SERIES G10—SPORTVANS

Six-Cylinder Models

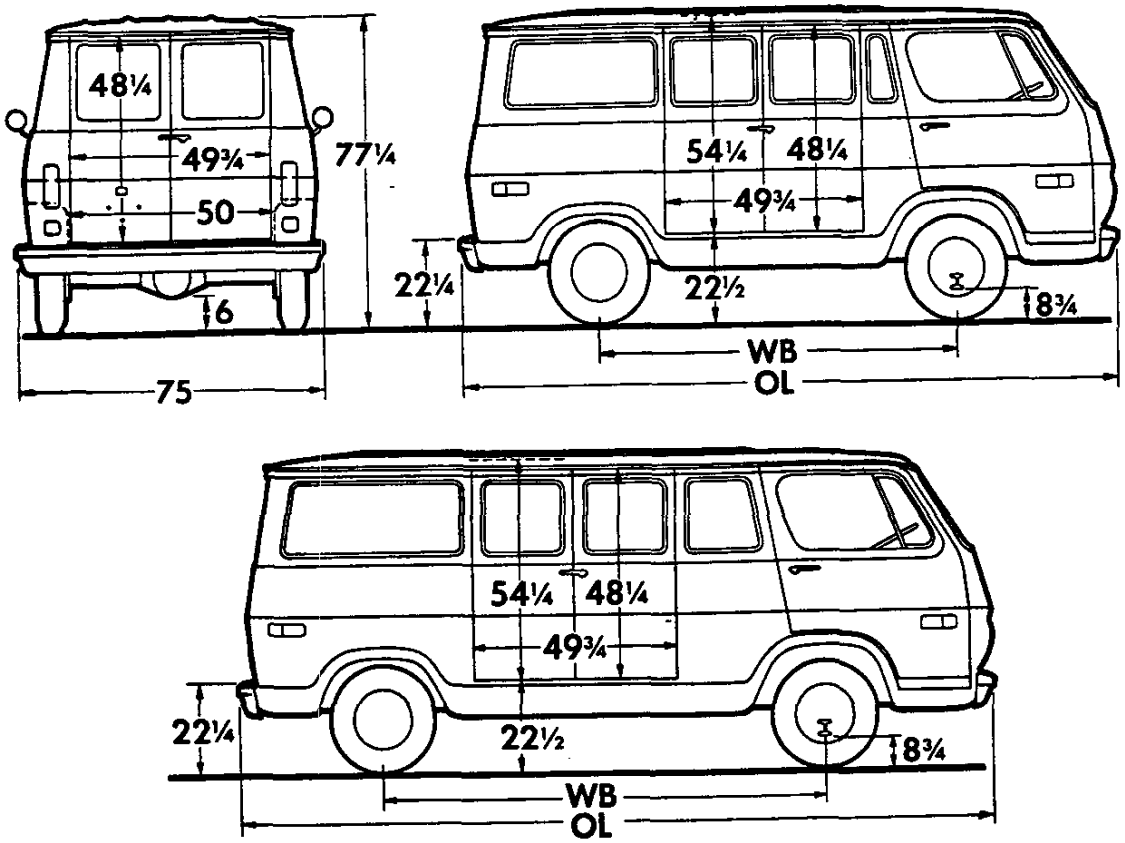
GS11006	Sportvan 90
GS11026	Custom Sportvan 90
GS11036	Deluxe Sportvan 90
GS11306	Sportvan 108
GS11326	Custom Sportvan 108
GS11336	Deluxe Sportvan 108

V8 Models

GE11006	Sportvan 90
GE11026	Custom Sportvan 90
GE11036	Deluxe Sportvan 90
GE11306	Sportvan 108
GE11326	Custom Sportvan 108
GE11336	Deluxe Sportvan 108

→DIMENSIONS

(With std equipment, unloaded)



Models	Dimensions (in)		Cubic Capacity (cu ft)	→Curb Weights (lb)		
	WB	OL		Front	Rear	Total
GS11006	90	171	204	1806	1402	3208
GE11006				1948	1432	3380
GS11026				1868	1443	3311
GE11026				2011	1473	3484
GS11036				1921	1426	3347
GE11036				2066	1454	3520
GS11306	108	189	252	1908	1408	3316
GE11306				2052	1436	3488
GS11326				1983	1456	3439
GE11326				2129	1483	3612
GS11336				2043	1440	3483
GE11336				2191	1464	3655

SERIES G10 SPORTVAN

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Armrest: Left & right sides

Axle, Front: I-beam; *capacity 2200 lb*

Axle, Rear: Hypoid; ratio 3.36; *capacity 2400 lb*

Battery: 12-volt; 54-plate; capacity 44 amp-hr

Body: See *Cabs, Bodies & Colors* section

Brakes, Service: Hydraulic; self-adjusting; dual system
Sizes: front 9½" x 2½"; rear 9½" x 2"
Effective area: lining 171 sq in; drum 229 sq in

Brake, Parking: Cable to rear wheels; area 77 sq in

Bumpers: Front & rear; painted—Sportvan and Custom Sportvan; chrome—Deluxe Sportvan

Carburetor: GS10: Single-barrel downdraft
GE10: Two-barrel downdraft

Clutch: GS10: Diameter 10"; area 100 sq in
GE10: Diameter 11"; area 124 sq in

Cooling: GS10: 1¼" radiator core, down-flow type; 314-sq-in area; 15-lb pressure cap
GE10: 2" radiator core, cross-flow type; 374-sq-in area; 15-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

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

Dispatch Box Door

Door Equipment, Right Body Side

Engine:

GS10: 230 Six; closed positive crankcase ventilation
Gross horsepower . . . . . 140 @ 4400 rpm
Net horsepower . . . . . 115 @ 3600 rpm
Gross torque, lb-ft . . . . . 220 @ 1600 rpm
Net torque, lb-ft . . . . . 200 @ 2000 rpm

GE10: 307 V8; closed positive crankcase ventilation
Gross horsepower . . . . . 200 @ 4600 rpm
Net horsepower . . . . . 150 @ 4000 rpm
Gross torque, lb-ft . . . . . 300 @ 2400 rpm
Net torque, lb-ft . . . . . 255 @ 2000 rpm

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

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank

Filter, Oil: GS10: full-flow; 1-quart; throwaway type
GE10: full-flow; 1-quart; replaceable-element type

Frame: Integral body-frame construction

Generator: 32-amp Delcotron

Glass, Body: 10 windows

GVW Plate: 5000 lb

Heater & Defroster: Deluxe-Air

Hubcaps: Four painted—Sportvan & Custom Sportvan; four chrome—Deluxe Sportvan

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

Mirrors, Rearview: Exterior RH & LH 3¾" fixed arm and interior prismatic non-glare shatterproof

Seats: Driver & passenger

Seat Belts: Driver & passenger; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; *capacity 1125 lb each* at ground

Springs, Rear: Tapered-leaf; *capacity 950 lb each* at ground

Steering: Ball-gear, ratio 20:1; wheel diameter 17"

Tank, Fuel: Behind rear axle; capacity approx 24.5 gallons

Tires: Five tubeless 6.95–14 2-ply (4-ply rating) original equipment front, single rear and spare

Tools: Mechanical jack; wheel wrench

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

Wheels: Five 14" x 5"; attachment—5 studs on 4¾" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
3900	Standard
4500	1525-lb rear springs
5000♦	1275-lb front springs; 1525-lb rear springs; 2900-lb rear axle

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

Note: **Be sure to recommend adequate springs and tires for total axle loads. Their ratings should equal or exceed the load placed on them.**

→ Indicates change

OPTIONAL POWER TEAMS & AXLES

➔Engine:

250 Six (GS10 models only) L22
- Gross horsepower ..... 155 @ 4200 rpm
- Net horsepower ..... 120 @ 3800 rpm
- Gross torque, lb-ft ..... 235 @ 1600 rpm
- Net torque, lb-ft ..... 210 @ 2000 rpm

➔Transmission:
- *Powerglide;* includes HD radiator M35
- *Warner T10 4-speed;* column shift M20

➔Axle, Rear:
- Ratio 3.73; 2900 lb H05
- Ratio 4.11; 2900 lb H04
- Ratio 4.11; 2400 lb H06
- Positraction G80

OTHER OPTIONAL EQUIPMENT

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

➔Air Cleaner: *Oil-bath; capacity 1 quart; not* available on GE10 models with Powerglide transmission K48

Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor T60

➔Belts, Seat: Installed on optional seats for third passenger
- *Center seat* A68
- *Center & rear seats* A68

Bumpers, Chrome: Front & rear (Std on Deluxe Sportvan) V37

Caps, Hub: Chrome (Std on Deluxe Sportvan) P03

Cooling:
- HD radiator only; included with Powerglide transmission V01

Generator, Alternating Current:
- 12–42-amp Delcotron K79
- 5–61-amp Delcotron K76

Glass, Soft-Ray: Windshield only A11

Glass, Swing-Out: Rear door A18

Harness, Shoulder:
- Driver & passenger A85
- Center seat AS5
- Center & rear seats AS5

➔Key Unit: Separate keys for side & rear cargo doors AU2

Mirrors, Rearview:
- *West Coast Jr. type* (6" x 11") RH & LH ... D29

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

Radio: Pushbutton control U63

➔Seats: Requires use of 7.35–14 or 7.00–14 tires. Includes RH & LH armrests & seat belts
- *Center seat only* A78
- *Center & rear seats* A80

Speed Warning Indicator U15

➔Springs, HD:
- Front; *capacity 1275 lb each* F60
- Rear; *capacity 1525 lb each* G50

Stabilizer Bar, Front F59

Starter Motor, Heavy-Duty: Includes heavy-duty battery K67

➔Indicates change

➔TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
6.95-14/4PR—Highway Original Equipment	1050	Disc	5.0	Std**a**
—On-Off Road Original Equipment	1050	Disc	5.0	RE1*
7.35-14/8PR—Highway Original Equipment	1360	Disc	5.0	PQ3**b**
—On-Off Road Original Equipment	1360	Disc	5.0	RE2*
TRUCK TYPE				
7.00-14/6PR—Highway Nylon	1310	Disc	6.00	R24
—On-Off Road Nylon	1310	Disc	6.00	R18*
7.00-14/8PR—Highway Nylon	1550	Disc	6.00	R25
—On-Off Road Nylon	1550	Disc	6.00	R19*

* Rear only.

The following tubeless tires may be ordered with white sidewalls:

a—P67 (6.95-14/4PR)

b—PQ4 (7.35-14/8PR)

➔ Indicates change

SERIES G20—SPORTVANS

Six-Cylinder Models

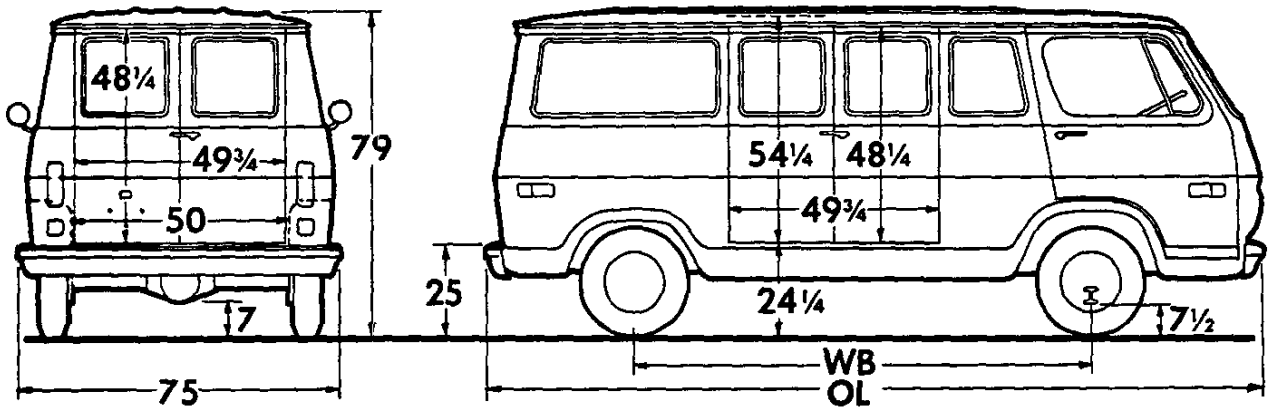
GS21306 Sportvan 108
GS21326 Custom Sportvan 108
GS21336 Deluxe Sportvan 108

V8 Models

GE21306 Sportvan 108
GE21326 Custom Sportvan 108
GE21336 Deluxe Sportvan 108

➔DIMENSIONS

(With std equipment, unloaded)



Models	Dimensions (in)		Cubic Capacity (cu ft)	➔Curb Weights (lb)		
	WB	OL		Front	Rear	Total
GS21306	108	189	252	1968	1446	3414
GE21306				2109	1470	3579
GS21326				2044	1494	3538
GE21326				2186	1517	3723
GS21336				2105	1477	3582
GE21336				2249	1498	3747

SERIES G20 SPORTVAN

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element
Armrest: Left side only
Axle, Front: I-beam; *capacity 3000 lb*
Axle, Rear: Hypoid; *capacity 3600 lb*
GS20: Ratio 4.11
GE20: Ratio 3.73
Battery: 12-volt; 54-plate; capacity 44-amp-hr
Body: See *Cabs, Bodies & Colors* section
Brakes, Service: Hydraulic; self-adjusting; dual system
Sizes: front 11" x 2¾"; rear 11" x 2"
Effective area: lining 198 sq in; drum 330 sq in
Brake, Parking: Cable to rear wheels; area 83 sq in
Bumpers: Front & rear; painted—Sportvan and Custom Sportvan; chrome—Deluxe Sportvan
Carburetor: GS20: Single-barrel downdraft
GE20: Two-barrel downdraft
Clutch: GS20: Diameter 10"; area 100 sq in
GE20: Diameter 11"; area 124 sq in
Cooling: GS20: 1¼" radiator core, down-flow type; 314-sq-in area; 15-lb pressure cap
GE20: 2" radiator core, cross-flow type; 374-sq-in area; 15-lb pressure cap
Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator
Direction Signals: Class A; two front & two rear. Includes freeway lane-change position on switch & integral hazard warning switch
Dispatch Box Door
Door Equipment, Right Body Side
Engine: GS20 models: 230 Six; closed positive crankcase ventilation

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

GE20 models: 307 V8; closed positive crankcase ventilation

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

→**Exhaust Emission Control Equipment:** See *Engine & Clutch* section for types used
Exhaust System: Single pipe & aluminized muffler
Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank
Filter, Oil: GS20: full-flow; 1-quart; throwaway type
GE20: full-flow; 1-quart; replaceable-element type
Frame: Integral body-frame construction
Generator: 32-amp Delcotron
Glass, Body: 10 windows
GVW Plate: 6200 lb
Heater & Defroster: Deluxe-Air
Hubcaps: Four painted—Sportvan & Custom Sportvan; four chrome—Deluxe Sportvan
Lights & Reflectors: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front side marker reflectors; two rear side marker reflectors; two backup; one license; instrument panel & two dome (front & rear)
Mirrors, Rearview: Exterior RH & LH 3¾" fixed arm and interior prismatic non-glare shatterproof
Seats: Driver & passenger
Seat Belts: Driver & passenger; includes retractors
Shock Absorbers: Front & rear; piston diameter 1"
Springs, Front: Tapered-leaf; *capacity 1275 lb each* at ground
Springs, Rear: Tapered-leaf; *capacity 1525 lb each* at ground
Steering: Ball-gear, ratio 20:1; wheel diameter 17"
Tank, Fuel: Behind rear axle; capacity approx 24.5 gallons
Tires: Four tubeless 7.75–15/8PR original equipment front & single rear
Tools: Mechanical jack; wheel wrench
Transmission: 3-speed fully synchronized; ratios 2.85, 1.68, 1.00, 2.95 (rev)
Wheels: Five 15" x 5½"; attachment, 6 studs on 5½" circle
Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5200	Standard
5800	1375-lb front springs; 1900-lb rear springs
6200♦	1375-lb front springs; 1900-lb rear springs

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

Note: Be sure to recommend adequate springs and tires for total axle loads. Their ratings should equal or exceed the load placed on them.

*Ratings shown with exhaust emission controls

→ Indicates change

OPTIONAL POWER TEAMS & AXLES

➔**Engine:** 250 Six (GS20 models only) L22

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

➔**Transmission:**
- *Powerglide;* includes HD radiator M35
- *Warner T10 4-speed;* column shift M20

Axle, Rear:
- Ratio 3.73; 3600 lb (GS20 models only) HB7
- Ratio 4.11; 3600 lb (GE20 models only) H09
- *Positraction* G80

OTHER OPTIONAL EQUIPMENT

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

➔**Air Cleaner:** Oil-bath; capacity 1 quart; not available on GE20 models with Powerglide transmission K48

Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor T60

➔**Belts, Seat:** Installed on optional seats for third passenger
- *Center seat* A68
- *Center & rear seats* A68

Brakes, Vacuum Power J70

Bumpers, Chrome: Front & rear (Std on Deluxe Sportvan) V37

Caps, Hub: Chrome (Std on Deluxe Sportvan) . P03

Cooling:
- HD radiator only; included with Powerglide transmission V01

Generator, Alternating Current:
- 12–42-amp Delcotron K79
- 5–61-amp Delcotron K76

Glass, Soft-Ray: Windshield only A11

Glass, Swing-Out: Rear door A18

Harness, Shoulder:
- *Driver & passenger* A85
- Center seat AS5
- Center & rear seats AS5

➔**Key Unit:** Separate keys for side & rear cargo doors AU2

Mirrors, Rearview:
- *West Coast Jr. type* (6" x 11") RH & LH . . . D29

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

Radio: Pushbutton control U63

➔**Seats:** Includes RH & LH armrests and seat belts
- *Center seat only* A78
- *Center & rear seats* A80

Speed Warning Indicator U15

Springs, HD:
- *Front; capacity 1375 lb each* F60
- Rear; *capacity 1900 lb each* G50

Stabilizer Bar, Front F59

Starter Motor, Heavy-Duty: Includes heavy-duty battery K67

➔Indicates change

➔TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	QA4

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	Std★**a**
—On-Off Road Original Equipment	1490	Disc	5½	RJ1*
8.15–15/8PR—Highway Original Equipment	1610	Disc	5½	QA5**b**
—On-Off Road Nylon	1610	Disc	5½	QB4*

★For spare use RPO QA2 *Rear only

The following tubeless tires may be ordered with white sidewalls:
a—QA3 (7.75–15/8PR)
b—QA6 (8.15–15/8PR)

WIDE BASE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
TRUCK TYPE				
8.00–16.5/6PR—Highway Nylon	1730	Disc	6.00	R70
—On-Off Road Nylon	1730	Disc	6.00	RQ2*

*Rear only

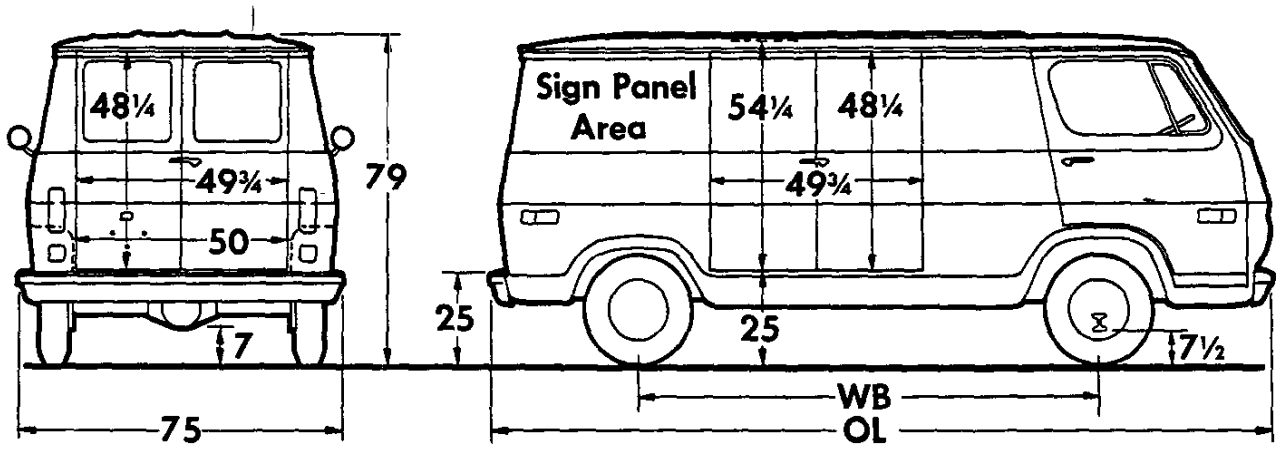
➔Indicates change

SERIES G20—CHEVY-VANS

Six-Cylinder Models	V8 Models
GS21305 Chevy-Van 108	**GE21305** Chevy-Van 108

DIMENSIONS

(With std equipment, unloaded)



Models	Dimensions (in)		Cubic Capacity (cu ft)	→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL		Front	Rear	Total	Front	Rear
GS21305	108	189	256	1918	1363	3281	22%	78%
GE21305				2059	1389	3448		

**Estimate based on even payload loading.*

→Sign Panel Area

Chevy-Van 108—42" x 123" (Side)

SERIES G20 CHEVY-VAN

STANDARD EQUIPMENT

Air Cleaner: GS20: Oil-bath; capacity 1 quart
GE20: Oiled paper element

Armrest: Left side only

Axle, Front: I-beam; *capacity 3000 lb*

Axle, Rear: Hypoid; ratio 4.11; *capacity 3600 lb*

Battery: 12-volt; 54-plate; capacity 44 amp-hr

Body: See *Cabs, Bodies & Colors* section

Brakes, Service: Hydraulic; self-adjusting; dual system
Sizes: front 11" x 2¾"; rear 11" x 2"
Effective area: lining 198 sq in; drum 330 sq in

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

Bumpers: Front & rear; painted

Carburetor: GS20: Single-barrel downdraft
GE20: Two-barrel downdraft

Clutch: GS20: Diameter 10"; area 100 sq in
GE20: Diameter 11"; area 124 sq in

Cooling: GS20: 1¼" radiator core, down-flow type; 314-sq-in area; 15-lb pressure cap

GE10: 2" radiator core, cross-flow type; 374 sq-in area; 15-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge.
Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

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

Dispatch Box Door

Door Equipment, Right Body Side

Engine: GS20 model: 230 Six; closed positive crankcase ventilation

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

GE20 model: 307 V8; closed positive crankcase ventilation

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

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank

Filter, Oil: GS20: full-flow; 1-quart; throwaway type
GE20: full-flow; 1-quart; replaceable-element type

Frame: Integral body-frame construction

Generator: 32-amp Delcotron

GVW Plate: 6200 lb

Heater & Defroster: Deluxe-Air

Hubcaps: Four painted

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

Mirror, Rearview: Exterior RH & LH 3¾" fixed-arm

Seat Belts: Driver only; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; *capacity 1275 lb each*

Springs, Rear: Tapered-leaf; *capacity 1525 lb each*

Steering: Ball-gear, ratio 20:1; wheel diameter 17"

Tank, Fuel: Behind rear axle; capacity approx 24.5 gallons

Tires: Four tubeless 7.75-15/8PR original equipment front & single rear

Tools: Mechanical jack; wheel wrench

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

Wheels: Five 15" x 5½"; attachment, 6 studs on 5½" circle

Windshield Wipers & Washer: Electric; 2-speed wipers.

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5200	Standard
5800	1375-lb front springs; 1900-lb rear springs
6200◆	1375-lb front springs; 1900-lb rear springs

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

Note: **Be sure to recommend adequate springs and tires for total axle loads. Their ratings should equal or exceed the load placed on them.**

➔ Indicates change

OPTIONAL POWER TEAMS & AXLES

➔**Engine:** 250 Six (GS20 model only) L22
Gross horsepower ..... 155 @ 4200 rpm
Net horsepower ..... 125 @ 3800 rpm
Gross torque, lb-ft. ..... 235 @ 1600 rpm
Net torque, lb-ft. ..... 215 @ 2000 rpm

➔**Transmission:**
Powerglide; includes HD radiator M35
Warner T10 4-speed; column shift M20

Axle, Rear:
Ratio 3.73; 3600 lb HB7
Positraction G80

OTHER OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart K48

Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor T60

Brakes, Vacuum Power J70

Bumpers, Chrome: Front & rear V37

Caps, Hub: Chrome P03

Cooling:
HD radiator only; included with Powerglide *transmission* V01

➔**Custom Equipment:** Includes cigar lighter; rear door glass; cargo area headlining; RH & LH coat hooks & dual horns Z60

Generator, Alternating Current:
12–42-amp Delcotron K79
5–61-amp Delcotron K76

Glass, Soft Ray: Windshield only A11

Glass, Swing-Out: Rear doors A18

Glass, Body: 10 windows; *includes rear &* side door glass A07

Glass, Body—RH Side: 4 windows; includes side door glass A08

➔**Glass, Rear Doors:** 2 windows; included with Custom Equipment or body glass A12

➔**Glass, Side Doors:** 2 windows; included with body glass or RH side body glass A13

➔**Harness, Shoulder:**
Driver only A85
Driver & passenger (requires auxiliary seat) A85

Heater & Defroster Deletion C48

➔**Key Unit:** Separate keys for side & rear cargo doors AU2

Mirrors, Rearview:
Interior prismatic non-glare shatterproof D36
West Coast Jr. type (6" x 11") RH & LH ... D29

Radio: Pushbutton control U63

➔**Seat, Auxiliary:** Includes RH armrest, sunshade and seat belt
Flip-swing type A57
Stationary type A61

Speed Warning Indicator U15

Springs, HD:
Front; *capacity 1375 lb each* F60
Rear; *capacity 1900 lb each* G50

Stabilizer Bar, Front F59

Starter Motor, Heavy-Duty: Includes heavy-duty battery K67

➔TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	QA4

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	Std★**a**
—On-Off Road Original Equipment	1490	Disc	5½	RJ1*
8.15–15/8PR—Highway Original Equipment	1610	Disc	5½	QA5**b**
—On-Off Road Nylon	1610	Disc	5½	QB4*

★For spare use RPO QA2 *Rear only

The following tubeless tires may be ordered with white sidewalls:

a—QA3 (7.75–15/8PR)

b—QA6 (8.15–15/8PR)

WIDE BASE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
TRUCK TYPE				
8.00–16.5/6PR—Highway Nylon	1730	Disc	6.00	R70
—On-Off Road Nylon	1730	Disc	6.00	RQ2*

*Rear only

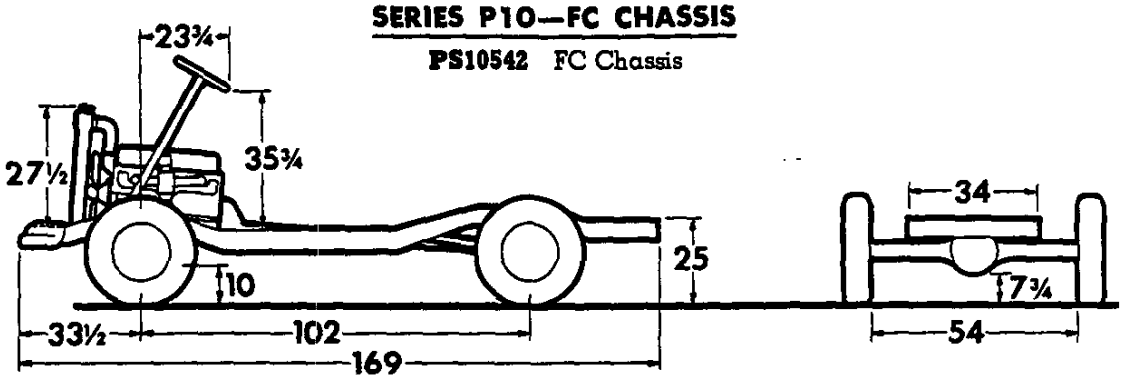
➔Indicates change

SERIES P10 FC CHASSIS & STEP-VAN 7

GVW Ratings up to 5400 lb

SERIES P10—FC CHASSIS

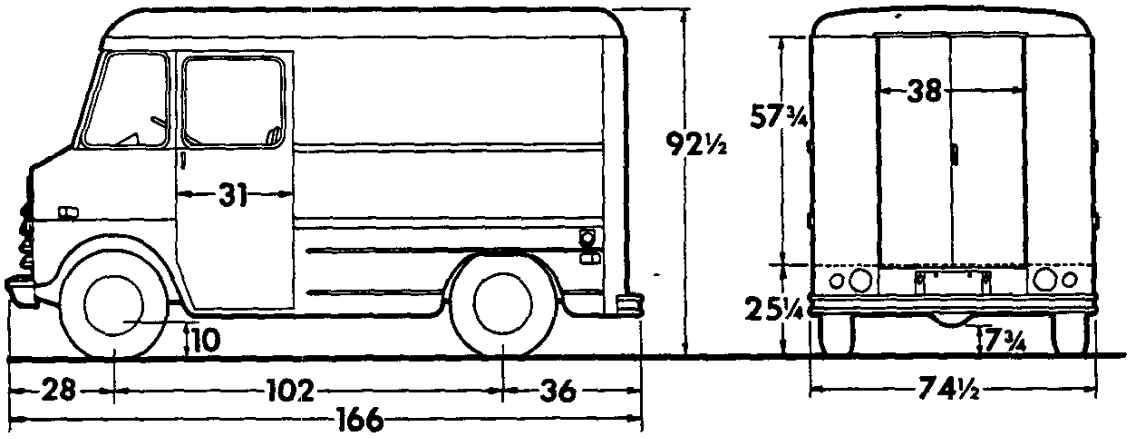
PS10542 FC Chassis



Model	→Dimensions (in)★		→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	OL	Front	Rear	Total	Front	Rear
PS10542	102	169	1281	776	2057	Determined by style, length & weight of body	

SERIES P10—STEP-VAN 7

PS10535 Step-Van 7



Model	Dimensions (in)★			→Curb Weights (lb)			Body-Payload Wt. Dist*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PS10535	102	166	86	1923	1783	3706	17%	83%

*Estimate based on water-level loading.

→Body Dimensions

Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
Standard	86	70	65	211
Standard body with optional interior height	86	70	69	225
Optional body extension with standard interior height	98	70	65	241
Optional body extension with optional interior height	98	70	69	258

★ Dimensions with std equipment, unloaded

SERIES P10 FC CHASSIS & STEP-VAN 7

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid semi-floating type; ratio 4.11; *capacity 3500 lb*

Battery: 12-volt, 54-plate; capacity 53 amp-hr

Brakes, Service: Hydraulic; self-adjusting; dual system
Sizes: front 11" x 2"; rear 11" x 2"
Effective area: drum 276 sq in; lining 167 sq in

Brake, Parking: Cable to rear wheels; area 83 sq in; Orscheln-type lever

Bumper: Front and rear, painted; front only on PS10542

Carburetor: Single-barrel downdraft

Clutch: Diameter 11"; area 124 sq in

Cooling: 1¼" radiator core, down-flow type; 314-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signals: Includes freeway lane-change position on switch & integral hazard warning switch

Step-Van: Class A; two front & two rear
FC Chassis: Switch only; wiring & lights furnished in parts box

Engine: 230 Six; closed positive crankcase ventilation

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

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

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank

Filter, Oil: Full-flow; 1-quart; throwaway type

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

Generator: 37-amp Delcotron

GVW Plate: 5400 lb

Heater & Defroster: Deluxe-Air (except FC chassis)

Lights & Reflectors:
FC Chassis: Furnished in loose parts box—misc. wiring; two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel

Step-Van 7: Two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel; two front side marker reflectors; two rear side marker reflectors

Mirror, Rearview: Exterior RH & LH 7½" fixed arm

Seat: Driver only (PS10535)

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1250 lb each*

Springs, Rear: Coil; *capacity 1250 lb each*

Stabilizer: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17"

Suspension, Front: Independent; *capacity 2500 lb*

Tank, Fuel: Inside frame at rear; capacity approx 20 gallons

Tires: Four tubeless 8.15–15/4PR front, single rear

Tools: Wheel wrench

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

Wheels: Four 15" x 5½"; attachment, 6 studs on 5½" circle; 4 painted hubcaps

Windshield Wipers & Washers: Electric; 2-speed wipers (PS10535)

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4600	Standard
5400♦	2000-lb rear springs

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

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

→ Indicates change

OPTIONAL POWER TEAMS & AXLES

→**Engine:** 250 Six L22
Gross horsepower ..... 155 @ 4200 rpm
Net horsepower ..... 120 @ 3800 rpm
Gross torque, lb-ft ..... 235 @ 1600 rpm
Net torque, lb-ft ..... 210 @ 2000 rpm

→**Transmission:**
Powerglide M35
Chevrolet CH465 4-speed M20
New Process 435CR 4-speed close-ratio M28

Axle, Rear:
Ratio 3.73 ..... H05
Positraction; with 3.73 ratio only G80

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Battery: Heavy-duty; 70-amp-hr; included when HD starter motor is ordered T60

Filter, Fuel K28

→**Generator, Alternating Current:**
12–42-amp Delcotron K79
5–61-amp Delcotron K76

Jack, Mechanical: Capacity 3300 lb V62

Shock Absorbers, HD:
Front and rear F51
Rear only G68

Speed Warning Indicator U15

Springs, HD:
Front; *capacity 1350 lb each* F60
Rear; *capacity 2000 lb each* G50

Starter Motor, Heavy-Duty:
Includes HD battery K67

→**Wheel, Spare:** Included with spare tire
For tubeless tires
15" x 5½" P47
16" x 5.00" Q18
16.5" x 6.00" QE6
17.5" x 5.25" S77
For tube-type tires
15" x 5½" P47
15" x 5.50" P41
16" x 5.00" Q18

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY
(Available on Step-Van 7 Model only)

Body Extension: 12 inches additional load space E30DK

Body in Prime E30AN

Carrier, Spare Wheel: Mounted inside body; specify left or right door pocket E30AE

Doors, Rear:
Double doors; 54" opening; each side of door made in one section with piano hinges ... E30AA
Double doors; 69" opening; each side of door made in one section with metal strap hinges . E30AB

→**Floor, Smooth:** 11-gauge smooth floor in load compartment E30AD

Glass, Soft-Ray: Windshield only E30DB

Glass Inserts: For standard and optional rear doors E30AC

Heater & Defroster Deletion E30AR

Height Addition: 69" inside E30DA

Insulation:
Roof only E30AP
Roof, sides, rear; includes interior trim panels E30AQ

Lamps:
Clearance; two amber front & two red rear E30AK
Cluster bar; three amber front & three red rear E30DD
Dome; extra light mtd over load space ... E30AH
Marker; two amber front & two red rear .. E30DE

Mirror, Rearview:
RH (4" x 16") E30DJ
LH (4" x 16") E30DH

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

Partition, Sliding: Plywood; between driver seat and load compartment E30AF

Seat, Driver: Foam rubber E30AG

Seat, Passenger: Same as std driver seat E30DC

Window, Sliding: Right front door E30DG

→Indicates change

➔TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	QA4
8.15–15/4PR—Highway Original Equipment	1370	Disc	5½	RL2
—Highway Nylon	1370	Disc	5½	R53
—On-Off Road Original Equipment	1370	Disc	5½	R56*
6.50–16/6PR—Highway Original Equipment	1465	Disc	5.00	R61
—On-Off Road Nylon	1465	Disc	5.00	R69*
TRUCK TYPE				
6.50–16/6PR—Highway Nylon	1610	Disc	5.00	R65
—On-Off Road Nylon	1610	Disc	5.00	R64*
7.00–15/6PR—Highway Nylon	1720	Disc	5.50	R44
—On-Off Road Nylon	1720	Disc	5.50	R43*

*Rear only

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75–15/8PR—Highway Original Equipment	1490	Disc	5½	QA2**a**
8.15–15/4PR—Highway Original Equipment	1370	Disc	5½	Std◆**b**
—Highway Nylon	1370	Disc	5½	Q05
—On-Off Road Original Equipment	1370	Disc	5½	R55*
8.15–15/8PR—Highway Original Equipment	1610	Disc	5½	QA5**c**
—On-Off Road Nylon	1610	Disc	5½	QB4*
6.50–16/6PR—Highway Original Equipment	1465	Disc	5.00	R59
TRUCK TYPE				
6.50–16/6PR—Highway Nylon	1610	Disc	5.00	R60
7–17.5/6PR—Highway Nylon	1815	Disc	5.25	R82
—On-Off Road Nylon	1815	Disc	5.25	R81*

*Rear only ◆Q04 for spare with wheel

The following tubeless tires may be ordered with white sidewalls:

a—QA3 (7.75–15/8PR) **c**—QA6 (8.15–15/8PR)
b—R51 (8.15–15/4PR)

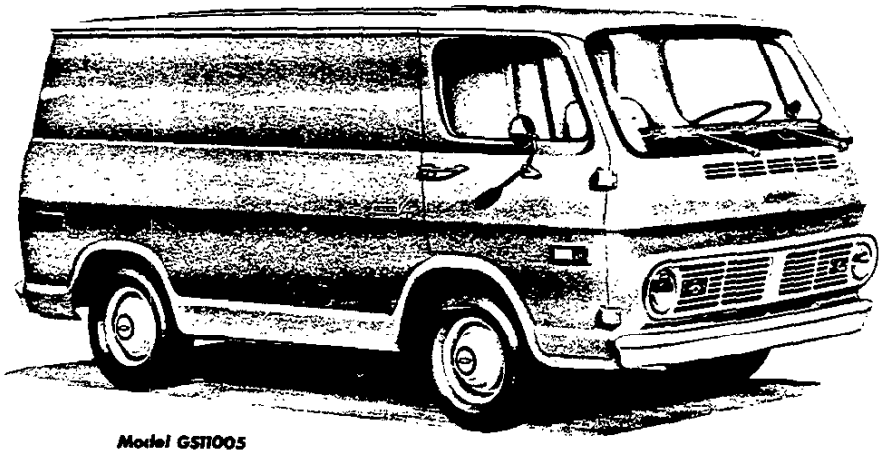
WIDE BASE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
TRUCK TYPE				
8.00–16.5/6PR—Highway Nylon	1730	Disc	6.00	R70
—On-Off Road Nylon	1730	Disc	6.00	RQ2*

*Rear only

➔Indicates change

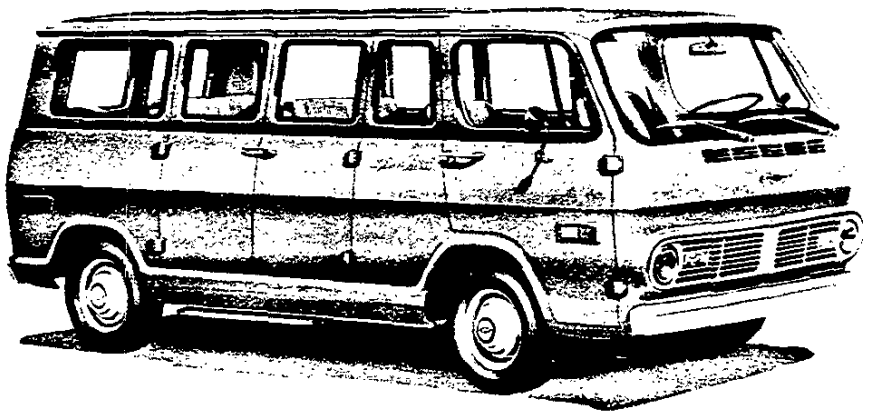
CHEVY-VAN, SPORTVAN & FWD CONTROL SELECTO

Chevy-Van & Sportvan



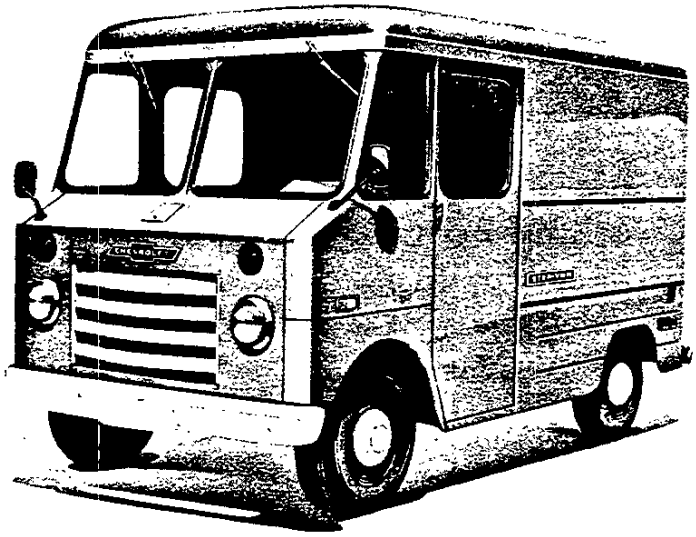
Model GS11005

Payload Range	Model	Section	Pages
680–1780	GS/GE11006	10	1–4
580–1680	GS/GE11026	10	1–4
550–1650	GS/GE11036	10	1–4
875–1975	GS/GE11005	10	5–8
570–1670	GS/GE11306	10	1–4
455–1555	GS/GE11326	10	1–4
415–1515	GS/GE11336	10	1–4
720–1820	GS/GE11305	10	5–8
1785–2785	GS/GE21306	20	1–4
1670–2670	GS/GE21326	20	1–4
1630–2630	GS/GE21336	20	1–4
1935–2935	GS/GE21305	20	5–8



Model GE21336

HEVY-VAN, SPORTVAN & FWD CONTROL SELECTOR

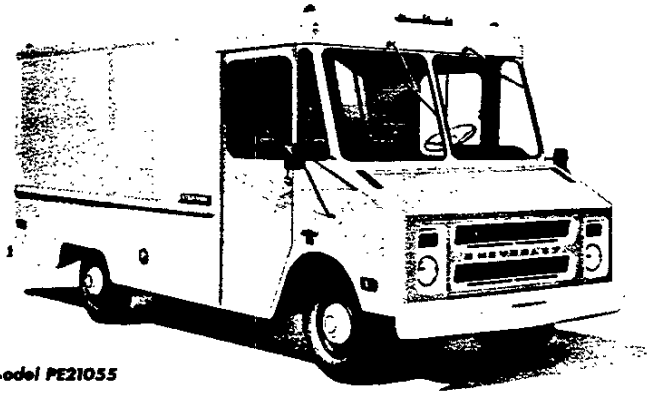


Model PS10535

Step-Van 7

Body Length	Payload Range	Model	Section	Pages
7 ft	1065–1865	PS10535	10	9–12

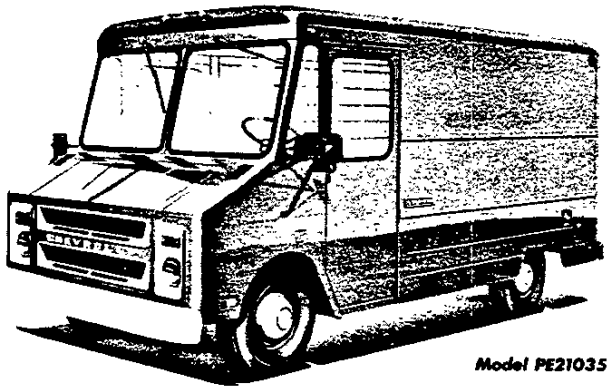
Step-Van King Aluminum



odel PE21055

Body Length	Payload Range	Model	Section	Pages
10 ft	2010–2945	PS/PE20855	20	16A–16D
10 ft	2117–2117	PT20855	20	25–28
10 ft	2795–8675	PS/PE30855	30	8A–8D
10 ft	2019–4400	PT30855	30	17–20
12 ft	1090–2080	PS/PE21055	20	16A–16D
12 ft	2030–2030	PT21055	20	25–28
12 ft	2698–8578	PS/PE31055	30	8A–8D
12 ft	1923–4304	PT31055	30	17–20
14 ft	2490–8370	PS/PE31455	30	8A–8D
14 ft	1714–4095	PT31455	30	17–20

Step-Van King

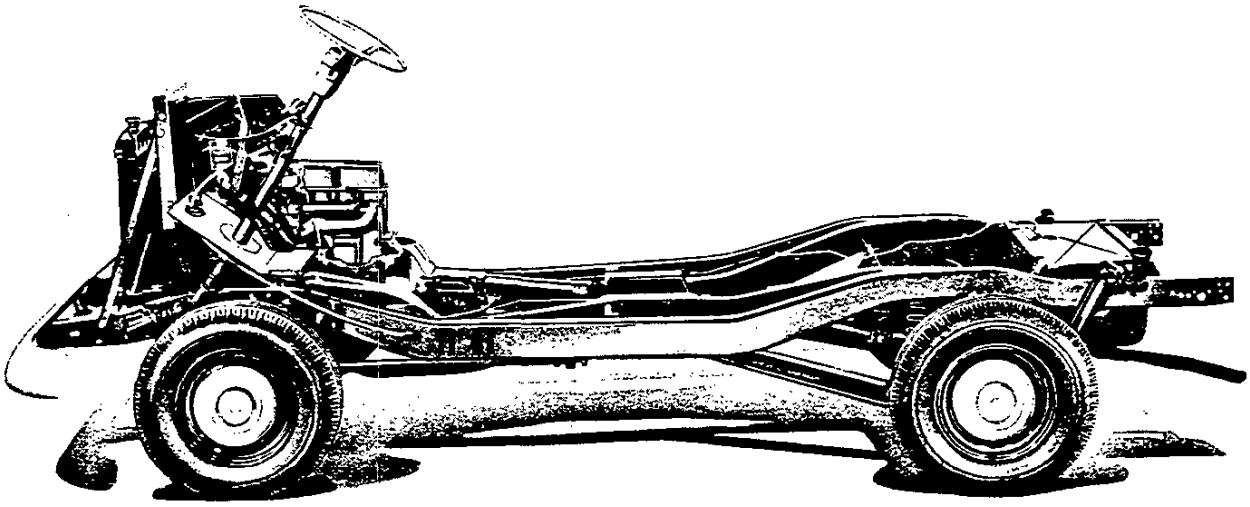


Model PE21035

Body Length	Payload Range	Model	Section	Pages
10 ft	1210–2311	PS/PE20835	20	13–16
10 ft	1428–1428	PT20835	20	21–24
10 ft	2206–7986	PS/PE30835	30	5–8
10 ft	1330–3711	PT30835	30	13–16
12 ft	1090–2080	PS/PE21035	20	13–16
12 ft	1202–1202	PT21035	20	21–24
12 ft	1870–7750	PS/PE31035	30	5–8
12 ft	1095–3476	PT31035	30	13–16
14 ft	1525–7405	PS/PE31435	30	5–8
14 ft	749–3130	PT31435	30	13–16

CHEVY-VAN, SPORTVAN & FWD CONTROL SELECTOR

Forward Control Chassis



Model PS10542

Body Length	Body-Payload Range	Model	Section	Pages
7 ft	2215–3315	PS10542	10	9–12
10 ft	3695–4695	PS/PE20842	20	9–12
10 ft	2835–3835	PT20842	20	17–20
10 ft	4475–10,975	PS/PE30842	30	1–4
10 ft	3735–6235	PT30842	30	9–12
12 ft	3675–4675	PS/PE21042	20	9–12
12 ft	2825–3825	PT21042	20	17–20
12 ft	4455–10,955	PS/PE31042	30	1–4
12 ft	3715–6215	PT31042	30	9–12
14 ft	4325–10,825	PS/PE31442	30	1–4
14 ft	3585–6085	PT31442	30	9–12
14 ft	6570–14,070	PS41442	40	1–4
16 ft	6485–13,985	PS42142	40	1–4

SERIES G10—CHEVY-VANS

Six-Cylinder Models

GS11005 Chevy-Van 90

GS11305 Chevy-Van 108

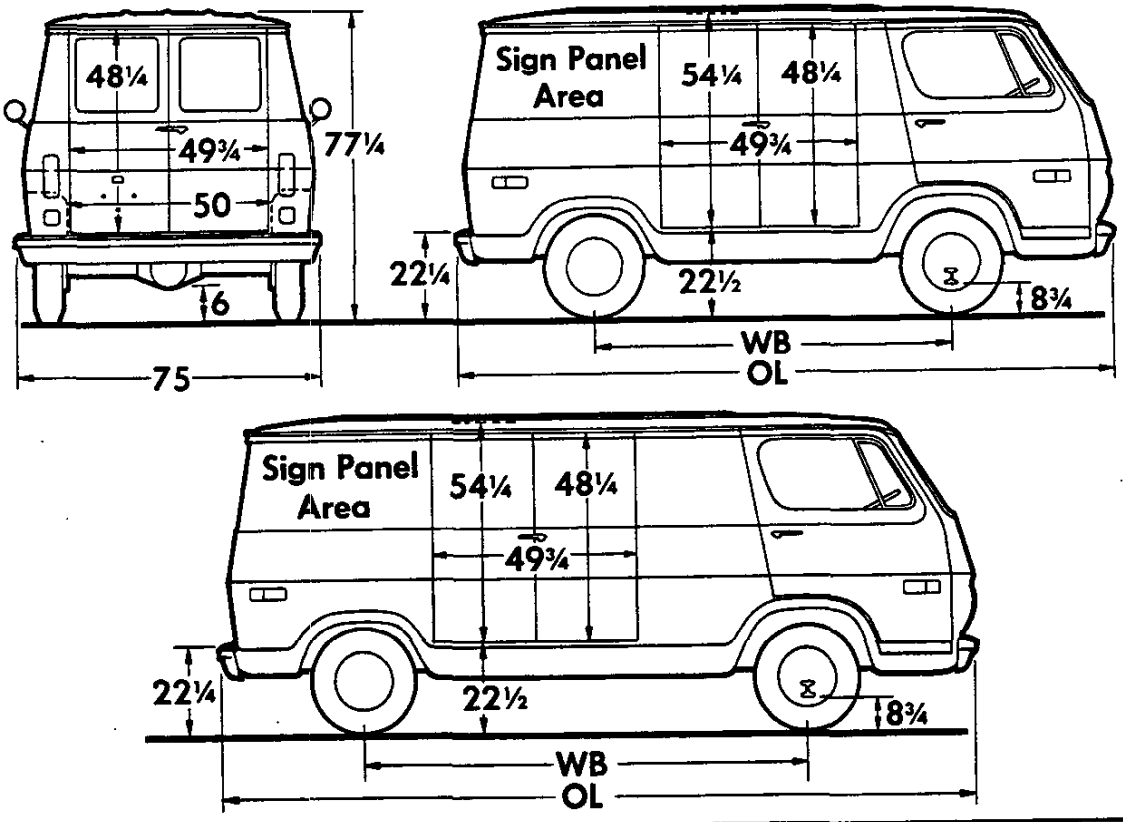
V8 Models

GE11005 Chevy-Van 90

GE11305 Chevy-Van 108

➔DIMENSIONS

(Unloaded, with std equipment and std/optional side loading doors)



Models	Dimensions (in)		Cubic Capacity (cu ft)	➔Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL		Front	Rear	Total	Front	Rear
GS11005 **GE11005**	90	171	209	1722 1861	1299 1330	3021 3191	18%	82%
GS11305 **GE11305**	108	189	256	1861 2002	1328 1355	3189 3357	22%	78%

**Estimate based on even payload loading.*

➔Sign Panel Area

Chevy-Van 90—42″ x 105″ (Side)

Chevy-Van 108—42″ x 123″ (Side)

SERIES G10 CHEVY-VAN

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Armrest: Left side only

Axle, Front: I-beam; *capacity 2200 lb*

Axle, Rear: Hypoid; ratio 3.36; *capacity 2400 lb*

Battery: 12-volt; 54-plate; capacity 44-amp-hr

Body: See *Cabs, Bodies & Colors* section

Brakes, Service: Hydraulic; self-adjusting; dual system
Sizes: front 9½" x 2½"; rear 9½" x 2"
Effective area: 171 sq in; drum 229 sq in

Brake, Parking: Cable to rear wheels; area 77 sq in

Bumpers: Front & rear; painted

Carburetor: GS10: Single-barrel downdraft
GE10: Two-barrel downdraft

Clutch: GS10: Diameter 10"; area 100 sq in
GE10: Diameter 11"; area 124 sq in

Cooling: GS10: 1¼" radiator core, down-flow type; 314-sq-in area; 15-lb pressure cap
GE10: 2" radiator core, cross-flow type; 374-sq-in area; 15-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

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

Dispatch Box Door

Door Equipment, Right Body Side: GS-GE11305 only

Engine: GS10 models: 230 Six; closed positive crankcase ventilation

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

GE10 models: 307 V8; closed positive crankcase ventilation

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

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

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Two; porous sintered bronze in carburetor; mesh plastic strainer in fuel tank

Filter, Oil: GS10: full-flow; 1-quart; throwaway type
GE10: full-flow; 1-quart; replaceable-element type

Frame: Integral body-frame construction

Generator: 32-amp Delcotron

GVW Plate: 5000 lb

Heater & Defroster: Deluxe-Air

Hubcaps: Four painted

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

Mirror, Rearview: Exterior RH & LH 3¾" fixed arm

Seat: Driver only

Seat Belts: Driver only; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; *capacity 1125 lb each* at ground

Springs, Rear: Tapered-leaf; *capacity 950 lb each* at ground

Steering: Ball-gear, ratio 20:1; wheel diameter 17"

Tank, Fuel: Behind rear axle; capacity approx 24.5 gallons

Tires: Five tubeless 6.95–14 2-ply (4-ply rating) original equipment front, single rear and spare

Tools: Mechanical jack; wheel wrench

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

Wheels: Five 14" x 5"; attachment, 5 studs on 4¾" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
3900	Standard
4500	1525-lb rear springs
5000♦	1275-lb front springs; 1525-lb rear springs; 2900-lb rear axle

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

Note: Be sure to recommend adequate springs and tires for total axle loads. Their ratings should equal or exceed the load placed on them.

