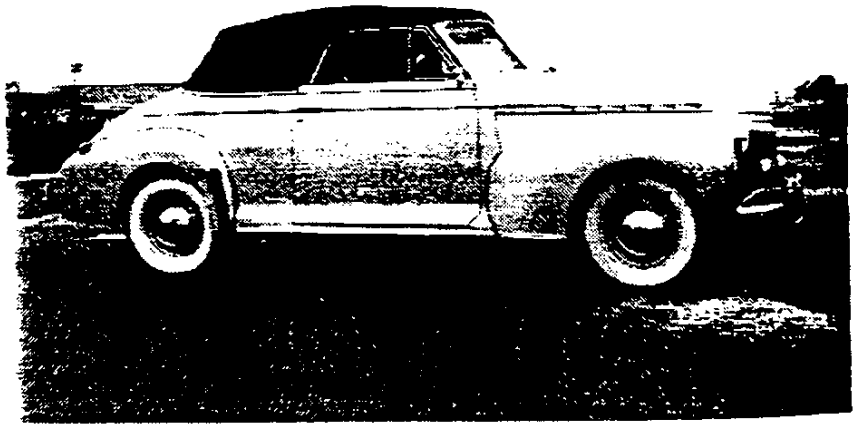
CHEVROLET



1941 Chevrolet, Special Deluxe, convertible coupe, OCW

1941

CHEVROLET 1941 ENGINEERING FEATU

Book 213 Issued to Mr. J. S. Clark

PREFACE

This book has been prepared for your use and is registered in your name. In it we are pleased to present to you the Chevrolet products for 1941.

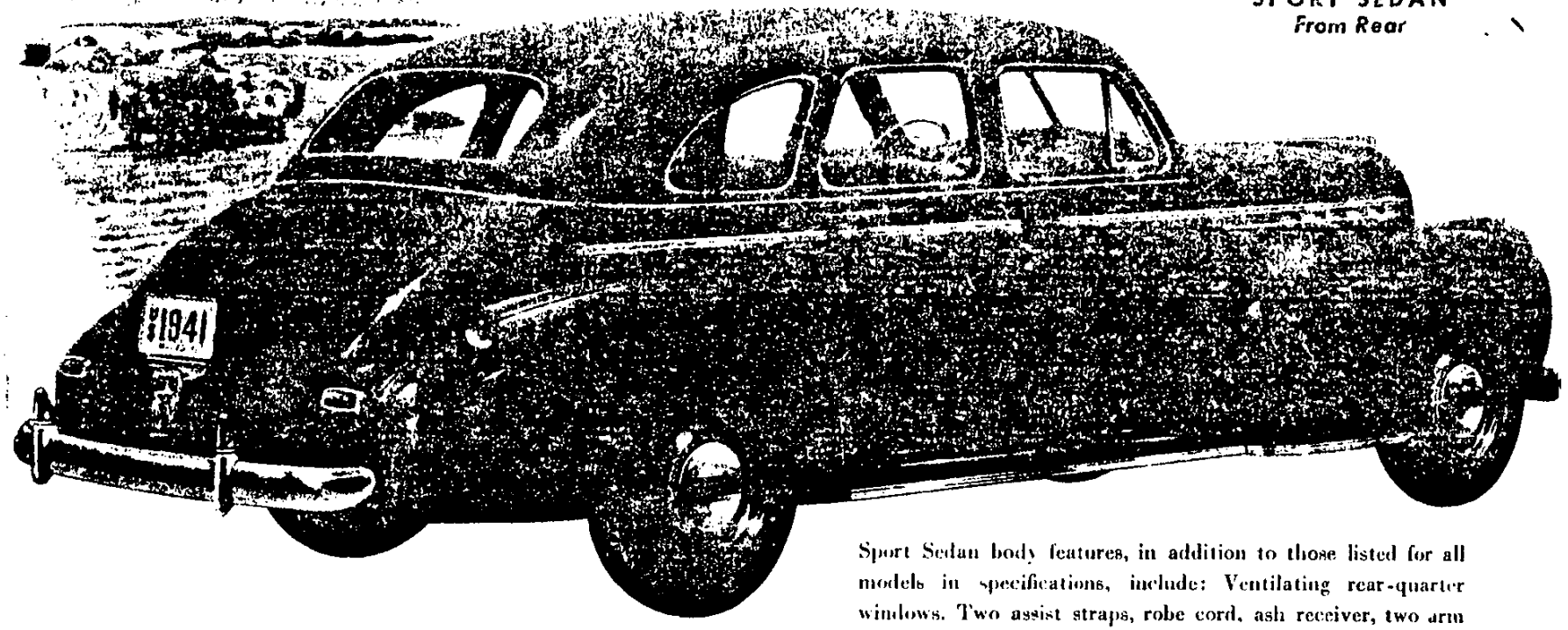
We ask that you regard the information thus presented as confidential until public announcement of these products and that, if requested, you return this book to the Engineering Department.

Chief Engin

CONTENTS

Special De Luxe

SPORT SEDAN
From Rear

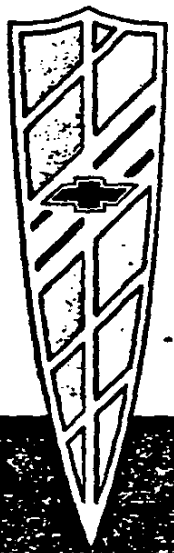


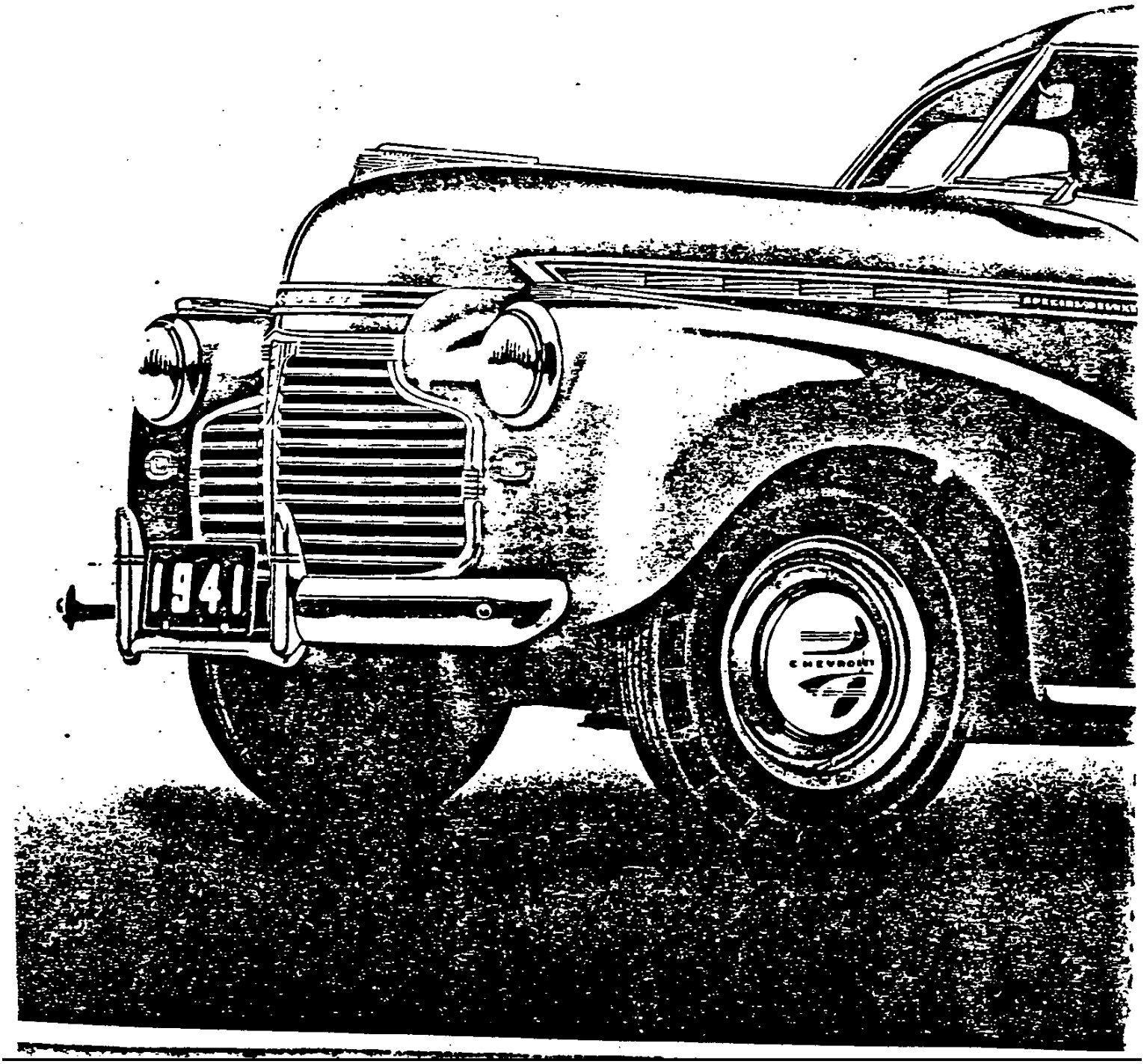
Sport Sedan body features, in addition to those listed for all models in specifications, include: Ventilating rear-quarter windows. Two assist straps, robe cord, ash receiver, two arm rests, and foot rest, in rear seat compartment. Two coat hooks.

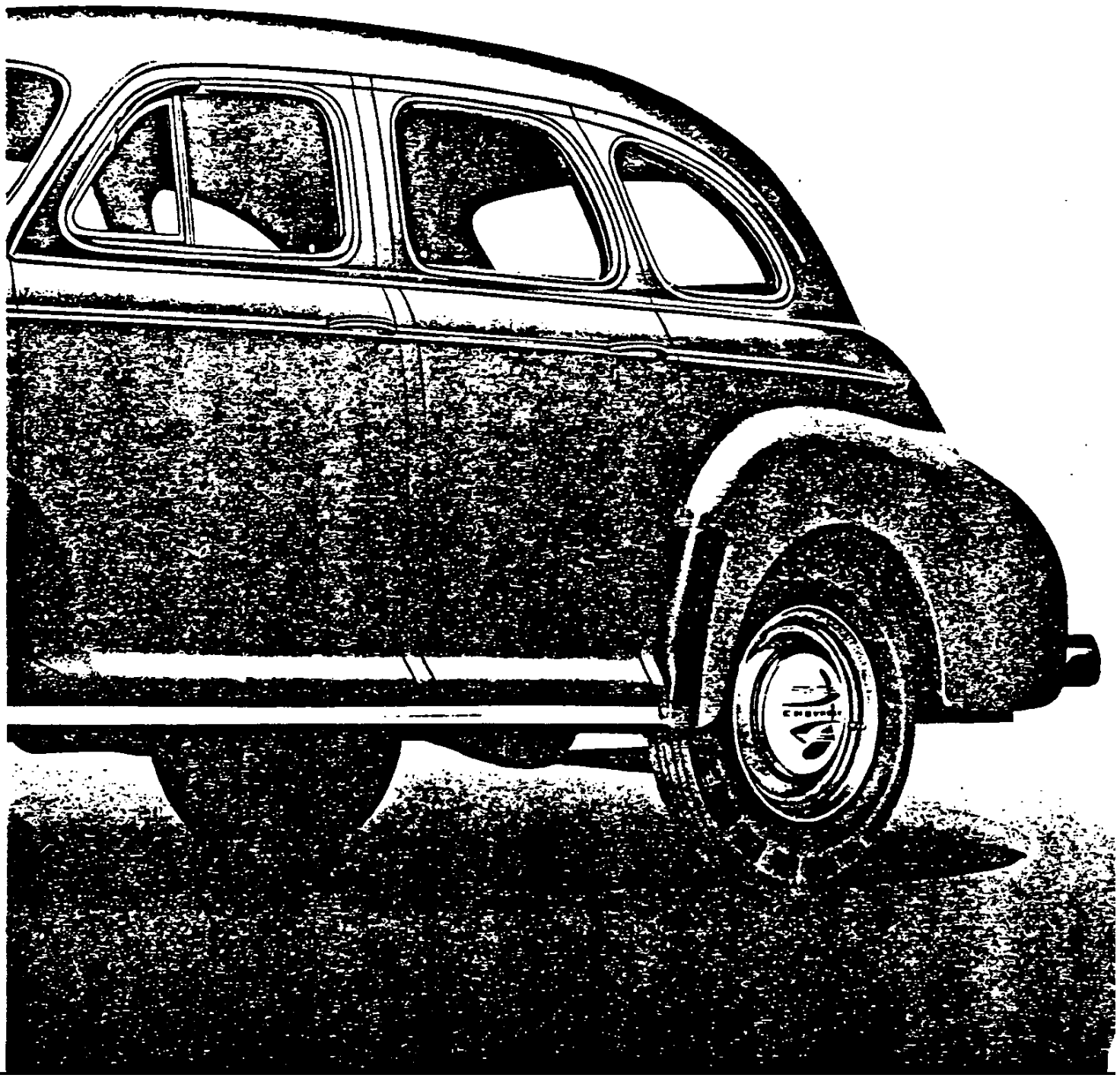
WITH THESE NEW MODELS . . . CHEVROLET, THE LEADER, BIDS FOR FIRST PLACE AGAIN IN 1941

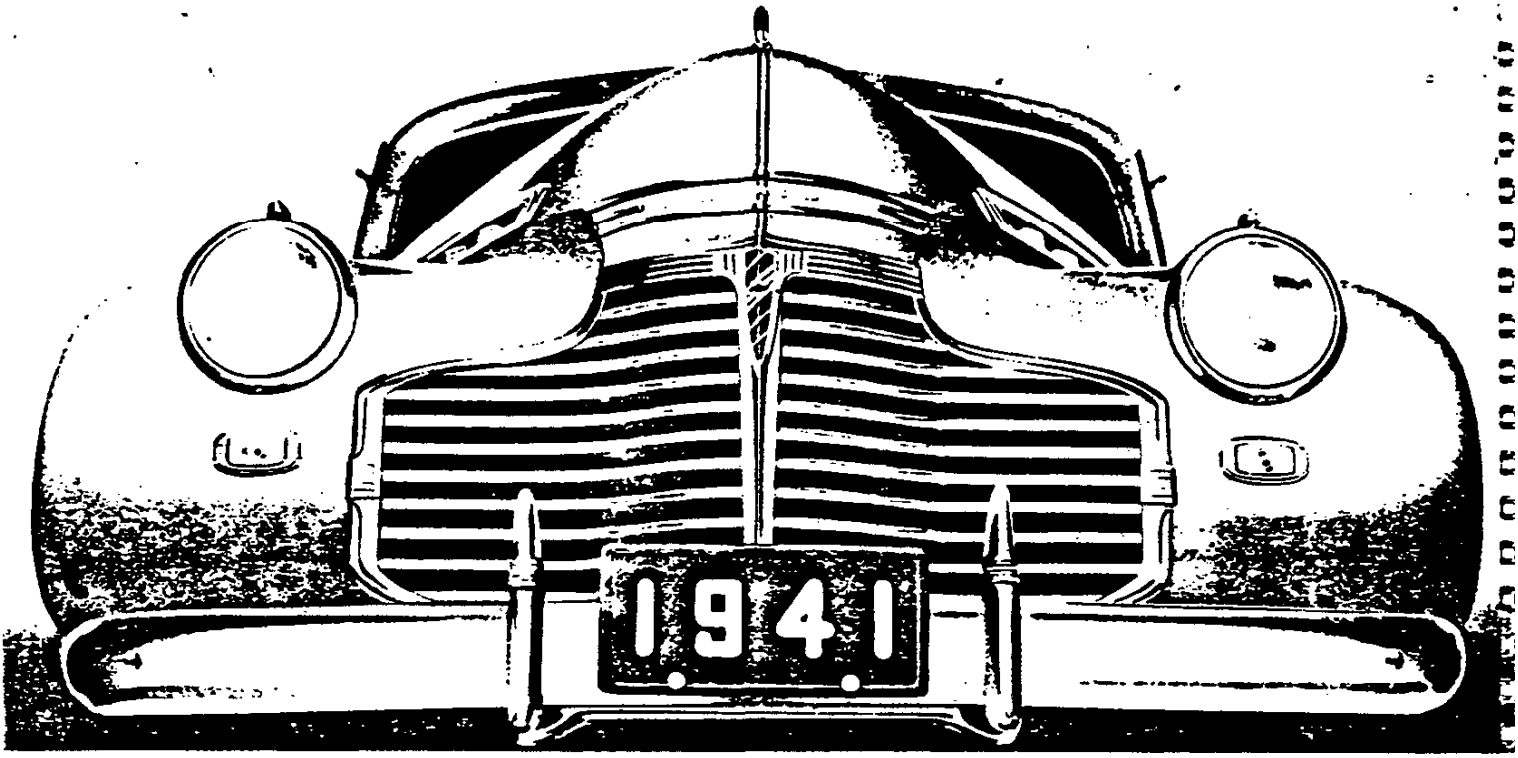
Chevrolet, first in sales in nine of the last ten years, presents for 1941 these greatest of all Chevrolets—*designed* to be first again, *styled* to be first again, *engineered* to be first again, *built* to be first again. These 1941 models offer you thrilling new bigness—longer wheelbase—dashing new "Aristo-Style" design—longer, larger, wider Fisher bodies—de luxe Knee-Action on all models—the Chevrolet valve-in-head "Victory" engine, stepped up from 85 horsepower to 90—Chevrolet's original and exclusive vacuum-power gearshift—Safe-T-Special hydraulic brakes—crystal-clear Hi-Test safety *plate* glass—plus many more outstanding comfort, safety and convenience features. . . . Chevrolet's consistent leadership, year after year, has been based on value. For 1941, it seeks to maintain that leadership with motor cars designed to out-value by far all previous Chevrolets and all other low-priced automobiles.

The CHEVROLET FOR 1941




1941
CHEVROLET





The Massive Front Ensemble

THE NEW CHEVROLETS

The Chevrolets for 1941 are the very finest Chevrolets ever produced. Pictures and words can convey only to a slight extent a true appreciation of a new Chevrolet and its superior qualities. The actual car must tell its story.

Seeing a new Chevrolet creates instant enthusiasm. Experiencing its safe comfort and the pleasure of driving it make one eager to own it. With time, pride of ownership grows at the realization of the new Chevrolet's economy and endurance.

In comparison with its record breaking predecessor, it excels in size, beauty, comfort, convenience, durability and safety - - - and, despite its much increased size, it is designed to perform equally as well.

This wonderful new Chevrolet is furnished in two lines, the Special Deluxe and the Master Deluxe, both of which have the same Knee Action chassis. Because of the almost universal acceptance of Knee Action, no 1941 Chevrolet passenger cars will have the conventional front suspension.

As in 1940, the Special Deluxe cars are designed for owners who wish the utmost of luxurious equipment in a low priced car. The Master Deluxe cars are intended for those customers who, to obtain the pleasure of owning a Chevrolet, are willing to dispense with the more unessential items of luxury equipment and ornamentation which are furnished in the Special Deluxe line. For those who wish even more comfort and convenience in their cars, a complete line of accessories is available. And, for those customers who prefer even more economical operation at a slight sacrifice in performance, there is an "economy" rear axle available as an option for both lines of cars.

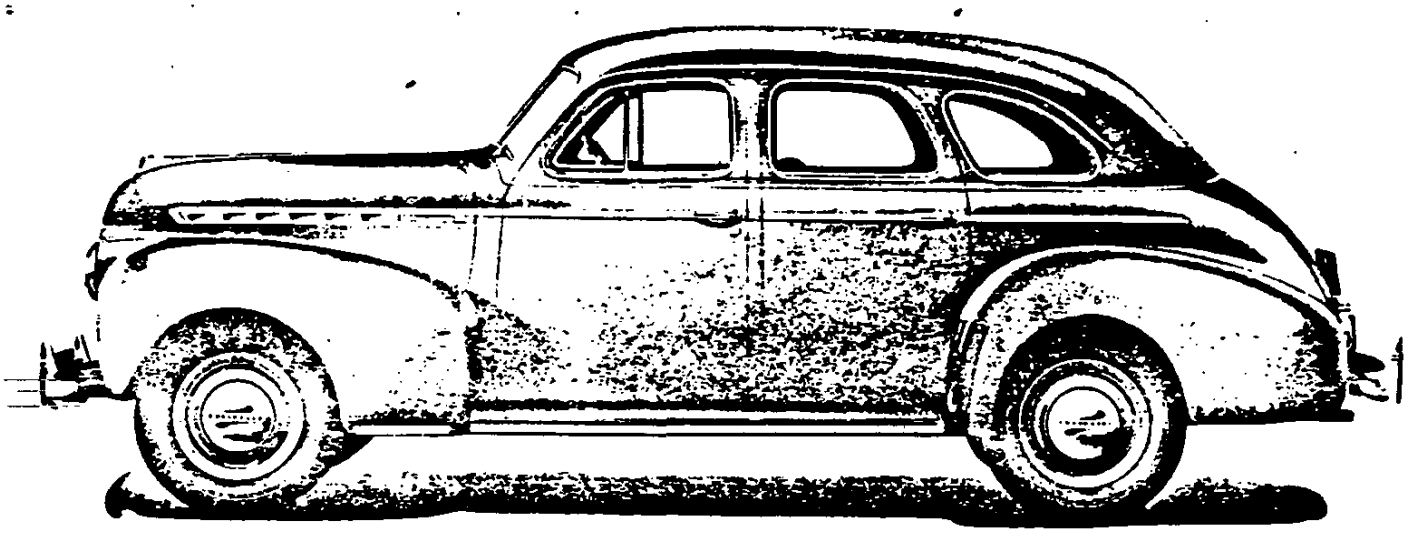
Both lines of cars are furnished in the same body types as in 1940. In both lines there are Sport Sedan, Town Sedan, Five Passenger Coupe and Business Coupe body styles. In addition, exclusive to the Special Deluxe line, are the Cabriolet and Station Wagon. In the Master Deluxe line, light commercial body types are represented by the Coupe Pickup and Sedan Delivery.

As each of these twelve cars has characteristics of its own, a description covering them all might be confusing. Therefore, for clarity, the following articles are written to describe the Special Deluxe Sport Sedan. Peculiarities of all the other cars are described in detail in separate chapters.

EXTERIOR APPEARANCE

STYLING

New appearance in combination with "big car" size is the outstanding feature of the 1941 Chevrolet. At great cost, every appearance unit and detail is designed along new lines to make this car one of the very finest appearing cars on the



The Long Swift Special Deluxe Sport Sedan

road. The result is striking beauty that is distinctive, in keeping with the modern trend, but also enduring.

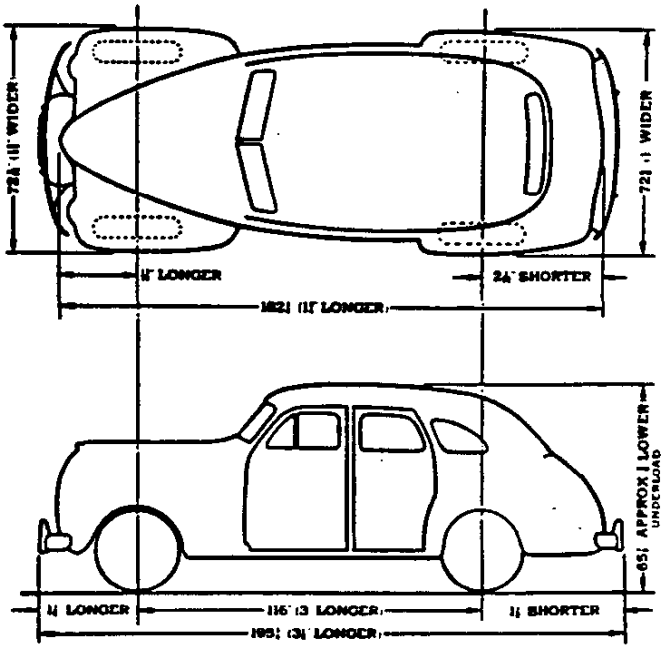
In general proportions, the new Chevrolet is longer, wider, and lower. In keeping with its more generous dimensions, the car's styling of low sweeping lines, with accent on the horizontal, intensifies the swift massiveness and safe stability which are designed into the car.

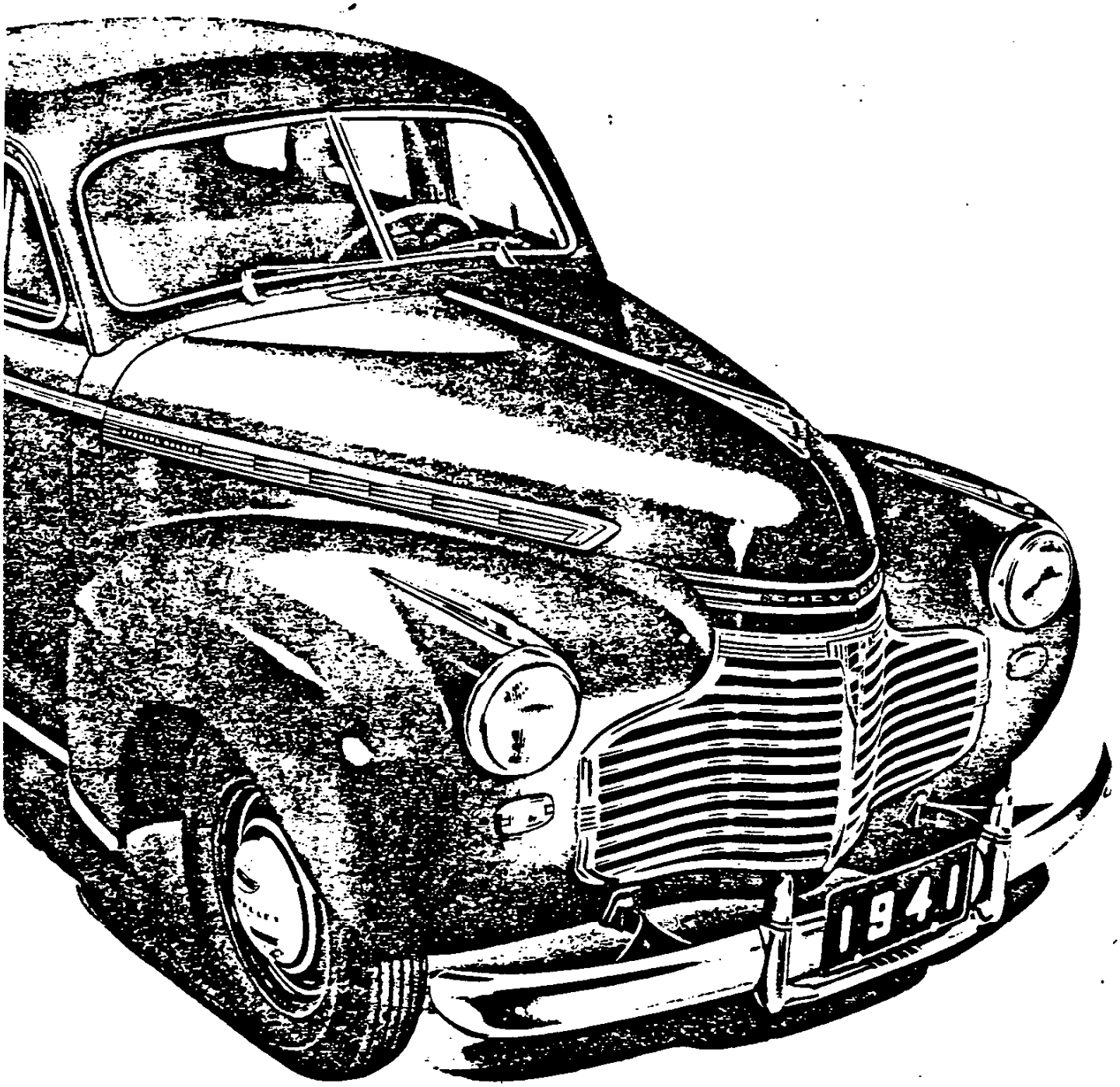
As viewed from the front, the car's greater width and lowness are apparent in the wider body and greater width across the fenders. Accentuating this appearance are the wider grille with thicker horizontal bars, the wider-spaced headlamps set low in the fenders, the flat top surface of the fenders blending into the wider hood, the plain face of the wider bumper and the rectangular parking lamps set flush with the fenders below the headlamps.

As viewed from the side, the car's appearance of swiftness and stability is caused by the car's greater length, the shifting forward and lowering of the car's mass in relation to the wheels, the elimination of exterior running boards, the deeper crowned fenders, the gentler slopes of the windshield and the back window panel, and the gracefully sweeping treatment of all contours. Further, emphasis on the horizontal intensifies this appearance of swiftness and lowness. Contributing in this respect are the decrease in height of the side windows, which makes them appear longer, the location lower on the car of the hood louvers and body belt moulding, the deeper section of these and the moulding at the bottom of the body, and the long ornaments of the hood and headlamps.

As viewed from the rear, greater massiveness is apparent in the lowness of the car, the greater width of the body and the increased slant of the body sides, the larger rear window, the greater spread across fenders, the rectangular tail and stop lamps, and the wider, lower mounted, plain-faced bumpers.

The sleek, clean appearance of the car makes it unusually impressive. This, in part, is due to the nicety in detail design. Contributing to this clean appearance are the plain-faced bumpers, the center mounting of both front and rear license plates, the setting of the parking lamps and the tail and stop lamps flush with the fenders or body, and the smooth expanses of sheet metal unbroken by protuberances such as running boards, latches, handles and hinges.





A Frontal Appearance of Distinctive, Lasting Beauty

In addition to these improvements in styling, the new Chevrolet is more liberally high-lighted with shining metallic trim.

GRILLE

The chrome plated radiator grille is restyled for 1941 by an entirely new treatment of the dis-

tinctive Chevrolet motif. Its beauty is rich and attractive. While retaining some of the general characteristics of the 1940 grille, its more costly treatment improves it greatly in massiveness and in detail of design. The latter is made possible by the use of die castings in many places where formerly stampings were used.

The new grille is wider, in keeping with the more massive car design, and features expansive horizontal bars that are deeper and spaced slightly farther apart than in 1940. A line of red paint at the bottom edge of each gleaming bar serves as decoration.

Surrounding the grille bars is a wide, embellished frame of the die casting type. Being made of die castings, it could be shaped more attractively than a stamped metal frame. Across the top of the grille and down its center, other die castings in the form of a "T" complete the frame. They, too, are tastefully shaped.

The upper end of the grille center bar bears an elongated shield of wide red diagonal bars, which serve as a background for a miniature Chevrolet emblem in blue. Black lines of varied width decorate the horizontal top bar of the grille frame. The entire grille is demountable, piece by piece, so that any part of it may be replaced at small expense. As in 1940, a vertical baffle extends from the center of the grille back to the radiator core to prevent side vision through the spaces between the grille bars.

Above the grille, surrounded by horizontal bars of stainless steel, is emblazoned the Chevrolet name in chrome plated letters.

FRONT BUMPER

The front bumper is made plain in surface, wider, and deeper in section to contribute to the massive appearance of the car. Moreover, its section is shaped to incorporate greater stiffness so that the bumper provides even more protection. The bumper guards, too, are redesigned to fit better into the new appearance scheme.

In the interest of symmetry, the attachments for the front license plate are placed at the center of the bumper between the bumper guards. A strong steel deflector underneath the plate protects it from stones and gravel. Like the bumper and its guards, the license guard is chrome plated.

HEADLAMPS

The headlamps are blended into the front fenders with their housings integral parts of the fenders. Spaced over five inches farther apart and set lower with their tops level with the flat-topped fenders, they, too, contribute to the massive appearance. As in 1940, each has a stainless steel rim and a chrome plated longitudinal ornament which sweeps far back into the fender. The ornaments, larger and more beautiful, match the hood ornament in styling. The sealed-beam light units are essentially the same as in 1940. Because the headlamps are mounted in the fenders instead of on top of them, a special case under the fender is provided for each to protect it from splash and dirt.

PARKING LAMPS

The parking lamps are directly under the headlamps. They are rectangular in shape and set in the fenders with their framed lenses nearly flush with the fender surface. In design they harmonize with the radiator grille and the flush type tail lamps. Being of the flush type, they not only look better, but furnish less obstruction to car washing and cleaning. Each has a colorless glass lens which contains configurations to produce a condensing effect for concentration of light. The frames of the lenses are chrome plated.

The lamps are constructed so that the socket with its three candlepower bulb may be removed readily and replaced by another which carries a 21-3 candlepower bulb for both parking and direction signal use. The lamps' location, seven inches (center to center) below the headlamps, was established as standard practice in the industry for positioning parking lamps which might be converted into combined parking and direction signal lamps.

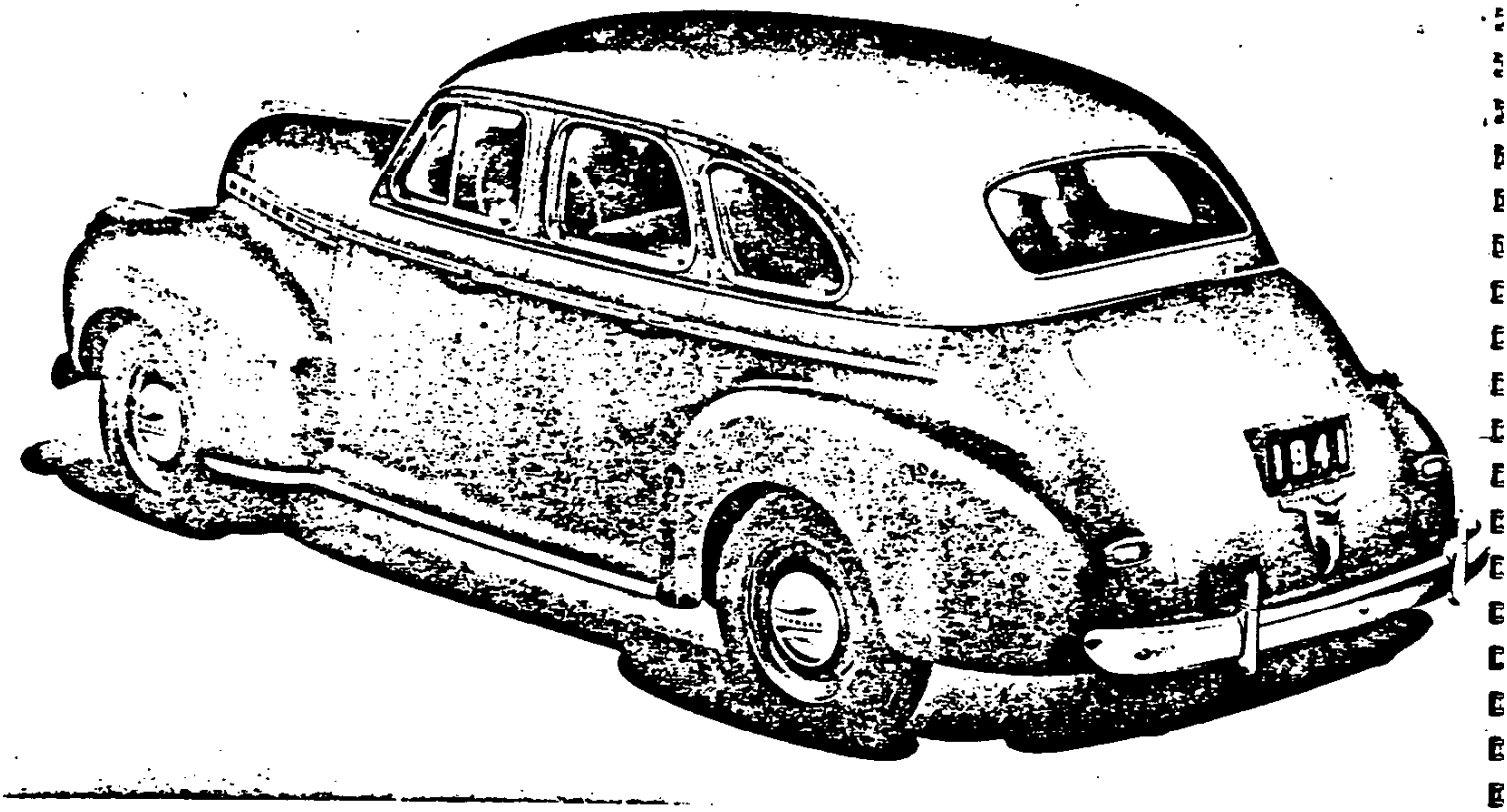
HOOD

The hood is the same front opening type as in 1940, but is redesigned to harmonize with the new massive style. Because of the wider car body and the wider grille, the hood, likewise, is made wider. Also, because the hood louvers and the belt line moulding are placed considerably lower on the car, the hood top is made considerably deeper. Because of the deeper hood and deeper crowned fenders, the hood side panels are practically non-existent. What is left of them is formed as part of the fenders.

At the front of the hood is a larger, more impressive ornament, and from the rear of the ornament a narrow moulding, tapered in section, extends to the rear of the hood. Both the ornament and the moulding are chrome plated.

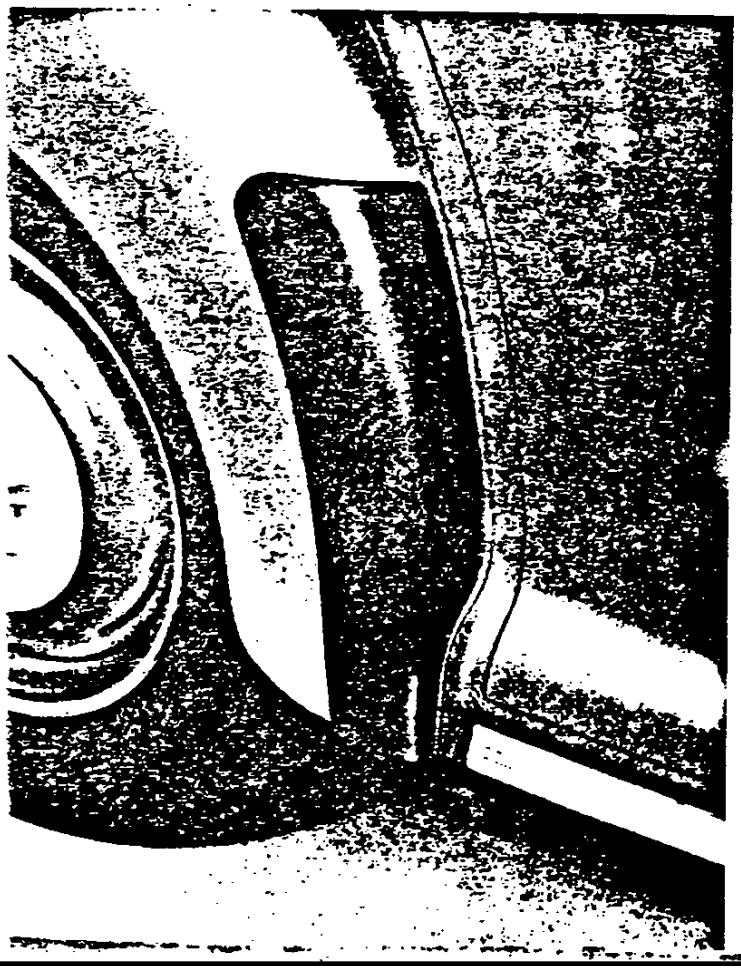
The styling of the hood louvers and their stainless steel covers is similar to the effective 1940 design. There are less louvers, however, and they are located farther forward. The cover in which they are formed also is deeper and carries horizontal lines as decoration. Like in 1940, the name SPECIAL DELUXE is formed in the cover at the rear of the louvers. From the barbed front end of the louver cover through the body belt moulding, a bold red stripe emphasizes the horizontal moulding.

The principles of the hood locking mechanism with its theft resistant features are retained for



The Beautiful Rear Appearance

The Rear Fender Gravel Guard



1941. Mechanical improvements, however, reduce the slamming pressure required for closing, and make the hood lock even harder to pick.

FENDERS

Front and rear fenders are entirely new. Designed together with the same style, they are larger and more massive in appearance to harmonize with the larger size car. Their crowns are made deeper by extending the edge of the wheel opening lower. This, together with the fact that the fenders extend farther beyond the wheels, completely conceals the car's under-carriage from a casual view. Valleys in the front fenders are eliminated completely.

The wider body permits more effective streamlining of the fender contours. The rear of the front fender blends with the body while only a small portion of the rear fender protrudes beyond the body. The front of each rear fender is protected by a black, moulded rubber gravel guard.

The stabilized mounting of the front fenders, headlamps and radiator core is the same as the 1940 design revised, of course, to adapt it to the new front end appearance.

HUB CAPS

The wheels and tires are the same as those for 1940. Also, the hub caps have the same plain sur-

The Smart, Massive, Sport Sedan Body

faced design. The decoration on them, however, is new. At the center is the Chevrolet name in blue letters with matching decorative figures in red above and below. The groups of three horizontal lines which form part of the decoration are not colored.

BODY UPPER STRUCTURE

The most extensive changes from the standpoint of appearance and also for comfort and convenience occur in the body of the car.

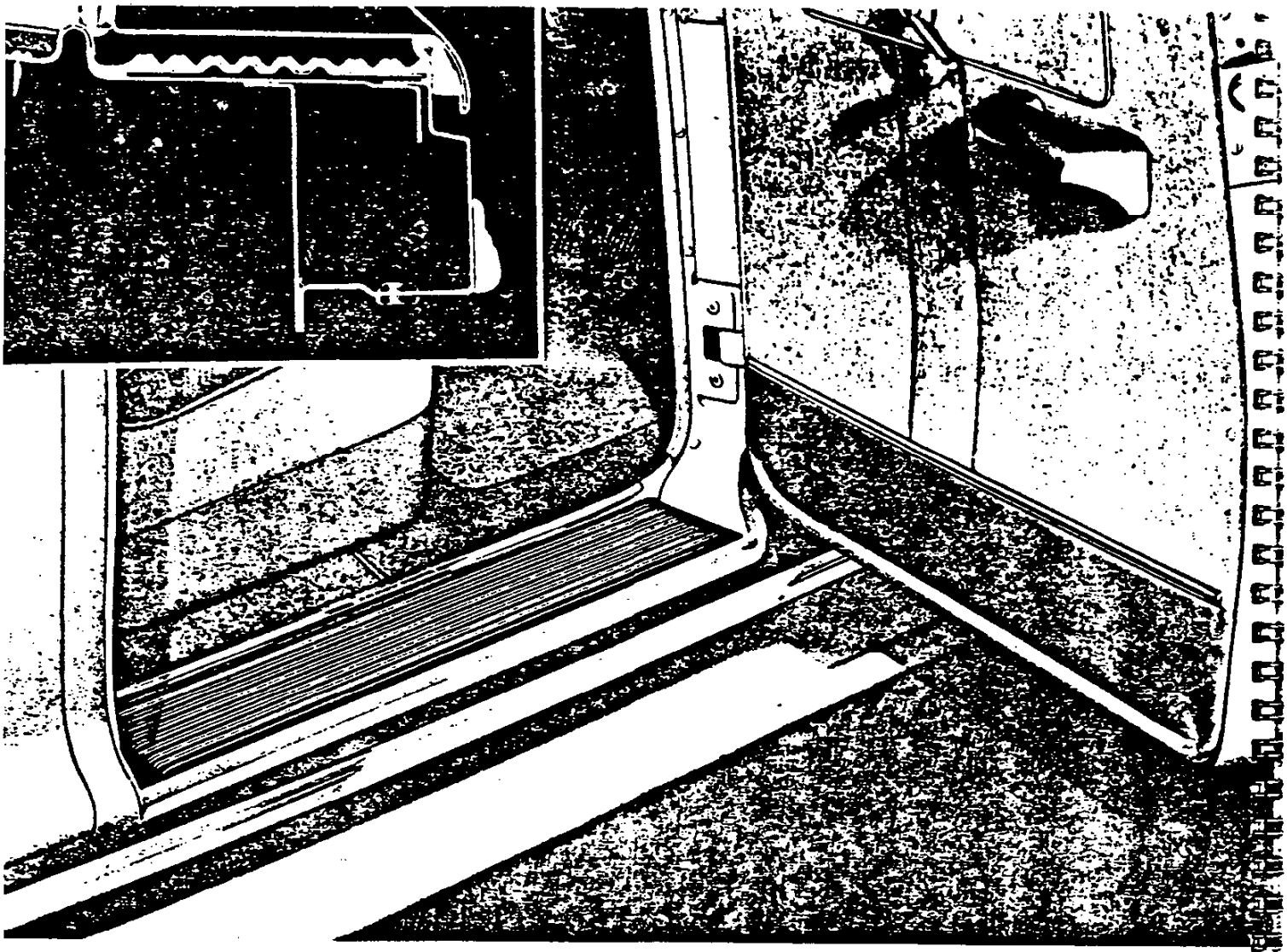
The body is both longer and wider and sets lower in relation to the ground, the overall height from the ground being 3/8 inch less with the car fully loaded. It is more massive than before and is designed to appear even more massive, lower and longer.

The crease line of the body is a natural dividing line between its upper and lower parts. Both the windshield and the back panel of the body slant up from this line at less steep angles and the distance between them is increased. The windshield slope from the horizontal is 49 degrees. In 1940, it was 53 degrees. The body back panel and rear window slope is 45 degrees, whereas, in 1940, they slanted 51 degrees from the horizontal. The distance from the base of the windshield to the base of the rear window is 6-1/4 inches more. Because of its greater slope, the rear window glass is larger and is curved spherically to conform better to the shape of the body rear panel. Because of the wider body, the V of the windshield is less pointed. The body sides are considerably farther apart at the crease line and, like the windshield and rear of the body, slope upward at a less steep angle.

The Turret Top sweeps more gracefully into the gentler sloping sides, windshield and rear of the body. Permitting a more graceful curvature into the body sides is the lesser height of the side windows. While the base of these windows is at the same height as before, in relation to the crease line, the height of the windows is decreased one inch which makes them appear longer. All of these physical changes in the upper part of the body make it appear longer and lower and help convey this impression to the whole car.

From the standpoint of decoration, the crease line is emphasized by a moulding of stainless steel, an added feature for 1941. In addition, the stainless steel mouldings, or reveals, around the side windows are wider in section and one now is added around the rear window glass.

When two-tone color combinations are used on the new cars, the structure of the body above the crease line is painted a lighter shade than that below. This further intensifies the impression of greater length and lesser height in the car.



The New Concealed Entrance Step

BELT MOULDING AND DOOR HANDLES

Emphasizing the horizontal, the body belt moulding on each side is deeper than before and with the hood louvers is located considerably lower on the car. The door handles are mounted directly over and through this stainless steel moulding so that they appear to be part of the moulding. They are larger than before to allow a firmer grip and are more streamlined. This streamlining is made possible by the removal of the lock cylinder from the handle for the right front door, and now all four door handles are alike. The bold red stripe which extends the complete length of the hood louver covers and the body belt mouldings also is carried through the door handles.

In place of just the one door lock, on the right front door, door locks now are furnished as regular equipment at each front door. Thus the car can be unlocked from whichever side is most convenient on one-way streets, or in crowded garages or parking lots. The locking cylinders for these two doors are mounted flush with the door panels just below the handles. Each has a cover to seal it from dirt and moisture. This type of lock is more theft resistant as it cannot be affected by breaking off the door handle.

BODY LOWER STRUCTURE

Exterior running boards are eliminated from the new car, and the body sides now extend down to the bottom of the fenders in one clean, unbroken expanse of shining metal. From the crease line down, the body is considerably wider, and the sides bow outward to a far greater degree. Just above the floor level, the bow of the sides sweeps into a modified S curvature to flare the sides out to fender width. Here they terminate in a deep stainless steel moulding.

The back of the body sweeps more gracefully from the crease line down to the bumper and curves more gracefully into the body sides and fenders.

Extending the body sides lower and the much greater width of the body visually locates the greater mass of the car closer to the ground.

HINGES AND DOORS

Concealed hinges are used for all doors of the new car and also for the trunk lid. This not only eliminates the unsightly appearance of the protruding exterior type, but also eliminates the wind noise and air and water leakage associated with that type. In the new design, a spring, incorporated in each upper door hinge and in the lower hinges of the front doors furnishes a light drag when the door is opened or closed, and a detent holds the door open until it is intentionally shut. Thus, the heavy doors will not swing shut unexpectedly.

The hinges for the rear doors are mounted on the front edge of the door at the body center pillar so that the door opens forward, the same as the front door. This is a definite safety feature since, when the car is in motion, if the door should be unlatched accidentally, the wind pressure caused by the car's movement tends to close the door rather than open it suddenly. This feature eliminates the necessity of a free turning inside handle. In addition, with the rear doors hinged this way, it is easier for front and rear seat passengers to enter or leave the car at the same time. Also it is easier for the driver to reach back and close the rear door.

Because of the longer wheelbase and car body, it was possible to design the rear edge of the rear doors straighter than before with only a slight "dog leg" at the fender. This not only improves the car's appearance but provides several inches more room for entrance at the floor level.

CONCEALED ENTRANCE STEPS

As previously mentioned, there are no exterior running boards on the new car. The absence of running boards is not new. There has been a pronounced tendency in car design in recent years to subordinate running boards and many cars eliminate them altogether. But in most of these cars, one has to step directly from the ground into the car, a difficult task for elderly or infirm people.

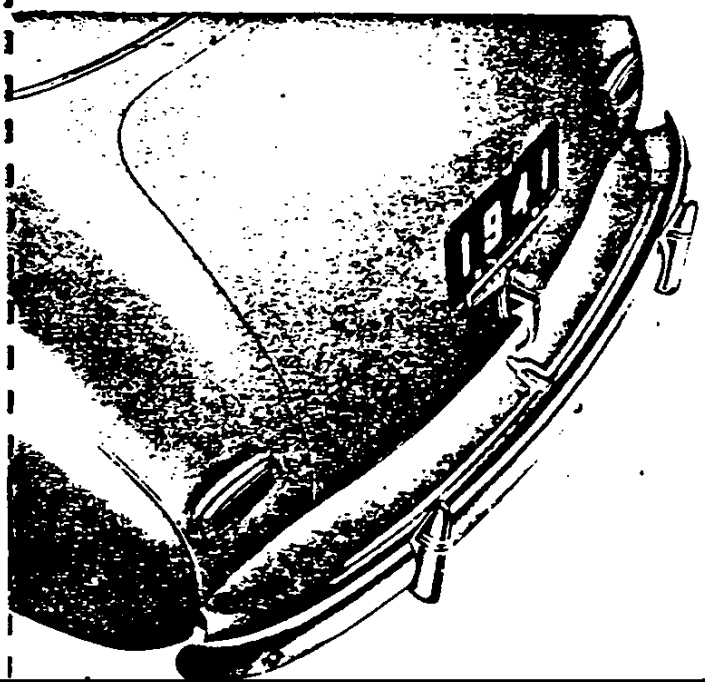
What is unique in the new Chevrolet is that safe and comfortable entrance is provided at each door by means of a concealed entrance step. The sides of the body flare outward at the bottom to provide room under each door for a broad sill on which the step is mounted. With the doors closed, these steps are completely concealed both from the inside as well as the outside of the car.

Each step is covered by a ribbed rubber tread which is molded over a steel plate. Each is 4-7/8 inches wide, wide enough to get a firm foot-hold, and is located just slightly higher from the ground, about 1-1/4 inches, than the previous running board. Being detachable, the treads may be replaced easily, if necessary.

Complete insulation for the steps is provided by rubber weatherstrip on the doors both at the outer edge of the steps and at the inner edge of the doors.

The advantage of these steps is five-fold. First, being concealed and sheltered by the doors, a dry, clean, safe footing is provided at all times. Second, the appearance of the car is improved in that the body sides can be extended lower for a more clean-cut appearance. Third, the clean appearance of the car may be maintained more easily in that there is no horizontal surface on which dirt, snow, ice, or water can accumulate. Fourth, having no running boards is a deterrent to stop-light bandits. Fifth, the strong broad box sills on which the steps are mounted contribute directly to the strength and safety of the body.

Rear Bumper and Gravel Deflector



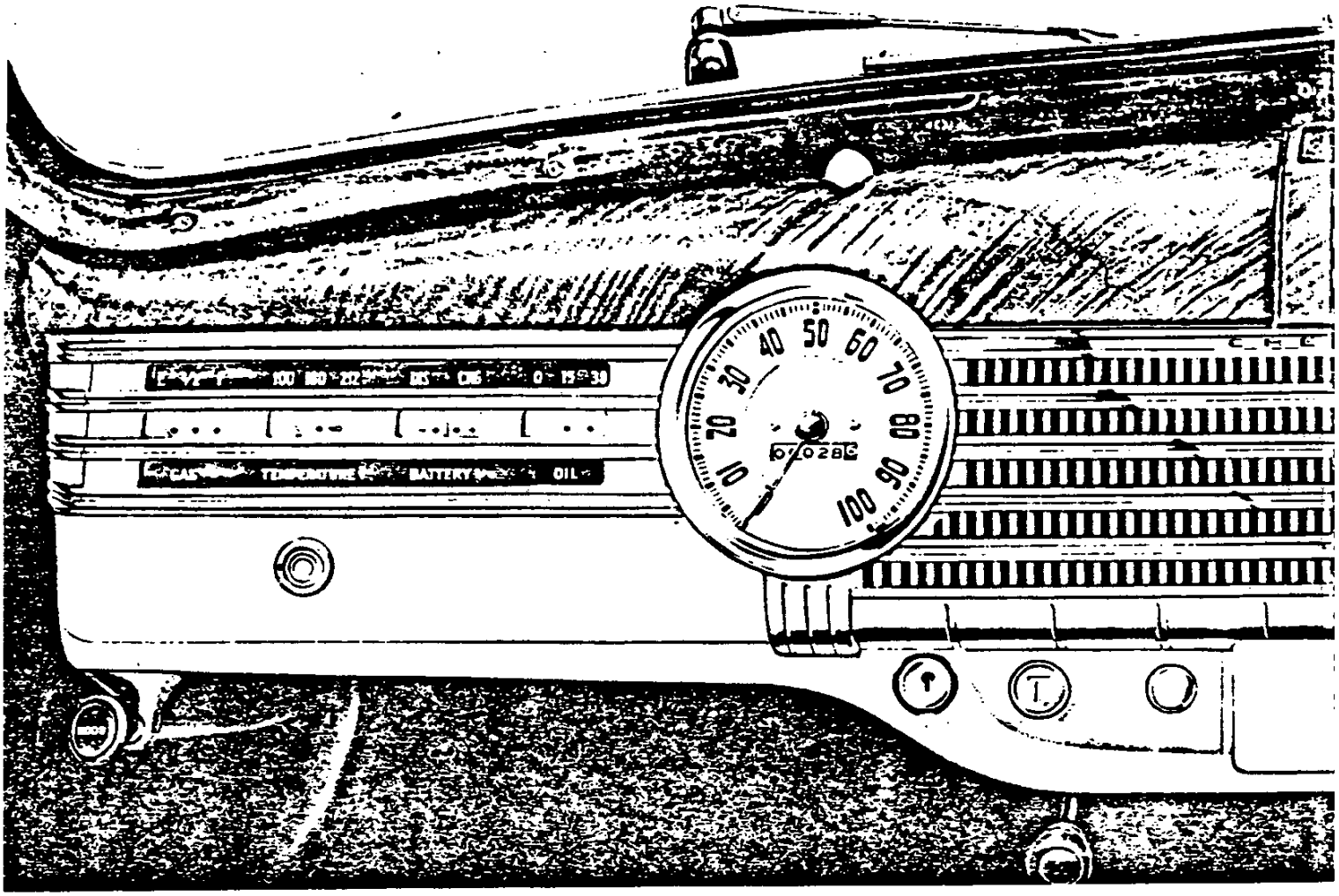
TAIL AND STOP LAMPS

The ruby tail and stop lamps with their chrome plated rims match the parking lamps at the front of the car in appearance. They, too, are rectangular in shape and are mounted horizontally, flush with the rear surface of the trunk. As in 1940, these built-in lamps have windows through which light shines to illuminate the interior of the trunk. This year, however, the windows are larger, providing more light.

REAR BUMPER AND GRAVEL DEFLECTOR

The rear bumper and its guards match those at the front of the car in appearance and strength. This bumper, however, also is located 3/4 inch closer to the ground to improve the car's appearance. There is no sacrifice in ramp angle at the rear of the car because the rear bumper also is located slightly forward of its 1940 position in relation to the rear axle.

To give the car a more finished appearance, a



gravel deflector of sheet metal is mounted horizontally over the rear bumper supporting bars. It extends from the bumper to the rear of the body, completely filling that space. The deflector is sealed to the bumper face bar by an extended rubber seal and moved with the bumper on impact. The body rear panel is designed to permit the deflector to slide under the body. Rubber insulation is provided here to prevent scraping. The ends of the deflector are flanged downward and extend forward between the inside flanges of the left and right fenders to which they are sealed by compressed sponge rubber seals.

The horizontal gravel deflector provides a complete shield against stones and mud rebounding from the bumper against the rear end of the body. Thus, this part of the body is kept clean and there is little danger of damage to its paint.

If the deflector should be knocked out of alignment with the body, it always can be readjusted, because means for adjustment is provided in the supporting brackets of the bumper.

REAR LICENSE PLATE

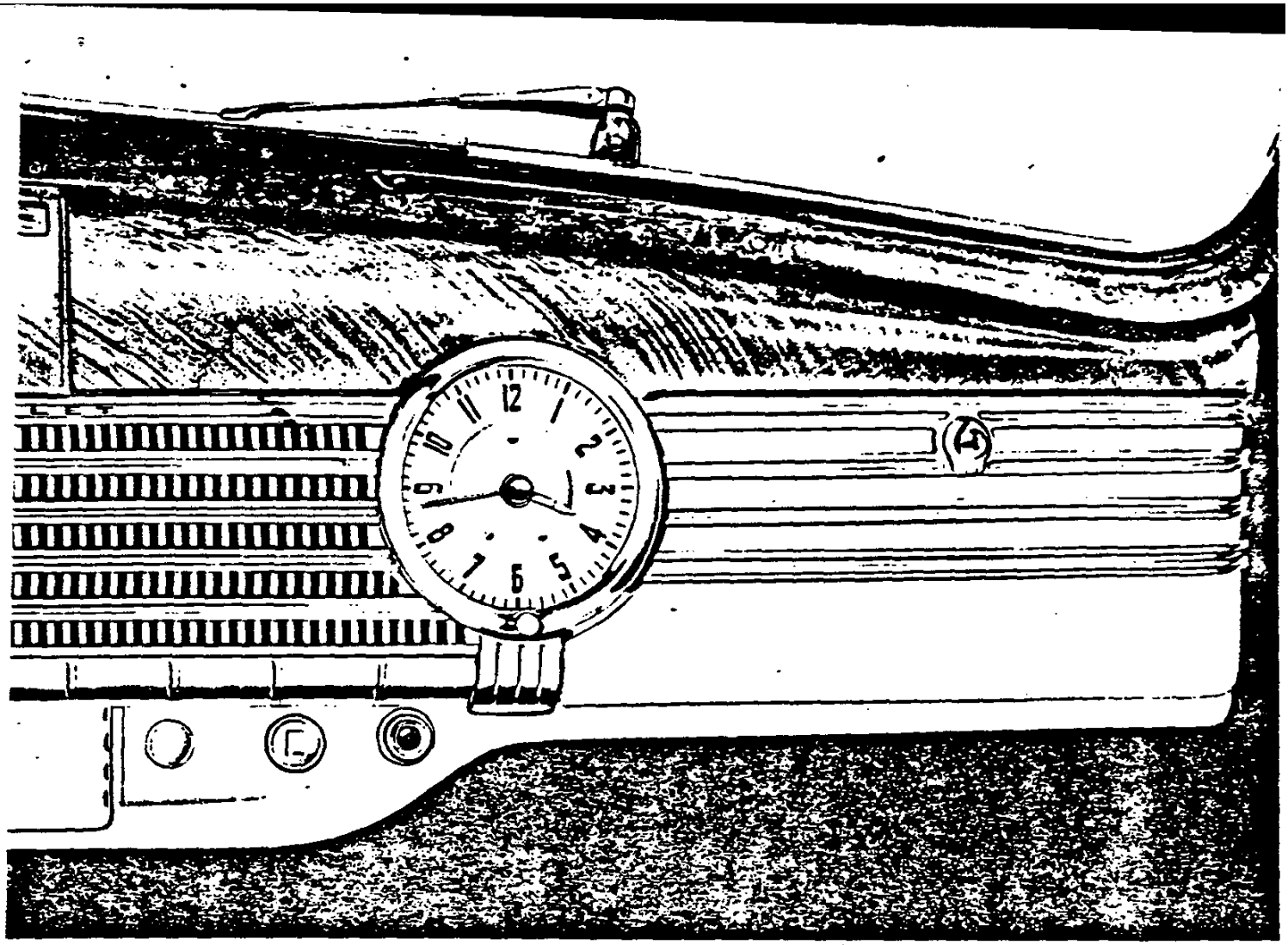
A fitting terminus at the rear of the car is the grouping of the trunk handle, license plate and lamp and the decorative Chevrolet name plate. This latter bears the Chevrolet name in black letters on a chrome plated background into which horizontal lines are formed. Below this and fitted into the plate is the chrome plated cylindrical license lamp below which is the chrome plated trunk handle. Both the lamp and the trunk handle are superimposed on a chrome plated shield which actually is a continuation of the license lamp base.

INTERIOR APPEARANCE

The spacious interior of the new car parallels in fine appearance and appointments the great advances made in exterior appearance. In sheer luxury, the new Chevrolet surpasses all its predecessors.

HORIZONTAL MOULDINGS

The treatment of horizontal mouldings and decorations which visually elongate the exterior of the car is emulated in the interior of the body by shining horizontal mouldings on the instrument



panel, the sides of the body, and at the top of the rear seat riser. Like the crease line outside the car, the effect of a dividing line between the upper portion of the interior and the lower is created by the top bar of the instrument panel face and the stainless steel beadings which are added in line with this below the side windows in the garnish mouldings.

INSTRUMENT PANEL

The smart massiveness of the new instrument panel is accentuated by the striking contrast of the wood grain finish at the top with the bright metallic relief on its painted vertical face. This metallic relief is in the form of shining horizontal bars which cover the full width of the panel.

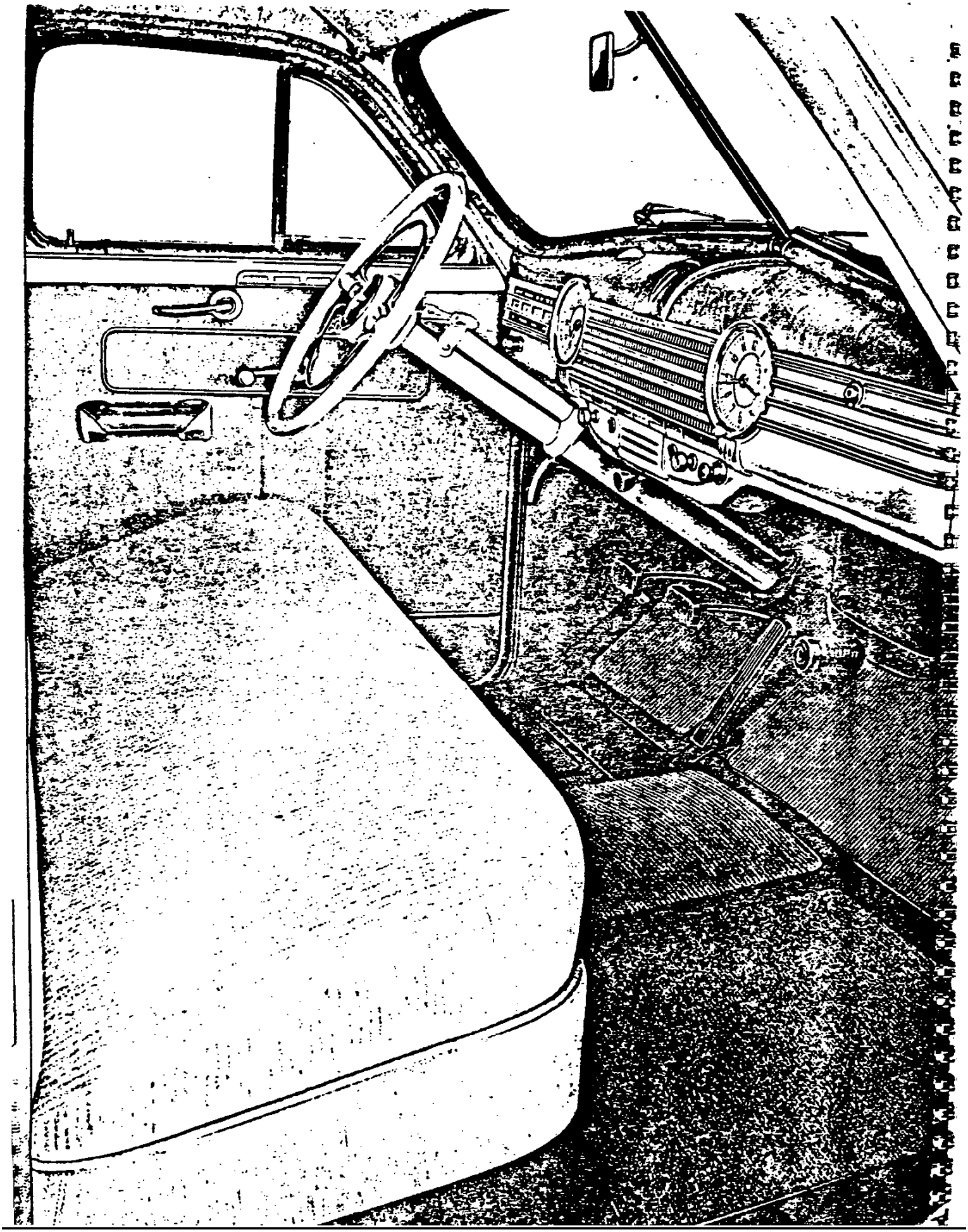
Another striking feature is the balanced design of the panel. At its center is the radio grille which is flanked by the large dials of the speedometer at the left and the thirty hour clock at the right. To the left of the speedometer is the instrument cluster. To the right of the clock is the glove compartment door. Below the instrument cluster is the light switch and below the radio grille are the ignition switch; the throttle control; covered openings for the radio controls; the choke control, and the cigarette lighter. The hood and cowl ventilator controls are located below the panel as heretofore, the former near the driver's door and the latter near the car center. Above the speedometer is the windshield wiper control.

RADIO GRILLE

The gleaming chrome plated radio grille is a die casting of thick horizontal bars which are interconnected by a great number of set-back thinner vertical bars. The top horizontal bar bears the Chevrolet name in red letters. Below the grille there is an extra thick ornamental bar of chrome plated pressed steel. This bears inset vertical ribs which form short rectangular panels.

SPEEDOMETER AND CLOCK

The speedometer and clock match in styling and have large chromium rimmed dials below which are decorative chrome plated panels of closely spaced ribs. The numerals and calibrations for both the speedometer and clock are black on a circularly brushed spun aluminum surface, the center of which is a disc having a copper bronze finish. The pointers and hands have copper bronze shanks, red tips and black hubs.



INSTRUMENT CLUSTER

Located in line behind four horizontal bars of shining chrome in front of the driver are the four instruments of the instrument cluster: the fuel, temperature, battery, and oil condition indicators. Letters, numerals and names of these instruments are white and are painted on the inner surface of the glass for the same indirect lighting effect as in 1940. Their background is Kensington Brown. Calibrations for the dials are black on a light gray background. The pointers are red.

GLOVE COMPARTMENT

The right side of the instrument panel face is the door for the glove compartment. Its flush type lock is located between the upper two of the four horizontal bars which decorate the door. The glove compartment has the same illumination feature as in 1940.

INSTRUMENT PANEL CONTROLS

The knobs for the light, choke and throttle controls, are studded with a crystal clear plastic over a copper toned base. On the base of the choke and throttle knobs is formed the initial letter of the control. The ignition lock, the covers for the radio controls, and the cigarette lighter are chrome plated. The rectangular cover for the radio dials is light colored plastic. The hood control knob and the cowl ventilator knob are dark brown plastic. The windshield regulator knob is light colored plastic like the radio dial cover.

FRONT COMPARTMENT ASH RECEPTACLE

Above the radio grille on a raised panel in the windshield V is the ash receptacle with its sliding cover. This one does not have to be removed when a radio is installed. Embellishing the panel is a miniature of the Chevrolet emblem on the radiator grille. It consists of an elongated chrome plated shield bearing a field of red diagonal bars and at its heart the Chevrolet insignia in blue.

GARNISH MOULDINGS

The windshield garnish moulding, the top of the instrument panel in the windshield V, and the garnish mouldings of the side windows above the stainless steel decorative beading are grained to simulate the handsome wood of the Queensland maple. This same grain is used for the rear window garnish moulding. The decorated vertical face of the instrument panel and the portions of the side window garnish mouldings that form full length panels below the stainless steel dividing bead are painted light toned Hampden Beige to give a delightful two-tone effect. At the center of the garnish moulding panels on each door is a chrome plated medallion having inlays of crystal clear plastic.

UPHOLSTERY AND TRIM

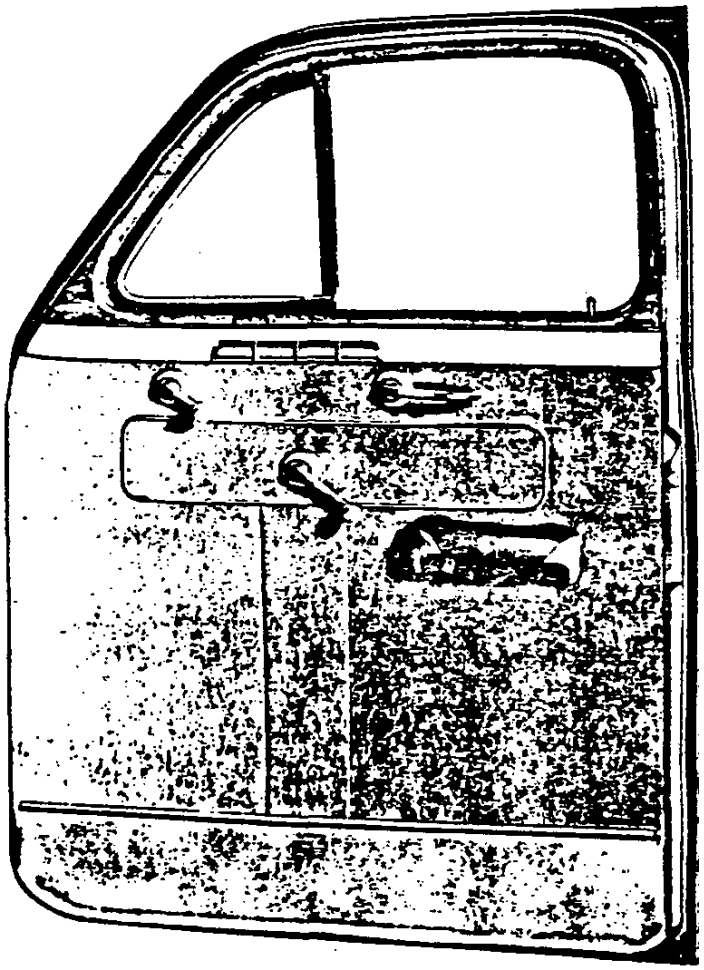
Ceiling, sun visors, sides of the body, and the back and sides of the front seat frame are covered with a plain surfaced medium shade cloth. Upholstery for the seat cushions and backs and the rear seat arm rests is high grade canda cloth in a smart two-tone vertical stripe pattern. Two-toned Bedford Cord is available in place of the canda cloth.

Canda cloth was introduced only a year ago for the special requirements of motor car upholstery. Further improved for 1941, and offered in its new and attractive pattern, this cloth not only adds beauty and charm to the Chevrolet interior but prolongs the newness of the attractive appearance because it can be washed repeatedly with soap and water without losing its sheen.

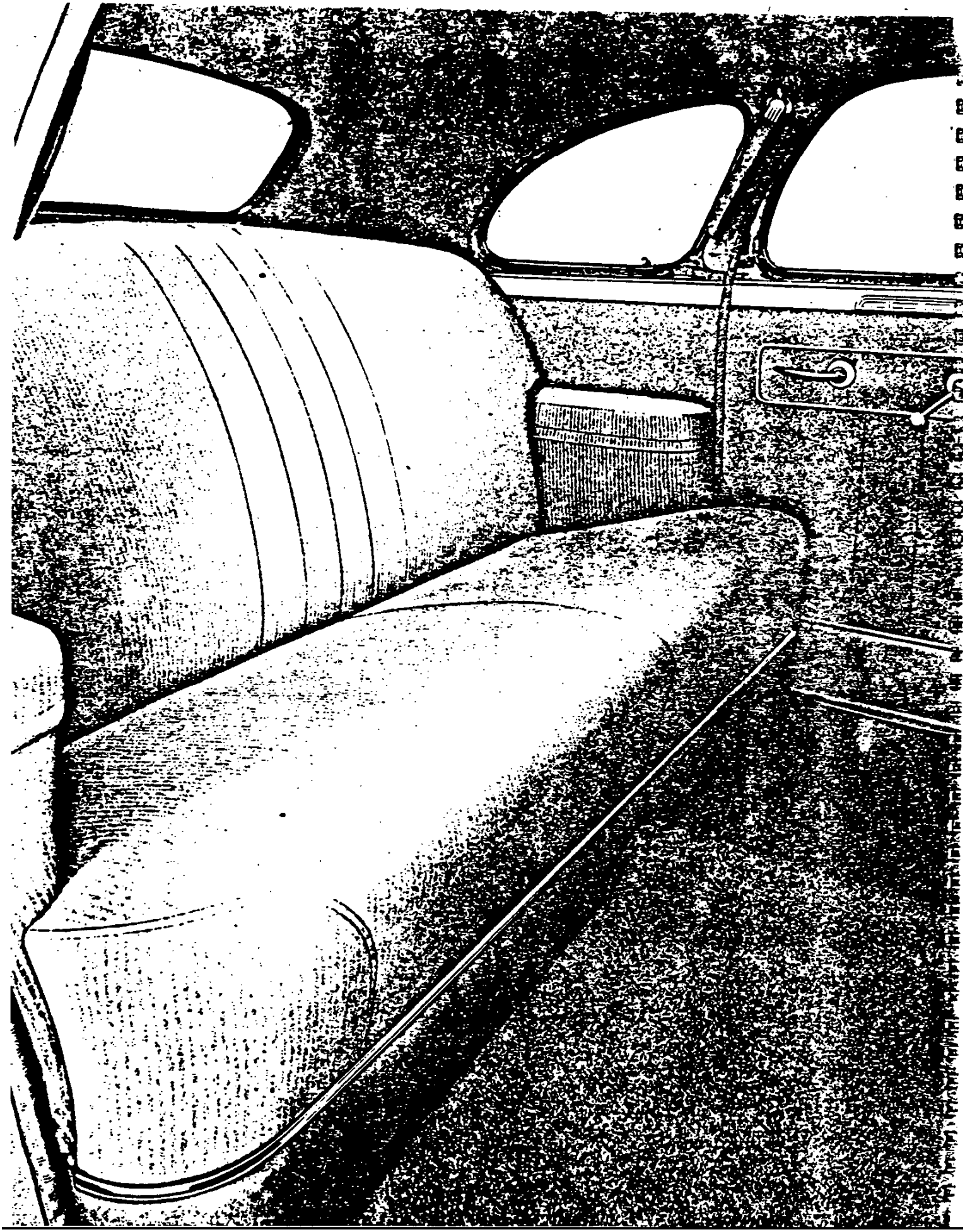
The seat back cushions bear a group of four wide pleats at the center.

Floor coverings harmonize well with the trim and upholstery. That in front is brown rubber with carpet inserts. The covering in the rear is one large carpet. Edging the carpets at each door

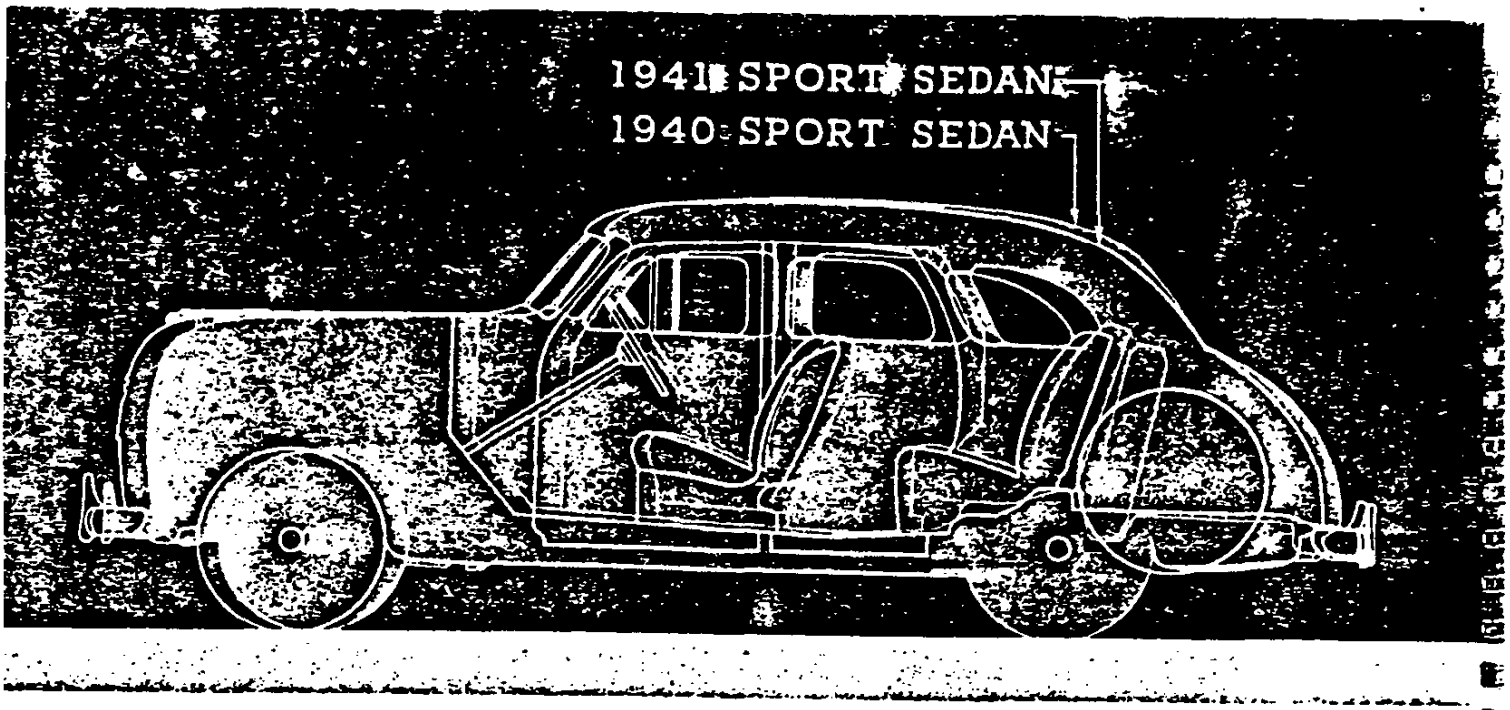
Inside the Front Door



← The Commodius Front Compartment of the Sport Sedan



57½ (64⅜)
54¼ (61½) SHOULDER ROOM
48½ (47½)
54¼ (61½) SHOULDER ROOM
57½ (65) ELBOW ROOM
101¼ (95)
52⅛ (48½)
38¼ (37½)
36½ SAME AS 1940
10½
40 SAME AS 1940
40 SAME AS 1940
IN REAR POSITION
11⅛ (8⅞)



A Comparison of Sport Sedan Proportions - 1940 vs 1941

to the rear axle and its kickup in the chassis frame. Length of the body, as measured from the base of the windshield glass to the base of the rear window glass is 101-1/4 inches, an increase of 6-1/4 inches. This gain is due partially to the general length increase in the body and also to the increased slope of the windshield and rear window. While chiefly an appearance and vision feature, this increased length also adds a feeling of greater spaciousness in the car and permits a larger package shelf behind the rear seat.

