2731BLAZ-71

C10 & K10 SERIES, K/5 BLAZER

GVW Ratings up to 5000 lb.

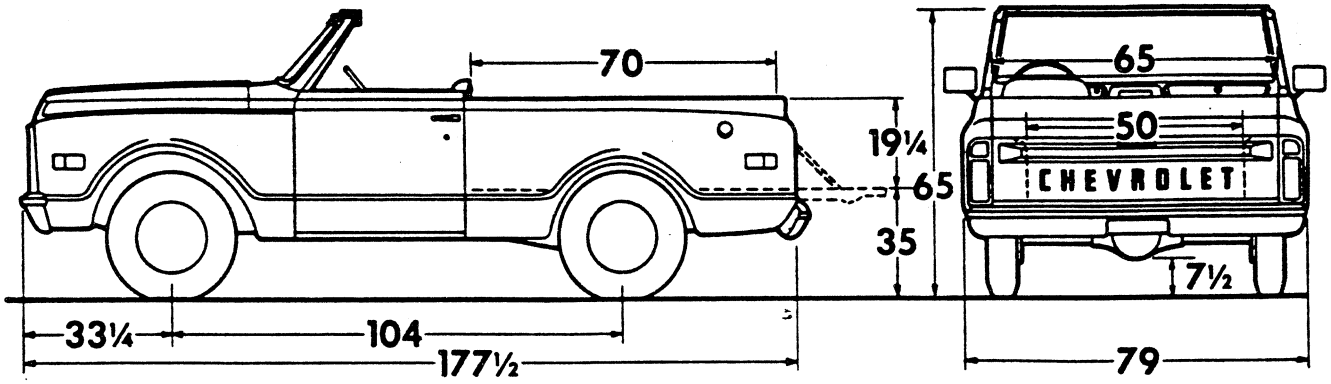
C10 SERIES—K/5 BLAZER

Six-Cylinder Models

CS10514 Utility

V8 Models

CE10514 Utility



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	LL	OL	Front	Rear	Total	Front	Rear
CS10514 CE10514	104	78¼	180	1907 2005	1541 1553	3448 3558	2%	98%

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

LL—Lower load length.

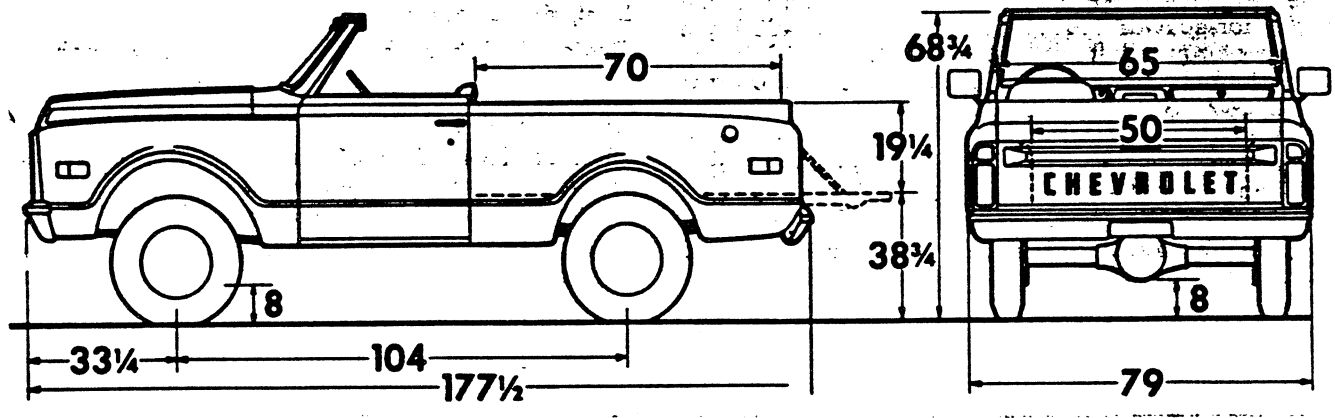
K10 SERIES—K/5 BLAZER

Six-Cylinder Models

KS10514 Utility

V8 Models

KE10514 Utility



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	LL	OL	Front	Rear	Total	Front	Rear
KS10514 KE10514	104	78¼	180	2102 2207	1621 1631	3723 3838	2%	98%

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

LL—Lower load length.

C10 SERIES, K/5 BLAZER (TWO-WHEEL DRIVE)

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Independent; capacity 2700 lb

Axle, Rear: Hypoid semi-floating type; ratio 3.73; *capacity 3500 lb*

Battery: 12-volt; side terminal connectors
CS10: 54-plate; capacity 45 amp-hr
CE10: 66-plate; capacity 61 amp-hr

Body: Open Utility; *See Cabs, Bodies & Colors section, (Does not include side windows)*

Brakes, Service: Hydraulic; vacuum power; self-adjusting; dual system
Front: single-piston caliper disc type, 11.86″ rotor
Rear: Drum & shoe; size—11″ x 2″
Rear brake area: drum 138.2 sq in; lining 84.4 sq in

Brake, Parking: Cable to rear wheels; area 84.4 sq in; foot operated

Bumpers: Front and rear, painted

Carburetor: CS10: single-barrel downdraft
CE10: two-barrel downdraft

Clutch: CS10: diameter 10″; area 100 sq in
CE10: diameter 11″; area 124 sq in

Cooling: CS10: 1¼″ radiator core, cross-flow type; 446-sq-in area; 15-lb pressure cap
CE10: 1¼″ radiator core, cross-flow type; 480-sq-in area; 15-lb pressure cap

Controls & Instruments: Water-proofed instrument cluster with light switch; windshield wiper-washer switch; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Water-proofed ignition switch with accessory position. Switch for headlight beam control. Direction signal control with freeway lane-change position. Hazard warning switch.

Emission Control Equipment: See Engine & Clutch Section for types used

Engine: CS10: 250 Six

Gross horsepower	145 @ 4200 rpm
Net horsepower	110 @ 4000 rpm
Gross torque, lb-ft	230 @ 1600 rpm
Net torque, lb-ft	185 @ 1600 rpm

CE10: 307 V8

Gross horsepower	200 @ 4600 rpm
Net horsepower	135 @ 4000 rpm
Gross torque, lb-ft	300 @ 2400 rpm
Net torque, lb-ft	235 @ 2400 rpm

Exhaust System: Single; fully aluminized; unitized muffler-tailpipe

Filter, Fuel: Plastic mesh in fuel tank
CS10: Paper type in carburetor
CE10: Sintered bronze in carburetor

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

Floor Mat: Front compartment; black, embossed rubber

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

Fuel Pump: Mechanically actuated diaphragm

Generator: 37-amp Delcotron

GVW Plate: See GVW Selector

Heater & Defroster: Deluxe-Air

Lights & Reflectors:
Two 7″ Power Beam headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front and two rear side marker combination lights & reflectors; two backup; one license; instrument panel. Front side marker lights flash with turn signals

Mirror, Rearview: Exterior Chrome Plated RH & LH 4.5″ x 6″ head with fixed arm, and inside 10″ vinyl-edged prismatic

Seat: Driver only; full-foam cushion; vinyl trim

Seat Belt: Driver only; includes retractor

Shock Absorbers: Front & rear; piston diameter 1″

Springs, Front: Coil; *capacity 1350 lb each*

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

Steering: Ball-gear, ratio 24:1; wheel, oval 17½″ x 17″, 2-spoke with water-proofed horn button

Tank, Fuel: Inside frame at rear; capacity approximately 21 gal; pressure/vacuum relief cap; anti-overfill

Tires: Five bias-belted ply tubeless E78–15B(4PR) front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

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

Wheels: Five 15″ x 6″; attachment, 5 studs on 5, circle; spare tire and wheel mounted on floor inside left rear corner of body; 4 painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Minimum Equipment Required for GVW Rating		
	Tires, Front	Tires, Rear	Chassis Equipment
4400	E78–15B(4PR) (TL) or G78–15B(4PR) (TL or TB)	E78–15B(4PR) (TL) or G78–15B(4PR) (TL or TB)	Standard
5000	H78–15B(4PR) (TL) or 6.50–16C(6PR) (TB)	H78–15B(4PR) (TL) or 6.50–16C(6PR) (TB)	2000-lb ea rear spring

TL—Tubeless TB—Tube type

K10 SERIES, K/5 BLAZER (FOUR-WHEEL DRIVE)

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Hypoid, ratio 3.73; *capacity 3300 lb;* 40° (degree) turn angle; yoke and trunnion universal joints

Axle, Rear: Hypoid semi-floating type; ratio 3.73; *capacity 3300 lb*

→**Battery:** 12-volt; side terminal connectors
KS10: 54-plate; capacity 45 amp-hr
KE10: 66-plate; capacity 61 amp-hr

Body: Open Utility; *see Cabs, Bodies & Colors section (Does not include side windows)*

Brakes, Service: Hydraulic; Vacuum power; self-adjusting; dual system
Front: single-piston caliper disc type, 11.86″ rotor
Rear: Drum & shoe; size—11″ x 2″
Rear brake area: drum 138.2 sq in; lining 84.4 sq in

Brake, Parking: Cable to rear wheels; area 84.4 sq in; foot operated

Bumpers: Front & rear, painted

Carburetor: KS10: single-barrel downdraft
KE10: two-barrel downdraft

Clutch: KS10: diameter 10″; area 100 sq in
KE10: diameter 11″; area 124 sq in

Cooling: KS10: 1¼″ radiator core, cross-flow type; 446-sq-in area; 15-lb pressure cap
KE10: 1¼″ radiator core, cross-flow type; 480-sq-in area; 15-lb pressure cap

Controls & Instruments: Water-proofed instrument cluster with light switch; windshield wiper-washer switch; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator. Water-proofed ignition switch with accessory position. Switch for headlight beam control. Direction signal control with freeway lane-change position. Hazard warning switch

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

Engine: KS10: 250 Six

Gross horsepower	145 @ 4200 rpm
Net horsepower	110 @ 4000 rpm
Gross torque, lb-ft	230 @ 1600 rpm
Net torque, lb-ft	185 @ 1600 rpm

KE10: 307 V8

Gross horsepower	200 @ 4600 rpm
Net horsepower	135 @ 4000 rpm
Gross torque, lb-ft	300 @ 2400 rpm
Net torque, lb-ft	235 @ 2400 rpm

Exhaust System: Single; fully aluminized; unitized muffler-tailpipe

Filter, Fuel: Plastic mesh in fuel tank
KS10: Paper type in carburetor
KE10: Sintered bronze in carburetor

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

Floor Mat: Front compartment; black, embossed rubber

Frame: 39,000-lb-test steel; section modulus 2.70

Fuel Pump: Mechanically actuated diaphragm

Generator: 37-amp Delcotron

GVW Plate: See GVW Selector

Heater & Defroster: Deluxe-Air

Lights & Reflectors:
Two 7″ Power Beam headlights; two Class A front combination parking/direction signals; two Class A rear combination tail/stop/direction signals; two front and two rear side marker combination lights & reflectors; two backup; one license; instrument panel. Front side marker lights flash with turn signals

Mirror, Rearview: Exterior Chrome Plated RH & LH 4.5″ x 6″ head with fixed arm and inside 10″ vinyl-edged prismatic

Seat: Driver only; full foam cushion; vinyl trim

Seat Belt: Driver only; includes retractors

Shock Absorbers: Front & rear; piston diameter 1″

Springs, Front: Tapered-leaf; *capacity 1450 lb each*

Springs, Rear: Two-stage, combination multi-leaf & tapered-leaf; *capacity 1800 lb each*

Steering: Ball-gear, ratio 24:1, wheel, oval 17½″ x 17″, 2-spoke with water-proofed horn button

Tank, Fuel: Inside frame at rear; capacity approximately 21 gal; pressure/vacuum relief cap; anti-overfill

Tires: Five bias-belted ply tubeless E78–15B(4PR) front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

Transfer Case: Dana #20, 2-speed; ratios 2.03 & 1.00; power take-off opening on bottom, single control lever

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

Wheels: Five 15″ x 6.0″; attachment, 6 studs on 5½″ circle; spare tire and wheel mounted on floor inside left rear corner of body

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Minimum Equipment Required for GVW Rating		
	Tires, Front	Tires, Rear	Chassis Equipment
4600	E78–15B(4PR) (TL)	E78–15B(4PR) (TL)	Standard
	or	or	
	G78–15B(4PR) (TL or TB)	G78–15B(4PR) (TL or TB)	
5000	G78–15B(4PR) (TL or TB)	G78–15B(4PR) (TL or TB)	
	or	or	
	6.50–16C(6PR) (TB)	6.50–16C(6PR) (TB)	

TL—Tubeless TB—Tube Type

C10 & K10 SERIES, K/5 BLAZER POWER TEAMS

C10 SERIES, K/5 BLAZER

ENGINE	TRANSMISSION	AXLE RATIOS	
		STD	OPT
250 Six	Chevrolet 3-Speed	3.73	3.07; 4.11
	Chevrolet CH465 4-Speed	3.73	3.07; 4.11
	Turbo Hydra-matic	3.73	3.07; 4.11
307 V8	Chevrolet 3-Speed	3.73	3.07; 4.11
	Chevrolet CH465 4-Speed	3.07	3.73; 4.11
	Turbo Hydra-matic	3.07	3.73; 4.11
350 V8	Chevrolet CH465 4-Speed	3.07	3.73; 4.11
	Turbo Hydra-matic	3.07	3.73: 4.11

K10 SERIES, K/5 BLAZER

ENGINE	TRANSMISSION	TRANSFER CASE	AXLE RATIOS	
			STD	OPT
250 Six	Chevrolet 3-Speed	Dana #20	3.73	—
	Chevrolet CH465 4-Speed	New Process 205	3.73	—
	Turbo Hydra-matic	New Process 205	3.73	—
307 V8	Chevrolet 3-Speed	Dana #20	3.73	—
	Chevrolet CH465 4-Speed	New Process 205	3.73	—
	Turbo Hydra-matic	New Process 205	3.07	—
350 V8	Chevrolet CH465 4-Speed	New Process 205	3.07	3.73
	Turbo Hydra-matic	New Process 205	3.07	3.73

OPTIONAL ENGINE RATINGS

CE/KE10 350 V8

Gross Horsepower.....250 @ 4600 rpm
Net Horsepower.....170 @ 3600 rpm
Gross Torque, lb-ft.....350 @ 3000 rpm
Net Torque, lb-ft.....310 @ 2400 rpm

C10 SERIES—2-WHEEL DRIVE BLAZER
K10 SERIES—4-WHEEL DRIVE BLAZER

1971 MODELS WITH STANDARD EQUIPMENT

Model Number and Description	Wheel-base	Factory D & H	List Price	Mfr's Sgt'd Retail Price★	Destination Charge & Group Number	Total
→6-Cylinder 145-hp High Torque 250 Engine						
CS10514 Utility	104"	$147.00	$2515.00	$2662.00	17	
KS10514 Utility	104"	177.00	3060.00	3237.00	18	
→8-Cylinder 200-hp High Torque 307 Engine						
CE10514 Utility	104"	153.00	2630.00	2783.00	17	
KE10514 Utility	104"	183.00	3175.00	3358.00	18	

★ 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◈
MODEL OPTION				
CST: Includes bucket seats; console; RH sunshade and armrest; cigar lighter; nameplates; special insulation; undercoating; chromed bumpers; bright control knob and pedal trim; bright windshield, body side, tailgate, taillight and back-up light moldings; bright fuel filler cap; side marker reflectors and bright transfer case shift lever				
With auxiliary top; Also includes bright vent window molding; door and body trim panels with bright upper retainers; spare tire cover and front color-keyed carpeting	Z84	$18.45	$346.00	$364.45
Without auxiliary top; Also includes front color-keyed vinyl coated rubber floor mat	Z84	15.25	286.00	301.25
POWER TEAMS AND AXLES				
Engine: 350 V8. CE-KE10 models only. Available only when optional transmission is ordered. Includes 4-barrel carburetor, 3.07 ratio rear axle and 12" clutch	LS9	2.25	42.00	44.25
Transmissions:				
Turbo Hydra-matic. Includes HD radiator. Also includes 3.07 ratio rear axle on CE-KE10 models	M49	12.25	230.00	242.25
Chevrolet 4-speed				
C10 models only. Includes 3.07 ratio rear axle with 307 engine	M20	5.35	100.00	105.35
K10 models only	M20	5.60	105.00	110.60
Axles, Rear:				
3.07 Ratio. C10 models only. Included when Turbo Hydra-matic or Chevrolet 4-speed transmission is ordered with 307 engine. Also included when 350 engine is ordered				
With 3-speed transmission	H01	.65	12.00	12.65
With 4-speed or Turbo Hydra-matic transmission	H01	1.00	18.00	19.00
3.73 Ratio. Available only when 350 engine is ordered or when Chevrolet 4-speed or Turbo Hydra-matic transmission is ordered with 307 engine	H05	.65	12.00	12.65
4.11 Ratio. C10 models only				
With 250 or 307 engine	H04	.65	12.00	12.65
With 350 engine				
Without air conditioning	H04	.80	14.40	15.20
With air conditioning	H04	.65	12.00	12.65
Positraction	G80	3.30	62.00	65.30

◈ State and local taxes not included.

→Indicates Change

C-K10 SERIES BLAZER

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
OTHER OPTIONS				
Air Cleaner: *Oil-bath.* Capacity 1 quart. Not available on CE-KE10 models when 350 engine is ordered	K48	$ .55	$ 10.00	$ 10.55
Air Conditioning, All-Weather: V8 model only. Includes HD radiator and 42-amp generator	C60	21.30	400.00	421.30
Batteries: 12-volt				
→ *Auxiliary.* 53-amp-hr, 9-plate	TP2	2.40	45.00	47.40
Heavy-Duty. 80-amp-hr, 15-plate	T60	.90	16.00	16.90
Belts, Rear Seat: Installed for third passenger. Available only when rear seat is ordered	A68	.35	6.50	6.85
Bumpers: *Chromed.* Front and rear. Included when CST is ordered	V37	1.60	30.00	31.60
Caps, Hub: *Chromed.* Not available when 10–16.5/C tires are ordered				
C10 models only	P03	.55	10.00	10.55
K10 models only	P03	.70	13.00	13.70
Clutch, Heavy-Duty: Diameter 11". Available on CS-KS10 models with standard 3-speed transmission only. Included when 4-speed transmission is ordered	M01	.35	6.50	6.85
Cooling: *HD radiator only.* Included when air conditioning or automatic transmission is ordered	V01	1.35	25.00	26.35
Gauges:				
Ammeter, temperature and oil pressure	Z53	.65	12.00	12.65
Tachometer, ammeter, temperature and oil pressure	U16	2.95	55.00	57.95
Generators:				
42-amp Delcotron. Included when air conditioning is ordered	K79	1.20	22.00	23.20
61-amp Delcotron	K76	1.60	30.00	31.60
Glass, Door: Frameless drop glass windows and framed vent window glass. Included when auxiliary top is ordered.				
Without CST	A09	2.15	40.00	42.15
With CST. Also includes chromed vent window moldings	A09	2.70	50.00	52.70
Glass, Soft-Ray: *All windows.* Available only when auxiliary top or door glass is ordered.				
With door glass	A11	1.00	18.00	19.00
With auxiliary top	A11	1.55	29.00	30.55
Guards, Door Edge	B93	.35	6.00	6.35
Hooks, Towing: Two, front. Not available when chromed bumpers or CST is ordered	V76	1.00	18.00	19.00

◈ State and local taxes not included.

→Indicates Change

C-K10 SERIES BLAZER

OPTIONS AND ACCESSORIES WHEN INSTALLED BY CHEVROLET

Description	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
Hubs, Front Free-Wheeling: K10 models only. Manual control at hubs	F76	$ 3.90	$ 73.00	$ 76.90
Lighter, Cigar: Included when CST is ordered	U37	.30	5.00	5.30
Moldings, Custom: Includes bright metal lower fender, door and body side moldings; taillight and back-up light moldings plus bright fuel filler cap. Included when CST is ordered	BX2	2.40	45.00	47.40
Mirrors, Exterior: Camper type. Driver and passenger				
Painted	DF1	1.05	19.50	20.55
Stainless Steel	DF2	2.65	49.00	51.65
Paint, Exterior: *Solid color.* See Color and Trim Chart	...	N.C.	N.C.	N.C.
Partition, Cargo: Not available when CST or rear seat is ordered	AL7	2.70	50.00	52.70
Plate, Fuel Tank Skid: K10 models only	NA4	2.70	50.00	52.70
Radios: Pushbutton control. Includes manual front antenna				
AM	U63	3.50	65.00	68.50
AM/FM	U69	7.55	141.00	148.55
Seats, Front:				
Auxiliary, One-Passenger. Includes RH sunshade, armrest and seat belt. Not available when bucket seats or CST is ordered	AN3	4.05	76.00	80.05
Bucket, Driver and Passenger. Includes console, RH sunshade, armrest and seat belts. Included when CST is ordered				
Without auxiliary top. Also includes front compartment color-keyed vinyl coated rubber floor mat	A50	8.45	158.00	166.45
With auxiliary top. Also includes front compartment color-keyed carpeting	A50	9.50	178.00	187.50
Seat, 3-Passenger Rear: Seat trim matches front seat. Available only when G78-15, H78-15, 6.50-16 or truck-type tires are ordered. Includes LH and RH rear armrests and seat belts.				
With standard front seat. Also includes black embossed rubber rear floor mat	AS3	6.00	112.00	118.00
With bucket seats with auxiliary top. Also includes color-keyed rear floor carpeting	AS3	6.00	112.00	118.00
With bucket seats without auxiliary top. Also includes color-keyed vinyl coated rubber rear floor mat	AS3	6.00	112.00	118.00
Shock Absorbers:				
Front and Rear. Heavy-duty	F51	.80	15.00	15.80
Rear. Heavy-duty	G68	.45	8.00	8.45
Superlift Rear. C10 models only	G66	2.40	45.00	47.40
Springs, Heavy-Duty:				
Front				
Capacity 1500-lb each. C10 models only	F60	.35	6.00	6.35
Capacity 1750-lb each. K10 models only	F60	1.65	31.00	32.65
Rear. Capacity 2000-lb each. C10 models only	G50	1.00	18.00	19.00
Stabilizer, Front: C10 models only	F59	1.00	18.00	19.00
Steering, Power:				
C10 models only	N40	6.65	125.00	131.65
K10 models only	N40	7.45	140.00	147.45
Steering Wheel, Comfortilt: Available only when optional transmission is ordered	N33	2.95	55.00	57.95
➔ **Throttle Control:** Manual. Not available when radio is ordered	K31	.75	14.00	14.75
Tires and Wheels: See following page				
Top, Auxiliary: Fiberglass with textured paint. Includes rear side windows, upper lift gate with fixed rear window, front door vent windows and frameless drop glass, courtesy lamp, shoulder belt anchor and LH coat hook				
White	Z58	16.25	305.00	321.25
Black	Z59	16.25	305.00	321.25
Wheel Covers, Bright Metal: Available only when E78-15, G78-15 or H78-15 tires are ordered.				
C10 models only	P01	1.35	25.00	26.35
K10 models only. Front units contain hub clearance holes	P01	1.50	28.00	29.50

◈ State and local taxes not included.