➔ Indicates change

OPTIONAL POWER TEAMS

➔**Engine:** 250 Six (GS10 models only) L22
Gross horsepower ..... 155 @ 4200 rpm
Net horsepower ..... 120 @ 3800 rpm
Gross torque, lb-ft ..... 235 @ 1600 rpm
Net torque, lb-ft ..... 210 @ 2000 rpm

➔**Transmission:**
Powerglide; includes HD radiator M35
Warner T10 4-speed; column shift M20

➔**Axle, Rear:**
Ratio 3.73; 2900 lb H05
Ratio 4.11; 2900 lb H04
Ratio 4.11; 2400 lb H06
Positraction G80

OTHER OPTIONAL EQUIPMENT

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

➔**Air Cleaner:** Oil-bath; capacity 1 quart; not available on GE10 models with Powerglide transmission K48

Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor T60

Bumpers, Chrome: Front & rear V37

Caps, Hub: Chrome P03

Cooling:
HD radiator only; included with Powerglide transmission V01

➔**Custom Equipment:** Includes cigar lighter, rear door glass, cargo area headlining, RH & LH *coat hooks* & dual horns Z60

Door Equipment, Right Body Side: GS/GE110 models only E85

Generator, Alternating Current:
12–42-amp Delcotron K79
5–61-amp Delcotron K76

Glass, Soft-Ray: Windshield only A11

Glass, Swing-Out: Rear doors A18

Glass, Body: 10 windows; includes rear & side door glass. Requires body side doors A07

Glass, Body—RH Side: 4 windows; includes side door glass. Requires body side doors A08

Glass, Rear Doors: 2 windows; included with Custom Equipment or body glass A12

➔**Glass, Side Doors:** 2 windows; body side doors required; included with body glass or RH side body glass A13

➔**Harness, Shoulder:**
Driver only A85
Driver & passenger (requires auxiliary seat) A85

Heater & Defroster Deletion C48

➔**Key Unit:** Separate keys for side & rear cargo doors AU2

Mirror, Rearview:
Interior prismatic non-glare shatterproof D36
West Coast Jr. type (6" x 11"); RH & LH ... D29

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

Radio: Pushbutton control U63

➔**Seat, Auxiliary:** Includes RH armrest, sunshade and seat belt
Flip-swing type A57
Stationary type A61

Speed Warning Indicator U15

➔**Springs, HD:**
Front; *capacity 1275 lb each* F60
Rear; *capacity 1525 lb each* G50

Stabilizer Bar, Front F59

Starter Motor, Heavy-Duty: Includes heavy-duty battery K67

➔Indicates change

➔TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
6.95-14/4PR—Highway Original Equipment	1050	Disc	5.0	Std**a**
—On-Off Road Original Equipment	1050	Disc	5.0	RE1*
7.35-14/8PR—Highway Original Equipment	1360	Disc	5.0	PQ3**b**
—On-Off Road Original Equipment	1360	Disc	5.0	RE2*
TRUCK TYPE				
7.00-14/6PR—Highway Nylon	1310	Disc	6.00	R24
—On-Off Road Nylon	1310	Disc	6.00	R18*
7-14/8PR—Highway Nylon	1550	Disc	6.00	R25
—On-Off Road Nylon	1550	Disc	6.00	R19*

* Rear only

The following tubeless tires may be ordered with white sidewalls:

a—P67 (6.95-14/4PR)
b—PQ4 (7.35-14/8PR)

➔ Indicates change

GVW Ratings up to 7500 lb

SERIES P20—FC CHASSIS

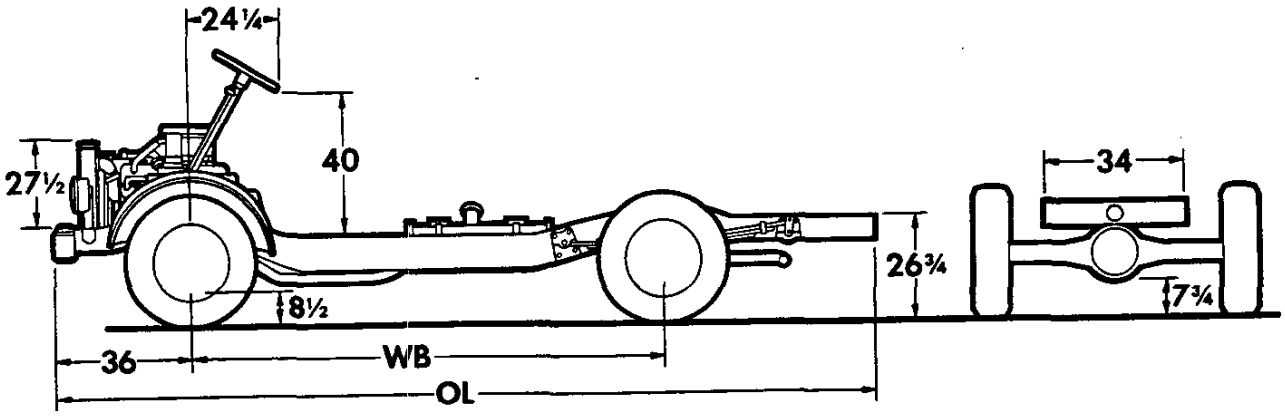
Six-Cylinder Models

PS20842 FC Chassis
PS21042 FC Chassis

V8 Models

PE20842 FC Chassis
PE21042 FC Chassis

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)		→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	OL	Front	Rear	Total	Front	Rear
PS20842 PE20842	125	220	1680 1781	1069 1081	2749 2862	Determined by style, length & weight of body	
PS21042 PE21042	133	228	1695 1799	1070 1083	2765 2882		

SERIES P20 FC CHASSIS—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 5200 lb*

Battery: 12-volt, 54-plate; capacity 53-amp-hr

Brakes, Service: Hydraulic; self-adjusting; dual system

Sizes: front 11″ x 2¾″; rear 11″ x 2¾″

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front only, painted

Carburetor: PS20: single-barrel downdraft

PE20: two-barrel downdraft

Clutch: Diameter 11″; area 124 sq in

Cooling: PS20: 1¼″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

PE20: 1¼″ radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge; ammeter; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signals: Front only; Class A

Engine: PS20: 250 Six; closed positive crankcase ventilation

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

PE20: 307 V8; closed positive crankcase ventilation

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

Exhaust System: Single pipe and aluminized muffler

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

Filter, Oil: PS20: full-flow; 1-quart; throwaway type
PE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

GVW Plate: 7500 lb

Lights: Furnished in loose parts box—misc. wiring; two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1500 lb each* at ground

Springs, Rear: Leaf: *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17″

Suspension, Front: Independent; *capacity 3000 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & single rear

Tools: Wheel wrench

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

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle; 4 painted hub caps

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6500	Standard
7500◆	3100-lb rear springs

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

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

➔ Indicates change

OPTIONAL POWER TEAMS & AXLES

➔**Engine:** 292 Six (PS20 models only) L25
Gross horsepower ..... 170 @ 4000 rpm
Net horsepower ..... 153 @ 3600 rpm
Gross torque, lb-ft ..... 275 @ 1600 rpm
Net torque, lb-ft ..... 255 @ 2400 rpm

327 V8 (PE20 models only); includes automatic choke & 12" clutch L30
Gross horsepower ..... 240 @ 4400 rpm
Net horsepower ..... 187 @ 4000 rpm
Gross torque, lb-ft ..... 330 @ 3000 rpm
Net torque, lb-ft ..... 290 @ 2400 rpm

➔**Transmission:**
Powerglide; includes HD radiator M35
Turbo Hydra-Matic; includes HD radiator M49
Chevrolet CH465 4-speed M20
New Process 435CR 4-speed close-ratio M28

Axle, Rear:
Ratio 4.10; not available when 250 engine with Powerglide is ordered HB8
NoSPIN G86

OTHER OPTIONAL EQUIPMENT

Battery: Heavy-duty; 70-amp-hr; included with heavy-duty starter motor T60

Brakes, Vacuum Power J70

Carrier, Spare Wheel: Under frame P10

➔**Cooling:**
HD radiator only; included with automatic transmissions V01

Filter, Fuel K28

Generator, Alternating Current:
5–61-amp Delcotron K76
23–62-amp Delcotron K81

➔**Governor:** With synchromesh transmissions only
250 engine:
1800-3000 rpm (low rpm setting) K371
2800-4000 rpm (high rpm setting) K372
292 engine:
2200-3100 rpm (low rpm setting) K371
2800-3900 rpm (high rpm setting) K372
307 engine:
2300-3100 rpm (low rpm setting) K371
2800-4100 rpm (high rpm setting) K372

Jack, Mechanical: Capacity 4000 lb (with single rears) V62
Capacity 4700 lb (with dual rears) V62

Pump, Fuel and Vacuum Booster: (PS20 models only) K26

Shock Absorbers, HD: Front & rear F51
Rear only G68

Speed Warning Indicator U15

➔**Springs, HD:**
Front; *capacity 1750 lb each* F60
Rear; *capacity 3100 lb each* G50

Starter Motor, Heavy-duty: Includes HD battery; not available with Turbo Hydra-Matic K67

Steering, Power N40

➔**Wheel, Spare:** Included with spare tire
For tubeless tires
16.5" x 6.00" QE6
16.5" x 6.75" QE7
16.5" x 8.25" S89
17.5" x 5.25" S77
19.5" x 5.25" Q36
For tube-type tires
16" x 5.50" S76
16" x 6.00" Q20
17" x 6.00" Q23

➔Indicates change

SERIES P20 FC CHASSIS—GASOLINE

➔TIRE & WHEEL COMBINATIONS•

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50–16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00–16/6PR—Highway Nylon	1800	—	Disc	6.00	R78
7.50–16/6PR—Highway Nylon	2060	—	Disc	6.00	R67
7.50–16/8PR—Highway Nylon	2440	—	Disc	6.00	R68
7.00–17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00–17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
—On-Off Road Nylon	2350	—	Disc	6.00	R74*
7.50–17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*

*Rear only **a**—Available with dual rears only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8–17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std★
—On-Off Road Nylon	2075	—	Disc	5.25	R84*
8–17.5/8PR—Highway Nylon	2455	—	Disc	5.25	R86
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8–19.5/6PR—Highway Nylon	2380	—	Disc	5.25	R95
8–19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98
—On-Off Road Nylon	2780	—	Disc	5.25	R97*

★R85 for spare *Rear only

FLOTATION-TYPE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
10.00–16.5/6PR—Highway Nylon	2330	—	Disc	8.25	R79

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00–16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70b
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2b
8.00–16.5/8PR —Highway Nylon	2045	—	Disc	6.00	RP3
—On-Off Road Nylon	2045	—	Disc	6.00	RQ3c
8.00–16.5/10PR—Highway Nylon	2330	—	Disc	6.00	RP4
8.75–16.5/6PR —Highway Nylon	1990	—	Disc	6.75	RP5d
8.75–16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4c
9.50–16.5/6PR —Highway Nylon	2350	—	Disc	6.75	RP8

b—Available with dual rears only **d**—Front only
c—Available as single rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes dual rear chassis provisions RO5

➔Indicates change

SERIES P20 STEP-VAN KING—GASOLINE

GVW Ratings up to 7500 lb

SERIES P20—STEP-VAN KING

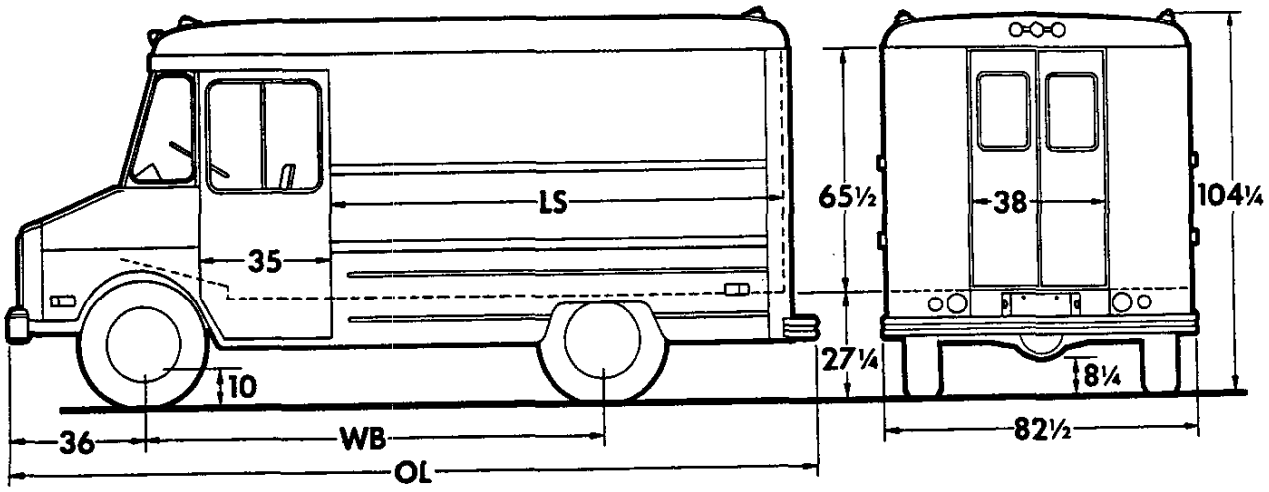
Six-Cylinder Models

PS20835 Step-Van King
PS21035 Step-Van King

V8 Models

PE20835 Step-Van King
PE21035 Step-Van King

DIMENSIONS
(With std equipment, unloaded)



Models	Dimensions (in)			→Curb Weights (lb)			→Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PS20835 PE20835	125	219½	122	2491 2601	2688 2689	5179 5290	9%	91%
PS21035 PE21035	133	243½	146	2606 2721	2804 2803	5410 5524	6%	94%

*Estimate based on water-level loading

→Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PS20835 PE20835	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PS21035 PE21035	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾

SERIES P20 STEP-VAN KING—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 5200 lb*

Battery: 12-volt, 54-plate; capacity 53-amp-hr

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front & rear, painted

Carburetor: PS20: single-barrel downdraft
PE20: two-barrel downdraft

Clutch: Diameter 11"; area 124 sq in

Cooling: PS20: 1¼" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
PE20: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signal: Class A; two front & two rear; includes integral hazard warning switch

Engine: PS20: 250 Six; closed positive crankcase ventilation

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

PE20: 307 V8; closed positive crankcase ventilation

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

Exhaust System: Single pipe and aluminized muffler

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

Filter, Oil: PS20: full-flow; 1-quart; throwaway type
PE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½" fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1500 lb each* at ground

Springs, Rear: Leaf; *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1" wheel dia 17"

Suspension, Front: Independent; *capacity 3000 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & single rear

Tools: Wheel wrench

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

Wheels: Four 17.5" x 5.25"; attachment, 8 studs on 6½" circle; 4 painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6500	Standard
7500◆	3100-lb rear springs

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

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

➔ Indicates change

SERIES P20 STEP-VAN KING—GASOLINE

OPTIONAL POWER TEAMS & AXLES

→**Engine:** 292 Six (PS20 models only) L25
Gross horsepower ..... 170 @ 4000 rpm
Net horsepower ..... 153 @ 3600 rpm
Gross torque, lb-ft ..... 275 @ 1600 rpm
Net torque, lb-ft ..... 255 @ 2400 rpm

327 V8 (PE20 models only); includes automatic choke & 12" clutch L30
Gross horsepower ..... 240 @ 4400 rpm
Net horsepower ..... 187 @ 4000 rpm
Gross torque, lb-ft ..... 330 @ 3000 rpm
Net torque, lb-ft ..... 290 @ 2400 rpm

→**Transmission:**
Powerglide; includes HD radiator M35
Turbo Hydra-Matic; includes HD radiator .. M49
Chevrolet CH465 4-speed M20
New Process 435CR 4-speed close-ratio .. M28

Axle, Rear:
Ratio 4.10; not available when 250 engine with Powerglide is ordered HB8
NoSPIN G86

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

→**Battery:** Heavy-duty; 70-amp-hr; included with heavy-duty starter motor T60
Brakes, Vacuum Power J70
Carrier, Spare Wheel: Under frame P10
→**Cooling:** HD radiator only; included with automatic transmissions V01
Filter, Fuel K28
Generator, Alternating Current:
5-61-amp Delcotron K76
23-62-amp Delcotron K81
Governor: With synchromesh transmission only
250 engine:
1800-3000 rpm (low rpm setting) K371
2800-4000 rpm (high rpm setting) K372
292 engine:
2200-3100 rpm (low rpm setting) K371
2800-3900 rpm (high rpm setting) K372
307 engine:
2300-3100 rpm (low rpm setting) K371
2800-4100 rpm (high rpm setting) K372
Jack, Mechanical: Capacity 4000 lb (with single rears) V62
Capacity 4700 lb (with dual rears) V62
Shock Absorbers, HD: Front & rear F51
Rear only G68
—**Speed Warning Indicator** U15
→**Springs, HD:**
Front; *capacity 1750 lb each* F60
Rear; *capacity 3100 lb each* G50
Starter Motor, Heavy-Duty:
Includes HD battery; not available with Turbo Hydra-Matic K67
Steering, Power N40
→**Wheel, Spare:** Included with spare tire
For tubeless tires
16.5" x 6.00" QE6
16.5" x 6.75" QE7
16.5" x 8.25" S89
17.5" x 5.25" S77
19.5" x 5.25" Q36
For tube-type tires
16" x 5.50" S76
16" x 6.00" Q20
17" x 6.00" Q23

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Body in Prime E32BM
Carrier, Spare Wheel: Mounted inside body. Specify left or right door pocket E32AL
Doors, Rear:
Double doors; 60" opening E32AA
Wraparound double doors; 74" opening; with piano hinges E32AB
Wraparound double doors; 74" opening; with strap hinges E32AC
→**Floor, Smooth:** 11-gauge smooth floor in load compartment E32AJ
Glass, Soft-Ray: Windshield only E32BU
Heater & Defroster Deletion E32AS
Height Addition:
76" inside height E32BP
Length Addition: 6" additional body length in load space E32AR
Lamps:
Dome; extra light mounted over load space E32BB
Mirror, Rearview:
RH (4" x 16") E32BX
LH (4" x 16") E32BW
Paint, Exterior: See *Cabs, Bodies & Colors* section
Partition, Sliding: Plywood; between driver's seat and load compartment E32AM
Seats: Foam rubber driver's seat E32AN
Passenger seat; same as std driver's seat E32BJ
Window, Sliding: Right front door E32BV

→Indicates change

SERIES P20 STEP-VAN KING—GASOLINE

➔TIRE & WHEEL COMBINATIONS•

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50–16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00–16/6PR—Highway Nylon	1800	—	Disc	6.00	R78
7.50–16/6PR—Highway Nylon	2060	—	Disc	6.00	R67
7.50–16/8PR—Highway Nylon	2440	—	Disc	6.00	R68
7.00–17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00–17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
—On-Off Road Nylon	2350	—	Disc	6.00	R74*
7.50–17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*

*Rear only **a**—Available with dual rears only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8–17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std★
—On-Off Road Nylon	2075	—	Disc	5.25	R84*
8–17.5/8PR—Highway Nylon	2455	—	Disc	5.25	R86
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8–19.5/6PR—Highway Nylon	2380	—	Disc	5.25	R95
8–19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98
—On-Off Road Nylon	2780	—	Disc	5.25	R97*

★R85 for spare *Rear only

FLOTATION-TYPE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
10.00–16.5/6PR—Highway Nylon	2330	—	Disc	8.25	R79

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00–16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70b
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2b
8.00–16.5/8PR —Highway Nylon	2045	—	Disc	6.00	RP3
—On-Off Road Nylon	2045	—	Disc	6.00	RQ3c
8.00–16.5/10PR—Highway Nylon	2330	—	Disc	6.00	RP4
8.75–16.5/6PR —Highway Nylon	1990	—	Disc	6.75	RP5d
8.75–16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4c
9.50–16.5/6PR —Highway Nylon	2350	—	Disc	6.75	RP8

b—Available with dual rears only **d**—Front only
c—Available as single rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes dual rear chassis provisions RO5

➔Indicates change

SERIES P20 STEP-VAN KING ALUMINUM—GASOLINE

GVW Ratings up to 7500 lb

SERIES P20—STEP-VAN KING ALUMINUM

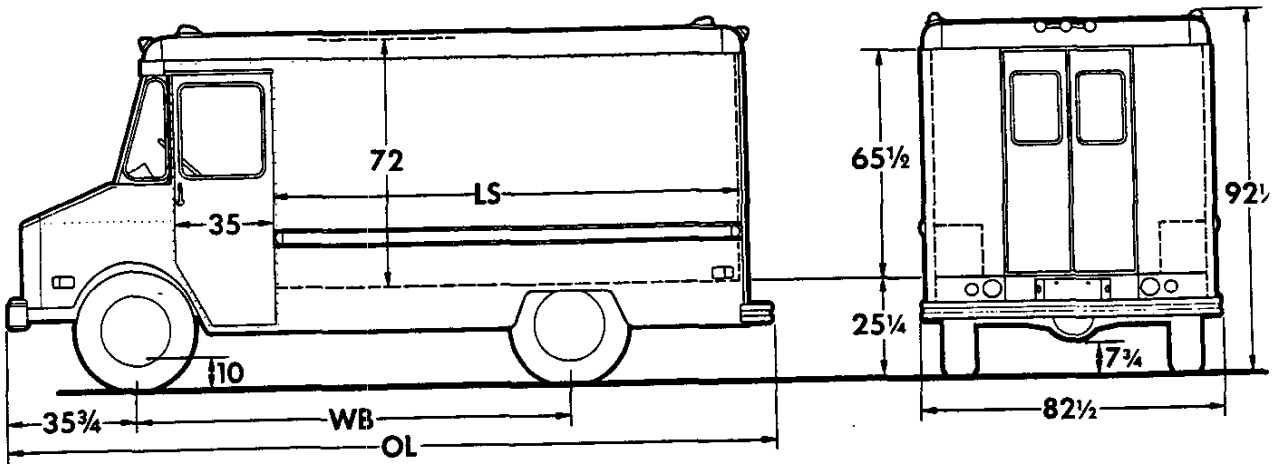
Six-Cylinder Models

PS20855 Step-Van King Aluminum
PS21055 Step-Van King Aluminum

V8 Models

PE20855 Step-Van King Aluminum
PE21055 Step-Van King Aluminum

DIMENSIONS
(With std equipment, unloaded)



Models	Dimensions (in)			Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PS20855 PE20855	125	219½	122	2203 2308	2287 2293	4490 4601	9%	91%
PS21055 PE21055	133	243½	146	2253 2360	2329 2336	4582 4696	6%	94%

*Estimate based on water-level loading

Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PS20855 PE20855	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PS21055 PE21055	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾

;ERIES P20 STEP-VAN KING ALUMINUM—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Front: Independent type; capacity 3000 lb

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 5200 lb*

Battery: 12-volt, 54-plate; capacity 53 amp-hr

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front & rear, painted

Carburetor: PS20: single-barrel downdraft
PE20: two-barrel downdraft

Clutch: Diameter 11″; area 124 sq in

Cooling: PS20: 1.26″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
PE20: 1.26″ radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signal: Class A; two front & two rear; includes integral hazard warning switch

Engine: PS20: 250 Six; closed positive crankcase ventilation

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

PE20: 307 V8; closed positive crankcase ventilation

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

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Wire mesh in fuel tank; replaceable pleated fiber filter in carburetor

Filter, Oil: PS20: full-flow; 1-quart; throwaway type
PE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½″ fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1500 lb each* at ground

Springs, Rear: Leaf; *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 27.7:1; wheel dia 19″

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & single rear

Tools: Wheel wrench

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

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle; 4 painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6500	Standard
7500◆	3100-lb rear springs

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

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

➔Indicates change

SERIES P20 STEP-VAN KING ALUMINUM—GASOLINE

OPTIONAL POWER TEAMS & AXLES

Engine: 292 Six (PS20 models only) includes 61 amp-hr battery L25
- Gross horsepower ..... 170 @ 4000 rpm
- Net horsepower ..... 153 @ 3600 rpm
- Gross torque, lb-ft ..... 275 @ 1600 rpm
- Net torque, lb-ft ..... 255 @ 2400 rpm

327 V8 (PE20 models only); includes automatic choke & 12" clutch L30
- Gross horsepower ..... 240 @ 4400 rpm
- Net horsepower ..... 187 @ 4000 rpm
- Gross torque, lb-ft ..... 330 @ 3000 rpm
- Net torque, lb-ft ..... 290 @ 2400 rpm

Transmission:
- *Powerglide;* includes HD radiator M35
- *Turbo Hydra-Matic;* includes HD radiator M49
- *Chevrolet CH465 4-speed* M20
- *New Process 435CR 4-speed close-ratio* M28

Axle, Rear:
- Ratio 4.10; not available when 250 engine with Powerglide is ordered HB8
- NoSPIN G86

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Battery: Heavy-duty; 70-amp-hr; included with heavy-duty starter motor T60
Brakes, Vacuum Power J70
Carrier, Spare Wheel: Under frame P10
Cooling: HD radiator only; included with automatic transmissions V01
Filter, Fuel K28
Generator, Alternating Current:
- 5-61-amp Delcotron K76
- 23-62-amp Delcotron K81

Governor: With synchromesh transmission only
- *250 engine:*
  - 1800–3000 rpm (low rpm setting) K371
  - 2800–4000 rpm (high rpm setting) K372
- *292 engine:*
  - 2200–3000 rpm (low rpm setting) K371
  - 2800–3900 rpm (high rpm setting) K372
- *307 engine:*
  - 2300–3100 rpm (low rpm setting) K371
  - 2800–4100 rpm (high rpm setting) K372

Jack, Mechanical: Capacity 4000 lb (with single rears) V62
- Capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: Front & rear F51
- Rear only G68

Speed Warning Indicator U15
Springs, HD:
- Front; *capacity 1750 lb each* F60
- Rear; *capacity 3100 lb each* G50

Starter Motor, Heavy-Duty: Includes HD battery; not available with Turbo Hydra-Matic K67
Steering, Power N40
Wheel, Spare: Included with spare tire
For tubeless tires
- 16.5" x 6.00" QE6
- 16.5" x 6.75" QE7
- 16.5" x 8.25" S89
- 17.5" x 5.25" S77
- 19.5" x 5.25" Q36

For tube-type tires
- 16" x 5.50" S76
- 16" x 6.00" Q20
- 17" x 6.00" Q23

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Carrier, Spare Wheel: Inside-mounted. Specify right or left door pocket E33AL
Doors, Rear: Specify opening width and door type
(Replacing standard double doors with 38" opening)
- Double doors; 60" opening E33XA
- Double doors; 74" opening E33XB

Floor: Smooth type
- For use with 10-ft body E33XC
- For use with 12-ft body E33XD

Glass: Soft-Ray; windshield only E33BU
Heater & Defroster Deletion E33AS
Length Addition: 6-inch additional body length in load space E33XF
Height Addition: 76" inside height E33XJ
Lamps: Dome; extra light mounted over load space E33BB
Mirror, Exterior: Specify location and type
- Right-hand (4" x 16" head) E33BX
- Left-hand (4" x 16" head) E33BV

Paint, Exterior: See Colors section
- Solid colors (Chevrolet options) E33XL
- Two-tone combinations (Chevrolet options) E33XM
- Body in Prime E33XF

Partition, Sliding: Plywood; between driver's seat and load compartment E33AM
Seats:
- Foam-rubber driver's seat E33AN
- Passenger seat; same as standard driver's seat E33BJ

Wheelhousings: Dual-wheel type; includes fenders
(Required with dual rear tires) E33XG
Window, Sliding: Right front door E33XK

SERIES P20 STEP-VAN KING ALUMINUM—GASOLINE

TIRE & WHEEL COMBINATIONS •

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50–16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00–16/6PR—Highway Nylon	1800	—	Disc	6.00	R78
7.50–16/6PR—Highway Nylon	2060	—	Disc	6.00	R67
7.50–16/8PR—Highway Nylon	2440	—	Disc	6.00	R68
7.00–17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00–17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
7.50–17/8PR—Highway Nylon	2780	—	Disc	6.00	R75

*Rear only **a**—Available with dual rears only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8–17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std★
—On-Off Road Nylon	2075	—	Disc	5.25	R84*
8–17.5/8PR—Highway Nylon	2455	—	Disc	5.25	R86
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8–19.5/6PR—Highway Nylon	2380	—	Disc	5.25	R95
8–19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98

★R85 for spare *Rear only

FLOTATION-TYPE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
10.00–16.5/6PR—Highway Nylon	2330	—	Disc	8.25	R79

WIDE-BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00–16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70b
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2b
8.00–16.5/8PR —Highway Nylon	2045	—	Disc	6.00	RP3
—On-Off Road Nylon	2045	—	Disc	6.00	RQ3c
8.00–16.5/10PR—Highway Nylon	2330	—	Disc	6.00	RP4
8.75–16.5/6PR —Highway Nylon	1990	—	Disc	6.75	RP5d
8.75–16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4c
9.50–16.5/6PR —Highway Nylon	2350	—	Disc	6.75	RP8

b—Available with dual rears only **d**—Front only
c—Available as single rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

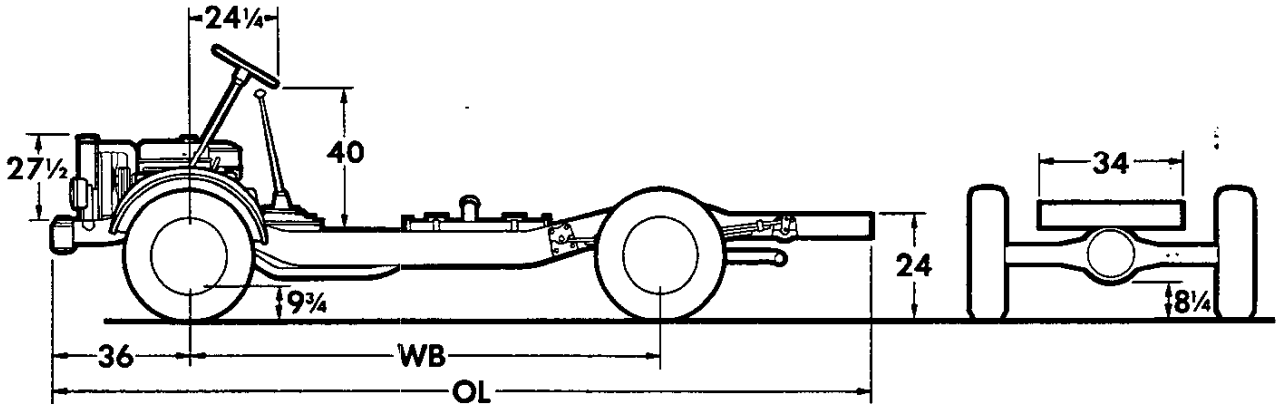
This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes dual rear chassis provisions RO5

SERIES P20—FC CHASSIS

PT20842 FC Chassis
PT21042 FC Chassis

DIMENSIONS

(With std equipment, unloaded)



Models	→Dimensions (in)		→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	OL	Front	Rear	Total	Front	Rear
PT20842	125	220	2281	1382	3663	Determined by style, length & weight of body	
PT21042	133	228	2294	1380	3674		

SERIES P20 FC CHASSIS—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.11; *capacity 5200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front only, painted

Clutch: Diameter 12″; area 150 sq in

Cooling: 2″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge; ammeter; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light; fuel shut-off & emergency engine stop controls

Direction Signals: Front only; Class A

Engine: 3-53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 2 quarts

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 7500 lb

Lights: Furnished in loose parts box—misc. wiring; two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1500 lb each at* ground

Springs, Rear: Leaf; *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17″

Suspension, Front: Independent; *capacity 3000 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8-17.5/6PR nylon front & 8-17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle; 4 painted hubcaps

➔ GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500◆	Standard

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

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

➔Indicates change

OTHER OPTIONAL EQUIPMENT

Brakes, Vacuum Power J70

Carrier, Spare Wheel: Under frame P10

Jack:
- Mechanical; capacity 4000 lb (with single rears) V62
- Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD:
- Front & rear F51
- Rear only G68

Speed Warning Indicator U15

➔**Springs, HD:**
- Front; *capacity 1750 lb each* F60

Steering, Power N40

➔**Wheel, Spare:** Included with spare tire

For tubeless tires
- 16.5" x 6.00" QE6
- 17.5" x 5.25" S77
- 19.5" x 5.25" Q36

For tube-type tires
- 16" x 5.50" S76
- 17" x 6.00" Q23

➔Indicates change

TIRE & WHEEL COMBINATIONS•

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*

a—Available with dual rears only *Rear only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8-17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std.**
8-17.5/8PR—Highway Nylon	2455	—	Disc	5.25	Std★
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8-19.5/6PR—Highway Nylon	2380	—	Disc	5.25	R95
8-19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98
—On-Off Road Nylon	2780	—	Disc	5.25	R97*

*Rear only **Std on front only; R85 for spare
★Std on rear only; R86 for front or spare

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR—Highway Nylon	1730	1520	Disc	6.00	R70a
—On-Off Road Nylon	1730	1520	Disc	6.00	R76a

a—Available with dual rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes dual rear chassis provisions RO5

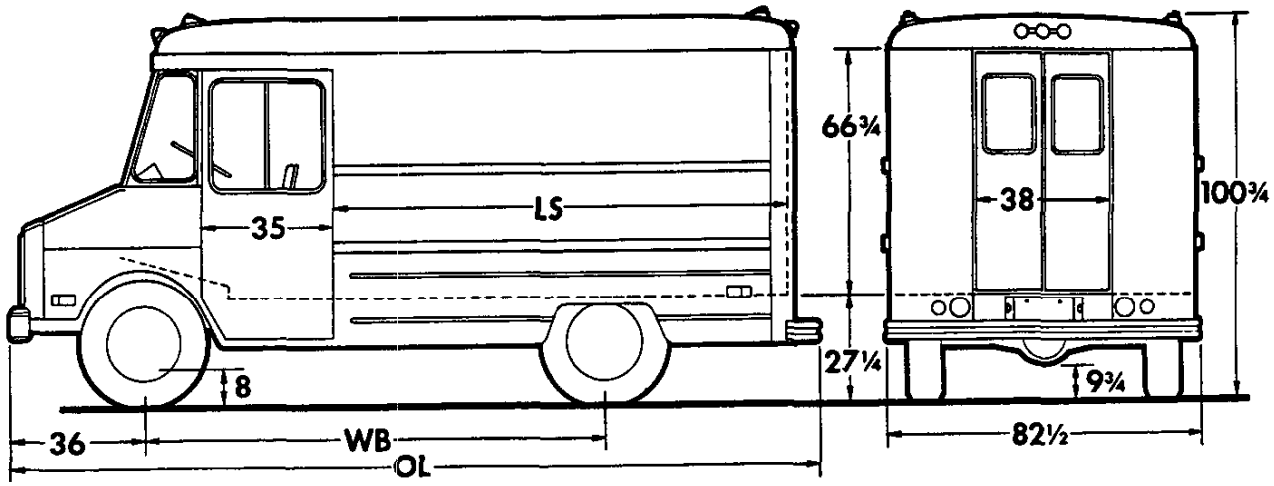
SERIES P20 STEP-VAN KING—DIESEL

GVW Ratings up to 7500 lb

SERIES P20—STEP-VAN KING

PT20835 Step-Van King
PT21035 Step-Van King

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)			→Curb Weights (lb)			→Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PT20835	125	219½	122	2982	3090	6072	9%	91%
PT21035	133	243½	146	3099	3199	6298	6%	94%

*Estimate based on water-level loading

→Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PT20835	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PT21035	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	469¾

SERIES P20 STEP-VAN KING—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.11; *capacity 5200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front and rear, painted

Clutch: Diameter 12"; area 150 sq in

Cooling: 2" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light; fuel shut-off & emergency engine stop controls

Direction Signal: Class A; two front & two rear; includes integral hazard warning switch

Engine: 3–53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 2 quarts

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½" fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1500 lb each* at ground

Springs, Rear: Leaf; *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17"

Suspension, Front: Independent; *capacity 3000 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5" x 5.25"; attachment, 8 studs on 6½" circle; 4 painted hub caps

Windshield Wipers & Washer: Electric; 2-speed wipers

➔ GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500 ◆	Standard

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

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

➔ Indicates change

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Brakes, Vacuum Power J70

Carrier, Spare Wheel: Under frame P10

Jack:
Mechanical; capacity 4000 lb (with single rears) V62
Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: Front & rear F51
Rear only G68

Speed Warning Indicator U15

Springs, HD:
Front; *capacity 1750 lb each* F60

Steering, Power N40

Tachometer: Mechanical U16

Wheel, Spare: Included with spare tire
For tubeless tires
16.5 x 6.00 ..... QE6
17.5 x 5.25 ..... S77
19.5 x 5.25 ..... Q36
For tube-type tires
16 x 5.50 ..... S76
17 x 6.00 ..... Q23

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Body in Prime E32BM

Carrier, Spare Wheel: Mounted inside body
Specify left or right door pocket E32AL

Doors, Rear:
Double doors; 60" opening E32AA
Wraparound double doors; 74" opening; with piano hinges E32AB
Wraparound double doors; 74" opening; with strap hinges E32AC

Floor, Smooth: 11-gauge smooth floor in load compartment E32AJ

Glass, Soft-Ray: Windshield only E32BU

Heater & Defroster Deletion E32AS

Height Addition:
76" inside height E32BP

Length Addition: 6" additional body length in load space E32AF

Lamps:
Dome; extra light mounted over load space E32BE

Mirror, Rearview:
RH (4" x 16") E32BX
LH (4" x 16") E32BW

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

Partition, Sliding: Plywood; between driver's seat and load compartment E32AJ

➔**Seats:** Foam rubber driver's seat E32AJ

Window, Sliding: Right front door E32BW

➔Indicates change

TIRE & WHEEL COMBINATIONS•

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*

a—Available with dual rears only *Rear only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8-17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std.**
8-17.5/8PR—Highway Nylon	2455	—	Disc	5.25	Std★
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8-19.5/6PR—Highway Nylon	2380	—	Disc	5.25	R95
8-19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98
—On-Off Road Nylon	2780	—	Disc	5.25	R97*

*Rear only **Std on front only; R85 for spare
★Std on rear only; R86 for front or spare

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR—Highway Nylon	1730	1520	Disc	6.00	R70a
—On-Off Road Nylon	1730	1520	Disc	6.00	R76a

a—Available with dual rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

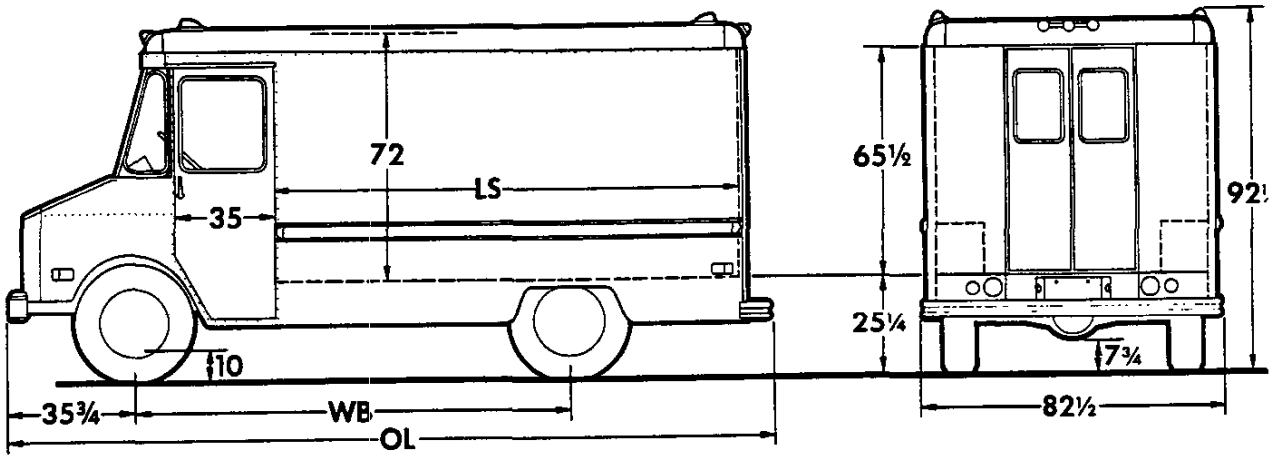
This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes dual rear chassis provisions RO5

SERIES P20—STEP-VAN KING ALUMINUM

PT20855 Step-Van King Aluminum
PT21055 Step-Van King Aluminum

DIMENSIONS
(With std equipment, unloaded)



Models	Dimensions (in)			Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PT20855	125	219½	122	2696	2687	5383	9%	91%
PT21055	133	243½	146	2746	2724	5470	6%	94%

*Estimate based on water-level loading

Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PT20855	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PT21055	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	469¾

SERIES P20 STEP-VAN KING ALUMINUM—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Front: Independent type; capacity 3000 lb

Axle, Rear: Hypoid full-floating type; ratio 4.11; *capacity 5200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

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

Brake, Parking: Cable to rear wheels; area 119 sq in; Orscheln-type lever

Bumper: Front & rear, painted

Clutch: Diameter 12″; area 150 sq in

Cooling: 1.98″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light; fuel shut-off & emergency engine stop controls

Direction Signal: Class A; two front & two rear; includes integral hazard warning switch

Engine: 3–53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 2 quarts

Frame: 39,000-lb-test steel; section modulus 5.05

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 7500 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½″ fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1500 lb each* at ground

Springs, Rear: Leaf; *capacity 2400 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 27.7:1; wheel dia 19″

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle; 4 painted hub caps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500 ◆	Standard

◆ GVW rating shown on vehicle rating plate

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

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Brakes, Vacuum Power J70

Carrier, Spare Wheel: Under frame P10

Jack:
- Mechanical; capacity 4000 lb (with single rears) V62
- Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: *Front & rear* F51
Rear only G68

Speed Warning Indicator U15

Springs, HD:
- Front: *capacity 1750 lb each* F60
- Rear: *capacity 3100 lb each* G50

Steering, Power N40

Tachometer: Mechanical U16

Wheel, Spare: Included with spare tire
For tubeless tires
- 16.5" x 6.00" QE6
- 17.5" x 5.25" S77
- 19.5" x 5.25" Q36

For tube-type tires
- 16" x 5.50" S76
- 17" x 6.00" Q23

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Carrier, Spare Wheel: Inside-mounted. Specify right or left door pocket E33AL

Doors, Rear: Specify opening width and door type
(Replacing standard double doors with 38" opening)
- Double doors; 60" opening E33XA
- Double doors; 74" opening E33XB

Floor: Smooth type
- For use with 10-ft body E33XC
- For use with 12-ft body E33XD

Glass: Soft-Ray; windshield only E33BU

Heater & Defroster Deletion E33AS

Length Addition: 6-inch additional body length in load space E33XF

Height Addition: 76" inside height E33XJ

Lamps: Dome; extra light mounted over load space E33BB

Mirror, Exterior: Specify location and type
- Right-hand (4" x 16" head) E33BX
- Left-hand (4" x 16" head) E33BW

Paint, Exterior: See Colors section
- Solid colors (Chevrolet options) E33XL
- Two-tone combinations (Chevrolet options) E33XM
- Body in Prime E33XH

Partition, Sliding: Plywood; between driver's seat and load compartment E33AM

Seats:
- Foam-rubber driver's seat E33AN

Wheelhousings: Dual-wheel type; includes fenders
(Required with dual rear tires) E33XG

Window, Sliding: Right front door E33XK

TIRE & WHEEL COMBINATIONS •

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65a
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*

a—Available with dual rears only *Rear only

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8-17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std.**
8-17.5/8PR—Highway Nylon	2455	—	Disc	5.25	Std★
—On-Off Road Nylon	2455	—	Disc	5.25	R87*
8-19.5/6PR—Highway Nylon	2380	—	Disc	5.35	R95
8-19.5/8PR—Highway Nylon	2780	—	Disc	5.25	R98
—On-Off Road Nylon	2780	—	Disc	5.25	R97*

*Rear only **Std on front only; R85 for spare
★Std on rear only; R86 for front or spare

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR—Highway Nylon	1730	1520	Disc	6.00	R70a
—On-Off Road Nylon	1730	1520	Disc	6.00	R76a

a—Available with dual rears only

• **Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes dual rear chassis provisions R05

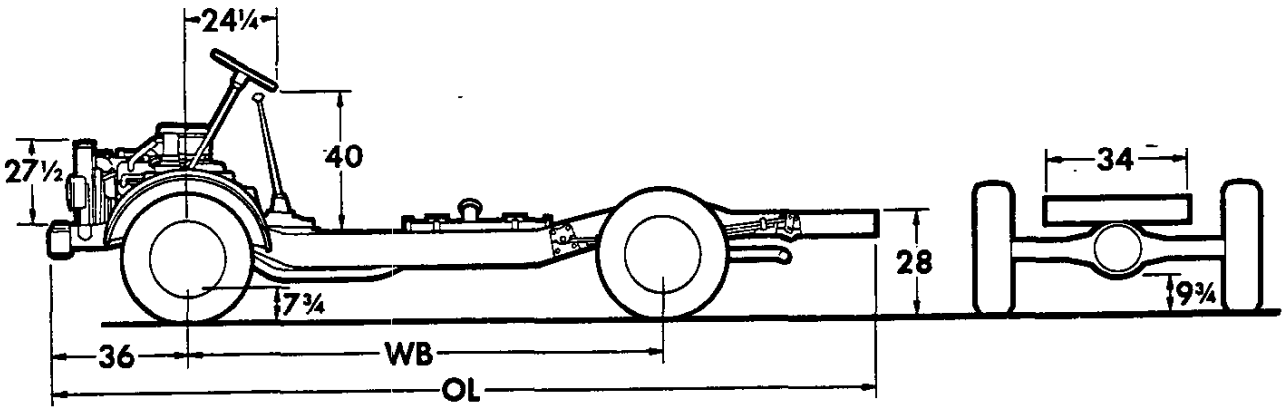
SERIES P30 FC CHASSIS—GASOLINE

GVW Ratings up to 14,000 lb

SERIES P30—FC CHASSIS

Six Cylinder Models		V8 Models	
PS30842	FC Chassis	**PE30842**	FC Chassis
PS31042	FC Chassis	**PE31042**	FC Chassis
PS31442	FC Chassis	**PE31442**	FC Chassis

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)		→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	OL	Front	Rear	Total	Front	Rear
PS30842 **PE30842**	125	220	1816 1921	1152 1162	2968 3083	**Determined by style, length & weight of body.**	
PS31042 **PE31042**	133	228	1860 1968	1127 1136	2987 3104		
PS31442 **PE31442**	157	252	1928 2033	1189 1197	3117 3230		

·ERIES P30 FC CHASSIS—GASOLINE

STANDARD EQUIPMENT

.ir Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 7200 lb*

Battery: 12-volt, 54-plate; capacity 53 amp-hr

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

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front only, painted

Carburetor: PS30: single-barrel downdraft
PE30: two-barrel downdraft

Clutch: Diameter 11″; area 124 sq in

Cooling:
PS30: 1¼″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
PE30: 1¼″ radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signals: Front only; Class A

Engine:
PS30: 250 Six; closed positive crankcase ventilation
Gross horsepower.....155 @ 4200 rpm
Net horsepower.....125 @ 3800 rpm
Gross torque, lb-ft.....235 @ 1600 rpm
Net torque, lb-ft.....215 @ 2000 rpm

PE30: 307 V8; closed positive crankcase ventilation
Gross horsepower.....200 @ 4600 rpm
Net horsepower.....157 @ 4000 rpm
Gross torque, lb-ft.....300 @ 2400 rpm
Net torque, lb-ft.....260 @ 2200 rpm

Exhaust System: Single pipe and aluminized muffler

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

Filter, Oil:
PS30: full-flow; 1-quart; throwaway type
PE30: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05 (PS/PE308-310 models); 7.29 (PS/PE314 models)

Generator: 42-amp Delcotron

GVW Plate: 10,000 lb

Lights: Furnished in loose parts box—misc. wiring; two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17″

Suspension, Front: Independent; *capacity 3500 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8/17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle

➔ GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000 ♦	4150-lb rear springs
14,000	11,000-lb rear axle

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

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

➔ Indicates change

OPTIONAL POWER TEAMS & AXLES

➔**Engine:** 292 Six (PS30 models only)..... L25
Gross horsepower.....170 @ 4000 rpm
Net horsepower.....153 @ 3600 rpm
Gross torque, lb-ft.....275 @ 1600 rpm
Net torque, lb-ft.....255 @ 2400 rpm
Battery..... 61-amp-hr

327 V8 (PE30 models only); includes automatic choke & 12" clutch..... L30
Gross horsepower.....240 @ 4400 rpm
Net horsepower.....187 @ 4000 rpm
Gross torque, lb-ft.....330 @ 3000 rpm
Net torque, lb-ft.....290 @ 2400 rpm

➔**Transmission:**
Turbo Hydra-Matic; includes HD radiator. M49
New Process 435CR 4-speed close-ratio. M28

➔**Axle, Rear:**
Ratio 4.10; not available with dual rear tires HB8
Ratio 4.57; with dual rear tires only..... H20
Chevrolet; *capacity 11,000 lb;* ratio 6.17. Includes HD rear shock absorbers; 2000 lb each front springs; 15" x 4" rear brakes; 5900 lb each main & auxiliary type rear springs; drum-type parking brake. Available only with power brakes, standard transmission & 8–19.5 or 7.00–18/8PR tires..... H22
NoSPIN..... G86

OTHER OPTIONAL EQUIPMENT

➔**Battery:** Heavy-duty; 70-amp-hr; included with heavy-duty starter motor..... T60

➔**Brakes:**
Parking; drum-type; not available with 11,000 lb rear axle or Turbo Hydra-Matic.. J76
Vacuum power..... J70

Carrier, Spare Wheel: Under frame..... P10

➔**Cooling:**
HD radiator only; included with Turbo Hydra-Matic..... V01

Filter, Fuel..... K28

Generator, Alternating Current:
5–61-amp Delcotron..... K76
23–62-amp Delcotron..... K81

➔**Governor:** With synchromesh transmissions only
250 engine:
1800-3000 rpm (low rpm setting)..... K371
2800-4000 rpm (high rpm setting)..... K372
292 engine:
2200-3100 rpm (low rpm setting)..... K371
2800-3900 rpm (high rpm setting)..... K372
307 engine:
2300-3100 rpm (low rpm setting)..... K371
2800-4100 rpm (high rpm setting)..... K372

Jack:
Mechanical; capacity 4000 lb (with single rears)..... V62
Mechanical; capacity 4700 lb (with dual rears)..... V62

➔**Plate:**
GVW; see GVW Selector for requirements
14,000 lb..... Z51

Pump, Fuel and Vacuum Booster: (PS30 models only)..... K26

➔**Shock Absorbers, HD:** Not available with 11,000-lb rear axle
Front & rear..... F51
Rear only..... G68

Speed Warning Indicator..... U15

➔**Springs:**
Front; *capacity 2000 lb each;* included with 11,000-lb rear axle..... F60
Rear; *capacity 4250 lb each;* main & auxiliary type; not available with 11,000-lb rear axle..... G60

Starter Motor, Heavy-Duty:
Includes HD battery; not available with Turbo Hydra-Matic..... K67

Steering, Power..... N40

Wheel, Spare: Included with spare tire
For tubeless tires
16.5" x 6.00"..... QE6
16.5" x 6.75"..... QE7
17.5" x 5.25"..... S77
19.5" x 5.25"..... Q36
For tube-type tires
16" x 5.50"..... S76
17" x 6.00"..... Q23
18" x 5.00"..... Q31

➔Indicates change

SERIES P30 FC CHASSIS—GASOLINE

➔TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7-17.5/6PR —Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8-17.5/6PR —Highway Nylon	2075	—	Disc	5.25	Std**a**
●8-17.5/8PR —Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8-19.5/6PR —Highway Nylon	2380	2090	Disc	5.25	R95
●8-19.5/8PR —Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*
■8-19.5/10PR—Highway Nylon	3140	2760	Disc	5.25	R99

a 8-17.5/6PR tires are standard on the front only
b 8-17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires
★ Available with dual rears only
● May be used as dual rear tires
* Rear only
■ Available only as dual rears; requires 11,000 lb rear axle

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00-16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00-16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75-16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50-16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears
d Available as front only
e Available as single rears only

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00-16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50-16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50-16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00-18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only
g Available as front only
* Rear only

****Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes 5.14 ratio rear axle & dual rear chassis provisions R05

➔ Indicates change

SERIES P30 STEP-VAN KING—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 7200 lb*

Battery: 12-volt, 54-plate; capacity 53-amp-hr

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

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front and rear, painted

Carburetor:
PS30: single-barrel downdraft
PE30: two-barrel downdraft

Clutch: Diameter 11″; area 124 sq in

Cooling:
PS30: 1¼″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
PE30: 1¼″ radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signals: Class A; two front & two rear; includes integral hazard warning switch

Engine:
PS30: 250 Six; closed positive crankcase ventilation
Gross horsepower . . . . . 155 @ 4200 rpm
Net horsepower . . . . . 125 @ 3800 rpm
Gross torque, lb-ft . . . . . 235 @ 1600 rpm
Net torque, lb-ft . . . . . 215 @ 2000 rpm
PE30: 307 V8; closed positive crankcase ventilation
Gross horsepower . . . . . 200 @ 4600 rpm
Net horsepower . . . . . 157 @ 4000 rpm
Gross torque, lb-ft . . . . . 300 @ 2400 rpm
Net torque, lb-ft . . . . . 260 @ 2200 rpm

Exhaust System: Single pipe and aluminized muffler

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

Filter, Oil:
PS30: full-flow; 1-quart; throwaway type
PE30: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05 (PS/PE308-310 models); 7.29 (PS/PE314 models)

Generator: 42-amp Delcotron

GVW Plate: 10,000 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½″ fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17″

Suspension, Front: Independent; *capacity 3500 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle

Windshield Wipers & Washer: Electric; 2-speed wipers

➔GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000 ◆	4150-lb rear springs
14,000	11,000-lb rear axle

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

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

➔Indicates change

SERIES P30—STEP-VAN KING

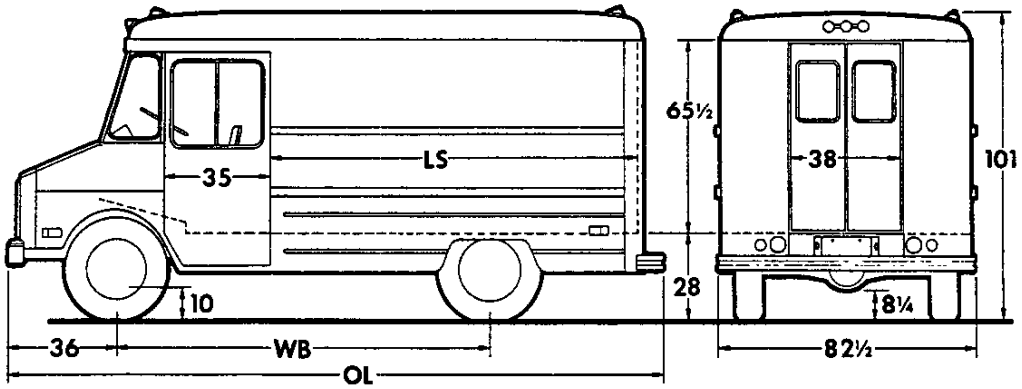
Six-Cylinder Models

PS30835 Step-Van King
PS31035 Step-Van King
PS31435 Step-Van King

V8 Models

PE30835 Step-Van King
PE31035 Step-Van King
PE31435 Step-Van King

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)			→Curb Weights (lb)			→Body-Payload Wt. Dist*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PS30835 **PE30835**	125	219½	122	2594 2708	2800 2800	5394 5508	9%	91%
PS31035 **PE31035**	133	243½	146	2821 2939	2809 2805	5630 5744	6%	94%
PS31435 **PE31435**	157	267½	170	2950 3070	3025 3015	5975 6085	12%	88%

*Estimate based on water-level loading.

→Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PS30835 **PE30835**	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PS31035 **PE31035**	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾
PS31435 **PE31435**	Standard	170	77½	72	525
	Standard body with optional interior height	170	77½	76	555
	Optional body extension with standard interior height	176	77½	72	544½
	Optional body extension with optional interior height	176	77½	76	576

SERIES P30 STEP-VAN KING—GASOLINE

➔TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7-17.5/6PR —Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8-17.5/6PR —Highway Nylon	2075	—	Disc	5.25	Std**a**
●8-17.5/8PR —Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8-19.5/6PR —Highway Nylon	2380	2090	Disc	5.25	R95
●8-19.5/8PR —Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*
■8-19.5/10PR—Highway Nylon	3140	2760	Disc	5.25	R99

a 8-17.5/6PR tires are standard on the front only
b 8-17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires
★ Available with dual rears only
● May be used as dual rear tires
* Rear only
■ Available only as dual rears; requires 11,000 lb rear axle

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00-16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00-16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75-16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50-16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears
d Available as front only
e Available as single rears only

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00-16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50-16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50-16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00-18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only
g Available as front only
* Rear only

***Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes 5.14 ratio rear axle & dual rear chassis provisions R05

➔ Indicates change

SERIES P30 STEP-VAN KING—GASOLINE

OPTIONAL POWER TEAMS & AXLES

➔**Engine:** 292 Six (PS30 models only) L25
Gross horsepower ..... 170 @ 4000 rpm
Net horsepower ..... 153 @ 3600 rpm
Gross torque, lb-ft ..... 275 @ 1600 rpm
Net torque, lb-ft ..... 255 @ 2400 rpm
Battery 61-amp-hr
327 V8 (PE30 models only); includes automatic choke & 12" clutch L30
Gross horsepower ..... 240 @ 4400 rpm
Net horsepower ..... 187 @ 4000 rpm
Gross torque, lb-ft ..... 330 @ 3000 rpm
Net torque, lb-ft ..... 290 @ 2400 rpm

➔**Transmission:**
Turbo Hydra-Matic; includes HD radiator .. M49
New Process 435CR 4-speed close-ratio .. M28

➔**Axle, Rear:**
Ratio 4.10; not available with dual rear tires HB8
Ratio 4.57; with dual rear tires only H20
Chevrolet; *capacity 11,000 lb;* ratio 6.17. Includes HD rear shock absorbers; 2000 lb each front springs; 15" x 4" rear brakes; 5900 lb each main & auxiliary type rear springs; drum type parking brake. Available only with power brakes, standard transmission & 8–19.5 or 7.00–18/8PR tires H22
NoSPIN G86

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

➔**Battery:** Heavy-duty; 70 amp-hr; included with heavy-duty starter motor T60

➔**Brakes:**
Parking; drum-type; not available with 11,000 lb rear axle or Turbo Hydra-Matic ... J76
Vacuum power J70

Carrier, Spare Wheel: Under frame P10

➔**Cooling:**
HD radiator only; included with Turbo Hydra-Matic V01

Filter, Fuel K28

➔**Generator, Alternating Current:**
5–61-amp Delcotron K76
23–62-amp Delcotron K81

➔**Governor:** With synchromesh transmissions only
250 engine:
1800–3000 rpm (low rpm setting) K371
2800–4000 rpm (high rpm setting) K372
292 engine:
2200–3100 rpm (low rpm setting) K371
2800–3900 rpm (high rpm setting) K372
307 engine:
2300–3100 rpm (low rpm setting) K371
2800–4100 rpm (high rpm setting) K372

Jack:
Mechanical; capacity 4000 lb (with single rears) V62
Mechanical; capacity 4700 lb (with dual rears) V62

➔**Plate:**
GVW; see GVW Selector for requirements 14,000 lb Z51

➔**Shock Absorbers, HD:** Not available with with 11,000 lb rear axle
Front & rear F51
Rear only G68

Speed Warning Indicator U15

➔**Springs, HD:**
Front; *capacity 2000 lb each;* included with 11,000 lb rear axle F60
Rear; *capacity 4250 lb each;* main and auxiliary type; not available with 11,000 lb rear axle G60

Starter Motor, Heavy-Duty:
Includes HD battery; not available with Turbo Hydra-Matic K67

Steering, Power N40

Wheel, Spare: Included with spare tire
For tubeless tires
16.5 x 6.00 ..... QE6
16.5 x 6.75 ..... QE7
17.5 x 5.25 ..... S77
19.5 x 5.25 ..... Q36
For tube-type tires
16 x 5.50 ..... S76
17 x 6.00 ..... Q23
18 x 5.00 ..... Q31

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Body in Prime E32BM

Carrier, Spare Wheel: Mounted inside body
Specify left or right door pocket E32AL

Doors, Rear:
Double doors; 60" opening E32AA
Wraparound double doors; 74" opening; with piano hinges E32AB
Wraparound double doors; 74" opening; with strap hinges E32AC

➔**Floor, Smooth:** 11 gauge smooth floor in load compartment E32AJ

Glass, Soft Ray: Windshield only E32BU

Heater & Defroster Deletion E32AS

Height Addition:
76" inside height E32BP

Length Addition: 6" additional body length in load space E32AR

Lamps:
Dome; extra light mounted over load space E32BB

Mirror, Rearview:
RH (4" x 16") E32BX
LH (4" x 16") E32BW

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

Partition, Sliding: Plywood; between driver's seat and load compartment E32AM

Seats: Foam rubber driver's seat E32AN
Passenger seat; same as std driver's seat E32BJ

Wheelhousings: Required with dual rear wheels E32BH

Window, Sliding: Right front door E32BV

SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Front: Independent type; *capacity 3500 lb*

Axle, Rear: Hypoid full-floating type; ratio 4.57; *capacity 7200 lb*

Battery: 12-volt, 54-plate; capacity 53 amp-hr

Brakes, Service: Hydraulic; self-adjusting; dual system.
Sizes: front 11" x 2¾"; rear 13" x 2½"
Effective area: drum 395 sq in; lining 252 sq in

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front & rear, painted

Carburetor:
PS30: single-barrel downdraft
PE30: two-barrel downdraft

Clutch: Diameter 11"; area 124 sq in

Cooling:
PS30: 1.26" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
PE30: 1.26" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: Hand choke; light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light

Direction Signals: Class A; two front & two rear; includes integral hazard warning switch

Engine:
PS30: 250 Six; closed positive crankcase ventilation
Gross horsepower.....155 @ 4200 rpm
Net horsepower.....125 @ 3800 rpm
Gross torque, lb-ft.....235 @ 1600 rpm
Net torque, lb-ft.....215 @ 2000 rpm

PE30: 307 V8; closed positive crankcase ventilation
Gross horsepower.....200 @ 4600 rpm
Net horsepower.....157 @ 4000 rpm
Gross torque, lb-ft.....300 @ 2400 rpm
Net torque, lb-ft.....260 @ 2200 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Wire mesh in fuel tank; replaceable pleated fiber filter in carburetor

Filter, Oil:
PS30: full-flow; 1-quart; throwaway type
PE30: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 5.05 (PS/PE308-310 models); 7.29 (PS/PE314 models)

Generator: 42-amp Delcotron

GVW Plate: 10,000 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½" fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 27.7:1; wheel dia 19"

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5" x 5.25"; attachment, 8 studs on 6½" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000◆	4150-lb rear springs
14,000	11,000-lb rear axle

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

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

➔ Indicates change

SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

GVW Ratings up to 14,000 lb

SERIES P30—STEP-VAN KING ALUMINUM

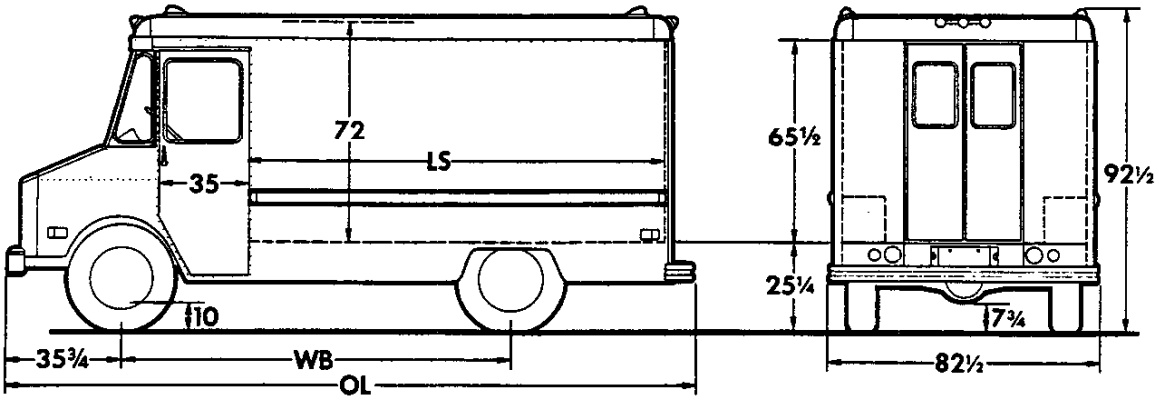
Six-Cylinder Models

PS30855 Step-Van King Aluminum
PS31055 Step-Van King Aluminum
PS31455 Step-Van King Aluminum

V8 Models

PE30855 Step-Van King Aluminum
PE31055 Step-Van King Aluminum
PE31455 Step-Van King Aluminum

DIMENSIONS
(With std equipment, unloaded)



Models	Dimensions (in)			Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PS30855 PE30855	125	219½	122	2308 2427	2397 2412	4705 4839	9%	91%
PS31055 PE31055	133	243½	146	2452 2564	2350 2352	4802 4916	6%	94%
PS31455 PE31455	157	267½	170	2526 2636	2484 2484	5010 5120	12%	88%

*Estimate based on water-level loading.

Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PS30855 PE30855	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PS31055 PE31055	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾
PS31455 PE31455	Standard	170	77½	72	525
	Standard body with optional interior height	170	77½	76	555
	Optional body extension with standard interior height	176	77½	72	544½
	Optional body extension with optional interior height	176	77½	76	576

SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7-17.5/6PR —Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8-17.5/6PR —Highway Nylon	2075	—	Disc	5.25	Std**a**
●8-17.5/8PR —Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8-19.5/6PR —Highway Nylon	2380	2090	Disc	5.25	R95
●8-19.5/8PR —Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*
■8-19.5/10PR—Highway Nylon	3140	2760	Disc	5.25	R99

a 8-17.5/6PR tires are standard on the front only
b 8-17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires
★ Available with dual rears only
● May be used as dual rear tires
* Rear only
■ Available only as dual rears; requires 11,000-lb rear axle

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00-16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00-16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75-16.5/6PR —Highway Nylon	1990	—	Disc	6.75	RP5
8.75-16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50-16.5/6PR —Highway Nylon	2350	—	Disc	6.75	RP8
9.50-16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears
d Available as front only
e Available as single rears only

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00-16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50-16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50-16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00-18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only
g Available as front only
* Rear only

****Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:
Includes 5.14 ratio rear axle & dual rear chassis provisions.....RO5

SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

OPTIONAL POWER TEAMS & AXLES

Engine: 292 Six (PS30 models only) Includes 61-amp-hr battery L25
- Gross horsepower ..... 170 @ 4000 rpm
- Net horsepower ..... 153 @ 3600 rpm
- Gross torque, lb-ft ..... 275 @ 1600 rpm
- Net torque, lb-ft ..... 255 @ 2400 rpm

327 V8 (PE30 models only); includes automatic choke & 12" clutch L30
- Gross horsepower ..... 240 @ 4400 rpm
- Net horsepower ..... 187 @ 4000 rpm
- Gross torque, lb-ft ..... 330 @ 3000 rpm
- Net torque, lb-ft ..... 290 @ 2400 rpm

Transmission:
- *Turbo Hydra-Matic;* includes HD radiator. M49
- *New Process 435CR 4-speed close-ratio.* M28

Axle, Rear:
- Ratio 4.10; not available with dual rear tires HB8
- Ratio 4.57; with dual rear tires only H20
- Chevrolet; *capacity 11,000 lb;* ratio 6.17. Includes HD rear shock absorbers; 2000 lb each front springs; 15" x 4" rear brakes; 5900 lb each main & auxiliary type rear springs; drum type parking brake. Available only with power brakes, standard transmission & 8–19.5 or 7.00–18/8PR tires H22
- NoSPIN G86

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Battery: Heavy-duty; 70-amp-hr; included with heavy-duty starter motor T60

Brakes:
- *Parking;* drum-type; not available with 11,000-lb rear axle or Turbo Hydra-Matic J76
- *Vacuum power* J70

Carrier, Spare Wheel: Under frame P10

Cooling:
- HD radiator only; included with Turbo Hydra-Matic V01

Filter, Fuel K28

Generator, Alternating Current:
- 5–61-amp Delcotron K76
- 23–62-amp Delcotron K81

Governor: With synchromesh transmissions only
- *250 engine:*
  - 1800–3000 rpm (low rpm setting) K371
  - 2800–4000 rpm (high rpm setting) K372
- *292 engine:*
  - 2200–3000 rpm (low rpm setting) K371
  - 2800–3900 rpm (high rpm setting) K372
- *307 engine:*
  - 2300–3100 rpm (low rpm setting) K371
  - 2800–4100 rpm (high rpm setting) K372

Jack:
- Mechanical; capacity 4000 lb (with single rears) V62
- Mechanical; capacity 4700 lb (with dual rears) V62

Plate:
- GVW; see GVW Selector for requirements 14,000 lb Z51

Shock Absorbers, HD: Not available with 11,000-lb rear axle
- *Front & rear* F51
- *Rear only* G68

Speed Warning Indicator U15

Springs, HD:
- Front; *capacity 2000 lb each;* included with 11,000-lb rear axle F60
- Rear; *capacity 4150 lb each;* main and auxiliary type; not available with 11,000-lb rear axle G60

Starter Motor, Heavy-Duty: Includes HD battery; not available with Turbo Hydra-Matic K67

Steering, Power N40

Wheel, Spare: Included with spare tire
- *For tubeless tires*
  - 16.5" x 6.00" QE6
  - 16.5" x 6.75" QE7
  - 17.5" x 5.25" S77
  - 19.5" x 5.25" Q36
- *For tube-type tires*
  - 16" x 5.50" S76
  - 17" x 6.00" Q23
  - 18" x 5.00" Q31

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Carrier, Spare Wheel: Inside-mounted. Specify right or left door pocket E33AL

Doors, Rear: Specify opening width and door type
- (Replacing standard double doors with 38" opening)
  - Double doors; 60" opening E33XA
  - Double doors; 74" opening E33XB

Floor: Smooth type
- For use with 10-ft body E33XC
- For use with 12-ft body E33XD
- For use with 14-ft body E33XE

Glass: Soft-Ray; windshield only E33BU

Heater & Defroster Deletion E33AS

Length Addition: 6-inch additional body length in load space E33XF

Height Addition: 76" inside height E33XJ

Lamps: Dome; extra light mounted over load space E33BB

Mirror, Exterior: Specify location and type
- Right-hand (4" x 16" head) E33BX
- Left-hand (4" x 16" head) E33BW

Paint, Exterior: See Colors section
- Solid colors (Chevrolet options) E33XL
- Two-tone combinations (Chevrolet options) E33XM
- Body in Prime E33XH

Partition, Sliding: Plywood; between driver's seat and load compartment E33AM

Seats: Foam-rubber driver's seat E33AN
- Passenger seat; same as standard driver's seat E33BJ

Wheelhousings: Dual-wheel type; includes fenders (Required with dual rear tires) E33XG

Window, Sliding: Right front door E33XK

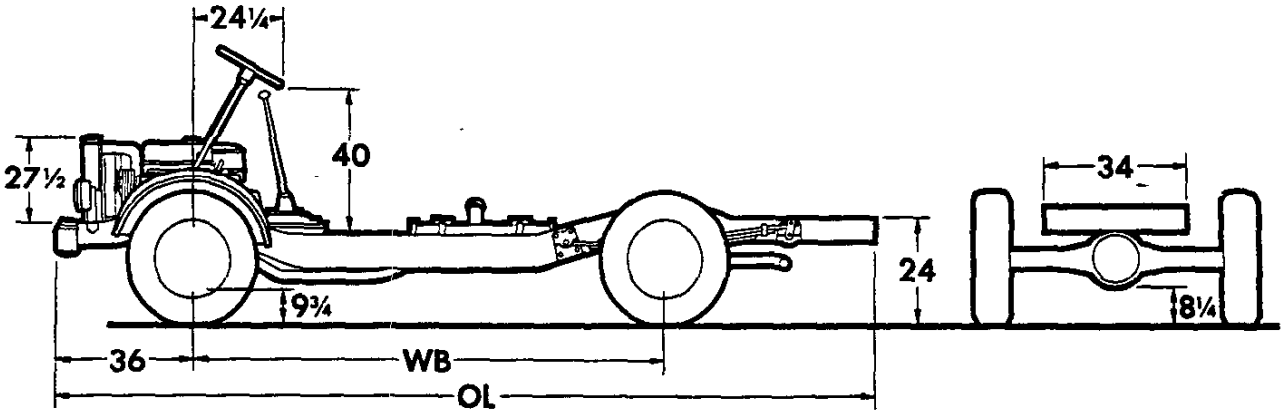
SERIES P30 FC CHASSIS—DIESEL

GVW Ratings up to 10,000 lb

SERIES P30—FC CHASSIS

PT30842 FC Chassis
PT31042 FC Chassis
PT31442 FC Chassis

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)		→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	OL	Front	Rear	Total	Front	Rear
PT30842	125	220	2345	1419	3764	Determined by style, length & weight of body.	
PT31042	133	228	2399	1385	3784		
PT31442	157	252	2462	1453	3915		

SERIES P30 FC CHASSIS—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid full-floating type; ratio 4.11; *capacity 7200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

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

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front only, painted

Clutch: Diameter 12"; area 150 sq in

Cooling: 2" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal lights; fuel shut-off & emergency engine stop controls

Direction Signals: Front only; Class A

Engine: 3-53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 2 quarts

Frame: 39,000-lb-test steel; section modulus 5.05 (PT308-310 models); 7.29 (PT314 models)

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 10,000 lb

Lights: Furnished in loose parts box—misc. wiring; two headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction; two backup; two license; instrument panel

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17"

Suspension, Front: Independent; *capacity 3500 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5" x 5.25"; attachment, 8 studs on 6½" circle

➔GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000◆	4150-lb rear springs

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

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

➔ Indicates change

OTHER OPTIONAL EQUIPMENT

→**Brakes:**
Parking; drum-type J76
Vacuum power J70

Carrier, Spare Wheel: Under frame P10

Jack:
Mechanical; capacity 4000 lb (with single rears) V62
Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: Front & rear F51
Rear only G68

Speed Warning Indicator U15

→**Springs:**
Rear; capacity 4250 lb each; main and auxiliary type G60

Steering, Power N40

Wheel, Spare: Included with spare tire
For tubeless tires
16.5" x 6.00" QE6
16.5" x 6.75" QE7
17.5" x 5.25" S77
19.5" x 5.25" Q36
For tube-type tires
16" x 5.50" S76
17" x 6.00" Q23
18" x 5.00" Q31

→Indicates change

➔TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7-17.5/6PR—Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8-17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std**a**
●8-17.5/8PR—Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8-19.5/6PR—Highway Nylon	2380	2090	Disc	5.25	R95
●8-19.5/8PR—Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*

a 8-17.5/6PR tires are standard on the front only

b 8-17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires

★ Available with dual rears only

● May be used as dual rear tires

* Rear only

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00-16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00-16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75-16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50-16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears

d Available as front only

e Available as single rears only

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00-16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50-16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50-16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00-18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only

g Available as front only

* Rear only

***Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes 5.14 ratio rear axle & dual rear chassis provisions R05

➔ Indicates change

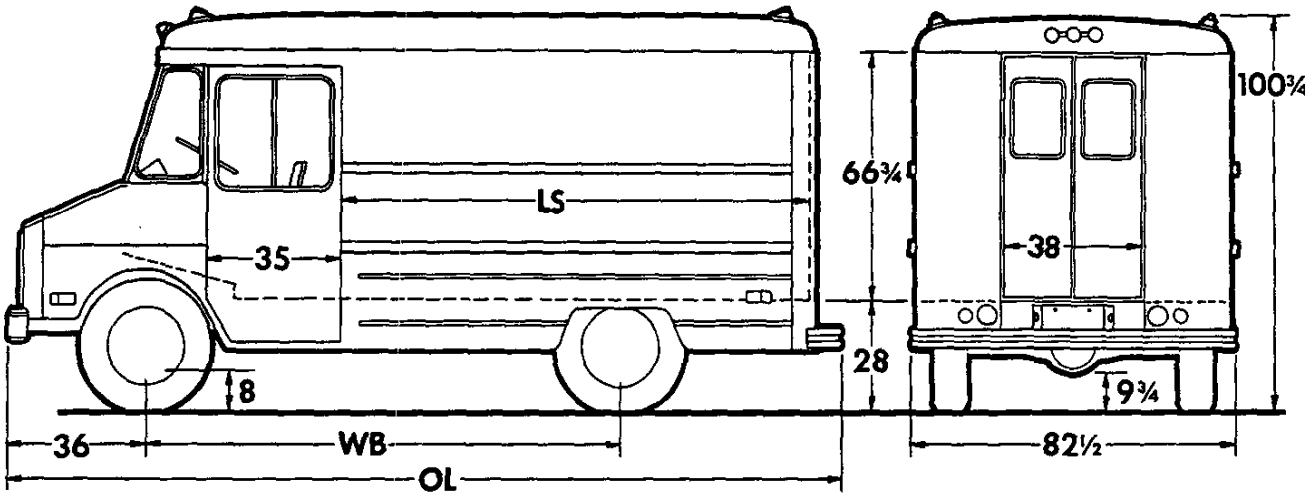
SERIES P30 STEP-VAN KING—DIESEL

GVW Ratings up to 10,000 lb

SERIES P30—STEP-VAN KING

PT30835 Step-Van King
PT31035 Step-Van King
PT31435 Step-Van King

DIMENSIONS
(With std equipment, unloaded)



Models	→Dimensions (in)			→Curb Weights (lb)			→Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PT30835	125	219½	122	3030	3140	6170	9%	91%
PT31035	133	243½	146	3275	3130	6405	6%	94%
PT31435	157	267½	170	3337	3414	6751	12%	88%

*Estimate based on water-level loading

→Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PT30835	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PT31035	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾
PT31435	Standard	170	77½	72	525
	Standard body with optional interior height	170	77½	76	555
	Optional body extension with standard interior height	176	77½	72	544½
	Optional body extension with optional interior height	176	77½	76	576

SERIES P30 STEP-VAN KING—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Rear: Hypoid; full-floating type; ratio 411; *capacity 7200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

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

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front and rear, painted

Clutch: Diameter 12″; area 150 sq in

Cooling: 2″ radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal lights; fuel shut-off & emergency engine stop controls

Direction Signals: Class A; two front & two rear; includes integral hazard warning switch

Engine: 3-53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 2 quarts

Frame: 39,000-lb-test steel; section modulus 5.05 (PT308-310 models); 7.29 (PT314 models)

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 10,000 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½″ fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1″

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 24:1; wheel dia 17″

Suspension, Front: Independent; *capacity 3500 lb*

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5″ x 5.25″; attachment, 8 studs on 6½″ circle

Windshield Wipers & Washer: Electric; 2-speed wipers

➔ GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000♦	4150-lb rear springs

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

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

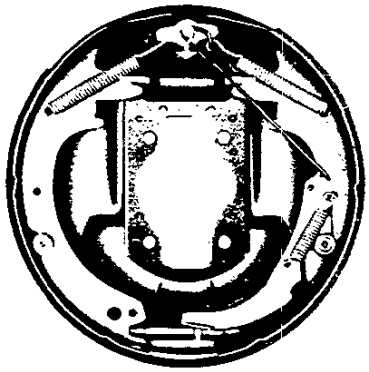
➔ Indicates change

➔HYDRAULIC BRAKES

Hydraulic or vacuum/hydraulic brakes are used as standard equipment on most Chevrolet truck models. All Series 10-30 models and all Series 40-60 Bus Chassis vacuum brake models have a split front and rear hydraulic braking system as standard equipment. A warning light on the instrument panel signals the driver of any brake malfunction.

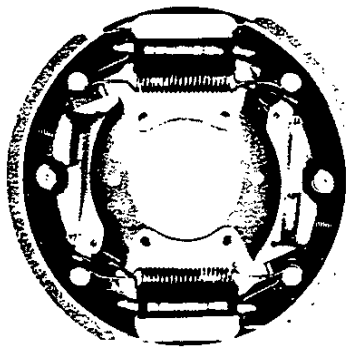
Heavy-duty vacuum boosters are available optionally on the heavier models for more braking power. The vacuum booster units are piston type on C10–30 models and equal-displacement diaphragm type on the larger models. An optional frame-mounted vacuum brake booster is available on Series 40-60 Bus Chassis vacuum brake models.

Bonded brake linings are used on the El Camino and all Series 10 trucks, with all other models using riveted-type linings. All light- and medium-duty trucks through Series 40–50 feature self-adjusting brakes as base equipment. Availability is restricted to standard-size front brakes only, with manual adjustment brakes being provided with brake options larger than 15" x 5" or rear axles above 15,000 lbs.



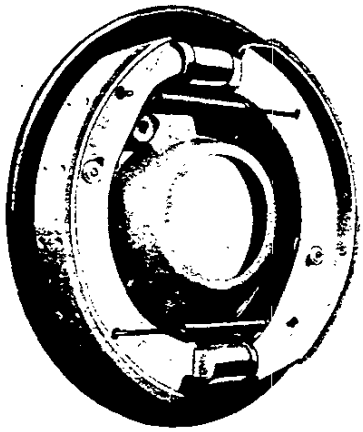
Torque-Action Brake

Torque-Action brakes are standard on the front and rear wheels of Series 10–30, and are standard on the front wheels only of the 40 and 50 Series.



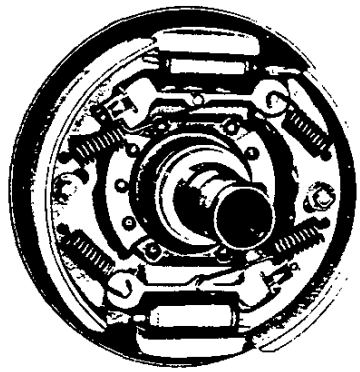
Twin-Action Rear Brake
(Two-Anchor Type)

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



Twin-Action Front Brake

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



Twin-Action Rear Brake
(Four-Anchor Type)

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

VACUUM-HYDRAULIC BRAKE SYSTEM

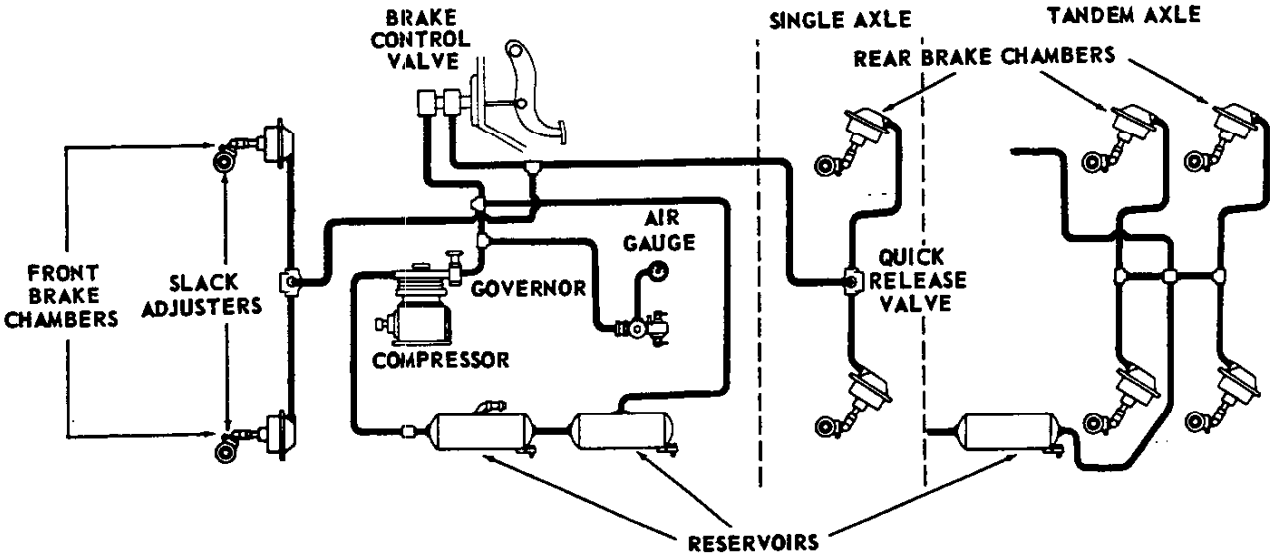
Vacuum-hydraulic brakes on Chevrolet gasoline-powered models use the engine intake manifold vacuum, while the diesel models use an engine-mounted vacuum pump.

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

➔ VACUUM/HYDRAULIC BRAKE BOOSTERS

Series	Availability	Make	Displacement (cu in)	Number of Diaphragms	Nominal Diameter (in)	Mounting Location
C10, K10	Opt	Delco or Bendix	.860	One	9.50	Dash
C20, K20; C30	Opt	Bendix	1.201	One	8.00	Dash
P20; P30	Opt	Midland Ross	1.159	One	8.00	Frame
C30 (With 11,000-lb rear axle)	Opt	Bendix	1.63	One	11.00	Frame
PS/PE30 (With 11,000-lb rear axle)	Opt	Midland Ross	1.63	One	11.70	Frame
CS/CE50; CS/CE60	Std	Midland Ross	2.60	One	11.70	Dash
CS/CE40	Opt					
CD/CG/TS/TE/TD/TG50	Std	Bendix	1.63	One	11.00	Frame
TS/TE/PS40	Opt					
CD/TS/TE/TD60	Std	Bendix	2.30	One	12.75	Frame
CD/CG/TS/TE/TD/TG50	Opt					
MS/ME50	Std	Bendix	3.20	Two	12.75	Frame
CE/TE60	Opt					
SS40; SS/SE50; SE60	Std	Midland Ross	3.80	One	13.00	Dash
SS40; SS/SE50; SE60	Opt	Midland Ross	2.95*	Two	13.00	Frame
ME60	Std	Midland Ross or Bendix	4.50	Two	12.75	Frame
HG/HM/TG/TM70	Std	Midland Ross	3.20	Two	11.00	Frame
JG/JM70	Std	Midland Ross	4.70	Two	11.00	Frame

*Per diaphragm



FULL-AIR BRAKE SYSTEM

Full-air brakes are standard equipment on all 13 models (Series 60-80).

The standard air compressor is either a Bendix-Westinghouse or Midland with a capacity of 7¼ cubic feet. They are belt driven on all models except those with the 6V-53N diesel engine which is gear driven. The compressor serves only to maintain air pressure between high and low pressure limits. When the pressure is in the normal operating range, an unloading mechanism opens a passage between the compressor's cylinders, nullifying compressor action.

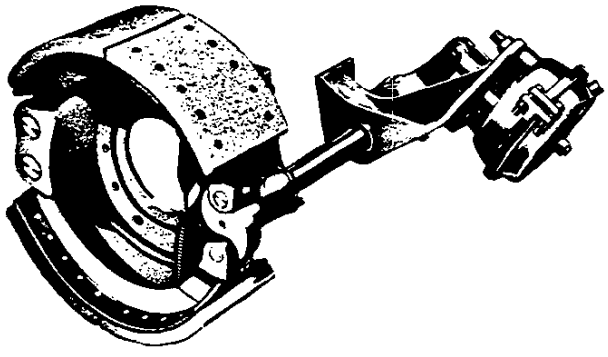
"Wet" and "dry" air pressure reserve tanks serve to remove moisture from the air and to provide a reserve of stopping power for the vehicle. Drain cocks are provided in the tanks to drain off condensed moisture.

The brakes are applied by pushing on the pedal which controls the brake application valve. It allows varying amounts of air to pass to the brake chambers, depending on the amount of pedal travel used.

Most Chevrolet full-air brake models use the cam-type brake actuators which are operated by the brake air chambers. When air passes to the chambers, the diaphragms are pressurized and the plunger moves a lever arm on the cam-type actuators, spreading the brake shoes and applying the brakes.

When the application valve is released, rapid discharge of air from the lines and brake chambers is necessary to speed brake shoe release. Quick release valves, which aid this function, are located at the front and rear.

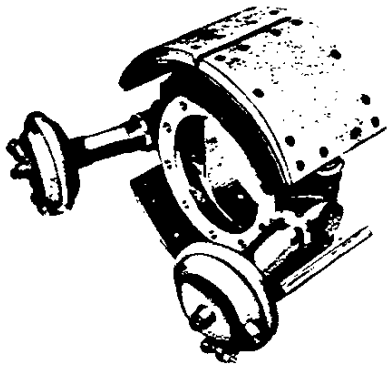
Several safety devices are used in the full-air brake system. A low air pressure warning buzzer sounds whenever air pressure falls below a safe level. An air pressure gauge on the dash shows the air pressure in the system. Normal pressure for proper brake application is at least 70 lbs. per square inch. In addition, there is a pressure relief valve on the "wet" tank to release pressures over 150 psi. There is also a check valve ahead of the "wet" tank to retain air pressure in the event of compressor failure.



CAM-TYPE BRAKE

Cam-type brakes are actuated by the air chambers exerting a turning force on a shaft with an "S" design cam on the end. This cam operates between rollers on the free ends of the brake shoes and serves to expand the brake shoes against the drum. The other end of the shoes is anchored to stationary pivots.

Adjustment of cam-type brakes is manual and is accomplished by adjusting the slack adjuster in the linkage.



STOPMASTER WEDGE-TYPE BRAKE

Stopmaster wedge-type rear brakes are standard on all 92" cab air brake models. They feature two brake chambers with a wedge-type actuator in each one, operating between a roller assembly which operates the brake shoes. When the brakes are applied, the wedges force the brake shoes against the drum, using both shoes evenly and giving balanced braking action. Stopmaster rear brakes also feature automatic adjustment for minimum maintenance.

TRACTOR-TRAILER AIR BRAKE CONNECTIONS

Tractor-Trailer Air Brake Connections are available as a package on most full-air brake models. This package is designed to include the necessary controls, valves, hoses and couplings and complies with ICC regulations. It includes the following components on Series 60 Conventional Cab models:

1. **Two Hose Assemblies**
2. **Spring Supports for Hoses**
3. **Tractor Protection Valve**
4. **Emergency Brake Valve**
5. **Trailer Brake Hand Control Valve**
6. **Two-Way Check Valve**

The two Hose Assemblies are 117" long and are connected by tubing to the Tractor Protection Valve, which is mounted on the front of the dash. On the other end are "glad-hand" type connectors for coupling to the trailer.

Two coil springs, hung from the rear of the cab roof, serve to support the hoses when not hooked up to a trailer.

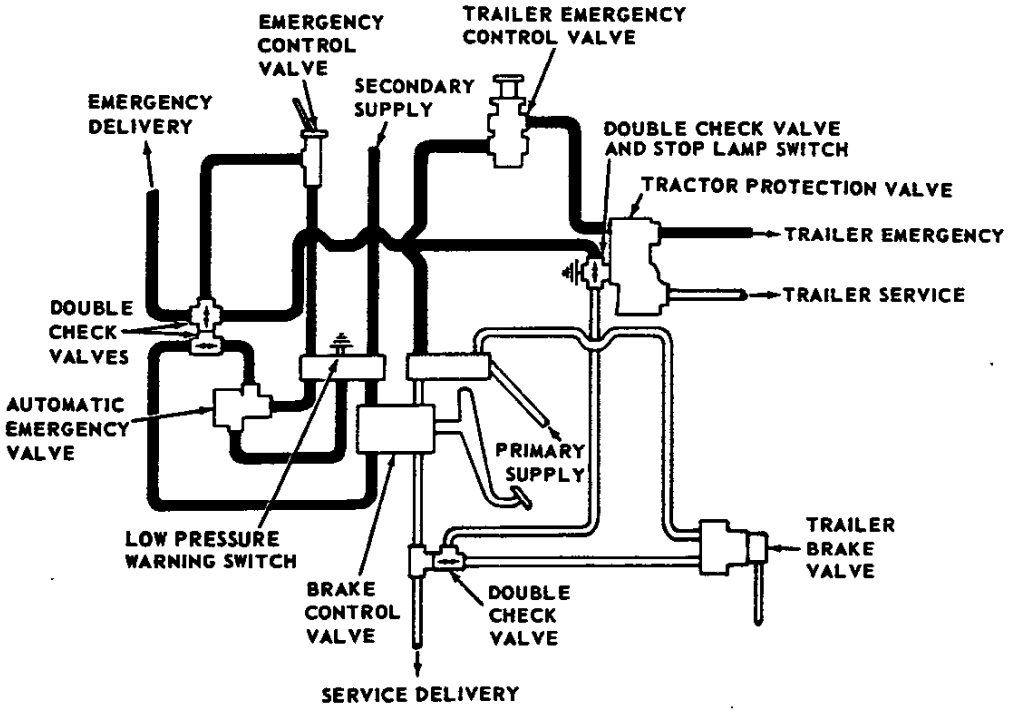
The Tractor Protection Valve, which is a spring-actuated-plunger diaphragm-type unit, automatically applies the trailer brakes and shuts off the air supply to the trailer in the event of an emergency. Its location on the dash in the engine compartment eliminates freezing problems.

The Emergency Brake Valve is mounted on the instrument panel at the left. This push-pull-type valve shuts off the air supply to the trailer hoses when the tractor is to be used alone.

A Trailer Brake Hand Control Valve, mounted on the instrument panel, applies the trailer brakes independently of the tractor brakes in direct proportion to hand movement.

A Two-Way Check Valve, located in the line between the hand control valve and the regular foot-operated application valve, locks out the hand control valve when the foot pedal is applied so that braking will be smooth and even.

SCHEMATIC DIAGRAM OF TRACTOR-TRAILER AIR BRAKE CONNECTIONS



EMERGENCY AIR BRAKE SYSTEMS

DD2 SAFETY ACTUATOR SYSTEM

The DD2 safety actuator system is standard on the SE60 air brake models and optional on the CD60 model (RPO J77) and the CE/ME60 models (RPO J75) without the optional 23,000 lb rear axle.

These actuators operate cam type rear brakes through primary and secondary brake systems during normal service brake applications and provide an emergency brake feature on the rear wheels. The two completely separate systems, primary and secondary, combine to function as the service brakes. In the event of failure of one system, the remaining system continues to operate until the difficulty is corrected. On single-axle models, the larger rear diaphragms are designated as the primary system. The smaller rear diaphragms and the regular front brakes constitute the secondary system. Tandem models utilize the regular front brakes and the larger diaphragms on the rearmost axle as the primary system. The secondary system actuates the normal chambers of the front bogie and the smaller DD2 diaphragms on the rear bogie.

The stopping ability of each system is about equal. The DD2 safety actuators cannot be used as a parking brake. The push-pull valve in the cab is to be used for emergency stops only and is supplied with air from a protected tank. The DD2 safety actuator system also automatically applies the secondary brake system whenever air pressure in the service brake system falls below 35 psi.

Thus, both manual and automatic application of the secondary system is provided to comply with the California Brake Law. A separate control is also provided in the cab for manual release of the secondary system at any operating pressure.

DD3 SAFETY ACTUATOR SYSTEM

The DD3 safety actuator system is available optionally on the TE60 and TM70 models (RPO J75) and the TD60 & TG/TV70 models (RPO J77) without the optional 23,000 lb rear axle. These actuators operate cam type rear brakes through primary and secondary brake systems during normal service brake applications and additionally provide a parking brake and emergency brake feature on the rear wheels. The parking brake and manual emergency brake is controlled by a push-pull valve in the cab. Pulled out, the valve directs air pressure from a protected air tank to the DD3 safety actuators for parking or emergency stops. The DD3 safety actuator system also automatically applies the rear brakes whenever air pressure in the service brake system falls below 40 psi. Both manual and automatic application of the rear brakes is provided to comply with the California Brake Law.

STOPMASTER FAIL-SAFE SYSTEM

The Stopmaster Fail-Safe system is optional on the CE/TE60 models (RPO J75) with the optional 23,000 lb rear axle, the TV70 model (RPO J74) with the optional 23,000 lb rear axle and the HM/HG/HV/HJ/JM/JG/JV/JJ70 and HM/JM80 models (RPO J74). This system provides automatic application of the rear service brakes in the event of complete loss of air pressure plus a mechanical parking brake.

PARKING BRAKES

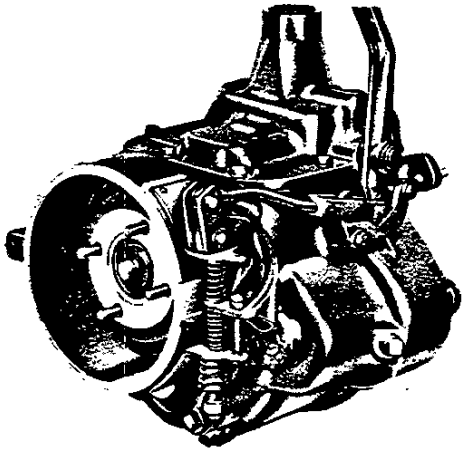
Rear Wheel Brakes

Cable-actuated rear brakes are used for parking brakes on all Series 10–30 models.

An Orscheln-type handle is standard on all P models.

Propeller Shaft Brakes

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



Band Brake

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

➔ Parking Brake Specifications—Series 10-30

Series	Transmission	Brake Type	Size (in)	Lining Area (sq in)
CS/CE/KS/KE/PS10	All	Cable to Rear Wheels	—	83
GS/GE10	All	Cable to Rear Wheels	—	76
CS/CE20	All	Cable to Rear Wheels	—	119
KS/KE/PS/PE/PT20	All	Cable to Rear Wheels	—	92
GS/GE20	All	Cable to Rear Wheels	—	84
CS/CE/PS/PE/PT30	All	Cable to Rear Wheels★	—	132

➔ Parking Brake Specifications—Series 40-80

Transmission	Brake Type	Size (in)	Lining Area (sq in)
Chevrolet CH465 4 speed	Internal Expanding	11 x 2	41.8
New Process 435C, 540CL, 540CD	Drum & Band	9½ x 2½	67.5
Clark 320V, 325V, 327V; New Process 541CL, 541CD; Spicer 5652, 5652B, 5752, 5752C, 5756B; Allison Automatic MT40	Drum & Band	10½ x 3	99.1
Clark 280V, 282V, 285V; Spicer 3152A, 3152F, 3153; Allison Automatic MT30	Drum & Band	9½ x 3	85.0*
Clark 385V, 387V, 401V	Drum & Band	11½ x 3½	126.0
Fuller R46, RT510; Spicer 7216-3B	Internal Expanding	12 x 3	83.8

*89.5 with Allison Automatic.

★Internal expanding type propeller shaft brake available optionally with Chevrolet CH465 4-speed transmission on PS/PE/PT30 models. This parking brake also included with optional 11,000-lb rear axle on CS/CE/PS/PE30 models.

➔Indicates change

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
C10, P10	Hydraulic	Base	11 x 2.0	2500	Base	11 x 2.0	3500	167.0
G10	Hydraulic	Base	9.5 x 2.5	2200	Base RPO	9.5 x 2.0	2400 2900	169 169
K10	Hydraulic	Base	11 x 2.0	3300	Base	11 x 2.0	3300	167.0
C20; P20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.75	5200	238.6
G20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.0	3600	198
K20	Hydraulic	Base	12 x 2.0	3500	Base	12 x 2.0	5200	185.2
C30; P30	Hydraulic	Base RPO	11 x 2.75 14 x 2.0	3500 4000	Base RPO	13 x 2.5 15 x 4.0	7200 11,000	251.9 368.0
CS/CE/PS/SS40	Hydraulic*	Base	14 x 2.5	4000 (4500 on SS40)	Base RPO	15 x 4.0	11,000 13,500	385
	Hydraulic*	RPO	14 x 2.5	5000 (5500 on SS40)	Base RPO	15 x 4.0	11,000 13,500	385
TS/TE40	Hydraulic	Base	14 x 2.5	5000	Base RPO	15 x 4.0	11,000 13,500	385
CS/CE/CD/CG50	Vacuum/Hydraulic	Base	14 x 2.5	5000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513
SS/SE520; SS/SE525	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	RPO RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513
SS528	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base	15 x 5.0	15,000	450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base	15 x 5.0	15,000	513
SS531	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 5.0	15,000	513
TS/TE/TD/TG50	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513

*Vacuum-hydraulic on SS40

BRAKES

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
MS/ME50	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 4.0	28,000	696.8
					RPO	15 x 5.0	28,000 (2-Speed)	827.4
CS/CE60 (02 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	579.0
		RPO		9000				
CE/CG/TE60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	579.0
					RPO	15 x 7.0	18,500	642.0
		RPO	15 x 3.0	9000	Base	15 x 6.0	17,000	579.0
					RPO	15 x 7.0	18,500	642.0
CE/CG/TE60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	567.8
					RPO	15 x 7.0	18,500	630.6
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	599.2
					RPO	15 x 7.0	18,500	662.0
CS/CD/TS/TD60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	579.0
		RPO		9000				
CS/CD/TS/TD60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	567.8
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	599.2
SE60 (02 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	579.0
SE60 (62 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	567.8
ME60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	958.6
		RPO		9000				
		RPO		11,000				
ME60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	945.1
		RPO	15 x 3.5	9000	Base	15 x 6.0	30,000	976.5
		RPO		or 11,000	RPO	15 x 7.0	34,000	1102.1

LEAF REAR SPRINGS
STANDARD: SERIES P20-30, C30
OPTIONAL: SERIES C10-20

Standard Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max. Length (in)	Width (in)	Total Thickness (in)
C30	2400	1920	1-Stage	424	8	52	2½	2.55
P20	2400	2050	1-Stage	497	8	52	2½	2.55
P30	3100	2750	2-Stage	365/500	8	52	2½	2.70

➔ Optional Leaf Springs

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max. Length (in)	Width (in)	Total Thickness (in)
C10*	1250	1070	2-Stage	160/280	8	52	2¼	2.369
C10**	1750	1570	1-Stage	298	9	52	2¼	2.590
C20*	2000	1719	2-Stage	244/357	7	52	2¼	2.308
C20**	2750	2469	2-Stage	376/521	10	52	2¼	3.304
C30	3100	2750	2-Stage	365/500	8	52	2½	2.70
C30	4150	3670	2-Stage Main	365/1151	8	52	2½	2.70
			Auxiliary	—	5	—	—	1.55
C30	5900	5272	2-Stage Main	650/1014	10	52	2½	3.61
			Auxiliary	—	5	—	—	1.80
P20	3100	2750	2-Stage	365/500	8	52	2½	2.70
P30	4250	3670	2-Stage Main	365/1151	8	52	2½	2.70
			Auxiliary	—	5	—	—	1.55
PS/PE30	5900	5225	2-Stage Main	1118/3659	10	52	2½	4.01
			Auxiliary	—	5	—	—	1.92

*With optional G70 leaf spring rear suspension
**With optional G70 leaf spring rear suspension & G50 HD rear springs

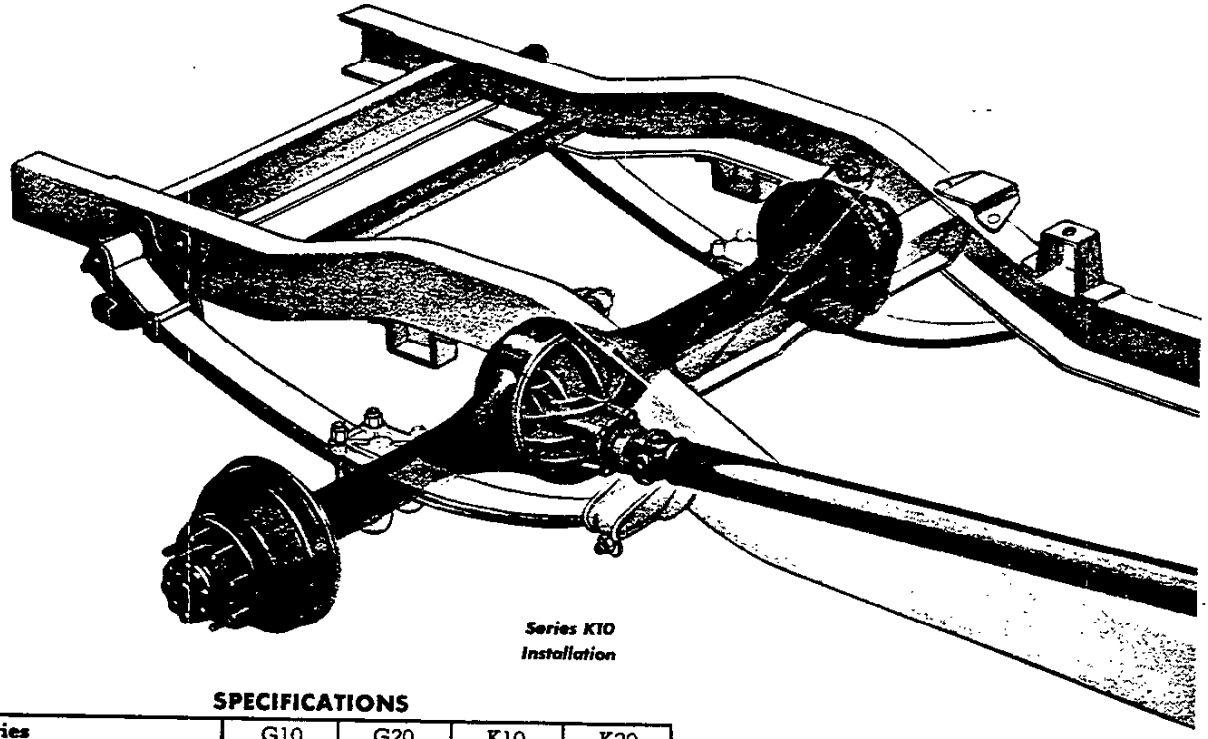
Standard Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
P20-30	Hydraulic direct double acting	1.00	8.00

Optional Rear Shock Absorbers

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

TAPERED-LEAF REAR SPRINGS
SERIES G10, K10, G20, K20



Series K10 Installation

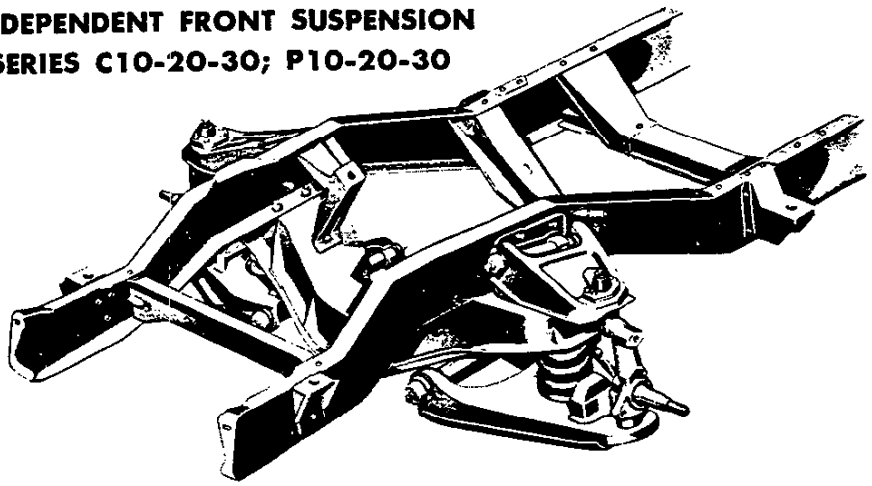
SPECIFICATIONS

Series	G10	G20	K10	K20
STD SPRINGS				
Rating at Ground (lbs)	950	1525	1800	1900
Rating at Pad (lbs)	646	1177	—	—
Clamped Defl. Rate (lbs/in)	209/231	305/335	342/378	403/445
Number of Leaves	2			
Length (in)	48		58	
Width (in)	2.5 to 3.0			
→OPTIONAL SPRINGS				
Rating at Ground (lbs)	1525	1900	—	2500
Rating at Pad (lbs)	1218	1552	—	—
Clamped Defl. Rate (lbs/in)	305/335	408/452	—	556/614
Number of Leaves	2	3	—	3
Length (in)	48		—	58
Width (in)	2.5 to 3.0		—	2.5 to 3.0
STD SHOCK ABSORBERS				
Type	Hydraulic Direct Double Acting			
Piston Diameter (in)	1.00			
Piston Travel (in)	7.25		10.25	
→OPTIONAL SHOCK ABSORBERS				
Type	Hydraulic Direct Double Acting			
Piston Diameter (in)	—		1.38	
Piston Travel (in)	—		10	

Tapered-leaf rear springs are used on all Series G10, K10, G20 & K20 models. Ride quality is improved through a reduction in interleaf friction. They also reduce unsprung vehicle weight.

