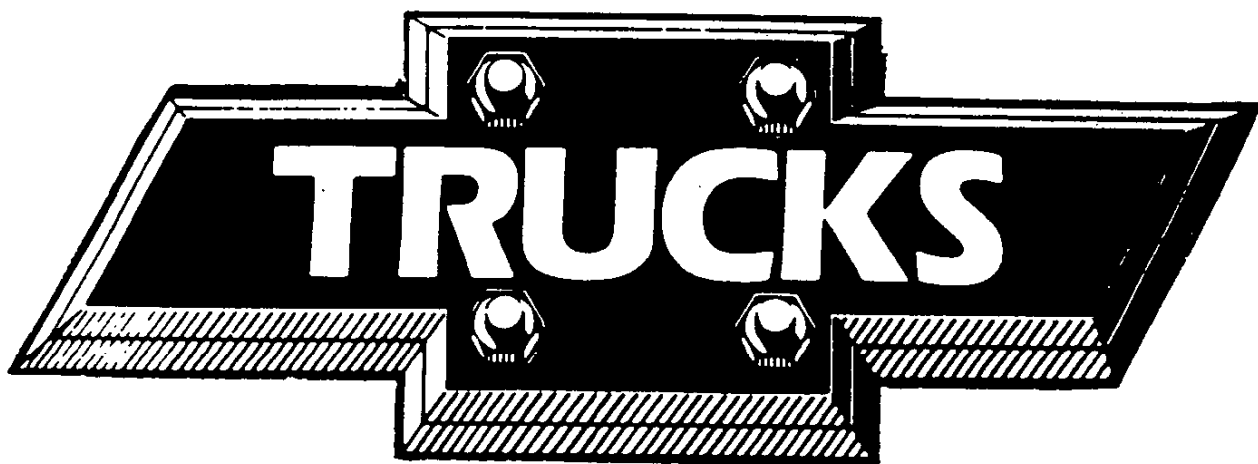




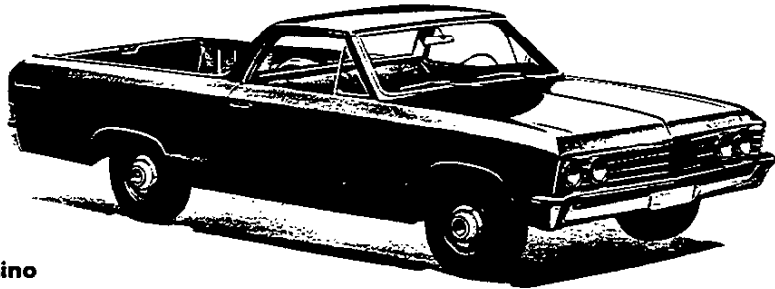
CHEVROLET



1967

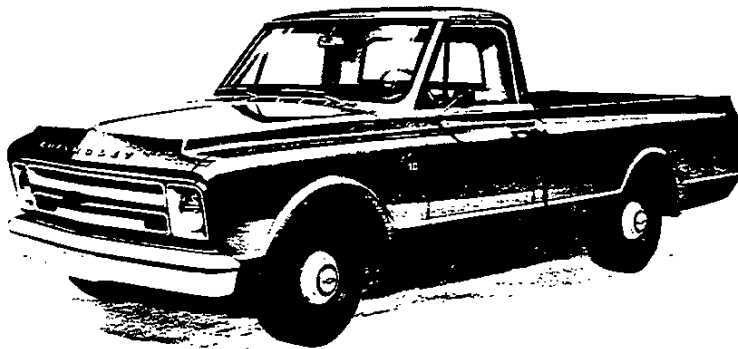
CONVENTIONAL GASOLINE SELECTOR

Pickups



El Camino

Max. Payload	Model	Section	Pages
1210	13380-580	El Camino	1-5
1065	13480-680	El Camino	1-5

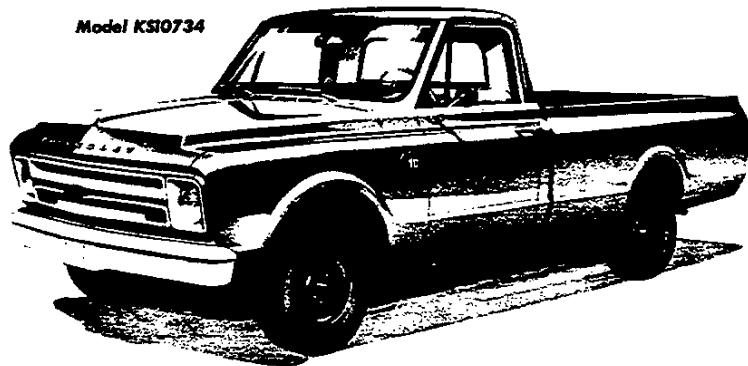


Model CSI0734

Fleetside Pickups

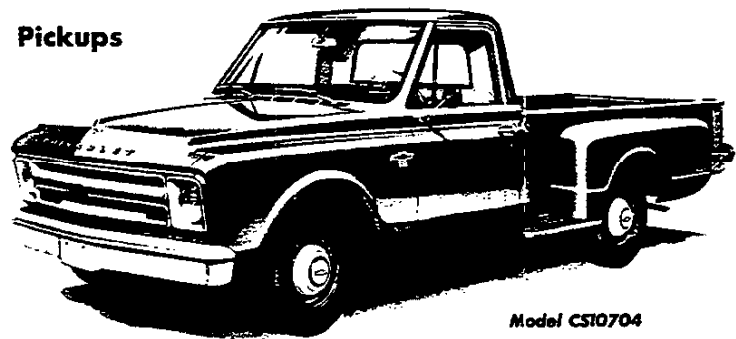
Body Length	Payload Range	Model	Section	Pages
6½ ft	600-1500	CS/CE10734	10	1-6
6½ ft	770-1770	KS/KE10734	10	7-12
8 ft	440-1340	CS/CE10934	10	1-6
8 ft	600-1600	KS/KE10934	10	7-12
8 ft	1475-3475	CS/CE20934	20	1-6
8 ft	1450-3350	KS/KE20934	20	7-10

Model KSI0734



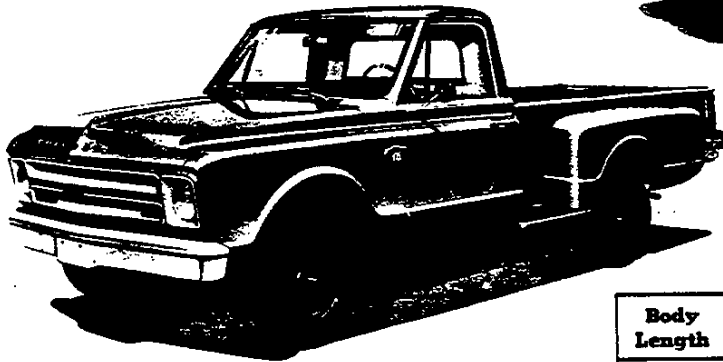
CONVENTIONAL GASOLINE SELECTOR

Pickups



Model CS10704

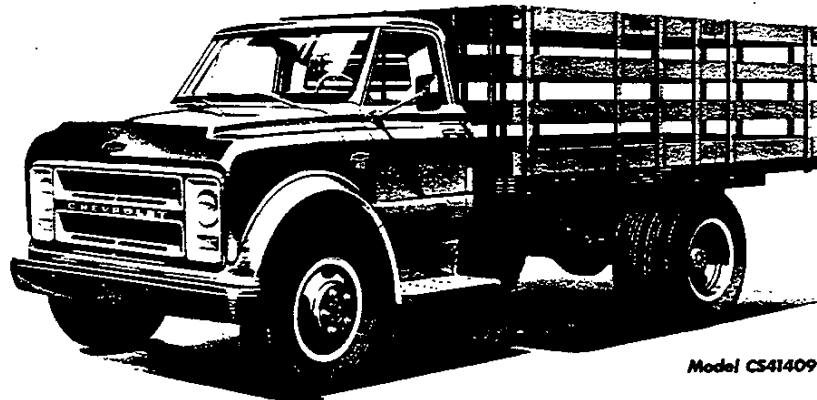
Model KS10704



Stepside Pickups

Body Length	Payload Range	Model	Section	Pages
6½ ft	650-1550	CS/CE10704	10	1-6
6½ ft	850-1850	KS/KE10704	10	7-12
8 ft	580-1480	CS/CE10904	10	1-6
8 ft	700-1700	KS/KE10904	10	7-12
8 ft	1565-3565	CS/CE20904	20	1-6
8 ft	1550-3450	KS/KE20904	20	7-10
9 ft	2550-3650	CS/CE31004	30	1-6

Stakes



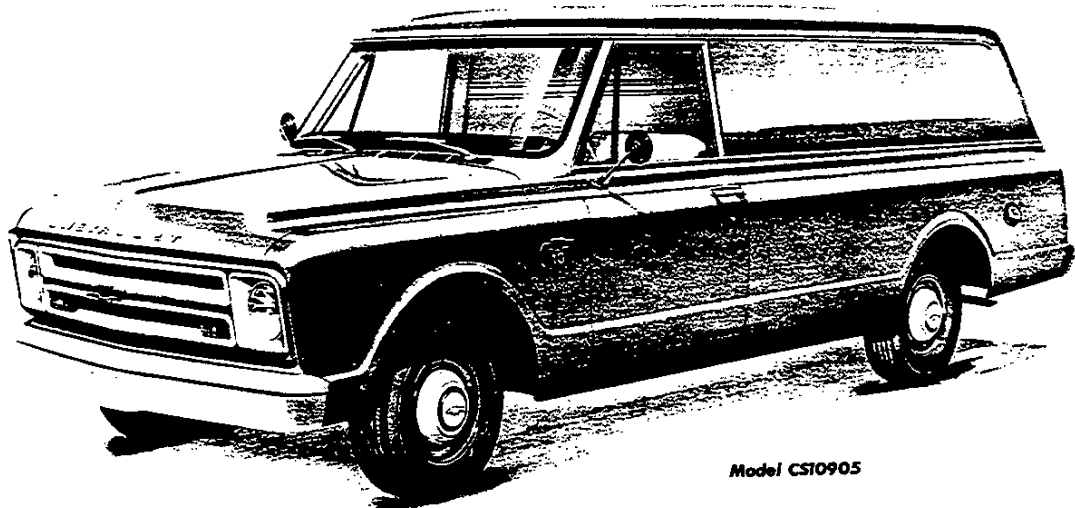
Model CS41409

Stakes

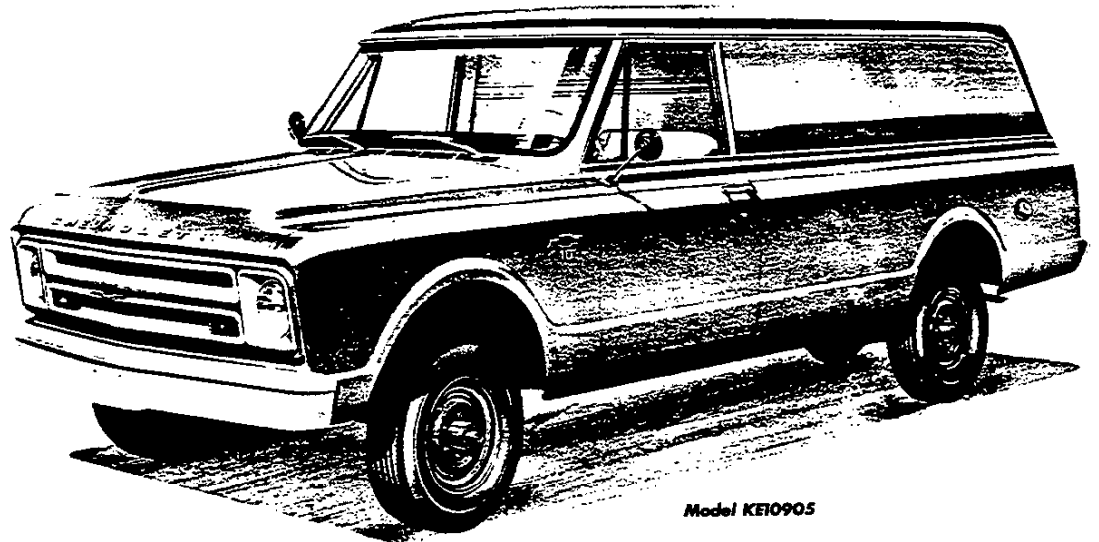
Body Length	Payload Range	Model	Section	Pages
8 ft	1350-3350	CS/CE20909	20	1-6
9 ft	2190-5490	CS/CE31009	30	1-6
9 ft	4900-12,400	CS/CE41009	40	1-6
12 ft	4600-12,100	CS/CE41409	40	1-6

CONVENTIONAL GASOLINE SELECTOR

Panels



Model CS10905



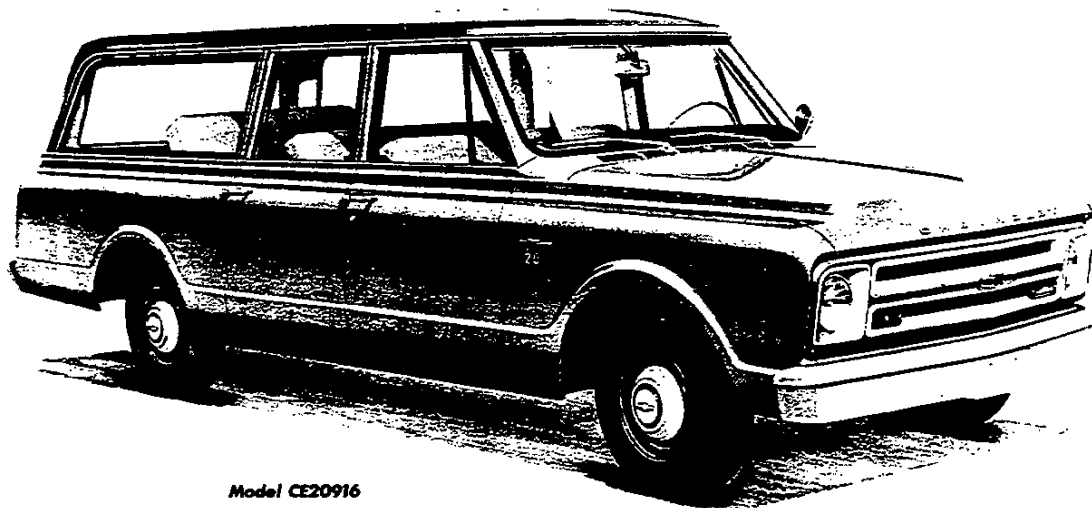
Model KE10905

Panels

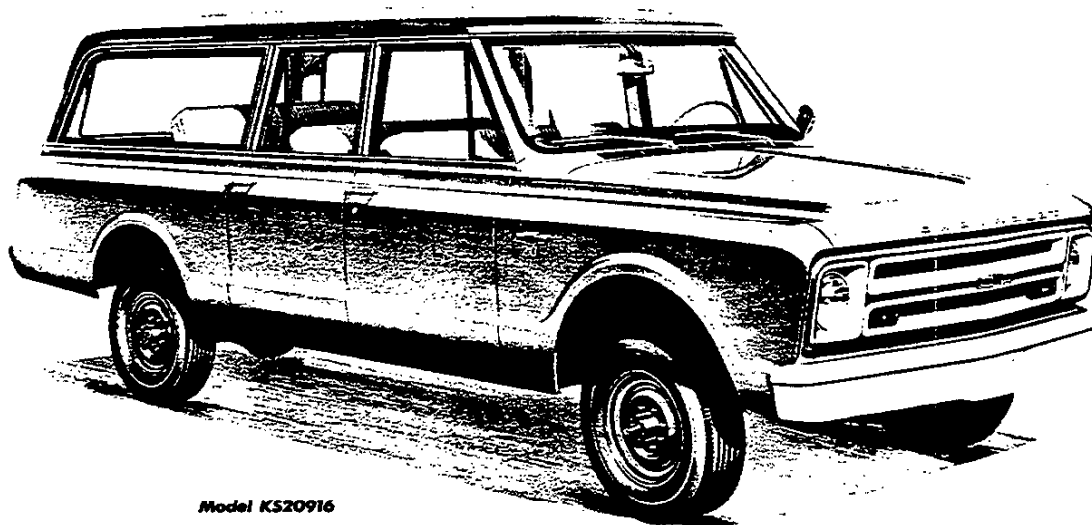
Body Length	Payload Range	Model	Section	Pages
9 ft	600-1200	CS/CE10905	10	7-11
9 ft	400-1400	KS/KE10905	10	19-22
9 ft	1250-3250	CS/CE20905	20	9-12
9 ft	1225-3125	KS/KE20905	20	19-22

CONVENTIONAL GASOLINE SELECTOR

Suburban Carryalls



Model CE20916



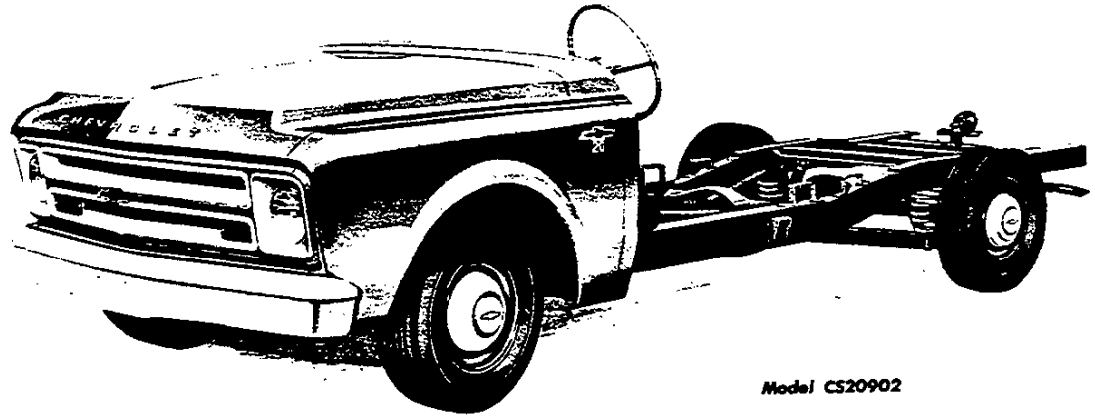
Model KS20916

Suburban Carryalls

Body Length	Payload Range	Model	Section	Pages
9 ft	350-950	CS/CE10906-16	10	7-11
9 ft	150-1150	KS/KE10906-16	10	19-22
9 ft	1050-3050	CS/CE20906-16	20	9-12
9 ft	1000-2900	KS/KE20906-16	20	19-22

CONVENTIONAL GASOLINE SELECTOR

Cowls



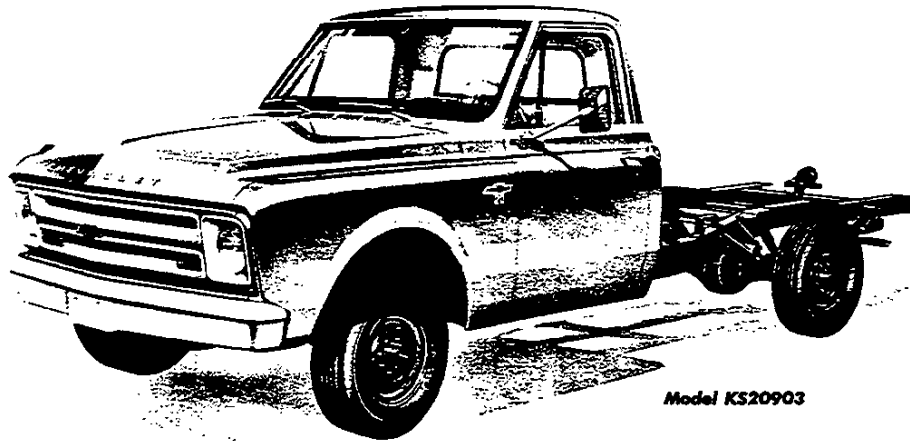
Model CS20902

Cowls

Body-Payload Range	Model	Section	Pages
1560-2460	CS/CE10702	10	1-6
1395-2295	CS/CE10712	10	1-6
2585-4585	CS/CE20902	20	1-6
2415-4415	CS/CE20912	20	1-6
3600-6900	CS/CE31002	30	1-6
3420-6720	CS/CE31012	30	1-6
6340-13,840	CS/CE41002	40	1-6
6125-13,625	CS/CE41012	40	1-6
10,400-17,400	CS/CE51002	50	1-6
10,200-17,200	CS/CE51012	50	1-6
13,725-18,725	CS/CE61002	60	1-6
13,500-18,500	CS/CE61012	60	1-6
6280-13,780	CS/CE41202	40	1-6
6060-13,560	CS/CE41212	40	1-6
6265-13,765	CS/CE41402	40	1-6
6050-13,550	CS/CE41412	40	1-6
10,325-17,325	CS/CE51402	50	1-6
10,100-17,100	CS/CE51412	50	1-6
13,625-18,625	CS/CE61402	60	1-6
13,400-18,400	CS/CE61412	60	1-6
6170-13,670	CS/CE41702	40	1-6
5950-13,450	CS/CE41712	40	1-6
10,225-17,225	CS/CE51702	50	1-6
10,000-17,000	CS/CE51712	50	1-6
13,525-18,525	CS/CE61702	60	1-6
13,300-18,300	CS/CE61712	60	1-6

CONVENTIONAL GASOLINE SELECTOR

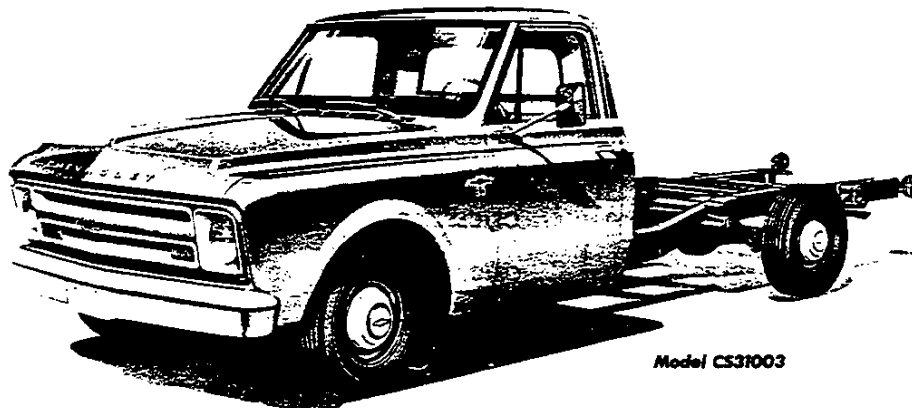
Chassis-Cabs



Model KS20903

Chassis-Cabs

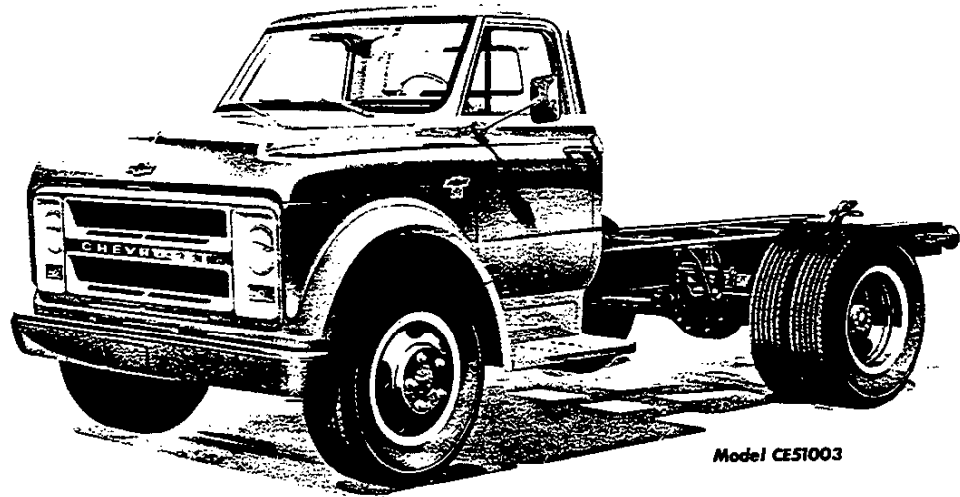
Body Length	Body-Payload Range	Model	Section	Pages
6-6½ ft	1000-1900	CS/CE10703	10	1-6
6-6½ ft	1180-2180	KS/KE10703	10	7-12
7-8½ ft	985-1885	CS/CE10903	10	1-6
7-8½ ft	1100-2100	KS/KE10903	10	7-12
7-8½ ft	1975-3975	CS/CE20903	20	1-6
7-8½ ft	1940-3840	KS/KE20903	20	7-10
7-9½ ft	2990-6290	CS/CE31003	30	1-6
7-9½ ft	5750-13,250	CS/CE41003	40	1-6
7-9½ ft	9780-16,780	CS/CES1003	50	1-6
7-9½ ft	12,990-21,490	CS/CE61003-13	60	1-6
7-9½ ft	19,110-25,610	HM71003-13	70	1-4
7-9½ ft	18,360-24,860	HM81013	80	1-4
8-11 ft	5650-13,150	CS/CE41203	40	1-6
8-11 ft	9700-16,700	CS/CE51203	50	1-6
8-11 ft	12,910-21,410	CS/CE61203-13	60	1-6
8-11 ft	19,050-25,550	HM71203-13	70	1-4
8-11 ft	18,300-24,800	HM81213	80	1-4
8-12 ft	18,270-24,770	HM81313	80	1-4



Model CS31003

CONVENTIONAL GASOLINE SELECTOR

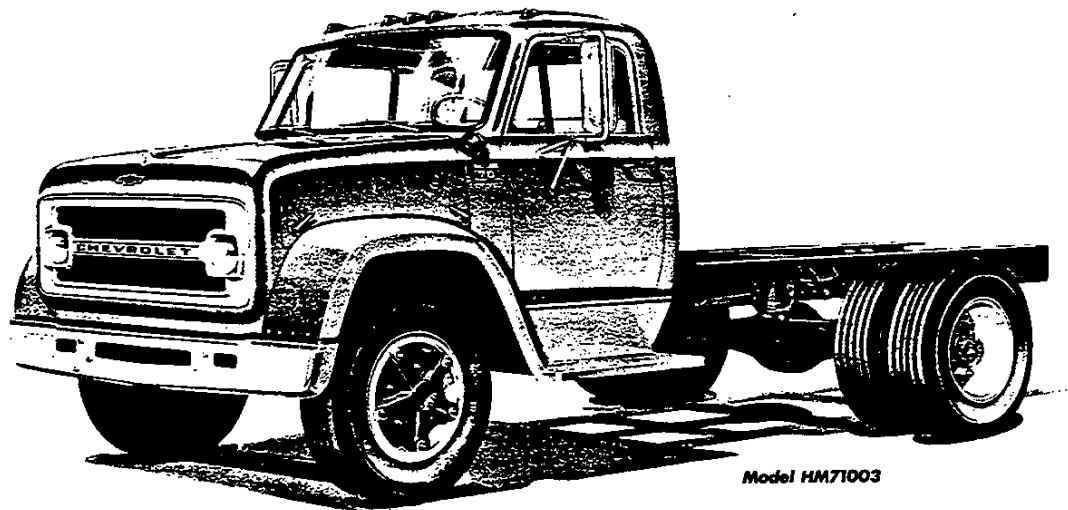
Chassis-Cabs



Model CE51003

Chassis-Cabs

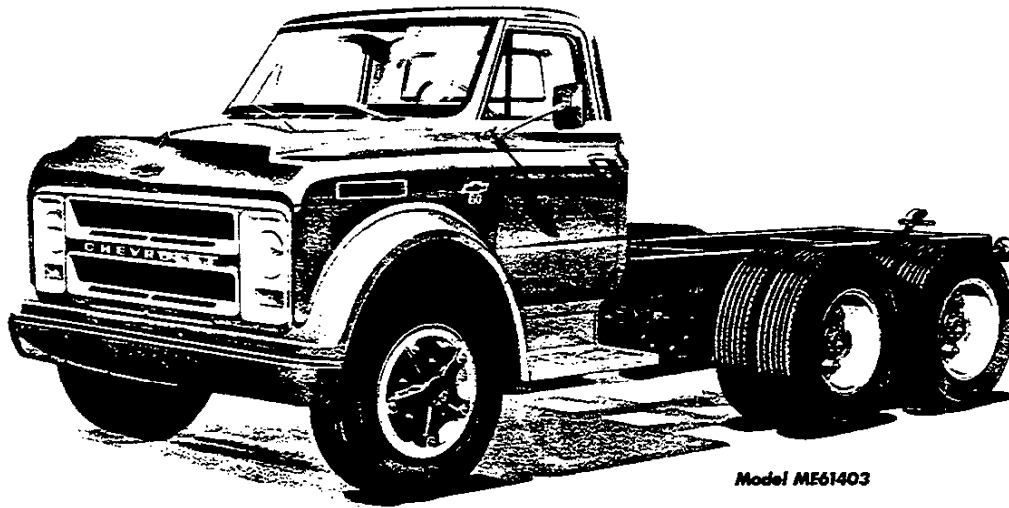
Body Length	Body-Payload Range	Model	Section	Pages
9-13 ft	2850-10,150	CS/CE31403	30	1-6
9-13 ft	5650-13,150	CS/CE41403	40	1-6
9-13 ft	9700-16,700	CS/CE51403	50	1-6
9-13 ft	12,880-21,380	CS/CE61403-13	60	1-6
9-13 ft	19,000-25,500	HM71403-13	70	1-4
9-13 ft	18,250-24,750	HM81413	80	1-4
10-16 ft	5550-13,050	CS/CE41703	40	1-6
10-16 ft	9600-16,600	CS/CE51073	50	1-6
10-16 ft	12,775-21,275	CS/CE61703-13	60	1-6
10-16 ft	18,910-25,410	HM71703-13	70	1-4
10-16 ft	18,150-24,650	HM81713	80	1-4
12-20 ft	9350-16,350	CS/CE52003	50	1-6
12-20 ft	12,560-21,060	CS/CE62003-13	60	1-6
12-20 ft	18,665-25,165	HM72003-13	70	1-4
12-20 ft	17,900-24,400	HM82013	80	1-4
14-22 ft	18,625-25,125	HM72303-13	70	1-4
14-22 ft	17,850-24,350	HM82313	80	1-4
16-24 ft	18,600-25,100	HM72503-13	70	1-4
16-24 ft	17,800-24,300	HM82513	80	1-4



Model HM71003

CONVENTIONAL GASOLINE SELECTOR

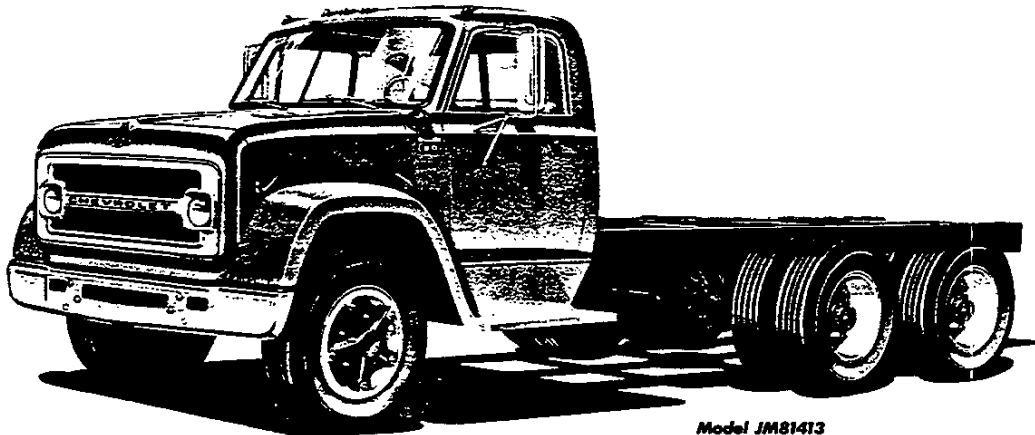
Tandem Chassis-Cabs



Model ME61403

Tandem Chassis-Cabs

Body Length	Body-Payload Range	Model	Section	Pages
8-13 ft	16,150-22,150	MS/MES1403	50	7-10
8-13 ft	20,445-35,445	ME61403-13	60	7-10
8-13 ft	26,480-35,480	JM71403-13	70	5-8
8-13 ft	25,900-37,900	JM81413	80	5-8
10-16 ft	16,000-22,000	MS/MES1703	50	7-10
10-16 ft	20,280-35,280	ME61703-13	60	7-10
10-16 ft	26,400-35,400	JM71703-13	70	5-8
10-16 ft	25,800-37,800	JM81713	80	5-8
12-18 ft	15,825-21,825	MS/MES2003	50	7-10
12-18 ft	20,125-35,125	ME62003-13	60	7-10
12-18 ft	26,205-35,205	JM72003-13	70	5-8
14-20 ft	25,600-37,600	JM82113	80	5-8
16-22 ft	25,500-37,500	JM82313	80	5-8



Model JM81413

EL CAMINO

GVW Rating: 4300 lb

EL CAMINO SERIES

Six-Cylinder Models

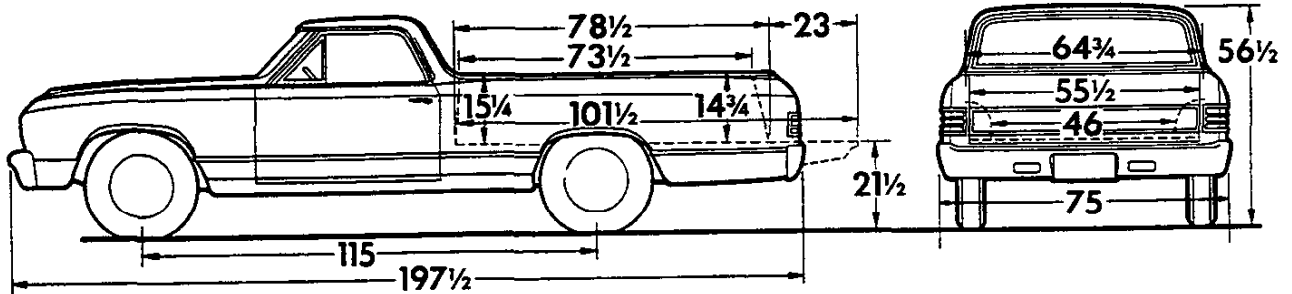
13380 Sedan Pickup
13580 Sedan Pickup

V8 Models

13480 Sedan Pickup
13680 Sedan Pickup

DIMENSIONS

(With std equipment, unloaded)



Models	Curb Weights (lb)			Payload Wt. Dist.*	
	Front	Rear	Total	Front	Rear
13380	1655	1449	3104	0%	100%
13580	1646	1443	3089	0%	100%
13480	1764	1472	3236	0%	100%
13680	1765	1472	3237	0%	100%

*Estimate based on water-level loading.

EL CAMINO

STANDARD EQUIPMENT

Air Cleaner:

- Models 133-13580; oil-wetted polyurethane element
- Models 134-13680; oiled-paper element

Axle Rear: Hypoid; capacity 2700 lb

- Models 133-13580; ratio 3.36
- Models 134-13680; ratio 3.08

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

Brake, Parking: Cable to rear wheels

Brakes, Service: Hydraulic; self-adjusting

- Sizes: front 9½" x 2½"; rear 9½" x 2"
- Effective area: drum 228½ sq in; lining 172¾ sq in

Bumper: Front and rear; chrome plated

Cab: See Cabs, Bodies & Colors section

Carburetor:

- Models 133-13580; single-barrel downdraft
- Models 134-13680; two-barrel downdraft

Clutch:

- Models 133-13580; diameter 9½"; area 72 sq in
- Models 134-13680; diameter 10"; area 91 sq in

→ Cooling:

- Models 133-13580; capacity 12 qts; 1¼" radiator core; 323-sq-in area; 15-lb pressure cap; 180° thermostat
- Models 134-13680; capacity 16 qt; 1¼" radiator core; 357-sq-in area; 15-lb pressure cap; 180° thermostat

Controls & Instruments: Light switch; headlight beam control; speedometer; odometer; fuel gauge

Lights for generator, oil pressure, engine temperature, direction signals and high beam indicator

Direction Signals: Two front and two rear; includes freeway lane-change position on switch & integral hazard warning switch

Engine: See Power Teams chart for power ratings

Models 133-13580; 140-hp 230 Hi-Thrift Six; positive crankcase ventilation

Models 134-13680; 195-hp 283 Turbo-Fire V8 (2-bbl); positive crankcase ventilation

Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Plastic strainer in fuel tank and bronze filter in carburetor

Filter, Oil: Full-flow

Frame: Carbon steel; perimeter

Generator: 37-amp Delcotron

GVW Plate: 4300 lb

Heater & Defroster

Instrument Panel, Padded

Lights: Head, parking, tail, rear license carrier, stop; dome, instrument panel and backup

Mirror, Rearview: Inside non-glare shatterproof prismatic type & LH outside

→ Seat Belts: Driver & passenger; includes retractors

Shock Absorbers, Front: 1" diameter

Shock Absorbers, Rear: 1" diameter; air-booster type

Springs, Front: Coil; capacity 950 lb each at ground

Springs, Rear: Coil; capacity 1100 lb each at ground

Steering: Ball-gear, ratio 24:1; energy-absorbing steering wheel and column—wheel dia 16½"

Sunshades, Padded

Suspension, Front: Independent; capacity 1900 lb

Tank, Fuel: Capacity approx 20 gal

Tires: Five tubeless 7.35-14/2-ply (4-ply rating) front, rear and spare except on Models 134-13680 when 396 V8 engine is ordered

Five tubeless 7.75-14/2-ply (4-ply rating) front, rear and spare on Models 134-13680 when 396 V8 engine is ordered

Tools: Mechanical jack; wheel wrench

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

Wheels: Five 14" x 5"; bolt attachment; spare carrier behind seat; 4 bright-metal hub caps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4300	Standard

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

OPTIONAL EQUIPMENT

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

Appearance Guard Group: Includes two color-keyed front floor mats, front bumper guards, door edge guards, custom deluxe seat belts

Auxiliary Lighting Group: Includes three or more of the following items: 1. Courtesy lamps; 2. Underhood lamp; 3. Ashtray lamp; 4. Glove compartment lamp

Models 13380 & 13480: Includes items 1, 2, 3 & 4
Models 13580 & 13680: Includes items 1, 2 & 3

Foundation Group: Includes pushbutton radio, electric clock and deluxe foam seat cushion. Available on Models 13380 & 13480 only

All items contained in the above groups may be ordered separately and are shown in the following Options list

Air Conditioning, Four-Season: Incl 61-amp Delcotron, HD radiator and temp-controlled radiator fan.....	C60	GM Air Injection Reactor: Approved by State of California for vehicle registration. Requires closed engine positive ventilation.....	K19
Axle, Rear: See <i>Power Teams</i> chart for availability		Generator, Alternating Current:	
<i>Economy</i>		42-amp Delcotron.....	K79
<i>Performance</i>		61-amp Delcotron.....	K76
<i>Special</i>		Glass, Soft Ray Tinted:	
Axle, Positraction Rear	G80	All windows.....	A01
Battery: HD; 66-plate, 70 amp-hr.....	T60	Windshield only.....	A02
Belts, Shoulder: Driver & passenger		Guards: Front bumper.....	V31
<i>Standard type</i> —For use with standard seat belts.....	AS1	Door edge.....	B93
<i>Custom Deluxe</i> —Available only when custom deluxe seat belts or Appearance Guard Group is ordered.....	A85	Head Restraints: Driver & passenger	
Brakes, Front Disc: Requires use of power brakes; not available with metallic brake linings. Includes special hubcaps & trim rings.....	J52	With bench seat.....	A82
Brake Linings, Sintered-Metallic: Models 13480 & 13680 only. Available only when 325-hp 327 cu in or 396 cu in engines are ordered..	J65	With bucket seats.....	A81
Brakes, Vacuum Power	I50	Heater & Defroster Deletion: Not available with air conditioning.....	C48
Clock, Electric: Models 13380 & 13480 only..	U35	Horn, Tri-Volume	U03
Clutch, Heavy-Duty: Not available with 250 or 396 engines or GM air injection reactor....	M01	Instrumentation, Special: Model 13680 only. Includes tachometer, ammeter, temperature and oil pressure gauges.....	U14
Console: Available only when bucket seats and optional transmission (except overdrive) are ordered. Includes compartment and electric clock. Gearshift lever is located on console....	D55	Lights:	
Engines: See <i>Power Teams</i> chart for power ratings and transmission availability		Ashtray.....	U28
Models 133-13580		Courtesy.....	U29
155-hp Turbo-Thrift 250 Six.....	L22	Underhood.....	U26
Models 134-13680		Glove compartment (Models 13380 & 13480 only).....	U27
275-hp Turbo-Fire 327 V8.....	L30	Mats, Floor: Two front; color-keyed.....	B37
325-hp Turbo-Fire 327 V8.....	L79	Mirror, Exterior: LH remote control.....	D33
325-hp Turbo-Jet 396 V8.....	L35	Paint, Exterior: Solid color; see <i>Cabs, Bodies & Colors</i> section	
350-hp Turbo-Jet 396 V8.....	L34	Radiator, Heavy-Duty: Not available with air conditioning.....	V01
Exhaust, Dual: For 275-hp engine only.....	N10	Radio: Fully transistorized	
Fan, Radiator: 8-cyl models only; temperature-controlled. Included with Four-Season air conditioning.....	K02	Pushbutton control; front antenna.....	U63
		Radio, AM-FM: Pushbutton control; front antenna.....	U69
		Roof Cover, Vinyl:	
		Black.....	COE
		Beige.....	COE
		Seat Cushion, Extra-Thick Foam: Bench seats only.....	B5

EL CAMINO

OPTIONAL EQUIPMENT (Continued)

Seats, Strato-Bucket: Models 135-13680 only	A51	Transmissions: See Power Teams chart for availability	
Speed & Cruise Control: 8-cyl models with Powerglide transmission only	K30	3-speed special fully synchronized (floor mtd)	M13
Speed Warning Indicator	U15	4-speed wide-range	M20
Steering, Power	N40	4-speed close-ratio	M21
Steering Wheel: Sports-styled walnut-grained plastic rim	N34	Overdrive	M10
Steering Wheel, Comfortilt: (seven-position) Powerglide or 4-speed transmission required	N33	Powerglide	M35
Steering Wheel: Deluxe; Models 13380 & 13480 only	N30	Turbo Hydra-Matic	M40
Suspension, Special Front & Rear: Includes special front springs and 2700-lb capacity rear springs	F40	→ Ventilation, Closed Engine Positive: Included when 325-hp 327-cu-in engine is ordered	K24
Tachometer: Electric; 8-cylinder models	U16	Wheel Covers: Four, bright metal; not available with disc brakes	P01
		→ Wheel Covers, Mag-Style: Not available with disc brakes	N96
		→ Wheel Covers, Simulated Wire: Not available with disc brakes	P02
		Windows, Power	A31

→ TIRE & WHEEL COMBINATIONS

TUBELESS TIRES	Tire Cap	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
7.35-14/2-ply (4-ply rating)—Regular Blackwall	1020	Disc	5	Std
7.35-14/2-ply (4-ply rating)—Regular Whitewall	1020	Disc	5	P58
◆ 7.75-14/2-ply (4-ply rating)—Regular Blackwall	1120	Disc	5	P65
7.75-14/2-ply (4-ply rating)—Regular Whitewall	1120	Disc	5	P62
7.75-14/4-ply (4-ply rating)—Nylon Blackwall	1120	Disc	5	P60
7.75-14/4-ply (4-ply rating)—Nylon Whitewall	1120	Disc	5	P61
F70-14/2-ply (4-ply rating)—Special Nylon White Stripe	—	Disc	5	PW7
F70-14/2-ply (4-ply rating)—Special Nylon Red Stripe	—	Disc	5	PN8

◆ Included with 396 V8 engines

EL CAMINO POWER TEAMS

→ Engine, Transmission and Rear Axle Combinations

ENGINES		TRANSMISSION	REAR AXLE RATIOS*									
			Without Air Conditioning				With Air Conditioning					
			Std	Optional			Std	Optional				
Econ	Perf	Spec		Econ	Perf	Spec						
Option	Description											
Std on Models 133-13580	140-hp Turbo-Thrift 230 6-Cylinder 230-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	3.36:1	3.08:1	3.55:1	3.70:1	3.36:1	—	3.55:1	3.70:1		
		Special 3-Speed Full-Synchro										
		Powerglide	3.70:1	—	—	—	3.70:1	—	—	—		
		Overdrive										
L22 on Models 133-13580	155-hp Turbo-Thrift 250 6-Cylinder 250-cu-in displacement Single-barrel carburetor 8.5:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	3.08:1	—	3.36:1	3.55:1 or 3.70:1	3.36:1	—	3.55:1	3.70:1		
		Special 3-Speed Full-Synchro										
		Powerglide	3.36:1	3.08:1	3.55:1	3.70:1	3.36:1	—	3.55:1	3.70:1		
		Overdrive	3.70:1	—	—	—	3.70:1	—	—	—		
Std on Models 134-13580	195-hp Turbo-Fire 283 8-Cylinder 283-cu-in displacement 2-barrel carburetor 9.25:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	3.08:1	—	3.36:1	3.55:1 or 3.70:1	3.36:1	—	3.55:1	3.70:1		
		Special 3-Speed Full-Synchro										
		4-Speed Wide-Range	3.70:1	—	—	—	3.70:1	—	—	—		
		Powerglide										
Overdrive	3.70:1	—	—	—	3.70:1	—	—	—				
L30 on Models 134-13680	275-hp Turbo-Jet 327 8-Cylinder 327-cu-in displacement Regular camshaft 4-barrel carburetor 10.0:1 compression ratio Hydraulic valve lifters	Std 3-Speed Full-Synchro	3.08:1	—	3.36:1	3.55:1 or 3.70:1	3.36:1	—	3.55:1	3.70:1		
		Special 3-Speed Full-Synchro Powerglide										
		4-Speed Wide-Range	3.07:1	—	3.31:1	3.55:1 or 3.73:1	3.31:1	—	3.55:1	3.73:1		
L79 on Models 134-13680	325-hp Turbo-Fire 327 8-Cylinder 327-cu-in displacement High-lift camshaft 4-barrel carburetor 11.0:1 compression ratio Hydraulic valve lifters	Special 3-Speed Full-Synchro	3.31:1	3.07:1	3.55:1	3.73:1	3.31:1	—	3.55:1	3.73:1		
		4-Speed Wide-Range	3.31:1	3.07:1	3.55:1	3.73:1, 4.10:1, 4.56:1, 4.88:1	3.31:1	—	3.55:1	3.73:1		
		4-Speed Close-Ratio										
L35 on Models 134-13680	325-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement Regular camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters Dual exhaust	Special 3-Speed Full-Synchro	3.31:1	3.07:1	3.55:1	3.73:1 or 4.10:1	3.07:1	—	—	—		
		4-Speed Wide-Range										
		Powerglide	3.07:1	2.73:1	3.31:1	3.55:1, 3.73:1, 4.10:1	3.07:1	—	—	—		
		Turbo Hydra-Matic	#2.73:1	—	3.07:1	3.31:1	3.07:1	—	—	—		
L34 on Models 134-13680	350-hp Turbo-Jet 396 8-Cylinder 396-cu-in displacement High-lift camshaft 4-barrel carburetor 10.25:1 compression ratio Hydraulic valve lifters	Special 3-Speed Full-Synchro	3.55:1	3.31:1	3.73:1	4.10:1	3.07:1	—	—	—		
		4-Speed Wide-Range										
		Powerglide	3.31:1	3.07:1	3.55:1	3.73:1 or 4.10:1	3.07:1	—	—	—		
		4-Speed Close-Ratio	3.55:1	3.31:1	3.73:1	3.07:1, 4.10:1, 4.56:1, 4.88:1	3.07:1	—	—	—		
		Turbo Hydra-Matic	3.07:1	2.73:1	3.31:1	—	3.07:1	—	—	—		

* All ratios available as positraction. (4.10:1, 4.56:1 and 4.88:1 available as positraction only.) See ordering information on page 5.
When G.M. Air Injection Reactor (RPOK19) is ordered with Turbo Hydra-Matic trans. (RPO M40), standard axle is 2.56:1, Performance axle is 2.7

SERIES C10

GVW Ratings up to 5000 lb

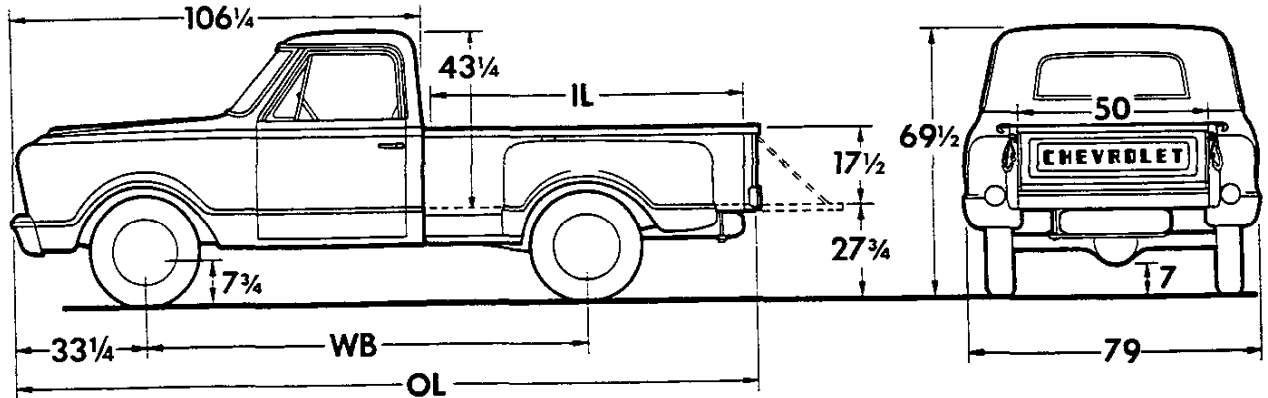
SERIES C10—STEPSIDE PICKUPS

Six-Cylinder Models

CS10704 Stepside Pickup
CS10904 Stepside Pickup

V8 Models

CE10704 Stepside Pickup
CE10904 Stepside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS10704 CE10704	115	78 1/4	188 1/2	1929 2045	1475 1493	3404 3538	1%	99%
CS10904 CE10904	127	98	207 3/4	1989 2104	1508 1525	3497 3629	3	97

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

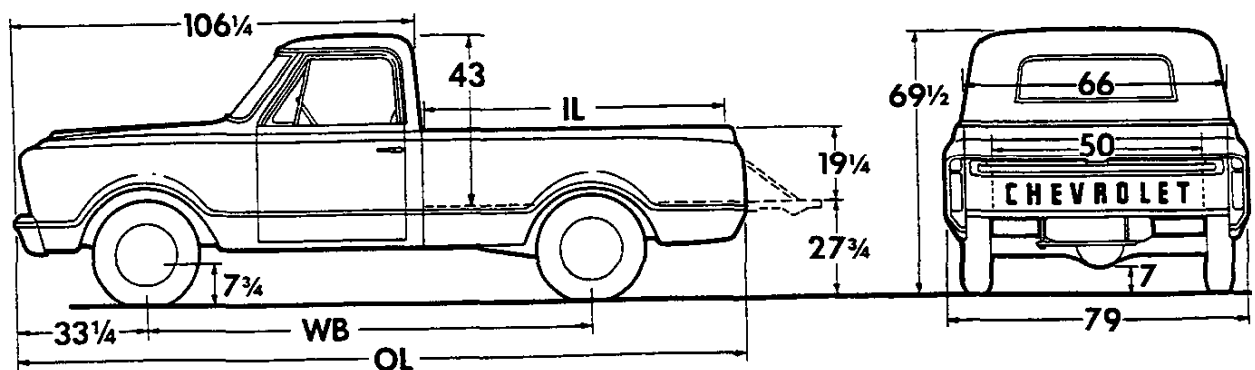
SERIES C10—FLEETSIDE PICKUPS

Six-Cylinder Models

CS10734 Fleetside Pickup
CS10934 Fleetside Pickup

V8 Models

CE10734 Fleetside Pickup
CE10934 Fleetside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS10734 CE10734	115	78 1/4	188 1/2	1971 2087	1507 1524	3478 3611	2%	98%
CS10934 CE10934	127	98	207 3/4	2038 2154	1545 1561	3583 3715	4	96

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C10

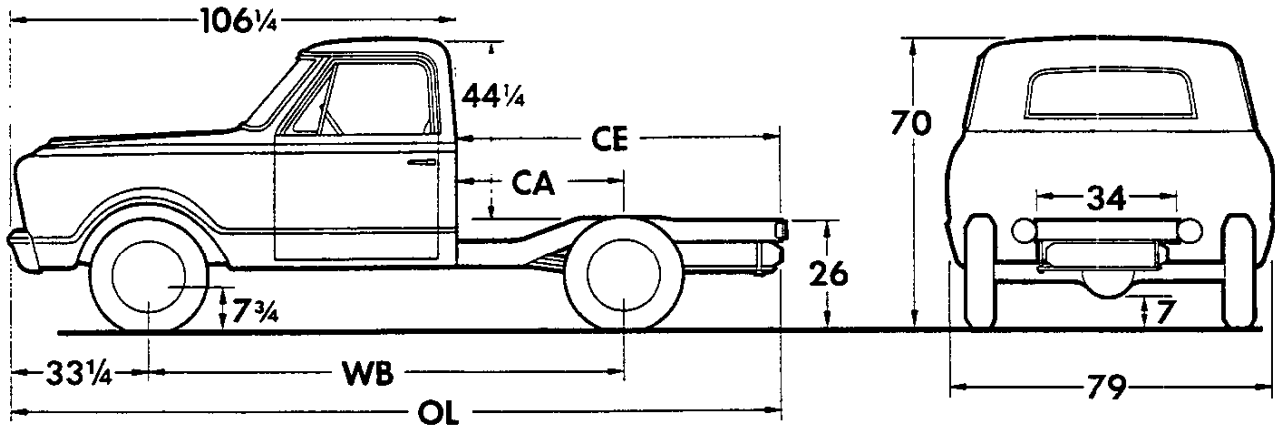
SERIES C10—CHASSIS-CABS

Six-Cylinder Models

CS10703 Chassis-Cab
CS10903 Chassis-Cab

V8 Models

CE10703 Chassis-Cab
CE10903 Chassis-Cab



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.*		
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear
CS10703 CE10703	115	42	75½	181¾	1994 2118	1067 1077	3061 3195	6' 6½'	3% 1	97% 99
CS10903 CE10903	127	54	95½	201¾	2016 2138	1067 1077	3083 3215	7' 7½' 8' 8½'	8 6 3 1	92 94 97 99

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

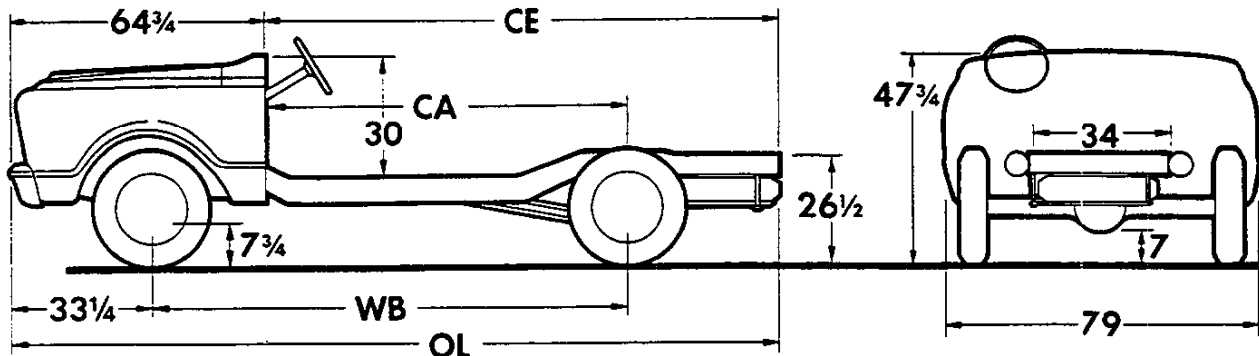
SERIES C10—COWLS

Six-Cylinder Models

CS10702 Chassis-Cowl
CS10712 Windshield-Cowl

V8 Models

CE10702 Chassis-Cowl
CE10712 Windshield-Cowl



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	CA	CE	OL	Front	Rear	Total	Front	Rear
CS10702 CE10702	115	83½	117	181¾	1615 1734	898 911	2513 2645	Determined by style, length & weight of body	
CS10712 CE10712	115	83½	117	181¾	1722 1844	949 960	2671 2804		

★Dimensions with std equipment, unloaded.

●Chassis-Cowl shown

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

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

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

Bodies: See *Cabs, Bodies & Colors*

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

Sizes: front 11" x 2"; rear 11" x 2"

Effective area: drum 276 sq in; lining 167 sq in

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

Bumper: Front only, 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; 13-lb pressure cap
CE10: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: 03, 04, 12, 34 models—hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator

02 models—hand choke; light switch; headlight beam control; speedometer; odometer; high beam indicator light; fuel gauge; ammeter, oil pressure & engine temperature gauges; brake warning light

Direction Signals: Class A; two front and two rear; two front & switch only on 02 models. Includes freeway lane-change position on switch & integral hazard warning switch

Engine: CS10: 250 Six; positive crankcase ventilation
Gross horsepower 155 @ 4200 rpm
Net horsepower 125 @ 3800 rpm
Gross torque, lb-ft. 235 @ 1600 rpm
Net torque, lb-ft. 220 @ 1600 rpm

→CE10: 283 V8; positive crankcase ventilation
Gross horsepower 175 @ 4600 rpm
Net horsepower 145 @ 4400 rpm
Gross torque, lb-ft. 275 @ 2400 rpm
Net torque, lb-ft. 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: CS10: full-flow; 1-quart; throwaway type
CE10: full-flow; 1-quart; replaceable-element type

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

Fuel Pump: Single-action

Generator: 37-amp Delcotron

GVW Plate: 5000 lb

Lights: Head, parking, tail, stop; instrument panel. Dome on cab models only. Backup on pickups

Mirror, Rearview:

03 models: Exterior RH & LH 6¼" fixed arm
04 & 34 models: Exterior LH 6¼" fixed arm and inside prismatic non-glare shatterproof
02 & 12 models: None

Seat: Full-width (except cowl models)

Seat Belts: Driver & passenger (except cowl models); includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1250 lb each

Springs, Rear: Coil; capacity 1250 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16½"

Suspension, Front: Independent; capacity 2500 lb

Tank, Fuel: 04, 34, 03 models—back of seat in cab; capacity approx 21 gal
02, 12 models—inside frame at rear; capacity approx 20 gal

Tires: Five tubeless 8.15-15/4PR front, single rear and spare

→**Tools:** 2500-lb mechanical jack; wheel wrench

Transmission: CS10: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

CE10: 3-speed fully synchronized steering column gearshift ratios 2.85, 1.68, 1.00, 2.94 (rev)

Wheels: Five 15" x 5½"; attachment, 6 studs on 5½" circle; spare carrier under frame; 4 painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers; not included on 02 models

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4400	Standard
4800	2000-lb rear springs
5000♦	2000-lb rear springs

♦ Rating on standard GVW plate

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

SERIES C10

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.	K48	Custom Side Molding: Cab models only; also includes pickup box moldings when ordered on Fleetside pickups only	B98
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1 quart oil-bath pre-cleaner; not available with 327 engine or on chassis-cowl models	K46	Custom Sport Truck Option: Chassis-cabs & pickups only; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, pedal trim, horn-button cap; chrome front bumper; special CST emblems; vinyl bucket seats with padded center console; carpeting; RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; underbody coating; vinyl door trim	Z84
Air Conditioning, All-Weather: Includes heater & defroster, HD radiator, battery & front springs & 42-amp generator; not available on chassis-cowl models	C60	Engine:	
Axle, Positraction Rear: Capacity 3500 lb Ratio 3.73. Not available with overdrive transmission	G80	292 Six (CS10 models only); includes 3-speed fully synchronized transmission	L25
Ratio 4.11	G80	Gross horsepower	170 @ 4000 rpm
Axle, Rear: Capacity 3500 lb Ratio 3.07; not available with automatic or Overdrive transmission	H01	Net horsepower	153 @ 3600 rpm
Ratio 4.11; included with Overdrive transmission	H04	Gross torque, lb-ft	275 @ 1600 rpm
Battery: Heavy-duty; 70 amp-hr; included when HD starter motor or air conditioning is ordered . .	T60	Net torque, lb-ft	255 @ 2400 rpm
Brackets, Mounting: For mounting pickup box; chassis-cab models only	E80	Clutch	11"; 124 sq in
Brakes, Vacuum Power	I70	Battery	61-amp-hr
Bumper:		327 V8 (CE10 models only); includes HD front springs; not available with Chevrolet 4-speed or overdrive transmission	L30
<i>Painted rear; with std painted front bumper only (pickups only)</i>	V38	Gross horsepower	220 @ 4400 rpm
<i>Painted step-type rear (pickups only)</i>	V43	Net horsepower	177 @ 4000 rpm
<i>Chrome front (pickups & chassis-cabs)</i>	V37	Gross torque, lb-ft	320 @ 2800 rpm
<i>Chrome rear (pickups only)</i>	V37	Net torque, lb-ft	283 @ 2400 rpm
Caps, Hub: Chrome	P03	Clutch	12"; 150 sq in
Carrier, Spare Wheel: Side mounted; pickup models only	P13	Floor, Pickup Box: Wood with steel skid strips. Fleetside Pickup models only	E81
➔ Clutch, HD: Dia 11"; for 250 engine with 3-speed, overdrive or New Process 4-speed transmissions only	M01	Fuel Filter Equipment	K28
Cooling, HD: Includes HD radiator and extra-HD cooling equipment. Not available with air conditioning	V05	Gauges: Ammeter, engine temperature, oil pressure, not available on chassis-cowls. Included when tachometer is ordered	Z53
Custom Appearance Option: Chassis-cabs & pickups only; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; color-keyed vinyl-coated rubber floor mats; Custom emblems. Not available when Custom Sport Truck Option is ordered	Z61	Generator:	
Custom Comfort Option: For chassis-cabs & pickups only; includes RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; full-depth foam seat with fabric upholstery; underbody coating; vinyl door trim. Not available when Custom Sport Truck Option or bucket seats are ordered	Z62	12-42-amp Delcotron	K79
		5-61-amp Delcotron	K76
		23-62-amp Delcotron	K81
		Glass, Soft Ray:	
		Windshield only; not available on chassis-cowls	A11
		All windows; not available on cowl models . .	A11
		➔ GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation	K19

OPTIONAL EQUIPMENT (Continued)

For dealer installed equipment, see Custom Features section.

Governor: With synchromesh transmission only	
250 engine: 1800-3000 rpm.....	K37
2800-4000 rpm.....	K37
292 engine: 2200-3100 rpm.....	K37
2800-3900 rpm.....	K37
283 engine: Not available with GM Air Injection Reactor	
2400-3600 rpm.....	K37
3000-3800 rpm.....	K37
Harness, Shoulder: Driver & passenger; not available on cowl models or with optional Bostrom seats.....	A85
Heater & Defroster: Deluxe-Air. <i>S.T.D.</i>	C42
Hooks, Towing: Two, front; not available with chrome bumper.....	V76
Lamps, Marker: Five; not available on cowl models.....	U01
Lock: Side wheel carrier; pickup models only..	A97
Mirror, Exterior: Not available on cowl models	
Front cross-view; 8" diameter.....	D48
RH; 6 1/4" fixed arm; pickups only.....	D32
RH; 17 1/4" swinging arm; pickup models only	D32
LH; 17 1/4" swinging arm; pickup models only	D32
RH & LH; 17 1/4" swinging arm; chassis-cabs only.....	D32
West Coast Jr. type (6" x 11")	
LH only; pickup models only.....	D29
RH & LH (pickups & chassis-cabs).....	D29
West Coast Sr. type (7" x 16")	
LH only; pickup models only.....	D30
RH & LH (pickups & chassis-cabs).....	D30
Nameplate, Custom Camper: Chassis-cab & pickup models only. Minimum requirements are front stabilizer bar, HD rear shock absorbers, HD rear springs or auxiliary rear springs, 7.00-15/6PR or truck-type 6.50-16/6PR tires.....	Z81
<i>TURBO - ON 700X15 6PR</i>	
Paint, Exterior: See Cabs, Bodies & Colors section	
Pump, Fuel & Vacuum Booster: CS10702 model only.....	K26
Radiator: Heavy-duty. Included when 327 engine with automatic transmission or air conditioning or HD cooling is ordered.....	V01
Radio: Pushbutton control; not available on chassis-cowls.....	U63
Seat: For cab models only; not available when Custom Sport Truck Option is ordered	
Bostrom "Viking"; driver seat only.....	A55
Bostrom "Viking"; driver seat plus 2-man companion seat.....	A55
Full-depth foam; included when Custom Comfort is ordered.....	Z52
Bucket; driver & passenger; includes carpeting and center console.....	A50
Serial Number Plate: (State of Pennsylvania) 2000-lb rear springs required.....	Z55K
Shock Absorbers, HD:	
Front and rear.....	F51
Rear only.....	G68
Speed Warning Indicator: Not available on 02 models.....	U15
Springs, Auxiliary Rear:	
Capacity 500 lb each.....	G60
Springs, Front: Capacity 1350 lb each; included when 327 engine or air conditioning is ordered.....	F60
Springs, Rear:	
Capacity 2000 lb each.....	G50
Stabilizer Bar, Front Suspension	F59
Starter Motor, HD: Includes HD battery.....	K67
Steering, Power: Not available with air conditioning or HD cooling when 292 engine and automatic transmission are ordered.....	N40
Tachometer: Electric; includes optional gauges; not available on chassis-cowls.....	U16
Throttle Control: Manual.....	K31
Transmission:	
Overdrive; includes 4.11 rear axle ratio. Not available with 327 engine or governor equipment.....	M10
Powerglide; not available with governor equipment.....	M35
Turbo Hydra-Matic.....	M49
Chevrolet 3-speed fully synchronized; with 250 engine only.....	M17
Chevrolet 4-speed synchromesh; includes 11" clutch; not available with 327 engine...	M20
New Process 43SCR 4-speed close-ratio..	M28
Ventilation, Closed Engine Positive	K24
Wheel Covers, Full: Bright metal; available only with 15" tires.....	P01
Window, Full-View Rear: Chassis-cab & pickup models only.....	A10

SERIES C10

→ TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T27
8.15-15/4PR—Regular	1180	Disc	5½	RL2
—Nylon	1180	Disc	5½	R53
—On-Off Road	1180	Disc	5½	R56*
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Nylon	1380	Disc	5.0	R69*
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon	1420	Disc	5.0	R65
—On-Off Road	1420	Disc	5.0	R64*
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon	1520	Disc	5.5	R44
—On Off Road	1520	Disc	5.5	R43*

*Rear only

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T25 ^a
8.15-15/4PR—Regular	1180	Disc	5½	Std ^b
—Nylon	1180	Disc	5½	Q05
—On-Off Road	1180	Disc	5½	R55*
8.15-15/8PR—Regular	1300	Disc	5½	T28
6.50-16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR—Regular	1520	Disc	5.25	R80
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81*

*Rear only

The following tubeless tires may be ordered with white sidewalls:

a—T26 (7.75-15/8PR)

b—R51 (8.15-15/4PR)

SERIES C10 PANELS & SUBURBAN CARRYALLS

GVW Ratings up to 5000 lb

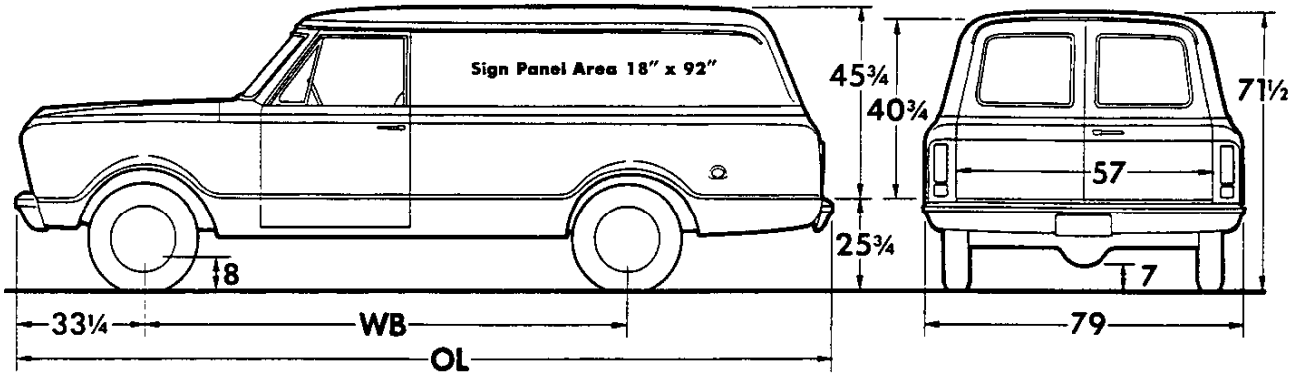
SERIES C10—PANELS

Six-Cylinder Models

CS10905 Panel

V8 Models

CE10905 Panel



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS10905	127	215½	1687	2071	3758	6%	94%
CE10905			1793	2097	3890		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C10—SUBURBAN CARRYALLS*

Six-Cylinder Models

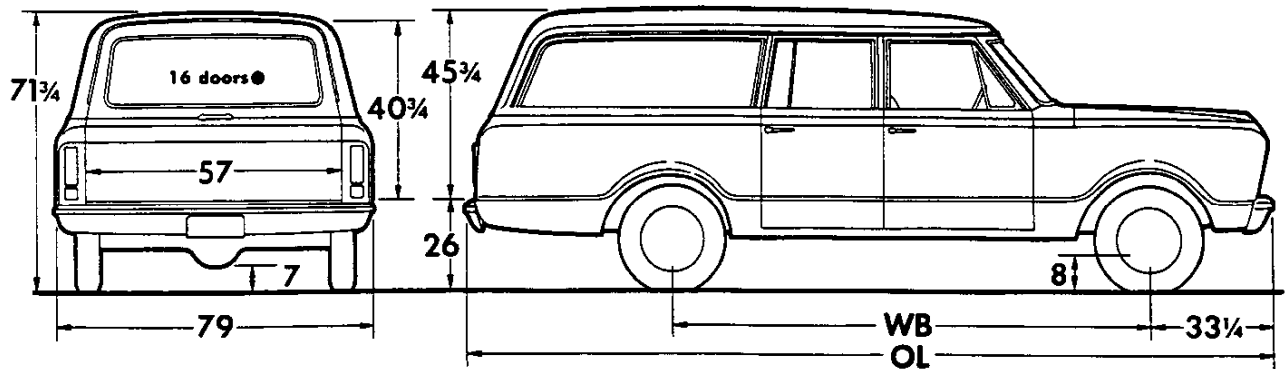
CS10906 Suburban Carryall

CS10916 Suburban Carryall

V8 Models

CE10906 Suburban Carryall

CE10916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS10906	127	215½	1677	2301	3978	29%	71%
CE10906			1781	2329	4110		
CS10916	127	215½	1648	2352	4000	29%	71%
CE10916			1752	2380	4132		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

●Illustration shows 16 model rear end/lift gate. See 05 model illustration above for 06 model rear doors.

SERIES C10 PANELS & SUBURBAN CARRYALLS

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

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

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

Bodies: See *Cabs, Bodies & Colors*

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

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

Bumpers: Front & 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: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 CE10: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

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

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

Doors, Rear:

05 & 06 models: Two; side-hinged
 16 models: End/lift gate

Doors, Side:

05 models: Two; one right & one left
 06 & 16 models: Three; two right & one left

Engine: CS10; 250 Six; positive crankcase ventilation
 Gross horsepower..... 155 @ 4200 rpm
 Net horsepower..... 125 @ 3800 rpm
 Gross torque, lb-ft..... 235 @ 1600 rpm
 Net torque, lb-ft..... 220 @ 1600 rpm
 CE10: 283 V8; positive crankcase ventilation
 Gross horsepower..... 175 @ 4600 rpm
 Net horsepower..... 145 @ 4400 rpm
 Gross torque, lb-ft..... 275 @ 2400 rpm
 Net torque, lb-ft..... 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: CS10: full-flow; 1-quart; throwaway type
 CE10: full-flow; 1-quart; replaceable element

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

Generator: 37-amp Delcotron

GVW Plate: 5000 lb

Lights: Head, parking, tail, stop, backup; dome, instrument panel

Mirror, Rearview:

05 models: Exterior RH & LH 6 1/4" fixed arm
 06 & 16 models: Exterior LH 6 1/4" fixed arm and inside prismatic non-glare shatterproof

Seat:

05 models: Driver only; vinyl trim
 06 & 16 models: Full-width bench; front only; vinyl trim

Seat Belts: Includes retractors

05 models: Driver only
 06 & 16 models: Driver & passenger

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1250 lb each

Springs, Rear: Coil; capacity 1250 lb each

Steering: Ball-gear; ratio 24:1; wheel diameter 16 1/2"

Suspension, Front: Independent; capacity 2500 lb

Tank, Fuel: Inside frame at rear; capacity approximately 24.5 gal

Tires: Five tubeless 8.15-15/4PR front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

Transmission:

CS10: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
 CE10: 3-speed fully synchronized; steering column gearshift; ratios 2.85, 1.68, 1.00, 2.95 (rev)

Wheels: Five 15" x 5 1/2"; attachment 6 studs on 5 1/2" circle; spare carrier inside RH cargo area; four painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
4400	Standard
4800	2000-lb rear springs
5000♦	2000-lb rear springs

♦ Rating on standard GVW plate

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

SERIES C10 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.....	K48	Engine: (continued)	
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.....	K46	327 V8 (CE10 models only); includes HD front springs; not available with Chevrolet 4-speed or overdrive transmission.....	L30
Axle, Positraction Rear: Capacity 3500 lb Ratio 3.73; not available with overdrive transmission.....	G80	Gross horsepower.....	220 @ 4400 rpm
Ratio 4.11.....	G80	Net horsepower.....	177 @ 4000 rpm
Axle, Rear: Capacity 3500 lb Ratio 3.07; not available with automatic or overdrive transmission.....	H01	Gross torque, lb-ft.....	320 @ 2800 rpm
Ratio 4.11; included with overdrive transmission.....	H04	Net torque, lb-ft.....	283 @ 2400 rpm
Battery: Heavy-duty; 70-amp-hr; included when HD starter motor is ordered.....	T60	Clutch.....	12"; 150 sq in
Brakes, Vacuum Power	J70	Fuel Filter Equipment	K28
Bumpers, Chrome: Front & rear.....	V37	Gauges: Ammeter, engine temperature, oil pressure. Included when tachometer is ordered....	Z53
Caps, Hub: Chrome.....	P03	Generator:	
Clutch, HD: Dia 11"; for 250 engine with 3-speed, overdrive or New Process 4-speed transmission only.....	M01	12-42-amp Delcotron.....	K79
Cooling, HD: Includes HD radiator and extra HD cooling equipment.....	V05	5-61-amp Delcotron.....	K76
Custom Appearance Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; Custom emblems. (16 models only: vinyl-coated rubber floor mats).	Z61	23-62-amp Delcotron.....	K81
Custom Comfort Option:		Glass, Soft Ray:	
05 models: Includes LH armrest, RH padded sunshade, cigar lighter, cowl insulation and underbody coating.....	Z62	Windshield only.....	A11
06 & 16 models: Choice of four interior colors. Also includes full-depth foam seat with fabric/vinyl upholstery; RH & LH armrests; RH padded sunshade; cigar lighter; vinyl door trim; cowl insulation and underbody coating; white hard-board headlining.....	Z62	All windows.....	A11
Custom Side Molding	B98	GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation.....	K79
Engine:		Governor:	
292 Six (CS10 models only); includes 3-speed fully synchronized transmission.....	L25	250 engine: 1800-3000 rpm.....	K37
Gross horsepower.....	170 @ 4000 rpm	2800-4000 rpm.....	K37
Net horsepower.....	153 @ 3600 rpm	292 engine: 2200-3100 rpm.....	K37
Gross torque, lb-ft.....	275 @ 1600 rpm	2800-3900 rpm.....	K37
Net torque, lb-ft.....	255 @ 2400 rpm	283 engine: Not available with GM Air Injection Reactor	
Clutch.....	11"; 124 sq in	2400-3600 rpm.....	K37
Battery.....	61-amp-hr	3000-3800 rpm.....	K37
		Harness, Shoulder:	
		05 models: Driver only.....	A85
		05, 06 & 16 models: Driver & passenger.....	A85
		Heater & Defroster: Deluxe-Air.....	C42
		Hooks, Towing: Two, front. Not available with chrome bumper.....	V76
		Lamps, Marker: Five.....	U01
		Mirrors, Exterior:	
		Front cross-view; 8" diameter.....	D48
		RH; 6 1/4" fixed arm; 06 & 16 models only....	D32
		West Coast Jr. type (6" x 11")	
		LH only; 06 & 16 models only.....	D29
		RH & LH.....	D29
		West Coast Sr. type (7" x 16")	
		LH only; 06 & 16 models only.....	D30
		RH & LH.....	D30

SERIES C10 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT (Continued)

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

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

Radiator: Heavy-duty. Included when 327 engine with automatic transmission or HD cooling is ordered..... V01

Radio: Pushbutton control..... U63

Seats:

- 05 models:
 - Passenger seat..... A57
 - HD driver seat..... AM2
 - HD driver & passenger seats..... AM2
- 06 & 16 models:
 - Center seat, full-width..... AS3
 - Center & rear seats, full-width..... A80

Seat Belt:

- Rear seat center; 06 & 16 models only..... A68

Shock Absorbers, HD:

- Front and rear..... F51
- Rear only..... G68

Speed Warning Indicator..... U15

Springs, Auxiliary Rear:

Capacity 500 lb each..... G60

Springs, Front: Capacity 1350 lb each; included when 327 engine is ordered..... F60

*Cloud Protection Vent -
see - K34*

Springs, Rear:

Capacity 2000 lb each..... G50

Stabilizer Bar, Front Suspension..... F59

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

Steering, Power: Not available with HD cooling when 292 engine and automatic transmission are ordered..... N40

Tachometer: Electric; includes optional gauges U16

Throttle Control: Manual..... K31

Transmission:

- Overdrive;* includes 4.11 rear axle ratio. Not available with 327 engine or governor equipment..... M10
- Powerglide;* not available with governor equipment..... M35
- Turbo Hydra-Matic*..... M49
- Chevrolet 3-speed fully synchronized;* with 250 engine only..... M17
- Chevrolet 4-speed synchromesh;* includes 11" clutch; not available with 327 engine... M20
- New Process 435CR 4-speed close-ratio*.. M28

Wheel Covers, Full: Bright metal; available only with 15" tires..... P01

SERIES C10 PANELS & SUBURBAN CARRYALLS

TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T27
8.15-15/4PR—Regular	1180	Disc	5½	RL2
—Nylon	1180	Disc	5½	R53
—On-Off Road	1180	Disc	5½	R56*
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Nylon	1380	Disc	5.0	R69*
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon	1420	Disc	5.0	R65
—On-Off Road	1420	Disc	5.0	R64*
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon	1520	Disc	5.5	R44
—On-Off Road	1520	Disc	5.5	R43*

*Rear only

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T25 ^a
8.15-15/4PR—Regular	1180	Disc	5½	Std ^b
—Nylon	1180	Disc	5½	Q05
—On-Off Road	1180	Disc	5½	R55*
8.15-15/8PR—Regular	1300	Disc	5½	T28
6.50-16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR—Regular	1520	Disc	5.25	R80
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81*

*Rear only

The following tubeless tires may be ordered with white sidewalls:

a—T26 (7.75-15/8PR)

b—R51 (8.15-15/4PR)

NOTES

SERIES K10

GVW Ratings up to 5600 lb

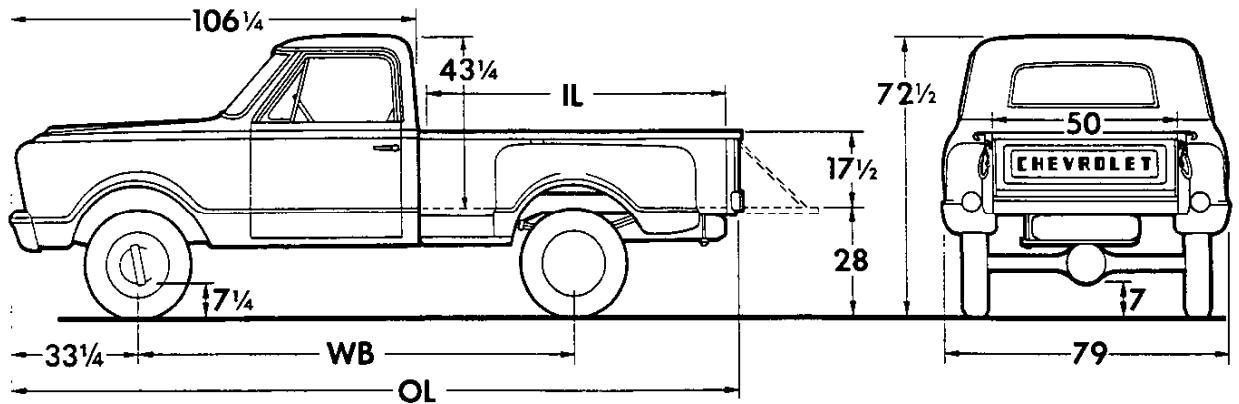
SERIES K10—STEPSIDE PICKUPS

Six-Cylinder Models

KS10704 Stepside Pickup
KS10904 Stepside Pickup

V8 Models

KE10704 Stepside Pickup
KE10904 Stepside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS10704 KE10704	115	78 1/4	188 1/2	2131 2239	1566 1572	3697 3811	1%	99%
KS10904 KE10904	127	98	207 3/4	2235 2345	1628 1633	3863 3978	3	97

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

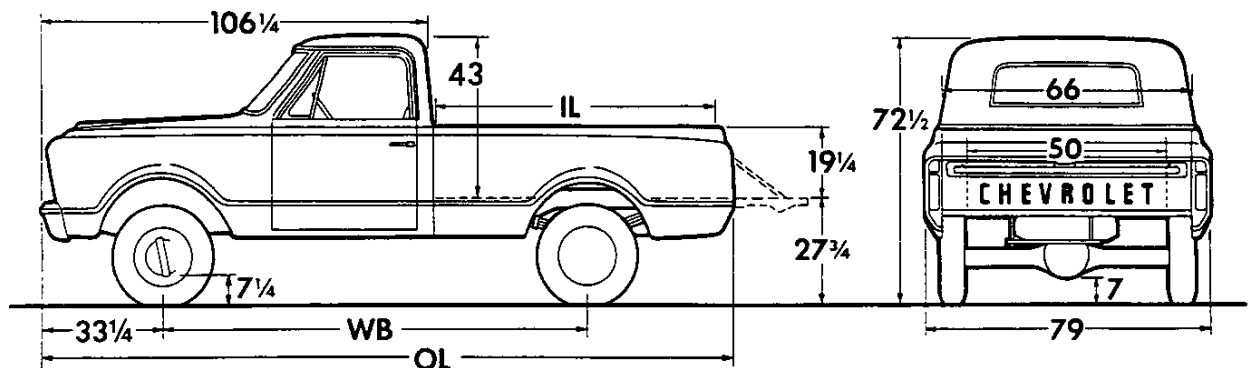
SERIES K10—FLEETSIDE PICKUPS

Six-Cylinder Models

KS10734 Fleetside Pickup
KS10934 Fleetside Pickup

V8 Models

KE10734 Fleetside Pickup
KE10934 Fleetside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS10734 KE10734	115	78 1/4	188 1/2	2174 2245	1596 1639	3770 3884	2%	98%
KS10934 KE10934	127	98	207 3/4	2209 2317	1740 1746	3949 4063	4	96

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded

SERIES K10

SERIES K10—CHASSIS-CABS

Six-Cylinder Models

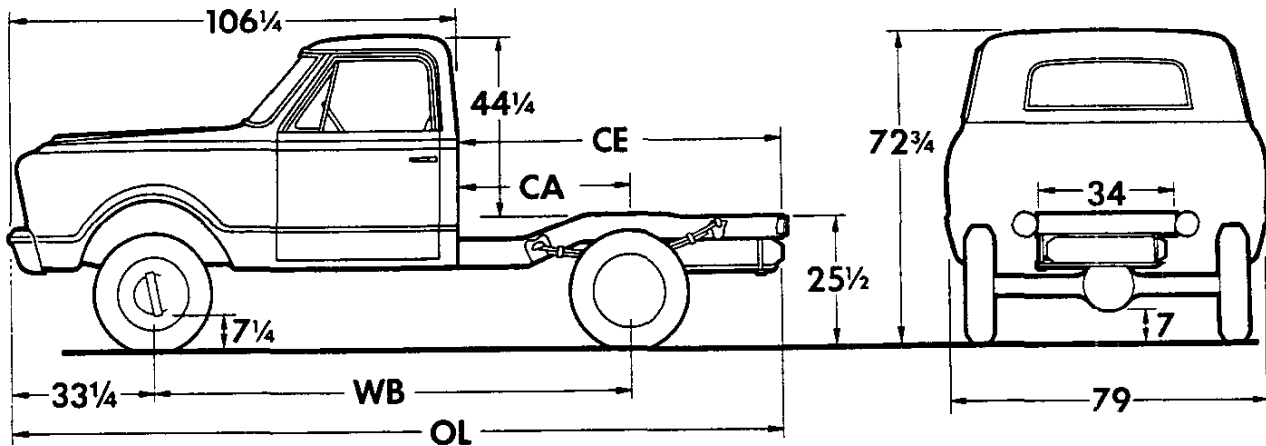
KS10703 Chassis-Cab

KS10903 Chassis-Cab

V8 Models

KE10703 Chassis-Cab

KE10903 Chassis-Cab



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.*		
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear
KS10703	115	42	75 1/2	181 3/4	2220	1134	3354	6'	4%	96%
KE10703					2334	1134	3468	6 1/2'	1	99
KS10903	127	54	95 1/2	201 3/4	2291	1159	3450	7'	8	92
KE10903					2406	1158	3564	7 1/2'	6	94
								8'	3	97
								8 1/2'	1	99

*Estimate based on water-level loading.