STABILITY

With the new exterior appearance, the broader body is located lower and the greater mass of its increased weight is placed closer to the ground. This results in a lower center of gravity. Contributing also to the lower center of gravity is the lower position of the rear seat. This, of course, is more effective with the car loaded. Because the car is wider, the chassis frame, the rear tread and the spread between the rear springs are widened to give more than the required support. In addition, the mounting of the body to the chassis frame is more rigid. All of these conditions increase the car's stability, making it more comfortable to ride in, and safer.

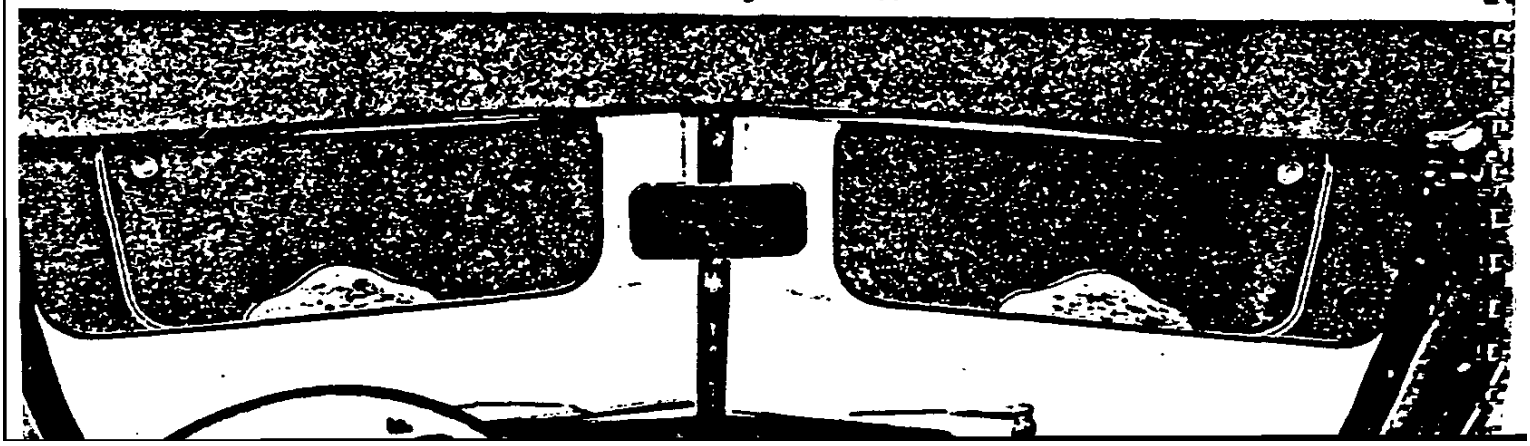
SUSPENSION

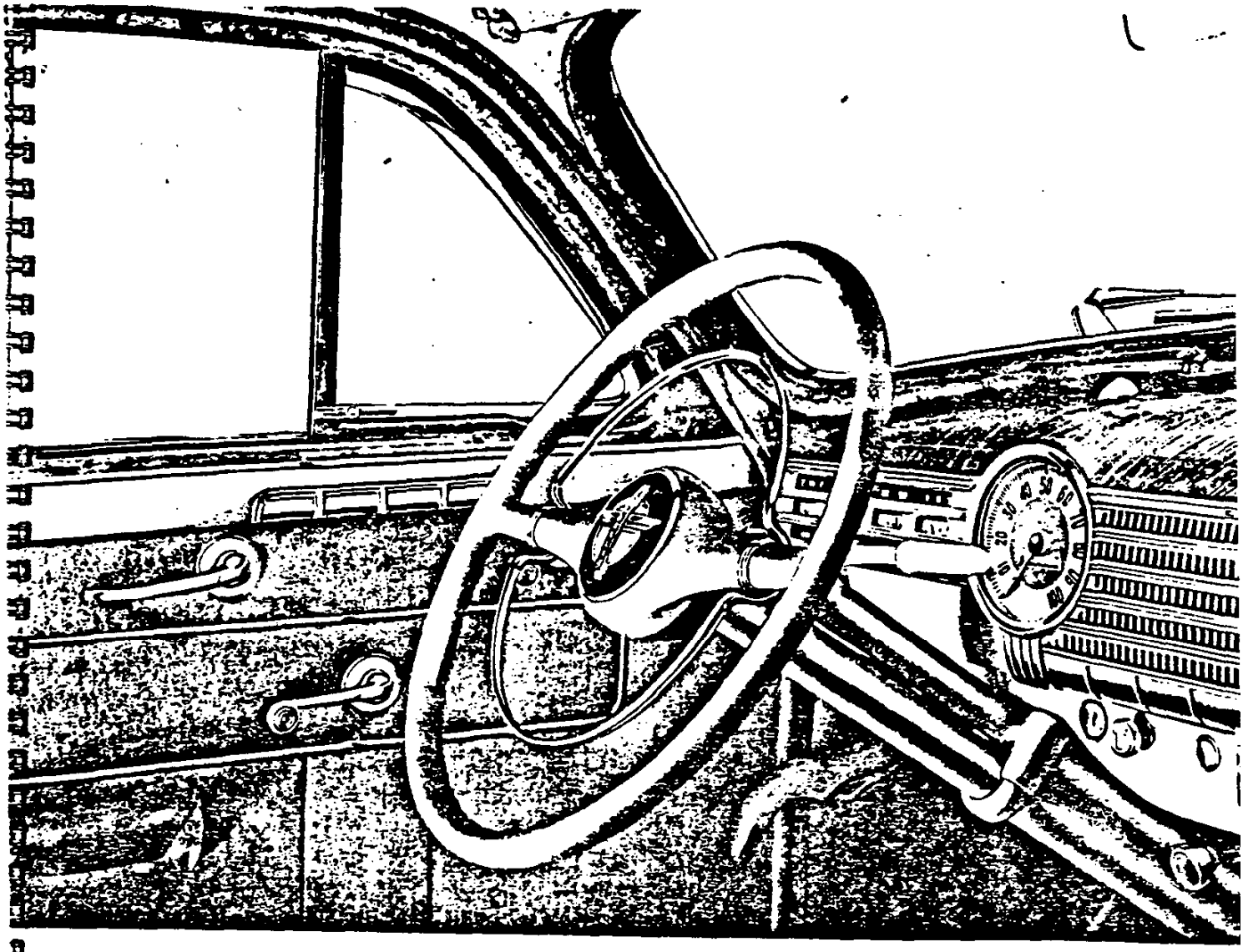
The longer wheelbase improves travel comfort because it tends to make the car ride more level. This feature coupled with lighter rate rear springs and better balance between front and rear shock absorbers results in an improved, flatter and softer ride, free from all disturbing pitch to both front and rear seat passengers. New rear spring geometry provides better spring rate conditions to give a constant soft ride no matter how many passengers are in the car. Further details on suspension are covered in the chassis story.

VISIBILITY

The greater slope of the V-type windshield, besides improving the smart exterior appearance of the car, also has practical advantages. The new slope affords an exceptional range of view

The New Sliding Sun Visors





The New Two-Spoke Steering Wheel

sill is an aluminum moulding which bears the Chevrolet name and etched decorations.

A pleasing style note is the use of imitation leather trim to supplement the upholstery fabrics. It is used across the bottom of the doors and on the risers along the bottom of both the front and rear seats beneath the cushions. These areas are inevitably subject to scuffing and severe wear; and Chevrolet accordingly finishes them with material that is not only practical and durable for the purpose, but also harmonizes with the cushion fabrics and helps to dress up the entire interior appearance. Being easily washed, this trim further assures keeping the car interior neat and clean. The imitation leather trim covering the rear seat riser is capped by a smart stainless steel band behind which the seat cushion fits snugly. Stainless steel beading also caps the covering at the bottom of the doors.

Imitation leather further is used to good effect as piping for the front seat frame trim, and across the top of the rear seat back cushion and the floor of the package shelf. Genuine leather, as heretofore, covers the front seat arm rests on the doors.

The Spacious Rear Compartment of the Sport Sedan

STEERING WHEEL

The steering wheel is the popular two spoke type with a full circle horn blowing ring that assures quick sounding of the horns no matter how the wheel is turned. The steering wheel, its column and the gearshift leverage below the wheel are all colored the same as the instrument panel face. The horn blowing ring is chrome plated. The handle of the gearshift is a light colored plastic. At the hub of the wheel is a fixed decorative cap attractively colored and in harmony with the other appointments. Basically it is a chrome plated disc filled in at the hub with metallic copper paint and in the outer part with cinnamon brown. This serves as a background for the raised chrome plated figure which bears the Chevrolet name and

which is backed up by a wing effect at each side. The name is in red letters.

HARDWARE

The styling of the door hardware is new. All the controls have light toned ivory plastic escutcheons, which are outlined by a chromium edging. Knobs on the window regulator handles are studded with a crystal clear plastic encircled by a light toned plastic ring. Under the crystal is a copper toned base that gives an exceptionally deep appearance. On the front doors, the ventipane and door lock control handles set in line just below the garnish moulding. The window regulator handle just below them is located in a long rectangular panel in the door trim which is framed by a chrome plated beading. In a similar panel on the rear doors are mounted both the window and door regulator handles.

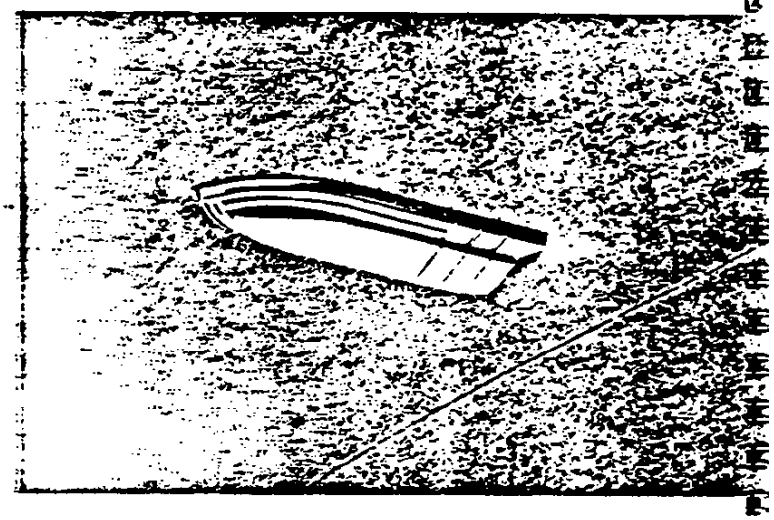
DOME LIGHT

The dome light is shaped like an elongated shield and is attractively fitted with a plastic lens. Its frame is chrome plated. As heretofore, its switch is on the right side center body pillar where it is easily reachable when entering the door. An added convenience is that an automatic switch is furnished at the left front door. It lights the dome light when the door is opened. Closing the door turns off the light.

REAR COMPARTMENT APPOINTMENTS

For the comfort of the rear seat occupants, there are retractive assist straps at each rear door and an ash tray and robe cord on the back of the front seat. Formed in the chrome plated hanger of each assist strap is a coat hook. This equipment is like that of 1940 but is restyled to match the new interior appearance.

The Smart New Dome Light



COMFORT

Next to new appearance, added comfort is the most important feature of the 1941 Chevrolet. Contributing to comfort are more room for the passengers, a better riding system, and added conveniences. And appealing to esthetic comfort is the fine new appearance treatment of the body interior. Some of the conveniences, such as the concealed entrance steps, already have been described in the stories on exterior appearance and interior appearance.

SIZE

The new Chevrolet is a big car inside as well as out. There is much more room for comfort -- more room in front, and more room in the rear.

The width at the floor inside the body pillars is increased an average of five inches while the width at the roof is just about the same as in 1940. Front seat room, as measured from door to door on the cushion, is increased over three inches, from 54-3/8 inches to 57-1/2 inches. Likewise, the rear seat cushion is widened from 47-1/2 inches to 48-1/2 inches between arm rests. This latter width increase is made possible by moving out the wheelhouses and increasing the rear tread.

Furthermore, front seat shoulder room is increased slightly and both rear seat elbow room and shoulder room are considerably more. Rear seat elbow room, the distance across the car on top of the arm rests, is 2-1/2 inches more, while rear seat shoulder room is increased nearly three inches. Headroom and legroom which were quite ample in 1940, remain essentially the same for 1941.

Length of the body, along with the wheelbase, is increased three inches. Most of this increase, 2-1/4 inches, is utilized in placing the rear seat in a more comfortable position farther ahead of the rear axle where it is less affected by the axle movement. The remaining 3/4 inch in length permits the seat cushion to be located 7/8 inch lower while maintaining the same legroom as in 1940. With the rear seat lower there is a slight gain also in knee room, 3/8 inch in length. In addition to providing greater comfort, the lower position of the seat is an advantage from the standpoint of styling as it permits the more gracefully sweeping roof line. Although the rear seat is lower, there is no loss in cushion depth because of its location farther forward in relation

for overhead traffic lights and for viewing mountain scenery and city buildings and "straight-ahead" vision is slightly improved by somewhat larger dimensions. The width of the windshield at the widest point is increased from 46 inches to 46-3/4 and its vertical height is increased from 10-9/16 inches to 10-13/16 inches. Chiefly because of the greater slant, the visual glass area is enlarged from 606 square inches to 662, and, to clean properly this greater expanse of glass, the area swept by each windshield wiper blade is increased from 173 square inches to 188 square inches. With the wider body, the angle between the two panes of the windshield glass is increased slightly.

An improvement in the sun visors provides further protection from glare. The visors now slide on their supporting shafts, permitting them to be extended toward the center of the windshield far enough so that the two visors can be brought together to give complete protection at the center. A tension screw near the top of each visor can be adjusted so that the visor will hold its position satisfactorily and yet can be moved at will to a new position without resetting the tension.

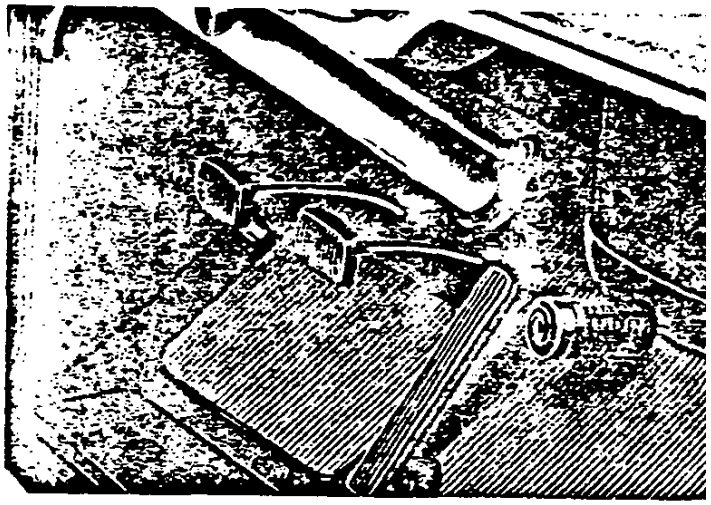
As mentioned before, the lower edge of the side windows remains at about the same height as in 1940, while the upper edge is one inch lower to make the window groups appear longer and to provide for a larger curve from the Turret Top into the body sides. Also, the length of the rear quarter windows is increased. Because this one inch is removed from the top, out of the normal range of side vision, its effect is hardly noticeable.

To provide good vision with the much increased slope of the rear window, the size of its glass is increased considerably. Measured from side to side, the window glass is now 35-5/8 inches instead of 32-13/16. Height as measured on the angle is 12-7/16 inches instead of 11-1/16. The total glass area now is 406 square inches, an increase of 57 square inches.

FOOT CONTROLS

Contributing to driver comfort are an easier operating accelerator treadle and surer grip rubber pads on the clutch and brake pedals. Accelerator pedal effort is reduced to approximately half by lowering spring pressures slightly and by minimizing friction in the throttle linkage to the carburetor. Deeper cut longitudinal grooves in the rubber surface of the clutch and brake pedal pads prevent side slippage of the driver's feet. moreover, the rubber is of better quality, assuring longer life.

The New Sure-Grip Pedal Pads



STRUCTURE

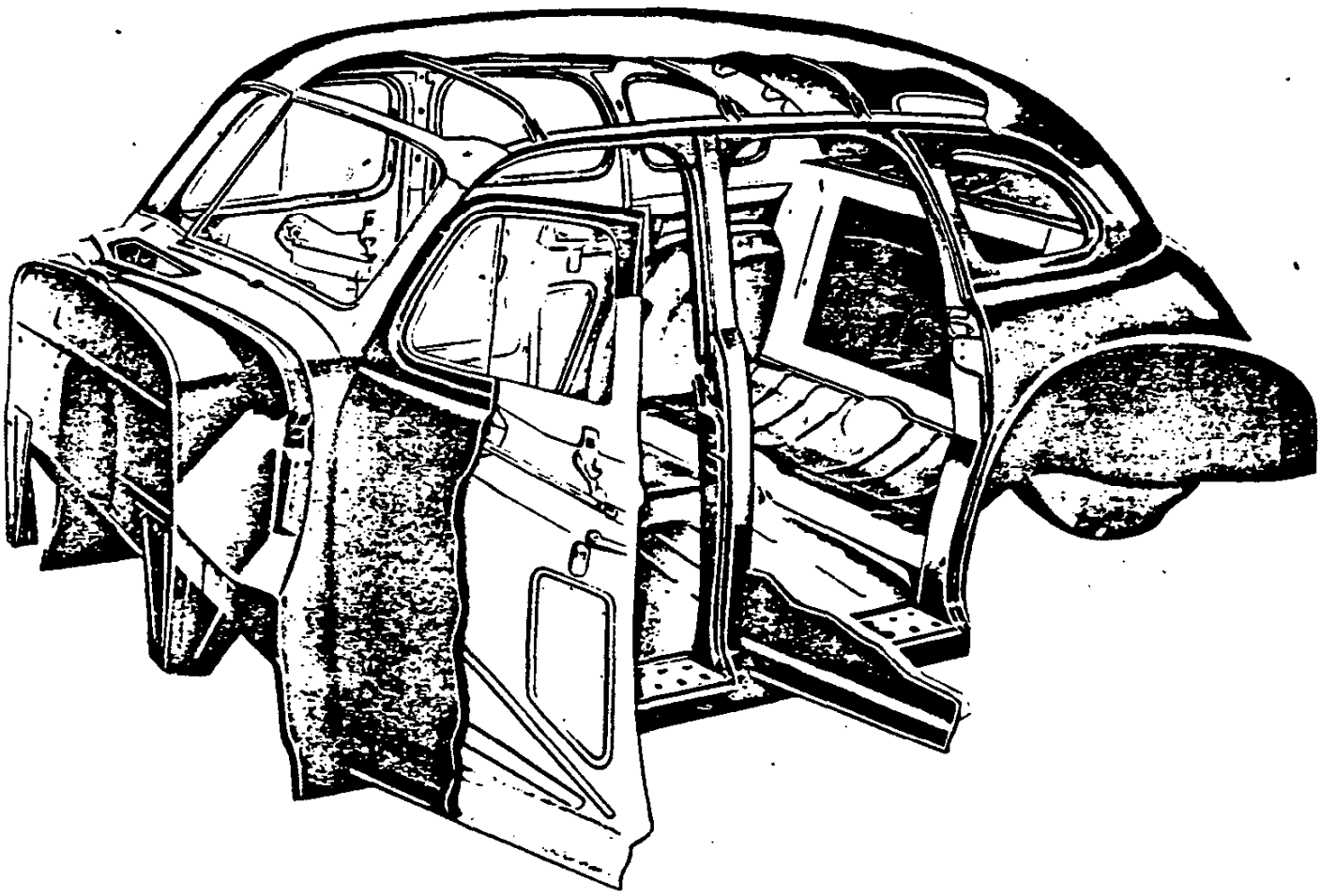
The major structural units of the car are its body and chassis frame. Structurally the 1941 body and frame closely parallel the 1940 design, the chief differences between the two designs being in size and proportion.

BODY

In general, the new body has the same basic construction as its predecessor. Several changes in structure, however, are made due to the new size and styling.

Because the rear door is hinged on the center pillar, this pillar is both enlarged and strengthened.

Because of the incorporation of concealed entrance steps and because of its location closer to the ground, the body underbody, or floor, is entirely redesigned. It is made much wider, has a slightly deeper hump for clearance above the chassis drive system, and arches in a very gentle sweep from the base of the hump outward to a lower position to locate the entrance steps as low as possible consistent with the exterior appearance and adequate ground clearance. The longitudinal sills at the sides are made of heavier box section, and all reinforcing cross bars welded to the floor are strengthened. Those located under the floor, at the front and rear of the front seat position, are strengthened to take the additional load of the wider floor with more overhang of the chassis frame. In the floor construction at the front end of the wheelhouse and rear kickup, a large box section is formed to act as a rigid cross member. Another box section acting as a cross member is



The 1941 Sport Sedan Body Structure

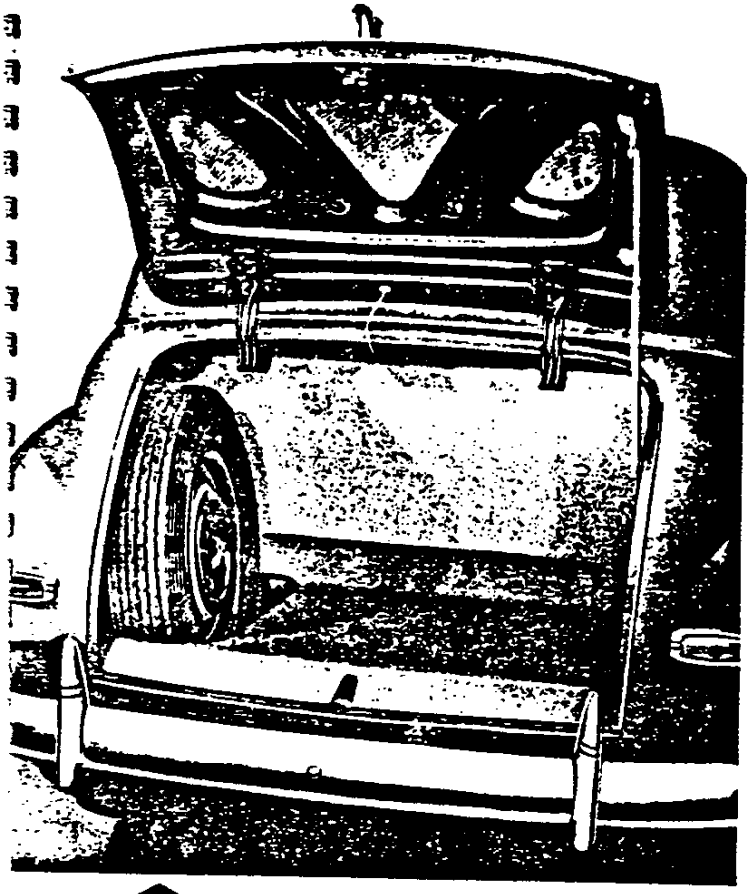
added in the floor between the wheelhouses at the top of the kickup. Under the extreme rear of the floor, a box section cross member is used to give the stiffness necessary since the rear of the body is made narrower due to the new gravel deflector construction. Fore and aft channel sections are welded to the floor below the trunk location to provide a rigid mounting for the fuel tank which now is suspended from the body instead of the chassis frame.

The strength added by the larger longitudinal sills, the deeper sectioned tunnel and the greater number of stronger box sectioned cross-bars makes the wider floor very stiff and strong. When this is reinforced by the strong Box Girder chassis frame with a more rigid method of attachment, the combination is exceptionally rigid.

With the new appearance design and the longer wheelbase, the rear end of the body is restyled and the shape of the trunk interior revised. The new curvature of the rear deck is such that the spare wheel and tire could be placed in an upright position lengthwise with the car and at the left side of the trunk instead of crosswise at the front.

This new position permits easier wheel removal as the wheel is closer to the rear of the car. Also, the wheel can be removed without taking luggage from the right side of the trunk. With the wheel in its new position, the luggage space is deeper fore and aft and, while it also is narrower, the result facilitates loading and permits more articles to be carried. In 1940, the trunk floor size, not counting the space for the spare wheel and tire, was 46-1/2 inches between wheelhouses and 30 inches from front to back. In 1941, this space measures 37-1/2 inches wide by 36-1/2 inches from front to back. This gives a more nearly square loading space for more efficient packing of luggage. Since the height remains the same as in 1940, the total trunk volume is approximately the same.

Incidental with the new spare wheel position, a well is formed for it in the trunk floor. This takes up room formerly occupied by the fuel tank, so the tank is shifted toward the right side and reproportioned. To maintain ground clearance with the lower body, it now is suspended by straps directly from the body instead of the chassis frame.



The New Trunk and Side-Mounted Spare Wheel

Another structural change associated with the body occurs in the front seat. The seat now is of all steel welded construction to eliminate the wood bottom frame with its attendant trouble of splitting and noisy joints and to give added support for carrying extra front seat passengers.

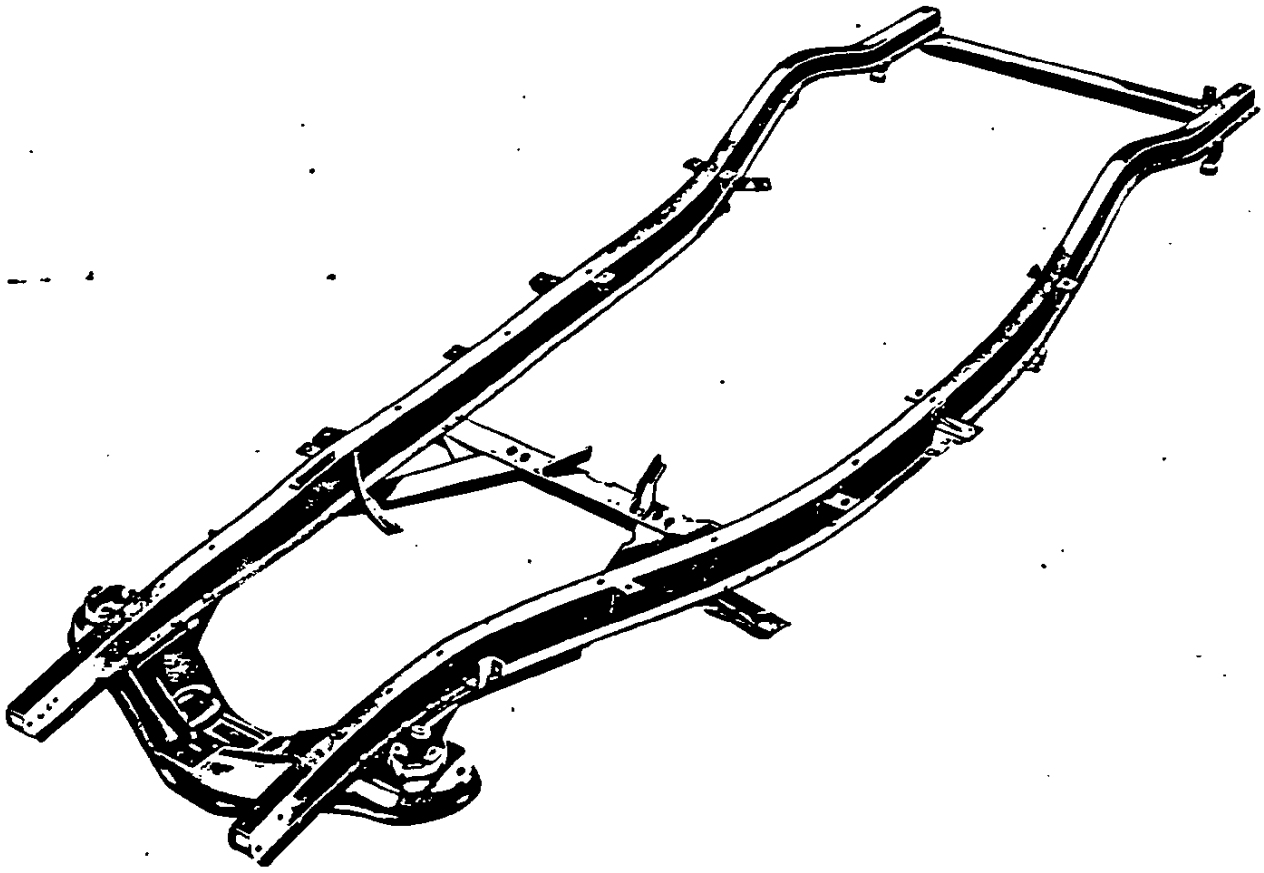
This new construction, using steel tubing and deeply ribbed stamped steel sections, gives a maximum of strength for a minimum of weight. The cushion is made removable to give access to the regulator and floor brackets, thus eliminating the removable cuff on the outside. This leaves the outside trim, smooth and more finished in appearance. With the cushion easily removable, also installing of seat covers or servicing the underseat heater is easier. The seat regulator now incorporates a ratchet lock on both right and left hand track units. These locks eliminate any fore and aft play of the passenger end of the seat, when the car is started or stopped suddenly.

CHASSIS FRAME

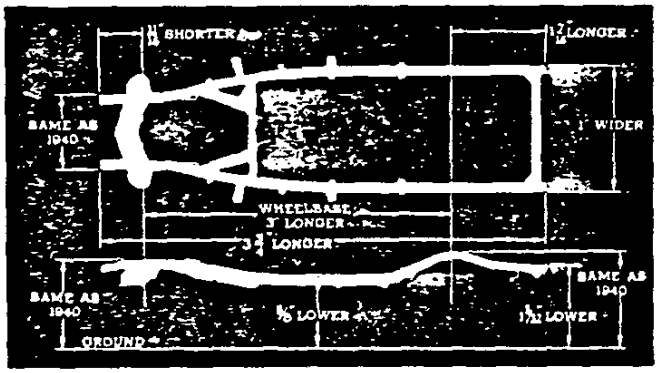
The revisions in the chassis frame are chiefly dimensional, as shown by an accompanying illustration, and are made to make the frame conform with the new appearance and body construction.

Because of the longer wheelbase, and to allow for the lowering of the floor, that portion of the

The Wider Chassis Frame



Body Attachment to Frame



frame between the front and rear kickups is lengthened three inches and is lowered 5/8 inch. The Box Girder type frame is the only kind known in which such a change could be made without a considerable loss in torsional stiffness. The height of the kickups remains the same as in 1940. Although both the body floor and chassis frame are lower, ground clearance at critical points is not affected.

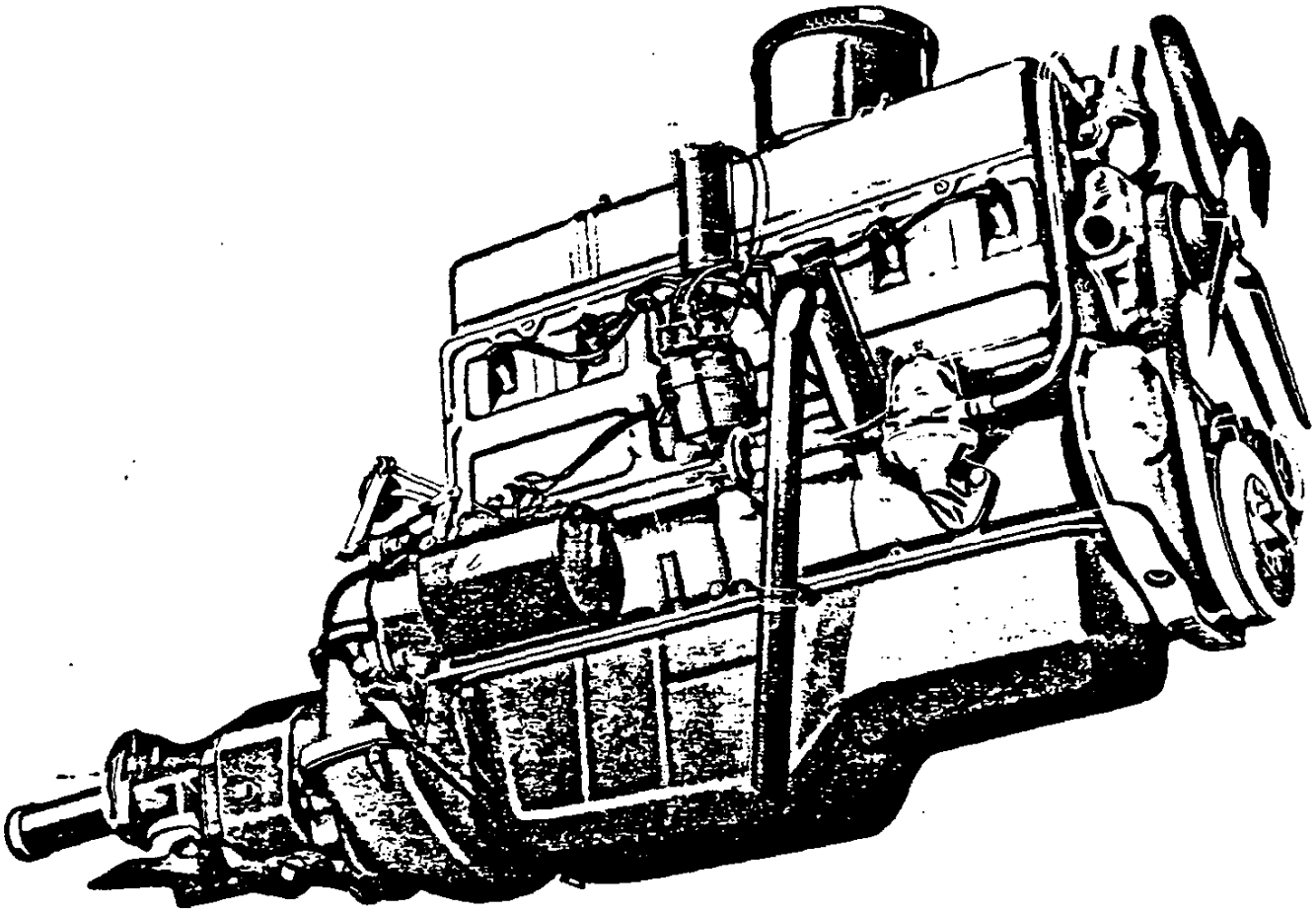
To prevent excessive overhang of the wider body and keep the length of the body brackets down to a minimum with consequent greater stiffness, the frame is made wider. The front end up to the dash

is the same width as before, but from there back the frame widens gradually to the rear end which is one inch wider.

Both the second cross member and the rear cross member are made wider to span the greater distance between side rails. An improved attachment of the second cross member to the left side rail makes a stiffer connection.

BODY ATTACHMENT TO FRAME

Greater rigidity is incorporated in the attachment of the body to the chassis frame by the use of more two-bolt attachments and the addition of extra body bolts in new locations. With the new design, two-bolt attachments are used at the dash and at each of the three body pillars on each side. Extra one-bolt mountings are provided on each side mid-way between the first two pillars. Two-bolt body mountings provide stiffness just in the same manner one uses when hammering a couple of boards together. One nail permits movement. A second nail restricts that movement. This construction is particularly effective in increasing the cross stiffness of the floor and contributes greater solidness, strength and durability to the whole car structure.

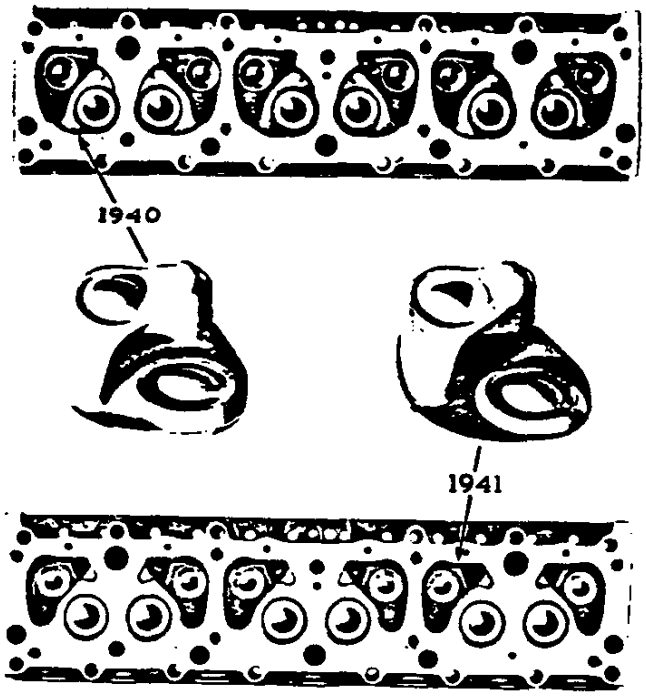


The More Powerful Power Plant

POWER PLANT

ENGINE

In presenting a larger and safer car with more massive appearance, a larger body of big car roominess, a longer wheelbase chassis having better riding qualities and more durable construction, and more conveniences, the weight of the car necessarily is somewhat greater. To assure performance in this heavier Chevrolet at least equal to the record mark of its predecessor, the power output of the engine is increased throughout the speed range primarily by redesigning the combustion chamber and piston. The maximum horsepower



Comparative Combustion Chamber Shapes

is raised to 90 horsepower and the maximum torque to 174 foot-pounds.

Other new features of the more powerful engine include even better economy, a higher capacity ignition system, improvements in the cooling system and a more efficient carburetor.

COMPRESSION RATIO

Contributing for the most part to the greater power and to the fuel economy of the 1941 engine is the reshaped combustion chamber, which results in the compression ratio being raised to 6.5:1 as compared to 6.25:1 in 1940. This is accomplished by lowering the roof around the intake valve seat to the face of the cylinder head. The lowered roof section is machined flush with the face. Likewise the valve seat is lower and, to allow for the thickness of the valve head, is set in a shallow recess in the roof.

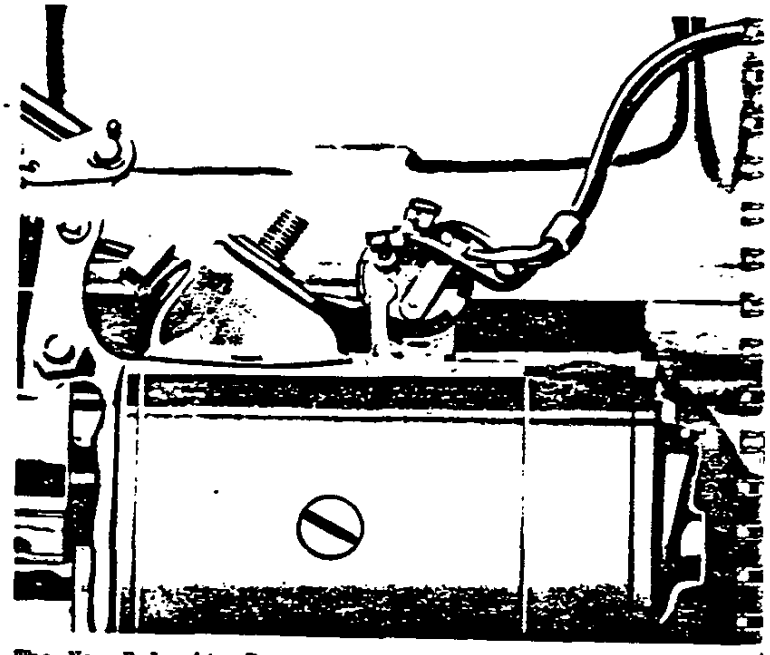
When the piston is at the top of the stroke, the distance from it to the lowered roof area is only the thickness of the head gasket. This restricted volume increases the turbulence under compression, which permits operation on a leaner mixture. Another important result is quenching the flame over the last third of its travel, thus eliminating one of the major causes of detonation.

Due to the lower position of the intake valve head, a longer stem is required for the intake valve. This valve also is changed above the valve spring to provide a cap-type cover on its spring. The purpose of this cover is given under the story on lubrication.

To permit the lowered roof design of the combustion chamber, the dome top piston is replaced by a flat top piston. The thickness of the top is increased .019 inch to provide the same rigidity as in 1940 and the walls back of the rings are modified to provide greater strength. Otherwise, the piston design is the same as in 1940.

IGNITION SYSTEM

To meet the requirements of the higher compression ratio engine, the ignition system is changed to a newly developed high capacity type. The coil, condenser and spark plugs are new, a polarity reversing switch is added to the system, and revisions are made in the distributor and automatic spark advance.

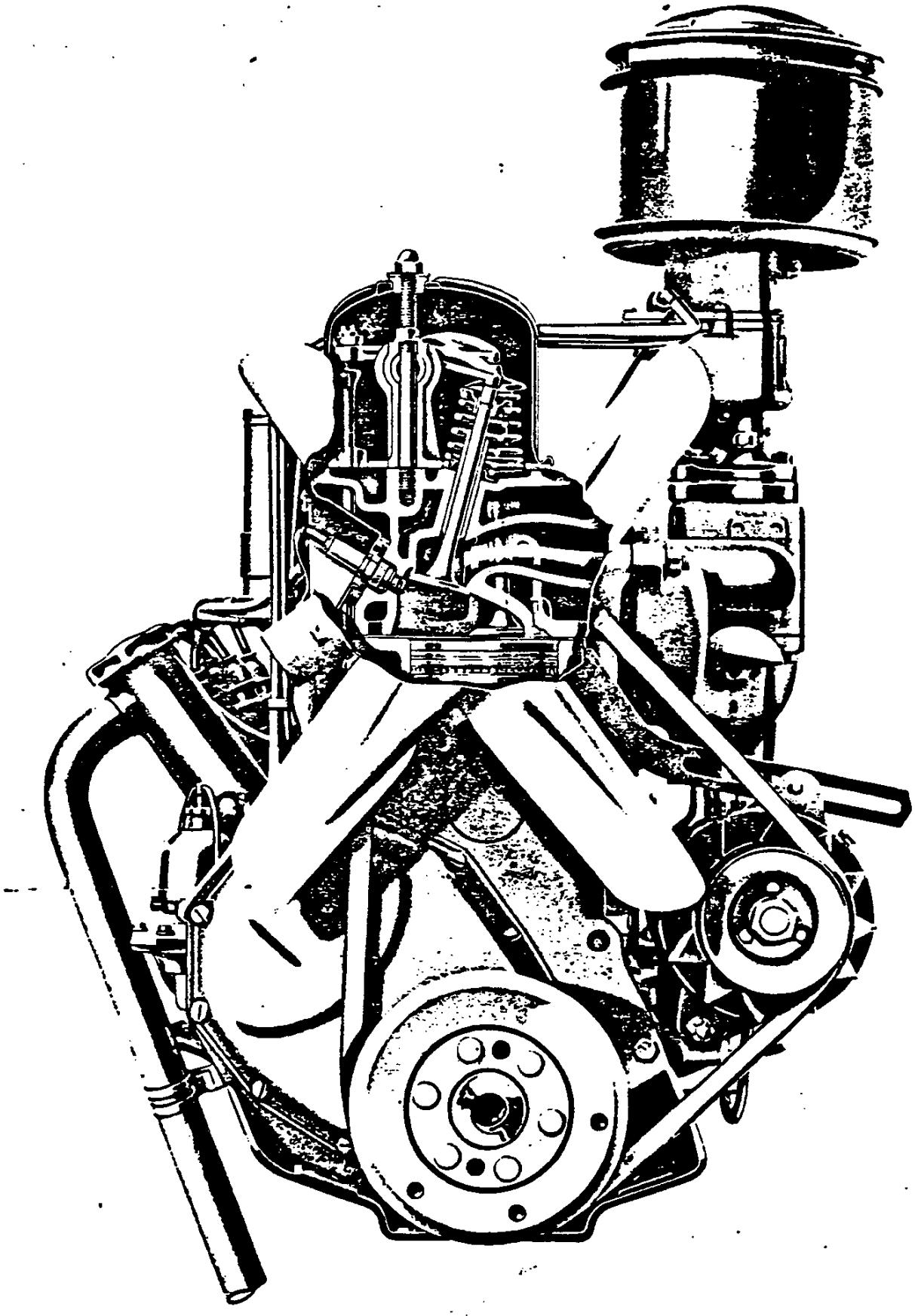


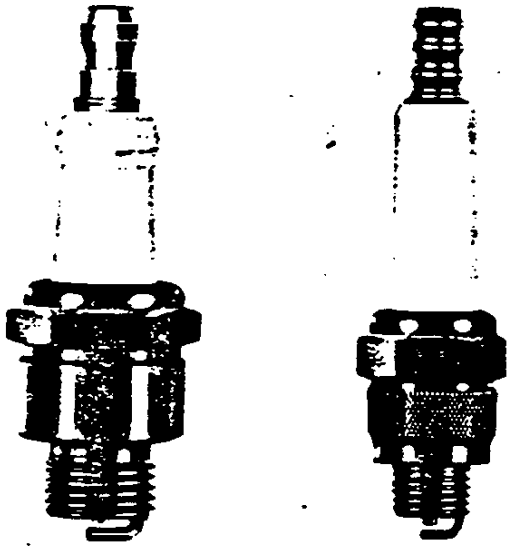
The New Polarity Reversing Switch

The new coil has considerably greater output, the voltage at the spark plugs being increased 10 to 15 per cent, which includes a higher factor of safety even though the compression ratio is 6.5:1. The coil is hermetically sealed to protect it from moisture and dust. Its waterproof container is filled with transformer oil, which replaces the wax formerly used as insulating material. This coil continues to operate under moist conditions that resulted in failure of the 1940 coil. More effective insulation is provided at the secondary terminal of the coil by replacing the composition insulator with a large porcelain insulator.

In combination with the new coil, a condenser of considerably higher capacity is used across the breaker points. It produces a higher voltage that improves engine operating characteristics at low speeds.

The New Cylinder Head and Piston Design





Comparative Spark Plugs

For protection of the breaker points due to greater voltage, a polarity reversing switch is installed in the distributor circuit. It is mounted on top of the starter and is actuated each time the starting motor is used to start the engine. Its purpose is to reverse the direction of the current flowing through the breaker points. When current passes through them during their operation, there is a transfer of tungsten from one point to the other, depending on the direction of flow of the current. By periodically reversing the direction, this transfer likewise is changed thus resulting in a more uniform condition of the points and prolonging their life indefinitely.

In addition, the breaker side on the distributor cam lobe is made steeper, which increases the coil output at low speeds. It also increases the operating speed of the breaker points, which minimizes any tendency of arcing at low engine speeds. The redesigned cam is hardened by a special electrical process to permit reaming of the hole that supports the cam on the shaft and more accurate grinding of the cam to maintain uniform timing between the lobes. The breaker plate is insulated to provide for use of the polarity reversing switch.

Spark plugs of the 10 millimeter size replace the 14 millimeter equipment. The former are stronger and more durable under heavy duty conditions. Another advantage is that they warm up faster after starting the engine, but operate cooler at full speed. The porcelain of the new plugs is made of an entirely new material that requires a temperature of 3200° Fahrenheit to bond it, approximately 600 degrees higher than was necessary in the manufacture of the 1940 porcelain. This makes it possible for the 1941 plugs to withstand higher temperatures in the engine without deterioration and consequently their life is increased greatly. This new plug design also eliminates glazing of oxides in certain types of operation.

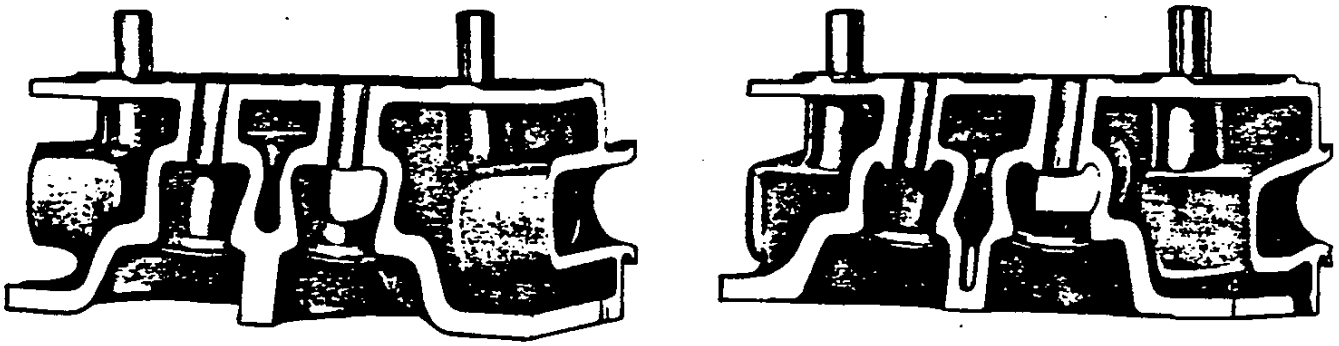
To give maximum economy with the new compression ratio, the amount of the automatic spark advance is decreased and the vacuum spark advance is changed from 17 degrees to 20 degrees. This assures better economy under ordinary driving conditions.

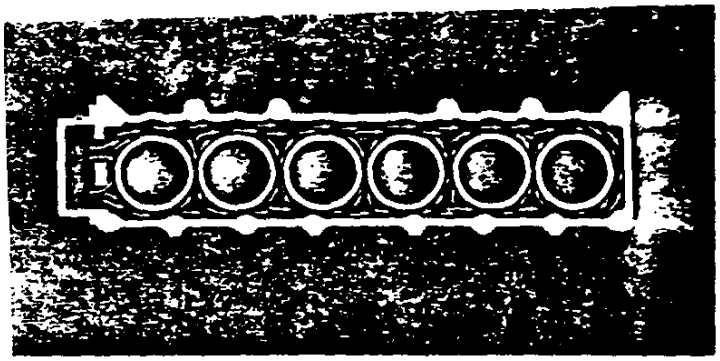
COOLING SYSTEM

Chevrolet's highly developed cooling system is made more efficient in conjunction with the higher power output. Improvements include better cooling of exhaust valves and their seats, a double outlet water pump, and a new radiator core.

In the cylinder head, water jackets are extended between combustion chambers at the two pairs of exhaust valves, which are adjacent. This improves the cooling conditions of these four exhaust valves and their seats. Exhaust ports also are redesigned to increase the cooling of all exhaust valve stems. This is accomplished by flattening the ports in such a way that more water cooling area is provided

Comparative Cylinder Head Sections (Note the added cooling space between valves.)





The Double Outlet Cooling of the Cylinder Barrels

around the boss in which the guide is pressed, thereby transmitting more heat from the stem through the guide to the water. This rearrangement requires a new exhaust valve with the ground portion of the stem extending closer to the valve head.

The water pump is changed to improve the water circulation within the pump housing and to provide two discharge passages into the cylinder block. The inlet passage is streamlined into the rotor in the same direction of rotation as the rotor, so that the water does not have to change direction as it did formerly in passing into the rotor blades. With two outlets in the pump, water is discharged along each side of the cylinders instead of impinging directly on the first cylinder wall as it did when the water pump had one outlet. Cooling conditions are equalized to a greater extent on each side of the cylinders due to this better distribution. The length of the pump is increased 1/4 inch to permit the new design of the passages in the housing.

The radiator core is improved to increase its cooling ability, but retains the same all-copper cellular V construction as in 1940. The number of fins per inch is raised from four to five, which results in considerable gain in heat dissipation. The area and thickness remain the same. The outlet casting at the bottom of the core is revised to improve the connection for the lower radiator hoses to the new water pump housing.

Due to the longer water pump, the fan and radiator are moved forward 1/4 inch to maintain their 1940 clearance, which test work has shown gives the best air flow conditions and minimum noise from the fan blades.

To provide better air flow conditions in front of the core, the two signal horns are mounted under the front of the fender directly above their former position. In this higher location they are out of the air stream from the grille to the radiator core. Another improvement for the same purpose is the use of a sponge rubber seal under the hood to prevent any air leakage over the top of the radiator. Eliminating this short circuit of air improves cooling conditions considerably. Incidental with the new position of the horns, their openings are turned to face each other, a feature which prevents them from being clogged with snow.

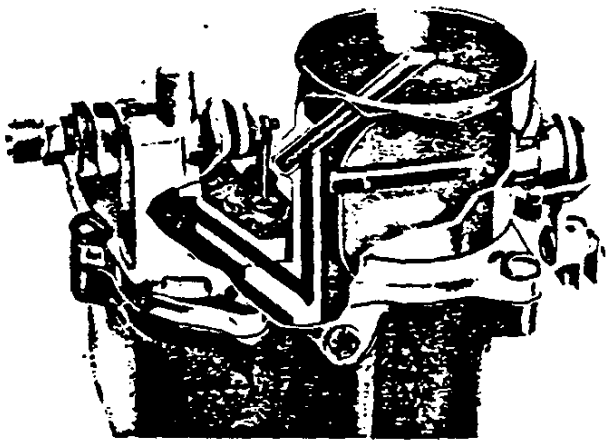
CARBURETOR

Refinements in the 1941 carburetor contribute to the improved fuel economy and performance of the more powerful engine. The throttle bore diameter, which was 1-7/16 inches, is made oversize to 1-1/2 inches to improve the air flow conditions, which results in more power and better fuel economy. To eliminate stalling of the engine when making a very quick stop, the idle tube is redesigned with the orifice placed lower. In addition, the orifice is located vertically in the tube to minimize the possibility of dirt obstructing the opening.

The balance passage between the air horn and float chamber is changed to permit freer flow of gas vapor from the float chamber. In making the passage more direct, construction also is simplified. The air horn end of this passage now terminates in a tube that is located on the atmospheric side of the choke valve. This eliminates the hole in the choke valve shaft that was used in 1940 to allow air to enter the balance passage when the choke was closed.

The choke valve is now an angle valve, which eliminates the retractor spring on the operating lever.

This unobstructed balance passage for vapors also allows the use of a metal metering rod hole



The Improved Carburetor Balance Passage

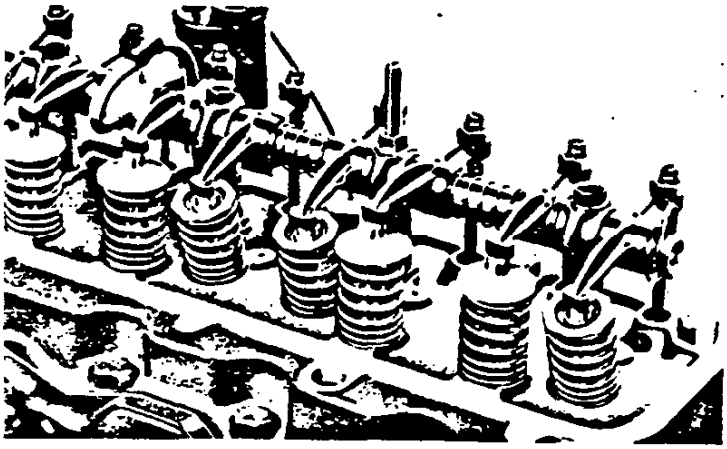
cover, which replaces the bakelite type.

The accelerator pump lever and its mounting is revised to increase the life of the bearing.

The air cleaner is the same design as the 1940 unit except the silencing chambers are revised to make the tuning fit the new engine. The mounting clamp, which was at the rear, is now on the left side for easier accessibility.

LUBRICATION

Lubrication of the valve stems is improved by better control of the oil supply to them. Each intake valve spring has an umbrella type cover,



The Intake Valve Spring Covers

which limits the amount of oil reaching the valve stem to only what is required to lubricate it properly. The tops of the exhaust valve guides are tapered to prevent excess oil on the valve stems.

An improvement in the lubrication of the timing gears assures quieter operation and greater durability. The supply of oil to them is improved by increasing the angle of the oil groove in the front camshaft bearing. Thus more oil is carried to the top side of the camshaft journal as this has practically a constant clearance due to the downward pressure of the tappets on the camshaft. The oil is fed through this clearance to the cavity on the rear side of the crankcase front plate and thence through the nozzle, which is attached to the plate and is tubular in construction.

ROCKER ARMS

The rocker arms are redesigned with an offset to meet the new valve positions. Their material is the newly developed ArMasteel, a special semi-cast steel having unusual wear resistant properties that make possible the elimination of the bronze bushings. Instead the arms are diamond bored to operate directly on the shaft. After boring they are granodized to protect their bearing surface against scuffing or scoring when operating on the hardened rocker arm shafts.

EXHAUST SYSTEM

Improvements in the exhaust system result in a much smoother ride with complete lack of vibration "feel" due to the exhaust. Basically the exhaust system is the same as in 1940, but with the mountings improved to assure the much quieter operation.

The center mounting, which is located directly back of the muffler, is designed with a vulcanized rubber cushion that limits to a minimum the amount of vibration transferred to the frame and body parts. This cushion is attached to the tail pipe nipple, which is made 2-1/4 inches longer in order to move the rubber parts away from the heat of the muffler to increase their durability. The frame bracket for attaching the mounting is similar to the 1940 unit.

The rubber insulated tail pipe support also is changed to give a more dependable method of mounting it. The bolt type mounting is replaced by a bracket that is riveted to the rear cross member. Thus the rubber grommet is held in controlled compression by a spacer that insures proper tension on this mounting at all times.

The thickness of the tail pipe metal is increased from .029 inch to .037 inch to reduce failure from corrosion.

To assure the correct line-up of the parts, the exhaust pipe, muffler nipples and tail pipe are assembled together in the correct angular relation by means of locating lugs and slots which are provided on them. This feature is useful in service in properly locating replaced parts.

TRANSMISSION

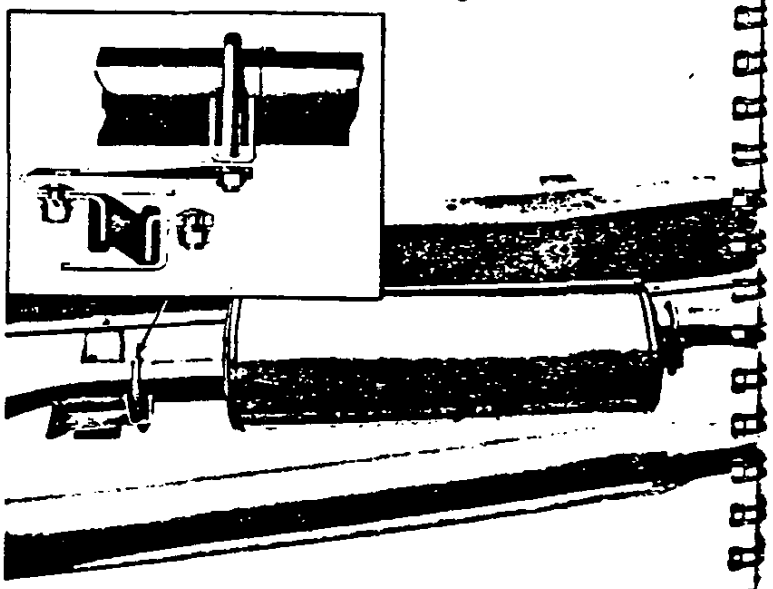
Several refinements are incorporated in the transmission to improve its operation and to facilitate servicing.

The mainshaft now has six splines instead of 18 splines as formerly. Lands between the splines are ground for accuracy of centering the second and third speed clutch, the inside of which also is ground for the same purpose. This improves the fit as well as the accuracy of centering of clutch and synchronizers, which results in better synchronizer action and in preventing gear disengagement.

The clutch gear bearing retainer has a thicker flange to strengthen it. Wear resistance of the shifter yokes is increased by granodizing them.

Servicing of the universal joint or rear axle is possible without disturbing the vacuum power cylinder since the cylinder bracket is attached to the side of the transmission case instead of being made integral with the ball joint collar. Due to moving down the vacuum cylinder in conjunc-

The Exhaust System Center Mounting



tion with the lower floor, the keyway in the operating shaft is rotated slightly to match the changed position of adjoining parts.

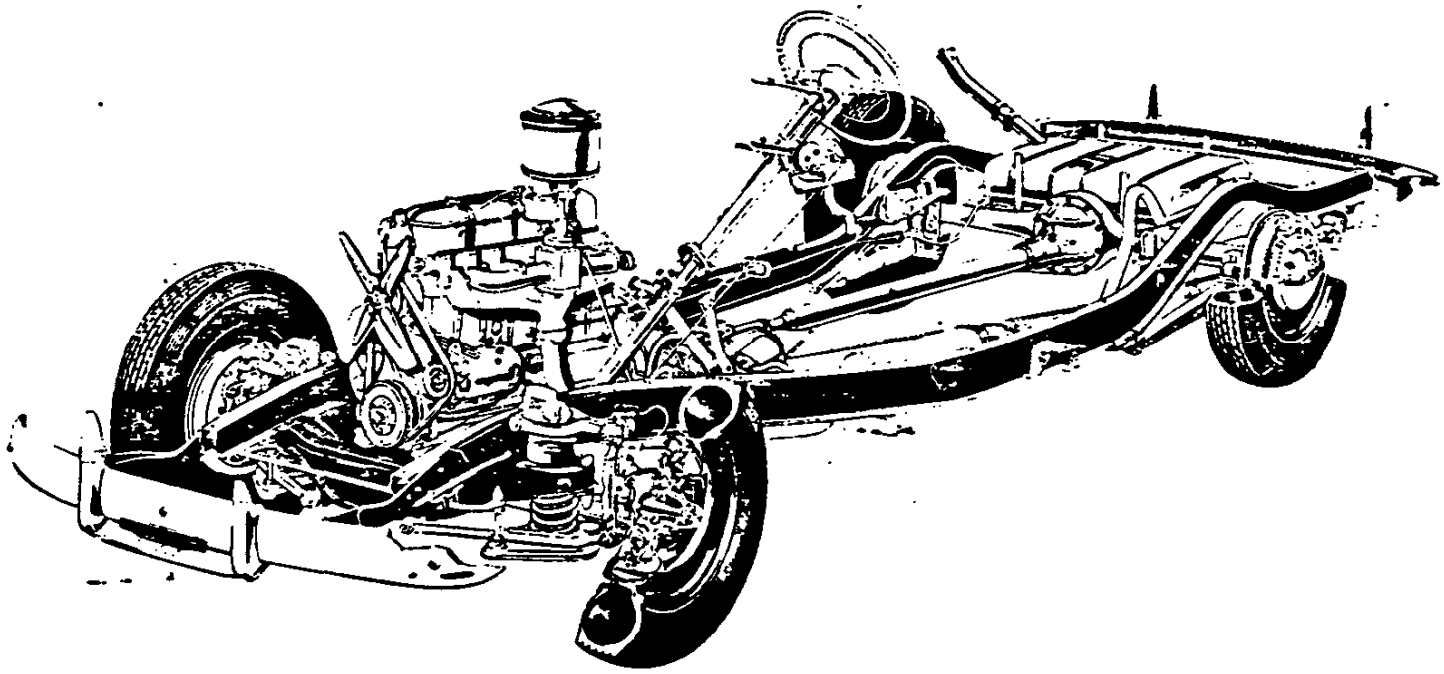
Location of the speedometer drive gear is changed from the universal joint front yoke to a spacer on the mainshaft immediately behind the rear bearing. This position improves centering of the gear and facilitates changing of the parts in service.

Five midseason revisions were made in 1940. The reverse idler gear bushings were locked into the gear similar to the counter gear bushing construction. The bosses on ends of the gear were enlarged for better thrust washer contact. The interlock lever was clamped instead of welded to the interlock shaft, which permits removal of these parts from the gearshift cover for service. The clutch gear bearing retainer nut was made of steel, replacing the die cast part for greater durability.

CLUTCH

Improved engagement characteristics are incorporated in the clutch by revising the clock spring cushions to obtain a deeper cushion action. Their thickness is increased slightly and also the width at the neck is increased. To give the proper pressure plate movement in combination with the deeper cushioned driven plate, the linkage ratio is changed by shortening the release yoke offset rod. The pedal link is made longer due to the change in location of the pedals with reference to the engine.

A circular groove is added on the flywheel around the clutch driving surface to collect any excess grease thrown out of the clutch pilot bearing. The grease is retained in this groove and does not reach the friction faces, thus eliminating erratic clutch action.



The Improved 1941 Passenger Car Chassis

CHASSIS

The chassis for 1941 is the same basic Knee Action chassis used in 1940, revised, of course, to provide the longer wheelbase and to accommodate the new lower bodies and more massive styling. In addition to revisions for these purposes, refinements are made in many of the chassis units. The changes in the frame and power plant are described in previous chapters. This chapter is devoted to the revisions in the other units.

FRONT SUSPENSION

To accommodate weight added at the front of the car, the free height of the Knee Action coil springs is increased slightly and new front wheel inner bearings having a greater capacity than those of 1940 are used. The bearing capacity is raised by revising the contour of the inner and outer races. In addition, wheel spindles are strengthened by a 3/32 inch enlargement in diameter.

REAR SUSPENSION

Changes in the rear suspension system improve the overall riding qualities of the 1941 Chevrolet. Better handling and ride control also are embodied in the new design.

The average rear spring rate now is 115 pounds per inch, five pounds less than in 1940. This makes the front and rear spring rates practically the same and assures a flatter and smoother ride. This flatter and smoother ride is further accentuated and softened by a finer balance between the action of the front and rear shock absorbers. This finer balance is effected by revisions in the valving of these units.

Changing the rear spring shackle angle makes the spring rate more uniform no matter how many passengers are in the car. With one passenger or two passengers, or a full load, the same smooth ride results.

The rear springs now are moved outboard, increasing the distance between them by 2-9/16 inches. This increase in width is made in conjunction with the wider body and frame and the increased rear tread. Along with this general increase in width, the wider spacing of the springs contributes to improved car stability and reduces side sway on turns. It also reduces the stress on the rear axle housing and axle shafts, thus prolonging their life.

Handling and driving control are bettered by refinements in the geometry of the rear springs. The changes in the rear suspension system provide a slightly greater understeer factor on turns and when maneuvering in traffic. When driving straight ahead, there is no appreciable effort on the part of the driver because the caster effect of the front wheels keeps them pointed straight. On making turns, the action of the springs to the readjustment of their load has a definite bearing on the steering. When the rear spring geometry provides an understeer factor there is apparent a smoother steering affect with less tendency to oversteer the curve which results in fighting the wheel.

STEERING MECHANISM

Because the new body is lower, the steering gear is rotated to lower the steering wheel 1/4 inch so that its position in relation to the driver's seat is essentially the same as in 1940.

To provide more positive protection against dirt and water, the seals on the steering tie rods are changed slightly.

The mast jacket for the 1941 car is .083 gauge as against .049 gauge in 1940. This eliminates any deflection in the steering column which in turn precludes any objectionable steering wheel whip. It also brings about a stronger bracing between the frame and the body instrument panel.

The new steering wheel has two spokes. The horn blowing ring is a full circle. The center cap is fixed and does not control the horn blowing mechanism. Because of this, the rubber support for the horn blowing ring performs a single function and a lighter touch for blowing the horn is now made possible. Also the full ring insures positive hand contact regardless of the position of the wheel. This feature proves especially advantageous when making turns. The same type of adjustable sleeve for the quick setting of horn contact clearance is retained.

BRAKE SYSTEM

The 1941 hand and service brake systems are essentially the same as the 1940 systems. The only changes are in the lengthening of the brake lines to adapt them to the longer and wider chassis.

FUEL TANK

The new fuel tank differs considerably from the 1940 design. Because of the new location of the spare wheel and tire in a well at the left side of the luggage compartment, the fuel tank is now shortened 9-3/8 inches. However, the same capacity, 16 gallons, is maintained because the tank is wider in the fore and aft direction and also deeper.

In conjunction with the new 1941 fuel tank, there are improvements in the outlet pipe and the feed pipe. These now have a constant downward slant toward the lowest part of the tank. This new design eliminates the possibility of moisture or water accumulating and freezing in these pipes.

The rust preventative treatment of the fuel tank filler neck precludes the possibility of rust getting into the fuel supply.

A square head drain plug now replaces the slotted plug used in 1940. It is located in the lowest part of the tank. The shape and location of this new plug permits easy removal and complete drainage of the fuel tank.

The damper of the fuel tank gauge unit is redesigned to maintain a steady instrument panel fuel gauge pointer. A flat piece of brass moving between two cork discs is connected to the float arm. A phosper-bronze flat spring maintains pressure between the piece of brass and the cork discs. This reduces fluctuation of the fuel tank meter unit and results in a steadier fuel gauge pointer.

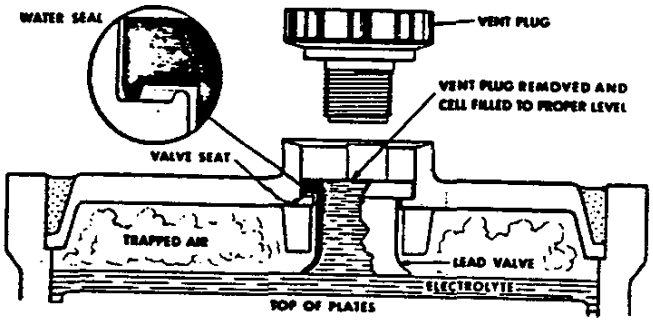
PROPELLER SHAFT AND TORQUE TUBE

The torque tube and propeller shaft are increased 5/16 of an inch in diameter and a consequent greater rigidity is incorporated in each unit. They are lengthened to adapt them to the longer wheelbase chassis. The rear axle housing and shafts are lengthened to provide the one inch wider rear tread. The rear axle ratio is again 4.11 to 1; in addition, there is an optional axle available which permits a maximum operating economy

at some sacrifice of performance. The ratio of this economy axle is 3.73 to 1.

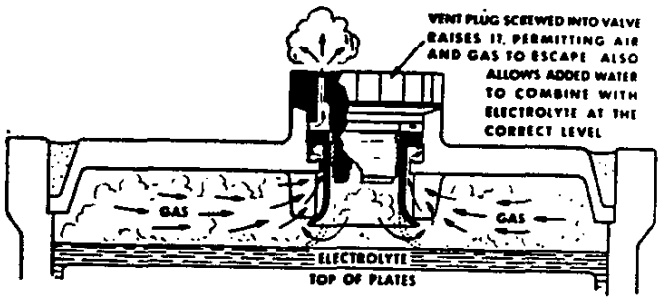
BATTERY

The battery is the same as the one used in 1940, with the exception that it is provided with non-overfill caps. These non-overfill caps permit only the proper amount of water to be introduced into the battery, thereby assuring that the electrolyte does not go above a certain predetermined level.



When the vent plug is removed, a lead valve seats against the valve seat in the cell cover as shown in the above illustration. A ridge or rim around the valve seat retains a layer of water on the seat; this water is maintained by a constant supply of condensation. When the cap is removed, the lead valve drops down into the water on the valve seat and a water seal is formed. This is shown in the enlarged section of the valve and seat, circled in the above illustration. The weight of the valve on its seat, plus the water seal, traps air at the top of the cell. This air block prevents the addition of more than the proper amount of water. Consequently the electrolyte is not raised above the predetermined level.

When the vent plug is screwed into place, the lead valve is raised up off its seat as shown in the illustration below. When the valve is raised,



the trapped air and gas escape. When the vent plug is in position, a passage around the lead valve is opened which allows the gases formed during charging to escape. This passage contains an efficient baffle arrangement which condenses moisture, breaks up the acid spray which might otherwise escape, and causes them to return to the cell.

The action of this non-overfill cap is completely automatic. Water is added to the battery in the same manner as always except that the same care in regard to the water level is not necessary.

The vent plug should be kept screwed tightly in when the battery is being charged. However, in some instances this would be a source of inconvenience from the service man's standpoint. With this in mind, special slots were designed into the cell cover hole. These permit the two lugs on the upper ring of the lead valve to attain a position which permits the gases formed during charging to escape and consequently the caps may be removed during the charging process.

SPECIAL DE LUXE BODY TYPES

In the Special Deluxe line, there are six different body types, each of which has special characteristics of its own. These types are the Sport Sedan, Town Sedan, Five Passenger Coupe, Business Coupe, Cabriolet and Station Wagon. The Sport Sedan is described completely in the preceding chapters and serves as a basis for these descriptions of the other types.

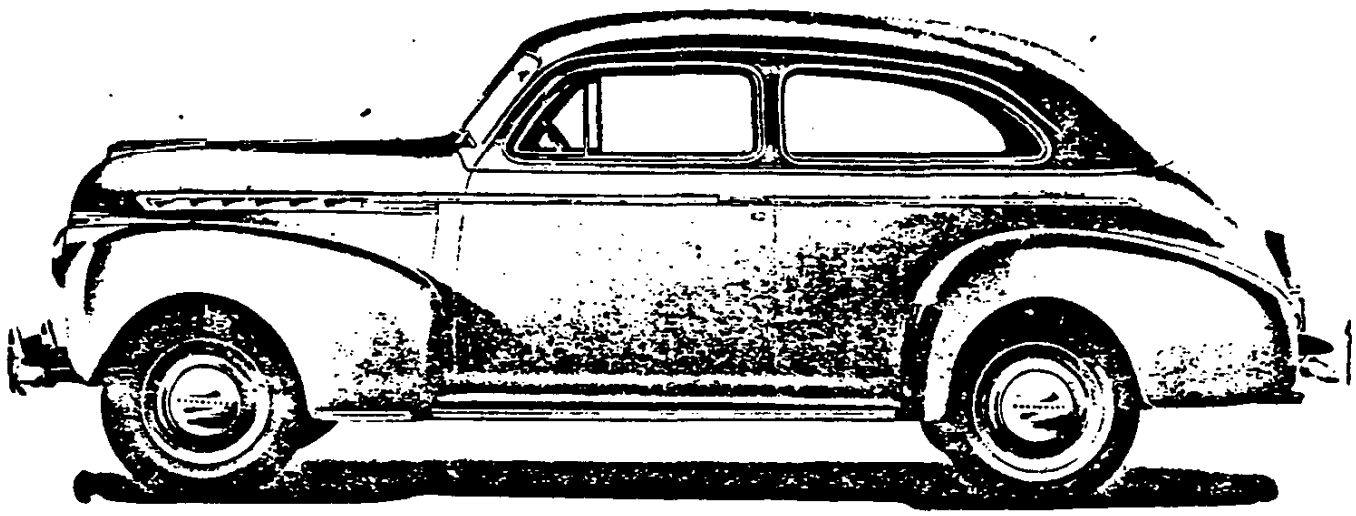
GENERAL CHARACTERISTICS

Except for rear spring rates and the Cabriolet frame, the chassis for these other types is identical with that for the Sport Sedan. Chassis appearance parts, likewise, are identical among all Special Deluxe body types. These parts include front bumpers with both license and bumper guards, radiator grille, the complete hood, louvers and ornamentation, front fenders and headlamps and the headlamp ornaments, the stainless steel body sill mouldings, rear fenders, and rear fender gravel guards, and, except in the case of the Station Wagon, rear bumpers, their guards and the gravel guard mounted between the rear bumper and the body.

For the Town Sedan, the tail and stop lamps, and the group consisting of the rear license bracket, the license light, the ornamental name plate and the trunk lid handle are the same as for the Sport Sedan. These parts also are the same for the coupes and the Cabriolet as for the sedans except for such minor revisions necessary to adapt them to the different contour of the coupe type rear deck.

All of the body types, including the Station Wagon, have concealed entrance steps instead of running boards. These, of course, are adapted to the different size and type of doors on each body type.

The windshield and cowl unit which consists of the cowl and cowl ventilator, the complete windshield, its two wipers, two sun visors, rear view



The Special Deluxe Town Sedan

mirror, and the instrument panel with all its equipment is identical for every Special Deluxe body type except the Cabriolet. The Cabriolet differs only in that the upper edge of the windshield is adapted to the folding fabric top of the body and that the button which controls the vacuum operating mechanism of the top is included on the instrument panel beside the light switch. Also, its rear view mirror is the side mounted type at the left door.

Except for the Station Wagon, each body type in the Special Deluxe line has stainless steel body belt and crease line mouldings and stainless steel windshield, side and rear window reveals. The Cabriolet side and rear windows are framed with chrome plated channels. All are adapted to the individual contours of each body type.