In a tapered-leaf spring, the cross section varies almost continuously from a thick, laterally narrower area at the pad to a thinner but wider cross section at the outer ends. The loaded spring is therefore more uniformly stressed throughout its length. A special shot-peening process further increases the spring's fatigue properties.

INDEPENDENT FRONT SUSPENSION
SERIES C10-20-30; P10-20-30



All Series C10-30 & P10-30 models are equipped with independent coil spring front suspension. Coil springs make an extremely rugged and compact suspension assembly. Improved neoprene rubber seals for spherical joints and pivot shaft bushings have extended the lubrication interval to 6000 miles.

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

Shock absorbers are stud-mounted to the frame at the top and clevis-mounted at the lower control arm.

A front stabilizer bar is standard on P10-30 models and optional at extra cost on C10-30 models.

➔SPECIFICATIONS

	C10 (exc 02)	C10 (02)	C20	C30	P10	P20	P30
STD COIL SPRINGS							
Capacity at Ground (lb each)	1250	1250	1350	1500	1250	1500	1750
Sprung Capacity (lb each)	1018	1014	—	1152	1018	1152	1402
Rate	675	625	800	930	675	930	1209
Wire Diameter (in)	.731	.715	.758	.777	.731	.777	.822
Outside Diameter (in)	5.14	5.14	5.37	5.37	5.14	5.37	5.37

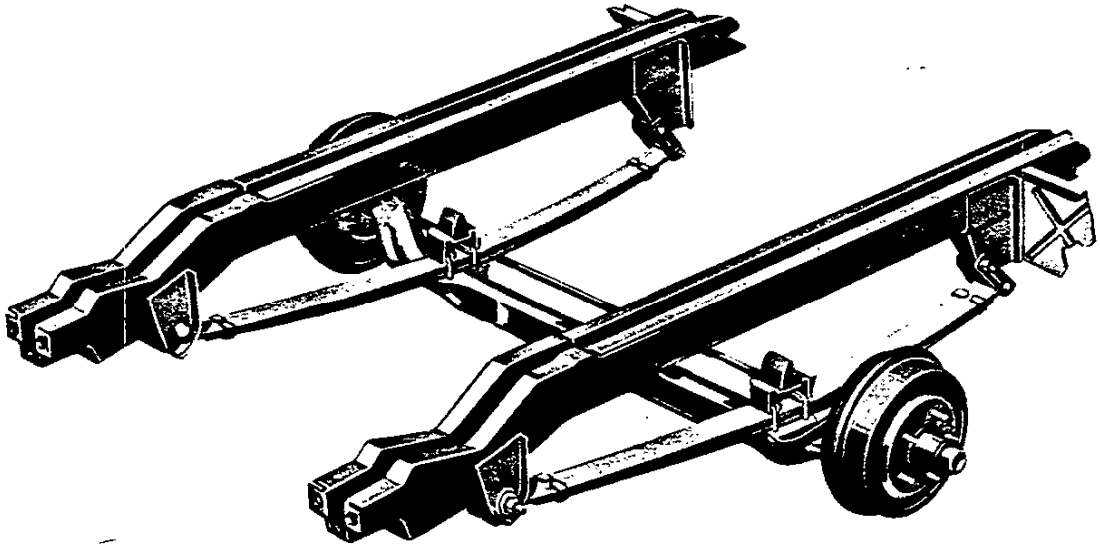
OPTIONAL COIL SPRINGS								
Capacity at Ground (lb each)	1350	1350	1500	1750	2000♦	1350	1750★	2000*
Sprung Capacity (lb each)	1118	1118	1152	1402	—	1118	1402	—
Rate	800	800	930	1209	1375	800	1209	1375
Wire Diameter (in)	.758	.758	.777	.822	.849	.758	.822	.849
Outside Diameter (in)	5.37	5.37	5.37	5.37	5.37	5.37	5.37	5.37

STD SHOCK ABSORBERS	
Type	Hydraulic Direct Double Acting
Piston Diameter (in)	1.00
Piston Travel (in)	5.00

OPTIONAL SHOCK ABSORBERS	
Type	Hydraulic Direct Double Acting
Piston Diameter (in)	1.38
Piston Travel (in)	4.75

★PS/PE20 models only *PS/PE30 models only ♦CS/CE30 models (exc 04) with optional 11,000-lb rear axle

I-BEAM AXLE WITH TAPERED-LEAF SPRINGS
SERIES G10-G20



STD AXLES

	G10	G20
Capacity (lbs)	2200	3000

STD SPRINGS

Rating at Ground (lbs)	1125	1275
Rating at Pad (lbs)	872	966
Clamped Defl. Rate (lbs/in)	192/212	220/244
Number of Leaves	2	
Length (in)	48	
Width (in)	2.5 to 3.05	

→OPTIONAL SPRINGS

Rating at Ground (lbs)	1275	1375
Rating at Pad (lbs)	966	1066
Clamped Defl. Rate (lbs/in)	220/244	288/318
Number of Leaves	2	
Length (in)	48	
Width (in)	2.5 to 3.05	

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double-Acting
Piston Diameter (in)	1.00
Piston Travel (in)	9.75

Tapered-leaf front springs are used exclusively on all Sportvan and Chevy-Van models. Ride quality is improved through a reduction in interleaf friction. They also help in reducing the amount of unsprung vehicle weight.

In a tapered-leaf spring, the cross section varies almost continuously from a thick, laterally narrower area at the pad to a thinner but wider cross section at the outer ends. The loaded spring is therefore more uniformly stressed throughout its length.

A special shot peening process further increases the spring's fatigue properties. The spring eyes are of the Berlin type where the eye center is directly in the plane of the leaf, reducing lateral deflection and stresses and giving the vehicle a better ride.

ERIES P30 STEP-VAN KING ALUMINUM—DIESEL

TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7–17.5/6PR —Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8–17.5/6PR —Highway Nylon	2075	—	Disc	5.25	Std**a**
●8–17.5/8PR —Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8–19.5/6PR —Highway Nylon	2380	2090	Disc	5.25	R95
●8–19.5/8PR —Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*
8–19.5/10PR—Highway Nylon	—	2760	Disc	5.25	R99*

a 8–17.5/6PR tires are standard on the front only.
b 8–17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires.
★ Available with dual rears only.
● May be used as dual rear tires.
* Rear only.

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00–16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00–16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00–16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75–16.5/6PR —Highway Nylon	1990	—	Disc	6.75	RP5
8.75–16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50–16.5/6PR —Highway Nylon	2350	—	Disc	6.75	RP8
9.50–16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears.
d Available as front only.
e Available as single rears only.

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50–16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00–16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50–16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50–16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00–17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00–17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50–17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00–18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only.
g Available as front only.
* Rear only.

****Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes 5.14 ratio rear axle & dual rear chassis provisions R05

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Brakes:
Parking; drum type J76
Vacuum power J70

Carrier, Spare Wheel: Under frame P10

Jack:
Mechanical; capacity 4000 lb (with single rears) V62
Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: Front & rear F51
Rear only G68

Speed Warning Indicator U15

Springs:
Rear; capacity 4150 lb each; main and auxiliary type G60

Steering, Power N40

Tachometer: Mechanical U16

Wheel, Spare: Included with spare tire
For tubeless tires
16.5" x 6.00" QE6
16.5" x 6.75" QE7
17.5" x 5.25" S77
19.5" x 5.25" Q36
For tube-type tires
16" x 5.50" S76
17" x 6.00" Q23
18" x 5.00" Q31

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Carrier, Spare Wheel: Inside-mounted. Specify right or left door pocket E33AL

Doors, Rear: *Specify opening width and door type*
(Replacing standard double doors with 38" opening)
Double doors; 60" opening E33XA
Double doors; 74" opening E33XB

Floor: Smooth type
For use with 10-ft body E33XC
For use with 12-ft body E33XD
For use with 14-ft body E33XE

Glass: Soft-Ray; windshield only E33BU

Heater & Defroster Deletion E33AS

Length Addition: 6-inch additional body length in load space E33XF

Height Addition: 76" inside height E33XJ

Lamps: Dome; extra light mounted over load space E33BE

Mirror, Exterior: *Specify location and type*
Right-hand (4" x 16" head) E33BX
Left-hand (4" x 16" head) E33BV

Paint, Exterior: See Colors section
Solid colors (Chevrolet options) E33XL
Two-tone combinations (Chevrolet options) E33XN
Body in Prime E33XH

Partition, Sliding: Plywood; between driver's seat and load compartment E33AJ

Seats:
Foam-rubber driver's seat E33AJ

Wheelhousings: Dual-wheel type; includes fenders (Required with dual rear tires) E33XC

Window, Sliding: Right front door E33XH

ERIES P30 STEP-VAN KING ALUMINUM—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Oil-bath; capacity 1 quart

Axle, Front: Independent type; *capacity 3500 lb*

Axle, Rear: Hypoid full-floating type; ratio 4.11; *capacity 7200 lb*

Battery: 12-volt, 114-plate; capacity 150 amp-hr

Brakes, Service: Hydraulic; self-adjusting; dual system

Sizes: front 11" x 2¾"; rear 13" x 2½"
Effective area: drum 395 sq in; lining 252 sq in

Brake, Parking: Cable to rear wheels; area 132 sq in; Orscheln-type lever

Bumper: Front and rear, painted

Clutch: *Diameter 12"; area 150 sq in*

Cooling: 1.98" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; *direction signal* light; fuel shut-off & emergency engine stop controls

Direction Signals: Class A; two front & two rear; includes integral hazard warning switch

Engine: 3-53N Diesel, 3 cylinders

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	188 @ 1500 rpm

Exhaust System: Single pipe and aluminized muffler

Filter, Fuel: Two; replaceable elements

Filter, Oil: Full-flow; replaceable element; capacity 5 quarts

Frame: 39,000-lb-test steel; section modulus 5.05 PT308-310 models); 7.29 (PT314 models)

Generator: 42-amp Delcotron

Governor: 2500 rpm max

GVW Plate: 10,000 lb

Heater & Defroster: Deluxe-Air

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

Mirror, Rearview: Exterior RH & LH 7½" fixed arm

Seat: Driver only

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; *capacity 1750 lb each* at ground

Springs, Rear: Leaf; *capacity 3100 lb each* at ground

Stabilizer Bar: Front

Steering: Ball-gear, ratio 27.7:1; wheel dia 19"

Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons

Tires: Four tubeless 8–17.5/6PR nylon front & 8–17.5/8PR nylon single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); power take-off openings on both sides

Wheels: Four 17.5" x 5.25"; attachment, 8 studs on 6½" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
7500	Standard
10,000◆	4150-lb rear springs

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

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

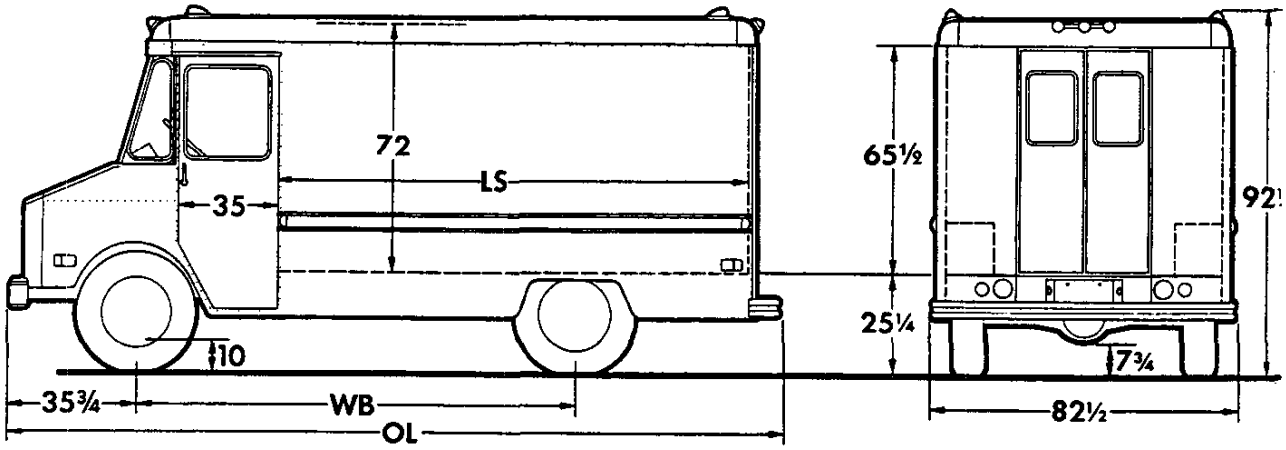
SERIES P30 STEP-VAN KING ALUMINUM—DIESE

GVW Ratings up to 10,000 l

SERIES P30—STEP-VAN KING ALUMINUM

PT30855 Step-Van King Aluminum
PT31055 Step-Van King Aluminum
PT31455 Step-Van King Aluminum

DIMENSIONS
(With std equipment, unloaded)



Models	Dimensions (in)			Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	OL	LS	Front	Rear	Total	Front	Rear
PT30855	125	219½	122	2745	2736	5481	9%	91%
PT31055	133	243½	146	2852	2725	5577	6%	94%
PT31455	157	267½	170	2920	2866	5786	12%	88%

*Estimate based on water-level loading

Body Dimensions

Models	Body Type	LS (in)	Width (in)	Height (in)	Cubic Capacity (cu ft)
PT30855	Standard	122	77½	72	375
	Standard body with optional interior height	122	77½	76	397
	Optional body extension with standard interior height	128	77½	72	394½
	Optional body extension with optional interior height	128	77½	76	417½
PT31055	Standard	146	77½	72	450
	Standard body with optional interior height	146	77½	76	476
	Optional body extension with standard interior height	152	77½	72	469½
	Optional body extension with optional interior height	152	77½	76	496¾
PT31455	Standard	170	77½	72	525
	Standard body with optional interior height	170	77½	76	555
	Optional body extension with standard interior height	176	77½	72	544½
	Optional body extension with optional interior height	176	77½	76	576

SERIES P30 STEP-VAN KING—DIESEL

TIRE & WHEEL COMBINATIONS**

TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
★7-17.5/6PR—Highway Nylon	1815	1590	Disc	5.25	R82
—On-Off Road Nylon	1815	1590	Disc	5.25	R81*
8-17.5/6PR—Highway Nylon	2075	—	Disc	5.25	Std**a**
●8-17.5/8PR—Highway Nylon	2455	2155	Disc	5.25	Std**b**
—On-Off Road Nylon	2455	2155	Disc	5.25	R87*
●8-19.5/6PR—Highway Nylon	2380	2090	Disc	5.25	R95
●8-19.5/8PR—Highway Nylon	2780	2440	Disc	5.25	R98
—On-Off Road Nylon	2780	2440	Disc	5.25	R97*

a 8-17.5/6PR tires are standard on the front only.
b 8-17.5/8PR tires are standard on the rear only; R86 is used to order either dual rear, front or spare tires.
★ Available with dual rears only.
● May be used as dual rear tires.
* Rear only.

WIDE BASE TUBELESS TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
8.00-16.5/6PR —Highway Nylon	1730	1520	Disc	6.00	R70**c**
—On-Off Road Nylon	1730	1520	Disc	6.00	RQ2**c**
8.00-16.5/8PR —Highway Nylon	2045	1800	Disc	6.00	RP3**c**
—On-Off Road Nylon	2045	1800	Disc	6.00	RQ3**c**
8.00-16.5/10PR—Highway Nylon	2330	2050	Disc	6.00	RP4**c**
8.75-16.5/8PR —Highway Nylon	2350	—	Disc	6.75	RP6**d**
—On-Off Road Nylon	2350	—	Disc	6.75	RQ4**e**
9.50-16.5/8PR —Highway Nylon	2780	—	Disc	6.75	RP9
—On-Off Road Nylon	2780	—	Disc	6.75	RQ5**e**

c Not available as single rears.
d Available as front only.
e Available as single rears only.

TUBE-TYPE TIRES	Maximum Tire Capacity		Type of Wheel	Rim Width	Opt. No.
	Single Usage	Dual Usage			
6.50-16/6PR—Highway Nylon	1610	1420	Disc	5.50	R65**f**
7.00-16/6PR—Highway Nylon	1800	1580	Disc	5.50	R78**f**
—On-Off Road Nylon	1800	1580	Disc	5.50	R71**f**
7.50-16/6PR—Highway Nylon	2060	1815	Disc	5.50	R67**f**
7.50-16/8PR—Highway Nylon	2440	2140	Disc	5.50	R68**f**
7.00-17/6PR—Highway Nylon	1980	—	Disc	6.00	R72**g**
7.00-17/8PR—Highway Nylon	2350	—	Disc	6.00	R73**g**
7.50-17/8PR—Highway Nylon	2780	—	Disc	6.00	R75
—On-Off Road Nylon	2780	—	Disc	6.00	R76*
7.00-18/8PR—Highway Nylon	2440	2140	Disc	5.00	R90**f**

f Available with dual rears only.
g Available as front only.
* Rear only.

****Note:** When dual rear tires are specified, the following equipment will be applied to the order as shown in the dual rear portion of the order form.

This equipment is not included in the price of the tire option and will be reflected on the invoice as follows:

Includes 5.14 ratio rear axle & dual rear chassis provisions R05

OPTIONAL CHASSIS EQUIPMENT INSTALLED BY CHEVROLET

Brakes:
Parking; drum type J76
Vacuum power J70

Carrier, Spare Wheel: Under frame P10

Jack:
Mechanical; capacity 4000 lb (with single rears) V62
Mechanical; capacity 4700 lb (with dual rears) V62

Shock Absorbers, HD: Front & rear F51
Rear only G68

Speed Warning Indicator U15

Springs:
Rear; *capacity 4250 lb each;* main and auxiliary type G60

Steering, Power N40

Tachometer: Mechanical U16

Wheel, Spare: Included with spare tire
For tubeless tires
16.5 x 6.00 ..... QE6
16.5 x 6.75 ..... QE7
17.5 x 5.25 ..... S77
19.5 x 5.25 ..... Q36
For tube-type tires
16 x 5.50 ..... S76
17 x 6.00 ..... Q23
18 x 5.00 ..... Q31

OPTIONAL BODY EQUIPMENT INSTALLED BY UNION CITY BODY COMPANY

Body in Prime E32BM

Carrier, Spare Tire: Mounted inside body
Specify left or right door pocket E32AL

Doors, Rear:
Double doors; 60" opening E32AA
Wraparound double doors; 74" opening; with piano hinges E32AB
Wraparound double doors; 74" opening; with strap hinges E32AC

Floor, Smooth: 11-gauge smooth floor in load compartment E32AJ

Glass, Soft-Ray: Windshield only E32BU

Heater & Defroster Deletion E32AS

Height Addition:
76" inside height E32BP

Length Addition: 6" additional body length in load space E32AR

Lamps:
Dome; extra light over load space E32BB

Mirror, Rearview:
RH (4" x 16") E32BX
LH (4" x 16") E32BW

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

Partition, Sliding: Plywood; between driver's seat and load compartment E32AM

➔**Seats:** Foam rubber driver's seat E32AN

Wheelhousings: Required with dual rear wheels E32BH

Window, Sliding: Right front door E32BV

➔Indicates change

BRAKES

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
TM70 (03 Models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	642
					RPO	16 x 6.0	22,000	606
		RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	674
					RPO	16 x 6.0	22,000	638
TM70 (13 Models)	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
					RPO	16.5 x 6.0	22,000 (Single-Speed)	570
					RPO	16.5 x 6.0	22,000 (2-Speed)	570
					RPO	16.5 x 6.0	23,000	570
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
					RPO	16.5 x 6.0	22,000 (Single-Speed)	602
					RPO	16.5 x 6.0	22,000 (2-Speed)	602
					RPO	16.5 x 6.0	23,000	602
HM80	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
					RPO	15 x 7.0	22,000	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000 or 12,000	Base	15 x 6.0	18,500	599
					RPO	15 x 7.0	22,000	662
					RPO	15 x 7.0	23,000	662
JM80	Air	Base	15 x 3.5	9000	Base	15 x 6.0	34,000	976
					RPO	15 x 7.0	38,000	1102
	Air	RPO	15 x 3.5	12,000	Base	15 x 6.0	34,000	976
					RPO	15 x 7.0	38,000	1102
	Air	RPO	17.25 x 3.5	16,000	RPO	15 x 7.0	38,000	1129
TM80	Air	Base	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
		RPO			RPO	16.5 x 6.0	22,000 (Single-Speed)	602
					RPO	16.5 x 6.0	22,000 (2-Speed)	602
					RPO	16.5 x 6.0	23,000	602
WM80	Air	Base	15 x 3.5	9000 or 11,000	Base	15 x 7.0	34,000	1102
					RPO	16.5 x 6.0	38,000	982
		RPO	17.25 x 3.5	15,000	RPO	16.5 x 6.0	38,000	1009

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
HV/HJ70	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
					RPO	15 x 7.0	22,000	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000	Base	15 x 6.0	18,500	599
					RPO	15 x 7.0	22,000	662
					RPO	15 x 7.0	23,000	662
HM70 (03 models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	642
					RPO	15 x 7.0	22,000	642
	Vacuum/ Hydraulic	RPO	15 x 3.5	9000	Base	15 x 7.0	18,500	674
					RPO	15 x 7.0	22,000	674
HM70 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
					RPO	15 x 7.0	22,000	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000	Base	15 x 6.0	18,500	599
					RPO	15 x 7.0	22,000	662
					RPO	15 x 7.0	23,000	662
JM70 (03 models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	959
	Vacuum/ Hydraulic	RPO	15 x 3.5	9000 or 12,000	Base	15 x 6.0	30,000	991
					RPO	15 x 7.0	34,000	1117
JM/JJ/JV70 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 5.0	30,000	818
	Air	RPO	15 x 3.5	9000	Base	15 x 5.0	30,000	850
				or 12,000	RPO	15 x 6.0	34,000	976
TV70	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
					RPO	15 x 7.0	23,000	662
TJ70	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
					RPO	16.5 x 6.0	22,000 (Single-Speed)	570
					RPO	16.5 x 6.0	22,000 (2-Speed)	570
					RPO	16.5 x 6.0	23,000	570
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
					RPO	16.5 x 6.0	22,000 (Single-Speed)	602
					RPO	16.5 x 6.0	22,000 (2-Speed)	602
					RPO	16.5 x 6.0	23,000	602

XTERIOR & INTERIOR COLOR CHARTS

→SERIES 10-20 SPORTVAN & SUBURBAN CARRYALL MODELS

IMPORTANT§

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

EXTERIOR			INTERIOR TRIM§				
Color	Option Number		*All orders must show one of the following interior trim codes on the order form.*				
	Solid	Two-Tone*	Red	Blue	Green	Fawn	Parchment/Gold
Black	500	530	1	2	3	4	
Blue, Dark	508	538		2		4	
Blue, Light	507	537		2		4	
Blue, Medium	506	541		2		4	
Green, Dark	505	535			3	4	
Green, Light	503	533			3	4	
Orange	516	546				4	
Red	514	544	1			4	
Saddle	525	555	1			4	
Silver	523	553	1	2	3	4	
Vermillion	515	545	1			4	
White	521	—	1	2	3	4	
Off-White	526	—	1	2	3	4	
Yellow, Dark	519	549				4	
Yellow, Light	520	550			3	4	
Anniversary Gold	—	551				★4	●5

*All secondary two-tone body colors are Off-White. Two-tone not available with White or Off-White exterior colors.

★Suburban Carryall models only. ●Deluxe Sportvan models only.

§Series 10-20 Suburban Carryall models have the major portion of the interior sheet metal painted exterior color. Seats, steering wheel & column, door access & trim panels, sunshades, seat belts, etc. are interior color.

➔ EXTERIOR TRIM COLORS

Series C10-30 & K10-20 (02/03/04/05/06/09/16/34 models)—The entire front end with the exception of the bright metal hood and fender scalp moldings, grille opening moldings and headlamp doors is painted Off-White with all exterior colors except White. The grille openings are Black. The standard front bumper and rear bumper (for 05/06/16 models) are also painted Off-White with all exterior colors except White. All round mirror heads are Off-White with body color arms, while West Coast mirrors are painted entirely Off-White with all exterior colors except White. The 17¼" swing-arm mirrors have Black heads and body color arms. Wheel and hubcap color is Silver except 4-wheel drive models or models with optional dual rear tires, then Black wheels are used.

Pickup models have Off-White lettering on the tailgate with all exterior colors except Silver, Light Yellow, White & Off-White, then Black lettering is used. All pickup box floors are painted primary body color.

Racks for stake models are painted the primary body color, while platforms are painted Black.

Series 40-60 Conventional Cabs & Cowls (02/03/09/13 models)—Headlamp doors and the paint trim on the grille are all painted Off-White with all exterior colors except White. Grille lettering is Off-White with all exterior colors except White, Off-White and Silver, then Black is used. The bumper is painted body color. Wheel color is Black. Rims, where used, are finished in Perma-Plate. The standard mirror has a Black head with a body color folding arm. Optional West Coast mirrors are Off-White with all exterior colors except White.

Racks for stake models are painted the primary body color, while platforms are painted Black.

Series 70-80 Conventional Cabs (03 & 13 models)—The gril and bumper are painted Off-White with all exterior colors exce White. Grille center trim and lettering are Black. The prima wheel color is Black, while rims are finished in Perma-Plate. Tl standard mirrors are Off-White except with White paint.

Series 40-80 Tilt Cabs (03 & 13 models)—Grille and bump are painted Off-White except with White exterior paint. Letteri on the grille is always Black. Mirrors, too, are Off-White exce with White. Wheel color is Black and rims, where used, a finished in Perma-Plate.

Series G10-20 (05/06/26/36 models)—Bumpers, grille and hu caps are painted Off-White with all exterior colors except Whit then White paint is used. Mirror brackets for round head mirro are painted body color and the heads are Black except in Delu Sportvan application, then mirror brackets and heads a chrome-plated. Optional West Coast mirrors are painted O White with all exterior colors except White.

Off-White wheels are used on all models except when a Whi exterior is ordered (White wheels) & the Deluxe Sportvan whic has body color wheels.

Series P10 Step-Van 7 & P20-30 Step-Van King (35 model—Front bumper, Step-Van 7 grille, Step-Van King headlam doors, grille moldings, and hubcaps are all painted Off-Whi except with White exterior paint. Step-Van King grille letteri is Off-White with all exterior colors except White, Off-Whi and Silver, then Black is used. Rear bumper, mirrors a wheels are Black in all cases.

Series P20-30 Step-Van King Aluminum (55 models)-Front bumper and hubcaps are painted Off-White, while Bla is used for the rear bumper, mirrors, wheels and grille letterin Silver is used for the inner surface of the headlamp doors, RP solid or two-tone paint color body items are painted as in (3 model) applications, except headlamp doors and grille moldinç

➔Indicates change

EXTERIOR & INTERIOR COLOR CHARTS

SERIES 10-60 COWL OR BUS CHASSIS & SERIES 70-80 CONVENTIONAL CAB MODELS

MAIN BODY COLOR	OPTION NUMBER		INTERIOR TRIM ★
	Solid	Two-Tone	Fawn
Black	500	—	X
Blue, Dark	508	—	X
Blue, Light	507	—	X
Blue, Medium	506	—	X
Green, Dark	505	—	X
Green, Light	503	—	X
Orange	516	—	X
Red	514	—	X
Saddle	525	—	X
Silver	523	—	X
Vermilion	515	—	X
White	521	—	X
Off-White	526	—	X
Yellow, Dark	519	—	X
Yellow, Light	520	—	X

SERIES 10-20 PANEL & SERIES 40-80 TILT CAB MODELS

MAIN BODY COLOR	OPTION NUMBER		INTERIOR TRIM ★
	Solid	Two-Tone*	Fawn
Black	500	530	X
Blue, Dark	508	538	X
Blue, Light	507	537	X
Blue, Medium	506	541	X
Green, Dark	505	535	X
Green, Light	503	533	X
Orange	516	546	X
Red	514	544	X
Saddle	525	555	X
Silver	523	553	X
Vermilion	515	545	X
White	521	—	X
Off-White	526	—	X
Yellow, Dark	519	549	X
Yellow, Light	520	550	X

SERIES 10-30 STEP-VAN 7 & KING MODELS

MAIN BODY COLOR	STEP-VAN 7 OPTION NUMBERS		STEP-VAN KING OPTION NUMBERS		INTERIOR TRIM
	Solid	Two-Tone*	Solid	Two-Tone*	Silver
Black	E30BA	E30CA	E32CA	E32DA	X
Blue, Dark	E30BE	E30CE	E32CF	E32DF	X
Blue, Light	E30BD	E30CD	E32CE	E32DE	X
Blue, Medium	E30BG	E30CG	E32CH	E32DH	X
Green, Dark	E30BC	E30CC	E32CD	E32DC	X
Green, Light	E30BB	E30CB	E32CB	E32DB	X
Orange	E30BK	E30CK	E32CL	E32DL	X
Red	E30BJ	E30CJ	E32CK	E32DK	X
Saddle	E30BN	E30CN	E32CN	E32DN	X
Silver	E30BT	E30CT	E32CT	E32DT	X
Vermilion	E30BS	E30CS	E32CS	E32DS	X
White	E30BL	—	E32CM	—	X
Off-White	E30BP	—	E32CQ	—	X
Yellow, Dark	E30BH	E30CH	E32CJ	E32DJ	X
Yellow, Light	E30BR	E30CR	E32CR	E32DR	X
Body in Prime	E30AN	—	E32BM	—	X

*All secondary two-tone body colors are Off-White. Two-tone not available with White or Off-White exterior colors.

★Series 70-80 Conventional Cab & Series 40-80 Tilt Cab models have the major portion of the interior sheet metal painted exterior color. Seats, instrument panel, etc. are Fawn.

EXTERIOR & INTERIOR COLOR CHARTS

➔SERIES 10-60 CONVENTIONAL CAB MODELS*

All orders for these models must show one of the following interior trim codes on the order form

IMPORTANT§

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

MAIN BODY COLOR	OPTIONAL PAINT STRIPE C10-20-30, K10-20 MODELS ONLY (RPO D89)	COLOR OPTION NUMBER		INTERIOR TRIMS & ORDERING CODE§					
		Solid	Two-Tone**	Red	Blue	Green	Fawn	★Parchment Gold	Black
Black	White	500	530	1	2	3	4		6
Blue, Dark	White	508	538		2		4		6
Blue, Light	White	507	537		2		4		6
Blue, Medium	White	506	541		2		4		6
Green, Dark	White	505	535			3	4		6
Green, Light	White	503	533			3	4		6
Orange	White	516	546				4		6
Red	White	514	544	1			4		6
Saddle	White	525	555	1			4		6
Silver	Black	523	553	1	2	3	4		6
Vermilion	White	515	545	1			4		6
White	Black	521	—	1	2	3	4		6
Off-White	Black	526	—	1	2	3	4		6
Yellow, Dark	White	519	549				4		6
Yellow, Light	Black	520	550			3	4		6
★Anniversary Gold	—	—	551					5	

➔SERIES 10-20 CHEVY-VAN MODELS

MAIN BODY COLOR	COLOR OPTION NUMBER		INTERIOR TRIMS & ORDERING CODE			
	Solid	Two-Tone**	Red	Blue	Green	Fawn
Black	500	530	1	2	3	4
Blue, Dark	508	538		2		4
Blue, Light	507	537		2		4
Blue, Medium	506	541		2		4
Green, Dark	505	535			3	4
Green, Light	503	533			3	4
Orange	516	546				4
Red	514	544	1			4
Saddle	525	555	1			4
Silver	523	553	1	2	3	4
Vermilion	515	545	1			4
White	521	—	1	2	3	4
Off-White	526	—	1	2	3	4
Yellow, Dark	519	549				4
Yellow, Light	520	550			3	4

*CE/ME60 models with auxiliary or 10-speed transmission are available only with Fawn interior.

**All secondary two-tone body colors are Off-White. Two-tone not available with White or Off-White exterior colors.

★ Available on Pickup models equipped with Custom Comfort and Appearance (Z62) or Custom Sport Truck (Z84) and/or Bucket seats (A50) only; Fleetside Pickup models also require Custom Side Molding (B98).

§Series 10–60 Conventional Cab models have the major portion of the interior sheet metal painted exterior color. Seats, steering wheel & column, door access panels, sunshades, seat belts, etc. are interior color.

TURBO-THRIFT 250 SIX

Applications

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

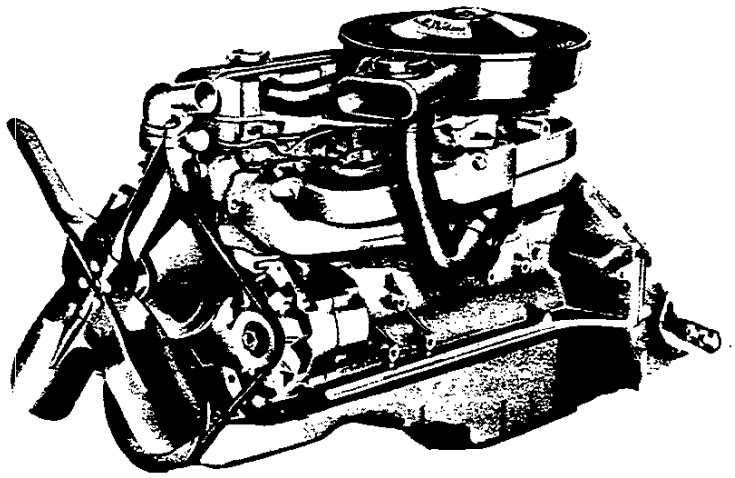
Basic Specifications

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

Test Procedures

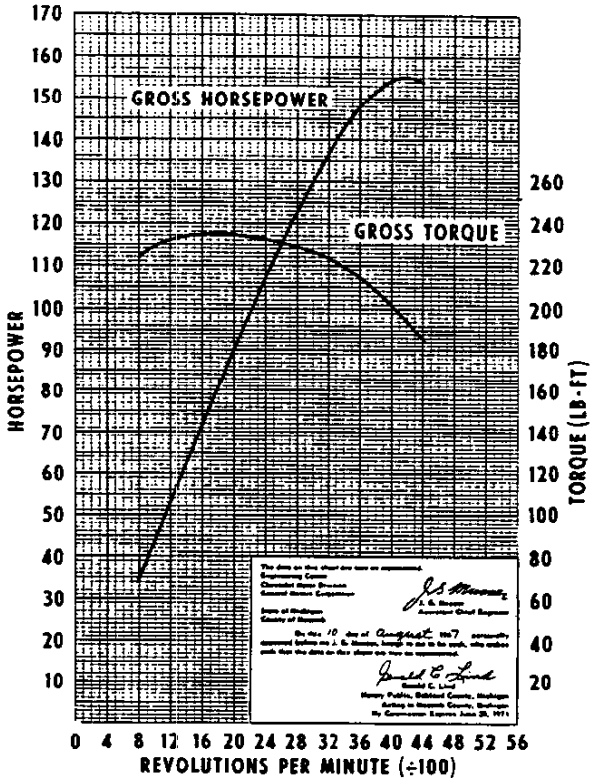
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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



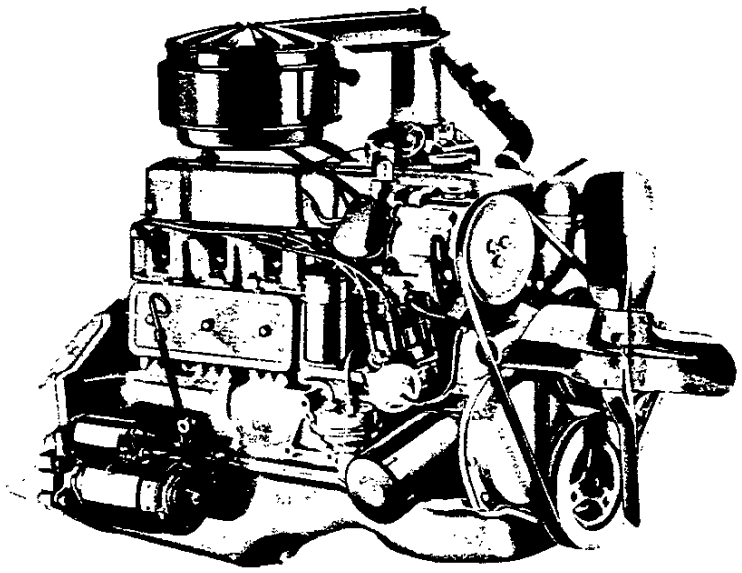
With A.I.R. or C.C.S.*

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



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

HIGH TORQUE 230 SI



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

Applications

Standard: GS10-20; PS10
Optional: None

Basic Specifications

Engine type.....Valve-in-he
Piston displacement.....230 cu
Bore & stroke (nominal).....3⅞" x 3
Compression ratio.....8.5
Carburetor type.....1-bar

Test Procedures

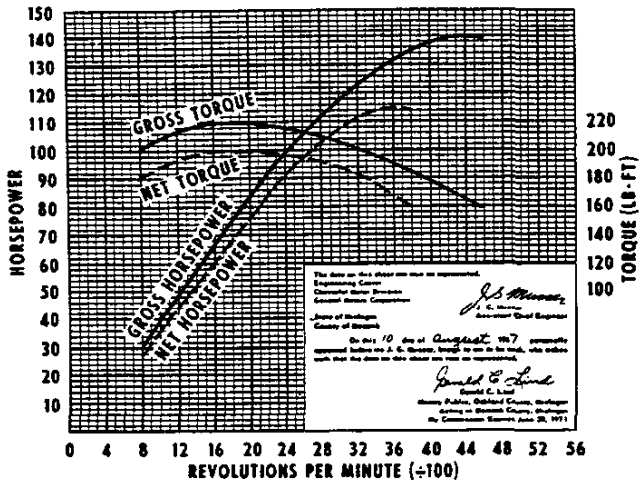
These curves represent full-throttle performance obtained from dynamometer test data corrected barometric pressure of 29.92" mercury and 60° dry air.

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

Net horsepower and torque were obtained from dynamometer test simulating actual operating c*ditions when the engine is in the vehicle.*

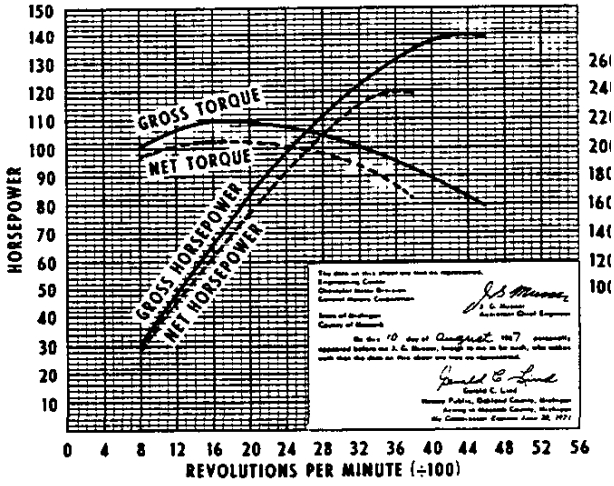
With A.I.R.*

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



Without Exhaust Emission Controls*

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



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

HIGH TORQUE 292 SIX

Applications

Standard: CS50-60; MS50; SS50; TS50-60
Optional: CS10-40; KS10-20; PS20-40; SS40; TS40

Basic Specifications

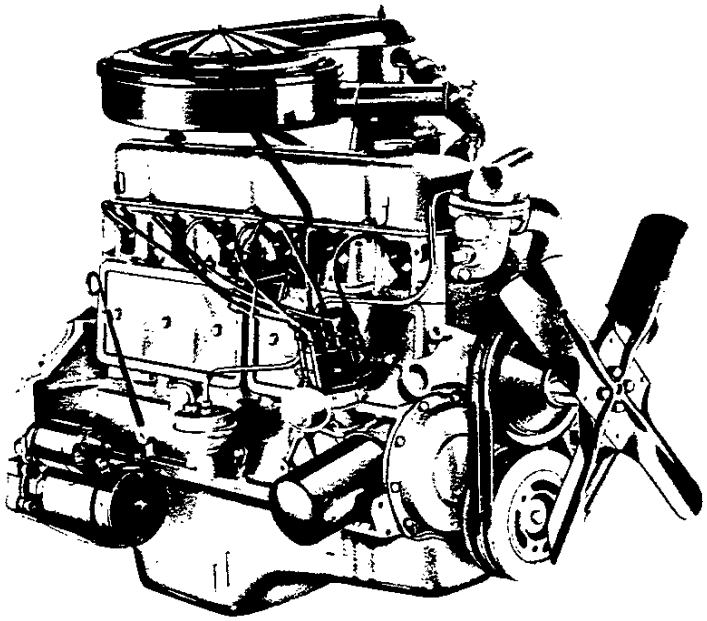
Engine type.....Valve-in-head
Piston displacement.....292 cu in
Bore & stroke (nominal).....3⅞" x 4⅛"
Compression ratio.....8.0 to 1
Carburetor type.....1-barrel

Test Procedures

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

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

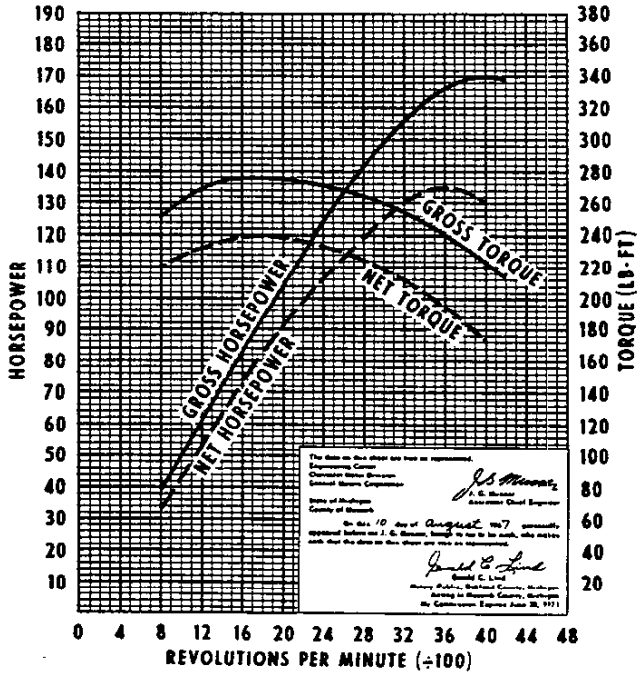
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



292 Six (CS50)

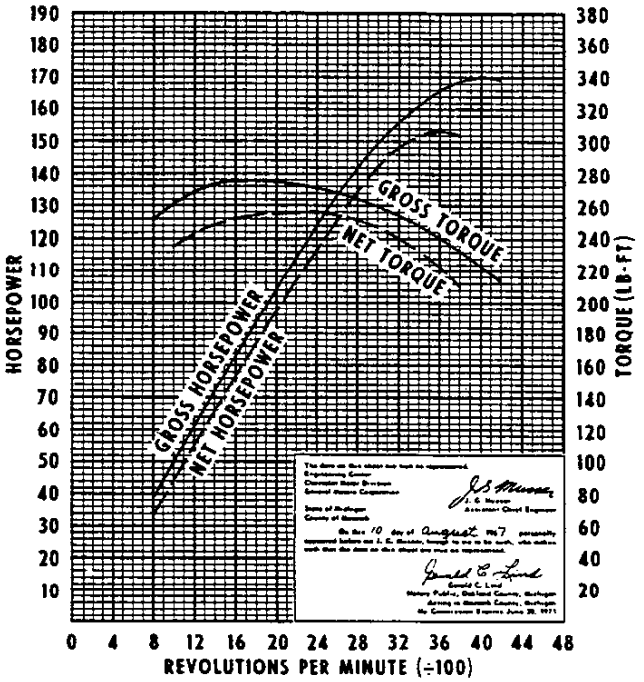
With A.I.R.*

Gross horsepower.....170 @ 4000 rpm
Net horsepower.....135 @ 3600 rpm
Gross torque, lb-ft.....275 @ 1600 rpm
Net torque, lb-ft.....240 @ 1800 rpm



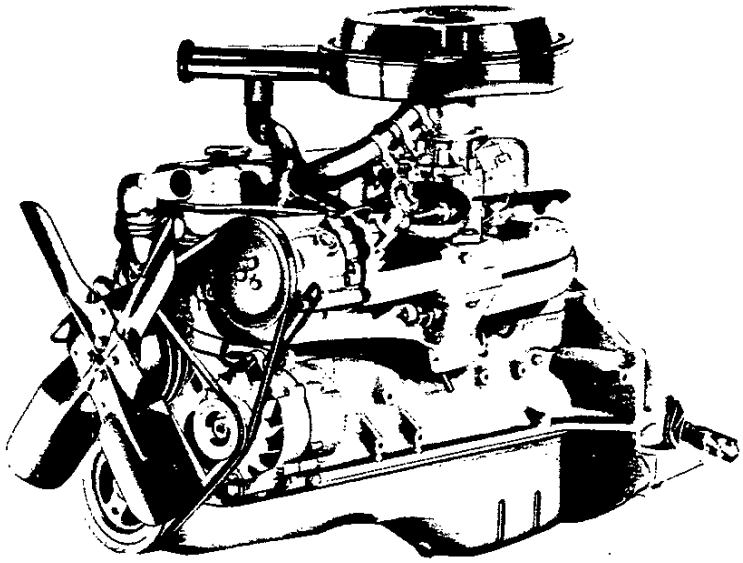
Without Exhaust Emission Controls*

Gross horsepower.....170 @ 4000 rpm
Net horsepower.....153 @ 3600 rpm
Gross torque, lb-ft.....275 @ 1600 rpm
Net torque, lb-ft.....255 @ 2400 rpm



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

HIGH TORQUE 250 SIX



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

Applications

Standard: CS10-40; KS10-20; PS20-40; SS40; TS40
Optional: GS10-20; PS10

Basic Specifications

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

Test Procedures

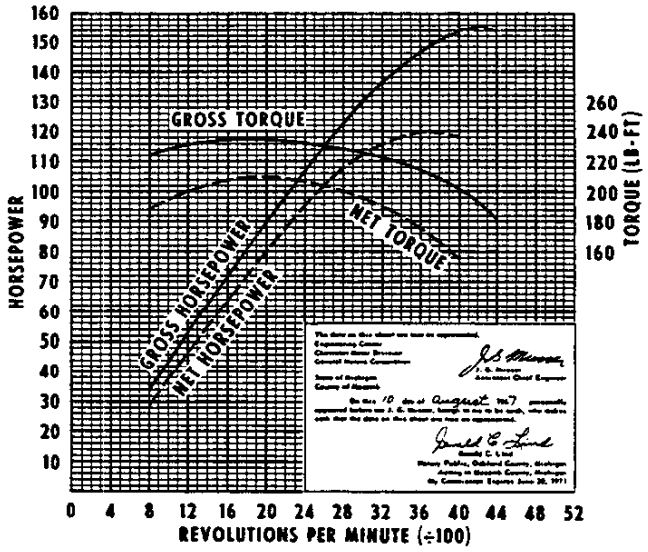
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

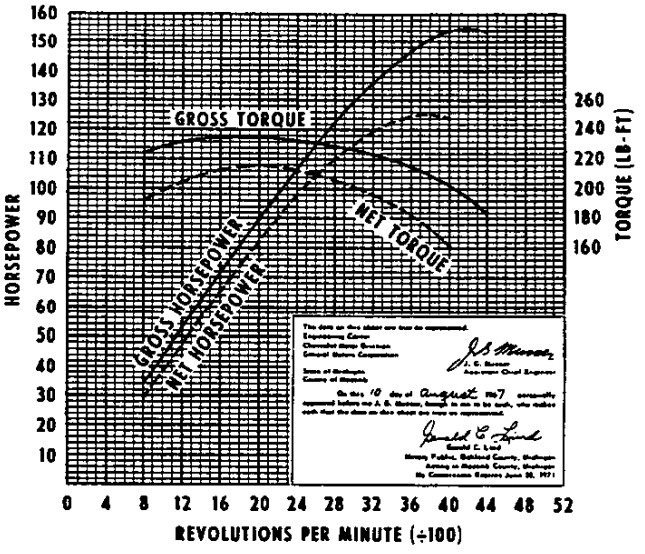
With A.I.R.*

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



Without Exhaust Emission Controls*

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



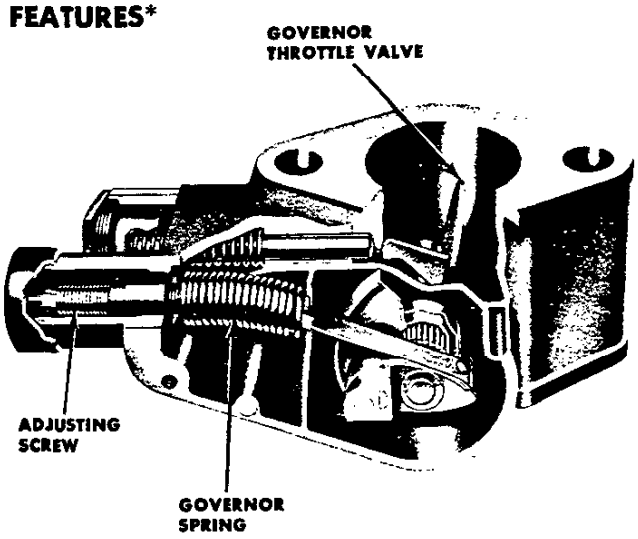
*A.I.R. (Air Injection Reactor) is used with the 250 Six on all Series 10 models & Series 20 Suburbans & Sportvans with both manual & automatic transmissions.