★ Dimensions with std equipment, unloaded.

STANDARD EQUIPMENT

- Air Cleaner:** Oiled-paper element
- Axle, Front:** Hypoid, ratio 3.73; capacity 3300 lb; yoke and trunion universal joints
- Axle, Rear:** Hypoid semi-floating type; ratio 3.73; capacity 3300 lb
- Battery:** 12-volt, 54-plate; capacity 53 amp-hr
- Bodies:** See *Cabs, Bodies & Colors*
- Brakes, Service:** Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2"; rear 11" x 2"
 Effective area: drum 276 sq in; lining 167 sq in
- Brake, Parking:** Cable to rear wheels; area 83 sq in
- Bumper:** Front only, 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; 13-lb pressure cap
 KE10: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap
- Controls & Instruments:** Hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator
- Direction Signals:** Class A; two front and two rear. Includes freeway lane-change position on switch & integral hazard warning switch
- Engine:** KS10: 250 Six; positive crankcase ventilation
 Gross horsepower 155 @ 4200 rpm
 Net horsepower 125 @ 3800 rpm
 Gross torque, lb-ft 235 @ 1600 rpm
 Net torque, lb-ft 220 @ 1600 rpm
 → KE10: 283 V8; positive crankcase ventilation
 Gross horsepower 175 @ 4600 rpm
 Net horsepower 145 @ 4400 rpm
 Gross torque, lb-ft 275 @ 2400 rpm
 Net torque, lb-ft 240 @ 2400 rpm
- Exhaust System:** Single pipe & aluminized muffler
- Filter, Fuel:** Wire mesh in fuel tank; bronze filter in carburetor
- Filter, Oil:** KS10: full-flow; 1-quart; throwaway type
 KE10: full-flow; 1-quart; replaceable element
- Frame:** 39,000-lb-test steel; section modulus 2.70 (KS-KE107 models); 3.48 (KS-KE109 models)
- Generator:** 37-amp Delcotron
- GVW Plate:** 5600 lb
- Lights:** Head, parking, tail, stop; dome, instrument panel. Backup on pickups
- Mirror, Rearview:**
 03 models: Exterior RH & LH 6¼" fixed arm
 04 & 34 models: Exterior LH 6¼" fixed arm and inside prismatic non-glare shatterproof
- Power Divider:** Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear
- Seat:** Full-width
- Seat Belts:** Driver & passenger; includes retractors
- Shock Absorbers:** Front & rear; piston diameter 1"
- Springs, Front:** Tapered-leaf; capacity 1450 lb each
- Springs, Rear:** Tapered-leaf; capacity 1800 lb each
- Steering:** Ball-gear, ratio 24:1; wheel dia 16½"
- Tank, Fuel:** Back of seat in cab; capacity approx 21 gallons
- Tires:** Five tubeless 8.15-15/4PR front, single rear and spare
- **Tools:** 2500-lb mechanical jack; wheel wrench
- Transmission:** 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)
- Wheels:** Five 15" x 5½"; attachment, 6 studs on 5½" circle; spare carrier under frame
- Windshield Wipers & Washer:** Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5600♦	Standard

♦ Rating on standard GVW plate

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

SERIES K10

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.....	K48	Floor, Pickup Box: Wood with steel skid strips. Fleetside pickup models only.....	E81
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.....	K46	Fuel Filter Equipment	K28
Air Conditioning, All-Weather: Includes heater & defroster, HD radiator, battery & 42-amp generator.....	C60	Gauges: Ammeter, engine temperature, oil pressure. Included when tachometer is ordered.	Z53
Battery: Heavy-duty; 70 amp-hr; included with HD starter motor or air conditioning.....	T60	Generator:	
Brakes, Vacuum Power	J70	12-42-amp Delcotron.....	K79
Bumper:		5-61-amp Delcotron.....	K76
<i>Painted rear;</i> with std painted front bumper only (pickups only).....	V38	23-62-amp Delcotron.....	K81
<i>Painted step-type rear</i> (pickups only).....	V43	Glass, Soft Ray:	
<i>Chrome front</i>	V37	Windshield only.....	A11
<i>Chrome rear</i> (pickups only).....	V37	All windows.....	A11
Carrier, Spare Wheel: Side mounted; pickup models only.....	P13	➔ GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation.....	K19
➔ Clutch: Dia 11"; for 250 engine with 3-speed transmission only.....	M01	Governor:	
Cooling, Heavy-Duty: Includes HD radiator and extra-HD cooling equipment. Not available with air conditioning.....	V05	250 engine: 1800-3000 rpm.....	K37
Custom Appearance Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; color-keyed vinyl-coated rubber floor mats; Custom emblems. Not available when Custom Sport Truck Option is ordered.....	Z61	2800-4000 rpm.....	K37
Custom Comfort Option: Includes RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; full-depth foam seat with fabric upholstery; underbody coating; vinyl door trim. Not available when Custom Sport Truck Option or bucket seats are ordered.....	Z62	292 engine: 2200-3100 rpm.....	K37
Custom Side Molding: Cab models only; also includes pickup box moldings when ordered on Fleetside pickups only.....	B98	2800-3900 rpm.....	K37
Custom Sport Truck Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, pedal trim, horn-button cap; chrome front bumper; special CST emblems; vinyl bucket seats with padded center console; carpeting; RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; underbody coating; vinyl door trim.....	Z84	283 engine: Not available with GM Air Injection Reactor	
Engine:		2400-3600 rpm.....	K37
292 Six (KS10 models only).....	L25	3000-3800 rpm.....	K37
Gross horsepower.....	170 @ 4000 rpm	Harness, Shoulder: Driver & passenger; not available with optional Bostrom seats.....	A85
Net horsepower.....	153 @ 3600 rpm	Heater & Defroster: Deluxe-Air.....	C42
Gross torque, lb-ft.....	275 @ 1600 rpm	Hooks, Towing: Two, front. Not available with chrome bumper.....	V76
Net torque, lb-ft.....	255 @ 2400 rpm	Hubs, Free-Wheeling Front: Manual control at hubs.....	F76
Battery.....	61-amp-hr	Lamps, Marker: Five.....	U01
Clutch.....	11"; 124 sq in	Lock: Side wheel carrier; pickups only.....	A97
327 V8 (KE10 models only).....	L30	Mirrors, Exterior:	
Gross horsepower.....	220 @ 4400 rpm	<i>Front cross-view;</i> 8" diameter.....	D48
Net horsepower.....	177 @ 4000 rpm	RH; 6 1/4" fixed arm; pickups only.....	D32
Gross torque, lb-ft.....	320 @ 2800 rpm	RH; 17 1/4" swinging arm; pickups only.....	D32
Net torque, lb-ft.....	283 @ 2400 rpm	LH; 17 1/4" swinging arm; pickups only.....	D32
Clutch.....	12"; 150 sq in	RH & LH; 17 1/4" swinging arm; chassis-cab only.....	D32
		<i>West Coast Jr. type</i> (6" x 11")	
		LH; pickup models only.....	D29
		RH & LH.....	D29
		<i>West Coast Sr. type</i> (7" x 16")	
		LH; pickup models only.....	D30
		RH & LH.....	D30
		Paint, Exterior: See <i>Cabs, Bodies & Colors</i> section	
		Radiator: Heavy-duty; included with HD cooling.....	V01
		Radio: Pushbutton control.....	U63
		Seat: Not available when Custom Sport Truck Option is ordered.	
		<i>Bostrom "Viking";</i> driver seat only.....	A55
		<i>Bostrom "Viking";</i> driver seat plus 2-man companion seat.....	A55
		<i>Full-depth foam;</i> included when Custom Comfort is ordered.....	Z52
		<i>Bucket;</i> driver & passenger; includes carpeting and center console.....	A50

(Continued on next page)

OPTIONAL EQUIPMENT (Continued)

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

Serial Number Plate: State of Pennsylvania

Requires rear shock absorbers..... Z55K

Shock Absorbers, HD:

Front & rear..... F51
Rear only..... G68

Speed Warning Indicator..... U15

→ **Springs, Front:**

Capacity 1750 lb each..... F60

Starter Motor, HD: Includes HD battery..... K67

Tachometer: Electric;
includes optional gauges..... U16

Throttle Control: Manual..... K31

Transmission:

Chevrolet 4-speed synchromesh; includes 11" clutch. Not available with 327 engine..... M20

Ventilation, Closed Engine Positive..... K24

Window, Full-View Rear..... A10

→ **TIRE & WHEEL COMBINATIONS**

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T27
8.15-15/4PR—Regular	1180	Disc	5½	RL2
—Nylon	1180	Disc	5½	R53
—On-Off Road	1180	Disc	5½	R56
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Nylon	1380	Disc	5.0	R69
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon	1420	Disc	5.0	R65
—On-Off Road	1420	Disc	5.0	R64
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon	1520	Disc	5.5	R44
—On-Off Road	1520	Disc	5.5	R43

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T25a
8.15-15/4PR—Regular	1180	Disc	5½	Std b
—Nylon	1180	Disc	5½	Q05
—On-Off Road	1180	Disc	5½	R55
8.15-15/8PR—Regular	1300	Disc	5½	T28
6.50-16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR—Regular	1520	Disc	5.25	R80
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81

The following tubeless tires may be ordered with white sidewalls:

a—T26 (7.75-15/8PR)

b—R51 (8.15-15/4PR)

NOTES

SERIES K10 PANELS & SUBURBAN CARRYALLS

GVW Ratings up to 5600 lb

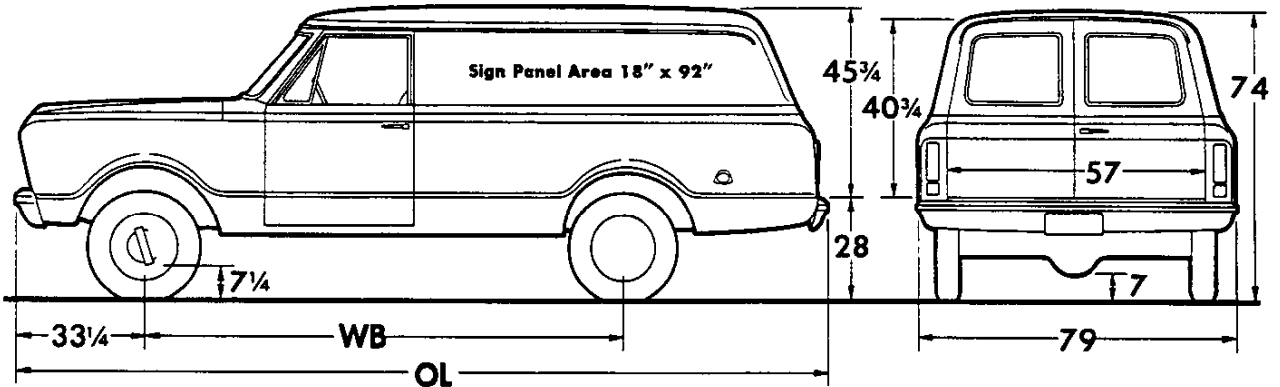
SERIES K10—PANELS

Six-Cylinder Models

KS10905 Panel

V8 Models

KE10905 Panel



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
KS10905	127	215 1/2	1915	2243	4158	6%	94%
KE10905	127	215 1/2	2019	2254	4273	6%	94%

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

SERIES K10—SUBURBAN CARRYALLS

Six-Cylinder Models

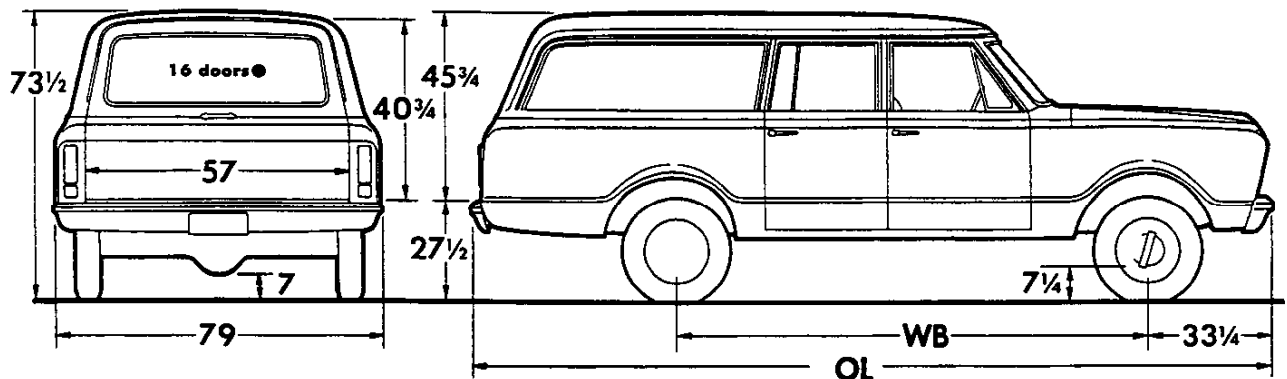
KS10906 Suburban Carryall

KS10916 Suburban Carryall

V8 Models

KE10906 Suburban Carryall

KE10916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
KS10906	127	215 1/2	1893	2482	4375	29%	71%
KE10906	127	215 1/2	1996	2495	4491	29%	71%
KS10916	127	215 1/2	1861	2536	4397	29%	71%
KE10916	127	215 1/2	1963	2550	4513	29%	71%

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

●Illustration shows 16 model rear end/lift gate. See 05 model illustration above for 06 model rear doors.

SERIES K10 PANELS & SUBURBAN CARRYALLS

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Hypoid, ratio 3.73; capacity 3300 lb; yoke and trunnion universal joints

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

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

Bodies: See *Cabs, Bodies & Colors*

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

Sizes: front 11" x 2"; rear 11" x 2"

Effective area: drum 276 sq in; lining 167 sq in

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

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: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
KE10: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

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

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

Doors, Rear:

05 & 06 models: Two; side-hinged

16 models: End/lift gate

Doors, Side:

05 models: Two; one right & one left

06 & 16 models: Three; two right & one left

Engine: KS10: 250 Six; positive crankcase ventilation
Gross horsepower..... 155 @ 4200 rpm
Net horsepower..... 125 @ 3800 rpm
Gross torque, lb-ft..... 235 @ 1600 rpm
Net torque, lb-ft..... 220 @ 1600 rpm

KE10: 283 V8; positive crankcase ventilation
Gross horsepower..... 175 @ 4600 rpm
Net horsepower..... 145 @ 4400 rpm
Gross torque, lb-ft..... 275 @ 2400 rpm
Net torque, lb-ft..... 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: KS10: full-flow; 1-quart; throwaway type
KE10: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 2.70 (KS-KE107 models); 3.48 (KS-KE109 models)

Generator: 37-amp Delcotron

GVW Plate: 5600 lb

Lights: Head, parking, tail, stop, backup, dome, instrument panel

Mirror, Rearview:

05 models: Exterior RH & LH 6 1/4" fixed arm

06 & 16 models: Exterior LH 6 1/4" fixed arm and inside prismatic non-glare shatterproof

Power Divider: Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

Seat: 05 models: Driver only; vinyl trim
06 & 16 models: Full-width bench; front only; vinyl trim

Seat Belts: Includes retractors

05 models: Driver only

06 & 16 models: Driver & passenger

Shock Absorbers: Front & rear; piston diameter 1"

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

Springs, Rear: Tapered-leaf; capacity 1800 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16 1/2"

Tank, Fuel: Inside frame at rear; capacity approx 24.5 gal

Tires: Five tubeless 8.15-15/4PR front, single rear and spare

Tools: 2500-lb mechanical jack; wheel wrench

Transmission: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

Wheels: Five 15" x 5 1/2"; attachment, 6 studs on 5 1/2" circle; spare carrier inside RH cargo area

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5600♦	Standard

♦ Rating on standard GVW plate

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

SERIES K10 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.....	K48	Governor:	
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.....	K46	250 engine: 1800-3000 rpm.....	K37
Battery: Heavy-duty; 70 amp-hr; included with HD starter motor.....	T60	2800-4000 rpm.....	K37
Brakes, Vacuum Power	J70	292 engine: 2200-3100 rpm.....	K37
Bumpers, Chrome: Front & rear.....	V37	2800-3900 rpm.....	K37
Clutch: Diameter 11"; for 250 engine with 3-speed transmission only.....	M01	283 engine: Not available with GM Air Injection Reactor	
Cooling, Heavy-Duty: Includes HD radiator and extra HD cooling equipment.....	M05	2400-3600 rpm.....	K37
Custom Appearance Option: Includes bright, metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; Custom emblems. (16 models only: vinyl-coated rubber floor mats)	Z61	3000-3800 rpm.....	K37
Custom Comfort Option:		Harness, Shoulder:	
05 models: Includes LH armrest, RH padded sunshade, cigar lighter, cowl insulation and underbody coating.....	Z62	05 models: Driver only.....	A85
06 & 16 models: Choice of four interior colors. Also includes full-depth foam seat with fabric/vinyl upholstery; RH & LH armrests; RH padded sunshade; cigar lighter; vinyl door trim; cowl insulation and underbody coating; white hard-board headlining.....	Z62	05, 06 & 16 models: Driver & passenger.....	A85
Custom Side Molding	B98	Heater & Defroster: Deluxe-Air.....	C42
Engine:		Hooks, Towing: Two, front. Not available with chrome bumper.....	V76
292 Six (KS10 models only).....	L25	Hubs, Free-Wheeling Front: Manual control at hubs.....	F76
Gross horsepower.....	170 @ 4000 rpm	Lamps, Marker: Five.....	U01
Net horsepower.....	153 @ 3600 rpm	Mirrors, Exterior:	
Gross torque, lb-ft.....	275 @ 1600 rpm	Front cross-view; 8" diameter.....	D48
Net torque, lb-ft.....	255 @ 2400 rpm	RH; 6 1/4" fixed arm; 06 & 16 models only..	D32
Clutch.....	11"; 124 sq in	West Coast Jr. type (6" x 11")	
Battery.....	61-amp-hr	LH only; 06 & 16 models only.....	D29
327 V8 (KE10 models only).....	L30	RH & LH.....	D29
Gross horsepower.....	220 @ 4400 rpm	West Coast Sr. type (7" x 16")	
Net horsepower.....	177 @ 4000 rpm	LH only; 06 & 16 models only.....	D30
Gross torque, lb-ft.....	320 @ 2800 rpm	RH & LH.....	D30
Net torque, lb-ft.....	283 @ 2400 rpm	Paint, Exterior: See <i>Cabs, Bodies & Colors</i> section	
Clutch.....	12"; 150 sq in	Radiator: Heavy-duty; included with HD cooling	V01
Fuel Filter Equipment	K28	Radio: Pushbutton control.....	U63
Gauges: Ammeter, engine temperature, oil pressure. Included when tachometer is ordered....	Z53	Seats:	
Generator:		05 models:	
12-42-amp Delcotron.....	K79	Passenger seat.....	A57
5-61-amp Delcotron.....	K76	HD driver's seat.....	AM2
23-62-amp Delcotron.....	K81	HD driver & passenger seats.....	AM2
Glass, Soft Ray:		06 & 16 models:	
Windshield only.....	A11	Center seat, full-width.....	AS3
All windows.....	A11	Center & rear seats, full-width.....	A80
GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation.....	K19	Seat Belt: Rear seat center; 06 & 16 models only.....	A68
		Shock Absorbers, HD:	
		Front and rear.....	F51
		Rear only.....	G68
		Speed Warning Indicator	U15
		Springs, Front: Capacity 1750 lb each....	F60
		Starter Motor, HD: Includes HD battery.....	K67
		Tachometer: Electric; includes optional gauges	U16
		Throttle Control: Manual.....	K31
		Transmission:	
		Chevrolet 4-speed synchromesh; includes 11" clutch. Not available with 327 engine...	M20
		Ventilation, Closed Engine Positive	K24

SERIES K10 PANELS & SUBURBAN CARRYALLS

TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T27
8.15-15/4PR—Regular	1180	Disc	5½	RL2
—Nylon	1180	Disc	5½	R53
—On-Off Road	1180	Disc	5½	R56
6.50-16/6PR—Regular	1380	Disc	5.0	R61
—On-Off Road Nylon	1380	Disc	5.0	R69
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.0	R63
—Nylon	1420	Disc	5.0	R65
—On-Off Road	1420	Disc	5.0	R64
7.00-15/6PR—Regular	1520	Disc	5.5	R42
—Nylon	1520	Disc	5.5	R44
—On-Off Road	1520	Disc	5.5	R43

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt No.
PASSENGER CAR TYPE				
7.75-15/8PR—Regular	1215	Disc	5½	T25a
8.15-15/4PR—Regular	1180	Disc	5½	Std b
—Nylon	1180	Disc	5½	Q05
—On-Off Road	1180	Disc	5½	R55
8.15-15/8PR—Regular	1300	Disc	5½	T28
6.50-16/6PR—Regular	1380	Disc	5.00	R59
TRUCK TYPE				
6.50-16/6PR—Regular	1420	Disc	5.00	R60
7-17.5/6PR—Regular	1520	Disc	5.25	R80
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81

The following tubeless tires may be ordered with white sidewalls:
a—T26 (7.75-15/8PR) **b**—R51 (8.15-15/4PR)

SERIES C20

GVW Ratings up to 7500 lb

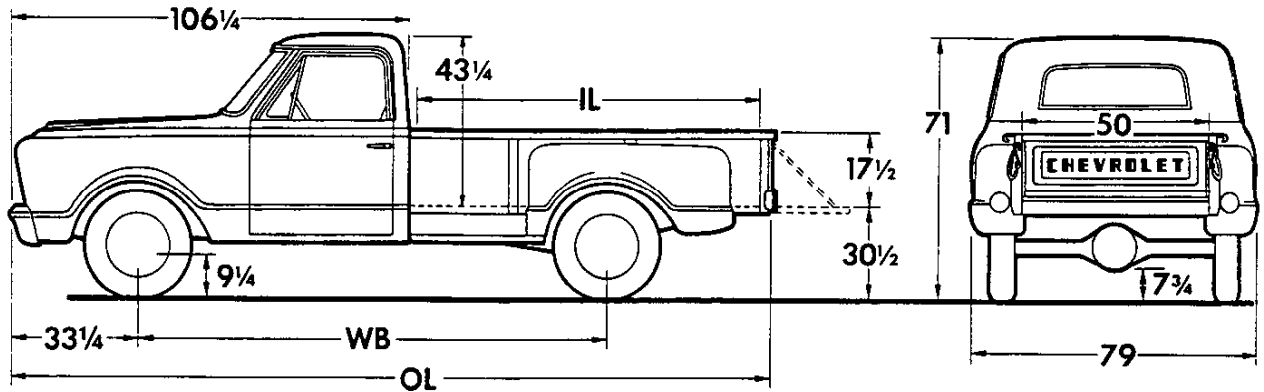
SERIES C20—STEPSIDE PICKUPS

Six-Cylinder Models

CS20904 Stepside Pickup

V8 Models

CE20904 Stepside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS20904	127	98	207 3/4	2189	1725	3914	3%	97%
CE20904				2300	1732	4032		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

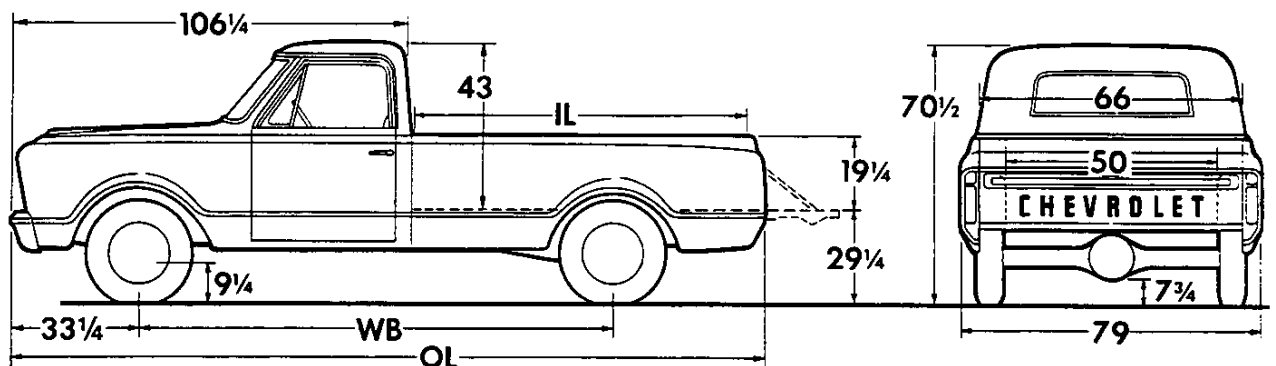
SERIES C20—FLEETSIDE PICKUPS

Six-Cylinder Models

CS20934 Fleetside Pickup

V8 Models

CE20934 Fleetside Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS20934	127	98	207 3/4	2199	1801	4000	4%	96%
CE20934				2309	1809	4118		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C20

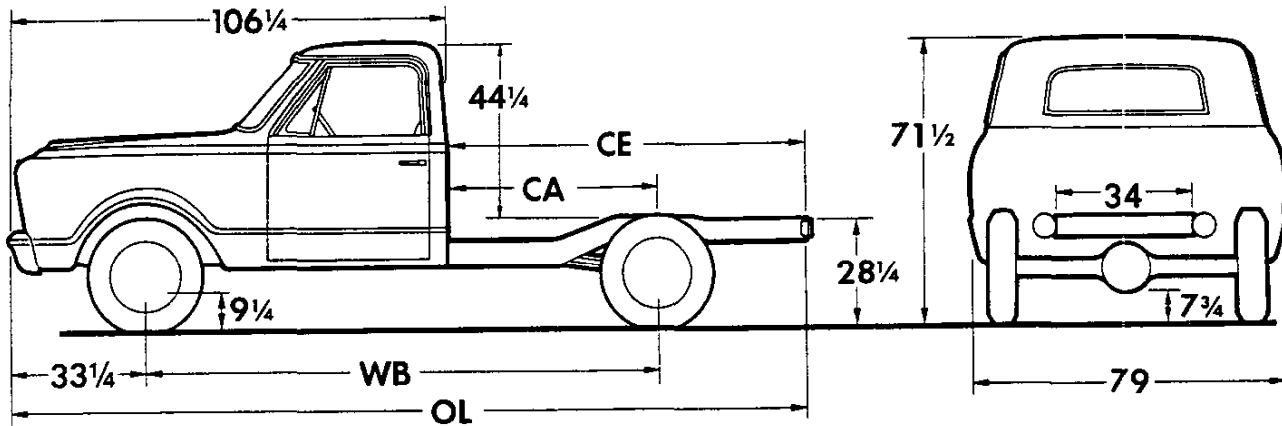
SERIES C20—CHASSIS-CABS

Six-Cylinder Models

CS20903 Chassis-Cab

V8 Models

CE20903 Chassis-Cab



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.*					
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear			
CS20903	127	54	95 1/2	201 3/4	2226	1277	3503	7'	8%	92%			
CE20903					2341	1280	3621	7 1/2'	6	94			
											8'	3	97
											8 1/2'	1	99

*Estimate based on water-level loading. ★Dimensions with std equipment, unloaded.

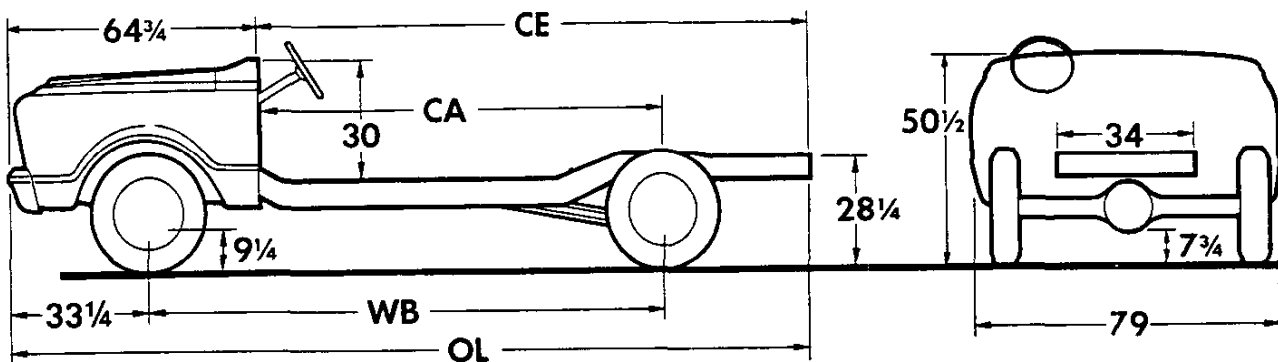
SERIES C20—COWLS*

Six-Cylinder Models

CS20902 Chassis-Cowl
CS20912 Windshield-Cowl

V8 Models

CE20902 Chassis-Cowl
CE20912 Windshield-Cowl



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	CA	CE	OL	Front	Rear	Total	Front	Rear
CS20902	127	95 1/2	137	201 3/4	1814	1070	2884	Determined by style, length & weight of body.	
CE20902					1923	1077	3000		
CS20912					1925	1126	3051		
CE20912					2036	1132	3168		

★ Dimensions with std equipment, unloaded. • Chassis-Cowl shown

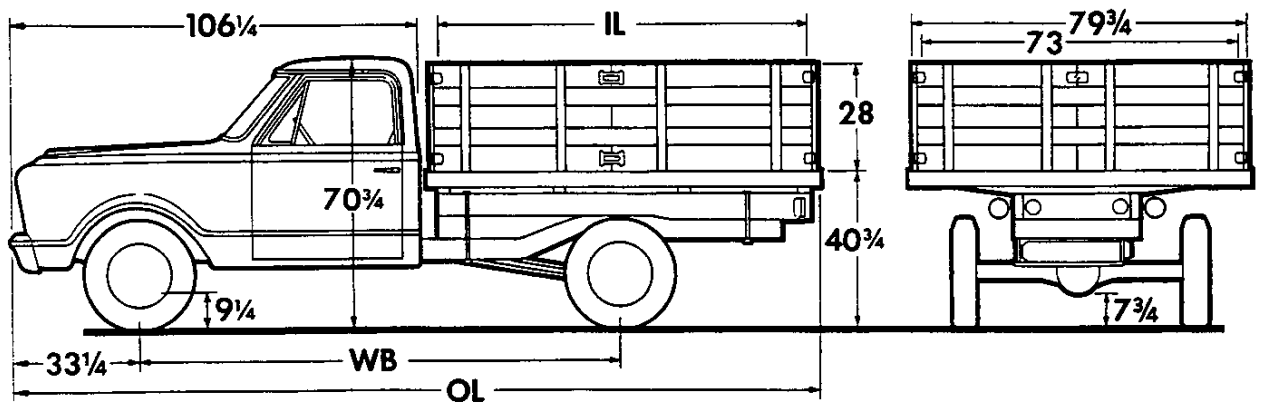
SERIES C20—STAKES

Six-Cylinder Models

V8 Models

CS20909 Stake

CE20909 Stake



Models	Dimensions (in)★			→ Curb Weights (lb)			Body-Payload Wt. Dist. *	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS20909	127	98	212 1/4	2231	1899	4130	2%	98%
CE20909				2341	1907	4248		

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C20

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

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

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

Bodies: See *Cabs, Bodies & Colors*

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

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

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

Brake, Parking: Cable to rear wheels; area 119 sq in

Bumper: Front only, painted

Cab: See *Cabs, Bodies & Colors*

Carburetor: CS20: single-barrel downdraft
CE20: two-barrel downdraft

Clutch: CS20: diameter 10"; area 100 sq in
CE20: diameter 11"; area 124 sq in

Cooling: CS20: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
CE20: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

Controls & Instruments: 03, 04, 09, 12, 34 models—hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator

02 models—hand choke; light switch; headlight beam control; speedometer; odometer; high beam indicator light; fuel gauge; ammeter; oil pressure & engine temperature gauges; brake warning light

Direction Signals: Class A; two front and two rear; two front & switch only on 02 models. Includes freeway lane-change position on switch & integral hazard warning switch

Engine:
CS20: 250 Six; positive crankcase ventilation
Gross horsepower 155 @ 4200 rpm
Net horsepower 125 @ 3800 rpm
Gross torque, lb-ft. 235 @ 1600 rpm
Net torque, lb-ft. 220 @ 1600 rpm

→ CE20: 283 V8; positive crankcase ventilation
Gross horsepower 175 @ 4600 rpm
Net horsepower 145 @ 4400 rpm
Gross torque, lb-ft. 275 @ 2400 rpm
Net torque, lb-ft. 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: CS20: full-flow; 1-quart; throwaway type
CE20: full-flow; 1-quart; replaceable element

→ **Frame:** 39,000-lb-test steel; section modulus 3.71

Fuel Pump: Single-action

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

Lights: Head, parking, tail, stop; instrument panel. Dome on Cab models only. Backup on Pickups & Stake

Mirror, Rearview:
02 & 12 models: None
03 & 09 models: Exterior RH & LH 17 1/4" swinging arm
04 & 34 models: Exterior LH 6 1/4" fixed arm & inside prismatic non-glare shatterproof

Seat: Full-width (except Cowl models)

Seat Belts: Driver & passenger (except Cowl models); includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1350 lb each

Springs, Rear: Coil; capacity 2000 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16 1/2"

Suspension, Front: Independent; capacity 3000 lb

Tank, Fuel: Cab models—back of seat—in cab; capacity approx 21 gallons. Cowl models—inside frame at rear; capacity approx 20 gallons

Tires: Four tubeless 7-17.5/6PR front and single rear

Tools: 3300-lb mechanical jack (except Cows); wheel wrench

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

Wheels: Five (four on Cowl models) 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame (except Cows); 4 painted hubcaps when single rear wheels are used

Windshield Wipers & Washer: Electric; 2-speed; not included on 02 models

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5500	Standard
7500♦	3000-lb rear springs

♦Rating on standard GVW plate

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

OPTIONAL EQUIPMENT

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

- Air Cleaner:** Oil-bath; capacity 1 quart. K48
- Air Cleaner, Heavy-Duty:** Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine or on 02 models. K46
- Air Conditioning, All-Weather:** Not available on chassis-cowl models. Includes heater & defroster, HD radiator, battery & 42-amp generator. C60
- Axle, NoSPIN Rear:** Ratio 4.57. G86
- Axle, Rear:** Ratio 4.11; not available with dual rear wheels. H04
- Battery:** Heavy-duty; 70-amp-hr; included with HD starter motor or air conditioning. T60
- Brackets, Mounting:** Chassis-cabs only; for mounting pickup box. E80
- Brakes, Vacuum Power**. J70
- Bumper:**
 - Painted rear; with std painted front bumper only (pickups only)*. V38
 - Painted step-type rear (pickups only)*. V43
 - Chrome front (pickups & chassis-cabs)*. V37
 - Chrome rear (pickups only)*. V37
- Caps, Hub:** Chrome; not available with dual rear wheels. P03
- Carrier, Spare Wheel:** Cows and dual rear wheel models only; under frame mounting. P10
Pickup models; side mounted. P13
- Clutch:** Dia 11"; for 250 engine with std or NP435CR transmission only. M01
- Cooling, Heavy-Duty:** Includes HD radiator and extra-HD cooling equipment. Not available with air conditioning. V05
- Custom Appearance Option:** Cab models only; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; color-keyed vinyl-coated rubber floor mats; Custom emblems. Not available when Custom Sport Truck Option is ordered. Z61
- Custom Comfort Option:** Cab models only; includes RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; full-depth foam seat with fabric upholstery; underbody coating; vinyl door trim. Not available when Custom Sport Truck Option is ordered. Z62
- Custom Side Molding:** For cab models only; also includes pickup box moldings when ordered on Fleetside pickups only. B98

- Custom Sport Truck Option:** Not available on cowl models; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, pedal trim, horn-button cap; chrome front bumper; special CST emblems; vinyl bucket seats with padded center console; carpeting; RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; underbody coating; vinyl door trim. Z84
- Engine:**
 - 292 Six (CS20 models only). L25
 - Gross horsepower. 170 @ 4000 rpm
 - Net horsepower. 153 @ 3600 rpm
 - Gross torque, lb-ft. 275 @ 1600 rpm
 - Net torque, lb-ft. 255 @ 2400 rpm
 - Battery. 61-amp-hr
 - Clutch. 11"; 124 sq in
 - 327 V8 (CE20 models only). L30
 - Gross horsepower. 220 @ 4400 rpm
 - Net horsepower. 177 @ 4000 rpm
 - Gross torque, lb-ft. 320 @ 2800 rpm
 - Net torque, lb-ft. 283 @ 2400 rpm
 - Clutch. 12"; 150 sq in
- Floor, Pickup Box:** Wood with steel skid strips. Fleetside pickup models only. E81
- Fuel Filter Equipment**. K28
- Gauges:** Ammeter, engine temperature, oil pressure; not available on chassis-cowl models. Z53
- Generator:**
 - 12-42-amp Delcotron. K79
 - 5-61-amp Delcotron. K76
 - 23-62-amp Delcotron. K81
- Glass, Soft Ray:**
 - Windshield only; not available on chassis-cowl models. A11
 - All windows; not available on cows. A11
- Governor:** With synchromesh transmission only
 - 250 engine: 1800-3000 rpm. K37
 - 2800-4000 rpm. K37
 - 292 engine: 2200-3100 rpm. K37
 - 2800-3900 rpm. K37
 - 283 engine: 2400-3600 rpm. K37
 - 3000-3800 rpm. K37
- Harness, Shoulder:** Driver & passenger; not available on cowl models or with optional Bostrom seats. A85

SERIES C20

OPTIONAL EQUIPMENT (Continued)

Heater & Defroster: Deluxe-Air.....	C42	Serial Number Plate: (State of Pennsylvania) Requires 3000-lb rear springs.....	Z55K
Hooks, Towing: Two front; not available with chrome bumper.....	V76	Shock Absorbers, HD:	
→ Jack:		Front & rear.....	F51
Mechanical; capacity 4000 lb; cowl models with single rear tires only.....	V62	Rear only.....	G68
Mechanical; capacity 4700 lb; with dual rear tires only.....	V62	Speed Warning Indicator: Not available on 02 models.....	U15
Lamps, Marker: Five; not available on cowls	U01	Springs, Auxiliary Rear:	
Locks: Side wheel carrier; pickup models only.	A97	Capacity 500 lb each.....	G60
Mirrors, Exterior:		Springs, Front:	
Front cross-view; 8" diameter.....	D48	Capacity 1500 lb each; included with dual rear wheels.....	F60
Left & right; 6¼" fixed arm; chassis-cabs only.....	D32	Springs, Rear:	
Right; 6¼" fixed arm; pickups only.....	D32	Capacity 3000 lb each.....	G50
Left & right; 17¼" swinging arm; pickups only.....	D32	Stabilizer Bar, Front Suspension	F59
West Coast Jr. type (6" x 11")		Starter Motor, Heavy-Duty: Includes HD battery; not available with Turbo Hydra-Matic.	K67
Left side; pickups only.....	D29	Steering, Power:	
Left & right side; cab models only.....	D29	Not available with air conditioning or HD cooling when 292 engine and automatic transmission are ordered.....	N40
West Coast Sr. type (7" x 16")		Tachometer: Electric; includes optional gauges; not available on chassis-cowls.....	U16
Left side; pickups only.....	D30	Throttle Control: Manual.....	K31
Left & right side; cab models only.....	D30	Transmission:	
Nameplate, Custom Camper: Chassis-cab & pickup models only. Minimum requirements are front stabilizer; HD rear shock absorbers; HD or auxiliary rear springs and 7.50-16/8PR or flota- tion-type rear tires.....	Z81	Chevrolet 4-speed synchromesh; includes 11" clutch.....	M20
Paint, Exterior: See Cabs, Bodies & Colors section		New Process 435CR 4-speed close-ratio..	M28
Platform Body: Chassis-cabs only; 8-ft length; includes backup lamps.....	E57	Powerglide.....	M35
Pump, Fuel & Vacuum Booster: CS20902 model only.....	K26	Turbo Hydra-Matic 3-speed automatic...	M49
→ Radiator: Heavy-duty; included when automat- ic transmission or air conditioning or HD cooling is ordered.....	V01	Ventilation, Closed Engine Positive	K24
Radio: Pushbutton control; not available on chassis-cowls.....	U63	Wheel, Spare: Included with spare tire	
Seat: For cab models only; not available when Custom Sport Truck Option is ordered.		Chassis-cab & Stake models with dual rear wheels only	
Bostrom "Viking"; driver seat only.....	A55	One, 16" x 5.5".....	S76
Bostrom "Viking"; driver seat plus 2-man companion seat.....	A55	Cowl models	
Full-depth foam; included when Custom Com- fort Option is ordered.....	Z52	One, 17.5" x 5.25".....	S77
Bucket; driver & passenger; includes carpeting and center console.....	A50	One, 19.5" x 5.25".....	Q36
		One, 16" x 5.5"; with dual rear wheels only..	S76
		One, 16" x 6.00".....	Q20
		One, 17" x 6.00"; with 7.50/17 tires.....	Q23
		Window, Full-View Rear: Not available on Cowl models.....	A10

→ TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
b6.50-16/6PR—Regular	1420	Disc	5.5	R63
7.00-16/6PR—Regular	1580	Disc	6.0	R66
—Nylon	1580	Disc	6.0	R78
—On-Off Road	1580	Disc	6.0	R71*
7.00-17/6PR—Regular	1740	Disc	6.0	R72
7.50-16/6PR—Regular	1815	Disc	6.0	R67
7.00-17/8PR—Regular	2060	Disc	6.0	R73
—On-Off Road	2060	Disc	6.0	R74*
7.50-16/8PR—Regular	2140	Disc	6.0	R68
7.50-17/8PR—Regular	2440	Disc	6.0	R75*
—On-Off Road	2440	Disc	6.0	R76*

b Available with dual rears only; not available on pickup models.
* Rear only.

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR—Regular	1520	Disc	5.25	Std ^a
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81*
8-17.5/6PR—Regular	1735	Disc	5.25	R83
—Nylon	1735	Disc	5.25	R85
—On-Off Road	1735	Disc	5.25	R84*
8-17.5/8PR—Regular	2060	Disc	5.25	R86
—On-Off Road	2060	Disc	5.25	R87*
8-19.5/6PR—Regular	2090	Disc	5.25	R94
—Nylon	2090	Disc	5.25	R95
8-19.5/8PR—Regular	2440	Disc	5.25	R96
—Nylon	2440	Disc	5.25	R98
—On-Off Road	2440	Disc	5.25	R97*
8-19.5/10PR—Regular	—	Disc	5.25	R99

a R80 for spare tire with 17.5 x 5.25 wheel.
*Rear only.

FLOTATION-TYPE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
10.00-16.5/6PR—Nylon	2330	Disc	8.25	R79★

★ Not available on Stepside pickups.

NOTES

SERIES C20 PANELS & SUBURBAN CARRYALLS

GVW Ratings up to 7500 lb

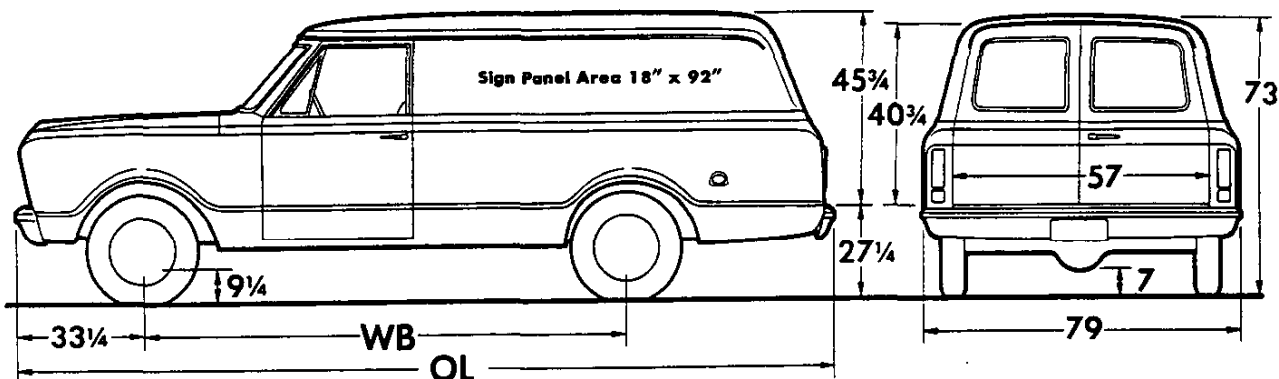
SERIES C20—PANELS

Six-Cylinder Models

CS20905 Panel

V8 Models

CE20905 Panel



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS20905	127	215½	1879	2286	4165	6%	94%
CE20905			1982	2300	4282		

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

SERIES C20—SUBURBAN CARRYALLS

Six-Cylinder Models

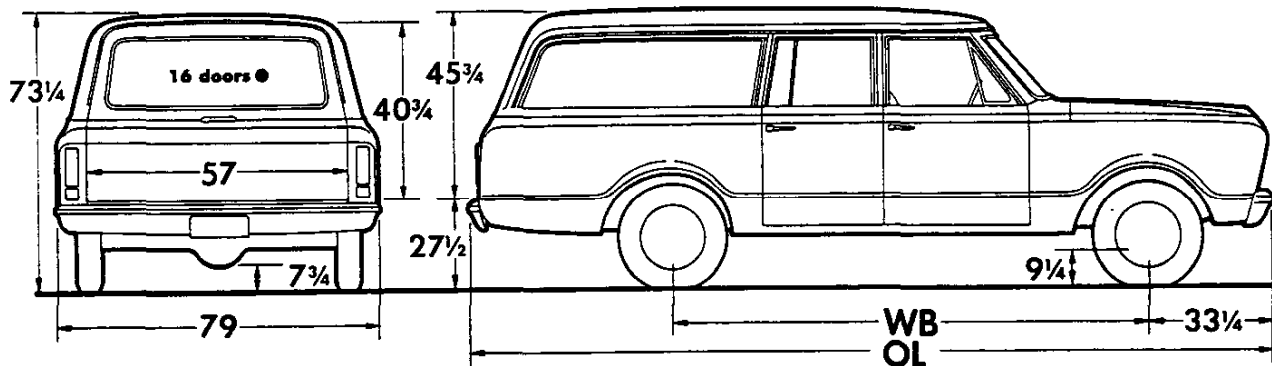
CS20906 Suburban Carryall

CS20916 Suburban Carryall

V8 Models

CE20906 Suburban Carryall

CE20916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
CS20906	127	215½	1856	2529	4385	29%	71%
CE20906			1958	2544	4502		
CS20916	127	215½	1823	2584	4407	29	71
CE20916			1924	2600	4524		

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

●Illustration shows 16 model rear end/lift gate. See 05 model illustration above for 06 model rear doors.

SERIES C20 PANELS & SUBURBAN CARRYALLS

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

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

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

Bodies: See *Cabs, Bodies & Colors*

Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2 3/4"; rear 11" x 2 3/4"
 Effective area: drum 385 sq in; lining 238 sq in

Brake, Parking: Cable to rear wheels; area 119 sq in

Bumpers: Front & rear, painted

Cab: See *Cabs, Bodies & Colors*

Carburetor: CS20: single-barrel downdraft
 CE20: two-barrel downdraft

Clutch: CS20: diameter 10"; area 100 sq in
 CE20: diameter 11"; area 124 sq in

Cooling: CS20: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 CE20: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

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

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

Doors, Rear:
 05 & 06 models: Two; side-hinged
 16 models: End/lift gate

Doors, Side:
 05 models: Two; one right & one left
 06 & 16 models: Three; two right & one left

Engine:
 CS20: 250 Six; positive crankcase ventilation
 Gross horsepower 155 @ 4200 rpm
 Net horsepower 125 @ 3800 rpm
 Gross torque, lb-ft 235 @ 1600 rpm
 Net torque, lb-ft 220 @ 1600 rpm
 CE20: 283 V8; positive crankcase ventilation
 Gross horsepower 175 @ 4600 rpm
 Net horsepower 145 @ 4400 rpm
 Gross torque, lb-ft 275 @ 2400 rpm
 Net torque, lb-ft 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: CS20: full-flow; 1-quart; throwaway type
 CE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 3.71

Fuel Pump: Single-action

Generator: 37-amp Delcotron

GVW Plate: 7500 lb

Lights: Head, parking, tail, stop, backup, dome, instrument panel

Mirror, Rearview:
 05 models: Exterior RH & LH 6 1/4" fixed arm
 06 & 16 models: Exterior LH 6 1/4" fixed arm and inside prismatic non-glare shatterproof

Seat:
 05 models: Driver only; vinyl trim
 06 & 16 models: Full-width bench; front only; vinyl trim

Seat Belts: Includes retractors
 05 models: Driver only
 06 & 16 models: Driver & passenger

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Coil; capacity 1350 lb each

Springs, Rear: Coil; capacity 2000 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16 1/2"

Suspension, Front: Independent; capacity 3000 lb

Tank, Fuel: Inside frame at rear; capacity approximately 24.5 gal 23, 5

Tires: Four tubeless 7-17.5/6PR front and single rear

Tools: 3300-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 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier inside RH cargo area; 4 painted hubcaps

Windshield Wipers & Washer: Electric; 2-speed wipers

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5500	Standard
7500♦	3000-lb rear springs

♦Rating on standard GVW plate

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

SERIES C20 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.....	K48	Generator:	
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.....	K46	12-42-amp Delcotron.....	K79
Axle, NoSPIN Rear: Capacity 5200 lb; ratio 4.57.....	G86	5-61-amp Delcotron.....	K76
Axle, Rear: Capacity 5200 lb; ratio 4.11....	H04	23-62-amp Delcotron.....	K81
Battery: Heavy-duty; 70-amp-hr; included with HD starter motor.....	T60	Glass, Soft Ray:	
Brakes, Vacuum Power	J70	Windshield only.....	A11
Bumpers, Chrome: Front & rear.....	V37	All windows.....	A11
Caps, Hub: Chrome.....	P03	GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation (06 & 16 models only).....	K19
Clutch, HD: Dia 11"; for 250 engine with 3-speed, overdrive or New Process 4-speed transmission only.....	M01	Governor:	
Cooling, HD: Includes HD radiator and extra HD cooling equipment..... <i>concealed</i>	V05	250 engine: 1800-3000 rpm.....	K37
Custom Appearance Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; Custom emblems. (16 models only: vinyl-coated rubber floor mats).	Z61	2800-4000 rpm.....	K37
Custom Comfort Option:		292 engine: 2200-3100 rpm.....	K37
05 models: Includes LH armrest, RH padded sunshade, cigar lighter, cowl insulation and underbody coating.....	Z62	2800-3900 rpm.....	K37
06 & 16 models: Choice of four interior colors. Also includes full-depth foam seat with fabric/vinyl upholstery; RH & LH armrests; RH padded sunshade; cigar lighter; vinyl door trim; cowl insulation and underbody coating; white hardboard headlining.....	Z62	283 engine: Not available with GM Air Injection Reactor	
Custom Side Molding	B98	2400-3600 rpm.....	K37
Engine:		3000-3800 rpm.....	K37
292 Six (CS20 models only); includes 3-speed fully synchronized transmission.....	L25	Harness, Shoulder:	
Gross horsepower.....	170 @ 4000 rpm	05 models: Driver only.....	A85
Net horsepower.....	153 @ 3600 rpm	05, 06 & 16 models: Driver & passenger.....	A85
Gross torque, lb-ft.....	275 @ 1600 rpm	Heater & Defroster: Deluxe-Air.....	C42
Net torque, lb-ft.....	255 @ 2400 rpm	Hooks, Towing: Two, front. Not available with chrome bumper.....	V76
Clutch.....	11"; 124 sq in	Lamps, Marker: Five.....	U01
Battery.....	61-amp-hr	Mirrors, Exterior:	
327 V8 (CE20 models only); includes HD front springs; not available with Chevrolet 4-speed or overdrive transmission.....	L30	Front cross-view; 8" diameter.....	D48
Gross horsepower.....	220 @ 4400 rpm	RH; 6 1/4" fixed arm; 06 & 16 models only..	D32
Net horsepower.....	177 @ 4000 rpm	West Coast Jr. type (6" x 11")	
Gross torque, lb-ft.....	320 @ 2800 rpm	LH only; 06 & 16 models only.....	D29
Net torque, lb-ft.....	283 @ 2400 rpm	RH & LH.....	D29
Clutch.....	12"; 150 sq in	West Coast Sr. type (7" x 16")	
Fuel Filter Equipment	K28	LH only; 06 & 16 models only.....	D30
Gauges: Ammeter, engine temperature, oil pressure. Included when tachometer is ordered....	Z53	RH & LH.....	D30
		Paint, Exterior: See <i>Cabs, Bodies & Colors</i> section	
		Radiator: Heavy-duty. Included when 327 engine with automatic transmission or HD cooling is ordered.....	V01
		Radio: Pushbutton control.....	U63
		Seats:	
		05 models:	
		Passenger seat.....	A57
		HD Driver's seat.....	AM2
		HD Driver & passenger seats.....	AM2
		06 & 16 models:	
		Center seat, full-width.....	AS3
		Center & rear seats, full-width.....	A80

SERIES C20 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT (Continued)

Seat Belt: Rear seat center; 06 & 16 models only..... A68

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

Speed Warning Indicator..... U15

Springs, Auxiliary Rear:
 Capacity 500 lb each..... G60

Springs, Front: Capacity 1500 lb each.... F60

Springs, Rear: *Capacity 3000 lb each*..... G50
Capacity 3000 lb each..... G50

Stabilizer Bar, Front Suspension..... F59

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

Steering, Power: Not available with HD cooling when 292 engine and automatic transmission are ordered..... N40

Tachometer: Electric; includes optional gauges U16

Throttle Control: Manual..... K31

Transmission:
Chevrolet 4-speed synchromesh; includes 11" clutch..... M20
New Process 435CR 4-speed close-ratio.. M28
Powerglide; not available with governor equipment..... M35
Turbo Hydra-Matic..... M49

Ventilation, Closed Engine Positive.... K24

TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.00-16/6PR—Regular	1580	Disc	6.0	R66
—Nylon	1580	Disc	6.0	R78
—On-Off Road	1580	Disc	6.0	R71*

*Rear only

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR —Regular	1520	Disc	5.25	Std ^a
—Nylon	1520	Disc	5.25	R82
—On-Off-Road	1520	Disc	5.25	R81*
8-17.5/6PR —Regular	1735	Disc	5.25	R83
—Nylon	1735	Disc	5.25	R85
—On-Off-Road	1735	Disc	5.25	R84*
8-17.5/8PR —Regular	2060	Disc	5.25	R86
—On-Off Road	2060	Disc	5.25	R87*

^a R80 for spare tire with 17.5 x 5.25 wheel.

* Rear only

SERIES K20

GVW Ratings up to 7600 lb

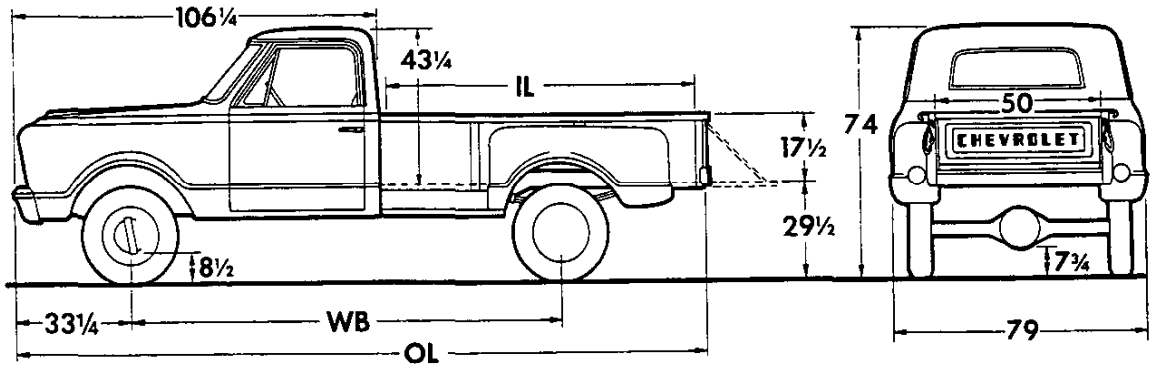
SERIES K20—STEPSIDE PICKUPS

Six-Cylinder Models

KS20904 Stepside Pickup

V8 Models

KE20904 Stepside Pickup



Models	Dimensions (in)★			→ Curb Weights (lb)			Payload Wt. Dist. *	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS20904 KE20904	127	98	207 3/4	2347 2458	1779 1781	4126 4239	3%	97%

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

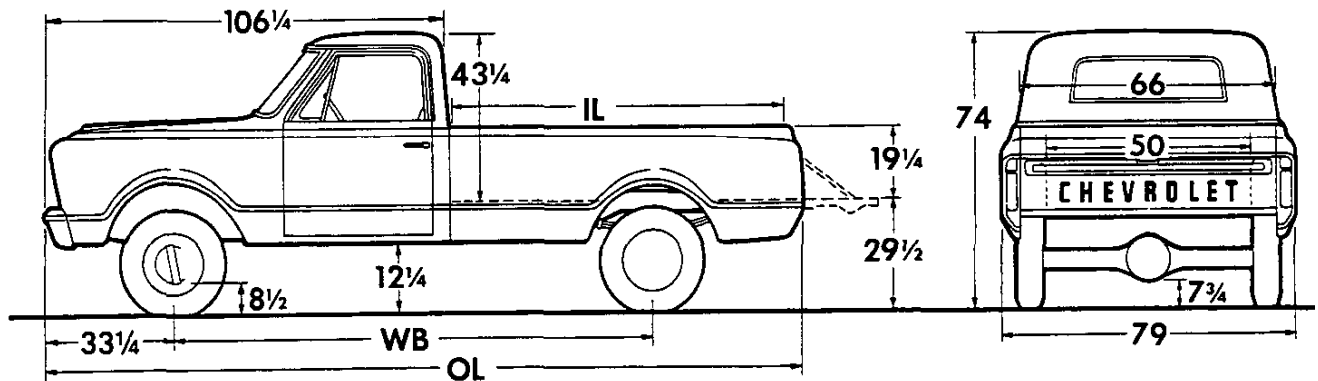
SERIES K20—FLEETSIDE PICKUPS

Six-Cylinder Models

KS20934 Fleetside Pickup

V8 Models

KE20934 Fleetside Pickup



Models	Dimensions (in)★			→ Curb Weights (lb)			Payload Wt. Dist. *	
	WB	IL	OL	Front	Rear	Total	Front	Rear
KS20934 KE20934	127	98	207 3/4	2356 2467	1856 1858	4212 4325	4%	96%

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES K20

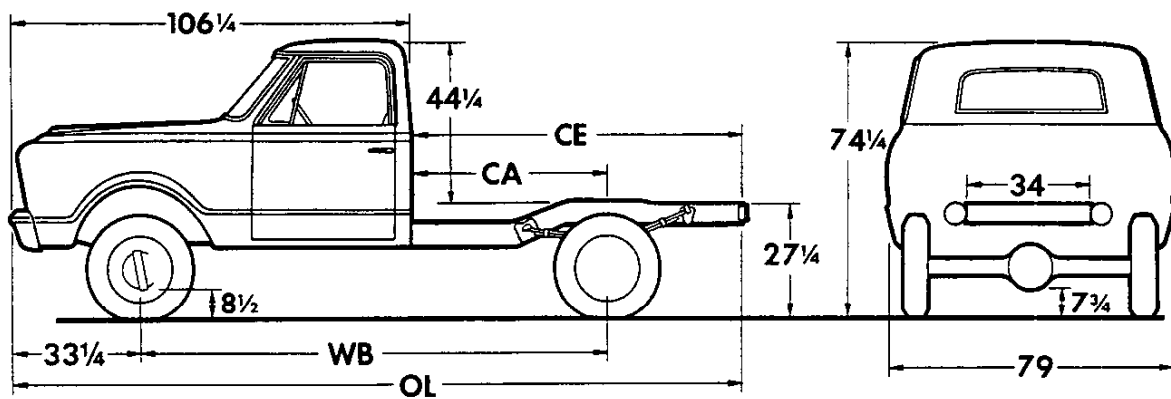
SERIES K20—CHASSIS-CABS

Six-Cylinder Models

KS20903 Chassis-Cab

V8 Models

KE20903 Chassis-Cab



Models	Dimensions (in)★				→ Curb Weights (lb)			Body-Payload Wt. Dist.★					
	WB	CA	CE	OL	Front	Rear	Total	Body	Front	Rear			
KS20903	127	54	95 1/2	201 3/4	2392	1313	3705	7'	8%	92%			
KE20903					2518	1317	3835	7 1/2'	6	94			
											8'	3	97
											8 1/2'	1	99

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Hypoid; ratio 4.55; capacity 3500 lb; yoke and trunion universal joints

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

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

Bodies: See *Cabs, Bodies & Colors*

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

Sizes: front 12" x 2"; rear 12" x 2"

Effective area: drum 300 sq in; lining 185 sq in

Brake, Parking: Cable to rear wheels; area 92 sq in

Bumper: Front only, painted

Cab: Conventional; see *Cabs, Bodies & Colors*

Carburetor: KS20: single-barrel downdraft
KE20: two-barrel downdraft

Clutch: KS20: diameter 10"; area 100 sq in
KE20: diameter 11"; area 124 sq in

Cooling: KS20: 1¼" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
KE20: 1¼" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

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

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

Engine: KS20: 250 Six; positive crankcase ventilation
Gross horsepower..... 155 @ 4200 rpm
Net horsepower..... 125 @ 3800 rpm
Gross torque, lb-ft..... 235 @ 1600 rpm
Net torque, lb-ft..... 220 @ 1600 rpm
→KE20: 283 V8; positive crankcase ventilation
Gross horsepower..... 175 @ 4600 rpm
Net horsepower..... 145 @ 4400 rpm
Gross torque, lb-ft..... 275 @ 2400 rpm
Net torque, lb-ft..... 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: KS20: full-flow; 1-quart; throwaway type
KE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 3.48

Generator: 37-amp Delcotron

GVW Plate: 7600 lb

Lights: Head, parking, tail, stop; dome, instrument panel. Backup on pickups

Mirror, Rearview:
03 models: Exterior RH & LH 17¼" swinging arm
04 & 34 models: Exterior LH 6¼" fixed arm & inside prismatic non-glare shatterproof

Power Divider: Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

Seat: Full-width

Seat Belts: Driver & passenger; includes retractors

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; capacity 1600 lb each

Springs, Rear: Tapered-leaf; capacity 1900 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16½"

Tank, Fuel: Back of seat in cab; capacity approx 21 gallons

Tires: Four tubeless 7-17.5/6PR front, single rear

Tools: 3300-lb mechanical jack; wheel wrench

Transmission: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

Wheels: Five 17.5" x 5.25"; attachment 8 studs on 6½" circle; spare carrier under frame

Windshield Wipers & Washer: Electric; 2-speed

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5700	Standard
6100	2500-lb rear springs
7200	2500-lb rear springs
7600♦	2500-lb rear springs

♦ Rating on standard GVW plate

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

SERIES K20

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.	K48	Engine:	
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.	K46	292 Six (KS20 models only)	L25
Air Conditioning, All-Weather: Includes heater & defroster, HD radiator, battery & 42-amp generator.	C60	Gross horsepower.	170 @ 4000 rpm
Axle, Heavy-Duty Front.	F49	Net horsepower.	153 @ 3600 rpm
Battery: Heavy-duty; 70 amp-hr; included when HD starter motor or air conditioning is ordered.	T60	Gross torque, lb-ft.	275 @ 1600 rpm
Brakes, Vacuum Power.	J70	Net torque, lb-ft.	255 @ 2400 rpm
Bumper:		Battery.	61-amp-hr
<i>Painted rear;</i> with std painted front bumper only (pickups only)	V38	Clutch.	11"; 124 sq in
<i>Painted step-type rear</i> (pickups only)	V43	327 V8 (KE20 models only)	L30
<i>Chrome front.</i>	V37	Gross horsepower.	220 @ 4400 rpm
<i>Chrome rear</i> (pickups only)	V37	Net horsepower.	177 @ 4000 rpm
Carrier, Spare Wheel: Side mounted; pickup models only.	P13	Gross torque, lb-ft.	320 @ 2800 rpm
Clutch: Dia 11"; for 250 engine only	M01	Net torque, lb-ft.	283 @ 2400 rpm
Cooling, Heavy-Duty: Includes HD radiator and extra-heavy-duty cooling equipment; not available with air conditioning.	V05	Clutch.	12"; 150 sq in
Custom Appearance Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; color-keyed vinyl-coated rubber floor mats; Custom emblems. Not available when Custom Sport Truck Option is ordered.	Z61	Floor, Pickup Box: Wood with steel skid strips. Fleetside Pickups only.	E81
Custom Comfort Option: Includes RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; full-depth foam seat with fabric upholstery; underbody coating; vinyl door trim. Not available when Custom Sport Truck Option is ordered.	Z62	Fuel Filter Equipment.	K28
Custom Side Molding: Cab models only; also includes pickup box moldings when ordered on Fleetside pickups only.	B98	Gauges: Ammeter, engine temperature, oil pressure. (Included when tachometer is ordered)	Z53
Custom Sport Truck Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, pedal trim, horn-button cap; chrome front bumper; special CST emblems; vinyl bucket seats with padded center console; carpeting; RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; underbody coating; vinyl door trim.	Z84	Generator:	
		12-42-amp Delcotron.	K79
		5-61-amp Delcotron.	K76
		23-62-amp Delcotron.	K81
		Glass, Soft Ray:	
		Windshield only.	A11
		All windows.	A11
		Governor:	
		250 engine: 1800-3000 rpm.	K37
		2800-4000 rpm.	K37
		292 engine: 2200-3100 rpm.	K37
		2800-3900 rpm.	K37
		283 engine: 2400-3600 rpm.	K37
		3000-3800 rpm.	K37
		Harness, Shoulder: Driver & passenger; not available with optional Bostrom seats.	A85
		Heater & Defroster: Deluxe-Air	C42
		Hooks, Towing: Two front; not available with chrome bumper.	V76
		Hubs, Free-Wheeling Front: Manual control at hubs.	F76
		Lamps, Marker: Five.	U01
		Lock: Side wheel carrier; pickup models only.	A97
		Mirrors, Exterior:	
		<i>Front cross-view;</i> 8" diameter.	D48
		<i>Left & right;</i> 6¼" fixed arm; 03 models only	D32
		<i>Left;</i> 17¼" swinging arm; pickups only.	D32
		<i>Right;</i> 17¼" swinging arm; pickups only.	D32
		<i>Right;</i> 6¼" fixed arm; pickups only.	D32
		<i>West Coast Jr. type</i> (6" x 11")	
		Left side; pickups only.	D29
		Left & right side.	D29
		<i>West Coast Sr. type</i> (7" x 16")	
		Left side; pickups only.	D30
		Left & right side.	D30

OPTIONAL EQUIPMENT (Continued)

For dealer-installed equipment, see Custom Features section.

Paint, Exterior: See Cabs, Bodies & Colors section		Speed Warning Indicator	U15
Radiator: Heavy-duty	V01	→ Springs, Front: Capacity 1750 lb each	F60
Radio: Pushbutton control	U63	Springs, Rear: Capacity 2500 lb each	G50
Seat: For cab models only; not available when Custom Sport Truck Option is ordered.		Starter Motor, Heavy-Duty: Includes HD battery	K67
<i>Bostrom "Viking";</i> driver seat only	A55		
<i>Bostrom "Viking";</i> driver seat plus 2-man companion seat	A55	Tachometer: Electric; includes optional gauges	U16
<i>Full-depth foam;</i> included when Custom Comfort is ordered	Z52	Throttle Control: Manual	K31
<i>Bucket;</i> driver & passenger; includes carpeting and center console	A50	Transmission: <i>Chevrolet 4-speed synchromesh;</i> includes 11" clutch	M20
Shock Absorbers, HD:		Ventilation, Closed Engine Positive	K24
Front & rear	F51	Window, Full-View Rear	A10
Rear only	G68		

*NAME Plate Custom Compser
 Man. Reg. are HD R-shocks
 HD R. Springs + 7.50 x 16 S.P.R. tube type
 or flatation tires 281*

SERIES K20

➤TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.00-16/6PR—Regular	1580	Disc	6.0	R66
—Nylon	1580	Disc	6.0	R78
—On-Off Road	1580	Disc	6.0	R71
7.00-17/6PR—Regular	1740	Disc	6.0	R72
7.50-16/6PR—Regular	1815	Disc	6.0	R67
7.50-16/8PR—Regular	2140	Disc	6.0	R68
7.00-17/8PR—Regular	2060	Disc	6.0	R73
—On-Off Road	2060	Disc	6.0	R74
7.50-17/8PR—Regular	2440	Disc	6.0	R75 ^b
—On-Off Road	2440	Disc	6.0	R76 ^b

^b—Heavy-duty front axle required.

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR—Regular	1520	Disc	5.25	Std*
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81
8-17.5/6PR—Regular	1735	Disc	5.25	R83
—Nylon	1735	Disc	5.25	R85
—On-Off Road	1735	Disc	5.25	R84
8-17.5/8PR—Regular	2060	Disc	5.25	R86
—On-Off Road	2060	Disc	5.25	R87
8-19.5/6PR—Regular	2090	Disc	5.25	R94 ^a
—Nylon	2090	Disc	5.25	R95 ^a
8-19.5/8PR—Regular	2440	Disc	5.25	R96 ^a
—Nylon	2440	Disc	5.25	R98 ^a
—On-Off Road	2440	Disc	5.25	R97 ^a
8-19.5/10PR—Regular	—	Disc	5.25	R99 ^a

*R80 for spare tire with 17.5 x 5.25 wheel.

^a—Heavy-duty front axle required.

FLOTATION-TYPE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
10.00-16.5/6PR—Nylon	2330	Disc	8.25	R79★

★ Not available on Stepside pickups.

SERIES K20 PANELS & SUBURBAN CARRYALLS

GVW Ratings up to 7600 lb

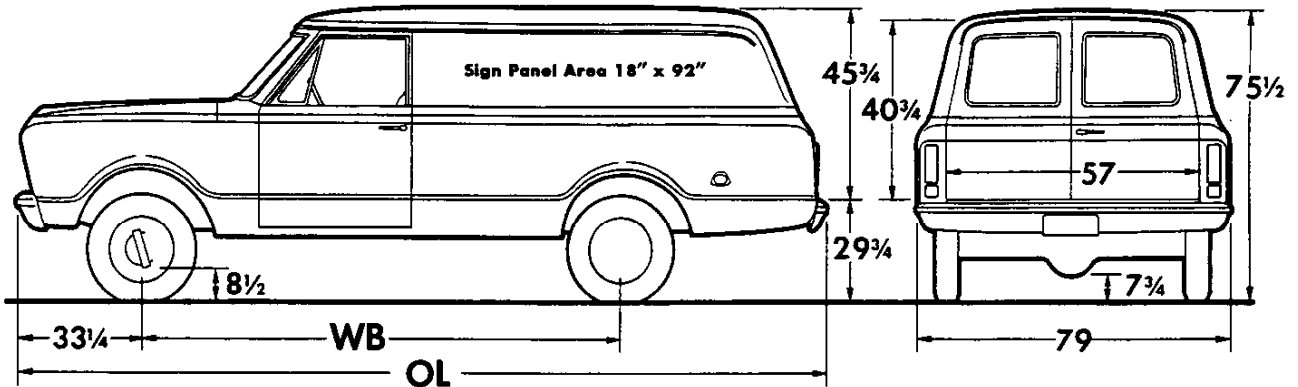
SERIES K20—PANELS

Six-Cylinder Models

KS20905 Panel

V8 Models

KE20905 Panel



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
KS20905	127	215½	2042	2379	4421	6%	94%
KE20905			2147	2387	4534		

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

SERIES K20—SUBURBAN CARRYALLS*

Six-Cylinder Models

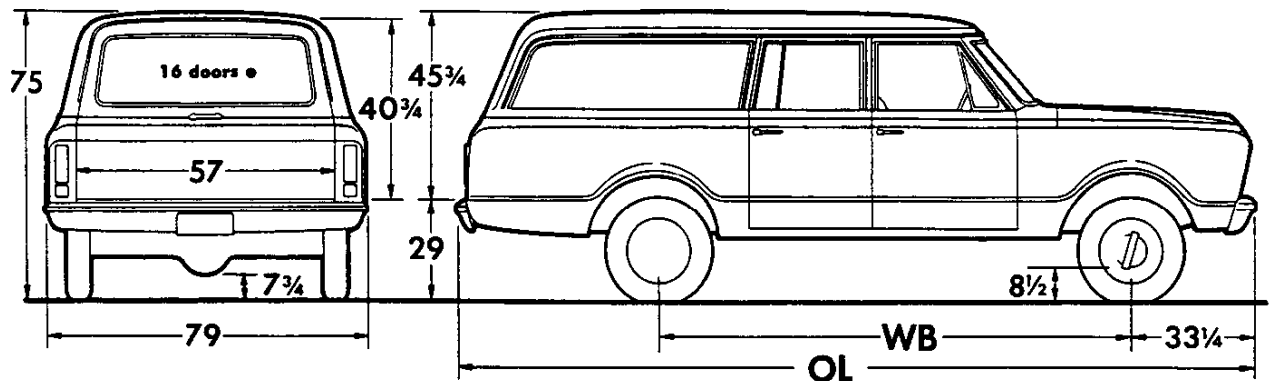
KS20906 Suburban Carryall

KS20916 Suburban Carryall

V8 Models

KE20906 Suburban Carryall

KE20916 Suburban Carryall



Models	Dimensions (in)★		Curb Weights (lb)			Payload Wt. Dist.*	
	WB	OL	Front	Rear	Total	Front	Rear
KS20906	127	215½	2012	2626	4638	29%	71%
KE20906			2116	2636	4752		
KS20916	127	215½	1977	2683	4660	29	71
KE20916			2081	2693	4774		

★Dimensions with std equipment, unloaded.

*Estimate based on water-level loading.

●Illustration shows 16 model rear end/lift gate. See 05 model illustration above for 06 model rear doors.