Except for the Station Wagon and the Cabriolet, all these body types have the same interior trim material and the same two-toned canda cloth upholstery as the Sport Sedan, with Bedford Cord optional.

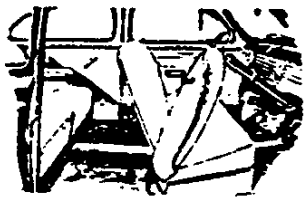
On the Town Sedan and coupes, too, the treatment of the window garnish mouldings, their decorations, and the hardware parallels that of the Sport Sedan.

The dome light for all body types, except for the Cabriolet and Station Wagon, is the same as in the Sport Sedan and has the same feature of an automatic switch at the driver's door.

TOWN SEDAN

As heretofore, the Town Sedan is a two-door, five passenger car having identically the same body shell as the Sport Sedan except for those variations in doors and rear quarter windows which are peculiar to this design.

Inside the car, room is the same as in the new spacious Sport Sedan. The new front seat has the same construction as that of the Sport Sedan except that the back is divided at the center.

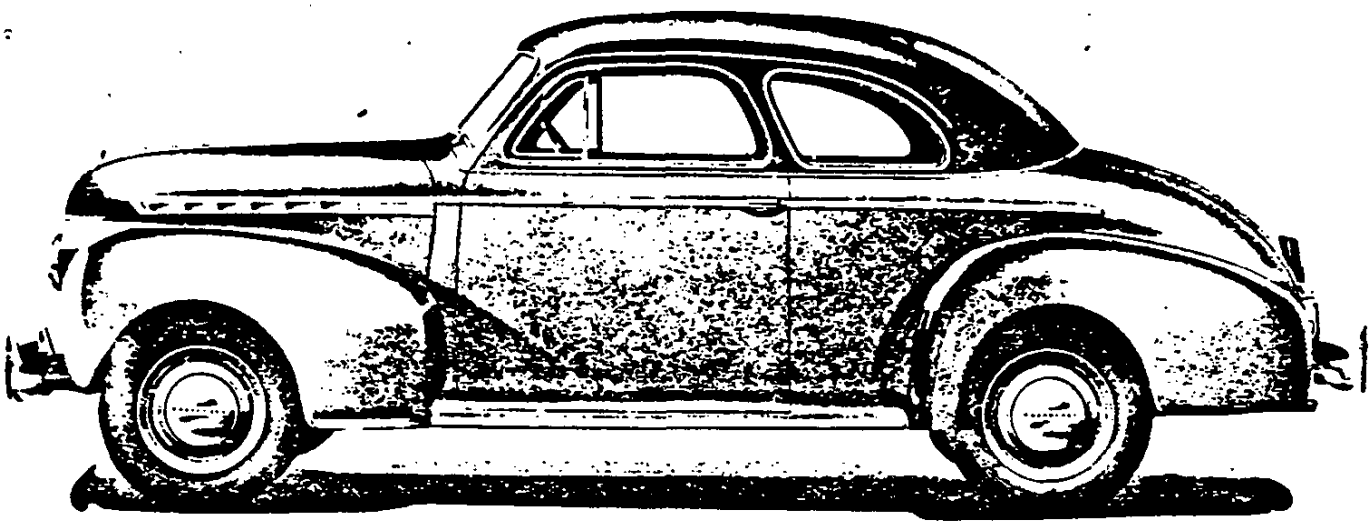


Either half of the back may be folded forward for entrance to the rear compartment. Like in 1940, a robe cord is provided on each half of the seat back. Leather covered arm rests are mounted on each front door. The long rear quarter windows slide up and down when actuated by a window regulator. The rear seat is identical with that of the Sport Sedan except for the front face of the arm rests in which are built drawer type ash receivers. Above each rear quarter window is a small coat hook. The trunk compartment is identical with that of the Sport Sedan.

FIVE PASSENGER COUPE

This coupe replaces the Four Passenger Coupe of 1940. Its name is changed because of its great increase in size.

With the longer wheelbase, increased length of car and new styling, this coupe appears to be lower and fleeter than ever. From the front of the car to an imaginary vertical line at the rear of the front door ventipane, the appearance is that of the Sport Sedan. From there back, comparison must be made with the coupe of last year. Advantage is taken of the longer wheelbase to make the body interior longer for more room and to slant the rear window at an even greater angle than that of the sedans. In 1940, the slope was 51-1/2 degrees from the horizontal; now it is only 40 degrees. A smoother



The Special Deluxe Five Passenger Coupe

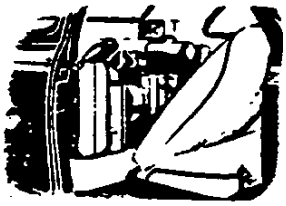
curvature of the top into the body rear panel and from there into the rear deck conveys the appearance of even more grace to this graceful car.

Inside the car, from the front to the divided back of the front seat, appearance, roominess, construction and conveniences are the same as in the Town Sedan. The back of the seat, like that of the 1940 coupe, is recessed to provide more knee room. Because of clearance conditions no robe cords are furnished.

With the longer body, the rear seat is moved farther back. In this new position, four inches in length is added for the passengers' knees with consequent greater comfort. Because the rear of the car is considerably wider, room is available for arm rests which are added for the convenience of the rear seat passengers. In the front of these arm rests, bin type ash receivers, set in the top of the rests, add to the comfort. As in 1940, assist straps are provided at each door. These, however, do not have the retractive feature of those in the Sport Sedan. The panes of the rear quarter windows, like in the Sport Sedan and in the 1940 coupe, slide back, providing an aperature at the front of the window for ventilation. The luggage space in the rear deck is the same general size and construction as in the 1940 coupe.

BUSINESS COUPE

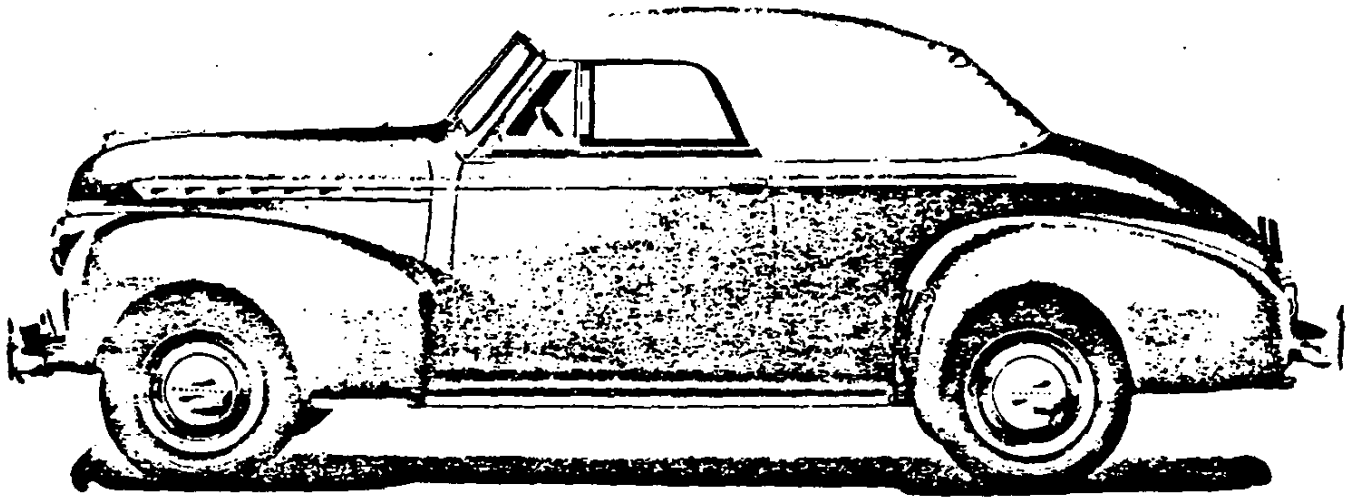
This coupe has the same body shell as the Five Passenger Coupe and inside is the same as this coupe back to the rear of the seat back. Due to the larger body, the luggage compartment behind the seat is much larger. The equipment there parallels that of the 1940 Business Coupe. As in 1940, the floor of the raised package platform is covered with ribbed brown rubber, and brown imitation leather covers the sides and back of the body as well as the back of the front seat. The exposed vertical face of the platform riser is painted a neutral shade. Rear quarter windows are



mounted permanently in their frames and small coat hooks are provided above them. As in 1940, also, the fuel tank is mounted under the package platform of the body with its filler neck extending through the right side panel of the body just ahead of the rear fender. Because the lower body floor caused interference with the former tank and the propeller shaft tunnel, a new tank was designed to provide the proper clearance. The capacity of this new tank is 16 gallons, the same as in all the other passenger cars. An improved baffle in this new tank prevents all noise of gasoline splashing from being heard from inside the car. Also, the filler neck is treated to prevent rust forming and getting into the fuel system. The luggage compartment in the tail of the car is generally the same as that of 1940, in design, size and equipment.

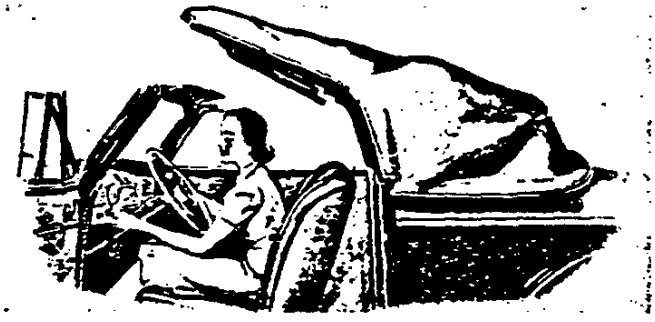
CABRIOLET

The Cabriolet, as the sport car of the Special Deluxe line, is a smarter and even racier appearing car than the Cabriolet of 1940. All the appearance improvements in length, lowness and swift massiveness incorporated in the other cars in the line contribute to this appearance. Compared to the new Five Passenger Coupe, it has the same exterior appearance except for its folding fabric top. Because, like the body of the coupe, its body is made longer to provide more room, this top is lengthened fully



The Special Deluxe Cabriolet

ten inches and its rear panel slanted like that of the coupe. Contributing to its neatness, an improvement made late last season in the 1940 Cabriolet is continued in this one. This improvement is the use of a chrome plated steel retainer in conjunction with a sewed inverted flap to attach the lower edge of the top side quarter to the body upper side rail. This releases readily, without attention, when the top is automatically folded, and, when reassembled with the top up, holds the material smooth and firm. It eliminates the troublesome snap fasteners.



Even though the top is longer, the same vacuum power units which raised and lowered it in 1940, are used. They operate more efficiently, however, in conjunction with improved geometry in the top linkage.

Several improvements, are incorporated in the top to eliminate noise. To eliminate wind whipping, improvements made in the top boot in 1940 are carried over into the 1941 season. To eliminate the noise and squeak that was common to the construction used for aligning the front top side rail where it meets the falling pillar, the dowel used for alignment is replaced by another construction, a steel V-socket on the side rail that joins with a rubber portion on the pillar. To eliminate end play rattle, a waved spring washer is provided at the yoke joint where the top of the vacuum cylinder piston rod joins the folding top construction.

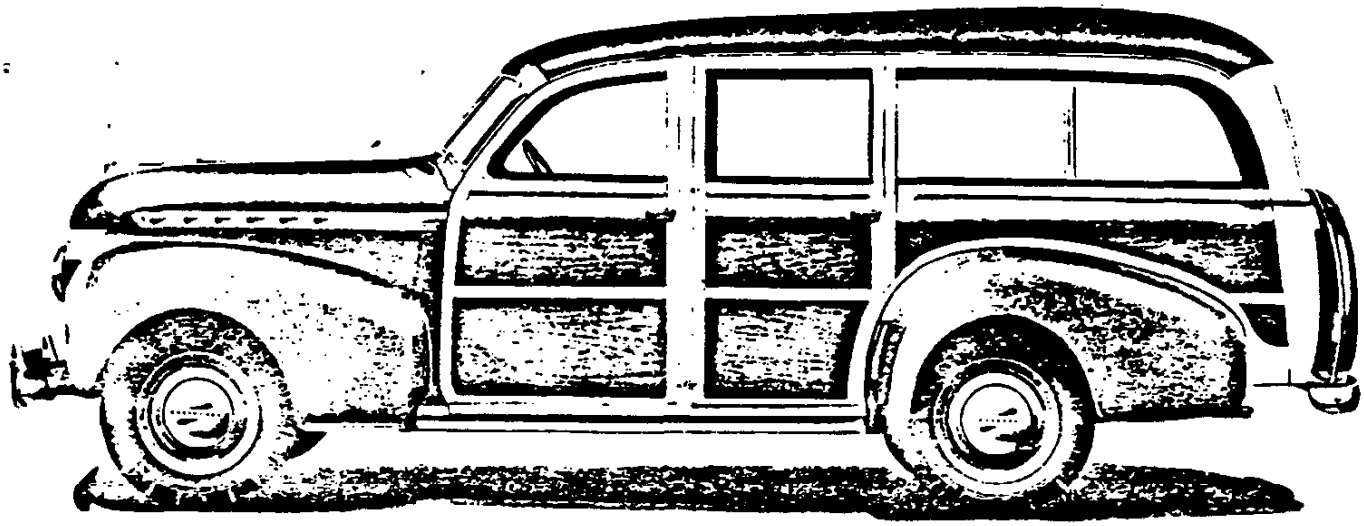
In regard to vision, the back window is made taller for a better rear view. Its height now is 5-5/8 inches as compared to four inches in 1940. Its width is the same, 23-5/8 inches. This increase in size now makes possible the use of an inside rear view mirror, which is available as an accessory, although the exterior mirror is still regular equipment. To both aid rear vision and to provide ventilation, the back curtain is made to open from the top down. The curtain is attached along its two vertical edges and along the top edge with a continuous zipper. When opened it lies on the shelf in back of the rear seat where it can be reached readily for closing. The top can be lowered or raised, with the back curtain either open or closed.

Like in the Five Passenger Coupe, there is approximately four inches more room lengthwise for the knees of the rear seat passengers, and both front and rear seats are wider. Likewise, the luggage space in the tail of the car is the same as that of the Five Passenger Coupe.

Upholstery, trim and equipment are like those of the 1940 Cabriolet. The dome light, while like that of the 1940 Cabriolet, also has the feature of an automatic switch at the driver's door.

The rigidity of the body structure is increased considerably by the use of the same heavier cross bars, box section sills and cross members which are used in the closed bodies, and is greatly stiffened by a new special chassis frame.

A cabriolet body, by itself, is a very flexible structure when compared to a closed body and, therefore, is subject at certain speeds to shake and body movement. To reinforce this type of body, extra stiffness must be built into the chassis



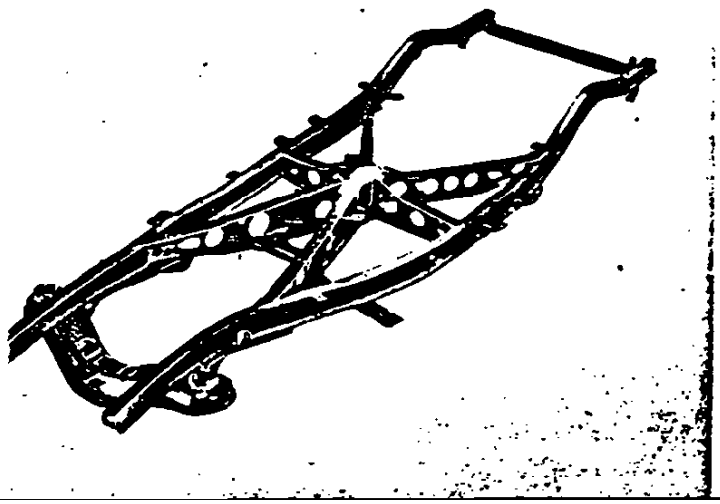
The Special Deluxe Station Wagon

frame. While the 1940 Cabriolet frame provided stiffness to the body that was very satisfactory when compared with other cabriolets, this stiffness did not compare with that of a closed body with its chassis frame.

For 1941, however, marked changes are made in the Cabriolet frame design in addition to those changes made in the side rails, and front and rear cross members in the frame for the closed bodies. A simplified structure of I-beams in the shape of a combined V and a K replaces all the box section cross members, channels, heavy plates, and side rail reinforcements used in the 1940 Cabriolet frame for extra stiffness. This structure is designed so that, while the frame is substantially the same weight as that for the 1940 Cabriolet, its overall torsional stiffness between the car wheel centers is 290% compared to the 1940 stiffness while beam stiffness is increased 21%. No other structural design known to the industry can approach this combination for beam and torsional stiffness.

With the stiffer body floor, more body bolts located to better advantage and this new special frame, the 1941 Chevrolet Cabriolet is the first cabriolet known, which, for freedom from shake and body movement, equals the best that can be offered in a closed car.

The Special Cabriolet Chassis Frame



STATION WAGON

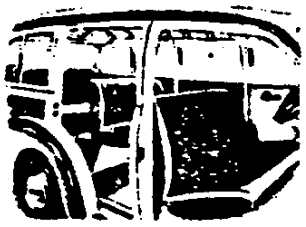
The eight-passenger Station Wagon is entirely new for 1941. Its new body is mounted on the new larger chassis and, from the front bumper back to and including the cowl and windshield unit, the car has the same appearance parts as the Special Deluxe Sport Sedan. The rear fenders, too, and the body lower edge stainless steel mouldings also are Special Deluxe parts.

The body is transformed in appearance. No longer is it a box-like structure. Instead, its contours conform in general style with those of the Sport Sedan. This is accomplished principally by reshaping the pillars and by curving the body sides so that they conceal the entrance steps as on the other cars. Also the contour of the roof is altered to give a more pleasing roof line and both the belt and roof rails are curved to sweep inward towards the front of the body. A pleasing detail is the rounding off of all edges on the pillars and a feature lending smoothness to the car exterior is the use of concealed hinges for all doors. The body side and rear lower panels are mahogany, the rich darkness of which sets off the light colored exterior framework of ash. Framework and panels inside the car likewise are ash and mahogany.

Like on the other passenger cars, the body is both longer and wider. Inside, as measured on the floor, length is increased five inches and width three inches. In addition, changing the roof line gives more headroom in the front and second seat. The latter is located lower so that the passengers

have better vision through the windshield and also is made considerably wider. Rear seat headroom remains the same as in 1940.

All seats are fully trimmed with no exposed rails as before and no wood showing on the backs of the seats. In addition, the seat cushions and cushion contours are changed to improve both ride and posture. Upholstery, like in 1940, is brown imitation leather. To make the front seat easier to adjust and more positive in any position, improvements are made in the regulator mechanism.



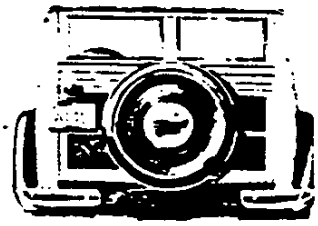
With the new mahogany panels and ash framework, the new method of upholstering the seats, and the Special Deluxe instrument panel and steering wheel, the interior of the Station Wagon is much more pleasing to the eye.

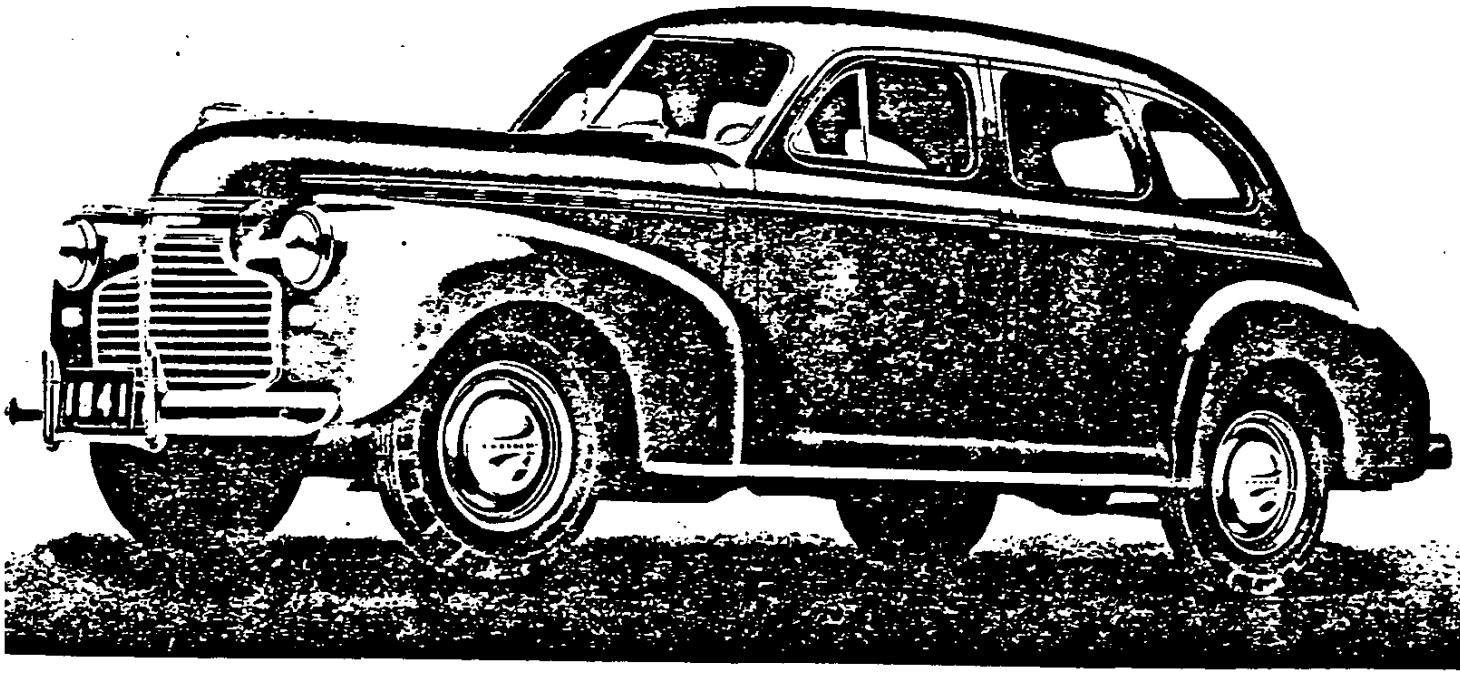
Contributing to comfort and vision are the improved sealing around the doors, where the sponge rubber weatherstrip is made thicker to prevent entrance of water, and the full glass in the front door windows. Formerly there was a divided window in each of these doors. The forward portion was set permanently in place while the rear portion could be lowered. Now, the full window may be lowered for ventilation.

A new feature for 1941 is the addition of a dome light.

Door and window regulators, like those of 1940, are bright chrome plate. The outside door handles are like those of last year with the lock cylinder for the right front door provided in the handle.

At the rear of the car, the width and height of the opening for the tail and lift gates remains the same as in 1940. The height of the lift gate, however, is increased 2-5/32 inches, while the tail gate is correspondingly lower. As before, the spare wheel and tire and the cover for these are mounted on the tail gate with the swiveling group of tail and stop light and license plate hanger at the upper left corner of the gate. For easier opening and closing of the gate, a counter-balancing spring is added to compensate for the weight of the spare tire and wheel. The bumperettes at each rear corner of the body are redesigned in keeping with the new appearance of the front bumper.

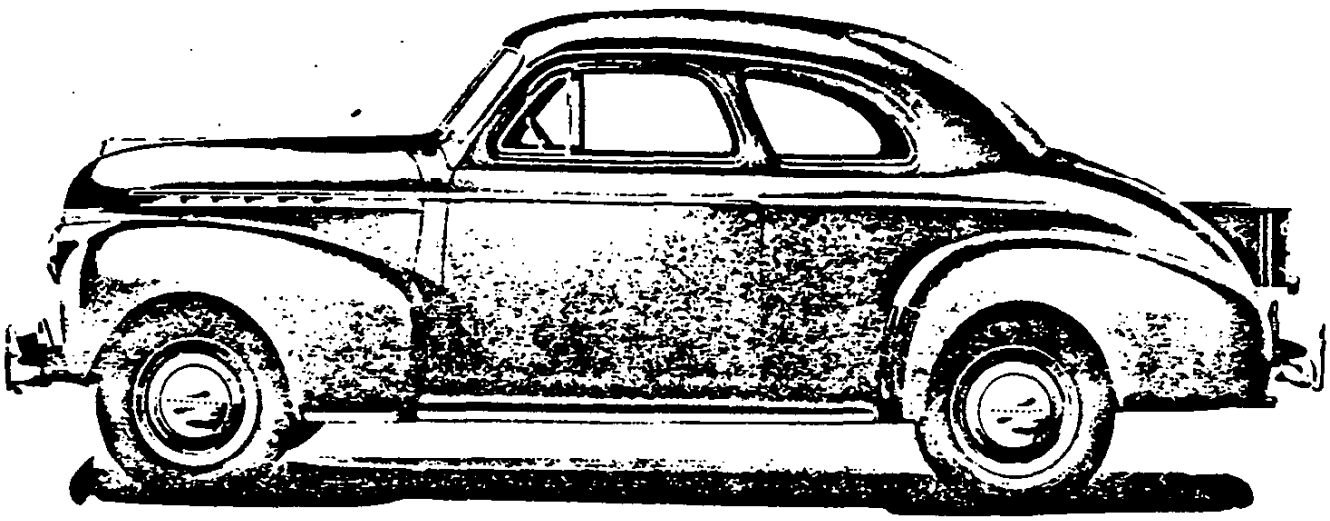




The Master Deluxe Sport Sedan

MASTER DELUXE BODY TYPES

In the Master Deluxe line, there are four passenger car body types and two light commercial body types. The passenger cars are the Sport Sedan, the Town Sedan, the Five Passenger Coupe, and the Business Coupe. The light commercial types are the Coupe Pickup and the Sedan Delivery. The



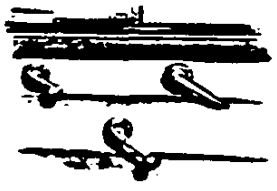
The Master Deluxe Coupe Pickup

chassis for all these body types is the same as that used for all closed cars in the Special Deluxe line.

SEDANS AND COUPES

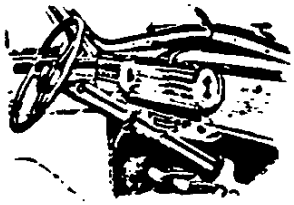
The sedan and coupe body types compare with like body styles in the Special Deluxe line except that certain of the more unessential luxury equipment and ornamentation of the Special Deluxe are not included in the Master Deluxe.

In exterior appearance, they are identical except that the stainless steel hood louver covers, body crease moulding, and reveals around the windows and windshield are omitted. Omitted, too, is the chrome plated decorative name plate at the rear of the car. At the rear of the car, also, the license lamp is painted body color instead of being chrome plated. Because, on the Special Deluxe cars, each hood side moulding is formed in the same piece as the hood louver covers, a separate hood side moulding is provided on the Master Deluxe as a continuation of the body belt moulding. The name, "Master Deluxe", of course, is substituted for "Special Deluxe" at the rear of the louvers.



Inside the cars, there are many differences from the Special Deluxe. The entire instrument panel is painted Aztec Brown instead of the wood grain finish and Hampden Beige in the higher priced cars and the chrome plated trim is omitted from the instrument cluster and glove compartment faces and from below the radio grille. The light plastic panel for the controls below the radio grille is not included and the control knobs, themselves, are dark brown plastic with the control letters depressed in the knobs. The ash receiver in the windshield V is replaced by a cover plate which is removable for its installation as an accessory. Likewise, the clock and cigarette lighter are not included. Cover plates are used to cover the openings for them. Also, there is no glove compartment light and only one sun shade is provided.

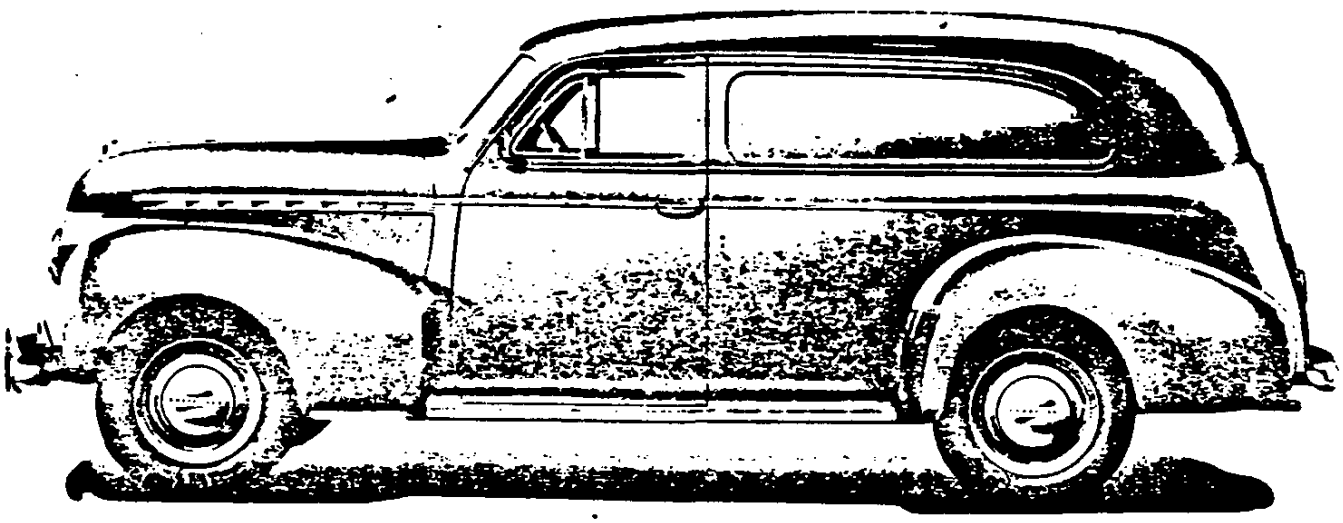
The steering wheel is a conventional three spoke type with a decorative horn button at its hub.



The garnish mouldings are all wood grained with those on the side windows having a two-tone grain affect. A painted stripe of a light color just below the windows divides the tones. Like the control knobs on the instrument panel, the knobs and escutcheons of all door and window regulating hardware are plastic in a dark brown color which harmonizes well with the garnish mouldings.

Headlining and the lining of the body sides is the same material as the Special Deluxe. The seat upholstery, however, is different. While being an attractive canda cloth it has a herringbone weave instead of two-tone striping. There is no optional upholstery for the Master Deluxe. On the cars having rear seats, the upholstery extends down to the floor as there are no imitation leather scuff pads on the seats nor at the bottom of the doors. Stainless steel trim, likewise, is omitted from the seats and the doors.

Floor coverings consist of a black rubber mat in the front compartment and carpet in the rear, except in the Business Coupe where the luggage



The Master Deluxe Sedan Delivery

platform is covered with black rubber. Door sill plates are painted instead of being etched aluminum as in the Special Deluxe cars.

As in 1940, the rear quarter windows in the Sport Sedan and the coupes are permanently set in their frames.

In regard to equipment, there are no front seat arm rests, assist straps, or rear seat ash receivers. A robe cord, however, is furnished back of the front seat in the Sport Sedan and there are coat hooks above each rear quarter window in each body type. The dome light has an attractive rectangular frame whereas the Special Deluxe frame is shield shaped. Its switch is located at the right door pillar like on the Special Deluxe but the automatic lighting feature is not included.

Trunks are like those in the Special Deluxe cars but black rubber mats are used in place of brown on the floors and there is none on the shelf in the Five Passenger Coupe.

COUPE PICKUP

The Coupe Pickup, like the one in 1940, is a Business Coupe with a pickup box installed in the rear. The box for 1941 is the same design as that for 1940 except that the tail gate is narrower to fit the deck opening in the body which is 1-1/4 inches less wide than in 1940.

SEDAN DELIVERY

In styling, this commercial car follows the Sport Sedan mode. As a result it looks smarter, longer, lower and more massive than the 1940 Sedan Delivery. From the front bumper to back of the side doors, its appearance is identical with the new Sport Sedan. From there back, it is far longer than its predecessor. Likewise, the advertising panels make the car look longer because their length is increased from 55-1/2 inches to 57 inches while their height is 12-3/16 inches instead of 13-5/16 inches. The stainless steel belt and sill mouldings, and the concealed entrance steps and side door hinges lend further smartness to this car.

In the rear, the same size door as in 1940 is used and like in 1940, also, the license plate lamp is mounted in the center of the door. However, if this space is desired as an advertising panel, a special side mounted license plate lamp is available at extra cost. As in 1940, the middle of the rear bumper, for the width of the rear door, is set closer to the body for greater ease in package removal. No guards are furnished with the rear bumper as they would interfere with opening the door.

Inside the car there is more load space. The load floor length is increased from 70-13/16 inches to 72 and its width from 56-1/2 inches to 60-1/2. Adding to width, also, the distance between wheelhouses is increased one inch. Besides these size increases, there is slightly more height than in 1940. The trim of the load space is the same as in 1940.

Except for the upholstery of the seats and the trim of the door panels, which are the same imitation leather as in 1940, the driver's compartment is the same as in the other Master Deluxe cars.

The fuel tank is new, being the same 16 gallon tank used in the Business Coupe. It, too, is mounted under the load platform with its filler opening just ahead of the right rear fender. The spare wheel and tire location and mounting is the same as in 1940.

ACCESSORIES

For 1941, Chevrolet again presents a full line of attractive and useful accessories for both the Special Deluxe and Master Deluxe passenger cars.

Some of these items are for safety and convenience and some are purely decorative. In either case, Chevrolet designers demanded that the optimum of beauty and usefulness be attained.

All accessories are pleasingly designed to harmonize with the 1941 styling.

RADIATOR ORNAMENT

The radiator ornament incorporates the same basic motif as the one used in 1940. It gives the front end of the car a streamlined appearance of straining forward through the air.

BUMPER GRILLE GUARD

Chrome plated steel wings approximately 9-1/2 inches long, mounted on either end of the front bumper, further embellish the new front end appearance. A chrome bar consisting of three sections is attached at the top of these wings and runs horizontally, at a height of approximately three inches above the top of the bumper. This horizontal cross-bar is also attached near the top of the two bumper guards. The two end wings are treated with horizontal depressions which conform to the bumper guard design.

The same wings which are mounted on the ends of the front bumper also are available for mounting on the rear bumper ends without the cross-bar.

FOG LAMPS

The fog lamps are redesigned to a rectangular shape. They have a thicker lens rim which is in keeping with the appearance of massiveness designed into the 1941 Chevrolet. They are completely chrome plated and have a light amber lens. The mounting bracket is newly styled and also is completely chrome plated.

RADIATOR WINTER FRONT

The radiator winter front is redesigned to conform to the new front end contours. This accessory aids in bringing engine temperature up to operating efficiency quickly.

WHEEL DISCS

Wheel discs also are available in 1941. Concentric rings give an added sparkle to the wheel unit.

FRONT FENDER TRIM UNIT

This unit is a stainless steel ribbed stamping approximately 18 inches long by 5-3/4 inches high. Mounted on the rear portion of the front fenders, its eight shining longitudinal ribs give to the fender contour an even smoother and more flowing appearance.

FOOT SCRAPER

This unit mounts on the body sill below the doors. It extends for the full length of the sill and projects outward for a distance of 1-3/4 inches. This distance is sufficiently small that the flowing side contours of the body are not marred. At the same time, the outward section of the unit is deep enough to be practical as a foot scraper. It consists of a steel channel section covered with a stainless steel cap along its full length, which results in the formation of four longitudinal ridges.

To mount this foot scraper, the sill moulding must be removed, cut to fit, and reinstalled on the outside face of the foot scraper. The front end of the foot scraper bar fits up close to the front fender, being separated from it by only a molded piece of rubber. The rear end of the bar is finished with a chrome plated die casting.

REAR WHEEL FENDER SHIELD

The rear wheel fender shield is the same construction as the 1940 unit. In addition, the shield carries a moulding which appears as an extension of the sill moulding.

BACK-UP LAMP

The back-up lamp is somewhat similar to the 1940 lamp. However, it has a new streamlined mounting and instead of being located on the body is now mounted on the rear gravel guard.

TRUNK GUARD

The same trunk guard used on the 1940 car is altered to fit the 1941 bumper face bar and provided with a new medallion.

ORNAMENTAL STEERING WHEEL

This wheel is completely redesigned to conform to the 1941 styling. It embodies various elements of practicality along with a very definite modern styling trend. It still incorporates the spinner grip feature used on the 1940 ornamental wheel, with the additional feature that the grip position is now adjustable through an arc of approximately 120 degrees on the lower half of the steering wheel and can be securely locked in any desired position within this range. Moreover, the ball bearing race in this spinner grip is replaced by a strip of steel covered with a treated fabric for providing a bearing surface. This design eliminates the rattle which sometimes occurred in the ball bearing race. An attractive bar located horizontally across the wheel is used for blowing the horns.

REAR VIEW MIRROR

A prismatic rear view mirror that greatly reduces glare also is available.

ELECTRIC CLOCK

An illuminated electric clock which matches the new instrument panel styling also is available in 1941. It is similar in appearance to the circular type speedometer.

SEAT COVERS

The seat covers are changed in appearance and design to conform to the new interiors.

UNIVERSAL RADIO

The Universal radio is essentially the same as the 1940 Universal model except that the control head is redesigned to harmonize with the new Special Deluxe instrument panel styling. It is a five-tube super-heterodyne with five push-buttons for mechanical station selection. It is mounted directly in the center of the instrument panel of the 1941 car. Additional brackets are provided so that it may be mounted underneath the instrument panel of used cars and trucks.

DELUXE RADIO

The Deluxe radio is a six-tube super-heterodyne type with three-gang permeability tuning. The use of three-gang permeability tuning brings about finer reception through the elimination of set noise which might occur in tubes or other units. There are six push-buttons; five are station selector buttons, the other operates a three-position tone control. The speaker is a newly designed elliptical cone, which is used exclusively by Chevrolet in this set and also in the Super Deluxe and the nine-tube broadcasting and short-wave radios. The control head has an attractive dial of the slide rule type. The dial is made of clear Lucite and incorporates a red window which is illuminated when the radio is turned on. Dial illumination is controllable for two degrees of lighting by a switch which is located on the under side of the set. The volume control and station selector knobs are the same design as the Special Deluxe instrument panel control knobs.

SUPER DELUXE RADIO

This is an eight-tube super-heterodyne radio, incorporating all of the internal features of the 1940 Super Deluxe radio with the addition of three-gang permeability tuning. There are three buttons on the control head; one is the on-and-off control, another operates a four-position tone control, while the other, an elongated button, is the station selector control. Each time this button is depressed a different station is tuned. By means of this button, five different stations may be selected. The station being tuned is indicated by means of a rotated drum appearing through a window. Setting of stations is accomplished by holding the button down and tuning in the desired station by means of the station selector, after which the station may be obtained by merely depressing the button. The dial is the slide rule type, formed in clear Lucite. The control head is a chrome plated die casting. The radio control knobs are the same design as the Special Deluxe instrument panel knobs.

BROADCASTING AND SHORT WAVE RADIO

For 1941, Chevrolet introduces something completely new in the field of automobile radio receivers. This is the first time a radio receiver incorporating short-wave bands has been made available by an automobile manufacturer.

This is a nine-tube super-heterodyne receiver, incorporating three-gang permeability tuning with five tuning bands. In addition to the usual broadcasting band, it has the 31-25-19 and 16 meter short-wave bands. These four bands contain practically all of the useful short-wave broadcasting stations in Europe and the Western Hemisphere. The radio is designed so that these short-wave stations can be tuned with the same degree of ease and tonal accuracy as the regular broadcasting stations. This set also contains a noise limiting circuit for reducing certain types of outside noise.

Six push-buttons are used; one actuates a four-position tone control, the other five are station selector buttons, operating an electric-solenoid tuning mechanism. The dial is a translucent drum which shows only the band which is in use. Changing from one to another of the five bands is accomplished by means of a lever which is coaxial with the station selector knob and also serves the purpose of rotating the drum dial. The control head is a chrome plated die-casting and, in its position at the center of the instrument panel conforms pleasingly with the new panel styling. The station selector and volume controls are the same type as the light switch knob on the Special Deluxe cars. A knob is provided in an accessible position underneath the set to operate a rheostat which controls the illumination of the dial from full brilliance to total extinction.

REEL TYPE ANTENNA

This antenna consists of four sections which extend above the cowl approximately 60 inches and are telescopically retractile to a minimum height of approximately 18 inches. The antenna is mounted on the cowl in front of the left hand windshield pillar. The vertical height is regulated by a cable control operated by a knob which is positioned to the right of the steering column on the instrument panel. This knob actuates a reel which is mounted underneath the cowl sheet metal, just ahead of the left body pillar. When extended to its full height of 60 inches, this antenna becomes very effective in long range reception. It is particularly useful in conjunction with the short-wave receiver for picking up foreign broadcasts.

HOT WATER HEATERS

Two sizes of dash mounted heaters, the Super Deluxe and the Deluxe models, are available in 1941 as they were in 1940. Both are completely redesigned and their heat output considerably increased over the 1940 heaters.

The door construction on the face of the heater is now changed to consist of three doors operating independently on horizontal axes. An opening is provided on the lower left side of the heater to project heat to the driver's feet. On the lower right hand side of the heater another opening, controlled by a sliding door, permits a flow of heat to be directed to the lower right hand portion of the front seat compartment. This permits a more direct control and utilization of the heat, adding greatly to passenger comfort.

The underseat heater is similar in construction to its 1940 counterpart. However, this year a tunnel is added for carrying heat to the left side of the car, where it is projected forward to the driver's feet and rearward to the left side of the rear compartment. In addition, the capacity of the heater is increased by changes in the core and by the use of a larger motor and more efficient fan. The capacity of the underseat heater is considerably higher than that of the Super Deluxe model. The defroster switches are the same as the ones used on all defrosters in 1940. The heater switches are the same construction as in 1940 but they now have three positions for speed control, instead of two.

DEFROSTERS

Windshield defrosters for use with the dash heaters are the same construction as used in 1940. These defrosters embody vane type blowers and electric motors. The vane design of the blowers assures unusually quiet operation.

The defroster for use with the underseat heater is of similar construction to the one used in 1940, with the exception that the mounting bracket is changed. This unit includes an electric motor, blower, and core, which is connected into the heater circuit.

REAR WINDOW SHADE

During the latter part of 1940, a rear window shade was made available and this is continued for 1941, with changes necessary to make it fit the 1941 rear window.

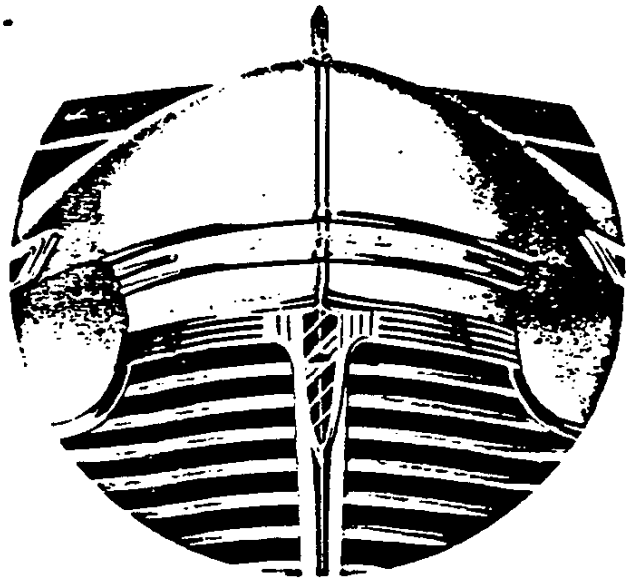
It consists of a number of horizontal metal slats mounted in a horizontal plane. These slats are constructed and arranged so that they restrict the entrance of the suns rays to the interior of the car, at the same time retaining good vision through the rear window. The whole unit is readily removable for cleaning the window. The slats are painted a dull brown color to avoid reflected light.

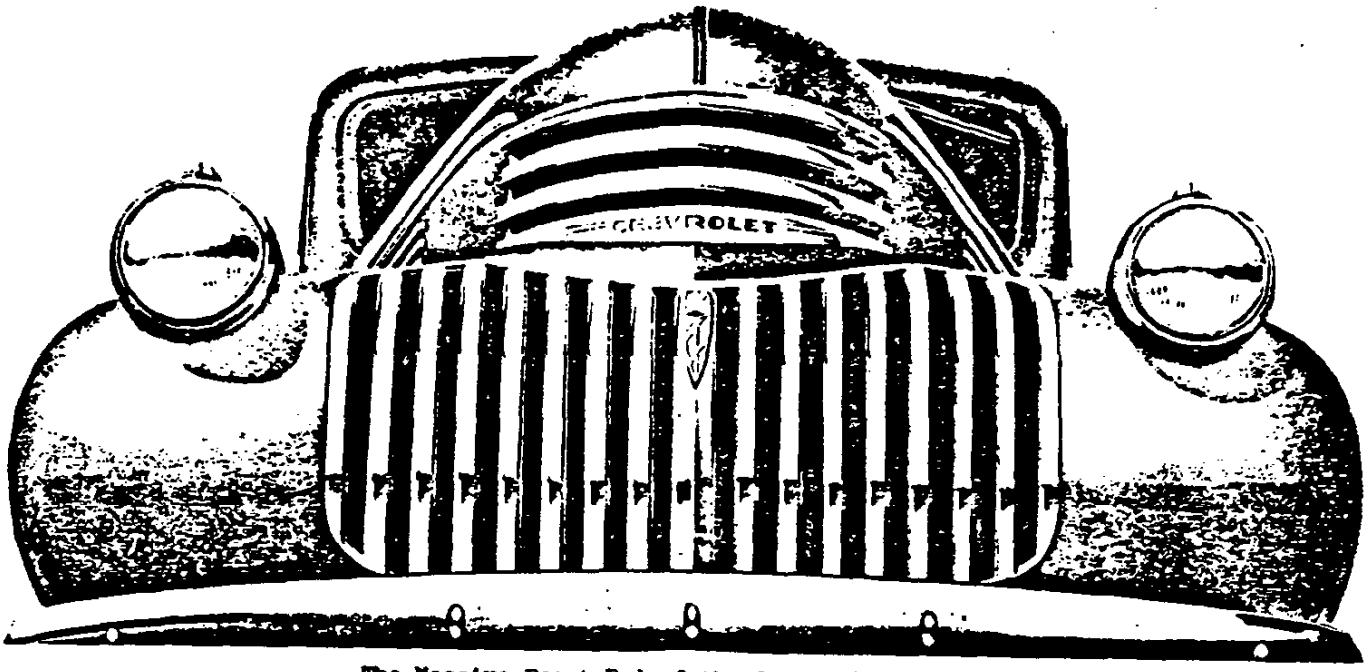
OTHER ACCESSORIES

Other accessories which are available in 1941 are a hand brake whistle which sounds a pleasing warning to the driver if he fails to release the hand brake entirely, an outside thermometer which is mounted on the flange of the left front door, and a spare tire lock.

MASTER DELUXE ACCESSORIES

All of the preceeding accessories are available for either the Special Deluxe or Master Deluxe passenger cars. Some items which are regular equipment on the Special Deluxe model are available at a slight extra cost for the Master Deluxe cars. These include the instrument panel ash receiver, cigarette lighter, right sun visor, glove compartment light and 30 hour illuminated clock.





The Massive Front End of the Conventional Trucks

TRUCKS

Massiveness is the keynote of the 1941 truck styling. Massiveness that inspires confidence - - - not only in the truck buyer but also in the customers whom his truck serves.

This new appearance is accomplished by a complete redesign of the entire front end of the trucks. Hood, louvers, fenders, bumpers, headlights, parking lights, and grille: all are new. Combined with a 1-1/2 inch increase in wheelbase, they result in larger, more impressive trucks even though the truck bodies themselves are only slightly changed.

But appearance is not the only improvement. Performance is improved by a more powerful engine. Durability is increased both for load carrying and from an operating standpoint. And the driver has received a considerable share of attention. He has received full benefit of the increased wheelbase. There is more legroom and the seat back cushion is inclined to a more comfortable angle.

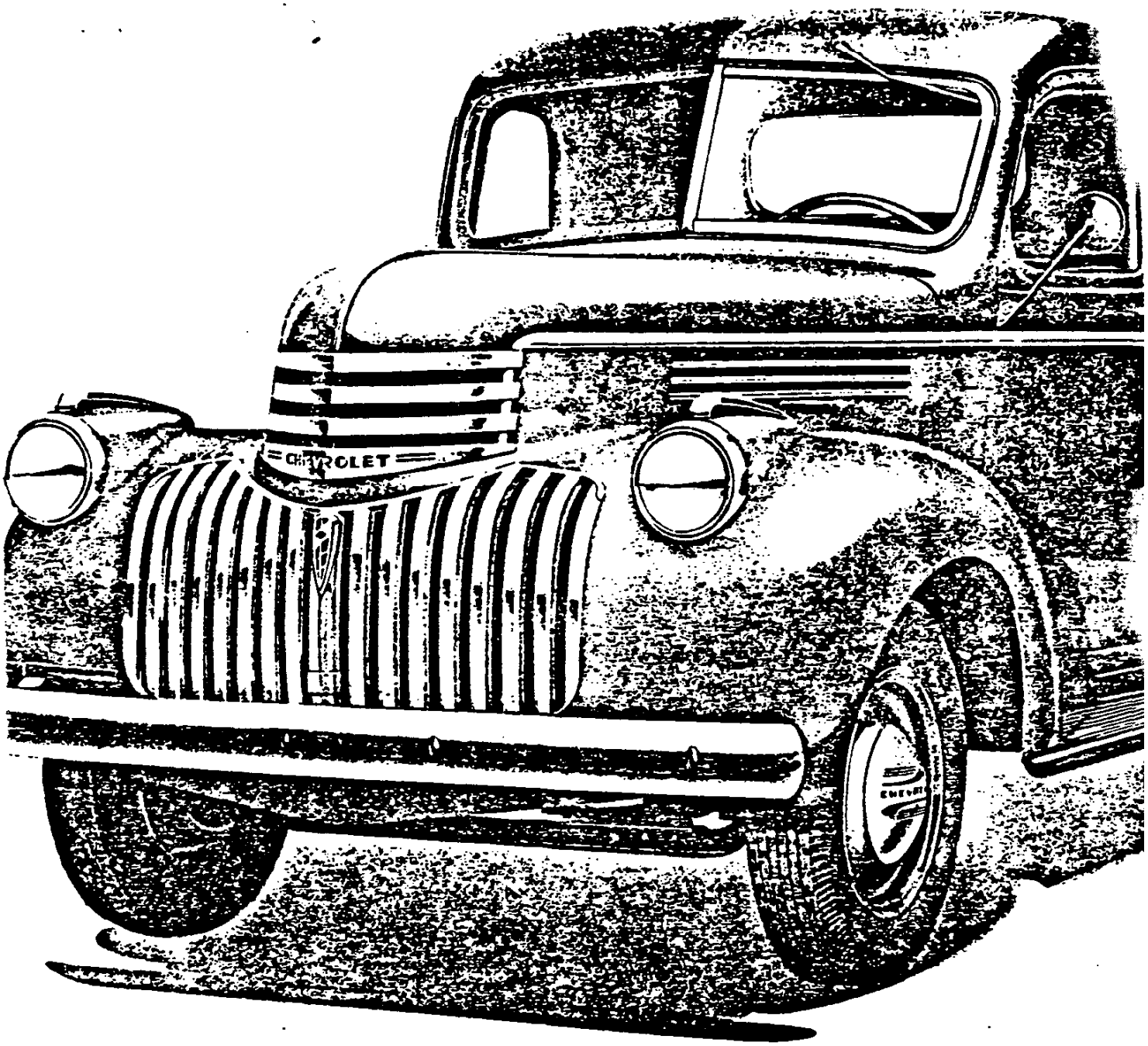
GRILLE

The grille of all conventional trucks is exceptionally massive and is comprised of two sections. The lower grille, much wider than it is high, extends well into the fenders on each side. It consists of 16 extra wide, chrome plated vertical bars. Bisecting the grille is a center bar nearly twice as wide as the others. All are formed from a single, solid sheet of steel.

On top of the center bar is mounted a new medallion. Die cast in the shape of an elongated shield, its design, and coloring of red, blue, and chromium add a smart touch to the front end appearance.

Immediately above is another smaller grille consisting of four horizontal chrome plated bars. For its entire length, the top bar is decorated by a narrow stripe of red enamel. The bottom bar, nearly two inches wide in the middle and much narrower at the ends, carries the Chevrolet name printed in bold faced red enamel letters. Two short horizontal lines of red decorate each end of the name.

With a few exceptions, the cab-over-engine grilles follow the same general appearance motif just described for the conventional trucks. As viewed from the side, the lower grille for the cab-over-engine trucks is somewhat curved while that of the conventional trucks is nearly flat. Moreover, the lower grille is made up of 22 separately formed chrome plated bars wider even than

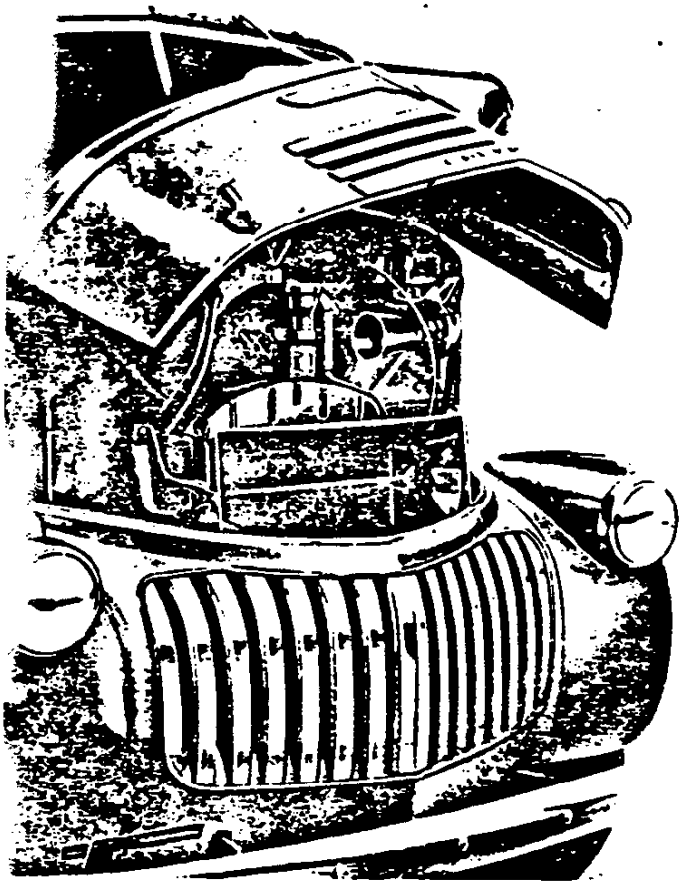


Another View of the New Front End (Light Delivery Truck Shown)

those of the conventional trucks. These bars are all separately formed.

Like the conventional trucks, the upper grille also consists of four horizontal chrome plated bars. However, they too are wider than those of the conventional trucks. The Chevrolet name is written across the lower bar in bold-face red enamel letters and is decorated at the ends with two horizontal stripes of red enamel.

Instead of being mounted on the center bar of the lower grille, as it is on the conventional trucks, the medallion for the cab-over-engine trucks is mounted above the upper grille. Further decoration is afforded by gleaming chrome plated wings extending from each side of this impressive decoration.



The COE with Hood Raised

HOOD

While general hood contours of the conventional trucks remain much the same as in 1940, several changes are made so that the appearance conforms to the new front end design. To accentuate lowness, the hood ornament is omitted for 1941. Also, the molding that extends from the ornament to the front of the hood, formerly chrome plated, is body color. With these shiny objects removed, attention naturally gravitates towards the bright grillework which emphasizes lowness.

New hood louvers decorate the hood side panels. They [illegible]he vertical curved vane type similar to t[illegible] the passenger cars. Three stainless steel mouldings, each decorated with a narrow stripe of red enamel, extend the full length of the louver openings in the side panels.

Cab-over-engine trucks have the hood hinged at the rear so that it opens up alligator-jaw fashion. Because the upper grille is secured to that part of the hood which opens, there is ample opening for access to the front of the engine compartment. This permits easy lubrication service for the steering gear, inspection, repair, and filling of the radiator. Like the conventional trucks, there is no ornamentation on top of the COE hood.

FRONT FENDERS

Front fenders of all trucks too contribute to the new massive appearance. Fender valleys are eliminated completely. With their elimination, the fenders appear to be integral with the hood and the whole effect is of unified mass in front end appearance.

These new fenders are longer and have new lines. In profile, the front face is flatter and nearly vertical with the fender edge extending further down behind the bumper. These new lines create more mass in the nose of the fender. In the conventional trucks, the crown line curve is flatter and extends further back creating more mass in the fender valances. Provision is made so that these larger fenders provide room for larger size tires when they are desired. Other fender changes result directly from the new headlamps.

HEADLAMPS

Retaining all the advantages of sealed-beam lighting, the headlamps are completely new in appearance and are relocated. Much longer and more streamlined, they now are mounted in shallow wells in the fender so that their mass blends almost imperceptibly with that of the fender.

Likewise, the parking lamps are new and are mounted in a different position. The parking lamps, having frosted lenses decorated with two narrow bands of glossy black enamel, are located on top of the headlamps. The metal body of each is the same width as the lens and is streamlined toward the rear of the headlamp.

BUMPERS

As do all the other units, the bumpers contribute their share in the new massive appearance. In 1940, the bumpers of the Light Delivery and 3/4 Ton trucks employed the same face bar as that used on the passenger cars. For 1941, however, these models have their own separate bumper face bar. It is wider and more massive in appearance with good depth and curvature to match the front end appearance.

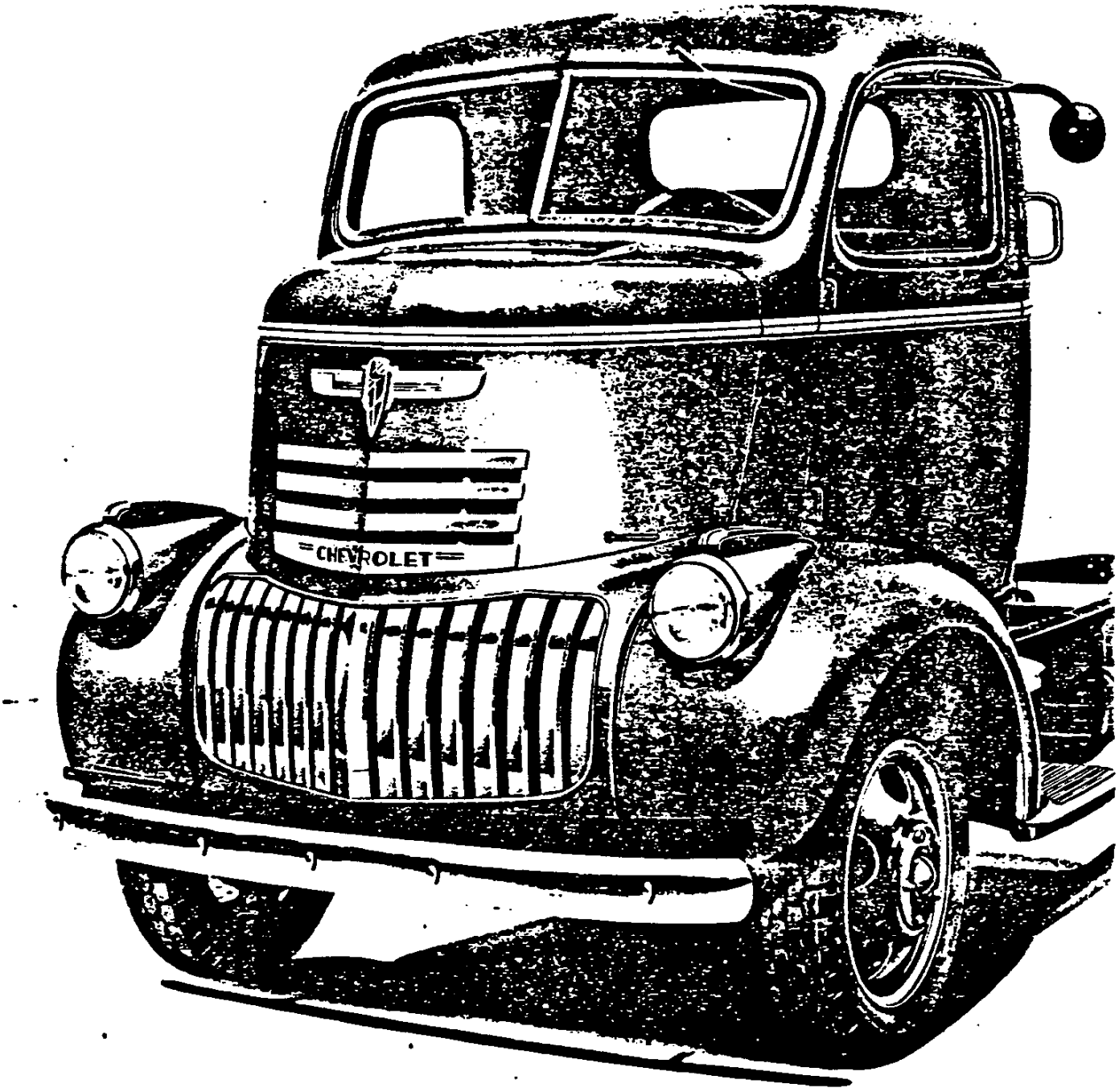
All truck models have bumper face bars of the same sectional size except for thickness. However, on Heavy Duty conventional and cab-over-engine trucks, the thickness is increased to compensate for the more severe impacts that might be encountered with the heavier vehicles.

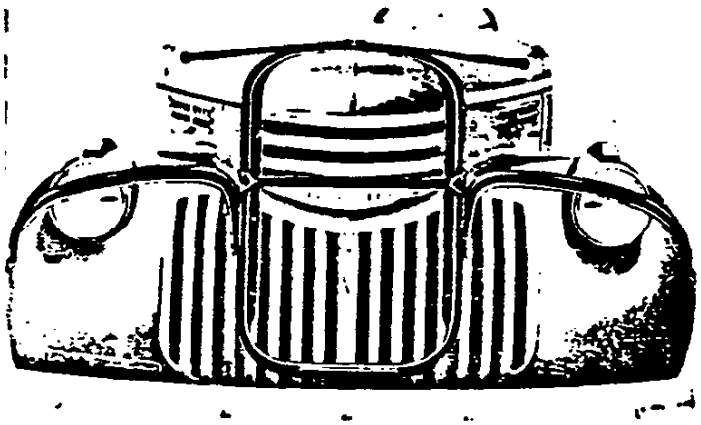
COMFORT

As stated before, the truck driver has come in for a considerable share of attention in all the 1941 trucks. Solely for his benefit, the wheelbase of every 1941 model is lengthened 1-1/2 inches. The added length is utilized to provide more legroom and to incline the seat back cushion to a more comfortable angle.

Besides the increased room, the seat cushion and back are improved. A cotton bat is added on

The Impressive Front End of the COE Trucks →


CHEVROLET



The New Stabilized Front End Mounting

band that completely surrounds the radiator. As before, braces extend out from each side to give firm support to the fenders and headlamps.

Floor mats, heretofore, have never had any provisions for holding them in place. For 1941 though, six studs, four across the front at the toe boards and one in each rear corner, provide positive means for keeping the mat in place and prevent it from curling up.

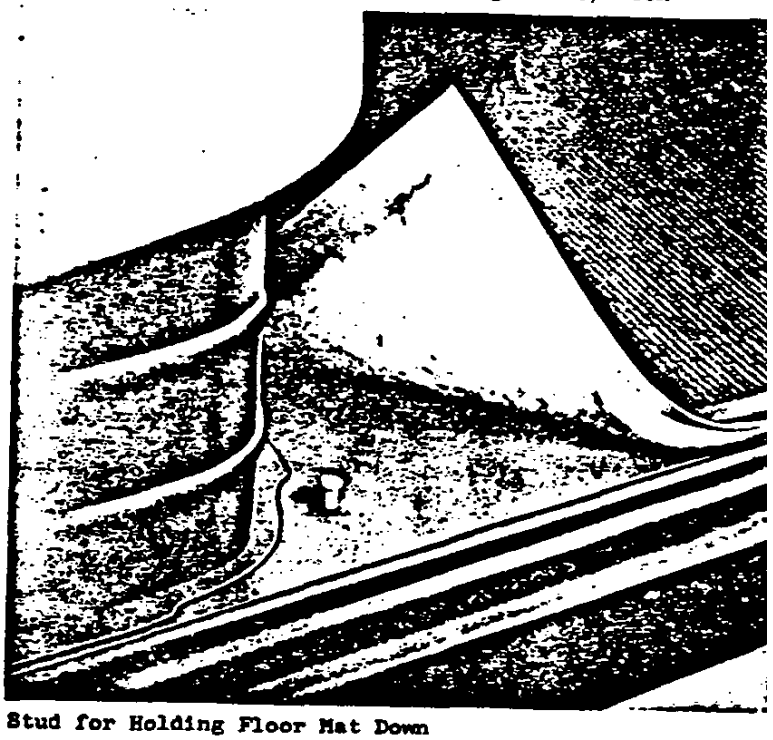
Engine inspection and service on the cab-over-engine trucks is made much easier by a redesign of the floor boards in these models. A strong removable reinforcement extends from the dash panel to the platform floor. To this is bolted a welded unit consisting of the right hand toe pan and the engine cover. The left hand toe pan, because it contains the pedal openings and seals, is a separate piece. The floor boards themselves are of wood and each is held in place by a single turn fastener. Crankcase lubrication inspection and service or ordinary adjustments are easily accomplished through the ample openings provided by removal of these floor boards. More extensive service is made possible by removal of the toe pans and reinforcement which gives complete access to the upper part of the engine.

FRAME

All 1941 truck frames are 1-1/2 inches longer as a result of the increase in wheelbase length. However, since the entire increase accrued to the driver's benefit, the CA dimension (the distance from the back of the cab to the center-line of the rear axle) and the frame overhang at the rear remain the same.

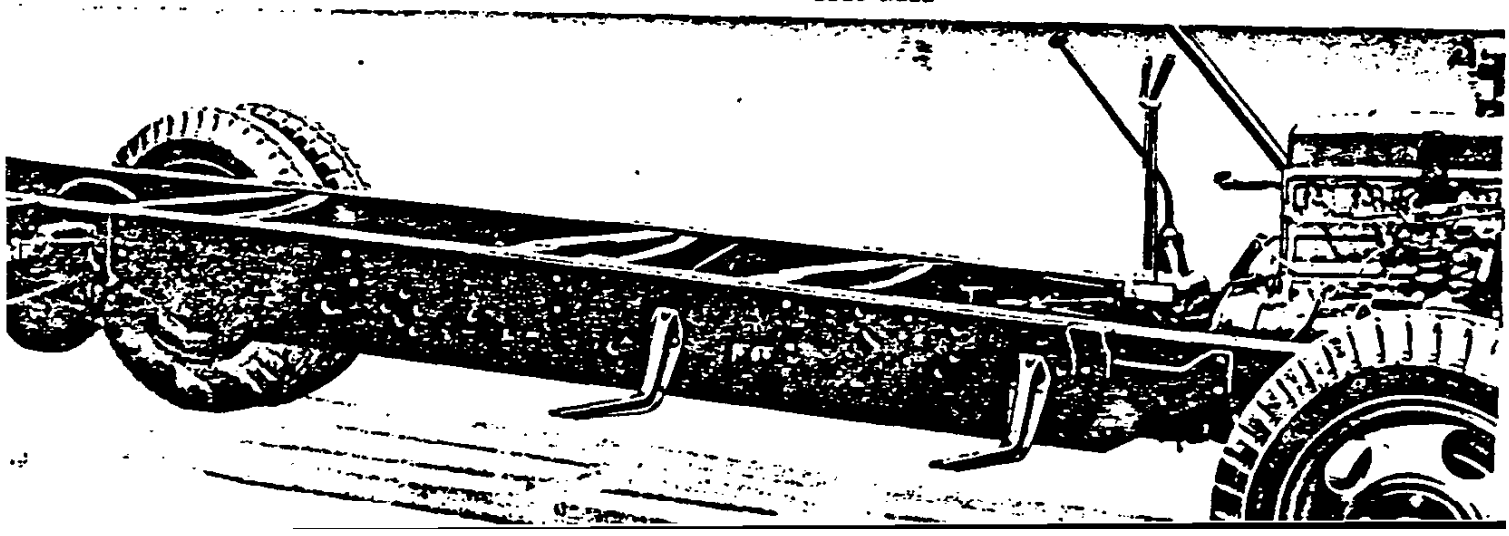
Both schoolbus models, the 160 inch wheelbase conventional trucks, and the 158-1/8 inch wheelbase cab-over-engine trucks now are regularly equipped with frame side rail reinforcements (or "fish plates" as they are known in the field). These fish plates many times more than compensate for the increase in wheelbase length. Those remaining truck models, on which fish plates were available as R.P.O. equipment in 1940 again are eligible for the same option.

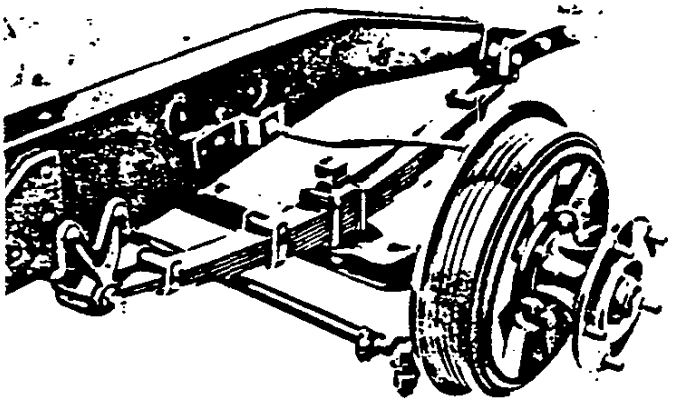
With the introduction of the Hotchkiss drive, the second cross member of the regular 3/4-Ton



Stud for Holding Floor Mat Down

"Fish Plate" on Frame Side Rail





The New 1-1/2 Ton Truck Front Spring

truck frame is revised. It now is a flanged channel section and is mounted above the propeller shaft to obtain the necessary clearance.

On the Light Delivery trucks, the rear cross member is secured to the frame with double the number of rivets previously used.

All trucks of 134-1/2 inch wheelbase and longer have longer front springs, details of which are explained later. This, however, necessitated some frame changes. To maintain the same relative front axle position with this longer spring, the front spring horns on the above mentioned models are made longer. Likewise, lengthening of the rear springs on all truck models except the Light Delivery necessitates moving forward the rear spring front eye.

SUSPENSION

Except for the Light Delivery truck springs and the cab-over-engine truck front springs, all 1941 truck springs are new.

Front and rear springs of all 3/4 Ton 125-1/4 inch wheelbase trucks are of the two-stage type. Both the initial and the secondary deflection rate of these springs are lower than the single rate in 1940, which obviously provides a much improved ride for the driver. Further advantage lies in the fact that a low initial rate reduces the tendency to rebound while the comparatively higher secondary rate increases the resistance to bumping through. In addition, the rear springs are longer. Lengthening the rear springs permits a shackle angle that is more desirable for the greater axle movement that results from the softer springs.

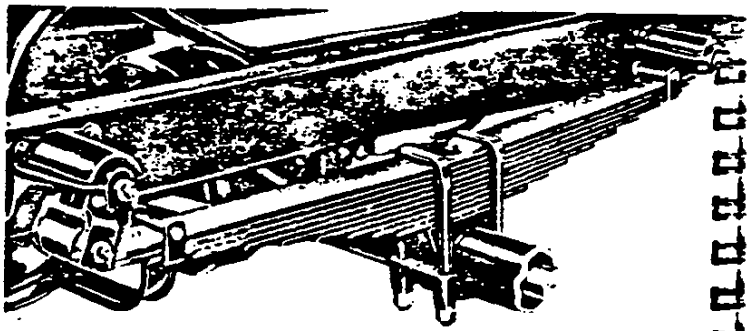
Where 134-1/2 inch wheelbase trucks are converted into 3/4 Ton Special models, the rear springs, like those of the other 3/4 Ton models, are of the two-stage type. They provide the same advantages just described. Their length also is increased one inch.

Front springs on all models having a wheelbase of 134-1/2 inches or over remain the conventional type though they are wider and longer. Their length is increased from 36 inches to 40 inches and their width from 1-3/4 inches to 2 inches. Besides the dimensional change just mentioned, Conventional Heavy Duty truck front springs are softer. They provide substantially the same performance characteristics that were exclusive to the Heavy Duty Panel trucks of 1940. Increased spring width and length serve to decrease maximum stress while the thinner main leaf compensates for the increased stress due to greater deflection. These factors permit the use of chrome-manganese steel in place of the chrome-vanadium steel used in 1940.

Again in 1941 the Conventional Heavy Duty truck line uses two different sets of rear springs. Panel trucks have one type exclusively while the remaining body types have rear springs of a different characteristic. Those used on the Panel trucks are the two-stage type possessing all the advantages peculiar to that type of spring. The rest of the body types have conventional rear springs though they are softer with a correspondingly better ride. All the conventional Heavy Duty truck rear springs are one inch longer creating the desirable shackle angle previously described.

Cab-over-engine truck front springs, as mentioned before, remain unchanged. The rear springs, however, are the same as those used on the conventional Heavy Duty trucks.

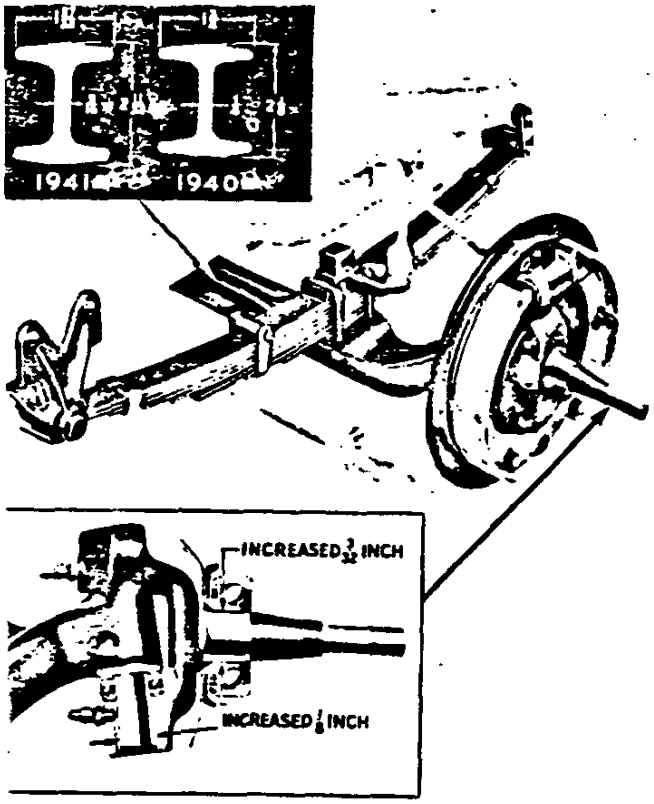
Both front and rear springs of the 195-1/8 inch wheelbase school bus are increased in size like those of the Heavy Duty trucks. The front springs also are stiffer. Because of this and, since they are the same size as all other Heavy Duty truck front springs they can be used for extra heavy duty springs on any Heavy Duty model, should the occasion arise. The rear springs of this school bus again are the two-stage type and, like those of the Heavy Duty trucks, are one inch longer. The transition between initial and secondary rates is changed slightly in order to have



The New 1-1/2 Ton Truck Rear Spring

the maximum rate effective before one half the passenger load is reached.

Auxiliary springs, available as RPO equipment, remain essentially unchanged. Their free camber, however, is revised so that they come into action



The Stronger 3/4 Ton Truck Front Axle

at about the same vehicle load as before.

The final suspension improvement is made in the rear spring shackle of all but the Light Delivery trucks. Instead of the plain hexagon bolt and nut formerly used to lock the spring bolt in place, a tapered pin similar to that used for retaining the king pin is used. This construction provides an adjustment to take up any play that might result from pounding or wear.

FRONT AXLE

On certain models, a number of changes are made in the interest of a stronger front axle. All the 3/4 Ton trucks have a new axle I-beam section enlarged to proportions that increases its strength 25%. These models, and the Light Delivery trucks as well, also have larger front wheel inner bearings with a correspondingly greater capacity. Incidentally, this change permits a larger spindle diameter - - - another increase in strength.

Light Delivery, and all 3/4 Ton trucks also, have new king pins of 1/8 inch larger diameter for greater strength. Durability of the king pin bearings is increased by the use of floating type bushings. Because the bushings are free to float, there is less likelihood of localization of wear due to pounding. A new king pin lock pin completes the list of front axle changes.

REAR AXLE AND DRIVE SYSTEM

With the exception of the Light Delivery trucks which retain the torque tube drive system, all 1941 trucks have the Hotchkiss type drive.

It may seem inconsistent not to equip all trucks with the Hotchkiss drive. But both drive systems have their own advantages. Heavy Duty trucks develop almost 2-1/2 times more torque in low gear than the Light Delivery trucks. This imposes correspondingly more load on the torque tube bushings with proportionately more wear. Under extreme conditions, where trucks were operated for long distances in low gear with heavy loads, it sometimes was expedient to lubricate the torque tube drive system almost daily.