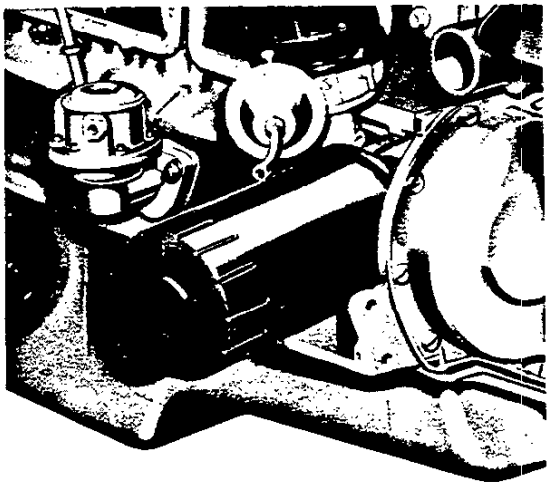
230, 250 & 292 SIX ENGINES

➔ENGINE FEATURES*

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

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

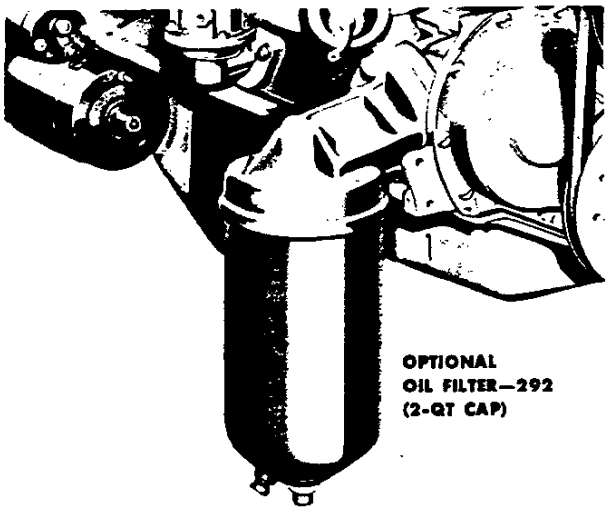




STD OIL FILTER—292 (1-QT CAP)

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

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



OPTIONAL OIL FILTER—292 (2-QT CAP)

Fuel filters—A fine mesh strainer in the fuel tank and a pleated fiber filter inside the carburetor inlet are included with all in-line engine applications to ensure protection for the engine's fuel system.

Optional fuel filter equipment is available. It provides a frame-mounted replaceable-element fuel filter.

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

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

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

➔Indicates Change

➔ENGINE FEATURES*

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

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

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

Regular grade fuel—No need for premium fuels with these high-efficiency engines—regular grade fuels will do the job. The high anti-knock characteristics of the combustion chamber assure full power with economical fuels.

Precision bearings—Connecting rod and main bearings are of the replaceable insert type. The inserts, made of specially selected bearing metals on tough steel shells, are precision fitted to main and connecting rod journals of the crankshaft.

Full crankshaft support—Bearings are used between every cylinder, a total of 7 bearings. Full crankshaft support reduces vibration and gives added durability. The 250 and 292 engines use a new design 12-weight crankshaft for smoothness and efficiency. (See illustration.)

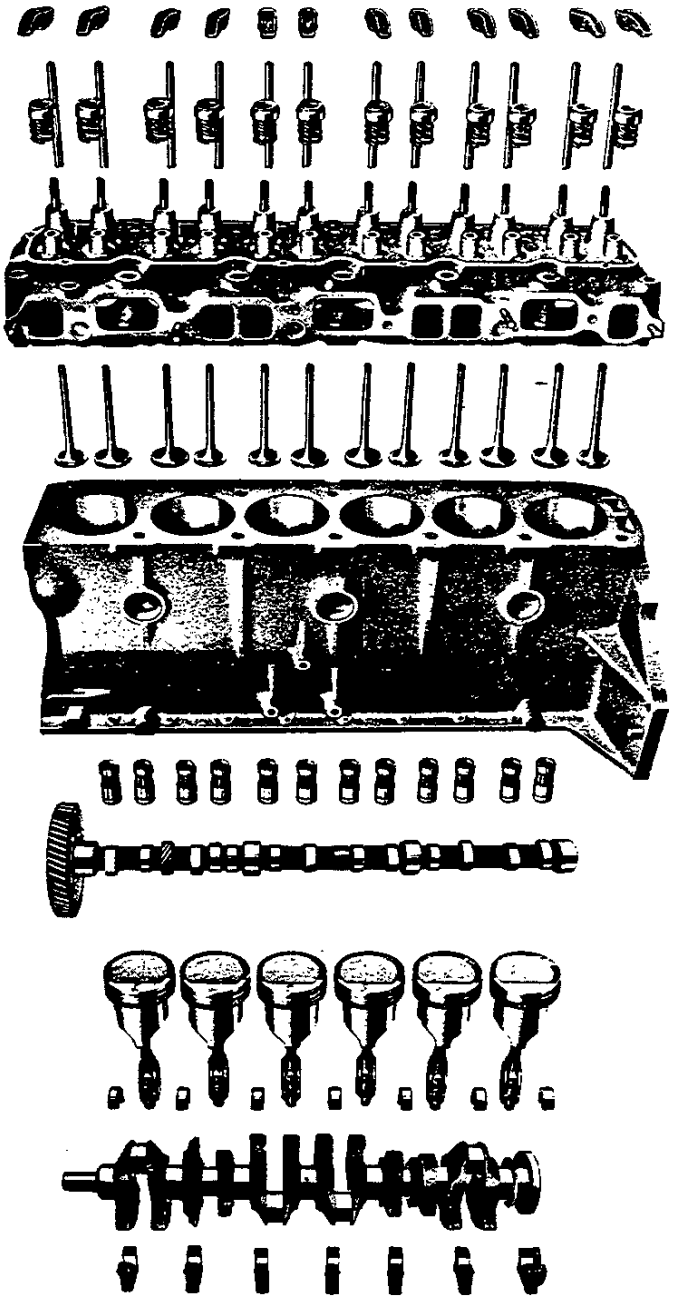
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

Full-length water jackets—Coolant circulates the full length of the cylinder walls, keeping engine temperatures more uniform and reducing engine wear.

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

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



250 Engine Shown

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

➔ SPECIFICATIONS

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

★With A.I.R. ●Series 50–60 only *Without exhaust emission controls

➔ SPECIFICATIONS

	Turbo-Thrift		High Torque					
	230	250	230★	230*	250★	250*	292★	292*
Basic Description	Six cylinder in-line; valve-in-head							
Displacement (cu in)	230	250	230	230	250	250	292	292
Bore & Stroke (in)	3⅞ x 3¼	3.875 x 3.53	3⅞ x 3¼	3⅞ x 3¼	3.875 x 3.53	3.875 x 3.53	3⅞ x 4⅛	3⅞ x 4⅛
Compression Ratio	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.5:1	8.0:1	8.0:1
Firing Order								
Gross Horsepower @ rpm	140 @ 4400	155 @ 4200	140 @ 4400	140 @ 4400	155 @ 4200	155 @ 4200	170 @ 4000	170 @ 4000
Net Horsepower @ rpm	—	—	115 @ 3600	120 @ 3600	120 @ 3800	125 @ 3800	135 @ 3600	153 @ 3600
Gross Torque (lb-ft) @ rpm	220 @ 1600	235 @ 1600	220 @ 1600	220 @ 1600	235 @ 1600	235 @ 1600	275 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	—	—	200 @ 2000	205 @ 1600	210 @ 2000	215 @ 2000	240 @ 1800	255 @ 2400
Air Cleaner	See model pages for type							
Bearings, Camshaft	Steel-backed babbitt or copper lead alloy							
Inlet Valve Opens	16° BTC						45° BTC	
Inlet Valve Closes	48° ABC						99° ABC	
Exhaust Valve Opens	46° 30′ BBC						88° BBC	
Exhaust Valve Closes	17° 30′ ATC						59° ATC	
Inlet Duration w/o Ramp	244°						294°	
Exhaust Duration w/o Ramp	244°						294°	
Carburetor								
Type	1-Barrel downdraft							
Make	Rochester							
Venturi ID (in)	1.343	1.3125	1.343		1.3125		1.625	
Throttle Bore (in)	1.560	1.6875	1.560		1.6875		1.750	
Choke Control	Automatic		Manual					
Connecting Rods								
Material	Forged steel							
Length (in)	5.70							
Bearings	Steel backed babbitt or copper lead alloy						Premium aluminum	
Crankcase Ventilation	Closed positive							
Crankshaft								
Material	Nodular iron							
Number of Counterweights	4	12	4		12			
Main Journals (in)	2.2983—2.2993							
Crankpin Journals (in)	1.999—2.000						2.099—2.100	
Torsional Damper	Inertia, hysterisis							
Bearings	Sintered copper nickel backed babbitt on steel or copper lead alloy						Premium aluminum	
Distributor	Delco-Remy; centrifugal & vacuum advance							
Fuel Filters								
Carburetor	Pleated fiber element							
Fuel Tank	Wire mesh							
Governor								
Availability	—	—	—	—	Optional			
Make	—	—	—	—	King-Seely			
Type	—	—	—	—	Velocity			
Setting Low Range	—	—	—	—	1800—3000		2100—3000	
Setting High Range	—	—	—	—	2800—4000		2800—3900	
Lubrication System	Full pressure							
Main Bearings	Direct pressure							
Camshaft Bearings	Direct pressure							
Timing Gear	Sprayed by nozzle							
Connecting Rods	Direct pressure							
Valve Mechanism	Pressure & gravity							
Cylinder Walls	Cross sprayed by pressurized jets							
Piston Pins	Cross sprayed by pressurized jets							

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

HIGH TORQUE 307 V8

Applications

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

Basic Specifications

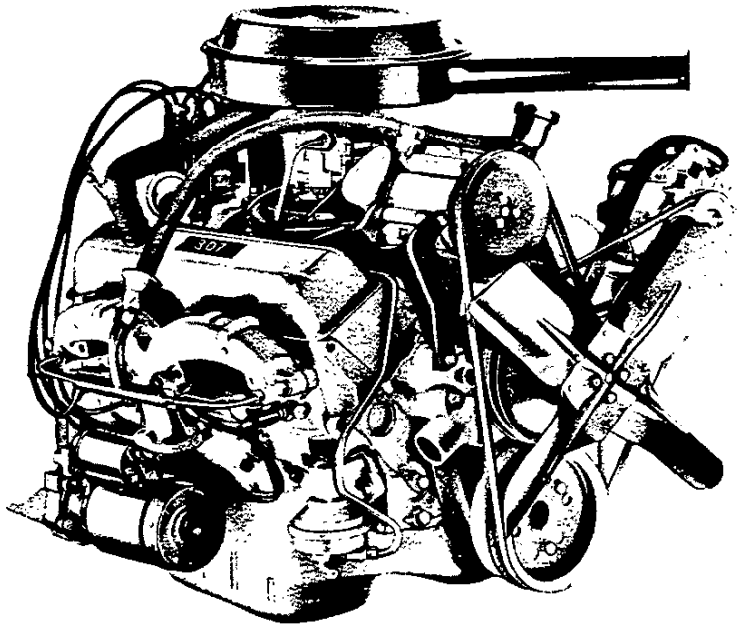
Engine type	Valve-in-head
Piston displacement	307 cu in
Bore & stroke (nominal)	3⅞" x 3¼"
Compression ratio	9.0:1
Carburetor type	2-barrel

Test Procedures

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

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

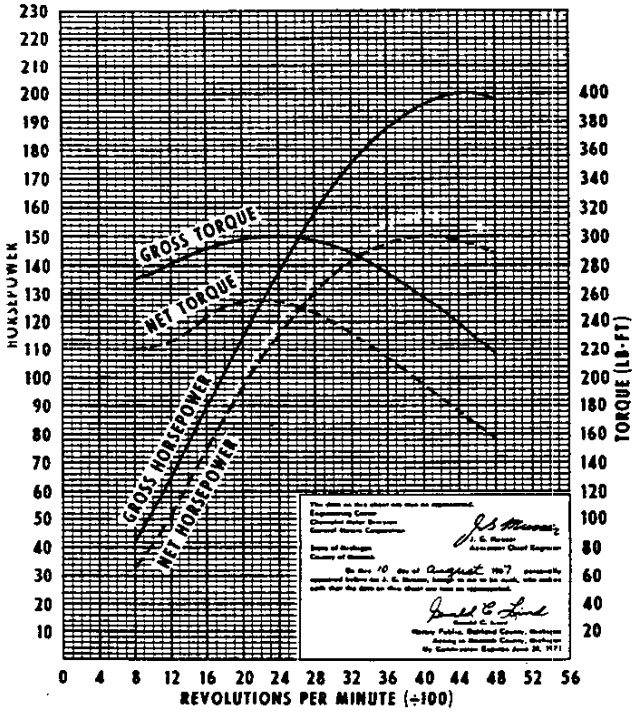
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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

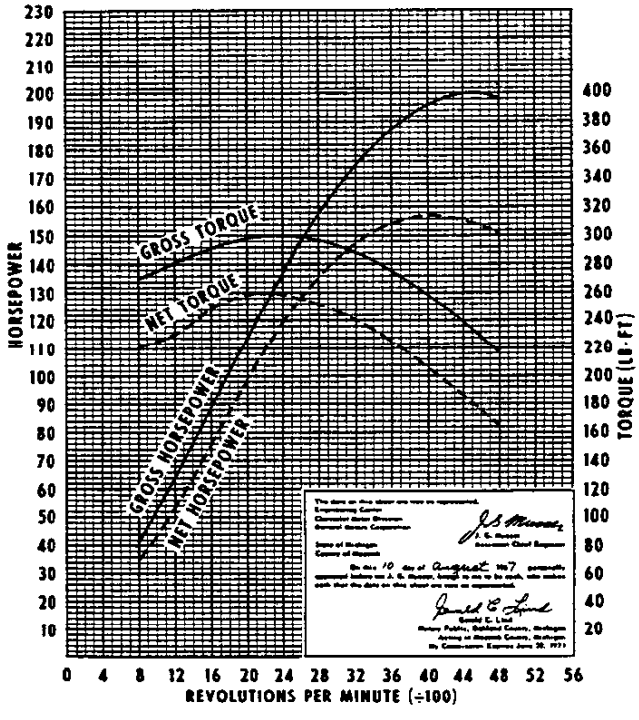
With A.I.R.*

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



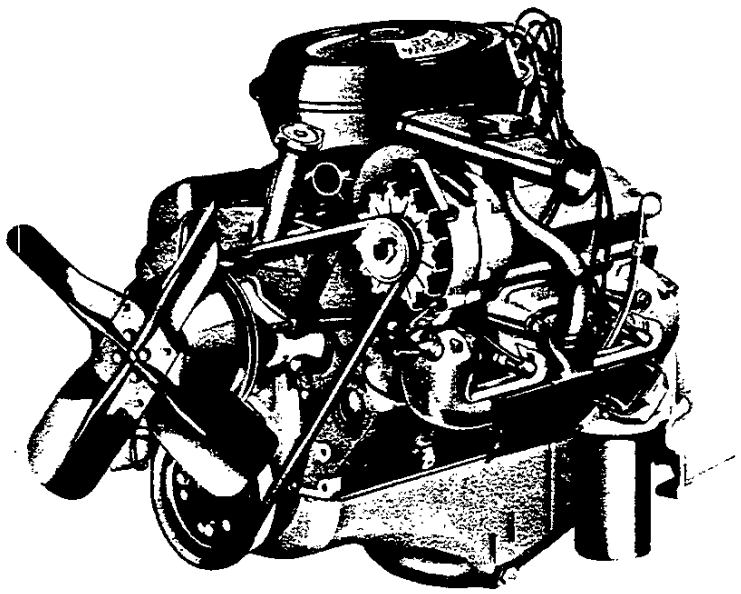
With C.C.S. or Without Exhaust Emission Controls*

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



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

TURBO-FIRE 307 V



Applications

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

Basic Specifications

Engine type.....Valve-in-he
Piston displacement.....307 cu
Bore & stroke (nominal).....3⅞" x 3
Compression ratio.....9.(
Carburetor type.....2-bar

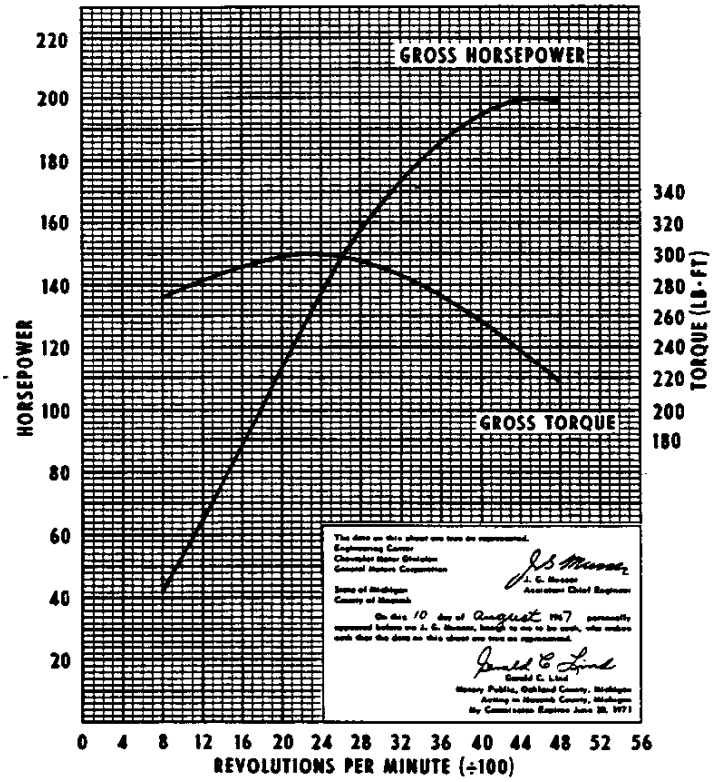
Test Procedures

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

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

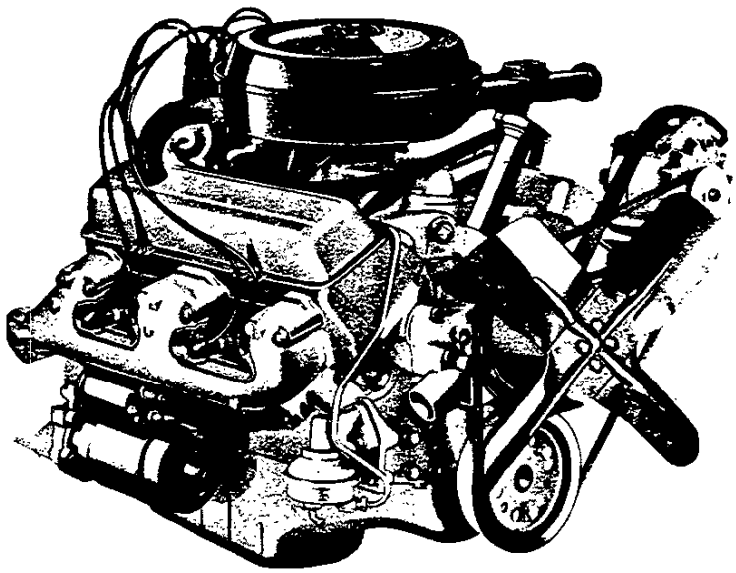
With A.I.R. or C.C.S.*

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



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

'URBO-FIRE 327 V8



Applications

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

Basic Specifications

Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & stroke (nominal)	4" x 3¼"
Compression ratio	8.75:1
Carburetor type	4-barrel

Test Procedures

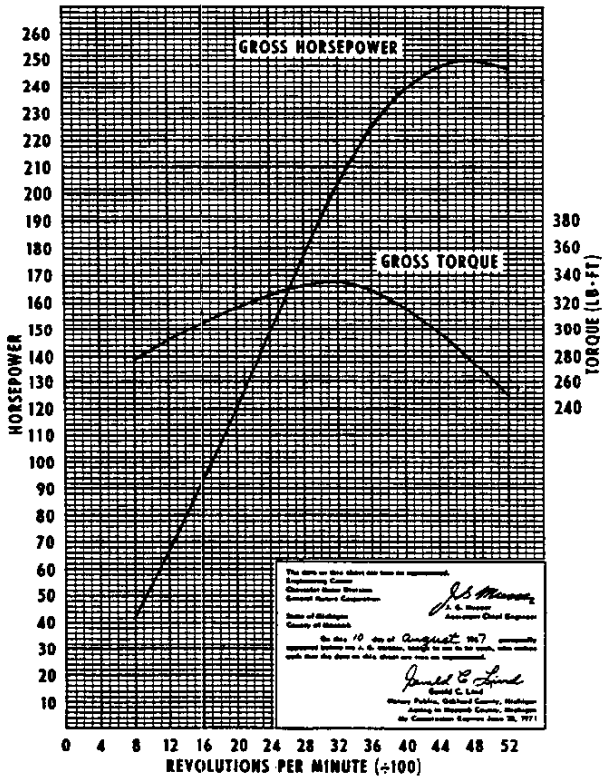
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

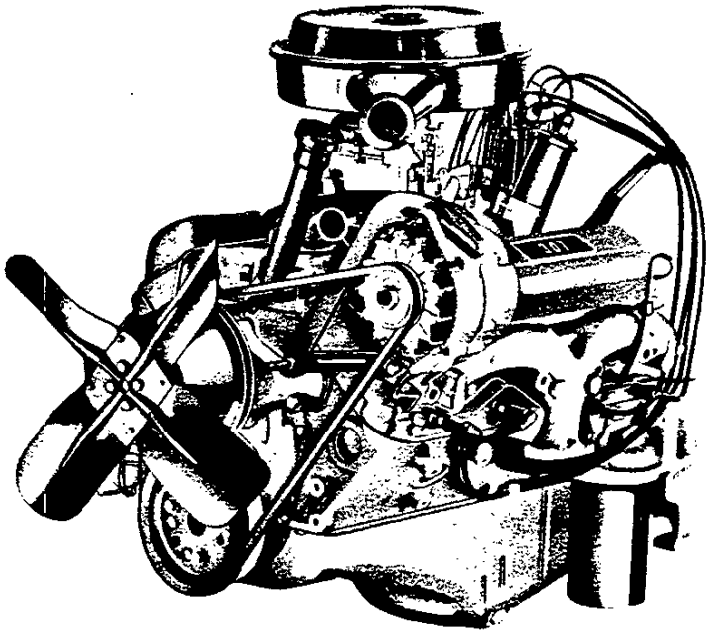
With A.I.R. or C.C.S.*

Gross horsepower	250 @ 4800
Gross torque, lb-ft	335 @ 3200



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

HIGH TORQUE 307 V8



307 V8 (CE40)

Applications

Standard: CE40; TE40
Optional: None

Basic Specifications

Engine type.....Valve-in-hea
Piston displacement.....307 cu i
Bore & stroke (nominal).....3⅞" x 3½
Compression ratio.....8.25
Carburetor type.....2-barr

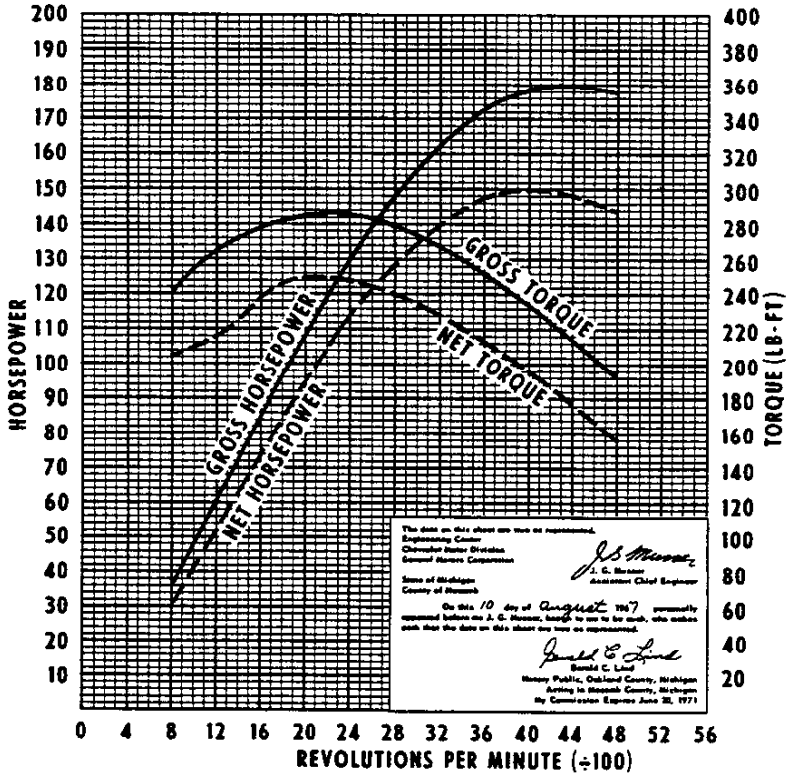
Test Procedures

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

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

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

Gross horsepower.....180 @ 4400 rpm
Net horsepower.....150 @ 4000 rpm
Gross torque, lb-ft.....285 @ 2400 rpm
Net torque, lb-ft.....250 @ 2000 rpm



TURBO-FIRE 327 V8

Applications

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

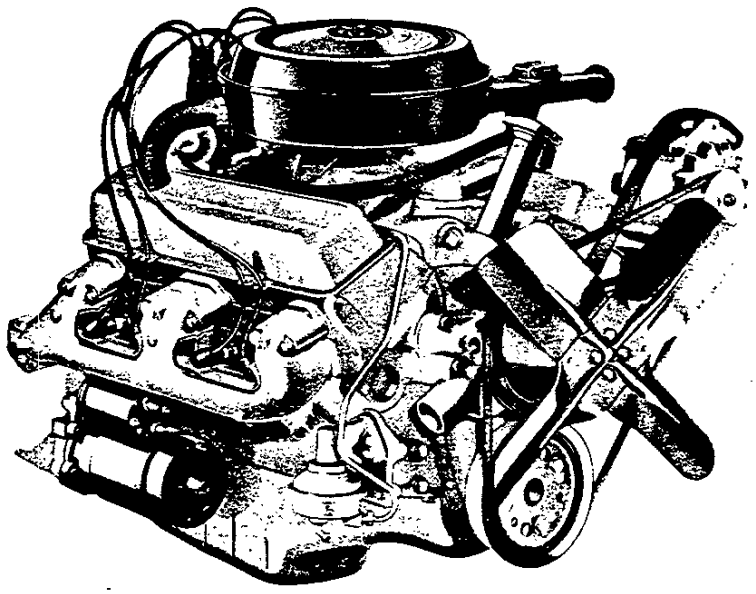
Basic Specifications

Engine type ..... Valve-in-head
Piston displacement ..... 327 cu in
Bore & stroke (nominal) ..... 4" x 3¼"
Compression ratio 11.0:1
Carburetor type 4-barrel

Test Procedures

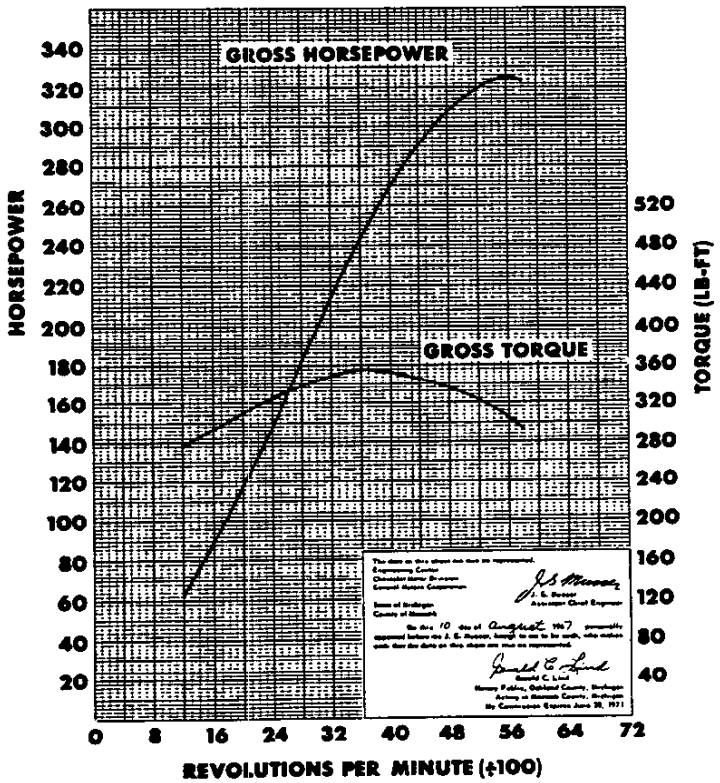
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

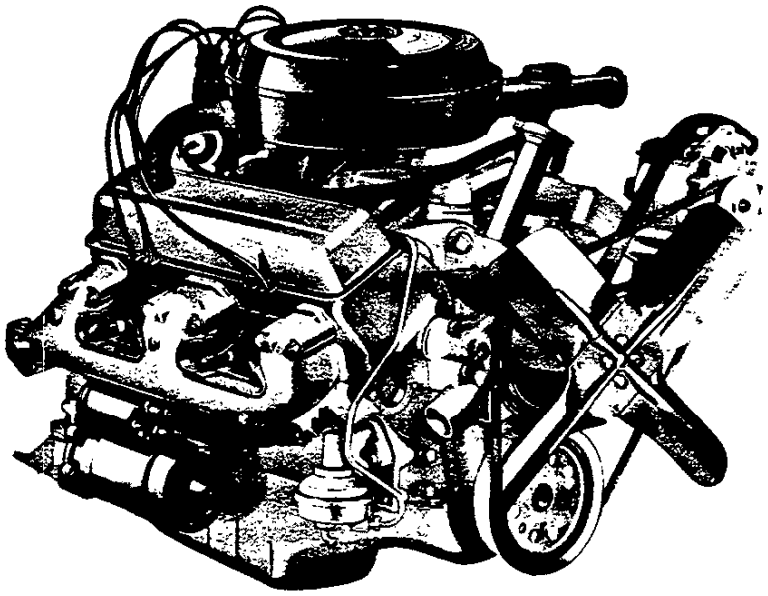


With A.I.R. or C.C.S.*

Gross horsepower ..... 325 @ 5600 rpm
Gross torque, lb-ft ..... 355 @ 3600 rpm



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.



Applications

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

Basic Specifications

Engine type.....Valve-in-hea
Piston displacement.....327 cu
Bore & stroke (nominal).....4" x 3½
Compression ratio.....10.0
Carburetor type.....4-barr

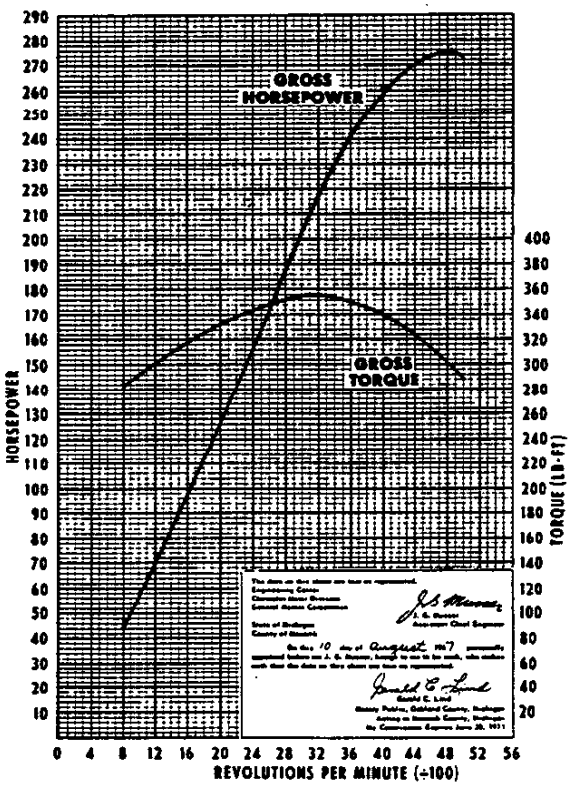
Test Procedures

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

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

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

Gross horsepower.....275 @ 4800 rpm
Gross torque, lb-ft.....355 @ 3200 rpm



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all El Caminos with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions.

HIGH TORQUE 327 V8

Applications

Standard: CE50-60; ME50; SE50; TE50-60
Optional: None

Basic Specifications

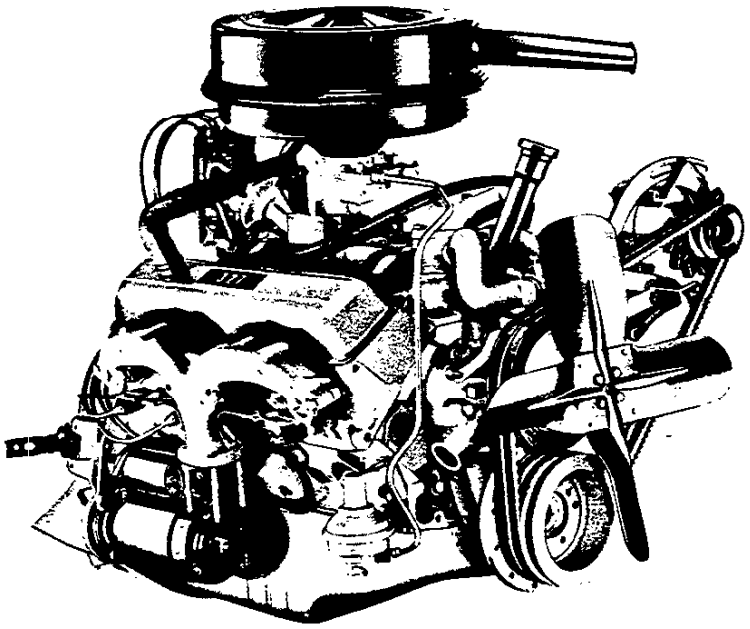
Engine type ..... Valve-in-head
Piston displacement ..... 327 cu in
Bore & stroke (nominal) ..... 4" x 3¼"
Compression ratio 8.0:1
Carburetor type 2-barrel

Test Procedures

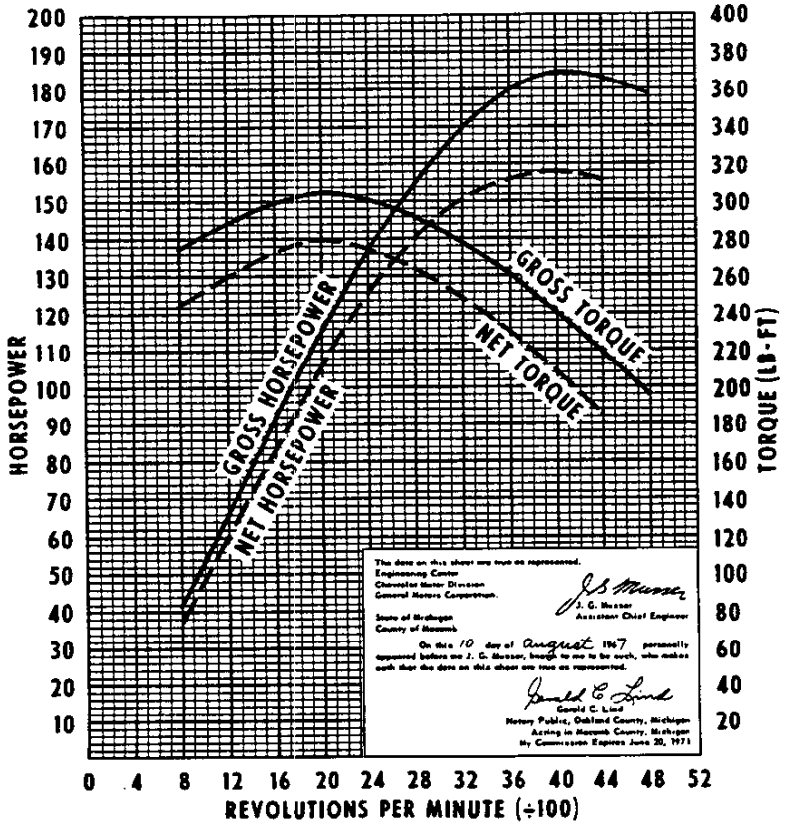
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

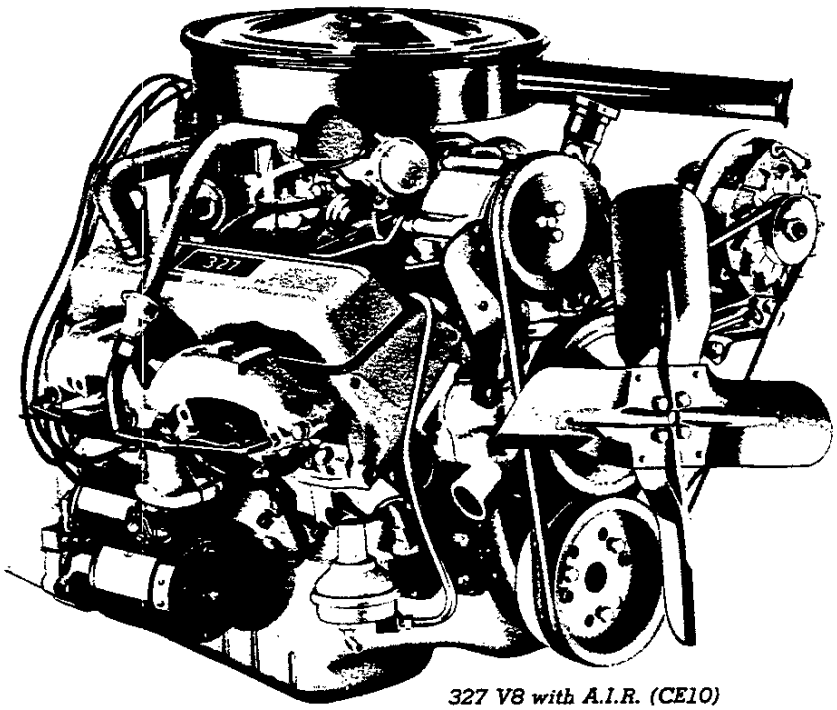
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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



HIGH TORQUE 327 V8



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

Applications

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

Basic Specifications

Engine type	Valve-in-head
Piston displacement	327 cu in
Bore & stroke (nominal)	4″ x 3¼″
Compression ratio	8.5:1
Carburetor type	4-barrel

Test Procedures

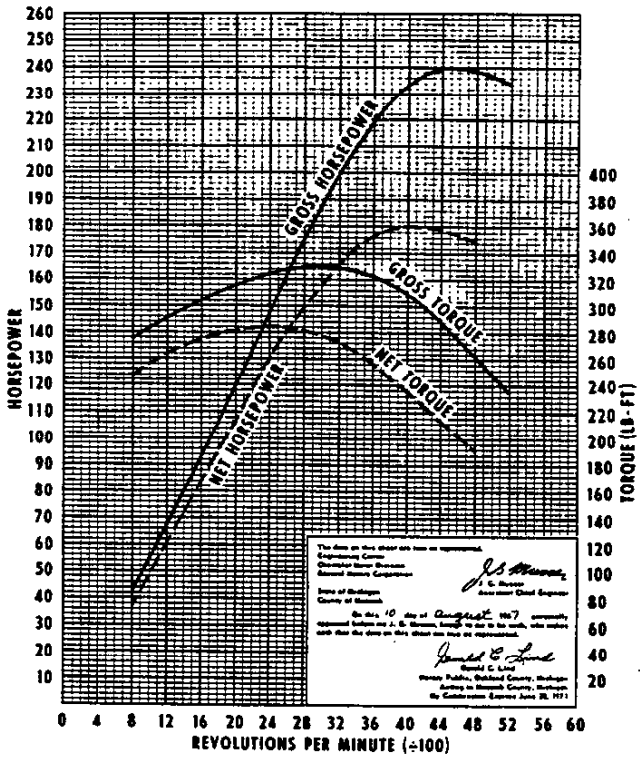
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92″ mercury and 60° F dry air.

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

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

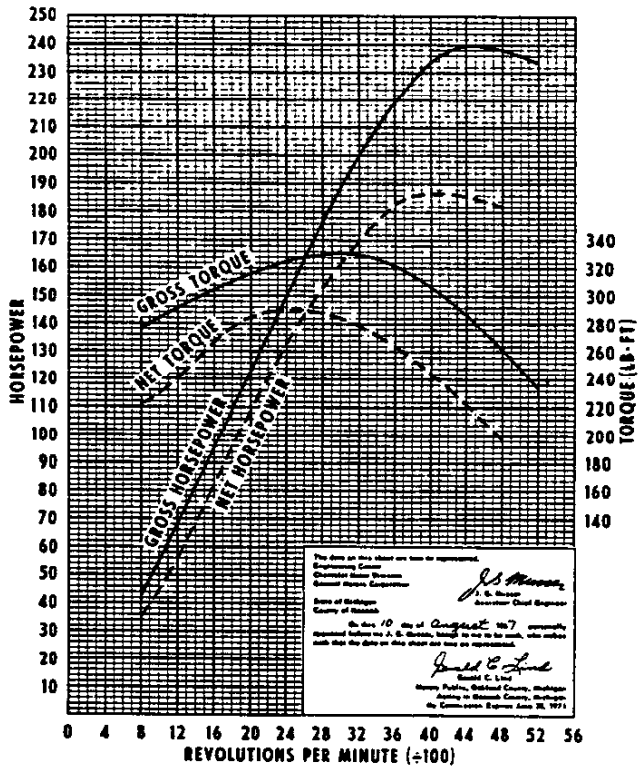
With A.I.R.*

Gross horsepower	240 @ 4400 rpm
Net horsepower	180 @ 4000 rpm
Gross torque, lb-ft	330 @ 3000 rpm
Net torque, lb-ft	285 @ 2400 rpm



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

Gross horsepower	240 @ 4400 rpm
Net horsepower	187 @ 4000 rpm
Gross torque, lb-ft	330 @ 3000 rpm
Net torque, lb-ft	290 @ 2400 rpm



*A.I.R. (Air Injection Reactor) is used with the 327 V8 on all Series 10 models & Series 20 Suburbans with manual transmissions & C.C.S. (Controlled Combustion System) is used with automatic transmissions. Series 20-30 models (except Series 20 Suburbans) do not use exhaust emission controls.

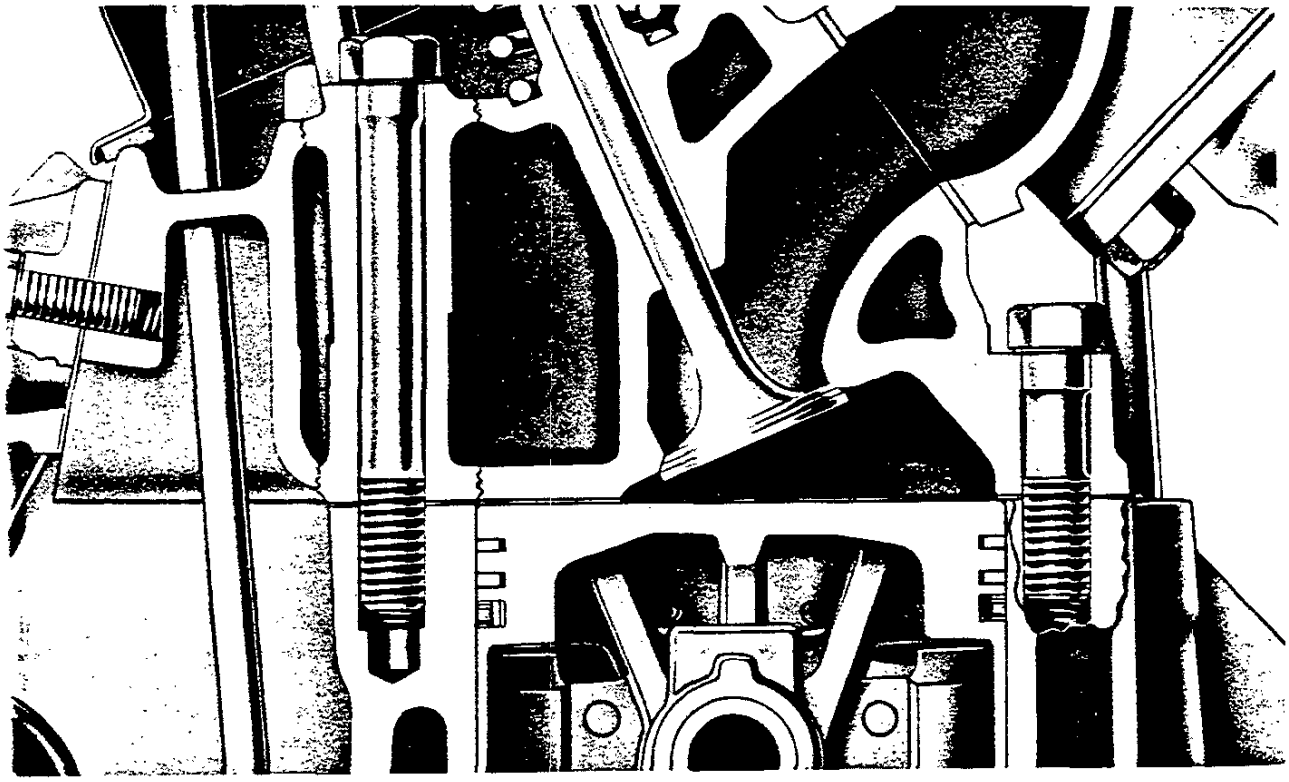
307 & 327 V8 ENGINES

➔ENGINE FEATURES*

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 327 V8 engine brings it quickly up to proper running temperature and top *operating efficiency.*

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

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



recision distributor adjustment—A convenient access door . the distributor cap permits precision adjustment of breaker oint gap while engine is running. This greatly simplified maintnance procedure assures more dependable ignition.

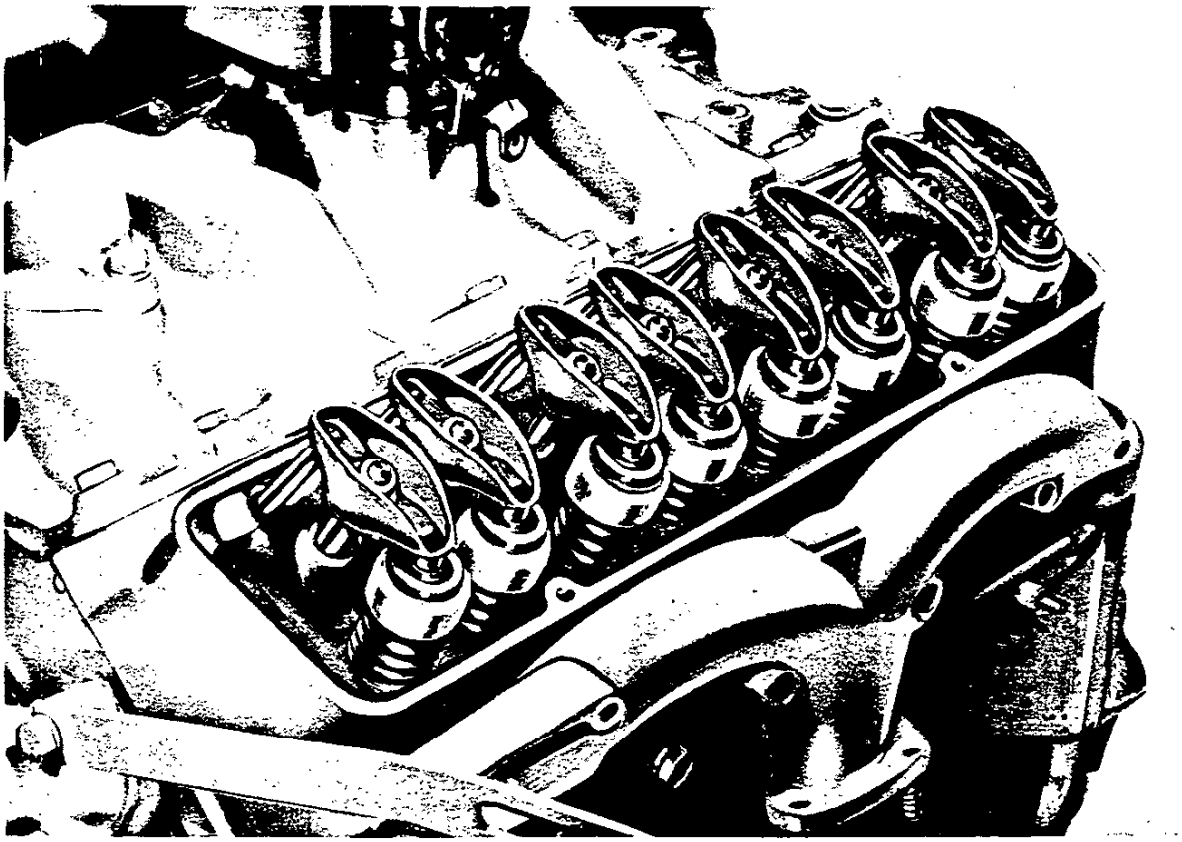
ir cleaners—Efficient air cleaners filter harsh, abrasive dust it of the intake air to protect the engine from excessive wear.

Optional governor—The 307 V8 engine can be fitted with a velocity-type governor on which the maximum engine speed can be adjusted within a certain range. The two available ranges are: 2300 rpm to 3100 rpm and 2800 rpm to 4100 rpm.

Optional tachometer—An electric tachometer reading up to 5000 rpm is available for all engines.

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

➔ENGINE FEATURES*



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

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

Full-pressure lubrication—Assures proper lubrication of all moving parts. Bearing temperatures are kept low for longer life.

Full-flow oil filter—All engines are equipped with high-efficiency replaceable-element oil filters that increase engine life.

Alloy steel inlet valves—Tough alloy steel gives extra durability. Intake valves on the 327 V8 engine have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Long-life exhaust valves—The 327 V8 engine has valves faced with a cobalt-based alloy for long valve life. Aluminized exhaust valve faces on the 307 engine retard the formation of deposits.

Rotocoil valve rotators—All 327 V8's are fitted with Rotocoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

Hydraulic valve lifters—Both intake and exhaust valves have quiet zero-lash hydraulic valve lifters.

