
SPORTVAN, CHEVY-VAN & FWD CONTROL SELECTOR

1969

Chevy-Van & Sportvan

Model GS7005



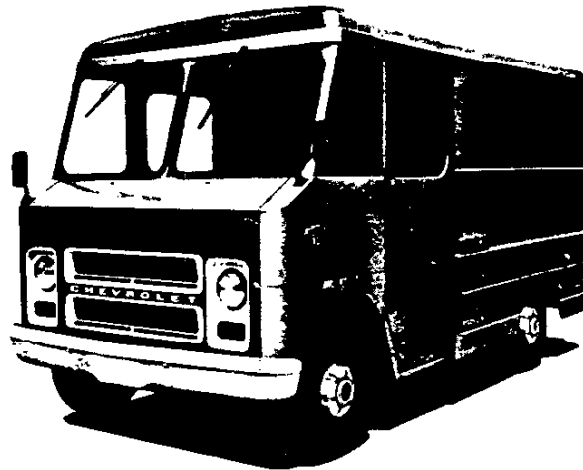
| Payload Range | Model | Section | Pages |
|---------------|------------|---------|-------|
| 489-1648 | GS/GE11006 | 10 | 1-4 |
| 382-1541 | GS/GE11026 | 10 | 1-4 |
| 344-1503 | GS/GE11036 | 10 | 1-4 |
| 681-1844 | GS/GE11005 | 10 | 5-9 |
| 394-1553 | GS/GE11306 | 10 | 1-4 |
| 264-1423 | GS/GE11326 | 10 | 1-4 |
| 219-1378 | GS/GE11336 | 10 | 1-4 |
| 530-1693 | GS/GE11305 | 10 | 5-9 |
| 1601-2664 | GS/GE21306 | 20 | 1-4 |
| 1471-2534 | GS/GE21326 | 20 | 1-4 |
| 1425-2488 | GS/GE21336 | 20 | 1-4 |
| 1743-2816 | GS/GE21305 | 20 | 5-9 |

Model GE21336



SPORTVAN, CHEVY-VAN & FWD CONTROL SELECTOR

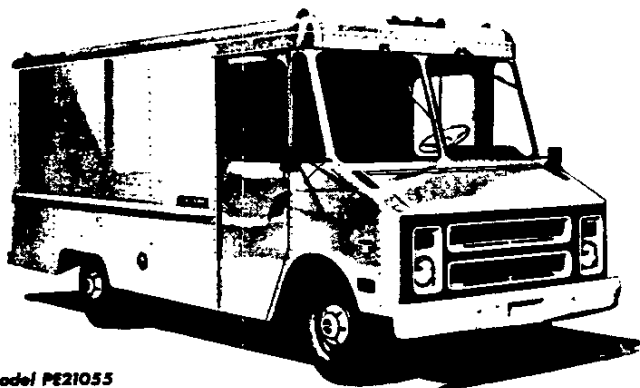
Step-Van 7



Model PS10535

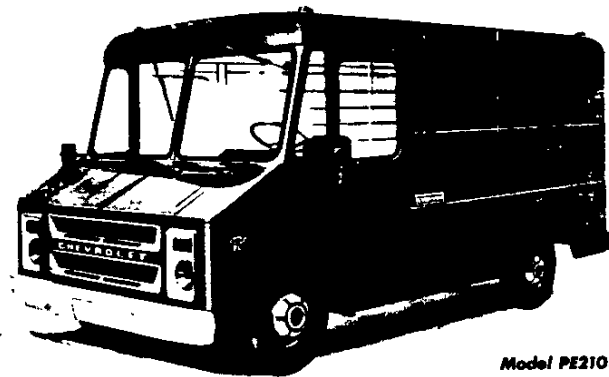
| Body Length | Payload Range | Model | Section | Pages |
|-------------|---------------|---------|---------|-------|
| 7 ft | 819-1581 | PS10535 | 10 | 11-16 |

Step-Van King Aluminum



Model PE21055

Step-Van King



Model PE21035

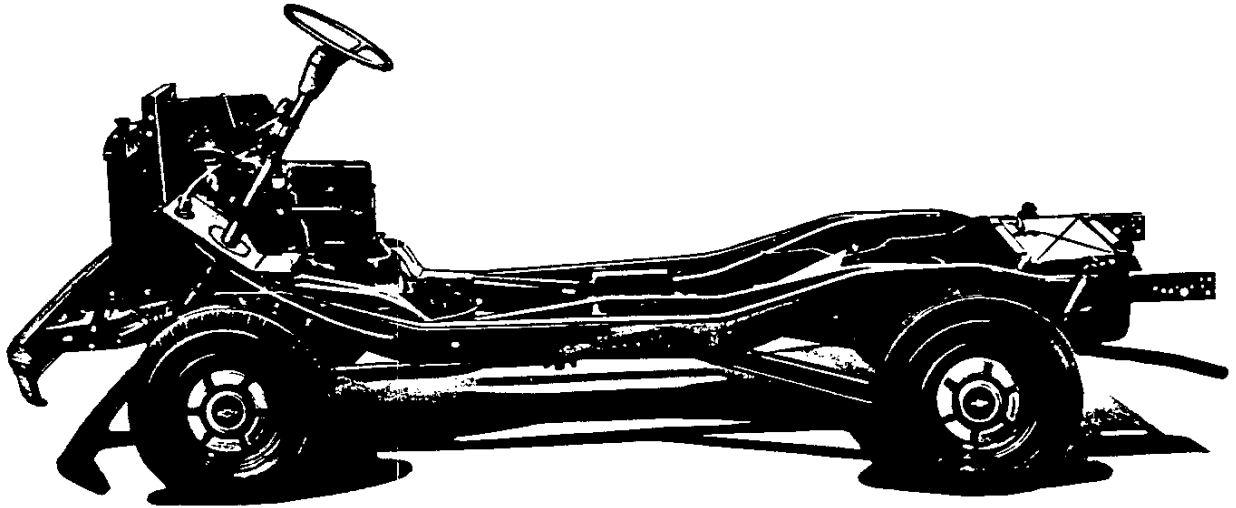
| Body Length | Payload Range | Model | Section | Pages |
|-------------|---------------|------------|---------|-------|
| 10 ft | 1845-2892 | PS/PE20855 | 20 | 11-19 |
| 10 ft | 2470-8358 | PS/PE30855 | 30 | 3-12 |
| 10 ft | 2261-4360 | PT30855 | 30 | 15-22 |
| 12 ft | 1753-2800 | PS/PE21055 | 20 | 11-19 |
| 12 ft | 2379-8266 | PS/PE31055 | 30 | 3-12 |
| 12 ft | 2163-4262 | PT31055 | 30 | 15-22 |
| 14 ft | 2203-8086 | PS/PE31455 | 30 | 3-12 |
| 14 ft | 1986-4085 | PT31455 | 30 | 15-22 |

| Body Length | Payload Range | Model | Section | Pages |
|-------------|---------------|------------|---------|-------|
| 10 ft | 1181-2232 | PS/PE20835 | 20 | 10-19 |
| 10 ft | 1806-7699 | PS/PE30835 | 30 | 2-12 |
| 10 ft | 1599-3698 | PT30835 | 30 | 14-22 |
| 12 ft | 952-2001 | PS/PE21035 | 20 | 10-19 |
| 12 ft | 1578-7467 | PS/PE31035 | 30 | 2-12 |
| 12 ft | 1362-3461 | PT31035 | 30 | 14-22 |
| 14 ft | 1239-7130 | PS/PE31435 | 30 | 2-12 |
| 14 ft | 1023-3122 | PT31435 | 30 | 14-22 |

SPORTVAN, CHEVY-VAN & FWD CONTROL SELECTOR

Forward Control Chassis

Model PS10542



| Body Length | Body-Payload Range | Model | Section | Pages |
|-------------|--------------------|------------|---------|-------|
| 7 ft | 2480-3242 | PS10542 | 10 | 11-16 |
| 10 ft | 3570-4619 | PS/PE20842 | 20 | 9-19 |
| 10 ft | 4196-10,086 | PS/PE30842 | 30 | 1-12 |
| 10 ft | 3987-6086 | PT30842 | 30 | 13-22 |
| 12 ft | 3548-4597 | PS/PE21042 | 20 | 9-19 |
| 12 ft | 4174-10,063 | PS/PE31042 | 30 | 1-12 |
| 12 ft | 3958-6057 | PT31042 | 30 | 13-22 |
| 14 ft | 4057-9947 | PS/PE31442 | 30 | 1-12 |
| 14 ft | 3841-5940 | PT31442 | 30 | 13-22 |
| 14 ft | 6519-13,749 | PS41442 | 40 | 1-4 |
| 16 ft | 10,856-13,670 | PS42142 | 40 | 1-4 |



1969—SERIES G10 SPORTVAN

GVW Ratings up to 5000 lb

SERIES G10—SPORTVANS

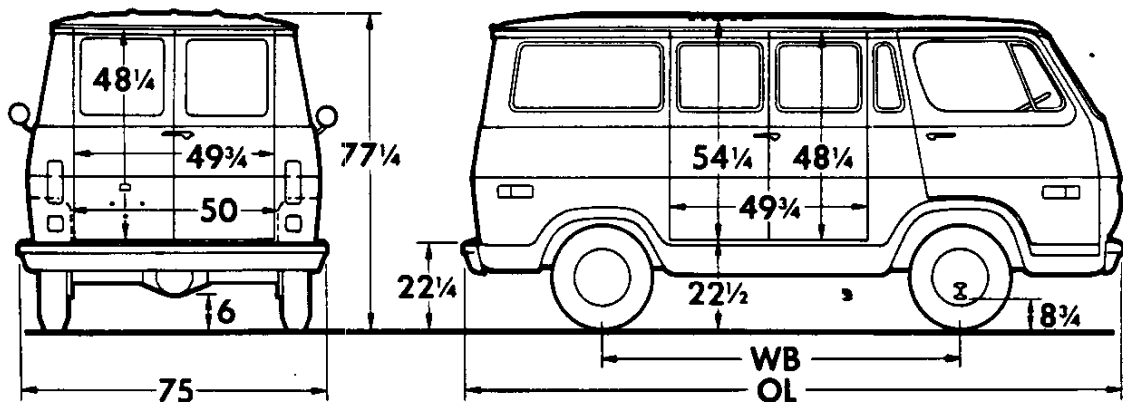
Six-Cylinder Models

| | |
|----------------|---------------------|
| 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 | 1841 | 1414 | 3255 |
| GE11006 | | | | 1971 | 1440 | 3411 |
| GS11026 | | | | 1905 | 1457 | 3362 |
| GE11026 | | | | 2036 | 1482 | 3518 |
| GS11036 | | | | 1961 | 1439 | 3400 |
| GE11036 | | | | 2093 | 1463 | 3556 |
| GS11306 | 108 | 189 | 252 | 1935 | 1415 | 3350 |
| GE11306 | | | | 2067 | 1439 | 3506 |
| GS11326 | | | | 2015 | 1465 | 3840 |
| GE11326 | | | | 2148 | 1488 | 3636 |
| GS11336 | | | | 2076 | 1449 | 3525 |
| GE11336 | | | | 2211 | 1470 | 3681 |

SERIES G10 SPORTVAN—1969

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Armrest: Left & right front doors

Axle, Front: I-beam; capacity 2200 lb

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

Battery: 12-volt; 54-plate; capacity 45 amp-hr; terminals recessed into top sidewall to accommodate external bolt and cable

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 269 sq in

Brake, Parking: Cable to rear wheels; area 76 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; windshield wiper-washer switch; hand choke; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator, brake warning. Ignition switch with accessory position

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 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

*Rating shown with exhaust emission control

GVW SELECTOR

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

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 System: Single pipe & aluminized muffler

Filter, Fuel: Plastic mesh in fuel tank

GS10: Paper type in carburetor

GE10: Sintered bronze in carburetor

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

Frame: Integral body-frame construction

Generator: 37-amp Delcotron

Glass, Body: 10 windows

GVW Plate: See GVW Selector

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 combination lights & reflectors; two rear side marker combination lights & 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 & front passenger; vinyl trim

Seat Belts: Driver & front 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"; 2-spoke

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

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

1969—G10 SERIES SPORTVANS

MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel-base | A Factory D & H | B Factory D & H | List Price | Mfr's Sgt'd Dealer NVPC* | A Mfr's Sgt'd Retail Price* | B Mfr's Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|--------------|------------|-----------------------|-----------------------|---------------|-----------------------------------|---|---|--|-------|
|--------------|------------|-----------------------|-----------------------|---------------|-----------------------------------|---|---|--|-------|

6-Cylinder 140-hp High Torque 230 Engine

| | | |
|---------|-----------------|------|
| GS11006 | Sportvan | 90" |
| GS11026 | Custom Sportvan | 90" |
| GS11036 | Deluxe Sportvan | 90" |
| GS11306 | Sportvan | 108" |
| GS11326 | Custom Sportvan | 108" |
| GS11336 | Deluxe Sportvan | 108" |

8-Cylinder 200-hp High Torque 307 Engine

| | | |
|---------|-----------------|------|
| GE11006 | Sportvan | 90" |
| GE11026 | Custom Sportvan | 90" |
| GE11036 | Deluxe Sportvan | 90" |
| GE11306 | Sportvan | 108" |
| GE11326 | Custom Sportvan | 108" |
| GE11336 | Deluxe Sportvan | 108" |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | "A" Factory D & H | "B" Factory D & H | List Price | "A" Mfr's Sgt'd Retail Delv'd Price◇ | "B" Mfr's Sgt'd Retail Delv'd Price◇ |
|-------------|------------------|-------------------------|-------------------------|---------------|---|---|
|-------------|------------------|-------------------------|-------------------------|---------------|---|---|

POWER TEAMS & AXLES

| | |
|--|-----|
| Engine: 250-cu-in Six; GS10 models only | L22 |
| Transmissions: | |
| Turbo Hydra-Matic | M49 |
| Powerglide | |
| GS10 models | M35 |
| GE10 models | M35 |
| Warner T10 4-speed | M20 |
| Axle, Rear: | |
| Ratio 3.73; capacity 2900-lb | H05 |
| Ratio 4.11; capacity 2900-lb | H04 |
| Ratio 4.11; capacity 2400-lb | H06 |
| Positraction | G80 |

OTHER OPTIONS

| | |
|---|-----|
| Air Cleaner: Oil-bath, capacity 1 quart; not available on GE10 models when automatic transmission is ordered | K48 |
| Battery, Heavy-Duty: 70-amp-hr. Included with HD starter motor | T60 |
| Belts, Seat: Installed on optional seats for third passenger | |
| With optional center seat | A68 |
| With optional center & rear seat | A68 |
| Belts, Shoulder: Color-keyed | |
| Front seat; driver & passenger | A85 |
| Center seat; LH & RH passenger positions | A55 |
| Center & rear seat; LH & RH passenger positions | A55 |
| Bumpers: Chromed; front and rear | |
| Standard on Deluxe models | V37 |
| Caps, Hub: Chromed; standard on Deluxe models | P03 |
| Cooling: HD radiator only; included when automatic transmission is ordered | V01 |
| Gauges: Ammeter, temperature, and oil pressure | Z53 |
| Generator: | |
| 42-amp Delcotron | K79 |
| 61-amp Delcotron | K76 |
| Glass: | |
| Soft-Ray; windshield only | AA2 |
| Swing-Out Rear Door | A18 |
| Heater, Engine Block | K05 |
| Key Unit: Separate keys for side and rear cargo doors | AU2 |

◇ State and local taxes not included.

A This price is to be used when vehicles are equipped with standard front seat only.

B This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80).

G10 SERIES SPORTVANS — 1969

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | "A" | "B" | List Price | "A" | "B" |
|---|---------------|---------------|---------------|------------|----------------------------|----------------------------|
| | | Factory D & H | Factory D & H | | Mfr's Retail Deliv'd Price | Mfr's Retail Deliv'd Price |
| Mirror, Exterior: Below-Eye-Line type | | | | | | |
| 7.5' x 10.5' painted | | | | | | |
| Sportvan and Custom Sportvan models only | D29 | | | | | |
| Deluxe Sportvan models only | D29 | | | | | |
| 7.5' x 10.5' stainless steel | | | | | | |
| Sportvan and Custom Sportvan models only | DG4 | | | | | |
| Deluxe Sportvan models only | DG4 | | | | | |
| Paint, Exterior: See Color & Trim chart | | | | | | |
| Solid color | | | | | | |
| Two-tone with white secondary color | | | | | | |
| Radio: Pushbutton control | U63 | | | | | |
| Seat Equipment: Includes RH & LH armrests and seat belts. Available only when 7.35-14 or 7.00-14 tires are ordered | | | | | | |
| <i>Center seat:</i> | | | | | | |
| Sportvan & Custom Sportvan models only | A78 | | | | | |
| Deluxe Sportvan models only | A78 | | | | | |
| <i>Center & rear seats:</i> | | | | | | |
| Sportvan & Custom Sportvan models only | A80 | | | | | |
| Deluxe Sportvan models only | A80 | | | | | |
| Speed Warning Indicator | U15 | | | | | |
| Springs: | | | | | | |
| Front; capacity 1275-lb | F60 | | | | | |
| Rear; capacity 1525-lb | G50 | | | | | |
| Stabilizer Bar, Front Suspension | F59 | | | | | |
| Starter Motor, Heavy-Duty: Includes HD battery | K67 | | | | | |
| Stripes, Body Side Paint | D89 | | | | | |

TUBELESS TIRES (Factory Installed)

| | | |
|---|---------------------------------------|------|
| 6.95-14/4PR—Highway *Original Equipment | (5) Front, rear, spare | Std. |
| | (5) Front, rear, spare (Whitewall) | P67 |
| | —On-Off Road Original Equipment | RE1 |
| | (2) Rear | RE1 |
| 7.35-14/5PR—Highway Original Equipment | (5) Front, rear, spare | PQ3 |
| | (2) Front | PQ3 |
| | (3) Front, spare | PQ3 |
| | (5) Front, rear, spare (Whitewall) | PQ4 |
| | —On-Off Road Original Equipment | RE2 |
| (2) Rear | RE2 | |
| 7.00-14/6PR—Highway Nylon | (5) Front, rear, spare | R24 |
| | (3) Front & spare | R24 |
| | (2) Front | R24 |
| | —On-Off-Road Nylon | R18 |
| (2) Rear | R18 | |
| 7.00-14/8PR—Highway Nylon | (5) Front, rear, spare | R25 |
| | (3) Front & spare | R25 |
| | (2) Front | R25 |
| | —On-Off-Road Nylon | R19 |
| (2) Rear | R19 | |
| (3) Rear & spare | R19 | |

◆ State and local taxes not included.

* 2-ply construction; 4-ply rating.

● 4-ply construction; 8-ply rating.

A This price is to be used when vehicles are equipped with standard front seat only.

B This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80).

1969—SERIES G10 CHEVY-VAN

GVW Ratings up to 5000 lb

SERIES G10—CHEVY-VANS

Six-Cylinder Models

GS11005 Chevy-Van 90

GS11305 Chevy-Van 108

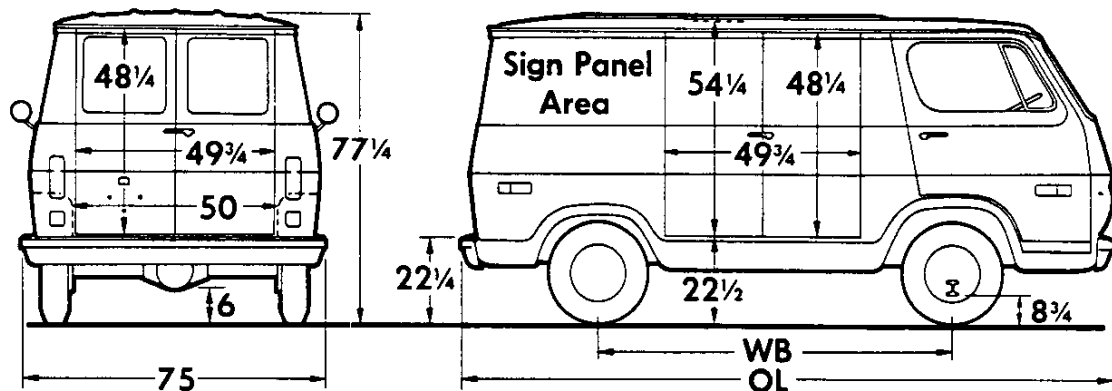
V8 Models

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 | 90 | 171 | 209 | 1753 | 1306 | 3059 | 18% | 82% |
| GE11005 | | | | 1884 | 1335 | 3219 | | |
| GS11305 | 108 | 189 | 256 | 1880 | 1330 | 3210 | 22% | 78% |
| GE11305 | | | | 2015 | 1335 | 3370 | | |

*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—1969

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Armrest: Left front door only

Axle, Front: I-beam; capacity 2200 lb

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

Battery: 12-volt; 54-plate; capacity 45 amp-hr; terminals recessed into top sidewall to accommodate external bolt and cable

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 269 sq in

Brake, Parking: Cable to rear wheels; area 76 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; windshield wiper-washer switch; hand choke; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator, brake warning. Ignition switch with accessory position

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
 *Rating shown with exhaust emission controls

GVW SELECTOR

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

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 System: Single pipe & aluminized muffler

Filter, Fuel: Plastic mesh in fuel tank

GS10: Paper type in carburetor

GE10: Sintered bronze in carburetor

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

Frame: Integral body-frame construction

Generator: 37-amp Delcotron

GVW Plate: See GVW Selector

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 combination lights & reflectors; two rear side marker combination lights & reflectors; two backup; one license; instrument panel & two dome (front & rear)

Mirror, Rearview: Exterior RH & LH 3¼" fixed arm

Seat: Driver only; vinyl trim

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"; 2-spoke

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 4¼" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

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

1969—G10 SERIES CHEVY-VAN—GASOLINE (3900—5000-lb GVW)

MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel- base | Factory D&H | List Price | Mfr's Sgt'd Dealer NVPC* | Mfr's Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|---|----------------|----------------|---------------|-----------------------------------|------------------------------------|--|-------|
| 6-Cylinder 140-hp High Torque 230 Engine | | | | | | | |
| GS11005 Chevy-Van..... | 90' | | | | | | |
| GS11305 Chevy-Van..... | 108' | | | | | | |
| 8-Cylinder 200-hp High Torque 307 Engine | | | | | | | |
| GE11005 Chevy-Van..... | 90' | | | | | | |
| GE11305 Chevy-Van..... | 108' | | | | | | |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price◇ |
|-------------|------------------|------------------|---------------|---|
|-------------|------------------|------------------|---------------|---|

POWER TEAMS & AXLES

| | |
|---|-----|
| Engine: 250 Six; GS10 models only..... | L22 |
| Transmissions: | |
| <i>Turbo Hydra-matic</i> | M49 |
| Powerglide: | |
| GS10 Models only..... | M35 |
| GE10 Models only..... | M35 |
| <i>Warner T10 4-speed</i> | M20 |
| Axles, Rear: | |
| 3.73 ratio; capacity 2900-lb..... | H05 |
| 4.11 ratio; capacity 2900-lb..... | H04 |
| 4.11 ratio; capacity 2400-lb..... | H06 |
| <i>Positraction</i> | G80 |

OTHER OPTIONS

| | |
|---|-----|
| Air Cleaner: Oil-bath; capacity 1 quart. Not available on GE10 models when automatic transmission is ordered..... | K48 |
| Battery, Heavy-Duty: 12-volt, 66-plate, 70-amp-hr. Included when HD starter motor is ordered..... | T60 |
| Belts, Shoulder: | |
| <i>Driver only;</i> Not available when auxiliary seat is ordered..... | A85 |
| <i>Driver & passenger;</i> Available only when auxiliary seat is ordered..... | A85 |
| Bumpers: Chromed; front and rear..... | V37 |
| Cape, Hub: Chromed..... | P03 |
| Cooling: HD radiator only. Included when automatic transmission is ordered..... | V01 |
| Custom Equipment: Includes cigar lighter; rear window glass; cargo area headlining; LH and RH coat hooks; interior non-glare mirror and dual horns | |
| GS-GE11005 Models only..... | Z60 |
| GS-GE11305 Models only..... | Z60 |

◇ State and local taxes not included.

G10 SERIES CHEVY-VAN—GASOLINE—1969

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price ♦ |
|--|---------------|---------------|------------|--|
| Door Equipment, Body Side: Right side | | | | |
| GS-GE11005 Models only..... | E85 | | | |
| Gauges: Ammeter, temperature and oil pressure..... | Z53 | | | |
| Generators: | | | | |
| 42-amp Delcotron..... | K79 | | | |
| 61-amp Delcotron..... | K76 | | | |
| Glass: | | | | |
| Soft-Ray; windshield only..... | AA2 | | | |
| Swing-Out Rear Door: | | | | |
| With body glass or custom equipment..... | A18 | | | |
| Without body glass or custom equipment; includes interior non-glare mirror..... | A18 | | | |
| Body; 10 windows; includes rear & side door glass. Requires body side door on GS-GE11005 models | | | | |
| Without custom equipment; includes interior non-glare mirror..... | A07 | | | |
| With custom equipment..... | A07 | | | |
| RH Side Body; 4 windows; includes side door glass. Requires body side door on GS-GE11005 models..... | A08 | | | |
| Rear Door; includes interior non-glare mirror. Included when custom or body glass equipment is ordered..... | A12 | | | |
| Side Door; requires body side door on GS-GE11005 models. Included when RH side body glass or body glass is ordered..... | A13 | | | |
| Heater, Engine Block..... | K05 | | | |
| Horns, Dual: Included when custom equipment is ordered..... | U08 | | | |
| Key Unit: Separate keys for side and rear cargo doors..... | AU2 | | | |
| Mirrors: | | | | |
| Exterior; Below-Eye-Line type | | | | |
| 7.5' x 10.5' painted..... | D29 | | | |
| 7.5' x 10.5' stainless steel..... | DG4 | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color..... | | | | |
| Two-tone; with white secondary color..... | | | | |
| Radio: Pushbutton..... | U63 | | | |
| Seats: Includes RH armrest, sunshade and seat belt | | | | |
| Auxiliary flip-swing..... | A57 | | | |
| Auxiliary stationary..... | A61 | | | |
| Speed Warning Indicator..... | U15 | | | |
| Springs: | | | | |
| Front; capacity 1275-lb..... | F60 | | | |
| Rear; capacity 1525-lb..... | G50 | | | |
| Stabilizer Bar, Front Suspension..... | F59 | | | |
| Starter Mptor, Heavy-Duty: Includes HD battery..... | K67 | | | |
| Stripes, Body Side Paint..... | D89 | | | |
| Tires: See Tire & Wheel Section | | | | |

♦ State and local taxes not included.

G10 SERIES—GASOLINE CHEVY-VAN-1969

TUBELESS TIRES (Factory Installed)

| Tire Size & Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Sqt'd Retail Deliv'd Price◇ |
|---|------------------------------------|--------------------|---------------|------------|-----------------------------------|
| 6.95-14/4PR—Highway ★Original Equipment | (5) Front, rear, spare | 5.0 | Std | | |
| | (5) Front, rear, spare (Whitewall) | 5.0 | P67 | | |
| | —On-Off Road Original Equipment | (2) Rear | 5.0 | RE1 | |
| | (3) Rear, spare | 5.0 | RE1 | | |
| | <hr/> | | | | |
| 7.35-14/8PR—Highway Original Equipment | (5) Front, rear, spare | 5.0 | PQ3 | | |
| | (2) Front | 5.0 | PQ3 | | |
| | (3) Front, spare | 5.0 | PQ3 | | |
| | (5) Front, rear, spare (Whitewall) | 5.0 | PQ4 | | |
| | —On-Off Road Original Equipment | (2) Rear | 5.0 | RE2 | |
| (3) Rear, spare | 5.0 | RE2 | | | |
| <hr/> | | | | | |
| 7.00-14/6PR Maximum Tire Capacity—Front (1310) Rear (1310) | | | | | |
| (Truck type) —Highway Nylon | (5) Front, rear, spare | 6.00 | R24 | | |
| | (3) Front & spare | 6.00 | R24 | | |
| | (2) Front | 6.00 | R24 | | |
| —On-Off Road Nylon | (2) Rear | 6.00 | R18 | | |
| (3) Rear & spare | 6.00 | R18 | | | |
| <hr/> | | | | | |
| 7.00-14/8PR Maximum Tire Capacity—Front (1550) Rear (1550) | | | | | |
| (Truck type) —Highway Nylon | (5) Front, rear, spare | 6.00 | R25 | | |
| | (3) Front & spare | 6.00 | R25 | | |
| | (2) Front | 6.00 | R25 | | |
| —On-Off Road Nylon | (2) Rear | 6.00 | R19 | | |
| (3) Rear & spare | 6.00 | R19 | | | |
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◇ State and local taxes not included. ★ 2-ply construction; 4-ply rating. ● 4-ply construction; 8-ply rating.

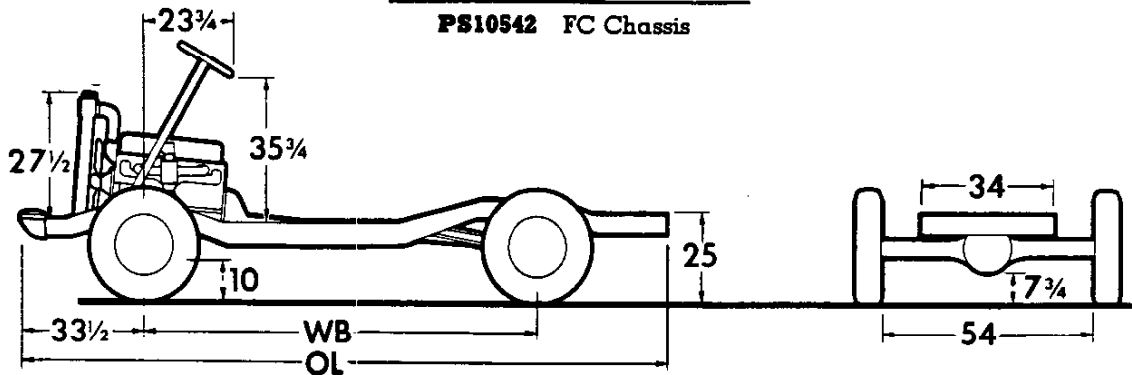


SERIES P10 FC CHASSIS & STEP-VAN 7

GVW Ratings up to 5400 lb

SERIES P10—FC CHASSIS

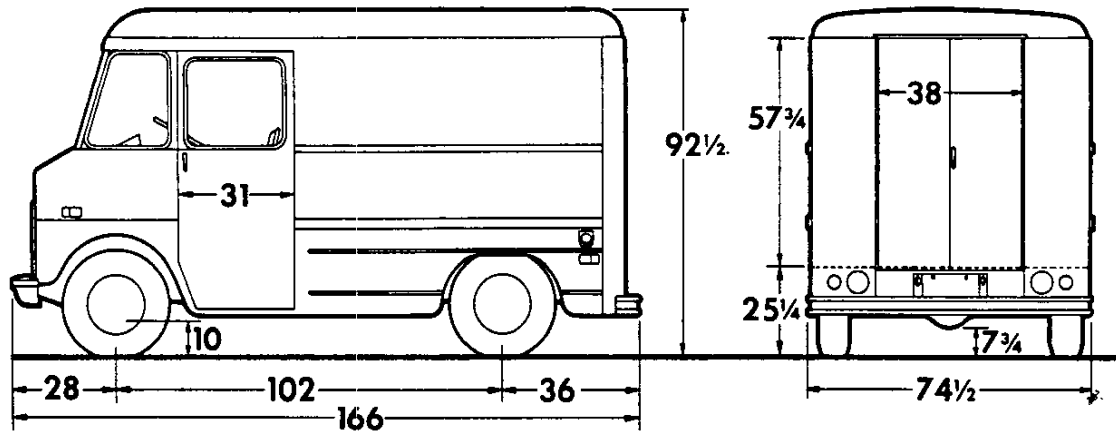
PS10542 FC Chassis



| Model | Dimensions (in)★ | | Curb Weights (lb) | | | Body-Payload Wt. Dist. | |
|---------|------------------|-----|-------------------|------|-------|--|------|
| | WB | OL | Front | Rear | Total | Front | Rear |
| PS10542 | 102 | 169 | 1331 | 789 | 2120 | 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 | 1966 | 1815 | 3781 | 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.

P10 SERIES FC CHASSIS & STEP-VAN 7

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element.

Axle, Front: Independent; capacity 2500 lb

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: 1 1/4" radiator core, down-flow type; 314-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; brake warning light; ignition switch with accessory position; windshield wiper-washer switch, Step-Van 7 only

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: 250 Six; Controlled Combustion exhaust system

Gross horsepower 155 @ 4200 rpm

Net horsepower 125 @ 3800 rpm

Gross torque, lb-ft. 235 @ 1600 rpm

Net torque, lb-ft. 215 @ 2000 rpm

Exhaust System: Single, fully aluminized pipe and muffler

Filter, Fuel: Two; pleated fiber 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: See GVW Selector

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 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 combination lights and reflectors; two rear side marker combination lights and reflectors

Mirror, Rearview: Exterior RH & LH 7 1/2" fixed arm (PS10535 only)

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 diameter 17"; 2-spoke

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

Tires: Four tubeless bias-belted G78-15-B 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 5 1/2" attachment, 6 studs on 5 1/2" 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 |
| 5300 | 2000-lb ea rear spring |
| 5400 | |

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

P10 SERIES—GASOLINE (4600—5400-lb GVW)

1970 MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel- base | Factory D & H | List Price | Mfr's Sgt'd Dealer NVPC* | Mfr's Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|--------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|
|--------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|

6-Cylinder 155-hp High Torque 250 Engine

| | |
|--------------------------------------|------|
| ◆PS10535 Step-Van (7-ft)..... | 102" |
| PS10542 Forward-Control Chassis..... | 102" |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

◆ Step-Van chassis will be shipped to Union City Body Co. where all body work will be done. These units will be serviced and conditioned for highway travel after body is installed. A conditioning charge of \$10.00 will be added.

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊕] |
|-------------|------------------|------------------|---------------|---|
|-------------|------------------|------------------|---------------|---|

POWER TEAMS & AXLES

| | |
|---|-----|
| Engine: | |
| Liquid Petroleum Gas Conversion..... | L56 |
| Transmissions: | |
| Powerglide..... | M35 |
| Turbo Hydra-matic..... | M49 |
| Chevrolet 4-speed..... | M20 |
| New Process 435CR 4-speed (close-ratio)..... | M28 |
| Axles, Rear: | |
| 3.73 Ratio..... | H05 |
| Positraction; available only when optional 3.73 ratio is ordered..... | G80 |

OTHER OPTIONS

| | |
|---|-----|
| Battery, Heavy-Duty: 12-volt, 66-plate, 70-amp-hr. Included when HD starting motor is ordered..... | T60 |
| Emission Control, Evaporative: Approved by State of California and exclusive to California Vehicle Registrations only..... | NA9 |
| Generators: | |
| 42-amp Delcotron..... | K79 |
| 61-amp Delcotron..... | K76 |
| Heater, Engine Block | K05 |
| Plate: Serial Number (State of Pennsylvania)..... | Z55 |
| Shock Absorbers, Heavy-duty: | |
| Front and rear..... | F51 |
| Rear only..... | G68 |
| Springs: | |
| Front; heavy-duty; capacity 1350-lb each..... | F60 |
| Rear; capacity 2000-lb each..... | G50 |
| Starting Motor, Heavy-Duty: Includes HD battery | |
| When Powerglide is ordered..... | K67 |
| When Powerglide is not ordered..... | K67 |
| Tires and Wheels: See Tire & Wheel section | |

⊕ State and local taxes not included.

P10 SERIES STEP-VAN—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mr's Suggested Retail Delivered Price [◆] |
|---|---------------|---------------|------------|--|
| Body Extension: 12 inches additional load space..... | E30DJ | | | |
| Body Modification: Mandatory when evaporative emission control is ordered..... | E30FE | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket..... | E30LE | | | |
| Right door pocket..... | E30RE | | | |
| Doors, Rear: Specify width and type (Replacing standard double doors with 38" opening) | | | | |
| 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: 11-gauge smooth floor in load compartment..... | E30AD | | | |
| Glass: Soft-Ray; windshield only..... | E30DA | | | |
| Glass Inserts: For standard and optional rear doors..... | E30AC | | | |
| Height Addition: 69" inside..... | E30AQ | | | |
| Insulation: | | | | |
| Roof only..... | E30AM | | | |
| Roof, sides and rear; includes interior trim panels..... | E30AN | | | |
| Lamps: | | | | |
| <i>Clearance:</i> 2 amber front and 2 red rear..... | E30AK | | | |
| <i>Cluster Bar:</i> 3 amber front and 3 red rear..... | E30DC | | | |
| <i>Dome:</i> Extra light mounted over load space..... | E30AH | | | |
| <i>Marker:</i> Side-mounted; 2 amber front and 2 red rear..... | E30DD | | | |
| Mirror, Exterior: Specify location | | | | |
| LH (4' x 16" head)..... | E30DF | | | |
| RH (4' x 16" head)..... | E30DH | | | |
| Paint, Exterior: See Color & Trim chart | | | | |
| <i>Solid color</i> (Chevrolet options)..... | E30 | | | |
| <i>Two-tone</i> (Chevrolet options)..... | E30 | | | |
| <i>Body in Prims</i> | E30AL | | | |
| <i>Special applications</i> —Contact Union City Body Co. for prices | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment..... | E30AF | | | |
| Seat: | | | | |
| Foam rubber driver's seat..... | E30AG | | | |
| Passenger; same as standard driver's seat..... | E30DB | | | |
| Window, Sliding: Right front door..... | E30DE | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

◆ State and local taxes not included.

P10 SERIES

TUBE-TYPE TIRES (Factory Installed)

| Tire Size and Type | | | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price \diamond |
|---|--|-----------------|-----------------------------------|---------------|---------------|------------|---|
| All tires have black sidewalls except as indicated. | | | | | | | |
| G78-15/B (Pass. type) | Highway | (2) Front | 5½ | RL5 | | | |
| | Fiberglass | (2) Rear | 5½ | RL5 | | | |
| | Belted | (1) Spare | 5½ | RL5 | | | |
| | On-Off Road | (2) Rear | 5½ | RL4 | | | |
| | Fiberglass | (1) Spare | 5½ | RL4 | | | |
| | Belted | | | | | | |
| 6.50-16/6PR (Pass. type) | Highway | (4) Front, rear | 5.00 | R61 | | | |
| | Original | (2) Front | 5.00 | R61 | | | |
| | Equipment | (1) Spare | 5.00 | R61 | | | |
| | On-Off Road | (2) Rear | 5.00 | R69 | | | |
| | Original | (1) Spare | 5.00 | R69 | | | |
| | Equipment | | | | | | |
| 6.50-16/6PR (Truck type) | Maximum Tire Capacity—Front (1610) Rear (1610) | | | | | | |
| | Highway | (2) Front | 5.00 | R65 | | | |
| | Nylon | (2) Rear | 5.00 | R65 | | | |
| | | (1) Spare | 5.00 | R65 | | | |
| | On-Off Road | (2) Rear | 5.00 | R64 | | | |
| | Nylon | (1) Spare | 5.00 | R64 | | | |
| 7.00-15/6PR (Truck type) | Maximum Tire Capacity—Front (1720) Rear (1720) | | | | | | |
| | Highway | (2) Front | 5.50 | R44 | | | |
| | Nylon | (2) Rear | 5.50 | R44 | | | |
| | | (1) Spare | 5.50 | R44 | | | |
| | On-Off Road | (2) Rear | 5.50 | R43 | | | |
| | Nylon | (1) Spare | 5.50 | R43 | | | |

TUBELESS TIRES (Factory Installed)

| | | | | | | | |
|--------------------------|-------------|-----------------------------|-----|-----|--|--|--|
| G78-15/B (Pass. type) | Highway | (4) Front, rear | 5½ | Std | | | |
| | Fiberglass | (1) Spare | 5½ | PU7 | | | |
| | Belted | (4) Front, rear (Whitewall) | 5½ | PU8 | | | |
| | | (1) Spare (Whitewall) | 5½ | PU8 | | | |
| | On-Off Road | (2) Rear | 5½ | RL3 | | | |
| | Fiberglass | (1) Spare | 5½ | RL3 | | | |
| H78-15/B (Pass. type) | Highway | (4) Front, rear | 5½ | PV5 | | | |
| | Fiberglass | (2) Front | 5½ | PV5 | | | |
| | Belted | (1) Spare | 5½ | PV5 | | | |
| | | (4) Front, rear (Whitewall) | 5½ | PV6 | | | |
| | | (1) Spare (Whitewall) | 5½ | PV6 | | | |
| | On-Off Road | (2) Rear | 5½ | RM1 | | | |
| Fiberglass | (1) Spare | 5½ | RM1 | | | | |
| Belted | | | | | | | |

SPARE WHEELS

| Wheel Type | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price \diamond |
|----------------------------|---------------|---------------|------------|---|
| <i>For tubeless tires</i> | | | | |
| 15 x 5½ | P47 | | | |
| 16 x 5.00 | Q18 | | | |
| <i>For tube-type tires</i> | | | | |
| 15 x 5½ | P47 | | | |
| 15 x 5.50 | P41 | | | |
| 16 x 5.00 | Q18 | | | |

\diamond State and local taxes not included.