➔ Indicates Change

C-K10 SERIES BLAZER

TUBE-TYPE TIRES (Factory Installed)

Tire Size and Type All tires have black sidewalls except as indicated. Note: Front and rear tires must be of the same construction, rim width and diameter. K10 models require use of same tread type on front and rear wheels.		Rim Width Included In Tire Option	Option Number	Factory D & H	List Price	Mfr's Suggested Retail Delivered Price◈
G78-15/B						
(Pass. —**Highway**	(5) Front, rear & spare	6.00	RL5	N.C.	$36.00	$36.00
type) **Bias**	(2) Front; C10 only	6.00	RL5	N.C.	14.40	14.40
Belted Ply	(3) Front & spare; C10 only	6.00	RL5	N.C.	21.60	21.60
—**On-Off Road**	(5) Front, rear & spare;					
Bias	K10 only	6.00	RL4	$ 3.00	36.00	39.00
Belted Ply	(2) Rear; C10 only	6.00	RL4	1.20	14.40	15.60
	(3) Rear & spare; C10 only	6.00	RL4	1.80	21.60	23.40
6.50-16/C						
(Pass. —**Highway**	(5) Front, rear & spare	5.00	R61	4.00	64.50	68.50
type) **Original**	(2) Front; C10 only	5.00	R61	1.60	25.80	27.40
Equipment	(3) Front & spare; C10 only	5.00	R61	2.40	38.70	41.10
—**On-Off Road**	(5) Front, rear & spare;					
Original	K10 only	5.00	R69	4.00	64.50	68.50
Equipment	(2) Rear; C10 only	5.00	R69	1.60	25.80	27.40
	(3) Rear & spare; C10 only	5.00	R69	2.40	38.70	41.10

TUBELESS TIRES (Factory Installed)

E78-15/B						
(Pass. —**Highway**	(5) Front, rear & spare	6.00	Std	N.C.	N.C.	N.C.
type) **Bias**	(5) Front, rear & spare					
Belted Ply	(White Stripe)	6.00	RH3	1.15	27.00	28.15
—**On-Off Road**	(5) Front, rear & spare;					
Bias	K10 only	6.00	RH2	.50	10.00	10.50
Belted Ply	(2) Rear; C10 only	6.00	RH2	.20	4.00	4.20
	(3) Rear & spare; C10 only	6.00	RH2	.30	6.00	6.30
G78-15/B						
(Pass. —**Highway**	(5) Front, rear & spare	6.00	PU7	2.75	33.00	35.75
type) **Bias**	(2) Front; C10 only	6.00	PU7	1.10	13.20	14.30
Belted Ply	(3) Front & spare; C10 only	6.00	PU7	1.65	19.80	21.45
	(5) Front, rear & spare					
	(White Stripe)	6.00	PU8	4.05	64.00	68.05
—**On-Off Road**	(5) Front, rear & spare;					
Bias	K10 only	6.00	RL3	2.75	33.00	35.75
Belted Ply	(2) Rear; C10 only	6.00	RL3	1.10	13.20	14.30
	(3) Rear & spare; C10 only	6.00	RL3	1.65	19.80	21.45
H78-15/B						
(Pass. —**Highway**	(5) Front, rear & spare	6.00	PV5	4.50	55.50	60.00
type) **Bias**	(2) Front; C10 only	6.00	PV5	1.80	22.20	24.00
Belted Ply	(3) Front & spare; C10 only	6.00	PV5	2.70	33.30	36.00
	(5) Front, rear & spare					
	(White Stripe)	6.00	PV6	5.90	89.50	95.40
—**On-Off Road**	(5) Front, rear & spare;					
Bias	K10 only	6.00	RM1	4.50	55.50	60.00
Belted Ply	(2) Rear; C10 only	6.00	RM1	1.80	22.20	24.00
	(3) Rear & spare; C10 only	6.00	RM1	2.70	33.30	36.00

TUBELESS FLOTATION-TYPE TIRES (Factory Installed)

10.00-16.5/C (6PR) Maximum Tire Capacity (Each)—Front (2330) Rear (2330)						
(Truck—**Highway**	(5) Front, rear & spare;					
type) **Nylon**	K10 only	8.25	R79	27.15	450.50	477.65
—**On-Off Road**	(5) Front, rear & spare;					
Nylon	K10 only	8.25	RR2	26.75	453.00	479.75

◈ State and local taxes not included.

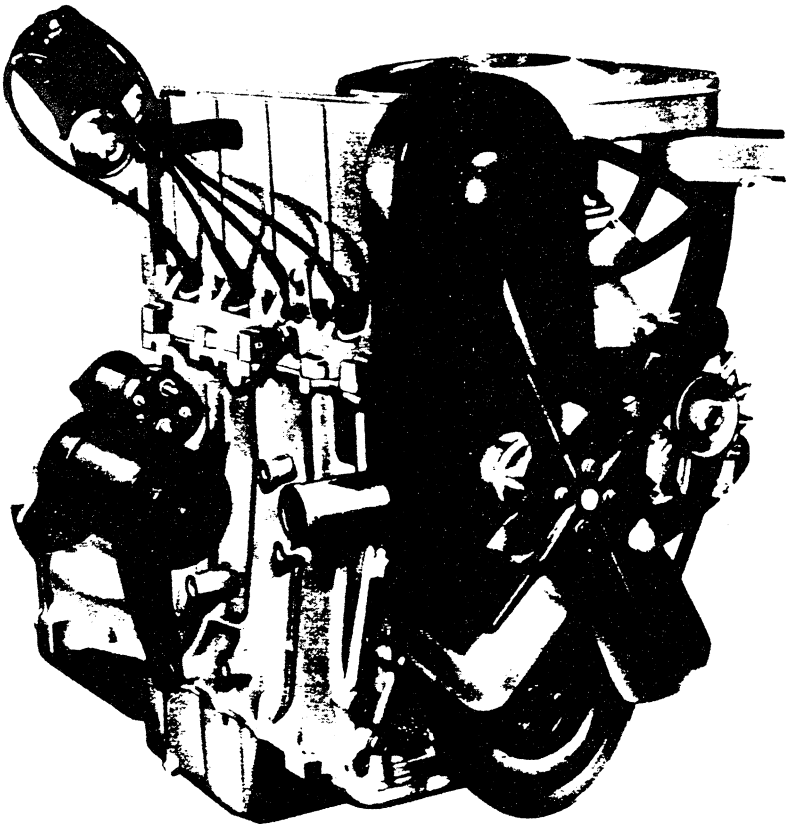
ENGINES

COOLING SYSTEMS

CLUTCHES

FUEL TANKS

EXHAUST EMISSION CONTROLS



140 Four

Applications

Standard: Vega Panel Express
Optional: None

Basic Specifications

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

Test Procedures

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

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

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

➔With C.C.S.

Gross horsepower	90 @ 46-4800 rpm
Net horsepower	80 @ 4400 rpm
Gross torque, lb-ft	136 @ 2400 rpm
Net torque	121 @ 24-2800 rpm

Applications

Standard: None
Optional: Vega Panel Express

Basic Specifications

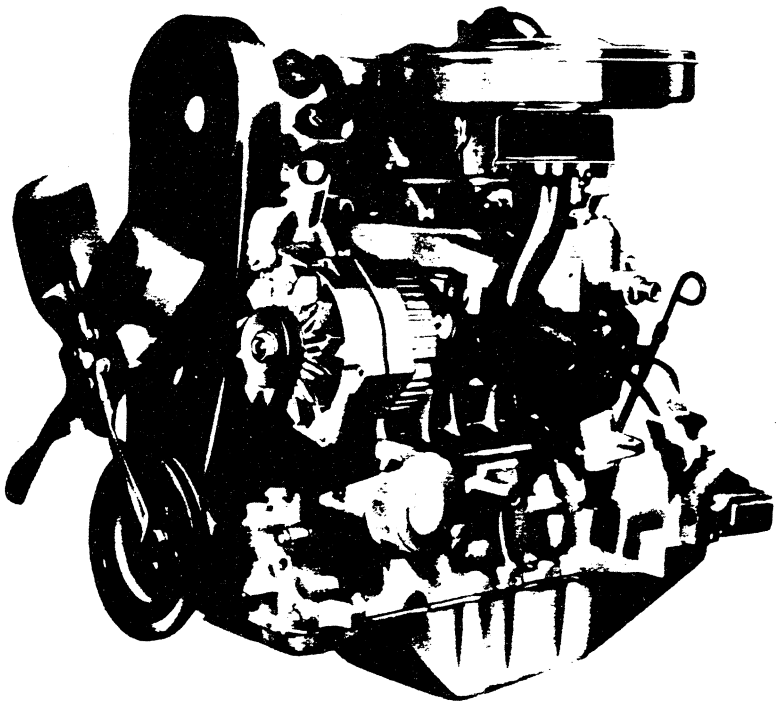
Engine type	Overhead-Cam Aluminum
Piston displacement	140 cu in
Bore & stroke (nominal)	3½" x 3⅝"
Compression ratio	8.0 to 1
Carburetor type	2-barrel

Test Procedures

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

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

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



140 Four

OPTIONAL 140 FOUR

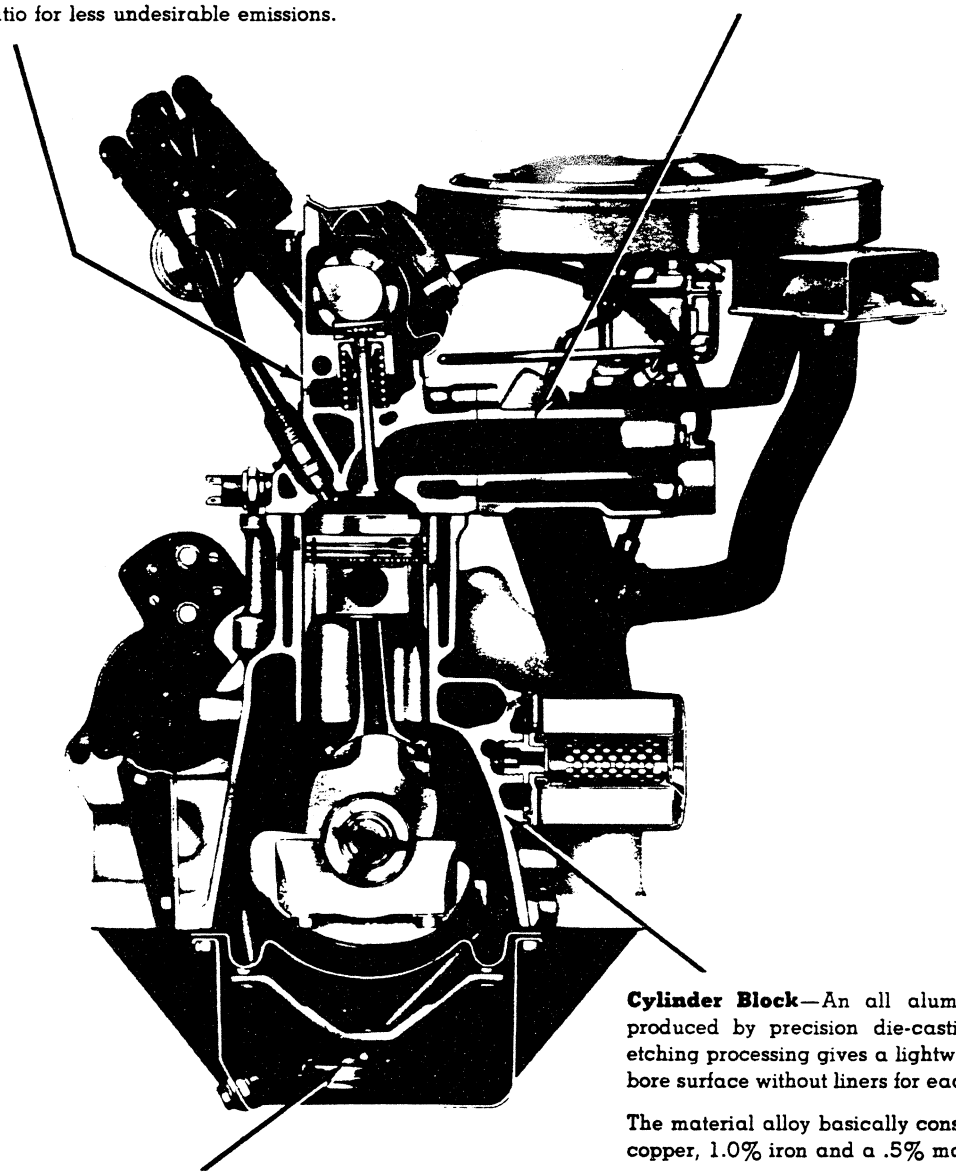
➔With C.C.S.

Gross horsepower	110 @ 4800 rpm
Net horsepower	93 @ 4800 rpm
Gross torque, lb-ft	138 @ 3200 rpm
Net torque, lb-ft	121 @ 28-3200 rpm

➔ENGINE FEATURES

Cylinder Head—All cast iron material and designed to accommodate an overhead camshaft and valves. The valve ports are alternate intake and exhaust for more uniform heat distribution and avoid hot spots in the exhaust. Also, the combustion chamber is designed to minimize surface-to-volume ratio for less undesirable emissions.

Heated Inlet Manifold—Coolant is directed through passages under the air/fuel passage and carburetor inlet of the manifold, which flows from the front to the rear. This eliminates the conventional exhaust heat stove and gives a very desirable warm-up characteristic of the air/fuel mixture.



Lubrication System—The gear type Oil Pump is directly driven by the crankshaft. Since the oil pump turns at the same speed as the crankshaft, full oil pressure is achieved at a low engine speed compared to conventional engines. This also means that substantial oil pressures are maintained at engine idle.

Full oil pressure, normally 40 to 45 psi is directed from the pump, through the full flow filter and to the main oil gallery running along the left side of the block. Main and connecting rod bearings are oiled thru drilled passages in the block and crankshaft and the overhead oiling is from the front main bearings, which act as a metering device, up vertical passages in the block and to the camshaft bearing gallery. Oil from cam bearings lubricate tappets, adjuster and valve train. Four oil return passages to the crankcase are provided, one of which has a tubular extension to allow high speed drain-back.

Cylinder Block—An all aluminum/silicon alloy block, produced by precision die-casting and electro-chemical etching processing gives a lightweight block and a durable bore surface without liners for each cylinder.

The material alloy basically consists of: 17% silicon, 4.5% copper, 1.0% iron and a .5% magnesium.

Die-casting allows precision control to produce uniform wall thickness for both the cylinder bore and case. This means an efficient use of material and maximum strength because all wall section thicknesses are kept uniform, not the usual joining of thick and thin sections which reduce strength. Also, cooling is greatly enhanced due to the rapid transfer of heat by the aluminum walls.

The skirts, around the crankcase, are cast deep which gives added rigidity to the overall cylinder block and allows full attachment of the transmission for exceptional rigidity to minimize driveline bending.

The aluminum/silicon alloy cylinder bores are etched by an electro-chemical etching process, which removes aluminum from the surface and leaves silicon particles exposed. This in turn leaves a durable silicon wear surface, prevents aluminum smearing and allows pockets of oil to accumulate for good cylinder lubrication.

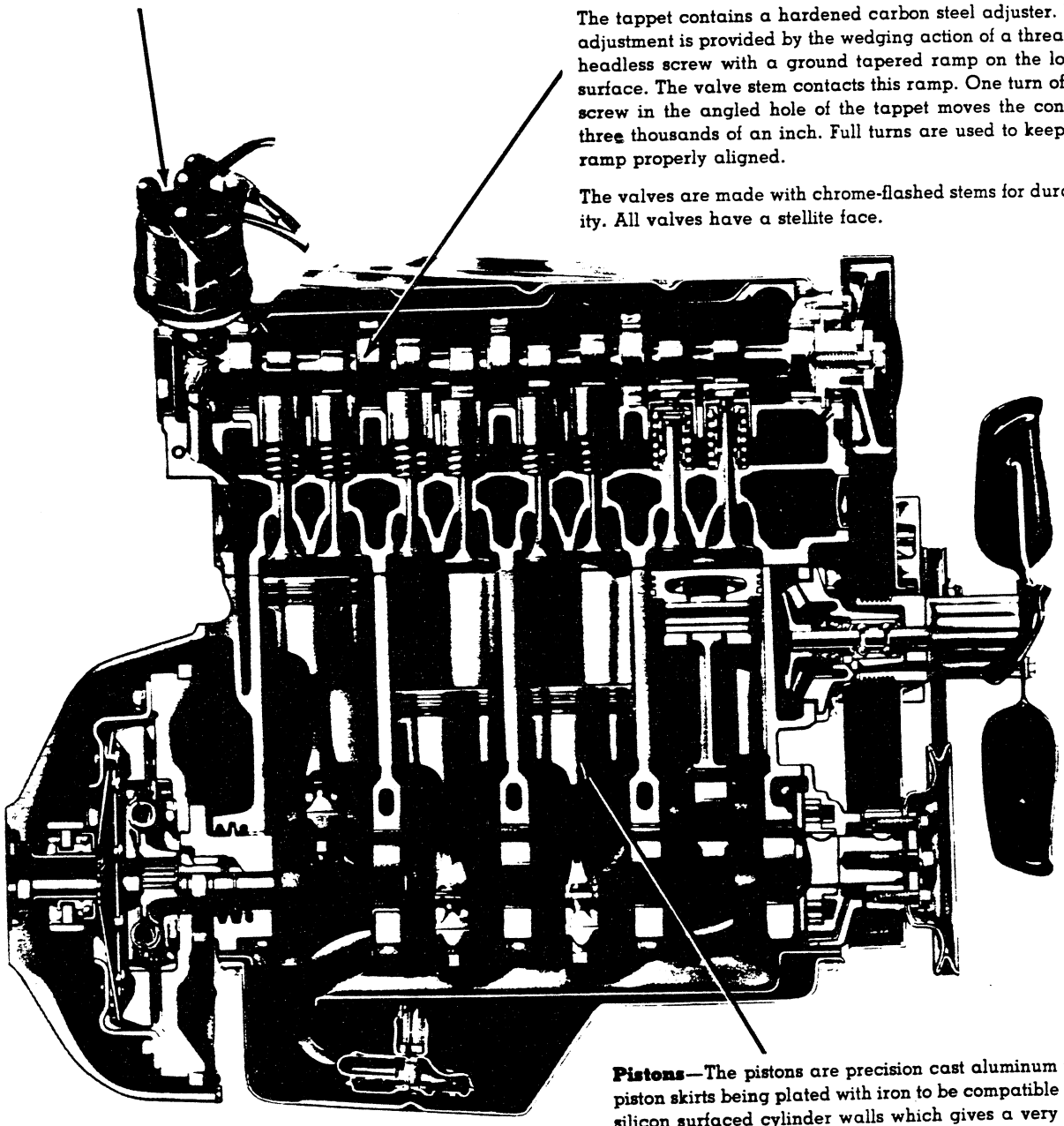
➔ENGINE FEATURES

Valve Train—Consists of Overhead cam, mechanical adjusting type tappets, and valves. The Overhead cam is a direct acting type, and it is supported by 5-main bearings with full pressure oil lubrication. It is driven from the crankshaft by an externally mounted continuous cogged belt and sprocket system. The cogs, on the inner surface of the belt, carry the driving forces and prevent slipping. "V" grooves on the outside of the belt drive the Water Pump and Fan. The single unit pump and fan drive adjusts for correct tensions on the belt. The belt has excellent durability and reliability and does not have the complexity of a chain drive.

The tappet contains a hardened carbon steel adjuster. The adjustment is provided by the wedging action of a threaded headless screw with a ground tapered ramp on the lower surface. The valve stem contacts this ramp. One turn of the screw in the angled hole of the tappet moves the contact three thousands of an inch. Full turns are used to keep the ramp properly aligned.

The valves are made with chrome-flashed stems for durability. All valves have a stellite face.

Distributor—The distributor is driven by a gear attached to the rear-end of the camshaft. The lower section of the distributor shaft is cushioned by a layer of oil under full pressure which applies on upward thrust on the shaft to greatly reduce spark scatter.



Pistons—The pistons are precision cast aluminum with the piston skirts being plated with iron to be compatible with the silicon surfaced cylinder walls which gives a very durable wear surface. The plating is accomplished by the following steps: (1) First, a thin layer of zincate is plated on, (2) secondly a thin layer of copper is plated on, (3) next the iron is plated on, and (4) finally a thin layer of tin is plated to prevent any possible corrosion before the engine is assembled.

140 FOUR

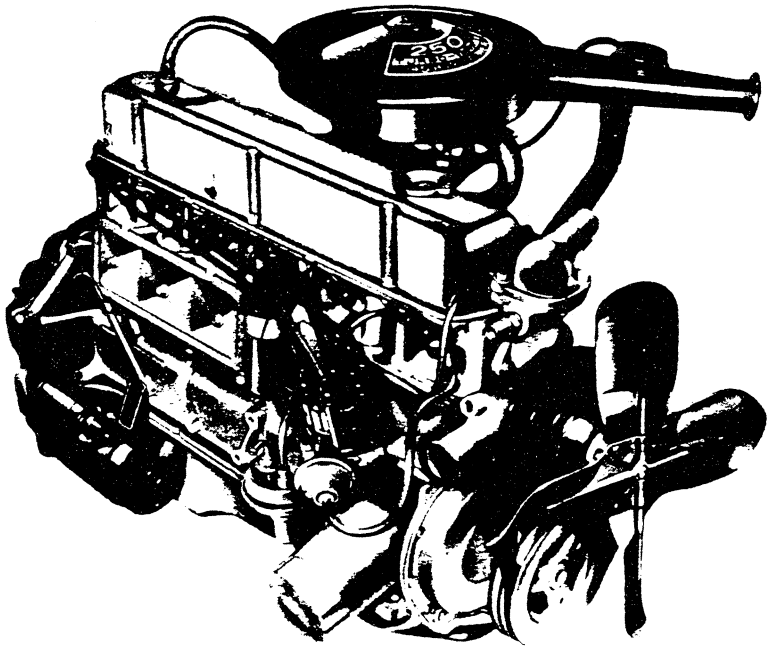
➔SPECIFICATIONS

		Standard 140	Optional 140
Basic Description		Four-cylinder in-line; overhead cam aluminum block	
Displacement (cu in)		140	
Bore & Stroke (in)		3½ x 3⅝	
Compression Ratio		8.0:1	
Firing Order		1 3 4 2	
Gross Horsepower @ rpm		90 @ 46-4800	110 @ 4800
Net Horsepower @ rpm		93 @ 4800	121 @ 28-3200
Gross Torque (lb-ft) @ rpm		136 @ 2400	138 @ 3200
Net Torque (lb-ft) @ rpm		80 @ 4400	121 @ 28-3200
Air Cleaner		See model pages for type	
Bearings, Camshaft		Steel-backed babbitt or copper lead alloy	
Inlet Valve	Opens	22° BTC	25° BTC
	Closes	58° ABC	71° ABC
Exhaust Valve	Opens	92° BTC	101° BTC
	Closes	48° ABC	55° ABC
Inlet Duration Ramp		260°	276°
Exhaust Duration Ramp		320°	336°
Carburetor			
Type		1-Barrel downdraft	2-Barrel downdraft
Make		Rochester	
Venturi ID (in)		1.22	1.09
Throttle Bore (in)		1.438	1.438
Choke Control		Automatic	
Connecting Rods			
Material		Forged steel	
Length (in)		5.695-5.705	
Bearings		Steel-backed inserts with copper lead alloy lining	
Crankcase Ventilation		Closed positive	
Crankshaft			
Material		Nodular iron	
Number of Counterweights		4	
Main Journals (in)		2.3004	
Crankpin Journals (in)		1.999-2.000	
Torsional Damper			Rubber mounted inserts
Bearings		Steel-backed inserts with copper lead alloy lining	
Distributor		Delco-Remy; centrifugal & vacuum advance	
Fuel Filters			
Carburetor		Paper type	Sintered bronze
Fuel Tank		Plastic mesh screen	
Lubrication System		Full pressure	
Main Bearings		Direct pressure	
Camshaft Bearings		Direct pressure	
Connecting Rods		Direct pressure	
Valves & Tappets		Pressure & gravity	
Cylinder Walls		Splash	
Piston Pins		Splash	

SPECIFICATIONS

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

TURBO-THRIFT 250 SIX



Applications

Standard: El Camino (13380)
Optional: None

Basic Specifications

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

Test Procedures

These curves represent full-throttle performance as obtained from 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.