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

307 V8 ENGINES

➔SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE		
	307 V8	307 V8★	307 V8*	307 V8■
Oil Capacity (qts)				
With filter change	5	5	5	6
W/o filter change	4	4	4	5
Oil Filter				
Standard	Full flow; throwaway type	Full flow; replaceable element		
Capacity (qts)	1	1		
Optional	None	None		
Capacity (qts)	—	—		
Oil Pump				
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	4.01-4.22 @ 1170-1200 rpm			
Normal Pressure (psi)	30 @ 1170-1200 rpm			
Pistons				
Material	Cast aluminum alloy			
Skirt	Slipper			
Head		Flat; notched		Sump
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium steel			
Piston Rings				
Compression Rings				
Number	2			
Type	Upper—barrel; lower—inside bevel			
Material	Cast alloy iron			
Oil Control Rings				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.50:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Diameter (in)	1.72			
Face Coating	None			
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel			
Diameter (in)	1.50			
Face Coating	Aluminized			
Seats	Machined in cylinder head			
Rotators	None			
Water Pump				
Type	Centrifugal			
Capacity (gpm)	52 @ 4000 rpm			

★With A.I.R. *With C.C.S. or without exhaust emission controls ■Series 40

➔SPECIFICATIONS

		TURBO-FIRE	HIGH TORQUE		
		307 V8	307 V8★	307 V8*	307 V8■
Basic Description		V8; valve-in-head			
Displacement (cu in)		307			
Bore & Stroke (in)		3.875 x 3.25			
Compression Ratio		9.0:1	9.0:1	9.0:1	8.25:1
Firing Order		1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm		200 @ 4600	200 @ 4600	200 @ 4600	180 @ 4400
Net Horsepower @ rpm		—	150 @ 4000	157 @ 4000	150 @ 4000
Gross Torque (lb-ft) @ rpm		300 @ 2400	300 @ 2400	300 @ 2400	285 @ 2400
Net Torque (lb-ft) @ rpm		—	255 @ 2000	260 @ 2200	250 @ 2000
Air Cleaner		See model pages for type			
Camshaft					
Bearings		Steel-backed babbitt			
Inlet Valve	Opens	38° BTC			
	Closes	92° ABC			
Exhaust Valve	Opens	88° BBC			
	Closes	52° ATC			
Inlet Duration	w/o Ramp	280°			
Exhaust Duration	w/o Ramp	288°			
Carburetor					
Type		2-Barrel			
Make		Rochester			
Venturi ID (in)		1.09			
Throttle Bore (in)		1.437			
Choke Control		Automatic	Manual		
Connecting Rods					
Material		Drop-forged steel			
Length (in)		5.70			
Bearings		Copper lead alloy or sintered copper nickel-backed babbitt on steel			
Crankcase Ventilation		Closed positive			
Crankshaft					
Material		Cast nodular iron			
Number of Counterweights		6			
Main Journals (in)		2.45			
Crankpin Journals (in)		2.10			
Torsional Damper		Inertia; rubber mounted			
Bearings		Copper lead alloy or premium aluminum			
Distributor		Delco-Remy; centrifugal & vacuum advance			
Fuel Filter					
Carburetor		Pleated fiber element			
Fuel Tank		Mesh strainer			
Optional		None	In-line**		
Governor					
Availability		—	Optional		
Make		—	King-Seely		
Type		—	Velocity		
Setting	Low Range	—	2300–3100 rpm		
	High Range	—	2800–4100 rpm		
Lubrication System		Controlled full pressure			
Main Bearings		Direct pressure			
Camshaft Bearings		Direct pressure			
Timing Gear		Centrifugally sprayed			
Connecting Rods		Direct pressure			
Valve Mechanism		Pressure & gravity			
Cylinder Walls		Cross sprayed by pressurized jets			
Piston Pins		Cross sprayed by pressurized jets			

★With A.I.R. *With C.C.S. or without exhaust emission controls ■Series 40 **Except G10–20

➔SPECIFICATIONS

	Turbo-Fire			High Torque		
	327 V8	327 V8	327 V8	327 V8★	327 V8*	327 V8■
Oil Filter	Full flow; replaceable element					
Capacity (qts)						
Oil Pump						
Type	Spur gear; distributor shaft driven					
Capacity (gpm)	4.01-4.22 @ 1170-1200 rpm					
Normal Pressure (psi)	30 @ 1170-1200 rpm					
Pistons						
Material	Cast aluminum alloy					
Skirt	Solid slipper					
Head	Sump					
Piston Pins						
Type	Rod shrink fit to pin					
Material	Chromium steel					
Piston Rings						
Compression Rings						
Number	2					
Type	Upper—barrel; lower—inside bevel					
Material	Cast iron alloy					
Oil Control Rings						
Number	1					
Type	Multi-piece					
Material	Steel					
Thermostat	Harrison; 195°					
Valve Train						
Type	Individually mounted rocker arms, push rod actuated					
Lifters	Hydraulic					
Rocker Arm Ratio	1.50:1					
Valve Guides	Integral with cylinder head					
Valve Lash	Zero					
Intake Valves						
Material	Alloy steel					
Diameter (in)	1.72					
Face Coatings				Aluminized		
Seats	Machined in cylinder head					
Exhaust Valves						
Material	High alloy steel					
Diameter (in)	1.50					
Face Coating				Cobalt-based alloy		
Seats	Machined in cylinder head					
Rotators				Rotocoil		
Water Pump						
Type	Centrifugal					
Capacity (gpm)	52 @ 4000 rpm					

★With A.I.R. *With C.C.S. or without exhaust emission controls ■Series 50-60

➔SPECIFICATIONS

		Turbo-Fire			High Torque		
		327 V8	327 V8	327 V8	327 V8★	327 V8*	327 V8■
Basic Description		V8; valve in head					
Displacement (cu in)		327					
Bore & Stroke (in)		4.0 x 3.25					
Compression Ratio		8.75:1	10.0:1	11.0:1	8.5:1	8.5:1	8.0:1
Firing Order		1-8-4-3-6-5-7-2					
Gross Horsepower @ rpm		250 @ 4800	275 @ 4800	325 @ 5600	240 @ 4400	240 @ 4400	185 @ 4000
Net Horsepower @ rpm		—	—	—	180 @ 4000	187 @ 4000	158 @ 4000
Gross Torque (lb-ft) @ rpm		335 @ 3200	355 @ 3200	355 @ 3600	330 @ 3000	330 @ 3000	305 @ 2000
Net Torque (lb-ft) @ rpm		—	—	—	285 @ 2400	290 @ 2400	280 @ 2000
Air Cleaner		See model pages for type					
Camshaft							
Bearings		Steel-backed babbitt					
Inlet Valve	Opens				38° BTC		
	Closes				92° ABC		
Exhaust Valve	Opens				88° BBC		
	Closes				52° ATC		
Inlet Duration w/o Ramp					280°		
Exhaust Duration w/o Ramp					280°		
Carburetor							
Type		4-barrel			4-barrel		2-barrel
Make					Rochester		Rochester
Venturi ID (in)					1.09		1.09
Throttle Bore (in)					1.38 Primary; 2.25 Secondary		1.437
Choke Control		Automatic			Automatic		Manual
Connecting Rods							
Material		Drop-forged steel					
Length (in)		5.70					
Bearings		Copper lead alloy or sintered copper nickel-backed babbitt on steel					
Crankcase Ventilation		Closed positive					
Crankshaft							
Material		Cast nodular iron			Forged steel		
Number of Counterweights		6					
Main Journals (in)		2.45					
Crankpin Journals (in)		2.10					
Torsional Damper		Inertia; rubber mounted					
Bearings		Premium aluminum					
Distributor		Delco-Remy; centrifugal & vacuum advance					
Fuel Filter							
Carburetor		Paper element					
Fuel Tank		Wire mesh					
In-line		None			Optional	Optional	Standard
Governor							
Availability		—	—	—	—	—	Standard
Make		—	—	—	—	—	Delco-Remy
Type		—	—	—	—	—	Vacuum Spinner
Setting		—	—	—	—	—	4000 rpm
Lubrication System		Controlled full pressure					
Main Bearings		Direct pressure					
Camshaft Bearings		Direct pressure					
Timing Gear		Centrifugally sprayed					
Connecting Rods		Direct pressure					
Valve Mechanism		Pressure & gravity					
Cylinder Walls		Cross sprayed by pressurized jets					
Piston Pins		Cross sprayed by pressurized jets					
Oil Capacity (qts)							
With filter change		5	5	5	5	5	6
W/o filter change		4	4	4	4	4	5

★With A.I.R. *With C.C.S. or without exhaust emission controls ■Series 50-60

'URBO-JET 396 V8

Applications

Standard: El Camino (13880)
Optional: None

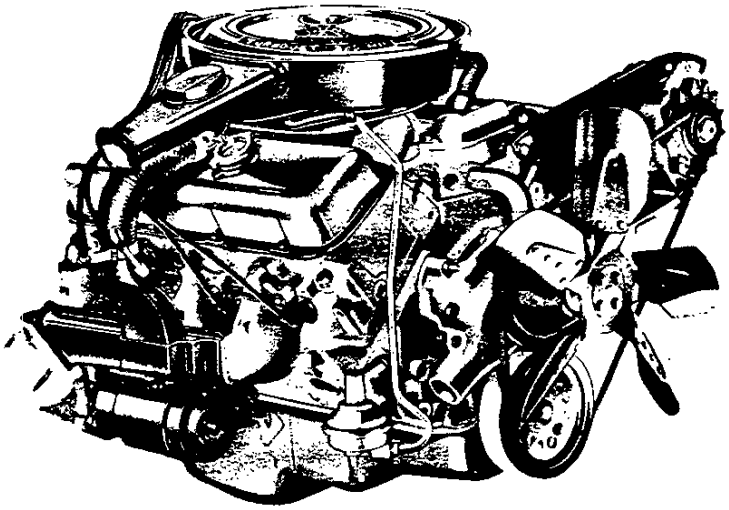
Basic Specifications

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

Test Procedures

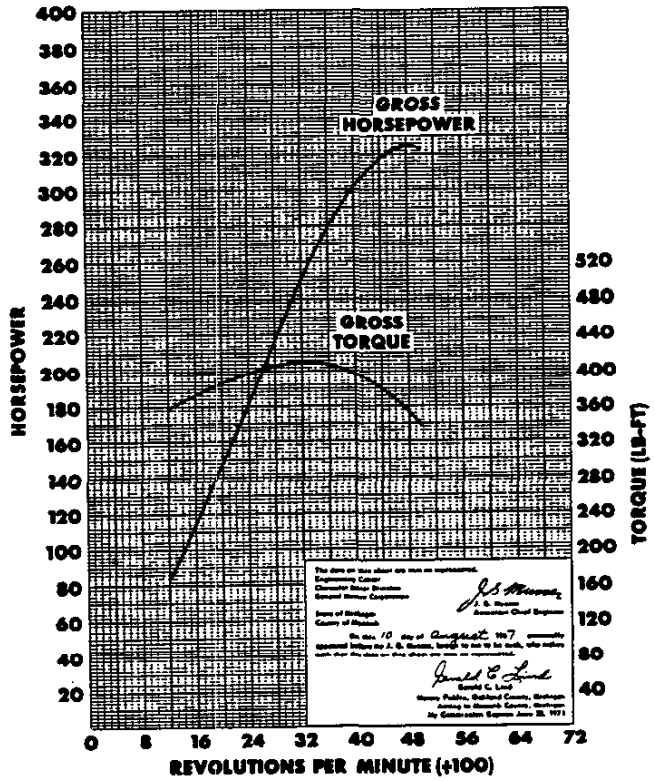
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

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



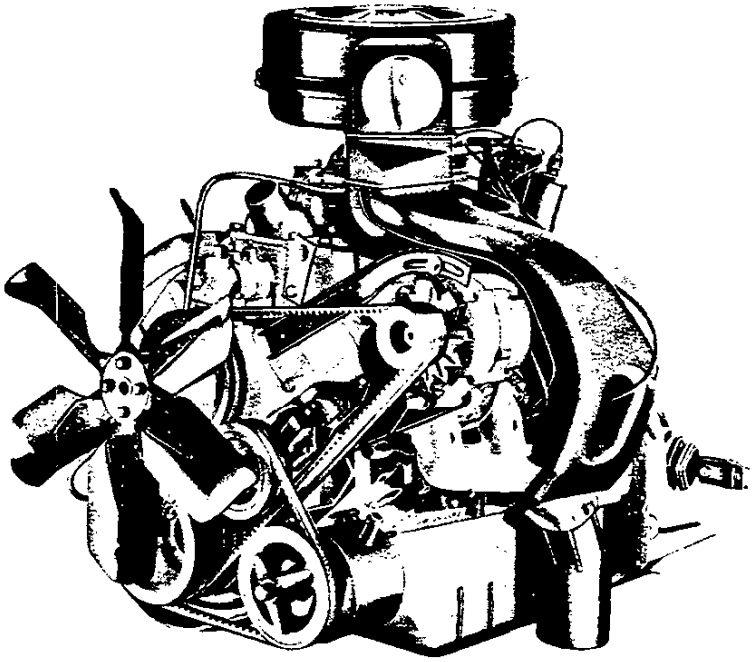
With C.C.S.*

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



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

HIGH TORQUE 366 V8



Applications

Standard: ME60
Optional: CE50-60; ME50; SE50-60; TE50-60

Basic Specifications

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

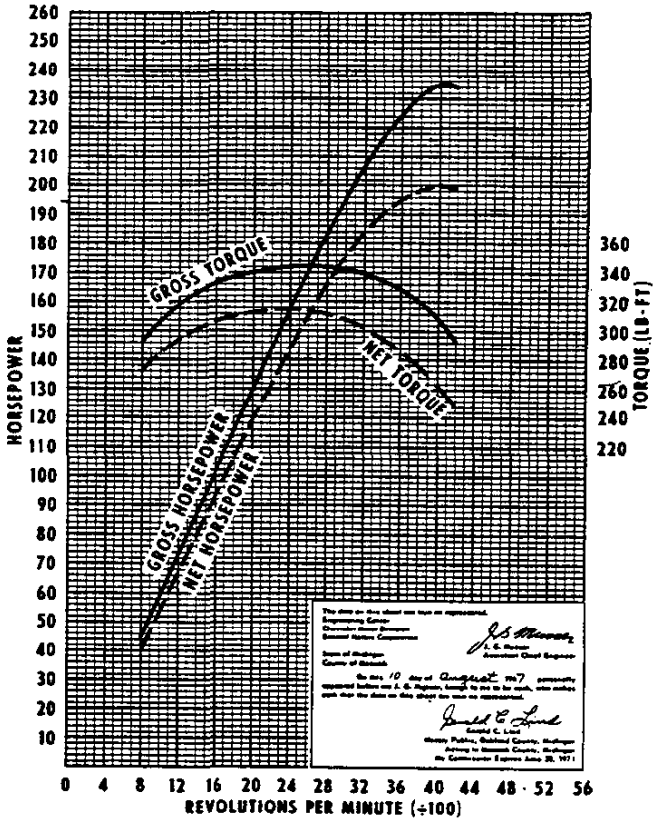
Test Procedures

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

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

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

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



HIGH TORQUE 396 V8

Applications

Standard: None

Optional: CE10-30

Basic Specifications

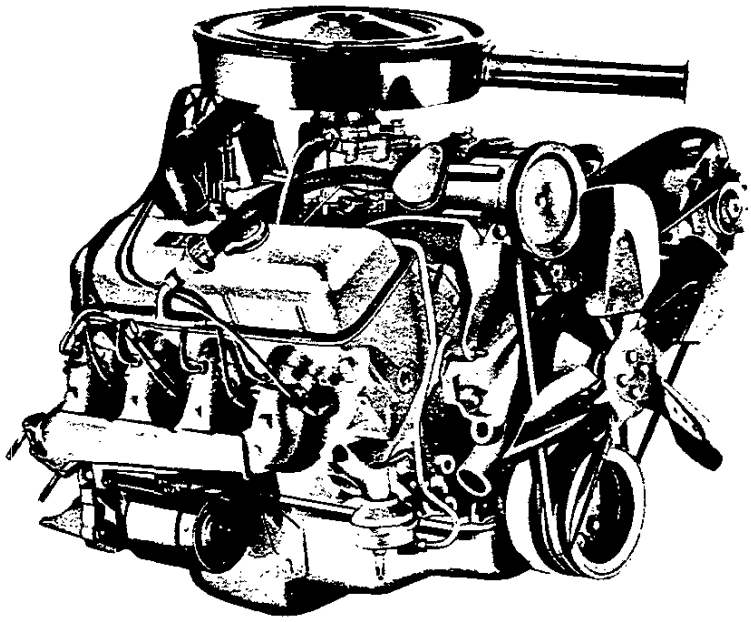
Engine type	Valve-in-head
Piston displacement	396 cu in
Bore & stroke (nominal)	4.094" x 3.76"
Compression ratio	9.0:1
Carburetor type	2-barrel

Test Procedures

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

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

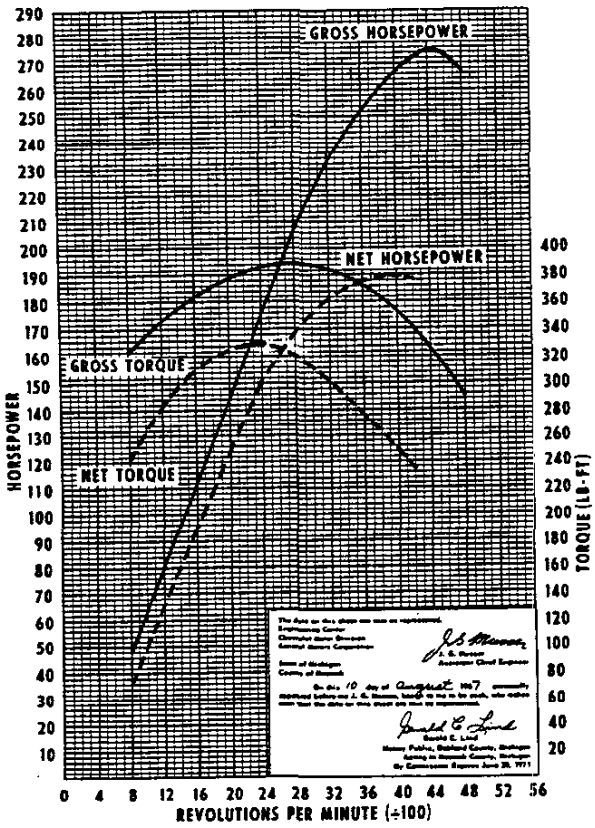
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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

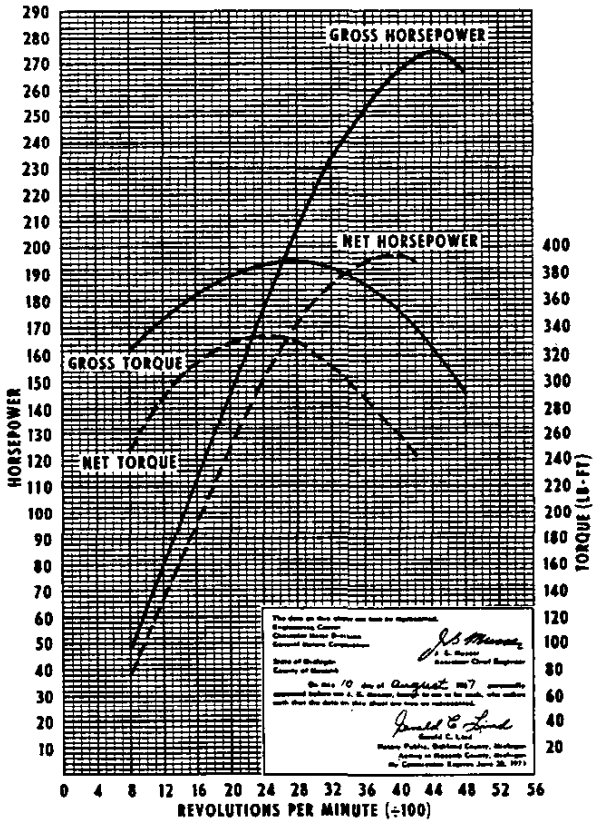
With A.I.R.*

Gross horsepower	275 @ 4400 rpm
Net horsepower	190 @ 4000 rpm
Gross torque, lb-ft	390 @ 2800 rpm
Net torque, lb-ft	330 @ 2400 rpm

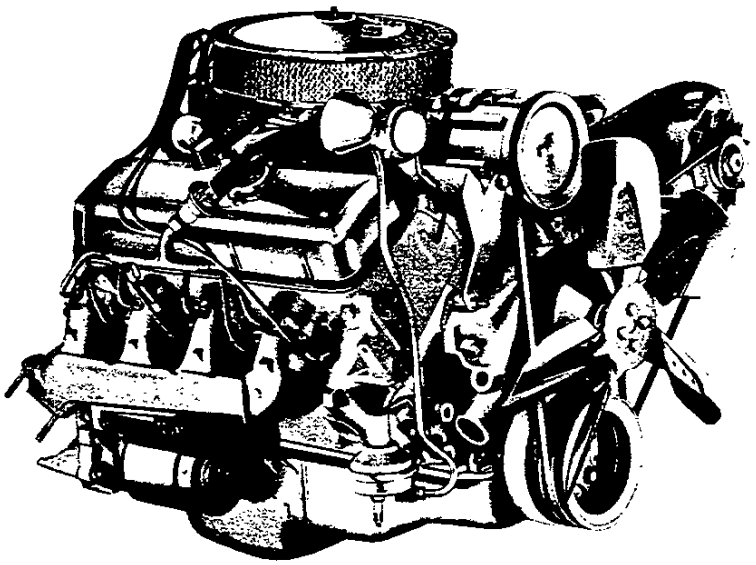


Without Exhaust Emission Controls*

Gross horsepower	275 @ 4400 rpm
Net horsepower	197 @ 4000 rpm
Gross torque, lb-ft	390 @ 2800 rpm
Net torque, lb-ft	335 @ 2400 rpm



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



Applications

Standard: None
Optional: El Camino (13880)

Basic Specifications

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

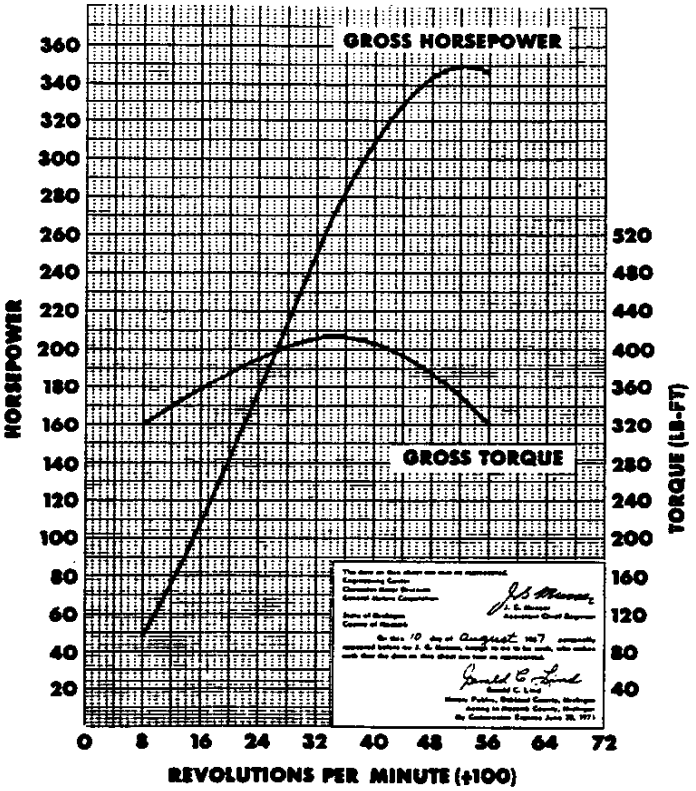
Test Procedures

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

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

With A.I.R.*

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



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

HIGH TORQUE 427 V8

Applications

Standard: None
Optional: CE60; ME60; TE60

Basic Specifications

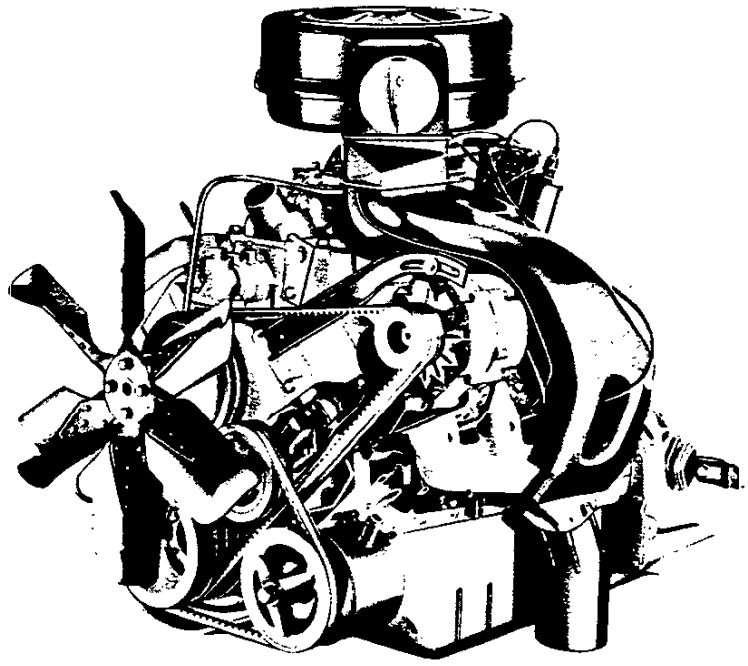
Engine type.....Valve-in-head
Piston displacement.....427 cu in
Bore & stroke (nominal).....4.25" x 3.76"
Compression ratio.....8.0:1
Carburetor type.....4-barrel

Test Procedures

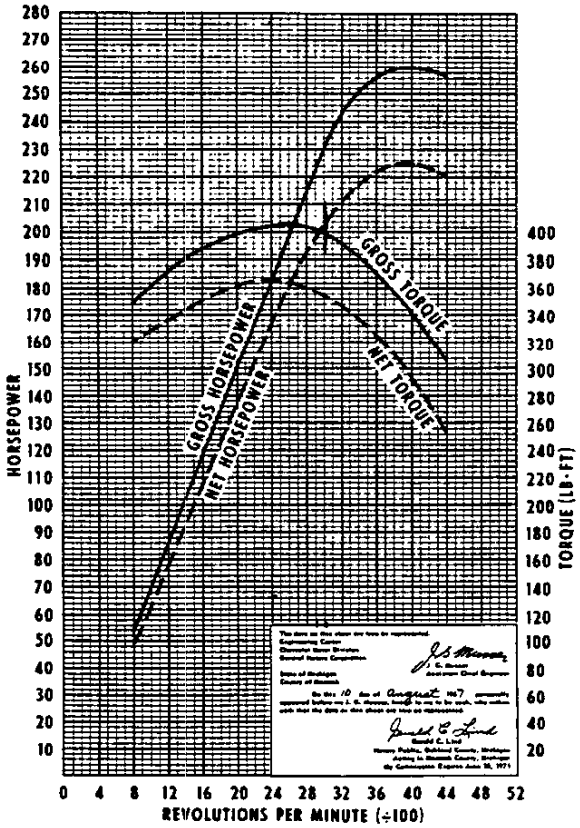
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

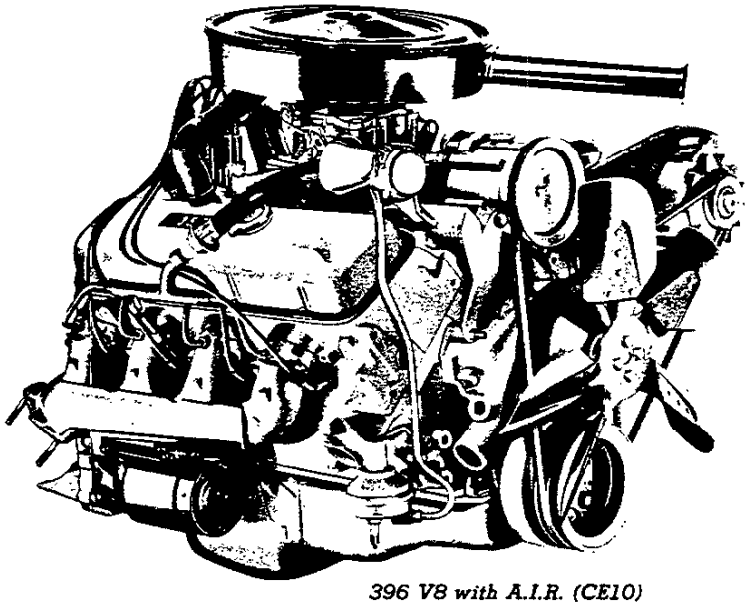
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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



HIGH TORQUE 396 V8



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

Applications

Standard: None
Optional: CE10-30

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....396 cu in
Bore & stroke (nominal).....4.094" x 3.76"
Compression ratio.....9.0:1
Carburetor type.....4-barrel

Test Procedures

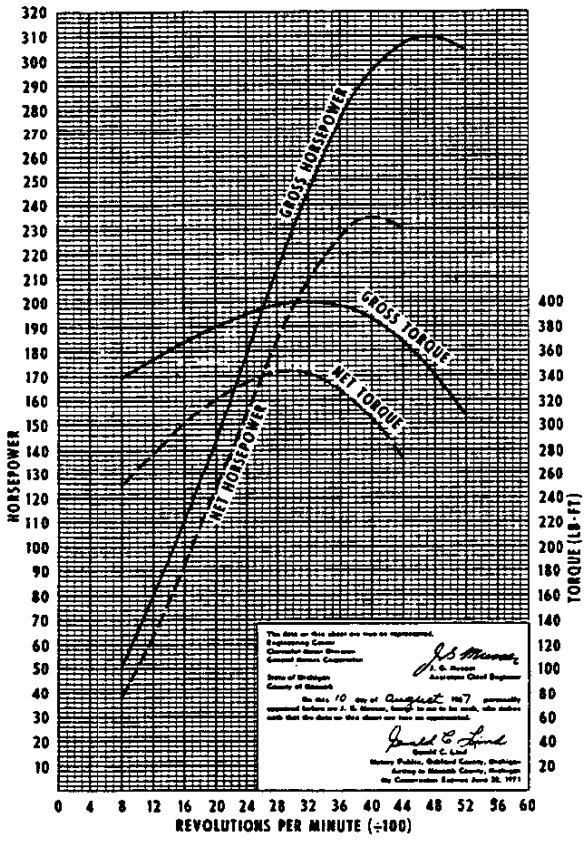
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

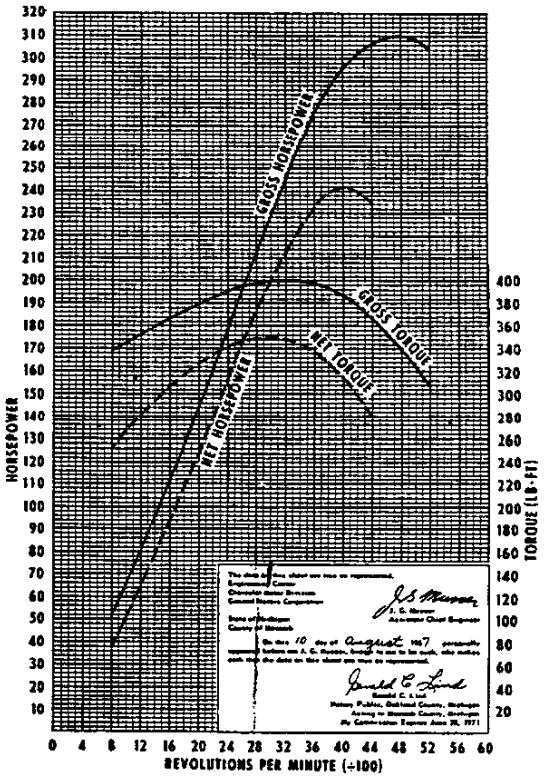
With A.I.R.*

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



Without Exhaust Emission Controls*

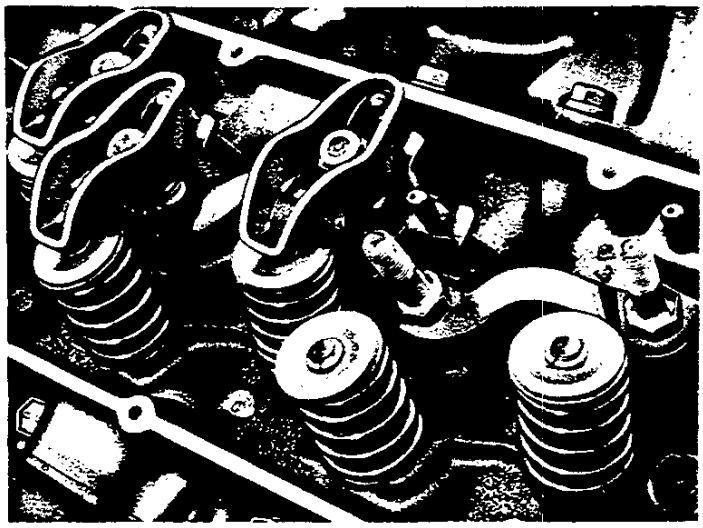
Gross horsepower.....310 @ 4800 rpm
Net horsepower.....242 @ 4000 rpm
Gross torque, lb-ft.....400 @ 3200 rpm
Net torque, lb-ft.....350 @ 3000 rpm



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

366, 396 & 427 V8 ENGINES

➔ENGINE FEATURES*



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

Alloy steel intake valves—Tough-alloy steel gives extra durability and toughness. The face is aluminized to retard deposits, the stems are chrome-plated and the tips are hardened for long wear. The valve seats are integral with the cylinder head while the valve guides are cast iron and replaceable.

Exhaust valves—The 366 & 427 V8 have exhaust valves made of high-alloy steel Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer. Rotocoil valve rotators are used in the 366 & 427 V8s to insure long valve life.

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

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

The inlet air temperature is controlled by a thermostatic valve which automatically selects either air warmed by the exhaust manifold heat stove or cooler air from a high-level outside air intake grille located on the left side of the hood on Series 60 conventional cab models. This outside air intake valve starts to open at 80° and is fully open at 100°.

The carburetor on the 366 & 427 V8s is a Holley four-barrel which incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm. The 396 V8 can be ordered with a Holly two-barrel carburetor with a manual choke or a Rochester four-barrel carburetor with an automatic choke.

Pistons for the 366 & 427 V8s are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control) (the 396 V8 has 3 rings). The top compression ring groove is machined in an insert of alloy iron, cast in and bonded integrally with the piston for strength. All piston rings are phosphate coated for oil retention and corrosion-resistance. They are also chrome-plated for long wear.

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

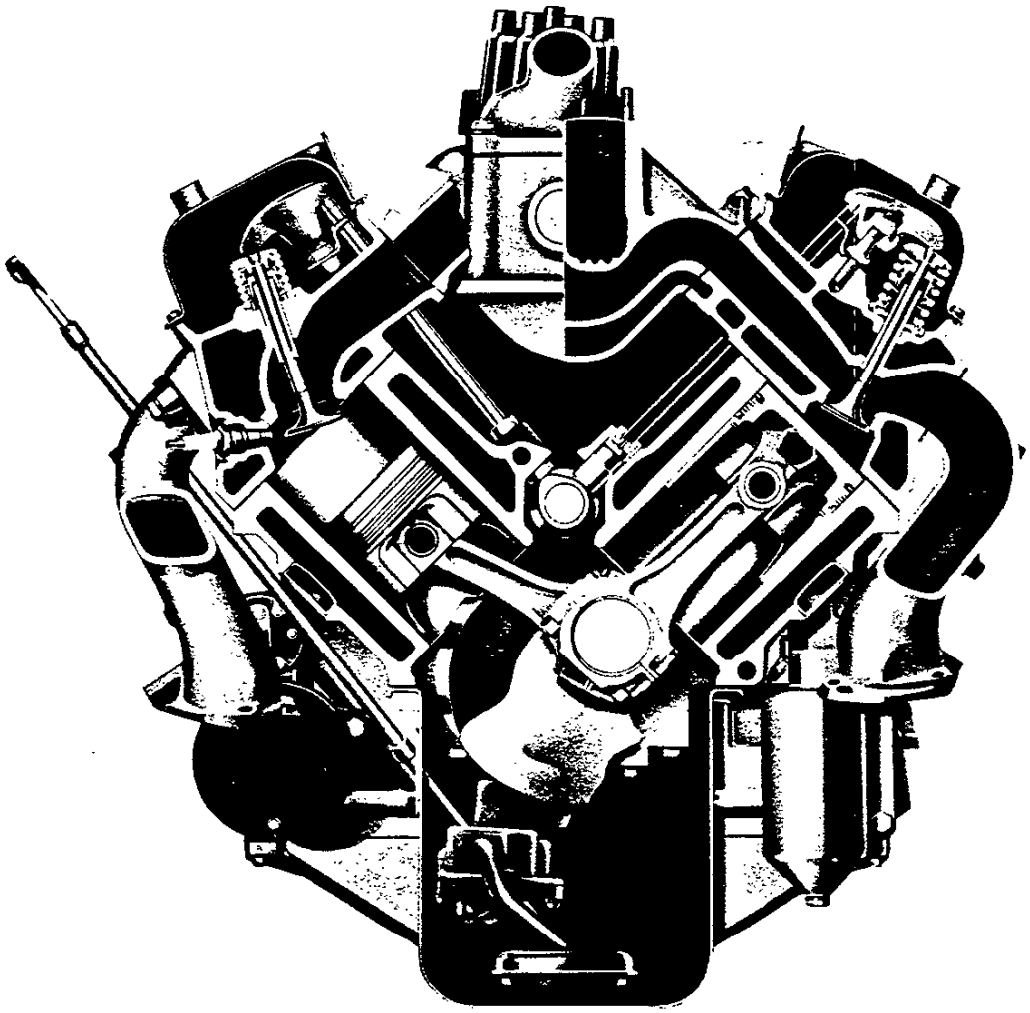
The camshaft on the 366 & 427 V8s is gear-driven by helical gears for maximum efficiency and durability. The 396 V8 has a chain-drive mechanism.

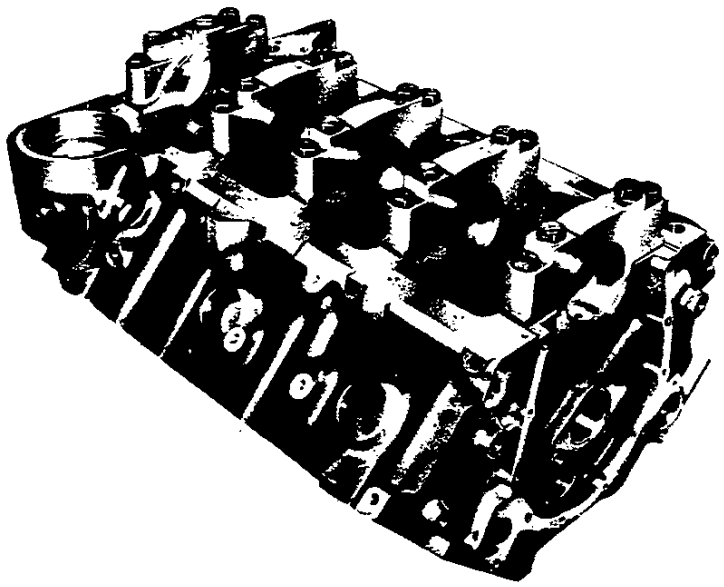
The lubrication system features a full-flow oil filter and a newly designed oil pump. The new pump lessens damaging forces inside itself for greater durability and eliminates vibrations which could cause wear. The pump fills the main gallery, which in turn feeds the camshaft, main and connecting rod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

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

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

➔ENGINE FEATURES*





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

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

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

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

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

366, 396 & 427 V8 ENGINES

➔SPECIFICATIONS

	High Torque					
	366 V8*	396 V8★	396 V8*	396 V8★	396 V8*	427 V8*
Oil Capacity (qts)						
With filter change	7¾	5				7¾
W/o filter change	6	4				6
Oil Filter						
Standard	Replaceable element	Throwaway type				Replaceable element
Capacity (qts)	2	1				2
Oil Pump						
Type	Spur gear; distributor shaft driven					
Capacity (gpm)	6 @ 2000 rpm					
Normal Pressure (psi)	40-55 @ 2000 rpm	50-75 @ 2000 rpm				40-55 @ 2000 rpm
Pistons						
Material	Cast aluminum alloy					
Skirt	Slipper					
Head	Flat	Domed				Flat
Piston Pins						
Type	Rod shrink fit to pin					
Material	Chromium steel					
Piston Rings						
Compression Rings						
Number	3	2				3
Material	Cast alloy iron					
Oil Control Rings						
Number	1					
Material	Cast alloy iron	Multi-piece steel				Cast alloy iron
Thermostat	Harrison; 195°					
Valve Train						
Type	Individually mounted rocker arms, push rod actuated					
Lifters	Hydraulic					
Rocker Arm Ratio	1.70:1	1.75:1				1.70:1
Valve Guides	Pressed-in; cast alloy iron					
Valve Lash	Zero					
Intake Valves						
Material	Alloy steel					
Diameter (in)	1.84	2.065				1.94
Face Coating	Aluminized	None				Aluminized
Seats	Machined in cylinder head					
Exhaust Valves						
Material	High alloy steel					
Diameter (in)	1.66	1.72				
Face Coating	Cobalt based alloy	Aluminized				Cobalt based alloy
Seats	Hardened inserts	Machined in cylinder head				Hardened inserts
Rotators	Rotocoils	None				Rotocoils
Water Pump						
Type	Centrifugal					
Capacity (gpm)	81 @ 4000 rpm	82 @ 5200 rpm				81 @ 4000 rpm

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

→SPECIFICATIONS

		High Torque					
		366 V8	396 V8★	396 V8*	396 V8★	396 V8*	427 V8
Basic Description		V8; Valve-in-head					
Displacement (cu in)		366	396				427
Bore & Stroke		3.937 x 3.76	4.094 x 3.76				4.25 x 3.76
Compression Ratio		8.0:1	9.0:1				8.0:1
Firing Order		1-8-4-3-6-5-7-2					
Gross Horsepower @ rpm		235 @ 4000	275 @ 4400	275 @ 4400	310 @ 4800	310 @ 4800	260 @ 4000
Net Horsepower @ rpm		200 @ 4000	190 @ 4000	197 @ 4000	235 @ 4000	242 @ 4000	225 @ 4000
Gross Torque (lb-ft) @ rpm		345 @ 2600	390 @ 2800	390 @ 2800	400 @ 3200	400 @ 3200	405 @ 2600
Net Torque (lb-ft) @ rpm		315 @ 2400	330 @ 2400	335 @ 2400	345 @ 3000	350 @ 3000	365 @ 2400
Air Cleaner		See model pages for type					
Camshaft							
Bearings		Steel-backed babbitt					
Inlet Valve	Opens	54° BTC	40° BTC				46° BTC
	Closes	90° ABC	102° ABC				90° ABC
Exhaust Valve	Opens	86° BBC	87° BBC				97° BBC
	Closes	50° ATC	55° ATC				57° ATC
Inlet Duration	w/o Ramp	280°	286°				280°
Exhaust Duration	w/o Ramp	280°	286°				318°
Carburetor							
Type		4-Barrel	2-Barrel		4-Barrel		4-Barrel
Make		Holley	Holley		Rochester		Holley
Venturi ID (in)		1.25; 1.31	1.375		1.09		1.25; 1.31
Throttle Bore (in)		1.56	1.6875		1.38: 2.25		1.56
Choke Control		Manual	Manual		Automatic		Manual
Connecting Rods							
Material		Forged steel					
Length (in)		6.135					
Bearings		Premium aluminum					
Crankcase Ventilation		Closed positive					
Crankshaft							
Material		Forged steel					
Number of Counterweights		6					
Main Journals (in)		2.75					
Crankpin Journals (in)		2.2					
Torsional Damper		Inertia; rubber mounted					
Bearings		Premium aluminum					
Distributor		Delco-Remy; centrifugal & vacuum advance					
Fuel Filter							
Carburetor		Paper element					
Fuel Tank		Wire mesh					
In-line		Standard	Optional				Standard
Governor							
Availability		Standard	None				Standard
Make		—	—				—
Type		Vacuum spinner	—				Vacuum spinner
Setting		4000 rpm	—				4000 rpm
Lubrication System		Controlled full pressure					
Main Bearings		Direct pressure					
Camshaft Bearings		Direct pressure					
Timing Gear		Centrifugally sprayed					
Connecting Rods		Direct pressure					
Valve Mechanism		Pressure & gravity					
Cylinder Walls		Cross sprayed by pressurized jets					
Piston Pins		Cross sprayed by pressurized jets					

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

SPECIFICATIONS

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

★With A.I.R.

➔SPECIFICATIONS

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

★With A.I.R.

HIGH TORQUE 478 V6

Applications

Standard: None
Optional: HM80; JM80; TM80; WM80

Basic Specifications

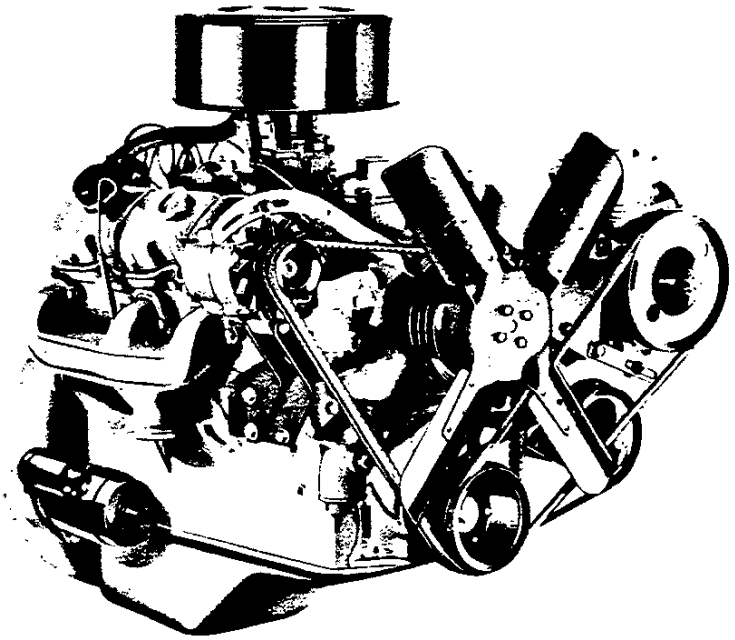
Engine type.....Valve-in-head
Piston displacement.....478 cu in
Bore & stroke (nominal).....5.125" x 3.86"
Compression ratio.....7.5:1
Carburetor type.....2-barrel

Test Procedures

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

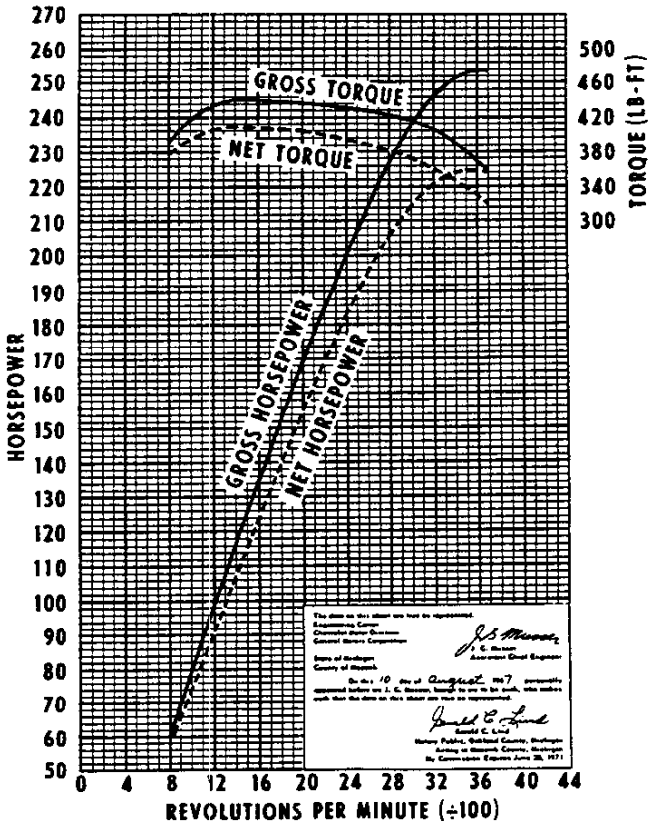
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

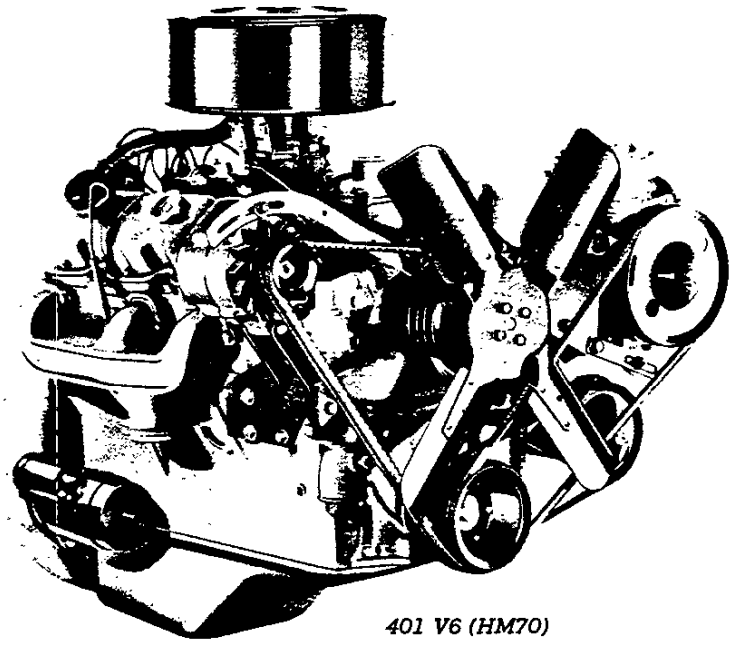


478 V6 (HM80)

Gross horsepower.....254 @ 3700 rpm
Net horsepower.....225 @ 3400 rpm
Gross torque, lb-ft.....442 @ 1400 rpm
Net torque, lb-ft.....410 @ 1400 rpm



HIGH TORQUE 401 V6



401 V6 (HM70)

Applications

Standard: HM70–80; JM70–80; TM70–80; WM80
Optional: None

Basic Specifications

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

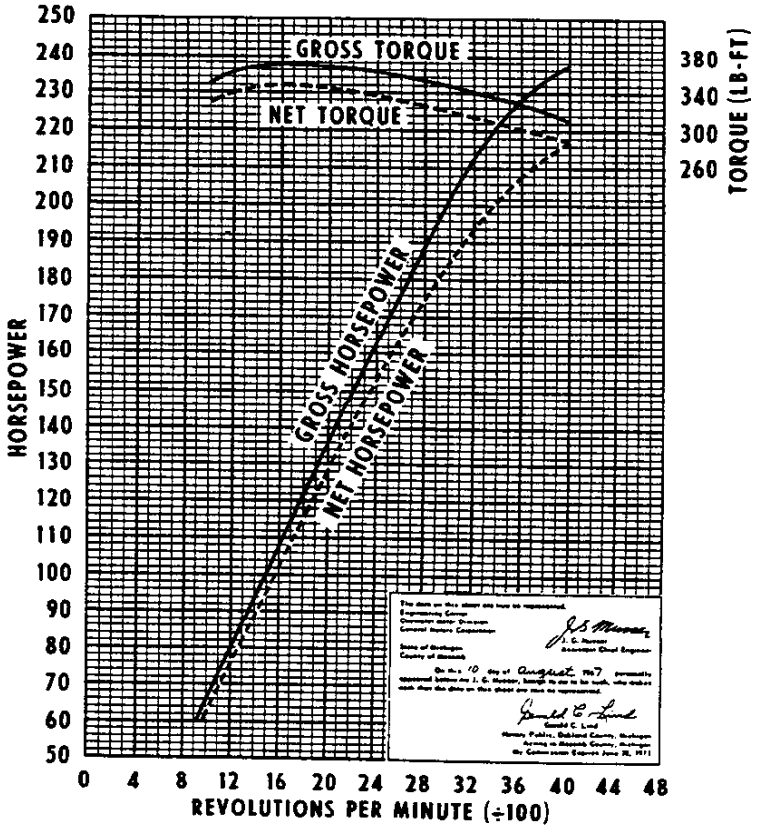
Test Procedures

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

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

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

Gross horsepower	237 @ 4000 rpm
Net horsepower	210 @ 3700 rpm
Gross torque, lb-ft	372 @ 1600 rpm
Net torque, lb-ft	348 @ 1600 rpm

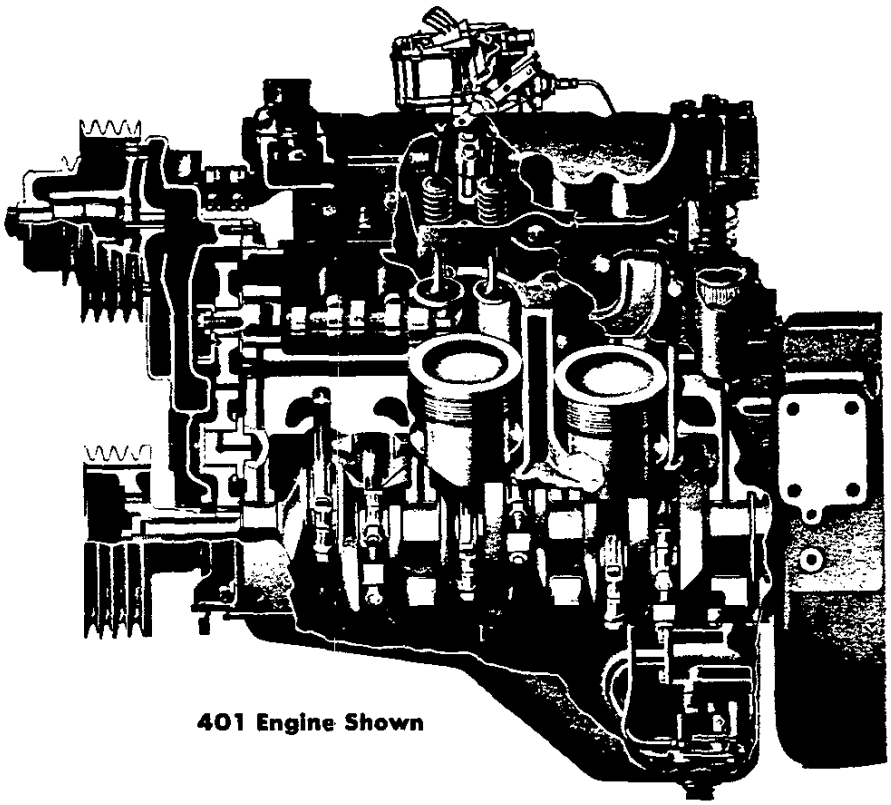


ENGINE FEATURES

Hydraulic governor is housed in the oil pan and operates on the oil pump pressure. When the pressure reaches a predetermined point, oil passes to a diaphragm in the carburetor assembly which operates the throttle plates. Virtually tamperproof, it can be easily reset in the shop.

The cooling system has a high-capacity centrifugal-type water pump which circulates large quantities of coolant at high velocities around the full length of the cylinder bores and around valve guides and seats in the heads. The high velocity of the coolant assures proper cooling and retards formation of deposits in the water jacket.

The lubrication system features a high-output rotor-type oil pump. All oil is filtered continuously by a full-flow filter in the system.