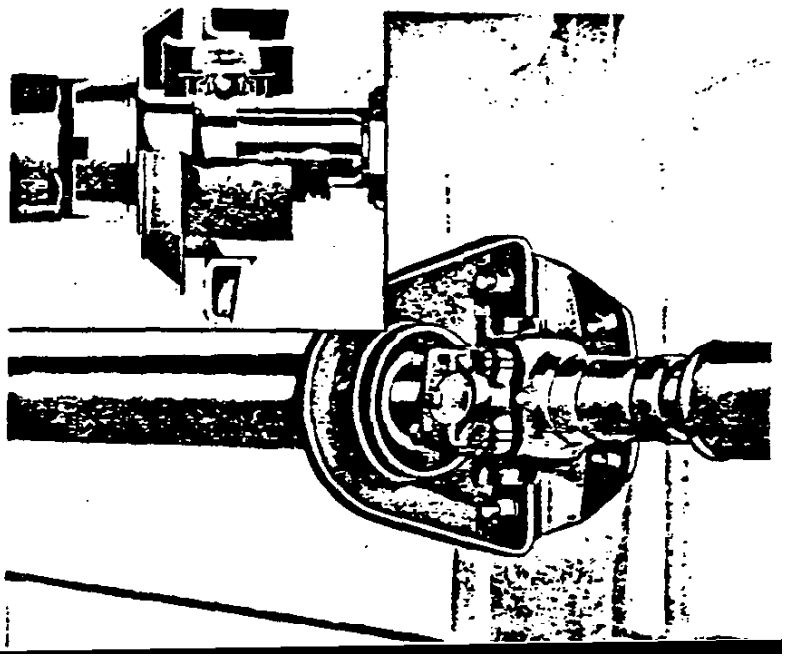
With the new Hotchkiss drive system, however, lubrication is reduced in frequency to approximately 5000 mile intervals. Along with this improvement, there are better propeller shaft conditions with consequently less wear. Since all driving and torque strains are absorbed by the springs and transferred to the side rails, they cannot manifest themselves as deflections in the propeller shaft. Therefore shaft alignment conditions are better and this desirable condition is further augmented, on all truck models with two propeller shafts, by new rubber-insulated front propeller shaft hangers which prevent chassis movement from stressing propeller shafts.

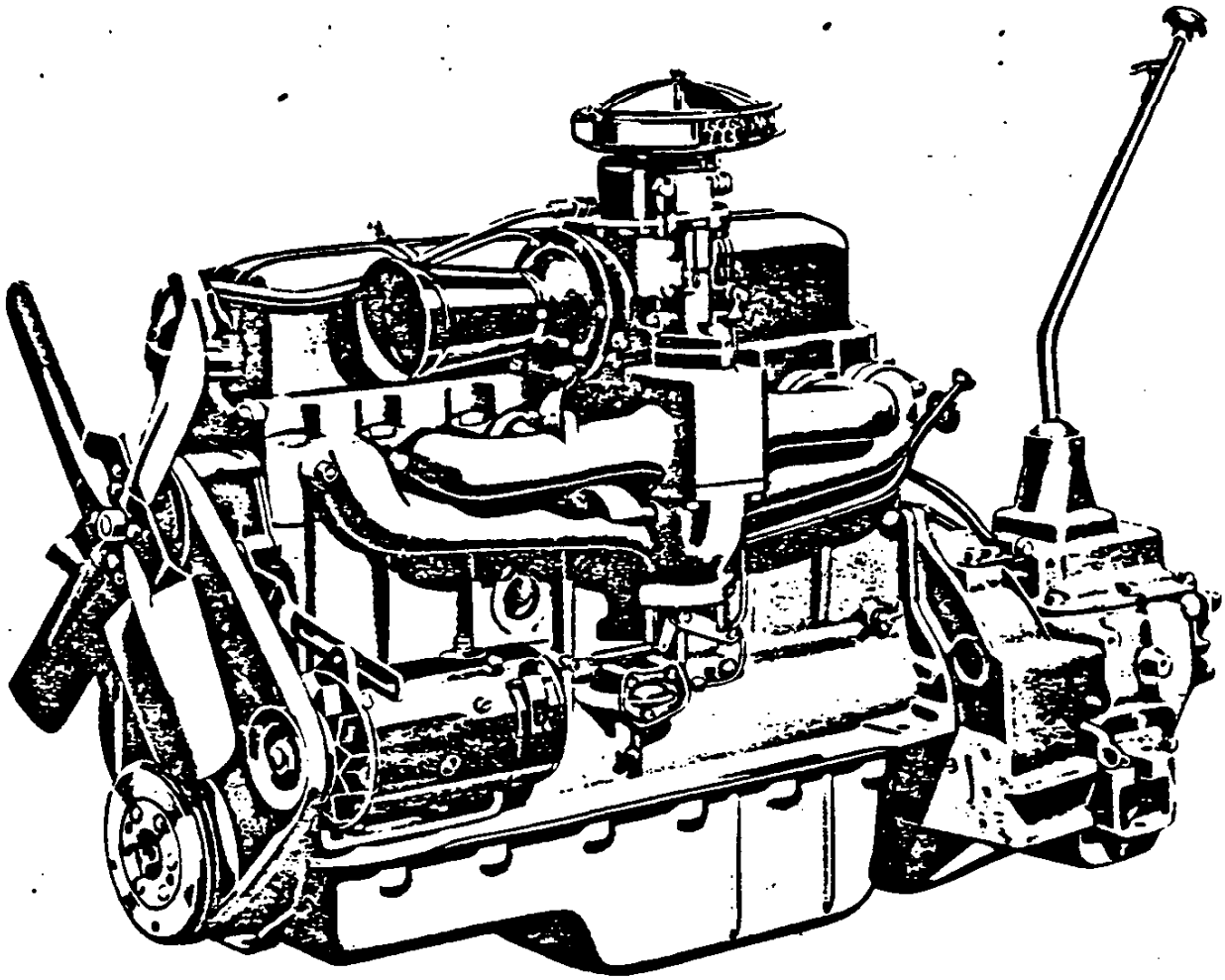
Needle bearing U-joints are used throughout the new drive system except at the front on the 3/4 Ton models. These models still retain the plain bushing U-joint because of the interchangeability between the three speed and four speed transmissions.

Hotchkiss drive systems require fixed spring seats so the rear axle housings and spring clamping bolts are revised in that respect. Also, the elimination of the torque tube requires modification of the differential carrier.

Other axle changes consist of a new differential

The Rubber Insulated Front Propeller Shaft Hanger





The More Powerful Truck Power Plant

bearing with increased load capacity. This was a mid-season change in 1940 and it affects only the Light Delivery and all 3/4 Ton models.

The Light Delivery truck drive system also is changed. The propeller shaft is 3 inches longer and is 5/16 inches larger in diameter. The increased diameter more than compensates for the added length of the truck and the result is a stiffer shaft.

RPO REAR AXLE

It is well recognized that, in spite of all admonitions, some truck owners insist upon overloading their trucks far beyond their rated capacity. Under such extreme operating conditions, axle shaft failure is apt to occur. With semi-floating axles, failure of axle shafts can mean serious inconvenience and delay to say nothing of possible damage to valuable cargo. Irrespective of the fact that the truck operator is aware where the blame lies, he oftentimes is a very disgruntled Chevrolet truck owner.

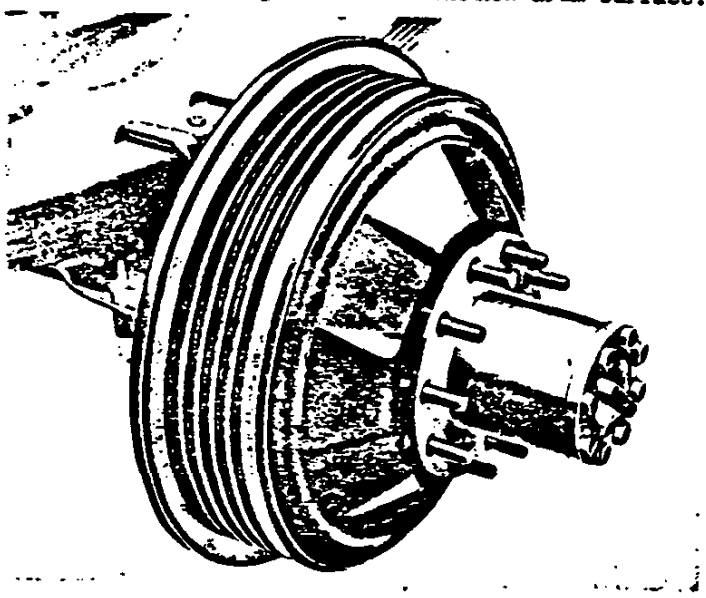
For that type of service, Chevrolet is introducing full-floating rear axles as RPO equipment for the 1941 Light Delivery and 3/4 Ton trucks. These axles remain the same as the regular axles insofar as the differential mechanism is concerned. At the wheel hubs though, the design is the same as the Conventional Truck full floating axle. Barrel type roller bearings are employed and the vehicle weight is carried on the axle housing instead of the axle shaft.

In no respect do these new axles increase the nominal rated capacity of the rear axle or the complete vehicle. Nevertheless, even with overloads, the possibility of axle shaft failure is very remote because the twisting strains set up in the shaft, as a result of carrying the vehicle load, are not present in the full-floating type of axle. In full-floating axles, the shaft has

only one job to do and that is to transmit engine torque. Even though extremely unlikely, should axle shaft failure occur, it would not have the serious consequences that might be possible with a semi-floating axle. Because the wheel cannot come off due to shaft failure, the load is not endangered and there is no possibility of damage to the wheelbrake mechanism. Furthermore, with full-floating axles, the shaft can easily be replaced without jacking up the truck or removing the load.

BRAKES

Composite cast iron brake drums now replace the pressed steel drums used on the 1940 conventional Heavy Duty trucks. To maintain the same braking characteristics, the brake lining coefficient of friction is changed to match the new drum surface.



Heavy Duty Truck Brake Drum

REGULAR TRUCK ENGINE

The power output of the truck engine is considerably higher than in 1940, the maximum horsepower being increased from 78 to 90 horsepower and the maximum torque from 168 to 174 foot-pounds. This greater power results from design improvements and the elimination of the riser sleeve in the inlet manifold that formerly was used to internally govern the engine. All improvements in the passenger car engine apply to the truck engine with the exception that the only change in the cab-over-engine updraft carburetor is the new balance passage between the air horn and float chamber like on the downdraft carburetor.

RPO TRUCK ENGINE

Truck operators who use their trucks in extremely heavy duty service will be especially interested in the new, more powerful truck engine that is available as RPO equipment for all 1941 Heavy Duty trucks. With a 3-9/16 inch bore and a 3-15/16 inch stroke, the new engine has a piston displacement of 235.5 cubic inches and a compression ratio of 6.62:1. Compared to the regular truck engine, the larger bore raises the calculated S.A.E. horsepower rating to 30.4. The actual power output of the engine, however, as measured by the torque is increased considerably more than would be indicated by the higher S.A.E. rating.

Essentially the new engine is the same as the regular one. Larger bore sizes obviously necessitate new pistons and rings, and the longer stroke requires a different crankshaft. The new piston is the same length though it is cut-away slightly more for proper clearance with the crankshaft counterweights. Piston rings remain exactly the same except for the larger diameter.

To obtain the 6.62:1 compression ratio with the new longer stroke, the height of the engine block is increased 1/8 inch. Together with all the other engine changes, this does not increase the engine weight more than a few pounds. Hence, for all practical purposes, it can safely be said that the increased power output is all profit from the standpoint of power to truck weight ratio.

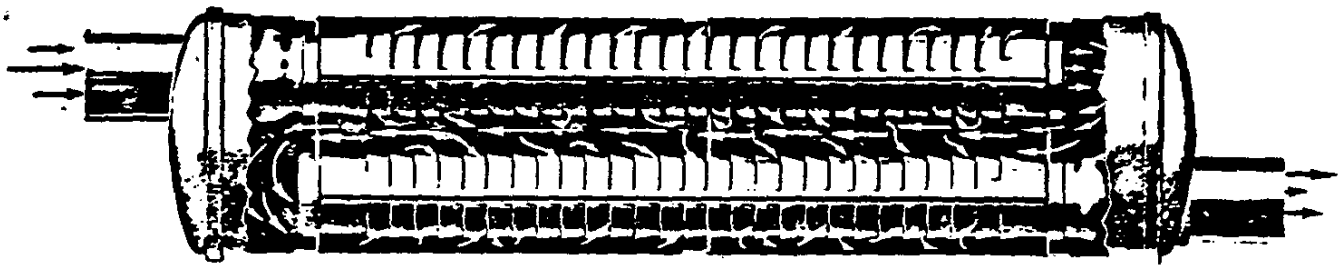
In 1940, the regular engines for the conventional trucks were internally governed by a manifold restriction while the cab-over-engine truck manifold size was such that comparable performance was obtained without the restrictor. This restrictor is removed from the regular conventional truck engines for 1941 and it is not present in the RPO engine. Consequently, since there is no restrictor to remove in the cab-over-engine RPO engine, the manifolds are increased in size to maintain equal performance between the two RPO engines.

Except for the increased height of the engine block, the overall dimensions are the same. By using the same exhaust system and engine mountings, complete installation interchangeability between the RPO and the regular engine is possible. The RPO heavy duty radiator equipment must be used with this engine.

Since the cylinder head, valve train, carburetor, generator, ignition system, etc. are the same for both engines, the stocking of service parts will be little affected. Therefore, truck operators need not worry about their trucks being out of active service for long periods of time while waiting for service parts.

RADIATOR CORES

The radiator cores of all 1941 trucks are moved forward 1/4 inch in the truck chassis because of the longer water pump. The outlet casting is revised for the new position of the inlet hose of the water pump. New mounting flanges are used on the truck radiators to permit the changes in the sheet metal design.



The New Diffusion Type Truck Muffler

EXHAUST SYSTEM

All Chevrolet trucks for 1941 have a safer, quieter more durable exhaust system. It is entirely new from the exhaust manifold to the end of the tail pipe, including an improved muffler and a full length tail pipe with a thicker wall and larger diameter.

The new muffler is of integral construction to eliminate noise and rattling. This unit employs the reverse flow and diffusion principles so successfully used on passenger cars to obtain quiet operation. When the exhaust gas enters the inlet louver tube, some passes through the louver slots to the outlet louver tube and the remainder through the tube to the end chambers, where it reverses to flow through the muffler and through holes in the cross baffles to the outlet louver tube. The muffler shell, the two louver tubes and three cross baffles are welded together as a unit, which construction makes it unusually durable and free from noise. The muffler also is independent of the exhaust pipe in that it is attached to the latter by a nipple joint, which is held by a rigid clamp.

On all trucks, the tail pipe diameter is increased from 1-1/2 inches to 1-3/4 inches, which results in less back pressure. Its metal thickness is increased from .029 inch to .037 inch, or almost 28 per cent, to reduce the effect of corrosion. All trucks now have a full length tail pipe, which extends back of the rear axle to the end of the chassis to discharge the exhaust gas as far from the driver's compartment as practically possible.

CLUTCH

Clutches on the 3/4 Ton and Heavy Duty trucks are equipped with an improved driven plate which is entirely new except for the clock spring cushions and the facings. The torsional vibration damper in the plate is redesigned with higher capacity torque springs and a method of controlling friction is provided to prevent high gear clatter, which was experienced formerly with heavy loads. There are six torque springs instead of eight springs as in 1940. This new driven plate is interchangeable with the 1938, 1939 and 1940 units and will be used for servicing them. The flywheel incorporates a grease collecting groove like on the passenger car flywheel.

The clutch of the Light Delivery trucks has the same changes in the clock spring cushions of the driven plate and the grease collecting ring on the flywheel as on the passenger cars. Also pedal travel is increased to give the proper release.

TRANSMISSION

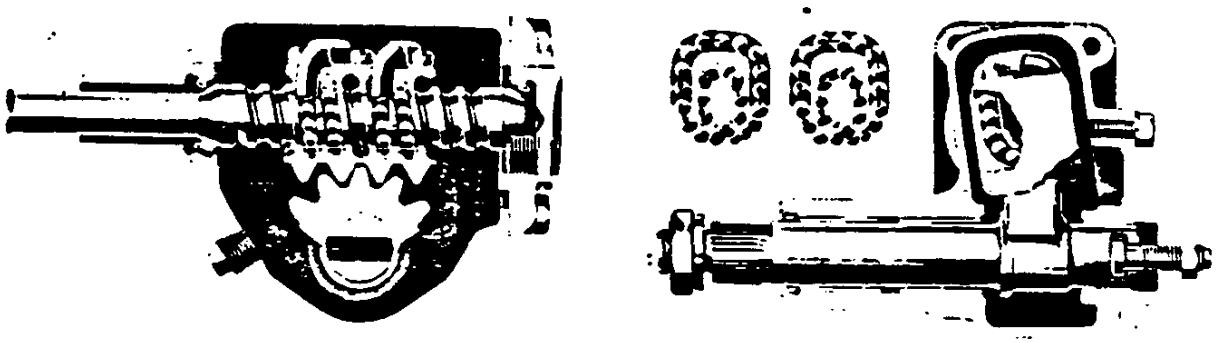
The three-speed transmissions of the Light Delivery and 3/4 Ton trucks are improved for greater durability. Roller bearings replace the bronze bushings at the counter shaft and carburized gears are provided in the transmission of the Light Delivery trucks as well as that of the 3/4 Ton trucks. Steel countergear thrust washers are used to retain the rollers. They replace bronze washers. Otherwise the changes in the mainshaft splines, speedometer gear location and reverse idler gear bushings are the same as described under the passenger car transmission.

On the Light Delivery and 3/4 Ton trucks the four-speed transmission, which is optional equipment, has the torque tube type connection. The regular four-speed transmission on the Heavy Duty trucks is designed with a leather oil seal for the open universal joints.

FUEL TANKS

During the 1940 production year, a change was made in all gasoline tanks which are mounted on the side of the chassis. Baffle plates were redesigned into two-piece construction. Where previously the single piece baffle was welded to the sides and bottom of the lower half of the tank, the two-piece construction permits welding the baffle to the sides of whichever tank half it happens to be in.

Both the top and bottom surfaces of the new tanks now have a 5/16 inch crown instead of being



The Easily Manipulated Recirculating Type Steering Gear

flat as they were before. Crowning these surfaces provides better mounting strap contact and also overcomes the "oil-canning" effect when the truck is traversing rough roads. An increase of tank metal thickness to .0359 inch naturally makes the tank much stronger.

STEERING GEAR

Nearly everyone has watched house movers at work and admired the skill and ease with which they move such enormous weights. Were they to attempt to drag such a weight on skids alone, the task would be almost impossible. Yet by placing anti-friction rollers between the skids and the supports, the project becomes not only practical but comparatively easy.

This same principle is adopted in all 1941 Chevrolet trucks. But, in its adoption, two very definite improvements were made. Where house movers employ a couple of men to pick up the rollers in back of the house and lay them down in front, this job is done in the Chevrolet steering gear by two simple tubes. And, in place of rollers as the anti-friction medium, balls are used.

Chevrolet's new steering gear consists of a worm at the lower end of the steering shaft as before. This worm revolves in a new part known as the steering worm nut which is grooved the same as the worm. These grooves are the races for the ball bearings. Consequently, the only contact between the worm and the nut is the rolling balls.

The worm nut has rack teeth that mesh directly with the sector on the pitman arm. At this point there is rolling contact between the teeth as well as between the worm and worm nut. The entire mechanism operates in a bath of oil. Completing the adoption of anti-friction bearings in the steering gear, a ball bearing unit replaces the plain bushing at the top of the steering column. Throughout the entire steering gear unit all working surfaces are rolling contact; there is no sliding contact at all.

With the new design and the effects of the new steering gear ratios which are increased from 16:1 to 19.8:1 on the conventional trucks and from 17:1 to 23.6:1 on the cab-over-engine models, steering effort is reduced considerably. At 5 MPH it is 41% less; at 10 MPH it is 36% less; and at 15 MPH the reduction is 30%.

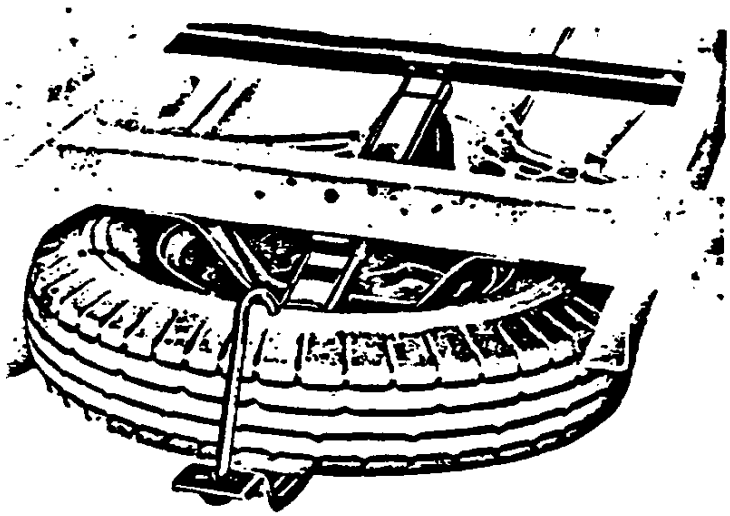
To the truck driver, this new steering gear is a very definite improvement. But the truck owner is going to derive just as much benefit. With ball bearing action in the steering gear in place of the former sliding contact, steering gear life is greatly prolonged. Naturally, this will be reflected in lower operating service costs.

Adjustment of the new steering gear remains much the same as before. The teeth on the worm nut are set at an angle with relation to those on the pitman arm sector. Back-lash between these two gears can be regulated by the adjustable pitman arm thrust screw. Likewise, end adjustment of the worm is accomplished by a threaded plug located below the lower bearing just as it was in 1940.

All conventional trucks have a new horn button contact which is of the continuous ring type similar to that of the 1941 passenger car design.

WHEEL CARRIERS

Monorail spare wheel carriers on all Light Delivery and 3/4 Ton trucks are redesigned for more sturdy construction and easier spare wheel removal. The redesign includes a new carrier strap formed from a channel section stamping. It replaces the convex spring steel strap used in 1940. This strap, which carries the spare wheel, slides out from under the truck in the same manner as before although the travel can be extended several inches further. A new type pedestal, to which the wheel is bolted, is free to slide a limited distance on the strap. On panel type models, where the body skirt makes it difficult to reach the wheel hold-down bolts, this is of real value.



The Monorail Wheel Carrier

After the wheel is in place, a new spacer of "steer horn" shape is bolted with the wheel to the pedestal. This new spacer replaces the two strap steel brackets that formerly were fastened to the frame rear cross member. It no longer is necessary to align the carrier to any fixed brackets as it was in the former design.

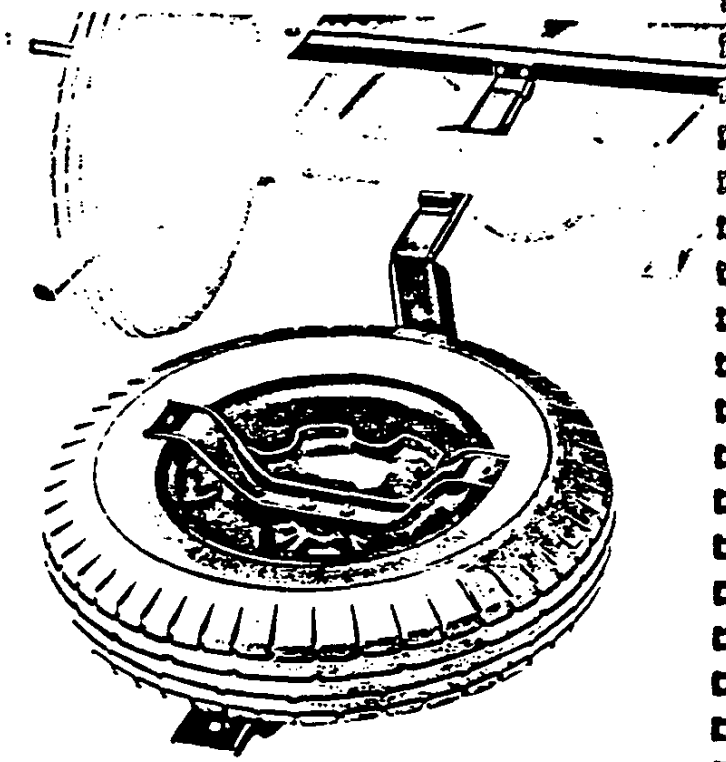
In 1940, on some models, a Tee bolt was used to support the rear of the strap and only certain models were equipped with locks. In 1941 a hook bolt and lock is furnished on all Light Delivery and 3/4 Ton models. Due to the longer overhang of panel type bodies, the strap back of the hook belt is made longer for easier handling.

RPO EQUIPMENT

For 1941, all Conventional trucks are added to the list on which Tru-stop brake equipment is available.

On the above models in addition to the school-buses and all cab-over-engine trucks, the brake booster piston size is increased. The overall result is a 27% increase in brake booster capacity.

Removing the wheel



NEW FEATURES

PASSENGER CARS

The following list of new features for the 1941 passenger cars is intended as a summary of the foregoing passenger car descriptions. These features are grouped under the vehicles' characteristics to which they contribute most. In this list, the Special Deluxe Sport Sedan is used as an example. In addition, where features apply to other model or body types, indication is made with each feature listed. "All" signifies that a feature applies to all body types in both lines. "Special" indicates that the feature applies to all cars in the Special Deluxe line. No attempt is made to make the list complete for all the model and body types other than the Special Deluxe Sport Sedan.

LARGER EXTERIOR DIMENSIONS ..... All
Longer wheelbase ..... All
Increased overall length ..... All
Greater width across fenders and body ..... All
Slightly less overall height ..... All

MORE MASSIVE LOWER-APPEARAING FRONT END .... All
Wider, deeper plain-faced bumper ..... All
Wider radiator grille with deeper bars ..... All
Wider spaced headlamps ..... All
Headlamps set low, integral with fenders ... All
Greater spread across fenders ..... All
Fenders sweep up into hood; no valleys ..... All
Wider, deeper hood ..... All
Wider, more massive body; sloping sides .... All
Flush-type, rectangular parking lamps ..... All

GREATER LENGTH AND LOWNESS (Side view) ..... All
Increased wheelbase and overall length ..... All
Greater mass of car closer to ground ..... All
More massive body with exterior running boards eliminated ..... All
Body mounted lower ..... All

Deeper fender crowns ..... All
Deeper hood with louvers mounted lower ..... All
Increased windshield slope ..... All
Increased rear window slope .....
..... Sedans, Coupes, and Cabriolet
Smoother curvature from top into windshield, rear panel and body sides ..... All Turret Top bodies
Greater accent on horizontal lines ..... All
Long hood and headlamp ornaments ..... All
Shallower, longer side window groups .....
..... Sedans and Coupes
Deeper, lower mounted body belt mouldings ...
..... All (except Station Wagon)
Stainless steel crease line added .....
..... All Special (except Station Wagon)
Deeper faced body sill mouldings ..... All

MORE MASSIVE LOWER-APPEARING REAR END ..... All
Wider, lower body with sloping sides ..... All
Greater spread across fenders ..... All
Flush type, rectangular tail and stop lamps ....
..... Sedans, Coupes and Cabriolet
Wider, lower, deeper faced bumper ..... All
Increased tread ..... All

STRIKING NEW BEAUTY IN DESIGN DETAIL ..... All
Centrally mounted front license plate ..... All
Die cast radiator grille frame ..... All
New, horizontally lined, hood louvers ..... All
Wider windshield and side window reveals .....
..... Special Sedans and Coupes
Door handles mounted on body belt mouldings ....
..... All (except Station Wagon)
Concealed side door hinges ..... All
Concealed entrance steps ..... All
Stainless steel rear window reveal added .....
..... Special Sedans and Coupes
Concealed trunk lid hinges ..... All Sedans
Neater group of rear license, light and trunk handle ..... Sedans, Coupes and Cabriolet
Gravel deflector added between body and rear bumper
..... All (except Station Wagon)
New hub cap design ..... All

MORE ATTRACTIVE AND LUXURIOUS INTERIORS .... All
Smarter, more beautiful instrument panel ... All
Better balanced design ..... All
Two-tone finish ..... All Special
Emphasis on horizontal lines .... All Special
Chrome plated, die cast radio grille .. All
Chrome plated instrument cluster and glove compartment door decoration ... All Special
Matching speedometer and clock . All Special
New instrument cluster treatment ..... All
More attractive control knobs ..... All
Permanent ash tray ..... All Special
Improved steering wheel appearance . All Special
Two-spoke steering wheel ..... All Special
Full-circle horn blowing ring ... All Special
More attractive hub cap ..... All Special
Smarter side window garnish moulding appearance
..... Special Sedans and Coupes
Two-tone finish ... Special Sedans and Coupes
Stainless steel bead divides tones .....
..... Special Sedans and Coupes
Chrome and plastic medallions on lower panels
..... Special Sedans and Coupes
Two-toned canda cloth upholstery .....
..... Special Sedans and Coupes
Imitation leather scuff pads added at bottoms of seats and all doors ... Special Sedans and Coupes
Extensive use of chrome and stainless steel trim
..... All Special
Chrome plated trim on instrument panel .....
..... All Special
Stainless steel beading added on side window garnish mouldings .. Special Sedans and Coupes
Stainless steel trim above scuff pads on rear seat and doors .... Special Sedans and Coupes
Chrome rimmed side door insert panels .....
..... Special Sedans and Coupes
Improved hardware appearance ..... All Special
More attractive dome light .....
..... Special Sedans and Coupes

INCREASED COMFORT ..... All
Easier entrance ..... All
Weather-protected steps ..... All
Rear door opens forward .... All Sport Sedans
Rear door wider at bottom .... All Sport Sedans
More spacious interiors ..... All
More foot room with wider floor ..... All
Wider seats ..... All
More shoulder room .... All Sedans and Coupes
Increased rear seat elbow room ... All Sedans
More comfortable rear seat location .....
..... All Sedans, Coupes and Cabriolet
Larger package shelf ... All Sedans and Coupes
Better riding qualities ..... All
Longer wheelbase ..... All
Softer rear springs in closer balance with front springs ..... All
Closer balance between front and rear shock absorbers ..... All
Increased stability ..... All
Lower center of gravity ..... All
Wider rear tread ..... All
Greater spread between rear springs ..... All
Wider chassis frame ..... All
New rear spring geometry ..... All
More rigid body to frame mounting ..... All
Wind noise and air leaks at door hinges eliminated
..... All

INCREASED SAFETY AND CONVENIENCE ..... All
Stronger bumpers ..... All
Parking lamps designed for installation of direction signal lamps ..... All
Improved hood locking mechanism ..... All
Door lock added at left front door ..... All

Door locks more theft resistant type ..... All (except Station Wagon)
Larger, firmer grip door handles ..... All
Doors stay open automatically until pushed shut intentionally ..... All (except Station Wagon)
Automatic dome light switch added at driver's door ..... All Special (except Station Wagon)
Covered entrance steps assure dry, clean, safe footing and deter stop-light bandits ..... All
Improved visibility ..... All
Larger windshield ..... All
Increased windshield wiper swept area ... All
Sidewise adjustment added to sun visors .... All
Larger, spherically curved rear window ..... All Sedans and Coupes
Easier car control ..... All
Two-spoke steering wheel ..... All Special
Full circle horn blowing ring ..... All Special
Easier-action accelerator treadle ..... All
Non-slip foot control pads ..... All
Spare wheel more accessibly mounted in trunk ... All Sedans
Trunk load space more useable .... All Sedans
More light in trunk compartments .... All Sedans

STRONGER BODY STRUCTURE ..... All
Greater durability ..... All
Stronger center pillars ..... All Sport Sedans
Heavier box-section body sills ..... All
More and stronger body floor cross bars .... All
Stronger, stiffer floor construction ..... All
Body reinforced by wider frame ..... All
More two-bolt body to frame attachments . All
All-steel welded front seat construction ..... All Sedans, Coupes and Cabriolet
Stronger, more durable construction ..... All Sedans, Coupes and Cabriolet
Front seat cushion easily removed ..... All Sedans, Coupes and Cabriolet

IMPROVED FRONT SUSPENSION ..... All
Front wheel bearing capacity increased ..... All
Stronger front wheel spindle ..... All

IMPROVED REAR SUSPENSION ..... All
Smoother, flatter riding qualities ..... All
Lighter rate rear springs ..... All
Closer balance between front and rear shock absorbers ..... All
Reduced side sway on turns ..... All
Greater spread between rear springs ..... All
Easier car handling and better ride control ... All
Improved rear spring geometry ..... All

EQUAL PERFORMANCE WITH HEAVIER CAR ..... All
Engine horsepower and torque increased ..... All
Higher compression ratio ..... All
Reshaped combustion chambers ..... All
Increased turbulence under compression .... All
Lower intake valve, flat top piston ..... All
Better fuel and oil economy ..... All
Engine operates on leaner mixture ..... All
More efficient carburetor ..... All
Better air flow thru throttle throat .... All
Idle tube redesigned to prevent clogging, and stalling after quick stops ..... All
Freer flow of gas vapor through balance passage ..... All
Better control of valve stem lubrication ... All
Umbrella covers added over intake valve stems ..... All
Excess oil on valve stems prevented .. All
Improved timing gear lubrication ..... All
Flat top piston with thicker head ..... All
Longer lived accelerator pump lever bearing ... All
More accessible air cleaner mounting clamp .... All
Higher capacity ignition system ..... All
Increased coil output ..... All
Hermetically sealed coil ..... All
Better secondary terminal insulation on coil ..... All
Improved low speed characteristics ..... All
Higher capacity condenser ..... All
Breaker point life prolonged indefinitely . All
Polarity reversing switch added in distributor circuit ..... All
More accurately machined distributor cam .. All
Stronger, more durable spark plugs ..... All
Higher-temperature resistant insulators .. All
More efficient cooling system ..... All
Better exhaust valve and seat cooling ..... All
Repositioned valve seats ..... All
Increased water space around exhaust valve seats ..... All
Improved exhaust valve stem cooling .. All
New radiator core ..... All
Improved heat dissipation ..... All
More fins added ..... All
Signal horns moved out of air stream .... All
Seal prevents air leakage over top of radiator core ..... All
More equalized cylinder bore cooling .... All
Double outlet water pump ..... All
Improved rocker arm material ..... All
Granodized, diamond bored rocker arm bearing surfaces ..... All

IMPROVED CLUTCH ENGAGEMENT CHARACTERISTICS ... All
Discs better protected against grease ..... All
Deeper cushioned driven plate ..... All

EASIER TRANSMISSION OPERATION AND SERVICE .. All
Vacuum cylinder relocated for easier universal joint service ..... All
Speedometer gears relocated for more accurate operation and easier service ..... All
More durable transmission ..... All
Shifter yokes granodized to resist wear ... All
Stronger clutch gear bearing retainer ... All

BETTER FUEL AND EXHAUST SYSTEMS ..... All
Fuel line pocket at fuel tank eliminated ..... All
Fuel tank filler neck rust-proofed ..... All
Better fuel tank drainage ..... All
Steadier pointer on fuel gauge ..... All
Better alignment of exhaust system parts ... All
Improved exhaust system mountings ..... All
Exhaust vibrations isolated from frame .... All
More durable, thicker walled tail pipe ..... All

STRONGER, BETTER STEERING MECHANISM ..... All
More rigid mast jacket ..... All
Stronger bracing between frame and instrument panel ..... All
Thicker mast jacket wall ..... All
Better tie rod end sealing ..... All
Easier horn operation ..... Special
Full circle horn-blowing ring ..... Special
Lighter touch blows horns ..... Special

MORE RIGID PROPELLER SHAFT AND TORQUE TUBE .... All

NON-OVERFILL BATTERY CAPS ..... All

NEW ACCESSORIES ..... All
Bumper grille guard unit ..... All
Front fender trim unit ..... All
Foot scraper ..... All
Broadcasting and Short wave radio (9 tubes) ... All
Broadcast and four short wave bands.
Three-gang permeability tuning.
Elliptical cone speaker.
Automatic volume control.
Reel type antenna ..... All
Emergency brake release signal ..... All
Outside thermometer ..... All
Spare tire lock ..... All

IMPROVED AND RESTYLED ACCESSORIES ..... All
Ornamental steering wheel ..... All
Improved, silent spinner hand grip.
Universal radio restyled (5 tubes) ..... All
Deluxe radio (6 tubes) ..... All
Three-gang permeability tuning added.
Newly designed, elliptical cone speaker.
Super Deluxe radio (8 tubes) ..... All
Automatic volume control introduced.
Elliptical cone speaker introduced.
Three-gang permeability tuning added.
Super Deluxe and Deluxe heaters ..... All
Core capacity increased.
Motor improved.
Three-speed switch added.
Underseat heater ..... All (except Cabriolet)
Motor improved.
Three-speed switch added.
Rear window sun shade ..... All Sedans
Radiator ornament ..... All
Fog lamps ..... All
Winter front ..... All
Rear wheel fender streamliner ..... All
Back-up lamp ..... All
Trunk guard ..... All
Electric clock ..... All
Prismatic rear view mirror ..... All
Seat covers ..... All
Wheel discs ..... All
Windshield defrosters ..... All

TRUCKS

Like the passenger car new features list, this list is intended as a summary of the truck descriptions already made. In the list, "LD" refers to Light Delivery (1/2 Ton) trucks, "Conv." to the conventional type of truck, "COE" to cab-over-engine trucks, and "HD" to Heavy Duty 1-1/2 Ton trucks.

MORE MASSIVE APPEARANCE ..... All
Longer wheelbase ..... All
Wider, two-section grille with wider bars .. All
Accent on lowness ..... All
Hood ornament omitted ..... All
Vertical vane hood louvers ..... All Conv.
Stainless steel louver mouldings ..... All Conv.
"Alligator jaw" hood opening ..... All COE
Easier engine front compartment servicing ... . All COE
Bigger, more massive front fenders ..... All
Fender valleys completely eliminated .... All
Fenders designed for larger tires ..... All
Completely new and relocated headlamps ..... All
Longer, streamlined headlamps ..... All
Headlamps mounted on fenders ..... All
Streamlined parking lamps on headlamps .... All
Stronger, more massive bumpers ..... All
Bumper sectional thickness increased .... All
Wider bumper face bar ..... All except COE

IMPROVED DRIVER COMFORT ..... All
Wheelbase increase utilized for driver ..... All
More legroom ..... All
More comfortable seat back incline ..... All
Four point seat adjustment ..... All cabs
More comfortable seat cushions ..... All
Cotton batt added above hair pad ..... All
Deeper seat back springs ..... All cabs
More comfortable seat back contour .... All cabs
Treadle type accelerator ..... All
Over center cowl ventilator control ..... All
Easier steering ..... All
Improved controls sealing ..... All
Better windshield sealing ..... All
New rubber seal added at toe boards ..... All

INCREASED DURABILITY ..... All
Stronger hood center hinge ..... All Conv.
Instrument panel brace added ..... All
Better stud support for door remote control handle ..... All

One piece dash leg brace and side sill ..... All
Stabilized front end structure unified ..... All
Floor mat fastenings added ..... All

EASIER ENGINE INSPECTION AND SERVICE ..... All COE
Quickly removable floor boards ..... All COE
Completely removable toe pans ..... All COE

STRONGER, MORE RIGID FRAMES .....
..... 160" Conv., 158-1/8" COE, School Bus
Frame fish plates added as regular equipment ...
..... 160" Conv., 158-1/8" COE, School Bus
Stronger rear cross member to side rail fastening ..... LD

MUCH IMPROVED RIDING QUALITIES ..... All but LD
Two stage front springs added ..... 3/4 Ton
Softer front springs ..... All Conv. but LD
Two stage rear springs .....
..... 3/4 Ton, 3/4 Ton 134-1/2", and HD Panel
Softer rear springs ..... All but LD
Better rear shackle angle ..... All but LD
Improved clamping of rear spring bolt .....
..... All except LD

STRONGER, MORE DURABLE FRONT AXLE ... LD & 3/4 Ton
Increased I-beam section size ..... 3/4 Ton
Larger spindle diameters ..... LD & 3/4 Ton
Greater capacity front wheel inner bearings ....
..... LD & 3/4 Ton
Larger diameter steering knuckle .... LD & 3/4 Ton
Larger diameter king pin ..... LD & 3/4 Ton
Floating king pin bushing ..... LD & 3/4 Ton
Improved king pin lock pin ..... LD & 3/4 Ton

HOTCHKISS DRIVE SYSTEM ..... All but LD
Reduced frequency of U-joint oiling ... All but LD
Better propeller shaft alignment ..... All
Rubber insulated front propeller shaft hanger ..
..... All but LD & 109-1/8" COE
Needle bearing U-joints ... All but 3/4 Ton front
Stronger, more rigid propeller shaft and torque tube of larger diameter ..... LD

FULL-FLOATING (RPO) REAR AXLE ..... LD & 3/4 Ton
Stronger type axle ..... LD & 3/4 Ton
Less chance of shaft failure ... LD & 3/4 Ton
No load carried on shaft .... LD & 3/4 Ton
All load carried on housing ... LD & 3/4 Ton
Barrel type wheel bearings ..... LD & 3/4 Ton
Easier axle shaft replacement ..... LD & 3/4 Ton
No possibility of damage to cargo should shaft break ..... LD & 3/4 Ton

IMPROVED ENGINE (REGULAR) ..... All
Engine horsepower and torque increased ..... All
Higher compression ratio ..... All
Reshaped combustion chambers ..... All
Increased turbulence under compression .... All
Restricter sleeve omitted ..... All
High fuel and oil economy ..... All
Engine operates on leaner mixture ..... All
More efficient carburetor ..... All
Idle tube redesigned to prevent clogging, and stalling after quick stops .. All but COE
Freer flow of gas vapor through balance .. passage ..... All
Better control of valve stem lubrication ... All
Umbrellas added on intake valve stems ... All
Excess oil removed from exhaust stems ... All
Improved timing gear lubrication ..... All
Flat top piston with thicker head ..... All
Longer lived accelerator pump lever bearing ... All
Higher capacity ignition system ..... All
Coil output greater ..... All
Hermetically sealed coil ..... All
Better coil secondary terminal insulation . All
Improved low-speed characteristics ..... All
Higher capacity condenser ..... All
Breaker point life prolonged indefinitely . All
Polarity reversing switch added ..... All
More accurately machined distributor cam .. All
Stronger, more durable spark plugs ..... All
More heat resistant insulators ..... All
More efficient cooling system ..... All
Better exhaust valve and seat cooling ..... All
Repositioned valve seats ..... All
More water space around exhaust seats ... All
Improved valve stem cooling ..... All
New radiator core ..... All
Improved heat dissipation ..... All
More fins added ..... All
More equalized cylinder bore cooling .... All
Double outlet water pump ..... All
Improved rocker arm material ..... All
Granodized, diamond-bored bearing ..... All

NEW, MORE POWERFUL ENGINE (RPO) ..... All HD
All improvements of regular engine ..... All HD
PLUS:
Increased torque ..... All HD
Larger engine ..... All HD
More piston displacement ..... All HD
Bigger bore ..... All HD
Longer stroke ..... All HD
Higher compression ratio ..... All HD
Complete installation interchangeability with regular engine ..... All HD
High degree of parts interchangeable with those of regular engine ..... All HD

IMPROVED CLUTCH ENGAGEMENT CHARACTERISTICS ... All
Discs better protected from grease ..... All
High cap. torsional vibration damper .. All but LD
Improved clutch facing cushion springs ..... LD

MORE DURABLE 3-SPEED TRANSMISSIONS .. LD & 3/4 Ton
Roller bearings for countershaft .... LD & 3/4 Ton
Steel countergear thrust washers .... LD & 3/4 Ton
Carburized gears ..... LD

ENTIRELY NEW EXHAUST SYSTEM ..... All
New, improved, more durable muffler ..... All
  Reverse flow and diffusion type ..... All
  Full-welded construction ..... All
Better, more durable, full-length tail pipe ... All
  Larger tail pipe diameter ..... All
  Improved tail pipe to muffler connection ... All
  Thicker tail pipe wall ..... All

IMPROVED MONO-RAIL TIRE CARRIERS .... LD & 3/4 Ton
New carrier strap ..... LD & 3/4 Ton
Extended carrier travel ..... LD & 3/4 Ton
Better alignment ..... LD & 3/4 Ton
Improved Tee bolt ..... LD & 3/4 Ton
Easier hand grip on carrier strap .... LD & 3/4 Ton

COMPLETELY NEW STEERING GEAR ..... All
Reduced steering gear effort ..... All
  Recirculating ball bearing nut type ..... All
  No sliding contact in steering gear unit ... All
  Ball bearing at upper end of column ..... All
  Increased steering gear ratios ..... All
Steering gear life prolonged ..... All

COMPOSITE CAST IRON BRAKE DRUMS ... All Conv. HD

STRONGER FUEL TANKS ..... All side mounted tanks
Improved tank baffles ... All side mounted tanks
Top and bottom surfaces crowned .....
..... All side mounted tanks
Thicker metal ..... All side mounted tanks

COMPARATIVE SPECIFICATIONS

PASSENGER CARS	1940	1941
CAR OVERALL DIMENSIONS (Sport Sedan)		
Wheelbase	113"	116"
Overall length	192-3/16"	195-3/4"
Overall length, less bumpers	181"	182-3/4"
Overall width, over rear fenders	71-21/32"	72-23/32"
Overall height, loaded	66-1/4"	65-7/8"
Width across front fenders	70-7/16"	72-1/8"
BODY INTERIOR DIMENSIONS (Sport Sedan)		
Inside body length (dash to rear window)	106"	109-3/4"
Inside body width, at floor	54"	59"
Front seat width	54-3/8"	57-1/2"
Front seat shoulder room	54-1/2"	54-3/4"
Rear seat width	47-1/2"	48-1/2"
Rear seat shoulder room	51-1/2"	54-1/4"
Rear seat elbow room	55"	57-1/2"
BUMPERS AND LICENSE PLATES		
Bumper section height	4-3/8"	4-1/2"
Rear bumper height above ground	13-3/8"	12-5/8"
Front license plate location	In front of right front fender	In center of front bumper
Front license plate guard	No	Yes
HEADLAMPS, PARKING LAMPS, AND TAIL LAMPS		
Headlamp design	Mounted on fender	Integral with fender
Headlamp center spacing	41-3/4"	46-7/8"
Headlamp centers to ground	33-5/16"	32-7/16"
Parking lamp location	Next to headlamp, on top of fender	Below headlamp, in fender
Tail lamp shape	Oval	Rectangular
	Vertical	Horizontal
HOOD AND GRILLE		
Hood width (max.)	52-1/8"	55-1/8"
Hood crown depth (max.)	9-7/8"	10-7/8"
Hood side panel design	Separate unit	Integral with fender
Grille bars	17	11
Grille bar width	7/16"	9/16"

	1940	1941
FENDERS AND RUNNING BOARDS		
Front fender crown depth	6-3/4"	8-3/4"
Rear fender crown depth	8-1/2"	8-3/4"
Rear fender guard	None	Heavy rubber
Running board type	Conventional	Concealed
WINDSHIELD		
Windshield slope (from vertical)	37°	41°
Windshield width (max.)	46"	46-3/4"
Windshield height	10-9/16"	10-13/16"
Exposed windshield glass area	606 sq.in.	662 sq.in.
Windshield area swept by wiper	173 sq.in.	188 sq.in.
Sun visor type	Fixed	Sliding
Sun visor adjustment	Slotted head screw	Knurled tension screw
BODY (Sport Sedan)		
Crease line (Special Deluxe)	Formed in body	Stainless steel moulding
Rear window trim moulding (Special Deluxe)	None	Stainless steel
Two-tone color combinations	None in production	3 combinations available
Door hinges	Two on each side concealed	All concealed
Door handle location	Below belt moulding	Continuation of belt moulding
Door handle length	6-1/16"	6-3/8"
Door lock location	In right hand door lock	In both front door panels
Number of door locks	One	Two
Rear door opening	Hinged at rear	Hinged at front
Belt moulding width	7/8"	1-3/16"
Side window height (max.)	13-1/2"	12-1/16"
Body mounting bolts	18	22
Rear window slope (from vertical)	39°	45°
Rear window width	32-13/16"	35-5/8"
Rear window height	11-1/16"	12-7/16"
Rear window area	349 sq.in.	406 sq.in.
Rear window curve	Horizontal	Horizontal and vertical
Spare wheel location in trunk	Sideways	Fore and aft
BODY INTERIORS (Special Deluxe Sport Sedan)		
Front compartment ash tray location	Below radio grille	Above radio grille
Steering wheel	T-spoke	Two-spoke
Horn blowing ring	Semi-circle	Full circle
Front seat frame construction	Wood and steel	All steel
Seat adjuster locks	Left side	Both sides
Seat piping material	Upholstery material	Imitation leather
Upholstery pattern	Plain	Two-tone pin stripe
Rear seat riser trim	Upholstery material	Imitation leather
Dome light shape	Rectangular	Shield-shaped
Dome light switch location	Manual switch in right hand door pillar	Manual switch in right hand door pillar and automatic switch at left front door.
STATION WAGON AND SEDAN DELIVERY DIMENSIONS		
Station Wagon-lift gate height	13-3/4"	15-7/8"
-tail gate height	25"	22-5/8"
Sedan Delivery-advertising panel size	55-1/2" x 13-5/16"	57" x 12-3/16"
-load platform size	56-1/2" x 70-13/16"	60-1/2" x 72"
-width of platform between wheel-houses	47-1/16"	48-1/16"

POWER PLANT	1940	1941
Maximum horsepower	85	90
Maximum torque	170 ft.lb.	174 ft.lb.
Compression ratio	6.25:1	6.5:1
Intake valve length	6.072"	6.220"
Piston type	Dome top	Flat top
Ignition coil-capacity	21,500 volts max.	26,000 volts max.
-insulation	Wax	Transformer oil in water proof and dustproof container
-secondary terminal	Composition insulator	Porcelain insulator
Condenser capacity	.2 microfarad	.3 microfarad
Polarity reversing switch for breaker points	No	Yes
Distributor cam breaker angle	36°	39°
Spark plug size	14 mm.	10 mm.
Vacuum spark advance	17°	20°
Water pump outlets	One	Two
Radiator core fins	Four per inch	Five per inch
Carburetor throttle bore diameter	1-7/16"	1-1/2"
Valve rocker arm material	Drop forged steel with bronze bushings	ArMasteel without bushings
Muffler center mounting insulation	Rubber grommet	Rubber cushion
Tail pipe metal thickness	.029"	.037"
Transmission mainshaft splines	18	6
Clutch facing cushion thickness	.022"	.024"
Circular grease collecting groove on flywheel	No	Yes
CHASSIS		
Overall length of frame	165-13/16"	169-9/16"
Front of frame to centerline of front wheel	17-11/16"	17"
Rear of frame to centerline of rear wheel	35-1/8"	36-9/16"
Top of frame between front and rear kickups	13-3/4"	13-1/8"
Rear of frame to ground	17-7/16"	16-11/32"
Rear tread	59"	60"
Front wheel spindle diameter	1-3/16"	1-9/32"
Mast jacket wall thickness	.049"	.083"
Non-overfill caps in battery	No	Yes
Torque tube diameter	2-17/32"	2-13/16"
Propeller shaft diameter	1-11/16"	2"
Rear spring rate	120# per inch	115# per inch
Camber (avg.)	5/16" Negative	5/8" Negative
Distance between rear spring seats	44-11/16"	47-1/4"
Fuel-tank capacity	16 gallons (18, in Business Coupe, Coupe Pickup, and Sedan Delivery).	16 gallons in all body types
Fuel tank support (Sedans, 5 Pass. Cpe, Cabriolet)	From frame side rails	From underbody of trunk compartment by straps
Contour of fuel line at tank	Curved	Straight slant

TRUCKS	1940	1941
APPEARANCE		
Grille bars (Conv.)	16 horizontal	4 horizontal, 17 vertical
Grille bars (COE)	19 horizontal	4 horizontal, 15 vertical
Medallion	None	On lower grille (Conventional) Above upper grille (COE)

NOTE: In this list of truck comparative specifications "Conv." stands for all conventional type trucks, "COE" for all cab-over-engine trucks, "LD" for Light Delivery (1/2 Ton) trucks, and "HD" for all Heavy Duty (1-1/2 Ton) trucks.

	1940	1941
Hood ornament	One	None
Hood type (COE)	Bolted	Hinged
Radiator filler location (COE)	Above hood	Under hood
Headlamp length	9-7/16"	20-1/4"
Head lamp mounting (Conv.)	On radiator shell	At top of fender
Head lamp mounting (COE)	On fender pad	At top of fender
Parking lamp mounting (Conv.)	Separate unit on fender	Integral with headlamp at top
Parking lamp mounting (COE)	Separate unit on top of headlamp	Integral with headlamp at top
Bumper face bar size (LD & 3/4 Ton)	4-3/8" x 63"	4-23/32" x 67-1/2"
Bumper face bar size (1-1/2 Ton Conv.)	4" x 62"	4-23/32" x 67-1/2"
COMFORT		
Overall cab length	54-1/2"	56"
Maximum leg room in cab	40"	41-3/8"
Cab seat adjustment	Three-point	Four-point
Cab seat back spring depth	6-1/4"	7"
Accelerator type (All)	Button	Treadle
Accelerator seal (All)	None	Rubber bellows
Toe board support seal (All)	None	Rubber
Pedal seal (All)	Rubber grommet	Felt in metal container
Steering column seal (All)	None	Felt in metal container
Steering effort	34# at 15 MPH	24# at 15 MPH
DURABILITY		
Hood center hinge stock thickness (Conventional)	.042"	.053B"
Dash leg brace and side sill	Two-piece	One-piece
Radiator support	Two-piece	One-piece
Floor mat fasteners	None	Six studs
Frame on driver's compartment door glass	None	Metal channel with rubber lining
CHASSIS FRAME		
Fish plates (160", 158-1/8", Schoolbus chassis)	Optional at extra cost	Regular equipment
Second cross member section (3/4 Ton)	Box	Flanged channel
Second cross member location (3/4 Ton)	Under propeller shaft	Above propeller shaft
SPRINGS		
Front and rear spring type (3/4 Ton)	Conventional	Two-stage
Front spring rate (3/4 Ton & 3/4 Ton Special)	475#/"	250#/" at 350-650# 365#/" at 850-1150#
Rear spring rate (3/4 Ton)	450#/"	250#/" at 200-600# 370#/" at 1200-1600#
Rear spring rate (3/4 Ton Special 125-1/4" W.B.)	505#/"	315#/" at 250-750# 435#/" at 1400-1800#
Rear spring length (3/4 Ton)	45"	46"
Front spring size (1-1/2 Ton Conv.)	36" x 1-3/4"	40" x 2"
Front spring rate (1-1/2 Ton Conv. & 134-1/2" Panel)	645#/"	475#/"
Rear spring type (134-1/2" W.B. Panel)	Conventional	Two-stage
Rear spring rate (134-1/2" W.B. Panel)	505#/"	315#/" at 250-750# 435#/" at 1400-1800#
Rear spring length (Heavy Duty)	45"	46"
Rear spring rate (Heavy Duty)	840#/"	800#/"
Front spring size (School Bus)	36" x 1-3/4"	40" x 2"
Front spring rate (School Bus)	560#/"	610#/"
Rear spring length (School Bus)	45"	46"
Rear spring rate (School Bus)	550#/" at 500-1100#	550#/" at 1000-2000# 1100#/" at 2500-3600# 1000#/" at 3500-4500#

	1940	1941
FRONT AXLE		
I-beam section size (3/4 Ton)	2-1/8" x 1-3/4" x 7/32" flange x 1/4" web	2-11/32" x 1-27/32" x 1/4" flange x 5/16" web
Spindle diameter (LD and 3/4 Ton)	1.1890"-1.1895"	1.2801"-1.2806"
King pin diameter (LD and 3/4 Ton)	.7335"-.7339"	.8660"-.8665"
King pin bushing type (LD and 3/4 Ton)	Fixed	Floating
DRIVE SYSTEM		
Drive system type	Torque Tube (Except short COE)	Hotchkiss (except L.D.)
Rear spring seats	Oscillating (except short COE)	Fixed (except L.D.)
U-joints (3/4, HD Conv., 132-5/8 & 158-1/8 COE)	Two	Three
U-joints (School Bus)	Three	Four
U-joint type (3/4, HD Conv., 132-5/8 & 158-1/8 COE)	Bushing	Needle brg. (except 3/4 Ton front)
Short propeller shaft (HD and School Bus)	Enclosed	Open
Short propeller shaft hanger (3/4 Ton, HD, S.B.)	Metal to metal	Rubber insulated
Propeller shaft diameter (LD)	1.789"	2.060"
Torque tube diameter (LD)	2-33/64"	2-13/16"
POWER PLANT (Regular)		
Maximum horsepower	78	90
Maximum torque	168 ft.lb.	174 ft.lb.
Compression ratio	6.25:1	6.5:1
Intake valve length	6.072"	6.220"
Piston type	Dome top	Flat top
Ignition coil-capacity	21,500 volts max.	26,000 volts max.
-insulation	Wax	Transformer oil in waterproof and dustproof container
-secondary terminal	Composition insulator	Porcelain insulator
Condenser capacity	.2 microfarad	.3 microfarad
Polarity reversing switch for breaker points	No	Yes
Distributor cam breaker angle	36°	39°
Spark plug size	14 mm.	10 mm.
Vacuum spark advance	17°	20°
Water pump outlets	One	Two
Carburetor throttle bore diameter (Conv. trucks)	1-7/16"	1-1/2"
Valve rocker arm material	Drop forged steel with bronze bushing	ArMasteel without bushing
Muffler type	Baffle	Diffusion and resonance
Muffler size (dia. x length)	5" x 20-1/2"	5-1/16" x 21"
Tail pipe dia. x wall thickness	1-1/2" x .029"	1-3/4" x .037"
Circular grease collecting groove on flywheel	No	Yes
Clutch facing cushion thickness (LD)	.022"	.024"
Driven plate torque springs (3/4 Ton, HD & School Bus)	Eight	3 Heavy, 3 Light
Torque spring size (dia. x length)	.113" x .525"	Light .162" x .740" Heavy .171" x .755"
THREE-SPEED TRANSMISSION		
Countershaft bearings (LD & 3/4 Ton)	Bronze bushings	Roller bearings
Gears (LD)	Oil hardened	Carburized
Countergear thrust washers (LD & 3/4 Ton)	Bronze	Steel
Mainshaft splines (LD & 3/4 Ton)	18	6
STEERING GEAR		
Type	Semi-reversible	Ball bearing worm and nut
Gear ratio	16:1 Conv.; 17:1 COE	19.8:1 Conv.; 23.6:1 COE

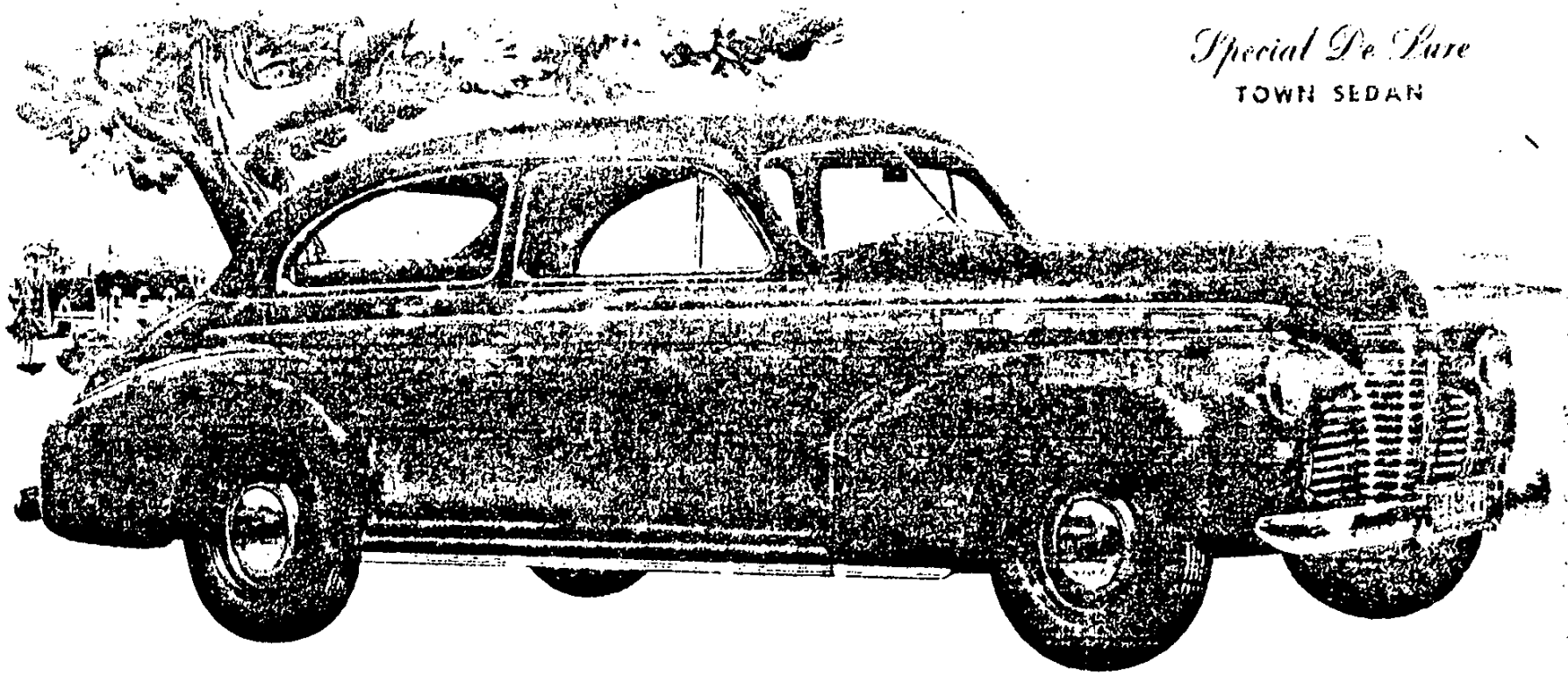
INDEX

PASSENGER CARS

TRUCKS

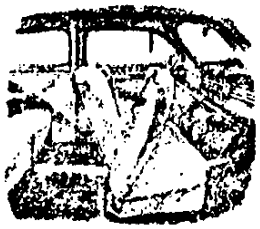
Special De Luxe

TOWN SEDAN

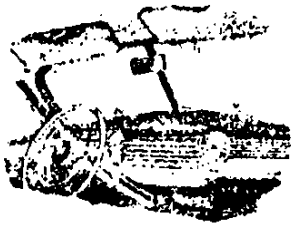


Town Sedan body features, in addition to those listed for all models in specifications, include: Ventilating rear-quarter windows. Full-width front seat cushion with divided back. Two robe cords, two ash receivers, two arm rests, and foot rest, in rear seat compartment. Two coat hooks.

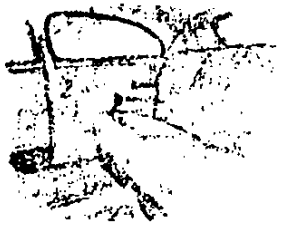
Unusually large doors open wide to give easy access to the most spacious and most comfortable bodies ever mounted on a Chevrolet chassis.



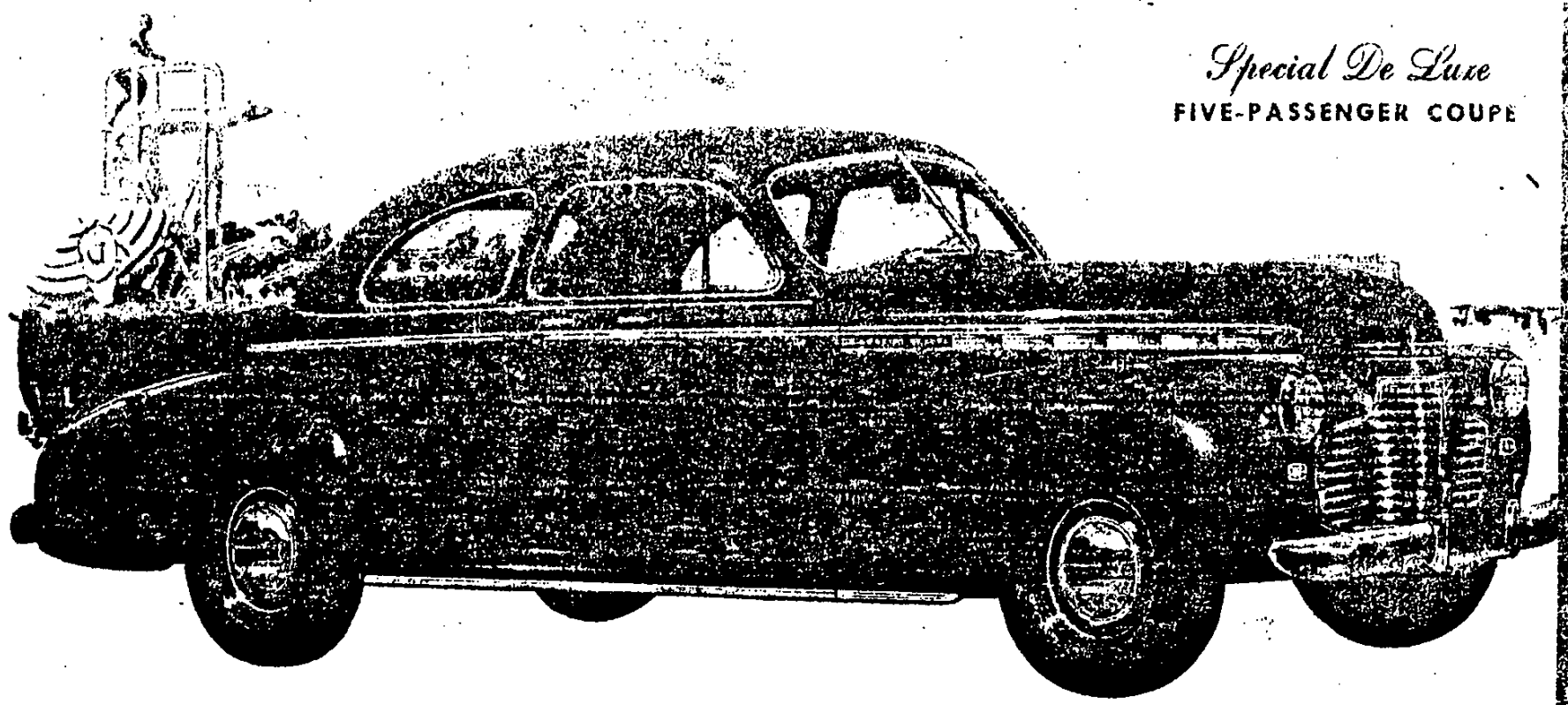
New heights of luxury, beauty, comfort and convenience are reached in the truly de luxe styling and equipment of the interiors.



Passenger comfort is vastly superior, because of added inches in seat width, improved construction and many de luxe appointments.



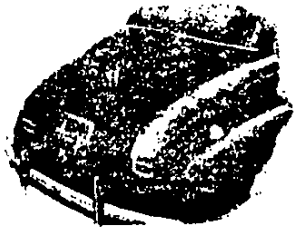
Special De Luxe
FIVE-PASSENGER COUPE



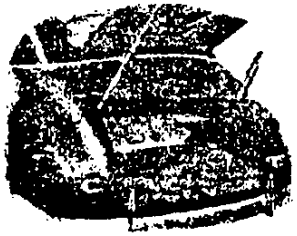
Five-Passenger Coupe body features, in addition to those listed for all models in specifications, include: Ventilating rear-quarter windows. Full-width front seat cushion with divided back. Full-width interior rear seat. Two rear seat ash receivers. Two assist straps. Two coat hooks.

Your extra passengers ride inside, on a full-width sedan-type rear seat, complete with arm rests. Knee room is four inches greater.

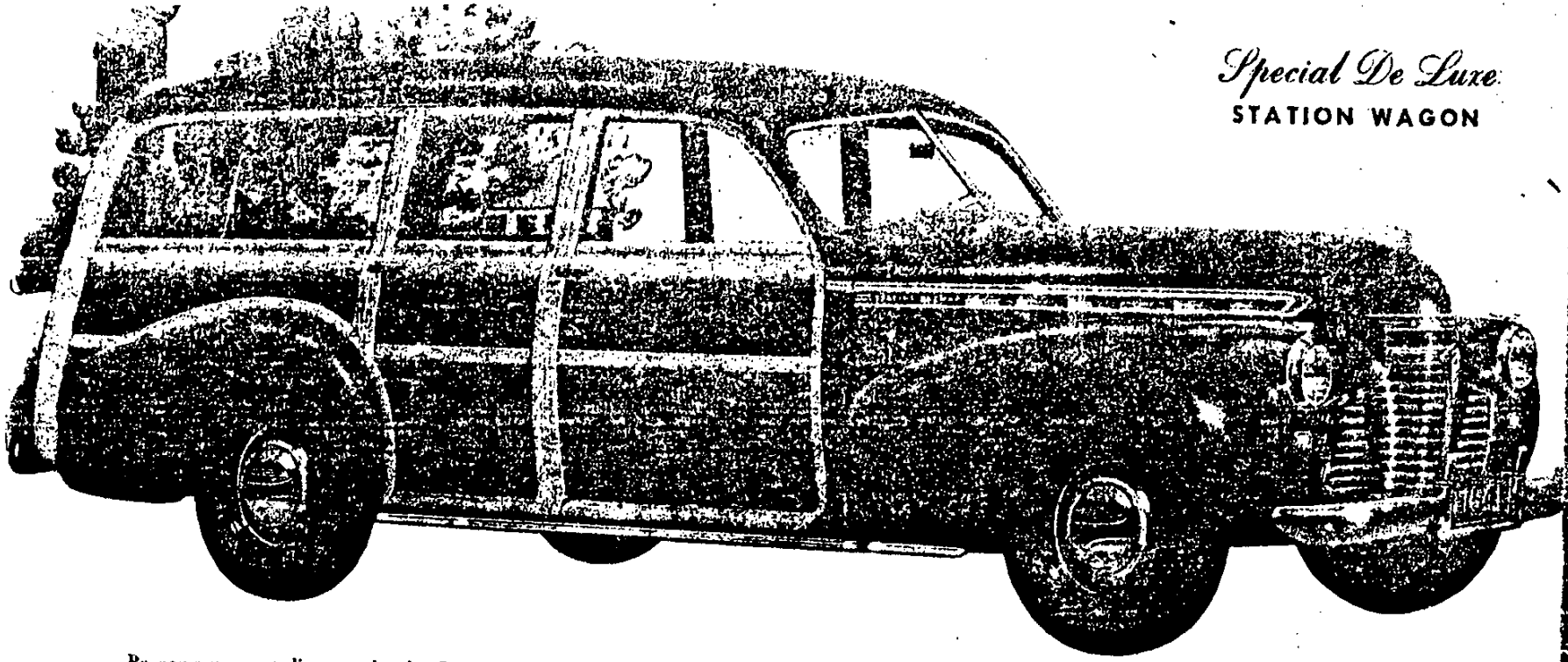
The new rear end includes a flush rear deck, a closely-fitting gravel deflector between bumper and body, and modishly styled tail lights.



The rear deck, doubly supported, gives clear access to the extra-large luggage compartment, illuminated by the two tail light bulbs.



Special De Luxe
STATION WAGON

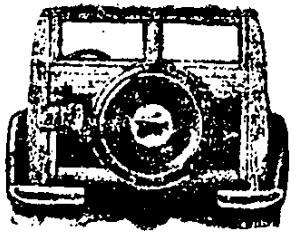


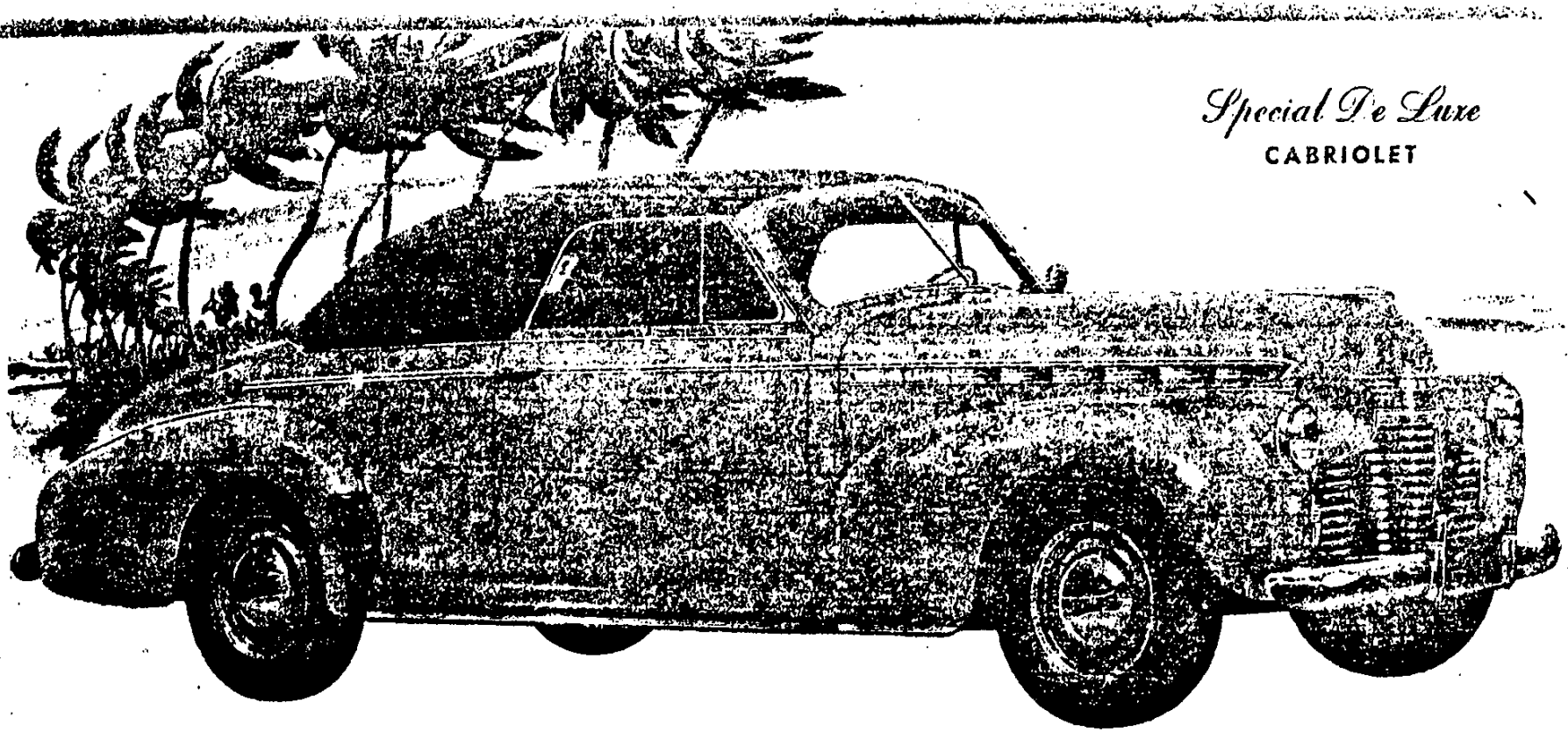
Passenger car styling marks the Station Wagon. Door pillars and panels have the same contours as the Sedans. The body is 5 inches longer on the floor and 3 inches wider than previously. The contrasting colors of the ash pillars and mahogany panels give distinguished beauty.

... rear closure, ...ded horizontally, ...tates the loading of the large luggage space back of the rear seat, and extra luggage may be carried on the tail gate.

In keeping with the passenger-car styling of the body exterior, the interior is finished and trimmed to provide the utmost in passenger comfort and convenience.

Ash pillars and mahogany panels are curved and shaped to contours that depart widely from the slab-sided design of conventional Station Wagons as built in the past.



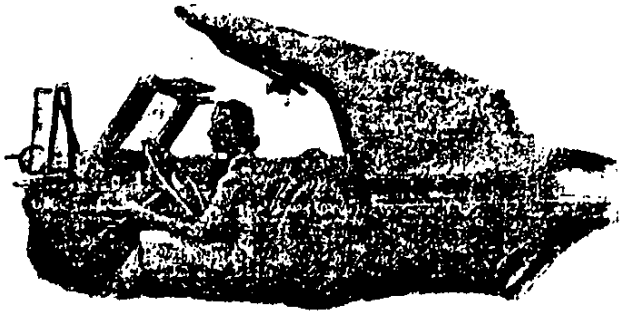


Special De Luxe
CABRIOLET

Cabriolet body features, in addition to those listed for all models in specifications, include: Full-width front seat cushion with divided back. Full-width interior rear seat. Durable fabric folding top, operated by vacuum. Fabric top boot.

The fabric top folds away snugly back of the full-width rear seat. The 4-inch-longer rear passenger compartment gives a marked increase in comfort.

To fold back the top, or raise it, the driver need only operate a valve controlling a vacuum-power linkage, which completes the change in a matter of seconds. In the rear curtain, which is equipped with a zipper fastening to permit its being opened readily, is a large window.



further purpose: since there are no rear quarter windows in the car, it was necessary to widen out the door at the belt line so that vision from the rear seat could be obtained.

Because of changes in the rear end contour, certain revisions were made in the rear window dimensions. Measured on the slant, the rear window is 10-3/4" high, 1-3/4" less than the one in the Sport Sedan. The rear window is 38-3/8" wide as against 36" in the Sport Sedan.

Another feature which adds to the distinctive styling of the Fleetline is the shape of the stainless steel window reveal mouldings. The mouldings on the Special Deluxe Sport Sedan are the conventional oval type positioned out from the window opening, whereas on this car they have a wider section that curves inwardly toward the glass and is placed at the edge of the window opening, thereby giving a chromium frame affect to the window.

All in all, this new car is smart and dignified in appearance because it is pleasingly streamlined in accordance with established engineering and eye-appeal fundamentals.

INTERIOR APPEARANCE

The interior of this new car is even more luxurious than the Special Deluxe Sport Sedan.

The instrument panel has the same basic design as the other cars in the Special Deluxe line. That is, it has the same instrument arrangement and contains an ash receiver, clock, and glove compartment lock and light. The upper portion of the panel has the same Queensland maple wood grain treatment as the other Special Deluxe cars. The lower portion of the panel, which on the other cars in this line is painted a light tan, in the Fleetline is wood grained a rich brown burl walnut. That portion of the panel on which the throttle, choke and radio cover plate are mounted is the same light toned plastic as the corresponding portion of the other cars in the Special Deluxe line.

