elliptic Single Stage	Semi-elliptic Single Stage	Semi-elliptic Single Stage	Semi-elliptic
Material	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon
Deflection Rated Clamped (lbs/in)					
Main. 1st stage	1345	1270	2432	2432	2490
2nd stage	—	—	—	—	—
Length (in.)	56	56	56	56	56
Width (in.)	3	3	4	4	4
Leaves No. @ Thickness. Main. 1st stage	1 @ .499-.812	7 @ .447	2 @ .449	2 @ .499	8 @ .499
2nd stage	1 @ .343-.812	—	7 @ .447	7 @ .447	—
Spring Eye					
Bracket End	Full wrap	Full wrap	Full wrap	Full wrap	Full wrap
Shackle End	Plain	Plain	Plain	Plain	Plain
Shackle Location	Rear	Rear	Rear	Rear	Rear
Type	2-bar link	2-bar link	2-bar link	2-bar link	2-bar link

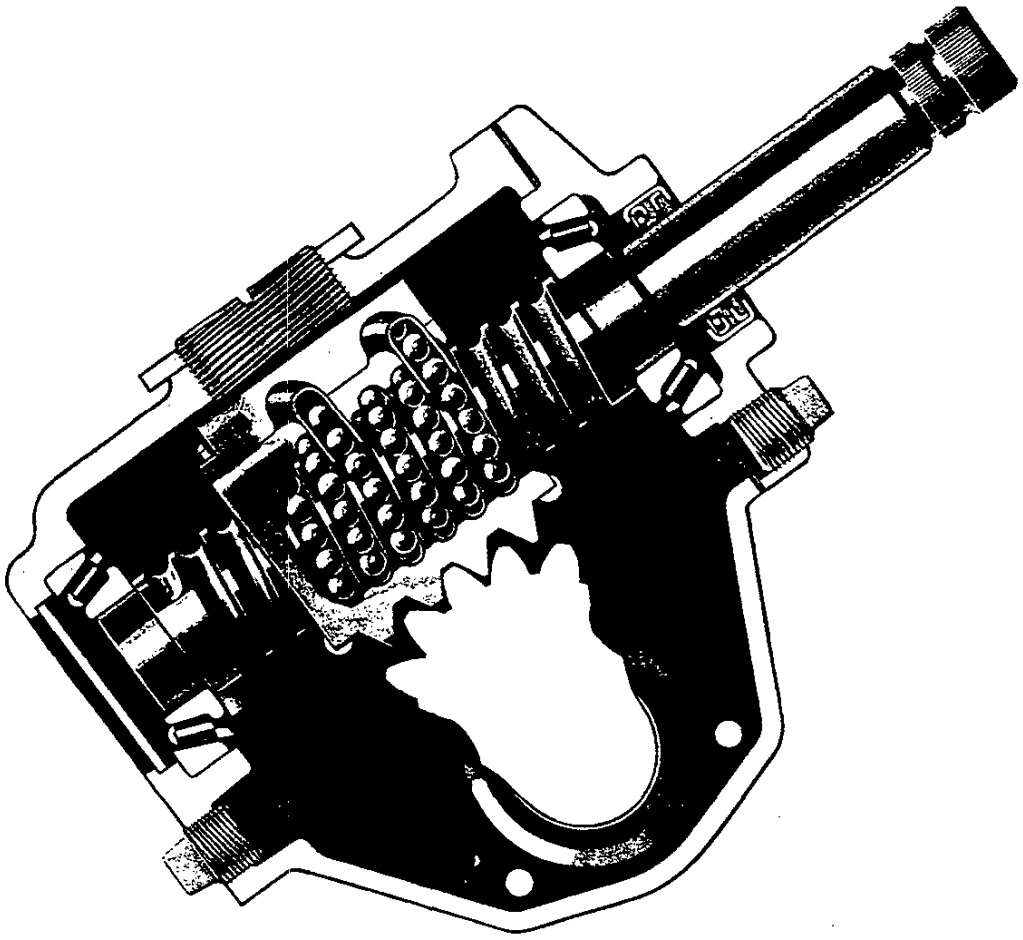
FRONT SHOCK ABSORBERS

Standard	Make	Type	Piston Dia. (in.)
CE/CS-50; CE/CS/CD/SE/TE-60; CE/ME/TE-65; HV/JV/HY/JY-70; HI/JI/MH-90	Delco	Telescopic double acting	1⅜
HC/HH/JC/JH-90; FH/FI/FJ/FC/DH/DI/DJ/DK/DC/DP/DL-90	Delco	Telescopic double acting	1¼

STEERING

MECHANICAL

Medium and heavy duty truck models use Saginaw steering gears. All gear assemblies are the recirculating ball bearing and sector nut type. Notable in this design is the ease of operation which reduces driver fatigue. All gear series are similar in construction to the typical illustration shown below.



Typical Recirculating Ball Steering Gear

STEERING Continued

HYDRAULIC POWER

HEAVY DUTY CONVENTIONAL

The power system consists of a control valve, power cylinder, or cylinders, and a hydraulic pump used in conjunction with the steering gear. An oil cooler is attached to the front of the radiator on some vehicles.

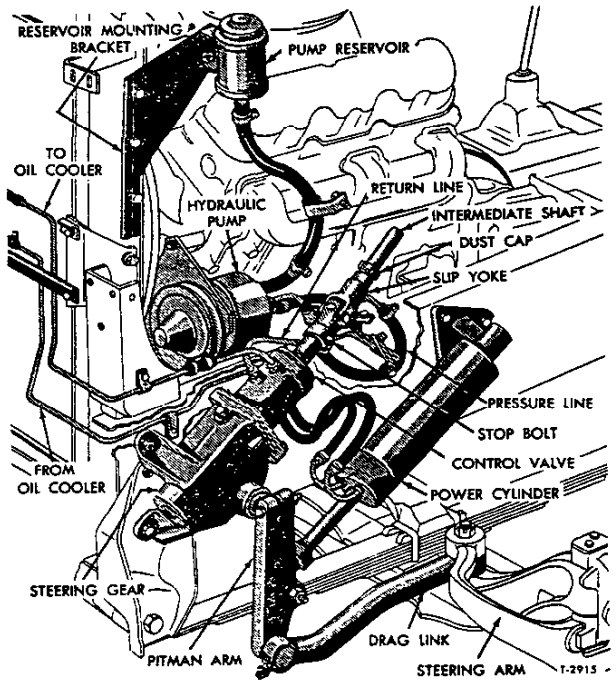
The power cylinder is side mounted. A side mounted cylinder is bracketed to the frame side rail at one end and to the pitman arm at the other end. Conventional models with the 16000 front axle are equipped with an additional right hand power cylinder bracketed to the frame side rail at one end and to a right hand idler arm at the other end.

POWER CYLINDER

Truck Series	Mounting Location	
	Side of Frame	No. Used
H/J-70, 80, 90; M-90	All frt. axles ex. 16000	1
	16000 frt. axle	2

STEEL AND ALUMINUM TILT

The steel tilt series use the 553DV type and the aluminum tilt series use the 554DV type power steering gears. Description is the same as above except that the power cylinder is bracketed at one end to the front axle I-beam and the other end to the tie rod.



Typical Power Steering System
Side of Frame Mounted Power Cylinder
Conventional Model Illustrated

MEDIUM DUTY CONVENTIONAL

This new hydraulic power steering system consists of a pump, steering gear, a pressure hose and return hose. Availability is for the 7000 and 9000 lb. front axles.

The integral power steering gear (Saginaw 710D series) has a constant 24 to 1 ratio. It has an open center, rotary type four-way control valve which directs oil to either side of the rack piston. A rack piston converts hydraulic power into mechanical output. The steering gear is mounted on the left frame rail. The steering shaft is joined to the steering gear through a flexible coupling or a Cardon type U-joint.

A constant displacement pump provides hydraulic pressure for the steering system. The pump is a pulley driven vane-type, having an integral or remote reservoir. It is bracketed to the front of the engine and driven from the engine crankshaft pulley.

Some vehicles require a power steering system fluid cooler.

Vehicles with a 12000 lb. capacity front axle use the 553DV series type power steering gear. With this gear the control valve is mounted on top of the steering gear housing. The power cylinder is bracketed to the left hand frame rail at one end and to the pitman arm at the other end. Hoses carry hydraulic under pressure from the hydraulic pump to operate the power cylinder piston for right and left turns.

APPLICATION CHART

Models	Standard Gears		Steering Gears With Optional Axles				Power Steering			
	Frt. Axle	Saginaw Series	Frt. Axle	Saginaw Series	Frt. Axle	Saginaw Series	RPO	Saginaw Series	Valve Type*	Frt. Axle
C-50	5000	553D					N40	710D	Rotary	5000
C-60003	5000	553D	7000	553D			N40	710D	Rotary	5000, 7000
C-60013	7000	553D					N40	710D	Rotary	7000
C-65003/13	7000	553D	9000	710D†	12000	553DV†	N40	710D	Rotary	7000
ME-65	7000	553D	9000	710D†	12000	553DV†	N40	710D	Rotary	7000
HV-70	7000	555D	9000	555D	12000	555D	N40	553DV	Rotary	7000, 9000, 12000
JV-70	9000	555D	12000	555D	16000	553DV†	N40	553DV	Rotary	F-090, F-120,
JY-70	12000	555D	16000	553DV†			N40	554DV	Rotary	12000
HE/JE/HY-80/70	9000	555D	12000							
H-90	9000	555D	12000	555D			N40	553DV	Rotary	9000
J/MH-90	9000	555D	12000	555D	16000	553DV†	N40	553DV	Rotary	9000
T-60	7000	553D	9000	568D			N40	553DV	Rotary	7000, 9000
T-65	7000	553D	9000	568D	12000	568D	N40	553DV	Rotary	7000, 9000, 12000
F/D-90 exc. DB & DP	12000	555D					N40	554DV	Rotary	12000
DB/DP-90	12000	555D								
SE-60002, 62502	5500	553D	7000	553D			(b)N40	710D	Rotary	5500
SE-6280, 6310	7000	553D					(b)N40	710D	Rotary	7000

*Integral with steering gear assembly. (a) Mandatory optional equipment. †Power steering included with Front Axle RPO.

STANDARD STEERING GEARS

TRUCK MODELS	TE-60 TE-65	CS/CE/CD-60; CE-65; ME-65	SE-60	HE/JE/HV/JV/HY/JY-80/70; HI/HH/HC/ JH/JC/JI/MH-90 FB/FC/FH/FI/FJ/ DB/DC/DH/DJ/DK/DI/DP/DL-90
Saginaw Series	553	553	553	555
Type	Recirculating Ball			
Gear Ratio (to 1)	28.14	28.14	28.14	28.14
Worm Material	Heat Treated Alloy Steel			
Bearings	Ball (2)	Ball (2) C Ball (1) Needle (1) ME	Roller (2)	Roller (2)
Recirculating Balls No. & Diameter (in.)	106, .281	106, .281	90, .343	96, .312
Pitman Shaft Material	Heat Treated Alloy Steel			
Diameter (in.)	1.38	1.50	1.50	1.73
Inner & Outer Bearing	Bronze Bushings			
Steering Shaft Coupling Type	3-piece U-Joint	Single Pot Coupling	Multiple U-Joint	Multiple U-Joint
Steering Column Upper Bearing Type	Non-Adjustable Ball	Non-Adjustable Ball	Non-Adjustable Ball	Adjustable Ball
Lower Bearing Type	Ball	Ball	Ball	Ball
Steering Wheel Dia. (in.)	20	18	18-C 19-S	21-Astro

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
C50-C60	5000	125.	7.00X20.0	40.5	44.5	42.0
	5000	137.	7.00X20.0	43.9	47.9	42.0
	5000	149.	7.00X20.0	47.3	51.3	42.0
	5000	167.	7.00X20.0	52.4	56.4	42.0
	5000	173.	7.00X20.0	54.1	58.1	42.0
	5000	179.	7.00X20.0	55.8	59.8	42.0
	5000	189.	7.00X20.0	58.6	62.6	42.0
	5000	203.	7.00X20.0	62.6	66.6	42.0
	5000	218.	7.00X20.0	66.8	70.9	42.0
	5000	125.	7.50X20.0	40.5	44.5	42.0
	5000	137.	7.50X20.0	43.9	47.9	42.0
	5000	149.	7.50X20.0	47.3	51.3	42.0
	5000	167.	7.50X20.0	52.4	56.4	42.0
	5000	173.	7.50X20.0	54.1	58.1	42.0
	5000	179.	7.50X20.0	55.8	59.8	42.0
	5000	189.	7.50X20.0	58.6	62.6	42.0
	5000	203.	7.50X20.0	62.6	66.6	42.0
	5000	218.	7.50X20.0	66.8	70.8	42.0
	5000	125.	9.00X20.0	42.3	46.2	40.0
	5000	137.	9.00X20.0	45.8	49.8	40.0
	5000	149.	9.00X20.0	49.4	53.3	40.0
	5000	167.	9.00X20.0	54.8	58.7	40.0
	5000	173.	9.00X20.0	56.6	60.5	40.0
	5000	179.	9.00X20.0	58.3	62.3	40.0
	5000	189.	9.00X20.0	61.3	65.3	40.0
	5000	203.	9.00X20.0	65.5	69.4	40.0
	5000	218.	9.00X20.0	70.0	73.9	40.0
	7000	125.	8.25X20.0	42.2	46.0	42.0
	7000	137.	8.25X20.0	45.8	49.5	42.0
	7000	149.	8.25X20.0	49.3	53.1	42.0
	7000	167.	8.25X20.0	54.6	58.4	42.0
	7000	173.	8.25X20.0	56.4	60.2	42.0
	7000	179.	8.25X20.0	58.2	62.0	42.0
	7000	189.	8.25X20.0	61.1	64.9	42.0
	7000	203.	8.25X20.0	65.3	69.1	42.0
	7000	218.	8.25X20.0	69.7	73.5	42.0
	7000	125.	10.00X20.0	48.1	51.7	34.0
	7000	137.	10.00X20.0	52.2	55.8	34.0
	7000	149.	10.00X20.0	56.3	59.9	34.0
	7000	167.	10.00X20.0	62.5	66.0	34.0
	7000	173.	10.00X20.0	64.5	68.1	34.0
	7000	179.	10.00X20.0	66.6	70.1	34.0
	7000	189.	10.00X20.0	70.0	73.6	34.0
	7000	203.	10.00X20.0	74.8	78.4	34.0
	7000	218.	10.00X20.0	79.9	83.5	34.0
CE65	7000	125.	8.25X20.0	42.3	46.0	42.0
	7000	137.	8.25X20.0	45.8	49.6	42.0
	7000	149.	8.25X20.0	49.3	53.1	42.0
	7000	167.	8.25X20.0	54.7	58.4	42.0