Gross horsepower	145 @ 4200 rpm
Net horsepower	110 @ 3800 rpm
Gross torque, lb-ft	230 @ 1600 rpm
Net torque, lb-ft	185 @ 1600 rpm

Applications

Standard: CS10-40; KS10-20; GS10-30; PS10-30; SS40

Optional: None

Basic Specifications

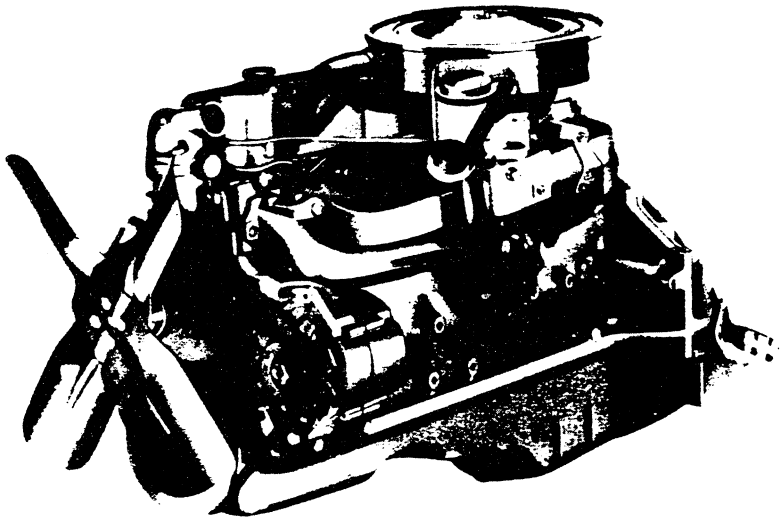
Engine type.....Valve-in-head
Piston displacement.....250 cu in
Bore & stroke (nominal).....3.875" x 3.53"
Compression ratio.....8.5 to 1
Carburetor type.....1-barrel

➔Test Procedures

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

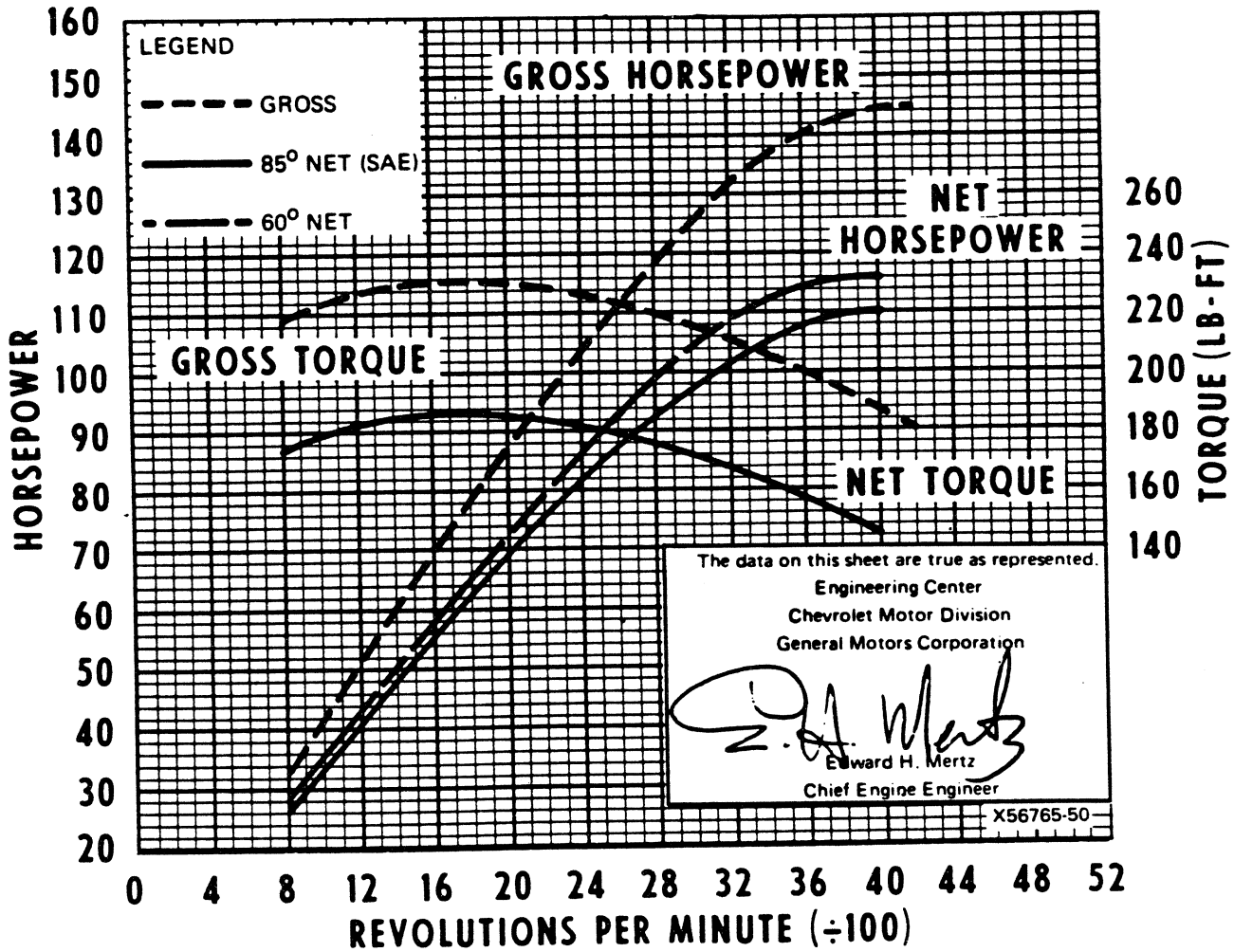
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

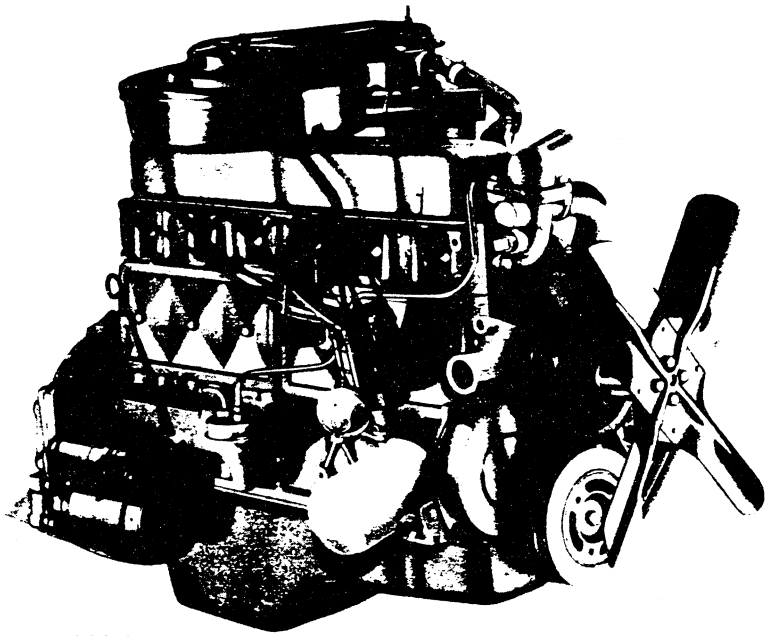


250 Six (CS10)

Gross horsepower (60°F)...145 @ 4200 rpm
Net horsepower (60°F).....116 @ 4000 rpm
(85°F).....110 @ 4000 rpm
Gross torque, lb-ft (60°F)...230 @ 1600 rpm
Net torque, lb-ft (60°F).....195 @ 1600 rpm
(85°F).....185 @ 1600 rpm



HIGH TORQUE 292 SIX



292 Six

Applications

Standard: None
Optional: CS10-40; KS10-20; PS20-30; SS40

Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....292 cu in
Bore & stroke (nominal).....3⅞" x 4⅛"
Compression ratio.....8.0 to 1
Carburetor type.....1-barrel

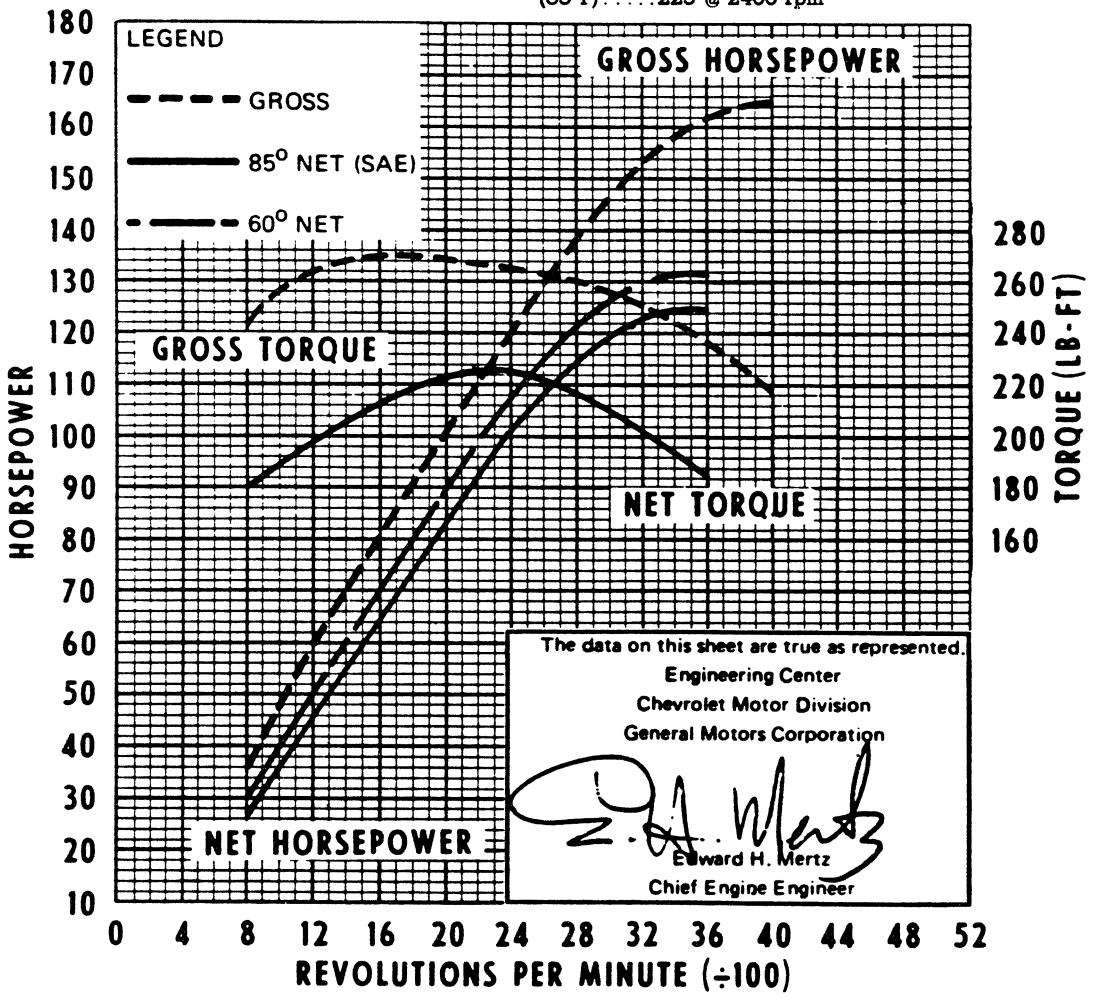
➔Test Procedures

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

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

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

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



Applications

Standard: CS50; SS50; TS50
Optional: None

Basic Specifications

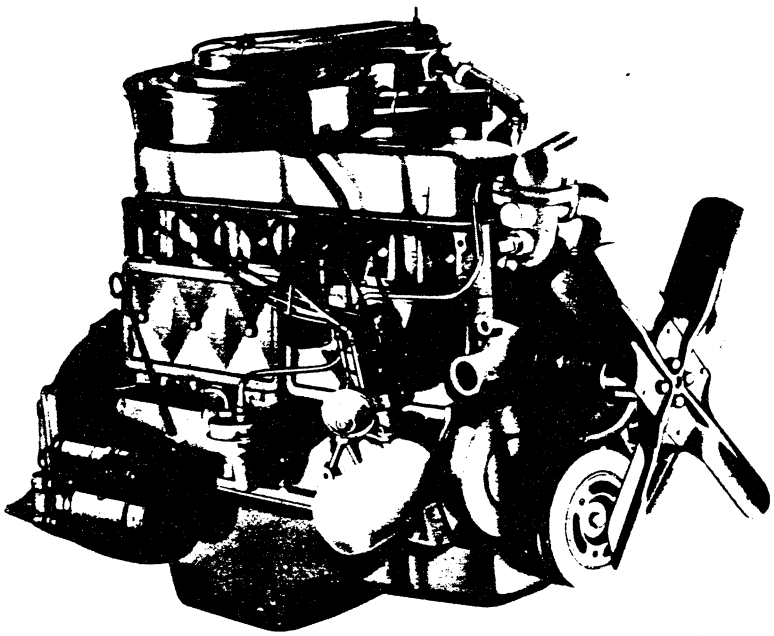
Engine type	Valve-in-head
Piston displacement	292 cu in
Bore & stroke (nominal)	3⅞" x 4⅛"
Compression ratio	8.0 to 1
Carburetor type	1-barrel

➔Test Procedures

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

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

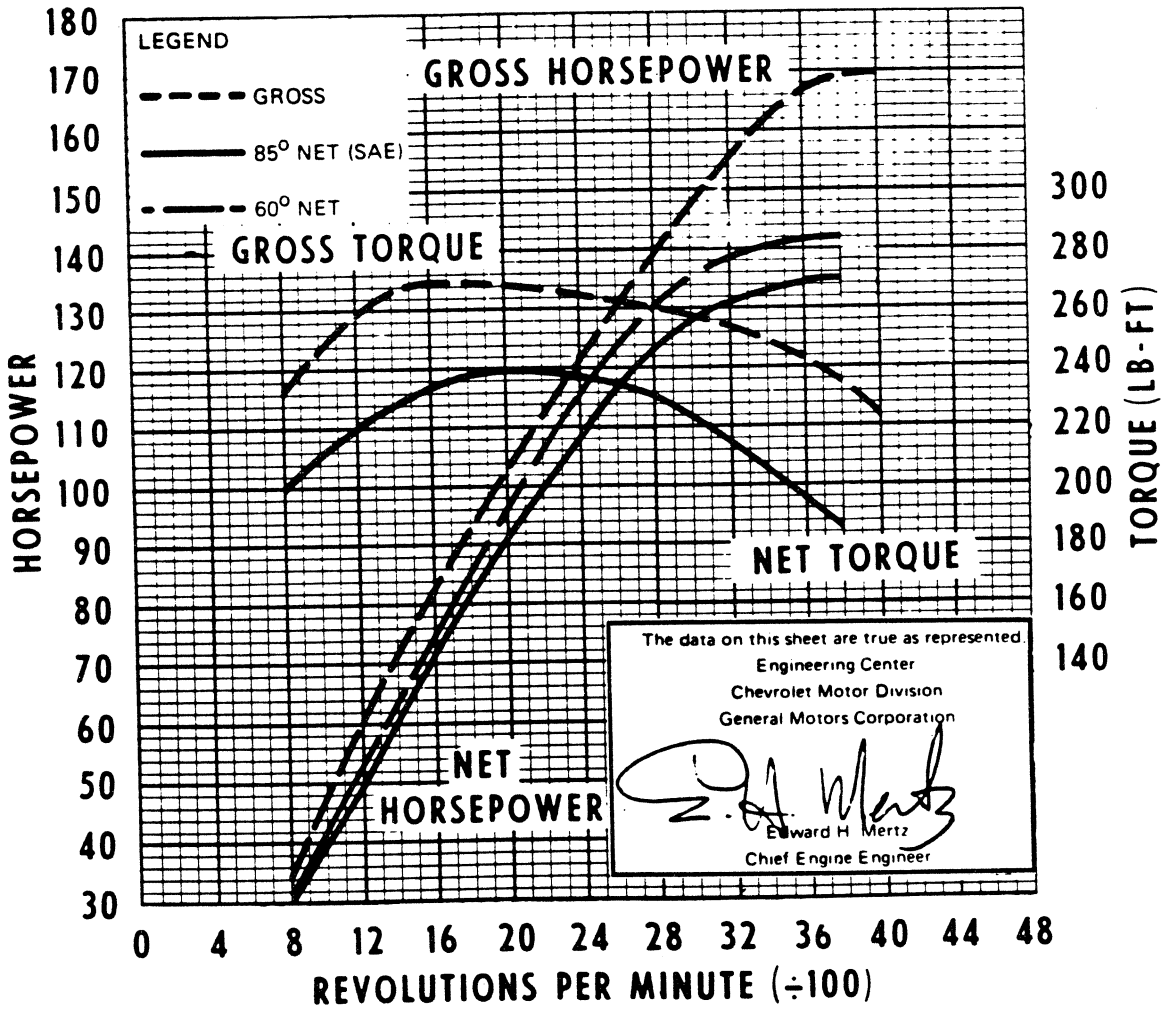
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



292 Six (CS50)

With C.C.S.

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



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.)

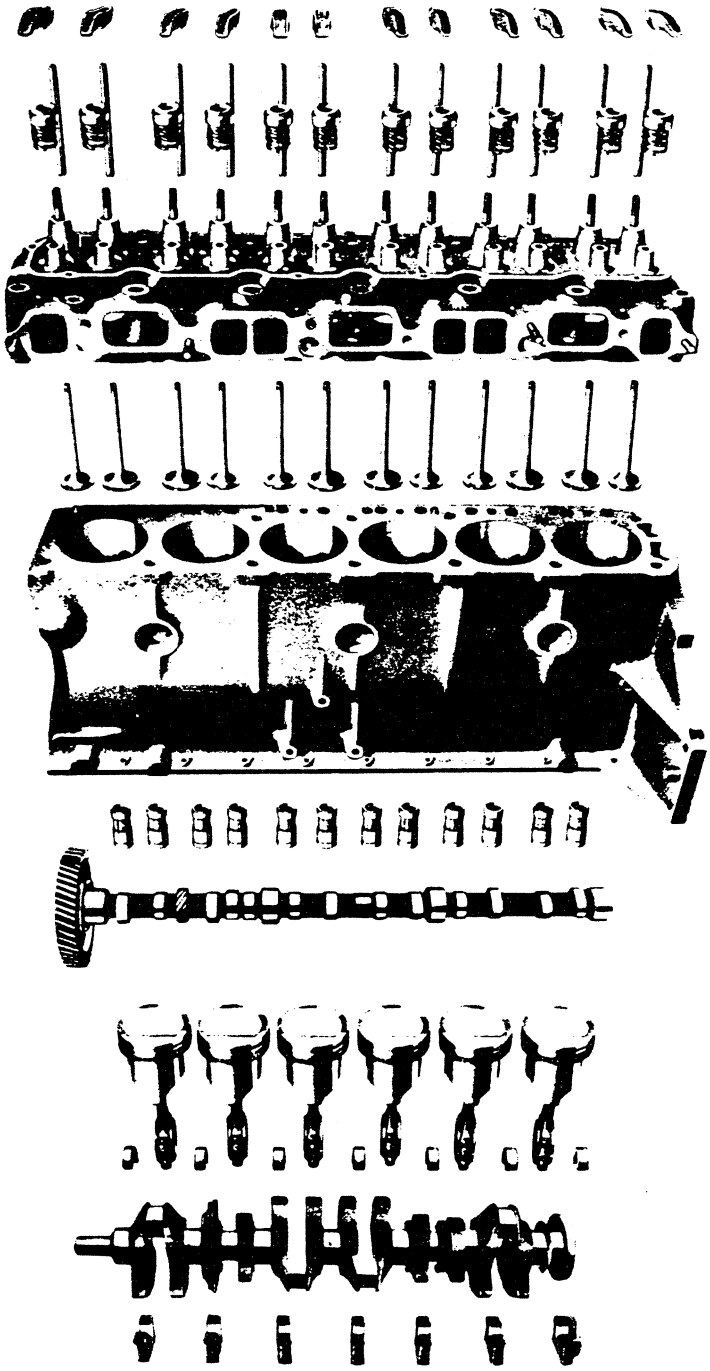
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

Pressurized cooling—Radiator cap keeps coolant under pressure. This permits coolant to operate at higher temperatures without boiling, thus giving greater cooling effective ness 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.



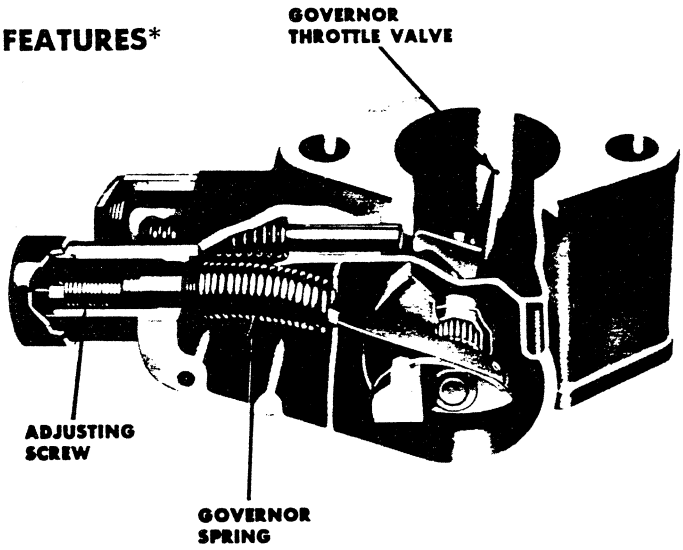
250 Engine Shown

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

ENGINE FEATURES*

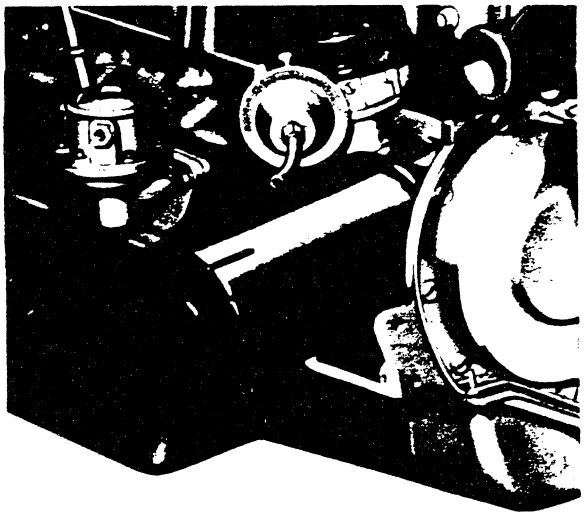
Optional governors—The 250 and 292 engines can be fitted with governors (except Series 10, 20 and 30) on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seely velocity type (see diagram at right). The mixture rushing through the governor body from the carburetor 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	2200 rpm to 3100 rpm
	2800 rpm to 3900 rpm

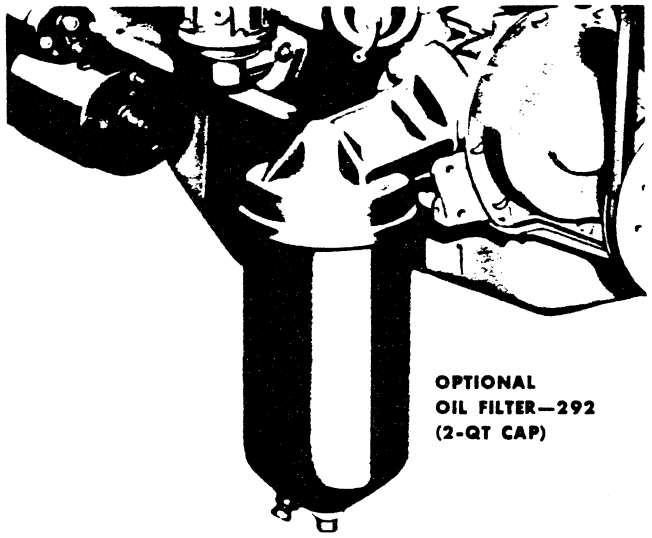


Oil filters—All in-line gasoline engines utilize a full-flow throwaway element oil filter as standard equipment.