SERIES K20 PANELS & SUBURBAN CARRYALLS

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element

Axle, Front: Hypoid; ratio 4.55; capacity 3500 lb; yoke and trunnion universal joints

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

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

Bodies: See *Cabs, Bodies & Colors*

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

Sizes: front 12" x 2"; rear 12" x 2"
Effective area: drum 300 sq in; lining 185 sq in

Brake, Parking: Cable to rear wheels; area 92 sq in

Bumpers: Front & rear, painted

Carburetor: KS20: single-barrel downdraft
KE20: two-barrel downdraft

Clutch: KS20: diameter 10"; area 100 sq in
KE20: diameter 11"; area 124 sq in

Cooling: KS20: 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
KE20: 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap

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

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

Doors, Rear:
05 & 06 models: Two; side-hinged
16 models: End/lift gate

Doors, Side:
05 models: Two; one right & one left
06 & 16 models: Three; two right & one left

Engine: KS20: 250 Six; positive crankcase ventilation
Gross horsepower..... 155 @ 4200 rpm
Net horsepower..... 125 @ 3800 rpm
Gross torque, lb-ft..... 235 @ 1600 rpm
Net torque, lb-ft..... 220 @ 1600 rpm
KE20: 283 V8; positive crankcase ventilation
Gross horsepower..... 175 @ 4600 rpm
Net horsepower..... 145 @ 4400 rpm
Gross torque, lb-ft..... 275 @ 2400 rpm
Net torque, lb-ft..... 240 @ 2400 rpm

Exhaust System: Single pipe & aluminized muffler

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

Filter, Oil: KS20: full-flow; 1-quart; throwaway type
KE20: full-flow; 1-quart; replaceable element

Frame: 39,000-lb-test steel; section modulus 3.48

Generator: 37-amp Delcotron

GVW Plate: 7600 lb

Lights: Head, parking, tail, stop, backup, dome, instrument panel

Mirror, Rearview:
05 models: Exterior RH & LH 6 1/4" fixed arm
06 & 16 models: Exterior LH 6 1/4" fixed arm and inside prismatic non-glare shatterproof

Power Divider: Timken T-221 2-speed; ratios 1.94 & 1.00; power take-off opening at rear

Seat: 05 models: Driver only; vinyl trim
06 & 16 models: Full-width bench; front only; vinyl trim

Seat Belts: Includes retractors
05 models: Driver only
06 & 16 models: Driver & passenger

Shock Absorbers: Front & rear; piston diameter 1"

Springs, Front: Tapered-leaf; capacity 1600 lb each

Springs, Rear: Tapered-leaf; capacity 1900 lb each

Steering: Ball-gear, ratio 24:1; wheel dia 16 1/2"

Tank, Fuel: Inside frame at rear; capacity approx 24.5 gal

Tires: Four tubeless 7/17.5-6PR front, single rear

Tools: 3300-lb mechanical jack; wheel wrench

Transmission: 3-speed synchromesh; steering column gearshift; ratios 2.94, 1.68, 1.00, 3.14 (rev)

Wheels: Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier inside RH cargo area

Windshield Wipers & Washer: Electric; 2-speed

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
5700	Standard
6100	2500-lb rear springs
7200	2500-lb rear springs
7600 ♦	2500-lb rear springs

♦ Rating on standard GVW plate

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

SERIES K20 PANELS & SUBURBAN CARRYALLS

OPTIONAL EQUIPMENT

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

Air Cleaner: Oil-bath; capacity 1 quart.....	K48	GM Air Injection Reactor: Approved by the State of California for vehicle registration. Requires closed engine positive ventilation (06 & 16 models only).....	K19
Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1-quart oil-bath pre-cleaner; not available with 327 engine.....	K46	Governor:	
Axle, Heavy-Duty Front	F49	250 engine: 1800-3000 rpm.....	K37
Battery: Heavy-duty; 70-amp-hr; included with HD starter motor.....	T60	2800-4000 rpm.....	K37
Brakes, Vacuum Power	I70	292 engine: 2200-3100 rpm.....	K37
Bumpers, Chrome: Front & rear.....	V37	2800-3900 rpm.....	K37
Clutch: Diameter 11"; for 250 engine with 3-speed transmission only.....	M01	283 engine: Not available with GM Air Injection Reactor	
Cooling, HD: Includes HD radiator and extra-HD cooling equipment.....	V05	2400-3600 rpm.....	K37
Custom Appearance Option: Includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; Custom emblems. (16 models only: vinyl-coated rubber floor mats).	Z61	3000-3800 rpm.....	K37
Custom Comfort Option:		Harness, Shoulder:	
05 models: Includes LH armrest, RH padded sunshade, cigar lighter, cowl insulation and underbody coating.....	Z62	05 models: Driver only.....	A85
06 & 16 models: Choice of four interior colors. Also includes full-depth foam seat with fabric/vinyl upholstery; RH & LH armrests; RH padded sunshade; cigar lighter; vinyl door trim; cowl insulation and underbody coating; white hard-board headlining.....	Z62	05, 06 & 16 models: Driver & passenger.....	A85
Custom Side Molding	B98	Heater & Defroster: Deluxe-Air.....	C42
Engine:		Hooks, Towing: Two, front. Not available with chrome bumper.....	V76
292 Six (KS20 models only).....	L25	Hubs, Free-Wheeling Front: Manual control at hubs.....	F76
Gross horsepower.....	170 @ 4000 rpm	Lamps, Marker: Five.....	U01
Net horsepower.....	153 @ 3600 rpm	Mirrors, Exterior:	
Gross torque, lb-ft.....	275 @ 1600 rpm	Front cross-view; 8" diameter.....	D48
Net torque, lb-ft.....	255 @ 2400 rpm	RH; 6¼" fixed arm; 06 & 16 models only....	D32
Battery.....	61-amp-hr	West Coast Jr. type (6" x 11")	
Clutch.....	11"; 124 sq in	LH only; 06 & 16 models only.....	D29
327 V8 (KE20 models only).....	L30	RH & LH.....	D29
Gross horsepower.....	220 @ 4400 rpm	West Coast Sr. type (7" x 16")	
Net horsepower.....	177 @ 4000 rpm	LH only; 06 & 16 models only.....	D30
Gross torque, lb-ft.....	320 @ 2800 rpm	RH & LH.....	D30
Net torque, lb-ft.....	283 @ 2400 rpm	Paint, Exterior: See <i>Cabs, Bodies & Colors</i> section	
Clutch.....	12"; 150 sq in	Radiator: Heavy-duty; included with HD cooling	V01
Fuel Filter Equipment	K28	Radio: Pushbutton control.....	U63
Gauges: Ammeter, engine temperature, oil pressure. Included when tachometer is ordered....	Z53	Seats:	
Generator:		05 models:	
12-42-amp Delcotron.....	K79	Passenger seat.....	A57
5-61-amp Delcotron.....	K76	HD driver seat.....	AM2
23-62-amp Delcotron.....	K81	HD driver & passenger seats.....	AM2
Glass, Soft Ray:		06 & 16 models:	
Windshield only.....	A11	Center seat, full-width.....	AS3
All windows.....	A11	Center & rear seats, full-width.....	A80
		Seat Belt: Rear seat center; 06 & 16 models only	A68
		Shock Absorbers, HD:	
		Front and rear.....	F51
		Rear only.....	G68
		Speed Warning Indicator	U15
		Springs, Front: Capacity 1750 lb each....	F60
		Starter Motor, HD: Includes HD battery.....	K67
		Tachometer: Electric; includes optional gauges	U16
		Throttle Control: Manual.....	K31
		Transmission:	
		Chevrolet 4-speed synchromesh; includes 11" clutch.....	M20
		Ventilation, Closed Engine Positive	K24

SERIES K20 PANELS & SUBURBAN CARRYALLS

TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7.00-16/6PR—Regular	1580	Disc	6.0	R66
—Nylon	1580	Disc	6.0	R78
—On-Off Road	1580	Disc	6.0	R71

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
7-17.5/6PR—Regular	1520	Disc	5.25	Std
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81
8-17.5/6PR—Regular	1735	Disc	5.25	R83
—Nylon	1735	Disc	5.25	R85
—On-Off Road	1735	Disc	5.25	R84
8-17.5/8PR—Regular	2060	Disc	5.25	R86
—On-Off Road	2060	Disc	5.25	R87

•R80 for spare tire with 17.5 x 5.25 wheel.

SERIES C30

GVW Ratings up to 14,000 lb

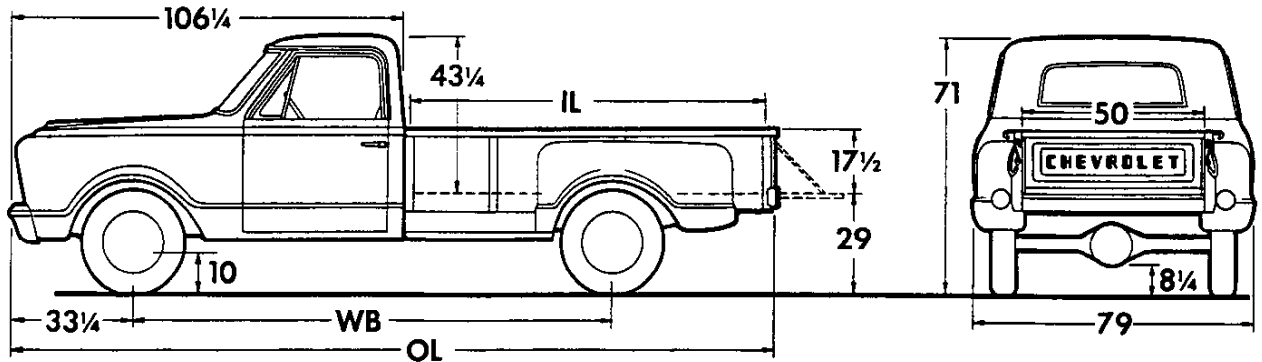
SERIES C30—STEPSIDE PICKUPS

Six-Cylinder Models

CS31004 StepSide Pickup

V8 Models

CE31004 StepSide Pickup



Models	Dimensions (in)★			→Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS31004 CE31004	133	108 1/4	217 1/4	2181 2286	1922 1929	4103 4215	3%	97%

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

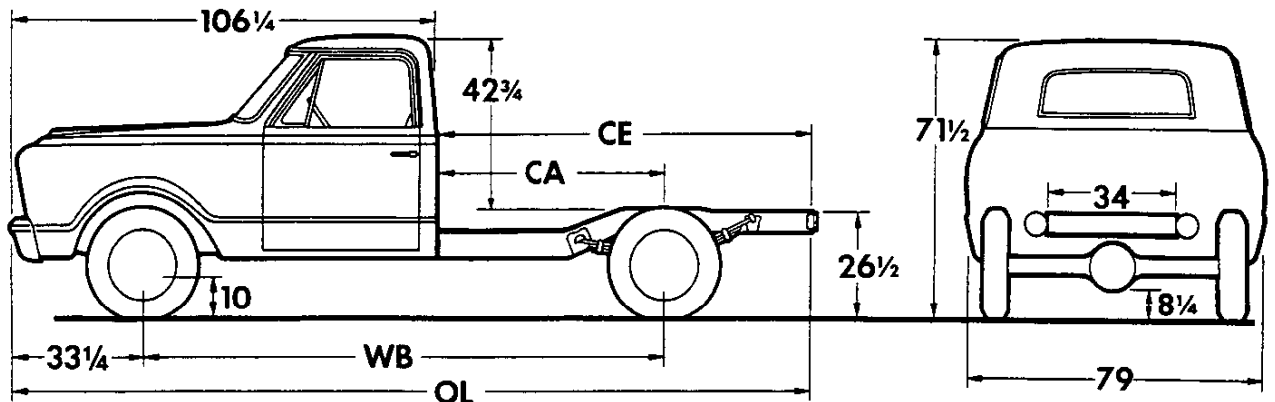
SERIES C30—CHASSIS-CABS

Six-Cylinder Models

CS31003 Chassis-Cab
CS31403 Chassis-Cab

V8 Models

CE31003 Chassis-Cab
CE31403 Chassis-Cab



Models	Dimensions (in)★				→Curb Weights (lb)			Body-Payload Wt. Dist.* (% front—% rear)		
	WB	CA	CE	OL	Front	Rear	Total	Body	CS31003 CE31003	CS31403 CE31403
CS31003 CE31003	133	60	107	213 1/4	2226 2335	1434 1438	3660 3773	7' 8' 8 1/2' 9'	12-88 8-92 5-95 3-97	— — — —
CS31403 CE31403	157	84	131	237 1/4	2204 2313	1601 1605	3805 3918	9 1/2' 10 1/2' 11 1/2' 12 1/2' 13 1/2'	1-99 — — — —	16-84 12-88 8-92 4-96 1-99

*Estimate based on water-level loading.

★Dimensions with std equipment, unloaded.

SERIES C30

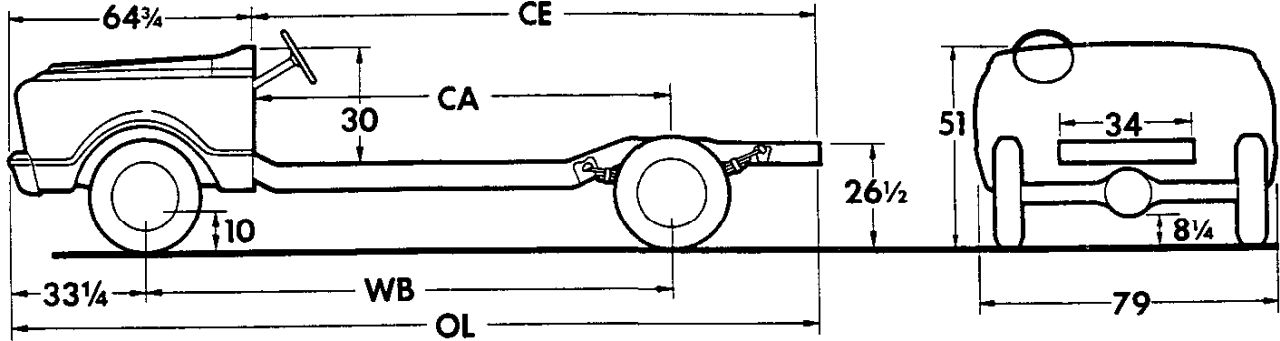
SERIES C30—COWLS*

Six-Cylinder Models

CS31002 Chassis-Cowl
CS31012 Windshield-Cowl

V8 Models

CE31002 Chassis-Cowl
CE31012 Windshield-Cowl



Models	Dimensions (in)*				→Curb Weights (lb)			Body-Payload Wt. Dist.	
	WB	CA	CE	OL	Front	Rear	Total	Front	Rear
CS31002 CE31002	133	101 1/2	148 1/2	213 1/4	1867 1971	1181 1189	3048 3160	Determined by style, length & weight of body	
CS31012 CE31012	133	101 1/2	148 1/2	213 1/4	2036 2145	1186 1190	3222 3335		

*Dimensions with std equipment, unloaded.

●Chassis-Cowl shown

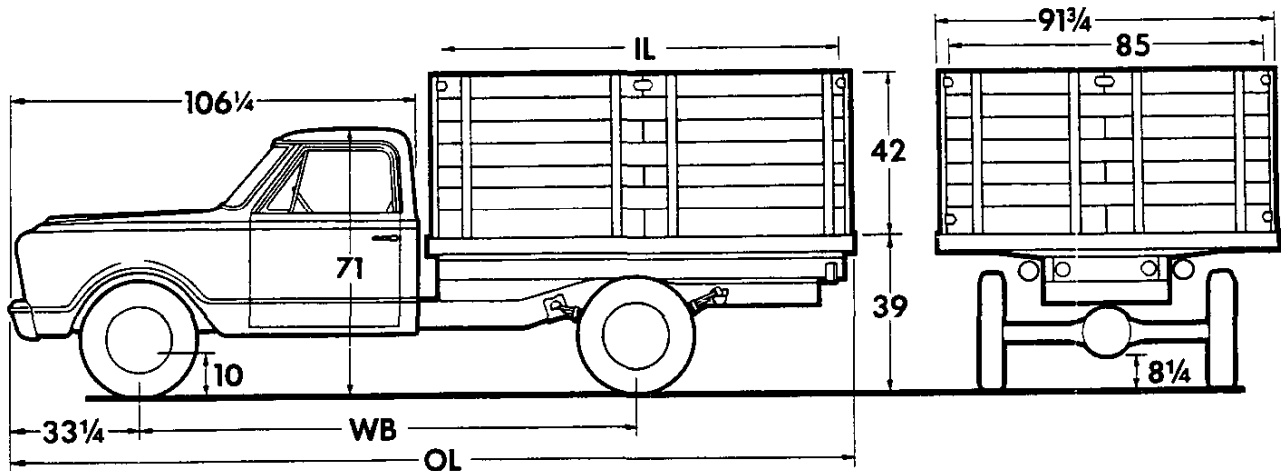
SERIES C30—STAKES

Six-Cylinder Models

CS31009 Stake

V8 Models

CE31009 Stake



Models	Dimensions (in)*			→Curb Weights (lb)			Body-Payload Wt. Dist.*	
	WB	IL	OL	Front	Rear	Total	Front	Rear
CS31009 CE31009	133	109	223 1/4	2255 2361	2234 2240	4489 4601	2%	98%

*Estimate based on water-level loading.

*Dimensions with std equipment, unloaded.

STANDARD EQUIPMENT

Air Cleaner: Oiled-paper element
Axle, Rear: Hypoid full-floating type; ratio 5.14; capacity 7200 lb
Battery: 12-volt, 54-plate; capacity 53 amp-hr
Body: See *Cabs, Bodies & Colors*
Brakes, Service: Hydraulic; self-adjusting; dual system
 Sizes: front 11" x 2 3/4"; rear 13" x 2 1/2"
 Effective area: drum 395 sq in; lining 252 sq in
Brake, Parking: Cable to rear wheels: area 132 sq in
Bumper: Front, painted
Cab: See *Cabs, Bodies & Colors*
Carburetor: CS30: single-barrel downdraft
 CE30: two-barrel downdraft
Clutch: Diameter 11"; area 124 sq in
Cooling: CS30: 1 1/4" radiator core, cross-flow type; 446-sq-in area; 13-lb pressure cap
 CE30: 1 1/4" radiator core, cross-flow type; 480-sq-in area; 13-lb pressure cap
Controls & Instruments: 03, 04, 09, 12 models—hand choke; light switch; headlight beam control; speedometer; odometer; fuel gauge. Lights for generator, oil pressure, engine temperature, brake warning, direction signals and high beam indicator.
 02 models—hand choke; light switch; headlight beam control; speedometer; odometer; high beam indicator light; fuel gauge; ammeter; oil pressure & engine temperature gauges; brake warning light
Direction Signals: Class A; two front and two rear; two front & switch only on 02 models. Includes freeway lane-change position on switch & integral hazard warning switch
Engine: CS30: 250 Six; positive crankcase ventilation
 Gross horsepower..... 155 @ 4200 rpm
 Net horsepower..... 125 @ 3800 rpm
 Gross torque, lb-ft..... 235 @ 1600 rpm
 Net torque, lb-ft..... 220 @ 1600 rpm
 ➔ CE30: 283 V8; positive crankcase ventilation
 Gross horsepower..... 175 @ 4600 rpm
 Net horsepower..... 153 @ 4400 rpm
 Gross torque, lb-ft..... 275 @ 2400 rpm
 Net torque, lb-ft..... 240 @ 2400 rpm
Exhaust System: Single pipe & aluminized muffler

Filter, Fuel: Wire mesh in fuel tank; bronze filter in carburetor
Filter, Oil: CS30: full-flow; 1-quart; throwaway type
 CE30: full-flow; 1-quart; replaceable element
Frame: 39,000-lb-test steel, section modulus 5.05 (CS-CE310 models); 7.29 (CS-CE314 models)
Generator: 37-amp Delcotron
GVW Plate: 10,000 lb
Lights: Head, parking, tail, stop; dome, instrument panel. Dome on Cab models. Backup on Pickups & Stakes
Mirror, Rearview:
 02 & 12 models: None
 03 & 09 models: Exterior RH & LH 17 1/4" swinging arm
 04 models: Exterior LH 6 1/4" fixed arm & inside prismatic non-glare shatterproof
Seat: Full-width (except Cowl models)
Seat Belts: Driver & passenger (except Cowl models); includes retractors
Shock Absorbers: Front; piston diameter 1"
Springs, Front: Coil; capacity 1500 lb each
Springs, Rear: Leaf; capacity 2400 lb each
Steering: Ball-gear, ratio 24:1; wheel dia 16 1/2"
Suspension, Front: Independent; capacity 3500 lb
Tank, Fuel:
 02-12—outside frame on left; capacity approx 20 gal
 03-04-09—back of seat in cab; capacity approx 21 gal
Tires: Tubeless; two 8-17.5/6PR front; two 8-17.5/8PR single rear
 ➔ **Tools:** 4000-lb mechanical jack when single rear wheels are used; wheel wrench. Jack not included on Cowl models
Transmission: 4-speed synchromesh; ratios 7.06, 3.58, 1.71, 1.00, 6.78 (rev); power take-off opening on left side
Wheels: Five 17.5" x 5.25"; attachment, 8 studs on 6 1/2" circle; spare carrier under frame and 4 painted hubcaps when single rear wheels are used; spare carrier not included on Cowl models
Windshield Wipers & Washer: Electric; 2-speed wipers; not included on 02 models

GVW SELECTOR

GVW Rating (lb)	Chassis Equipment Required for GVW Rating
6700	Standard
7800★	3100-lb rear springs
9000■	Main & auxiliary type rear springs—capacity 4150 lb; dual rear wheels & tires
10,000◆■	1750-lb front springs; main & auxiliary type rear springs—capacity 4150 lb; dual rear wheels & tires
14,000■★	11,000-lb rear axle

◆ Rating on standard GVW plate
 ■ Not available on Pickup or Panel
 ★ Rating on optional GVW plate

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

SERIES C30

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Air Cleaner: Oil-bath; capacity 1 quart. K48

Air Cleaner, Heavy-Duty: Includes closed positive ventilation and 1 quart oil-bath pre-cleaner; not available with 327 engine or on O2 models. K46

Air Conditioning, All-Weather: Not available on chassis-cowl models. Includes heater & defroster, HD radiator, battery & 42-amp generator. C60

Axle, NoSPIN Rear: Ratio 5.14. G86

Axle, Rear: Chevrolet; capacity 7200 lb; ratio 4.57; not available with tubeless or 7.00-18/8PR tube-type dual rear tires. H20

Chevrolet; capacity 11,000 lb; ratio 6.17; CS-CE314 models only; available only with Chevrolet 4-speed transmission, power brakes, HD radiator, and 700-18/8PR or 8-19.5/10PR dual rear tires. Includes front & rear shock absorbers; 5900 lb each capacity main & auxiliary rear springs, 15" x 4" rear brakes; 2000 lb each front springs; 10" x 2½" drum and dual shoe parking brake. H22

Battery: Heavy-duty; 70 amp-hr; included when HD starter or air conditioning is ordered. T60

Brakes, Vacuum Power J70

Bumper:

Painted rear; with std painted front bumper only (pickups only). V38

Painted step-type rear (pickups only). V43

Chrome front (pickups & chassis-cabs). V37

Chrome rear (pickups only). V37

Caps, Hub: Chrome; not available with dual rear wheels. P03

Carrier, Spare Wheel: Under frame; with dual rear wheels only on chassis-cabs & Stakes. P10

Side mounted on pickup. P13

Cooling, Heavy-Duty: Includes HD radiator and extra-HD cooling equipment. Not available when air conditioning is ordered. V05

Custom Appearance Option: Cab models only; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, horn-button cap; color-keyed vinyl-coated rubber floor mats; Custom emblems. Not available when Custom Sport Truck Option is ordered. Z61

Custom Comfort Option: Cab models only; includes RH & LH armrests; RH padded sunshade; cigar lighter; special insulation; full-depth foam seat with fabric upholstery. Not available when Custom Sport Truck Option is ordered. Z62

Custom Side Molding: Cab models only. B98

➤**Custom Sport Truck Option:** Not available on cowl models; includes bright metal grille moldings, headlight bezels, vent window frames & windshield moldings, control knob trim, pedal trim, horn-button cap; chrome front bumper; special CST emblems; vinyl bucket seats with padded center console; carpeting; RH & LH armrests; RH padded sunshade; cigar lighter; special cowl insulation; underbody coating; vinyl door trim. Z84

Engine:

292 Six (CS30 models) L25

Gross horsepower. 170 @ 4000 rpm

Net horsepower. 153 @ 3600 rpm

Gross torque, lb-ft. 275 @ 1600 rpm

Net torque, lb-ft. 255 @ 2400 rpm

Battery. 61-amp-hr

327 V8 (CE30 models) L30

Gross horsepower. 220 @ 4400 rpm

Net horsepower. 177 @ 4000 rpm

Gross torque, lb-ft. 320 @ 2800 rpm

Net torque, lb-ft. 283 @ 2400 rpm

Clutch. 12"; 150 sq in

Fuel Filter Equipment K28

Gauges: Ammeter, engine temperature, oil pressure; not available on O2 models. Z53

Generator:

12-42-amp Delcotron K79

5-61-amp Delcotron K76

23-62-amp Delcotron K81

Glass, Soft Ray:

Windshield only; not available on chassis-cowl models. A11

All windows; not available on cowl models. A11

Governor:

250 engine: 1800-3000 rpm. K37

2800-4000 rpm. K37

292 engine: 2200-3100 rpm. K37

2800-3900 rpm. K37

283 engine: 2400-3600 rpm. K37

3000-3800 rpm. K37

GVW Plate: See GVW Selector for requirements

7800 lb. Z70

14,000 lb. Z51

Harness, Shoulder: Driver & passenger; not available on cowl models or with optional Boston seats. A85

Heater & Defroster: Deluxe-Air. C42

OPTIONAL EQUIPMENT

For dealer-installed equipment, see Custom Features section.

Hooks, Towing: Two front; not available with chrome bumper	V76	Serial Number Plate: State of Pennsylvania. CS/CE314 models only; requires 11,000-lb rear axle	Z55K
→ Jack:		Shock Absorbers: Heavy-duty	
Mechanical; capacity 4000 lb; Cowl models only	V62	Front & rear; included with 11,000-lb rear axle	F51
Mechanical; capacity 4700 lb; with dual rear wheels only	V62	Rear only	G68
Lamps, Marker: Five; not available on Cowl models	U01	Speed Warning Indicator: Not available on O2 models	U15
Lock: Side wheel carrier; Pickup only	A97	Springs, Front:	
Mirrors, Exterior:		Capacity 1750 lb each; not available when 11,000-lb rear axle is ordered	F60
Front cross-view; 8" diameter	D48	Springs, Rear:	
Left & right; 17¼" swinging arm; Pickup only	D32	Capacity 3100 lb each	G50
Left & right; 6¼" fixed arm; Chassis-Cabs only	D32	Main & auxiliary type; capacity 4150 lb	G60
Right; 6¼" fixed arm; Pickup only	D32	Stabilizer Bar, Front Suspension	F59
West Coast Jr. type (6" x 11")		Starter Motor, Heavy-Duty: Includes HD battery	K67
Left side; Pickup only	D29	Steering, Power	N40
Left & right side (except Stake)	D29	Tachometer: Electric; includes optional gauges; not available on Chassis-Cowl models	U16
West Coast Sr. type (7" x 16")		Throttle Control: Manual	K31
Left side; Pickup only	D30	Transmission:	
Left & right side	D30	New Process 435CR 4-spd close-ratio	M28
Nameplate, Custom Camper: Chassis-Cab models only. Minimum requirements are front stabilizer; rear shock absorbers; HD rear or auxiliary rear springs and 7.00-16 dual rear or flotation-type tubeless rear tires	Z81	Ventilation, Closed Engine Positive: Approved by State of California	K24
Paint, Exterior: See Cabs, Bodies & Colors section		Wheel, Spare: Included when single rear tires are used (except Cowls) or when spare tire is ordered	
Platform Body: Length 9 ft; for CS-CE31003 only; includes backup lamps. Not available with 6¼" or Jr. West Coast mirror	E57	17.5' x 5.25'	S77
Pump, Fuel & Vacuum Booster: Model CS31002 only	K26	19.5' x 5.25'	Q36
Radiator: Heavy-duty	V01	16" x 5.5"	S76
Radio: Pushbutton control; not available on Chassis-Cowl models	U63	18" x 5.0"	Q31
Seat: For cab models only; not available when Custom Sport Truck Option is ordered.		17" x 6.0" (Cowls only)	Q23
Bostrom "Viking"; driver seat only	A55	Window, Full-View Rear: Not available on Cowl models	A10
Bostrom "Viking"; driver seat plus 2-man companion seat	A55		
Full-depth foam; included when Custom Comfort is ordered	Z52		
Bucket; driver & passenger; includes carpeting and center console	A50		

SERIES C30

➤ TIRE & WHEEL COMBINATIONS

TUBE-TYPE TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
6.50-16/6PR—Regular	1420	Disc	5.5	R63 ^a
7.00-16/6PR—Regular	1580	Disc	5.5	R66 ^a
—Nylon	1580	Disc	5.5	R78 ^a
—On-Off Road	1580	Disc	5.5	R71 ^a
7.50-16/8PR—Regular	2140	Disc	5.5	R68 ^a
7.00-17/6PR—Regular	1740	Disc	6.0	R72 ^b
7.00-17/8PR—Regular	2060	Disc	6.0	R73
—On-Off Road	2060	Disc	6.0	R74*
7.50-17/8PR—Regular	2440	Disc	6.0	R75
—On-Off Road	2440	Disc	6.0	R76*
7.00-18/8PR—Regular	2140	Disc	5.0	R90 ^a
7.50-17/10PR—Regular	2650	Disc	6.0	R77*

^a—Available with dual rears only. Not available on pickup models.

^b—Available as front only with 7.00-17 or 7.50-17 rears.

* Rear only

TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
★7-17.5/6PR —Regular	1520	Disc	5.25	R80
—Nylon	1520	Disc	5.25	R82
—On-Off Road	1520	Disc	5.25	R81*
8-17.5/6PR —Regular	1735	Disc	5.25	Std ^a
●8-17.5/8PR —Regular	2060	Disc	5.25	Std ^b
	2060	Disc	5.25	R86 ^c
—On-Off Road	2060	Disc	5.25	R87*
8-19.5/6PR —Regular	2090	Disc	5.25	R94
—Nylon	2090	Disc	5.25	R95
8-19.5/8PR —Regular	2440	Disc	5.25	R96
—Nylon	2440	Disc	5.25	R98
—On-Off Road	2440	Disc	5.25	R97*
8-19.5/10PR—Regular	2650	Disc	5.25	R99 ^d

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

^b—8-17.5/8PR tires are standard on the rear only.

^c—R86 is used to order either dual rear (except pickup), front or spare tires.

^d—Single rear; dual rear when used with 11,000-lb rear axle.

★ Available with dual rears only. Not available on pickup models.

● May be used as dual rear tires (except pickup).

* Rear only

FLOTATION-TYPE TUBELESS TIRES	Max. Tire Cap.	Type of Wheel	Rim Width	Opt. No.
10.00-16.5/6PR—Nylon	2330	Disc	8.25	R79♦

♦ Not available on pickup models.

FRONT SUSPENSION

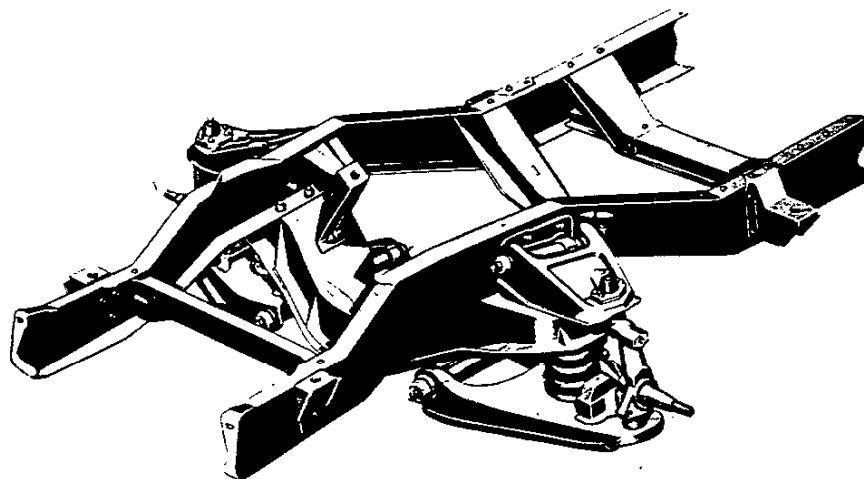
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FRONT SUSPENSION

INDEPENDENT FRONT SUSPENSION SERIES C10, P10, C20, C30



All Series C10, P10, C20 and C30 models are equipped with independent coil spring front suspension. Coil springs make an extremely rugged and compact suspension assembly. Improved neoprene rubber seals for spherical joints and pivot shaft bushings have extended the lubrication interval to 6000 miles.

Upper and lower control arm pivot shafts are drop-forged steel to better resist fore, aft and lateral movement. The upper and lower control arms are single-piece stamped steel and include carbo-

nitride steel pivot shaft bushings for long trouble-free wear. The stamped steel suspension crossmember has a double thickness in critical areas.

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

A front stabilizer bar is optional at extra cost on Series C10-30. It is designed for use with camper bodies or high center of gravity load applications.

→ SPECIFICATIONS

	C10 exc Chassis- Covls	C10 Chassis-Covls	P10	C20	C30
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STD COIL SPRINGS

Capacity at Ground (lb each)	1250	1250	1250	1250	1500
Sprung Capacity (lb each)	1018	1014	1018	1018	1152
Rate	675	625	675	675	930
Wire Diameter (inch)	.731	.715	.731	.731	.777
Outside Diameter (inches)	5.14	5.14	5.14	5.14	5.37

OPTIONAL COIL SPRINGS

Capacity at Ground (lb each)	1350	1350	1350	1500	1750	2000
Sprung Capacity (lb each)	1118	1118	1118	1152	1402	1650
Rate	800	800	800	930	1160	1375
Wire Diameter (inch)	.758	.758	.758	.777	.822	.849
Outside Diameter (inches)	5.37	5.37	5.37	5.37	5.37	5.37

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting
Piston Diameter (inch)	1.00
Piston Travel (inches)	5.00

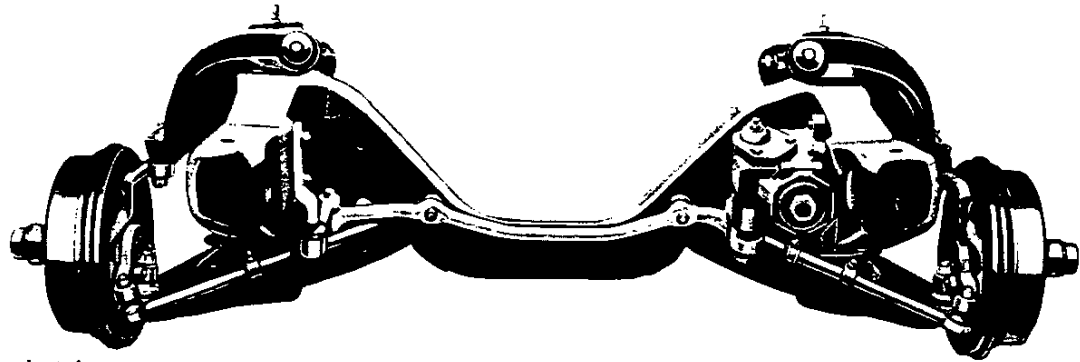
OPTIONAL SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting
Piston Diameter	1.38 inches
Piston Travel	4.75 inches

FRONT SUSPENSION

INDEPENDENT FRONT SUSPENSION

EL CAMINO MODELS



The independent front suspension system of the El Camino utilizes stamped control arms, coil springs and special sealed pivot points.

The control arms are channel-section heavy-gauge metal stampings and attach to the steering knuckles with non-metallic lined spherical joints. The lower arm features a tension-type spherical joint and the upper arm a compression joint unit. The four spherical joints require lubrication only every 6000 miles under normal driving conditions.

Coil springs are mounted between the lower arms and the towers formed in the front crossmember. Shock absorbers are mounted vertically within the springs.

A conventional link-type stabilizer bar is standard equipment on all El Camino models.

SPRINGS

	STD	OPTIONAL
Rating at Ground (lb each)	950	950
Spring Capacity (lb each)	840	840
Deflection Rate at Wheel (lb/inch)	290	320

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting
Piston Diameter (in)	1.00
Piston Travel (in)	5.90

I-BEAM AXLE WITH SINGLE-STAGE LEAF SPRINGS

SERIES P20 & P30

STD AXLES

	PS20	PS30	PT30
CAPACITY (lbs)	4000	4000	4000

STD SPRINGS

Rating at Ground (lbs)	2000	2000	2500
Rating at Pad (lbs)	1700	1700	2200
Clamped Defl. Rate (lbs/inch)	490	490	726
Number of Leaves	8	8	10
Length (inches)	44	44	44
Width (inches)	2	2	2

OPTIONAL SPRINGS

Rating at Ground (lbs)	—	2500	—
Rating at Pad (lbs)	—	2200	—
Clamped Defl. Rate (lbs/inch)	—	726	—
Number of Leaves	—	10	—
Length (inches)	—	44	—
Width (inches)	—	2	—

STD SHOCK ABSORBERS

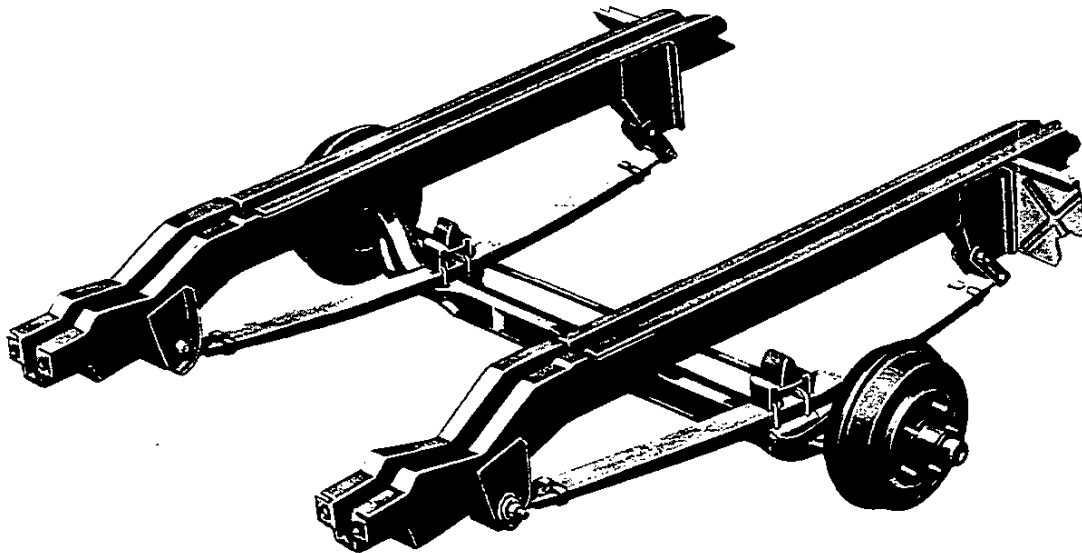
Type	Hydraulic Direct Double Acting		
Piston Diameter (in)	1.00		
Piston Travel (in)	7.75	7.75	7.75

The P20 and P30 Step-Vans and Forward Control Chassis models use the modified Reverse-Elliott-type I-beam front axle with single-stage springs. Constructed of drop-forged heat-treated steel, these rugged axles provide long-lasting durability. Constant diameter kingpins are fitted with Delrin 500 bushings for long life.

Spring attachment in the front is by a rubber bushed double spring eye bolted directly to a stamped steel hanger. At the rear, the spring eye connects to a set of shackles which permit smooth spring action.

FRONT SUSPENSION

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



STD AXLES

	G10	G20
Capacity (lbs)	2200	3000

STD SPRINGS

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

OPTIONAL SPRINGS

Rating at Ground (lbs)	1275	1375
Rating at Pad (lbs)	1022	1066
Clamped Defl. Rate (lbs/in)	220/244	288/318
Number of Leaves	2	
Length (in)	48	
Width (in)	2.5 to 3.05	

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double-Acting
Piston Diameter (in)	1.00
Piston Travel (in)	9.75

Tapered-leaf front springs are used exclusively on all Sportvan and Chevy-Van models. Ride quality is improved through a reduction in interleaf friction. They also help in reducing the amount of unsprung vehicle weight.

In a tapered-leaf spring, the cross section varies almost continuously; from a thick, laterally narrower area at the pad, to a thinner but wider cross section at the outer ends. The loaded spring is therefore more uniformly stressed throughout its length.

A special shot peening process further increases the spring's fatigue properties. The spring eyes are of the Berlin-type where the eye center is directly in the plane of the leaf, reducing lateral deflection and stresses and giving the vehicle a better ride.

FRONT SUSPENSION

FOUR-WHEEL-DRIVE MODELS

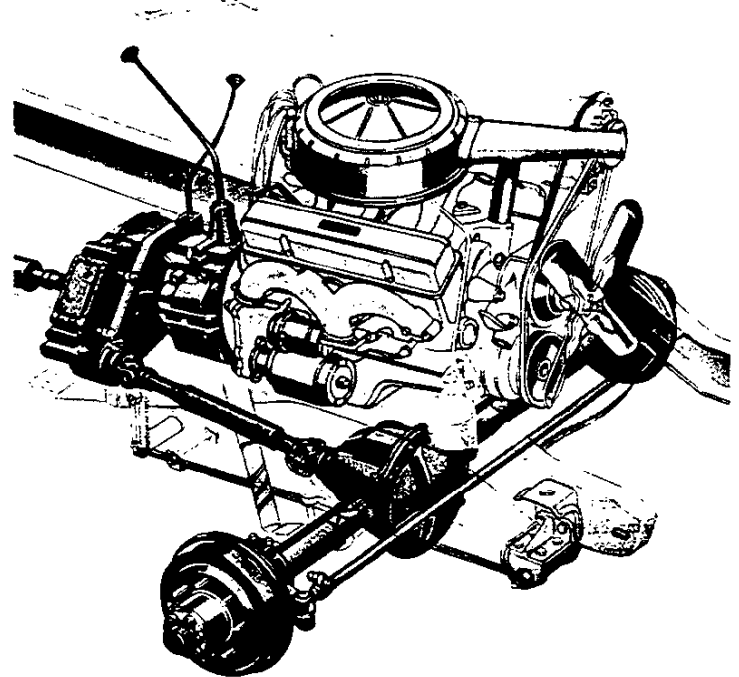
SERIES K10, K20

Front wheel drive on models K10 and K20 utilizes a single-reduction hypoid pinion and ring gear driving thru semi-floating axle shafts on the K10 and full-floating shafts on the K20. At the outer ends of the axle are cardan-type universal joints housed in ball ends and pivoting on upper and lower trunnion pins. Tapered-leaf springs are used for both the front and rear suspension.

OPTIONAL HEAVY-DUTY FRONT AXLE

An optional heavy-duty front axle is available for K20 models. Although the rated capacity is the same as the standard front axle, it features heavier components which permit an increase in maximum GVW from 7200 to 7600 pounds.

Heavy-duty bronze bushings and tapered roller kingpin thrust bearings are used in the upper and lower positions, respectively. The optional front axle also includes 7-inch-diameter steering knuckle ball joints and axle shaft universal joints which are stronger torsionally than those used with the standard driveline.

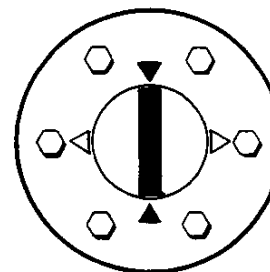


OPTIONAL FREE-WHEELING FRONT HUBS

Free-wheeling front hubs or HUB/LOK is available on series K10 and K20 as an option at extra cost. HUB/LOK makes it possible to disengage the front wheels from the front driveline when front wheel drive is not required. This leaves the front wheels free to rotate without "back drag" from the front axle and propeller shaft, eliminates unnecessary wear and improves fuel economy.

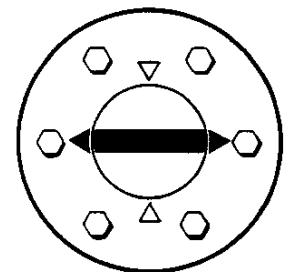
SPECIFICATIONS

Axle:	Series K10	Series K20
Make	Spicer	
Model	445F	
Type	Semi-Floating	Full-Floating
Min Shaft Diam (in)	1.125	
Rated Capacity	3300 lbs	3500 lbs
Pinion & Ring Gear	Hypoid	
Ratio	3.73	4.55
Pinion, Teeth	11	11
Ring Gear, Teeth	41	50
Pinion Mounting	Overhung	
Pinion Bearings	Tapered Roller	
Differential Type	Two-Pinion	
Differential Bearings	Tapered Roller	
Wheel Attachment	6-Bolt	8-Bolt
Lubricant Capacity	4½ Pts	6½ Pts
Springs:	Tapered Leaf	
Rated Capacity at Ground	1450 lbs	1600 lbs
Number of Leaves	2	
Shock Absorbers:	Hydraulic Direct Double Acting	
Piston Diameter (in)	1.38	
Piston Travel (in)	7.25	



Engaged

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

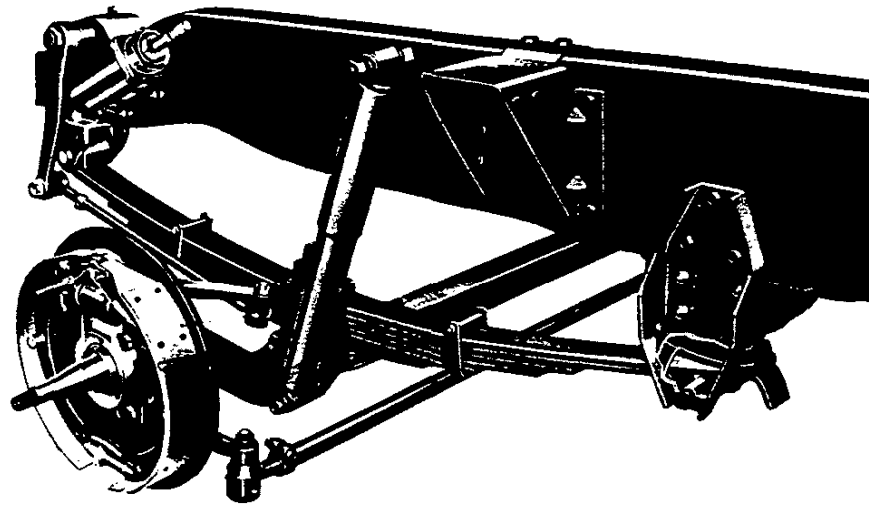


Disengaged

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

FRONT SUSPENSION

I-BEAM FRONT AXLE WITH VARIABLE-RATE LEAF SPRINGS SERIES 40-60 CONV. CABS & SERIES 70 TILT CABS



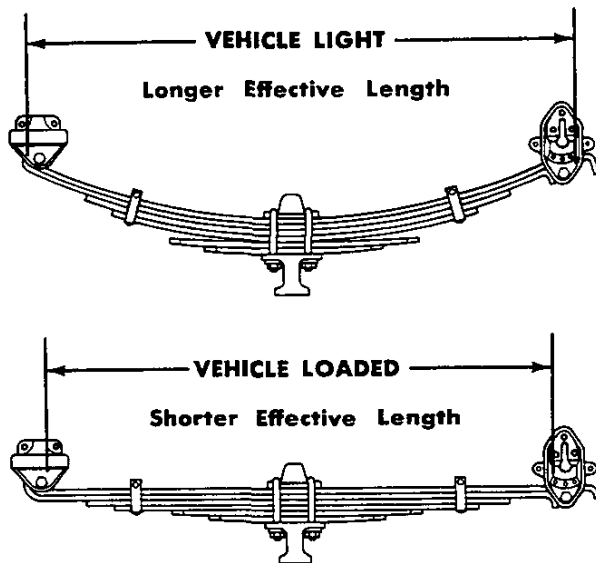
➔ Series 40-60 Conventional cab and Series 70 Tilt cab models feature sturdy Reverse-Elliott design I-beam front axles with variable-rate 2-stage leaf springs. This combination provides exceptional durability and outstanding ride and handling characteristics.

I-beams are constructed of heat-treated drop forged steel with extra thickness at stress points. Kingpins and steering knuckles are alloy steel forgings, heat treated for maximum durability.

Kingpin bushings are made of long-wearing Delrin 500. Thrust bearings on all axles up to 7000-lb capacity are steel-backed copper alloy washers, while the 9000-lb and heavier axles utilize roller bearings.

Wheel bearings are tapered roller type on all models except P20-P30 where single-row ball bearings are used.

VARIABLE-RATE FRONT LEAF SPRINGS SERIES 40-60 CONV. CABS & SERIES 70 TILT CABS



The two top leaves of the variable-rate front spring are attached to the front spring hanger thru a double spring eye cushioned by rubber bushings. This differs from the variable-rate rear spring which is not attached in this manner.

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

The full-floating steel cam spring hanger is rubber cushioned for durability and is easily removed for replacement or maintenance.

FRONT SUSPENSION

SPECIFICATIONS—VARIABLE-RATE FRONT LEAF SPRINGS SERIES 40-60 CONV. CABS & SERIES 70 TILT CABS

STANDARD SPRINGS—VARIABLE-RATE

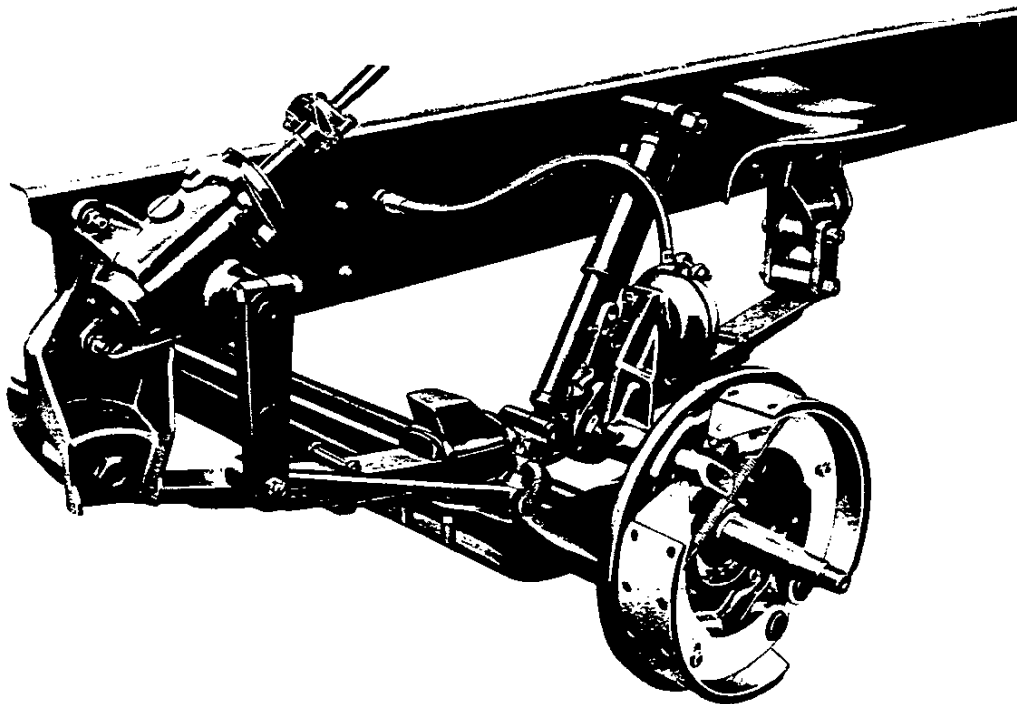
Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch) First Stage	Clamped Deflection Rate (lb/inch) Second Stage	Semi-Elliptic Leaves		
					Number	Length (inches)	Width (inches)
CS/CE/PS/SS40	2000	1750	365	540	6	59	2.5
TS/TE/TT40; CS/CE/CD/CG/SS/SE50 (Exc. SE531)	3000	2700	450	700	6	59	2.5
MS/ME50; SES31; CS/CE/CD/CG/ ME/MG/SE60	3500	3150	490	850	7	59.12	3
TS/TE/TD/TG50; TS/TE/TD/TG60; TI/TM/TV70	3500	3150	525	850	6	60.3	3

OPTIONAL SPRINGS—VARIABLE-RATE

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/inch) First Stage	Clamped Deflection Rate (lb/inch) Second Stage	Semi-Elliptic Leaves		
					Number	Length (inches)	Width (inches)
CS/CE/PS/SS40	3000	2700	400	741	6	59	2.5
CS/CE/CD/CG/SS/SE50 (Exc. SES31)	3500	3150	540	850	6	59.5	3
PS/TS/TE/TT40; CS/CE/CD/CG/SS/SE50	4000	3650	525	840	7	59	2.5
MS/ME/SS/SE50; CS/CE/CD/CG/ME/MG/SE60 TI/TM70	4500	4100	600	1040	7	59.5	3
TS/TE/TD/TG50-60	4500	4100	700	1000	7	60.3	3
TI/TM/TV70	5250				11	53.5	3
CS/CE/CD/CG/ME/MG60; TS/TE/TD/TG60; TV70	5500	5050	780	1380	11	59.5	3
TV70; ME/MG60	7000	6500	840	1550	11	59.5	3

FRONT SUSPENSION

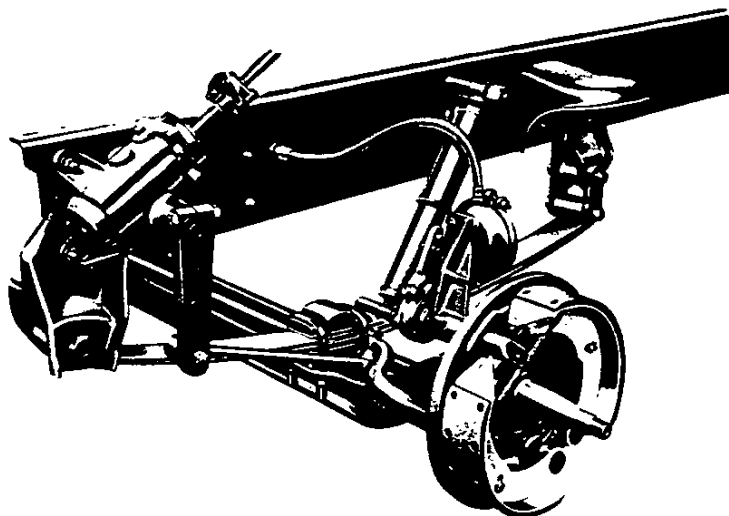
I-BEAM FRONT AXLE WITH FIXED-RATE LEAF SPRINGS SERIES 70-80 CONV. CABS & SERIES 80 TILT CABS



All 70-80 Series Conventional Cab models and 80 Series Tilt Cab models are equipped with fixed-rate single-stage front springs instead of the variable-rate two-stage springs used on the other larger Chevrolet models. The main difference is that the spring is mounted to the frame through eyes at the front and rear. At the front, a

normal spring hanger bracket holds the spring by a rubber-bushed eye. At the rear, the spring is held by a set of shackles which permit flexing but do not change spring rates by varying their length as the variable-rate springs do. These springs also have only one-stage action and an unchanging deflection rate.

OPTIONAL SOFT-RIDE FRONT SPRINGS SERIES 70-80 CONV. CAB MODELS ONLY



Soft-Ride suspension is offered as an option on all Series 70-80 Conventional Cab models. It is available in 7000-lb, 9000-lb and 11,000-lb capacities for use with the various optional axles. Manufactured by Rockwell-Standard, it consists of two heavy tapered leaves per spring.

The main advantages are greatly reduced inter-leaf friction and a large reduction of the weight of the vehicle so that payloads can be increased. A smoother ride results from the spring's ability to react immediately to road shocks due to the lessened inter-leaf friction. Stresses are distributed uniformly along the length of the spring, eliminating concentrations of stresses in any areas and assuring longer life.

Shock absorbers are included with this suspension and aid in rebound control. Rebound loads are taken by the entire spring, rather than just a few leaves. The smooth ride afforded is beneficial to all parts of the truck and will reduce downtime substantially by preventing damage from rough roads.

FRONT SUSPENSION

SPECIFICATIONS—FIXED-RATE FRONT LEAF SPRINGS SERIES 70-80 CONV. CABS & SERIES 80 TILT CABS

STANDARD SPRINGS—FIXED-RATE

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/in)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
HJ/HM/HV70; JJ/JM/JV70; HM80	3500			7	56	3
JM/TM/WM80	4500		842	8	56	3

OPTIONAL SPRINGS—FIXED-RATE

Series	Rating at Ground (lb each)	Rating at Pad (lb each)	Clamped Deflection Rate (lb/in)	Semi-Elliptic Leaves		
				Number	Length (inches)	Width (inches)
HJ/HM/HV70; JJ/JM/JV70; HM80	3500	—	700	2	56	3
HJ/HM/HV70; JJ/JM/JV70; HM80	4500	4100		7	56	3
HM70; HJ/HV/JJ/JM/JV70; HM/JM80	4500	—	950	2	56	3
TM/WM80	5500	5050	838	8	56	3
HJ/HV/JJ/JM/JV70; HM/JM80	5500	—	1250	2	56	3
HJ/HV/JJ/JM/JV70; HM/JM80	6000	—	830	6	56	3
JM80	6500	—	970	7	56	3
WM80	6500	—	1292	9	56	3
WM80	7500					
JM80	8000	—	1350	7	56	3

SPECIFICATIONS—I-BEAM FRONT AXLES SERIES 10-80

Rated Capacity (lb)	2200	3000	4000(A)	4000(B)	4000*	5000*	7000	9000	11,000	12,000	15,000	16,000
Type	Reverse-Elliott											
Material	Drop-Forged Steel											
Section Modulus	.84	1.19	1.37	1.37	1.67	2.23★	4.20●	3.96	6.59	6.82	9.70	9.70
Spindle Diameter (in)												
Inner	1.2495	1.375	1.4988	1.4988	1.4991	1.7491	1.999	2.249	2.4993	2.5	2.63	3.00
Outer	.7495	.843	.9053	.9053	.8428	1.0291	1.374	1.499	1.8743	1.75	2.00	2.25
Kingpins:												
Diameter (in)												
Upper	.8172	.8752	1.09	1.09	.9212	1.1092	1.2494	1.1855	1.3085	1.79	1.79	1.79
Lower	.8172	.8752	1.09	1.09	.9212	1.1092	1.2494	1.433	1.606	1.79	1.31	1.31
Length (in)	5.38	5.54	6.36	6.36	5.625	6.359	7.89	8.75	9.75	9.75	10.69	10.69
Distance between kingpin center lines (in)	54.06		57.36	55.92	62.68	62.45	62.45	68.00	66.60■	67.50	69.25	60.09
Bushing material	Delrin 500											
Thrust Bearing	Steel-Backed Copper Alloy Washer							Straight Roller Bearing		Tapered Roller Bearing		
Wheel Bearings	Tapered Roller		Single Row Ball		Tapered Roller							

*—Rated 500 lb heavier on "S" models

★—2.79 on Tilt models

●—5.28 on Tilt models

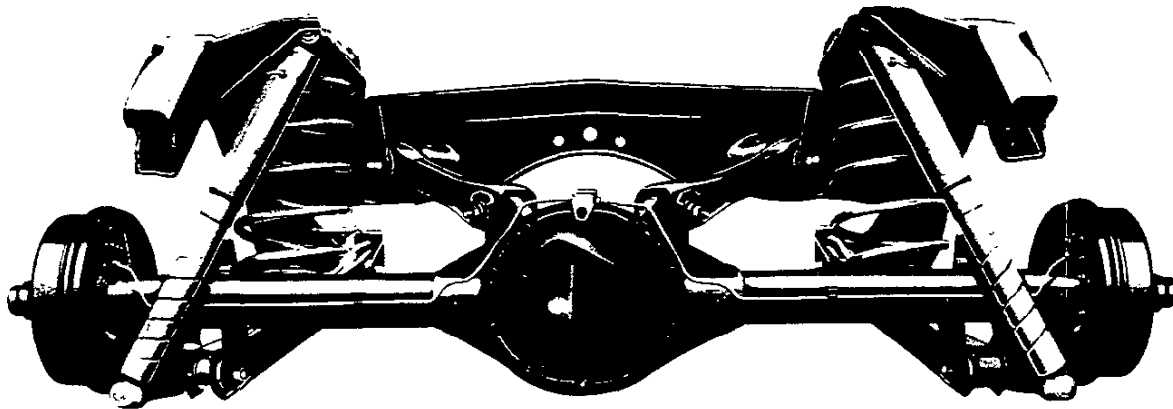
■—69.50 on Tilt models

(A)—Model P20 only

(B)—Models P30 only

REAR SUSPENSION

EL CAMINO MODELS

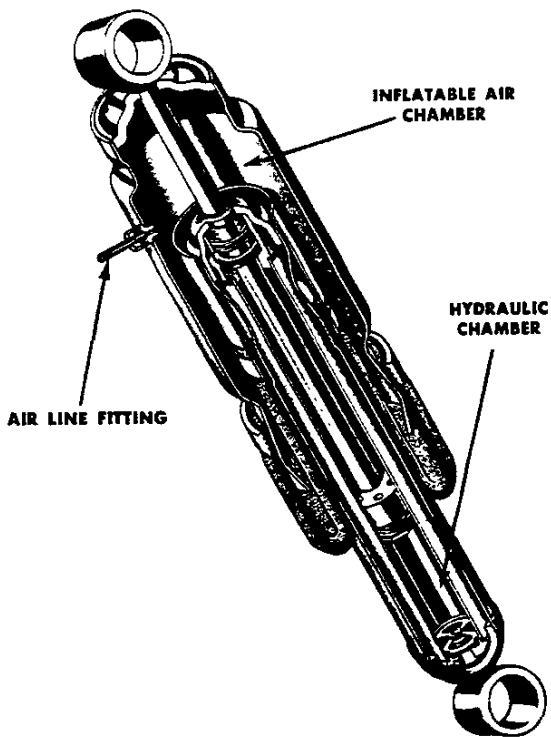


The 4-link rear suspension design of the El Camino models provides excellent ride and load-carrying characteristics. Two stamped channel-section lower control arms extend from brackets at each end of the axle housing to brackets at the start of the frame rail kick-up. Each control arm end pivots in compressed rubber bushings. Shorter stamped channel-section upper control

arms mount on brackets attached to the differential housing and extend diagonally outward to brackets on the intermediate Z-shaped frame crossmember to restrict lateral axle movement relative to the frame. Coil springs are positioned directly over the axle housing. Hydraulic direct double-acting air-booster-type shock absorbers are mounted diagonally behind the coil springs.

Standard & Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/inch)	Wire Diameter (inch)	Outside Diameter (inches)
133-134-135-13680—Standard	1100	950	1-Stage	130	0.575	6.78
133-134-135-13680—Optional	1350	1200	1-Stage	160	0.623	6.78



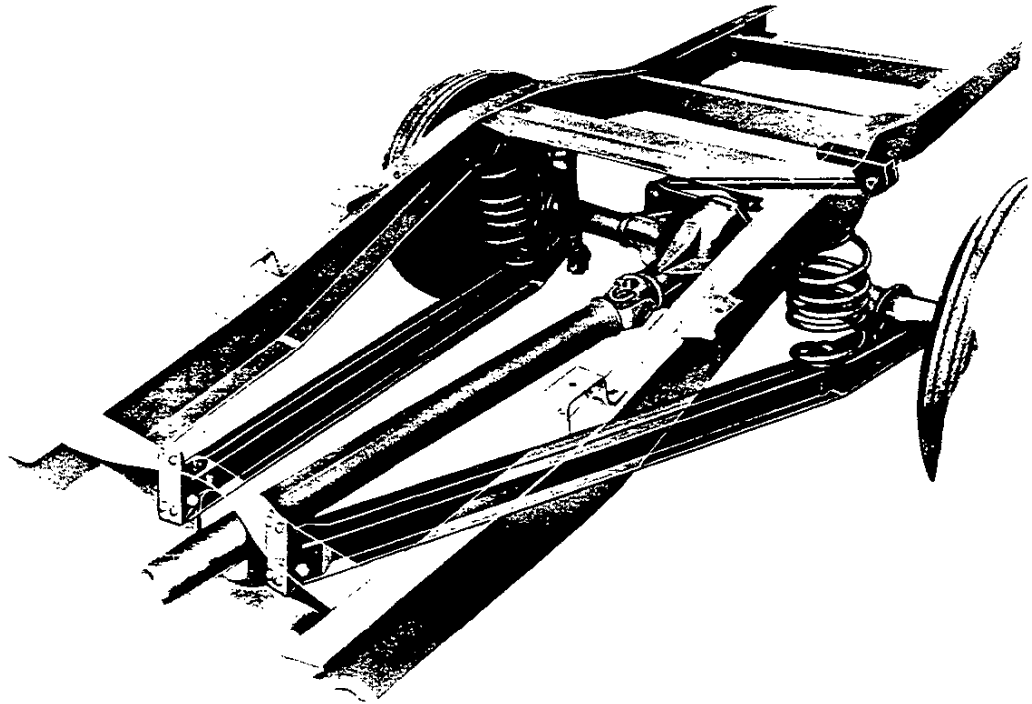
El Camino Rear Shock Absorbers Std Equipment Air-Booster Type

El Camino load capacity is increased by 500 pounds when the standard equipment air-booster rear shock absorbers are fully inflated.

Encircled by inflatable air chambers, these shock absorbers can be adjusted by varying the air pressure to meet different road and load conditions. Air pressure is varied through a tire-type air valve mounted adjacent to the spare tire in the cab. From the air valve, air feed lines of durable nylon connect to each shock through a tee fitting which also serves as a balance line to equalize the pressure in each shock absorber chamber. The air chamber is independent of the internal shock mechanism, which assures normal control in event of accidental air pressure loss.

REAR SUSPENSION

SERIES C10, P10 and C20



Fore-and-aft motion of the rear axle is controlled by two channel-section control arms pivoted at a forward frame crossmember. Lateral motion of the rear axle is restricted by a control arm which runs approximately parallel to the axle housing. One end of this arm is pivoted at the frame siderail, and the other end at

the axle attachment. The control arms permit axle motion, but maintain proper axle position. Spring action is performed by two stage coil springs, providing an excellent ride when the vehicle is empty or lightly loaded—increasing in capacity as the load becomes greater.

Two-Stage Coil Springs

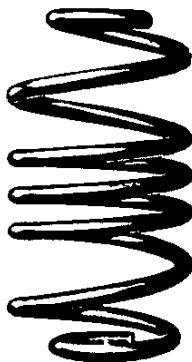
The two-stage coil spring rear suspension, standard on all Series C10, P10, C20 models, provides a low-rate first stage for smooth ride and a higher rate second stage to insure greater load-carrying capacity.

The two-stage principle is achieved through a closer spacing of the three center coils. Thus, in an unloaded condition, riding qualities are enhanced through the use of the entire spring, within the limits of travel of the three center coils.

Severe jouncing of the vehicle or heavier loads compress the three coils to a point where they touch and become inactive. This reduces the number of active coils, giving the spring a higher rate and greater carrying capacity.

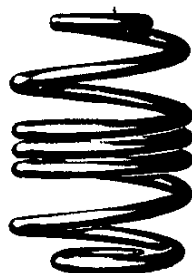
First Stage

Low rate for ride



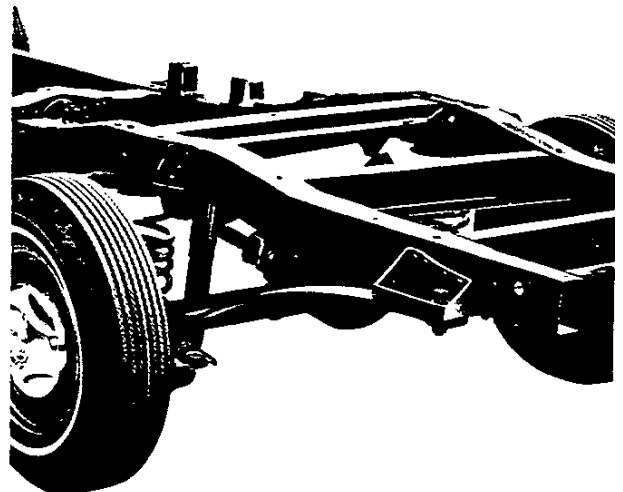
Second Stage

High rate for greater carrying capacity



Cantilever-Mounted Auxiliary Springs

Single-tapered-leaf auxiliary rear springs with a capacity of 500 lb each are available as optional equipment on Series C10 and C20 models. They are attached to the frame at the rear and extend forward into the vicinity of the rear axle mounting pads on the suspension control arms. The auxiliary rear springs make contact with the axle mounting pads only after the base spring is compressed to design load condition.



REAR SUSPENSION

COIL REAR SPRINGS SERIES C10, P10 and C20

Standard Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/in)	Wire Diameter (in)	Outside Diameter (in)
C10, P10.....	1250	1074	2-Stage	253/392	.698	6.896
C20.....	2000	1713	2-Stage	344/602	.798	7.096

Optional Coil Springs

Series	Rating at Ground (lb each)	Sprung Capacity (lb each)	Spring Type	Deflection Rate (lb/in)	Wire Diameter (in)	Outside Diameter (in)
C10, P10.....	2000	1824	2-Stage	332/482	.767	7.034
C20.....	3000	2713	2-Stage	578/751	.893	7.286

Standard Rear Shock Absorbers

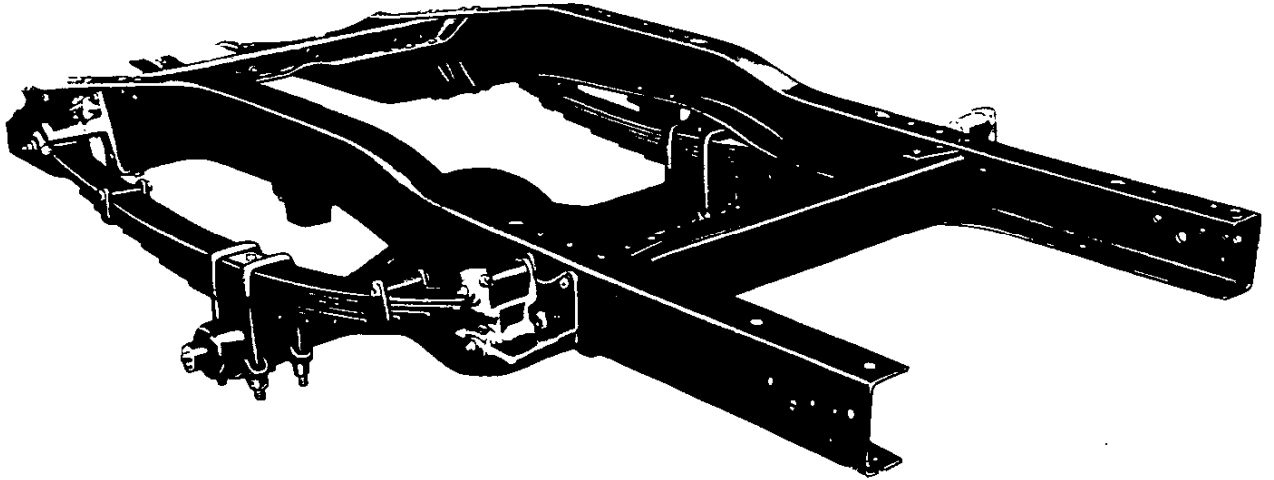
Series	Type	Piston Diameter (in)	Piston Travel (in)
C10, P10	Hydraulic direct	1	7.75
C20	double acting	1	8.00

Optional Rear Shock Absorbers

Series	Type	Piston Diameter (in)	Piston Travel (in)
C10, P10; C20	Hydraulic direct double acting	1.38	7.75

REAR SUSPENSION

LEAF REAR SPRINGS SERIES P20, P30, C30



SPECIFICATIONS

Standard Leaf Springs

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

Optional Leaf Springs

C30	3100	2750	2-Stage	365/500	8	52	2½	2.70
C30	4150	3670	Main & Auxiliary	365/1151	8	52	2½	2.70
					5	—	—	1.55

Standard Rear Shock Absorbers

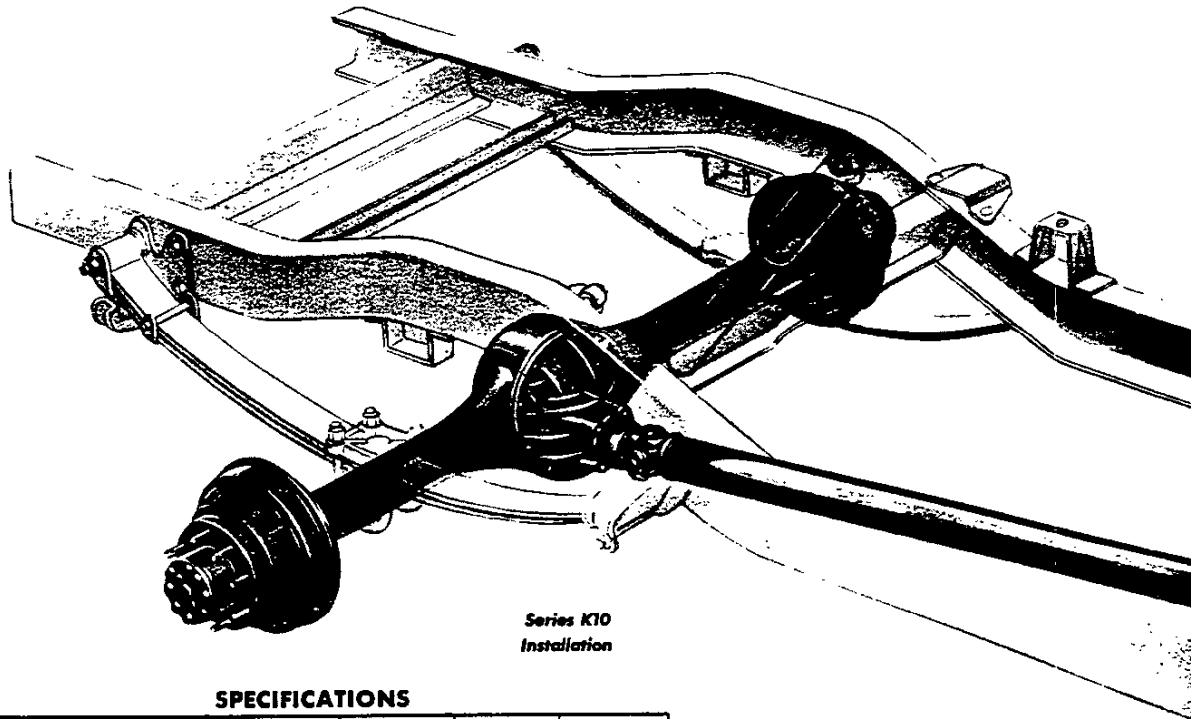
Series	Type	Piston Diameter (in)	Piston Travel (in)
P20-30	Hydraulic direct double acting	1	8.00

Optional Rear Shock Absorbers

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

REAR SUSPENSION

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



SPECIFICATIONS

Series	G10	G20	K10	K20
--------	-----	-----	-----	-----

STD SPRINGS

Rating at Ground (lbs)	950	1525	1800	1900
Rating at Pad (lbs)	646	1177	—	—
Clamped Defl. Rate (lbs/in)	209/231	305/335	342/378	403/445
Number of Leaves	2			
Length (in)	48		58	
Width (in)	2.5 to 3.0			

OPTIONAL SPRINGS

Rating at Ground (lbs)	1525	1900	—	2500
Rating at Pad (lbs)	1218	1552	—	—
Clamped Defl. Rate (lbs/in)	305/335	408/452	—	556/614
Number of Leaves	2		—	3
Length (in)	48		—	58
Width (in)	2.5 to 3.0		—	2.5 to 3.0

STD SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting		
Piston Diameter (in)	1.00		
Piston Travel (in)	7.25	10.25	

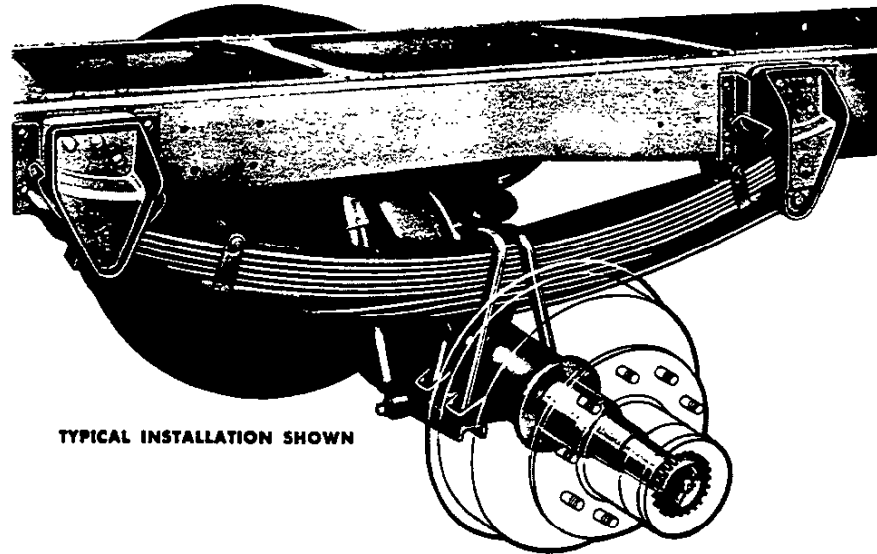
OPTIONAL SHOCK ABSORBERS

Type	Hydraulic Direct Double Acting		
Piston Diameter (in)	1.38		
Piston Travel (in)	7.5	10	

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

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

VARIABLE-RATE REAR SPRINGS SERIES 40-70 SINGLE-AXLE MODELS



TYPICAL INSTALLATION SHOWN

Variable-rate two-stage rear springs are used on Series 40 thru 70 single-axle 96" and 72" cab models. The chief advantages over conventional springs are a better ride light or loaded, reduction of unsprung weight and elimination of the need for auxiliary springs in operations where loadings vary greatly.

The spring's location is fixed by an eye in the bottom leaf, which serves as a radius rod or torque arm. The ends of the top spring leaf ride

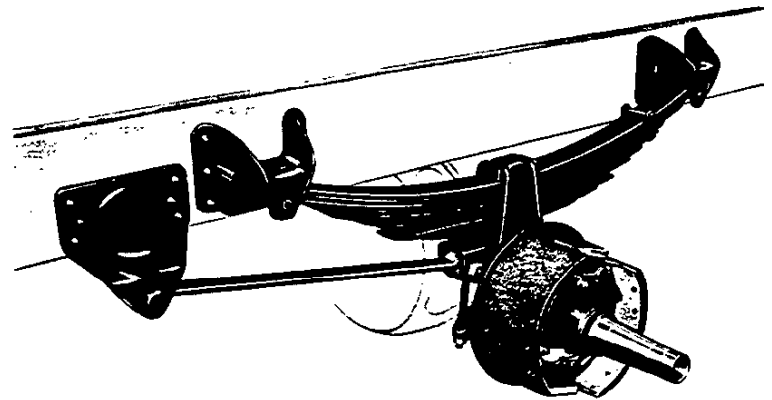
against specially hardened steel cams at the hangers, but are not firmly attached there. The third leaf has its ends turned down over a pin to prevent the spring sliding out of its hangers.

The springs are two-stage variable-rate type. The two-stage feature is seen in the lower half of the spring which does not contact the upper portion unless the spring is loaded. The variable-rate feature of the upper portion of the spring is explained and illustrated on the next page.

VARIABLE-RATE REAR SPRINGS SERIES 70-80 CONV. CAB SINGLE-AXLE MODELS

Series 70-80 single-axle 92" cab models utilize a link-bar rear suspension of two-stage variable-rate design. It is similar to the variable-rate radius-leaf type described above in that the spring ends are not attached to the frame firmly. They are free to ride against cam-type brackets so that the length of the spring will vary according to the load.

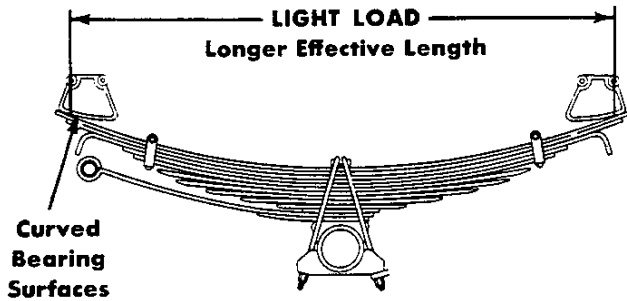
Instead of the usual radius leaf, a flat steel radius rod with rubber-bushed eyes at both ends connects the axle to a separate frame-mounted bracket. The eyes in the link-bar permit the transfer of torque and brake reactions to the frame but reduce axle roll and increase durability.



TYPICAL INSTALLATION SHOWN

REAR SUSPENSION

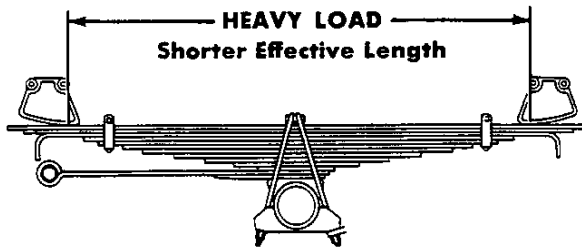
VARIABLE-RATE REAR SPRINGS



The outer ends of the upper leaves of the variable-deflection-rate springs bear against, but are not firmly attached to, specially hardened steel cam-type surfaces at each hanger as shown in the illustration. As the spring load increases, the cam action of these hangers shortens the effective length of the spring, increasing the deflection rate.

This feature permits normal soft spring action with light loads and progressively stiffer spring action as the load is increased. Canted U-bolts permit full action of the spring leaves.

On some models the springs are two-stage type, further increasing stiffness under heavy loads.