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
CE65 Cont'd						
	7000	173.	8.25X20.0	56.4	60.2	42.0
	7000	179.	8.25X20.0	58.2	62.0	42.0
	7000	189.	8.25X20.0	61.2	65.0	42.0
	7000	203.	8.25X20.0	65.3	69.1	42.0
	7000	218.	8.25X20.0	69.7	73.5	42.0
	7000	125.	10.00X20.0	48.2	51.7	34.0
	7000	137.	10.00X20.0	52.3	55.8	34.0
	7000	149.	10.00X20.0	56.4	59.9	34.0
	7000	167.	10.00X20.0	62.5	66.0	34.0
	7000	173.	10.00X20.0	64.6	68.1	34.0
	7000	179.	10.00X20.0	66.6	70.1	34.0
	7000	189.	10.00X20.0	70.0	73.6	34.0
	7000	203.	10.00X20.0	74.8	78.4	34.0
	7000	218.	10.00X20.0	80.0	83.5	34.0
	9000	125.	10.00X20.0	45.6	49.4	37.0
	9000	137.	10.00X20.0	49.5	53.3	37.0
	9000	149.	10.00X20.0	53.3	57.1	37.0
	9000	167.	10.00X20.0	59.2	63.0	37.0
	9000	173.	10.00X20.0	61.1	64.9	37.0
	9000	179.	10.00X20.0	63.0	66.8	37.0
	9000	189.	10.00X20.0	66.3	70.1	37.0
	9000	203.	10.00X20.0	70.8	74.6	37.0
	9000	218.	10.00X20.0	75.6	79.5	37.0
	12000	125.	10.00X20.0	45.4	48.9	37.0
	12000	137.	10.00X20.0	49.2	52.7	37.0
	12000	149.	10.00X20.0	53.0	56.6	37.0
	12000	167.	10.00X20.0	58.7	62.3	37.0
	12000	173.	10.00X20.0	60.6	64.2	37.0
	12000	179.	10.00X20.0	62.6	66.1	37.0
	12000	189.	10.00X20.0	65.7	69.3	37.0
	12000	203.	10.00X20.0	70.2	73.8	37.0
	12000	218.	10.00X20.0	75.0	78.6	37.0
ME65	7000	149.	8.25X20.0	49.3	53.1	42.0
	7000	167.	8.25X20.0	54.7	58.4	42.0
	7000	185.	8.25X20.0	60.0	63.8	42.0
	7000	149.	10.00X20.0	56.4	59.9	34.0
	7000	167.	10.00X20.0	62.5	66.0	34.0
	7000	185.	10.00X20.0	68.7	72.2	34.0
	9000	149.	9.00X20.0	52.2	56.0	37.0
	9000	167.	9.00X20.0	57.9	61.7	37.0
	9000	185.	9.00X20.0	63.6	67.4	37.0
	9000	149.	11.00X20.0	52.2	56.0	37.0
	9000	167.	11.00X20.0	57.8	61.7	37.0
	9000	185.	11.00X20.0	63.5	67.4	37.0
	12000	149.	11.00X20.0	53.0	56.6	37.0
	12000	167.	11.00X20.0	58.7	62.3	37.0
	12000	185.	11.00X20.0	64.5	68.0	37.0

STEERING

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
ME65013	9000	149.	11.00X20.0	52.6	56.4	37.0
	9000	167.	11.00X20.0	58.3	62.2	37.0
	9000	185.	11.00X20.0	64.0	67.9	37.0
TE60	7000	133.	7.50X20.0	54.0	59.2	30.5
	7000	145.	7.50X20.0	58.4	63.6	30.5
	7000	163.	7.50X20.0	65.0	70.2	30.5
	7000	175.	7.50X20.0	69.3	74.5	30.5
	7000	133.	8.25X20.0	54.0	59.2	30.5
	7000	145.	8.25X20.0	58.4	63.6	30.5
	7000	163.	8.25X20.0	65.0	70.2	30.5
	7000	175.	8.25X20.0	69.3	74.5	30.5
	7000	133.	9.00X20.0	57.9	62.9	27.6
	7000	145.	9.00X20.0	62.6	67.6	27.6
	7000	163.	9.00X20.0	69.7	74.7	27.6
	7000	175.	9.00X20.0	74.4	79.4	27.6
TE65	7000	109.	8.25X20.0	45.3	50.5	30.5
	7000	133.	8.25X20.0	54.0	59.2	30.5
	7000	145.	8.25X20.0	58.4	63.6	30.5
	7000	163.	8.25X20.0	65.0	70.2	30.5
	7000	175.	8.25X20.0	69.3	74.5	30.5
	7000	109.	10.00X20.0	49.7	54.7	26.7
	7000	133.	10.00X20.0	59.5	64.4	26.7
	7000	145.	10.00X20.0	64.3	69.3	26.7
	7000	163.	10.00X20.0	71.6	76.6	26.7
	7000	175.	10.00X20.0	76.5	81.4	26.7
	12000	109.	10.00X20.0	44.9	50.1	31.4
	12000	133.	10.00X20.0	53.6	58.7	31.4
	12000	145.	10.00X20.0	57.9	63.1	31.4
	12000	163.	10.00X20.0	64.4	69.5	31.4
	12000	175.	10.00X20.0	68.7	73.8	31.4
	12000	109.	11.00X20.0	47.0	52.0	29.3
	12000	133.	11.00X20.0	56.1	61.1	29.3
	12000	145.	11.00X20.0	60.6	65.6	29.3
	12000	163.	11.00X20.0	67.4	72.4	29.3
	12000	175.	11.00X20.0	72.0	77.0	29.3
TE60003-	9000	109.	9.00X20.0	44.3	49.8	32.4
	9000	133.	9.00X20.0	52.9	58.3	32.4
	9000	145.	9.00X20.0	57.2	62.6	32.4
	9000	163.	9.00X20.0	63.6	69.0	32.4
	9000	175.	9.00X20.0	67.9	73.3	32.4
	9000	109.	10.00X20.0	50.6	55.7	26.6
	9000	133.	10.00X20.0	60.5	65.6	26.6
	9000	145.	10.00X20.0	65.5	70.6	26.6
	9000	163.	10.00X20.0	73.0	78.0	26.6
	9000	175.	10.00X20.0	77.9	82.9	26.6
	9000	109.	11.00X20.0	54.8	59.7	23.8
	9000	133.	11.00X20.0	65.7	70.5	23.8

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
TE60003 Cont'd						
	9000	145.	11.00X20.0	71.1	75.9	23.8
	9000	163.	11.00X20.0	79.2	84.0	23.8
	9000	175.	11.00X20.0	84.7	89.4	23.8
SE60	5500	189.	8.25X20.0	58.6	62.7	42.0
	5500	218.	8.25X20.0	66.8	70.9	42.0
	5500	235.	8.25X20.0	71.6	75.7	42.0
	5500	254.	8.25X20.0	77.0	81.1	42.0
	5500	189.	9.00X20.0	61.6	65.4	40.0
	5500	218.	9.00X20.0	70.2	74.0	40.0
	5500	235.	9.00X20.0	75.3	79.1	40.0
	5500	254.	9.00X20.0	80.9	84.8	40.0
	7000	189.	8.25X20.0	58.7	62.7	42.0
	7000	218.	8.25X20.0	66.9	70.9	42.0
	7000	235.	8.25X20.0	71.7	75.7	42.0
	7000	254.	8.25X20.0	77.1	81.1	42.0
	7000	189.	9.00X20.0	61.5	65.4	40.0
	7000	218.	9.00X20.0	70.1	74.0	40.0
	7000	235.	9.00X20.0	75.2	79.1	40.0
	7000	254.	9.00X20.0	80.8	84.7	40.0
HE/HV/HY-70-80	7000	139.	9.00X20.0	57.1	60.4	30.0
	7000	151.	9.00X20.0	61.5	64.8	30.0
	7000	169.	9.00X20.0	68.2	71.5	30.0
	7000	191.	9.00X20.0	76.3	79.6	30.0
	7000	205.	9.00X20.0	81.5	84.8	30.0
	7000	217.	9.00X20.0	86.0	89.3	30.0
	7000	139.	10.00X20.0	63.5	66.7	26.0
	7000	151.	10.00X20.0	68.5	71.7	26.0
	7000	169.	10.00X20.0	76.0	79.2	26.0
	7000	191.	10.00X20.0	85.2	88.4	26.0
	7000	205.	10.00X20.0	91.0	94.2	26.0
	7000	217.	10.00X20.0	96.0	99.2	26.0
	9000	139.	9.00X20.0	51.1	54.7	35.0
	9000	151.	9.00X20.0	55.0	58.6	35.0
	9000	169.	9.00X20.0	60.9	64.5	35.0
	9000	191.	9.00X20.0	68.2	71.8	35.0
	9000	205.	9.00X20.0	72.8	76.4	35.0
	9000	217.	9.00X20.0	76.7	80.3	35.0
	9000	139.	10.00X20.0	54.9	58.4	32.5
	9000	151.	10.00X20.0	59.2	62.7	32.5
	9000	169.	10.00X20.0	65.6	69.1	32.5
	9000	191.	10.00X20.0	73.4	77.0	32.5
	9000	205.	10.00X20.0	78.4	82.0	32.5
	9000	217.	10.00X20.0	82.7	86.3	32.5
	12000	139.	10.00X20.0	55.2	58.5	32.5
	12000	151.	10.00X20.0	59.5	62.7	32.5
	12000	169.	10.00X20.0	65.9	69.2	32.5

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
HE/HV/HY70-80 Cont'd						
	12000	191.	10.00X20.0	73.7	77.0	32.5
	12000	205.	10.00X20.0	78.7	82.0	32.5
	12000	217.	10.00X20.0	83.0	86.3	32.5
HI/HH/HC90	9000	139.	10.00X20.0	54.9	58.4	32.5
	9000	146.	10.00X20.0	57.4	60.9	32.5
	9000	151.	10.00X20.0	59.2	62.7	32.5
	9000	169.	10.00X20.0	65.6	69.1	32.5
	9000	139.	11.00X20.0	57.6	61.1	30.5
	9000	146.	11.00X20.0	60.2	63.7	30.5
	9000	151.	11.00X20.0	62.1	65.6	30.5
	9000	169.	11.00X20.0	68.9	72.3	30.5
	12000	139.	10.00X20.0	55.2	58.5	32.5
	12000	146.	10.00X20.0	57.7	61.0	32.5
	12000	151.	10.00X20.0	59.5	62.7	32.5
	12000	169.	10.00X20.0	65.9	69.2	32.5
	12000	139.	11.00X20.0	57.9	61.1	30.5
	12000	146.	11.00X20.0	60.5	63.7	30.5
	12000	151.	11.00X20.0	62.4	65.6	30.5
	12000	169.	11.00X20.0	69.2	72.4	30.5
JE/JV/JY70-80	9000	151.	9.00X20.0	55.0	58.6	35.0
	9000	169.	9.00X20.0	60.9	64.5	35.0
	9000	187.	9.00X20.0	66.9	70.5	35.0
	9000	198.	9.00X20.0	70.5	74.1	35.0
	9000	151.	11.00X20.0	62.1	65.6	30.5
	9000	169.	11.00X20.0	68.9	72.3	30.5
	9000	187.	11.00X20.0	75.6	79.1	30.5
	9000	198.	11.00X20.0	79.8	83.2	30.5
	12000	151.	11.00X20.0	62.4	65.6	30.5
	12000	169.	11.00X20.0	69.2	72.4	30.5
	12000	187.	11.00X20.0	75.9	79.1	30.5
	12000	198.	11.00X20.0	80.1	83.3	30.5
	18000	151.	11.00X20.0	55.6	59.1	35.0
	18000	169.	11.00X20.0	61.6	65.1	35.0
	18000	187.	11.00X20.0	67.6	71.1	35.0
	18000	198.	11.00X20.0	71.2	74.7	35.0
JI/JH/JC90	9000	146.	10.00X20.0	57.4	60.9	32.5
	9000	151.	10.00X20.0	59.2	62.7	32.5
	9000	169.	10.00X20.0	65.6	69.1	32.5
	9000	198.	10.00X20.0	75.9	79.5	32.5
	9000	210.	10.00X20.0	80.2	83.8	32.5
	9000	146.	11.00X22.0	61.8	65.2	29.5
	9000	151.	11.00X22.0	63.7	67.1	29.5
	9000	169.	11.00X22.0	70.7	74.1	29.5
	9000	198.	11.00X22.0	81.8	85.3	29.5
	9000	210.	11.00X22.0	86.5	89.9	29.5
	12000	146.	10.00X20.0	57.7	61.0	32.5

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
JI/JH/JC90 Cont'd						
	12000	151.	10.00X20.0	59.5	62.7	32.5
	12000	169.	10.00X20.0	65.9	69.2	32.5
	12000	198.	10.00X20.0	76.2	79.5	32.5
	12000	210.	10.00X20.0	80.5	83.8	32.5
	12000	146.	11.00X22.0	62.1	65.2	29.5
	12000	151.	11.00X22.0	64.0	67.2	29.5
	12000	169.	11.00X22.0	71.0	74.1	29.5
	12000	198.	11.00X22.0	82.2	85.3	29.5
	12000	210.	11.00X22.0	86.8	90.0	29.5
	18000	146.	11.00X20.0	54.0	57.4	35.0
	18000	151.	11.00X20.0	55.6	59.1	35.0
	18000	169.	11.00X20.0	61.6	65.1	35.0
	18000	198.	11.00X20.0	71.2	74.7	35.0
	18000	210.	11.00X20.0	75.2	78.7	35.0
	18000	146.	11.00X22.0	54.0	57.4	35.0
	18000	151.	11.00X22.0	55.6	59.1	35.0
	18000	169.	11.00X22.0	61.6	65.1	35.0
	18000	198.	11.00X22.0	71.2	74.7	35.0
	18000	210.	11.00X22.0	75.2	78.7	35.0
MH90	9000	173.	10.00X20.0	67.0	70.6	32.5
	9000	192.	10.00X20.0	73.8	77.3	32.5
	9000	213.	10.00X20.0	81.3	84.8	32.5
	9000	235.	10.00X20.0	89.1	92.7	32.5
	9000	173.	11.00X22.0	72.2	75.6	29.5
	9000	192.	11.00X22.0	79.5	83.0	29.5
	9000	213.	11.00X22.0	87.6	91.1	29.5
	9000	235.	11.00X22.0	96.1	99.6	29.5
	12000	173.	10.00X20.0	67.3	70.6	32.5
	12000	192.	10.00X20.0	74.1	77.4	32.5
	12000	213.	10.00X20.0	81.6	84.9	32.5
	12000	235.	10.00X20.0	89.4	92.7	32.5
	12000	173.	11.00X22.0	72.5	75.7	29.5
	12000	192.	11.00X22.0	79.8	83.0	29.5
	12000	213.	11.00X22.0	88.0	91.1	29.5
	12000	235.	11.00X22.0	96.4	99.6	29.5
	18000	173.	11.00X20.0	62.9	66.4	35.0
	18000	192.	11.00X20.0	69.3	72.7	35.0
	18000	213.	11.00X20.0	76.2	79.7	35.0
	18000	235.	11.00X20.0	83.5	87.0	35.0
	18000	173.	11.00X22.0	62.9	66.4	35.0
	18000	192.	11.00X22.0	69.2	72.7	35.0
	18000	213.	11.00X22.0	76.2	79.7	35.0
	18000	235.	11.00X22.0	83.5	87.0	35.0
FI/FH/FC90	12000	110.	10.00X20.0	44.9	48.3	32.5
	12000	118.	10.00X20.0	47.7	51.1	32.5
	12000	130.	10.00X20.0	52.0	55.4	32.5
	12000	142.	10.00X20.0	56.3	59.7	32.5

TURNING DIAMETER CHART

SERIES	AXLE	WHEELBASE	TIRE/WHEEL	CURB TO CURB	WALL TO WALL	ROADWHEEL TURN ANGLE
FI/FH/FC90 Cont'd						
	12000	110.	10.00X22.0	45.9	49.3	31.5
	12000	118.	10.00X22.0	48.8	52.2	31.5
	12000	130.	10.00X22.0	53.2	56.6	31.5
	12000	142.	10.00X22.0	57.6	61.0	31.5
	12000	110.	11.00X20.0	47.0	50.4	30.5
	12000	118.	11.00X20.0	50.0	53.4	30.5
	12000	130.	11.00X20.0	54.5	57.9	30.5
	12000	142.	11.00X20.0	59.0	62.4	30.5
	12000	110.	11.00X22.0	48.2	51.5	29.5
	12000	118.	11.00X22.0	51.3	54.6	29.5
	12000	130.	11.00X22.0	55.9	59.2	29.5
	12000	142.	11.00X22.0	60.5	63.8	29.5
DI/DH/DC/DP/ DJ/DK90	12000	142.	10.00 20.0	56.3	59.7	32.5
	12000	150.	10.00X20.0	59.1	62.5	32.5
	12000	165.	10.00X20.0	64.5	67.9	32.5
	12000	195.	10.00X20.0	75.2	78.6	32.5
	12000	142.	10.00X22.0	57.6	61.0	31.5
	12000	150.	10.00X22.0	60.5	63.9	31.5
	12000	165.	10.00X22.0	66.0	69.4	31.5
	12000	195.	10.00X22.0	77.0	80.4	31.5
	12000	142.	11.00X20.0	59.0	62.4	30.5
	12000	150.	11.00X20.0	62.0	65.4	30.5
	12000	165.	11.00X20.0	67.7	71.0	30.5
	12000	195.	11.00X20.0	78.9	82.3	30.5
	12000	142.	11.00X22.0	60.5	63.8	29.5
	12000	150.	11.00X22.0	63.6	66.9	29.5
	12000	165.	11.00X22.0	69.4	72.7	29.5
	12000	195.	11.00X22.0	81.0	84.3	29.5
	18000	142.	11.00X20.0	52.0	55.6	35.0
	18000	150.	11.00X20.0	54.6	58.3	35.0
	18000	165.	11.00X20.0	59.5	63.2	35.0
	18000	195.	11.00X20.0	69.4	73.0	35.0
DB90	12000	142.	10.00X20.0	59.1	62.4	30.5
	12000	142.	10.00X22.0	60.6	63.8	29.5
	12000	142.	11.00X20.0	62.2	65.4	28.5
	12000	142.	11.00X22.0	63.9	67.1	27.5