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).

250 & 292 SIX ENGINES

➔SPECIFICATIONS

		Turbo-Thrift	High Torque	
		250	250	292# 292■
Basic Description		Six-cylinder in-line; valve-in-head		
Displacement (cu in)		250		292
Bore & Stroke (in)		3.875 x 3.53		3⅞ x 4⅛
Compression Ratio		8.5:1		8.0:1
Firing Order		153624		
Gross Horsepower @ rpm		145 @ 4200	145 @ 4200	165 @ 4000 170 @ 4000
Net Horsepower @ rpm		110 @ 3800	110 @ 4000	125 @ 3600 135 @ 3800
Gross Torque (lb-ft) @ rpm		230 @ 1600	230 @ 1600	270 @ 1600 270 @ 1600
Net Torque (lb-ft) @ rpm		185 @ 1600	185 @ 1600	225 @ 2400 240 @ 2000
Air Cleaner		See model pages for type		
Bearings, Camshaft		Steel-backed babbitt or copper lead alloy		Aluminum
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				
Type		1-Barrel downdraft		
Make		Rochester		
Venturi ID (in)		1.3125		1.625
Throttle Bore (in)		1.6875		1.750
Choke Control		Automatic*		
Connecting Rods				
Material		Forged steel		
Length (in)		5.70		6.76
Bearings		Steel-backed babbitt or copper lead alloy		Premium aluminum
Crankcase Ventilation		Closed positive		
Crankshaft				
Material		Nodular iron		
Number of Counterweights		12		
Main Journals (in)		Nos. 1-6—2.2983-2.2993		No. 7—2.2978-2.2988
Crankpin Journals (in)		1.999—2.000		2.099—2.100
Torsional Damper		Inertia, hysteresis		
Bearings		Sintered-copper nickel-backed babbitt on steel or copper lead alloy		Premium aluminum
Distributor		Delco-Remy; centrifugal & vacuum advance		
Fuel Filters				
Carburetor		Replaceable, pleated fiber element		
Fuel Tank		Plastic mesh screen		
Governor				
Availability		—	■ Optional	
Make		—	■ King-Seely	
Type		—	■ Velocity	
Setting	Low Range	—	1800—3000	2200—3100
	High Range	—	2800—4000	2800—3900
Lubrication System		Full pressure		
Main Bearings		Direct pressure		
Camshaft Bearings		Direct pressure		
Timing Gear		Sprayed by nozzle		
Connecting Rods		Direct pressure		
Valve Mechanism		Pressure & gravity		
Cylinder Walls		Cross sprayed by pressurized jets		
Piston Pins		Cross sprayed by pressurized jets		

*Manual on CS40-50, SS40-50, TS50. #Series 10-30 and SS40 ■Series 40-50 (exc SS40)

SPECIFICATIONS

	Turbo-Thrift	High Torque		
	250	250	292#	292■
Oil Capacity (qts)				
With filter change	5		6	
W/o filter change	4		5	
Oil Filter				
Standard	Full flow; throwaway type			
Capacity*(qts)	1			
Optional	—		Replaceable element●	
Capacity (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		Full	
Head	Sump			
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium-steel			
Piston Rings				
Compression Rings				
Number	2			
Type	Inside bevel			
Material	Cast alloy iron			
Oil Control Rings				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison or Dole; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.75:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Head Diameter (in)	1.72			
Face Coating	None		Aluminized	
Seats	Machined in cylinder head			
Exhaust Valves				
Material	21-4N			
Head Diameter (in)	1.50			
Face Coating	None		Cobalt based alloy	
Seats	Machined in cylinder head			
Rotators	None		Rotocoil	
Water Pump				
Type	Centrifugal			
Capacity (gpm)	60 @ 4000		70 @ 4400	

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

TURBO-FIRE 307 V8

Applications

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

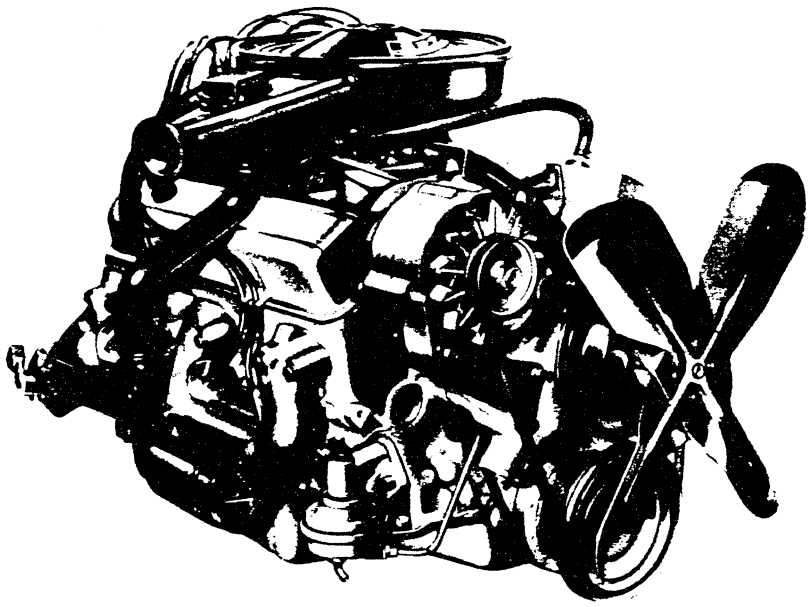
Basic Specifications

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

Test Procedures

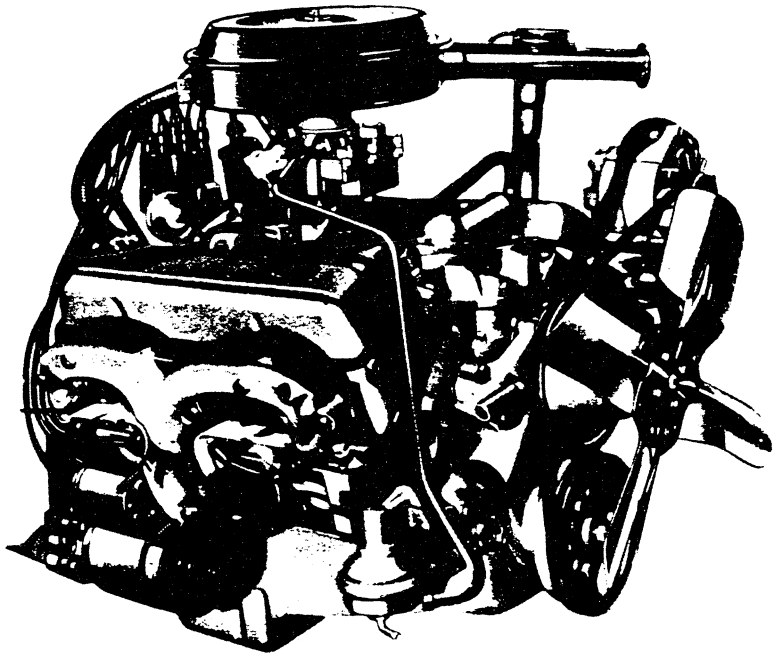
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60° F dry air and net ratings corrected to 29.00" mercury and 85° F dry air.

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



Gross horsepower.....200 @ 4600 rpm
Net horsepower.....140 @ 4400 rpm
Gross torque, lb-ft.....300 @ 2400 rpm
Net torque, lb-ft.....235 @ 2400 rpm

HIGH TORQUE 307 V8



Typical Engine Shown

Applications

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

➔Basic Specifications

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

➔Test Procedures

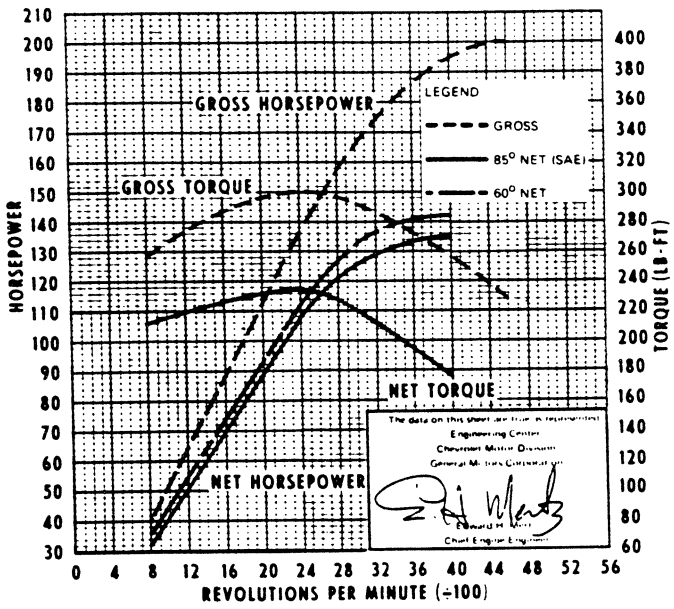
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air. Net ratings are corrected to both 29.92" mercury and 60°F dry air and 29.00" mercury and 85°F dry air.

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

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

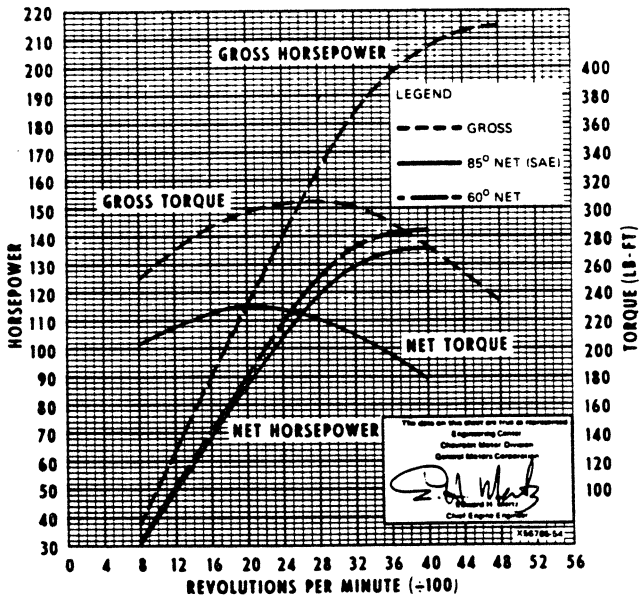
Series 10 models

Gross horsepower (60°F) . . . 200 @ 4600 rpm
Net horsepower (60°F) . . . . . 142 @ 4000 rpm
(85°F) . . . . . 135 @ 4000 rpm
Gross torque, lb-ft (60°F) . . . 300 @ 4000 rpm
Net torque, lb-ft (60°F) . . . . . 250 @ 2400 rpm
(85°F) . . . . . 235 @ 2400 rpm

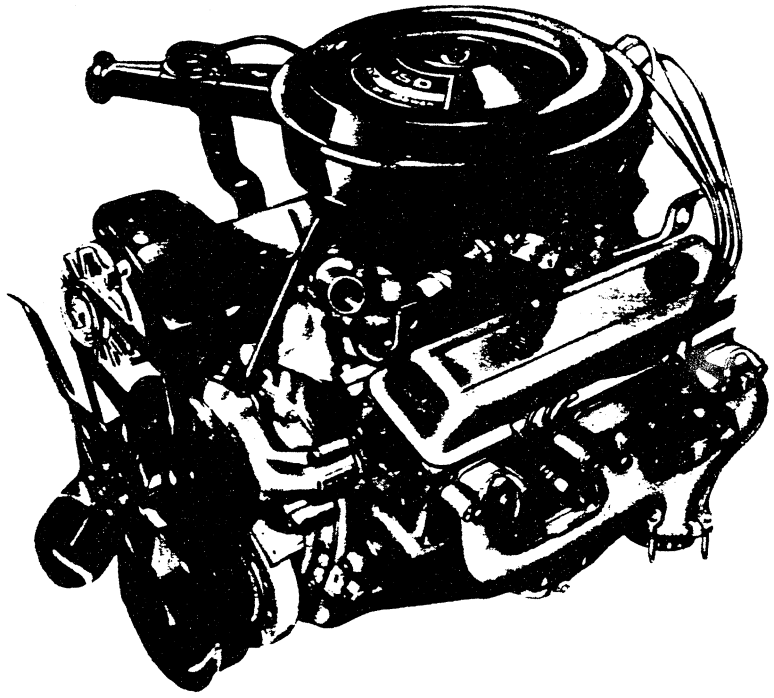


Series 20-30 models

Gross horsepower (60°F) . . . 215 @ 4800 rpm
Net horsepower (60°F) . . . . . 142 @ 4000 rpm
(85°F) . . . . . 135 @ 4000 rpm
Gross torque, lb-ft (60°F) . . . 305 @ 2800 rpm
Net torque, lb-ft (60°F) . . . . . 245 @ 2000 rpm
(85°F) . . . . . 230 @ 2000 rpm



TURBO-FIRE 350 V8



Typical Engine Shown

Applications

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

Basic Specifications

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

Test Procedures

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

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

Gross horsepower	245 @ 4800 rpm
Net horsepower	165 @ 4000 rpm
Gross torque, lb-ft	350 @ 2800 rpm
Net torque, lb-ft	280 @ 2400 rpm

Applications

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

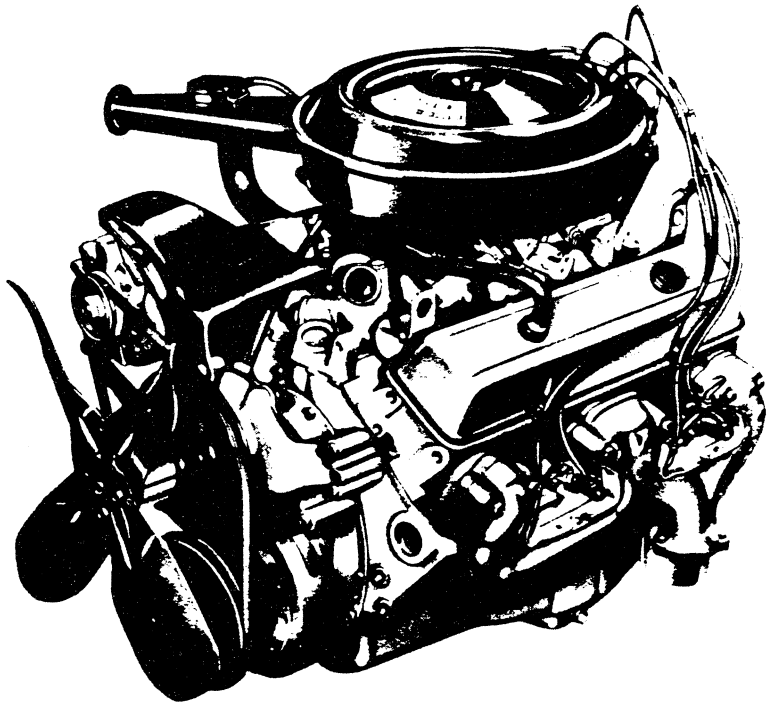
Basic Specifications

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

Test Procedures

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

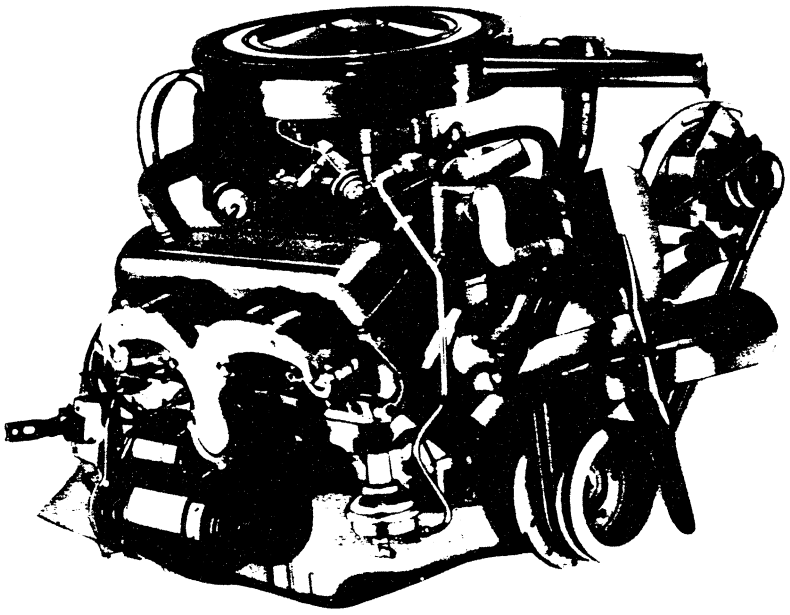
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.



Typical Engine Shown

Gross horsepower	270 @ 4800 rpm
Net horsepower	175 @ 4000 rpm
Gross torque, lb-ft	360 @ 3200 rpm
Net torque, lb-ft	290 @ 2400 rpm

HIGH TORQUE 350 V8



Applications

Standard: GE20-30; PE30 Motor Home Chassis
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.....8.5:1
Carburetor type.....4-barrel

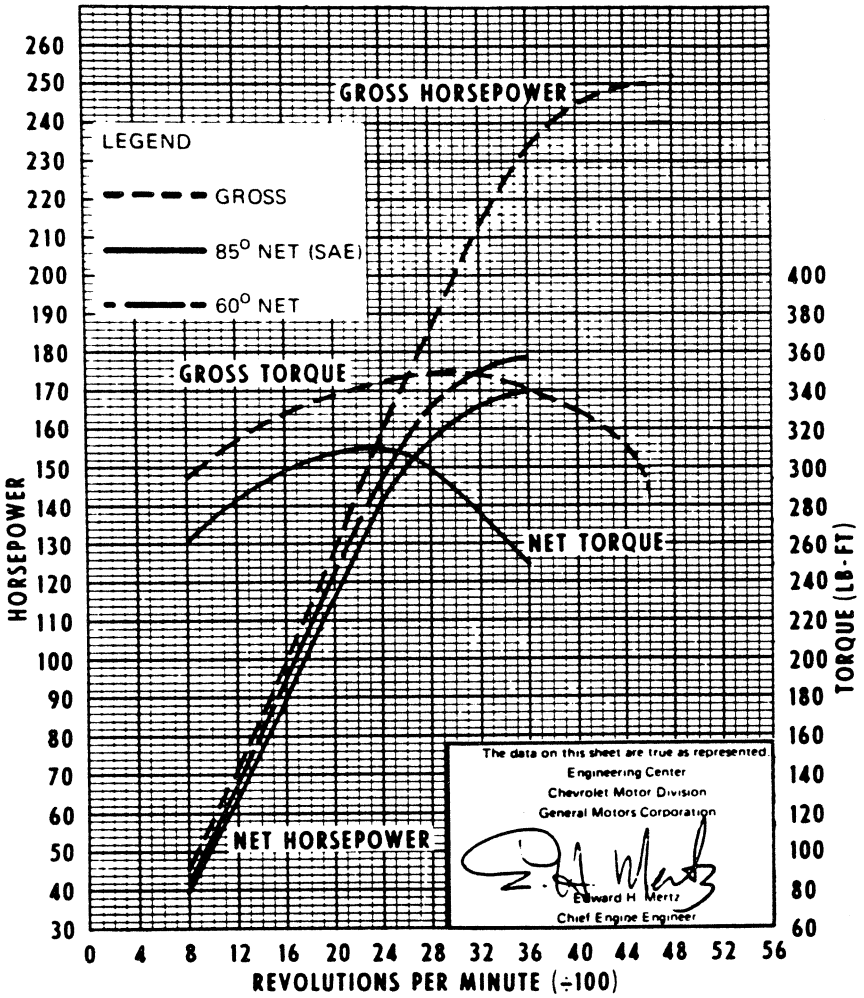
➔Test Procedures

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

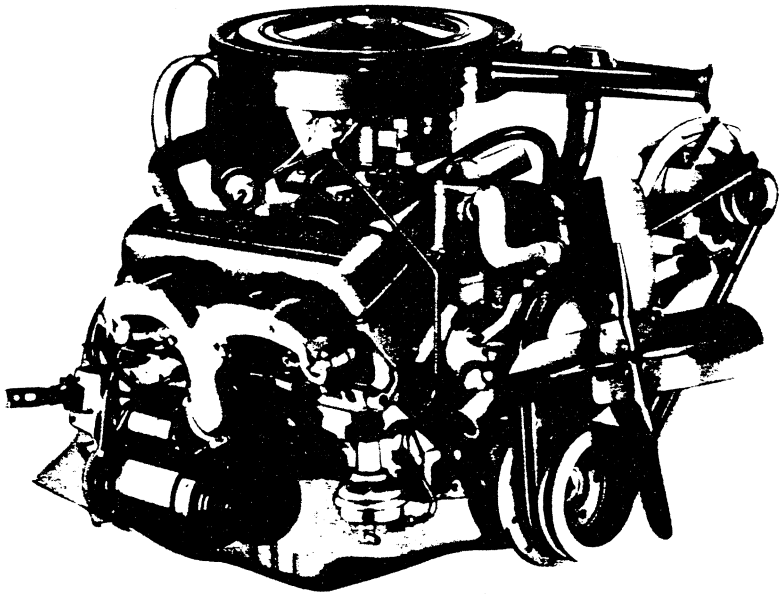
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

Gross horsepower (60°F)...250 @ 4600 rpm
Net horsepower (60°F).....180 @ 3600 rpm
(85°F).....170 @ 3600 rpm
Gross torque, lb-ft (60°F)...350 @ 3000 rpm
Net torque, lb-ft (60°F).....327 @ 2400 rpm
(85°F).....310 @ 2400 rpm