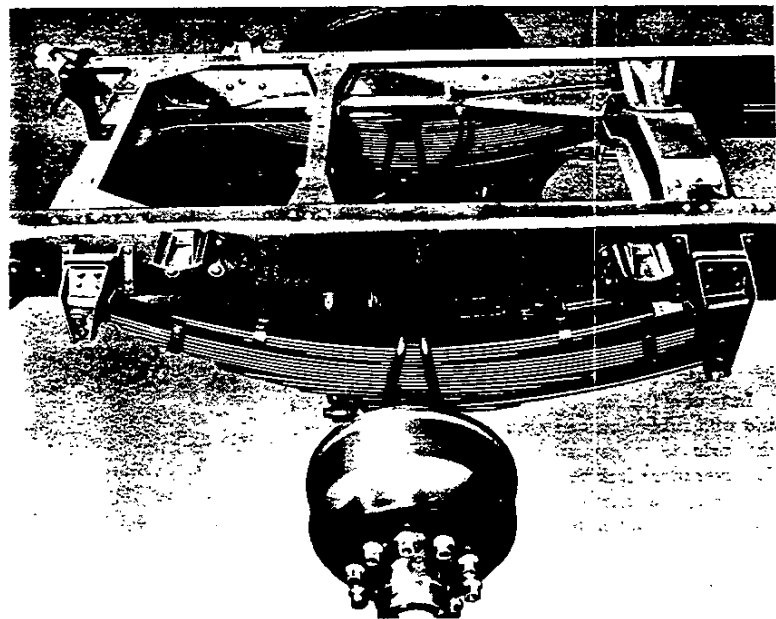


TYPICAL INSTALLATION SHOWN

AUXILIARY REAR SPRINGS ALL SINGLE AXLE—SERIES 40 THRU 80

Most single-axle models from Series 40 thru 80 have optional auxiliary springs available. The illustration shows the mounting position above the main rear springs. Pads for the spring ends are placed so that the spring will contact them only when the main spring load reaches a point where extra stiffness is required. With light loadings, these pads are not in contact with the spring and allow a normal ride.

The extra capacity and tailored ride afforded by these springs allow the operator a better ride over a wider range of operating conditions.



AUXILIARY
SPRING

TYPICAL INSTALLATION SHOWN

REAR SUSPENSION

SPECIFICATIONS STANDARD VARIABLE-RATE LEAF REAR SPRINGS ALL SINGLE-AXLE MODELS—SERIES 40 THRU 80

Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
CS/CE/PS/SS/TS/TE/TT40	5500	4950	2-Stage	528/1636	8	54	2.5	4.303
CS/CE/CD/CG//TS/TE/TD/TG/SS/SE50	7500	6750	2-Stage	633/2053	10	54	2.5	5.110
CS/CE/CD/CG/TS/TE/TD/TG/SE60	9200	8400	2-Stage	625/2500	9	55.1	3	5.157
TJ/TM70; TM80	9200	—	2-Stage	3150	9	59.25	3	5.157
HM/HJ/HV70; HM80	9250	—	2-Stage	3750	10	59.25	.3	5.167
TV70	10,400	9600	2-Stage	950/2900	10	55.1	3	5.558

SPECIFICATIONS OPTIONAL VARIABLE-RATE LEAF REAR SPRINGS ALL SINGLE-AXLE MODELS—SERIES 40 THRU 80

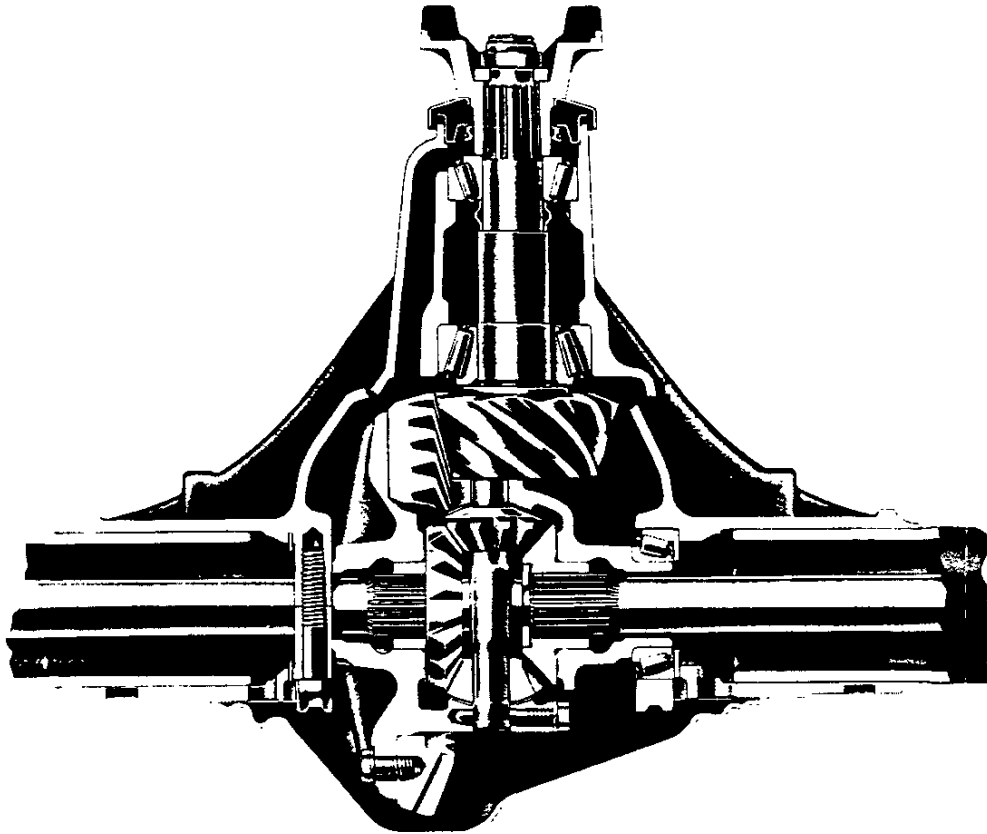
Series	Rating at Ground (lb ea)	Rating at Pad (lb ea)	Spring Type	Average Clamped Rate of Deflection (lb per inch)	Semi-Elliptic Leaves			
					Number	Max Length (in)	Width (in)	Total Thickness (in)
CS/CE/PS/SS/TS/TE40	7500	6750	2-Stage	633/2053	10	54	2.5	5.110
CS/CE/PS/SS/TS/TE/TT40; CS/CE/CD/CG/TS/TE/TD/TG/SS/SE50	8750	7950	2-Stage	740/2235	11	54	2.5	5.470
TM80	9000							
CS/CE/CD/CG/TS/TE/TD/TG/SS/SE50; CS/CE/CD/CG/TS/TE/TD/TG/SE60; TJ/TM70; TM80	10,400	9600	2-Stage	950/2900	10	55.1	3	5.558
HM/HJ/HV70; HM80	11,000	—	2-Stage	4050	11	59.25	3	5.666
TM/TJ70	11,000	—	2-Stage	—	11	59.25	3	5.959
TM80	11,000	—	2-Stage	—	12	59.25	3	6.36
CS/CE/CD/CG/TS/TE/TD/TG/SS/SE50; CS/CE/CD/CG/TS/TE/TD/TG/SE60; TV70	11,500	10,750	2-Stage	1074/3250	11	55.1	3	5.959
HM/HJ/HV70; HM80	12,000	—	2-Stage	—	12	59.25	3	6.165

SPECIFICATIONS AUXILIARY REAR SPRINGS

Series	Rated Capacity (lb ea)	Spring Type	Spring Clip Type	Leaves			
				Number	Max Length (in)	Width (in)	Total Thickness (in)
CS/CE/PS/TS/TE/TT40; CS/CE/CD/CG/TS/TE/TD/TG50	1500	1-Stage	Clinch	4	38	2.5	1.44
CS/CE/CD/CG/TS/TE/TD/TG50; CS/CE/CD/CG/TS/TE/TD/TG50; HM/HJ/HV/TM/TJ/TV70; HM/TM80	2000	1-Stage	Clinch	4	39	3	1.44

REAR AXLES

EL CAMINO REAR AXLE



El Camino models utilize a Salisbury-type rear axle with ratios of 3.36:1 standard on six-cylinder models and 3.08:1 on eight-cylinder models. Other axle ratios are available to meet individual requirements. Hypoid gearing is used for quiet, durable differential operations.

Positraction is also available as an option at extra cost.

Specifications

For application and availability see Power Teams chart under El Camino tab.

Capacity	2700 lbs										
Make	Chevrolet										
Pinion & Ring Gears:	Hypoid										
Type	Hypoid										
Ratios	2.73*	3.07*	3.08*	3.31*	3.36*	3.55*	3.70*	3.73*	4.10♦	4.56♦	4.88♦
Pinion, teeth	15	14	12	13	11	11	10	11	10	9	8
Ring gear, teeth	41	43	37	43	37	39	37	41	41	41	39
Differential:	Two-Pinion										
Type	Two-Pinion										
Axle Shaft:	Integral Shaft and Drive Flange										
Type	Integral Shaft and Drive Flange										
Minimum diameter	1.06										
Housing:	3.0 x .22										
Section diameter and thickness (in)	3.0 x .22										

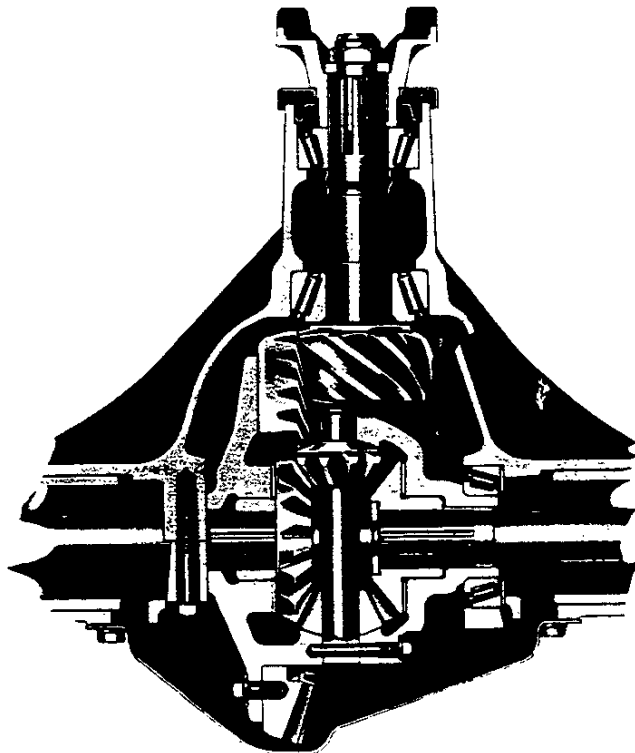
*Also available with Positraction limited-slip differential

♦Available as Positraction only

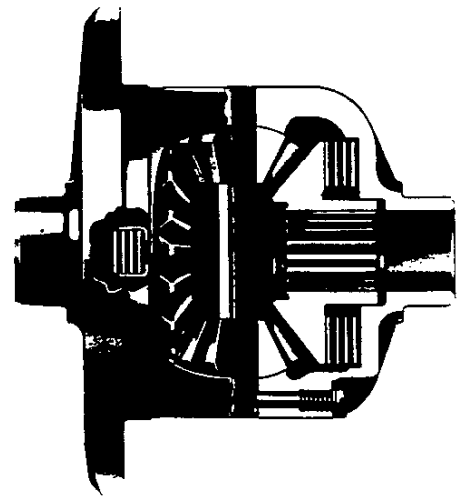
REAR AXLES

CHEVROLET SINGLE-SPEED REAR AXLE 2400-lb to 3500-lb Capacity

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



3500-lb Axle Illustrated



Positraction Differential

Driving forces are transmitted from differential case to axle shafts through the clutch discs and side gears. Engagement of the clutch discs results from a slight lateral movement of the side gears which is created by the force of the differential pinions. If one wheel of the vehicle is on a slippery surface, the axle shaft offers little resistance to turning. As a result, the axle shaft has little torque applied to it. Instead, most of the available torque is diverted to the other axle shaft which offers resistance to being driven.

Specifications

Capacity	2400 lbs	2900 lbs	3300 lbs	3500 lbs	3600 lbs
Make	Chevrolet				
Series:					
Standard	G10		K10	C10, P10	G20
Optional	G10				
Pinion & Ring Gear:					
Type	Hypoid				
Ratios	3.36*	4.11*	3.73*	4.11*	4.11*
Pinion, teeth	11	9	11	9	9
Ring gear, teeth	37	37	41	37	37
Differential:					
Type	2-Pinion				
Bearings, type	Tapered Roller				
Axle Shafts:					
Type	Semi-Floating				
Minimum diameter	Integral Shaft and Drive Flange				
	1.08	1.08	1.16	1.16	1.16
Housing:					
Section diameter and thickness (in)	3.0 x .22			3.0 x .25	
Wheel Bearings:					
Type	Barrel Roller				

* Also available with Positraction

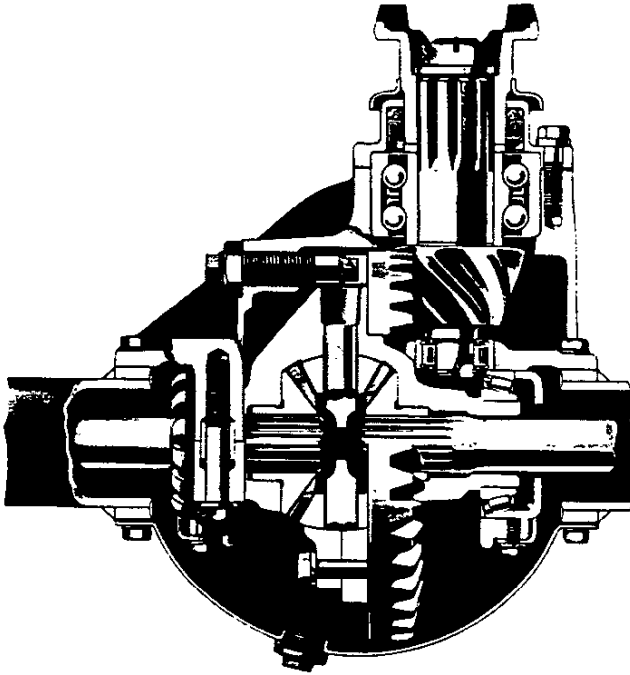
** C10 models only

* Standard on P10; Positraction not available

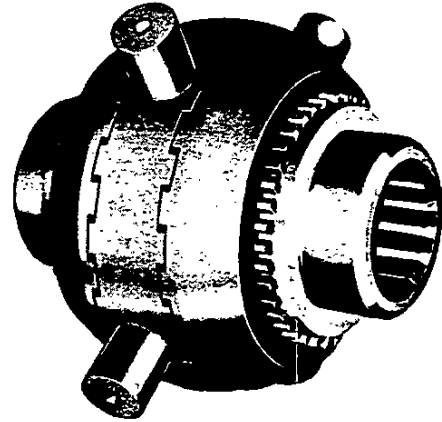
REAR AXLES

CHEVROLET SINGLE-SPEED REAR AXLE 5200-lb to 7200-lb Capacity

With full-floating design, the axle housing carries the weight of chassis and cargo. Axle shafts are only required to transmit driving torque to the rear wheels. An adjustable ring-gear thrust pad and a straddle-mounted pinion maintain proper gear alignment even under severe conditions. Differential is of either two- or four-pinion type, and the one-piece axle housing has a removable inspection plate. Axle shafts are induction hardened to provide resistance to fatigue stresses.



7200-lb Axle Illustrated



NoSPIN Differential

Axles for Series C20-30 and P20-30 are optionally available with a NoSPIN differential. In addition to performing usual differential functions, it prevents wheel spin when one driving wheel loses traction. Driving torque is distributed to the driving wheels in proportion to the traction at each wheel, thus easing the negotiation of slippery roads or soft terrain.

Specifications

Capacity	5200 lb		7200 lb		
Make	Chevrolet				
Series	C20, K20, P20		C30, P30		
Pinion & Ring Gear:	Hypoid				
Type	Hypoid				
Ratios	4.11 [■]	4.57 ^{*★}	4.57 [†]	5.14 [§]	4.11
Pinion, teeth	9	7	7	7	9
Ring gear, teeth	37	32	32	36	37
Pinion Mounting:	Straddle Ball Straight Roller				
Mounting type					
Front bearing					
Rear bearing					
Differential:	Barrel Roller				
Type	2-Pinion [●]	4-Pinion	2-Pinion	2-Pinion	
Bearings, type	Barrel Roller				
Axle Shafts:	Full-Floating Integral Shaft and Drive Flange 1.34				
Type					
Minimum diameter (in)					
Housing:	3.25 x .281				
Section diameter and thickness (in)					
Wheel Bearings:	Barrel Roller				
Type					

*—Also available with NoSPIN differential on C20, P20-30 models only

■—Optional on Series C20 only

†—Optional on Series C30 only

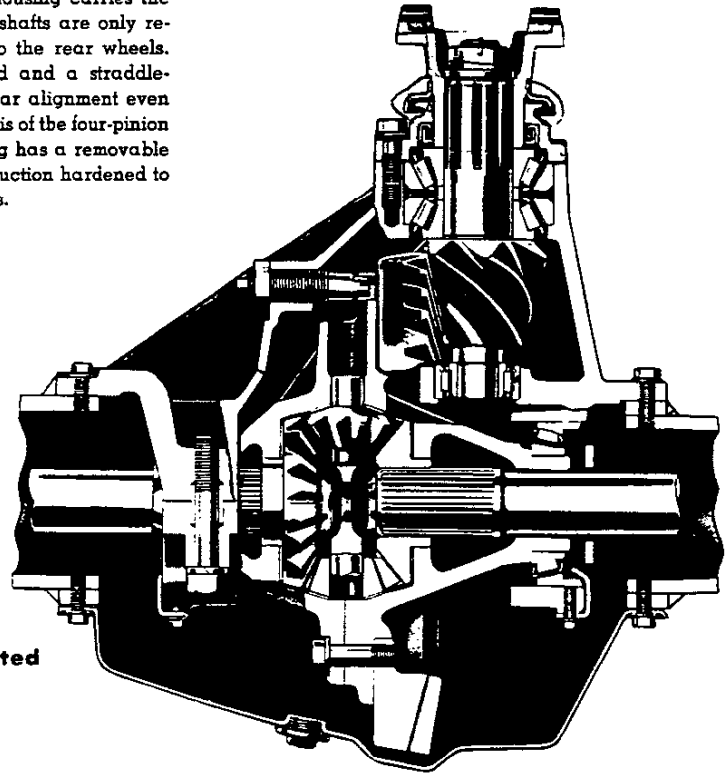
●—4-Pinion on K20 models

★—NoSPIN. Not available on K20

§—Available with NoSPIN

CHEVROLET SINGLE-SPEED REAR AXLE 11,000-lb to 17,000-lb Capacity

With full-floating design, the axle housing carries the weight of chassis and cargo. Axle shafts are only required to transmit driving torque to the rear wheels. An adjustable ring-gear thrust pad and a straddle-mounted pinion maintain proper gear alignment even under severe conditions. Differential is of the four-pinion type, and the one-piece axle housing has a removable inspection plate. Axle shafts are induction hardened to provide resistance to fatigue stresses.



15,000-lb Axle Illustrated

→ Specifications

Capacity	11,000 lbs		13,500 lbs		15,000 lbs		17,000 lbs	
Make	Chevrolet							
Pinion & Ring Gear:								
Type	Hypoid							
Ratios	5.43	6.17	5.29	6.40	5.83	6.17	7.20	7.20
Pinion, teeth	7	6	7	5	6	6	5	5
Ring gear, teeth	38	37	37	32	35	37	36	36
Pinion Mounting:								
Mounting type	Straddle							
Front bearing	Ball				Tapered Roller			
Rear bearing	Straight Roller				Straight Roller			
Differential:								
Type	4-Pinion							
Bearings, type	Barrel Roller		Tapered Roller		Barrel Roller			
Axle Shafts:								
Type	Full-Floating Integral Shaft and Drive Flange							
Minimum diameter (in)	1.44		1.56		1.69		1.69	
Housing:								
Section diameter and thickness (in)	4.0 x .375		4.25 x .39		4.50 x .44		4.75 x .50	
Wheel Bearings:								
Type	Barrel Roller				Tapered Roller			

REAR AXLES

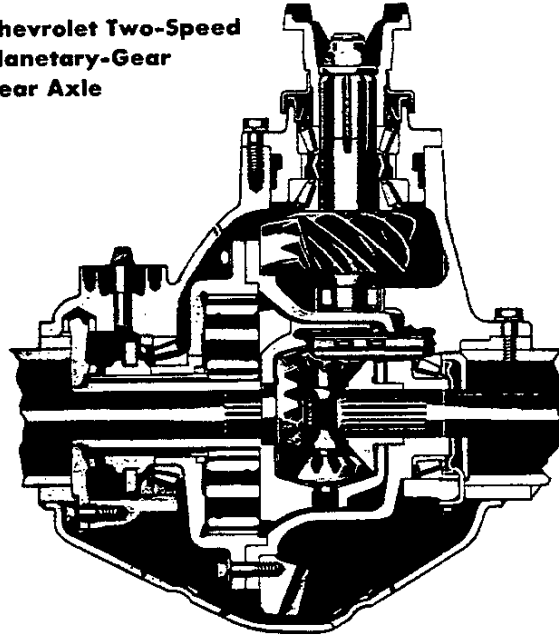
CHEVROLET TWO-SPEED REAR AXLE 15,000-lb & 17,000-lb Capacity

The Chevrolet two-speed rear axle features a durable hypoid pinion and ring gear set supplemented by efficient planetary gears to provide the choice of high or low range. In high range the planetary gear system is locked, and torque flows through the hypoid gears directly to the axle shafts, as in a single-speed axle. In low range the planetary gear system operates as a second reduction after the hypoid gears. Torque at the axle shafts is increased by 36 per cent for greater pulling ability.

Ring gear and pinion alignment is maintained by straddle mounting of the pinion between dual tapered roller bearings at front and a straight roller outboard bearing at rear. Drive gears, planetary gears and differential gears are carburized alloy steel, accurately machined and hardened.

With full-floating axle shafts, the axle housing supports the chassis, payload and absorbs road shocks. Housing is of high-strength banjo design, made of drop-forged medium-carbon steel with a welded differential cover.

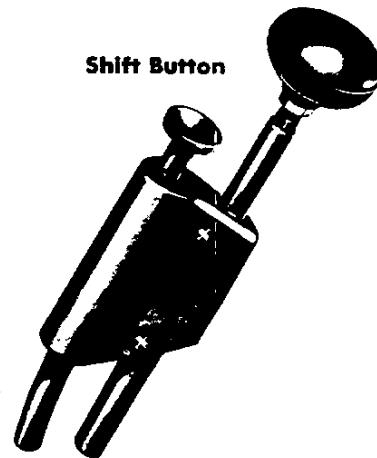
**Chevrolet Two-Speed
Planetary-Gear
Rear Axle**



Specifications

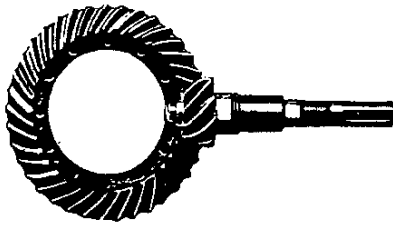
Capacity	15,000 lbs			17,000 lbs			
Make	Chevrolet						
Pinion & Ring Gear:	Hypoid						
Type	Hypoid						
Ratios—High	4.86	6.50	7.17	4.86	5.57	6.50	7.17
—Low	6.61	8.85	9.76	6.61	7.59	8.85	9.76
Pinion, Teeth	7	6	6	7	7	6	6
Ring Gear, Teeth	34	39	43	34	39	39	43
Pinion Mounting:	Straddle						
Front Bearing	Tapered Roller						
Rear Bearing	Straight Roller						
Differential:	4-Pinion						
Type	4-Pinion						
Bearings	Tapered Roller						
Axle Shafts:	Full-Floating						
Type	Integral Shaft and Drive Flange						
Minimum Diameter (in)	1.69						
Material	Hot-Rolled Carbon Steel						
Housing:	One-Piece Seamless with Welded Differential Cover						
Construction	One-Piece Seamless with Welded Differential Cover						
Section (in)	5.13 x .312			5.13 x .375			
Wheel Bearings:	Tapered Roller						
Type	Tapered Roller						

Shift Button



Shifting the Chevrolet two-speed rear axle is smooth, safe and convenient. By operating the convenient push-button control, the driver may select the most favorable combined transmission and rear axle ratio. The shift mechanism for the 15,000-lb axle on gasoline models is the vacuum type. All others utilize an electric shift. A decal on the instrument panel explains shifting methods and combinations of transmission and axle ratios.

EATON SINGLE-SPEED REAR AXLES
18,500-lb, 22,000-lb & 23,000-lb Capacity



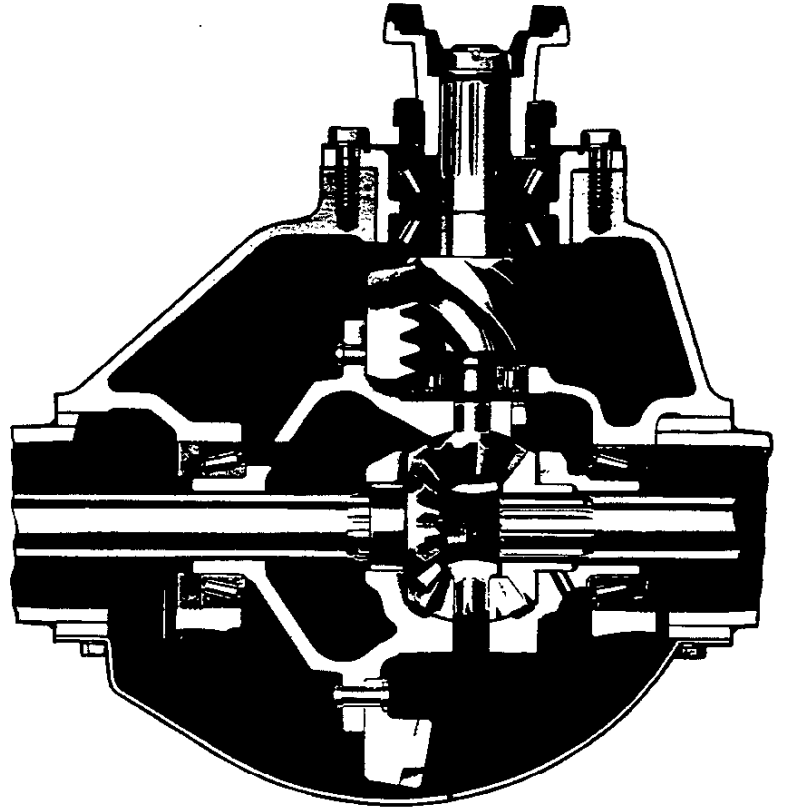
Eaton Spiral-Bevel Gears

The Eaton single-speed rear axles have a spiral-bevel pinion and ring gear with large tooth face area and thick cross section for high strength and long-wearing quality. Ring and pinion alignment is maintained by a thrust pad. The pinion acquires extra rigidity through straddle mounting between dual opposed tapered-roller bearings at front and a straight-roller outboard bearing at extreme rear end. Gears are accurately machined of alloy steel, carburized and hardened for durability.

Housing and Axle Shafts

With full-floating axle shafts, the axle housing supports the chassis and payload and absorbs road shocks. Housing is high-strength banjo design, made of drop-forged medium-carbon steel. Removable inspection plate simplifies maintenance and adjustment.

Axle shafts, being of full-floating design, function only to transmit driving torque to the wheels. Shafts are drop-forged of alloy steel, heat-treated for toughness and shot-peened for high resistance to fatigue failure.

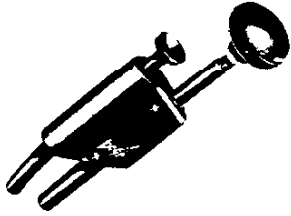


Specifications

Capacity	18,500 lbs				22,000 lbs			23,000 lbs	
Make & Model	Eaton 17121				Eaton 18121			Eaton 19101	
Pinion & Ring Gear:	Spiral Bevel								
Ratios	4.87	6.50	7.17	7.60	6.14	6.50	7.17	4.87	5.43
Pinion—Teeth	8	6	6	5	7	6	6	8	7
Ring Gear—Teeth	39	39	43	38	43	39	43	39	38
Pinion Mounting:	Straddle								
Front Bearing	Tapered Roller								
Rear Bearing	Straight Roller								
Differential:	4-Pinion								
Bearings	Tapered Roller								
Axle Shafts:	Full-Floating								
Min. Diameter (in)	1.81				1.875			2.00	
Material	Chrome-Moly Steel								
Housing:	One-Piece Forged Heat-Treated Steel								
Section Diameter (in)	5.5				5.125			5.75	
Thickness (in)3125				.50			.406	

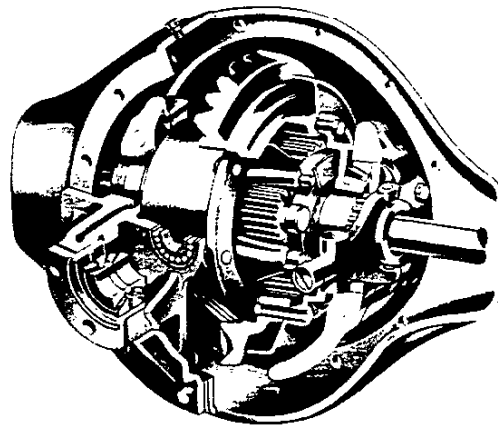
REAR AXLES

EATON TWO-SPEED REAR AXLE 18,500-lb, 22,000-lb & 23,000-lb Capacity

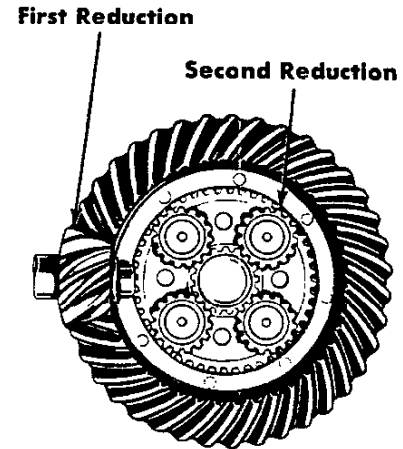


**Push-Pull-Type
Electric Shift Switch**

Shifting the Eaton two-speed rear axle is smooth, safe and convenient. The electric shift control is positive in action and permits easy clash-free shifting. By operating the convenient switch control, the driver may select the most favorable combined transmission and rear axle ratio. A decal above the instrument panel explains shifting methods and axle ratios.



**Eaton Two-Speed
Planetary-Gear
Rear Axle**



**Planetary
Gearset**

Eaton two-speed rear axles feature large, durable ring and pinion gears of alloy heat-treated steel for reliable service under toughest conditions. With full-floating axle shafts, the weight of the chassis and load is carried on the rugged axle housing, which is made of forged heat-treated steel. The axle shafts are specially induction-hardened by an electromagnetic process for dependability and function only to transmit torque to the wheels.

Eaton two-speed rear axles are noted for long life and low maintenance costs. They feature an exclusive forced-flow lubrication

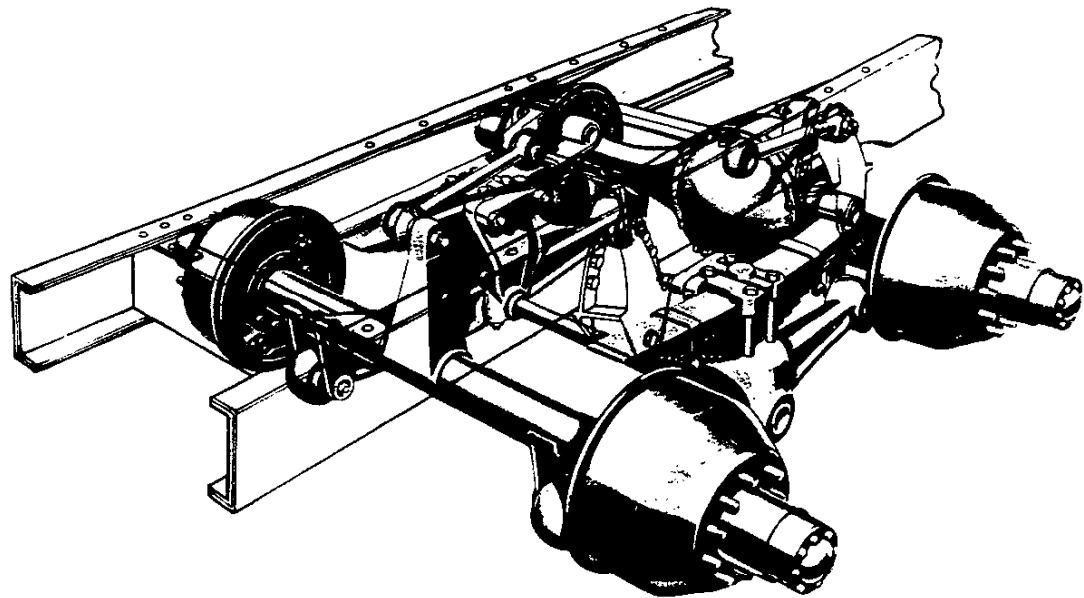
system for longer life.

The two speeds are obtained by the use of a double reduction system in the axle (see above right). In high range, the planetary system is locked up and rotates as one unit, providing only one reduction in the ring and pinion gears. Low range is obtained by engaging the planetary system for a double reduction and resultant torque multiplication. Reduction and torque at the axle shafts are increased 36 per cent in the 18,500-lb and 22,000-lb axles.

Specifications

Capacity	18,500 lbs						22,000 lbs						23,000 lbs			
Make & Model	Eaton 17221						Eaton 18221						Eaton 19201			
Pinion & Ring Gear:																
Type	Spiral Bevel															
Ratios: Hi	4.87	5.29	5.57	6.14	6.50	7.17	4.87	5.29	5.57	6.14	6.50	7.17	4.88	5.43	6.14	6.71
Lo	6.65	7.21	7.60	8.38	8.87	9.77	6.65	7.21	7.60	8.38	8.86	9.77	6.64	7.39	8.36	9.14
Pinion, teeth	8	7	7	7	6	6	8	7	7	7	6	6	8	7	7	7
Ring gear, teeth	39	37	39	43	39	43	39	37	39	43	39	43	39	38	43	47
Ring gear—diameter (in)	16½						16½						17			
Pinion Mounting:																
Mounting type	Straddle															
Front bearing	Tapered Roller															
Rear bearing	Tapered Roller															
Differential:																
Type	4-Pinion															
Bearings, type	Tapered Roller															
Axle Shafts:																
Type	Full-Floating															
Material	Integral Shaft and Drive Flange															
Minimum diameter (in)	1.8125						1.875						2.00			
Housing:																
Section diameter and thickness (in)	5.5 x .3125						5.125 x .50						5.750 x .406			
Wheel Bearings:																
Type	Tapered Roller															

TRAILING-AXLE TANDEM MODELS SERIES MS/ME50



Chevrolet trailing-axle tandem models utilize a Chevrolet forward driving axle and a non-driving Rockwell-Standard trailing axle with Hendrickson steel spring suspension.

The design of the suspension system, using equalizing beams, provides excellent operating flexibility. The action of these beams allows the vehicle to "walk" over surface irregularities, resulting in a smoother, more level ride. A cross tube connecting the equal-

izing beams assures correct alignment and prevents damaging load transfer.

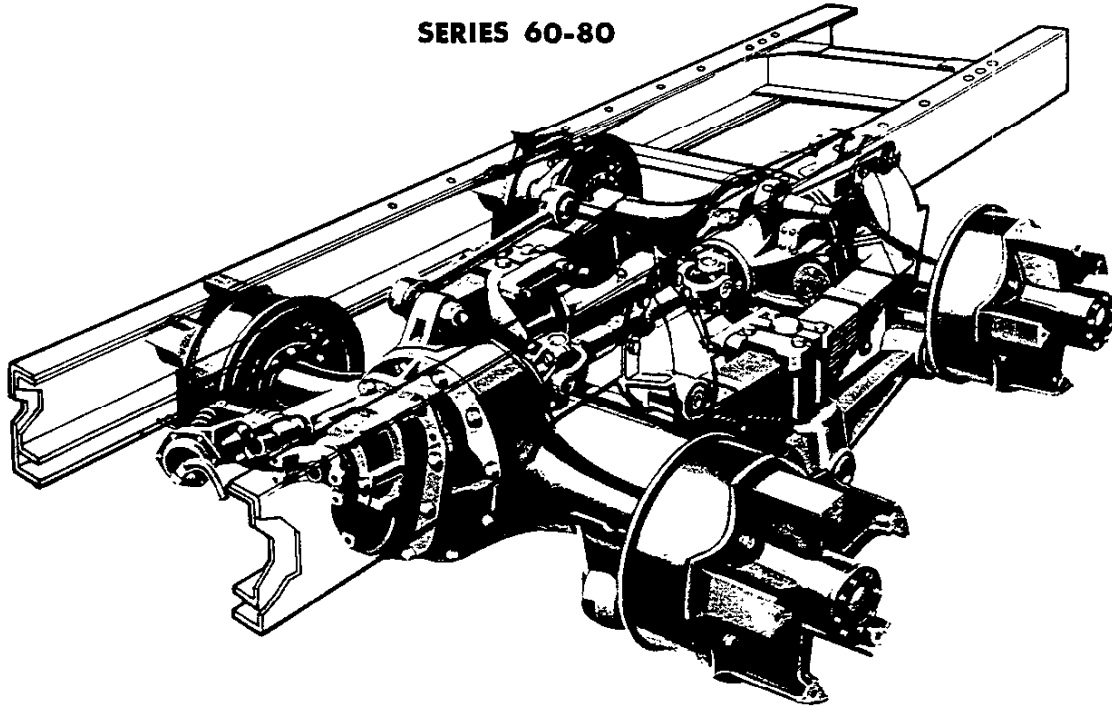
Axle torque is controlled by the use of torque rods mounted to the frame, thereby reducing the tendency of the axles to turn backward or forward due to starting or stopping inertia. Short relatively lightweight rear springs serve to cushion and support the load.

Specifications

Model	MS/ME50
Driving Axle (Std)	
Make	Chevrolet
Ratio	7.20
Type	Hypoid Full-Floating
Section (in)	4.50 x .50
Trailing Axle (Std)	
Make	Rockwell-Standard
Type	Tubular
Suspension	
Make & Model	Hendrickson RT340
Bogie Capacity Rating	28,000 lbs
Standard Springs	
Capacity (each at ground)	15,000 lbs
Optional Springs	
Capacity (each at ground)	17,250 lbs
Optional 2-Speed Driving Axle	
Make	Chevrolet
Ratios	6.50/8.85
Type	Hypoid Full-Floating

REAR AXLES

FULL-DRIVING EATON TANDEM AXLES SERIES 60-80



All Series 60 & 70 full-driving tandem axle models are standard-equipped with the Eaton 30 DSC (30,000-lb capacity) axle assembly and Hendrickson steel spring suspension. Optional at extra cost is the Eaton 34 DSC (34,000-lb capacity) axle assembly with Hendrickson steel spring suspension. Series 80 tandem models use the Eaton 34 DSC (34,000-lb capacity) as standard equipment.

The parallelogram design of the bogie, utilizing center-pivoted equalizing beams, gives maximum operating flexibility. The action of these beams allows the wheels to "walk" over surface irregularities, reducing frame motion and providing a relatively smooth and level ride. Axle torque is controlled by rugged ball-and-socket-mounted torque arms, leaving the springs to perform only a cushioning function.

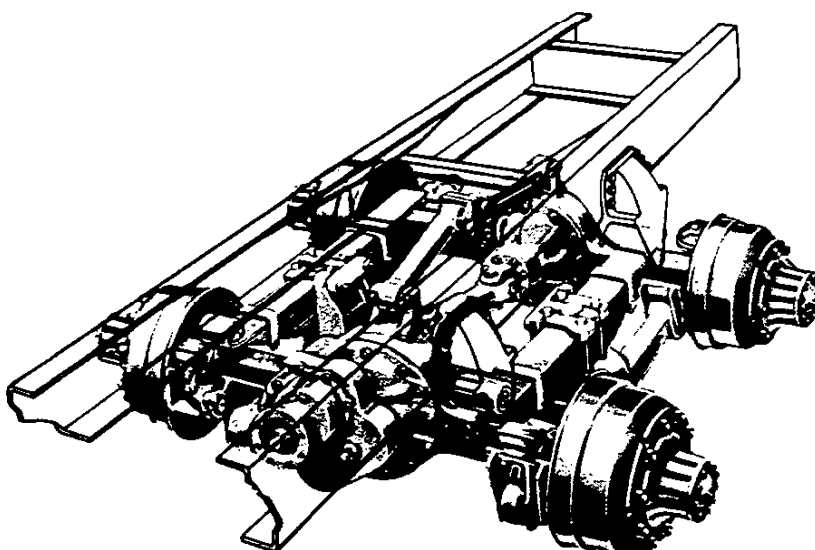
Rubber bushings are used at all points of wear, eliminating the need for periodic lubrication.

The power divider with built-in inter-axle differential divides driving power between the two axles. The differential feature permits freedom of action of the two axles and eliminates "wheel fight" due to road irregularities or normal small variations in tire sizes. By means of a toggle switch on the instrument panel, the inter-axle differential may be locked out to give equal power to both axles regardless of terrain. A red warning light is illuminated when the differential is locked out.

Short, relatively lightweight springs serve to support and cushion the load.

Axle, Make & Model	Eaton 30 DSC Hendrickson steel spring 30,000 lbs						Eaton 34 DSC Hendrickson steel spring 34,000 lbs					
	Suspension	Hendrickson steel spring 30,000 lbs						Hendrickson steel spring 34,000 lbs				
Bogie Capacity Rating	Spiral bevel; single reduction											
Type of Gearing	Spiral bevel; single reduction											
Ratio	4.87	5.57	6.14	6.50	7.17	7.60	4.87	5.57	6.14	6.50	7.17	7.60
Pinion, Teeth	8	7	7	6	6	5	8	7	7	6	6	5
Ring Gear, Teeth	39	39	43	39	43	38	39	39	43	39	43	38
Axle Housings:	Banjo											
Type	Banjo											
Section (in)	5.125 x .375						5.5 x .3125					
Axle Shafts:	Full-floating Chrome-Moly steel											
Type	Full-floating Chrome-Moly steel											
Material	Full-floating Chrome-Moly steel											
Minimum diameter (in)	1.68						1.8125					
Differential:	Four-pinion Tapered roller											
Type	Four-pinion Tapered roller											
Bearings	Four-pinion Tapered roller											
Pinion Mounting:	Straddle Tapered roller Tapered roller Straight roller											
Type	Straddle Tapered roller Tapered roller Straight roller											
Front bearing	Straddle Tapered roller Tapered roller Straight roller											
Rear bearing	Straddle Tapered roller Tapered roller Straight roller											
Outboard bearing	Straddle Tapered roller Tapered roller Straight roller											
Wheel Bearings:	Tapered roller											
Type	Tapered roller											

ROCKWELL-STANDARD SLHD 34,000-LB TANDEM AXLE SERIES 70-80



The Rockwell-Standard SLHD tandem axle assembly, rated at 34,000 lbs, is available optionally on all Series 70 and 80 tandem models. The assembly features single-reduction hypoid gearing and in-line through-drive design between the two axles to reduce driveline angularities.

The axle housings are hot-forged steel with a rectangular section for greater strength and rigidity. The axle shafts are specially hardened by a process that gives a high degree of hardness on the outside with a graduated reduction of hardness toward the center of the shaft.

The drive pinion of the front axle is the overhung type

supported by two opposed tapered roller bearings. The rear axle has a straddle-mounted pinion supported by opposed tapered roller bearings at the front and a straight roller bearing at the rear.

The inter-axle differential divides the torque equally between the two axles, with a manual lockout providing positive drive when maximum traction is needed.

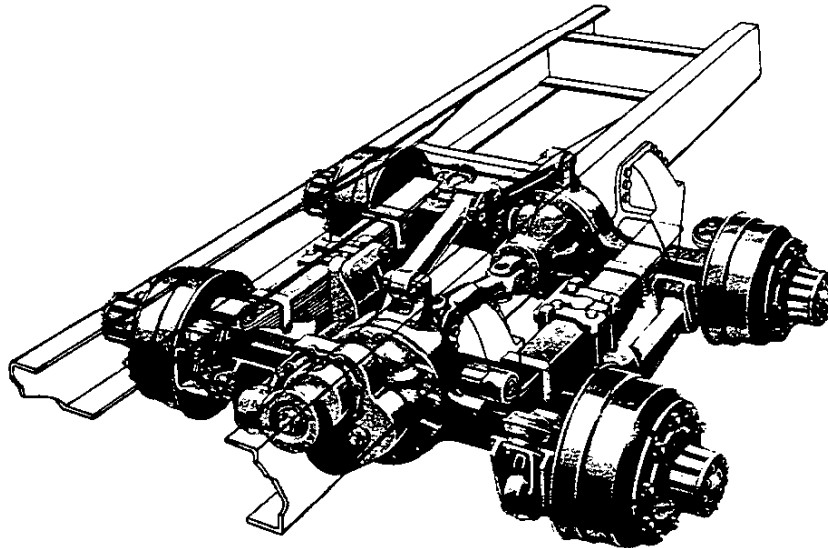
The SLHD has several optional ratios available on most models and one should be selected that is best suited to the vehicle's operating conditions. See the Truck Selection section for ways of selecting axle ratios.

Axle, Make & Model	Rockwell-Standard SLHD						
Bogie Capacity Rating	34,000 lbs						
Suspension: Make & model	Hendrickson RU340*						
Type							
Type of Gearing	Hypoid; single reduction						
Ratio	5.29	5.83	6.17	6.83	7.20	7.80	8.60
Pinion, Teeth	7	6	6	6	5	5	5
Ring Gear, Teeth	37	35	37	41	36	39	43
Axle Housings: Type	Hot-forged steel; rectangular section (4 1/4 x 5) x 3/8 8.75						
Section at spring seat (in)							
Section modulus of housings							
Axle Shafts: Type	Full-floating Heat-treated steel 1 7/8 2						
Material							
Minimum diameter (in)							
Diameter over splines (in)							
Wheel Bearings: Type	Tapered roller						

*On all models except WM80, which uses Hendrickson RT340 suspension

REAR AXLES

ROCKWELL-STANDARD SQHD 38,000-LB TANDEM AXLE SERIES 80



The Rockwell-Standard SQHD tandem axle assembly is available as an option on Models IM80 and WM80. It is rated at 38,000 lbs capacity and must be ordered with the Hendrickson 38,000-lb suspension. This rugged tandem assembly features hypoid gearing and in-line through-drive design between the two axles to reduce driveline angularities and resulting wear.

Axle housings are hot-forged steel with a rectangular section for maximum strength. Axle shafts are heat-treated by a special process which imparts a much harder outer surface with a graduated hardness reduction toward

the center of the shaft.

The drive pinion of the forward unit is the overhung type supported by two opposed tapered roller bearings. The rear unit features a straddle-mounted type supported by opposed tapered roller bearings at the front and a straight roller bearing at the rear.

The inter-axle differential divides torque equally between front and rear axles, with a lockout providing positive drive in conditions where maximum traction is required.

The Hendrickson suspension is similar to that described on the preceding page.

Axle, Make & Model	Rockwell-Standard SQHD	
Bogie Capacity Rating	38,000 lbs	
Suspension:	Hendrickson RT380	
Make & model	Steel spring	
Type		
Type of Gearing	Hypoid; single reduction	
Ratio	7.80	8.60
Pinion, Teeth	5	5
Ring Gear, Teeth	39	43
Axle Housings:	Hot-forged steel; rectangular section	
Type	(4 ¹ / ₄ x 5) x 7 ¹ / ₁₆	
Section at spring seat (in)	9.80	
Section modulus of housings		
Axle Shafts:	Full-floating	
Type	Heat-treated steel	
Material	1 ¹⁵ / ₁₆	
Minimum diameter (in)	2 ¹ / ₈	
Diameter over splines (in)		
Wheel Bearings:	Tapered roller	
Type		

REAR SUSPENSION

REAR SPRING SPECIFICATIONS TANDEM AXLE MODELS

STANDARD SPRINGS

Series	Suspension Make & Model	Rating at Ground (lbs each)	Rating at Pad (lbs each)	Spring Type	Leaves		
					Number	Length (in)	Width (in)
MS/ME50	Hendrickson RT340	15,000	13,500	Single-Stage	11	45.375	4
JJ/JM/IV70; IM80	Hendrickson RU340	17,000	—	Single-Stage	11	34.0	4
WM80	Hendrickson RT340	17,000	—	Single-Stage	11	34.0	4
ME/MG60	Hendrickson RT340	17,250	15,440	Single-Stage	12	46.25	4

OPTIONAL SPRINGS

Series	Suspension Make & Model	Rating at Ground (lbs each)	Rating at Pad (lbs each)	Spring Type	Leaves		
					Number	Length (in)	Width (in)
MS/ME50	Hendrickson RT340	17,250	15,440	Single-Stage	12	46.25	4
JJ/JM/IV70	Hendrickson RU340	17,000*	—	Single-Stage	11	34.0	4
JM/WM80	Hendrickson RT380	19,000	—	Single-Stage	12	34.0	4
ME/MG60	Hendrickson RT340	19,500	17,540	Single-Stage	12	45.875	4

*When SLHD rear axle is ordered, larger capacity springs are provided



2

3



HYDRAULIC BRAKES

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

Heavy-duty vacuum or air boosters are available optionally on the heavier models for more braking power. The vacuum booster units are piston type on C10-30 models and equal-displacement

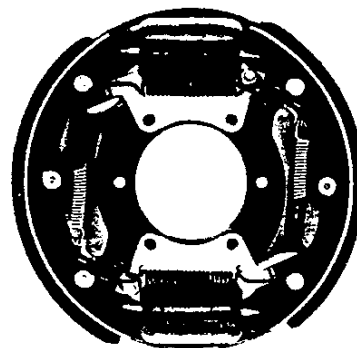
diaphragm type on the larger models.

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



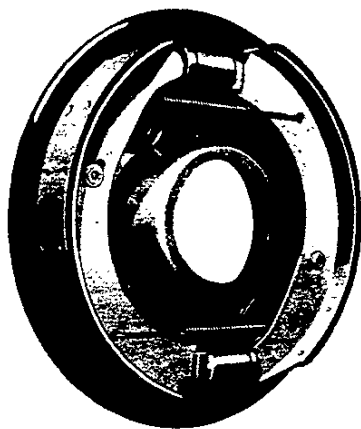
Torque-Action Brake

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



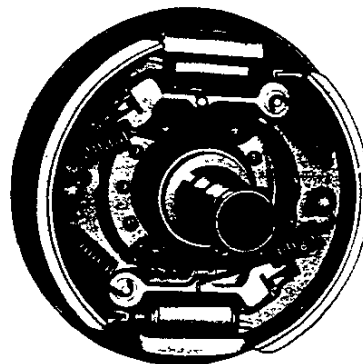
**Twin-Action Rear Brake
(Two-Anchor Type)**

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



Twin-Action Front Brake

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



**Twin-Action Rear Brake
(Four-Anchor Type)**

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

BRAKES

➤ VACUUM-HYDRAULIC BRAKE SYSTEM

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

The 8.3" power brake unit used on C10-30 models uses a power piston equal-displacement vacuum booster unit.

The larger Chevrolet models use an equal-displacement hydraulic brake system with a diaphragm-type vacuum booster that assists the braking effort. The diaphragms used vary in capacity with the size of the truck model.

➤ AIR-HYDRAULIC BRAKE SYSTEM

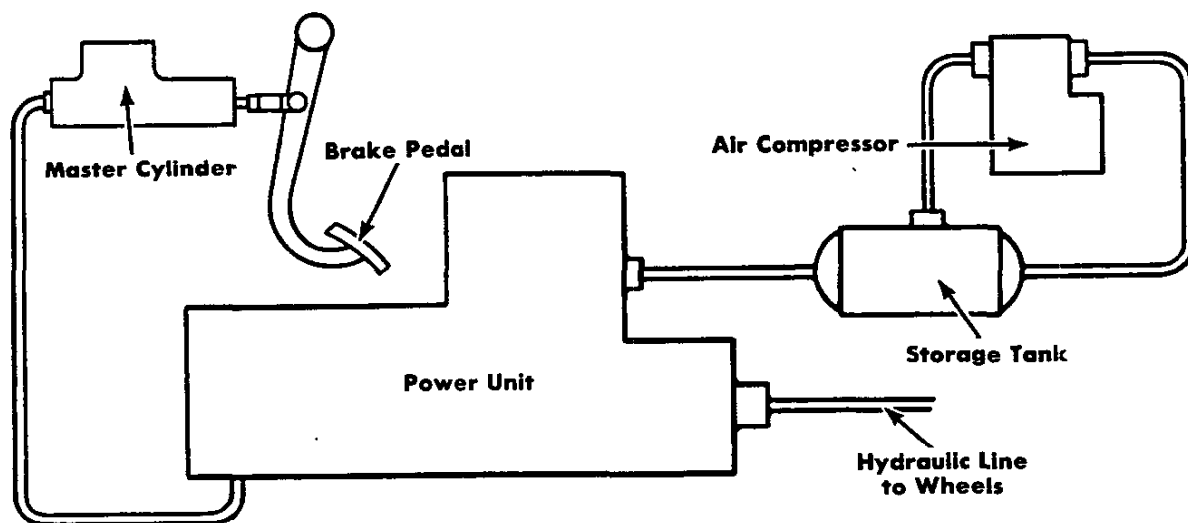
Air-hydraulic brakes are available as optional equipment on CS/CE/CD/CG/MS/ME50; CS/CE/CD/CG/ME60 models. The system includes an engine-lubricated air compressor driven by the fan pulley, an air pressure storage tank and a power unit. The air compressor is a Bendix-Westinghouse Model Tu-Flo 400 that has a capacity of 7¼ cu ft per minute @ 1250 rpm. The compressor is air cooled on gasoline and water cooled on diesel models. A

pressure of 110 to 125 pounds per square inch is maintained in the storage tank.

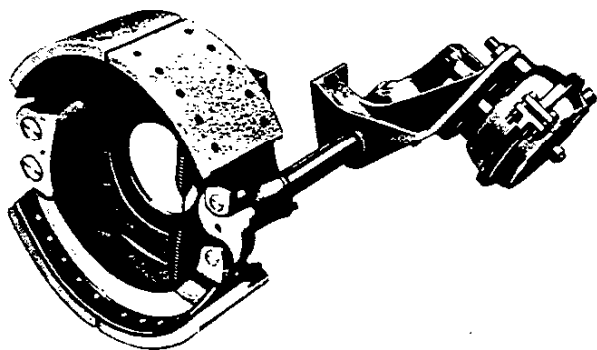
When the brake pedal is depressed, compressed air actuates the cylinder in the power unit which multiplies the hydraulic pressure to the wheel cylinders.

An air pressure gauge is located on the instrument panel and a low pressure warning buzzer is incorporated into the system.

**Schematic Diagram of
Air-Hydraulic System**



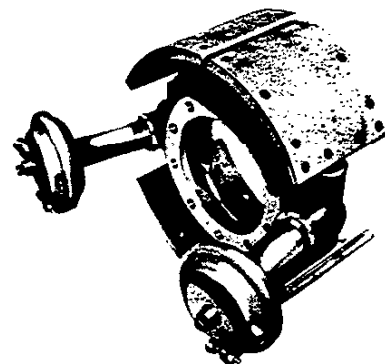
BRAKES



CAM-TYPE BRAKE

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

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



STOPMASTER WEDGE-TYPE BRAKE

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

FULL-AIR BRAKE SYSTEM

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

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

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

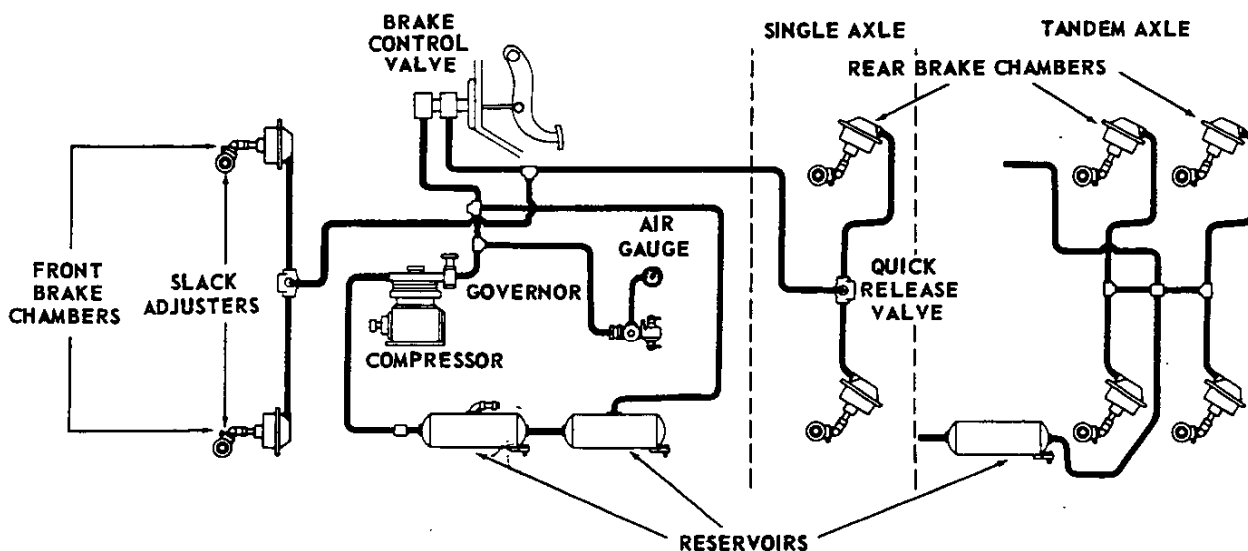
The brakes are applied by pushing on the pedal which controls the brake application valve. It allows varying amounts of air to pass to the brake chambers, depending on the amount of pedal travel used.

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

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

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

Schematic Diagram of Full-Air Brake System



BRAKES

➤TRACTOR-TRAILER AIR BRAKE CONNECTIONS

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

Two Hose Assemblies **Emergency Brake Valve**
Spring Supports for Hoses **Trailer Brake Hand Control Valve**
Tractor Protection Valve **Valve**
Two-Way Check Valve

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

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

The Tractor Protection Valve, which is a spring-actuated-plunger

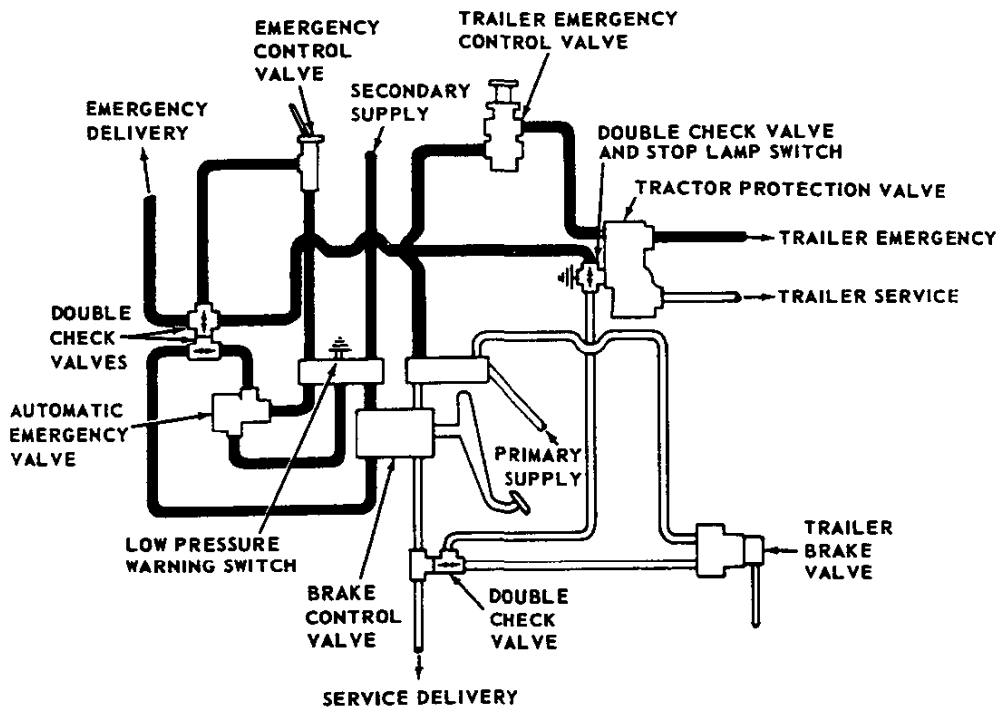
diaphragm-type unit, automatically applies the trailer brakes and shuts off the air supply to the trailer in the event of an emergency. Its location on the dash in the engine compartment eliminates freezing problems.

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

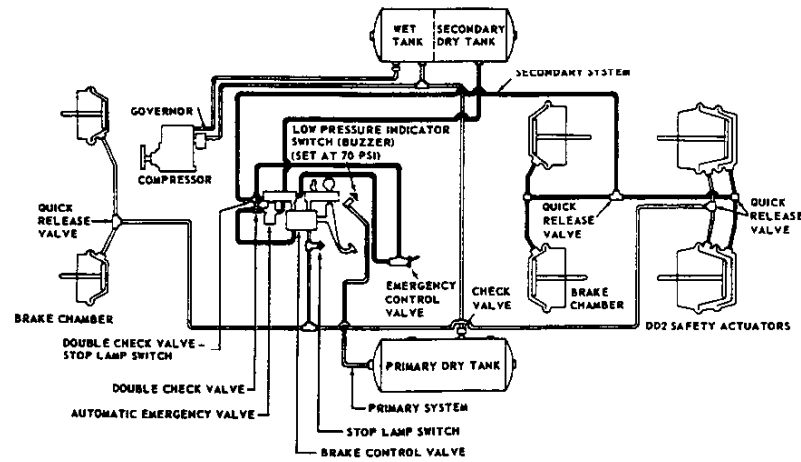
A Trailer Brake Hand Control Valve, mounted on the steering column, applies the trailer brakes independently of the tractor brakes in direct proportion to hand movement.

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

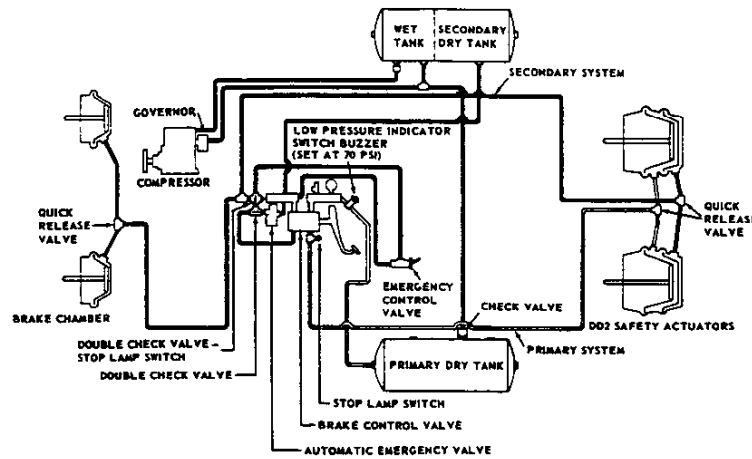
SCHEMATIC DIAGRAM OF TRACTOR-TRAILER AIR BRAKE CONNECTIONS



EMERGENCY & PARKING AIR BRAKE SYSTEM



Series 60 Tandem Axle



Series 60 Single Axle

The emergency and parking air brake system is available as an option on most models with full-air brakes. This system meets the legal requirements of the California Compressed Air Brake Law. It is installed on the rear wheels of the truck only.

The system used on Series 60 conventional cab models with cam-type rear brakes is the Bendix-Westinghouse DD-2 Safety Actuator. When Emergency Brake Equipment (RPO J75 or J77) is ordered, two completely separate systems, primary and secondary, combine to function as the service brakes. In the event of failure of

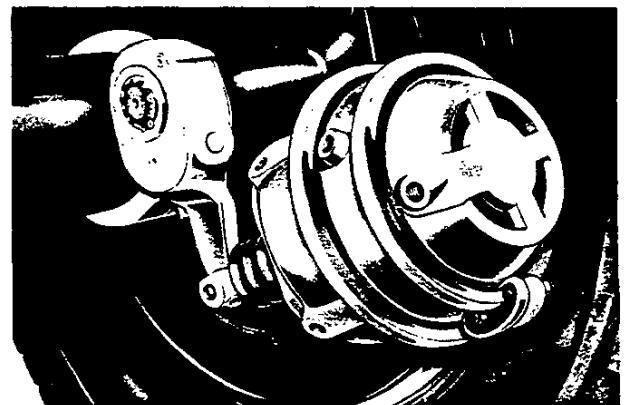
one system, the remaining system continues to operate. The effectiveness or stopping ability of both systems is about equal.

A Stopmaster Fail-Safe wedge-type emergency & parking brake is used on all Series 70-80 conventional cab models, as they have wedge-type rear brakes as standard equipment.

The schematic above shows the DD-2 system with the basic full-air system. The emergency air brake option may be ordered for truck as well as for tractor-trailer operation.

The Bendix-Westinghouse DD-2 safety actuator shown at right assures extra braking reserve during emergency conditions and eliminates the necessity of a separate parking brake and linkage apart from the service brakes.

Automatic and manual actuation of the secondary system is provided to comply with the California Brake Law. Secondary system brake chambers are automatically applied whenever air pressure falls below 35 psi. The brakes cannot be released until air pressure is restored to a satisfactory level. A separate control also is provided in the cab for manual release of the secondary system at any operating pressure.



BRAKES

PARKING BRAKES

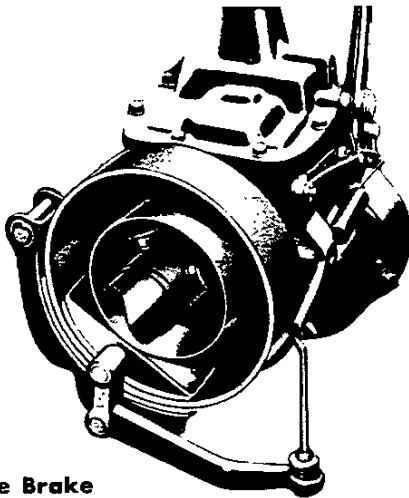
Rear Wheel Brakes

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

An Orscheln-type handle is standard on the PS10, PS/PT20-30 models.

Propeller Shaft Brakes

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



Dual-Shoe Brake

The dual-shoe brake has a pair of brake shoes that act on both the inside and the outside of a drum attached to the transmission output shaft.

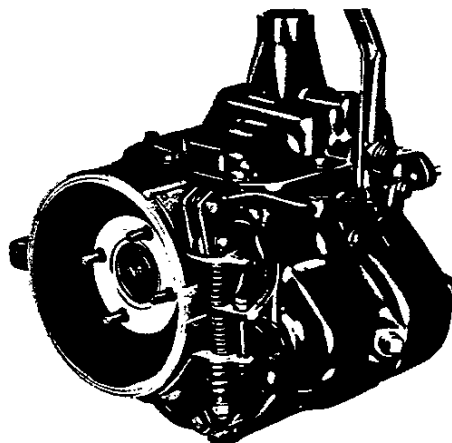
Parking Brake Specifications—Series 10-30

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

Parking Brake Specifications—Series 40-80

Transmission	Brake Type	Size (in)	Lining Area (sq in)
Chevrolet 4 speed	Drum & Dual Shoe	10 x 2½	36
New Process 435C, 435CR, 540CL, 540CD	Drum & Band	9½ x 2½	67.5
New Process 541CL, 541CD; Spicer 5652, 5752, 5752C; Allison Automatic	Drum & Band	10½ x 3	99.1
Clark 280V, 282V, 285V; Spicer 3152A, 3152F, 3153	Drum & Band	9½ x 3	84.9
Clark 385V, 387V, 401V	Drum & Band	11½ x 3½	126
Fuller R46, RT510; Spicer 7216-3B	Internal Expanding	12 x 3	83.8

→ *Series 30 models with optional 11,000-lb rear axle use Series 40 parking brake.



Band Brake

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

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
C10, P10	Hydraulic	Base	11 x 2.0	2500	Base	11 x 2.0	3500	167.0
➔ G10	Hydraulic	Base	9.5 x 2.5	2200	Base RPO	9.5 x 2.0	2400 2900	169 169
K10	Hydraulic	Base	11 x 2.0	3300	Base	11 x 2.0	3300	167.0
C20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.75	5200	238.0
➔ G20	Hydraulic	Base	11 x 2.75	3000	Base	11 x 2.0	3600	198
K20	Hydraulic	Base	12 x 2.0	3500	Base	12 x 2.0	5200	185.2
PS/PT20	Hydraulic	Base	12 x 2.0	4000	Base	12 x 2.0	5200	185.2
CS/CE310	Hydraulic	Base	11 x 2.75	3500	Base	13 x 2.5	7200	251.9
CS/CE314		Base RPO	11 x 2.75	3500 4000	Base RPO	13 x 2.5 15 x 4.0	7200 11,000	251.9 368.0
➔ PS/PT30	Hydraulic	Base RPO	12 x 2.0 14 x 2.5	4000	Base RPO	13 x 2.5 15 x 4.0	7200 11,000	225.2 385
CS/CE/PS/SS40	Hydraulic	Base	14 x 2.5	4000 (4500 on SS40)	Base RPO	15 x 4.0	11,000 13,500	385
	Hydraulic	RPO	14 x 2.5	5000 (5500 on SS40)	Base RPO	15 x 4.0	11,000 13,500	385
TS/TE/TT40		Base	14 x 2.5	5000	Base RPO	15 x 4.0	11,000 13,500	385
CS/CE/CD/CG50	Vacuum/Hydraulic	Base	14 x 2.5	5000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513
SS/SES20; SS/SES25	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	385 450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	RPO RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513
SS528	Vacuum/Hydraulic	Base	14 x 2.5	5500	Base	15 x 5.0	15,000	450
	Vacuum/Hydraulic	RPO	15 x 3.0	7000	Base	15 x 5.0	15,000	513
SS531	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 5.0	15,000	513
TS/TE/TD/TG50	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base RPO	15 x 4.0 15 x 5.0	15,000 15,000	448 513

BRAKES

SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
MS/ME50	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 4.0	28,000	696.6
					RPO	15 x 5.0	28,000 (2-Speed)	827.2
CS/CE60 (02 & 12 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	578.8
		RPO		9000				
CE/CG/TE/TG60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	578.8
					RPO	15 x 7.0	18,500	642.0
		RPO	15 x 3.0	9000	Base	15 x 6.0	17,000	578.8
					RPO	15 x 7.0	18,500	642.0
CE/CG/TE/TG60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	569.4
					RPO	15 x 7.0	18,500	632.6
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	601.0
					RPO	15 x 7.0	18,500	664.2
CS/CD/TS/TD60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	578.8
		RPO		9000				
CS/CD/TS/TD60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	569.4
		RPO	15 x 3.5	9000	Base	15 x 6.0	17,000	601.0
SE60 (02 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	578.8
SE60 (62 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	17,000	569.4
ME/MG60 (03 models)	Vacuum/Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	958.4
		RPO		9000				
		RPO		11,000				
ME/MG60 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	948.9
		RPO	15 x 3.5	9000	Base	15 x 6.0	30,000	980.6
		RPO		or 11,000	RPO	15 x 6.0	34,000	

BRAKES

→ SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
HV/HJ70	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
					RPO	15 x 7.0	22,000	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000	Base	15 x 6.0	18,500	599
					RPO	15 x 7.0	22,000	662
					RPO	15 x 7.0	23,000	662
HM70 (03 models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	642
					RPO	15 x 7.0	22,000	642
	Vacuum/ Hydraulic	RPO	15 x 3.5	9000	Base	15 x 7.0	18,500	674
					RPO	15 x 7.0	22,000	674
HM70 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
					RPO	15 x 7.0	22,000	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000	Base	15 x 6.0	18,500	599
					RPO	15 x 7.0	22,000	662
					RPO	15 x 7.0	23,000	662
JM70 (03 models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 6.0	30,000	959
					RPO	15 x 6.0	30,000	991
	Vacuum/ Hydraulic	RPO	15 x 3.5	9000 or 12,000	RPO	15 x 7.0	34,000	1117
JM/JJ/JV70 (13 models)	Air	Base	15 x 3.0	7000	Base	15 x 5.0	30,000	818
	Air	RPO	15 x 3.5	9000 or 12,000	Base	15 x 5.0	30,000	850
					RPO	15 x 6.0	34,000	976
TV70	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
					RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
					RPO	15 x 7.0	23,000	662
TJ70	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
					RPO	16.5 x 6.0	22,000 (Single-Speed)	570
					RPO	16.5 x 6.0	22,000 (2-Speed)	570
					RPO	16.5 x 6.0	23,000	570
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
					RPO	16.5 x 6.0	22,000 (Single-Speed)	602
					RPO	16.5 x 6.0	22,000 (2-Speed)	602
					RPO	16.5 x 6.0	23,000	602

BRAKES

→ SPECIFICATIONS

SERIES	BRAKE TYPE	FRONT BRAKES			REAR BRAKES			TOTAL LINING AREA
		BASE OR RPO	SIZE (in)	AXLE CAPACITY	BASE OR RPO	SIZE (in)	AXLE CAPACITY	
TM70 (03 Models)	Vacuum/ Hydraulic	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	642
		RPO	15 x 3.5	9000 or 11,000	RPO	16 x 6.0	22,000	606
		Base	15 x 3.0	7000	Base	15 x 7.0	18,500	674
		RPO	15 x 3.5	9000 or 11,000	RPO	16 x 6.0	22,000	638
TM70 (13 Models)	Air	Base	15 x 3.0	7000	Base	15 x 7.0	18,500	630
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	22,000 (Single-Speed)	570
		Base	15 x 3.0	7000	RPO	16.5 x 6.0	22,000 (2-Speed)	570
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	23,000	570
	Air	RPO	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	22,000 (Single-Speed)	602
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	22,000 (2-Speed)	602
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	23,000	602
HM80	Air	Base	15 x 3.0	7000	Base	15 x 6.0	18,500	567
		RPO	15 x 3.5	9000 or 12,000	RPO	15 x 7.0	22,000	630
		RPO	15 x 3.5	9000 or 12,000	RPO	15 x 7.0	23,000	630
	Air	RPO	15 x 3.5	9000 or 12,000	Base	15 x 6.0	18,500	599
		RPO	15 x 3.5	9000 or 12,000	RPO	15 x 7.0	22,000	662
		RPO	15 x 3.5	9000 or 12,000	RPO	15 x 7.0	23,000	662
JM80	Air	Base	15 x 3.5	9000	Base	15 x 6.0	34,000	976
		RPO	15 x 3.5	12,000	RPO	15 x 7.0	38,000	1102
	Air	RPO	15 x 3.5	12,000	Base	15 x 6.0	34,000	976
		RPO	15 x 3.5	12,000	RPO	15 x 7.0	38,000	1102
	Air	RPO	17.25 x 3.5	16,000	RPO	15 x 7.0	38,000	1129
TM80	Air	Base	15 x 3.5	9000 or 11,000	Base	15 x 7.0	18,500	662
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	22,000 (Single-Speed)	602
	Air	RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	22,000 (2-Speed)	602
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	23,000	602
WM80	Air	Base	15 x 3.5	9000 or 11,000	Base	15 x 7.0	34,000	1102
		RPO	15 x 3.5	9000 or 11,000	RPO	16.5 x 6.0	38,000	982
		RPO	17.25 x 3.5	15,000	RPO	16.5 x 6.0	38,000	1009

ENGINES

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230 SIX

TURBO-THRIFT 230 SIX PERFORMANCE (EL CAMINO MODEL)

Basic Specifications

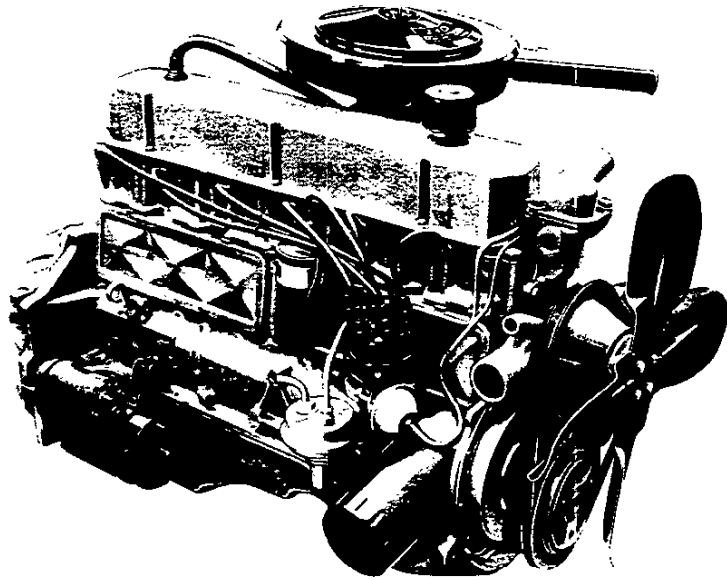
Engine type.....Valve-in-head
 Piston displacement.....230 cu in
 Bore & stroke (nominal).....3 7/8" x 3 1/4"
 Dry weight (with clutch).....465 lb
 Compression ratio.....8.5:1
 Taxable horsepower (SAE).....36.0
 Carburetor type.....1-barrel

Test Procedures

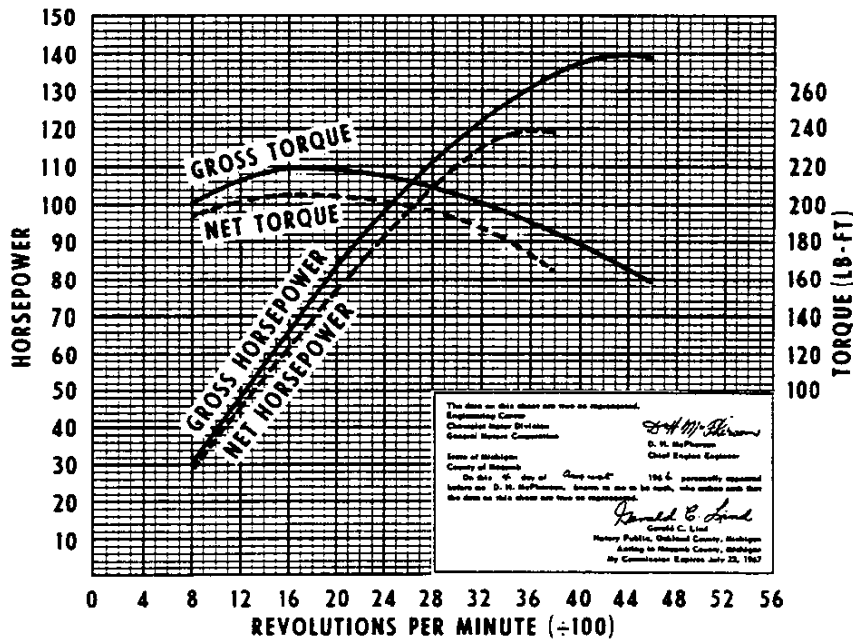
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

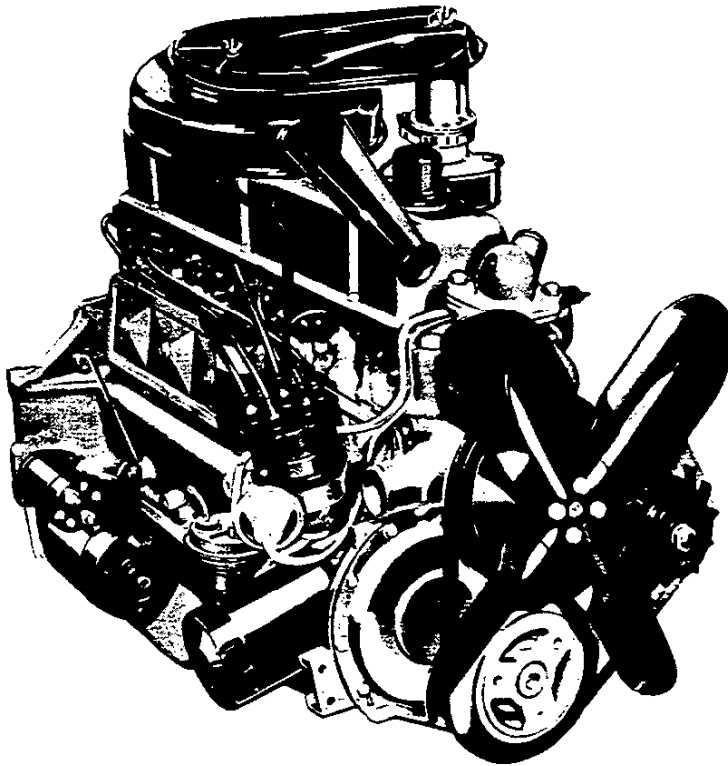
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



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



**HIGH TORQUE 230 SIX PERFORMANCE
(P10 MODEL)**



Basic Specifications

Engine type Valve-in-head
 Piston displacement 230 cu in
 Bore & stroke (nominal) 3 1/4" x 3 1/4"
 Dry weight (with clutch) 465 lb
 Compression ratio 8.5:1
 Taxable horsepower (SAE) 36.0
 Carburetor type 1-barrel

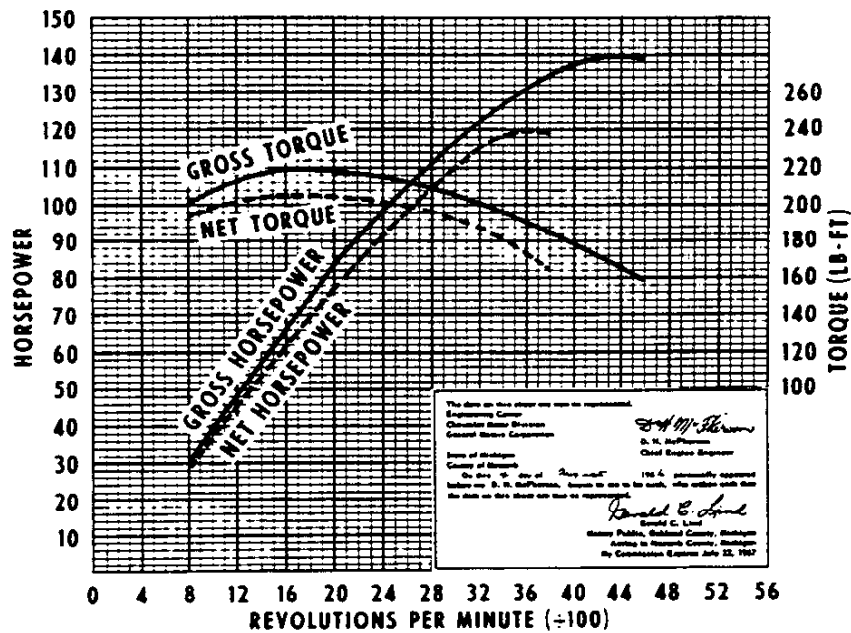
Test Procedures

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, Delcotron not charging and optimum spark advance.