401 Engine Shown

Camshafts are made of high-strength electric furnace iron with the extra-wide lobes hardened and phosphate-coated for resistance to wear. They are supported by four large bearings in the block for proper valve operation. The lobes never start "dry" against the lifters, for they dip in a special reservoir of oil on the first turn of the shaft for instant protection against scuffing. Double-strand roller chains drive the camshaft thru a three-gear train.

Standard heavy-duty valves are made of Silichrome XB alloy for the intakes and nickel-chrome-faced sodium-cooled Silichrome XB for the exhausts. Both have hardened tips to resist wear. The exhaust valve seats are pressed-in inserts of hard nickel-chromium-tungsten-cobalt alloy steel.

Rigid valve train uses extra aluminum rocker shaft brackets to maintain valve train alignment under all conditions.

Self-locking valve lash adjusting screws save time and simplify adjustments.

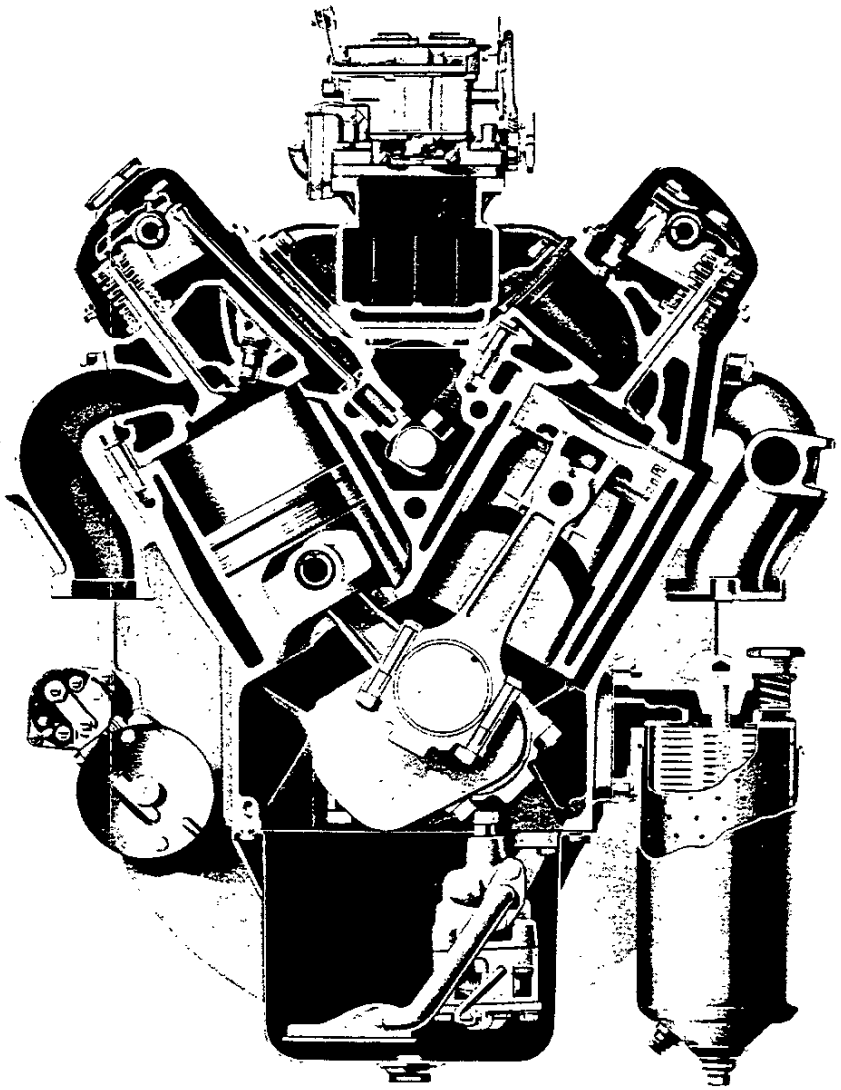
Extra-long valve guides are integral with the heads and are surrounded by coolant for rapid heat transfer from valve stems. Pressed-in valve seats of hard nickel-chromium-tungsten-cobalt alloy steel protect against seat pitting or burning.

Valve rotators are standard on both the intake and exhaust valves and help to eliminate burning of valves.

Dual exhaust systems are standard on these engines to minimize back pressure.

Protected ignition wiring is trouble-free due to spark plug location on the upper side of the cylinder head, eliminating heat damage from proximity to exhaust manifolds.

ENGINE FEATURES



401 Engine Shown

GENERAL DESIGN

Valve-in-head 60°V design engines are premium-built truck power plants. Their "over-square" design with large bore and short stroke cuts power-robbing friction to a minimum while permitting freer breathing and cooler operation. High torque is available over a broader range due to high volumetric efficiency; yielding more work per fuel dollar. Heavy-duty components are utilized wherever they add to durability. High-powered cooling and lubrication systems assure cooler, longer lasting operation by averting overheating or metal-to-metal contact. All the various components are either precision-fitted to exacting tolerances or designed for loads in excess of any they will ever encounter in service.

Crankcase and block are cast in one piece from fine-grain chromium-nickel alloy iron, forming a heavy-duty rigid unit. The cylinder banks are offset or staggered for maximum strength configuration. The block skirt extends three inches below the crankshaft center line to add extra strength to the main bearing caps which are fitted into broached grooves in the skirt. All cylinder bores are honed and lapped to a finish designed for proper lubrication at all speeds.

Connecting rods are I-beam design of drop-forged carbon steel, balanced to exacting tolerances.

Crankshafts have four heavy main journals and six rod journals spaced evenly at 60° intervals. They are made from drop-forged carbon steel and feature "Tocco" hardened journals.

Pistons are heavy-duty permanent-mold aluminum castings with an integral cast-in steel band for expansion control. Four-ring design (three compression, one oil control) assures excellent oil control and better compression sealing. The upper ring groove is machined in the steel insert for maximum durability.

Cylinder heads are cast of fine-grain chromium-nickel alloy iron to ensure against distortion or warpage. The wedge-shaped combustion chambers are fully machined to a smooth finish for closer regulation of compression ratio between cylinders. Short individual intake and exhaust ports contribute to the high volumetric efficiency and smooth flow of gases. Spark plugs are located on the upper side of the head for easier servicing.

Closed positive crankcase ventilation system flushes harmful fumes up to the combustion chambers where they are burned.

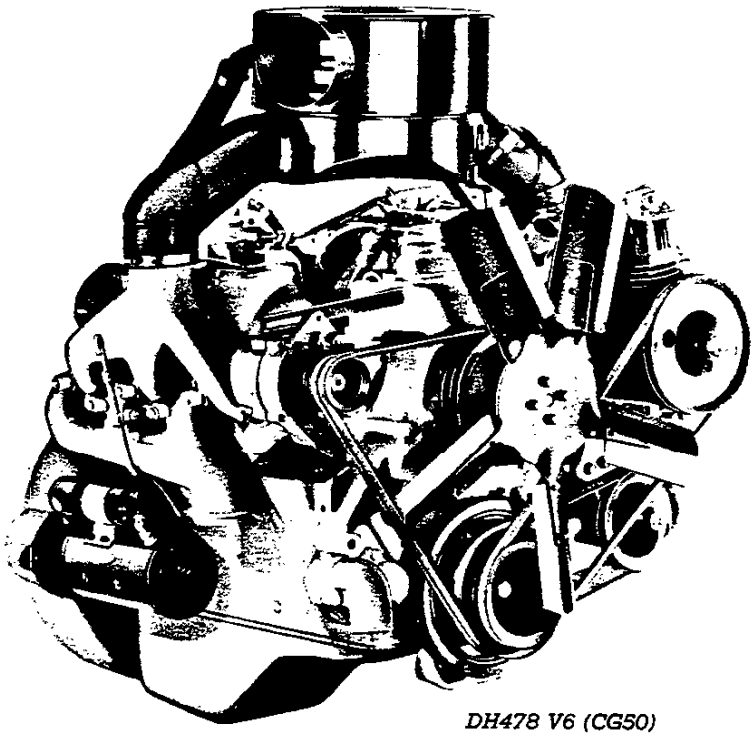
SPECIFICATIONS

	401 V6	478 V6
Piston Rings	3 compression; 1 oil control	
Compression	1–3 inside bevel cast iron	1—inside bevel cast iron 2—taper-faced cast iron 3—reverse twist cast iron
Oil Control	one-piece steel	cast iron with expander
Pistons	permanent mold cast aluminum; tin-plated	
Head	recessed	
Skirt	solid slipper	
Weight	—	
Plugs, Spark	AC 14mm	
Model	42N—long reach	
Pump, Fuel	AC	
Pump, Oil	rotor type	
Pressure (normal)	60 psi	
Capacity	13 gal/min @ 3200 rpm	
Pump, Water	centrifugal type; belt driven	
Capacity	176 gal/min @ 3600 rpm	
Bearing	double-row ball; permanently lubricated	
Thermostats	(2) Harrison 180°	
Type	Pellet	
Timing, Ignition Initial Setting	10° BTDC	10° BTDC
Timing Mark Location	on crankshaft pulley	
Firing Order	1–6–5–4–3–2	
Timing, Valve Inlet Opens	27° BTDC	
Inlet Closes	61° ABDC	
Exhaust Opens	82° BBDC	
Exhaust Closes	36° ATDC	
Valve Guides	cast integral; water cooled	
Valve Lifters	mechanical barrel type; rotating	
Valve Mechanism	rocker arm and shaft; pushrod actuated	
Valve Seat Inserts	exhaust valves only; pressed in alloy steel	
Valves, Exhaust	Silichrome XB steel; sodium filled stems	
Face Coating	Ni-Chrome	
Overall Length (in)	5.900	
Head Diameter (in)	1.885	
Face Angle	45°	
Seat Angle	45°	
Lift (in)	.397	.417
Rotators	Rotocoil	
Valves, Inlet	Silichrome XB steel	
Face coating	aluminized seat	
Overall Length (in)	5.913	
Head Diameter (in)	2.26	
Face Angle	30°	
Seat Angle	30°	
Lift (in)	.406	.420
Ventilation, Crankcase	closed positive type	

SPECIFICATIONS

	401 V6	478 V6
Basic Description	60° V6; valve-in-head design	
Displacement (cu in)	401	478
Bore & Stroke (in)	4.87 x 3.58	5.125 x 3.86
Compression Ratio	7.5:1	
Gross Horsepower @ rpm	237 @ 4000	254 @ 3700
Net Horsepower @ rpm	210 @ 3700	225 @ 3400
Gross Torque (lb-ft) @ rpm	372 @ 1600	442 @ 1400
Net Torque (lb-ft) @ rpm	348 @ 1600	410 @ 1400
Air Cleaner	1-qt; oil-wetted paper	
Bearings, Camshaft	steel-backed babbitt	
ID x Length (Projected Area): Total	7.93 x 4.59 (9.12 sq in)	
Bearings, Connecting Rod (Crank end)	precision replaceable	
Material	steel-backed aluminum	
ID x Length (in) (Projected Area)	2.812 x .935 (2.628 sq in)	
Bearings, Main	precision replaceable	
Material	steel-backed aluminum	
End Thrust	taken by Bearing 3	
ID x Length (Projected Area) (in)		
Bearings (1-3)	3.125 x 1.5275 (14.764 sq in)	
Bearing (4)	3.126 x 1.5325	
Camshaft	high-alloy electric furnace iron; lobes hardened and phosphate coated	
Drive	helical gear train	
Carburetor	downdraft	
No. of Barrels	two	
Make	Bendix-Stromberg	
Venturi ID (in)	1.3125	
SAE Flange Size (in)	1.50	
Choke Control	manual	
Coil, Ignition	Delco-Remy	
Current Draw (amp)	4.0 engine stopped; 1.5 engine idling	
Connecting Rods	forged steel; I-beam section	
Length (Center to Center) (in)	7.19	
Crankshaft	forged steel	
Cylinder Block	chrome alloy cast iron	
Cylinder Heads	chrome alloy cast iron	
Distributor	Delco-Remy	
Filter, Fuel	AC GF-62T	
Type	replaceable paper element	
Location	frame mounted	
Filter, Oil	2-qt full-flow; replaceable element	
Governor	hydraulic-positive	
Full-Load Setting	3700	3400
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; splash to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure to valve mechanism. See Owner's Guide for lubricant types.	
Oil Capacity (With Filter Change)	10 qts	
Piston Pins	alloy steel; full-floating tubular	
Diameter (in)	1.24	

TORO-FLOW DH478 DIESEL



DH478 V6 (CG50)

Applications

Standard: CG50; TG50; HG70; JG70; TG70
Optional: None

Basic Specifications

Engine type.....V6 4-cycl
Piston displacement.....478 cu i
Bore & stroke (nominal).....5⅛" x 3⅞
Compression ratio.....17.5:

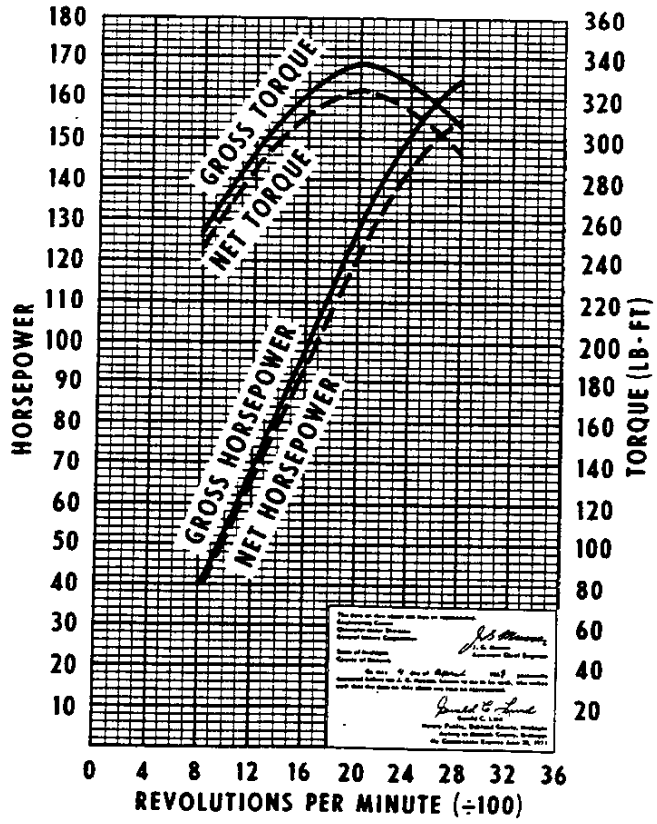
Test Procedures

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

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

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

Gross horsepower.....165 @ 2800 rpm
Net horsepower.....154.5 @ 2800 rpm
Gross torque, lb-ft.....325 @ 2000 rpm
Net torque, lb-ft.....312 @ 2000 rpm



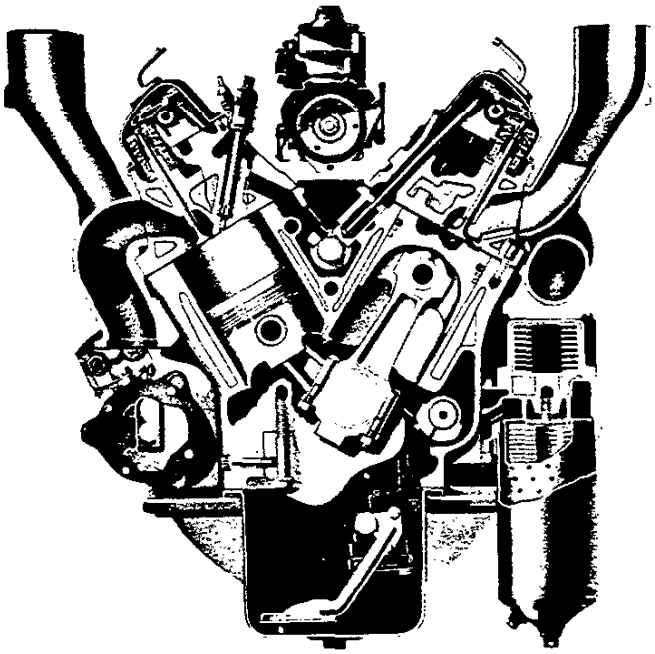
ENGINE FEATURES

Toro-Flow diesels are short-stroke, high-speed 4-cycle engines designed for maximum performance, economy and durability. They deliver more power per pound of fuel consumed due to their efficient combustion process and new fuel injection system. Turbulence is induced into incoming air by the design of the ports and the combustion chamber recessed into the piston. This toroidal movement of air causes smoother burning of the fuel charge and maximum usage of the energy generated by the combustion. The Toro-Flow has the lowest brake specific fuel consumption of any automotive diesel. Peak torque is maintained over a wide range of engine rpm for more usable power.

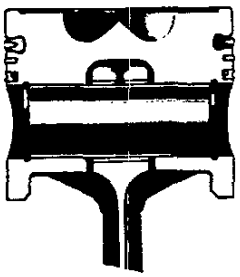
Lubrication system is full-pressure type with a high-output rotor-type pump that keeps all interior engine parts well protected from wear. Oil coolers that lower lubricating oil temperature are standard.

Heavy-duty 2-quart oil filters are full-flow type with replaceable paper-type elements.

Closed positive crankcase ventilation flushes out all sludge-forming oil fumes and foreign gases, sending them back to the combustion chamber where they are burned.



Typical Toro-Flow Section



Cast aluminum pistons contain the unique Toro-Flow combustion chamber which swirls the incoming air with a toroidal motion. This results in more efficient combustion and excellent fuel economy. The pistons are cam-ground to precision tolerances and tin-plated to resist scuffing. Each piston has three rings—two compression and one oil-control. The top compression ring is fitted into a cast-in nickel-iron insert in the piston for maximum durability.

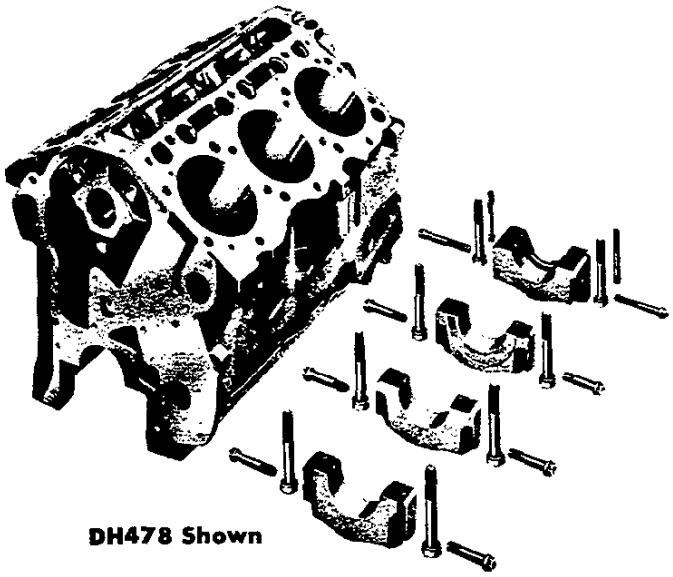
Connecting rods have large I-beam sections of forged steel to provide maximum durability. Rods and pistons are precision balanced as units and matched for smooth performance.

Crankshaft has four main and six connecting rod journals. Premium aluminum insert bearings are used for long service and durability. All crankshaft journals are "Tufftride"-hardened for excellent wear characteristics.

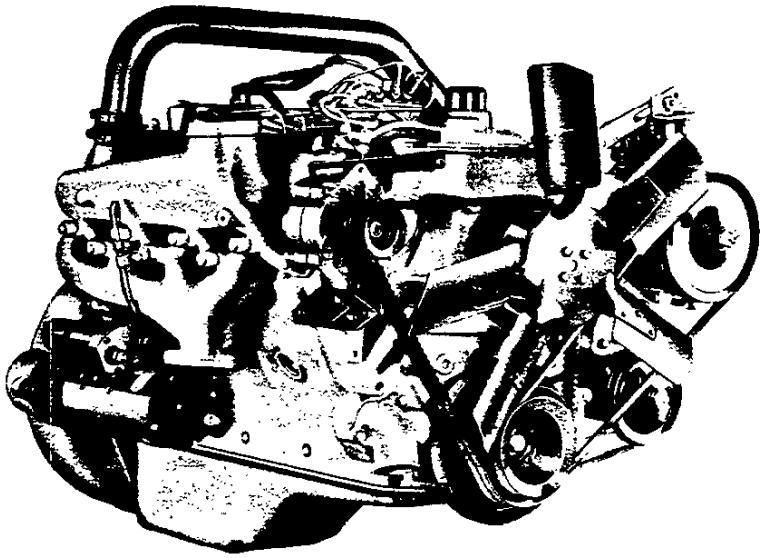
Cylinder block is cast of hard fine-grain alloy iron with thick, husky walls. Deep ribs, extra-large bosses and widely spaced staggered cylinders add strength and rigidity. The block skirt is dropped three inches below the crankshaft center line for extra support in this area. The heavy main bearing caps are interference-fitted to the skirt and secured by heat-treated bolts. They are also held by side tie-bolts thru the block skirt for maximum rigidity.

Cylinder heads are cast of alloy iron for greatest structural strength. Their bottom surface is flat due to the fact that the combustion chamber is in the piston. Widely spaced valves dissipate heat more readily and seat distortion is virtually eliminated. The intake ports are designed to help create the toroidal swirling of incoming air that is the key to Toro-Flow economy.

Engine balance is excellent due to crankshaft counterweights, rubber-type damper, weighted flywheel and a rotating balance shaft in the lower left portion of the crankcase. The balance shaft turns in the opposite direction than the crankshaft at twice the rpm.



DH478 Shown



DH637 V8

Applications

Standard: HJ70; JJ70; TJ70
Optional: None

Basic Specifications

Engine type.....V8 4-cycle diese
Piston displacement.....637 cu i:
Bore & stroke (nominal).....5⅛" x 3⅞
Compression ratio.....17.5:

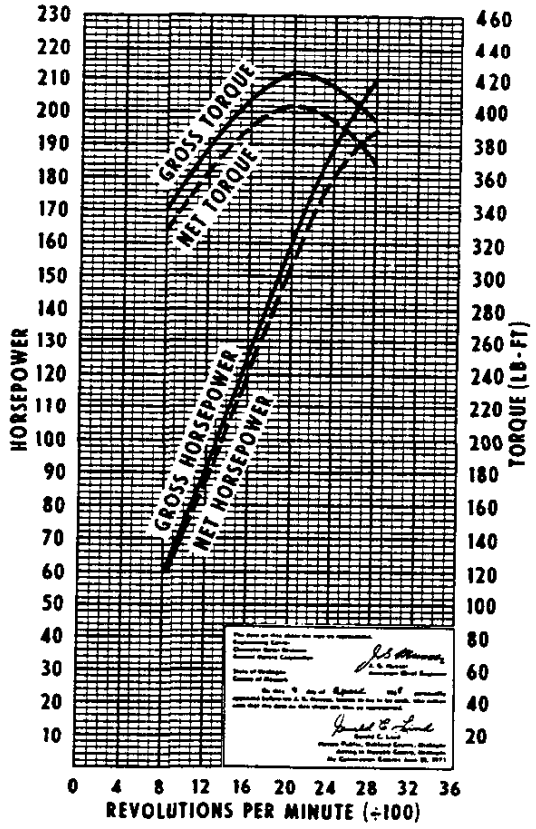
Test Procedures

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

Gross horsepower and torque were obtained in regular dynamometer test with the dynamomete exhaust system, no fan and generator not charging

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

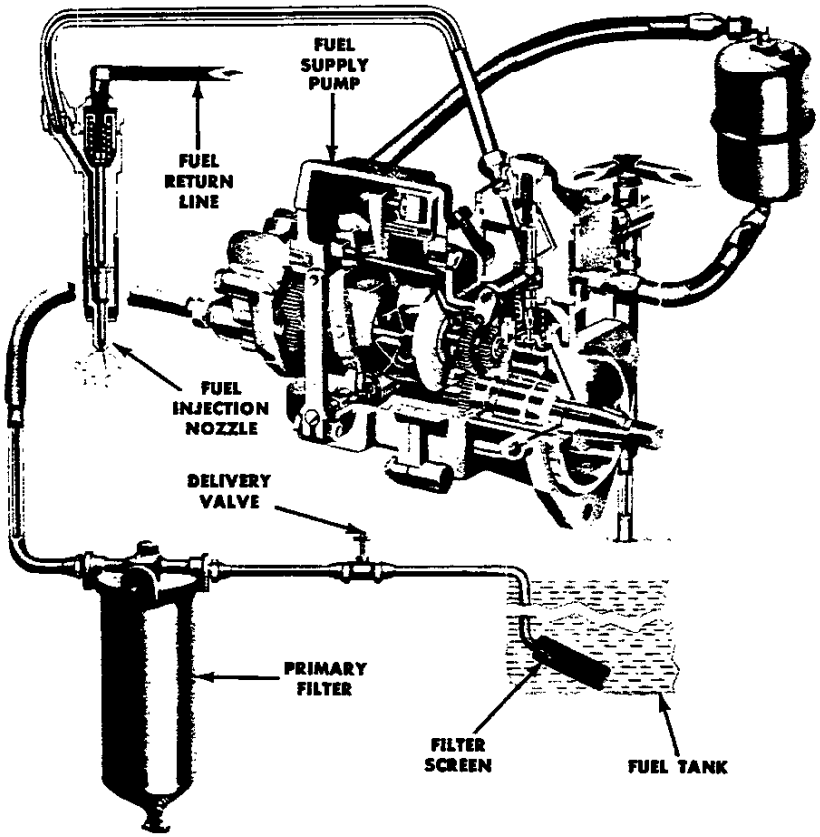
Gross horsepower.....210 @ 2800 rpm
Net horsepower.....198 @ 2800 rpm
Gross torque, lb-ft.....458 @ 2000 rpm
Net torque, lb-ft.....444 @ 2000 rpm



SPECIFICATIONS

	DH478	DH637
Basic Description		
Displacement (cu in)	477.7	637
Bore and stroke (in)		
Gross horsepower @ rpm	165 @ 2800	210 @ 2800
Net horsepower @ rpm	154.5 @ 2800	198 @ 2800
Gross torque @ rpm	325 @ 2000	458 @ 2000
Net torque @ rpm	312 @ 2000	444 @ 2000
Governor rpm	2800	2800
Compression ratio		
Weight (lbs)	950	
General		
Type and number of cylinders	60° V6	60° V8
Cylinder block and crankcase	Cast in unit with dropped skirt and left-bank offset forward	
Material	Chrome-nickel alloy cast iron	
Cylinder head Attachment to block	Heat-treated bolts	
Material	Chrome-nickel alloy cast iron	
Valve arrangements	In head	
Valve seat inserts	Exhaust only	
Stroke cycle	Four	
Ignition method	Compression	
Fuel injection	Through high-pressure line to nozzle at each cylinder	
Air intake system	Naturally aspirated	
Crankcase ventilation	Positive	
Firing order	1-6-5-4-3-2	1-8-4-3-6-5-7-2
Camshaft		
Material	High-strength electric furnace iron	Alloy nodular iron
Bearing material	Steel-backed babbitt	Steel-backed bronze
Number of bearings	4	5
Total bearing length (in)	4.58	5.458
Total projected area (sq in)	9.10	10.96
Camshaft drive type	Helical gears	
Camshaft gear material	Cast Arma-Steel	
Idler gear material	Cast Arma-Steel	
Crankshaft gear material	Case-hardened steel	
Crankshaft		
Material	Drop-forged steel; Tufftride	
Counterweights	Forged integral	
Main journal diameter (in)	3.125	
Crankpin diameter (in)	2.81	
Crankshaft weight (lbs)	99.5	99.5
Flywheel material	High-strength cast iron	
Main bearing type	Precision, replaceable	
Number of bearings	4	5
Material	Steel-backed aluminum	
Diameter (in)	3.125	
End thrust taken by	Bearing 3	Bearing 5
Total bearing length (in)	4.71	5.65
Total projected area (sq in)	14.764	17.71

ENGINE FEATURES



The fuel system uses the American Bos fuel injection mechanism which meters, pr surizes and distributes the fuel to each clyind in proper firing sequence. Illustrated at left the main pump assembly and components

entire fuel system. The pump is mount a top of the engine between the cylinder hea and is driven by the camshaft.

The system includes a frame-mounted p mary fuel filter with a throwaway-type eleme and a secondary filter of the disposable ty A screen in the fuel tank prevents any c taminants from entering the lines.

The low-pressure fuel supply pump is us to assure adequate fuel to the high-pressu injection portion. Fuel is recirculated to t fuel tank when not needed so that the fuel constantly being filtered.

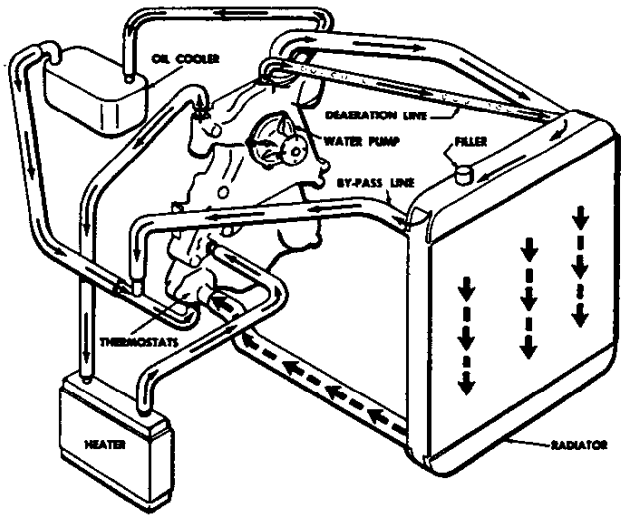
Specific injection timing is varied as need throughout the rpm ranges by an automa advance mechanism controlled by engi speed and oil pressure. To provide for eas starting, there is an automatic starting devi which provides more fuel when the engine being cranked over.

The pump plunger provides high-pressu impulses of fuel thru the delivery valve at t proper times to the cylinder injection nozzl The amounts of fuel sent are controlled wit close limits by a variable-speed mechanic governor for maximum power and econon

The Posi-Temp cooling system used only on Toro-Flow diesel engines requires no radiator shutters and yet permits a much closer control over coolant temperatures. It reduces coolant temperature fluctuation and maintains a relatively constant temperature for highest diesel engine operating efficiency.

A high-capacity centrifugal-type water pump circulates large volumes of coolant through the cylinder block and heads. This high-efficiency cooling increases life of pistons, valves, seats, guides and injector nozzles by eliminating "hot-spots."

The flow from the block and heads enters the inlet hose to the upper radiator tank. If the temperature is too low and the thermostats are closed, the coolant flows across the upper tank and through the bypass line. When the thermostats open, the coolant can flow normally downward through the radiator core. Smaller lines feed coolant to the heater and the oil cooler (where offered), while a deaeration line from the water pump to the upper radiator tank assures full-flow coolant pressure.



Light arrows represent flow with thermostats closed and heavy arrows indicate flow with thermostats open.

SPECIFICATIONS

	DH478	D637	DH637
Manifolds			
Air inlet	Vertical downdraft with three ports for each bank	Vertical downdraft with four ports for each bank	
Exhaust	Three ports for each bank of three cylinders	Four ports for each bank of four cylinders	
Fuel System			
Fuel pump make and model	American Bosch with positive displacement gear transfer pump		
Type	Single-plunger distributor type		
Pump drive	Gear drive from camshaft		
Fuel strainer	Screen in fuel tank		
Primary fuel filter	Replaceable element mounted on frame rail (10 micron)		
Secondary fuel filter	Throwaway type (2 micron)		
Fuel injector make	American Bosch		
Type	Multiple orifice		
Size	Four-hole .014" diameter		
Injector coolant	High-velocity water in cylinder head		
Fuel flow control	Fuel-metering sleeve in pump		
Injector actuation	High-pressure fuel from pump		
Injection pressure	3000 PSI		
Governor	Built in unit with fuel pump		
Type	Modulating centrifugal		
Air cleaner			
Type and size		Oil-bath—1-quart	
Location	On engine	R.H. side of firewall	
Quantity used	1	1	
Exhaust System			
Engine to muffler	Dual 2.50" OD steel tubing		
Muffler size (in)	6⅝ OD x 28		
Type	Two-passage		
Number used	2		
Features	Aluminum dip and heat-resistant finish		

SPECIFICATIONS

	DH478	D637	DH637
Connecting Rods			
Type	I-beam section		
Material	Drop-forged heat-treated steel		
Length center to center (in)	7.19		
Piston pin bushing type	Steel-backed bronze		
Projected area (sq in)	2.08		
Lower end rod bearing type	Precision replaceable		
Material	Steel-backed aluminum		
Diameter and length (in)	2.812 x .935		
Projected area (sq in)	2.628		
Pistons			
Type	Heavy duty, cam ground, barrel shaped		
Material	Permanent mold cast aluminum, tin plated		
Compression ring grooves	Two		
Top grooves insert	No-resist cast iron bonded in place		
Oil control ring grooves	One above piston pin with drilled holes for drainage		
Projected pin bearing area in piston (sq in)	4.06		
Piston pin type	Full-floating		
Material	Tubular alloy steel		
Diameter (in)	1.615		
Retention method	Snap rings in piston		
Piston rings			
Top compression ring	Keystone section, barrel faced		
Material	High-strength chrome-faced ductile iron		
Second compression ring	Taper faced		
Material	Cast iron		
Oil control ring	Cast-iron type		
Material	Chrome-plated cast iron with steel expander		
Valve Mechanism			
Type	Rocker arm and shaft, pushrod actuated		
Valve lifters	Mechanical barrel, rotating		
Material	Hardened cast iron		
Guide	Reamed holes in cylinder block		
Pushrod	Tubular steel		
Length	9.33		
Rocker arm	Pearlitic malleable iron		
Adjustment	Self-locking screw		
Shaft support	Aluminum die-cast brackets		
Shaft material	Tubular case-hardened steel		
Lubrication			
Type	Full-pressure		
Distribution			
Main bearings	Direct		
Connecting rod bearings	Direct		
Connecting rod bushings	Direct		
Camshaft bearings	Direct		
Camshaft lobes	Dip in oil reservoirs		
Timing gears	Direct spray and overflow		
Lifters	Direct		
Rocker arms	Direct		
Rocker arm shaft	Direct		
Piston pins	Oil splash through two slots in each piston pin boss		
Cylinder walls	Splash		
Oil cooler	Standard		
Oil pump type	Rotor		
Normal pressure (PSI)	60		
Capacity GPM @ RPM	16 @ 3200		
Inlet screen	Fixed		
Oil filter			
Type	2-qt full-flow replaceable element		
Location	Left side of block		
Crankcase capacity			
Without filter change	8 qts	12 qts	
With filter change	10 qts	14 qts	

4-53N DETROIT DIESEL

Applications

Standard: CD50–60; TD50–60
Optional: None

Basic Specifications

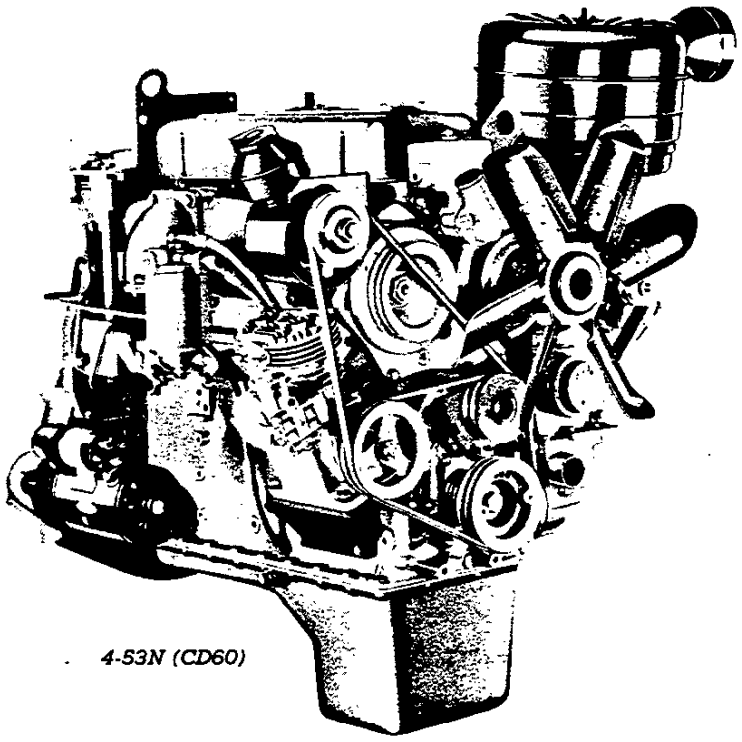
Engine type.....In-line 2-cycle diesel
Piston displacement.....212.3
Bore & stroke (nominal).....3⅞" x 4½"
Dry weight (with clutch).....1203 lb
Compression ratio.....21 to 1

Test Procedures

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

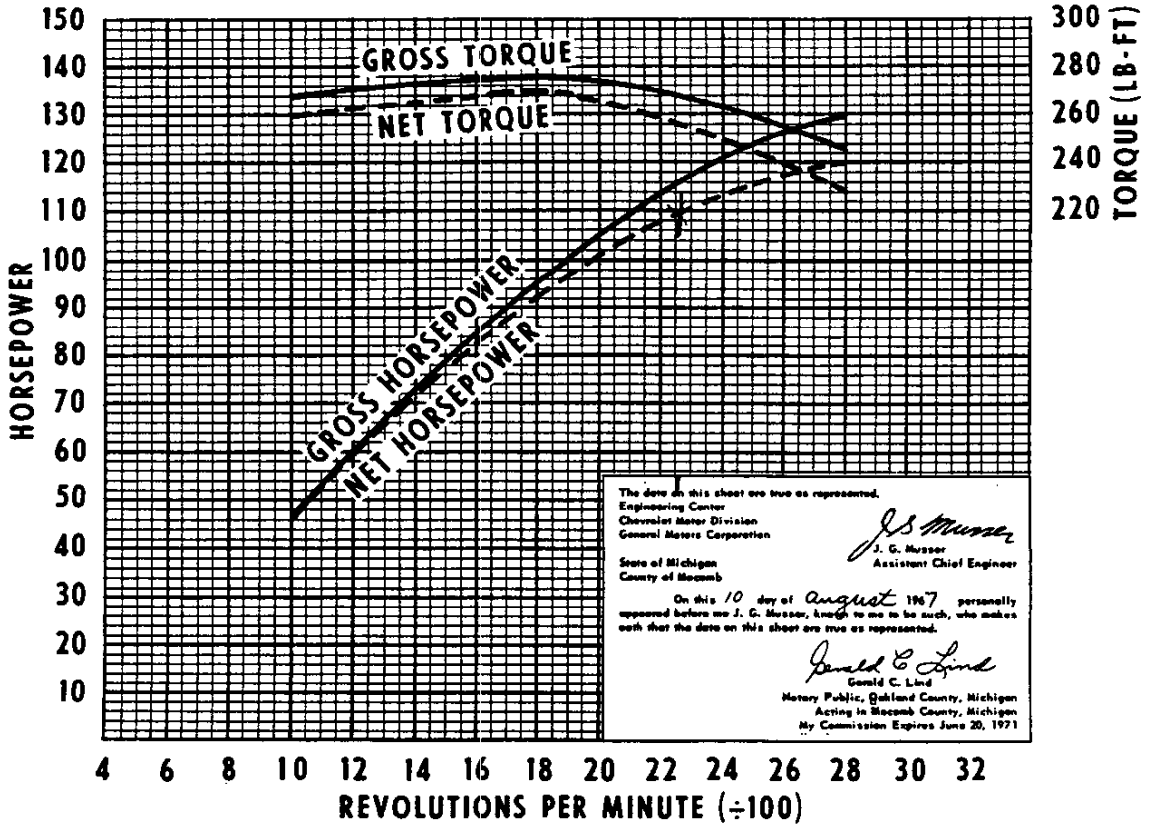
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan and generator not charging.

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

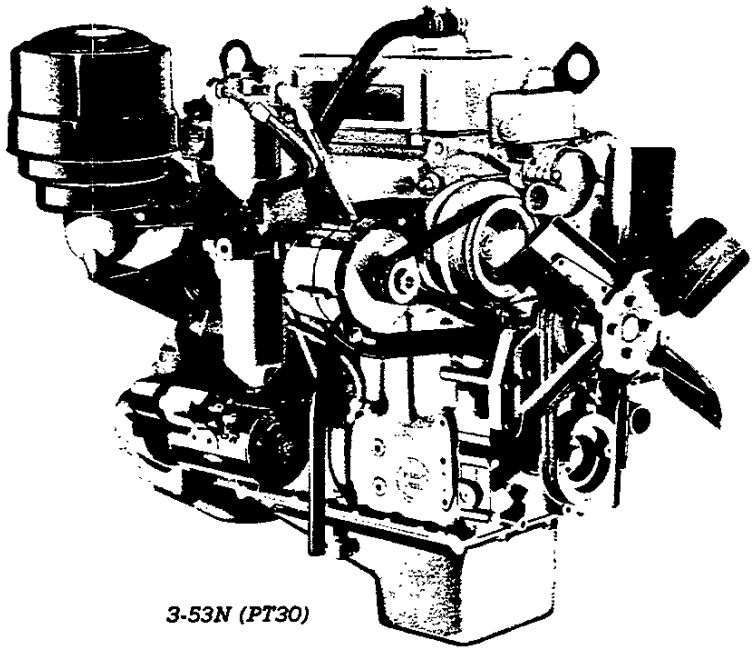


4-53N (CD60)

Gross horsepower.....130 @ 2800 rpm
Net horsepower.....120 @ 2800 rpm
Gross torque, lb-ft.....278 @ 1800 rpm
Net torque, lb-ft.....270 @ 1800 rpm



3-53N DETROIT DIESEL



3-53N (PT30)

Applications

Standard: PT20-30
Optional: None

Basic Specifications

Engine type.....In-line 2-cycle diesel
Piston displacement.....159.2 cu in
Bore & stroke (nominal).....3⅞" x 4½"
Compression ratio.....21 to 1

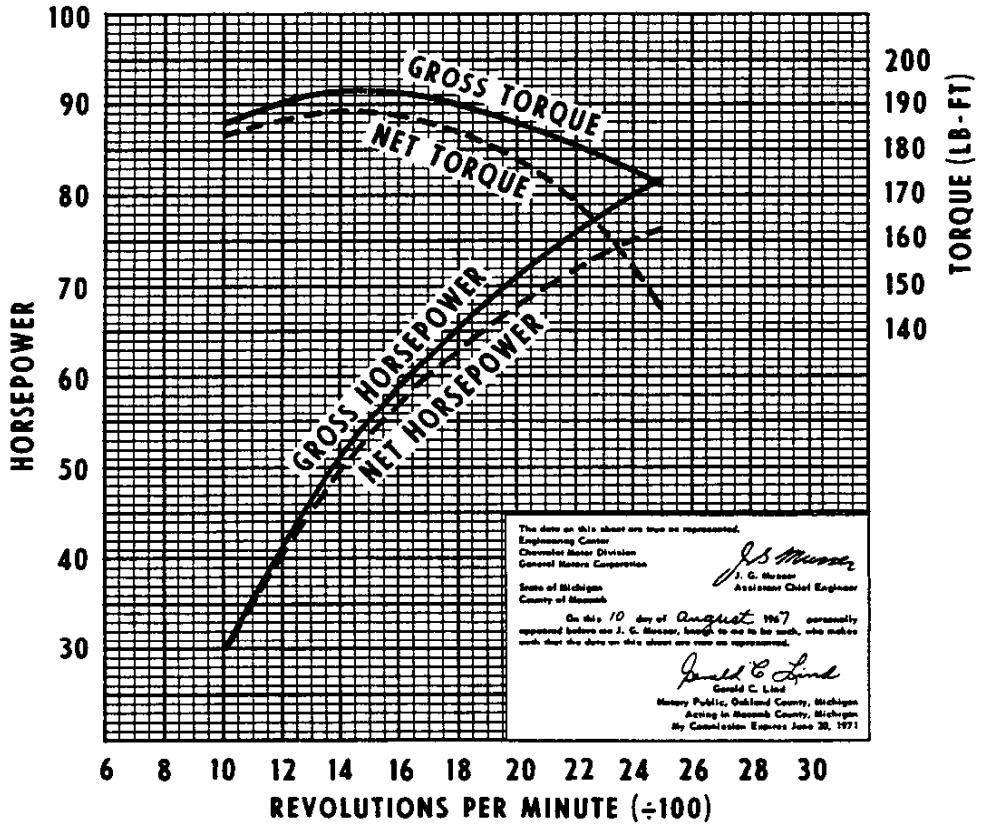
Test Procedures

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

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

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

Gross horsepower..... 82 @ 2500 rpm
Net horsepower..... 76 @ 2500 rpm
Gross torque, lb-ft.....193 @ 1500 rpm
Net torque, lb-ft.....188 @ 1500 rpm



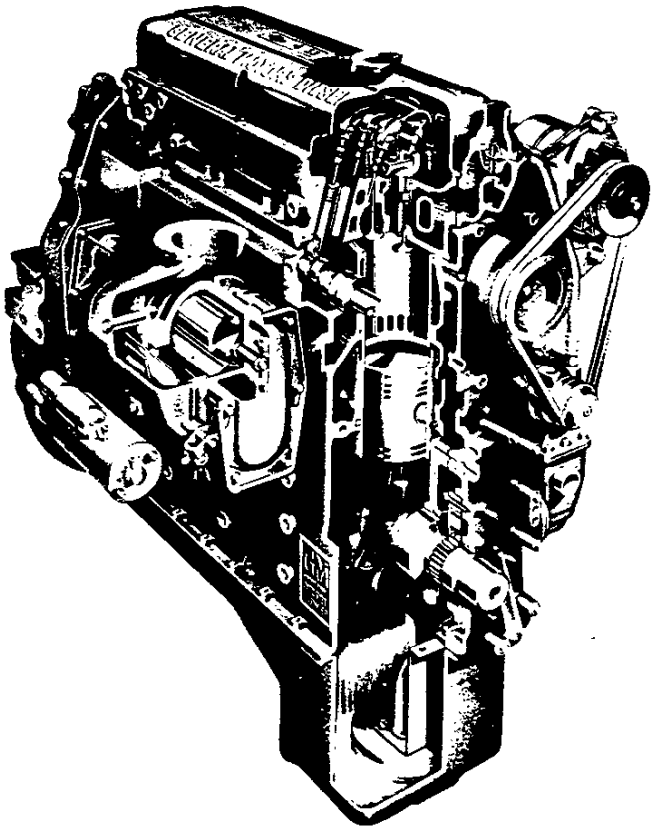
3-53N, 4-53N & 6V-53N DETROIT DIESEL ENGINES

ENGINE FEATURES

Series 53 GM Diesels are two-cycle compression-ignition engines with a high degree of parts interchangeability regardless of engine type (in-line or "V") or number of cylinders. Interchangeable parts include injectors, exhaust valves, cylinder liners, pistons and rings and many other related parts. This feature enables fleet owners to maintain their units with far less parts difficulties or expense.

Two-cycle design means that every downstroke of the piston is a power stroke. This feature enables the engine to accelerate more rapidly and to be more responsive to power demands.

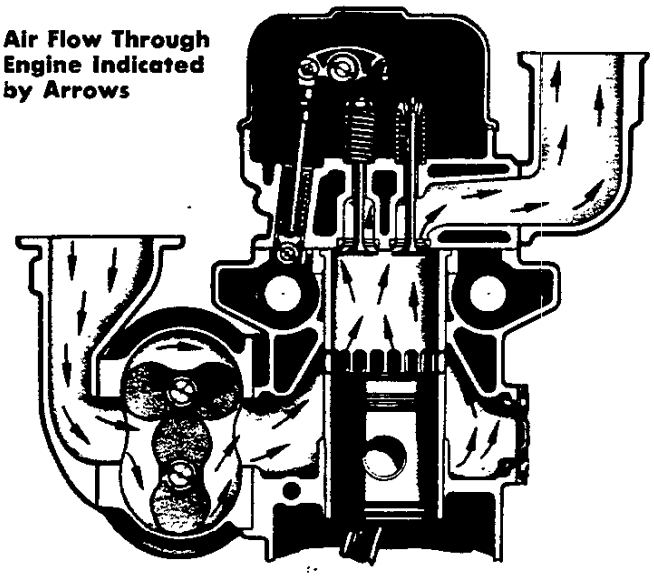
4-Valve design—Each cylinder has four exhaust valves that function simultaneously for quick removal of exhaust gases. (Inlet valves are not required in a two-cycle engine.) Hardened alloy-iron valve seats are metallurgically "shrunk" into the cylinder head for increased life and resistance to burning. The large exhaust valve area also helps to keep cylinder head temperature low.



4-53N Engine Shown

High compression ratio—The 21 to 1 compression ratio of the GM Diesel engines makes them one of the most efficient internal combustion engines ever designed. The air in each cylinder is compressed and heated by the piston on its upstroke. Near the top of the upstroke, the fuel is injected into the compressed heated air. The fuel burns evenly and completely, producing a strong, smooth downstroke or power stroke.

Air Flow Through Engine Indicated by Arrows



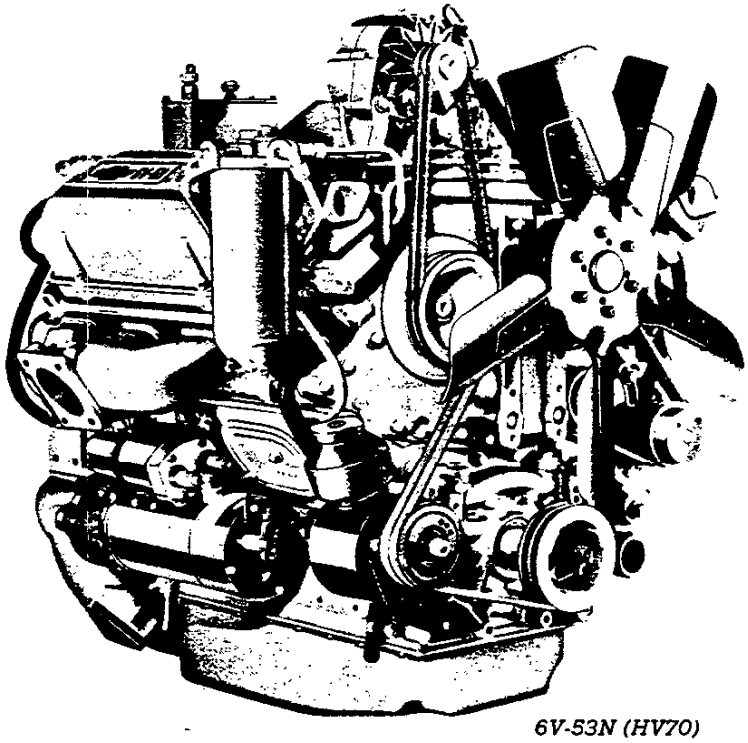
Typical In-line GM Diesel Cross Section

Roots-type blower—A two-vane Roots-type blower supplies air to the engine for combustion and scavenging the engine of exhaust gases. Air passes thru two oil-bath air cleaners to the blower where it is pushed into the engine's air box surrounding the piston liners. The ports in the piston liners serve as induction openings and are only open when the piston is on its downstroke. When uncovered, the inrushing air forces the old burned gases out of the open exhaust valves and "recharges" the cylinder with fresh air. As the valves close and the piston rises, the new charge is compressed and heated, repeating the cycle.

The large quantities of air supplied by the blower also serve to cool the cylinder walls, piston heads and exhaust valves.

Cylinder liners—Wet-type replaceable cylinder liners aid cooling by allowing better heat transfer to coolant. Matched piston and liner replacement units make servicing easier.