1969—SERIES G20 SPORTVAN

GVW Ratings up to 6200 lb

SERIES G20—SPORTVANS

Six-Cylinder Models

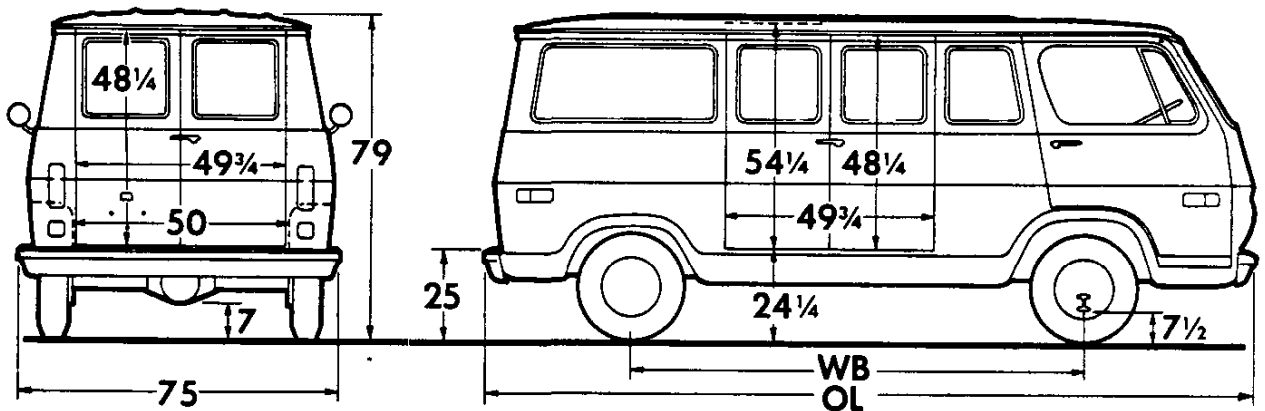
GS21306 Sportvan 108
GS21326 Custom Sportvan 108
GS21336 Deluxe Sportvan 108

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 | 1993 | 1452 | 3445 |
| GE21306 | | | | 2125 | 1474 | 3599 |
| GS21326 | | | | 2072 | 1503 | 3595 |
| GE21326 | | | | 2205 | 1524 | 3729 |
| GS21336 | | | | 2135 | 1486 | 3621 |
| GE21336 | | | | 2270 | 1505 | 3775 |

SERIES G20 SPORTVAN—1969

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element
Armrest: Left and right front doors
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 45 amp-hr; terminals recessed into top sidewall to accommodate external bolt and cable
Body: See *Cabs, Bodies & Colors* section
Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2 3/4"; rear 11" x 2"
 Effective area: lining 198 sq in; drum 330 sq in
Brake, Parking: Cable to rear wheels; area 84 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: 1 1/4" 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; windshield wiper-washer switch; hand choke; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator, brake warning. Ignition switch with accessory position
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
 *Rating shown with exhaust emission controls

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 5200 | Standard |
| 5800 | 1375-lb ea front spring; |
| 6200 | 1900-lb ea rear spring |

Exhaust System: Single pipe & aluminized muffler
Filter, Fuel: Plastic mesh in fuel tank;
 GS20: Paper type in carburetor
 GE20: Sintered bronze in carburetor
Filter, Oil: Full-flow; 1-quart; throwaway type
Frame: Integral body-frame construction
Generator: 37-amp Delcotron
Glass, Body: 10 windows
GVW Plate: See GVW Selector
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 combination lights & reflectors; two rear side marker combination lights & reflectors; two backup; one license; instrument panel & two dome (front & rear)
Mirrors, Rearview: Exterior RH & LH 3 3/4" fixed arm and interior prismatic non-glare shatterproof
Seats: Driver & front passenger; vinyl trim
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"; 2-spoke
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 5 1/2"; attachment, 6 studs on 5 1/2" circle
Windshield Wipers & Washer: Electric; 2-speed wipers

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

1969—G20 SERIES SPORTVANS

MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

| Model Description | A Factory D & H | B Factory D & H | List Price | Mfr's Sgt'd Dealer NVPC* | A Mfr's Sgt'd Retail Price* | B Mfr's Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|-------------------|-----------------------|-----------------------|---------------|-----------------------------------|---|---|--|-------|
|-------------------|-----------------------|-----------------------|---------------|-----------------------------------|---|---|--|-------|

6-Cylinder 140-hp High Torque 230 Engine

GS21306 Sportvan
 GS21326 Custom Sportvan
 GS21336 Deluxe Sportvan

8-Cylinder 200-hp High Torque 307 Engine

GE21306 Sportvan
 GE21326 Custom Sportvan
 GE21336 Deluxe Sportvan

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.
 * Manufacturer's Suggested Retail Price does not include state and local taxes, license fees, options or accessories.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | "A" Factory D & H | "B" Factory D & H | List Price | "A" Mfr's Sgt'd Retail Price◇ | "B" Mfr's Sgt'd Retail Price◇ |
|-------------|------------------|-------------------------|-------------------------|---------------|---|---|
|-------------|------------------|-------------------------|-------------------------|---------------|---|---|

POWER TEAMS & AXLES

| | |
|---|-----|
| Engine: 250 Six; GS20 models only | L22 |
| Transmissions: | |
| Turbo Hydra-Matic; includes 3.07 ratio rear axle on GE20 models | M49 |
| Powerglide | |
| GS20 models | M35 |
| GE20 models | M35 |
| Warner T10 4-Speed | M20 |
| Axle, Rear: | |
| Ratio 3.73; available on GE20 models with Turbo Hydra-matic transmission or GS20 models | HB7 |
| Ratio 4.11; GE20 models only | HO9 |
| Positraction | G80 |

OTHER OPTIONS

| | |
|---|-----|
| Air Cleaner: Oil-bath; capacity 1 quart; not available on GE20 models when automatic transmission is ordered | K48 |
| Battery, Heavy-Duty: 70-amp-hr. Included with heavy-duty starter motor | T60 |
| Belts, Seat: Installed on optional seats for third passenger | |
| With optional center seat | A68 |
| With optional center & rear seat | A68 |
| Belt, Shoulder: Color-keyed | |
| Front seat; driver & passenger | A85 |
| Center seat; RH & LH passenger positions | A55 |
| Center & rear seat; RH & LH passenger positions | A55 |
| Brakes, Vacuum Power | F70 |
| Bumpers: Chromed; front and rear | |
| Standard on Deluxe models | V37 |
| Caps, Hub: Chromed; standard on Deluxe models | P03 |
| Cooling: HD radiator only; included when automatic transmission is ordered | V01 |
| Gauges: Temperature, oil pressure and ammeter | Z58 |
| Generator: 42-amp Delcotron | K79 |
| 61-amp Delcotron | K76 |
| Glass: | |
| Soft-Ray; windshield only | AA2 |
| Swing-Out Rear Door | A18 |
| Heater, Engine Block | K05 |

◇ State and local taxes not included.
 A This price is to be used when vehicles are equipped with standard front seat only.
 B This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80).

G20 SERIES SPORTVANS — 1969

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | "A" | "B" | List Price | "A" | "B" |
|-------------|---------------|---------------|---------------|------------|---------------------------------|---------------------------------|
| | | Factory D & H | Factory D & H | | Mfr's Spt'd Retail Delv'd Price | Mfr's Spt'd Retail Delv'd Price |

OTHER OPTIONS (Continued)

| | |
|---|-----|
| Key Unit: Separate keys for side and rear cargo doors..... | AU2 |
| Mirror, Exterior: Below-Eye-Line type | |
| 7.5' x 10.5' painted | |
| Sportvan and Custom Sportvan models only..... | D29 |
| Deluxe Sportvan Models only..... | D29 |
| 7.5' x 10.5' stainless steel | |
| Sportvan and Custom Sportvan models only..... | DG4 |
| Deluxe Sportvan models only..... | DG4 |
| Paint, Exterior: See Color & Trim chart | |
| Solid color..... | |
| Two-tone with white secondary color..... | |
| Radio: Pushbutton control..... | U63 |
| Seat Equipment: Includes RH & LH armrests and seat belts | |
| Center seat: | |
| Sportvan & Custom Sportvan models only..... | A78 |
| Deluxe Sportvan models only..... | A78 |
| Center & rear seats: | |
| Sportvan & Custom Sportvan models only..... | A80 |
| Deluxe Sportvan models only..... | A80 |
| Speed Warning Indicator | U15 |
| Springs: | |
| Front; capacity 1375-lb..... | F60 |
| Rear; capacity 1900-lb..... | G50 |
| Stabilizer Bar, Front Suspension | F59 |
| Starter Motor, Heavy-Duty: Includes HD battery..... | K67 |
| Stripes, Body Side Paint | D89 |

TUBE-TYPE TIRES (Factory Installed)

| | | |
|---|----------------------|-----|
| ●7.75-15/8PR—Highway Original Equipment | (4) Front, rear..... | QA4 |
| | (1) Spare..... | QA4 |

TUBELESS TIRES (Factory Installed)

| | | |
|---|----------------------------------|------|
| ●7.75-15/8PR—Highway Original Equipment | (4) Front, rear..... | Std. |
| | (1) Spare..... | QA2 |
| | (4) Front, rear (Whitewall)..... | QA3 |
| | (1) Spare (Whitewall)..... | QA3 |
| —On-Off Road Original Equipment | (2) Rear..... | RJ1 |
| | (1) Spare..... | RJ1 |

| | | |
|---|----------------------------------|-----|
| ●8.25-15/8PR—Highway Original Equipment | (4) Front, rear..... | QA5 |
| | (2) Front..... | QA5 |
| | (1) Spare..... | QA5 |
| | (4) Front, rear (Whitewall)..... | QA6 |
| | (1) Spare (Whitewall)..... | QA6 |
| —On-Off Road Original Equipment | (2) Rear..... | QB4 |
| | (1) Spare..... | QB4 |

WIDE BASE TUBELESS TIRES (Factory Installed)

| | | |
|---|----------------------|-----|
| ●8.00-16.5/6PR Maximum Tire Capacity—Front (1730) Rear (1730) | | |
| —Highway Nylon | (4) Front, rear..... | R70 |
| | (2) Front..... | R70 |
| | (1) Spare..... | R70 |
| —On-Off Road Nylon | (2) Rear..... | RQ2 |
| | (1) Spare..... | RQ2 |

◆ State and local taxes not included.

● 4-ply construction; 8-ply rating.

A This price is to be used when vehicles are equipped with standard front seat only.

B This price is to be used when vehicles are equipped with optional seats (RPO A78 or A80).

1969—SERIES G20 CHEVY-VAN

GVW Ratings up to 6200 lb

SERIES G20—CHEVY-VANS

Six-Cylinder Models

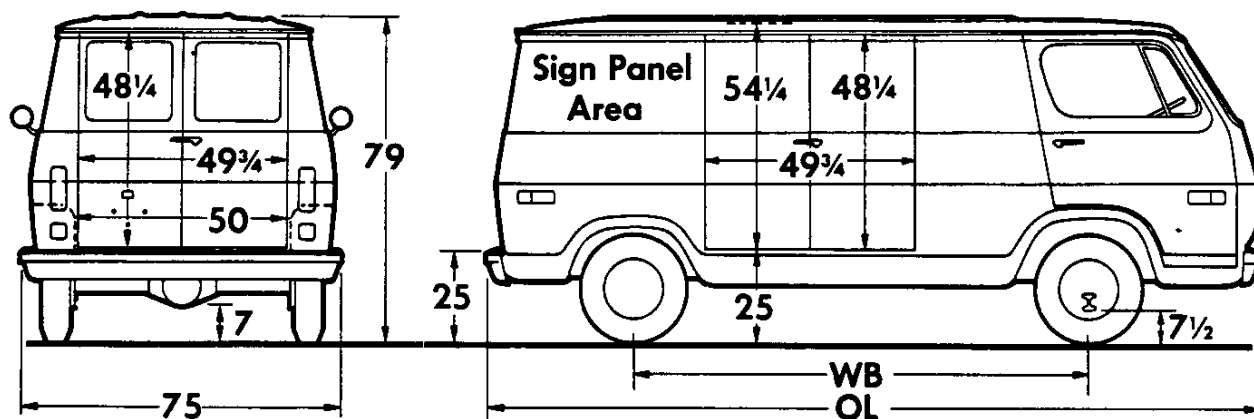
GS21305 Chevy-Van 108

V8 Models

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 | 1933 | 1360 | 3293 | 22% | 78% |
| GE21305 | | | | 2074 | 1383 | 3457 | | |

*Estimate based on even payload loading.

Sign Panel Area

Chevy-Van 108—42" x 123" (Side)

SERIES G20 CHEVY-VAN-1969

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Armrest: Left front door only

Axle, Front: I-beam; capacity 3000 lb

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

Battery: 12-volt; 54-plate; capacity 45 amp-hr; terminals recessed into top sidewall to accommodate external bolt and cable

Body: See *Cabs, Bodies & Colors* section

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

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

Effective area: lining 198 sq in; drum 330 sq in

Brake, Parking: Cable to rear wheels; area 84 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: 1 1/4" 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; windshield wiper-washer switch; hand choke; headlight beam control; speedometer; odometer; fuel gauge

Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator; brake warning. Ignition switch with accessory position

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..... 200 @ 2000 rpm

*Ratings shown with exhaust emission controls

GE20 model: 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 System: Single pipe & aluminized muffler

Filter, Fuel: Plastic mesh in fuel tank;

GS20: Paper type in carburetor

GE20: Sintered bronze in carburetor

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

Frame: Integral body-frame construction

Generator: 37-amp Delcotron

GVW Plate: See GVW Selector

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 combination lights & reflectors; two rear side marker combination lights & reflectors; two backup; one license; instrument panel & two dome (front & rear)

Mirror, Rearview: Exterior RH & LH 3 1/4" fixed arm

Seat: Driver only; vinyl trim

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"; 2-spoke

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 5 1/2"; attachment, 6 studs on 5 1/2" circle

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 5200 | Standard |
| 5800 | 1375-lb ea front spring |
| 6200 | 1900-lb ea rear spring |

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

1969—G20 SERIES CHEVY-VAN—GASOLINE (5200—6200-lb GVW)

MODELS WITH STANDARD EQUIPMENT (108" Wheelbase)

| Model Description | Factory D&H | List Price | Mfr's Sg't'd Dealer NVPC* | Mfr's Sg't'd Retail Price* | Desti- nation Charge & Group Number | Total |
|---|-------------|------------|---------------------------|----------------------------|--|-------|
| 6-Cylinder 140-hp High Torque 230 Engine GE21305 Chevy-Van..... | | | | | | |
| 8-Cylinder 200-hp High Torque 307 Engine GE21305 Chevy-Van..... | | | | | | |

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

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◇] |
|--|---------------|---------------|------------|---|
| POWER TEAMS & AXLES | | | | |
| Engine: 250 Six; GS20 models only..... | L22 | | | |
| Transmissions: | | | | |
| <i>Turbo Hydra-matic</i> ; includes 3.73 ratio rear axle on GE20 Models only.... | M49 | | | |
| <i>Powerglide</i> : | | | | |
| GS20 Models only..... | M35 | | | |
| GE20 Models only..... | M35 | | | |
| <i>Warner T10 4-speed</i> | M20 | | | |
| Axles, Rear: | | | | |
| 3.73 Ratio; capacity 3600-lb..... | HB7 | | | |
| <i>Positraction</i> | G80 | | | |

OTHER OPTIONS

| | | | | |
|--|-----|--|--|--|
| Air Cleaner: Oil-bath; capacity 1 quart. Not available on GE20 models when automatic transmission is ordered..... | K48 | | | |
| Battery, Heavy-Duty: 12-volt, 66-plate, 70-amp-hr. Included when HD starter motor is ordered..... | T60 | | | |
| Belts, Shoulder: Two; color-keyed | | | | |
| <i>Driver only</i> ; Not available when auxiliary seat is ordered..... | A85 | | | |
| <i>Driver & passenger</i> ; Available only when auxiliary seat is ordered..... | A85 | | | |
| Brakes, Vacuum Power | J70 | | | |
| Bumpers: Chromed; front and rear..... | V37 | | | |
| Caps, Hub: Chromed..... | P03 | | | |
| Cooling: <i>HD radiator only</i> . Included when automatic transmission is ordered..... | V01 | | | |
| Custom Equipment: Includes cigar lighter; rear window glass; cargo area headlining; LH and RH coat hooks; interior non-glare mirror and dual horns..... | Z60 | | | |

◇ State and local taxes not included.

G20 SERIES—GASOLINE—1969

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◆] |
|-------------|---------------|---------------|------------|---|
|-------------|---------------|---------------|------------|---|

OTHER OPTIONS (Cont'd)

| | | | | |
|---|-----|--|--|--|
| Gauges: Ammeter, temperature and oil pressure..... | Z53 | | | |
| Generators: | | | | |
| 42-amp Delcotron..... | K79 | | | |
| 61-amp Delcotron..... | K76 | | | |
| Glass: | | | | |
| <i>Soft-Ray</i> ; windshield only..... | AA2 | | | |
| <i>Swing-Out Rear Door</i> ; | | | | |
| With body glass or custom equipment..... | A18 | | | |
| Without body glass or custom equipment; includes interior non-glare mirror..... | A18 | | | |
| Body; 10 windows. Includes rear and side door glass | | | | |
| Without custom equipment; includes interior non-glare mirror..... | A07 | | | |
| With custom equipment..... | A07 | | | |
| RH Side Body; 4 windows. Includes side door glass..... | A08 | | | |
| Rear Door; included when custom equipment or body glass is ordered. Includes interior non-glare mirror..... | A12 | | | |
| Side Door; included when RH side body glass or body glass is ordered..... | A13 | | | |
| Heater, Engine Block..... | K05 | | | |
| Horns, Dual: Electric. Included with custom equipment..... | U08 | | | |
| Key Unit: Separate keys for side and rear cargo doors..... | AU2 | | | |
| Mirror: Exterior; Below-Eye-Line type | | | | |
| 7.5' x 10.5' painted..... | D29 | | | |
| 7.5' x 10.5' stainless steel..... | DG4 | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color..... | | | | |
| Two-tone; with white secondary color..... | | | | |
| Radio: Pushbutton..... | U63 | | | |
| Seats: Includes RH armrest, RH sunshade and seat belt | | | | |
| Auxiliary flip-swing..... | A57 | | | |
| Auxiliary stationary..... | A61 | | | |
| Speed Warning Indicator..... | U15 | | | |
| Springs, Front: Capacity 1375-lb..... | F60 | | | |
| Springs, Rear: Capacity 1900-lb..... | G50 | | | |
| Stabilizer Bar, Front Suspension..... | F59 | | | |
| Starter Motor, Heavy-Duty: Includes HD battery..... | K67 | | | |
| Stripes, Body Side Paint..... | D89 | | | |
| Tires: See Tire & Wheel Section | | | | |

◆ State and local taxes not included.

1969—G20 SERIES—GASOLINE CHEVY-VAN

TUBE-TYPE TIRES (Factory Installed)

| Tire Size and Type | | Rim Width Included in Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊕] |
|---|----------------------|-----------------------------------|---------------|---------------|------------|---|
| ●7.75-15/8PR—Highway Original Equipment | (4) Front, rear..... | 5½ | QA4 | | | |
| | (1) Spare..... | 5½ | QA4 | | | |

TUBELESS TIRES (Factory Installed)

| | | | | | | |
|---|---------------------------------|---------------|-----|-----|--|--|
| ●7.75-15/8PR—Highway Original Equipment | (4) Front, rear..... | 5½ | Std | | | |
| | (1) Spare..... | 5½ | QA2 | | | |
| | (4) Front, rear (Whitewall)... | 5½ | QA3 | | | |
| | (1) Spare (Whitewall)..... | 5½ | QA3 | | | |
| —On-Off Road Original Equipment | (2) Rear..... | 5½ | RJI | | | |
| | (1) Spare..... | 5½ | RJI | | | |
| 8.25-15/8PR—Highway Original Equipment | (4) Front, rear..... | 5½ | QA5 | | | |
| | (2) Front..... | 5½ | QA5 | | | |
| | (1) Spare..... | 5½ | QA5 | | | |
| | (4) Front, rear (Whitewall)... | 5½ | QA6 | | | |
| | (1) Spare (Whitewall)..... | 5½ | QA6 | | | |
| | —On-Off Road Original Equipment | (2) Rear..... | 5½ | QB4 | | |
| (1) Spare..... | | 5½ | QB4 | | | |

WIDE BASE TUBELESS TIRES (Factory Installed)

| 8.00-16.5/6PR Maximum Tire Capacity—Front (1730) Rear (1730) | | | |
|--|----------------------|------|-----|
| —Highway Nylon | (4) Front, rear..... | 6.00 | R70 |
| | (2) Front..... | 6.00 | R70 |
| | (1) Spare..... | 6.00 | R70 |
| —On-Off Road Nylon | (2) Rear..... | 6.00 | RQ2 |
| | (1) Spare..... | 6.00 | RQ2 |

⊕ State and local taxes not included.

● 4-ply construction; 8-ply rating.



P20 SERIES FC CHASSIS—GASOLINE

GVW Ratings up to 7500 lb

SERIES P20—FC CHASSIS

Six-Cylinder Models

PS20842 FC Chassis

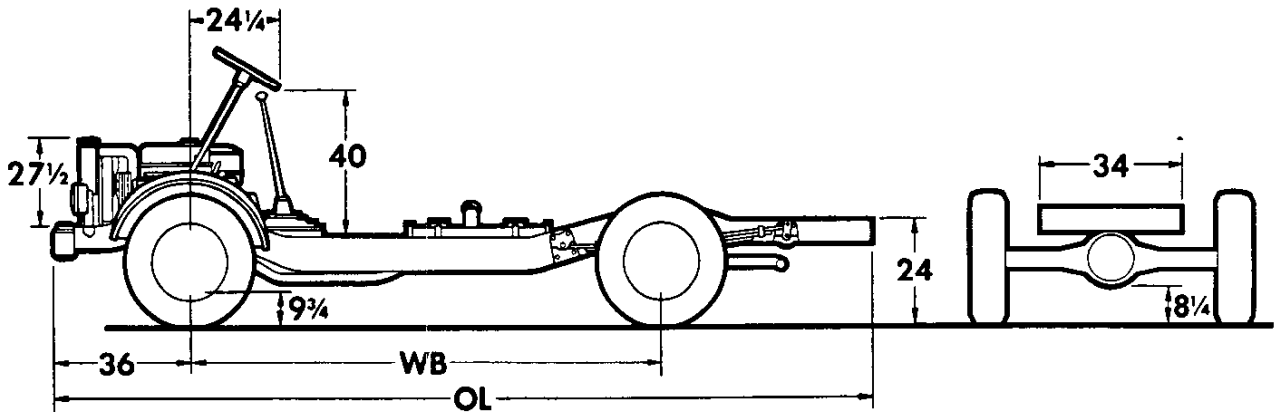
PS21042 FC Chassis

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 | 125 | 220 | 1715 | 1104 | 2819 | Determined by style, length & weight of body | |
| PE20842 | | | 1811 | 1119 | 2930 | | |
| PS21042 | 133 | 228 | 1732 | 1109 | 2841 | | |
| PE21042 | | | 1829 | 1123 | 2952 | | |

P20 SERIES STEP-VAN KING—GASOLINE

GVW Ratings up to 7500 lb

SERIES P20—STEP-VAN KING

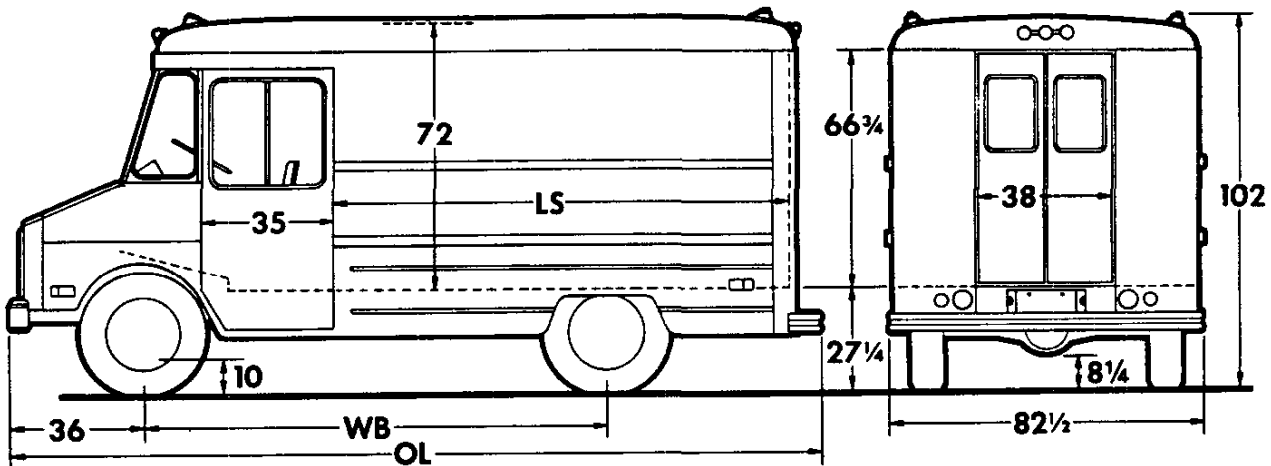
Six-Cylinder Models

PS20835 Step-Van King
PS21035 Step-Van King

V8 Models

PE20835 Step-Van King
PE21035 Step-Van King

DIMENSIONS
 (With std equipment, unloaded)



★★ 40.0 with dual rear tires

| Models | Dimensions (in) | | | Curb Weights (lb) | | | Body-Payload Wt. Dist.* | |
|----------------------------------|-----------------|------|-----|-------------------|--------------|--------------|-------------------------|------|
| | WB | OL | LS | Front | Rear | Total | Front | Rear |
| PS20835 PE20835 | 125 | 219½ | 122 | 2489 2595 | 2717 2724 | 5206 5319 | 9% | 91% |
| PS21035 PE21035 | 133 | 243½ | 146 | 2604 2711 | 2833 2837 | 5437 5548 | 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 |

P20 SERIES STEP-VAN KING ALUMINUM—GASOLINE

GVW Ratings up to 7500 lb

SERIES P20—STEP-VAN KING ALUMINUM

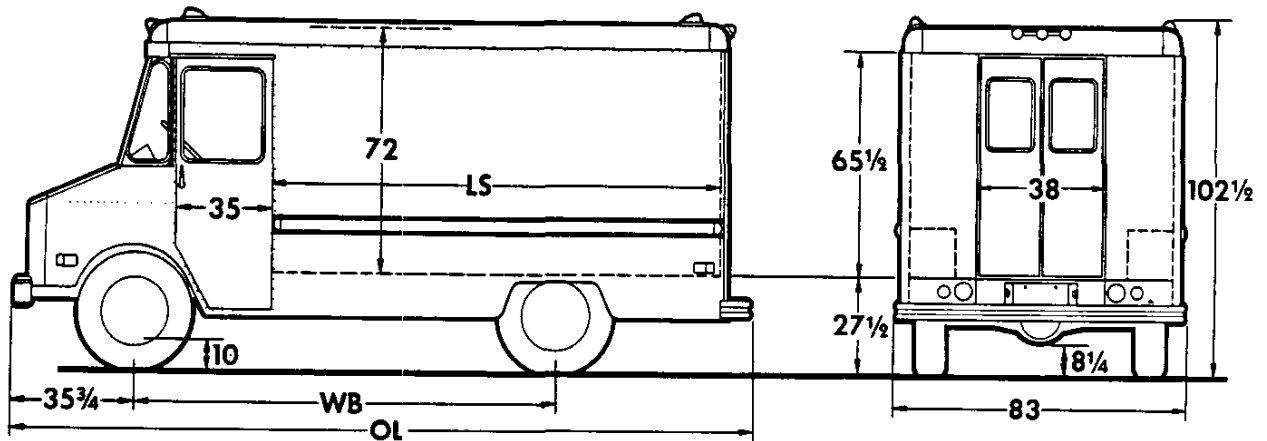
Six-Cylinder Models

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 | 216 1/4 | 123 1/2 | 2216 2315 | 2330 2340 | 4546 4655 | 9% | 91% |
| PS21055 PE21055 | 133 | 240 1/2 | 147 1/2 | 2265 2365 | 2373 2382 | 4638 4747 | 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..... | 123.5 | 77 1/2 | 72 | 375 |
| | Standard body with optional interior height..... | 123.5 | 77 1/2 | 76 | 397 |
| | Optional body extension with standard interior height..... | 129.5 | 77 1/2 | 72 | 394 |
| | Optional body extension with optional interior height..... | 129.5 | 77 1/2 | 76 | 417 |
| PS21055 PE21055 | Standard..... | 147.5 | 77 1/2 | 72 | 450 |
| | Standard body with optional interior height..... | 147.5 | 77 1/2 | 76 | 476 |
| | Optional body extension with standard interior height..... | 153.5 | 77 1/2 | 72 | 469 |
| | Optional body extension with optional interior height..... | 153.5 | 77 1/2 | 76 | 496 |

P20 SERIES FC CHASSIS—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element

Axle, Front: Independent, capacity 3000 lb.

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

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

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

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

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

Brake, Parking: Cable to rear wheels; area 119 sq in; 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: 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: Light switch; headlight beam control; speedometer; odometer; fuel gauge; ammeter; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light; brake warning light. Ignition switch with accessory position

Direction Signals: Includes freeway lane-change position on switch and integral hazard warning switch. Wiring and lights furnished loose

Engine: PS20: 250 Six; Controlled Combustion exhaust system

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; Air Injection Reactor exhaust system

Gross horsepower.....200 @ 4600 rpm

Net horsepower.....150 @ 4000 rpm

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

Net torque, lb-ft.....255 @ 2200 rpm

Exhaust System: Single, fully aluminized

Filter, Fuel: Plastic mesh in fuel tank;

PS20: Paper type in carburetor

PE20: Sintered bronze in carburetor

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

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 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 27.7:1, wheel diameter 19"; 2-spoke

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

Tires: Four tubeless 8.75-16.5/6PR nylon front and 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 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle; 4 painted hub caps

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 6500 | Standard |
| 7500 | 3100-lb ea rear spring |

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

P20 SERIES STEP-VAN KING—GASOLINE P20 SERIES STEP-VAN KING ALUMINUM—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element

Axle, Front: Independent, capacity 3000 lb

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

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

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

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

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

Brake, Parking: Cable to rear wheels; area 119 sq in; 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: Light switch; headlight beam control; speedometer; odometer; ammeter; engine temperature gauge; fuel gauge; oil pressure gauge; high beam indicator light; direction signal light; brake warning light. Ignition switch with accessory position

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

Engine: PS20: 250 Six; Controlled Combustion exhaust system

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; Air Injection Reactor exhaust system

Gross horsepower.....200 @ 4600 rpm

Net horsepower.....150 @ 4000 rpm

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

Net torque, lb-ft.....255 @ 2200 rpm

Exhaust System: Single; fully aluminized

Filter, Fuel: Plastic mesh in fuel tank;
PS20: Paper type in carburetor
PE20: Sintered bronze in carburetor

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

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

Generator: 42-amp Delcotron

GVW Plate: See GVW Selector

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 identification & clearance; five rear identification & clearance; two backup; two license; instrument panel & dome

Mirror, Rearview: Exterior RH & LH 7 1/2" fixed arm

Seat: Driver only; vinyl trim

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 8.75-16.5/6PR nylon front and 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 16.5" x 6.0"; attachment, 8 studs on 6 1/2" 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 ea rear spring |

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

P20 SERIES—GASOLINE (6500—7500-lb GVW Ratings)

1970 MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel-base | Factory D & H | List Price | Mfr's Suggested Dealer NVPC* | Mfr's Suggested Retail Price* | Destination Charge & Group Number | Total |
|--------------|------------|---------------|------------|------------------------------|-------------------------------|-----------------------------------|-------|
|--------------|------------|---------------|------------|------------------------------|-------------------------------|-----------------------------------|-------|

6-Cylinder 155-hp High Torque 250 Engine

| | | | | | | | |
|-----------|-----------------------------|------|--|--|--|--|--|
| ● PS20835 | Step-Van King (10-ft)..... | 125" | | | | | |
| PS20842 | Forward-Control Chassis.... | 125" | | | | | |
| ● PS20855 | Step-Van King (10-ft) | | | | | | |
| | Aluminum..... | 125" | | | | | |
| ● PS21035 | Step-Van King (12-ft)..... | 133" | | | | | |
| PS21042 | Forward-Control Chassis.... | 133" | | | | | |
| ● PS21055 | Step-Van King (12-ft)..... | | | | | | |
| | Aluminum..... | 133" | | | | | |

8-Cylinder 200-hp High Torque 307 Engine

| | | | | | | | |
|-----------|-----------------------------|------|--|--|--|--|--|
| ● PE20835 | Step-Van King (10-ft)..... | 125" | | | | | |
| PE20842 | Forward-Control Chassis.... | 125" | | | | | |
| ● PE20855 | Step-Van King (10-ft) | | | | | | |
| | Aluminum..... | 125" | | | | | |
| ● PE21035 | Step-Van King (12-ft)..... | 133" | | | | | |
| PE21042 | Forward-Control Chassis.... | 133" | | | | | |
| ● PE21055 | Step-Van King (12-ft) | | | | | | |
| | Aluminum..... | 133" | | | | | |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

● All Step-Van chassis will be shipped to Union City Body Co. where all body work will be done. These units will be serviced and conditioned for highway travel after body is installed. A conditioning charge of \$10.00 will be added.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price◇ |
|-------------|---------------|---------------|------------|---|
|-------------|---------------|---------------|------------|---|

POWER TEAMS & AXLES

Engines:

292 Six; includes 11" clutch. Also includes 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered..... L25

350 V8; includes 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered. Also includes 4-barrel carburetor and 11" clutch..... LS9

Liquid Petroleum Gas Conversion; available only when 6-cyl or 350 V8 engine is ordered.....

With 6-cyl engine..... L56

With 350 V8 engine..... L56

Transmissions:

Powerglide; includes HD radiator.....

PS20 models only..... M35

PE20 models only..... M35

Turbo Hydra-matic; includes HD radiator. Also includes 4.10 ratio rear axle when 292, 307 or 350 engine is ordered..... M49

Chevrolet 4-speed; includes 4.10 ratio rear axle with 292, 307 or 350 engine..... M20

New Process 435CR 4-speed (close-ratio)..... M28

Axles, Rear:

4.10 Ratio; not available when Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered..... HB8

4.57 Ratio; PE20 models or PS20 models with 292 engine only. Available only when Turbo Hydra-matic or Chevrolet 4-speed transmission is ordered..... H20

NoSPIN; not available with dual rear wheels..... G86

◇ State and local taxes not included.

P20 SERIES—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◇] |
|--|---------------|---------------|------------|---|
| Battery, Heavy-Duty: 12-volt, 66 plate, 70-amp-hr. Included with HD starting motor..... | T60 | | | |
| Brakes, Vacuum Power | J70 | | | |
| Carrier, Spare Wheel: (Under frame)..... | P10 | | | |
| Cooling: HD radiator only. Included when automatic transmission is ordered | V01 | | | |
| Generators: | | | | |
| 61-amp Delcotron..... | K76 | | | |
| 62-amp Delcotron..... | K81 | | | |
| Heater, Engine Block | K05 | | | |
| Plate: Serial Number (State of Pennsylvania)..... | Z55 | | | |
| Shock Absorbers, Heavy-Duty: | | | | |
| Front and rear..... | F51 | | | |
| Rear..... | G68 | | | |
| Springs: | | | | |
| Front; heavy-duty; capacity 1750-lb each..... | F60 | | | |
| Rear; two-stage; capacity 3100-lb each..... | G50 | | | |
| Starting Motor, Heavy-Duty: Includes HD battery. Not available when Turbo Hydro-matic transmission is ordered | | | | |
| With Powerglide transmission only..... | K67 | | | |
| With 3-speed or 4-speed transmission only..... | K67 | | | |
| Steering, Power | N40 | | | |
| Tires and Wheels: See Tire & Wheel Section | | | | |

◇ State and local taxes not included.

P20 SERIES STEP-VAN KING—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mr.'s Suggested Retail Delivered Price ♦ |
|---|---------------|---------------|------------|--|
| Body Extension: | | | | |
| 6' additional body length in load space..... | E32AR | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket..... | E32LL | | | |
| Right door pocket..... | E32RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38" opening) | | | | |
| Double doors; 60" opening..... | E32AA | | | |
| Wraparound double doors; 74" opening; with piano hinges..... | E32AB | | | |
| Wraparound double doors; 74" opening; with strap hinges..... | E32AC | | | |
| Floor: (Replacing 18-gauge corrugated floor) | | | | |
| Smooth floor; 11-gauge..... | E32AJ | | | |
| Glass, Soft-Ray: Windshield only..... | E32BU | | | |
| Height Addition: 76" inside height..... | E32BP | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space..... | E32BB | | | |
| Mirror, Exterior: Specify location | | | | |
| LH (4" x 16" head)..... | E32BW | | | |
| RH (4" x 16" head)..... | E32BX | | | |
| Paint, Exterior: See Color & Trim chart | | | | |
| Solid color (Chevrolet options)..... | E32 | | | |
| Two-tone (Chevrolet options)..... | E32 | | | |
| Body in Prime..... | E32BM | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment..... | | | | |
| | E32AM | | | |
| Seats: | | | | |
| Foam-rubber driver's seat..... | E32AN | | | |
| Passenger seat; same as standard driver's seat..... | E32BJ | | | |
| Wheelhousings: Dual-wheel type (Required with dual rear tires)..... | | | | |
| | E32BH | | | |
| Window, Sliding: Right front door..... | E32BV | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

♦ State and local taxes not included.

P20 SERIES STEP-VAN KING (ALUMINUM)—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊖] |
|--|---------------|---------------|------------|---|
| Body Extension: | | | | |
| 6" additional body length in load space | E33XF | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket | E33LL | | | |
| Right door pocket | E33RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38" opening) | | | | |
| Double doors; 60" opening | E33XA | | | |
| Double doors; 74" opening with strap hinge | E33XB | | | |
| Floor: Smooth type | | | | |
| For use with 10-ft body | E33XC | | | |
| For use with 12-ft body | E33XD | | | |
| Glass, Soft-Ray: Windshield only | | | | |
| | E33BU | | | |
| Height Addition: 76" inside height | | | | |
| | EE3XJ | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space | E33BB | | | |
| Mirror, Exterior: Specify location and type | | | | |
| RH (4" x 16" head) | E33BW | | | |
| LH (4" x 16" head) | E33BX | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color (Chevrolet options) | E33 | | | |
| Two-tone (Chevrolet options) | E33 | | | |
| Body in Prime | E33XH | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment | | | | |
| | E33AM | | | |
| Seats: | | | | |
| Foam-rubber driver's seat | E33AN | | | |
| Passenger seat; same as standard driver's seat | E33B) | | | |
| Wheelhousings: Dual-wheel type; includes fenders (Required with dual rear tires) | | | | |
| | E33XG | | | |
| Window, Sliding: Right front door | | | | |
| | E33XK | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

⊖ State and local taxes not included.

P20 SERIES

| Tire Size and Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◆] |
|--------------------|-----------------------------------|---------------|---------------|------------|---|
|--------------------|-----------------------------------|---------------|---------------|------------|---|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions..... R05

TUBE-TYPE TIRES (Factory Installed)

| | | | | | |
|--|--------------------|------|-----|--|--|
| 6.50-16/6PR Maximum Tire Capacity—Front (1610) Dual Rear (1420) | | | | | |
| —Highway | (2) Front..... | 5.50 | R65 | | |
| Nylon | (4) Dual rear..... | 5.50 | R65 | | |
| | (1) Spare..... | 5.50 | R65 | | |
| 7.50-16/6PR Maximum Tire Capacity—Front (2060) Rear (2060) | | | | | |
| —Highway | (2) Front..... | 6.00 | R67 | | |
| Nylon | (2) Rear..... | 6.00 | R67 | | |
| | (1) Spare..... | 6.00 | R67 | | |
| —On-Off Road | (2) Rear..... | 6.00 | RM7 | | |
| Nylon | (1) Spare..... | 6.00 | RM7 | | |
| 7.50-16/8PR Maximum Tire Capacity—Front (2440) Rear (2440) | | | | | |
| —Highway | (2) Front..... | 6.00 | R68 | | |
| Nylon | (2) Rear..... | 6.00 | R68 | | |
| | (1) Spare..... | 6.00 | R68 | | |
| —On-Off Road | (2) Rear..... | 6.00 | RM8 | | |
| Nylon | (1) Spare..... | 6.00 | RM8 | | |
| 7.50-16/10PR Maximum Tire Capacity—Front (2780) Rear (2780) | | | | | |
| —Highway | (2) Front..... | 6.00 | RMS | | |
| Nylon | (2) Rear..... | 6.00 | RMS | | |
| | (1) Spare..... | 6.00 | RMS | | |
| —On-Off Road | (2) Rear..... | 6.00 | RM6 | | |
| Nylon | (1) Spare..... | 6.00 | RM6 | | |

◆ State and local taxes not included.

P20 SERIES

| Tire Size and Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price |
|--------------------|-----------------------------------|---------------|---------------|------------|--|
|--------------------|-----------------------------------|---------------|---------------|------------|--|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions ROS

WIDE BASE TUBELESS TIRES (Factory Installed)

| 8.75-16.5/6PR Maximum Tire Capacity—Front (1900) Rear (1990) | | | | | |
|--|-----------|------|--|--|-----|
| —Highway | (2) Front | 6.00 | | | Std |
| Nylon | (2) Rear | 6.00 | | | Std |
| | (1) Spare | 6.00 | | | RPS |
| —On-Off Road | (2) Rear | 6.00 | | | RP2 |
| Nylon | (1) Spare | 6.00 | | | RP2 |
| 8.75-16.5/8PR Maximum Tire Capacity—Front (2350) Rear (2350) | | | | | |
| —Highway | (2) Front | 6.00 | | | RP6 |
| Nylon | (2) Rear | 6.00 | | | RP6 |
| | (1) Spare | 6.00 | | | RP6 |
| —On-Off Road | (2) Rear | 6.00 | | | RQ4 |
| Nylon | (1) Spare | 6.00 | | | RQ4 |
| 9.50-16.5/8PR Maximum Tire Capacity—Front (2780) Rear (2780) | | | | | |
| —Highway | (2) Front | 6.75 | | | RP9 |
| Nylon | (2) Rear | 6.75 | | | RP9 |
| | (1) Spare | 6.75 | | | RP9 |
| —On-Off Road | (2) Rear | 6.75 | | | RQ5 |
| Nylon | (1) Spare | 6.75 | | | RQ5 |

TUBELESS FLOTATION-TYPE TIRES (Factory Installed)

Available only when flotation front or 8.75-16.5/6 PR front tires are ordered.

10.00-16.5/6PR Maximum Tire Capacity—Front (2330) Rear (2330)

| | | | | | |
|--------------|-----------|------|--|--|-----|
| —Highway | (2) Front | 8.25 | | | R79 |
| Nylon | (2) Rear | 8.25 | | | R79 |
| | (1) Spare | 8.25 | | | R79 |
| —On-Off Road | (2) Rear | 8.25 | | | RR2 |
| Nylon | (1) Spare | 8.25 | | | RR2 |

SPARE WHEELS

| Wheel Type | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price |
|----------------------------|---------------|---------------|------------|--|
| <i>For tubeless tires</i> | | | | |
| 16.5 x 6.00 | OE6 | | | |
| 16.5 x 6.75 | OE7 | | | |
| 16.5 x 8.25 | S89 | | | |
| <i>For tube-type tires</i> | | | | |
| 16 x 5.50 | S76 | | | |
| 16 x 6.00 | Q20 | | | |

◇ State and local taxes not included.