The front seat cushion is similar in design to the one in the Sport Sedan, except that there is no scuff pad, the trim material extending to the bot-

...der of the seat frame which ends approximately one inch above the floor carpet.

The carpet inserts in the front compartment floor mat are the same color as the speckled tan, two-tone carpet in the rear compartment. This carpeting is a lighter tan and is a more expensive grade than that used in the Special Deluxe Sport Sedan. The rubber mat is the same shade of tan as that used in the Special Deluxe Sport Sedan. On each front door there is an arm rest with leather covering which matches the door upholstery.

REAR COMPARTMENT

The absence of rear quarter windows gives to the interior of this new car a closed body limousine-like effect. Air circulation and its attendant affect on passenger comfort is provided by means of No-Draft ventilating wings in the rear portion of the rear door windows.

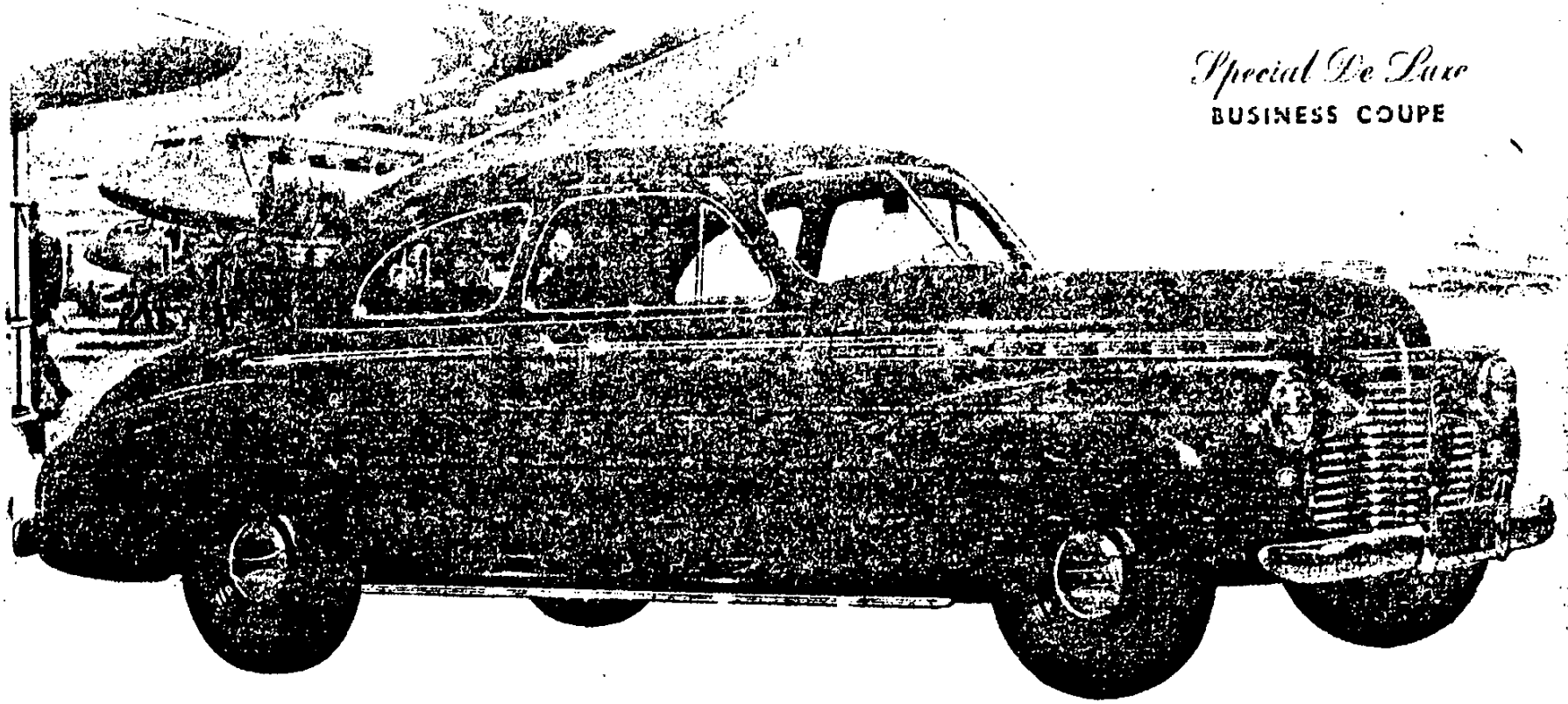
All window garnish mouldings are completely wood grained with a dividing strip of chrome. This strip of chrome divides the window garnish moulding from the window sill moulding just as it does in the Special Deluxe Sport Sedan. Above the chrome strip the moulding is grained to simulate Queensland maple. Below the dividing strip the moulding has a burl walnut grain, the same as the lower portion of the instrument panel. The same type chrome plated medallion with inlays of crystal clear plastic which is used in the Special Deluxe Sport Sedan is mounted in the same position on the window sill moulding just below the dividing strip of chrome.

The door panels are tastefully designed in a new treatment of horizontal and vertical lines which are obtained by pleats and chrome stripping. The door upholstery, along with the headlining, sun visors, and back and sides of the front seat is a plain surfaced cloth which is a light tan, a few shades lighter than that used in the Sport Sedan.

There is no scuff pad on any of the doors. The upholstery runs to the bottom of the door. Approximately 6-1/2" from the bottom of the window garnish moulding there is a narrow horizontal pleat which runs the full width of the door. Into this horizontal line there run six vertical lines, made up of two sets of three pleats each. These sets of vertical pleats are positioned approximately 4-1/2" from either end of each door. These vertical lines run down to a horizontal chrome strip

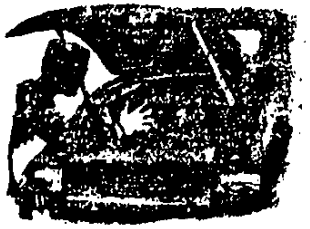
Special De Luxe

BUSINESS COUPE



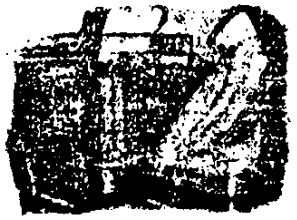
Business Coupe body features, in addition to those listed for all models in specifications, include: Full-width front seat cushion with divided back. Large illuminated luggage compartment under rear deck. Luggage deck in spacious compartment back of the three-passenger seat. Two coat hooks.

The spare wheel is readily accessible, under the smooth luggage deck of the extra-spacious compartment built into the rear.



Three adults may ride in comfort on the full-width front seat cushion, with divided back. The front seat is readily adjustable.

Back of the seat is a large interior luggage deck which may be reached from either side of the car for loading or unloading.



1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

FEATURES	SPECIAL DELUXE	MASTER DELUXE
BODY TYPES		
Sport Sedan	Yes	Yes
Town Sedan	Yes	Yes
5-Passenger Coupe	Yes	Yes
Business Coupe	Yes	Yes
Cabriolet	Yes	No
Station Wagon	Yes	No
Coupe Pickup	No	Yes
Sedan Delivery	No	Yes
EXTERIORS		
Bumper guards, front and rear	Yes (except at rear of Station Wagon)	Yes (except at rear of Sedan Delivery)
Body sill moulding (Stainles steel)	Yes	Yes
Hood louver moulding (Stainless steel)	Yes (part of hood louver covers)	Yes (extension of body belt moulding)
Hood louver covers (Stainles steel)	Yes	None
Body belt moulding (Stainless steel)	Yes (except Station Wagon)	Yes
Body crease moulding (Stainless steel)	Yes (except Station Wagon)	None
Windshield trim moulding (Stainless steel)	Yes	None
Side window reveals (Stainless steel)	Yes (except Station Wagon and Cabriolet)	None
Rear window trim moulding (Stainless steel)	Yes (except Station Wagon)	None
Rear license decorative plate	Yes (except Station Wagon)	None
Front license plate guard	Yes	Yes
Rear quarter window type - Sport Sedan	Sliding glass	Permanent glass
- 5 Passenger Coupe	Sliding glass	Permanent glass
- Business Coupe	Permanent glass	Permanent glass
Window glass type @	Hi-Test Safety Plate in all windshields, door windows, sliding type rear quarter windows and rear window of Cabriolet. Permanent type rear quarter windows & rear windows of the closed body models have Safety Solid Plate. Side and rear windows of Station Wagon have Safety Sheet Glass.	Hi-Test Safety Plate in all windshields and door windows. Safety Solid Plate in rear quarter windows and rear windows.
Windshield wipers	2	2
* Rear fender gravel guards	2	2

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

FEATURES	SPECIAL DELUXE	MASTER DELUXE
INTERIORS		
Sun shades	2	1
Ash receiver on instrument panel	Yes	None
Cigarette lighter on instrument panel	Yes	None
Clock on instrument panel	Yes	None
Glove compartment light	Yes	None
Monogrammed shield on instrument panel	Yes	None
Glove compartment trim (chromium)	Yes	None
Instrument cluster trim (chromium)	Yes	None
Radio grille lower panel (chromium)	Yes	None
Choke and throttle panel (light plastic)	Yes	None
Instrument panel control knobs	Crystal clear plastic with copper toned control letters.	Dark brown plastic with control letters depressed in knobs.
Instrument panel finish	Front face is Hampden Beige with upper face wood grained.	Entire panel is Aztec Brown
* Body interior hardware knobs	⊛ Center is crystal clear plastic with copper toned base, enclosed by light toned plastic (except Station Wagon)	Dark brown plastic
Body interior hardware escutcheons	Light toned plastic edged by a chromium ring, (except Station Wagon)	Dark brown plastic
Body interior side decorations	Wood grained garnish mouldings below which are full length panels of a light toned finish separated by a stainless steel beading. The panels are decorated with a chromium finished ornament having light colored plastic inlays. Below the garnish moulding panel, on each door, is a rectangular shaped chromium plated beading. Scuff covers of imitation leather are provided over the full width at the bottom of each door. Above each scuff cover is a stainless steel moulding. Running vertically between the chromium	Two-toned wood grained garnish mouldings with light colored painted stripe in the center. Running horizontal the entire width of the door are two sewed beadings.

Continued:

* - Revised 8-2-40 ⊛ - Revised 8-13-40

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

FEATURES	SPECIAL DELUXE	MASTER DELUXE
INTERIORS (Continued)		
Body Interior Side Decorations (Cont.)	beading and the scuff covers are two sewed beadings. (except Station Wagon)	
Front and rear seat trim	Imitation leather heel boards at the bottom of both the front and rear seats. The rear seat has a stainless steel moulding around the upper edge of the heel board. (Except Station Wagon)	None
Upholstery material	High grade Canda cloth with two-toned Bedford cord optional. (except Cabriolet and Station Wagon). Cabriolet has leather and leather like material.	Lesser quality Canda cloth than Special Deluxe
Steering wheel type	Two spoke with horn blowing ring.	Conventional Y-spoke with horn button.
Front seat arm rests	2 in all models (except Station Wagon)	None
Robe cords	1 in Sport Sedan, 2 in Town Sedan.	1 in Sport Sedan only.
Assist straps	2 each in Sport Sedan and 5-Passenger Coupe	None
Rear seat ash receiver	1 in Sport Sedan and 2 each in Town Sedan and 5-Passenger Coupe	None
Dome light	A shield shaped frame with switch at pillar for all models except Cabriolet. Rectangular frame with switch at pillar for Cabriolet. Details of Station Wagon dome light not available.	Rectangular frame with switch at pillar.
Coat Hooks	2 in all body types except Cabriolet and Station Wagon.	2 in all body types except Sedan Delivery.
Door sill plates	Etched aluminum (except Station Wagon)	Painted
* **Automatic dome light switch on left hand front door pillar.**	Yes (Except Station Wagon)	None

* - Added 7-[illegible] - Regular [illegible]

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

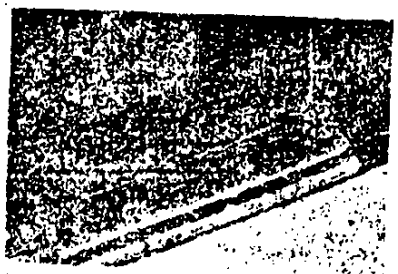
	FEATURES	SPECIAL DELUXE	MASTER DELUXE
	INTERIORS (Continued)		
*	Front floor mat	Brown rubber with carpet inserts (except Bus.Coupe which is all rubber)	Black rubber
	Rear passenger compartment floor covering (Sport Sedan, Town Sedan)	High quality carpet	Lower quality carpet than Special Deluxe.
	Rear passenger compartment floor covering (5-Passenger coupe)	Carpet, same quality as inserts in front floor mat of Special Deluxe	Carpet, same quality as inserts in front floor mat of Special Deluxe.
	Rear passenger compartment floor covering (Cabriolet)	Carpet, same quality as inserts in front floor mat of Special Deluxe	- - - - - - -
	Front luggage compartment floor covering (Business Coupe)	Brown rubber	Black rubber
	Rear luggage compartment floor covering (5-Passenger Coupe)	Brown rubber mat on floor and on shelf.	Black rubber mat on floor, shelf painted.
	Rear luggage compartment floor covering (Cabriolet)	Brown rubber mat on floor and on shelf	- - - - - - -
	Trunk floor covering (Sport Sedan and Town Sedan)	Brown rubber	Black rubber
A	Rear view mirror	Interior (except Cabriolet which has exterior type mirror)	Interior (except Sedan Delivery which has exterior type mirror)

& Except for steering wheel the Special Deluxe and Master Deluxe Chassis are identical. (Except Cabriolet chassis, which has special VK frame)

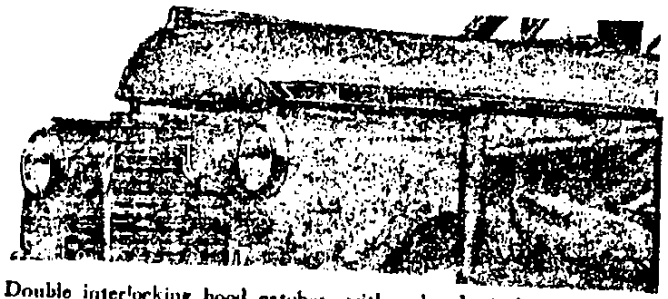
* - Revised 7-31-40

A - Added 7-31-40

CHEVROLET BODY FEATURES FOR 1941

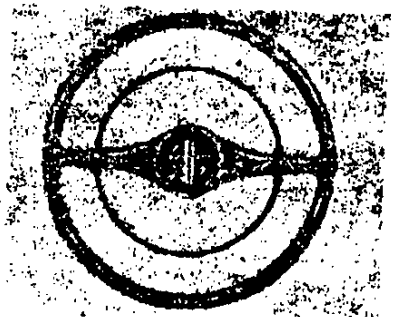


Concealed entrance steps, totally shielded from snow and ice by the flared bottom edges of the doors, add safety and convenience. (*Special De Luxe* illustrated.)

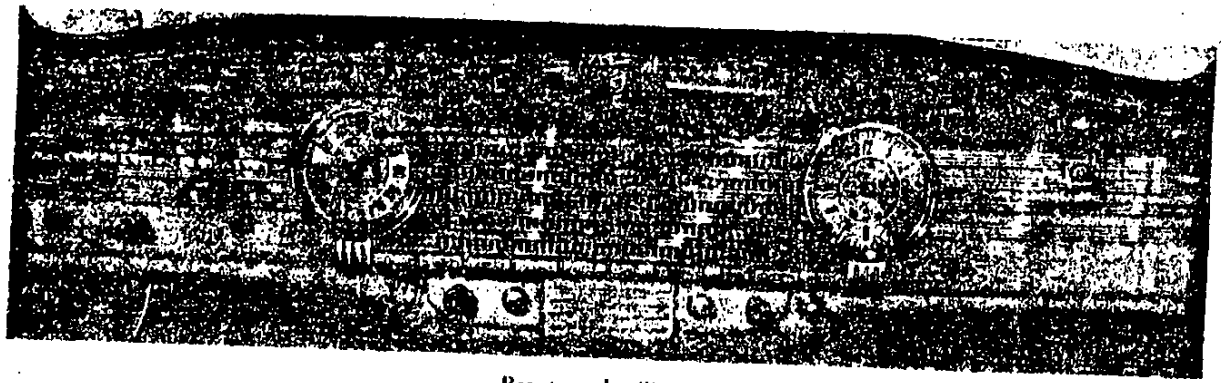


Double interlocking hood catches—with a handy lock release knob under the dash, and a safety catch at the front—insure that the hood cannot be opened accidentally or by unauthorized persons. (All models.)

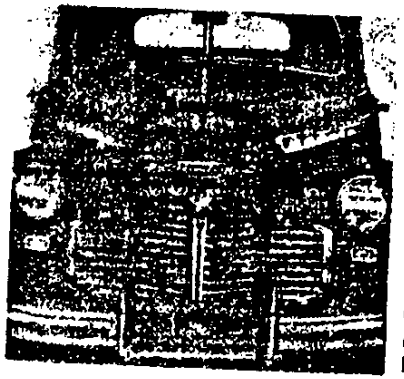
In the instrument panel is a spacious compartment (all models) for small articles. It is fitted with a lock, operated by the same key as that which is used for the rear luggage compartment. An added convenience in the *Special De Luxe* is an electric light, with automatic switch, to illuminate the interior. (*Special De Luxe* illustrated.)



Special De Luxe steering wheel.

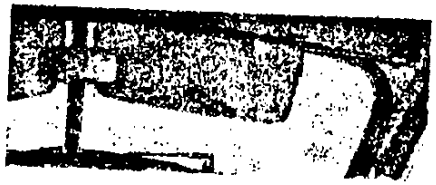


Beauty and utility are efficiently combined in the instrument panel, handsomely finished in bright metal and plastics. Particularly effective and practical is the large, circular speedometer dial. In the *Special De Luxe* (illustrated), a clock symmetrically balances the speedometer.



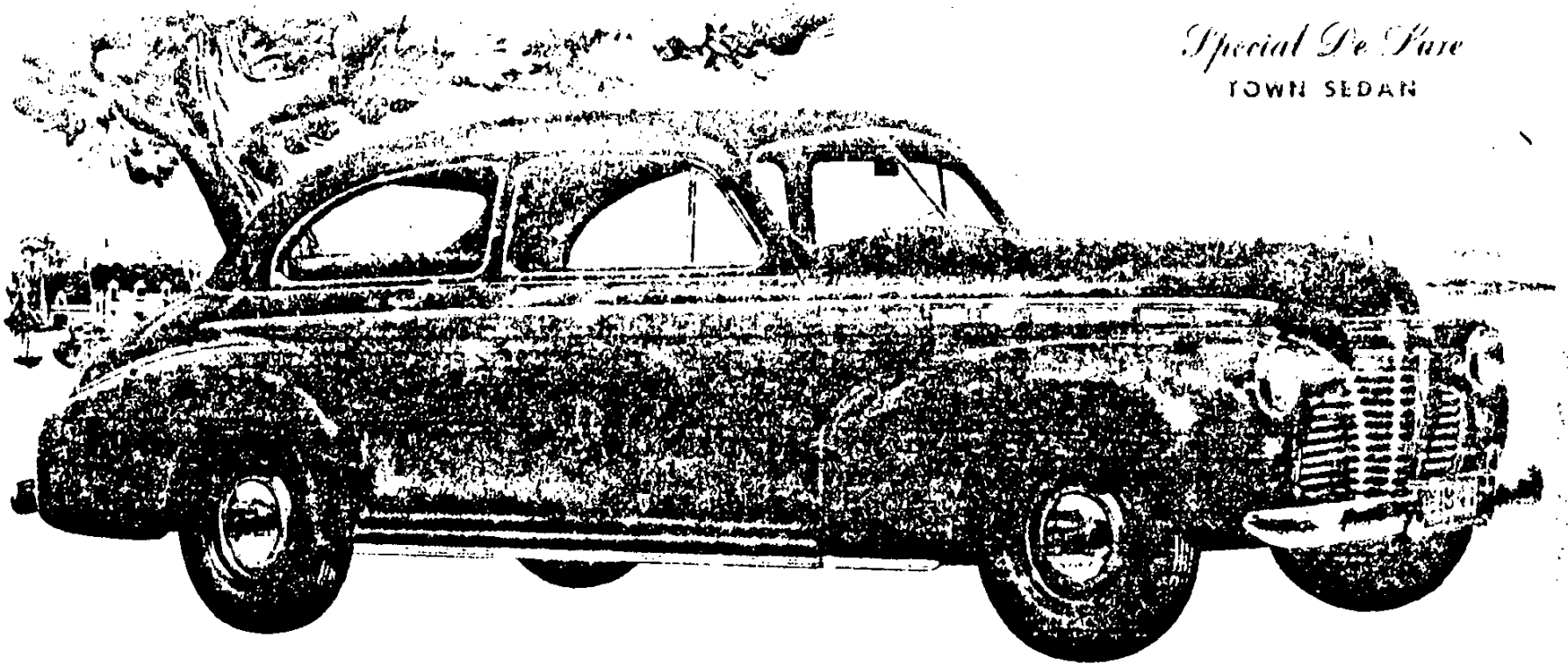
Chevrolet's exclusive stabilized front-end construction supports the radiator core, fenders and headlights on a rigid steel frame. (All models.)

No Draft ventipanes are equipped with locks and protected by drip guards that prevent rain from entering the car.



Fully adjustable sun visors (one on the *Master*, two on the *Special*) may be swung to the side or moved lengthwise, to cut off sun glare from any direction.

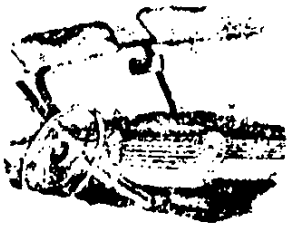
Special De Luxe
TOWN SEDAN



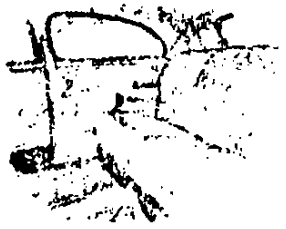
Town Sedan body features, in addition to those listed for all models in specifications, include: Ventilating rear-quarter windows. Full-width front seat cushion with divided back. Two robe cords, two ash receivers, two arm rests, and foot rest, in rear seat compartment. Two coat hooks.

Unusually large doors open wide to give easy access to the most spacious and most comfortable bodies ever mounted on a Chevrolet chassis.

New heights of luxury, beauty, comfort and convenience are reached in the truly de luxe styling and equipment of the interiors.

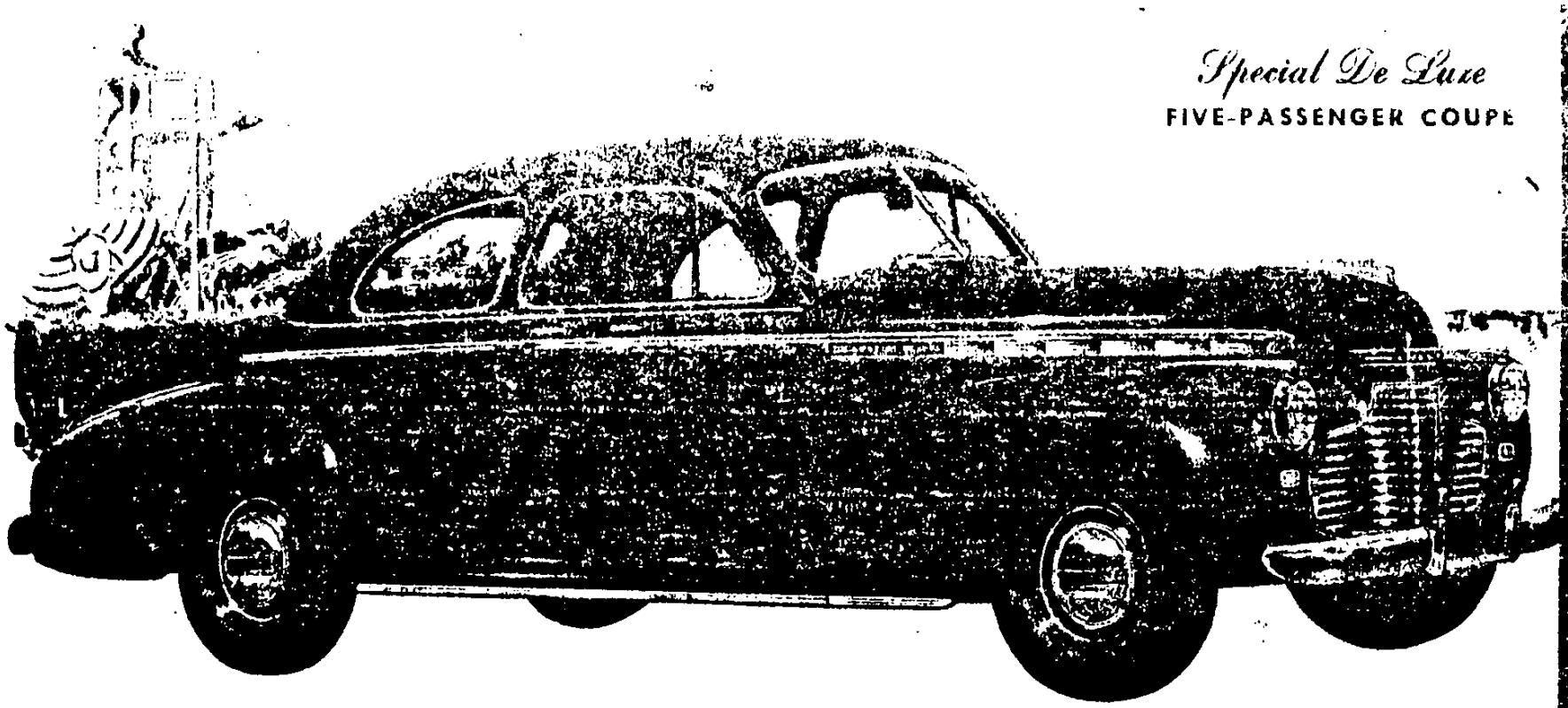


Passenger comfort is vastly superior, because of added inches in seat width, improved construction and many de luxe appointments.



Special De Luxe

FIVE-PASSENGER COUPE

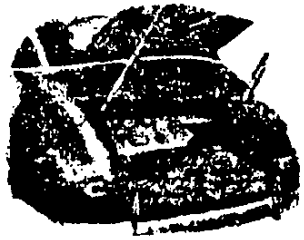


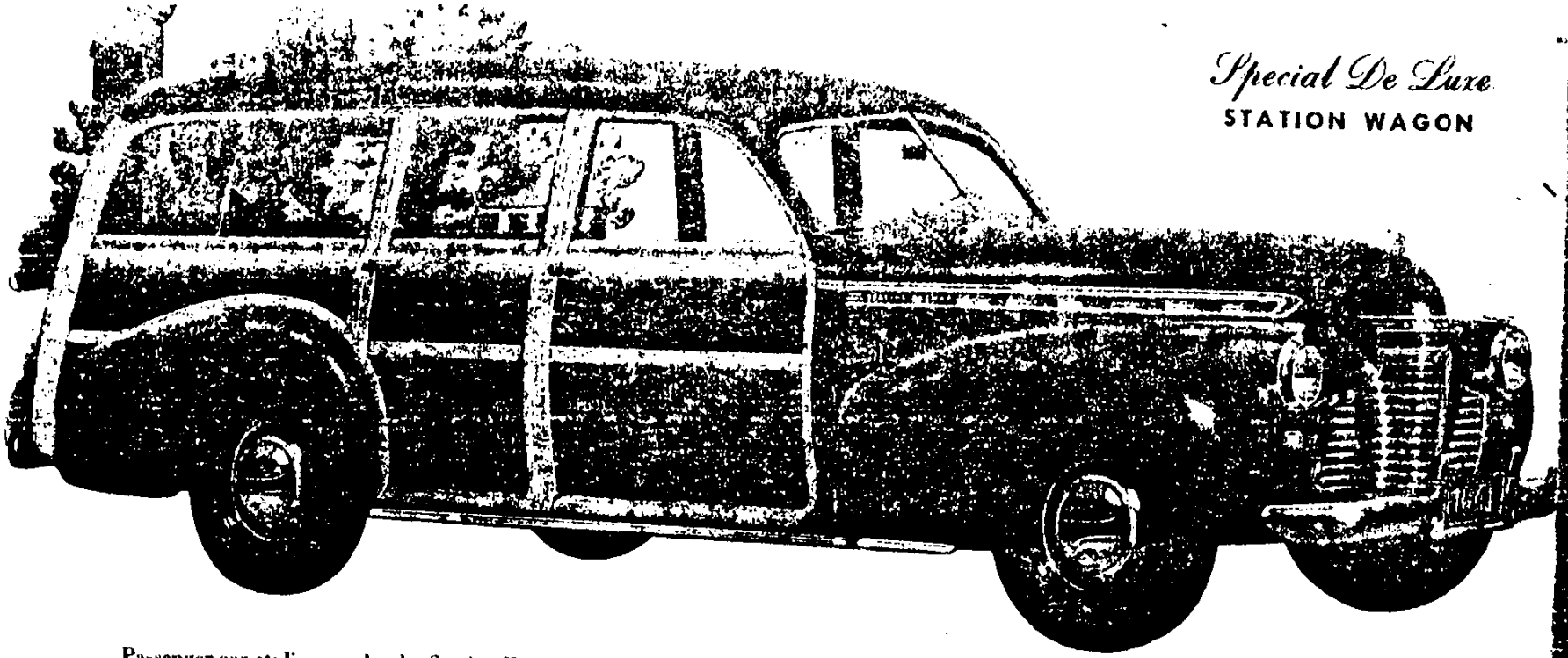
Five-Passenger Coupe body features, in addition to those listed for all models in specifications, include: Ventilating rear-quarter windows. Full-width front seat cushion with divided back. Full-width interior rear seat. Two rear seat ash receivers. Two assist straps. Two coat hooks.

Your extra passengers ride inside, on a full-width sedan-type rear seat, complete with arm rests. Knee room is four inches greater.

The new rear end includes a flush rear deck, a closely-fitting gravel deflector between bumper and body, and modishly styled tail lights.

The rear deck, doubly supported, gives clear access to the extra-large luggage compartment, illuminated by the two tail light bulbs.



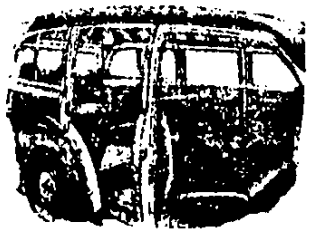


Special De Luxe
STATION WAGON

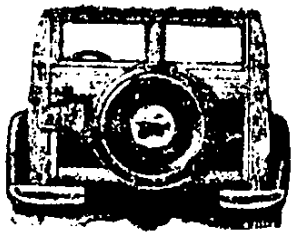
Passenger car styling marks the Station Wagon. Door pillars and panels have the same contours as the Sedans. The body is 5 inches longer on the floor and 3 inches wider than previously. The contrasting colors of the ash pillars and mahogany panels give distinguished beauty.

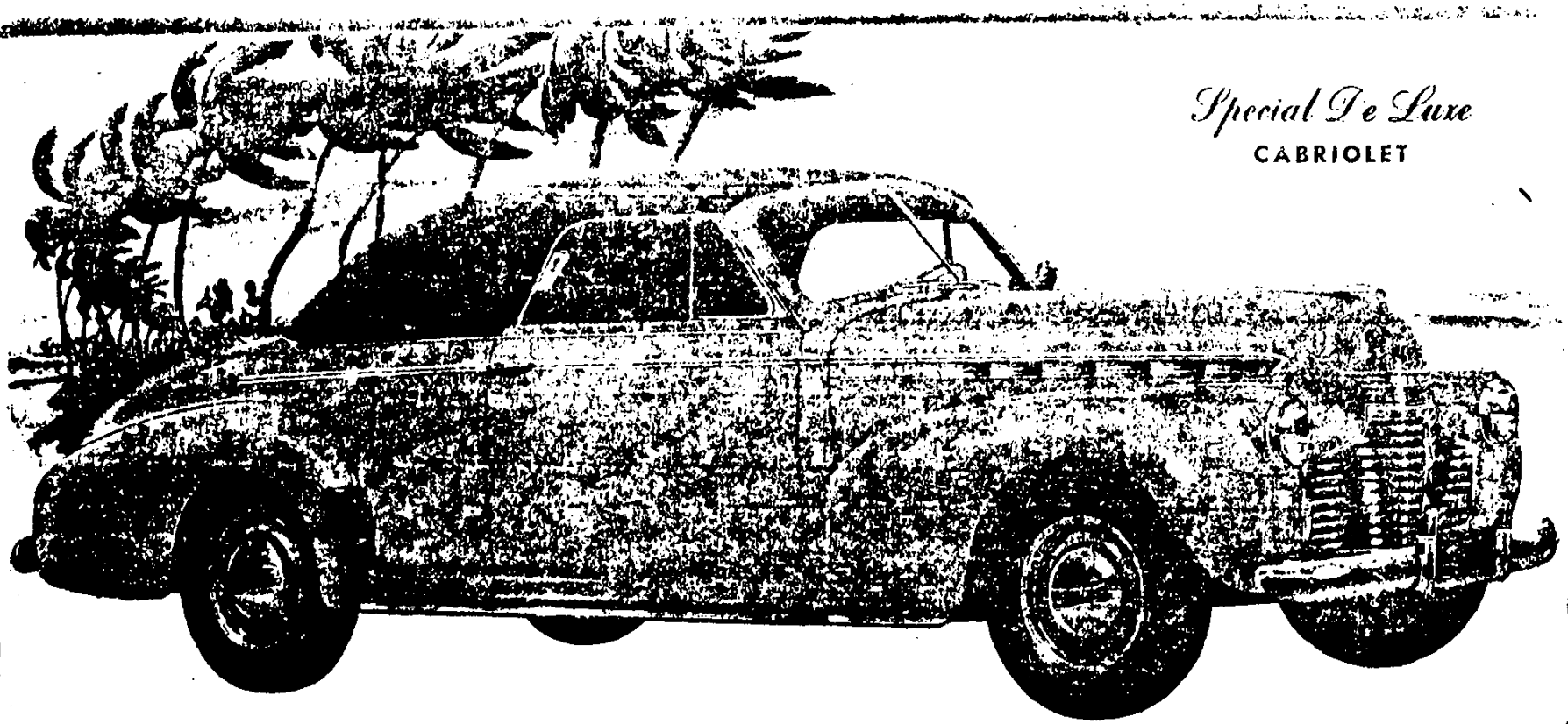
... rear closure, ...ded horizontally, ...ates the loading ... large luggage space back of the rear seat, and extra luggage may be carried on the tail gate.

In keeping with the passenger-car styling of the body exterior, the interior is finished and trimmed to provide the utmost in passenger comfort and convenience.



Ash pillars and mahogany panels are curved and shaped to contours that depart widely from the slab-sided design of conventional Station Wagons as built in the past.



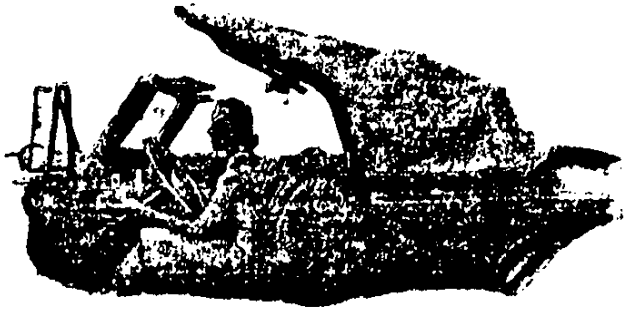


Special De Luxe
CABRIOLET

Cabriolet body features, in addition to those listed for all models in specifications, include: Full-width front seat cushion with divided back. Full-width interior rear seat. Durable fabric folding top, operated by vacuum. Fabric top boot.

The fabric top folds away snugly back of the full-width rear seat. The 4-inch-longer rear passenger compartment gives a marked increase in comfort.

To fold back the top, or raise it, the driver need only operate a valve controlling a vacuum-power linkage, which completes the change in a matter of seconds. In the rear curtain, which is equipped with a zipper fastening to permit its being opened readily, is a large window.



further purpose: since there are no rear quarter windows in the car, it was necessary to widen out the door at the belt line so that vision from the rear seat could be obtained.

Because of changes in the rear end contour, certain revisions were made in the rear window dimensions. Measured on the slant, the rear window is 10-3/4" high, 1-3/4" less than the one in the Sport Sedan. The rear window is 36-3/8" wide as against 36" in the Sport Sedan.

Another feature which adds to the distinctive styling of the Fleetline is the shape of the stainless steel window reveal mouldings. The mouldings on the Special Deluxe Sport Sedan are the conventional oval type positioned out from the window opening, whereas on this car they have a wider section that curves inwardly toward the glass and is placed at the edge of the window opening, thereby giving a chromium frame affect to the window.

All in all, this new car is smart and dignified in appearance because it is pleasingly streamlined in accordance with established engineering and eye-appeal fundamentals.

INTERIOR APPEARANCE

The interior of this new car is even more luxurious than the Special Deluxe Sport Sedan.

The instrument panel has the same basic design as the other cars in the Special Deluxe line. That is, it has the same instrument arrangement and contains an ash receiver, clock, and glove compartment lock and light. The upper portion of the panel has the same Queensland maple wood grain treatment as the other Special Deluxe cars. The lower portion of the panel, which on the other cars in this line is painted a light tan, in the Fleetline is wood grained a rich brown burl walnut. That portion of the panel on which the throttle, choke and radio cover plate are mounted is the same light toned plastic as the corresponding portion of the other cars in the Special Deluxe line.

The front seat cushion is similar in design to the one in the Sport Sedan, except that there is no scuff pad, the trim material extending to the bot-

ion of the seat frame which ends approximately one inch above the floor carpet.

The carpet inserts in the front compartment floor mat are the same color as the speckled tan, two-tone carpet in the rear compartment. This carpeting is a lighter tan and is a more expensive grade than that used in the Special Deluxe Sport Sedan. The rubber mat is the same shade of tan as that used in the Special Deluxe Sport Sedan. On each front door there is an arm rest with leather covering which matches the door upholstery.

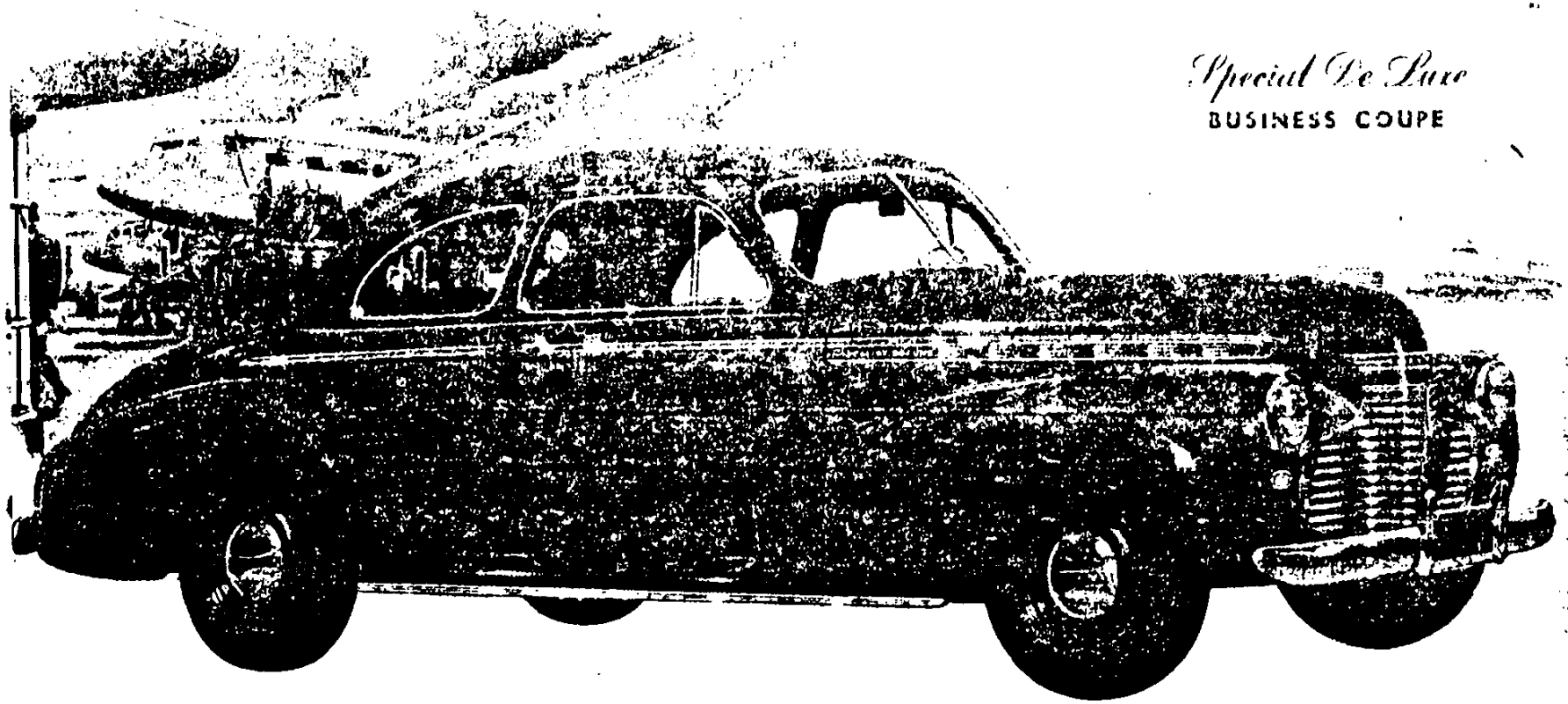
REAR COMPARTMENT

The absence of rear quarter windows gives to the interior of this new car a closed body limousine like effect. Air circulation and its attendant affect on passenger comfort is provided by means of No-Draft ventilating wings in the rear portion of the rear door windows.

All window garnish mouldings are completely wood grained with a dividing strip of chrome. This strip of chrome divides the window garnish moulding from the window sill moulding just as it does in the Special Deluxe Sport Sedan. Above the chrome strip the moulding is grained to simulate Queensland maple. Below the dividing strip the moulding has a dark walnut grain, the same as the lower portion of the instrument panel. The same type chrome plated medallion with inlays of crystal clear plastic which is used in the Special Deluxe Sport Sedan is mounted in the same position on the window sill moulding just below the dividing strip of chrome.

The door panels are tastefully designed in a new treatment of horizontal and vertical lines which are obtained by pleats and chrome striping. The door upholstery, along with the headlining, sun visors, and back and sides of the front seat is a plain surfaced cloth which is a light tan, a few shades lighter than that used in the Sport Sedan.

There is no scuff pad on any of the doors. The upholstery runs to the bottom of the door. Approximately 5-1/2" from the bottom of the window garnish moulding there is a narrow horizontal pleat which runs the full width of the door. Into this horizontal line there run six vertical lines, made up of two sets of three pleats each. These sets of vertical pleats are positioned approximately 4-1/2" from either end of each door. These vertical lines run down to a horizontal chrome strip



Special De Luxe

BUSINESS COUPE

Business Coupe body features, in addition to those listed for all models in specifications, include: Full-width front seat cushion with divided back. Large illuminated luggage compartment under rear deck. Luggage deck in spacious compartment back of the three-passenger seat. Two coat hooks.

The spare wheel is readily accessible, under the smooth luggage deck of the extra-spacious compartment built into the rear.

Three adults may ride in comfort on the full-width front seat cushion, with divided back. The front seat is readily adjustable.

Back of the seat is a large interior luggage deck which may be reached from either side of the car for loading or unloading.

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

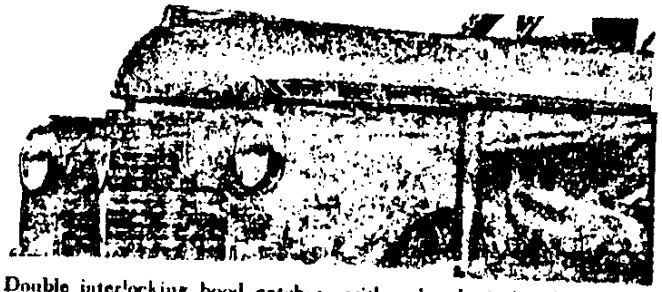
FEATURES	SPECIAL DELUXE	MASTER DELUXE
BODY TYPES		
Sport Sedan	Yes	Yes
Town Sedan	Yes	Yes
5-Passenger Coupe	Yes	Yes
Business Coupe	Yes	Yes
Cabriolet	Yes	No
Station Wagon	Yes	No
Coupe Pickup	No	Yes
Sedan Delivery	No	Yes
EXTERIORS		
Bumper guards, front and rear	Yes (except at rear of Station Wagon)	Yes (except at rear of Sedan Delivery)
Body sill moulding (Stainles steel)	Yes	Yes
Hood louver moulding (Stainless steel)	Yes (part of hood louver covers)	Yes (extension of body belt moulding)
Hood louver covers (Stainles steel)	Yes	None
Body belt moulding (Stainless steel)	Yes (except Station Wagon)	Yes
Body crease moulding (Stainless steel)	Yes (except Station Wagon)	None
Windshield trim moulding (Stainless steel)	Yes	None
Side window reveals (Stainless steel)	Yes (except Station Wagon and Cabriolet)	None
Rear window trim moulding (Stainless steel)	Yes (except Station Wagon)	None
Rear license decorative plate	Yes (except Station Wagon)	None
Front license plate guard	Yes	Yes
Rear quarter window type - Sport Sedan	Sliding glass	Permanent glass
- 5 Passenger Coupe	Sliding glass	Permanent glass
- Business Coupe	Permanent glass	Permanent glass
Window glass type @	Hi-Test Safety Plate in all windshields, door windows, sliding type rear quarter windows and rear window of Cabriolet. Permanent type rear quarter windows & rear windows of the closed body models have Safety Solid Plate. Side and rear windows of Station Wagon have Safety Sheet Glass.	Hi-Test Safety Plate in all windshields and door windows. Safety Solid Plate in rear quarter windows and rear windows.
Windshield wipers	2	2
* Rear fender gravel guards	2	2

* - Added 7-24-40 @ - Revised 8-1-40

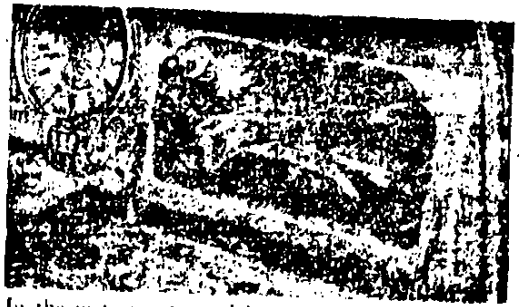
Continued

CHEVROLET BODY FEATURES FOR 1941

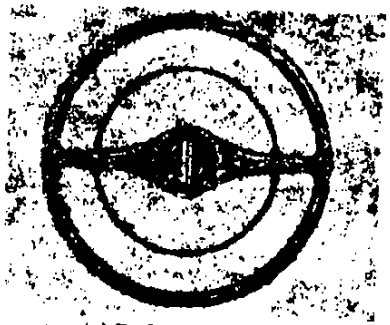
Concealed entrance steps, totally shielded from snow and ice by the flared bottom edges of the doors, add safety and convenience. (*Special De Luxe* illustrated.)



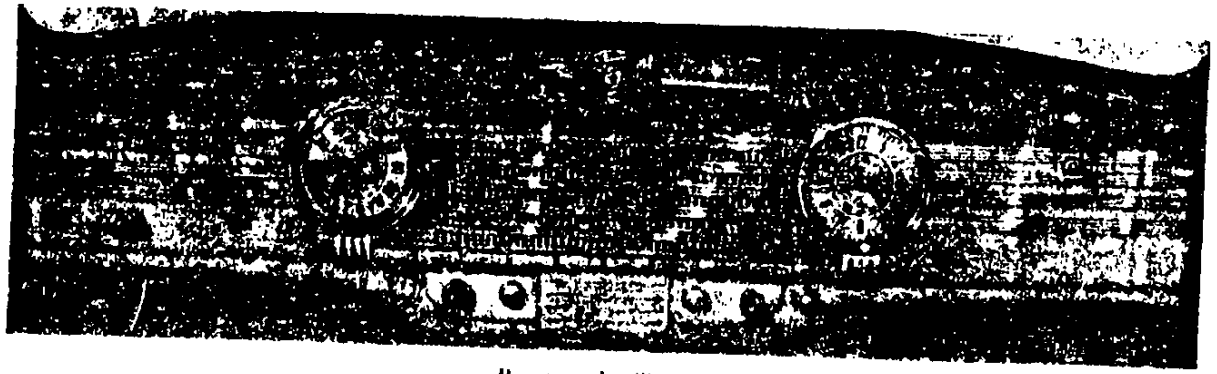
Double interlocking hood catches—with a handy lock release knob under the dash, and a safety catch at the front—insure that the hood cannot be opened accidentally or by unauthorized persons. (All models.)



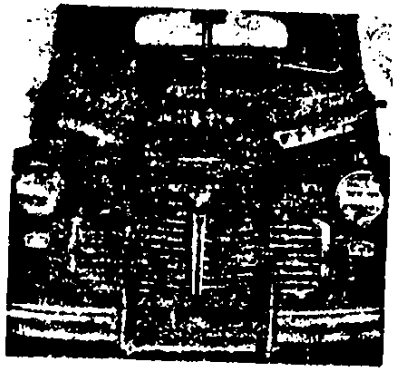
In the instrument panel is a spacious compartment (all models) for small articles. It is fitted with a lock, operated by the same key as that which is used for the rear luggage compartment. An added convenience in the *Special De Luxe* is an electric light, with automatic switch, to illuminate the interior. (*Special De Luxe* illustrated.)



Special De Luxe steering wheel.

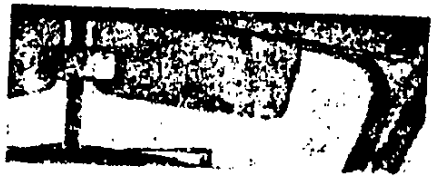


Beauty and utility are efficiently combined in the instrument panel, handsomely finished in bright metal and plastics. Particularly effective and practical is the large, circular speedometer dial. In the *Special De Luxe* (illustrated), a clock symmetrically balances the speedometer.



Chevrolet's exclusive stabilized front-end construction supports the radiator core, fenders and headlights on a rigid steel frame. (All models.)

No Draft ventipanes are equipped with locks and protected by drip guards that prevent rain from entering the car.



Fully adjustable sun visors (one on the *Master*, two on the *Special*) may be swung to the side or moved lengthwise, to cut off sun glare from any direction.

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

FEATURES	SPECIAL DELUXE	MASTER DELUXE
INTERIORS (Continued)		
• **Front floor mat**	Brown rubber with carpet inserts (except Bus. Coupe which is all rubber)	Black rubber
Rear passenger compartment floor covering (Sport Sedan, Town Sedan)	High quality carpet	Lower quality carpet than Special Deluxe.
Rear passenger compartment floor covering (5-Passenger coupe)	Carpet, same quality as inserts in front floor mat of Special Deluxe	Carpet, same quality as inserts in front floor mat of Special Deluxe.
Rear passenger compartment floor covering (Cabriolet)	Carpet, same quality as inserts in front floor mat of Special Deluxe	- - - - - - -
Front luggage compartment floor covering (Business Coupe)	Brown rubber	Black rubber
Rear luggage compartment floor covering (5-Passenger Coupe)	Brown rubber mat on floor and on shelf.	Black rubber mat on floor, shelf painted.
Rear luggage compartment floor covering (Cabriolet)	Brown rubber mat on floor and on shelf	- - - - - - -
Trunk floor covering (Sport Sedan and Town Sedan)	Brown rubber	Black rubber
A **Rear view mirror**	Interior (except Cabriolet which has exterior type mirror)	Interior (except Sedan Delivery which has exterior type mirror)

♣ Except for steering wheel the Special Deluxe and Master Deluxe Chassis are identical. (except Cabriolet chassis, which has special VK frame)

• - Revised 7-31-40

A - Added 7-31-40

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

FEATURES	SPECIAL DELUXE	MASTER DELUXE
INTERIORS		
Sun shades	2	1
Ash receiver on instrument panel	Yes	None
Cigarette lighter on instrument panel	Yes	None
Clock on instrument panel	Yes	None
Glove compartment light	Yes	None
Monogrammed shield on instrument panel	Yes	None
Glove compartment trim (chromium)	Yes	None
Instrument cluster trim (chromium)	Yes	None
Radio grille lower panel (chromium)	Yes	None
Choke and throttle panel (light plastic)	Yes	None
Instrument panel control knobs	Crystal clear plastic with copper toned control letters.	Dark brown plastic with control letters depressed in knobs.
Instrument panel finish	Front face is Hampden Beige with upper face wood grained.	Entire panel is Aztec Brown
* Body interior hardware knobs	● Center is crystal clear plastic with copper toned base, enclosed by light toned plastic (except Station Wagon)	Dark brown plastic
Body interior hardware escutcheons	Light toned plastic edged by a chromium ring, (except Station Wagon)	Dark brown plastic
Body interior side decorations	Wood grained garnish mouldings below which are full length panels of a light toned finish separated by a stainless steel beading. The panels are decorated with a chromium finished ornament having light colored plastic inlays. Below the garnish moulding panel, on each door, is a rectangular shaped chromium plated beading. Scuff covers of imitation leather are provided over the full width at the bottom of each door. Above each scuff cover is a stainless steel moulding. Running vertically between the chromium	Two-toned wood grained garnish mouldings with light colored painted stripe in the center. Running horizontal the entire width of the door are two sewed beadings.

Continued:

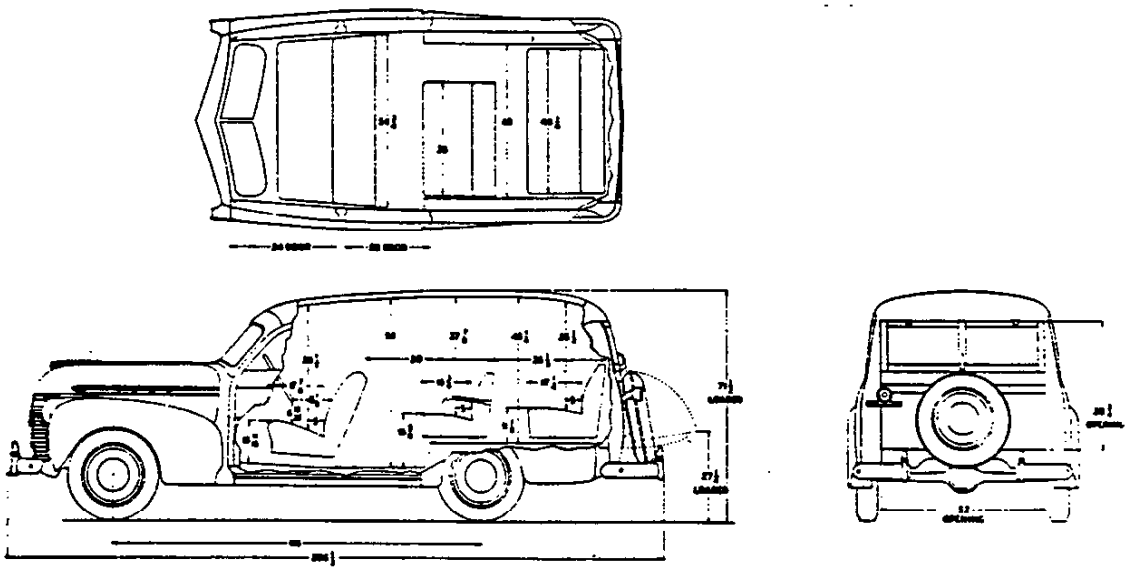
* - Revised 8-2-40 ● - Revised 8-13-40

1941 CHEVROLET

STANDARD EQUIPMENT COMPARISON

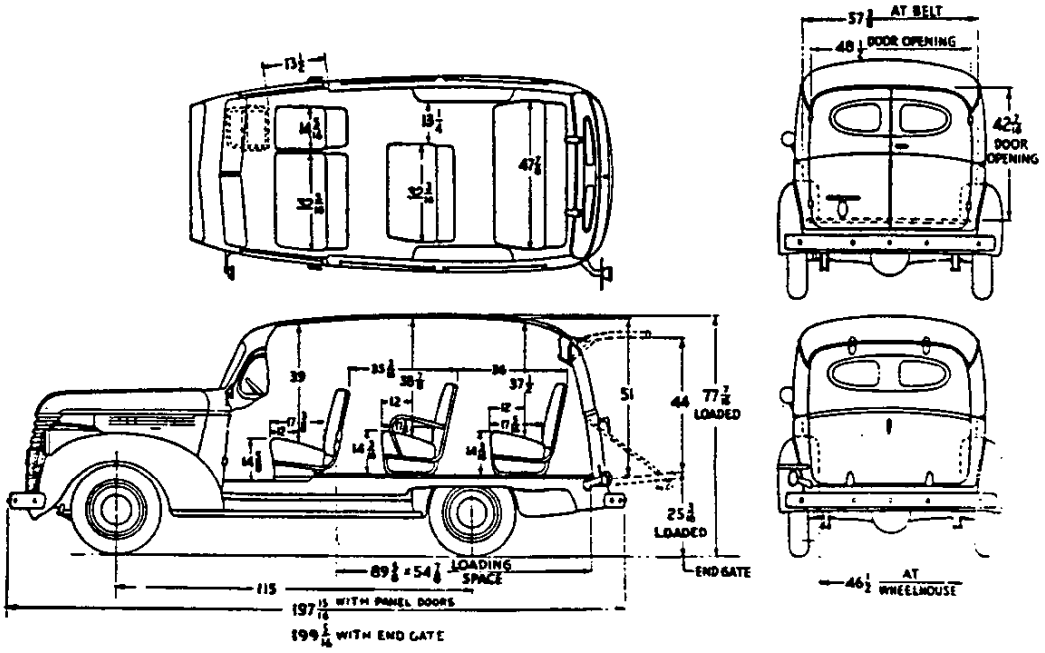
FEATURES	SPECIAL DELUXE	MASTER DELUXE
INTERIORS (Continued)		
Body Interior Side Decorations (Cont.)	Beading and the scuff covers are two sewed beadings. (except Station Wagon)	
Front and rear seat trim	Imitation leather heel boards at the bottom of both the front and rear seats. The rear seat has a stainless steel moulding around the upper edge of the heel board. (except Station Wagon)	None
Upholstery material	High grade Canda cloth with two-toned Bedford cord optional. (except Cabriolet and Station Wagon). Cabriolet has leather and leather like material.	Lesser quality Canda cloth than Special Deluxe
Steering wheel type	Two spoke with horn blowing ring.	Conventional Y-spoke with horn button.
Front seat arm rests	2 in all models (except Station Wagon)	None
Robe cords	1 in Sport Sedan, 2 in Town Sedan.	1 in Sport Sedan only.
Assist straps	2 each in Sport Sedan and 5-Passenger Coupe	None
Rear seat ash receiver	1 in Sport Sedan and 2 each in Town Sedan and 5-Passenger Coupe	None
Dome light	A shield shaped frame with switch at pillar for all models except Cabriolet. Rectangular frame with switch at pillar for Cabriolet. Details of Station Wagon dome light not available.	Rectangular frame with switch at pillar.
Coat Hooks	2 in all body types except Cabriolet and Station Wagon.	2 in all body types except Sedan Delivery.
Door sill plates	Etched aluminum (except Station Wagon)	Painted
*** Automatic dome light switch on left hand front door pillar.**	Yes (Except Station Wagon)	None

SPECIAL DELUXE STATION WAGON BODY DIMENSIONS



Loaded height dimensions are with 6.00-16-4 ply tires.

LIGHT DELIVERY CARRYALL SUBURBAN BODY DIMENSIONS

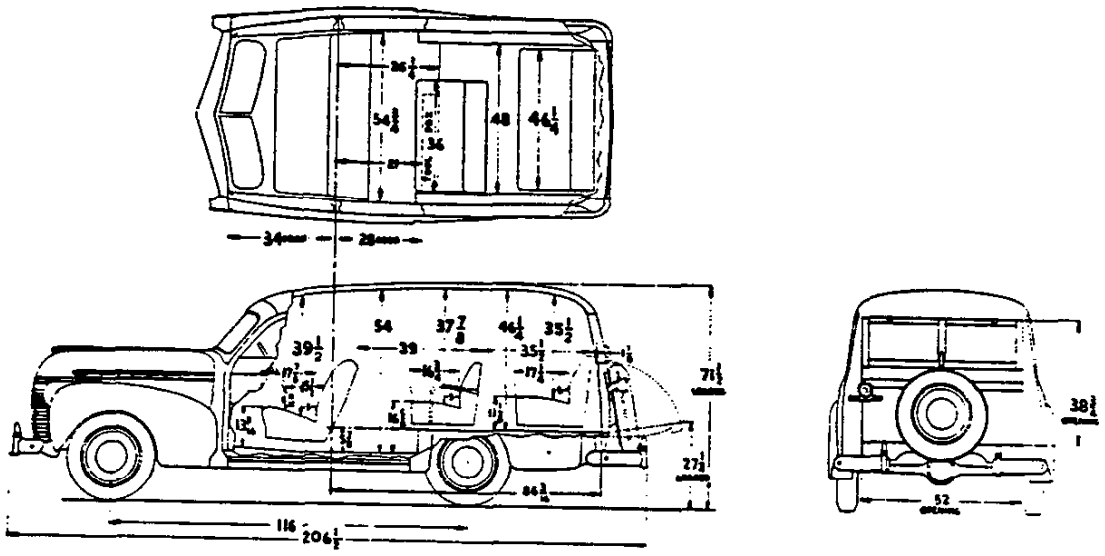


Loaded height dimensions are with 6.00-16-4 ply tires.

3-12-40. 1-22-41: Station wagon illustration added.

SPECIAL DELUXE STATION WAGON BODY DIMENSIONS •

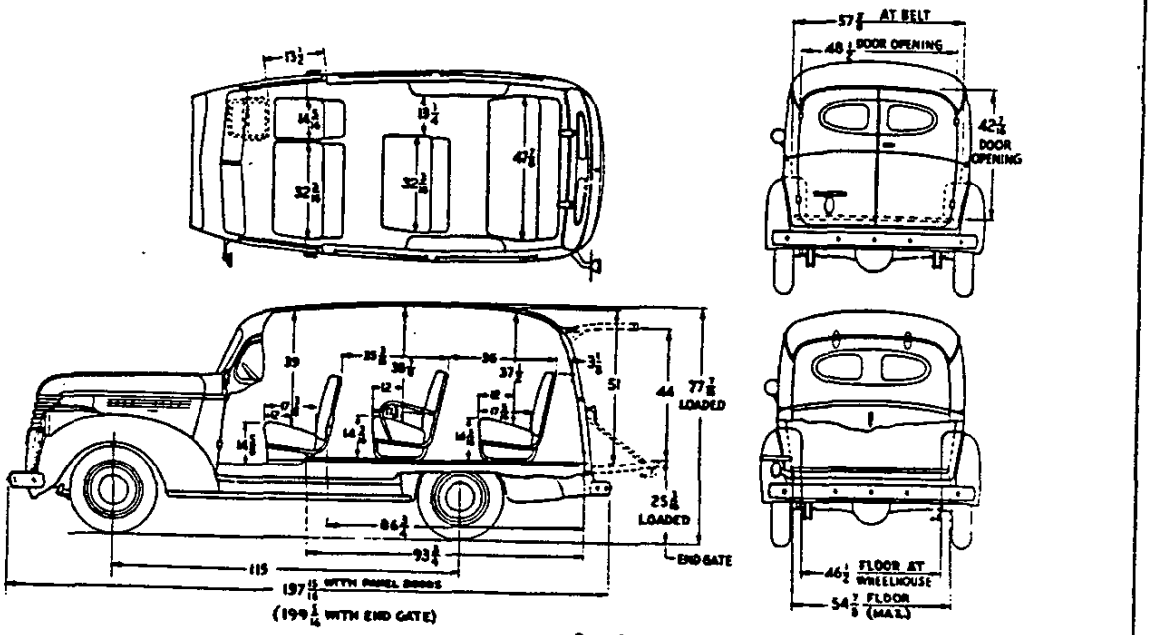
ORIGINAL COPY



Loaded height dimensions are with 6.00-16-4 ply tires.

Load space measured with front seat in rear position. Seat adj. = 4-1/2"

LIGHT DELIVERY CARRYALL SUBURBAN BODY DIMENSIONS •



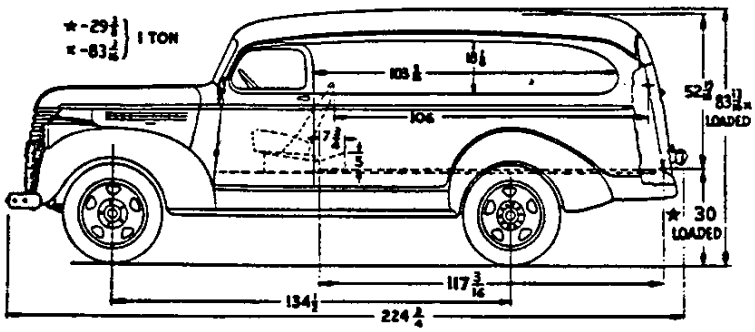
Loaded height dimensions are with 6.00-16-4 ply tires.

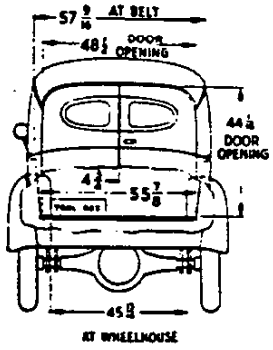
Load space measured with front seat in middle position. Seat adj. = 3/4" both ways.

5-12-40. 1-22-41: Revisions. 4-7-41: • - Load space re-dimensioned.

PANEL TYPE TRUCK BODY DIMENSIONS—Continued •

1-1/2 TON PANEL



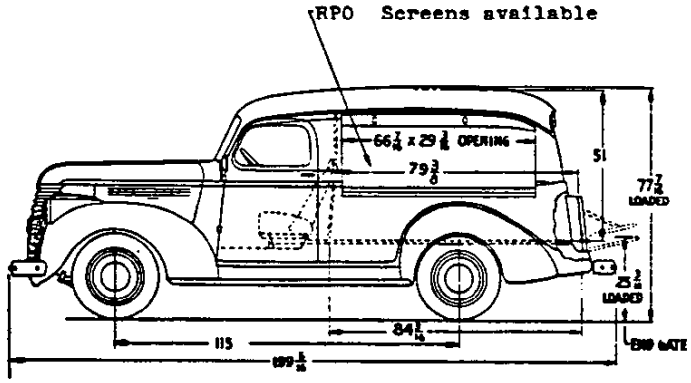


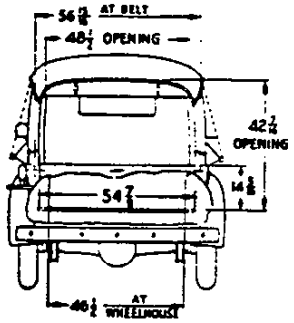
Loaded height dimensions are with 6.50-20 (32 x 6) 8 ply rear tires on 1-1/2 Ton Panel and 6.00-20-6 ply tires on One Ton Panel.

Load space measured with seat in rear position.

CANOPY EXPRESS TRUCK BODY DIMENSIONS •

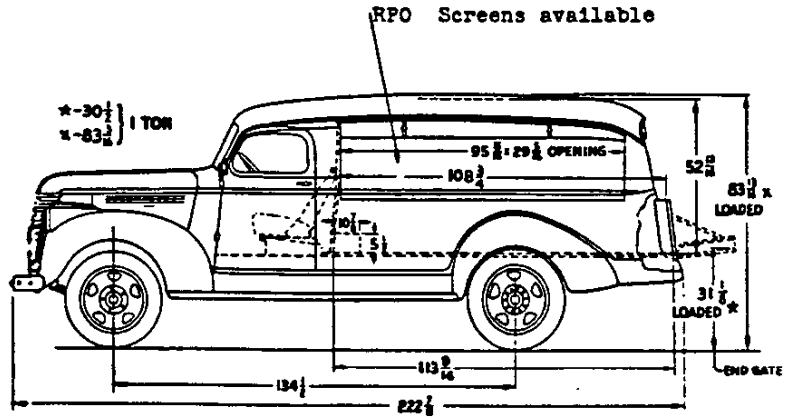
LIGHT DELIVERY
CANOPY EXPRESS

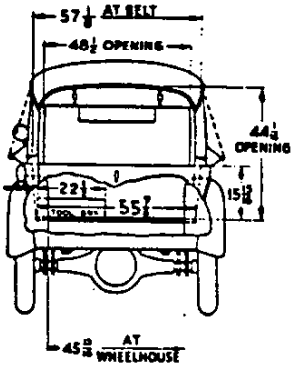




Loaded height dimensions are with 6.00-16-4 ply tires

1-1/2 TON
CANOPY EXPRESS





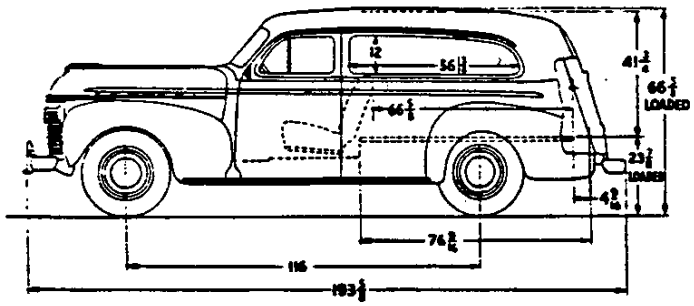
Loaded height dimensions are with 6.50-20 (32 x 6) 8 ply rear tires on 1-1/2 Ton Panel and 6.00-20-6 ply tires on One Ton Panel.

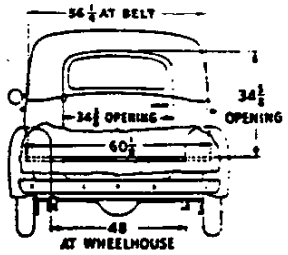
5-12-40. 1-22-41: Revisions. 4-7-41: • - Load spaces re-dimensioned.

PANEL TYPE TRUCK BODY DIMENSIONS •

SEDAN DELIVERY

Mounted on Master Deluxe Chassis

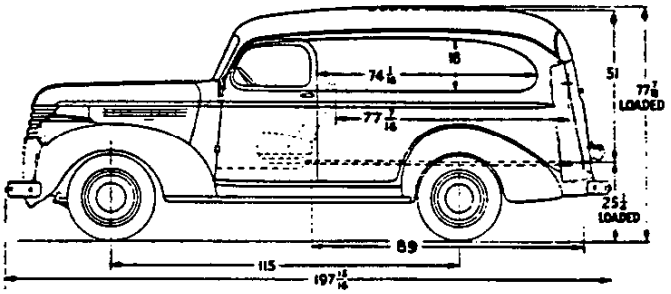


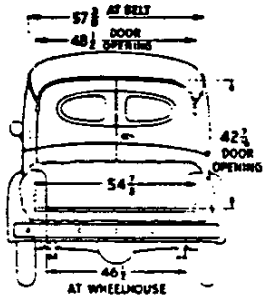


Loaded height dimensions are with 6.00-16-4 ply tires.

Load space measured with seat in rear position.

LIGHT DELIVERY PANEL

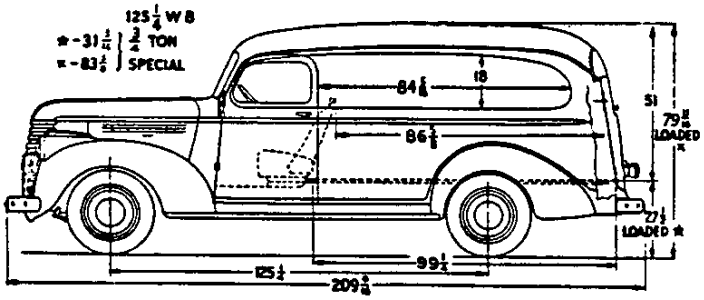


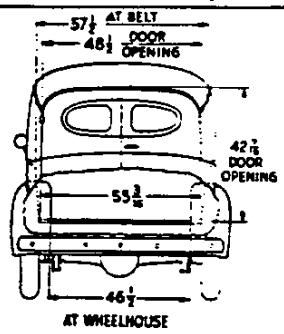


Loaded height dimensions are with 6.00-16-4 ply tires.

Load space measured with seat in rear position.

3/4 TON PANEL

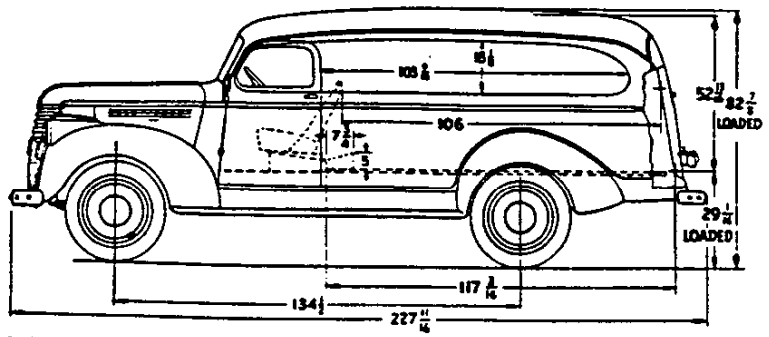


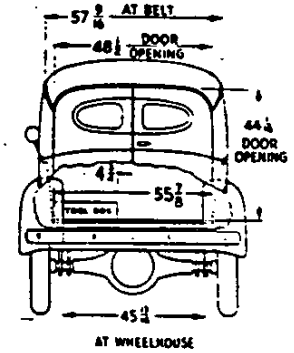


Loaded height dimensions: 15"-6 ply tires on 3/4 TON
7.00-17-6 ply tires on 3/4 TON SPECIAL

Load space measured with seat in rear position.

3/4 TON SPECIAL PANEL - 134-1/2" WB





Loaded height dimensions are with 7.00-17-6 ply tires

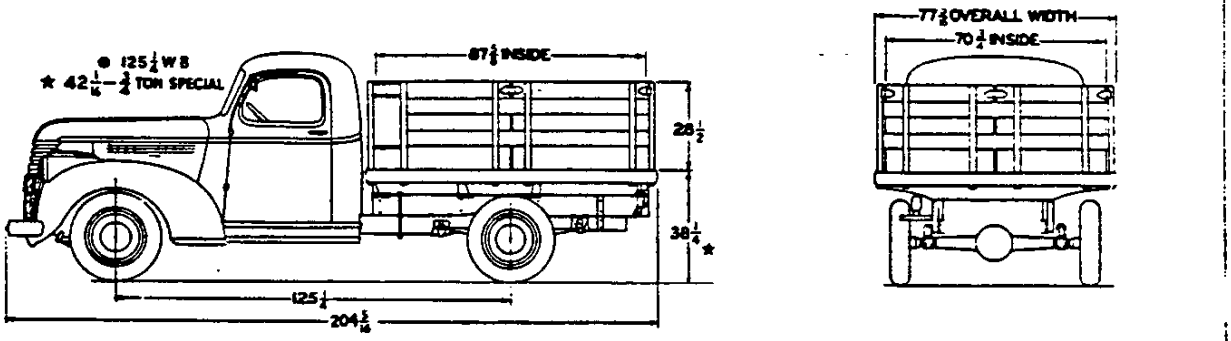
Load space measured with seat in rear position.

CONTINUED

5-12-40. 1-22-41: Revisions. 4-7-41: • - Load spaces re-dimensioned.

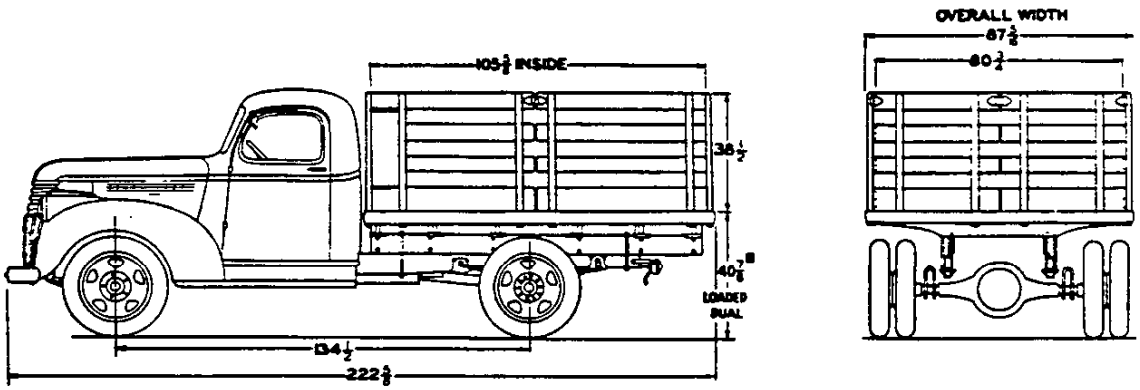
STAKE TRUCK BODY DIMENSIONS

3/4 TON STAKE TRUCK



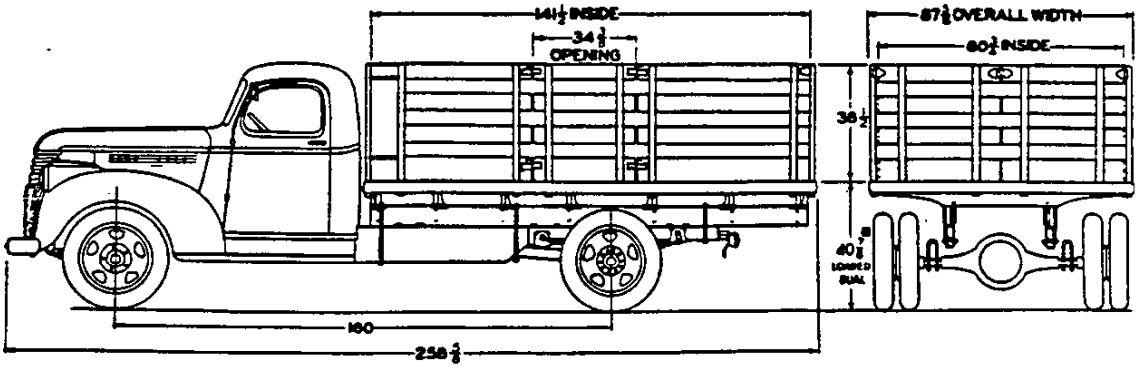
Loaded height dimension is with 15"-6 ply tires on 3/4 Ton truck and 7.00-17-6 ply tires on 3/4 Ton Special truck.