6V-53N DETROIT DIESEL



6V-53N (HV70)

Applications

Standard: HV70; JV70; TV70
Optional: None

Basic Specifications

Engine type . . . . . V6 2-cycle diesel
Piston displacement . . . . . 318.4 cu in
Bore & stroke (nominal) . . . . . 3⅞" x 4½"
Dry weight (with clutch) . . . . . 1412 lb
Compression ratio . . . . . 21 to 1

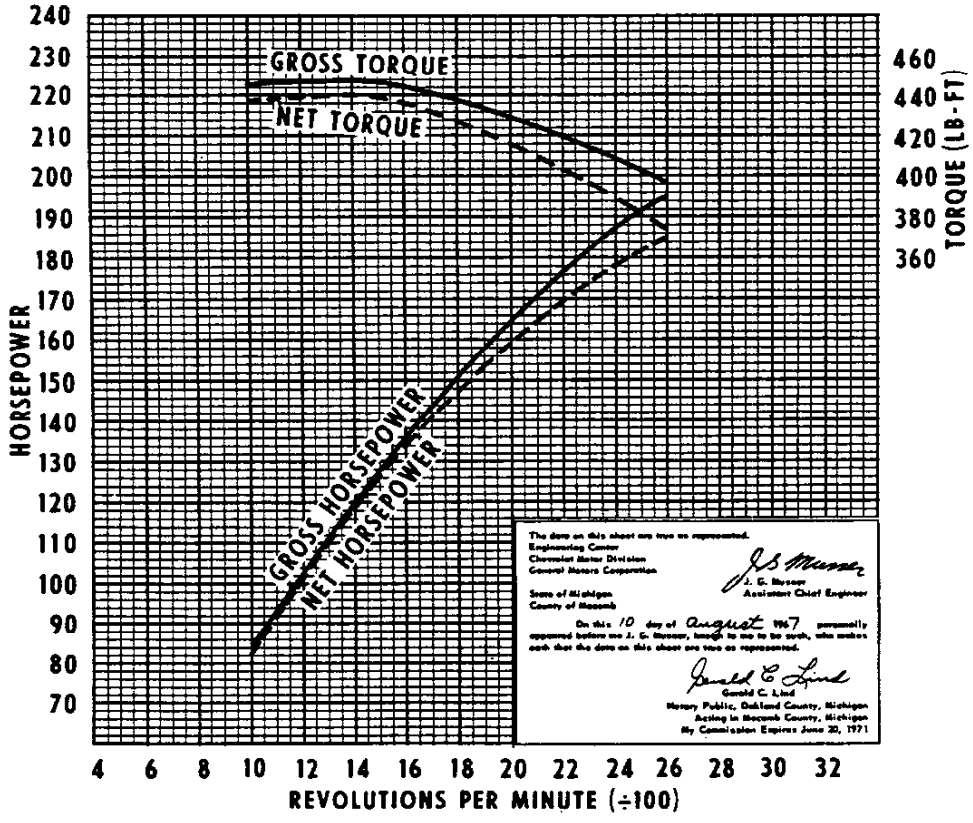
Test Procedures

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

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

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

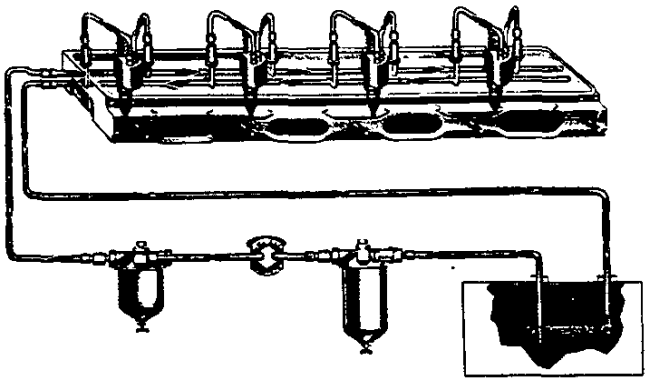
Gross horsepower . . . . . 195 @ 2600 rpm
Net horsepower . . . . . 185 @ 2600 rpm
Gross torque, lb-ft . . . . . 447 @ 1400 rpm
Net torque, lb-ft . . . . . 439 @ 1400 rpm



SPECIFICATIONS

	3-53N	4-53N	6V-53N
Basic Description	2-cycle in-line diesel	2-cycle in-line diesel	2-cycle V6 diesel
Displacement	159 cu in	212 cu in	318 cu in
Bore & Stroke (in)	3.875 x 4.50		
Compression Ratio	21.0:1		
Gross Horsepower @ rpm	82 @ 2500	130 @ 2800	195 @ 2600
Net Horsepower @ rpm	76 @ 2500	120 @ 2800	185 @ 2600
Gross Torque (lb-ft) @ rpm	193 @ 1500	278 @ 1800	447 @ 1400
Net Torque (lb-ft) @ rpm	188 @ 1500	270 @ 1800	439 @ 1400
Firing Order	1-3-2	1-3-4-2	1L-3R-3L-2R-2L-1R
Air Cleaner			
Bearings, Connecting Rod (Crank end)	precision removable		
Material	steel-backed copper-lead or steel-backed aluminum		
ID x Length (Projected Area) (in)	2.500 x 1.32 (3.30 sq in)		2.750 x 1.10 (3.02 sq in)
Bearings, Main	precision removable		
Material	steel-backed copper-lead or steel-backed aluminum		
ID x Length (Projected Area) (in)	3.00 x 1.18 (3.54 sq in)		3.500 x 1.00 (3.50 sq in)
Blower	Roots-type		
Pressure @ Engine rpm (Inches of Mercury)	8.7 @ 2800		
Ratio (Blower to Engine Speed)	2.49:1		
Connecting Rods	drop-forged steel; I-beam section		
Length (Center to Center) (in)	8.80		
Crankshaft	drop-forged steel		
Cylinder Block	cast iron		
Cylinder Heads	valve-in-head design		
Material	cast iron		
Cylinder Liners	wet type; cast iron		
Number of Intake Ports per Liner	18		
Exhaust System			
Type	single; offset flow		dual; reverse flow
Exhaust Pipe—OD	3½		3
Tailpipe—OD	2⅞		2½
Fan	see cooling system specifications		
Filter, Fuel	two; replaceable elements		
Filter, Oil	full-flow		
Capacity	2 qt		
Governor	King-Seely		
Type	mechanical		
Setting (Full Load)	2500 rpm	2800 rpm	2600 rpm
Injectors, Fuel	unit type; model N-40	unit type; model N-45	
Number of Holes	8	8	
Diameter (in)		.0055	
Delivery Pressure (psi)	3000	3000	
Bore & Stroke (in)		.25 x .347	

ENGINE FEATURES



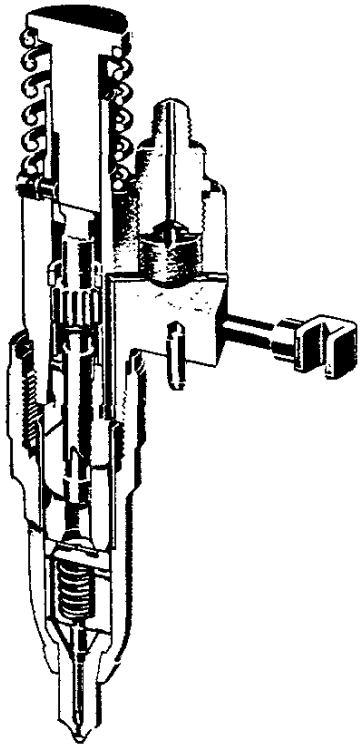
Fuel Flow Diagram for 4-53N Engine

N-type injectors—All GM Diesels used in Chevrolet trucks utilize the N-type or needle injector as shown at the right. They provide better performance and fuel economy by improving the combustion in the cylinders. The N-type injector operates at higher tip pressures for a better fuel spray.

Injectors are actuated by the camshaft thru pushrods and rocker arms at the proper time. The injector itself pressurizes the fuel internally and atomizes it directly into the cylinder.

The higher pressure start of injection of the N-type injector (3000 psi) and the cut-off pressure (2000 psi) produce more complete combustion due to sharper starts and cutoffs—improving fuel timing and metering. These injectors, coupled with the 21 to 1 compression ratio, produce better power, a reduction in exhaust smoke and improved fuel economy.

Fuel system—The entire fuel system is supplied by a low-pressure transfer pump that moves the fuel from the tank through two filters to the injectors. The low pressure feature means less maintenance due to pressure leaks which are common to high pressure systems. Fuel is circulated through the injectors and the excess is pumped back to the tank, cooling the injectors and refiltering the fuel again.



45mm N-Type Injector

Governor—The governors used on Series 53N GM Diesels are mechanical type made by King Seely. They are set for maximum full load settings of 2800 rpm on the 3–53N and 4–53N and 2600 rpm on the 6V–53N.

Pistons—Trunk-type pistons are made of Arma-Steel and are tin-plated for durability.

Piston rings—Four chrome-steel compression rings and two scraper-type oil control rings are used on each piston.

Precision replaceable bearings—All main and connecting rod bearings are of the precision replaceable insert type and are made of premium bearing alloys.

Lubrication system—A forced-feed lubrication system is used with an internal-gear-type oil pump. Oil coolers are standard equipment on GM Diesels.

→STANDARD COOLING SYSTEMS

SERIES	Radiator							System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thick-ness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CS10	250	Tube & Center*	16.97	26.3	1.26	.30	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE10	307	Tube & Center*	16.97	28.3	1.26	.22	480	17.7	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	22.6	13	5 x 19
GS10	230	Tube & Center	17.4	18.07	1.26	.16	314	11.5	15	4 x 18
	250	Tube & Center	17.4	19.17	1.75	.20	333	12.5	15	4 x 18
GE10	307	Tube & Center*	16.97	22.0	1.98	.22	374	18.5	15	5 x 18
KS10	250	Tube & Center*	16.97	26.3	1.26	.30	446	12.6	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
KE10	307	Tube & Center*	16.97	28.3	1.26	.22	480	18.0	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	17.4	13	4 x 18
PS10	230	Tube & Center	17.40	18.07	1.26	.16	314	10.8	13	4 x 17.6
	250	Tube & Center	17.40	19.17	1.75	.16	333	11.8	13	4 x 20
CS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	22.6	13	5 x 19
GS20	230	Tube & Center	17.4	18.07	1.26	.16	314	11.5	15	4 x 18
	250	Tube & Center	17.4	19.17	1.75	.20	333	12.5	15	4 x 18
GE20	307	Tube & Center*	16.97	22.0	1.98	.22	374	18.5	15	5 x 18
KS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
KE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	17.4	13	4 x 18
PS20	250	Tube & Center*	16.97	26.3	1.26	.20	446	11.8	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.18	446	12.5	13	4 x 18
PE20	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	18.4	13	4 x 18
PT20	3-53N	Tube & Center*	16.97	26.3	1.98	.20	446	21.8	13	6 x 20
CS30	250	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
CE30	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
	396	Tube & Center*	16.97	28.3	1.98	.25	480	22.6	13	5 x 19
PS30	250	Tube & Center*	16.97	26.3	1.26	.20	446	11.8	13	4 x 18
	292	Tube & Center*	16.97	26.3	1.26	.18	446	12.5	13	4 x 18
PE30	307	Tube & Center*	16.97	28.3	1.26	.18	480	18.0	13	4 x 18
	327	Tube & Center*	16.97	28.3	1.98	.25	480	18.4	13	4 x 18
PT30	3-53N	Tube & Center*	16.97	26.3	1.98	.20	446	21.8	13	6 x 20
CS40	250	Tube & Center*	24.12	26.3	1.26	.18	634	16.1	9	4 x 20
	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CE40	307	Tube & Center*	24.12	26.3	1.26	.18	634	20.9	9	4 x 20
PS40	250	Tube & Center	17.40	23.02	1.98	.16	401	12.8	13	4 x 20
	292	Tube & Center	17.40	23.02	1.98	.16	401	12.8	13	4 x 20
SS40	250	Tube & Center*	24.12	26.3	1.26	.18	634	16.1	9	4 x 20
	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
TS40	250	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	4 x 20
	292	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	4 x 20
TE40	307	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	5 x 20
CS50	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CE50	327	Tube & Center*	24.12	26.3	1.98	.20	634	20.4	9	
	366	Tube & Center*	24.12	34.0	1.98	.16	820	31.2	9	
CD50	4-53N	Tube & Center*	24.12	28.3	1.98	.18	683	20.7	9	6 x 20

ross-flow type

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

SPECIFICATIONS

	3-53N	4-53N	6V-53N
Lubrication System	Full-pressure system: direct pressure to piston pins, main, connecting rod and camshaft bearings; pressure and splash to valve mechanism; splash to cylinder walls and timing gears. (See Owner's Guide for lubricant types.)		
Oil Capacity (qts)	12	14	14
Oil Cooler	Harrison; plate-type		
Piston Pins	hardened chrome-alloy steel; full floating		
Diameter (in)	1.375		
Piston Rings	four compression, two oil-control rings per piston		
Compression	steel; chrome plated		
Oil Control	double scraper with expander; cast alloy iron		
Pistons	Arma-Steel; tin plated; dished head, full skirt		
Pump, Fuel Transfer			
Make	Detroit Diesel		
Type	mechanical gear		
Pressure Range (gal/hr @ psi)	60 @ 65		
Valves, Exhaust			
Type	Poppet		
Number	4		
Diameter (in)	1.09		
Lift (in)	.32747		
Water Pump			
Type	Centrifugal; belt driven		
Delivery (@ 2800 rpm)	42 gal	50 gal	83 gal

OOLING SYSTEMS

➔OPTIONAL COOLING SYSTEMS

Series	Engine	Optional Combinations	Radiator						System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CS10	250	4.11 Rear Axle	Tube & Center*	16.97	26.3	1.26	.28	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	26.3	1.26	.20	446	12.8	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	12.9	15	5 x 18
	292	4.11 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.4	15	5 x 18
CE10	307	4.11 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	17.7	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	22.3	1.98	.18	480	18.1	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	18.1	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
	327	4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.6	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	18.6	13	4 x 18
		Auto. Trans. w/4.11 Rear Axle	Tube & Center*	16.97	28.3	1.98	.16	480	18.6	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	7 x 18 ■
	396	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	22.6	13	5 x 19
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19 ■
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19 ■
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	22.6	13	5 x 19
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19 ■
GS10	230	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	5 x 18
	250	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	1.98	.18	374	13.6	15	5 x 18
GE10	307	HD Radiator	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
KS10	250	HD Radiator	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.8	13	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.8	13	5 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
KE10	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.22	480	18.4	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	5 x 18
	327	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.9	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.9	15	5 x 18
P'S10	230	Automatic Trans.	Tube & Center	17.40	19.17	1.75	.16	333	11.2	13	4 x 17.6
	250	Automatic Trans.	Tube & Center	17.40	19.17	1.75	.16	333	11.2	13	4 x 20

*Cross-flow type

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

■Temperature-controlled fan.

➔STANDARD COOLING SYSTEMS (Cont'd)

SERIES	Radiator							System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thick-ness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CG50	DH478	Tube & Center*	24.12	28.3	1.98	.18	683	22.5	9	5 x 22
MS50	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
ME50	327	Tube & Center*	24.12	26.3	1.98	.20	634	20.4	9	
	366	Tube & Center*	24.12	34.0	1.98	.16	820	31.2	9	
SS50	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
SE50	327	Tube & Center*	24.12	26.3	1.98	.20	634	20.4	9	
	366	Tube & Center*	24.12	34.0	1.98	.16	820	31.2	9	
TS50	292	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	4 x 20
TE50	327	Tube & Center	24.7	23.02	1.98	.20	569	28.1	9	
	366	Tube & Center	24.0	28.52	1.98	.18	684	35.2	9	6 x 20
TD50	4-53N	Tube & Center	24.7	23.02	1.98	.20	569	22.5	9	6 x 20
TG50	DH478	Tube & Center	22.0	28.52	2.62	.20	627	38.5	9	5 x 22
CS60	292	Tube & Center*	24.12	26.3	1.26	.20	634	16.5	9	4 x 20
CE60	327	Tube & Center*	24.12	26.3	1.98	.20	634	20.4	9	
	366	Tube & Center*	24.12	34.0	1.98	.16	820	31.2	9	
	427	Tube & Center*	24.12	34.0	1.98	.16	820	33.1	9	
CD60	4-53N	Tube & Center*	24.12	28.3	1.98	.18	683	20.7	9	6 x 20
ME60	366	Tube & Center*	24.12	34.0	1.98	.16	820	33.1	9	
	427	Tube & Center*	24.12	34.0	1.98	.16	820	33.1	9	
SE60	327	Tube & Center*	24.12	26.3	1.98	.20	634	20.4	9	
	366	Tube & Center*	24.12	34.0	1.98	.16	820	31.2	9	
TS60	292	Tube & Center	24.7	23.02	1.98	.20	569	23.6	9	4 x 20
TE60	327	Tube & Center	24.7	23.02	1.98	.20	569	28.1	9	
	366	Tube & Center	24.0	28.52	1.98	.18	684	35.2	9	6 x 20
	427	Tube & Center	24.0	28.52	2.62	.18	684	36.2	9	6 x 20
TD60	4-53N	Tube & Center	24.7	23.02	1.98	.20	569	22.5	9	6 x 20
HM70	401	Tube & Center	—	—	1.98	.18 x .55	683	35.5	9	4 x 24
HG70	DH478	Tube & Center	—	—	1.98	.22 x .55	683	34.0	9	5 x 24
HJ70	D637	Tube & Center	—	—	1.98	.18 x .55	683	39.5	9	5 x 24
	DH637	Tube & Center	—	—	2.70	.18 x .55	683	39.5	9	5 x 24
HV70	6V-53N	Tube & Center	—	—	1.98	.25 x .55	792	38.0	9	5 x 22
JM70	401	Tube & Center	—	—	1.98	.16 x .55	683	35.5	9	4 x 24
JG70	DH478	Tube & Center	—	—	1.98	.22 x .55	683	34	9	5 x 24
JJ70	D637	Tube & Center	—	—	1.98	.18 x .55	683	39.5	9	5 x 24
	DH637	Tube & Center	—	—	2.70	.18 x .55	683	39.5	9	5 x 24
JV70	6V-53N	Tube & Center	—	—	1.98	.25 x .55	792	38.0	9	5 x 22
TM70	401	Tube & Center	—	—	2.62	.16 x .55	627	44.0	9	5 x 24
TG70	DH478	Tube & Center	—	—	2.00	.16 x .55	569	34.7	9	5 x 22
TJ70	D637	Tube & Center	—	—	1.98	.20 x .55	727	44.0	9	5 x 24
	DH637	Tube & Center	—	—	1.98	.20 x .55	727	44.0	9	5 x 24
TV70	6V-53N	Tube & Fin	—	—	2.88	.18 x .55	689	32.6	9	5 x 22
HM80	401	Tube & Center	—	—	1.98	.18 x .55	683	35.0	9	4 x 24
	478	Tube & Center	—	—	2.70	.18 x .55	683	37.0	9	4 x 24
JM80	401	Tube & Center	—	—	1.98	.16 x .55	683	35.5	9	4 x 24
	478	Tube & Center	—	—	2.70	.18 x .55	683	38.5	9	4 x 24
TM80	401	Tube & Center	—	—	2.62	.16 x .55	627	46.0	9	5 x 22
	478	Tube & Center	—	—	2.62	.18 x .55	727	45.5	9	5 x 24
WM80	401	Tube & Center	—	—	2.62	.16 x .55	627	46.0	9	5 x 22
	478	Tube & Center	—	—	2.62	.18 x .55	727	45.5	9	5 x 24

*Cross-flow type

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

➔Indicates change

➔ OPTIONAL COOLING SYSTEMS (Continued)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
PS20	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.3	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.3	13	4 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.7	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.7	13	4 x 18
PE20	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
	327	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
CS30	250	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.8	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.4	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.4	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.5	15	5 x 18
	292	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.4	15	5 x 18
CE30	307	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	17.7	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	15	5 x 18
	327	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	17.1	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.16	480	17.1	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	17.1	13	7 x 18■
	396	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	22.6	13	5 x 19
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	22.6	13	5 x 19
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
PS30	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.3	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.3	13	4 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.7	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.7	13	4 x 18

*Cross-flow type

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

■Temperature-controlled fan

➔Indicates change

➔OPTIONAL COOLING SYSTEMS (Continued)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt) ★	Pressure Cap. (lb)	Fan No. blade x (diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CS20	250	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.2	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	12.8	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	12.9	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	12.9	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
	292	4.10 Rear Axle	Tube & Center*	16.97	26.3	1.26	.20	446	12.6	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.22	480	13.3	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.4	15	5 x 18
CE20	307	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.26	.18	480	18.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.18	480	18.1	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	18.4	15	5 x 18
	327	4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.25	480	17.1	13	4 x 18
		HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.1	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	17.1	13	4 x 18
		Auto. Trans. w/4.10 Rear Axle	Tube & Center*	16.97	28.3	1.98	.16	480	17.1	13	4 x 18
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.6	15	7 x 18■
	396	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	22.6	13	5 x 19
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.16	480	22.6	13	5 x 19
		Auto. Trans. w/Air Cond. or HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	24.1	15	6 x 19■
GS20	230	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	5 x 18
	250	HD Radiator	Tube & Center	17.4	19.17	1.75	.16	333	12.5	15	4 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	1.98	.18	374	13.6	15	5 x 18
GE20	307	HD Radiator	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
		Automatic Trans.	Tube & Center*	16.97	22.0	2.70	.16	374	18.8	15	5 x 18
KS20	250	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	15	5 x 18
	292	HD Radiator	Tube & Center*	16.97	28.3	1.98	.25	480	13.3	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	1.98	.18	480	13.3	15	5 x 18
KE20	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.4	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.4	15	5 x 18
	327	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	18.9	13	4 x 18
		HD Cooling	Tube & Center*	16.97	28.3	2.70	.18	480	18.9	15	5 x 18
		Air Conditioning	Tube & Center*	16.97	28.3	2.70	.18	480	18.9	15	5 x 18

*Cross-flow type

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

■Temperature-controlled fan.

➔ OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
CE60	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
	427	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
ME60	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
	427	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
SE60	327	HD Radiator	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	5 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	683	23.6	9	5 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
HM70	401	HD Radiator	Tube & Center	—	—	2.0	.16 x .55	683	35.5	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.70	.16 x .55	683	35.5	9	5 x 24
HG70	DH478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	34	9	5 x 24
HJ70	D637	HD Radiator	Tube & Center	—	—	2.68	.16 x .55	683	40.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	5 x 24
	DH637	HD Radiator	Tube & Center	—	—	2.68	.16 x .55	683	40.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	5 x 24
HV70	6V-53N	HD Radiator	Tube & Center	—	—	2.0	.20 x .55	792	39.5	9	5 x 22
JM70	401	HD Radiator	Tube & Center	—	—	2.0	.16 x .55	683	38.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.70	.16 x .55	683	38.0	9	5 x 24
JG70	DH478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	34	9	5 x 24
JJ70	D637	HD Radiator	Tube & Center	—	—	2.68	.16 x .55	683	40.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	5 x 24
	DH637	HD Radiator	Tube & Center	—	—	2.68	.16 x .55	683	40.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	5 x 24
JV70	6V-53N	HD Radiator	Tube & Center	—	—	2.0	.20 x .55	792	39.5	9	5 x 22
TM70	401	HD Radiator	Tube & Center	—	—	2.62	.16 x .55	627	44	9	5 x 24
TG70	DH478	HD Radiator	Tube & Center	—	—	2.62	.20 x .55	627	37.5	9	5 x 22
TJ70	D637	HD Radiator	Tube & Center	—	—	2.62	.20 x .55	727	44.5	9	5 x 24
	DH637	HD Radiator	Tube & Center	—	—	2.62	.20 x .55	727	44.5	9	5 x 24
HM80	401	HD Radiator	Tube & Center	—	—	1.98	.16 x .55	683	35.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—						
	478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	37.0	9	4 x 24
		Air Conditioning	Tube & Center	—	—						
JM80	401	HD Radiator	Tube & Center	—	—	2.0	.16 x .55	683	38.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.70	.16 x .55	683	38.0	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.70	.16 x .55	683	38.0	9	5 x 24
		Air Conditioning	Tube & Center	—	—	2.62	.16 x .55	776	39.5	9	4 x 24
TM80	401	HD Radiator	Tube & Center	—	—	2.0	.18 x .55	684	44.5	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.62	.16 x .55	727	45.5	9	5 x 24
WM80	401	HD Radiator	Tube & Center	—	—	2.0	.18 x .55	684	44.5	9	5 x 24
	478	HD Radiator	Tube & Center	—	—	2.62	.16 x .55	727	45.5	9	5 x 24

*Cross-flow type

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

■Temperature-controlled fan

➔Indicates change

➔OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt) ★	Pressure Cap. (lb)	Fan (No. blade x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Radiator Constant (in)	Frontal Area (sq in)			
PE30	307	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
	327	HD Radiator	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
		Automatic Trans.	Tube & Center*	16.97	28.3	1.98	.18	480	17.8	13	4 x 18
CS40	250	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	16.6	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	17.9	9	5 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	17.9	9	5 x 20
	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
CE40	307	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	21.4	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	22.8	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	22.8	9	6 x 20
SS40	250	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	16.6	9	4 x 20
	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
CS50	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	1.98	.16	683	18.3	9	4 x 20
CE50	327	HD Radiator	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	683	23.6	9	5 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
MS50	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
ME50	327	HD Radiator	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		HD Cooling	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
		Air Conditioning	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
SS50	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	1.98	.16	683	18.3	9	4 x 20
SE50	327	HD Radiator	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	5 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	683	23.6	9	5 x 20
	366	HD Radiator	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	34.0	2.70	.16	820	33.1	9	5 x 22
CS60	292	HD Radiator	Tube & Center*	24.12	26.3	1.98	.20	634	17.0	9	4 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.20	683	18.3	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	1.98	.16	683	18.3	9	4 x 20
CE60	327	HD Radiator	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	5 x 20
		HD Cooling	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
		Air Conditioning	Tube & Center*	24.12	28.3	1.98	.16	683	21.8	9	6 x 20
		Automatic Trans.	Tube & Center*	24.12	28.3	2.70	.16	683	23.6	9	5 x 20

*Cross-flow type

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

■Temperature-controlled fan

➔Indicates change

SPECIFICATIONS

➔ DIAPHRAGM CLUTCHES

Clutch Size (in)	10	11
Clutch Springs		
Material	Spring steel	
Number used	1	
Total pressure (lbs)	1875	1825*
Driven Disc		
Type	Dry disc with two facings	
Number of plates	1	
Material	Woven asbestos composition	
Outside diameter (in)	10	11
Inside diameter (in)	6	6.5
Thickness (in)	.133	.133
Area (sq in)	100	124
Bearings		
Clutch-release type	Single-row ball	
Pilot type	Sintered-powdered bronze bushing	
Flywheel Material	Cast iron	

*1850 on CS10 with 292 Six

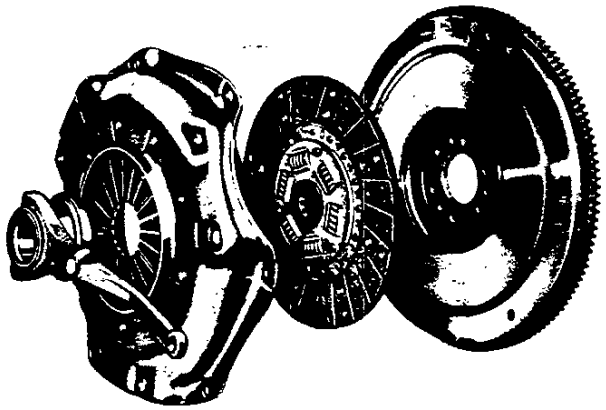
➔ COIL CLUTCHES

Clutch Size (in)	12	12 (2-plate)	13	13 (2-plate)	14	14 (2-plate)
Clutch Springs						
Material	Heat-treated spring wire					
Number used	12	12	12	16	21	21
Total pressure (lbs)	1877	1826	.2179	2200	3255	
Driven Disc						
Type	Dry disc with two facings**					
Number of plates	1	2	1	2	1	2
Material	Woven asbestos composition					
Outside diameter (in)	11⅞	11⅞	12⅞	12⅞	13¾	13¾
Inside diameter (in)	6¾	6¾	7¼	7¼	7¼	8
Thickness (in)	.140		.150	.156	.187	.156
Area (sq in)	150		178	356	215	393
Bearings						
Clutch-release type	Single-row ball					
Pilot type	Single-row ball					
Flywheel Material	Cast iron					
Ring Gear						
Type	Cold-drawn steel					

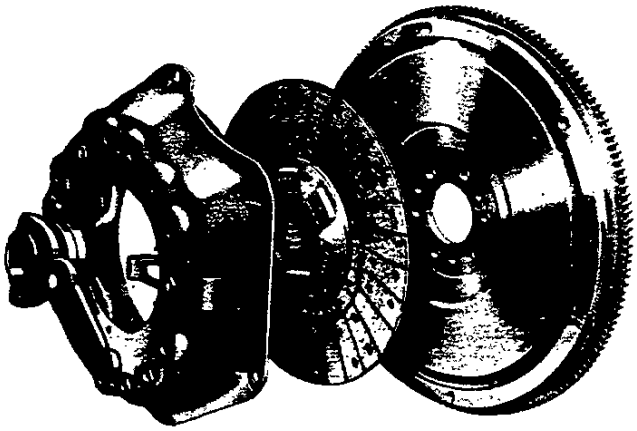
**Dual disc clutches have four facings.

DIAPHRAGM-SPRING CLUTCHES

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



COIL-SPRING CLUTCHES



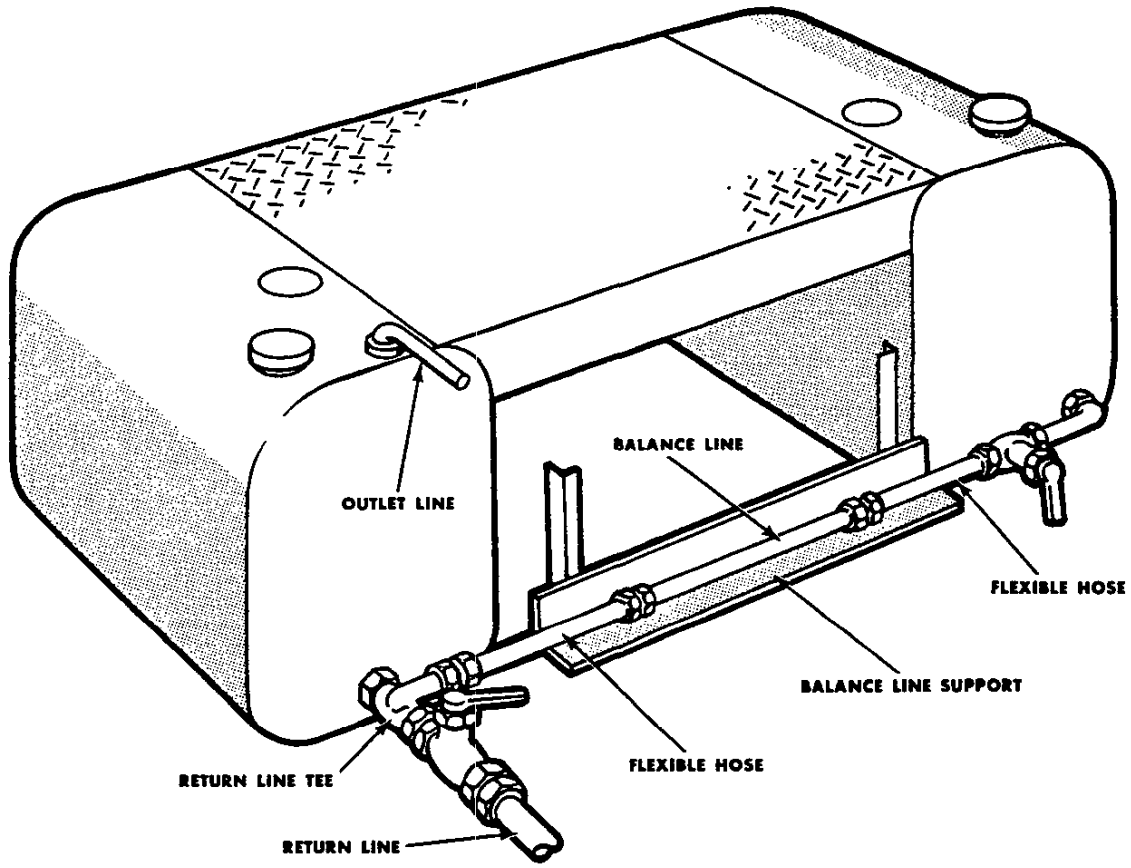
Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil-spring construction affords good ventilation for cooler operation and protection against burned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

➔CLUTCH CONTROLS

All Series 10-60 Tilt Cab models and all Series 70-80 models use hydraulic clutch controls. The brake pedal connects to a master cylinder and reservoir containing hydraulic fluid. This in turn connects to a slave cylinder mounted on the clutch housing which actuates the clutch throwout fork.

All other models use mechanical clutch controls.

LOCAL FUEL TANK INSTALLATIONS—DIESEL MODELS
RECOMMENDED PRACTICES



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

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

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

Recommended minimum fuel line sizes are:

Outlet and balance lines—⅜" tubing
Return line—5/16" tubing

➔SPECIFICATIONS

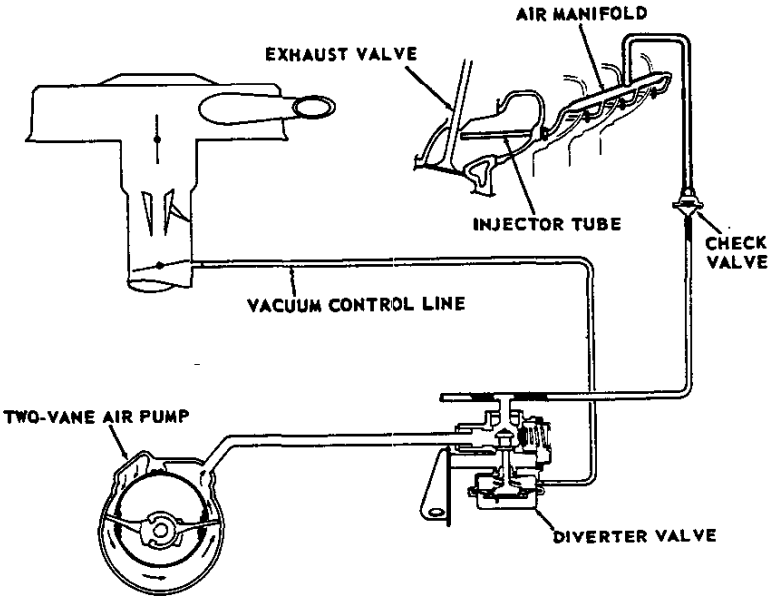
Series	Tank Location	Std/Opt	Approximate Tank Capacity (gallons)	Type
Chassis-Cab Models				
C10-20 (exc 05/06/16); K10-20 (exc 05/06/16); C30; CS/CE40; CS/CE/CD/CG/MS/ ME50; CS/CE/CD/ME60	Back of seat in cab	Std	21	—
CS/CE/CD/CG/MS/ME50; CS/CE/CD/ME60	Outside RH & LH frame rails	Opt	50 (each)	Dual-Cylindrical
C10/20 (05/06/16); K10-20 (05/06/16)	Inside frame behind rear axle	Std	23.5	—
TS/TE40; TS/TE/TD/TG50; TS/TE/TD60	Outside RH frame rail	Std	18	—
HM/HG/JM/JG70 (exc HG710 & JG714)	Under cab RH side	Std	20	Rectangular
	Behind cab	Opt	37 (each)	Dual-Cylindrical
	RH frame rail behind cab	Opt	37	Cylindrical
HJ/HV/JJ/JV70 (exc JJ/JV714)	Outside RH frame rail	Std	64	Cylindrical
HJ70; HV712; JJ/JV717	Outside LH frame rail	Opt	37	Cylindrical
HJ/HV714; JJ720	Under cab—LH side	Opt	50	Cylindrical
JJ/JV720-721-723	Outside LH frame rail	Opt	64	Cylindrical
TG/TM70	Outside RH frame rail	Std	18	Rectangular
	Outside RH frame rail	Opt	30	Rectangular
TV70	On top of frame rail	Std	18	—
TJ70	Outside LH frame rail	Std	18	Rectangular
	Outside LH frame rail	Opt	37	Cylindrical
HM/JM80	Across frame behind cab	Std	17	Throwaway
	Behind cab	Opt	37 (each)	Dual-Cylindrical
	RH frame rail behind cab	Opt	37	Cylindrical
TM/WM80	Across frame behind cab	Std	17	Throwaway
Cowl Models				
C10-20	Inside frame behind rear axle	Std	20.5	—
C30	Outside LH frame rail	Std	21	—
CS/CE40; CS/CE50; CS/CE60	Outside RH frame rail	Std	18	—
School Bus Models				
SS40; SS/SE50; SE60	Outside RH frame rail	Std	30	—
Forward Control Models				
G10-20	Behind rear axle	Std	24.5	—
P10	Inside frame behind rear axle	Std	20.5	—
PS/PE/PT20; PS/PE/PT30	Outside RH frame rail	Std	30	—
PS40	Outside RH frame rail	Std	20	—
		Opt	30	—

EXHAUST EMISSION CONTROL EQUIPMENT

GENERAL

Exhaust emissions are controlled on all El Caminos, all Series 10 models and Series 20 Suburban and Sportvan models. Two systems are employed: Air Injection Reactor (A.I.R.) and Controlled Combustion System (C.C.S.). Both systems employ completely aluminized exhaust systems to reduce the corrosion rate and improve durability.

AIR INJECTION REACTOR (A.I.R.)



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

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Manual
Turbo-Thrift 250 Six	Manual
Turbo-Fire 307 V8	Manual
Turbo-Fire 327 V8	Manual
Turbo-Jet 396 V8	All
Series 10-20	
High Torque 230 Six	All
High Torque 250 Six	All
High Torque 292 Six	All
High Torque 307 V8	Manual
High Torque 327 V8	Manual
High Torque 396 V8	All

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

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

CONTROLLED COMBUSTION SYSTEM (C.C.S.)

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

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

Engines	Transmissions
El Camino	
Turbo-Thrift 230 Six	Automatic
Turbo-Thrift 250 Six	Automatic
Turbo-Fire 307 V8	Automatic
Turbo-Fire 327 V8	Automatic
Series 10-20	
High Torque 307 V8	Automatic
High Torque 327 V8	Automatic

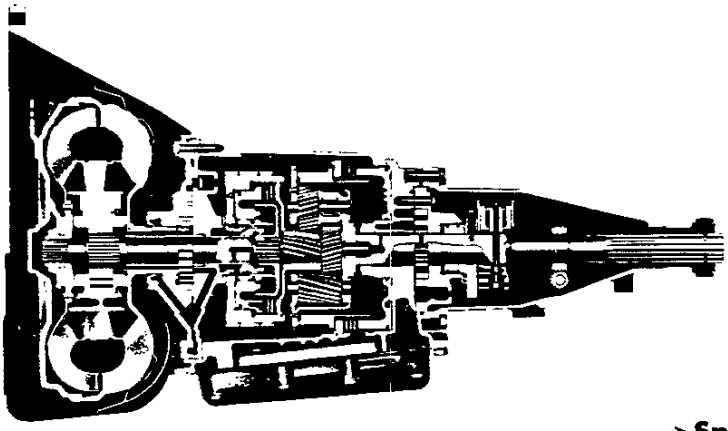
POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS

➔Specifications

Range Selector Lever Location	Mounted on Steering Column		
Powerglide Torque Multiplication	Converter Ratio	Max	1 to 1
	Drive	2.10	1.00
	Low	3.70	1.76
	Reverse	3.70	1.76
Oil Filler & Gauge Location	Right Front Side of Transmission		
Lubricant Capacity	Dry Fill	18 Pints	
	Refill	3 Pints	

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

A selector lever is mounted on the steering column with five positions: Park (P), Reverse (R), Neutral (N), Drive (D) and Low (L). For safety, the engine can only be started in either Park or Neutral position.



POWERGLIDE

➔Specifications

Range Selector Lever Location		Steering Column	
Gear Ratios	Torque Convertor	Lock-Up	Breakaway
	First	2.48	5.70
	Second	1.48	3.40
	Third	1.00	2.30
	Reverse	2.10	4.83
Torque Convertor	Element Types	Pump, Stator, Turbine	
	Lock-Up Clutch	Automatic	
	Gear Type	Planetary	
Lubricant Capacity	Dry Fill	19 Pints	
	Refill	9 Pints	

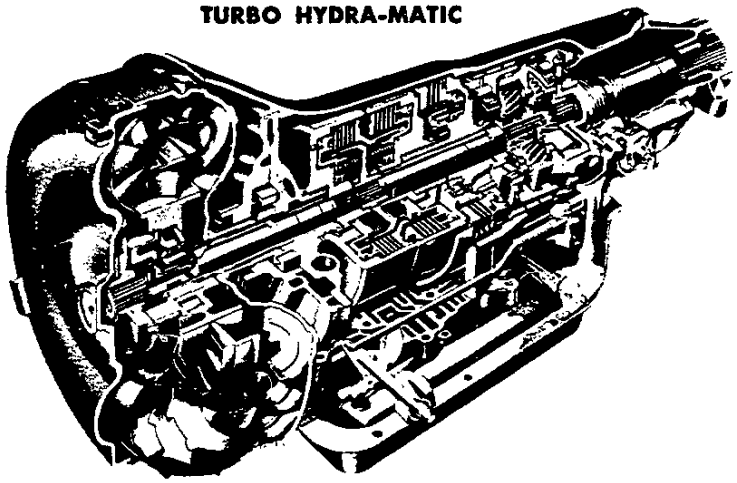
The optional Turbo Hydra-Matic 3-speed automatic provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed Automatics, affords improved fuel economy and better performance by more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

A six-position selector provides the following ranges: Park (except 1-ton models where Park is blocked out), Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

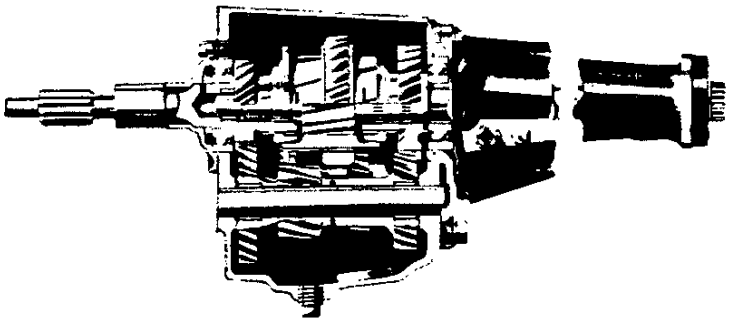
Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

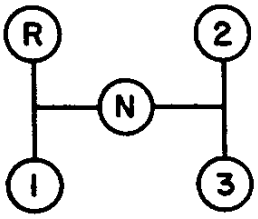
Downshifts for passing are controlled by a solenoid on the carburetor.

TURBO HYDRA-MATIC



➔ Indicates change





Gearshift Lever Positions

Standard 3-Speed Synchromesh Transmission

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

➔Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on all Series 10-20 Forward Control and most Series 10-20 Conventional models, except Series CS10 models with the base 250 six engine. It is available as an option when this engine is used. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Optional 3-Speed Overdrive Transmission

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

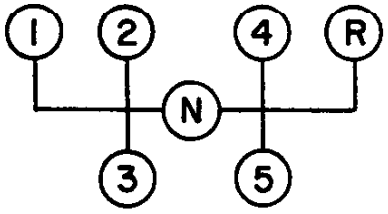
➔Warner T16D 3-Speed

This rugged fully-synchronized 3-speed transmission is used only with the 396 V8 engine option on C10–20 models. Its large center distance, wide helical gears and high capacity bearings insure long life.

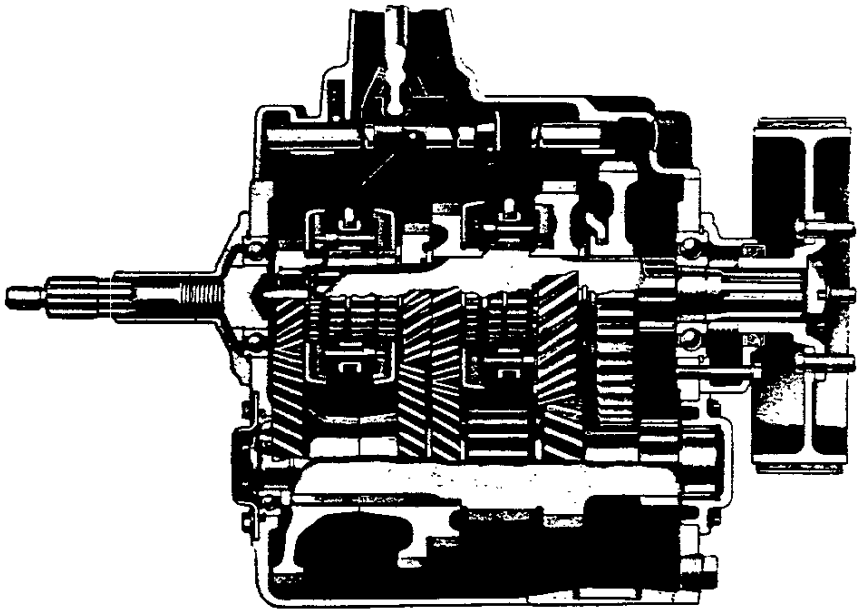
➔Specifications

	Chevrolet 3-Speed Synchro-mesh	Chevrolet 3-Speed Fully Synchronized	Chevrolet 3-Speed Overdrive	Warner T16D 3-Speed
Synchronized Speeds:	**2nd & 3rd**	**All forward**	**All forward**	**All forward**
Gear Ratios:				
First	2.94	2.85	2.85 (2.00)	2.86
Second	1.68	1.68	1.68 (1.18)	1.72
Third	Direct	Direct	Direct (.70)	Direct
Reverse	3.14	2.95	2.95 —	2.86
Gears:				
Type	Helical			
Material	Forged steel, hardened			
Lubricants:				
Capacity	2 Pints	3 Pints	4 Pints	3½ Pints
Type, grade	See Owner's Guide			

5-SPEED NEW PROCESS TRANSMISSIONS



Gearshift Lever Positions



The New Process 5-speed synchromesh transmission permits more efficient engine use, lower fuel consumption, and reduced maintenance. The choice of gear ratios allows the engine to operate in the speed range of greatest power output and operating efficiency. High-ratio first and reverse gears provide greater torque multiplication than is available with the 4-speed transmission.

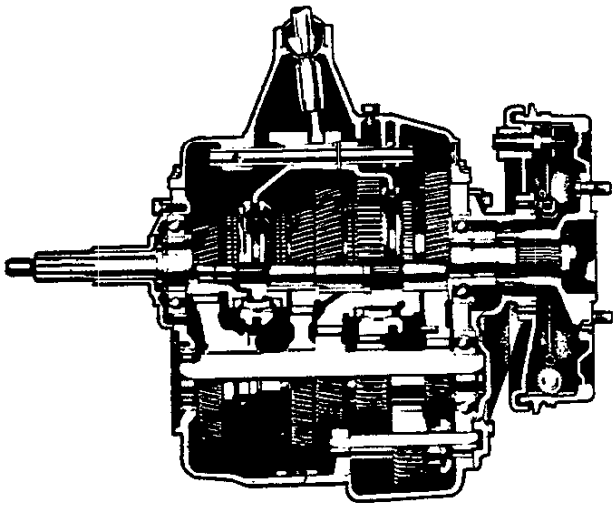
Synchromesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse shaft and all gears are machined from alloy steel, carburized and hardened for durability. Gear teeth are shot peened for added resistance to fatigue failure. Compact design results in short, rigid shafts for accurate meshing of gear teeth. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life. A magnetic chip collector in the bottom of the case also helps to reduce transmission wear.

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

Specifications

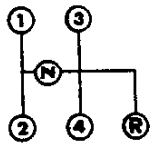
	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed
Model	540CL	540CD	541CL	541CD
Synchronized Speeds	2nd, 3rd, 4th and 5th			
Gear Ratios:				
First	7.41	6.05	7.25	6.15
Second	4.05	3.31	3.88	3.30
Third	2.40	1.84	2.19	1.86
Fourth	1.48	1.17	1.37	1.17
Fifth	Direct	Direct	Direct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

4-SPEED TRANSMISSIONS



Chevrolet CH465

Gearshift Lever Positions



New Process 435C

WARNER 4-SPEED

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

➔CHEVROLET CH465 4-SPEED

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

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

➔NEW PROCESS 4-SPEEDS

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

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

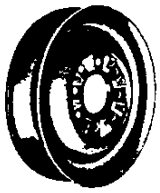
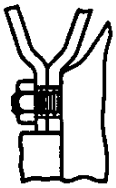
➔Specifications

	Warner T10 4-Speed	Chevrolet CH465 4-Speed	New Process 435C 4-Speed	New Process 435CR Close-Ratio 4-Speed
Sychronized Speeds	All	2nd, 3rd & 4th		
Gear Ratios:				
First	3.44	6.55	6.68	4.56
Second	2.28	3.58	3.34	2.28
Third	1.46	1.70	1.66	1.31
Fourth	Direct	Direct	Direct	Direct
Reverse	3.54	6.09	8.26	5.64
Gear Types:				
Helical	All	2nd, 3rd, 4th		
Spur	—	1st, Reverse		
Power Take-Off Data:				
Opening type	—	SAE Std 6-Bolt		
Location	—	Both Sides	Right Side	
Drive gear	—	3rd Speed Countergear		
PTO gear rpm at 1000 engine rpm	—	425	395	
Lubricants:				
Oil capacity	1½ Pints	6¼ Pints	7 Pints	
Type, grade	See Owner's Guide			
Brakes, Parking:				
Type	Rear Wheels	Internal Expanding*	Drum & Band	Rear Wheels
Drum diameter (in)	—	11.0	9.5	—
Lining area (sq in)	—	41.8	67.5	—

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

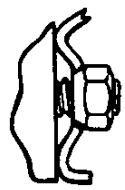
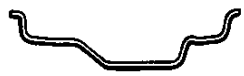
WHEELS & TIRES

DISC WHEELS—TUBELESS TYPE

Type	Illustration	Attachment	Rim Section	Description
Eight-Hole Tubeless Disc — With Single Rears Only	 C.	Front & Rear 		Eight-hole; forged steel ventilated disc; short-spoke spider design
Eight-Hole Tubeless Disc — With Dual Rears Only	 D.	Front  Dual Rear 		Eight-hole; spun-steel ventilated disc

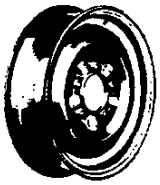
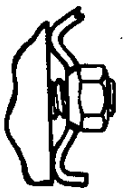
Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	Typical Illustration
C20, K20, C30	16.5 x 6.00	8	6½	1-piece	6.0	1.62	Single	8.00–16.5	C.
	16.5 x 6.75	8	6½	1-piece	6.75	1.12	Single	8.75–16.5 9.50–16.5	C.
C20, K20, P20; C30	16.5 x 8.25	8	6½	1-piece	8.25	.68	Single	10–16.5	C.
C20; C30; P20; P30	16.5 x 6.00	8	6½	1-piece	6.0	5.00	Dual	8.00–16.5	D.
C20, K20; C30	17.5 x 5.25	8	6½	1-piece	5.25	1.62	Single	7–17.5 8–17.5	C.
P20	17.5 x 5.25	8	6½	1-piece	5.25	.12	Single	7–17.5 8–17.5	C.
C30	17.5 x 5.25	8	6½	1-piece	5.25	4.81	Dual	7–17.5 8–17.5	D.
C20, K20; C30	19.5 x 5.25	8	6½	1-piece	5.25	1.62	Single	8–19.5	C.
P30	19.5 x 5.25	8	6½	1-piece	5.25	.44	Single	8–19.5	C.
	19.5 x 5.25	8	6½	1-piece	5.25	4.81	Dual	8–19.5	D.

DISC WHEELS—TUBE TYPE

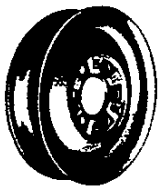
Type	Illustration	Attachment	Rim Section	Description
Six-Hole Tube-Type Disc	 E.	Front & Rear 	 a.  b.	Six-hole; stamped steel ventilated disc; short-spoke spider design

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	Typical Illustration
C10, K10, P10; G20	15 x 5½	6	5½	1-piece a.	5½	.56	Single	7.75–15 8.15–15	E.
C10, K10, P10	15 x 5.50	6	5½	3-piece b.	5.50	.00	Single	7.00–15	E.
	16 x 5.00	6	5½	1-piece a.	5.00	.44	Single	6.50–16	E.

DISC WHEELS—TUBELESS TYPE

TYPE	Illustration	Attachment	Rim Section	Description
Five-Hole Tubeless Disc	 A.	Front & Rear 		Five-hole; stamped steel ventilated disc; short-spoke spider design

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	Typical Illustration
El Camino	14 x 5	5	4¾	1-piece	5.0	1.00	Single	7.35–14 7.75–14 F70–14	A.
G10	14 x 5	5	4¾	1-piece	5.0	1.00	Single	6.95–14 7.35–14	A.
	14 x 6	5	4¾	1-piece	6.0	1.00	Single	7.00–14	A.

TYPE	Illustration	Attachment	Rim Section	Description
Six-Hole Tubeless Disc	 B.	Front & Rear 		Six-hole; stamped steel ventilated disc; short-spoke spider design

Series	Wheel Size	Bolt Holes	Bolt Circle Diameter (in)	Rim Type	Rim Width (in)	Offset (in)	Single or Dual Rear	Tire Size	Typical Illustration
C10, K10, P10; G20	15 x 5½	6	5½	1-piece	5.5	.56	Single	7.75–15 8.15–15	B.
C10, K10, P10	16 x 5.00	6	5½	1-piece	5.0	.44	Single	6.50–16	B.
C10, K10, P10; G20	16.5 x 6.00	6	5½	1-piece	6.0	.31	Single	8.00–16.5	B.
C10, K10, P10	17.5 x 5.25	6	5½	1-piece	5.25	.81	Single	7–17.5	B.