NOTES

SERIES P30 FC CHASSIS—GASOLINE

GVW Ratings up to 14,000 lb

SERIES P30—FC CHASSIS

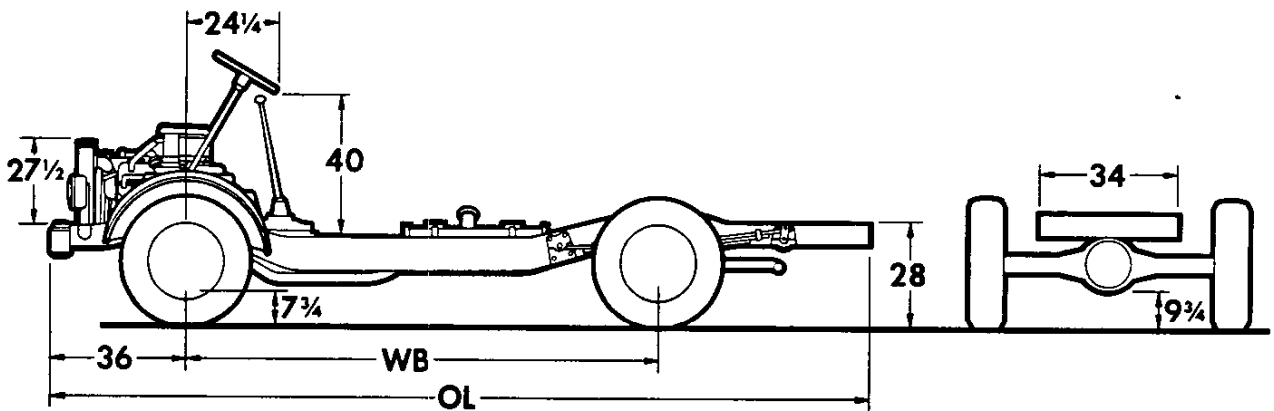
Six-Cylinder Models

PS30842 FC Chassis
PS31042 FC Chassis
PS31442 FC Chassis

V8 Models

PE30842 FC Chassis
PE31042 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 | 1822 1921 | 1170 1183 | 2992 3104 | Determined by style, length & weight of body. | |
| PS31042 PE31042 | 133 | 228 | 1869 1968 | 1146 1158 | 3015 3126 | | |
| PS31442 PE31442 | 157 | 252 | 1925 2026 | 1206 1217 | 3131 3243 | | |

SERIES P30 STEP-VAN KING—GASOLINE

GVW Ratings up to 14,000 lb

SERIES P30—STEP-VAN KING

Six-Cylinder Models

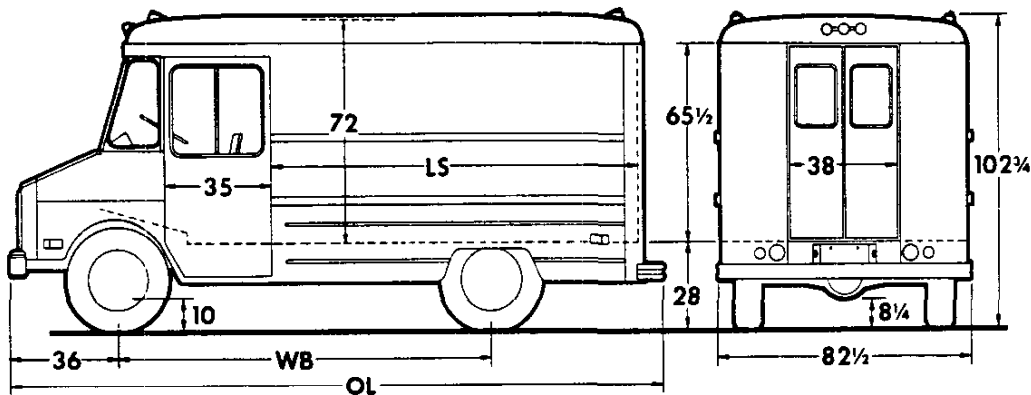
PS30835 Step-Van King
PS31035 Step-Van King
PS31435 Step-Van King

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 | 2572 2681 | 2807 2813 | 5379 5494 | 9% | 91% |
| PS31035 PE31035 | 133 | 243½ | 146 | 2797 2908 | 2814 2814 | 5611 5722 | 6% | 94% |
| PS31435 PE31435 | 157 | 267½ | 170 | 3036 3152 | 2912 2909 | 5948 6061 | 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 | 575 |

SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

GVW Ratings up to 14,000 lb

SERIES P30—STEP-VAN KING ALUMINUM

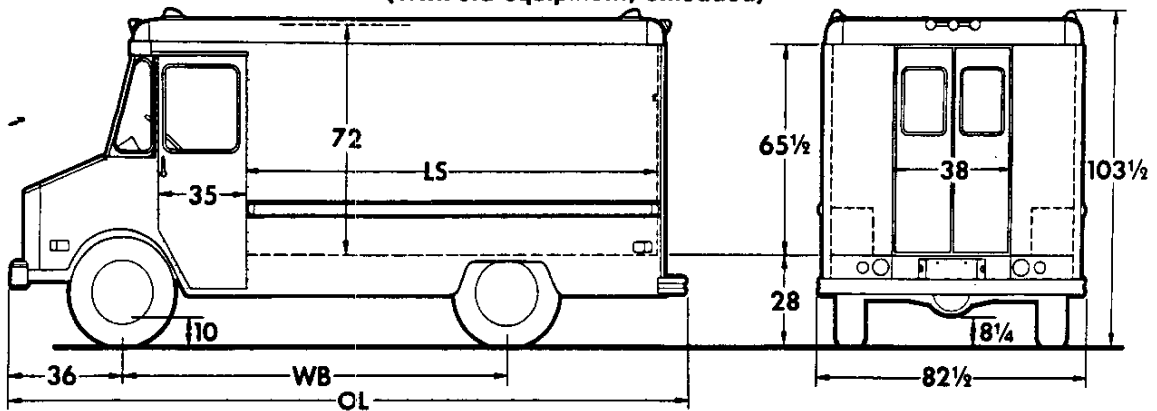
Six-Cylinder Models

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 | 216.7 | 123.5 | 2301 2402 | 2419 2428 | 4720 4830 | 9% | 91% |
| PS31055 PE31055 | 133 | 240.6 | 147.6 | 2443 2547 | 2369 2374 | 4812 4921 | 6% | 94% |
| PS31455 PE31455 | 157 | 264.7 | 171.6 | 2500 2602 | 2492 2495 | 4992 5097 | 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..... | 123.5 | 77½ | 72 | 375 |
| | Standard body with optional interior height..... | 123.5 | 77½ | 76 | 397 |
| | Optional body extension with standard interior height..... | 129.5 | 77½ | 72 | 394 |
| | Optional body extension with optional interior height..... | 129.5 | 77½ | 76 | 417 |
| PS31055 PE31055 | Standard..... | 147.5 | 77½ | 72 | 450 |
| | Standard body with optional interior height..... | 147.5 | 77½ | 76 | 476 |
| | Optional body extension with standard interior height..... | 153.5 | 77½ | 72 | 469 |
| | Optional body extension with optional interior height..... | 153.5 | 77½ | 76 | 496 |
| PS31455 PE31455 | Standard..... | 171.5 | 77½ | 72 | 525 |
| | Standard body with optional interior height..... | 171.5 | 77½ | 76 | 555 |
| | Optional body extension with standard interior height..... | 177.5 | 77½ | 72 | 544 |
| | Optional body extension with optional interior height..... | 177.5 | 77½ | 76 | 576 |

SERIES P30 FC CHASSIS—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element

Axle, Front: Independent; 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 2 3/4"; rear 13" x 2 1/2"

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: 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: Light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light; brake warning light. Ignition switch with accessory position

Direction Signals: Includes Freeway lane-change position on switch and integral hazard warning switch. Wiring and lights furnished loose

Engine:

PS30: 250 Six; Controlled Combustion exhaust system

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; Air Injection Reactor exhaust system

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 System: Single, fully aluminized

Filter, Fuel: Plastic mesh in fuel tank

PS30: Paper type in carburetor

PE30: Sintered bronze in carburetor

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

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: See GVW Selector

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 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 and rear

Steering: Ball-gear, ratio 27.7:1; wheel diameter 19"; 2-spoke

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

Tires: Four tubeless 8.75-16.5/6PR nylon front and 8.75-16.5/8PR single rear

Tools: Wheel wrench

Transmission: Chevrolet CH46S 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev.); SAE 6-bolt power take-off openings on both sides

Wheels: Four 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle. Four hub caps

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 7300 | Standard |
| 10,000 | 4150-lb ea rear spring |
| 11,000 | 11,000-lb rear axle |
| 14,000 | 11,000-lb rear axle |

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—GASOLINE SERIES P30 STEP-VAN KING ALUMINUM—GASOLINE

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element

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 2 3/4"; rear 13" x 2 1/2"

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: 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: Windshield wiper-washer switch; light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light; brake warning light. Ignition switch with accessory position

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

Engine:

PS30: 250 Six; Controlled Combustion exhaust system

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; Air Injection Reactor exhaust system

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 System: Single, fully aluminized pipe and muffler

Filter, Fuel: Plastic mesh in fuel tank

PS30: Paper type in carburetor

PE30: Sintered bronze in carburetor

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

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 identification & clearance; five rear identification & clearance; two backup; two license; instrument panel & dome

Mirror, Rearview: Exterior RH & LH 7 1/2" fixed arm

Seat: Driver only; vinyl trim

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 and rear

Steering: Ball-gear, ratio 27.7:1; wheel diameter 19"; 2-spoke

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

Tires: Four tubeless 8.75-16.5/6PR nylon front and 8.75-16.5/8PR single rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); SAE 6-bolt power take-off openings on both sides

Wheels: Four 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle. Four hub caps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 7300 | Standard |
| 10,000 | 4150-lb ea rear spring |
| 11,000 | 11,000-lb rear axle |
| 14,000 | 11,000-lb rear axle |

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

P30 SERIES—GASOLINE (7300—14,000-lb GVW Ratings)

1970 MODELS WITH STANDARD EQUIPMENT

| Model & Type- | Wheel- base | Factory D & H | List Price | Mfr's Sgt'd Dealer NVPC* | Mfr's Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|---------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|
|---------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|

6-Cylinder 155-hp High Torque 250 Engine

| | | | | | | | |
|-----------|-----------------------------------|------|--|--|--|--|--|
| • PE30835 | Step-Van King (10-ft) | 125' | | | | | |
| PE30842 | Forward-Control Chassis | 125' | | | | | |
| • PE30855 | Step-Van King (10-ft) Aluminum | 125' | | | | | |
| • PE31035 | Step-Van King (12-ft) | 133' | | | | | |
| PE31042 | Forward-Control Chassis | 133' | | | | | |
| • PE31055 | Step-Van King (12-ft) Aluminum | 133' | | | | | |
| • PE31435 | Step-Van King (14-ft) | 157' | | | | | |
| PE31442 | Forward-Control Chassis | 157' | | | | | |
| • PE31455 | Step-Van King (14-ft) Aluminum | 157' | | | | | |

8-Cylinder 200-hp High Torque 307 Engine

| | | | | | | | |
|-----------|-----------------------------------|------|--|--|--|--|--|
| • PE30835 | Step-Van King (10-ft) | 125' | | | | | |
| PE30842 | Forward-Control Chassis | 125' | | | | | |
| • PE30855 | Step-Van King (10-ft) Aluminum | 125' | | | | | |
| • PE31035 | Step-Van King (12-ft) | 133' | | | | | |
| PE31042 | Forward-Control Chassis | 133' | | | | | |
| • PE31055 | Step-Van King (12-ft) Aluminum | 133' | | | | | |
| • PE31435 | Step-Van King (14-ft) | 157' | | | | | |
| PE31442 | Forward-Control Chassis | 157' | | | | | |
| • PE31455 | Step-Van King (14-ft) Aluminum | 157' | | | | | |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

• All Step-Van chassis will be shipped to Union City Body Co. where all body work will be done. These units will be serviced and conditioned for highway travel after body is installed. A conditioning charge of \$10.00 will be added.

P30 SERIES—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price ♦ |
|-------------|---------------|---------------|------------|--|
|-------------|---------------|---------------|------------|--|

POWER TEAMS & AXLES

| | | | | |
|--|-----|--|--|--|
| Engines: | | | | |
| 292 Six; includes 11" clutch..... | L25 | | | |
| 350 V8; includes 4.10 ratio rear axle when Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered with single rear wheels. Also includes 12" clutch..... | LS9 | | | |
| <i>Liquid Petroleum Gas Conversion; available only when 6-cyl or 350 V8 engine is ordered</i> | | | | |
| With 6-cyl engine..... | L56 | | | |
| With 350 V8 engine..... | LS6 | | | |
| Transmissions: | | | | |
| Turbo Hydra-matic; includes HD radiator..... | M49 | | | |
| New Process 435CR 4-speed (close-ratio)..... | M28 | | | |
| Axles, Rear: | | | | |
| 4.10 Ratio; not available when 350 engine with Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered with single rear wheels. Available with dual rear wheels only when Turbo Hydra-matic or Chevrolet 4-speed transmission is ordered with 350 engine..... | HB8 | | | |
| 4.57 Ratio; Available only when dual rear wheels or when Turbo Hydra-matic or Chevrolet 4-speed transmission and 350 engine are ordered with single rear wheels | | | | |
| With standard transmission..... | H20 | | | |
| With optional transmission..... | H20 | | | |
| 5.14 Ratio; available only when Turbo Hydra-matic or Chevrolet 4-speed transmission with 350 HD engine and dual rear wheel equipment is ordered. | H08 | | | |
| Capacity 11,000-lb; 6.17 ratio; available only when dual rear wheels, standard transmission, power brakes, HD radiator and 7.00-18/8PR tube-type or 8-19.5 tubeless-type tires are ordered. Includes 2000-lb front springs, HD front & rear shock absorbers and 5900-lb main & auxiliary rear springs..... | H22 | | | |
| NoSPIN; not available when dual rear wheels are ordered..... | G86 | | | |

OTHER OPTIONS

| | | | | |
|--|-----|--|--|--|
| Battery-Heavy-Duty: 12-volt, 66-plate, 70-amp-hr. Included with HD starting motor..... | T60 | | | |
| Brakes: | | | | |
| Parking; drum-type. Not available when 11,000-lb rear axle or Turbo Hydra-matic is ordered..... | J76 | | | |
| Vacuum Power..... | J70 | | | |
| Carrier, Spare Wheel: (Under frame)..... | P10 | | | |
| Chassis Conversion, Motor Home: For use on 133" and 157" wheelbase Chassis-Cab models only when converting to Motor Home. Available only when 350 V8 engine, Turbo Hydra-matic transmission, power steering, HD battery, 61-amp or 62-amp generator is ordered. Includes vacuum power brakes..... | | | | |
| | Z69 | | | |
| Cooling: HD radiator only. Included when automatic transmission is ordered | | | | |
| | V01 | | | |
| Generators: | | | | |
| 61-amp Delcotron..... | K76 | | | |
| 62-amp Delcotron..... | K81 | | | |
| Heater, Engine Block..... | K05 | | | |
| Plate: GVW; see GVW Selector in Truck Data Book for minimum requirements | | | | |
| 14,000-lb; requires 11,000-lb rear axle..... | Z51 | | | |
| Serial Number (State of Pennsylvania)..... | Z55 | | | |
| Shock Absorbers, Heavy-Duty: | | | | |
| Front and rear; included when 11,000-lb rear axle is ordered..... | F51 | | | |
| Rear; not available when 11,000-lb rear axle is ordered..... | G68 | | | |
| Springs: Not available when 11,000-lb rear axle is ordered | | | | |
| Front, HD; capacity 2000-lb each..... | F60 | | | |
| Rear, main & auxiliary type; capacity 4150-lb each..... | G60 | | | |
| Starting Motor, Heavy-Duty: Includes HD battery. Not available when Turbo Hydra-matic transmission is ordered..... | | | | |
| | K67 | | | |
| Steering, Power..... | N40 | | | |
| Tires and Wheels: See Tire & Wheel Section | | | | |

♦ State and local taxes not included.

P30 SERIES STEP-VAN KING—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [®] |
|---|---------------|---------------|------------|---|
| Body Extension: | | | | |
| 6' additional body length in load space..... | E32AR | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket..... | E32LL | | | |
| Right door pocket..... | E32RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38" opening) | | | | |
| Double doors; 60" opening..... | E32AA | | | |
| Wraparound double doors; 74" opening; with piano hinges..... | E32AB | | | |
| Wraparound double doors; 74" opening; with strap hinges..... | E32AC | | | |
| Floor: (Replacing 18-gauge corrugated floor) | | | | |
| Smooth floor; 11-gauge..... | E32AJ | | | |
| Glass, Soft-Ray: Windshield only..... | | | | |
| | E32BU | | | |
| Height Addition: 76" inside height..... | | | | |
| | E32BP | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space..... | E32BB | | | |
| Mirrors, Exterior: Specify location | | | | |
| LH (4" x 16" head)..... | E32BW | | | |
| RH (4" x 16" head)..... | E32BX | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color (Chevrolet options)..... | E32 | | | |
| Two-tone (Chevrolet options)..... | E32 | | | |
| Body in Prime..... | E32BM | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment..... | | | | |
| | E32AM | | | |
| Seats: | | | | |
| Foam-rubber driver's seat..... | E32AN | | | |
| Passenger seat; same as standard driver's seat..... | E32BJ | | | |
| Wheelhousings: Dual-wheel type | | | | |
| (Required with dual rear tires)..... | E32BH | | | |
| Window, Sliding: Right front door..... | | | | |
| | E32BV | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

◆ State and local taxes not included.

P30 SERIES STEP-VAN KING (ALUMINUM)—GASOLINE

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price ♦ |
|---|---------------|---------------|------------|--|
| Body Extension: | | | | |
| 6" additional body length in load space | E33XF | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket | E33LL | | | |
| Right door pocket | E33RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38" opening) | | | | |
| Double doors; 60" opening | E33XA | | | |
| Double doors; 74" opening with strap hinge | 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 | | | |
| Height Addition: 76" inside height | | | | |
| | E33XJ | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space | E33BB | | | |
| Mirrors, Exterior: Specify location and type | | | | |
| LH (4' x 16" head) | E33BW | | | |
| RH (4' x 16" head) | E33BX | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color (Chevrolet options) | E33 | | | |
| Two-tone (Chevrolet options) | E33 | | | |
| Body in Prime | E33XH | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located 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 | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

♦ State and local taxes not included.

P30 SERIES

TUBE-TYPE TIRES (Factory Installed)

| Tire Size and Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊕] |
|--------------------|-----------------------------------|---------------|---------------|------------|---|
|--------------------|-----------------------------------|---------------|---------------|------------|---|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions and 4.57 ratio 7200-lb rear axle when 350 engine with Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered on PE30 models. Also includes 5.14 ratio 7200-lb rear axle when 350 engine with New Process 4-speed close-ratio transmission or 250, 292 or 307 engine is ordered on PS-PE30 models. R05

6.50-16/6PR Maximum Tire Capacity—Front (1610) Dual Rear (1420)

| | | | |
|----------------|---------------|------|-----|
| —Highway Nylon | (2) Front | 5.50 | R65 |
| | (4) Dual rear | 5.50 | R65 |
| | (1) Spare | 5.50 | R65 |

7.00-16/6PR Maximum Tire Capacity—Front (1800) Dual Rear (1600)

| | | | |
|--------------------|---------------|------|-----|
| —Highway Nylon | (2) Front | 5.50 | R78 |
| | (4) Dual rear | 5.50 | R78 |
| | (1) Spare | 5.50 | R78 |
| —On-Off Road Nylon | (4) Dual rear | 5.50 | R71 |
| | (1) Spare | 5.50 | R71 |

7.50-16/6PR Maximum Tire Capacity—Front (2060) Rear (2060) Dual Rear (1815)

| | | | |
|--------------------|-------------------------------------|------|-----|
| —Highway Nylon | (2) Front (With Single Rear Wheels) | 6.00 | R67 |
| | (2) Front (With Dual Rear Wheels) | 5.50 | R67 |
| | (2) Rear (With Single Rear Wheels) | 6.00 | R67 |
| | (4) Dual Rear | 5.50 | R67 |
| | (1) Spare (With Single Rear Wheels) | 0.00 | R67 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | R67 |
| —On-Off Road Nylon | (2) Rear (With Single Rear Wheels) | 6.00 | RM7 |
| | (4) Dual Rear | 5.50 | RM7 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | RM7 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | RM7 |

7.50-16/8PR Maximum Tire Capacity—Front (2440) Rear (2440) Dual Rear (2140)

| | | | |
|--------------------|-------------------------------------|------|-----|
| —Highway Nylon | (2) Front (With Single Rear Wheels) | 6.00 | R68 |
| | (2) Front (With Dual Rear Wheels) | 5.50 | R68 |
| | (2) Rear (With Single Rear Wheels) | 6.00 | R68 |
| | (4) Dual Rear | 5.50 | R68 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | R68 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | R68 |
| —On-Off Road Nylon | (2) Rear (With Single Rear Wheels) | 6.00 | RM8 |
| | (4) Dual Rear | 5.50 | RM8 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | RM8 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | RM8 |

7.50-16/10PR Maximum Tire Capacity—Front (2700) Rear (2700)

| | | | |
|--------------------|-----------|------|-----|
| —Highway Nylon | (2) Front | 6.00 | RMS |
| | (2) Rear | 6.00 | RMS |
| | (1) Spare | 6.00 | RMS |
| —On-Off Road Nylon | (2) Rear | 6.00 | RM6 |
| | (1) Spare | 6.00 | RM6 |

7.00-18/8PR Maximum Tire Capacity—Front (2440) Dual Rear (2140)

| | | | |
|----------------|----------------------|------|-----|
| —Highway Nylon | (6) Front, Dual Rear | 5.00 | R90 |
| | (1) Spare | 5.00 | R90 |

⊕ State and local taxes not included.

P30 SERIES

WIDE BASE TUBELESS TIRES (Factory Installed)

| Tire Size and Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊙] |
|--------------------|-----------------------------------|---------------|---------------|------------|---|
|--------------------|-----------------------------------|---------------|---------------|------------|---|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions and 4.57 ratio 7200-lb rear axle when 350 engine with Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered on model PE30. Also includes 5.14 ratio 7200-lb rear axle when 350 engine with New Process 4-speed close-ratio transmission or 250, 292 or 307 engine is ordered on models PS-PE30. R05

| | | | | | |
|--|---------------|------|-----|--|--|
| 8.75-16.5/6PR Maximum Tire Capacity—Front (2045) Dual Rear (1800) | | | | | |
| —Highway Nylon | (2) Front | 6.00 | Std | | |
| | (1) Spare | 6.00 | RP5 | | |
| 8.75-16.5/8PR Maximum Tire Capacity—Front (2350) Rear (2350) | | | | | |
| —Highway Nylon | (2) Front | 6.00 | RP6 | | |
| | (2) Rear | 6.00 | Std | | |
| | (1) Spare | 6.00 | RP6 | | |
| —On-Off Road Nylon | (2) Rear | 6.00 | RQ4 | | |
| | (1) Spare | 6.00 | RQ4 | | |
| 9.50-16.5/8PR Maximum Tire Capacity—Front (2780) Rear (2780) | | | | | |
| —Highway Nylon | (2) Front | 6.75 | RP9 | | |
| | (2) Rear | 6.75 | RP9 | | |
| | (1) Spare | 6.75 | RP9 | | |
| —On-Off Road Nylon | (2) Rear | 6.75 | RQ5 | | |
| | (1) Spare | 6.75 | RQ5 | | |
| 9.50-16.5/10PR Maximum Tire Capacity Front (3170) Rear (3170) | | | | | |
| —Highway Nylon | (2) Front | 6.75 | RQ6 | | |
| | (2) Rear | 6.75 | RQ6 | | |
| | (1) Spare | 6.75 | RQ6 | | |
| —On-Off Road Nylon | (2) Rear | 6.75 | RQ7 | | |
| | (1) Spare | 6.75 | RQ7 | | |
| *8-19.5/8PR Maximum Tire Capacity—Front (2780) Dual Rear (2440) | | | | | |
| —Highway Nylon | (2) Front | 5.25 | R98 | | |
| | (4) Dual Rear | 5.25 | R98 | | |
| | (1) Spare | 5.25 | R98 | | |
| —On-Off Road Nylon | (4) Dual Rear | 5.25 | R97 | | |
| | (1) Spare | 5.25 | R97 | | |
| *8-19.5/10PR Maximum Tire Capacity—Front (3140) Dual Rear (2760) | | | | | |
| —Highway Nylon | (2) Front | 5.25 | R99 | | |
| | (4) Dual Rear | 5.25 | R99 | | |
| | (1) Spare | 5.25 | R99 | | |

SPARE WHEELS

| Wheel Type | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊙] |
|----------------------------|---------------|---------------|------------|---|
| <i>For tubeless tires</i> | | | | |
| 16.5 x 6.00 | QE6 | | | |
| 16.5 x 6.75 | QE7 | | | |
| 19.5 x 5.25 | Q36 | | | |
| <i>For tube-type tires</i> | | | | |
| 16 x 5.50 | S76 | | | |
| 16 x 6.00 | Q20 | | | |
| 18 x 5.00 | Q31 | | | |

⊙ State and local taxes not included.

* Available only when 11,000-lb rear axle is ordered.

NOTES

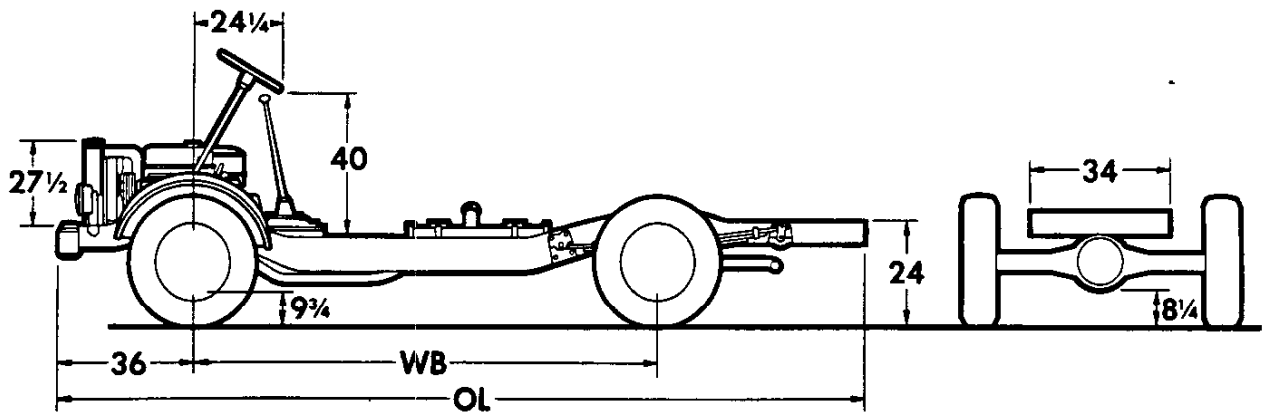
SERIES P30 FC CHASSIS—DIESEL

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 | 2300 | 1413 | 3713 | Determined by style, length & weight of body. | |
| PT31042 | 133 | 228 | 2359 | 1383 | 3742 | | |
| PT31442 | 157 | 252 | 2411 | 1448 | 3859 | | |

SERIES P30 STEP-VAN KING—DIESEL

GVW Ratings up to 10,000 lb

SERIES P30—STEP-VAN KING

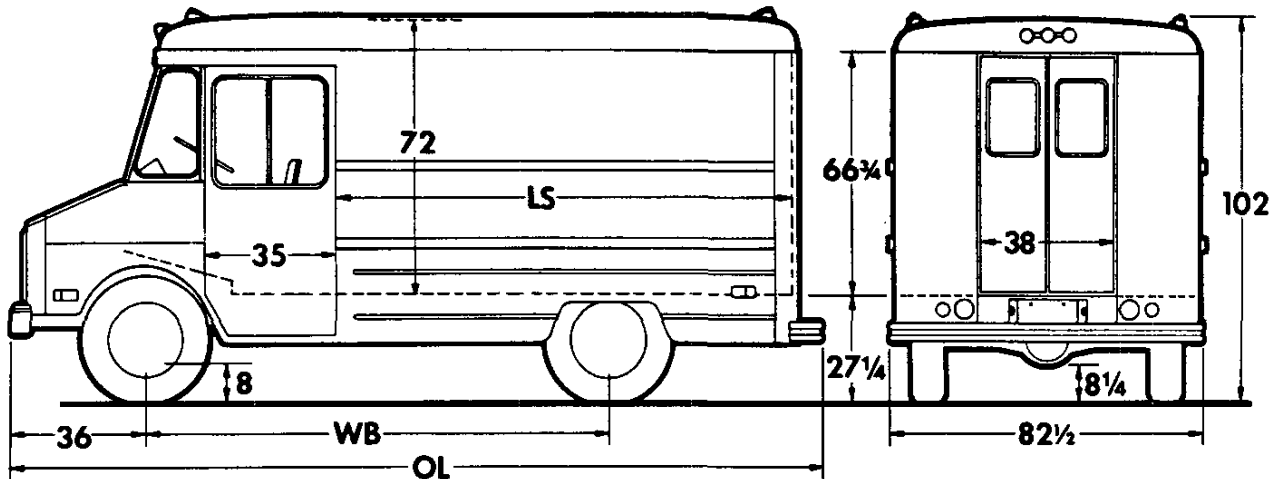
PT30835 Step-Van King

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 | 2976 | 3125 | 6101 | 9% | 91% |
| PT31035 | 133 | 243½ | 146 | 3220 | 3118 | 6338 | 6% | 94% |
| PT31435 | 157 | 267½ | 170 | 3342 | 3335 | 6677 | 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 ALUMINUM—DIESEL

GVW Ratings up to 10,000 lb

SERIES P30—STEP-VAN KING ALUMINUM

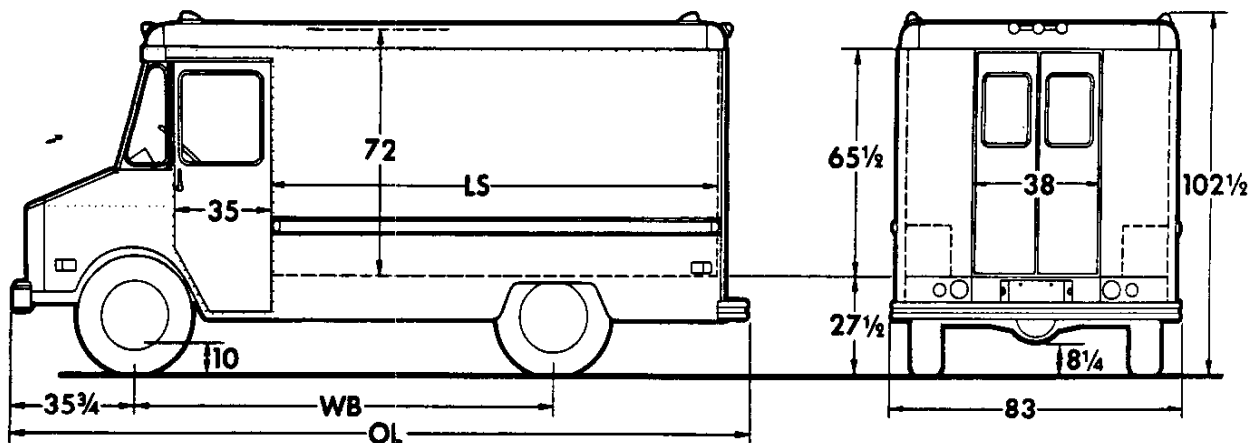
PT30855 Step-Van King Aluminum

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 | 216.7 | 123.5 | 2704 | 2735 | 5439 | 9% | 91% |
| PT31055 | 133 | 240.6 | 147.5 | 2812 | 2725 | 5537 | 6% | 94% |
| PT31455 | 157 | 264.7 | 171.6 | 2861 | 2853 | 5714 | 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..... | 123.5 | 77½ | 72 | 375 |
| | Standard body with optional interior height..... | 123.5 | 77½ | 76 | 397 |
| | Optional body extension with standard interior height..... | 129.5 | 77½ | 72 | 394 |
| | Optional body extension with optional interior height..... | 129.5 | 77½ | 76 | 417 |
| PT31055 | Standard..... | 147.5 | 77½ | 72 | 450 |
| | Standard body with optional interior height..... | 147.5 | 77½ | 76 | 476 |
| | Optional body extension with standard interior height..... | 153.5 | 77½ | 72 | 469 |
| | Optional body extension with optional interior height..... | 153.5 | 77½ | 76 | 496 |
| PT31455 | Standard..... | 171.5 | 77½ | 72 | 525 |
| | Standard body with optional interior height..... | 171.5 | 77½ | 76 | 555 |
| | Optional body extension with standard interior height..... | 177.5 | 77½ | 72 | 544 |
| | Optional body extension with optional interior height..... | 177.5 | 77½ | 76 | 576 |

SERIES P30 FC CHASSIS—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Dual oil-bath; capacity 1 quart

Axle, Front: Independent type; capacity 3500 lb

Axle, Rear: Hypoid full-floating type; ratio 4.10; capacity 7200 lb

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

Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2 3/4"; rear 13" x 2 1/2"
 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: 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 lights; fuel shut-off & emergency engine stop controls; brake warning light; ignition switch with accessory position

Direction Signals: Includes Freeway lane-change position on switch and integral hazard warning switch. Wiring and lights furnished loose

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, fully aluminized

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: See GVW Selector

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 license; instrument panel

Shock Absorbers: Front and rear; piston diameter 1"

Springs, Front: Coil; capacity 2000 lb each at ground

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

Stabilizer Bar: Front and rear

Steering: Ball-gear, ratio 27.7:1; wheel diameter 19"; 2-spoke

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

Tires: Four tubeless 8.75-16.5/6PR nylon front and 8.75-16.5/8PR single rear

Tools: Wheel wrench

Transmission: New Process 435CR 4-speed; ratios 4.56, 2.28, 1.31, 1.00, 5.64 (rev); SAE 6-bolt power take-off opening on R.H. side

Wheels: Four 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle. Four hub caps

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 7700 | Standard |
| 10,000 | 4150-lb ea rear spring |

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

SERIES P30 STEP-VAN KING—DIESEL SERIES P30 STEP-VAN KING ALUMINUM—DIESEL

STANDARD EQUIPMENT

Air Cleaner: Dual oil-bath; capacity 1 quart
Axle, Front: Independent, capacity 3500 lb
Axle, Rear: Hypoid; full-floating type; ratio 4.10; capacity 7200 lb
Battery: 12-volt, 114-plate; capacity 150 amp-hr
Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2 3/4"; rear 13" x 2 1/2"
 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; windshield wiper-washer 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; brake warning light; ignition switch with accessory position
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, fully aluminized
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: See GVW Selector
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 identification & clearance; five rear identification & clearance; two backup; two license; instrument panel & dome
Mirror, Rearview: Exterior RH & LH 7 1/2" fixed arm
Seat: Driver only; vinyl trim
Shock Absorbers: Front and rear; piston diameter 1"
Springs, Front: Coil; capacity 2000 lb each at ground
Springs, Rear: Leaf; capacity 3100 lb each at ground
Stabilizer Bar: Front and rear
Steering: Ball-gear, ratio 27.7:1; wheel diameter 19"; 2-spoke
Tank, Fuel: Outside RH frame rail; capacity approx 30 gallons
Tires: Four tubeless 8.75-16.5/6PR nylon front and 8.75-16.5/8PR single rear
Tools: Wheel wrench
Transmission: New Process 435 CR 4-speed; ratios 4.56, 2.28, 1.31, 1.00, 5.64 (rev); SAE 6-bolt power take-off opening on RH side
Wheels: Four 16.5" x 6.0"; attachment, 8 studs on 6 1/2" circle. Four hub caps
Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 7700 | Standard |
| 10,000 | 4150-lb ea rear spring |

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

P30 SERIES—DIESEL (7700—10,000-lb GVW Ratings)

1970 MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel- base | Factory D & H | List Price | Mr.'s Sgt'd Dealer NVPC* | Mr.'s Sgt'd Retail Price* | Desti- nation Charge & Group Number | Total |
|--------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|
|--------------|----------------|------------------|---------------|-----------------------------------|------------------------------------|--|-------|

3-Cylinder 82-hp High Torque 3-53N Engine

| | | | | | | | |
|----------|-----------------------------------|------|--|--|--|--|--|
| ●PT30835 | Step-Van King (10-ft) | 125" | | | | | |
| ●PT30842 | Forward-Control Chassis | 125" | | | | | |
| ●PT30855 | Step-Van King (10-ft) Aluminum | 125" | | | | | |
| ●PT31035 | Step-Van King (12-ft) | 137" | | | | | |
| ●PT31042 | Forward-Control Chassis | 137" | | | | | |
| ●PT31055 | Step-Van King (12-ft) Aluminum | 133" | | | | | |
| ●PT31435 | Step-Van King (14-ft) | 157" | | | | | |
| ●PT31442 | Forward-Control Chassis | 157" | | | | | |
| ●PT31455 | Step-Van King (14-ft) Aluminum | 157" | | | | | |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

● All Step-Van chassis will be shipped to Union City Body Co. where all body work will be done. These units will be serviced and conditioned for highway travel after body is installed. A conditioning charge of \$10.00 will be added.

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Factory D & H | List Price | Mr.'s Suggested Retail Delivered Price◇ |
|-------------|------------------|------------------|---------------|---|
|-------------|------------------|------------------|---------------|---|

| | | | | |
|--|-----|--|--|--|
| Brakes: | | | | |
| Parking; drum type | I76 | | | |
| Vacuum Power | I70 | | | |
| Carrier, Spare Wheel: (Under frame) | P10 | | | |
| Gauges: Tachometer. Not available on Forward-Control Chassis models | U16 | | | |
| Shock Absorbers: Heavy-duty; piston dia 1 3/8" | | | | |
| Front and rear | F51 | | | |
| Rear | G68 | | | |
| Springs: | | | | |
| Rear; Main & auxiliary type; capacity 4150-lb each | G60 | | | |
| Steering, Power | N40 | | | |
| Tires and Wheels: See Tire & Wheel Section | | | | |

◇ State and local taxes not included.

P30 SERIES STEP-VAN KING—DIESEL

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◊] |
|---|---------------|---------------|------------|---|
| Body Extension: 6' additional body length in load space | E32AR | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket..... | E32LL | | | |
| Right door pocket..... | E32RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38" opening) | | | | |
| Double doors; 60" opening..... | E32AA | | | |
| Wraparound double doors; 74" opening; with piano hinges..... | E32AB | | | |
| Wraparound double doors; 74" opening; with strap hinges..... | E32AC | | | |
| Floor: (Replacing 18-gauge corrugated floor) | | | | |
| Smooth floor; 11-gauge..... | E32AJ | | | |
| Glass, Soft-Ray: Windshield only..... | E32BU | | | |
| Height Addition: 76" inside height..... | E32BP | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space..... | E32BB | | | |
| Mirrors, Exterior: Specify location | | | | |
| LH (4' x 16' head)..... | E32BW | | | |
| RH (4' x 16' head)..... | E32BX | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid colors (Chevrolet options)..... | E32 | | | |
| Two-tone (Chevrolet options)..... | E32 | | | |
| Body in Prime..... | E32BM | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment..... | | | | |
| | E32AM | | | |
| Seats: | | | | |
| Foam-rubber driver's seat..... | E32AN | | | |
| Passenger seat; same as standard driver seat..... | E32BJ | | | |
| Wheelhousings: Dual-wheel type (Required with dual rear tires)..... | | | | |
| | E32BH | | | |
| Window, Sliding: Right front door..... | E32BV | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

◊ State and local taxes not included.

P30 SERIES STEP-VAN KING (ALUMINUM)—DIESEL

OPTIONS AND ACCESSORIES WHEN INSTALLED BY UNION CITY BODY CO.

| Description | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [⊙] |
|--|---------------|---------------|------------|---|
| Body Extension: | | | | |
| 6' additional body length in load space | E33XF | | | |
| Carrier, Spare Wheel: Inside-mounted | | | | |
| Left door pocket | E33LL | | | |
| Right door pocket | E33RL | | | |
| Doors, Rear: Specify opening width and door type (Replacing standard double doors with 38' opening) | | | | |
| Double doors; 60' opening | E33XA | | | |
| Double doors; 74' opening with strap hinge | 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 | | | |
| Height Addition: 76' inside height | | | | |
| | E33XI | | | |
| Lamps: | | | | |
| Dome; extra light mounted over load space | E33BB | | | |
| Length Addition: 6' additional body length in load space | | | | |
| | E33XF | | | |
| Mirrors, Exterior: Specify location and type | | | | |
| LH (4' x 16' head) | E33BW | | | |
| RH (4' x 16' head) | E33BX | | | |
| Paint, Exterior: See Color & Trim Chart | | | | |
| Solid color (Chevrolet options) | E33 | | | |
| Two-tone (Chevrolet options) | E33 | | | |
| Body in Prime | E33XH | | | |
| <i>Special applications—Contact Union City Body Co. for prices</i> | | | | |
| Partition, Sliding: Plywood; located between driver's seat and load compartment | | | | |
| | E33AM | | | |
| Seats: | | | | |
| Foam-rubber driver seat | E33AN | | | |
| Passenger seat; same as standard driver seat | E33BJ | | | |
| Wheelhousings: Dual-wheel type; includes fenders (Required with dual rear tires) | | | | |
| | E33YG | | | |
| Window, Sliding: Right front door | | | | |
| | E33XK | | | |

For special body work not covered by the above options, dealer should contact Union City Body Co., Union City, Indiana. Subsequent installation and payment for such special body work will be handled between the body company and the dealer.

⊙ State and local taxes not included.