INDEX

MEDIUM & HEAVY DUTY MODELS

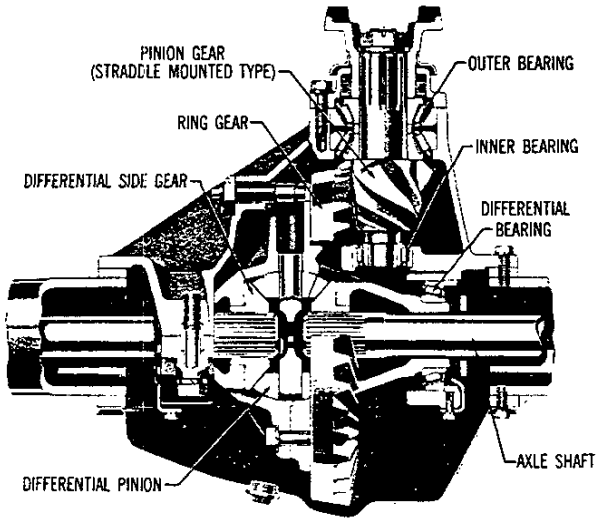
REAR AXLE

SINGLE SPEED REAR AXLES

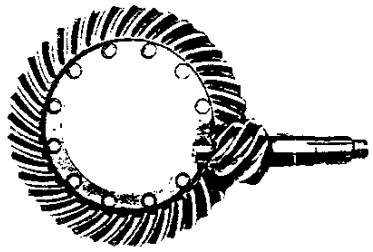
Single-speed rear axles used in medium and heavy duty models are full floating. The axle housing in this design carries all the weight, while the axle shafts serve to turn the wheels. The wheel hubs rotate on bearings on the outside of the axle tube, allowing the shafts to float within the housing.

Chevrolet and Rockwell axles have hypoid type gearing. The hypoid pinion in this design is offset below the center line of the ring gear. Eaton axles employ spiral bevel gearing. The bevel pinion in this design is positioned at the center line of the ring gear.

CHEVROLET SINGLE SPEED REAR AXLES



Typical GM Single-Speed

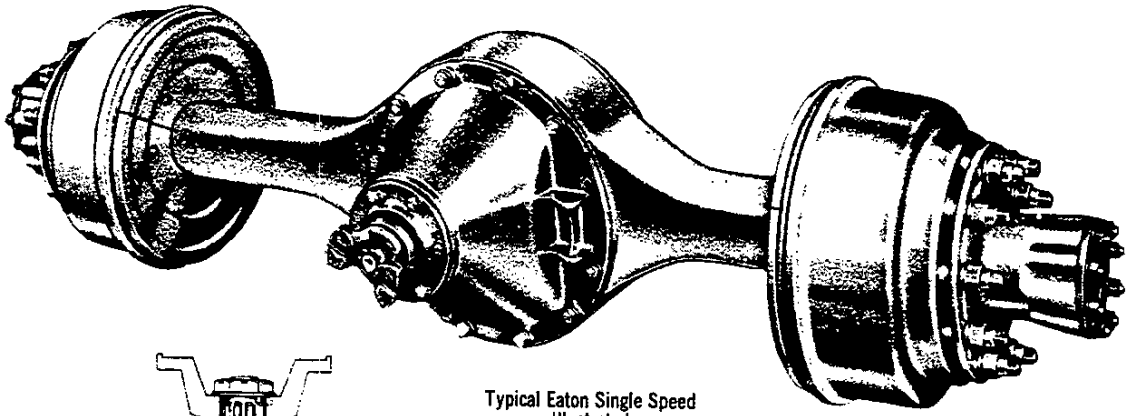


Hypoid Gears

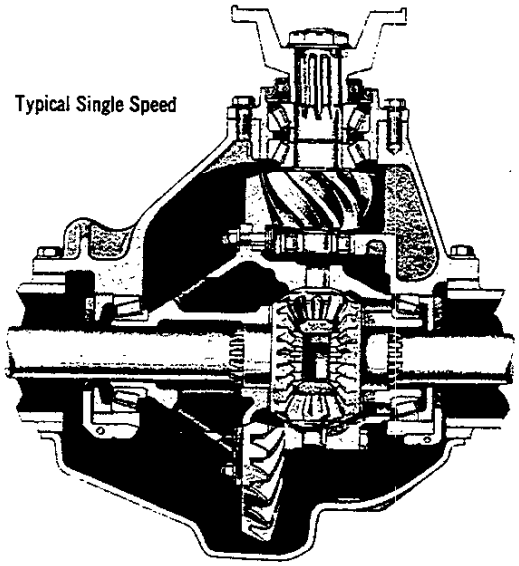
AXLE MODEL	11,000	13,500	15,000	17,000
Make	Chevrolet	Chevrolet	Chevrolet	Chevrolet
Capacity	11,000	13,500	15,000	17,000
Drive Type	Hypoid, Single Reduction	Hypoid, Single Reduction	Hypoid, Single Reduction	Hypoid, Single Reduction
Housing. Size at spring pads. Height, width & wall (in.)	4 x 3/8	4 1/4 x 25/64	4 1/2 x 7/16	—
Outside dia. & wall (in.)	—	—	—	4 3/4 x 1/2
Section Modulus	3.55	4.19	5.18	6.42
Material	Alloy steel	Alloy steel	Alloy steel	Hot forged steel
Available Ratios (to 1)	5.43, 6.17	6.17	5.83, 6.17, 7.20	5.83, 6.17, 7.20
Ring gear (Pitch dia.) (in.)	12 1/4	13 31/32	13 3/4	13 3/4
Drive pinion mounting	Straddle	Straddle	Straddle	Straddle
Bearings. Outer	Double row ball	Double row ball	Dual tapered roller	Tapered roller
Inner	Straight roller	Straight roller	Straight roller	Straight roller
Axle Shafts	Full floating	Full floating	Full floating	Full floating
Min. dia. of body (in.)	1 15/32	1 9/16	1 11/16	1 11/16
Wheel Bearings	Spherangular roller	Spherangular roller	Spherangular roller	Tapered roller

SINGLE-SPEED REAR AXLES Continued

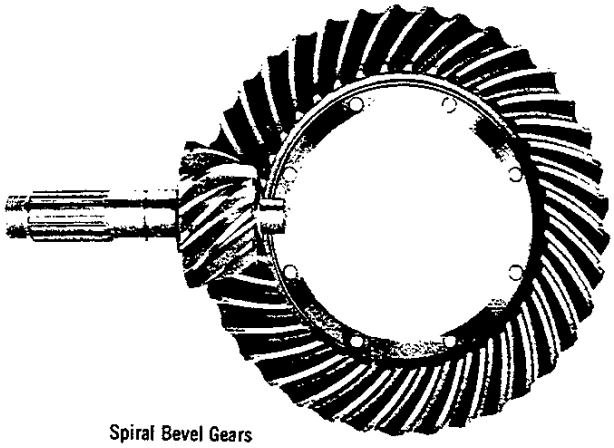
EATON REAR AXLES



Typical Eaton Single Speed Illustrated



Typical Single Speed

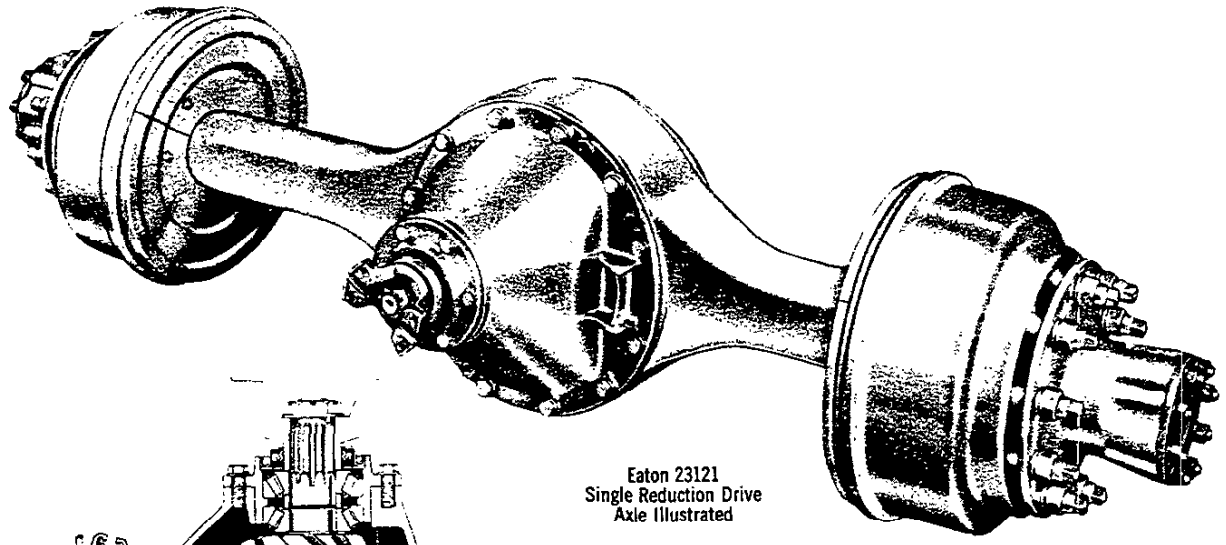


Spiral Bevel Gears

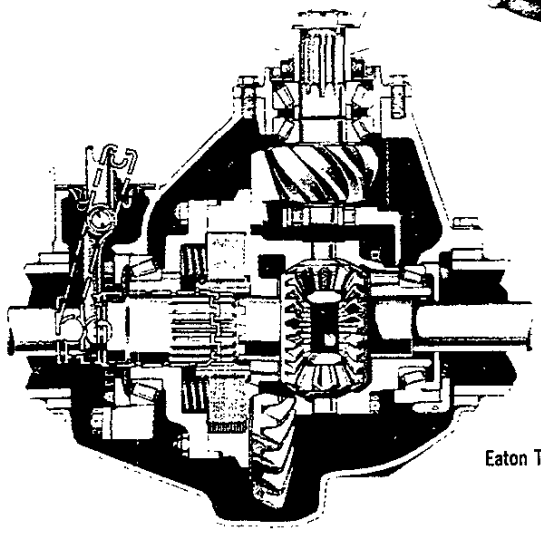
AXLE MODEL	17121	18121
Make	Eaton	Eaton
Capacity	18,500	22,000
Drive Type	Spiral Bevel, Single Reduction	Spiral Bevel, Single Reduction
Housing. Size at spring pads.		
Outside dia. & wall (in.)	5½ x 5/16	5½ x 25/64
Section Modulus	6.23	7.47
Material	Hot forged steel	Hot forged steel
Available Ratios (to 1)	4.33, 4.88 5.29, 5.57 6.14 6.50, 7.17	3.70, 4.11, 4.33, 4.56, 4.88, 5.29, 5.57, 6.14, 6.50, 7.17
Ring gear (Pitch dia.) (in.)	16 16½	16½
Drive pinion	Straddle	Straddle
Bearings. Outer	Tapered roller	Tapered roller
Inner	Straight roller	Straight roller
Axle Shafts	Full floating	Full floating
Min. dia. of body (in.)	1 15/16	1 57/64
Wheel Bearings	Tapered roller	Tapered roller

SINGLE-SPEED REAR AXLES Continued

EATON—STANDARD REAR AXLES



Eaton 23121
Single Reduction Drive
Axle Illustrated



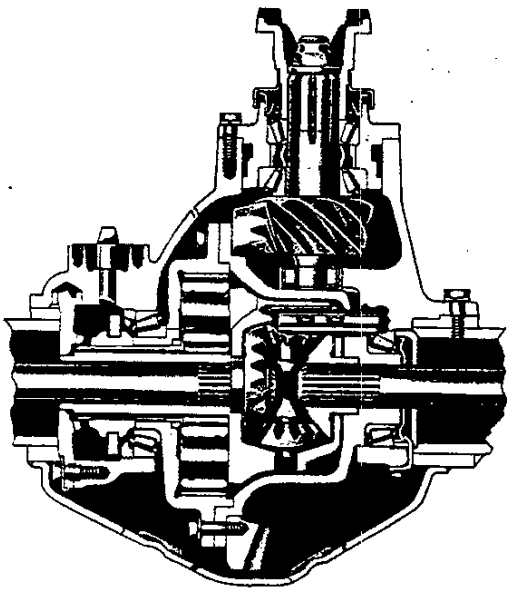
Eaton Traction Control Differential

AXLE MODEL	23121	26121
Make	Eaton	Eaton
Capacity	23,000	26,000
Drive. Type	Spiral Bevel, Single Reduction	Spiral Bevel, Single Reduction
Housing. Size at spring pads.		
Height, width & wall (in.)	—	—
Outside dia. & wall (in.)	5¾ x 13/32	5¾ x 37/64
Section Modulus	8.49	11.02
Material	Hot forged steel	Hot forged steel
Available Ratios (to 1)	3.70, 4.11, 4.33, 4.88, 5.43, 6.17, 6.67	6.17, 6.67
Ring gear (Pitch dia.) (in.)	18	18
Drive pinion mounting	Straddle	Straddle
Bearings, Outer	Tapered roller	Tapered roller
Inner	Straight roller	Straight roller
Axle Shafts	Full floating	Full floating
Min. dia. of body (in.)	2 1/16	2 1/16
Wheel bearings	Double tapered roller	Tapered roller

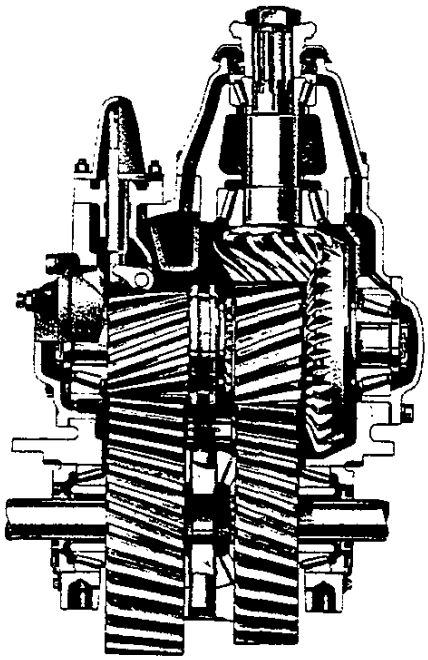
TWO-SPEED REAR AXLES

Two-speed rear axles feature a pinion and ring gear set supplemented by planetary or helical gear set to provide the choice of high and low range. In high range the planetary or helical gear system is locked, and torque flows through the pinion-ring gear set directly to the axle shafts, as in a single speed axle. In low range the planetary or helical gear system operates as a second reduction.

Shifting of a two-speed rear axle is smooth, safe and convenient. By operating the push button control, the driver may select the most favorable combined transmission and rear axle ratio.