1-1/2 TON CONVENTIONAL
HEAVY DUTY STAKE TRUCK
(on 134-1/2" WB chassis)



Loaded height dimension is with 6.00-20-6 ply tires

1-1/2 TON CONVENTIONAL
HEAVY DUTY STAKE TRUCK
(on 160" WB chassis)



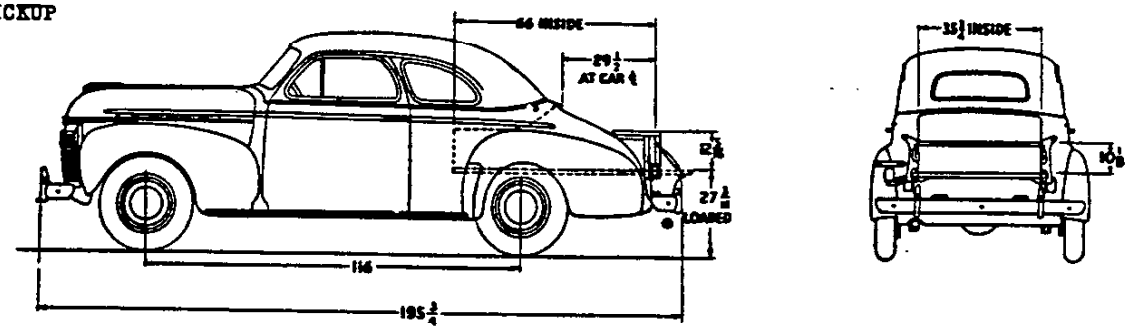
Loaded height dimension is with 6.00-20-6 ply tires

CONTINUED

8-12-40. 1-22-41: ● - Was 1/16" less. ■ - Was 1/4" less.

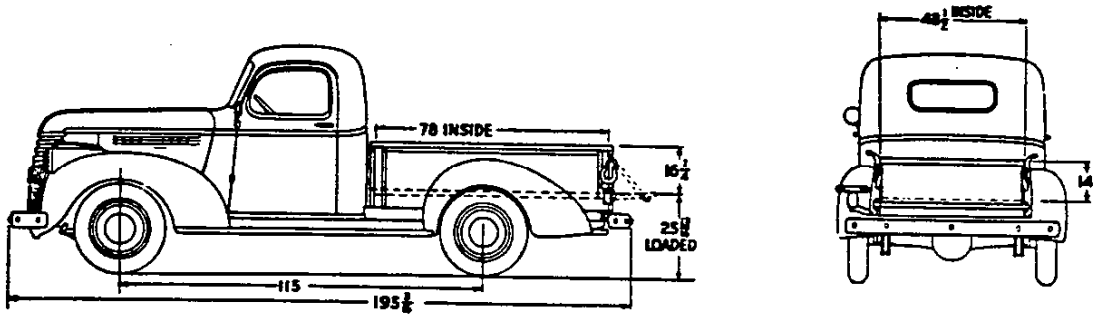
PICKUP TRUCK BODY DIMENSIONS

MASTER DELUXE
COUPE PICKUP



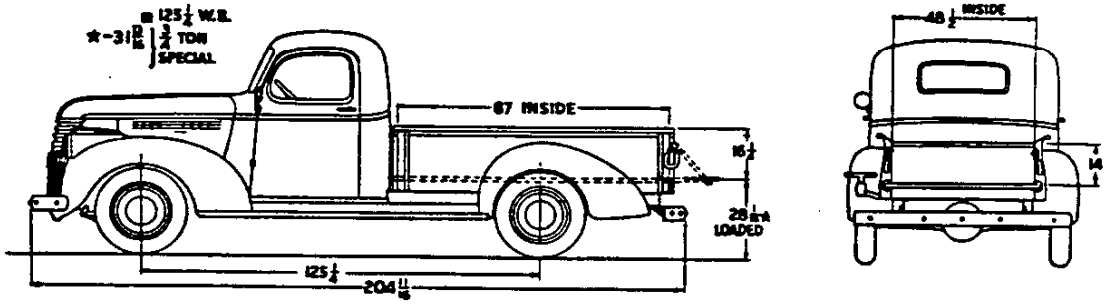
Loaded height dimension is with 6.00-16-4 ply tires

LIGHT DELIVERY PICKUP



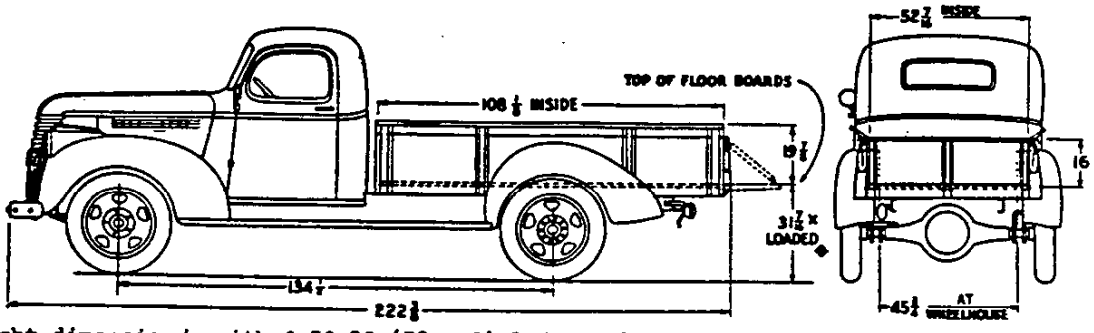
Loaded height dimension is with 6.00-16-4 ply tires

3/4 TON PICKUP



Loaded height dimension is with 15"-6 ply tires on 3/4 Ton truck and 7.00-17-6 ply tires on 3/4 Ton Special truck.

1-1/2 TON PICKUP

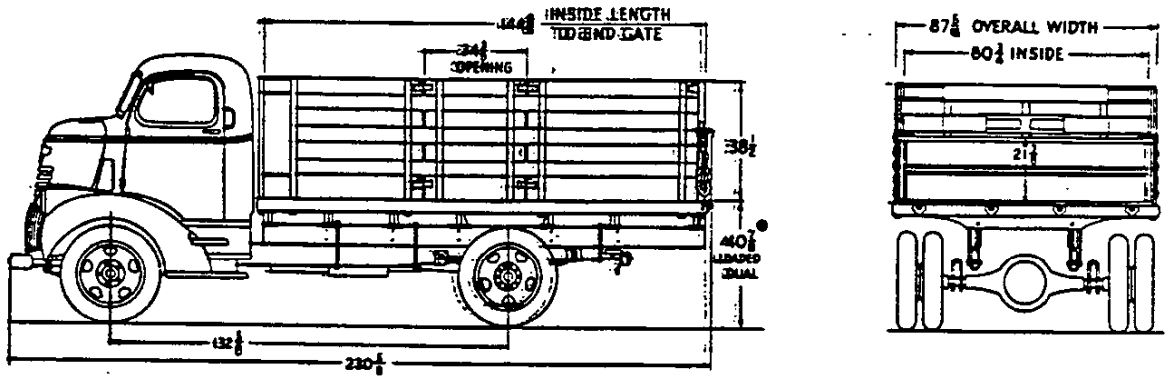


Loaded height dimension is with 6.50-20 (32 x 6) 8 ply ▼ tires on rear of 1-1/2 Ton truck and 6.00-20-6 ply tires on One Ton truck.
x- ONE TON 30-7/16" ♣

8-12-40. 1-22-41: ● - Rear bumper guards added. ■ - Was 31-3/4". ◆ - Was 31-1/16".
▼ - Was 32 x 6-8 ply. ♣ - Was 30-3/16".

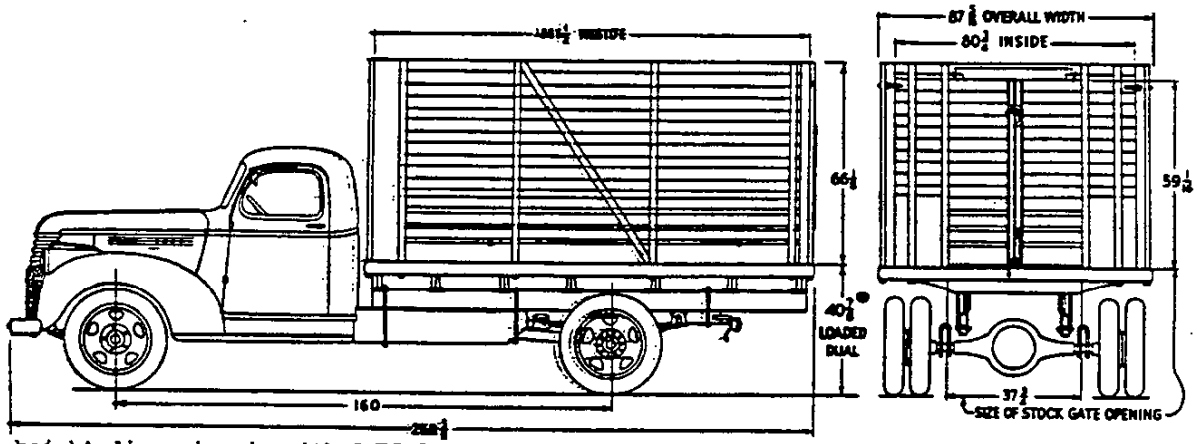
STAKE TRUCK BODY DIMENSIONS—Continued

1-1/2 TON CAB-OVER-ENGINE
STAKE EXPRESS TRUCK
(on 132-5/8" WB chassis)



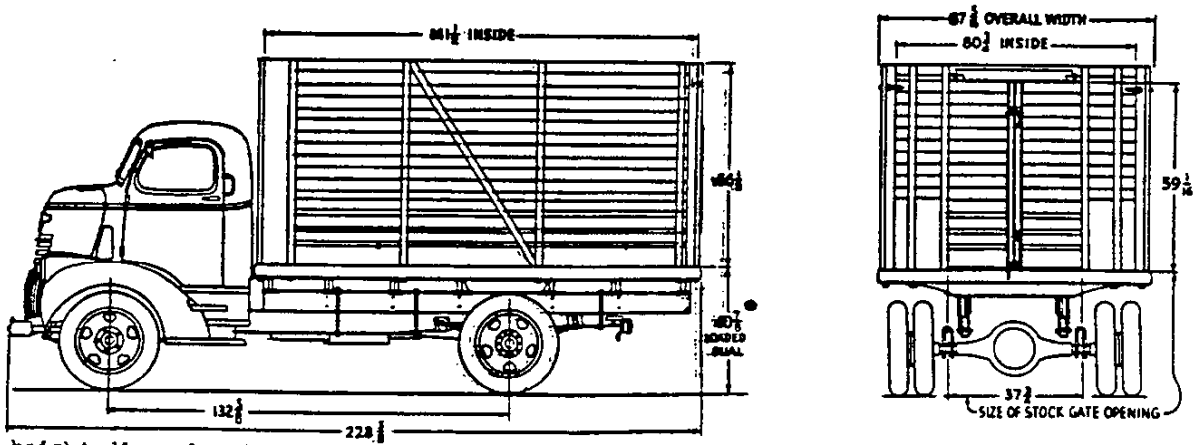
Loaded height dimension is with 6.00-20-6 ply tires

1-1/2 TON CONVENTIONAL
HEAVY DUTY HIGH
(STOCK) RACK TRUCK
(on 160" WB chassis)



Loaded height dimension is with 6.00-20-6 ply tires

1-1/2 TON CAB-OVER-ENGINE
HIGH (STOCK) RACK TRUCK
(on 132-5/8" WB chassis)

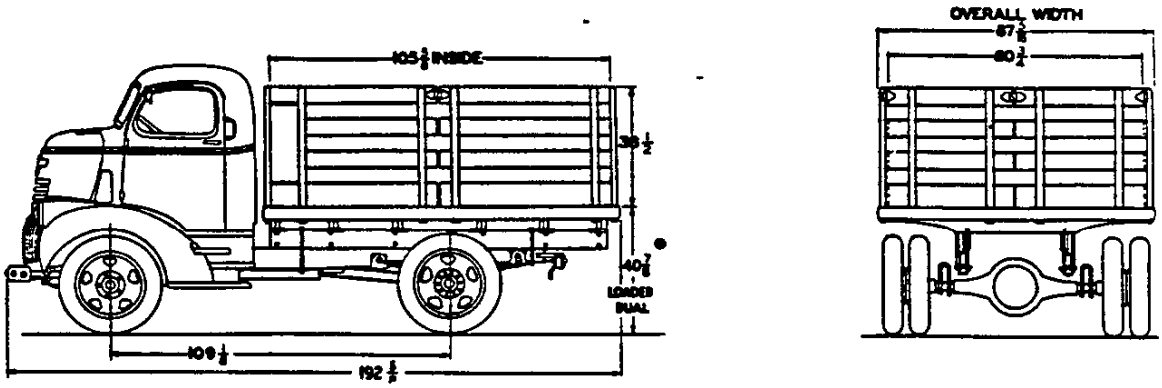


Loaded height dimension is with 6.00-20-6 ply tires

8-12-40. 1-22-41: ● - Was 40-5/8".

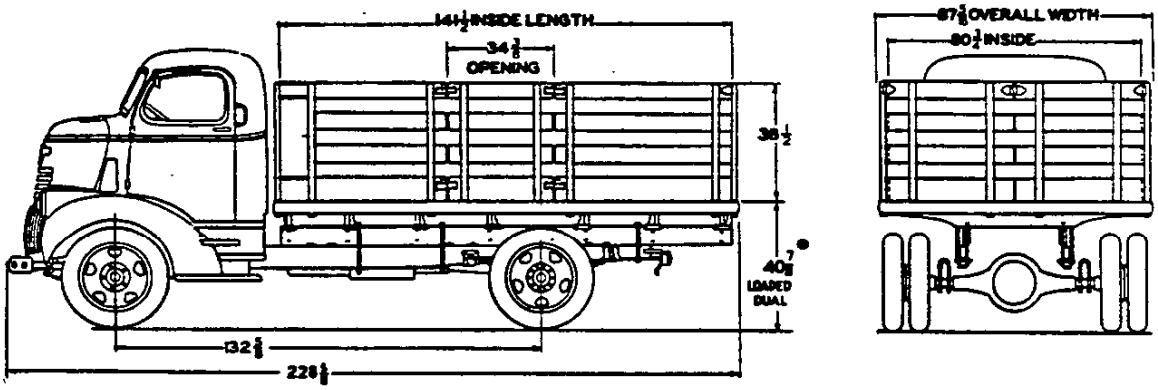
STAKE TRUCK BODY DIMENSIONS—Continued

1-1/2 TON CAB-OVER-ENGINE
STAKE TRUCK
(on 109-1/8" WB chassis)



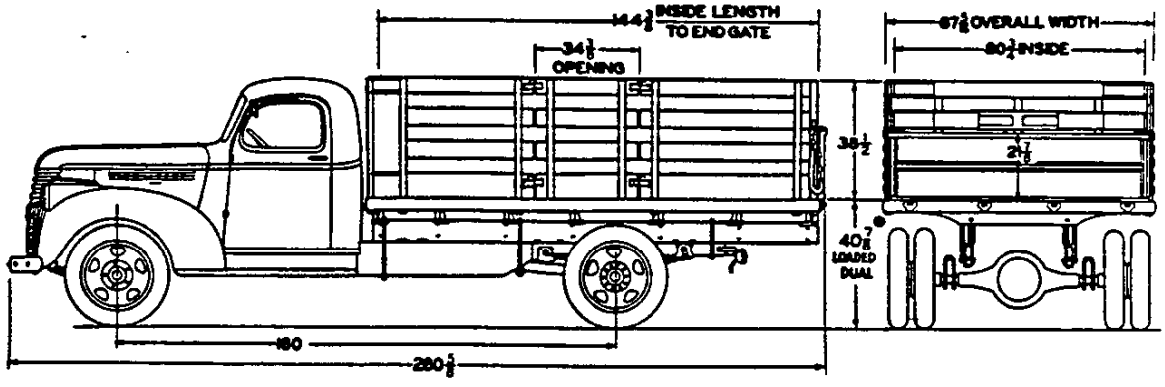
Loaded height dimension is with 6.00-20-6 ply tires

1-1/2 TON CAB-OVER-ENGINE
STAKE TRUCK
(on 132-5/8" WB chassis)



Loaded height dimension is with 6.00-20-6 ply tires

1-1/2 TON CONVENTIONAL
HEAVY DUTY STAKE
EXPRESS TRUCK
(on 160" WB chassis)



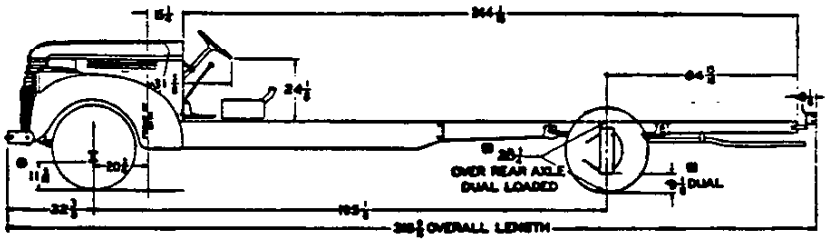
Loaded height dimension is with 6.00-20-6 ply tires

CONTINUED

8-12-40. 1-22-41: • - Was 1/4" less.

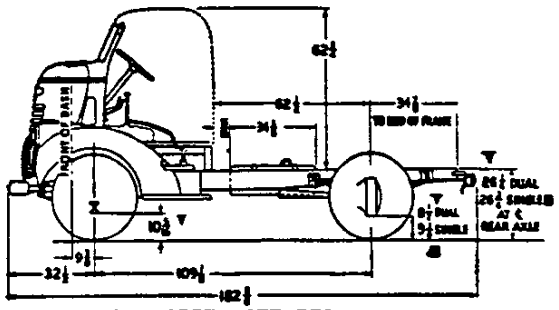
TRUCK AND SCHOOL BUS CHASSIS DIMENSIONS—Continued

SCHOOL BUS CHASSIS



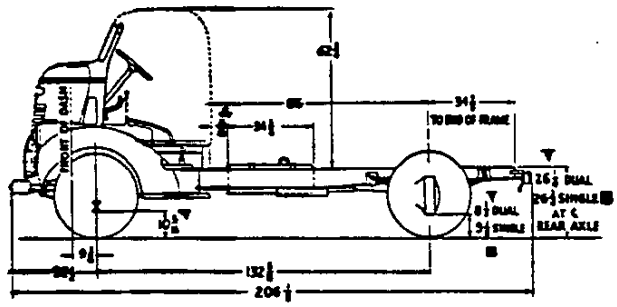
6.50-20 (32 x 6)-8 ply ♦ front and dual rear tires

CAB-OVER-ENGINE TRUCK
CHASSIS (109-1/8" WB)



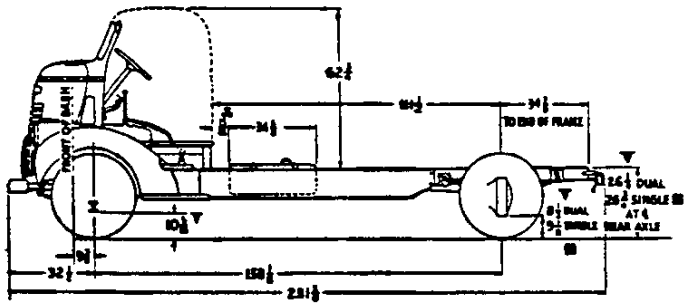
FOR TIRE SIZES SEE BELOW

CAB-OVER-ENGINE TRUCK
CHASSIS (132-5/8" WB)



FOR TIRE SIZES SEE BELOW

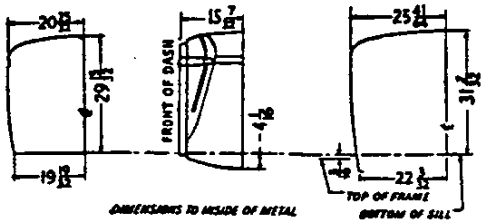
CAB-OVER-ENGINE TRUCK
CHASSIS (158-1/8" WB)



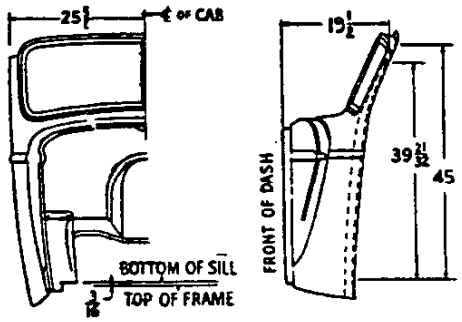
6.00-20-6 ply front tires
6.50-20 (32 x 6)-8 ply ♦ single rear tires
6.00-20-6 ply dual rear tires

CONVENTIONAL TRUCK COWL DIMENSIONS

FLAT FACE COWL UNIT



COWL AND WINDSHIELD UNIT

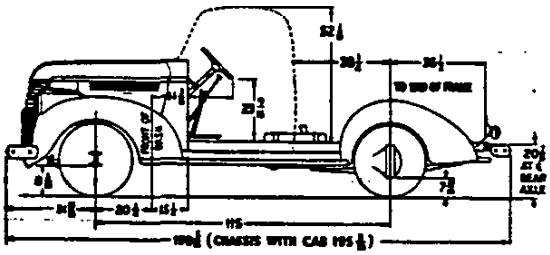


8-12-40. 1-22-41: ● - Was 10-15/16". ■ - Was 3/8" less. ♦ - Was 32 x 6, 8 ply.
▼ - Was 1/4" less. ★ - Was 5-15/16".

TRUCK AND SCHOOL BUS CHASSIS DIMENSIONS

Note: Unless otherwise specified, vertical dimensions show design height with specified ▪ tire equip.

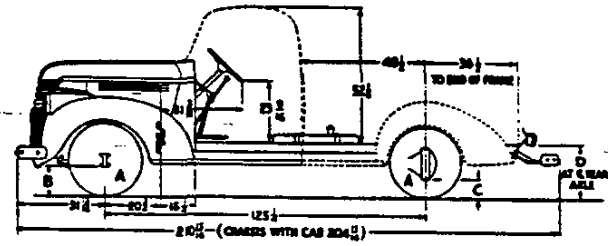
LIGHT DELIVERY CHASSIS



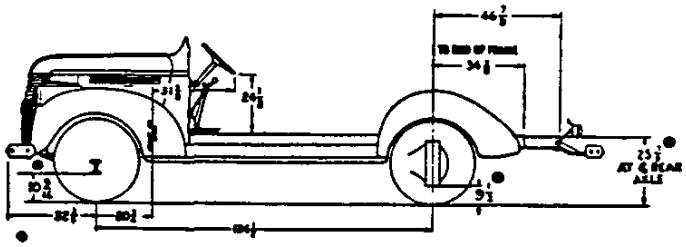
6.00-16-4 ply tires

3/4 TON AND 3/4 TON SPECIAL CHASSIS

	A	B	C	D
3/4 T	15"-6 Ply	8-9/16"	7-15/16"	22-3/4"
3/4 TSS	7.00-17, 6 Ply	10-1/8"●	9-1/2"●	25-15/16"●



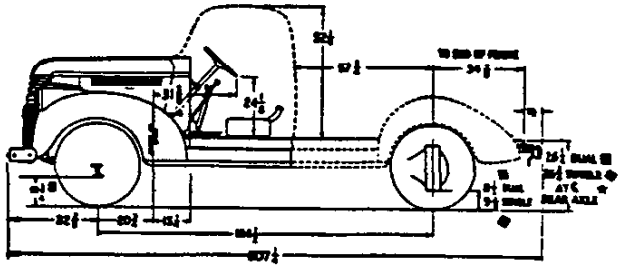
CHASSIS FOR 3/4 TON SPECIAL PANEL (134-1/2" WB)



7.00-17, 6 ply tires

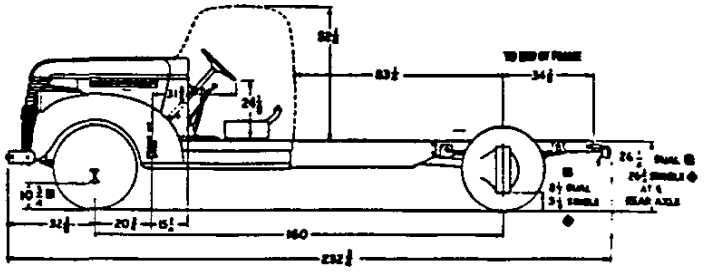
CONVENTIONAL HEAVY DUTY TRUCK CHASSIS (134-1/2" WB)

6.00-20-6 ply front tires on ONE TON & 1-1/2 TON
6.50-20 (32 x 6)-8 ply ▼ single rear tires on 1-1/2 TON
6.00-20-6 ply dual rear tires on 1-1/2 TON
6.00-20-6 ply single rear tires on ONE TON
★ - 26-1/4" ▪ on ONE TON



CONVENTIONAL HEAVY DUTY TRUCK CHASSIS (160" WB)

6.00-20-6 ply front tires
6.50-20 (32 x 6)-8 ply ▼ single rear tires
6.00-20-6 ply dual rear tires

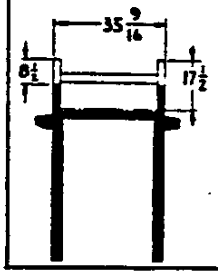
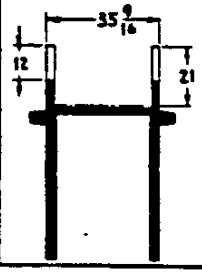
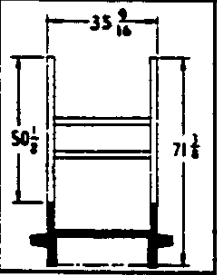


8-12-40. 1-22-41: 160" WB School Bus removed. Sheet reorganized. ● - Was 1/16" less. ▪ - Was 1/4" less. ◆ - Was 3/8" less. ▼ - Was 32 x 6, 8 ply. ▬ - Was regular.

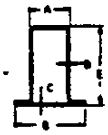
FRAME

ITEM		PASS. & COMM. CARS	TRUCKS & SCHOOL BUS
Frame type		Box girder	Ladder
Side Members	Section type	Box	Channel
	Material	H.R. Steel - pickled	
	Min. yield point	41000 lbs. per sq.in.	
	Elongation in 2"	35% to 40%	

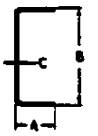
RPO FRAME EXTENSIONS - CHD TRUCKS

8-1/2" TYPE	12" TYPE	50" TYPE
		

SIDE MEMBER - MAXIMUM SECTION



ITEM	PASS. & COMM. CARS
A	2-3/4"
B	3-7/8"
C	1/8"
D	3/32"
E	4-35/64"
Section Modulus per side	1.716 in.³

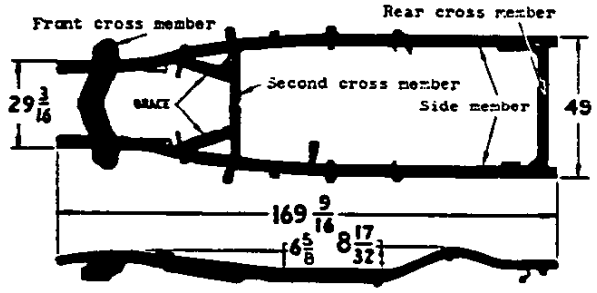


ITEM	1/2 T	3/4 T 3/4 TSS	3/4 TSL, 134-1/2 CHD 109-1/8&132-5/8 COE
A	2-1/4"		2-3/4"
B	5-3/4"	5-27/32"	7"
C	9/64"	3/16"	7/32"
Section modulus per side	2.40 in.³	3.18 in.³	5.43 ▼ in.³

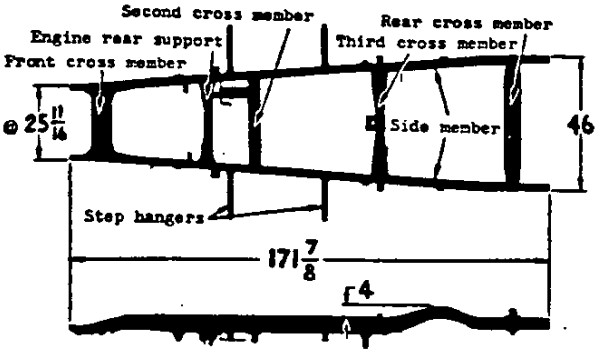
SIDE MEMBER WITH REINFORCEMENT PLATE MAXIMUM SECTION

ITEM	160 CHD, 158-1/8 COE = ●	SB
A	2-3/4"	2-25/32"
B	7"	7-1/16"
C	7/32"	1/4"
D	1/8"	1/8"
E	10"	10"
F	5/16"	5/16"
Section modulus per side	8.71 in.³	9.26 in.³

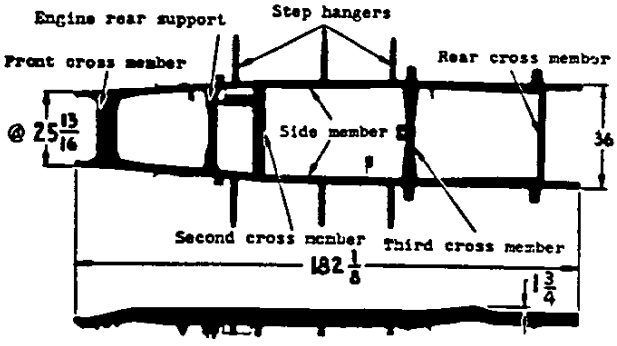
SPECIAL DELUXE*, SPECIAL DELUXE COMMERCIAL
MASTER DELUXE, MASTER DELUXE COMMERCIAL



LIGHT DELIVERY



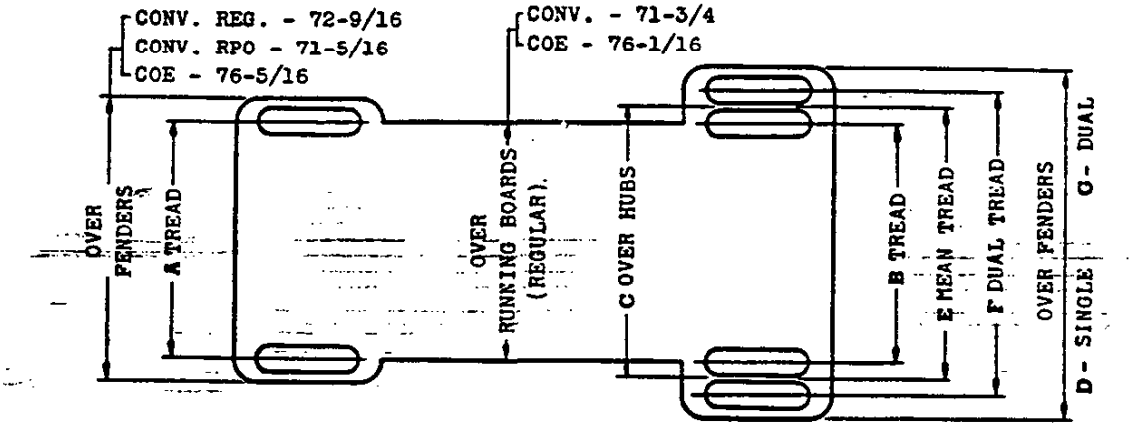
3/4 TON, 3/4 TON SPECIAL - SHORT (3/4 TON SPECIAL LONG frame data is same as shown for 134-1/2" WB CHD PANEL & CANOPY EXPRESS. See page 30.)



* - Except Cabriolet. # - Side member plates also available as RPO equipment on 134-1/2 CHD, 109-1/8 and 132-5/8 COE frames. ■
@ - Dimension taken at intersection of spring pin hole and outside of frame. ◆

5-12-40. 3-12-41: ● - 160" WB School Bus removed. ■ - Note reworded. ◆ - Note added.
▼ - Was 5.41 in.³

TRUCK AND SCHOOL BUS TREADS AND OVERALL WIDTH



REGULAR REAR AXLES - With regular front axle, wheel and fender equipment

	CONVENTIONAL TRUCKS & SCHOOL BUS					CAB-OVER-ENGINE TRUCKS
	LT. DEL.	3/4 TON	3/4 TSS	3/4 TSL	CHD & SCHOOL BUS	
WHEEL OFFSET	9/16"	0	9/16"		4-1/8"	
A	56-1/2"	57-5/8"	56-3/8"		57-5/16" (59-15/16"*)	62-15/16"
B	59-1/4"	60-7/16"	59-1/4"		57-3/4"	
C	68-1/8"	69-1/8"			75-7/8"	
D	72"			70-5/8"	70-5/8" (134-1/2" WB only)	None
E	None				66"	
F	None				74-1/4"	
G	None					

REGULAR REAR AXLES - With RPO wheel and rear fender equipment

		CONVENTIONAL TRUCKS & SCHOOL BUS					CAB-OVER-ENGINE TRUCKS	
		LT. DEL.	CONV. HEAVY DUTY		SCHOOL BUS			
WHEEL OFFSET		0	4-1/2"	4-3/4"	4-1/2"	4-3/4"	4-1/2"	4-3/4"
A	Reg. fr. axle	57-5/8"	56-9/16"	56-1/16"	56-9/16"	56-1/16"	62-1/8"	61-5/8"
	RPO fr. axle	None	59-1/8"	58-5/8"	59-1/8"	58-5/8"	None	
B		60-7/16"	57"	56-1/2"	57"	56-1/2"	57"	56-1/2"
C		69-1/8"	75-7/8"					
D		72"	70-5/8"		None			
E		None	66"					
F		None	75"	75-1/2"	75"	75-1/2"	75"	75-1/2"
G		None	85-15/16"		None			

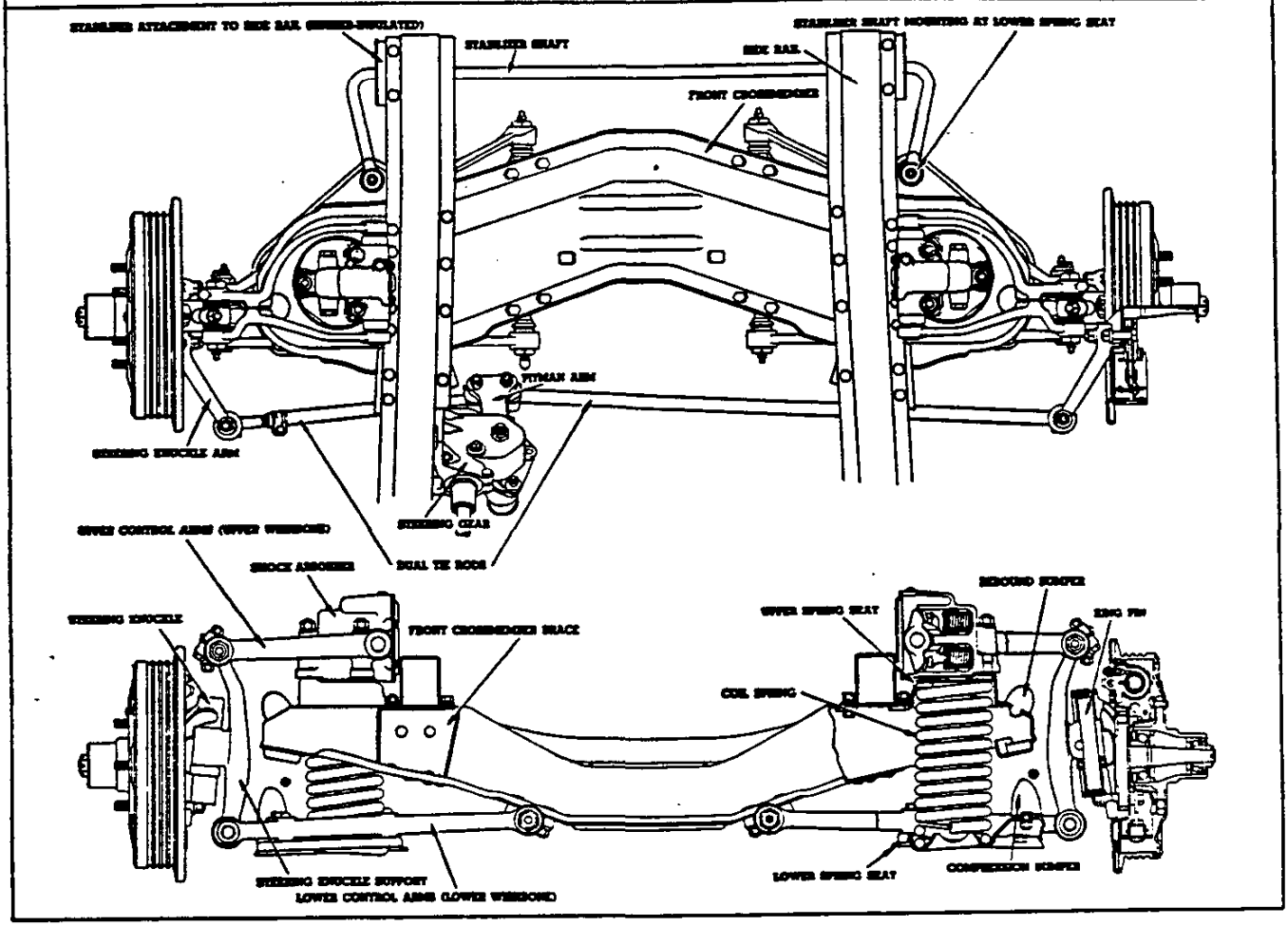
RPO TWO SPEED REAR AXLE - With RPO equipment

		CONVENTIONAL HEAVY DUTY TRUCKS				CAB-OVER-ENGINE TRUCKS			
WHEEL OFFSET		4-1/8"	4-1/2"	4-3/4"	5-1/4"	4-1/8"	4-1/2"	4-3/4"	5-1/4"
A	Reg. fr. axle	57-5/16"	56-9/16"	56-1/16"	55-5/16"	62-15/16"	62-1/8"	61-5/8"	60-7/8"
	RPO fr. axle	59-15/16"	59-1/8"	58-5/8"	57-3/8"	None			
B		60-1/8"	59-3/8"	58-7/8"	58-1/8"	60-1/8"	59-3/8"	58-7/8"	58-1/8"
C		78-3/4"							
D		None							
E		68-3/8"			68-5/8"	68-3/8"			68-5/8"
F		76-5/8"	77-3/8"	77-7/8"	79-1/8"	76-5/8"	77-3/8"	77-7/8"	79-1/8"
G		None							

* - RPO front axle.

8-12-40. 1-22-41: Data revised and sheet reorganized.

KNEE ACTION FRONT SUSPENSION—SPECIAL DELUXE AND MASTER DELUXE



SPRING		
Type		R.H. Helical Coil
Material		Silicon-Manganese Steel
Gauge (Dia.)		.576" - .580"
Number of coils		11-1/6
Outside diameter		4-3/8"
Pitch diameter (theo.)		3.781"
Free length		14-1/16"
Working length		9-17/32" at 1350#
Deflection rate		300#/inch
Frequency	Curb load	73
Cycles/min.	Full load	71

WHEEL TRAVEL		
For steering	38° from neutral to stop	
Vertical	4" from normal setting to metal-to-metal position	
Ratio	1.64 to 1 (wheel to spring)	
Comparative travel of wheel and spring	Wheel Travel	Spring Travel
	In vertical path 4" from normal setting position at rate of 111#/inch	Spring travels 2-7/16" at rate of 300#/inch

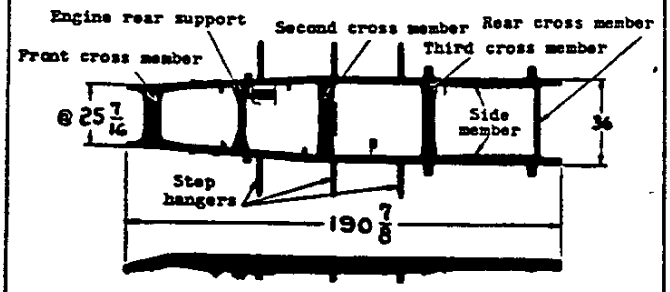
BEARINGS			UPPER CONTROL ARMS			LOWER CONTROL ARMS			
			PIVOT BOLT	Ft.BUSH.	Rr.BUSH.	PIVOT BOLT	BOLT BUSH.	SHAFT BUSH.	SHAFT ENDS
Type			Threaded						
Material-Carbon steel			Hardened	File hard surface		Hardened	File hard surface		Hardened
Threads	Type	Ends	11 P,Single	11 Pitch, Single					
		Center	14 P,Double						
	Major Dia.	Front	.644"-.662"■	.694" min.		.738"-.756"	.774" min.	.889" min.	.853"-.859"
		Center	.976"-.980"●			.724"-.742"			
		Rear	.644"-.662"■			.714"-.732"			
Mounting			Clamp lock	Self locking					Bolted
Seal			Synthetic rubber, self sealing						

8-12-40. 1-22-41: ● - Bumper position revised. ■ - Was .644"-.652". ◆ - Was .967"-.971".

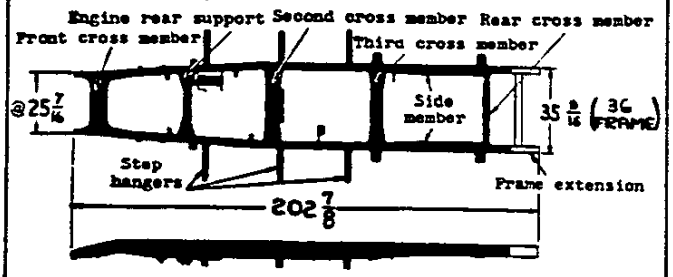
FRAME—Continued

CONVENTIONAL HEAVY DUTY TRUCKS

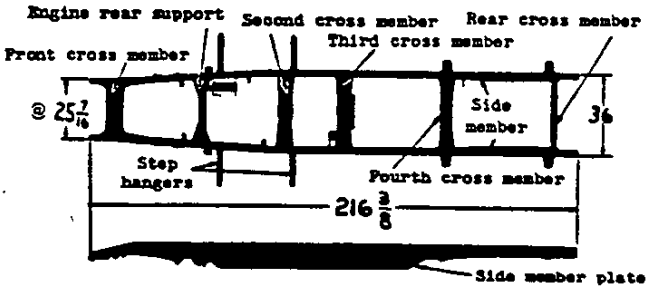
134-1/2" W.B. (Except Panel and Canopy Express)



134-1/2" W.B. PANEL & CANOPY EXPRESS

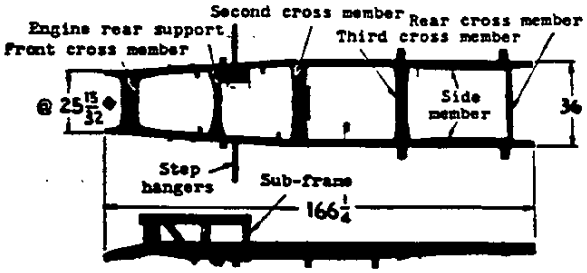


160" WHEELBASE

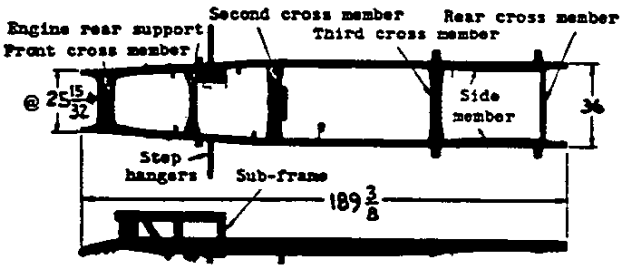


CAB-OVER-ENGINE TRUCKS

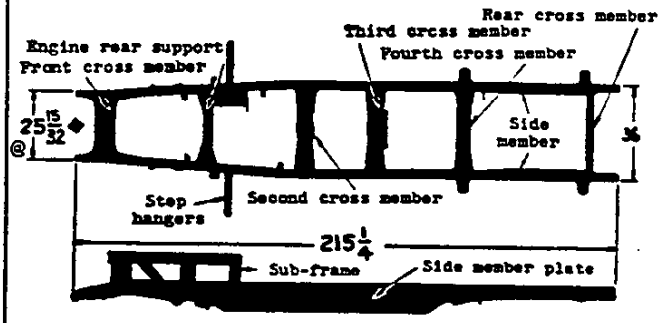
109-1/8" WHEELBASE



132-5/8" WHEELBASE

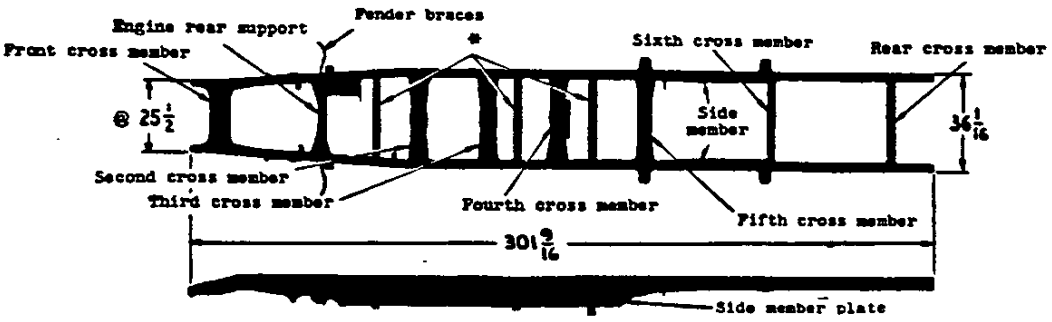


158-1/8" WHEELBASE



SCHOOL BUS CHASSIS ●

195-1/8" WHEELBASE



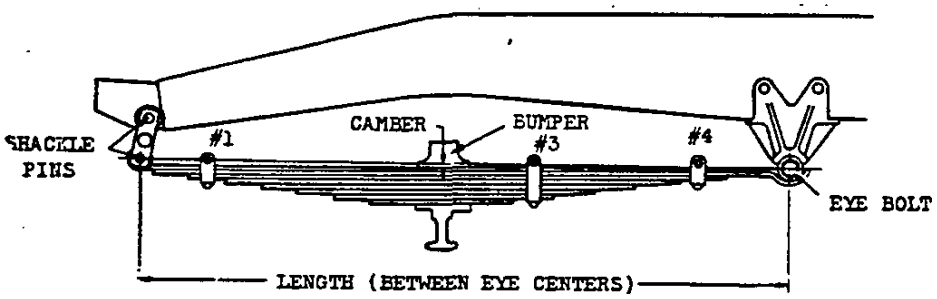
* - Propeller Shaft Guards■

@ - Dimension taken at intersection of spring pin hole and outside of frame. ■

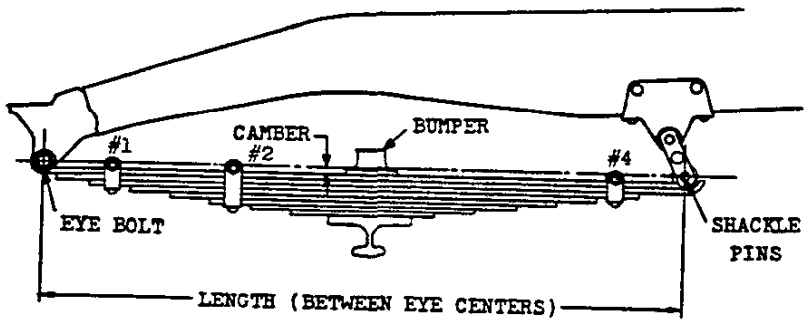
8-12-40. 1-22-41: ● - 160" WB School Bus removed; sheet rearranged. ■ - Note added.
◆ - Was 27-1/2". ■ - Propeller shaft guards added.

FRONT SUSPENSION

CONVENTIONAL TRUCK TYPES



CAB OVER ENGINE



SPRING CLIP TYPES

BOLT

CLINCH

SPRING LEAF END TYPES

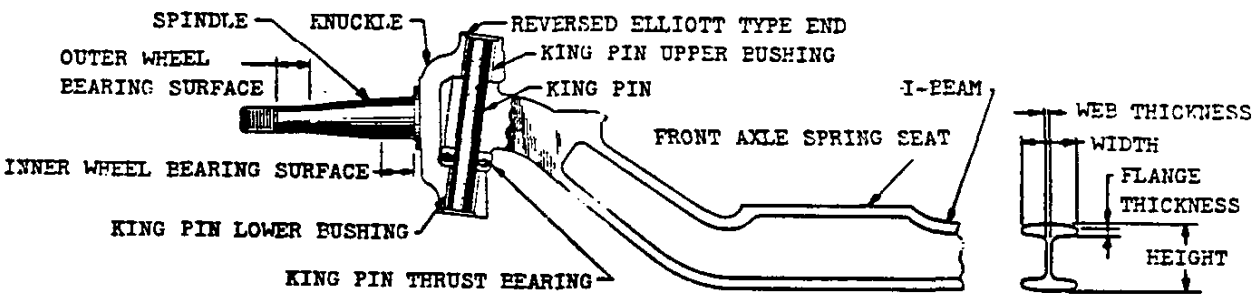
FLAT

CURLED DOWN

ITEM		CONVENTIONAL TRUCKS & SCHOOL BUS				CAB OVER ENGINE TRUCKS
		LIGHT DELIVERY	3/4 T & 3/4 TSS	3/4 TSL & CHD	SCHOOLBUS & RPO on CHD●	
Type		Semi-elliptic				
Material		Chromium steel				
Number of leaves		7	8	7	9	8
Thickness of leaves	#1	.237"	.237"	.291"	.291"	.291"
	#2					
	#3					
	#4	.194"	.214"			
	#5					
	#6					
	#7		.262"			
	#8					
	#9					
Total thickness		1.487"	1.902"	2.037"	2.619"	2.328"
Length x width		36" x 1-3/4"		40" x 2"		
Camber (Av.)		5/8"	9/16"	1-3/16"	39/64"●	7/16"
Load at camber height (Av.)		775#	805#	1000#	1550#	1225#
Deflection rate (Av.)		260#/"	275#/" at 350-650# 365#/" at 850-1150#	475#/"	640#/"	575#/"
Leaf end type		Flat				
Spring clip type	#1	Clinch		Bolt		
	#2					Bolt
	#3	Clinch	Bolt			
	#4	Clinch		Bolt		

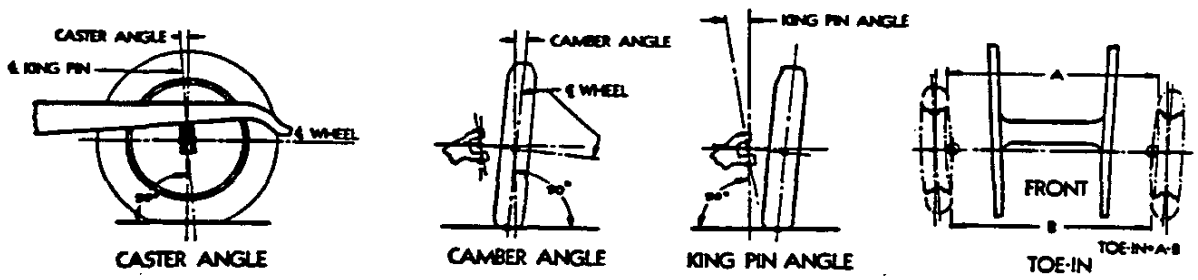
8-12-40. 1-22-41: Revisions. 4-7-41: ● - Was SCHOOL BUS only. ■ - Was 43/64"

FRONT AXLE



ITEM			PASSENGER & COMMERCIAL CARS	CONVENTIONAL TRUCKS				COE TRUCKS
				LIGHT DELIVERY	3/4 T & 3/4 TS	HEAVY DUTY & SCHOOL BUS● Regular Axle	RPO Axle	
Type			Reversed Elliott	Reversed Elliott - Modified I-beam Section				
Rated Capacity			2000#	2200#	2500#	3500#	4500#	4200#
I-beam (Average dimensions) ◆	Height		Steering knuckle support	2-3/32" ◆	2-17/64" ◆		2-3/8"	2-5/8"
	Width			1-23/32" ◆	1-13/16" ◆	2" ◆		
	Flange thickness			7/32"	1/4"	5/16"	7/16"	
	Web thickness			9/32" ◆	11/32" ◆		1/4"	3/8"
King pin	Material		Case hardened steel					
	Diameter		.8660"-.8665"			.9210"- 9214"	1.1085"-1.1095"	
King pin bushings	Material	Upper	Bronze					
		Lower	Bronze				Clevite #8	
	Inside diameter		.867"-.868"			.922"-.923"	1.1095"-1.1105"	
	Length		1-5/16"			1-17/64"	1-11/32"	
King pin thrust brg.	Part number		Chevrolet #373476			Chev. #365309	Chev. #121461	
	Location		Below axle					
Wheel bearings	Inner		New Departure #909052			N.D. #909026	Hyatt #173241	
	Outer		New Departure #909001			N.D. #909025	Hyatt #173238	
Spindle diameter	Inner bearing		1.2801"-1.2806"			1.4051"-1.4056"	1.5618"-1.5623"	
	Outer bearing		.7490"-.7495"			.8427"-.8432"	.9368"-.9373"	

FRONT WHEEL ALIGNMENT (SERVICE DIMENSIONS)

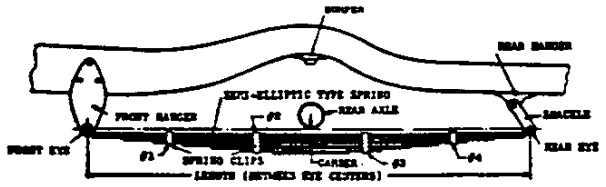


ITEM		PASSENGER & COMMERCIAL CARS	CONVENTIONAL TRUCKS		CAB OVER ENGINE TRUCKS
			LIGHT DELIVERY & 3/4 TON SPECIAL	HEAVY DUTY & SCHOOL BUS ● REGULAR & RPO AXLES	
King pin angle		4-3/4° ± 30'	7°-10' ± 1°		8° ± 1°
Camber		-15' ± 30'	1° ± 30'		
Caster		0° ± 30'	1°-45' ± 30'	2°-45' ± 30'	3° ± 30'
Toe-in		0" to 1/16"	5/64" to 1/8"		
Toe-out on turns	Outside Wheel	20°			
	Inside Wheel	24° ± 2°	23° ± 2°		

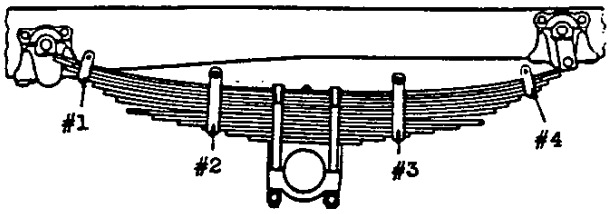
6-12-40. 1-22-41: Sheet reorganized. ● - 160" WB School Bus removed; RPO axle made available for CHD trucks. ◆ - Dimensions revised.

REAR SUSPENSION

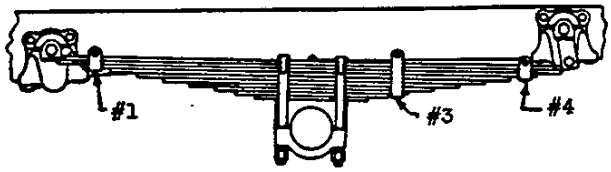
PASSENGER CAR, COMMERCIAL CAR, & LIGHT DELIVERY TRUCK TYPE SPRING



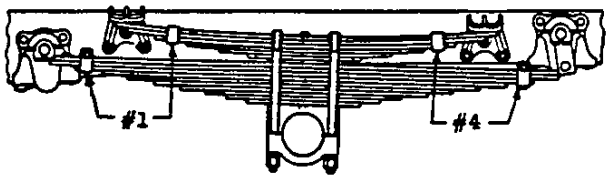
SCHOOL BUS & RPO PROGRESSIVE ACTION SPRING (RPO ON CHD & COE)



3/4 TON, 3/4 TON SPEC., CHD & COE TRUCK SPRING



CHD, COE & SCHOOL BUS RPO AUXILIARY SPRING



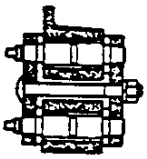
ITEM		PASS. & COMM. CARS				TRUCKS & SCHOOL BUS •						
		PCH, TS, SS, CPEB CPE2 * CPE4 * CBL *	CPE2 CPE4 CBL	Sedan Delivery	Station Wagon ■	Light Delivery	3/4 Ton	3/4 Ton Special	CHD & COE, except panel @	CHD Panel & RPO One Ton	SB & RPO prog. action spring	CHD, COE & School Bus RPO auxiliary spring
Type		Semi-elliptic										
Material		Chromium steel							Silicon-manganese steel			
No. of leaves		8	7	8	8	8	7	8	10	8	11	6
Thickness of leaves	#1	.237"	.237"	.237"	.237"	.291"	.291"	.291"	.323"	.291"	.323"	.323"
	#2											
	#3											
	#4											
	#5	.214"	.214"		.262"		.323"	.323"		.323"	.360"	
	#6											
	#7											
	#8											
	#9											
	#10											
	#11											
Total thickness		1.804"	1.590"	1.896"	1.996"	2.328"	2.133"	2.424"	3.230"	2.424"	3.775"	1.938"
Length		49"				54-1/8"	46"					31" ¢
Width		1-3/4"					2"		2-1/2"			
Camber (Av.)		5/8 " negative				1/2"	9/16"	1-29/32"	25/32"	1-9/16"	1-3/8"	None
Load at camber height (Av.)		920#	825#	1050#	1287#	1150#	1400#	1650#	3250#	2250#	4000#	Engages at 1900#
Av. deflection		115#/"	108#/"	145#/"	165#/"	190#/"	A	B	770#/"•	C	D	1530#/"
Leaf end type		Tapered		Flat								
Spring clip type	#1	Clinch					Bolt					Clinch
	#2	None				Clinch	None				Bolt	None
	#3						Bolt		None			
	#4	Clinch					Bolt					Clinch
Spring covers		Yes				None						

* - With RPO 18" wheels. @ - Used on 134-1/2" Panel with RPO dual wheels. ¢ - Between bracket centers. A - 250# at 200-600#; 370# at 1200-1600#. B - 315# at 250-700#; 435# at 1400-1800#. C - 360# at 300-700#; 525# at 2000-2500#. D - 550# at 1000-2000#; 1000# at 3500-4500#.

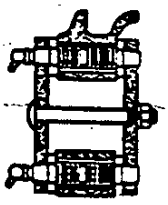
8-12-40. 1-22-41: . Sheet rearranged. • - 160" WB School Bus removed. ■ - Was same as Sedan Delivery. • - Was 800#/"

FRONT SPRING MOUNTING

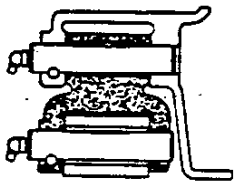
SHACKLE TYPES



PLAIN H



THREADED H



CLEVIS

SPRING EYE TYPES

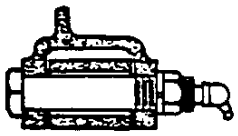
BERLIN EYE 1/2 WRAPPED

OVERHUNG

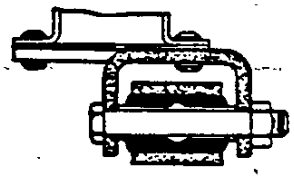
UNDERSLUNG (REVERSED)

UNDERSLUNG (REVERSED)
FULL WRAPPED

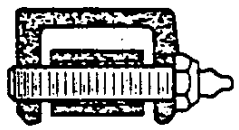
EYE BOLT AND BUSHING TYPES



PLAIN



RUBBER BUSHED

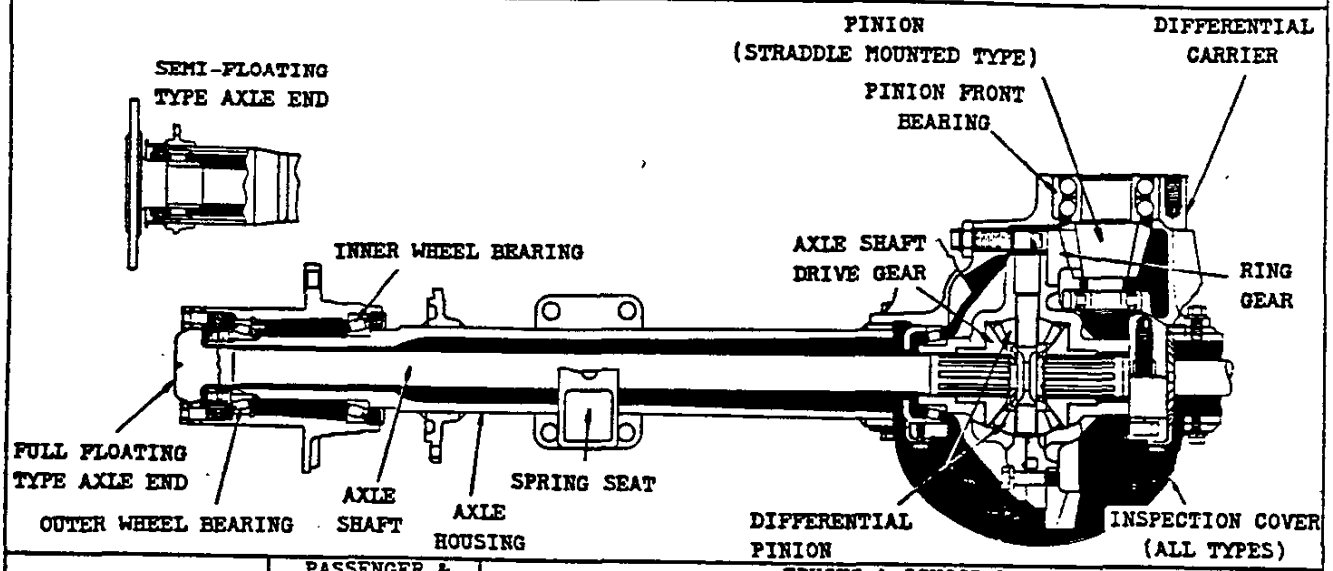


THREADED

ITEM		CONVENTIONAL TRUCKS AND SCHOOL BUS●			CAB OVER ENGINE TRUCKS
		LIGHT DELIVERY	3/4 T AND 3/4 TSS	3/4 TSL, CHD AND SCHOOL BUS●	
Front eye type		Overhung ■			
Rear eye type		Berlin eye 1/2 wrapped			Overhung 1/4 wrapped
Shackle	Location	At front			At rear
	Type	Threaded H			
Shackle Pins	Material	Carbon steel, file hard case			
	Diameter	.623" P.D. 11 threads, plated			
Eye Bolt	Material	Carbon steel, file hard case			
	Diameter	.683"			
	Type	Screwed into hanger			
Front bushing	Material	Carbon steel, file hard case			Bronze◆
	Size	.631" P.D. 11 threads x 1-3/4"		.631" P.D. 11 threads x 2"	.687" x 1-15/16"
	Type	Threaded for shackle pin			Plain
Rear bushing	Material	Bronze			Car. steel, file hard
	Size	.687" x 1-11/16"		.687" x 1-15/16"	.631" P.D. 11 thds. x 2"
	Type	Plain			Thd. for shackle pin
Spring-axle assembly		Two U-bolts per spring			
Spring U-bolt	Material	H.R. Steel, hardened			
	Diameter	1/2"			5/8"
Bumper material		Spring bumper rubber			
Spring mounting		8°-4'		7°-49'	
Spring centers		26-13/16"			

8-12-40. 1-22-41: ● - 160" WB School Bus removed. ■ - Was overhung, 1/8 wrapped on COE models.
◆ - COE was same as others.

REAR AXLE



ITEM		PASSENGER & COMMERCIAL CARS		TRUCKS & SCHOOL BUS							
				LIGHT DELIVERY		3/4 T & 3/4 TS		CHD & SB	CHD	COE	
		Regular	RPO	3-Speed trans.	4-Speed trans.	3-Speed trans.	4-Speed trans.	Regular	RPO	Regular	RPO
Type		Semi-floating						Full floating			
Gross rating		3000#		3300#		3900#		10,300#			
Housing type		Pressed steel banjo. Two pieces welded together along seam.		Banjo. Formed from one piece welded steel tube.							
Final gears	Type	Spiral hypoid									
	Ratio	4.11	3.73	4.11		4.55		6.17	5.43	6.17	5.43
	Teeth	37-9	41-11	37-9		41-9		37-6	38-7	37-6	38-6
Gear back lash		.005"-.007"		.005"-.008"							
Pinion	Mounting	Overhung						Straddle			
	Adjustment	Shims and tapered collar						None			
	Front bearing	New Departure #905306						New Departure #954237			
	Rear bearing	Hyatt #125630						Hyatt #144553			
	Thrust	Against front pinion bearing									
Differential type		Two pinion						Four pinion			
Diff. side bearing		Hyatt #127861		Hyatt #187434				Hyatt #148399			
Wheel bearing		Hyatt #111119		Hyatt #111121		Hyatt #178298		Inner-Hyatt #144527 Outer-Hyatt #144525			
Axle shaft	Type	Drive flange at wheel end forged integral with shaft									
	Min. dia.	63/64"		1-5/32"				1-7/16"			
Drive torque		Through torque tube				Through springs					
Total gear reduction @	1st	12.09	10.97	12.09	29.02	13.38	32.12	43.56	38.34	43.56	38.34
	2nd	6.91	6.27	6.91	14.30	7.64	15.83	21.47	18.89	21.47	18.89
	3rd	4.11	3.73	4.11	7.03	4.55	7.78	10.55	9.28	10.55	9.28
	4th	- - -	- - -	- - -	4.11	- - -	4.55	6.17	5.43	6.17	5.43
	Rev.	12.09	10.97	12.09	28.69	13.28	31.76	43.07	37.90	43.07	37.90
Axle shaft torque $ (ft. lb.)	1st	1726	1566	1726	2656 ¢	1911	2656 ¢	6226 *	5475 *		
	2nd	987	895	987	2042	1091	2260	3067 *	2697 *		
	3rd	587	533	587	1006	650	1111	1506 *	1325 *		
	4th	- - -	- - -	- - -	587	- - -	650	881 *	775 *		
	Rev.	1726	1566	1726	2656 ¢	1911	2656 ¢	6150 *	5412 *		

@ - Rear axle ratio x transmission ratio. $ - Total gear reduction x engine max. net torque x 85%.
¢ - Maximum. * - Multiply by 1.08333 for RPO 235.5 cu. in. engine.

8-12-40. 1-22-41: Data revised and sheet reorganized.

REAR SPRING MOUNTING

ITEM		PASS. AND COMM. CARS	TRUCKS AND SCHOOL BUS •		
			LIGHT DELIVERY	3/4 T, 3/4 TS	CHD, SB & COE
Front eye type		Overhung			
Rear eye type		Overhung			
Shackle	Location	At rear			
	Type	Threaded H		Clevis-2 bushings .876 I.D. x 1-1/8"•	
Shackle pins	Material	Carbon steel, file hard case			
	Diameter	.623" P.D. 11 threads, plated		.875"	
Eye bolt or pin	Material	Carbon steel, hardened	Carbon steel, file hard case		
	Diameter	.502"	.683"	.875"	
	Type	Plain	Screws into hanger	Plain	
Front bushing	Material	Rubber and steel	Bronze	Carbon steel	
	Size	.505" Min. I.D.x2.405"	.687" I.D.x1-11/16"	.878" I.D. x 1.990"	.878"I.D.x2.490"
	Housing	Stl. 1-5/32" O.D. x 2"	None		
	Type	Rubber bushed	Plain		
Rear bushing	Material	Carbon steel, file hard case		Carbon steel	
	Size	.631" P.D., 11 threads x 1-3/4"		.878" I.D. x 1.990"	.878"I.D.x2.490"
	Type	Threaded for shackle pin		Plain	
Spring-axle attachment		2 U-bolts to rubber bushed seat on housing	2 U-bolts to metal seat and cap around housing		
			Oscillating seat	Fixed seat	
Spring U-bolt	Material	Carbon steel, hardened			
	Diameter	1/2"			5/8"
Spring bumper		Rubber on frame	Rubber on spring	Rubber on frame	
Spring mounting		Parallel	5° included angle	Parallel	
Spring centers		47-1/4"	42-1/2"		42"

SHOCK ABSORBERS

ITEM			PASS. AND COMM. CARS		TRUCKS AND SCHOOL BUS •							
					LT. DEL.		3/4 TON		3/4 TS		CHD, SB & COE	
			Front	Rear	Fr.	Rr.	Fr.	Rr.	Fr.	Rr.	Fr.	Rear
Regular Shock Absorbers	Make		Delco-Hydraulic								None	
	Type		Double acting End-to-end discharge		Single acting Conventional							
	Valve Code #	Bumper	Ad - .5	D - .5								
		Rebound	1.5 D	.7J ▪	4CG	3CG	4CG	3CG	4CG			
	Piston dia.		1-1/2"									
RPO Shock absorbers	Make		None		Delco-Hydraulic							
	Type				Double acting							
	Valve Code #	Bumper			G2	G2	G2	GO	G2	GO	G2	GO	G2
		Rebound			2J	2G	2J	1J	2J	1J	2J	1J	2E
	Piston dia.				1-1/2"							1-3/4"

RIDE STABILIZER

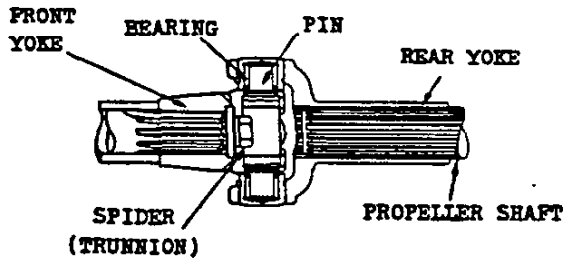
ITEM	PASSENGER AND COMMERCIAL CARS	TRUCKS AND SCHOOL BUS •	
		LIGHT DELIVERY *	3/4 TON, 3/4 TS, CHD, SB & COE
Type	Torsion bar in rubber bushing		None
Mounting	Bolted to lower front spring seat	Bolted to front spring	
Material	Carbon steel - tempered		

* - With suburban and panel bodies and chassis with cowl, flat face and with windshield.

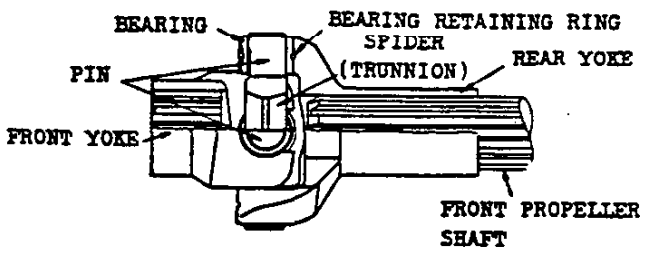
8-12-40. 1-22-41: • - 160" WB School Bus removed. ▪ - Was .7F. ◆ - Clevis added.

UNIVERSAL JOINTS AND PROPELLER SHAFTS

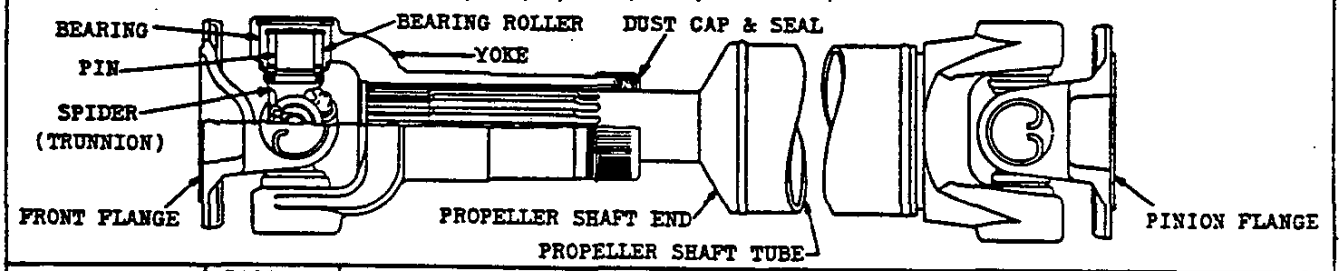
PASSENGER & COMMERCIAL CARS & LIGHT DELIVERY TRUCK



3/4 TON FRONT U-JOINT



REAR PROPELLER SHAFT & U-JOINTS (3/4 T, 3/4 TS, CHD, COE & SB)



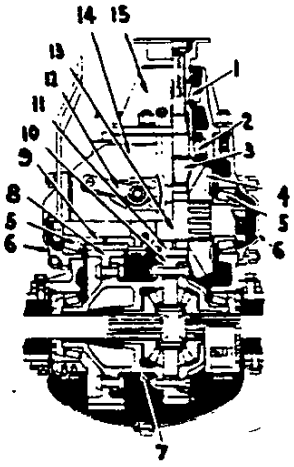
ITEM			PASS. & COMM. CARS	TRUCKS & SCHOOL BUS				
				LT. DEL.	3/4 TON & 3/4 TSS	109-1/8" COE	134-1/2" CHD, 132-5/8" COE	LC LCOE	SCHOOL BUS
UNIVERSAL JOINTS	Type		Yoke and Spider						
	Number		1		3				4
	Location	Ft	Transmission						
		Int	None		2nd CM	None	2nd Cross Member	3rd CM	**
		Rr	Rear Axle						
	Trun. Mat.		Drop-forged steel-hardened						
	Pin Dia.	Ft	.5277"		.7165"	.7387"			
		Int	None						
		Rr							
	BEARINGS Type	Ft	Needle Bearing		Bushing	Needle Bearing			
		Int	None						
		Rr							
	BEARINGS O.D. *	Ft	.1039"		.7185"	.0956"			
		Int	None						
		Rr							
	BEARINGS Eff. Lng.	Ft	.455" min.		.656"	.580" min.			
		Int	None						
		Rr							
PROPELLER SHAFTS	Number		1		2	1	2		3
	Type	Ft	None		Solid	None	Tubular		
		Int	None						Tubular
		Rr	Tubular						
	O.D.	Ft	None		1-11/32"	None	2.5"		
		Int	None						2.5"
		Rr	2.000"	2.060"	3.000"		2.5"		
	Wall Thick.	Ft	None		Solid	None	.083"		
		Int	None						.083"
		Rr	.065"	.095"	.083"				
	Type of Ends	Ft	None		Spline	None	Front end, U joint. Rear end, spline.		
		Int	None						***
		Rr	Spline			Front end, U joint. Rear end, spline.			

* - I.D. on plain bushings. ** - 1st intermediate on 3rd CM; 2nd intermediate on 4th CM.
*** - Front end, U joint; rear end, spline.

1-22-41.

TWO-SPEED REAR AXLE (RPO HEAVY DUTY TRUCK EQUIPMENT)

GENERAL DATA		
Type		Double reduction, full-floating
Gross rating		11,000#
Housing type		Banjo. From one-piece seamless steel tube
Final gear ratios		5.64 to 1 high, 8.22 to 1 low
Drive torque		Through springs
Differential		Four-pinion type
Diff. brgs.	Brg. No.	Chevrolet #3651552
	Adjust.	Adjusting nut & lock
Axle shafts	Type	Drive shaft at wheel end forged integral with shaft
	Min.dia.	1-9/16"
	Splines	16 - 1-3/4" O.D.
Wheel brgs.	Inner	Hyatt #144527
	Outer	Hyatt #144525



PART NAMES
1-Pinion Front Bearing
2-Pinion Rear Bearing
3-Spiral Drive Pinion
4-Spiral Drive Gear
5-Pinion Shaft Bearings
6-Bearing Covers
7-Differential Case
8-Low Speed Gear } Double
9-Low Speed Pinion } Reduction
10-High Speed Gear } Gear
11-High Speed Pinion } Sets
12-Shifter Lever
13-Double Reduction Pinion Shaft
14-Differential Carrier
15-Pinion Bearing Case

PRIMARY DRIVE GEARS		
Type		Spiral bevel
Ratio		2.375 to 1
Back-lash		.006" to .012"
Back-lash adj.		Shims at pinion bearing cage
Pinion	Teeth	8
	Mounting	Overhung
	Ft.brg.	Chevrolet #3651518
	Rr.brg.	Chevrolet #3651551
	Brg.adj.	Lock nuts; free roll., no end play
Gear	Teeth	19
	Mounting	Tapered splines

DOUBLE REDUCTION DRIVE GEARS		
High speed	Type	Helical spur
	Teeth	16-38 (2.375 to 1 ratio)
Low speed	Type	Helical spur
	Teeth	13-45 (3.462 to 1 ratio)
Pinion shaft bearings	Left	Chevrolet #3651553
	Right	Chevrolet #3651554
	Adjust.	Shims; slight drag
Shifter bushing	Material	Alloy steel, hardened
	In.dia.	.8115"-.8125"

TOTAL GEAR REDUCTIONS •		
Transmission gears	5.64 to 1 ratio	8.22 to 1 ratio
First	39.82	58.03
Second	19.63	28.60
Third	9.64	14.06
Fourth	5.64	8.22
Reverse	39.37	57.37

MAXIMUM AXLE SHAFT TORQUE (FT.LB.) $•				
Transmission gears	5.64 to 1		8.22 to 1	
	CHD	COE	CHD	COE
First	5686¢		8277¢	
Second	2803¢		4084¢	
Third	1376¢		2008¢	
Fourth	805¢		1174¢	
Reverse	5622¢		8192¢	

$ - Total gear reduction x engine max. net torque x 85%.
¢ - Multiply by 1.08333 for RPO 235.5 cu.in. engine.

SPEEDOMETER GEARS •

Only regular equipment or RPO equipment which involves changing speedometer gears is listed.