P30 SERIES

TUBE-TYPE TIRES (Factory Installed)

| Tire Size and Type | Rim Width Included In Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price |
|--------------------|-----------------------------------|---------------|---------------|------------|--|
|--------------------|-----------------------------------|---------------|---------------|------------|--|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions and 4.57 ratio 7200-lb rear axle when 350 engine with Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered on PE30 models. Also includes 5.14 ratio 7200-lb rear axle when 350 engine with New Process 4-speed close-ratio transmission or 250, 292 or 307 engine is ordered on PS-PE30 models. ROS

6.50-16/6PR Maximum Tire Capacity—Front (1610) Dual Rear (1420)

| | | | |
|-----------------------|-------------------------|------|-----|
| —Highway Nylon | (2) Front | 5.50 | R65 |
| | (4) Dual rear | 5.50 | R65 |
| | (1) Spare | 5.50 | R65 |

7.00-16/6PR Maximum Tire Capacity—Front (1600) Dual Rear (1500)

| | | | |
|---------------------------|-------------------------|------|-----|
| —Highway Nylon | (2) Front | 5.50 | R78 |
| | (4) Dual rear | 5.50 | R78 |
| | (1) Spare | 5.50 | R78 |
| —On-Off Road Nylon | (4) Dual rear | 5.50 | R71 |
| | (1) Spare | 5.50 | R71 |

7.50-16/6PR Maximum Tire Capacity—Front (2060) Rear (2060) Dual Rear (1815)

| | | | |
|---------------------------|---|------|-----|
| —Highway Nylon | (2) Front (With Single Rear Wheels) | 6.00 | R67 |
| | (2) Front (With Dual Rear Wheels) | 5.50 | R67 |
| | (2) Rear (With Single Rear Wheels) | 6.00 | R67 |
| | (4) Dual Rear | 5.50 | R67 |
| | (1) Spare (With Single Rear Wheels) | 0.00 | R67 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | R67 |
| —On-Off Road Nylon | (2) Rear (With Single Rear Wheels) | 6.00 | RM7 |
| | (4) Dual Rear | 5.50 | RM7 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | RM7 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | RM7 |

7.50-16/6PR Maximum Tire Capacity—Front (2440) Rear (2440) Dual Rear (2140)

| | | | |
|---------------------------|---|------|-----|
| —Highway Nylon | (2) Front (With Single Rear Wheels) | 6.00 | R68 |
| | (2) Front (With Dual Rear Wheels) | 5.50 | R68 |
| | (2) Rear (With Single Rear Wheels) | 6.00 | R68 |
| | (4) Dual Rear | 5.50 | R68 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | R68 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | R68 |
| —On-Off Road Nylon | (2) Rear (With Single Rear Wheels) | 6.00 | RM8 |
| | (4) Dual Rear | 5.50 | RM8 |
| | (1) Spare (With Single Rear Wheels) | 6.00 | RM8 |
| | (1) Spare (With Dual Rear Wheels) | 5.50 | RM8 |

7.50-16/10PR Maximum Tire Capacity—Front (2780) Rear (2780)

| | | | |
|---------------------------|---------------------|------|-----|
| —Highway Nylon | (2) Front | 6.00 | RM5 |
| | (2) Rear | 6.00 | RM5 |
| | (1) Spare | 6.00 | RM5 |
| —On-Off Road Nylon | (2) Rear | 6.00 | RM6 |
| | (1) Spare | 6.00 | RM6 |

7.00-18/8PR Maximum Tire Capacity—Front (2440) Dual Rear (2140)

| | | | |
|-----------------------|--------------------------------|------|-----|
| —Highway Nylon | (6) Front, Dual Rear | 5.00 | R90 |
| | (1) Spare | 5.00 | R90 |

◆ State and local taxes not included.

P30 SERIES

WIDE BASE TUBELESS TIRES (Factory Installed)

| Tire Size and Type | Rim Width Included in Tire Option | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price \diamond |
|--------------------|-----------------------------------|---------------|---------------|------------|---|
|--------------------|-----------------------------------|---------------|---------------|------------|---|

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

THIS EQUIPMENT IS NOT PRICED IN THE TIRE OPTION AND WILL REFLECT ON THE INVOICE IN THE FOLLOWING MANNER:

Includes dual rear chassis provisions and 4.57 ratio 7200-lb rear axle when 350 engine with Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered on model PE30. Also includes 5.14 ratio 7200-lb rear axle when 350 engine with New Process 4-speed close-ratio transmission or 250, 292 or 307 engine is ordered on models PS-PE30. R05

8.75-16.5/8PR Maximum Tire Capacity—Front (2045) Dual Rear (1800)

| | | | |
|----------------|------------------------|--------------|------------|
| —Highway Nylon | (2) Front (1) Spare | 6.00 6.00 | Std RP5 |
|----------------|------------------------|--------------|------------|

8.75-16.5/8PR Maximum Tire Capacity—Front (2350) Rear (2350)

| | | | |
|--------------------|------------------------------------|----------------------|-------------------|
| —Highway Nylon | (2) Front (2) Rear (1) Spare | 6.00 6.00 6.00 | RP6 Std RP6 |
| —On-Off Road Nylon | (2) Rear (1) Spare | 6.00 6.00 | RQ4 RQ4 |

9.50-16.5/8PR Maximum Tire Capacity—Front (2700) Rear (2700)

| | | | |
|--------------------|------------------------------------|----------------------|-------------------|
| —Highway Nylon | (2) Front (2) Rear (1) Spare | 6.75 6.75 6.75 | RP9 RP9 RP9 |
| —On-Off Road Nylon | (2) Rear (1) Spare | 6.75 6.75 | RQ5 RQ5 |

9.50-16.5/10PR Maximum Tire Capacity Front (3170) Rear (3170)

| | | | |
|--------------------|------------------------------------|----------------------|-------------------|
| —Highway Nylon | (2) Front (2) Rear (1) Spare | 6.75 6.75 6.75 | RQ6 RQ6 RQ6 |
| —On-Off Road Nylon | (2) Rear (1) Spare | 6.75 6.75 | RQ7 RQ7 |

***8-19.5/8PR Maximum Tire Capacity—Front (2700) Dual Rear (2440)**

| | | | |
|--------------------|---|----------------------|-------------------|
| —Highway Nylon | (2) Front (4) Dual Rear (1) Spare | 5.25 5.25 5.25 | R98 R98 R98 |
| —On-Off Road Nylon | (4) Dual Rear (1) Spare | 5.25 5.25 | R97 R97 |

***8-19.5/10PR Maximum Tire Capacity—Front (3140) Dual Rear (2760)**

| | | | |
|----------------|---|----------------------|-------------------|
| —Highway Nylon | (2) Front (4) Dual Rear (1) Spare | 5.25 5.25 5.25 | R99 R99 R99 |
|----------------|---|----------------------|-------------------|

SPARE WHEELS

| Wheel Type | Option Number | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price \diamond |
|----------------------------|---------------|---------------|------------|---|
| <i>For tubeless tires</i> | | | | |
| 16.5 x 6.00 | QE6 | | | |
| 16.5 x 6.75 | QE7 | | | |
| 19.5 x 5.25 | Q36 | | | |
| <i>For tube-type tires</i> | | | | |
| 16 x 5.50 | S76 | | | |
| 16 x 6.00 | Q20 | | | |
| 18 x 5.00 | Q31 | | | |

\diamond State and local taxes not included.

* Available only when 11,000-lb rear axle is ordered.

SERIES P40 FC CHASSIS

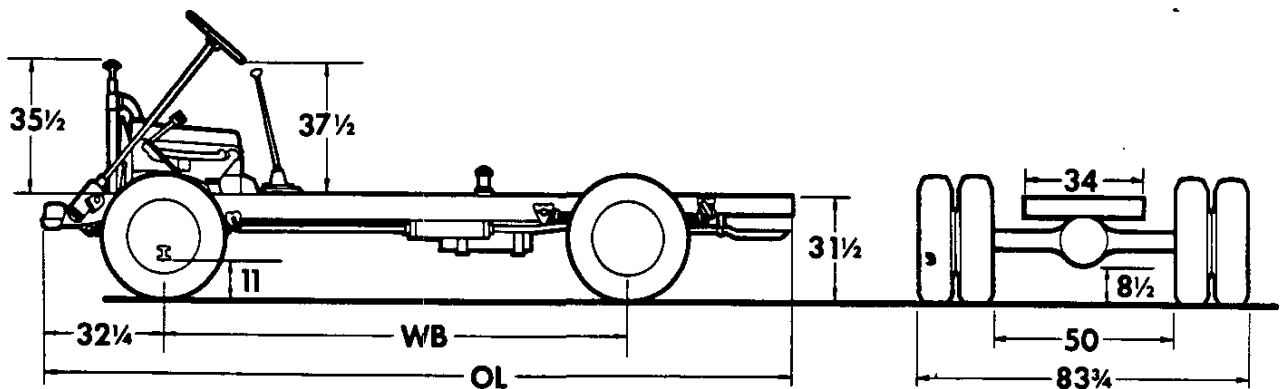
GVW Ratings up to 18,000 lb

SERIES P40 FC CHASSIS

PS41442 FC Chassis

PS42142 FC Chassis

DIMENSIONS (With std equipment, unloaded)



| Models | Dimensions (in) | | Curb Weights (lb) | | |
|----------------|-----------------|---------|-------------------|------|-------|
| | WB | OL | Front | Rear | Total |
| PS41442 | 157 | 237 1/4 | 2132 | 1849 | 3981 |
| PS42142 | 175 | 267 1/4 | 2181 | 1879 | 4060 |

Body-Payload Weight Distribution is determined by style, length and weight of body

SERIES P40 FC CHASSIS

STANDARD EQUIPMENT

Air Cleaner: Dual element; polyurethane band around an oiled-paper element

Axle, Front: I-beam; capacity 5000 lb

Axle, Rear: Chevrolet; ratio 6.17; capacity 11,000 lb

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

Brakes, Service: Hydraulic; self-adjusting

Sizes: front 14" x 2½"; rear 15" x 4"

Effective area: drum 595 sq in; lining 385 sq in

Brake, Parking: 11" x 2" internal expanding; Orscheln-type dash mounted lever

Bumper: Front, painted

Carburetor: Single-barrel downdraft

Clutch: Diameter 11"; area 124 sq in

Cooling: 2" radiator core, down-flow type; 401-sq-in area; 13-lb pressure cap

Controls & Instruments: Windshield wiper-washer switch; light switch; headlight beam control; speedometer; odometer; ammeter; fuel gauge; engine temperature gauge; oil pressure gauge; high beam indicator light; direction signal light; ignition switch with accessory position

Direction Signals: Switch only; wiring & lights furnished in parts box. Includes freeway lane-change position on switch & integral hazard warning switch

Engine: 250 Six; Controlled Combustion exhaust system

Gross horsepower..... 155 @ 4200 rpm

Net horsepower..... 125 @ 3800 rpm

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

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

Exhaust System: Single; fully aluminized

Filter, Fuel: Mesh strainer in fuel tank, porous pleated fiber at carburetor

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

Frame: 39,000-lb-test steel; section modulus 9.38

Generator: 42-amp Delcotron

GVW Plate: See GVW selector

Lights: Furnished in loose parts box: misc. wiring; two headlights; two Class A front combination parking/direction signals; two front side marker combination light and reflector; two Class A rear combination tail/stop/direction; two license; instrument panel

Shock Absorbers: Front

Springs, Front: Variable-rate leaf; capacity 2000 lb each

Springs, Rear: Variable-rate leaf; capacity 5500 lb each

Steering: Ball-gear, ratio 28.1; wheel dia 19"

Tank, Fuel: Outside frame on right; capacity approx 20 gallons

Tires: Six tube-type 7.00-20/8PR nylon front and dual rear

Tools: Wheel wrench

Transmission: Chevrolet CH465 4-speed; ratios 6.55, 3.58, 1.70, 1.00, 6.09 (rev); SAE 6-bolt power take-off openings on both sides

Wheels: 10-hole disc; six, 20" x 6.0"; attachment, 5 front & 10 rear studs on 8¼" circle

GVW SELECTOR

| GVW Rating (lb) | Chassis Equipment Required for GVW Rating |
|-----------------|---|
| 10,500 | Standard |
| 15,000 | 3000-lb ea front spring; HD vacuum brakes |
| 16,000 | 3000-lb ea front spring; 13,500-lb rear axle; HD vacuum brakes |
| 18,000 | 3000-lb ea front spring; 13,500-lb rear axle; 8750-lb ea rear spring; HD vacuum brakes |

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

P40 SERIES—GASOLINE (10,500—18,000-lb GVW Ratings)

1970 MODELS WITH STANDARD EQUIPMENT

| Model & Type | Wheel-base | Factory D & H | List Price | Mfr's Spt'd Dealer NVPC* | Mfr's Spt'd Retail Price* | Destination Charge & Group Number |
|--------------|------------|---------------|------------|--------------------------|---------------------------|-----------------------------------|
|--------------|------------|---------------|------------|--------------------------|---------------------------|-----------------------------------|

6-Cylinder 155-hp High Torque 250 Engine

| | |
|---|------|
| P841442 Forward-Control Chassis..... | 157" |
| P842142 Forward-Control Chassis..... | 175" |

* Manufacturer's Suggested Dealer New Vehicle Preparation Charge.

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

OPTIONS & ACCESSORIES WHEN INSTALLED BY CHEVROLET

| Description | Option Number | Added Weight (F) (R) | | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◇] |
|-------------|---------------|-------------------------|--|---------------|------------|---|
|-------------|---------------|-------------------------|--|---------------|------------|---|

Engines:

POWER TEAMS & AXLES

| | | | | | | |
|---|-----|----|----|--|--|--|
| 292 Six; includes 12" clutch..... | L2S | 50 | 0 | | | |
| Liquid Petroleum Gas Conversion..... | L56 | 0 | 0 | | | |
| Axle, Single-Speed Rear: Chevrolet; capacity 13,500-lb; 6.40 ratio. Includes 7500-lb rear springs..... | H07 | 0 | 70 | | | |

OTHER OPTIONS

| | | | | | | |
|---|-----|------|----|--|--|--|
| Battery, Heavy-Duty: 90-plate; capacity 76-amp-hr. Included when HD starting motor is ordered..... | T60 | 9 | 0 | | | |
| Brakes, Heavy-Duty Vacuum: 11" diaphragm booster..... | J70 | 0 | 0 | | | |
| Filter, Fuel | K28 | 2 | 0 | | | |
| Generators: | | | | | | |
| 61-amp Delcotron; included when 292 engine with power steering is ordered..... | K76 | 1 | 0 | | | |
| 62-amp Delcotron..... | K81 | 9 | 0 | | | |
| Governors: | | | | | | |
| For 250 engine—1800-3000 rpm (low rpm setting)..... | K37 | 1 | 0 | | | |
| —2800-4000 rpm (high rpm setting)..... | K38 | N.A. | | | | |
| For 292 engine—2100-3000 rpm (low rpm setting)..... | K37 | 1 | 0 | | | |
| —2800-3900 rpm (high rpm setting)..... | K38 | N.A. | | | | |
| Jack, Hydraulic: Capacity 12,000-lb..... | V62 | 10 | 8 | | | |
| Plates: | | | | | | |
| GVW; see GVW Selector in Truck Data Book for minimum requirements | | | | | | |
| 15,000-lb..... | Z71 | 0 | 0 | | | |
| 18,000-lb..... | Z85 | 0 | 0 | | | |
| Serial Number (State of Pennsylvania)..... | Z55 | 0 | 0 | | | |
| Shock Absorbers: Rear..... | G68 | 0 | 29 | | | |
| Springs: | | | | | | |
| Front; capacity 3000-lb each..... | F60 | 15 | 0 | | | |
| Rear; | | | | | | |
| Capacity 7500-lb each. Included when 13,500-lb rear axle is ordered..... | G52 | 0 | 32 | | | |
| Capacity 8750-lb each; | | | | | | |
| With standard rear axle..... | G55 | 0 | 59 | | | |
| With 13,500-lb rear axle..... | G55 | 0 | 26 | | | |
| Auxiliary Rear; capacity 1500-lb each..... | G60 | 0 | 78 | | | |
| Starting Motor, Heavy-Duty: Includes HD battery..... | K67 | 10 | 0 | | | |
| Steering, Power: Includes 61-amp generator when 292 engine is ordered..... | N40 | 32 | 0 | | | |
| Tank, Fuel: Capacity 30 gallons..... | N02 | 13 | 8 | | | |
| Tank, Vacuum. Vacuum brake reserve; 1000-cu.-in. Available only when HD vacuum brakes are ordered..... | J80 | 13 | 0 | | | |
| Tires and Wheels: See Tire & Wheel Section | | | | | | |

◇ State and local taxes not included.

40 SERIES

TUBE-TYPE TIRES (Factory Installed)

| Tire and Wheel Type | | Rim Width Included In Tire Option | Option Number | Added Weight (F) | (R) | Factory D & H | List Price | Mfr's Suggested Retail Deliv'd Price [◇] |
|---|--------------------|-----------------------------------|---------------|------------------|-----|---------------|------------|---|
| NOTE: Highway nylon tires are not available in combination with extra strength nylon tires. | | | | | | | | |
| 7.00-20/8PR Maximum Tire Capacity—Front (2790) Dual Rear (2450) | | | | | | | | |
| —Highway Nylon | (2) Front | 6.0" | Std | 0 | 0 | | | |
| | (4) Rear | 6.0" | Std | 0 | 0 | | | |
| | (1) Spare | 6.0" | S05 | 0 | 103 | | | |
| —Extra Strength Highway Nylon | (6) Front, rear | 6.0" | SA1 | 0 | 0 | | | |
| | (1) Spare | 6.0" | SA1 | 0 | 103 | | | |
| 7.50-20/8PR Maximum Tire Capacity—Front (3140) Dual Rear (2750) | | | | | | | | |
| —Highway Nylon | (2) Front | 6.0" | S07 | 12 | 0 | | | |
| | (4) Rear | 6.0" | S07 | 0 | 106 | | | |
| | (1) Spare | 6.0" | S07 | 0 | 123 | | | |
| —Extra Strength Highway Nylon | (2) Front | 6.0" | SA3 | 32 | 0 | | | |
| | (4) Rear | 6.0" | SA3 | 0 | 64 | | | |
| | (1) Spare | 6.0" | SA3 | 0 | 117 | | | |
| 7.50-20/10PR Maximum Tire Capacity—Front (3530) Dual Rear (3100) | | | | | | | | |
| —Highway Nylon | (2) Front | 6.0" | S10 | 32 | 0 | | | |
| | (4) Rear | 6.0" | S10 | 0 | 65 | | | |
| | (1) Spare | 6.0" | S10 | 0 | 133 | | | |
| —Extra Strength Highway Nylon | (2) Front | 6.0" | SA4 | 20 | 0 | | | |
| | (4) Rear | 6.0" | SA4 | 0 | 123 | | | |
| | (1) Spare | 6.0" | SA4 | 0 | 123 | | | |
| —On-Off Road Nylon | (4) Rear | 6.0" | S09 | 0 | 150 | | | |
| | (1) Spare | 6.0" | S09 | 0 | 140 | | | |
| 8.25-20/10PR Maximum Tire Capacity—Front (4050) Dual Rear (3550) | | | | | | | | |
| —Highway Nylon | (2) Front: | | | | | | | |
| | With 8.25-20 rears | 6.0" ^a | S14 | 50 | 0 | | | |
| | With 9.00-20 rears | 6.5" | S14 | 50 | 0 | | | |
| | (4) Rear | 6.0" ^a | S14 | 0 | 171 | | | |
| | (1) Spare: | | | | | | | |
| —Extra Strength Highway Nylon | (2) Front: | | | | | | | |
| | With 8.25-20 rears | 6.0" ^a | SC2 | 53 | 0 | | | |
| | With 9.00-20 rears | 6.5" | SC2 | 53 | 0 | | | |
| | (4) Rear | 6.0" ^a | SC2 | 0 | 188 | | | |
| | (1) Spare: | | | | | | | |
| —On-Off Road Nylon | With 8.25-20 rears | 6.0" ^a | SC2 | 0 | 144 | | | |
| | With 9.00-20 rears | 6.5" | SC2 | 0 | 149 | | | |
| | (4) Rear | 6.0" ^a | S15 | 0 | 234 | | | |
| (1) Spare | 6.0" ^a | S15 | 0 | 158 | | | | |
| *9.00-20/10PR Maximum Tire Capacity—Front (4610) Dual Rear (4040) | | | | | | | | |
| —Highway Nylon | (2) Front | 6.5" | S25 | 51 | 0 | | | |
| | (4) Rear | 6.5" | S25 | 0 | 291 | | | |
| | (1) Spare | 6.5" | S25 | 0 | 167 | | | |
| —Extra Strength Highway Nylon | (2) Front | 6.5" | SE5 | 60 | 0 | | | |
| | (4) Rear | 6.5" | SE5 | 0 | 228 | | | |
| | (1) Spare | 6.5" | SE5 | 0 | 151 | | | |
| —On-Off Road Nylon | (4) Rear | 6.5" | S26 | 0 | 343 | | | |
| | (1) Spare | 6.5" | S26 | 0 | 180 | | | |

^a—For additional wheel combinations, see optional wheels shown below.

* Not available on Bus Chassis models.

OPTIONAL WHEELS (Factory Installed)

| Size | Option Number | Added Weight (F) | (R) | Factory D & H | List Price | Mfr's Suggested Retail Delivered Price [◇] |
|---|---------------|------------------|-----|---------------|------------|---|
| DISC WHEELS | | | | | | |
| 20" x 6.0" Spare only | Q41 | N.A. | | | | |
| 20" x 6.5" Front & rear (For 8.25-20 tires) | Q45 | 28 | 56 | | | |
| Spare (Use when spare tire not ordered) | Q46 | N.A. | | | | |
| Spare (For 8.25-20 spare tire) | Q46 | N.A. | | | | |

◇ State and local taxes not included.

SERIES 40 POWER TEAMS

SERIES P40

| ENGINE | TRANS-MISSION | REAR AXLE | RATIOS AVAILABLE | REMARKS |
|--------------------|----------------------------|-----------------|------------------|---------|
| 250 Six 292 Six | Chevrolet CH465 4-Speed | Chevrolet 11000 | 6.17 | |
| | | Chevrolet 13500 | 6.40 | |

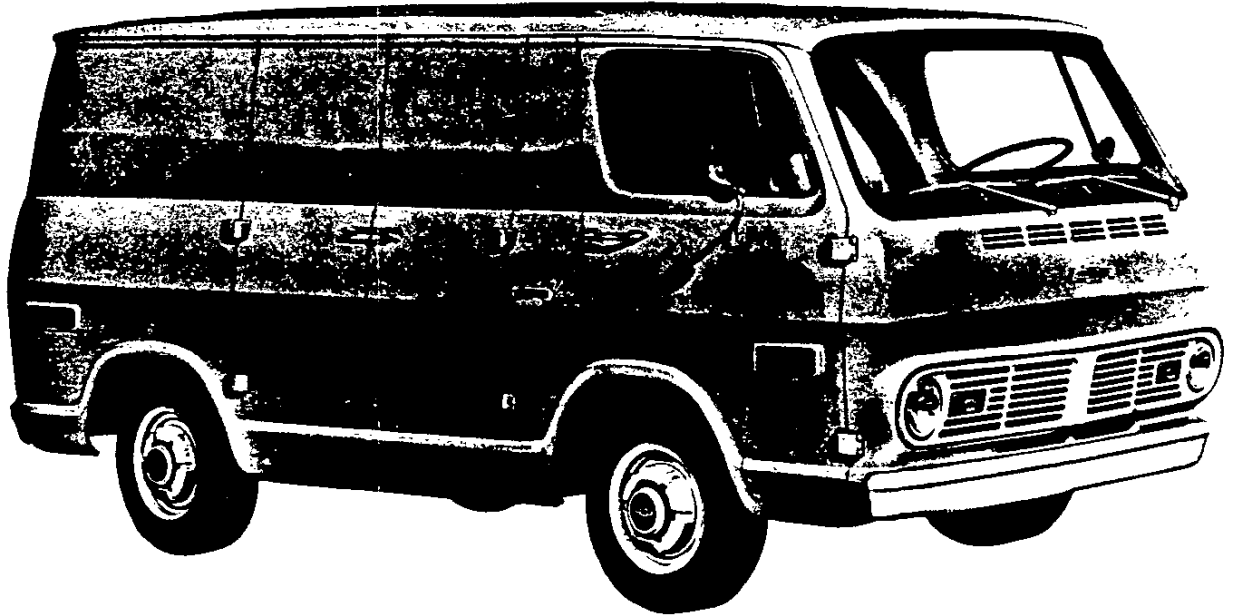
REAR AXLE CODES

| Make | Code | No. Speeds | Capacity (lbs) |
|-----------|------|------------|----------------|
| Chevrolet | — | Single | 11,000 |
| | — | Single | 13,500 |

NOTES

1969-CHEVY-VAN

EXTERIOR FEATURES



Functional, uncluttered styling highlights the exterior appearance of the Chevy-Van. The curved one-piece windshield of thick-laminate safety plate glass provides maximum driver visibility and excellent aerodynamic qualities. Single headlamps are located in the outer extremities of the grille. Class A combination front turn signals/parking lamps are also carried in the grille.

RH & LH fixed-arm exterior mirrors are standard equipment as are painted front and rear bumpers and hubcaps. Chrome bumpers and hubcaps are available as separate options at extra cost.

Both G10 and G20 Chevy-Van models have standard rear cargo doors with a key-operated lock. Side cargo doors with a key-operated lock are standard on Chevy-Van 108 models and optional on the Chevy-Van 90 models. Lock cylinders operable by a key separate from the ignition key are available for the rear and side cargo doors as an option at extra cost.

Four basic window glass packages are available for both

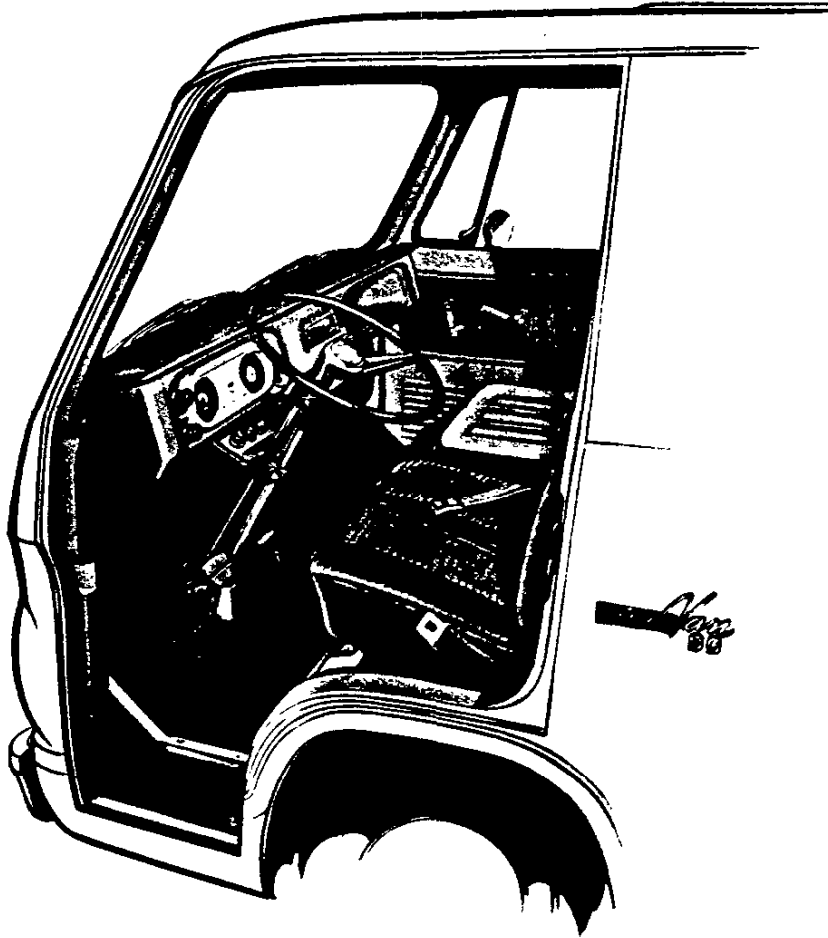
Chevy-Vans. Rear door glass, side door glass, four windows on the right side of the vehicle only and ten windows all around the vehicle are available as extra-cost options.

Class A combination rear turn signals/tail/stop lights are recessed into the rear of the body as are the standard backup lights. Front and rear side marker reflectors are also standard equipment.

The Chevy-Van is available in fifteen solid exterior colors and fourteen two-tone combinations. See page 21 for an illustration of the two-tone color break on the Sportvan which is also used on the Chevy-Van. The standard bumpers, hubcaps & grille are painted White for contrast. Standard mirrors have black heads and body-color arms. Optional Below-Eye-Line mirrors of stainless steel or painted white finish are available. The second color used for all two-tone color combinations is White.

1969-CHEVY-VAN

INTERIOR FEATURES



Chevy-Van models have a painted interior in the selected exterior color.

The standard foam-cushioned bucket driver's seat with embossed vinyl trim is available in either Red, Black, Turquoise, Saddle, Blue or Green.

A pushbutton buckle seat belt with retractor is included with the standard driver's seat. A flip-swing or stationary passenger seat which includes a seat belt with retractor, a RH armrest and RH sunshade are also available as separate options at extra cost.

Standard appointments include a LH padded sunshade and armrest, a padded non-glare instrument panel crown, dash panel insulation, Deluxe-Air heater & defroster, dispatch box door, vinyl-coated front headliner, front & rear dome lights, embossed black rubber floor mat and a thickly insulated engine housing and cover.

The steering column & wheel, instrument panel crown and pad, front door access panels, armrest, seat belts and sunshades are color-keyed to the seat trim.

CUSTOM EQUIPMENT

(RPO Z60)

Custom Equipment (RPO Z60) is available on all Chevy-Van models and consists of the following items

1. Cigar lighter
2. Load compartment headlining
3. RH & LH coat hooks
4. Additional horn (high note)
5. Fixed rear door glass
6. Prismatic inside rear-view mirror

1969-SPORTVAN

EXTERIOR FEATURES



Sportvan models are similar to the Chevy-Van but differ in several important areas. Standard equipment on all Sportvan models includes window glass all around the vehicle, right side doors and rear doors. A hideaway step retracts under the right side of the body when the side doors are closed.

The standard mirrors are the exterior RH and LH 3¼' fixed-arm type. The Deluxe Sportvan's mirrors are chrome.

Bumpers, grille and hubcaps are painted White

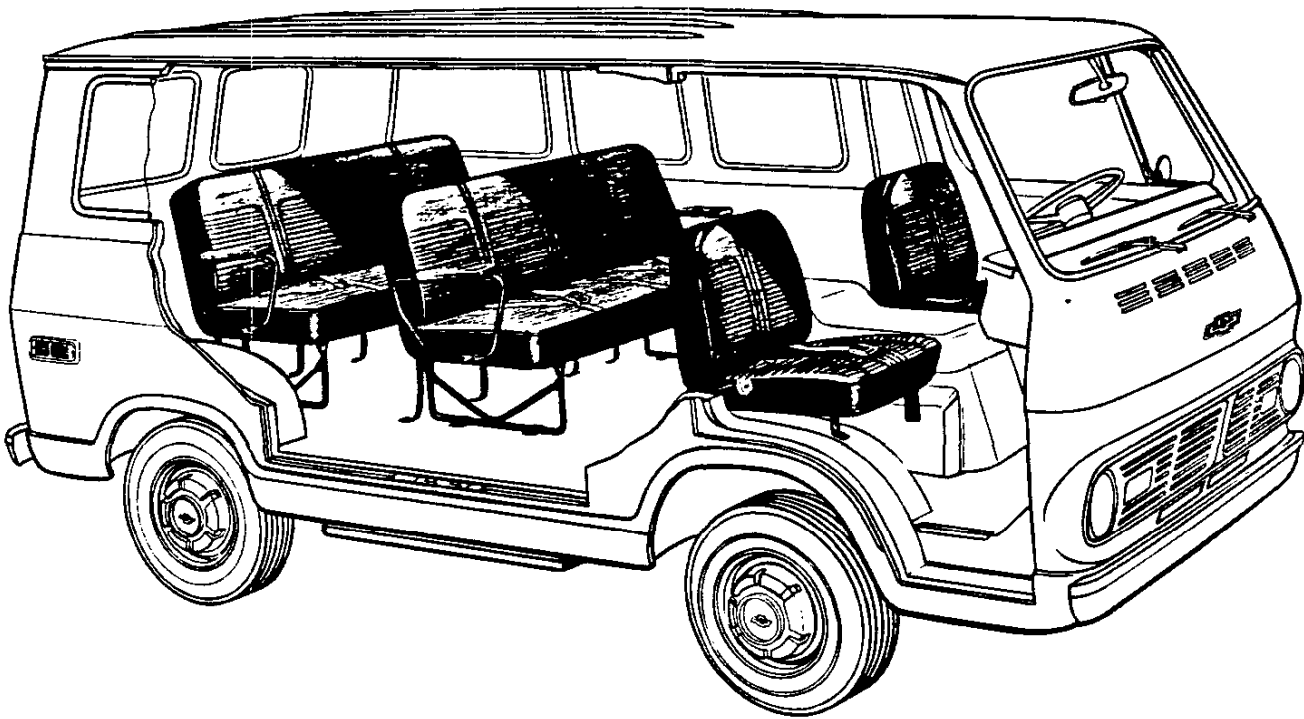
except on the Deluxe Sportvan where the bumpers and hubcaps are chrome. Wheels are also painted White except on the Deluxe Sportvan where they are painted body color.

A bright body belt molding is featured on the Deluxe Sportvan.

All Sportvans have swing-out-type glass in the side doors and on the left-hand side windows opposite the side doors. Fixed-type glass is employed in the front and rear quarter windows and the rear doors.

1969-SPORTVAN

INTERIOR FEATURES



All Sportvan models have as standard equipment vinyl-trimmed driver and passenger bucket-type seats which are available in a choice of six different colors; color-keyed pushbutton buckle seat belts and belt retractors are included. Rear compartment center and rear seats, which include armrests with integral ashtrays and two pushbutton buckle seat belts, are optional at extra cost. A Deluxe-Air heater and defroster is included as standard equipment.

The instrument panel is padded and the crown has a non-glare finish. Low profile control knobs with identification are utilized, and bright knob trim is used on the Deluxe Sportvan. Deluxe Sportvan also has Silver paint in the instrument cluster area and on the glove box door.

Deluxe Sportvan models use special embossed vinyl trim on seats, sidewalls and doors for a distinctive appearance. A vinyl spare tire cover is also featured on the Deluxe Sportvans.

Custom and Deluxe Sportvans feature a full-length Parchment-colored perforated hardboard headliner with bright roof bow trim. Vinyl-coated rubber floor mats color keyed to the seat trim are used throughout the Custom Sportvan, while the Deluxe Sportvan utilizes carpeting for the front compartment and vinyl-coated rubber mats for the rear compartment.

Two dome lamps—mounted front and rear—are standard, as are RH and LH front armrests and padded sunshades. Pushbutton-type inside door locks are another Sportvan feature.

The engine compartment housing is wider to accommodate the 307 V8 engine so that the battery box location for Sportvan 90 models is behind the left-hand wheelhousing.

The standard inside rearview mirror is of the day-night type. It has soft vinyl-edged shatter-resistant glass which prevents it from shattering on impact. The mirror bracket is of the breakaway type.

1969-CHEVY-VAN & SPORTVAN

CHEVY-VAN BODY GLASS COMBINATIONS

Ten separate body glass combinations are available as regular production options to meet individual requirements. All windows are recessed and are of solid safety sheet glass. Front door windows are standard equipment and are not included in the four-window or ten-window options. The ten body glass window combinations are as follows:

1. Fixed rear door glass equipment plus non-glare inside mirror (RPO A12). Also included in Custom Equipment (RPO Z60).
2. Swing-out rear door glass equipment plus non-glare inside mirror (RPO A18)
3. Fixed side door glass equipment (RPO A13)
4. Fixed rear door and side door glass equipment (RPO A12 & A13)*

5. Swing-out rear door glass and fixed side door glass equipment (RPO A13 & A18)*
6. Ten-window glass equipment plus non-glare inside mirror (RPO A07)*
7. Ten-window glass equipment with fixed rear door glass replaced with swing-out glass (RPO A07 & A18)*
8. Four-window glass equipment (right side only) (RPO A08)*
9. Four-window glass equipment and fixed rear door glass equipment (RPO A08 & A12)*
10. Four-window glass equipment and swing-out rear door glass equipment (RPO A08 & A18)*

*Side Door Equipment (RPO E85) required for 90-inch wheelbase units.



4-WINDOW GLASS EQUIPMENT (RPO A08)

The four-window glass equipment option is available for the right-hand side of the vehicle only. Fixed glass is provided in the front quarter, front side door, rear side door and rear quarter. Fixed or swing-out rear door glass, along with a non-glare inside mirror, is available with this combination.

Side Door Equipment (RPO E85) is required for 90-inch wheelbase units.

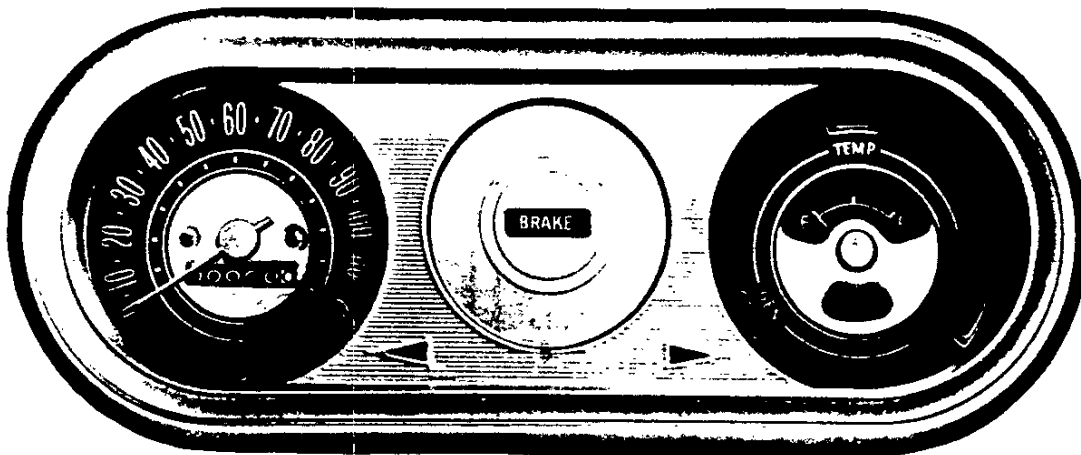


10-WINDOW GLASS EQUIPMENT (RPO A07)

Four windows are provided on each side of the vehicle in addition to windows in the rear doors. A non-glare inside mirror is also included. The left side windows are front quarter, front side, rear side, rear quarter. The right-hand side windows are the same as the four-window option described at left. All windows are fixed. Swing-out rear door glass is also available with this combination.

Side Door Equipment (RPO E85) is required for 90-inch wheelbase units.

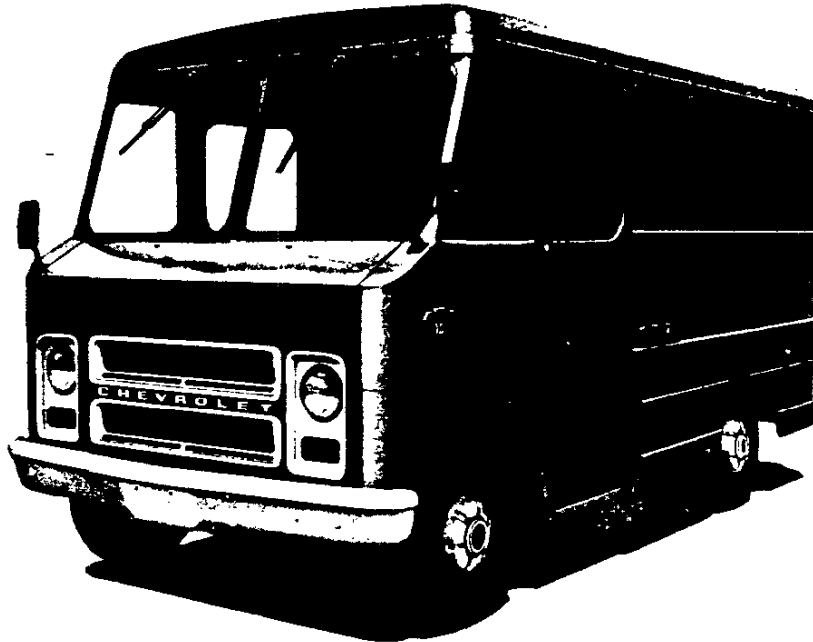
INSTRUMENTS



All Chevy-Van and Sportvan models use the cluster shown above. It contains a speedometer, odometer, fuel gauge, and warning lights for engine temperature, oil pressure, alternator and brake. A similar cluster with an ammeter, oil pressure and temperature gauges in place of the warning lights is optionally available.

P10 STEP-VAN 7

GENERAL



The P10 Step-Van 7 (Model PS10535) is an all-steel van with a nominal body length of seven feet and a standard load space of 211 cubic feet. An optional interior body height of 69" is available with a load space of 225 cubic feet. An optional eight-foot body is available with a load space of 241 cubic feet. The eight-foot body can also be ordered with the optional 69" interior body height with a load space of 258 cubic feet.

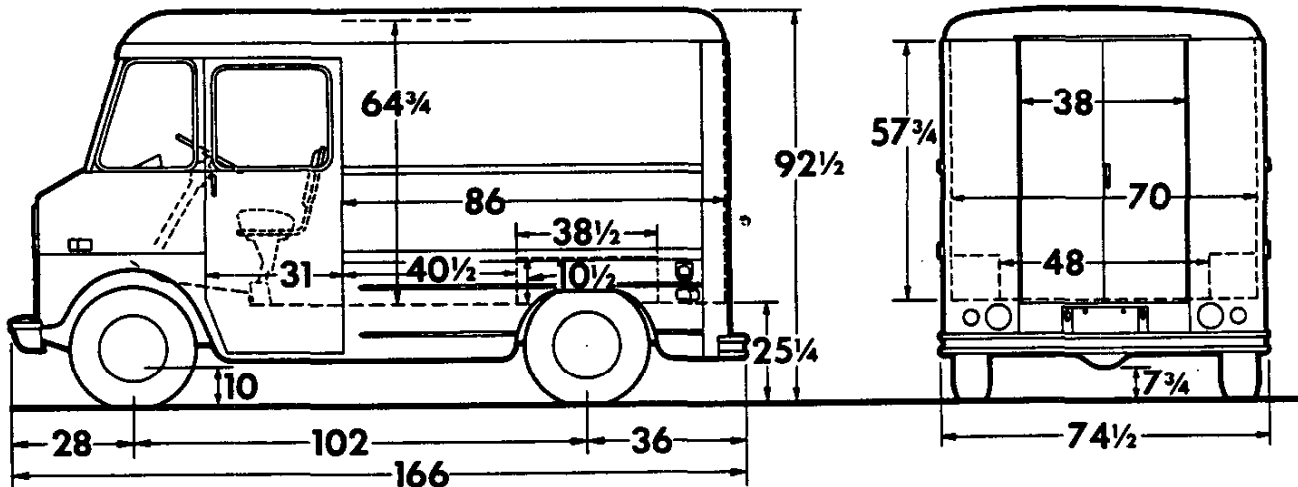
All body panels are treated for corrosion resistance and the underside of the body is fully undercoated. Inner surfaces of the roof panel are sprayed with mastic for sound deadening as well as insulation from heat and cold.