HIGH TORQUE 350 V8



Applications

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

Basic Specifications

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

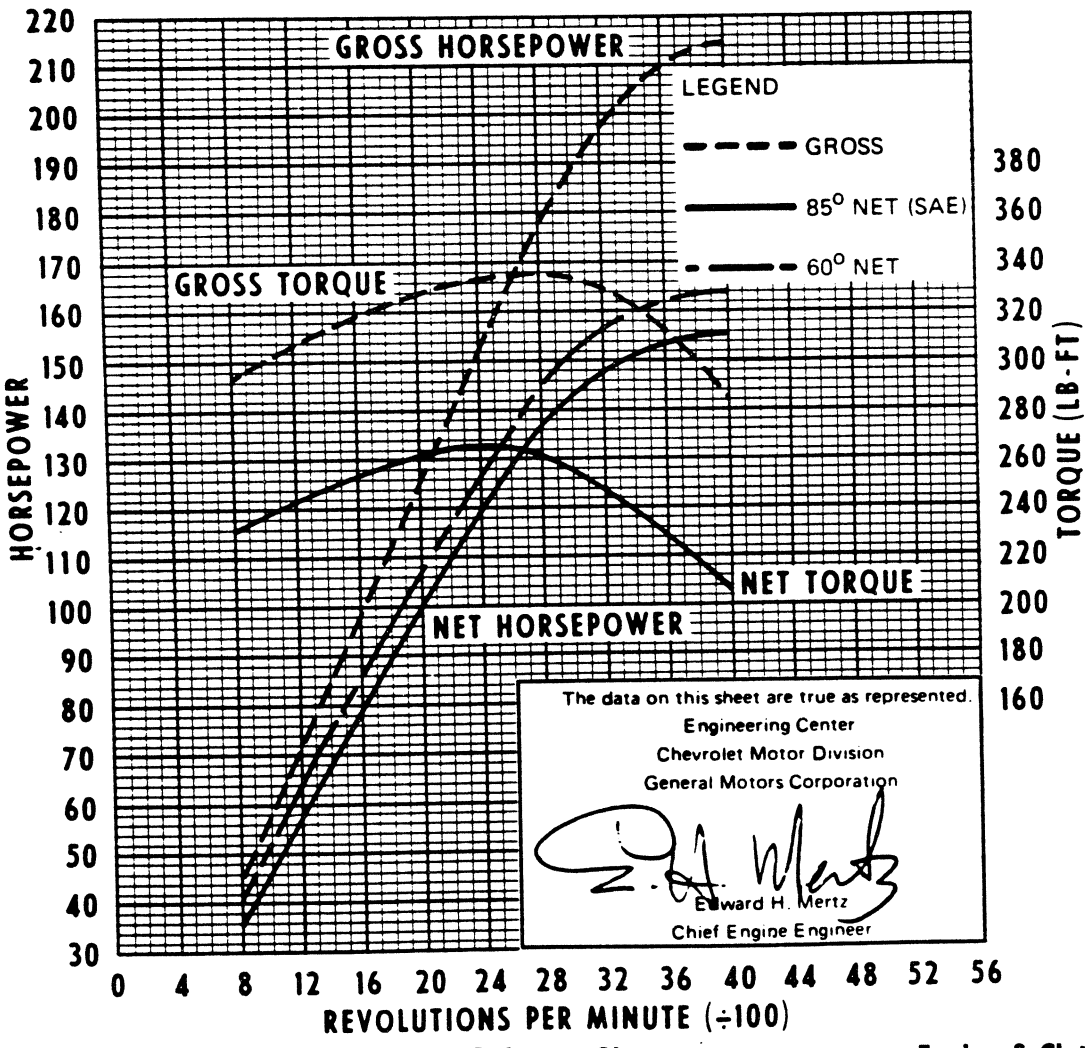
➔Test Procedures

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

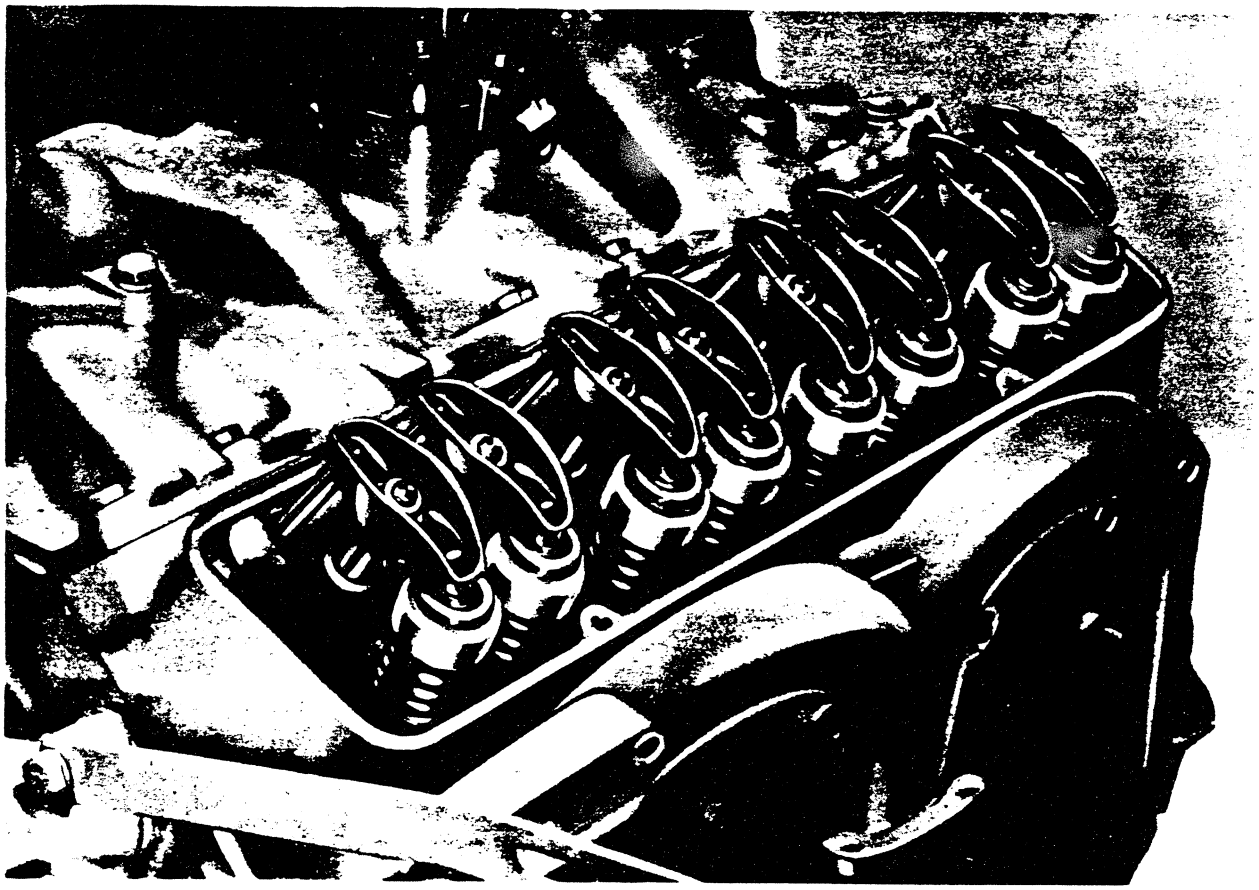
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

Gross horsepower (60°F)	215 @ 4000 rpm
Net horsepower (60°F)	164 @ 4000 rpm
(85°F)	155 @ 4000 rpm
Gross torque, lb-ft (60°F)	335 @ 2800 rpm
Net torque, lb-ft (60°F)	280 @ 2400 rpm
(85°F)	265 @ 2400 rpm



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 oil filters that increase engine life. Throwaway on all engines except 350 V8 used on C50 Series which uses a replaceable element.

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 2-barrel engine valve seats are stellite for long life. Aluminized exhaust valve seat faces on the 307 and 350 4-barrel engines retard the formation of deposits.

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

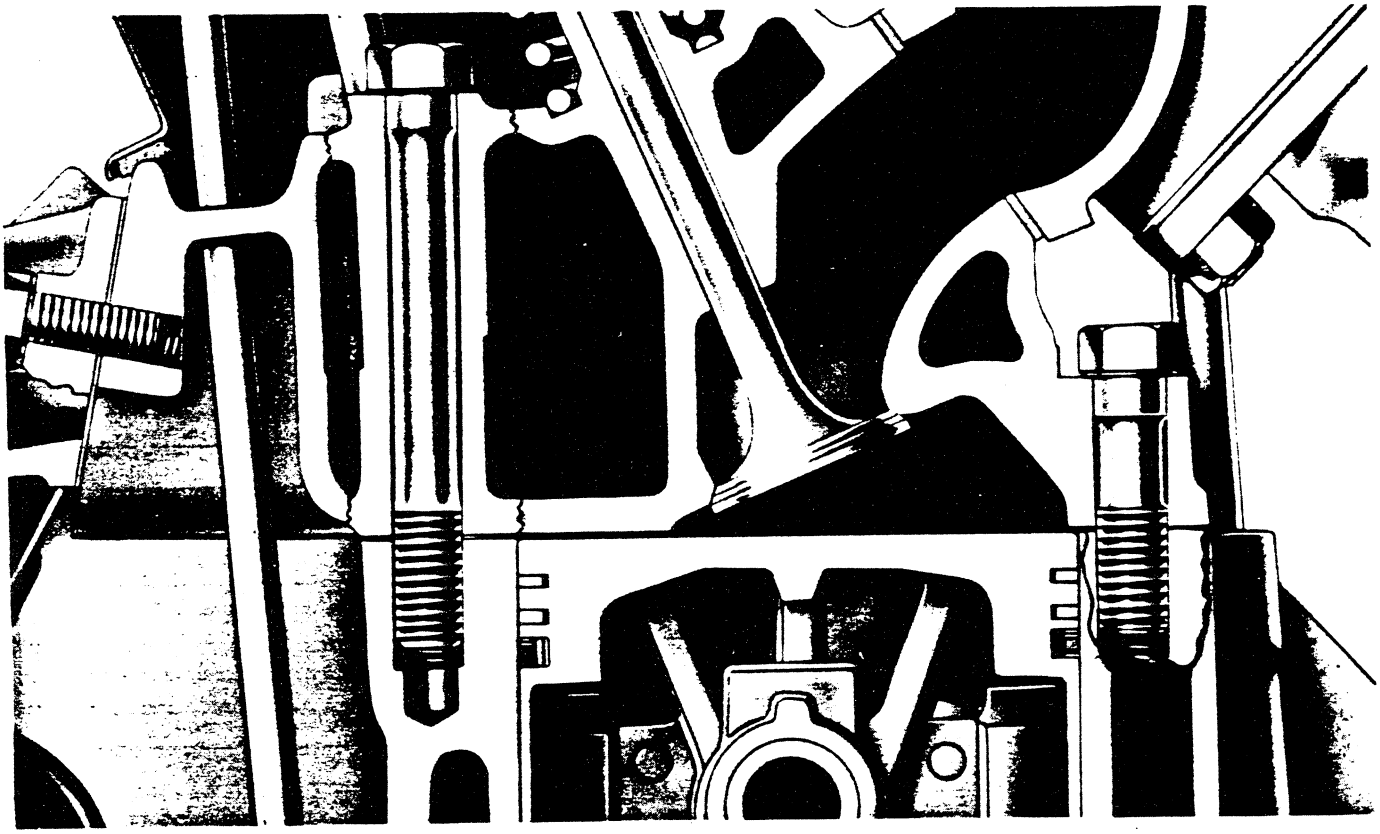
*High Torque engines only. See the Specifications charts for data on Turbo-Fire engines (El Camino).

ENGINE FEATURES*

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 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).

SPECIFICATIONS

		TURBO-FIRE	HIGH TORQUE	
		307 V8 ➔(El Camino)	307 V8 (Series 10)	307 V8 (Series 20-30)
Basic Description		V8; valve-in-head		
Displacement (cu in)		307		
Bore & Stroke (in)		3.875 x 3.25		
Compression Ratio		8.5:1		
Firing Order		1-8-4-3-6-5-7-2		
Gross Horsepower @ rpm		200 @ 4600	200 @ 4600	215 @ 4800
Net Horsepower @ rpm		140 @ 4400	135 @ 4000	135 @ 4000
Gross Torque (lb-ft) @ rpm		300 @ 2400	300 @ 2400	305 @ 2800
Net Torque (lb-ft) @ rpm		235 @ 2400	235 @ 2400	230 @ 2000
Air Cleaner		See model pages for type		
Camshaft				
Bearings		Steel-backed babbitt		
Intake Valve	Opens	28° BTC		
	Closes	72° ABC		
Exhaust Valve	Opens	78° BBC		
	Closes	30° ATC		
Intake Duration	w/o Ramp	280°		
Exhaust Duration	w/o Ramp	288°		
Carburetor				
Type		2-Barrel		
Make		Rochester		
Venturi ID (in)		1.09		
Throttle Bore (in)		1.437	1.437	1.69
Choke Control		Automatic		
Connecting Rods				
Material		Drop-forged steel		
Length (in)		5.699—5.701		
Bearings		Copper lead alloy or micro-babbitt on steel		
Crankcase Ventilation		Closed positive		
Crankshaft				
Material		Cast nodular iron		
Number of Counterweights		6		
Main Journals (in)		2.45		
Crankpin Journals (in)		2.10		
Torsional Damper		Inertia; rubber mounted		
Bearings		Copper lead alloy or micro-babbitt aluminum		
Distributor		Delco-Remy; centrifugal & vacuum advance		
Fuel Filter				
Carburetor		Sintered bronze	Sintered bronze	Pleated fiber element
Fuel Tank		Plastic mesh strainer		
Optional		AC-Frame mounted		
Governor				
Availability		None		
Lubrication System		Controlled full pressure		
Main Bearings		Direct pressure		
Camshaft Bearings		Direct pressure		
Timing Gear		Centrifugally sprayed		
Connecting Rods		Direct pressure		
Valve Mechanism		Pressure & gravity		
Cylinder Walls		Cross sprayed throw-off from rod bearing		
Piston Pins		Cross sprayed throw-off from rod bearing		

SPECIFICATIONS

	TURBO-FIRE	HIGH TORQUE	
	307 V8 ➔(El Camino)	307 V8 (Series 10)	307 V8 (Series 20-30)
Oil Capacity (qts)			
With filter change	5		
W/o filter change	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)	4.1 @ 1180 rpm		
Normal Pressure (psi)	30 @ 1180 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Open		
Head	Flat; notched		
Piston Pins			
Type	Rod shrink fit to pin		
Material	Chromium steel		
Piston Rings			
Compression Rings			
Number	2		
Type	Upper—barrel; lower—inside bevel, tapered face		
Material	Cast alloy iron		
Oil Control Ring			
Number	1		
Type	Multi-piece		
Material	Steel		
Thermostat	Harrison or Dole; 195°		
Valve Train			
Type	Individually mounted rocker arms, push rod actuated		
Lifters	Hydraulic		
Rocker Arm Ratio	1.50:1		
Valve Guides	Integral with cylinder head		
Valve Lash	Zero		
Intake Valves			
Material	Alloy steel		
Diameter (in)	1.715—1.725		
Face Coating	None		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Diameter (in)	1.495—1.505		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Rotators	None		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	52 @ 4000 rpm		

350 V8 ENGINES

SPECIFICATIONS

		Turbo-Fire		High Torque	
		350 V8*	350 V8*	350 V8■	350 V8#
Basic Description		V8; valve in head			
Displacement (cu in)		350			
Bore & Stroke (in)		4.0 x 3.48			
Compression Ratio		8.5:1	8.5:1	8.0:1	8.5:1
Firing Order		1-8-4-3-6-5-7-2			
Gross Horsepower @ rpm		245 @ 4800	270 @ 4800	215 @ 4000	250 @ 4600
Net Horsepower @ rpm		165 @ 4000	175 @ 4000	155 @ 4000	170 @ 3600
Gross Torque (lb-ft) @ rpm		350 @ 2800	360 @ 3200	335 @ 2800	350 @ 3000
Net Torque (lb-ft) @ rpm		280 @ 2400	290 @ 2400	265 @ 2400	310 @ 2400
Air Cleaner		See model pages for type			
Camshaft					
Bearings		Steel-backed babbitt			
Intake Valve	Opens	28° BTC			
	Closes	72° ABC			
Exhaust Valve	Opens	78° BBC			
	Closes	30° ATC			
Intake Duration w/o Ramp		280°			
Exhaust Duration w/o Ramp		288°			
Carburetor					
Type		2-barrel	4-barrel	2-barrel	4-barrel
Make		Rochester			
Venturi ID (in)		1.09			
Throttle Bore (in)		1.68	Primary 1.38; secondary 2.25	1.68	Primary 1.38; secondary 2.25
Choke Control		Automatic		Manual	Automatic
Connecting Rods					
Material		Drop-forged Steel			
Length (in)		5.699—5.701			
Bearings		Premium aluminum			
Crankcase Ventilation		Closed positive			
Crankshaft					
Material		Cast nodular iron		Forged steel	Cast nodular iron
Number of Counterweights		6			
Main Journals (in)		2.45			
Crankpin Journals (in)		2.10			
Torsional Damper		Inertia; rubber mounted			
Bearings		Upper—Micro-babbitt or copper lead; Lower—premium aluminum			
Distributor		Delco-Remy; centrifugal & vacuum advance			
Fuel Filter					
Carburetor		Pleated fiber element			
Fuel Tank		Plastic strainer			
In-line		N.A.	Optional†		N.A.
Governor					
Availability		50 Series			—
Make		Delco-Remy			—
Type		Vacuum spinner			—
Setting		4000 rpm			—
Lubrication System		Controlled full pressure			
Main Bearings		Direct pressure			
Camshaft Bearings		Direct pressure			
Timing Gear		Centrifugally sprayed			
Connecting Rods		Direct pressure			
Valve Mechanism		Pressure & gravity			
Cylinder Walls		Cross sprayed throw-off from rod bearing			
Piston Pins		Cross sprayed throw-off from rod bearing			
Oil Capacity (qts)					
With filter change		5		6	5
W/o filter change		4		5	4

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

➔Indicates Change

SPECIFICATIONS

	➔Turbo-Fire		High Torque	
	350 V8*	350 V8*	350 V8■	350 V8#
Oil Filter	Throwaway		Full flow; replaceable element†	Throwaway
Capacity (qts)	½		One◆	
Oil Pump				
Type	Spur gear; distributor shaft driven			
Capacity (gpm)	4.3 @ 2000 rpm			
Normal Pressure (psi)	50-65 @ 2000 rpm			
Pistons				
Material	Cast aluminum alloy			
Skirt	Slipper		Closed	
Head	Sump notched	Sump		Sump notched
Piston Pins				
Type	Rod shrink fit to pin			
Material	Chromium steel			
Piston Rings				
Compression Rings				
Number	2			
Type	Upper—barrel; lower—inside bevel			
Material	Cast iron alloy			
Oil Control Ring				
Number	1			
Type	Multi-piece			
Material	Steel			
Thermostat	Harrison or Duke; 195°			
Valve Train				
Type	Individually mounted rocker arms, push rod actuated			
Lifters	Hydraulic			
Rocker Arm Ratio	1.50:1			
Valve Guides	Integral with cylinder head			
Valve Lash	Zero			
Intake Valves				
Material	Alloy steel			
Diameter (in)	1.94		1.72	1.94
Face Coatings	None	Aluminized		None
Seats	Machined in cylinder head			
Exhaust Valves				
Material	High alloy steel	Stellite	High alloy steel	High alloy steel
Diameter (in)	1.50			
Face Coating	Aluminized	None		Aluminized
Seats	Machined in cyl. head	Inserts (50 Series)		Machined in cyl. head
Rotators	None	Rotocoil		None
Water Pump				
Type	Centrifugal			
Capacity (gpm)	52 @ 4000 rpm			

◆Two quart on Series 50 ■Series 40-50 #Lt Duty–LS9; standard on GE20-30 and PE30 Mobile Home Chassis
†On 50 Series. Throwaway on 40 Series *El Camino only

➔Indicates Change

TURBO-JET 400 V8

Applications

Standard: None
Optional: 13680

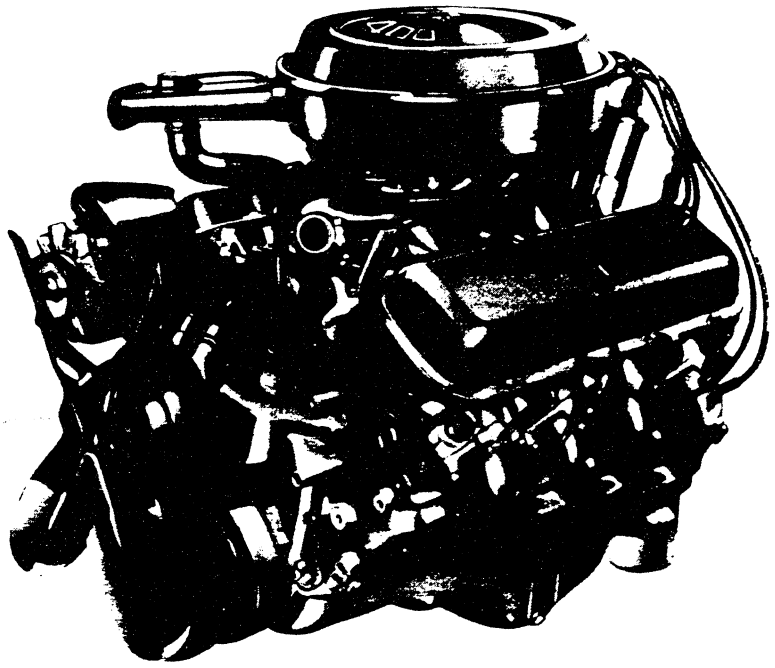
Basic Specifications

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

Test Procedures

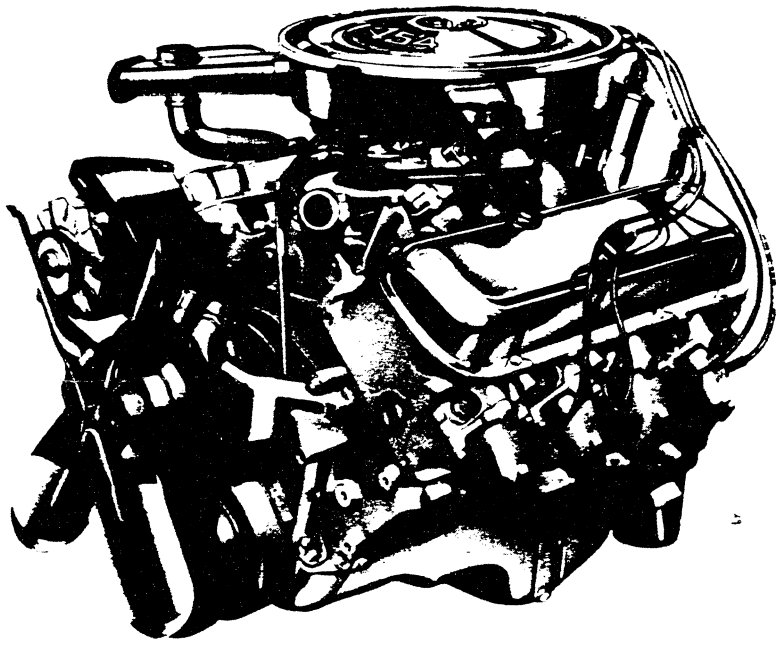
These curves represent full-throttle performance as obtained from dynamometer test data with gross ratings corrected to barometric pressure of 29.92" mercury and 60°F dry air and net ratings corrected to 29.00" mercury and 85°F dry air.