Typical Chevrolet Two-Speed Planetary Gear Rear Axle

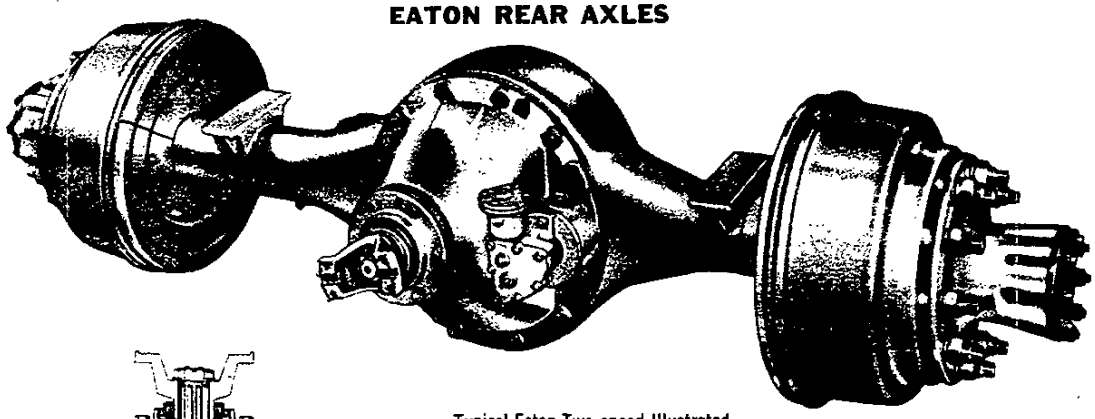


Typical Rockwell Two-speed

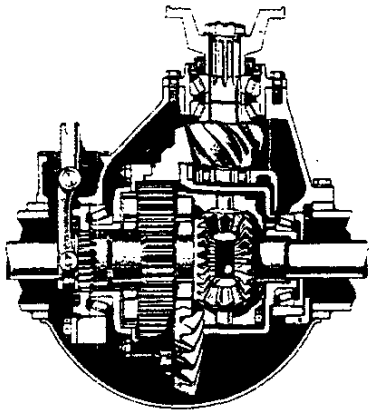
AXLE MODEL	15,000	17,000	U-300 (SEO)
Make	Chevrolet	Chevrolet	Rockwell-Standard
Capacity	15,000	17,000	29,000
Drive. Type	Hypoid, Planetary Two-speed	Hypoid, Planetary Two-speed	Hypoid—Helical Double Reduction Two-speed
Housing. Size at spring pads.			
Height, width & wall (in.)	—	—	5¼ x 6⅝ x ½ S. x 1 T. x ⅛ B.
Outside dia. & wall (in.)	5⅛ x 5/16	5⅛ x ⅜	—
Section Modulus	5.36	6.18	26.28
Material	Hot forged steel	Hot forged steel	Cast steel
Available Ratios (to 1).			
High range/Low range	5.57/7.59, 5.83/7.95, 6.50/8.85, 7.17/9.76	4.86/6.61, 5.57/7.59, 5.83/7.95, 6.50/8.85, 7.17/9.76	5.57/7.60, 7.09/9.49
Ring gear (Pitch dia.) (in.)	15	15	11
Drive pinion mounting	Straddle	Straddle	Overhung
Bearings. Outer	Tapered roller (2)	Tapered roller (2)	Tapered roller
Inner	Straight roller	Straight roller	—
Axle Shafts	Full floating	Full floating	Full floating
Minimum dia. (in.)	1¾	1 11/16	2⅛
Material	Alloy steel, Heat treated	Alloy steel, Heat treated	Alloy steel, Heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller
Planetary Reduction Unit.			
Ratio (to 1)	1.36	1.36	—
Shift mechanism	Vacuum-Gas Electric-Diesel	Electric	Electric

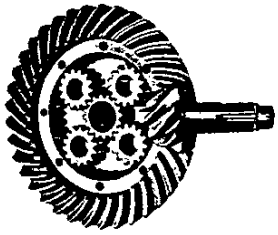
TWO-SPEED REAR AXLES Continued

EATON REAR AXLES



Typical Eaton Two-speed Illustrated

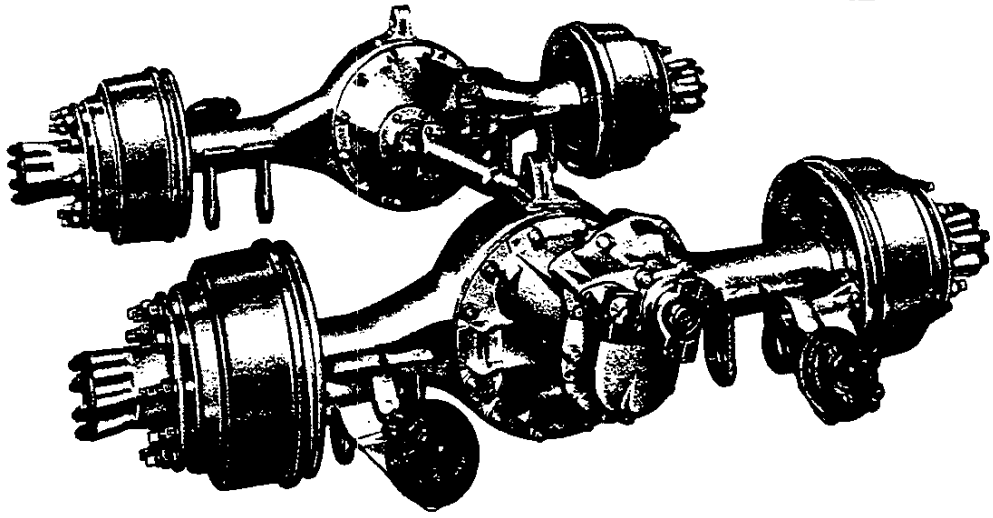




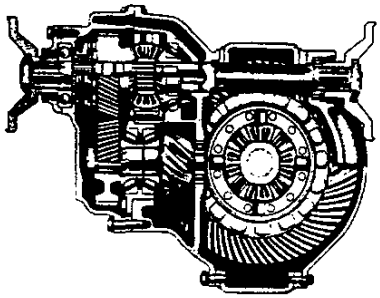
Spiral Bevel, Planetary Gears

AXLE MODEL	17221	18221	19221
Make	Eaton	Eaton	Eaton
Capacity	18,500	22,000	23,000
Drive	Spiral bevel, Planetary Two-speed	Spiral bevel, Planetary Two-speed	Spiral bevel, Planetary Two-speed
Housing. Size at spring pads. Outside dia. & wall (in.)	5½ x 5/16	5½ x 25/64	5¾ x 13/32
Section Modulus	6.23	7.47	8.49
Material	Hot forged steel	Hot forged steel	Hot forged steel
Ratios Available (to 1) High range/Low range	4.11/5.61, 4.33/5.91, 4.88/6.65, 5.57/7.60	3.70/5.05, 4.11/5.61, 4.33/5.91, 4.80/6.65	3.70/5.04, 4.11/5.61, 4.33/5.91, 4.88/6.64,
Ring gear (Pitch dia.) (in.)	16	16	18
High range/Low range	6.14/8.38, 6.50/8.86, 7.17/9.77	5.57/7.60, 6.14/8.38, 6.50/8.86, 7.17/9.77	5.40/7.49, 5.43/7.39, 6.17/8.40, 6.67/9.08
Ring gear (Pitch dia.) (in.)	16½	16½	18
Drive pinion mounting	Straddle	Straddle	Straddle
Bearings. Outer	Tapered roller (2)	Tapered roller (2)	Tapered roller (2)
Inner	Straight roller	Straight roller	Straight roller
Axle Shafts	Full floating	Full floating	Full floating
Minimum dia. (in.)	1 13/16	1⅞	2 1/16
Material	Alloy steel, Heat treated	Alloy steel, Heat treated	Alloy steel, Heat treated
Wheel bearings	Tapered roller	Tapered roller	Double Tapered roller
Planetary Reduction Unit. Ratio (to 1)	1.36	1.36	1.36
Shift mechanism	Electric	Electric (Ex. Titan) Air (Titan)	Electric (Ex. Titan) Air (Titan)

EATON TANDEM DRIVE REAR AXLES



Typical Single Speed Tandem Shown

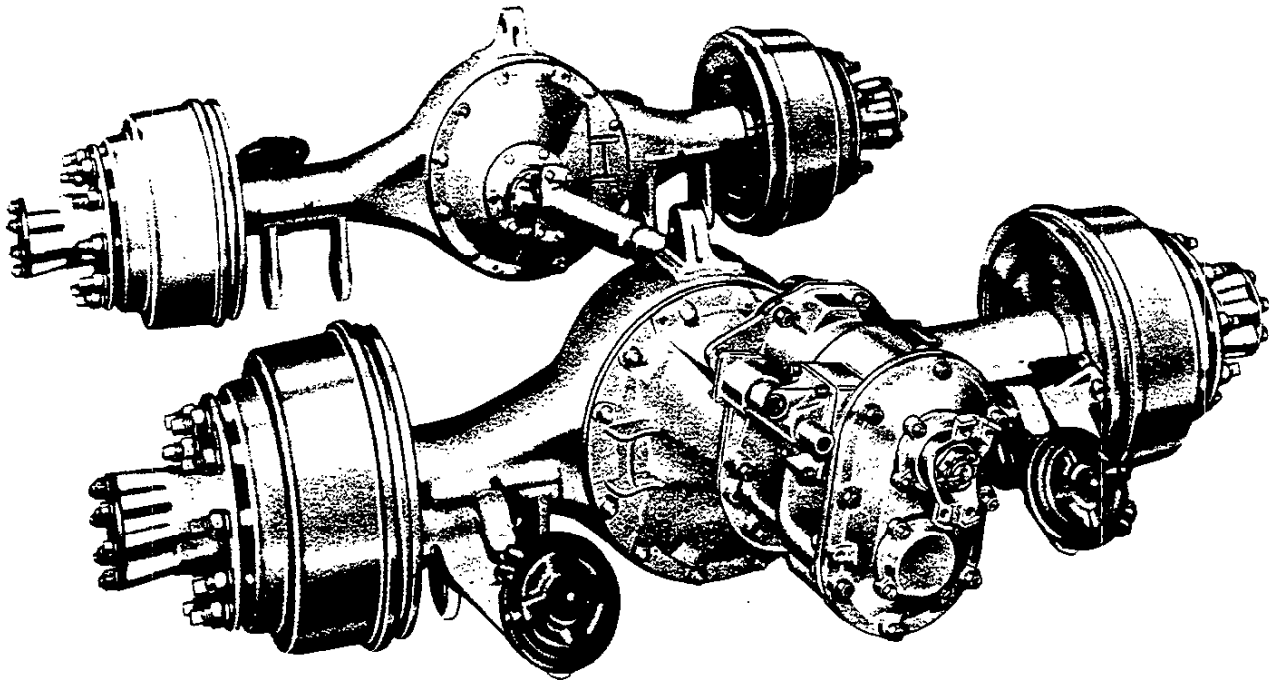


Single Speed Front Unit
with Power Divider

AXLE MODEL	34DS	38DS	44DS (SEO)
Capacity	30,000 34,000	38,000	44,000
Drive	Spiral bevel Single reduction	Spiral bevel Single reduction	Spiral bevel Single reduction
Tandem Suspension	Hendrickson RT-340 RU-340	Hendrickson, Reyco Page and Page	Hendrickson
Housing. Size at spring pad.			
Outside dia. & wall (in.)	5½ x 5/16	5½ x 25/64	5¾ x 37/64
Section modulus	6.23	7.48	11.08
Material	Hot forged steel	Hot forged steel	Hot forged steel
Available Ratios (to 1)	3.70, 4.11, 4.33, 4.88, 5.57	3.70, 4.11, 4.33, 4.56, 4.88, 5.29, 5.57	4.33, 4.56, 4.884
Ring gear (Pitch dia.) (in.)	16	16	18
Available Ratios (to 1)	6.14, 6.50, 7.17, 7.60	6.50, 7.17	—
Ring gear (Pitch dia.) (in.)	16½	16½	—
Drive pinion mount	Straddle	Straddle	Straddle
Axle Shafts	Full floating	Full floating	Full floating
Minimum dia. (in.)	1 13/16	1⅞	2 1/16
Material	Alloy steel Heat treated	Alloy steel Heat treated	Alloy steel Heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller
Power Divider Control	Differential lock	Differential lock	Differential lock

REAR AXLE

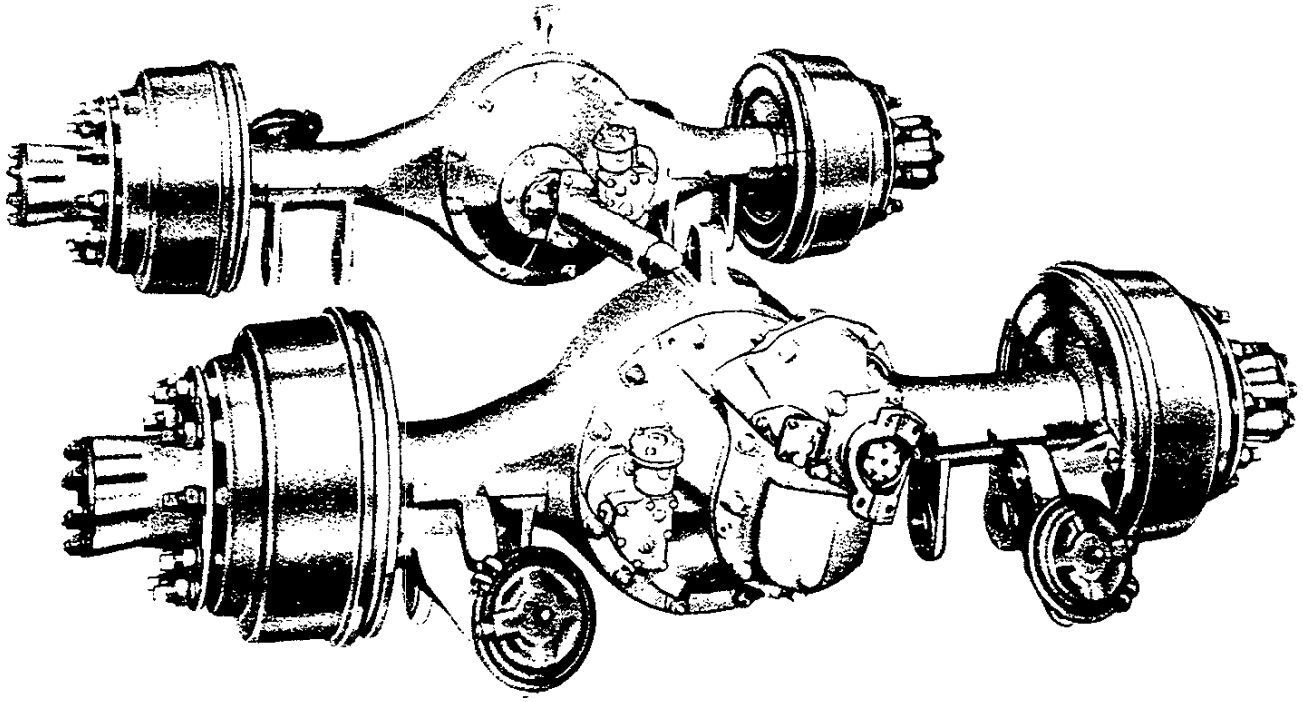
EATON TANDEM DRIVE REAR AXLES



Typical 34DSK or 38DSK Tandem Illustrated

AXLE MODEL	34DSK (SEO) (Selecto Torq)	38DSK (SEO) (Selecto Torq)	DS-340 (SEO)	DS-380 (SEC)
Capacity	34,000	38,000	34,000	38,000
Drive	Spiral bevel Single reduction Dual range	Spiral bevel Single reduction Dual range	Spiral bevel Single reduction	Spiral bevel Single reduction
Tandem Suspension	Hendrickson	Hendrickson, Reyco, Page & Page	Hendrickson	Hendrickson, Reyco, Page & Page
Housing. Size at spring pad.				
Outside dia. & wall (in.)	5⅛ x ⅜	5½ x 5/16	5⅛ x ⅜	5½ x 5/16
Section modulus	6.18	6.23	6.18	6.23
Material	Hot forged steel	Hot forged steel	Hot forged steel	Hot forged steel
Available Ratios (to 1)	—	—	4.11, 4.33, 4.56, 5.29	4.11, 4.33, 4.56, 5.29
Selecto Torq Unit in Direct	5.57, 6.14, 7.17	4.56, 4.88	—	—
Underdrive (2.05)	11.42, 12.59, 14.70	9.34, 10.00	—	—
	16	16	16½	16½
Drive pinion mount	Straddle	Straddle	Straddle	Straddle
Axle Shafts	Full floating	Full floating	Full floating	Full floating
Minimum dia. (in.)	1 13/16	1 57/64	1 13/16	1 57/64
Material	Alloy steel, heat treated	Alloy steel, heat treated	Alloy steel, heat treated	Alloy steel, heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller	Tapered roller
Power Divider Control	Differential lock	Differential lock	Differential lock	Differential lock