The standard rear doors are 38" wide, but optional

54" and 69" rear doors are available. Rubber bumpers are included on the rear of the body to prevent the rear doors from banging against these surfaces when opened. Rear door glass is also available optionally for all rear doors. Two body insulation options consisting of 1" fiber glass insulation with steel trim panels are available. One provides roof insulation only and the other includes side and rear insulation in addition to the roof insulation.

The rear bumper has a treadplate-type pattern on its top surface to insure safe footing when entering or leaving thru the rear doors. The indentation for the license plate also allows more of the foot to rest on this step for safety.

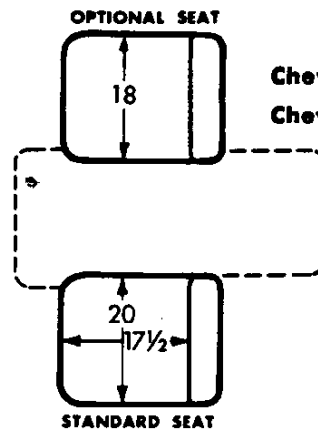
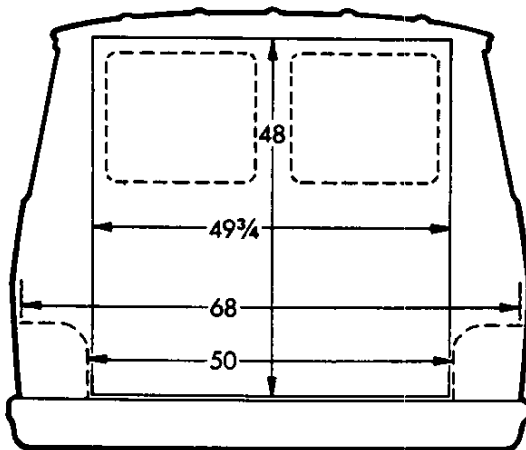
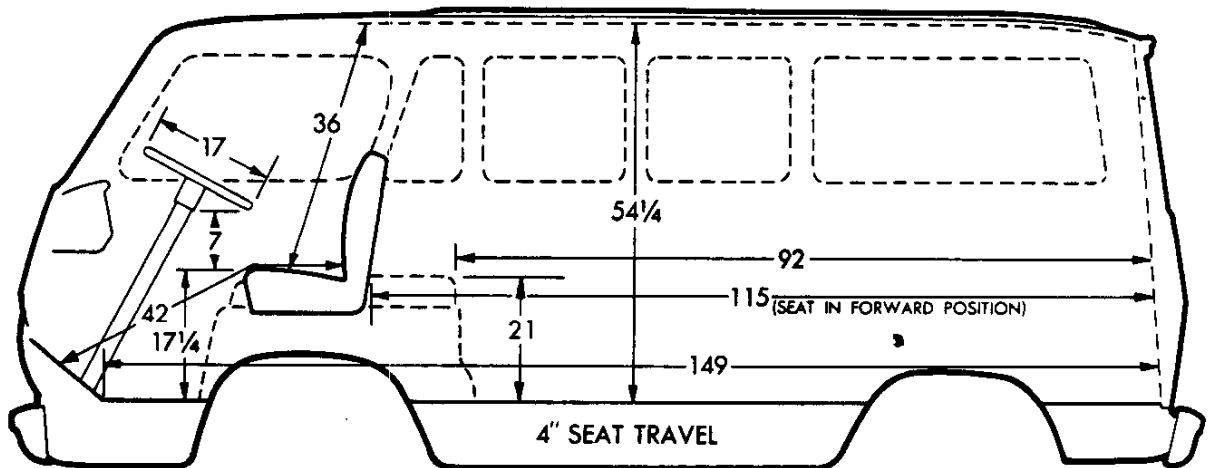
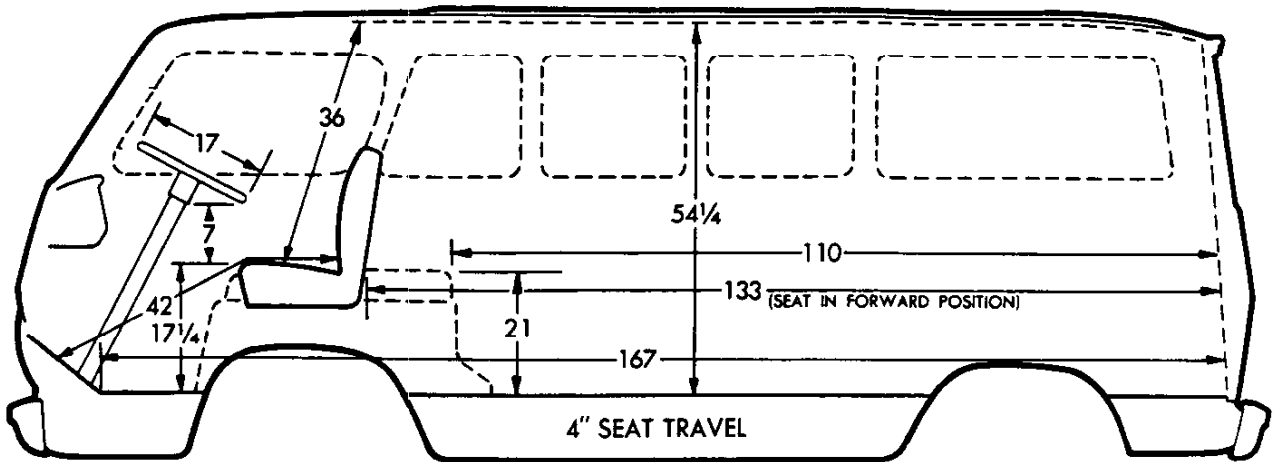
DIMENSIONS



Note: See Special Equipment Prices Section for listing of special items.

1969-CHEVY-VAN & SPORTVAN

DIMENSIONS



Sign Panel Area

Chevy-Van 90—42' x 105' (Side)

Chevy-Van 108—42' x 123' (Side)

Cubic Capacity

Chevy-Van 90—209 cu ft

Sportvan 90—204 cu ft

Chevy-Van 108—256 cu ft

Sportvan 108—252 cu ft

1969-CHEVY-VAN & SPORTVAN

BODY CONSTRUCTION FEATURES



The Chevy-Van/Sportvan body shell is a unitized all-steel structure featuring body-frame integral construction for outstanding structural rigidity and excellent durability. Special attention is given to corrosion resistance with the use of single outer panels, galvanized components and rust-inhibiting materials for the underbody.

The basic body is comprised of an underbody structure, front-end structure, left- and right-hand side panel structure and a roof panel structure. All structures are welded and bolted for rigidity.

Reinforced side rails and crossmembers form the integral frame to which the floor panel is welded. The engine housing is welded to the floor panel. Main structural members are of heavy-gauge steel and are corrosion resistant. The front-end body structure consists of an inner and outer panel which forms a plenum chamber that gives the vehicle good structural rigidity plus high air volume. Air inlet louvers are located on the outer panel to assure a fresh, clean air supply. Air inlets to the interior of the body are automatically provided on the right-hand side by the heater installation and on the left-hand side by an adjustable door opening. Basic side panel body structures are comprised of one-piece outer panels welded to a frame consisting of roof rails at the top and rocker panels at the bottom. The roof body panel is of one-piece design

and has five longitudinal ribs. Three roof bows support the panel.

Seven major corrosion-resistant measures are taken in the Chevy-Van/Sportvan. They are as follows:

1. Use of galvanized body components
2. Use of heavy-gauge steel for main underbody frame components
3. Minimal use of exterior coach joints
4. Use of high-zinc-content primers
5. Use of aluminum preservative spray
6. Use of sealers at all critical interior and exterior joints
7. Use of undercoating

Galvanized steel is used in certain areas that are vulnerable to corrosion such as front and rear wheelhousings, front step panels, inner rocker panels, outer rocker panels and the plenum chamber. Use of heavier gauge steel in the underbody structure also contributes to the corrosion-resistance program. Other body preservation measures include high-zinc-content primers and a special aluminum and wax spray.

Front doors are of double-wall construction with key-operated left- and right-hand door locks. Pushbutton inside locks prevent accidental door opening. Solid safety sheet glass is used for the hand-operated ventipane windows and door windows.

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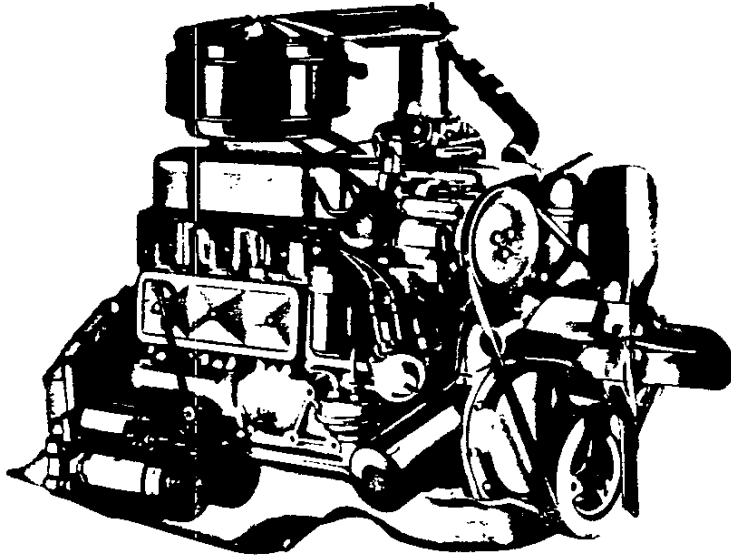
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1969 HIGH TORQUE 230 SIX



230 Six with A. I. R.

Applications

Standard: GS10-20
Optional: None

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....230 cu in
Bore & stroke (nominal).....3 1/4" x 3 1/4"
Compression ratio.....8.5:1
Carburetor type.....1-barrel

Test Procedures

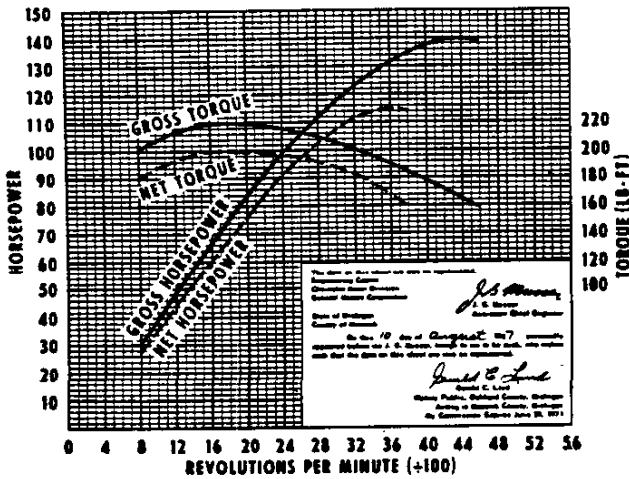
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

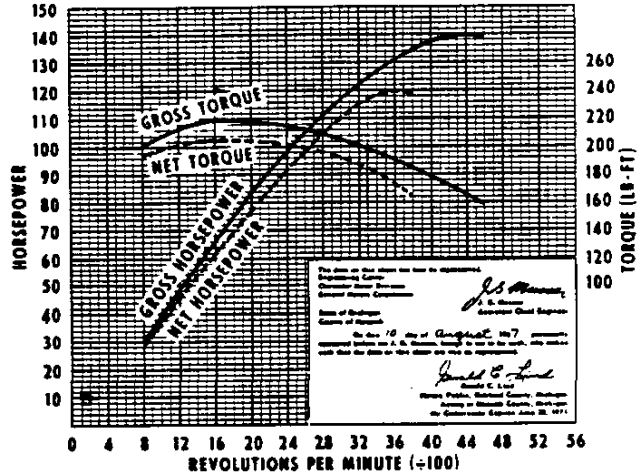
With A.I.R.*

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



Without Exhaust Emission Controls*

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



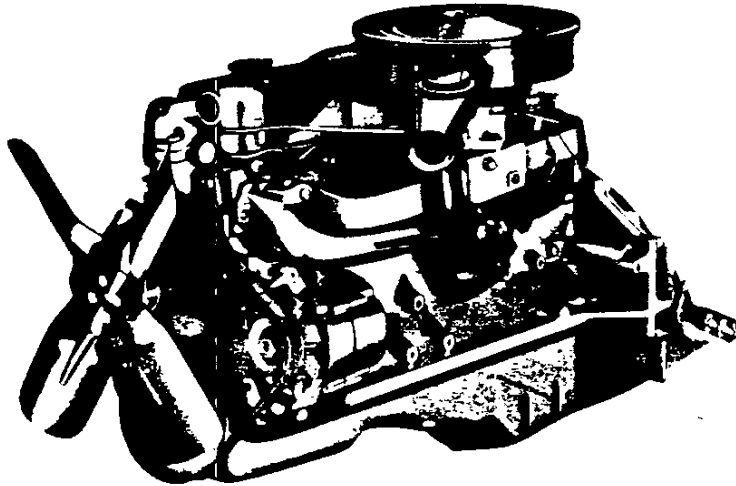
*A.I.R. (Air Injection Reactor) is used with the 230 Six on all Series G10 models & Series 20 Sportvans with both manual & automatic transmissions. Series 20 Chevy-Vans do not have exhaust emission controls.

TURBO-THRIFT 250 SIX

August 25, 1969

Engine & Clutch—Page 3

HIGH TORQUE 250 SIX



250 Six with C.C.S. (CS10)

Applications

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

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

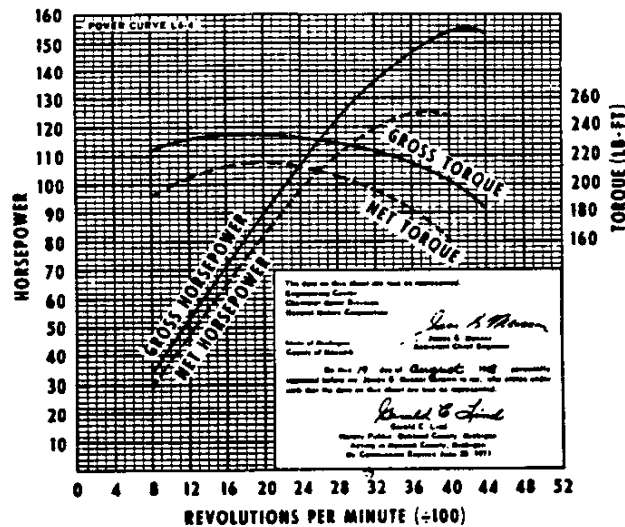
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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 C.C.S.

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



HIGH TORQUE 292 SIX

Applications

Standard: None
 Optional: CS10-40; KS10-20; PS20-40; SS40

Basic Specifications

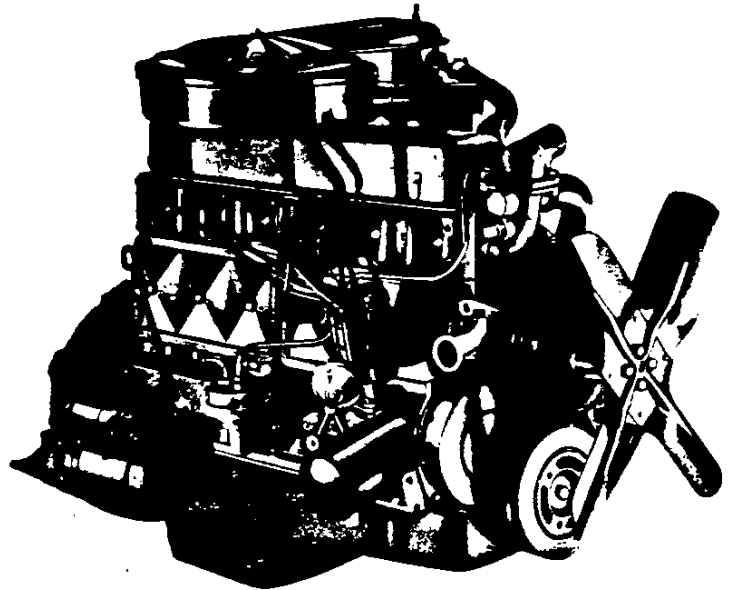
Engine type Valve-in-head
 Piston displacement 292 cu in
 Bore & stroke (nominal) 3 $\frac{3}{8}$ " x 4 $\frac{1}{4}$ "
 Compression ratio 8.0 to 1
 Carburetor type 1-barrel

Test Procedures

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

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

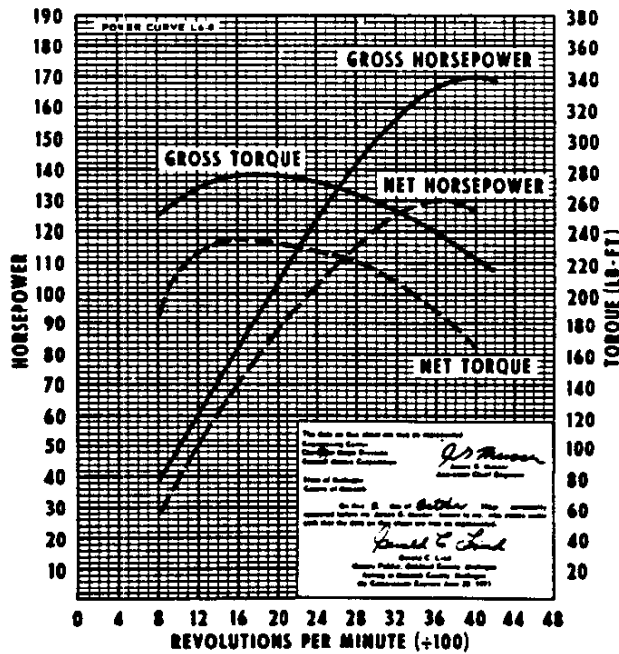
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



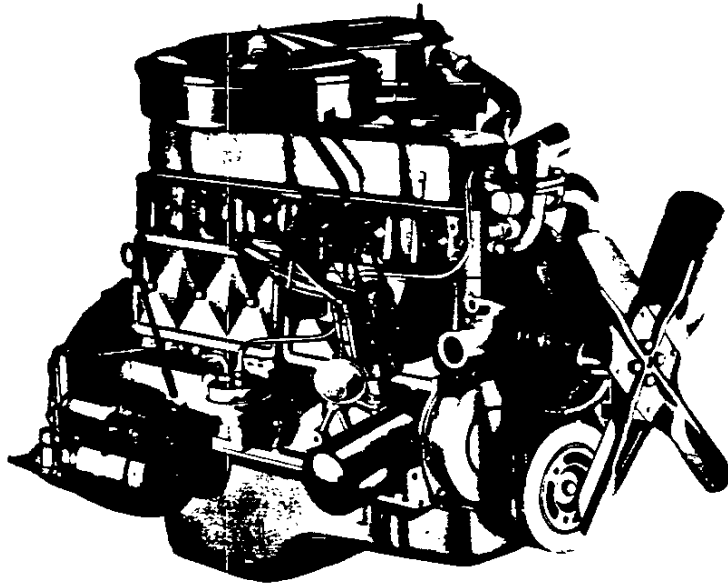
292 Six

With C.C.S.

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



HIGH TORQUE 292 SIX



292 Six (CS50)

Applications

Standard: CS50; SSS0; TS50
Optional: None

Basic Specifications

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

Test Procedures

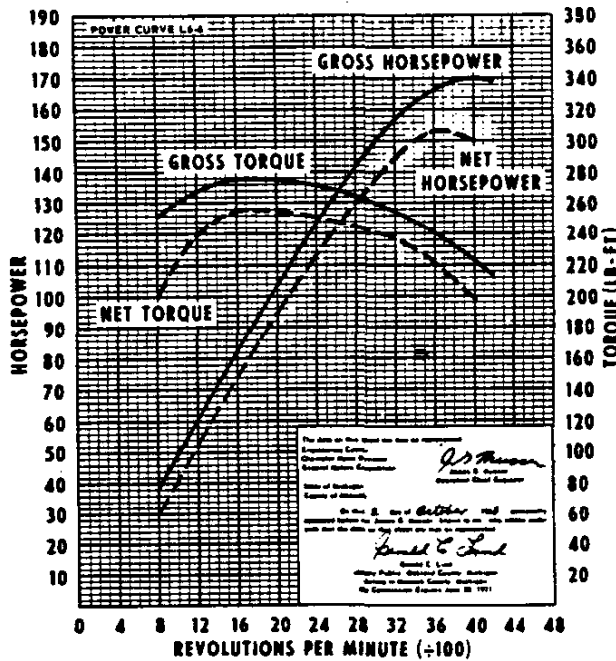
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

With C.C.S.

Gross horsepower.....170 @ 4000 rpm
Net horsepower.....153 @ 3600 rpm
Gross torque, lb-ft.....275 @ 1600 rpm
Net torque, lb-ft.....255 @ 1600 rpm



230, 250 & 292 SIX ENGINES

ENGINE FEATURES*

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

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

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

Regular grade fuel—No need for premium fuels with these high-efficiency engines—regular grade fuels will do the job. The high anti-knock characteristics of the combustion chamber assure full power with economical fuels.

Precision bearings—Connecting rod and main bearings are of the replaceable insert type. The inserts, made of specially selected bearing metals on tough steel shells, are precision fitted to main and connecting rod journals of the crankshaft.

Full crankshaft support—Bearings are used between every cylinder, a total of 7 bearings. Full crankshaft support reduces vibration and gives added durability. The 250 and 292 engines use a new design 12-weight crankshaft for smoothness and efficiency. (See illustration.)

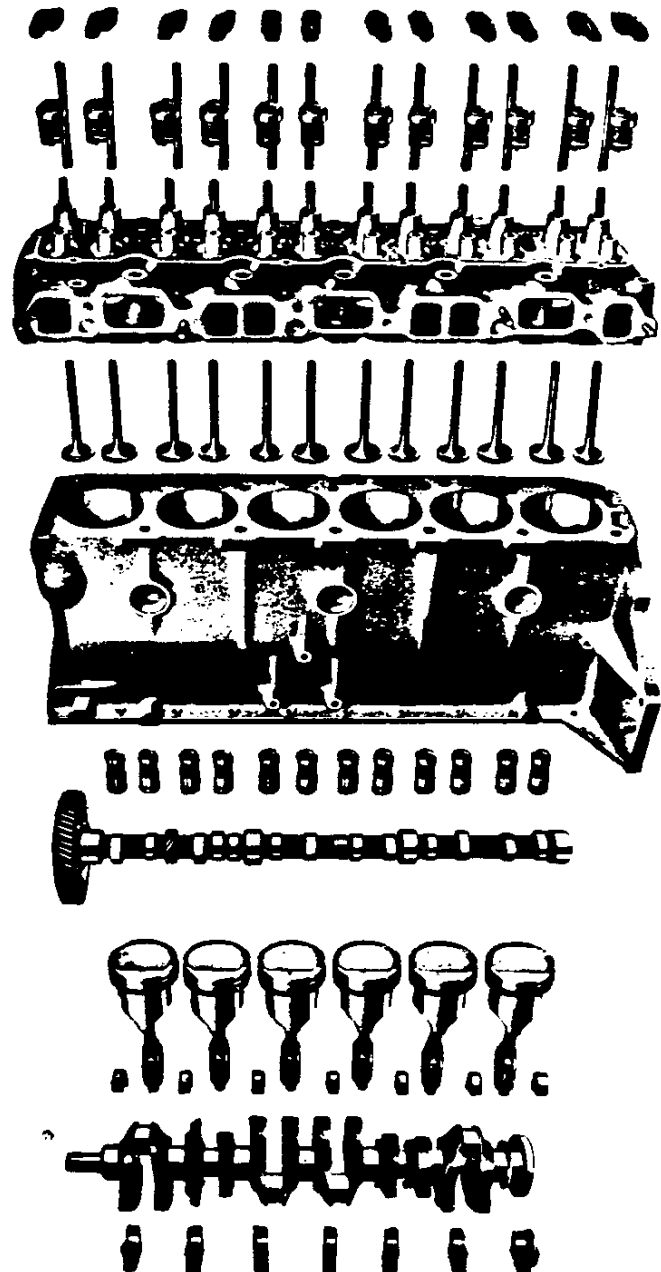
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effectiveness and extra insurance against engine overheating.

Full-length water jackets—Coolant circulates the full length of the cylinder walls, keeping engine temperatures more uniform and reducing engine wear.

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

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



250 Engine Shown

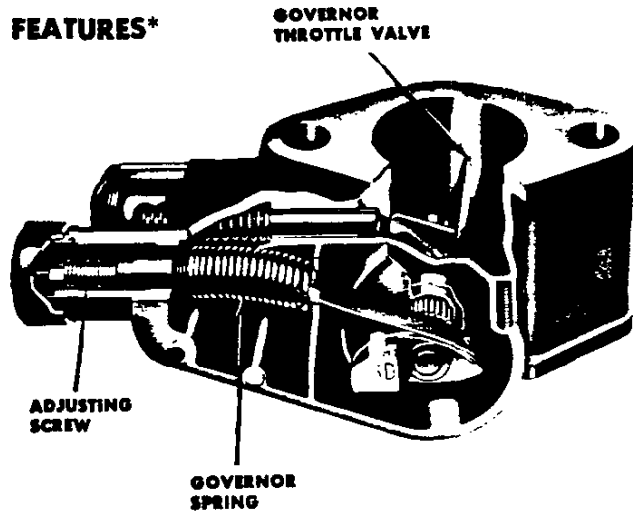
*High Torque engines only. See the Specifications charts for data on Turbo-Thrift engines (El Camino).

130, 250 & 292 SIX ENGINES

ENGINE FEATURES*

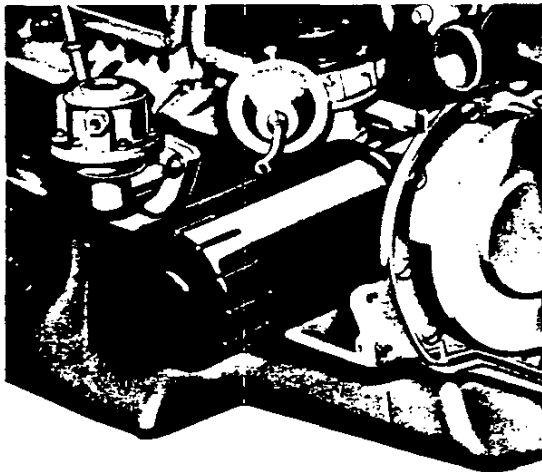
Optional governors—The 250 and 292 engines can be fitted with governors (except Series 10, 20 and 30) on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seely velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor tends to draw the offset throttle valve in the governor closed. The spring attached to the throttle valve resists closure until the volume of mixture exceeds the predetermined setting and the valve closes, restricting the engine rpm. Adjustment is simple and foolproof. The setting ranges are:

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

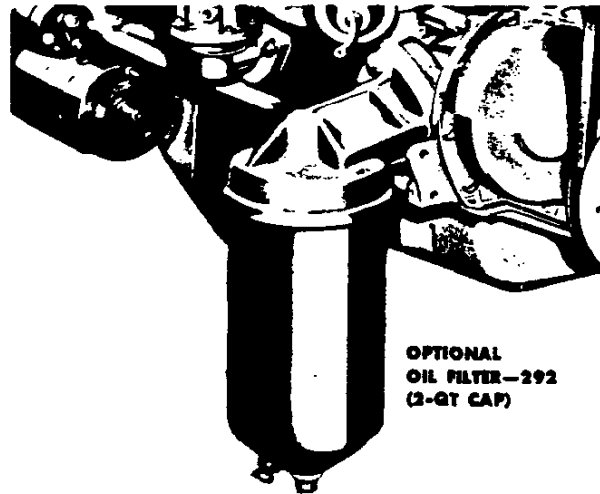


Oil filters—All in-line gasoline engines utilize a full-flow throwaway element oil filter as standard equipment.

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



STD OIL FILTER—292
(1-QT CAP)



OPTIONAL OIL FILTER—292
(2-QT CAP)

Fuel filters—A fine mesh strainer in the fuel tank and a pleated fiber filter inside the carburetor inlet are included with all in-line engine applications to ensure protection for the engine's fuel system.

Optional fuel filter equipment is available for most Series 40 and 50 trucks. It provides a frame-mounted replaceable-element fuel filter.

Hydraulic valve lifters—Both intake and exhaust valves have quiet no-adjustment hydraulic valve lifters that eliminate periodic tappet re-settings.

Optional tachometer—An electric tachometer is available optionally on most models.

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

230, 250 & 292 SIX ENGINES

| | Turbo-Thrift | High Torque | | |
|------------------------------|---|---------------|--------------|------------------|
| | 250 | 230 | 250 | 292 |
| Basic Description | Six-cylinder in-line; valve-in-head | | | |
| Displacement (cu in) | 250 | 230 | 250 | 292 |
| Bore & Stroke (in) | 3.875 x 3.53 | 3 3/4 x 3 3/4 | 3.875 x 3.53 | 3 1/4 x 4 1/4 |
| Compression Ratio | 8.5:1 | 8.5:1 | 8.5:1 | 8.0:1 |
| Firing Order | 1 5 3 6 2 4 | | | |
| Gross Horsepower @ rpm | 155 @ 4200 | 140 @ 4400 | 155 @ 4200 | 170 @ 4000 |
| Net Horsepower @ rpm | — | 120 @ 3600 | 125 @ 3800 | 130 @ 3600 |
| Gross Torque (lb-ft) @ rpm | 235 @ 1600 | 220 @ 1600 | 235 @ 1600 | 275 @ 1600 |
| Net Torque (lb-ft) @ rpm | — | 205 @ 1600 | 215 @ 2000 | 235 @ 1600 |
| Air Cleaner | See model pages for type | | | |
| Bearings, Camshaft | Steel-backed babbitt or copper lead alloy | | | |
| Inlet Valve | Opens | 16° BTC | | 45° BTC |
| | Closes | 48° ABC | | 99° ABC |
| Exhaust Valve | Opens | 46° 30' BBC | | 88° BBC |
| | Closes | 17° 30' ATC | | 59° ATC |
| Inlet Duration w/o Ramp | 244° | | | 294° |
| Exhaust Duration w/o Ramp | 244° | | | 294° |
| Carburetor | 1-Barrel downdraft | | | |
| Type | Rochester | | | |
| Make | Rochester | | | |
| Venturi ID (in) | 1.3125 | 1.343 | 1.3125 | 1.625 |
| Throttle Bore (in) | 1.6875 | 1.560 | 1.6875 | 1.750 |
| Choke Control | Automatic | Manual | | |
| Connecting Rods | Forged steel | | | |
| Material | 5.70 | | | |
| Length (in) | Steel-backed babbitt or copper lead alloy | | | |
| Bearings | Steel-backed babbitt or copper lead alloy | | | Premium aluminum |
| Crankcase Ventilation | Closed positive | | | |
| Crankshaft | Nodular iron | | | |
| Material | Nodular iron | | | |
| Number of Counterweights | 12 | 4 | 12 | |
| Main Journals (in) | 2.2983—2.2993 | | | |
| Crankpin Journals (in) | 1.999—2.000 | | | 2.099—2.100 |
| Torsional Damper | Inertia, hysteresis | | | |
| Bearings | Sintered-copper nickel-backed babbitt on steel or copper lead alloy | | | Premium aluminum |
| Distributor | Delco-Remy; centrifugal & vacuum advance | | | |
| Fuel Filters | Pleated fiber element | | | |
| Carburetor | Plastic mesh screen | | | |
| Fuel Tank | Plastic mesh screen | | | |
| Governor | Optional | | | |
| Availability | — | — | King-Seely | |
| Make | — | — | Velocity | |
| Type | — | — | Velocity | |
| Setting | Low Range | — | 1800—3000 | 2100—3000 |
| | High Range | — | 2800—4000 | 2800—3900 |
| Lubrication System | Full pressure | | | |
| Main Bearings | Direct pressure | | | |
| Camshaft Bearings | Direct pressure | | | |
| Timing Gear | Sprayed by nozzle | | | |
| Connecting Rods | Direct pressure | | | |
| Valve Mechanism | Pressure & gravity | | | |
| Cylinder Walls | Cross sprayed by pressurized jets | | | |
| Piston Pins | Cross sprayed by pressurized jets | | | |

230, 250 & 292 SIX ENGINES

SPECIFICATIONS

| | Turbo-Thrift | High Torque | | |
|---------------------------|----------------|---|----------------|----------------------------------|
| | 250 | 230 | 250 | 292 |
| Oil Capacity (qts) | | | | |
| With filter change | | 5 | | 6 |
| W/o filter change | | 4 | | 5 |
| Oil Filter | | | | |
| Standard | | Full flow; throwaway type | | |
| Capacity (qts) | | 1 | | |
| Optional | | — | | Replaceable element [Ⓢ] |
| Capacity (qts) | | — | | 2 |
| Oil Pump | | | | |
| Type | | Spur gear, distributor shaft driven | | |
| Capacity (gpm) | | 4.5 to 6 @ 2000 rpm | | |
| Normal Pressure (psi) | | 40 to 60 @ 2000 rpm | | |
| Pistons | | | | |
| Type | | Autothermic | | |
| Material | | Cast aluminum alloy | | |
| Skirt | Closed slipper | Open slipper | Closed slipper | Full |
| Head | 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 |

[Ⓢ]Series 50 only

TURBO-FIRE 307 V8

HIGH TORQUE 307 V8

Applications

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

Basic Specifications

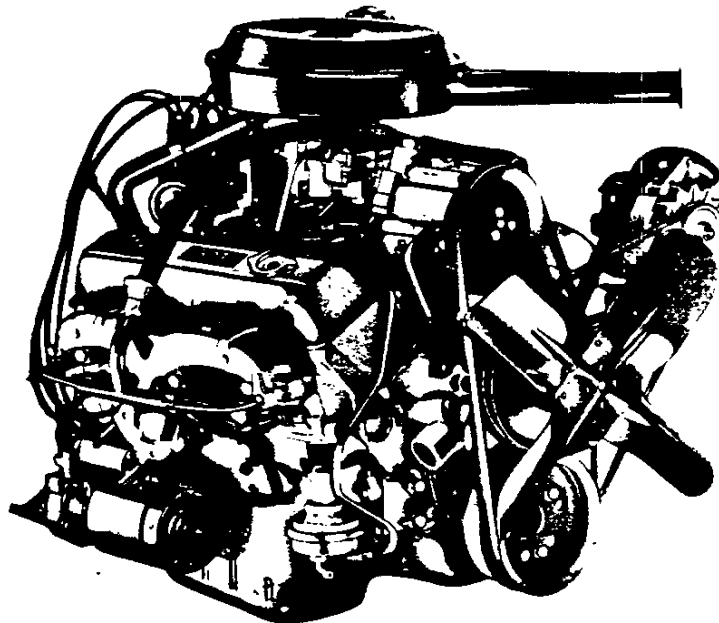
Engine type.....Valve-in-head
Piston displacement.....307 cu in
Bore & stroke (nominal).....3 7/8" x 3 1/4"
Compression ratio.....9.0:1
Carburetor type.....2-barrel

Test Procedures

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

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

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



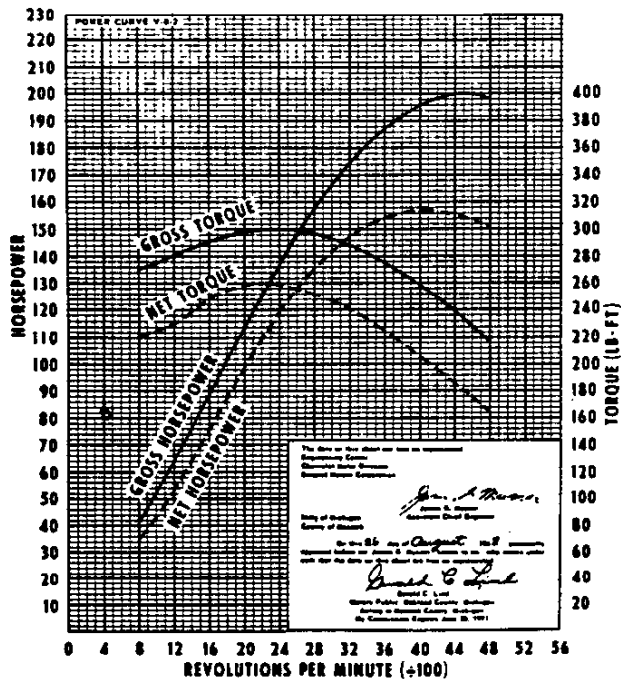
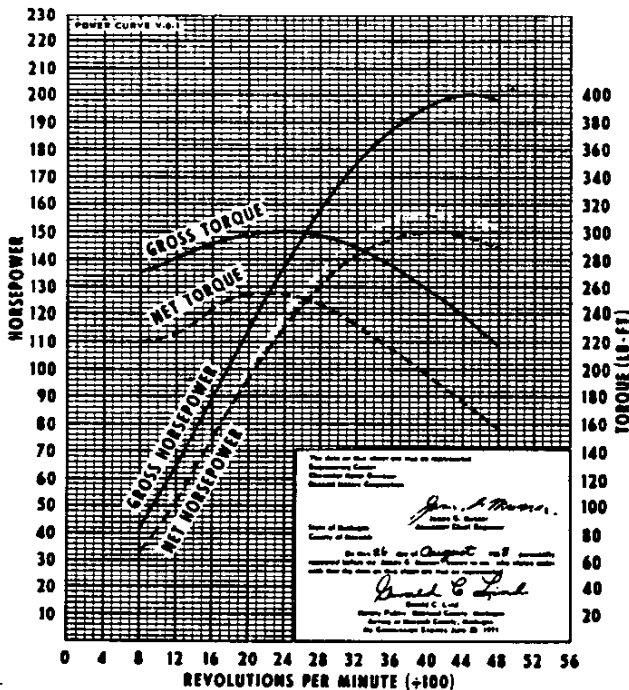
307 V8 with A.I.R. (CE10)

With C.C.S. Exhaust Emission Controls*

With A.I.R.*

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

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



*A.I.R. (Air Injection Reactor) is used with the 307 V8 on all Series 20-30 models. C.C.S. (Controlled Combustion System) is used with automatic transmissions on all Series 10 models.

TURBO-FIRE 350 V8

TURBO-FIRE 350 V8

HIGH TORQUE 350 V8

Applications

Standard: None

Optional: CE10-30; KE10-20; PE20-30

Basic Specifications

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

Test Procedures

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

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

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

With C.C.S. Exhaust Emission Controls

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

HIGH TORQUE 350 V8

Applications

Standard: CE40; CE/ME/SE/TE50

Optional: None

Basic Specifications

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

Test Procedures

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

350 V8 with A.I.R.

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

307 & 350 V8 ENGINES

ENGINE FEATURES*



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

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

Full-pressure lubrication—Assures proper lubrication of all moving parts. Bearing temperatures are kept low for longer life.

Full-flow oil filter—All engines are equipped with high-efficiency replaceable-element oil filters that increase engine life.

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

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

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

Rotocoll valve rotators—350 V8's on series 40-50 models are fitted with Rotocoll exhaust valve rotators which 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.

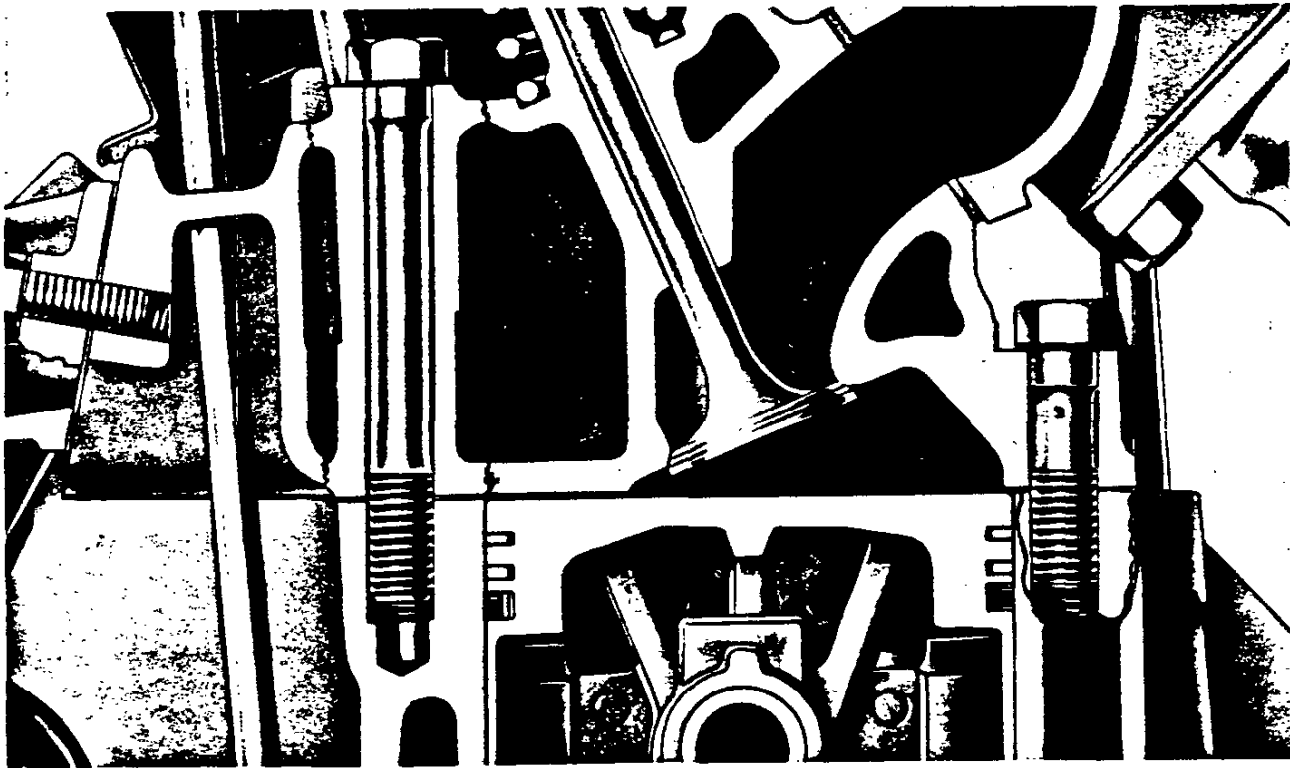
307 & 350 V8 ENGINES

ENGINE FEATURES*

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

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

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



Precision distributor adjustment—A convenient access door in the distributor cap permits precision adjustment of breaker point gap while engine is running. This greatly simplified maintenance procedure assures more dependable ignition.