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



Gross horsepower	300 @ 4800 rpm
Net horsepower	260 @ 4400 rpm
Gross torque, lb-ft	400 @ 3200 rpm
Net torque, lb-ft	345 @ 3200 rpm

TURBO-JET 454 V8



Applications

Standard: None

Optional: El Camino (13680)

Basic Specifications

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

Test Procedures

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

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

Gross horsepower	365 @ 4800 rpm
Net horsepower	285 @ 4000 rpm
Gross torque, lb-ft	465 @ 3200 rpm
Net torque, lb-ft	390 @ 3200 rpm

Applications

Standard: None

Optional: El Camino (13680)

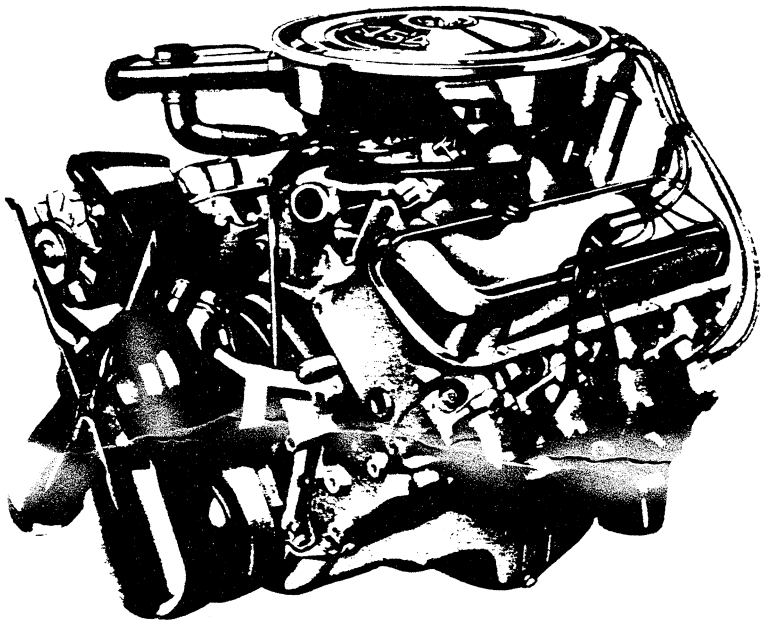
Basic Specifications

Engine type.....Valve-in-head
Piston displacement.....454 cu in
Bore & stroke (nominal).....4.251" x 4.00"
Compression ratio.....9.0:1
Carburetor type.....4-barrel

Test Procedures

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

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



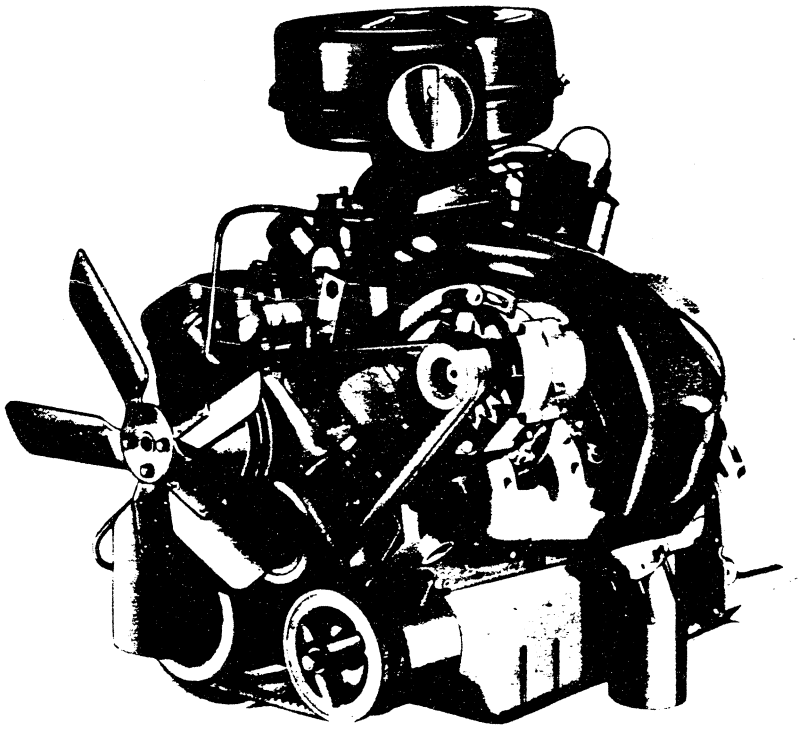
Gross horsepower.....425 @ 5600 rpm
Net horsepower.....325 @ 5600 rpm
Gross torque, lb-ft.....475 @ 4000 rpm
Net torque, lb-ft.....390 @ 3600 rpm

SPECIFICATIONS

		TURBO-JET		
		400 V8	454 V8	454 V8
Basic Description		V8; valve-in-head		
Displacement (cu in)		402	454	
Bore & Stroke (in)		4.126 x 3.76	4.251 x 4.00	
Compression Ratio		8.5:1		9.0:1
Firing Order		1-8-4-3-6-5-7-2		
Gross Horsepower @ rpm		300 @ 4800	365 @ 4800	425 @ 5600
Net Horsepower @ rpm		260 @ 4400	285 @ 4000	325 @ 5600
Gross Torque (lb-ft) @ rpm		400 @ 3200	465 @ 3200	475 @ 4000
Net Torque (lb-ft) @ rpm		345 @ 3200	390 @ 3200	390 @ 3600
Air Cleaner		Thermostatically controlled; oil wetted paper element		
Camshaft				
Bearings		Steel-backed babbitt		
Intake Valve	Opens	28° BTC	56° BTC	
	Closes	78° ABC	114° ABC	
Exhaust Valve	Opens	75° BBC	110° BBC	
	Closes	31° ATC	62° ATC	
Intake Duration w/o Ramp		286°	350°	
Exhaust Duration w/o Ramp		286°	352°	
Carburetor				
Type		4-Barrel		
Make		Rochester Quadrajet		
Venturi ID (in)		1.09		
Throttle Bore (in)		1.38 Primary; 2.25 Secondary		
Choke Control		Automatic		
Connecting Rods				
Material		Drop forged steel		
Length (in)		6.130–6.140		
Bearings		Premium aluminum		
Crankcase Ventilation		Closed positive		
Crankshaft				
Material		Cast nodular iron	Forged steel	
Number of Counterweights		6		
Main Journals (in)		2.75 (Nominal)		
Crankpin Journals (in)		2.199–2.20		
Torsional Damper		Inertia; rubber mounted		
Bearings		Steel with Premium aluminum or copper-lead insert		
Distributor		Delco-Remy; centrifugal & vacuum advance		
Fuel Filter				
Carburetor		Pleated fiber element		
Fuel Tank		Mesh strainer		
Lubrication System		Controlled full pressure		
Main Bearings		Direct pressure		
Camshaft Bearings		Direct pressure		
Timing Gear		Centrifugally sprayed		
Connecting Rods		Direct pressure		
Valve Mechanism		Pressure & gravity		
Cylinder Walls		Cross sprayed by pressurized jets		
Piston Pins		Splash		

SPECIFICATIONS

	TURBO-JET		
	400 V8	454 V8	454 V8
Oil Capacity			
With filter change	4½		
W/o filter change	4		
Oil Filter			
Standard	Full flow; throwaway type		
Capacity (qts)	½		
Oil Pump			
Type	Spur gear; distributor shaft driven		
Normal Pressure (psi)	40 @ 2000 rpm		
Pistons			
Material	Cast aluminum alloy		
Skirt	Slipper		
Head	Domed	Flat	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		
Head Diameter (in)	2.060–2.070		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Exhaust Valves			
Material	High alloy steel		
Head Diameter (in)	1.715–1.725		
Face Coating	Aluminized		
Seats	Machined in cylinder head		
Water Pump			
Type	Centrifugal		
Capacity (gpm)	57 @ 4400 rpm		



366 V8

Applications

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

Basic Specifications

Engine type	Valve-in-head
Piston displacement	366 cu in
Bore & stroke (nominal)	3.937" x 3.76"
Compression ratio	8.0:1
Carburetor type	4-barrel

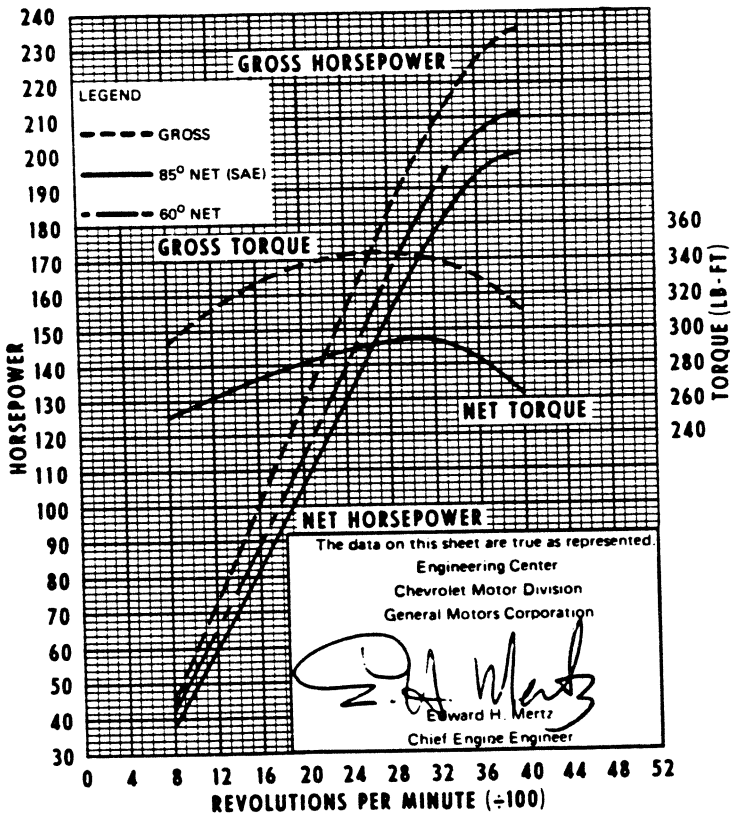
→Test Procedures

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

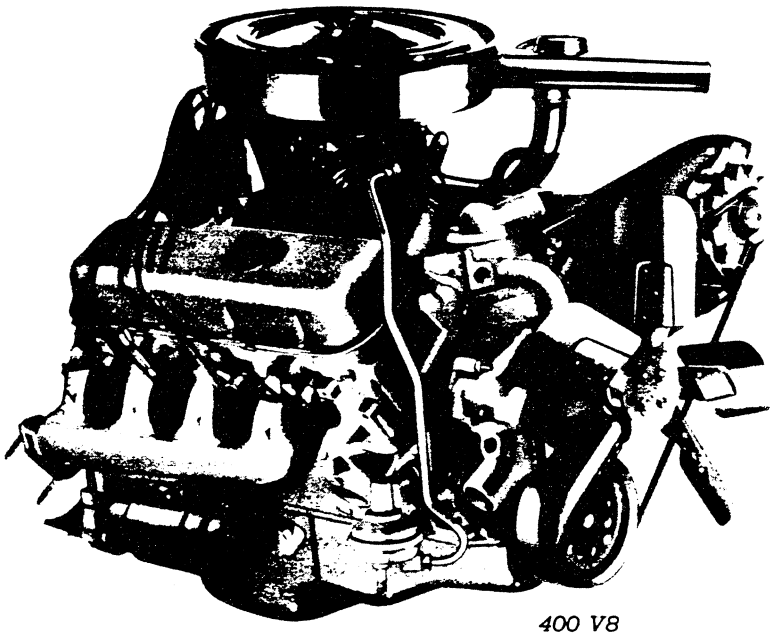
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, generator not charging, and optimum spark advance.

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

Gross horsepower (60°F)	235 @ 4000 rpm
Net horsepower (60°F)	211 @ 4000 rpm
(85°F)	200 @ 4000 rpm
Gross torque, lb-ft (60°F)	345 @ 2600 rpm
Net torque, lb-ft (60°F)	312 @ 3200 rpm
(85°F)	295 @ 3200 rpm



HIGH TORQUE 400 V8



400 V8

Typical Engine Shown

Applications

Standard: None
Optional: CE10-30

Basic Specifications

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

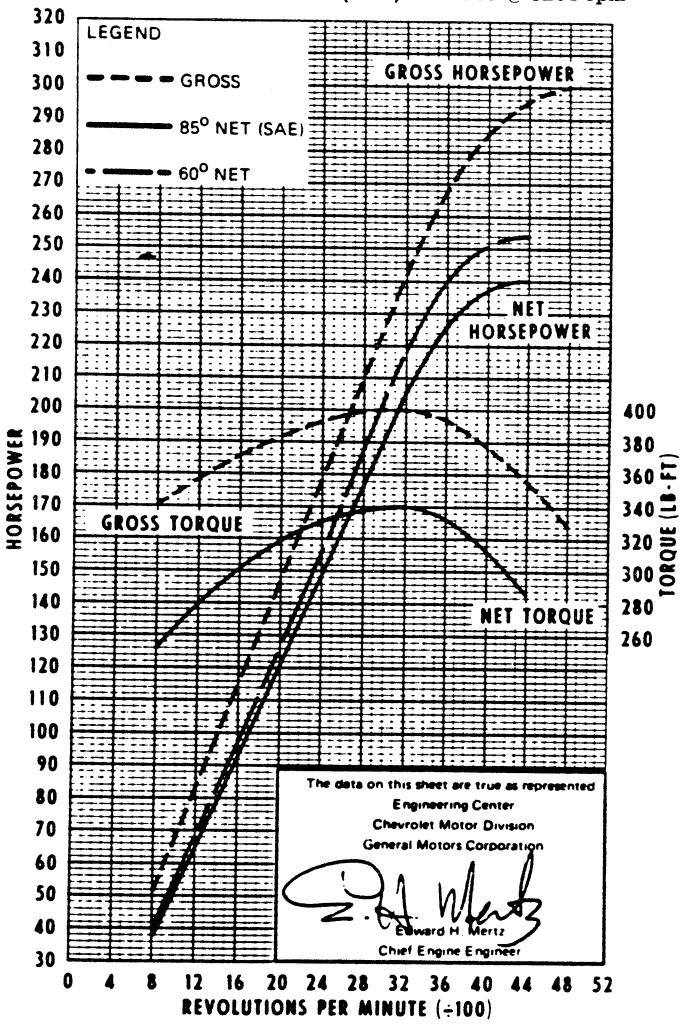
➔Test Procedures

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

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

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

Gross horsepower (60°F)	300 @ 4800 rpm
Net horsepower (60°F)	254 @ 4400 rpm
(85°F)	240 @ 4400 rpm
Gross torque, lb-ft (60°F)	400 @ 3200 rpm
Net torque, lb-ft (60°F)	359 @ 3200 rpm
(85°F)	340 @ 3200 rpm



➔Indicates Change

INDEX

EL CAMINO TRANSMISSIONS
VEGA PANEL EXPRESS

3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	Chevrolet 3-Speed	Chevrolet 3-Speed
Applications	140 Four	250 Six; 307 V8	350 V8 (250 HP)
Synchronized Speeds:	All forward		
Gear Ratios:			
First	3.24	2.85	2.54
Second	1.68	1.68	1.50
Third	Direct	Direct	Direct
Reverse	3.47	2.95	2.63
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Column		
Location			

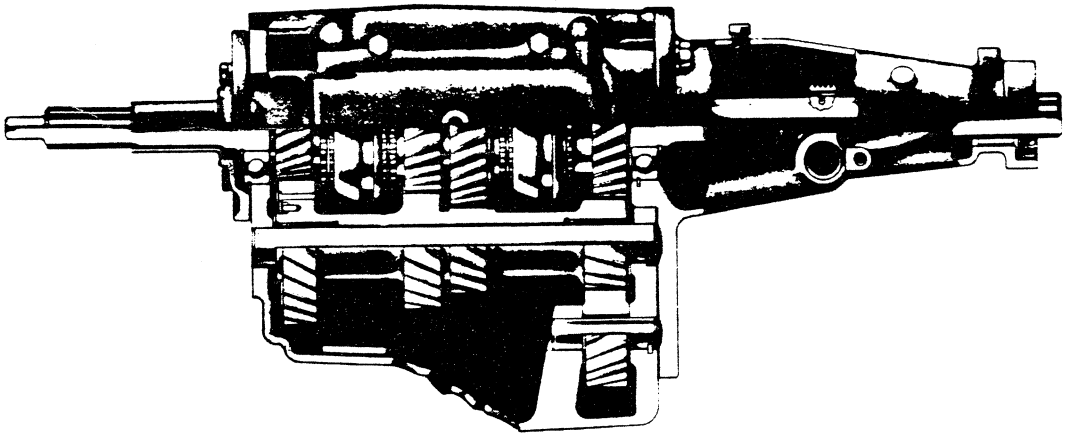
4-SPEED TRANSMISSIONS

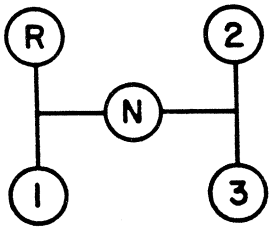
Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	140 Four	350 V8 (250 HP)	400 V8	454 V8
Synchronized Speeds	All forward			
Gear Ratios:				
First	3.43	2.54	2.52	2.20
Second	2.16	1.80	1.88	1.64
Third	1.37	1.44	1.46	1.27
Fourth	Direct	Direct	Direct	Direct
Reverse	3.32	2.54	2.59	2.26
Gears:				
Type	Helical			
Material	Forged steel; hardened			
Gearshift Control:				
Type	Manual direct			
Location	Floor*			

➔AUTOMATIC TRANSMISSIONS

Type	Torque Drive	Chevrolet Powerglide			Turbo Hydra-matic	
Applications	140 Four	140 Four	250 Six; 307 V8	350 V8 (250 HP & 300 HP)	400 V8; 454 V8	250 Six; 307 V8; 350 V8
Drive (Maximum)	3.82:1	3.82:1	3.82:1	3.70:1	5.21:1	5.29:1
Cooling	Water					

*Console optional





Gearshift Lever Positions

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.

Specifications

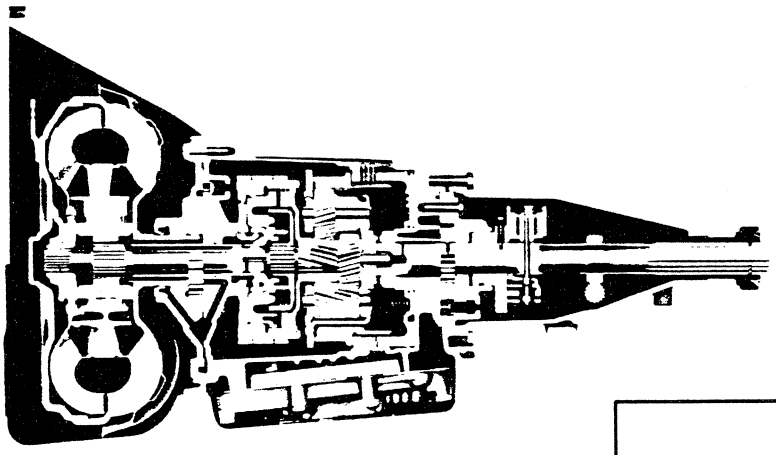
	Chevrolet 3-Speed Fully Synchronized	Chevrolet HD 3-Speed Fully Synchronized
Synchronized Speeds:	**All forward**	**All forward**
Gear Ratios:		
First	2.85	3.03
Second	1.68	1.75
Third	Direct	1.00
Reverse	2.95	3.02
Gears:		
Type	Helical	
Material	Forged steel, hardened	
Lubricants:		
Capacity	3 Pints	4 Pints
Type, grade	See Owner's Guide	

Specifications

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

→Specifications

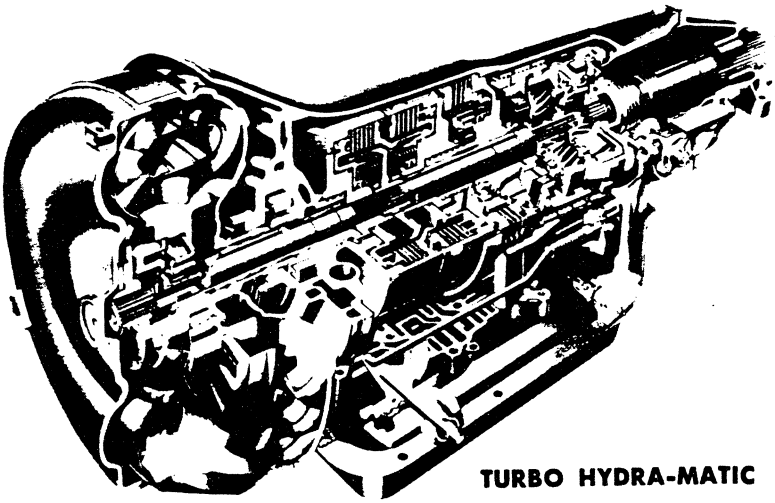
Turbo Hydra-matic					
Range Selector Lever Location	Steering Column				
Model		10–20 Series except w/400 V8		30 Series and 10–20 Series w/400 V8	
Gear Ratios	Torque Convertor	Lock-Up	Break-away	Lock-Up	Break-away
	First	2.52	5.29	2.48	5.70
	Second	1.52	3.19	1.48	3.40
	Third	1.00	2.10	1.00	2.30
	Reverse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

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

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

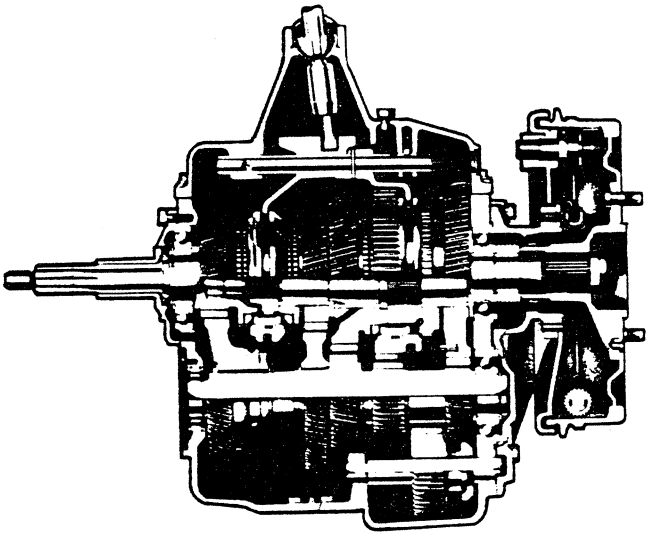
Automatic shifting schedules are controlled by a vacuum modulator instead of the mechanical linkages used in other designs. This allows smoother shifts by "sensing" engine vacuum changes.

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

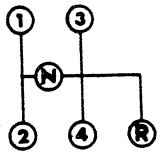


TURBO HYDRA-MATIC

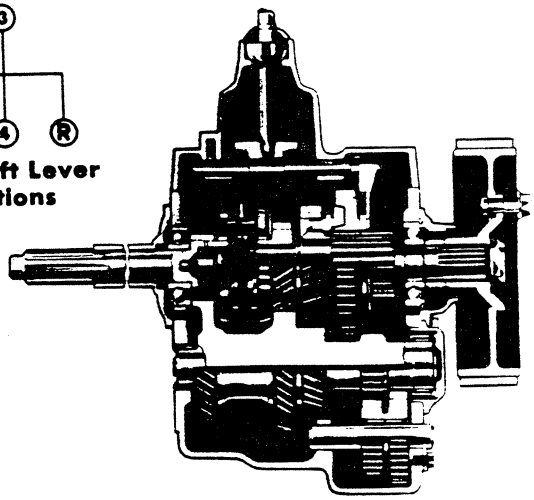
4-SPEED TRANSMISSIONS



Chevrolet CH465



Gearshift Lever Positions



New Process 435C
New Process 435CR

CHEVROLET CH465 4-SPEED

The Chevrolet 4-speed transmission provides constant mesh type first gear for durability and quiet operation, synchro-mesh 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.

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 435CL 4-speed transmission features good durability, quiet operation and easy shifting. It has synchro-mesh 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.

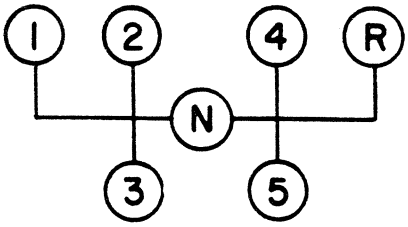
High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. Large synchronizer cones with more working surface provide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

➔Specifications

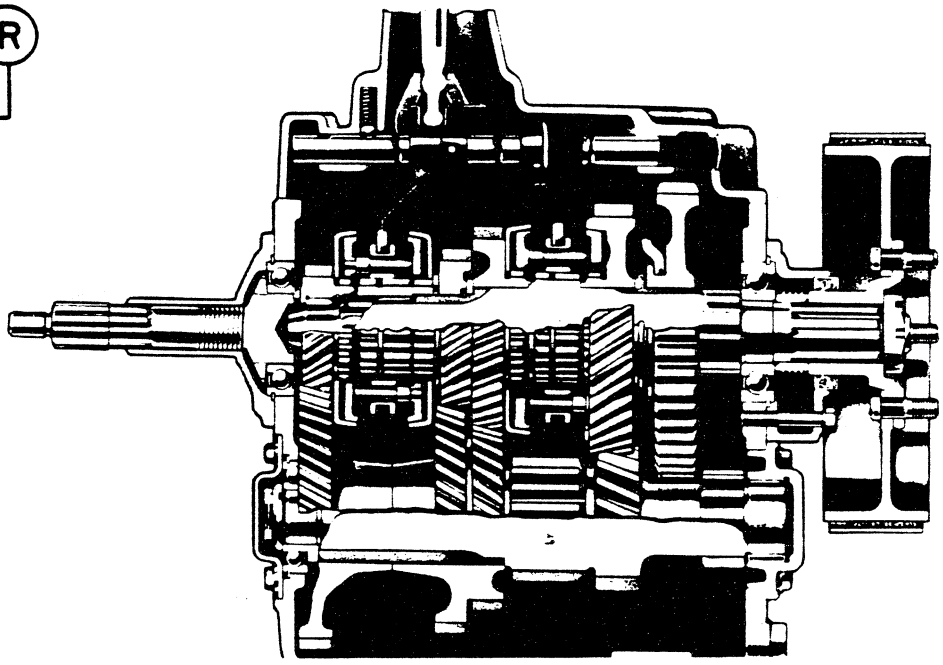
	Chevrolet CH465 4-Speed	New Process 435CL 4-Speed	New Process 435CR Close-Ratio 4-Speed
Synchronized Speeds	2nd, 3rd & 4th		
Gear Ratios:			
First	6.55	6.68	4.56
Second	3.58	3.34	2.28
Third	1.70	1.66	1.31
Fourth	Direct	Direct	Direct
Reverse	6.09	8.26	5.64
Gear Types:			
Helical	All Forward	2nd, 3rd, 4th	
Spur	Reverse	1st, Reverse	
Power Take-Off Data:			
Opening type	SAE Std 6-Bolt		
Location	Both Sides	Right Side	
Drive gear	3rd Speed Countergear		
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	8 Pints	7 Pints	
Type, grade	See Owner's Guide		
Brakes, Parking:			
Type	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



Gearshift Lever Positions



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.