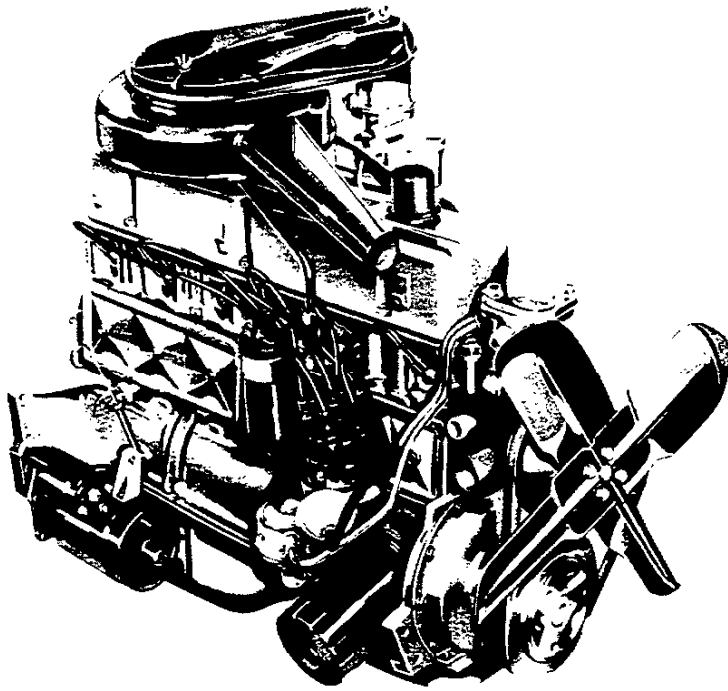
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

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



230 SIX

HIGH TORQUE 230 SIX PERFORMANCE (G10-20 MODELS)



Basic Specifications

Engine type	Valve-in-head
Piston displacement	230 cu in
Bore & stroke (nominal)	3 7/8" x 3 1/4"
Dry weight (with clutch)	465 lb
Compression ratio	8.5:1
Taxable horsepower (SAE)	36.0
Carburetor type	1-barrel

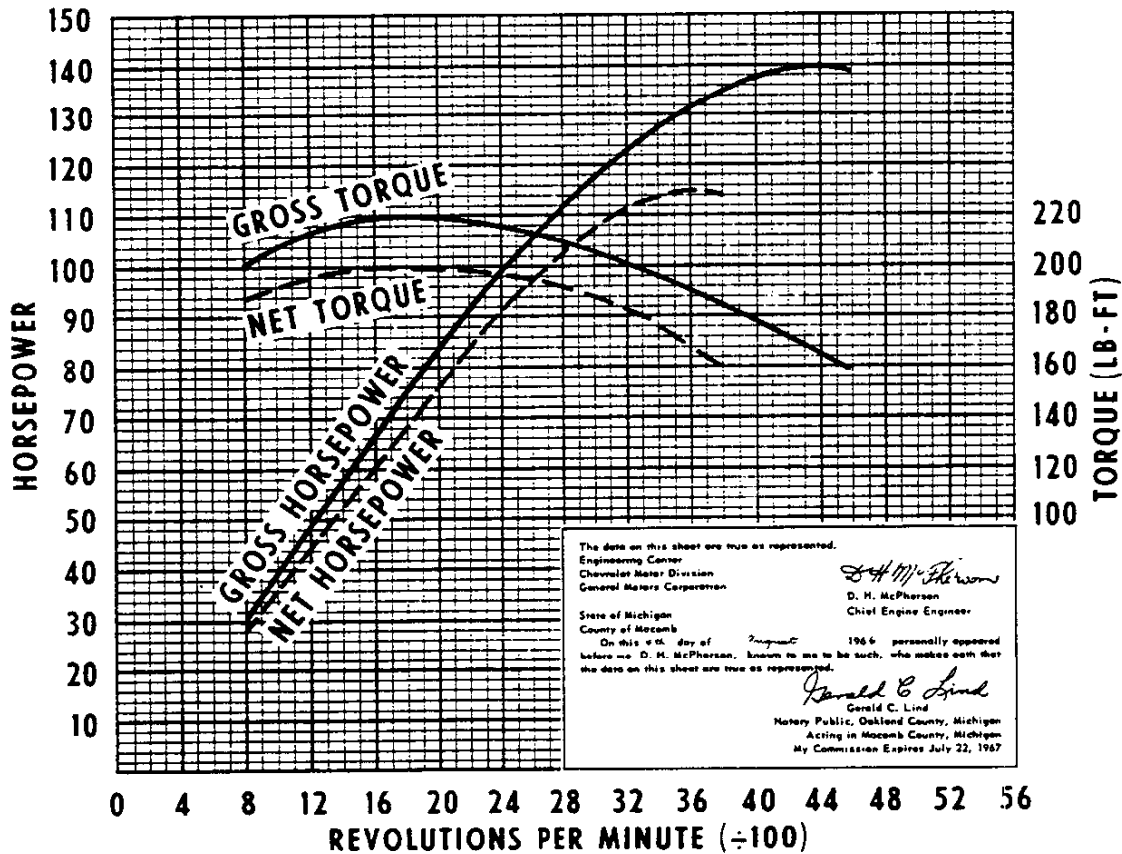
Test Procedures

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



The data on this sheet are true as represented.
 Engineering Center
 Chevrolet Motor Division
 General Motors Corporation

D. H. McPherson
 D. H. McPherson
 Chief Engine Engineer

State of Michigan
 County of Macomb
 On this 4th day of August 1966 personally appeared
 before me D. H. McPherson, known to me to be such, who makes oath that
 the data on this sheet are true as represented.

Gerald C. Lind
 Gerald C. Lind
 Notary Public, Oakland County, Michigan
 Acting in Macomb County, Michigan
 My Commission Expires July 22, 1967

HIGH TORQUE 250 SIX PERFORMANCE

Basic Specifications

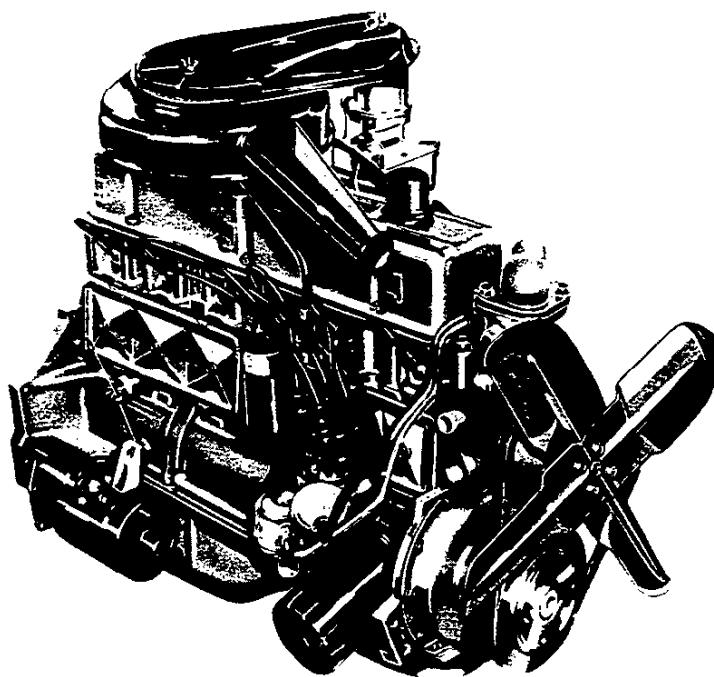
Engine type.....Valve-in-head
 Piston displacement.....250 cu in
 Bore & stroke (nominal) (in).....3.875 x 3.53
 Compression ratio.....8.5 to 1
 Carburetor type.....1-barrel

Test Procedures

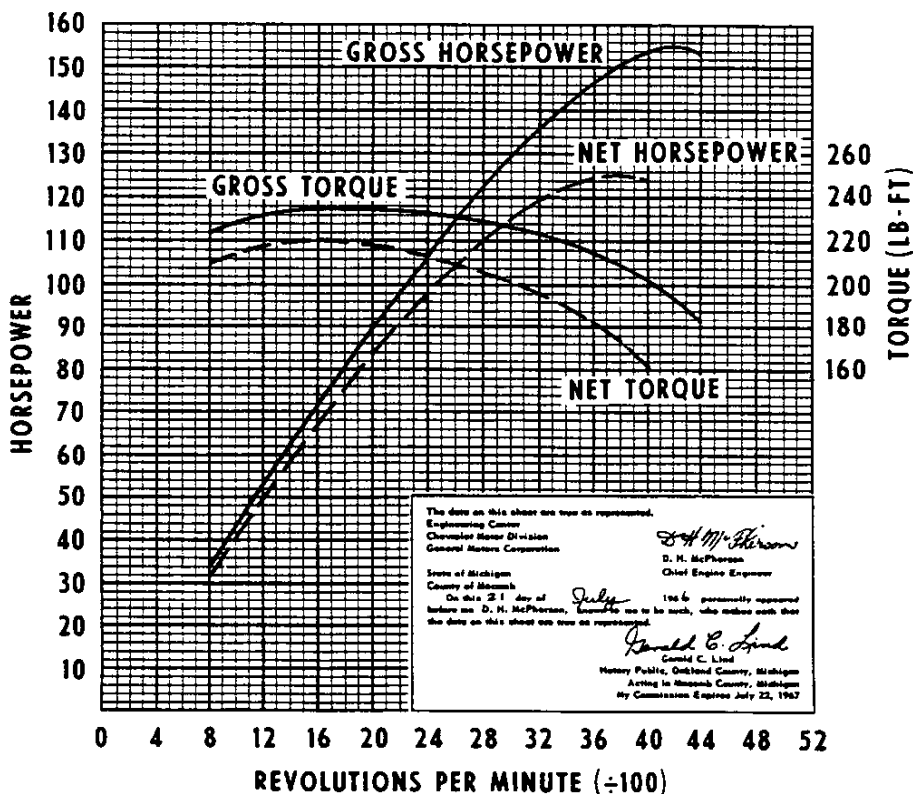
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

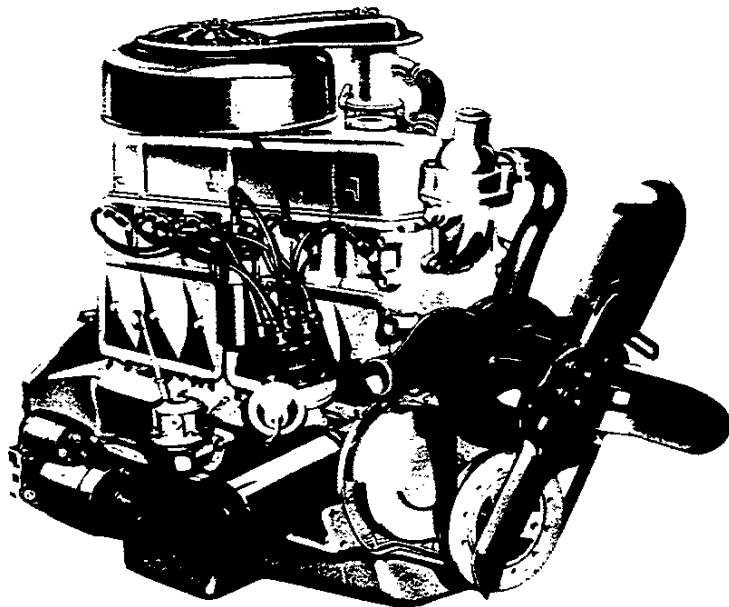
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Gross horsepower.....155 @ 4200 rpm
 Net horsepower.....125 @ 3800 rpm
 Gross torque, lb-ft.....235 @ 1600 rpm
 Net torque, lb-ft.....220 @ 1600 rpm



HIGH TORQUE 292 SIX PERFORMANCE



Basic Specifications

Engine type.....	Valve-in-head
Piston displacement.....	292 cu in
Bore & stroke (nominal).....	3 7/8" x 4 1/8"
Dry weight (with clutch).....	561 lb
Compression ratio.....	8.0 to 1
Taxable horsepower (SAE).....	36.0
Carburetor type.....	1-barrel

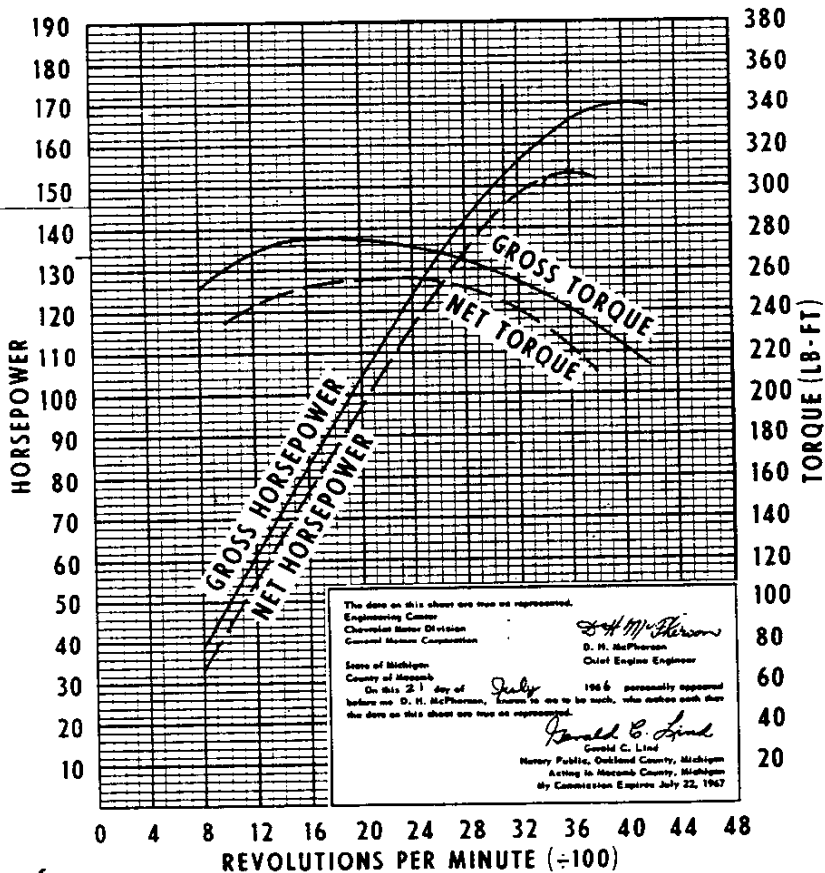
Test Procedures

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

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

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

Gross horsepower.....	170 @ 4000 rpm
Net horsepower.....	153 @ 3600 rpm
Gross torque, lb-ft.....	275 @ 1600 rpm
Net torque, lb-ft.....	255 @ 2400 rpm



230, 250 & 292 ENGINES

ENGINE FEATURES

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

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

Rotocoils for 292 engine—The 292 engine is fitted with Rotocoil exhaust valve rotators. This reduces build-up of deposits on the valve faces and stems, and increases valve life by as much as 300 per cent.

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 in the 230, 250 and 292 engines. Full crankshaft support reduces vibration and gives added durability. The 250 and 292 engines use a new design 12-weight crankshaft for new smoothness and improved efficiency. (See illustration.)

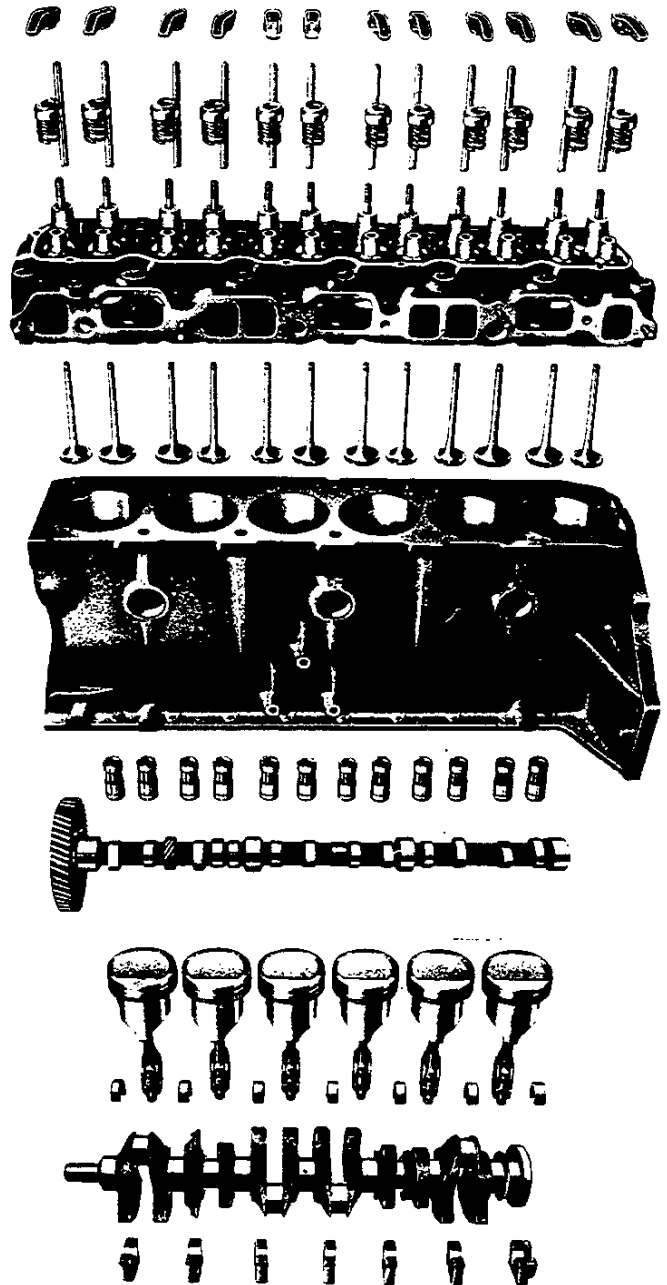
Precision-cast cylinder block—Precision casting techniques allow more efficient use of metal. Dead weight is kept to a minimum without sacrifice of strength in areas of high stress.

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

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

Oiled-paper and oil-bath air cleaners—Long engine life is assured by the effective action of oil-wetted and oil-bath air cleaners which remove harsh abrasive dust.

Positive ventilation systems—Engines are protected against acid- and sludge-forming vapors by engine ventilation systems which conduct crankcase vapors through the engine so they are expelled by the exhaust system.



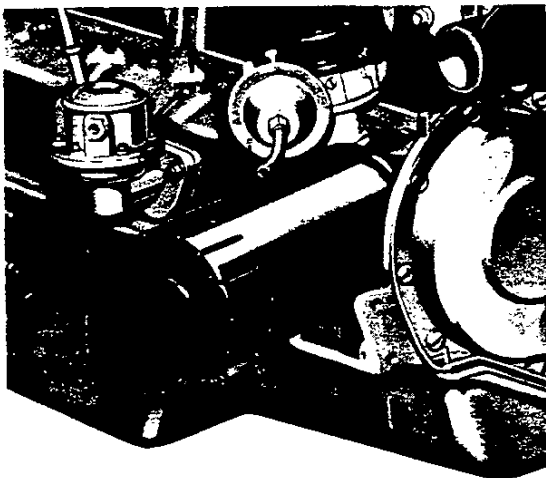
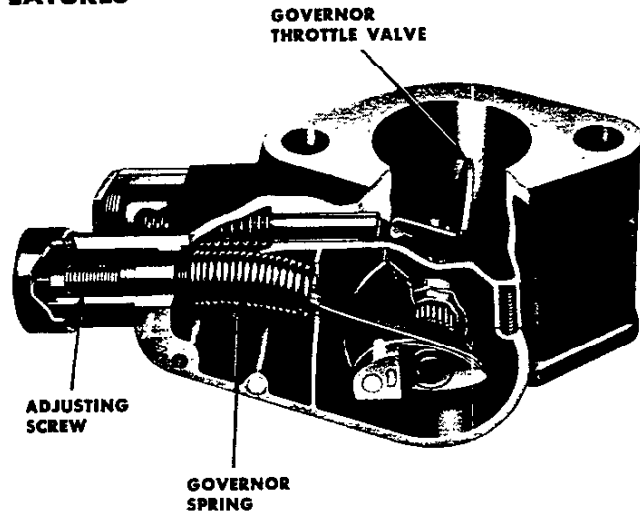
250 Engine Shown

230, 250 & 292 ENGINES

ENGINE FEATURES

Optional Governors—The 250 and 292 engines can be fitted with governors on which the maximum engine speed can be adjusted within a certain range. These governors are King-Seeley 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:

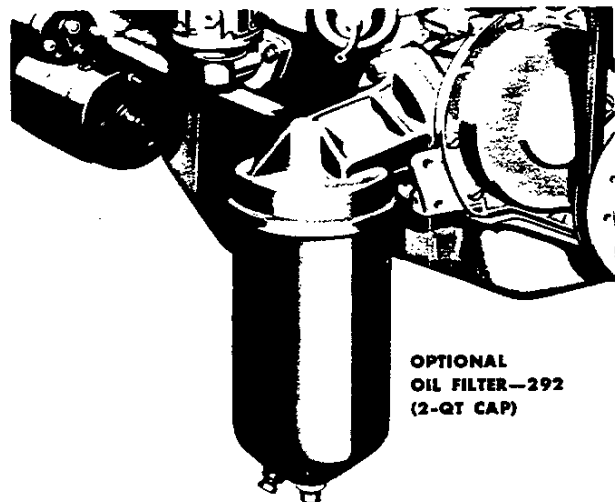
250	1800 rpm to 3000 rpm
	2800 rpm to 4000 rpm
292	2200 rpm to 3100 rpm
	2800 rpm to 3900 rpm



STD. OIL FILTER—292
(1-QT CAP)

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

Optional oil filter—Most Series 50 & 60 trucks with the 292 engine can be fitted with an optional 2-quart full-flow replaceable-element-type oil filter. This replaces the 1-quart filter used as standard equipment.



OPTIONAL
OIL FILTER—292
(2-QT CAP)

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

Optional fuel filter equipment is available. It provides a frame-mounted replaceable-element fuel filter to replace the mesh screen in the tank.

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.

230, 250 & 292 ENGINES

SPECIFICATIONS

	230 SIX (G10-G20)	230 SIX*	250 SIX	292 SIX
Basic Description	six-cylinder in-line valve-in-head design			
Displacement (cu in)	230	230	250	292
Bore & Stroke (in)	3 $\frac{7}{8}$ x 3 $\frac{1}{4}$	3 $\frac{7}{8}$ x 3 $\frac{1}{4}$	3.875 x 3.53	3 $\frac{7}{8}$ x 4 $\frac{1}{8}$
Compression Ratio	8.5:1			8.0:1
Gross Horsepower @ rpm	140 @ 4400	140 @ 4400	155 @ 4200	170 @ 4000
Net Horsepower @ rpm	115 @ 3600	120 @ 3600	125 @ 3800	153 @ 3600
Gross Torque (lb-ft) @ rpm	220 @ 1600	220 @ 1600	235 @ 1600	275 @ 1600
Net Torque (lb-ft) @ rpm	200 @ 1600	205 @ 1600	220 @ 1600	255 @ 2400
Air Cleaner	see each model page for type & capacity			
Bearings, Camshaft	steel-backed babbitt or copper-lead alloy			
ID x Length in (Projected Area): Bearing 1 (front)	1.871 x .86 (1.61 sq in)			
Bearing 2	1.871 x .86 (1.61 sq in)			
Bearing 3	1.871 x .86 (1.61 sq in)			
Bearing 4	1.871 x .86 (1.61 sq in)			
Bearings, Connecting Rod (Crank end)	precision removable			
Material	steel-backed babbitt or copper-lead alloy			premium aluminum
ID x Length (in)	2.155 x .837		2.00 x .807	2.255 x .837
Bearings, Main	precision removable			
Material	steel-backed babbitt or copper-lead alloy			premium aluminum
End Thrust Taken by:	Bearing 7			
ID x Length (in) (Protected Area): Bearing 1 (front)	2.3 x .75 (1.73 sq in)			
Bearing 2	2.3 x .75 (1.73 sq in)			
Bearing 3	2.3 x .75 (1.73 sq in)			
Bearing 4	2.3 x .75 (1.73 sq in)			
Bearing 5	2.3 x .75 (1.73 sq in)			
Bearing 6	2.3 x .75 (1.73 sq in)			
Bearing 7	2.3 x .76 (1.75 sq in)			
Camshaft	cast-alloy iron			
Carburetor	1-barrel downdraft			
Type	1-barrel downdraft			
Make	Carter	Rochester		
Venturi ID (in)	1.343			1.625
SAE Flange Size (in)	1.5			
Choke Control	manual			
Coil, Ignition	Delco-Remy			
Connecting Rods	drop-forged steel			
Length (Center to Center) (in)	5.70			6.76
Crankshaft	nodular iron			
Cylinder Block	cast-alloy iron			
Cylinder Head	cast-alloy iron; valve-in-head design			
Distributor	Delco-Remy; centrifugal & vacuum advance			
Filter, Fuel	mesh in fuel tank; sintered bronze in carburetor inlet			
Filter, Oil	full-flow throwaway type			
Capacity (qt)	1	1	1	1*
Lubrication	Full-pressure system: direct pressure to main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing gears; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.			
Oil Capacity (with filter change)	5 qts			6 qts
Piston Pins	chromium steel			
Diameter (in)	0.927			

*All except G10-G20

*2-qt replaceable element type available

230, 250 & 292 ENGINES

SPECIFICATIONS

	230 SIX (G10-G20)	230 SIX*	250 SIX	292 SIX
Piston Rings	two compression, one oil control ring per piston			
Upper Compression	cast iron; inside bevel			
Lower Compression	cast iron; inside bevel			
Oil Control	multi-piece; steel with chrome-plated OD			
Pistons	cast-alloy aluminum; 3 ring grooves above piston pin			
Weight	20.4 oz.	20.84 oz.		24.9 oz.
Plugs, Spark				
Model	AC-46N		AC-C44N	AC-C44N
Pump, Fuel	AC			
Pump, Oil	spur gear type driven by distributor shaft			
Pressure (psi)	30-45 @ 1500 rpm		40-60 @ 2000 rpm	
Capacity (gpm)	4.3 @ 2000 rpm		6 @ 2000 rpm	
Pump, Water				
Capacity		60 gpm @ 4400		70 gpm @ 4400
Bearing	permanently lubricated double roll ball bearing			
Radiator	see Cooling System specifications			
Thermostat	Harrison 180°			
Type	pellet			
Timing, Ignition				
Crankshaft Position	4° BTC			
Timing Mark Location	tab at harmonic balancer			
Firing Order	1-5-3-6-2-4			
Timing, Valve				
Inlet Opens	62° BTC	18° BTC	16° BTC	45° BTC
Inlet Closes	94° ABC	54° ABC	48° ABC	99° ABC
Exhaust Opens	92° BBC	52° BBC	46°30' BBC	88° BBC
Exhaust Closes	63° ATC	20° ATC	17°30' ATC	59° ATC
Valve Guides	integral with head			
Valve Lifters	hydraulic			
Valve Mechanism	individual steel stampings on ball pivots; pushrod actuated			
Valves, Exhaust				
Face Coating	high-alloy steel aluminized	none		Cobalt-based alloy
Overall Length (in)	4.93	4.92		
Head Diameter (in)	1.5			
Face Angle	45°			46°
Seat Angle	46°			
Lift (in)	.3350		.3880	.3350
Rotators	none			Rotocoil
Valves, Inlet				
Face Coating	none		aluminized	
Overall Length (in)	4.92			
Head Diameter (in)	1.72	1.875		
Face Angle	45°			
Seat Angle	46°			
Lift (in)	.3350		.3880	.407
Ventilation, Crankcase	positive*		positive	closed positive●

* All except G10-G20 * Closed positive type on PS10-30 & 40 applications; also available as an RPO on 10-30 series.

● Positive type on CS10-30 applications.

TURBO-FIRE 283 V8 PERFORMANCE (EL CAMINO MODEL)

Basic Specifications

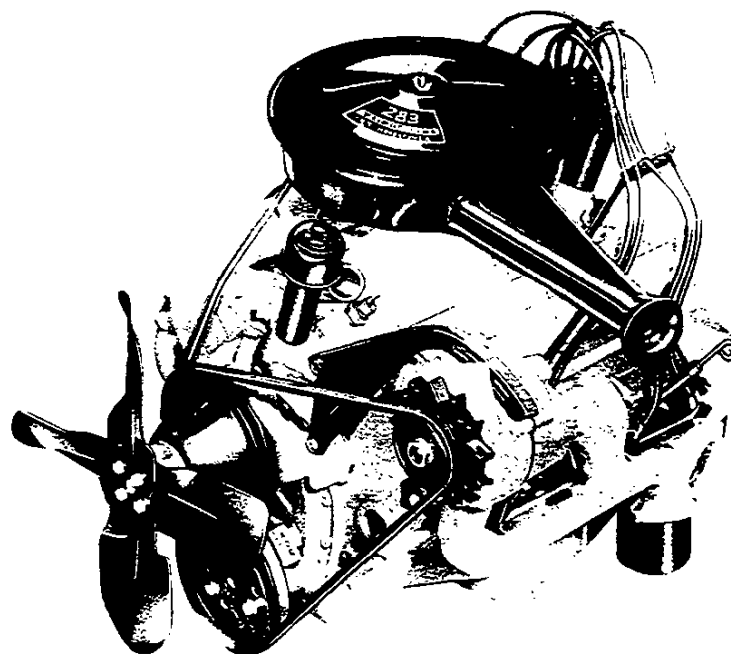
Engine type.....Valve-in-head
 Piston displacement.....283 cu in
 Bore & stroke (nominal).....3 $\frac{7}{8}$ " x 3"
 Dry weight (with clutch).....607 lb
 Compression ratio.....9.25:1
 Carburetor type.....2-barrel

Test Procedures

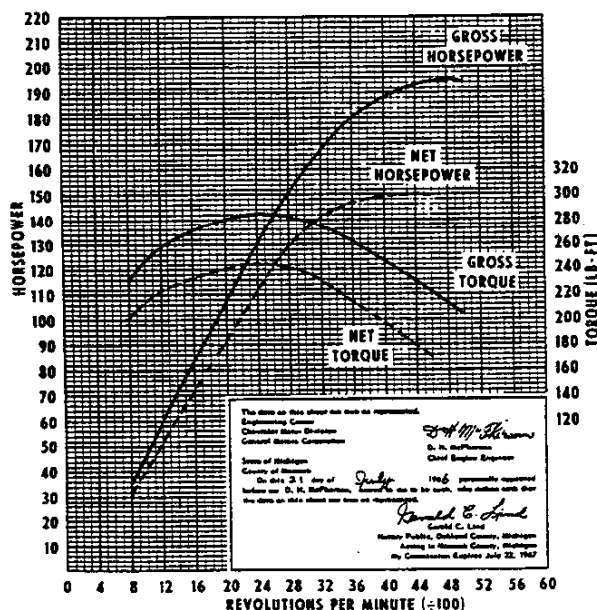
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

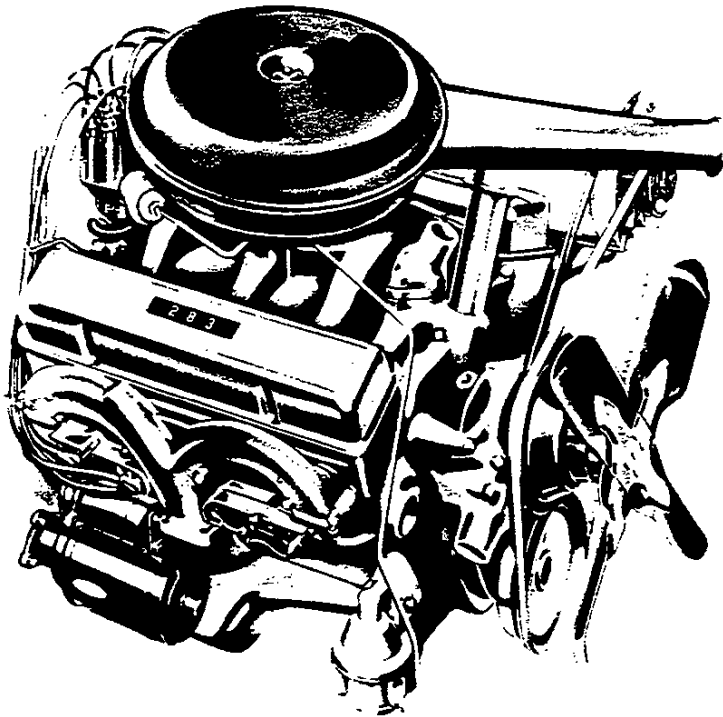
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.



Gross horsepower.....195 @ 4800 rpm
 Net horsepower.....150 @ 4400 rpm
 Gross torque, lb-ft.....285 @ 2400 rpm
 Net torque, lb-ft.....245 @ 2400 rpm



HIGH TORQUE 283 V8 PERFORMANCE



➤ Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 283 cu in
 Bore & stroke (nominal)..... 3 $\frac{7}{8}$ " x 3"
 Dry weight (with clutch)..... 607 lb
 Compression ratio:
 Series 10-20-30..... 9.0 to 1
 Series 40..... 8.25 to 1
 Taxable horsepower (SAE)..... 48.0
 Carburetor type..... 2-barrel

Test Procedures

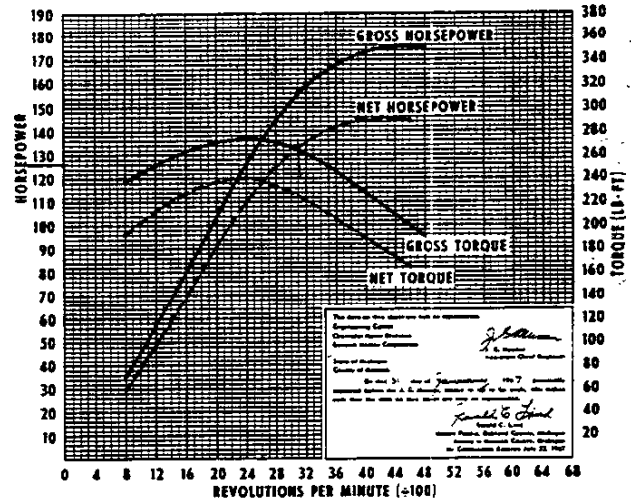
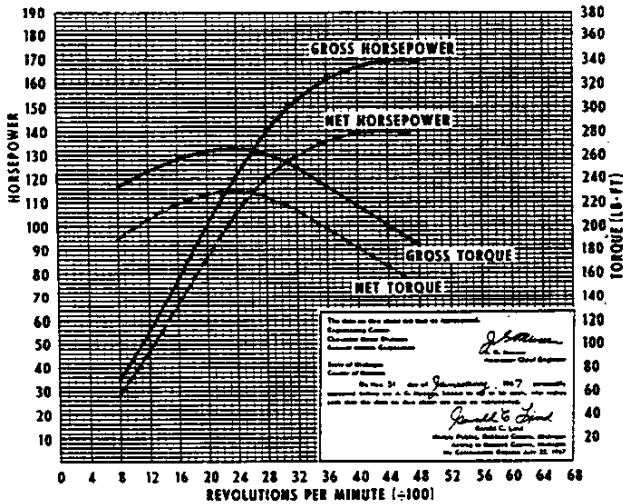
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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

Gross horsepower..... 170 @ 4600 rpm
 Net horsepower..... 140 @ 4400 rpm
 ➤ Gross torque, lb-ft..... 265 @ 2400 rpm
 Net torque, lb-ft..... 230 @ 2400 rpm

Gross horsepower..... 175 @ 4600 rpm
 Net horsepower..... 145 @ 4400 rpm
 ➤ Gross torque, lb-ft..... 275 @ 2400 rpm
 Net torque, lb-ft..... 240 @ 2400 rpm



→TURBO-FIRE 327 V8 PERFORMANCE
(EL CAMINO MODEL)

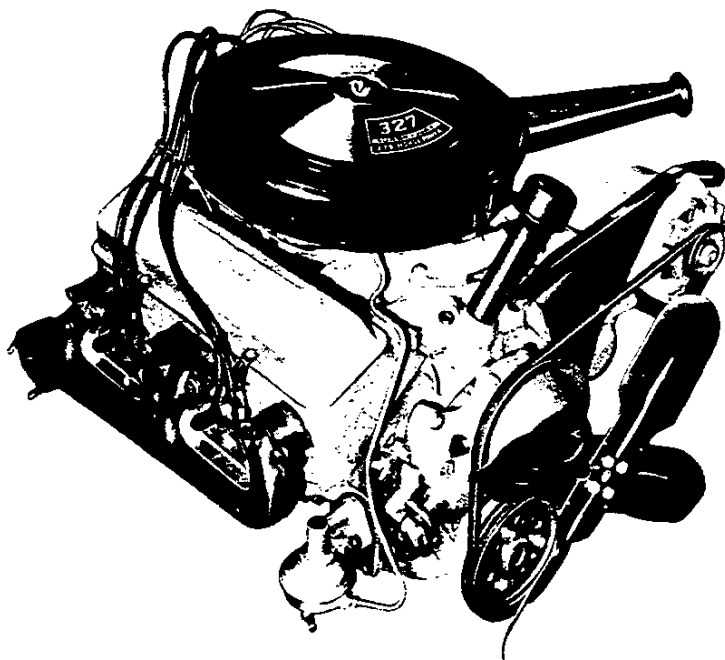
Basic Specifications

Engine type Valve-in-head
Piston displacement 327 cu in
Bore & stroke (nominal) 4.0" x 3 1/4"
Compression ratio 275 HP 10.5:1
325 HP 11.0:1
Carburetor type 4-barrel

Test Procedures

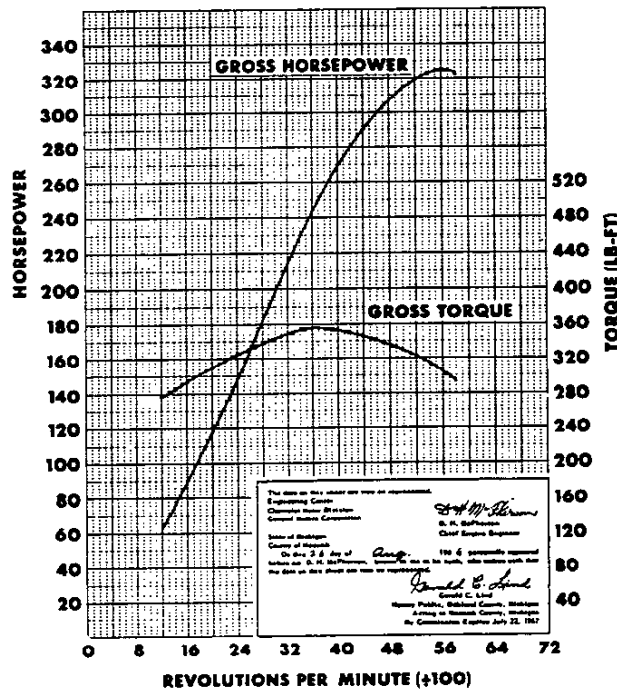
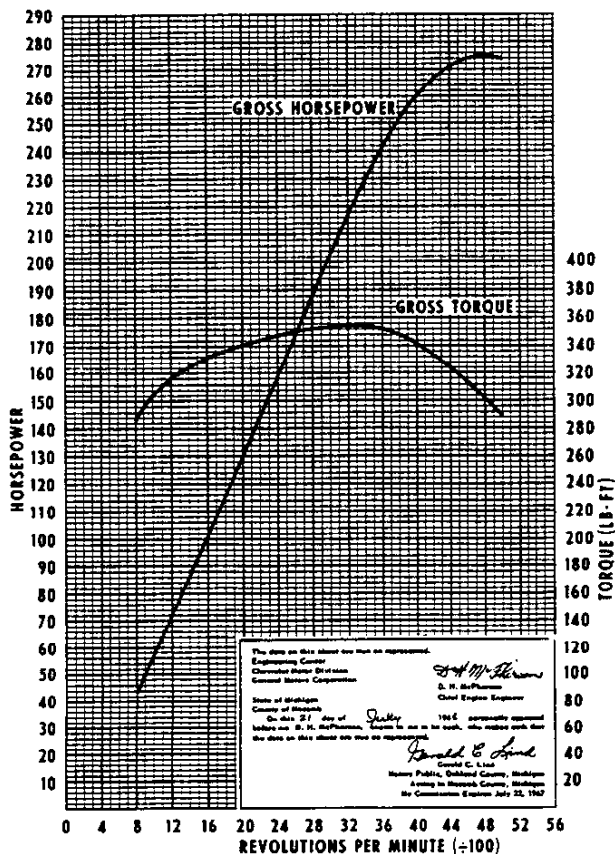
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

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

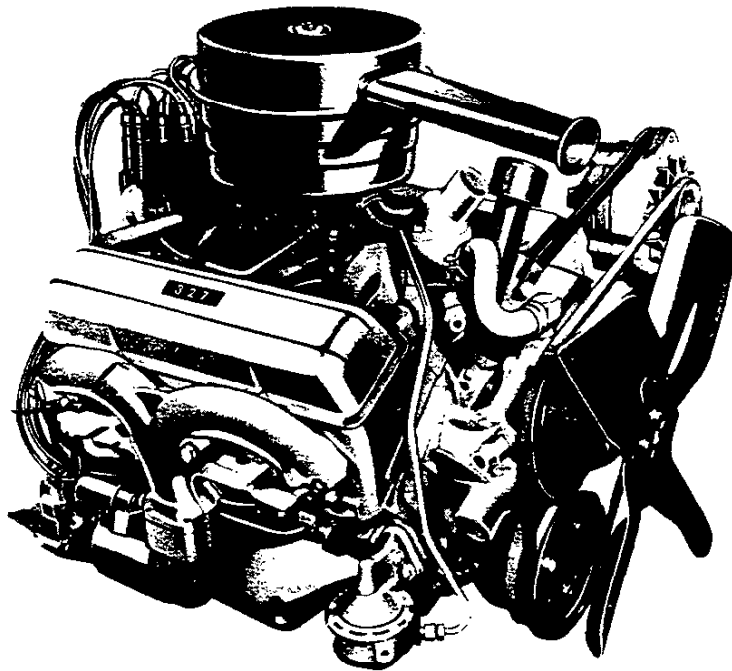


Gross horsepower 275 @ 4800 rpm
Gross torque, lb-ft 355 @ 3200 rpm

Gross horsepower 325 @ 5600 rpm
Gross torque, lb-ft 355 @ 3600 rpm



HIGH TORQUE 327 V8 PERFORMANCE



Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 327 cu in
 Bore & stroke (nominal)..... 4" x 3 1/4"
 Dry weight (with clutch)..... 622 lb
 Compression ratio: 220 hp..... 8.5:1
 185 hp..... 8.0:1
 Carburetor type: 220 hp..... 4-barrel
 185 hp..... 2-barrel

Test Procedures

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

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

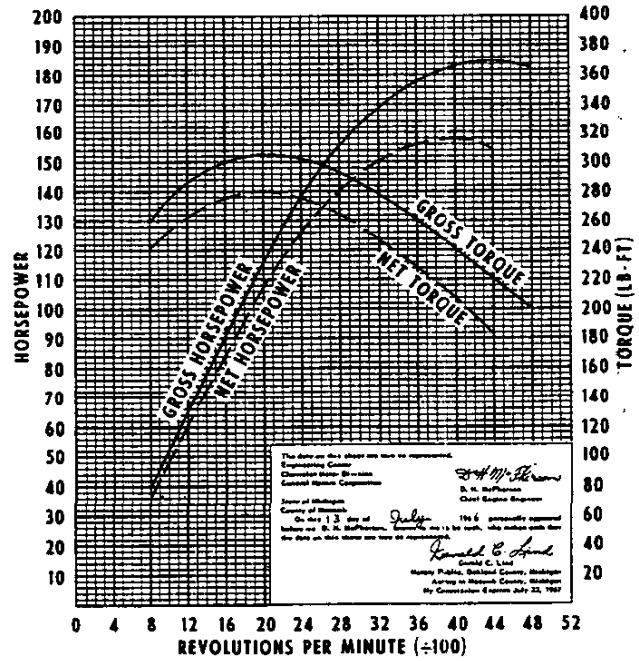
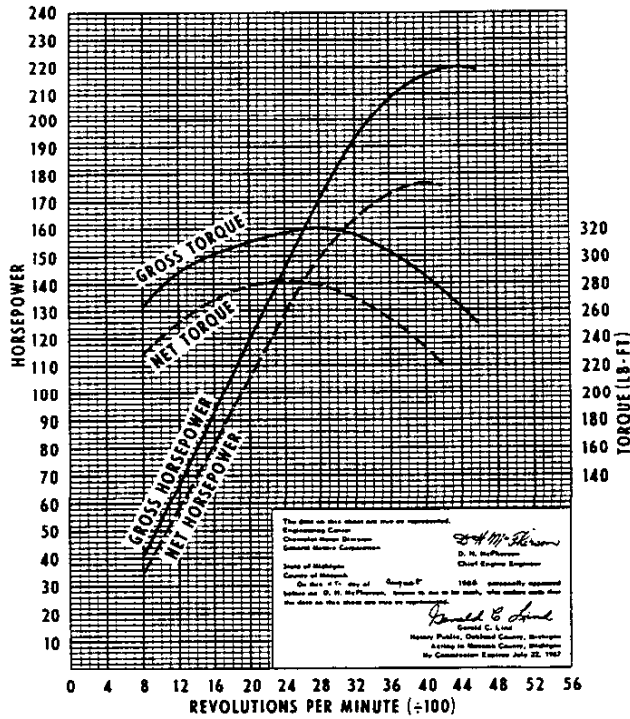
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

Series 10-30

Gross horsepower..... 220 @ 4400 rpm
 Net horsepower..... 177 @ 4000 rpm
 Gross torque, lb-ft..... 320 @ 2800 rpm
 Net torque, lb-ft..... 283 @ 2400 rpm

Series 50-60

Gross horsepower..... 185 @ 4400 rpm
 Net horsepower..... 158 @ 4000 rpm
 Gross torque, lb-ft..... 305 @ 2000 rpm
 Net torque, lb-ft..... 280 @ 2000 rpm



283 & 327 V8 ENGINES

→ENGINE FEATURES



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

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

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

Full-flow oil filter—All engines are equipped with high-efficiency replaceable-element oil filters that increase engine life. (One-quart capacity on the 283 and 2-quart on the 327).

High-alloy steel inlet valves—Tough high-alloy steel gives extra durability. Valves on the 327 engine have aluminized faces to retard the formation of deposits, thereby increasing valve life and reducing maintenance requirements.

Long-life exhaust valves—The 327 engine has valves faced with a cobalt-based alloy for long valve life. Aluminized head retards build-up of deposits, and chrome-plated stem reduces scuffing and wear. Aluminized exhaust valve faces on the 283 engine with applications in the 40 Series slow the formation of deposits, keep valves cleaner and longer lived.

Rotocoil valve rotators—All 283 V8's when used in 40 Series trucks are fitted with Rotocoil exhaust valve rotators. These reduce build-up of deposits on valve faces and stems.

Hydraulic valve lifters—Both intake and exhaust valves have quiet, no-adjustment hydraulic valve lifters.

283 & 327 V8 ENGINES

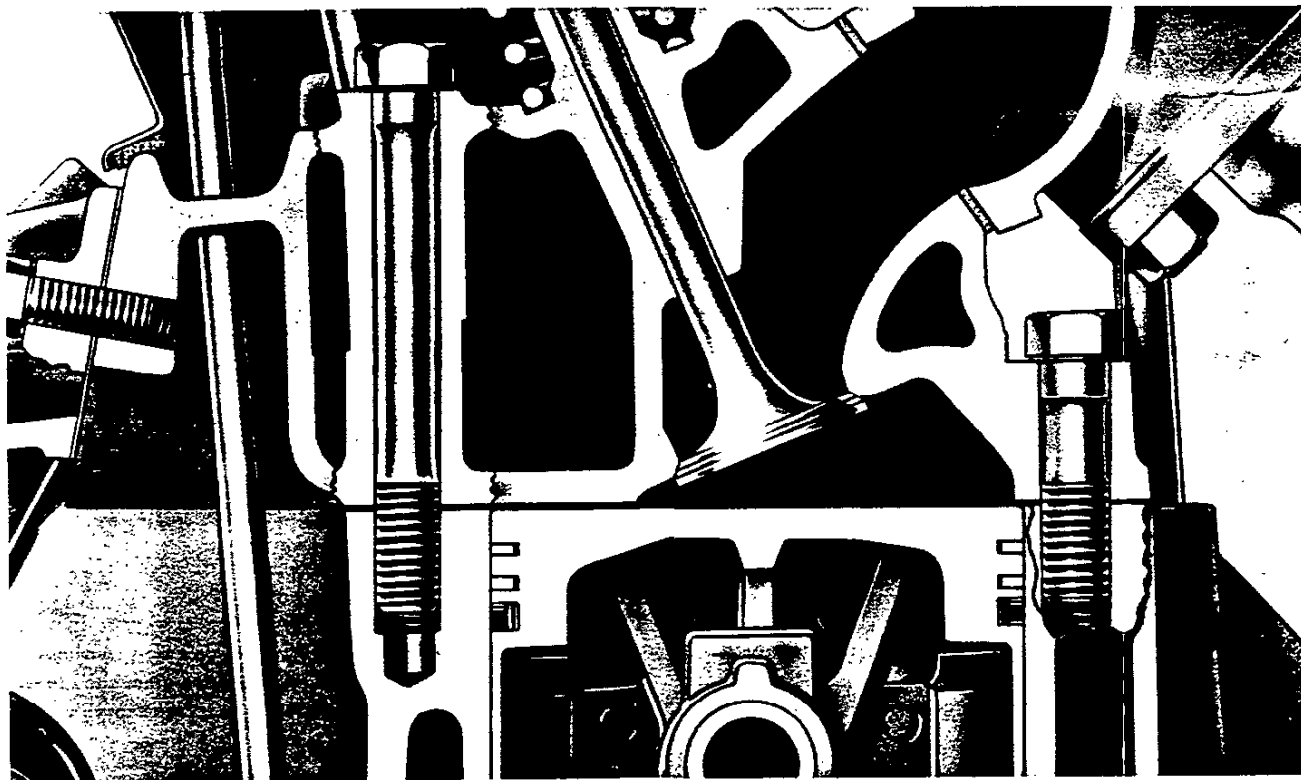
ENGINE FEATURES

Bypass cooling—Thermostatic control of coolant flow during warm-up of the 327 engine brings it quickly up to proper running temperature and top operating efficiency.

Multiple fuel filters—A fine-mesh metal cloth filter in the fuel tank and a porous bronze filter inside the carburetor are included in 283 engine applications. The 327 engine has a replaceable element filter in the fuel line and wire mesh screen in the carburetor for added protection and dependable operation.

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

Crankcase ventilation systems—Engines are protected against acid- and sludge-forming vapors by positive-type ventilating systems. Crankcase vapors are forced through the engine and are expelled by the exhaust system. A closed positive type system is standard on the 327 and is used on the 283 when used in Series 40 trucks.



Roller timing chain—The 327 engine uses a quiet roller timing chain which has a long trouble-free life.

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.

Optional governor—The 283 engine can be fitted with a velocity-type governor on which the maximum engine speed can be adjusted within a certain range. The two available ranges are: 2400 rpm to 3600 rpm and 3000 rpm to 3800 rpm. See Page 8 for a description of a velocity-type governor.

Optional tachometer—An electric tachometer reading up to 5000 rpm is available for all engines. With the 283 engine on Series 10-30 trucks, a different instrument panel is included to accommodate the tachometer. This panel also employs an ammeter, engine temperature and oil pressure gauges instead of the indicator lights used on the standard instrument panel.

283 & 327 V8 ENGINES

→ SPECIFICATIONS

	High Torque				Turbo-Fire			
	283 V8		327 V8		283 V8		327 V8	
Basic Description								
Displacement (cu in)	283		327		283		327	
Bore & Stroke (in)	3 ⁷ / ₈ x 3		4 x 3 ¹ / ₄		3 ⁷ / ₈ x 3		4 x 3 ¹ / ₄	
Compression Ratio	8.25:1	9.0:1	8.0:1	8.5:1	9.25:1	10.5:1	11.0:1	
Gross Horsepower @ rpm	170 @ 4600	175 @ 4600	185 @ 4400	220 @ 4400	195 @ 4800	275 @ 4800	325 @ 5600	
Net Horsepower @ rpm	140 @ 4400	145 @ 4400	158 @ 4000	177 @ 4000	150 @ 4400	355 @ 3200	355 @ 3600	
Gross Torque (lb-ft) @ rpm	265 @ 2400	275 @ 2400	305 @ 2000	320 @ 2800	285 @ 2400	—		
Net Torque (lb-ft) @ rpm	230 @ 2400	240 @ 2400	280 @ 2000	283 @ 2400	245 @ 2400	—		
Air Cleaner	see each model page for type & capacity							
Bearings, Camshaft	steel-backed babbitt							
ID x Length (in) (Projected Area): Bearings 1 (front), 2, 3, 4	1.871 x .74 (1.384 sq in)							
Bearing 5	1.871 x .94 (1.758 sq in)							
Bearings, Connecting Rod	precision removable							
(Crank End)								
Material	steel-backed babbitt		premium aluminum		steel-backed babbitt		premium aluminum	
ID x Length (in)	2.001 x .82							
Bearings, Main	precision removable							
Material: Bearings 1-4	steel-backed babbitt		premium aluminum		steel-backed babbitt		premium aluminum	
Bearing 5	steel-backed babbitt							
End Thrust taken by:	Bearing 5							
ID x Length (in) (Projected Area): Bearings 1, 2, 3, 4	2.3 x .76 (1.73 sq in)							
Bearing 5 (in)	2.3 x 1.17 (2.71 sq in)							
Camshaft	cast-alloy iron							
Drive Chain Type	link chain & sprocket							
No. of Links	46							
Carburetor	downdraft type							
No. of Barrels	2		2		4		2	
Make								
Venturi ID (in)	1.09		1.09		1.09, 1.25		1.09	
SAE Flange Size (in)	1.25		1.25		1.50		1.25	
Choke Control	manual				automatic			
Coil, Ignition	Delco-Remy							
Current Draw	4 amp with engine stopped; 1.5 amp with engine idling							
Connecting Rods	forged steel; I-beam section							
Length (Center to Center) (in)	5.70							
Crankshaft	nodular or forged steel							
Cylinder Block	cast-alloy iron							
Cylinder Heads	cast-alloy iron; valve-in-head design							
Distributor	Delco-Remy; centrifugal & vacuum advance							
Filter, Fuel								
In Tank	mesh		none		mesh			
Intermediate	none		Purolator, frame mtd				none	
In Carburetor	porous bronze		screen		porous bronze			
Filter, Oil	full-flow replaceable element							
Capacity (qts)	1		2		1		1	
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; pressure stream to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure and gravity flow to valve mechanism. See Owner's Guide for lubricant types.							
Oil Capacity								
(With Filter Change)	5 ⁵ / ₈		6		5		5	
Piston Pins	tubular, hardened chrome-alloy steel							
Diameter (in)	.927							
Retention	shrink fit in connecting rod							

● Rochester, Carter, Holley used

§6 qts on Series 40 with filter change

283 & 327 V8 ENGINES

SPECIFICATIONS

	High Torque			Turbo-Fire	
	283 V8	327 V8	327 V8	283 V8	327 V8
Piston Rings	two compression; one oil control ring per piston				
Compression	two thickwall; inside bevel				
Oil Control	two chrome-faced rails; one spacer				
Piston	cast aluminum alloy with steel struts				
Head	flat	sump		flat	sump
Skirt	open	solid		open	solid
Weight (oz)	20.42	23.46		20.3	21.6
Plugs, Spark	AC; 14mm				
Model	AC	C44		45	44
Pump, Fuel	AC				
Pump, Oil	spur-gear type, driven by distributor shaft				
Pressure (psi)	30 @ 1170-1200 rpm				
Capacity (gal/min)	4.22 @ 1200 rpm				
Pump, Water	centrifugal-type, driven by fan belt				
Capacity (gal/min)	54 @ 4200 rpm	75 @ 4000 rpm		54 @ 4400 rpm	57 @ 4400 rpm
Lubrication	permanently lubricated and sealed				
Thermostat	Harrison 180°				
Type	pellet				
Timing, Ignition	4° BTDC	2° BTDC		4° BTDC	8° BTDC
Crankshaft Position					
Timing Mark	on harmonic balancer				
Firing Order	1-8-4-3-6-5-7-2				
Timing, Valve					
Inlet Opens	12° 30' BTC				
Inlet Closes	57° 30' ABC				
Exhaust Opens	54° 30' BBC				
Exhaust Closes	15° 30' ATC				
Valve Guides	cast integral in head				
Valve Lifters	hydraulic				
Valve Mechanism	individual rocker arms on ball pivots; pushrod actuated				
Valves, Exhaust	high-alloy steel				
Face Coating	none*	cobalt-based alloy		aluminized	
Overall Length (in)	4.92				
Head Diameter (in)	1.50				
Face Angle	45°	46°		45°	46°
Seat Angle	46°				
Lift (in)	.398■	.3987		.398	.3987
Rotators	Rotocoil (Series 40 only)	Rotocoil		none	
Valves, Inlet	high-alloy steel				
Face Coating	none	aluminized		none	
Overall Length (in)	4.91				
Head Diameter (in)	1.72				
Face Angle	45°				
Seat Angle	46°				
Lift (in)	.398■	.3987		.398	.3987
Ventilation	positive★	closed positive		positive	

*Aluminized on Series 40

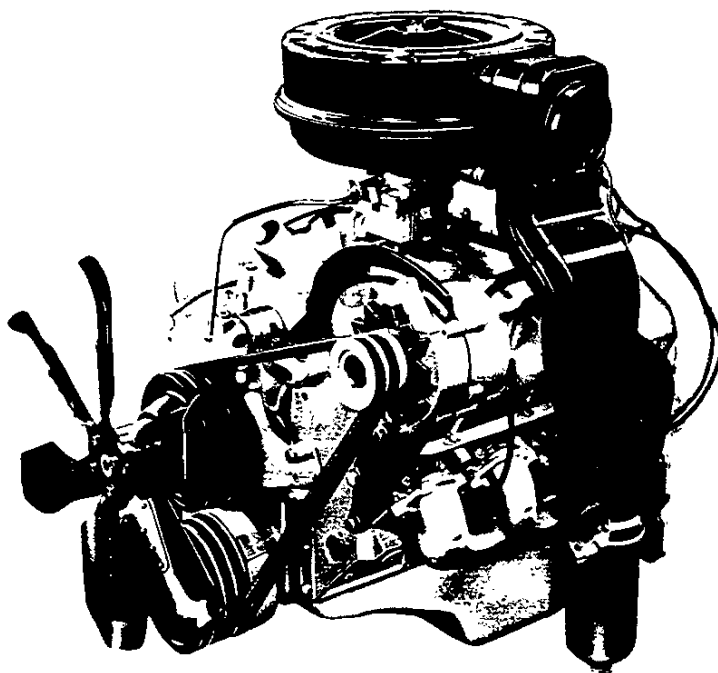
★Closed positive on Series 40

■.3336 on Series C40

➔HIGH TORQUE 366 V8 PERFORMANCE

Basic Specifications

Engine type.....	Valve-in-head
Piston displacement.....	366 cu in
Bore & stroke (nominal).....	3.9375" x 3.76"
Dry weight (with clutch).....	883 lb
Compression ratio.....	8.0 to 1
Taxable horsepower (SAE).....	49.56
Standard carburetor.....	2-barrel
Optional carburetor.....	4-barrel



Test Procedures

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

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

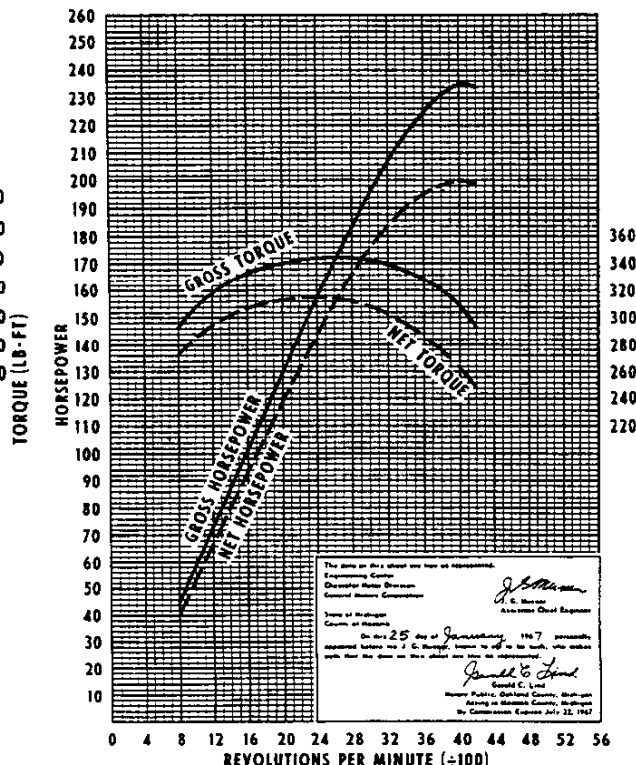
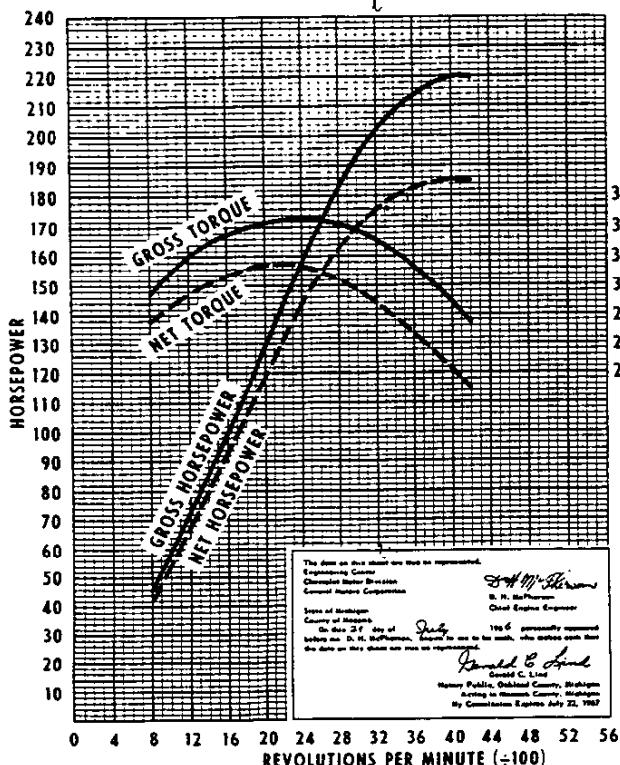
Net horsepower and torque were obtained from a dynamometer test simulating actual operating conditions when the engine is in the vehicle.

366 V8 w/2-Barrel Carburetor

Gross horsepower.....	220 @ 4000 rpm
Net horsepower.....	185 @ 4000 rpm
Gross torque, lb-ft.....	345 @ 2400 rpm
Net torque, lb-ft.....	315 @ 2200 rpm

366 V8 w/4-Barrel Carburetor

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



TURBO-JET 396 V8 PERFORMANCE (EL CAMINO MODELS)

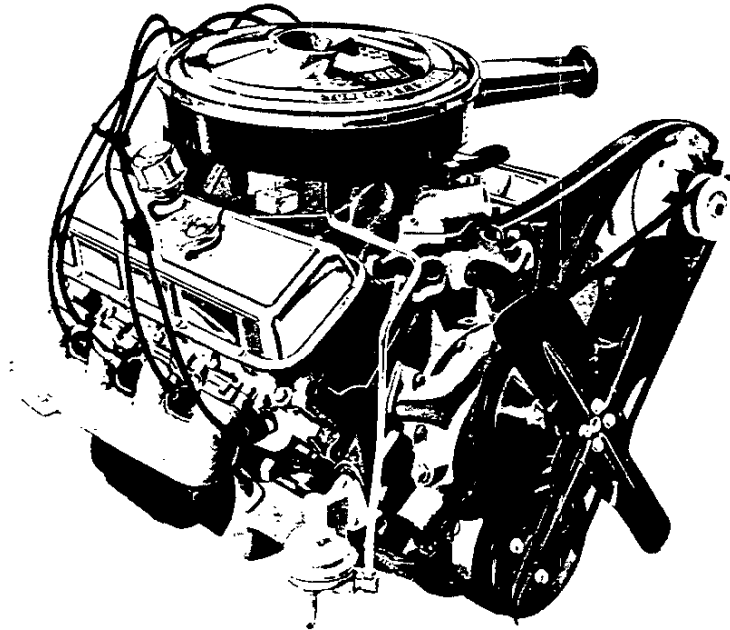
Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 396 cu in
 Bore & stroke (nominal) (in)..... 4.094 x 3.76
 Compression ratio..... 10.25:1
 Carburetor type..... 4-barrel

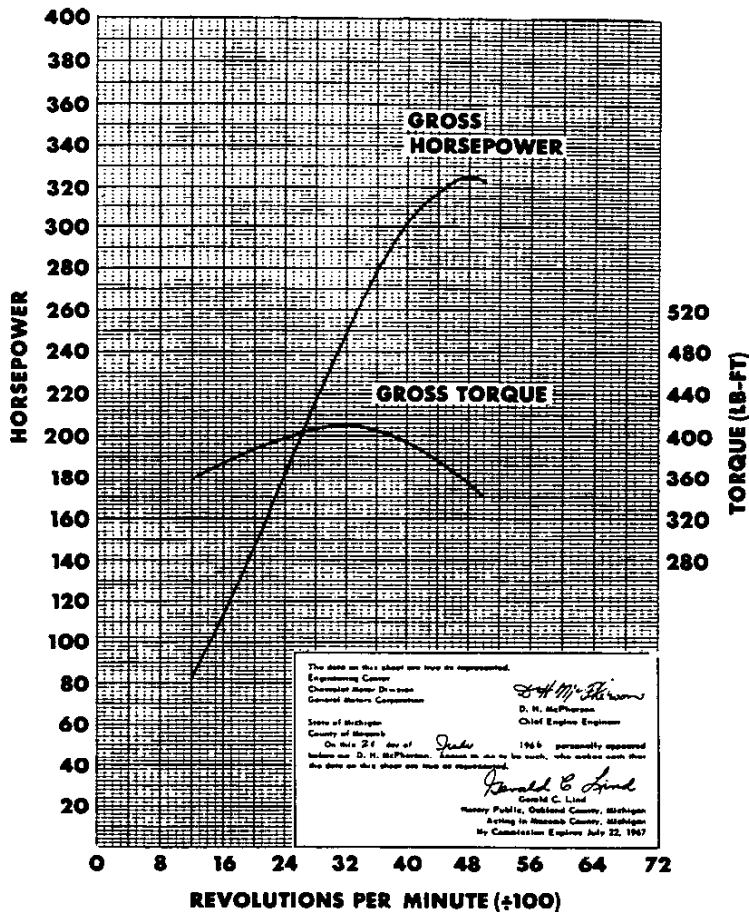
Test Procedures

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

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



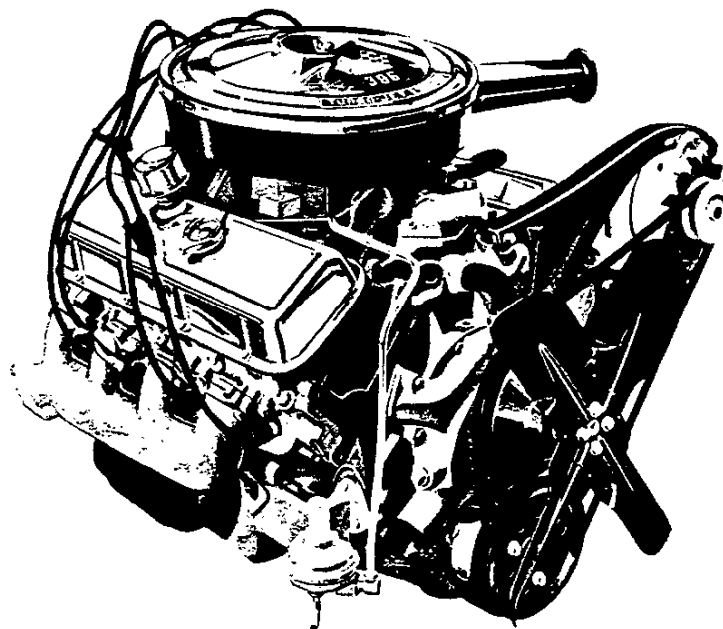
Gross horsepower..... 325 @ 4800 rpm
 Gross torque, lb.-ft..... 410 @ 3200 rpm



TURBO-JET 396 V8 PERFORMANCE (EL CAMINO MODELS)

Basic Specifications

Engine type..... Valve-in-head
 Piston displacement..... 396 cu in
 Bore & stroke (nominal)..... 4.094" x 3.76"
 Compression ratio..... 10.25:1 (360 hp)
 11:1 (375 hp)
 Carburetor type..... 4-barrel



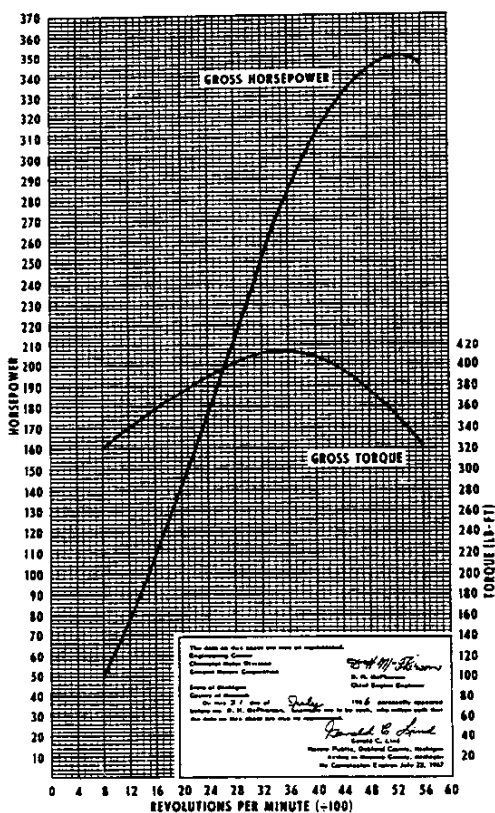
Test Procedures

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

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

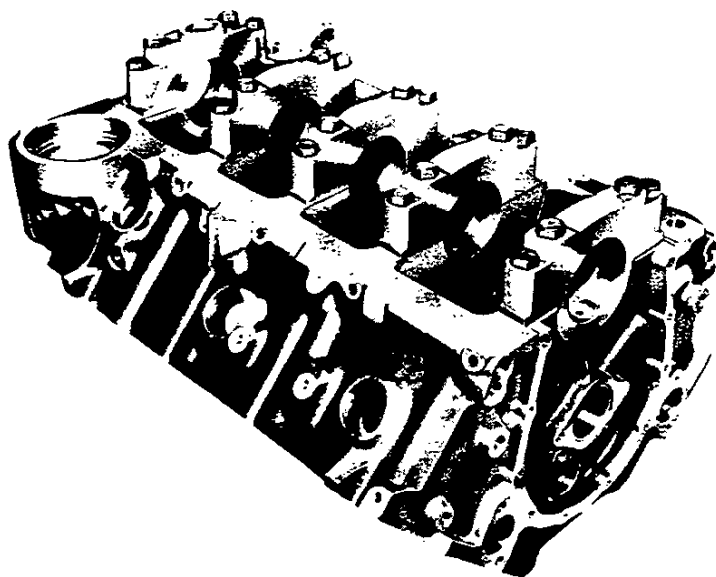
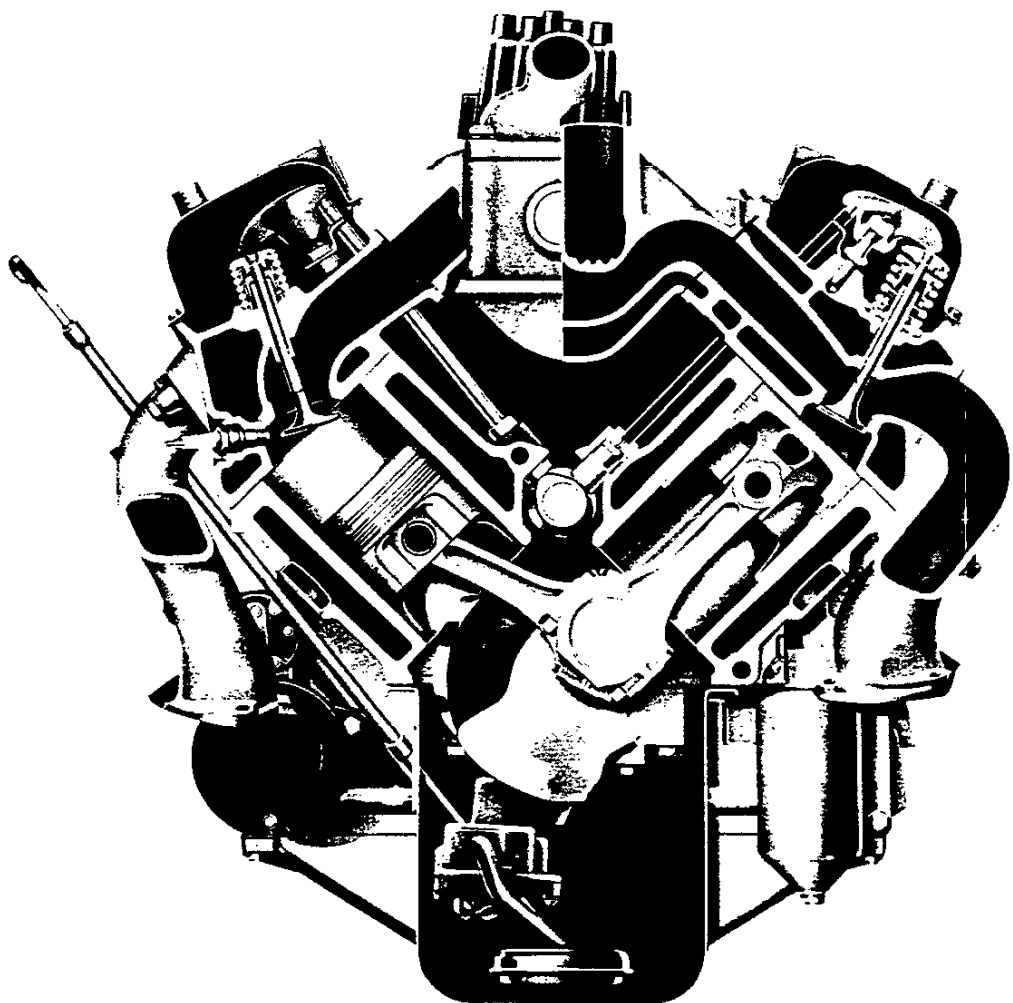
RPO L34

Gross horsepower..... 350 @ 5200 rpm
 Gross torque, lb-ft..... 415 @ 3400 rpm



366 V8 ENGINE*

ENGINE FEATURES



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

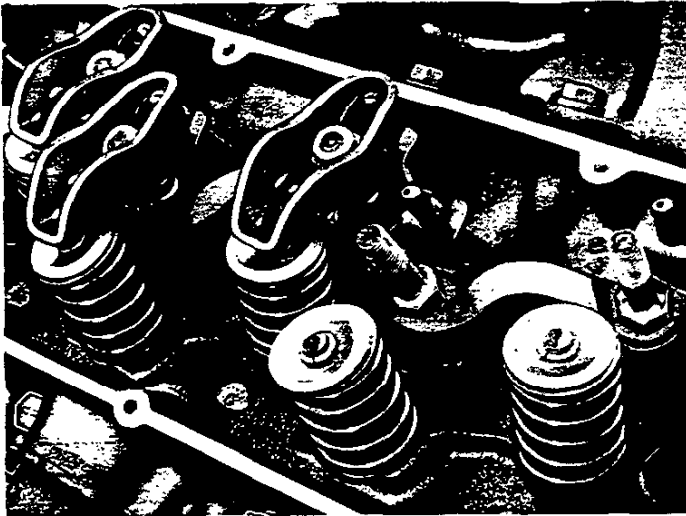
High volumetric efficiency assures higher torque over broader RPM ranges for better performance.

Heavy-duty premium components throughout the engine add to the durability of the 366 V8. All the parts are designed for rugged long-lasting truck service.

New cylinder block and crankshaft—The 366 V8 engine features four-bolt heavy-duty main bearing caps. Heavier bearing support bulkheads in the lower block structure and heavier cylinder walls contribute to the rigidity and strength of the new design. Crankshaft main-bearing area is increased through the use of larger journal diameters on the five-main-bearing crankshaft. The crankshaft is made of sturdy forged steel with induction-hardened journals.

* The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see pages 24 and 25 or consult Passenger Car Finger-Tip Facts book if more data is required.

ENGINE FEATURES



Independently mounted valve rockers—Each rocker is mounted on an individual ball pivot which is secured by a stud threaded, rather than pressed, into the head. Pushrod motion is controlled by stamped steel guides held under the rocker arm studs. Each rocker receives oil under pressure from the hollow pushrod to lubricate the ball pivot. Valves are lubricated by spillage from this source.

High-alloy steel intake valves—Tough high-alloy steel gives extra durability and toughness. Stems are chrome-plated and the tips are hardened for long wear. The valve seats are integral with the cylinder head while the valve guides are cast iron and replaceable.

Exhaust valves—Made of austenitic steel and faced with a cobalt-based alloy, the stems are chrome-plated and anichrome-tipped for maximum durability. Hardened steel exhaust valve seat inserts resist high temperatures and the removable cast iron valve guide is in contact with the coolant in the head, improving heat transfer.

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

A new air induction system is featured on the 366 V8. The air cleaner is a two-element type for greater efficiency and capacity. The primary or outer element is an oil-wetted polyurethane band wrapped around a secondary oil-wetted paper element. (See illustration at right.)

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

→ The standard carburetor on the 366 V8 is a Rochester two-barrel and it incorporates a vacuum spinner type governor with a full-load setting of 4000 rpm. An optional four-barrel carburetor is also available.

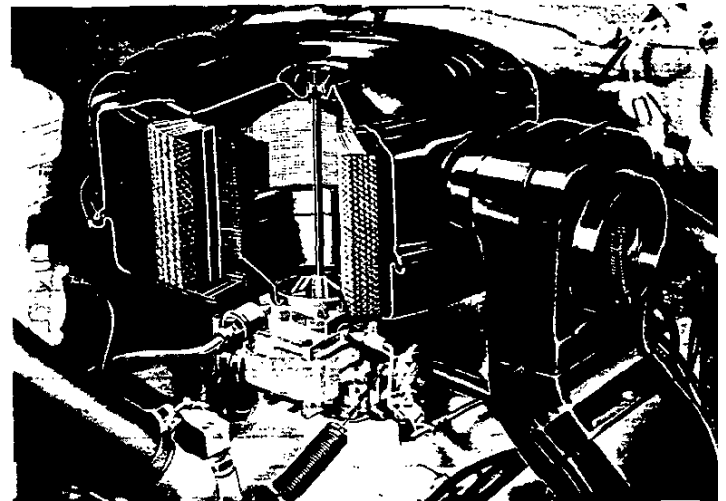
→ A dual exhaust system is used with the 366 engine on ME/TE50 & ME/TE60 models. Other models have a single exhaust system. Dual exhausts are included on CE50 & CE60 models when the optional 4-barrel carburetor is ordered. School bus models with the 366 engine are equipped with a single exhaust system.