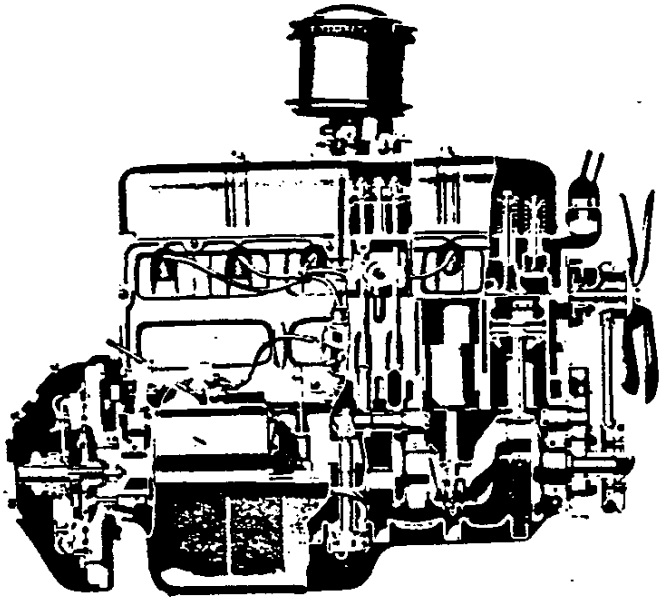
		PC,CC,LD & 3/4 TS with reg. equipment;LD & 3/4 TSS with RPO 4-speed transmission	3/4 Ton Trucks with regular equipment	Conventional and COE Heavy Duty Trucks & School Buses with regular equipment	PC & CC with RPO 3.73:1 rear axle or with RPO 18" wheels & regular 4.11:1 rear axle	3/4 T with 4-speed trans.; CHD & COE with RPO 5.43:1 or RPO 2-speed rear axles @
Pitch	Drive	18.629	30	22		
	Driven			22.403		
Teeth	Drive	4	6	4	5	4
	Driven	12	19	15	14	13
Material		Carbon steel-file hard surface				

@ - With 2-speed rear axle, an adapter is installed to change the speedometer gear reduction from 3.25:1 for the 5.64:1 axle ratio to 2.22:1 for the 8.22:1 axle ratio.

8-12-40. 1-23-41: • - Data revised. Sheet reorganized.

ENGINE GENERAL DATA

Illustration shows passenger car engine and clutch



	REGULAR ENGINE ALL MODELS	RPO ENGINE HEAVY DUTY TRUCKS & SCHOOLBUS
Type	Valve-In-Head	Valve-In-Head
Cylinders	Six, in line	Six, in line
Bore	3-1/2"(3.4995"-3.5015")	3-9/16"(3.562"-3.564")
Stroke	3-3/4"(3-3/4" ± .005")	3-15/16"(3-15/16 ± .005")
Piston displacement	216.5 cu.in.	235.5 cu.in.
Compression ratio	6.5:1	6.62:1
Taxable horsepower	29.4	30.4

ITEM		ENGINE	PASS. & COMM. CARS	TRUCKS & SCHOOLBUS							
				LIGHT DEL.	3/4 TON	3/4 TON SPECIAL	CHD S.W.	CHD D.W.	SB D.W.	COE S.W.	COE D.W.
Nominal max. gross horsepower		216.5	90 @ 3300	90 @ 3300						87 @ 3300•	
		235.5	- - -	- - -			93 @ 3100			90 @ 3100•	
Nominal max. gross torque		216.5	174 @ 1200-2000	174 @ 1200-2000						172 @ 1200-2000•	
		235.5	- - -	- - -			192 @ 1000-1900			189 @ 1000-1900•	
Nominal max. net horsepower		216.5	83 @ 3200	81.5 @ 3100						79 @ 3100•	
		235.5	- - -	- - -			83.5 @ 3000			80 @ 3000•	
Nominal max. net torque		216.5	168 @ 1100	168 @ 1100						167 @ 1100•	
		235.5	- - -	- - -			182 @ 1000			179 @ 1000•	
Horsepower and torque curves		216.5	Page 42	Page 43						43A•	
		235.5	- - -	- - -			Page 44			44A•	
Eng. RPM/mi./hour in high *		216.5	51.1	51.1	54.7	49.4	62.7	65.1	62.7	62.7	65.1
		235.5	- - -	- - -			62.7	65.1	62.7	62.7	65.1
Eng. revs./mi. in high *		216.5	3066	3066	3280	2962	3764	3906	3764	3764	3906
		235.5	- - -	- - -			3764	3906	3764	3764	3906
Piston travel in high (ft./mi.) *		216.5	1917	1917	2050	1851	2353	2441	2353	2353	2441
		235.5	- - -	- - -			2469	2563	2469	2469	2563
Wt. dry	Engine and clutch	216.5	558#	563#	568#					585#•	
		235.5	- - -	- - -			574#			591#•	
	Power plant complete %	216.5	608#	612#	615#		658#			677#•	
		235.5	- - -	- - -			664#			683#•	

* - With regular equipment 6.17 axle on HD trucks and SB. D.W. = 6.00-20-6 ply tires on HD trucks, 6.50-20 (32 x 6)-8 ply tires on SB. % - Weight includes engine, clutch and transmission.

10-31-40. 1-22-41: Revisions. 5-28-41: • - Data added.

BRAKES

ITEM			PASS. & COMM. CARS	TRUCKS & SCHOOL BUS					
				LIGHT DELIVERY	3/4 TON	3/4 TSS	3/4 TSL	CHD & SB	COE
Service brake type			Hydraulic, 4 wheel, internal expanding, double articulated shoe						
Hand brake type			Mechanical pull rods and cables operate 2 shoes in each rear brake						
Brake drum	Type		Composite (Cast iron rim and cooling ribs, pressed steel web)						
	Diameter	Front	11"					14"	
		Rear	11"		14"			16"	
Brake lining	Material		Full-moulded						
	Width	Front	1-3/4"					2"	
		Rear	1-3/4"		2"			3"	
	Thickness	Front	.187"-.194"					.243"-.250"	.265"-.272"
		Rear	.187"-.194"		.265"-.272"			.243"-.250"	.265"-.272"
	Clearance	Front	Adjust to slight drag. Back off 4 notches						
		Rear	Same as front		Adjust to slight drag. Back off 2/3 screw turn				
Lining area (total eff.)	Serv. brake		158-1/4 sq.in.		194-1/2 sq.in.			330-1/4 sq.in.	
	Hand brake		79-1/8 sq. in.		115-3/8 sq.in.			214-3/4 sq.in.	
Braking pressure	Front		52-1/2%		45-1/4%			41%	
	Rear		47-1/2%		54-3/4%			59%	
Braking • ratio (approx.)	Pedal		4.63:1	5.10:1	7.62:1		6.11:1		8.27:1
	Hydraulic		11.9:1		7.61:1	8.84:1		9.75:1	
	Av. overall		55.1:1	60.6:1	57.9:1	67.4:1	54.0:1	59.8:1	81.1:1
Foot pedal	Travel		6-11/32"	6-1/2"	7-3/4"				
	Mounting		With main cylinder to frame	With main cyl. to trans. & clutch housing	On clutch housing				On sub-frame
	Pad		Rubber	None					
Hand brake lever mounting			To cowl	To transmission					To sub-frame

BRAKES HYDRAULIC DATA

ITEM			PASS. & COMM. CARS	TRUCKS & SCHOOL BUS			
				LIGHT DELIVERY	3/4 TON	3/4 TON SPEC.	CHD, SE, & COE
Wheel cyl.	Diameter	Front	1-1/4"				
		Rear	1-3/16"			1-3/8"	1-1/2"
	Piston travel for full pedal stroke		.110"		.130"	.125"	
Main cyl.	Diameter		1"		1-1/4"		
	Piston travel for full pedal stroke		1-5/16"	1.27"	.993"	1.225"	
Brake system fluid cap.			3/4 pint approximately				
Brake fluid recommended			Delco Super #9				

BRAKES-VACUUM BOOSTER—RPO

ITEM		CHD, SE & COE
Type		Single line, vacuum suspended, reactionary valve.
Power distribution	Pedal	15%
	Booster	85%
Pedal pressure @ 1000# hydraulic pressure (without booster)		228#
Pedal pressure @ 1000# hydraulic pressure (with booster)		124#

PROPELLER SHAFT HAND BRAKE—RPO

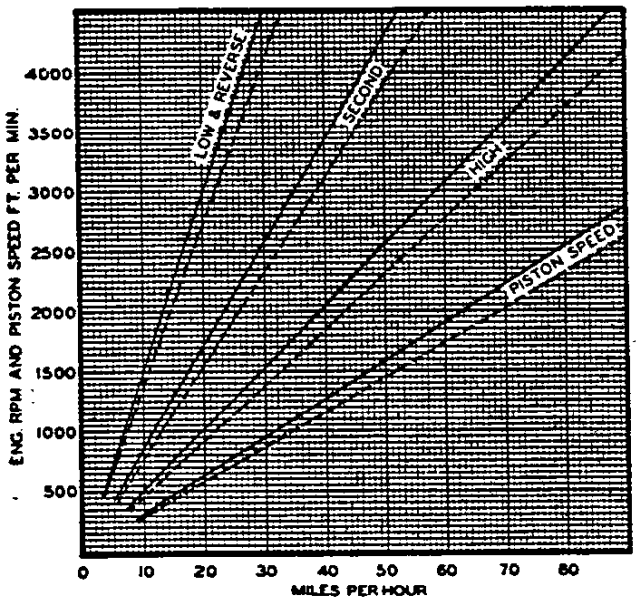
ITEM	SCHOOL BUS
Type	Double-face disc
Brake lining size	3-7/16" inside radius x 5-7/16" outside radius x 1/4" thick x 90° arc
Total lining area	27-7/8 sq.in.

8-12-40. 1-22-41: Revisions. 4-7-41: • - Braking ratios changed.

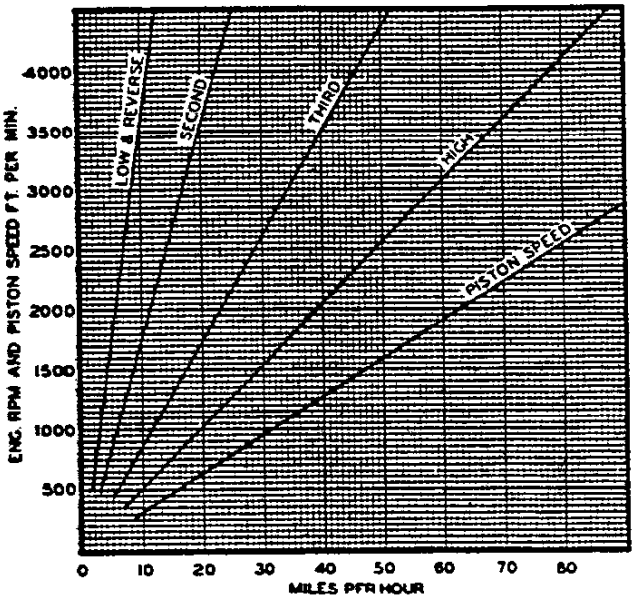
ENGINE AND PISTON SPEEDS

PASSENGER & COMMERCIAL CARS
LIGHT DELIVERY TRUCKS

3-SPEED TRANSMISSION
REAR AXLE RATIO, 4.11 to 1 ———
REAR AXLE RATIO, 3.73 to 1 - - - -
6.00-16, 4 PLY & 6.00-16, 6 PLY TIRES

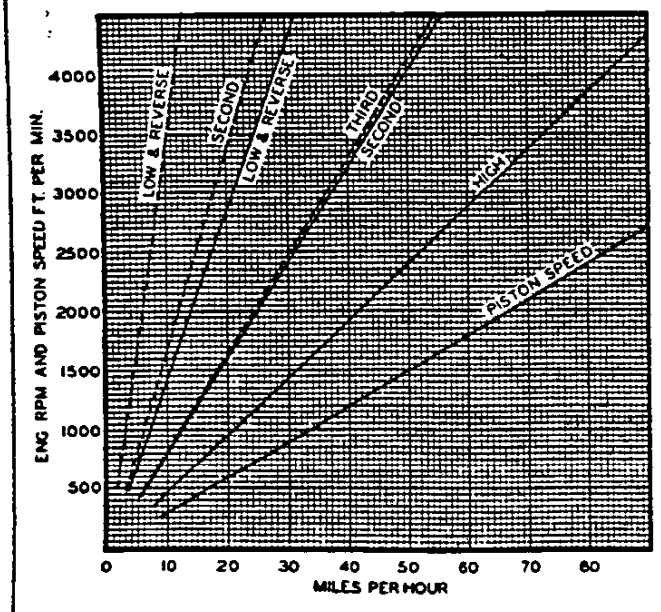


4-SPEED TRANSMISSION
REAR AXLE RATIO, 4.11 to 1
6.00-16, 4 PLY & 6.00-16, 6 PLY TIRES

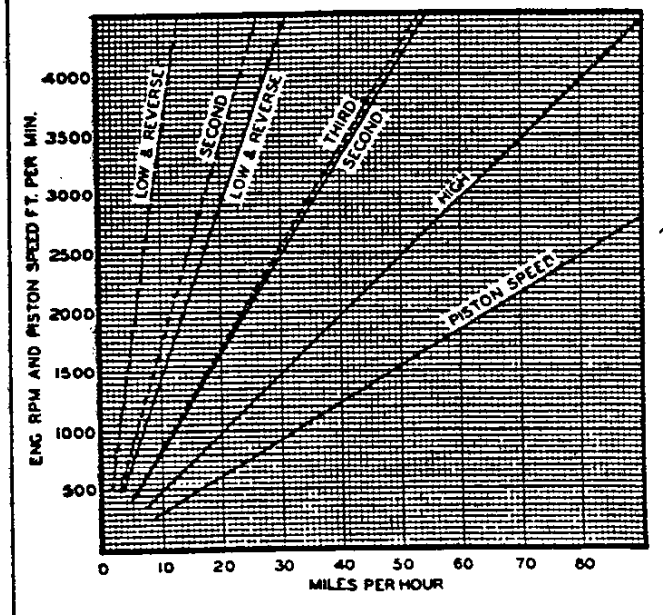


REAR AXLE RATIO, 4.11 to 1
3-SPEED TRANSMISSION ———
4-SPEED TRANSMISSION - - - -

5.50-18, 4 PLY TIRES



15" - 6 PLY TIRES



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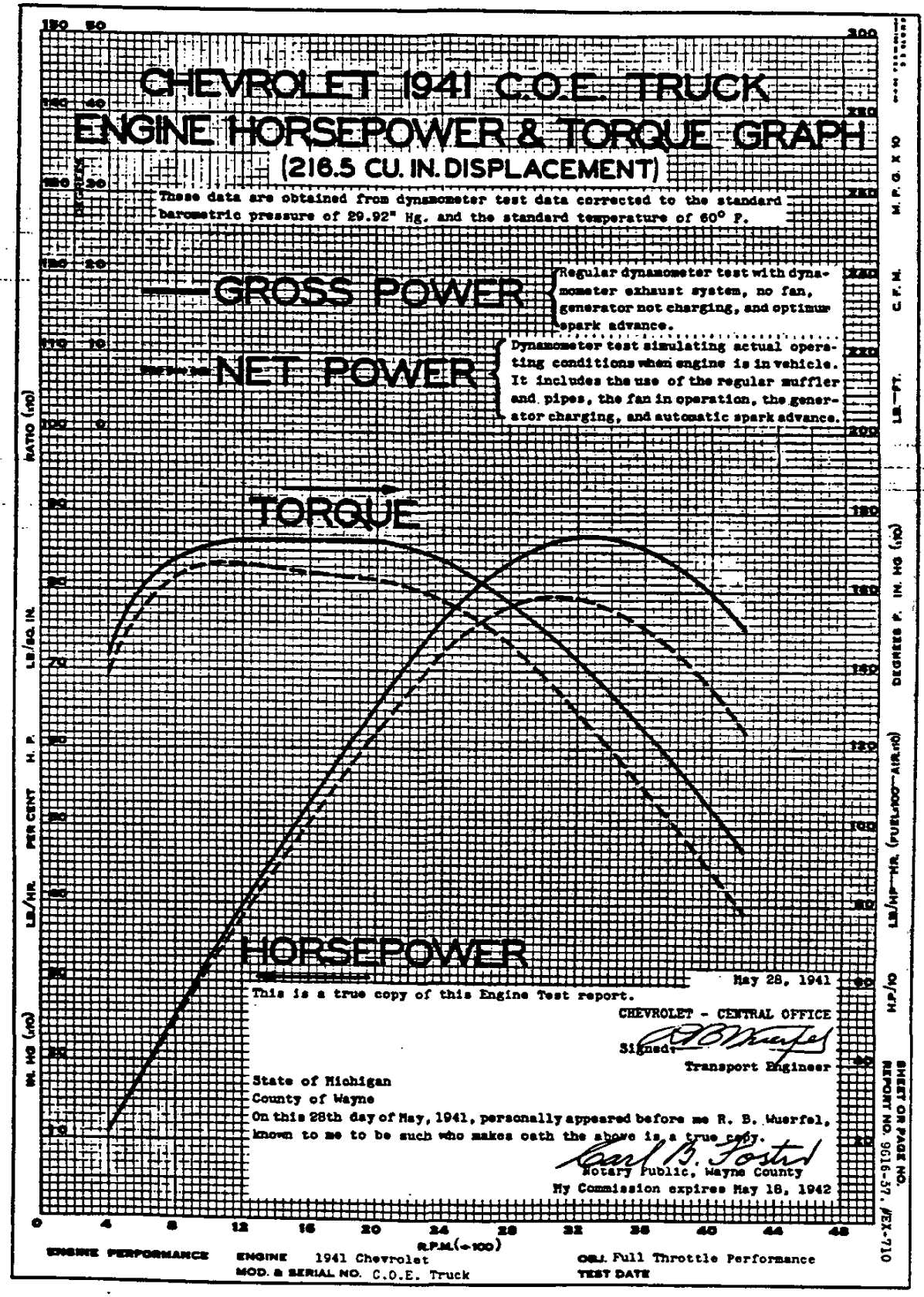
8-12-40. 1-22-41: Data revised and sheet reorganized.


CHEVROLET 1941 C.O.E. TRUCK
ENGINE HORSEPOWER & TORQUE GRAPH
(216.5 CU. IN. DISPLACEMENT)
These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.
GROSS POWER
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.
NET POWER
Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.
TORQUE
HORSEPOWER
R.P.M.(÷100)
May 28, 1941
This is a true copy of this Engine Test report.
CHEVROLET - CENTRAL OFFICE
Signed:
Transport Engineer
State of Michigan
County of Wayne
On this 28th day of May, 1941, personally appeared before me R. B. Muerfel, known to me to be such who makes oath the above is a true copy.
Notary Public, Wayne County
My Commission expires May 18, 1942
ENGINE PERFORMANCE
ENGINE 1941 Chevrolet
MOD. & SERIAL NO. C.O.E. Truck
OBJ. Full Throttle Performance
TEST DATE

5-28-41.

FUEL SYSTEM

FUEL PUMP

Make and model ..... AC, AF
Type ..... Mechanical
Drive ..... From camshaft
Arm throw at camshaft ..... 1/4"
Inlet and outlet air dome ..... Yes
Fuel filter ..... Screen on dome

FUEL MIXTURE

Heated ..... Yes. Passes through manifold heat chamber, automatically controlled by thermostat on manifold.

CARBURETOR

Make and model .... Carter W1-483S for all models except COE. Carter BB1-517Se for COE models.
Type ..... Single adjustment, down-draft for all models except COE. Up-draft for COE models
Size ..... 1-1/4"
Accelerator pump ..... Yes
Float level ... When closed, top of float measures 1/2" below finished surface of cover.

FUEL GAUGE

Make ..... AC
Type ..... Electric

OCTANE SELECTOR

Type and range ..... Manual, 20° Vernier

AIR CLEANER

Make ..... AC
Type .. Combined with silencer & flame arrester for pass. & comm. cars. Combined with flame arrester for Light Delivery, CHD & SB models. Oil bath type for COE.

RPO AIR CLEANERS			
	PC & CC	LCT & CHD	ALL MODELS
Make	AC		
Type	With flame arrester.	With flame arrester and oil bath. (1# cap.)	With flame arrester and oil bath. (2# capacity)
	With flame arrester, oil bath and silencer. (1# capacity)		

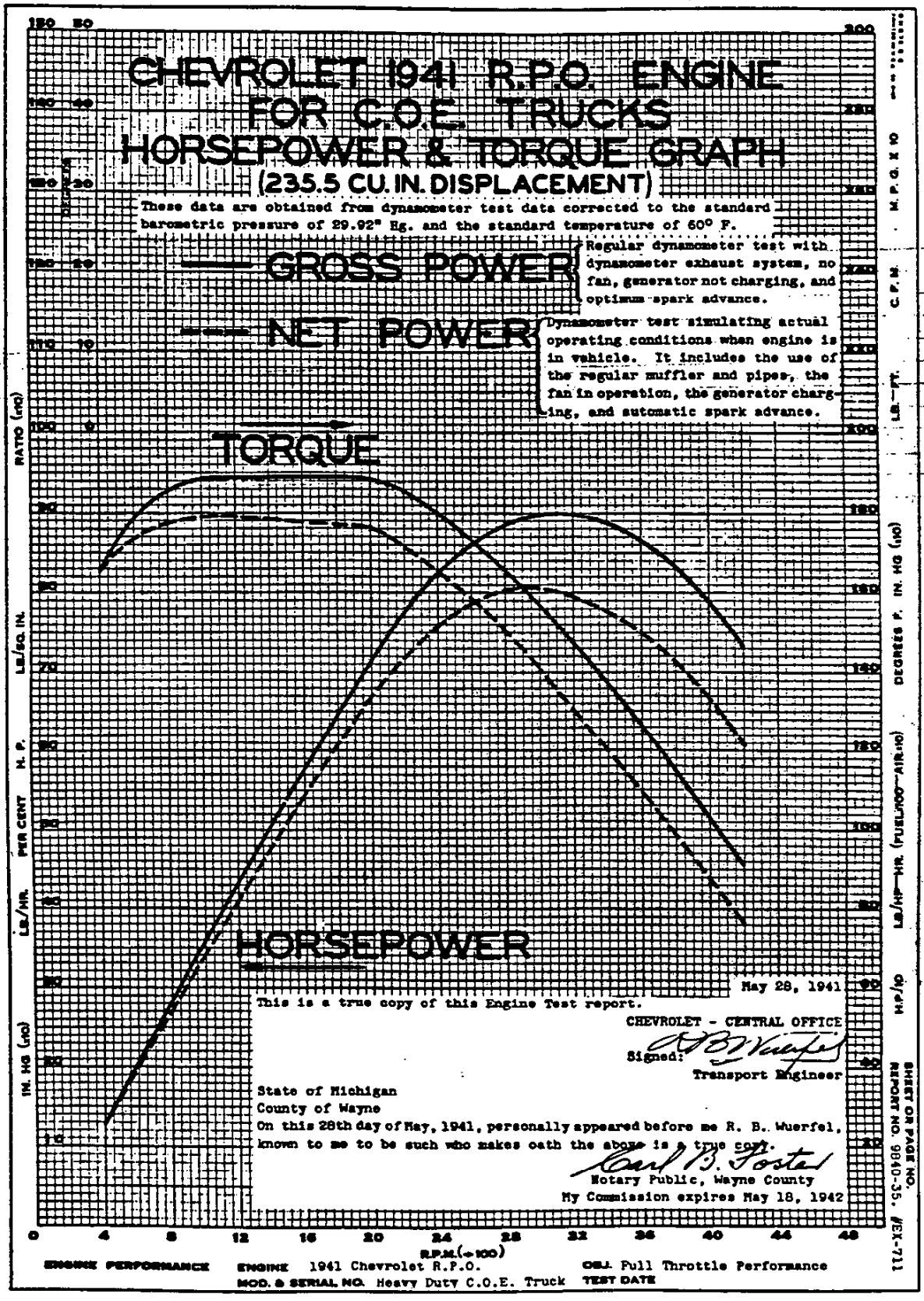
FUEL TANK	PASS. & COMM. CARS		TRUCKS & SCHOOL BUS						
			LIGHT DELIVERY		3/4 T & 3/4 TSS		3/4 TSL, CHD & SB		COE
	Chassis, Spt. Sedan, 4-Pass. Coupe, Town Sed., Cabriolet, Station Wagon	Business Coupe, Coupe Pickup, Sedan Delivery	Chassis & Cowl, Panel, Canopy Express, Carryall Suburban	Chassis & Cab, Pickup	Chassis & Cowl, Panel	Chassis & Cab, Stake, Pickup	Chassis & Cowl	Chassis & Cab, Pickup, Panel, Canopy Express, Stakes	Chassis Cowl & Wind-shield, Chassis & Cab, Stakes
Mounting	Clamped to underside of underbody.		Clamped to inside right side rail	Clamped to cab floor under seat	Clamped to inside right side rail	Clamped to cab floor under seat	3-point mounting to frame at seat position	Clamped to body floor under seat	Clamped to outside right side rail
Type	Two stamped pans, seam-welded together								
Capacity	16 gallons		18 gallons*						
Filler location	Outside on right rear fender	Outside ahead of right rear fender	Outside behind right side door	Outside at cab right rear corner	Outside behind panel right door	Outside at cab right rear corner	At right side of chassis	Outside behind right side door	At right side of chassis

* - 20 gallon, side mounted tank is RPO for School Bus chassis and 160" WB Heavy Duty chassis with flat face cowl.

EXHAUST SYSTEM

ITEM	PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS
Muffler type	Diffusion and resonance with reverse flow	
Muffler size	5-1/16" x 7-5/16" (oval) x 18" long	5-1/16" diameter x 21" long
Muffler mounting	Single point rubber	Single point
Exhaust pipe diameter	1-7/8"	
Tail pipe diameter	1-3/4"	

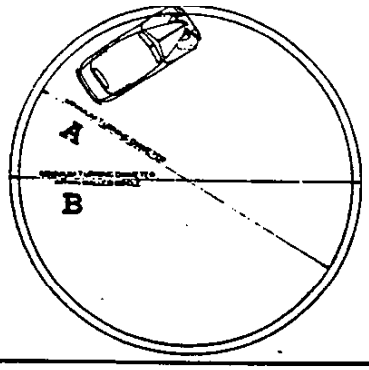
8-12-40. 1-22-41: Revisions. 4-7-41: • - Was BB1-489S.


CHEVROLET 1941 R.P.O. ENGINE
FOR C.O.E. TRUCKS
HORSEPOWER & TORQUE GRAPH
(235.5 CU. IN. DISPLACEMENT)
These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.
GROSS POWER
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.
NET POWER
Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.
TORQUE
HORSEPOWER
May 28, 1941
This is a true copy of this Engine Test report.
CHEVROLET - CENTRAL OFFICE
Signed:
Transport Engineer
State of Michigan
County of Wayne
On this 28th day of May, 1941, personally appeared before me R. B. Wuerfel, known to me to be such who makes oath the above is a true copy.
Notary Public, Wayne County
My Commission expires May 18, 1942
R.P.M.(÷100)
ENGINE PERFORMANCE
ENGINE 1941 Chevrolet R.P.O.
OBJ. Full Throttle Performance
MOD. & SERIAL NO. Heavy Duty C.O.E. Truck
TEST DATE
REPORT NO. 9840-35. #EX-711
SHEET ON PAGE NO.

5-28-41.

TURNING DIAMETERS •

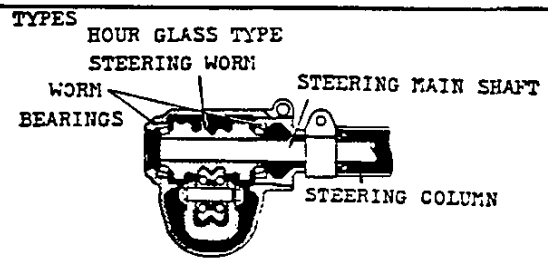
These figures are nominal and are based on G.M.P.G. tests which are quoted to the second decimal place.



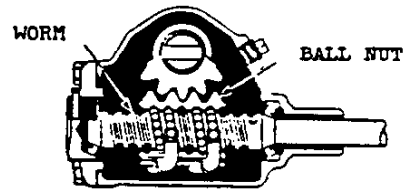
MODEL			A		B	
			RIGHT	LEFT	RIGHT	LEFT
PASS & COMM. CARS			41'	39'	43'	41'
TRUCKS & SCHOOL BUS	LIGHT DELIVERY		39'	40'	42'	42'
	3/4 TON					
	3/4 TSS		43'	43'	45'	45'
	3/4 TSL		47'	47'	49'	49'
	CHD	134-1/2" WB	52'	52'	54'	54'
		160" WB	56'	60'	58'	62'
	SB	195-1/8" WB				
	COE	109-1/8" WB	40'	41'	43'	44'
		132-5/8" WB	47'	48'	50'	51'
		158-1/8" WB	55'	57'	58'	59'

STEERING GEAR

SECTOR TYPES

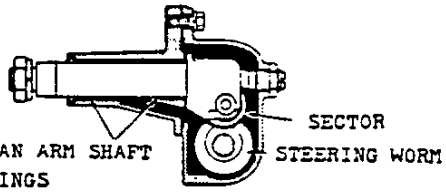


PASSENGER & COMMERCIAL CAR

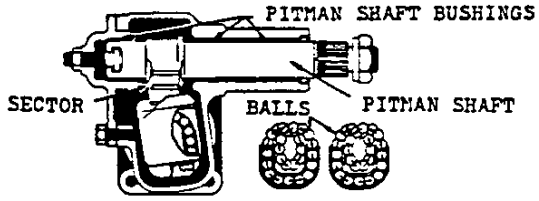


TRUCK & SCHOOL BUS

SECTOR MOUNTING



PASSENGER & COMMERCIAL CAR OVERHUNG TYPE

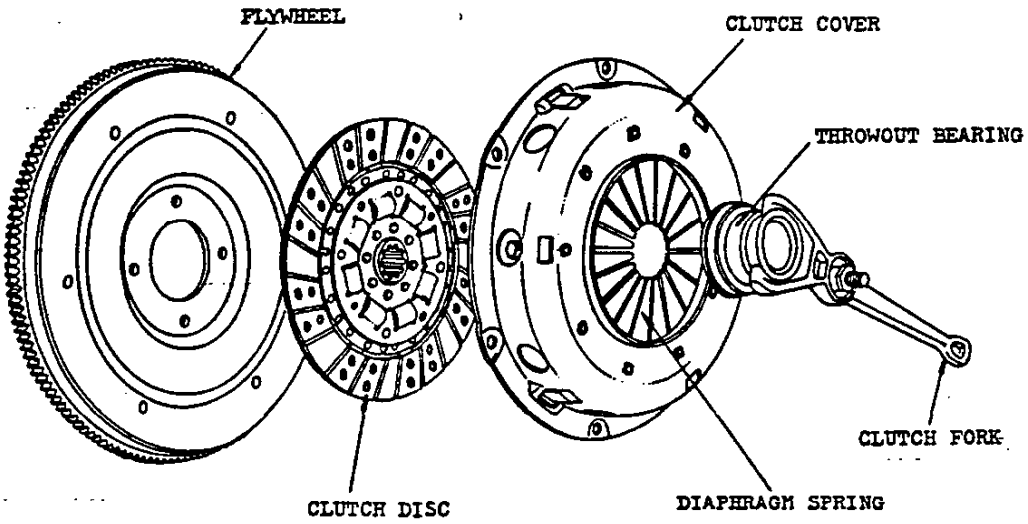


TRUCK & SCHOOL BUS STRADDLE MOUNTING TYPE

ITEM			PASS. & COMM. CARS		TRUCKS & SCHOOL BUS	
			SPECIAL DELUXE	MASTER DELUXE	LT. DEL., 3/4 TON 3/4 TS, CHD & SB	COE
Steering gear type			Semi-reversible			
Steering gear ratio			17-1/2:1		19.8:1	23.6:1
Bearings and bushings	Steering worm bearing		Saginaw #261866		G.M. #179291 (Hyatt)	
	Roller sector brg.	Type	Ball		None	
		Size or No.	Saginaw #262605			
	Pitman shaft bushings	Material	Bimetal		Cast bronze	
		Size	1.125"-1.126" I.D. x 1-1/2"		(Outer) 1.1245"-1.1250" I.D. x 1-3/8" (Inner) 1.127"-1.128" I.D. x 27/32"	(Outer) 1.2495"-1.2500" I.D. x 1-1/2" (Inner) 1.127"-1.128" I.D. x 27/32"
Steering wheel	Type		Two-spoke	Three-spoke		Four-spoke
	Material		Hard rubber and steel			
	Diameter		17-1/4"		17"	16"
Main shaft diameter			3/4"			1"
Column diameter			1-1/2"			1-3/4"
Pitman shaft diameter			1-1/8"			1-1/4"
Pitman arm type			Two-piece, rubber insulated		One-piece	

8-12-40. 1-22-41: Revisions. 4-7-41: • - Turning diameters revised.

CLUTCH



Passenger car clutch illustrated.

ITEM			PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS	
				LIGHT DELIVERY	3/4T, 3/4TS, CHD, SB & COE *
Type			Single dry plate		
Rated torque capacity			200 ft. lb.		
Spring	Type		Diaphragm		
	Pressure		1100#-1225#		1200#-1250#
	Material		Spring steel - Heat treated		
	Pressure levers		18 integral with spring		
Drive			Through radial lugs		
Discs	Driving		Flywheel and pressure plate		
	Driven - number		One		
	Vibration insulation		8 Cushion springs at hub		6 Cushion springs at hub
	Facing	Material	Woven and formed - Asbestos composition		
		O.D. & I.D.	9-1/8" - 6-1/8"		10-3/4" - 7"
		Area	71.86 sq.in.		104.6 sq.in.
		Thickness	.132"-.138"		.137"-.143"
Bearings	Throwout	Type	Special ball - mounted on sleeve		
		Lubrication	Packed for life		
	Pilot	Type	Hyatt Roller #142655		
		Lubrication	Packed for life		
Controls	Clutch fork - type		Drop forged-pivot mounted on ball		
	Pedal mounting		On brake main cylinder		On clutch housing
Flywheel	Material		Cast Iron		
	Weight (with ring gear)		30#		
	Ring gear type		Steel-shrunk on		
	Ring gear teeth		139 teeth - 1/2" wide-13.9 Pitch Dia.		
Attachment to flywheel			6 bolts		9 bolts

* - RPO on Pass. cars & Light Delivery trucks.●

8-12-40. 1-22-41: Revisions. 4-7-41: ● - Note added.

BEARINGS

ITEM		PART # %	TYPE	INSIDE DIA.	OUTSIDE DIA.	WIDTH	A	B	C	D	E	F	G
FRONT WHEEL	Inner	N.D. 909052	Cup-Cone	1.2810-1.2815	2.9625-2.9635	1.135 - 1.155	2	2	2	2			
		N.D. 909026	Cup-Cone	1.4060-1.4065	3.1491-3.1501	1.216 - 1.236					2		
	@	Hy. 173241	Bar'l R.	1.5625-1.5630	3.1250-3.1256	1.230						2	2
	Outer	N.D. 909001	Cup-Cone	.7498 - .7503	2.0795-2.0805	.698 - .718	2	2	2	2			
		N.D. 909025	Cup-Cone	.8435 - .8440	2.2495-2.2505	.780 - .800					2		
	@	Hy. 173238	Bar'l R.	.9370 - .9375	2.3437-2.3443	.800						2	2
KING PIN THRUST		Chev. 373476	Ball	.868 - .893	1-5/8	.5575 - .5675	2●	2	2	2			
		Chev. 365309	Ball	.9225 - .9475	1-23/32	.620 - .630					2		
	@	Tim. 121461	Roller	1.1310-1.1390	2.1875-2.1885	.620 - .630						2	2
STEERING GEAR	Worm Thrust	Sag. 261866	Taper R.	- - -	1.7500-1.7505	.373 - .377	2						
		Hy. 179291	Bar'l R.	- - -	1.7500-1.7505	.390		2	2	2	2	2	2
	Sector	Sag. 262605	Ball	.4370 - .4375	- - -	1.030 - 1.034	1						
	Roller	Sag. 266741	RECIRCULATING BALL BEARING - 1/4 DIA. BALL					1	1	1	1	1	1
	Steering Column	Sag. 264887	SPECIAL BALL BEARING				1	1	1	1	1		
		Sag. 262288	SPECIAL BALL BEARING									1	1
GENERATOR		N.D. 903203	Ball	.6689 - .6693	1.5743-1.5748	.4724	1	1	1	1	1	1	1
WATER PUMP		N.D. 954252	SPECIAL DOUBLE ROW BALL BEARING				1	1	1	1	1	1	1
CLUTCH	Release	N.D. 909422	SPECIAL DOUBLE ROW BALL BEARING AND SLEEVE				1	1	1	1	1	1	1
	Pilot	Hy. 142655	Roller	.5895 - .5900	1.0910-1.0920	.701 - .721	1	1	1	1	1	1	1
TRANSMISSION	Clutch Gear	N.D. 954141	Ball	1.3775-1.3780	2.8340-2.8346	.6643 - .6693	1	1	1				
		N.D. 903209	Ball	1.7712-1.7717	3.3457-3.3465	.7430 - .7480				1	1	1	1
	Main Shaft, Ft.	Chev. 590752	Roller	14 rollers	.1873 - .1875	.512 - .527	1	1	1				
		Hy. 141854	Roller	12 rollers	.1870 - .1875	- - -				1	1	1	1
	Main Shaft, Rr.	N.D. 954168	Ball	.9839 - .9843	2.4403-2.4409	.6643 - .6693	1	1	1				
		N.D. 903307	Ball	1.3775-1.3780	3.1490-3.1496	.8218 - .8268				1	1	1	1
	Counter Shaft, Ft.	Chev. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1				
		Hy. 142260	Roller	1.4989-1.4994	2.4409-2.4415	.6249 - .6299				1	1	1	1
	Counter Shaft, Rr.	Chev. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1				
		Hy. 121856	Roller	1.7318-1.7323	2.8346-2.8352	.6643 - .6693				1	1	1	1
PROPELLER SHAFT		N.D. 954257	Ball	1.3775-1.3780	2.8340-2.8346	.9793 - .9843			1	1	1¢	1	
UNIVERSAL JOINT		Ch. 3652929	Roller	19 rollers	.1038 - .1040	.489 - .509	4	4					
		Ch. 3660967	Roller	27 rollers	.09550-.09575	.625			8	12	12	12	8
REAR AXLE	Pinion Front	N.D. 905306	D.R.Ball	1.1807-1.1811	2.8340-2.8346	1.1825-1.1875	1	1	1	1			
		N.D. 954237	D.R.Ball	1.9680-1.9685	4.3299-4.3307	1.8710-1.8755					1	1	1
	*	Ch. 3651518	Taper R.	1.5000-1.5005	3.375 - 3.376	1.1875					1	1	1
	Pinion Rear	Hy. 125630	Roller	1.8287-1.8291	3.1246-3.1250	.743 - .748	1	1	1	1			
		Hy. 144553	Roller	1.1807-1.1811	2.8340-2.8346	.8218 - .8268					1	1	1
	*	Ch. 3651551	Taper R.	2.0000-2.0005	4.125 - 4.126	1.1875					1	1	1
	2-Speed *	Ch. 3651553	Taper R.	2.0000-2.0005	4.125 - 4.126	1.4375					1	1	1
	Pinion *	Ch. 3651554	Taper R.	2.0000-2.0005	4.125 - 4.126	1.4375					1	1	1
	Diff. Bearing	Hy. 127861	Bar'l R.	1.6924-1.6929	2.9523-2.9528	.669	2						
		Hy. 187434	Bar'l R.	1.7807-1.7812	3.1490-3.1496	.712		2	2	2			
		Hy. 148399	Bar'l R.	2.4400-2.4405	3.9362-3.9370	.8268					2	2	2
	*	Ch. 3651552	Taper R.	2.6250-2.6255	4.4375-4.4385	1.1875					2	2	2
	Axle Shaft	Hy. 111119	Roller	1.5769-1.5774●	2.4056-2.4062	.742 - .750	2						
		Hy. 111121	Roller	1.8772-1.8779	2.7812-2.7818	.867 - .875		2					
		Hy. 178298	Roller	1.8772-1.8779	2.7812-2.7818	.992 - 1.000			2	2			
REAR WHEEL	Inner	Hy. 144527	Bar'l R.	2.6250-2.6255	4.4680-4.4688	.970 - .975					2	2	2
	Outer	Hy. 144525	Bar'l R.	2.2500-2.2505	3.8750-3.8758	.895 - .900					2	2	2
TOTAL NUMBER OF ANTI-FRICTION BEARINGS PER VEHICLE (LESS 2-SPEED AXLE)							27	29	34	38	40	40	35

A = SPECIAL DELUXE & MASTER DELUXE. B = LIGHT DELIVERY. C = 3/4 TON & 3/4 TON SPECIAL SHORT. D = 3/4 TON SPECIAL LONG. E = CONVENTIONAL HEAVY DUTY & SCHOOL BUS. F = 132-5/8" & 158-1/8" WB COE. G = 109-1/8" WB COE. R = ROLLER. DR = DOUBLE ROW. * - For RPO 2-SPEED AXLE. @ - Also for RPO CONVENTIONAL HEAVY DUTY & SCHOOL BUS front axle. ¢ - One additional on SCHOOL BUS. % - Part numbers listed N.D., Hy., and Tim., are New Departure, Hyatt, and Timken bearings shown on G. M. Standards drawings.

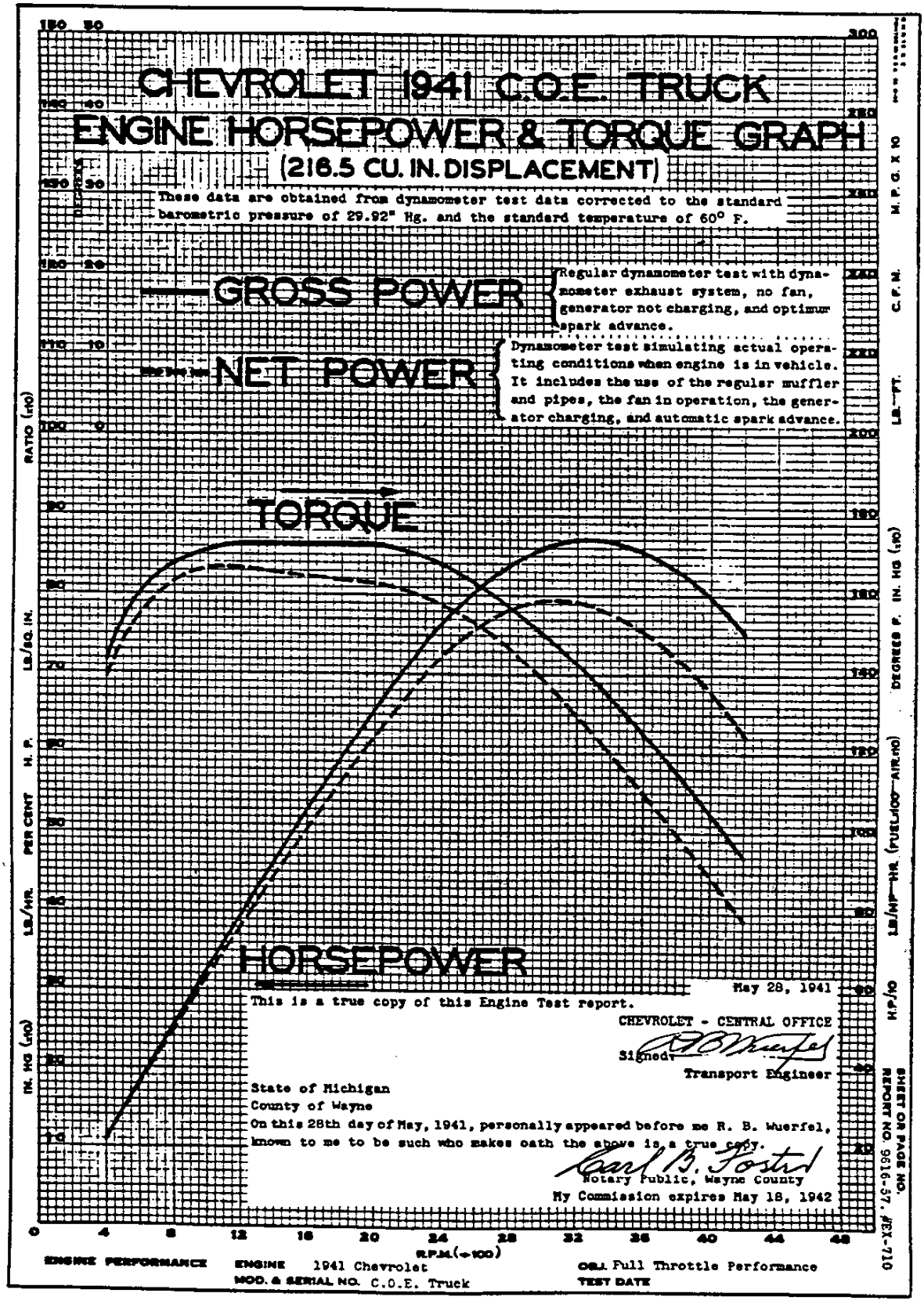
1-22-41. 4-7-41: ● - Added. ● - Was 1.5771-1.5776.

BATTERY AND LIGHTS

ITEM			PASSENGER & COMMERCIAL CARS	TRUCKS			SCHOOL BUS
				LT. DEL.,3/4 T,3/4 TS & CHD	COE	REG.	RPO
Battery	Make and model		Delco 15X3				Delco 19Q3
	Length		9"				10-3/8"
	Width		7"				
	Height		8-5/8"				8-11/16"
	Volts and hr. capacity		6-100				6-125
	Charging rate (bench)●		5-1/4 amperes constant current rate ■				
	Cell arrangement		Three, side to side				
	No. of plates per cell		15				19
	Terminal grounded		Negative				
	Location		Under hood	Frame, right side			
Head-lamps	Type and location		Sealed beam-in fender	Sealed beam-on top of fender			
	Sealed beam unit dia.		7.032" max. Lens diameter 6-11/16")				
	Bulb	Type	Two filament				
		Watts	45, upper beam - 35, lower beam				
	Dimmed by		Depressed beam operated by foot switch				
	Beam indicator	Size & c.p.	#51,1				None
		No. used	One (None on flat face cowl)				
Parking lamps	Location		In fenders	On top of headlamps			
	Bulb size and c.p.		#63, 3				
Tail and stop lamp	Number used		Two (one on Station Wagon and Sedan Delivery)	One			
	Type		One bulb per lamp	Two bulbs per lamp			
	Bulb size and candle power	Tail lamp	#1154,3; STW & SDL - #63.3	#63, 3			
		Stop lamp	#1154,3; STW & SDL - #87,15				
	Stop lamp operation		Hydraulic switch on brake main cylinder				
License lamp bulb size and c.p.			#63, 3	See tail lamp			
Instrument cluster	Number of bulbs		Two				
	Size and candle power		#55, 1-1/2	#65, 1-1/2 except flat face cowl. Flat face cowl #51, 1			
Speed-ometer	Number of bulbs		Two	See instrument cluster bulbs ♣			
	Size and candle power		#55, 1-1/2				
Ignition lock lamp	Bulb size and candle power		#51, 1	#55, 1-1/2 (None on flat face cowl)			None
Glove comp. bulb size and c.p.			#55, 1-1/2	None			
Clock bulb size and c.p.							
Dome lamp	Used in		All ▬	Carryall and Panels			None
	Bulb size and candle power		#81, 6; STW - #87, 15	#87, 15 Carryall; #81, 6 Panels			
	Switch ● locations	Manual	At right door pillar; all models except STW. In lamp on STW.	To rear of left hand door pillar.			
		Automatic	In left front door pillar on Special De-luxe (except STW.)	None			
Fuse	Type and amperes		SFE cartridge, glass enclosed - 30				
	Location		On light switch				
Horn	Make and type		Delco Remy, vibrator				
	Number used		Two	One			
	Ampere draw		18 or 40 per pair ✲▼	10			
	Location		Behind radiator grille	Left side of engine on intake manifold			

✲ 18 amperes draw for straight trumpet type horns. 40 amperes draw for right-angle trumpet type horns.

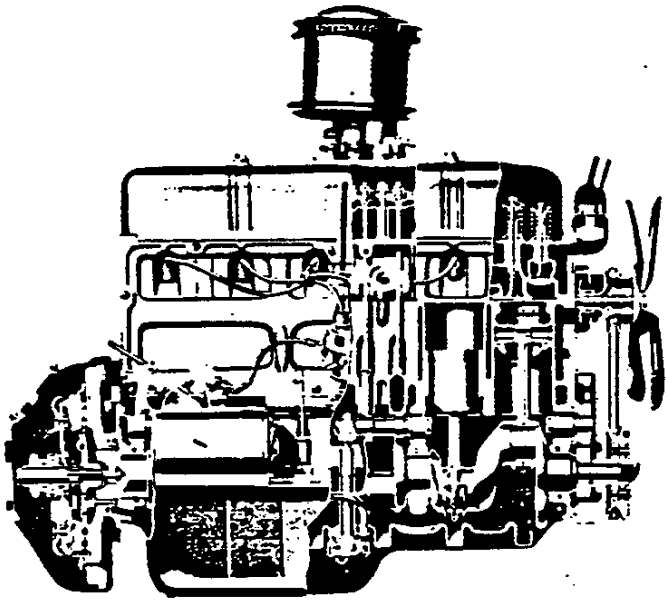
8-12-40. 1-22-41: Revisions. 4-7-41: ● - (bench) added. ■ - Was 7 amperes. ● - Switch locations changed on Pass. & Comm. cars. ▼ - Was 20 per horn. ♣ - Was "None". ▬ - Was SD and [illegible].


CHEVROLET 1941 C.O.E. TRUCK
ENGINE HORSEPOWER & TORQUE GRAPH
(216.5 CU. IN. DISPLACEMENT)
These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.
GROSS POWER
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.
NET POWER
Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.
TORQUE
HORSEPOWER
RATIO (AIR)
LB/SQ. IN.
B.M.E.P.
PER CENT H. P.
LB/HR.
IN. HG (VAC)
M.P.G.X.N.
C.F.M.
LB.—FT.
DEGREES F.
IN. HG (VAC)
LB/H.P.—HR. (FUEL/100—AIR/HG)
H.P./C.I.
SHEET OR PAGE NO.
REPORT NO. 9616-57, #EX-710
RPM (÷100)
May 28, 1941
This is a true copy of this Engine Test report.
CHEVROLET - CENTRAL OFFICE
Signed:
Transport Engineer
State of Michigan
County of Wayne
On this 28th day of May, 1941, personally appeared before me R. B. Wuerfel, known to me to be such who makes oath the above is a true copy.
Notary Public, Wayne County
My Commission expires May 18, 1942
ENGINE PERFORMANCE
ENGINE 1941 Chevrolet
MOD. & SERIAL NO. C.O.E. Truck
OBJ. Full Throttle Performance
TEST DATE

5-28-41.

ENGINE GENERAL DATA

Illustration shows passenger car engine and clutch



	REGULAR ENGINE ALL MODELS	RPO ENGINE HEAVY DUTY TRUCKS & SCHOOLBUS
Type	Valve-In-Head	Valve-In-Head
Cylinders	Six, in line	Six, in line
Bore	3-1/2"(3.4995"-3.5015")	3-9/16"(3.562"-3.564")
Stroke	3-3/4"(3-3/4" ± .005")	3-15/16"(3-15/16 ± .005")
Piston displacement	216.5 cu.in.	235.5 cu.in.
Compression ratio	6.5:1	6.62:1
Taxable horsepower	29.4	30.4

ITEM		ENGINE	PASS. & COMM. CARS	TRUCKS & SCHOOLBUS							
				LIGHT DEL.	3/4 TON	3/4 TON SPECIAL	CHD S.W.	CHD D.W.	SB D.W.	COE S.W.	COE D.W.
Nominal max. gross horsepower		216.5	90 @ 3300	90 @ 3300						87 @ 3300●	
		235.5	- - -	- - -			93 @ 3100			90 @ 3100●	
Nominal max. gross torque		216.5	174 @ 1200-2000	174 @ 1200-2000						172 @ 1200-2000●	
		235.5	- - -	- - -			192 @ 1000-1900			189 @ 1000-1900●	
Nominal max. net horsepower		216.5	83 @ 3200	81.5 @ 3100						79 @ 3100●	
		235.5	- - -	- - -			83.5 @ 3000			80 @ 3000●	
Nominal max. net torque		216.5	168 @ 1100	168 @ 1100						167 @ 1100●	
		235.5	- - -	- - -			182 @ 1000			179 @ 1000●	
Horsepower and torque curves		216.5	Page 42	Page 43						43A●	
		235.5	- - -	- - -			Page 44			44A●	
Eng. RPM/mi./hour in high *		216.5	51.1	51.1	54.7	49.4	62.7	65.1	62.7	62.7	65.1
		235.5	- - -	- - -			62.7	65.1	62.7	62.7	65.1
Eng. revs./mi. in high *		216.5	3066	3066	3280	2962	3764	3906	3764	3764	3906
		235.5	- - -	- - -			3764	3906	3764	3764	3906
Piston travel in high (ft./mi.) *		216.5	1917	1917	2050	1851	2353	2441	2353	2353	2441
		235.5	- - -	- - -			2469	2563	2469	2469	2563
Wt. dry	Engine and clutch	216.5	558#	563#	568#					585#●	
		235.5	- - -	- - -			574#			591#●	
	Power plant complete %	216.5	608#	612#	615#		658#			677#●	
		235.5	- - -	- - -			664#			683#●	

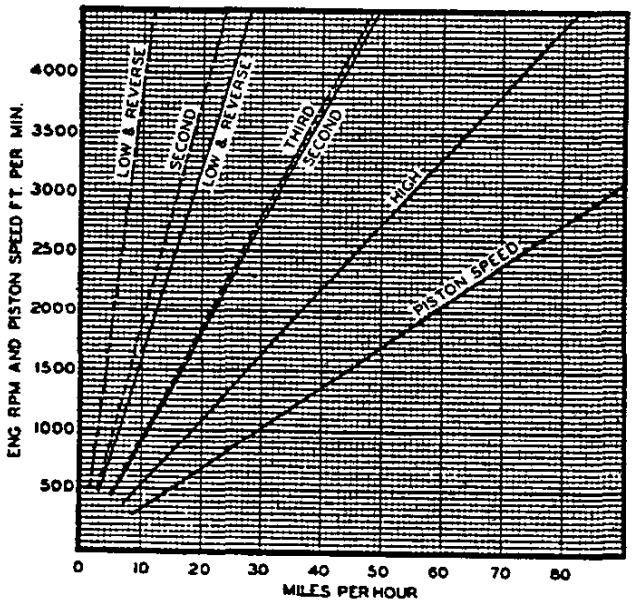
* - With regular equipment 6.17 axle on HD trucks and SB. D.W. = 6.00-20-6 ply tires on HD trucks, 6.50-20 (32 x 6)-8 ply tires on SB. % - Weight includes engine, clutch and transmission.

10-31-40. 1-22-41: Revisions. 5-28-41: ● - Data added.

ENGINE AND PISTON SPEEDS—Continued

¼-TON TRUCKS

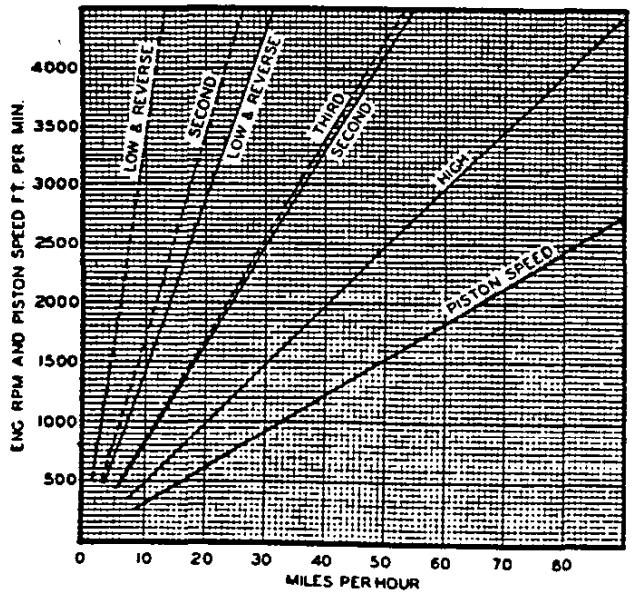
REAR AXLE RATIO, 4.55 to 1
3-SPEED TRANSMISSION ———
4-SPEED TRANSMISSION - - - -
15"-6 PLY TIRES



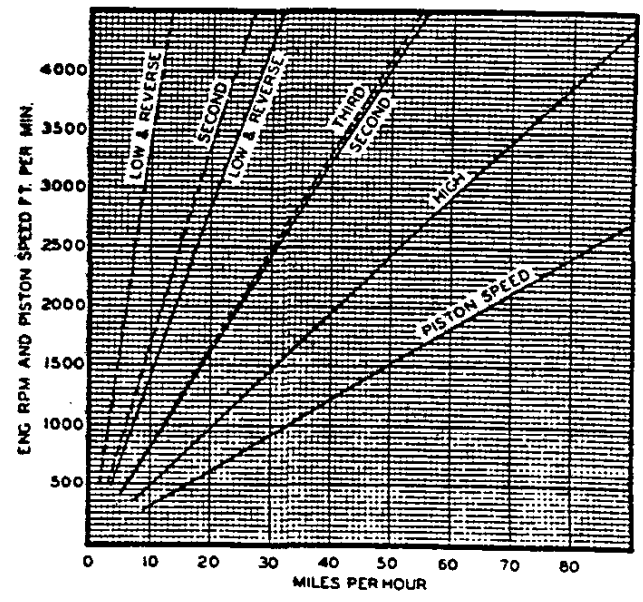
¾-TON SPECIAL TRUCKS

REAR AXLE RATIO, 4.55 to 1
3-SPEED TRANSMISSION ———
4-SPEED TRANSMISSION - - - -

7.00-17, 6 PLY TIRES
7.00-17, 8 PLY TIRES

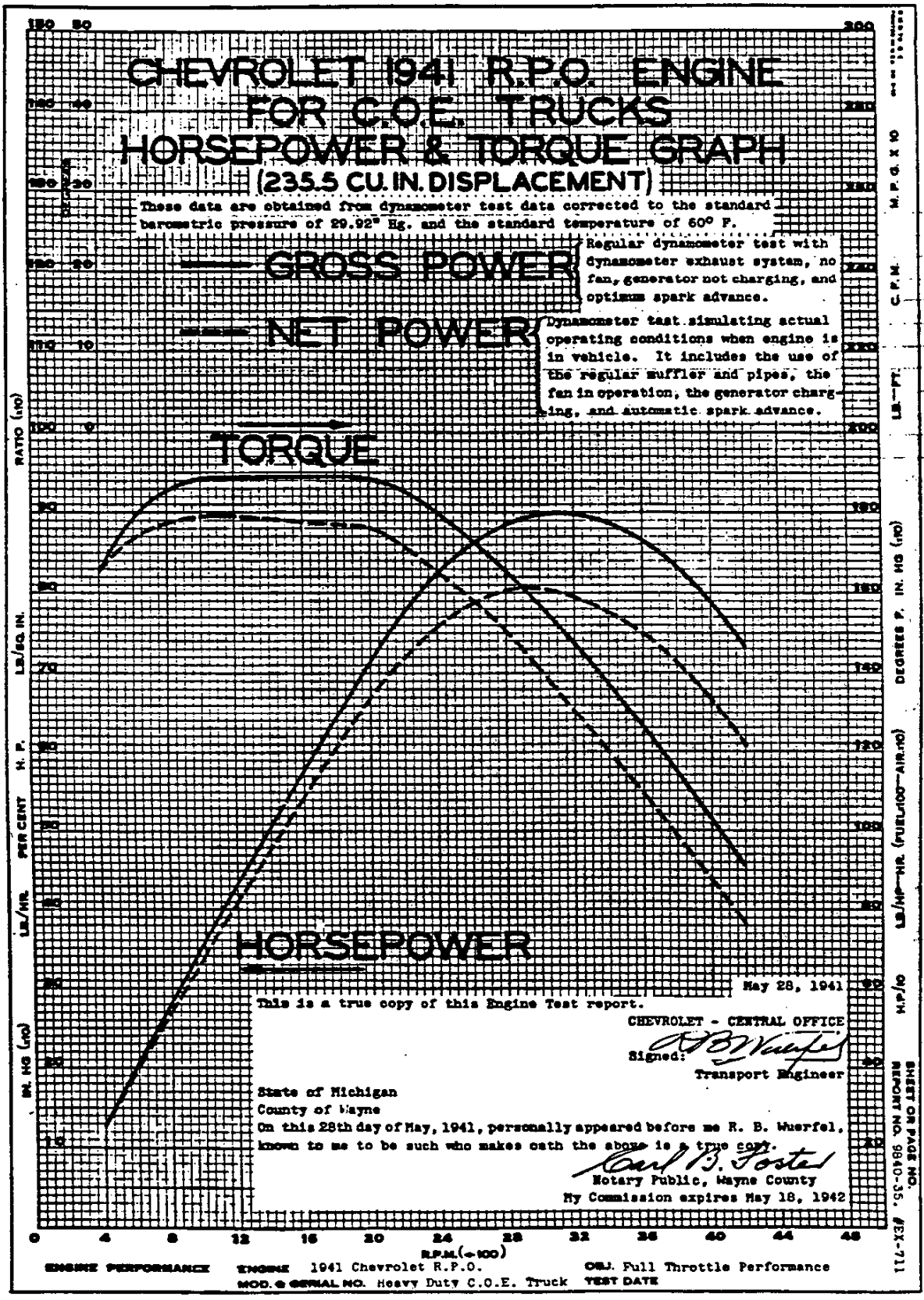


7.50-17, 8 PLY TIRES



CONTINUED

S-12-40. 1-22-41: Data revised and sheet reorganized.


CHEVROLET 1941 R.P.O. ENGINE
FOR C.O.E. TRUCKS
HORSEPOWER & TORQUE GRAPH
(235.5 CU. IN. DISPLACEMENT)
These data are obtained from dynamometer test data corrected to the standard barometric pressure of 29.92" Hg. and the standard temperature of 60° F.
GROSS POWER
Regular dynamometer test with dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.
NET POWER
Dynamometer test simulating actual operating conditions when engine is in vehicle. It includes the use of the regular muffler and pipes, the fan in operation, the generator charging, and automatic spark advance.
TORQUE
HORSEPOWER
May 28, 1941
This is a true copy of this Engine Test report.
CHEVROLET - CENTRAL OFFICE
Signed:
Transport Engineer
State of Michigan
County of Wayne
On this 28th day of May, 1941, personally appeared before me R. B. Wuerfel, known to me to be such who makes oath the above is a true copy.
Notary Public, Wayne County
My Commission expires May 18, 1942
R.P.M.(÷100)
ENGINE PERFORMANCE
ENGINE 1941 Chevrolet R.P.O.
MOD. & SERIAL NO. Heavy Duty C.O.E. Truck
OBJ. Full Throttle Performance
TEST DATE
REPORT NO. 9840-39. #EX-711
SHEET OR PAGE NO.

5-28-41.

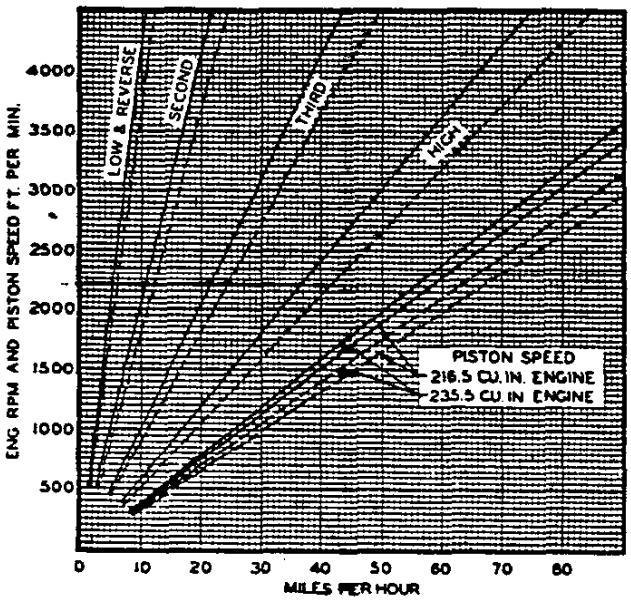
ENGINE AND PISTON SPEEDS—Continued

CONVENTIONAL HEAVY DUTY TRUCKS
CAB-OVER-ENGINE TRUCKS

4-SPEED TRANSMISSION WITH
CONVENTIONAL REAR AXLE

REAR AXLE RATIO, 6.17 to 1 ———
REAR AXLE RATIO, 5.43 to 1 - - - -

7.50-20, 8 PLY TIRES
7.50-20 (34 x 7), 10 PLY TIRES



CONTINUED

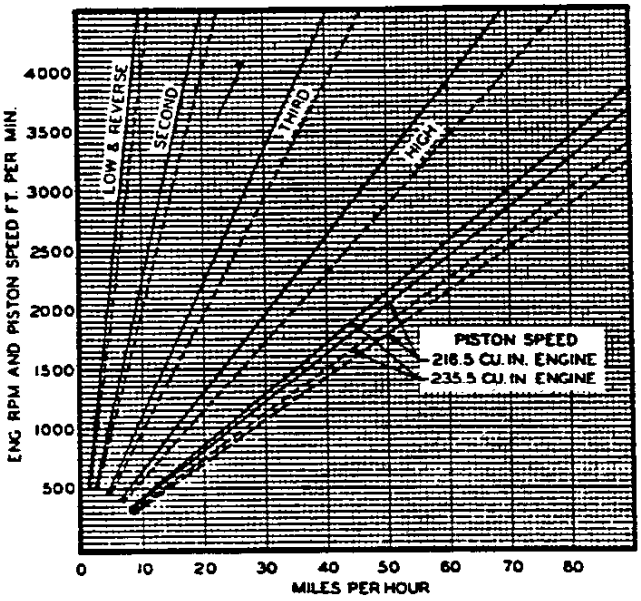
8-12-40. 1-22-41: Data revised and sheet reorganized.

ENGINE AND PISTON SPEEDS—Continued

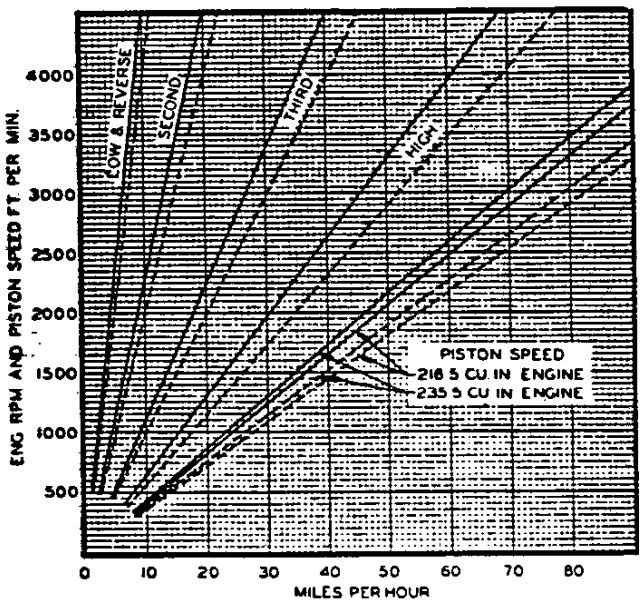
CONVENTIONAL HEAVY DUTY & CAB-OVER-ENGINE TRUCKS

4-SPEED TRANSMISSION WITH CONVENTIONAL REAR AXLE
REAR AXLE RATIO, 6.17 to 1 ———
REAR AXLE RATIO, 5.43 to 1 - - - -

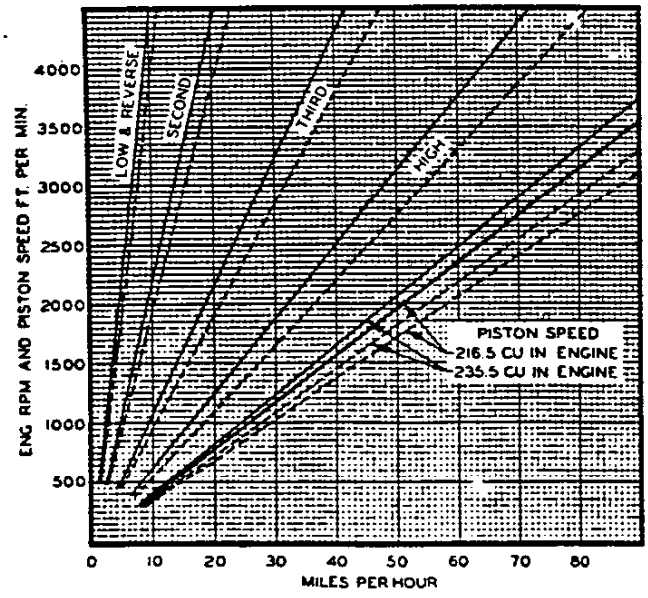
6.00-20, 6 PLY TIRES



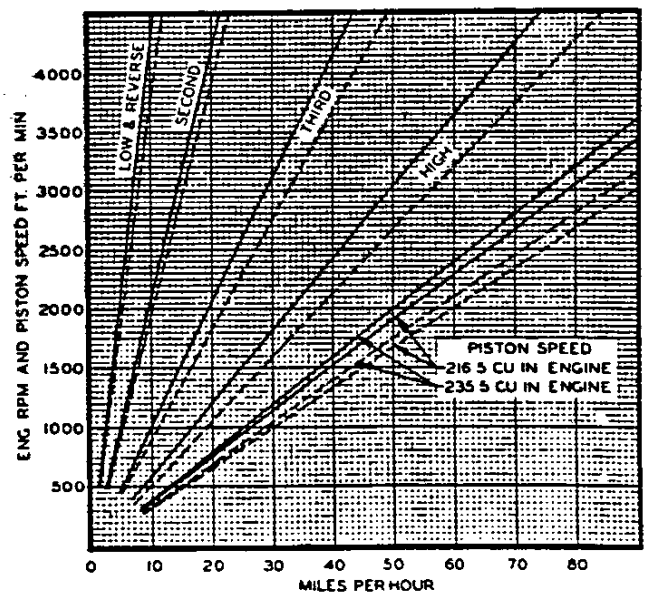
30 x 5, 6 PLY TIRES
6.00-20 (30 x 5), 8 PLY TIRES



6.50-20, 6 PLY TIRES
6.50-20 (32 x 6), 8 PLY TIRES



7.00-20, 8 PLY TIRES
7.00-20 (32 x 6), 10 PLY TIRES



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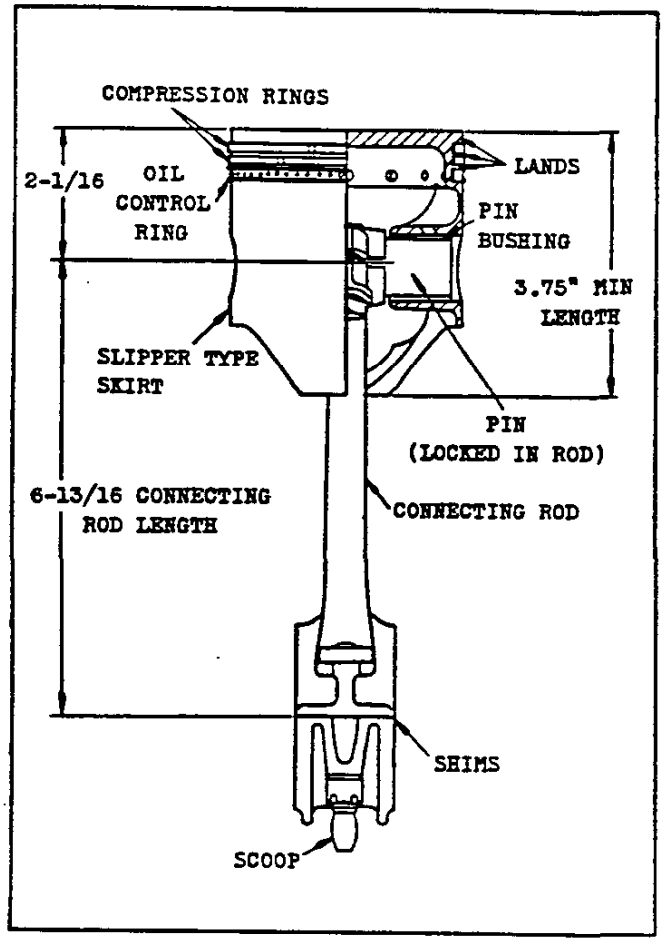
1-18-40. 1-22-41: Data revised and sheet reorganized.

PISTONS



PISTONS

Type ..... Slipper skirt
Material ..... Cast alloy iron, tin plated
Dia. clearance at lands ..... Selective fit ●●
Compression ring groove depth ..... .151"-.166"
Dia. clearance at skirt ..... Selective fit ■■
Oil ring groove depth ..... .172"-.184"
Oil ring groove holes ..... 14, 5/32" drill
Side wall min. thick.-Pass. & Comm. .0347"-.0447"
-Trucks & SB .. .040"-.050"
Head thickness ..... .180"-.190"
Pin bushings-type ..... Pressed in piston
-material ..... Cast bronze
-O.D. ..... .983"-.984"
-length (each) ..... 15/16"
-finish ..... Diamond bore
-weight (each) ..... .06#
Weight of piston and bushing ..... 1.68# (PC & CC), 1.82# (Trucks & SB, 216.5 cu. in. eng.), 1.89# (Trucks & SB, 235.5 cu.in. eng.) ■■
Weight of piston, bushings, rings, pin and connecting rod upper end x 6 ..... 15.48# (PC & CC), 16.32# (Trucks & SB, 216.5 cu.in. eng.), 16.74# (Trucks & SB, 235.5 cu.in. eng.) ■■

PISTON PINS

Material ..... Chromium steel-file hard case
Diameter ..... .8645"-.8650"
Length ..... 3.135"-3.165"
Taper limit in full length ..... .0002"
Weight (each) ..... .32#
Clearance in bushing ..... Slip fit

PISTON RINGS	COMPRESSION	OIL CONTROL
Material	Cast alloy iron	
Type	Plain	Drilled ▬
Number	2	1
Arrangement	Upper two rings	Under compression rings
Width	.1235"-.1240"	.1860"-.1865"
Wall thickness	.155" max.	.155" max.(216.5 eng.), .160"(235.5 eng.)■
Gap clearance	.005"-.015"	.005"-.015"
Ring clearance in groove	.0015"-.003"	.002"-.0035"
Weight (each)	.05 lbs.	.06 lbs.