EATON TANDEM DRIVE REAR AXLES

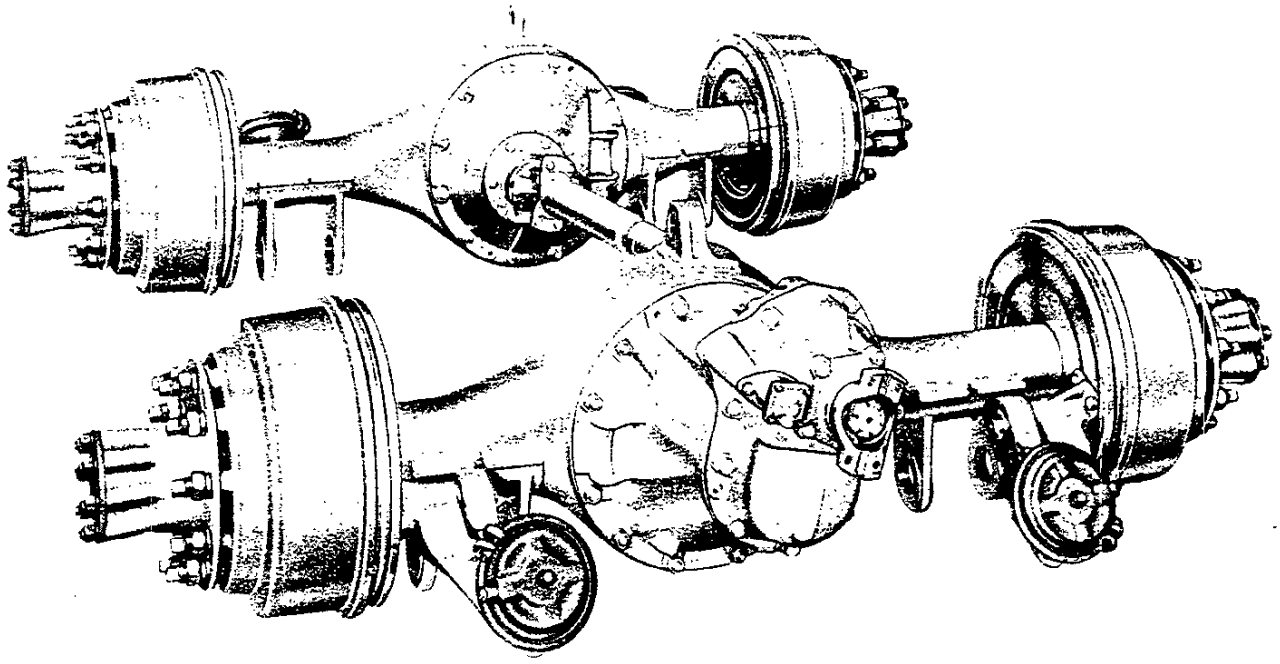


Typical Single Speed Tandem Illustrated

AXLE MODEL	DS-340	DS-380	DS-400
Capacity	34,000	38,000	44,000
Drive	Spiral bevel Single reduction	Spiral bevel Single reduction	Spiral bevel Single reduction
Tandem Suspension	Hendrickson	Hendrickson, Reyco, Page & Page	Hendrickson, Reyco, Page & Page
Housing. Size at spring pad.			
Outside dia. & wall (in.)	5⅛ x ⅜	5½ x 5/16	5½ x ½
Section modulus	6.18	6.23	8.99
Material	Hot forged steel	Hot forged steel	Hot forged steel
Available Ratios (to 1)	4.11, 4.33, 4.56, 5.29 16½	4.11, 4.33, 4.56, 5.29 16½	4.11, 4.33, 4.56, 5.29 16½
Drive pinion mount	Straddle	Straddle	Straddle
Axle Shafts	Full floating	Full floating	Full floating
Minimum dia. (in.)	1 13/16	1 15/64	2.0
Material	Alloy steel, heat treated	Alloy steel, heat treated	Alloy steel, heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller
Power Divider Control	Differential lock	Differential lock	Differential lock

REAR AXLE

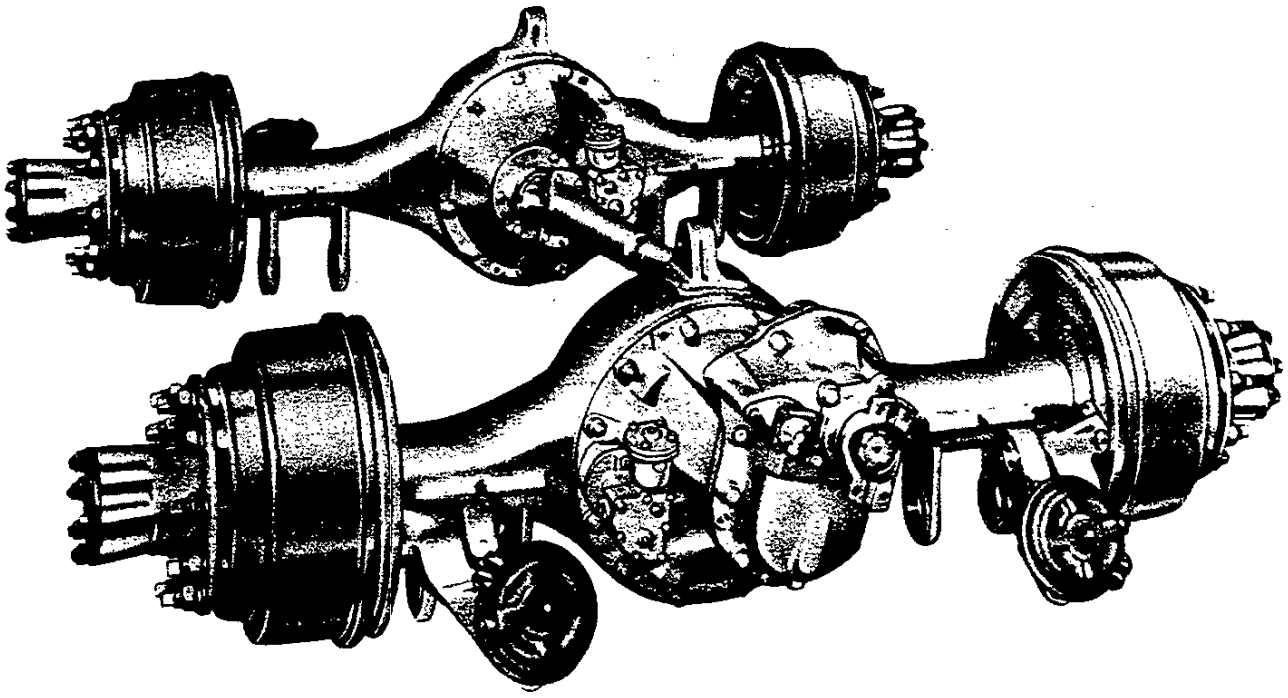
EATON TANDEM DRIVE REAR AXLES



Typical Two Speed Tandem Shown

AXLE MODEL	30DT (SEO)	34DT (SEO)	DT-380 (SEO)	38DT (SEO)
Capacity	30,000	34,000	38,000	38,000
Drive	Spiral bevel Planetary Two-speed	Spiral bevel Planetary Two-speed	Spiral bevel Planetary Two-speed	Spiral bevel Planetary Two-speed
Tandem Suspension	Hendrickson	Hendrickson	Hendrickson	Hendrickson
Housing, Size at spring pad.				
Outside dia. & wall (in.)	5⅛ x ⅜	5½ x 5/16	5½ x 25/64	5½ x 25/64
Section modulus	6.18	6.23	7.48	7.48
Material	Hot forged steel	Hot forged steel	Hot forged steel	Hot forged steel
Available Ratios (to 1)	5.57/7.75, 6.50/8.86, 6.50/9.04, 7.17/9.97	3.70/5.05, 4.11/5.61, 4.33/5.91, 4.56/6.21, 4.88/6.65, 5.29/7.21, 5.57/7.60	4.33/5.91	4.11/5.61, 4.33/5.91, 4.56/6.21, 4.88/6.65, 5.29/7.21, 5.57/7.60
Ring gear (Pitch dia.) (in.)	15	16	16½	16
Available Ratios (to 1)	—	6.14/8.38, 6.50/8.86, 7.17/9.77	—	—
Ring Gear (Pitch dia.) (in.)	—	16½	—	—
Drive pinion mount	Straddle	Straddle	Straddle	Straddle
Axle Shafts	Full floating	Full floating	Full floating	Full floating
Minimum dia. (in.)	1 11/16	1 13/16	1 53/64	1 53/64
Material	Alloy steel, heat treated	Alloy steel, heat treated	Alloy steel, heat treated	Alloy steel, heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller	Tapered roller
Power Divider Control	Differential lock	Differential lock	Differential lock	Differential lock
Shift mechanism	Air shift	Air shift	Air shift	Air shift

EATON TANDEM DRIVE REAR AXLES

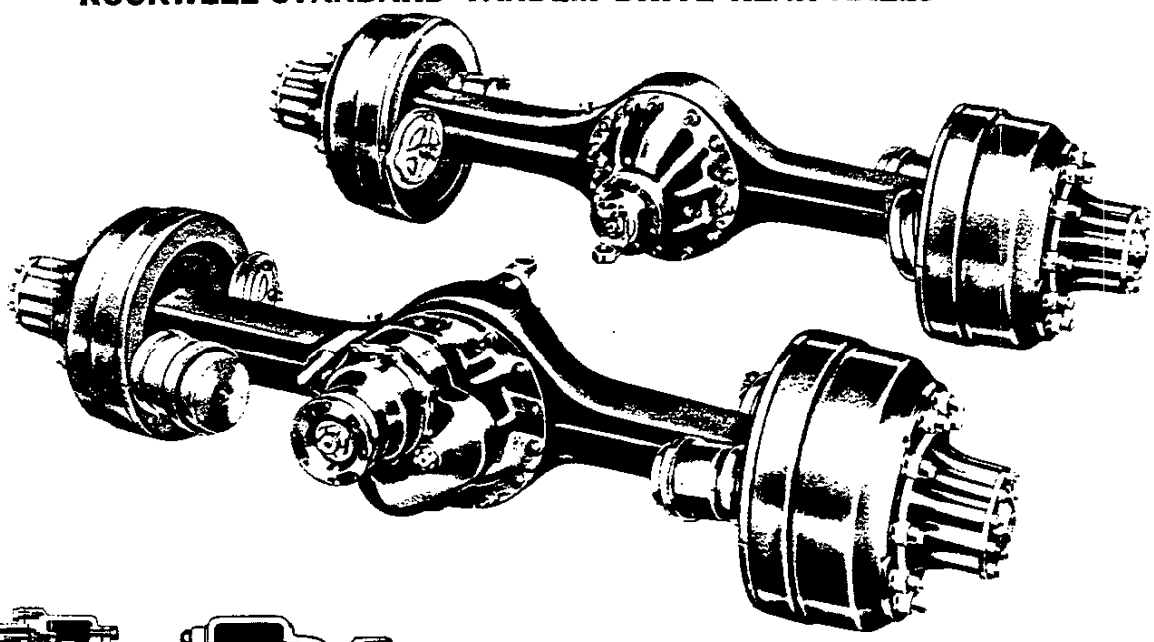


Typical Three Speed Tandem Shown

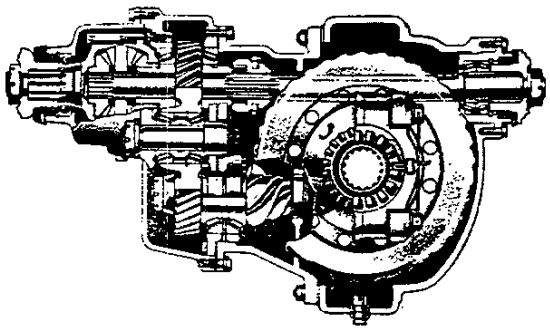
AXLE MODEL	**34D3**
Capacity	34,000
Drive	Spiral bevel Planetary Three-speed
Tandem Suspension	Hendrickson
Housing. Size at spring pad.	
Outside dia. & wall (in.)	5½ x 5/16
Section modulus	6.23
Material	Hot forged steel
Available Ratios (to 1)	3.70/4.37/5.05, 4.11/4.86/5.61, 4.33/5.12/5.91, 4.56/5.39/6.21, 4.88/5.77/6.65
Ring gear (Pitch dia.) (in.)	16
Available Ratios (to 1)	6.50/7.68/8.86, 7.17/8.47/9.77
Ring gear (Pitch dia.) (in.)	16½
Drive pinion mount	Straddle
Axle Shafts	Full floating
Minimum dia. (in.)	1 13/16
Material	Alloy steel, heat treated
Wheel bearings	Tapered roller
Power Divider	
Control	Differential lock
Shift mechanism	Air shift

REAR AXLE

ROCKWELL-STANDARD TANDEM DRIVE REAR AXLES



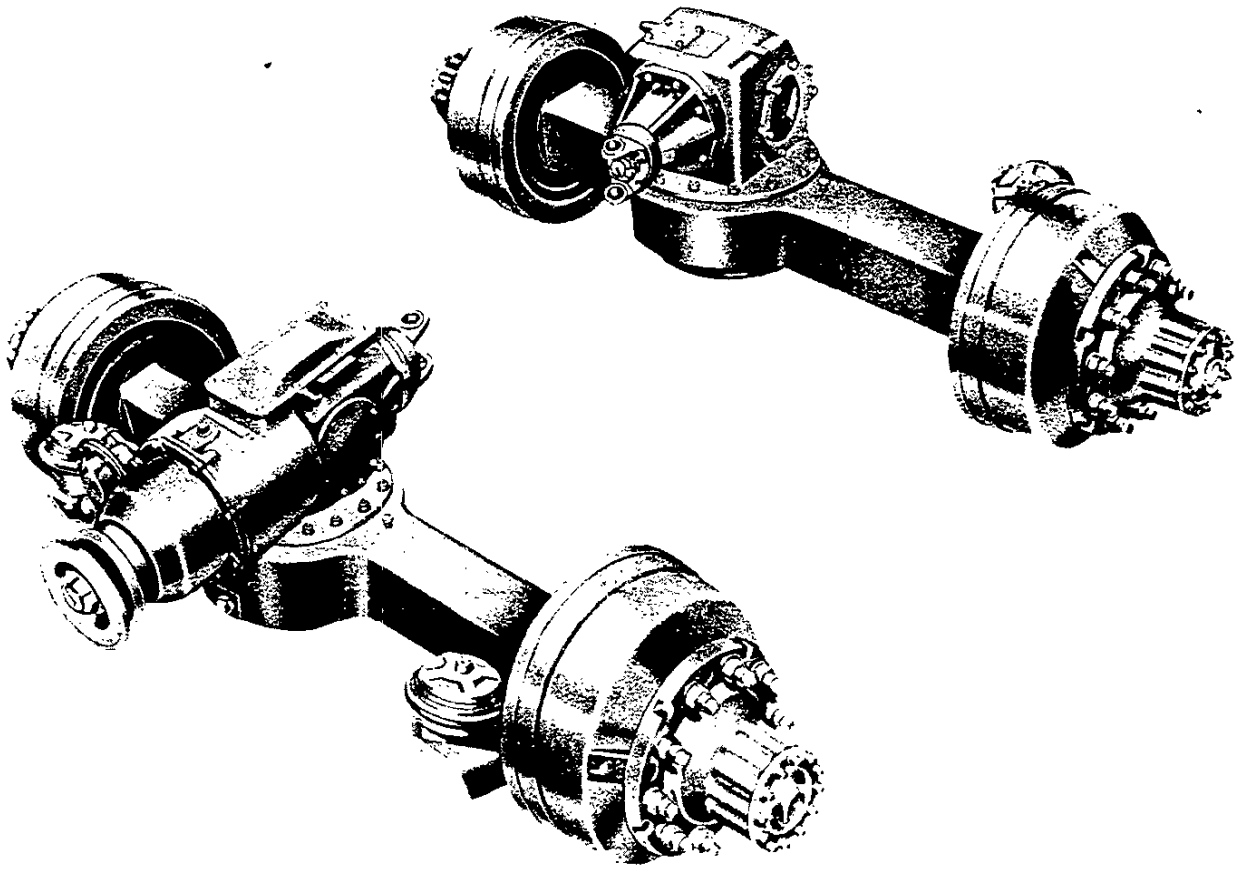
Typical Single Reduction Tandem Illustrated