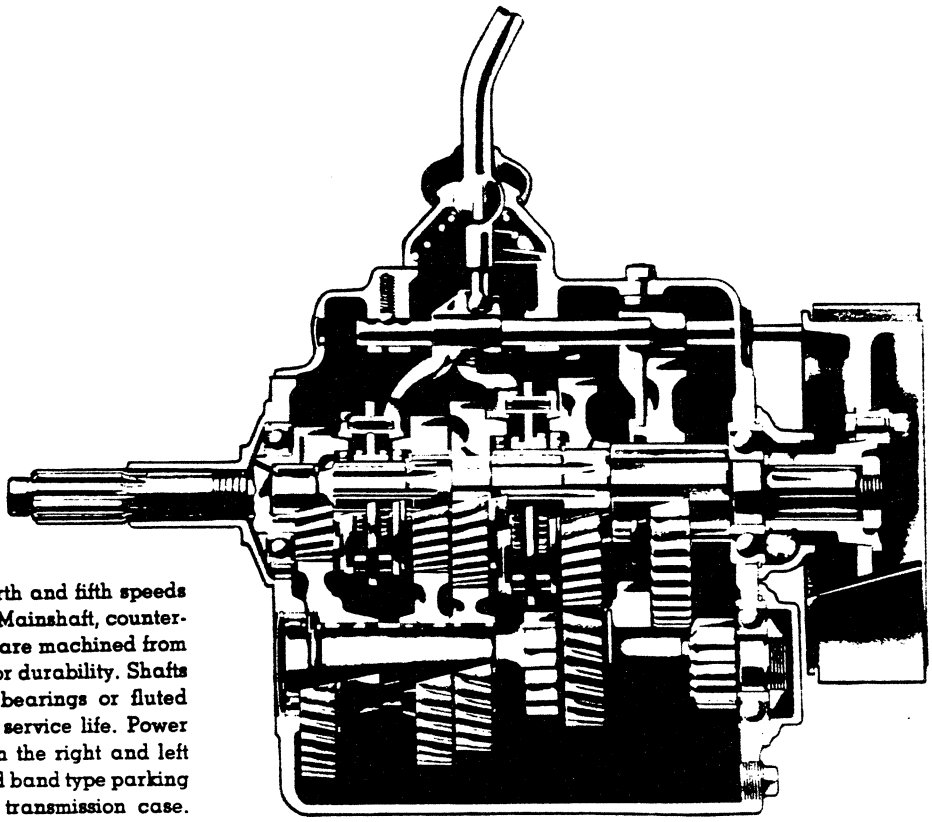
Synchromesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse shaft and all gears are machined from alloy steel, carburized and hardened for durability. Gear teeth are of the full-fillet design and are shot peened for added 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 5-Speed	Close-Ratio 5-Speed
Model	540CL	540CD	542CL	542CD
Synchronized Speeds	2nd, 3rd, 4th and 5th			
Gear Ratios:				
First	7.41	6.06	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	1.16	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	374 left 456 right	457 left 558 right	369 left 425 right	435 left 500 right
Lubricants:				
Oil capacity	9 pints	9 pints	9 pints	9 pints
Type, grade	See Owner's Guide			
Brakes, Parking:				
Type	Drum and band			
Drum diameter (in)	9.5		10.5	
Lining area (sq in)	67.5		99.1	

5-SPEED CLARK TRANSMISSIONS



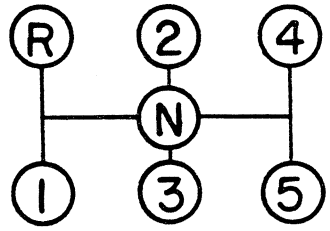
Synchromesh engagement of third, fourth and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. Shafts and gears revolve on roller or ball bearings or fluted bushings for 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.

➔Specifications

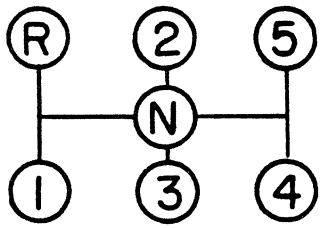
	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed
Model	285V	282V	325V	327V	385V	387V	401V
Gear Ratios:							
First	6.99	6.99	7.01	6.27	7.01	6.27	7.07
Second	4.09	4.09	3.97	3.55	3.97	3.55	4.33
Third	2.24	2.17	2.34	1.89	2.34	1.89	2.68
Fourth	1.47	1.17	1.42	1.18	1.42	1.18	1.64
Fifth	Direct	Direct	Direct	Direct	Direct	Direct	Direct
Reverse	5.89	5.89	5.71	5.11	5.71	5.11	6.90
Gear Types:							
Helical	3, 4, 5						
Spur	1, 2, 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	515 left 540 right	577 left 604 right	515 left 540 right	577 left 604 right	381 left 698 right
Lubricants:							
Oil capacity	12 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

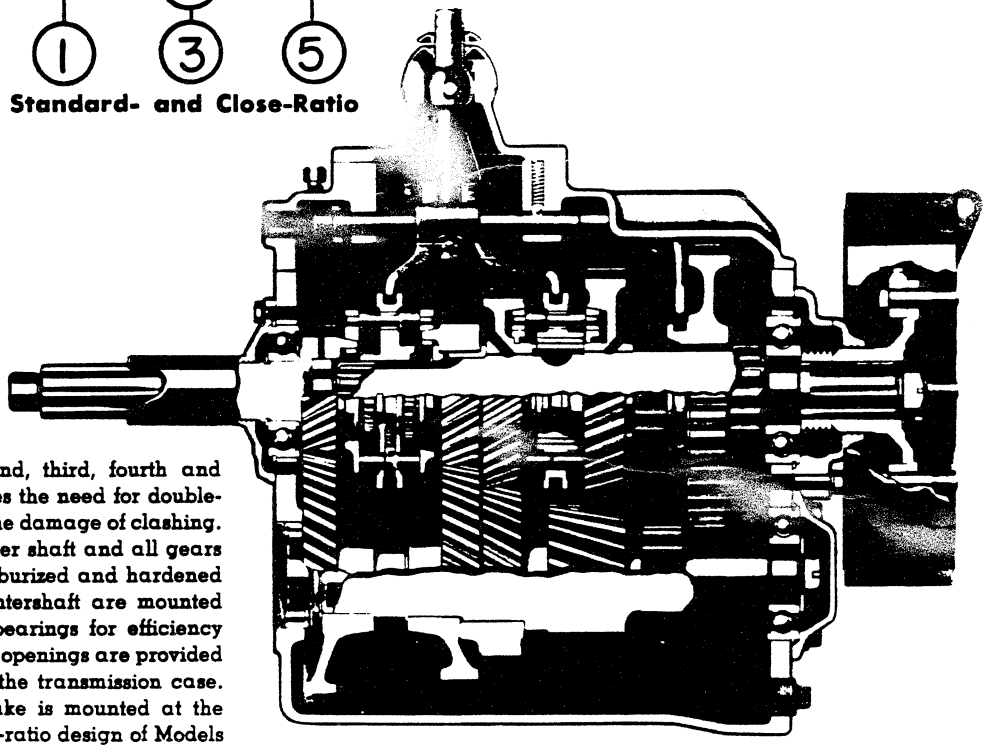
Gearshift Lever Positions



Standard- and Close-Ratio



Overdrive

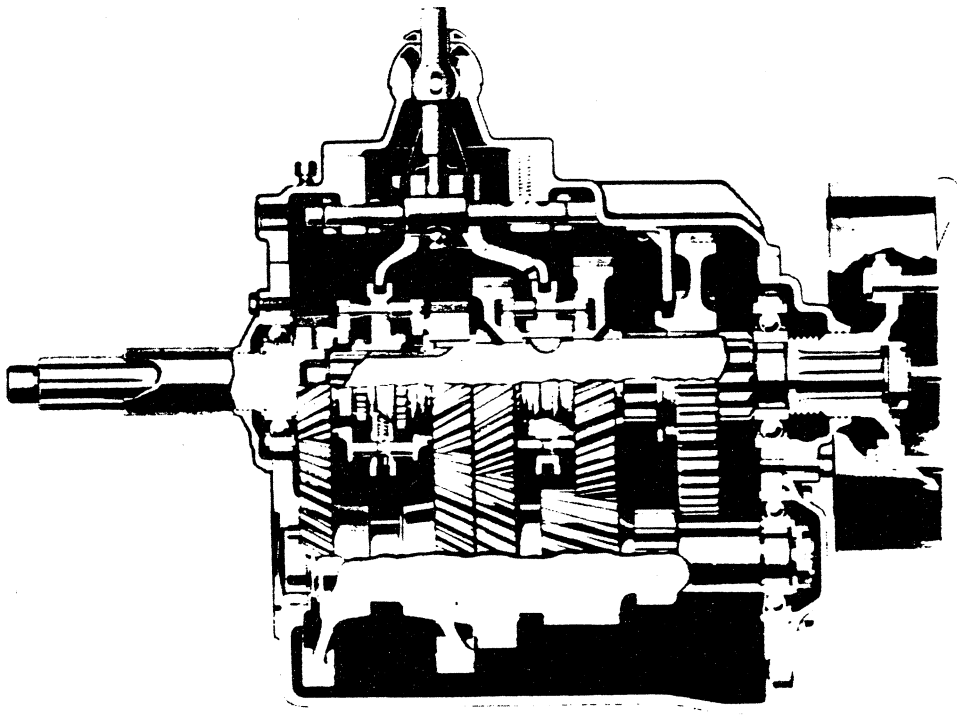


Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability. 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 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
Model	5652	5652B	5752C	5756B
Synchronized Speeds	2nd, 3rd, 4th and 5th			
Gear Ratios:				
First	7.08	7.08	6.10	6.50
Second	3.83	4.37	3.30	3.52
Third	2.36	2.50	1.81	1.93
Fourth	1.45	1.45	1.17	1.18
Fifth	Direct	Direct	Direct	Direct
Reverse	7.50	7.50	6.46	6.88
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
Right side	489	489	568	533
Lubricants:				
Oil capacity	13 Pints			
Type, grade	See Owner's Guide			
Brake, Parking:				
Type	Drum & Band			
Drum diameter (in)	10.5			
Lining area (sq in)	96.05			

5-SPEED SPICER TRANSMISSIONS



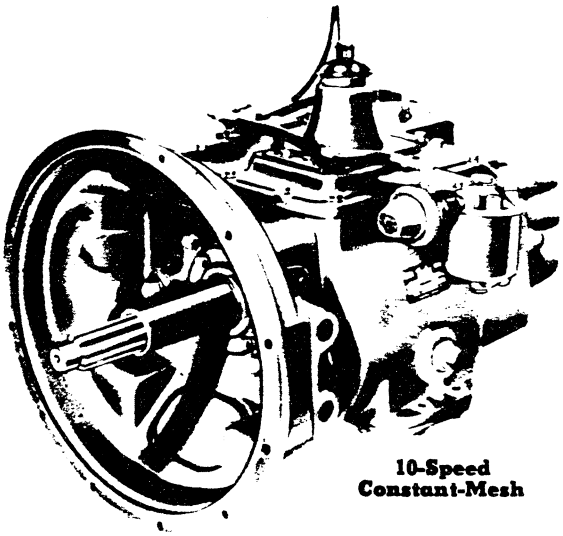
➔Specifications

	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	477	560	560	438	486	469
Right side	568	667	667	522	578	469
Lubricants:						
Oil capacity	17	17	17	18	18	24
Type, grade	See Owner's Guide					

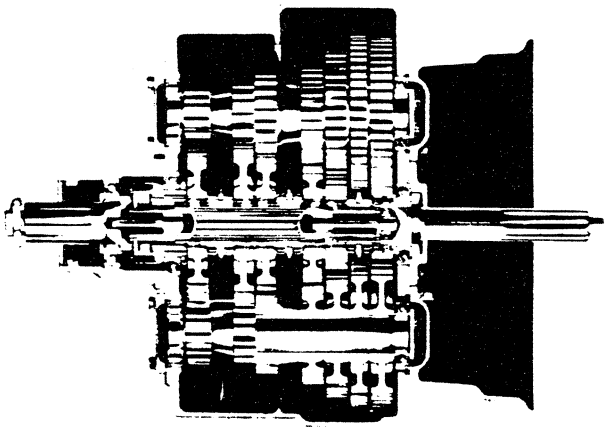
(a) Except 8554A which is aluminum

➔Indicates Change

FULLER TRANSMISSIONS



10-Speed
Constant-Mesh



5-Speed
Constant-Mesh

➔Specifications

	5-Speed Constant-Mesh	10-Speed Constant-Mesh	13-Speed Constant-Mesh	
Model Number	T-905A	RT-910	RTO-9513	
Case Material	Cast Iron			
Synchronized Speeds	None			
Gear Ratios:				Overdrive
Low-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	25	27	
Type, grade	See Owner's Guide			

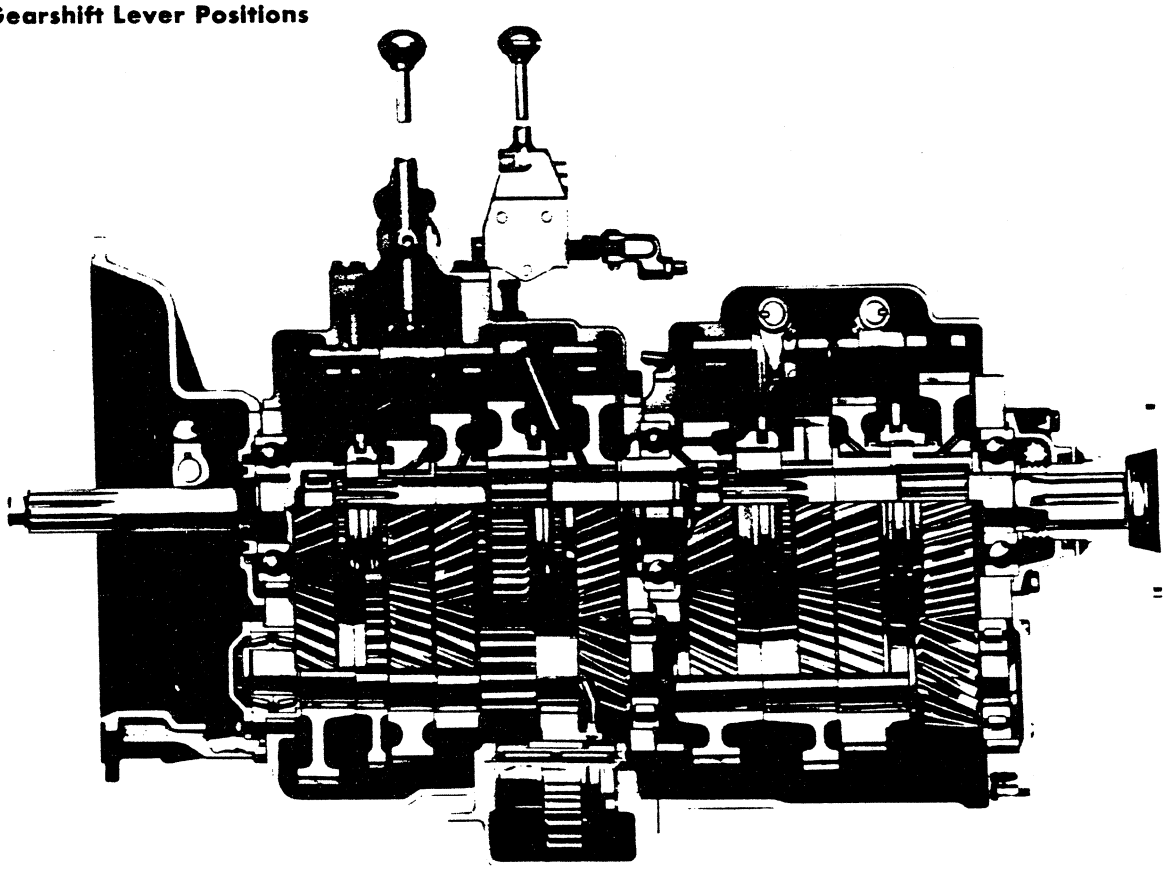
Fuller Twin Countershaft Transmissions

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-9513 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.

16-SPEED SPICER TRANSMISSIONS

Gearshift Lever Positions



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 shift 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.

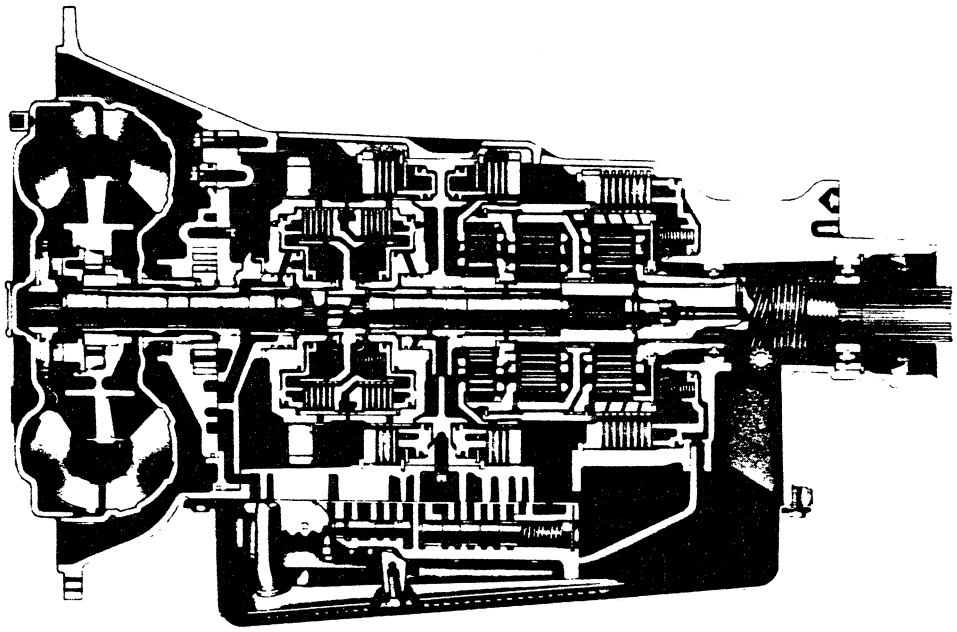
The basic advantage of a compound transmission is the compact, lightweight installation afforded by elimination of externally mounted auxiliaries. All gear reductions needed are available without the use of multiple-speed axles or complex drivelines.

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:	**Auxiliary Unit**				**Auxiliary Unit**			
Main Unit	Low Low	Under Drive	Direct Drive	Over Drive	Low Low	Under Drive	Direct Drive	Over 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	7.79	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)	36							
Type, Grade	See Owner's Guide							

4-SPEED ALLISON AUTOMATIC TRANSMISSION



ADVANTAGES

Who needs an automatic. Most trucks could use an automatic, but some of the greatest needs seem to be operating conditions where: the truck stops and starts hundreds of times a day, city traffic is constant and heavy, cargo or passenger traffic is important, or a simple driving truck is needed for inexperienced drivers.

Greater Productivity. Due to automatically selecting the proper gear ratio, a higher road speed is maintained, which means doing the job in less time. Also, driver fatigue is cut down by making the job easier. Therefore, the driver can be as productive at the end of the day as well as the beginning of his day.

Lower Maintenance Costs. An automatic transmission does not have the usual manual shifting transmission and conventional clutch. Both of these items can be easily abused and require frequent maintenance, whereas the automatic transmission is proven to be trouble free and requires only infrequent servicing. This means less down time from the job.

FEATURES

The AT540 Allison Automatic Transmission is specifically designed for single rear axle truck usage in the 10,000 to 27,500 GVW range. This transmission has four forward speeds and one reverse speed. The usage is suited to "stop and go" type of operation such as: city delivery type trucks, rental fleets and school buses.

Torque Converter is a single-stage three-element multiphase type that provides a smooth, shock-free operation. Starting torque is multiplied as much as 2.0:1.

Planetary gears provide four closely spaced forward gear ratios. Durable planetary gears are in constant mesh, engaged automatically by self-adjusting multiple-disc clutches.

Vacuum shift modulator accomplishes full automatic gear shifting in all forward ranges. The use of this shift control eliminates all mechanical linkages.

Inhibitors are built-in to prevent harmful downshifts or reverse shifts, unless the vehicle speed is within an acceptable range.

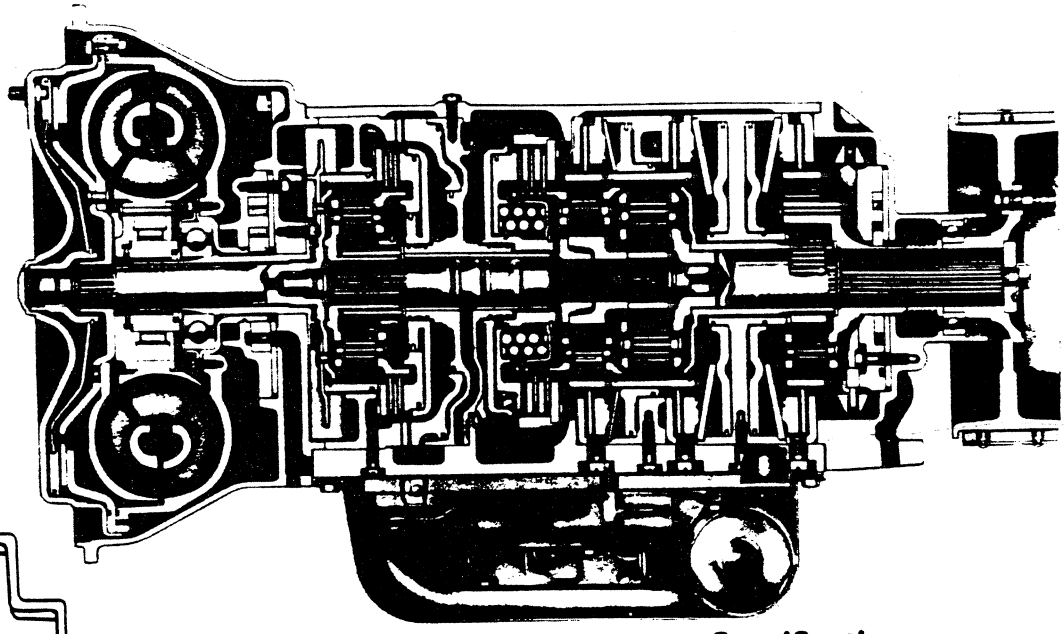
Power take-off opening is provided on the right side of the transmission case. PTO is converter-driven, and it provides infinitely variable speed ratios in accordance with the power takeoff load.

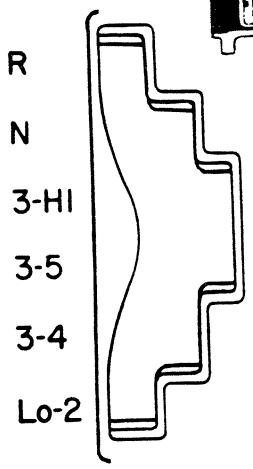
Transmission Case is a one-piece die-cast aluminum housing for excellent strength and light weight.