CONNECTING RODS

Type ..... Pin clamped in rod
Material ..... Drop forged steel
Crank pin diameter ..... 2.311"-2.312"
Crank pin length ..... 1.4985"-1.5015"
Width at piston pin ..... 1-1/8"
Lower end brg.-type ..... Centrifugally cast
-diameter ..... 2.3130"-2.3135"
-length ..... 1-1/2" ◆
-material ..... Babbitt
-finish ..... Diamond bore
-clearance on dia. Selective fit ●●
Total lower end bearing area-
Projected ..... 20.71 sq. in. ◆
Circumferential ..... 65.06 sq. in. ◆
Shims-type & material ... Aluminum alloy & brass
Weight conn. rod.assy.(each) ..... 1.92# ▼
Upper end (each) ..... .42# ▼
Lower end (each) ..... 1.50# ▼
Total rotating weight (lower end x 6) 9.00# ▼
Connecting rod assembly center of gravity from wrist pin center ..... 5.322" ▲
Connecting rod end play ..... .004"-.012"

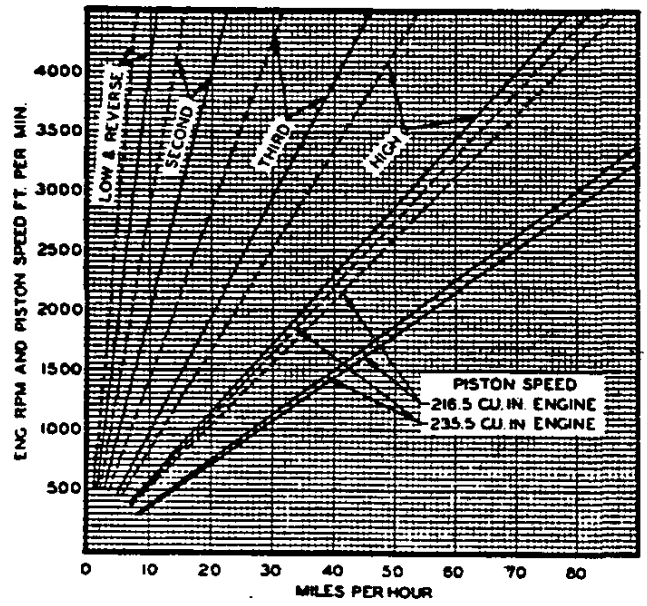
8-12-40. 1-22-41: ● - Weights revised. ■ - 235.5 cu.in. eng. data added. ◆ - Actual values replace "effective" values. ▼ - Weights revised. ▲ - Was 5.273". ▬ - Was "drilled or slotted". ●● - Was .0147"-.0183". ■■ - Was .0017"-.0023". ◆◆ - Was .001"-.0025"

ENGINE AND PISTON SPEEDS—Continued

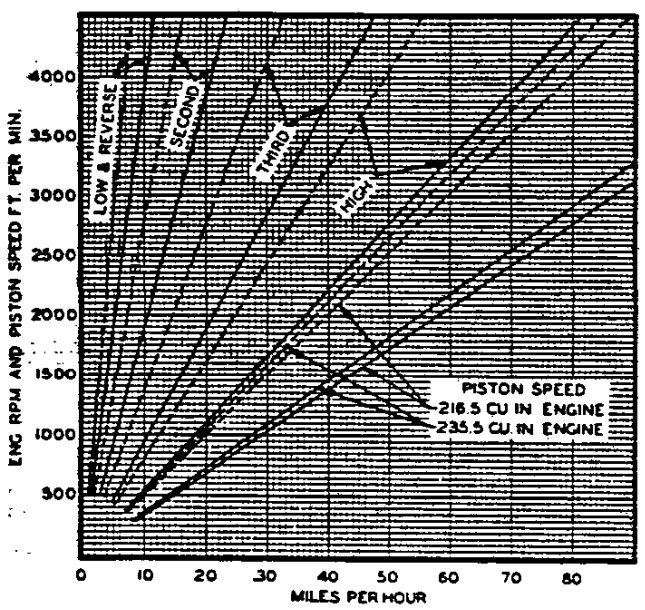
CONVENTIONAL HEAVY DUTY & CAB-OVER-ENGINE TRUCKS

4-SPEED TRANSMISSION WITH RPO 2-SPEED REAR AXLE
HIGH SPEED GEAR RATIO, 5.64 to 1 ———
LOW SPEED GEAR RATIO, 8.22 to 1 - - - -

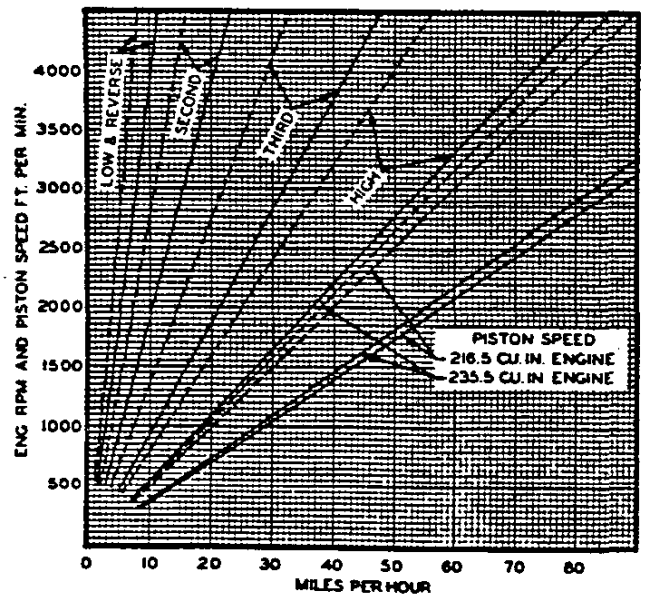
6.50-20 (32 x 6), 8 PLY TIRES



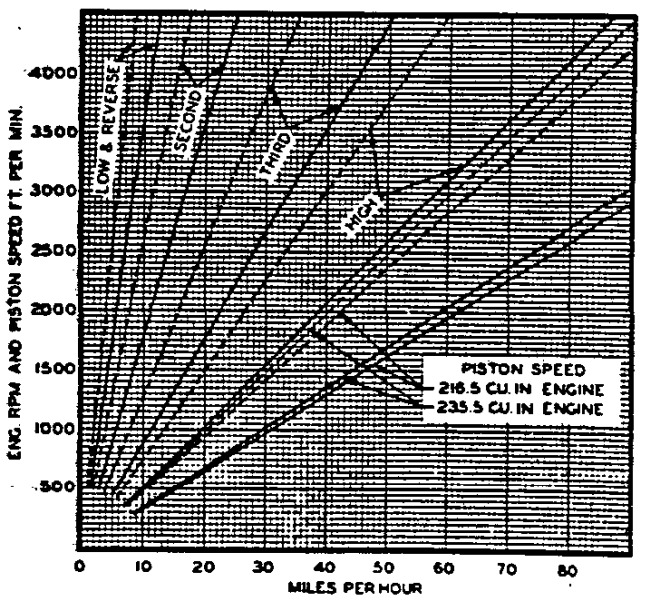
7.00-20, 8 PLY TIRES
7.00-20 (32 x 6), 10 PLY TIRES



7.50-20, 8 PLY TIRES
7.50-20 (34 x 7), 10 PLY TIRES



8.25-20, 10 PLY TIRES

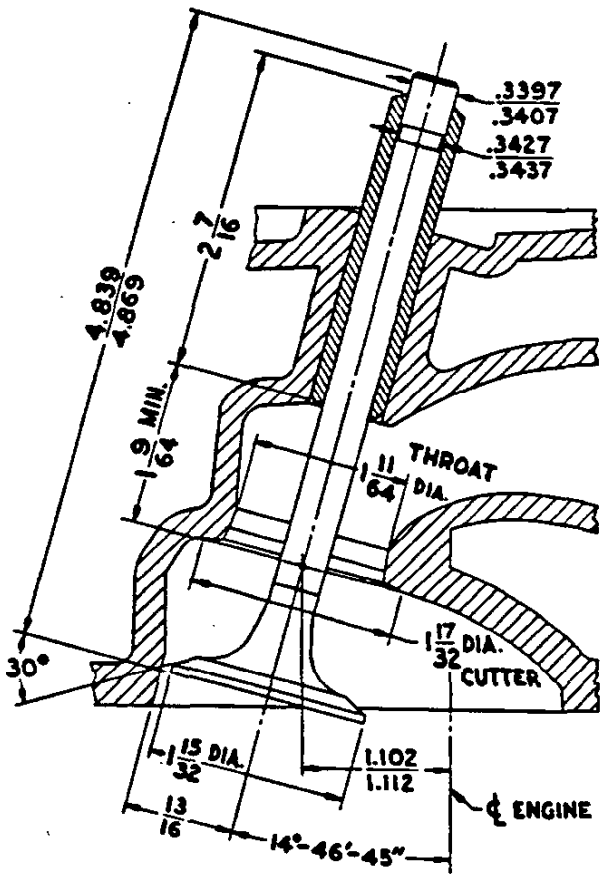


8-12-40. 1-22-41: Data revised and sheet reorganized.

VALVES

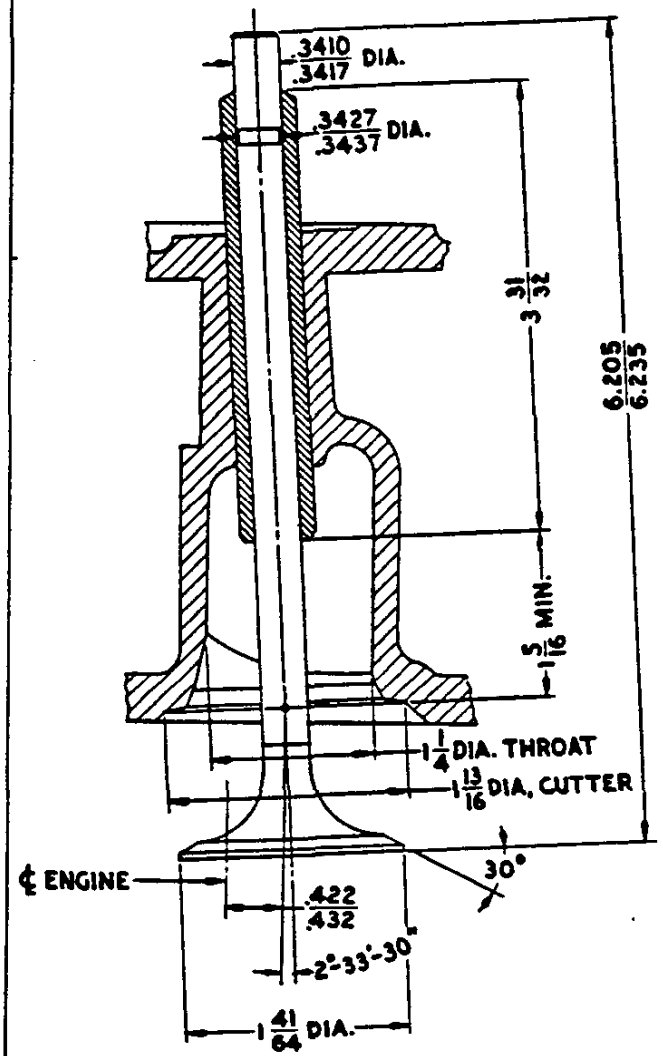
EXHAUST VALVE DATA •

Material ..... Extruded steel
Stem end style .. Grooved for cup & cone
Lift ..... .3118"
Lash ..... .013" hot



INLET VALVE DATA •

Material ..... Extruded steel
Stem end style .. Grooved for cup & cone
Lift ..... .2941"
Lash ..... .006" hot



Distance between valve centers (measured along centerline of engine) = 1-21/32"

VALVE STEM GUIDES

Type ..... Removable
Clearance with stem ..... Selective fit

VALVE TAPPETS

Type ..... Cylindrical
Material ..... Cast alloy iron
Outside diameter ..... .989"-.990"
Tappet lift-Exhaust .....2111"
-Inlet ..... .1991"

VALVE ROCKER ARM ratio ..... 1.477 to 1

VALVE SPRINGS - LENGTH & PRESSURE

Valve closed ..... 1-13/16" long @ 55#
Valve open ..... 1-1/2" long @ 128#

VALVE SEATS

Material ..... Cast alloy iron (cylinder head)
Cooling ..... Jets of water under pressure
Width in head .062"-.093" Exh., .035"-.060" In.

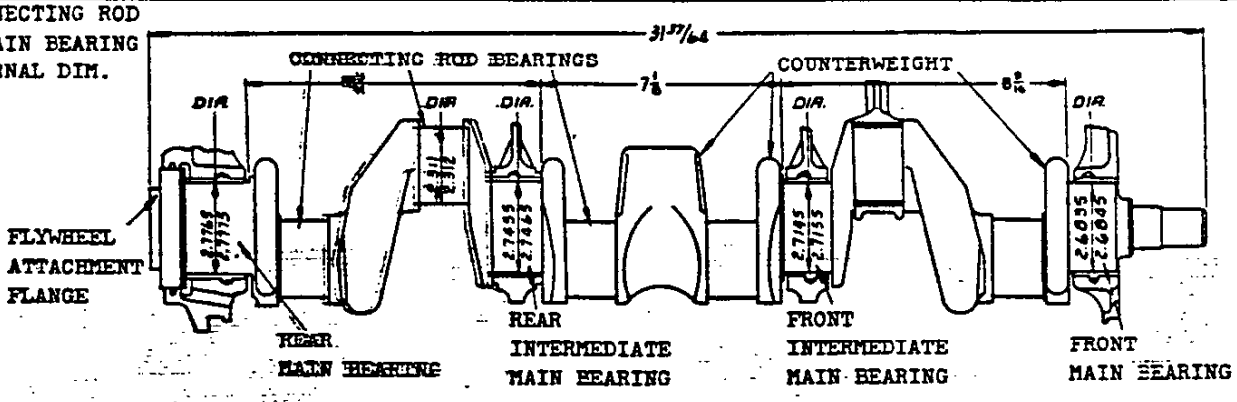
CYLINDER HEAD

Type ..... Detachable Material ..... Cast alloy iron

8-12-40. 1-22-41: • - Data revised. Sheet reorganized.

CRANKSHAFT

CONNECTING ROD & MAIN BEARING JOURNAL DIM.



GENERAL DATA

Bearings	4
Counterweights	7
Material	Drop-forged steel
Weight	68#
Offset	None
End play	.004"-.007"
Harmonic balancer type	Oscillating
Crankshaft pulley dia.	6-1/32"
Crank pin journal width	1.4985"-1.5015"

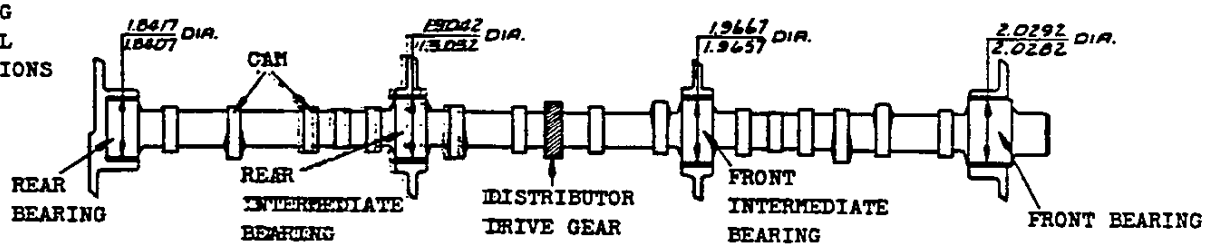
MAIN BEARINGS

Type	Removable
Material	Steel-backed babbitt
Clearance	Selective fit •
Thrust taken	Rear intermediate bearing
Total bearing area:	
Projected	13.41 sq.in.
Circumfer'l.	42.13 sq.in.
Shim-type	Solid
-material	Alloy aluminum & brass

MAIN BEARING SIZES	FRONT	FRONT INTERMEDIATE	REAR INTERMEDIATE	REAR
Inside diameter	2.6865"-2.6875"	2.7175"-2.7185"	2.7485"-2.7495"	2.7795"-2.7805"
Total length (brg.)	1-3/16"	1-3/16"	1-7/16"	1-5/8"
Total length (shaft)	1-15/32"	1-7/16"	1-7/16"	1-29/32"

CAMSHAFT

CAMSHAFT BEARING JOURNAL DIMENSIONS



GENERAL DATA

Material	Drop-forged steel
Drive type	Gear
Drive gear material	Bakelite & fabric comp.
Crankshaft gear material	Steel
End play	Free – .003" max.
Camshaft ramp	.011" inlet, .014" exh.

CAMSHAFT BEARINGS

Number	4
Thrust taken on	Front bearing
Clearance on dia.	.0015"-.0035"
Total bearing area-Projected	7.64 sq.in.
-Circumferential	24.0 sq.in.
Minimum diameter of shaft	1-3/32"

CAMSHAFT BEARING SIZES	FRONT	FRONT INTERMEDIATE	REAR INTERMEDIATE	REAR
Material	Steel-backed babbitt			
Inside diameter	2.0307"-2.0317"	1.9682"-1.9692"	1.9057"-1.9067"	1.8432"-1.8442"
Total length	1-1/8"	15/16"	15/16"	15/16"

8-12-40. 1-22-41: • - Was .002"-.004"

FUEL SYSTEM

FUEL PUMP

Make and model ..... AC, AF
Type ..... Mechanical
Drive ..... From camshaft
Arm throw at camshaft ..... 1/4"
Inlet and outlet air dome ..... Yes
Fuel filter ..... Screen on dome

FUEL MIXTURE

Heated ..... Yes. Passes through manifold heat chamber, automatically controlled by thermostat on manifold.

CARBURETOR

Make and model ..... Carter W1-483S for all models except COE. Carter BB1-489S for COE models.●
Type ..... Single adjustment, down-draft for all models except COE. Up-draft for COE models
Size ..... 1-1/4"
Accelerator pump ..... Yes
Float level ... When closed, top of float measures 1/2" below finished surface of cover.

FUEL GAUGE

Make ..... AC
Type ..... Electric

OCTANE SELECTOR

Type and range ..... Manual, 20° Vernier

AIR CLEANER

Make ..... AC
Type .. Combined with silencer & flame arrester for pass. & comm. cars. Combined with flame arrester for Light Delivery, CHD & SB models. Oil bath type for COE.

RPO AIR CLEANERS			
	PC & CC	LCT & CHD	ALL MODELS ●
Make	AC		
Type	With flame arrester.	With flame arrester and oil bath. (1# cap.)●	With flame arrester and oil bath. (2# capacity)●
	With flame arrester, oil bath and silencer. (1# capacity)●		

	PASS. & COMM. CARS		TRUCKS & SCHOOL BUS ■						
			LIGHT DELIVERY		3/4 T & 3/4 TSS		3/4 TSL, CHD & SB		COE
FUEL TANK	Chassis, Spt. Sedan, 4-Pass. Coupe, Town Sed., Cabriolet, Station Wagon	Business Coupe, Coupe Pickup, Sedan Delivery	Chassis & Cowl, Panel, Canopy Express, Carryall Suburban	Chassis & Cab, Pickup	Chassis & Cowl, Panel	Chassis & Cab, Stake, Pickup	Chassis & Cowl	Chassis & Cab, Pickup, Panel, Canopy Express, Stakes	Chassis Cowl & Windshield, Chassis & Cab, Stakes
Mounting	Clamped to underside of underbody.		Clamped to inside right side rail	Clamped to cab floor under seat	Clamped to inside right side rail	Clamped to cab floor under seat	3-point mounting to frame at seat position	Clamped to body floor under seat	Clamped to outside right side rail
Type	Two stamped pans, seam-welded together								
Capacity	16 gallons		18 gallons*						
Filler location	Outside on right rear fender	Outside ahead of right rear fender	Outside behind right side door	Outside at cab right rear corner	Outside behind panel right door	Outside at cab right rear corner	At right side of chassis	Outside behind right side door	At right side of chassis

* - 20 gallon, side mounted tank is RPO for School Bus chassis and 160" WB Heavy Duty chassis with flat face cowl. ●

EXHAUST SYSTEM

ITEM	PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS ■
Muffler type	Diffusion and resonance with reverse flow	
Muffler size	5-1/16" x 7-5/16" (oval) x 18" long	5-1/16" diameter x 21" long
Muffler mounting	Single point rubber	Single point
Exhaust pipe diameter	1-7/8"	
Tail pipe diameter	1-3/4"	

8-12-40. 1-22-41: ● - Data added. ■ - 160" WB School Bus removed. ◆ - Was SB.

ENGINE LUBRICATION SYSTEM

TYPE ..... Pressure, pressure stream and splash.
MAIN BEARING lubrication ..... Direct pressure. Oil is pumped through drilled passages in cylinder case to main bearings.
CAMSHAFT BEARING lubrication ..... Direct pressure through passages from main bearings.
TIMING GEAR lubrication ..... Gravity feed from camshaft front bearing overflow.
CONNECTING ROD BEARING lubrication .. By individual pressure streams.
CYLINDER BORE lubrication ..... Splash
PISTON PIN lubrication ..... Splash
VALVE MECHANISM lubrication ..... Pressure. Pipe from high pressure side of distributor carries oil to valve rocker arms, springs, valve stems and push rod upper ends.
WATER PUMP lubrication ..... Permanently lubricated, sealed ball bearing.
Oil pump type ..... Gear
Oil pump drive ..... From camshaft
Normal oil pressure ..... 14# @ 2000 engine RPM
Oil pressure relief valve opens at ..... 15#
Oil cleaner type ..... Screen, with by-pass on intake side of oil pump.
Oil drain type ..... Plug in rear of oil pan
Crankcase ventilator type ..... Suction
Oil filler ..... Combined with ventilator
Oil screen size .. 20 mesh x .015 terne steel wire
Oil level gauge type ..... Rod
Oil pan capacity (dry) ..... 5-1/2 quarts
Oil pan capacity (for refill) ..... 5 quarts

COOLING SYSTEM

ITEM			PASSENGER AND COMMERCIAL CARS	TRUCKS & SCHOOL BUS •		
				LT. DEL., 3/4 T & 3/4 TSS	3/4 TSL, CHD & SB	COE
Cooling system capacity			14 quarts *			16 qts.
Radiator core	Make and type		Harrison, ribbed cellular			
	Material		All copper			
	Size		.20"x.556"x2"	.25"x.560"x2"	.20"x.560"x2"	.20"x.560"x3"
	Exp. core area		368.5 sq.in.	405 sq.in.		
	Fan shroud		None			
Radiator hose	Type		Reinforced rubber. Outlet consists of two hose joined by steel tube.			
	Location	Inlet	From cylinder head to core			
		Outlet	From core to water pump			
	Size	Inlet	1-1/4" I.D. x 5-5/8" long	1-1/4" I.D. x 6-3/4" long		
		Outlet	Two hose, 1-1/2" I.D. x 4-7/16" long ▼			
Water thermostat	Make and location		Harrison, in cylinder head outlet			
	Type		Bellows operating poppet valve			
	Valve action		Valve starts to open at 140° - 145° F. and is fully open at 170° F., 29" Hg. barometric pressure.			
Engine fan	Type		Four staggered blades			
	Diameter		15-3/4" @	18"		
	Fan pulley		28° V - 4-21/64" diameter			
	Ratio to Eng.Spd.		1.393:1			
	Fan belt	Make	Various			
		Material	One piece vulcanized fabric			
		Size	11/16" max. width x 42-7/8" around outside			
Water pump	Type and drive		Centrifugal, by fan belt			
	Location		On front of cylinder and case			
	Capacity		47 gallons per minute @ 4000 engine RPM			
	Impeller type		Vane			
	Bearing	Type	Double row ball, sealed			
		O.D.	1.1806"-1.1811"			
		Length	1-21/32"			
	Seal	Material	Moulded rubber sealed with rubber cement			
		Adj.	Automatic - By spring tension			

* - The Cab-Over-Engine radiator core is available, with a shroud, as RPO equipment for the 3/4 Ton, 3/4 Ton Special, Conventional Heavy Duty and School Bus. @ - 16-1/4" fan installed with 3.73 RPO rear axle. ▪

8-12-40. 1-22-41: • - 160" WB School Bus removed. ▪ - "@" note added. ▼ - Was 4".

ENGINE ELECTRICAL SYSTEM—Continued

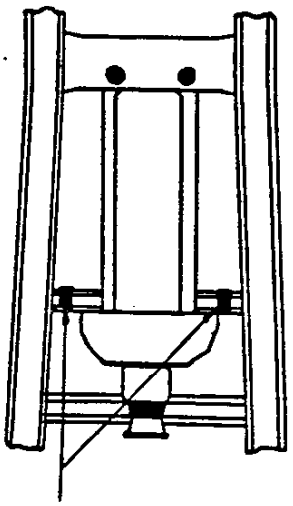
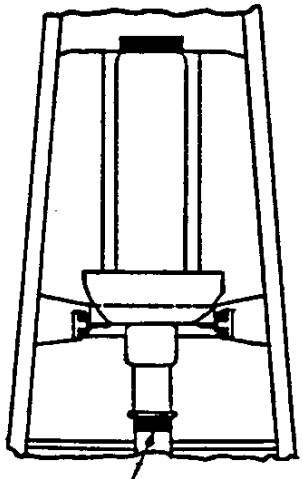
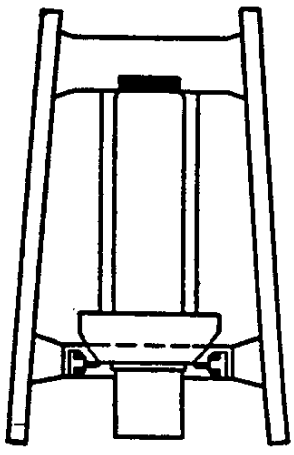
IGNITION - Continued

Ignition lock type ..... Key operated lock switch with armored cable from coil to switch.●
Condenser make ..... Delco-Remy
Coil no. & location ... 1115141-Engine right side
Coil amperes drawn - engine stopped 4.5
- engine idling 2.5
Spark plug-make and size ..... AC 104
-thread size ..... 10 mm.
-recommended gap ..... .040"

STARTING MOTOR

Make ..... Delco Remy
Model ..... 1107047 ■
Type of drive ..... Mechanical
Rotation (commutator end) .... Counter-clockwise
Bearings-commutator end ..... Cast Iron
-drive end ... Graphite lubricated bushing
Lock test-amperage draw 525
-volts 3.4
-torque ..... 12 ft.lb.
No load test-amperage draw 65
-volts 5
-RPM 5000
Pinion meshes ..... On front of flywheel
Pinion teeth 9
Flywheel teeth 139
Pinion to flywheel ratio 15.44:1
Normal engine cranking speed ..... 65 RPM
Starter ..... Direct foot-actuated control
Starter to throttle connection ..... Lug on cross shaft engages accelerator shaft. Pass. cars only

POWER PLANT MOUNTINGS

PASSENGER & COMMERCIAL CARS	LIGHT DELIVERY	3/4 T, 3/4 TS, CHD, COE, & SB
TYPE - 5 POINT RUBBER, CUSHION BALANCED	TYPE - 4 POINT RUBBER, CUSHION BALANCED	TYPE - 3 POINT RUBBER, CUSHION BALANCED
		
TORQUE REACTION SUPPORTS	BRAKE & DRIVING TORQUE REACTION SUPPORT	

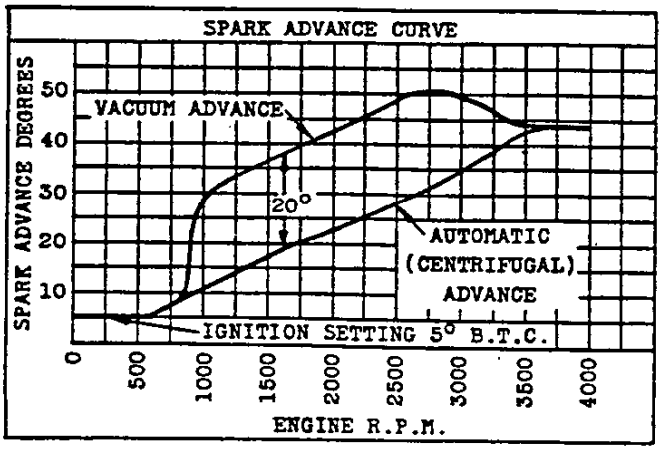
8-12-40. 1-22-41: ● - Reworded. ■ - Was 1107033.

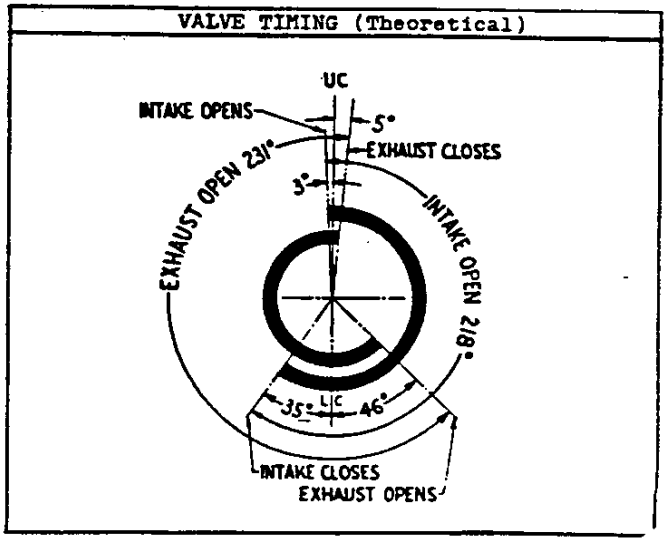
ENGINE ELECTRICAL SYSTEM

GENERATOR		PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS •			
			LIGHT DELIVERY	3/4 TON	3/4 TS	CHD, SB & COE
Make		Delco-Remy				
Model and type		#1102667-Shunt				
Rated voltage		6-8				
Ventilated by		Fan built into generator pulley				
Driven by		"V" belt				
Generator pulley	Type	28° V				
	Diameter	3-11/32"				
Speed ratio-generator to engine		1.83:1				
Generator RPM per MPH		93.5		100.1■	90.4♦	114.7▼
Maximum charging rate-cold 72° F.	Amperes	38-40				
	Voltage	7.3 - 7.7				
	RPM (Gen.)	2400				
	Car speed MPH	25.5		24	26.5	21▲
Maximum charging rate-hot 150° F.	Amperes	34-36				
	Voltage	7.2 - 7.4				
	RPM (Gen.)	2400				
	Car speed MPH	25.5		24	26.5	21▲
Thermostat		None				
Field fuse		None				
Voltage & current regulator		Part #1118201-Vibrator type				
Brush tension		14-18 oz.				
Rotation (Drive end)		Clockwise				
Bearings	Commutator end	Bronze bushing				
	Drive end	Ball				
Cut-out	Voltage at closing	6.2-6.7				
	Armature speed	800 RPM				
	Car speed at closing MPH	8.5		8	9	7
	Amperes to open	0-3				

IGNITION

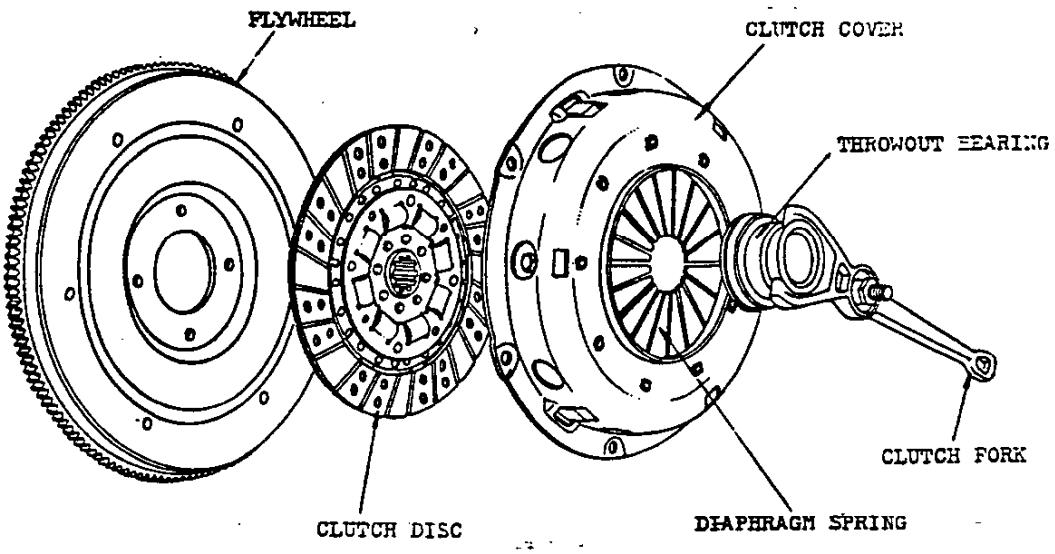
Type ..... Separate units, high tension distributor ground return system
Distributor part number .... Delco-Remy #1110090
Current source ..... Generator
Spark control type ..... Full automatic
Spark advance-vacuum ..... 20°
-automatic ..... 32.5°-39.5°
Timing spark advance ..... 5 B.T.C.
Firing order 1-5-3-6-2-4
Distributor breaker point opening ..... .018"●●
Breaker point polarity reversing switch location ..... Top of starting motor
Distributor bearing material ..... Cast iron





8-12-40. 1-22-41: ●-160" WB School Bus removed. ■ - Was 100.5. ♦ - Was 91.
▼ - Was 117.5. ▲ - Was 22.5. ●● - Was .018". ●●1

CLUTCH

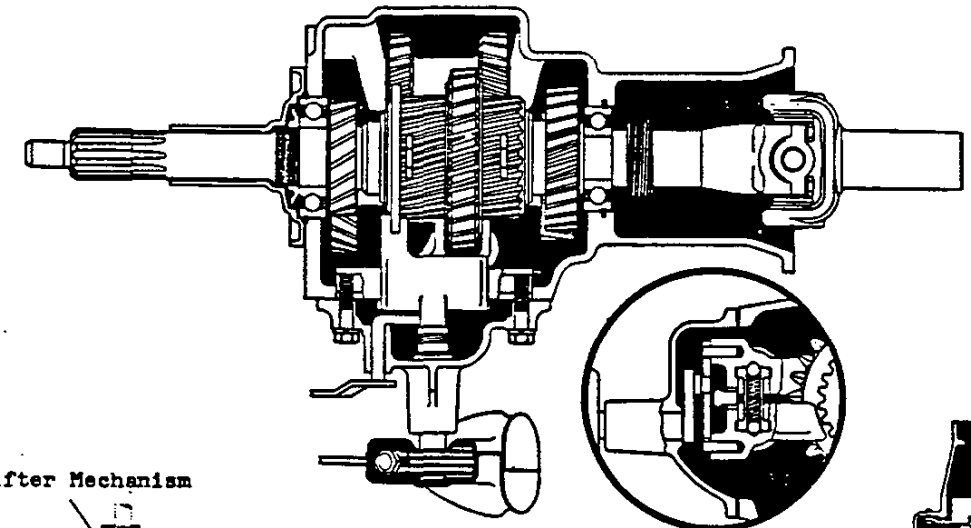


Passenger car clutch illustrated. ◆

ITEM			PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS ●	
				LIGHT DELIVERY	3/4 T, 3/4 TS, CHD, SB & COE
Type			Single dry plate		
Rated torque capacity			200 ft. lb.		
Spring	Type		Diaphragm		
	Pressure		1100#-1225# ■		1200#-1250# ■
	Material		Spring steel - Heat treated		
	Pressure levers		18 integral with spring		
Drive			Through radial lugs		
Discs	Driving		Flywheel and pressure plate		
	Driven - number		One		
	Vibration insulation		8 Cushion springs at hub		6 Cushion springs at hub
	Facing	Material	Woven and formed - Asbestos composition		
		O.D. & I.D.	9-1/8" - 6-1/8"		10-3/4" - 7"
		Area	71.86 sq.in.		104.6 sq.in.
		Thickness	.132"-.138"		.137"-.143"
Bearings	Throwout	Type	Special ball - mounted on sleeve		
		Lubrication	Packed for life		
	Pilot	Type	Hyatt Roller #142655		
		Lubrication	Packed for life		
Controls	Clutch fork - type		Drop forged-pivot mounted on ball		
	Pedal mounting		On brake main cylinder		On clutch housing
Flywheel	Material		Cast Iron		
	Weight (with ring gear)		30# ▼		
	Ring gear type		Steel-shrunk on		
	Ring gear teeth		139 teeth - 1/2" wide 13.9 Pitch Dia.		
Attachment to flywheel			6 bolts		9 bolts

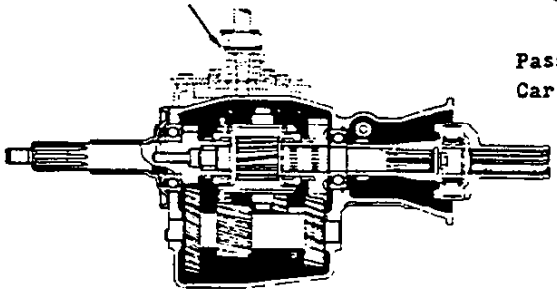
8-12-40. 1-22-41: ● - 160" WB School Bus removed. ■ - Was 1100#-1250#. ◆ - Note added. ▼ - Was 31.5#.

TRANSMISSION

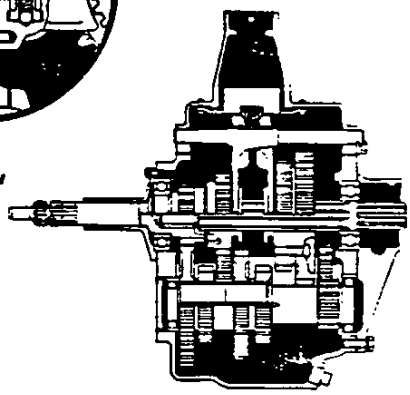


Passenger and Commercial Car Transmission-Top View

Truck Shifter Mechanism



3 Speed Transmission



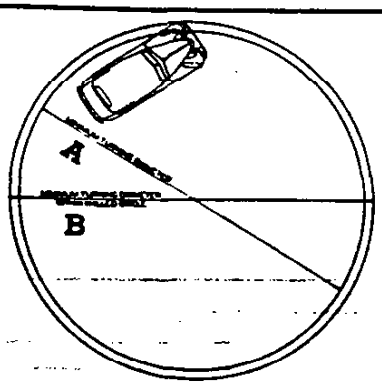
4 Speed Transmission

ITEM			PC, CC, LT. DEL., 3/4 T & 3/4 TSS	3/4 TSL, CHD, COE & SB
Transmission location			In unit with engine	
Type			Selective syncro-mesh	Conventional
Shift type			Standard H	
Number of speeds			3 forward, 1 reverse	4 forward, 1 reverse
Gears, type			Helical @	Spur
Synchronous meshing gears			Second and third	None
Input Torque Capacity •			200 ft. lb.	
Gear ratios		First	2.94	7.06■
		Second	1.68	3.48◆
		Third	Direct	1.71▼
		Fourth	None	Direct
		Reverse	2.94	6.98♣
Bearings or Bushings	Reverse idler bushing	No. & Mat'l.	Two-bronze	Two-brass
		Size	.7515"-.7525" I.D. x 3/4"	.8772"-.8782" x 1-1/2"
	Main shaft bearing make and part no.	Front	Hyatt #590752	Hyatt #141854
		Rear	N.D. #954168	N.D. #903307
	Counter shaft brg. or bushing — Material		Bronze	Steel
	Size or part no.	Front	.8772"-.8782" I.D. x 1-1/4" *	Hyatt #142260
		Rear		Hyatt #121856
	Clutch gear brg. part no.		N.D. #954141	N.D. #903209
	Second speed gear bearing on main shaft•	Material	Chromium steel-hardened	None
		Size	1.062"-1.063" I.D. x 1-3/4"	
Power take-off	Type		None	6 bolt S.A.E. Standard
	Location			On left side
	Speed at 1000 Engine RPM			425 RPM
	Meshing gear			33 teeth

@ - Gears case-hardened in LD, 3/4 T & 3/4 TSS transmissions and in RPO transmissions for PC & CC.•
* - 1/8" x 3/4" bearing rollers on LD, 3/4 T & 3/4 TSS.

8-12-40. 1-22-41: • - Reworded. ■ - Was 7.226. ◆ - Was 3.478. ▼ - Was 1.711. ♣ - Was 7.143.

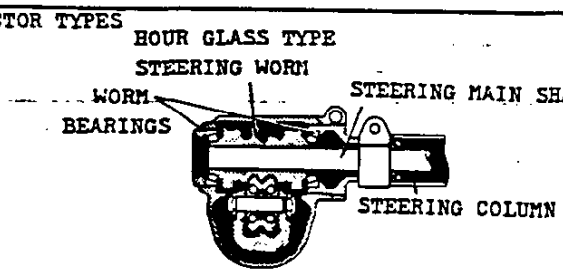
TURNING DIAMETERS



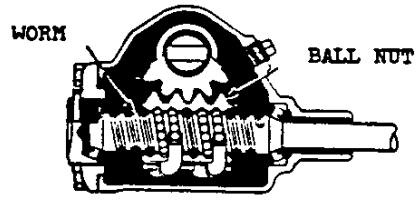
MODEL			A		B	
			RIGHT	LEFT	RIGHT	LEFT
PASS. & COMM. CARS			40.78' •	38.80' •	43.14' •	41.10' •
TRUCKS & SCHOOL BUS	LIGHT DELIVERY		39.46' •	39.70' •	41.96' •	42.20' •
	3/4 TON					
	3/4 TSS		43.18' •	42.80' •	45.41' •	45.02' •
	3/4 TSL		46.96' •	46.94' •	49.32' •	49.30' •
	CHD	134-1/2" W.B.				
		160" W.B.	55.93' •	60.01' •	58.49' •	62.49' •
	SB ■	195-1/8" W.B.				
	COE	109-1/8" W.B.				
		132-5/8" W.B.				
		158-1/8" W.B.				

STEERING GEAR

SECTOR TYPES

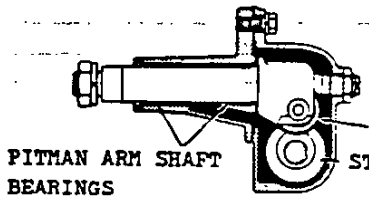


PASSENGER & COMMERCIAL CAR

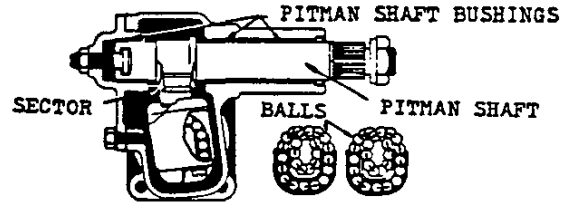


TRUCK & SCHOOL BUS

SECTOR MOUNTING



PASSENGER & COMMERCIAL CAR OVERHUNG TYPE

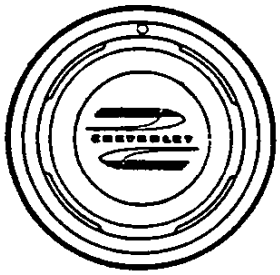
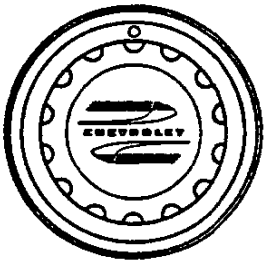
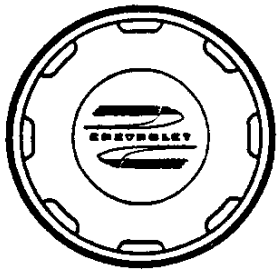
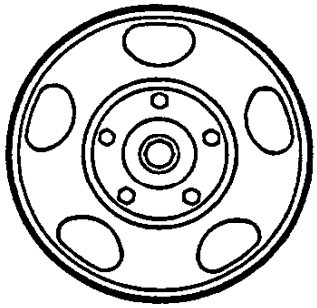


TRUCK & SCHOOL BUS STRADDLE MOUNTING TYPE ◆

ITEM			PASS. & COMM. CARS		TRUCKS & SCHOOL BUS ■	
			SPECIAL DELUXE	MASTER DELUXE	LT. DEL., 3/4 TON 3/4 TS, CHD & SB	COE
Steering gear type			Semi-reversible			
Steering gear ratio			17-1/2:1		19.8:1	23.6:1
Bearings and bushings	Steering worm bearing		Saginaw #261866		G.M. #179291 (Hyatt)	
	Roller sector brg.	Type	Ball		None	
		Size or No.	Saginaw #262605			
	Pitman shaft bushings	Material	Bimetal		Cast bronze	
		Size	1.125"-1.126" I.D. x 1-1/2"		(Outer) 1.1245"-1.1250" I.D. x 1-3/8" (Inner) 1.127"-1.128" I.D. x 27/32"	(Outer) 1.2495"-1.2500" I.D. x 1-1/2" (Inner) 1.127"-1.128" I.D. x 27/32"
Steering wheel	Type		Two-spoke	Three-spoke		Four-spoke
	Material		Hard rubber and steel			
	Diameter		17-1/4"		17"	16"
Main shaft diameter			3/4"			1"
Column diameter			1-1/2"			1-3/4"
Pitman shaft diameter			1-1/8"			1-1/4"
Pitman arm type ●			Two-piece, rubber insulated		One-piece	

8-12-40. 1-22-41: ● - Data added. ■ - 160" WB School Bus removed. ◆ - Illustration reversed.

WHEELS—REGULAR EQUIPMENT

PASSENGER CAR AND LIGHT DELIVERY TRUCK WHEEL	3/4 TON TRUCK WHEEL	3/4 TON SPECIAL TRUCK WHEEL	ONE TON, 1-1/2 TON TRUCK AND SCHOOL BUS WHEEL
			

TIRES AND WHEELS AVAILABLE

Tire specifications are based on U.S. Rubber Co. standards

MODEL	TIRE SIZE	FRONT TIRES	REAR TIRES				WHEEL RIM SIZE	WHEEL OFFSET	DISC THICK. AT HUB
		LOAD PER TIRE AT MIN. PRES.	LOAD PER TIRE	RECOM-MENDED PRESSURE	LOADED RADIUS ROLLED	LOADED REVS. / MILE			
PC & CC	6.00-16-4 ply,Reg.	875# @ 26#	915#	28#	13.52"	746	16 x 4.00E	9/16"	
	6.00-16-6 ply,RPO	915# @ 28#	955#	30#					
	5.50-18-4 ply,RPO	880# @ 28#	940#	30#	14.37"	702	18 x 4.00F		
LIGHT DELIVERY	6.00-16-4 ply,Reg.	915# @ 28#	990#	32#	13.52"	746	16 x 4.00E		
	6.00-16-6 ply,RPO	955# @ 30#	1130#	40#					
	5.50-18-4 ply,RPO	880# @ 28#	1000#	32#	14.37"	702	18 x 4.00F		
	15"-6 ply,RPO	1200# @ 20#	1200# to 1500#	20# min. to 35#	13.98"	721	15 x 5.50F	0	
3/4 TON	15"-6 ply,Reg.	1200# @ 20#	1200# to 1500#	20# min. to 35#					
3/4 TSS & 3/4 TSL	7.00-17-6 ply,Reg.	1425# @ 40#	1550#	45#	15.49"	651	17 x 6(4.33R)	9/16"	
3/4 TSL	7.50-17-8 ply,RPO	1650# @ 40#	2000#	55#	15.83"	637			
3/4 TSL	7.00-17-8 ply,RPO	1425# @ 40#	1725#	55#	15.49"	651			
CHD & COE (See next page for tire combi-nations)	6.00-20-6 ply	1225# @ 40#	1400#	50#	15.92"	633	20 x 5(3.75P)	4-1/8"	5/16" **
	30 x 5-6 ply	1400# @ 60#	1600#	70#	15.73"	641			
	6.00-20(30x5)8 ply	1400# @ 50#	1700#	70#					
	6.50-20-6 ply	1500# @ 40#	1700#	50#	16.52"	610			
	6.50-20(32x6)8 ply	1700# @ 50#	1950#	65#					
	7.00-20-8 ply	1625# @ 40#	1950#	55#	17.03"	592	20 x 6(4.33R)	4-1/2"	
	7.00-20(32x6)10 ply	1950# @ 55#	2250#	70#					
	7.50-20-8 ply	1875# @ 40#	2250#	55#	17.15"	588	20 x 7(5.00S)	4-3/4"*	
	7.50-20(34x7)10 ply	2250# @ 55#	2700#	75#					
	8.25-20-10 ply	2175# @ 40#	2750#	60#	18.27"	552		5-1/4"	7/16"

NOTE - Use of optional tires may necessitate changes in equipment such as wheels, speedometer gears, wheel carrier, springs, rear axle (for ratios), engine fan and radiator core according to the various Regular Production Options.

Tire make - United States, Goodrich or Firestone.

* - 5-1/4" offset with two-speed axle equipment. ** - 7/16" for 5-1/4" offset wheel.

8-12-40. 1-22-41: Tire data revised; sheet reorganized.

TIRE COMBINATIONS—CHD & COE TRUCKS WITH REGULAR 6.17 AND RPO 5.43 REAR AXLES

	REAR TIRES	FRONT TIRES								
		6.00-20 6 ply Regular	6.00-20 (30 x 5)8 ply RPO	30 x 5 6 ply RPO	6.50-20 6 ply RPO	6.50-20 (32 x 6)8 ply RPO	7.00-20 8 ply RPO	7.00-20 (32x6)10 ply RPO	7.50-20 8 ply RPO	7.50-20 (34x7)10 ply RPO
SINGLE	6.50-20-6 ply RPO	X			X					
	6.50-20(32 x 6) 8 ply Regular	X	X	X		X				
	7.00-20-8 ply RPO	X			X		X			
	7.00-20(32 x 6) 10 ply RPO	X	X	X	X	X	X	X		
	7.50-20-8 ply RPO	X			X		X		X	
	7.50-20(34 x 7) 10 ply RPO	X	X	X	X	X	X	X	X	X
DUAL	6.00-20-6 ply RPO	X								
	30 x 5-6 ply RPO			X						
	6.00-20(30 x 5) 8 ply RPO		X	X						
	6.50-20-6 ply RPO	X			X					
	6.50-20(32 x 6) 8 ply RPO	X	X	X	X	X	X			
	7.00-20-8 ply RPO	X			X		X			
	7.00-20(32 x 6) 10 ply RPO	X	X	X	X	X	X	X		
	7.50-20-8 ply RPO	X			X		X		X	
	7.50-20(34 x 7) 10 ply RPO	X	X	X	X	X	X	X	X	X

TIRE COMBINATIONS—CHD & COE TRUCKS WITH RPO TWO-SPEED REAR AXLE

DUAL REAR TIRES	FRONT TIRES						
	6.50-20 6 ply RPO	6.50-20 (32 x 6)8 ply RPO	7.00-20 8 ply RPO	7.00-20 (32 x 6)10ply RPO	7.50-20 8 ply RPO	7.50-20 (34 x 7)10ply RPO	8.25-20 10 ply RPO
6.50-20(32 x 6) 8 ply RPO	X	X					
7.00-20-8 ply RPO	X		X				
7.00-20(32 x 6)10 ply RPO	X	X	X	X			
7.50-20-8 ply RPO	X		X		X		
7.50-20(34 x 7)10 ply RPO	X	X	X	X	X	X	
8.25-20-10 ply RPO			X		X		X

NOTE: In the above charts, the front tire sizes available for use with a particular rear tire size are indicated by X's in line with each rear tire. Minimum tire equipment, front and rear for various gross allowable weights is given on page 14.

6-12-40. 1-22-41. Data revised and sheet reorganized.

BATTERY AND LIGHTS

ITEM			PASSENGER & COMMERCIAL CARS	TRUCKS			SCHOOL BUS
				LT. DEL.,3/4 T,3/4 TS & CHD	COE	REG.	RPO
Battery	Make and model		Delco 15X3				Delco 19G3
	Length		9"				10-3/8"
	Width		7"				
	Height		8-5/8"				8-11/16"
	Volts and hr. capacity		6-100				6-125
	Charging rate		7 amperes				
	Cell arrangement		Three, side to side				
	No. of plates per cell		15				19
	Terminal grounded		Negative				
	Location		Under hood	Frame, right side			
Head-lamps	Type and location		Sealed beam-in fender	Sealed beam-on top of fender			
	Sealed beam unit dia.		7.032" max. (Lens diameter 6-11/16")				
	Bulb	Type	Two filament				
		Watts	45, upper beam - 35, lower beam				
	Dimmed by		Depressed beam operated by foot switch				
	Beam indicator	Size & c.p.	#51,1				None ♣
		No. used	One (None on flat face cowl ▼)				
Parking lamps	Location		In fenders	On top of headlamps			
	Bulb size and c.p.		#63, 3				
Tail and stop lamp	Number used		Two (one on Station Wagon and Sedan Delivery) ●	One			
	Type		One bulb per lamp	Two bulbs per lamp			
	Bulb size and candle power	Tail lamp	#1154,3 (STW & SDL - #63.3) ●	#63, 3			
		Stop lamp	#1154,3 (STW & SDL - #87,15) ●				
	Stop lamp operation		Hydraulic switch on brake main cylinder				
License lamp bulb size and c.p.			#63, 3	See tail lamp			
Instrument cluster	Number of bulbs		Two				
	Size and candle power		#55, 1-1/2	#55, 1-1/2 except flat face cowl. Flat face cowl #51, 1			
Speed-ometer	Number of bulbs		Two	None			
	Size and candle power		#55, 1-1/2				
Ignition lock lamp	Bulb size and candle power		#51, 1	#55, 1-1/2 (None on flat face cowl ▼)			None ♣
Glove comp. bulb size and c.p.			#55, 1-1/2	None			
Clock bulb size and c.p.							
Dome lamp	Used in		SD and MD	Carryall and Panels			
	Bulb size and candle power		#81, 6; STW - #87, 15 ●	#87, 15 Carryall; #81, 6 Panels			
	Switch locations*		At right door pillar on all SD except STW. and Coupes In lamp on all MD, all Coupes and STW.	To rear of left hand door pillar.			None
Fuse	Type and amperes		SFE cartridge, glass enclosed - 30 ◆				
	Location		On light switch				
Horn	Make and type		Delco Remy, vibrator				
	Number used		Two	One			
	Ampere draw		20 per horn	10			
	Location		Behind radiator grille	Left side of engine on intake manifold			

* - Automatic dome light switch on left front door pillar on Special Deluxe (Except STW).

8-12-40. 1-22-41: Sheet reorganized. ● - STW & SDL bulb data rearranged.
● - STW bulb size added. ◆ - Was SFE 30. ▼ Exception note added. ♣ "None" added.

SPLINES—TRANSMISSION & PROPELLER SHAFT

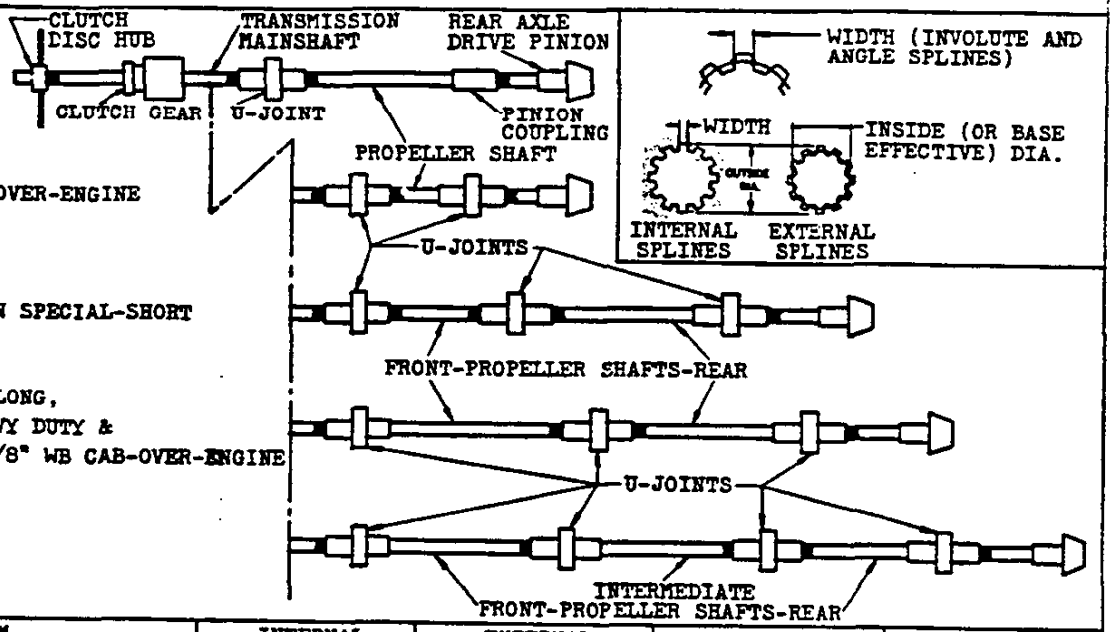
PASSENGER CARS, COMMERCIAL CARS & LIGHT DELIVERY TRUCKS

109-1/8" WB CAB-OVER-ENGINE TRUCKS

3/4 TON & 3/4 TON SPECIAL-SHORT TRUCKS

3/4 TON SPECIAL-LONG, CONVENTIONAL HEAVY DUTY & 132-5/8" & 158-1/8" WB CAB-OVER-ENGINE TRUCKS

SCHOOL BUS CHASSIS



	ITEM		INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
TRANSMISSION	Clutch disc hub & transmission clutch gear shaft	Model	PC, CC, LD, 3/4T & 3/4TSS		3/4 TSL, CHD, SB & COE	
		Width	.174" - .176"	.1705" - .1725"	.174" - .176"	.1705" - .1735"
		Inside dia.	.920" - .925"	.918" max.	.920" - .925"	.918" max.
		Outside dia.	1.134" - 1.144"	1.110" - 1.121"	1.134" - 1.144"	1.110" - 1.121"
		Splines	10 (straight side)		10 (straight side)	
	Transmission mainshaft & front U-joint front yoke	Model	PC, CC, LD, 3/4T & 3/4TSS		LD, 3/4T, 3/4TSS - 4 SPEED TRANS.	
		Width	.1473" - .1483"	.1458" - .1473"	.214" - .215"	.2120" - .2135"
		Inside dia.	.890" - .891"	.853" - .860"	1.184" - 1.186"	1.177" max.
		Outside dia.	1.003" - 1.017"	.973" - .980"	1.380" - 1.388"	1.355" - 1.365"
		Splines	10 (involute)		10 (straight side)	
	Transmission mainshaft & propeller shaft flange	Model	3/4TSL, CHD, SB & COE			
		Width	.2125" - .2135"	.2120" - .2135"		
		Inside dia.	1.182" - 1.187"	1.177" max.		
		Outside dia.	1.374" - 1.377"	1.355" - 1.365"		
		Splines	10 (straight side)			
PROPELLER SHAFTS	Propeller shaft* front end & front U-joint rear yoke	Model	PC, CC & LD		3/4T & 3/4TSS	
		Width	.0951" - .0961"	.0921" - .0941"	.1990" - .2015"	.196" - .198"
		Inside dia.	.993" - .997"	.962" - .970"	1.1145" - 1.1195"	1.0515" - 1.0605"
		Outside dia.	1.0835" - 1.0935"	1.0642" - 1.0657"	1.306" - 1.321"	1.274" - 1.284"
		Splines	17 (involute)		10 (straight side)	
	Front propeller shaft rear end & propeller shaft flange	Model	3/4T, 3/4TS, CHD, SB, MCOE & LCOE			
		Width	.2130" - .2145"	.2125" - .2140"		
		Inside dia.	1.208" - 1.213"	1.120" - 1.130"		
		Outside dia.	1.374" - 1.375"	1.372" - 1.373"		
		Spline	10 (straight side)			
	Intermediate propeller shaft rear end & propeller shaft flange	Model	SCHOOL BUS			
		Width	.2130" - .2145"	.2125" - .2140"		
		Inside dia.	1.208" - 1.213"	1.120" - 1.130"		
		Outside dia.	1.374" - 1.375"	1.372" - 1.373"		
		Splines	10 (straight side)			
	Rear propeller shaft front end & U-joint sleeve yoke	Model	3/4T, 3/4TS, CHD, SB & COE			
		Width	.1455" - .1470"	.1435" - .1450"		
		Inside dia.	1.295" - 1.300"	1.281" - 1.288"		
		Outside dia.	1.499" - 1.500"	1.497" - 1.498"		
		Splines	16 (straight side)			

* - Front propeller shaft on 3/4T and 3/4TSS

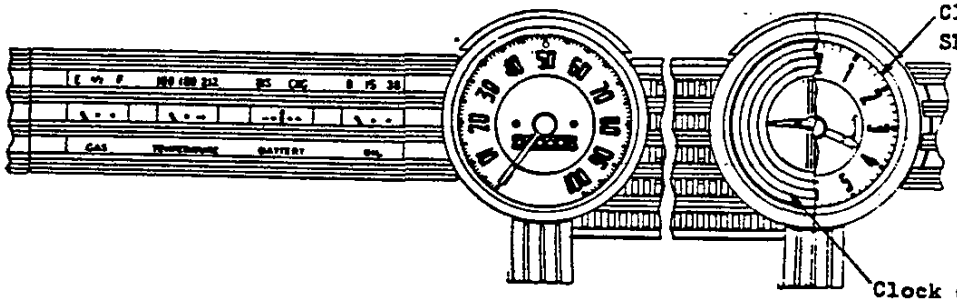
1-22-41.

Continued

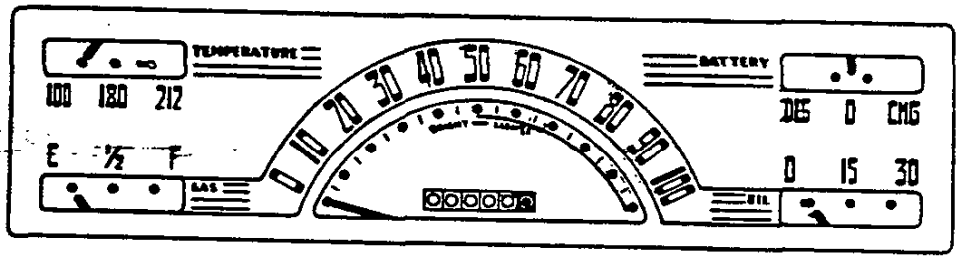
INSTRUMENTS

MAKE: AC. TYPE: Fuel gauge and battery charge indicator are the electric type; heat indicator and oil gauge are the pressure type. The speedometer is driven by a flexible shaft.

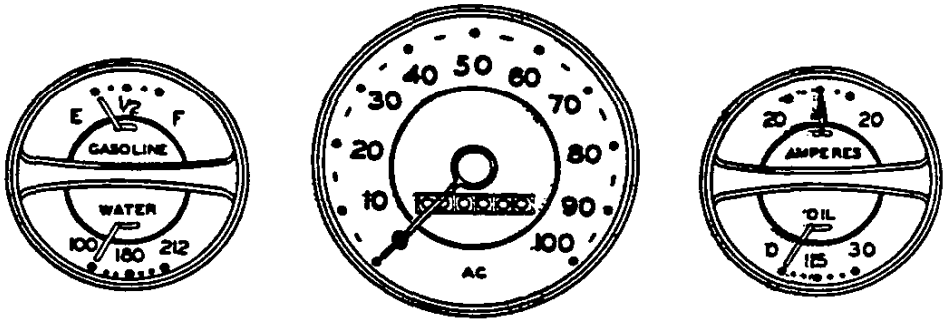
PASSENGER & COMMERCIAL CARS



CONVENTIONAL TRUCKS (Except FLAT FACE COWL CHASSIS) and all COE TRUCKS



FLAT FACE COWL CHASSIS - TRUCKS (Except COE) & SCHOOL BUS ●



TOOLS

ITEM		PASSENGER & COMMERCIAL CARS	TRUCKS & SCHOOL BUS ●			
			LT. DEL.	3/4 TON	3/4 TS	CHD, COE, SB
Jack	Type or capacity	Bumper - 1500#	2500#		3000#	5500#
	Raised height	30"	14-1/16"	15-1/8"	16"	15-1/2"
	Lowered height	9"	8-1/16"	6-1/2"	7"	9-1/2"
Tire iron		None			Yes	
Starting crank		None	Yes			
Lock for spare tire		None (except on STW)	Yes			None
Wrenches; 9" adjustable, open end, spark plug and wheel.		Yes				
6" rd. shank screw driver						
Jack handle						
6" combination pliers						
10 oz. ball peen hammer						

2-12-40. 1-22-41: ● - 160" WB School Bus removed.

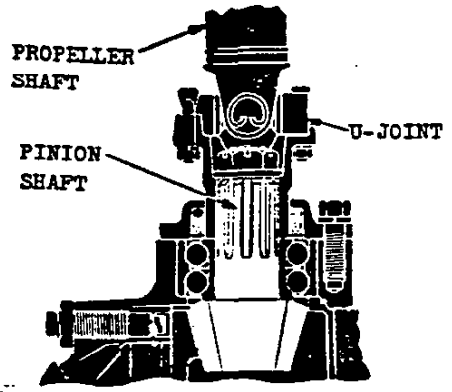
BEARINGS

ITEM		PART # %	TYPE	INSIDE DIA.	OUTSIDE DIA.	WIDTH	A	B	C	D	E	F	G
FRONT WHEEL	Inner	N.D. 909052	Cup-Cone	1.2810-1.2815	2.9625-2.9635	1.135 - 1.155	2	2	2	2			
		N.D. 909026	Cup-Cone	1.4060-1.4065	3.1491-3.1501	1.216 - 1.236					2		
	@	Hy. 173241	Bar'l R.	1.5625-1.5630	3.1250-3.1256	1.230						2	2
	Outer	N.D. 909001	Cup-Cone	.7498 - .7503	2.0795-2.0805	.698 - .718	2	2	2	2			
		N.D. 909025	Cup-Cone	.8435 - .8440	2.2495-2.2505	.780 - .800					2		
	@	Hy. 173238	Bar'l R.	.9370 - .9375	2.3437-2.3443	.800						2	2
KING PIN THRUST		Chev. 373476	Ball	.868 - .893	1-5/8	.5575 - .5675		2	2	2			
		Chev. 365309	Ball	.9225 - .9475	1-23/32	.620 - .630					2		
	@	Tim. 121461	Roller	1.1310-1.1390	2.1875-2.1885	.620 - .630						2	2
STEERING GEAR	Worm Thrust	Sag. 261866	Taper R.	- - -	1.7500-1.7505	.373 - .377	2						
		Hy. 179291	Bar'l R.	- - -	1.7500-1.7505	.390		2	2	2	2	2	2
	Sector	Sag. 262605	Ball	.4370 - .4375	- - -	1.030 - 1.034	1						
	Roller	Sag. 266741	RECIRCULATING BALL BEARING - 1/4 DIA. BALL					1	1	1	1	1	1
	Steering Column	Sag. 264887	SPECIAL BALL BEARING				1	1	1	1	1		
		Sag. 262288	SPECIAL BALL BEARING									1	1
GENERATOR		N.D. 903203	Ball	.6689 - .6693	1.5743-1.5748	.4724	1	1	1	1	1	1	1
WATER PUMP		N.D. 954252	SPECIAL DOUBLE ROW BALL BEARING				1	1	1	1	1	1	1
CLUTCH	Release	N.D. 909422	SPECIAL DOUBLE ROW BALL BEARING AND SLEEVE				1	1	1	1	1	1	1
	Pilot	Hy. 142655	Roller	.5895 - .5900	1.0910-1.0920	.701 - .721	1	1	1	1	1	1	1
TRANSMISSION	Clutch Gear	N.D. 954141	Ball	1.3775-1.3780	2.8340-2.8346	.6643 - .6693	1	1	1				
		N.D. 903209	Ball	1.7712-1.7717	3.3457-3.3465	.7430 - .7480				1	1	1	1
	Main Shaft, Ft.	Chev. 590752	Roller	14 rollers	.1873 - .1875	.512 - .527	1	1	1				
		Hy. 141854	Roller	12 rollers	.1870 - .1875	- - -				1	1	1	1
	Main Shaft, Rr.	N.D. 954168	Ball	.9839 - .9843	2.4403-2.4409	.6643 - .6693	1	1	1				
		N.D. 903307	Ball	1.3775-1.3780	3.1490-3.1496	.8218 - .8268				1	1	1	1
	Counter Shaft, Ft.	Chev. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1				
		Hy. 142260	Roller	1.4989-1.4994	2.4409-2.4415	.6249 - .6299				1	1	1	1
	Counter Shaft, Rr.	Chev. 591211	Roller	25 rollers	.1248 - .1250	.735 - .750		1	1				
		Hy. 121856	Roller	1.7318-1.7323	2.8346-2.8352	.6643 - .6693				1	1	1	1
PROPELLER SHAFT		N.D. 954257	Ball	1.3775-1.3780	2.8340-2.8346	.9793 - .9843			1	1	1¢	1	
UNIVERSAL JOINT		Ch. 3652929	Roller	19 rollers	.1038 - .1040	.489 - .509	4	4					
		Ch. 3660967	Roller	27 rollers	.09550-.09575	.625			8	12	12	12	6
REAR AXLE	Pinion Front	N.D. 905306	D.R.Ball	1.1807-1.1811	2.8340-2.8346	1.1825-1.1875	1	1	1	1			
		N.D. 954237	D.R.Ball	1.9680-1.9685	4.3299-4.3307	1.8710-1.8755					1	1	1
	*	Ch. 3651518	Taper R.	1.5000-1.5005	3.375 - 3.376	1.1875					1	1	1
	Pinion Rear	Hy. 125630	Roller	1.8287-1.8291	3.1246-3.1250	.743 - .748	1	1	1	1			
		Hy. 144553	Roller	1.1807-1.1811	2.8340-2.8346	.8218 - .8268					1	1	1
	*	Ch. 3651551	Taper R.	2.0000-2.0005	4.125 - 4.126	1.1875					1	1	1
	2-Speed *	Ch. 3651553	Taper R.	2.0000-2.0005	4.125 - 4.126	1.4375					1	1	1
	Pinion *	Ch. 3651554	Taper R.	2.0000-2.0005	4.125 - 4.126	1.4375					1	1	1
	Diff. Bearing	Hy. 127861	Bar'l R.	1.6924-1.6929	2.9523-2.9528	.669	2						
		Hy. 187434	Bar'l R.	1.7807-1.7812	3.1490-3.1496	.712		2	2	2			
		Hy. 148399	Bar'l R.	2.4400-2.4405	3.9362-3.9370	.8268					2	2	2
	*	Ch. 3651552	Taper R.	2.6250-2.6255	4.4375-4.4385	1.1875					2	2	2
	Axle Shaft	Hy. 111119	Roller	1.5771-1.5776	2.4056-2.4062	.742 - .750	2						
		Hy. 111121	Roller	1.8772-1.8779	2.7812-2.7818	.867 - .875		2					
		Hy. 178298	Roller	1.8772-1.8779	2.7812-2.7818	.992 - 1.000			2	2			
REAR WHEEL	Inner	Hy. 144527	Bar'l R.	2.6250-2.6255	4.4680-4.4688	.970 - .975					2	2	2
	Outer	Hy. 144525	Bar'l R.	2.2500-2.2505	3.8750-3.8758	.895 - .900					2	2	2
TOTAL NUMBER OF ANTI-FRICTION BEARINGS PER VEHICLE (LESS 2-SPEED AXLE)							27	29	34	38	40	40	35

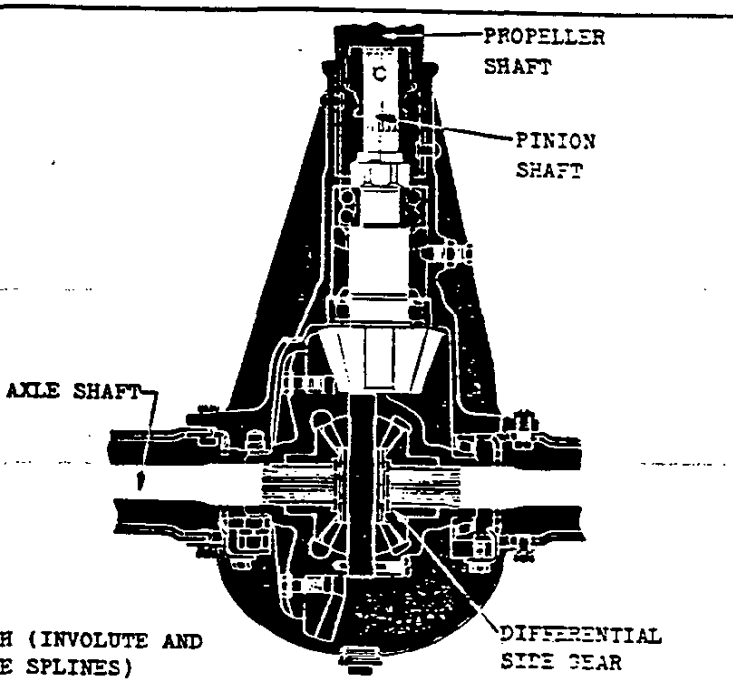
A = SPECIAL DELUXE & MASTER DELUXE. B = LIGHT DELIVERY. C = 3/4 TON & 3/4 TON SPECIAL SHORT. D = 3/4 TON SPECIAL LONG. E = CONVENTIONAL HEAVY DUTY & SCHOOL BUS. F = 132-5/8" & 158-1/8" WB COE. G = 109-1/8" WB COE. R = ROLLER. DR = DOUBLE ROW. * - For RPO 2-SPEED AXLE. @ - Also for RPO CONVENTIONAL HEAVY DUTY & SCHOOL BUS front axle. ¢ - One additional on SCHOOL BUS. % - Part numbers listed N.D., Hy., and Tim., are New Departure, Hyatt, and Timken bearings shown on G. M. Standards drawings.

1-22-41.

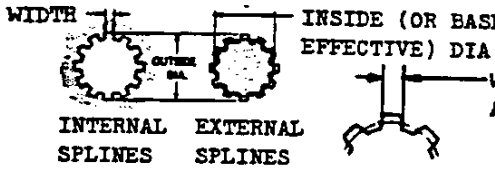
SPLINES—REAR AXLE



3/4 TON, 3/4 TON SPECIAL, HEAVY DUTY TRUCKS & SCHOOL BUS CHASSIS



PASSENGER & COMMERCIAL CARS, & LIGHT DELIVERY TRUCKS



ITEM			INTERNAL	EXTERNAL	INTERNAL	EXTERNAL
REGULAR AXLES	Propeller shaft rear end coupling & rear axle drive pinion shaft	Model	PC, CC & LD			
		Width	.0951" - .0961"	.0931" - .0951"		
		Inside dia.	.985" - .989"	.965" - .973"		
		Outside dia.	1.0835"-1.0935"	1.068" - 1.074"		
		Splines	17 (involute)			
	Propeller shaft pinion flange & rear axle drive pinion shaft	Model	3/4T, 3/4TSS & 3/4TSL		CHD, SB & COE	
		Width	.1165" - .1175"	.1145" - .1165"	.302" - .303"	.300" - .302"
		Inside dia.	1.090" - 1.094"	1.070" - 1.078"	1.694" - 1.702"	1.637" - 1.647"
		Outside dia.	1.192" - 1.202"	1.173" - 1.179"	1.9675"-1.9755"	1.941" - 1.942"
		Splines	17 (involute)		10 (straight side)	
	Differential side gear & axle shaft	Model	PC & CC		LD, 3/4T & 3/4TS	
		Width	.180" - .183"	.178" - .180"	.1144" - .1154"	.1124" - .1144"
		Inside dia.	1.039" - 1.044"	1.004" - 1.014"	1.194" - 1.198"	1.166" - 1.174"
		Outside dia.	1.186" - 1.193"	1.1525"-1.1575"	1.3005"-1.3105"	1.2795"-1.2845"
		Splines	10 (straight side)		17 (involute)	
		Model	CHD, SB & COE			
		Width	.259" - .262"	.257" - .259"		
		Inside dia.	1.472" - 1.477"	1.440" - 1.450"		
		Outside dia.	1.6735"-1.6785"	1.6345"-1.6445"		
		Splines	10 (straight side)			
TWO SPEED AXLE	Propeller shaft pinion flange & rear axle drive pinion shaft	Model	CHD & COE			
		Width	.2325" - .2340"	.232" - .234"		
		Inside dia.	1.289" - 1.294"	1.238" - 1.243"		
		Outside dia.	1.499" - 1.502"	1.4975"-1.4985"		
		Splines	10 (straight side)			
	Differential side gear & axle shaft	Model	CHD & COE			
		Width	.173" - .175"	.170" - .172"		
		Inside dia.	1.612" - 1.617"	1.562" - 1.572"		
		Outside dia.	1.774" - 1.784"	1.724" - 1.729"		
		Splines	16 (angle side)			

1-22-41.

ABBREVIATIONS

Act. ..... Acting
Amp. ..... Ampere or Amperes
Av. ..... Average
BHP ..... Brake Horsepower
BMEP ..... Brake Mean Effective Pressure
Brg. ..... Bearing
BTC ..... Before Top Center
Bush. ..... Bushing
Camb. ..... Camber
Cap. ..... Capacity
Car. ..... Carbon
CBL ..... Cabriolet
CC .. Commercial Cars (on passenger car chassis)
Cen. ..... Center or Centers
Ch. ..... Chassis
CHD ..... Conventional Heavy Duty Trucks
CI ..... Cast Iron
CM ..... Cross Member or Cross Members
COE ..... Cab-Over-Engine Trucks
Conv. (Cv.) ..... Conventional
c.p. ..... Candlepower
CPE ..... Coupe
CPE2 ..... Business Coupe
CPE4 ..... Four Passenger Coupe
CPEB ..... Coupe Pickup
Cu.In. ..... Cubic Inches
Cyl. ..... Cylinder or Cylinders
D. (Dia.) ..... Diameter
Dbl. ..... Double
Defl. ..... Deflection
Diff. ..... Differential
Disp. ..... Displacement
D.W. ..... Dual Wheels
Eff. ..... Effective
F. ..... Fahrenheit
Fr. ..... Front
Ft.Lb. ..... Foot Pounds
HD ..... Conventional and COE Heavy Duty Trucks
Hg. ..... Mercury
HP ..... Horsepower
Hr. ..... Hour or Hours
Hy. ..... Hyatt
I.D. ..... Inside Diameter
Int. ..... Intermediate
Lb. (#) ..... Pounds
LC ..... 1-1/2 ton 160" WB (Long Conv.) Trucks
L.C. ..... Lower Center
LCOE ..... 158-1/8" WB (Long COE) Trucks
LCT ..... Light Commercial Trucks
LD (LT. DEL.) (1/2 T) .... Light Delivery Trucks
L.H. ..... Left Hand
Lng. ..... Long or Length
LT. DEL. (LD) (1/2 T) .... Light Delivery Trucks
M. ..... Mean
Mat. ..... Material
Max. ..... Maximum
MCOE ..... 132-5/8" WB (Medium COE)
MD ..... Master Deluxe Cars
MDC ..... Master Deluxe Commercial Cars
Min. ..... Minute or Minimum
Mm. ..... Millimeters
Mn. ..... Manganese
MPH ..... Miles Per Hour
N.D. ..... New Departure
O.D. ..... Outside Diameter
OT ..... One Ton 134-1/2" WB RPO Trucks
Oz. ..... Ounces
P. ..... Pitch
Pass. ..... Passenger or Passengers
PC ..... Passenger Cars
PCH ..... Passenger Car Chassis
P.D. ..... Pitch Diameter
Press. ..... Pressure
R.A. ..... Rear Axle
Rd. ..... Round
R.H. ..... Right Hand
RPM ..... Revolutions Per Minute
RPO ..... Regular Production Option
Rr. ..... Rear
SB ..... School Bus Chassis
SC... 1-1/2 Ton 134-1/2" WB (Short Conv.) Trucks
SCOE ..... 109-1/8" WB (Short COE) Trucks
SD ..... Special Deluxe Cars
SDC ..... Special Deluxe Commercial Cars
SDL ..... Sedan Delivery
Sect. ..... Section
SED ..... Sedan
Ser. ..... Serial or Service
Ship. ..... Shipping
Si. ..... Silicon
Spd. ..... Speed
SPEC. (Spec.) ..... Special
Sq.In. ..... Square Inches
SS ..... Sport Sedan
Stl. ..... Steel
STW ..... Station Wagon
S.W. ..... Single Wheel
Th. ..... Thickness
Thd. ..... Threaded
Thds. ..... Threads
Theo. ..... Theoretical
Tr. ..... Truck or Trucks
Trd. ..... Tread
Trun. ..... Trunnion
TS ..... Town Sedan
U.C. ..... Upper Center
WB ..... Wheelbase
1/2 T ..... Light Delivery Trucks
3/4 T ..... 3/4 Ton Trucks
3/4 TS ..... 3/4 Ton Special Trucks
3/4 TSL ..... 3/4 Ton Special Long WB Trucks
3/4 TSS ..... 3/4 Ton Special Short WB Trucks

8-12-40. 1-22-41: Data revised.