Forward Unit Cross Section

AXLE MODEL	SLHD	SQHD	SSHD
Capacity	34,000	38,000	44,000
Drive	Hypoid Single reduction	Hypoid Single reduction	Hypoid Single reduction
Tandem Suspension	Hendrickson RU-340 or Reyco 101	Hendrickson RT-380	Hendrickson RT-380
Housing. Size at spring pad.			
Height width & wall (in.)	5 x 4¼ x ⅜	5 x 4¼ x 7/16	4⅝ x 5¼ x ½
Section modulus	8.75	9.80	11.39
Material	Hot forged steel	Hot forged steel	Hot forged steel
Available Ratios (to 1)			
Ratio	3.55, 4.11, 4.33, 4.44,	4.11, 4.33, 4.44, 4.63,	4.11, 4.63, 5.29,
Drive pinion teeth	4.63, 4.88, 5.29 5.83,	4.88, 5.29, 5.83, 6.17,	5.43, 6.14, 6.83,
Ring gear teeth	6.17, 6.83, 7.20, 7.80	6.83, 7.20, 7.80, 8.60	7.40
Ring gear (Pitch dia.) (in.)	15	15	15⅝
Drive pinion mounting	Straddle	Straddle	Straddle
Axle Shafts	Full floating	Full floating	Full floating
Minimum dia. (in.)	1⅞	1 15/16	2⅛
Material	Alloy steel, Heat treated	Alloy steel, Heat treated	Alloy steel, Heat treated
Wheel bearings	Tapered roller	Tapered roller	Tapered roller
Interaxle Differential			
Control	Differential lock	Differential lock	Differential lock

ROCKWELL-STANDARD TANDEM DRIVE REAR AXLES

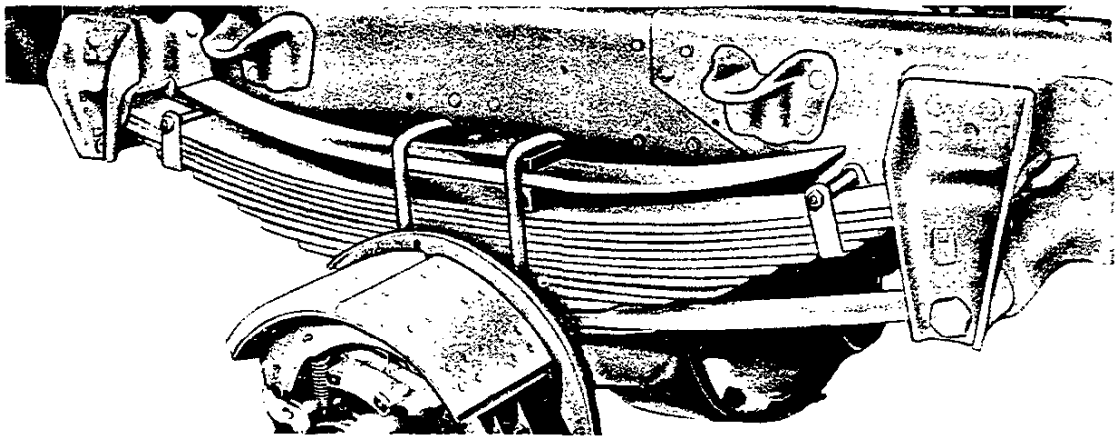


Typical Double Reduction Tandem Shown

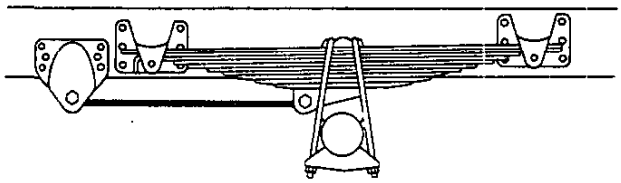
AXLE MODEL	SQDD	SRDD (SEO)
Capacity	38,000	44,000
Drive	Hypoid—Helical Double reduction	Hypoid—Helical Double reduction
Tandem Suspension	Hendrickson	Hendrickson
Housing. Size at spring pad.		
Height width & wall (in.)	4⅞ x 4⅞ x 7/16	4⅞ x 4⅞ x ½
Section Modulus	10.55	11.60
Material	Hot forged steel	Hot forged steel
Available Ratios (to I)	4.63, 5.78, 6.40, 7.54, 8.31, 9.21	4.92, 5.43, 6.40, 7.20, 7.40, 8.60, 9.21, 10.26
Ring gear (Pitch dia.) (in.)	9⅝	9⅝
Drive pinion mounting	Straddle	Straddle
Axle Shafts	Full floating	Full floating
Minimum dia. (in.)	1 15/16	2⅛
Material	Alloy steel, Heat treated	Alloy steel, Heat treated
Wheel bearings	Tapered roller	Tapered roller
Interaxle Differential		
Case material	Mall. cast iron	Mall. cast iron
Control	Differential lock	Differential lock

REAR AXLE AND SUSPENSION

VARI-RATE REAR SPRINGS



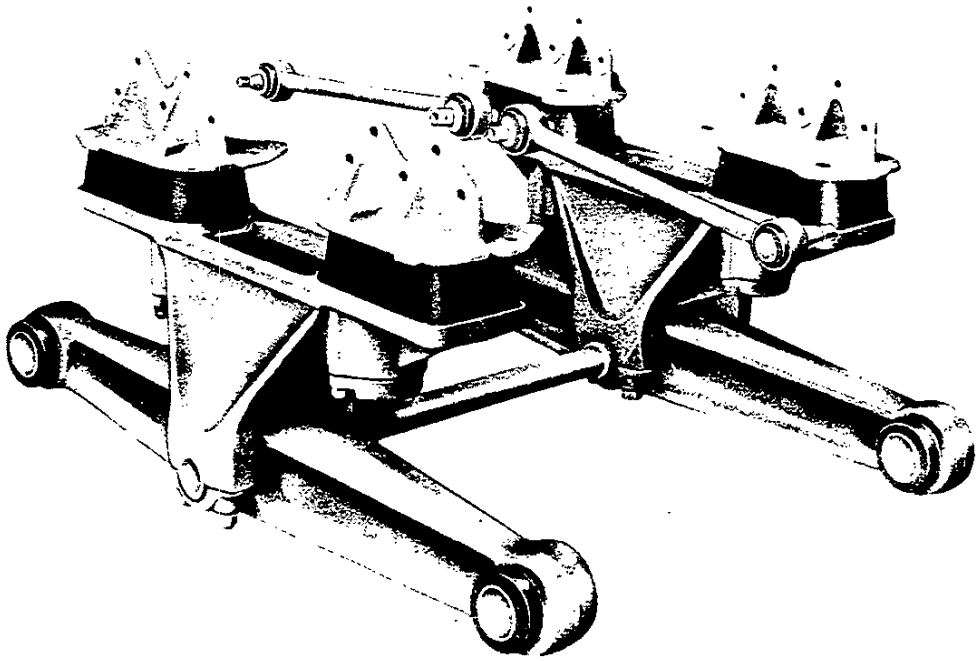
Radius Rod Leaf Type Suspension



Typical Link Bar Type

CAPACITY, Lbs. ea. at ground	5500	7500	8750	9200	9250
Lbs. ea. at pad (Av.)	4893	6825	8132	8330	8300
Truck Series—Standard	C-50	TE-60; C-60003; S-60002	—	SE-60062 CE-60013; CE/TE-65	HE/HV-80/70 HY-70
HD Spring RPO		C-50 (G52, H07)	TE-60003 C-50; C/S-60 (G55)	—	HC/HH/HI-90 FH/FI-90 (G54)
Inc. w/Heavy Axle RPO			—	SE-628, 631; C/T-60003 (H94, J09)	—
Type. Semi-elliptic	Two-stage Vari-rate	Two-stage Vari-rate	Two-stage Vari-rate	Two-stage Vari-rate	Two-stage Vari-rate
Deflection Rate Clamped (lbs./in.)				T C/S	
Average. 1st stage	464	556	650	660 560	3750
2nd stage	1365	1716	1868	2200 2200	—
Material, Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon
Effective Length (in.)—Light	54	54	54	55⅛	59¼
Loaded	46	46	46	46	51
Width (in.)	2½	2½	2½	3	3
Leaves, No. @ Thickness (in.)					
Main, First Stage	5 @ .360	6 @ .360	7 @ .360	6 @ .401	7 @ .499
Second Stage	3 @ .447	4 @ .447	4 @ .447	3 @ .499	3 @ .558
Spacer, No. @ Thickness (in.)	1 @ .360	1 @ .360	1 @ .360	1 @ .360	—
Radius Rod Leaf.					
Length (in.)	24	24	24	25½	Link bar
Width (in.)	2½	2½	2½	3	radius
No. @ thickness (in.)	1 @ .401	1 @ .401	1 @ .401	1 @ .447	rod
Bracket Type	Cam	Cam	Cam	Cam	Cam

HENDRICKSON TANDEM SUSPENSIONS Continued

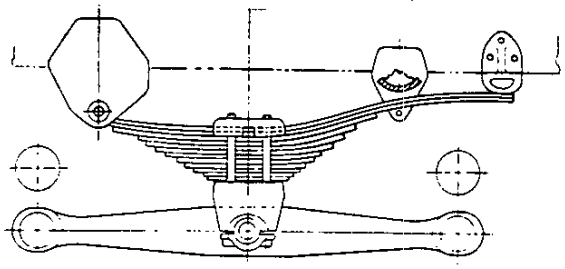


Typical RS Series Shown

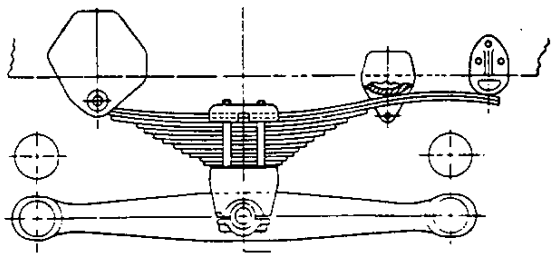
RS Series—These light weight suspensions utilize rubber load cushions between the saddle and spring brackets to give the on-off highway operator extreme stability with no maintenance. Vertical drive pin design, with rubber bushings, is used in conjunction with the rubber load cushion to support the weight and maintain stability. Ride is considered satisfactory only in certain highway applications. Contact Sales Engineering for more detailed application information.

Aluminum Walking Beams—An "A" following a Hendrickson model designation, such as RSA signifies aluminum walking beams. This allows substantial weight savings (See attached chart) in all Hendrickson suspensions. In addition, the Hendrickson RSA series feature heat treated aluminum saddles as standard equipment.

Extended Leaf—The Hendrickson UE and RTE extended leaf tandem suspension extend the two top leaves and add a second rear spring frame hanger. The longer leaves make contact with the rear rear-hanger surface when light, providing high deflection, which is conducive to good ride. As load is increased, effective spring length decreases when contact is made with the front rear-hanger surface, thus decreasing the deflection rate. This type of suspension is recommended for operations where the carrier is loaded one way and returns light.



Spring Unloaded—With the vehicle in the empty condition, there is a gap between the spring and the #2 hanger. The sprung weight of the empty vehicle is carried through the #3 hanger and most of the spring deflection is through the two top extended leaves of the spring.

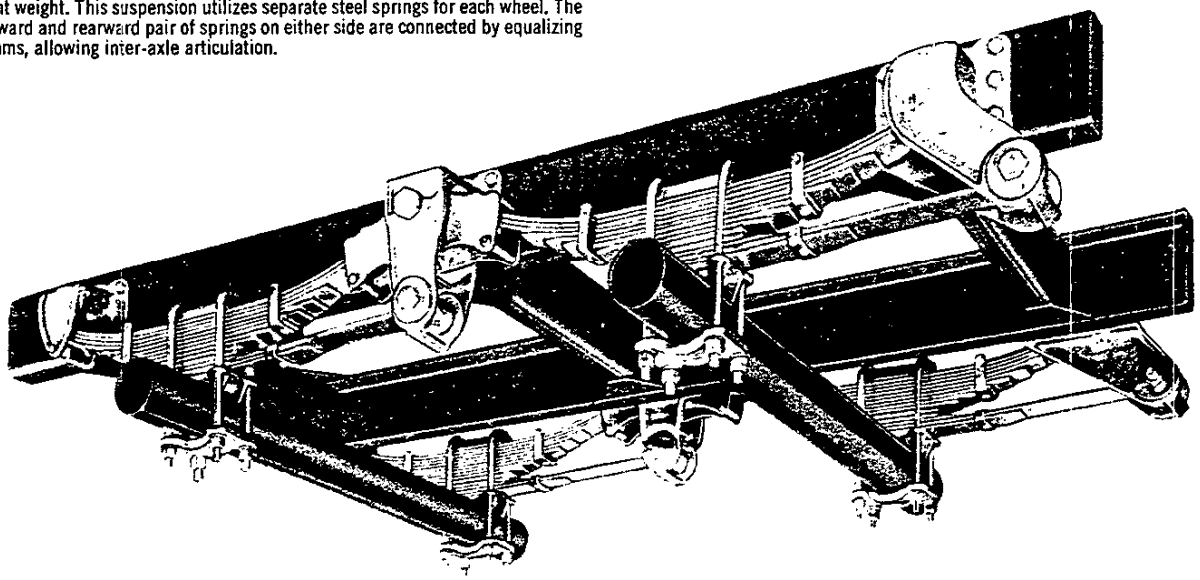


Spring Loaded—With the loaded vehicle, the extended leaves deflect and allow the #2 hanger to contact the spring and the sprung weight is carried through #1 and #2 hangers.

REAR SUSPENSION

REYCO 101 TANDEM SUSPENSION

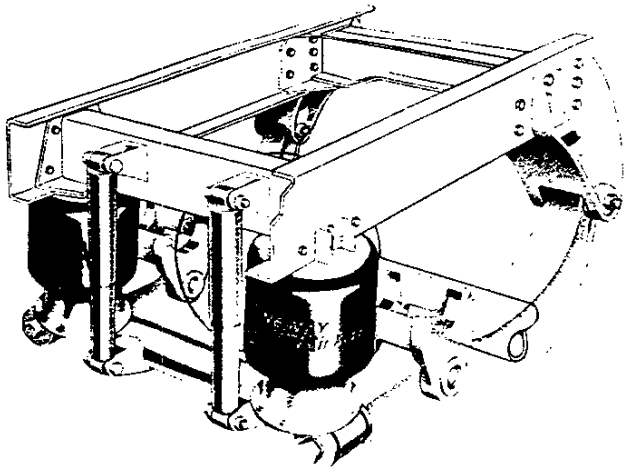
101—An extra light Class A highway suspension which features good ride and light weight. This suspension utilizes separate steel springs for each wheel. The forward and rearward pair of springs on either side are connected by equalizing beams, allowing inter-axle articulation.



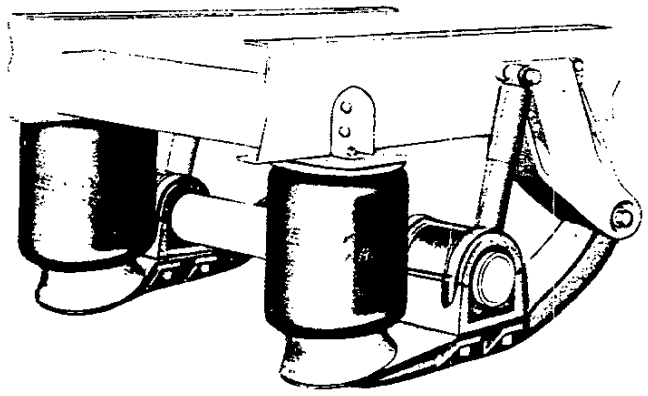
Typical Reyco 101 Shown

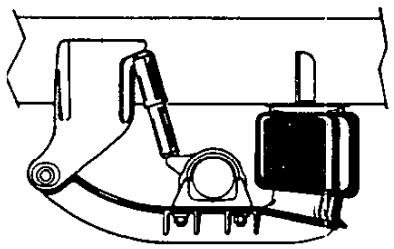
NEWAY AIR RIDE SUSPENSIONS (SEO)

The Neway Air Ride Suspensions are designed to provide the tractor with a smooth cushioned level ride whether light or fully loaded. Suspension system is available with tag or pusher axle tandems.