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

*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* |
| 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 |
| Firing Order | 1-8-4-3-6-5-7-2 | | |
| Gross Horsepower @ rpm | | 200 @ 4600 | 200 @ 4600 |
| Net Horsepower @ rpm | | 150 @ 4000 | 157 @ 4000 |
| Gross Torque (lb-ft) @ rpm | | 300 @ 2400 | 300 @ 2400 |
| Net Torque (lb-ft) @ rpm | | 255 @ 2000 | 260 @ 2200 |
| 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 | | |
| 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 | Sintered bronze | | |
| Fuel Tank | * Plastic mesh strainer | | |
| Optional | None | | |
| Governor | | | |
| Availability | None | | |
| Lubrication System | Controlled full pressure | | |
| Main Bearings | Direct pressure | | |
| Camshaft Bearings | Direct pressure | | |
| Timing Gear | Centrifugally sprayed | | |
| Connecting Rods | Direct pressure | | |
| Valve Mechanism | Pressure & gravity | | |
| Cylinder Walls | Cross sprayed by pressurized jets | | |
| Piston Pins | Cross sprayed by pressurized jets | | |

*With A.I.R.

*With C.C.S.

307 V8 ENGINES

SPECIFICATIONS

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

★With A.I.R.

*With C.C.S.

350 V8 ENGINES

SPECIFICATIONS

| | Turbo-Fire | | High Torque | |
|------------------------------|--|---------|----------------|------------------------------|
| | 350 V8* | 350 V8* | 350 V8*# | 350 V8*# |
| Basic Description | V8; valve in head | | | |
| Displacement (cu in) | 350 | | | |
| Bore & Stroke (in) | 4.0 x 3.48 | | | |
| Compression Ratio | | | 8.0:1 | 9.00:1 |
| Firing Order | 1-8-4-3-6-5-7-2 | | | |
| Gross Horsepower @ rpm | | | 215 @ 4000 | 255 @ 4600 |
| Net Horsepower @ rpm | | | 170 @ 4000 | 200 @ 4000 |
| Gross Torque (lb-ft) @ rpm | | | 335 @ 2800 | 355 @ 3000 |
| Net Torque (lb-ft) @ rpm | | | 285 @ 2400 | 310 @ 2400 |
| Air Cleaner | See model pages for type | | | |
| Camshaft | | | | |
| Bearings | Steel-backed babbitt | | | |
| Inlet Valve | Opens | | 28° BTC | |
| | Closes | | 72° ABC | |
| Exhaust Valve | Opens | | 78° BBC | |
| | Closes | | 30° ATC | |
| Inlet Duration w/o Ramp | 280° | | | |
| Exhaust Duration w/o Ramp | 288° | | | |
| Carburetor | | | | |
| Type | | | 2-barrel | 4-barrel |
| Make | Rochester | | | |
| Venturi ID (in) | | | 1.38 | 1.09 |
| Throttle Bore (in) | | | 1.69 | Primary 1.38; secondary 2.25 |
| Choke Control | | | Manual | Automatic |
| Connecting Rods | | | | |
| Material | Drop-forged steel | | | |
| Length (in) | 5.70 | | | |
| Bearings | Premium aluminum | | | |
| Crankcase Ventilation | Closed positive | | | |
| Crankshaft | | | | |
| Material | | | Forged steel | Cast nodular iron |
| Number of Counterweights | 6 | | | |
| Main Journals (in) | 2.45 | | | |
| Crankpin Journals (in) | 2.10 | | | |
| Torsional Damper | Inertia; rubber mounted | | | |
| Bearings | Premium aluminum | | | |
| Distributor | Delco-Remy; centrifugal & vacuum advance | | | |
| Fuel Filter | | | | |
| Carburetor | Fleated fiber element | | | |
| Fuel Tank | Plastic strainer | | | |
| In-line | | | Optional | N.A. |
| Governor | | | | |
| Availability | — | — | CE50 | — |
| 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 (qt) | | | | |
| With filter change | | | 6 | 5 |
| W/o filter change | | | 5 | 4 |

★With A.I.R. *With C.C.S. #Series 40-50 #Lt Duty—LS9

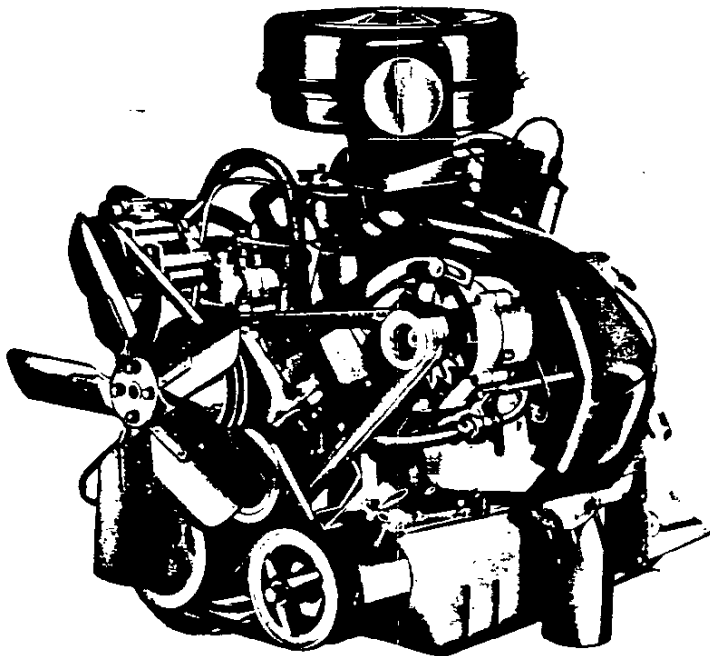
350 V8 ENGINES

SPECIFICATIONS

| | Turbo-Fire | | High Torque | |
|-----------------------|---|--------|-----------------------|-----------|
| | 350 V8 | 350 V8 | 350 V8*■ | 350 V8*# |
| Oil Filter | Full flow; replaceable element† | | | Throwaway |
| Capacity (qts) | One | | | |
| Oil Pump | | | | |
| Type | Spur gear; distributor shaft driven | | | |
| Capacity (gpm) | 4.01-4.22 @ 1170-1200 rpm | | | |
| Normal Pressure (psi) | 30 @ 1170-1200 rpm | | | |
| Pistons | | | | |
| Material | Cast aluminum alloy | | | |
| Skirt | Solid slipper | | | |
| Head | Sump | | | |
| Piston Pins | | | | |
| Type | Rod shrink fit to pin | | | |
| Material | Chromium steel | | | |
| Piston Rings | | | | |
| Compression Rings | | | | |
| Number | 2 | | | |
| Type | Upper—barrel; lower—inside bevel | | | |
| Material | Cast iron alloy | | | |
| Oil Control Rings | | | | |
| Number | 1 | | | |
| Type | Multi-piece | | | |
| Material | Steel | | | |
| Thermostat | Harrison; 195° | | | |
| Valve Train | | | | |
| Type | Individually mounted rocker arms, push rod actuated | | | |
| Lifters | Hydraulic | | | |
| Rocker Arm Ratio | 1.50:1 | | | |
| Valve Guides | Integral with cylinder head | | | |
| Valve Lash | Zero | | | |
| Intake Valves | | | | |
| Material | Alloy steel | | | |
| Diameter (in) | 1.72 | | | |
| Face Coatings | | | Aluminized | |
| Seats | Machined in cylinder head | | | |
| Exhaust Valves | | | | |
| Material | High alloy steel | | | |
| Diameter (in) | 1.72 | | 1.94 | |
| Face Coating | | | Cobalt-based alloy | |
| Seats | Inserts (CES0 only) | | Machined in cyl. head | |
| Rotators | Rotocoil | | | |
| Water Pump | | | | |
| Type | Centrifugal | | | |
| Capacity (gpm) | 52 @ 4000 rpm | | | |

*With A.I.R. *With C.C.S. ■ Series 40-50 # Lt Duty-LS9 †On CES0. Throwaway on CE40

HIGH TORQUE 366 V8



366 V8 (ME60)

Applications

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

Basic Specifications

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

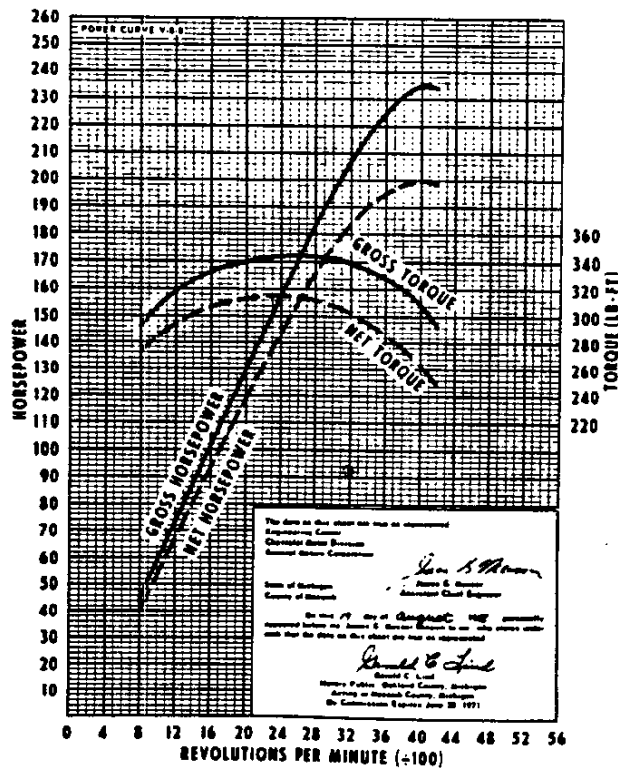
Test Procedures

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

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

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

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



TURBO-JET 396 V8

TURBO-JET 400 V8

HIGH TORQUE 400 V8

Applications

Standard: None
Optional: CE10-30

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....400 cu in
Bore & stroke (nominal).....4.126" 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 dynamometer test simulating actual operating conditions when the engine is in the vehicle.

VB with C.C.S. (CE10)

With C.C.S.

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

HIGH TORQUE 427 V8

Applications

Standard: None
Optional: CE60; ME60; TE60

Basic Specifications

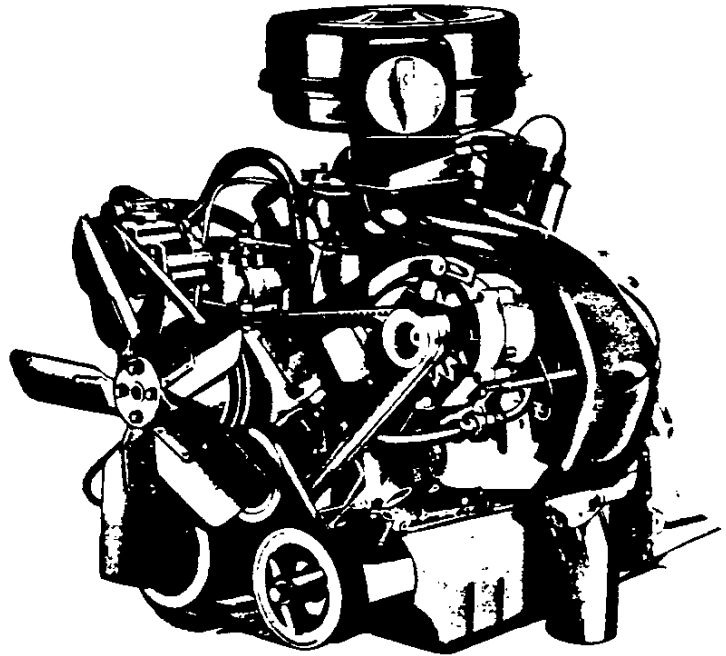
Engine type.....Valve-in-head
Piston displacement.....427 cu in
Bore & stroke (nominal).....4.25" x 3.76"
Compression ratio.....8.0:1
Carburetor type.....4-barrel

Test Procedures

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

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

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

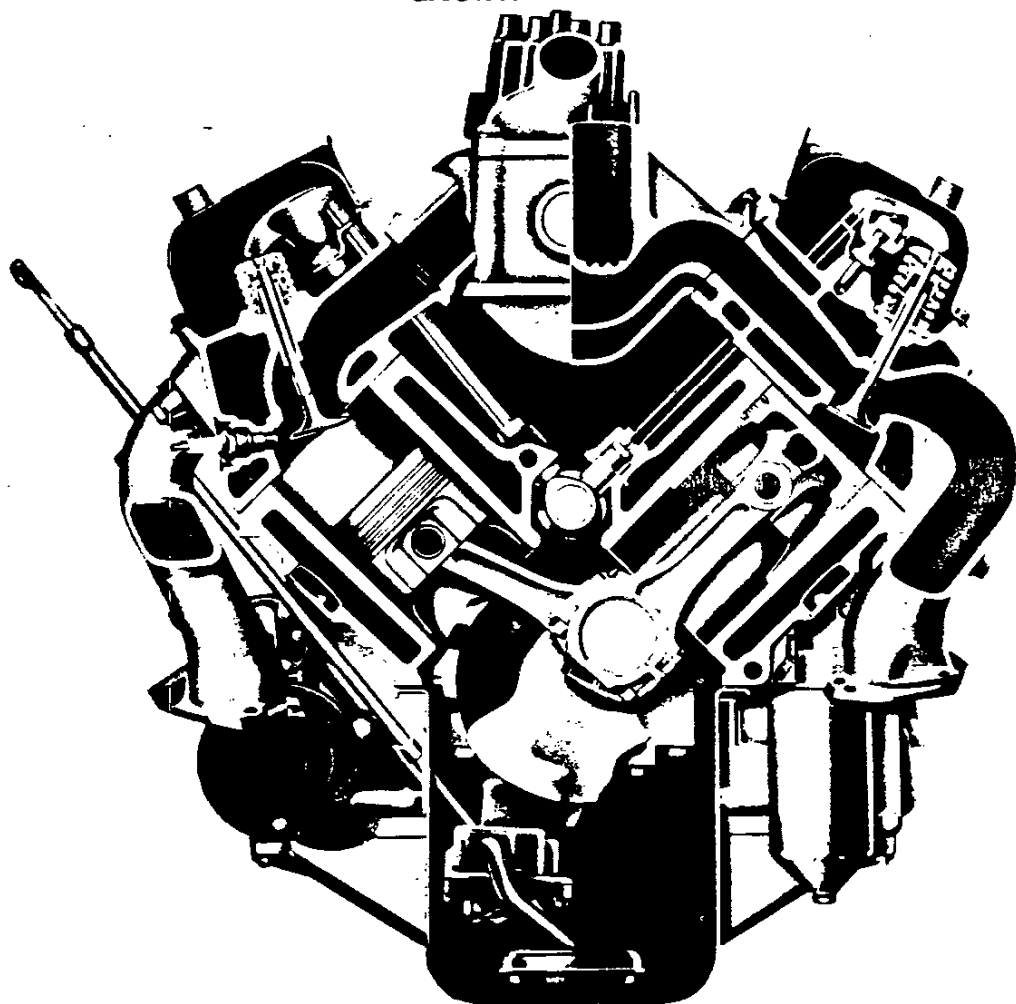


427 V8 with A.I.R. (ME60)

Gross horsepower.....260 @ 4000 rpm
Net horsepower.....220 @ 4000 rpm
Gross torque, lb-ft.....405 @ 2600 rpm
Net torque, lb-ft.....360 @ 2400 rpm

366, 400 & 427 V8 ENGINES

ENGINE FEATURES*

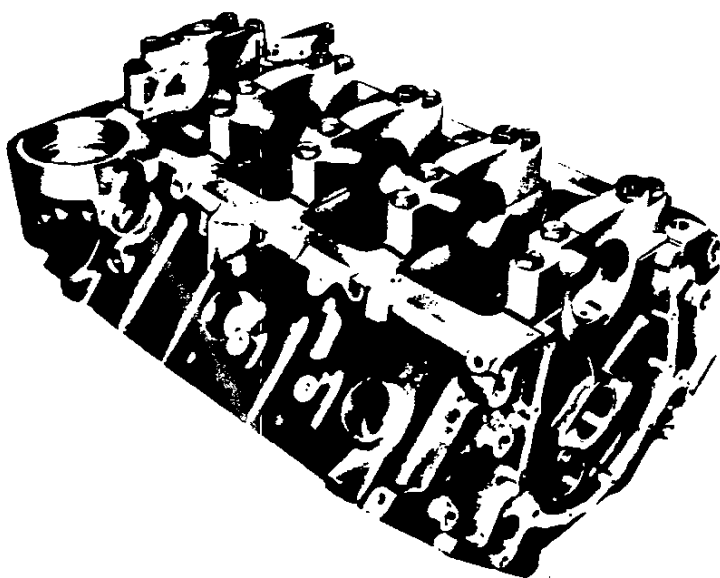


New valve-in-head design—These heads feature larger, straighter and smoother ports with valves tilted toward the ports for optimum induction and exhaust flow. The modified wedge combustion chambers have the intake and exhaust valves placed alternately so that excessive heat will not develop from adjacent exhaust valves. The valves are also tilted away from the cylinder's vertical axis so as to cause the valve head to move away from the cylinder wall when opening. This allows more mixture to enter and leave the cylinder during each cycle.

High volumetric efficiency assures higher torque over broader RPM ranges for better performance.

Heavy-duty premium components throughout the engine add to its durability. All the parts are designed for rugged long-lasting truck service.

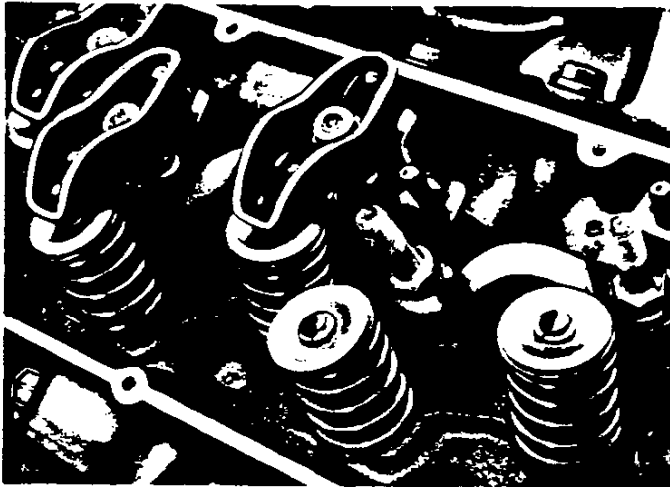
New cylinder block and crankshaft—The 366 & 427 V8 engines feature four-bolt heavy-duty main bearing caps. Heavier bearing support bulkheads in the lower block structure and heavier cylinder walls contribute to the rigidity and strength of the new design. Crankshaft main-bearing area is increased through 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, 400 & 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.

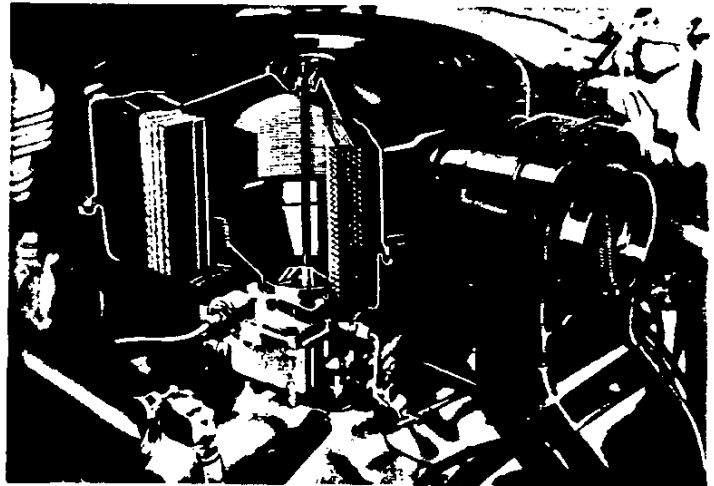
Exhaust valves—The 366 & 427 V8s have exhaust valves made of high-alloy steel. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer. Rotocoil valve rotators are used in the 366 &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

All valves utilize polyacrylate umbrella-type oil shields to control stem and guide lubrication.

Air induction system is featured on the 366 V8. The air cleaner is a two-element type for greater efficiency and capacity. The primary or outer element is an oil-wetted polyurethane band wrapped around a secondary oil-wetted paper element.

The inlet air temperature is controlled by a thermostatic valve which automatically selects either air warmed by the exhaust manifold heat stove or cooler air from a high-level outside air intake grille located on the left side of the hood on Series 60 conventional cab models. This outside air intake valve starts to open at 80° and is fully open at 100°.

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



Pistons for the 366 & 427 V8s are heavy-duty plated aluminum castings with four-ring design (three compression, one oil control); the 400 V8 has 3 rings. The top compression ring groove is machined in an insert of alloy iron, cast in and bonded integrally with the piston for strength. All piston rings are phosphate coated for oil retention and corrosion-resistance. They are also chrome-plated for long wear.

Connecting rods are heavy I-beam section drop-forged steel with reinforcements in high stress areas. Use of harder steel nuts and bolts in the rod lower end also adds greater strength.

The **camshaft** on the 366 & 427 V8s is chain-driven by double roller chain and sprocket for maximum efficiency and durability. The 400 V8 also has a chain-drive mechanism.

The **lubrication system** features a full-flow oil filter and a newly designed oil pump. The new pump lessens damaging forces inside itself for greater durability and eliminates vibrations which could cause wear. The pump fills the main gallery, which in turn feeds the camshaft, main and connecting rod bearings and valve lifters by direct pressure through drilled passages. The valve train is lubricated by hollow pushrods which receive their oil from the valve lifters.

The **cooling system** is of the series-flow type and features a high-output water pump. The coolant moves from the front of each cylinder bank to the rear, then upward into the cylinder heads and forward to the thermostat outlets. Large passages and full-length water jackets assure uniform cooling and small temperature variation. The flow through the cylinder heads is designed to carry away excess heat from areas around spark plugs, ports and valve guides.

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



366, 400 & 427 V8 ENGINES SPECIFICATIONS

| | High Torque | | |
|---------------------------|---|---------------------------|---------------------|
| | 366 V8 | 400 V8 | 427 V8 |
| Oil Capacity (qts) | | | |
| With filter change | 7¾ | 5 | 7¾ |
| W/o filter change | 6 | 4 | 6 |
| Oil Filter | | | |
| 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 | 1.66 |
| 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 |



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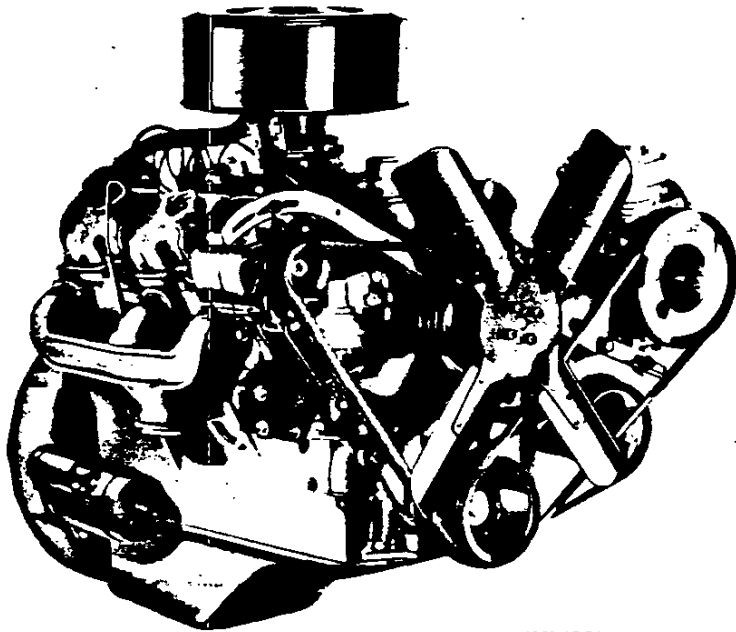


400 V8 ENGINES

SPECIFICATIONS

| | TURBO-JET |
|-----------------------|---|
| | 400 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 | 1.70:1 |
| Valve Guides | Pressed-in; cast alloy iron |
| Valve Lash | Zero |
| Intake Valves | |
| Material | Alloy steel |
| Diameter (in) | 2.065 |
| Face Coating | None |
| Seats | Machined in cylinder head |
| Exhaust Valves | |
| Material | High alloy steel |
| Diameter (in) | 1.72 |
| Face Coating | Aluminised |
| Seats | Machined in cylinder head |
| Water Pump | |
| Type | Centrifugal |
| Capacity (gpm) | 57 @ 4400 rpm |

HIGH TORQUE 401 V6



401 V6 (HM80)

Applications

Standard: HM80, JM80, TM80
 Optional: None

Basic Specifications

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

Test Procedures

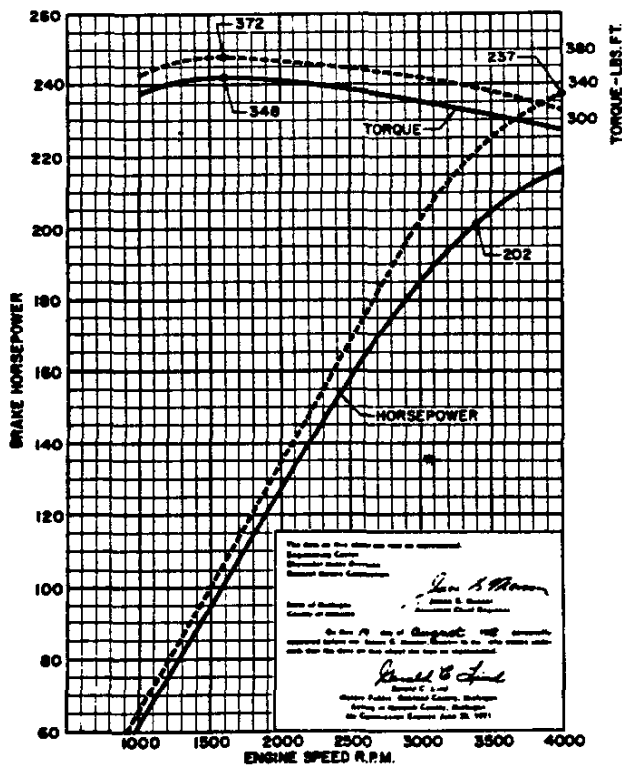
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

Without Emission Controls

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



HIGH TORQUE 478 V6

Applications

Standard: None
 Optional: HM80; JM80; TM80

Basic Specifications

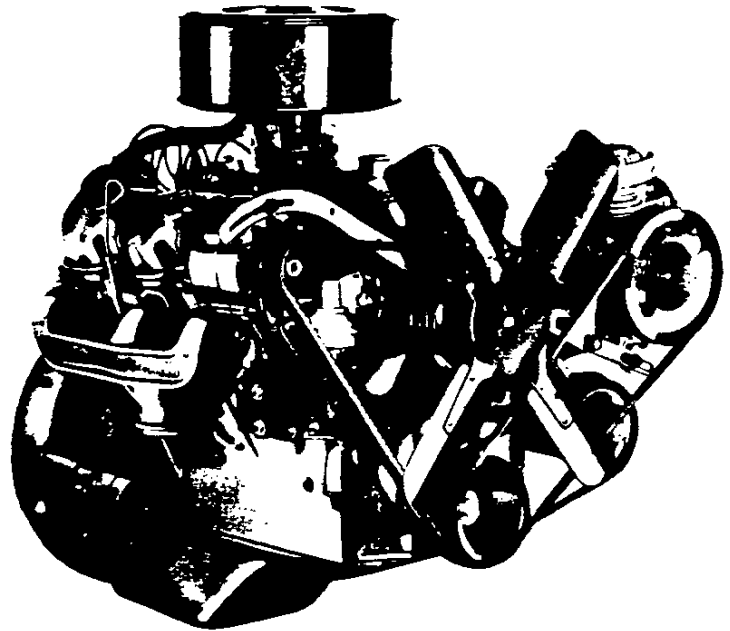
Engine type.....Valve-in-head
 Piston displacement.....478 cu in
 Bore & stroke (nominal).....5.125" x 3.86"
 Compression ratio.....7.5:1
 Carburetor type.....2-barrel

Test Procedures

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

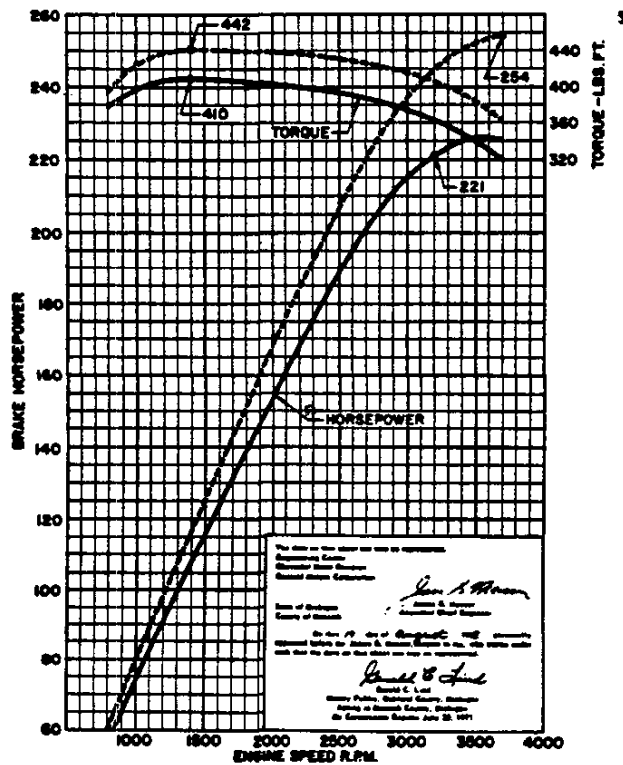
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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



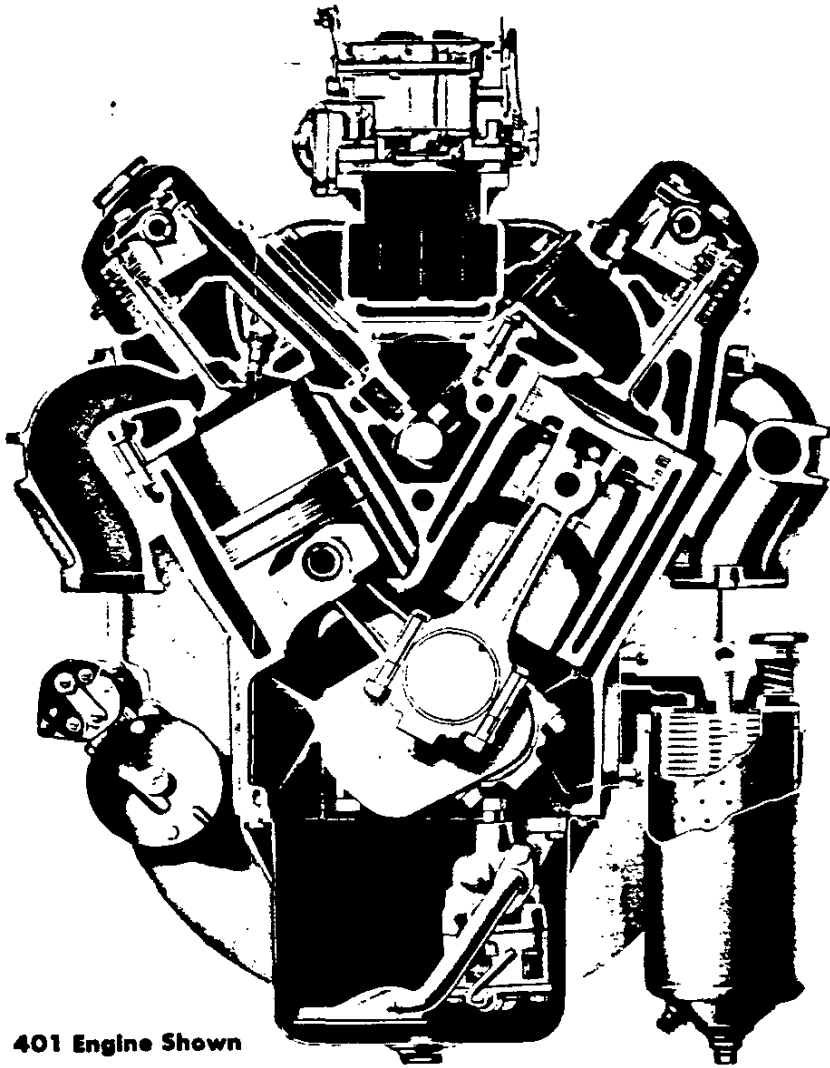
478 V6 (HM80)

Gross horsepower.....254 @ 3700 rpm
 Net horsepower.....221 @ 3200 rpm
 Gross torque, lb-ft.....442 @ 1400 rpm
 Net torque, lb-ft.....410 @ 1400 rpm



401 & 478 V6 ENGINES

ENGINE FEATURES



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.

401 Engine Shown

Crankcase and block are cast in one piece from 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 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.

401 & 478 V6 ENGINES

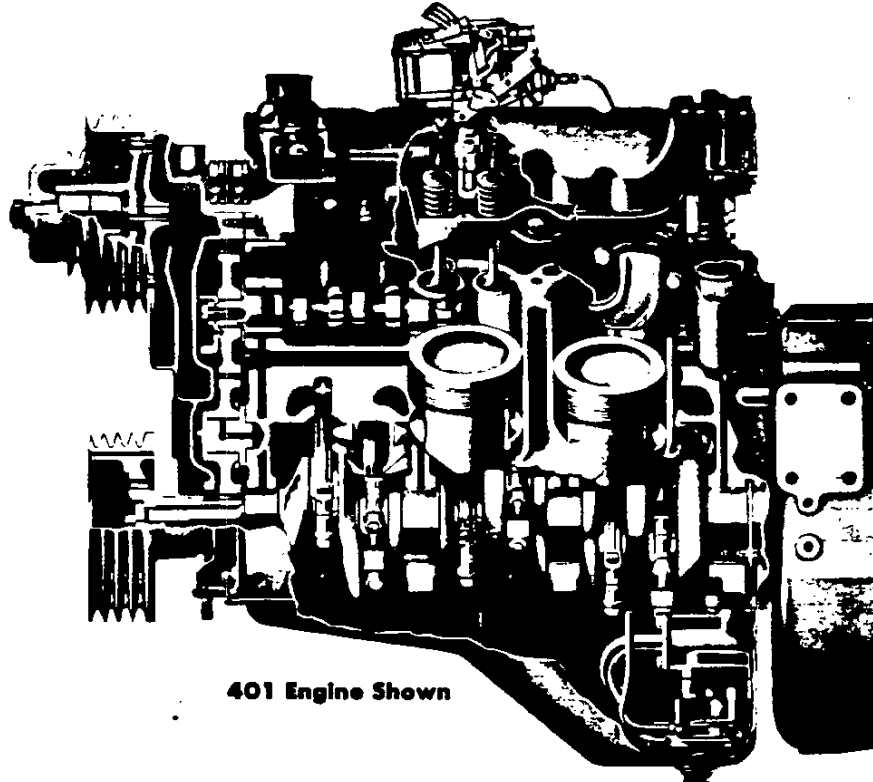
ENGINE FEATURES

Hydraulic governor is housed in the oil pan and operates on the oil pump pressure. When the pressure reaches a pre-determined point, oil passes to a diaphragm in the carburetor assembly which operates the throttle plates. Virtually tamper-proof, 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, high alloy iron with the 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. The camshaft is positively driven thru a three-gear train.

Standard heavy-duty valves are made of Silichrome XB alloy for the intakes and nickel-chrome-faced 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.

401 & 478 V6 ENGINES

SPECIFICATIONS

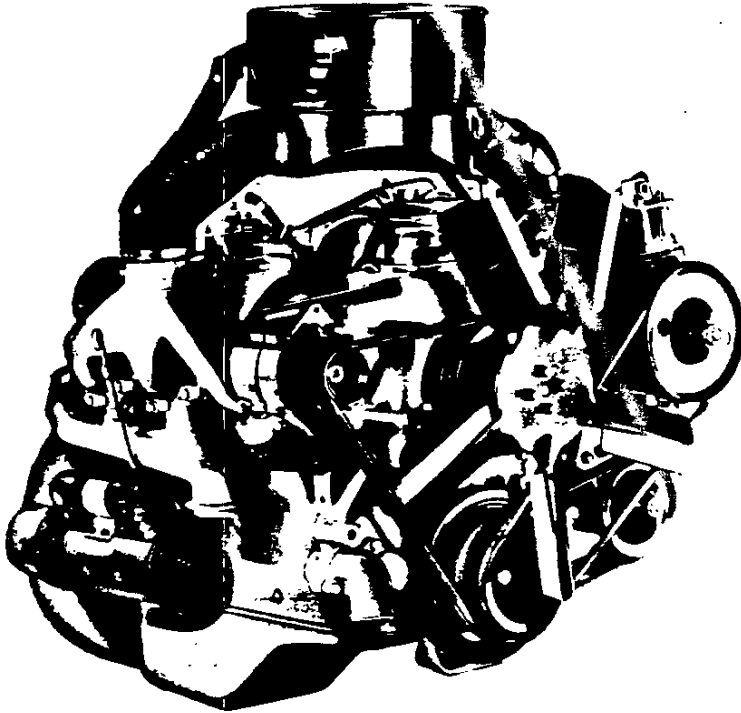
| | 401 V6 | 478 V6 |
|---|--|--------------|
| Basic Description | 60° V6; valve-in-head design | |
| Displacement (cu in) | 401 | 478 |
| Bore & Stroke (in) | 4.87 x 3.58 | 5.125 x 3.86 |
| Compression Ratio | 7.5:1 | |
| Gross Horsepower @ rpm | 237 @ 4000 | 254 @ 3700 |
| Net Horsepower @ rpm | 202 @ 3400 | 221 @ 3200 |
| Gross Torque (lb-ft) @ rpm | 372 @ 1600 | 442 @ 1400 |
| Net Torque (lb-ft) @ rpm | 348 @ 1600 | 410 @ 1400 |
| Air Cleaner | oil-wetted paper | |
| Bearings, Camshaft | steel-backed babbit | |
| 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 | |
| Bearings, Main | precision replaceable | |
| Material | steel-backed aluminum | |
| End Thrust | taken by Bearing 3 | |
| ID x Length (Projected Area sq in) | | |
| Bearings (1, 2 & 4) | 3.126 x 1.125 (3.517) | |
| Bearing (3) | 3.126 x 1.259 (3.903) | |
| Camshaft | high-alloy iron; lobes hardened and phosphate coated | |
| Drive | helical gear train | |
| Carburetor | downdraft | |
| No. of Barrels | two | |
| Make | Bendix-Stromberg | |
| Venturi ID (in) | 1 1/4 | 1 1/2 |
| 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 | alloy cast iron | |
| Cylinder Heads | alloy cast iron | |
| Distributor | Delco-Remy | |
| Filter, Fuel | | |
| Type | replaceable paper element | |
| Location | frame mounted | |
| Filter, Oil | 2-qt full-flow; replaceable element | |
| Governor | hydraulic-positive | |
| Full-Load Setting | 3400 | 3200 |
| 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 & Cooler) | 11 qts | |
| Piston Pins | alloy steel; full-floating tubular | |
| Diameter (in) | 1.24 | |

401 & 478 V6 ENGINES

SPECIFICATIONS

| | 401 V6 | 478 V6 |
|---|---|---|
| Piston Rings | 3 compression; 1 oil control | |
| Compression | 1—inside bevel modular iron 2 & 3—inside bevel cast iron | 1—inside bevel modular 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 | CR-43-N—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 | 130 gal/min @ 3400 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 | 21° BTDC | |
| Inlet Closes | 67° ABDC | |
| Exhaust Opens | 76° BBDC | |
| Exhaust Closes | 42° 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 | Ni-chrome coated, Silichrome XB steel, hard faced | |
| Face Coating | Ni-Chrome | |
| Overall Length (in) | 5.900 | |
| Head Diameter (in) | 1.888 | |
| Face Angle | 45° | |
| Seat Angle | 45° | |
| Lift (incl. lash) (in) | .464 | |
| Rotators | Positive base mounted | |
| 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 (incl. lash) (in) | .454 | |
| Ventilation, Crankcase | closed positive type | |

TORO-FLOW DH478 DIESEL



DH478 V6 (CG50)

Applications

Standard: CG50
Optional: None

Basic Specifications

Engine type V6 4-cycle
Piston displacement 478 cu in
Bore & stroke (nominal) 5 1/8" x 3 3/8"
Compression ratio 17.5:1

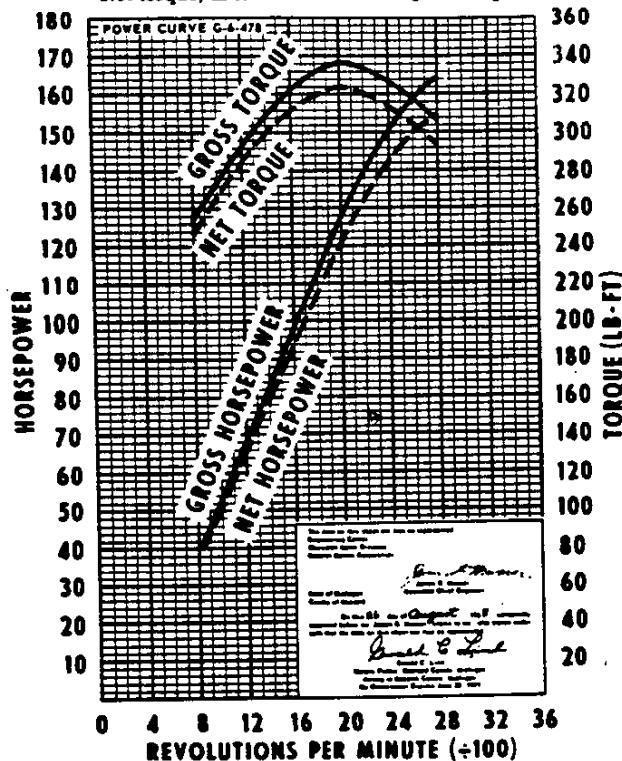
Test Procedures

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 165 @ 2800 rpm
Net horsepower 155 @ 2800 rpm
Gross torque, lb-ft. 337 @ 2000 rpm
Net torque, lb-ft. 325 @ 2000 rpm

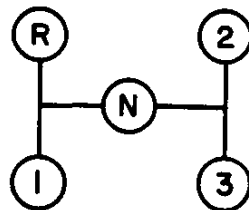
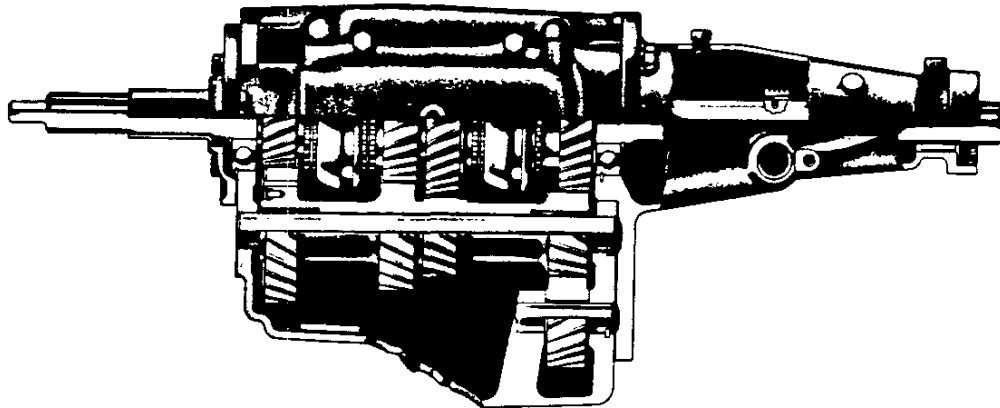


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EL CAMINO TRANSMISSIONS

3-SPEED TRANSMISSIONS



Gearshift Lever Positions

Specifications

Standard 3-Speed Fully Synchronized Transmission
 The 3-speed fully synchronized transmission is standard on all Series 10-20 models. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column. A special heavy-duty transmission is included when either the 350 V8 or 400 V8 engines are ordered. This unit is also standard on 4-wheel drive (KA 10-20 except K/5 Blazer models) engine applications.