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

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

The camshaft is gear-driven by helical gears for maximum efficiency and durability.

*The 396 V8 (El Camino model only) is similar in basic design to this engine but different in several important areas. For specifications on the 396 V8 see the next two pages of specifications or consult Passenger Car Finger-Tip Facts book more data is required.



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

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

→ Indicates change

366 V8 & 396 V8 GASOLINE ENGINES

→ SPECIFICATIONS

	366 V8		396 V8 (325 HP)	396 V8 (350 HP)
Basic Description	V8; valve-in-head design			
Displacement (cu in)	366		396	
Bore & Stroke (in)	3.9375 x 3.76		4.094 x 3.76	
Compression Ratio	8.0:1		10.25:1	
Gross Horsepower @ rpm	220 @ 4000	235 @ 4000	325 @ 4800	350 @ 5200
Net Horsepower @ rpm	185 @ 4000	200 @ 4000	—	—
Gross Torque (lb-ft) @ rpm	345 @ 2400	345 @ 2600	410 @ 3200	415 @ 3400
Net Torque (lb-ft) @ rpm	315 @ 2200	315 @ 2400	—	—
Air Cleaner	two-stage*		oil-wetted paper**	
Bearings, Camshaft	steel-backed babbitt			
ID x Length (projected area)	#1-4, 1.609—#5, 1.789			
Bearing 1 (front), 2, 3, 4 (in)	1.8712 x .860			
Bearing 5 (in)	1.8712 x .940			
Bearings, Connecting Rod	precision removable			
Material	premium aluminum			
ID x Length (in)	2.20 x .857			
Bearings, Main	precision removable			
Material	1-4 5	premium aluminum sintered-copper nickel-backed babbitt on steel		
End Thrust	taken by Bearing 5			
ID x Length (projected area)				
Bearing 1 (front), 2, 3, 4 (in)	2.75 x .992 (2.7290 sq in)			
Bearing 5 (in)	2.75 x 1.2525 (3.446 sq in)			
Camshaft	cast-alloy iron			
Drive	gear		chain	
Carburetor	downdraft type			
No. of barrels	two	four	four	
Make	Rochester 2G	—	Holley	
Venturi ID (in)	1.6875	—	Primary 1.25; Secondary 1.313	
SAE Flange Size (in)	1.50	—	1.50	
Choke Control	manual	—	automatic	
Coil, Ignition	Delco-Remy			
Current Draw (amperes)	4.0—engine stopped; 1.8—engine idling			
Connecting Rods	forged steel; I-beam section			
Length (center to center) (in)	6.135			
Crankshaft	forged steel with induction-hardened main & rod journals		forged steel	
Cylinder Block	cast-alloy iron			
Cylinder Heads	cast-alloy iron; valve-in-head design			
Distributor	Delco-Remy; centrifugal advance			
Fan	six-blade—20"		four-blade—17½"	
Filter, Fuel	frame-mounted Purolator; screen in carburetor inlet		plastic strainer in gas tank and sintered bronze in carburetor	
Filter, Oil	2-qt full-flow		1-qt full-flow	
Governor	Delco-Remy		none	
Full Load Setting	4000 rpm		—	
Lubrication	Full-pressure system: direct pressure to rod, main and camshaft bearings, valve lifters; pressure stream to cylinder walls and piston pins; centrifugally oiled from camshaft bearing; metered pressure to valve mechanism.			
Oil Capacity (with filter change)	7 qts		5 qts	
Pistons*				
Material			cast aluminum alloy	
Head	flat top with valve pocket		domed top	
Skirt			slipper type	
Weight (oz)	32		29.3	

*Primary: oil-wetted polyurethane; secondary: oil-wetted paper. Thermostatically controlled inlet.

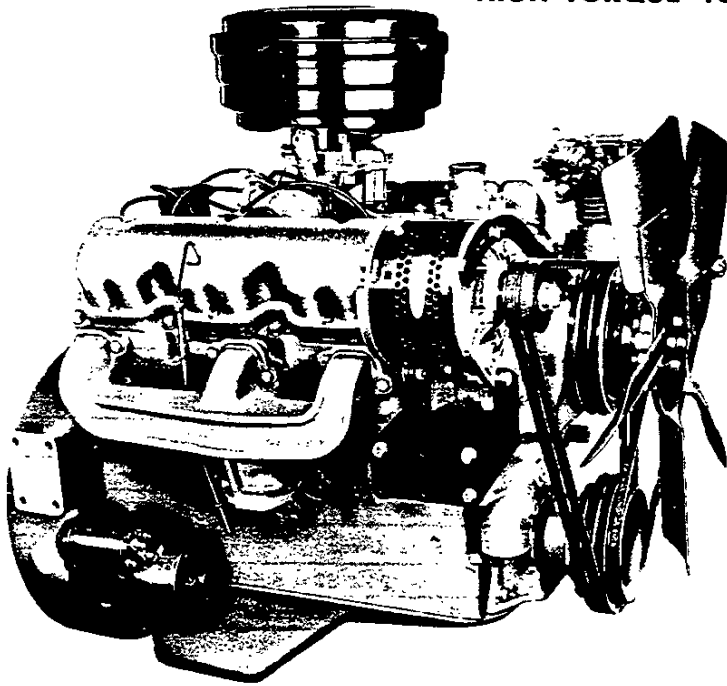
**Single air horn on 325-hp; full-circle intake on 360-hp & 375-hp.

366 V8 & 396 V8 ENGINES

→ SPECIFICATIONS

	366 V8	396 V8 (325 HP)	396 V8 (350 HP)
Piston Pins	chromium steel		
Diameter (in)	9.895		
Retention	locked in connecting rod		
Piston Rings	3 compression; 1 oil control	2 compression; 1 oil control	
Compression Rings	thickwall barrel-faced cast-alloy iron		
Oil Control Ring	one-piece; c.i., chrome plated w/coil spring expanders	multi-piece; 2 rails and 1 spacer	
Plugs, Spark	AC 14mm		
Model	C42N; long reach	AC43N	
Pump, Fuel	AC; mechanical diaphragm		
Pump, Oil	gear type; driven by distributor shaft		
Pressure (normal) (psi)	40-55 @ 2000 rpm	50-75 @ 2000 rpm	
Capacity (gal/min @ rpm)	6 @ 2000	4.3 @ 2000	
Pump, Water	centrifugal; belt driven		
Capacity (gal/min @ rpm)	81 @ 4000	82 @ 5200	
Bearing	double-row ball; permanently lubricated		
Radiator	see Cooling System Specifications		
Thermostat	Dole 180°	180°	
Type	Pellet		
Timing, Ignition			
Crankshaft Position	8° BTC @ 700 rpm	4° @ 500 rpm	4° BTC @ 550 rpm
Timing Mark Location	on harmonic balancer		torsional damper
Firing Order	1-8-4-3-6-5-7-2		
Timing, Valve			
Inlet Opens (°BTC)	46	40	56
Inlet Closes (°ATC)	90	102	114
Exhaust Opens (°BTC)	86	87	110
Exhaust Closes (°ATC)	50	55	62
Valve Guides	cast-alloy iron inserts		
Valve Lifters		hydraulic	mechanical
Valve Mechanism	ball & stud mtd rocker arms; pushrod actuated		
Valves, Exhaust	high-alloy steel		
Face Coating	aluminized		
Overall Length (in)	5.235	5.35	
Head Diameter (in)	1.655		1.71
Face Angle		45°	
Seat Angle		46°	
Lift (in)	.399	.398	.480
Rotators	—		
Valves, Inlet	alloy steel		
Face Coating	aluminized		
Overall Length (in)	5.115	5.225	
Head Diameter (in)	1.84	2.065	
Face Angle		45°	
Seat Angle		46°	
Lift (in)	.399	.398	.461
Ventilation, Crankcase	positive		closed positive

HIGH TORQUE 401 V6



Gross horsepower 237 @ 4000 rpm
 Net horsepower 210 @ 3700 rpm
 Gross torque, lb-ft 372 @ 1600 rpm
 Net torque, lb-ft 348 @ 1600 rpm

Basic Specifications

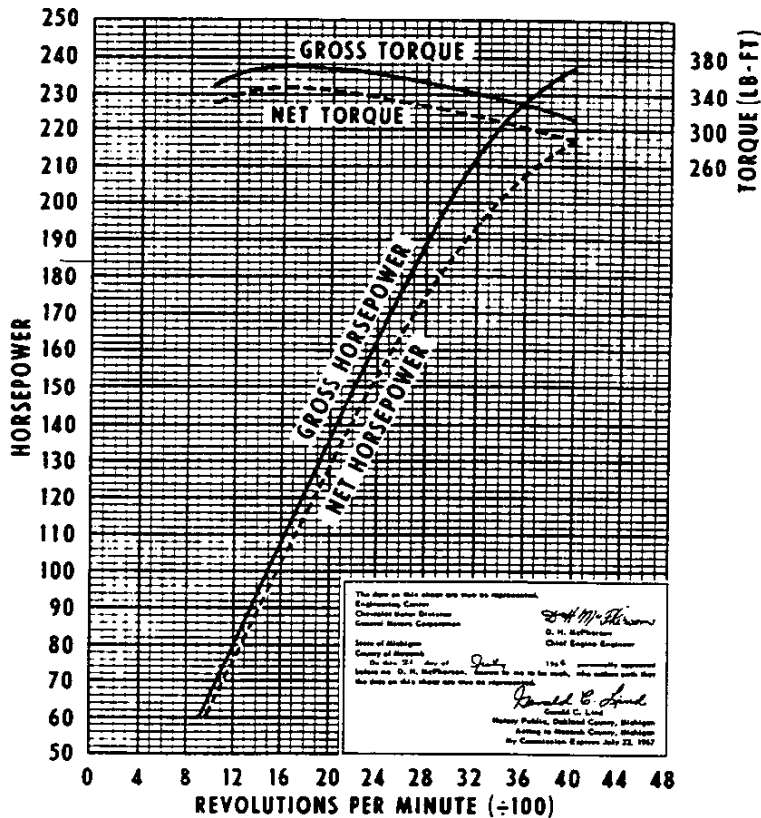
Engine type Valve-in-head
 Piston displacement 401 cu in
 Bore & stroke (nominal) 4.87" x 3.58"
 Dry weight 880 lb
 Compression ratio 7.5:1
 Taxable horsepower (SAE) 57.04
 Carburetor type 2-barrel

Test Procedures

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

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

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



HIGH TORQUE 478 V6

Basic Specifications

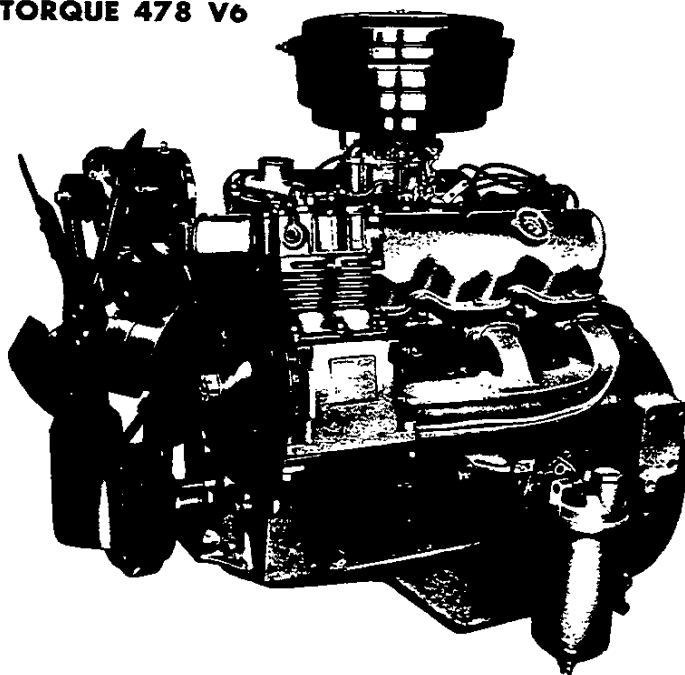
Engine type..... Valve-in-head
 Piston displacement..... 478 cu in
 Bore & stroke (nominal)..... 5.125" x 3.86"
 Dry weight..... 925 lbs
 Compression ratio..... 7.5:1
 Taxable horsepower (SAE)..... 63.03
 Carburetor type..... 2-barrel

Test Procedures

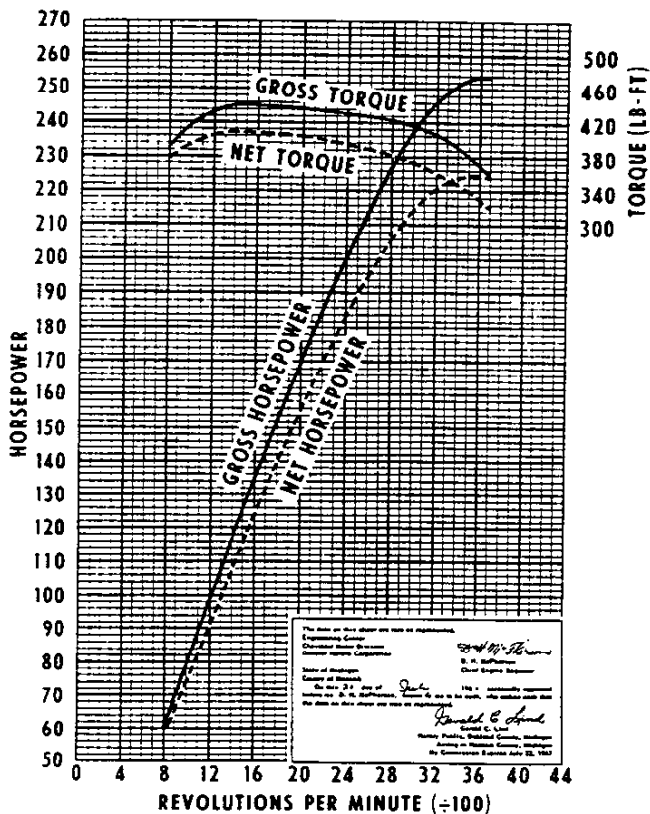
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60°F dry air.

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

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

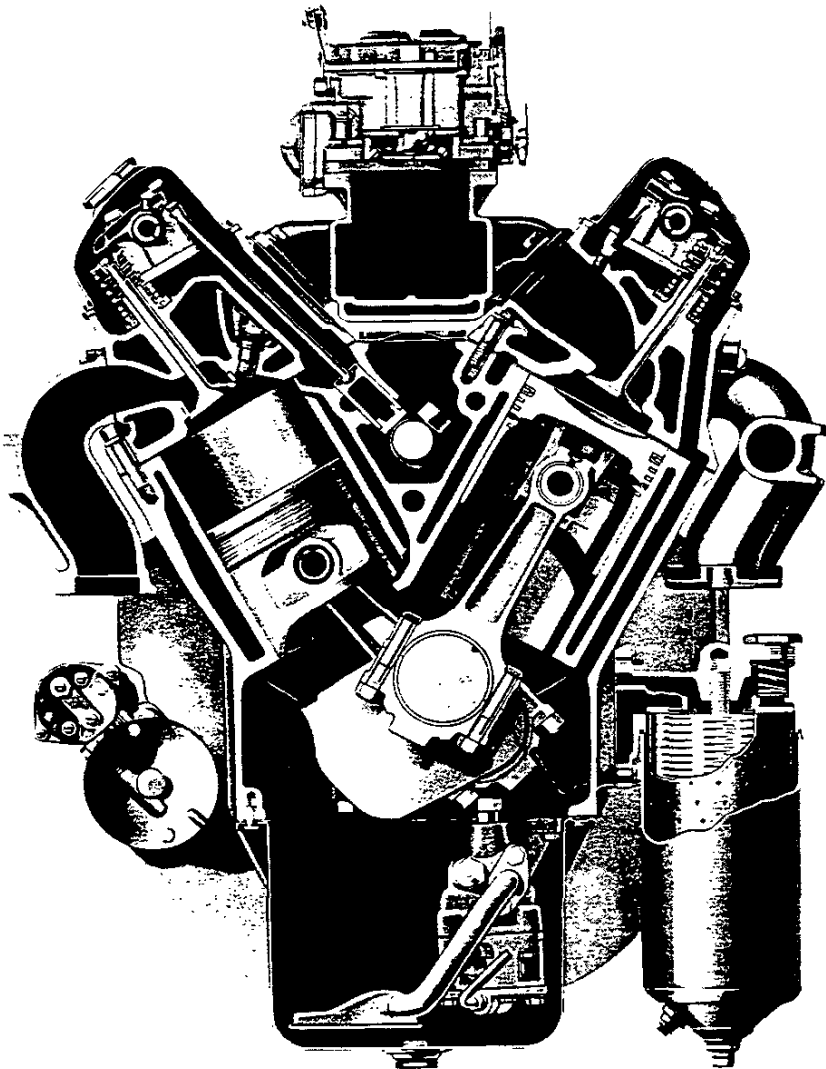


Gross horsepower..... 254 @ 3700 rpm
 Net horsepower..... 225 @ 3400 rpm
 Gross torque, lb-ft..... 442 @ 1400 rpm
 Net torque, lb-ft..... 410 @ 1400 rpm



401 & 478 V6 ENGINES

ENGINE FEATURES



401 Engine Shown

GENERAL DESIGN

Valve-in-head 60°V design engines are premium-built truck power plants. Their "over-square" design with large bore and short stroke cuts power-robbing friction to a minimum while permitting freer breathing and cooler operation. High torque is available over a broader range due to high volumetric efficiency; yielding more work per fuel dollar. Heavy-duty components are utilized wherever they add to durability. High-powered cooling and lubrication systems assure cooler, longer lasting operation by averting overheating or metal-to-metal contact. All the various components are either precision-fitted to exacting tolerances or designed for loads in excess of any they will ever encounter in service.

Crankcase and block are cast in one piece from fine-grain chromium-nickel alloy iron, forming a heavy-duty rigid unit. The cylinder banks are offset or staggered for maximum strength configuration. The block skirt extends three inches below the crankshaft center line to add extra strength to the *main bearing caps* which are fitted into broached grooves in the skirt. All cylinder bores are honed and lapped to a finish designed for proper lubrication at all speeds.

Connecting rods are I-beam design of drop-forged carbon steel, balanced to exacting tolerances.

Crankshafts have four heavy main journals and six rod journals spaced evenly at 60° intervals. They are made from drop-forged carbon steel and feature "Tocco" hardened journals.

Pistons are heavy-duty permanent-mold aluminum castings with an integral cast-in steel band for expansion control. Four-ring design (three compression, one oil control) assures excellent oil control and better compression sealing. The upper ring groove is *machined in the steel insert* for maximum durability.

Cylinder heads are cast of fine-grain chromium-nickel alloy iron to ensure against distortion or warpage. The wedge-shaped combustion chambers are fully machined to a smooth finish for closer regulation of compression ratio between cylinders. Short individual intake and exhaust ports contribute to the high volumetric efficiency and smooth flow of gases. Spark plugs are located on the upper side of the head for easier servicing.

Closed positive crankcase ventilation system flushes harmful fumes up to the combustion chambers where they are burned.

401 & 478 V6 ENGINE!

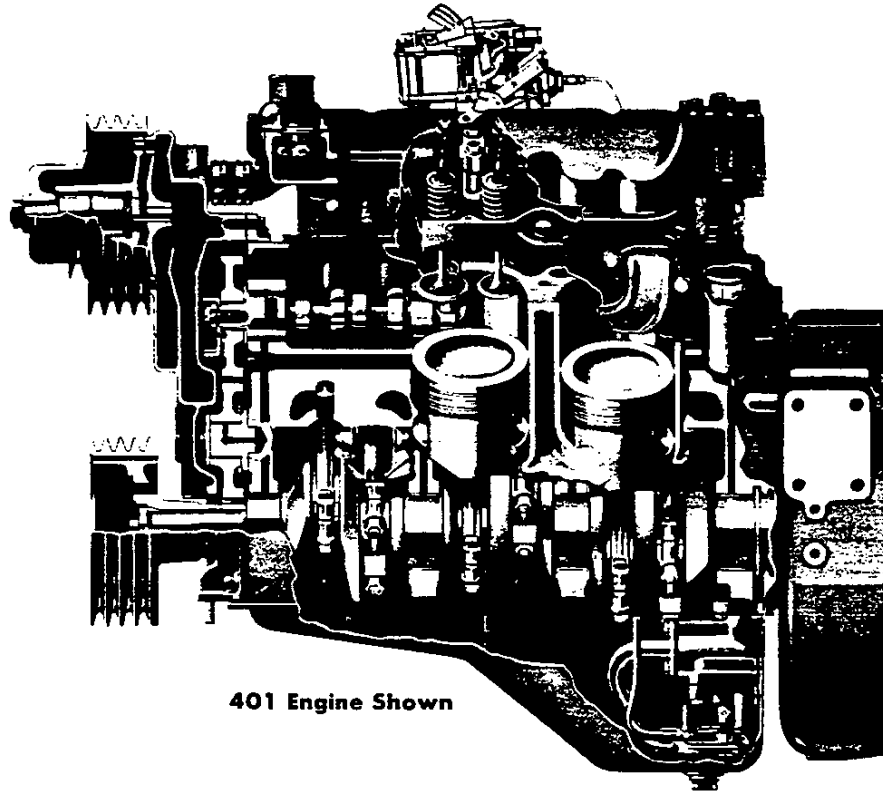
ENGINE FEATURES

Hydraulic governor is housed in the oil pan and operates on the oil pump pressure. When the pressure reaches a pre-determined point, oil passes to a diaphragm in the carburetor assembly which operates the throttle plates. Virtually tamper-proof, it can be easily reset in the shop.

The cooling system has a high-capacity centrifugal-type water pump which circulates large quantities of coolant at

high velocities around the full length of the cylinder bores and around valve guides and seats in the heads. The high velocity of the coolant assures proper cooling and retards formation of deposits in the water jacket.

The lubrication system features a high-output rotor-type oil pump. All oil is filtered continuously by a full-flow filter in the system.



401 Engine Shown

Camshafts are made of high-strength electric furnace iron with the extra-wide lobes hardened and phosphate-coated for resistance to wear. They are supported by four large bearings in the block for proper valve operation. The lobes never start "dry" against the lifters, for they dip in a special reservoir of oil on the first turn of the shaft for instant protection against scuffing. Double-strand roller chains drive the camshaft thru a three-gear train.

Standard heavy-duty valves are made of Silichrome XB alloy for the intakes and nickel-chrome-faced sodium-cooled Silichrome XB for the exhausts. Both have hardened tips to resist wear. The exhaust valve seats are pressed-in inserts of hard nickel-chromium-tungsten-cobalt alloy steel.

Rigid valve train uses extra aluminum rocker shaft brackets to maintain valve train alignment under all conditions.

Self-locking valve lash adjusting screws save time and simplify adjustments.

Extra-long valve guides are integral with the heads and are surrounded by coolant for rapid heat transfer from valve stem. Pressed-in valve seats of hard nickel-chromium-tungsten-cobalt alloy steel protect against seat pitting or burning.

Valve rotators are standard on both the intake and exhaust valves and help to eliminate burning of valves.

Dual exhaust systems are standard on these engines to minimize back pressure.

Protected ignition wiring is trouble-free due to spark plug location on the upper side of the cylinder head, eliminating heat damage from proximity to exhaust manifolds.

401 & 478 V6 ENGINES

SPECIFICATIONS

	401 V6	478 V6
Basic Description	60° V6; valve-in-head design	
Displacement (cu in)	401	478
Bore & Stroke (in)	4.87 x 3.58	5.125 x 3.86
Compression Ratio	7.5:1	
Gross Horsepower @ rpm	237 @ 4000	254 @ 3700
Net Horsepower @ rpm	210 @ 3700	225 @ 3400
Gross Torque (lb-ft) @ rpm	372 @ 1600	442 @ 1400
Net Torque (lb-ft) @ rpm	348 @ 1600	410 @ 1400
Air Cleaner	1-qt oil wetted paper	
Bearings, Camshaft	steel-backed babbit	
ID x Length (Projected Area): Total	7.93 x 4.59 (9.12 sq in)	
Bearings, Connecting Rod (Crank end)	precision replaceable	
Material	steel-backed aluminum	
ID x Length (in) (Projected Area)	2.812 x .935 (2.628 sq in)	
Bearings, Main	precision replaceable	
Material	steel-backed aluminum	
End Thrust	taken by Bearing 3	
ID x Length (Projected Area) (in)		
Bearings (1-3)	3.125 x 1.5275 (14.764 sq in)	
Bearing (4)	3.126 x 1.5325	
Camshaft	high-alloy electric furnace iron; lobes hardened and phosphate coated	
Drive	helical gear train	
Carburetor	downdraft	
No. of Barrels	two	
Make	Bendix-Stromberg	
Venturi ID (in)	1.3125	
SAE Flange Size (in)	1.50	
Choke Control	manual	
Coil, Ignition	Delco-Remy	
Current Draw (amp)	4.0 engine stopped; 1.5 engine idling	
Connecting Rods	forged steel; I-beam section	
Length (Center to Center) (in)	7.19	
Crankshaft	forged steel	
Cylinder Block	chrome alloy cast iron	
Cylinder Heads	chrome alloy cast iron	
Distributor	Delco-Remy	
Filter, Fuel	AC GF-62T	
Type	replaceable paper element	
Location	frame mounted	
Filter, Oil	2-qt full-flow; replaceable element	
Governor	hydraulic-positive	
Full-load setting	3700	3400
Lubrication	Full-pressure system: direct pressure to valve lifters and main, connecting rod & camshaft bearings; splash to cylinder walls & piston pins; pressure spray to timing sprockets and chain; metered pressure to valve mechanism. See Owner's Guide for lubricant types.	
Oil Capacity (with filter change)	10 qts	
Piston Pins	alloy steel; full-floating tubular	
Diameter (in)	1.24	

401 & 478 V6 ENGINES

SPECIFICATIONS

	401 V6	478 V6
Piston Rings	3 compression; 1 oil control	
Compression	1-3 inside bevel cast iron	1—inside bevel cast iron 2—taper-faced cast iron 3—reverse twist cast iron
Oil Control	one-piece steel	cast iron with expander
Pistons	permanent mold cast aluminum; tin-plated	
Head	recessed	
Skirt	solid slipper	
Weight	—	
Plugs, Spark	AC 14mm	
Model	42N—long reach	
Pump, Fuel	AC	
Pump, Oil	rotor type	
Pressure (normal)	60 psi	
Capacity	13 gal/min @ 3200 rpm	
Pump, Water	centrifugal type; belt driven	
Capacity	176 gal/min @ 3600 rpm	
Bearing	double-row ball; permanently lubricated	
Thermostats	(2) Harrison 180°	
Type	Pellet	
→ Timing, Ignition		
Initial Setting	10° BTDC	10° BTDC
Timing Mark Location	on crankshaft pulley	
Firing Order	1-6-5-4-3-2	
Timing, Valve		
Inlet Opens	27° BTDC	
Inlet Closes	61° ABDC	
Exhaust Opens	82° BBDC	
Exhaust Closes	36° ATDC	
Valve Guides	cast integral; water cooled	
Valve Lifters	mechanical barrel type; rotating	
Valve Mechanism	rocker arm and shaft; pushrod actuated	
Valve Seat Inserts	exhaust valves only; pressed in alloy steel	
Valves, Exhaust	Silichrome XB steel; sodium filled stems	
Face Coating	Ni-Chrome	
Overall Length (in)	5.900	
Head Diameter (in)	1.885	
Face Angle	45°	
Seat Angle	45°	
Lift (in)	.397	.417
Rotators	Rotocoil	
Valves, Inlet	Silichrome XB steel	
Face coating	aluminized seat	
Overall Length (in)	5.913	
Head Diameter (in)	2.26	
Face Angle	30°	
Seat Angle	30°	
Lift (in)	.406	.420
Ventilation, Crankcase	positive type	

D478 DIESEL

TORO-FLOW D478 DIESEL PERFORMANCE

Basic Specifications

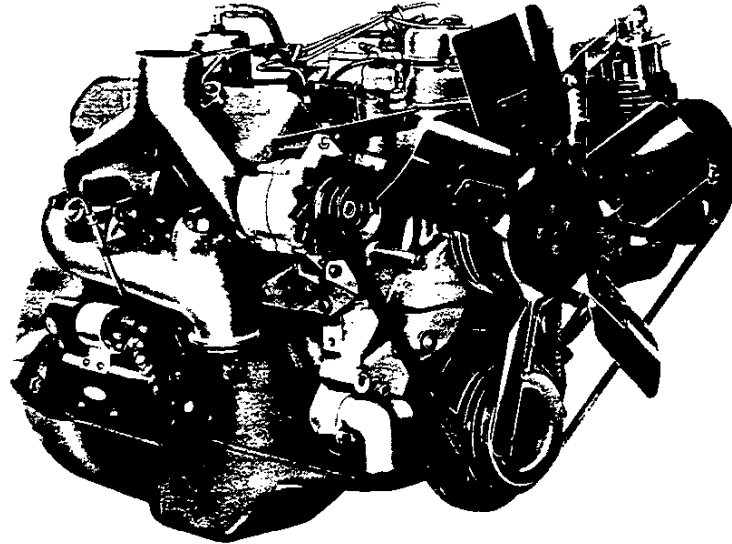
Engine type V6 4-cycle diesel
 Piston displacement 478 cu in
 Bore & stroke (nominal) 5 1/8" x 3 3/8"
 Compression ratio 17.5:1

Test Procedures

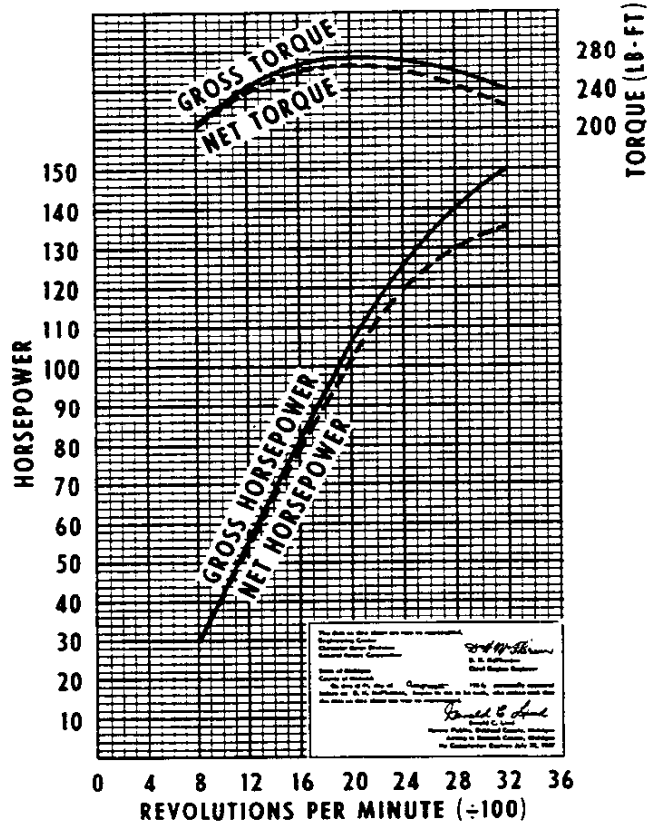
These curves represent performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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



Gross horsepower 150 @ 3200 rpm
 Net horsepower 135 @ 3200 rpm
 Gross torque, lb-ft. 275 @ 2000 rpm
 Net torque, lb-ft. 266 @ 2000 rpm



DH478 DIESEL

TORO-FLOW DH478 DIESEL PERFORMANCE

Basic Specifications

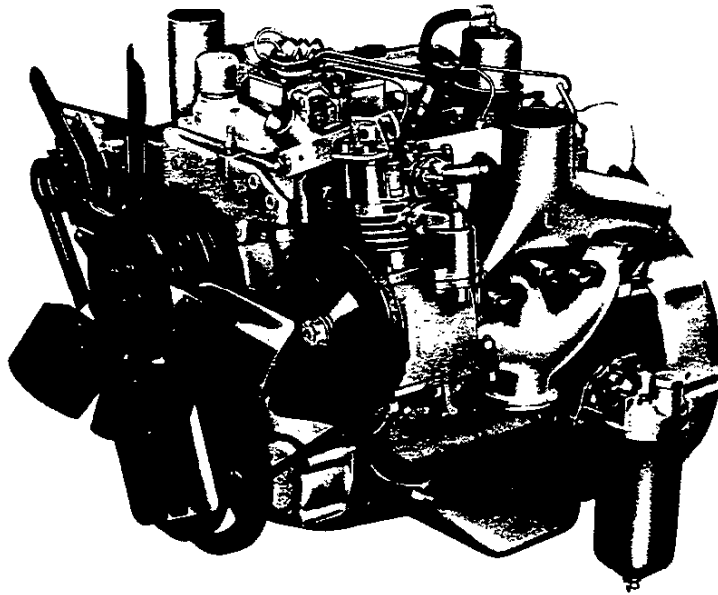
Engine type.....V6 4-cyc
 Piston displacement.....478 cu
 Bore & stroke (nominal).....5 1/8" x 3 7/8"
 Compression ratio.....17.5

Test Procedures

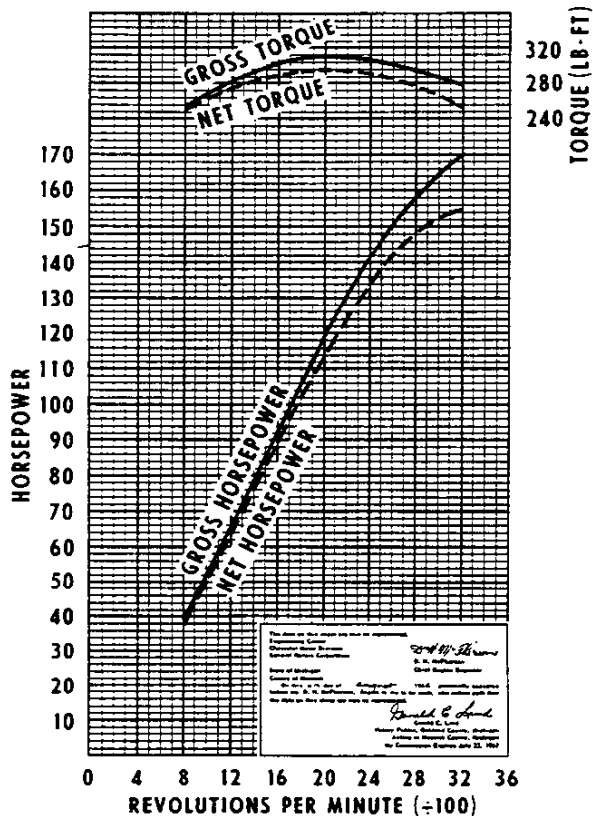
These curves represent full-throttle performance obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° dry air.

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

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



Gross horsepower.....170 @ 3200 rpm
 Net horsepower.....155 @ 3200 rpm
 Gross torque, lb-ft.....310 @ 2000 rpm
 Net torque, lb-ft.....298 @ 2000 rpm



D637 DIESEL

TORO-FLOW D637 DIESEL PERFORMANCE

Basic Specifications

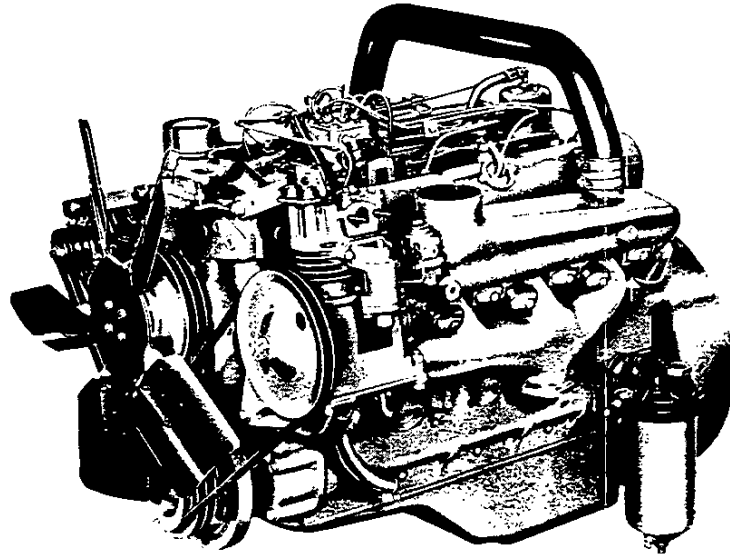
Engine type.....V8 4-cycle diesel
 Piston displacement.....637 cu in
 Bore & stroke (nominal).....5 1/8" x 3 3/8"
 Compression ratio.....17.5:1

Test Procedures

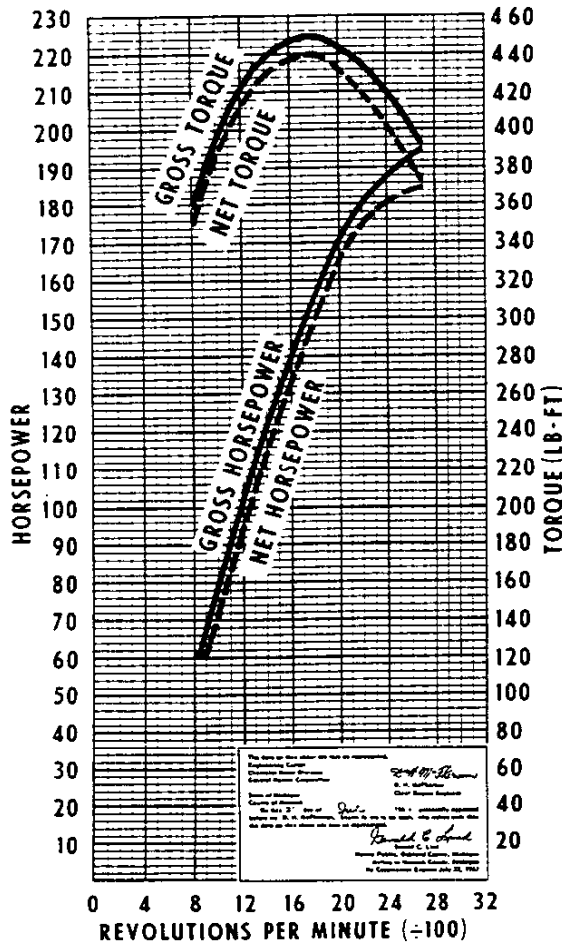
These curves represent performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

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

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



Gross horsepower.....195 @ 2600 rpm
 Net horsepower.....185 @ 2600 rpm
 Gross torque, lb-ft.....450 @ 1800 rpm
 Net torque, lb-ft.....440 @ 1800 rpm



DH637 DIESEL

TORO-FLOW DH637 DIESEL PERFORMANCE

Basic Specifications

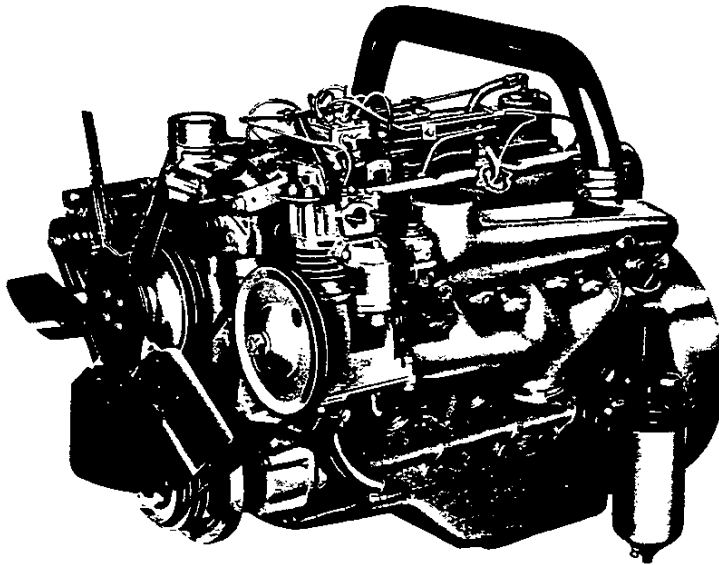
Engine type..... VB 4-cycle diesel
 Piston displacement..... 637 cu in
 Bore & stroke (nominal)..... 5 1/8" x 3 3/8"
 Compression ratio..... 17.5:1

Test Procedures

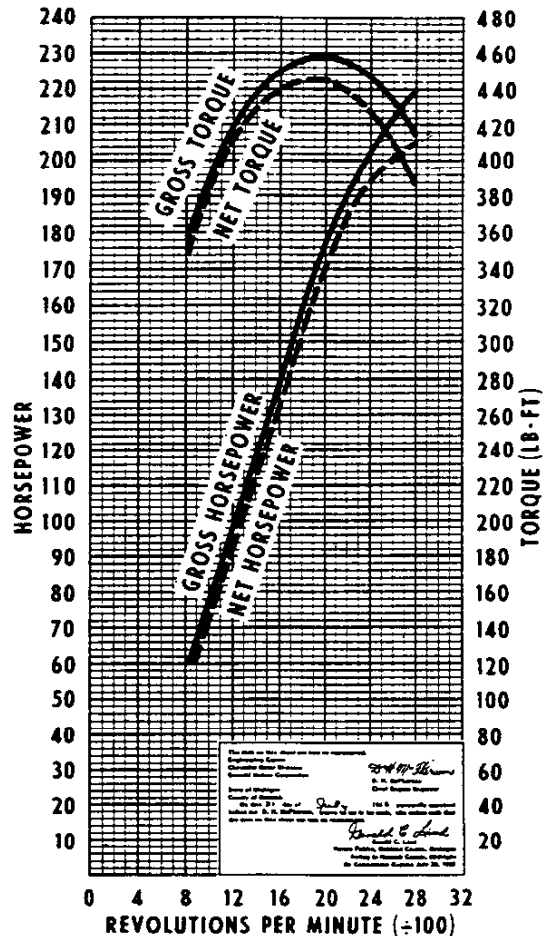
These curves represent full-throttle performance as obtained from dynamometer test data corrected to barometric pressure of 29.92" mercury and 60° F dry air.

Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan, 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..... 220 @ 2800 rpm
 Net horsepower..... 205 @ 2800 rpm
 Gross torque, lb-ft..... 458 @ 2000 rpm
 Net torque, lb-ft..... 444 @ 2000 rpm



D478, DH478, D637, DH637 DIESEL ENGINES

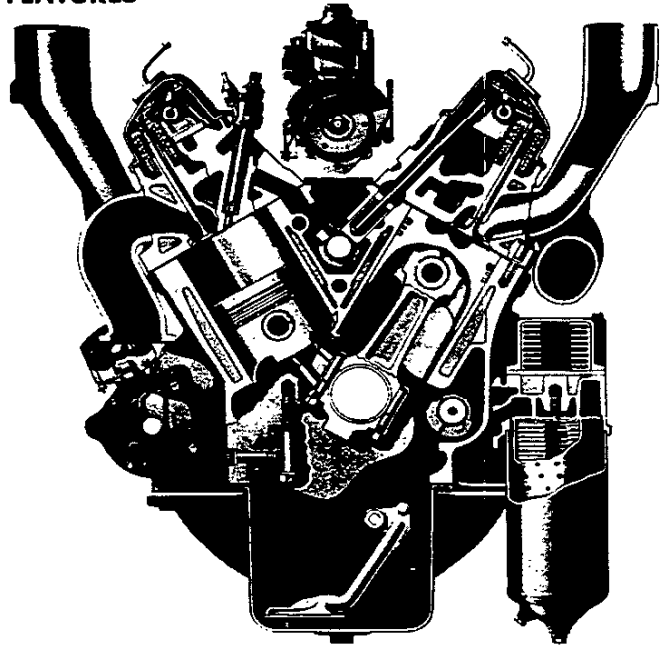
ENGINE FEATURES

Toro-Flow diesels are short-stroke, high-speed, 4-cycle engines designed for maximum performance, economy and durability. They deliver more power per pound of fuel consumed due to their efficient combustion process and new fuel injection system. Turbulence is induced into incoming air by the design of the ports and the combustion chamber recessed into the piston. This toroidal movement of air causes smoother burning of the fuel charge and maximum usage of the energy generated by the combustion. The Toro-Flow has the lowest brake specific fuel consumption of any automotive diesel. Peak torque is maintained over a wide range of engine rpm for more usable power.

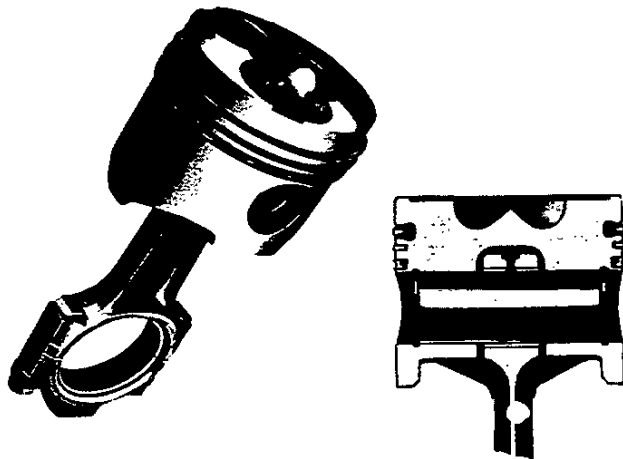
Lubrication system is full-pressure type with a high-output rotor-type pump that keeps all interior engine parts well protected from wear. Oil coolers that lower lubricating oil temperature are standard on the DH478, D637 and DH637. They are also available optionally on the D478 only.

Heavy-duty 2-quart oil filters are full-flow type with replaceable paper-type elements.

Positive crankcase ventilation flushes out all sludge-forming oil fumes and foreign gases, sending them back to the combustion chamber where they are burned.



Typical Toro-Flow Section



Cast aluminum pistons contain the unique Toro-Flow combustion chamber which swirls the incoming air with a toroidal motion. This results in more efficient combustion and excellent fuel economy. The pistons are cam-ground to precision tolerances and tin-plated to resist scuffing. Each piston has three rings—two compression and one oil-control. The top compression ring is fitted into a cast-in nickel-iron insert in the piston for maximum durability.

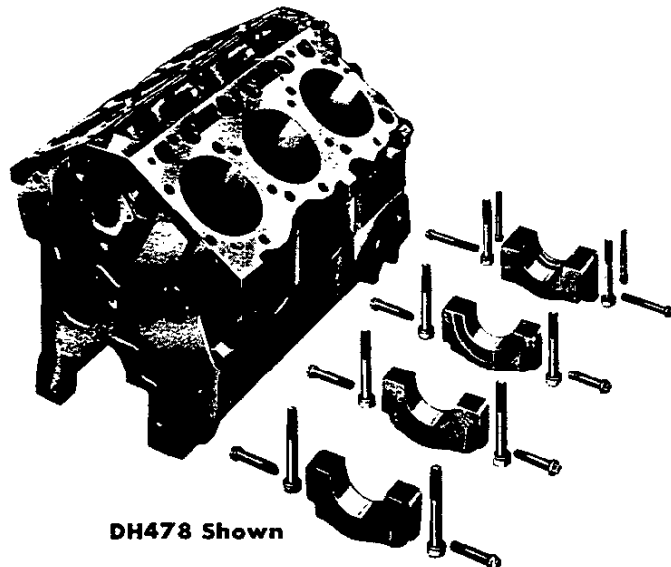
Connecting rods have large I-beam sections of forged steel to provide maximum durability. Rods and pistons are precision balanced as units and matched for smooth performance.

Crankshaft has four main and six connecting rod journals. Premium aluminum insert bearings are used for long service and durability. All crankshaft journals are "Tuffride"-hardened for excellent wear characteristics.

Cylinder block is cast of hard fine-grain alloy iron with thick, husky walls. Deep ribs, extra-large bosses and widely spaced staggered cylinders add strength and rigidity. The block skirt is dropped three inches below the crankshaft center line for extra support in this area. The heavy main bearing caps are interference-fitted to the skirt and secured by heat-treated bolts. They are also held by side tie-bolts thru the block skirt for maximum rigidity.

Cylinder heads are cast of alloy iron for greatest structural strength. Their bottom surface is flat due to the fact that the combustion chamber is in the piston. Widely spaced valves dissipate heat more readily and seat distortion is virtually eliminated. The intake ports are designed to help create the toroidal swirling of incoming air that is the key to Toro-Flow economy.

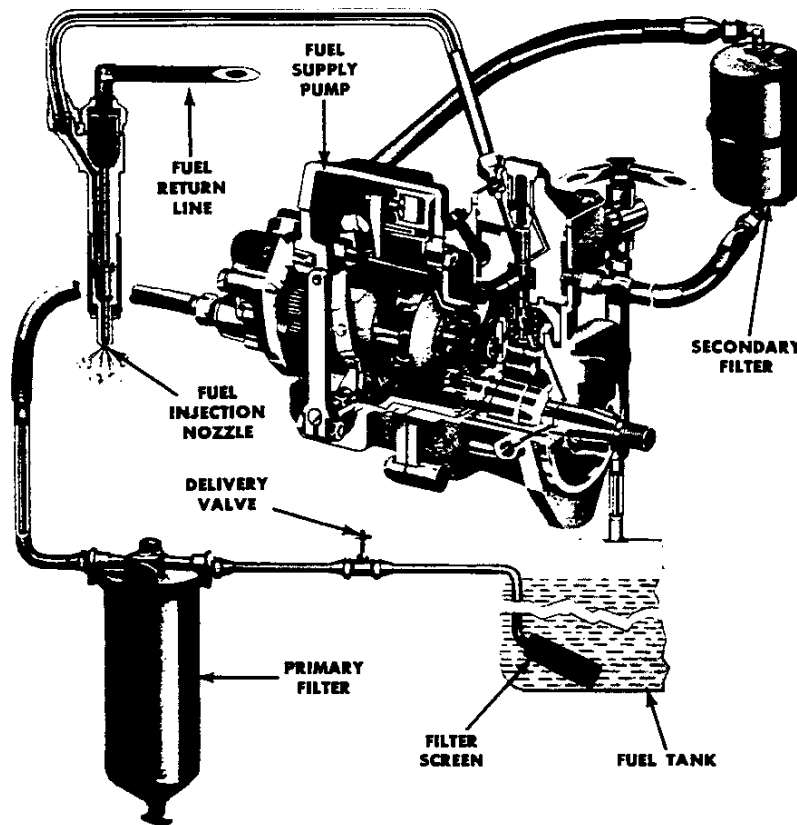
Engine balance is excellent due to crankshaft counterweights, rubber-type damper, weighted flywheel and a rotating balance shaft in the lower left portion of the crankcase. The balance shaft turns in the opposite direction than the crankshaft at twice the rpm.



DH478 Shown

D478, DH478, D637, DH637 DIESEL ENGINES

ENGINE FEATURES



The fuel system uses the American Bosch fuel injection mechanism which meters, pressurizes and distributes the fuel to each cylinder in proper firing sequence. Illustrated at left is the main pump assembly and components of the entire fuel system. The pump is mounted on top of the engine between the cylinder head and is driven by the camshaft.

The system includes a frame-mounted primary fuel filter with a throwaway-type element and a secondary filter of the disposable type. A screen in the fuel tank prevents any contaminants from entering the lines.

The low-pressure fuel supply pump is used to assure adequate fuel to the high-pressure injection portion. Fuel is recirculated to the fuel tank when not needed so that the fuel is constantly being filtered.

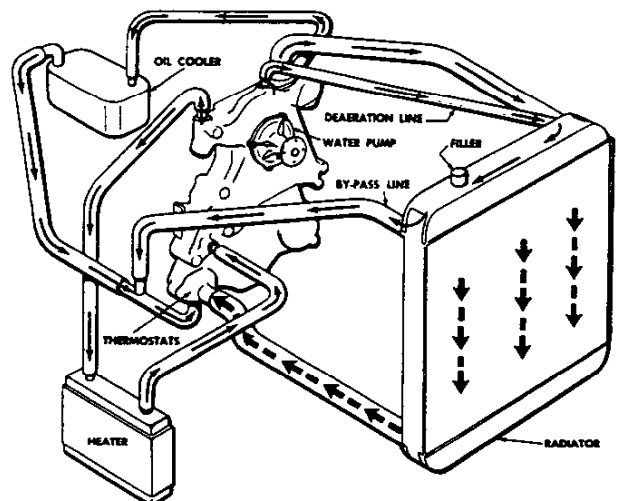
Specific injection timing is varied as needed throughout the rpm ranges by an automatic advance mechanism controlled by engine speed and oil pressure. To provide for easier starting, there is an automatic starting device which provides more fuel when the engine is being cranked over.

The pump plunger provides high-pressure impulses of fuel thru the delivery valve at the proper times to the cylinder injection nozzles. The amounts of fuel sent are controlled within close limits by a variable-speed mechanical governor for maximum power and economy.

The Posi-Temp cooling system used only on Toro-Flow diesel engines requires no radiator shutters and yet permits a much closer control over coolant temperatures. It reduces coolant temperature fluctuation and maintains a relatively constant temperature for highest diesel engine operating efficiency.

A high-capacity centrifugal-type water pump circulates large volumes of coolant through the cylinder block and heads. This high-efficiency cooling increases life of pistons, valves, seats, guides and injector nozzles by eliminating "hot-spots."

The flow from the block and heads enters the inlet hose to the upper radiator tank. If the temperature is too low and the thermostats are closed, the coolant flows across the upper tank and through the bypass line. When the thermostats open, the coolant can flow normally downward through the radiator core. Smaller lines feed coolant to the heater and the oil cooler (where offered), while a deaeration line from the water pump to the upper radiator tank assures full-flow coolant pressure.



Light arrows represent flow with thermostats closed and heavy arrows indicate flow with thermostats open.

D478, DH478, D637, DH637

SPECIFICATIONS

	D478	DH478	D637	DH637
Basic Description				
Displacement (cu in)	477.7		637	
Bore and stroke (in)	5.125 x 3.86			
Gross horsepower @ rpm	150 @ 3200	170 @ 3200	195 @ 2600	220 @ 2800
Net horsepower @ rpm	135 @ 3200	155 @ 3200	185 @ 2600	205 @ 2800
Gross torque @ rpm	275 @ 2000	310 @ 2000	450 @ 1800	458 @ 2000
Net torque @ rpm	266 @ 2000	298 @ 2000	440 @ 1800	444 @ 2000
Governor rpm	3200		2600	2800
Compression ratio	17.5 to 1			
Weight (lbs)	950			
General				
Type and number of cylinders	60° V6		60° V8	
Cylinder block and crankcase	Cast in unit with dropped skirt and left-bank offset forward			
Material	Chrome-nickel alloy cast iron			
Cylinder head	Heat-treated bolts			
Attachment to block	Chrome-nickel alloy cast iron			
Material	In head			
Valve arrangements	Exhaust only			
Valve seat inserts	Four			
Stroke cycle	Compression			
Ignition method	Through high-pressure line to nozzle at each cylinder			
Fuel injection	Naturally aspirated			
Air intake system	Positive			
Crankcase ventilation	1-6-5-4-3-2		1-8-4-3-6-5-7-2	
Firing order				
Camshaft				
Material	High-strength electric furnace iron		Alloy nodular iron	
Bearing material	Steel-backed babbitt		Steel-backed bronze	
Number of bearings	4		5	
Total bearing length (in)	4.58		5.458	
Total projected area (sq in)	9.10		10.96	
Camshaft drive type	Helical gears			
Camshaft gear material	Cast Arma-Steel			
Idler gear material	Cast Arma-Steel			
Crankshaft gear material	Case-hardened steel			
Crankshaft				
Material	Drop-forged steel; Tuffride			
Counterweights	Forged integral			
Main journal diameter (in)	3.125			
Crankpin diameter (in)	2.81			
Crankshaft weight (lbs)	99.5		99.5	
Flywheel material	High-strength cast iron			
Main bearing type	Precision, replaceable			
Number of bearings	4		5	
Material	Steel-backed aluminum			
Diameter (in)	3.125			
End thrust taken by	Bearing 3		Bearing 5	
Total bearing length (in)	4.71		5.65	
Total projected area (sq in)	14.764		17.71	

D478, DH478, D637, DH637

SPECIFICATIONS

	D478	DH478	D637	DH637
Connecting Rods				
Type	I-beam section			
Material	Drop-forged heat-treated steel			
Length center to center (in)	7.19			
Piston pin bushing type	Steel-backed bronze			
Projected area (sq in)	2.08			
Lower end rod bearing type	Precision replaceable			
Material	Steel-backed aluminum			
Diameter and length (in)	2.812 x .935			
Projected area (sq in)	2.628			
Pistons				
Type	Heavy duty, cam ground, barrel shaped			
Material	Permanent mold cast aluminum, tin plated			
Compression ring grooves	Two			
Top grooves insert	No-resist cast iron bonded in place			
Oil control ring grooves	One above piston pin with drilled holes for drainage			
Projected pin bearing area in piston (sq in)	4.06			
Piston pin type	Full-floating			
Material	Tubular alloy steel			
Diameter (in)	1.615			
Retention method	Snap rings in piston			
Piston rings				
Top compression ring	Keystone section, barrel faced			
Material	High-strength chrome-faced ductile iron			
Second compression ring	Taper faced			
Material	Cast iron			
Oil control ring	Cast-iron type			
Material	Chrome-plated cast iron with steel expander			
Valve Mechanism				
Type	Rocker arm and shaft, pushrod actuated			
Valve lifters	Mechanical barrel, rotating			
Material	Hardened cast iron			
Guide	Reamed holes in cylinder block			
Pushrod	Tubular steel			
Length	9.33			
Rocker arm	Pearlitic malleable iron			
Adjustment	Self-locking screw			
Shaft support	Aluminum die-cast brackets			
Shaft material	Tubular case-hardened steel			
Lubrication				
Type	Full-pressure			
Distribution				
Main bearings	Direct			
Connecting rod bearings	Direct			
Connecting rod bushings	Direct			
Camshaft bearings	Direct			
Camshaft lobes	Dip in oil reservoirs			
Timing gears	Direct spray and overflow			
Lifters	Direct			
Rocker arms	Direct			
Rocker arm shaft	Direct			
Piston pins	Oil splash through two slots in each piston pin boss			
Cylinder walls	Splash			
Oil cooler	Optional			Standard
Oil pump type	Rotor			
Normal pressure (PSI)	60			
Capacity GPM @ RPM	16 @ 3200			
Inlet screen	Fixed			
Oil filter				
Type	2-qt full-flow replaceable element			
Location	Left side of block			
Crankcase capacity				
Without filter change	8 qts		12 qts	
With filter change	10 qts		14 qts	

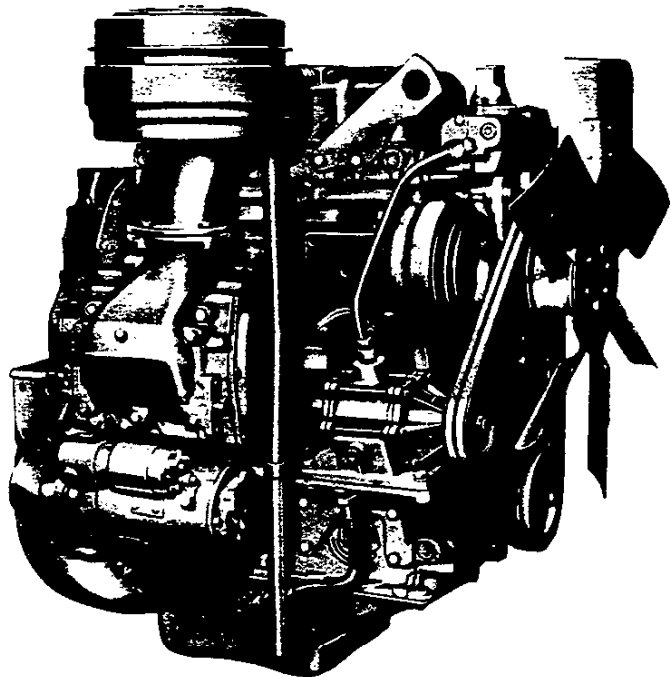
D478, DH478, D637, DH637

SPECIFICATIONS

	D478	DH478	D637	DH637
Manifolds				
Air inlet	Vertical downdraft with three ports for each bank		Vertical downdraft with four ports for each bank	
Exhaust	Three ports for each bank of three cylinders		Four ports for each bank of four cylinders	
Fuel System	American Bosch with positive displacement gear transfer pump			
Fuel pump make and model	American Bosch with positive displacement gear transfer pump			
Type	Single-plunger distributor type			
Pump drive	Gear drive from camshaft			
Fuel strainer	Screen in fuel tank			
Primary fuel filter	Replaceable element mounted on frame rail (10 micron)			
Secondary fuel filter	Throwaway type (2 micron)			
Fuel injector make	American Bosch			
Type	Multiple orifice			
Size	Four-hole .014" diameter			
Injector coolant	High-velocity water in cylinder head			
Fuel flow control	Fuel-metering sleeve in pump			
Injector actuation	High-pressure fuel from pump			
Injection pressure	3000 PSI			
Governor	Built in unit with fuel pump			
Type	Modulating centrifugal			
Air cleaner			Oil-bath--1-quart	
Type and size			Oil-bath--1-quart	
Location	On engine		R.H. side of firewall	
Quantity used	1		1	
Exhaust System	Dual 2.50" OD steel tubing			
Engine to muffler	Dual 2.50" OD steel tubing			
Muffler size (in)	6 $\frac{5}{8}$ OD x 28			
Type	Two-passage			
Number used	2			
Features	Aluminum dip and heat-resistant finish			

3-53N GM DIESEL

HIGH TORQUE 3-53N GM DIESEL PERFORMANCE



Basic Specifications

Engine type	In-line 2-cycle diesel
Piston displacement	159.2 cu in
Bore & stroke (nominal)	3 7/8" x 4 1/2"
Dry weight (with clutch)	1005 lb
Compression ratio	21 to 1

Test Procedures

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

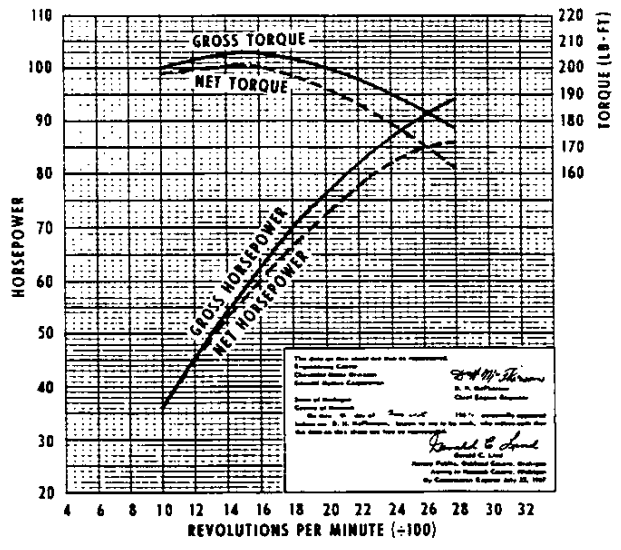
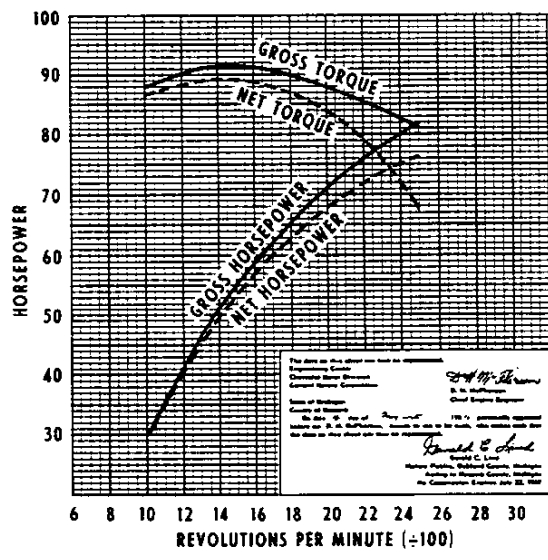
Gross horsepower and torque were obtained in a regular dynamometer test with the dynamometer exhaust system, no fan and generator not charging.

Series 20-30

Gross horsepower	82 @ 2500 rpm
Net horsepower	76 @ 2500 rpm
Gross torque, lb-ft	193 @ 1500 rpm
Net torque, lb-ft	189 @ 1500 rpm

Series 40

Gross horsepower	94 @ 2800 rpm
Net horsepower	86 @ 2800 rpm
Gross torque, lb-ft	205 @ 1500 rpm
Net torque, lb-ft	201 @ 1500 rpm



4-53N GM DIESEL

HIGH TORQUE 4-53N GM DIESEL PERFORMANCE

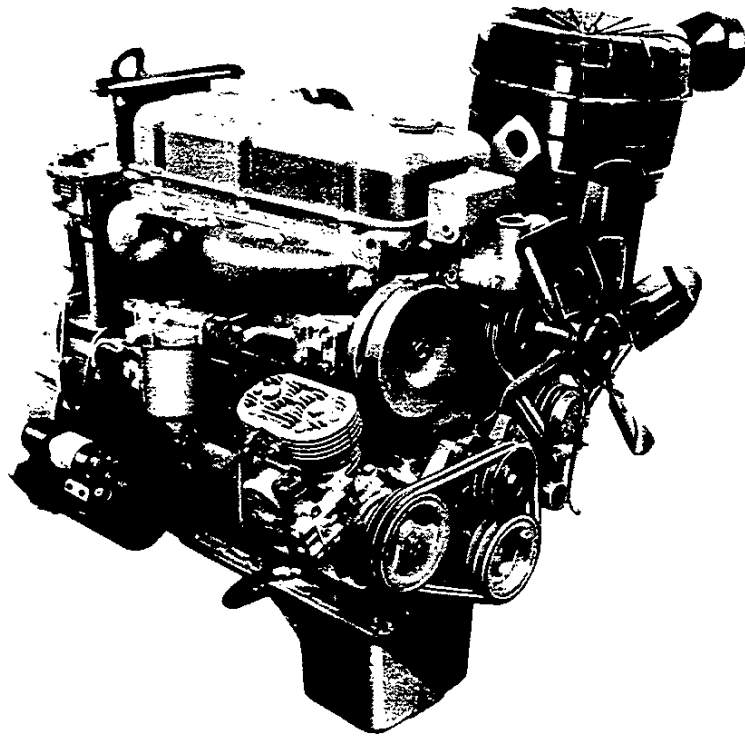
Basic Specifications

Engine type In-line 2-cycle diesel
 Piston displacement 212.3
 Bore & stroke (nominal) 3 $\frac{7}{8}$ " x 4 $\frac{1}{2}$ "
 Dry weight (with clutch) 1203 lb
 Compression ratio 21 to 1

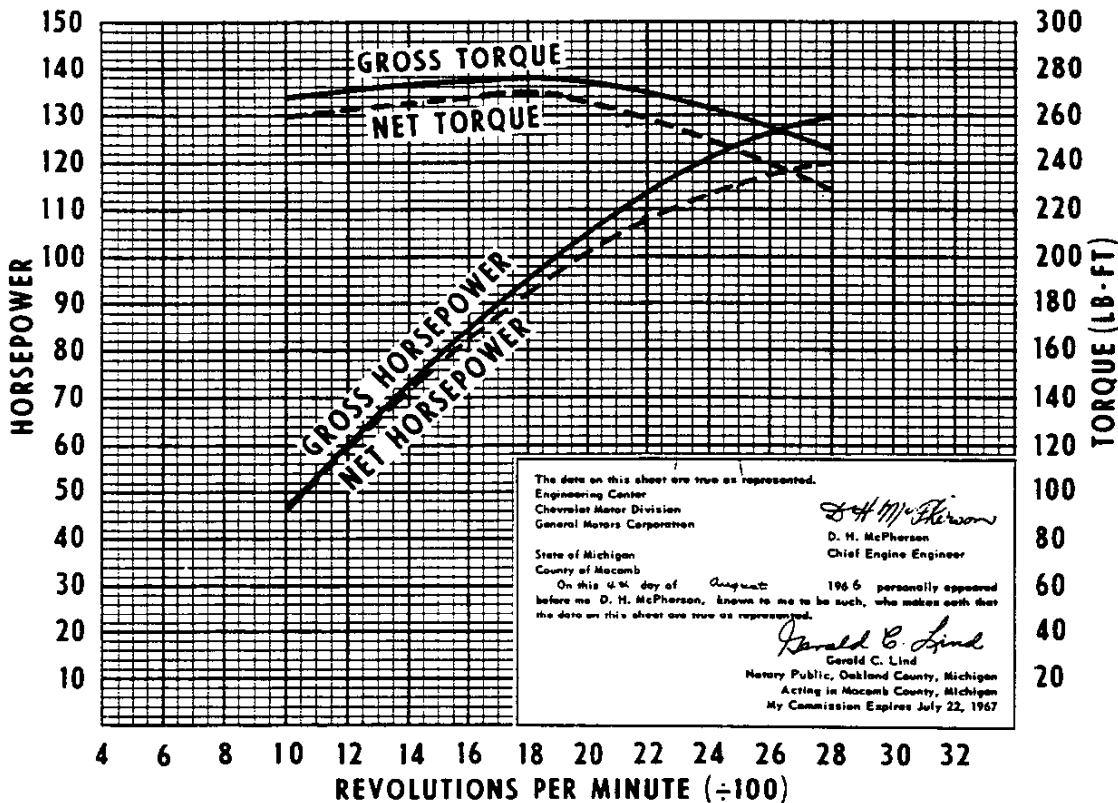
Test Procedures

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

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

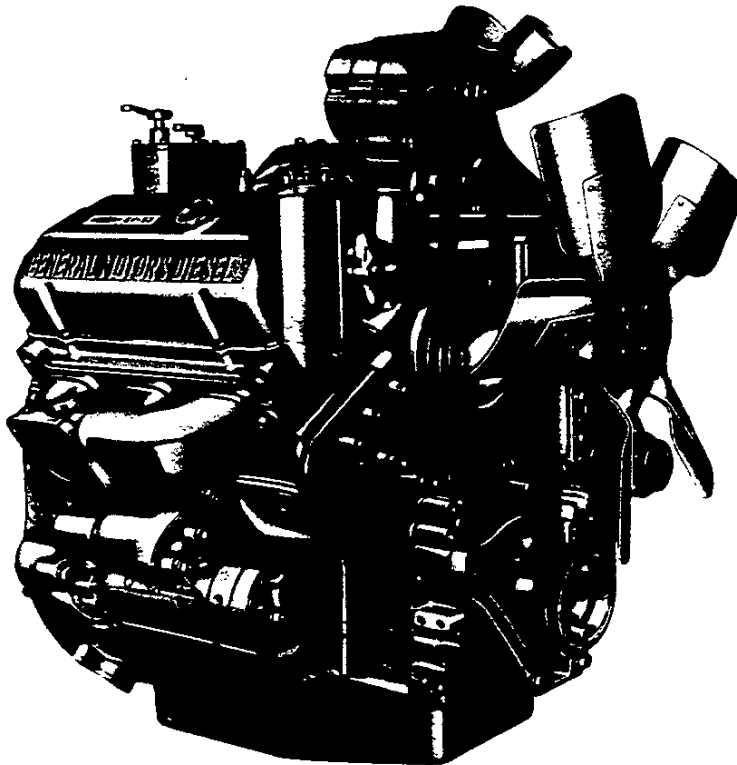


Gross horsepower 130 @ 2800 rpm
 Net horsepower 120 @ 2800 rpm
 Gross torque, lb-ft. 278 @ 1800 rpm
 Net torque, lb-ft. 270 @ 1800 rpm



6V-53N GM DIESEL

HIGH TORQUE 6V-53N GM DIESEL PERFORMANCE



Basic Specifications

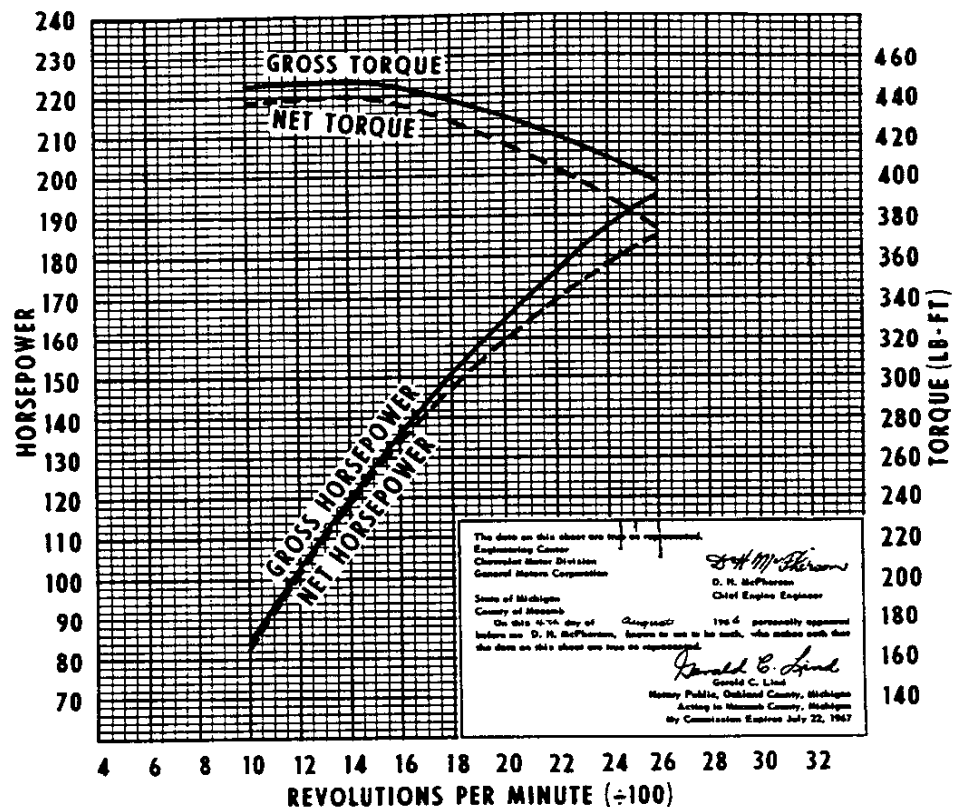
Engine type V6 2-cycle diesel
 Piston displacement 318.4 cu in
 Bore & stroke (nominal) 3 $\frac{3}{8}$ " x 4 $\frac{1}{2}$ "
 Dry weight (with clutch) 1412 lb
 Compression ratio 21 to 1

Test Procedures

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

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

Gross horsepower 195 @ 2600 rpm
 Net horsepower 185 @ 2600 rpm
 Gross torque, lb-ft 447 @ 1400 rpm
 Net torque, lb-ft 439 @ 1400 rpm



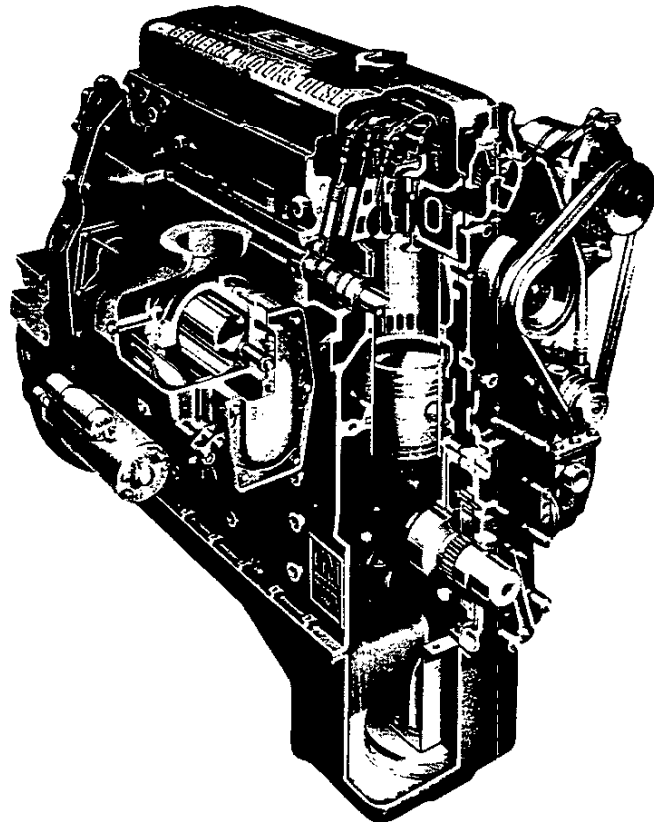
3-53N, 4-53N, 6V-53N GM DIESEL ENGINES

ENGINE FEATURES

Series 53 GM Diesels are two-cycle compression-ignition engines with a high degree of parts interchangeability regardless of engine type (inline or "V") or number of cylinders. Interchangeable parts include injectors, exhaust valves, cylinder liners, pistons and rings and many other related parts. This feature enables fleet owners to maintain their units with far less parts difficulties or expense.

Two-cycle design means that every downstroke of the piston is a power stroke. This feature enables the engine to accelerate more rapidly and to be more responsive to power demands.

4-Valve design—Each cylinder has four exhaust valves that function simultaneously for quick removal of exhaust gases. (Inlet valves are not required in a two-cycle engine.) Hardened alloy-iron valve seats are metallurgically "shrunk" into the cylinder head for increased life and resistance to burning. The large exhaust valve area also helps to keep cylinder head temperature low.



4-53N Engine Shown

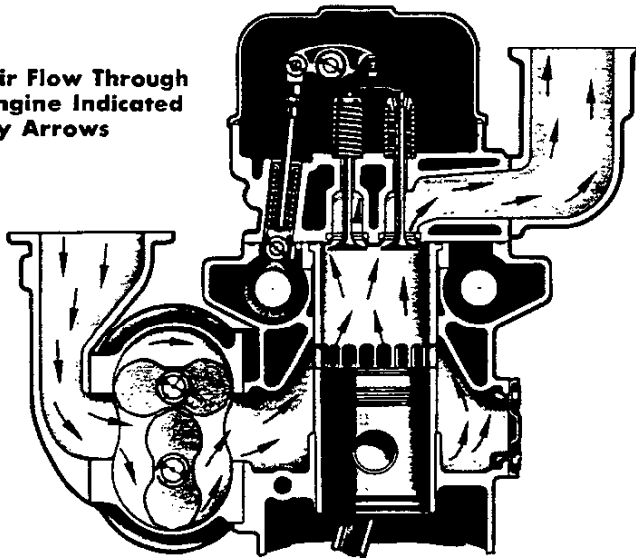
High compression ratio—The 21 to 1 compression ratio of the GM Diesel engines makes them one of the most efficient internal combustion engines ever designed. The air in each cylinder is compressed and heated by the piston on its upstroke. Near the top of the upstroke, the fuel is injected into the compressed heated air. The fuel burns evenly and completely, producing a strong, smooth downstroke or power stroke.

Roots-type blower—A two-vane Roots-type blower supplies air to the engine for combustion and scavenging the engine of exhaust gases. Air passes thru two oil-bath air cleaners to the blower where it is pushed into the engine's air box surrounding the piston liners. The ports in the piston liners serve as induction openings and are only open when the piston is on its downstroke. When uncovered, the inrushing air forces the old burned gases out of the open exhaust valves and "recharges" the cylinder with fresh air. As the valves close and the piston rises, the new charge is compressed and heated, repeating the cycle.

The large quantities of air supplied by the blower also serve to cool the cylinder walls, piston heads and exhaust valves.

Cylinder liners—Wet-type replaceable cylinder liners aid cooling by allowing better heat transfer to coolant. Matched piston and liner replacement units make servicing easier.

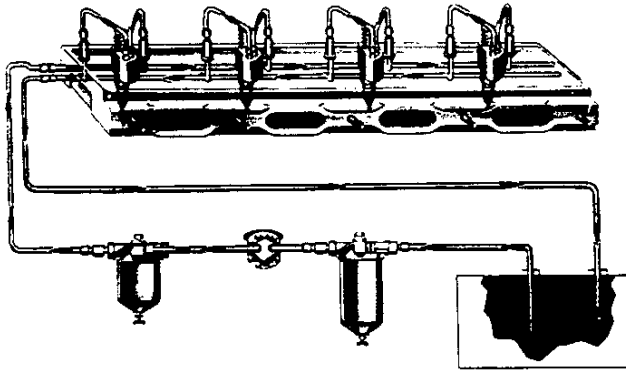
Air Flow Through Engine Indicated by Arrows



Typical Inline GM Diesel Cross Section

3-53N, 4-53N, 6V-53N GM DIESEL ENGINES

ENGINE FEATURES

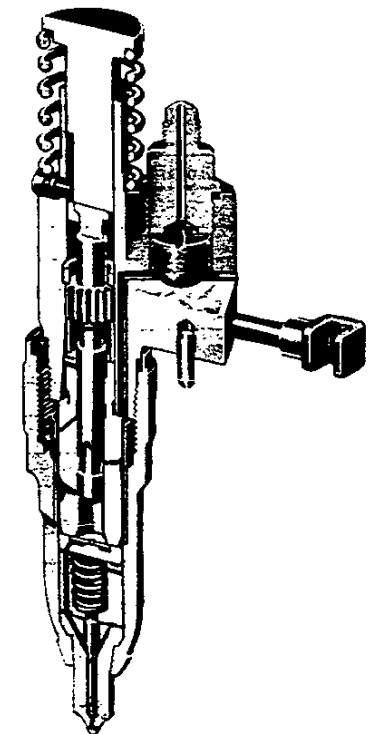


**Fuel Flow Diagram for
4-53N Engine**

N-type injectors—All GM Diesels used in Chevrolet trucks utilize the N-type or needle injector as shown at the right. They provide better performance and fuel economy by improving the combustion in the cylinders. The N-type injector operates at higher tip pressures for a better fuel spray.