ARD-125-6 Illustrated





ART-500-A Illustrated

VARI-RATE LEAF TYPE REAR SPRINGS Continued

CAPACITY. Lbs. ea. at ground Lbs. ea. at pad (Av.)	10400 9433	11500 10560	11500 10560	11500 (a) 10500
Truck Series—Standard	—	—	—	HC/HH/HI/ 90; FC/ FH/FI-90
HD Spring RPO	C/T-60, 65 S-60 (G56)	TE-65 (G58)	C/S-60 C-65 (G58)	HV-70 (G58)
Inc. w/Heavy Axle RPO	T-60, 65 C-65 w/ 18500 axle	TE-65013 w/ 23000 axle	C-65 w/22000 axle CE-65013 w/23000 axle	HV-7500 w/22000 or 23000 axle HI-9500 w/23000 axle
Type. Semi-elliptic	Two-stage vari-rate	Two-stage vari-rate	Two-stage progressive	Two-stage vari-rate
Deflection Rate Clamped (lbs./in.) Average. 1st stage 2nd stage	T C/S 790 827 2720 2535	860 3310	945 2880	2250 4250
Material, Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon
Effective Length (in.)—Light Loaded	55⅛ 46	55⅛ 46	55⅛ 46	59¼ 51
Width (in.)	3	3	3	3
Leaves, No. @ Thickness (in.) Main, First Stage Second Stage	7 @ .401 3 @ .499	8 @ .401 3 @ .499	8 @ .401 3 @ .499	9 @ .499 3 @ .558
Spacer, No. @ Thickness (in.)	1 @ .360	1 @ .360	1 @ .360	—
Radius Rod Leaf. Length (in.)	25½	25½	25½	Link bar
Width (in.) No. @ thickness (in.)	3 1 @ .447	3 1 @ .447	3 1 @ .447	Radius rod
Bracket Type	Cam	Cam	Cam	Cam

(a) 11000 ground capacity, 10000 pad capacity for HI-9500.

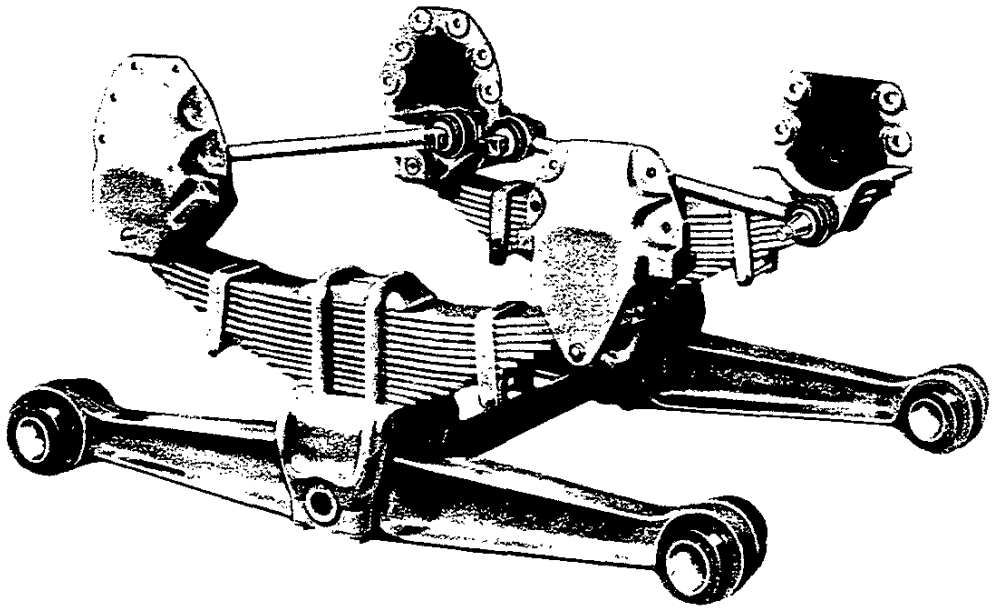
OPTIONAL AUXILIARY SPRINGS

(For Use With Vari-Rate Rear Springs)

RATED CAPACITY, (lbs. ea. at ground)	1865	2320
Truck Series	C-50-65 and T-60. Used with 2½ in. springs with 13500 lb. or 15000 lb. rear axles	4-wheel 60-90 ex. School bus, F-90 Used with 3 in. springs with 17000 lb. & up rear axles
Spring Usage	High center of gravity load stabilizing & off-road service	High center of gravity load stabilizing & off-road service
Type	Semi-elliptic, tapered leaf	Semi-elliptic, tapered leaf
Increased Deflection Rate (lbs. per in. clamped)	1865	2310
Material, Steel	Chrome Carbon	Chrome Carbon
Effective Length (in.)	31½	33½
Width (in.)	2½	3
Leaves, No. @ Thickness (in.)	1 @ .240-.558	1 @ .280-.702

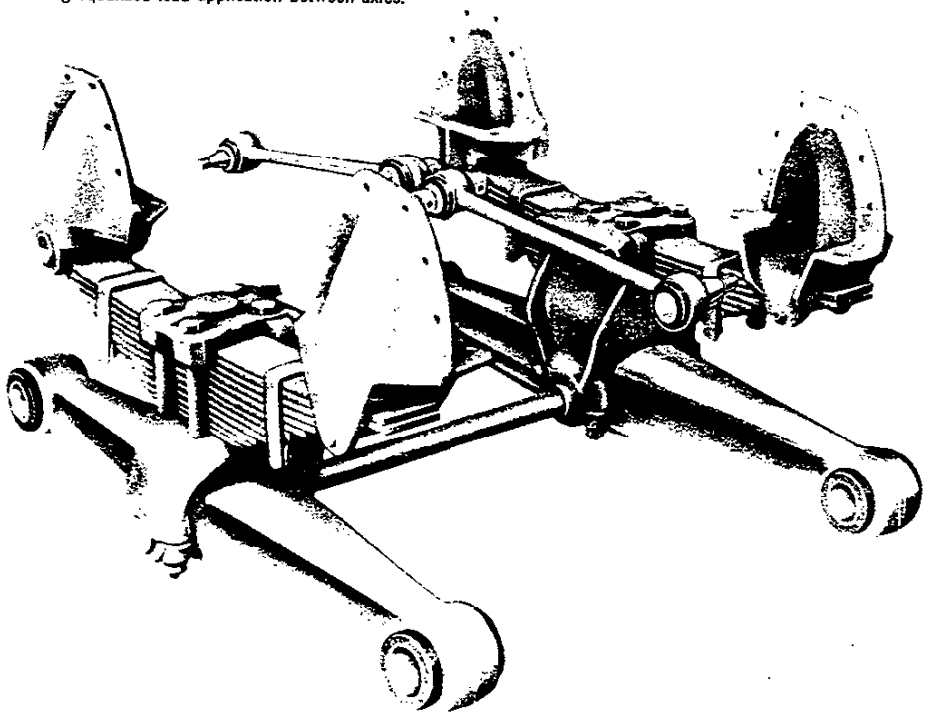
REAR SUSPENSION

HENDRICKSON TANDEM SUSPENSIONS



Typical RU Series Shown

RU Series—A light weight design incorporating walking beams, steel springs and torque rods. The light weight design is made possible by the use of "U" bolts and light weight top pads. Walking beams allow complete range of inter-axle articulation while maintaining equalized load application between axles. Effective spring length decreases when contact is made with the front rear-hanger surface, thus decreasing the deflection rate. This type of suspension is recommended for operations where the carrier is loaded one way and returns light.



Typical RT Series Shown

RT Series—Similar to the RU series except weight has been sacrificed in certain areas to make this an extremely durable highway and off-highway suspension. U-bolts and spring top pads have been replaced with a strong four bolt top-plate design. Spring hangers and saddles are also designed for rough applications.

TANDEM REAR SUSPENSIONS

Suspension	Capacity	Saddles	Walking Beams	Springs	Availability	Recommendations
HENDRICKSON						
U-340	34,000	Steel	Steel	Leaf	Std.	For all highway and light-duty off-highway equipment requiring a rugged yet light weight suspension.
UA-340	34,000	Steel	Alum.	Leaf	SEO	
UE-340	34,000	Steel	Steel	Extended leaf	RPO	For highway tank and bulk haul where empty and loaded conditions exist, and where weight and good ride are required.
UEA-340	34,000	Steel	Alum.	Extended leaf	SEO	
RT-340	34,000	Steel	Steel	Leaf	SEO	For heavy duty highway or oq-off highway applications such as Dump Trucks, Ready Mix units, and bulk haulers.
RT-380	38,000	Steel	Steel	Leaf	RPO	
RT-440	44,000	Steel	Steel	Leaf	SEO	
RTE-340	34,000	Steel	Steel	Extended leaf	SEO	For heavy duty highway where operations consist of half loaded and half empty conditions, such as tank trailers, highway tractors, and bulk haulers.
RTEA-340	34,000	Steel	Alum.	Extended leaf	SEO	
RTE-380	38,000	Steel	Steel	Extended leaf	SEO	
RTEA-380	38,000	Steel	Alum.	Extended leaf	SEO	
RTE-440	44,000	Steel	Steel	Extended leaf	SEO	
T-440	44,000	Steel	Steel	Leaf	SEO	For extreme heavy duty service where a rugged yet a good riding suspension is required.
T-368	55,000	Steel	Steel	Leaf	SEO	
RA-340	34,000	Alum.	Alum.	Solid	Std.	For heavy duty applications where extreme stability, high durability, and low maintenance are critical. Not recommended for aluminum tilt cab due to poor ride. Primarily for off road.
RS-340	34,000	Alum.	Steel	Rubber	SEO	
RSA-340	34,000	Alum.	Alum.	Rubber	SEO	
RS-380	38,000	Alum.	Steel	Rubber	SEO	
RSA-380	38,000	Alum.	Alum.	Rubber	SEO	
RS-440	44,000	Alum.	Steel	Rubber	SEO	
REYCO						
101	34,000	Steel	Spring leaf	Leaf	RPO	For Class A highway service only where good ride and light weight are required.
	38,000	Steel	Spring leaf	Leaf	RPO	
101 Light Weight	34,000	Steel	Spring leaf	Leaf	RPO	
102W	38,000	Steel	Spring leaf	Leaf	SEO	
NEWAY						
ARD 125-6-01	23,000	—	—	AIR	SEO	For Class A highway service only.
ART 500-US-A-1	18,000	—	—	AIR	SEO	

REAR SUSPENSION

TANDEM SUSPENSION SPRINGS

Suspension type	Reyco 101	Hendrickson U-340	Hendrickson UE-340	Hendrickson RT-380	Hendrickscn RA-340
Suspension Capacity (lbs.)	34,000	34,000	34,000	38,000	34,000
Spring type. Semi-Elliptic	Single Stage	Single Stage	Single Stage Extended Leaf	Single Stage	Solid Pedestal
Number of Springs	4	2	2	2	—
Capacity (lbs. ea. at ground)	8,500	17,000	17,000	19,000	See Axle/Tire Rating
Capacity (lbs. ea. at pad)	8,000	14,300	15,500	15,600	—
Average Deflection Rate Clamped (lbs. per in.)	N.A.	N.A.	N.A.	N.A.	—
Material Steel	Chrome Carbon	Chrome Carbon	Chrome Carbon	Chrome Carbon	—
Length (in.) Effective	34	34	33	34	—
Width (in.)	3	4	4	4	—
Leaves. No. @ Thickness (in.)	13 @ .323	2 @ .499 9 @ .447	7 @ .499 5 @ .447	10 @ .558	—
Spacer, No. @ Thickness (in.)	1 @ .360	—	—	1 @ .499	—
Radius Rod Leaf Asm.					
Length Main Leaf (in.)	25	—	—	—	—
Width (in.)	3	—	—	—	—
No. @ Thickness (in.)	1 @ .499	—	—	—	—
Bracket Location	Front	Front	Front	Front	—

REAR SHOCK ABSORBERS

Truck Models		Make	Type	Piston Dia. (in.)
Standard	Optional			
None	CE/CS-50; CE/CS/SE-60; CE-65	Delco	Telescopic double acting	1⅜

SEE REVISION
KEPT FOR CNG ILLUSTRATIO

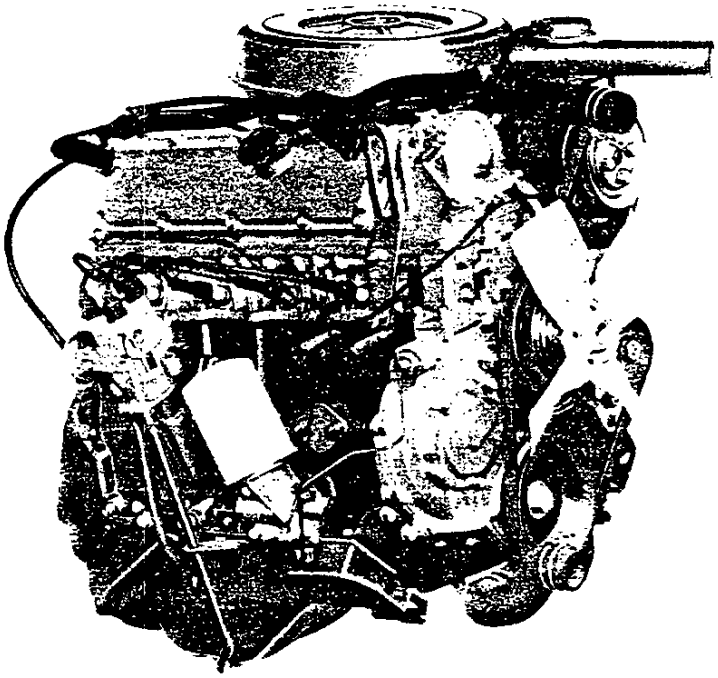
ENGINE & COOLING

INDEX
LIGHT DUTY MODELS

MEDIUM AND HEAVY DUTY MODELS

LUV 4-CYLINDER

Ordering Code L10



Typical Engine Shown

Applications

Standard: LUV Pickup
Optional: None

Basic Specifications

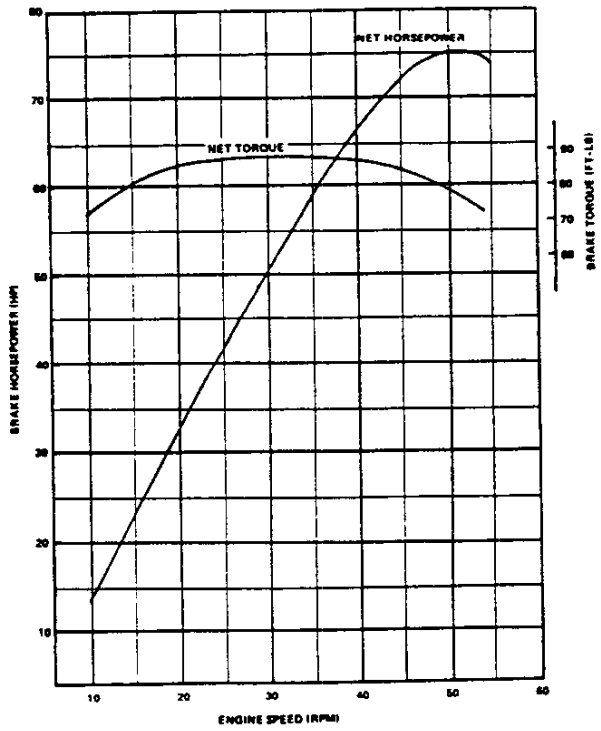
Engine type	Overhead Cam In-line 4
Piston displacement	110.8
Bore & stroke (nominal)	3.31 x 3.23
Compression ratio	8.2:1
Carburetor type	2-barrel
Exhaust	Single

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.