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

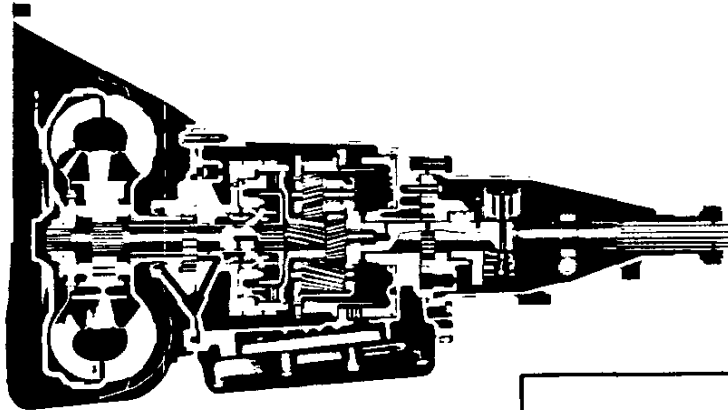
POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS

Specifications

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

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

A selector lever is mounted on the steering column with five positions: Park (P), Reverse (R), Neutral (N), Drive (D) and Low (L). For safety, the engine can only be started in either Park or Neutral position.



POWERGLIDE

The optional Turbo Hydra-matic 3-speed automatic provides greater performance, smoothness and flexibility through a 3-element torque converter with a compound planetary gearset. The additional forward gear, as compared to 2-speed automatics, affords improved fuel economy and better performance by more efficient use of engine torque thru all ranges.

A six-position selector provides the following ranges: Park (except 1-ton models where Park is blocked out), Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

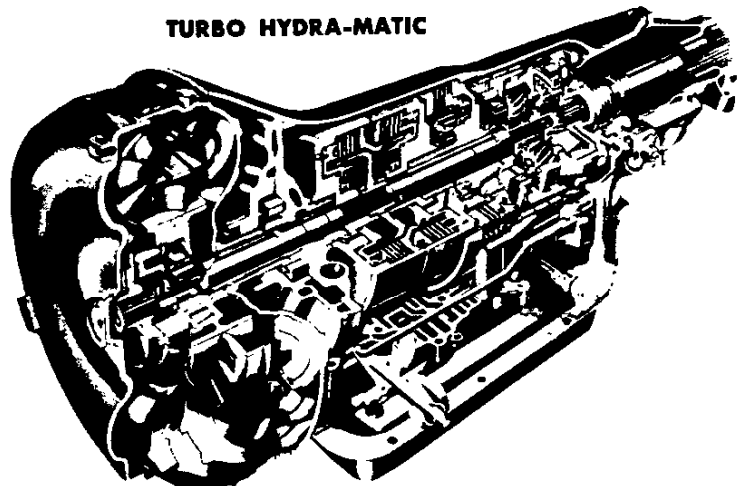
Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

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

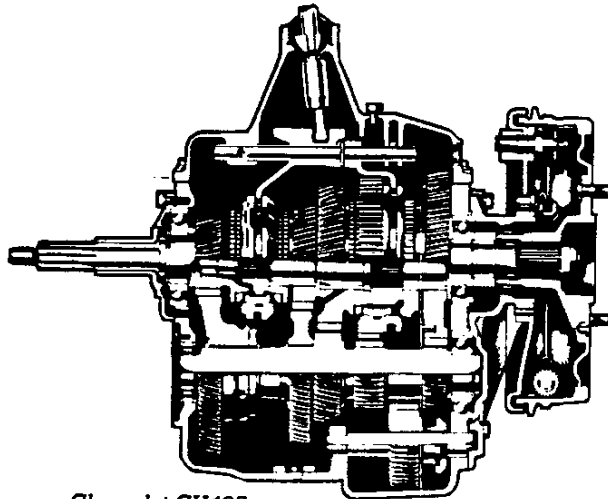
Specifications

| | | Turbo Hydra-matic | | | | |
|-------------------------------|------------------|------------------------------|---------------|-------------------------------------|---------------|------|
| Range Selector Lever Location | | Steering Column | | | | |
| | | 10-20 Series except w/400 V8 | | 30 Series and 10-20 Series w/400 V8 | | |
| Gear Ratios | Torque Converter | | Break-Lock-Up | away | Break-Lock-Up | away |
| | First | 2.52 | 5.29 | 2.48 | 5.70 | |
| | Second | 1.52 | 3.19 | 1.48 | 3.40 | |
| | Third | 1.00 | 2.10 | 1.00 | 2.30 | |
| | Reverse | 1.94 | 4.07 | 2.10 | 4.83 | |
| Gear Type | | Planetary | | | | |
| Torque Converter | Element Types | Pump, Stator, Turbine | | | | |
| | Lock-Up | Automatic | | | | |
| | Gear Type | Planetary | | | | |
| Lubricant Capacity | Dry Fill | 20 Pints | | 19 Pints | | |
| | Refill | 5 Pints | | 9 Pints | | |

TURBO HYDRA-MATIC



4-SPEED TRANSMISSIONS



Chevrolet CH465

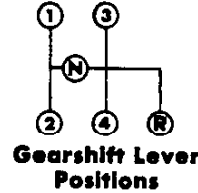
WARNER 4-SPEED

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

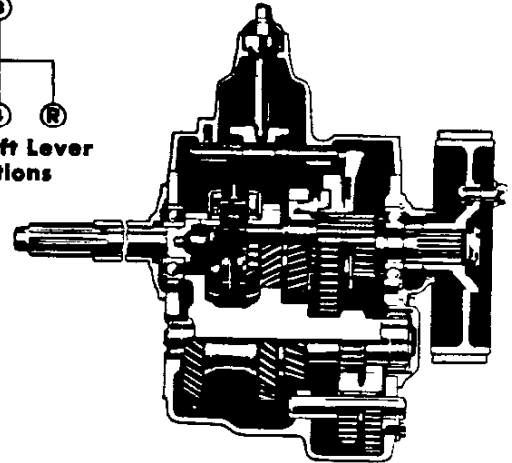
CHEVROLET CH465 4-SPEED

The Chevrolet 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchromesh gear engagement in second, third and fourth gears for clashless engagement and non-metallic coated shifter forks for quieter operation. A damper for reduced torsional gear rattle is used on 10-20-30 Series applications with rear wheel parking brakes.

High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. A magnetic collector removes metallic particles from the lubricant, reducing wear to moving parts.



Gearshift Lever Positions



New Process 435C
New Process 435CR

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

NEW PROCESS 4-SPEEDS

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

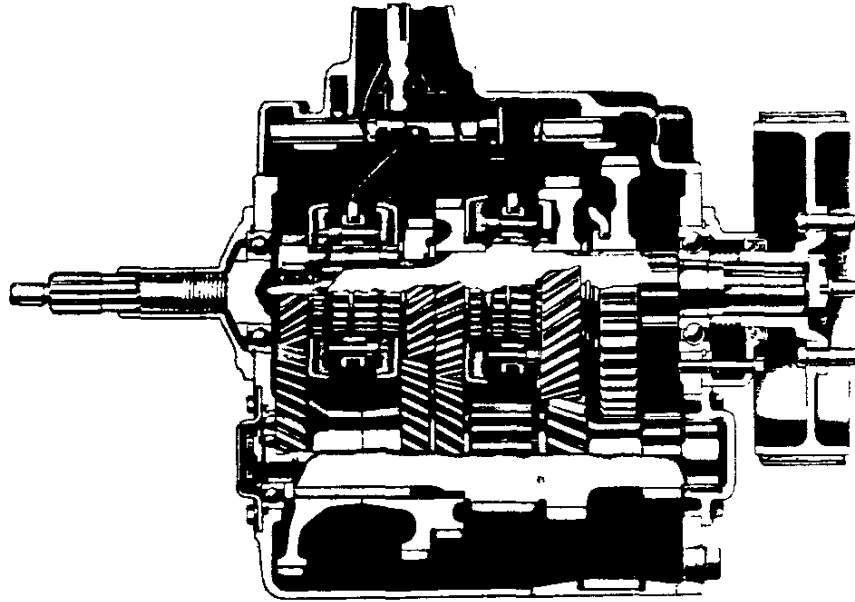
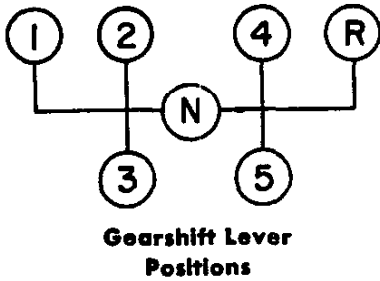
High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. Large synchronizer cones with more working surface provide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

Specifications

| | Warner T10 4-Speed | Chevrolet CH465 4-Speed | New Process 435C 4-Speed | New Process 435CR Close-Ratio 4-Speed |
|---|-----------------------|--------------------------------|-----------------------------|--|
| Synchronized Speeds | All | | 2nd, 3rd & 4th | |
| Gear Ratios: | | | | |
| First | 3.44 | 6.55 | 6.68 | 4.56 |
| Second | 2.28 | 3.58 | 3.34 | 2.28 |
| Third | 1.46 | 1.70 | 1.66 | 1.31 |
| Fourth | Direct | Direct | Direct | Direct |
| Reverse | 3.33 | 6.09 | 8.26 | 5.64 |
| Gear Types: | | | | |
| Helical | All | All Forward | 2nd, 3rd, 4th | |
| Spur | — | Reverse | 1st, Reverse | |
| Power Take-Off Data: | | | | |
| Opening type | — | “ | SAE Std 6-Bolt | |
| Location | — | Both Sides | Right Side | |
| Drive gear | — | 3rd Speed Gear on Countershaft | | |
| PTO gear rpm at 1000 engine rpm | — | 425 | 395 | 579 |
| PTO Pitch Line velocity at 1000 engine rpm | — | 560 Ft/Minute | 535 Ft/Minute | 740 Ft/Minute |
| Lubricants: | | | | |
| Oil Capacity | 3 Pints | 8 Pints | 7 Pints | |
| Type, grade | See Owner's Guide | | | |
| Brakes, Parking: | | | | |
| Type | Rear Wheels | Internal Expanding* | Drum & Band | Rear Wheels |
| Drum diameter (in) | — | 11.0 | 9.5 | — |
| Lining area (sq in) | — | 41.8 | 67.5 | — |

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

5-SPEED NEW PROCESS TRANSMISSIONS



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

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

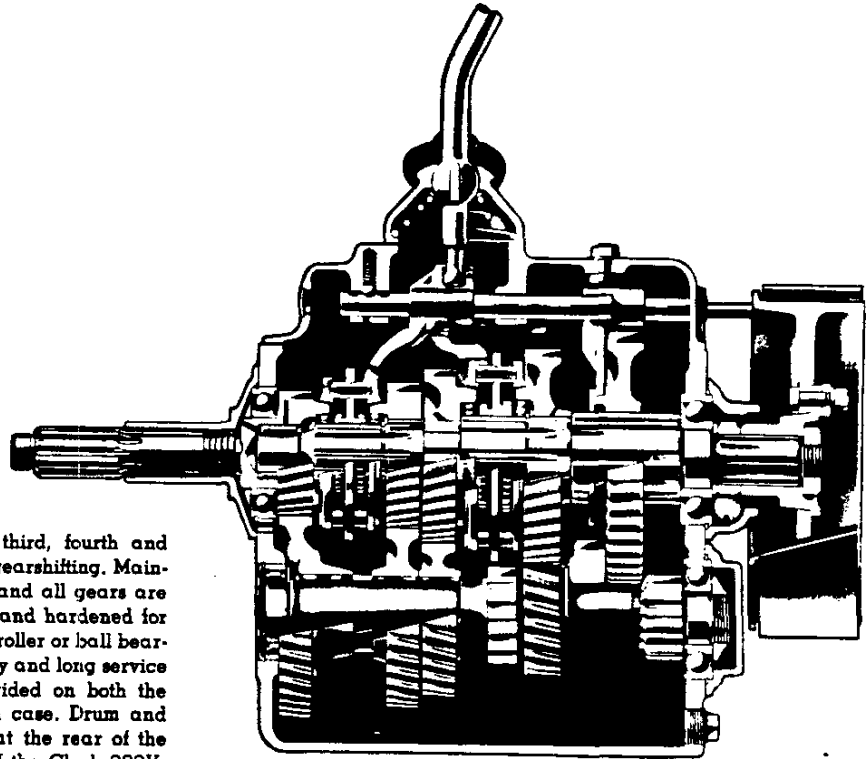
rigid shafts for accurate meshing of gear teeth and, along with extensive use of aluminum, helps minimize weight. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life. A magnetic chip collector in the bottom of the case also helps to reduce transmission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

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

Specifications

| | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Std-Ratio ³ 5-Speed | Close-Ratio 5-Speed |
|-------------------------------------|---|------------------------|-----------------------------------|------------------------|
| Model | 540CL | 540CD | 542CL | 542CD |
| Synchronized Speeds | 2nd, 3rd, 4th and 5th | | | |
| Gear Ratios: | | | | |
| First..... | 7.41 | 6.05 | 7.24 | 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: | | | | |
| Opening type; Location..... | SAE standard 6-Bolt Right- and left-hand side of transmission | | | |
| PTO gear rpm @ 1000 engine rpm..... | 375 left 456 right | 457 left 558 right | 369 left 425 right | 434 left 500 right |
| Lubricants: | | | | |
| Oil capacity..... | 9½ pints | 9½ pints | 9 pints | 10 pints |
| Type, grade..... | See Owner's Guide | | | |
| Brakes, Parking: | | | | |
| Type..... | Drum and band | | | |
| Drum diameter (in)..... | 9.5 | | | |
| Lining area (sq in)..... | 67.5 | | | |

5-SPEED CLARK TRANSMISSIONS



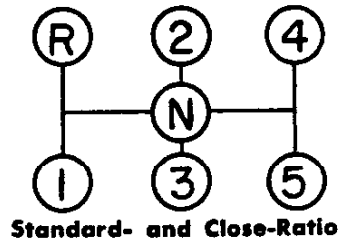
Synchromesh engagement of second, third, fourth and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings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

Specifications

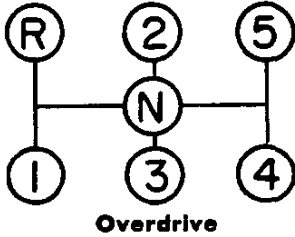
| | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Over-drive 5-Speed | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Std-Ratio 5-Speed |
|--------------------------------|--------------------------------------|------------------------|-----------------------|-----------------------|------------------------|-----------------------|------------------------|-----------------------|
| Model | 285V | 282V | 280VO | 325V | 327V | 385V | 387V | 401V |
| Gear Ratios: | | | | | | | | |
| First..... | 6.99 | 6.99 | 5.98 | 7.01 | 6.27 | 7.01 | 6.27 | 7.07 |
| Second..... | 4.09 | 4.09 | 3.50 | 3.97 | 3.55 | 3.97 | 3.55 | 4.33 |
| Third..... | 2.24 | 2.17 | 1.86 | 2.34 | 1.89 | 2.34 | 1.89 | 2.68 |
| Fourth..... | 1.47 | 1.17 | 1.00 | 1.42 | 1.18 | 1.42 | 1.18 | 1.64 |
| Fifth..... | Direct | Direct | .80 | Direct | Direct | Direct | Direct | Direct |
| Reverse..... | 5.89 | 5.89 | 5.04 | 5.71 | 5.11 | 5.71 | 5.11 | 6.90 |
| Gear Types: | | | | | | | | |
| Helical..... | 2, 3, 4, 5 | | | | | | | |
| Spur..... | 1, Reverse | | | | | | | |
| Bearing Types: | | | | | | | | |
| Mainshaft, front... | Roller | | | | | | | |
| Mainshaft, rear... | Ball | | | | | | | |
| Countershaft, front... | Roller | | | | | | | |
| Countershaft, rear... | Ball | | | | | | | |
| Power Take-Off Data: | | | | | | | | |
| Opening type..... | SAE standard 6-Bolt | | | | | | | |
| Location..... | Right and left sides of transmission | | | | | | | |
| PTO gear rpm @ 1000 engine rpm | 464 left 489 right | 464 left 489 right | 542 left 571 right | 515 left 540 right | 577 left 604 right | 515 left 540 right | 577 left 604 right | 381 left 698 right |
| Lubricants: | | | | | | | | |
| Oil capacity..... | 8 pints | | 14 pints | | 14 pints | | 22 pints | |
| Type, grade..... | See Owner's Guide | | | | | | | |
| Brake, Parking: | | | | | | | | |
| Type..... | Drum & band | | | | | | | |
| Drum diameter (in.) | 9.5 | | 10.5 | | 11.5 | | | |
| Lining area (sq in.) | 85.0 | | 99.1 | | 126.0 | | | |

5-SPEED SPICER TRANSMISSIONS

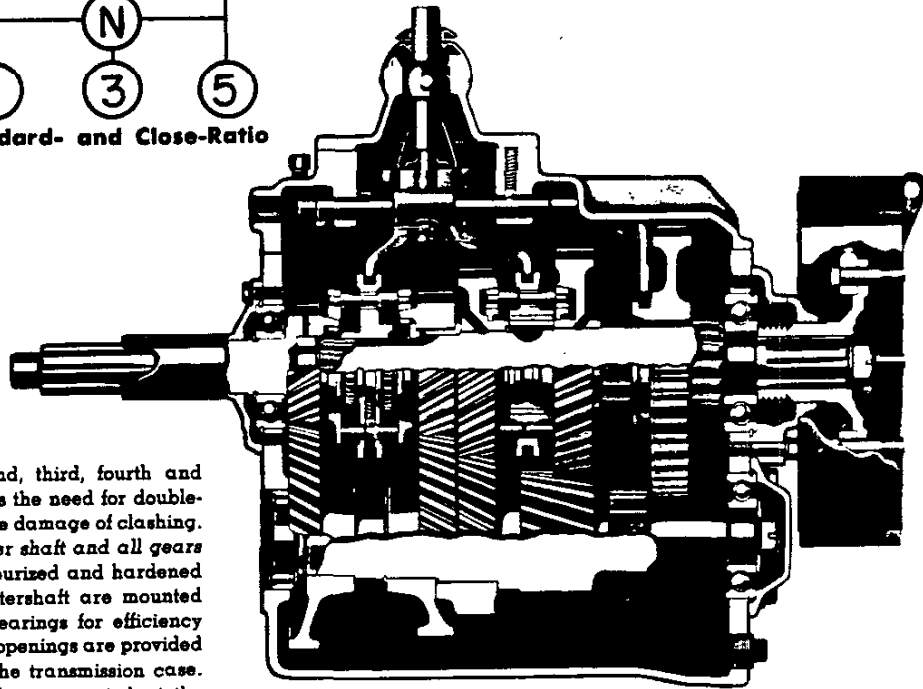
Gearshift Lever Positions



Standard- and Close-Ratio



Overdrive

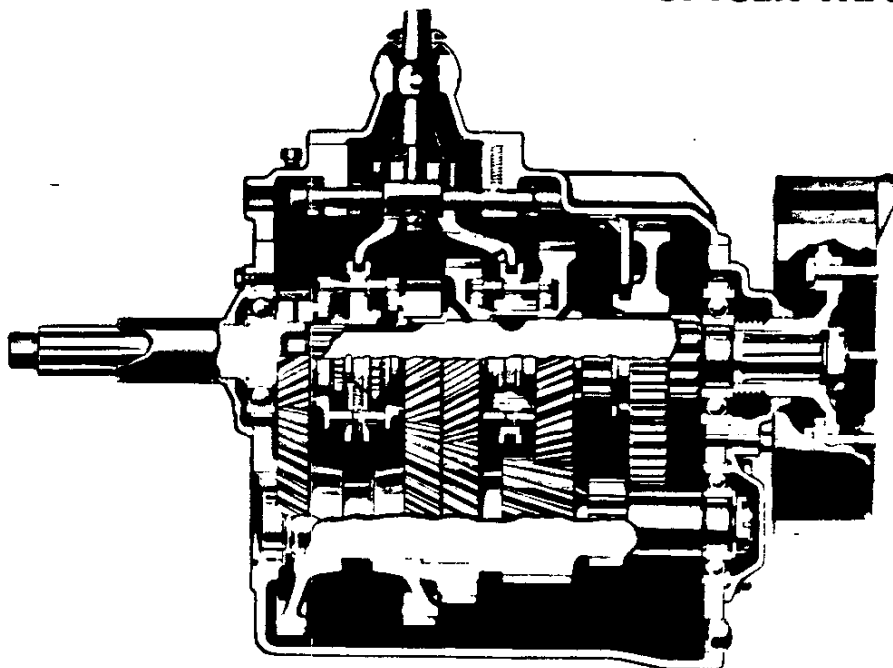


Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability.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

Specifications

| | Std-Ratio 5-Speed | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Close-Ratio 5-Speed | Overdrive 5-Speed | Std-Ratio 5-Speed | Close-Ratio 5-Speed |
|----------------------------------|------------------------------------|-------------------|---------------------|---------------------|-------------------|-------------------|---------------------|
| Model | 5652 | 5652B | 5752C | 5756B | 3153 | 3152F | 3152A |
| Synchronized Speeds | 2nd, 3rd, 4th and 5th | | | | | | |
| Gear Ratios: | | | | | | | |
| First..... | 7.08 | 7.08 | 6.10 | 6.50 | 6.00 | 7.07 | 6.00 |
| Second..... | 3.83 | 4.37 | 3.30 | 3.52 | 3.31 | 3.90 | 3.31 |
| Third..... | 2.36 | 2.50 | 1.81 | 1.93 | 1.94 | 2.29 | 1.94 |
| Fourth..... | 1.45 | 1.45 | 1.17 | 1.18 | Direct | 1.37 | 1.16 |
| Fifth..... | Direct | Direct | Direct | Direct | 0.79 | Direct | Direct |
| Reverse..... | 7.50 | 7.50 | 6.46 | 6.88 | 5.90 | 6.96 | 5.90 |
| Gear Types: | | | | | | | |
| Helical..... | 2nd, 3rd, 4th and 5th | | | | | | |
| Spur..... | 1st and Reverse | | | | | | |
| Bearing Types: | | | | | | | |
| Mainshaft, front..... | Roller | | | | | | |
| Mainshaft, rear..... | Ball | | | | | | |
| Countershaft, front..... | Roller | | | | | | |
| Countershaft, rear..... | Ball | | | | | | |
| Power Take-Off Data: | | | | | | | |
| Opening type; Location..... | SAE 6-Bolt: Left SAE 8-Bolt: Right | | | | | | |
| PTO gear rpm at 1000 engine rpm: | | | | | | | |
| Left side..... | 408 | 408 | 473 | 444 | 509 | 509 | 509 |
| Right side..... | 489 | 489 | 568 | 533 | 578 | 578 | 578 |
| Lubricants: | | | | | | | |
| Oil capacity..... | 13 Pints | | 12 Pints | | | 10 Pints | |
| Type, grade..... | See Owner's Guide | | | | | | |
| Brake, Parking: | | | | | | | |
| Type..... | Drum & Band | | | | | | |
| Drum diameter (in)..... | 10.5 | | | | 9.5 | | |
| Lining area (sq in)..... | 99.1 | | | | 85 | | |

5-SPEED SPICER TRANSMISSIONS

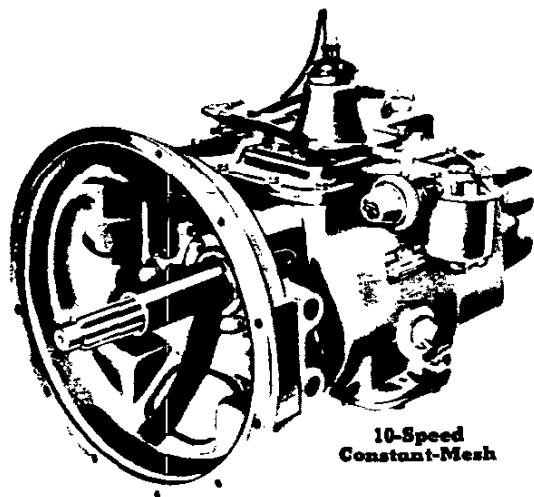


Specifications

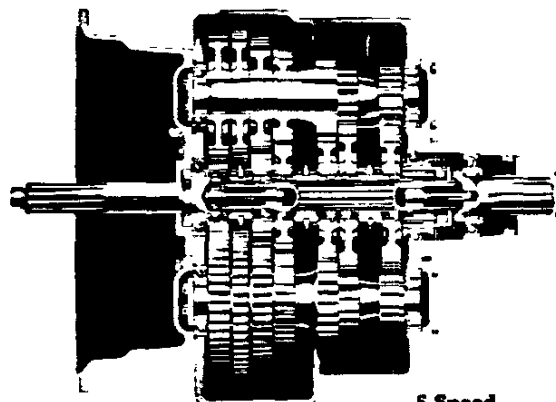
| | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Overdrive 5-Speed | Std-Ratio 5-Speed | Close-Ratio 5-Speed | Std-Ratio 5-Speed |
|-------------------------------------|----------------------|------------------------|----------------------|----------------------|------------------------|-----------------------------|
| Model | 6852K | 6852S | 6853C | 7352B | 7452E | 8552A 8554A |
| Case Material | Cast iron (a) | | | | | |
| Synchronized Speeds | 2nd thru 5th | | | None | | |
| Gear Ratios: | | | | | | |
| First | 6.70 | 5.71 | 5.71 | 7.28 | 6.58 | 7.30 |
| Second | 4.02 | 3.20 | 3.00 | 4.38 | 3.70 | 4.17 |
| Third | 2.49 | 1.89 | 1.78 | 2.71 | 1.94 | 2.52 |
| Fourth | 1.57 | 1.15 | 1.00 | 1.61 | 1.18 | 1.56 |
| Fifth | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 |
| Reverse | 6.72 | 5.73 | 5.73 | 7.33 | 6.62 | 7.00 |
| Gear Types: | | | | | | |
| Helical | 2nd, 3rd, 4th & 5th | | | All Forward | | |
| Spur | 1st & Reverse | | | Reverse | | |
| Bearing Types: | | | | | | |
| Mainshaft, front | Roller | | | | | |
| Mainshaft, rear | Ball | | | | | |
| Countershaft, front | Roller | | | | | Double Tapered Roller |
| Countershaft, rear | Roller | | | | | |
| Power Take-Off Data: | | | | | | |
| Opening type: Left | SAE 6-bolt | | SAE 6-bolt | | SAE 6-bolt | |
| Right | SAE 6-bolt | | SAE 8-bolt | | SAE 6-bolt | |
| PTO gear rpm at 1000 engine rpm: | | | | | | |
| Left side | 560 | 560 | 560 | 440 | 486 | 469 |
| Right side | 568 | 666 | 666 | 522 | 578 | 469 |
| Lubricants: | | | | | | |
| Oil capacity | 17 | 17 | 17 | 18 | 18 | 24 |
| Type, grade | See Owner's Guide | | | | | |

(a) Except 8554A which is aluminum

FULLER TRANSMISSIONS



10-Speed
Constant-Mesh



5-Speed
Constant-Mesh

Specifications

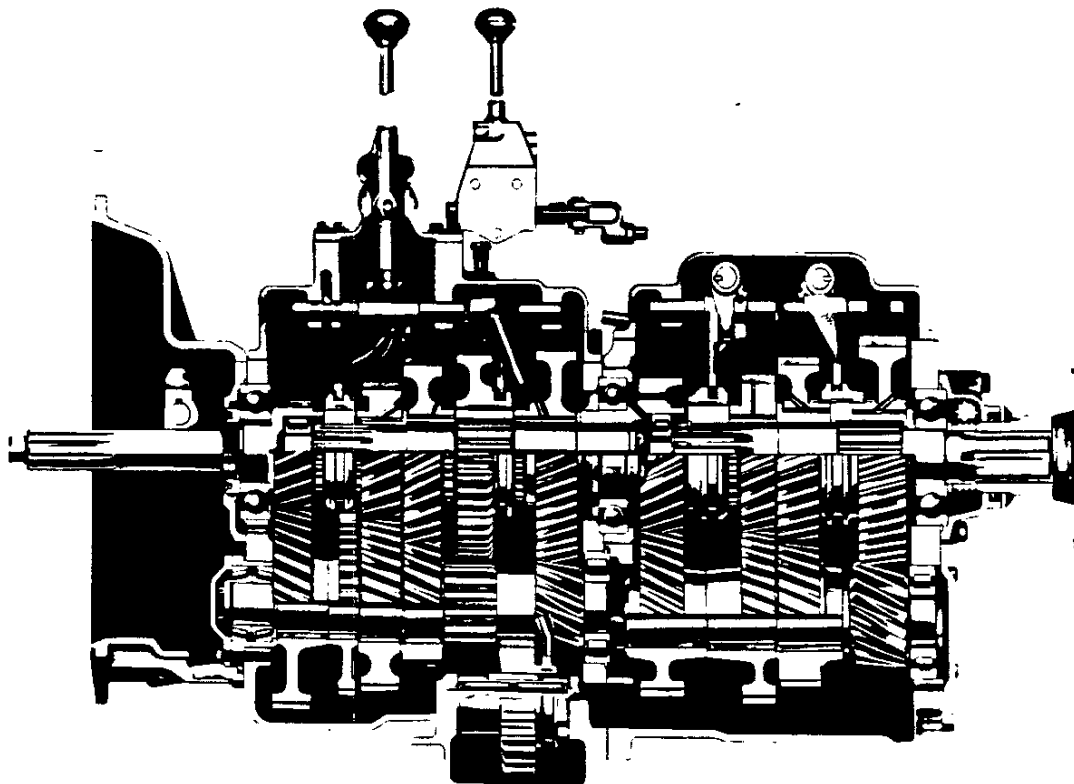
Fuller Twin Countershaft Transmissions

The Fuller twin-countershaft transmissions are available, on Chevrolet models, with 5, 10 or 13 speeds forward. The engine input torque is equally divided between the twin countershaft assemblies. The mainshaft gears are in constant mesh in the twin countershaft gears and are located directly between them. All mainshaft gears rotate clear of the mainshaft until they are clutched to the shaft. The two sets of countershaft gears keep the mainshaft gears centered between them aiding in alignment and reducing radial loads. The design provides a short overall length, light weight and a shallow depth which permits greater application versatility for short wheelbase vehicles.

The RT-910, ten-speed, model has a five-speed front and a two-speed range section in one compact case. The RTO-913 is essentially the same as the RT-910 with the addition of an overdrive splitter gear. One ratio in the front or five-speed section is used only in low range as a low-low or starting gear. The remaining four ratios are used once through the low range and once through the high range of the auxiliary. Four extra ratios are obtained by splitting each high range gear ratio, giving eight closely spaced ratios in the high range.

| | 5-Speed Constant-Mesh | 10-Speed Constant-Mesh | 13-Speed Constant-Mesh | |
|----------------------------------|--------------------------|---------------------------|---------------------------|-----------|
| Model Number | T-905A | RT-910 | RTO-913 | |
| Case Material | Cast Iron | | | |
| Synchronized Speeds | None | | | |
| Gear Ratios: | | | | Overdrive |
| Low | — | — | 12.50 | — |
| First | 6.35 | 8.05 | 8.35 | — |
| Second | 3.75 | 6.30 | 6.12 | — |
| Third | 2.38 | 4.99 | 4.56 | — |
| Fourth | 1.54 | 3.95 | 3.38 | — |
| Fifth | 1.00 | 3.20 | 2.47 | 2.14 |
| Sixth | — | 2.51 | 1.81 | 1.57 |
| Seventh | — | 1.97 | 1.35 | 1.17 |
| Eighth | — | 1.56 | 1.00 | 0.87 |
| Ninth | — | 1.24 | — | — |
| Tenth | — | 1.00 | — | — |
| Reverse, lo range | — | 8.73 | 13.07 | — |
| Reverse, hi range | 6.48 | 2.73 | 3.87 | — |
| Power Take-Off Data: | | | | |
| RH Side | SAE 6-bolt | | | |
| Bottom | SAE 8-bolt | | | |
| Lubricants: | | | | |
| Oil capacity (pts) | 22 | 26 | 24 | |
| Type, grade | See Owner's Guide | | | |

16-SPEED SPICER TRANSMISSIONS



The Spicer sixteen-speed compound transmissions are composed of a four-speed main unit and an attached four-speed auxiliary rear section. Each is controlled by a separate shaft lever. All forward speed gears are constant-mesh helical type and the reverse gears are spur type. All gears are made of carburized and hardened alloy steel. The cases are cast iron and feature several PTO openings as shown on the specifications chart.

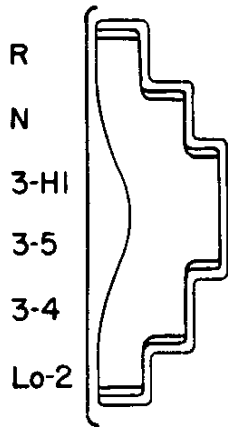
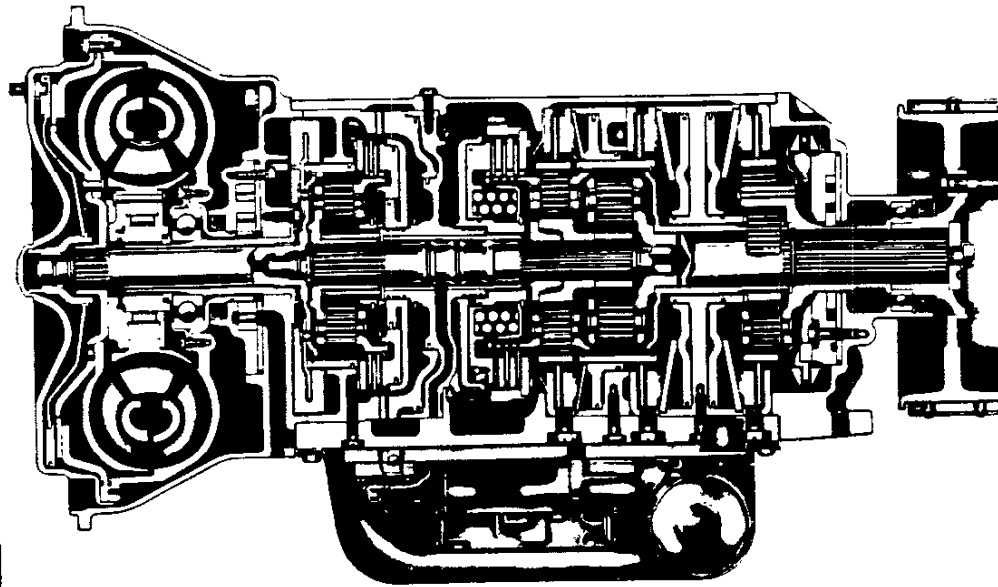
The basic advantage of a compound transmission is the compact, lightweight installation afforded by elimination of externally mounted auxiliaries. All gear reductions needed are available without the use of multiple-speed axles or complex drivelines.

Shifting the Spicer 16-speed transmissions is accomplished by placing the main unit in first gear and shifting the auxiliary through its four speeds. The same procedure is followed for the rest of the main speeds with the exception of not using the auxiliary's low-low gear with main speeds two through four.

Specifications

| | 16-Speed Constant-Mesh | | | | 16-Speed Constant-Mesh | | | |
|-----------------------------|---------------------------|-------|--------|-------|---------------------------|-------|--------|-------|
| Model Number | 8516-3B | | | | 8716-3B | | | |
| Case Material | Cast Iron | | | | | | | |
| Synchronized Speeds | None | | | | | | | |
| Gear Ratios: | | | | | | | | |
| Main Unit..... | Auxiliary Unit | | | | Auxiliary Unit | | | |
| | Low | Under | Direct | Over | Low | Under | Direct | Over |
| | Low | Drive | Drive | Drive | Low | Drive | Drive | Drive |
| First..... | 10.45 | 7.96 | 6.53 | 5.30 | 8.17 | 6.08 | 5.11 | 4.29 |
| Second..... | 5.47 | 4.17 | 3.42 | 2.78 | 4.72 | 3.51 | 2.95 | 2.48 |
| Third..... | 2.98 | 2.27 | 1.86 | 1.51 | 2.73 | 2.03 | 1.71 | 1.44 |
| Fourth..... | 1.60 | 1.22 | 1.00 | 0.81 | 1.60 | 1.19 | 1.00 | 0.84 |
| Reverse..... | 10.22 | 7.78 | 6.39 | 5.19 | 8.00 | 5.95 | 5.00 | 4.20 |
| Power Take-Off Data: | Main | | | | Auxiliary | | | |
| Location..... | Both Sides | | | | RH Side | | | |
| Openings RH..... | SAE 6-bolt | | | | SAE 6-bolt | | | |
| LH..... | SAE 6-bolt | | | | — | | | |
| Lubricants: | | | | | | | | |
| Capacity (pints)..... | 28 | | | | 32 | | | |
| Type, Grade..... | See Owner's Guide | | | | | | | |

6-SPEED ALLISON AUTOMATIC TRANSMISSION



Allison Automatic Range Control

Specifications

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

Advantages

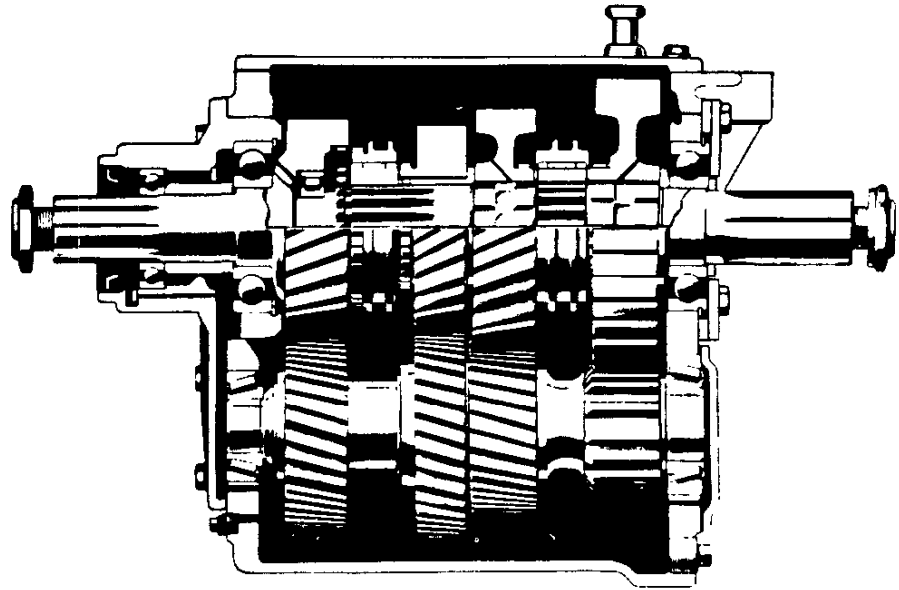
- Shorter trip times** possible through power-on shifts and efficient use of engine power by automatic shifting.
- Greater payloads** possible through shorter trip times, thus permitting more tonnage to be hauled per day.
- Fuel economy** through power-on shifts and automatic converter lock-up clutch.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

Features

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

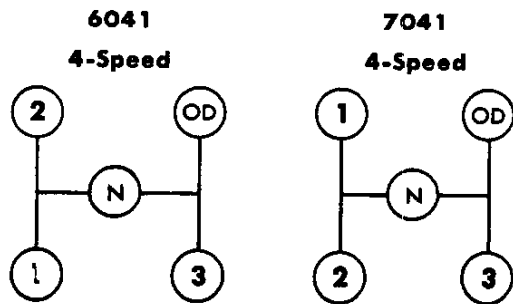
*Lockup is gear ratios without the converter; breakaway is maximum ratio at stall speed with converter.
 ★Speed of PTO gear in neutral varies directly as converter turbine shaft speed varies with load on power.