Injectors are actuated by the camshaft thru pushrods and rocker arms at the proper time. The injector itself pressurizes the fuel internally and atomizes it directly into the cylinder.

The higher pressure start of injection of the N-type injector (3000 psi) and the cut-off pressure (2000 psi) produce more complete combustion due to sharper starts and cutoffs—improving fuel timing and metering. These injectors, coupled with the 21 to 1 compression ratio, produce better power, a reduction in exhaust smoke and improved fuel economy.



45mm N-Type Injector

Governor—The governors used on Series 53N GM Diesels are mechanical type made by King Seely. They are set for maximum full load settings of 2800 rpm on the 3-53N and 4-53N and 2600 rpm on the 6V-53N.

Pistons—Trunk-type pistons are made of Arma-Steel and are tin-plated for durability.

Piston rings—Four chrome-steel compression rings and two scraper-type oil control rings are used on each piston.

Precision replaceable bearings—All main and connecting rod bearings are of the precision replaceable insert type and are made of premium bearing alloys.

Lubrication system—A forced-feed lubrication system is used with an internal-gear-type oil pump. Oil coolers are standard equipment on GM Diesels.

3-53N, 4-53N and 6V-53N GM DIESELS

SPECIFICATIONS

	3-53N	3-53N	4-53N	6V-53N
Basic Description	2-cycle in-line diesel		2-cycle in-line diesel	2-cycle V6 diesel
Displacement	159 cu in		212 cu in	318 cu in
Bore & Stroke (in)	3.875 x 4.50			
Compression Ratio	21.0:1			
Gross Horsepower @ rpm	82 @ 2500	94 @ 2800	130 @ 2800	195 @ 2600
Net Horsepower @ rpm	76 @ 2500	86 @ 2800	120 @ 2800	185 @ 2600
Gross Torque (lb-ft) @ rpm	193 @ 1500	205 @ 1500	278 @ 1800	447 @ 1400
Net Torque (lb-ft) @ rpm	189 @ 1500	201 @ 1500	270 @ 1800	439 @ 1400
Firing Order	1-3-2		1-3-4-2	1L-3R-3L-2R-2L-1R
Air Cleaner				
Bearings, Connecting Rod (Crank end)	precision removable			
Material	steel-backed copper-lead or steel-backed aluminum			
ID x Length (Projected Area) (in)	2.500 x 1.32 (3.30 sq in)			2.750 x 1.10 (3.02 sq in)
Bearings, Main	precision removable			
Material	steel-backed copper-lead or steel-backed aluminum			
ID x Length (Projected Area) (in)	3.00 x 1.18 (3.54 sq in)			3.500 x 1.00 (3.50 sq in)
Blower	Roots-type			
Pressure @ Engine rpm (Inches of Mercury)	8.7 @ 2800			
Ratio (Blower to Engine Speed)	2.49:1			
Connecting Rods	drop-forged steel; I-beam section			
Length (Center to Center) (in)	8.80			
Crankshaft	drop-forged steel			
Cylinder Block	cast iron			
Cylinder Heads	valve-in-head design			
Material	cast iron			
Cylinder Liners	wet type; cast iron			
Number of Intake Ports per Liner	18			
Exhaust System				
Type	single; offset flow			dual; reverse flow
Exhaust Pipe—OD	3½			3
Tailpipe—OD	2⅞			2½
Fan	see cooling system specifications			
Filter, Fuel	two; replaceable elements			
Filter, Oil	full-flow			
Capacity	2 qt			
Governor	King-Seely			
Type	mechanical			
Setting (Full Load)	2500 rpm	2800 rpm		2600 rpm
Injectors, Fuel	unit-type; model N-40	unit type; model N-45		
Number of Holes	8	8		
Diameter (in)		.0055		
Delivery Pressure (psi)	3000	3000		
Bore & Stroke (in)		.25 x .347		

3-53N, 4-53N and 6V-53N GM DIESELS

SPECIFICATIONS

	3-53N	3-53N	4-53N	6V-53N
Lubrication System	Full-pressure system: direct pressure to piston pins, main, connecting rod and camshaft bearings; pressure and splash to valve mechanism; splash to cylinder walls and timing gears. (See Owner's Guide for lubricant types.)			
Oil Capacity (qts)	12	12	14	14
Oil Cooler	Harrison; plate-type			
Piston Pins	hardened chrome-alloy steel; full floating			
Diameter (in)	1.375			
Piston Rings	four compression, two oil-control rings per piston			
Compression	steel; chrome plated			
Oil Control	double scraper with expander; cast alloy iron			
Pistons	Arma-Steel; tin plated; dished head, full skirt			
Pump, Fuel Transfer				
Make	Detroit Diesel			
Type	mechanical gear			
Pressure Range (gal/hr @ psi)	60 @ 65			
Valves, Exhaust				
Type	Poppet			
Number	4			
Diameter (in)	1.09			
Lift (in)	.32747			
Water Pump				
Type	Centrifugal; belt driven			
Delivery (@ 2800 rpm)	42 gal	42 gal	50 gal	83 gal

COOLING SYSTEMS

STANDARD COOLING SYSTEMS

SERIES	Radiator							System capacity (qt)	Pressure cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)	Frontal area (sq in)			
CS10	250	Tube & Center*	17	26¼	1¼	.25	446	12	13	4 x 18
	292	Tube & Center*	17	26¼	1¼	.18	446	12½	13	4 x 18
CE10	283	Tube & Center*	17	28¼	1¼	.22	480	17½	13	4 x 18
	327	Tube & Center*	17	28¼	2	.25	480	17	13	4 x 18
GS10	230	Tube & Center	17½	18	1¼	.16	314	10½	15	4 x 18
	250	Tube & Center	17½	19	1¾	.20	333	11½	15	4 x 18
GE10	283	Tube & Center*	17	22	2	.22	374	17½	15	5 x 18
KS10	250	Tube & Center*	17	26¼	1¼	.25	446	12	13	4 x 18
	292	Tube & Center*	17	26¼	1¼	.18	446	12½	13	4 x 18
KE10	283	Tube & Center*	17	28¼	1¼	.22	480	17½	13	4 x 18
	327	Tube & Center*	17	28¼	2	.25	480	17	13	4 x 18
PS10	230	Tube & Center	17½	18	1¼	.16	314	10	13	4 x 17½
	250	Tube & Center	17½	19	1¾	.16	333	11	13	4 x 18
CS20	250	Tube & Center*	17	26¼	1¼	.20	446	12	13	4 x 18
	292	Tube & Center*	17	26¼	1¼	.18	446	12½	13	4 x 18
CE20	283	Tube & Center*	17	28¼	1¼	.20	480	17½	13	4 x 18
	327	Tube & Center*	17	28¼	2	.25	480	17	13	4 x 18
GS20	230	Tube & Center	17½	18	1¼	.16	314	10½	15	4 x 18
	250	Tube & Center	17½	19	1¾	.20	333	11½	15	4 x 18
GE20	283	Tube & Center*	17	22	2	.22	374	17½	15	5 x 18
KS20	250	Tube & Center*	17	26¼	1¼	.20	446	12	13	4 x 18
	292	Tube & Center*	17	26¼	1¼	.18	446	12½	13	4 x 18
KE20	283	Tube & Center*	17	28¼	1¼	.20	480	17½	13	4 x 18
	327	Tube & Center*	17	28¼	2	.25	480	17	13	4 x 18
PS20	250	Tube & Center	17½	23	2	.22	401	12	13	4 x 20
	292	Tube & Center	17½	23	2	.20	401	12½	13	4 x 20
PT20	3-53N	Tube & Center	17½	23	2	.16	401	20¼	13	6 x 20
CS30	250	Tube & Center*	17	26¼	1¼	.20	446	12	13	4 x 18
	292	Tube & Center*	17	26¼	1¼	.18	446	12½	13	4 x 18
CE30	283	Tube & Center*	17	28¼	1¼	.20	480	17½	13	4 x 18
	327	Tube & Center*	17	28¼	2	.25	480	17	13	4 x 18
PS30	250	Tube & Center	17½	23	2	.22	401	12	13	4 x 20
	292	Tube & Center	17½	23	2	.20	401	12½	13	4 x 20
PT30	3-53N	Tube & Center	17½	23	2	.16	401	20¼	13	6 x 20
CS40	250	Tube & Center*	24	26¼	1¼	.18	634	16	9	4 x 20
	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
CE40	283	Tube & Center*	24	26¼	1¼	.18	634	21	9	4 x 20
PS40	250	Tube & Center	17½	23	2	.16	401	13	13	4 x 20
	292	Tube & Center	17½	23	2	.16	401	12¾	13	4 x 20
SS40	250	Tube & Center*	24	26¼	1¼	.18	634	16	9	4 x 20
	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
TS40	250	Tube & Center	24¾	23	2	.20	569	13½	9	4 x 20
	292	Tube & Center	24¾	23	2	.20	569	17	9	4 x 20
TE40	283	Tube & Center	24¾	23	2	.20	569	21	9	5 x 20
	327	Tube & Center	24¾	23	2	.20	569	25¼	9	5 x 20
TT40	3-53N	Tube & Center	24¾	23	2	.20	569	20½	9	6 x 20
CS50	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
CE50	327	Tube & Center*	24	26¼	2	.20	634	20½	9	5 x 20
	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
CD50	4-53N	Tube & Center	24	28¼	2	.18	680	20	9	6 x 20

*Crossflow type

COOLING SYSTEMS

STANDARD COOLING SYSTEMS (Cont'd)

SERIES	Radiator							System capacity (qt)	Pressure cap. (lb)	Fan (No. blades x diameter)
	Engine	Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)	Frontal area (sq in)			
CG50	D478 DH478	Tube & Center	24	28¼	2	.18	680	29¾	9	5 x 22
MS50	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
ME50	327	Tube & Center*	24	26¼	2	.20	634	20½	9	5 x 20
	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
SS50	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
SE50	327	Tube & Center*	24	26¼	2	.20	634	20½	9	5 x 20
	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
TS50	292	Tube & Center	24¾	23	2	.20	569	17	9	4 x 20
TE50	327	Tube & Center	24¾	23	2	.20	569	25¼	9	5 x 20
	366	Tube & Center	24	28½	2	.18	684	28½	9	6 x 20
TD50	4-53N	Tube & Center	24¾	23	2	.20	569	21	9	6 x 20
TG50	D478	Tube & Center	24¾	23	2½	.16	569	34½	9	5 x 22
	DH478	Tube & Center	22	28½	2½	.20	627	37	9	5 x 22
CS60	292	Tube & Center*	24	26¼	1¼	.18	634	16½	9	4 x 20
CE60	327	Tube & Center*	24	26¼	2	.20	634	20½	9	5 x 20
	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
CD60	4-53N	Tube & Center	24	28¼	2	.18	680	20	9	6 x 20
CG60	D478	Tube & Center	24	28¼	2	.18	680	29¾	9	5 x 22
	DH478	Tube & Center	24	28¼	2	.18	680	29¾	9	5 x 22
ME60	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
MG60	DH478	Tube & Center*	24	28¼	2	.18	680	29¾	9	5 x 22
SE60	327	Tube & Center*	24	26¼	2	.20	634	20½	9	5 x 20
	366	Tube & Center*	24	34	2	.16	820	31	9	5 x 20
TS60	292	Tube & Center	24¾	23	2	.20	569	17	9	4 x 20
TE60	327	Tube & Center	24¾	23	2	.20	569	25¼	9	5 x 20
	366	Tube & Center	24	28½	2	.18	684	28½	9	6 x 20
TD60	4-53N	Tube & Center	24¾	23	2	.20	569	21	9	6 x 20
TG60	D478	Tube & Center	24¾	23	2½	.16	569	34½	9	5 x 22
	DH478	Tube & Center	22	28½	2½	.20	627	37	9	5 x 22
HM70	401	Tube & Center			2		683	33½	9	4 x 24
HJ70	D637	Tube & Center			2		683	38½	9	5 x 24
	DH637	Tube & Center			2½		683	38½	9	5 x 24
HV70	6V-53	Tube & Center			1¼		790	36	9	5 x 22
JM70	401	Tube & Center			2		683	33½	9	4 x 24
JJ70	D637	Tube & Center			2		683	38½	9	5 x 24
	DH637	Tube & Center			2½		683	38½	9	5 x 24
JV70	6V-53	Tube & Center			1¼		790	36	9	5 x 22
TM70	401	Tube & Center			2½		627	43	9	5 x 22
TJ70	D637	Tube & Center			2		727	43	9	5 x 24
	DH637	Tube & Center			2		727	43	9	5 x 24
TV70	6V-53	Tube & Center			2¾		689	32½	9	5 x 22
HM80	401	Tube & Center			2		683	33½	9	5 x 24
	478	Tube & Center			2½		683	36	9	5 x 24
JM80	401	Tube & Center			2		683	33½	9	4 x 24
	478	Tube & Center			2½		683	37½	9	5 x 24
TM80	401	Tube & Center			2½		627	44	9	5 x 22
	478	Tube & Center			2½		727	44½	9	5 x 24
WM80	401	Tube & Center			2½		627	44	9	5 x 22
	478	Tube & Center			2½		727	44½	9	5 x 24

*Crossflow type

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS

Series	Engine	Optional Combinations	Radiator						System Capacity (qt)	Pressure Cap. (lb)	Fan (No. blades x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)	Frontal Area (sq in)			
CS10	250	HD Radiator	Tube & Center*	17	28¼	2	.25	480	12¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.25	480	13	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.25	480	13	15	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	13	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	13	15	5 x 18
	292	HD Radiator	Tube & Center*	17	28¼	2	.25	480	13¼	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	13¼	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
CE10	283	HD Radiator	Tube & Center*	17	28¼	2	.25	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	17½	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	17½	15	5 x 18
	327	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.18	480	16¼	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2¾	.18	480	17¾	15	5 x 18
GS10	230	HD Radiator	Tube & Center	17½	19	1¾	.16	333	11½	15	4 x 18
		Automatic Trans.	Tube & Center	17½	19	1¾	.16	333	11½	15	5 x 18
	250	HD Radiator	Tube & Center	17½	19	1¾	.16	333	11½	15	4 x 18
		Automatic Trans.	Tube & Center	17	22	2	.18	374	12½	15	5 x 18
GE10	283	HD Radiator	Tube & Center*	17	22	2¾	.16	374	17¾	15	5 x 18
		Automatic Trans.	Tube & Center*	17	22	2¾	.16	374	17¾	15	5 x 18
KS10	250	HD Radiator	Tube & Center*	17	28¼	2	.25	480	12¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.25	480	13	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.25	480	13	15	5 x 18
	292	HD Radiator	Tube & Center*	17	28¼	2	.25	480	13¼	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
KE10	283	HD Radiator	Tube & Center*	17	28¼	2	.25	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
	327	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
PS10	230	Automatic Trans.	Tube & Center	17½	19	1¾	.16	333	10	13	4 x 17½
	250	Automatic Trans.	Tube & Center	17½	19	1¾	.16	333	12	13	4 x 18
CS20	250	HD Radiator	Tube & Center*	17	28¼	2	.25	480	12¾	15	5 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.25	480	13	15	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	13	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	13	15	4 x 18
	292	HD Radiator	Tube & Center*	17	28¼	2	.25	480	13¼	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	13¼	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18

*Cross-flow type

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt)	Pressure Cap. (lb)	Fan (No. blade x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)	Frontal Area (sq in)			
CE20	283	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	17¾	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.22	480	17¾	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2	.18	480	17¾	15	5 x 18
	327	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2¾	.18	480	17¾	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Automatic Trans.	Tube & Center*	17	28¼	2	.18	480	16¼	13	4 x 18
		Auto. Trans. w/Air Cond.	Tube & Center*	17	28¼	2¾	.18	480	17¾	15	5 x 18
GS20	230	HD Radiator	Tube & Center	17½	19	1¾	.16	333	11½	15	4 x 18
		Automatic Trans.	Tube & Center	17½	19	1¾	.16	333	11½	15	5 x 18
	250	HD Radiator	Tube & Center	17½	19	1¾	.16	333	11½	15	4 x 18
		Automatic Trans.	Tube & Center*	17	22	2	.18	374	12½	15	5 x 18
GE20	283	HD Radiator	Tube & Center*	17	22	2¾	.16	374	17¾	15	5 x 18
		Automatic Trans.	Tube & Center*	17	22	2¾	.16	374	17¾	15	5 x 18
KS20	250	HD Radiator	Tube & Center*	17	28¼	2	.25	480	12¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.25	...	13	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.25	...	13	15	5 x 18
	292	HD Radiator	Tube & Center*	17	28¼	2	.25	480	13¼	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
KE20	283	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
	327	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
PS20	250	Automatic Trans.	Tube & Center	17½	23	2	.20	401	12	13	4 x 20
	292	Automatic Trans.	Tube & Center	17½	23	2	.18	401	12½	13	4 x 20
CS30	250	HD Radiator	Tube & Center*	17	28¼	2	.25	480	12¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.25	...	13	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.25	...	13	15	5 x 18
	292	HD Radiator	Tube & Center*	17	28¼	2	.25	480	13¼	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	13¼	15	5 x 18
CE30	283	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17¾	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2	.18	480	17¾	13	5 x 18
	327	HD Radiator	Tube & Center*	17	28¼	2	.18	480	17	13	4 x 18
		HD Cooling	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
		Air Conditioning	Tube & Center*	17	28¼	2¾	.18	480	18½	15	5 x 18
CS40	250	HD Radiator	Tube & Center*	24	26¼	2	.20	634	16½	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	18	9	5 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.20	680	18	9	5 x 20
	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	18¼	9	5 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.20	680	18¼	9	5 x 20

*Cross-flow type

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Cont'd)

Series	Engine	Optional Combinations	Radiator						System Capacity (qt)	Pressure Cap. (lb)	Fan (No. blades x diam.)
			Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)	Frontal Area (sq in)			
CE40	283	HD Radiator	Tube & Center*	24	26¼	2	.20	634	21½	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	21½	9	5 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.20	680	21½	9	5 x 20
SS40	250	HD Radiator	Tube & Center*	24	26¼	2	.20	634	16½	9	4 x 20
	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
CS50	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	18¼	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.20	680	18¼	9	6 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2	.16	680	18¼	9	4 x 20
CES0	327	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2¾	.16	680	23½	9	5 x 20
	366	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Automatic Trans.	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
MS50	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	18¼	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
ME50	327	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
	366	HD Radiator	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
		HD Cooling	Tube & Center*	24	34	2¾	.16	820	33	9	5 x 22
		Air Conditioning	Tube & Center*	24	34	2¾	.16	820	33	9	5 x 22
SS50	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2	.16	680	18¼	9	4 x 20
SE50	327	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
	366	Automatic Trans.	Tube & Center*	24	28¼	2¾	.16	680	23½	9	5 x 20
		HD Radiator	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
		Automatic Trans.	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20

*Cross-flow type

COOLING SYSTEMS

OPTIONAL COOLING SYSTEMS (Cont'd)

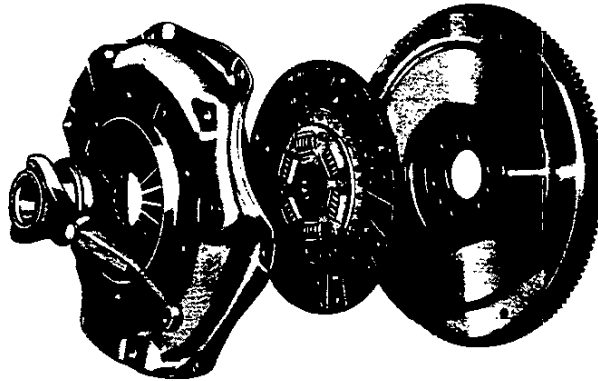
Series	Engine	Optional Combinations	Radiator					System Capacity (qt)	Pressure Cap. (lb)	Fan (No. blade x diam.)	
			Type	Height (in)	Width (in)	Thickness (in)	Dist. Between Tubes (in)				Frontal Area (sq in)
CS60	292	HD Radiator	Tube & Center*	24	26¼	2	.20	634	17	9	4 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.20	680	18¼	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.20	680	18¼	9	6 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2	.16	680	18¼	9	4 x 20
CE60	327	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
		HD Cooling	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Air Conditioning	Tube & Center*	24	28¼	2	.16	680	21¾	9	6 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2¾	.16	680	23½	9	5 x 20
	366	HD Radiator	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
		HD Cooling	Tube & Center*	24	34	2¾	.16	820	33	9	5 x 22
		Air Conditioning	Tube & Center*	24	34	2¾	.16	820	33	9	5 x 22
		Automatic Trans.	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
ME60	366	HD Radiator	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
		Air Conditioning	Tube & Center*	24	34	2¾	.16	820	33	9	5 x 22
		Automatic Trans.	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
SE60	327	HD Radiator	Tube & Center*	24	28¼	2	.16	680	21¾	9	5 x 20
		Automatic Trans.	Tube & Center*	24	28¼	2¾	.16	680	23½	9	5 x 20
	366	HD Radiator	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
		Automatic Trans.	Tube & Center*	24	34	2¾	.16	820	33	9	6 x 20
HM70	401	HD Cooling	Tube & Center			2		683	33	9	5 x 24
HJ70	D637 DH637	HD Cooling	Tube & Center			2½		683	39	9	5 x 24
		HD Cooling	Tube & Center			2½		683	39	9	5 x 24
HV70	6V-53	HD Cooling	Tube & Center			2		792		9	5 x 22
JM70	401	HD Cooling	Tube & Center			2		683	36	9	5 x 24
JJ70	D637 DH637	HD Cooling	Tube & Center			2½		683	39	9	5 x 24
		HD Cooling	Tube & Center			2½		683	39	9	5 x 24
JV70	6V-53	HD Cooling	Tube & Center			2		792		9	5 x 22
TM70	401	HD Cooling	Tube & Center			2		569		9	5 x 24
TJ70	D637 DH637	HD Cooling	Tube & Center			2½		727	43½	9	5 x 24
		HD Cooling	Tube & Center			2½		727	43½	9	5 x 24
HM80	401	HD Cooling	Tube & Center			2		683	33½	9	5 x 24
		HD Cooling	Tube & Center			2½		683	36	9	5 x 24
JM80	401	HD Cooling	Tube & Center			2		683	36	9	5 x 24
		HD Cooling	Tube & Center			2½		683	36	9	5 x 24
TM80	401	HD Cooling	Tube & Center			2		684	43½	9	5 x 24
		HD Cooling	Tube & Center			2½		727	44½	9	5 x 24
WM80	401	HD Cooling	Tube & Center			2		684	43½	9	5 x 24
		HD Cooling	Tube & Center			2½		727	44½	9	5 x 24

*Cross-flow type

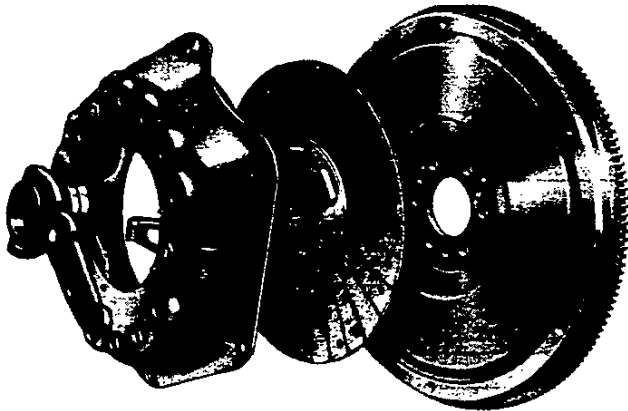
CLUTCHES

DIAPHRAGM-SPRING CLUTCHES

Chevrolet's diaphragm-spring clutches are well known for driving ease and dependability. The diaphragm spring operates with very light pedal pressure, yet directs uniformly high pressure to the pressure plate and clutch disc. Self-lubricating pilot bushing and permanently lubricated throw-out bearing require no maintenance between normal clutch overhauls.



COIL-SPRING CLUTCHES



Chevrolet's coil-spring clutches combine operating ease with high torque capacity and durability in severe truck service. Heat-treated coil springs direct pressure to the pressure plate and driven disc. Coil-spring construction affords good ventilation for cooler operation and protection against burned facings. Pilot bushing and throw-out bearing are self-lubricated.

CLUTCH CONTROLS

Both mechanical linkage and hydraulic clutch controls are utilized. On models using the hydraulic control system, a master cylinder and reservoir (integral with the brake master cylinder housing) contain hydraulic fluid which is forced through the hydraulic line when the clutch pedal is depressed. The fluid pressure actuates the slave cylinder which moves the clutch fork, releasing the clutch. Releasing the clutch pedal engages the clutch.

CLUTCHES

SPECIFICATIONS

DIAPHRAGM CLUTCHES

Clutch Size (in)	10	11
Clutch Springs	Spring steel	
Material.....	1	
Number used.....		
Total pressure (lbs).....	1325-1500	1450-1600
Driven Disc	Dry disc with two facings	
Type.....	1	
Number of plates.....	6 Springs	
Vibration dampers.....	Woven asbestos composition	
Material.....		
Outside diameter (in).....	10	11
Inside diameter (in).....	6	6.5
Thickness (in).....	.133	.133
Area (sq in).....	100	124
Bearings	Single-row ball	
Clutch-release type.....	Sintered-powdered bronze bushing	
Pilot type.....		
Flywheel Material	Cast iron	

COIL CLUTCHES

Clutch Size (in)	12	13	13 (2-plate)	14	14 (2-plate)
Clutch Springs	Heat-treated spring wire				
Material.....					
Number used.....	12	12		21	
Total pressure (lbs).....	1877	2179		3255	
Driven Disc	Dry disc with two facings*				
Type.....					
Number of plates.....	1	1	2	1	2
Vibration dampers.....	6 Springs	8 Springs		10 Springs	
Material.....	Woven asbestos composition				
Outside diameter (in).....	11 $\frac{7}{8}$	12 $\frac{7}{8}$	12 $\frac{7}{8}$	13 $\frac{3}{4}$	13 $\frac{3}{4}$
Inside diameter (in).....	6 $\frac{3}{4}$	7 $\frac{1}{4}$	7 $\frac{1}{4}$	7 $\frac{1}{4}$	8
Thickness (in).....	.140	.150		.187	
Area (sq in).....	149.7	177.8	355.6	214.9	392.9
Bearings	Single-row ball				
Clutch-release type.....	Single-row ball				
Pilot type.....					
Flywheel Material	Cast iron				
Ring Gear	Cold-drawn steel				
Type.....					

*Dual disc clutches have four facings.

FUEL TANKS

SPECIFICATIONS

Series	Tank Location	Std/Opt	Approximate Tank Capacity (gallons)	Type
--------	---------------	---------	-------------------------------------	------

Chassis-Cab Models

C10, K10; C20, K20; C30; CS/CE40; CS/CE/CD/CG/MS/ME50; CS/CE/CD/CG/ME/MG60	Back of seat in cab	Std	21	—
TS/TE/TT40; TS/TE/TD/TG50; TS/TE/TD/TG60	Outside RH frame rail	Std	18	—
HM/JM70	Under cab RH side	Std	20	Rectangular
	Behind cab	Opt	37 (each)	Dual-Cylindrical
	RH frame rail behind cab	Opt	37	Cylindrical
HJ/HV/JJ/JV70 (exc JJ/JV714)	Outside RH frame rail	Std	64	Cylindrical
HJ70; HV712; JJ/JV717	Outside LH frame rail	Opt	37	Cylindrical
HJ/HV714; JJ720	Under cab—LH side	Opt	50	Cylindrical
JJ/JV720-721-723	Outside LH frame rail	Opt	64	Cylindrical
TM70	Outside RH frame rail	Std	18	Rectangular
	Outside RH frame rail	Opt	30	Rectangular
TV70	On top of frame rail	Std	18	—
TJ70	Outside LH frame rail	Std	18	Rectangular
	Outside LH frame rail	Opt	37	Cylindrical
HM/JM80	Across frame behind cab	Std	17	Throwaway
	Behind cab	Opt	37 (each)	Dual-Cylindrical
	RH frame rail behind cab	Opt	37	Cylindrical
TM/WM80	Across frame behind cab	Std	17	Throwaway

Cowl Models

C10; C20	Inside frame behind rear axle	Std	20.5	—
C30	Outside LH frame rail	Std	21	—
CS/CE40; CS/CE50; CS/CE60	Outside RH frame rail	Std	18	—

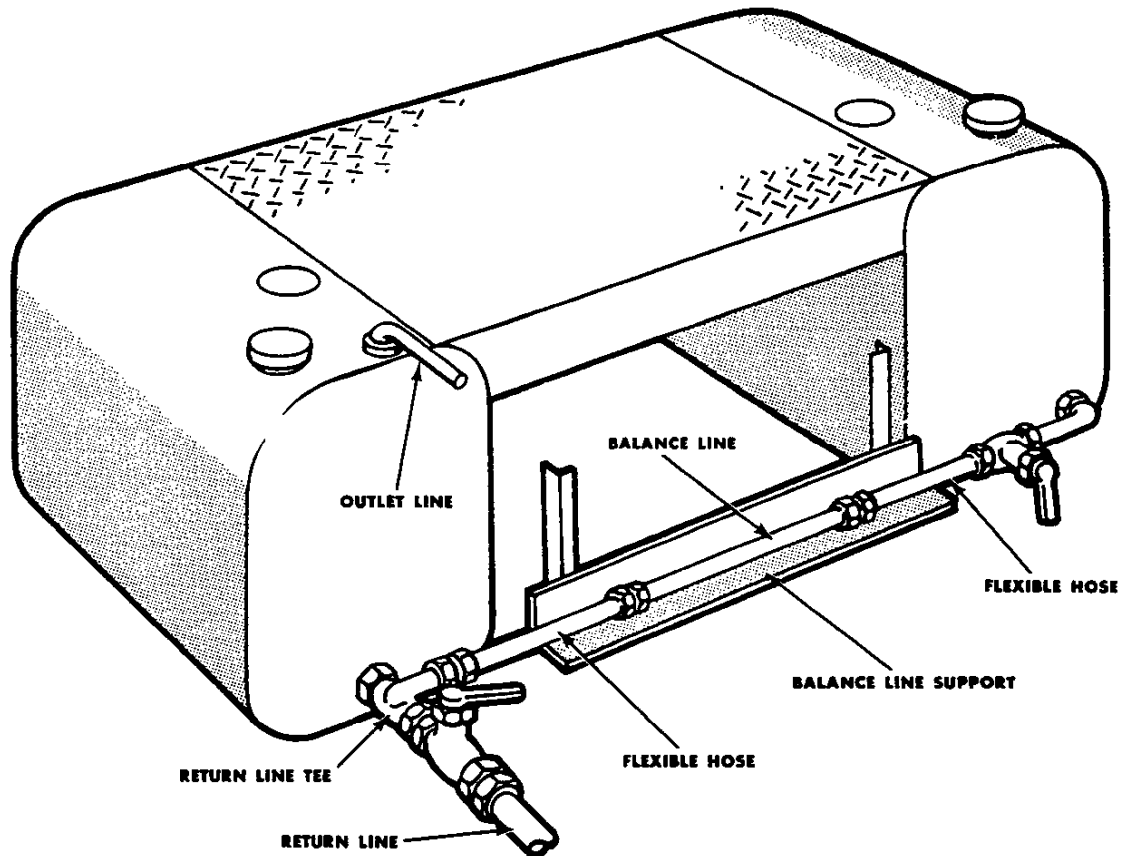
School Bus Models

SS40; SS/SE50; SE60	Outside RH frame rail	Std	30	—
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Forward Control Models

G10; G20	Behind rear axle	Std	16	—
P10	Inside frame behind rear axle	Std	20.5	—
PS/PT209; PS/PT309	Outside RH frame rail	Std	15.5	—
PS/PT213, PS/PT215; PS/PT313, PS/PT315	Outside RH frame rail	Std	18	—
		Opt	30	—
PS40	Outside RH frame rail	Std	20	—
		Opt	30	—

LOCAL FUEL TANK INSTALLATIONS—DIESEL MODELS RECOMMENDED PRACTICES



When replacing the throwaway-type temporary fuel tank on a Chevrolet diesel truck, several important recommendations should be noted. If two tanks are to be installed, the fuel outlet and return lines should be connected to the same tank. However, they should be as far apart as possible to eliminate the possibility of picking up the hot fuel just returning from cooling the injectors. Recirculating this hot fuel before it has cooled can be harmful to the injectors.

The return line should feed directly into the tank (as shown below) with the balance line being hooked in with a tee fitting. The tee may be eliminated if there is an inlet line from each tank; in which case the balance line

connects the two tanks directly. The balance line should be adequately supported to prevent damage from flexing, etc. Flexible hose couplings should also be used on each end of the balance line so that any motion of the fuel tanks will be absorbed. Without them, poor tank mountings can cause fuel line failures due to twisting, flexing and vibration.

If either the muffler or exhaust pipe are located near the tank or fuel lines, a heat shield should be installed.

Recommended minimum fuel line sizes are:

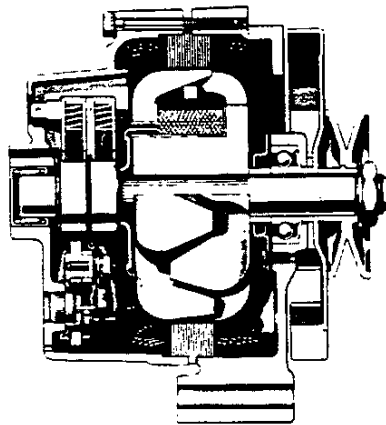
Outlet and balance lines— $\frac{3}{8}$ " tubing

Return line— $\frac{5}{16}$ " tubing

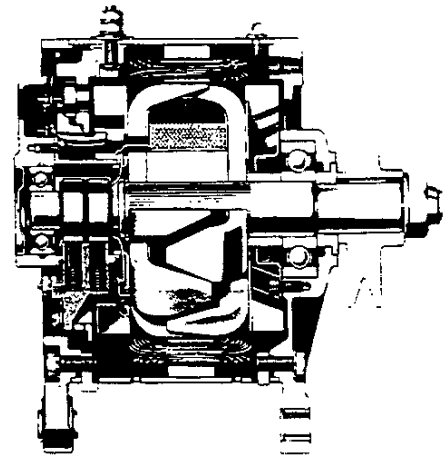


GENERATOR

37-AMP DELCOTRON



62-AMP DELCOTRON



All Chevrolet trucks use "DELCOTRON" 12-volt generators as standard and optional equipment. They are alternating current generators that are diode-rectified to produce direct current. The availability chart below shows which generators are available on each model and lists the pertinent specifications of each one.

The "DELCOTRON" 1D-100 series is used as standard equipment on most models. It has a cast aluminum case with a ball bearing at the drive end and a needle bearing at the rear. Lubrication intervals are increased by the use of grease reservoirs near each

bearing.

The "DELCOTRON" 2D-150 series features a heavier rotor shaft, ball bearings at both ends and a stamped steel case with ventilation holes. It also has longer brushes with *constant-tension springs* for long life. The 2D-150 series is for heavier duty service than the 1D-100 series.

The "DELCOTRON" 4D-150 series used on the school bus models is a higher capacity version of the 2D-150 series for heavy electrical loadings.

➔ GENERATOR AVAILABILITY BY MODEL SERIES

Capacity (amps)	Rated Output			DELCOTRON Model	Standard	Optional
	Amperes		Watts @ 14 Volts			
	Idle	Max				
32	9	32	448	1D-100	G10-20	—
37	9	37	518	1D-100	El Camino; C10/K10/P10; C20/K20/P20; C30/P30; CS/CE/TS/TE/ PS/SS40; CS/CE/MS/ME/TS/TE/ SS/SE50; CS/CE/ ME/TS/TE/SE60; HM/JM/TM70	—
42	12	42	588	1D-100	HM/JM/TM/WM80	El Camino; C10/K10/P10; C20/K20/P20; C30/P30; CS/CE/TS/TE/PS/SS40; CS/CE/MS/ME/TS/ TE/SS/SE50; CS/CE/ ME/TS/TE/SE60; HM/JM/TM70
61	5	61	854	2D-150	PT20-30; TT40; CD/CG/TD/TG50; CD/CG/TD/TG/MG60; HV/HI/IV/II/TV/ TI70	El Camino; C10/K10/P10; C20/K20/P20; C30/P30; CS/CE/ TS/TE/PS/SS40; CS/CE/MS/ME/TS/TE/ SS/SE50; CS/CE/ME/ TS/TE/SE60; TM70; TM/WM80
62	23	62	868	2D-150		C10/K10/P10; C20/K20/P20; C30/P30; CS/CE/TS/TE/PS/SS40; CS/CE/MS/ME/TS/ TE/SS/SE50; CS/CE/ ME/TS/TE/SE60; HM/JM/TM/HI/II/TI70; HM/JM/TM/WM80
130	50	130	1820	4D-150	—	SE60

ELECTRICAL

BATTERY SPECIFICATIONS—GASOLINE MODELS

Delco batteries are used as standard and optional equipment on all models

Series: Standard	El Camino; G10-20	C10, K10, P10; C20, K20; C30, P20-30; CS/CE/PS/ TS/TE40	CS/CE/MS/ ME/TS/TE50; CS/CE/ME/ TS/TE60	SS40; SS/SE50; SE60; HM/JM/TM70; HM/JM/ TM/WM80	—	—
Optional	—	—	—	El Camino; C10, G10, K10, P10, C20, G20, K20, C30; PS20-40; CS/CE/TS/ TE40; CS/CE/ MS/ME/TS/ TE50; CS/CE/ ME/TS/TE60	HM/JM70; HM/JM80	HM/JM70; HM/JM/ TM/WM80
Capacity (amps) (@ 20-amp-hr rate)	44	53	61	70	85	145*
Plates Per Cell	9	9	11	11	15	21
Size: Length (in)	—	10 $\frac{1}{8}$	10 $\frac{1}{8}$	10 $\frac{1}{8}$	—	—
Width (in)	—	6 $\frac{3}{4}$	6 $\frac{3}{4}$	6 $\frac{3}{4}$	—	—
Height (in)	—	8 $\frac{3}{4}$	8 $\frac{3}{4}$	9.42	—	—
Weight (lbs)	35	41	44	49	—	—

*—Two 6-volt batteries wired in series

BATTERY SPECIFICATIONS—DIESEL MODELS

Delco batteries are used as standard and optional equipment on all models

Series: Standard	PT20-30; TT40; CD/CG/TD/TG50; CD/CG/MG/TD/TG60	HJ/HV/II/IV/ TJ70; TV70	—
Optional	—	—	HI/II/TJ70
Capacity (amps) (@ 20-amp-hr rate)	150	205	205●
Plates Per Cell	19	27	27
Size: Length (in)	20 $\frac{7}{8}$	20 $\frac{7}{8}$	20 $\frac{7}{8}$
Width (in)	8 $\frac{1}{8}$	10 $\frac{3}{8}$	10 $\frac{3}{8}$
Height (in)	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Weight (lbs)	115	153	306

●—Two 12-volt batteries wired in parallel

BATTERY AND GENERATOR SELECTION

➔ Reference Chart—Electrical Loads

(12-Volt System)

Equipment	Amperes
Two Headlights (Upper beam)	11.0
Two Headlights (Lower beam)	9.3
Parking Lights	2.3
Stop Lights (2)	3.6
Ignition (Including gauges)	2.0
Electric Windshield Wipers	4.0
De Luxe Heater	8.0
Auxiliary Heater	6.0
Radio	1.2
Identification Lights (3 in line, front & rear)	3.1
Clearance Lights (8)	4.1
Two-Way Radio (Standby)	0.5
Two-Way Radio (Transmit)	2.0
Safety Light (Spotlight)	3.9
Instrument Lights	0.8
Air Conditioning	20.0

The great variety of truck operating conditions creates wide variations in demands upon the electrical system. Trucks operated as tractor units, especially, call for a higher output generator to meet the current load of extra equipment. It is therefore important to consider the electrical system in matching a truck to the job.

Battery Selection

The standard battery has ample storage capacity for most truck applications. The optional heavy-duty battery should be recommended for additional cranking performance and for operations in extremely cold climates. Tractors in over-the-road service will also benefit from the added reserve of a heavy-duty battery. The numerous clearance lights impose a heavy current drain during nighttime parking.

Generator Selection

A battery serves only to store electricity and must be recharged by the generator during the normal operation of the truck. Generator capacity should be selected so that the constant electric load (amperes of current draw) does not exceed 80 percent of generator maximum output capacity. This leaves 20 percent of surplus generator capacity to replace battery energy used in starting or during temporary electrical overloads.

Determine the constant electrical load from the table at left, consider average road speeds, and recommend a generator which will provide the maximum output required at the vehicle's average road speed. Specifications and operating characteristics of Chevrolet's standard and optional equipment "DELCOTRON" generators are described on Page 1.

➔ MISCELLANEOUS

12-Volt System

A 12-volt electrical system, with a negative ground is used on all models.

Ignition Switch

The ignition switch has three positions: OFF-LOCKED, ON and START. The key is removable only from the OFF-LOCKED position. Once installed, the center electrical connector plug on the switch cannot be removed without removing the complete switch assembly. Such removal requires the use of the ignition key. Therefore, it is very difficult to bridge the ignition and solenoid circuits to start the engine without a key, thus providing added theft resistance.

Multi-Plug Connectors

Plastic multi-plug connectors join major wiring harnesses at terminal points—they make electrical system servicing easier, protect wires from road splash and corrosion. Single wires, too, are protected by enclosed terminals.

Dual Circuit Breaker

Fire hazard caused by short circuits in the wiring is reduced to a minimum because all electrical circuits are protected. A dual bi-metal 15-ampere thermal circuit breaker is incorporated in the light switch, one circuit for the headlights, and one for the parking lights. If a short develops in either circuit, one of the circuit breakers relieves the load. Other electrical circuits are protected by fuses of proper size or by fusible links.

Voltage Regulators

The standard voltage regulator used on Chevrolet trucks is a double-contact two-unit type. With optional generators, a transistorized unit is used.

Heavy-Duty Wiring

Heavy-duty chassis and engine electrical wiring is standard on all 40 through 80 series, and forward control models. 100-ampere wiring is standard on all School Bus models.

Wiring components affected are the instrument cluster harness, the main wiring harness, the front extension harness, and the engine wiring harness. Hypalon® wiring in the assemblies, not protected by fuses, is so insulated that if a short circuit or overload occurs the heat generated will not affect the surrounding wires and only the overloaded circuit need be repaired.

® Du Pont registered trademark

Heavy-Duty Tri-Shield Wiring

Heavy-duty tri-shield wiring is optional on TM70 series models and standard on all other 70 and 80 series models. All wiring harnesses incorporate a fusible link which provides increased overload protection to all electrical circuits, except the starting motor circuit. The fusible link runs from the positive battery terminal to a junction block; because of its light gauge, this wire acts as a fuse in the event of an overload. Selected portions of this system are triple-wrapped with insulating and abrasion resisting coatings. Also included are provisions for connecting optional or accessory electrical items, such as trailer lights, without the need for splicing connections.

Starter

All Chevrolet trucks use a Delco 12-15-volt starter with over-running clutch and solenoid-controlled sliding pinion. Bearings are oilless graphite-filled bronze on all gasoline models for less maintenance. Diesel models use oil cups which require lubrication. Starter is actuated by turning the ignition key to START position. Gasoline models use roll-type clutches in the overrunning clutch assembly. Diesel models use the heavier sprag-type clutches for extra cranking power and durability.

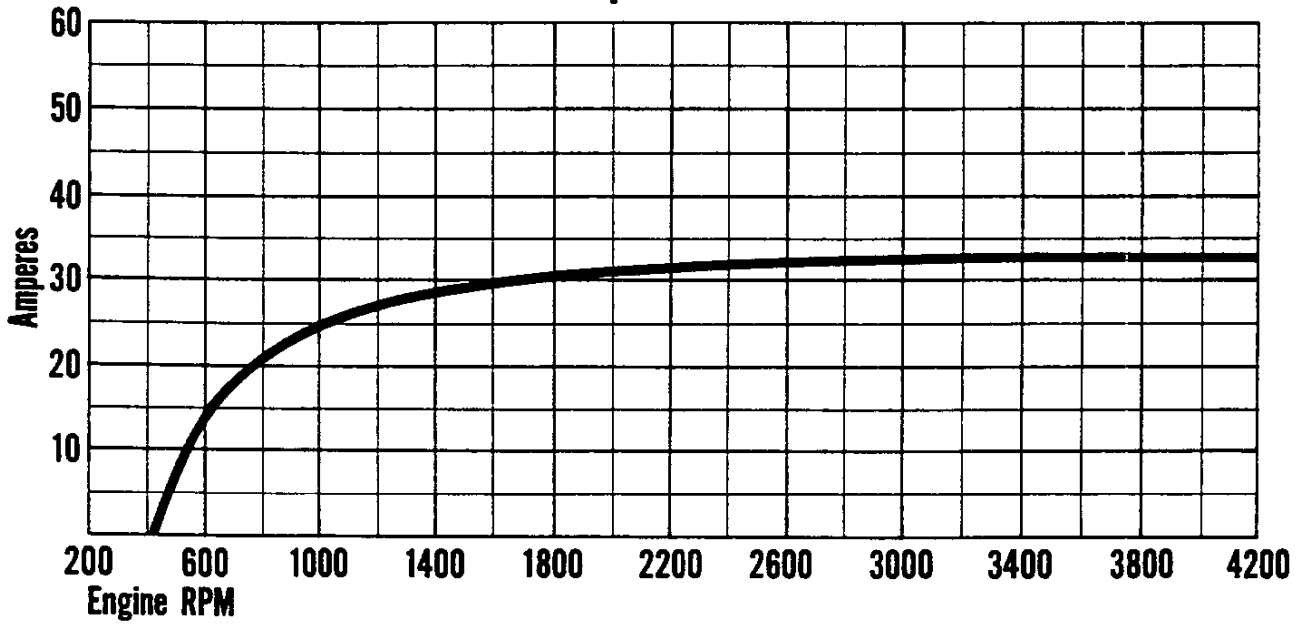
➔ Traffic Hazard Warning Switch

All 10-80 Series models except Tilt-Cabs and Series 20-30 Forward Control models have a standard traffic hazard warning switch mounted integrally in the steering column. All other models also have a standard traffic hazard warning switch which is mounted instead on the instrument panel. When actuated, the two front and two rear turn signal lights flash in rapid succession as well as the turn signal indicators on the instrument panel.

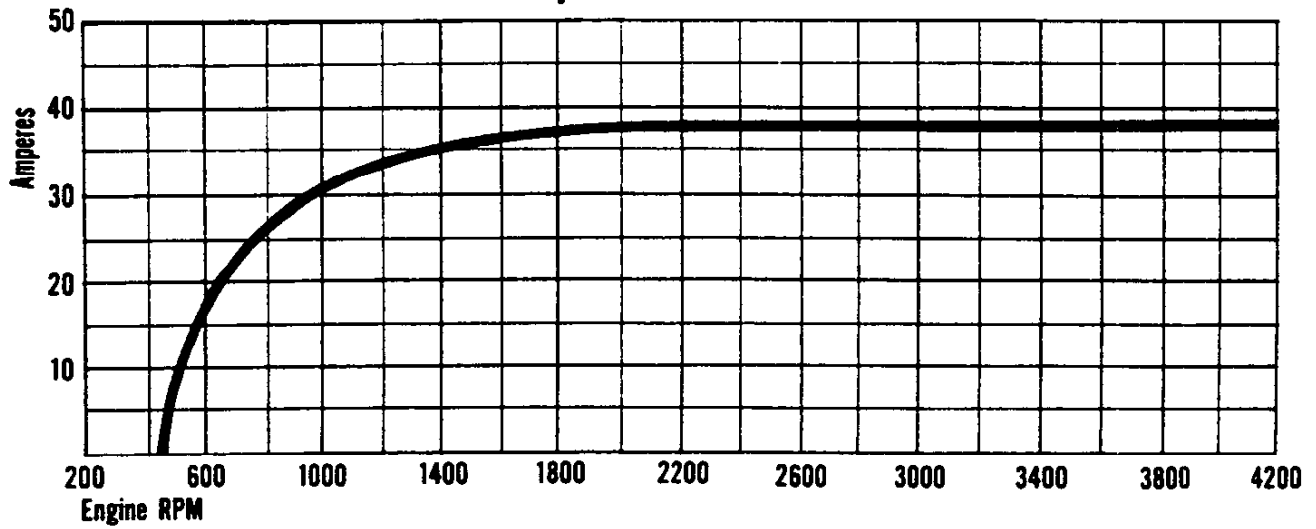
ELECTRICAL

GENERATOR OUTPUT CURVES

32-Ampere Delcotron

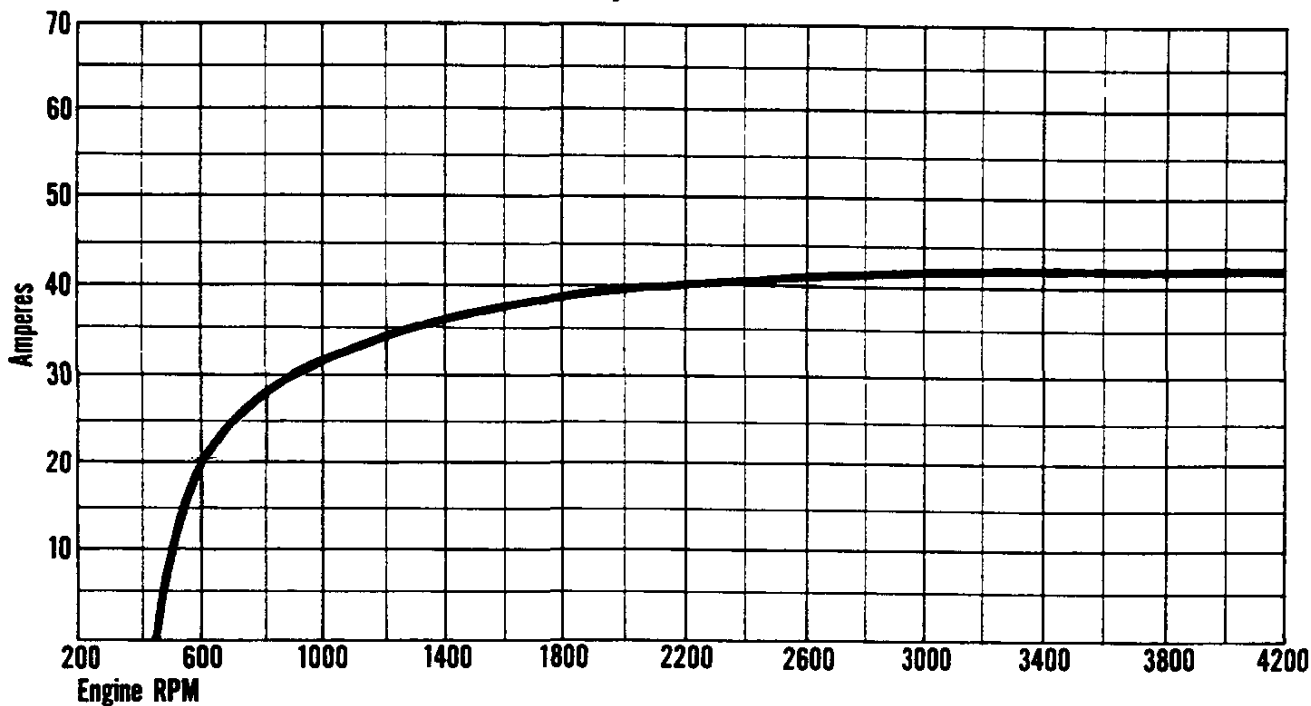


37-Ampere Delcotron

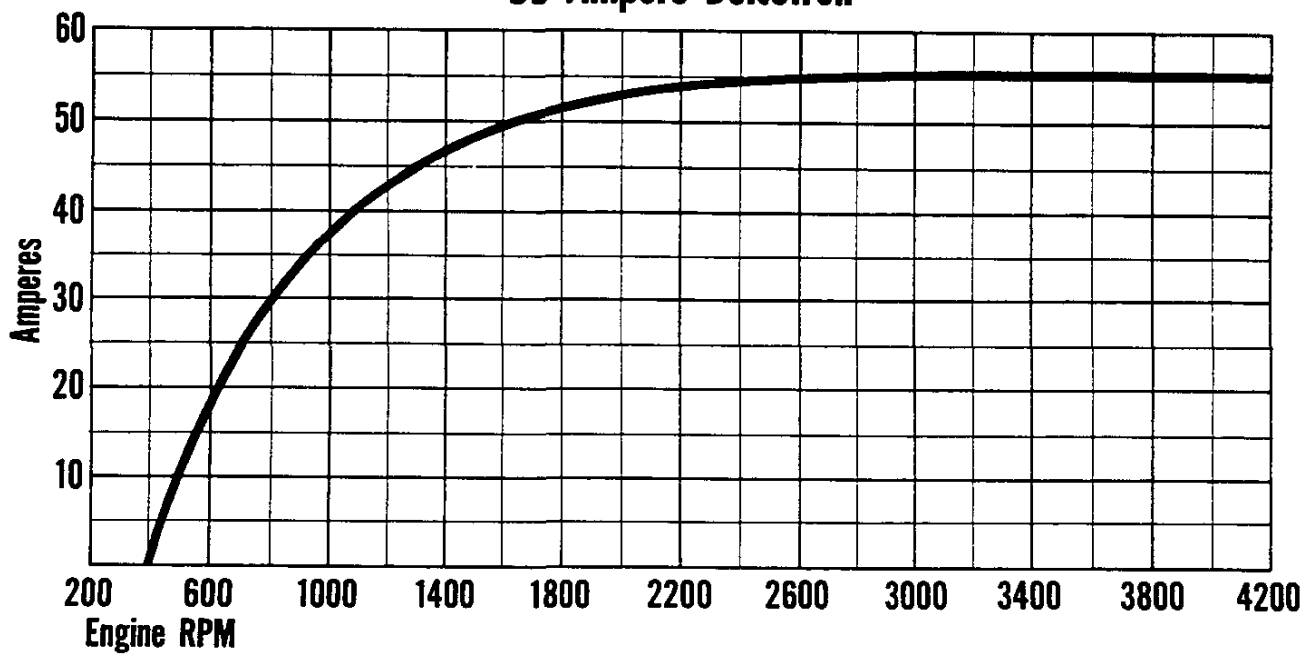


GENERATOR OUTPUT CURVES

42-Ampere Delcotron



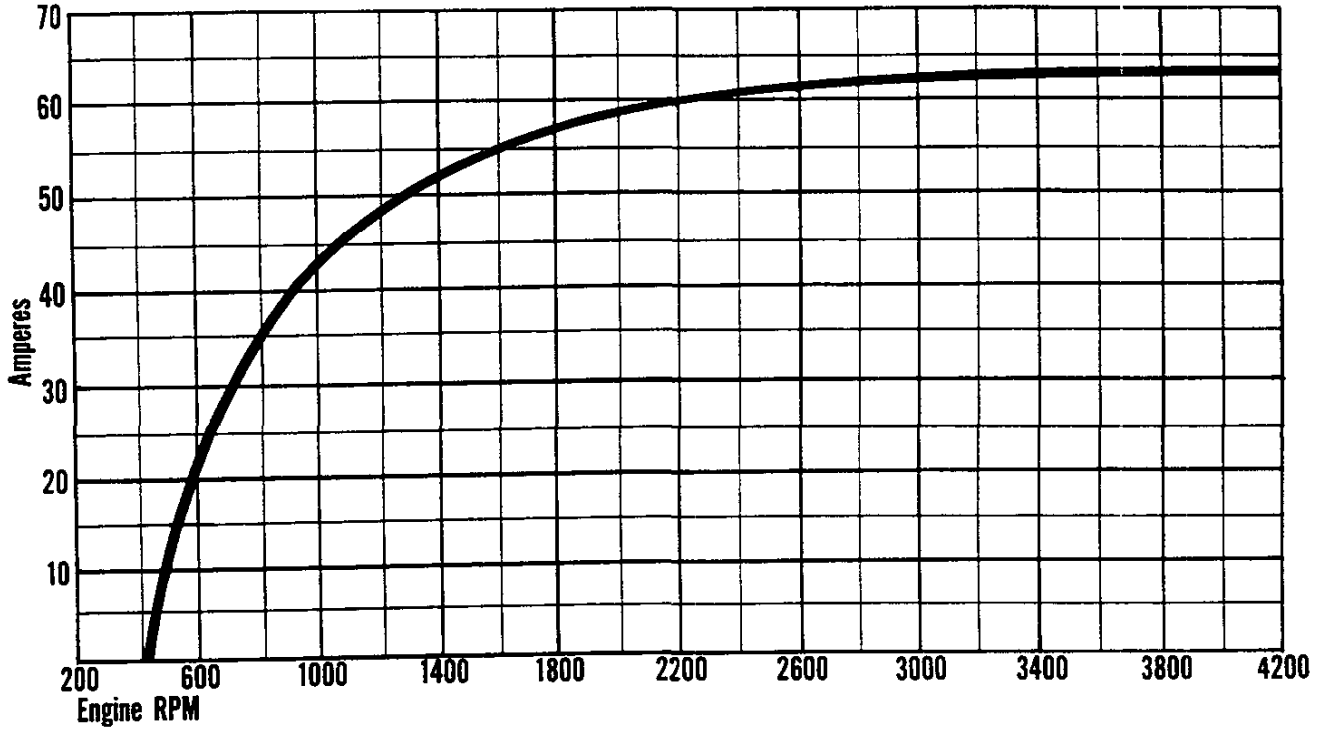
55-Ampere Delcotron



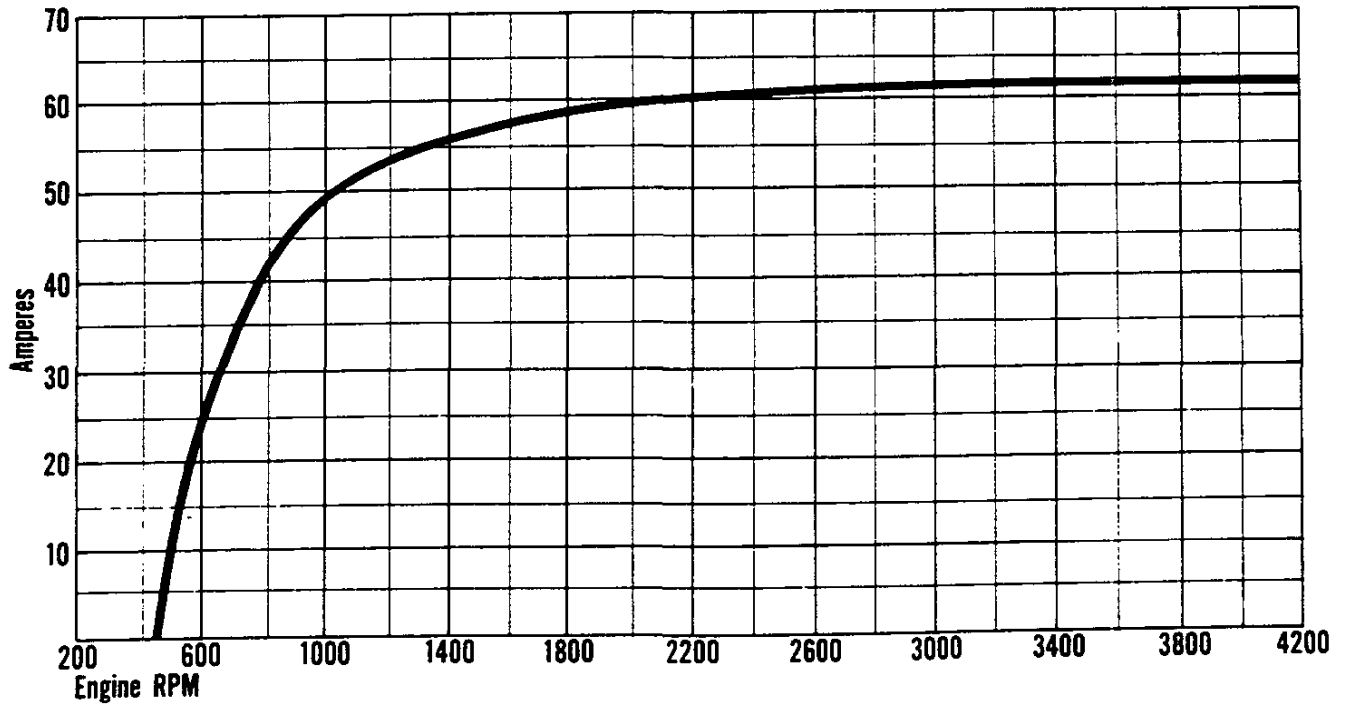
ELECTRICAL

GENERATOR OUTPUT CURVES

61-Ampere Delcotron

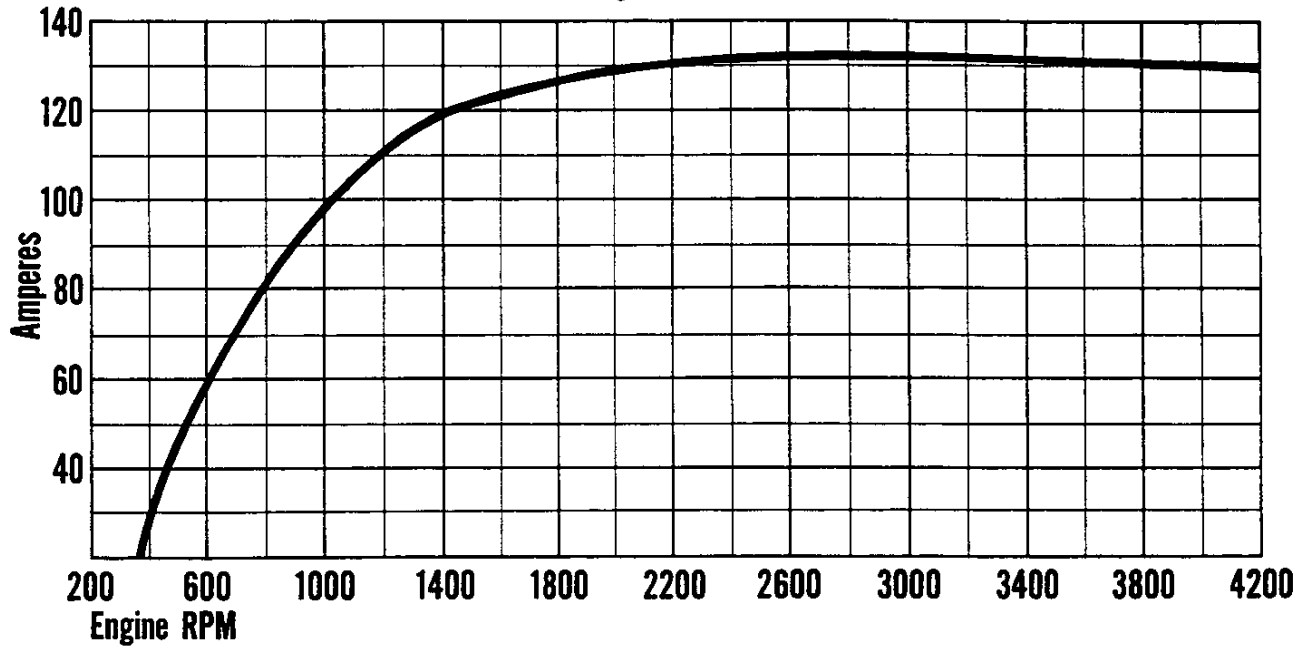


62-Ampere Delcotron



GENERATOR OUTPUT CURVES

130-Ampere Delcotron



ELECTRICAL

➔LIGHTS

Front Turn Signals and Parking Lights

All Series 10 thru 60 models except Tilt Cabs use two amber combination parking and front turn signal lights which meet Class A requirements.

Series 40-80 Tilt Cabs use cowl-mounted double-faced (amber-front, red-rear) Class A front turn signals. Parking lights with white lenses are mounted in the grille.

Series 70-80 Conventional Cab models use similar cowl-mounted double-faced Class A front turn signals. Parking lights that mount in the grille assembly are optional.

➔Rear Signals and Tail/Stop Lights:

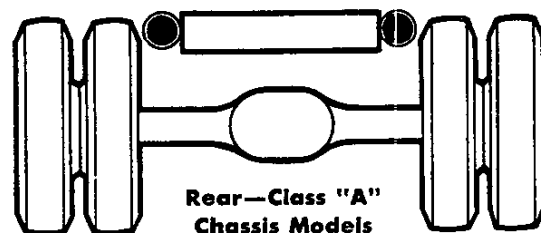
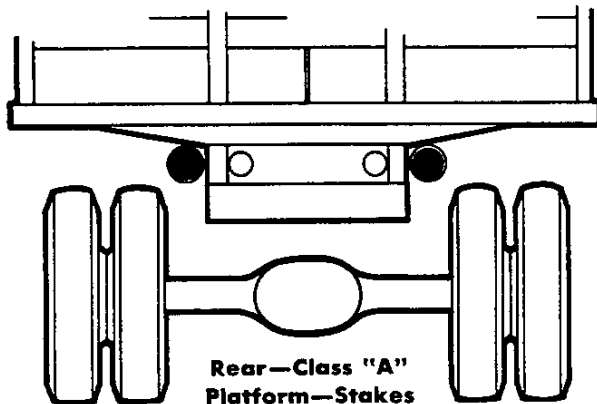
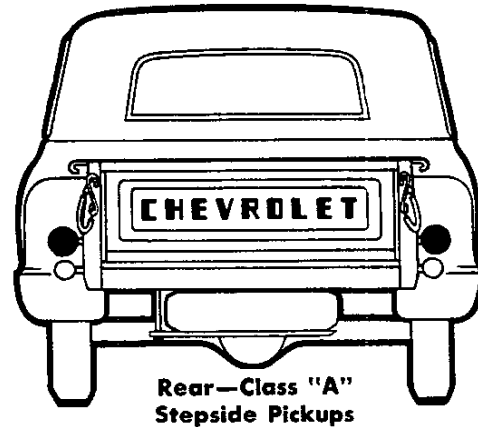
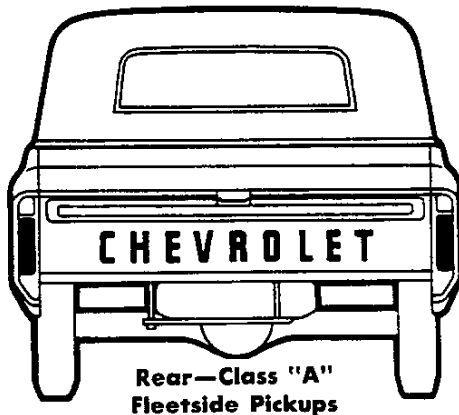
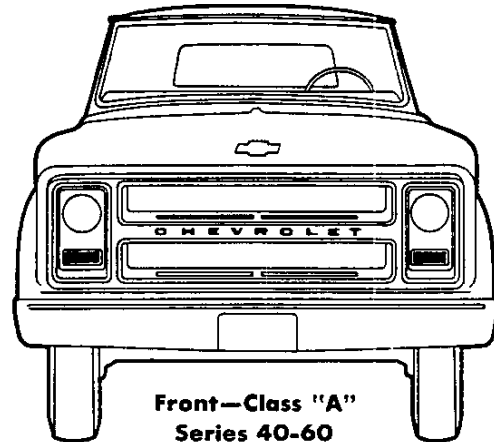
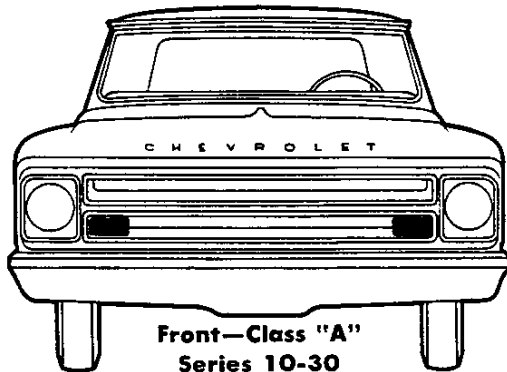
All Series 10-80 models (except Flat-Face Cows and School Buses and 92" Conv. Cab models) have red dual combination Class A tail/stop lights.

Flat-Face Cows and School Buses have a single combination tail/stop light mounted on the rear crossmember.

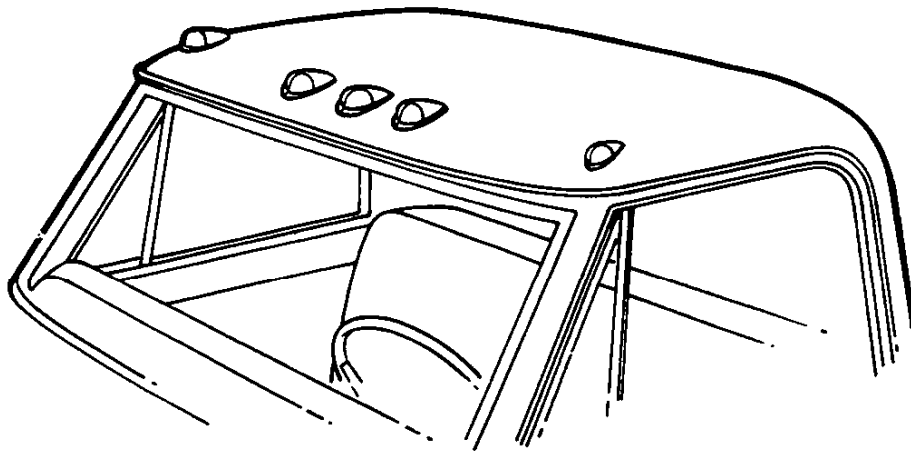
All 92" Conv. Cab models use a single rear combination tail and stop light mounted centrally on the frame rear crossmember. Dual combination tail, stop, and turn signal lights are RPO equipment (X50), and may be necessary to meet Class "A" requirements in some states.

Backup Lights

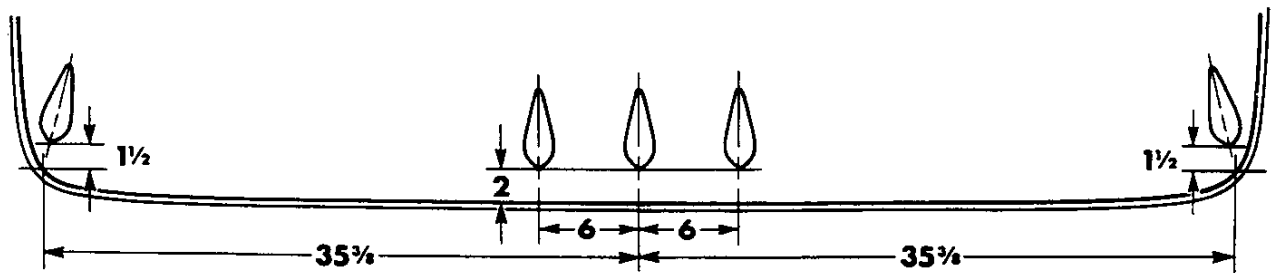
Dual backup lights with white lenses are standard equipment on Chevy-Van, Sportvan, Fleetside Pickup, Stepside Pickup, Platform and Stake Rack, Step-Van 7, Step-Van, and Step-Van King application. Backup lights also are included in RPO E56, Platform and Stake Rack equipment, and RPO E57, Platform equipment.



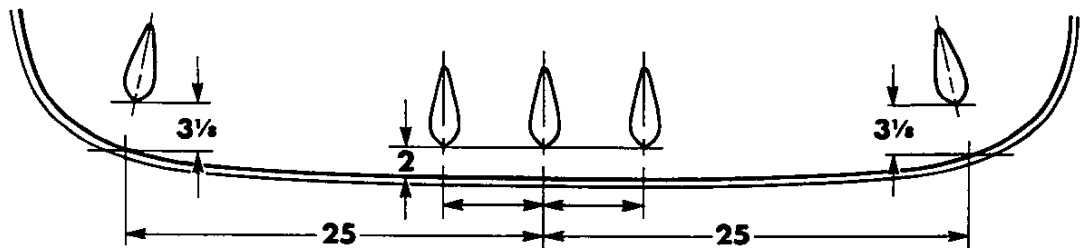
CAB CLEARANCE LIGHT LOCATIONS



TILT CAB



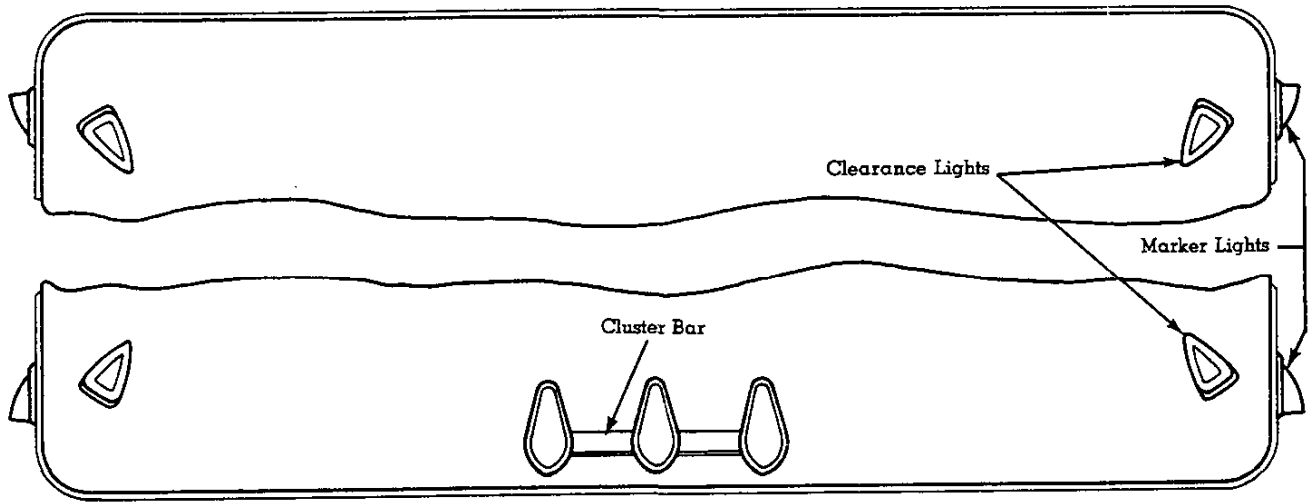
CONVENTIONAL CAB



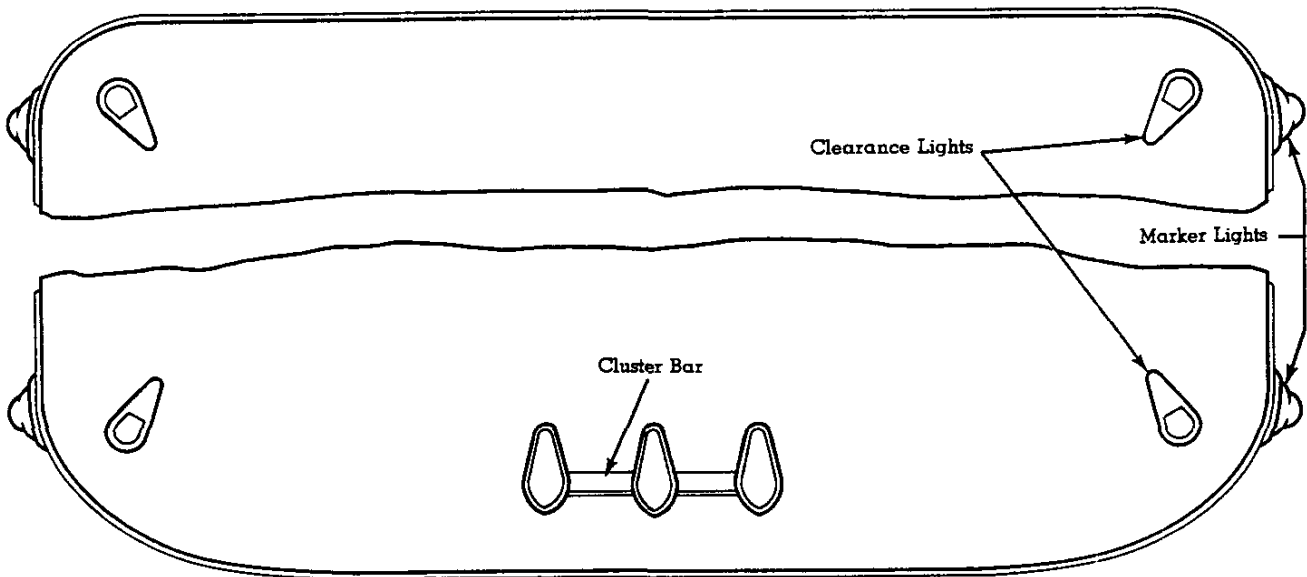
(Dimensions shown in inches)

ELECTRICAL

STEP-VAN CLEARANCE LIGHT LOCATIONS



Clearance Lights
Marker Lights
Cluster Bar



Clearance Lights
Marker Lights
Cluster Bar

GENERAL DESCRIPTION

Chevrolet truck frames are engineered to support the load, the power train, the steering mechanism and to maintain correct alignment of body and chassis components. The actual load-bearing ability of a truck is determined by the strength of the frame, because it is the vital backbone of the vehicle.

Chevrolet truck frames are designed for maximum strength with a minimum of unnecessary extra weight. The rear of the

frames of most Chevrolet single-axle models are tapered to a narrower depth because less material is required there to meet stress requirements. This weight saving is "plus" payload for the truck operator.

In all models, the frames have been designed to handle the loads that they will encounter in their respective load-rating categories.

FRAME STRENGTH MEASUREMENT

Section Modulus

Section modulus is a measure of the frame strength based solely on the height, width, thickness and configuration of the side rails. It is calculated at the point of maximum stress, which is usually directly behind the cab. Section modulus is not a measure of material strength and can only be used by itself to compare frames of like materials. Frame reinforcements will increase the section modulus because they increase the strength by adding to the thickness of the section. Consult the frame chart for all section modulus ratings.

Yield Strength

Yield strength is a measurement of the frame material's strength. It is the maximum load (PSI) that can be placed on a material and still have it return to its original position when the load is removed without being bent out of shape. It can be used only to compare frames of identical section.

Chevrolet uses several materials for truck frames. The basic material for most frames is carbon steel with a yield strength of 39,000 PSI. High tensile steel with a yield strength of 50,000 PSI is used where more strength is necessary for heavier loads. Heat-treated steel is offered with yield strengths of 80,000 and 110,000 PSI for maximum frame rigidity. Consult the frame chart for the material used and its yield strength.

RBM—Resisting Bending Moment

Since section modulus can only be used to compare frames of like materials and yield strength can only indicate relative strengths of identical frames, some measurement is necessary to compare frames of different materials and different sections. The RBM, or resisting bending moment, can be used for this comparison as it utilizes section modulus and yield strength in its makeup.

$$\text{RBM} = \text{Section Modulus} \times \text{Yield Strength}$$

This measurement will show that a smaller section frame of higher strength steel will be just as strong as a larger section frame of lower strength steel. It is readily apparent that both section modulus and yield strength are equally important so that their product, RBM, is the correct figure to use for frame comparisons.

The RBM's for all standard and optional frames are shown on the frame charts.

FRAME SIDE RAILS

Channel-type side rails are designed to best suit the desired characteristics of the model on which they will be used. Section modulus and yield strengths are matched to the truck's load-carrying rating for efficient operation. Tapered rear portions of

frames are used on models where strength is not required in this area. Some models use a heavy full-depth rail for uniform strength to the end of the rail to enable the operator to load to the model's full rating safely.

FRAME CROSSMEMBERS

The crossmembers serve to hold the side rails in place and resist buckling and frame twisting. Those that are used for special applications such as engine supports are of welded construction while all others are of channel-type construction. The channel design aids the torsional rigidity, or resistance to twisting, of the frame.

Most crossmembers are fastened to the side rails with rivets. Some are bolted to maintain accessibility for major service operations, such as transmission support crossmembers.

Most models, except the 70-80 models, have some crossmembers riveted to the upper or lower frame rail flanges. These models use web-mounted crossmembers that are not fastened to either the top or bottom frame rail flanges, but instead to the rail itself, to avoid holes in the rail flanges.