SPECIFICATIONS

Make & Type	Allison Automatic 4-Speed
Model	AT540
Range Selector	
Gear Ratios	
First	3.45
Second	2.25
Third	1.41
Fourth	1.00
Reverse	5.02
Torque Converter	
Ratio	2.0
Gear Type	Planetary
Power Take-Off	
Type	SAE std 6-bolt
Location	RH
Lubricant Capacity	
Dry fill (qts)	15
Refill (qts)	9
Parking Brake	
Type	Drum & Internal-expanding shoe
Size	9 x 3 in., 10 x 3 in.

6-SPEED ALLISON AUTOMATIC TRANSMISSION





Allison Automatic Range Control

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.

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.

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 3.5 or 3.0 to 1. Effective ratio of 18.52 or 15.87 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.

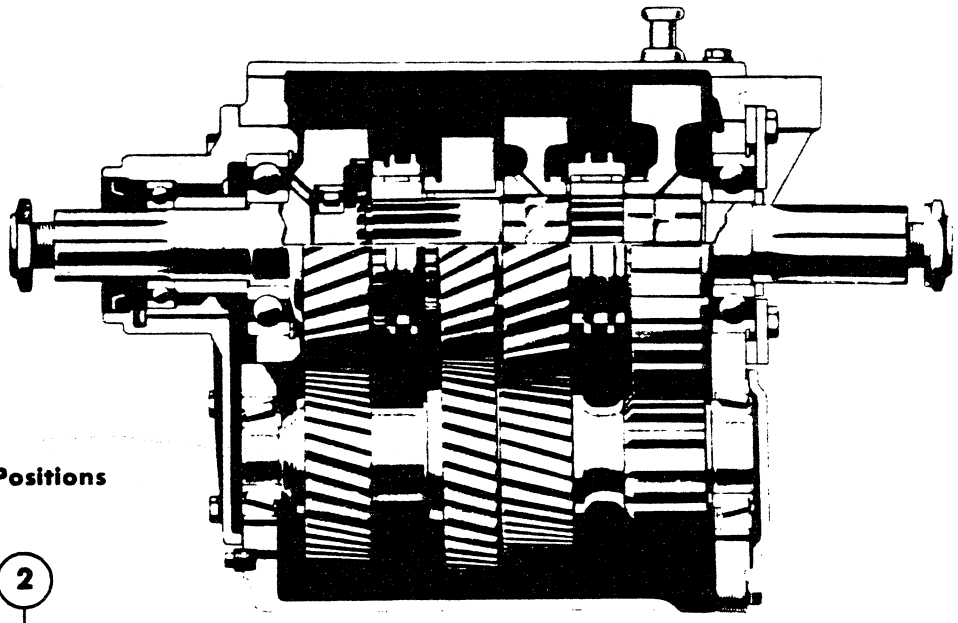
Power take-off openings are provided on both sides of transmission case.

Specifications

Make & Type	**Allison Automatic 6-Speed**	
Model	**MT40**	**MT41**
Range Selector	Mounted on floor	
Gear Ratios*		
Torque Converter	Lockup / Breakaway	Lockup / Breakaway
First	5.29 / 18.52	5.29 / 15.87
Second	3.81 / —	3.81 / —
Third	2.69 / 9.42	2.69 / 8.07
Fourth	1.94 / —	1.94 / —
Fifth	1.39 / —	1.39 / —
Sixth	1.00 / —	1.00 / —
Reverse	— / 21.14	— / 18.12
Torque Converter		
Ratio	3.5	3.0
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	

*Lockup is gear ratios without the converter; breakaway is maximum ratio at stall speed with converter.

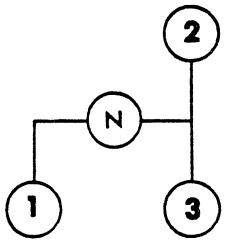
★Speed of PTO gear in neutral varies directly as converter turbine shaft speed varies with load on power.



Spicer 7041 4-Speed

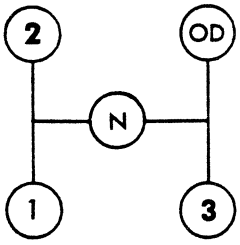
Gearshift Lever Positions

3-Speed



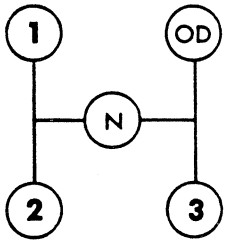
6041

4-Speed



7041

4-Speed



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.

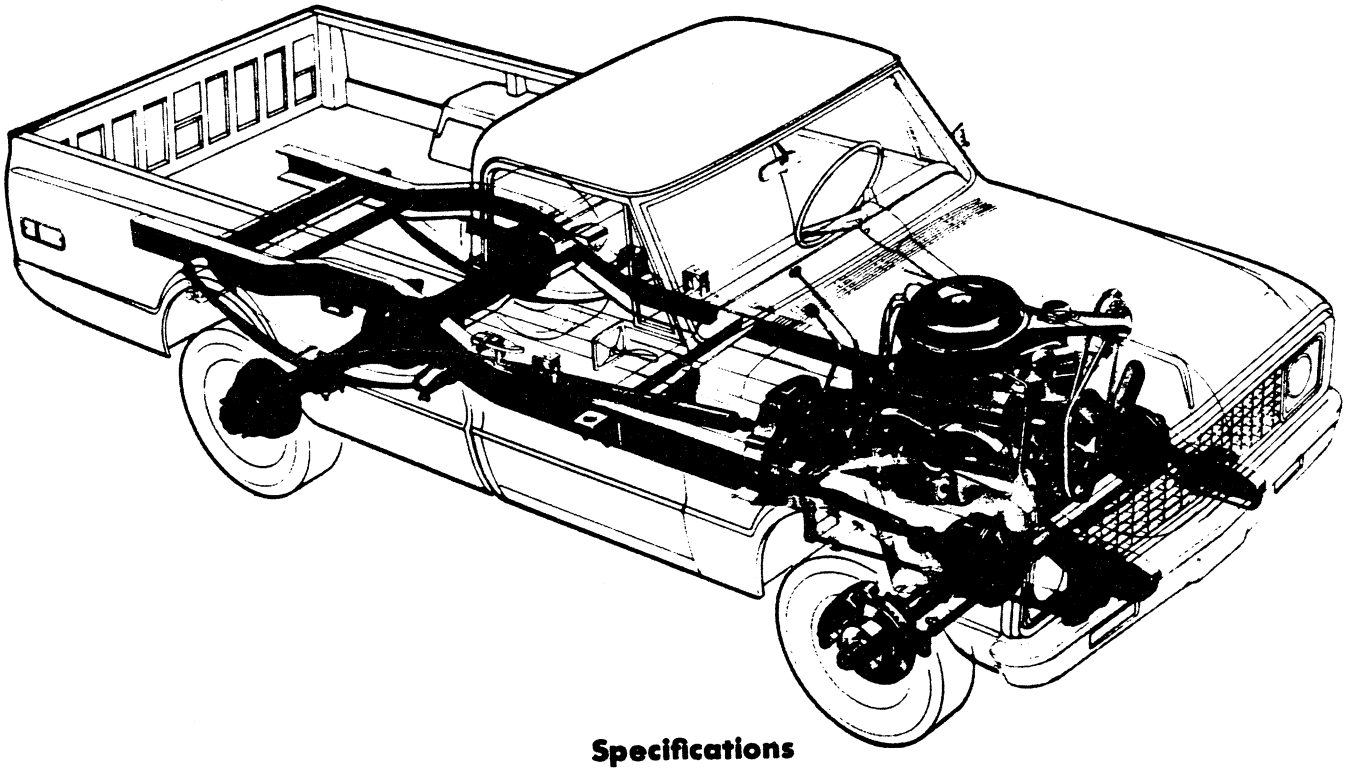
These Spicer auxiliary transmissions combine low gear ratios necessary for heavy-duty off-highway usage with closely spaced gears and an overdrive gear needed for efficient on-highway empty operations. Three power take-off locations on the 8300 models facilitate easy accessory power hookups. All gears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

➔Specifications

	4-Speed			
Make & Model	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, LH, and top		Top	
Lubricants: Oil capacity (pts)	8	11	12	

*Aluminum case

FOUR-WHEEL-DRIVE TRANSFER CASE
K/5 BLAZER & SERIES KS/KE10-20



Specifications

Make & Model No.	Dana 20	New Process 205
Availability	K/5 Blazer (with 3-Speed Manuel Trans Only)	KS/KE-10-20 (All Trans) & K/5 Blazer (4-Speed & 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: four-wheel 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.

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.

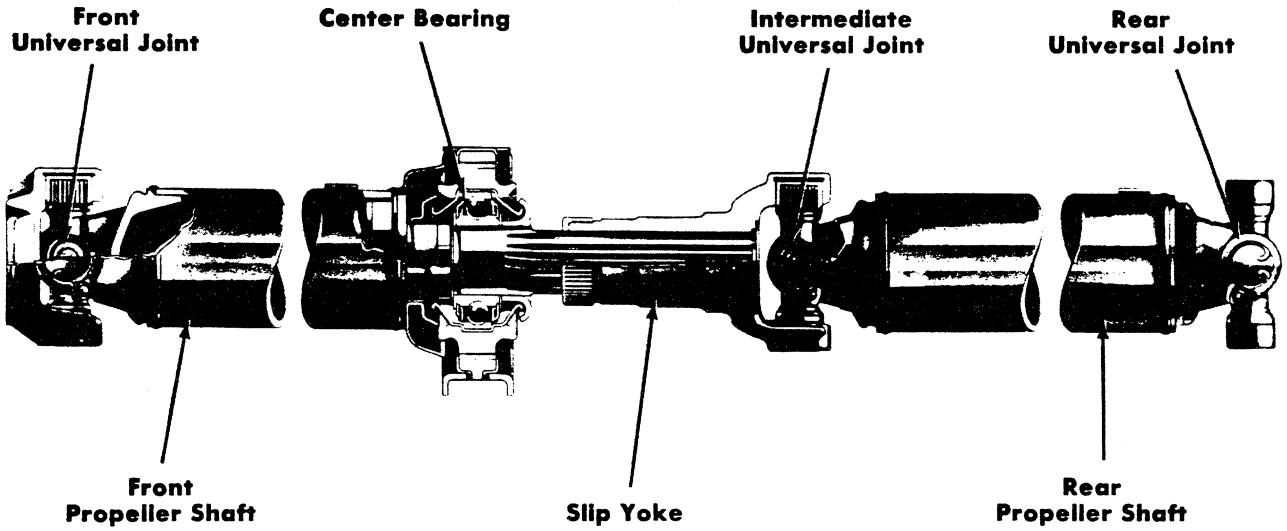
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

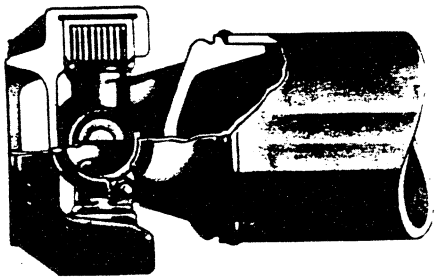
Propeller shafts are made of smooth-wall steel tube. Length and tube diameters are proportioned for high rigidity to minimize flexing or "whip."

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. Rubber encased mounting minimizes transfer of vibrations.

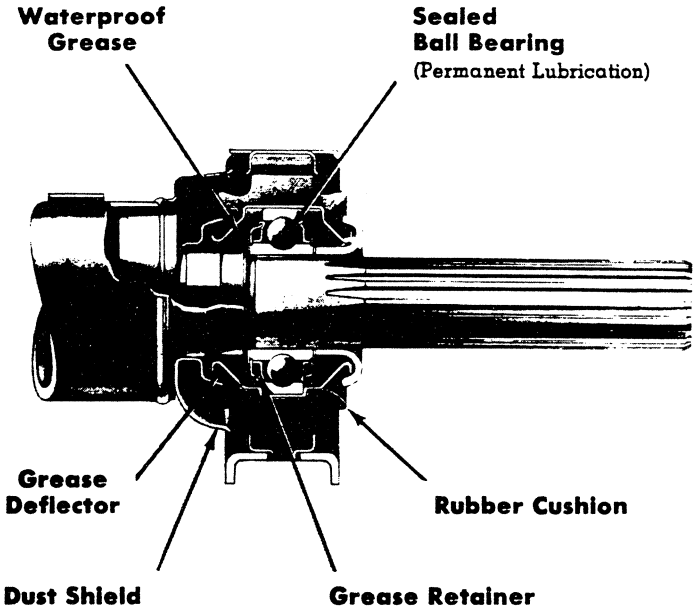
Slip yoke adjusts length of driveline to match normal movement of rear axle over bumps, frees driveline of end stresses.





Universal Joint

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



Center Bearing

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

AVAILABLE ONLY FROM ACCESSORY COMPANIES

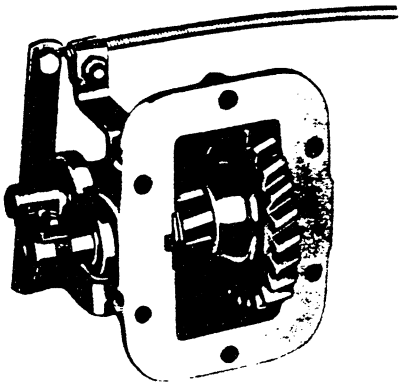
Power take-offs may be installed on the sides (or tops in some cases) of the transmission. Standard SAE 6-bolt or 8-bolt power take-off openings are provided to accommodate a variety of PTO's. Consult the Transmission section for location and number of openings on the transmission you desire to fit.

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.

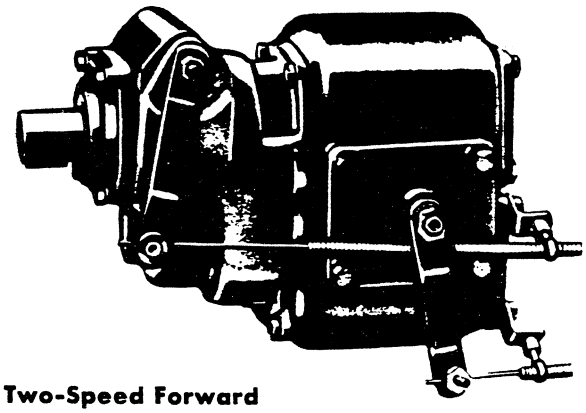
Consult the special equipment distributor to select the power take-off of correct capacity and type to meet operating requirements of each application.

SIDE-MOUNTED POWER TAKE-OFFS For Synchromesh 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.



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



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

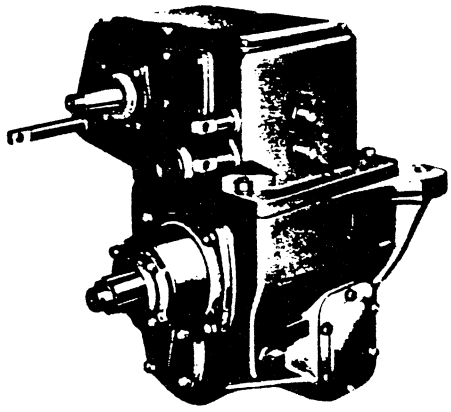
Multi-Speed PTO Special equipment requiring a reverse speed or a range of forward speeds may be driven by any of the following heavy-duty multi-speed power take-offs:

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.



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

➔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						
							Series					
	No. Used	Front or Single	Center or Front Intermediate	Rear Intermediate	Rear	No. Used	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/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			
PE 311 Motor Home	2											
PE 314 Motor Home	2											
PS/PE308	2	2.75			2.75	3	1350	1350	1350			
PS/PE310	2	2.75			3.00	3	1350	1350	1350			
PS/PE314	2	3.50			2.75	3	1350	1350	1350			
CS/CE410-412-414	2	3.00			3.00	3	1350	1350	1350			
CS/CE417	3	3.00	3.00		3.00	4	1350	1350	1350	1350		
SS414	2	3.00			3.00	3	1350	1350	1350			
CS/CE510-512-514	2	3.00			3.00	3	1410	1410	1410			
CS/CE517-518-519-520-523	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	
SS/SE520	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
SE525-528-531	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	
TS518-520	2	3.00			3.00	3	1410	1410	1410			
TE518-520	2	3.50			3.50	3	1480	1480	1480			
TS525	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
TE525	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
CE610-612-614	2	3.00			3.00	3	1410	1410	1410			
CE617-618-619-620-623	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	
TE612-614	1	3.50				2	1480	1480				
TE618-620	2	3.50			3.50	3	1480	1480	1480			
TE625	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
ME614-617	3	3.50	3.50		3.50	5	58WB	58WB	58WB	1480	1480	
ME620	4	3.50	3.50	3.50	3.50	6	58WB	58WB	58WB	58WB	1480	1480
TV712-714	1	3.50				2	58WB	58WB				
TV718-720-723-725	2	3.50			3.50	3	58WB	58WB	58WB			

*See bottom of page 18 for Universal Joint Specifications

➔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
HM810-812-813-814-817	2	3.50			3.50	3	1480	1480	1480			
HM820-823-825	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		
JV714-717-720-721	3	3.50	3.50		3.50	6	58WB	58WB	58WB	58WB	58WB	58WB
JM814-817-820-821-823	3	3.50	3.50		3.50	6	58WB	58WB	58WB	58WB	58WB	58WB
TM812-814	1	3.50				2	1480	1480				
TM818-820	2	3.50			3.50	3	1480	1480	1480			
TM823	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
HC912-913-914	1	4.00				2	1700	1700				
HC917	2	4.00			4.00	3	1700	1700	1700			
HH912	1	4.00				2	1700	1700				
HH913-914-917	2	4.00			4.00	3	1700	1700	1700			
HI910	1	3.50				2	68WB	68WB				
HI/HN912-913-914	1	3.50				2	68WB	68WB				
HI/HN917	2	3.50			3.50	3	68WB	68WB	68WB			
JC/JH913-914-917	2	4.00			4.00	4	1700	1700	1700	1700		
JH921-923	3	4.00	4.00		4.00	5	1700	1700	1700	1700	1700	
JI912	2	4.00			3.50	4	1700	1700	68WB	68WB		
JI/JN913-914-917	2	4.00			3.50	4	1700	1700	68WB	68WB		
JI/JN921-923	3	4.00	4.00		3.50	5	1700	1700	1700	68WB	68WB	
MI914	2	4.00			4.00	4	1700	1700	1700	1700		
MI924	3	4.00	4.00		4.00	5	1700	1700	1700	1700	1700	
MH914	2	4.00			4.00	4	1700	1700	1700	1700		
MH917-920-924	3	4.00	4.00		4.00	5	1700	1700	1700	1700	1700	
FI/FN915-917-919	1	3.50				2	68WB	68WB				
FC915-917-919	1	4.00				2	1700	1700				
FH914-915-917	1	4.00				2	1700	1700				
FH919	2	4.00			4.00	3	1700	1700	1700			
DI919-920-923	2	4.00			3.50	4	1700	1700	68WB	68WB		
DI928	3	4.00	4.00		3.50	5	1700	1700	1700	68WB	68WB	
DN919-920-923	2	4.00			3.50	4	1700	1700	68WB	68WB		
DN928	3	4.00	4.00		3.50	5	1700	1700	1700	68WB	68WB	
DC920-923	2	4.00			4.00	4	1700	1700	1700	1700		
DC928	3	4.00	4.00		4.00	5	1700	1700	1700	1700	1700	
DH919-920-923	2	4.00			4.00	4	1700	1700	1700	1700		
DH928	3	4.00	4.00		4.00	5	1700	1700	1700	1700	1700	

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

➔Indicates Change

10-90 SERIES MODELS

EXTERIOR TRIM COLORS

Series C10-30 & K10-20 (02/03/04/06/14/16/34 models)—The main outer body of the radiator grille is anodized aluminum with Black paint trim, while the grille air intake area is plastic, painted with Black and Light Gray colors. Headlamp doors are anodized aluminum

Standard and optional painted bumpers are finished with White paint, except the optional step-type rear bumper which is painted Silver. Models with single rear tires have White wheels; Black wheels are used on models with optional dual rear wheels. Standard hubcaps are White with Black and Blue trim.

Standard fixed-arm mirrors are chrome-plated; standard folding-arm mirrors are painted with Black heads and body color arms. Optional Below-Eye-Line or West-Coast mirrors are painted White.

Pickup and Blazer models have White lettering on the tailgate with all exterior colors except Yellow and White, then Black lettering is used. All pickup box floors are painted body color.

Series 40-60 Conventional Cabs & Cowls (02/03/13 models)—Headlamp doors and the paint trim on the grille are White with all exterior colors. Grille lettering is White with all exterior colors except White and Yellow, then Black is used. The bumper is painted body color. Wheel color is Black. Rims, where used, are finished in Perma-Plate. The standard mirror has a Black head with a body color folding arm. Optional West Coast mirrors are White with all exterior colors.

Series 70-90 Conventional Cabs—The grille and bumper are painted White with all exterior colors. Grille center trim and lettering are Black. Wheel color is Black, while rims are finished in Perma-Plate. The standard mirrors are White.

Series 50-90 Tilt Cabs—The Series 50-80 grille is White with Black lettering. Titan 90 aluminum tilt grilles are of anodized aluminum with Black paint trim and bright lettering. Front bumpers are White for Series 50-80 models, while those for Series 90 are body color. The standard mirror for Series 50-60 models is painted Black, those for Series 70-80 units are White, those for Series 90 are Silver. Optional West Coast mirrors for Series 50-60 are also White. Wheel color is Black; rims, where used, are finished in Perma-Plate.

Series G10-30 Sportvan & Chevy Van—The standard radiator grille, except Beauville Sportvan, is steel and painted with White and Black colors. Headlamp doors also are painted White and Black. The standard radiator grille for the Beauville Sportvan is chrome-plated steel with Black paint trim, and headlamp doors are also of chrome-plated steel with Silver paint trim.

Standard bumpers and hubcaps for Chevy Van and Sportvan, except Beauville Sportvan, are painted White. Chrome-plated bumpers and hubcaps are standard on Beauville Sportvans, and optionally available on all other models. All hubcaps have Black and Blue paint trim. White wheels are used on all models.

Standard fixed-arm mirrors are chrome-plated, while optional painted Below-Eye-Line type mirrors are White.

Series P10 Step-Van 7 & P20-30 Step-Van King (35 models)—Front bumper, headlamp doors, air intake areas of grille panel (including moldings), and hubcaps are all painted White. Grille lettering is White with all exterior colors except White and Light Yellow, then Black is used. Rear bumper, mirrors and wheels are Black in all cases.

Series P20-30 Step-Van King Aluminum (55 models)—Front bumper and hubcaps are painted White, while Black is used for the rear bumper, mirrors, wheels and grille lettering. Silver is used for the grille panel and inner surface of the headlamp doors. Grille panel moldings are of anodized aluminum. RPO solid or two-tone paint body items are painted as in (35 model) applications, except headlamp doors and grille moldings.

BLAZER MODELS

EXTERIOR AND INTERIOR COLOR SELECTION CHART

➔**All orders for these models must show one of the following interior codes on the order form**

IMPORTANT

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

INTERIOR TYPE	TYPE OF SEAT	INTERIOR TRIM COLOR AND CODE				
		Black	Blue	Olive	Parchment	Saddle
Standard Interior or (A50) Bucket Seats	Vinyl Bucket	6	2		9	
(Z84) Custom Sport Truck	Vinyl Bucket	6	2	8	9	4
EXTERIOR COLOR						
Solid only	**Option Number**					
Black	500	X	X		X	X
Blue, Dark	523	X	X		X	
Blue, Medium	510	X	X		X	
Bronze, Medium	522	X			X	X
Green, Dark	505	X			X	
Green, Medium	518	X			X	
Ochre	511	X			X	X
Olive, Dark	506			X	X	
Olive, Medium	504	X		X	X	X
Orange, Red	524	X			X	
Orange	516	X			X	
Red, Medium	514	X			X	X
White	521	X	X	X	X	X
Yellow, Dark	519	X			X	
Yellow	525	X			X	X