AUXILIARY TRANSMISSIONS



Spicer 7041 4-Speed

Gearshift Lever Positions



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

These Spicer auxiliary transmissions combine low gear ratios necessary for heavy-duty off-highway usage with closely spaced gears and an overdrive gear needed for efficient on-highway empty operations. Three power take-off locations on the 8300 models facilitate easy accessory power hookups. All gears are helical constant mesh for easier and quieter shifting. Shafts and gears are precision machined and carburized for resistance to wear.

Specifications

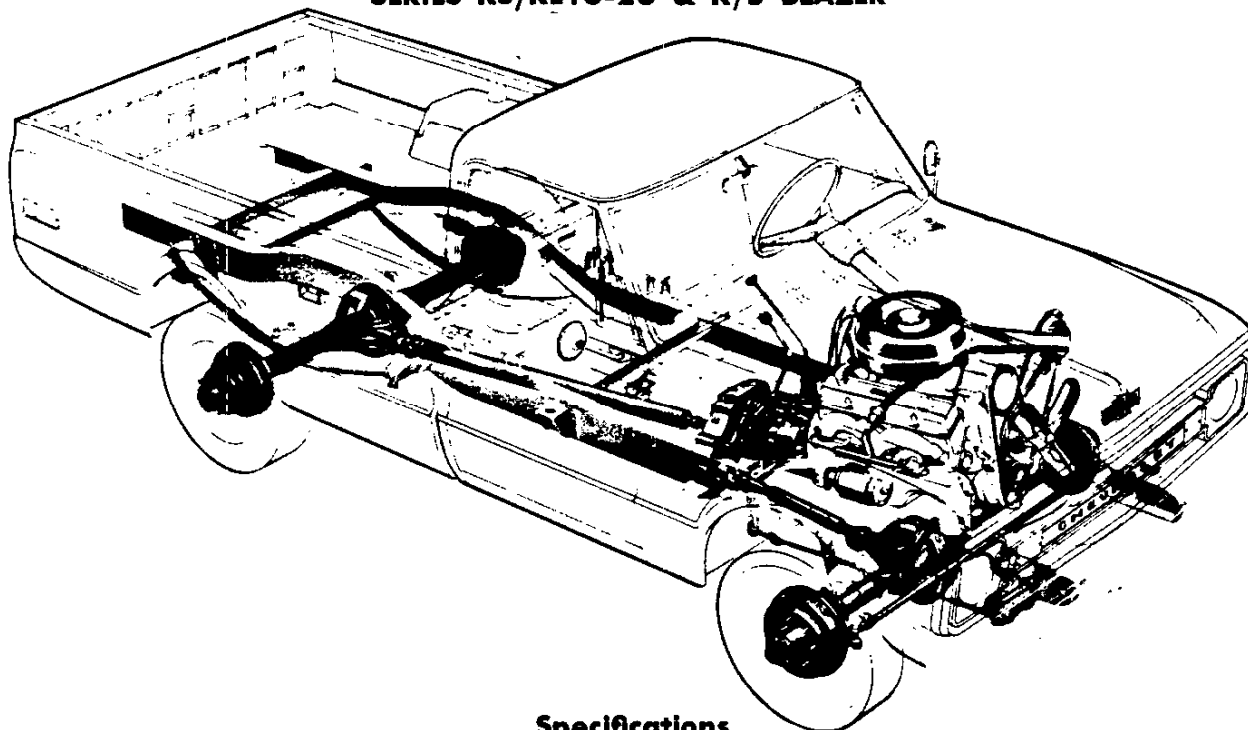
| Make & Model | 4-Speed | | | |
|-----------------------------|----------------|-------------|-----------------|-------------------------------|
| | Spicer 6041 | Spicer 7041 | Spicer 8341C | Spicer 8341F Spicer 8345F* |
| Ratios | | | | |
| First | 2.14 | 2.31 | 2.40 | 1.60 |
| Second | 1.24 | 1.21 | 1.19 | 1.19 |
| Third | Direct | Direct | Direct | Direct |
| Overdrive | .86 | .83 | .84 | .84 |
| Gear Types | Helical | | | |
| Lever Location | Floor mounted | | | |
| Power Take-Off Data: | | | | |
| Type | SAE std 6-bolt | | | |
| Number of outlets | 2 | | 3 | |
| Locations | RH and top | | RH, LH, and top | |
| Lubricants: | | | | |
| Oil capacity (pts) | 8 | 11 | 12 | |

*Aluminum case

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE

SERIES KS/KE10-20 & K/5 BLAZER



Specifications

| | | |
|-----------------------------------|--|--|
| Make & Model No. | Dana 20 | New Process 205 |
| Availability | K/5 Blazer (Manual Trans) | KS/KE-10-20 & K/5 Blazer (Auto Trans) |
| Ratios: Hi Range..... | 1.00 to 1 | 1.00 to 1 |
| Lo Range..... | 2.03 to 1 | 1.96 to 1 |
| Lever Positions | 4-Lo (All wheel underdrive) N (Neutral) 2-Hi (Rear wheel drive) 4-Hi (All wheel direct drive) | |
| Lever Location | Rear of trans. shift lever Floor, right of center | |
| Power Take-Off Data: | | |
| Opening & Location..... | 10-bolt; Bottom | SAE 6-bolt; Left side |
| Lubricants: | | |
| Oil capacity..... | 2.75 pints | 5.2 pints |
| Type, grade..... | See Owner's Guide | |

The transfer case on Four-Wheel-Drive models is bolted directly to the transmission case tailshaft through an adapter, eliminating the intermediate propeller shaft linking the two gear boxes. In four-wheel-drive position, driver has the choice of direct drive or underdrive. Control is through a single lever having four positions. From the rear toward the front of the truck, these positions are: direct drive; two-wheel direct drive; neutral and four-wheel

underdrive.

All gears and shafts are accurately machined from alloy steel, carburized and hardened for durability. Shafts are mounted on antifriction ball or roller bearings for efficiency and long service life.

A power take-off opening is provided on both the Dana 20 and the new Process 205 Transfer Cases.

ODOMETER CORRECTIONS

Speedometer drive gears are cut to the nearest full tooth when they are manufactured. This causes errors in the mileage indicated on the odometer in the vehicle when various transmission and rear axle combinations are used. Changing tires from a smaller to a larger tire size also causes errors in the indicated mileage. These errors are reduced by the use of adaptors that are placed on the speedometer gears when optional transmissions, optional rear axles or optional larger rear tires are ordered from the factory. As an example, if a 60 Series truck were equipped with a New Process 5-speed transmission, a 7.20 rear axle ratio and 8.25 x 20

rear tires, the speedometer error without an adaptor would be -4.88%. For every 100 miles the vehicle actually traveled, only 95.12 miles would register on the odometer. With an adaptor placed on the speedometer, the error would be reduced to 1.06%. For every 100 actual miles traveled by the vehicle, it would register 101.6 on the odometer.

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

DRIVELINE

DESIGN AND FEATURES

Hotchkiss drive is featured on all Chevrolet trucks equipped with single rear axle except CS/CE10-20 and PS10 models with the standard coil spring rear suspension. It is also used on the C20 Longhorn (which has standard leaf springs) and on CS/CE10-20 models with the optional leaf type rear suspension. Driveline serves only to transmit power between transmission and rear axle. Rear springs cushion the driving and braking forces at the rear axle for smooth operation. Hotchkiss drive keeps chassis weight down and provides efficient power transfer in all types of truck service.

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

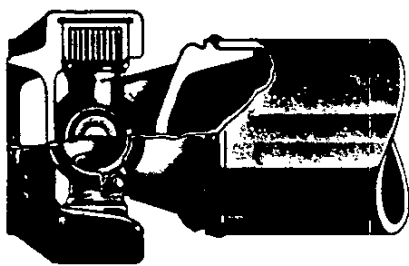
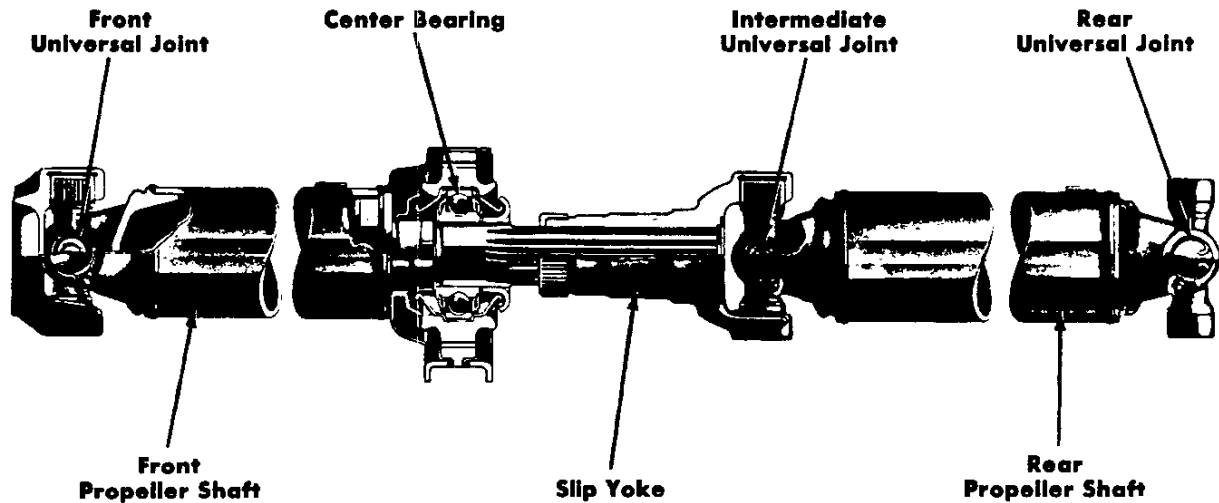
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

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

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

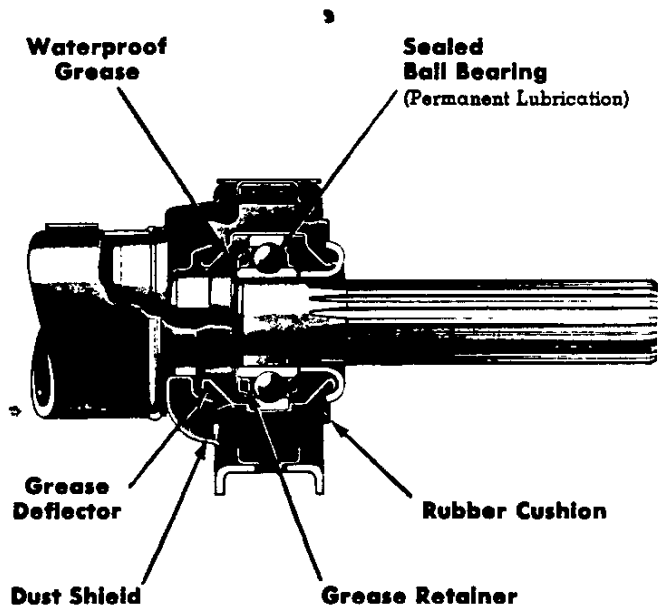
Center bearings, standard on many models, divide driveline into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

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



Universal Joint

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



Center Bearing

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

DRIVELINE

SPECIFICATIONS

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

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

| Series | Propeller Shaft Diameter (in) | | | | | Universal Joints | | | | | | | |
|------------------------------|-------------------------------|-----------------|------------------------------|-------------------|------|------------------|--------|------|------|------|------|---|--|
| | No. Used | Front or Single | Center or Front Intermediate | Rear Intermediate | Rear | No. Used | Series | | | | | | |
| | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| CS105, K/5 Blazer | 1 | | | | 2.75 | 2 | 1285 | 1285 | | | | | |
| CE105, K/5 Blazer | 1 | | | | 2.75 | 2 | 1285 | 1285 | | | | | |
| CS107 | 1 | 3.50 | | | | 2 | 1285 | 1285 | | | | | |
| CE107; CS/CE109 | 2 | 2.00 | | | 2.00 | 3 | 1285 | 1285 | 1285 | | | | |
| CS/CE209 | 2 | 2.00 | | | 2.00 | 3 | 1315 | 1350 | 1350 | | | | |
| CS/CE210 | 2 | 2.75 | | | 2.75 | 3 | 1315 | 1350 | 1350 | | | | |
| CS310 | 2 | 2.75 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| CE310 | 2 | 2.75 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| CS314 | 2 | 3.00 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| CE314 | 2 | 3.00 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| KS105, K/5 Blazer | 1 | | | | 2.50 | 2 | 1315 | 1315 | | | | | |
| KE105, K/5 Blazer | 1 | | | | 2.50 | 2 | 1315 | 1315 | | | | | |
| KS/KE107 | 1 | | | | 3.00 | 2 | 1315 | 1315 | | | | | |
| KS/KE109 | 1 | | | | 4.50 | 2 | 1315 | 1315 | | | | | |
| KS/KE209 | 1 | | | | 4.50 | 2 | 1350 | 1350 | | | | | |
| PS105 | 1 | 2.75 | | | | 2 | 1285 | 1285 | | | | | |
| PS/PE208 | 2 | 2.75 | | | 2.50 | 3 | 1315 | 1350 | 1350 | | | | |
| PS/PE210 | 2 | 2.75 | | | 3.00 | 3 | 1315 | 1350 | 1350 | | | | |
| PS/PE/PT308 | 2 | 2.75 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| PS/PE/PT310 | 2 | 2.75 | | | 3.00 | 3 | 1350 | 1350 | 1350 | | | | |
| PS/PE/PT314 | 2 | 3.50 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| PS414 | 2 | 2.50 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| PS421 | 3 | 2.50 | 2.50 | | 2.75 | 4 | 1350 | 1350 | 1350 | 1350 | | | |
| CE410-412-414; CS/SS414 | 2 | 2.50 | | | 2.75 | 3 | 1350 | 1350 | 1350 | | | | |
| CE417 | 3 | 2.50 | 2.50 | | 2.75 | 4 | 1350 | 1350 | 1350 | 1350 | | | |
| CS410-412 | 2 | 2.50 | | | 2.50 | 3 | 1350 | 1350 | 1350 | | | | |
| CS417 | 3 | 2.50 | 2.50 | | 2.50 | 4 | 1350 | 1350 | 1350 | 1350 | | | |
| CDS10-512-514 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| CDS17-518-519-520-523 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| CE510-512-514 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| CG510-512-514 | 2 | 3.00 | | | 3.00 | 3 | 1480 | 1480 | 1480 | | | | |
| CG517-518-519-520-523 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1480 | 1480 | 1480 | | | | |
| CD525 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1410 | 1410 | 1410 | 1410 | 1410 | | |
| CG525 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1480 | 1480 | 1480 | 1480 | 1480 | | |
| CS510 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| CE517-518-519-520-523 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| CS512-514 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| CS517-518-519-520; SS520-523 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| CS/CE525 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1410 | 1410 | 1410 | 1410 | 1410 | | |
| ME514-517 | 2 | 3.50 | | | 3.50 | 3 | 1410 | 1410 | 1410 | | | | |
| ME520 | 3 | 3.50 | 3.50 | | 3.50 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| SES25-528-531 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1410 | 1410 | 1410 | 1410 | 1410 | | |
| SS525-528 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1410 | 1410 | 1410 | 1410 | 1410 | | |
| TSS18-520 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| TE518-520 | 2 | 3.00 | | | 3.00 | 3 | 1480 | 1480 | 1480 | | | | |
| TS525 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| TE525 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1480 | 1480 | 1480 | 1480 | | | |
| CE610-612-614 | 2 | 3.00 | | | 3.00 | 3 | 1410 | 1410 | 1410 | | | | |
| CE617-618-619 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| CE620-623 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1410 | 1410 | 1410 | 1410 | | | |
| CE625 | 4 | 3.00 | 3.00 | 3.00 | 3.00 | 5 | 1410 | 1410 | 1410 | 1410 | 1410 | | |
| TE618-620 | 2 | 3.00 | 3.00 | | 3.00 | 3 | 1480 | 1480 | 1480 | | | | |
| TE625 | 3 | 3.00 | 3.00 | | 3.00 | 4 | 1480 | 1480 | 1480 | 1480 | | | |
| ME614-617-620 | 3 | 3.50 | 3.50 | | 3.50 | 5 | 1480 | 1480 | 1480 | 1480 | 1480 | | |
| TV712-714 | 1 | 3.50 | | | | 2 | 1480 | 1480 | | | | | |

SPECIFICATIONS

| Series | Propeller Shaft Diameter (in.) | | | | | | Universal Joints | | | | | | |
|------------------------|--------------------------------|-----------------|------------------------------|-------------------|------|----------|------------------|------|------|------|------|------|--|
| | No. Used | Front or Single | Center or Front Intermediate | Rear Intermediate | Rear | No. Used | Series | | | | | | |
| | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | |
| HMB10-812-813-814-817 | 2 | 3.50 | | | 3.50 | 3 | 1480 | 1480 | 1480 | | | | |
| HMB20-823-825 | 3 | 3.50 | 3.50 | | 3.50 | 4 | 1480 | 1480 | 1480 | 1480 | | | |
| HV712-714-717 | 2 | 3.50 | | | 3.50 | 3 | 58WB | 58WB | 58WB | | | | |
| HV720-723-725 | 3 | 3.50 | 3.50 | | 3.50 | 4 | 58WB | 58WB | 58WB | 58WB | | | |
| JV714 | 3 | 3.50 | 3.50 | 3.50 | | 5 | 58WB | 58WB | 58WB | 58WB | 58WB | | |
| JV717-720-721 | 4 | 3.50 | 3.50 | | | 6 | 58WB | 58WB | 68WB | 58WB | 58WB | 58WB | |
| JM817-820-821-823 | 4 | 3.50 | 3.50 | 3.50 | 3.50 | 6 | 1480 | 1480 | 1480 | 1480 | 1480 | 1480 | |
| TM812-814 | 1 | 3.50 | | | | 2 | 1480 | 1480 | | | | | |
| TM818-820-823 | 2 | 3.50 | | | 3.50 | 3 | 1480 | 1480 | 1480 | | | | |
| HI910 | | | | | | | | | | | | | |
| HI/HN912-913-914 | | | | | | | | | | | | | |
| HI/HN917 | | | | | | | | | | | | | |
| JI912 | | | | | | | | | | | | | |
| JI/JN913-914-917 | | | | | | | | | | | | | |
| JI/JN921-923 | | | | | | | | | | | | | |
| MI/MH914-924 | | | | | | | | | | | | | |
| MH917-920 | | | | | | | | | | | | | |
| FH914 | | | | | | | | | | | | | |
| FI/FN/FC/FH915-917-919 | | | | | | | | | | | | | |
| DI/DN/DH919 | | | | | | | | | | | | | |
| DI/DN/DC/DH920-928 | | | | | | | | | | | | | |

Universal Joint Specifications

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

POWER TAKE-OFF EQUIPMENT

AVAILABLE ONLY FROM ACCESSORY COMPANIES

Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt or 8-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

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

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

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

SIDE-MOUNTED POWER TAKE-OFFS For Synchronesh Transmissions

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

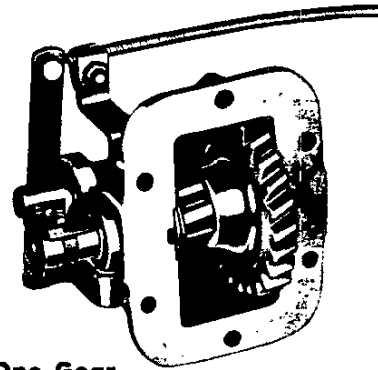
Multi-Speed PTO Special equipment requiring a reverse speed or a range of forward speeds may be driven by any of the following heavy-duty multi-speed power take-offs:

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

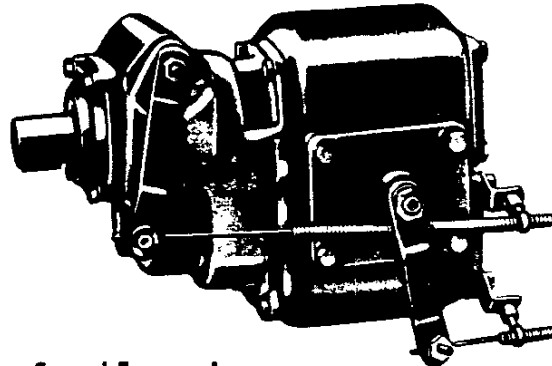
The PTO driven gear is in constant mesh with the transmission PTO drive gear. The PTO is engaged by shifting the desired gear into mesh. The output shaft may be assembled to the front or rear. One output shaft is normally provided, although special types with dual output shafts are available. Rated capacity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

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

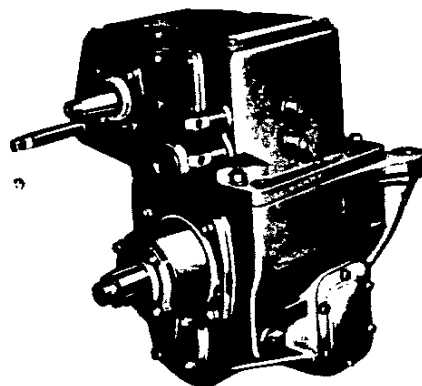
Power Tower A top-mounted power take-off assembly which transmits full torque of the engine (with forward transmission in direct drive) can be mounted on the Spicer 4-speed auxiliary transmissions by removing shifter housing assembly.



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

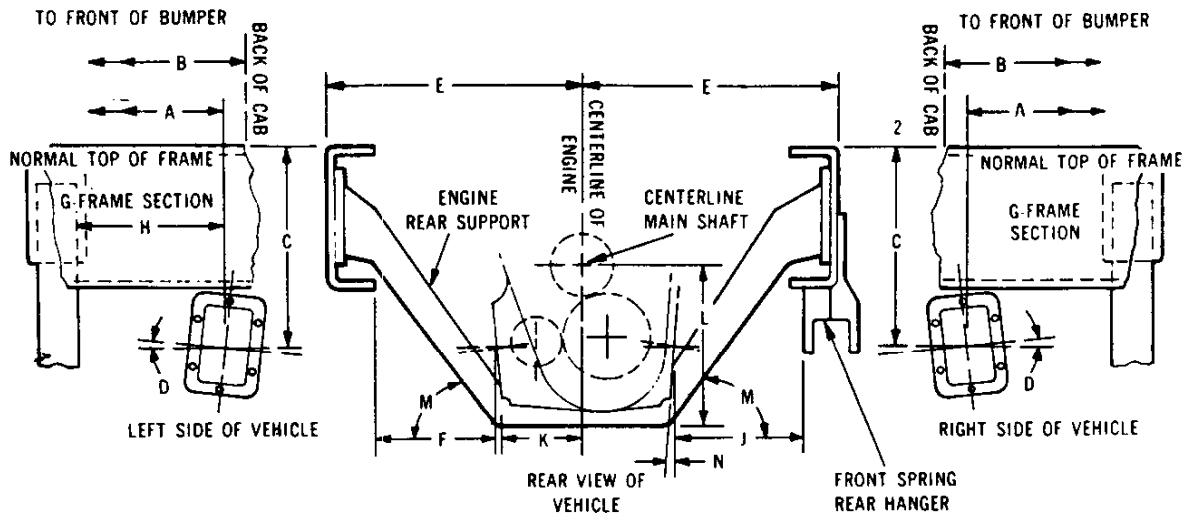


**Two-Speed Forward
Two-Speed Reverse**
(Chelsea Model 56A)



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

POWER TAKE-OFF DIMENSIONAL DATA



EXPLANATION OF LETTERED DIMENSIONS

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

| Model | Engine | Transmission | Side of Vehicle | A | B | C | D | E | F | G | H | I | K | L | M | N | | |
|----------|--------|--------------|-----------------|--------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|------|-------|-----|-----|
| CS 40 | 292 | Chev 4 | R | 55.52 | 96.00 | 8.75 | 5°45' | 17.00 | 10.40 | 9.12 | 2.40 | 9.70 | 4.62 | 9.75 | 22° | 19° | | |
| | | | L | 55.52 | — | 8.75 | — | — | 10.40 | — | 2.40 | 9.70 | — | — | — | — | — | 19° |
| CE 40 | 350 | Chev 4 | R | 50.90 | 96.00 | 8.80 | 5°45' | 17.00 | 10.40 | 9.12 | 1.80 | 9.70 | 4.62 | 10.20 | 22° | 19° | | |
| | | | L | 50.90 | — | 8.80 | — | — | 10.40 | — | 1.80 | 9.70 | — | — | — | — | — | 19° |
| CS 50 | 292 | Chev 4 | R | 55.52 | 96.00 | 8.75 | 5°45' | 17.00 | 10.40 | 9.12 | 2.40 | 9.70 | 4.62 | 9.75 | 22° | 19° | | |
| | | | L | 55.52 | — | 8.75 | — | — | 10.40 | — | 2.40 | 9.70 | — | — | — | — | — | 19° |
| | | NP-5 | R | 61.58 | 96.00 | 9.28 | 5°45' | 17.00 | 11.46 | 9.12 | 8.20 | 10.84 | 4.62 | 9.75 | 22° | 22° | | |
| | | | L | 60.20 | — | 7.96 | — | — | 8.68 | — | 6.76 | 8.06 | — | — | — | — | — | 22° |
| | | Allison | R | 61.50 | 96.00 | 3.46 | 5°45' | 17.00 | 8.18 | 9.12 | 8.46 | 7.56 | 4.62 | 11.00 | 34° | 0° | | |
| | | | L | 61.50 | — | 3.46 | — | — | 8.18 | — | 8.46 | 7.56 | — | — | — | — | — | 0° |
| CE 50 | 350 | Chev 4 | R | 53.26 | 96.00 | 9.00 | 5°45' | 17.00 | 10.40 | 9.12 | 4.18 | 9.70 | 5.12 | 11.00 | 34° | 19° | | |
| | | | L | 53.26 | — | 9.00 | — | — | 10.40 | — | 4.18 | 9.70 | — | — | — | — | — | 19° |
| | | NP-5 | R | 59.26 | 96.00 | 9.50 | 5°45' | 17.00 | 11.46 | 9.12 | 10.00 | 10.84 | 5.12 | 11.00 | 34° | 22° | | |
| | | | L | 57.88 | — | 8.20 | — | — | 8.68 | — | 8.50 | 8.06 | — | — | — | — | — | 22° |
| | | Clark 5 | R | 54.80 | 96.00 | 8.03 | 5°45' | 17.00 | 8.03 | 9.12 | 5.70 | 7.41 | 5.12 | 11.00 | 34° | 20° | | |
| | | | L | 54.80 | — | 8.03 | — | — | 8.03 | — | 5.70 | 7.41 | — | — | — | — | — | 38° |
| | | Spicer 5 | R | 55.40 | 96.00 | 9.12 | 5°45' | 17.00 | 9.43 | 9.12 | 6.30 | 8.81 | 5.12 | 11.00 | 34° | 15° | | |
| | | | L | 58.36 | — | 9.28 | — | — | 8.68 | — | 9.28 | 8.06 | — | — | — | — | — | 25° |
| | | Allison | R | 56.88 | 96.00 | 3.46 | 5°45' | 17.00 | 8.18 | 9.12 | 8.78 | 7.56 | 4.62 | 11.00 | 34° | 0° | | |
| | | | L | 56.88 | — | 3.46 | — | — | 8.18 | — | 8.78 | 7.56 | — | — | — | — | — | 0° |
| | | CE 50 | 366 | Chev 4 | R | 50.56 | 96.00 | 11.95 | 5°45' | 17.00 | 10.40 | 9.12 | 4.00 | 9.26 | 4.62 | 11.00 | 34° | 19° |
| | | | | | L | 50.90 | — | 11.95 | — | — | 10.40 | — | 4.00 | 10.14 | — | — | — | — |
| Clark 5 | R | | | 57.18 | 96.00 | 10.94 | 5°45' | 17.00 | 7.60 | 9.12 | 6.66 | 7.00 | 4.62 | 11.00 | 34° | 20° | | |
| | L | | | 57.18 | — | 10.94 | — | — | 8.48 | — | 6.66 | 7.86 | — | — | — | — | — | 38° |
| Spicer 5 | R | | | 57.80 | 96.00 | 12.04 | 5°45' | 17.00 | 9.00 | 9.12 | 6.22 | 8.38 | 4.62 | 11.00 | 34° | 15° | | |
| | L | | | 60.77 | — | 12.20 | — | — | 9.12 | — | 9.20 | 8.50 | — | — | — | — | — | 25° |
| Allison | R | | | 59.26 | 96.00 | 6.36 | 5°45' | 17.00 | 8.62 | 9.75 | 7.70 | 8.00 | 4.62 | 11.00 | 34° | 0° | | |
| | L | | | 59.26 | — | 6.36 | — | — | 7.74 | — | 7.70 | 7.12 | — | — | — | — | — | 0° |

POWER TAKE-OFF DIMENSIONAL DATA (Cont'd)

| Model | Engine | Transmission | Side of Vehicle | A | B | C | D | E | F | G | H | J | K | L | M | N | | | |
|---------|--------|--------------|-----------------|----------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|--------|--------|-----|-----|-----|
| CE 60 | 366 | Chev 4 | R | 50.56 | 96.00 | 11.95 | 5°45' | 17.00 | 10.40 | 9.12 | 4.00 | 9.26 | 4.62 | 11.00 | 34° | 19° | | | |
| | | | L | 50.90 | — | 11.95 | — | — | 10.40 | — | 4.00 | 10.14 | — | — | — | — | 19° | | |
| | | Clark 5 | R | 57.18 | 96.00 | 10.94 | 5°45' | 17.00 | 7.60 | 9.12 | 6.66 | 7.00 | 4.62 | 11.00 | 34° | 20° | | | |
| | | | L | 57.18 | — | 10.94 | — | — | 8.48 | — | 6.66 | 7.86 | — | — | — | — | 38° | | |
| | | Spicer 5 | R | 57.80 | 96.00 | 12.04 | 5°45' | 17.00 | 9.00 | 9.12 | 6.22 | 8.38 | 4.62 | 11.00 | 34° | 15° | | | |
| | | | L | 60.77 | — | 12.20 | — | — | 9.12 | — | 9.20 | 8.50 | — | — | — | — | 25° | | |
| | | Allison | R | 59.26 | 96.00 | 6.36 | 5°45' | 17.00 | 8.62 | 9.75 | 7.70 | 8.00 | 4.62 | 11.00 | 34° | 0° | | | |
| | | | L | 59.26 | — | 6.36 | — | — | 7.74 | — | 7.70 | 7.12 | — | — | — | — | 0° | | |
| CE 60 | 427 | Clark 5 | R | 58.24 | 96.00 | 11.14 | 5°45' | 17.00 | 7.60 | 9.12 | 5.16 | 7.00 | 4.62 | 12.00 | 34° | 20° | | | |
| | | | L | 58.24 | — | 11.14 | — | — | 8.48 | — | 5.16 | 7.86 | — | — | — | — | 38° | | |
| | | Spicer 5 | R | 65.14 | 96.00 | 13.60 | 5°45' | 17.00 | 10.44 | 9.12 | 12.20 | 9.82 | 4.62 | 12.00 | 34° | 30° | | | |
| | | | L | 65.30 | — | 11.94 | — | — | 8.18 | — | 12.20 | 7.56 | — | — | — | — | 0° | | |
| ME 50 | 350 | Chev. 4 | R | 53.26 | 96.00 | 9.00 | 5°45' | 17.00 | 10.40 | 9.12 | 4.18 | 9.70 | 5.12 | 11.00 | 34° | 19° | | | |
| | | | L | 53.26 | — | 9.00 | — | — | 10.40 | — | 4.18 | 9.70 | — | — | — | — | 19° | | |
| | | Clark 5 | R | 54.80 | 96.00 | 8.03 | 5°45' | 17.00 | 8.03 | 9.12 | 5.70 | 7.41 | 5.12 | 11.00 | 34° | 20° | | | |
| | | | L | 54.80 | — | 8.03 | — | — | 8.03 | — | 5.70 | 7.41 | — | — | — | — | 38° | | |
| | | Spicer 5 | R | 55.40 | 96.00 | 9.12 | 5°45' | 17.00 | 9.43 | 9.12 | 6.30 | 8.81 | 5.12 | 11.00 | 34° | 15° | | | |
| | | | L | 58.36 | — | 9.28 | — | — | 8.68 | — | 9.28 | 8.06 | — | — | — | — | 25° | | |
| ME 50 | 366 | Chev 4 | R | 50.56 | 96.00 | 11.95 | 5°45' | 17.00 | 10.40 | 9.12 | 4.00 | 9.26 | 4.62 | 11.00 | 34° | 19° | | | |
| | | | L | 50.90 | — | 11.95 | — | — | 10.40 | — | 4.00 | 10.14 | — | — | — | — | 19° | | |
| | | Clark 5 | R | 57.18 | 96.00 | 10.94 | 5°45' | 17.00 | 7.60 | 9.12 | 6.66 | 7.00 | 4.62 | 11.00 | 34° | 20° | | | |
| | | | L | 57.18 | — | 10.94 | — | — | 8.48 | — | 6.66 | 7.86 | — | — | — | — | 38° | | |
| | | Spicer 5 | R | 57.80 | 96.00 | 12.04 | 5°45' | 17.00 | 9.00 | 9.12 | 6.22 | 8.38 | 4.62 | 11.00 | 34° | 15° | | | |
| | | | L | 60.77 | — | 12.20 | — | — | 9.12 | — | 9.20 | 8.50 | — | — | — | — | 25° | | |
| | | ME 60 | 366 | Spicer 5 | R | 57.80 | 96.00 | 12.04 | 5°45' | 17.00 | 9.00 | 9.12 | 6.22 | 8.38 | 4.62 | 11.00 | 34° | 15° | |
| | | | | | L | 60.77 | — | 12.20 | — | — | 9.12 | — | 9.20 | 8.50 | — | — | — | — | 25° |
| Clark 5 | R | | | 57.18 | 96.00 | 10.94 | 5°45' | 17.00 | 7.60 | 9.12 | 6.66 | 7.00 | 4.62 | 11.00 | 34° | 20° | | | |
| | L | | | 57.18 | — | 10.94 | — | — | 8.48 | — | 6.66 | 7.86 | — | — | — | — | 38° | | |
| Allison | R | | | 59.26 | 96.00 | 6.36 | 5°45' | 17.00 | 8.62 | 9.75 | 7.70 | 8.00 | 4.62 | 11.00 | 34° | 0° | | | |
| | L | | | 59.26 | — | 6.36 | — | — | 7.74 | — | 7.70 | 7.12 | — | — | — | — | 0° | | |
| ME 60 | 427 | Spicer 5 | R | 65.14 | 96.00 | 13.60 | 5°45' | 17.00 | 10.44 | 9.12 | 12.20 | 9.82 | 4.62 | 12.00 | 34° | 30° | | | |
| | | | L | 65.30 | — | 11.94 | — | — | 8.18 | — | 12.20 | 7.56 | — | — | — | — | 0° | | |
| | | Clark 5 | R | 58.24 | 96.00 | 11.94 | 5°45' | 17.00 | 7.60 | 9.12 | 5.16 | 7.00 | 4.62 | 12.00 | 34° | 20° | | | |
| | | | L | 58.24 | — | 11.94 | — | — | 8.48 | — | 5.16 | 7.86 | — | — | — | — | 38° | | |
| TS 50 | 292 | NP-4 | R—Only | 85.30 | 76.72 | 12.30 | 6° | 17.03 | 11.11 | 9.18 | 4.00 | 10.26 | 4.70 | 11.00 | 30° | 22°30' | | | |
| | | | R | 85.94 | 76.72 | 12.20 | 6° | 17.03 | 11.46 | 9.18 | 8.40 | 11.22 | 4.70 | 9.44 | 30° | 22° | | | |
| | | NP-5 | L | 84.58 | — | 13.54 | — | — | 8.68 | — | 7.06 | 8.44 | — | — | — | — | 22° | | |
| TE 50 | 350 | NP-4 | R—Only | 81.56 | 76.72 | 13.20 | 6° | 17.03 | 11.11 | 9.18 | 5.74 | 10.26 | 4.70 | 11.00 | 30° | 22°30' | | | |
| | | | R | 86.88 | 76.72 | 12.28 | 6° | 17.03 | 8.03 | 9.18 | 5.66 | 7.66 | 4.70 | 11.00 | 30° | 20° | | | |
| | | Clark 5 | L | 86.88 | — | 12.28 | — | — | 8.03 | — | 5.66 | 7.66 | — | — | — | — | 38° | | |
| | | | R | 84.38 | 76.72 | 13.36 | 6° | 17.03 | 9.43 | 9.18 | 6.26 | 9.06 | 4.70 | 11.00 | 30° | 15° | | | |
| | | Spicer 5 | L | 87.36 | — | 13.54 | — | — | 8.68 | — | 9.25 | 8.31 | — | — | — | — | 25° | | |
| TE 50 | 366 | NP-4 | R—Only | 81.56 | 76.72 | 13.20 | 6° | 17.03 | 11.11 | 9.18 | 5.74 | 10.26 | 4.70 | 11.00 | 30° | 22°30' | | | |
| | | | R | 86.88 | 76.72 | 12.28 | 6° | 17.03 | 8.03 | 9.18 | 5.66 | 7.90 | 4.70 | 11.00 | 30° | 20° | | | |
| | | Clark 5 | L | 86.88 | — | 12.28 | — | — | 8.03 | — | 5.66 | 7.90 | — | — | — | — | 38° | | |
| | | | R | 84.38 | 76.72 | 13.36 | 6° | 17.03 | 9.00 | 9.18 | 6.26 | 8.62 | 4.70 | 11.00 | 30° | 15° | | | |
| | | Spicer 5 | L | 87.36 | — | 13.54 | — | — | 8.24 | — | 9.25 | 8.75 | — | — | — | — | 25° | | |
| TE 60 | 366 | NP-4 | R—Only | 81.56 | 76.72 | 13.20 | 6° | 17.03 | 11.11 | 9.18 | 5.74 | 10.26 | 4.70 | 11.00 | 30° | 22°30' | | | |
| | | | R | 86.88 | 76.72 | 12.28 | 6° | 17.03 | 8.03 | 9.18 | 5.66 | 7.90 | 4.70 | 11.00 | 30° | 20° | | | |
| TE 60 | 427 | Clark 5 | L | 86.88 | — | 12.28 | — | — | 8.03 | — | 5.66 | 7.90 | — | — | — | — | 38° | | |
| | | | R | 84.38 | 76.72 | 13.36 | 6° | 17.03 | 9.00 | 9.18 | 6.26 | 8.62 | 4.70 | 11.00 | 30° | 15° | | | |
| | | Spicer 5 | L | 87.36 | — | 13.54 | — | — | 8.24 | — | 9.25 | 8.75 | — | — | — | — | 25° | | |
| | | | R | 91.72 | 76.72 | 15.00 | 6° | 17.03 | 10.88 | 9.18 | 13.06 | 10.50 | 0 | 13.50 | Radius | 30° | | | |
| | | | L | 91.88 | — | 13.32 | — | — | 7.74 | — | 13.26 | 7.36 | 0 | — | Radius | 0° | | | |
| CD 50 | 4-53N | Clark 5 | R | 58.24 | 96.00 | 11.04 | 5°45' | 17.00 | 6.28 | 9.12 | 5.55 | 5.66 | 4.62 | 11.62 | 34° | 20° | | | |
| | | | L | 58.24 | — | 11.04 | — | — | 9.78 | — | 5.55 | 9.16 | — | — | — | — | 38° | | |
| | | Spicer 5 | R | 59.88 | 96.00 | 12.80 | 5°45' | 17.00 | 7.68 | 9.12 | 6.32 | 7.06 | 4.62 | 11.62 | 34° | 15° | | | |
| | | | L | 57.84 | — | 12.96 | — | — | 10.43 | — | 9.30 | 9.81 | — | — | — | — | 25° | | |
| CG 50 | D-478 | NP-5 | R | 60.80 | 96.00 | 7.51 | 5°45' | 17.00 | 11.46 | 9.12 | 10.34 | 10.84 | 4.62 | 12.10 | 34° | 22° | | | |
| | | | L | 59.44 | — | 6.18 | — | — | 8.68 | — | 8.94 | 8.06 | — | — | — | — | 22° | | |

POWER TAKE-OFF EQUIPMENT

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

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

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

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

POWER TAKE-OFF EQUIPMENT (Cont.)

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

| MAKE PTO | CHEVROLET SERIES | MODEL & TYPE PTO | PTO POSITION | | OUTPUT SHAFT POSITION | | | | |
|-------------|---------------------|---|-----------------|----|-----------------------|------|-----------------|-----------------|--------------|
| | | | LH | RH | FRT. | REAR | ABOVE CENTER | BELOW CENTER | ON CENTER |
| CHELSEA | C10-60 | "A&E", Single-Speed Single Gear | | X | | X | | | X |
| | | "S39, 41, 42L", Single Speed, Two Gear | X | X | | X | X | X | |
| | | "S46", Single-Speed Dual Shaft | | X | X | X | X | X | |
| | | "S36", Single-Speed Forward & Reverse | X | | X | X | X | X | |
| | | "S32", Two-Speed Forward, One Reverse | X | X | X | X | X | X | |
| | | "S56", Two-Speed Forward, Two Reverse | X | X | | X | X | X | |
| TULSA | K10-20 | #24, Single-Speed Two Gear | X | | | X | X | | |
| | | #26, Single-Speed Two Gear, Med. Spd. | X | | | X | X | | |
| | | #37, Single-Speed Forward & Reverse | X | | | X | X | | |
| SPICER | K10-20 | "AA", Single-Speed Single Gear* | X | | X | | | | X |
| | | "G", Single-Speed Two Gear* | X | | X | X | X | X | |
| | | "K", Single-Speed Dual Shaft** | X | | | X | X | X | |
| | | "R", Single-Speed Forward & Reverse* | X | | X | X | X | X | |
| | | "X", Two Forward One Reverse* | X | | X | X | X | X | |
| | | "A" & "E", Single Speed-Single Gear* | X | | X | | | | X |
| CHELSEA | K10-20 | "S-39, 41, 42L", Single-Speed* Two Gear | X | | X | X | X | X | |
| | | "S-46", Single-Spd. Dual Shaft** | X | | | X | X | X | |
| | | "S-36", Single-Spd. Forward & Reverse* | X | | X | | X | X | |
| | | "S32", Two Forward, One Reverse* | X | | X | X | X | X | |

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

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