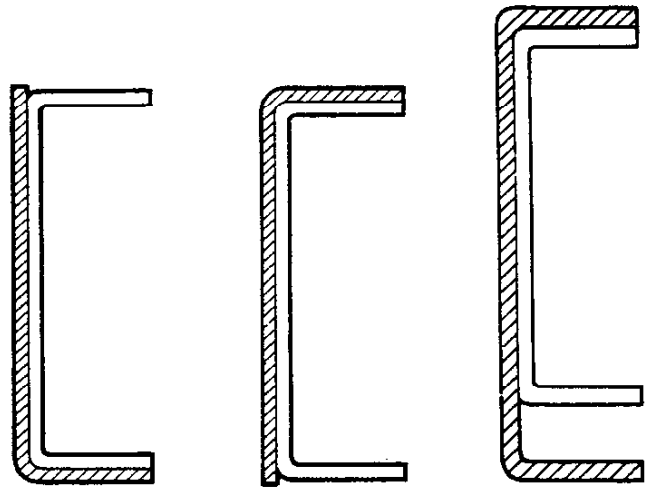
Tandem models have a special channel-type liner inside the frame that is fastened to the rear crossmembers. This is called a "bogie liner" and serves to reinforce the area around the rear axle.

FRAME

FRAME REINFORCEMENTS

Frame reinforcements offered by Chevrolet are of three types: 1. **Upright "L"**, 2. **Inverted "L"** and 3. **Channel**. They are always of the same type steel as the frame and help to increase the section modulus by building up the frame thickness and section for increased strength.

1. **Upright "L"** reinforcements are offered optionally on models TM/WM80 (see chart below for their location).
2. **Inverted "L"** reinforcements are available optionally on models CS/CE/CD/CG/TS/TE/TD/TG50; CS/CE/CD/CG/TS/TE/TD/TG60; TM70; and all 92" cab single-axle and tandem models. They are standard equipment on models TV/T170 (see chart below for their location).
3. **Channel** reinforcements are used on models MS/ME50 and ME/MG60 as standard equipment. The channel used is larger than the frame rail for most of its length. It then narrows to fit the frame rail closely from the front rear suspension bracket to the end of the rail.



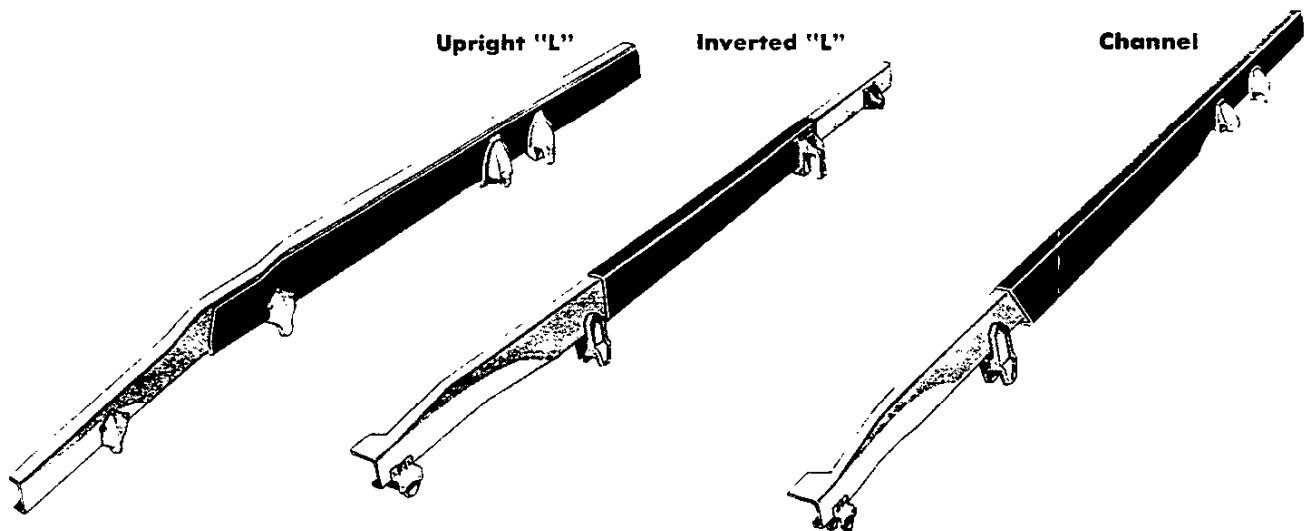
1. Upright "L"

2. Inverted "L"

3. Channel

FRAME REINFORCEMENT LOCATIONS

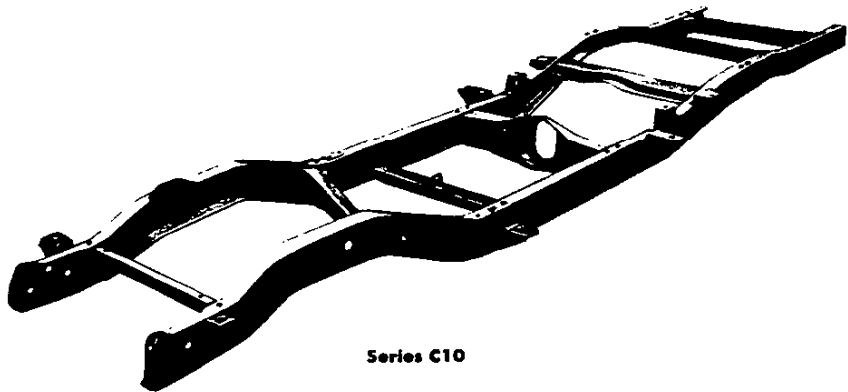
Type	Series	From	To
Upright "L"	TM80	Ahead of front spring rear hanger	Behind rear spring front hanger
Upright "L"	WM80	Ahead of front spring rear hanger	End of frame
Inverted "L"	CS/CE/CD/CG/TS/TE/TD/TG50; CS/CE/CD/CG/TS/TE/TD/TG60; TI/TM/TV70	Ahead of front spring rear hanger	Behind rear spring front hanger
Inverted "L"	All 92" Single Axle	Ahead of front spring rear hanger	Behind rear spring front hanger
Inverted "L"	All 92" Tandem	Ahead of front spring rear hanger	End of frame
Channel	MS/ME50; ME/MG60	Behind front spring rear hanger	End of frame



FRAMES

SERIES 10-30

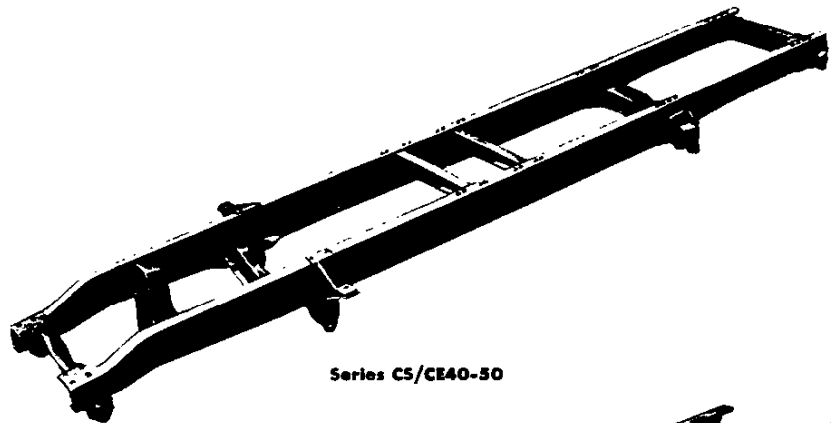
All Series CS/CE10-30; PS10; PS/PT20-30 use a channel-section frame of ladder-type construction. The crossmembers are securely riveted to the side rails and rail flanges and have a drop-center design to allow a lower cab floor height for easy entry and exit. The frame width tapers at the front to accommodate the front suspension and is wider at the rear for stability.



Series C10

SINGLE-AXLE CONV. SERIES 40-50

Conventional Series 40 and 50 single-axle model frames feature straight full-channel side rails in the maximum stress area between the cab and rear axle. The lower edges of the rails are tapered upward behind the rear axle as maximum strength is not needed here and excess weight can be removed. Channel-type crossmembers are of tough alligator-jaw design and reinforce the rear axle spring hangers at the rear. Inverted "L" reinforcements are available optionally for Series 50 models.

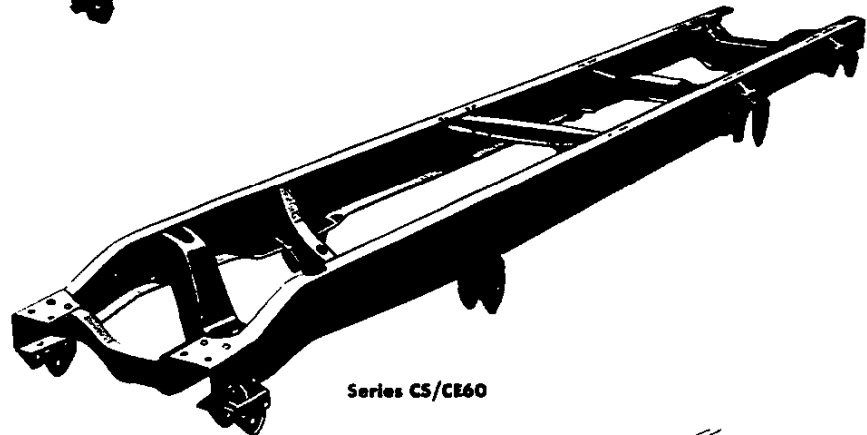


Series CS/CE40-50

SINGLE-AXLE CONV. SERIES 60

Conventional Series 60 single-axle model frames are similar to the Series 40 and 50 frames discussed above with a few exceptions. Extra-heavy channel-section rear crossmembers add strength in this area and the side rails are made of heavier gauge steel for greater durability.

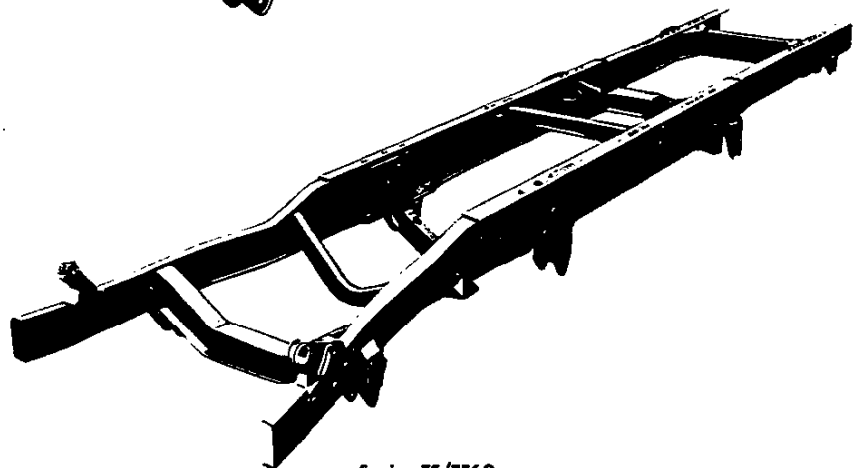
Inverted "L" reinforcements are offered optionally to increase the section modulus. Series 60 frames are also available as heavy-duty optional equipment for several Series 50 gasoline models.



Series CS/CE60

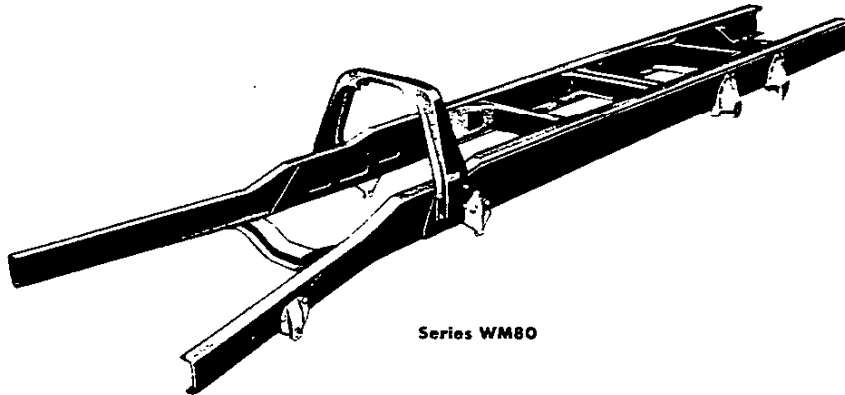
SINGLE-AXLE TILT SERIES 40-80

Frames for single-axle tilt cab models are similar to the conventional models described above except in the forward section. The side rails flare outward at the front end to provide a wider cab support at the cab's tilting pivot points. A heavy-gauge crossmember arches over the rear of the engine and serves to support and anchor the rear of the cab in driving position. The height of the rails is tapered at the rear of the frame to conserve weight where maximum strength is not required. Frame reinforcements are offered optionally on most models to increase the section modulus and are standard on several tilt models.

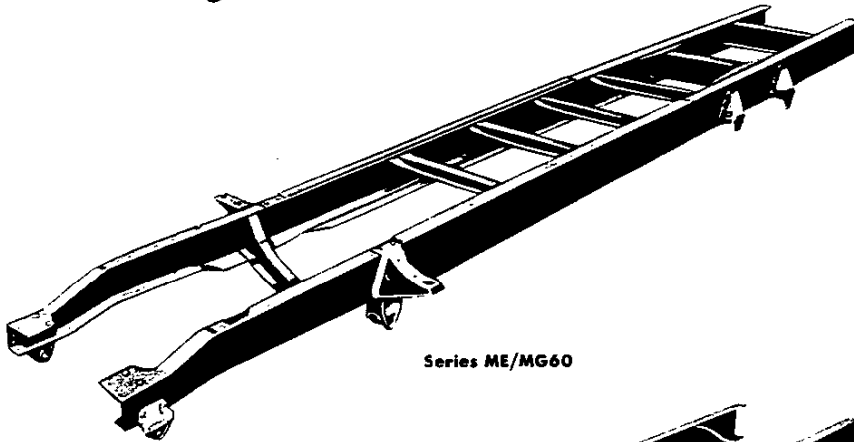


Series TS/TE60

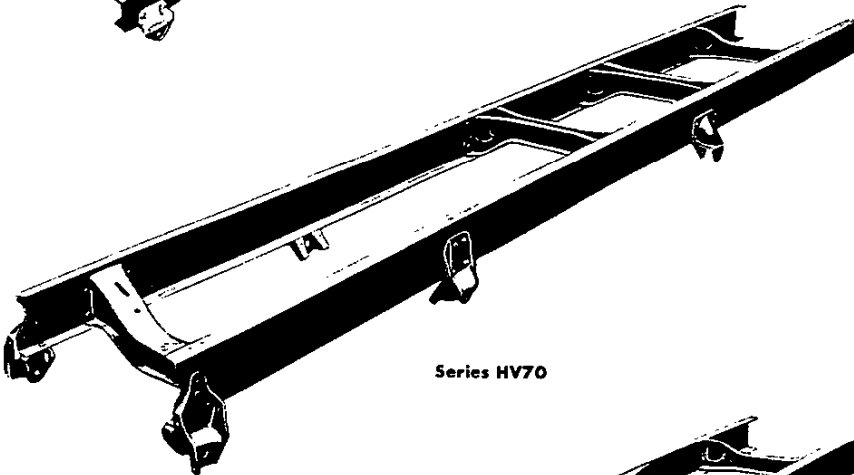
FRAMES



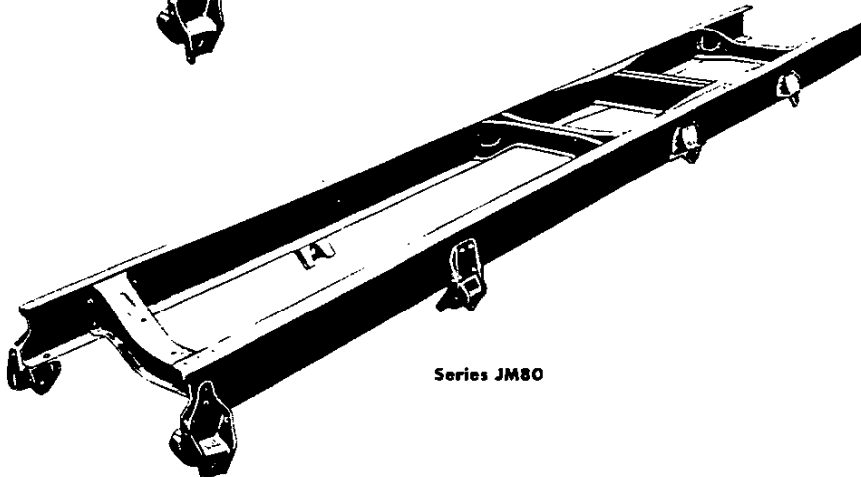
Series WM80



Series ME/MG60



Series HV70



Series JM80

TANDEM-AXLE TILT

SERIES WM80

The WM80 model uses a full-depth frame of high-tensile steel and has a standard upright "L" reinforcement extending to the end of the frame rails. This rugged frame also has a torsional stabilizing member (frame inner liner) at the front which provides greater torsional rigidity and strength in the area behind the cab. This "K" member (so named because it forms the letter "K" where it joins the crossmember) extends from the center line of the front suspension to the crossmember where it is securely riveted. The rear of the frame has an additional full inner channel reinforcement around the bogie (bogie liner) for maximum strength in this critical area.

TANDEM-AXLE CONV.

SERIES 50-60

Series 50-60 conventional tandem models have full-depth channel-type rails with a standard outside channel reinforcement that starts at the front spring rear hanger and continues to the end of the frame. Extra-heavy channel-type crossmembers provide excellent resistance to twisting and bending under the most severe operating conditions. An additional full inner channel reinforcement (bogie liner) is used around the rear axle assembly.

SINGLE-AXLE 92" CONV.

SERIES 70-80

All 92" conventional single-axle Series 70-80 models use a straight full-depth channel frame from front to rear for increased strength. The crossmembers are web-mounted with rivets to the side rails only so that the rail flanges can be left free of holes for maximum strength. Bolt attachment of crossmembers is used in some areas for major service accessibility. Inverted "L" reinforcements are available optionally to increase the section modulus of the frame.

TANDEM-AXLE 92" CONV.

SERIES 70-80

Tandem axle 92" conventional Series 70-80 models also use a straight full-depth channel frame from front to rear. The frames are much the same as the 92" conventional single-axle frames discussed above except that the tandem model uses an inner channel reinforcement around the tandem rear axles (bogie liner) and heavier rear crossmembers. Inverted "L" reinforcements are also available on the tandems to increase the section modulus of the frame.

	Page		Page
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→ TRANSMISSION AVAILABILITY BY TRUCK SERIES

Transmission	Standard	Optional
Chevrolet 3-Speed	CS10; KS/KE/PS10; PS20	—
Chevrolet Fully Synchronized 3-Speed	El Camino; CE/GS/GE10; CS/CE/GS/GE20	CS10
HD 3-Speed	—	El Camino
Chevrolet Fully Synchronized 3-Speed Overdrive	—	El Camino; CS/CE10
Chevrolet Fully Synchronized 4-Speed	—	El Camino
Chevrolet 4-Speed	PT20; CS/CE/PS/ PT30; CS/CE/PS/SS/ TS/TE40; CS/CE/ CG/MS/ME/SS/ SE/TS/TE/TG50; CS/CE/CG/ME/SE/ TS/TE/TG60	CS/CE/KS/ KE/PS10-20
New Process 435C 4-Speed	—	CS/CE/SS40; CS/CE/CG/ MS/ME/SS/SE/TS/TE/ TG50; CS/CE/CG/SE/ TS/TE/TG60
New Process 435CR 4-Speed	—	CS/CE/PS10-30
New Process 540CL 5-Speed Wide-Ratio	—	CS/CG/MS/SS/TS/TG50; CS/CG/TS/TG60
New Process 540CD 5-Speed Close-Ratio	—	CG/TG50; CG/TG60
New Process 541CL 5-Speed Wide-Ratio	MG60; HM/TM70-80	CE/SE50; CE/SE60
New Process 541CD 5-Speed Close-Ratio	—	CE/SE50; CE/SE60; HM/TM70; HM/TM80
Clark 280V 5-Speed Overdrive	TT40; CD/TD50-60	—
Clark 282V 5-Speed Close-Ratio	—	CE/ME/SE/TE50; CE/SE/TE60
Clark 285V 5-Speed Wide-Ratio	—	CE/ME/SE/TE50; CE/ME/MG/SE/TE60
Clark 385V 5-Speed Wide-Ratio	JV70	JJ70
Clark 387V 5-Speed Close-Ratio	—	HJ/TJ70; HM/TM80
Clark 401V 5-Speed Wide-Ratio	—	JM80
Spicer 3152A 5-Speed Close-Ratio	—	CE/CD/ME/SE/TE50; CE/CD/SE/TE60
Spicer 3152F 5-Speed	ME60	CE/ME/SE/TE50; CE/MG/SE/TE60
Spicer 3153 5-Speed Overdrive	—	CD50-60
Spicer 5652 5-Speed Wide-Ratio	JM70; JM/WM80	HM/TM70; HM/TM80
Spicer 5752 5-Speed Wide-Ratio	JJ70	—
Spicer 5752C 5-Speed Close-Ratio	TV/HV/HI/TJ70	HM/TM70; HM/TM80
Fuller R46 8-Speed	—	TV70
Fuller RT510 10-Speed	—	JJ70
Spicer 7216-3B 16-Speed	—	WM80
Spicer 7231-A 3-Speed Auxiliary	—	JM80
Spicer 6041 4-Speed Auxiliary	—	ME/MG60; IM70; JM/WM80
Spicer 7041 4-Speed Auxiliary	—	JJ/JV70; JM80
Powerglide 2-Speed Automatic	—	El Camino; CS/CE/ GS/GE/PS10; CS/ CE/GS/GE/PS/PT20
Turbo Hydra-Matic 3-Speed Automatic	—	El Camino; CS/CE10; CS/CE/ PS/PT20
Allison Automatic 6-Speed Automatic	—	CS/CE/SS/SE50; CS/CE/ME/SE/TE60 TV70

EL CAMINO TRANSMISSIONS

➔ 3-SPEED TRANSMISSIONS

Type	Chevrolet 3-Speed	HD 3-Speed	Chevrolet 3-Speed	HD 3-Speed
Applications	230 Six, 250 Six, 283 V8		327 V8	327 V8, 396 V8
Synchronized Speeds	All forward			
Gear Ratios:				
First	2.85	2.86	2.54	2.41
Second	1.68	1.72	1.50	1.57
Third	Direct	Direct	Direct	Direct
Reverse	2.95	2.86	2.63	2.41
Gears:				
Type	Helical			
Material	Forged steel; hardened			
Gearshift Control:				
Type	Manual remote			
Location	Mounted on steering column			

4-SPEED TRANSMISSIONS

Type	Chevrolet 4-Speed	Chevrolet 4-Speed	Chevrolet 4-Speed
Applications	283 V8	327 V8	396 V8 (325 HP, 350 HP)
Synchronized Speeds	All forward		
Gear Ratios:			
First	3.11	2.54	2.52
Second	2.20	1.80	1.88
Third	1.47	1.32	1.47
Fourth	Direct	Direct	Direct
Reverse	3.11	2.54	2.59
Gears:			
Type	Helical		
Material	Forged steel; hardened		
Gearshift Control:			
Type	Manual direct		
Location	Mounted on the floor		

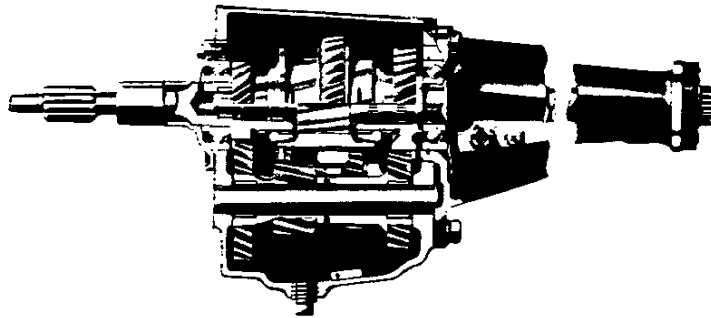
OVERDRIVE TRANSMISSIONS

Type	Chevrolet 3-Speed Overdrive
Applications	250 Six, 283 V8
Synchronized Speeds	All forward
Type of Overdrive	3-Pinion planetary unit
Gear Ratios:	
First	2.85
First-overdrive	2.00
Second	1.68
Second-overdrive	1.18
Third	Direct
Third-overdrive70
Reverse	2.95
Gears:	
Type	Helical
Material	Forged steel; hardened
Gearshift Control:	
Type	Manual remote
Location	On steering column
Lockout Method	By manual "pull-type" control or accelerator kickdown

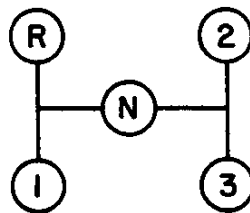
AUTOMATIC TRANSMISSIONS

Type	Chevrolet Powerglide
Applications	230 Six, 250 Six, 283 V8 327 V8, 396 V8 (325 HP & 350 HP)
Converter Ratio	2.1
Ratios:	
First (Lo)	1.82
Second (Drive)	Direct
Reverse	1.82
Cooling	Water

3-SPEED TRANSMISSIONS



Gearshift Lever Positions



Standard 3-Speed Synchronmesh Transmission

The wide-faced helical gears are carburized and shot-peened for long service life. Rounded gear teeth resist chipping. Anti-friction bearings on the clutch shaft, mainshaft and countershaft assure alignment and proper gear meshing. The gearshift lever is located on the steering column.

Standard 3-Speed Fully Synchronized Transmission

The 3-speed fully synchronized transmission is standard on most Series 10-20 Conventional models, except Series CS10 models with the base 250 six engine. It is available as an option when this engine is used. All forward speeds are synchronized for much better vehicle flexibility and convenience. The gearshift is located on the steering column.

Optional 3-Speed Overdrive Transmission

The 3-speed overdrive transmission provides better fuel economy, lower noise level and longer engine life by cutting down engine RPM. It is also fully synchronized in all 3 forward speeds for ease of operation. The overdrive may be manually locked out by a hand control or disengaged by depressing the accelerator pedal. This transmission is available only with the 4.11 rear axle ratio. The gearshift is located on the steering column.

Specifications

	Chevrolet 3-Speed Synchron- mesh	Chevrolet 3-Speed Fully Synchronized	Chevrolet 3-Speed Overdrive
Synchronized Speeds:	2nd & 3rd	All forward	All forward
Gear Ratios:			
First	2.94	2.85	2.85 (2.00)
Second	1.68	1.68	1.68 (1.18)
Third	Direct	Direct	Direct (.70)
Reverse	3.14	2.95	2.95 —
Gear Types:			
Helical gears	All		
Spur	None		
Bearing Types:			
Clutch gear bearing	Ball		
Mainshaft, front	Roller		
Mainshaft, rear	Ball		
Countershaft, front	Roller		
Countershaft, rear	Roller		
Reverse idler	Bronze bushing		
Lubricants:			
Capacity	2 Pints	3 Pints	4 Pints
Type, grade	See Owner's Guide		

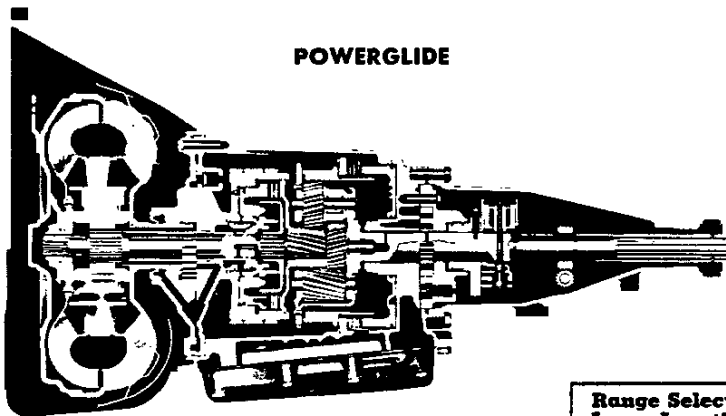
POWERGLIDE & TURBO HYDRA-MATIC TRANSMISSIONS

Specifications

Engine Usage		6-Cylinder		8-Cylinder	
Range Selector Lever Location		Mounted on Steering Column			
Powerglide Torque Multiplication	Converter Ratio	Max	1 to 1	Max	1 to 1
	Drive	2.40	1.00	2.10	1.00
	Low	4.37	1.82	3.70	1.76
	Reverse	4.37	1.82	3.70	1.76
Oil Filler & Gauge Location		Right Front Side of Transmission			
Lubricant Capacity	Dry Fill	18 Pints			
	Refill	3 Pints			

The optional Powerglide 2-speed transmission is available on Series G10-20; CS/CE10-20; PS10-20 and El Camino models only. It combines a 2-speed planetary gearset and a torque converter to provide smoothness and torque multiplication as high as 3.82 (low/reverse on 6-cylinder models) and 3.70 (low/reverse on 8-cylinder models).

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



POWERGLIDE

The optional Turbo Hydra-Matic 3-speed automatic is available on Series CS/CE10-20; PS20 models only. It 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.

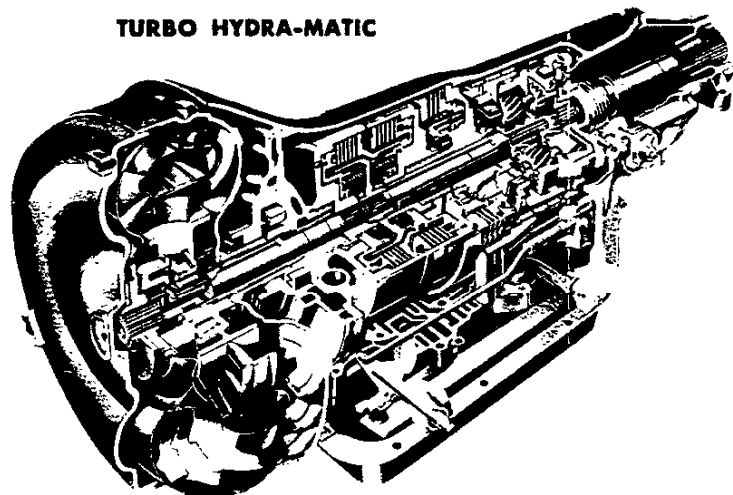
A six-position selector provides the following ranges: Park, Reverse (R), Neutral (N), Drive (D), Low Two (L2), and Low One (L1). Moving the selector to L2 locks out third gear entirely, with automatic shifting between first and second gears. The transmission is locked in low gear when L1 is selected.

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

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

Specifications

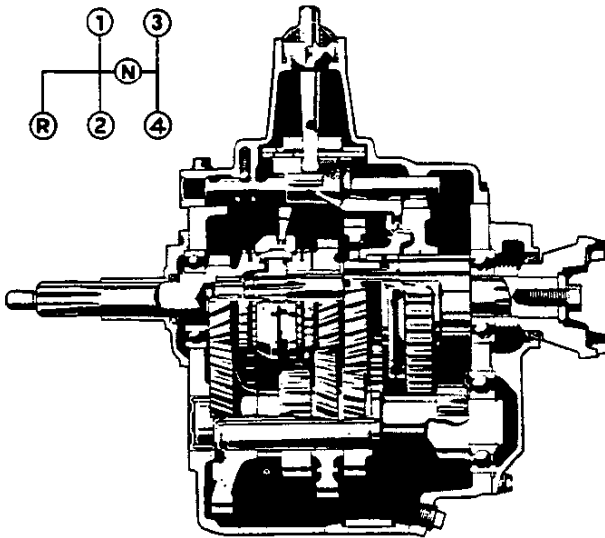
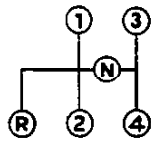
Range Selector Lever Location		Steering Column	
Gear Ratios	Torque Converter	Lock-Up	Breakaway
	First	2.48	4.96
	Second	1.48	2.96
	Third	1.00	2.00
	Reverse	2.10	4.20
Torque Converter	Element Types	Pump, Stator, Turbine	
	Lock-Up Clutch	Automatic	
	Gear Type	Planetary	
Lubricant Capacity	Dry Fill	19 Pints	
	Refill	9 Pints	



TURBO HYDRA-MATIC

4-SPEED TRANSMISSIONS

Gearshift Lever Positions

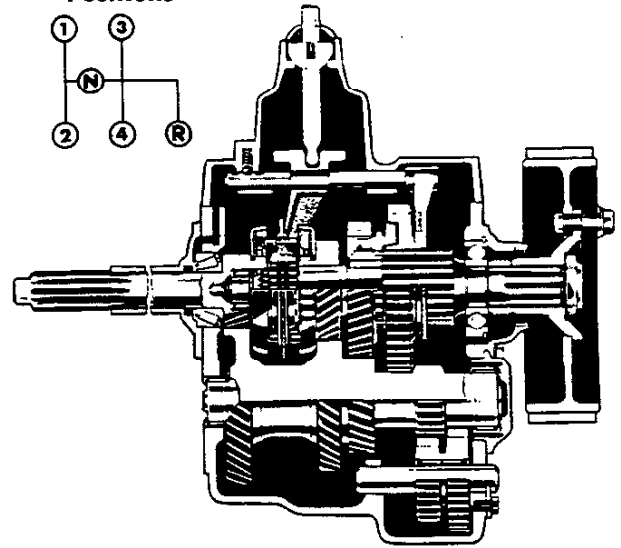
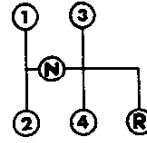


CHEVROLET 4-SPEED

The Chevrolet 4-speed transmission provides a first gear anti-rattle device and synchromesh gear engagement in second, third and fourth gears for quick, clashless shifting. All components are built for dependability and durability. A magnetic collector removes metallic particles from the lubricant, reducing wear to moving parts.

Series 10-30 models use cable-actuated rear brakes for a parking brake. Series 30 models with the 11,000-lb rear axle use a transmission-mounted drum & dual shoe type.

Gearshift Lever Positions



→NEW PROCESS 4-SPEEDS

The New Process 435C 4-speed transmission features good durability, quiet operation and easy shifting. It has synchromesh gear engagement in 2nd, 3rd and 4th gears.

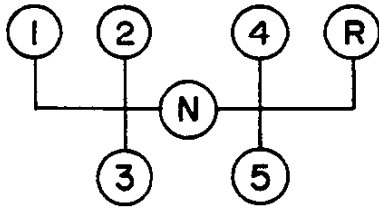
High gear pressure angles combined with generous gear face widths resist pitting and provide greater tooth contact area. The transmission also has heavy-duty bearings and strong rigid shafts for good reliability under extreme operating conditions. Large synchronizer cones with more working surface provide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

A drum and band parking brake is attached to the transmission case.

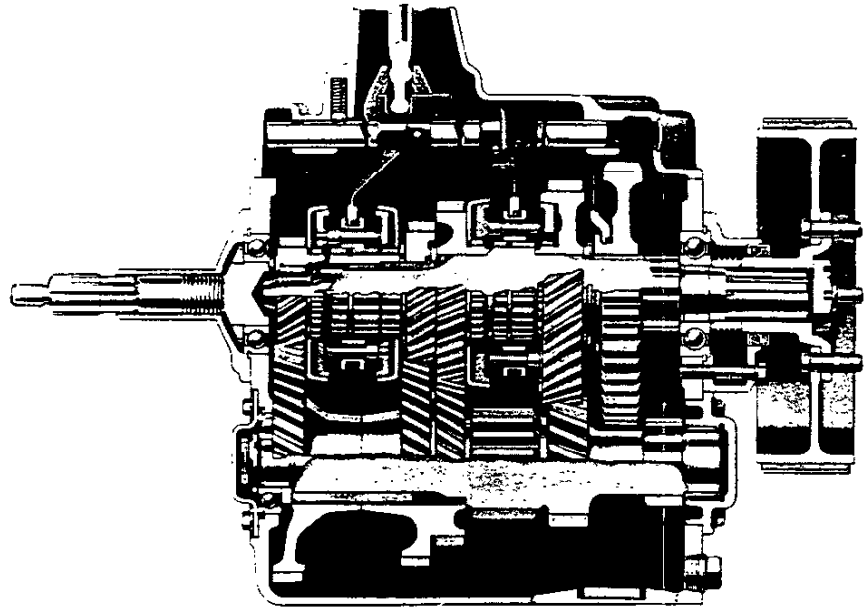
Specifications

	Chevrolet 4-Speed	New Process 435C 4-Speed	New Process 435CR Close-Ratio 4-Speed
Synchronized Speeds	2nd, 3rd & 4th		
Gear Ratios:			
First	7.06	6.68	4.56
Second	3.58	3.34	2.28
Third	1.71	1.66	1.31
Fourth	Direct	Direct	Direct
Reverse	6.78	8.26	5.64
Gear Types:			
Helical	2nd, 3rd, 4th		
Spur	1st, Reverse		
Bearing Types:			
Mainshaft, front	Roller		
Mainshaft, rear	Ball		
Countershaft, front	Needle Roller		
Countershaft, rear	Ball		
Power Take-Off Data:			
Opening type	SAE Std 6-Bolt		
Location	Left Side	Right Side	
Drive gear	3rd Speed Countergear		
PTO gear rpm at 1000 engine rpm	425	395	
Lubricants:			
Oil capacity	6¼ Pints	7 Pints	7 Pints
Type, grade		See Owner's Guide	
Brakes, Parking:			
Type	Drum & Band		
Drum diameter (in)	9.5		
Lining area (sq in)	67.5		

5-SPEED NEW PROCESS TRANSMISSIONS



Gearshift Lever Positions



The New Process 5-speed synchromesh transmission permits more efficient engine use, lower fuel consumption, and reduced maintenance. The choice of gear ratios allows the engine to operate in the speed range of greatest power output and operating efficiency. High-ratio first and reverse gears provide greater torque multiplication than is available with the 4-speed transmission.

Synchromesh engagement of second, third, fourth, and fifth speeds results in quick, clashless gearshifting. Mainshaft, countershaft, reverse shaft and all gears are machined from

alloy steel, carburized and hardened for durability. Gear teeth are shot peened for added resistance to fatigue failure. Compact design results in short, rigid shafts for accurate meshing of gear teeth. Mainshaft and countershaft are mounted on ball and roller bearings for high efficiency and long service life. A magnetic chip collector in the bottom of the case also helps to reduce transmission wear.

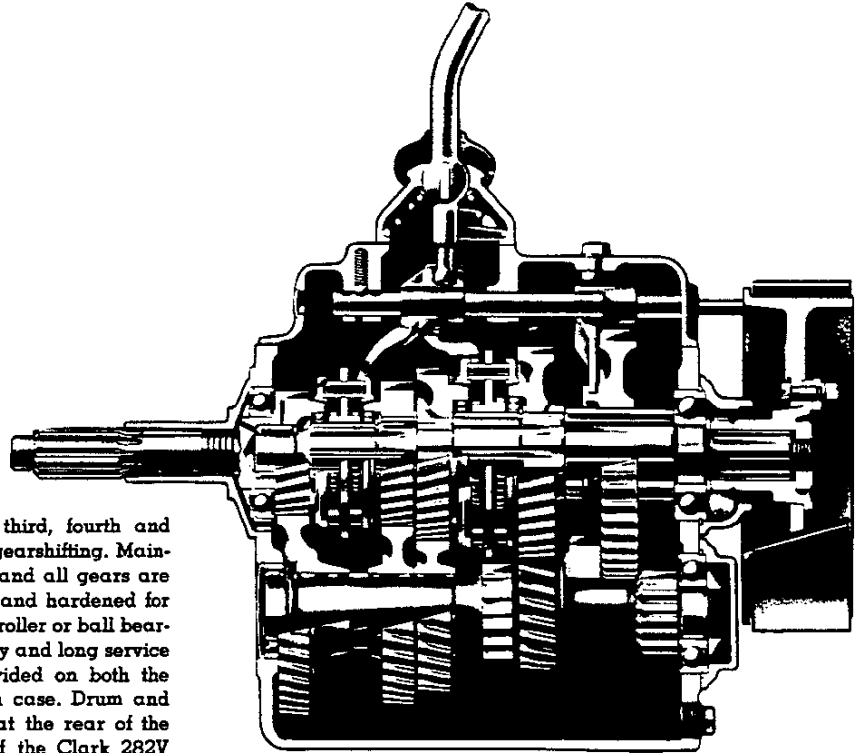
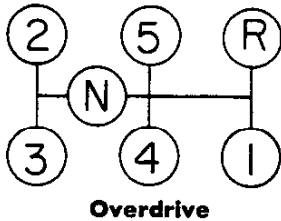
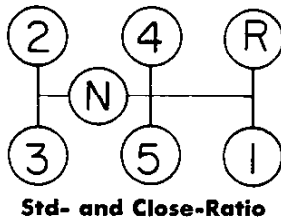
Power take-off openings are provided on both the right and left sides of the transmission case. Drum and band type parking brake is mounted at the rear of the transmission case.

Specifications

	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed
Model	540CL	540CD	541CL	541CD
Synchronized Speeds	2nd, 3rd, 4th and 5th			
Gear Ratios:				
First.....	7.41	6.05	7.25	6.15
Second.....	4.05	3.31	3.88	3.30
Third.....	2.40	1.84	2.19	1.86
Fourth.....	1.48	1.17	1.37	1.17
Fifth.....	Direct	Direct	Direct	Direct
Reverse.....	7.85	6.42	7.22	6.13
Gear Types:				
Helical.....	2, 3, 4, 5			
Spur.....	1, Reverse			
Bearing Types:				
Mainshaft, front.....	Roller			
Mainshaft, rear.....	Ball			
Countershaft, front.....	Ball			
Countershaft, rear.....	Roller			
Power Take-Off Data:				
Opening type.....	SAE standard 6-stud			
Location.....	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	434 left 500 right
Lubricants:				
Oil capacity.....	10 pints	10 pints	10 pints	10 pints
Type, grade.....	See Owner's Guide			
Brakes, Parking:				
Type.....	Drum and band			
Drum diameter (in).....	9.5		10.5	
Lining area (sq in).....	67.5		99.1	

5-SPEED CLARK TRANSMISSIONS

Gearshift Lever Positions



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

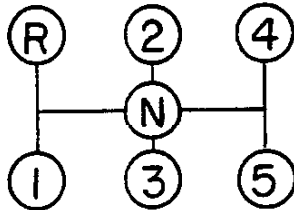
Specifications

	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Std-Ratio 5-Speed
Model	285V	282V	280VO	385V	387V	401V
Gear Ratios:						
First.....	6.99	6.99	5.98	7.01	6.27	7.07
Second.....	4.09	4.09	3.50	3.97	3.55	4.33
Third.....	2.24	2.17	1.86	2.34	1.89	2.68
Fourth.....	1.46	1.17	1.00	1.42	1.18	1.64
Fifth.....	Direct	Direct	.80	Direct	Direct	Direct
Reverse.....	5.89	5.89	5.04	5.71	5.11	6.90
Gear Types:						
Helical.....	2, 3, 4, 5					
Spur.....	1, Reverse					
Bearing Types:						
Mainshaft, front.....	Roller					
Mainshaft, rear.....	Ball					
Countershaft, front.....	Roller					
Countershaft, rear.....	Ball					
Power Take-Off Data:						
Opening type.....	SAE standard 6-stud					
Location.....	Right and left sides of transmission*					
PTO gear rpm @ 1000 engine rpm.....	794 left 794 right		1050 left 1050 right		1230 left 1230 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					
Lining area (sq in).....	85					

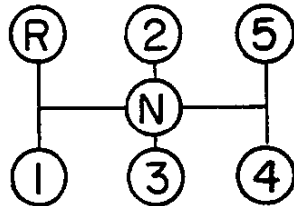
*Adaptor required in some applications.

5-SPEED SPICER TRANSMISSIONS

Gearshift Lever Positions

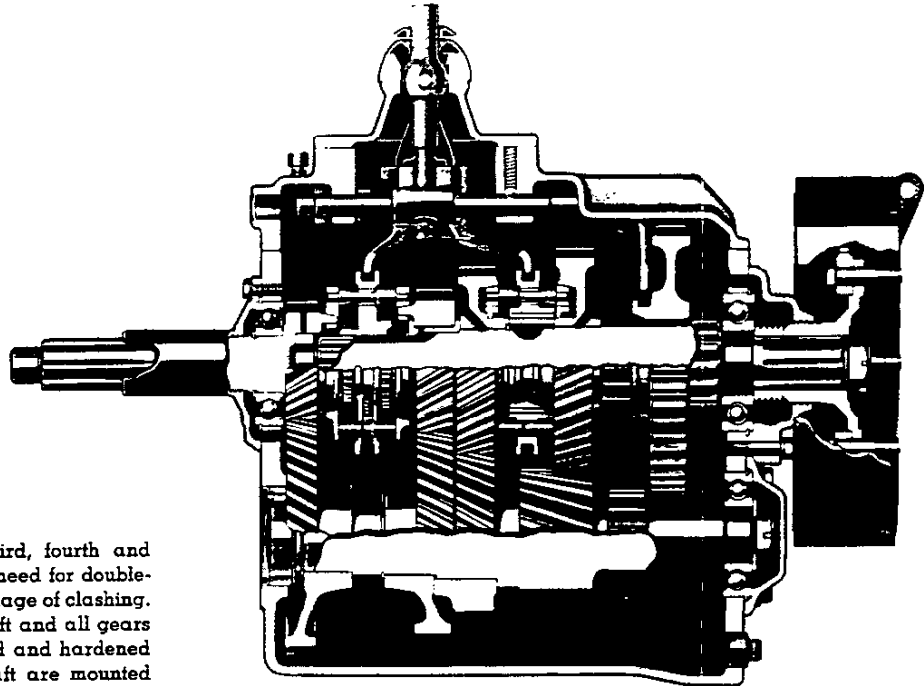


Standard and Close-Ratio



Overdrive

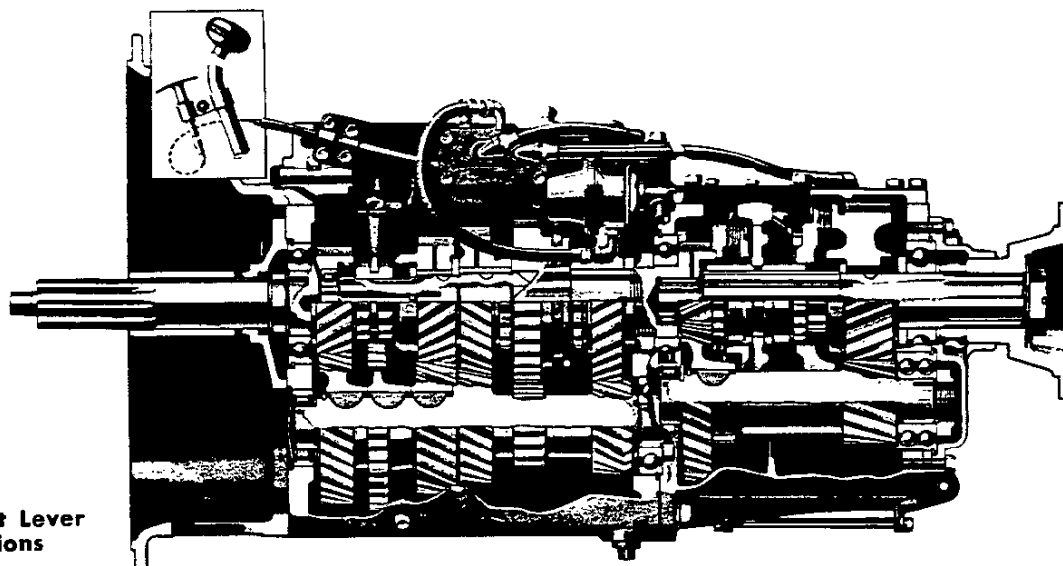
Synchromesh engagement of second, third, fourth and fifth speeds eases shifting, eliminates the need for double-clutching, and protects gears from the damage of clashing. Mainshaft, countershaft, reverse idler shaft and all gears are machined from alloy steel, carburized and hardened for durability.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



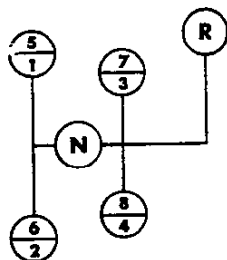
Specifications

	Std-Ratio 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed	Overdrive 5-Speed	Std-Ratio 5-Speed	Close-Ratio 5-Speed
Model	5652	5752	5752C	3153	3152F	3152A
Synchronized Speeds	2nd, 3rd, 4th and 5th					
Gear Ratios:						
First.....	7.08	6.10	6.10	6.00	7.07	6.00
Second.....	3.83	3.30	3.30	3.31	3.90	3.31
Third.....	2.36	2.04	1.81	1.94	2.22	1.94
Fourth.....	1.45	1.40	1.17	Direct	1.37	1.16
Fifth.....	Direct	Direct	Direct	0.79	Direct	Direct
Reverse.....	7.50	6.46	6.46	5.90	6.96	5.90
Gear Types:	2nd, 3rd, 4th and 5th 1st and Reverse					
Helical.....						
Spur.....						
Bearing Types:						
Mainshaft, front.....	Roller					
Mainshaft, rear.....	Ball					
Countershaft, front.....	Roller					
Countershaft, rear.....	Ball					
Power Take-Off Data:	SAE 6-Bolt Both Sides			SAE 6-Bolt: Left SAE 8-Bolt: Right		
Opening type.....						
Location.....						
PTO gear rpm at 1000 engine rpm:						
Left side.....	509	509	509	509	509	509
Right side.....	578	578	578	578	578	578
Lubricants:	13 Pints See Owner's Guide			10 Pints See Owner's Guide		
Oil capacity.....						
Type, grade.....						
Brake, Parking:	Drum & Band					
Type.....						
Drum diameter (in).....	10.5			9.5		
Lining area (sq in).....	99.1			85		

8-SPEED FULLER TRANSMISSION



Gearshift Lever Positions



Fuller R46

The Fuller R46 is essentially a constant-mesh four-speed main transmission coupled with a synchronized two-speed auxiliary transmission. The separate cast iron cases of the main and auxiliary are bolted together as a single unit.

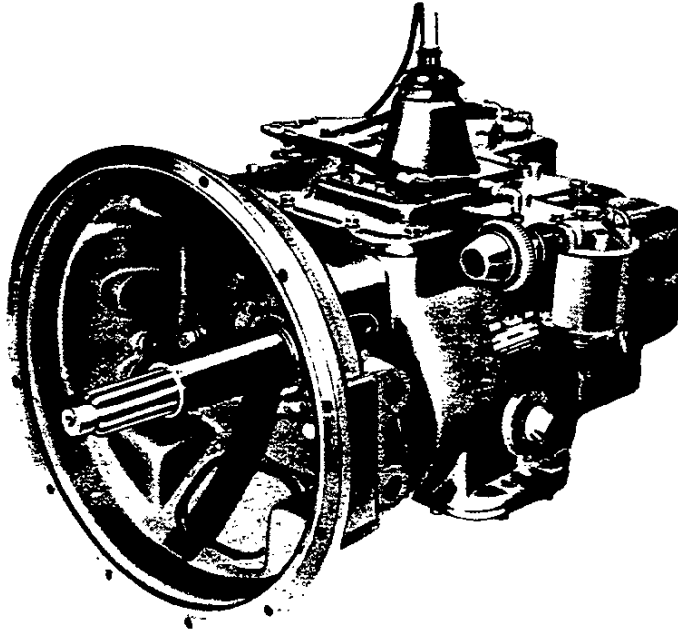
Constant-mesh helical gears in all forward speeds are engaged by sliding hubs splined to the mainshaft. Shifting of the main transmission is accomplished by a remote-control mechanism; the auxiliary is shifted by an air cylinder controlled by a cable located on the transmission shift lever. Synchronizing of the auxiliary unit is by means of a multiple clutch plate while the actual shift is made, as in the main unit, through a sliding hub splined to the mainshaft.

Shifting of the Fuller R46 varies from the conventional transmission with auxiliary transmission or two-speed axle combinations in that split-shifting is not employed. Rather, the shifting sequence involves 8 progressive steps. With the reduction unit in low-range position (down), shift lever is moved from 1st through 4th positions. Reduction unit switch is then moved to high-range position (up) and the shift lever is returned to lowest gear position. The main unit may then be upshifted through its sequence again. To downshift, the procedure is reversed.

Specifications

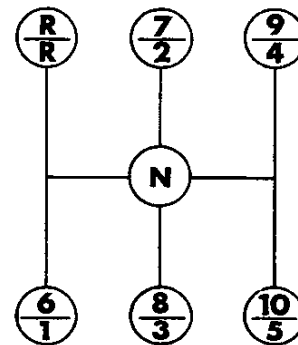
	8-Speed Constant-Mesh
Make & Model	Fuller R46
Gear Ratios:	
First	9.15
Second	6.53
Third	4.66
Fourth	3.68
Fifth	2.49
Sixth	1.78
Seventh	1.27
Eighth	Direct
Reverse, low range	10.30
Reverse, high range	2.80
Synchronized Speeds	None
Gear Types:	
Helical	1st through 8th
Spur	Reverse
Bearing Types: (Main Section)	
Main drive gear	Ball
Mainshaft pilot	Roller
Mainshaft, rear	Ball
Countershaft, front	Roller
Countershaft, rear	Ball
Reverse idler	Roller
Bearing Types: (Auxiliary section)	
Main drive gear, rear	Ball
Mainshaft pilot	Roller
Mainshaft, rear	Ball
Countershaft, front	Roller
Countershaft, rear	Ball
Power Take-Off Data:	
Opening type	SAE std 6-bolt
Location	Both sides
PTO gear rpm at 1000 engine rpm	710
Lubricants:	
Oil capacity	17 pints
Type, grade	See Owner's Guide
Brake, Parking:	
Type	Internal expanding
Drum diameter (in)	13
Lining area (sq in)	83.5

10-SPEED FULLER TRANSMISSION



Specifications

	10-Speed Constant-Mesh
Make and Model	Fuller RT510
Synchronized Speeds	None
Gear Ratios:	
First	9.00
Second	7.02
Third	5.48
Fourth	4.26
Fifth	3.43
Sixth	2.62
Seventh	2.05
Eighth	1.60
Ninth	1.24
Tenth	1.00
Reverse, low range	9.50
Reverse, high range	2.76
Gear Types:	
Helical	1st thru 10th
Spur	Reverse
Power Take-Off Data:	
R/H Side	SAE Std. 6-bolt
Bottom	H.D. 8-bolt
Lubricants:	
Oil capacity (pts)	18
Type, grade	See Owner's Guide



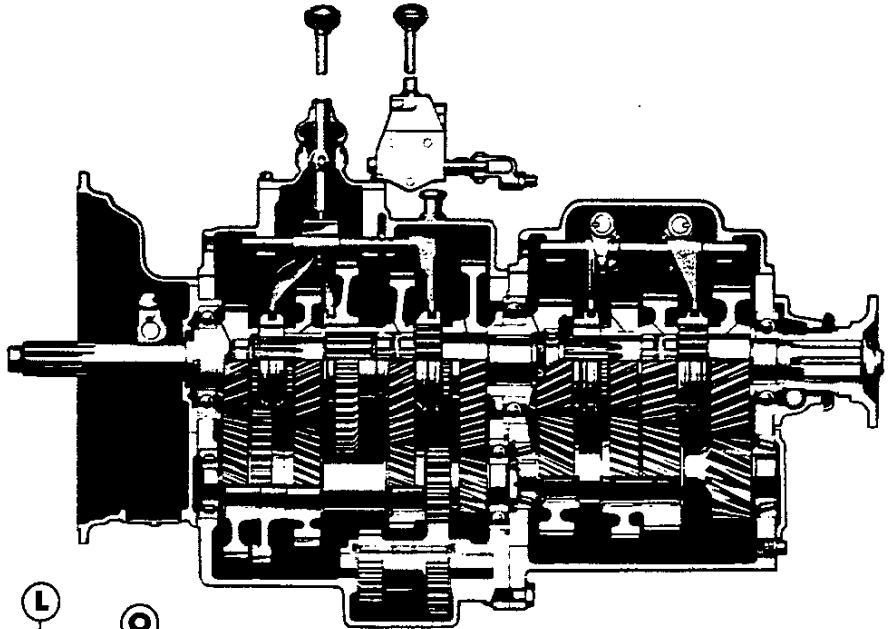
Fuller RT510

The Fuller RT510 is a unique transmission with a twin-countershaft design. This feature enables the countershafts to split engine torque so that each one carries a lesser load than a single countershaft design. The mainshaft "floats" between the countershafts, thus eliminating gear bushings and shaft sleeves which could wear out.

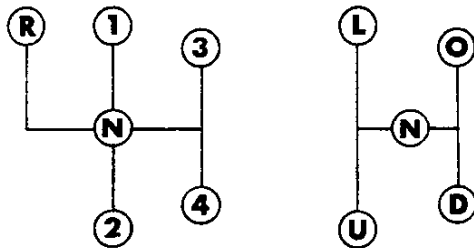
The ten speeds are progressively spaced and controlled by one shift lever in conjunction with a button on the shift lever. The main transmission has five speeds with conical clutching teeth on the gears for easy shifting. A two-speed range section on the back of the main unit is shifted by an air cylinder which is controlled by the button on the shift lever. The range section is pre-selected with the button by the driver and automatically shifts itself when the transmission is moved to neutral.

The main box is first shifted through all five speeds with the range section in low. The range section is then placed in high and the same gear pattern is repeated for the other five speeds.

16-SPEED SPICER TRANSMISSION



Gearshift Lever Positions



Spicer 7216-3B

The Spicer 7216-3B sixteen-speed compound transmission is 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.

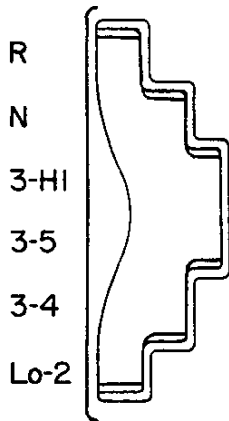
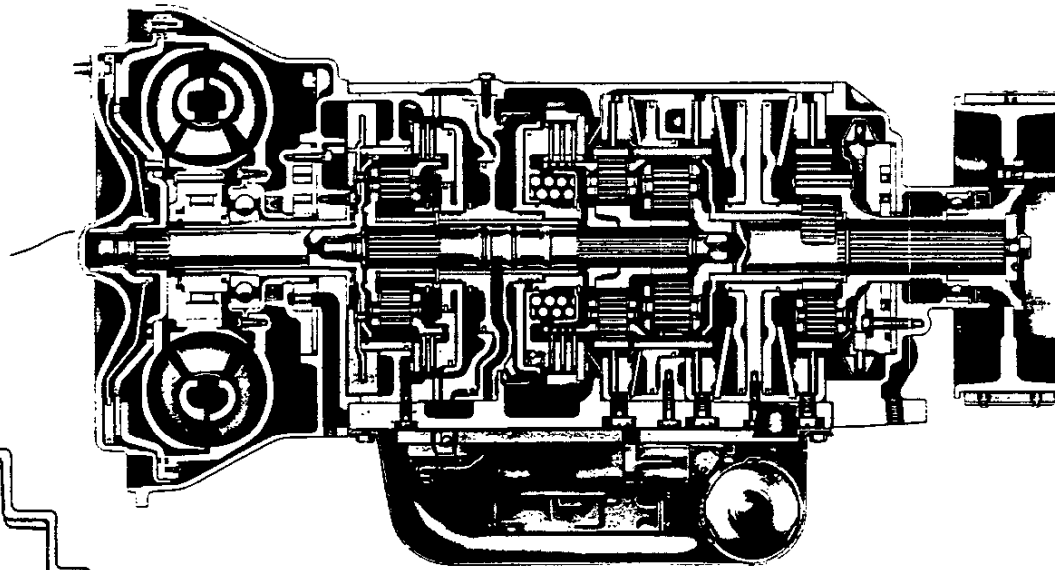
The basic advantage of a compound transmission is the compact, lightweight installation afforded by elimination of externally mounted auxiliaries. All gear reductions needed are available without the use of multiple-speed axles or complex drivelines.

Shifting through the 7216-3B 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

Make & Model		Spicer 7216-3B			
Gear Ratios:		Auxiliary Unit			
Main Unit		Low-Low	Under-Drive	Direct-Drive	Over-Drive
First	8.59	6.50	5.37	4.45	
Second	4.83	3.65	3.02	2.50	
Third	2.77	2.09	1.73	1.43	
Fourth	1.60	1.21	1.00	.83	
Reverse	8.60	6.51	5.38	4.45	
Power Take-Off Data					
Location	Both sides			Both sides	
Openings, L.H.	SAE 6-bolt			SAE 6-bolt	
R.H.	SAE 8-bolt			SAE 6-bolt	
Drive gear	P.T.O. gear			C/s drive	
Gear type	Spur			Helical	
Speed @ 1000 eng. r.p.m.	724			First 198	
				Second 353	
				Third 615	
				Fourth 1064	
				Reverse 352	
Lub. Capacity (pts.)		28			

6-SPEED ALLISON AUTOMATIC TRANSMISSION



Allison Automatic Range Control

Specifications

Make, Model & Type	Allison 6-Speed Automatic	
Ranges & Effective Ratios:	Transmission Gears	Reduction Ratio
Range 3-6 <i>(Cruising, level roads)</i>	Converter & 3rd	7.53 ■
	Lock-up & 3rd	2.69 ●
	Lock-up & 4th	1.94 ●
	Lock-up & 5th	1.39 ●
	Lock-up & 6th	Direct ●
Range 3-5 <i>(Traffic or hills)</i>	Converter & 3rd	7.53 ■
	Lock-up & 3rd	2.69 ●
	Lock-up & 4th	1.94 ●
	Lock-up & 5th	1.39 ●
Range 3-4 <i>(Slow traffic, steep hills)</i>	Converter & 3rd	7.53 ■
	Lock-up & 3rd	2.69 ●
	Lock-up & 4th	1.94 ●
Range 1-2 <i>(Off-road, extreme hills)</i>	Converter & 1st	14.8 ■
	Lock-up & 1st	5.29 ●
	Lock-up & 2nd	3.81 ●
Reverse	Converter & Rev	16.9 ■
	Lock-up & Rev	6.04 ●
Torque Converter:		
Element types.....	Pump, 2 stators, turbine	
Lock-up clutch.....	Automatic, governor controlled	
Reduction Gears:		
Gear types.....	Planetary, clutch actuated	
Power Take-Off Data:		
Opening type.....	SAE std 6-bolt	
Location.....	Both sides	
PTO gear rpm.....	1000★	
Lubricants:		
Oil capacity.....	19-qt dry refill 9 qt less converter	
Oil type, grade.....	See Owner's Guide	
Oil filter type.....	Full-flow, replaceable	
Brake, Parking:		
Type.....	Drum & band	
Drum diameter (in).....	9.5*	
Lining area (sq in).....	89	

Advantages

Shorter trip times possible through power-on shifts and efficient use of engine power by automatic shifting.

Greater payloads possible through shorter trip times, thus permitting more tonnage to be hauled per day.

Fuel economy through power-on shifts and automatic converter lock-up clutch.

Reduced shock-loads to engine and driveline by oil-cushioned shifting.

Longer service brake life through braking assistance of hydraulic retarder.

Reduced maintenance. Engine clutch eliminated. Single-speed rear axle saves first cost, eliminates maintenance of two-speed axle parts.

Increased road safety. Frees driver of clutch and gearshift distractions, cuts fatigue and aids alertness. Hydraulic retarder gives added braking control.

Features

The Allison Automatic is a durable automatic transmission designed and built exclusively for medium- and heavy-duty trucks. It has construction features to meet truckers' demands for economy, performance, operating flexibility, minimum downtime and low maintenance cost.

Torque converter multiplies starting torque as much as 2.8 to 1. Effective ratio of 14.8 to 1 available in 1-2 range.

Converter lock-up clutch engages automatically when converter is not needed—gives direct engine coupling for high efficiency and fuel economy.

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

Four-range control gives driver full control of forward driving ranges for best performance and flexibility.

Hydraulic retarder assists in braking. Pedal operated, retarder multiplies engine braking up to six times.

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

■ Maximum ratio at stall speed.

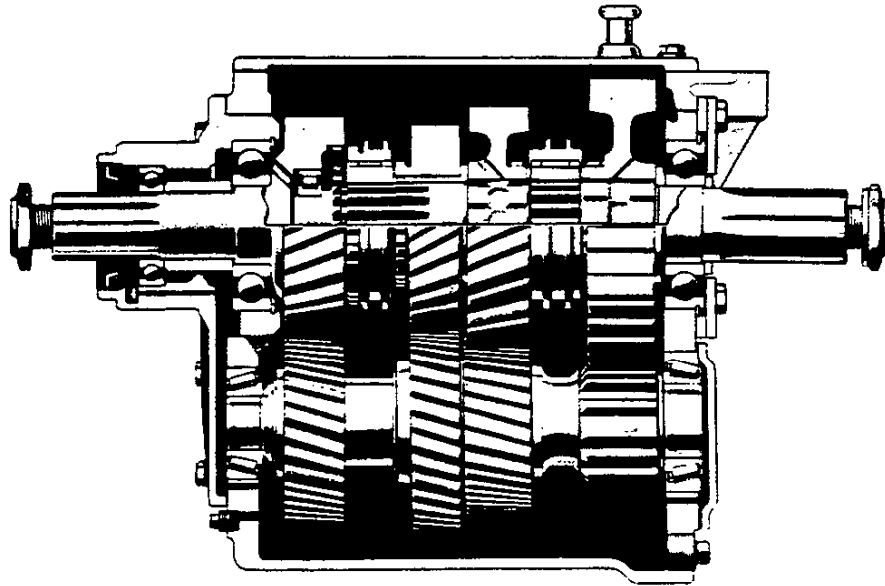
● Gear ratios without converter.

* MT30 only; MT40 uses 10.5" x 99.1 sq in.

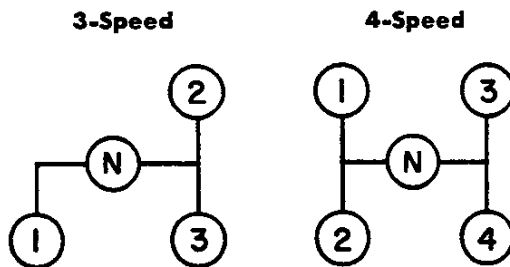
★ Speed of PTO gear in neutral varies directly as converter turbine shaft speed varies with load on power.

AUXILIARY TRANMISSIONS

SPICER 7041 4-SPEED



Gearshift Lever Positions



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

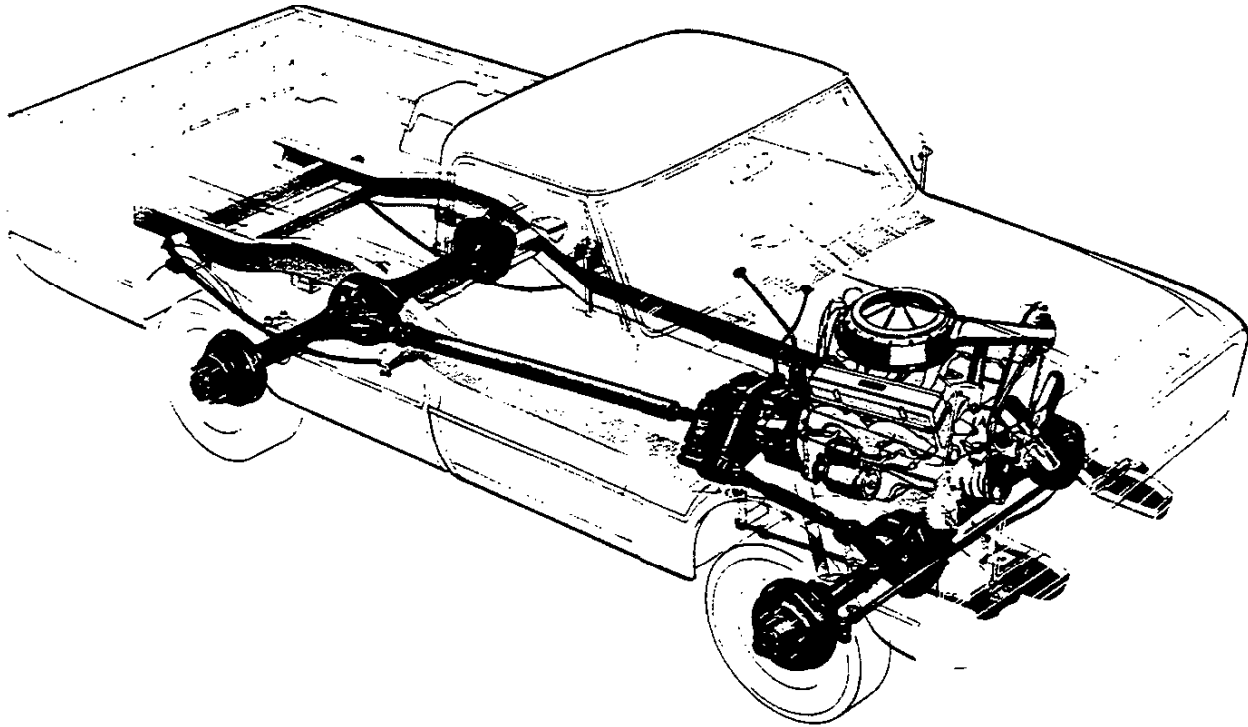
The Spicer 6041 and 7041 4-speed auxiliary transmissions combine low gear ratios necessary for heavy-duty off-highway usage with closely spaced gears and an overdrive gear needed for efficient on-highway empty operations. Three power take-off locations facilitate easy accessory power hookups. All gears are helical constant mesh for easier and quieter shifting. Shafts and gears are precision machined and carburized for resistance to wear.

Specifications

	3-Speed	4-Speed	4-Speed
Make & Model	Spicer 7231-A	Spicer 6041	Spicer 7041
Ratios:			
First	2.14	2.14	2.31
Second	Direct	1.24	1.21
Third74	Direct	Direct
Fourth86	.83
Gear Types	Helical		
Lever Location	Floor mounted		
Power Take-Off Data:			
Type	SAE std 6-bolt		
Number of outlets	2	3	
Locations	Both sides	RH, LH, and top	
Lubricants:			
Oil capacity (pts)	8	8	11

TRANSFER CASES

FOUR-WHEEL-DRIVE TRANSFER CASE SERIES KS/KE10-20



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 gear or 1.94 to 1 underdrive. Control is through a single lever having four positions. From the rear toward the front of the truck, these positions are: four-wheel underdrive; neutral; four-wheel direct

drive; and two-wheel direct drive.

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 at the rear of the case.

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 models. 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 utilize radius rods to control braking and acceleration forces. This leaves the coil springs to act as elastic members only.

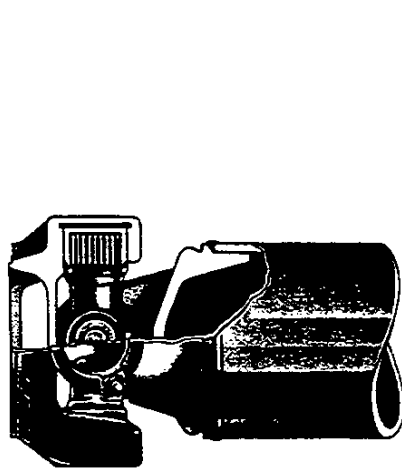
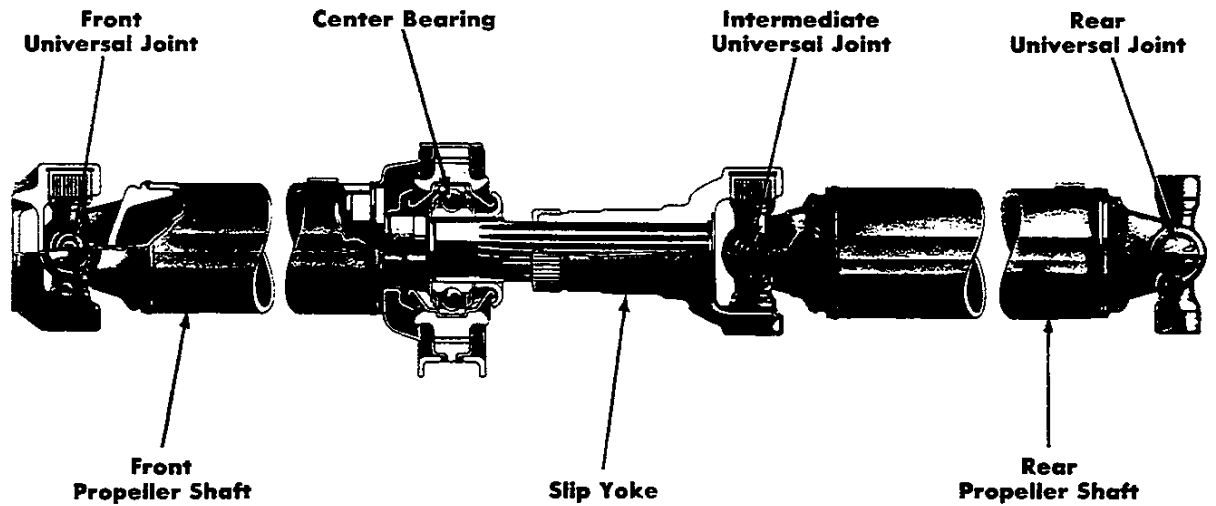
Drivelines for Chevrolet trucks are engineered for reserve torque capacity, accurate balance, high rigidity and resistance to vibration.

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

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

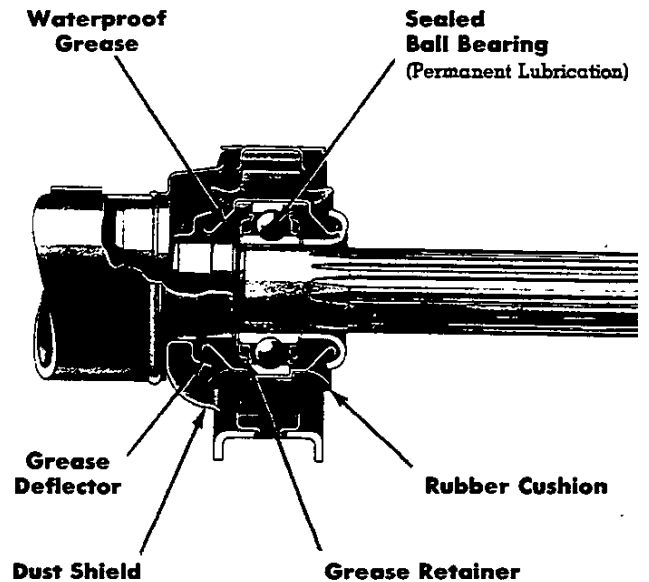
Center bearings, standard on many models, divide driveline into short, rigid propeller shafts. Cushion mounting minimizes transfer of vibrations.

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



Universal Joint

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



Center Bearing

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

DRIVELINE

SPECIFICATIONS

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

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

Series	Propeller Shaft Diameter (in)					Universal Joints								
	No. Used	Front or Single	Center or Front Intermediate	Rear Intermediate	Rear	No. Used	Series							
							1	2	3	4	5	6		
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	1285	1350	1350					
CS310	2	2.50			2.50	3	1350	1350	1350					
CE310	2	2.50			2.50	3	1310	1350	1350					
CS314	2	3.00			2.50	3	1350	1350	1350					
CE314	2	3.50			2.50	3	1350	1350	1350					
KS/KE107	1				3.00	2	1310	1310						
KS/KE109	1				4.00	2	1310	1310						
KS/KE209	1				4.00	2	1350	1350						
PS/PT110	1	2.50				2	1285	1285						
PS/PT209	1	3.50				2	1350	1350						
PS/PT213	2	2.50			2.50	3	1350	1350	1350					
PS/PT309	1	3.50				2	1350	1350						
PS/PT313	2	2.50			2.50	3	1350	1350	1350					
PS/PT315	2	2.50			3.00	3	1350	1350	1350					
PS414	2	2.50			2.50	3	1350	1350	1350					
PS421	3	2.50			2.50	4	1350	1350	1350	1350				
CE410-412-414	2	2.50			2.50	3	1350	1350	1350					
CE417	3	2.50	2.50		2.50	4	1350	1350	1350					
CS/SS410-412-414	2	2.50			2.50	3	1350	1350	1350					
CS/SS417	3	2.50	2.50		2.50	4	1350	1350	1350					
TS/TE412-414	1	3.50			3.50	2	1350	1350						
TS/TE418-420	2	2.50			2.50	3	1350	1350	1350					
TS/TE425	3	2.50	2.50		2.50	4	1350	1350	1350					
TT412-414	1	3.50			3.50	2	1310	1310						
TT418-420	2	2.50			2.50	3	1410	1410	1410					
TT425	3	2.50	2.50		2.50	4	1410	1410	1410	1410				
CD510-512-514	2	3.00			3.00	3	1410	1410	1410					
CD517-520	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
CE510-512-514	2	3.00			3.00	3	1410	1410	1410					
CG510-512-514	2	3.00			3.00	3	1410	1410	1410					
CG517-520-523	3	3.00	3.00		3.00	4	1410	1410	1410					
CS510-512	2	3.00			3.00	3	1410	1410	1410					
CE517-520	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
CSS12-514	2	3.00			3.00	3	1410	1410	1410					
CS517-520; SS520	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
ME514-517	2	3.50			3.50	3	1412	1412	1412					
ME520	3	3.50	3.50		3.50	4	1412	1412	1412	1412				
MSS14-517	2	3.50			3.50	3	1412	1412						
MSS20	3	3.50	3.50		3.50	4	1412	1412	1415					
SES25-528-531	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410			
SS525-528	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410			
TD512-514	1	3.00				2	1410	1410						
TD518-520	2	3.00			3.00	3	1410	1410	1410					
TD525	3	3.00	3.00		3.00	4	1410	1410	1410	1410				
TG512-514	1	3.00				2	1410	1410						
TG518-520-523	2	3.00			3.00	3	1410	1410	1410					
TG525	3	3.00	3.00		3.00	4	1410	1410	1410	1410				

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
TSS12-514	1	3.00				2	1410	1410		1-sp 2-sp		
TS/TE518-520	2	3.00			3.00	3	1410	1410	1410			
TS/TE525	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
CD610-612-614	2	3.00			3.00	3	1410	1410	1410			
CD617-620	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
CE610-612-614	2	3.00			3.00	3	1410	1410	1410			
CE617	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
TG620-623	2	3.00			3.00	3	1410	1410	1410			
TG625	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
SE628-631	4	3.00	3.00	3.00	3.00	5	1410	1410	1410	1410	1410	
TS/TE612-614	1	3.00				2	1410	1410			1410	1-sp 2-sp
TS/TE618-620	2	3.00	3.00			3	1410	1410	1410			
TS/TE625	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
CE620	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
CG610-612-614	2	3.00			3.00	3	1410	1410	1410			
CG617-620-623	3	3.00	3.00		3.00	4	1410	1410	1410			
CS610-612-614	2	3.00			3.00	3	1410	1410	1410			
CS617-620	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
MG614-620-617	3	3.50	3.50		3.50	5	1480	1480	1480	1480	1515	1480
ME614-617-620	3	3.50	3.50		3.50	5	1480	1480	1480	1480	1515	1480
TD612-614	1	3.00				2	1410	1410			1-sp 2-sp	
TD618-620	2	3.00	3.00			3	1410	1410	1410			
TD625	3	3.00	3.00		3.00	4	1410	1410	1410	1410		
TG612-614	1	3.00				2	1410	1410			1-sp 2-sp	
TG618	2	3.00	3.00			3	1410	1410	1410			
TV70	1	3.50				2	1480	1480				
HM710-712-714-717; HM810-812-814-817	2	3.50			3.50	3	1480	1480	1480			
TM718-720; TM818-820-823	2	3.50			3.50	3	1480	1480	1480			
HM720-723-725; HM820-823-825	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
TM723-725	3	3.50	3.50		3.50	4	1480	1480	1480	1480		
HI/HV70	2	3.50			3.50	3	58WB	58WB	58WB			
JJ/JV714; JM814; WM816-819-822	3	3.50	3.50		3.50	4	58WB	58WB	58WB	58WB		
JJ/JV717-720-721- 723; JM817-821-823	4	3.50	3.50	3.50	3.50	5	58WB	58WB	58WB	58WB	58WB	
JM714-717-720	4	3.50	3.50	3.50	3.50	5	1480	1480	58WB	1480	1480	
TJ/TM712-714; TM812-814	1	3.50				2	1480	1480				

Universal Joint Specifications

Series number	1280	1310	1350	1410	1480	1550	58WB
Make	Spicer	Spicer	Spicer	Spicer	Spicer	Spicer	Blood Brother
Bearing pin diameter (in.)	.6145-.6150	.6569-.6574	.7730-.7735	.7730-.7735	.8942-.8947	.8942-.8947	1.0621-1.0621
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



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