Engine Ratings

SAE net horsepower (85°F) ..... 75 @ 5000 rpm
SAE net torque, lb-ft (85°F) ..... 88 @ 3000 rpm



HIGH TORQUE 250 1-bbl SIX

(Ordering Code LD4)

Applications

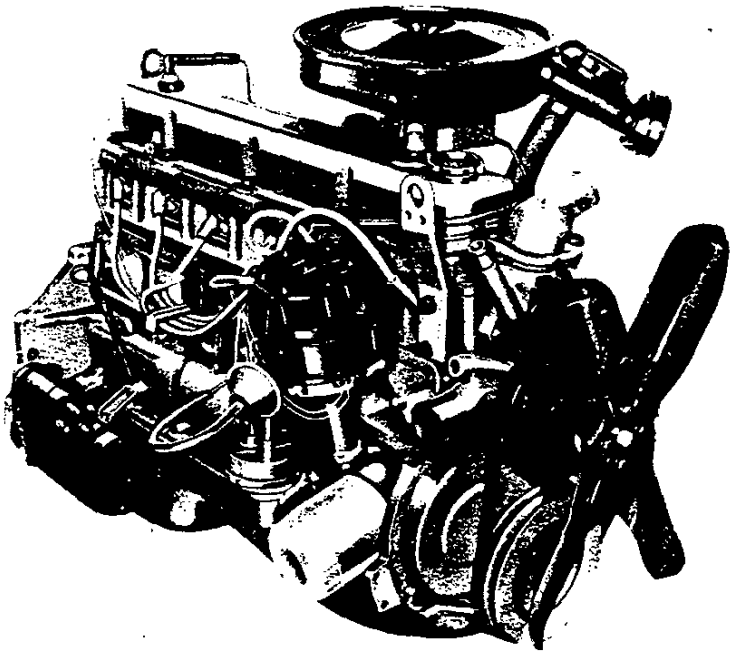
Standard: C10; K10 (except Suburban); G10
Optional: None

Basic Specifications

Engine type	Valve-in-head
Piston displacement	250 cu in
Bore & stroke (nominal)	3.87" x 3.53"
Compression ratio	8.25 to 1
Carburetor type	1-barrel
Exhaust—Single	All

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.

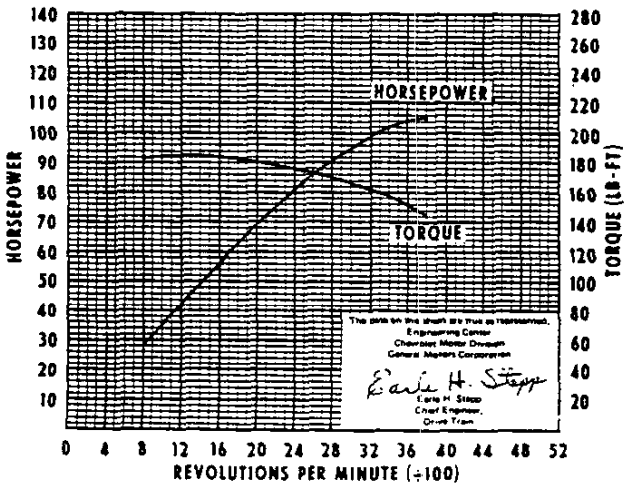


Typical Engine Shown

Engine Ratings

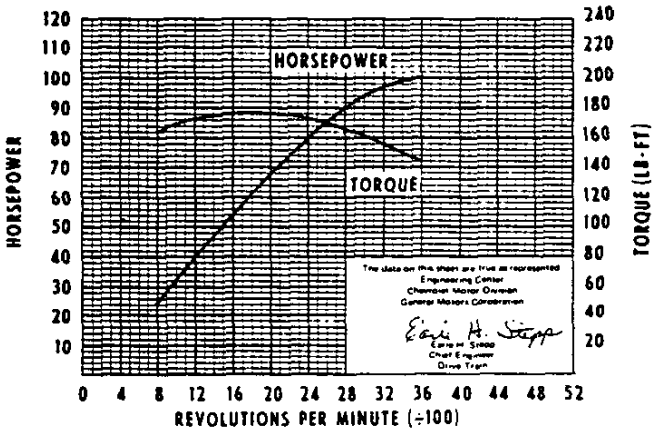
Light Duty Emissions (6000-lb GVWR and below)

SAE net horsepower (85°F).....105 @ 3800 rpm
SAE net torque, lb-ft (85°F).....185 @ 1200 rpm



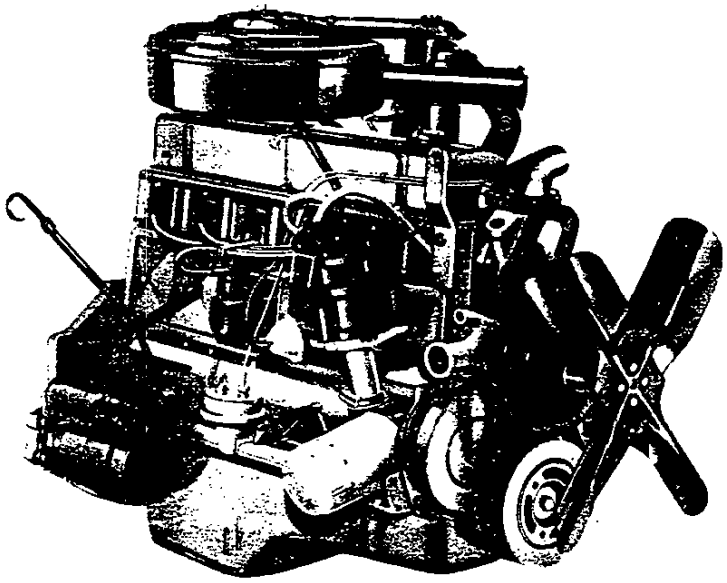
Heavy Duty Emissions (6001-lb. GVWR and above)

SAE net horsepower (85°F).....100 @ 3600 rpm
SAE net torque, lb-ft (85°F).....175 @ 1800 rpm



HIGH TORQUE 292 1-bbl SIX

(Ordering Code L25)



Typical Engine Shown

Applications

Standard: C/K20 (except Suburban); C30; P10-30; G20-30 (except G30 RV Cutaway Van)
Optional: None

Basic Specifications

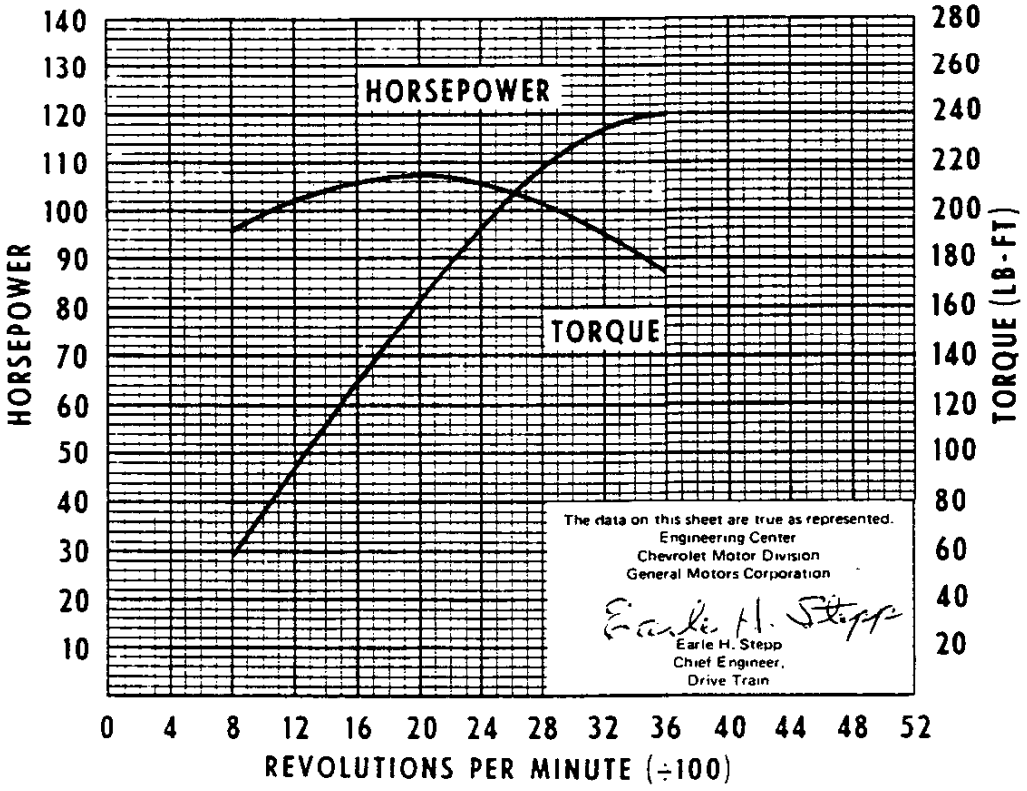
Engine type	Valve-in-head
Piston displacement	292 cu. in.
Bore & stroke (nominal)	3.87" x 4.12"
Compression ratio	8.0 to 1
Carburetor type	1-barrel
Exhaust—Single	All

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.

Engine Ratings

SAE net horsepower (85°F) ..... 120 @ 3600 rpm
SAE net torque, lb-ft (85°F) ..... 215 @ 2000 rpm



SPECIFICATIONS

		LUV 4-Cyl.
Basic Description		Four-cylinder in-line; overhead cam with cast iron block and aluminum cylinder head
Displacement (cu in)		110.8
Bore & Stroke (in)		3.31 x 3.23
Compression Ratio		8.5:1
Firing Order		1 3 4 2
SAE Net Horsepower @ rpm		80 @ 4800
SAE Net Torque (lb-ft) ‡ rpm		95 @ 3000
Air Cleaner		Replaceable wet-paper element
Bearings, Camshaft		Steel-backed babbitt or copper lead alloy
Inlet Valve	Opens	31° BTDC
	Closes	67° ABDC
Exhaust Valve	Opens	59° BBDC
	Closes	23° ATDC
Inlet Duration Ramp		278°
Exhaust Duration Ramp		262°
Carburetor		
Type		2-Barrel downdraft
Make		Hitachi; DCP-340
Venturi ID (in)		Pri—.9; sec.—1.1
Throttle Bore (in)		Pri.—1.181; sec.—1.339
Choke Control		Automatic
Connecting Rods		
Material		Forged steel
Length (in)		5.2557-5.2561
Bearings		Steel-backed with tri-metal
Crankcase Ventilation		Closed positive
Crankshaft		
Material		Heat-treated forged steel
Number of Counterweights		4
Main Journals (in)		2.2016-2.2022
Crankpin Journals (in)		1.9262-1.9268
Torsional Damper		None
Bearings		Steel-backed with tri-metal
Distributor		Hitachi; centrifugal & vacuum advance
Fuel Filters		
Carburetor		Bronze mesh screen
Fuel Tank		None
Lubrication System		Full pressure
Main Bearings		Direct pressure
Camshaft Bearings		Direct pressure
Connecting Rods		Direct Pressure
Valves & Tappets		Gravity
Cylinder Walls		Splash
Piston Pins		Splash

LUV 4-CYLINDER ENGINE

SPECIFICATIONS

	LUV 4 Cyl.
Oil Capacity (qts)	
With filter change	4.2
W/o filter change	3.6
Oil Filter	
Standard	Full flow; throwaway type
Capacity (pt)	1.2
Oil Pump	
Type	Trochoid
Capacity (gpm)	4.57 @ 1400 rpm
Normal Pressure (psi)	64
Pistons	
Type	Cam-ground
Material	Aluminum alloy
Skirt	Tin plated full
Head	Flat
Piston Pins	
Type	Floating on running
Material	Case hardened steel
Piston Rings	
Compression Rings	
Number	2
Type	1st: taper face; 2nd: taper face, under-cut
Material	Chrome plated cast iron
Oil Control Rings	
Number	1
Type	One-piece
Material	Chrome plated cast iron
Thermostat	Fuji-Thompson Wax pellet; 180°F
Valve Train	
Type	Overhead cam rocker arm acting
Tappets	Mechanical—adjustable
Valve Lash	In: .004 Exh. .006
Intake Valves	
Material	Alloy steel and chrome plated stems
Head Diameter (in)	1.689—1.693
Face Coating	None
Seats	Sintered iron inserted in cylinder head
Exhaust Valves	
Material	Alloy steel and chrome plated stems
Head Diameter (in)	1.295—1.299
Face Coating	None
Seats	Sintered iron inserted in cylinder head
Rotators	None
Water Pump	
Type	Centrifugal
Capacity (gpm)	6.6 @ 1000 rpm

PAINT
HEAVY DUTY CONVENTIONAL
HE/HY/JE/JY-70-80

INTERIOR TRIM and EXTERIOR COLORS

Custom Deluxe Interior (Std.) Plaid Vinyl Bench Seat			BLUE	GREEN	RED	SADDLE
			26V	44V	73V	63V
	Primary	Secondary				
BLACK	86	86	X	X	X	X
GLENWOOD GREEN	46	46		X		X
SUMMIT GREEN (M)	83	83		X		X
CRIMSON RED	73	73			X	X
ORANGE	88	88				X
YELLOW	87	87				X
FROST WHITE	12	12	X	X	X	X
HAWAIIAN BLUE	23	23	X		X	X
SKYLINE BLUE	20	20	X		X	X
ROSEDALE RED	71	71			X	X
SANTA FE TAN	60	60	X	X	X	X
BUCKSKIN	62	62	X	X	X	X

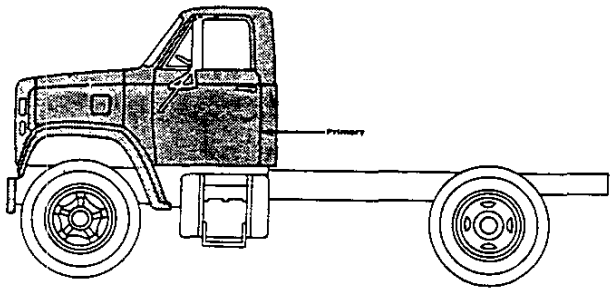
(If no trim is specified, factory will add 63V)

HV/JV-70; H/J/M-90

Seat, Driver Only			BLACK				
Instrument Panel Color				BLACK	DARK BLUE	DARK GREEN	DARK RED
	Primary	Secondary					
BLACK	86	86	X	X			
GLENWOOD GREEN	46	46	X			X	
SUMMIT GREEN (M)	83	83	X			X	
CRIMSON RED	73	73	X				X
ORANGE	88	88	X	X			
YELLOW	87	87	X	X			
FROST WHITE	12	12	X	X			
HAWAIIAN BLUE	23	23	X		X		
SKYLINE BLUE	20	20	X		X		
ROSEDALE RED	71	71	X				X
SANTA FE TAN	60	60	X	X			
BUCKSKIN	62	62	X	X			

Conventional two tones not available. See special paint schemes.

RPO ZY1



PAINT (Continued)
STEEL TILT AND TITAN

INTERIOR TRIM and EXTERIOR COLORS

			STANDARD INTERIOR	TITAN ONLY CUSTOM DELUXE INTERIOR R.P.O. EPP	
			BLACK ONLY	SADDLE	OXBLOOD
	Primary	Secondary		65I	73I
BLACK	86	86	X	X	X
White	86	12	X	X	X
GLENWOOD GREEN	46	46	X	X	
Frost White	46	12	X	X	
SUMMIT GREEN (M)	83	83	X	X	
Frost White	83	12	X	X	
CRIMSON RED	73	73	X	X	X
Frost White	73	12	X	X	X
ORANGE	88	88	X	X	
Frost White	88	12	X	X	
YELLOW	87	87	X	X	
Frost White	87	12	X	X	
FROST WHITE	12	12	X	X	X
HAWAIIAN BLUE	23	23	X	X	
Frost White	23	12	X	X	
SKYLINE BLUE	20	20	X	X	
Frost White	20	12	X	X	
ROSEDALE RED	71	71	X	X	X
Frost White	71	12	X	X	X
SANTA FE TAN	60	60	X	X	X
Frost White	60	12	X	X	X
BUCKSKIN	62	62	X	X	X
Frost White	62	12	X	X	X

Additional paint schemes are available. See the special paint schemes chart.